



APPENDIX E: PUBLIC WORKSHOP DISPLAYS

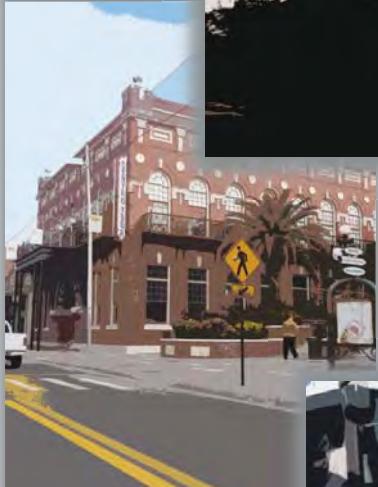
DISPLAY BOARDS, PRESENTATION LOOPS, WORKSHOP DIRECTIONS, SAMPLE COMMENT FORMS, WAY FINDING SIGNS



APPENDIX E

E1 - UNDERSTANDING THE ISSUES DISPLAY BOARDS





HART



City of Tampa
Florida

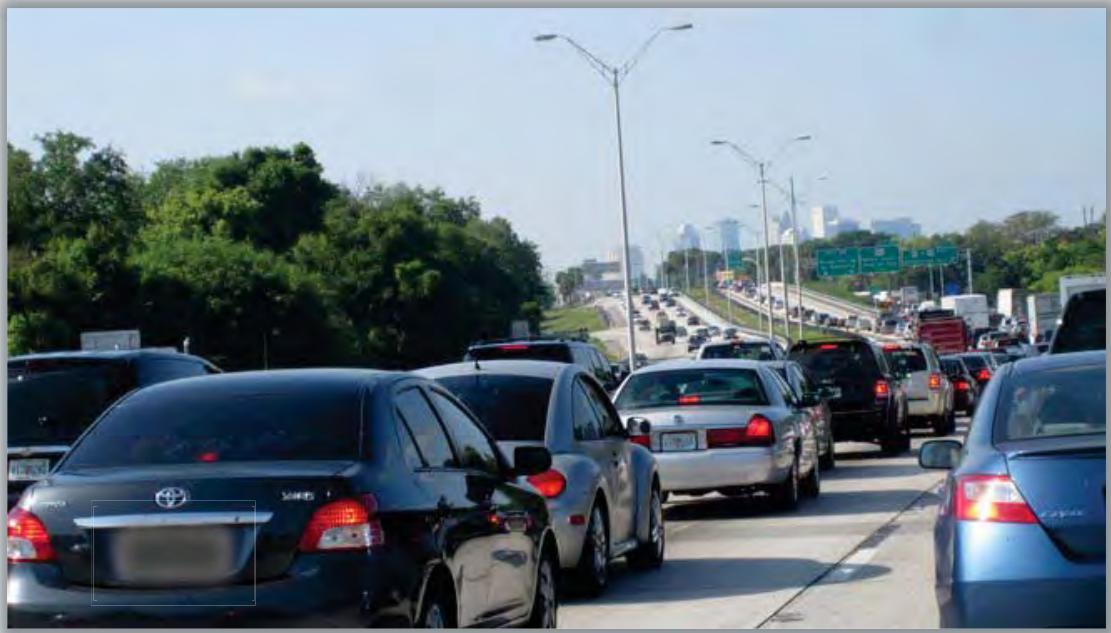


The Transportation for Economic Development (TED) initiative is led by all seven Hillsborough County Commissioners, the mayors of Plant City, Tampa and Temple Terrace, as well as the chair of the HART board, and it is referred to as the Policy Leadership Group (PLG). These elected leaders have come together to study, develop, and create consensus around a comprehensive community mobility plan that ensures continued quality of life and economic prosperity now and well into the future.

The PLG work effort is underway to analyze and validate existing data and information, to conduct broad community engagement and to recommend options for a community transportation plan. This effort, now known as GO Hillsborough, is providing citizens with multiple opportunities to participate in creating our Community Transportation Plan. Whether through online town hall meetings and social channels or through more traditional methods, including public and neighborhood meetings, one-on-one discussions and community speaking engagements, every citizen can have their voice and choice heard.



Hillsborough is a *really* big County...





Community Snapshot



Population: 1.3 million (2013)
Size: 1,048 square miles of land
That's similar to the size of Rhode Island with 30% more people.

There are over 12,000 lane miles, more than 700 bridges, and over 600 signalized intersections throughout our County.
(Facilities maintained by the County, Cities, Florida Department of Transportation, and the Tampa-Hillsborough Expressway Authority)



Community Snapshot



Hillsborough County alone maintains **7,028 lane miles**, **254 bridges**, and ***315 signalized intersections**.

Not including those maintained by the State and Cities.

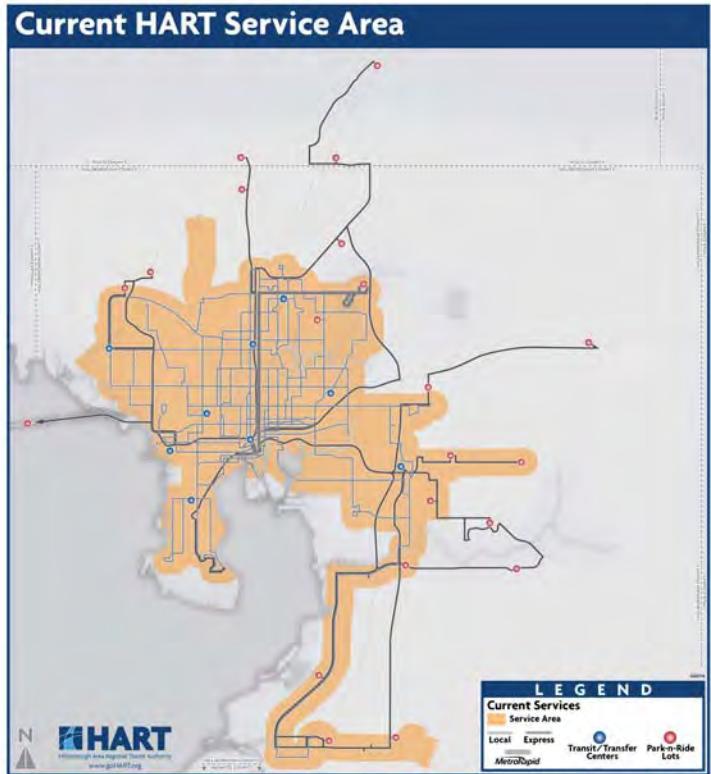
7,028 lane miles is comparable to the length of driving a trip across the United States from **Miami**, to **New York**, to **San Francisco**, to **Los Angeles**, to **Tampa**.

Hillsborough County Public Works
*Includes County and specific City signals maintained by County through agreement



Our Transit System

Current HART Service Area



HART Transit Routes:

- 14 Express Bus Routes
- 27 Local Weekday Bus Routes
- 1 MetroRapid Bus Route
- 22 Local Saturday Bus Routes
- 19 Local Sunday Bus Routes
- 5 Flex Service Areas

As of today...

58% of County residents
and
38% of our jobs
are not served by transit

Other Transit Routes:

- 1 Downtown Trolley
- 1 TECO Streetcar



Our transportation infrastructure
is becoming increasingly
difficult to maintain...





What are the conditions of our roads?



Despite utilizing available resources, **over 30%** of County maintained roads are at or approaching poor conditions (deterioration, moderate to severe surface wear and cracking, and rutting)...

Hillsborough County Public Works, 2015

...Imagine if 30% of your cross-country trip was on rough and bumpy roads.

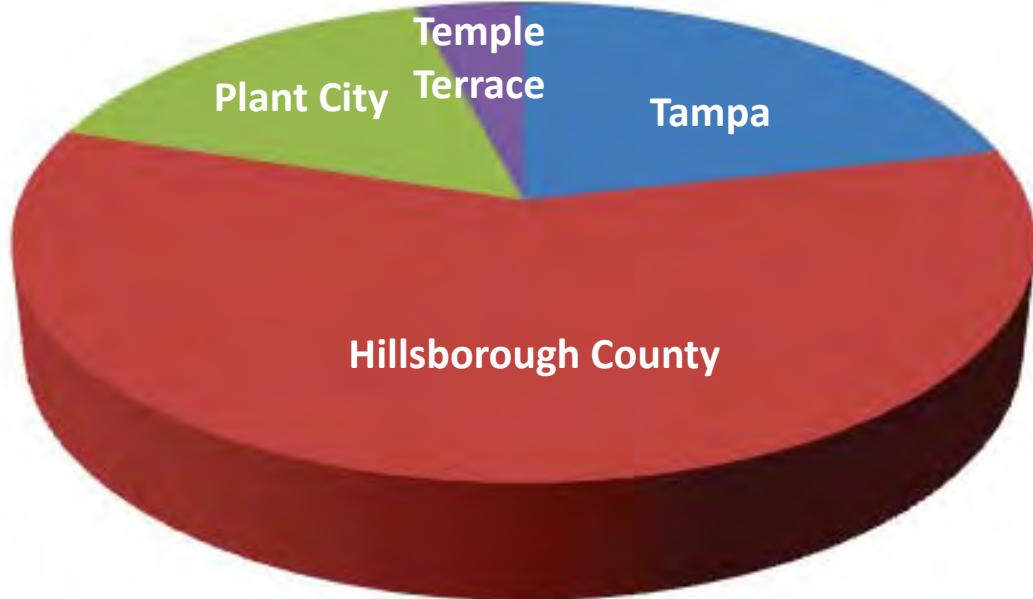


Poor pavement conditions lead to a **rough and uncomfortable** drive, **vehicle wear**, and decrease our safety.



Countywide Resurfacing and Asset Preservation Needs

We are facing more than **\$750 Million** in maintenance needs.





Our Community has invested \$1.3 billion in transportation over the last 20 years...

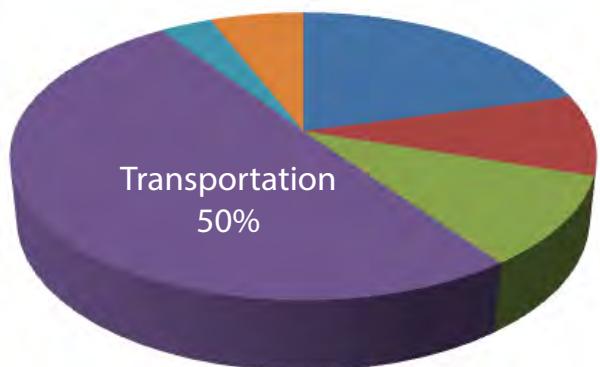




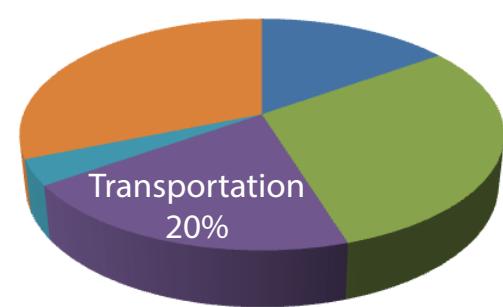
Where does the CIT go?

Community Investment Tax Expenditures By Jurisdiction 1996-2015

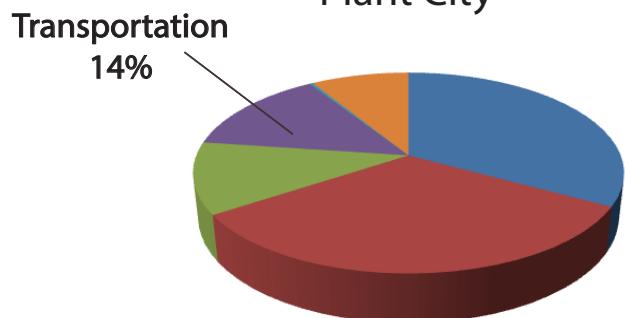
Hillsborough County



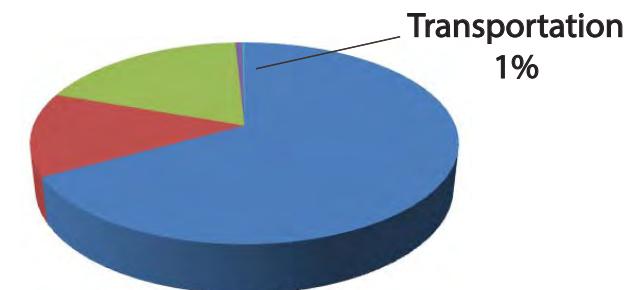
City of Tampa



Plant City



Temple Terrace





*County Investment in Transportation

Transportation Revenues

Community Investment Tax (CIT): **\$451.5 million**
 Gas Taxes: **\$401.7 million**
 Impact Fees: **\$231.4 million**
 Grants & County Match: **\$128 million**
 General Revenue: **\$70 million**
 Enterprise Fees: **\$30.2 million**
 Financing: **\$14.7 million**
 Other: **\$6 million**
 Developer Contributions: **\$804 thousand**

1.3 Billion
From 1995-2014



Transportation Expenditures

Roads: **\$961 million**
 Intersections: **\$137 million**
 Other Transportation: **\$88 million**
(HART, ATMS, Traffic Signals, Right-of-way, Channelization of Traffic)
 Bridges: **\$85 million**
 Sidewalks: **\$62 million**
 Major Repair, Replacement, Renovation, and Maintenance Program: **\$2 million**

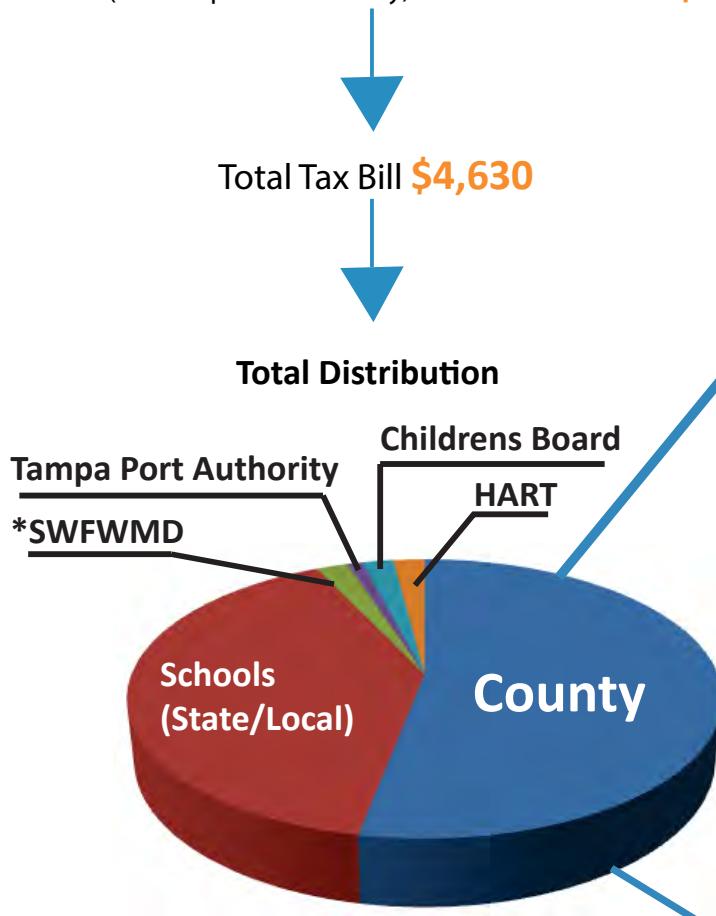
*Includes County Capital Expenditures



What about Property Tax?

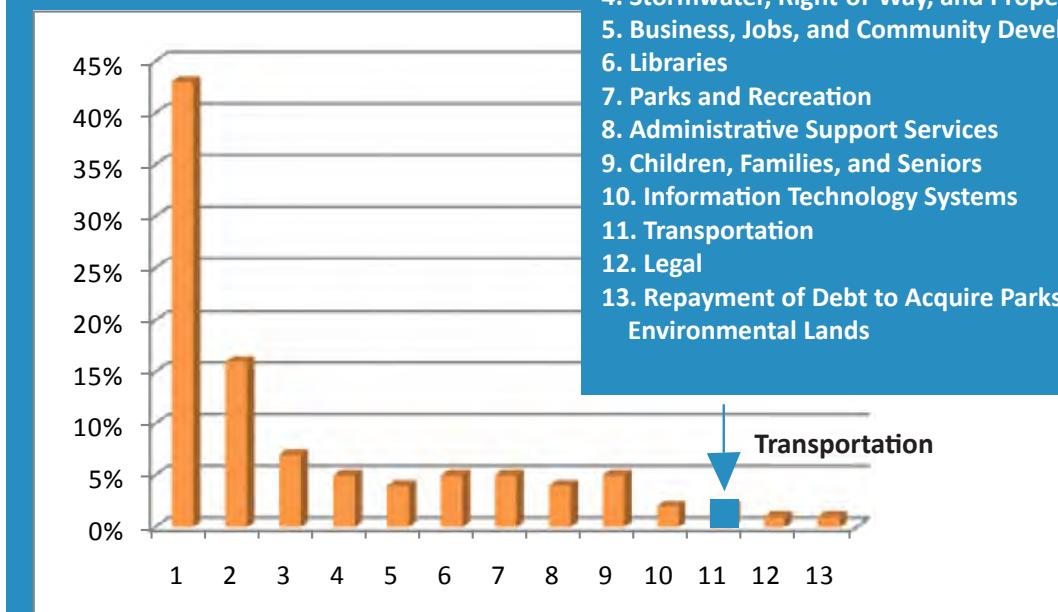
Example Property Tax Analysis

Home (unincorporated County) with taxable value of **\$227,011**



For every **\$1** of property tax to the County, **only 2 cents** goes to transportation

County Distribution of Property Tax



1. Law Enforcement, Courts, and Criminal Justice System
2. Fire Rescue, Code Enforcement, and Medical Examiner
3. Property Appraiser, Tax Collector, Clerk of Circuit Courts, and Supervisor of Elections
4. Stormwater, Right-of-Way, and Property Management
5. Business, Jobs, and Community Development Services
6. Libraries
7. Parks and Recreation
8. Administrative Support Services
9. Children, Families, and Seniors
10. Information Technology Systems
11. Transportation
12. Legal
13. Repayment of Debt to Acquire Parks and Environmental Lands

*SWFWMD: Southwest Florida Water Management District
Hillsborough County Management and Budget Department, 2015



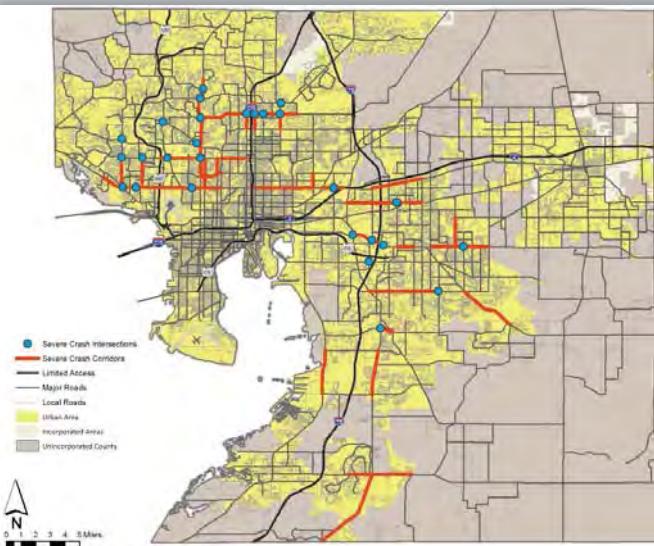
We are facing a decline in our quality of life...





Today...

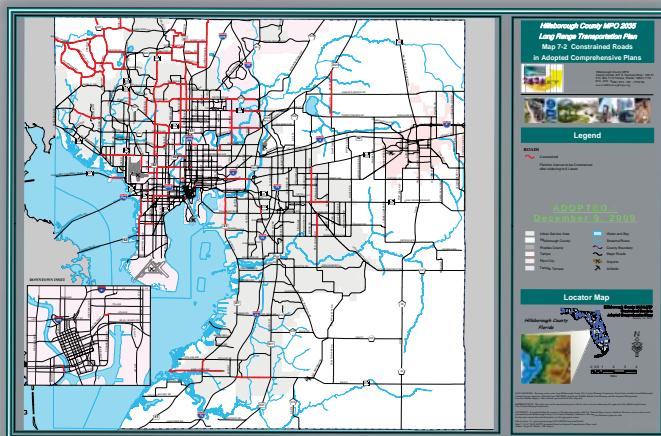
*Severe Crash Hot Spots



*Crashes resulting in either incapacitating injury or fatality.

Severe Crash Hot Spots in Hillsborough County, Hillsborough MPO 2040 LRTP

**Constrained Roadways



*Constrained due to environment, neighborhoods, policy, or right-of-way.

Constrained Roads in Adopted Comprehensive Plans, Hillsborough MPO 2035 LRTP

Congested Intersections



Existing Hillsborough County MPO 2040 LRTP
Hillsborough County Development Services, Transportation Division
City of Tampa, 2015



Today...

In 2013, our County had over
**1,000 pedestrian and bike
crashes, resulting in 43 deaths.**

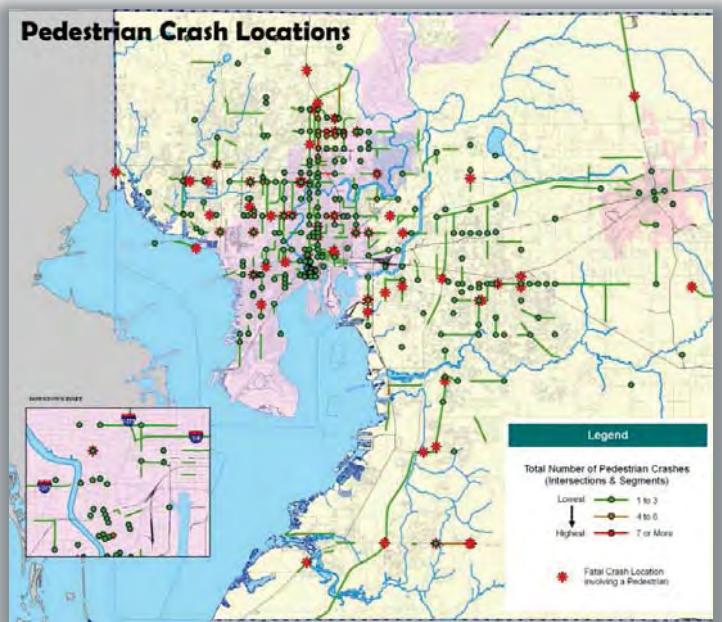
Florida Department of Transportation Traffic Crash Facts Annual Report, 2013



REALITY CHECK: Tampa Bay is ranked among the worst in the nation for pedestrian crash fatality rates.

National Highway Traffic Safety Administration, "2009 Ranking of State Pedestrian Fatality Rates"

Pedestrian Crash Areas

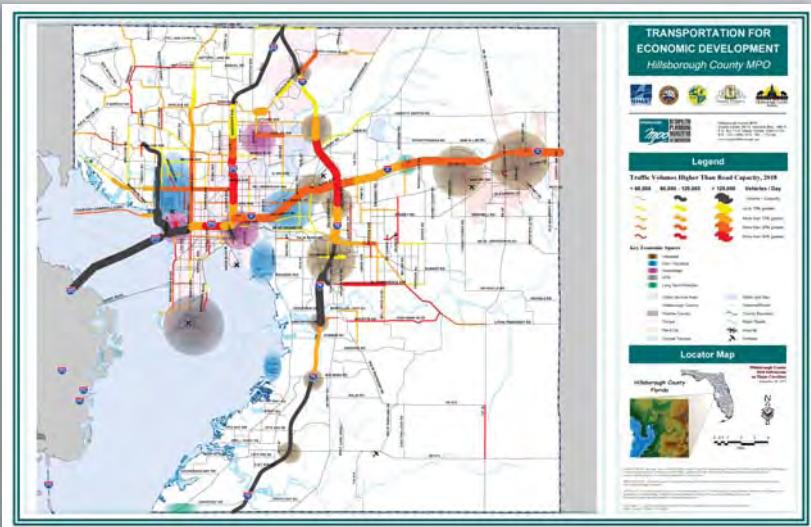


Hillsborough Pedestrian Crash Locations, Hillsborough MPO 2040 LRTP



Tomorrow...

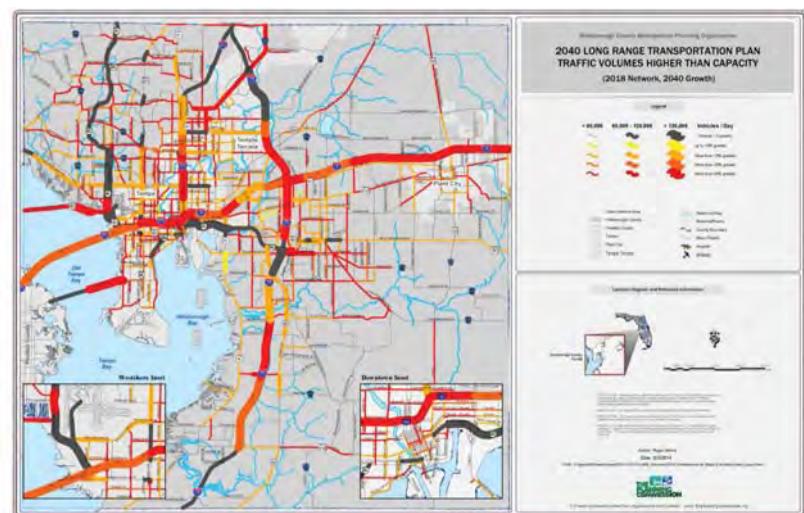
2018 Traffic Volumes Higher than Road Capacity



Hillsborough MPO Transportation for Economic Development, September 2013

...and into the future.

2040 Traffic Volumes Higher than Road Capacity

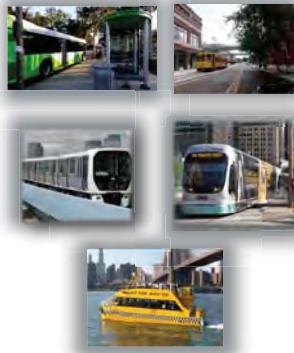


Hillsborough MPO 2040 LRTP, November 2014

Roadway Service Improvements

Asset Preservation		General preservation of existing community transportation related infrastructure assets.
ATMS (Advanced Traffic Management System)		Projects that introduce technology to help improve traffic flow , congestion, and safety. ATMS can include traffic monitoring, dynamic message signs, ramp metering, and automated warning signs.
Resurfacing		Projects that extend the service life of existing roads and/or enhance roadway safety . Resurfacing can include milling and resurfacing or placement of additional surface materials to restore pavement to structural and functional adequacy.
Bridge Replacement & Improvements		Bridge rehabilitation, replacement, or new bridges. Bridge rehabilitation includes beam rehabilitation, additional approach slabs, and bridge widening . Bridge replacement focuses on bridges that are considerably older and may have compromised structural capacity , such as bridges older than 50 years old.
Intersection Improvements		Intersection changes and modifications that enhance the flow of traffic and increase safety for motorists, pedestrians, and bicyclists. Some improvements include but are not limited to signal installation, additional lighting, highly visible and ADA compliant crosswalks, and pedestrian activated signals .
Sidewalks/ Bike Lanes		Specified travel lanes or pavement designated for safe pedestrian and bicycle use. Safety features include separation from traffic, striping, and pavement markings to indicate the use.
Multi-use Trails		A pathway that is physically separated from motorized traffic. Multi-use trails may be within roadway right-of-way or within their own designated right-of-way. Trails provide a safe recreational facility as well as transportation linkage for cyclists, pedestrians, skaters, runners, and others .
Complete Streets & Enhancements		Streets designed to incorporate intersection improvements, turn lanes, pedestrian and bicycle facilities, smart traffic signals, decorative street lighting, and landscaping. Enhancements vary depending on the community's design.
New Roads/ Widening		New roads and road widening increases the number of vehicles a road or highway can accommodate daily. This is traditionally achieved by adding new roads, additional through lanes to existing roads, and may include other alternatives when road expansion is not feasible.

Transit Service Improvements

Improved Frequencies		Provide increased daily service frequencies. May include increased peak hour and non-peak hour frequencies for all transit service types.
Extended Hours		Extend the hours of operations to meet non-peak hour weekday needs and provide late night service.
More Weekend Service		Extended routes to serve the community on the weekends with extended times and greater frequency.
New/Expanded Routes		Provide new additional express bus routes, MetroRapid routes, local bus routes, circulators, or flex route areas. Expand and/or restructure current routes to extend service areas. Potential transit options that do not operate in traffic may include rail, bus rapid transit, and water ferry.



Place your dots on project types that are most important to you.


Asset Preservation	Resurfacing	ATMS	Bridges Replacement & Improvements	Intersections Improvements	New Roads/ Widening	Complete Streets/ Enhancements	Sidewalks/ Bike Lanes	Multi-use Trails	New/ Expanded Route	Extended Hours	More Weekend Transit Service	Improved Transit Frequencies




Legend

- | | | | |
|---|--|----------------------------|---|
| ATMS | ATMS | Bike-Pedestrian Facilities | Complete Street:
All Downtown Crosswalks |
| Bike-Pedestrian Facilities | Complete Street | | |
| Boat dock | Infrastructure Maintenance | | |
| Bridge Improvements
(Repair, Rehabilitation,
Replacement) | TECO Streetcar | | |
| Grade Separation | New Road | | |
| Infrastructure Maintenance | Rail Crossing Improvements | | |
| Intersection Improvement | Rail Crossing Improvements
for Quiet Zone | | |
| | Resurfacing | | |
| | Road Widening | | |
| | Road/Seawall Restoration | | |
| | Roadway Enhancements | | |
| | Trails | | |


WEST TAMPA/SOUTH TAMPA




WESTCHASE, TOWN-N-COUNTRY, AND CARROLLWOOD




SUN CITY/SOUTH COUNTY




NORTHWEST




NORTHEAST and PLANT CITY




TEMPLE TERRACE and NEW TAMPA/UNIVERSITY AREAS



CENTRAL and EAST TAMPA


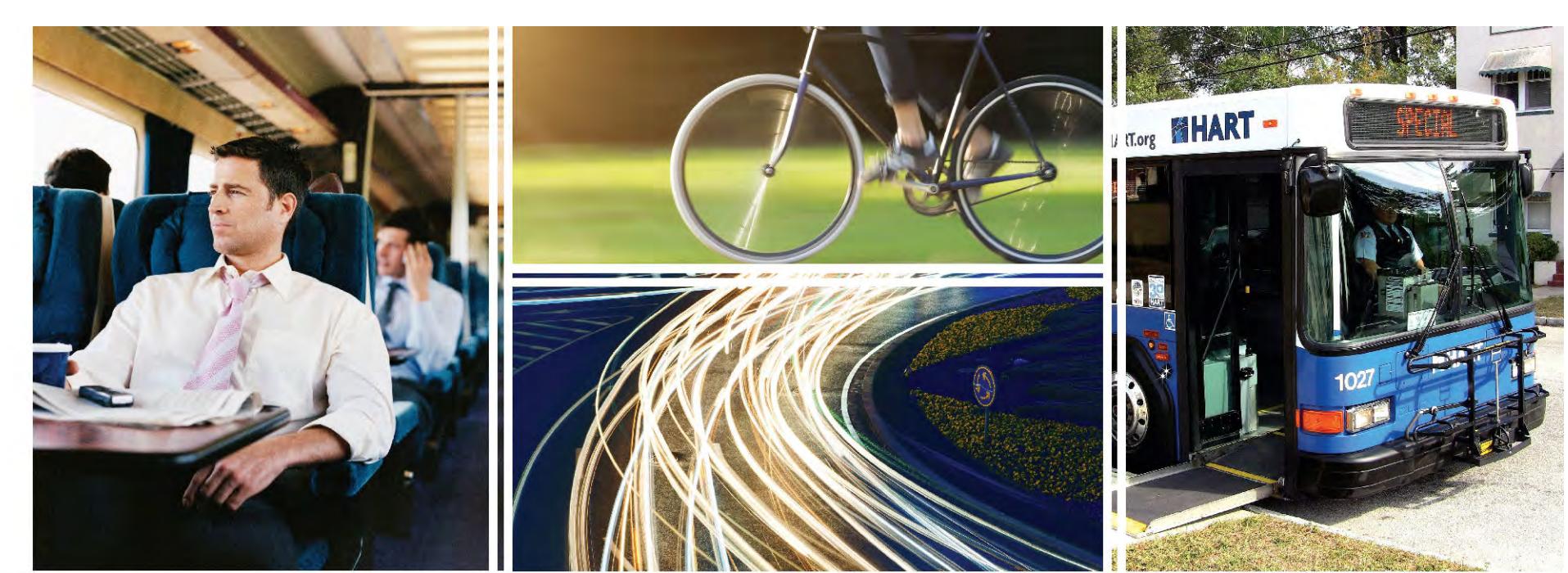


BRANDON AREA



CITYWIDE and UNINCORPORATED COUNTYWIDE TRANSPORTATION PROGRAMS

GO Hillsborough
Your voices. Your choices.



Legend

CITYWIDE and UNINCORPORATED COUNTYWIDE TRANSPORTATION PROGRAMS

City of Plant City

- Asset Preservation
- ATMS
- Resurfacing (Backlog)

City of Tampa

- Asset Preservation
- Citywide Advanced Traffic Management System (ATMS)
- Complete Streets
- Downtown Advanced Traveler Information System (ATIS)
- Intersection Streetlights
- Mid-Block Pedestrian Crossing
- School Zones with Flashing Beacons & Markings
- Sidewalk Trip/Fall Repairs & ADA Ped Ramps
- Walk-Bike Plan

Unincorporated County

- Asset Preservation - Northeast
- Asset Preservation - Northwest
- Asset Preservation - South

Bike-Pedestrian Facilities


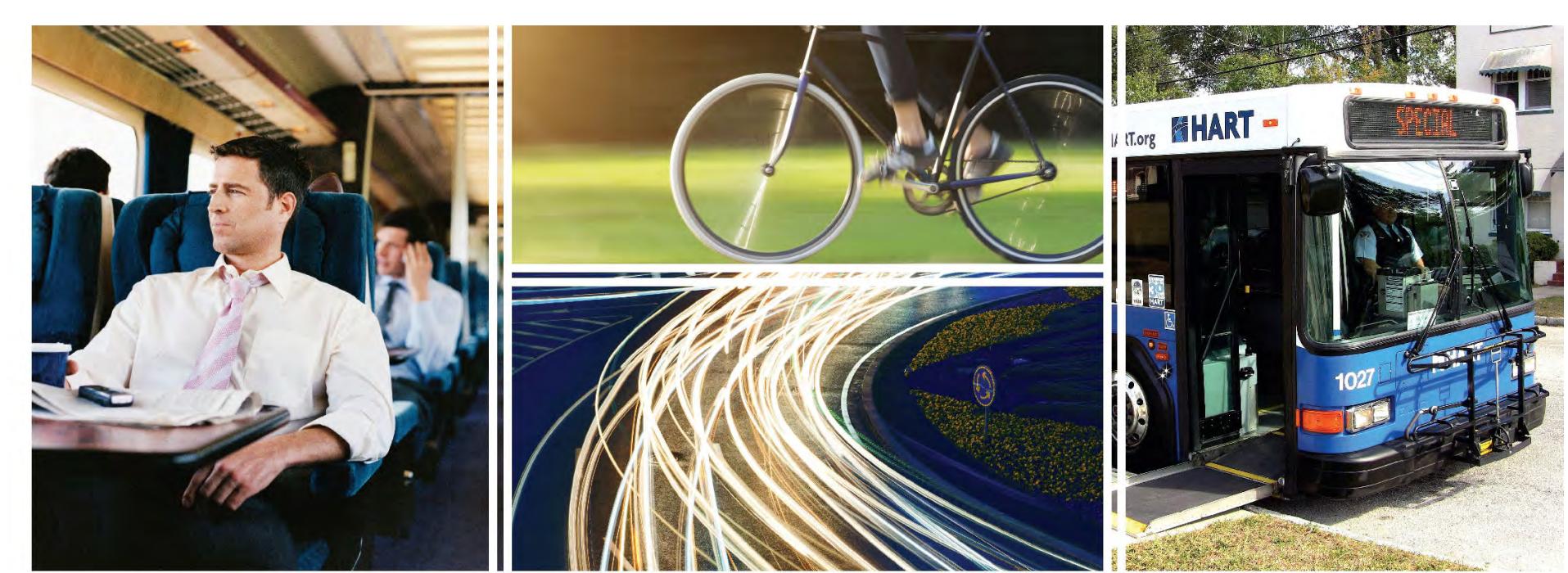
- Northeast Unincorporated County Sidewalk Gaps
- Northwest Unincorporated County Sidewalk Gaps
- South Unincorporated County Sidewalk Gaps

Resurfacing (backlog)

- Northeast Unincorporated County
- Northwest Unincorporated County
- South Unincorporated County

Hillsborough County Non-Roadway Transportation Projects and HART Transit Development Plan: Vision Plan

GO Hillsborough
Your voices. Your choices.



Legend

HART - Vision Plan

- Proposed New Local Service
- Proposed Expanded Service
- Proposed New Express Service
- Proposed MetroRapid Corridor
- Circulator Areas
- Flex Areas

Hillsborough County Non-Roadway Transportation Projects

- Dale Mabry Corridor Fixed Guideway
- Downtown to Brandon Corridor Fixed Guideway
- Downtown to USF/New Tampa Corridor Fixed Guideway
- Downtown to Westshore/Airport Corridor Fixed Guideway
- Water Ferry

