



MOBILITY 2040



Pasco County MPO
Transportation Plan

Draft Technical Report No. 5 Public Outreach



Technical Report No. 5

PUBLIC OUTREACH

MOBILITY 2040



PASCO COUNTY METROPOLITAN PLANNING ORGANIZATION

8731 Citizens Drive

New Port Richey, FL 34654

Ph (727) 847-8140, fax (727) 847-8084

Prepared by:



1000 Ashley Drive, Suite 400

Tampa, FL 33602

Ph (813) 224-8862, fax (813) 226-2106

FEBRUARY 2015

Table of Contents

Section 1:	INTRODUCTION	1-1
Section 2:	MOBILITY 2040 BROCHURE	2-1
Section 3:	MOBILITY 2040 STAKEHOLDER INTERVIEWS.....	3-1
Section 4:	ENVIRONMENTAL JUSTICE DISCUSSION GROUP WORKSHOPS	4-1
	Land O’Lakes Discussion Group Workshop.....	4-2
	Lacoochee Discussion Group Workshop.....	4-5
	EJ Discussion Group Workshop Summary	4-6
Section 5:	ACCESS PASCO PUBLIC OUTREACH.....	5-1
	<i>Access Pasco</i> Public Outreach Summary	5-1
	<i>Access Pasco</i> On-Board Survey	5-2
	<i>Access Pasco</i> Public Workshops.....	5-23
	<i>Access Pasco</i> Discussion Group Workshops	5-35
	MPO Committees and Board Transit Workshops.....	5-42
	Technical Review Team Meetings.....	5-44
	General Public Comments and Suggestions Received by PCPT.....	5-44
	Social Media Outreach.....	5-45
Section 6:	AUGUST 2014 NEEDS PLAN WORKSHOP SURVEY	6-1
	Roadway Project Priorities.....	6-1
	Unidentified Roadway Improvements.....	6-2
	Additional Comments Pertaining to the Roadway Needs Plan	6-2
	Transit Project Priorities	6-3
	Unidentified Transit Improvements	6-4
	Additional Comments Pertaining to the Transit Needs Plan	6-4
	Bicycle, Pedestrian, and Trail Project Priorities	6-4
	Additional Comments Pertaining to the Bicycle, Pedestrian and Multi-Use Trail Needs Plan.....	6-5
	Other Comments Pertaining to the 2040 Needs Plan	6-5

Section 7:	OPPORTUNITIES TO PROVIDE INPUT DURING 30-DAY PUBLIC COMMENT PERIOD	7-1
	Open House Workshops	7-1
	Top Roadway Projects (Online Outreach Tool).....	7-2
	30-Day Public Comment Period Summary.....	7-3
Section 8:	MOBILITY 2040 MPO BOARD AND COMMITTEE MEETINGS AND PRESENTATIONS.	8-1

List of Tables

Table 5-1:	Public Involvement Activities Summer	5-2
Table 5-2:	Rate of Responses Received by Question	5-4
Table 5-3:	Completed Survey Summary by Language.....	5-5
Table 5-4:	Completed Survey Summary by Day of Week.....	5-5
Table 5-5:	Ranking of Transit Characteristics	5-22
Table 5-6:	Ranking of Transit Characteristics	5-35

List of Figures

Figure 5-1:	What is the most common reason you ride the bus?	5-6
Figure 5-2:	What is the most common reason you ride the bus? 2005, 2007, 2013	5-6
Figure 5-3:	How do you usually get to the bus stop?.....	5-7
Figure 5-4:	How do you usually get to the bus stop? 2005, 2007, 2013	5-8
Figure 5-5:	Did you use a wheelchair lift to board the bus today?	5-8
Figure 5-6:	List all the bus routes in the exact order you used to make this one-way trip.....	5-9
Figure 5-7:	Typically, how many one-way trips do you make per week using the bus?.....	5-10
Figure 5-8:	One-way trips per week using the bus, 2005, 2007, 2013.....	5-10
Figure 5-9:	What is the most important reason you ride the bus?	5-11
Figure 5-10:	How long have you been using PCPT bus service?	5-11
Figure 5-11:	What type of fare do you usually pay when you ride the bus?	5-12
Figure 5-12:	How do you usually get information on bus service?	5-13
Figure 5-13:	If the bus was not available today, would you have another option to get to your destination?	5-13
Figure 5-14:	Do you have a driver's license?.....	5-14
Figure 5-15:	What is your age?	5-14
Figure 5-16:	Passenger Age, 2005, 2007, 2013	5-15
Figure 5-17:	Are you of Hispanic, Latino, or Spanish origin?.....	5-15
Figure 5-18:	What is your race?	5-16
Figure 5-19:	Do you speak a language other than English at home?	5-16
Figure 5-20:	What was the range of your household income for 2012?	5-17
Figure 5-21:	Passenger Household Income, 2005, 2007, 2013	5-17
Figure 5-22:	What is the ZIP code of your primary residence?.....	5-18
Figure 5-23:	How would you rate your bus service experience over the past year?	5-18
Figure 5-24:	Which three of the following service improvements would make PCPT better for you to use?	5-19
Figure 5-25:	Which three technology improvements would make PCPT better for you to use?	5-20
Figure 5-26:	How satisfied are you with each of the following?	5-21

Figure 5-27:	How much awareness is there in the community about transit/public transportation?	5-27
Figure 5-28:	What do you think of PCPT transit service?	5-28
Figure 5-29:	What is your perception of transit’s role in the community?	5-28
Figure 5-30:	Is traffic congestion a problem in Pasco County?	5-29
Figure 5-31:	What role do you see transit playing in alleviating the congestion?	5-29
Figure 5-32:	Have you used PCPT’s transit services?	5-29
Figure 5-33:	Do you think there is a need for additional transit service in Pasco County?	5-29
Figure 5-34:	What types of additional transit service would you like to see?	5-30
Figure 5-35:	What do you think is a reasonable one-way fare to pay for transit service?	5-30
Figure 5-36:	Do you believe there is a willingness in the community to pay for transit service?	5-31
Figure 5-37:	Are you willing to pay additional local taxes for an expanded transit system? ...	5-31
Figure 5-38:	What is your age?	5-32
Figure 5-39:	What was your total household income for 2012?	5-32
Figure 5-40:	What is your ZIP code?	5-33
Figure 5-41:	Ranking of Transit Characteristics	5-34
Figure 5-42:	Bus Operator Survey Results	5-40

Section 1: Introduction

The purpose of this technical report is to provide additional supporting detail related to the specific outreach activities completed for MOBILITY 2040 and the public input and comments collected as a result. The key outreach activities completed include the following:

- MOBILITY 2040 brochure
- Stakeholder interviews
- Environmental Justice discussion group workshops
- *Access Pasco* public outreach
- August 2014 Needs Plan workshop survey
- Opportunities to provide input during 30-day public comment period
- MOBILITY 2040 MPO Board and Committee meetings and presentations

Section 2: MOBILITY 2040 Brochure

An informational brochure was developed early in the MOBILITY 2040 process to educate the community about the project, provide general information about what MOBILITY 2040 is, illustrate the overall project schedule, and provide highlights of where information can be found and how the community can be involved as the project progresses. The brochure was updated at key points during the plan’s development to provide the latest information to the public. Both printed and digital (email and online) copies of the brochure were made available. An image of the initial brochure is provided below and on the following page.

Why should I get involved with Mobility 2040?

- Long-range transportation planning lays the foundation for future transportation projects through the year 2040.
- With over 450,000 projected new residents anticipated by 2040, it is critical to understand how we are going to move around the county and connect to the region.

The plan will focus on several key goals and we need your input as we develop the plan.

- Support Economic Development
- Improve Safety and Security
- Provide Local and Regional Connectivity and Transportation Choices for all modes (highways/transit/bicycle/pedestrian)
- Create Quality Places through coordination of transportation and land use decisions that protect our natural resources
- Provide a reliable and efficient multimodal transportation system
- Encourage Public Participation

How can I become involved in shaping Mobility 2040?

- Visit our website
- Attend meetings and workshops
- Provide input we want to hear from you!

To provide a one-stop source of information for this project, the Pasco MPO had developed a *Mobility 2040* website:

www.mobility2040pasco.com

This website will be updated frequently with project news, documents, and a calendar of events. When visiting the website, be sure to sign up to receive email notices about new project information and upcoming opportunities to provide your input.

There will be many opportunities in 2014 to participate in developing Mobility 2040! Stay tuned!

In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, familial, or income status. It is a priority for the MPO that all citizens of Pasco County are given the opportunity to participate in the transportation planning process including low-income individuals, the elderly persons with disabilities, and persons with limited English proficiency. You may contact the MPO's Title VI Specialist at (727) 847-8140 if you have any discrimination complaints.

MOBILITY 2040

Pasco County MPO
Transportation Plan

Pasco County's
Transportation
Plan

www.mobility2040pasco.com

FOR MORE INFORMATION

If you would like to learn more about *Mobility 2040* or share your ideas, please contact:

Pasco County
Metropolitan Planning Organization
727.847.8140 or email us at
mpocomments@pscocoountyfl.net
www.mobility2040pasco.com

Brochure Front and Back Covers

**What is Mobility 2040?
Developing Pasco County's
Long Range Transportation
Plan.**



The Pasco County Metropolitan Planning Organization (MPO) is responsible for transportation planning in Pasco County. The MPO is underway preparing the 2040 Long Range Transportation Plan, called "Mobility 2040: Pasco County's Transportation Plan," or *Mobility 2040* for short.

Long-Range Transportation Plans are federally-mandated plans that are updated every five years and identify transportation improvements. A needs plan is developed initially and refined to a cost affordable plan based on available transportation revenues expected over the 20 year planning period. The plan covers highways, transit, pedestrian and bicycle modes of travel.

**What is the schedule for completing
Mobility 2040?**

The transportation planning process will include a comprehensive technical analysis of the current transportation system, evaluation of population and employment forecasts, goals and objectives, development of a Needs Plan and a Cost Affordable Plan. Special emphasis will focus on evaluating feasible improvements for the SR 54/56 corridors, where a significant amount of new development is expected. Numerous opportunities for the public to provide input are planned. *Mobility 2040* will be completed by December 2014.

WE NEED YOUR INPUT!

Please visit us at one of our public events below:

- **Saturday, March 15, 10-2pm**
Wiregrass Mall "Fresh Market at Wiregrass"
Next to Guest Services Building, Center Court
28211 Paseo Drive, Wesley Chapel, 33543
- **Tuesday, March 25, 10-2pm**
West Pasco Government Center, First Floor Lobby
8731 Citizens Drive, New Port Richey, 34654
- **Wednesday, March 26, 5-7pm**
Alice Hall Community Center – SR 54 Zephyrhills
38116 5th Avenue, Zephyrhills 33542
- **Thursday, March 27, 6-8 pm**
Pasco County Recreation Center
3032 Collier Parkway, Land O Lakes, 34639
- **Thursday, April 10, 10:00 am**
MPO Board Meeting Workshop
West Pasco Government Center,
BCC Board Room – First Floor
8731 Citizens Drive, New Port Richey, 34654

ALL MEETINGS OPEN TO THE PUBLIC



ENVIRONMENTAL JUSTICE WORKSHOP

Join us for a workshop to offer input to help achieve environmental justice for minority and low income populations:

- **Wednesday, March 19, 3:30-5:30 pm**
Rasmussen College, Room #110
18600 Fernview Street, Land O Lakes, Florida, 34638

Events	Sept. 2013 - Dec. 2013	Dec. 2013 - April 2014	April 2014 - Sept. 2014	Sept. 2014 - Dec. 2014
	Early Public Outreach	2040 Needs Plan	Cost Affordable Plan	Final Plan Development and Adoption
Website	•	•	•	•
Stakeholder Interviews	•			
Fact Sheet		•	•	
Public Workshops		•	•	
Neighborhood Meeting		•	•	
Technical/Citizen Advisory Meeting		•	•	•
Metropolitan Planning Organization Board Meeting		•	•	•
Environmental Justice Discussion Group		•		
SR54/56 Corridor Focus		•	•	
Newsletters		•	•	•

Inside of Brochure

Section 3: MOBILITY 2040 Stakeholder Interviews

To help inform the process of updating MOBILITY 2040, a series of stakeholder interviews was completed to obtain thoughts from informed persons on population growth, economic development, land use, and the type of transportation system needed to best serve the citizens of Pasco County through 2040.

On November 18 and November 21, 2013, interviews with seven elected officials from Pasco County and several municipalities were conducted. These stakeholders were selected because of their knowledge about land use, transportation, and/or economic needs in Pasco County. A summary of the responses received for each is provided below.

1. Who will be living in Pasco County in the next 30 years?
 - More diverse population than in the past
 - Population becoming younger and will continue to become more so in the next 30 years
 - Age group of 34–59 will continue to grow
 - Increase in Hispanic population
 - More families with active lifestyles and opportunities for improved quality of life
 - More workers to fill manufacturing jobs and other higher-income jobs
 - More students with growth of Pasco Hernando Community College (PHCC), Rasmussen College, and others
 - Need to offer more opportunities to keep students in Pasco County after college
2. What are Pasco County's primary economic development priorities or initiatives?
 - Job creation
 - Jobs/housing balance
 - Higher-paying jobs/training
 - More business incentives
 - Streamline permitting process for business
 - Help existing businesses grow
 - Support small start-up businesses
 - Public private partnerships
 - Specific industries
 - Tourism
 - Manufacturing
 - Health care
 - Finance

- Transportation infrastructure
 - East/west connectivity
 - Multi-use trails
 - Land use
 - Redevelopment (especially along US 19 and in New Port Richey)
 - Planning and zoning in east Pasco County
 - Other priorities
 - Overall quality of life
 - Privatization of water
3. What are the biggest challenges Pasco County will face as it continues to grow?
- Funding and the political will to fund infrastructure (parks, libraries, transportation, other)
 - Good planning, smart and sustainable growth, making it happen
 - Jobs/housing balance
 - Land use to support transit
 - Proper development (perhaps different than US 19 or SR 54)
 - Revitalizing west Pasco County
 - Facilitating growth while maintaining small town atmosphere (east Pasco)
 - Improving overall quality of life
 - Other challenges
 - Retirees on fixed incomes
 - Cost of flood insurance
 - Providing services to a growing low-income population
4. What are the most critical decisions for promoting a high quality of life in Pasco County?
- Increase funding
 - More parks and libraries
 - More transportation
 - Multimodal focus (transit, sidewalks, trails, etc.)
 - Focus on job creation
 - Business-friendly policies
 - Private sector job focus
 - Work with schools/colleges/education
 - Emphasize quality of life
 - Family-friendly
 - More cultural and other activities
 - Facilities/services for active retirees
 - Protect water/environment

5. Pasco County's employment-to-population ratio is generally half that found in Pinellas and Hillsborough counties, and almost 50% of the work trips originating in Pasco County travel out of county each day for employment. Does Pasco County have the right balance between employment and population? If not, how should it change?
 - Does not have the right balance of employment to population
 - Need more jobs to strengthen employment-to-population ratio and overall quality of life
 - Focus on business, not homes (have enough homes for the next 75 years)
 - Need larger companies to locate in Pasco County (manufacturing, financial services, health care)

6. What are the key targeted industries on which Pasco County should focus? What incentives will these businesses need to be encouraged to locate here?
 - Industries
 - Health care/medical technology
 - Financial services
 - Manufacturing
 - Information technology
 - Research and business parks
 - Eco-tourism
 - Solar

7. What types of businesses will locate in Pasco County in the short term (within 5 years)? In the long term (within 10–20 years)? What types of jobs will be added or lost in Pasco County due to technological advances?
 - Short term
 - T Rowe Price
 - Raymond James Financial
 - Waterfront restaurants
 - Manufacturing (especially in east Pasco)
 - Agriculture (blueberries)
 - Help existing businesses grow
 - Long term
 - Manufacturing
 - Health care
 - Financial services
 - Redevelop around landmarks (Hacienda Hotel)

8. In the next 25 years, if people live in Pasco County and work elsewhere (out of county), where will they work?
 - Hillsborough County (continued flow to downtown Tampa/Westshore)
 - Pinellas County (will continue)
 - Polk County (growing, given its aggressive policies)
 - Hernando County (growing)
 - Growing trend to live, work, and play in one place, presenting an opportunity for Pasco County to facilitate job creation and keep more workers in Pasco County

9. According to the U.S. Census, the 2010 population in Pasco was 464,697, and the MPO is currently forecasting growth to 916,400 by 2040 (2.29% annual growth rate, total increase of 451,703 people from 2010–2040). Where do you see this population growth locating?
 - SR 54 from Little Road to Suncoast Parkway to US 41
 - Trinity area, north and south of SR 54
 - Suncoast Parkway interchange
 - Wesley Chapel/CR 54 area
 - SR 56/Wiregrass Mall area
 - Connerton/US 41 area
 - Pasadena Hills area north of CR 54
 - Northwest Pasco/west of US 19

10. Please circle on the provided map the areas of Pasco County that you believe will have the highest potential for growth in RESIDENTIAL use in the next 25 years. Please describe the type (single use, mixed use, transit-oriented development, etc.) of residential development you think is the most appropriate/economically viable in each of the areas you circled. Are these areas where growth should occur?
 - SR 54 from Little Road to Suncoast Parkway to US 41
 - Trinity area, north and south of SR 54
 - Suncoast Parkway interchange
 - Wesley Chapel/CR 54 area
 - SR 56/Wiregrass Mall area
 - Connerton/US 41 area
 - Pasadena Hills area north of CR 54
 - Northwest Pasco/west of US 19

11. Please circle on the provided map the areas of Pasco County that you believe will have the highest potential for growth in EMPLOYMENT uses in the next 25 years. Will that growth be industrial, service (office, medical), or commercial (restaurant, retail)? Indicate the type of employment you think is the most appropriate/economically viable in each of the circled areas. Are these areas where growth should occur?

- Wesley Chapel/Wiregrass (east of I-75 between CR 54 and SR 56)
- SR 54/Little Road (near hospital)
- I-75/SR 52 interchange (southeast)
- SR 54/US 41 area (northwest)
- Shady Hills area (north and south of SR 52)
- Suncoast Parkway/SR 52 interchange (northwest and northeast)
- Southwest Pasco along US 19
- Northwest Pasco County along US 19 (Sunwest)
- Southeast Pasco east of US 301 into Polk County
- US 301 corridor from Dade City to Hernando County Line

12. What are the key transportation needs that should be the focus in the short term (next 10 years) and through 2040 in the urban/suburban/rural areas identified?

- Expanded transit service
 - Routes/hours/frequency expansion
 - Better bus service on US 19 (connecting to Hernando and Pinellas)
 - Cross-county bus service improvements
 - More frequent bus service on SR 54/56
 - Bus service on SR 52
 - Moonlake area
 - Better transit connections to New Port Richey
- SR 54/56 improvements
- More walkable community
 - Bicycle facilities and sidewalks
- Road capacity improvements
 - Clinton/SR 52
 - SR 54/Eiland Blvd.
 - West Zephyrhills Bypass
 - More of a grid road network where possible
 - Overpass Road and I-75/Overpass Road interchange
 - SR 56 to US 301 extension
 - US 301 through Zephyrhills

- SR 52
 - US 98 (for freight)
 - Road maintenance
 - Fix deficiencies
 - Collectors
13. What should be the role of public transportation (transit) in the next 10 years and by 2040 in Pasco County and in the Tampa Bay Region?
- Transit is critical to the future of Pasco County (as noted during Board discussions of *Access Pasco*)
 - Focus on service for commuters within Pasco County and regionally
 - Bus service/facilities
 - Better, more dependable transit service
 - Increase frequency of bus service on existing routes
 - More holiday service
 - Later hours of service
 - Need transit center near US 19 and Main St.
 - Improve connections between west and east Pasco County
 - Interest in the Polk County MyRide Transit Plan
 - Wiregrass circulator
 - Bus service to education facilities and training centers
 - Bus connection to St. Leo
 - Explore partnerships with School District and major employers
 - Set aside right-of-way for future light rail (even though ready for rail today)
14. Congestion on the SR 54/56 corridor is projected to increase significantly by 2040. Ongoing studies are evaluating the feasibility of an elevated, four-lane toll facility as an alternative, which would allow buses to operate in mixed traffic on the elevated lanes. No commercial vehicles would be allowed due to safety concerns. The existing six lanes would continue to operate as they do today with the option of using the elevated toll lanes (operating with faster speeds with no intersection/signal interruptions) or continuing to use the existing lanes, which would not be tolled. What feedback on the elevated toll option have you received?
- General agreement that solutions for SR 54/56 should continue to be evaluated.
 - Interested in better understanding of pros and cons:
 - Where have these been constructed?
 - What are the lessons learned?
 - Concern about impact on local businesses and surrounding areas
 - Why taken down in other communities?

- Good parallel option for traffic in Hillsborough and Pinellas Counties
 - Not good for local bus service
 - Concern about creating another US 19 on SR 54
 - Would like a visual 3D image of the concept compared to the 20-lane alternative
 - How to pay for this?
 - Should perhaps be evaluated and solved as a regional issue and solution
15. Bus Rapid Transit (BRT) is a premium transit service that includes high-quality bus stations and other amenities and can operate in separate lanes or in mixed traffic lanes (buses, automobiles). BRT can provide service and comfort similar to light rail, typically at a lower cost. What are your thoughts on BRT or other of premium transit transportation modes?
- Possible option to get workers to/from neighboring counties
 - Envision future peak commuter service to employment centers
 - Consider existing rail line along US 41 for commuter rail in future
 - Implement BRT in medians rather than elevated lanes with overpasses at congested intersections
 - Perhaps implement BRT in right-of-way as an incremental step to light rail
16. The Tampa Bay region consistently has been ranked as having the highest number of bicycle/pedestrian fatalities in the U.S. What do you think could be done to reduce fatalities and injuries to bicyclists and pedestrians? How important are trails and sidewalks in the mix of transportation needs as alternative modes of travel?
- Sidewalks
 - Eliminate gaps
 - Improve access to bus stops
 - Need more separation from road where possible
 - Sidewalks on both sides of US 301 do not make sense
 - Waste of tax dollars for sidewalks in suburban/rural areas
 - Not sure how to improve pedestrian safety on US 19; perhaps some pedestrian overpasses
 - Bicycle facilities and trails
 - Some support
 - Not cost-effective to maintain
 - Not viable for commuting to work
 - Trail connecting New Port Richey to existing trails
 - Consider more bike lanes on available right-of-way
 - Take advantage of wide shoulders when possible

17. Where should transportation funding come from in Pasco County for needed improvements?
- Policy
 - Eliminate raids on State Transportation Trust Fund
 - Review all alternatives with Board
 - Maximize leveraging of State and federal funds (get fair share)
 - Need multiple sources; important to diversify
 - Remain cautious about relying on federal funding
 - Need to be willing to raise taxes
 - User fees (gas tax, tolls)
 - Gas tax
 - Not the best source but need use what is available
 - Mobility Fee and Tax Increment Financing
 - Tolls
18. Pasco County’s Mobility Fee program incentivizes job generating growth and results in lower impact fees charged to developers if located in the county’s designated Urban Service Area (USA). What is your opinion (if any) of the Mobility Fee Initiative and Plan?
- General support for mobility fee policy and structure
 - Support concepts of incentivizing growth
 - Difficult to explain to rural constituents
19. How should Pasco County fund transit—transportation surtax/sales tax, tax increment financing (TIF), gas taxes, property tax, or new revenue sources?
- Policy and planning
 - Monitor and learn from Greenlight Pinellas and Polk referenda
 - Need regional approach to pursuit of discretionary funding
 - Sources
 - Grants
20. What are key issues that must be addressed for the 2040 transportation plan to be determined a success?
- Do a better job of promoting current services and infrastructure
 - Focus on more and better infrastructure
 - Clarify vision and role of transit for Pasco County through 2040
 - Funding for transit operations
 - Maintaining what we have
 - Funding for roadway maintenance

- Connecting east and west Pasco County
 - Elevated roadway on SR 54/56
 - Ridge Road extension
 - Coast-to-coast Trail
- Funding for trails
- MPO education and awareness (rebrand MPO)

Section 4: Environmental Justice Discussion Group Workshops

Environmental Justice (EJ) prohibits discrimination based on race, color, and national origin and requires the inclusion of minority and low-income populations in the planning process in compliance with Title VI of the Civil Rights Act of 1964, reinforced by the Executive Order on Environmental Justice (#12898).

Two discussion group workshops were held to discuss the potential impacts of transportation improvements on the older adult, minority, and low-income populations in Pasco County. In particular, transportation improvements that abutted or bisected minority and/or low-income communities were reviewed by participants in the discussion groups. Participants included agencies that represent under-represented and under-served populations in Pasco County. The results of the public involvement efforts are summarized in this section.

To conduct an assessment of countywide performance with regard to socio-cultural effects and environmental justice, it is important to gather feedback and opinions from the traditionally under-served and under-represented populations in Pasco County. The feedback and opinions received were used to develop and prioritize the future transportation improvement projects so they will not have a negative impact on low-income, minority, and/or other traditionally under-served population segments.

To ensure the above, two discussion groups were held, on March 10, 2014, and August 6, 2014, in western Pasco County (Land O' Lakes) and eastern Pasco County (Lacoochee). The sites chosen were within 1/10-mile of a bus route. Special emphasis was placed on assuring that social service agencies were represented at these meetings, since they deal directly with the populations defined by EJ laws. Local service providers offered valuable insights about which geographic areas and modes of transportation can provide increased mobility. The discussion groups were conducted to provide a forum to generate ideas that can be used to determine priorities for transportation improvements.

The Pasco County MPO and Pasco County Public Transportation (PCPT) provided a list of social service organizations and agencies with which they maintain contact that provide service to the older adult, minority, and/or low-income populations throughout the county. Invitees for the workshops were selected from the list.

The meeting format for both workshops was that of an informal discussion group. To ensure that the opinions of the participants were accurately reflected, both oral and written responses were noted. The format was designed to facilitate discussion of the potential positive and negative impacts of future transportation improvements, or the lack thereof, on the older adult, minority, and low-income communities in Pasco County. The objectives of the meetings included the following:

- To discuss Environmental Justice and ensure that the concept is understood by all participants.
- To review and discuss maps illustrating high concentrations of older adult, minority, and low-income populations.
- To review and discuss maps illustrating existing and future road widening improvements, bus routes, bicycle facilities, and sidewalks.
- To identify and discuss potential positive and negative impacts of future transportation improvements on specific communities—are any of these impacts disproportionately high?
- To identify and discuss transportation improvements that are needed by specific communities but not currently reflected in the maps—are the impacts of not having these transportation improvements disproportionately high?
- To determine what can be done to increase the participation of the older adult, minority, and low-income communities in the transportation decision-making process.

In addition to a presentation, maps were made available to participants to illustrate where improvements are planned and to show demographic trends. The maps also were made available on the Internet allowing participants to re-examine and/or print them if desired after the workshops were held. Maps presented in the discussion workshops included:

- 2040 Roadway Needs Plan
- 2040 Transit Needs Plan
- Existing Bicycle Routes and Needs Plan
- Existing Sidewalks and Needs Plan
- Environmental Justice (EJ) Population Map (Minority, Low Income, Older Adults)
- Existing Facilities and Activity Centers

Land O' Lakes Discussion Group Workshop

The Land O' Lakes meeting was held on March 19, 2014, from 3:30–5:30 PM at Rasmussen College. The workshop was attended by 10 people representing 5 organizations, including Pasco County Veterans Services Office, Pasco County BayCare Services, Pasco County Disability Achievement Center, Pasco Hernando Workforce Board, and Pasco Light House.

At the beginning of the workshop, a presentation was given to provide an overview of the 2040 LRTP process and a general discussion of environmental justice. The map series was shown to participants to demonstrate demographic trends and illustrate where potential transportation improvements are planned. To better document feedback from the participants, a handout was distributed that included the map series and four exercises. Using the handout, participants were able to provide comments and indicate on the maps where they would like to see future transportation improvements. Results for each of the exercises are summarized below.

Exercise 1: Traditionally Under-Represented and Under-Served Populations

The first exercise included two components to identify traditionally under-represented and under-served populations in Pasco County.

- The first component asked participants to identify the type(s) of traditionally under-represented and/or under-served populations they represent; participants could circle as many as applicable. The most common populations represented included the following:
 - Persons with visual impairments
 - Persons with disabilities
 - Veterans ages 18–40
 - Veterans with disabilities
 - Persons with mental health disabilities/substance abuse addictions.
- The second component asked participants to identify on a map of Pasco County the residential locations of the population segments identified in the first component. Several specific areas were identified, including:
 - Wesley Chapel
 - Shady Hills
 - Land O’Lakes
 - Heritage Springs
 - Zephyrhills
 - Dade City
 - Port Richey
 - Moonlake area
 - Trinity area
 - Much of the eastern half of Pasco County

Exercise 2: Potential Transportation Improvements

The second exercise included two components to identify potential transportation improvements. The first component asked participants to identify locations in the county where they would like public transportation improvements. The following public transportation improvements were identified by the participants:

- Bus service needs:
 - On Moon Lake at Ridge Road and SR 52 (need safe access to activity centers)
 - From Lacoochee, San Antonio, and St. Leo to US 301
 - In Shady Hills – connection to US 19
 - Service more than once every two hours along SR 54 near Trinity
- Move bus stop on US 301 in front of the Business Center in Dade City back into the Business Center

- In general, more connections from main roads to/from neighborhoods (more flexible bus service)
- More regional transit connections between Pasco/Hillsborough and Pasco/Pinellas counties. Some do not exist or are only one-way (for example, there are no commuter-hour connections for people who live in Hillsborough but work in Pasco).

The second component asked participants where they would like bicycle and pedestrian improvements that support public transportation. Improvements noted include the following:

- Sidewalk needs:
 - On Hudson, to provide access to public transportation on Little Road
 - At Trouble Creek between Rowan Road and Grand Boulevard
 - At Carlton Arms Apartments (Rowan Road and Massachusetts Avenue)
 - At US 98 Bypass and Martin Luther King Boulevard
 - To connect bus stops to activity centers
 - In Mickens and Victory subdivisions and in Larkin Sunnybrook addition
 - Sidewalks generally do not exist in rural areas
- Countywide paratransit needed (not just within $\frac{3}{4}$ mile of existing bus routes)
- Paratransit available at night/on weekends for social/recreational activities, not just essential trips (doctor visits, groceries)
- Connected systems—existing transit systems should be better connected to each other
- Safer crossings over SR 54 and other main roads, with crosswalks and audible pedestrian signals for visually impaired

Exercise 3: Critical Transportation Improvements

The third exercise asked participants to identify transportation improvements in the preliminary Needs Plan that are most important (either positive or negative) to any of the traditionally under-represented and/or under-served communities identified in the previous exercises. None of the participants mentioned adverse impacts, but many had strong opinions on what critical improvements are needed that directly affect the mobility of the citizens they represent, including:

- Bus access to jobs and services
- Safe, connected sidewalks
- Safe crosswalks over large roadways (such as SR 54) with audible pedestrian signals
- Paratransit at night and on weekends

Exercise 4: Funding Prioritization

The fourth exercise asked participants to allocate \$100 to 4 mobility categories. Eight responses were provided, resulting in the following average amounts:

- Roadway widening: \$15
- Roadway maintenance: \$14
- Transit improvements: \$50
- Sidewalks/bike/trails: \$21

The results of Exercise 4 indicate that transit service improvements are the top priority concern for the agencies that represent under-represented and under-served populations in Pasco County.

Lacoochee Discussion Group Workshop

The second discussion group meeting was held on August 6, 2014, from 5:00–7:00 PM at the Lacoochee Elementary School Media Center. The workshop was attended by 11 people representing 6 organizations, including the Pasco Hernando Workforce Board, Sunrise of Pasco County, Inc., Pasco County Habitat for Humanity, Pasco Kids First, Inc., and St. Paul Baptist Church.

Similar to the structure of the first discussion group workshop, the participants were given an overview of the 2040 LRTP process and the meeting objectives. However, since this workshop was held in Lacoochee, which is a highly concentrated area of under-represented and under-served populations, this workshop focused primarily on opinions related to transportation issues and improvements needs around the Lacoochee area. The same handout used in the first workshop was distributed to each workshop participant, and the following three exercises were included:

- Exercise 1: Traditionally Under-Represented and Under-Served Population
- Exercise 2: Potential Transportation Improvements
- Exercise 3: Critical Transportation Improvements

Discussions with representatives from attending social agencies or organizations on these three topics resulted in the following preferred transit improvements in Lacoochee area:

- Providing bus service along US 301 and SR 52 to connect the Lacoochee area to St. Leo College
- Filling the current service gap and extending Route 31 from Fort King Road to US 301 along Clinton Avenue
- Extending current Route 30 or implementing a new circulator service that operates from Bower Road along Coit Road, Durden Road, then extends east to Withlacoochee River RV Park along CR 575, and returns to Bower Road along CR 575
- Extending current Route 30 north from its current end to the U.S. Post office at the intersection of Arena Road and CR 575

EJ Discussion Group Workshop Summary

The Discussion Group Workshops held in Land O' Lakes and Lacoochee were attended by service agencies that primarily serve low-income and minority populations. The focus of these discussion groups ended up being largely related to improvements in public transportation and sidewalks. The consensus of these service providers was that although public transportation, bicycle, and pedestrian projects make up a small percentage of the total planned improvements, the ability for low-income populations to fulfill their transportation needs is primarily dependent on the availability of these facilities.

The recommended public transportation and bicycle/sidewalk facility improvements were considered in the 2040 LRTP Needs Plan and further evaluated against other transportation improvements. The top priority projects were included in the final 2040 LRTP Cost Affordable Plan.

Section 5: Access Pasco Public Outreach

Considerable public outreach was undertaken between February and May 2013 as part of *Access Pasco*, the 10-year transit plan for Pasco County Public Transportation (PCPT). The input collected from these activities concerning public transportation in Pasco County was used to help inform development of the public transportation component of MOBILITY 2040. Public outreach efforts for *Access Pasco* connected with an estimated 2,300 participants through various public outreach activities. The public outreach activities and findings for *Access Pasco* were used to help guide the Transit Element of MOBILITY 2040 and are summarized in this section.

Access Pasco Public Outreach Summary

The following public involvement activities that gauged public perception of transit services in the county are summarized in this section:

- On-board survey
- Public workshops
- Discussion group workshops
- MPO committees and Board transit workshops
- Review Team meetings
- Comments and suggestions collected by PCPT
- Social media outreach

The public outreach events (workshops) were advertised through flyers, notices, and social media and were posted in English and Spanish. Each event included surveys distributed to those in attendance that were collected and aggregated to develop a comprehensive analysis of answers to the questions asked and recommendations for improvements from users and non-users of PCPT services, bus operators, and stakeholders.

Table 5-1 summarizes the public involvement activities that took place as part of *Access Pasco*.

Table 5-1
Public Involvement Activities Summary

Task	Date	Status	Attendance/ Outreach
Discussion Group			
Stakeholders	3/5/2013	Completed	13
Bus Operators	3/20/2013	Completed	9
<i>Total</i>			22
Public Workshops			
Wesley Chapel	2/16/2013	Completed	67
New Port Richey	2/19/2013	Completed	58
Dade City	4/12/2013	Completed	44
New Port Richey	4/23/2013	Completed	37
<i>Total</i>			206
MPO Committees and Board Transit Workshops			
Citizens Advisory Committee	4/3/2013	Completed	15
Technical Advisory Committee	4/8/2013	Completed	12
MPO Board	4/11/2013	Completed	6
<i>Total</i>			33
Surveys			
On-Board Survey	March 2013	Completed	1,228
Workshop Survey	February–April 2013	Completed	135
Operator Survey	March 2013	Completed	33
<i>Total</i>			1,396
E-Mail Blasts			
Project Initiation & Workshops	February 2013	Completed	272 opens
Project Update & Workshops	May 2013	Completed	314 opens
<i>Total</i>			586
Social Media			
Twitter	n/a	Ongoing	8 followers (13 tweets)
Facebook	n/a	Ongoing	49 Likes (89 unique views)
<i>Total</i>			57
Total Participants			2,300

[Access Pasco On-Board Survey](#)

An on-board survey was conducted in March 2013 to collect socio-demographic information and travel behavior of PCPT passengers. The surveys were distributed on 90 percent of PCPT bus runs for one full weekday and a Saturday. The method used for surveying bus riders was the distribution of a self-administered, 21-question survey instrument to all passengers aboard PCPT bus routes. Riders on all PCPT routes received identical surveys. The standard survey instrument was translated into Spanish for distribution to Spanish-speaking passengers who were not able to complete the English version. The

survey was distributed by a team of trained survey personnel. Prior to sending survey personnel out on PCPT buses, an orientation session was conducted to instruct them on duties and responsibilities and to discuss possible issues or concerns they might have while conducting the survey.

Survey Characteristics

The survey consisted of questions to identify passenger travel characteristics, rider socio-demographics, and customer service satisfaction.

Passenger travel characteristics were identified by questions that included:

- Common reasons for riding the bus
- Usual method of reaching the bus
- If a wheelchair was used to board the bus
- List of bus routes used when taking a one-way trip
- Number of one-way bus trips typically made per week
- Most important reason for riding the bus
- Length of time using PCPT services
- Fare type used
- Information retrieval method relating to bus service
- Access to other modes of transportation

Socio-demographic information was identified by questions that included:

- Possession of a driver's license
- Age
- Race
- Ethnic origin
- Language
- Household income
- ZIP code of primary residence

Customer service information was identified by questions that included:

- Bus service experience
- Recommendations for service improvements
- Recommendations for technology improvements
- Satisfaction with overall PCPT bus service

General Survey Characteristics

A total of 1,228 PCPT passengers responded to the survey. Tables 5-2, 5-3, and 5-4 represent the response rate by question, completed surveys by language version, and completed surveys by day of week, respectively. As shown in Table 5-2, on average, 1,058 passengers responded to each question, for a completion rate per question of 86 percent. A total of 1,146 surveys completed were in English (93%), and 82 were in Spanish (7%). In total, 767 surveys (63%) were completed on a weekday, and 441 surveys (37%) were completed on a Saturday.

**Table 5-2
Rate of Responses Received by Question**

Question	Responses Received	
Q1	1,203	97.96%
Q2	921	75.00%
Q3	1,135	92.43%
Q4	1,193	97.15%
Q5	1,193	97.15%
Q6	1,184	96.42%
Q7	1,081	88.03%
Q8	1,178	95.93%
Q9	1,183	96.34%
Q10	1,070	87.13%
Q11	1,012	82.41%
Q12	938	76.38%
Q13	756	61.56%
Q14	1,115	90.80%
Q15	1,115	90.80%
Q16	1,014	82.57%
Q17	1,056	85.99%
Q18	1,108	90.23%
Q19	996	81.11%
Q20	993	80.86%
Q21	767	62.46%
Total Surveys Received	1,228	
Average Responses Received to Each Question	1,058	86.13%

Table 5-3

Completed Surveys by Language

Language	Number Completed	Percent
English	1,146	93.32%
Spanish	82	6.68%
Total	1,228	100.00%

Table 5-4

Completed Surveys Summary by Day of Week

Day	Number Completed	Percent
Saturday	441	36.51%
Weekday	767	63.49%
Total	1,208	100.00%

Passenger Travel Characteristics and Behaviors

This section identifies characteristics of passenger travel habits, trip origin and destination, and history of using PCPT bus services.

Passengers were asked to choose from a list of five options that describe their most common reason for using PCPT bus services (Figure 5-1). A total of 483 passengers (52%) responded that they use the bus to travel to and from work; 141 passengers (15%) responded that their most common use of PCPT bus services is to shop or complete errands. Travel to medical appointments or to school was noted by 79 respondents (8.5%), and 71 passengers (8%) responded that they use the bus for social, recreational, or entertainment purposes. Passengers could write in other reasons that were not listed to describe why they use PCPT bus services. A total of 22 passengers responded that they use the bus for all activities listed. Other reasons included lack of access to private vehicles and using the bus to visit friends and family. For comparison purposes, Figure 5-2 shows the 2005, 2007, and 2013 survey responses to the same question.

Figure 5-1
What is the most common reason you ride the bus?

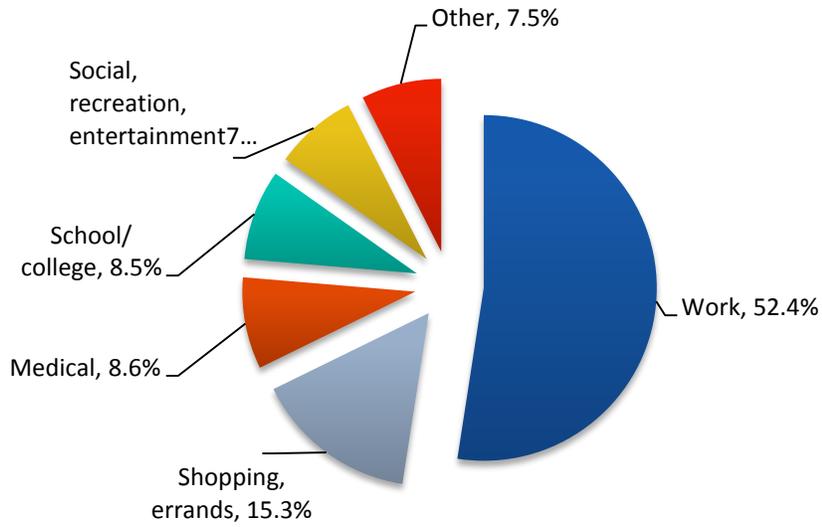
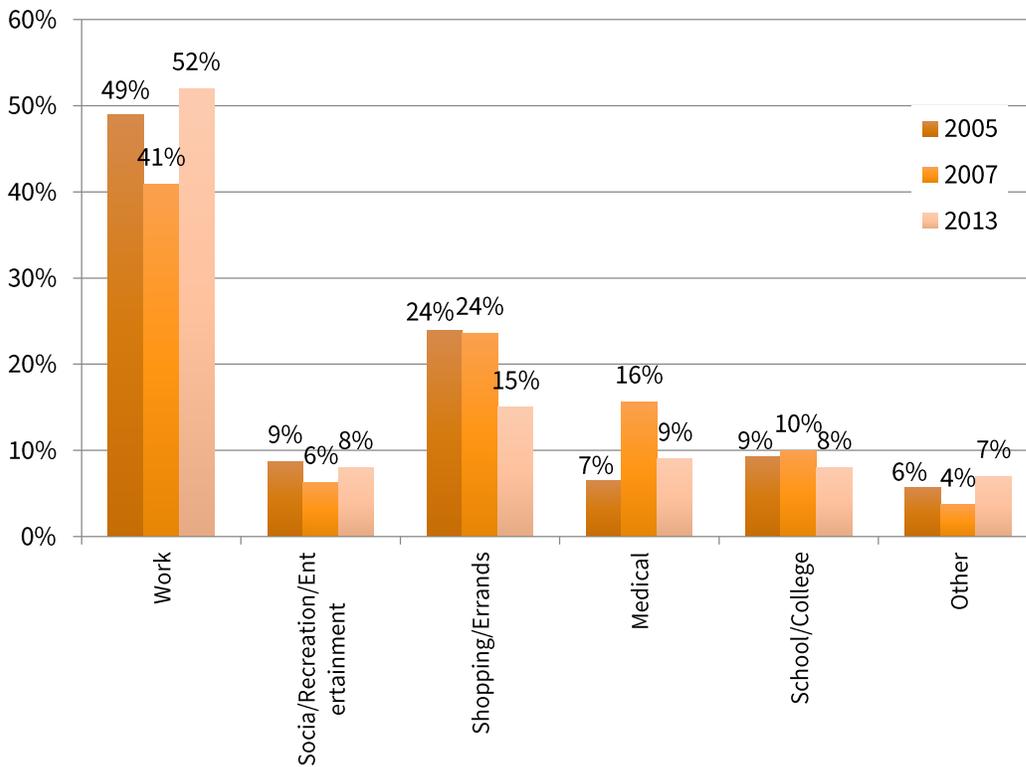
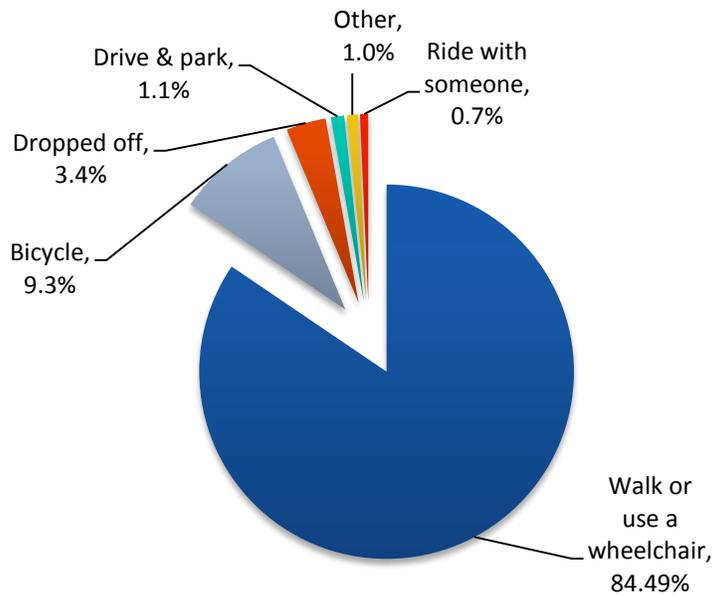


Figure 5-2
What is the most common reason you ride the bus? 2005, 2007, 2013



Passengers were asked to identify how they usually get to the bus stop (Figure 5-3). A total of 959 passengers (85%) said they walk or use a wheelchair to reach the bus stop; 105 (9%) use their bicycles to get to the bus stop; 39 (3%) are dropped off; and 13 (1%) drive to and park at the bus stop. Less than 1 percent ride with someone to the bus stop.

Figure 5-3
How do you usually get to the bus stop?



This question also asked passengers to describe how long it takes them to reach the stop. A total of 151 passengers (24%) that walk or use a wheelchair to reach the stop do so in 10 minutes; 88 (14%) reach the stop in 15 minutes; 46 passengers (7%) take 20 minutes; and 31 passengers (5%) get to the stop in 30 minutes. One-fourth of the passengers that bicycle to the bus stop reach it in 10 minutes, 20 percent take 20 minutes, and 15 percent take 5 minutes.

Figure 5-4 shows the 2005, 2007, and 2013 survey responses to the same question.

Figure 5-4
How do you usually get to the bus stop? 2005, 2007, 2013

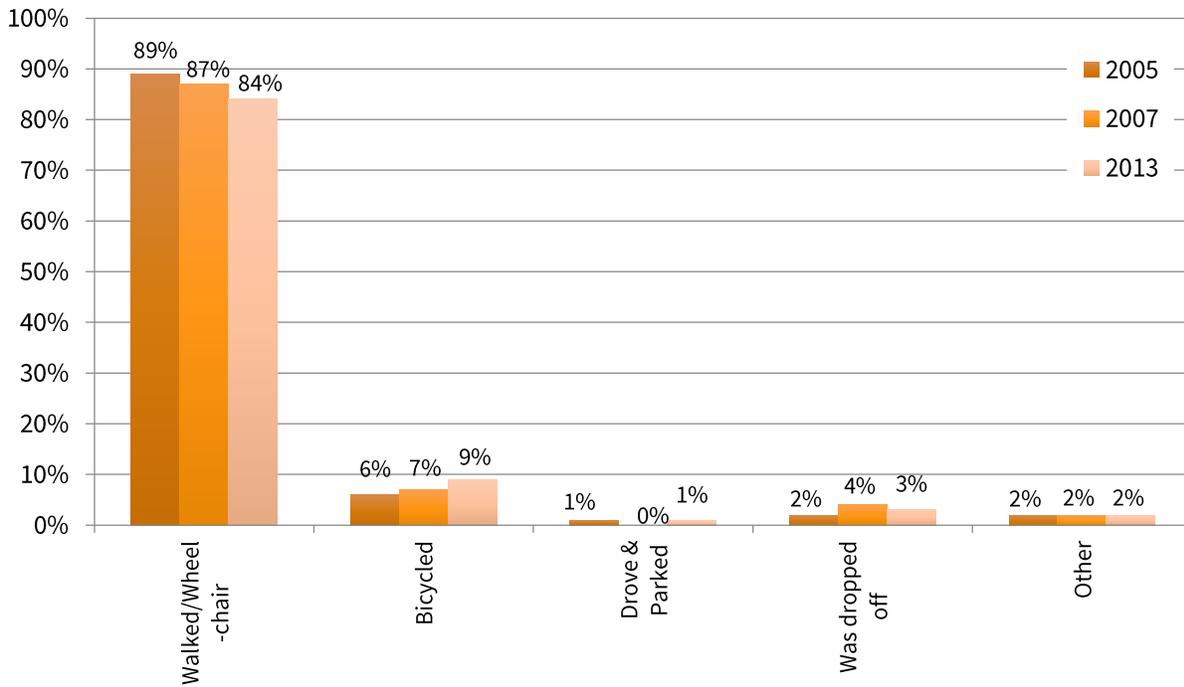
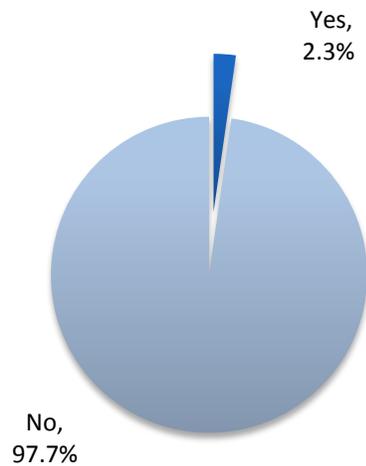


Figure 5-5 shows 27 how many passengers (2%) use a wheelchair lift to board the bus.

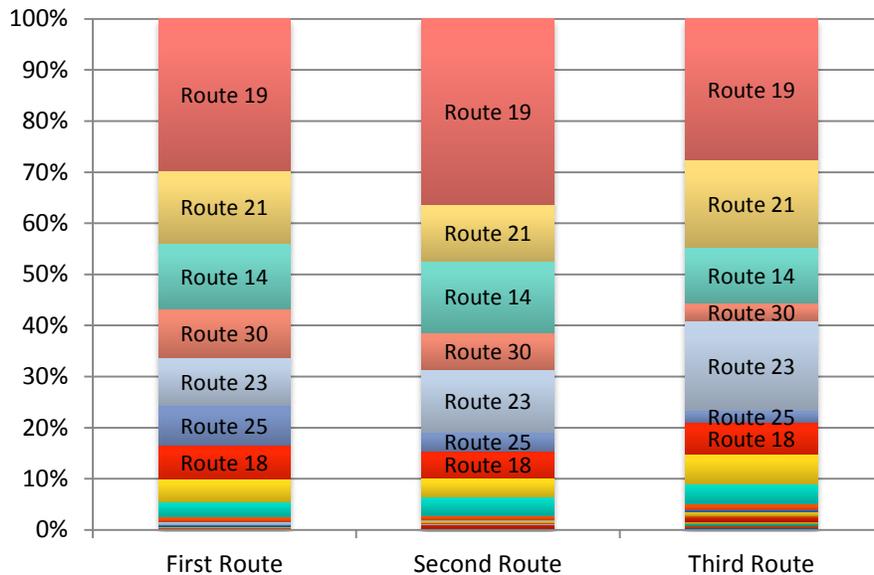
Figure 5-5
Did you use a wheelchair lift to board the bus today?



Passengers were asked to list the order of bus routes they used to make the one-way trip the day the survey was taken (Figure 5-6). Most passengers started their one-way journey on Route 19 (297 riders, 30%); 143 riders (14%) began their journey using Route 21.

Figure 5-6

List all the bus routes in the exact order you used to make this one-way trip.



Passengers were asked how many one-way trips they make per week using PCPT bus services (Figure 5-7). The responses received indicated that passengers use the bus on a regular basis, with more than 33 percent (390) indicating that they make more than 6 one-way trips per week; slightly more than 25 percent (301 passengers) make 3–4 one-way trips; 21 percent (250 passengers) make 1–2 trips per week, and 21 percent (243 passengers) make 5–6 trips per week. Figure 5-8 shows the 2005, 2007, and 2013 survey responses to the same question.

Figure 5-7
 Typically, how many one-way trips do you make per week using the bus?

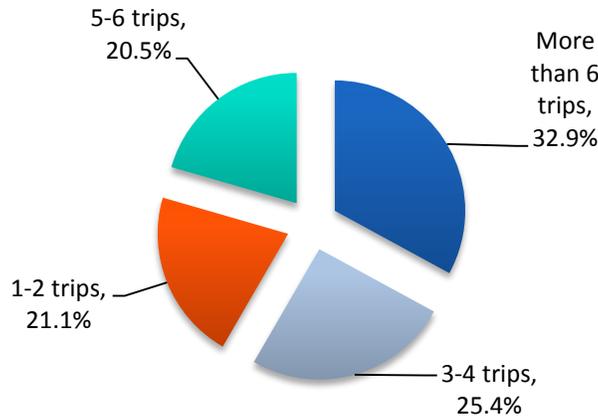
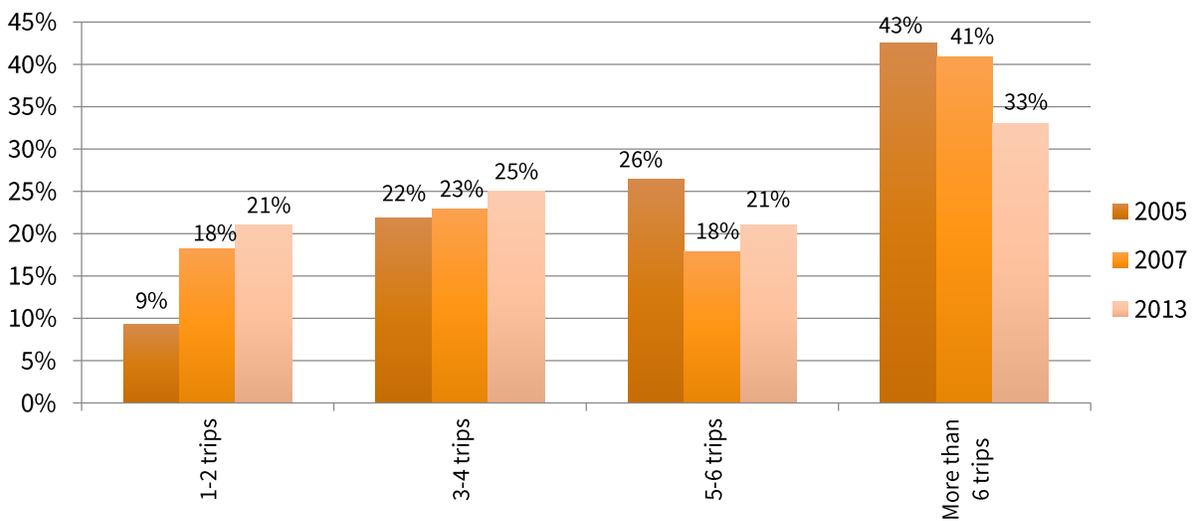
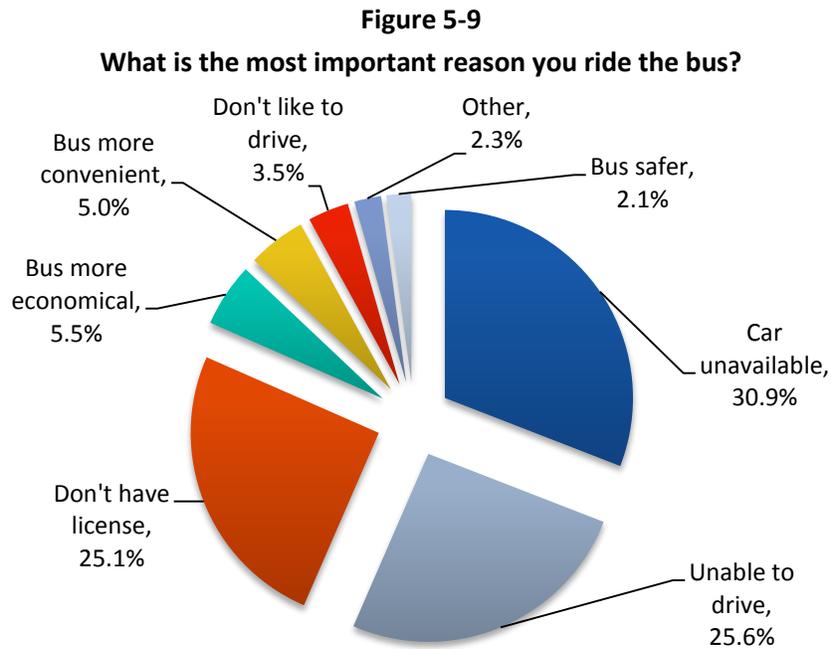


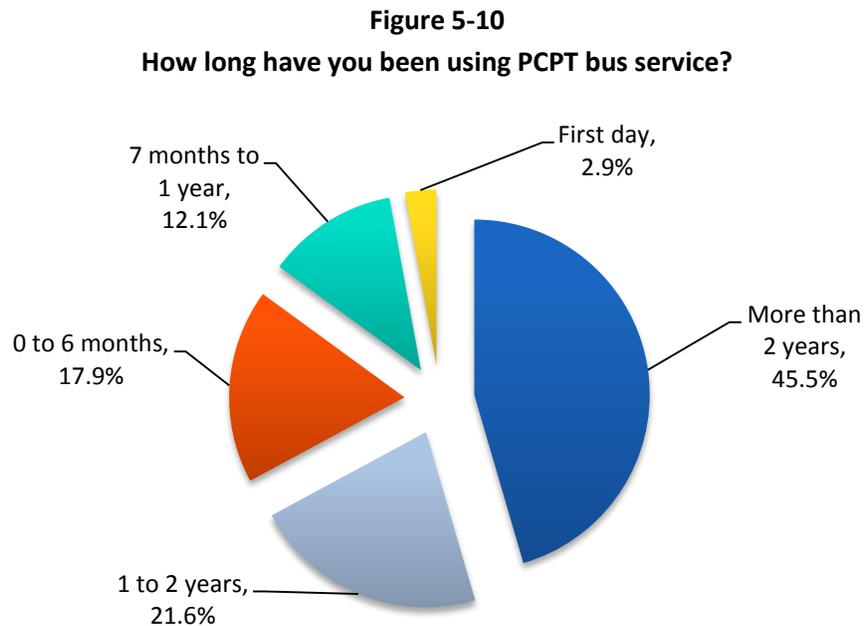
Figure 5-8
 One-way trips per week using the bus, 2005, 2007, 2013



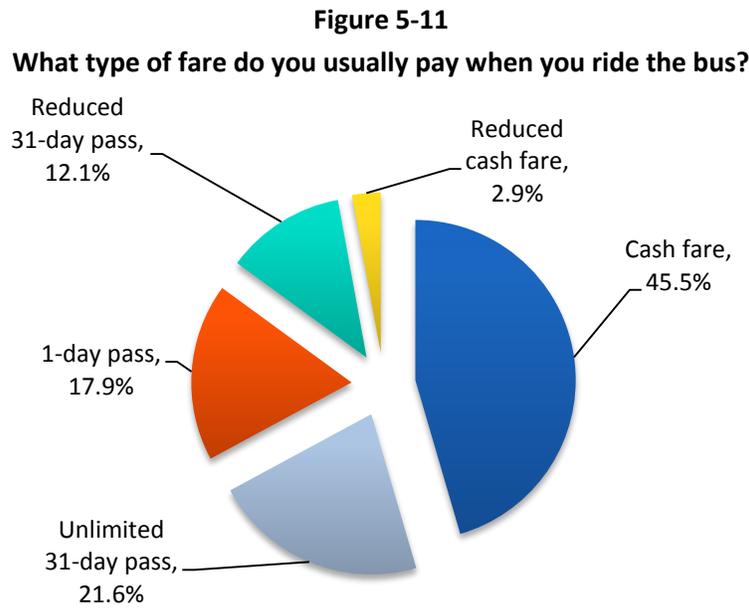
To identify the most important reasons why passengers ride the bus, nine choices were provided on the survey (Figure 5-9). The unavailability of a car was cited as an important reason for using the bus for 334 riders (31%); not being able to drive (26%) or not having a license (25%) were reasons for using the bus for slightly more than half of the passengers surveyed. Other reasons, including the economy, convenience, and safety of riding the bus or not liking to drive, were cited, representing about 18 percent of the responses received.



The survey also asked about the length of time that passengers have been using PCPT services. The results are shown in Figure 5-10. The majority of riders, or about 45 percent (538 passengers), have used PCPT services for more than 2 years; 21 percent (256 passengers) for 1–2 years; 18 percent (212 passengers) for up to 6 months; and 12 percent for 7 months to 1 year. The day of the survey was the first day using PCPT bus services for 34 riders (about 3%).

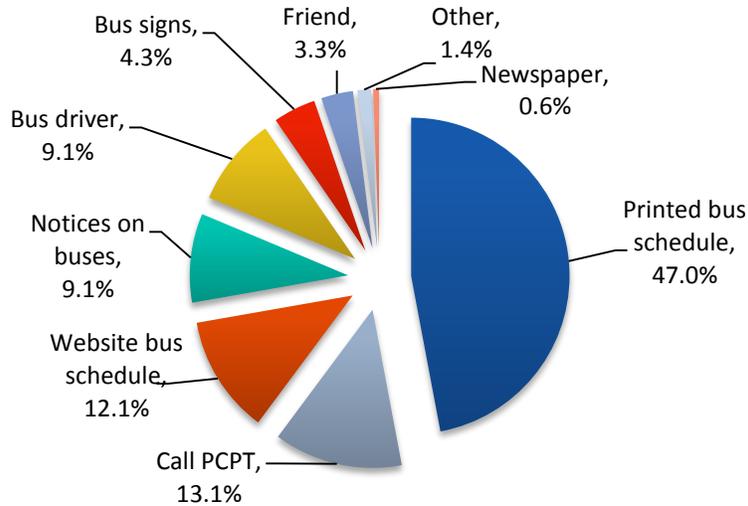


Passengers were asked which type of fare they usually pay when they ride the bus (Figure 5-11). Most passengers (423 riders, 40%) pay the regular cash-fare when using the bus. Unlimited 31-day passes are used by 160 passengers (15%); 148 passengers (14%) use one-day passes when using the bus, and 144 passengers (13%) use a reduced 31-day pass. Reduced cash fare is paid by 73 passengers (7%). Reduced 1-day, reduced 20-ride, or full-fare 20-ride passes are used by 3 percent or less. Passengers also provided details of the type of discounted fare they use; Medicaid passes are the most common reduced fares used by passengers.



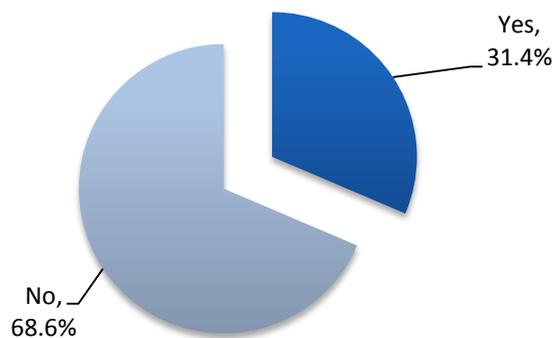
The survey identified the methods by which passengers receive information about PCPT bus service (Figure 5-12). Information from the printed bus scheduled was cited by 476 passengers (47%), 133 (13%) call PCPT, 122 (12%) visit the PCPT website, and 184 (18%) through notices on buses or from the bus driver. Other sources of information include bus signs, friends, or newspapers, representing about 10 percent of the responses received.

Figure 5-12
How do you usually get information on bus service?



Passengers were asked if they would have access to another method of transportation if the bus was not available (Figure 5-13). A total of 808 passengers (69%) responded that they would not have access to other modes of transportation; 370 (31%) would.

Figure 5-13
If the bus was not available today, would you have another option to get to your destination?



Passenger Socio-Demographic Information

This section identifies socio-demographic characteristics of passengers that use PCPT services, including ethnicity, household income, ZIP code of primary residence, and possession of a driver’s license. This type of questions enables PCPT to construct a profile of a typical passenger.

Passengers were asked if they possess a driver’s license (Figure 5-14). A total of 689 passengers (62%) have a driver’s license; 426 (38%) do not.

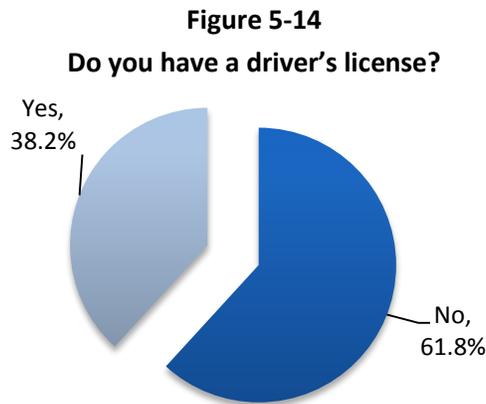


Figure 5-15 shows the age profile of PCPT passengers. Most passengers are ages 24–40 (379 passengers, 34%); 366 passengers (33%) are ages 41–60; and 226 (20%) are ages 18–24. The fewest passengers are over age 60 (9%) or under age 18 (4%). Figure 5-16 shows the 2005, 2007, and 2013 survey responses to the same question.

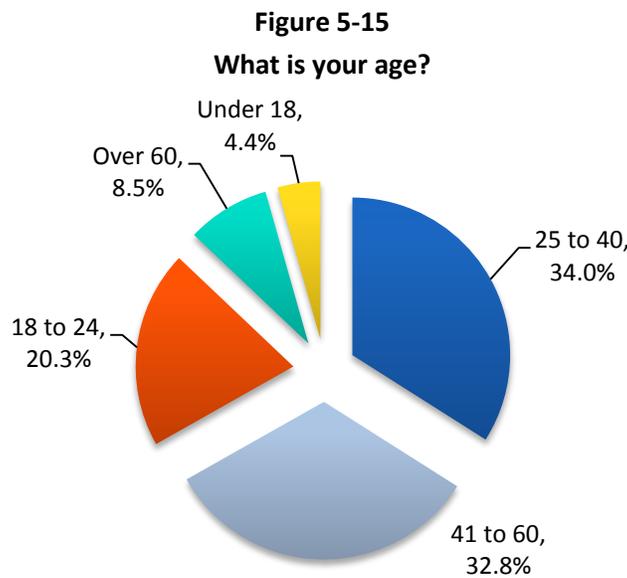
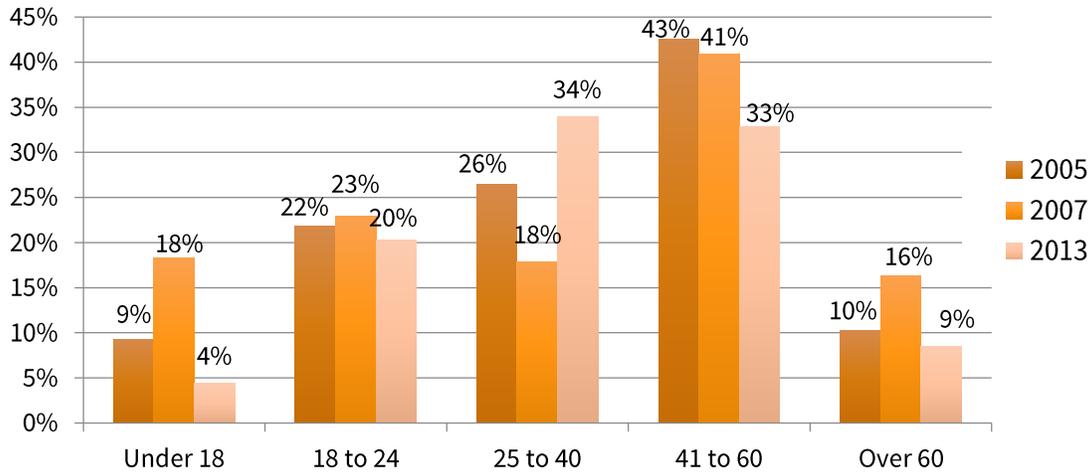
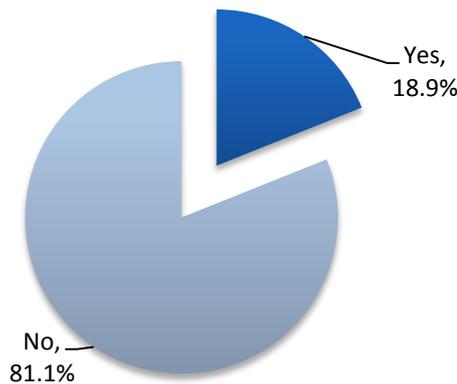


Figure 5-16
Passenger Age, 2005, 2007, 2013

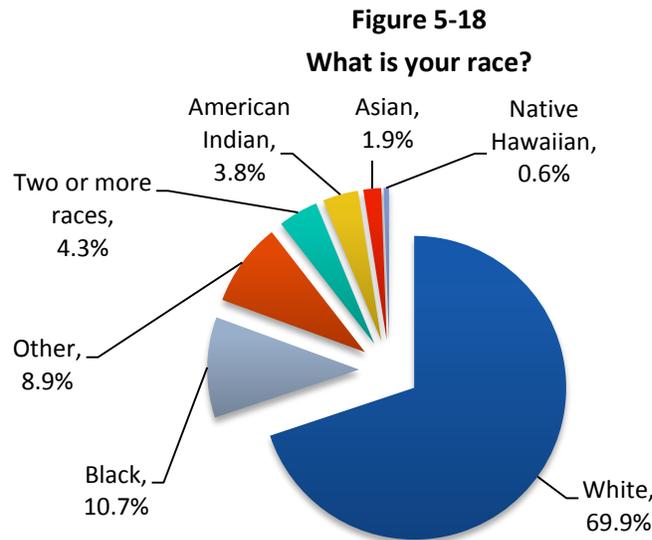


Related to ethnicity, survey results indicated that about 192 passengers (19%) were of Hispanic, Latino, or Spanish origin, and 822 (81%) were not. These results are shown in Figure 5-17.

Figure 5-17
Are you of Hispanic, Latino, or Spanish origin?

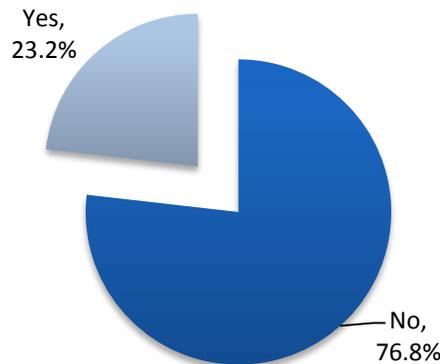


Passengers were asked to indicate their race from a list of seven choices (Figure 5-18). A total of 738 passengers (70%) indicated that they were White, and 113 (11%) said Black; 45 passengers (4%) indicated that they were two or more races, 40 passengers (4%) were American Indian, and 20 (2%) were Asian. Less than 1 percent identified themselves as Native Hawaiian.



The survey also asked if passengers speak a language other than English at home (Figure 5-19). The majority (851 riders, 77%) indicated that they speak only English at home, and 257 (23%) speak another language at home. Spanish is the second most-common language spoken at home, indicated by 78 passengers.

Figure 5-19
Do you speak a language other than English at home?



The survey identified 2012 household income levels of PCPT passengers. Figure 5-20 shows that 409 passengers (41%) had a 2012 household income of less than \$10,000, 287 (29%) \$10,000–\$19,000, and 157 passengers (16%) \$20,000–\$29,000. The fewest passengers (7%) had a 2012 household income of more than \$40,000. Figure 5-21 shows the 2005, 2007, and 2013 survey responses to the same question.

Figure 5-20
What was the range of your household income for 2012?

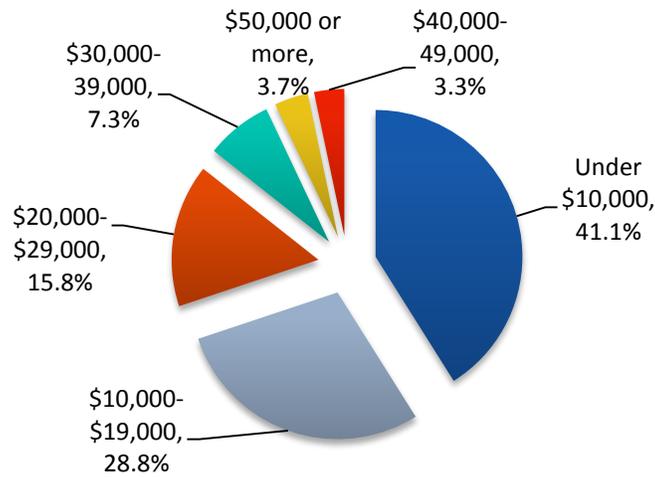
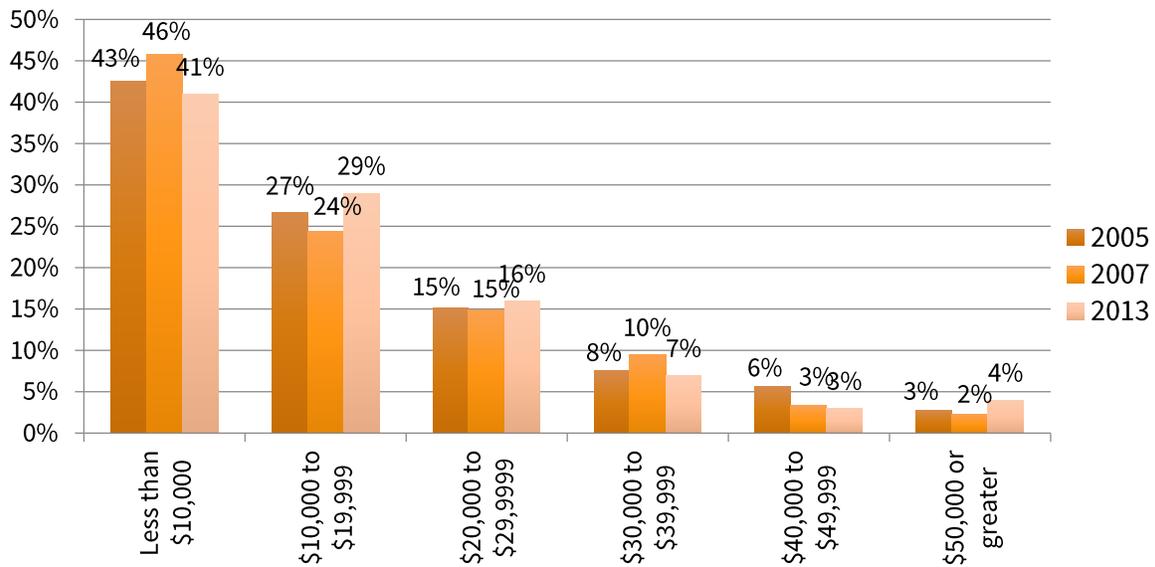


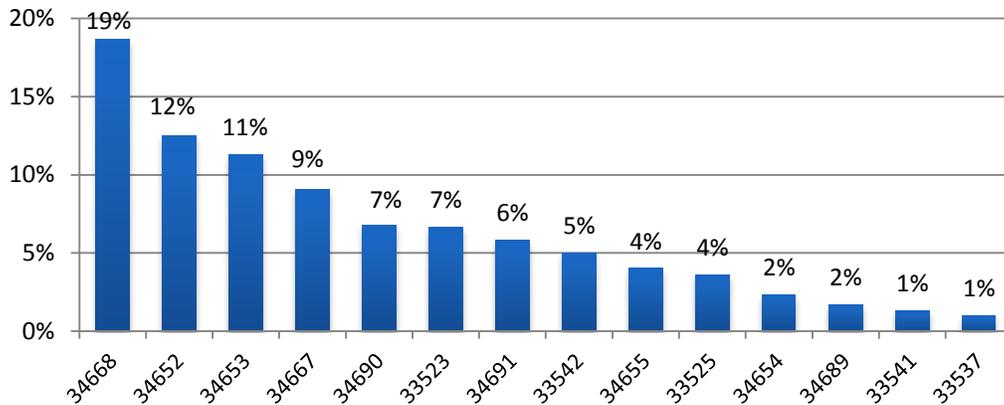
Figure 5-21
Passenger Household Income, 2005, 2007, 2013



Passengers were asked to indicate the ZIP code of their primary residence (Figure 5-22).¹ Most passengers live in the New Port Richey area in ZIP codes 34668 (185 riders, 19%) and 34652 (124 riders, 13%).

¹ZIP codes that received less than 1% are not shown.

Figure 5-22
What is the ZIP code of your primary residence?

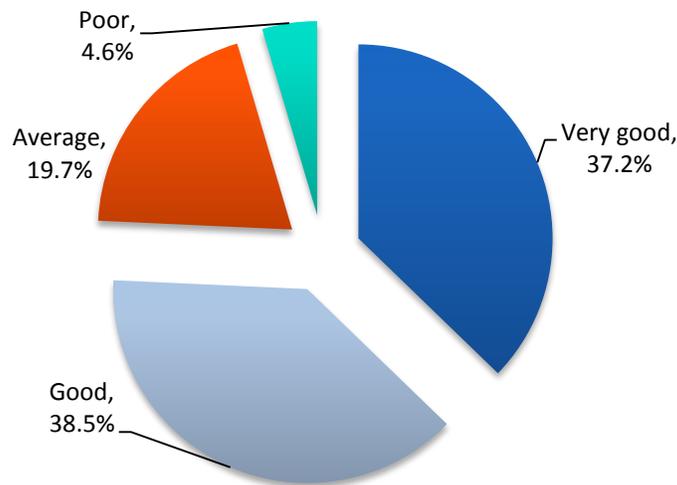


Customer Satisfaction

Customer service and general satisfaction questions identified passenger satisfaction levels, recommendations for service improvements, and overall perception of PCPT bus services.

Passengers were asked to rate their overall bus service experience over the past year (Figure 5-23). Most passengers (448, 37%) rated their bus service experience as “very good,” with 39 percent “good,” 20 percent “average,” and 5 percent “poor.”

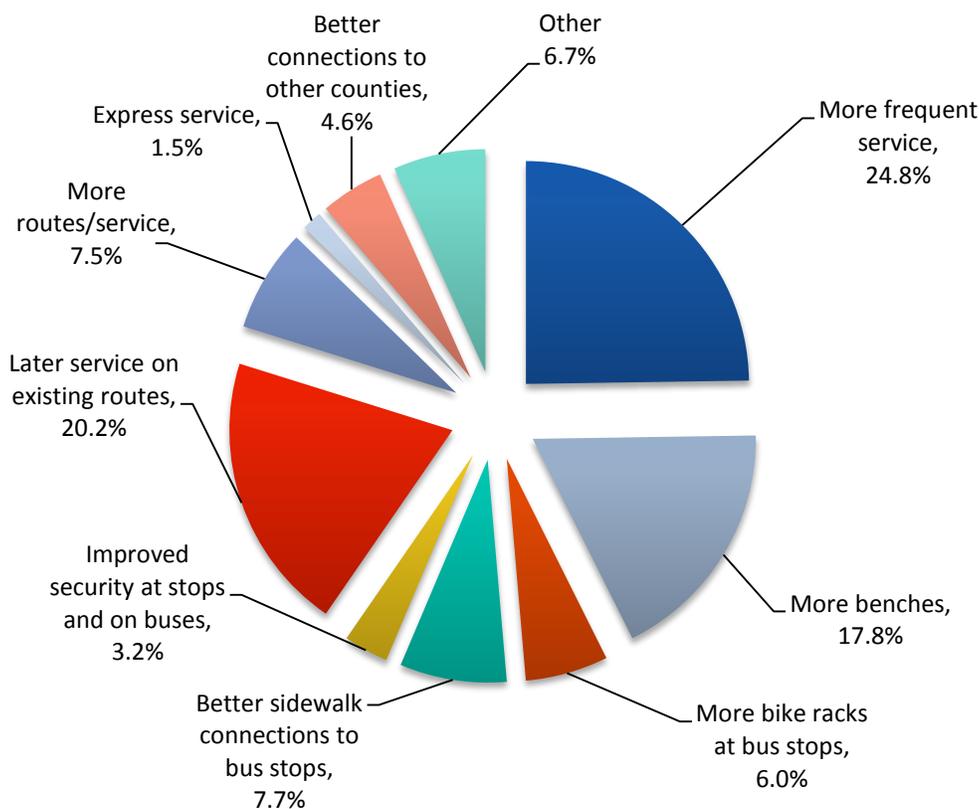
Figure 5-23
How would you rate your bus service experience over the past year?



The survey asked passengers to indicate 3 service improvements (of 10 choices) that would make PCPT better to use (Figure 5-24). A total of 697 (25%) would like more frequent service on existing routes, and later service was cited by 503 passengers (20%). When asked until what time the buses should operate, 92 passengers (29%) said 10:00 PM, 84 passengers (26%) said 9:00 PM, and 43 passengers (13%) said 11:00 PM.

Figure 5-24

Which three of the following service improvements would make PCPT better for you to use?



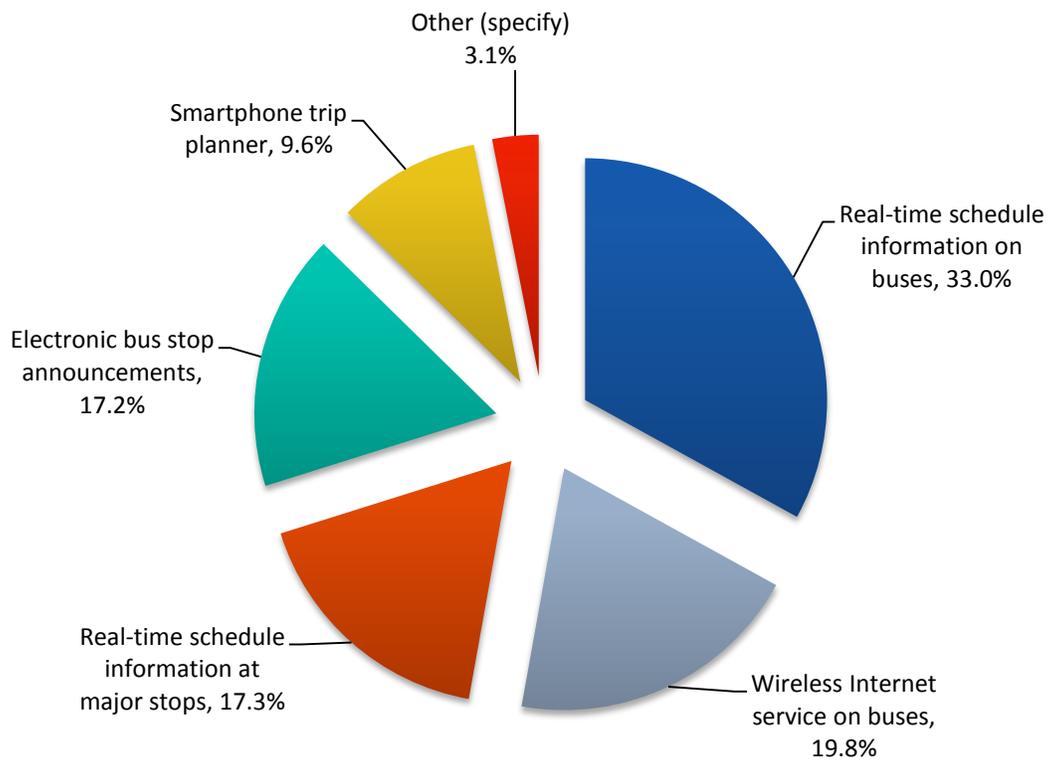
A total of 503 passengers (18%) would like more benches and shelters at bus stops. Some passengers would like better sidewalk connections at bus stops (8%), more routes or service (8%), and more bike racks at bus stops (6%). A total of 91 passengers (3%) would like improved security at stops and on buses, and 41 (2%) would like express service. “Better connections to other counties” was chosen by 5 percent, and “Other” was chosen by 7 percent of those surveyed.

When asked where PCPT should add more routes, the majority of passengers that chose this service improvement said they would like more routes or service on SR 52 and in the Land O’ Lakes and

Zephyrhills areas. A total of 129 passengers (5%) would like better connections to other counties, specifically Hernando, Hillsborough, and Pinellas.

Passengers were asked to identify which technology improvements would make PCPT better for them to use, selecting three from a list of six; results are summarized in Figure 5-25. One-third (749) of passengers would like real-time schedule information on buses; 449 (20%) would like wireless Internet service on buses; and 393 (17%) would like real-time schedule information at major stops or electronic bus stop announcements. The availability of a smartphone trip planner was selected by 217 passengers (10%). Those who chose “Other” added that smartphone applications and multiple methods of payment are technology improvements that would make PCPT better to use.

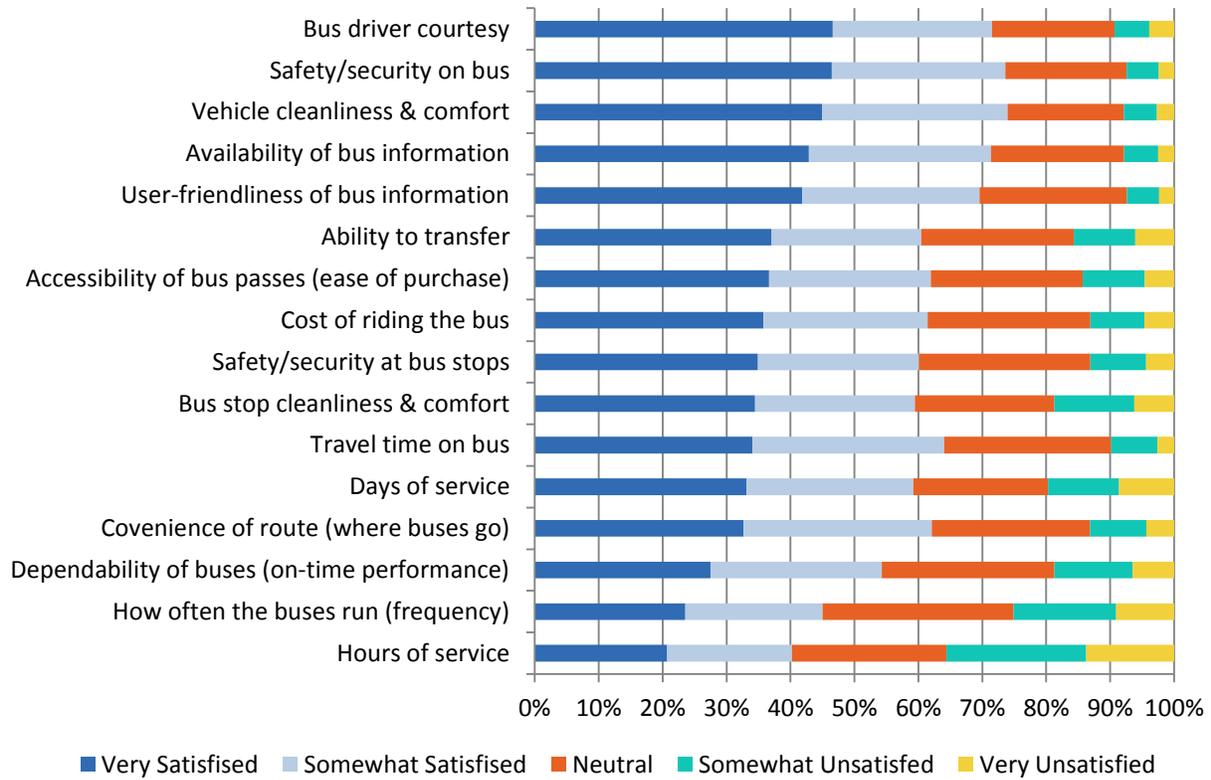
Figure 5-25
Which three technology improvements would make PCPT better for you to use?



Finally, passengers were asked to rank their satisfaction with various aspects of PCPT. Based on the responses summarized in Figure 5-26 and Table 5-5, a total of 86 percent said convenience is the most important factor; 47 percent are most satisfied with bus driver courtesy and safety and security onboard buses; and 42 percent are very satisfied with the availability of bus information and its user friendliness.

Figure 5-26

How satisfied are you with each of the following?



**Table 5-5
Ranking of Transit Characteristics**

Question	Very Satisfied	Somewhat Satisfied	Neutral	Somewhat Unsatisfied	Very Unsatisfied
Bus driver courtesy	46.63%	24.90%	19.15%	5.46%	3.87%
Safety/security on bus	46.45%	27.17%	18.98%	5.00%	2.40%
Vehicle cleanliness & comfort	44.97%	29.01%	18.15%	5.18%	2.69%
Availability of bus information	42.89%	28.46%	20.84%	5.31%	2.51%
User-friendliness of bus information	41.83%	27.72%	23.08%	5.04%	2.32%
Ability to transfer	37.06%	23.38%	23.88%	9.59%	6.09%
Accessibility of bus passes (ease of purchase)	36.64%	25.30%	23.79%	9.72%	4.55%
Cost of riding the bus	35.74%	25.73%	25.43%	8.51%	4.60%
Safety/security at bus stops	34.90%	25.20%	26.80%	8.70%	4.40%
Bus stop cleanliness & comfort	34.43%	25.03%	21.82%	12.51%	6.21%
Travel time on bus	34.06%	30.01%	26.06%	7.31%	2.57%
Days of service	33.11%	26.12%	21.05%	11.10%	8.61%
Convenience of route (where buses go)	32.64%	29.48%	24.73%	8.80%	4.35%
Dependability of buses (on-time performance)	27.49%	26.79%	26.99%	12.25%	6.47%
How often the buses run (frequency)	23.54%	21.50%	29.86%	16.05%	9.05%
Hours of service	20.71%	19.53%	24.14%	21.88%	13.74%

On-Board Survey General Conclusions

Results from the on-board survey provide insight into various aspects of PCPT bus service. Conclusions drawn from the on-board survey analysis are summarized as follows:

- The overall passenger experience of PCPT was rated as “good” (37%) or “very good” (39%).
- Passengers are satisfied with several characteristics of PCPT, including bus driver courtesy, safety on buses, bus vehicle cleanliness, and user-friendliness of bus information. However, focus should be placed on expanding days of service, offering more convenient routes, increasing on-time performance, increasing frequency, and expanding hours of service.
- More than 79 percent of passengers use the bus more than 3 times per week.
- More frequent service on existing routes was indicated as the most desirable service improvement for PCPT. Other desirable service improvements include later service on existing routes, Sunday service, and more benches and shelters at bus stops. Passengers would also like connections to Hillsborough, Pinellas, and Hernando counties.
- Real-time schedule information on buses was indicated as the most desirable technology improvement. Other technology improvements that ranked high include real-time schedule

information at terminals, electronic bus stop announcements on buses, and wireless Internet service on buses.

- The majority of survey respondents are transit-dependent; fewer than 30 percent of respondents identified themselves as discretionary transit riders.
- Full-fare payment is used by approximately 45 percent of respondents; only 16 percent use passes, including full and reduced 20-ride passes and full and reduced monthly passes, as their fare payment type.

Access Pasco Public Workshops

As part of the process to identify how the transit system can improve the services it offers, three open house public workshops were held in February and April 2013 that focused on identifying what improvements to the system were needed. The workshops were informal, with participants arriving and leaving as they pleased; no formal presentations were made during these workshops. A fourth open house public workshop was held in west Pasco County that focused on gathering opinions from participants on service improvements presented. This workshop also was informal; no presentations were made. The following is a summary of the workshops.

Wiregrass Open House

The first public workshop was held at The Shops at Wiregrass, an open-air shopping mall in Wesley Chapel, from 10:00 AM to 3:00 PM on February 16, 2013. The workshop coincided with the Fresh Market, a festival held every first and third Saturday of each month that hosts local food, crafts, and live music. The workshop was attended by 67 participants who asked questions, provided input, and/or filled out surveys.

The following is a summary of the comments received at the Wiregrass Open House on existing and future transit services in Pasco County.

- **Frequency:** Increased frequency was a topic of interest to those that attended the workshop. A few attendees commented that the frequency of buses needs to be increased. One person commented that if frequency was increased, she would ride the bus more often.
- **Infrastructure:** Comments on the overall transit infrastructure in the county included a comment that there need to be more sidewalks throughout the county and another that there needs to be safer parking at bus stops.
- **Vehicle Design:** Several comments related to the size or design of buses—smaller buses could be added to routes so that buses would not operate empty, and implementing electric buses along routes could help save money on fuel.
- **Regional Connectivity:** There is an interest in improving regional connectivity among different areas around the county. For example, one respondent would like service between Wesley Chapel and St. Petersburg, and another would like service on US 19 to Hernando County.

Another person commented on the need for increased connectivity to Hillsborough County along Bruce B. Downs Boulevard and to the University of South Florida.

- **Rail:** A few comments indicated an interest in rail service. One attendee suggested light rail service to Tampa; another commented that high-speed rail needs to be discussed in the region.
- **Transit Governance:** There were comments on the transit agency in Pasco County. A new resident to the area suggested that the transit operators in the region should be consolidated into one single entity to allow for smoother operation of services in the Tampa Bay region. The open-mindedness in the county and of the County Commissioners on transit issues was noted.
- **Technology:** Improvements to technology and applications were recommended, including the use of Google Transit, a tool that can be integrated within the system for a better ridership experience by allowing riders to locate bus stops that are nearest to them and plan bus routes to their destinations via hand-held devices.



Pasco Government Center Open House

A second workshop was held on February 19, 2013, from 11:00 AM to 2:00 PM at the Pasco Government Center. Similar to the first workshop, this event gathered information on perceptions related to transit issues in the county. There were 58 participants at this workshop. The following is a summary of the comments received regarding existing and future transit services in Pasco County.

- **Frequency:** Similar to the workshop held at Wiregrass, attendees commented on the need for increased frequency throughout the county. Some suggested that express bus service be introduced or increased during peak hours, and others commented on the need for more stops along high ridership routes.
- **Infrastructure:** The need to improve system infrastructure was suggested, including mitigating ant and trash problems at bus stops, adding benches, improving landscaping at stops to allow for better boarding of vehicles, improving lighting, and constructing shelters at bus stops.

- **Vehicle Design:** There was a suggestion that buses should have route numbers present or better displayed on the vehicles, and another commented that advertising wraps on buses make it difficult to see out of them. Similar to the other workshop, several people suggested that smaller buses should be included in the system so they would not travel empty so often.
- **Customer Service:** The need to improve overall customer service was voiced. Comments called for the improvement of communication between bus riders and the bus driver when there are incidents while riding the bus, such as vehicle malfunctions. Customers suggested that service at call centers needs to be improved. There was also a comment that bus drivers need to be aware of riders that may be approaching the bus stops before departing; this person commented that she was running to the stop but the bus driver pulled away and she had to wait an hour for the next bus.
- **Funding:** There was a comment in favor of an increased sales tax to improve transit in the region.



Dade City-Hugh Embry Library Open House

A third workshop was held on April 12, 2013, from 11:00 AM to 2:00 PM at the Hugh Embry Library in Dade City. Similar to the other two workshops, this event gathered information on perceptions related to transit issues in the county. There were 49 participants at this workshop. The following is a summary of the comments received at this workshop on existing and future transit services in Pasco County.

- **Route Performance:** There was a comment that drivers on Route 30 are not properly completing the route at the northern terminus located near Trilby Road and US 301.
- **Route Service Improvements:** Comments on expanding bus service were made at the workshop, specifically on the need for service on SR 52 from Dade City to St. Leo University to connect them to the existing route network.
- **Safety & Security:** Participants were concerned with the inconvenience that passengers with disabilities will encounter with the proposed removal of stops on Route 30 at a local Save-A-Lot,

Walmart, and hospitals. They mentioned that removal of these stops will cause them to change their travel behavior by forcing them to find a new location to board the bus safely. Passengers with disabilities that board the bus at Florida Hospital in Zephyrhills commented that changes should be implemented at this stop to allow for safer and easier boarding.



West Pasco Government Center Lobby

A fourth workshop was held on April 23, 2013, from 11:00 AM to 2:00 PM at the West Pasco Government Center Lobby. This workshop was different from the prior three workshops, in that it included information and maps on potential new PCPT bus service improvements. Participants were asked to fill out a survey that asked them to rank how favorably they viewed the suggested service improvements and to select major roads on which they would most like service improvements. There were 21 participants at this workshop. The following is a summary of the comments received.

- **Potential New Transit Service:** Participants commented that an express bus on US 19, connection to Hernando County, circulators in The Shops at Wiregrass and The Grove, and an express bus on the Suncoast Parkway from SR 52 to Citrus Park Mall in Tampa were the most desired new transit services. There was also a suggestion to add new service from Jasmine Lake to Little Road (CR 1) in east Pasco.
- **Regional Connections:** Participants suggested expanding service to connect to HART's 20X Commuter Express route and implementing service along I-75 from SR 52 to the University of South Florida to help serve students and university staff living in Wesley Chapel and Pasco.
- **Potential Improvements to Existing Transit:** Participants were asked which improvements to existing transit are most favorable to PCPT riders. Comments received indicated that they would like increased bus frequency, later service on existing routes, expanded service on existing routes, and better sidewalk connections at bus stops.
- **Transit Service Improvement Areas:** Participants commented that they would like improved services along the US 19 corridor, in the Hudson area, and on the Little Road (CR 1) corridor.



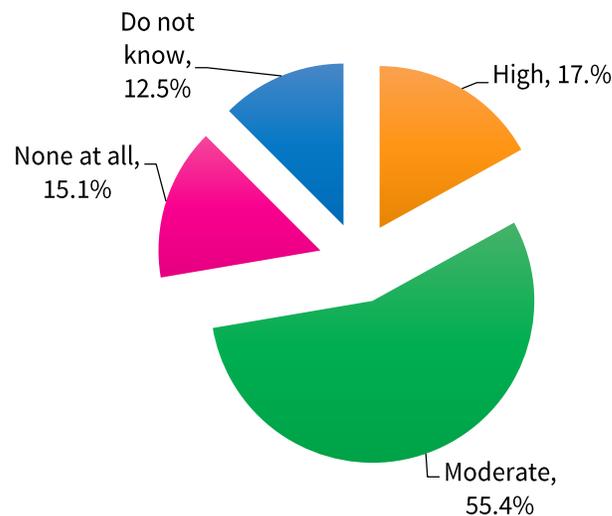
Workshop Survey

A survey was conducted at all workshops to gather information on perceptions on transit issues and needs. In total, 14 questions were used to gather socio-demographic information of survey respondents, determine their willingness to use public transit, and gauge public awareness of transit issues in Pasco County. In addition, a question asked participants to rank what aspects of PCPT transit are more important to them. A total of 113 surveys were completed. The following summarizes results from the survey.

Most survey respondents were aware of public transportation services in Pasco County and agreed that awareness plays an important role in the county, with 72 percent believing that there is high-to-moderate awareness in the community of public transportation (Figure 5-27). When asked what they thought about PCPT transit service, 71 percent responded that it must be provided (Figure 5-28). In addition, almost three-quarters of respondents agree that PCPT services should be provided and are absolutely necessary in the community (Figure 5-29).

Figure 5-27

How much awareness is there in the community about transit/public transportation?



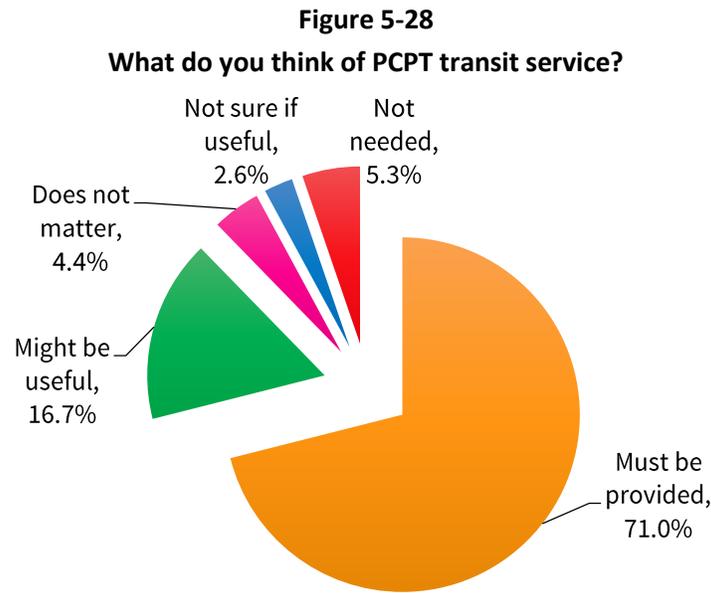
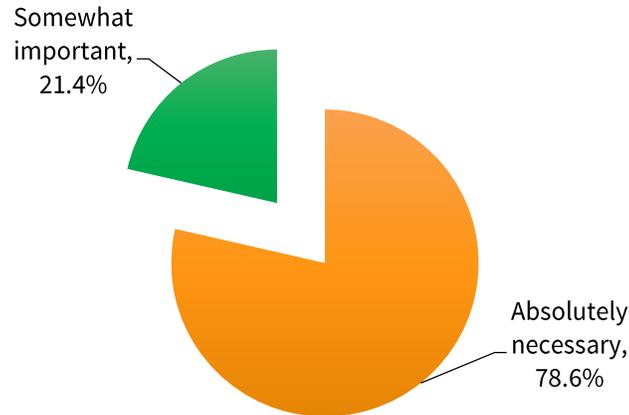


Figure 5-29
What is your perception of transit’s role in the community?



Most respondents agreed that congestion is a problem in Pasco County (Figure 5-30), and more than 66 percent believed that better transit would help alleviate traffic congestion (Figure 5-31). The majority of respondents have not used PCPT’s transit services (Figure 5-32). Further, 93 percent of participants believed that there is a need for additional transit service throughout the county (Figure 5-33). When asked which services should be added to the transit network, half of the participants chose more frequent bus service, followed by increased coverage and express bus services added, at 24 and 13 percent, respectively (Figure 5-34).

Figure 5-30

Is traffic congestion a problem in Pasco County?



Figure 5-31

What role do you see transit playing in alleviating the congestion?

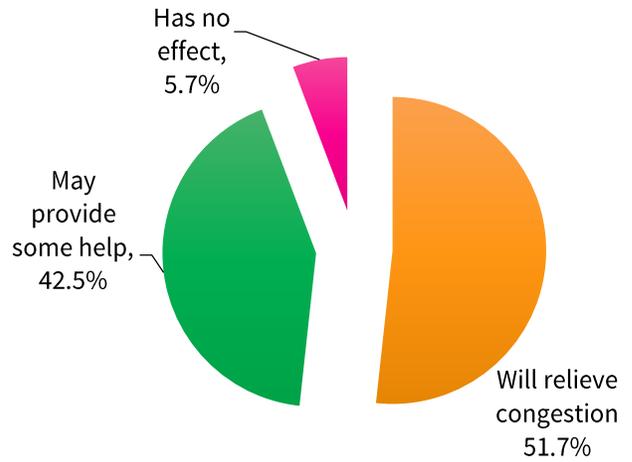


Figure 5-32

Have you used PCPT's transit services?

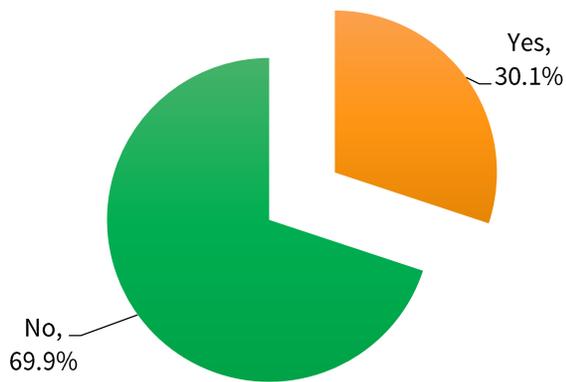
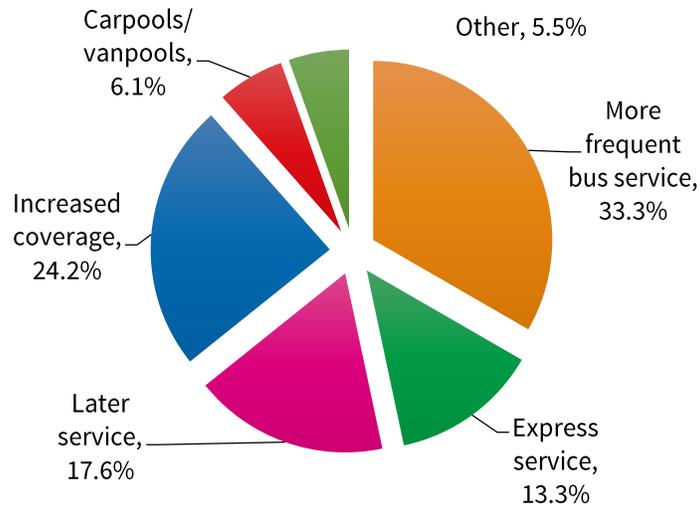


Figure 5-33

Do you think there is a need for additional transit service in Pasco County?



Figure 5-34
What types of additional transit service would you like to see?



A total of 34 percent of respondents think that a one-way fare between \$0.51 and \$1.00 is reasonable, and 26 percent said between \$1.01 and \$1.50 (Figure 5-35). In addition, there is a willingness to finance transit through local taxes (Figure 5-36). Almost 80 percent believe that the community is willing to pay for transit services, and 76 percent are willing to pay or will consider paying for expanded transit services in the county (Figure 5-37).

Figure 5-35
What do you think is a reasonable one-way fare to pay for transit service?

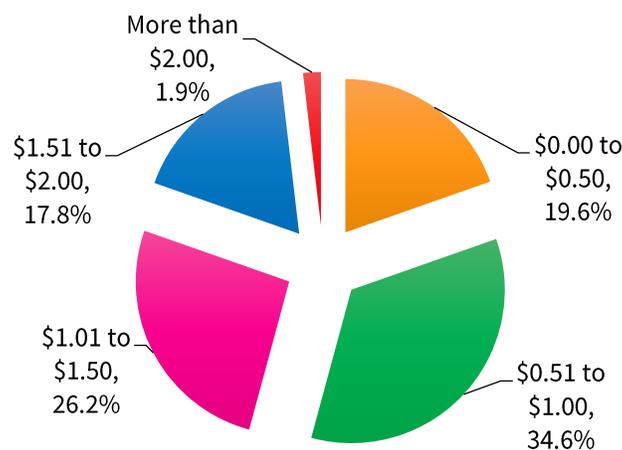


Figure 5-36

Do you believe there is a willingness in the community to pay for transit service?

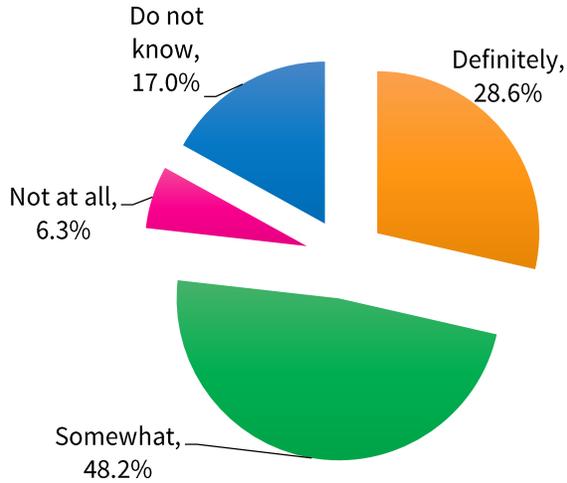
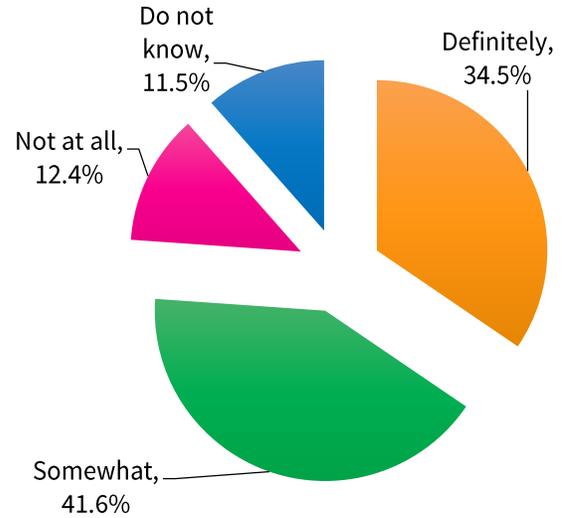


Figure 5-37

Are you willing to pay additional local taxes for an expanded transit system?



Socio-demographic information of participants is shown in Figures 5-38 and 5-39 and indicates that 40 percent of respondents were age 60 or older and 38 percent were ages 41–60. A total of 43 percent of participants have a household income of more than \$50,000. As shown in Figure 5-40, for the Wiregrass workshop, most came from Dade City (ZIP codes 33525 and 33523); for the Government Center workshop, attendees were primarily from Port Richey, Dade City, and Hudson (ZIP codes 34668, 33525, and 34667).

Figure 5-38
What is your age?

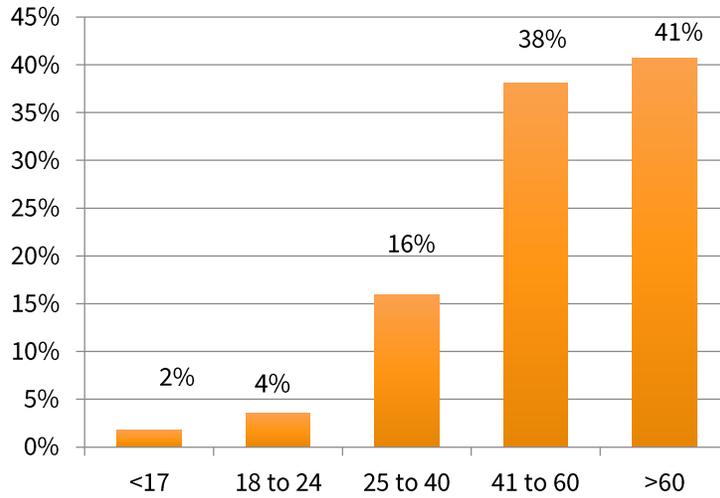


Figure 5-39
What was your total household income for 2012?

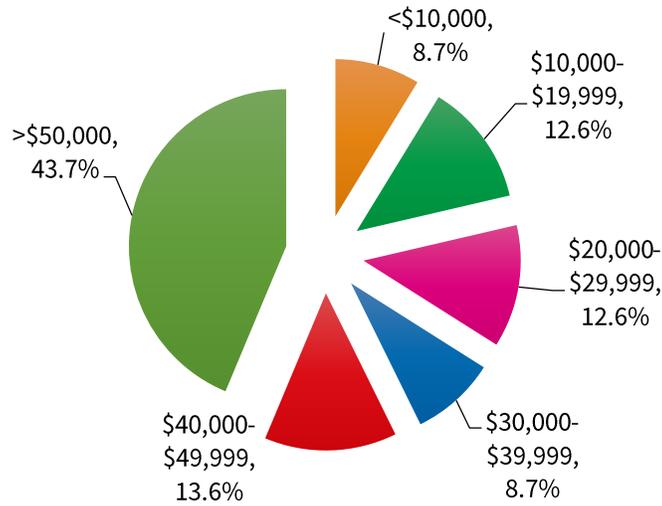
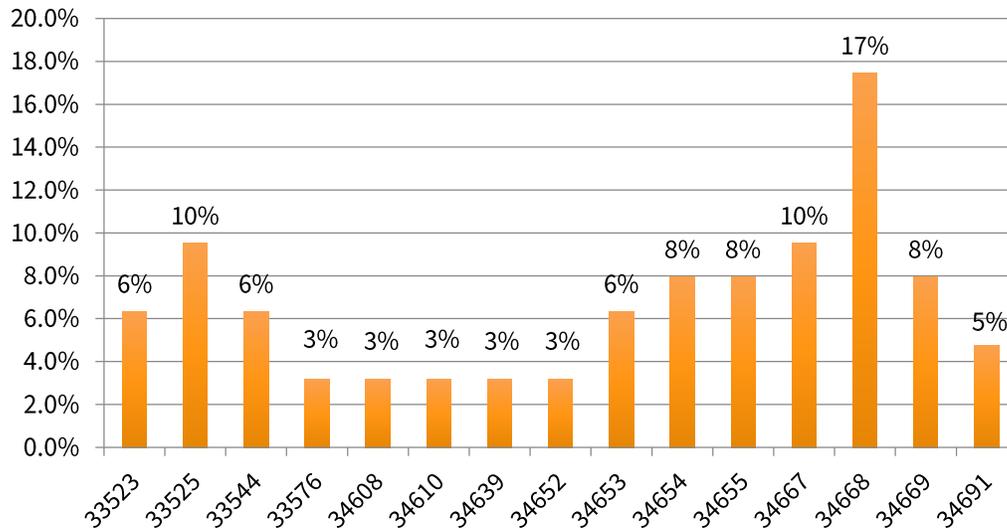


Figure 5-40
What is your ZIP code?



Participants were asked to rank which aspects of transit were most important to them. Based on the responses summarized in Figure 5-41 and Table 5-6, 86 percent said convenience was the most important factor. Frequency of service and hours that buses operate also were important, at 83 and 84 percent, respectively. Cost of riding the bus and travel time on the bus were less important, with only 48 percent of respondents identifying these aspects as very important to them.

Figure 5-41
Ranking of Transit Characteristics

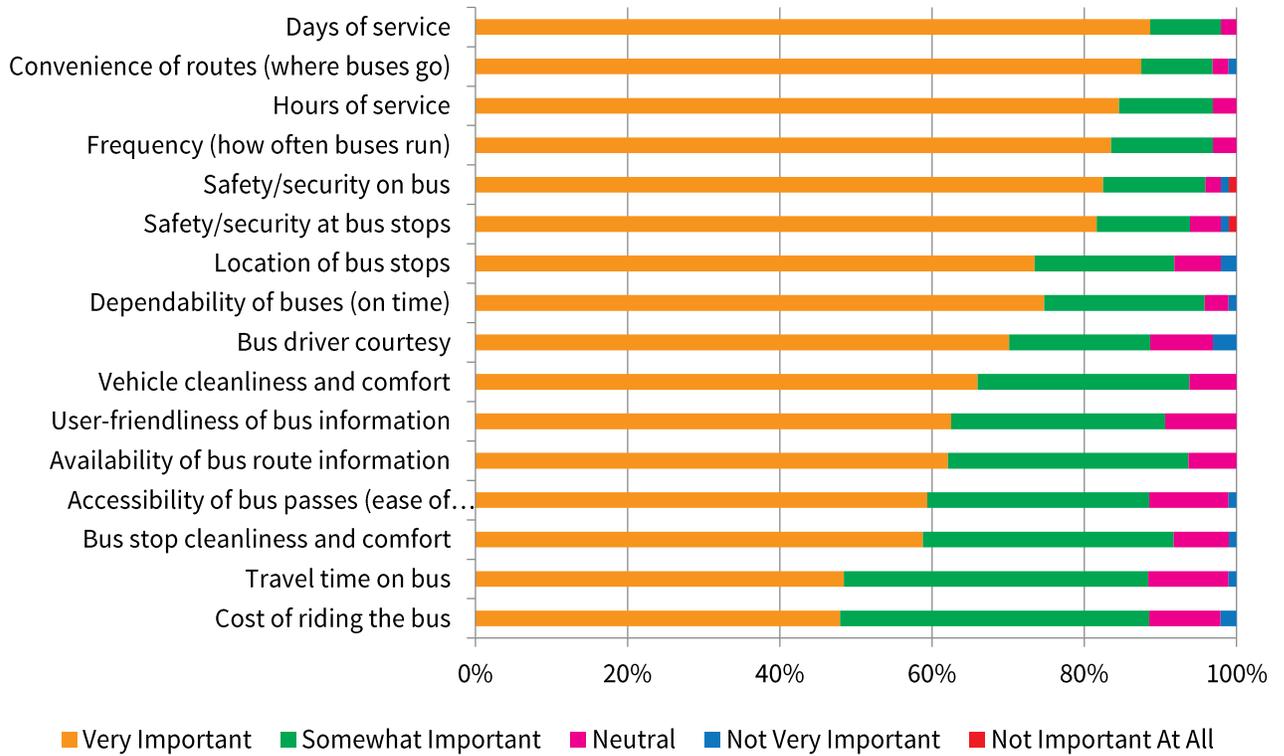


Table 5-6
Ranking of Transit Characteristics

Survey Question	Very Important	Somewhat Important	Neutral	Not Very Important	Not Important at All
Days of service	88.7%	9.3%	2.1%	0.0%	0.0%
Convenience of routes (where buses go)	87.5%	9.4%	2.1%	1.0%	0.0%
Hours of service	84.5%	12.4%	3.1%	0.0%	0.0%
Frequency (how often buses run)	83.5%	13.4%	3.1%	0.0%	0.0%
Safety/security on bus	82.5%	13.4%	2.1%	1.0%	1.0%
Safety/security at bus stops	81.6%	12.2%	4.1%	1.0%	1.0%
Location of bus stops	75.0%	18.8%	6.3%	2.1%	0.0%
Dependability of buses (on time)	74.7%	21.1%	3.2%	1.1%	0.0%
Bus driver courtesy	70.1%	18.6%	8.2%	3.1%	0.0%
Vehicle cleanliness and comfort	66.0%	27.8%	6.2%	0.0%	0.0%
User-friendliness of bus information	63.2%	28.4%	9.5%	0.0%	0.0%
Availability of bus route information	62.1%	31.6%	6.3%	0.0%	0.0%
Accessibility of bus passes (ease of purchase)	59.4%	29.2%	10.4%	1.0%	0.0%
Bus stop cleanliness and comfort	58.8%	33.0%	7.2%	1.0%	0.0%
Travel time on bus	48.4%	40.0%	10.5%	1.1%	0.0%
Cost of riding the bus	47.9%	40.6%	9.4%	2.1%	0.0%

Access Pasco Discussion Group Workshops

Stakeholder Discussion Group Workshop

As part of *Access Pasco*, an invitation-only discussion group workshop was held to gauge existing and future public transportation needs in Pasco County. The meeting was held on March 5, 2012, from 2:00–4:00 PM at the Pasco Economic Development Council conference room. Attendees from business, educational, workforce, medical, welfare, workforce, agricultural, and medical organizations were invited to participate in the discussion so PCPT and the MPO could learn more about the public transportation needs and issues of the people and organizations they represent in Pasco County and the region. Each attendee was provided with the following:

- Fact sheet summarizing existing PCPT services and the *Access Pasco* 10-year transit plan and how input from the workshop will be used in the planning process
- Maps of existing and future transit services
- Map of potential park-and-ride facilities
- PCPT bus system map and route maps
- Materials for a map exercise (colored dots and maps to prioritize areas where PCPT services and park-and-ride facilities are needed)
- Workshop survey

The input received from the attendees and results of the map exercise are summarized below.

Experience with PCPT Services

- Attendees were asked about their experience with current transit services as well as any input on transit they may have from the people they represent. Most responded that although they may have not ridden PCPT, there is high acceptance and approval for PCPT services. Most attendees also indicated that the populations they represent rely on the bus service to get around, and most appreciate the recently-implemented cross-county bus routes on SR 54/56.

Perception of Current Role of Transit in Pasco County

- Most agreed that the existing transit system provides an important mobility option to both captive riders (who have no other mode available to travel) and discretionary riders (who have access to other modes but choose transit) in Pasco County. However, there was general agreement that attracting large numbers of discretionary riders likely will not be possible until a much higher level of transit service can be provided (mainly frequency of service). They agreed that transit plays a key role in moving people to jobs, educational facilities, shopping, medical services, etc., within Pasco County and regionally.

Needed Transit Service Improvements

- There was consensus among the attendees that more transit service is needed. The population in Pasco County is growing, and there is an increase in new development throughout the county. In addition to a number of existing activity centers needing transit connections, there are new or planned retail, residential, and educational facilities that are not currently served by PCPT, such as the new Pasco-Hernando Community College (PHCC) Wiregrass campus. Attendees recognized the need to connect these existing and new developments to the overall PCPT system to provide residents, workers, visitors, students, and other riders with new or better services to these locations.
- The workforce in the Lacochee area is in need of increased transit service to allow potential workers to reach new businesses and jobs in other areas in Pasco County.
- Nearly all attendees at the discussion group meeting agreed that service to St. Leo University is crucial and badly needed. The lack of service to St. Leo is a disadvantage for students that need public transportation.
- There is a need to connect the PHCC campuses in Dade City and New Port Richey with adequate transportation. Each PHCC campus offers a different curriculum, and students may have to attend different campuses daily, making transportation between campuses crucial.
- One major issue PHCC students have when they consider using PCPT services is lack of later service. Service hours and frequency need to be improved to allow students to use transit. Some classes end as late as 9:40 PM, and PCPT services end around 8:00 PM. Later service needs to be added to the current routes serving the PHCC campuses.

- Attendees indicated that SR 52 is congested during peak hours and that traveling to and from Dade City has become an unpleasant experience for motorists during peak traffic periods. Because there are many people who travel from west Pasco to Dade City, the attendees suggested implementing a local or express bus route on SR 52 connecting east Pasco to Dade City.
- The need for transit to access jobs was highlighted. The Pasco-Hernando Workforce Development Board helps its customers plan for transportation and access to their job locations, and staff at the Board recommend using PCPT to its customers as a way to get to their potential job locations.
- Various government centers throughout the county need to be better connected. These locations should have access to the bus system, as a significant number of people that visit these centers use public transportation and do not have access to private transportation, do not like to drive, or do not have a valid driver's license. More specifically, the government center in Dade City needs to be connected via SR 52 so people at St. Leo University and in San Antonio can use transit to access the center and other jobs and services in Dade City.
- Overall, the following service improvements were identified as transit priorities for the next 10 years:
 - Increased frequency
 - Later service, especially on routes serving PHCC campuses
 - Service to the following new areas/locations
 - Moonlake Road
 - St. Leo University
 - Lacochee
 - Hudson
 - Pasadena Hills area (with future development)
 - Cross-county service on SR 52
 - More frequent service in Dade City
 - Connections to Pasco County health offices in Zephyrhills on US 41

Awareness of Transit and How to Educate the Public

- There was consensus that more marketing of available services is necessary. Most agreed that there is a significant segment of population that is unaware of the services provided by PCPT, and improved marketing efforts focusing on all types of potential riders are needed. Some participants were not aware that PCPT's website provides information, maps, and schedules for existing bus routes and other services offered by PCPT.
- Attendees commented that PCPT should market its services more to a younger demographic, noting that young people would be more likely to ride public transportation if PCPT informed

them about the service options using social media. The attendees believed such an effort could result in increased transit ridership from these demographics.

Additional Local Funding for Transit

- Attendees agree that with the heightened interest in transit in Pasco County, there also seems to be an increased willingness in the community to support improvements to the transit system.
- Attendees were pleased to learn that the implementation of transit service on SR 54/56 was funded entirely through grants. They recommended that PCPT search for similar grants or funding mechanisms that provide 100 percent funding for improvements. However, as most funding programs require a local match, other revenue opportunities were discussed, such as the revenue set-asides for transit from the Pasco County Mobility Fee and the TIF program. Other options such as advertising on vehicles and private contributions were suggested as possible opportunities.

Current PCPT Logo

- Some indicated that the PCPT logo does not represent the bus system well and needs to be refreshed. Others suggested removing reference to the term “public transportation” and aligning the service more with the term “access.”
- Most attendees agreed that a rebranding of PCPT services is needed. Current branding and marketing seem to reinforce PCPT as a service for individuals with no other transportation alternative. Rebranding will help PCPT attract new, discretionary riders, as would targeted marketing, technological improvements such as Wi-Fi on buses, clearer and more appealing advertising, and better use of social media to reach different demographics.
- There were recommendations to hold a logo contest in the community that would give residents and businesses the opportunity to take part in the rebranding of the system. This would also lead to increased exposure for transit in the community.
- It was recognized that the cost of rebranding would likely be an issue and that PCPT should explore ways to have the private sector participate in funding this effort. One suggestion was to facilitate a consensus-building process to develop a plan for the “right” approach and then determine how to pay for it.

Map Exercise

- Attendees participated in a map exercise to identify areas that need transit service, asking them to identify their top three priorities for service expansion within the next 10 years. In addition, a map of potential park-and-ride locations that had been recently developed by the MPO was provided to the group on which attendees were asked to identify their choices of the top three locations for developing park-and-ride lots to add to the overall transit network.

Stakeholder Discussion Group Workshop Conclusions

- Overall, the discussion group provided an opportunity for PCPT and MPO staff to engage in a productive discussion with a group of partners representing population segments and organizations crucial to transit growth in Pasco County. In addition to the discussions summarized above, participants also indicated a strong willingness to work collaboratively towards improving transit in the community and stay engaged in the *Access Pasco* planning process.

Bus Operator Discussion Group Workshop

PCPT bus operators were asked to participate in a discussion group workshop at PCPT on March 20, 2013. The workshop provided several opportunities for operator input, including a survey, a discussion period, and an interactive process with a map of existing transit routes.

During the operator discussion group, participants were shown a large map of the PCPT bus system and asked to identify areas where they perceive service weaknesses. Bus operators identified locations where safety or operational issues exist as well as locations needing more or new bus service.

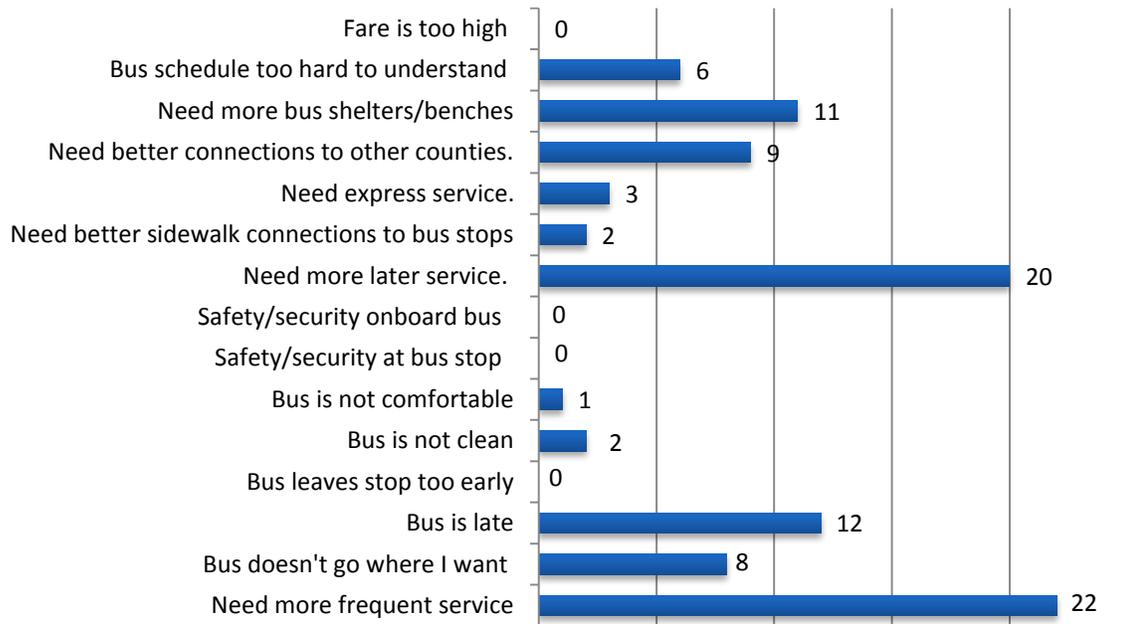
- **Frequency:** The majority of bus operators commented that PCPT riders would like increased frequency throughout the system, with Routes 19, 21, 25, and 54 the most in need of increased frequency.
- **Later service:** Most bus operators commented that riders would like later service at night to accommodate customers who work late.
- **Late buses/missed connections:** Bus operators commented that passengers have complained that buses are late, which causes them to miss connections. Bus operators discussed variables along routes that cause them to be late, such as:
 - Limited connection times, specifically at Cross Bayou stop
 - Large number of passengers in wheelchairs at Kmart stop
 - Uncoordinated traffic signals, specifically at Tarpon and US 19
 - Construction along US 19
 - Continuous turn lanes along US 19, which make it difficult for buses to re-enter traffic
- **Expanded service:** Passengers have expressed that minimal service on weekends and holidays makes it difficult for them to visit shopping centers or supermarkets.
- **Bus shelters/stop accessibility:** Bus operators commented that there is a need for more bus shelters and improved accessibility at bus stops throughout the PCPT system. Passengers have indicated they would like improvements made at:
 - Zephyrhills and Kmart (need for bus shelters)
 - Zephyrhills (sidewalks to bus stops)

- **Bus schedules:** Bus operators mentioned that passengers believe that the bus schedules are difficult to understand and read, thus causing the operators to spend time at bus stops directing passengers to connecting routes.

Operators were asked to fill out a survey about major customer complaints, whether those complaints were valid, and where there are specific safety concerns (see Figure 5-42). In total, 36 surveys were received from PCPT bus operators.

Figure 5-42

Bus Operator Survey Results



Positive feedback that operators have received from riders relating to PCPT include:

- PCPT fares are affordable.
- Bus operators are clean, professional, and courteous and have a positive interaction with passengers.
- Vehicles are clean and well-maintained.

There was also an opportunity for the bus operators to identify safety problems on routes that they may have noticed or that have been communicated to them by customers. Safety issues include:

- Bus stops located before intersections, which causes drivers to prevent traffic from turning right or forces them to wait for the traffic signal before proceeding through the intersection; drivers suggested relocating stops past intersections
- Bus stops located near railroad tracks
- Lack of sidewalks to bus stops

Operators were asked to provide suggestions on which PCPT routes need improvements. They suggested the following:

- Route 14 – some bus stops should be removed or spread further apart so drivers can maintain schedules
- Route 19 – continuous turn lanes along US 19 should be redesigned so buses can easily merge with traffic
- Route 21 – need a connection to Hernando County
- Route 25 – needs another vehicle
- Route 31 – needs another vehicle; service at Moore and Sun Road and at Clinton should be eliminated
- Route 54 – stops should be moved further away from intersections

Finally, operators were asked to offer general opinions and comments on PCPT transit services. The following is a summary of those comments.

- Hudson Beach stop should be eliminated due to low ridership.
- Routes with large numbers of passengers with disabilities need more accessible vehicles and increased connection times to be accommodated.
- Service to Moon Lake is needed.
- Route 21 needs to be extended to Hernando County.
- Stops along Route 54 should be moved closer together or more stops should be introduced so passengers can reach shopping centers or other commercial developments more easily.
- Drivers would like to travel between Florida Hospital and The Shops at Wiregrass in Wesley Chapel using a back service road; using this route will save time by avoiding traffic signals along Bruce B. Downs Blvd.
- Stops in the vicinity of new developments or construction should be moved to accommodate new driveways or roads; specifically, new construction at Ridge Road and Little Road (CR 1) and SR 54 and US 19 have changed traffic patterns, and some bus stops are currently in areas that are no longer suitable.
- Vehicles should receive more thorough cleaning and maintenance on a daily basis.
- There should be increased availability of vending machines throughout the system.

Operator Discussion Group Workshop General Conclusions

The following are the major summary results from the bus operator survey and the discussion group workshop.

- Bus operators cited a need for later service on weeknights.
- Accommodating large strollers, helping customers with the bus schedule, and helping passengers with disabilities sometimes slows down the routes.

- There is a need for shelters, and bus operators cited a number of locations that would benefit from added bus shelters, including Kmart on US 19 and heavily-used stops in Zephyrhills.
- New service to Moon Lake is crucial and needed.
- Connections to other routes often are missed due to uncoordinated traffic signals, continuous turn lanes along US 19, and a large number of passengers with disabilities.
- Service to Hudson Beach should be eliminated.
- Increased frequency on Routes 19, 21, and 25 and connections to Hernando County are the most requested service improvements.

MPO Committees and Board Transit Workshops

As part of developing *Access Pasco*, several workshops were held with the MPO Citizens Advisory Committee, the MPO Technical Advisory Committee, and the MPO Board. Each workshop is summarized below.

Citizens Advisory Committee Workshop

A workshop was held with the CAC on April 3, 2013, that included an overview of the 10-year *Access Pasco* transit plan. A brief history and overview of milestones of PCPT were discussed, and a presentation was made about service trends, existing PCPT bus routes, trends in current transit markets, public outreach activities, public input on transit priorities, and ridership trends. An overview of the 2035 plan that was adopted in 2009 also was presented.

Participants were asked a number of questions during the workshop to gauge what aspects of transit they believe are important, their willingness to support future transit investments, and where improvements are needed. The following is a summary of the results from this poll.

- All participants agreed that transit should be expanded in the next 10 years.
- Expanding existing bus service and extending service to new areas should be the first priority according to 60 percent of the participants; 20 percent agreed that expanding existing service is a primary priority, and the remaining 20 percent believe that extending service to new areas should be the first priority.
- Participants were asked to choose which top three transit markets should be targeted from eight possible choices—26 percent said commuters, 21 percent said inter-county travelers, and 12 percent said transit-dependent riders or current transit riders.
- The top three service improvement priorities for PCPT were improving frequency on existing routes (29%), providing service to new areas not currently served (27%), and improving hours of service (24%).
- The top three capital and other improvement priorities identified by participants were installing more shelters (30%), installing more park-n-ride lots (23%), and installing more or improving sidewalks (14%).

- The ridership objective that participants believed should be undertaken in the county in the next 10 years was doubling or tripling ridership (47%); seven percent mentioned no ridership objective.

Technical Advisory Committee Workshop

Similar to the CAC workshop, a workshop was held with the TAC on April 8, 2013, and included the same information presented to the CAC. Participants were asked the same polling questions to gauge what aspects of transit they believe are important, their willingness to support future transit investments, and where improvements are needed. The following is a summary of the results from this TAC poll:

- Asked if bus service should be expanded in the next 10 years, 83 percent of participants responded that transit should be expanded, and 17 percent believe that it should not.
- Asked which top three transit markets should be targeted from eight possible choices, 22 percent said residents in higher density areas, 19 percent said commuters, and 14 percent said transit-dependent riders.
- The top three service improvement priorities for the TAC were identified—28 percent said either adding service to areas not currently served or increasing hours of service, 25 percent said increasing frequency on existing routes, and 17 percent said introducing commuter service.
- The top three capital and other improvement priorities were improving or installing sidewalk connections to bus stops (28%), adding more shelters (25%), and increasing the number of park-and-ride lots (22%).
- Participants were asked to identify what ridership objectives should be undertaken in the county in the next 10 years—50 percent would like to double ridership and 33 percent want to triple ridership; 17 percent would like ridership to increase by 50 percent in the next 10 years.

MPO Board Workshop

A workshop was held with the MPO Board on April 11, 2013. This workshop presented the same information that was presented at the CAC and TAC workshops. Participants were asked the same questions to gauge what aspects of transit the MPO Board members believe are important, their willingness to support future transit investments, and where improvements are needed. The following is a summary of the results from the MPO Board poll.

- Asked if bus service should be improved in the next 10 years, all participants said yes.
- Asked to identify the top three transit markets that should be targeted, 19 percent said transit-dependent riders or commuters; 13 percent said current riders, choice riders, inter-county travelers, and special event riders; and 6 percent said either non-riders or residents in higher-density areas.
- For the top three service improvement priorities, 29 percent agreed that frequency on existing routes should be increased and 24 percent believe that hours of service should be expanded or

that commuter service should be implemented; 18 percent said introducing new service to areas not currently served should be a priority.

- For the top three capital and other improvement priorities, 28 percent said improving or installing sidewalk connections to bus stops and 22 percent said adding more shelters. Adding more park-and-ride lots, implementing priority signals on buses, improving technology, and expanding marketing were selected by 11 percent.
- Asked what ridership objective should be undertaken in the county in the next 10 years, 83 percent would like to double ridership and 17 percent want to triple ridership.

Technical Review Team Meetings

Two meetings were held with the TRT to discuss the status of public outreach activities and 10-year improvement objectives and to obtain input from the Review Team. At the meeting held on March 26, 2013, the team discussed issues related to the *Access Pasco* process, public outreach activities, and the approach for the MPO Board and committee workshops.

A second TRT meeting was held on May 7, 2013, that focused primarily on the potential 10-year transit improvement needs for Pasco County. Numerous transit alternatives were discussed, as were operating and capital cost assumptions for new routes and potential revenue and funding initiatives.

General Public Comments and Suggestions Received by PCPT

PCPT receives comments on an ongoing basis from the general public through comment cards, emails, phone calls, or regular mail. The following is a summary of comments received by PCPT.

- **Frequency:** Customers would like increased frequency on most PCPT routes and expanded service on holidays. They also indicated the need for later service.
- **Expanded Service:** Various areas in the county were identified for expanded PCPT services, including the Moon Lake area, areas east of Moon Lake on SR 52, and the Hudson area.
- **Bus Stop Location:** Customers commented that new bus stops are needed along routes to allow for better connectivity to the PCPT system. There have been requests for new bus stops at the Heritage Pines Community on County Line Road, Beacon Square, Academy at the Farm near The Grove in Wesley Chapel, La Casa Grande, the Marchman Technical Education Center, and the Moon Lake Area.
- **Regional Connectivity:** Comments were received about improving connectivity to the surrounding counties, including Hernando and Hillsborough. There were also comments on the need for regional express-type services that connect Pasco County transit services with key regional locations such as Downtown Tampa.

Social Media Outreach

Efforts were made to connect with the community through various social media channels such as Facebook and Twitter to regularly inform PCPT users, the community, and those interested in learning more about the 10-year transit plan. The Facebook page was viewed by 89 unique users and “Liked” by 48 people; the Twitter account for *Access Pasco* had 8 followers. In addition, two e-mail blasts were sent using an email distribution list (consisting of those who signed up to receive such communication) before each series of public workshops to encourage the community to attend the events and provide input. A total of 586 email blast opens were observed for the two email blasts.



Section 6: August 2014 Needs Plan Workshop Survey

A series of public workshops was held to collect input from the public in developing the draft MOBILITY 2040 Needs Plan and to present the draft Needs Plan to the public for questions and comments. Participants attending the public workshops held on August 5, 8, and 12, 2014, were asked to provide feedback via a survey instrument handed out at each workshop. In addition to the structured survey questions, the opportunity to provide open-ended feedback and comments was provided. Survey questions were designed to gain input on project priorities and additional project needs for the multimodal transportation network, including roads, transit, bicycle, pedestrian, and trail facilities. In total, 21 survey responses were received, the responses from which are summarized below.

Roadway Project Priorities

The first question of this survey asked respondents to provide their top three priorities for roadway improvements shown on the Roadway Needs Plan Map. In total, 16 of the 21 survey participants answered this question. Responses are provided below.

Priority 1	Priority 2	Priority 3
<ul style="list-style-type: none"> • We agree with the plan • Widening of SR 52 • SR 54 and Starkey, Trinity, and Suncoast Parkway • 54 from I-75 east to US 301 • US 19 – entire • Ridge Rd • Hwy 52 east of US 41 to interstate • Widen Route 52 • SR 54/SR 56 • I-75 at SR 56 interchange • 19 between Moog and Hudson Aves • US 301 North Ave to new SR 56 in Zephyrhills • Clinton and Handcart from 52 to 54 for additional N-S access to Wesley Chapel • I-75 from Overpass Rd to I-275 • SR 54 • Ridge Rd Extension from Ridge/ Moon Lake/Decubellis to US 41 	<ul style="list-style-type: none"> • Ridge Rd extension • Overpass Road – presents great opportunity going west • US 41 – Bell Lake S • Tower Rd • Hwy 41 north of SR 52 • Extend Ridge Rd to Route 75 • Tower Rd • Hillsborough County Rd between Meadow Point Blvd and Morris Bridge Rd • Little between 54 and County Line • SR 54 extension from Meadow Pointe into Eiland Blvd • 98 to Lakeland from 301 to the County Line • CR54 from I-75 to SR 56 • Little Rd • Widening Starkey Rd from Decubellis to 54 	<ul style="list-style-type: none"> • County Line (North) completion • SR 52 – Shady Hills E to St. Leo • Sunlake Rd • Hwy 52 west of US 41 • Add elevated lanes • Ridge Rd • US 41 from SR 52 to Hernando County • Trouble Creek • Overpass Rd / Kossik Rd reconstruction • SR54 from Curley Rd to Morris Bridge Rd • Trinity Blvd

Unidentified Roadway Improvements

Survey participants were asked to provide any other roadway improvements they would like that were not shown on the Roadway Needs Plan Map. In total, 14 of the 21 survey participants answered this question. Responses are provided below.

- Not [any improvements] at this time
- If you need extra lanes, add them to the old Lakeland Highway. There is nothing out there.
- Ridge Rd. to I-75
- Yes, install deceleration lane on SR 54 (going east) at Altamont Lane. Drivers turning right (south) off SR-54 onto Altamont often are near collision from cars behind that will not slow down even with lots of turn signal notice.
- Strong concern about 350+ miles of County-owned dirt roads.
- SR 52/US 41 intersection
- I feel that these roads are unsafe and need widening.
- Install overpasses so we can avoid waiting at stoplights or have roads that do not need stoplights. Lengthen Route 301 in the northern part.
- Connect Mansfield to Kinnan in Hillsborough County.
- Yes, sidewalks/ paths/ bike lanes on Bailey's Bluff/ Strauber memorial. There are lots of cyclists/ joggers out there and no shoulder.
- Morris Bridge Rd from Hillsborough County through SR 56 extension.
- Bike Paths in the NE section of Pasco where all the cyclists ride, such as Blanton Road and Trilby. Accommodating the bike traffic could bring more business indirectly if we catered to the multiple bike enthusiasts.
- Extend Moon Lake Rd to Denton Ave. Extend Denton Ave from Shady Hills Rd to 41. Widen entire length of Denton to provide emergency evacuation route and handle future growth.

Additional Comments Pertaining to the Roadway Needs Plan

Survey respondents were asked to provide any additional comments pertaining to roadway improvements identified on the 2040 Needs Plan map. In total, 12 of the 21 survey participants responded to this question. Comments received are provided below.

- Would like more information on the I-75/Overpass Rd interchange as to how it would affect Mckendree access.
- Widening 301 from Clinton to Dade City not needed. The cost of destroying businesses, eliminating jobs, and losing the taxes paid is not worth it.
- Extra lanes on 301 from Clinton Ave to 98 Bypass in Dade City is not needed. It is too expensive and will close businesses located in the corridor.
- No overpass.

- I am not in favor of overhead lanes or toll lanes.
- I think we should look at a dedicated HOV lane on 54 for bus transit and high occupancy vehicles.
- Do not build and elevated road over SR 54/56.
- Suncoast/SR 54 interchange modification needed.
- County Line Rd between US 41 and Bruce B Downs Blvd does not need to be shown as a six-lane roadway. This is primarily a residential collector roadway, and six-lanes would destroy the fabric of these neighborhoods.
- More frequent buses all around, especially on US 19
- Overpass Rd extension to Kossik Rd extension—the name would have much more character than being named after an inanimate object.
- I would love to have a more direct and efficient route from the Zephyrhills area to the Land O’ Lakes area.

Transit Project Priorities

Similar to what was asked concerning roadway projects, survey respondents were asked to provide their top three priorities for transit improvements shown on the Transit Needs Plan Map. In total, 13 of the 21 survey participants answered this question. Responses are provided below. Enhanced cross-county service, higher frequency and later evening service, and enhanced service for commuters into Hillsborough County were cited as top priorities by participants.

Priority 1	Priority 2	Priority 3
<ul style="list-style-type: none"> • Agree with plan • Queue jumps for buses • Increase service on 54 east/west route • SR 54 • Commuter rail • Add 15-minute and 30-minute service • Commuter rail • SR 54/56 • Enhanced service on SR 54/56 • 19 – as frequently as possible • East west through transportation from US 19 to US 301 both on SR 54/56 and SR 52 • Express Route from SR54 to Hillsborough County • Express bus along Ridge Rd from 19 to 52 via Moon Lake 	<ul style="list-style-type: none"> • Later hours for buses • Very concerned about potential (negative) impact of light rail from Hillsborough. • I-75 • Express bus • Add later service for evening • Bus service on Decubellis • Toll Road 589 • Bruce B Downs Blvd • Little – as frequently as possible • More local loops in Land O’ Lakes, Zephyrhills and Dade City • Bus routes on Curley Rd 	<ul style="list-style-type: none"> • Bus Rapid Transit • Bruce B Downs • Enhanced express service into Hillsborough County

Unidentified Transit Improvements

Survey participants were asked to indicate any other transit improvements they would like that were not shown on the Transit Needs Plan Map. In total, 7 of the 21 survey participants answered this question. Responses are provided below.

- PCPT in neighborhoods.
- Light rail connection with Hillsborough and Pinellas. Visit Atlanta to see a service that moves people well.
- Enhanced service on Little Road to better serve the government complex.
- Bike lanes. Great work on the off-road sidewalks and paths on US 19 and Little; would love a way to better negotiate those with people turning off of US 19/Little or getting on.
- Round-robin transport, either clockwise or counter on US 19, SR 52, US 301, and SR 54/56.
- I feel that bike access from Blanton to the Wesley Chapel is an area that should be reviewed. Another item that may be a benefit would be a shuttle from downtown Dade City to the Wiregrass area with maybe 5 key stops, which may be useful for those who do not want drive there, especially on Thur/Fri/Sat/Sun.

Additional Comments Pertaining to the Transit Needs Plan

Survey respondents were asked to provide additional comments pertaining to roadway improvements identified on the 2040 Needs Plan map. In total, 4 of the 21 survey participants responded to this question. Comments received are provided below.

- Rail concerns me (cost vs. benefit to Pasco)
- More frequent buses and evening buses
- Hard to tell what is really being proposed
- Please consider how to explicitly connect bus routes with public services

Bicycle, Pedestrian, and Trail Project Priorities

Survey respondents were asked to provide their top three priorities for bicycle, pedestrian, and multi-use trail improvements shown on the 2040 Needs Plan Map. In total, 2 of the 21 survey participants answered this question concerning bicycle facilities, and 6 responded concerning bicycle and multi-use trail facilities. Responses below are provided below. Enhanced cross-county service, higher frequency and later evening service, and enhanced service for commuters into Hillsborough County were cited as top priorities by participants.

Priority 1	Priority 2	Priority 3
Bicycle Facilities		
<ul style="list-style-type: none"> • NE Pasco Area • Bruce B Downs from SR56 to County Line Rd 	<ul style="list-style-type: none"> • NE Pasco South to Wiregrass 	<ul style="list-style-type: none"> • None provided
Sidewalk Facilities		
<ul style="list-style-type: none"> • US 19 - all • Need sidewalks on roads that do not have sidewalks on and near Grand Blvd in New Port Richey • Widen existing pedestrian/bicycle paths on Decubellis • Sidewalks on Gall Blvd in Zephyrhills • SR56 corridor 	<ul style="list-style-type: none"> • Rowan Rd - Ridge S - SR 54 • Bruce B Downs in SR56 area 	<ul style="list-style-type: none"> • Ridge Rd - missing
Multi-Use Trail Facilities		
<ul style="list-style-type: none"> • Make more entrances so trail users can access local stores • Rowan Rd, or add bike lane • Bicycle path near Route 19 • Widen existing pedestrian/bicycle paths on Decubellis • Continuous multi-use path along SR 54/56 	<ul style="list-style-type: none"> • Little Rd, or add bike lane 	<ul style="list-style-type: none"> • None provided

Additional Comments Pertaining to the Bicycle, Pedestrian and Multi-Use Trail Needs Plan

Survey respondents were asked to provide additional comments pertaining to the bicycle, pedestrian, and multi-use trail components of the 2040 Needs Plan map. In total, 5 of the 21 survey participants responded to this question. Comments received are provided below.

- Set up an electric car rental system so tourists with disabilities could enjoy the scenery and weather. We are missing a big tourism business niche.
- In addition to the walker/biker program available from USF, I believe we need to focus on helmet education to bicycle riders, especially the homeless and those without driver's licenses.
- Need more paths for bicycles since bicycles are my only transportation.
- This should be a priority everywhere.

Other Comments Pertaining to the 2040 Needs Plan

Survey participants were given the opportunity to provide additional thoughts or comments pertaining to the 2040 Needs Plan. Three participants provided additional comments:

- In reality, the existing roads should be brought into better condition prior to new. The west side has been abandoned; it has become a wasteland.

- It appears that Pasco County's priority for the future is moving cars at high speeds or maintaining the status quo. It would be nice to see a more transformative plan proposed.
- I would definitely include the probable arrival of driverless vehicles in your planning. Allowing for this type of transportation at this point would be much better and cheaper than trying to retrofit for the technology later.

Section 7: Opportunities to Provide Input during 30-Day Public Comment Period

As summarized below, numerous opportunities were made available for citizens and stakeholders to provide input during the 30-day public comment period.

- Open House Workshop Booklet – This handout provided a summary of the MOBILITY 2040 Long Range Transportation Plan (available on-line and at the workshops).
- Open House Workshops – Two open house workshops were facilitated during the 30-day comment period. Participants were asked to view the information (workshop booklet and numerous large maps on display) at their leisure and provide input by:
 - Talking to representatives of the MOBILITY 2040 Project Team at one of the open house workshops.
 - Providing written input on comment sheets provided at the sign-in table or providing comments on-line at www.mobility2040pasco.com.
 - Completing an interactive on-line application to select their top roadway improvement projects (on-line at their leisure or using laptops at the open house workshops).
- Other Input was provided directly to MPO staff through phone calls and e-mail.
- The MPO continued to maintain and update the MOBILITY 2040 project website to include the draft MOBILITY 2040 Long Range Transportation Plan, information about providing input on the plan, and previous data and information posted to the website over the past year.
- A public hearing was held in conjunction with the MPO Board meeting on December 11, 2014. Following the public hearing, the MPO Board adopted the MOBILITY 2040 Long Range Transportation Plan.

Open House Workshops

Two open house workshops were facilitated as follows:

Tuesday, November 18, 2014

5:30–7:30 PM

West Pasco Government Center

Board Room (1st floor)

8731 Citizens Drive

New Port Richey, FL 34654

No. of participants: 44+

Wednesday, November 19, 2014

5:30–7:30 PM

Alice Hall Community Center

38116 5th Street

Zephyrhills, FL 33542

No. of participants: 24+

New Port Richey Workshop (November 18, 2014)

Most of the participants attended to express their opposition to the extension of Henley Road from SR 54 to Hillsborough County Line Road. A formal letter and a petition signed by 82 residents were presented at the workshop by citizens representing neighborhoods along Big Moss Road and County Line Road.

Zephyrhills Workshop (November 19, 2014)

Participants in the Zephyrhills workshop were generally interested in the future transportation improvements in east Pasco County and were generally supportive of the MOBILITY 2040 Long Range Transportation Plan. Some concerns were expressed about the maintenance of existing roadways in Zephyrhills, with 8th Avenue being specifically mentioned as needing to be resurfaced.

Top Roadway Projects (Online Outreach Tool)

An on-line application was used to give citizens the opportunity to select their top three roadway projects from those identified in the draft MOBILITY 2040 Cost Affordable Transportation Plan. The on-line application was available during the 30-day public comment period and was not intended to achieve statistical validity but rather to obtain input of an anecdotal nature during the comment period. The following observations are noted:

- 92 roadway projects were selected by 45 citizens in the on-line exercise
- 48 distinct roadway projects were identified as being important
- 9 of the roadway projects were selected by 3 or more citizens as a top priority
 - Ridge Road Extension from Suncoast Pkwy to US 41 (7 votes)
 - CR 54 (Wesley Chapel Boulevard) from Hillsborough County Line Road to SR 56 (7 votes)
 - Z. West Extension from SR 54 to Handcart
 - Collier Parkway/Hillsborough County Line from Willow Bend Parkway to CR 581 (Bruce B. Downs Boulevard)
 - CR 587 (Moonlake) from Ridge Road Extension to SR 52
 - US 41 from Ridge Road Extension to SR 52
 - Trinity Boulevard from CR 1 (Little Road) to SR 54
 - Lake Patience from Sunlake Drive to US 41
 - SR 56 from Meadow Pointe Boulevard to US 301
- All but 1 of these 9 roadway projects is included in the initial phase of the MOBILITY 2040 Plan (between 2021–2030)
- The one project that is not funded in the interim 2030 Plan is the Collier Parkway/Hillsborough County Line project, which is a costly project that is not affordable until after 2030.

30-Day Public Comment Period Summary

In summary, the following observations can be made about the input received during the 30-day public comment period.

- The top roadway projects indicated in the on-line survey included:
 - Ridge Road Extension from Suncoast Pkwy to US 41
 - CR 54 (Wesley Chapel Boulevard) from Hillsborough County Line Road to SR 56
 - Z. West Extension from SR 54 to Handcart
 - Collier Parkway/Hillsborough County Line from Willow Bend Parkway to CR 581 (Bruce B. Downs Boulevard)
 - CR 587 (Moonlake) from Ridge Road Extension to SR 52
 - US 41 from Ridge Road Extension to SR 52
 - Trinity Boulevard from CR 1 (Little Road) to SR 54
 - Lake Patience from Sunlake Drive to US 41
 - SR 56 from Meadow Pointe Boulevard to US 301
- There is significant opposition to the Henley Road extension from SR 54 to the Hillsborough County Line Road from the neighborhoods in the vicinity of this project. This opposition was expressed strongly at the New Port Richey open house workshop and in written comments and emails to MPO staff.
- A written comment was provided to MPO staff regarding the perception of a lack of investment in transportation in west Pasco County.
- Other comments were generally positive about the transportation improvements reflected in the MOBILITY 2040 Long Range Transportation Plan.

Section 8: MOBILITY 2040 MPO Board and Committee Meetings and Presentations

A series of meetings and presentations was held with the Pasco County MPO Board and its committees at key milestones during the development of MOBILITY 2040. Each of these meetings was open to the public. Copies of meeting materials and presentations are available and can be provided upon request to the Pasco County MPO. Many of the presentation materials are provided in the remainder of this technical report.



MPO Board Workshop April 10, 2014



www.mobility2040pasco.com



Workshop Agenda

- MOBILITY 2040 Transportation Plan
- Goals/success factors
- Growth
- Needs
- Outreach
- Next steps
- Board discussion



County Vision

Florida's Premier County



Purpose of the LRTP

Meet Federal Planning Requirements

- Develop needs and cost affordable plans
- Minimum 20-year planning horizon
- Update every 5 years
- Implementation starts with 5-Year Transportation Improvement Program (TIP)

Reinforce Local Vision, Goals, and Policies

Schedule & Process



Early MPO Board Input

Success Factors for Mobility 2040

- Maintain existing infrastructure
- Enhance east-west connectivity
- Expand role of transit
- Increase funding for transportation
- Increase education and awareness

Major Goals

Goal 1: Support Economic Development

Provide multimodal facilities and services that support economic development.



www.theshopsatwiregrass.com



www.medicalcentertrinity.com, Michael Peck 2011

Major Goals

Goal 2: Improve Safety and Security

Improve the safety and security of the multimodal transportation network for motorized and non-motorized users.



Major Goals

Goal 3: Provide Local and Regional Connectivity and Transportation Choices

Maximize opportunity for local and regional connectivity and modal choice for all Pasco County residents, employees, visitors, and commerce.



Major Goals

Goal 4: Create Quality Places

Create quality places by coordinating transportation and land use planning with the County and cities that facilitates healthy and active living and protects the County's natural resources through proactive environmental stewardship.



Major Goals

Goal 5: Provide a Reliable and Efficient Multimodal Transportation System

Manage and provide a reliable and efficient multimodal transportation system.



Major Goals

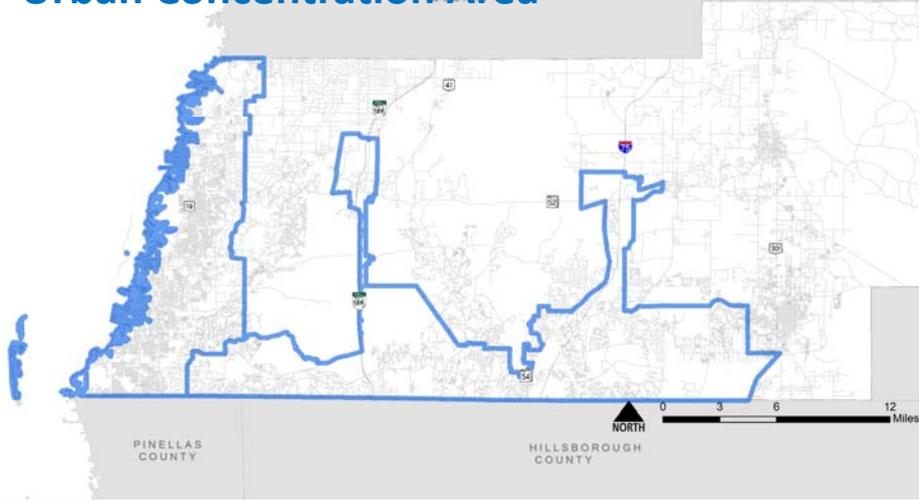
Goal 6: Encourage Public Participation

Engage the public early and continuously throughout plan development and adoption to ensure that the Long Range Transportation Plan supports overall community values and transportation needs for all residents including traditionally underserved residents.



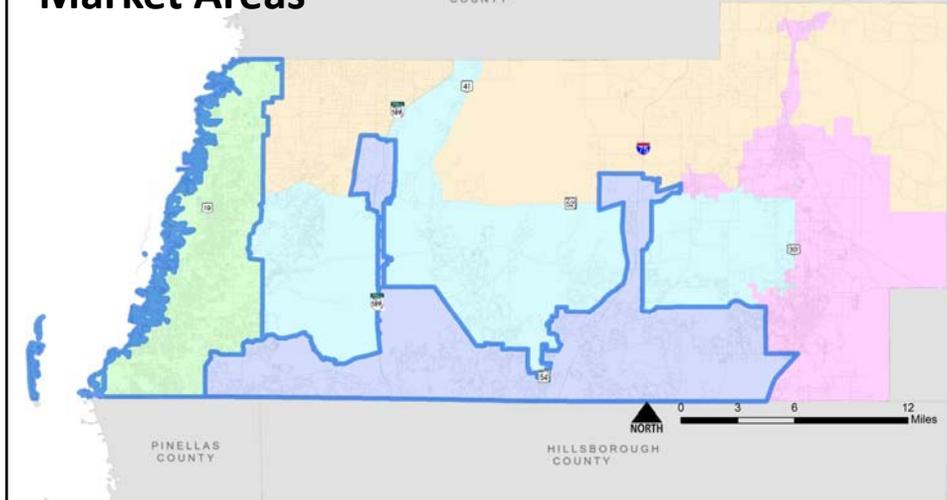
County Growth

Urban Concentration Area



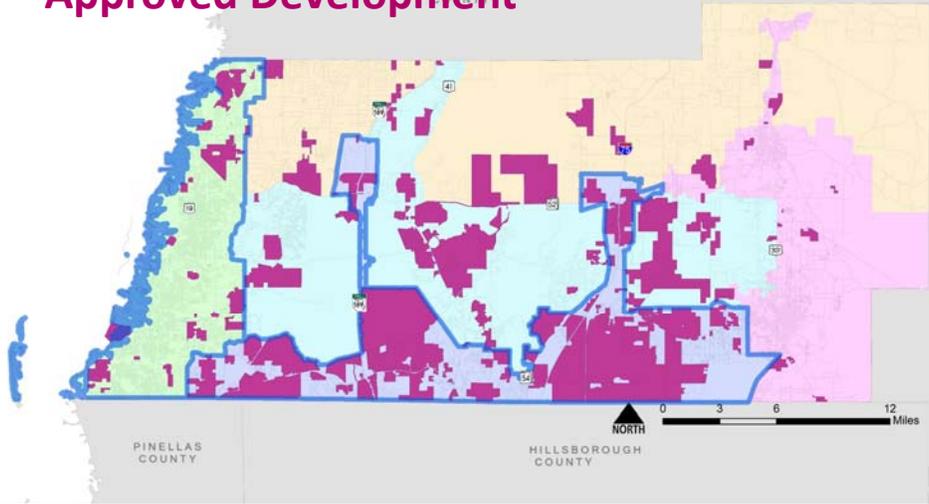
County Growth

Market Areas

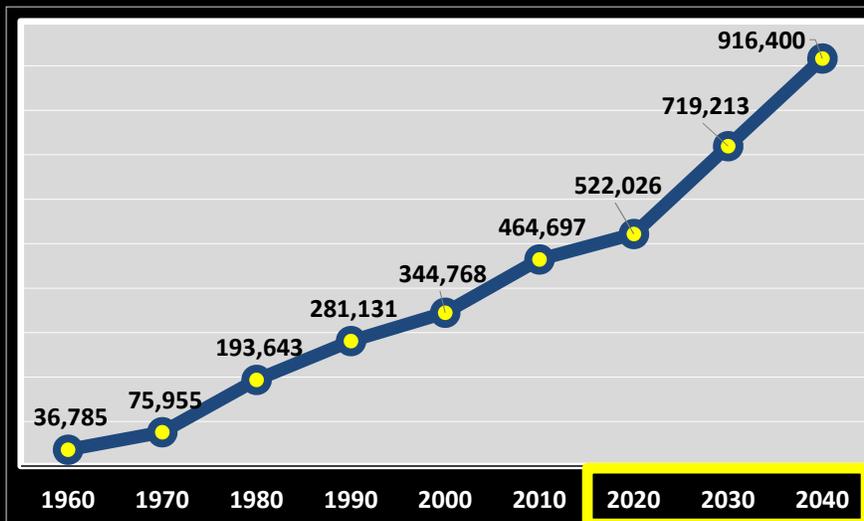


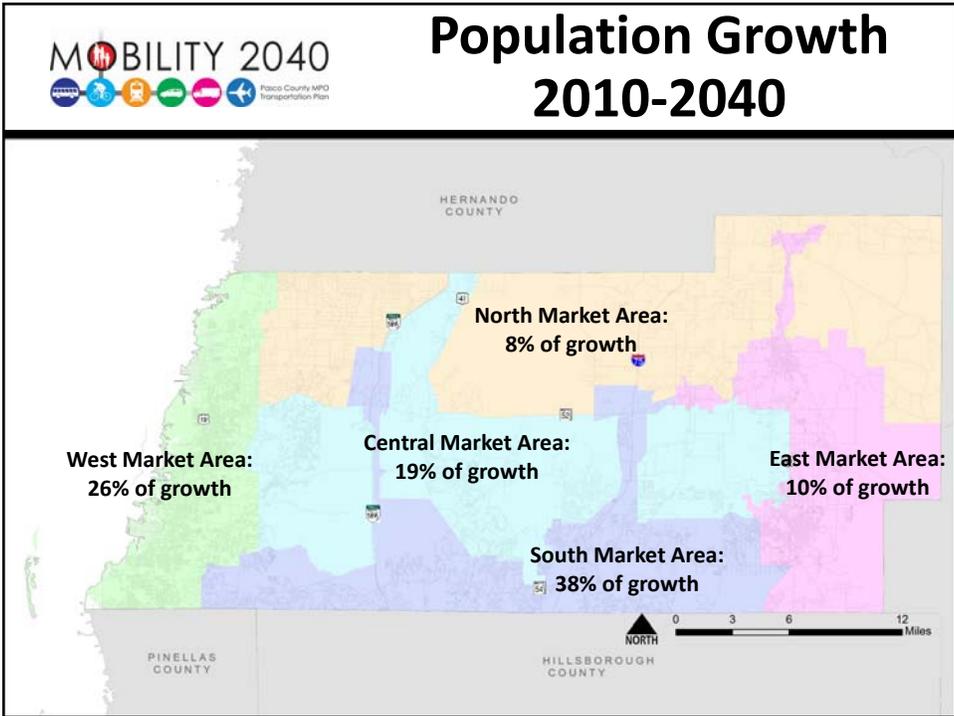
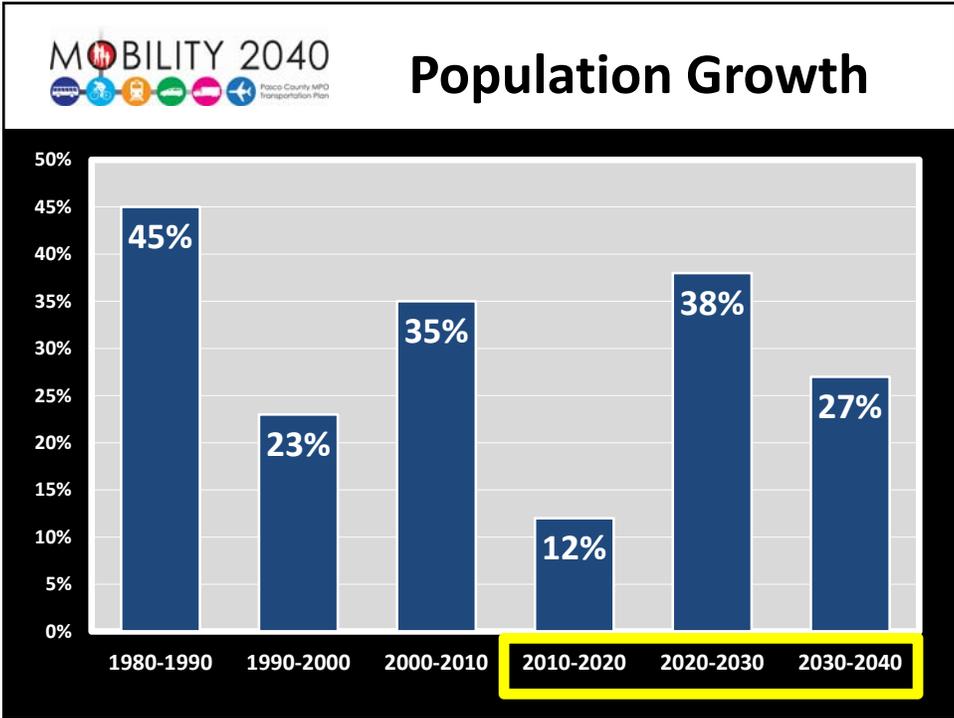
County Growth

Approved Development



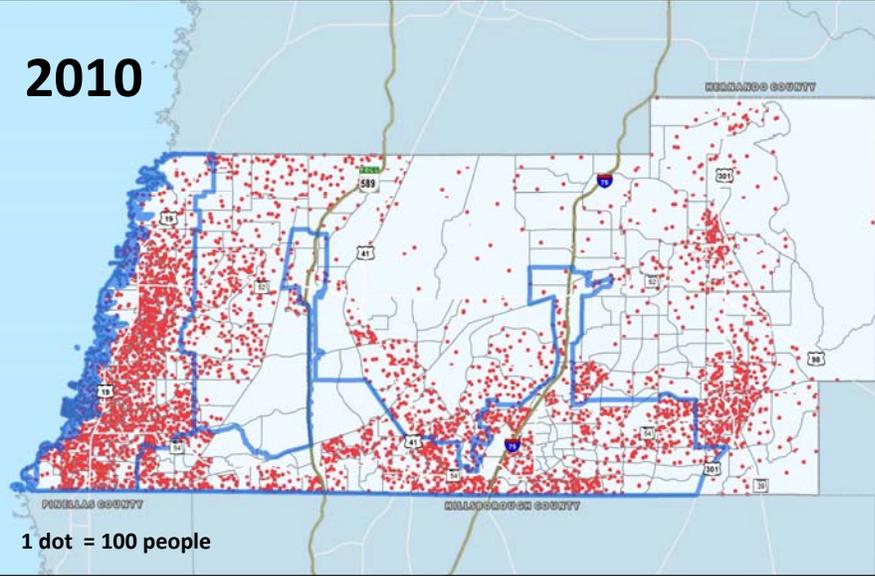
County Population





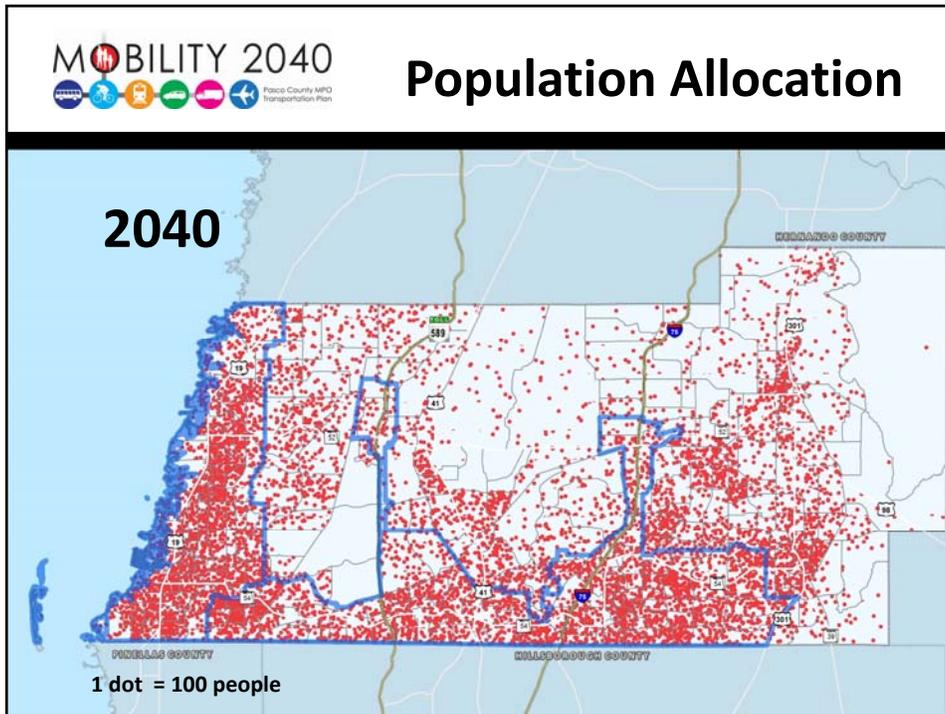
Population Allocation

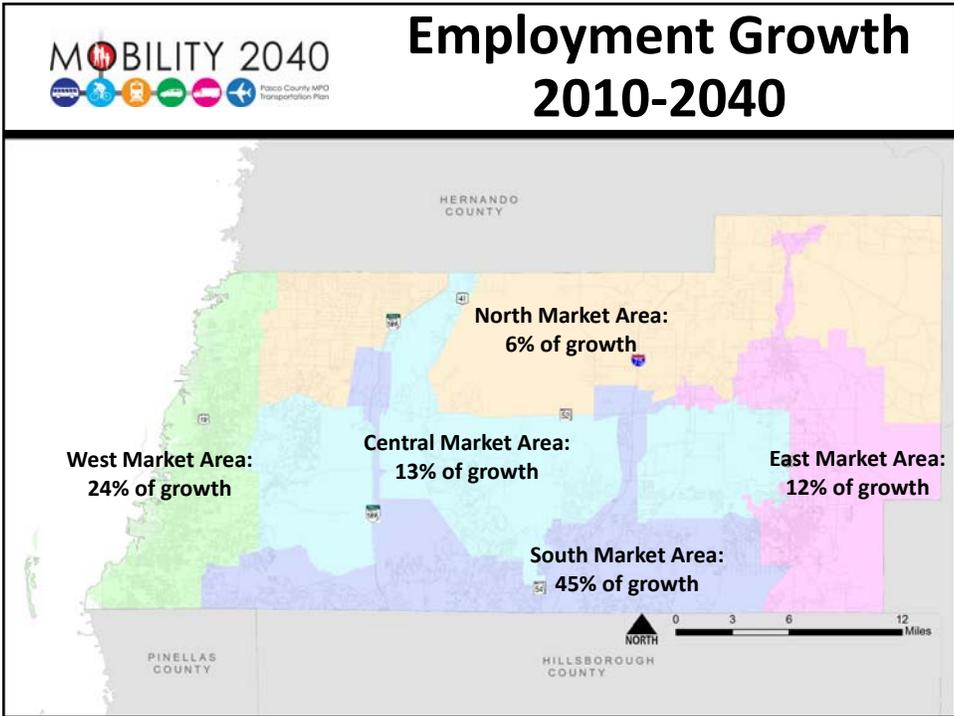
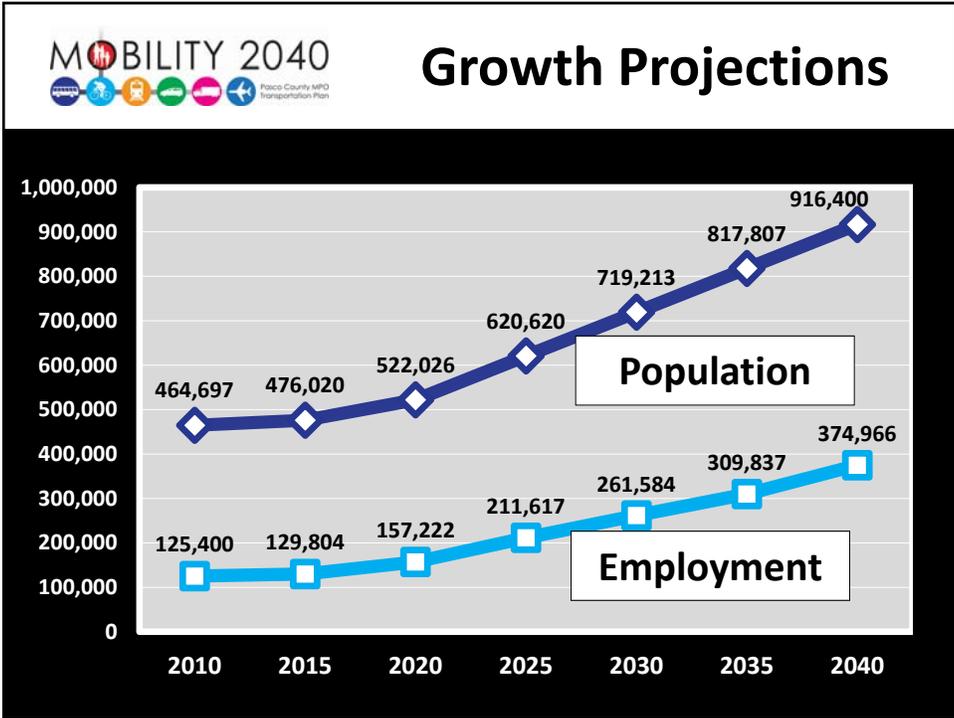
2010



Population Allocation

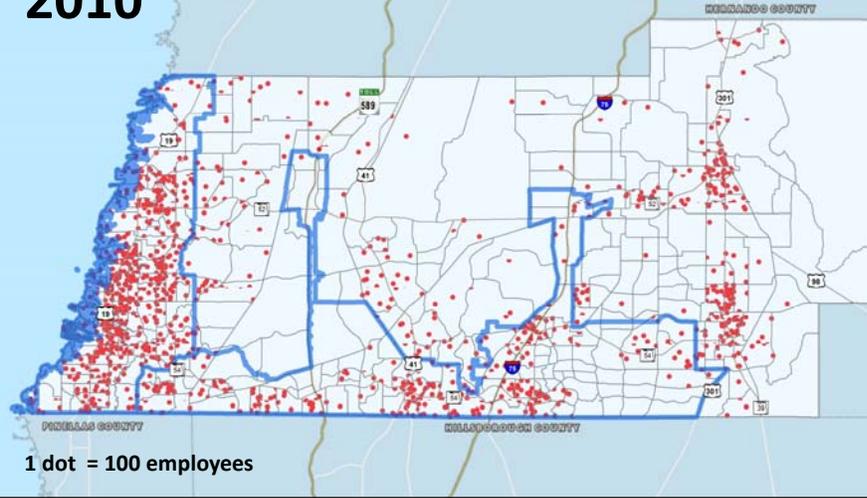
2040





Employment Allocation

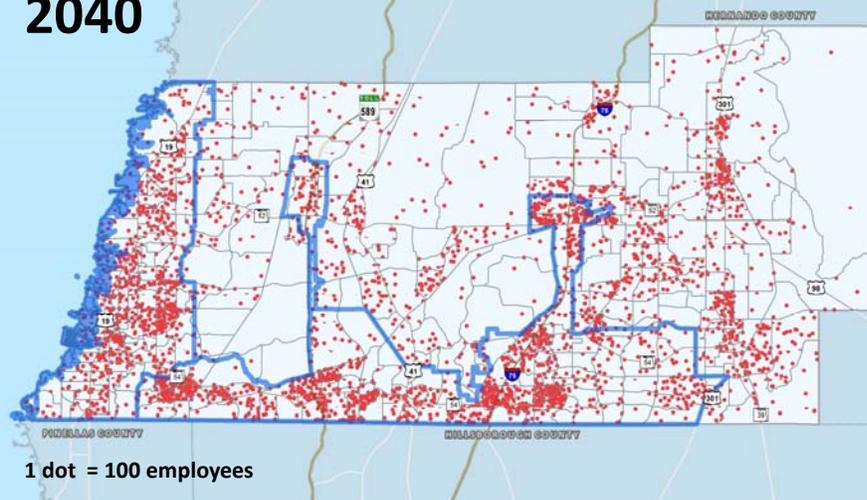
2010



1 dot = 100 employees

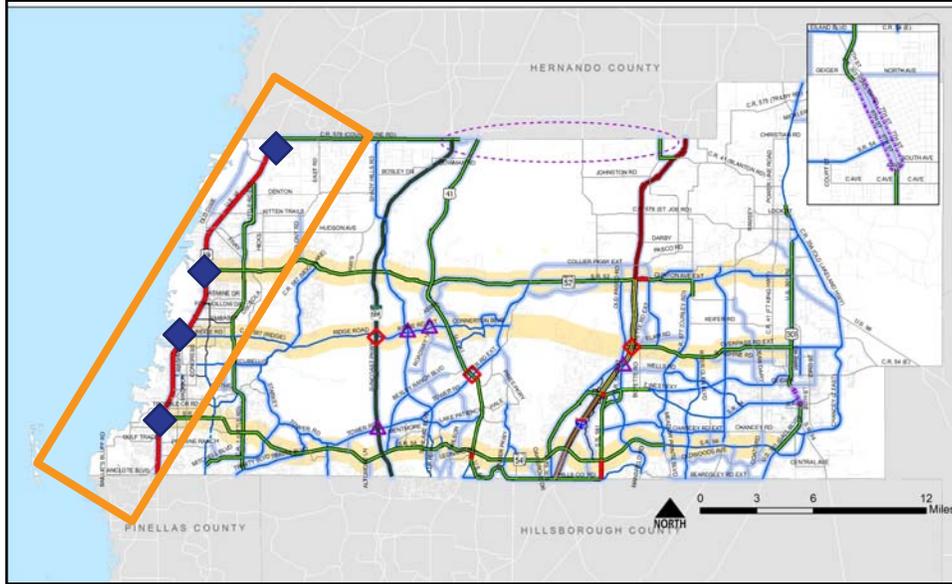
Employment Allocation

2040



1 dot = 100 employees

Defining Road Needs



Defining Road Needs

West Market Redevelopment Plan (US 19)

The Harbors West Market REDEVELOPMENT/INFILL PLAN

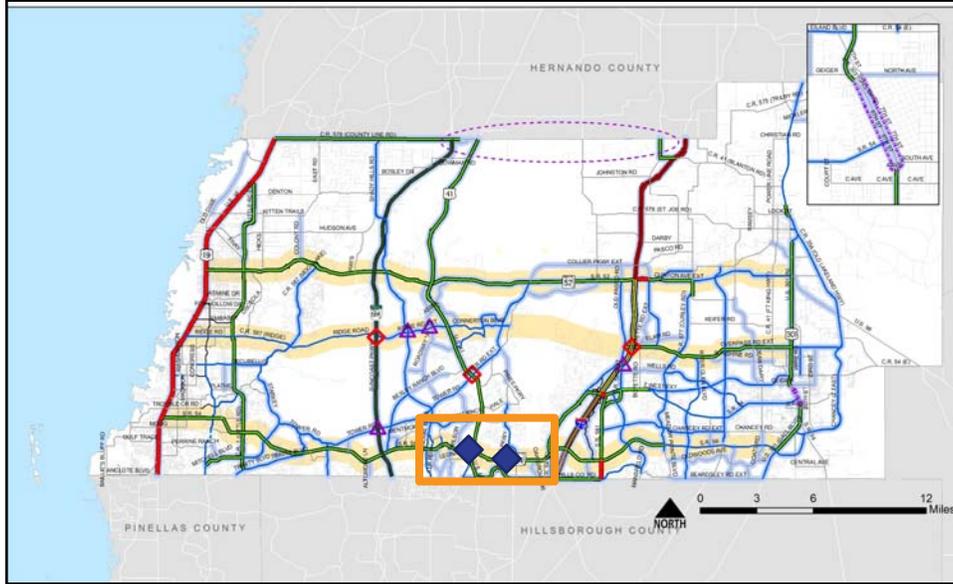


Transportation Vision

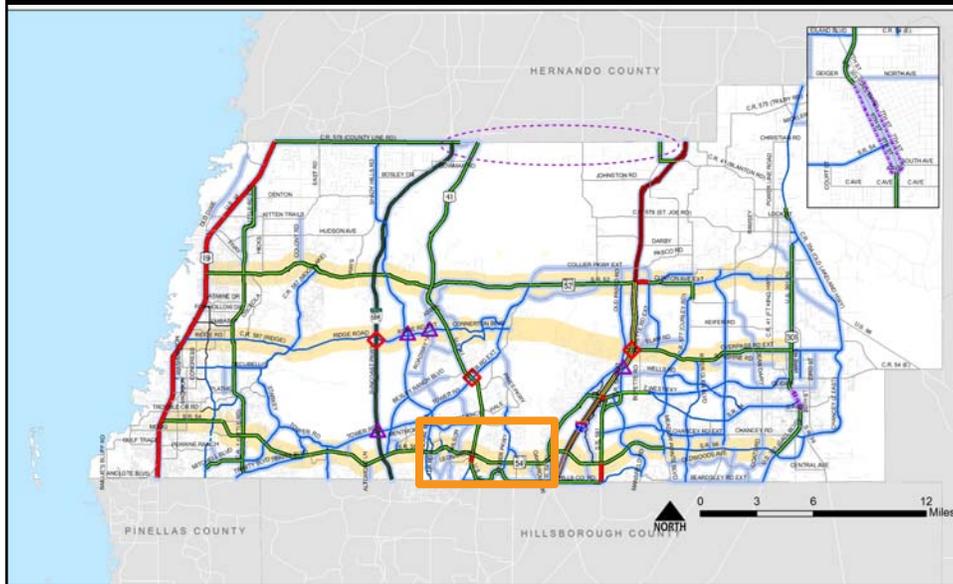
- Provide a safe transportation network for all users
- Increase pedestrian and vehicular connectivity
- Visually enhance major corridors
- Enhance public transit service



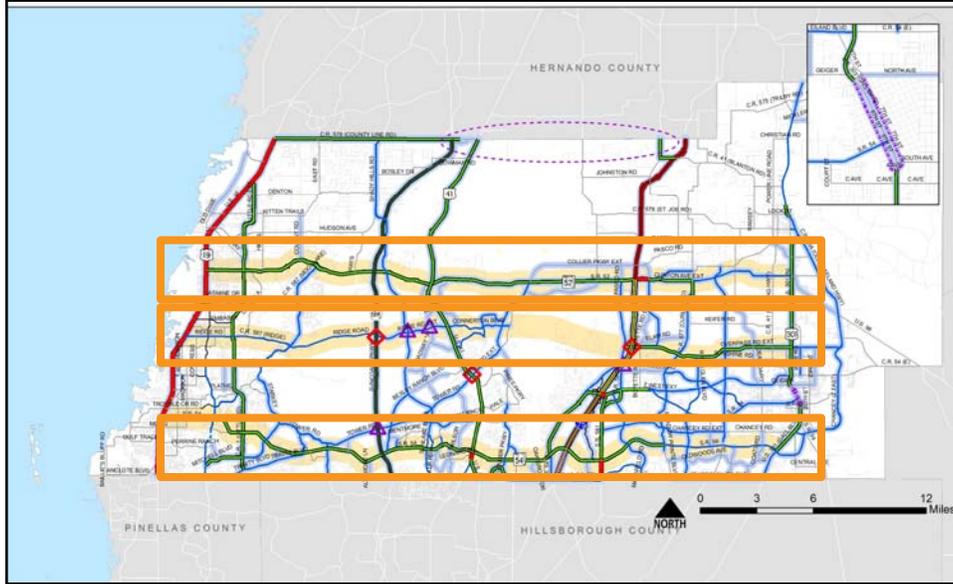
Defining Road Needs



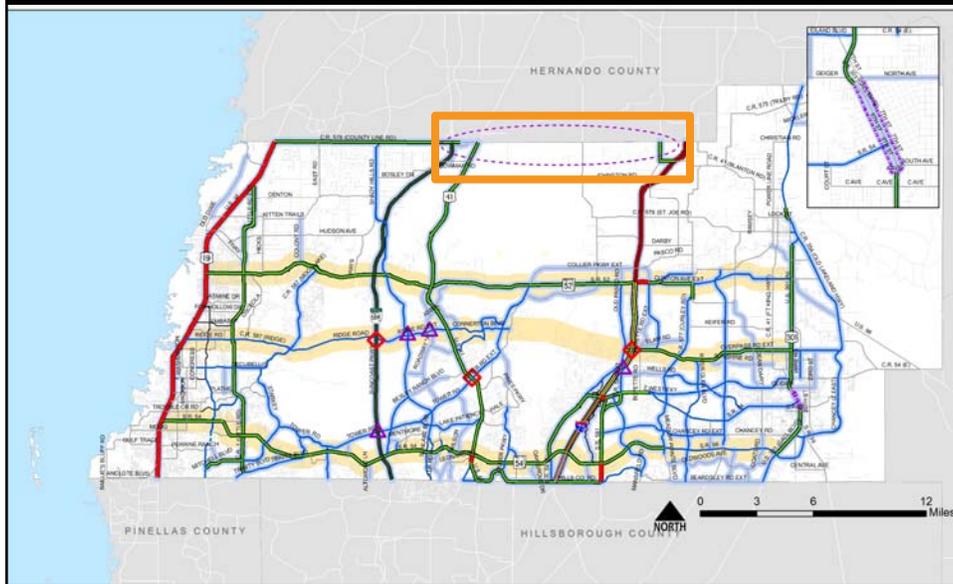
Defining Road Needs



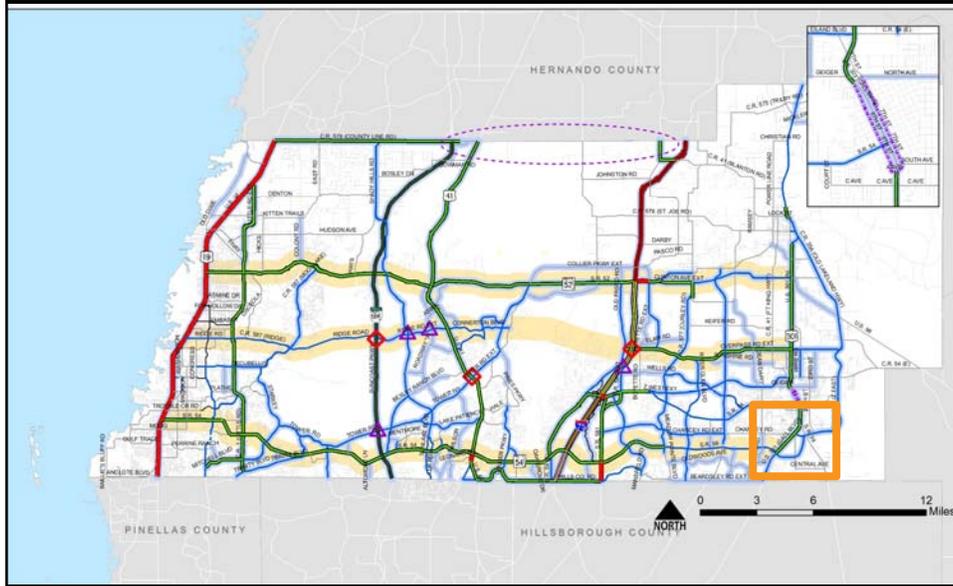
Defining Road Needs



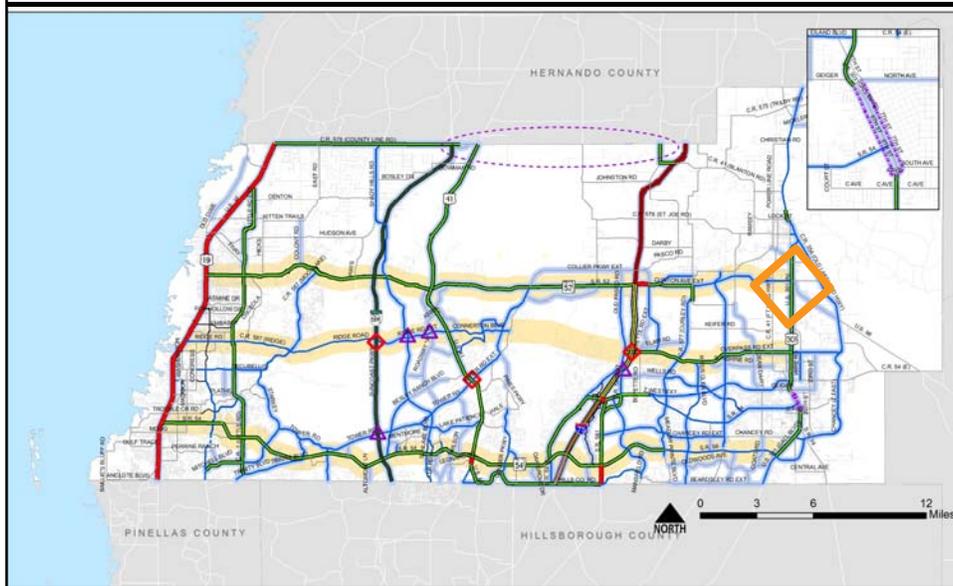
Defining Road Needs



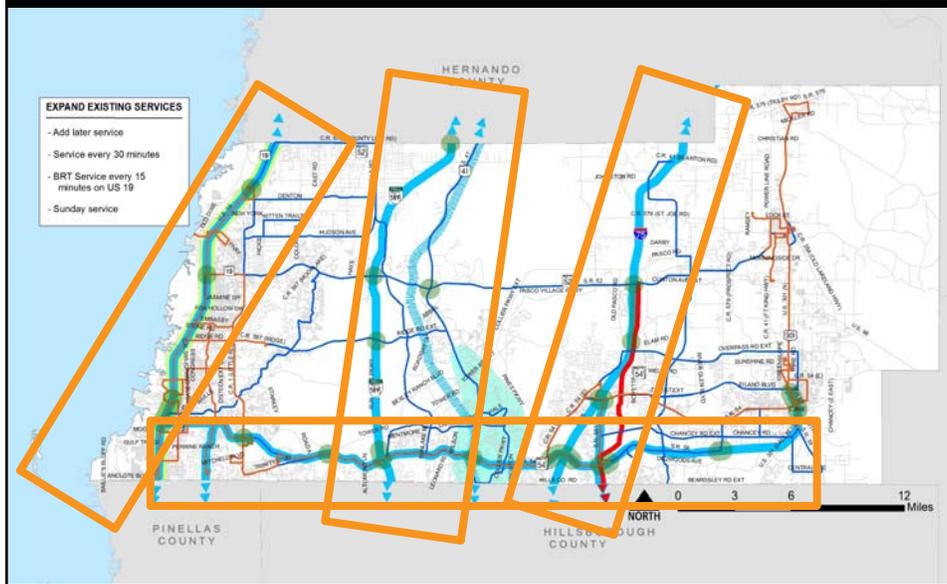
Defining Road Needs



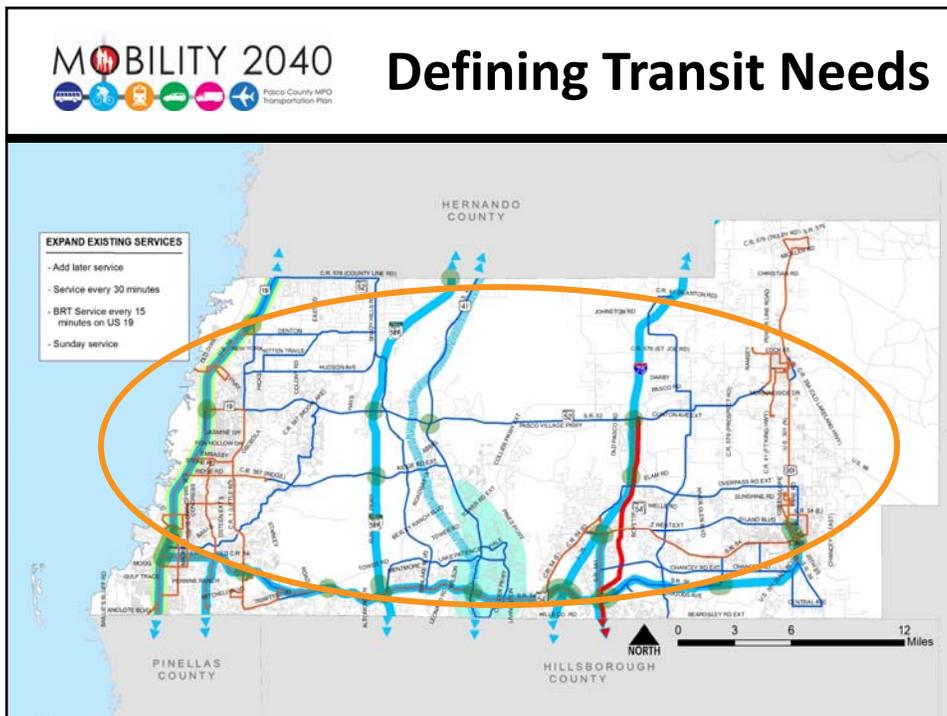
Defining Road Needs

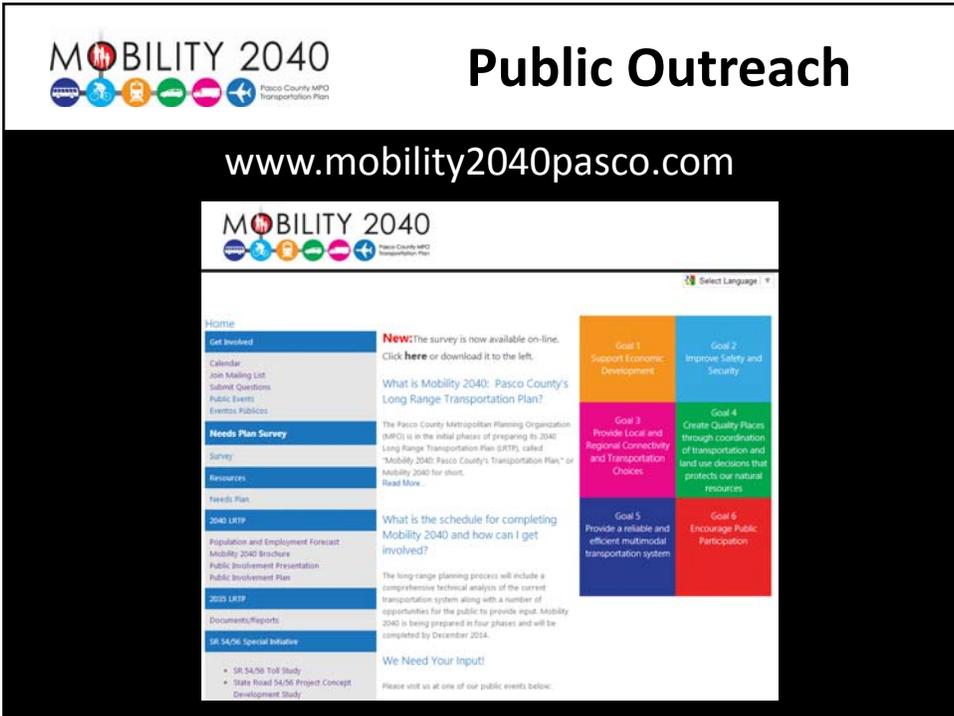
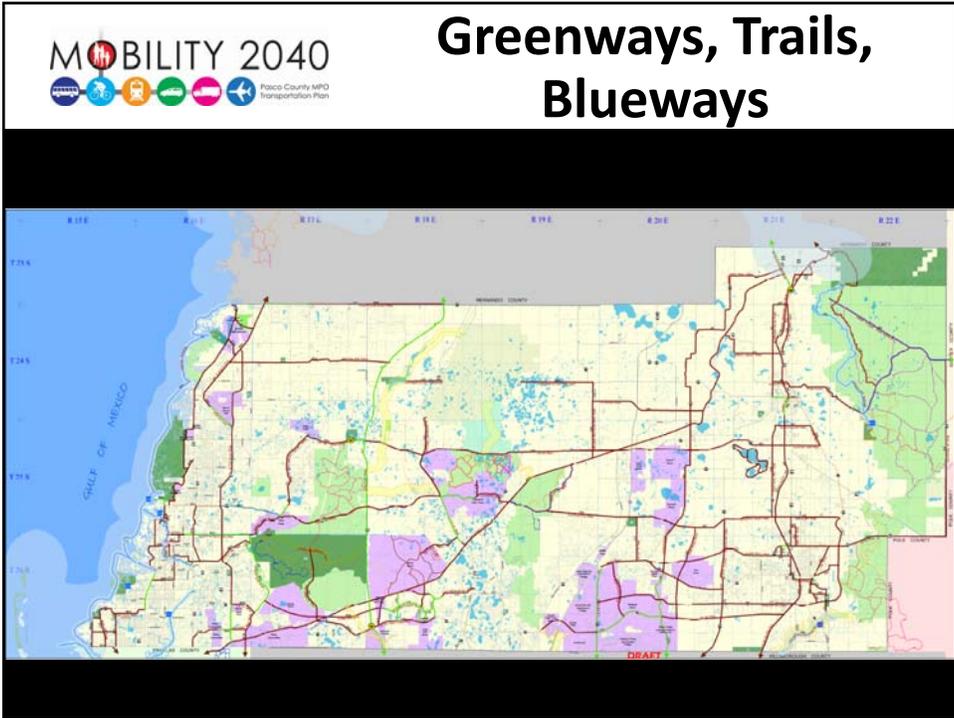


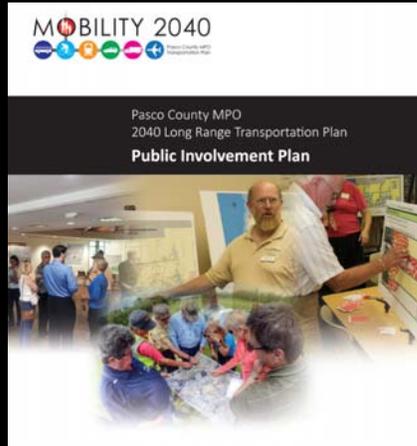
Defining Transit Needs



Defining Transit Needs







Stakeholder interviews

- Interviews with MPO Board members
- 20 questions

PASCO COUNTY METROPOLITAN PLANNING ORGANIZATION
Long Range Transportation Plan
Preliminary Public Involvement
Stakeholder Survey

Stakeholder Information

Name: _____

Position and Organization: _____

Interview Date and Time: _____

Interviewer: _____

Introduction

The Pasco County Metropolitan Planning Organization (MPO) is the County's 2040 Long Range Transportation Plan (LRTT). The MPO is currently in the process of developing the County's Long Range Transportation Plan (LRTT) and is seeking input from stakeholders. The LRTT will provide a vision for the County's transportation system and will guide the County's transportation investments over the next 20 years. The LRTT will address the County's transportation needs, including the development of a multimodal transportation system, and will provide a framework for the County's transportation investments over the next 20 years. The LRTT will be developed through a public involvement process that will include stakeholder interviews, public meetings, and other outreach activities. The LRTT will be developed through a public involvement process that will include stakeholder interviews, public meetings, and other outreach activities. The LRTT will be developed through a public involvement process that will include stakeholder interviews, public meetings, and other outreach activities.

You have been selected as an important stakeholder with knowledge, experience, and/or expertise in Pasco County. We are interested in your input and would like to hear from you. Your input will be used to help us develop the LRTT. We will contact you again to discuss your input and to provide you with a copy of the LRTT. Please take the time to provide comments on any items that you have identified.

Thank you for your valuable input!

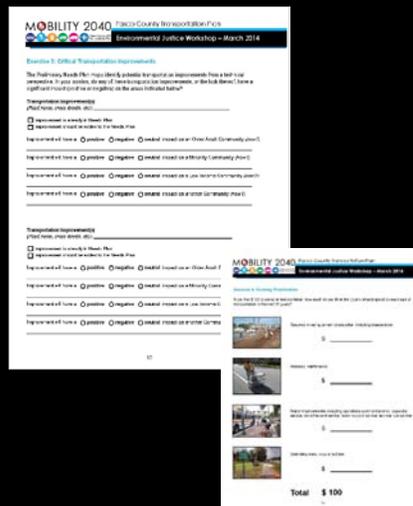


Workshops



Discussion Group Workshop

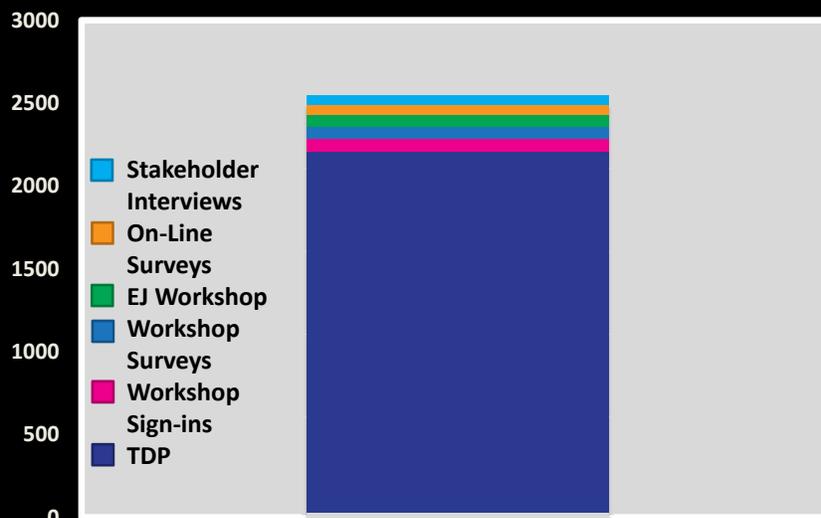
- 10 participants
- Traditionally under-served/
under-represented
- Questions about:
 - Transit, bicycle facilities,
sidewalks
 - Road improvements
 - Funding priorities



Needs Plan Survey (on-line, workshops)

The screenshot shows a survey form titled "MOBILITY 2040 Pasco County MPO Transportation Plan Survey". The form includes an introductory paragraph and six numbered questions, each with a corresponding text input field:

- * 1. Please enter your zip code.
- * 2. What or where are the 3 most needed roadway improvements (widening projects) and why?
- * 3. What or where are the 3 most needed public transportation/transit improvements or areas to expand bus service and why?
- * 4. What or where are the 3 roadway corridors most needing improvements for safe bicycle travel? (e.g.: shoulders, bike lanes, shared lane markings, bike crossing signal)?
- * 5. What or where are the 3 most needed Sidewalk improvements?
- * 6. What or where are the 3 locations most needing bicycle/pedestrian/trail improvements or additions (not part of the roadway)?



Schedule & Process



Discussion



MPO Board Meeting April 10, 2014



www.mobility2040pasco.com



MOBILITY 2040



Pasco County MPO
Transportation Plan

MPO Board Meeting
May 8, 2014



www.mobility2040pasco.com



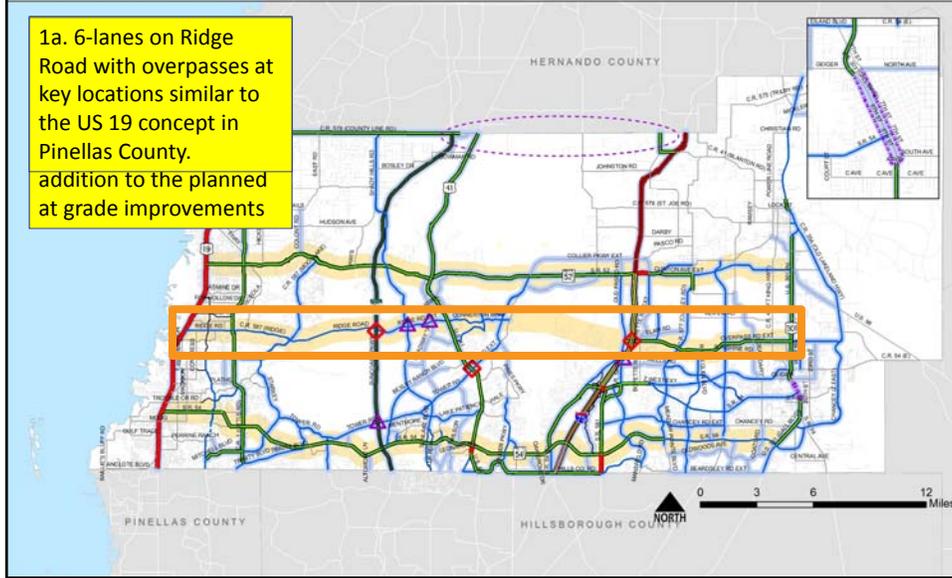
Schedule & Process

Major Tasks	2014											
	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC			
Needs Plan	█											
Costs and Revenues	█											
Cost Affordable Plan	█											
Public Involvement	█											
Plan Adoption										█		



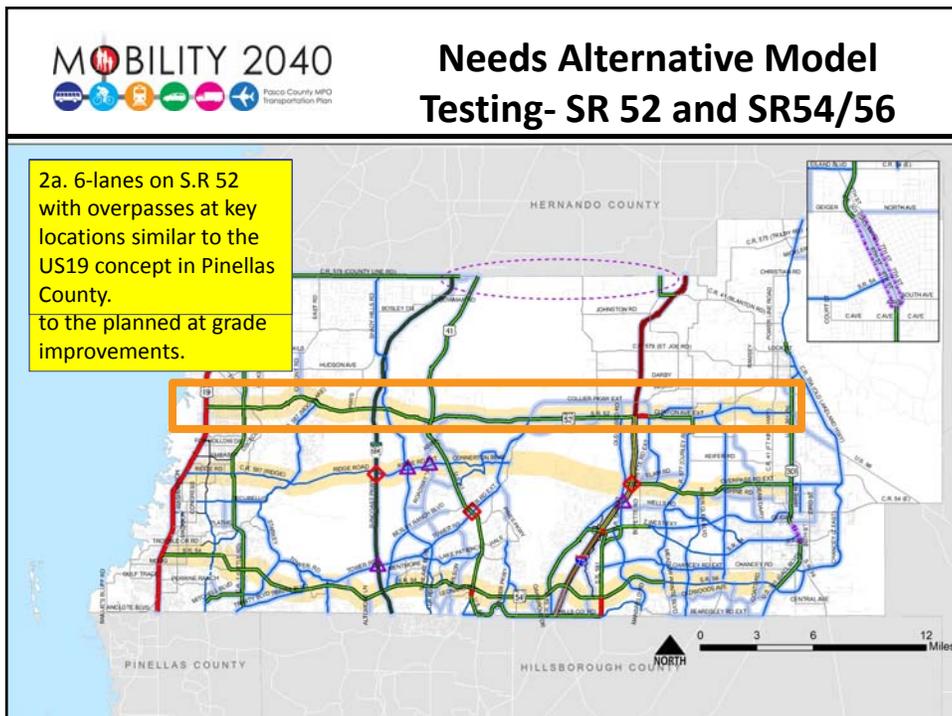
Needs Alternative Model Testing- Ridge Road

1a. 6-lanes on Ridge Road with overpasses at key locations similar to the US 19 concept in Pinellas County. addition to the planned at grade improvements



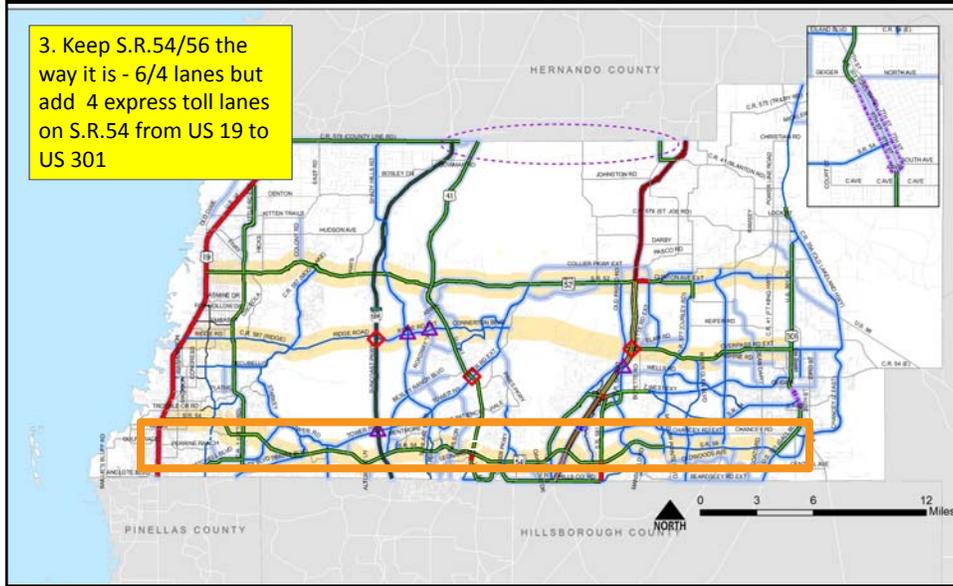
Needs Alternative Model Testing- SR 52 and SR54/56

2a. 6-lanes on S.R 52 with overpasses at key locations similar to the US19 concept in Pinellas County. to the planned at grade improvements.



**Needs Alternative Model
 Testing- SR 54/56**

3. Keep S.R.54/56 the way it is - 6/4 lanes but add 4 express toll lanes on S.R.54 from US 19 to US 301

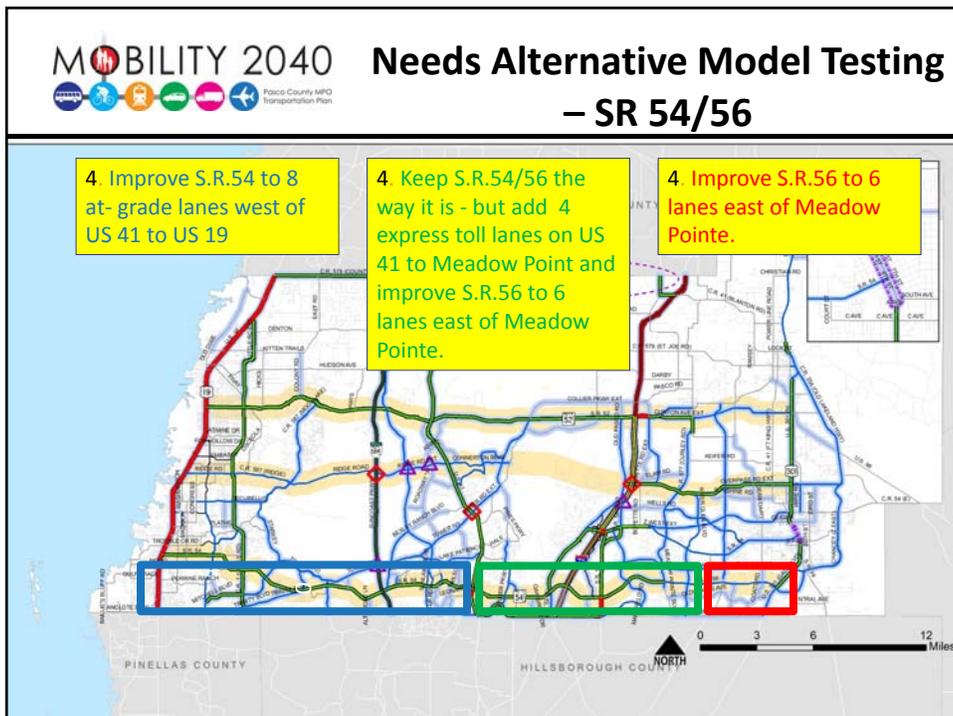


**Needs Alternative Model Testing
 – SR 54/56**

4. Improve S.R.54 to 8 at-grade lanes west of US 41 to US 19

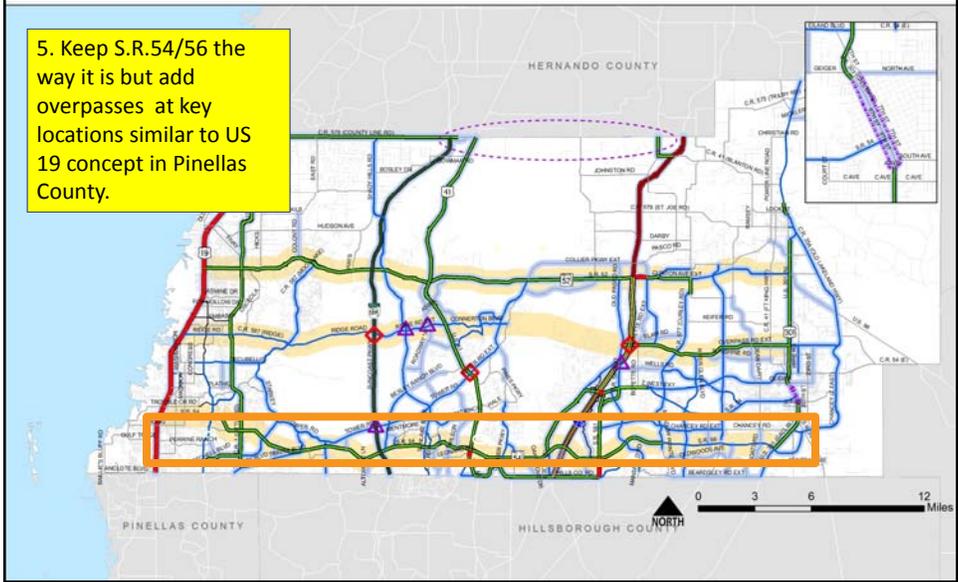
4. Keep S.R.54/56 the way it is - but add 4 express toll lanes on US 41 to Meadow Point and improve S.R.56 to 6 lanes east of Meadow Pointe.

4. Improve S.R.56 to 6 lanes east of Meadow Pointe.



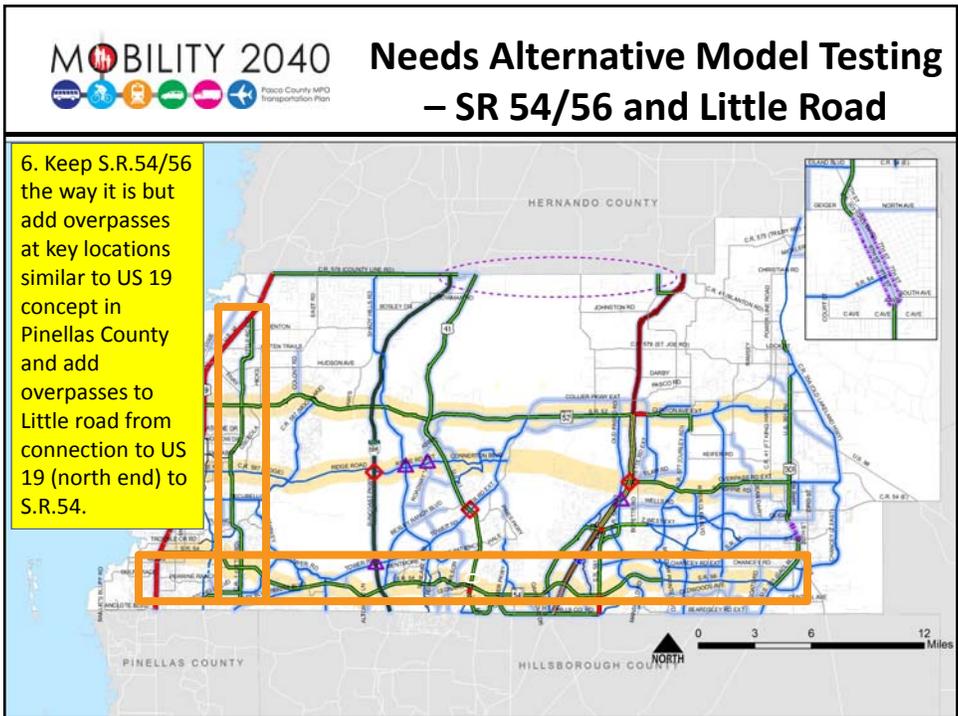
**Needs Alternative Model Testing
 – SR 54/56**

5. Keep S.R.54/56 the way it is but add overpasses at key locations similar to US 19 concept in Pinellas County.



**Needs Alternative Model Testing
 – SR 54/56 and Little Road**

6. Keep S.R.54/56 the way it is but add overpasses at key locations similar to US 19 concept in Pinellas County and add overpasses to Little road from connection to US 19 (north end) to S.R.54.



**Needs Alternative Model Testing-
 5 year committed projects**

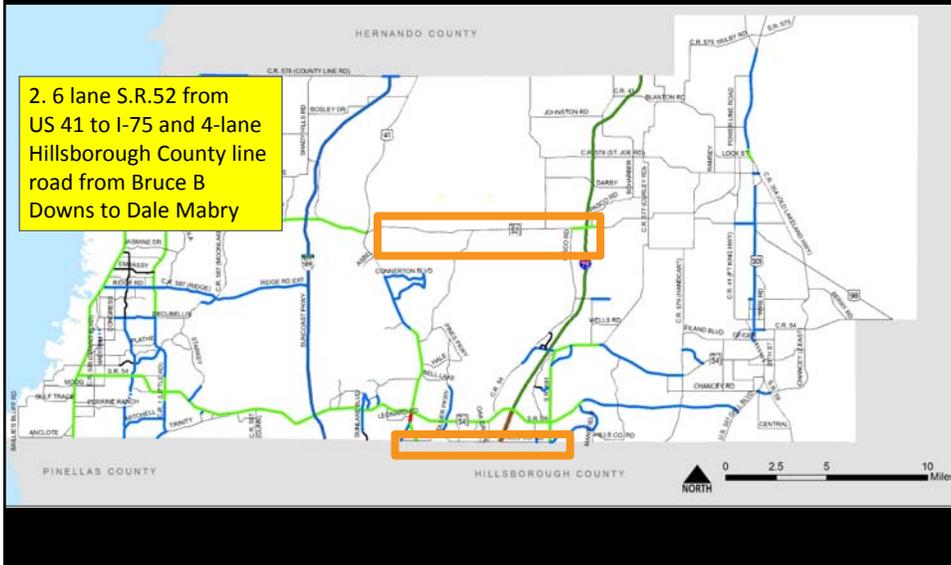
(2010 population, road network)

1. 4-lane Hillsborough
 County Line Road from
 BBDowns to Dale Mabry



**Needs Alternative Model Testing-
 5 year committed projects**

2. 6 lane S.R.52 from
 US 41 to I-75 and 4-lane
 Hillsborough County line
 road from Bruce B
 Downs to Dale Mabry



Needs Alternative Model Testing- 5 year committed projects

Public Outreach

www.mobility2040pasco.com

Public Outreach: upcoming

- Online survey available until May 31, 2014
- Email newsletter
- Cost affordable workshops- July



Next Steps





MOBILITY 2040



MPO Board Meeting May 8, 2014



www.mobility2040pasco.com



MOBILITY 2040



MPO Board Meeting

July 10, 2014



www.mobility2040pasco.com



LRTP Status

- **Developed Growth Projections**
- **Conducted Public Outreach for Needs Plan**
- **Developed Mobility 2040 Goals**
- **Developed Preliminary 2040 Needs Plan**
- **Evaluated Major Alternatives and Concepts**

Agenda for Today

- **Modeling 101/Model Testing Results for Major Alternatives**
- **Goals, Objectives, and Performance Measures**
- **Mobility 2040 Survey Results**
- **Mobility 2040 Needs Plan**
- **Next Steps**

What is the Model?

Opening the black box...



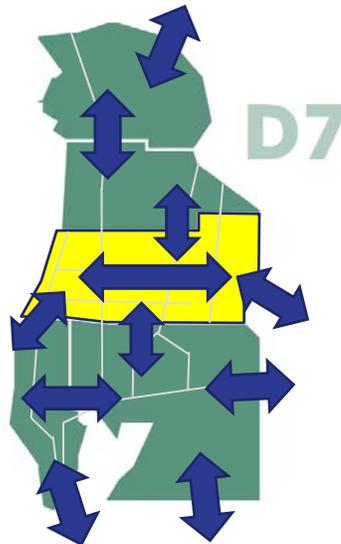
What is the Model?

A **mathematical** tool to develop travel demand based on population/employment, and the transportation network (roads/transit).



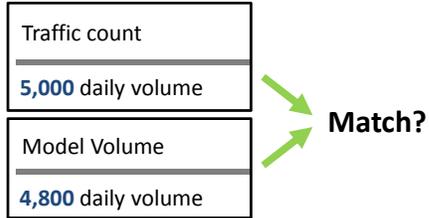
What is the Model?

- Tampa Bay Regional Transportation Planning Model (TBRPM)
- FDOT District 7
- Traffic Flow in a Regional Context
- Includes Transit
- Validated to Existing Conditions



Model "Gut Check"

- Validated with 2010 Data
- Refined to Replicate Actual Travel Patterns
 - ✓ Household Travel Characteristics Study
 - ✓ On-Board Transit Surveys
 - ✓ Existing Traffic Counts



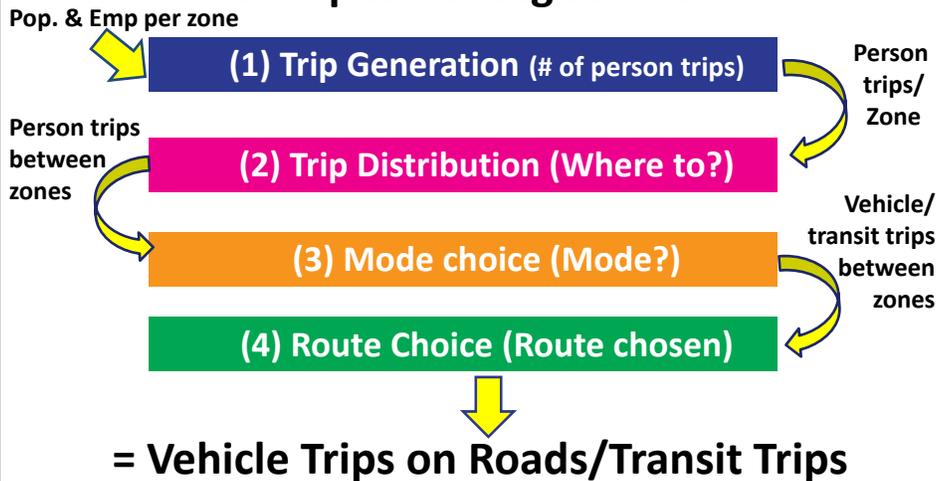
Cross Tabulation between Household Size and Motor Vehicle Ownership

Household Size	Motor Vehicle Ownership				Total
	0	1	2	3+	
1	10%	15%	25%	50%	100%
2	15%	25%	40%	15%	100%
3	20%	30%	35%	15%	100%
4	25%	35%	25%	15%	100%
5	30%	40%	20%	10%	100%
6	35%	45%	15%	5%	100%
7	40%	50%	10%	0%	100%
8	45%	55%	0%	0%	100%
9	50%	50%	0%	0%	100%
10	55%	45%	0%	0%	100%
11	60%	40%	0%	0%	100%
12	65%	35%	0%	0%	100%
13	70%	30%	0%	0%	100%
14	75%	25%	0%	0%	100%
15	80%	20%	0%	0%	100%
16	85%	15%	0%	0%	100%
17	90%	10%	0%	0%	100%
18	95%	5%	0%	0%	100%
19	100%	0%	0%	0%	100%
20	100%	0%	0%	0%	100%



Modeling Process

4-Step Modeling Process



Modeling Process

4-Step Modeling Process

Pop. & Emp per zone



(1) Trip Generation (# of person trips)

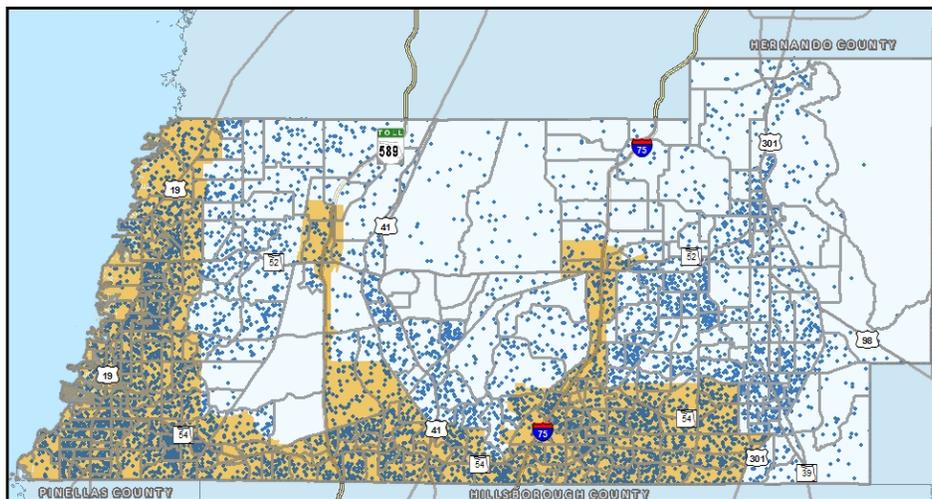
(2) Trip Distribution (Where to?)

(3) Mode choice (Mode?)

(4) Route Choice (Route chosen)

= Vehicle Trips on Roads/Transit Trips

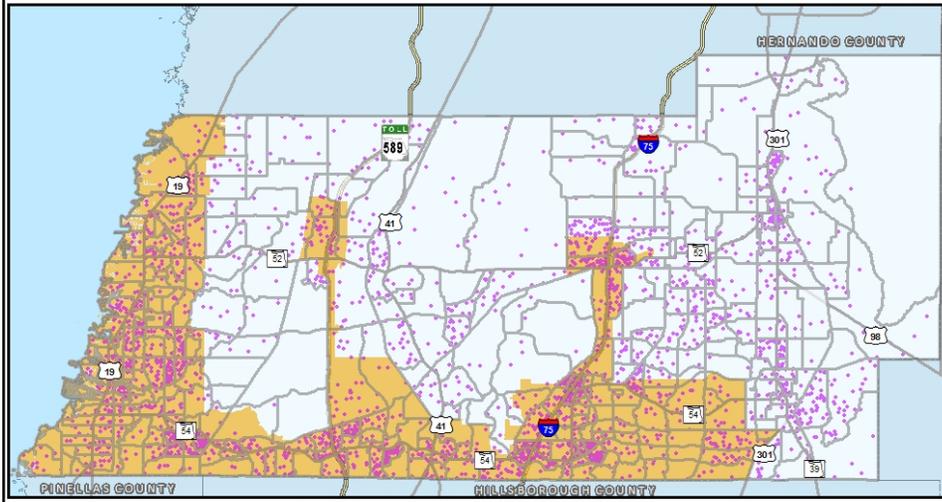
2040 Population



1 dot = 100 people

Urban Market Areas

2040 Employment



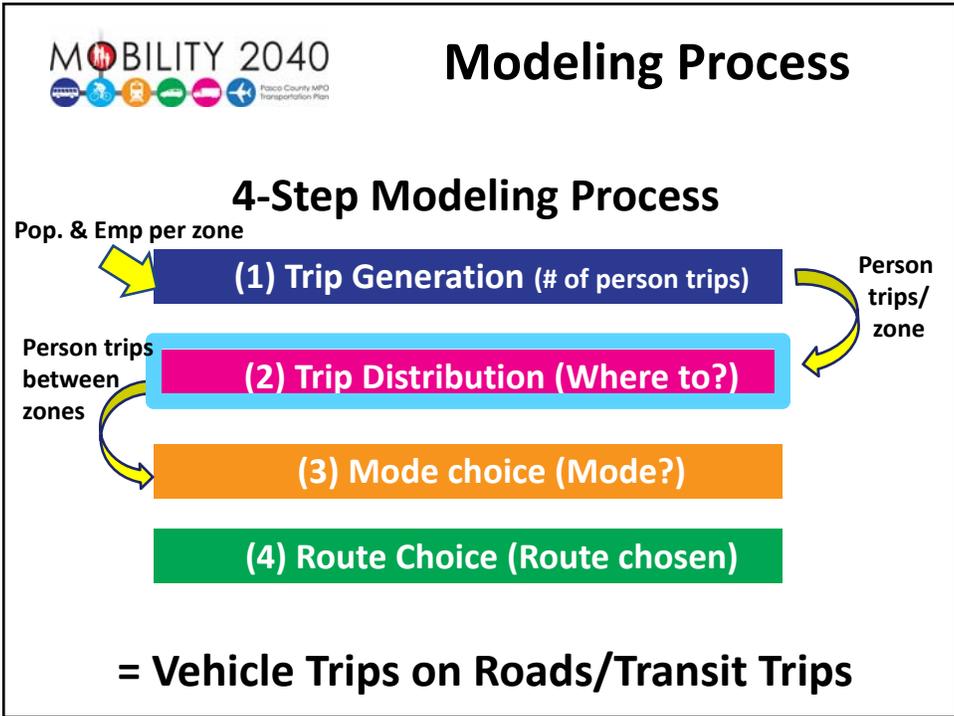
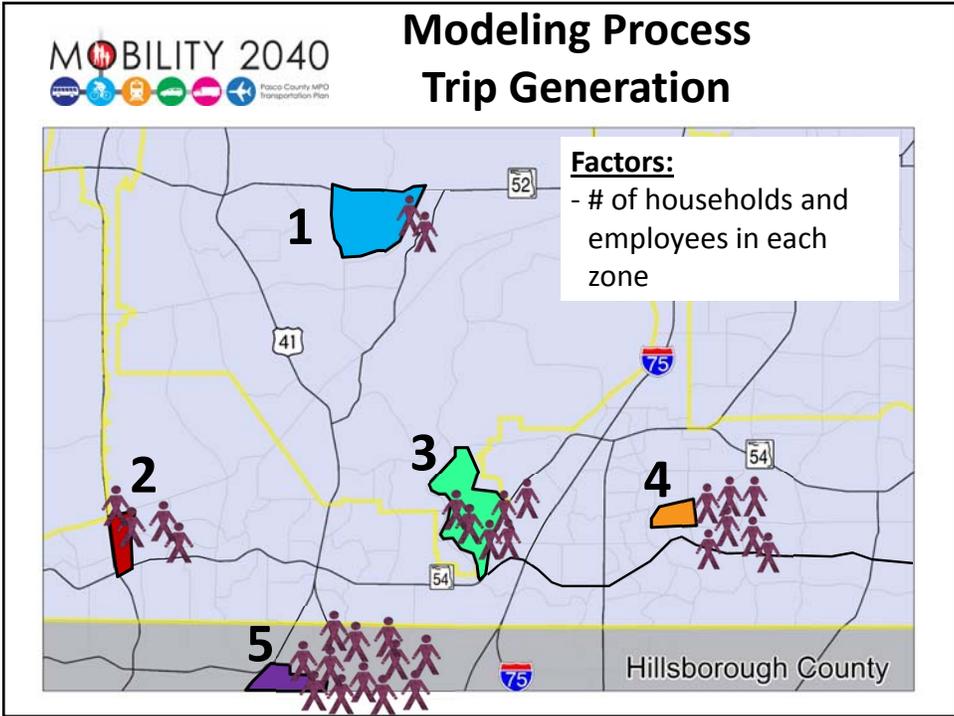
1 dot = 100 employees Urban Market Areas

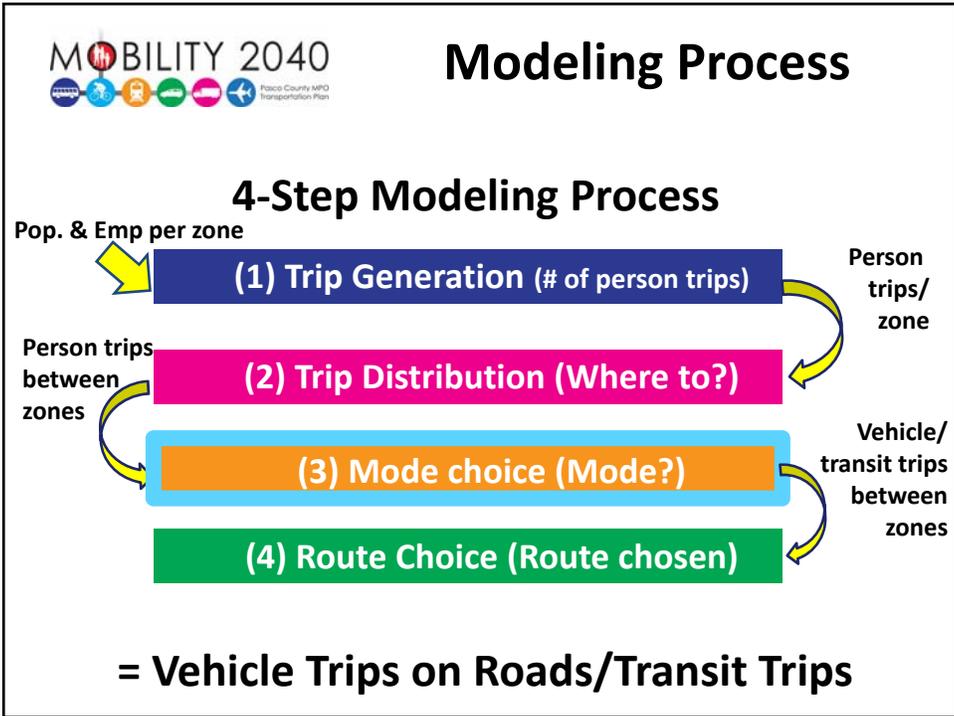
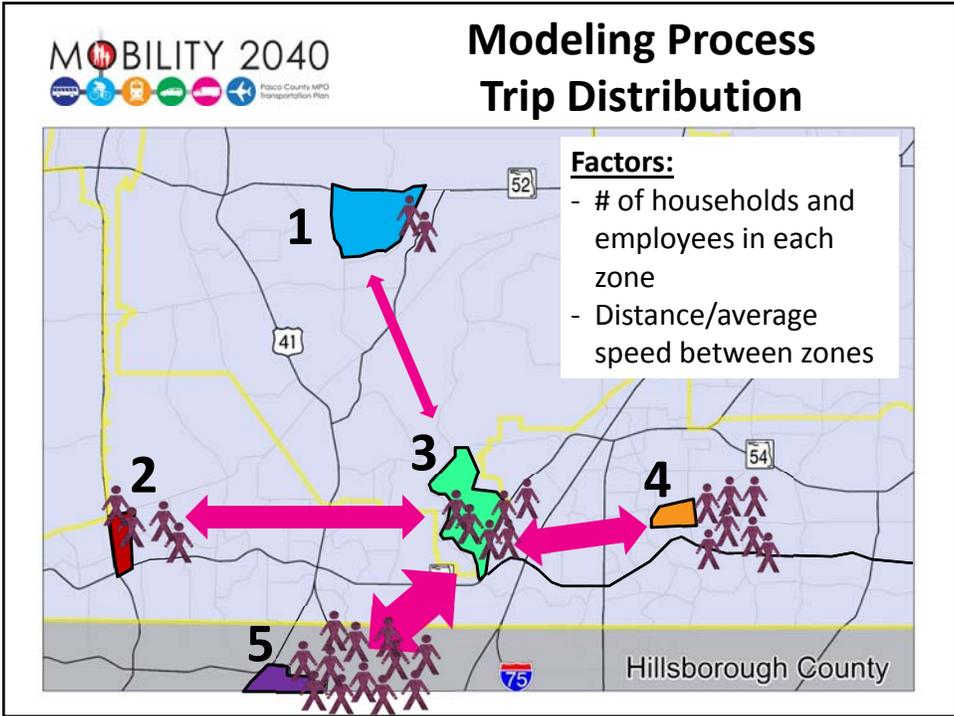
Modeling Process

4-Step Modeling Process

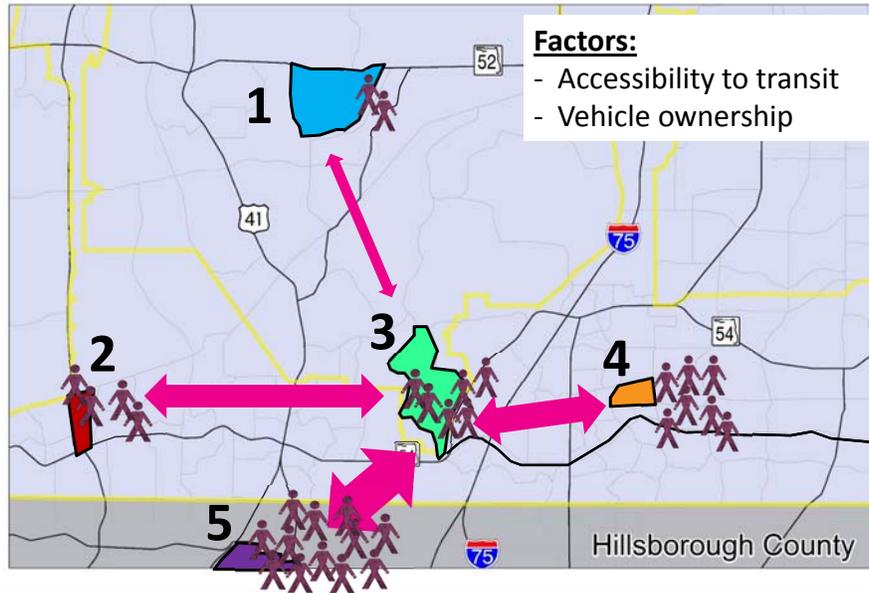


= Vehicle Trips on Roads/Transit Trips

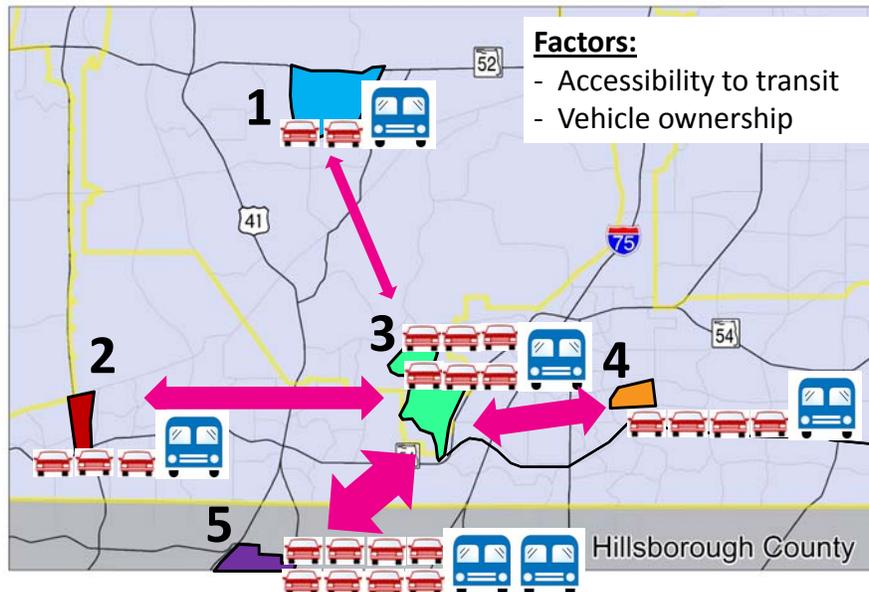




Modeling Process Mode Choice

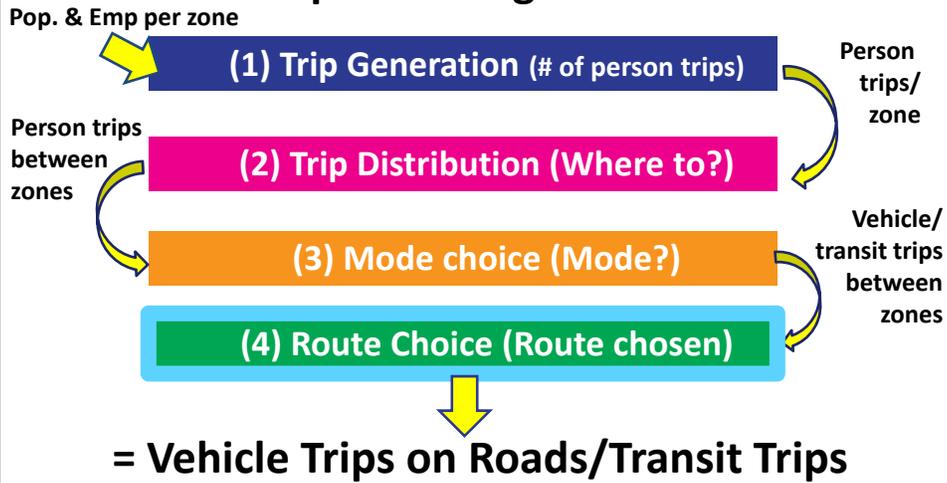


Modeling Process Mode Choice

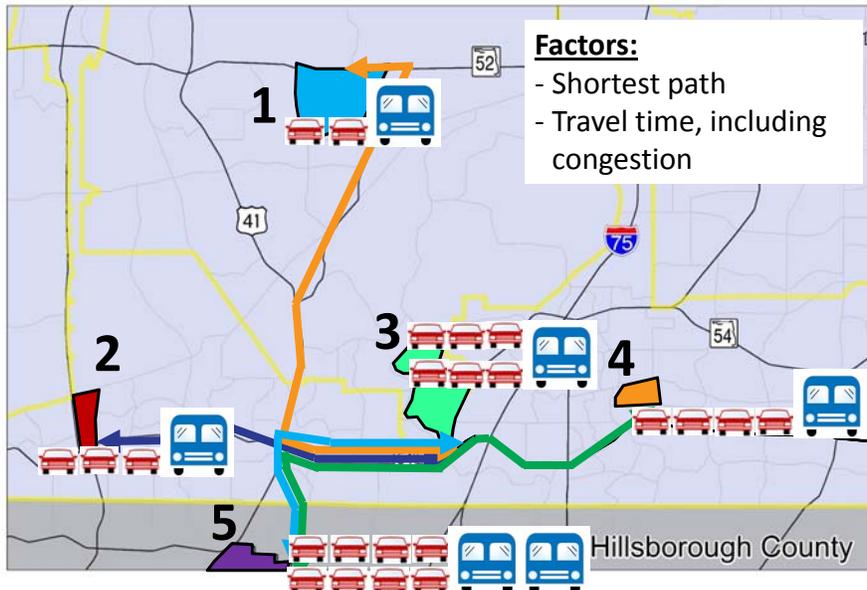


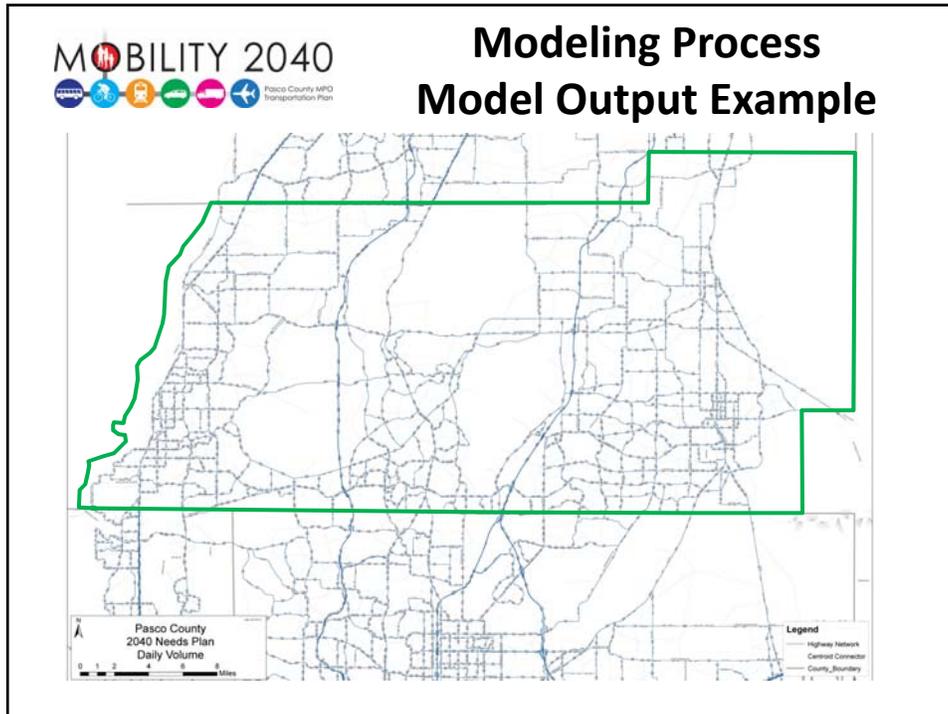
Modeling Process

4-Step Modeling Process



Modeling Process Route Choice





- MOBILITY 2040**
Pasco County MPO
 Transportation Plan
- ## Modeling Process Goals
1. Help understand travel demand for growth and transportation alternatives
 2. Provide a tool to guide decision-making
 3. Help identify road and transit projects for Needs and Cost Affordable Plans

Modeling 101 Comments/Questions



Alternatives Testing

1. SR 54/56 Alternatives

- SR 52 (6 lanes, 4-lane elevated express from US 19 to US 301)
- Ridge Rd. (6 lanes, 4-lane elevated express from US 19 to US 301)
- Tower Rd. (from collector to arterial from Sunlake to US 41)
- SR 54/56 (6/4 lanes, 4-lane elevated express toll lanes from US 19 to US 301)
- SR 54/56 (6/8 lanes, 8 Lanes from Little Rd. to US 41, 4-lane elevated express toll lanes from US 41 to Meadow Pointe)

2. US 19 Alternatives

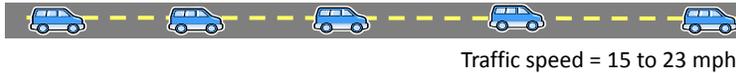
- Little Rd. (4-lane elevated express lanes from SR 54 to US 19)

Alternatives Testing Levels of Congestion

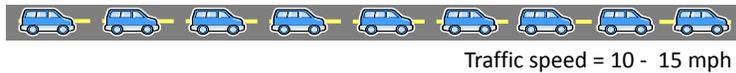
Not congested (Volume to Capacity < 0.9)



Approaching congestion (Volume to Capacity = 0.9 - 1.0)



Congested (Volume to Capacity = 1.0 - 1.2)

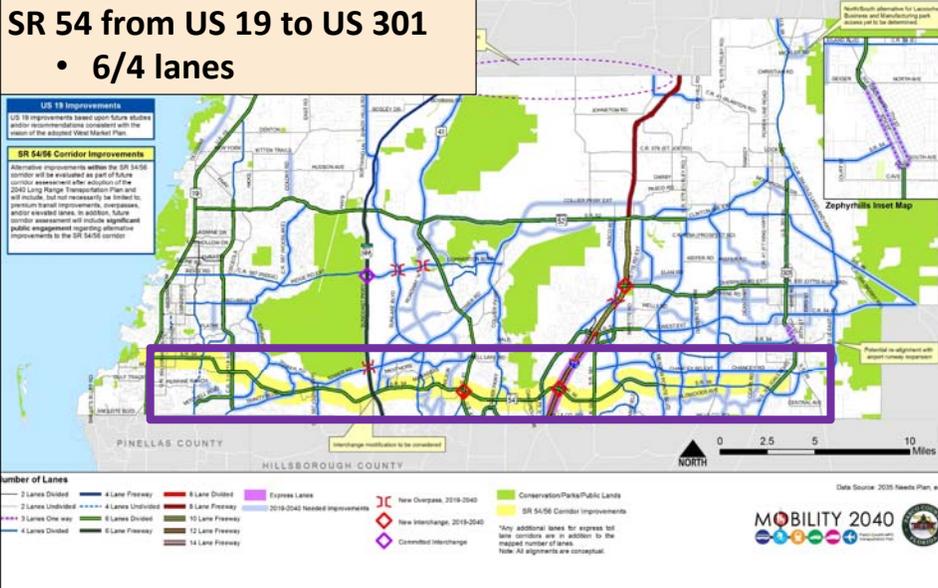


Extremely Congested (Volume to Capacity > 1.2)



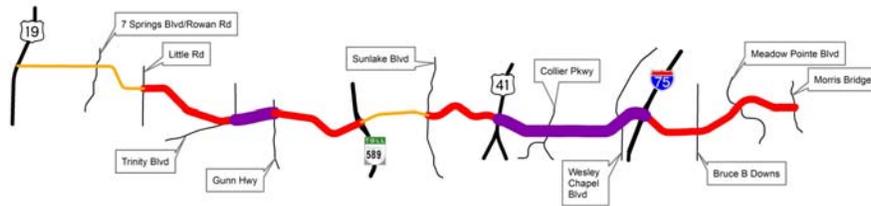
SR 54/56 Base Alternative

SR 54 from US 19 to US 301
• 6/4 lanes



Model Results

SR 54/56 Base Alternative, 6/4 Lanes, No Elevated Lanes

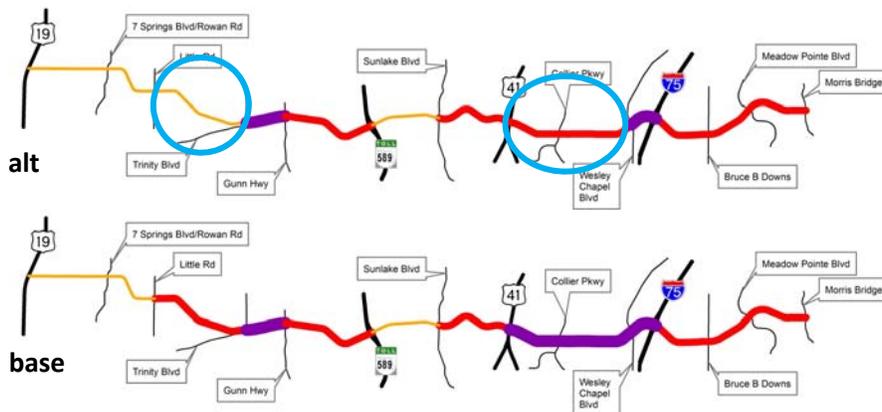


- Approaching congestion (0.9 - 1.0)
- Congested (1.0-1.2)
- Extremely Congested (>1.2)

Impact on SR 54/56

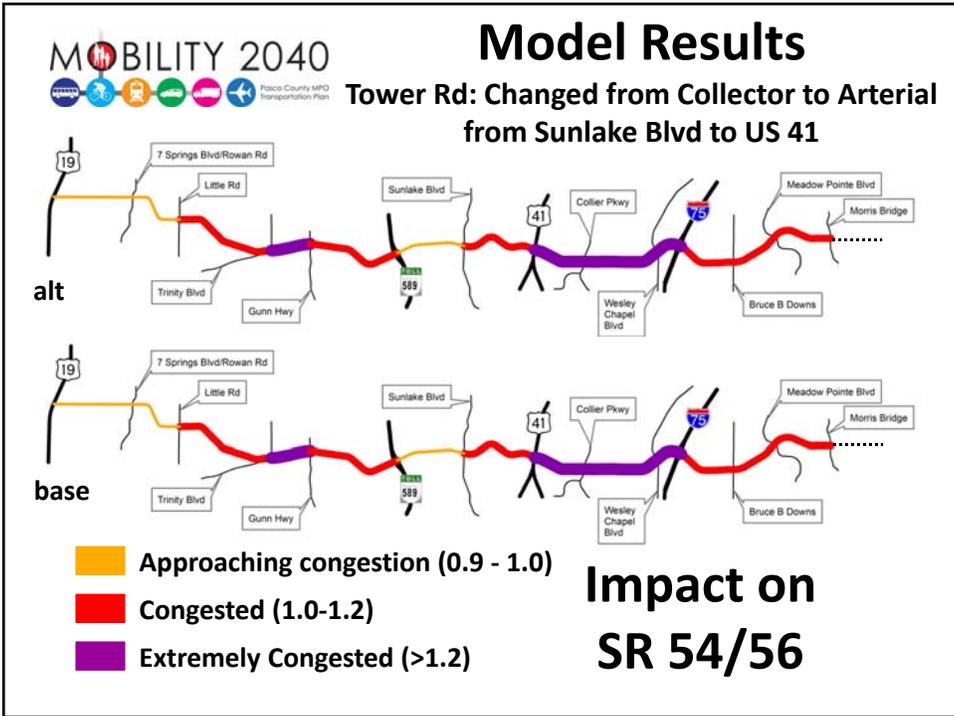
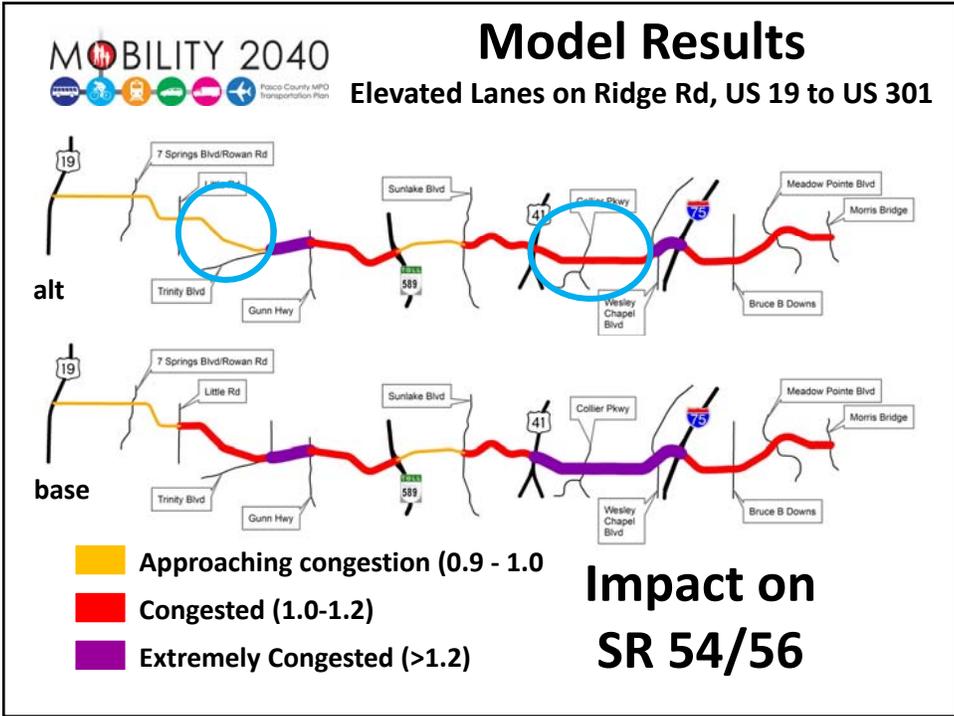
Model Results

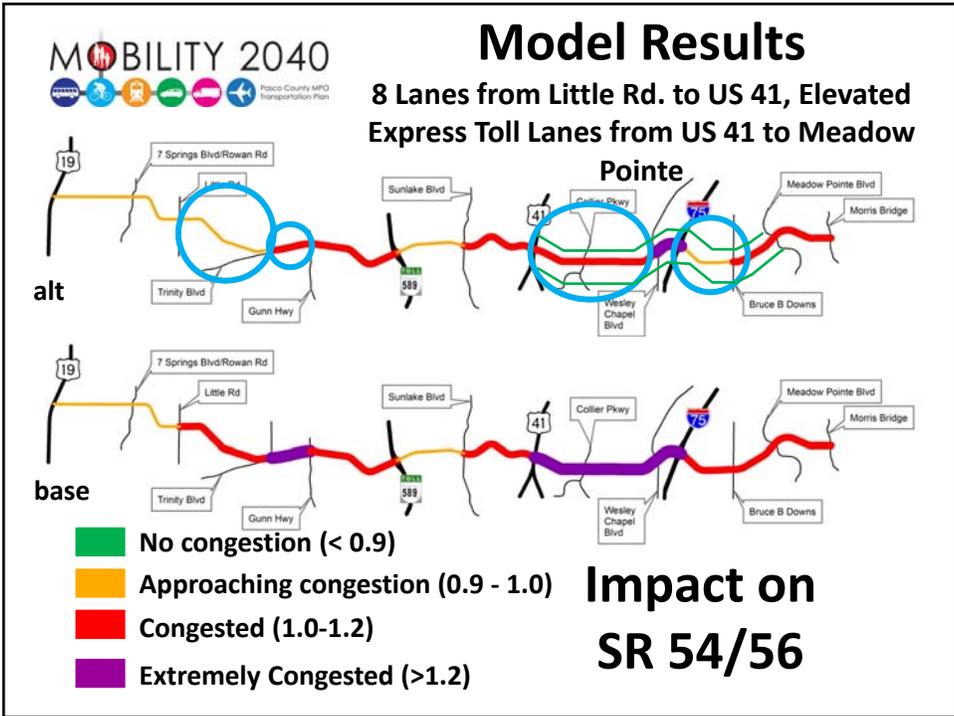
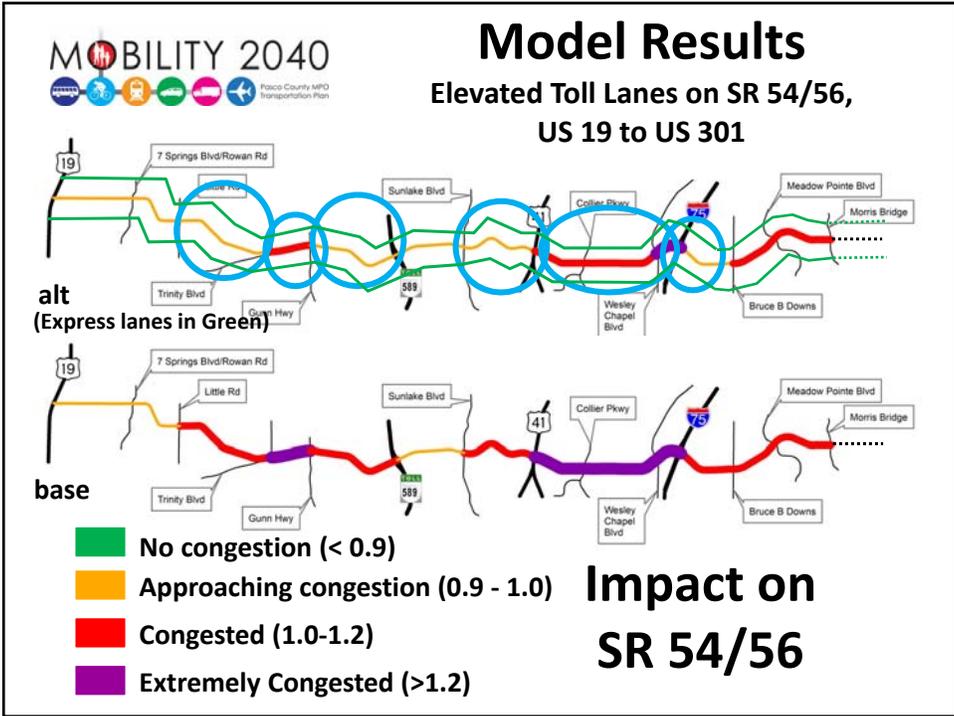
Elevated Lanes on SR 52, US 19 to US 301



- Approaching congestion (0.9 - 1.0)
- Congested (1.0-1.2)
- Extremely Congested (>1.2)

Impact on SR 54/56





SR 54/56 Travel

Road Segment	Percent of Trips		
	Pasco-Pasco	Pasco-External	External-External
1 – W. of S.R. 581	67.60%	32.37%	0.03%
2 – E. of Livingston Rd.	51.28%	44.22%	4.50%
3 – E. of Suncoast Pkwy.	64.51%	35.09%	0.41%
4 – W. of Gunn Hwy.	51.11%	47.04%	1.86%
5 – E. of Little Rd.	78.59%	21.41%	0.00%
Average	62.62%	36.02%	1.36%

SR 54/56 Conclusions from Model

- **Elevated express lanes on Ridge Rd. and SR 52**
 - ✓ Parallel but too far away from corridor
 - ✓ Insignificant impact on SR 54/56
- **Tower as arterial (Sunlake to US 41)**
 - ✓ Insignificant impact on SR 54/56

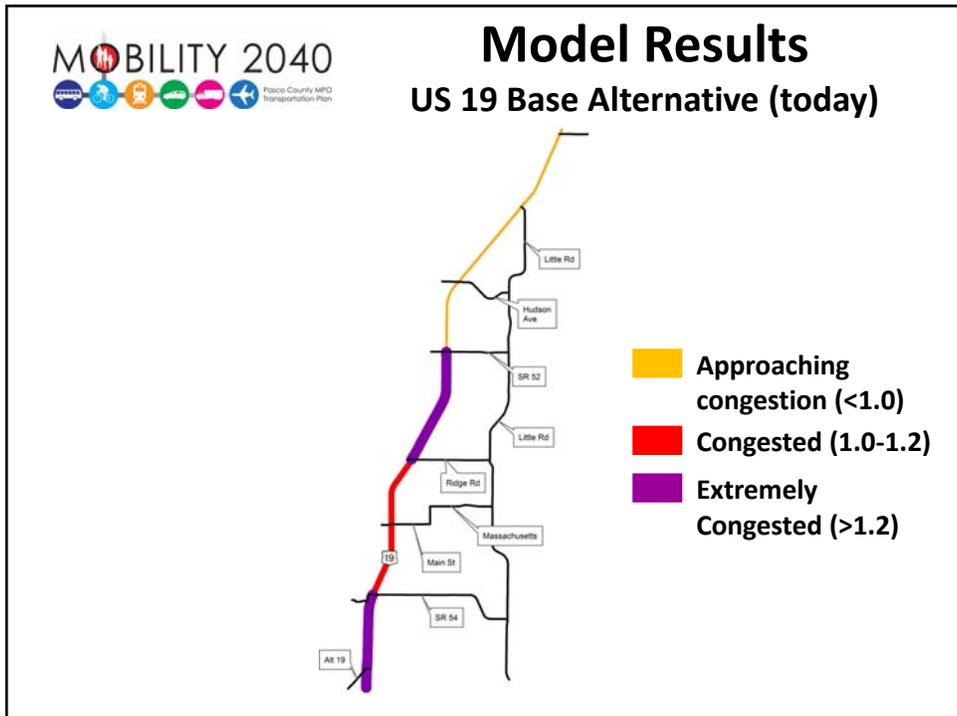
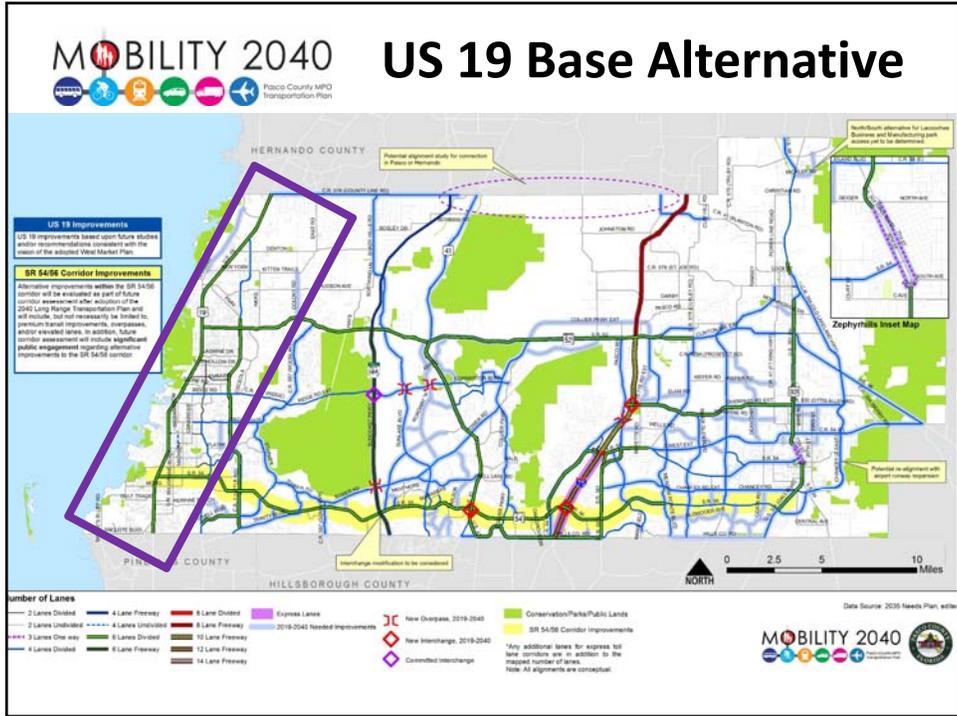
SR 54/56 Recommendations

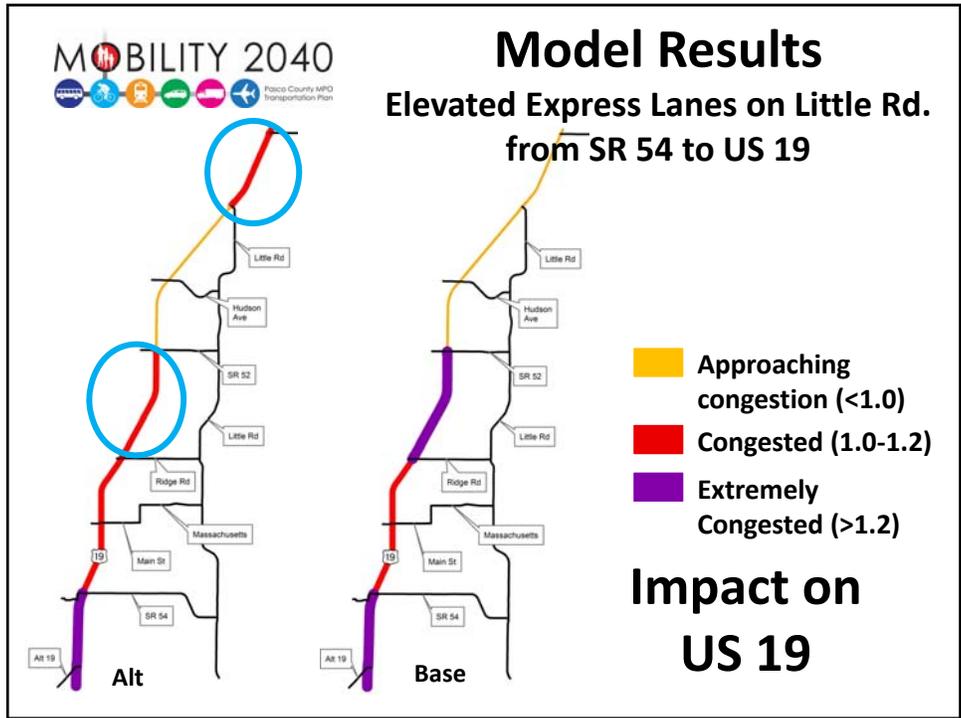
- **Potential solutions to SR 54/56 need to be within the corridor**
 - ✓ Overpasses at key intersections
 - ✓ Premium bus service
 - ✓ Other alternatives
 - ✓ Further evaluation is needed after the LRTP is adopted
- **Keep Tower as collector, eliminate overpass at US 41**

LRTP Recommendation

SR 54/56 Statement

Alternative improvements **within** the SR 54/56 corridor will be evaluated as part of future corridor assessment after adoption of the 2040 Long Range Transportation Plan and will include, but not necessarily be limited to, premium transit improvements, overpasses, and/or elevated lanes. In addition, future corridor assessment will include **significant public engagement** regarding alternative improvements to the SR 54/56 corridor.





MOBILITY 2040
Pasco County MPO Transportation Plan

US 19 Travel

Road Segment	Percent of Trips		
	Pasco-Pasco	Pasco-External	External-External
1 - S. of S.R. 54	26.67%	49.46%	23.87%
2 - S. of Ridge Rd.	43.36%	30.52%	26.12%
3 - S. of S.R. 52	48.02%	23.82%	28.16%
Average	39.35%	34.60%	26.05%

US 19 Conclusions from Model

- **Elevated express lanes on Little Rd.**
 - ✓ Parallel but too far away from corridor
 - ✓ Insignificant impact on US 19

US 19 Recommendations

- **Potential solutions to US 19 need to be within the corridor**
 - ✓ Premium bus service
 - ✓ Other alternatives
 - ✓ Further evaluation is needed after the LRTP is adopted

LRTP Recommendation Statement

US 19 Statement

US 19 improvements based upon future studies and/or recommendations consistent with the vision of the adopted West Market Plan.

Model Alternatives Comments/Questions





Goals, Objectives, & Performance Measures

- Goal 1:** Support Economic Development
- Goal 2:** Improve Safety and Security
- Goal 3:** Provide Local and Regional Connectivity and Transportation Choices
- Goal 4:** Create Quality Places
- Goal 5:** Provide a reliable and efficient multimodal transportation system
- Goal 6:** Encourage Public Participation



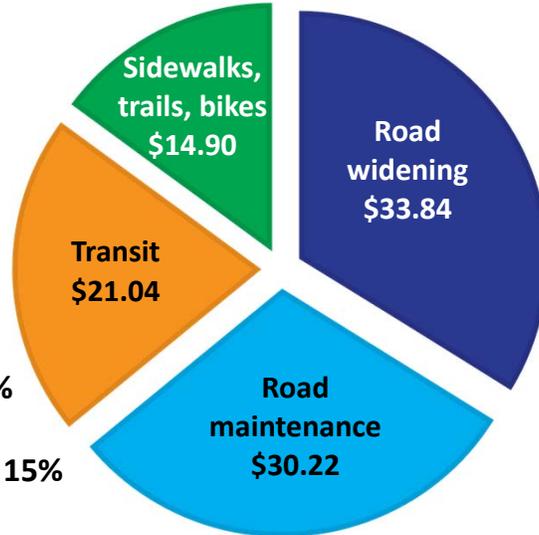
Mobility 2040 Survey

Top 3 Focus Areas for Each Category

- **Roadway:**
 - ✓ Ridge Rd. Ext., SR 54, SR 52
- **Transit:**
 - ✓ SR 54/56, Little Rd., SR 54 Express
- **Bicycle Facilities/Sidewalks:**
 - ✓ Starkey Trail Ext., SR 52, SR 54

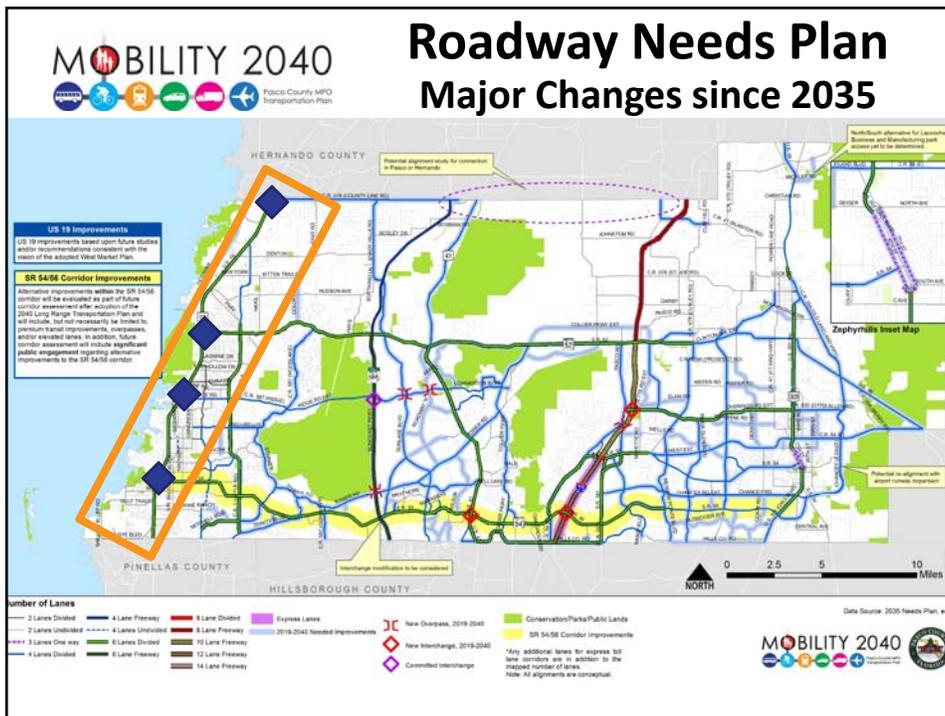
Mobility 2040 Survey

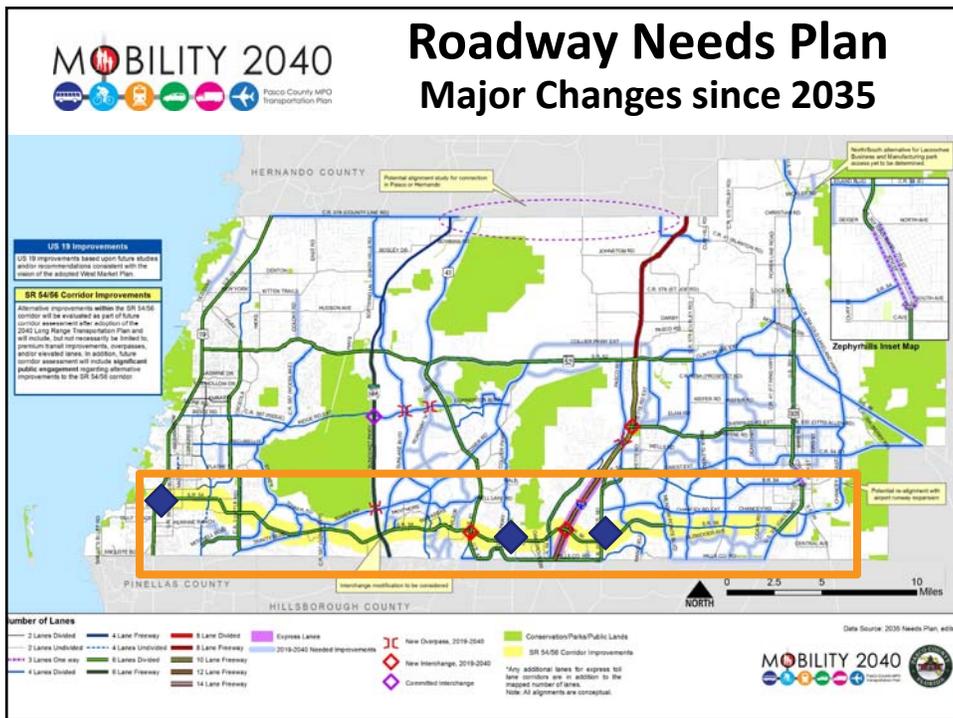
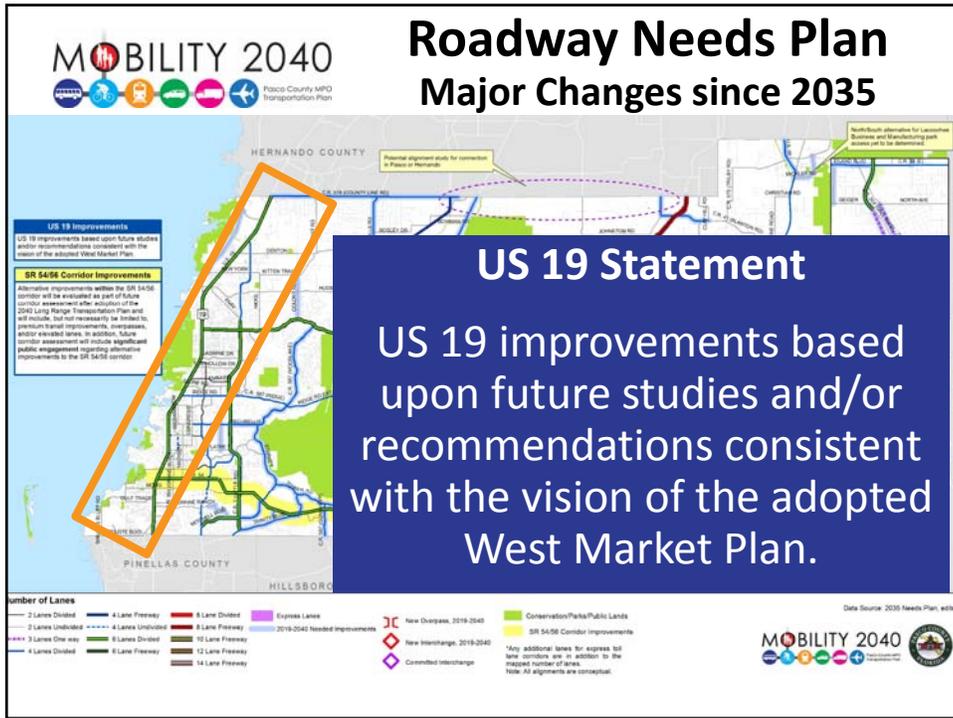
How would you spend \$100?



- Road Widening: 34%
- Road Maintenance: 30%
- Transit: 21%
- Sidewalks, trails, bikes: 15%

Roadway Needs Plan Major Changes since 2035





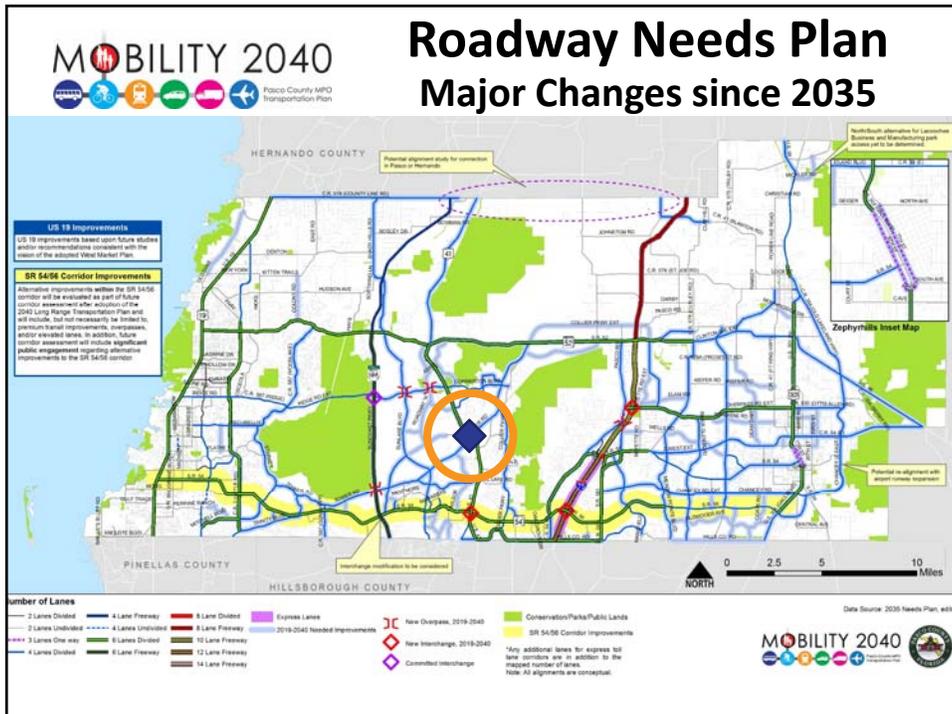
Roadway Needs Plan Major Changes since 2035

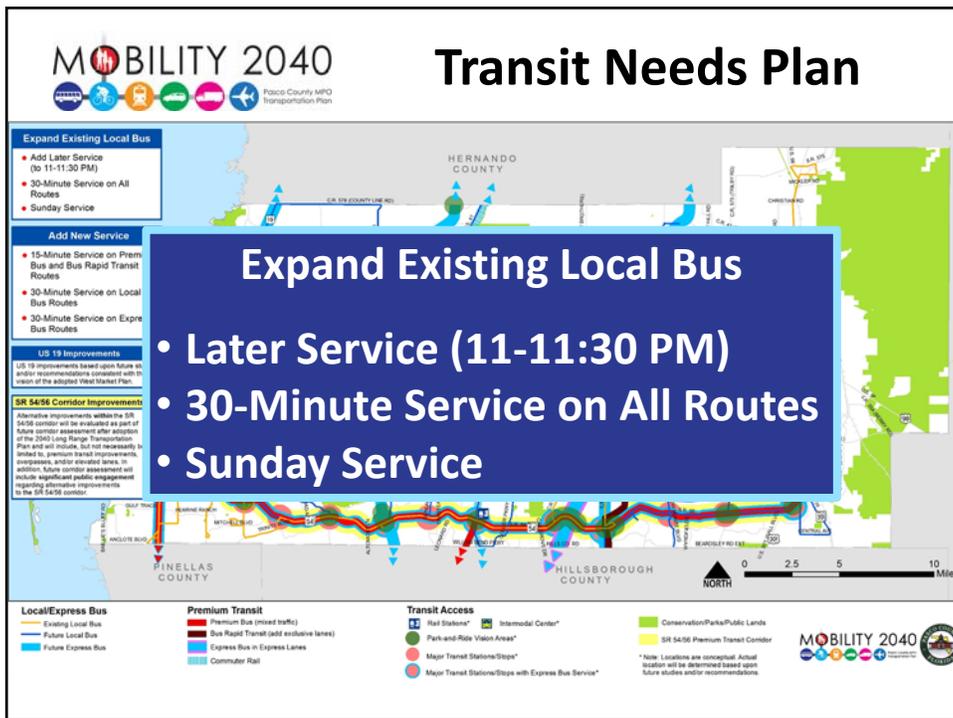
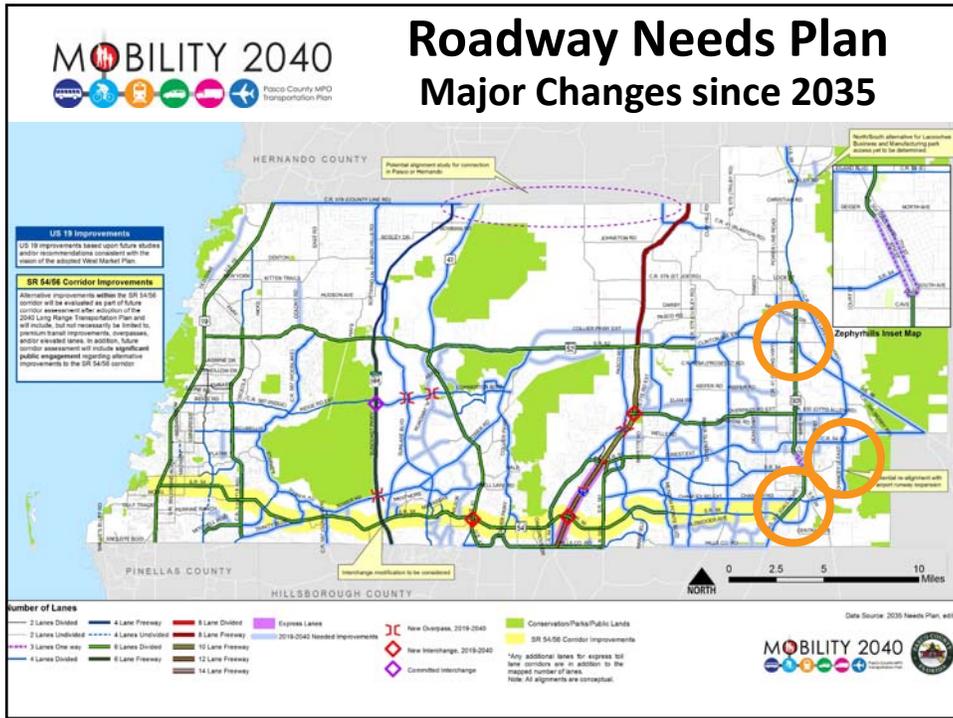
SR 54/56 Statement

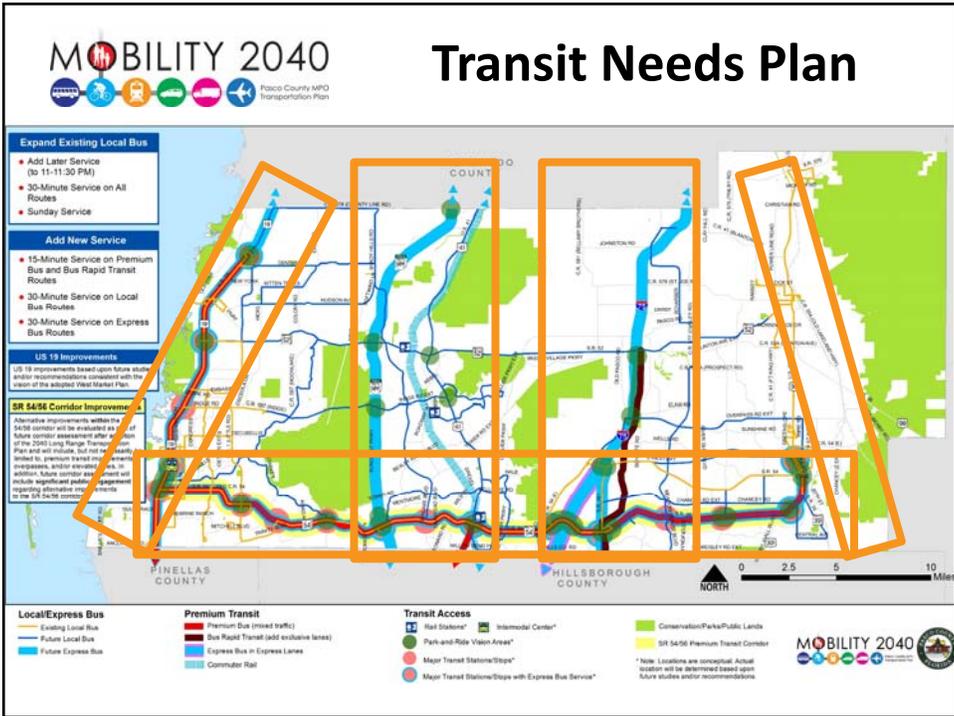
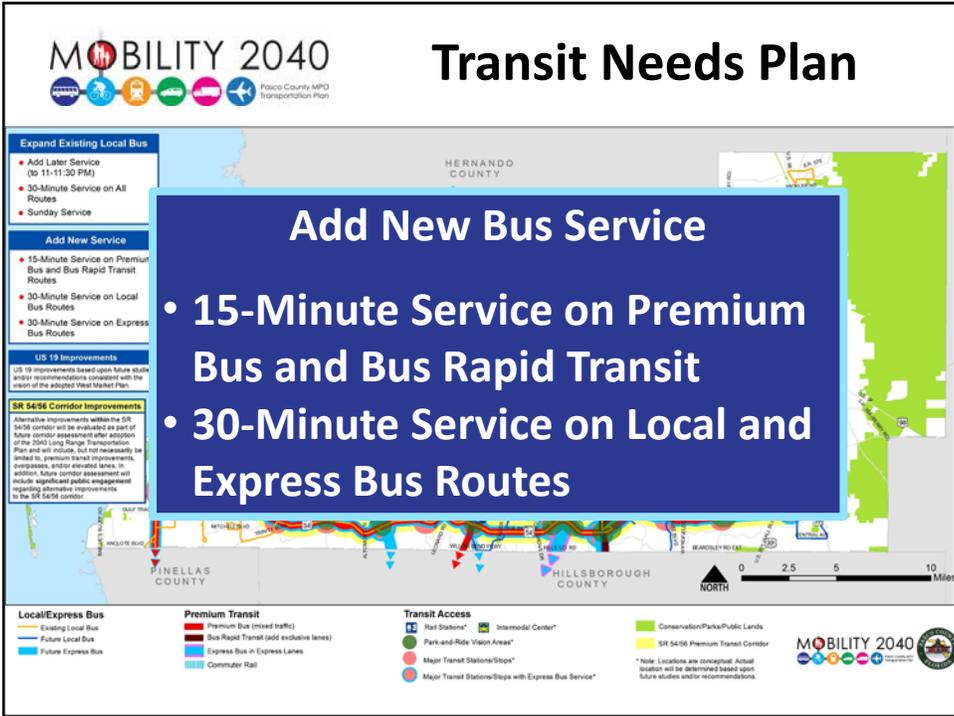
Alternative improvements **within** the SR 54/56 corridor will be evaluated as part of future corridor assessment after adoption of the 2040 Long Range Transportation Plan and will include, but not necessarily be limited to, premium transit improvements, overpasses, and/or elevated lanes. In addition, future corridor assessment will include **significant public engagement** regarding alternative improvements to the SR 54/56 corridor.



Roadway Needs Plan Major Changes since 2035







Multi-Use Trail Needs Plan



Bicycle Facilities and Sidewalks

- All road projects to include considerations for bicycle facilities and sidewalks
- Bus Stop Accessibility and Connectivity Study (Dec. 2012)
- On-going Congestion Management Process
- Bicycle/Pedestrian Master Plan to be updated by 2016



Mobility 2040: Next Steps

- Finalize Mobility 2040 Needs Plan
- Finalize Costs and Revenues
- Prioritize Needs
- Develop Mobility 2040 Cost Affordable Plan
- Facilitate On-Going Public Outreach



Mobility 2040: Road Prioritization Criteria

1. Project Status
2. Existing Congestion Level
3. Safety
4. Sociocultural Effects/Environmental Justice/Environmental Impact
5. Emergency Evacuation Routes
6. Multimodal Connectivity
7. Truck Route
8. Access to Activity Centers

Mobility 2040: Transit Prioritization Criteria

1. Public Input
2. Traditional Market
3. Discretionary Market
4. Urban/Regional Market
5. Productivity
6. Cost Efficiency

Mobility 2040: Upcoming Public Outreach

Cost Affordable Plan Workshops:

- August 5, Rasmussen College
- August 6, Lacochee Elementary
- August 7, New Port Richey Library
- August 12, Historic Pasco County Courthouse



Mobility 2040: Upcoming Public Outreach

- Newsletter
- Website updates
- Outreach Presentations
- Interactive project selection tool



Next Steps



Questions





MOBILITY 2040
Pasco County MPO
Transportation Plan



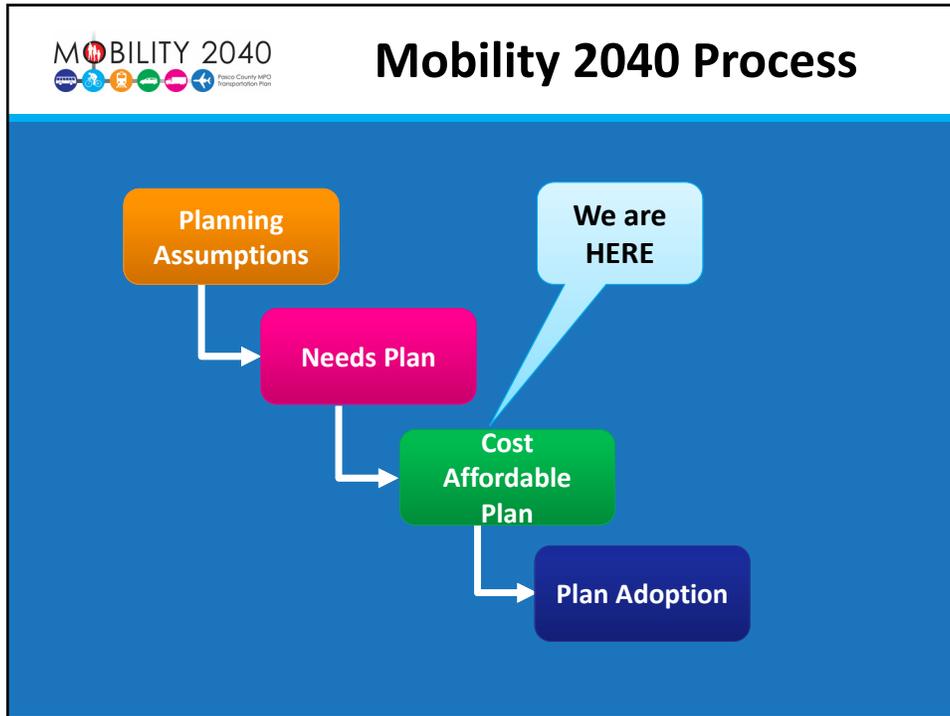
Tindale-Oliver
&
Associates, Inc.
Planning and Engineering

MPO Board Meeting
September 2014



Mobility 2040 Update

- 1. Public Outreach Update**
- 2. Draft Cost Affordable Plan**
- 3. Next Steps**



MOBILITY 2040
Pasco County MPO
Transportation Plan

Public Outreach Update

Recent Open Houses/Workshops

- August 5, Rasmussen College
- August 6, Lacochee Elementary
- August 7, New Port Richey Library
- August 12, Historic Pasco County Courthouse

where do you live and work?

CLAY COUNTY

HILLCREST COUNTY

HILLSBOROUGH COUNTY

POLK COUNTY

MOBILITY 2040



MOBILITY 2040 **Public Comments Informing the Plan**
Pinellas County MPO Transportation Plan

- **Increase in transportation options**
 - Enhanced transit regional and local service
 - Additional revenues for bicycle and pedestrian improvements
- **SR 54/56 comments/more public involvement in future after LRTP adoption**
- **Lacoochee area – Local roads paved, add sidewalks, transit service**
- **Comments on many of the major roadway priorities are addressed**

MOBILITY 2040 **Needs Plan to Cost Feasible**
Pasco County MPO Transportation Plan

Selecting multi-modal projects:

1. Input from Public
2. Input from Project Team and MPO Committees
3. Prioritization of Road and Transit Projects
4. Cost of projects and anticipated revenues through 2040



MOBILITY 2040 **Cost Affordable Plan**
Pasco County MPO Transportation Plan

- **Summary of Revenues by Transportation Mode/Program (2020 to 2040)**

2040 LRTP **2035 LRTP**

Mode/Program	2040 LRTP (%)	2035 LRTP (%)
Highway Expansion	63.7%	81.6%
Maintenance	9.1%	2.4%
Transit (Operations & Capital)	24.9%	14.7%
ITS/CMP	0.9%	0.5%
Trails, Sidewalks, Bike Facilities	1.4%	0.7%

Legend:

- Highway Expansion
- Maintenance
- Transit (Operations & Capital)
- ITS/CMP
- Trails, Sidewalks, Bike Facilities

MOBILITY 2040 **Cost Affordable Plan**
Pinellas County MPO Transportation Plan

- Summary of Revenues by Transportation Mode/Program (2020 to 2040)**

Costs in Millions	2040 L RTP Total Cost	2035 L RTP Total Cost	Difference
Highway Expansion	\$4,807	\$7,957	-\$3,150
Maintenance	\$689	\$238	\$452
Transit (Operations & Capital)	\$1,888	\$1,437	\$440
ITS/CMP	\$68	\$71	-\$3
Trails, Sidewalks, Bike Facilities	\$103	\$48	\$71
Total	\$7,546	\$9,751	-\$2,205

MOBILITY 2040 **Highway Cost Affordable Plan**
Pinellas County MPO Transportation Plan

US 19 Improvements

US 19 improvements based upon future studies and/or recommendations consistent with the vision of the adopted West Market Plan.

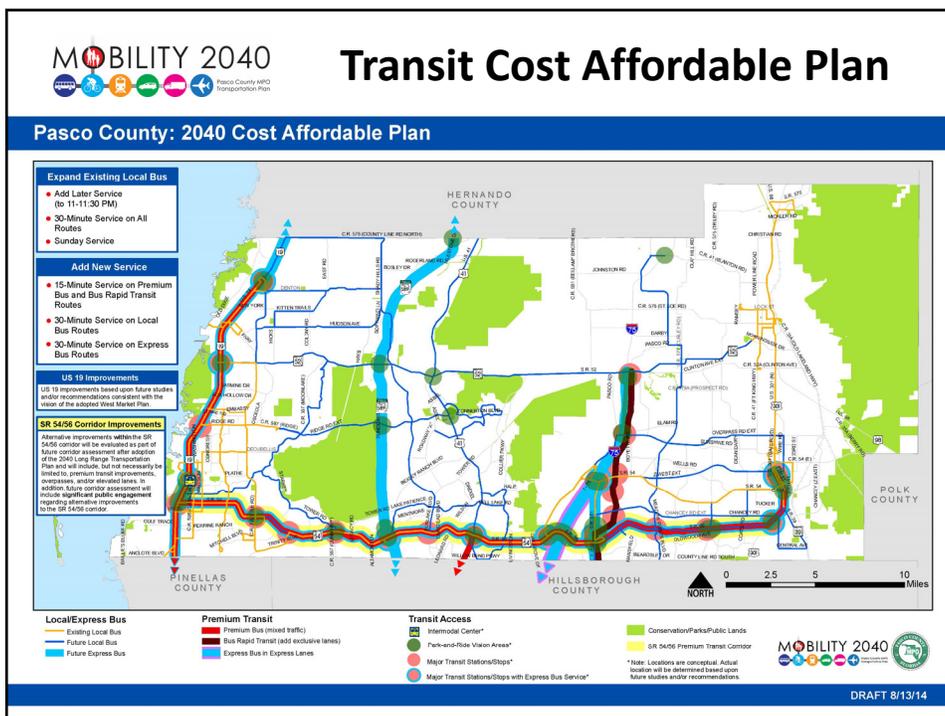
Legend

- Number of Lanes: 4 Lane Divided, 2 Lane Divided, 2 Lane Undivided, 3 Lane One way
- 4 Lane Divided, 4 Lane Freeway, 8 Lane Freeway, 10 Lane Freeway
- 8 Lane Divided, 8 Lane Freeway, 10 Lane Freeway
- 2020-2040 Improvements, New Overpass, 2020-2040, New Interchange/ Interchange Modification
- Conservation/Parks/Public Lands, SR 54/56 Corridor Improvements

*Any additional lanes for express toll lane corridors are in addition to the mapped number of lanes. These all alignments are conceptual.

MOBILITY 2040 Pinellas County MPO Transportation Plan

DRAFT 9/9/14



MOBILITY 2040
Pasco County MPO
Transportation Plan

Bicycle Facilities/Sidewalks

- All road projects to include considerations for bicycle facilities and sidewalks
- Utilize the Bus Stop Accessibility and Connectivity Study (Dec. 2012) for future capital projects
- On-going Congestion Management Process
- Regional Trail Connections
- Bicycle/Pedestrian Master Plan to be updated



Next Steps

- Website updates
mobility2040pasco.com
- Newsletters
- Outreach Presentations as requested
- Email Notification (e-blasts)









Project Schedule

Major Tasks	2014											
	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC			
Needs Plan												
Costs and Revenues												
Cost Affordable Plan						★						
Public Involvement												
Plan Adoption									★			

 **MOBILITY 2040**
Pinal County MPO
Transportation Plan

Next Steps

- **Develop Final Cost Affordable Plan**
- **Open Comment Period
(30 days minimum prior to adoption date)**
- **Plan Adoption (December 11, 2014)**

 **MOBILITY 2040**
Pinal County MPO
Transportation Plan

Conclusion

Questions?



MOBILITY 2040
Pasco County MPO
Transportation Plan



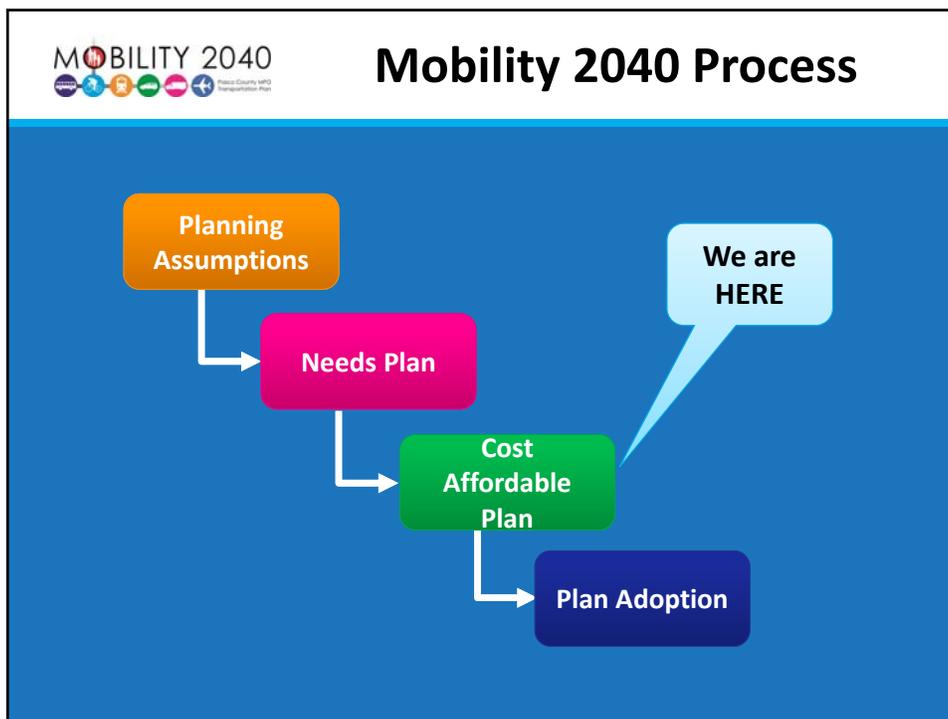
**Tindale
Oliver**

MPO Board Meeting
October 2014



Mobility 2040 Update

- 1. Draft Cost Affordable Plan**
 - Updates since September Board meeting
- 2. Next Steps**

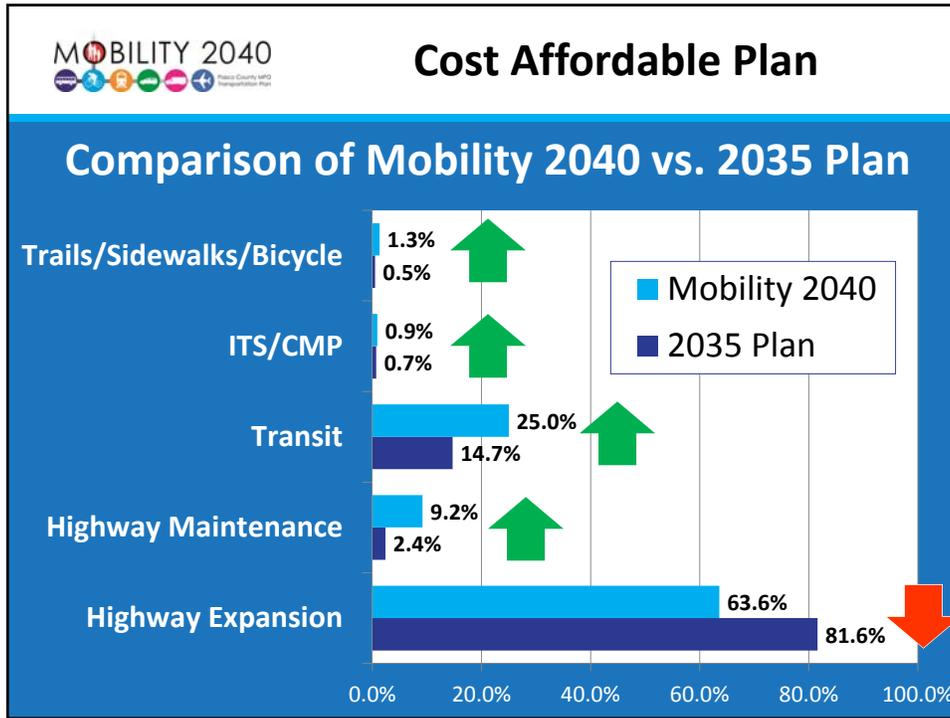


MOBILITY 2040 **Needs to Cost Affordable Plan**
Pinal County MPO Transportation Plan

How We Transition

1. Input from Public
2. Input from Project Team and MPO Committees
3. Prioritization of Road and Transit Projects
4. Cost of projects and anticipated revenues through 2040



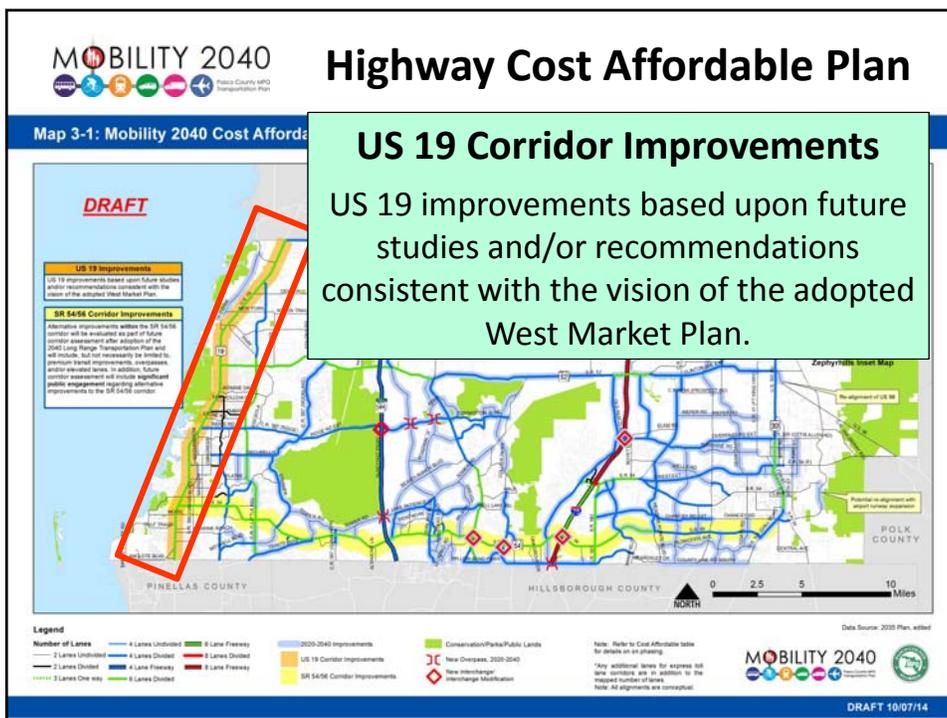
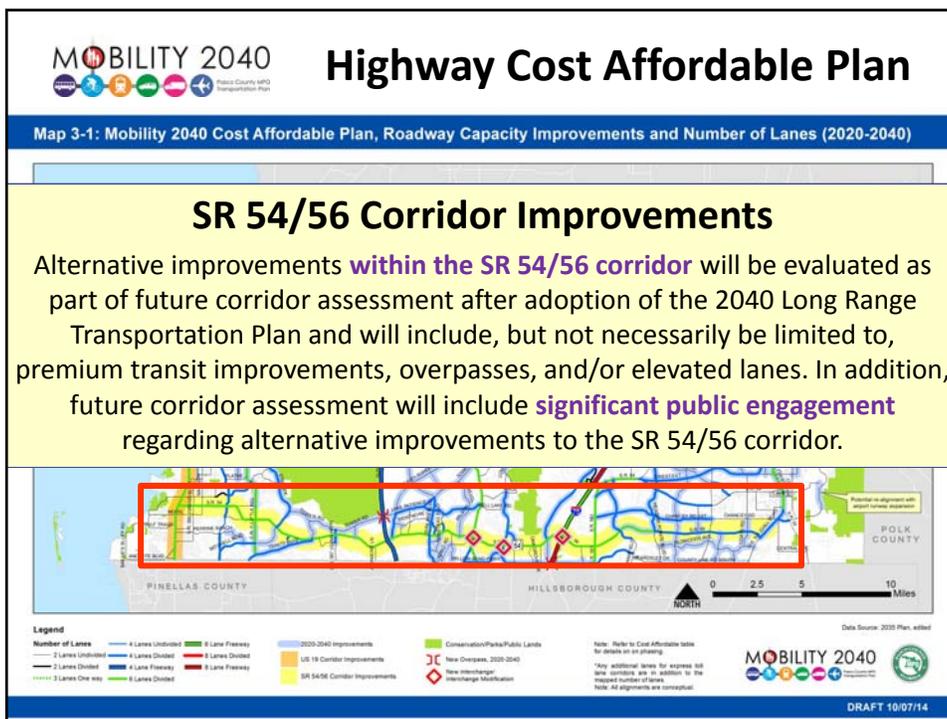


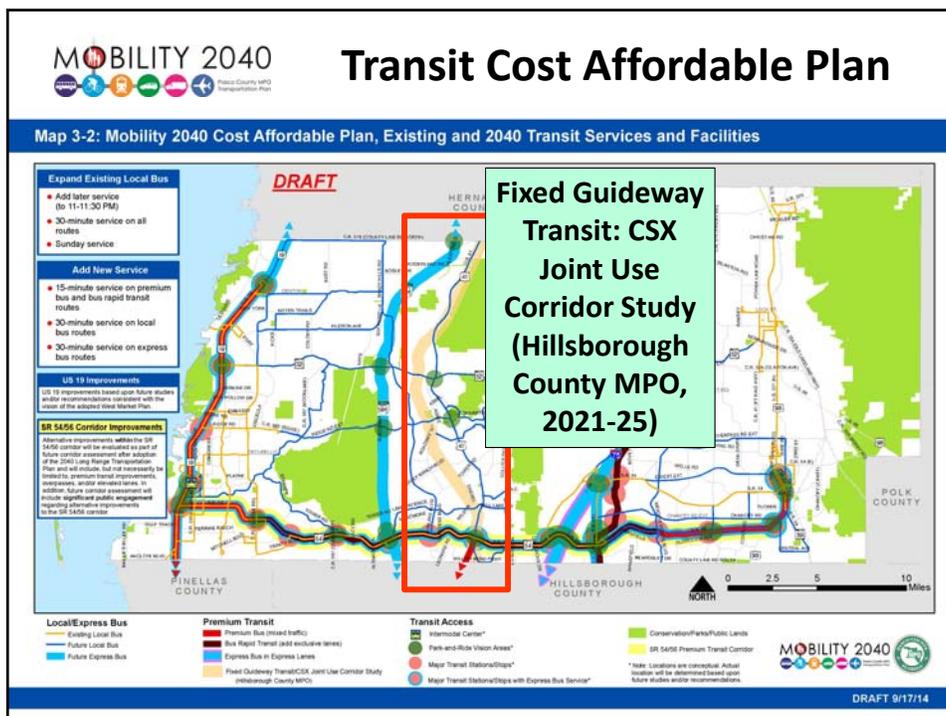
MOBILITY 2040
Pinellas County MPO Transportation Plan

Cost Affordable Plan

Updated Revenues/Costs by Transportation Mode/Program (Mobility 2040 vs. 2035 Plan)

Costs in Millions (year of expenditure)	Mobility 2040	2035 Plan	Change
Highway Expansion	\$4,782	\$7,957	-\$3,175
Maintenance	\$689	\$238	\$451
Transit (Operations & Capital)	\$1,881	\$1,437	\$444
ITS/Congestion Management	\$71	\$71	\$0
Trails, Sidewalks, Bike Facilities	\$94	\$48	\$46
Total	\$7,517	\$9,751	-\$2,234





MOBILITY 2040
Pinellas County MPO
Transportation Plan

Bicycle Facilities/Sidewalks

No Changes

- All road projects to include considerations for bicycle facilities and sidewalks
- Utilize the Bus Stop Accessibility and Connectivity Study (Dec. 2012) for future capital projects (US 19, US 301)
- On-going Congestion Management Process
- Regional trail connections
- Bicycle/Pedestrian Master Plan Update

MOBILITY 2040
Pasco County MPO
Transportation Plan

Next Steps

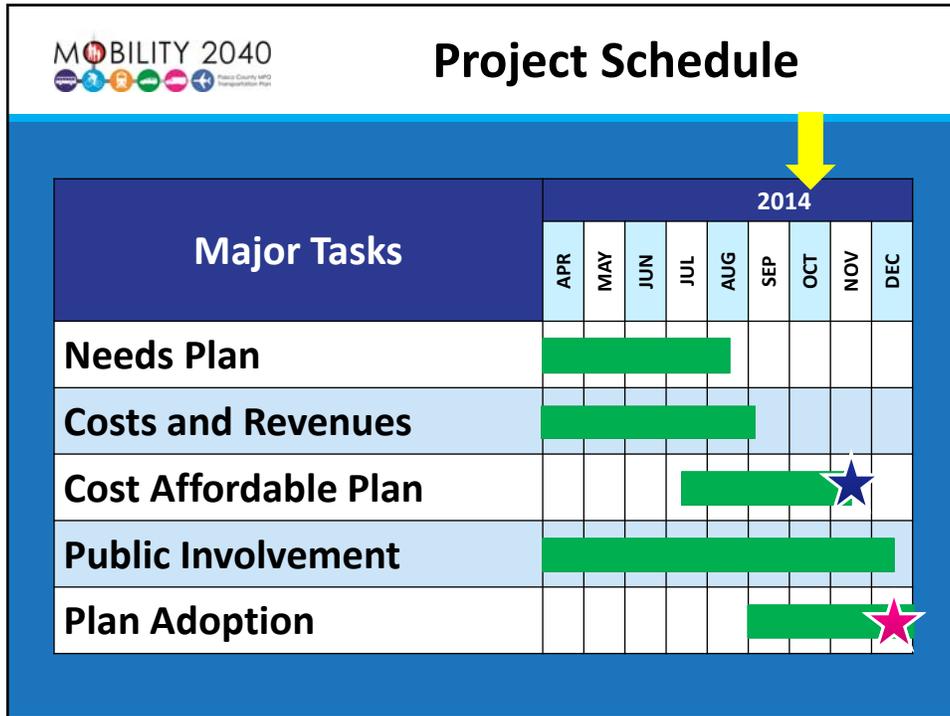
- **Open 30-Day Comment Period**
 - Starts October 24, 2014
 - Ends November 24, 2014
- **Develop Final Cost Affordable Plan**
- **Public Hearing/Plan Adoption
(December 11, 2014)**

MOBILITY 2040
Pasco County MPO
Transportation Plan

Next Steps

- **Website updates**
mobility2040pasco.com
- **Outreach presentations as requested**
- **Notification of 30-day public comment period**
- **Open houses**
 - Tuesday, Nov. 18 (Govt Center, New Port Richey)
 - Wednesday, Nov. 19 (Alice Hall Community Center, Zephyrhills)





Questions?



MOBILITY 2040



Pasco County MPO
Transportation Plan

MOBILITY 2040

Long Range Transportation Plan

Open House Workshops

Tuesday, November 18, 2014

5:30-7:30 pm

West Pasco Government Center

Board Room (1st floor)

8731 Citizens Drive

New Port Richey, FL 34654

Wednesday, November 19, 2014

5:30-7:30 pm

Alice Hall Community Center

38116 5th Street

Zephyrhills, FL 33542



Pasco County

Metropolitan Planning Organization

November 2014

MOBILITY 2040

Long Range Transportation Plan

Open House Workshops



PASCO COUNTY
METROPOLITAN PLANNING ORGANIZATION

8731 Citizens Drive, Suite 320
New Port Richey, FL 34654
ph (727) 847-8140, fax (727) 847-8113

If you are a person who needs translation services, the Pasco County Metropolitan Planning Organization (MPO) will take reasonable steps, at no cost to you, to allow participation in this proceeding. At least five working days prior to scheduled public events, please contact the MPO, West Pasco Government Center, 8731 Citizens Drive, Suite 320, New Port Richey, FL 34654.

If you are a person with a disability who needs any accommodations in order to participate in this proceeding, you are entitled, at no cost to you, to the provision of certain assistance. At least five working days prior to scheduled public events, please contact the Personnel Department, West Pasco Government Center, 8731 Citizens Drive, New Port Richey, FL 34654.

- New Port Richey – (727) 847– 2411 (V)
- Dade City – (352) 523-2411, Ext. 8030 (V)
- Hearing Impaired – (800) 955-8771

In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, familial, or income status. It is a priority of the MPO that all citizens of Pasco County are given the opportunity to participate in the transportation planning process including low-income individuals, persons with disabilities, and persons with limited English proficiency. You may contact the MPO's Title VI Specialist at (727) 847-8140 if you have any discrimination complaints.

Welcome to the MOBILITY 2040 Open House Workshop!

Thank you for your interest and participation. We'd like to get your input on the MOBILITY 2040 Long Range Transportation Plan for Pasco County. This is an opportunity to provide comments and suggestions about future transportation improvements to transit, sidewalks, bicycle facilities, roadways, and other transportation facilities and services throughout Pasco County.

Starting Friday, October 24, 2014, the draft MOBILITY 2040 Long Range Transportation Plan was made available for public comment for 30 days (through November 23, 2014), including the opportunity to participate in two open house workshops. Public review and comment were obtained through a significant public outreach process over the past year, contributing greatly to the draft MOBILITY 2040 Plan. Public comments will be considered and addressed, as appropriate, based on consultation with MPO staff. The MPO Board will be asked to adopt the MOBILITY 2040 LRTP at its Board meeting on December 11, 2014.

This handout is a summary of the MOBILITY 2040 Long Range Transportation Plan prepared by the Pasco County MPO. Please go to www.mobility2040pasco.com to download and review the complete draft of the MOBILITY 2040 Plan.



Provide Your Input at the Open House Workshops or On-Line

1. View the information at your leisure and talk to representatives of the MOBILITY 2040 Project Team at one of the open house workshops.
2. Provide written input on comment sheets provided at the sign-in table, or provide comments on-line at www.mobility2040pasco.com.
3. Please name your top highway projects. We want your feedback on what you believe are the most important highway projects as we determine the timing of projects through 2040 that can be funded with projected transportation revenues. Laptops are available at the open house workshops to select your top roadway projects using the on-line application, or you can access this application on-line at your leisure during the 30-day comment period that ends on November 23, 2014 (www.mobility2040pasco.com).

Overview of MOBILITY 2040

The MOBILITY 2040 Long Range Transportation Plan reflects a \$7.5 billion transportation program from 2020 to 2040 (Note that highway improvements from 2014 to 2019 are already committed and illustrated in Map 1). When compared to the total cost of the 2035 Long Range Transportation Plan (adopted in 2009), the 2040 Plan represents a reduction of 23%, primarily due to lower revenues from federal/state sources and some reductions in local transportation revenue. Figure 1 compares the distribution of costs by transportation mode/program for the MOBILITY 2040 Plan and the 2035 Plan. In addition, Figure 2 compares the projected costs for the proposed MOBILITY 2040 Plan and the current 2035 Plan. Note the following key observations about the MOBILITY 2040 Plan:

- > Transit investment increased significantly, from nearly 15% in the 2035 Plan to 25% in MOBILITY 2040. This reflects a policy transition toward greater investment in multimodal solutions, especially major transit investments within the SR 54/56 and US 19 corridors. MOBILITY 2040 resulted in the ability to fund nearly all of the transit needs identified for Pasco County, with only two exceptions: (1) commuter rail on the CSX rail line running parallel to US 41 (to be studied in cooperation with the Hillsborough County MPO), and (2) the I-75 express bus north of SR 52 into Hernando County.
- > Highway maintenance investment increased significantly, from 2.4% in the 2035 Plan to more than 9% in MOBILITY 2040 (by dedicating all of Pasco County's 1st local option 5-cent gas tax to highway maintenance). Maintaining the existing transportation system has become increasingly important, as evidenced by this commitment.
- > Highway expansion investment declined significantly, from nearly 82% in the 2035 Plan to about 64% in MOBILITY 2040. As highway maintenance and transit investments increase, it becomes necessary to reduce the highway expansion investment.
- > The investment in trails, sidewalks, and bicycle facilities more than doubled, from 0.5% to 1.3%, with the total investment nearly doubling, from \$48 million in the 2035 Plan to \$94 million in MOBILITY 2040. This reflects a greater policy emphasis on these alternative transportation modes and recreational/tourism benefits.
- > Investment in transportation technology (Intelligent Transportation Systems or ITS) and short-term congestion management improvements (intersection and safety improvements) increased slightly, from 0.7% to 0.9%, with the total investment remaining at \$71 million. These investments are used to increase the operational efficiency and safety of the existing transportation system.

MOBILITY 2040 Maps

Five maps are provided in the remainder of this booklet to illustrate the key transportation improvements included in the Cost Affordable Plan component of the MOBILITY 2040 Long Range Transportation Plan. Note that all alignments for future transportation improvements are conceptual and subject to more-detailed analysis prior to implementation.

- > *Map 1: Existing and Committed Roadway Improvements (2014–2019)* illustrates the existing roadways plus improvements that are funded for construction between 2014 and 2019.
- > *Map 2: Interim Roadway Capacity Improvements and Number of Lanes (2020–2030)* illustrates road improvements planned to occur between 2020 and 2030.
- > *Map 3: Roadway Capacity Improvements and Number of Lanes (2020–2040)* illustrates road improvements planned to occur between 2020 and 2040.
- > *Map 4: Existing and 2040 Transit Facilities and Services* illustrates existing and future transit facilities and services through the year 2040.
- > *Map 5: Multi-Use Trail Plan* illustrates existing trails, funded trails, and unfunded conceptual/planned trails.

Note: Maps 2 through 4 reference improvements to the US 19 and SR 54/56 corridors that will be identified by future studies following the adoption of the MOBILITY 2040 Long Range Transportation Plan.

Figure 1
Proportion of Investment by Type of Transportation
(MOBILITY 2040 vs. 2035 Plan)

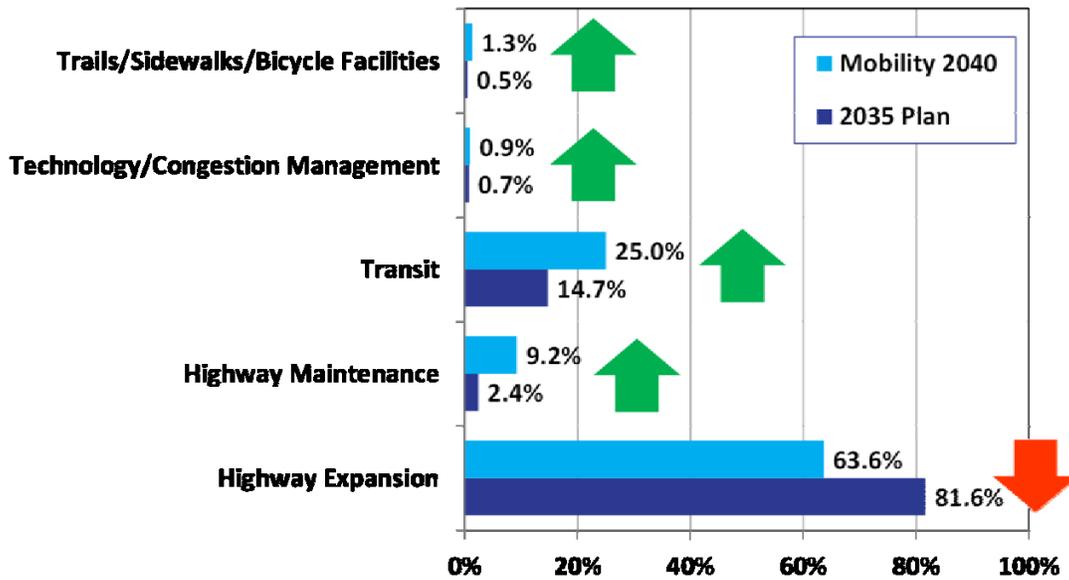
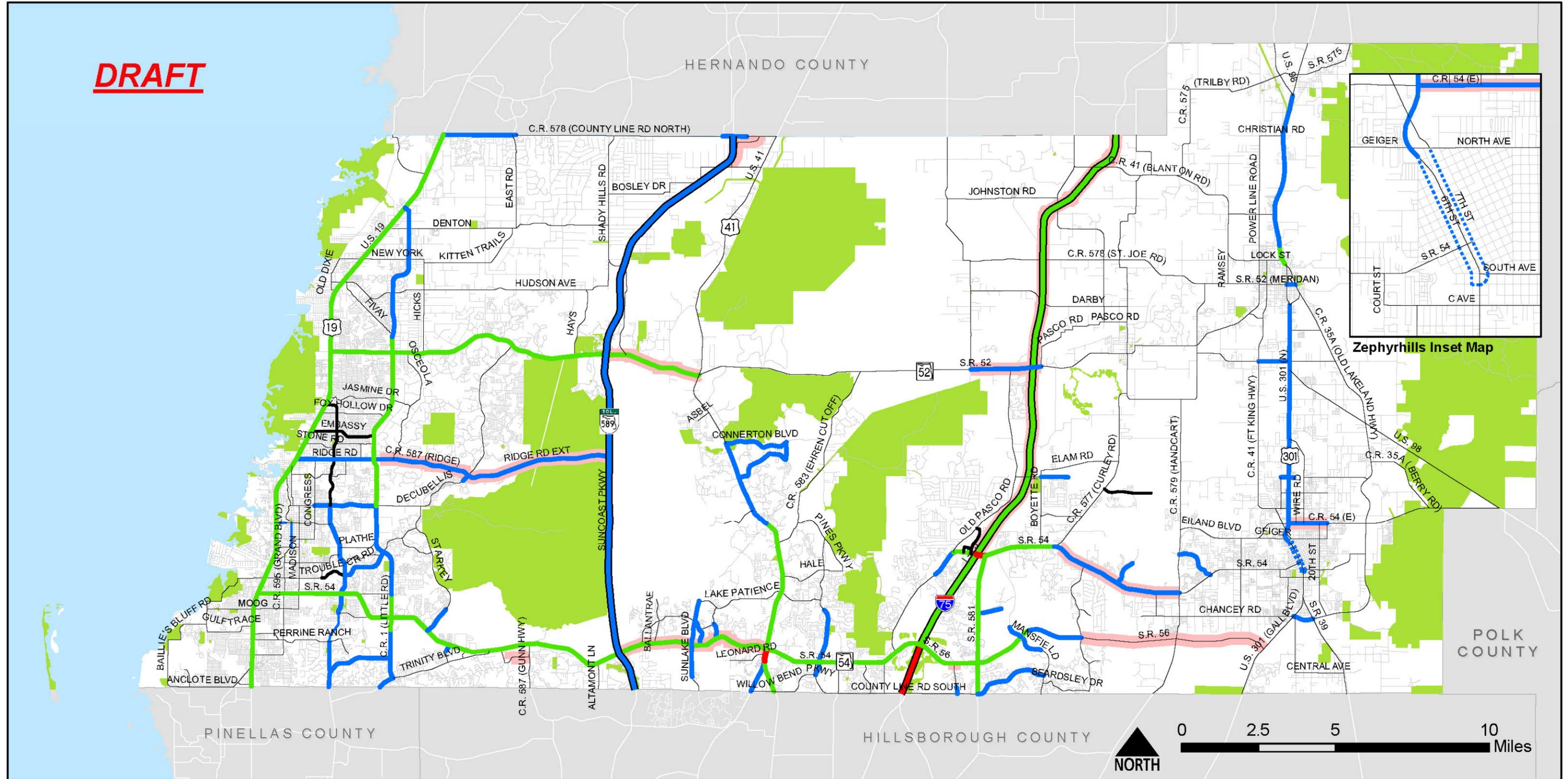


Figure 2
Investment by Type of Transportation Facility or Service
MOBILITY 2040 vs. 2035 Plan
(in millions of year of expenditure dollars)

Transportation Facility/ Service Category	Mobility 2040	2035 Plan	Change
Highway Expansion	\$4,782	\$7,957	-\$3,175
Highway Maintenance	\$689	\$238	\$451
Transit (Operations & Capital)	\$1,881	\$1,437	\$444
Technology/Congestion Management	\$71	\$71	\$0
Trails/Sidewalks/Bike Facilities	\$94	\$48	\$46
Total	\$7,517	\$9,751	-\$2,234

Map 1: Existing and Committed Roadway Improvements (2014–2019)

DRAFT



Legend

Number of Lanes	4 Lanes Undivided	6 Lane Freeway	2014-2019 Improvements	Conservation/Parks/Public Lands
2 Lanes Undivided	4 Lanes Divided	8 Lanes Divided		
2 Lanes Divided	4 Lane Freeway	8 Lane Freeway		
2 Lanes One way	6 Lanes Divided			

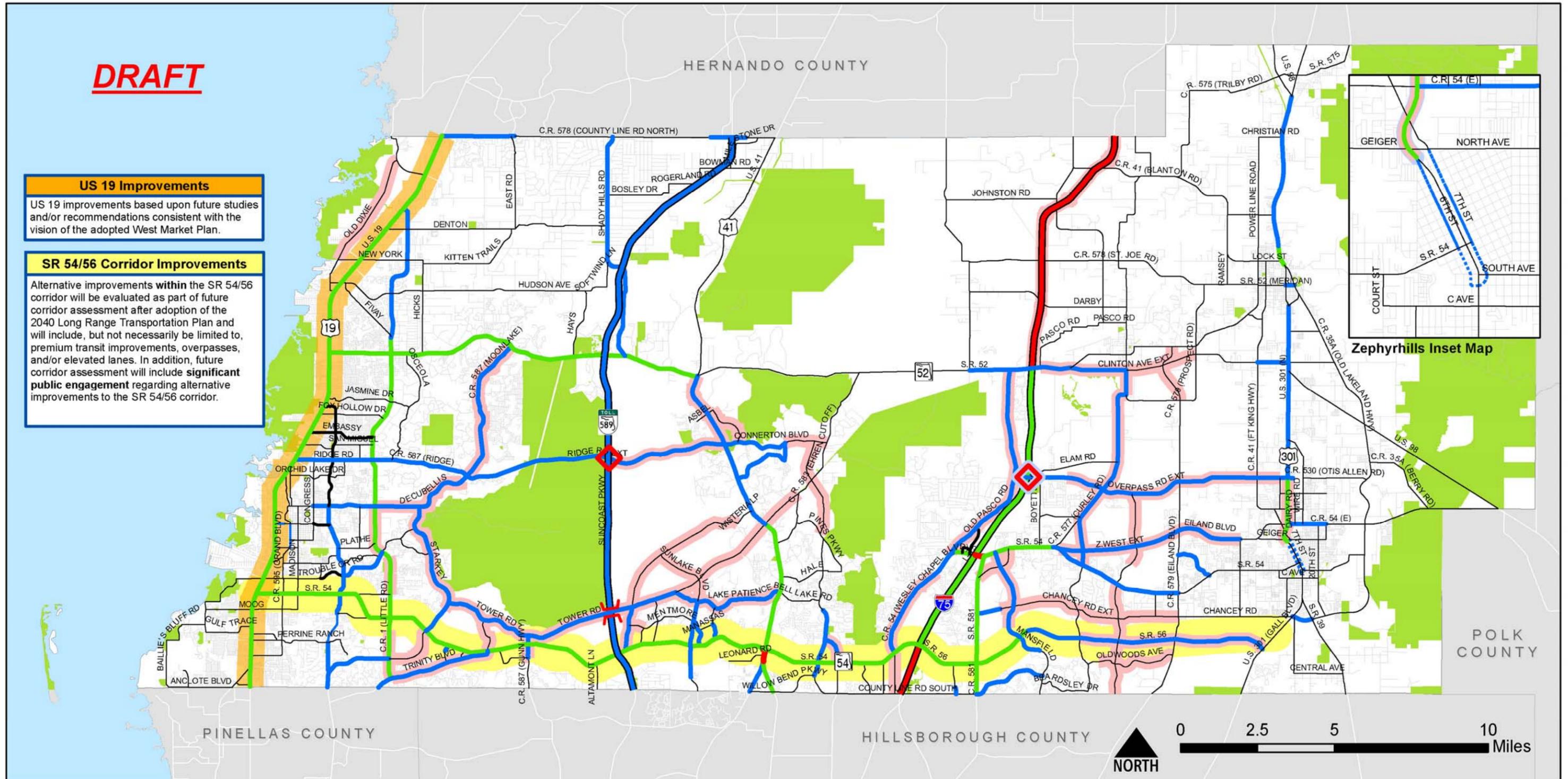


Map 2: Interim Roadway Capacity Improvements (2020–2030)

DRAFT

US 19 Improvements
 US 19 improvements based upon future studies and/or recommendations consistent with the vision of the adopted West Market Plan.

SR 54/56 Corridor Improvements
 Alternative improvements within the SR 54/56 corridor will be evaluated as part of future corridor assessment after adoption of the 2040 Long Range Transportation Plan and will include, but not necessarily be limited to, premium transit improvements, overpasses, and/or elevated lanes. In addition, future corridor assessment will include **significant public engagement** regarding alternative improvements to the SR 54/56 corridor.



Legend

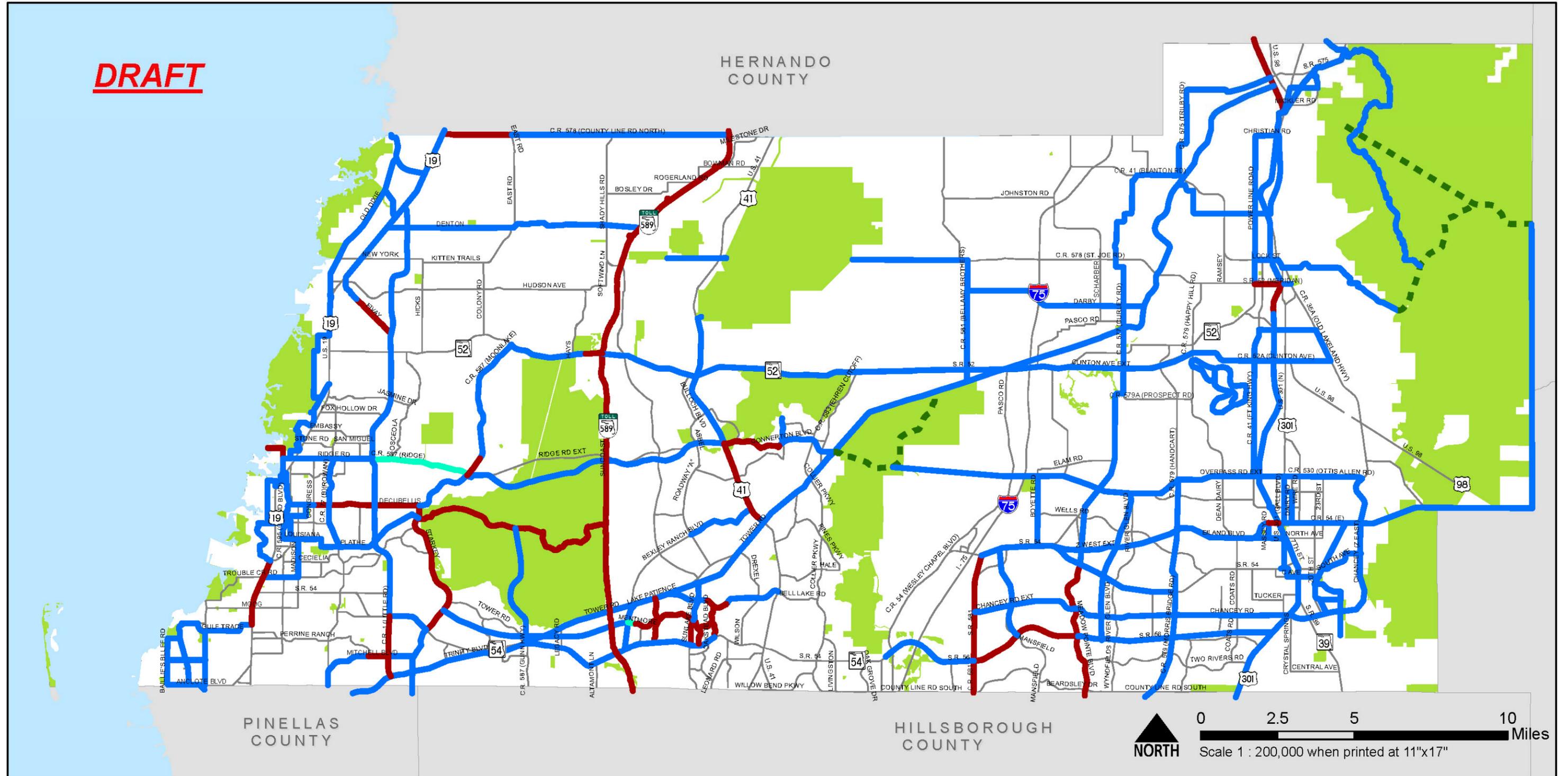
- | | | | |
|------------------------|-------------------|---|--------------------------------|
| Number of Lanes | 4 Lanes Undivided | 6 Lane Freeway | 2020-2030 Improvements |
| | 2 Lanes Undivided | 8 Lanes Divided | US 19 Corridor Improvements |
| | 4 Lanes Divided | 8 Lane Freeway | SR 54/56 Corridor Improvements |
| | 2 Lanes Divided | 4 Lane Freeway | |
| | 2 Lanes One way | 6 Lanes Divided | |
| | | Conservation/Parks/Public Lands | |
| | | New Overpass | |
| | | New Interchange/ Interchange Modification | |

Notes:

- Refer to Cost Affordable Plan table for details on phasing.
- Map reflects projects constructed by 2030.
- All alignments are conceptual.



Map 5: Multi-Use Trail Plan



- Legend**
- Existing Trails
 - Funded Trails
 - Conservation/Parks/Public Lands
 - - - Existing Trails (unpaved)
 - Conceptual Trails/Planned

MOBILITY 2040
 Pasco County MPO
 Transportation Plan



MOBILITY 2040



For more information,
please visit the MOBILITY 2040 project website at:
www.mobility2040pasco.com

or the MPO's website at **www.pascompo.net**

or contact:

Pasco County MPO
West Pasco Government Center
8731 Citizens Drive, Suite 320
New Port Richey, FL 34654
Telephone: (727) 847-8140





MOBILITY 2040

Pasco County MPO
Transportation Plan



**Tindale
Oliver**

Long Range Transportation Plan

December 11, 2014

MOBILITY 2040

Pasco County MPO
Transportation Plan

MOBILITY 2040 Adoption

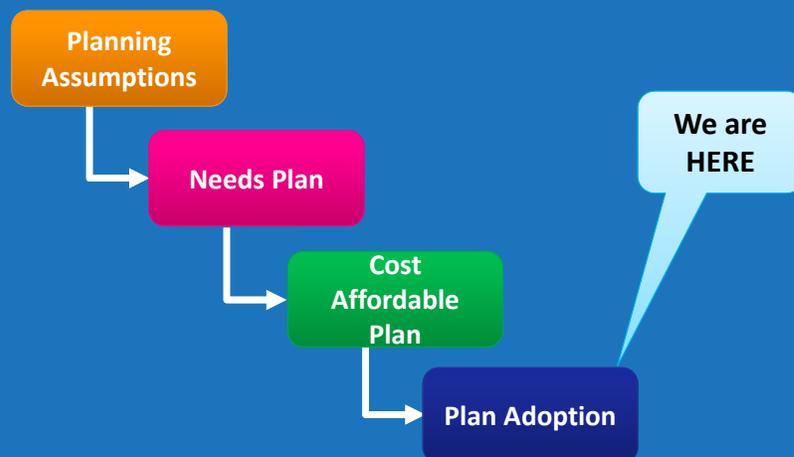
- MOBILITY 2040 Plan Development Process
- Public Input
- Final Cost Affordable Plan
- Next Steps



Meet Federal Planning Requirements

- Develop Cost Affordable Plan
- Ensure a minimum 20-year planning horizon
- Update every 5 years
- Implement with short-term 5-Year Transportation Improvement Program (TIP)

Reinforce Local Vision, Goals, and Policies



MOBILITY 2040 Process



- Transportation vision for the county
- LRTP adoption qualifies MPO for federal funds
- Guidance for short-term project identification

MOBILITY 2040 Process

How We Transitioned from Needs to Cost Affordable

1. Input from Public
2. Input from Project Team and MPO Committees
3. Regional Coordination (MPOs, FDOT, TBARTA, other)
4. Prioritization of Road and Transit Projects
5. Cost of projects and anticipated revenues through 2040
6. 30-day public comment period



Over the Past 2 Years

Outreach Events	Participants
Stakeholder Interviews	7
Discussion Groups (4)	43
Workshops/Open Houses (12)	431
Surveys (5)	1,632
E-mail Blasts/Project Materials	497+
MPO Committees (numerous)	50+
Web Sites/Social Media	700+
Total	3,360+

What We Did

- Website updates
mobility2040pasco.com
- Notification of 30-day public comment period
- Open house workshops
 - Tuesday, Nov. 18 (Govt Center, New Port Richey)
 - Wednesday, Nov. 19 (Alice Hall Community Center, Zephyrhills)



What We Did

- Prepared workshop booklet
- Posted interactive on-line tool to identify top road projects
- Compiled comments from workshops, web site, and other sources



Top Road Projects (2020-2040) Identified from Public Input through Interactive On-line Tool

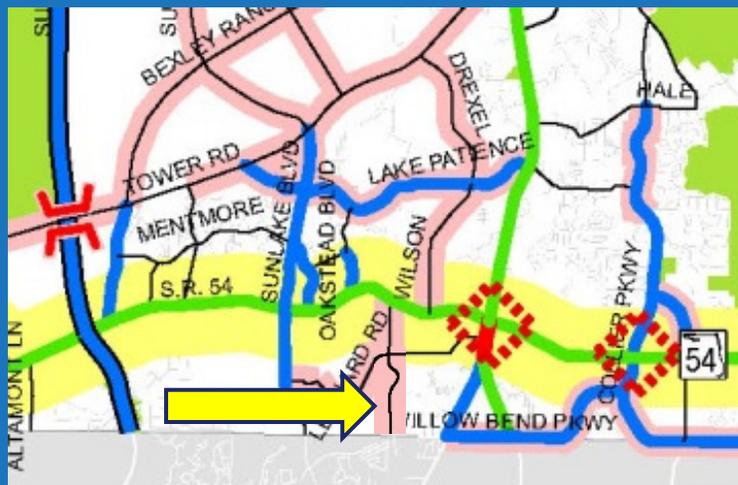
- Ridge Rd Ext (Phase II) from Suncoast Pkwy to US 41
- Wesley Chapel Blvd from S.R. 56 to Progress Pkwy
- Zephyrhills West Extension from SR 54 to Handcart
- Collier Pkwy/County Line Rd from Willow Bend Pkwy to CR 581 (BBD Blvd)
- CR 587 (Moon Lake) from Ridge Rd Ext to SR 52
- US 41 from Connerton Blvd/Ridge Rd Ext to SR 52
- Trinity Blvd from CR 1 (Little Rd) to SR 54
- Lake Patience from Sunlake Blvd to US 41
- SR 56 from Meadow Pointe Blvd to US 301

Major Impacts on Mobility 2040

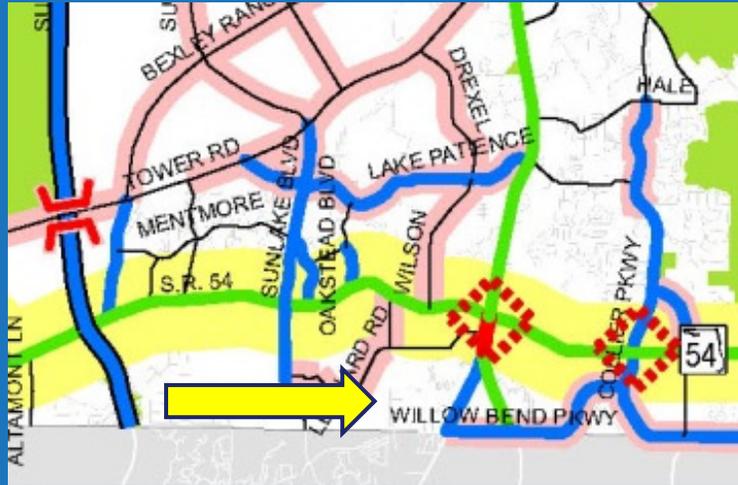
- Confirmed top roadway projects
- Confirmed support for a multimodal transportation plan
- Adjusted phasing of SR 56 from Meadow Pointe to US 301
 - 2 lanes in Existing + Committed
 - 4 lanes 2020 - 2030 Interim Plan (developer)
- Removed Henley Rd Extension (Big Moss Lake Rd)



Big Moss Lake Rd Area - BEFORE



Big Moss Lake Rd Area - AFTER



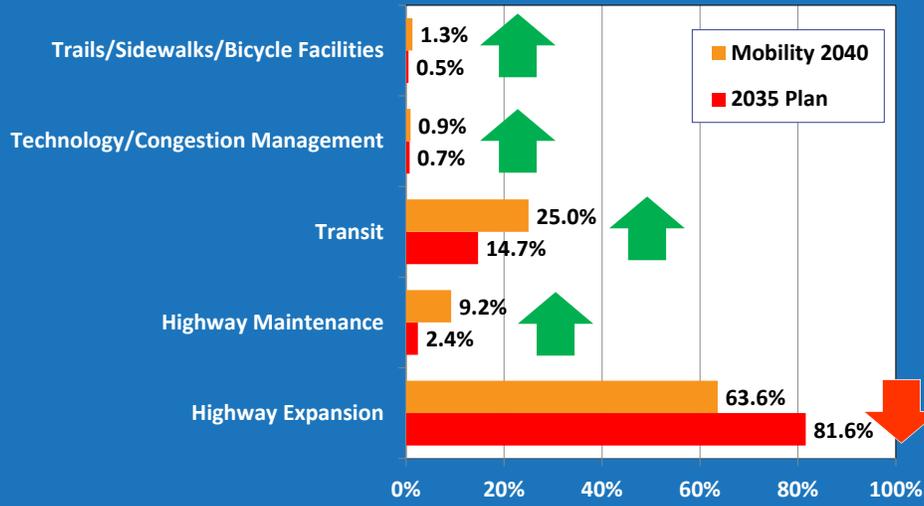
Major Impacts on Mobility 2040

- Reduced right-of-way cost on SR 52 to reflect actual estimate
- Adjusted several road improvements from developer-funded to county-funded
- Changed Old Pasco Rd to intersection improvements only
- Increased set aside for US 19 and reduced set aside for SR 54/56



Final Cost Affordable Plan

Comparison of Mobility 2040 vs. 2035 Plan

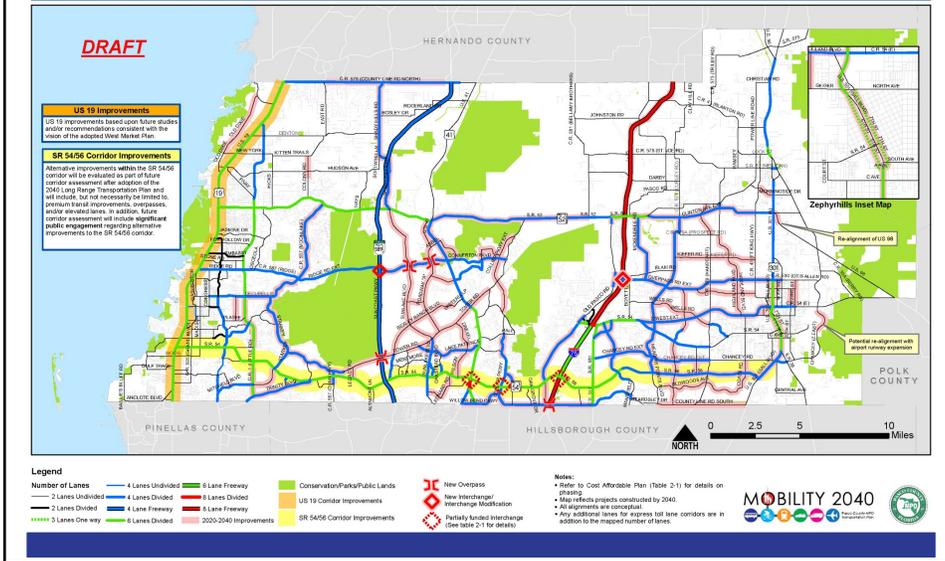


Final Cost Affordable Plan

Updated Revenues/Costs by Transportation Mode/Program (Mobility 2040 vs. 2035 Plan)

Costs in Millions (year of expenditure)	Mobility 2040	2035 Plan	Change
Roadway Expansion	\$4,782	\$7,957	-\$3,175
Roadway Maintenance	\$689	\$238	\$451
Transit (Operations & Capital)	\$1,881	\$1,437	\$444
Technology/Congestion Management	\$71	\$71	--
Trails, Sidewalks, Bike Facilities	\$94	\$48	\$46
Total	\$7,517	\$9,751	-\$2,234

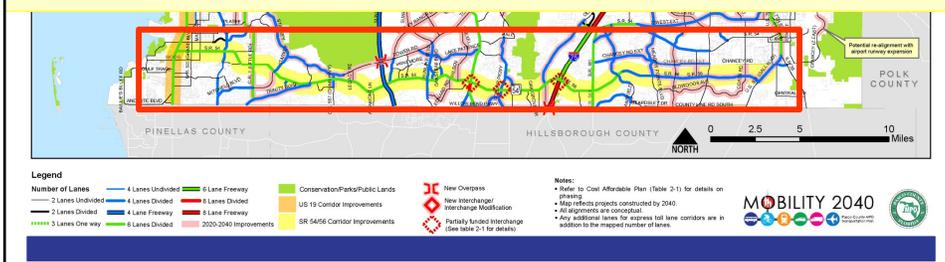
Map 2-3: 2040 Roadway Capacity Improvements and Number of Lanes (2020-2040)



Map 2-3: 2040 Roadway Capacity Improvements and Number of Lanes (2020-2040)

SR 54/56 Corridor Improvements

Alternative improvements **within the SR 54/56 corridor** will be evaluated as part of future corridor assessment after adoption of the 2040 Long Range Transportation Plan and will include, but not necessarily be limited to, premium transit improvements, overpasses, and/or elevated lanes. In addition, future corridor assessment will include **significant public engagement** regarding alternative improvements to the SR 54/56 corridor.

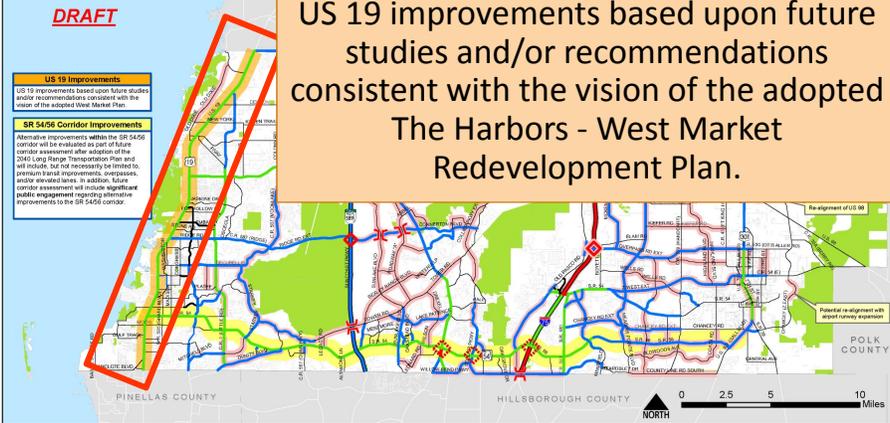


Roadway Cost Affordable Plan

Map 2-3: 2040 Roadway Capacity

US 19 Corridor Improvements

US 19 improvements based upon future studies and/or recommendations consistent with the vision of the adopted The Harbors - West Market Redevelopment Plan.



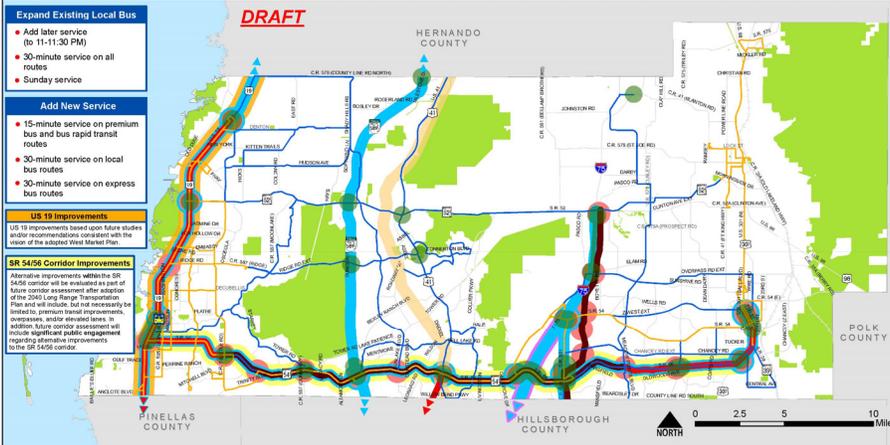
Legend

Number of Lanes	1 Lane Undivided	2 Lane Divided	3 Lane Divided	4 Lane Divided	5 Lane Divided	6 Lane Divided	7 Lane Divided	8 Lane Divided	9 Lane Divided	10 Lane Divided	11 Lane Divided	12 Lane Divided	13 Lane Divided	14 Lane Divided	15 Lane Divided	16 Lane Divided	17 Lane Divided	18 Lane Divided	19 Lane Divided	20 Lane Divided	20-2040 Improvements	SR 5456 Corridor Improvements	Conservation/Parks/Public Lands	US 19 Corridor Improvements	New Overpass	New Interchange/Interchange Modification	Partial/Partial Interchange	Notes:
	1 Lane Undivided	2 Lane Divided	3 Lane Divided	4 Lane Divided	5 Lane Divided	6 Lane Divided	7 Lane Divided	8 Lane Divided	9 Lane Divided	10 Lane Divided	11 Lane Divided	12 Lane Divided	13 Lane Divided	14 Lane Divided	15 Lane Divided	16 Lane Divided	17 Lane Divided	18 Lane Divided	19 Lane Divided	20 Lane Divided	20-2040 Improvements	SR 5456 Corridor Improvements	Conservation/Parks/Public Lands	US 19 Corridor Improvements	New Overpass	New Interchange/Interchange Modification	Partial/Partial Interchange	Refer to Cost Affordable Plan (Table 2-1) for details on phasing.

Notes:
 • Refer to Cost Affordable Plan (Table 2-1) for details on phasing.
 • Map reflects projects constructed by 2040.
 • All alignments are conceptual.
 • Any additional lanes for express toll lanes corridors are in addition to the mapped number of lanes.

Transit Cost Affordable Plan

Map 2-4: Existing and 2040 Transit Services and Facilities



Local/Express Bus

- Existing Local Bus
- Future Local Bus
- Existing Express Bus
- Future Express Bus

Premium Transit

- Premium Bus (mixed traffic)
- Bus Rapid Transit (dedicated lanes)
- Express Bus in Express Lanes
- Fixed Guideway Transit/CSX Joint Use Corridor Study (Hillsborough County MPO)
- US 19 Premium Transit Corridor
- SR 5456 Premium Transit Corridor

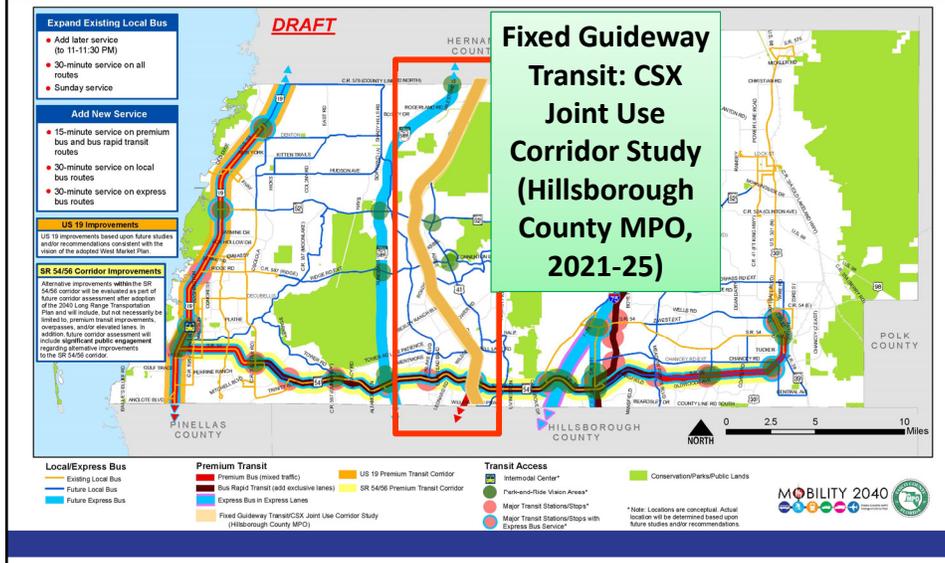
Transit Access

- Intermodal Center*
- Park-and-Ride/Vision-Award*
- Major Transit Stations/Stops*
- Major Transit Stations/Stops with Express Bus Service*

Conservation/Parks/Public Lands

*Note: Locations are conceptual. Actual location will be determined based upon future studies and/or recommendations.

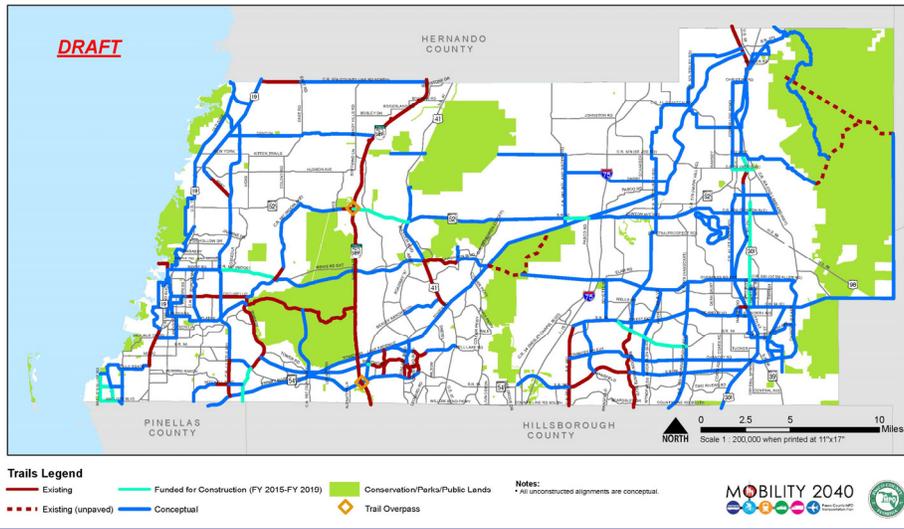
Map 2-4: Existing and 2040 Transit Services and Facilities



Trails/Sidewalks/Bicycle Facilities

- Road projects to include considerations for bicycle and pedestrian facilities
- Utilize US 19/US 301 Bus Stop Accessibility/Connectivity Study (2012) to develop capital improvement program for sidewalk connections
- Focus on Congestion Management Process (CMP)
- Continue development of regional trail connections
- Refine/Prioritize GTB Vision Plan

Map 2-5: Multi-Use Trail Plan



- Request MPO Board adoption of MOBILITY 2040
- Complete detailed documentation within 90 days
 - User friendly Summary Report
 - Full Report
 - Detailed Technical Appendices
- Submit to FDOT/FHWA



Questions?