

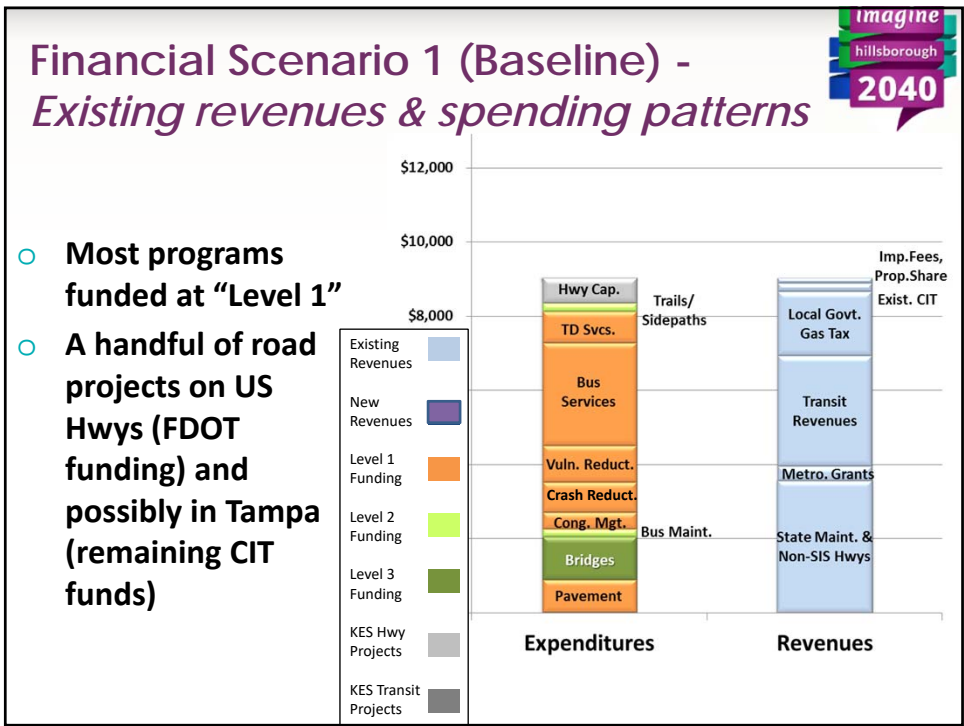


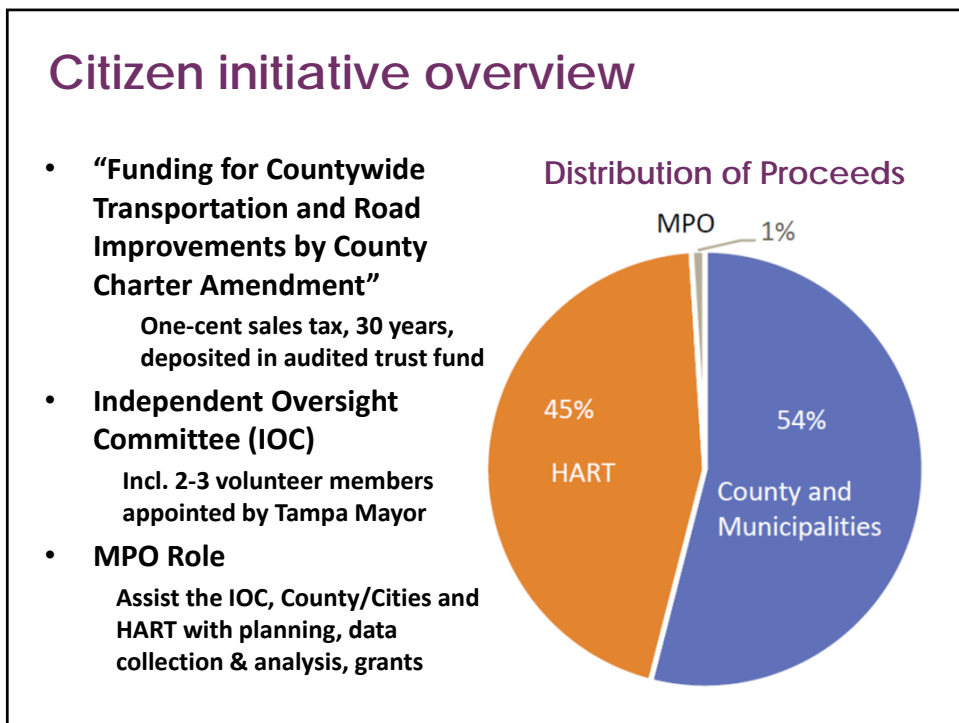
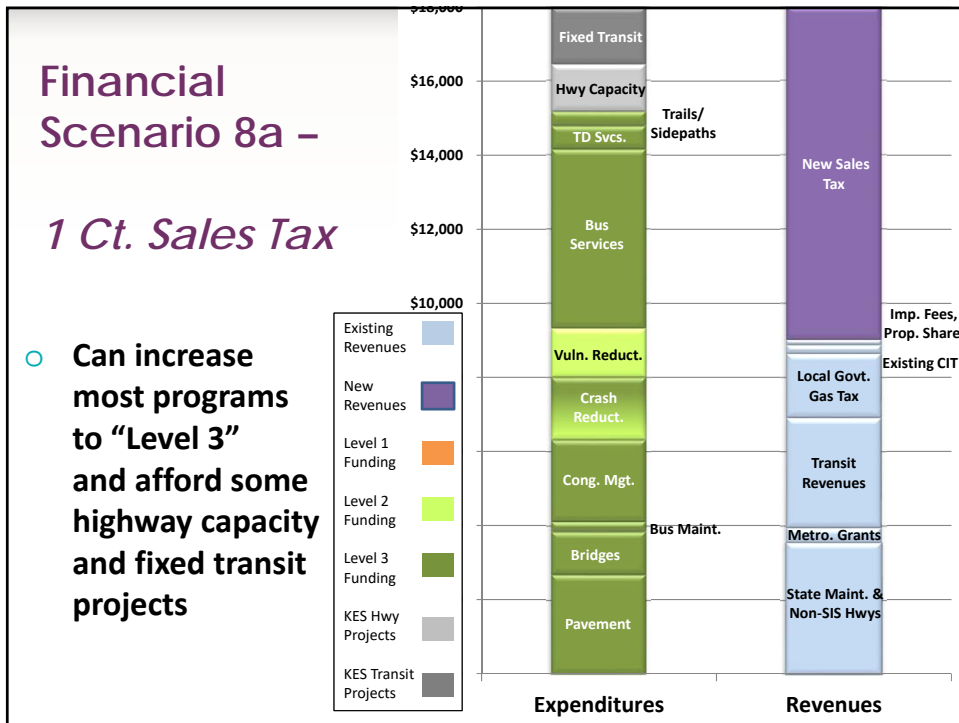
Imagine Hillsborough 2040

You spoke. We listened. Tell Us More!

A Planning Commission – Metropolitan Planning Organization for Transportation Partnership in Coordination with the Transportation for Economic Development Initiative

Imagine 2040 Transportation

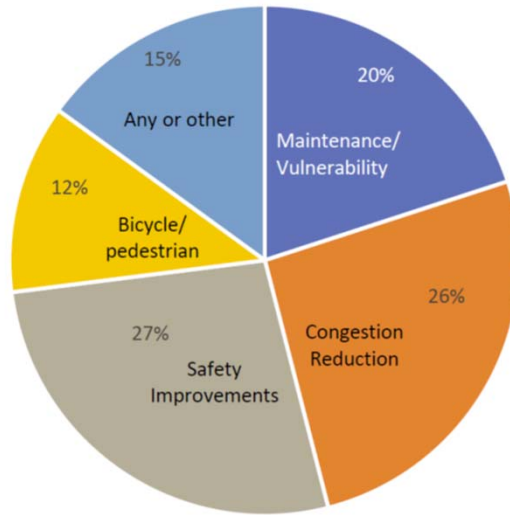





Citizen initiative overview

- **County/Cities' shares are distributed based on population**
 Tampa ~ 27% pop.,
 ~15% of annual proceeds
- **New roads & addl. lanes on existing roads (except for intersection improvements) are eligible under Any/Other and Bike/Ped**
- **Not eligible:**
 - Interstate hwy expansion
 - Sports facility construction
 - Any non-transportation-related facility

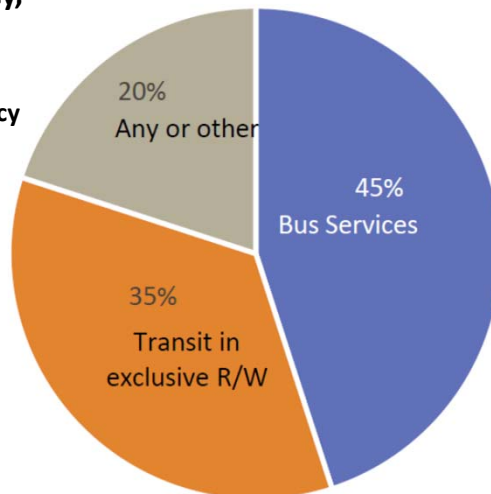
County/Cities' Portion




Citizen initiative overview


- **Project Plan by each agency, due annually on Sept. 30, approved by:**
 - ✓ governing body of each agency
 - ✓ IOC at a public hearing


HART Portion





Preserve the System – Road Resurfacing



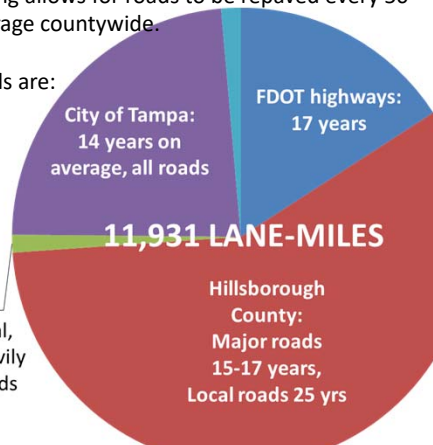


Resurface *before* pavement failure!

Repave How Often?

Current funding allows for roads to be repaved every 50 years, on average countywide.


Preferred goals are:




11,931 LANE-MILES

- City of Tampa: 14 years on average, all roads
- FDOT highways: 17 years
- Hillsborough County: Major roads 15-17 years, Local roads 25 yrs
- Plant City: 20 yrs typical, 10 yrs on heavily travelled roads

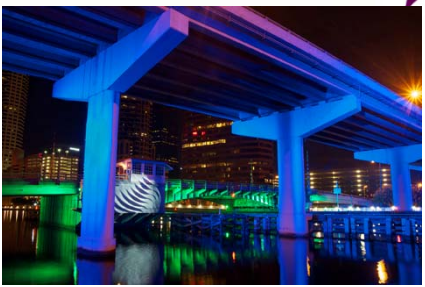
| Investment Level | Annual Costs (\$ in 2014) |
|--------------------|---------------------------|
| Level 1 | \$28 million |
| Level 2 1/2 | \$54 million |



Preserve the System – Bridges



| Bridge Name | Total |
|--|---------------------|
| Caruthers Road over Turkey Creek | \$976,000 |
| E. Keyville Road over Alafia River West Branch | \$1,450,313 |
| CR 672 over Hurrah Creek | \$2,910,325 |
| Grange Hall Loop over Little Manatee River | \$5,231,250 |
| CR 579 over Little Manatee River | \$3,275,938 |
| CR 579 over Little Manatee River South Fork | \$3,339,036 |
| CR 587 (West Shore Boulevard) | \$1,386,189 |
| Old Mulberry Road | \$2,955,423 |
| 70 th Street S | \$1,709,736 |
| Balm Riverview Road | \$1,832,685 |
| Old Big Bend Road | \$5,066,102 |
| CR 39 (230' North of CR 672) | \$4,616,090 |
| W. Waters Avenue | \$2,077,620 |
| Sligh Avenue | \$8,581,706 |
| CR 582 (Tarpon Springs Road) | \$1,633,830 |
| N. Pebble Beach Boulevard | \$1,661,270 |
| Fletcher Avenue | \$14,406,596 |
| Morris Bridge Road | \$1,528,145 |
| Morris Bridge Road | \$2,440,457 |
| Columbus Drive | \$3,344,625 |
| CR 39 (1.4 mi S of CR 640) | \$2,357,228 |
| CR 39 (2.2 mi S of CR 640) | \$2,485,479 |
| 78 th Street | \$2,380,325 |
| Morris Bridge Road | \$6,615,000 |
| 4 th Street SW | \$5,433,026 |
| Brorein Street Bridge | \$2,000,000 |
| Columbus Drive over Hillsborough River | \$2,000,000 |
| Cass Street Bridge | \$2,000,000 |
| Laurel Street | \$2,000,000 |
| Platt Street | \$2,000,000 |
| Total | \$99,694,389 |




Bridges last around 50 years.


Current spending on bridge maintenance is ~ \$31 Million annually, or \$620 million over 20 years. *


Another \$100 million is needed for the listed bridges.

*Capital improvement programs of Hillsborough County, the three cities, and FDOT District 7.




Preserve the System – Buses






\$43 M
backlog




Federal Transit Authority (FTA) standard: replace buses at least every 12 years.


5 fewer breakdowns every week!

| Investment Level | Statistics | Total |
|------------------|--------------------------------------|----------|
| Level 2 | Average fleet replacement cycle | 16 years |
| | Number of new vehicles over 20 years | 246 |
| | Annual cost | \$6 M |
| | Road calls per year | 1,579 |
| Level 3 | Average fleet replacement cycle | 10 years |
| | Number of new vehicles over 20 years | 272 |
| | Annual cost | \$8 M |
| | Road calls per year | 1,316 |



Reduce Crashes & Vulnerability – Crash Reduction





450 miles of Complete Streets
& 20% - 50% fewer crashes!



*Highest traffic fatality rate of all large U.S. counties, 2016!
(~50% above Phoenix or Dallas, per capita!)*

| Investment Level | Benefits | Description | Annual Cost (in thousands) | 20 Year Cost (in thousands) |
|------------------|---|--|-------------------------------|--------------------------------|
| Level 1 | Total fatal crashes reduced by 13 (10%) | Intersections, medians, sidewalks, school safety (County) | \$11,315 | \$226,300 |
| | | Sidewalks, bikeways, crosswalks (Tampa) | \$5,769 | \$115,373 |
| | | Sidewalks, bike lanes, ADA curbs (Temple Terrace) | \$133 | \$2,655 |
| | | Intersections, sidewalks (Plant City) | \$112 | \$2,240 |
| | | Education, enforcement, grants to local agencies (FDOT) | \$7,587 | \$151,732 |
| Total | | | \$25 million/ year | |
| Level 2 | Total fatal crashes reduced between 20%-51% | 450 miles of "Complete Streets" treatments, enough to address half of the major roads with above average crash rates | \$44,787 | \$895,735 |
| | | 600 miles of new standard street lights, including operational cost for 20 years | \$21,000 | \$420,000 |
| | | 300 sidewalk miles, for continuous sidewalk on at least one side of all major roads | \$2,400 | \$48,000 |
| Total | | | \$68 million/ year | |

Reduce Crashes – Complete Streets Potential Projects

- Illustrative, non-binding list in 2040 Transportation Plan
- Policy focus is on high-crash areas; data-driven approach
- Tampa already actively working on many
- MPO supports by making them a priority for federal grants


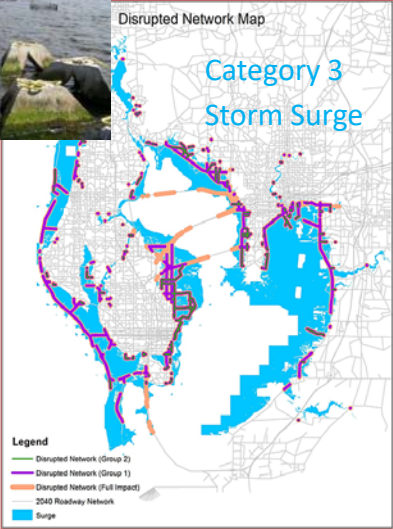
- Tampa St/Florida Ave
- Westshore Blvd
- Cass/Tyler/Nuccio Spine
- Columbus/17th/18th/19th
- Many more

Pedbikeimages.org / Dan Burden

imagine hillsborough 2040

Reduce Crashes & Vulnerability – Vulnerability Reduction (Stormwater)


Disrupted Network Map

Category 3 Storm Surge


Legend
 - Disrupted Network (Group 2)
 - Disrupted Network (Group 1)
 - Disrupted Network (Full Impact)
 - 2040 Roadway Network
 - Surge


Economic losses cut in half

| Investment Level | Benefits and Costs |
|------------------|--|
| Level 1 | <p>\$31 Million per year</p> <p>Continue today's stormwater drainage improvement programs</p> <p>Category 3 storm impacts:</p> <ul style="list-style-type: none"> - 8 weeks major roads may be unusable - \$266 million economic loss |
| Level 3 | <p>\$39 Million per year</p> <p>Continue today's stormwater drainage, plus: raise road profiles, enhance base, protect shorelines from wave damage</p> <p>Category 3 storm impacts:</p> <ul style="list-style-type: none"> - 3 weeks major roads may be unusable - \$119 million economic loss (cut in half!) |



Manage Traffic for Drivers & Shippers





Travel Time ~20% More Reliable

Travel Time Reliability:
How much longer would it take you at rush hour?


| Year/Level | Reliability Multiplier |
|------------|------------------------|
| 2010 | 1.0x |
| 2013 | 1.5x |
| Level 1 | 2.5x |
| Level 3 | 2.0x |

■ 7 Largest Counties in FL
■ Hillsborough - Arterials
■ Hillsborough - Freeways


The Tampa Bay Region is the **12th most congested** metropolitan area in the nation and second most in Florida after Miami.

The region had the **19th longest delay** in the nation with over 53,000 hours spent each year stuck in traffic.

| Investment Level | Costs & Benefits |
|------------------|--|
| Level 1 | <p>\$14 Million per year</p> <p>Continue today's ATMS and intersection improvement programs and FDOT's Road Rangers.</p> <p>Throughput on arterials is 7% better.</p> |
| Level 3 | <p>\$53 Million per year</p> <p>Improve 640 congested intersections (about 30/year) with ATMS, turn lanes, etc.</p> <p>On freeways add 120 miles of smart tech, adjusting lanes, speeds, ramp meters in real time.</p> <p>Throughput is 17% better on arterials and 10% better on freeways. Incidents cleared 25% faster.</p> |




Manage Traffic for Drivers & Shippers: Freight



FHWA forecasts that 496 million tons of freight will move through Tampa Bay in 2040 compared to 295 million tons in 2011, a 68% increase. Most of that freight will be moved by truck.

10 hours/day traffic stoppage: gone!

| Investment Level | Investment Level Costs | Investment Level Benefits |
|---|---|---|
| Baseline (Total value of FDOT Freight Quick Fix projects in Hillsborough County funded in the current adopted five-year FDOT Work Program) | \$3,105,333 | |
| Level 1 | <p>72 operational and minor infrastructure projects (continuation of FDOT Freight Quick Fix program)</p> <p style="text-align: center;">\$17,020,523</p> | 117 thousand daily truck trips flow better through intersections |
| Level 3 | <p>Add two railroad grade separation</p> <p style="text-align: center;">\$105,192,523</p> | Above, plus: removes two traffic stoppage of about 10 hours/ day |






Real Choices When Not Driving – Transit Level of Service




| Investment Level | Improvements |
|------------------|--|
| Level 1 | <p>\$87 Million per year</p> <ul style="list-style-type: none"> - Continue existing service - Add some night & weekend trips |
| Level 3 | <p>\$150 Million per year</p> <ul style="list-style-type: none"> - 6 new MetroRapid routes - 30+ new or improved local routes - 20+ new or improved express routes - 18+ new or improved flex and circulator routes |





Real Choices When Not Driving – Transit Level of Service



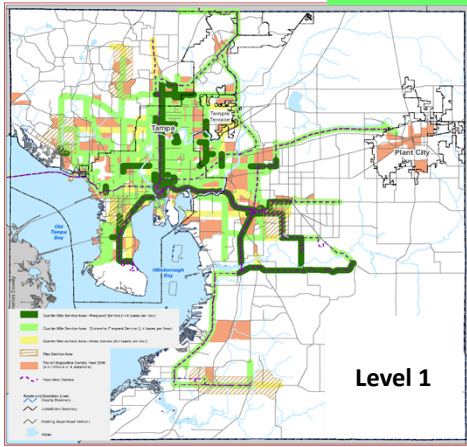
PEOPLE & JOBS SERVED

One in 6
Two in 5

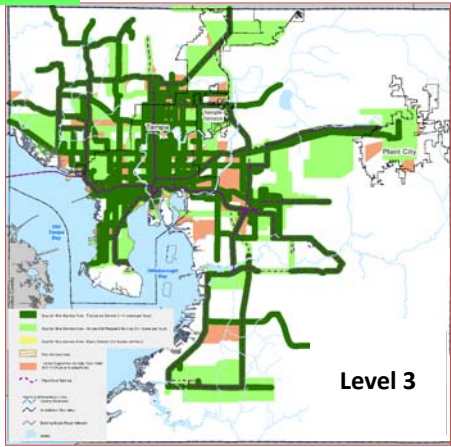
Frequent Service
Somewhat Frequent

PEOPLE & JOBS SERVED


Almost half
Almost 2/3




Level 1




Level 3



Real Choices When Not Driving – Transportation Disadvantaged




**Door-to-door service for the most needy:
much more costly if we don't invest in our bus system.**



About a third of our population has the potential to be Transportation Disadvantaged, and the number is growing faster than countywide growth, as Boomers age.

| Investment Level | TD Population Unserved By Transit in 2040 | Annual Paratransit Trips Needed in 2040 | Annual Operating Cost in 2040 (2014\$) | Fleet Needed in 2040 |
|--------------------|---|---|--|----------------------|
| Bus Level 1 | 282,000 | 2.3 M | \$31.8 M | 547 |
| Bus Level 3 | 182,000 | 1.4 M | \$20 M | 352 |





Real Choices When Not Driving – Trails & Sidepaths



240 New Miles

- County Greenways Master Plan
- Tampa Greenways & Trails Plan
- Temple Terrace Trails
- Community Plans



10% or fewer feel safe & comfortable cycling on the paved shoulders of roads.



| | | |
|----------------|------------------------|-----------------------------------|
| Level 1 | Build 40 Miles | Capital Cost \$39,902,854 |
| Level 3 | Build 240 miles | Capital Cost \$140,406,778 |

Highway Capacity: Priority Projects for Key Economic Spaces

(showing thousands of jobs in 2040)



- Occident St & Trask St Extensions**, Westshore District (61-80 K jobs)
- Bears Ave and Fletcher Ave**, USF Area (54-71 K jobs)
- Anderson Rd and Linebaugh Ave**, Airport North (52-65 K jobs)
- Woodberry Rd and Bloomingdale Ave**, Brandon West (44-108 K jobs)
- Falkenburg Rd and US 92**, Sabal Park Area (33-55 K jobs)
- Hillsborough Ave and Davis Rd Ext**, Netpark/Breckenridge (26-40 K jobs)
- Broadway Ave**, CSX Intermodal area (25-33 K jobs)
- US 41/Rail/Causeway Interchange**, Port Tampa Bay Area (21-25 K jobs)
- Sam Allen Rd Ext. and US 92**, Plant City East (17-32 K jobs)
- New Tampa Blvd Widen & Ext.**, 50% toll-funded, New Tampa (7-9 K jobs)

Fixed Guideway Transit Projects



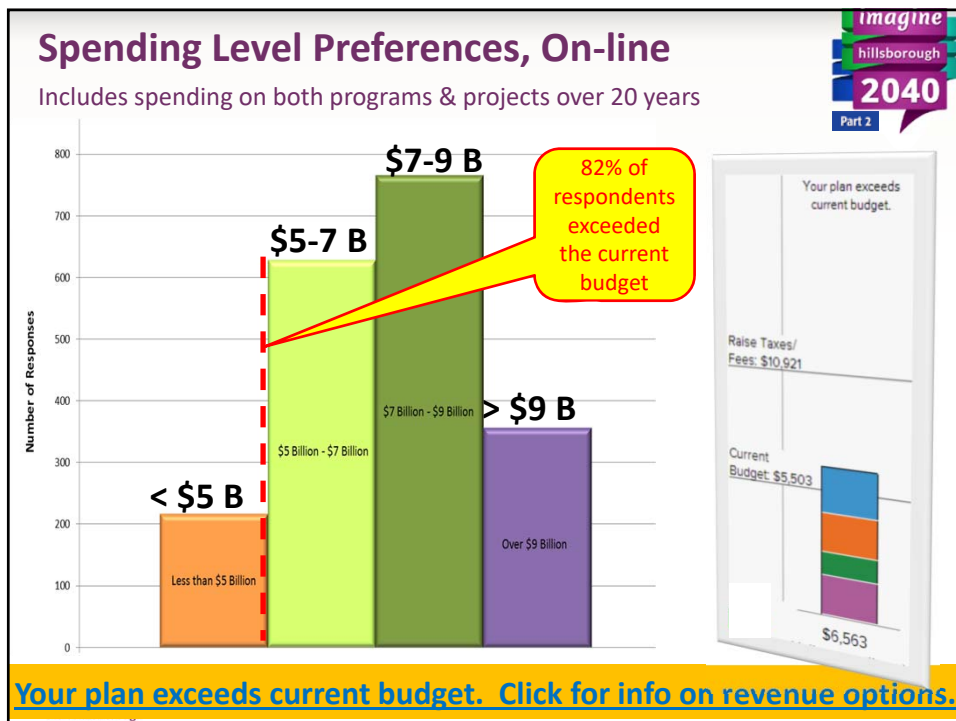
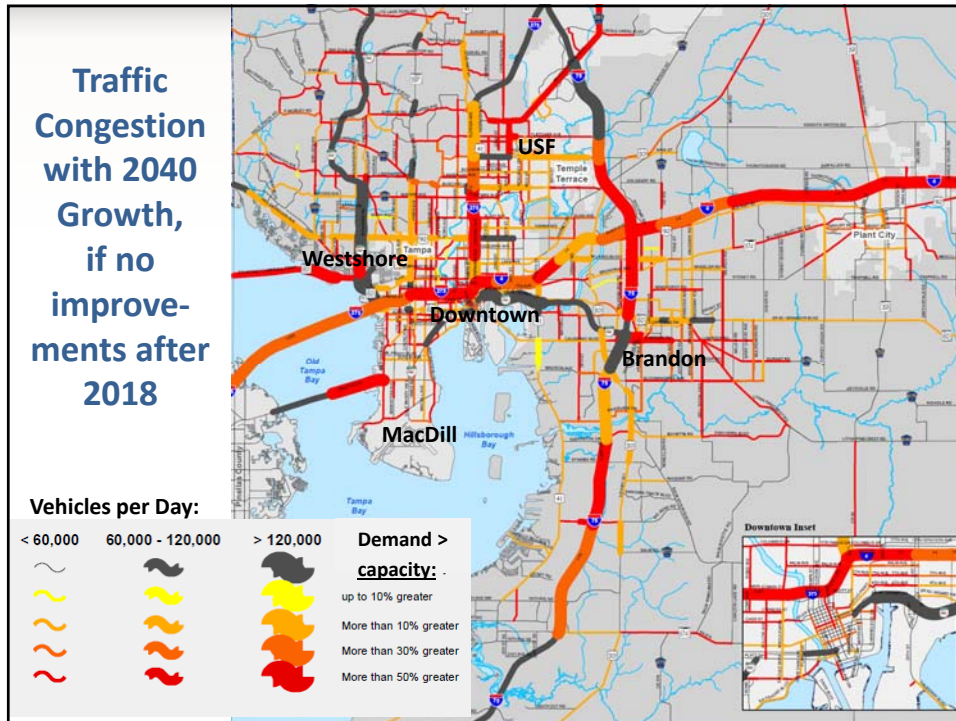
Connect Downtown to USF and Westshore/Airport

Greater Downtown Key Economic Space: 80-112 K jobs;
Westshore District: 61-80 K jobs; USF Area: 54-71 K jobs

- **Possibilities: rubber-tire, steel-wheel**
- **What's important is not getting stuck in traffic**
- **Keep costs down by using existing right-of-way: streetcar, CSX tracks, interstate shoulders, repurposed lanes on roads with room**

Water Transit Pilot Project

MacDill AFB Key Economic Space: 8-9 K jobs



Even in 2010 Post-Referendum Polling Transportation remains a top concern

- 72% say traffic & transportation are a high priority for local officials to address
- Only 11% of “no” voters said they voted no because “it’s not needed/ transit not necessary”
- Only 18% said “take no additional steps” [i.e., 82% are open to revisiting the topic]



Thank You!
Encourage Others to Weigh In



itslimetampabay.org

