



# City of Tampa Transportation Planning Workshop

Presented by:

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## Growth Management is Economic Development

### Gandy Traffic

#### FIRST OF THREE MEETINGS SET

By MICHAEL H. SAMUELS  
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**SUN BAY SOUTH** — A community advisory committee for a Gandy Boulevard traffic study will have its first meeting Tuesday.

The group, made up of civic leaders, business people, developers and city staff, will discuss Gandy traffic and its effect on the Interbay peninsula, city transportation manager Roy LaMotte said.

The first of three public meetings will be at 5:30 p.m. at the Jan Kaminis Platt Regional Library, 3910 S. Manhattan Ave.

Last year, the city council asked for the study before approving more development south of Gandy.

"This is the study everyone's looking to get answers to questions about the peninsula," LaMotte said. "We need a document, a master plan to follow."

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#### IF YOU GO

**WHAT:** A community advisory committee will hold three public meetings to discuss Gandy Boulevard traffic.

**WHERE:** Jan Kaminis Platt Regional Library, 3910 S. Manhattan Ave.

**WHEN:** 5:30 p.m. Tuesday, April 27 and May 16

#### But Also...

- **Tax District Is Welcome Windfall for Struggling Area**
  - Property values are moving up in neighborhoods thought to be among Tampa's poorest. City officials recently announced that East Tampa's special tax district produced about \$5.5 million in revenue for 2007
- **District's Vista Is Taking Shape**
  - **CHANNEL DISTRICT** - Once a run-down warehouse district, the first wave of residential development in the area is largely complete, with several condominium projects opening in the past two years. The second wave in the development of the Channel District includes four residential projects



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## Current Planning Activities...

- **Evaluation & Appraisal Report**
  - Letter of Sufficiency Received
- **Proportionate Share Ordinance**
  - December 2006
- **TCEA Update**
  - July 2007
- **Comprehensive Plan Updates**



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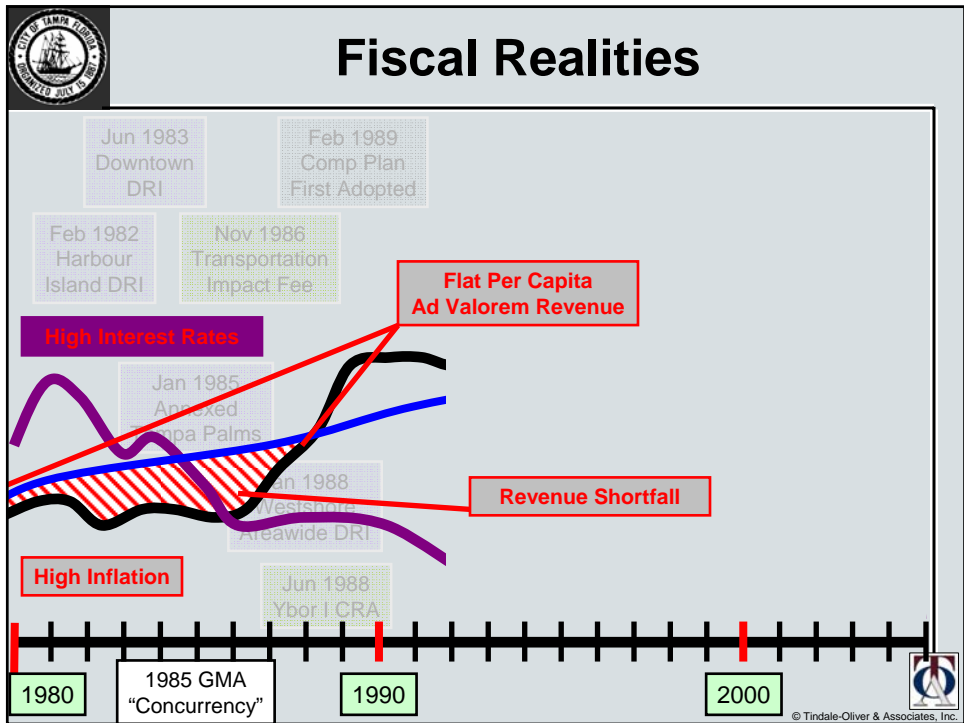
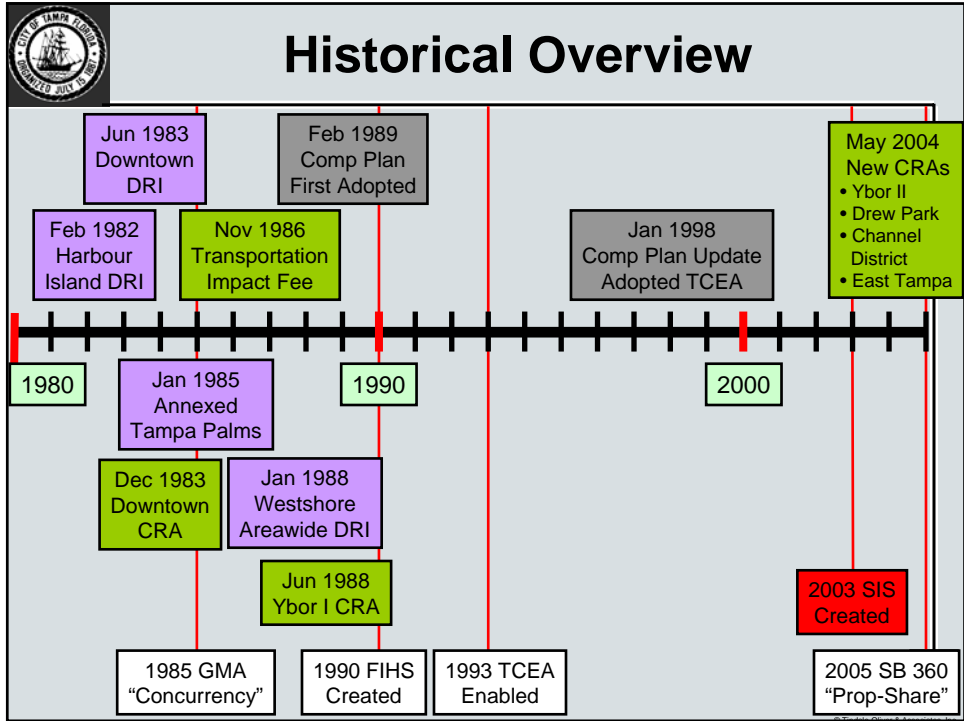


## Workshop Agenda

- **Tampa Transportation Planning Historical Overview**
- **Current Conditions/Trends**
- **TCEA and Transportation Capacity and Finance Issues**
- **Comprehensive Plan Issues and Strategies**
- **Gandy Area “Case” Study**
- **Next Steps**



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## Growth Policies in Context

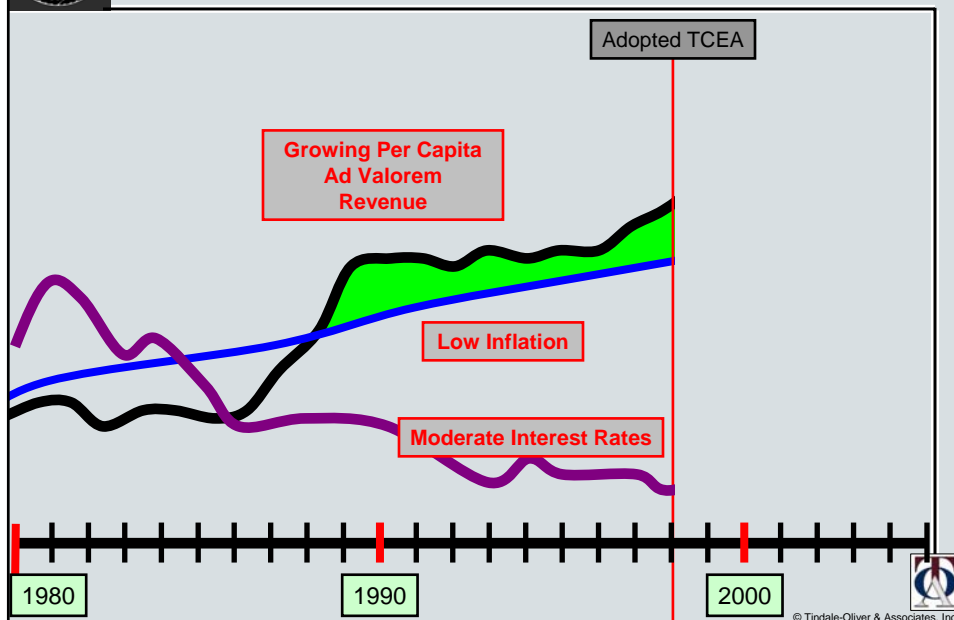
- Response to “Perfect Storm”
- DRIs Reserve Development Potential
- Impact Fee Districts & CRAs
  - Generate & *Focus* Revenue
- Comprehensive Plan; 2-Tiered LOS Standards
- Leverage Surplus Capacity
  - Waste Water Treatment Plant Upgrades
  - Grid Street Network



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## Interim Conditions



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## Interim Conditions (1995)

- **Vehicle Miles of Travel Below LOS D (Congested)**
  - City Roads 16%
  - State Roads 31%



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## 1998 Plan Update: TCEA

- “Defer” FIHS Issues
- Provide ***Flexibility*** on Application of Concurrency
- **Maximize Existing Public Facilities**
  - centralize commercial, governmental, retail, residential and cultural activities

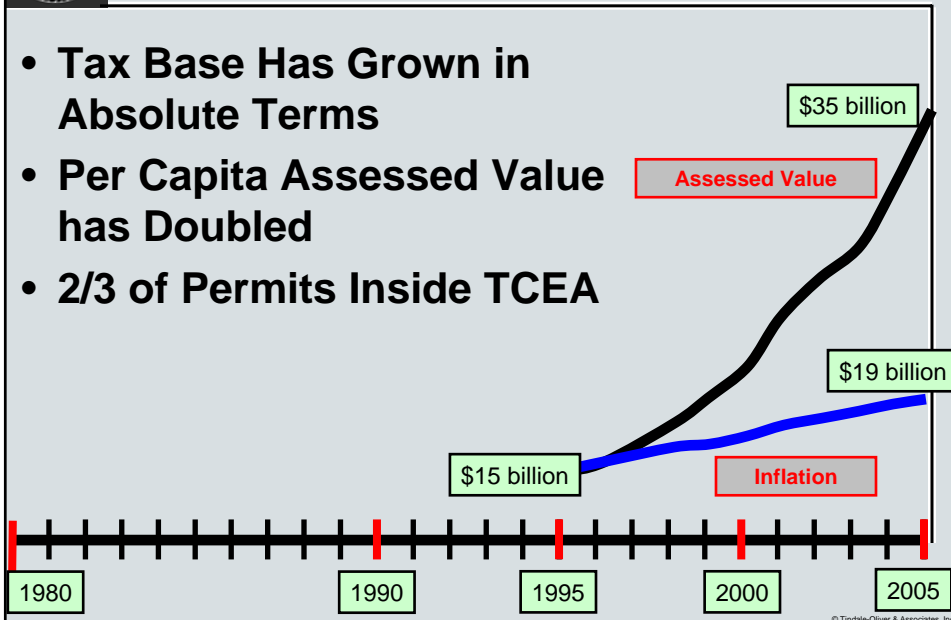


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## Current Conditions

- Tax Base Has Grown in Absolute Terms
- Per Capita Assessed Value has Doubled
- 2/3 of Permits Inside TCEA



## Current Conditions (2005)

- Vehicle Miles of Travel Below LOS D (Congested)
  - City Roads **29%** vs 16% in 1995
  - State Roads **40%** vs 31% in 1995
- Congestion on City Streets Worsens As State Roads Fill Up





## Revenue Issues

- **Ad Valorem Principally Funds Police & Fire Department and Other Operating Costs**
- **Transportation is Capital Intensive**
- **Capital Revenue has not Grown**

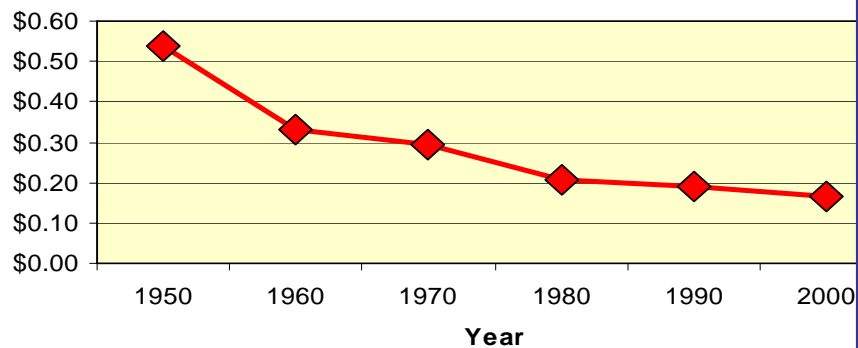


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## Real Decline of Roadway Funding

**Annual Revenue Generated From 1 Penny Gas Tax Per Gallon**



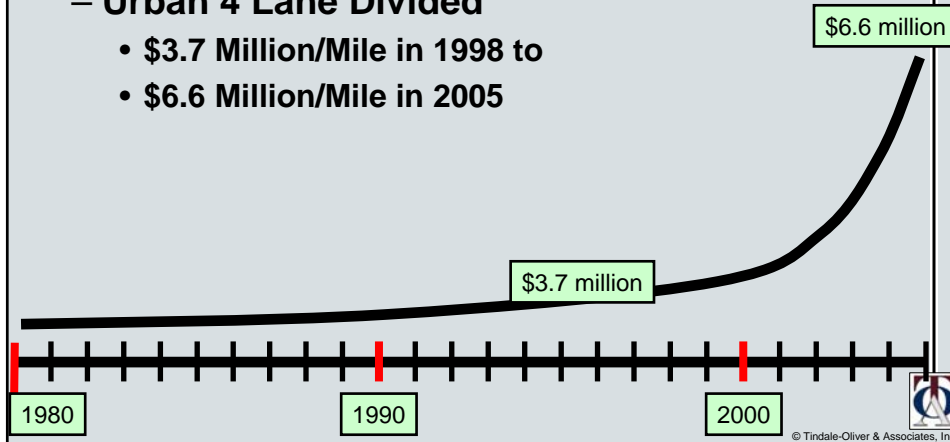
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## Roadway Cost Escalation

- **Construction Cost Escalation**  
**For Example:**

- Urban 4 Lane Divided
  - \$3.7 Million/Mile in 1998 to
  - \$6.6 Million/Mile in 2005



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## Roadway Cost Escalation

- **Project Bids Out of Range**
  - Nebraska Ave Bid \$34 mil vs. \$14 mil estimate
  - Gandy Rebuild Out of Range
  - 40<sup>th</sup> Street Segment Over Estimate
- **“Cooling Off Period?”**
- **Terms of Development Agreements**
  - Pay Present Day \$\$ vs.
  - Fund/Construct a Specific Project



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## Summary

- 1980's Policies to Encourage Growth
- 1990's Reinforced Earlier Policy
- Leveraged "Latent" Infrastructure Capacity
- Limited Capital Revenue
- Roadway Capacity Cost Inflation
- Declining Roadway Level of Service



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## Summary

- Tampa Transportation Planning Historical Overview
- Current Conditions/Trends
- **TCEA and Transportation Capacity and Finance Issues**
- Comprehensive Plan Issues and Strategies
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## TCEA Issues/Criticisms

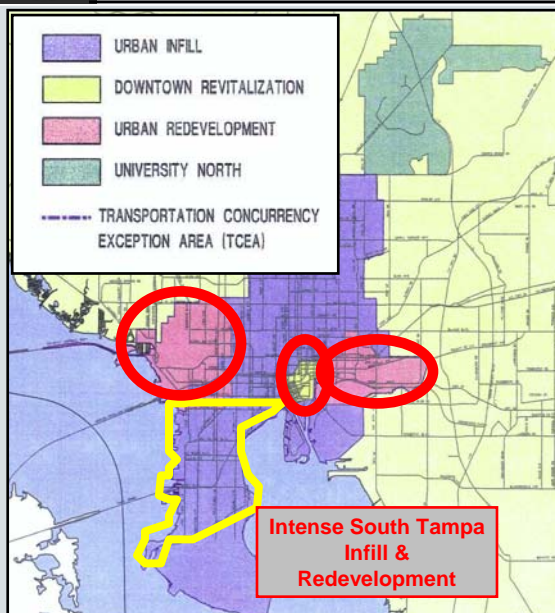
- **One-Size-Fits-All**
- **May Limit Ability to Manage Growth**
- **Traffic Congestion**
  - SIS Question
  - Overall Delivery of Standards
- **Neighborhood Traffic Intrusion**
- **Impact / Mitigation Disconnect**



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## One-Size-Fits-All?



- **TCEA Districts Reflect Old DRI Strategy**
- **May Not Adequately Plan for Growth Elsewhere**

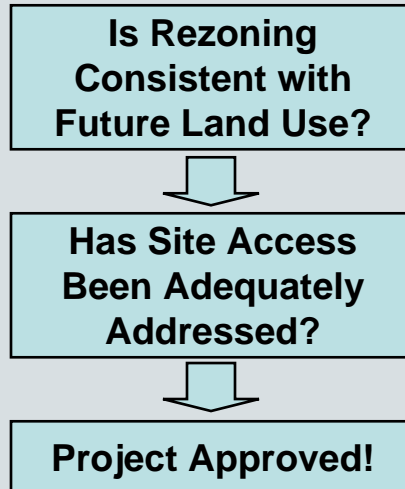


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## May Limit Ability to Manage Growth

### Perception of Current Process:



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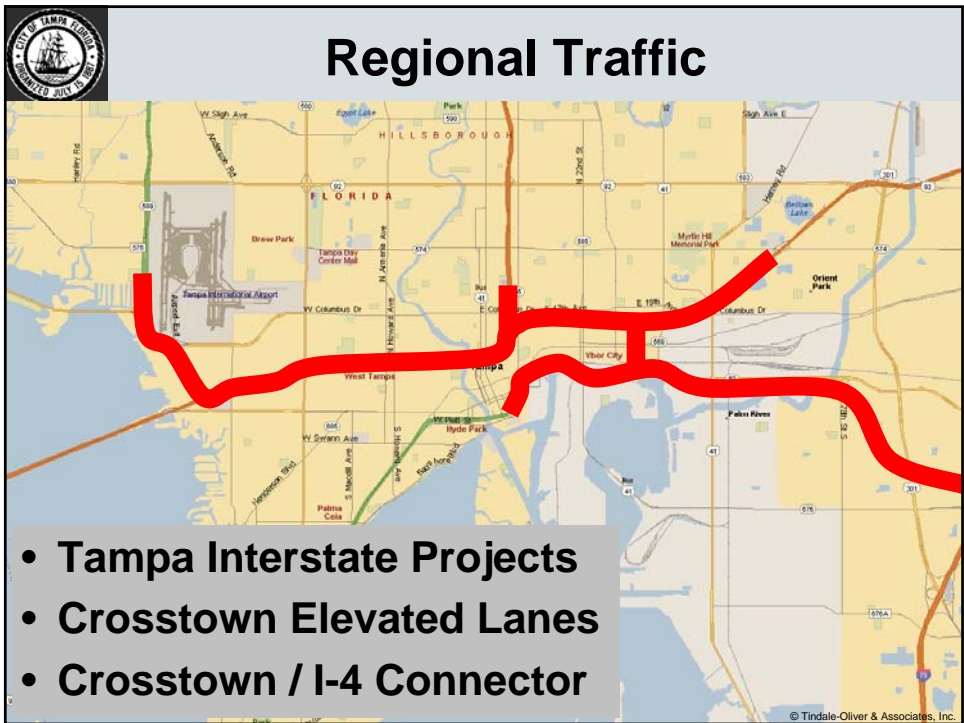
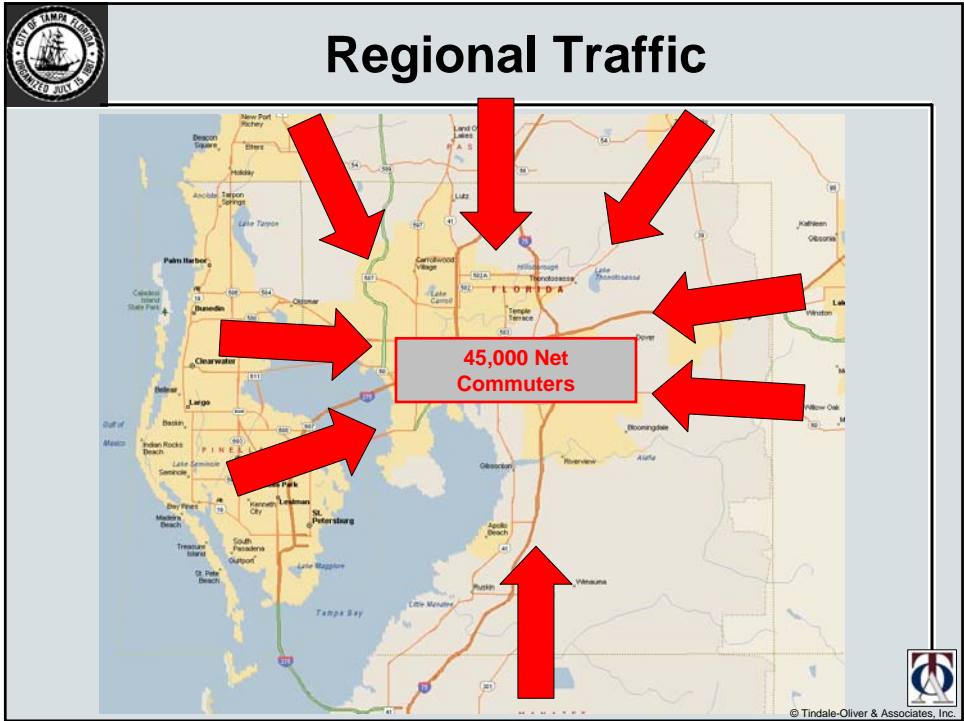


## Traffic Congestion

- Congestion Increased (Delay)
- Traffic Spilling into Neighborhoods



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## **Impact/Mitigation Disconnect**

- **Segment by Segment Roadway Mitigation not Required**
- **Incremental Development Flies Under Radar**
- **Unanticipated Intensity Can Create Severe Conditions**



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## **Other Transportation & Finance Issues**

- **Constrained Corridors**
- **Construction Cost Escalation**
- **Dated Impact Fees**
- **Alternative Modes & Urban Form**

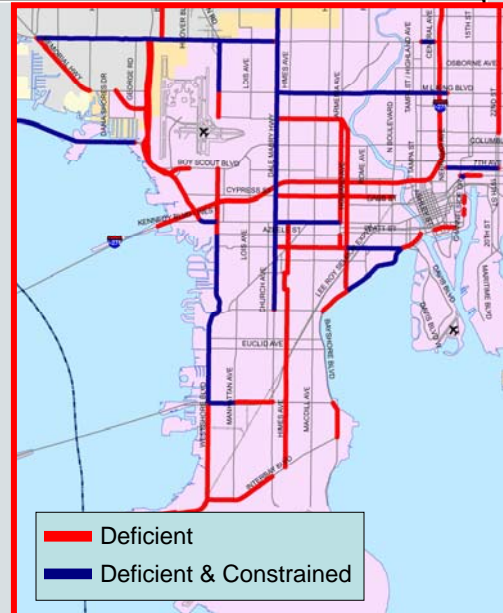


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## Constrained Corridors

- **Constraints**
  - Physical
  - Community
- **Roadway Projects Will Require Major Redevelopment**
- **Focus on Key Intersections**



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## Out-Dated Impact Fee

- **How Relevant Are Impact Fees?**
  - Small Component of Overall Budget Compared to Suburban Jurisdictions
  - \$5 - 7 Million Annually vs. \$675 Million Budget
- **Gandy Area Development Example:**

<u>Estimated Value</u>	<u>Tampa</u>	<u>Typical</u>
– Mitigation Costs (minimum):	\$20 mil	\$20 mil
– Approved Dev Impact Fees:	\$5 mil	\$15 mil+
– Shortfall:	\$15 mil	< \$ 5 mil



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## Impact Fee

- **Transportation Impact Fees [should be] sufficient to address the pro rata share of transportation improvement costs necessitated by new development.**
  - Tampa CIE, Policy 1.2.2
- **Typical Fees in Other Jurisdictions Have Increased Significantly**
  - Tampa Single Family Fee: \$1,258 - \$3,268
  - Typical Fee \$5,000 - \$6,000



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## Alternative Modes & Urban Form

- **Provide an alternative to Automobile, but do not significantly alleviate congestion**
- **Non-motorized modes do not effectively connect non-contiguous activity centers**

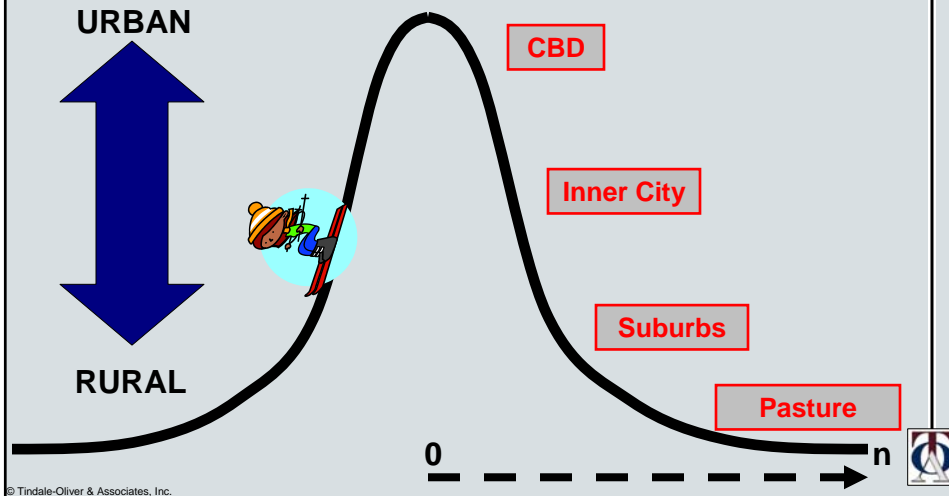


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## Urban Form (Theory)

- Gradual Continuum From CBD to Farmland

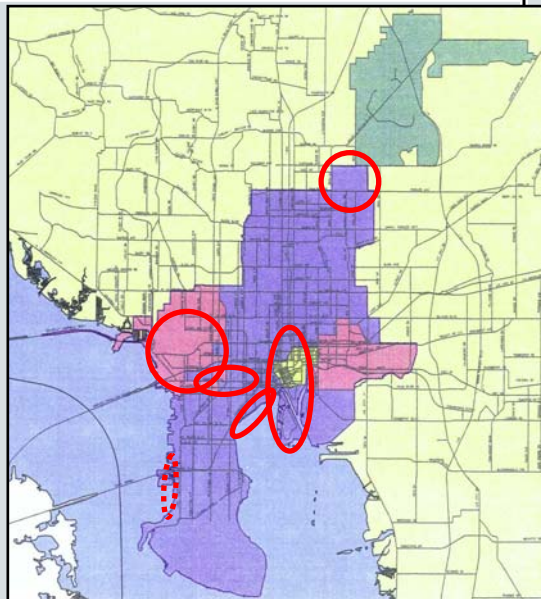


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## Tampa's Urban Form

- Urban Areas Separated by Suburban Neighborhoods
- Intensity Creates Incompatibilities
- Multi-Modal Solutions are Limited
- Intra vs. Inter City Traffic



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## Comp Plan Amendment Issues

- Desired Urban Form
  - What do we want? What about our children?
- Connect Land Use, Transportation, and Finance Decision Making
  - Do Current Land Use Designations Allow Density and Intensities We Can't Live With?
- Quantify Land Use Mixture, Density, Intensity
- Preserve Vital Transportation Corridors, Establish Expectations



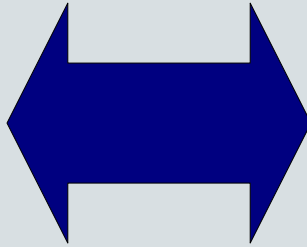
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## Urban Form

### Suburban

Single Family  
Subdivision  
Automobile  
Open space  
Yard  
Quiet  
Sprawl



### Urban

Multi-Family  
Mixed Use  
Transit  
Public space  
Terrace  
Active  
Crowded



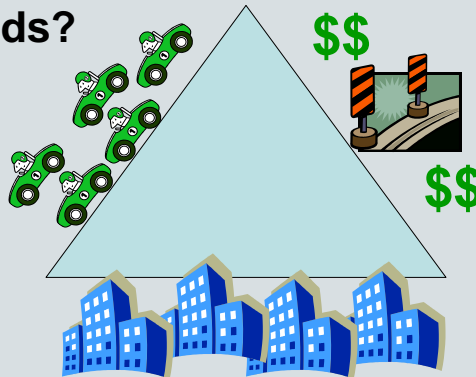
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## Interconnect

Regional vs. Local?  
What Standard?  
Which Roads?

Who Pays?  
Who Benefits?



Where?  
What Kind?



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## Strategies

- **TCEA Update:**
  - **Must Address SIS**
    - **Coordinate w/ FDOT to Assess and Mitigate Impacts**
  - **Must Support and Fund Mobility**
    - **Show How Mobility will be Provided**
  - **Must Address Urban Design, Density, & Intensity of Uses**
    - **Justify Size and Area of TCEA**



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## Strategies

- **Proportionate Share/SB 360**
  - **Does not “Change the World”**
  - **First Need Cost-Feasible Program**
  - **Prop Share Projects Must Be Adopted into CIE**



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## Strategies

- **Refine Level of Service Standards**
  - **Measure actual travel time rather than LOS**
    - Why stop at LOS “F”?
    - Identify Extreme Conditions
  - **Focus on Intersections, Choke Points**
  - **Duration of Congestion**
    - Is Peak 15 Minute Analysis Appropriate for Urban Areas?
    - How many hours of the day will we accept congestion?



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## Strategies

- **Revisit Traffic Impact Study Methodology**
  - **Current Methodology Invoked Only For Very Large Developments**
  - **Downstream Impacts not Considered**
- **Measure Neighborhood and Operational-Safety Impacts**



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## Where Do We Go From Here?

- **August 2006**
  - Completed preliminary Meetings with FDOT, HARTline, MPO & Planning Commission staffs
  - Identified preliminary issues and opportunities
- **September – December 2006**
  - Develop Preliminary Growth Strategy
    - TCEA must support a growth strategy
    - Where should growth be directed?
  - Workshops with staff from City, Planning Commission, MPO, Hartline & Children's Board
  - Objective - Produce 3 General Development Scenarios



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## Where Do We Go From Here?

- **January – June 2007**
  - Analysis of Development Scenarios
    - How does the TCEA support the possible visions?
  - Public Involvement Process & FDOT Coordination
  - Selection of desired General Development Scenario
  - Strategies –
    - Size and Configuration of TCEA
    - Exception Areas
    - Level of Service Standards
    - Long-Term Concurrency Management Areas
    - Multi-modal commitments
    - Land Development Regulations



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## Where Do We Go From Here?

- **July – September 2007**
  - Policy Development
  - Implementation Needs
- **October 2007**
  - Produce Draft Comprehensive Plan
  - Begin Public Hearing Process
- **September 2008**
  - Adoption of Plan Update



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**Questions?**

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