

Hillsborough

2016 STATE OF THE SYSTEM REPORT



Hillsborough MPO
Metropolitan Planning
for Transportation





2016 State of the System Report

Prepared For:
Hillsborough County Metropolitan Planning Organization for Transportation



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for Transportation

601 East Kennedy Boulevard, 18th Floor
Tampa, Florida 33602
(813) 272-5940
www.planhillsborough.org

Prepared By:
Kimley-Horn and Associates, Inc.

Kimley»»Horn

655 N Franklin Street, Suite 150
Tampa, Florida 33602

December 2016

The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.



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INTRODUCTION

WHAT ARE THE BENEFITS OF PERFORMANCE MEASUREMENT?

Perhaps the best way to respond is to acknowledge that, “You do what you measure!” In other words, once performance measures are established, there is assurance that the measures will be implemented. Transportation planning has a rich history of balancing the technical/analytical approach to transportation planning with the engagement of the public and elected leaders in the decision-making process. Establishing the right performance measures allows the Hillsborough MPO to evaluate how well the transportation system addresses the community’s needs and how well future transportation projects may improve the quality of life in the community. Funding for transportation projects is limited, and we want to ensure that the right projects and programs are being implemented in order to meet the current and projected needs of the community.

INTRODUCTION/HIGHLIGHT

Cultural values are changing and creating greater demand for alternatives to driving alone as the primary way to travel. Much has been discussed about Millennials, who are the individuals born between the early 1980s and 2000, and their differing views on car ownership and driving compared to previous generations. It is clear that the way in which people get around will change in the future based on varying behaviors. As Baby Boomers age, and the population ages in general, there will be different transportation needs.



Millennials are nearly 30% of the population of Hillsborough County

- Heightened interest in transit, bicycling, and walking, because these are **healthier, cleaner, and cheaper alternatives** to driving
- Over half use ride-sharing programs, which can be attributed to **convenience and affordability**



Baby Boomers are nearly 22% of the population of Hillsborough County

- May be inclined to return to urban areas with an aspiration to **drive less and walk more**
- Becoming less able and having a fixed income lead to a greater **dependence on public transit**

HILLSBOROUGH MPO PERFORMANCE MEASURES

Performance measures to achieve the following goals are being established by the US Department of Transportation, and each state will set its own targets in accordance with these measures. Per the new Federal Highway Administration (FHWA) rules, MPOs in Florida can establish their own performance measures or may adopt the statewide targets, and may create supplemental measures and targets appropriate for the metropolitan area.

For Imagine 2040, the Hillsborough MPO expanded on the Moving Ahead for Progress in the 21st Century Act (MAP-21) National Goals and related performance measures and applied them to some of the thorniest challenges facing the community. Successive years of recessionary budget cutbacks have affected this community's ability to achieve targets in the following performance areas:



Preserve the System

System preservation ensures the viability of roads and bridges, while transit system performance requires newer transit vehicles to be in a good state of repair.

- Road resurfacing schedule
- Bridge repair schedule
- Transit vehicle replacement schedule



Reduce Crashes & Vulnerability

There is a strong focus on reducing frequent crashes that can adversely impact quality of life. Flooding of transportation infrastructure also limits our community's resiliency to hazardous weather events.

- Total crashes, fatal crashes, and pedestrian/bike crashes
- Recovery time and economic impact of a major storm



Minimize Traffic for Drivers & Shippers

Travel delay impacts the economic vitality of Hillsborough County and the Tampa Bay region.

- Peak-hour travel time reliability
- Affected truck trips



Real Choices When Not Driving

Investments in transportation alternatives such as transit, multi-use trails, and services for the transportation disadvantaged improve the mobility of the transportation system.

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



Major Investments for Economic Growth

Investing in transportation infrastructure is a key component of growing an area's economy. Good transportation infrastructure can promote economic growth.

- Key economic spaces
 - Jobs served
 - Delay reduced

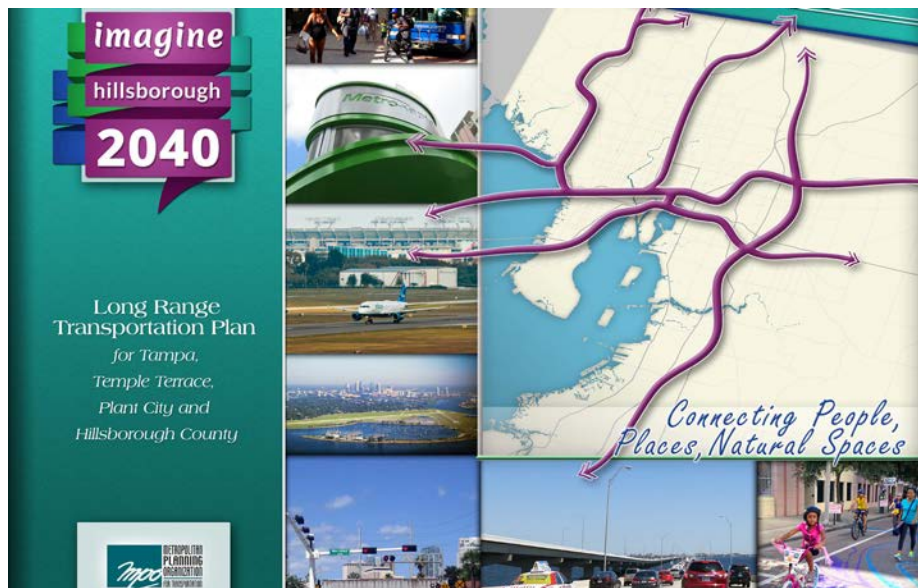


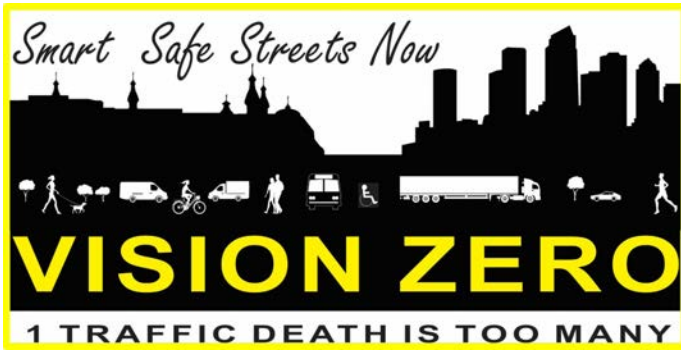
FEDERAL PERFORMANCE MEASURE REQUIREMENTS

In 2012, the federal transportation legislation, MAP-21, was passed. This legislation provided updated policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure. MAP-21 was intended to create a streamlined, performance-based, and multimodal program that addresses the needs of the national transportation system and identifies a set of National Goals for transportation:

- **Safety:** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition:** To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction:** To achieve a significant reduction in congestion on the National Highway System (NHS).
- **System reliability:** To improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality:** To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability:** To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced project delivery delays:** To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods. This was done by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The Hillsborough MPO's 2040 Long Range Transportation Plan, *Imagine 2040*, was completed in adherence with the requirements of MAP-21. In 2016, new federal transportation legislation was adopted, the Fixing America's Surface Transportation Act (FAST Act), which continues to emphasize the National Goals and performance measurements consistent with the requirements set forth in MAP-21. The Hillsborough MPO Congestion Management Process is a requirement as part of the LRTP's project selection and privatization process and the State of System report is to be updated periodically.





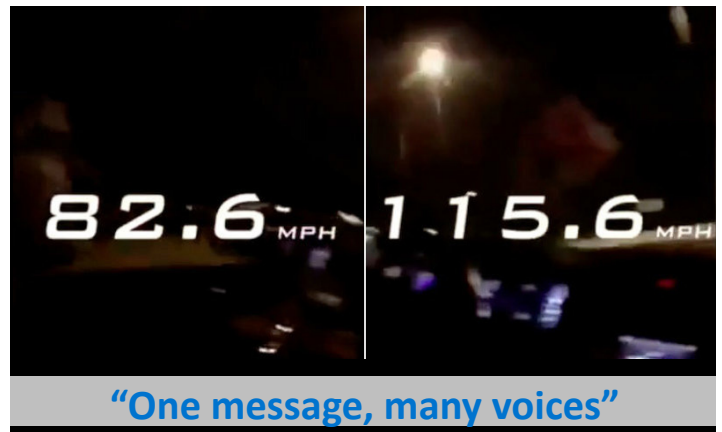
Vision Zero is an approach to road safety that establishes a goal of reducing traffic fatalities and serious injuries to ZERO. After starting in Sweden in 1997, Vision Zero has now spread worldwide. The FHWA recently launched its Road to Zero initiative, which uses evidence-based strategies and a systematic approach to eliminating traffic risk. In 2016, the State of Florida adopted its Driving Down Fatalities initiative as part of the Strategic Highway Safety Plan. Locally, a Vision Zero resolution has been adopted by the Tampa City Council, Hillsborough County Commission, Temple Terrace City Council, and the School Board of Hillsborough County.

Our Vision is Simple – Zero Fatalities on Our Roads

USDOT Secretary, Anthony Foxx



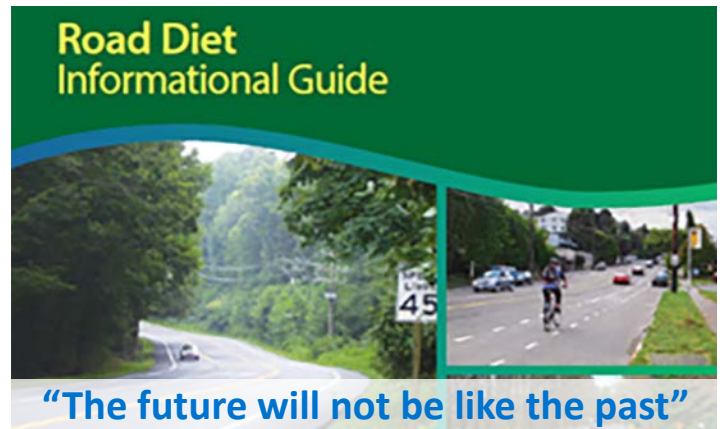
Focus limited resources on key locations and implement low-cost, effective treatments, such as painted intersections, crosswalks and bike lanes, and pop-up treatments, such as street furniture, planters, and bulb-outs.



Distribute key Vision Zero messages: “Speed Kills” and “Stop Distracted Driving” are to be emphasized in the wake of a high-profile multi-fatality crash where speeding and cell phone use were factors.



Conduct on-street audits at severe crash locations to observe behaviors and engage in dialogue with law enforcement and community members. Recommend rule/law changes to promote widespread support of enforcement and build community partnerships.



Improve local regulations and create education opportunities for transportation engineers and planners to have the flexibility to design safer roadways based on the surrounding environment.





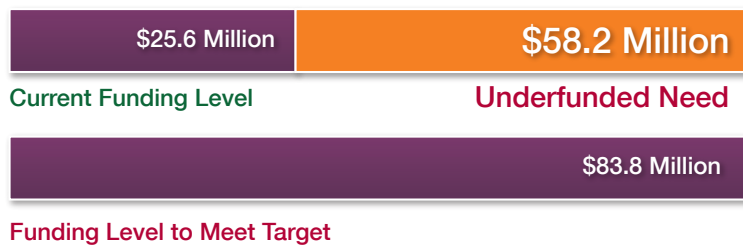
SYSTEM PRESERVATION

Goal: Maintain Roadway Pavement

System preservation is a critical component of the transportation system because investments for pavement preservation and new structural standards are critical to ensuring the viability of roads and bridges. Additionally, transit system performance can be jeopardized by older vehicles, which require more frequent and costly maintenance measures.

UNDERSTANDING THE ISSUES

Annual Funding/Resurfacing Roads



Performance Target

Resurface Major Roads Every 14-17 Years
Resurface Local Roads Every 20-25 Years

Resurfacing is Underfunded by

\$58.2
MILLION Per Year

\$1.39
BILLION By 2040



Road reconstruction on East Cass Street in Downtown Tampa

Pavement begins aging and deteriorating the day it is applied. Most asphalt pavements have an optimal lifespan of 15 years, with some less and some more, depending on design structure, traffic volumes, traffic weights, and climate. For arterials with high volume and high truck usage, the Florida Department of Transportation's (FDOT) standard is to resurface the road at least every 17 years. On lower volume collectors and local streets, the pavement may last longer. Pavement conditions are measured by three performance measures:

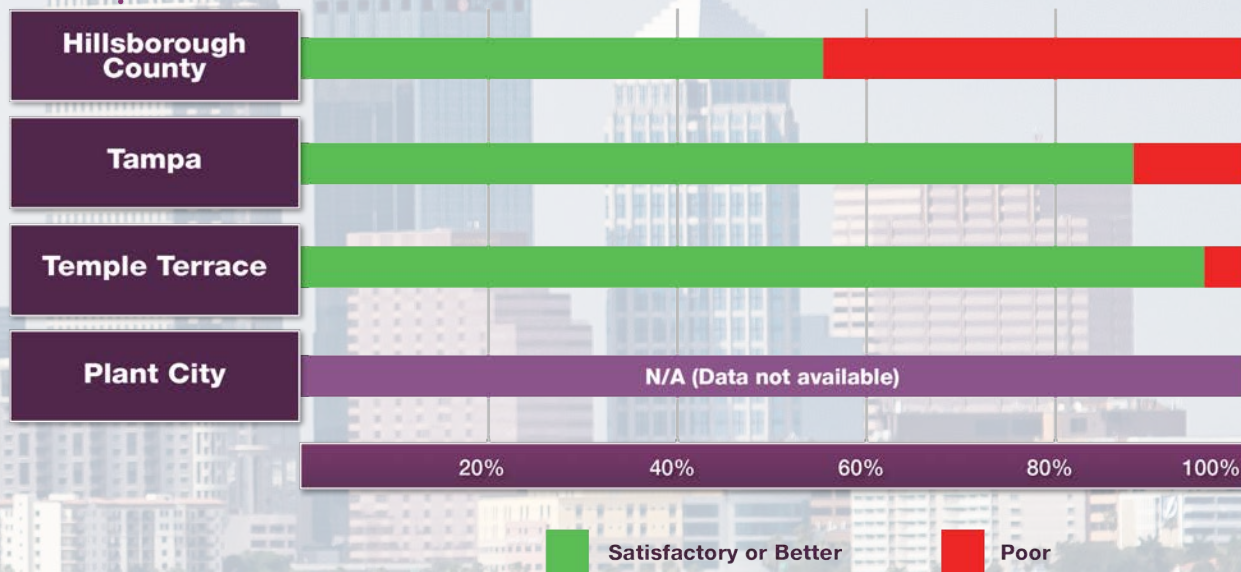
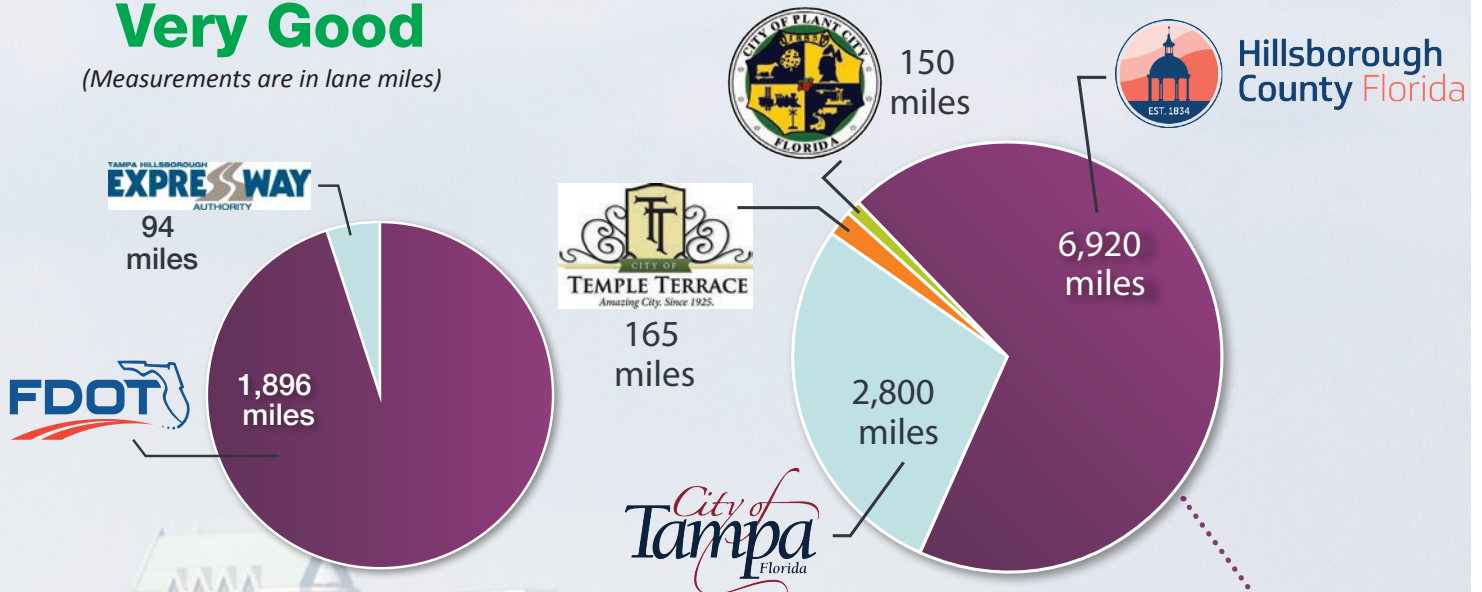
1. **Safety**
wheelpath rutting, friction
2. **Preservation**
cracking, potholes, raveling, patching, depressions
3. **Ride**
rippling, faulting, public complaints

Well-maintained roadways and bridges are not only critical to Hillsborough County, but to the entire nation since economic growth, national defense, and the movement of goods and people rely upon a well-maintained infrastructure system. From the 1960s through the 1980s, much of the Federal and State funding went to building new highways and bridges. Now, roadways and bridges constructed during that time period are in jeopardy due to age, increased traffic volumes, and smaller budgets to maintain them. Pavement preservation extends the pavement's serviceable condition over a period of time, improves safety, and meets motorists' driving expectations. Preventive maintenance, minor rehabilitation, and routine maintenance are examples of common pavement preservation methods.

System Condition:

Very Good

(Measurements are in lane miles)



The jurisdictions use a standardized Pavement Condition Index (PCI) to assess condition of roadways on a scale from 0-100. Interpretation of the PCI value, however, varies slightly among the jurisdictions. For example, the City of Tampa rates a PCI value greater than 70 as meeting "good" condition, while Temple Terrace and Hillsborough County rate 81 or greater and 86 or greater, respectively, as meeting "good" condition. The same applies to "poor" pavement, with the City of Tampa, Temple Terrace, and Hillsborough County rating 55 or less, 49 or less, and 40 or less as "poor" condition, respectively.





SYSTEM PRESERVATION

Goal: Maintain and Replace Bridges

UNDERSTANDING THE ISSUES

Over the next five years, the cost of maintaining bridges in Hillsborough County will come to an average of \$31 million annually. The current funding level does not adequately address desired major repairs and/or replacement on some bridges for which Tampa and Hillsborough County are responsible.

A total number of bridges managed by the five jurisdictions within Hillsborough County is shown below. This table shows the total counts and percentages of bridges in either good or poor condition. The total cost to replace bridges in poor condition is estimated to be about \$100 million.



Bridge reconstruction, West Laurel Street and Hillsborough River

\$ 100,000,000
**Needed for
Bridge Replacements**

Jurisdiction	Total Bridges	Functionally Obsolete or Structurally Deficient		Not Deficient	
		Count	Percent of Total	Count	Percent of Total
Hillsborough County	248	5	2%	216	87%
Tampa Hillsborough County Expressway Authority	65	0	0%	64	98%
City of Tampa	34	0	0%	28	82%
Hillsborough County Aviation Authority	12	4	33%	6	50%
FDOT	373	0	0%	356	95%



SYSTEM PRESERVATION

Goal: Preserve the Transit Fleet

UNDERSTANDING THE ISSUES

Low Investment Scenario Summary

Statistics	Total
Total capital required for fleet plan	\$427,740,079
Average fleet age (2040)	14 years
Number of new vehicles	191
Road calls per year	2,565
Road calls each weekday	7

Average Age of Fleet

FY 16 Average Age of Fleet
7.46 years

7 Breakdowns Every Day

Preserving the transit fleet is important to ensure that buses run on time, however, the likelihood of mechanical failures increases as transit vehicles age. The standard desired age of the transit fleet is 12 years. While HART’s fleet is currently exceeding that replacement schedule, its System Preservation 2050 plan indicates a funding shortfall in the future that would cause the average fleet age to reach 14 years, which amounts to an average of 7 breakdowns each weekday! For comparison, HART currently **replaces** buses when they are approximately 14 years old. Based on HART’s low investment scenario, more than \$400 million of total capital will be required for HART to meet the standard 12-year replacement schedule.

TRANSIT REPLACEMENT FUNDING SHORTFALL EXPECTED IN FUTURE



HART Maintenance Facility



SAFETY AND SECURITY

Goal: Reduce Crashes

UNDERSTANDING THE ISSUES

Of all large US counties, Hillsborough County has the highest traffic fatality rate per capita and some of the most dangerous roadways in the nation. Further, Hillsborough ranks 1st in the nation for having the most traffic fatalities according to 2015 FARS data. The majority of the fatal crashes occur on large four lane and six lane roadways that pass through our urban and suburban communities, thus giving Hillsborough County a disproportionately high number of pedestrian, aggressive driving, at-intersection, and lane departure crashes.

1st
Highest Fatality Rate in the Country
(per 100k population)

VISION ZERO - ROAD SAFETY

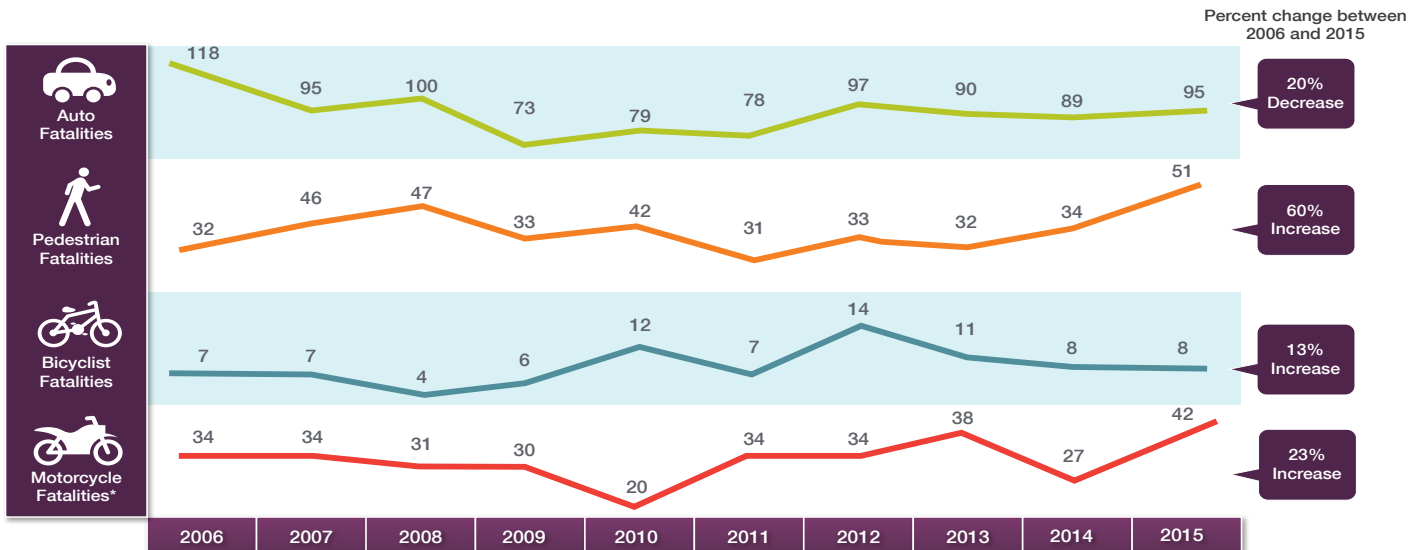
TOWARD ZERO TRAFFIC FATALITIES ZERO SERIOUS INJURIES

United States average: **10.92 deaths** per 100,000 people
Hillsborough average: **14.08 deaths** per 100,000 people

If Hillsborough County lowered its traffic-related deaths to the national average, then **38 fewer people would die each year.**

Source: NHTSA, 2015

TRENDS: FATAL CRASHES



Source: Hillsborough County Crash Data Management System, 2016

* Motorcycle fatalities include Motorcycles, Mopeds, and ATVs

Since 2006, Hillsborough County has witnessed a slight reduction in the number of automobile-related fatality crashes. Bicycle crashes have also increased over that same time period. Most troubling, however, is the recent increase in automobile and pedestrian fatalities. As population and employment continue to grow, this trend is likely to resume unless action is taken to improve hazardous corridors and improve driver, pedestrian, and bicyclist behavior.

Pedestrian Fatalities - How the Tampa Bay Area Compares

The Tampa Bay Metropolitan Area that includes Hillsborough County is consistently ranked as one of the *most dangerous areas* for pedestrians based on population, propensity to walk, and pedestrian fatalities. The rate of *pedestrian fatalities* in our area is *greater than nearly all other metropolitan areas* in the country. This has been a consistent trend for decades.

Rank	Metropolitan Area	Total Pedestrian Deaths (over 10 years)	Annual Pedestrian Deaths per 100,000	Pedestrian Danger Index
1	Orlando-Kissimmee, FL	583	2.75	244.28
2	Tampa-St. Petersburg-Clearwater, FL	874	2.97	190.13
3	Jacksonville, FL	359	2.48	182.71
4	Miami-Fort Lauderdale-Pompano Beach, FL	1,539	2.58	145.33
5	Memphis, TN-MS-AR	239	1.72	131.26

Source: Dangerous by Design, 2014



Highest Pedestrian Fatality Rate and Second Highest Total Pedestrian Death!

SPOTLIGHT: MAKING A DIFFERENCE ON FLETCHER AVENUE, COMPLETE STREETS IMPROVEMENT



Fletcher Avenue between Nebraska Avenue and 50th Street was identified as an area of high pedestrian use and high pedestrian crash rates, with more than **1,400 pedestrians crossing Fletcher Avenue each day**. Construction of the \$5 million Complete Streets project to re-engineer the road for pedestrian and bicyclist safety was a high priority of the Hillsborough MPO and was constructed in 2014 with the help of \$3 million in Federal Highway Administration safety funds provided through the FDOT.

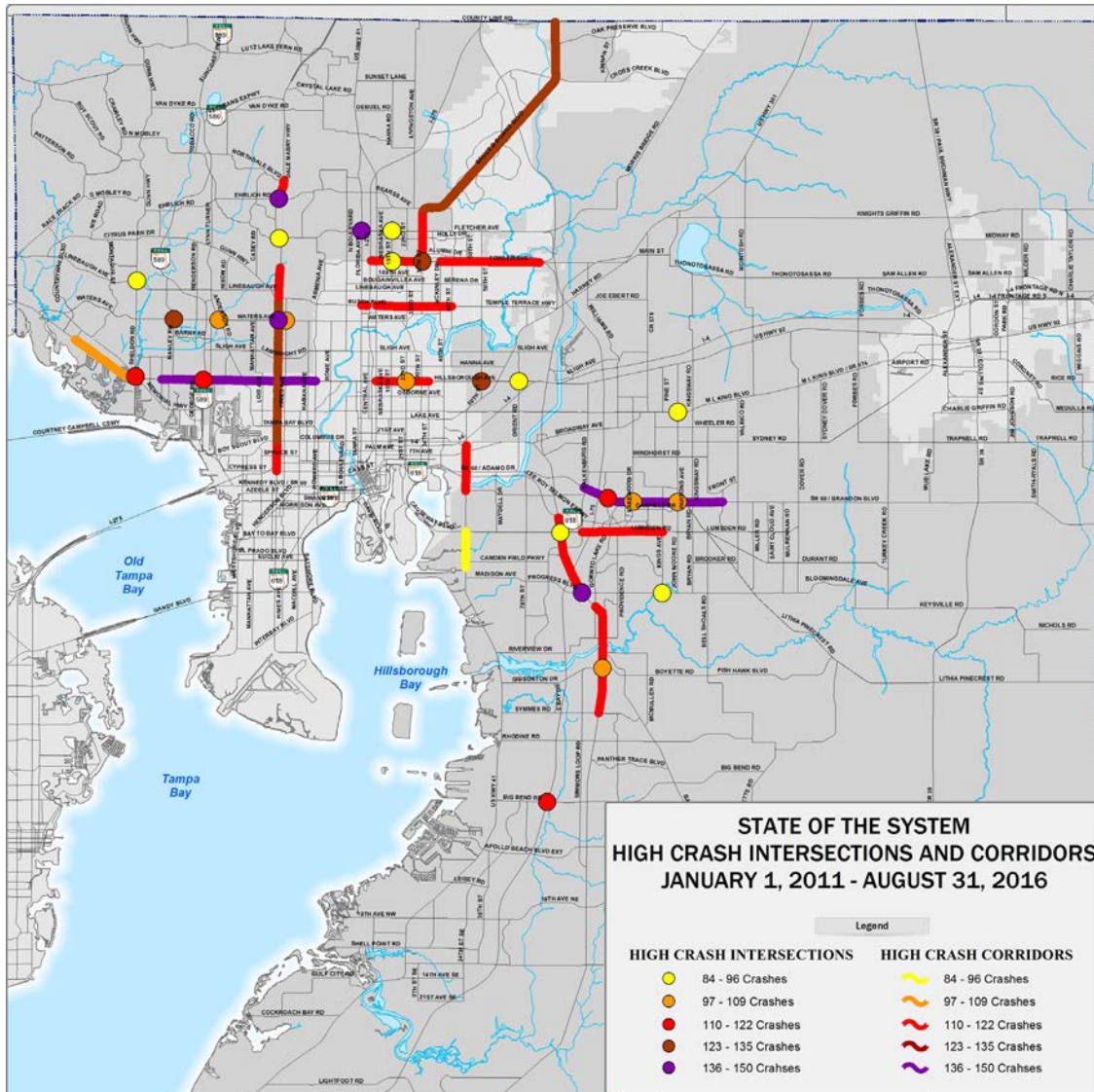


SAFETY AND SECURITY

Goal: Reduce Crashes

UNDERSTANDING THE ISSUES: 25 WORST CRASH SPOTS

A large number of the crashes, and subsequent fatalities and major injuries, occur at certain “hot spots.” These areas include a limited number of specific intersections or along several corridors. In Hillsborough County, 5% of the major roadways account for 40% of all of the county’s pedestrian crashes. The map below shows severe crash intersections and corridors within Hillsborough County.

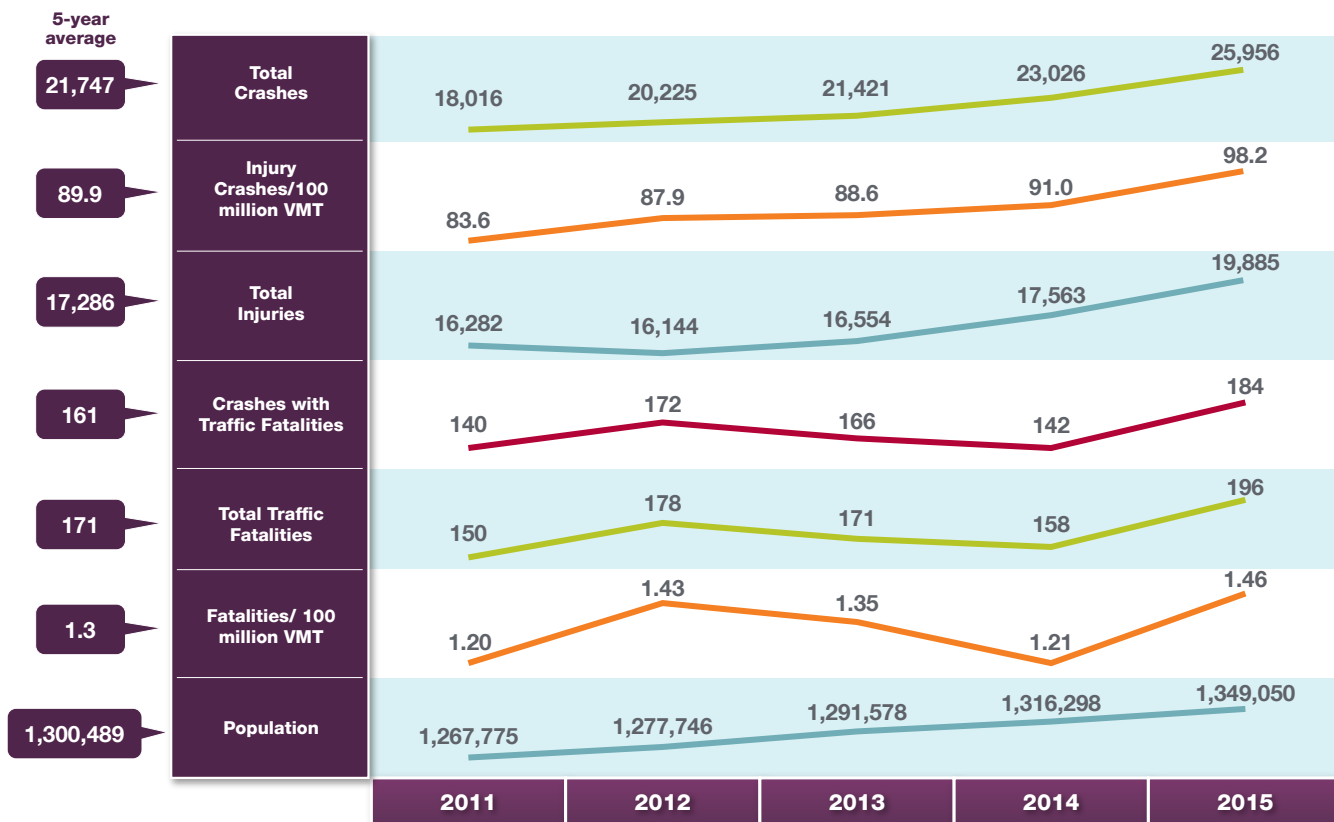


923 people lost their lives in traffic fatalities between 2011-2016

Source: Hillsborough County Crash Data Management System, 2016

CRASH SEVERITY BY YEAR

In the last five years, the total reported crashes have increased by nearly 8,000 (18,016 in 2011 to 25,956 in 2015). As a result, injury crashes, total injuries, and total traffic fatalities have increased. As mentioned previously, the trend is likely to continue as the result of continued population and employment growth, unless action is taken to improve hazardous corridors and improve driver, pedestrian, and bicyclist behavior.



Unsafe driving and a lack of awareness threaten the safety of our first responders. This example shows the damage to an FDOT Road Ranger vehicle on the Howard Frankland Bridge.



Vulnerable users, such as pedestrians, bicyclists, and motorcycle users, are at high risk for fatal crashes in Hillsborough County.



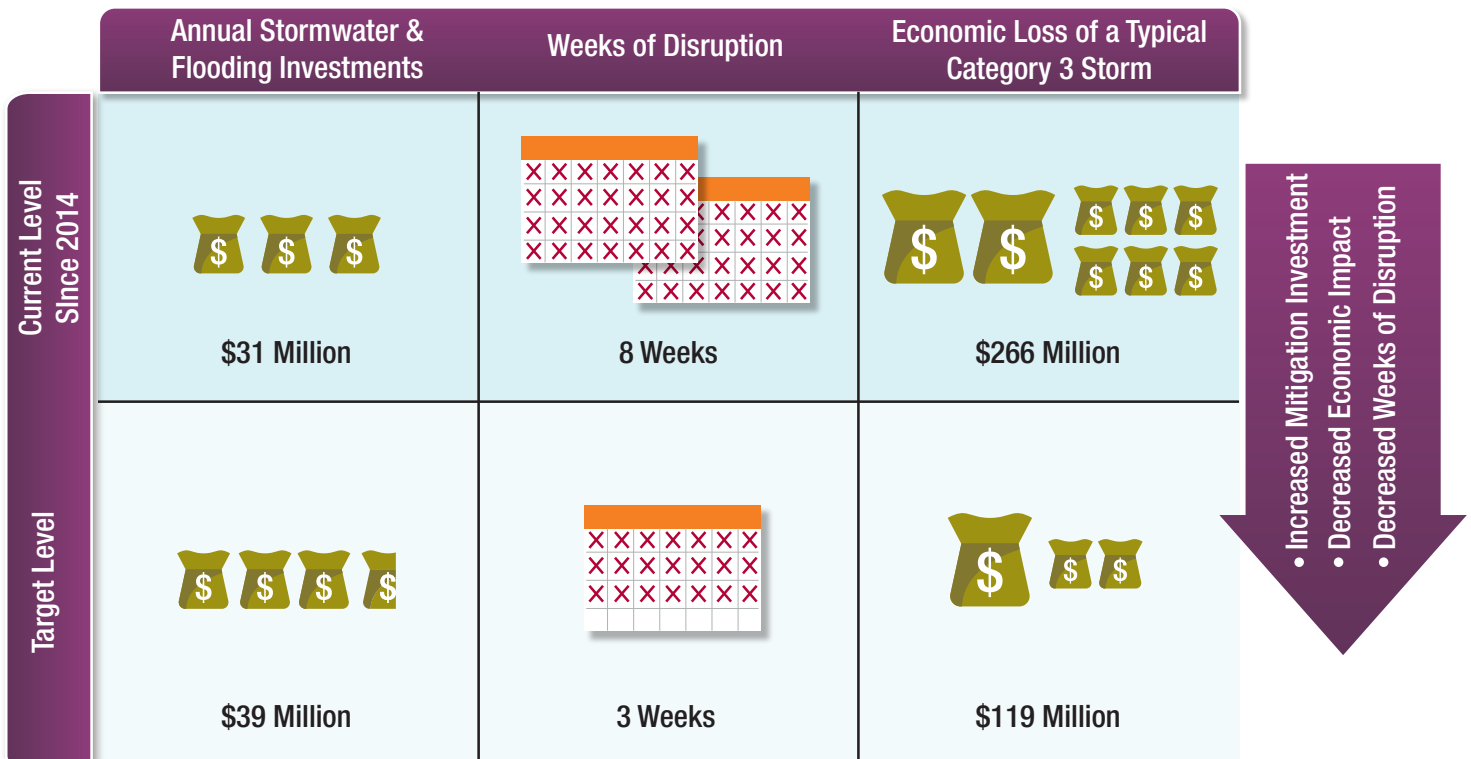
SAFETY AND SECURITY

Goal: Improve Resiliency

VULNERABILITY REDUCTION

Due to Hillsborough County's location along the coast of the Gulf of Mexico and Tampa Bay reaching into the heart of the county, the area is vulnerable to storm surges, flooding from hurricanes, and sea-level rise. Much of the transportation infrastructure in Hillsborough County is located within zones that are susceptible to storm surges and sea level rise. Vital connections between Hillsborough and Pinellas Counties, such as the Gandy Bridge (US 92), Howard Frankland Bridge (I-275), and Courtney Campbell Causeway (SR 60), must cross over Tampa Bay thus almost cutting Pinellas County off from Hillsborough County in the event of a hurricane. The bay bridges, coastal roadways within storm surge areas, and even roads subject to inland flooding may suffer from structural failure, washouts, and debris on the roadway. In the event of a major hurricane, the three bay crossings connecting Hillsborough with Pinellas may be unusable.

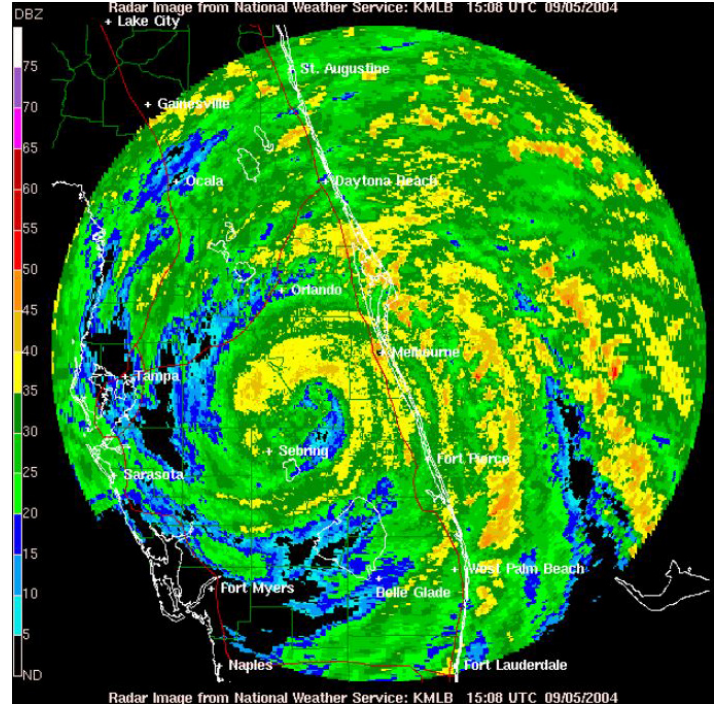
UNDERSTANDING THE ISSUES: IMPACT TO THE STORMWATER SYSTEM



The impacts of flooding can be reduced by funding stormwater and roadway improvement projects to increase the resiliency of the transportation system. An increased funding level of \$8 million each year would reduce the adverse impacts of a Category 3 storm by five weeks, thus potentially resulting in a one-time economic loss of \$147 million. Estimating of economic impacts and costs of that impact on the area are the third and fourth steps of determining a transportation facilities potential failure; the first and second steps being to collect relevant data and establish the risk scenario, respectively.

HAZARD MITIGATION MEASURES

Staff from both the Hillsborough County Planning Commission and MPO serve as members of the Hillsborough County Local Mitigation Strategy Working Group (LMSWG). The LMSWG is an ad hoc committee of volunteers representing the local jurisdictions, government agencies, the private sector, utilities, and residents who advise on the development of the Hillsborough County Local Mitigation Strategy. The strategic document identifies potential hazards which may strike Hillsborough County and the cities of Tampa, Temple Terrace, and Plant City; assesses areas vulnerable to hazards; and, identifies actions which may mitigate potential damage in the future. Additionally, the LMSWG serves as the stakeholder advisory group for the MPO's 2014 Federal Highway Administration Vulnerability Assessment and Adaptation Pilot Project.



Hurricane Frances Radar

DISRUPTION TO TRANSPORTATION SYSTEM AFTER HAZARDOUS EVENT



Severe storms impact our economic vitality and challenge public safety.





MINIMIZE TRAFFIC

Goal: Reliable Travel Time for Drivers & Shippers

UNDERSTANDING THE ISSUE

Congestion wastes time and money and creates safety concerns as described on previous pages. Congestion occurs in two forms: recurring and non-recurring. Recurring congestion occurs when too many people routinely attempt to drive on a roadway. Non-recurring congestion occurs sporadically due to traffic crashes, weather, special events, or road construction. The goal is to minimize traffic in conjunction with providing transportation options to provide certainty to drivers and shippers. Alleviating congestion along our interstates and major freight networks has been a high priority in order to encourage regional economic development and access national and international trade markets.

Tampa Bay is the 15th most congested metropolitan area in the nation (2nd most in Florida behind Miami)



KEY STATISTICS

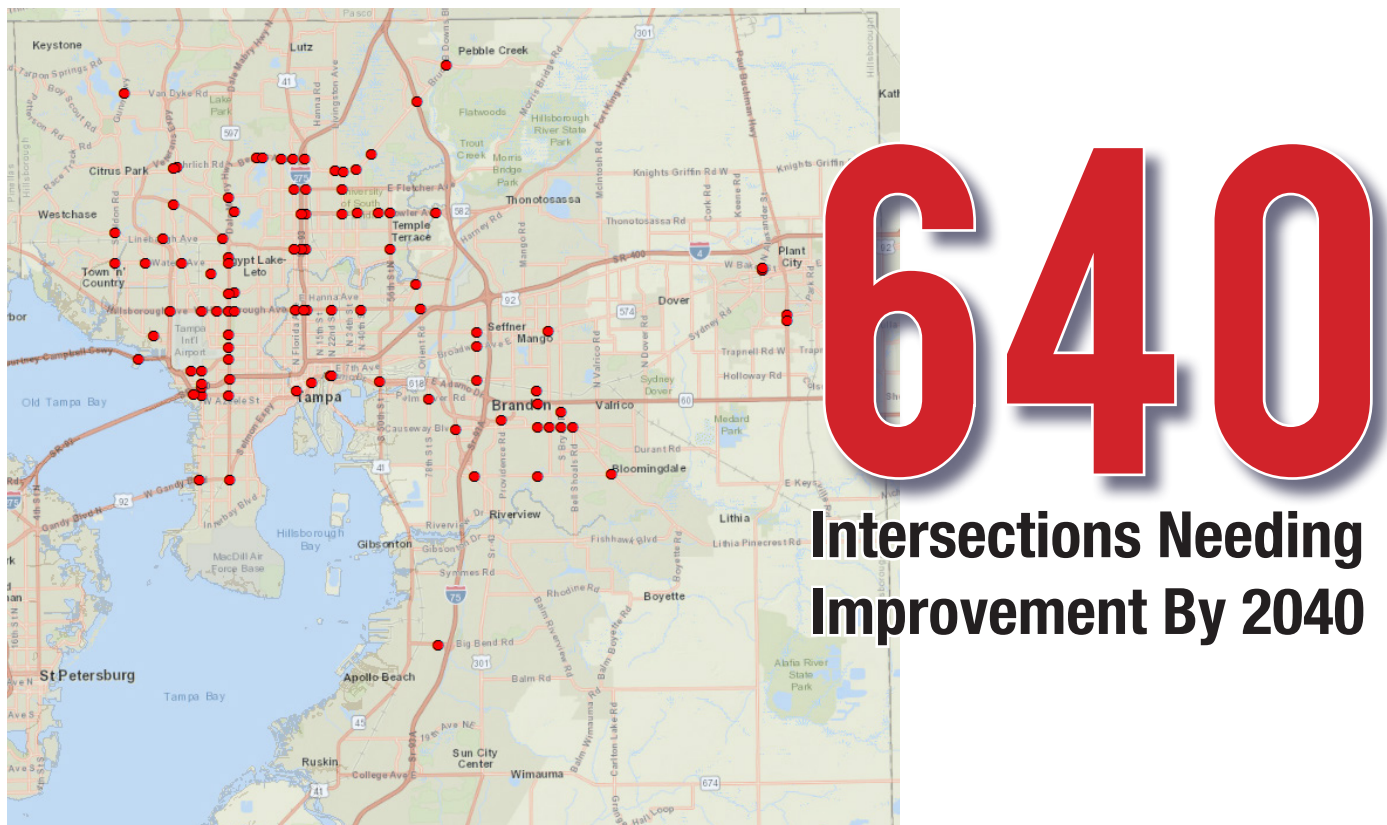
Rankings for the region:

- 22ND** longest delay in the nation with 71,600 hours spent each year stuck in traffic.
- 24TH** in nation with \$1,589 million wasted each year as a result of congestion.
- 30TH** in the nation in freight congestion (\$237 million wasted each year due to congestion).

Source: Urban Mobility Scorecard, Texas A&M Transportation Institute, 2015

MAP OF CONGESTED INTERSECTIONS

Congestion along corridors can often be caused by the operations and performance at key intersections. Developing strategies and improvements at intersections to help alleviate congestion and improve safety will continue to be a focus. Operational improvements to intersections along some of the main arterials in Hillsborough come in two forms—traditional intersection treatments (turn lanes, crosswalks and safety improvements, and signal modifications) and advanced coordinated signal control to make the signals a part of an efficient network. The Hillsborough MPO identified up to 640 intersections needing improvement by 2040. Hillsborough County has recently updated its criteria for project prioritization. In addition to congestion, crash counts and public feedback are now considered.



Upgrading the City of Tampa’s outmoded traffic signals has been a priority of the MPO for several years. In June 2015, the board approved \$25.5 million in federal grants for the Tampa Advanced Traffic Management System, making real-time optimization a reality on major roads all over the city. The new signal systems will be tied into Tampa’s traffic management center, shown to the right.





MINIMIZE TRAFFIC

Goal: Reliable Travel Time for Drivers

FDOT TRAVEL TIME RELIABILITY

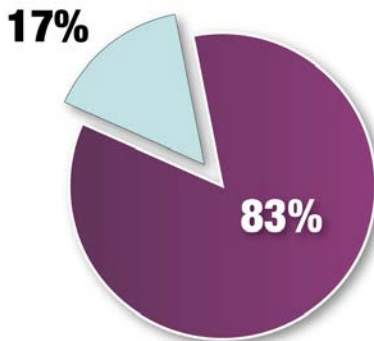
Hillsborough County Interstates



9.8 Million Daily Miles Traveled

Peak Hour Travel Reliability

(Freeways Inside MPO Boundary)

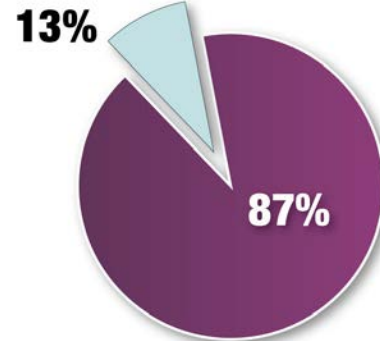


Hillsborough

Unreliable travel during peak hour

Peak Hour Truck Travel Reliability

(Freeways Inside MPO Boundary)



Hillsborough

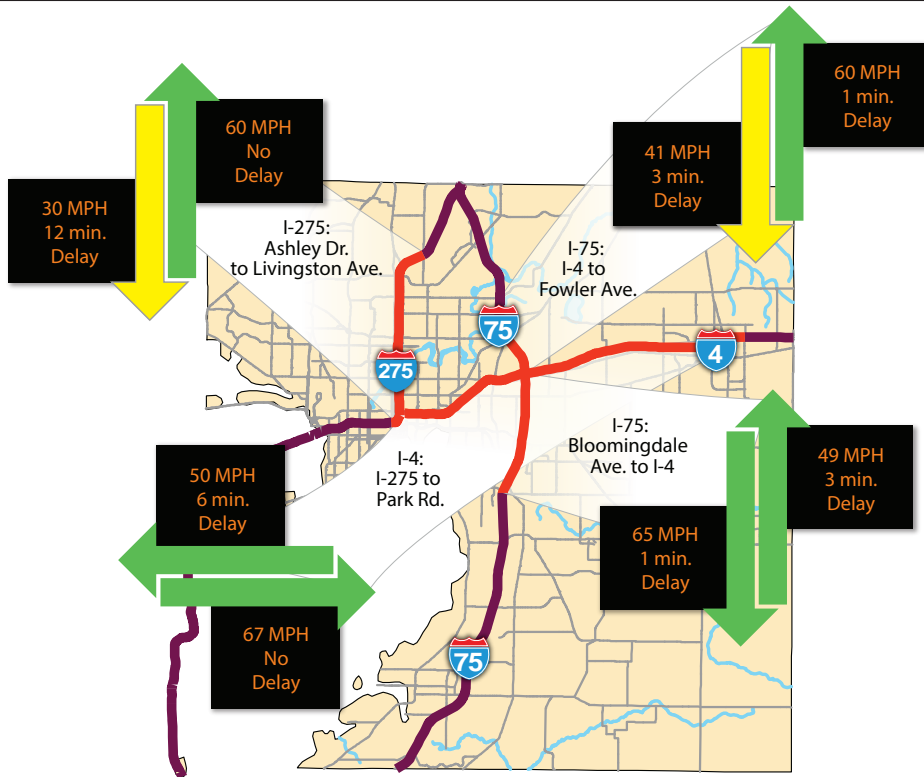
Unreliable travel during peak hour



Interstates

Travel Time Reliability

AM
Peak Hour



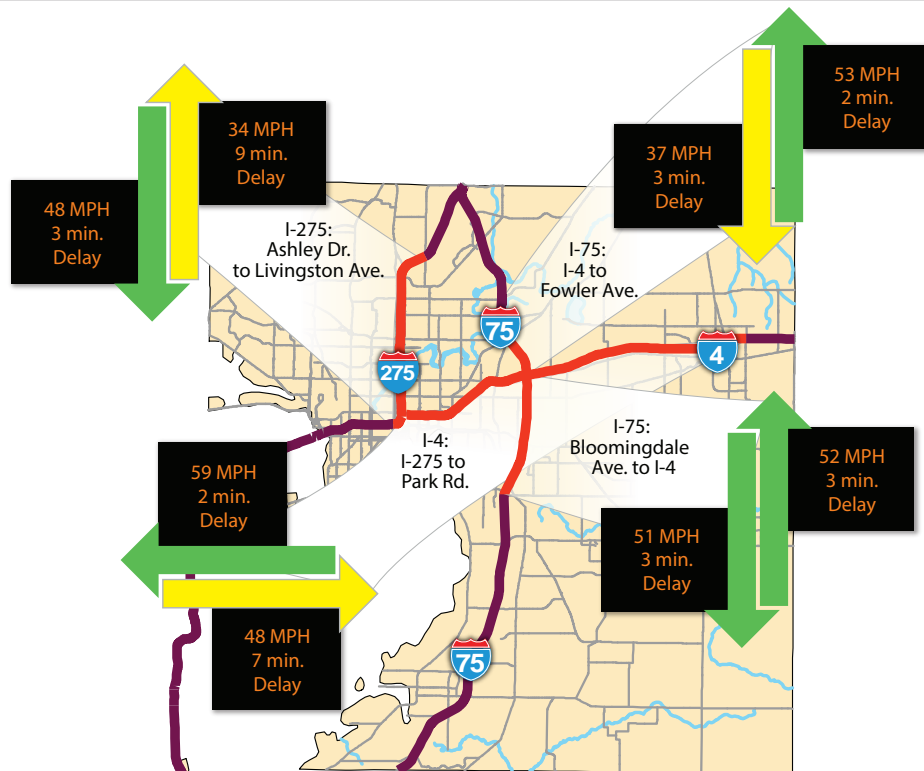
LEGEND

Average Travel Speed
 Average Minutes of Delay

TRAVEL TIME INDEX

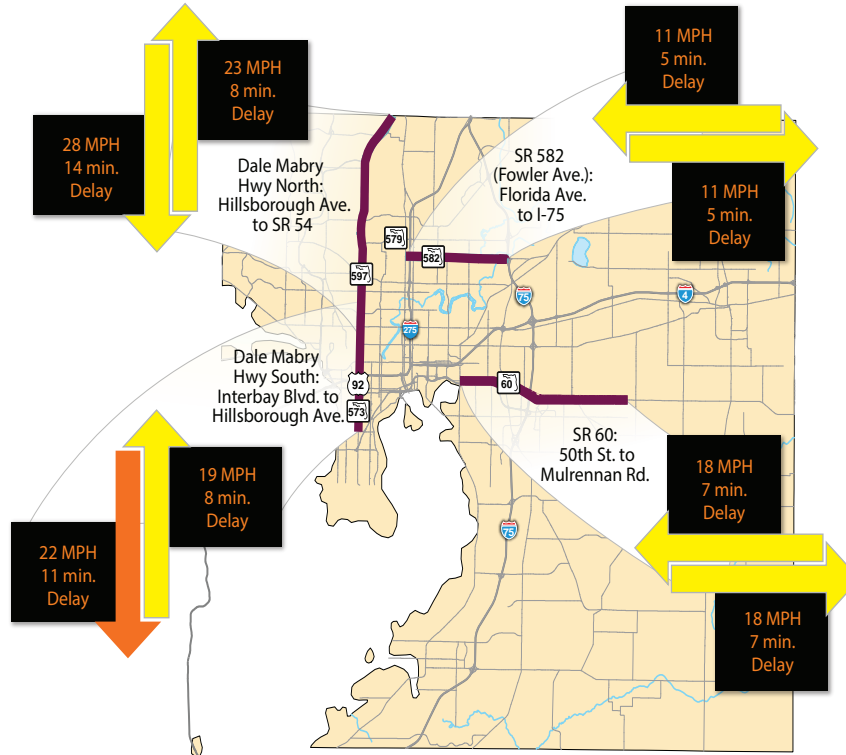
- 1.0 - 1.4
- 1.5 - 1.9
- 2.0 - 2.4
- ≥ 2.5

PM
Peak Hour

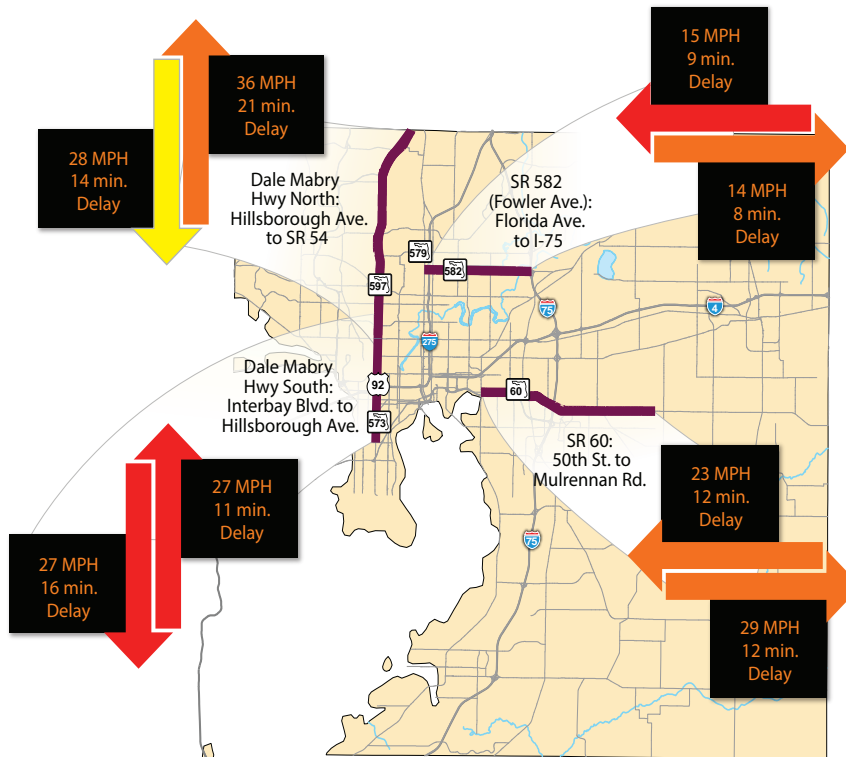


Key Arterial Roadways Travel Time Reliability

AM
Peak Hour



PM
Peak Hour



LEGEND

■ Average Travel Speed
■ Average Minutes of Delay

TRAVEL TIME INDEX

- 1.0 - 1.4
- 1.5 - 1.9
- 2.0 - 2.4
- ≥ 2.5



REAL CHOICES

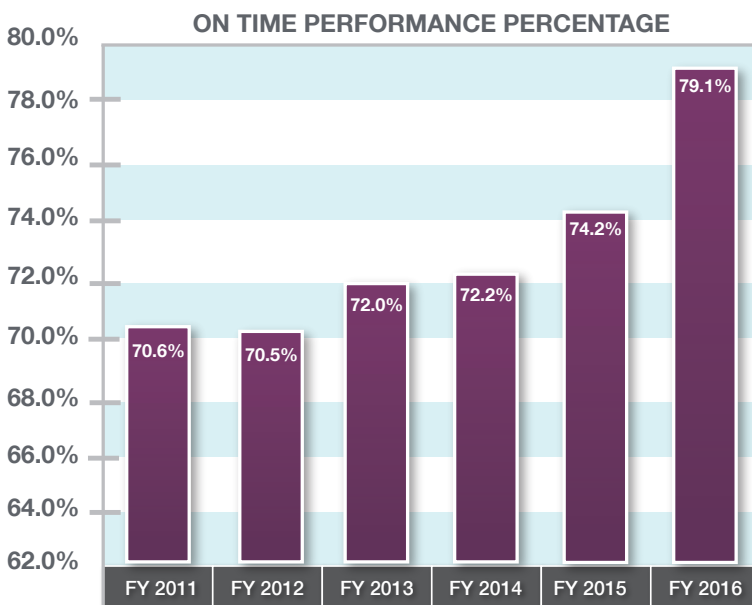
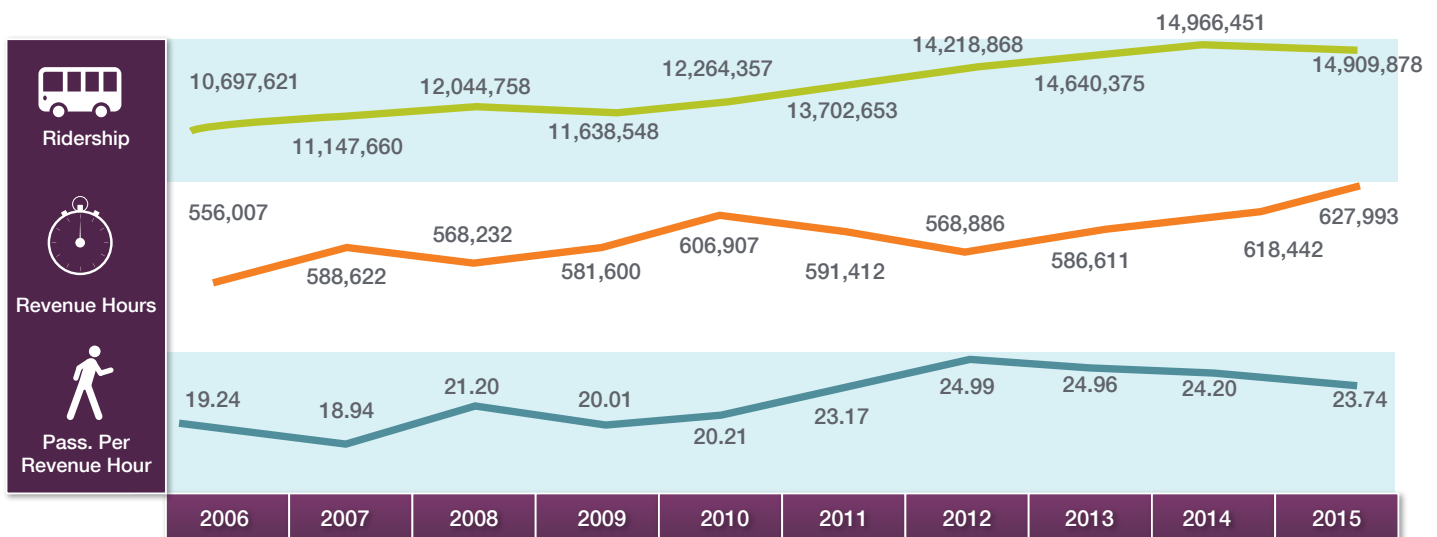
People and Jobs Served by the Bus System

TRANSIT PERFORMANCE

Transit will continue to be a focus as people look to other transportation options. Over the last five years, HART has seen a 20% increase in ridership. On an average weekday there are over 50,000 passenger trips.

- Passengers per revenue hour has fluctuated but has consistently exceeded goals
- On-time performance (at time periods from -1 to 5+ minutes) has increased from 70% to 80% in just 5 years

HART PASSENGERS PER REVENUE HOUR



People and Jobs Served

Investment Level	Statistics		
	Performance Measures		
Low Investment Scenario (current trend)	Frequent Service (every 10-15 min.)	LOS A-B	Somewhat Frequent Service (every 20-30 min.)
	Countywide population & jobs within 1/4 mile of transit	16% of all residents and jobs	29% of all residents and jobs

Source: Hillsborough MPO's Imagine 2040 Plan



SPOTLIGHT: HART METRORAPID



The HART Bus Rapid Transit (BRT) MetroRapid system features fewer stops, high frequency and advanced technology to help travelers get to their destinations quickly and conveniently.

MetroRapid Ridership	FY 2013	FY 2014	FY 2015
	180,699	605,258	577,087

The HART MetroRapid service connects Downtown Tampa and the University Area via Nebraska and Fletcher Avenues. This service operates weekdays with service scheduled every 15 minutes between 5 AM - 8 PM. Alternate trips connect the University Area to the Hidden River Regional Park-n-Ride. This service features 17.5 miles of limited stops, ticket vending machines at select station stops, enhanced passenger stations with bicycle racks, low-floor buses, and Traffic Signal Priority (TSP). TSP is GPS technology that holds green lights and shortens red lights for MetroRapid buses as they approach the intersection, if the bus is 3 minutes (or more) behind schedule. TSP provides a 15% travel-time savings, and MetroRapid buses are estimated to travel the 17.5-mile North-South route in less than one hour.

HART MetroRapid offers the following conveniences:

- Sleek new vehicles offer a comfortable ride for passengers and drivers
- New, modern station stops
- Traffic Signal Priority (TSP)
- Ticket Vending Machines at major stations to speed boarding
- Bicycle racks at each station



REAL CHOICES

People and Jobs Served by the Bus System

TRANSPORTATION DISADVANTAGED SERVICES

An important aspect of providing transportation choices is to provide some independence for those who cannot or do not own a car. About one-third of our population has the potential to be “transportation disadvantaged” and that fraction is expected to increase. As the Baby Boomers age, the transportation disadvantaged population could grow by 50%. Anywhere from 180,000 to 280,000 are projected to be underserved. Many desperately need access to transportation to get to health care, education, and shopping locations, as well as for socializing and other life-sustaining activities.

Paratransit services, such as Hillsborough County Sunshine Line and HARTPlus, provide options to eligible residents who have a disability. Depending on the needs of the passenger, the service either picks them up and drops them at their destination, or takes them to an accessible fixed route bus stop. With the projected increase in transportation disadvantaged population, the long range transportation plan estimates a \$20 to \$32 million annual operating cost by 2040. The high end of the range reflects the need for Sunshine Line services if the bus system is not expanded.

The transportation disadvantaged population includes any person who is less than capable of traveling or managing their travel safety on their own. The following demographics constitute this population in Hillsborough County:

- **Persons with disabilities** - physical or mental impairment that limits life activities
- **Older adults** - losing ability to drive on their own
- **Individuals with lower incomes** - may not have access to personal car
- **Children at risk** - unaware of the traffic movements around them

TRANSPORTATION DISADVANTAGED: UNMET DEMAND

Investment Level	TD Population Without Access to HART in 2040
Status Quo Bus System Investment	282,000
HART Vision Plan (Unfunded) Bus System Investment	182,000

1/3

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REAL CHOICES

People Served by the Trail Network

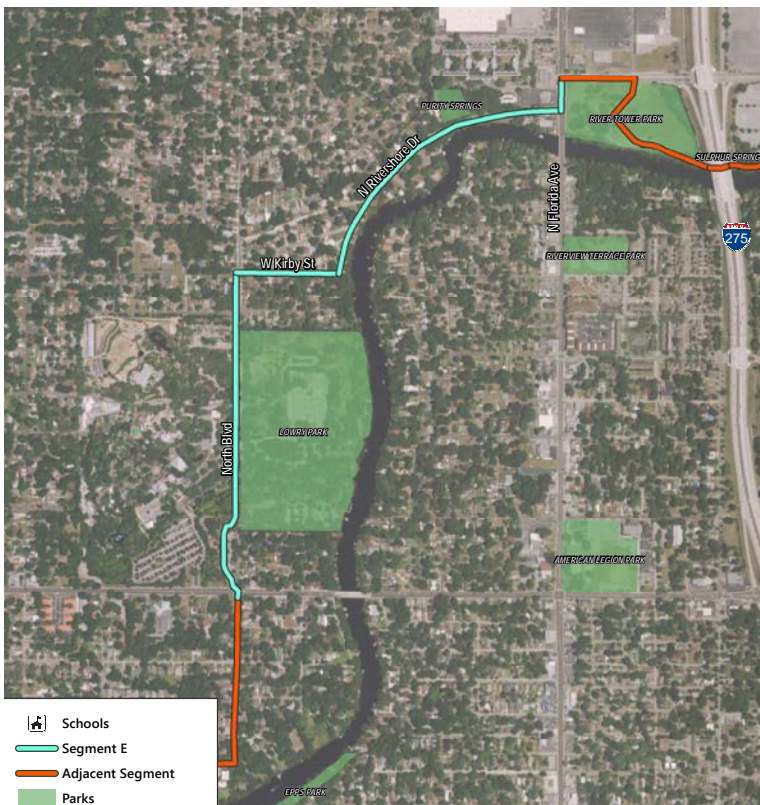
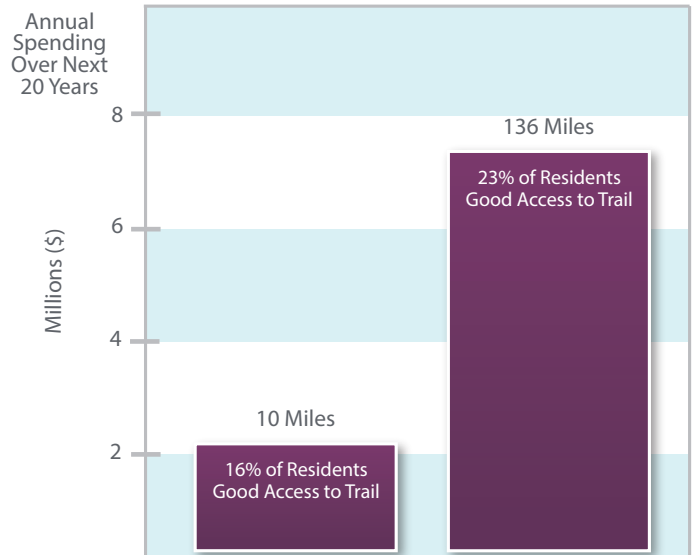
TRAILS & PATHS

Safe, comfortable, and connected trails and sidepaths need to be established to encourage bicycling as an option for all populations. As mentioned previously, Hillsborough County has some of the most dangerous roadways in the nation. National surveys point to 10% or less of the population feeling safe and comfortable bicycling on the paved shoulders of roads.

Hillsborough County currently has approximately 80 miles of paved trails and sidepaths, located primarily in areas of parks. There has been recent progress with separated facilities such as the US 301 sidepath in Riverview, Cass Street cycle track, and completion of the Riverwalk. Investing in and expanding “protected” facilities for walking and bicycling will attract a much wider audience and make these modes of travel a viable option.

The chart on the right displays the miles of trails and the resulting percentage of residents that would be able to access trails based on different funding levels over the next 20 years.

If we invest in trails and sidepaths, what will we get for our investment?



The trail segment connecting River Tower Park to Lowry Park Zoo is one of eight segments included in the proposed 14 mile perimeter trail. This segment will be 2.17 miles in length and will be comprised of multi-use paths, sidewalks, and bicycle boulevards at a total cost of \$1.25 million. When the perimeter trail is complete, it will connect the Tampa Riverwalk and the Selmon Greenway to offer bicyclists and pedestrians a loop around the urban core of Tampa.



MAJOR INVESTMENTS

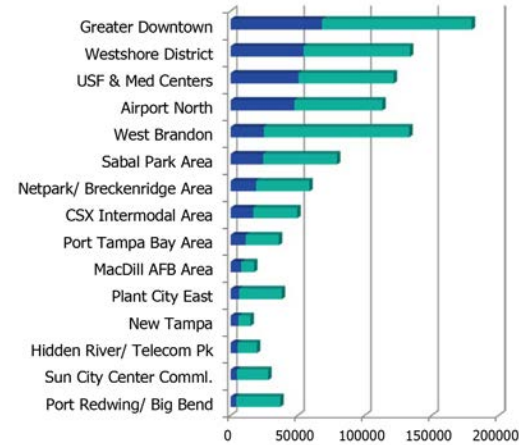
Jobs Served

Investing in transportation infrastructure is critical to growing an area's economy. Safe, reliable, and efficient transportation infrastructure must be in place in order for people and goods to move from one place to another. In collaboration with other agencies, the Hillsborough MPO participated in an initiative entitled, Hillsborough County's Transportation for Economic Development (TED). The Hillsborough MPO has analyzed both existing employment patterns and future growth potential, and identified clusters of "key economic spaces," amounting to more than 5,000 jobs.

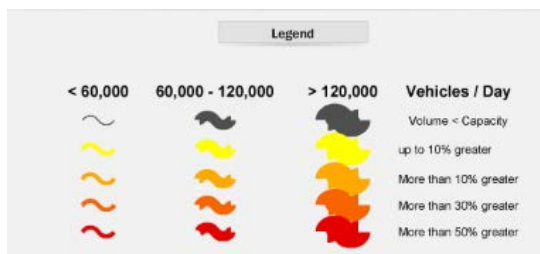
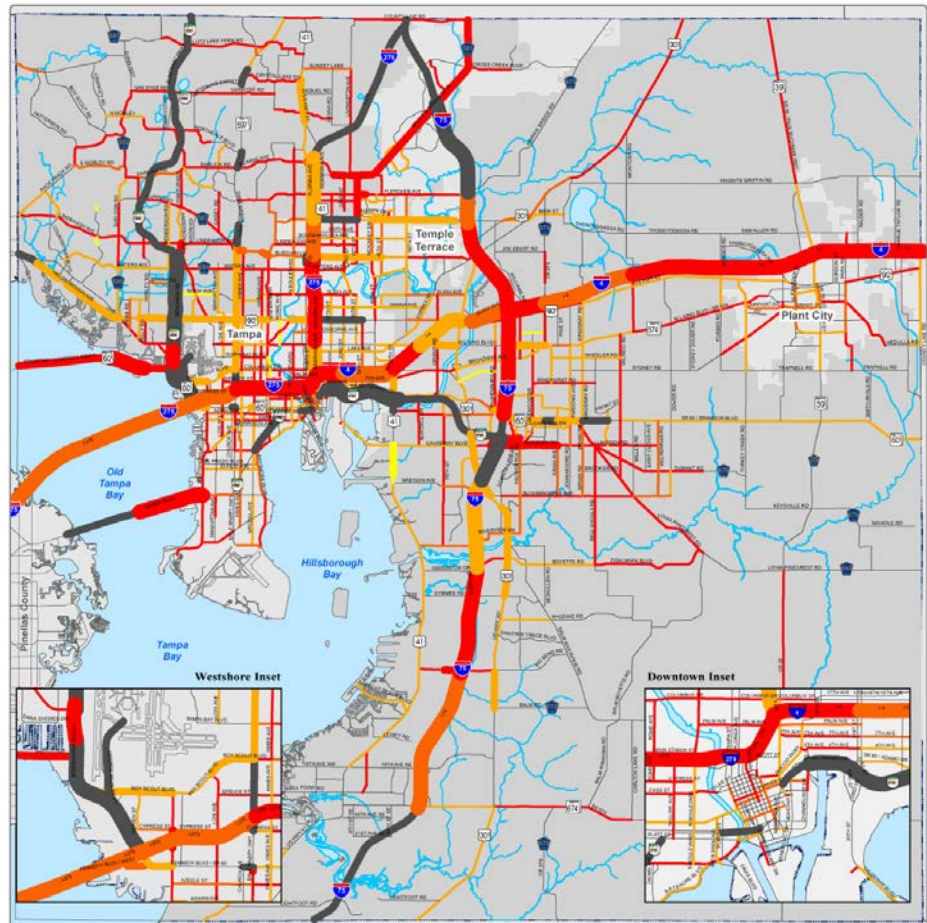
Growth is desirable, yet it also presents challenges. The ability to efficiently mobilize traffic may determine whether key economic areas, such as Downtown Tampa, the Westshore District, the Innovation District, and the airport can realize their economic potential by attracting high-paying jobs to our community. Strategic capacity improvements have been identified to maintain good connectivity among Hillsborough's key economic spaces, and to other major activity centers across the region and state.

Like many metropolitan areas, the Tampa Bay region suffers from congestion with 43% of interstates and 24% of other roads currently over capacity. With population projected to increase 50% by 2040, it is clear that this problem will become worse in the future. The map to the right shows major corridors graduated as traffic volume exceeds capacity – a number of corridors are expected to be 30% over capacity, and some even 50% over capacity! Projects will be required to mitigate this congestion, but many of our roads cannot be widened further. Advanced Traffic Management Systems (ATMS), travel demand management, mixed-use development, and cultivating walking, cycling and transit usage may be more cost-effective strategies than adding additional travel lanes.

Key Economic Spaces & Potential Growth – 2010 and 2040 Job Potential



2040 Congestion If No Roadway Improvements After 2018



Source: Hillsborough MPO's Imagine 2040 Plan



Hillsborough Congestion Management and Crash Mitigation Process 2016 State of the System Report



Hillsborough MPO
Metropolitan Planning
for Transportation

FOR ADDITIONAL INFORMATION, CONTACT THE HILLSBOROUGH MPO

Johnny Wong | wongj@plancom.org | www.planhillsborough.org
601 E Kennedy Blvd, 18th Floor | Tampa, FL 33602 | (813) 272-5940