

WEST CENTRAL FLORIDA MPO CHAIRS COORDINATING COMMITTEE



REGIONAL PRIORITIES

Presentation to the Tampa Bay Regional
Collaboration Committee

September 10, 2012

TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)



TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)

- 2005 Growth Management Legislation
- Leveraging state & local funds for regional travel
- Interlocal Agreement in place
- Previous successes:
 - ✓ Bruce B. Downs Boulevard
 - ✓ ITS on major corridors in Pinellas
 - ✓ More...



SETTING PRIORITIES

- Used a “TRIP Working Group” consisting of MPOs and transportation partners
- Developed criteria for scoring projects:
 - Growth Management
 - Regionalism
 - Local Matching Funds
- Updated TRIP List based upon new local capital improvement programs



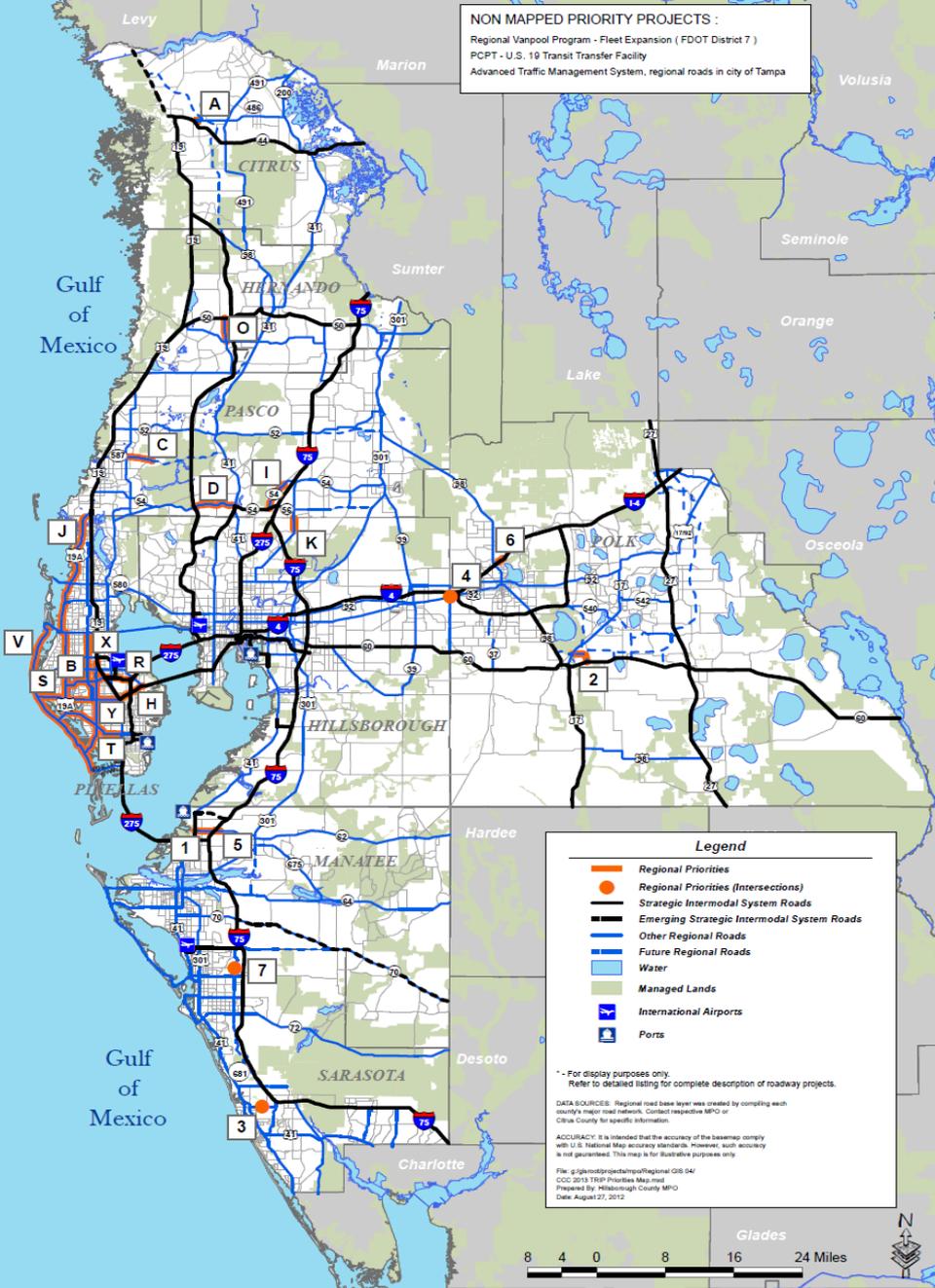
2012 TRIP Priorities

District 1 Funding Requests (Manatee, Polk and Sarasota Counties)

2012 Rank	Map Key	FPN #	Project	Description	Requesting Jurisdiction	TRIP Funds
1	1	–	Moccasin Wallow Road (US41 to Gateway Blvd)	Construct 4 lane divided rural cross-section with bike lanes and sidewalks within a 120 foot right-of-way.	Manatee	\$5,200,000
2	2	–	Bartow Northern Connector Phase II	Construct a new 4 lane roadway from US 17 to SR 60.	Polk County	\$3,000,000
3	3	–	Cattlemen Road @ Palmer Road Improvements	Construct road and intersection improvements for Cattlemen Road, Palmer Road and Packinghouse Road area.	Sarasota County	\$2,729,000
4	4	–	US 92 @ County Line Road	Add a second northbound left turn lane and construct a westbound departure lane on US 92.	City of Lakeland	\$1,000,000
5	5	–	Moccasin Wallow Road (I-75 to Carter Road)	Construct a 4 lane divided rural cross-section with bike lanes and sidewalks within a 120 foot right-of-way.	Manatee County	\$2,000,000
6	6	–	Crevasse - Lakeland Park Connector	Construct a new 2 lane roadway from west of Union Drive to Lakeland Park Drive.	Lakeland	\$2,800,000
7	7	–	Venice Avenue @ Pinebrook Improvements	Construct signalized intersection improvements for Venice Avenue at Pinebrook Road.	Sarasota	\$1,770,000

Transportation Regional Incentive Program

West Central Florida Regional Priorities September 2012



NON MAPPED PRIORITY PROJECTS :
 Regional Vanpool Program - Fleet Expansion (FDOT District 7)
 PCPT - U.S. 19 Transit Transfer Facility
 Advanced Traffic Management System, regional roads in city of Tampa

Legend

- Regional Priorities
- Regional Priorities (Intersections)
- Strategic Intermodal System Roads
- Emerging Strategic Intermodal System Roads
- Other Regional Roads
- Future Regional Roads
- Water
- Managed Lands
- ✈ International Airports
- ⚓ Ports

* - For display purposes only. Refer to detailed listing for complete description of roadway projects.

DATA SOURCES: Regional road base layer was created by compiling each county's major road network. Contact respective MPO or Citrus County for specific information.

ACCURACY: It is intended that the accuracy of the base map comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

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 Prepared By: Hillsborough County MPO
 Date: August 27, 2012

TRIP Regional Priorities



REGIONAL MULTI-USE TRAILS



Prioritization Process

- Priorities broken out by FDOT Districts 1 and 7 for consideration for FDOT statewide enhancement funds
- Each MPO/TPO or partner agency submitted projects that:
 - Benefit regional connectivity
 - Promote regional level bicycle/pedestrian mobility
- Projects are clearly identified with descriptions and cost estimates
- Previous successes:
 - ✓ Suncoast Trail
 - ✓ Courtney Campbell Causeway Trail



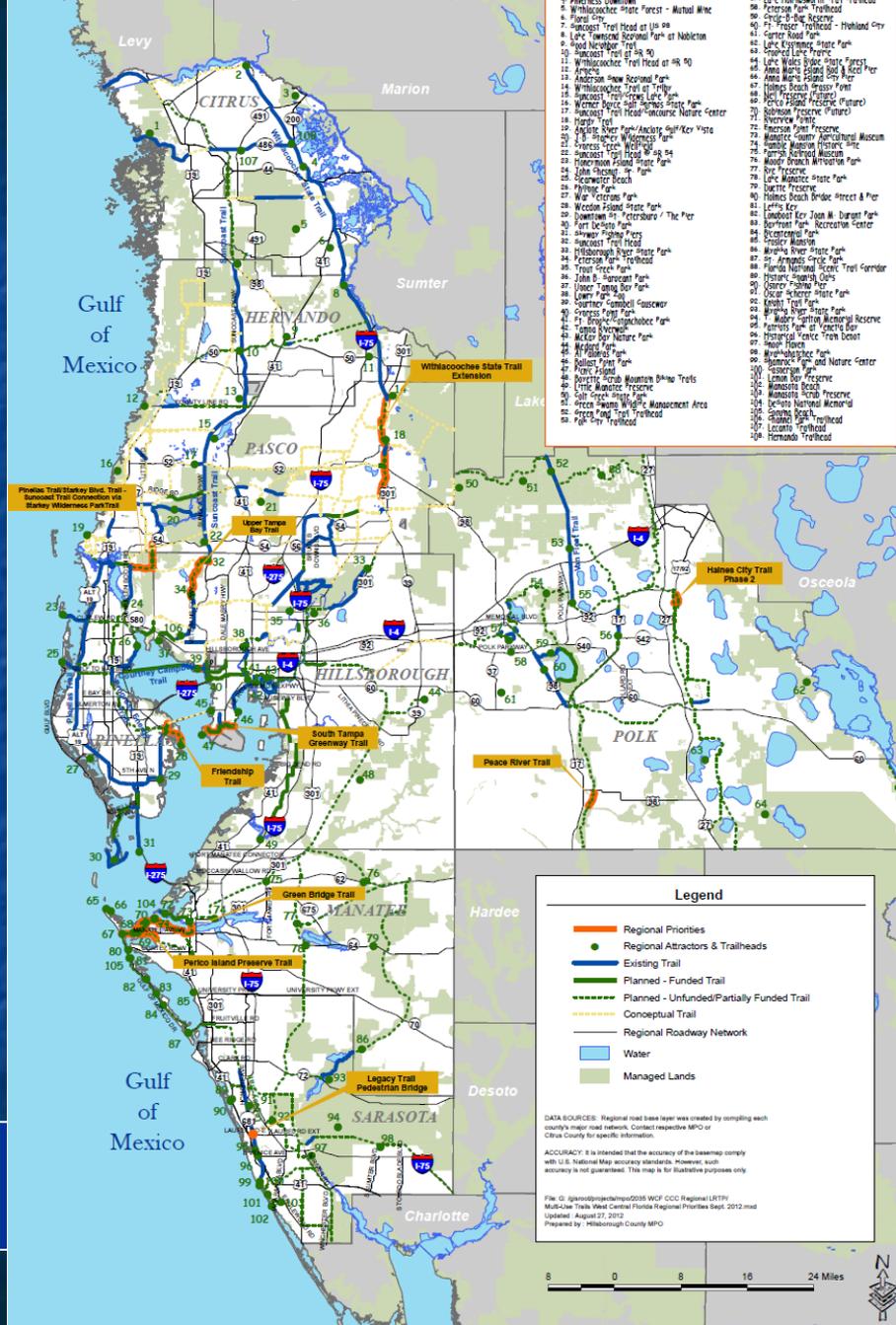
2012 Multi-Use Trails High Priority Projects

DISTRICT 1 REGIONAL ENHANCEMENT PRIORITIES

Priority	Project	Requesting Jurisdiction	Limits/Phase	Request
1	Peace River Trail	City of Fort Meade	12 foot wide crushed lime rock trail along the Peace River corridor from Fort Meade Outdoor Recreation Area to Mount Pisgah Road. (2.3 miles)	\$909,000
2	Green Bridge Multi-Use Trail	City of Bradenton	Construct a multi-use trail addition to the Green Bridge between Bradenton and Palmetto. With the existing bridge, redesign and reduce lane widths for autos and increase safety for pedestrians and bicycles with wider lanes.	\$630,000
3	Haines City Trail (Phase II)	Haines City	12 foot wide asphalt trail along rail bed from Grace Avenue to CR 544 then along CR 544 to 10th Street.	\$1,905,000
4	Legacy Trail Pedestrian Bridge @ Laurel Road	Sarasota County	Design and construct a trail overpass at Laurel Road.	\$560,000
5	Perico Island Preserve Trail	Manatee County	Design and construction of enhanced trail system for pedestrians and bicycles within the Perico Island Preserve.	\$100,000

Multi-Use Trails

West Central Florida Regional Priorities Sept. 2012



- ### Regional Bicycle and Pedestrian Attractors
1. Central River Beach & Country Club/Ft. Polk Trail
 2. Withlacoochee Trail Head at Cross Florida Trail
 3. Way Mile Prairie
 4. Sheerness Lowland
 5. Withlacoochee State Forest - Mutual Mine
 6. Forest City
 7. Pinellas Trail Head at US 90
 8. Long Tomwood Scenic Park at Nobleton
 9. Wood Neighbors Trail
 10. Pinellas Trail at SR 90
 11. Withlacoochee Trail Head at SR 90
 12. Arroyo
 13. Anderson Shaw Scenic Park
 14. Withlacoochee Trail at Trinity
 15. Withlacoochee Trail at Lake Wales
 16. Womack Forest Half-Acres State Park
 17. Pinellas Trail Head at Haines City
 18. Haines City
 19. Anclote River Park/Anclote and Key Vista
 20. Ft. Pierce Wilderness Park
 21. Pinellas Trail at SR 90
 22. Pinellas Trail at SR 90
 23. John D. Hancock Park
 24. John Hancock Park
 25. Pinellas Trail
 26. War Veterans Park
 27. Withlacoochee State Park
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Legend

- Regional Priorities
- Regional Attractors & Trailheads
- Existing Trail
- Planned - Funded Trail
- Planned - Unfunded/Partially Funded Trail
- Conceptual Trail
- Regional Roadway Network
- Water
- Managed Lands

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 Updated: August 27, 2012
 Prepared by: Hillsborough County MPO

Multi-Use Trails Regional Priorities



HIGH PRIORITY MAJOR TRANSPORTATION INITIATIVES



HIGH PRIORITY MAJOR TRANSPORTATION INITIATIVES

Priority – Initiative are placed in ranked order.

Facility – Major regional corridors that serve the many travel markets which comprise West Central Florida. Multi-modal projects are grouped within these corridors based upon their role in meeting regional travel needs.

Improvement Needed – The improvement needed within each corridor is clearly defined.

Rationale – Each initiative has its own set of benefits for the region. This section describes how specific transportation improvements contribute to the area's continued mobility, safety and economic development.



HIGH PRIORITY MAJOR TRANSPORTATION INITIATIVES

Materials related to regional projects were reviewed:

- TBARTA Master Plan
- Prioritization processes used in other regions, particularly MetroPlan Orlando.
- CCC's adopted 2035 Regional LRTP

Criteria were used to assess the relative benefit of major regional projects:

- Mobility
- Safety
- Economic Development



High Priority Major Transportation Initiatives

PRIORITY	FACILITY	LOCATION	IMPROVEMENT NEEDED	RATIONALE
#1	I-75	Hernando to Sarasota	Widen to at least 6 general lanes, add managed lanes* with express bus stations and service	<p>The I-75 corridor is an economic lifeline for West Central Florida, connecting the region to state and national markets. Increasing its capacity will facilitate expanded movement of goods and services, through decreased travel times and increased access to potential customers and employees. Managed lanes are a proven method of increasing mobility options and providing economic development benefits for regional travel by decreasing travel times and improving access to major activity centers. Managed lanes also enhance the operation of alternative modes such as express bus; improve goods movement; increase connections to the region's intermodal network; and improve continuity of travel.</p>
#2	I-4/ I-275	Orlando - Tampa - Pinellas	Add managed lanes* with express bus stations and service	<p>Inter-regional travel between our region and Orlando's will be significantly improved by constructing managed lanes along I-4. For the last 10 years, I-4 has consistently had traffic volumes in excess of 100,000.</p>
#3	Howard Frankland Bridge	I-275 between Pinellas and Hillsborough	Bridge replacement with transit envelope and intermodal centers	<p>Replacing this bridge offers an opportunity to provide for managed lanes and potential future rail, strengthening the most heavily travelled link between St Petersburg, Clearwater, Tampa and two international airports. The bridge currently carries 130,000+ trips per day, growing to 230,000+ in 2035. Adding new right-of-way to speed transit vehicles will make transit an attractive choice, reducing growth in congestion and crashes. Intermodal transfer centers at each end of the bridge will create seamless connections to local routes, Park & Ride and other options.</p>
#4	US 19	Pinellas to Pasco	Controlled access & overpasses with express bus stations & service	<p>US 19 is a major north-south corridor for regional travel. New interchanges at high-crash intersections such as Curlew Rd will reduce delay and improve safety for a significant number of vehicles. Interchanges would also create a non-stop controlled access arterial from Pinellas Park through Clearwater and northward to Pasco County. Express bus service would also benefit from improved travel speeds and enhanced passenger convenience by placing transit stations at strategic locations along the corridor.</p>

Based on Regional Mobility, Safety, and Economic Development

High Priority Major Transportation Initiatives

PRIORITY	FACILITY	LOCATION	IMPROVE-MENT NEEDED	RATIONALE
#5	SR 54/56	New Port Richey to Wesley Chapel in Pasco	Managed lanes* with transit accommodations	<p>In the 25 miles between congested Hillsborough Ave (SR 581) and SR 52, the SR 54/56 corridor is the only continuous east-west regional roadway that connects US 19 to I-75. Thus it is strategically positioned to form a "Northern Loop" that is currently a missing link in the regional roadway network. The SR 54/56 corridor intersects with B.B.Downs Blvd (SR 581), I-75, US 41, Suncoast Parkway, and US 19, with potential to extend eastward to US 301. Current plans call for completing the 6-laning of the corridor (Suncoast Parkway to US 41), and adding future capacity in the form of managed lanes. This corridor is a critical component of the Regional Loop System envisioned for the Tampa Bay area. Lane configuration and transit options are currently being studied by FDOT, with recommendations anticipated in late 2012.</p>
#6	US 41	Palmetto in Manatee to Northport in Sarasota	Multimodal, transit and pedestrian improvements	<p>Two primary north-south travel corridors serve Manatee and Sarasota Counties: I-75 and US 41. The US 41 corridor is part of an urban core/spine traversing from the Port of Manatee in Northern Manatee County through the cities of Palmetto, Bradenton, Sarasota, Venice and North Port to the Charlotte County line. The Sarasota/Manatee MPO in its 2010 Long Range Transportation Plan (LRTP) prioritized over \$200 million in Sarasota County and over \$150 million in Manatee County over the next 25 years to improve modal options along this urban corridor. Such improvements include transit, bus stations, sidewalks, pedestrian crossings, intersection improvements, turn lanes, lighting and landscaping. No funds will be used for capacity (lane widening). These funds are not only intended for modal options but to spur economic investment and revitalization to this critical urban corridor.</p>

Based on Regional Mobility, Safety, and Economic Development

High Priority Major Transportation Initiatives

PRIORITY	FACILITY	LOCATION	IMPROVEMENT NEEDED	RATIONALE
#7	Suncoast Pkwy Corridor	Hillsborough to Citrus	New toll lanes with express bus stations & service	<i>Based on Regional Mobility, Safety, and Economic Development</i> Improvements on this major north/south corridor include: expanding capacity on the Veterans Expressway to 8 lanes north of Gunn Hwy; extending the Suncoast Parkway northward into Citrus County (Suncoast II) as a 4-lane facility, thereby providing relief for the US 19 and US 41 corridors; constructing express bus stations with park & ride facilities; and operating express bus service along the corridor.
#8	Pinellas Alternatives Analysis (AA)	St. Petersburg - Gateway - Clearwater	Light rail connecting the Downtowns through the Gateway business district	Transit improvements will promote mobility through viable alternatives to the single-occupant vehicle. The AA recommends light rail transit connecting the central business districts of St. Petersburg and Clearwater by way of an intermodal center in the Gateway area, a major employment district. The AA also recommends a connecting bus network to improve access to destinations around the county. Economic growth would be achieved through the provision of expanded mobility options and through the redevelopment potential at station areas and along bus routes.
#9	CSX Corridor Hybrid Rail	Tampa - Oldsmar - Land 'O Lakes - Brooksville	Commuter Rail	Orlando's SunRail project created a model for reuse of existing freight rail corridors through cities and suburbs. Another corridor owned by CSX connects Downtown Tampa and connects to Brooksville through the USF area and suburban central Pasco; spurs travel to MacDill AFB and through the suburbs of central Hillsborough and northern Pinellas. Commuter or hybrid rail service could be added on this corridor at a fraction of the cost of laying new light rail track, and potentially extended in the future to Tampa International Airport. An agreement between CSX and local, regional and state governments must be crafted.

High Priority Major Transportation Initiatives

PRIORITY	FACILITY	LOCATION	IMPROVEMENT NEEDED	RATIONALE
#10	I-4 Rail	Tampa to Orlando	Extend SunRail	<p>The I-4 corridor is West Central Florida's main connection to the Central Florida super region. By placing commuter rail within the I-4 corridor and connecting to the 31 mile SunRail project being constructed in Orlando (extending to the community of Poinciana on the west end), a new means of accessing the many urban centers located along I-4 will be provided. Using existing rail lines, commuter rail can connect these intensive activity centers by providing a convenient option for longer distance travel. Opportunities for transit-oriented development around station areas are an important component of the economic benefits afforded by this project.</p>

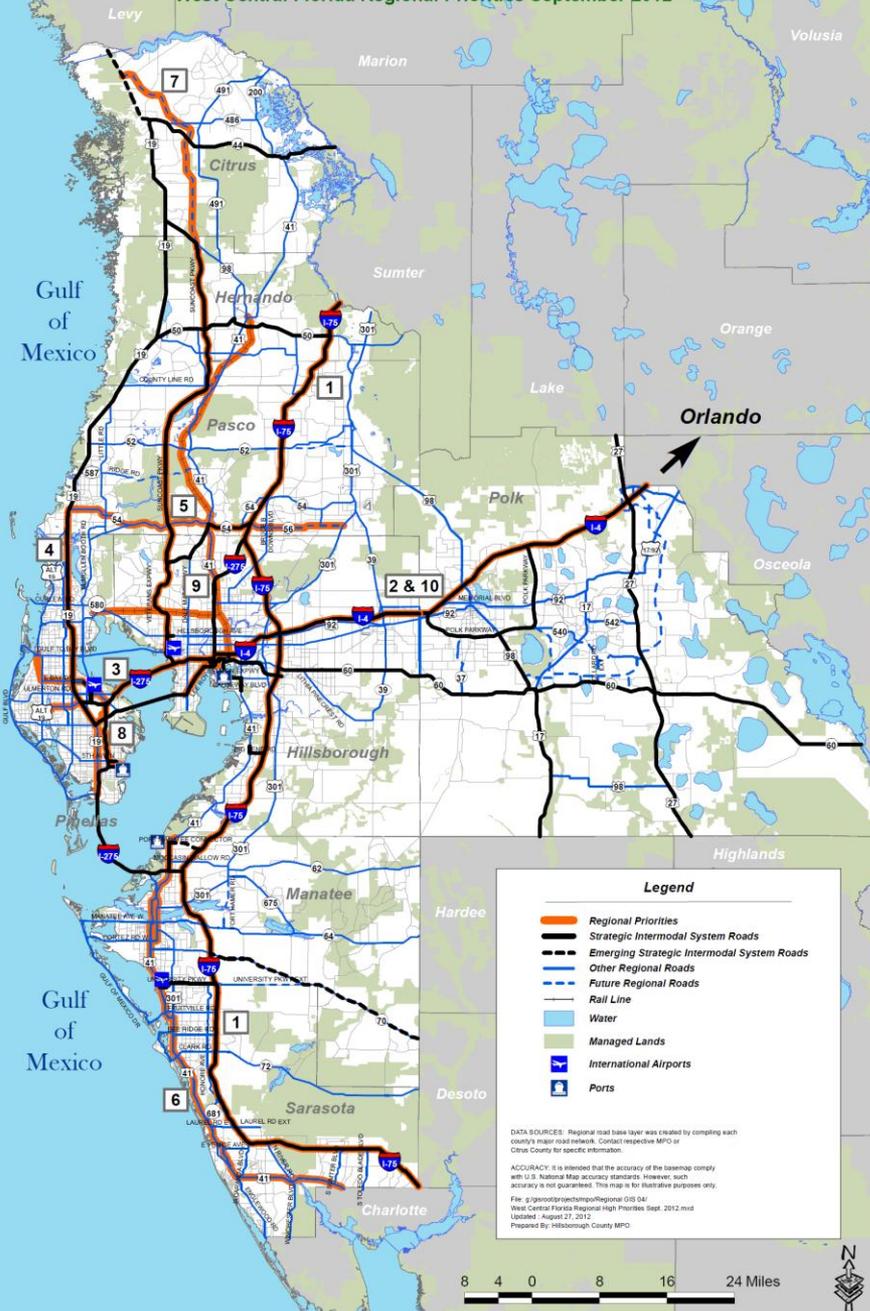
Based on Regional Mobility, Safety, and Economic Development

**MANAGED LANES are special lanes generally for use by transit vehicles and/or carpools, with tolls for other vehicles. Details are determined through corridor studies.*



High Priority Major Transportation Initiatives

West Central Florida Regional Priorities September 2012



High Priority Major Transportation Initiatives



NEXT STEPS

- ❑ September 14: CCC considers approving of draft “for circulation/comment/ endorsement”
- ❑ Presentations and discussions with
 - ❖ TBARTA Board
 - ❖ MPO Boards
 - ❖ Regional Planning Councils
 - ❖ Tampa Bay Partnership
 - ❖ Interested others
- ❑ Revisions to draft
- ❑ CCC considers revised draft by 6/30/13
- ❑ Distribute and advocate!

