



TAMPA BAY
Next



Welcome

East and South Hillsborough County and Polk County
Community Working Group
December 5, 2017

Rebecca Watson
Collaborative Labs
St. Petersburg College



Welcome to those viewing by webinar

LISTENING OPTIONS

- Your listening options are provided in the “Audio” pane of your Control Panel.
- Telephone (Phone number, access code, and audio pin provided under “Audio”)
- Computer or VoIP (Must have speakers)
- **You will join the webinar in listen-only mode for the duration of the session**



For those attending in-person

- Please be considerate of web-viewers by limiting outside conversations and shuffling paper during the webinar.
- Place cell phones in quiet mode and leave the room to take calls.



Our agenda this evening

- Tonight will include presentations about ongoing and upcoming activities:
 - Florida Department of Transportation (FDOT) District Seven
 - Hillsborough County Transportation
 - Hillsborough County Metropolitan Planning Organization
 - Update on the Regional Transit Feasibility Plan
- The first half of the meeting will be presentations that can be viewed online or in-person.
- The second half of the meeting will be breakout sessions with the agencies for those who are attending in-person.



Questions Will Be Addressed During and After Breakout Sessions

- We have a lot of information to share with you tonight. In order to get through all the presentations, we will address questions during the breakout sessions.
- FDOT leadership and staff will be available after the breakout sessions if you have additional questions or would like further discussion.



Webinar Questions

- For those viewing online, please utilize the **chat bar** on the right side of your screen to send questions to the Tampa Bay Next team.
- Online questions will be collected and addressed by topic experts.
- Responses will be posted on TampaBayNext.com next week.
- An email notification will be sent to those registered online and those in the TampaBayNext outreach list once questions and responses have been posted.



Real Time Record

- The Real Time Record will include the first half of tonight's agenda. Due to the format of the breakout sessions, all comments and discussions cannot be recorded.
- If you would like to have your comment included in the Real Time Record, please submit a written comment on one of the comment cards provided, submit your comment via TampaBayNext.com, or submit a comment via the webinar tonight.

TampaBayNext.com

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 TampaBayNext

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Welcome Elected Officials



**Your input matters. Your ideas help
shape the Tampa Bay Next program.**

Now on to our presentations





Amy Neidringhaus and Stephen Benson

FDOT District Seven





TAMPA BAY
Next





**Tampa Bay Next
is a program and a
process of working with
the community to come
up with an action plan
for transportation.**



Why Tampa Bay Next?

Tampa Bay Next is addressing 4 distinct problems.



DESIGN



DEMAND



CHOICE



CONSENSUS

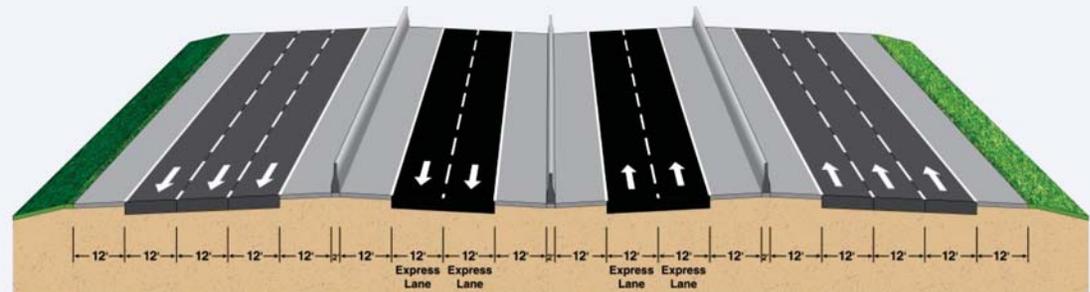


Interstate Modernization Projects (Hillsborough & Pinellas)



I-75 Corridor Modernization

- Hillsborough County section is currently under study from Manatee County line to the New Tampa area, including I-75/I-4 interchange.
- At the request of local leaders, FDOT is evaluating managed lanes on I-75 North of SR56. Pasco County section is under feasibility review.



2 express lanes & 3 general use lanes
in each direction

FDOT Invests in Transit

- ▶ Central Avenue BRT
- ▶ Cross-bay Water Ferry
- ▶ Intermodal Center Studies
- ▶ Express Bus in Express Lanes Study
- ▶ TECO Streetcar Extension Study
- ▶ Innovative Circulator Pilots
- ▶ Regional Transit Feasibility Plan & Project Development
- ▶ Marion Autonomous Shuttle Pilot



Community Outreach



Mobility Innovation and Technology (MIT) Team

State of the Practice

Where are we today?

Visioning

Where do we want to be tomorrow?

Roadmap

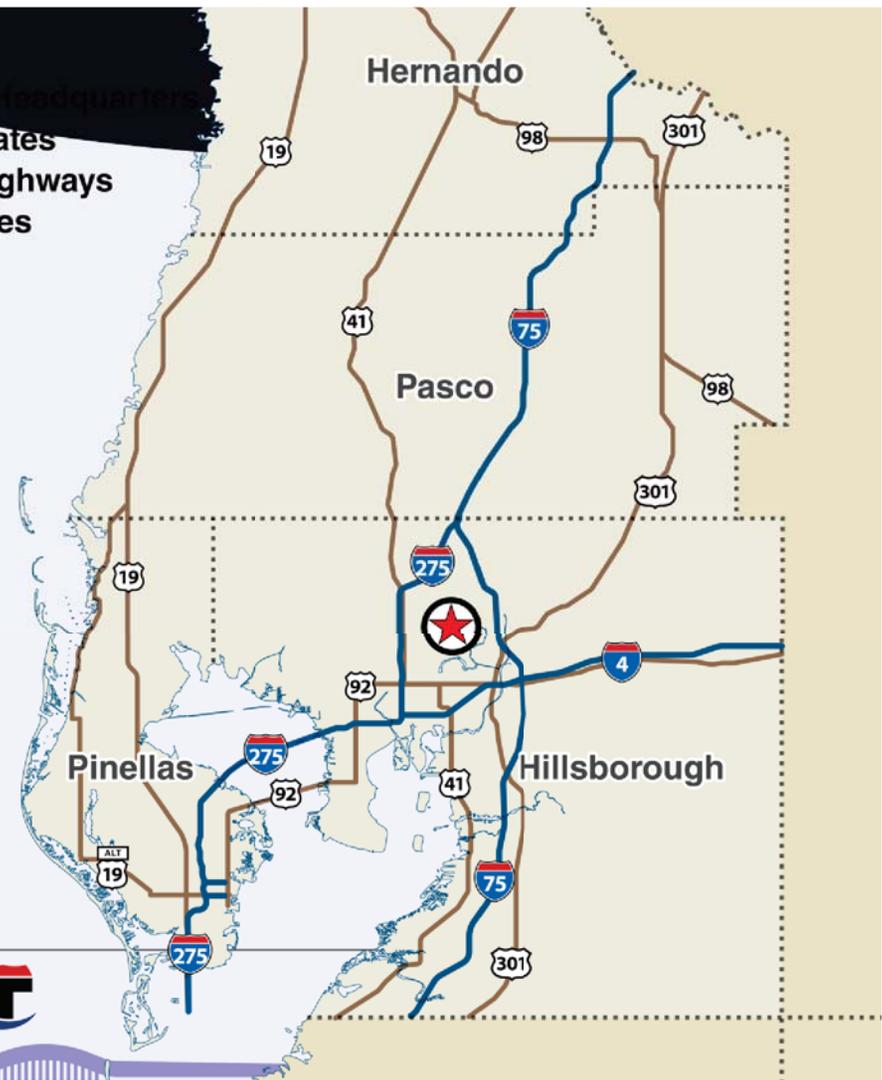
How are we going to get there?



East & South Hillsborough Projects

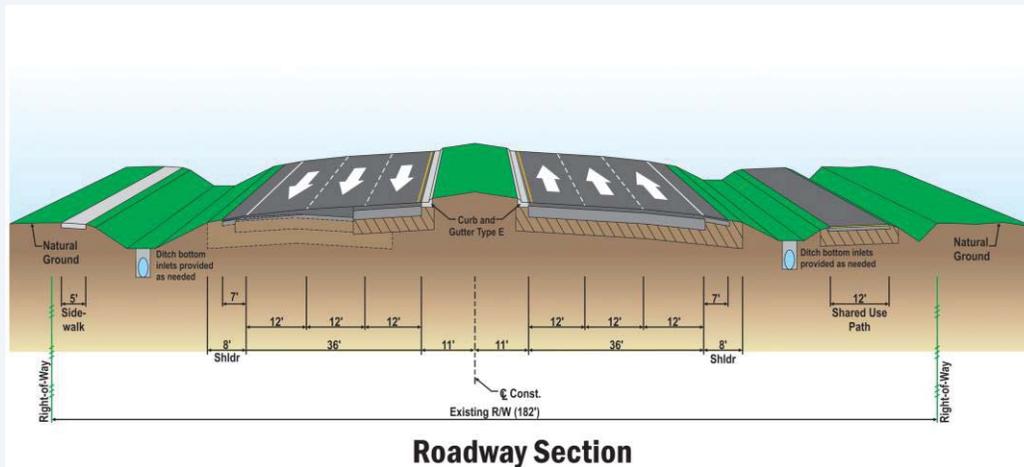
Legend

-  FDOT Headquarters
-  Interstates
-  U.S. Highways
-  Counties



East/South Hillsborough Projects

U.S. 301 Widening From Sun City Center Boulevard (SR 674) to Balm Road



About the Project:

- Widening the roadway to 6-lane divided rural road with raised median and paved shoulders
- Adding 5 ft. sidewalk to the west
- Adding 12 ft. multi-use path to the east
- Constructing ponds and adding a new drainage system

Construction: 2017-2020

East/South Hillsborough Projects

Additional U.S. 301 Improvements



U.S. 301/SR43 @ Riverview Drive

- Reconstruct the existing signal
- Includes ADA improvements, pedestrian features, and lighting (construction starts summer 2020)

U.S. 301/SR41

- Resurface U.S. 301/SR41 from Breckenridge Pkwy/Sligh Ave to I-75/SR93A and replace signing/pavement markings (construction starts 2021)

East/South Hillsborough Projects

I-75 Intelligent Transportation System (ITS)

- Manatee County Line to Big Bend Rd
- Big Bend Road to South of Progress Blvd



About the Project:

- Intelligent Transportation Systems monitor roadway conditions and advise motorists of travel times.
- ITS components for this project include
 - 11.5 miles of fiber optic cable
 - 21 closed circuit television cameras
 - 29 Microwave Vehicle Detection units

Construction Start:

Southern portion – 2018

Northern portion – 2019

East/South Hillsborough Projects

SR 674 at Balm Wimauma Road Intersection Modifications



About the Project:

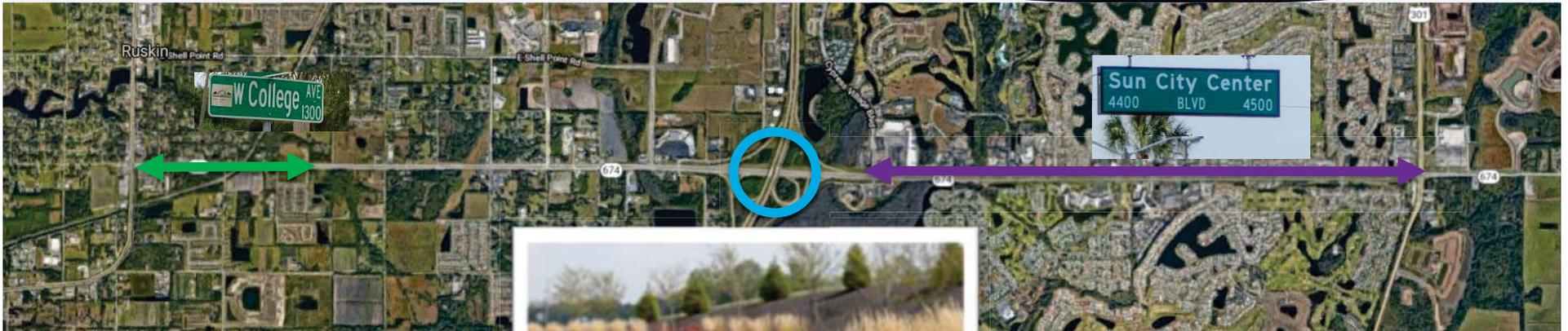
- Rebuilds the intersection
- Extends eastbound left turn lane from SR 674 onto Balm Wimauma Road

Construction:

Aug. 2017 – Spring 2018

East/South Hillsborough Projects

SR 674 Roadway Projects



Repaving (Ruskin)

- US 41 to College Chase Drive
- Includes signing/markings improvements and minor sidewalk replacement
- Design underway
- Construction starts in 2020

Interchange Landscaping

- I-75 @ SR674/College Ave.
- I-75 @ Fowler Ave.
- Construction underway Fall 2017

Repaving (Sun City)

- Commercial Center Dr. To U.S. 301
- Adds and extends turn lanes
- Sidewalk & buffered bike lanes
- ADA, drainage, and signal improvements
- Construction starts fall 2018

East/South Hillsborough Projects

SR 60 Roadway Improvements

SR 60 Widening (Brandon)
U.S. 301 to west of Falkenburg Rd.
Construction began spring 2017
To be completed finish late 2018

- Widening the roadway to a six (6) lane divided road with medians
- Constructing a retention pond and adding a new drainage system
- Sidewalks & bike lanes
- Making changes to median openings/left turns to improve safety

SR 60 Resurfacing (Brandon)
Falkenburg Rd. to Lake Kathy Drive
Finishing construction late 2017





Moving Forward Together

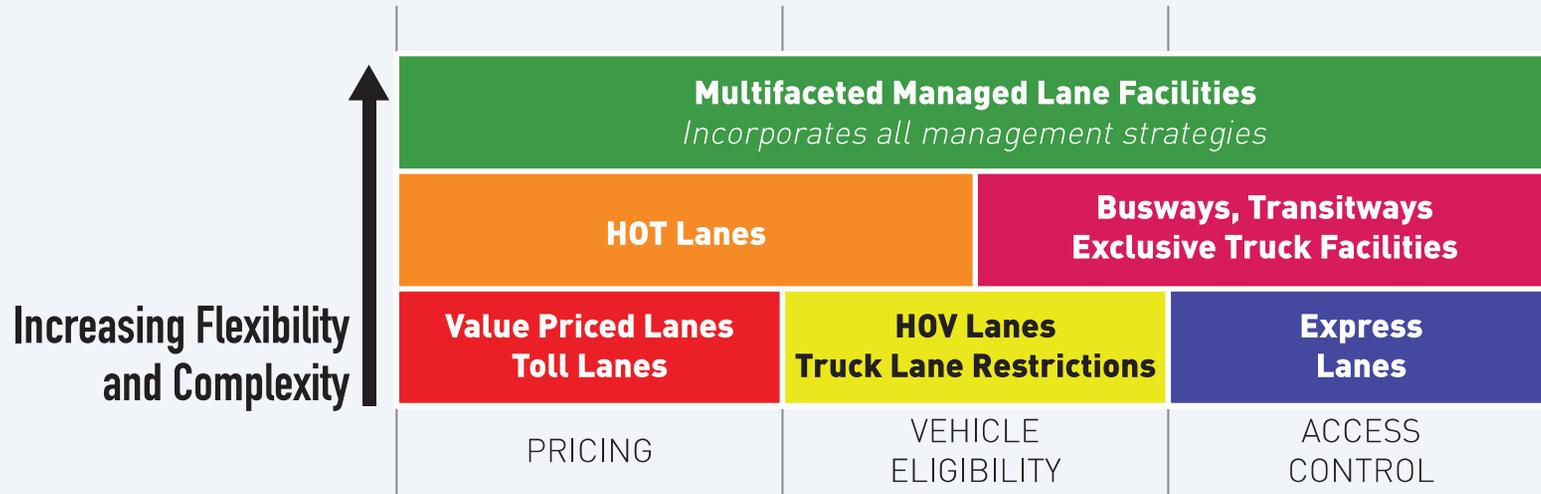


Hillsborough MPO
Metropolitan Planning
for Transportation



Managed Lanes

Facility types



Management Strategy





Mike Williams

Hillsborough County Transportation





LAND USE – TRANSPORTATION CONNECTION

EXISTING/UPCOMING PROJECTS

December 6, 2017

INVESTMENT OUTCOMES

Leverage existing infrastructure
Linking infrastructure spending to private capital investment

MOBILITY OPTIONS

• Move people instead of vehicles
• Integrated network of roads,
transit, and trails
• Optimize future technology (IoT,
V2I, V2V)

GREAT PLACES

- Complete communities around multimodal transportation systems
- Identity of place and lifestyle options
- Preserve stable neighborhoods
- Protect environmental land

ECONOMIC PROSPERITY

- Competitive sites for future jobs
- Connect people to jobs
- Return on taxable value
- Create financial stability
- Affordable housing



Brandon Area
Redevelopment Projects

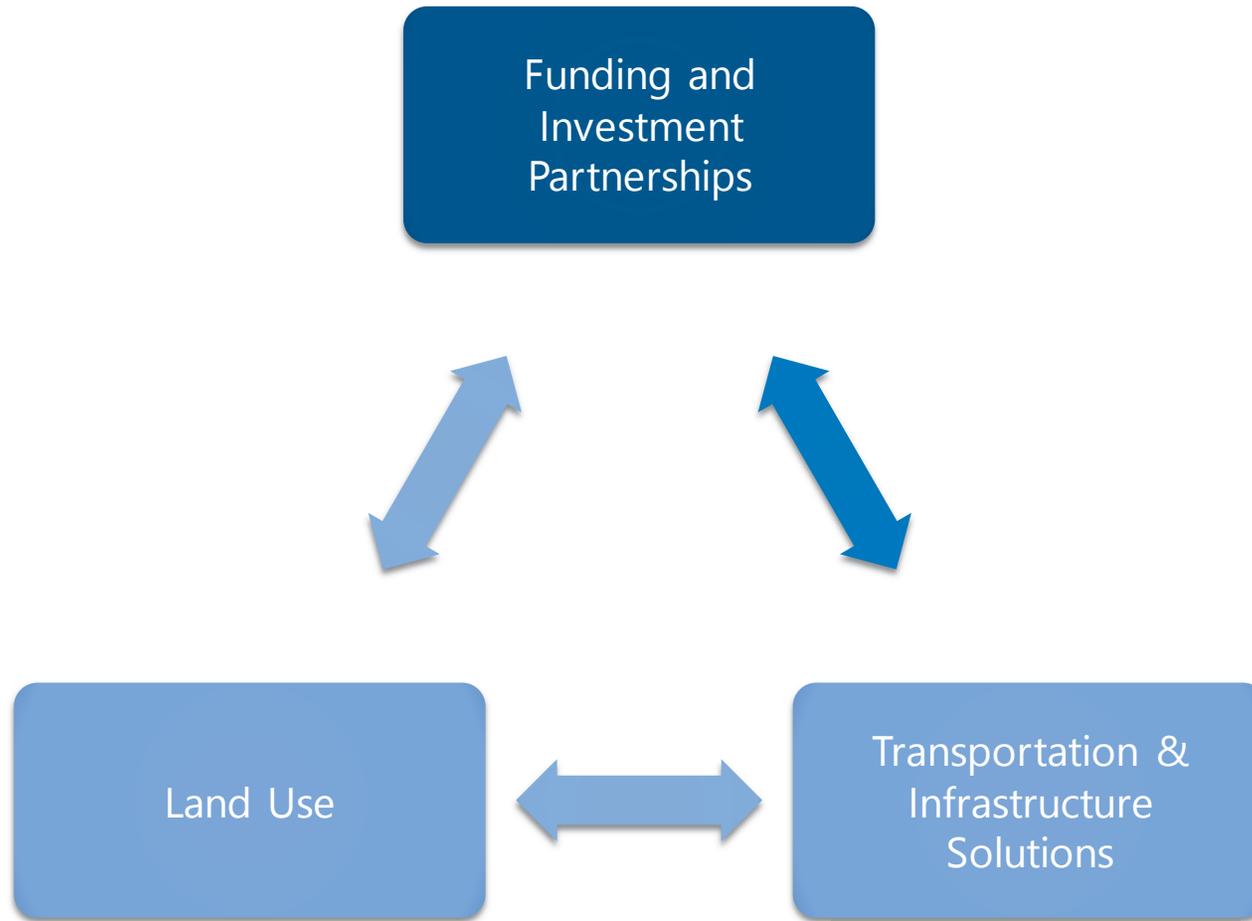


South County
Integrated Mobility Solutions
Investment Strategy



East Rural - Agricultural Reserve

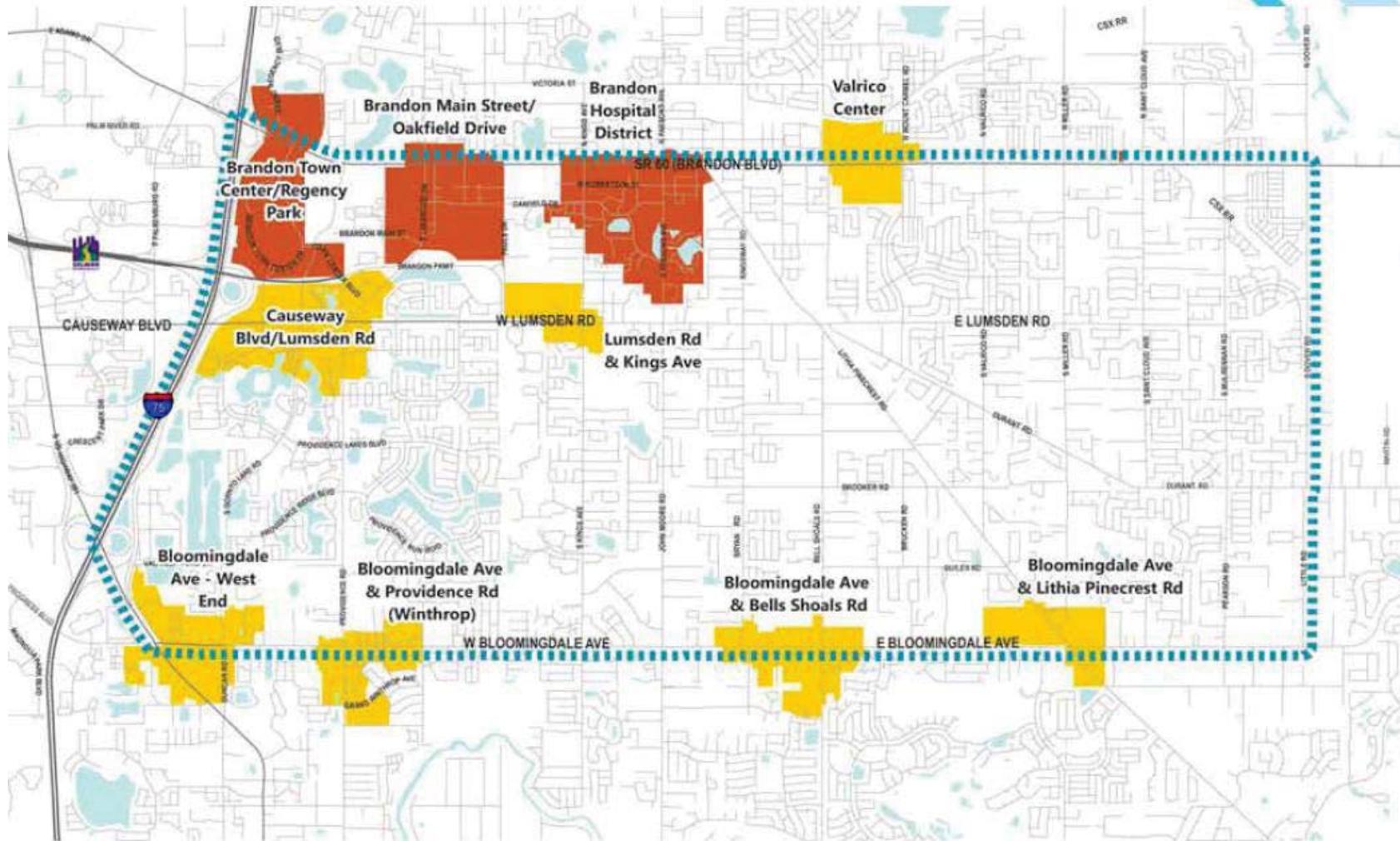
Study Components





Brandon Area Redevelopment Projects

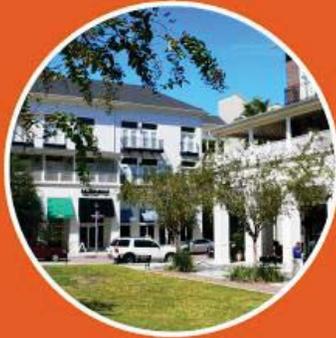
Preliminary Center Designation



Center Designations



Center Types



Compact Urban

Like a Traditional Downtown or Main Street. Mixed Use, Walkable & Transit Friendly.



Connected Suburban

Mix of Walkable and Auto-Oriented Places. Good Connections between nearby Destinations.

WALKABLE & CONNECTED



Modern Suburban

Primarily Auto-Oriented, Planned Communities and Office Parks



Brandon Corridors & Mixed Use Centers

se I looked at:

- Focusing potential future redevelopment in centers along State Road 60
- Improving the mix of uses, connectivity and walkability in other commercial centers throughout the area
- Potential roadway improvements like widening Lumsden Road, reversible lanes on Bloomingdale Avenue and a roundabout on Lithia Pinecrest and Bryan Road
- Potential rapid transit in the State Road 60/Oakfield Drive corridor and circulators or on-demand transit services
- The study identified advantages and disadvantages of these transportation concepts. It also identified land use strategies that will need further study.

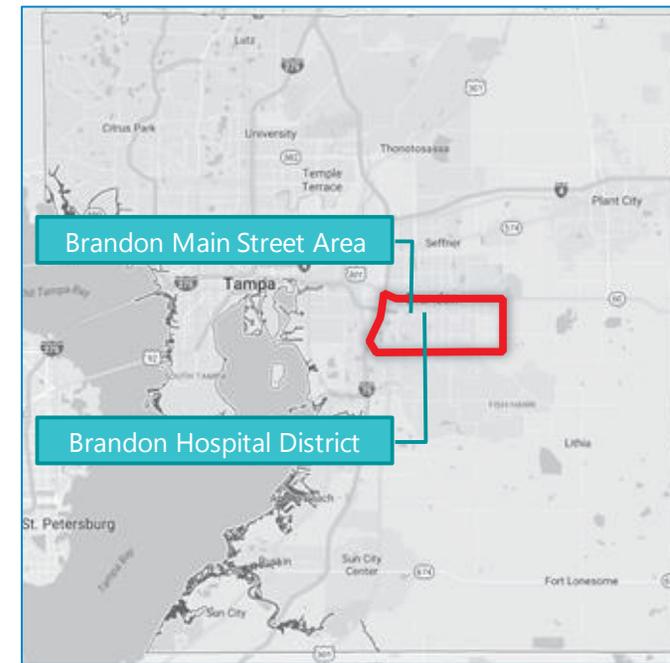
Brandon Corridors & Mixed Use Centers

Ability Improvement Options/Recommendations

- **Bloomington Reversible Lanes**
 - Significant access impacts
 - Feasibility unlikely
- **Lithia Pinecrest Rd/Bryan Road Roundabout**
 - Issues with geometric skew
 - Monitor congestions and consider other options in the future
- **Lithia Pinecrest Rd/Bryan Road One Way Pair at SR 60**
 - No clear improvement pattern identified
 - Consider other options in the future
- **Lumsden Road Widening**
 - Significant ROW acquisition
 - Works best in conjunction with Lithia Pinecrest widening
- **BRT/Express Bus**
 - Implement 60LX and 360LX service as first step
 - Enhanced service on Oakfield Drive vs SR 60
 - Develop a circulator service with possible support from the HyperLINK service

Phase II will focus on Lane Use within the Main Street and Hospital Districts:

- Focus on refining development and infill strategies
- Prepare development scenarios
- Evaluate potential benefits and impacts of infrastructure investment
- Implementation strategies to include and incentives and changes to regulations
- Identify financing partnerships





South County

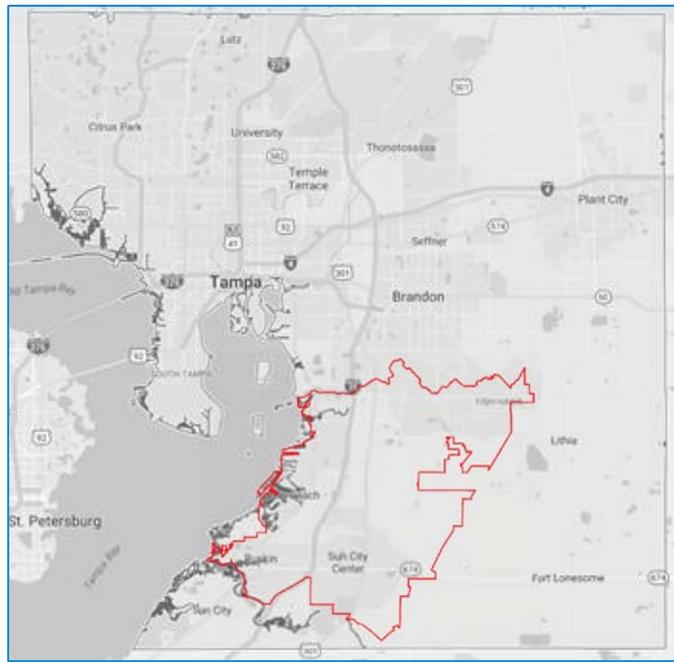
Integrated Mobility Solutions

Investment Strategies

South County Integrated Mobility Solutions: Investment Strategies

PHASE ONE

1. Land use options along specific corridors, such as Gibsonton Drive, Big Bend Road, Apollo Beach Boulevard, and 19th Avenue
2. Strategy to connect transportation (vehicular, pedestrian, bicycle, transit, and ferry) with land use policies to optimize seamless mobility
3. Identify innovative transit and “Smart City” solutions

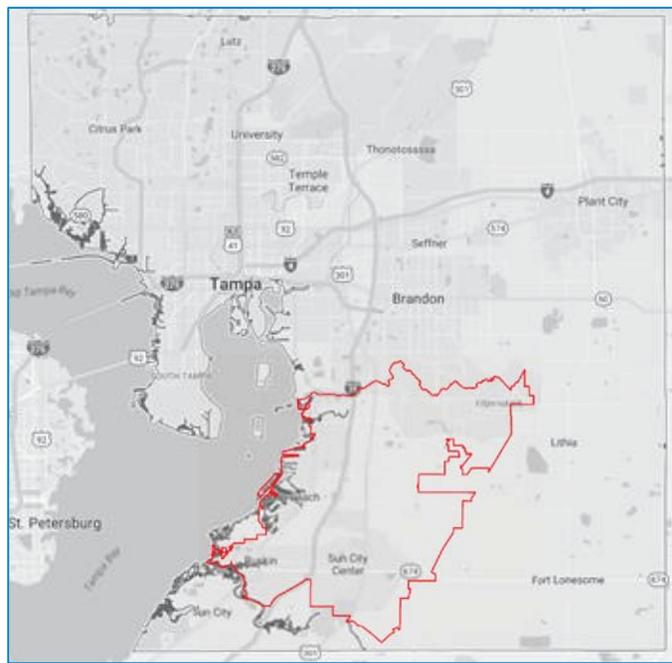


Partner with – HART, PC, MPO

South County Integrated Mobility Solutions: Investment Strategies

PHASE TWO

1. Development Scenarios with fiscal analysis to estimate cost and revenue impacts of growth
2. Land use incentives and regulations to optimize mobility investments and choices
3. Create framework for potential P3 opportunities





East Rural - Agricultural Reserve

East Rural – Agricultural Reserve



1. Evaluate existing Comprehensive Plan policies on the Rural Area
 - Land Use (Transfer of Development Rights)
 - Utilities & Infrastructure
 - Agriculture & Environment
2. Identify strengths, weakness, opportunities & threats.
3. Policies based on SWOT results and identification of any concurrent Land Development Code amendments

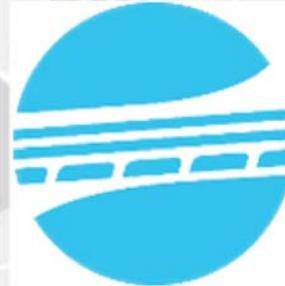
PROJECTS	COST
 <p>Brandon Area Redevelopment 1. Brandon Main Street 2. Brandon Hospital District</p>	<p>\$75k – 100k \$75k – 100k</p>
 <p>South County Integrated Mobility Solutions Investment Strategy</p>	<p>\$300k - \$400k</p>
 <p>East Rural Agricultural Reserve</p>	<p>TBD</p>

2045 Long Range Transportation Plan Regional Scenario Planning

November 2017



**FORWARD
PINELLAS**
Integrating Land Use & Transportation



Hillsborough MPO
Metropolitan Planning
for Transportation

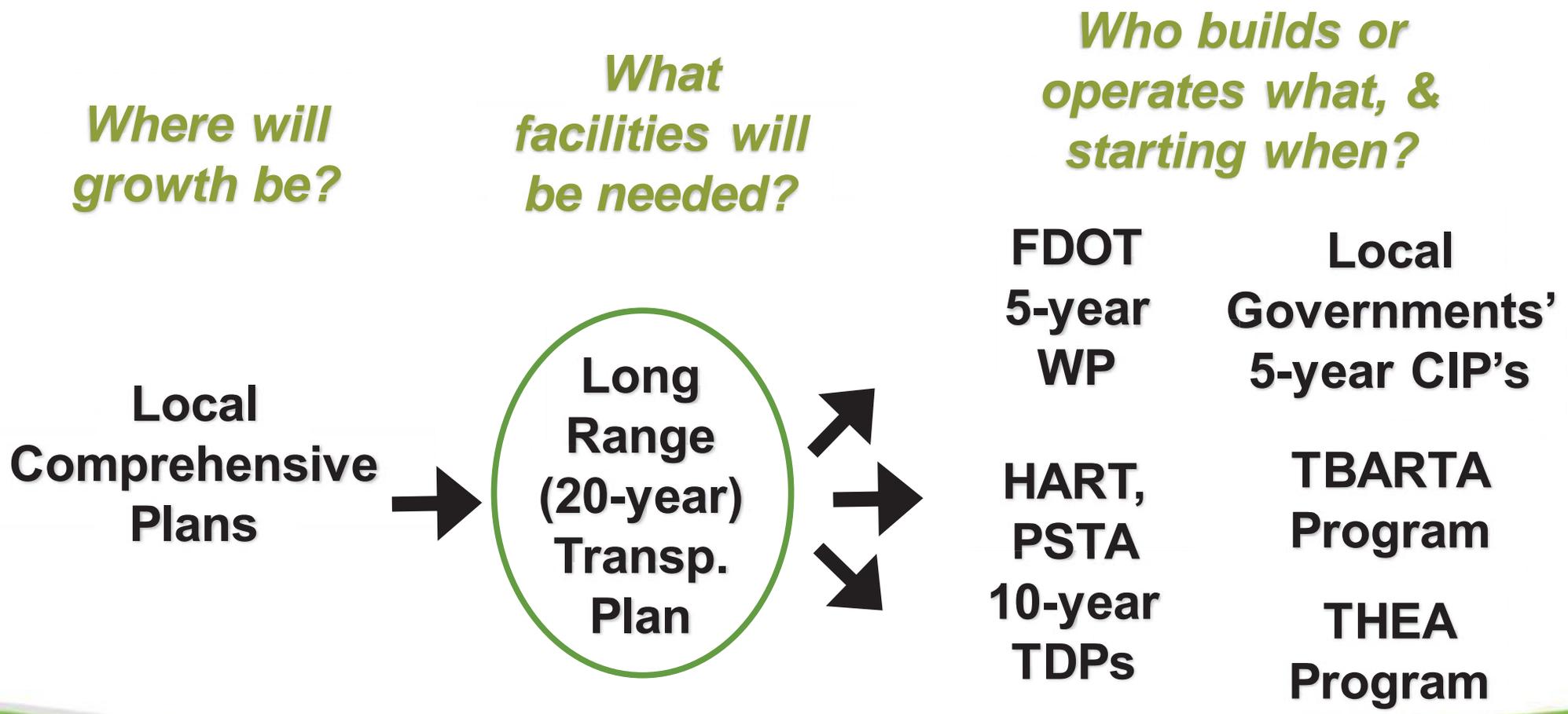
Why does the Long Range Plan Matter

identifies priority projects now being funded, for example:

- Howard Frankland Bridge
- I-275/SR 60 Interchange
- Replacement Buses
- Advanced Traffic Management Systems
- South Coast Greenway & other trails

Conveys our priorities for federal & state funding to
Washington, DC & Tallahassee

How does it fit with other efforts?



Central Florida
Coordinating Committee

2035

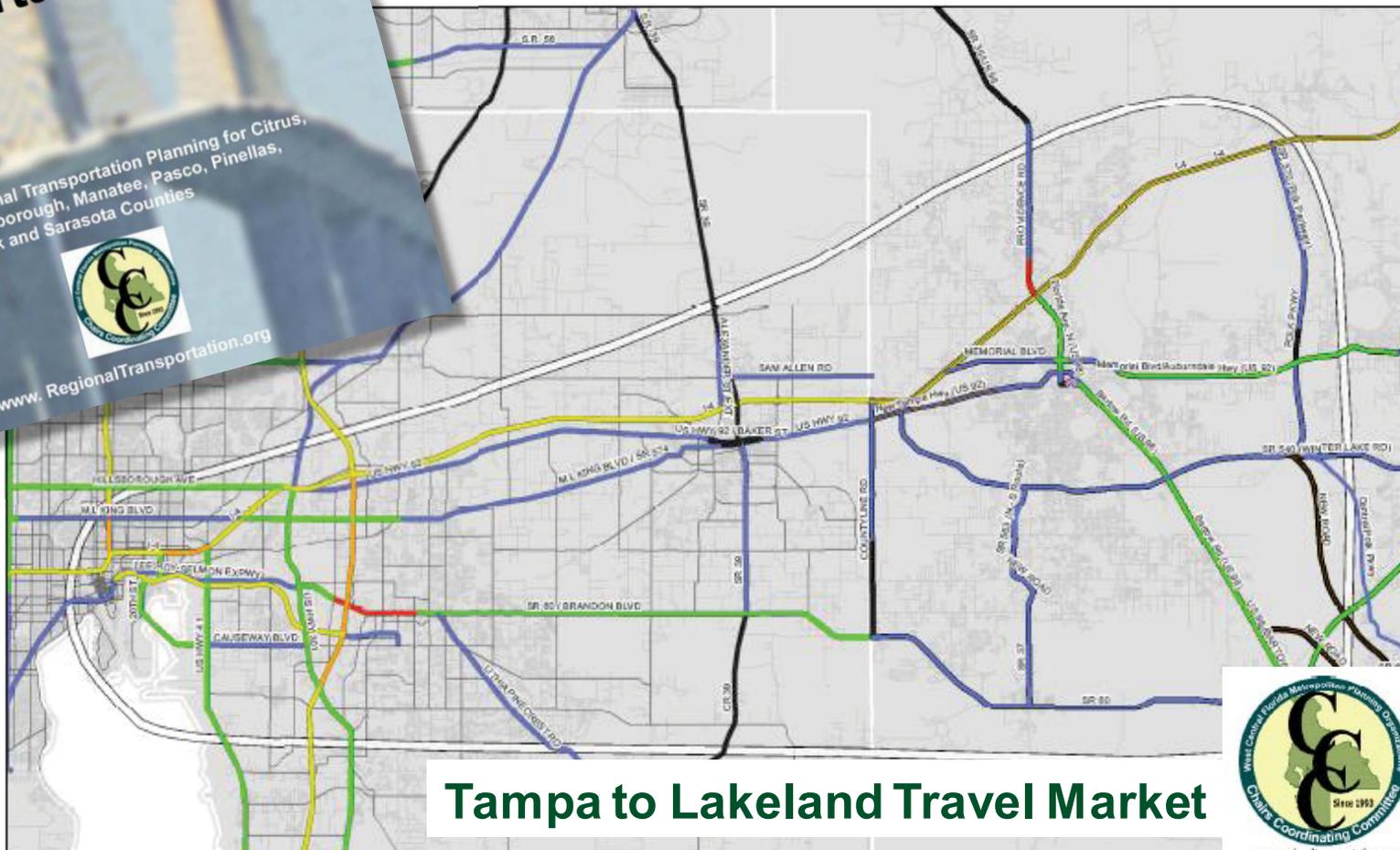
Regional Long Range
Transportation Plan

Coordinating Regional Transportation Planning for Citrus,
Hernando, Hillsborough, Manatee, Pasco, Pinellas,
Polk and Sarasota Counties



www.RegionalTransportation.org

How is it coordinated across the region?



Tampa to Lakeland Travel Market

Regional Travel Needs

Studied by MPO
Chairs
Coordinating
Committee

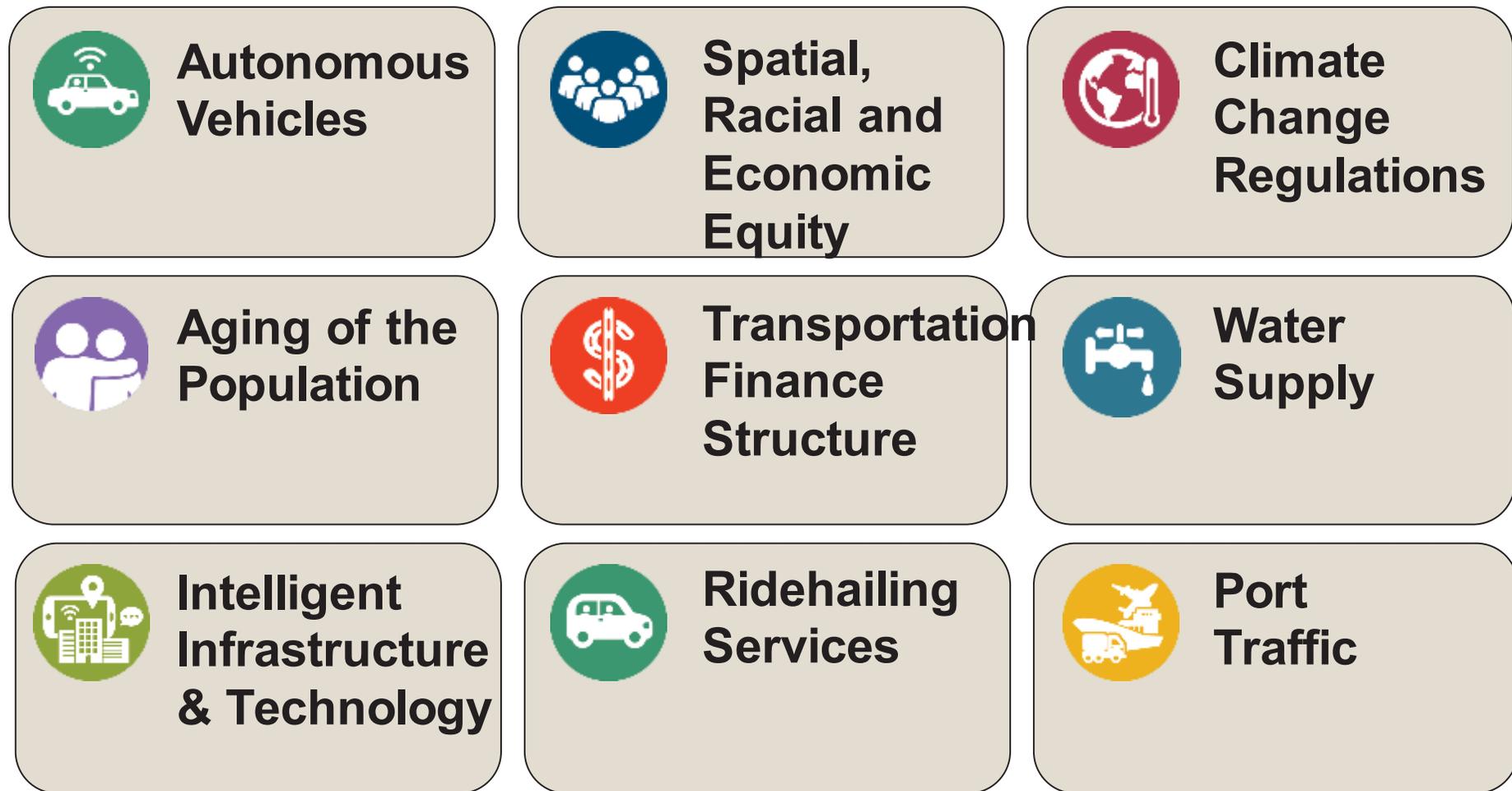


www.regionaltransportation.org

MPO
METROPOLITAN
PLANNING
ORGANIZATION
FOR TRANSPORTATION

2035

What trends will shape what Tampa Bay looks like in 2040



Key drivers of change for the Atlanta Region

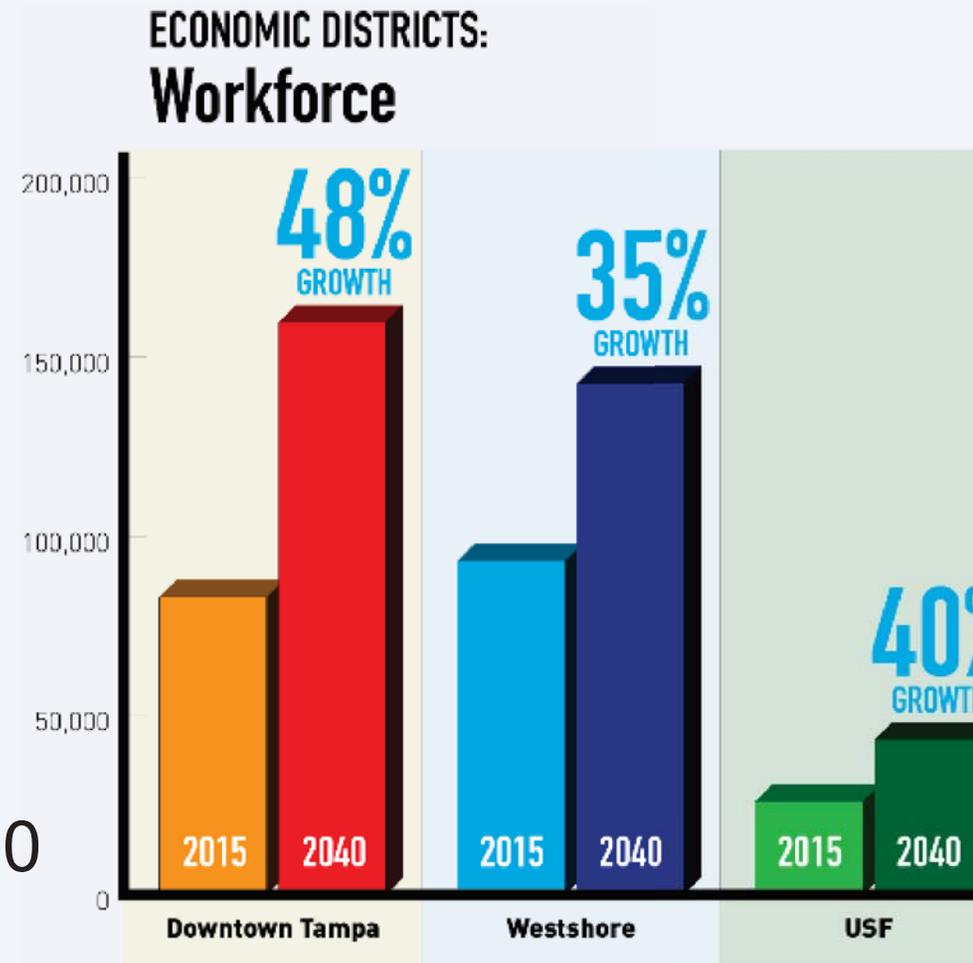


**Tampa Bay Next
is a process of working
with the community to
come up with an action
plan for transportation**

Defining the Problem



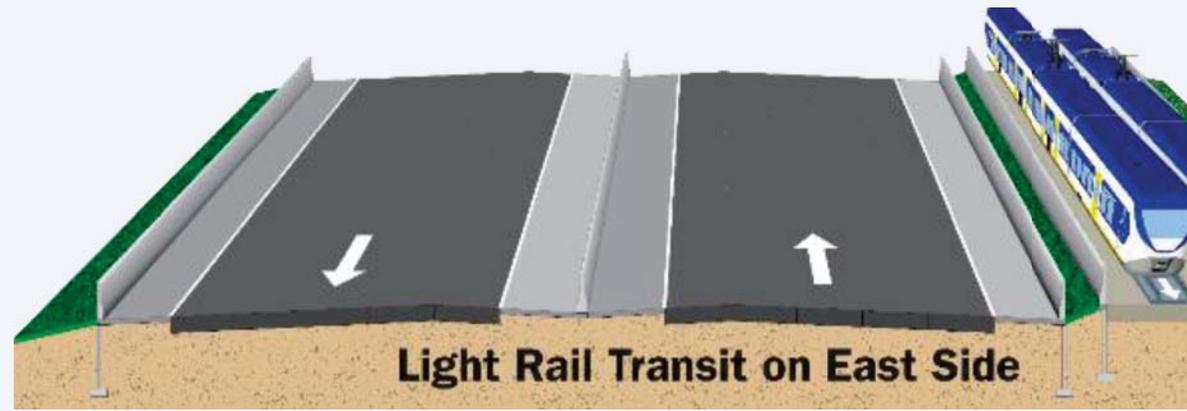
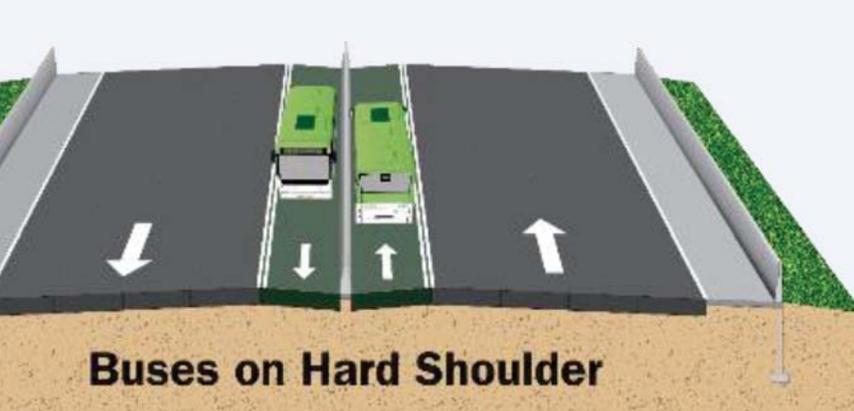
Tampa Bay is the **5th fastest growing** metro area in the U.S., with almost 5,000 people per month moving here in 2016.



Source: Tampa Bay Regional Planning Model

Transit

Options for Premium Transit in Interstate ROW



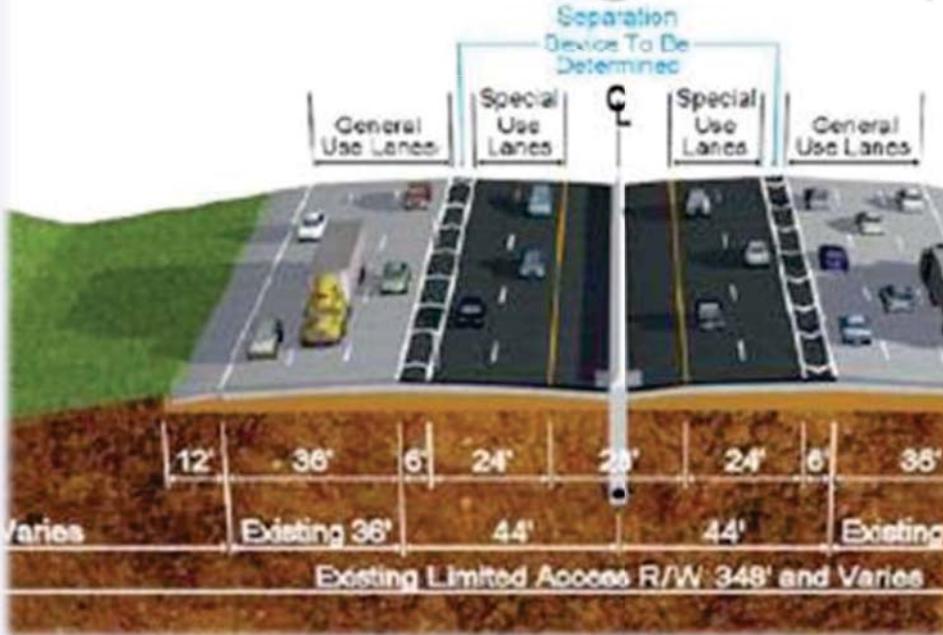
Interstate Modernization

Other Concepts Being Evaluated

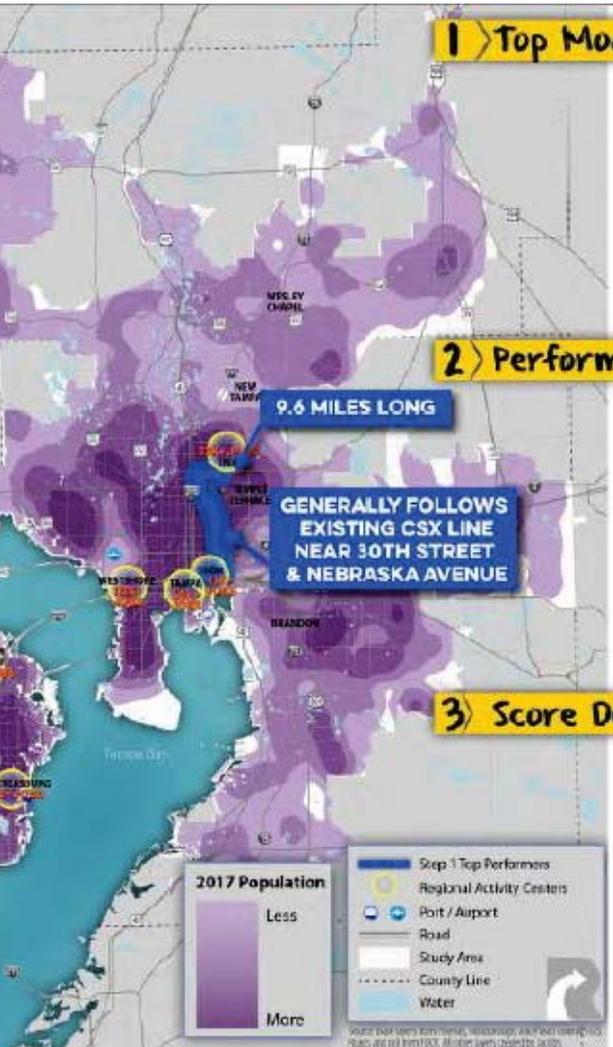
- Beltway
- Bench
- Elevated Lanes
- Reversible Lanes
- Other Mgd. Lane Options
- Boulevard Conversion
- Transit Options

MPO Chairs' Coordinating Committee High Priorities (2012)

#1: I-75 Managed Lanes w/



Regional Transit Feasibility Plan



Top 2 Potential Corridors Have Been Identified per Federal Criteria:

← **USF to Downtown Tampa (CSX Corridor)**

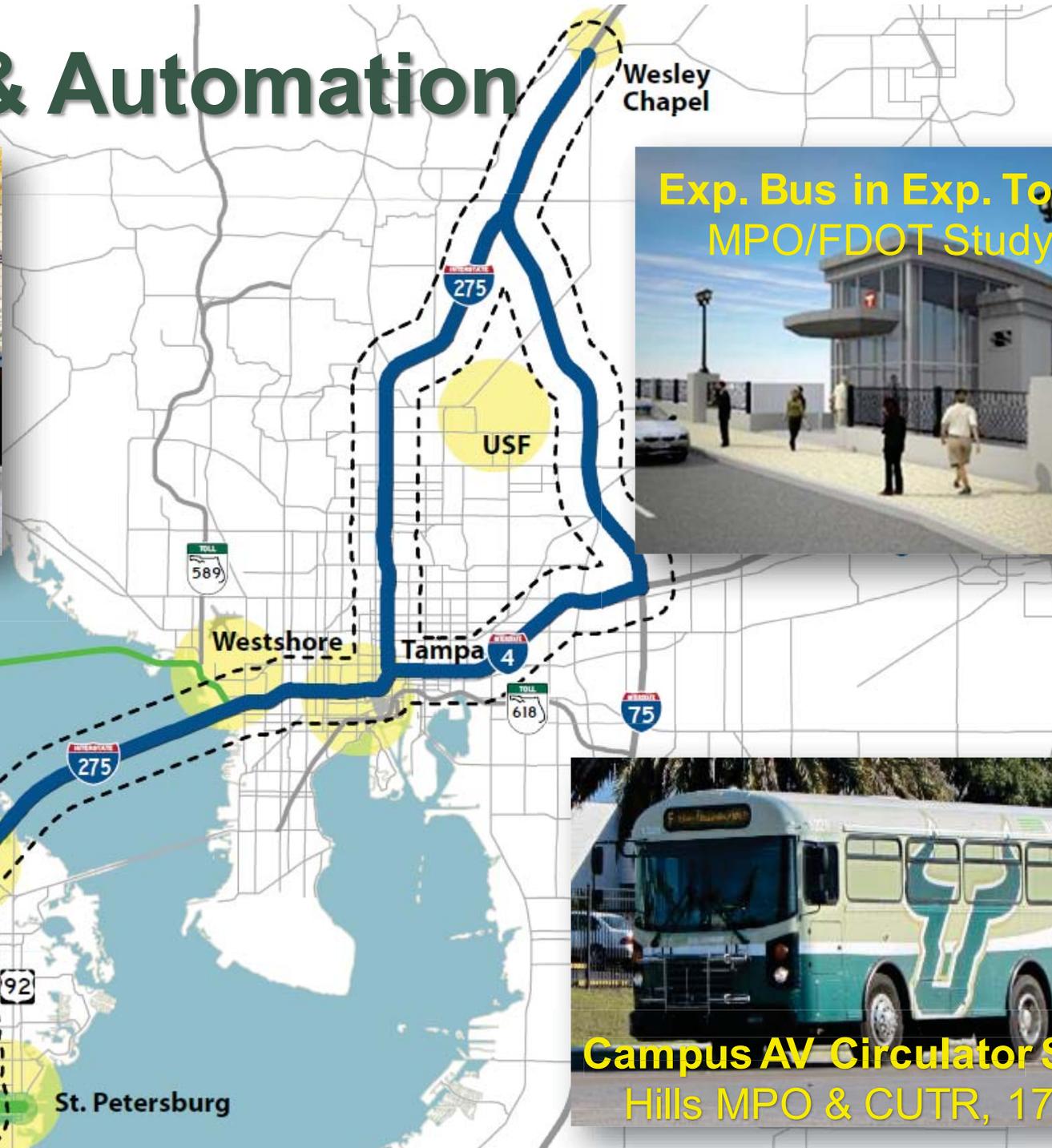
Wesley Chapel to St Pete (Interstate Corridor) →



Rapid Transit & Automation



Shuttles in Downtown Tampa
on Marion Transitway, late 2017



Exp. Bus in Exp. To
MPO/FDOT Study



Campus AV Circulator S
Hills MPO & CUTR, 17

Use &/or Joint Use of Rail Corridors

more than 100 miles of low-use
track in Tampa Bay

potential for expansion to Clear-
water, St Pete, Land O Lakes,
Brooksville, So. Tampa

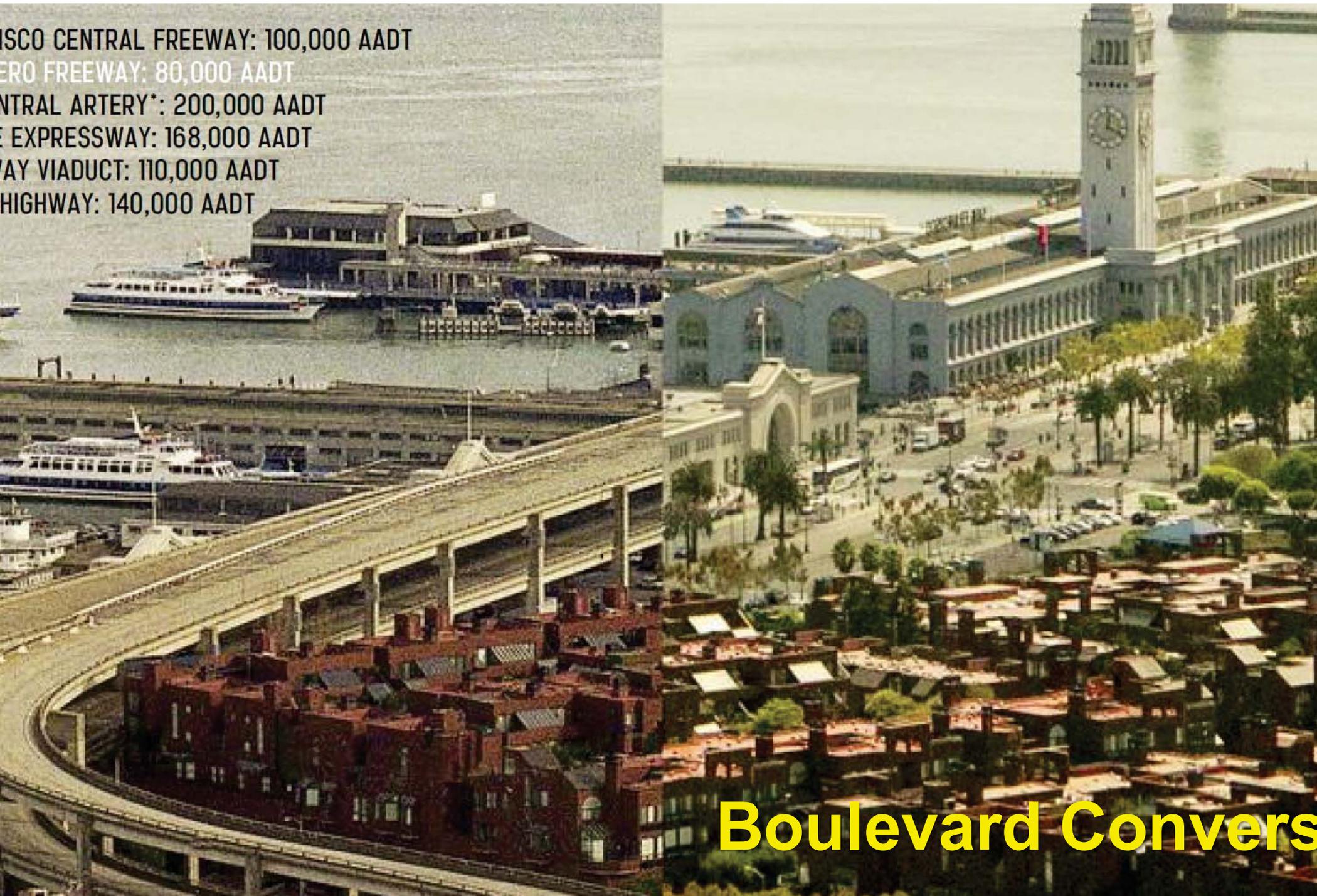
SunRail- FDOT bought 61.5 miles
of tracks from CSX for \$150 m
(\$2.4 m/mi) **plus** track refurbishing
as freight was to be re-routed

was operating up to 30 freight
trains/day on the SunRail corridor,
which is the volume as our dead-
line



DMU (Diesel Multiple Unit) FRA-compliant vehicle operating in Dallas Ft Worth

ISCO CENTRAL FREEWAY: 100,000 AADT
ERO FREEWAY: 80,000 AADT
NTRAL ARTERY*: 200,000 AADT
E EXPRESSWAY: 168,000 AADT
AY VIADUCT: 110,000 AADT
HIGHWAY: 140,000 AADT



Boulevard Convers

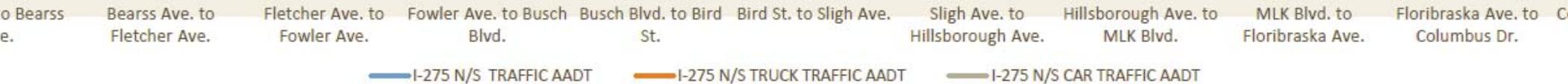
Levard Conversion

I-275 N/S AADT

Up to 150,000 vehicles
1/3 passing through

DESIGN FOR THE 65%

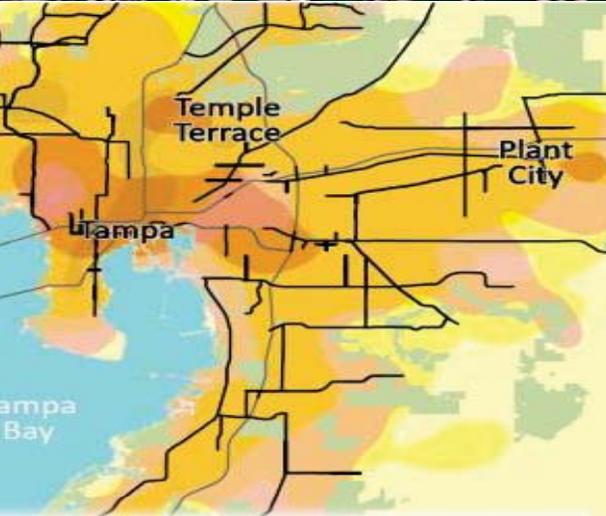
Travelling on I-275 between Downtown Tampa & USF



Playing out some very different futures

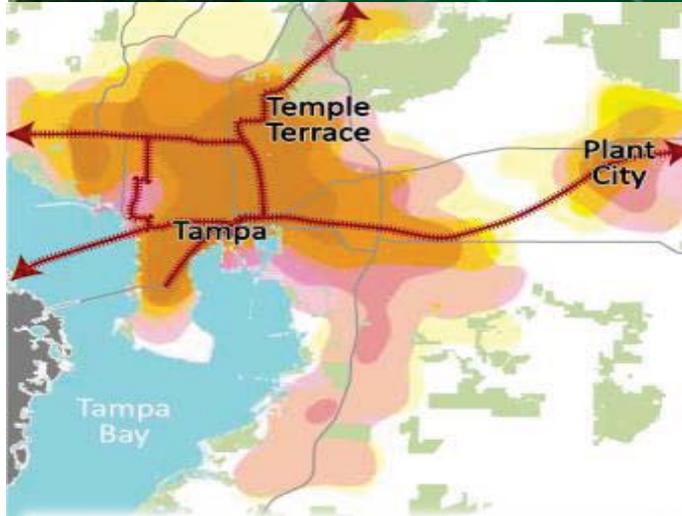
borough's *Imagine 2040* Scenarios were a combo of transportation & development decisions.

A. "Suburban Dream" (Trend)



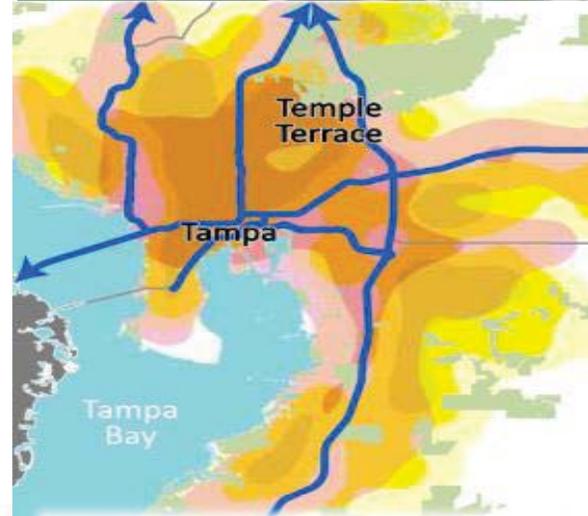
and the growth boundary to make
n for new suburbs. Extend roads &
er lines, rebuild major intersections.

B. "Bustling Metro" (Rail & TOD)



Create new town centers in older
commercial areas. Add rapid bus, rail,
circulator shuttles, walk/bike connections.

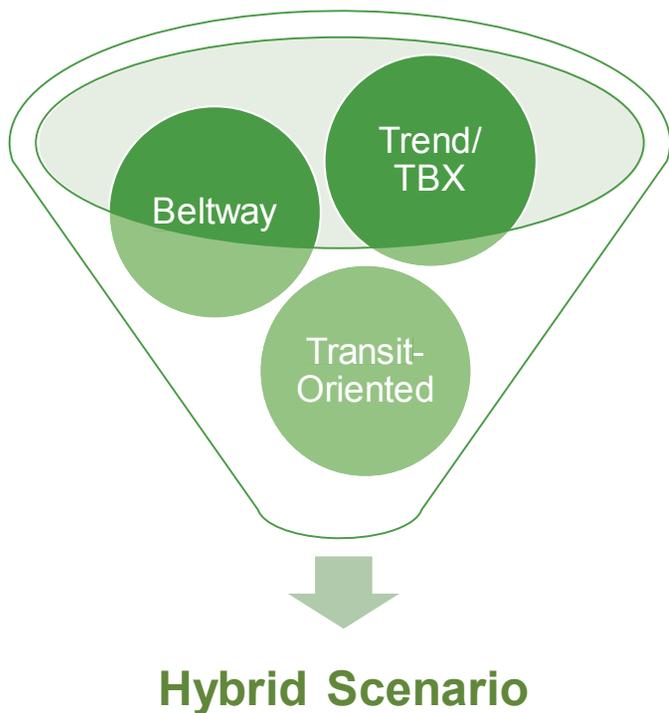
C. "New Corporate Ctrs." (on Ex)



Create new corporate parks along
major highways. Add new express
lanes in the interstates (I-4, I-75, I-95).

Tampa Bay TMA Role

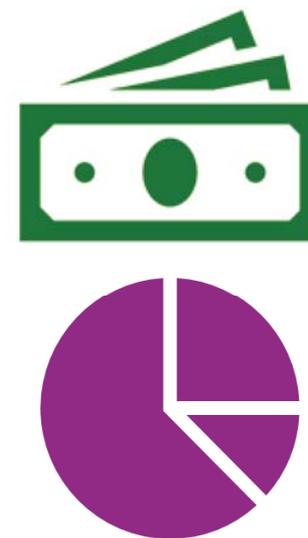
Build 2045 Growth Scenarios



Create Public Survey Tools



Develop Funding & Cost Sharing Strategies for Hybrid Scenario





Moving Forward Together



Hillsborough MPO
Metropolitan Planning
for Transportation

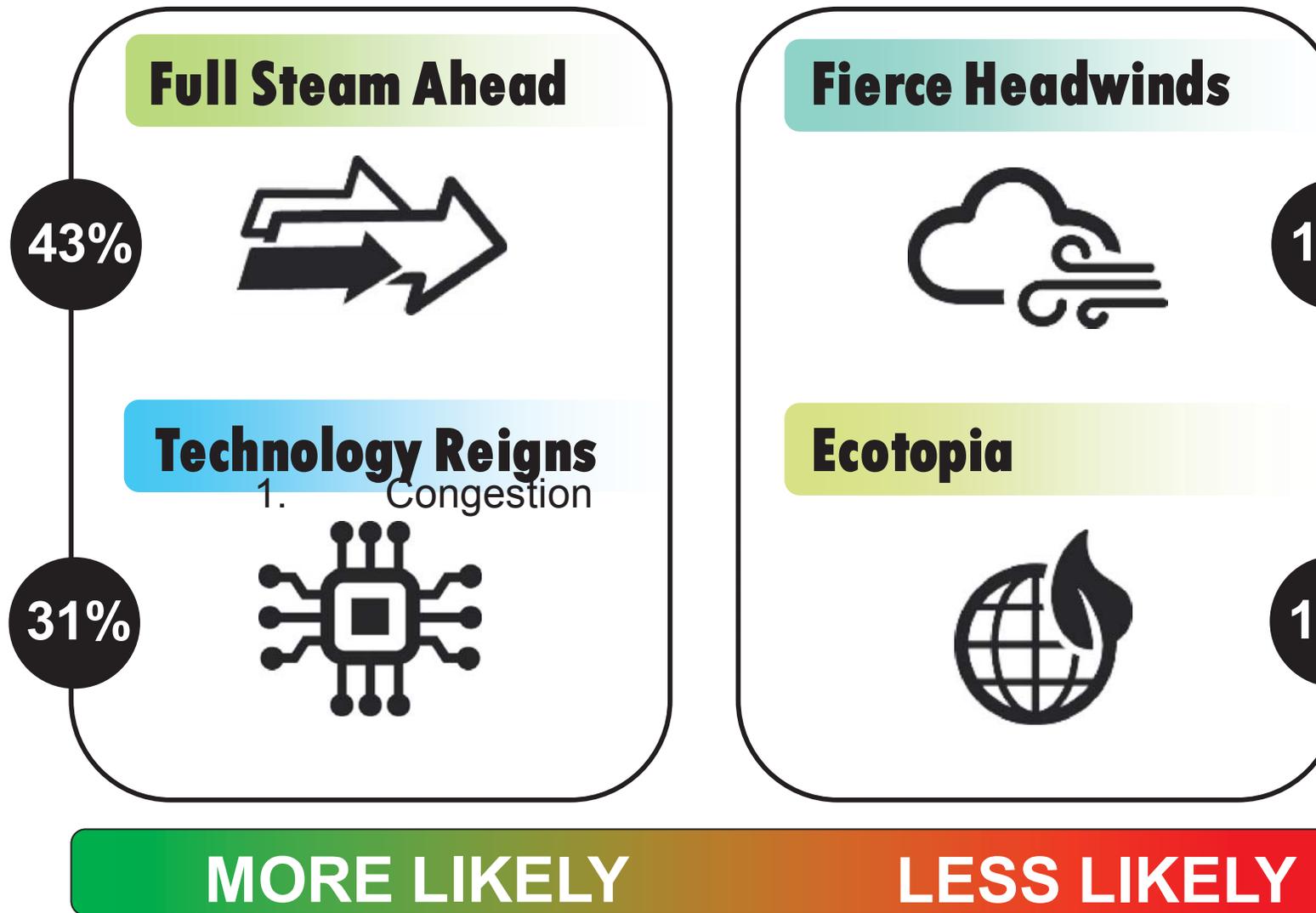


FORWARD
PINELLAS

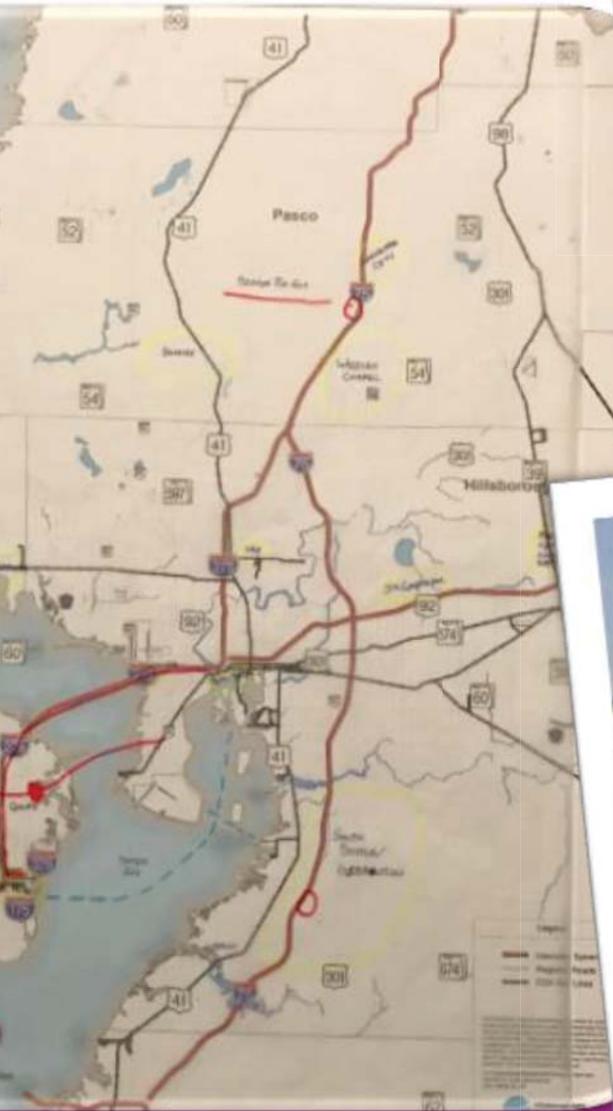


What might scenarios for the Tampa Bay TMA look like?

Atlanta Region's Plan: online gaming beta test res



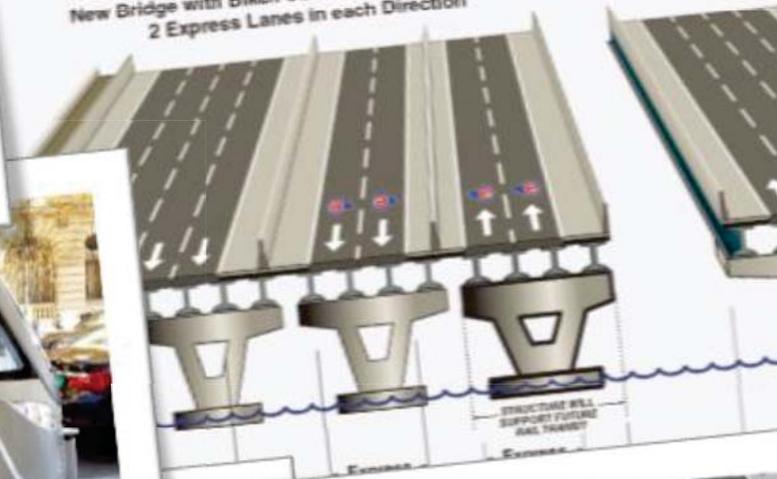
Trend + Technology



This Is What We Are Proposing To Build In

New Bridge with Bike/Ped Trail on the Outside and 2 Express Lanes in each Direction

Existing Southbound Converts to Northbound



Belt & Boulevard



Transit Oriented Development



Give us your thoughts by text!

To get started, text the word **PLANCOM** to the number **22333**.



Question 1: What “big ideas” or **drivers of change** could most affect how & where we grow? (Select 3)

Vacant land availability

Declining gas tax, more reliance on tolls & fees

Dramatic traffic growth

Deferred maintenance

Investing in fixed transit

Automated vehicles

7. Shared mobility services

8. Aging population

9. Income stagnation

10. Access to job centers

11. Tourism industry strength

12. Freight/logistics industry strength

13. Climate change

Question 2: What are the best strategies to accommodate population growth? (Select 2)

Redevelop cities & older suburbs at higher densities

Redevelop older commercial strip corridors as townhomes & apts.

Re/develop around new fixed-guideway transit stations

4. Develop agricultural land needed

5. Develop new towns in outlying areas

6. Develop along interstate hwy & expressway corridors

7. Don't accommodate it

8. Other

Question 3: For our future populations' needs, how could we **focus transportation resources**? (Select all that apply)

Add lanes to interstate hwy

Build more elevated hwy

Widen 4-6 lane rds to 6-8 lanes

Innovative intersections & interchanges

Advanced traffic management systems & AV/CV readiness

Maintain pavement & bridges

7. Better bus service in counties

8. Transit connecting counties

9. First commuter/light rail line

10. Walk & bike facilities

11. Step up safety improvements
traffic calming

12. Better freight rail & truck routes

13. Other

Closing Questions

What is your home zip code?

https://www.polleverywhere.com/free_text_polls/Ps32w047uVWO68w

Are there any additional things we should consider?

https://www.polleverywhere.com/free_text_polls/7kgAvB2LfzXUD7e

When you're done: text the word **leave**



Regional Transit Feasibility Plan

A ROUTE MAP TO IMPLEMENTATION

1

What is the project to be built?



**Regional Transit
Feasibility Plan**
A ROUTE MAP TO IMPLEMENTATION

(Emphasis of the Regional
Transit Feasibility Plan)

2

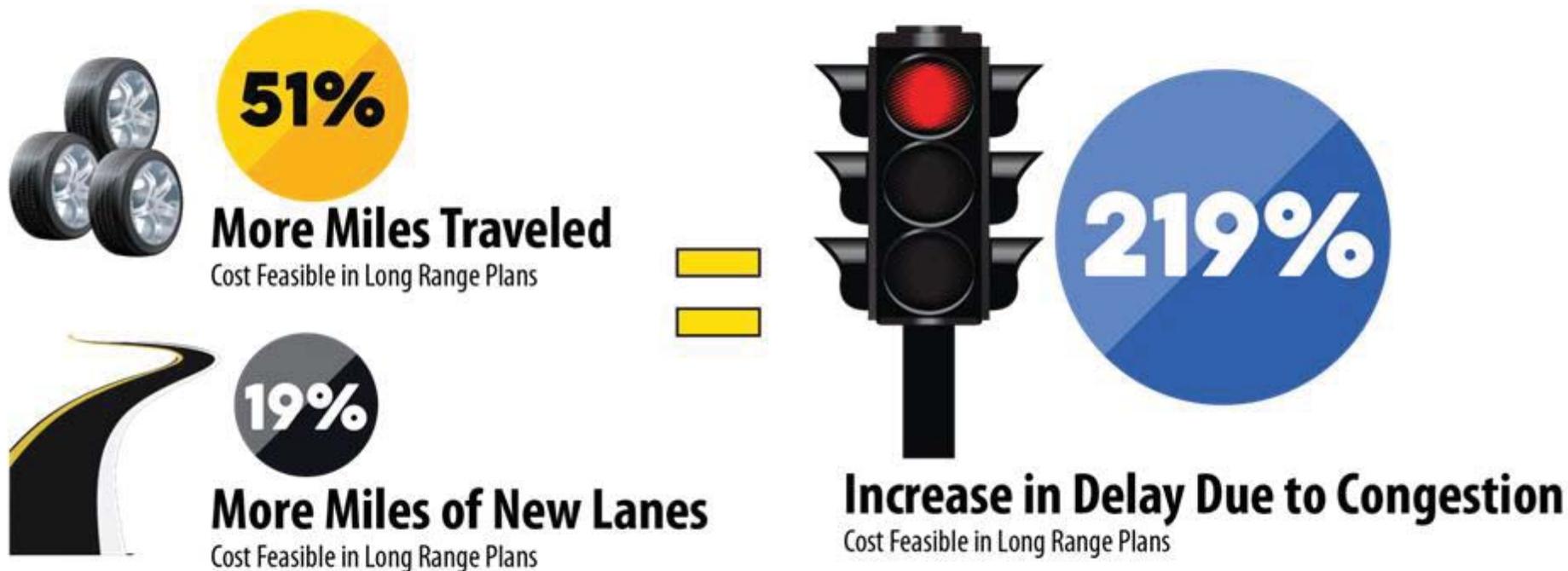
How is it funded?

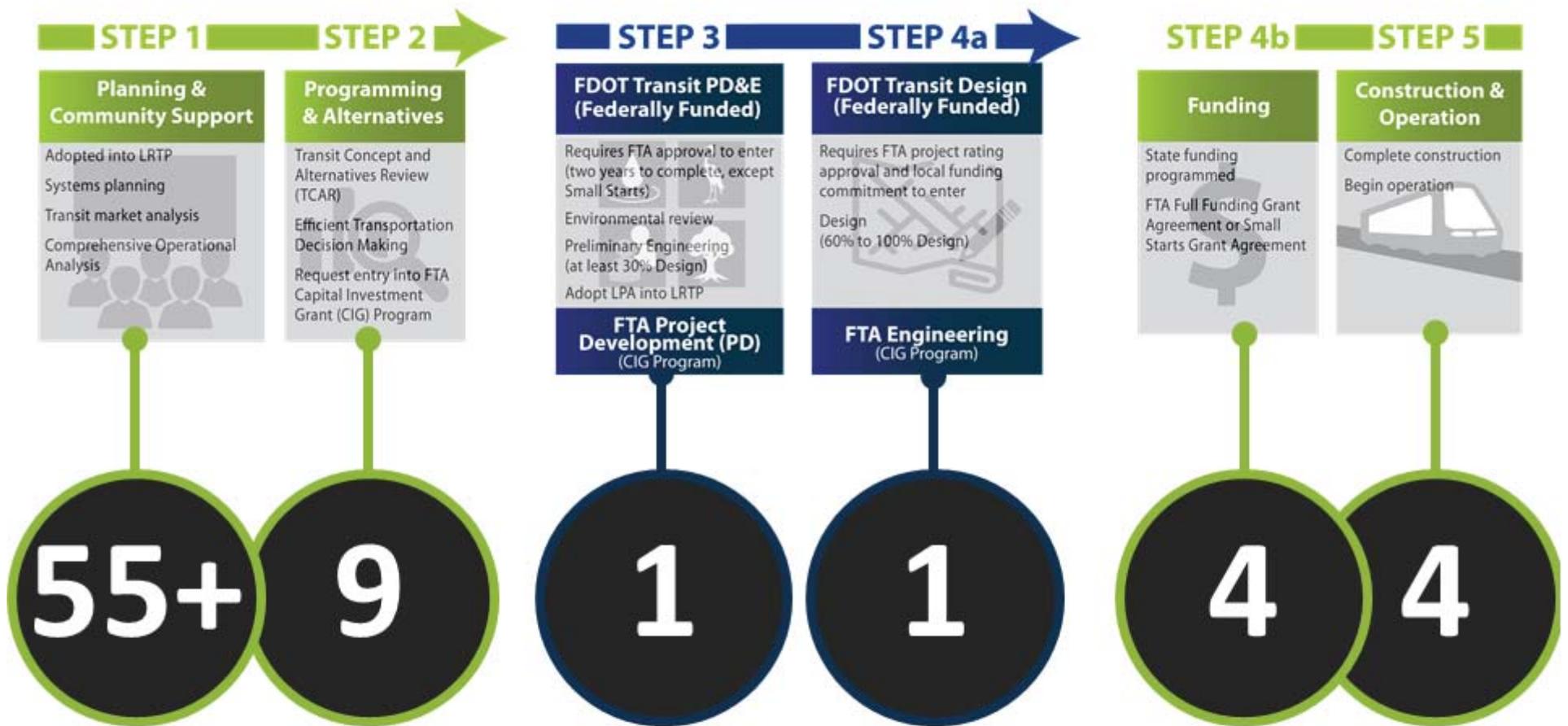
3

Who is responsible for building and
maintaining it?

Traveling to Our Regional Centers in 2040...

Source: Adopted MPO Long Range Transportation Plans (Hillsborough, Pasco, and Pinellas)



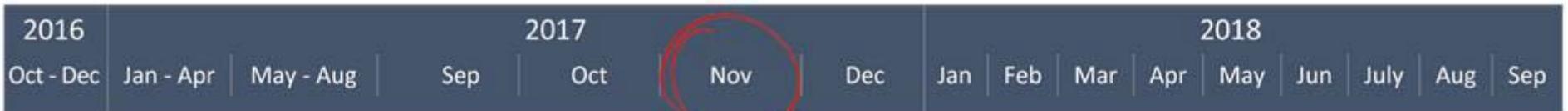


Number of Projects Over the Past 30+ Years in Tampa Bay

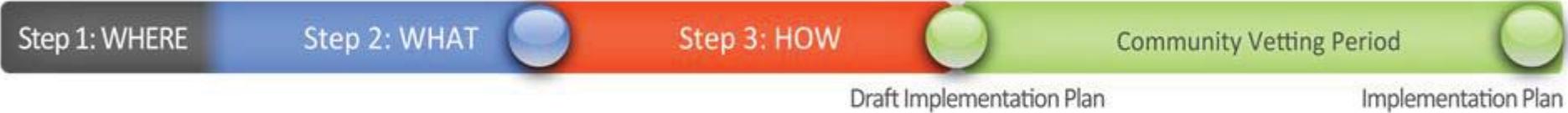


Purpose of the Plan

- ✓ Projects that have the greatest potential to be funded (compete for state and federal grants) and implemented
- ✓ Projects that are the most forward thinking and make the best use of today's technology
- ✓ Projects that best serve our region today while supporting tomorrow's growth



Study Management, Coordination, and Outreach



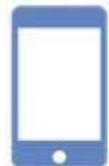
90+ Presentations/meetings



1,280+ Participants



7,000+ Website visits



500+ Social media posts

18+ New Articles



465+ Comments Received

WHAT WE'VE HEARD

"Rail has left the station, focus on rubber tire"

"Stop talking, start building"

"Autonomous vehicles are a no brainer"

"Focus on land use and economic growth"

"Need frequent rail transit"

"Use CSX"

"Need a connection to the airport"

STEP 1:

**WHERE ARE THE TOP
PERFORMING
CONNECTIONS?**

STEP 2:

**WHAT ARE THE BEST
PROJECTS?**

STEP 3:

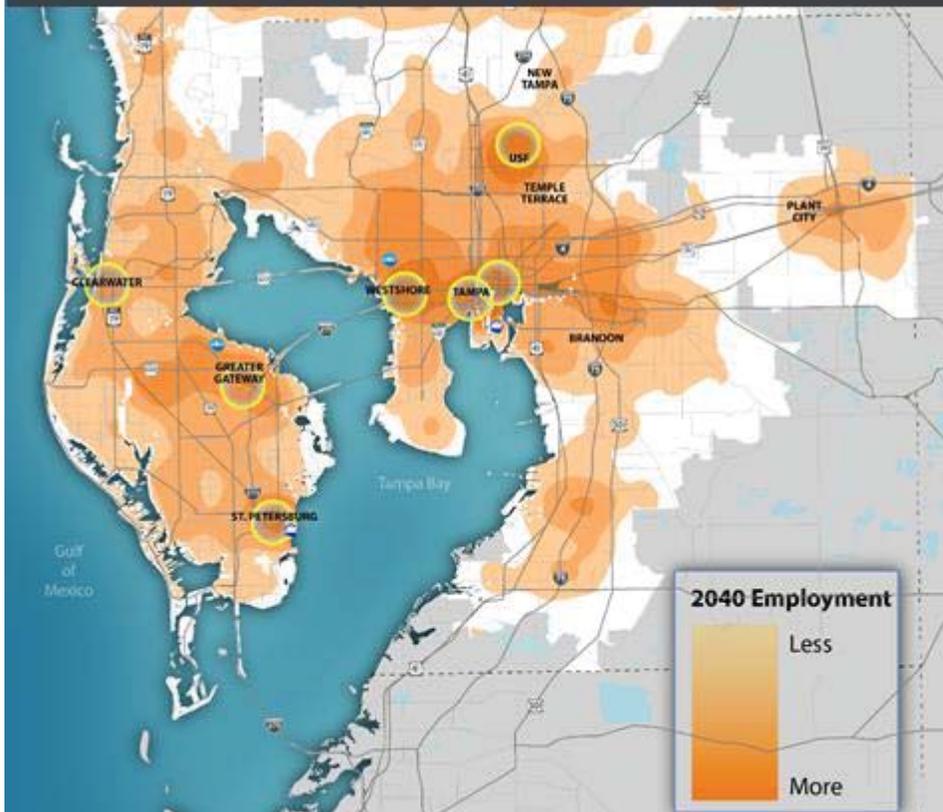
**HOW AND WHEN ARE
PROJECTS BUILT?**

Purpose of the Plan

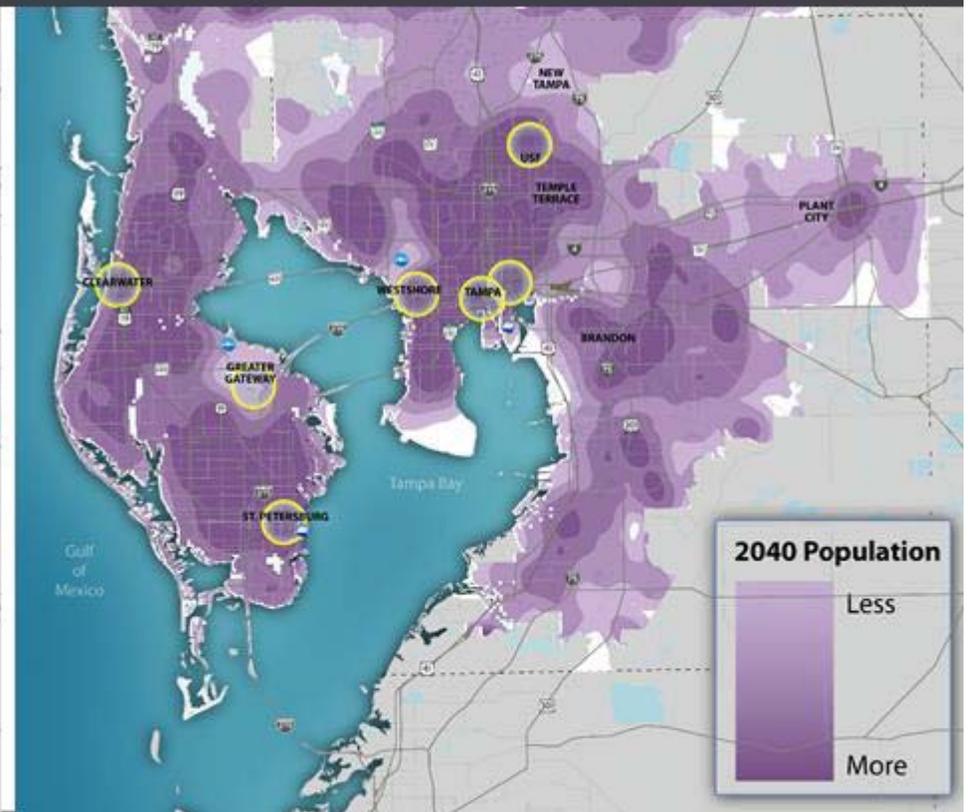


Projects that best serve our region today while supporting tomorrow's growth

Job Centers

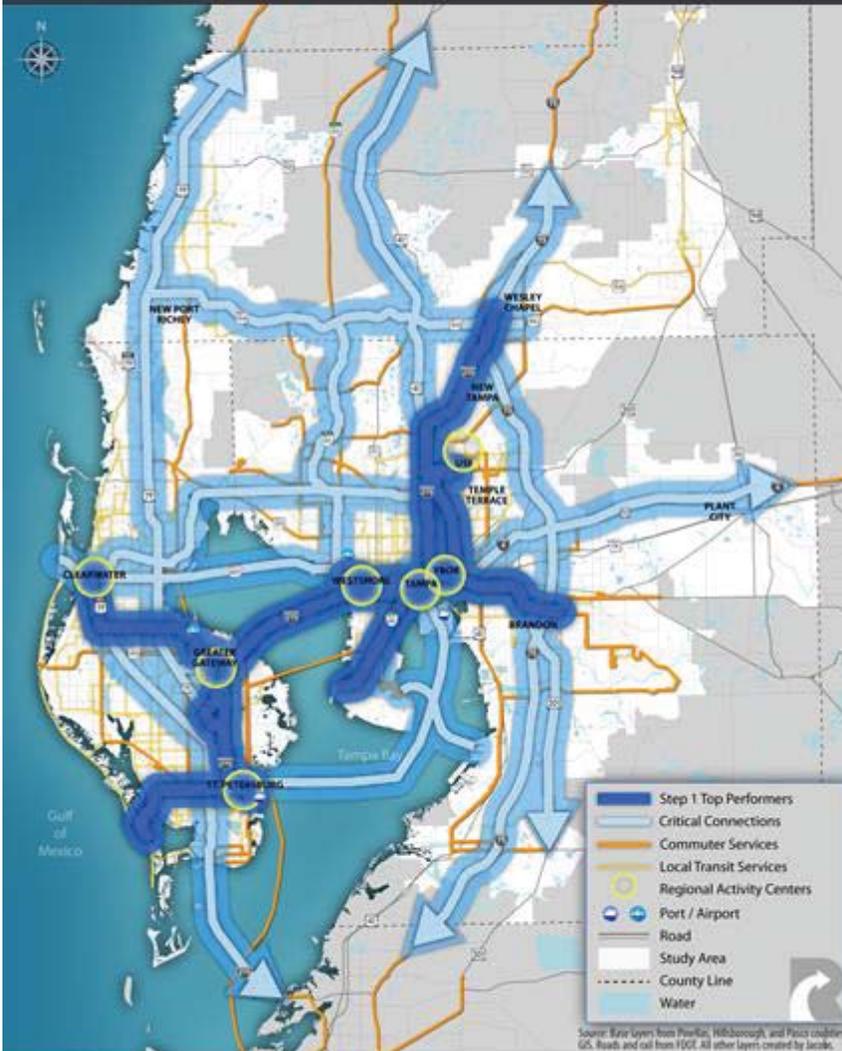


Population Centers



REGIONAL TRANSIT VISION

THE TOP PERFORMERS AND CRITICAL REGIONAL CONNECTIONS WOULD SERVE THE FOLLOWING WITHIN ½ MILE OF EACH CONNECTION BY 2040



SERVES APPROX.
6 IN 10
JOBS (2040)

SERVES APPROX.
5 IN 10
RESIDENTS (2040)



SERVES APPROX. **2,100**
JOBS PER MILE (2040)

SERVES APPROX. **3,000**
RESIDENTS PER MILE (2040)



SERVES APPROX.
6 IN 10
RESIDENTS WITHOUT CARS
(2040)

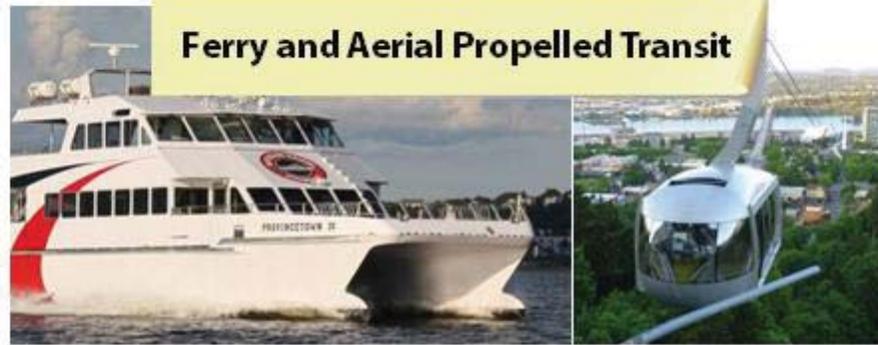
Source: Base layers from Perkin, Withbrough, and Pizzo counties GIS. Roads and rail from USGS. All other layers created by Jacobs.

CHOOSING MODES

Understanding the travel needs of riders along and near each of the top connections illustrates which modes best serve that need, such as:

- Capacity
- Average Trip Distance
- Type of Work Trips
- Population Characteristics

Ferry and Aerial Propelled Transit



Steel Wheel or Rail Transit



Rubber Tire Rapid Transit



EMERGING AUTONOMOUS SOLUTIONS

NAVYA ARMA SHUTTLE Operating in Switzerland and France



EASYMILE Operating in the Netherlands, Australia, Singapore



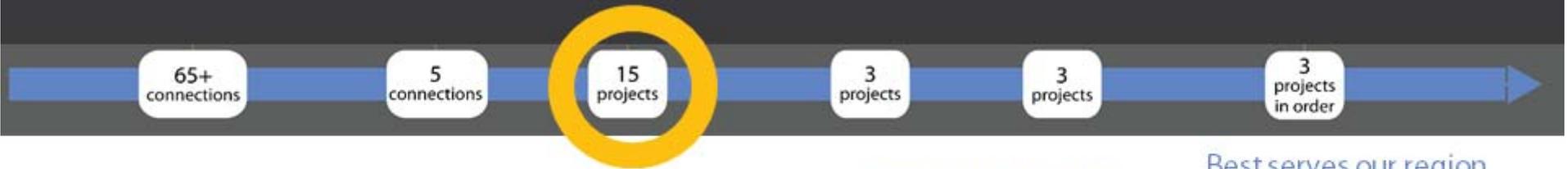
MITSUBISHI Delivered to Tampa International Airport



2GETTHERE Operating in Netherlands



STEP 2 “WHAT”: TOP PERFORMING PROJECTS



PRELIMINARY FTA RATING

Mobility, environmental benefits, congestion relief, cost effectiveness, and land use

RETURN ON INVESTMENT

Annual crash reduction cost, farebox, energy savings, greenhouse gas and air quality, increased revenue compared to annual capital and operating costs

IMPACTS

Utility, noise, natural, and cultural resource impacts

BENEFITS

Serves employment and population growth (2040), elderly, low income, and minority populations

PUBLIC OPINION

Workshops and website survey

Compete for state and federal grants

Best serves our region today while supporting tomorrow's growth



STEP 2 PROJECTS: PRELIMINARY RANKING

Rank	Connection	Mode
1	(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg	Light Rail
2	(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg	Rubber Tire in Exclusive Lane
3	(CSX North) Downtown Tampa to USF	Light Rail
4	(CSX North) Downtown Tampa to USF	Rubber Tire in Exclusive Lane
5	(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg	Commuter Rail
5	(CSX North) Downtown Tampa to USF	Commuter Rail
7	Westshore to Brandon	Rubber Tire in Exclusive Lane
7	Westshore to Brandon	Light Rail
9	(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg	Rubber Tire in Toll Lane
9	(CSX South) South Tampa to Downtown Tampa	Light Rail
11	Clearwater, Gateway, St. Petersburg	Light Rail
12	Clearwater, Gateway, St. Petersburg	Rubber Tire in Exclusive Lane
13	Westshore to Brandon	Commuter Rail
13	(CSX South) South Tampa to Downtown Tampa	Rubber Tire in Exclusive Lane
13	(CSX South) South Tampa to Downtown Tampa	Elevated Rail

STEP 2 RESULTS: TOP PERFORMING PROJECTS



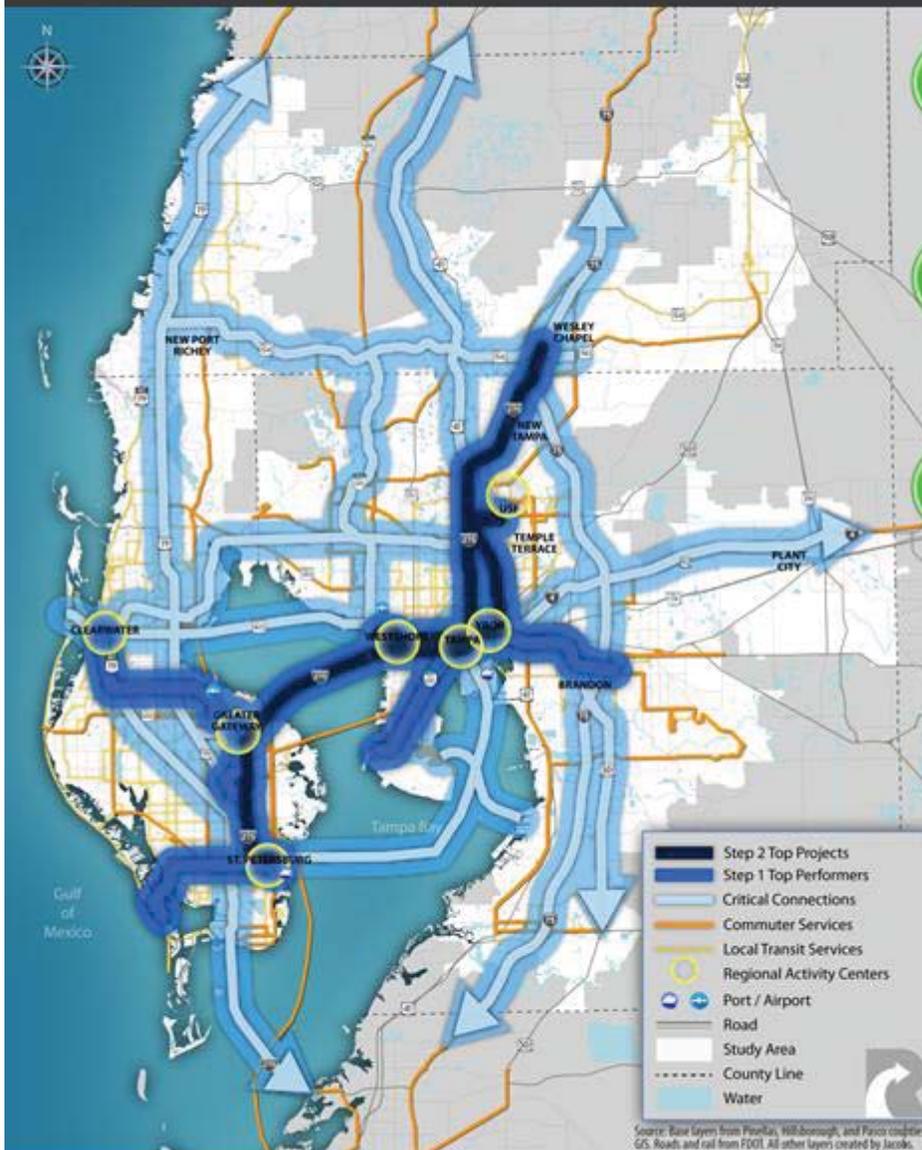
Projects that have the greatest potential to be funded (compete for state and federal grants)



Projects that are the most forward thinking and make the best use of today's technology



Projects that best serve our region today while supporting tomorrow's growth



(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg

(CSX North) Downtown Tampa to USF

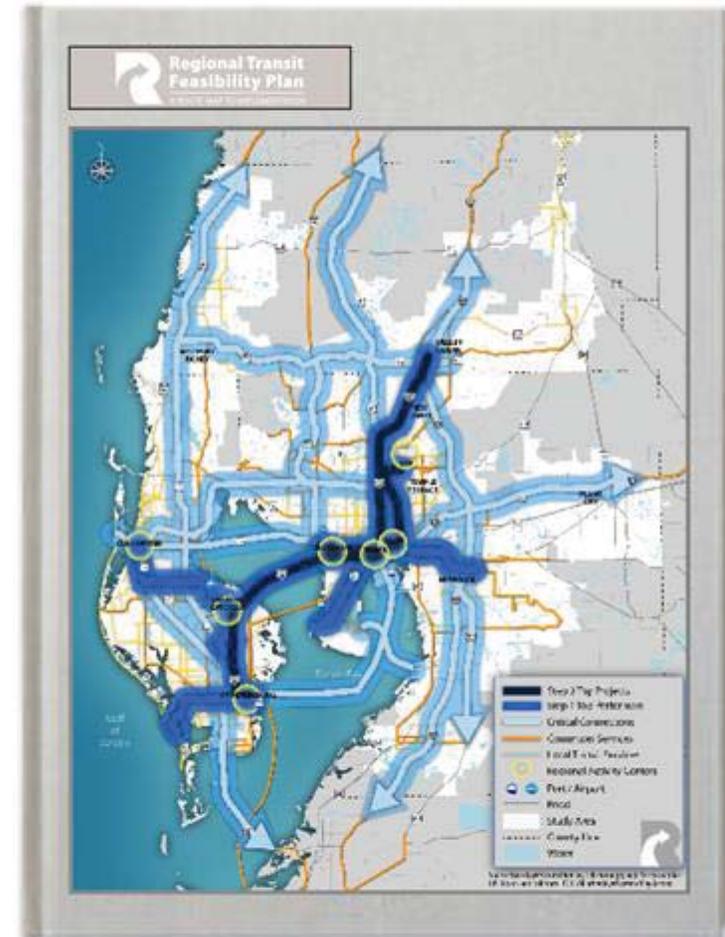
NEXT STEPS: **DRAFT PLAN**

1A

Develop a plan to build each project in the Regional Transit Vision

1B

Provide information needed for entrance of the catalyst project(s) into the federal program





Regional Transit Feasibility Plan

A ROUTE MAP TO IMPLEMENTATION