What Problems Are We Trying to Solve?

Traffic Operations

Legend
Operational Issues
- Weave Problem
- Merge Problem
- Sharp Curves/ Limited Sight Distance
- Rollercoaster Effect & Limited Sight Distance

Rear-ends along whole corridor - related to congestion and limited sight distance
Sideswipes related to merge and weave issues
Run Off Roads related to sharp curves

Downtown Interchange and I-275 North

FDO T
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.

Crash Heat Map

Percentage of Crashes on I-275, I-4, and I-75
Data from July 2014 - July 2017

Lowest %  Highest %

Types of Crashes

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

988  Rear-end
249  Sideswipe
162  Off Road
131  Other*

1,530 Total (2016 crashes)

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

Source: FDOT’s Crash Analysis Reporting System (CARS) and UF’s Signal Four Analytics
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.
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)
Congestion Today and In the Future

2018 Traffic, typical afternoon rush hour

Source: Google maps traffic for a typical Tuesday at 5:20pm

2040 Traffic Volumes Projection
DRAFT: Subject to Change

The approximate Right of Way footprint is based on preliminary review of each concept and is subject to change as concepts are further refined and evaluated. Full evaluation of the concepts, including detailed Right of Way information, is part of the rigorous SEIS process. Concepts will be evaluated throughout 2018 and draft reports and information will be available at the December 2018 public workshop.
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