

Traffic Operations



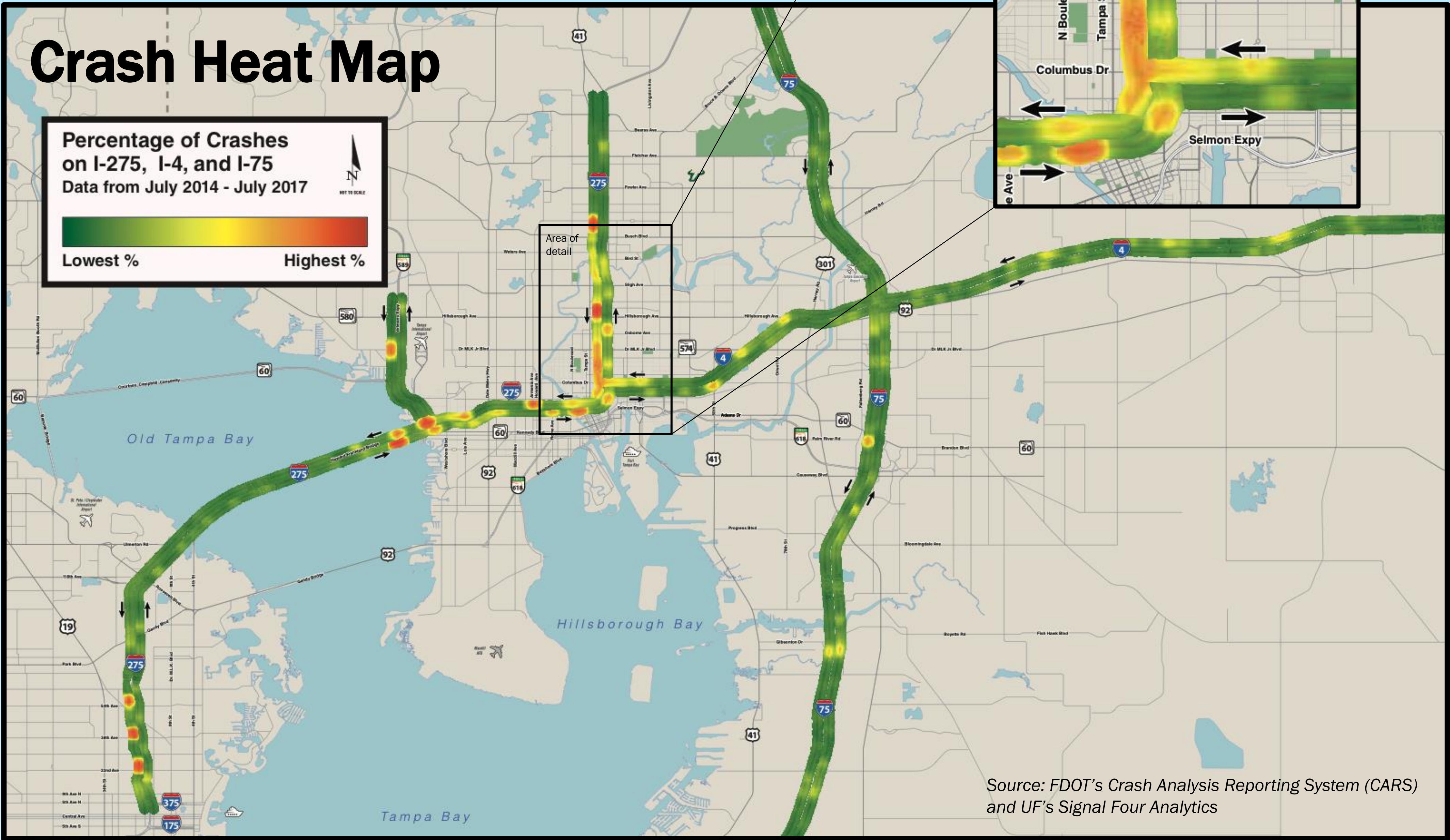
Downtown Interchange and I-275 North

What Problems Are We Trying to Solve?

Safety

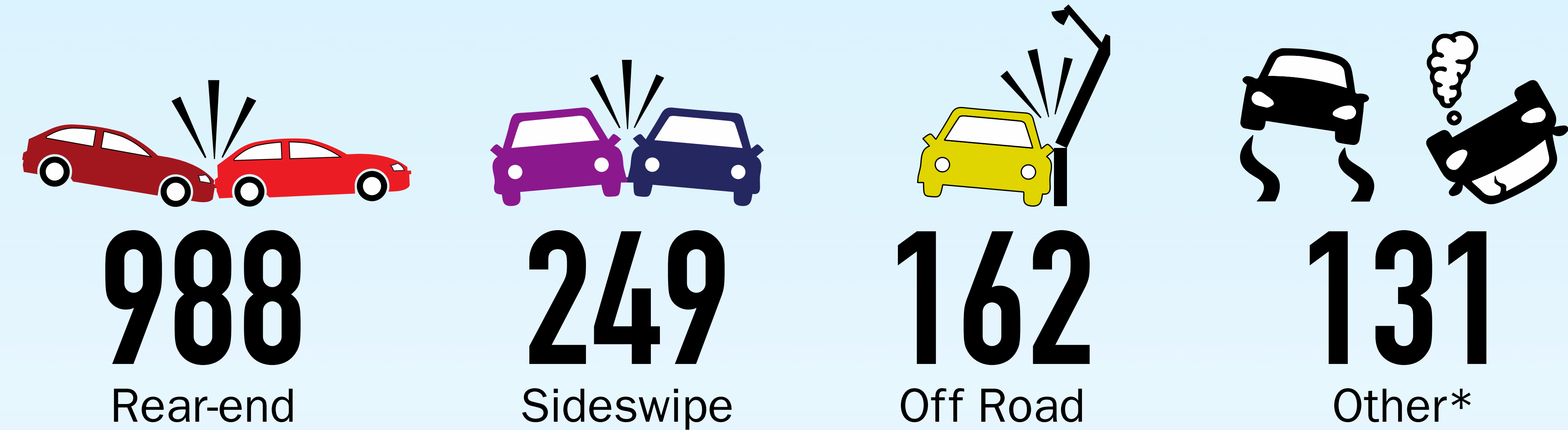
Operational issues and congestion contribute to safety problems.

Sections of I-275 and I-4 are identified as severe crash corridors in Hillsborough MPO’s Vision Zero Action Plan.



Types of Crashes

I-275 from North Blvd. to Busch Blvd. & I-4 from I-275 to the Selmon Connector



1,530 Total (2016 crashes)

* Includes angle, animal, bicycle, head-on, left turn, pedestrian, rollover, other, unknown

Transit Decisions

Florida Statutes allow independent transit authorities as well as county governments to plan, finance, acquire, construct, operate and maintain mass transit facilities.

Who Makes Transit Decisions in Tampa Bay?

Three independent transit authorities currently exist in the Tampa Bay region. TBARTA is the regional transit authority for Tampa Bay, authorized and established by Florida Statutes. Hillsborough Area Regional Transit (HART) and Pinellas Suncoast Transit Authority (PSTA) are independently established by Charter and authorized by FS 163.567. Pasco County Public Transportation (PCPT) is authorized by Florida Statutes and operated by the Pasco County Board of County Commissioners.



TRANSIT AUTHORITY



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Hillsborough
County Florida

Board of County
Commissioners



Board of County
Commissioners



Board of County
Commissioners



Hillsborough MPO
Metropolitan Planning
for Transportation



FORWARD
PINELLAS



Who Funds Transit?

Across the country, ongoing long-term funding for transit operations and maintenance is generally funded at the local level, with limited support from the federal government. Funding sources vary by agency but can include ad-valorem property tax, local sales tax, fare revenue, motor vehicle sales tax, gas tax, and local funding partners, among others. Some states, including Florida, set aside statewide funds to provide grants for urban areas to offset transit expenses and encourage system development.

Metropolitan Planning Organizations such as Forward Pinellas, Hillsborough MPO, and Pasco MPO participate in the transit decision-making process by prioritizing projects for state and federal funding. Transit authorities submit requests for projects to MPOs and to FDOT for consideration based on available funding and statutory requirements.

Florida Department of Transportation (FDOT) Invests in Transit in 3 Ways:

1. Funding for Studies & Research



2. Formula-based Grants (Ongoing)



3. Competitive Grants (Project-based)



2018 Traffic, typical afternoon rush hour



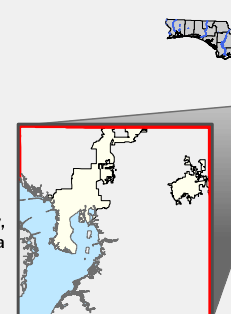
2040 Traffic Volumes Projection



Legend			
< 60,000	60,000 - 120,000	> 120,000	Vehicles / Day
			Volume < Capacity
			up to 10% greater
			More than 10% greater
			More than 30% greater
			More than 50% greater

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

Location Diagram and Reference Information



DATA SOURCES: Basins, roads, water from Hillsborough County City-County Planning Commission, Parcel Lines and data from Hillsborough County Property Appraiser, Wetlands from FWS. Significant Wildlife Habitat from Planning and Development Management, based on satellite imagery. Only wetlands greater than 40 acres depicted.

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

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ACCURACY: It is intended that the accuracy of the base map comply with U.S. national map accuracy standards. However, such accuracy is not warranted by the Hillsborough County City-County Planning Commission. This map is for illustrative purposes only for the cities of Tampa, Temple Terrace and Plant City.

Author: Roger Mathie
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Path: G:\gisroot\Projects\mpo\2040 LRTP\Traffic Volumes\2018 Deficiencies on Major Corridors New Layout.mxd



For more information about our organization visit website: www.theplanningcommission.org

