



3,224 structures  
destroyed.

**WELCOME**

**COMMUNITY**

**TBX OVERVIEW**

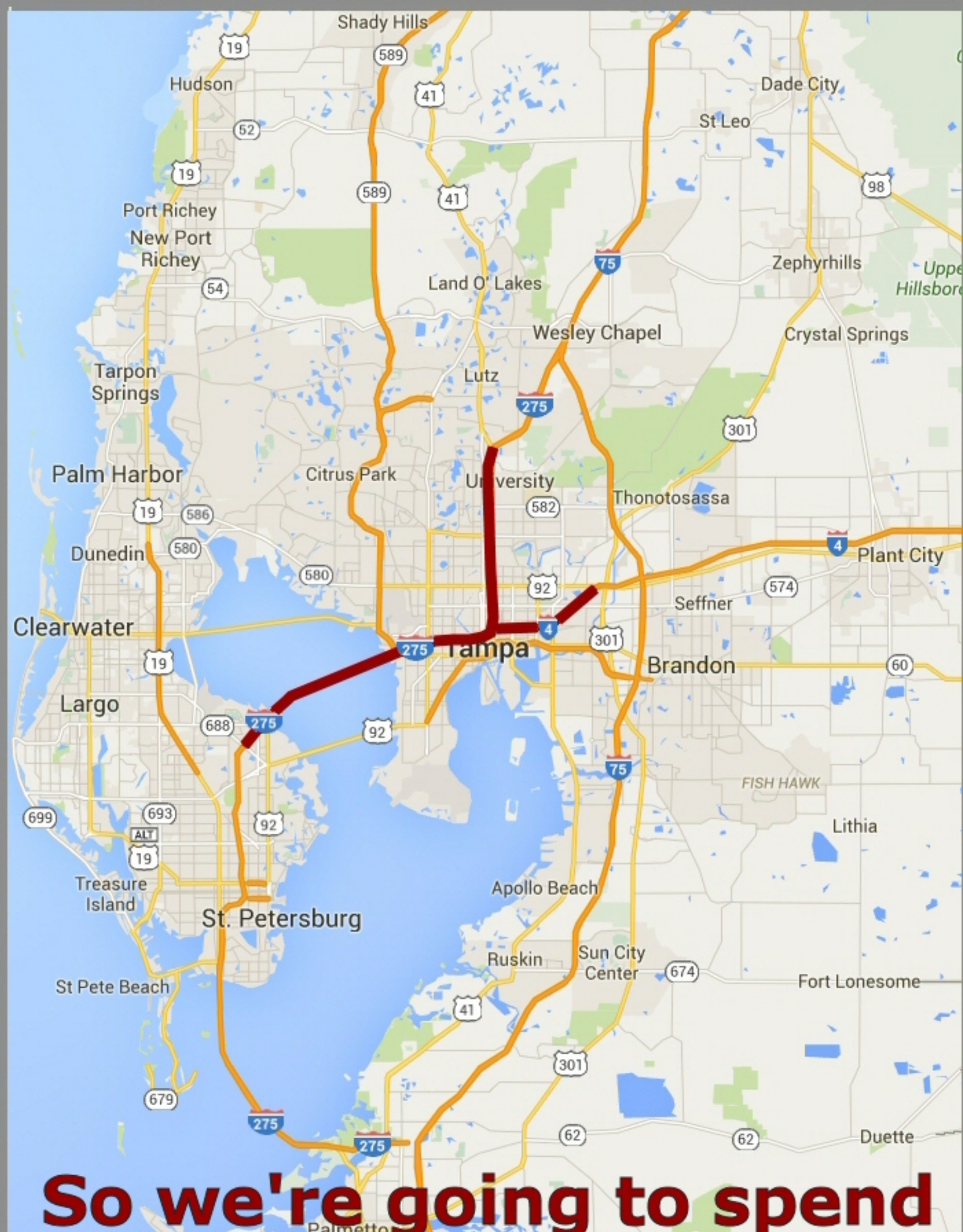
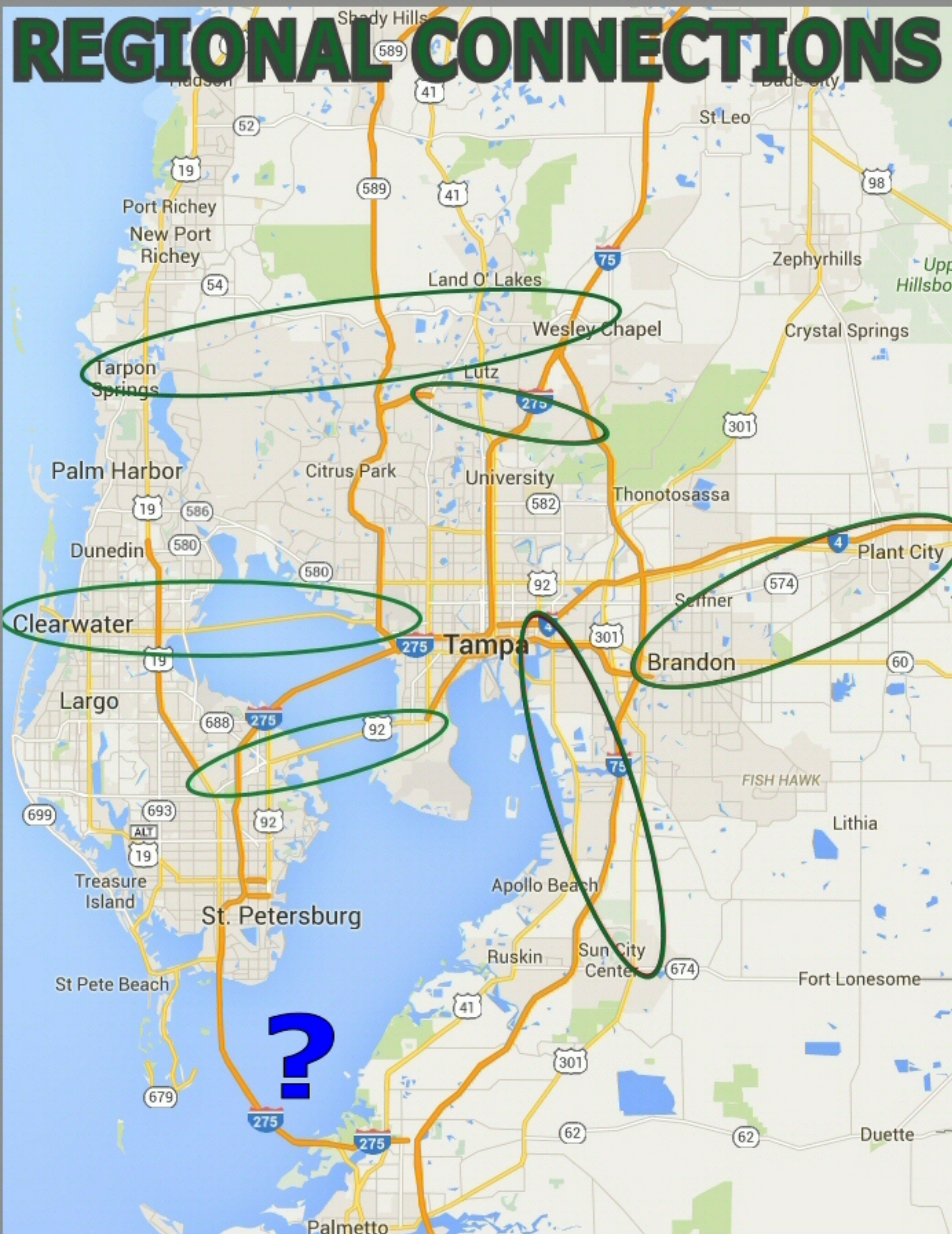
**TAKE ACTION**

**DISCUSSION**





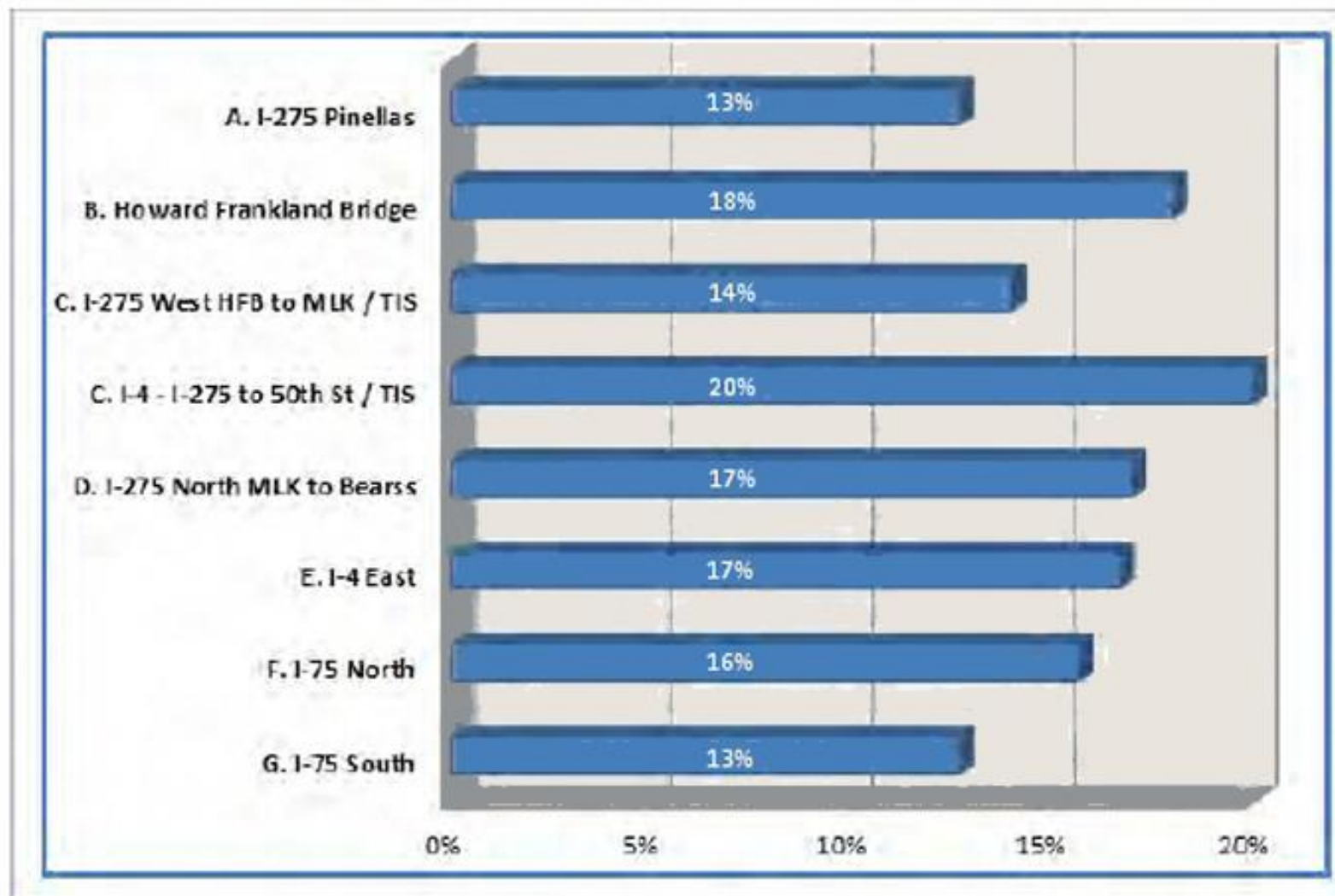
# BAY AREA COMMUTERS NEED SEVERAL NEW REGIONAL CONNECTIONS



**So we're going to spend  
\$6.5+ billion on TBX  
instead?**



**FIGURE 5-3: PERCENT EXPRESS LANES SHARE (AM/PM PEAK PERIODS)**



**WELCOME**

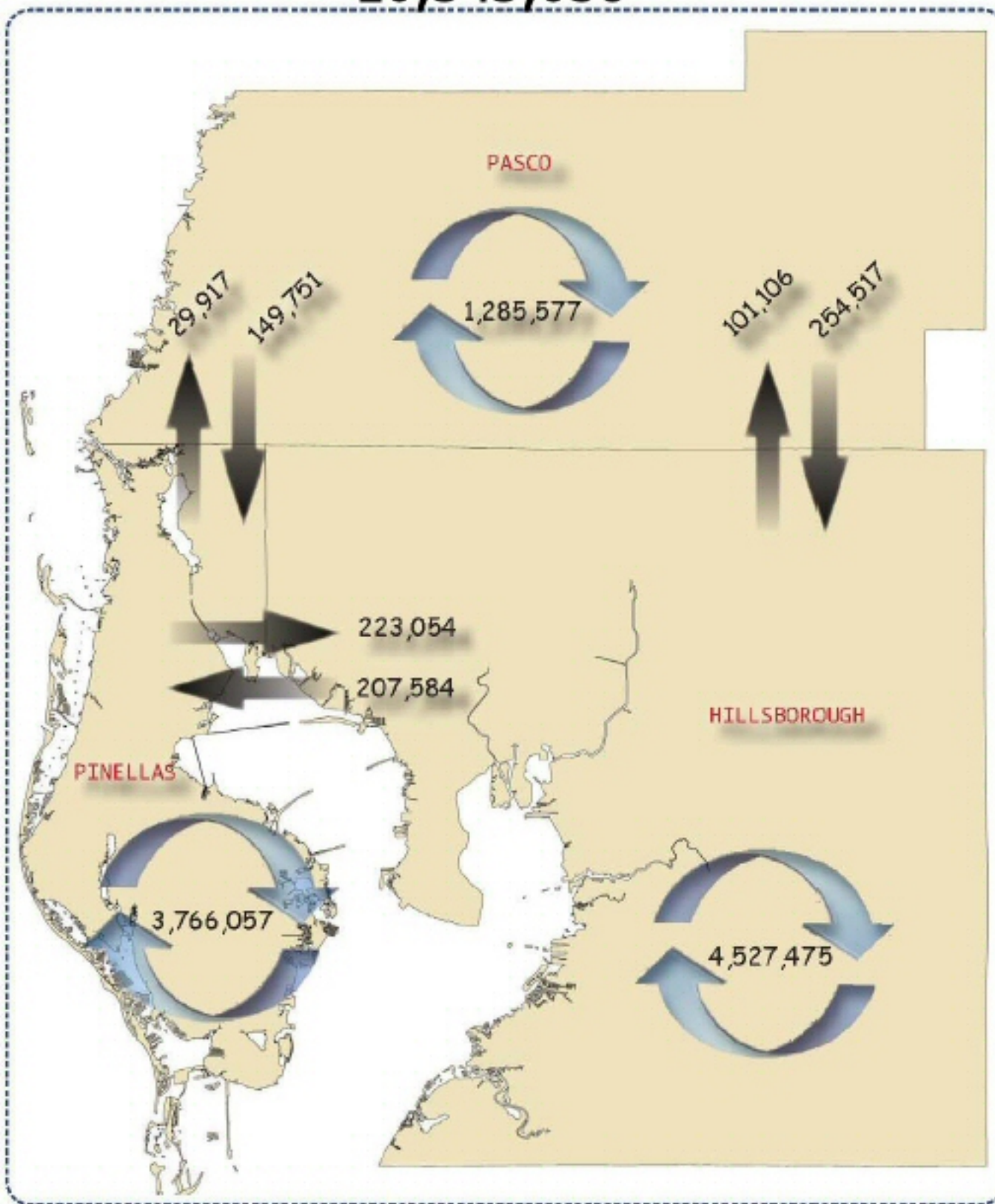
**COMMUNITY**

**TBX OVERVIEW**

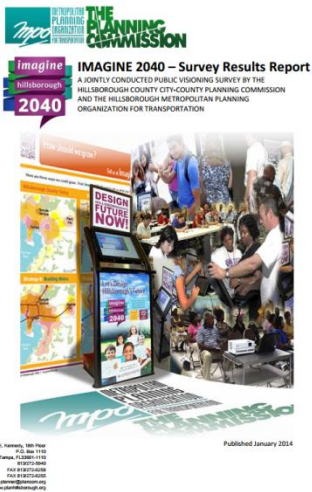
**TAKE ACTION**

**DISCUSSION**

**Figure 5**  
**Total Vehicle Trips in the Tampa Bay Area**  
Tampa Bay Regional Planning Model version 8.0 (2010)  
**10,545,038**

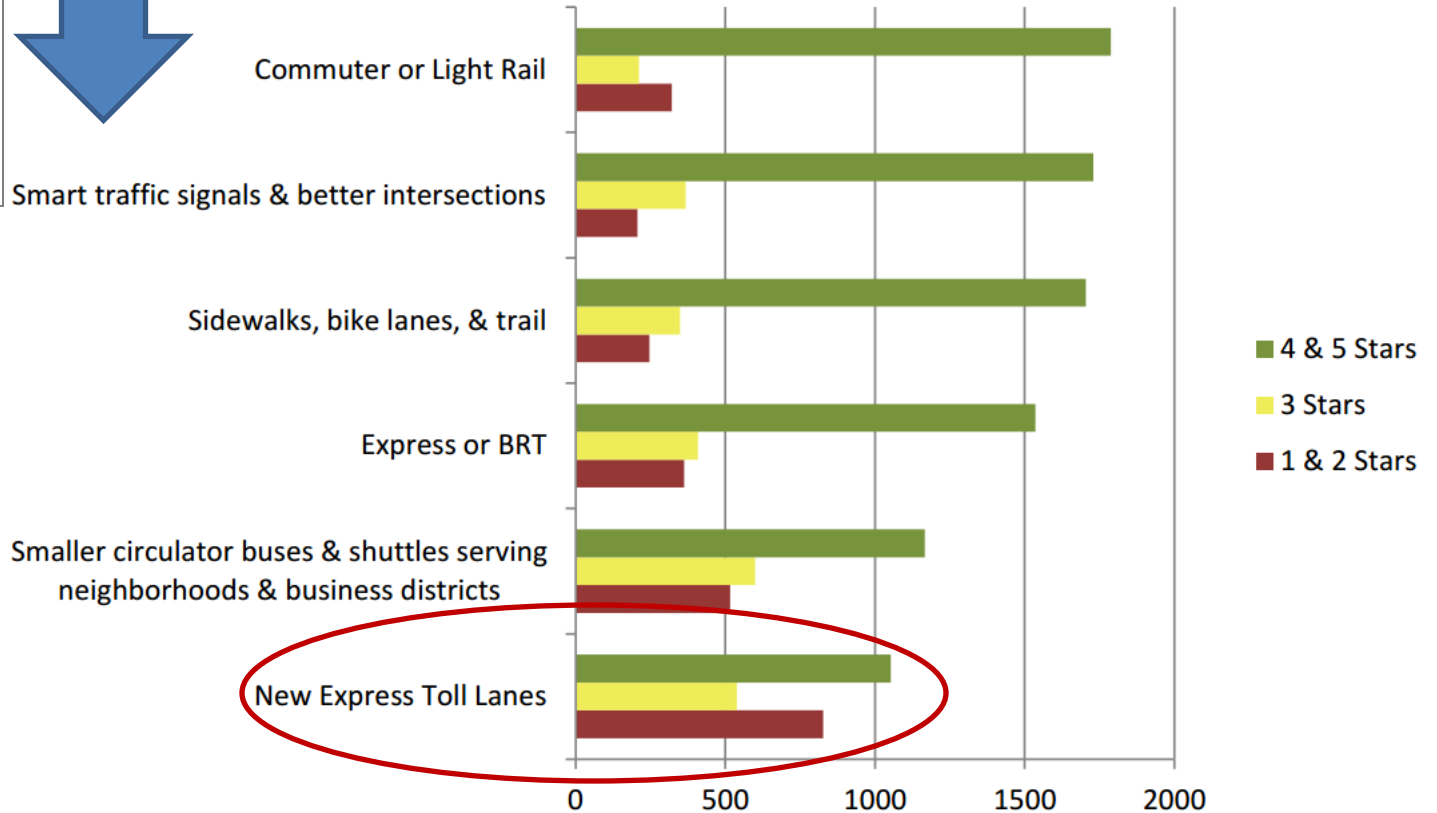


Just 15% of all regional trips occur on an expressway, and just 15-20% of expressway traffic would use TBX toll lanes. **A minuscule total of 3% of all regional traffic would benefit from TBX's \$6.5 billion cost.**



# Imagine 2040

**Table 4.3 Transportation Preferences by All Respondents**



**WELCOME**

**COMMUNITY**

**TBX OVERVIEW**

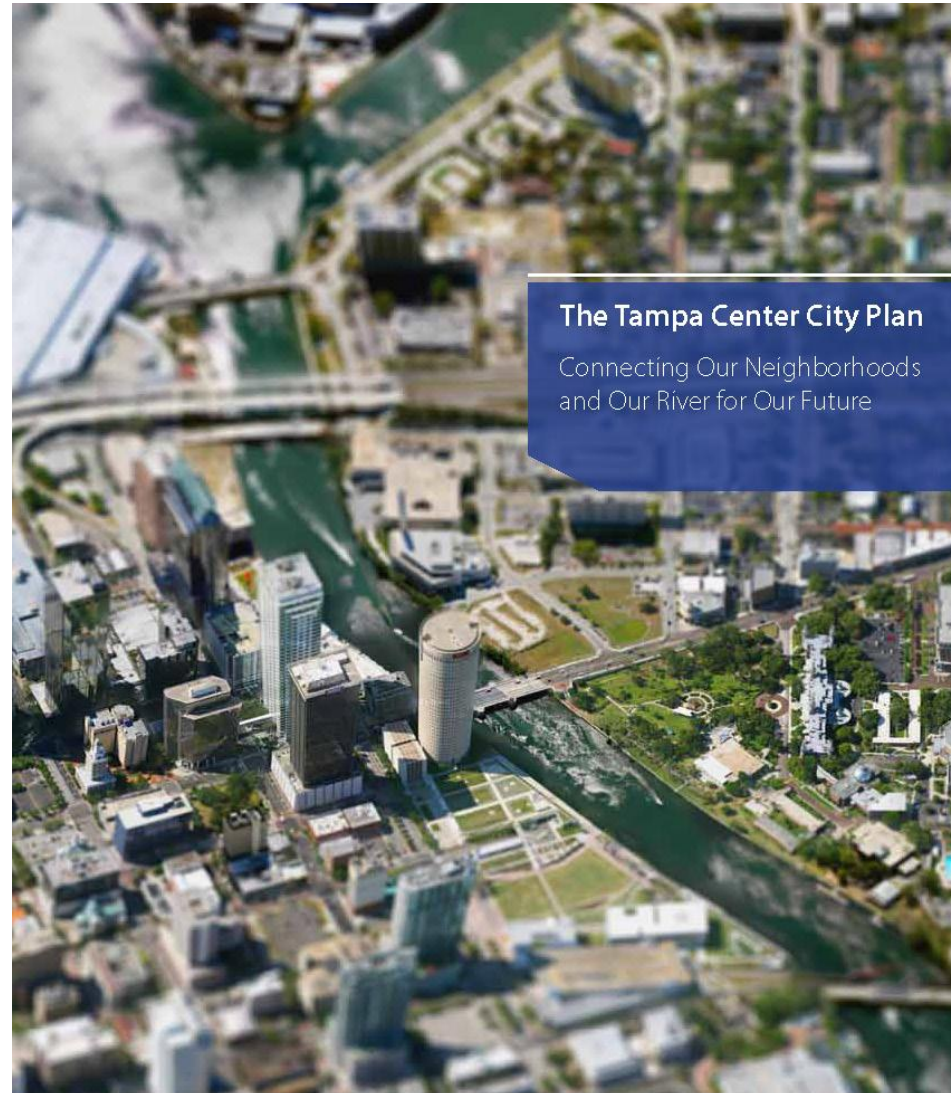
**TAKE ACTION**

**DISCUSSION**



# InVision Tampa Center City Plan

*The Tampa Center City Plan is a master plan creating a vision of the 21<sup>st</sup> Century City Center of Tampa, that recognize that its future as a vibrant, livable, and sustainable community depends upon connecting its people, redefining its places, and igniting progress.*



## The Tampa Center City Plan

Connecting Our Neighborhoods  
and Our River for Our Future



## Building Block #1

A reimagined  
and refocused  
river and  
waterfront







## Building Block #2

Strong and  
Livable Center  
City  
Neighborhoods







## Building Block #3

A downtown  
core with a  
vital mix of  
uses and a  
strong  
pedestrian  
environment







## Building Block #4

Livable  
transportation  
connections  
between  
neighborhoods  
and downtown







## Building Block #5

Mixed use  
places built in  
a form that  
supports  
Transit





# THE CITY OF TAMPA



By any measure, Tampa's growth is impressive

- 12,000 more people are working in the City of Tampa than four years ago - which means that more people are working now than ever before in our city's history
- Tampa's unemployment is the lowest it's been in six years
- For the first time since 2008, less than 10,000 people are unemployed
- Tampa's unemployment rate is 5.1 %, down from 11.4% in January 2010

The City of Tampa is growing at a higher rate than Hillsborough County or the State of Florida

- They are choosing to be a part of our city, to call Tampa home

10,500 planned residential units are in the works between downtown Tampa and Westshore



## BUDGET HIGHLIGHTS ECONOMIC DEVELOPMENT



Permitted nearly \$8 billion worth of construction from FY2011 – FY2015

- City of Tampa set a record in FY2014, permitting more than **\$2 billion** worth of projects
- On track to break FY2014 record in FY2015, with \$2.18 billion in projects on schedule to be permitted by October 1, 2015

**City projects additional \$2.4 billion in 2016**





# Limited Access

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- **Why is this a concern?**
  - » **TBX creates economic winners and losers .**
  - » **Neighborhoods and businesses with poor access to TBX, also have poor access to higher income customers.**
  - » **Reduced mobility for neighborhoods with no access.**

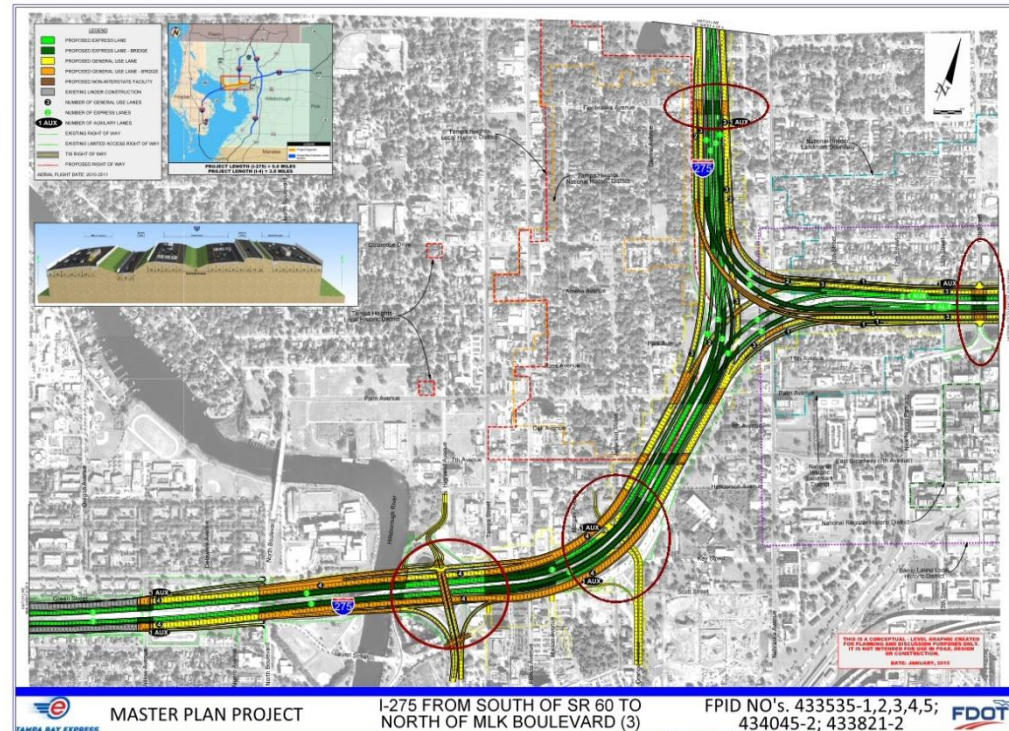




# Limited Access

- **Traffic Patterns in Urban Core Dramatically Altered**

- » **Floribruska Exit Closed**
- » **Ybor interchange extended to include 14<sup>th</sup>/15<sup>th</sup> Avenue**
- » **“Downtown East” Converted to “Express Access Only”**
- » **“Downtown West” Converted to Flyover**



# Economic Impact

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INVISION TAMPA

People. Place. Progress.

CENTER CITY

## ■ Feeling Ignored Yet: Livable Streets

### Community-Identified Issues

- Places that are close by feel far away because of the harsh walking environment.
- Large roads and freeway ramps isolate key community destinations and neighborhoods.
- While some streets have been addressed, getting to key neighborhood and community destinations on a bike is not safe or easy.
- The trail system is expanding, but connectivity to adjacent neighborhoods could allow more people to utilize non-motorized modes of travel and better connect neighborhoods with each other and the Downtown Core.
- Trips through Center City are made easy at the expense of the surrounding neighborhoods and retail nodes.

### Key Outcomes

**[CL-1]** The status of walking and bicycling will be elevated in the Center City. The number of walking and cycling routes within Center City will be increased as will access to the waterfront, the island neighborhoods, and regional trail facilities.

**[CL-2]** Roadways carrying areawide traffic through neighborhoods and neighborhood centers (such as Cass/Nuccio, Florida, Tampa, Howard, Armenia, Avenue Republica de Cuba) will be restructured as livable streets that balance the needs of vehicular users, non-motorized users, and the community in which they occur.

**[CL-3]** Overly wide streets will be examined for “road diets” and streetscape enhancements to right-size the facility to its community purpose.

**[CL-4]** One-way streets will be re-evaluated with performance measures that consider traffic operations as well as the impact of the street conditions on adjacent residents and businesses. Some streets may be candidates for conversion to two-way operations.

**[CL-5]** To clearly outline expectations for the future condition of the public realm, especially streets, design standards will be developed to address the creation of a pedestrian-friendly private development edge to the public realm.



**1960s**

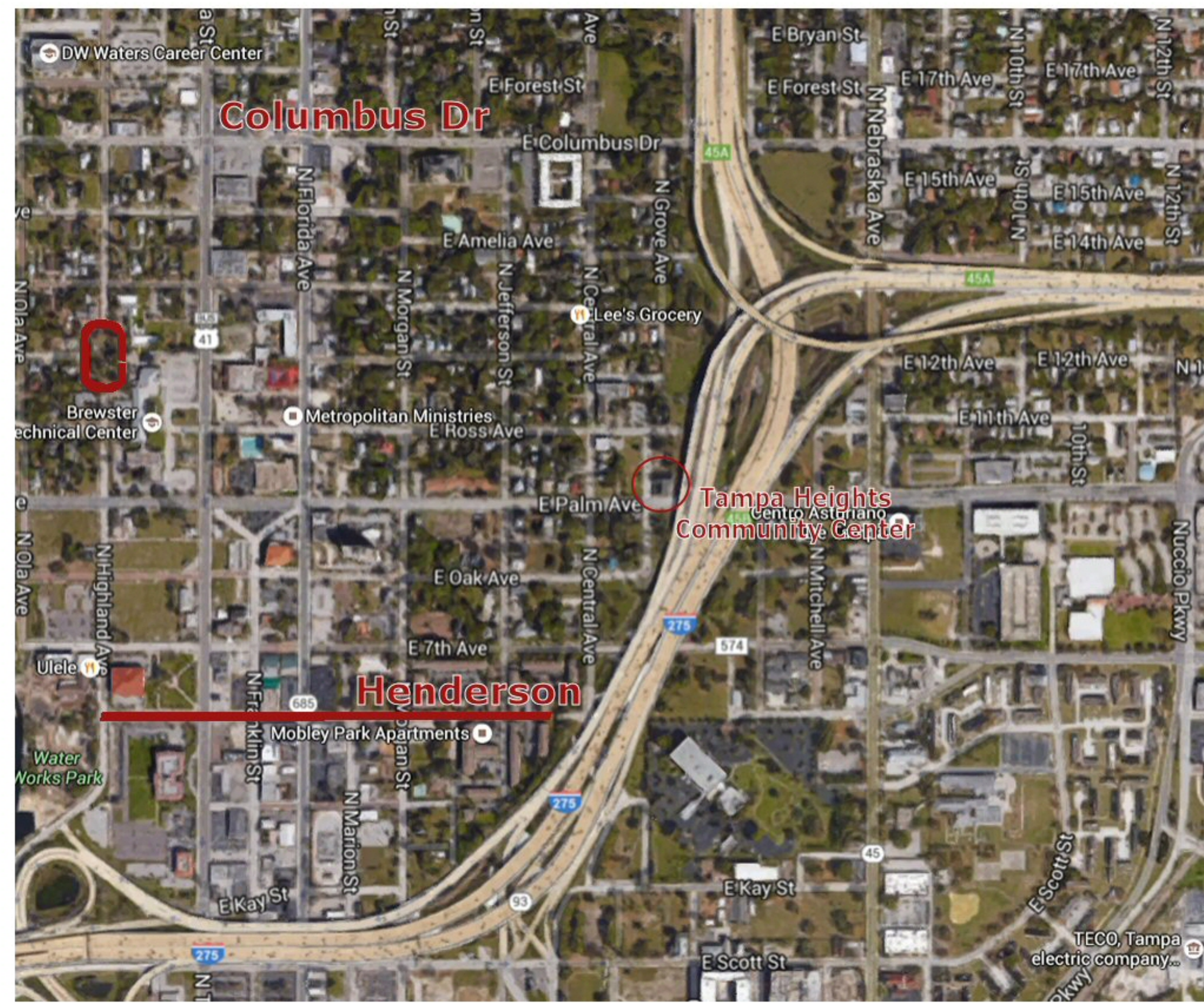


**The urban  
destruction  
a highway  
causes keeps  
spreading  
for decades.**

**2010s**

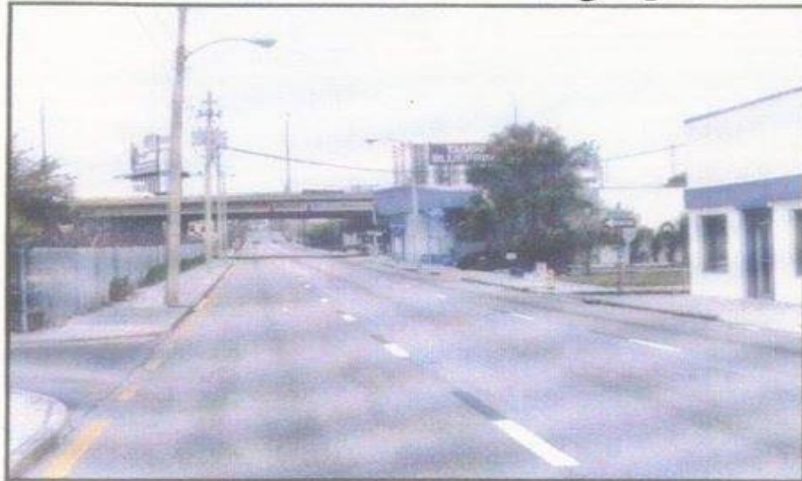








# 1994 FDOT study photo



EXISTING CONDITION

LAUREL PLACE AND FLORIDA AVENUE  
LOOKING NORTH

DARK ANODIZED LIGHT AND SIGN POLES

# 1994 FDOT promise



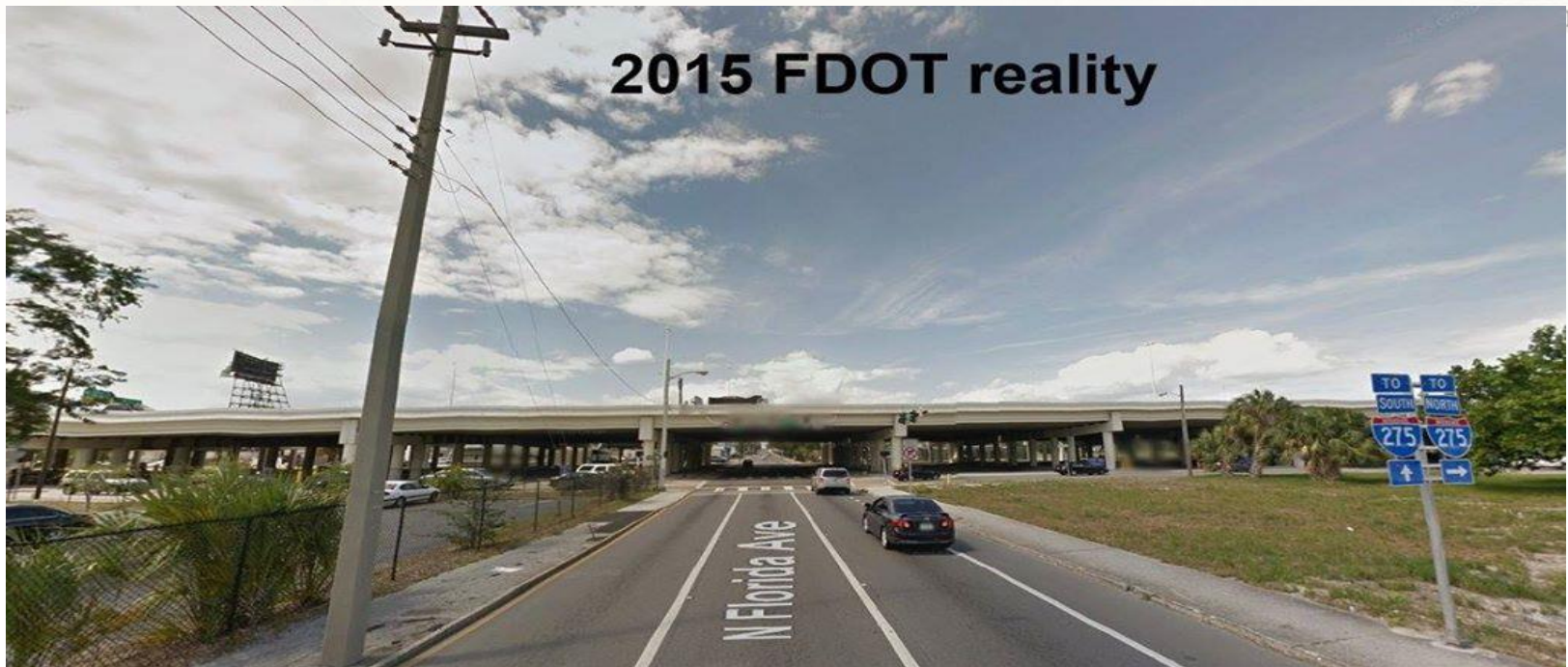
CANDIDATE TREATMENT

DECORATIVE FENCING

STREETSCAPE ELEMENTS

SPECIALTY PAVING AT CROSSWALKS

# 2015 FDOT reality



F 3.10



BRICK ABUTMENTS AND PARAPETS  
TO REFLECT HISTORIC  
NEIGHBORHOOD CHARACTER

DECORATIVE NOISE WALL  
WITH BRICK ACCENTS  
INTEGRAL COLOR FOR  
BRIDGE SUPERSTRUCTURE



EXISTING CONDITION

14TH STREET AND 15TH AVENUE  
LOOKING SOUTH



CANDIDATE TREATMENT

DECORATIVE LIGHTING  
FOR PEDESTRIAN SAFETY

ORNAMENTAL CROSS-STREET  
LIGHTING FIXTURE

**1994 PROPOSED**

EXHIBIT 3.1:  
POTENTIAL TREATMENT FOR YBOR CITY



**TODAY, 2015**



