SouthShore Areawide Systems Plan Update
Community Meeting #3
SouthShore Regional Library
15816 Beth Shields Way
Ruskin, FL 33573

January 21, 2013; 6-8PM

Agenda

1. Introduction
   a. SouthShore Areawide Systems Plan Update - Status Report
      (Allison Yeh & Pedro Parra - Planning Commission)

2. Review of Transportation Projects
   (Rich Clarendon - Metropolitan Planning Organization for transportation)

3. Discussion on Areawide Plan Transportation Strategies
   a. Areawide Strategies & Adopted Community Plan Strategies
   b. Verify Proposed Changes
      (Allison Yeh & Pedro Parra - Planning Commission)
SouthShore Areawide Systems Plan Update

Transportation Review
January 21, 2014

Agenda
1. Areawide Plan Update – Status Report
2. Review of Transportation Projects
3. Discussion on Areawide Plan Transportation Strategies

Meeting Schedule

- Aug. 21, 2013: Staff Meeting
- Sept. 7, 2013: Community Plan Comparison
- Jan. 21, 2014: Review of Ongoing processes
- Feb. 18, 2014: Transportation Topic Meeting
- Mar. 18, 2014: Environmental/EH Cultural Topic Meeting
Projects this Year (FDOT)

- US 41
  - 35E Ave to Manatee County
  - 41st St Bridge
  - Paved Shoulder

- 175 Tampa Bay Bypass

Projects this Year (Hillsborough County)

To be done in 2021
- Add 2 Lanes from Boyette to Bloomingdale
- Bell Shocks Rd Widening
  - To be done in spring 2022
- Add 2 Lanes from McKee to Bell Shoals
  - Boyette Rd Widening

What's planned for longer range (2035)
- What has/has not been committed in next 5 years
- What's happening this year
Projects with Committed Funding

- US 301 Widening (FDOT)
  - Add 4 lanes from Balm Rd to Sun City Blvd (SR 674)
  - Construction to start in FY 16
- South Coast Greenway (Hillsborough County)
  - Multi-use trail
  - Phase I: 19th Ave to College Ave
  - PD&E study, Design & Construction in FY 16

Projects with Committed Funding

- I-75 at Big Bend Rd (FDOT & Hillsborough County)
  - PD&E Study to determine need for
    - Ramp improvements on I-75
    - Additional lanes on Big Bend Rd
  - To be completed by 2015
  - Construction dependent on FHWA approval & developer funding
<table>
<thead>
<tr>
<th>PROJECT NUMBER</th>
<th>PROJECT TITLE</th>
<th>TOTAL EST COST</th>
<th>PRIOR YEARS FUNDING</th>
<th>FY 14</th>
<th>FY 15</th>
<th>FY 16</th>
<th>FY 17</th>
<th>FY 18</th>
<th>FY 19</th>
<th>TOTAL CIP FY 14 - FY 19</th>
<th>FUTURE</th>
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Note: The table contains detailed information about various transportation projects, including project titles, total estimated costs, funding details, future completion dates, and PD&E status.
## TRANSPORTATION PROGRAM
### PROJECTS SUMMARY SCHEDULE

(In thousands)

<table>
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<th>PROJECT NUMBER</th>
<th>PROJECT TITLE</th>
<th>TOTAL EST COST</th>
<th>PRIOR YEARS FUNDING</th>
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<th>FY 16</th>
<th>FY 17</th>
<th>FY 18</th>
<th>FY 19</th>
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*New Project C after project number - CIT Funded CT after project number - Transportation Task Force TBD - To be determined

** Project includes undetermined funding in FY 16. Future funding to be determined based on project prioritization and available options at BOCC discretion.

(a) Many projects in the CIP go through a Preliminary Design and Engineering (PD&E) phase where general scope and land requirements are identified in sufficient detail to develop sound cost and project duration estimates. If a project has not gone through this phase yet (Pre-PD&E status), the cost and date estimates are still tentative and subject to change as the study progresses. If a project has gone through this phase (Post-PD&E status), cost and date estimates are more firm and subject to fewer changes.

Page 128
Community Planning

CURRENT PROCESS UNDER COMMUNITY PLANNING GUIDE

Current Approach to Community Plans

- Only portions of the "community plan" adopted in Comprehensive Plan

  Community Plan Boundary
  Vision Statement
  Concept Map
  Certain Goals & Strategies
Markers of Implementation Feasibility

- Collaboration with County Departments address feasibility of all projects proposed in Community Plan
- Set realistic expectations in the community
- Empower the community to create partnerships to implement their community plan

Areas for Improvement

- Comprehensive Approach to Implementation Projects
- Coordinate with other county programs to create a catalyst for redevelopment – not just address the aesthetics
- Explore alternative funding strategies
- Create community ownership of projects
Where Are We Headed?
What Have We Learned?

Community Planning

Better on the Ground Knowledge Development Services Resource Geographical
SouthShore Areawide Systems Plan

Transportation Vision Statement
Looking forward into the future, our communities are served by a balanced transportation system. A thoughtfully planned system of roadways accommodates automobile traffic and is complemented by strategically placed activity centers, connected by mass transit. Community groups actively participated in planning transportation facilities, resulting in a harmonious integration of roads and communities. People have choices in how to get around; they can safely walk, bicycle, drive a car, take the bus or rail transit line. The whole array of transportation options is designed to be user-friendly with sidewalks, bike lanes, and tree-shaded environments everywhere.

- Identify, where appropriate, “co-location” of greenways and corridor co-existence is achievable.
- Pursue an enhanced transportation funding package for an integrated transportation system as a result of collegial commitments from local, state, and federal agencies.
- Reserve and acquire reservations and acquisitions that reflect current and future rights-of-way shall meet our transportation system needs and accommodated pedestrian traffic (i.e. sidewalks, trails and bike paths). The reserved corridors will be acquired, as needed, supplementing the established system in place in 2003.
- Water-borne craft connections between St. Petersburg, Tampa and Sarasota.
- Create of efficient Emergency Management Plans, which include directionally controlled evacuation routes, emergency medical services and shelters.
- Accelerate the planning/design/construction process; enabling the “Areawide Systems Plan,” before development segmented our region, thereby losing the opportunity for the “Plan” to be implemented. (This is considered to have been one of our greatest achievements.)

1. Implementation Strategy – Incorporate the transportation corridor plan will the Comprehensive Plan. Use the Capital Improvements Program to schedule improvements that keep pace with growth within SouthShore.
   a. Implement the system plan with recognition of local values and conditions.
TRANSPORTATION

Areas within Southshore

Interchange can be considered in median to accommodate special features or special
landscapes and Florida and Nebraska. To accommodate the interchange, the Florida
highway department has been defined in Florida. Predominantly,
the prevailing concept for the interchange is appropriate. Key features should utilize the

- Develop roadways on roadways.
- Design roadways on roadways.
- Selection of roadways on roadways to preserve the scenic characteristics of the
  area.

3. Landmark Roadways Strategies - Reflect in future and improve roadways.

a. Big Bend Road Extension
b. Highway Road Extension

Following roadways:

c. Provide additional buffering and visibility improvements.
d. Designate roadways for the

high-speed or direct roadways, on the map to ensure adequate space is available for alternative

- Review new development to determine if the development is within or adjacent to

- Provide adequate space for alternative modes of transportation such as bikeways, and

- Implement the Southshore Corridor Plan. As shown on Map 26 of the Transportation

- Implement Intelligent Transportation Systems (ITS) that are consistent with adopted

    - County ITS plans and regional architecture to better utilize existing and proposed

- 2. Coordination Strategies - Coordinate transportation planning and greenway links
d. Encourage appropriate roadway design and/or traffic calming methods to minimize neighborhood traffic intrusion and to protect neighborhoods from adverse impacts of through-traffic. Such designs may include, but are not limited to rotaries, roundabouts, signage, traffic diverters, on-street parking, bulb-outs, and medians.

e. Implement the Neighborhood Traffic Calming Program, when needed.

f. Provide for, as development occurs and where possible, the interconnection of internal neighborhood streets, and interconnection to the surrounding transportation network by establishing a basic grid network of access and open space, as identified in “Principles for Good Neighborhoods” endorsed by the BOCC in April 1992.

g. Increase and encourage participation in the “Adopt a Road” programs.

h. All currently designated truck routes and proposed new collectors and arterials shall be available for consideration to continue as or as potential new truck routes with the exception of the following roads:
   - 19th Ave. N.E. from US 41 to US 301
   - 24th St. extended from SR 674 to Big Bend Rd.
   - Big Bend Rd. from US 301 to its eastern terminus

i. To achieve a balance between the need for future road capacity and the need to preserve the community character and environmental resources, the following corridors will be subject to a more detailed examination of alternatives to expansion as community-based planning occurs:
   - SR 674 between I-75 and Westlake Dr. (Sun City Center, Wimauma and Ruskin)
   - US 41 between 19th Ave. N.E. and SR 674 (Ruskin)
   - US 41 between Elsberry Rd. and Leisy Rd. (Apollo Beach)

4. Public Transit Strategies—Increase public transportation in SouthShore. Consider, and when appropriate encourage, a light rail system, exclusive transit lanes, and water borne transportation as well other alternative modes, to serve major employment destinations.

   a. Evaluate bus ridership demand within parts of SouthShore that can be efficiently and effectively served by transit, as development occurs and population increases. This includes the potential need for evening or late shift transit service.

   b. Evaluate the effectiveness of a potential light rail ridership serving SouthShore.

   c. Study the potential of water borne craft connections between SouthShore and neighboring places of interest such as St. Petersburg, Tampa, and Sarasota.

5. Pedestrian Pathways Strategies—Effectively link and expand the network of greenway trails, sidewalks, bikeways, golf cart paths where permissible, and other pedestrian pathways creating a walkable environment in SouthShore.

GOAL 8: Transportation – Ensure a balanced transportation system that reflects

R stuff

Strategies

- Support improvements along Shell Point Road West
- Implement sidewalks along Shell Point Road West
- Complete sidewalk along Shell Point Road West
- Ensure walkable areas only intersect and are separated
- Complete 19th Avenue NE from US 1 to US 301 should not be designated as a truck route
- Complete “Corridor” designation
- Complete 19th Avenue NE, 27th, and 31st roadways in the Southshore Corridor Plan with the “Scenic Corridor” designation and design considerations for “scenic corridors” pattern of roadways
- Preserve and enhance the traditional “grid” pattern of roadways
- Support and implement the Southshore Corridor Plan

Supporting and enhancing the community’s character and provides for options including walking

Traffic and Transit

TRANSPORTATION

- Protect and enhance the community’s character
- Provide a balanced transportation system that reflects

Russia

- Support local efforts to improve walking
- Support local efforts to improve biking
- Support local efforts to improve public transportation
- Support local efforts to improve community planning
- Support local efforts to improve community development
- Support local efforts to improve community transportation

Planning and Design

- Support local efforts to improve community planning
- Support local efforts to improve community design
- Support local efforts to improve community transportation
- Support local efforts to improve community development
- Support local efforts to improve community planning
- Support local efforts to improve community design

Regulations

- Support the implementation of the adopted Scenic Corridor Map and associated
- Support the implementation of the adopted Scenic Corridor Plan
- Support the implementation of the adopted Scenic Corridor Plan
- Support the implementation of the adopted Scenic Corridor Plan
- Support the implementation of the adopted Scenic Corridor Plan
- Support the implementation of the adopted Scenic Corridor Plan

Emergency Management Strategies

- Create an emergency management plan
- Establish an emergency management plan
- Establish an emergency management plan
- Establish an emergency management plan
- Establish an emergency management plan
- Establish an emergency management plan
Riverview

Goal 4: Provide safe, attractive, efficient multi-modal transportation, including vehicular, bicycle/pedestrian and transit.

- Protect the capacity of low-volume neighborhood and uncongested roads.
- Explore opportunities for constructing a bridge across the Alafia as an alternative north-south transportation route.
- Prioritize and improve major connector roadway and intersections to improve safety and efficiency concurrently as the community grows.
- Provide sidewalks, pedestrian crossings, bike lanes, and connections to the Hillsborough County Greenway and Trail Master Plan, and extend crossing signal times and use traffic calming techniques along major thoroughfares.
- Expand mass transit, such as more bus stops and routes and park and ride facilities.
- Diligently enforce traffic speed laws.
- Provide safe and efficient emergency evacuation routes.
- Continue to implement the Livable Roadways strategies and “Guidelines for Landscaping Hillsborough County Roadways” (or updated replacement documents) for enhancing the appearance of major roadways (such as Boyette Road, US 301, Riverview Drive and Balm-Riverview Road).
- Encourage increased participation in Keep Hillsborough County Beautiful Program (KHCB).
- Implement access management standards such as frontage roads, joint access points, rear lot access points, and managed turning movements.
- Discourage speeding and cut-through traffic by designing roadways with traffic calming measures and using appropriate design speeds to prevent implementation of reactive traffic calming techniques (i.e. speed humps) after construction.
- Coordinate with the Florida Department of Transportation and the County to ensure adequate notice, education and awareness of hazardous material truck and disposal routes and activities.
- Prepare and adopt a US Highway 301 Corridor Plan Overlay that also designates mixed-use town centers.
- Enhance the appearance of US Highway 301 with attractively landscaped medians, tree plantings, sidewalks and the provision of pedestrian-scale lighting.
- Establish east/west pedestrian crossings along US Highway 301 to facilitate access to retail opportunities and other destinations (i.e., library, school, neighborhoods). To this end, consider a pedestrian overpass and traffic calming techniques as options.
- Remove roadside vendors at busy intersections (Hwy. 301/Big Bend Road, Boyette Road and Balm Riverview Road).
TRANSPORTATION

Wakable Bay Include

Transportation Goals:
- Develop projects to ensure the gsone of new developments provide sidewalks before the construction begins, not at the end of new developments.
- Provide sidewalks along all roadways fronting new developments.
- Provide sidewalks along the greenway and along all roadways fronting new developments.

Walkable Bay Include

- Develop transportation projects with County staff developers and developers.
- ENSURE INTEGRATION OF SIDEWALKS IN NEW HOUSING PROJECTS WITH CONNECTIONS TO

Gibsonation

- An improved and complete sidewalk system is necessary.
- Identify and provide additional hurricane evacuation routes.
- Improve and employ hurricane evacuation measures where necessary.
- Reserve areas for community trail access.
- Require that development between the CSX rail line and U.S. Highway 41 to water shelters.
- Support multi-modal mass transit opportunities that include buses, light rail, and ( wherever studies will be required).
- Improve stormwater drainage on roads throughout the plan area.
- Require connectivity within new developments and require new developments to
- Require connectivity within new developments and require new developments to
- Support an interchange at or near the Apollo Beach Boulevard
- Support and implement the Southshore Corridor Plan.
- Improve Trach and landscape, sidewalks and provide bicycle lanes on Miller Rd.

Apollo Beach
Transportation Strategy

- Identify unsafe intersections and collaborate with State and County transportation agencies in resolving dangerous locations as part of capital improvement plans. Include I-75 interchange with Gibsonton Drive; and traffic lights at U.S. 41 at Symmes Road and U.S. 41 at Nundy Avenue, and street lights on U.S. 41 from Ohio St to Symmes Rd.
- The future Rhodine Road extension will respect all land uses (nature preserve, residential, agriculture, etc.) in existence to prevent future use adversely impacting uses in place now.
- Work with County and FDOT to improve southbound I-75 exit (#250) to Gibsonton Drive with additional lanes, and add traffic signal for northbound I-75 (exit #250) at Gibsonton Drive.
- Work with the County, HARTline and the private sector to ensure people can commute to and from the area with affordable public transit.

The following projects are listed in order of broad community priority and shall be funded either through developer projects, through partnerships with the Community-Based Organization and developers or the following priorities may be utilized by Hillsborough County as a guide in identifying capital improvement projects for the Five-year schedule of projects as desired by the Board of County Commissioners.

2. Identify unsafe road intersections and add to the Capital Improvement Plan.
7. Develop an access road to the Schultz Property on Tampa Bay.
9. Provide north, south and east gateways (tie).
10. Provide a landscaped median along Gibsonton Drive (tie).
11. Provide a landscaped median along U. S. 41 (tie).
12. Provide a north-south greenway along the TECO right-of-way (tie).
HART FY 2014 – FY 2023 Transit Development Plan Summary

TDP ‘Drivers’

Driver 1 – Current Community Conversations and Visioning Process
Driver 2 – Aligning TDP with the Budgeting Process
Driver 3 – Emphasis on Regionalism
Driver 4 – Growth in Demand
Driver 5 – ‘Genesis’ of Current TDP (past TDP’s and studies)

TDP ‘Tracks’

Track 1 – Status Quo

Assumptions:
- Modest growth in ad valorem property tax revenue
- No additional vehicle availability
- Service planning emphasis:
  - Maintenance of current route structure
  - Targeted improvements that do not require increases in HART vehicle fleet such as off-peak frequency increases, additional early morning and late night service, and additional weekend service
  - Additional HARTPlus service as required by expansion

Track 2 – Vision Plan

Assumptions:
- Above average growth in ad valorem property tax revenue
- Significant federal and/or state funding for capital acquisition
- Addition of vehicles to HART fleet and construction of satellite maintenance facility
- Service planning emphasis
  - All weekday routes running 15 minute peak hour service
  - All express service operating with a minimum of 6 daily round trips
  - Addition of new services to new areas currently without service
  - Addition of new express service to key employment centers
  - Continued development of HART MetroRapid and Hart Flex
SouthShore Areawide Systems Plan Update Meeting #3
Comments Sheet January 21, 2014

Name (optional):

Topic:

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