From Vision to Reality
Starting Today
www.mpo2035.org
The Hillsborough Metropolitan Planning Organization, known as the MPO, is working to improve our mobility, vitality, sustainability, accessibility, and livability for Tampa, Temple Terrace, Plant City, and unincorporated Hillsborough County. The MPO is directly responsible for making sure federal and state dollars spent on existing and future transportation projects and programs are based on a continuing, cooperative, and comprehensive transportation planning process. This brochure summarizes the 2035 Plan adopted in December 2009 and amended in August 2010.

A New Approach to Transportation Solutions

The 2035 Plan defines a multi-modal transportation network that will make it easier to get around and provide us choices—whether we want to walk, bike, drive, or take transit. Offering choices brings balance to the transportation system that will benefit our region’s economic and environmental health, and our quality of life.

The future will not be like the past. The makeup of our population is shifting along with their lifestyle choices. And with global concerns about security, energy and dependence on foreign oil, we are moving from a strictly automobile-focused transportation system to a vision for our future that meets the needs of our changing world.

Growing Needs

The Tampa Bay region is the 19th largest metropolitan area in the United States and the 2nd biggest on the Gulf of Mexico. Hillsborough County is the center of the region, with twice as much traffic as any adjacent county. Even with the current slowdown of people moving to Florida, Hillsborough County is expected to grow by more than ½ million new residents over the next 25 years. This growth will add 47% more people and 55% more jobs in Hillsborough County and will triple the amount of time we sit in traffic.

Hillsborough County’s existing roadway network is lacking in some areas and aging in others. It doesn’t meet the needs of our community today, let alone our growing needs of tomorrow.

Complete Streets

The 2035 Plan focuses on creating Complete Streets, a concept that designs streets to be comfortable and safe for all users—walkers, bicyclists, drivers, and transit users. By providing safe, convenient options, people can take transit to get to work, and walk or bike for short trips. Each of these alternatives takes cars off the roads. Complete streets move people more efficiently while using less space.

Transit-Oriented Development

Transit-oriented development (or TOD for short) is a way of designing a community around high quality transit so that it is compact, walkable, and has a mix of uses—bringing schools, jobs, shopping, and restaurants close to where you live. The layout of the community encourages open space and parks, and even conserves land. TOD makes it possible to live a better quality of life without complete dependence on a car for mobility, thus leading to greater sustainability in our community.

With transit-oriented development, growth can be focused in major activity centers, saving space for recreational and agricultural opportunities. This also preserves suburban and rural lifestyles, maintaining a Hillsborough County where people have choices in where and how they want to live.
What will this Plan do for me?

Offer Choices.

On days that you cannot or do not want to drive, a balanced transportation system gives the option to participate in a carpool, walk, bike, or ride public transportation to get to where you need to go.

Traffic Relief. $1.2 billion

Today, an average commuter in Tampa Bay spends an extra 47 hours per year sitting in traffic. This costs a total of $1.2 billion annually across the region. Although congestion will not disappear, public transportation allows you to better use your commuting time to relax, read, or even work.

Improvements in this plan will reduce traffic congestion up to 90% on major roads such as US 301, Bruce B Downs Blvd, Westshore Blvd, Fowler Ave, CR 39, SR 574, Gunn Hwy, I-4, and I-75. Without the improvements, by 2035 41% of travel will be on severely congested roads.2

Better Accessibility. 96,000

Having more ways to get around expands the independence of the 96,000 transportation disadvantaged adults in Hillsborough County who cannot drive due to disability, age, or income but still need to get to work, doctors offices, or the grocery store—and the population in our senior citizen category is growing.3

Save Money. $9,453

Working families in our metro area spend about 1/3 of their household budget on transportation.4 That's more than nearly any other region in the country. According to APTA, the American Public Transportation Association, people who use public transit can save up to $9,453 per year when you consider the cost of owning and operating a car.5

With more choices available, many families would not have to own a second or third car. Some may even be able to not own a car at all!

Sources: 1 Texas Transportation Institute, the 2009 Urban Mobility Report, July 2009. 2 Tampa Bay Regional Planning Model of the FDOT District Seven MPOs

Go Green. 4,800

Residents in our region use more energy for transportation than any other activity. Carpooling or using public transit is one of the most significant ways a family can have a positive impact on the environment. In fact, a 20-mile commute using public transportation instead of driving alone can save as much as 4,800 pounds of CO2 emissions per year.6 Increased investment in public transportation is an investment in our planet and our community’s sustainability.


Breathe Easier.

Public transportation generates 95% less carbon monoxide and 92% less volatile organic compounds, or VOCs, than private vehicles.7 VOCs create ozone, exposure to which can trigger asthma attacks.

Sources: 5 American Public Transportation Association and American Lung Association, 2002.

Healthy Economy. 600%

An efficient transportation system is an economic engine and job creator. Investing in transit brings about economic benefits, resulting from better access to jobs, less time wasted due to congestion, and increased productivity and activity of suppliers and related services. For every dollar that’s invested in transit, research shows that as much as $6 is generated in economic returns—that’s 6 times the return on our investment!8

More Jobs. 36,000

Not only does transit attract employers to our region, building it also creates jobs. According to APTA, for every billion dollars invested in public transportation infrastructure, 36,000 jobs are supported, including construction, operation and maintenance, and secondary jobs from supplies and construction materials, to restaurants busy serving hungry workers.9


Breathe Easier. 

Public transportation generates 95% less carbon monoxide and 92% less volatile organic compounds, or VOCs, than private vehicles.7 VOCs create ozone, exposure to which can trigger asthma attacks.

Sources: 5 American Public Transportation Association and American Lung Association, 2002.

Healthy Economy. 600%

An efficient transportation system is an economic engine and job creator. Investing in transit brings about economic benefits, resulting from better access to jobs, less time wasted due to congestion, and increased productivity and activity of suppliers and related services. For every dollar that’s invested in transit, research shows that as much as $6 is generated in economic returns—that’s 6 times the return on our investment!8

Sources: 1 Texas Transportation Institute, the 2009 Urban Mobility Report, July 2009. 2 Tampa Bay Regional Planning Model of the FDOT District Seven MPOs

Growth in our local economy is forecasted to be 43% higher from 2015 to 2035 with the improvements presented in this Plan.9


Improve Safety.

The Tampa Bay area ranks as one of the most dangerous in the country for pedestrians and bicyclists.11,12 The 2035 Plan places safety as a top priority. Whether you are walking, bicycling, driving a car, using public transit, flying out of town, or even taking a cruise, future improvements will get you where you need to go in the safest manner possible.

During major evacuations of urban areas, public transportation has the capacity to move millions of people quickly and give critical support to first responders by delivering emergency equipment and transporting emergency response personnel.

What’s in the Plan?

For a complete list of projects, see pages 6-7 for transit and 8-9 for others.

**Highways**
- 244 new lane miles
- $1 billion for safety and traffic flow enhancements

As we move to the future, our roads will continue to be a vital part of how we get around. The 2035 Plan calls for improvements that increase capacity by adding lanes to many of the roads we already have, building new roads to create new connections, and enhancing existing roads to allow traffic to flow better and reduce collisions. Enhancements can include reworked intersections with new turn lanes and medians.

To meet our capacity needs for 2035 through roadway improvements alone, we would need to invest more than $15 billion. However, we don’t have enough funding to do so. Balancing the transportation system with other modes allows us to increase capacity at a lower overall cost.

**Carpooling & Vanpooling** $17 million

The 2035 Plan calls for expanding vanpool services provided by the Tampa Bay Area Regional Transportation Authority (TBARTA) through the Commuter Assistance Program (formerly Bay Area Commuter Services).

The program encourages sharing rides through an online carpool/vanpool ride matching program that connects people traveling to and from the same areas. The vanpool program provides vans for five or more commuters who have longer commute trips.

**Transit**
- 46+ miles of rail
- 90+ miles of bus rapid transit
- 150 square miles of circulators & flex routes
- 134+ miles of new local bus routes
- $48 million for better bus stops & park and rides

The 2035 Plan outlines an unprecedented shift to include more transit projects over the next 25 years. Rail service is planned to connect major destinations around the county. Combined with double the amount of buses running today and new choices like flex bus service. The new transit network will serve 1 million people and 900,000 jobs.

**Pedestrian**
- 646 new sidewalk miles
- $62 million for safety enhancements

Everyone is a pedestrian—whether walking from your home to your car or the bus stop, or from your car or bus to your job. The 2035 Plan includes projects to improve safety for pedestrians such as building sidewalks where they are missing and improving crosswalks. Safety enhancements focus on high crash areas that need safer crosswalks, better signage, and improved lighting.

**Bike lanes & Trails**
- 236 new miles
- 177 new miles

To make bicycling a viable and safe transportation option, sufficient bicycle facilities must be in place. The 2035 Plan includes marked bicycle lanes, the addition of paved shoulders on some roads, improved multi-use trails around the county, and amenities for bicyclists.

**Transportation Disadvantaged** $36 million

Transportation is a major barrier for many people who are unable to drive or do not have access to a car. These people depend on others to help them meet their basic daily needs due to physical or mental disability, income, status, or age. In this plan, the paratransit service (share-a-van) will grow from serving 1/3 of County residents to about 3/5.

**Intelligent Transportation Systems** $26 million

Using major advances in technology can help improve traffic flow. Intelligent Transportation Systems, or ITS, is a way to bring technology into your everyday commute. It can be as simple as a digital sign above the roadway telling you if there is an accident ahead, or as complex as monitoring how fast traffic is traveling and adjusting the timing of the traffic signals to ease congestion in real-time. ITS can result in a 15% improvement in travel times.
How much will all of this cost?

The projects we estimate as affordable will cost $12 billion to build. While that cost seems high, it will be paid for over a 25-year period, spreading the cost over time. However, the cost of not making these improvements is even higher because our needs will continue to grow as gridlock affects our community and way of life.

Where will the money come from?

There are several federal programs that provide funding for major transportation and transit projects, but to qualify for this funding we must be willing to pay for some of it ourselves. Hillsborough County already has a way to pay for many of our needs, including impact fees, fuel taxes, and the Community Investment Tax. But even with all the funding available, there is still a significant shortfall.

One potential additional local revenue source could be a penny sales tax. The sales tax is proposed to be raised from 7¢ on the dollar to 8¢ to help fill this gap. Across the southern US, cities that have made a rail investment, including Atlanta, Charlotte, Dallas, Houston, Phoenix, San Diego, and Sacramento, all have local tax rates at 8¢ to 8¼¢ on the dollar. Many also have a state income tax, which Florida does not.

Historically, Florida has received only 63¢ for every $1 in gas taxes paid to Washington, DC for major transit projects. The remaining 37¢ is being used to build transit projects in other states. Currently, the balance is being spent building transit systems for other states.

A sales tax is estimated to generate about $7 billion by 2035—but we think it can bring in another $3-4 billion which would not otherwise be available to Hillsborough County. How? Every $1 of sales tax money can leverage about 50¢ in new federal and state grants.
### 2035 Plan Transit Projects

To accommodate the growth our community expects to see in the long-term, we must build a higher capacity system. Rail is a good strategy if you need to move a lot of people in a smaller space. The 2035 Plan calls for rail service connecting our largest population centers and employment/activity centers.

While rail is important, it must be supported by park & ride lots and a strong bus network to get riders to and from stations. Also included in the 2035 Plan are more local bus routes with weekend and evening service, express bus routes, neighborhood circulators, flex bus service areas, and regional bus service. And these improvements can start right away!

- **I-275 north of Downtown Tampa** will need 8 new lanes over the next 25 years to accommodate the expected traffic increase. But, building 8 new lanes of roadway costs more than building a rail line that could move even more people than the expanded highway.

#### TRANSPORT TYPE

<table>
<thead>
<tr>
<th>Local Bus</th>
<th>Express Bus</th>
<th>Circulator and Flex Routes</th>
<th>Bus Rapid Transit (BRT)</th>
<th>Regional Bus</th>
<th>Streetcar</th>
<th>Light Rail</th>
<th>High Speed Rail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frequent local service primarily used for short trips; can make stops every few blocks; runs in traffic</td>
<td>Rush hour commuter service with limited stops primarily connecting suburban park &amp; ride lots to employment centers</td>
<td>Neighborhood circulators &amp; flexible routes often using smaller buses for frequent area or direct destination service on call</td>
<td>Modern buses with traffic signal priority, real time arrival information, fewer stops &amp; higher frequency</td>
<td>Primarily a commuter service connecting Tampa Bay area counties with a limited number of stops</td>
<td>Small electric trains connecting Downtown Tampa &amp; Ybor City destinations</td>
<td>Lightweight electric trains that stop approximately once a mile; can add more cars, make tight turns, &amp; accelerate and stop quickly; runs every 10-15 minutes</td>
<td>The “jumbo jet” of rail connecting cities running every 1-2 hours at speeds that can exceed 150 miles per hour</td>
</tr>
<tr>
<td>2 times the existing service covering more areas, with longer hours, and buses every 15 minutes in most areas</td>
<td>11 new routes and more buses on existing routes</td>
<td>Circulator &amp; flex service areas planned throughout the county (see map on page 7)</td>
<td>6 corridors: North-South (Nebraska-Fletcher); East-West (Westshore-Temple Terrace); Dale Mabry-Himes; Downtown Tampa-Brandon; USF-New Tampa; and Downtown Tampa-Tampa International Airport</td>
<td>New routes connecting Westshore to Plant City, Lakeland, and Brooksville; and Downtown Tampa to Brooksville and Sarasota/Bradenton</td>
<td>Construction is underway to extend the streetcar north into Downtown Tampa with future extension to light rail and high speed rail</td>
<td>Rail service connecting areas around the county and future connections to other counties (see map on page 7)</td>
<td>System connecting Tampa to Orlando—the first high speed rail system to be built in the country! (see page 11 for more information)</td>
</tr>
</tbody>
</table>

**Transit project will be funded through a potential sales tax.**

---

**Legend:**
- 1: Transit project will be funded through a potential sales tax.

---

6 | 2035 Plan - A Transportation Vision for Hillsborough County | www.mpo2035.org
20% of the county’s people and 43% of the jobs are clustered in just 8% of the land area. That 8% is in the four major activity centers of Westshore, Brandon, Downtown Tampa, and the USF area. This map shows how rail service will connect the densest areas of the county.

Most improvements to bus service will happen in the short term, many in the next two years.
2035 Plan Major Road, Pedestrian, Bike & Trail Projects

The projects listed on these two pages represent the cost affordable highway, bicycle, trail, and pedestrian improvements for Hillsborough County over the next 25 years. Transit projects are listed on page 6.

Central Tampa

- 2016 - 2035
- Highway
  - Add 2 lanes on 40th St from Hillsborough Ave to Yukon St
  - 22nd St enhancements from 21st Ave to Hillsborough Ave
  - Re-stripe for bicycle lanes on Nebraska Ave from Hillsborough Ave to Busch Blvd
  - Florida Ave enhancements from Violet St to Waters Ave
  - Hana Ave enhancements from Nebraska Ave to 50th St
  - Nebraska Ave enhancements from Hillsborough Ave to Busch Blvd
  - Slegh St enhancements from Armenia Ave to Florida Ave
  - Water Ave enhancements from Armenia Ave to Nebraska Ave

- Bikeway & Trail
  - Add bicycle lanes on Fletcher Ave from N Boulevard to 22nd St
  - Re-stripe for bicycle lanes on Nebraska Ave from Hillsborough Ave to Florida/Nebraska Apex

Downtown Tampa

- 2015
- Highway
  - Add 2 lanes on Lee Roy Selmon Expwy from Florida Ave to 22nd St
  - Pedestrian
    - Florida Ave pedestrian safety enhancements from Harrison St to Lake Ave
    - Park St pedestrian safety enhancements from Ashley St to Jefferson St

- 2016 - 2035
- Highway
  - Cass St enhancements from Ashley St to Tyler St
  - Kennedy Blvd/SR 60 enhancements from Memorial Hwy to Ashley St
  - Tyler St enhancements from Ashley St to Cass St
  - Multi-use off-road trails on Hillsborough River Greenway

- Bikeway & Trail
  - Multi-use off-road trails on Hillsborough River Greenway

East Tampa

- 2015
- Highway
  - Add 2 lanes on 40th St from Hillsborough Ave to Yukon St
  - 7th St enhancements from Haney Rd to Temple Terrace Highway

- 2016 - 2035
- Highway
  - 7th Ave enhancements from 22nd St to 50th St
  - 22nd St enhancements from 21st Ave to Hillsborough Ave
  - Nebraska Ave enhancements from Nebraska Ave to 50th St
  - Nebraska Ave enhancements from Hillsborough Ave to Busch Blvd
  - Slegh St enhancements from 56th St to US 301

- Bikeway & Trail
  - Re-stripe for bicycle lanes on Nebraska Ave from Hillsborough Ave to Florida/Nebraska Apex
  - Palm River Bypass Canal Connector multi-use trail from McKay Bay Greenway to Bypass Canal

South Tampa

- 2015
- Highway
  - New 2 lane road (Bridge St) from Gandy to I-4

- 2016 - 2035
- Highway
  - Old solid double line enhancements from Dale Mabry Hwy to Bayshore Blvd
  - Gandy Blvd smart traffic signals
  - Gandy Blvd elevated reversible lanes from Dale Mabry Highway to the Gandy Bridge
  - Henderson Blvd enhancements from Bay to Bay Blvd to Kennedy Blvd
  - Maritime Blvd enhancements from Howard Point to 20th St
  - MacDill AFB enhancements from MacDill AFB to Columbus Dr
  - Swan Ave enhancements Howard Ave to Bayshore Blvd
  - Westshore Blvd enhancements from Gandy Blvd to Beach Park Dr
  - South Tampa Greenway, complete from Friendship Trail to Bayshore Blvd

- Pedestrian
  - Dale Mabry Hwy pedestrian safety enhancements north of Bay-to-Bay Blvd to Columbus Dr
  - Henderson Blvd pedestrian safety enhancements from Lois Ave to Kennedy Blvd
  - Kennedy Blvd pedestrian safety enhancements from Himes Ave to Chanceller Dr
  - Lois Ave pedestrian safety enhancements from Henderson to Kennedy
  - Westshore Blvd pedestrian safety enhancements from Interbay Blvd to Gandy Blvd

West Tampa, Westshore & Drew Park

- 2015
- Highway
  - Add 2 lanes on US 275 from SR 60 to the Dr. Martin Luther King Jr Bridge
  - New 4 lane road (N/S Cargo Blvd) from Tampa Bay Blvd to Hillborough Ave
  - Add 2 lanes on Dock St from Cypers St to Spruce St
  - Intelligent Transportation System on I-275 from Howard Frankland Bridge to Hillsborough River

- Highway
  - Armenia Ave enhancements from Tampa Bay Blvd to Sligh Ave
  - Replace Howard Frankland Bridge
  - Add 2 lanes on bridge from I-275 from Howard Frankland Bridge to Sligh Ave
  - Modify interchange at I-275 and SR 60/Airport
  - Modify interchange at Airport Pkwy and Spur Ave
  - Add 2 lanes on Independence Pkwy from Memorial Hwy to Veterans Expwy
  - Kennedy Blvd/SR 60 enhancements from Memorial Hwy to Ashley St
  - Lois Ave enhancements from Kennedy Blvd to Boy Scout Blvd
  - MacDill AFB enhancements from MacDill AFB to Columbus Dr
  - Manhattan Ave enhancements from Himes Ave to Sligh Ave
  - Add 2 lanes on Veterans Expressway from Courtney Campbell to Suncoast Pkwy
  - Add 2 lanes on Westshore Blvd from Gandy St to Boy Scout Blvd
  - Intelligent Transportation Systems on Courtney Campbell Cswy from Pinellas to Veterans Expy

- Bikeway & Trail
  - Add bicycle lanes on Waters Ave from Sheldon Rd to Dale Mabry Highway
  - West Tampa Greenway multi-use off-road trail: Courtney Campbell Causeway from Pinellas County to Veterans Expressway and Boy Scout Rd from ML King Blvd to Memorial Highway

New Tampa, USF Area & Temple Terrace

- 2015
- Highway
  - 22nd St enhancements from Club Dr to Fletcher Ave and Riverhills Dr to Fowler Ave
  - 78th St enhancements from Haney Rd to Temple Terrace Highway

- 2016 - 2035
- Highway
  - Add 2 lanes on US 41 to I-275
  - I-75 Advanced Traffic Management System from US 41 to I-275
  - Add 2 lanes on US 301 from north of US 41 to I-75
  - Add 4 lanes on I-75 from Fowler Ave to US 301
  - Add 2 lanes on I-75 from north of Bruce B Downs Blvd to I-275
  - Add 2 lanes on I-4 from Pensacola St to Pebble Creek Dr
  - New 4 lane road from New Tampa Blvd from Commerce Park Blvd to Meadow Pine Dr
  - New 2 lane roads in Downtown Temple Terrace

- 2016 - 2035
- Highway
  - New 2 lane road (Meadow Pointe Rd) from Oak Preserve Blvd to Pasco County Line
  - New 4 lane road (Oak Preserve Blvd) from Kinnan St to Morris Bridge Rd
  - Add 2 lanes on US 301 north of Temple Terrace

- Bikeway & Trail
  - Add bicycle lanes on Fletcher Ave from North Blvd to 22nd St
  - Add bicycle lanes on Whitewave Dr from 50th St to Riverhills Dr
  - Mark bike route on Druid Hills Rd from 50th St to 110th St
  - Mark bike route on Ridgeland Rd from Druid Hills to Riverhills Dr
  - Pave shoulders on 50th St from Druid Hills to Fowler Ave
  - Temple Terrace Multi-use trail from Temple Terrace Hwy to Railroad Park

- Pedestrian
  - 56th St pedestrian safety enhancements from Ballard Pkwy to Fowler Ave
  - 56th St pedestrian safety enhancements from Fowler Ave to Fletcher Ave
  - Fletcher Ave pedestrian safety enhancements from I-275 to 56th St
  - Fowler Ave pedestrian safety enhancements from I-275 to 56th St
  - Temple Terrace Hwy pedestrian safety enhancements from Morris Bridge Rd to Haney Rd

- After 2035
- Highway
  - Add 4 special-use lanes on I-75 from north of I-4 to south of Fowler Ave

- 2015
- Highway
  - Add 2 lanes on Bruce B Downs Blvd from Burns Ave to Palm Springs Blvd and Pebble Creek Dr to County Line Rd

- After 2035
- Highway
  - Add 2 lanes on I-275 from SR 60/Memorial Hwy to west of Kennedy Blvd

- 2016 - 2035
- Highway
  - Add 2 lanes on I-275 from St Pete Times Forum Dr to Franklin St

- 2016 - 2035
- Highway
  - Add 4 lanes on Bruce B Downs Blvd from Palm Springs Dr to Pebble Creek Dr

- 2016 - 2035
- Highway
  - Add 4 lanes on US 41 from north of US 41 to I-275

- 2016 - 2035
- Highway
  - Add 2 lanes on I-275 from north of US 41 to I-75

- 2016 - 2035
- Highway
  - Add 2 lanes on I-75 from north of Bruce B Downs Blvd to I-275

- 2016 - 2035
- Highway
  - Add 4 lanes on US 301 from north of Bruce B Downs Blvd to I-275

- 2016 - 2035
- Highway
  - Add 2 lanes on I-4 from north of US 41 to I-275

- 2016 - 2035
- Highway
  - Add 2 lanes on I-4 from north of US 41 to I-275

- 2016 - 2035
- Highway
  - Add 2 lanes on US 41 from north of US 41 to I-275
### Northwest County

**2015**

- **Highway**
  - Add 2 lanes on Race Track Rd from Hillsborough Ave to Countryway Blvd

**2016 - 2035**

- **Highway**
  - Amenia Ave enhancements from Busch Blvd to Fletcher Ave
  - New 2 lane road (Citrus Park Extension) from Countryway Blvd to Sheldon Rd
  - Gunn Hwy enhancements from Ehrlich Rd to Citrus Pointe Dr
  - Tarpon Springs Rd enhancements from Pasco County to Gunn Hwy
  - Add 2 lanes on Veterans Expressway from Courtney Campbell to Suncoast Parkway

- **Bikeway & Trail**
  - Add bicycle lanes on Bears Ave from Dale Mabry Hwy to 22nd St
  - Add bicycle lanes on Gunn Hwy from Citrus Park Dr to Henderson Rd
  - Pave shoulders on Gunn Hwy from H Mobley Rd to Sheldon Rd
  - Add bicycle lanes on Henderson Rd from Linebaugh Ave to Gunn Hwy

- **Pedestrian**
  - Dale Mabry Hwy pedestrian safety enhancements from Waters Ave to Fletcher Ave
  - Town ‘n’ Country area pedestrian enhancements

**East County & Plant City**

**2015**

- **Highway**
  - New 2 lane road (Dale Mabry Frontage Rd E/W) from Van Dyke Rd to US 41
  - Add 2 lanes on Suncoast Parkway from Veterans Expressway to Pasco County

**2016 - 2035**

- **Highway**
  - Add 2 lanes on County Line Rd from SR 60 to Trapnell Rd
  - Add 2 lanes on SR 574 from Highview Rd to Parsons Ave

- **Bikeway & Trail**
  - Add 2 lanes on Boyette Rd from Balm Riverwalk Rd to Bell Shoals Rd
  - New 2 lane road from Big Bend Rd to Gibsonton Rd
  - Add 4 lanes on US 301 from Balm Rd to Gibsonton Rd

- **Pedestrian**
  - Add 2 lanes on US 41 from Park Rd to County Line Rd and Garden Ln to Thonotosassa Rd

### Brandon, Palm River & Riverview

**2015**

- **Highway**
  - Add 2 lanes on SR 60 from US 301 to Falkenburg Rd
  - Add 2 lanes on Progress Blvd from Falkenburg Rd to I-75

- **Bikeway & Trail**
  - Add 2 lanes on Fish Hawk Blvd from Bell Shoals Rd to Lithia Pinecrest Rd
  - Bell Shoals Rd enhancements from SR 60 to M L King Blvd
  - New 4 lane road (Gornto Lake Rd) from the Brandon Town Center to SR 60

- **Pedestrian**
  - John Moen Rd enhancements from Bloomdale Ave to Lithia Pinecrest Rd
  - Add 2 lanes on US 41 from Causeway Blvd to Adamo Dr/SR 60

### South County

**2015**

- **Highway**
  - New 4 lane road (24th St) from 19th Ave to Big Bend Rd
  - New 4 lane road from Apollo Beach Blvd Extension from US 41 to US 301

- **Bikeway & Trail**
  - Add 2 lanes on Big Bend Rd from Covington Dr to I-75 NB
  - Add 2 lanes on Big Bend Rd from I-75 NB off-s ramp to Simmons Loop Rd
  - Add 2 lanes on Big Bend Rd from Simmons Loop Rd to US 301

- **Pedestrian**
  - Add 4 lanes on US 301 from SR 674 to Balm Rd
  - New 2 lane road (Apollo Beach Rd Extension) from US 41 to US 301

### Countywide

**2016 - 2035**

- **Highway**
  - Add 2 lanes on US 301 from Manatee County Line to SR 674
  - Add 2 lanes on US 41 from 19th Ave NE to Madison Ave

- **Bikeway & Trail**
  - Countywide Advanced Traffic Management System improvements
  - Countywide Traffic Management Center
  - Countywide paved shoulders/bike lanes

- **Pedestrian**
  - Fill sidewalk gaps on major road segments where sidewalks are 100% missing

---

**Highway Projects**
- Road Enhancement
- New Road or Widening
- To Be Completed After 2035

**Pedestrian Projects**
- Sidewalk Improvement
- Safety Enhancement
- Pedestrian Facility Included in Roadway Project

**Bikeway & Trail Projects**
- On-Road Bicycle Facility
- Existing On-Road Bicycle Facility
- On-Road Bicycle Facility Included in Roadway Project
- Trail
- Existing Trail

---

Hillsborough County

[Map Image]
Smart Spending

How did we decide which projects to include?

The first step we took in developing the 2035 Plan was making lists of all the projects we need over the next 25 years. After identifying our needs, based on studies and on your comments, we looked at federal, state, and local sources of revenue we anticipate being available over the next 25 years. Ten performance and safety factors were used to score over 500 candidate projects to determine priorities:

- Safety/reduce crashes
- Regional connections
- Reduce congestion
- Existing system
- Single-occupant vehicle alternative
- Goods movement
- Improve access to activity centers
- Minimize impacts
- Community support
- Security/evacuations

What did we hear from you?

Nearly 15,000 participants at 117 public meetings, workshops, and Town Call meetings helped to shape the 2035 Plan.

How should we invest by mode?

In prior plans, 83% of capital funds were spent on road projects. Based on your comments we shifted to a balance of more transit, bike, trail, and sidewalk projects. These results are based on written survey responses from The Mobility Focus newsletter, and results from the “Money Game” at the 12-Stop Listening Tour hosted in 2009.

One of our most ambitious outreach strategies was a pair of “Town Call” meetings hosted by radio personality Jack Harris, in November 2009. A random sample of County residents was called and invited to listen in and ask live questions of MPO panelists. A total of 7,424 participants asked 113 questions. Twenty-eight questions were responded to live, with the remainder addressed on the MPO 2035 Plan website.

If you had $100 to spend on transportation, how would you spend it?

76% of participants support the MPO plan!

Do you agree with the direction of the 2035 Plan?

Agree or Strongly Agree 76%
Disagree 18%
Neutral or Not Sure 6%
Connecting the Region

Transportation planning has taken on a regional approach that includes not only Hillsborough County, but all counties in the West Central Florida area. As people and goods move into and out of the county, demands are placed on our roads and railroads that extend into neighboring counties. Twenty percent of commuters come from neighboring counties, and this trend will continue to grow.

High Speed Rail

As a major boost to region to region connections, Florida has received a federal grant to connect Tampa and Orlando with the first high speed rail system in the country. Beginning in 2015, residents and visitors traveling on high speed rail could access our proposed light rail system seamlessly at a new, modern transfer hub off I-275 in Downtown Tampa. From there, it will be a short ride to local destinations such as Busch Gardens, USF, the cruise terminals, and the airport.

Emerging Super Region

A new scale of geography now known as the Super Region has begun to emerge as the boundaries between metropolitan regions begin to blur together. The Tampa-Orlando area is becoming integrated into one Super Region—and with high speed rail, there is even greater incentive to coordinate policy cooperatively across our regions. The Tampa-Orlando Super Region boasts the 10th largest economy in the nation! By combining industries such as transportation and tourism, and working together on environmental conservation, we can compete with leading global economies around the world.

Connecting Our Super Region

This map represents the TBARTA Regional Transportation Master Plan, Tampa-Orlando High Speed Rail, and SunRail.


Providing transit alternatives to move residents and visitors efficiently and effectively within and between regions is essential to our economy as well as building connectivity within our state. The Hillsborough MPO, along with TBARTA and FDOT, will continue to coordinate local and regional plans, so they link seamlessly as each county comes on board.
The Hillsborough MPO has a dedicated website with everything you need to know about the 2035 Plan and more. Visit www.mpo2035.org, follow Hillsborough MPO on Twitter, or become a fan on Facebook.

Visit www.mpo2035.org to watch the 2035 Plan Vision video.

Thank You for Helping Create this Plan!

14,900+ Participants at 117 Meetings, Events & Festivals including the 12-Stop Listening Tour and 2 Town Call Meetings

2,350+ Website Views at mpo2035.org (additional 4,350+ since the Plan was adopted) and 1,600+ Twitter followers with a reach of over 1 million people!

4,000+ Online Video Views (and that doesn't count the number of meetings and events at which it was shown throughout the county!)

2,000+ Participants in Surveys, Polls and the Money Game

In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

This publication is intended to present educational information about affordable projects included in the MPO’s 2035 Long Range Transportation Plan pursuant to the MPO’s Public Participation Plan.

We Want to Hear from You!

If you have questions or comments on the 2035 Long Range Transportation Plan or this publication, please email mpo@plancom.org, call us at 813.272.5940 or fax to 813.301.7172 Monday–Thursday from 8:00 a.m.–5:00 p.m.