



# City of Tampa Mobility Plan: Executive Summary

City of Tampa Staff Briefing  
December 13<sup>th</sup>, 2011

## 2000 - 2025 Population Growth

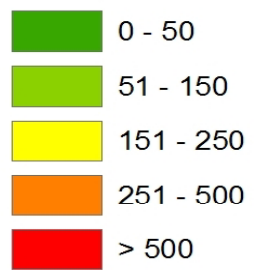


Image © 2009 DigitalGlobe



## 2000 - 2025 Employment Growth

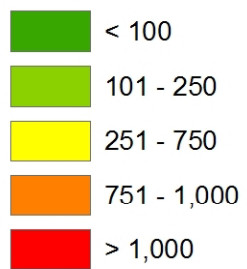
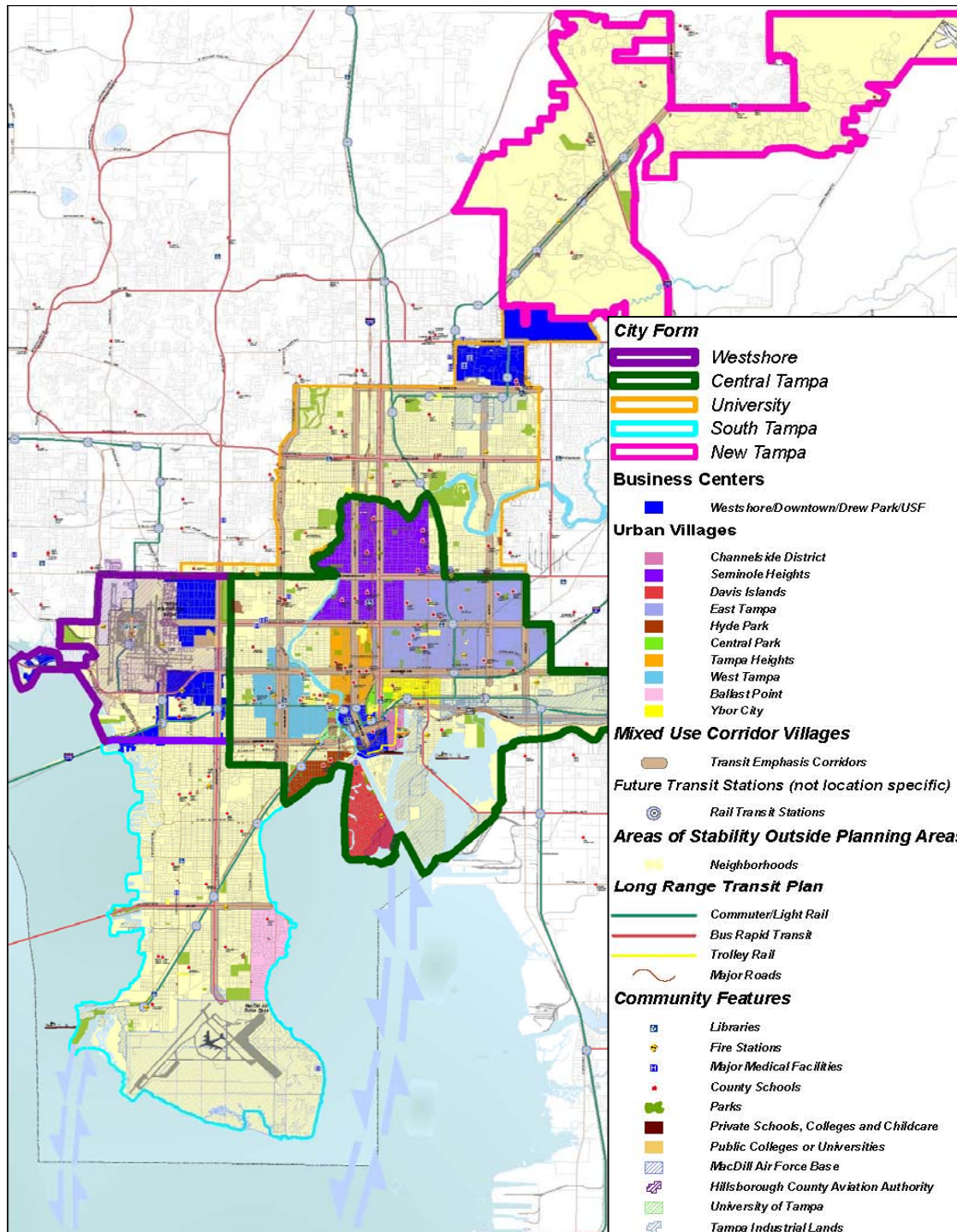


Image © 2009 DigitalGlobe



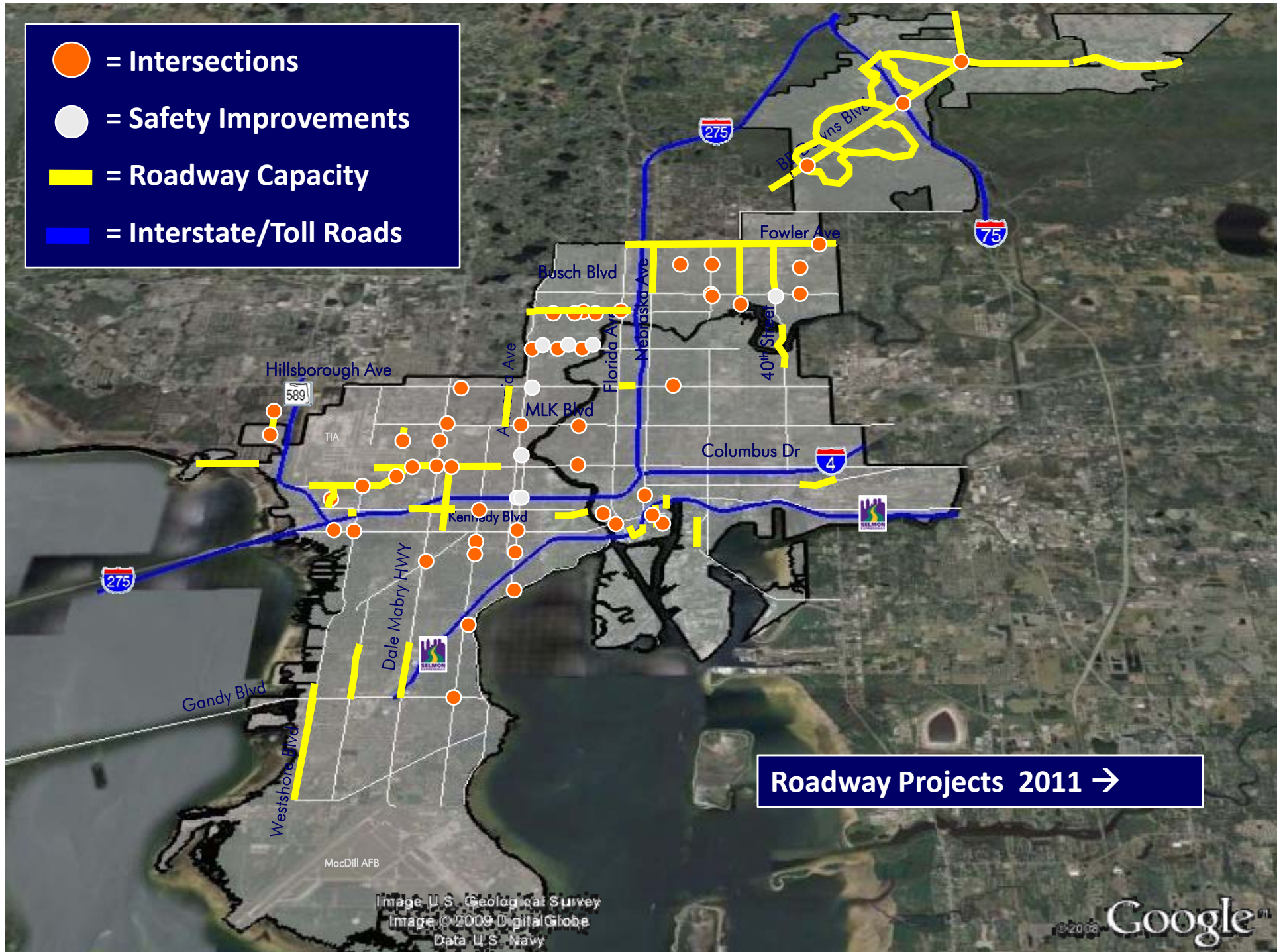


# Tampa's Comp Plan

- Livable City
- Areas of Stability/Change
- Business Centers
  - Downtown
  - Westshore
  - USF
- Urban Villages
- Mixed-Use Corridors



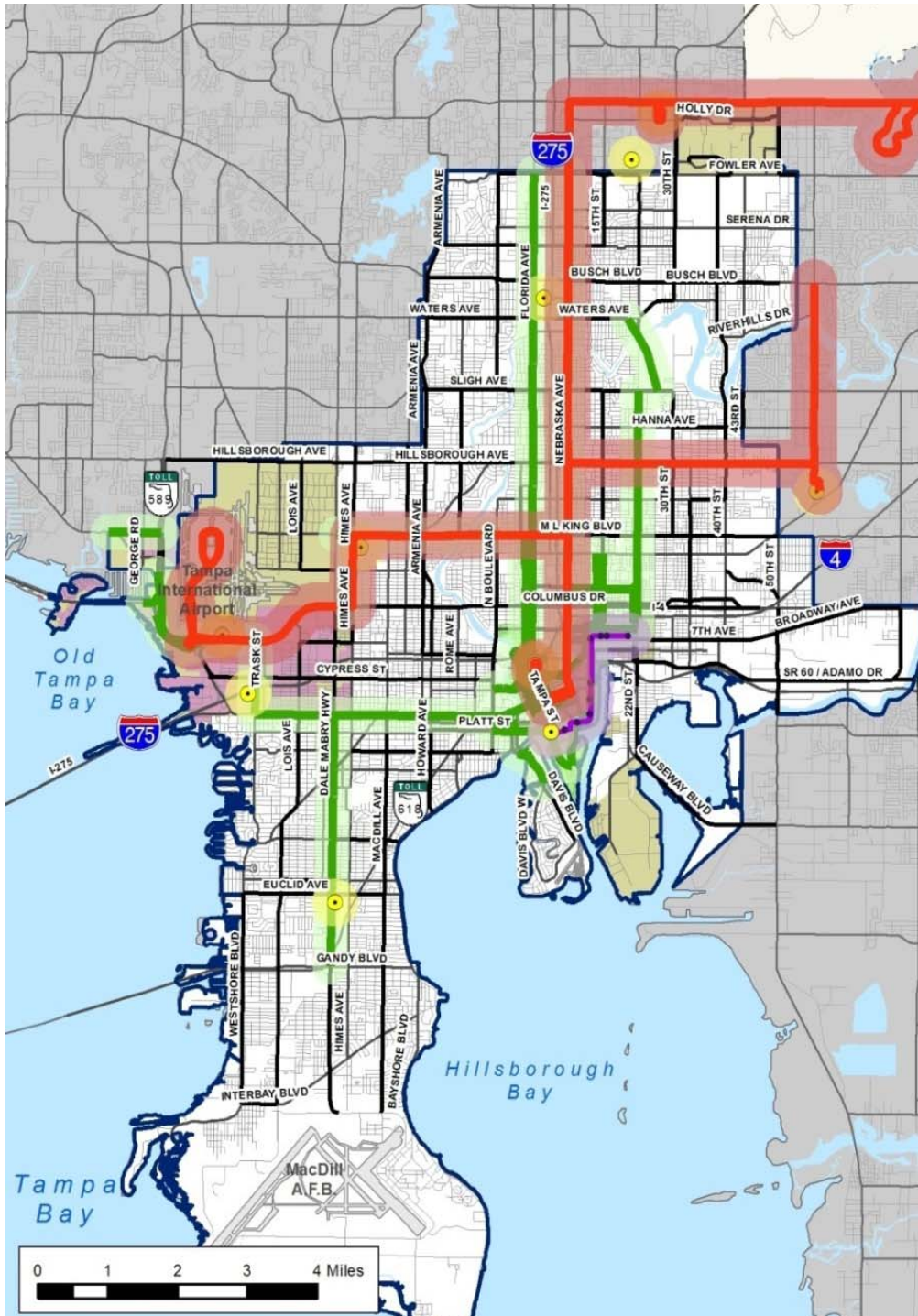
- = Intersections
- = Safety Improvements
- = Roadway Capacity
- = Interstate/Toll Roads



Roadway Projects 2011 →



# TCEA Concept



-  BRT Corridors
-  BRT Corridor 1/3 Mile Service Area
-  TECO Streetcar Stations
-  Streetcar 1/3 Mile Service Area
-  TECO Streetcar Line
-  HART Transit Center
-  Transit Center 1/3 Mile Service Area
-  HART Transfer Center
-  Transfer Center 1/3 Mile Service Area
-  Transit LOS "C" or Better
-  LOS "C" or Better 1/4 Mile Service Area
-  Existing Local Transit
-  Major Roads
-  Local Streets
-  TCEA Redevelopment Districts
-  Westshore DRIs
-  Downtown CRAs
-  TCEA Boundary
-  City of Tampa
-  Water



# Mobility Plan Objectives

- Review/confirm current capital plan
- Implement Comp Plan by identifying transportation projects to:
  - Support infill and redevelopment
  - Reduce congestion
  - Promote walking/biking
  - Improve safety





# Mobility Plan Outcomes

1. Roadway capacity, operations, and safety project
2. Complete streets projects
3. Bike and pedestrian projects





# “Roadway” Projects

- 2009 Impact Fee Study Identified Candidates
  - Existing conditions (volume / capacity)
  - Projected impact fee district growth
- Additional Candidates from:
  - City’s “Top-40” crash list
  - FDOT “off-system” safety study



# “Roadway” Projects

- Candidates vetted for:
  - Known constructability issues
  - Recent updates to CIP
  - Potential for crash reduction
- Operational capacity and safety analysis for
  - 8 corridors
  - 15 intersections





# “Roadway” Projects

- 15 Intersection capacity/safety projects
- 2 Potential roadway corridor projects
  - Highwoods Preserve Parkway
    - Bermuda Green Drive to New Tampa Blvd
    - Widen to 4-lane divided
  - Linebaugh Avenue
    - Armenia Avenue to Nebraska Ave
    - Widen to 2-lane divided
- Also potential for developer projects



# Mobility Plan Outcomes

1. Roadway capacity, operations, and safety project
2. **Complete streets projects**
3. Bike and pedestrian projects





# Complete Streets Implementation

- Capacity Projects
- Resurfacing Projects
- Enhancement Projects



# Complete Streets Implementation

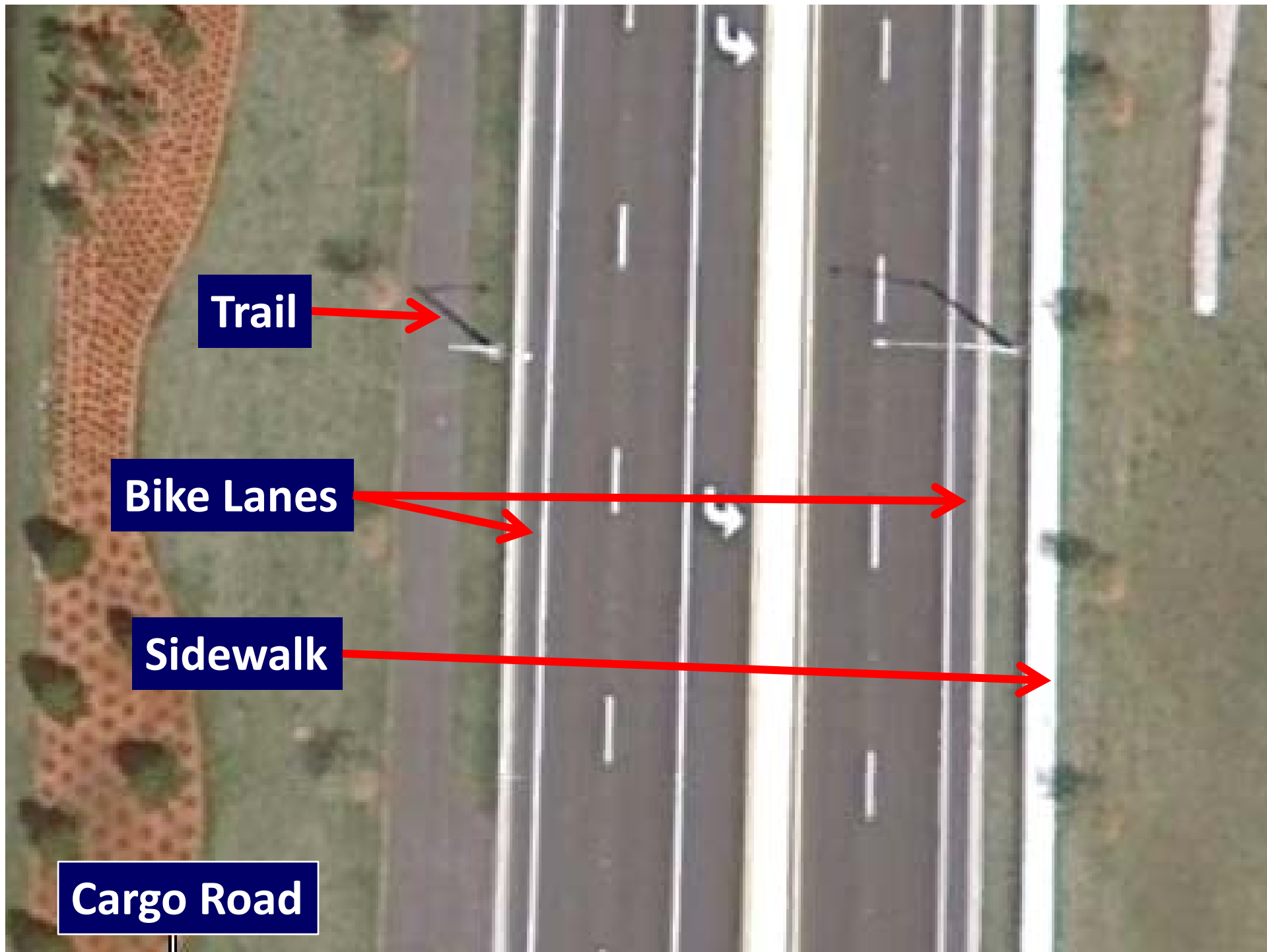
## ■ Capacity Projects

- Cargo Road
- Manhattan Avenue
- 40<sup>th</sup> Street
- Nebraska Ave (FDOT)

## ■ Resurfacing Projects

## ■ Enhancement Projects



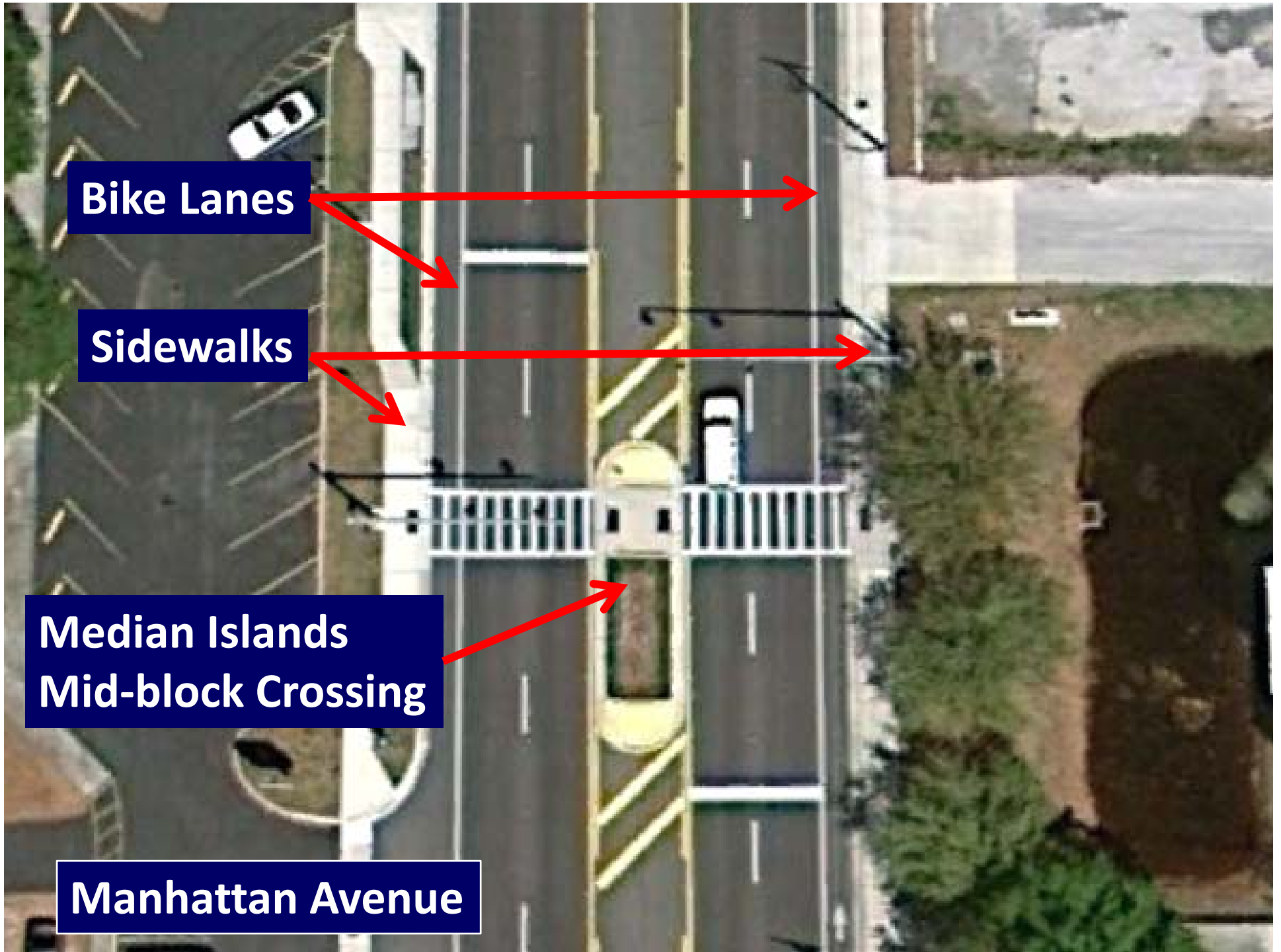


**Trail**

**Bike Lanes**

**Sidewalk**

**Cargo Road**



**Bike Lanes**

**Sidewalks**

**Median Islands**  
**Mid-block Crossing**

**Manhattan Avenue**





**Bike Lanes**

An aerial photograph of a wide, multi-lane road. The road has a central median and multiple lanes in each direction. On the left side, there are two designated bike lanes separated from the road by white lines. On the right side, there are sidewalks and a designated bus bay. Red arrows point from the text labels to the corresponding features in the image.

**Sidewalks**

**Bus Bays/  
Shelters**

**40<sup>th</sup> Street/McKinley**



# Complete Streets Implementation

- Capacity Projects
- **Resurfacing Projects**
  - Nebraska Avenue (Kennedy to Hillsborough)
  - Palm Avenue (15<sup>th</sup> to Nebraska)
  - Euclid Avenue (Bayshore to Dale Mabry)
  - North Boulevard (Cass to Osborne)
- Enhancement Projects



An aerial photograph of a multi-lane road, Nebraska Avenue, showing various transportation infrastructure features. Red arrows point from text labels on the left to specific features on the road. The labels include 'Median and Crosswalk Treatments' pointing to a yellow-painted median, 'Sidewalks Enhancements' pointing to two different sidewalk areas, 'Bike Lanes' pointing to two different bike lane sections, and 'Bus Bays (not pictured)' pointing to a bus stop shelter. The street name 'Nebraska Avenue' is labeled at the bottom.

**Median and  
Crosswalk  
Treatments**

**Sidewalks  
Enhancements**

**Bike Lanes**

**Bus Bays  
(not pictured)**

**Nebraska Avenue**



# Complete Streets Implementation

- Capacity Projects
- Resurfacing Projects
- **Enhancement Projects**
  - 22<sup>nd</sup> Street (21<sup>st</sup> Ave to Lake Ave)
  - Bayshore Boulevard (Rome to Platt)





# Walk-Bike Projects

- “Complete” collector street grid
- Leverage recent wins (e.g. Nebraska Ave road diet)
- No Right of Way/Low Cost
- MPO coordination/funding
- Three main project types
  - Bike Lanes/”Sharrows”
  - Road Diet/Complete Street
  - Sidewalk/Side-path



# Walk-Bike Projects

- Phase I (complete):
  - Business Center Focus
  - Downtown, USF, Westshore
- Phase II (started Oct 2011):
  - Green Artery implementation
  - Major east-west and north-south connections
  - Greenway/trail and transit center access



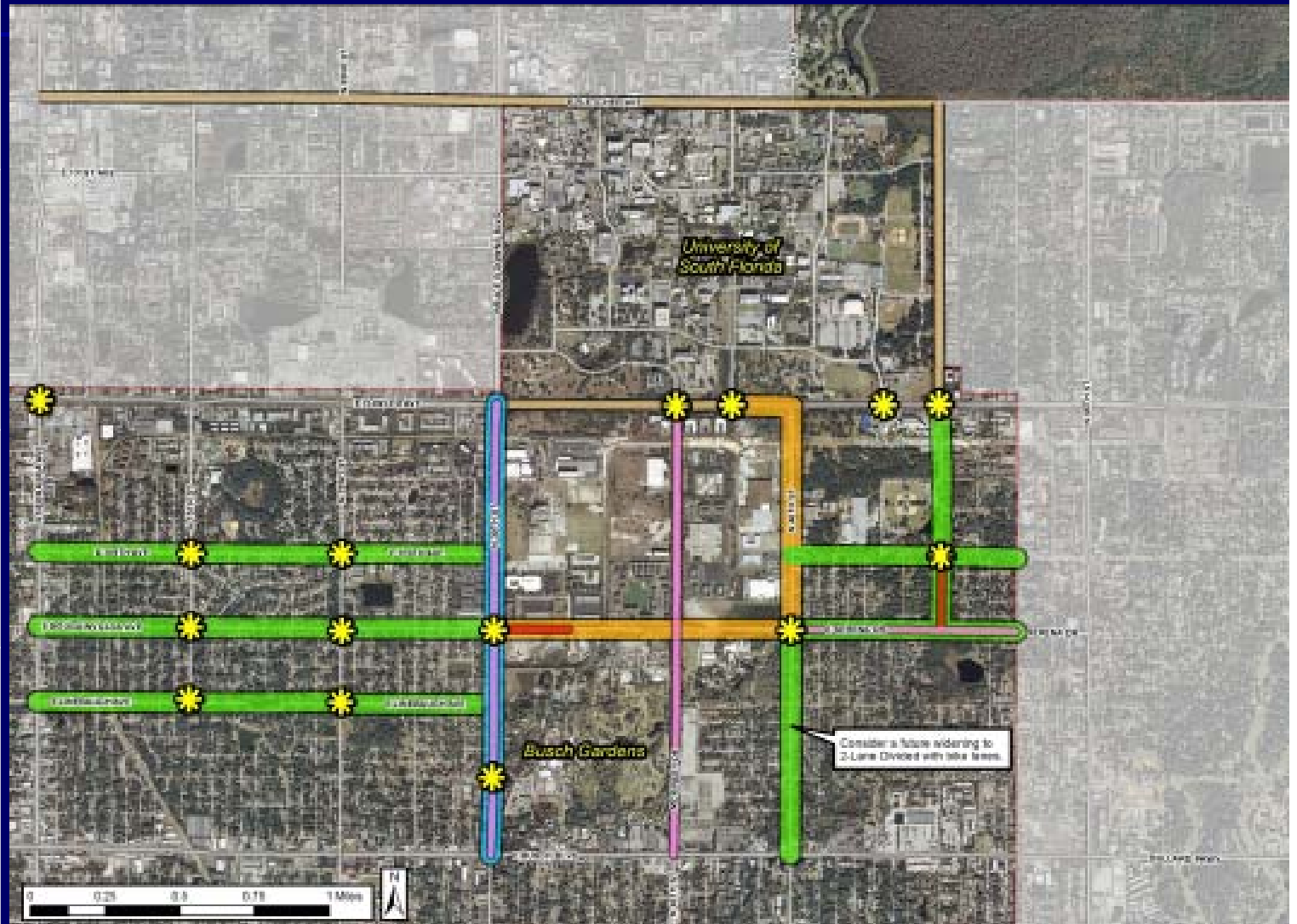


# Downtown Recommendations





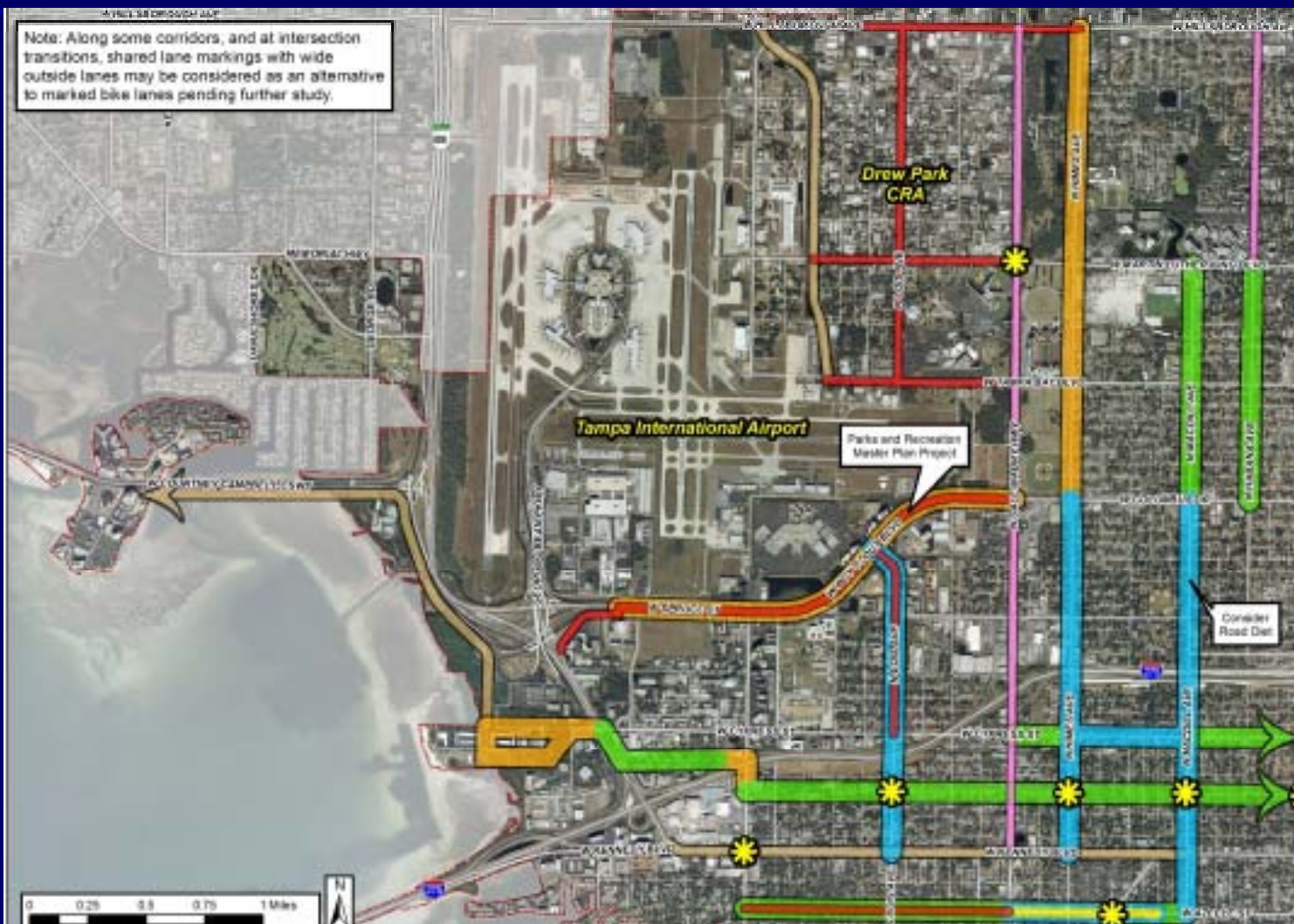
# USF Area Recommendations







# Westshore Recommendations







**EXISTING**



**PROPOSED**

**Add Bike Lanes**

**Provide  
Operational  
Improvement**



# Combined Mobility Plan Project List

- 14 Intersections project candidates \*
- 2 Roadway corridor candidates \*\*
- 20 “Near Term” Walk/Bike Projects

\* Potential improvements to Spruce Street at Dale Mabry eliminated due to business access concerns

\*\* Several Corridor projects eliminated due to constructability issues or recent additions to CIP





# Implementation Mechanisms

- Complete Streets program
- FDOT Safety program\*
- Resurfacing program
- MPO Enhancement project funding
- CIT, gas tax, CRA, and grant funds
- Impact Fee program
- Other developer contributions

**\* On 10/14/11 the City submitted a set of Walk-Bike Projects to FDOT District 7 for Safety Program funding**



# Questions/Comments?

