GoingPLACES
Zephyrhills Mobility Plan

Multimodal Mobility Maps

April 3, 2024

Table of Contents

Table of Figures

Introduction

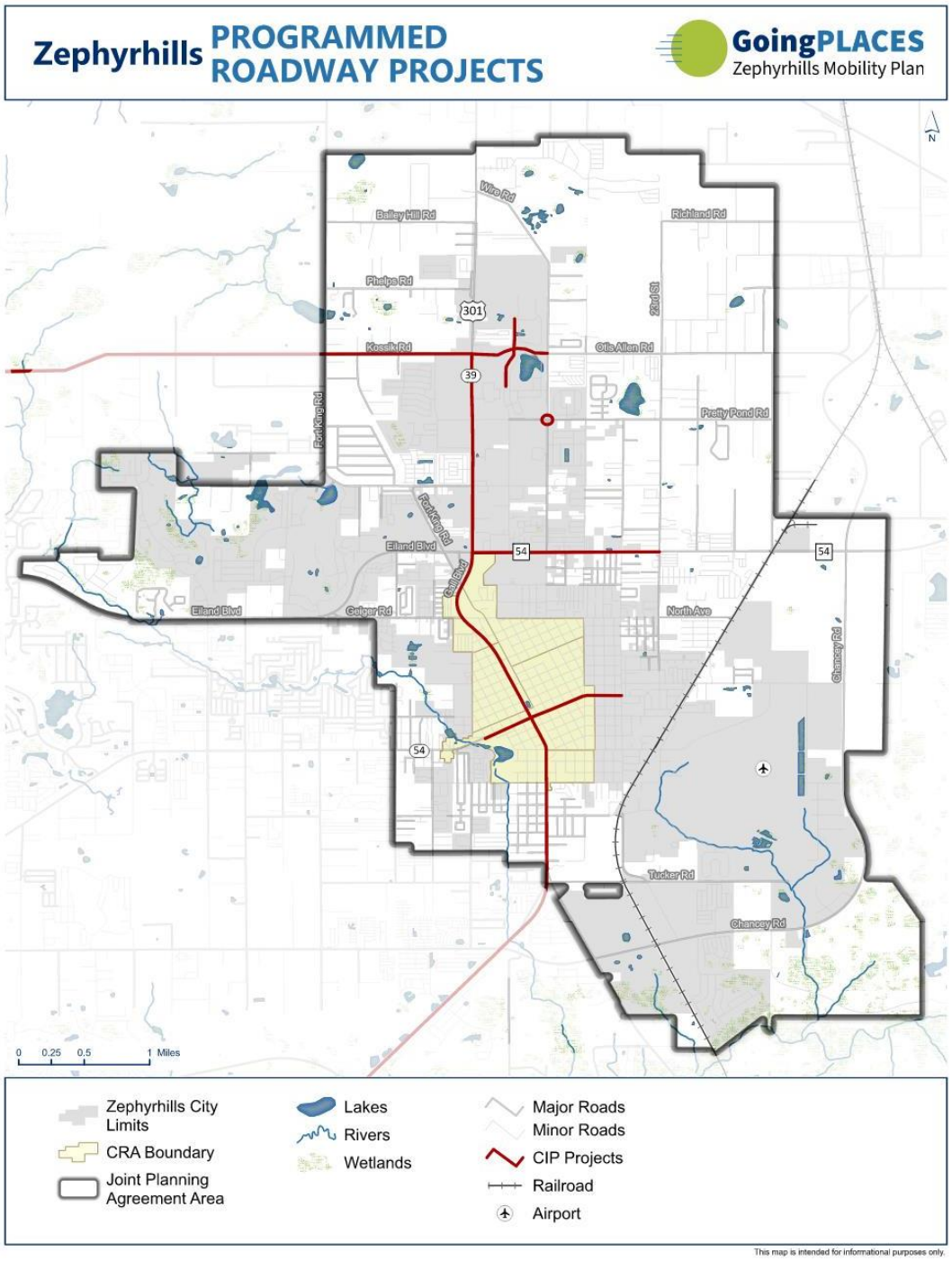
This memorandum provides a comprehensive overview of the multimodal transportation conditions and planned improvements within the Zephyrhills Mobility Plan study area. Based on technical analysis, the multimodal mobility maps will be used to guide the development of strategies and recommendations for the Mobility Plan. The following maps illustrate the City's commitment to creating a Mobility Plan that supports connectivity and safety for all users of the transportation system in Zephyrhills.

Understanding the existing conditions and previous efforts helps identify areas of need for the Mobility Plan. Included in this review is a series of data focused on roadway conditions, the presence of multimodal infrastructure and areas of repeated safety concerns.

Roadway Conditions and Needs

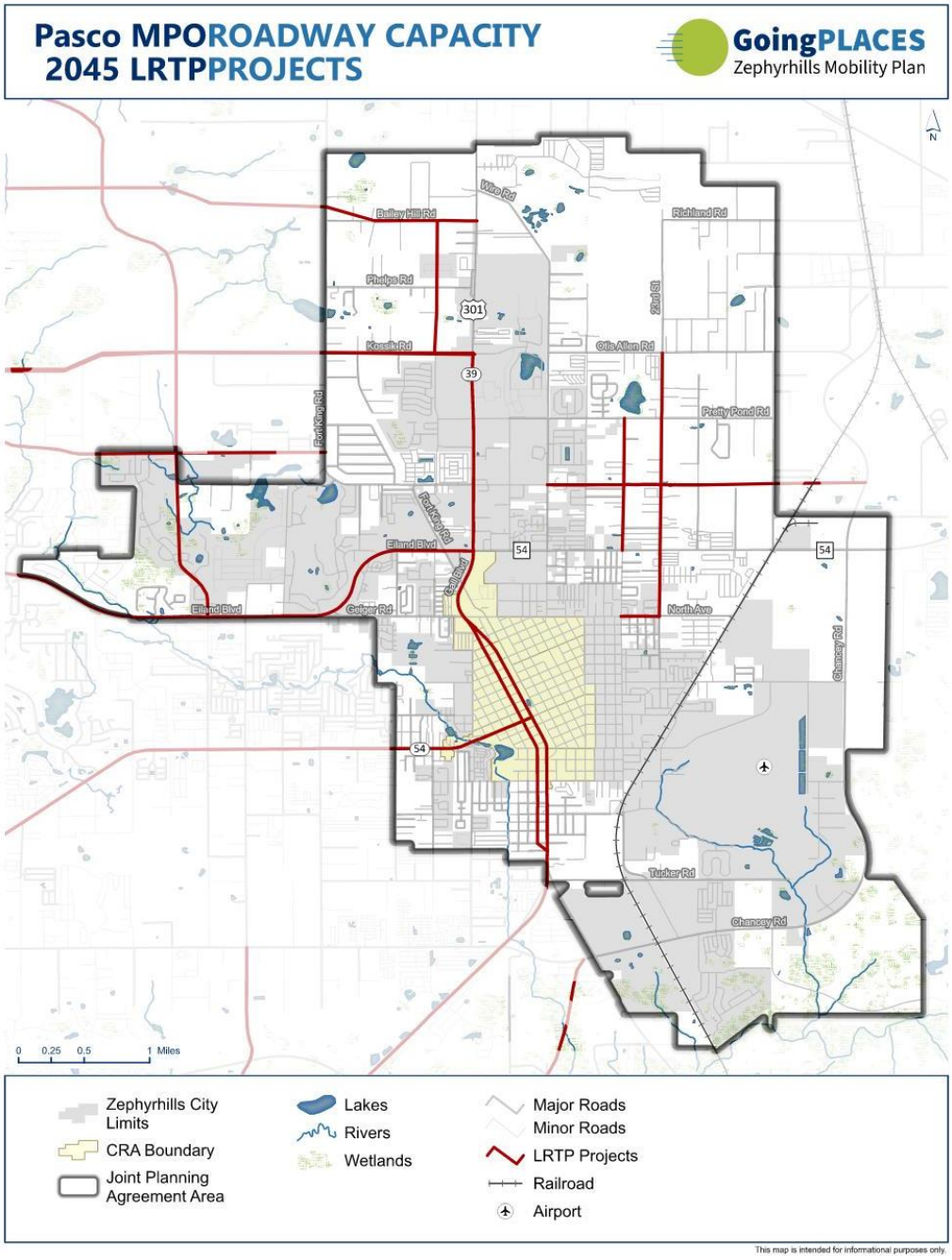
The City of Zephyrhills has identified a series of transportation projects that have been programmed for construction in the City's Capital Improvements Program (CIP). Figure 1 identifies locations where the City and Pasco County have identified funding for projects that address congestion, improve safety, and accommodate the growing mobility demands of the community. This includes a series of capacity, multimodal and intersection operations projects.

Figure 1: Programmed Roadway Projects



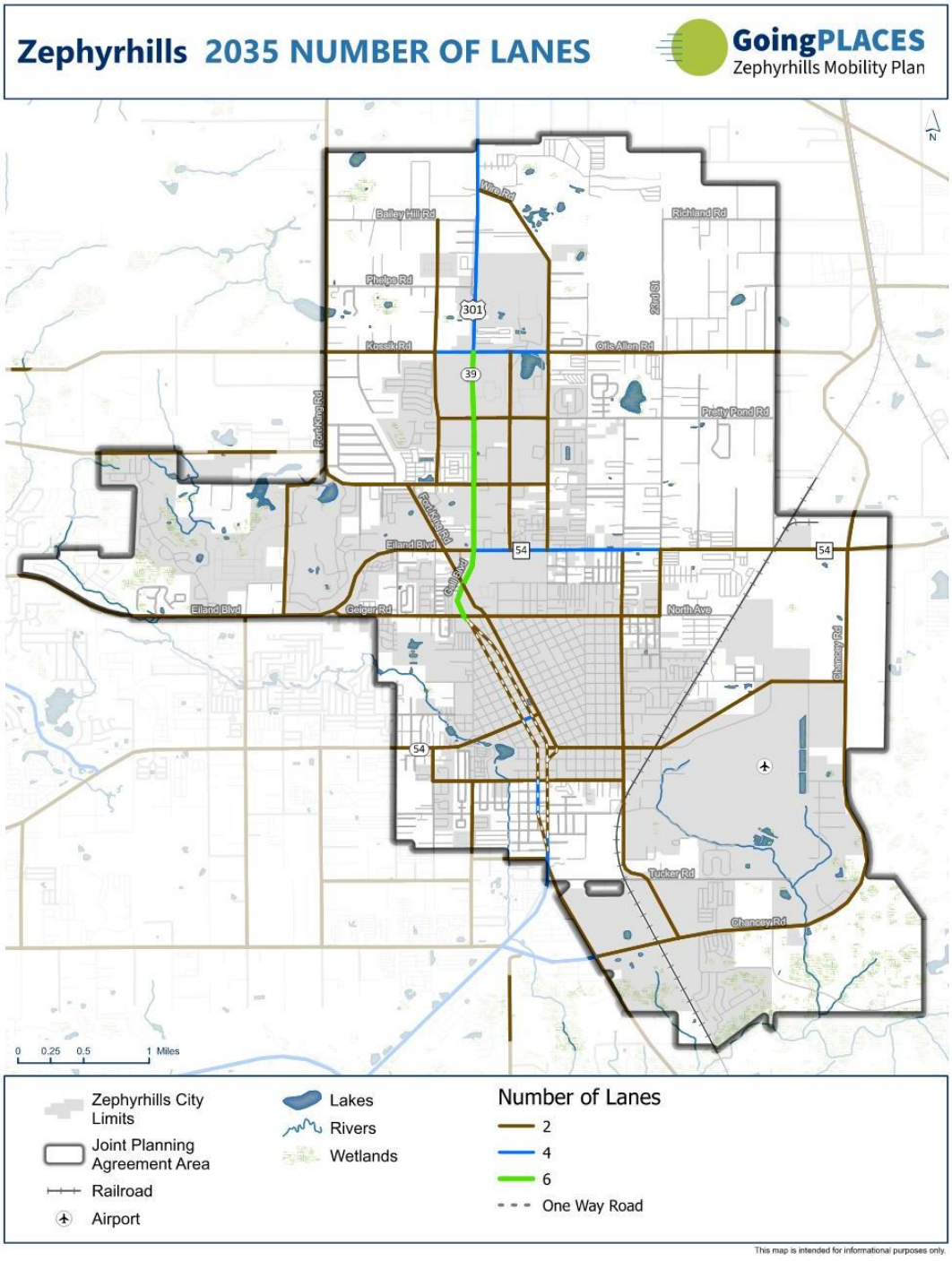
The Pasco Metropolitan Planning Organization (MPO) has identified needed and cost-feasible roadway capacity projects through the year 2045 as part of the Long Range Transportation Plan (LRTP). These roadway capacity projects (see Figure 2) and the associated numbers of future lanes (see Figure 3) are based on an assessment of future growth and a reasonable expectation of future funding allocation to Pasco County for transportation projects.. Major projects included in the LRTP include the extension of Kossik Road west to Interstate 75, widening of Eiland Boulevard as part of the Zephyrhills West Bypass, and the reconfiguration of US 301/Gall Boulevard through downtown Zephyrhills, among others.

Figure 2: Long Range Transportation Plan Cost Affordable Projects



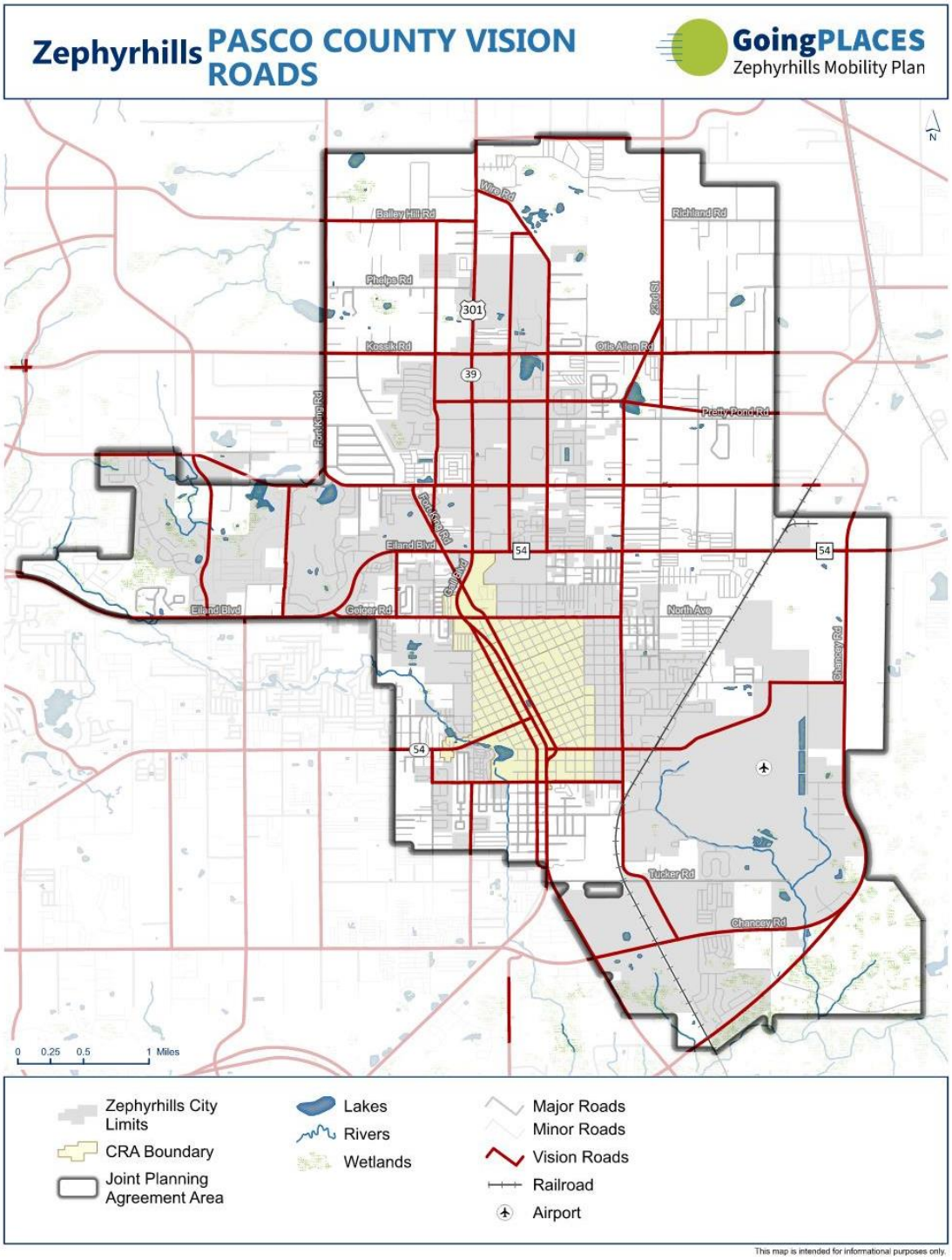
Development of the Zephyrhills Mobility Plan is targeting a future horizon year of 2035. Using the Pasco MPO's Long Range Transportation Plan, the proposed number of lanes is illustrated in Figure 3. Expanded and improved network connectivity for Zephyrhills includes the connection of Kossik Road west to Overpass Road and Interstate 75 as well as a significant investment in the US 301 corridor. US 301 north of Kossik Road will be widened to four lanes. 6th and 7th Streets will be redesignated as one-way streets through downtown. Gall Boulevard is planned to be widened to six lanes, and the completion of this project would finalize widenings in this corridor.

Figure 3: 2035 Future Number of Lanes



Beyond the 2035 horizon year of the MPO's Long Range Transportation Plan, Pasco County has explored the transportation and land use needs associated with future build-out conditions. While this planning exercise does not have a defined future-year horizon, the exercise does rely on growth projections, the future land use maps, and recent development trends to determine when and where future growth may occur. In response to this effort, the vision roads network, shown in Figure 4, represents the existing and future thoroughfares that will be needed to support growth countywide.

Figure 4: Pasco County Vision Road Network

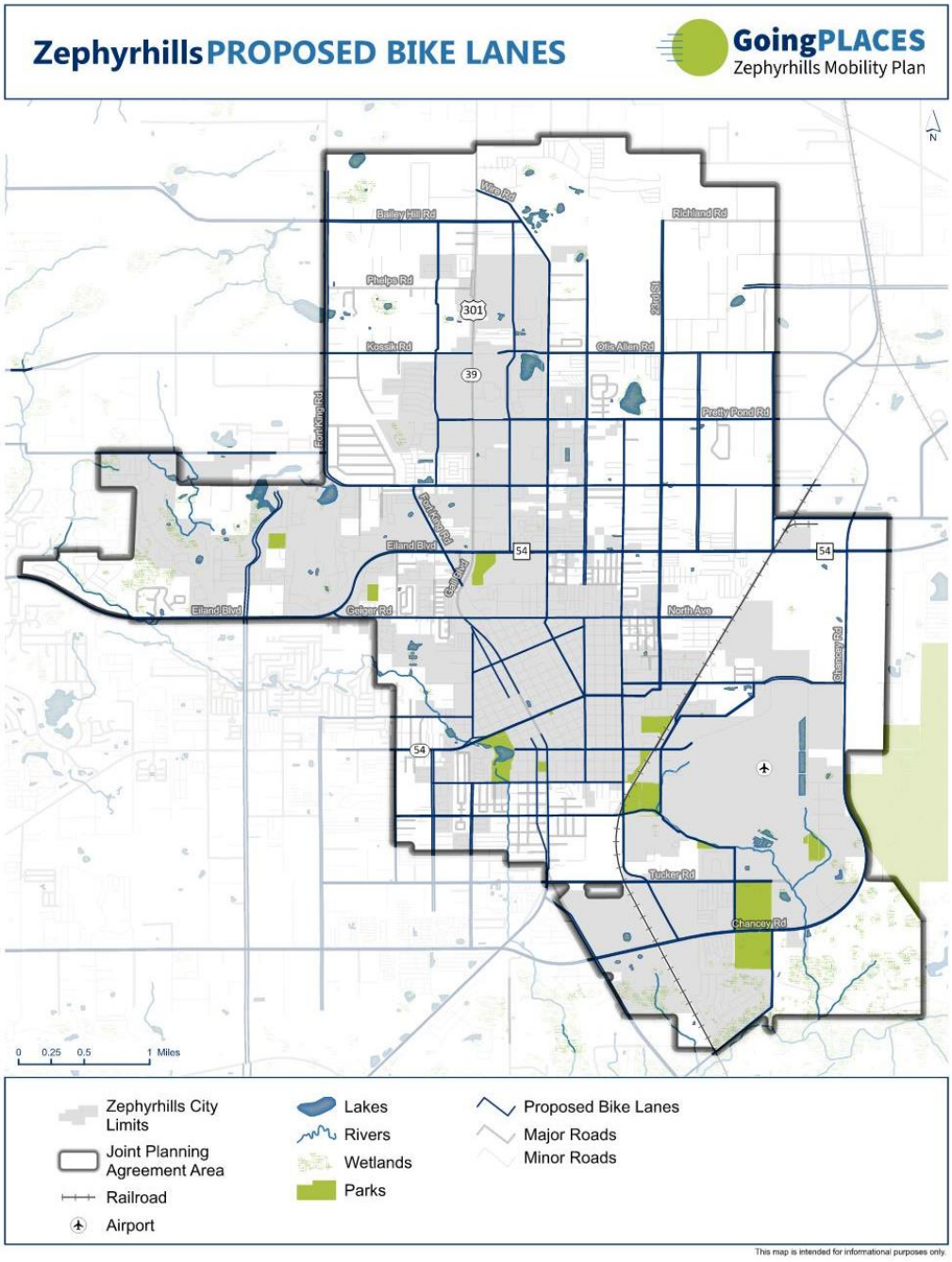


Multimodal Conditions and Needs

Developing a network of multimodal facilities within the study area has been the result of multiple efforts undertaken by city, county, and regional organizations.

The Proposed Bike Lanes, shown in Figure 5, outline the City's initiative to establish a comprehensive bicycle network throughout the study area. It illustrates the City's plan to introduce bike lanes along all major thoroughfare roads as part of the multimodal expansion. The bike lanes will provide safe routes for cyclists, encourage alternative modes of transportation, and connect with existing bike lanes.

Figure 5: Proposed Bicycle Facility Location



A similar approach has been taken by the city for identifying proposed sidewalk locations. By mapping the existing network, areas lacking sidewalk coverage have been identified as proposed sidewalk projects. Figure 6 identifies where the sidewalk network is absent or incomplete.

The proposed locations aim to alleviate safety concerns by closing sidewalk gaps and creating more seamless pedestrian connections. Figure 6 highlights potential sites for sidewalk projects, to separate pedestrians from vehicular traffic while integrating elements such pavement design, lighting, and other features to enhance the overall pedestrian experience.

Figure 6: Existing and Proposed Sidewalk Locations

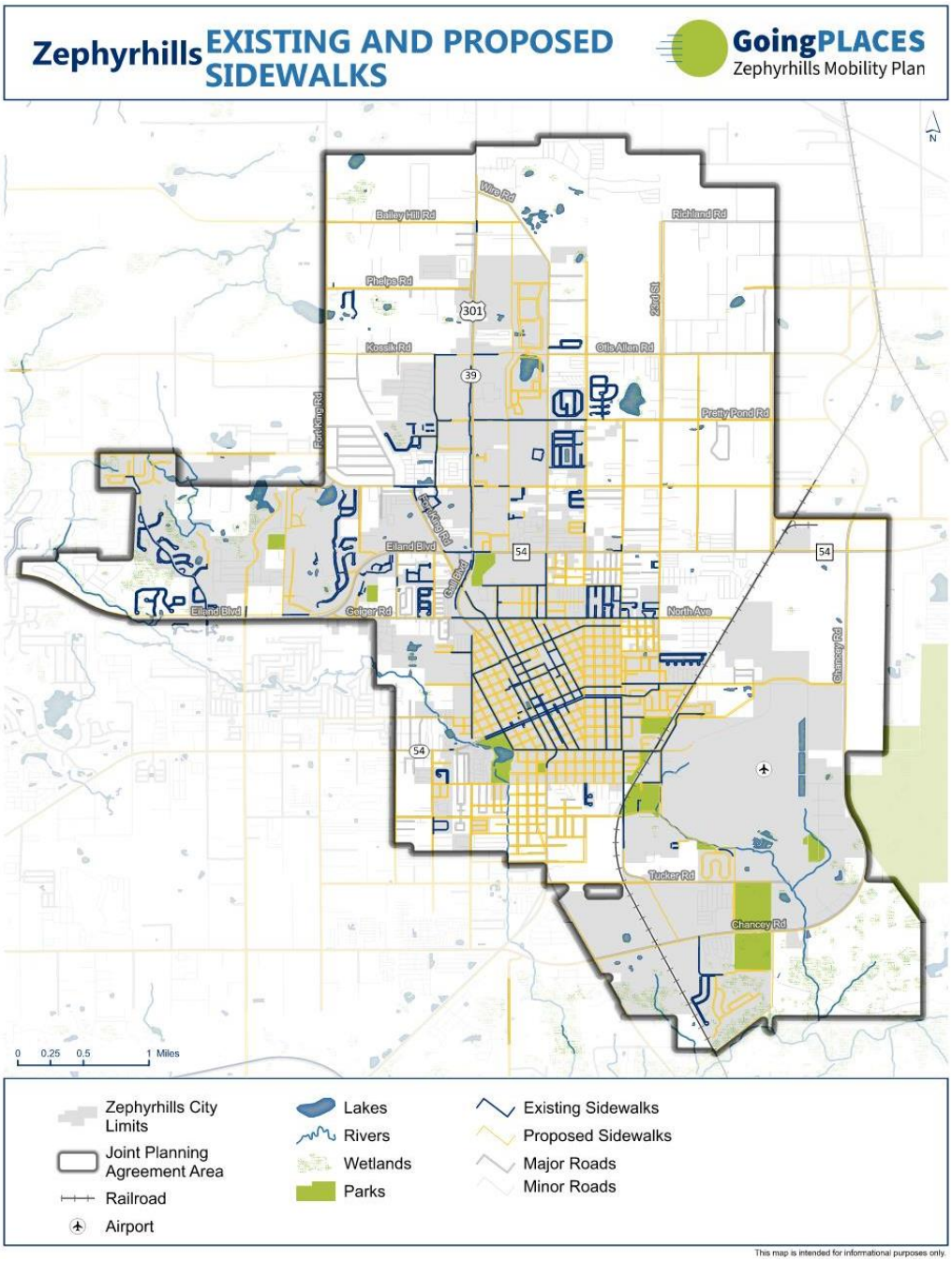


Figure 7 depicts existing and planned trails within the study area. These trails reflect regional and statewide trail planning efforts and are the building blocks to a regional trail system providing greater access to parks, schools, jobs, and other key destinations. Existing trails in the study area include the trail segment along US 301 north of Kossik Road and the trail segment along Eiland Boulevard west of Fort King Road.

Figure 7: Existing and Proposed Multi-Use Trails

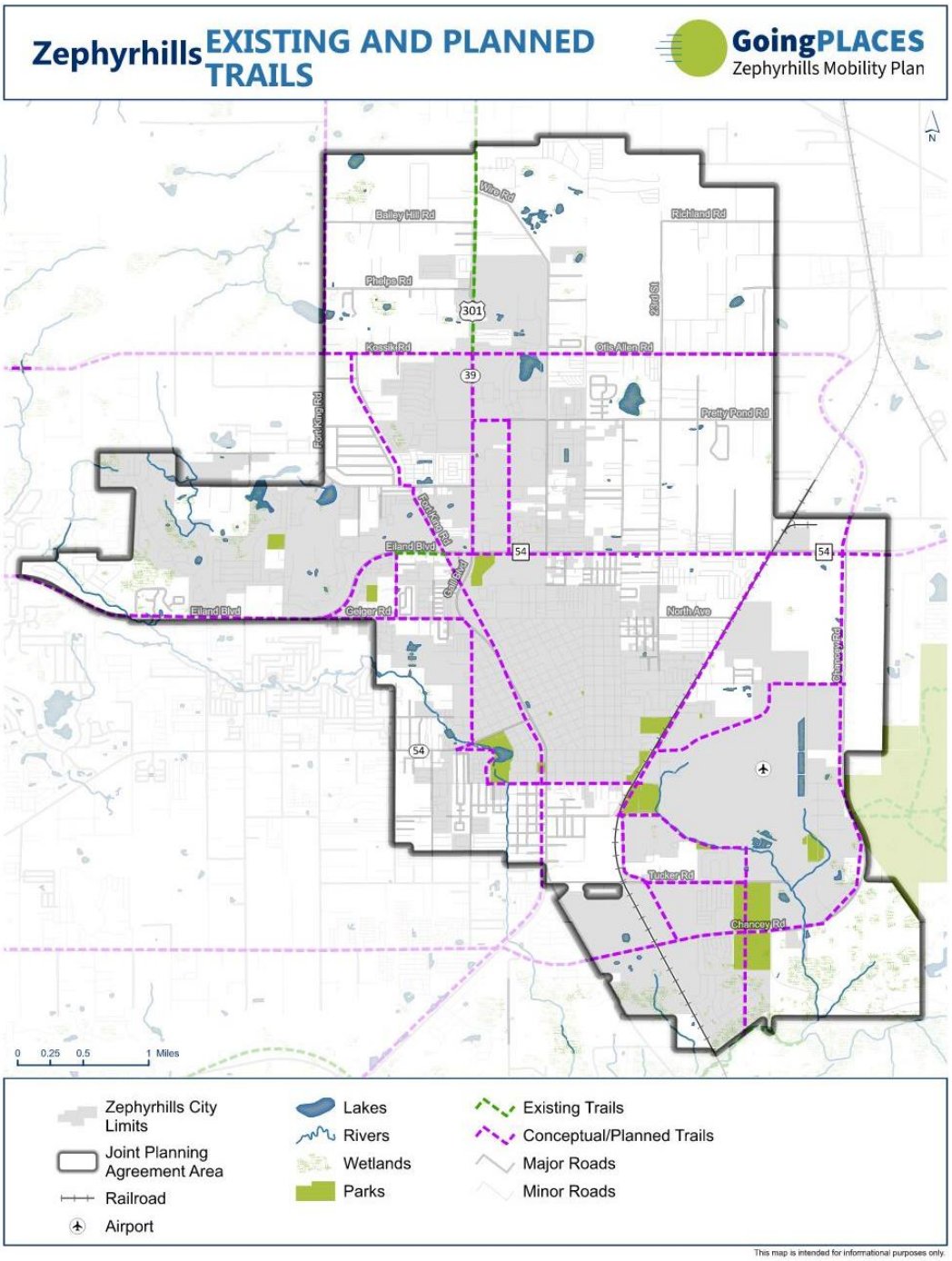
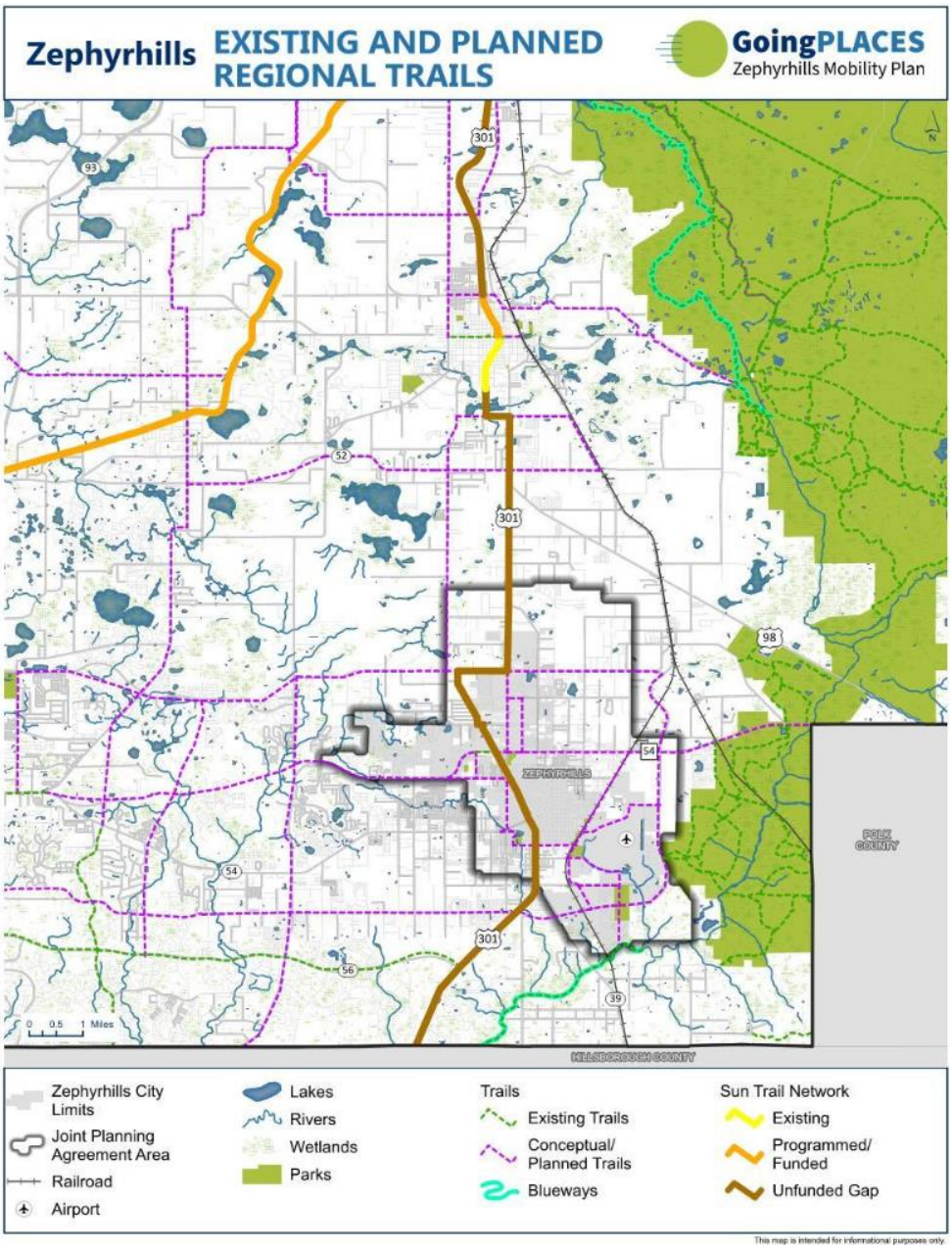


Figure 8 shows the larger regional context of the regional trails and the proposed Shared Use Nonmotorized Trail Program (SUN Trail). The Existing and Planned Regional Trails map displays the Statewide SUN Trail network and the local trail network within the study area and surrounding communities. The SUN Trail network represents a statewide system of high-priority paved trail corridors for bicyclists and pedestrians.

The map identifies an unfunded gap in the SUN Trail network along US 301 through the City of Zephyrhills. Additionally, it illustrates the proposed local trail network, which will link activity centers within the city and establish bicycle and pedestrian connections to the west towards Wesley Chapel and north towards Dade City.

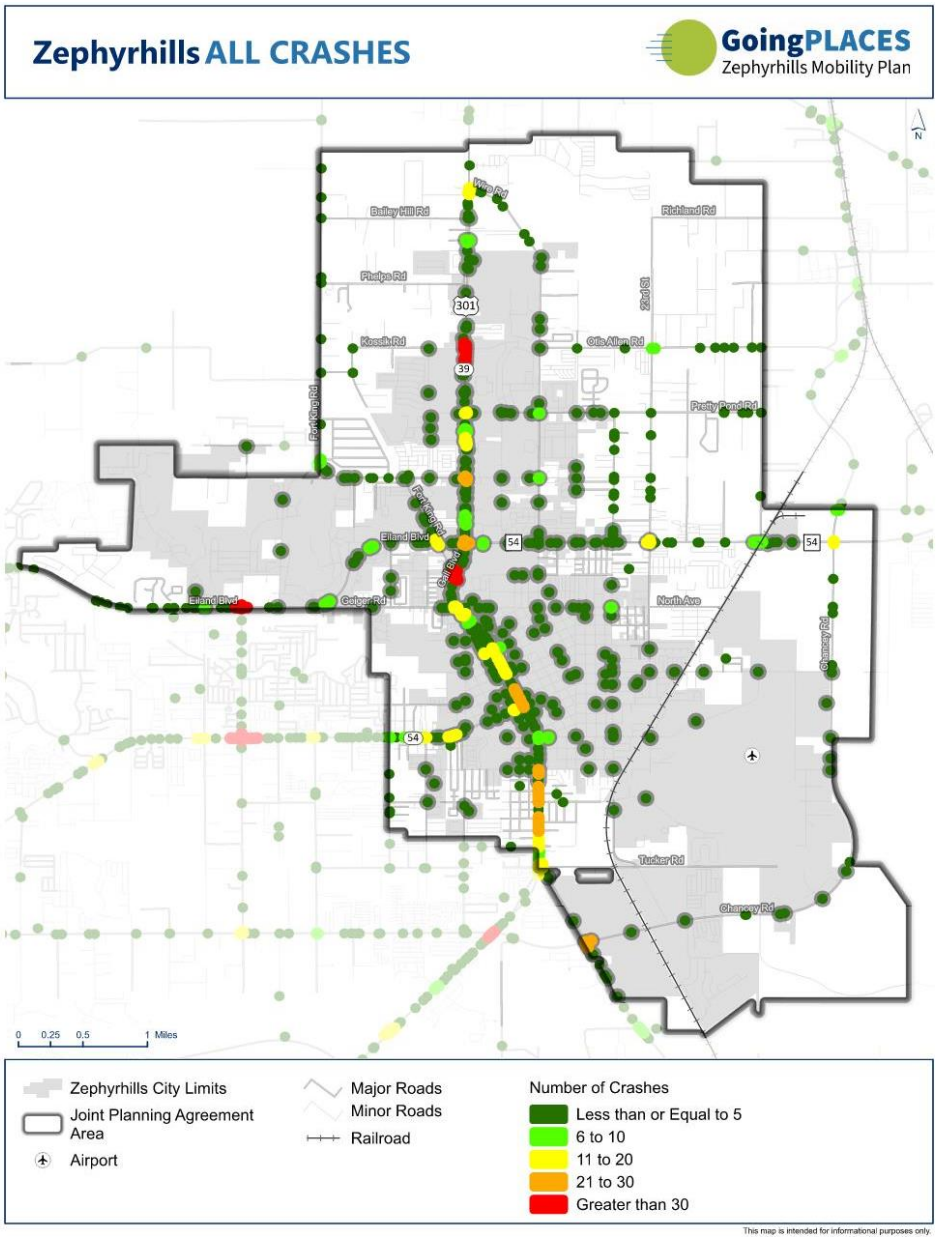
Figure 8: Existing and Planned Regional Trails



Crash Trends and Conditions

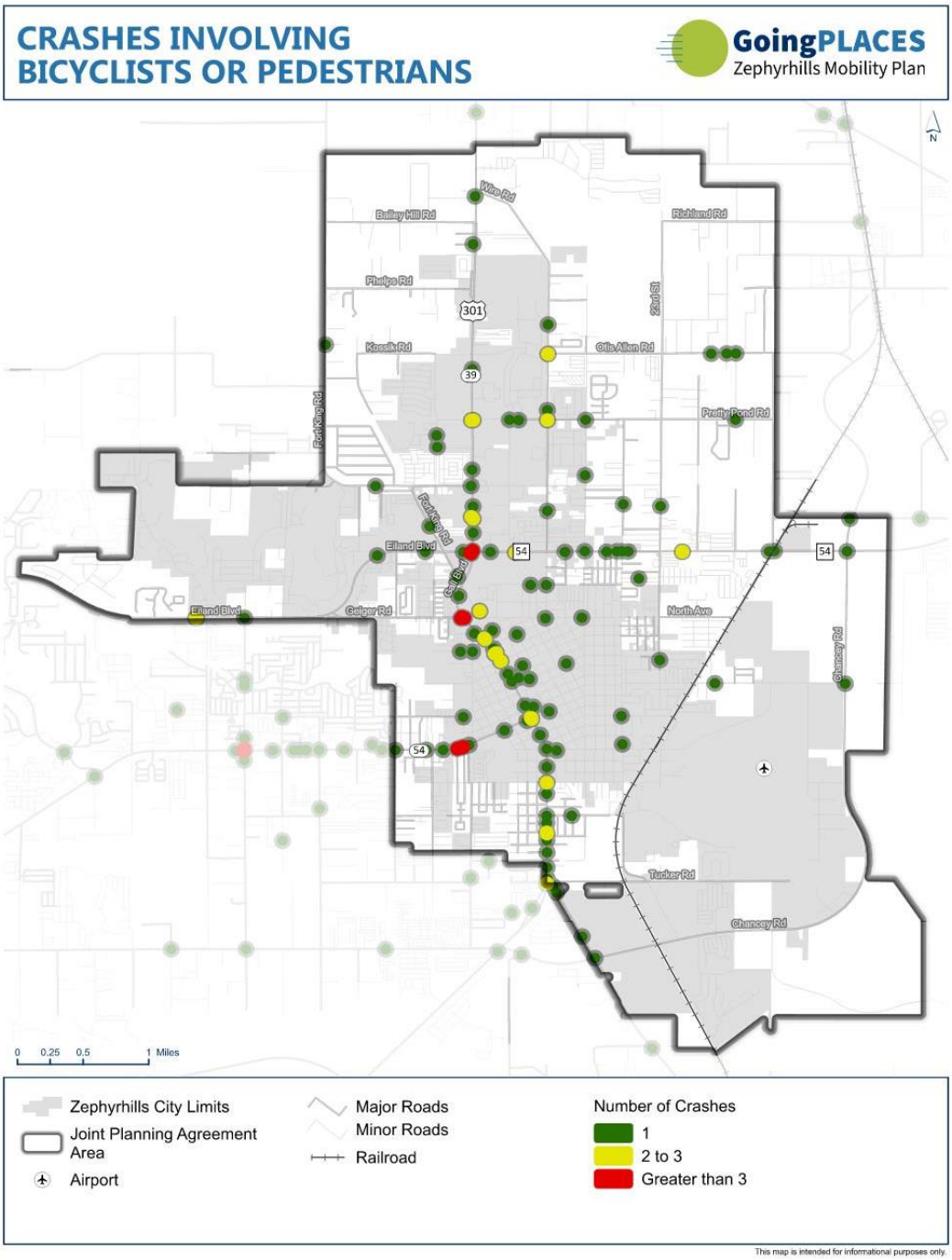
Figure 9 shows total vehicular crashes, crashes involving bicyclists and pedestrians, and crashes resulting in serious injuries or fatalities that occurred during the period from 2018 to 2022. The data indicates high-frequency crash locations along US 301 and at major crossroads including Fort King Road and Kossik Road. Additional crash hotspots are located within the core area of Zephyrhills and on Eiland Boulevard at Coats Road, SR 54 at Coats Road, and US 301 at Chancey Road.

Figure 9: Total Crashes (2018-2022)



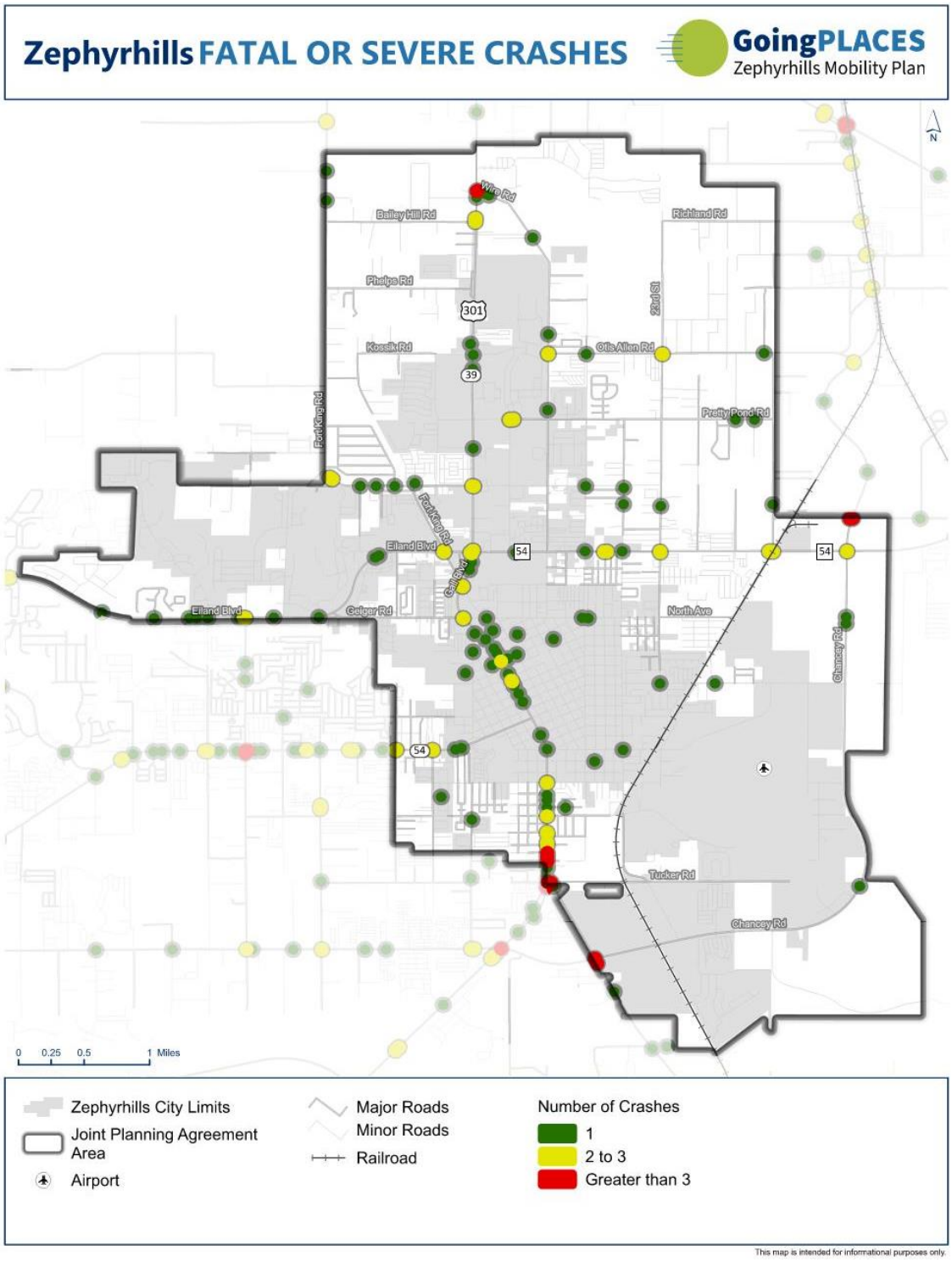
Crashes Involving Bicyclists or Pedestrians is a subset of the overall crashes. Figure 10 shows a different pattern of crashes than previously seen when looking at all crashes. While fewer in total number, repeated crash occurrences can still be seen and identify hotspot locations. The US 301 corridor includes the highest number of crashes, while hotspot locations also exist along SR 54 near Court Street and at Coats Road.

Figure 10: Multimodal Crashes



Crashes resulting in a fatality or severe injury are shown in Figure 11. These crash types show high-risk areas within the study area. The southern portion of the study area, along US 301 and SR 39, has experienced more than three fatal or severe crashes. Other locations that experience the highest number of severe injuries or fatal crashes include US 301 at Wire Road, Chancey Road near Lynbrook Drive, and SR 54 at Coats Road.

Figure 11: Fatalities and Serious Injuries



Fatal and severe crashes involving bicyclists or pedestrians consist of the smallest number of crash types examined, yet still include locations where multiple crashes have occurred.

Fatal and severe crashes at the US 301 and Eiland Blvd/ CR 54, shown in Figure 12, as well as the intersection of US 301 with Calvin Avenue are the highest frequency locations in Zephyrhills. A consistent trend also emerges from this dataset where bicyclists and pedestrian crashes occur along US 301 within the downtown area.

Figure 12: Multimodal Fatal or Severe Crashes