

# LITHIA PINECREST ROAD

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**Hillsborough MPO  
Metropolitan Planning  
for Transportation**

November 2016

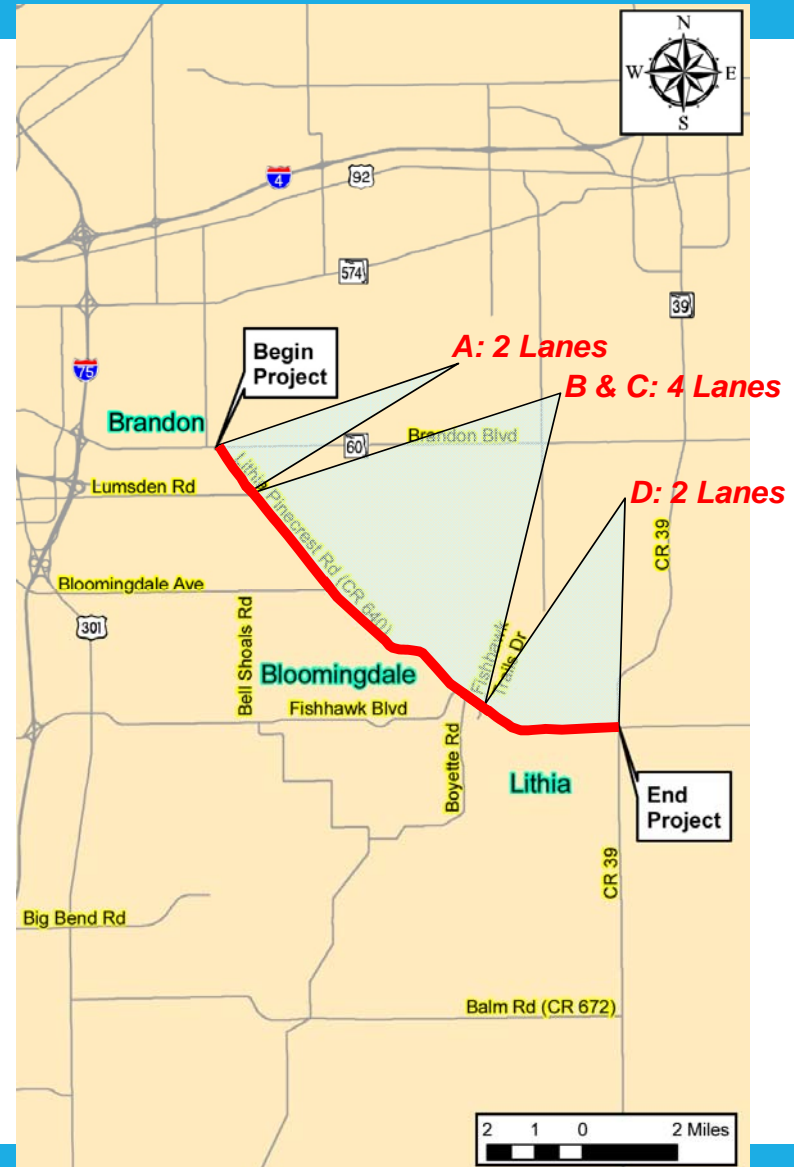
# Project History

- 2009 - 2035 LRTP Public Hearing: Widening Lithia Pinecrest between Lumsden and Bloomingdale drew more comment than any other aspect of the Plan, with 11 against and 18 in favor. The widening was listed as needed, and enhancements without widening were listed as cost feasible.
- 2010 - 2035 LRTP Amendment: Public hearing to add all of the “Moving Hillsborough Forward” projects to the 2035 LRTP, including the widening of Lithia Pinecrest. 15 citizens spoke against the project, and it was not added to the LRTP with the other projects.
- 2012 - Hillsborough County PD&E: PD&E recommends widening Lithia Pinecrest from Lumsden Rd to Adelaide Ave from 2 to 4 lanes.
- 2012 – MPO Board Workshops on Lithia Pinecrest PD&E: The MPO Policy Committee hosted a special meeting of the full board to discuss this project in detail. Additional info was requested and a second discussion was held 3 months later. 8 citizens spoke against widening. The committee recommended the road be identified as constrained from widening, with opportunity for enhancements. The full board at its next meeting approved this recommendation and forwarded it to the BoCC. No action has been taken by the BoCC to constrain the road in the County’s Comprehensive Plan.
- 2016 - September MPO Board Meeting: Two members of the public spoke about a need to widen Lithia Pinecrest and asked the MPO to recommend funding and move the project forward. The project request was referred to the MPO Policy Committee.

# 2012 Lithia Pinecrest PD&E Recommended Alternative

## BLENDING ALIGNMENT:

- Segment A/2 Lanes
- **Segment B/4 Lanes**
- Segment C/4 Lanes
- Segment D/2 Lanes



# MPO Priorities and Selection

Based on *Imagine 2040 Transportation Plan* performance measures



Preserve the System



Real Choices when not Driving



Reduce Crashes & Vulnerability



Major Capacity Projects For Economic Growth



Minimize Traffic for Drivers & Shippers

Lithia Pinecrest is considered a Need Beyond 2040 and would require reprioritization, a funding source, and a LRTP amendment to be included in the 2040 Cost Feasible Plan.

# Performance Measures



## Preserve the System

- Road resurfacing schedule
- Bridge repair schedule
- Vehicle replacement schedule



## Reduce Crashes & Vulnerability

- Total crashes, fatal crashes, and walk/bike crashes
- Economic impact of a major storm



## Manage Traffic for Drivers & Shippers

- Peak-hour travel time reliability
- Affected truck trips



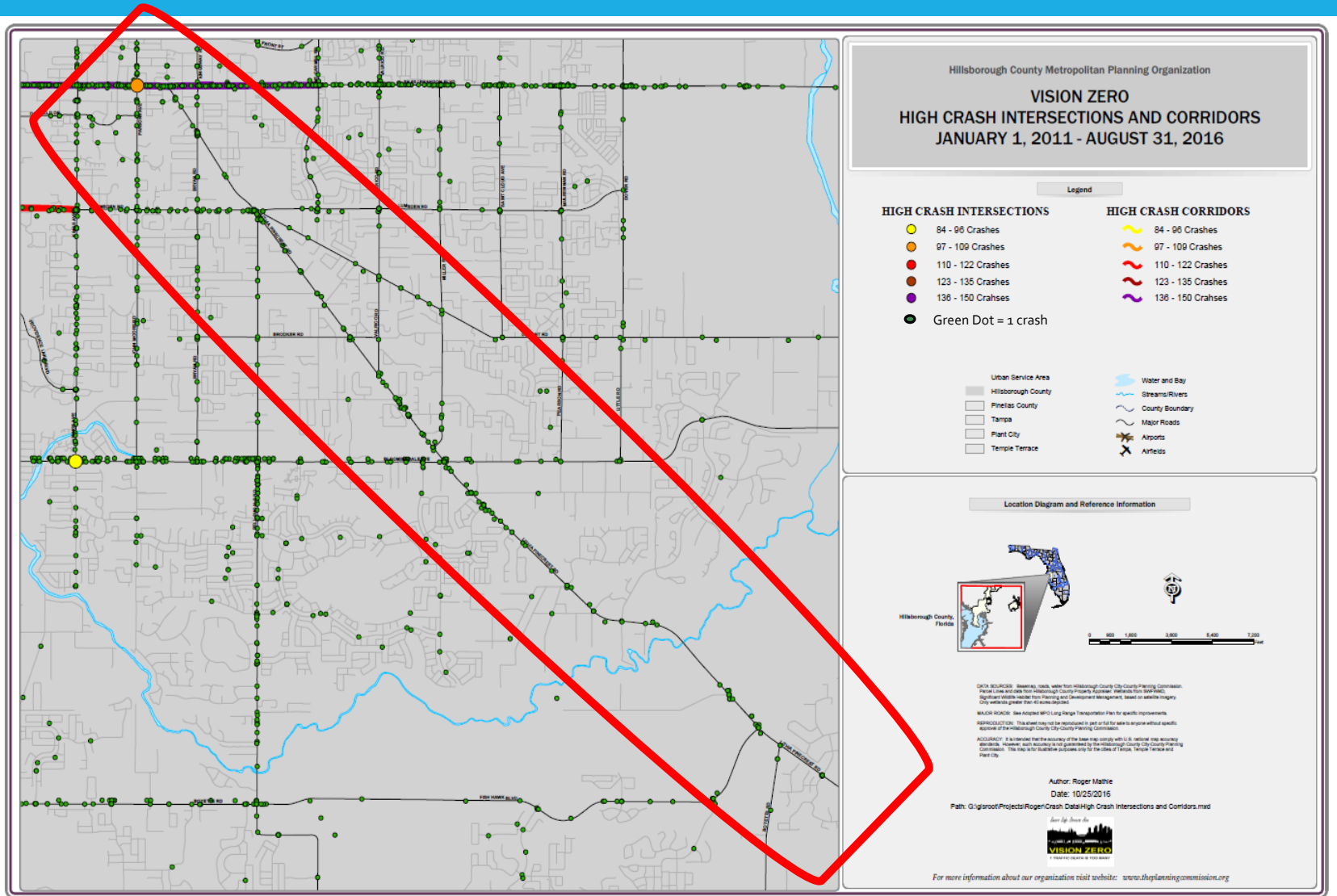
## Real Choices for Non-Drivers

- People & jobs served by the bus system and trail/sidepath network






Safety & Crash History: While SR60 and parts of Lumsden and Bloomingdale are considered High Crash Corridors, Lithia Pinecrest is not.










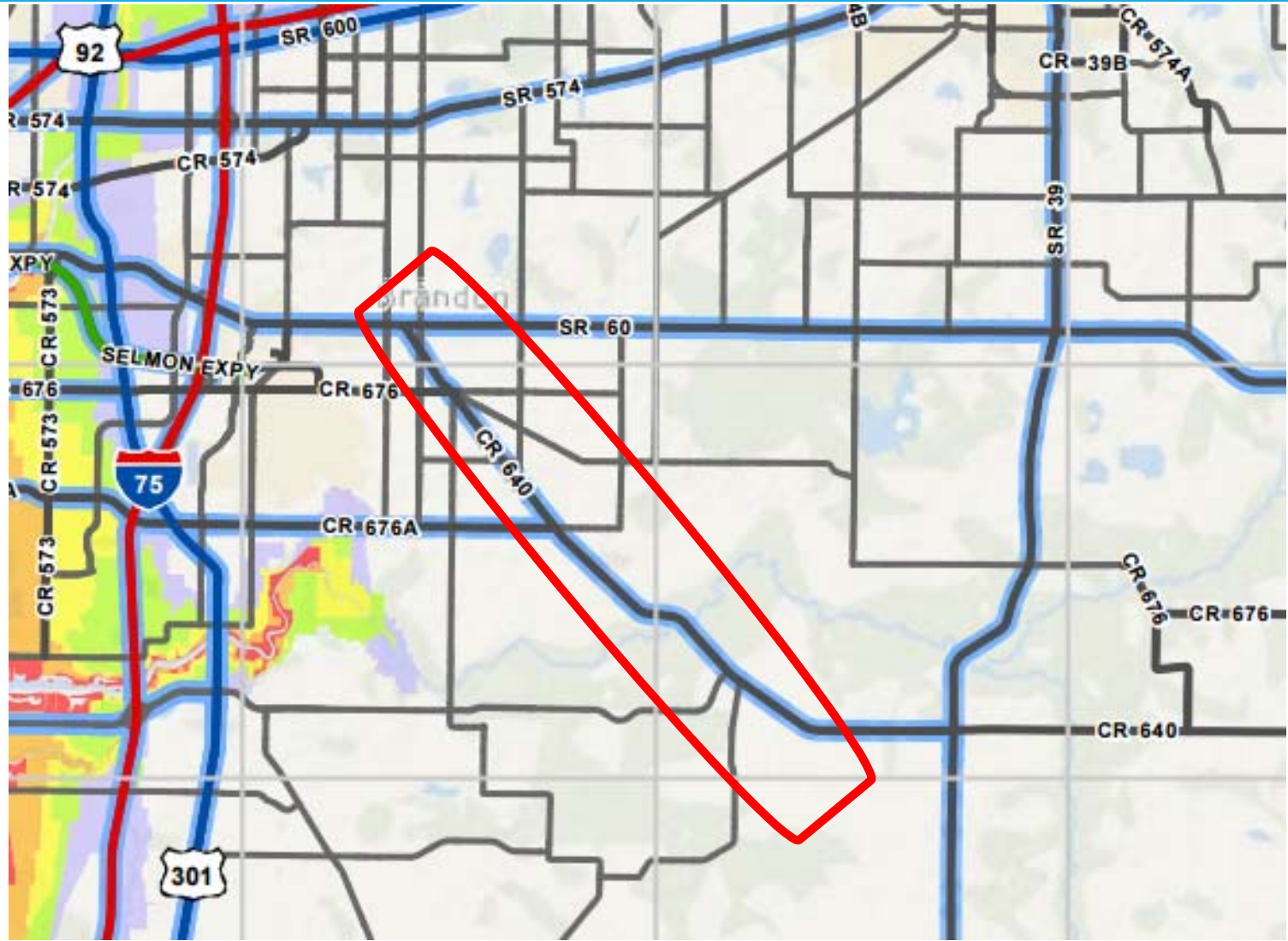
Security / Evacuation Route: Lithia Pinecrest is considered an Evacuation Route by Hillsborough County, but is not adjacent to any Evacuation Zones.

### Legend

 Evacuation Routes

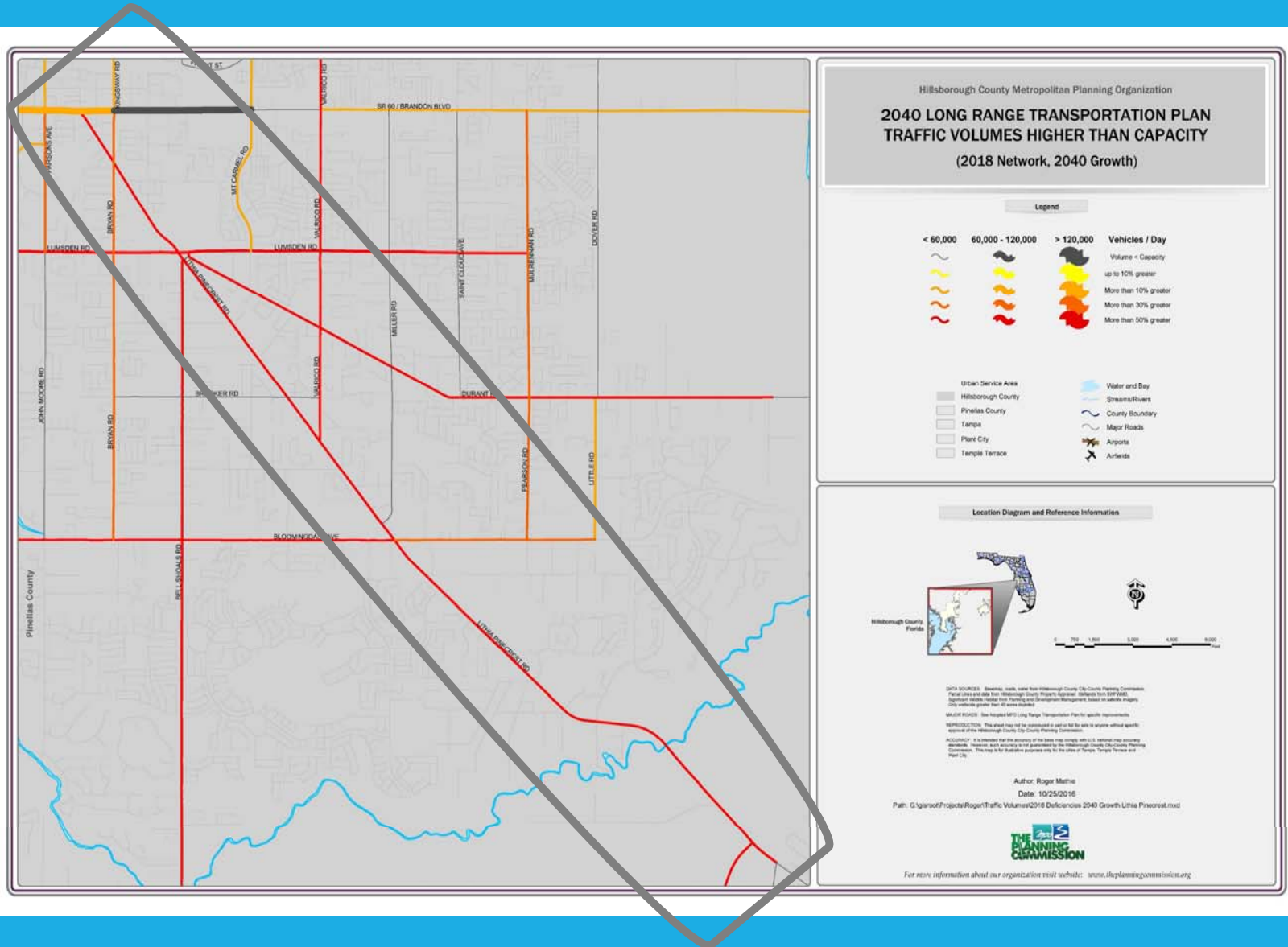
### Evacuation Zones

-  A
-  B
-  C
-  D
-  E



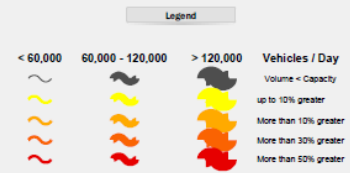
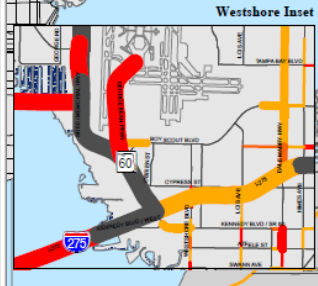
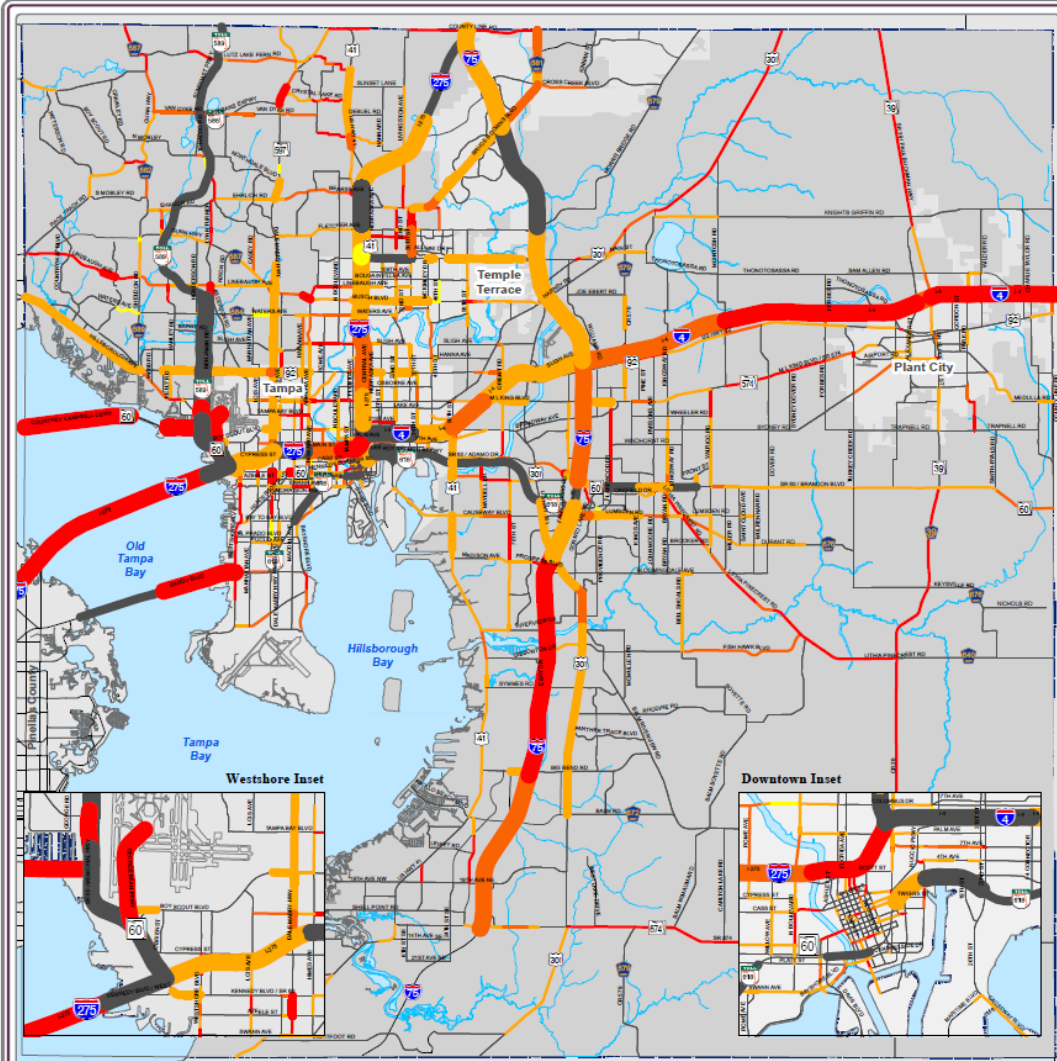


Congestion & Volume/Capacity: by 2040 Lithia Pinecrest is expected to have traffic volumes more than 50% beyond its capacity at 2 lanes.

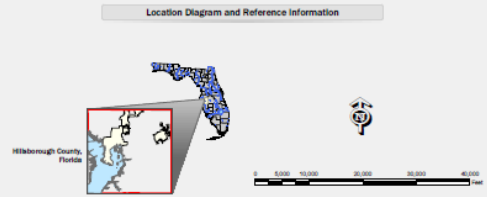




Hillsborough County Metropolitan Planning Organization  
**2040 LONG RANGE TRANSPORTATION PLAN**  
 Traffic Volumes Higher Than Capacity  
 2040 Cost Affordable 8b



- Urban Service Area
- Hillsborough County
- Pinellas County
- Tampa
- Plant City
- Temple Terrace
- Water and Bay
- Streams/Rivers
- County Boundary
- Major Roads
- Airports
- Airfields



**DATA SOURCES:** Shown as black, white from Hillsborough County City-County Planning Commission Major Road and also from Hillsborough County Priority Agreement, Watershed Plan, SR 60, SR 41 and SR 275 from Planning and Development Department, based on satellite imagery. Only vehicles greater than 40 acres depicted.

**MAJOR ROADS:** See Adopted MPO Long Range Transportation Plan for specific improvements.

**DISCLAIMER:** This plan and map are not intended to be used for any other purpose without the approval of the Hillsborough County City-County Planning Commission.

**ACCURACY:** It is intended that the accuracy of the base map comply with U.S. National Map Accuracy Standards. However, such accuracy is not guaranteed by the Hillsborough County City-County Planning Commission. This map is for illustrative purposes only for the cities of Tampa, Temple Terrace and Westshore.

Author: Roger Mathie  
 Date: 1/28/2016  
 Path: G:\gisroot\Projects\mpo\2040 LRTP\Traffic Volumes\2040 Deficiencies on Major Corridors CA 8b.mxd

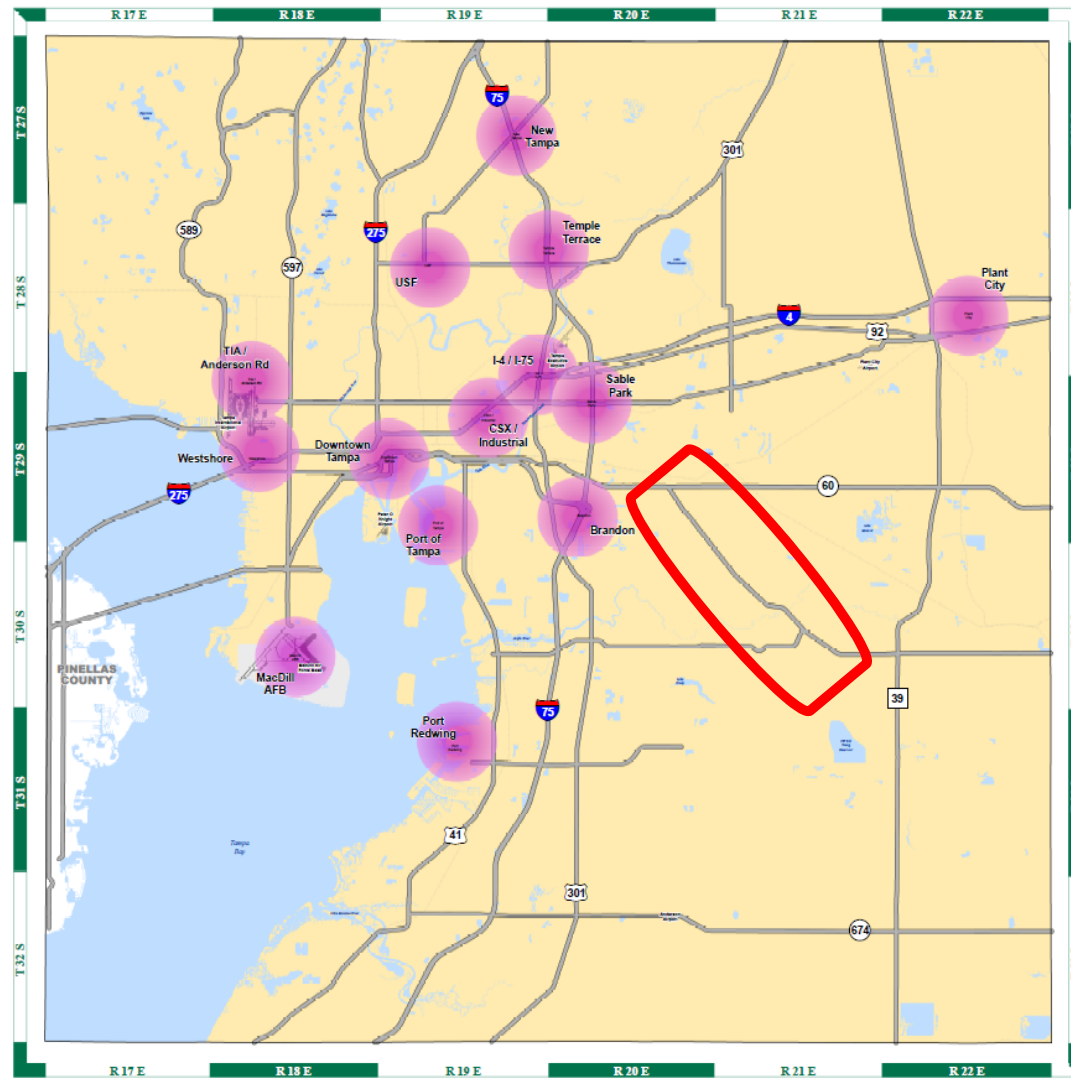


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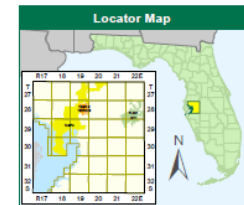
## Key Economic Spaces: Lithia Pinecrest is not a key corridor connecting Hillsborough County's Key Economic Spaces

The Key Economic Spaces  
were defined as clusters of  
at least 5,000 jobs.



### Legend

● Key Economic Spaces



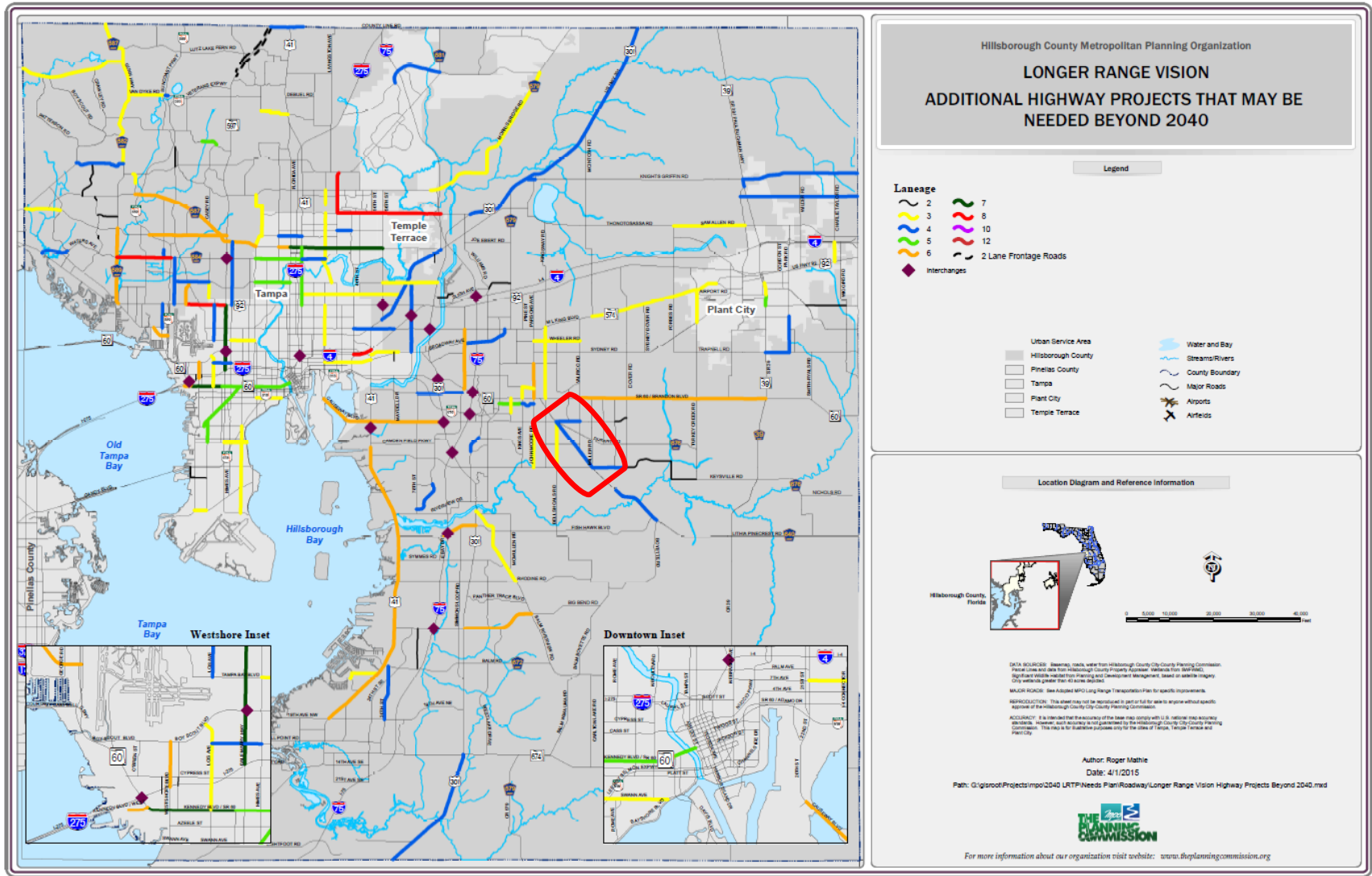
NOTE: Every reasonable effort has been made to ensure the accuracy of this map. Hillsborough County does not warrant any liability arising from use of this map. This map is provided as a public service and is not intended for any other purpose, whether expressed or implied, including, but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

SOURCE: This map has been prepared for the inventory of real property found within Hillsborough County and is compiled from recorded deeds, plats, and other public records. It has been based on BEST AVAILABLE data.

Users of this map are hereby notified that the governmental public primary information sources should be consulted for verification of the information contained on this map.

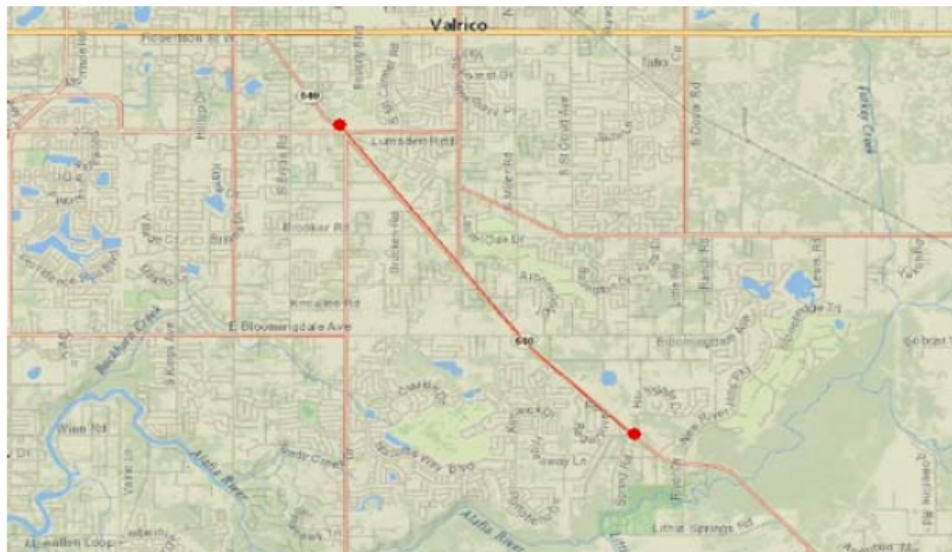
451 E Kennedy Blvd  
Tampa, FL 33602  
(813) 272-5810  
printroom@hillsboroughcounty.org

Based on the 2040 LRTP project prioritization, widening Lithia Pinecrest is considered a **Need Beyond 2040**, along with many other roads that have growing traffic congestion.



# Hillsborough County: Community Transportation Plan

PROJECT LOCATION MAP



PROJECT COSTS AND SCHEDULE

ACTIVITY	COST	Duration (in Years)												
		1	2	3	4	5	6	7	8	9	10			
PDE	\$2,000,000	■	■	■										
Design	\$6,000,000			■	■	■								
Land Acquisition	\$40,000,000					■	■	■						
Construction	\$49,000,000								■	■	■	■	■	
<b>Total</b>	<b>\$97,000,000</b>													

## LITHIA PINECREST ROAD

### DESCRIPTION:

Widen Lithia Pinecrest Road from Adelaide Avenue to Lumsden Avenue from a 2-lane road to a 4-lane road.

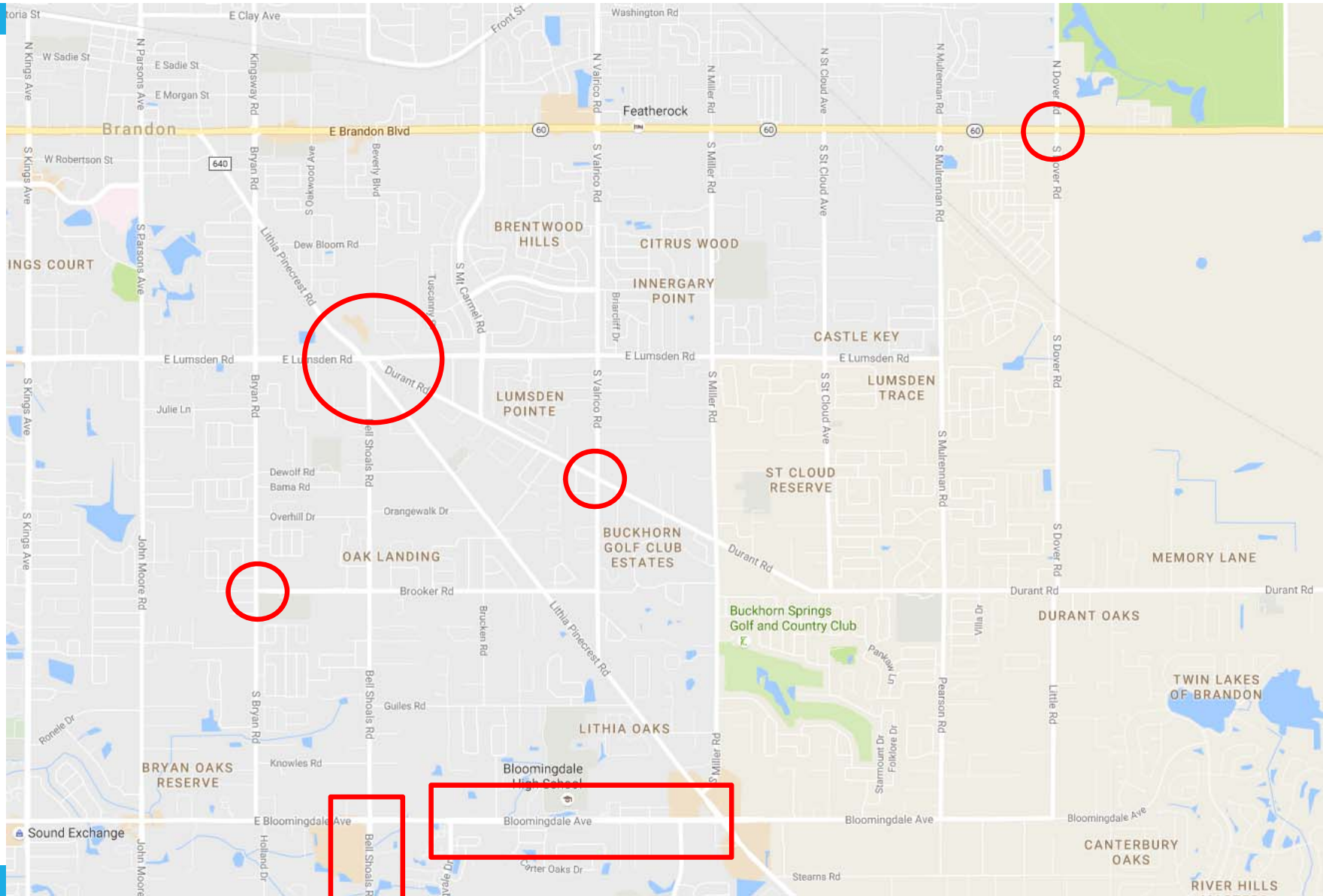
### NOTES:

The PD&E phase was conducted in accordance with Federal Highway Administration, but will need to be updated.

Project may be a candidate for Federal funding.

# Funding Eligibility

- **Local Funding:** In October the BoCC approved revenues be set aside for transportation projects in the amount of \$600 million over the next 10 years. This included a list of transportation projects, which is in the process of being prioritized by staff.
- **Surface Transportation Block Grant Program (STBG):** This program has the most flexible eligibilities among all Federal-aid highway programs. Priorities are set by MPOs to best address State and local transportation needs. The 2040 Plan estimates about \$16 million annually available for all projects in Hillsborough County and its cities.
- **Transportation Regional Incentives Program (TRIP):** The TRIP program provides funding to improve regionally significant transportation facilities in regional transportation areas defined by Florida Statute. State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce. TRIP funds would require a local match of at least 50%. About \$0.5-0.7 million annually.
- **County Incentives Grant Program (CIGP):** Under the CIGP, state grants are provided to counties to fund improvements to transportation facilities, including transit, which are located on the State Highway System (SHS), or which relieve traffic congestion on the SHS. Lithia Pinecrest is not on the SHS and may or may not be considered relief to SR60.



# Status of Surrounding Projects

- Bell Shoals Rd from Bloomingdale Ave to Boyette Rd (CIT): Land acquisition and widening of Bell Shoals Road from Bloomingdale Ave. to Boyette Rd. from 2 to 4 lanes, with raised median, directional turn movements and turn lanes, and signal improvements at Glenhaven Drive, Rosemead Lane and Bloomingdale Avenue. Construction to begin mid 2017, 36 months to completion.
- Lithia Pinecrest/Lumsden/Bell Shoals/Durant – Intersection Improvements: Perform project development (PD&E) study, right-of-way survey, design, land acquisition, and construction required for intersection improvements. Construction to begin mid 2017, 34 months to completion.
- Bloomingdale Area Improvements – west of Lithia and north of Bloomingdale: Work includes lighting, high visibility crosswalks and pavement markings at Bloomingdale High School, retiming 6 intersections, and NB & SB bus pullout bays on Culbreath Road. All Complete.

# Status of Surrounding Projects

- SR60 and Dover Rd – Construct NB right turn lane: The project is in the final revision stages of design. The County is working with FDOT in order to incorporate the agency's signal plan. The project is expected to bid in 2017.
- Durant & S Valrico Rd – Intersection Improvements: Completion expected December 2016
- Brooker Rd & Bryan Rd – Signal Improvements: Completion expected December 2016



## Next Steps

- The current project cost is estimated at \$97 million
- Federal “flexible” funding is limited to about \$16 million annually. Relying on this source would mean funding no other projects in the county and its cities for 6 years, such as Gibsonton Dr, Big Bend Rd, and HART Bus Replacements
- The BoCC has included funds for construction in its Community Transportation Plan. These projects are to be built over the next decade using property tax revenue growth.