

Collins Street Corridor Study

Prepared For:

Hillsborough Metropolitan Planning Organization for Transportation



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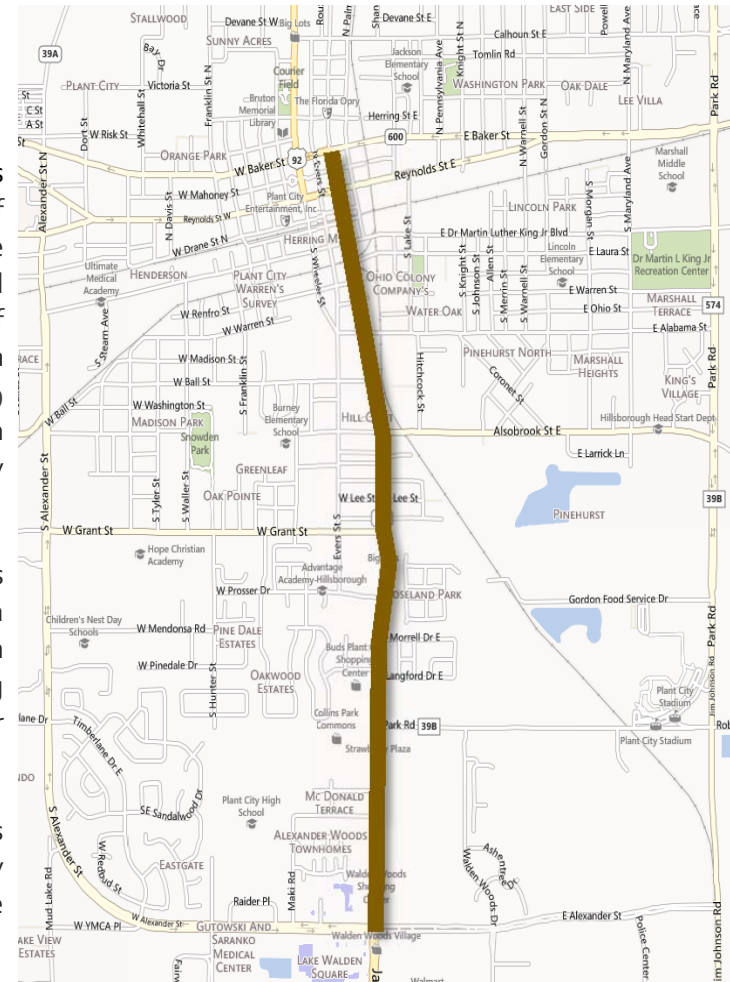


1 Introduction

SR 39 is currently a state-owned road that provides one of the few north-south movements through eastern Hillsborough and Pasco counties. In 1988, the Florida Department of Transportation (FDOT) conducted a Project Development and Environment (PD&E) Study for the widening of SR 39 from I-4 to US 301. Early in the study process, it was determined that it would not be feasible to widen SR 39 from I-4 to the vicinity of Knights-Griffin Road. As a result of coordination with the City of Plant City and the Hillsborough County MPO, the FDOT evaluated a new bypass alignment from I-4 to the vicinity of Knights-Griffin Road in addition to widening SR 39 north of the bypass alignment. The City of Plant City had identified the need to divert traffic from its historic district by relocating the SR 39 interchange to Alexander Street. The Federal Highway Administration (FHWA) approved these plans in November 2000.

This project is now under construction and is scheduled for completion in 2014. After the bypass is constructed, FDOT plans to transfer the portion of SR 39 from Alexander Street to Knights-Griffin Road to the ownership of the City of Plant City. Thus, the City has requested that the Hillsborough County MPO prepare a study to develop an integrated plan for street and landscaping improvements along Collins Street/James L. Redman Parkway (formerly SR 39) from Alexander Street to Baker Street in Plant City, Florida.

The project is approximately 2 miles long and will serve as the southern gateway into the City's Midtown and Downtown core. The goal of this study is to develop a vision for how the roadway corridor should look and function in the future. Of primary importance is to reconfigure the corridor as a Context-Sensitive Complete Street, including facilities for pedestrians and bicyclists.



Complete Streets

The term “complete streets” is often used to define roadways that function in a multi-modal fashion, safely accommodating automobiles, transit vehicles and riders, bicyclists, and pedestrians. Streets are not just for moving people and vehicles, but also often serve as places for commerce and recreation. Complete streets also are compatible with the surrounding community, and support adjacent land uses and activities, leading some to use the term context-sensitive streets instead. As a result, the federal Highway Administration (FHWA) has developed recommended approaches for both Context Sensitive Solutions and Complete Streets.

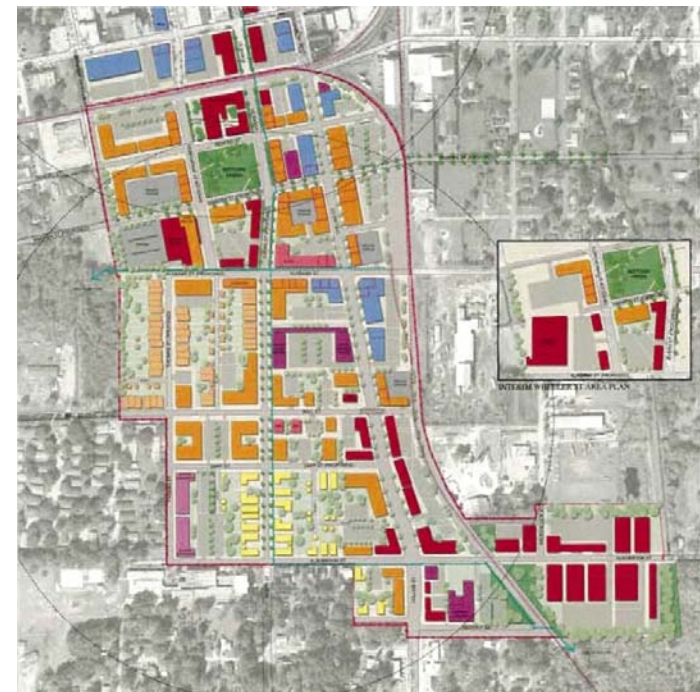
Midtown Redevelopment Vision Plan

Plant City has been working to revitalize the Midtown area, just south of downtown, for many years. In 2007, the City contracted with EDAW / AECOM to develop the Midtown Redevelopment Vision Plan. The area is currently under-utilized, with many dilapidated buildings and many vacant parcels. City leaders believe Midtown has the potential to thrive as a mixed-use, pedestrian-oriented area with residential, commercial, and entertainment opportunities. The area will include reconfigured streets and a community village green. Collins Street from the railroad tracks down through the Alsobrook Street intersection is included in the Midtown area.

Key elements of the Midtown Redevelopment Vision Plan include:

- Increase density and height
- Eliminate Minimum Setback Requirements
- Create central green space
- Encourage Diverse Uses and Housing Types
- Improve Streets and Sidewalks
- Realign Wheeler Street

Conceptual design of the village green is currently underway, but implementation will first require the realignment of Wheeler Street. This realignment will eliminate the direct connection to Evers Street, which parallels Collins Street.





2 Opportunities and Constraints

The Collins Street corridor offers a major opportunity to create a special place within Plant City. Modifications to the roadway could jump-start revitalization efforts in the Midtown district, and yield a more bustling downtown with new residential units. Redevelopment could spread south, with new mixed-use buildings replacing surface parking lots and commercial uses re-orienting to the street itself. The area can be further enhanced by providing better connections to nearby parks, neighborhoods, and schools.

However, as with many older urban roadways, there are also constraints that must be taken into consideration when developing a vision for the area. These include physical features of the roadway itself as well as surrounding land uses. Existing and future travel patterns, including the effect on re-designating SR 39, should also be considered.

This section documents the existing conditions on Collins Street and then presents opportunities and constraints for the corridor.



Existing Roadway Configuration

The project corridor varies in roadway characteristics and adjacent land uses. The typical section ranges from a four-lane divided highway in the southern section, to a four-lane undivided roadway, to a two-lane undivided with on-street, parallel parking. In the southern portion of the corridor there is large scale commercial development fronting the corridor. In the middle of the corridor, from north of Park Road to Alsobrook Street there are smaller scale commercial and office developments, as well as a large residential section. Further north, the Midtown Redevelopment Vision Plan will promote a mixed use development pattern including single-family and multi-family residential, retail, and office development. Finally, the northern end of the project falls within the downtown core and historic districts of Plant City.

Sidewalks are present throughout the corridor, although in many cases they are narrow. Furthermore, poorly defined driveways and parking areas make portions of the corridor not conducive to pedestrians. There are no bike lanes, and many bicyclists currently use the sidewalks.



Existing Traffic and Travel Patterns

Based on traffic counts collected by FDOT and observations of the corridor, traffic is generally light on the northern portion of Collins Street and then increases as the roadway proceeds south to Alexander Street. The table below summarizes Annual Average Daily Traffic (AADT) volumes on the corridor over the past six years. As with many roadways in Florida, traffic growth during the period was flat, with even a slight reduction in volumes.

Segment	2007 AADT	2008 AADT	2009 AADT	2010 AADT	2011 AADT	2012 AADT
Collins St. south of Baker St.	6,200	5,500	5,600	5,400	5,200	5,000
Collins St. south of Reynolds St.	9,500	9,500	8,700	8,700	8,500	8,300
Collins St. south of Alabama St.	N/A	N/A	N/A	N/A	N/A	11,400
Collins St. north of Park Rd.	25,500	23,000	22,500	22,500	22,500	22,500
Collins St. south of Park Rd.	28,000	26,000	25,000	25,500	24,500	24,500
Park Rd. east Collins St.	N/A	4,400	3,900	3,900	3,700	3,700
Alexander St. west of Collins St.	N/A	N/A	N/A	N/A	18,900	18,900

Published maximum daily capacities from FDOT’s Quality/Level of Service Handbook are as follows:

- Two Lane Undivided State Signalized Arterial - 17,700
- Two Lane Divided State Signalized Arterial – 18,600
- Four Lane Divided State Signalized Arterial – 39,800

Traffic on Collins Street is not expected to grow substantially in the future, as many through trips will divert to the new SR 39 bypass. Major intersecting roads with Collins Street include Alsobrook Street and Park Road, as well as Grant Street, which will become a key connecting facility between the new SR 39 bypass and Collins Street. Based on the generalized FDOT capacities as well as observed and expected travel patterns, it appears Collins Street north of Grant Street could function adequately as a two lane facility. Since traffic volumes south of Grant Street will be higher, the southern portion of the corridor likely needs to remain a four lane roadway.

Defining Corridor Zones

When the study began, the intention was to look at the roadway as a gateway corridor from the south into downtown. But as the study progressed, it became evident that the corridor should be analyzed north to south, just as the area had developed. From the historic downtown core oriented to the pedestrian, through the mid-century areas first designed to accommodate the automobile, and finally to the suburban shopping centers designed specifically around the automobile.

In addition to the three distinct land use development patterns, the roadway corridor itself has three distinctly different cross sections. Within downtown, the roadway has two lanes with on-street parking. Within the midtown area, it transitions to a four-lane undivided roadway. And finally, the roadway widens out to a four-lane divided arterial facility. Unfortunately, the three land use districts don't coincide directly with the three roadway cross sections.

As a result, it was determined that the corridor would be divided into three zones for further evaluation. These zones are:

- Zone A: Baker Street to Alabama Street
- Zone B: Alabama Street to Grant Street
- Zone C: Grant Street to Alexander Street

The roadway and land use characteristics of each zone, including identified issues and constraints as well as opportunities, are described in more detail on the next three pages. This is followed by the overall Opportunities & Constraints graphic.



Zone A

Zone A is the most diverse segment of the corridor, as it traverses through Plant City's downtown and Midtown areas. This segment is approximately ½ mile long, from Baker Street to Alabama Street. The area contains a number of historic buildings as well as vacant parcels, and transitions from a pedestrian-oriented walkable environment to one that is auto-dominated and somewhat dilapidated. The roadway itself is 40 feet wide with two travel lanes and parking lanes.

Distinctive features within Zone A include:

- Historic Neighborhoods north and west of downtown core
- Municipal buildings in downtown west of Collins Street
- McCall Park intersecting Collins Street and Plant City Union Depot
- Samuel W. Cooper Park and Marie B. Ellis Park east of Collins Street
- Lincoln Park Historic Neighborhood
- Midtown redevelopment area including Village Green

Some of the issues and constraints identified for this area are the minimal right-of-way (ROW) available, active CSX rail crossings, Laura Street intersection and how it interacts with the railroad crossing, the lack of a continuous street wall due to vacant lots, overhead utility lines, narrow sidewalks in some areas, no bicycle facilities, undefined parking areas in front of buildings, and a relatively high 35 mph speed limit in the Midtown area.

Because of the rich building stock at the northern end of Zone A and redevelopment plans for the Midtown area, there are numerous opportunities to enhance the corridor. These include:

- Providing east-west connectivity through McCall Park to Union Depot
- Enhancing pedestrian access from Collins Street to Lincoln Park Neighborhood, Samuel Cooper Park, and Lincoln Elementary
- Designating the Laura Street intersection as a gateway
- Realigning Wheeler Street to create grid-like street pattern and allow for Village Green
- Reducing speed limit and providing on-road bicycle facilities



Zone B

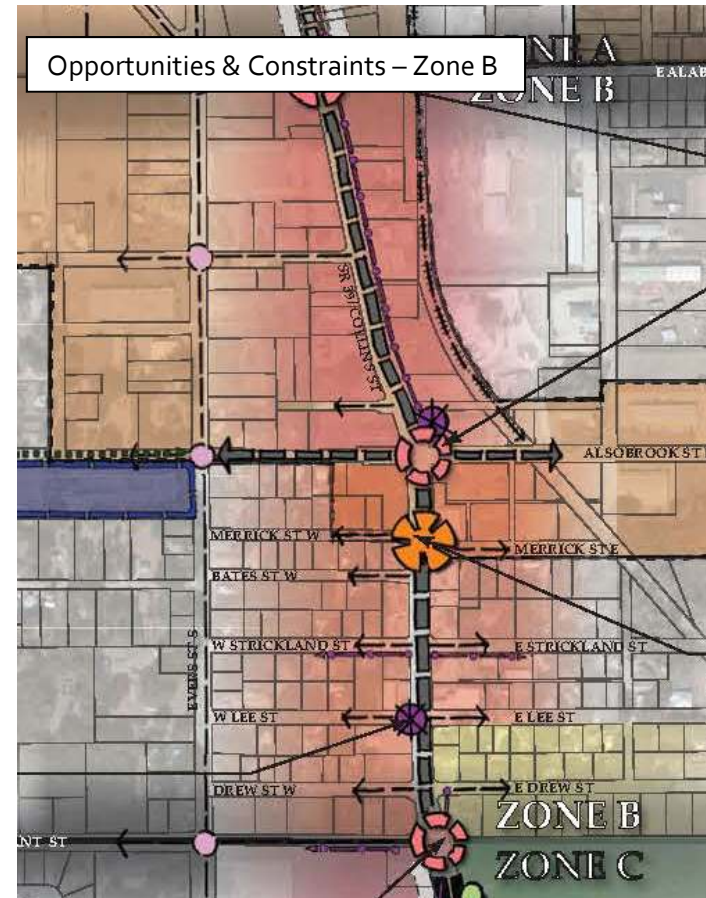
The second segment on the corridor begins at the Alabama Street intersection, where the roadway transitions from two lanes to four lanes. The segment traverses for ½ mile through the remainder of the Midtown district and extends down to Grant Street. Generally, this portion of the roadway is characterized by single-story non-residential buildings developed in the mid-1900s. The ROW widens out slightly, with approximately 75 feet from edge to edge. The road itself is around 44 feet wide, with four 11' travel lanes and no median; however, it is wider north and south of the Alsobrook Street intersection to provide for left turn lanes. Posted speed limits are 35 mph.

Special features within in Zone B consist of the Midtown redevelopment area, Burney Elementary, and Snowden Park. Issues and constraints are similar to those in Zone A and include:

- Narrow sidewalks and travel lanes
- No bicycle facilities
- Vacant lots and buildings
- Undefined parking areas in front of buildings
- Overhead utility lines
- Existing billboards

Zone B serves as a transitional area between the historic downtown core developed in the early 1900s and the suburban areas developed in the 1980s. The corridor also transitions here, from a two lane undivided roadway to the north of and the four lane divided arterial to the south. The area offers opportunities for creating a context-sensitive complete street, connecting with parks and schools, and creating gateways. Specific possibilities include:

- Improving Evers Street as a low-traffic parallel facility extending from Midtown
- Enhancing pedestrian connections on Alsobrook Street to Burney Elementary and Snowden Park
- Creating a gateway feature approaching Midtown district from the south
- Emphasizing the importance of Alsobrook intersection for east-west travel and Midtown
- Reducing Collins Street from four lanes to two, adding on-street bike lanes and parking



Zone C

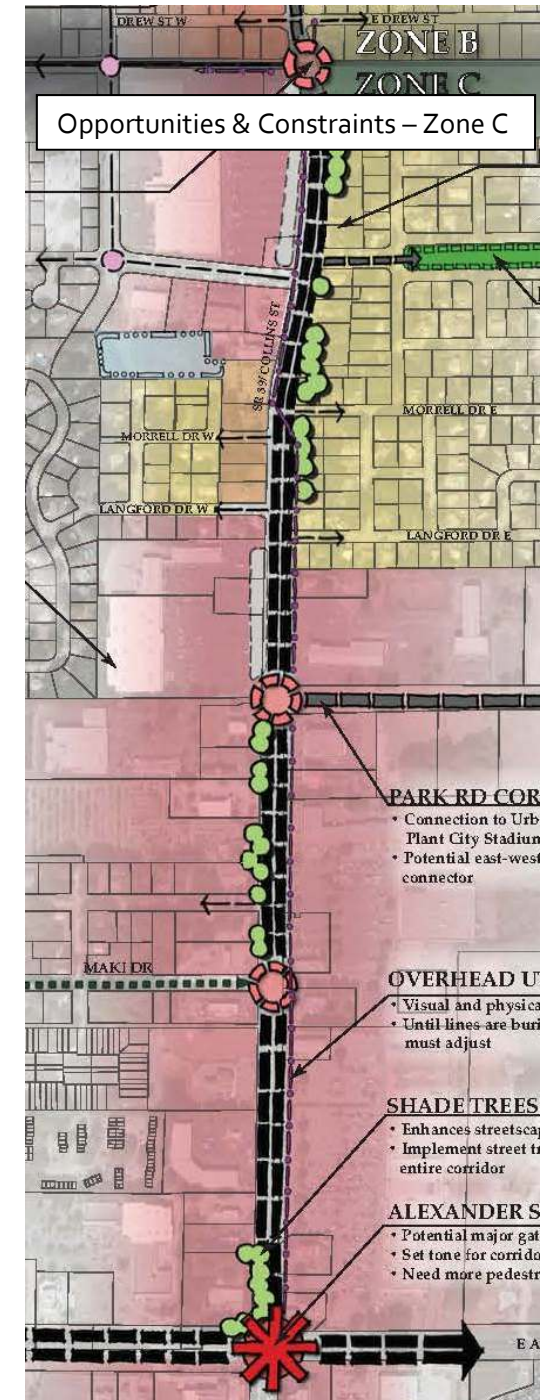
The third segment on the corridor is the longest, extending for approximately one mile from Grant Street south to Alexander Street. The roadway is widest here, with approximately 100 feet of ROW, four travel lanes, and a raised median. It should also be noted that the roadway changes names here, from Collins Street to James L. Redman Parkway.

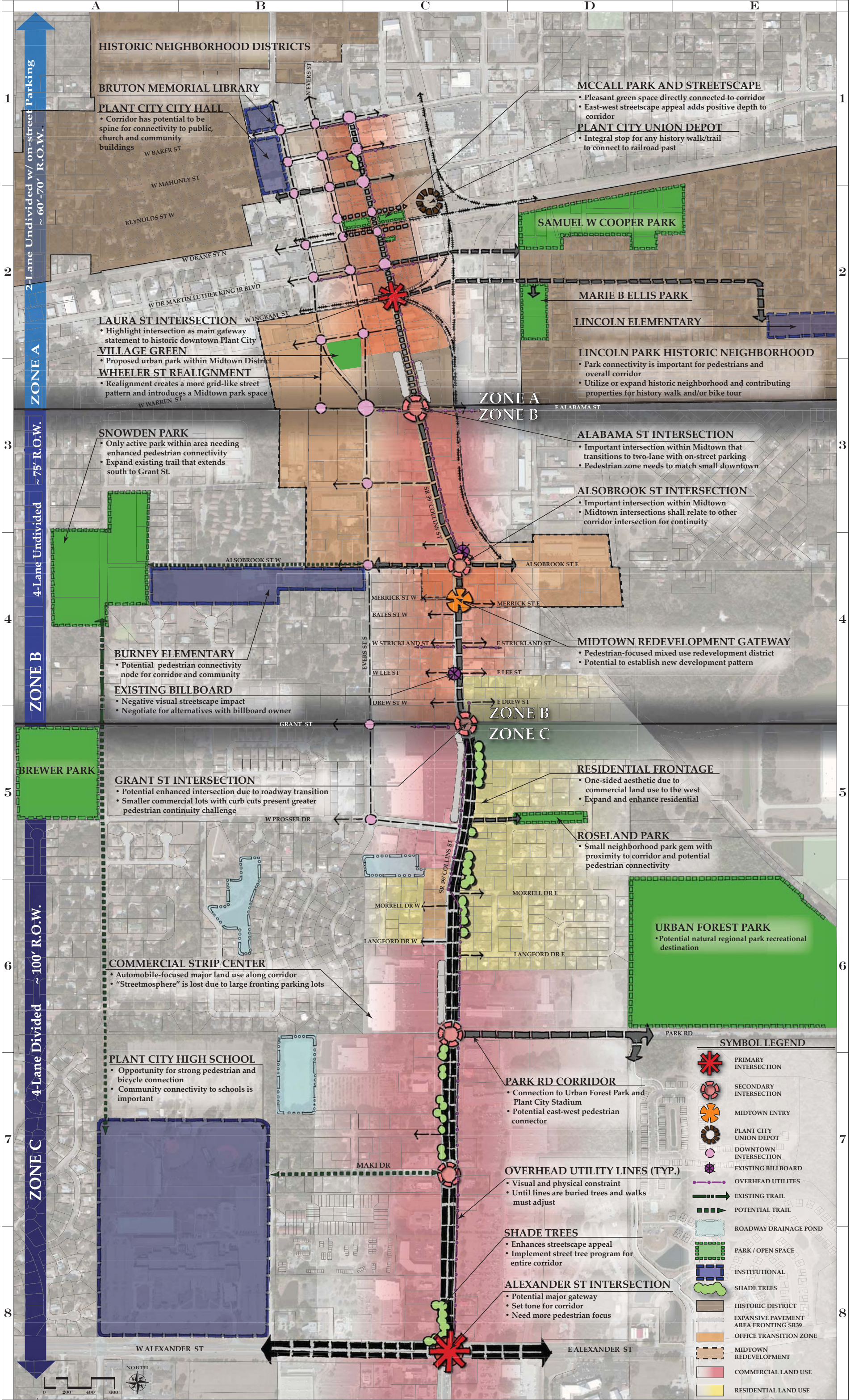
The northern portion of the segment includes residential neighborhoods on the east and commercial uses on the west. Further down, the corridor is entirely commercial, dominated by large shopping centers. Features of the area are Roseland Park, Urban Forest Park, and Plant City High School. Since this portion of the roadway is wider than the segments to the north, there are fewer issues and constraints. These include:

- No bicycle facilities
- Undefined parking in front of some buildings
- Large surface parking lots
- Moderate to heavy vehicular traffic
- 45 mph speed limit
- Somewhat hostile pedestrian environment with high travel speeds
- Extensive median openings and driveways
- Overhead utility lines
- Existing billboards and highway-oriented monument signs
- Grade/slope changes with adjacent properties

Even though this segment of the corridor is more suburban and auto-oriented in nature, there are opportunities to make the corridor more context-sensitive. Possibilities include:

- Enhance pedestrian connectivity to Roseland and Urban Forest Parks, and Plant City High
- Reduce speed limits and provide on-street bike lanes
- Provide additional shade trees to enhance streetscape
- Create major gateway feature at Alexander Street intersection





HISTORIC NEIGHBORHOOD DISTRICTS

BRUTON MEMORIAL LIBRARY

PLANT CITY CITY HALL
 • Corridor has potential to be spine for connectivity to public, church and community buildings

MCCALL PARK AND STREETSCAPE

• Pleasant green space directly connected to corridor
 • East-west streetscape appeal adds positive depth to corridor

PLANT CITY UNION DEPOT

• Integral stop for any history walk/trail to connect to railroad past

LAURA ST INTERSECTION

• Highlight intersection as main gateway statement to historic downtown Plant City

VILLAGE GREEN

• Proposed urban park within Midtown District

WHEELER ST REALIGNMENT

• Realignment creates a more grid-like street pattern and introduces a Midtown park space

SAMUEL W COOPER PARK

MARIE B ELLIS PARK

LINCOLN ELEMENTARY

LINCOLN PARK HISTORIC NEIGHBORHOOD

• Park connectivity is important for pedestrians and overall corridor
 • Utilize or expand historic neighborhood and contributing properties for history walk and/or bike tour

SNOWDEN PARK

• Only active park within area needing enhanced pedestrian connectivity
 • Expand existing trail that extends south to Grant St.

ALABAMA ST INTERSECTION

• Important intersection within Midtown that transitions to two-lane with on-street parking
 • Pedestrian zone needs to match small downtown

ALSOBROOK ST INTERSECTION

• Important intersection within Midtown
 • Midtown intersections shall relate to other corridor intersection for continuity

BURNEY ELEMENTARY

• Potential pedestrian connectivity node for corridor and community

EXISTING BILLBOARD

• Negative visual streetscape impact
 • Negotiate for alternatives with billboard owner

MIDTOWN REDEVELOPMENT GATEWAY

• Pedestrian-focused mixed use redevelopment district
 • Potential to establish new development pattern

GRANT ST INTERSECTION

• Potential enhanced intersection due to roadway transition
 • Smaller commercial lots with curb cuts present greater pedestrian continuity challenge

RESIDENTIAL FRONTAGE

• One-sided aesthetic due to commercial land use to the west
 • Expand and enhance residential

ROSELAND PARK

• Small neighborhood park gem with proximity to corridor and potential pedestrian connectivity

COMMERCIAL STRIP CENTER

• Automobile-focused major land use along corridor
 • "Streetmosphere" is lost due to large fronting parking lots

URBAN FOREST PARK

• Potential natural regional park recreational destination

PLANT CITY HIGH SCHOOL

• Opportunity for strong pedestrian and bicycle connection
 • Community connectivity to schools is important

PARK RD CORRIDOR

• Connection to Urban Forest Park and Plant City Stadium
 • Potential east-west pedestrian connector

OVERHEAD UTILITY LINES (TYP.)

• Visual and physical constraint
 • Until lines are buried trees and walks must adjust

SHADE TREES

• Enhances streetscape appeal
 • Implement street tree program for entire corridor

ALEXANDER ST INTERSECTION

• Potential major gateway
 • Set tone for corridor
 • Need more pedestrian focus

SYMBOL LEGEND

- PRIMARY INTERSECTION
- SECONDARY INTERSECTION
- MIDTOWN ENTRY
- PLANT CITY UNION DEPOT
- DOWNTOWN INTERSECTION
- EXISTING BILLBOARD
- OVERHEAD UTILITIES
- EXISTING TRAIL
- POTENTIAL TRAIL
- ROADWAY DRAINAGE POND
- PARK / OPEN SPACE
- INSTITUTIONAL
- SHADE TREES
- HISTORIC DISTRICT
- EXPANSIVE PAVEMENT AREA FRONTING SR39
- OFFICE TRANSITION ZONE
- MIDTOWN REDEVELOPMENT
- COMMERCIAL LAND USE
- RESIDENTIAL LAND USE



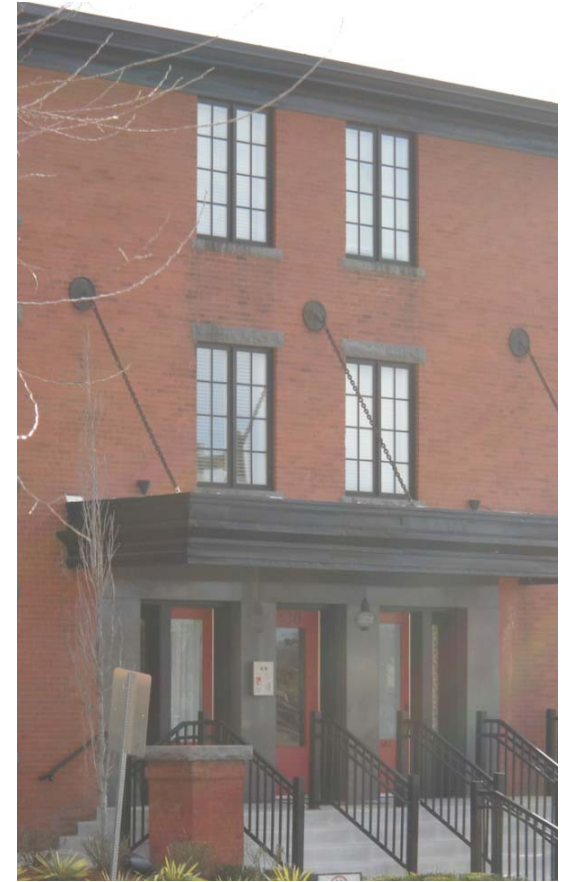
3 Thematic Identity

Establishing a theme provides the corridor a sense of place and an identity that is consistently reinforced throughout. It is a theme of unification of key features that define the essence of Plant City and is a woven thread that links the community into a cohesive whole. A strong theme not only takes into account the pertinent history of the context, but also, its future direction so that the theme is both relatable to the importance of “what’s been” and supportive of “what will be”. For Collins St., Plant City’s hometown Florida setting, its rail history and the envisioned future of downtown/Midtown provide the catalyst for a corridor theme that will transform the corridor into one that is an enjoyable experience whether by foot, bicycle or vehicle. The theme is physically manifested through three different components: Materials/Signage, Gateways, and Streetscape.



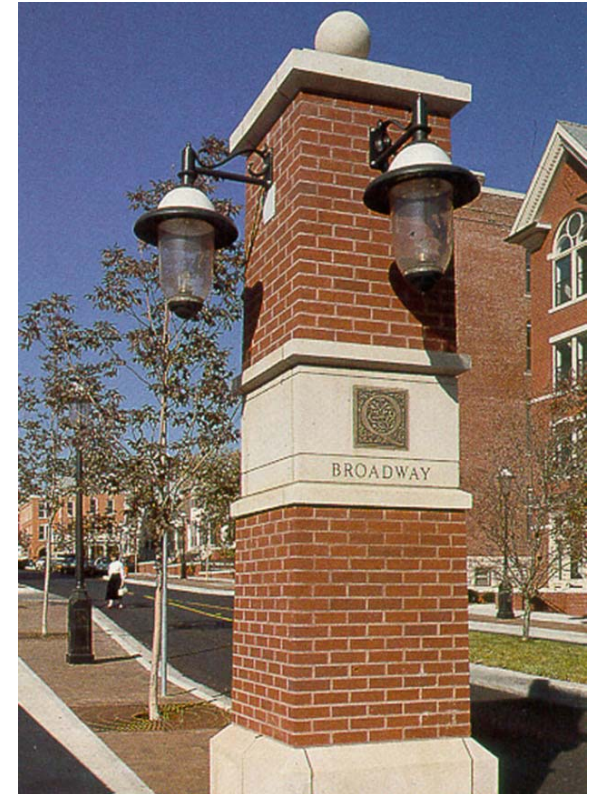
Materials & Signage

A trip through downtown readily reveals the use of brick and cast stone accents for buildings, brick accent paving, historic metal light poles and metal column and structural use at the historic train depot. Consistent application and recognizable quality of these timeless materials for buildings, signage, gateways and streetscape elements respect the existing aesthetic while expanding the influence of the theme.



Gateways

Gateways create the welcoming statement that introduces the theme and sets the tone. Strategic placement of gateways indicates a transition between areas and presents a sense of entry, as well as, directs the establishment of unique identities for neighborhoods and districts. The major gateway to the south is located at the intersection of Collins St. and Alexander St. An additional northern gateway is proposed to establish an entry to the historic downtown core in order to remind visitors that they are entering a special district. Taking from the Materials/Signage portion of the theme, the Gateways will be an appropriate modern interpretation of historic materials incorporating brick, cast stone, metal accoutrements and illuminated signage. The scale of the gateway statements will be as important as the materials used. The south gateway is located at an expansive intersection and will need to respond accordingly while the northern gateway will bring the scale and feeling of the district down to a more pedestrian level.



Streetscape

An encompassing term, streetscape has its value in all the elements adorning a street including building facades (awnings, windows, doors and balconies), building uses (shops, cafes, offices, residences), signage, paving, street furniture, lighting and landscaping. An inviting streetscape is strengthened by reduced vehicular speeds, on-street parking, attention to pedestrian scale amenities, and improved mobility. Enhanced lighting, unique landscape and hardscape features add liveliness and character to the streetscape. The combination, placement and relationship of all of these elements together create the sense of place along the streetscape. Utilizing consistent materials with design variations, being cognizant of scale and providing shade and pleasant places to linger, walk or to have a conversation will go a long way in strengthening a vibrant hometown theme.



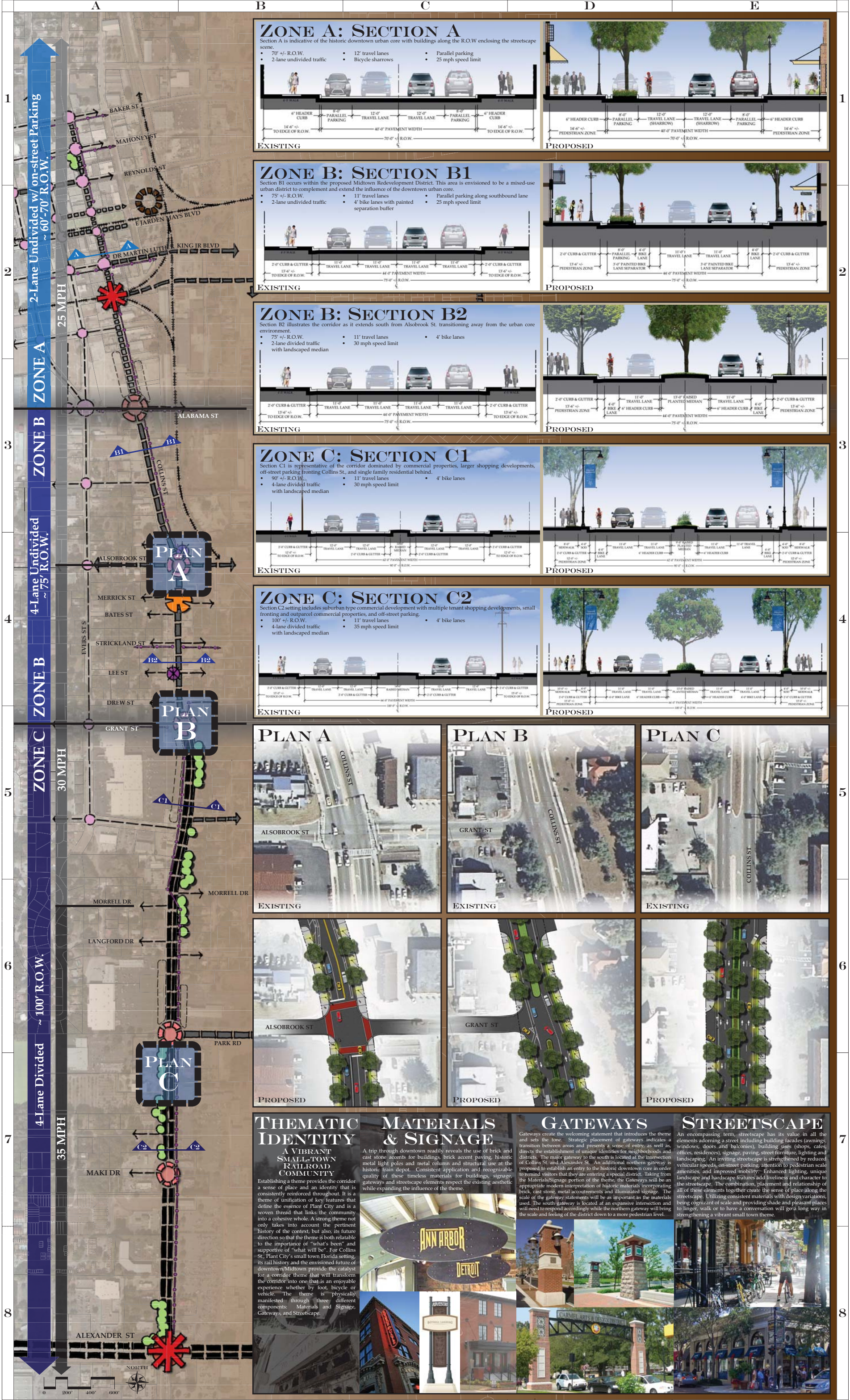


4 Complete Street Concept Plan

The primary goal of this study is to envision ways to make Collins Street more conducive for all people. The Concept Plan depicted on the following pages implements that through reduced speed limits, narrowed automobile travel lanes, addition of bicycle lanes, and improvements to the pedestrian environment. It furthers the notion that streets can be used for more than just travel, but are also public spaces to be used for commerce and recreation. Development of the Complete Street Concept Plan also made sure that the corridor was also context-sensitive and could serve as a catalyst for revitalization efforts.

As noted in the previous section, a theme based on Plant City's hometown charm and rail history was conceived. The Concept Plan furthers this theme through the use of materials and signage, as well as gateways at key locations. Following the overall corridor Concept Plan graphic, details are provided on each of the three zones. As noted earlier, there are actually five roadway typical sections, two each in Zones B and C. Graphics showing each of the roadway sections as they exist today are followed by illustrative images of what they could look like in the future.





ZONE A: SECTION A

Section A is indicative of the historic downtown urban core with buildings along the R.O.W enclosing the streetscape scene.

- 70' +/- R.O.W.
- 2-lane undivided traffic
- 12' travel lanes
- Bicycle sharrows
- Parallel parking
- 25 mph speed limit

ZONE B: SECTION B1

Section B1 occurs within the proposed Midtown Redevelopment District. This area is envisioned to be a mixed-use urban district to complement and extend the influence of the downtown urban core.

- 75' +/- R.O.W.
- 2-lane undivided traffic
- 11' travel lanes
- 4' bike lanes with painted separation buffer
- Parallel parking along southbound lane
- 25 mph speed limit

ZONE B: SECTION B2

Section B2 illustrates the corridor as it extends south from Alsobrook St. transitioning away from the urban core environment.

- 75' +/- R.O.W.
- 2-lane divided traffic with landscaped median
- 11' travel lanes
- 30 mph speed limit
- 4' bike lanes

ZONE C: SECTION C1

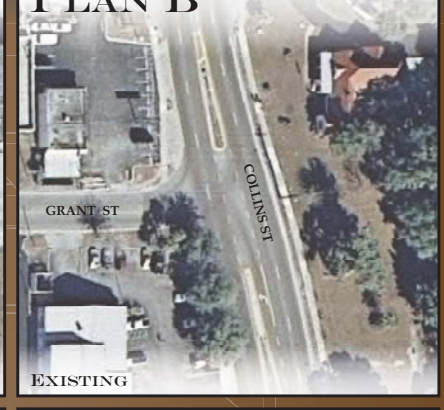
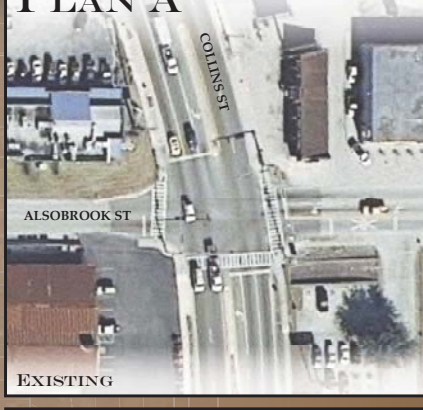
Section C1 is representative of the corridor dominated by commercial properties, larger shopping developments, off-street parking fronting Collins St., and single family residential behind.

- 90' +/- R.O.W.
- 4-lane divided traffic with landscaped median
- 11' travel lanes
- 30 mph speed limit
- 4' bike lanes

ZONE C: SECTION C2

Section C2 setting includes suburban type commercial development with multiple tenant shopping developments, small fronting and outparcel commercial properties, and off-street parking.

- 100' +/- R.O.W.
- 4-lane divided traffic with landscaped median
- 11' travel lanes
- 35 mph speed limit
- 4' bike lanes



THEMATIC IDENTITY

A VIBRANT SMALL-TOWN RAILROAD COMMUNITY

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MATERIALS & SIGNAGE

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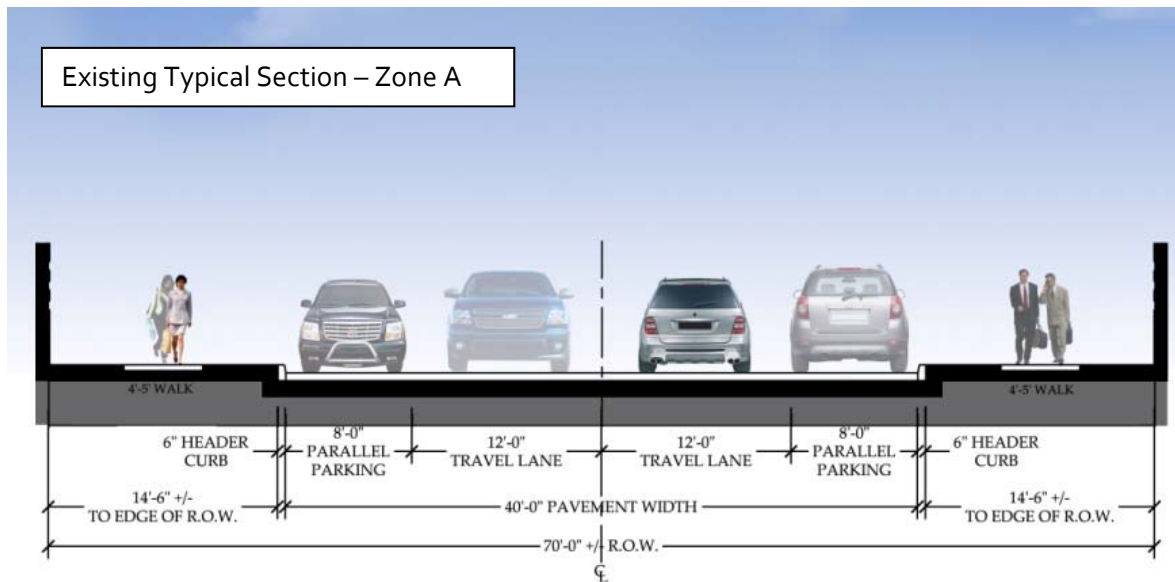
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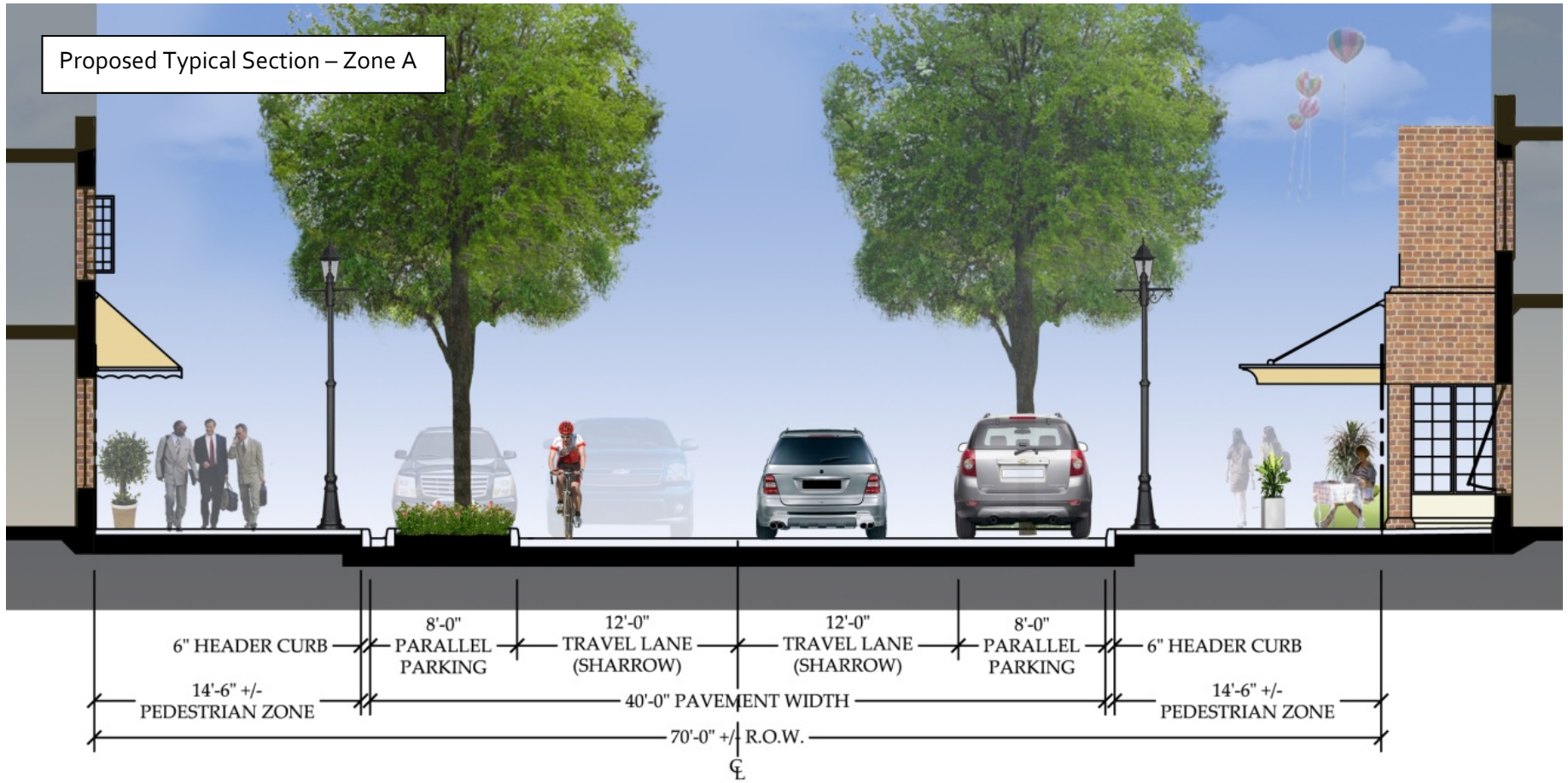
Zone A: Section A1

Section A1 is indicative of the historic downtown core with multiple story buildings enclosing the streetscape scene within an approx. 70' Right-of-Way (ROW). The section is very urban in feel with a 25 mph speed limit, 12' travel lanes, and on-street parking on both sides. There is not enough room to add dedicated bicycle lanes, so shared-use markings (or sharrows) are included to alert motorists to share the road with bicyclists. The pedestrian zone is wide enough for outdoor building displays, planters and narrow outdoor café seating. Lighting and street furnishings add to the aesthetic, building awnings and signage help to scale the streetscape and add detail to the facades. Street trees are planted in decorative metal grates and work in unison with lighting.

Another key opportunity in the downtown zone is for wider sidewalk setbacks. Buildings could be setback further and/or include a portion of their building frontage as sidewalk space. This would be especially useful for outdoor cafés and retail display areas. At a minimum, a five-foot walking area should be provided on the sidewalk, clear of any trees, light poles, lighting and seating. Another major opportunity for both the downtown and midtown areas is the potential for burying the overhead utilities. This is an expensive undertaking, but would further enhance the cohesiveness of the corridor.

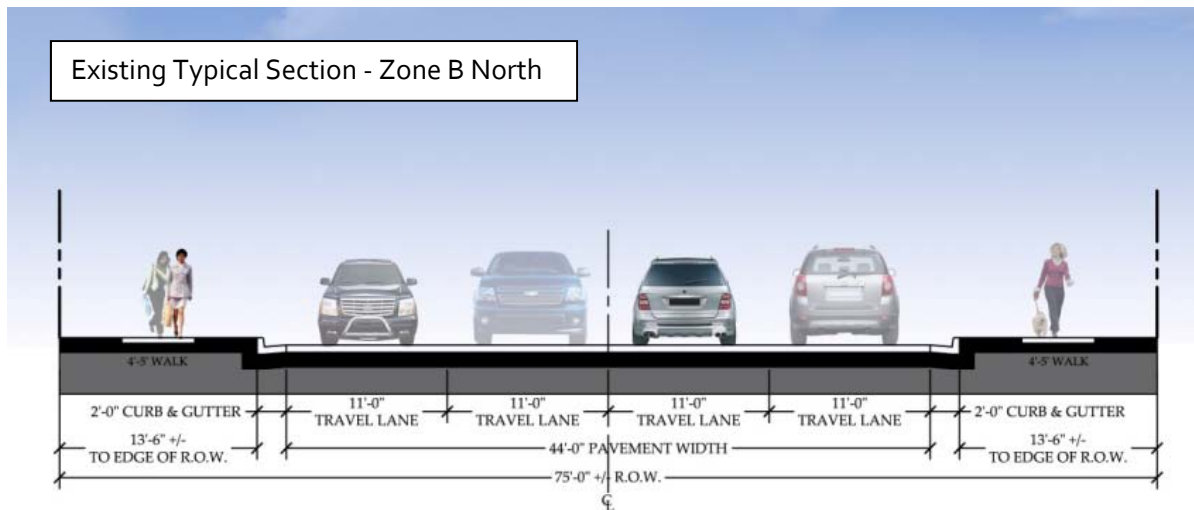


Proposed Typical Section – Zone A

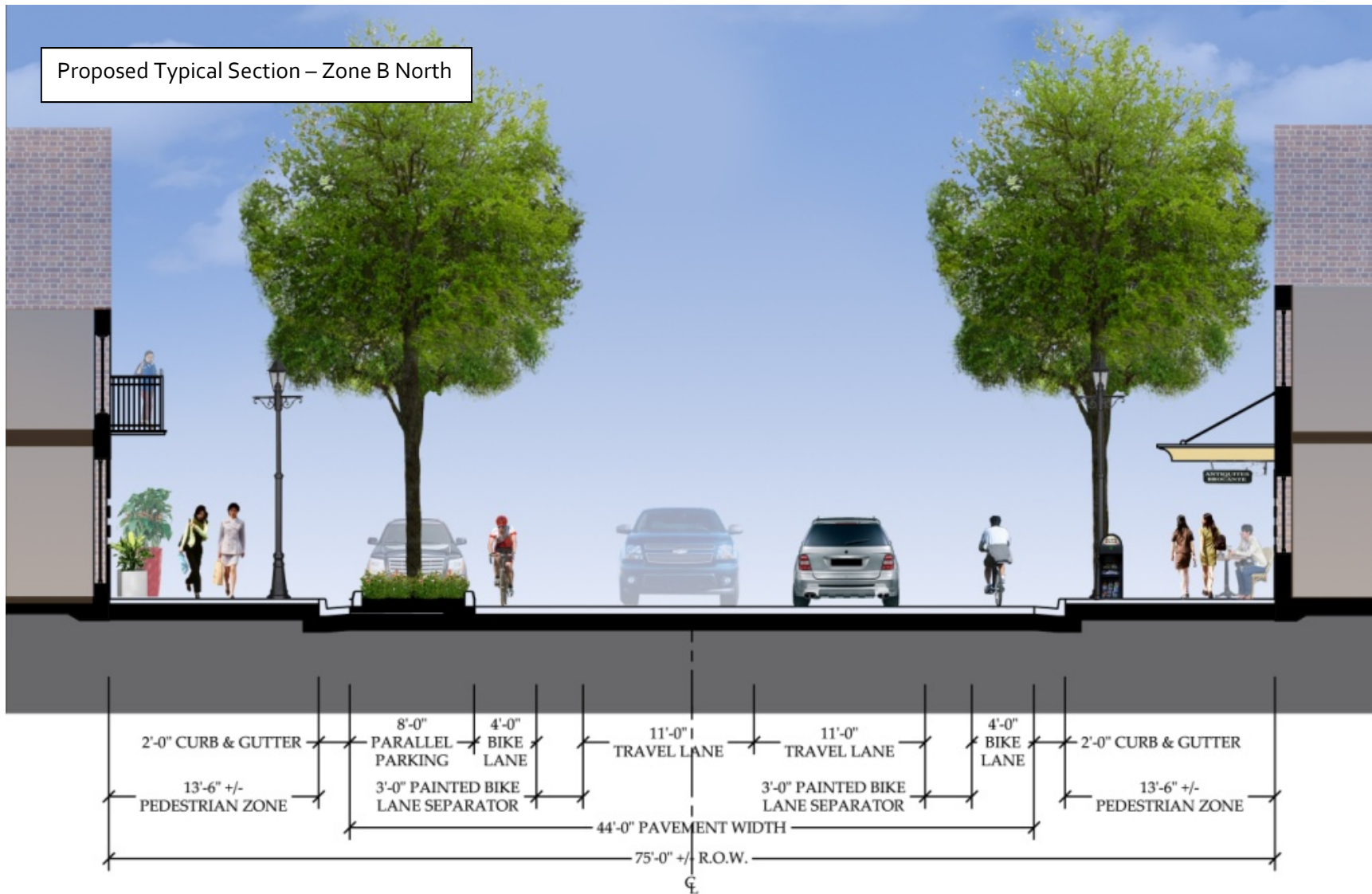


Zone B: Section B1

Section B1 occurs within the proposed Midtown Redevelopment District. This area is envisioned to be a mixed-use urban district to complement and extend the influence of the downtown urban core. Midtown represents a sensitive transition from historic to a more modern/contemporary flare interpretation of that historic context. The pedestrian zone is a narrower than Section A1 but still allows for comfortable circulation with building façade treatments, seating benches, street furnishings and street tree plantings. The cross-section includes an approx. 75' ROW with 11' travel lanes continuing the 25 mph speed limit, two-way traffic, and 4' wide bike lanes separated from the travel lanes by a buffer. It is important to note that parallel parking is provided on the western side of the road. This is a key feature for incentivizing development in the Midtown area. As noted in Zone A, burying the overhead utilities would also be desirable. This would further enhance the cohesiveness of the corridor, and bolster the connection between Downtown and Midtown.

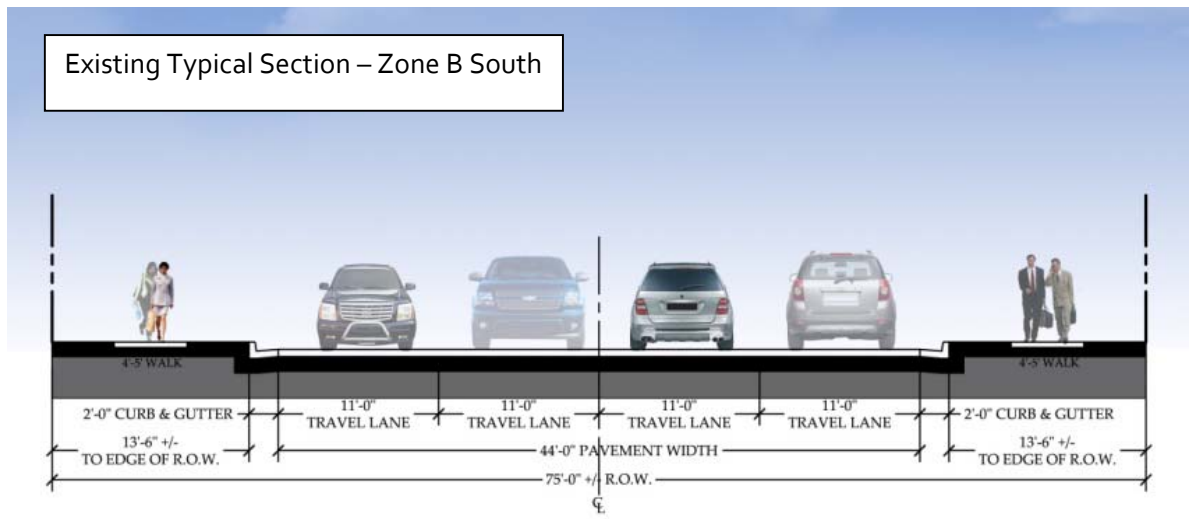


Proposed Typical Section – Zone B North

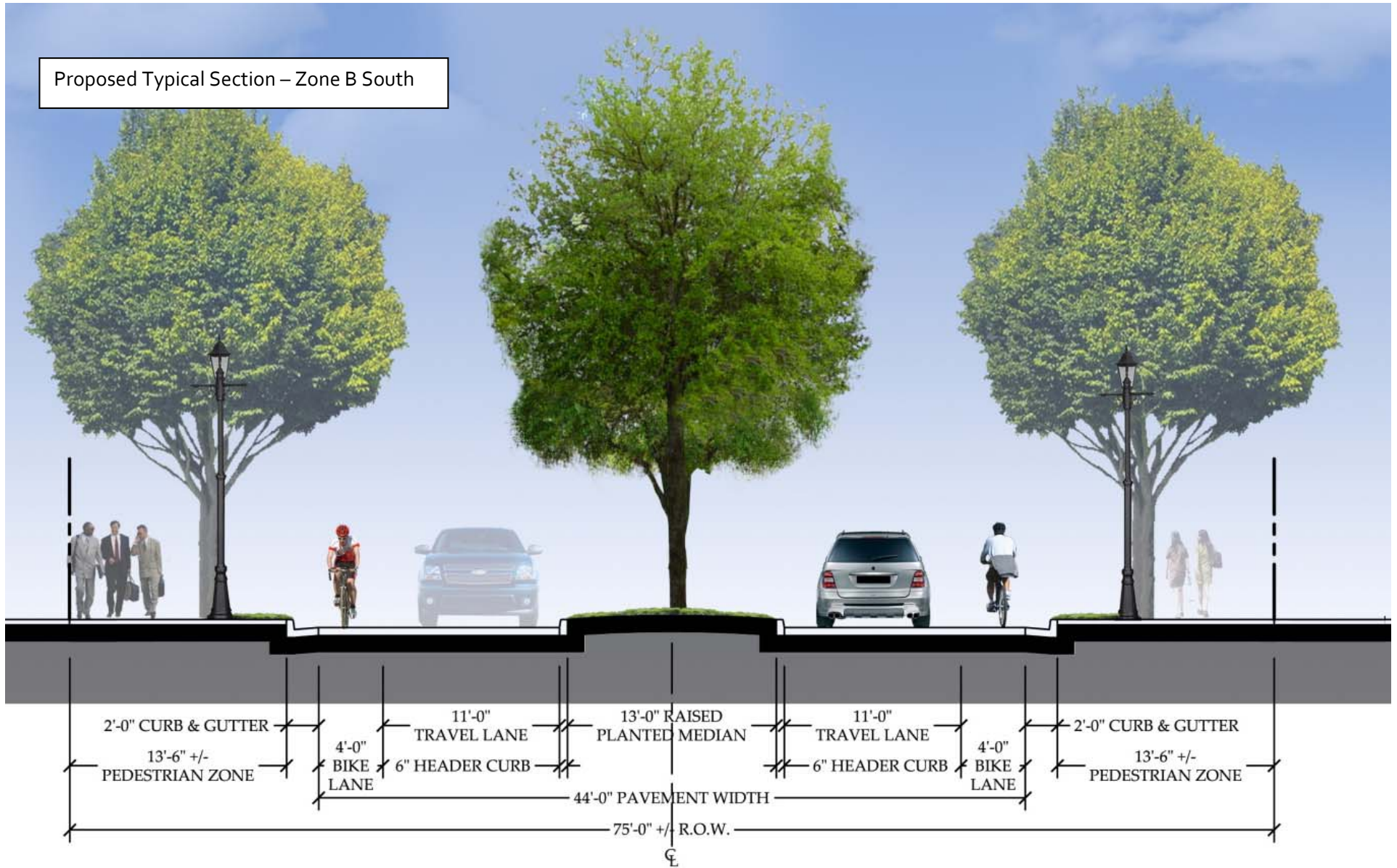


Zone B: Section B2

Section B2 illustrates the corridor as it extends south from Alsobrook St. The approx. 75' ROW remains the same, however, the two-lane undivided street with on-street parking has given way to a two-lane divided street with a wide planted median that can accommodate a substantial landscape scheme and, also, has the potential to support a public art installation. The 11' travel lane width and the presence of 4' wide bike lanes continue. The speed limit has increased to 30 mph. Contextually, the characteristics of the corridor transition to more single story commercial development offset from the ROW, curb cuts, and off-street parking. The pedestrian zone maximizes the width of the walk to the edge of the ROW while still providing room for a landscape strip separator from traffic and street furnishings to help reinforce the theme. Tree plantings will require coordination with lighting and drive access.

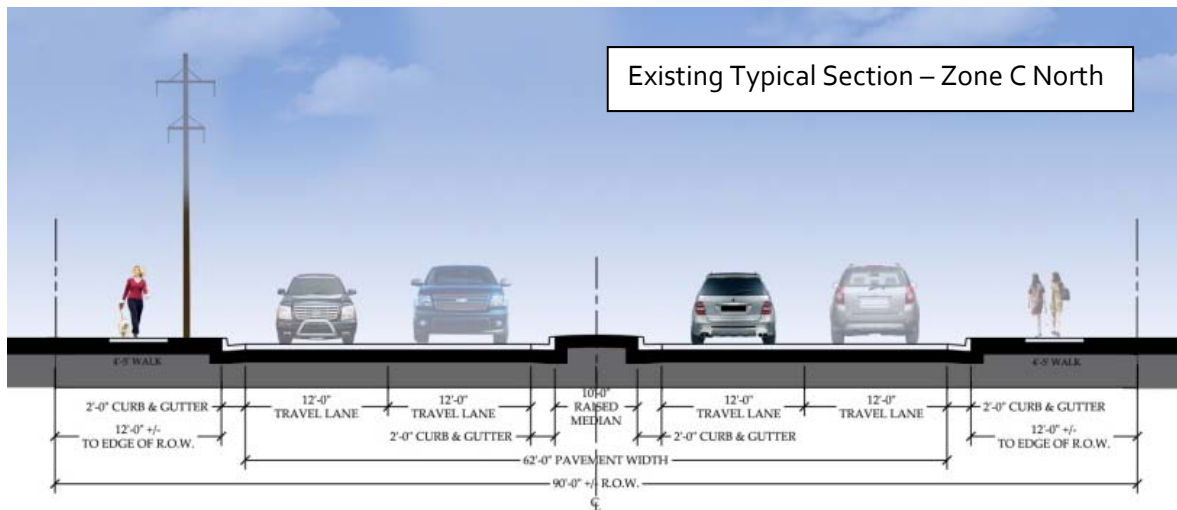


Proposed Typical Section – Zone B South

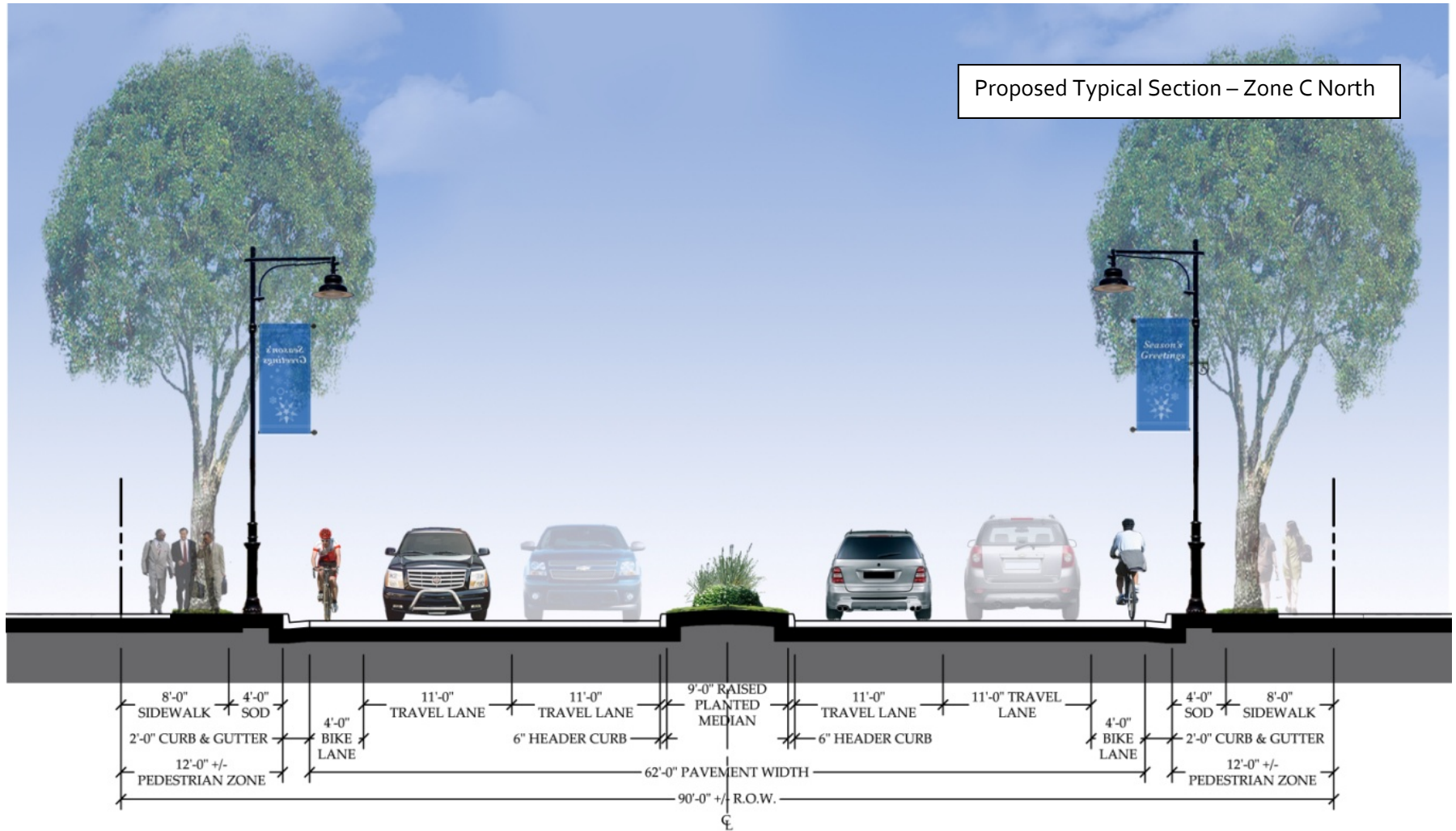


Zone C: Section C1

Section C1 is representative of the corridor as the ROW widens to approx. 90'. This area of the corridor is dominated by commercial properties, larger shopping developments, off-street parking fronting Collins St., and single family residential behind. The speed limit remains 30 mph for this north portion of Zone C. The corridor has now transitioned into a 4-lane divided street with a narrow planted median, 11' travel lane width and 4' wide bike lanes. The planted median is narrower and will contain shrub and groundcover plantings, but no trees. The pedestrian zone narrows from Section B2-B2', but the majority of the walk is maintained at 8' wide with a narrow landscape strip separator, and street tree planting working in unison with street lighting and property access drives. Also, existing shade trees beyond the ROW shall be considered in the overall streetscape appearance. Due to the wider ROW and the additional travel lanes, the lighting has converted to a taller, decorative mast arm type of street light.

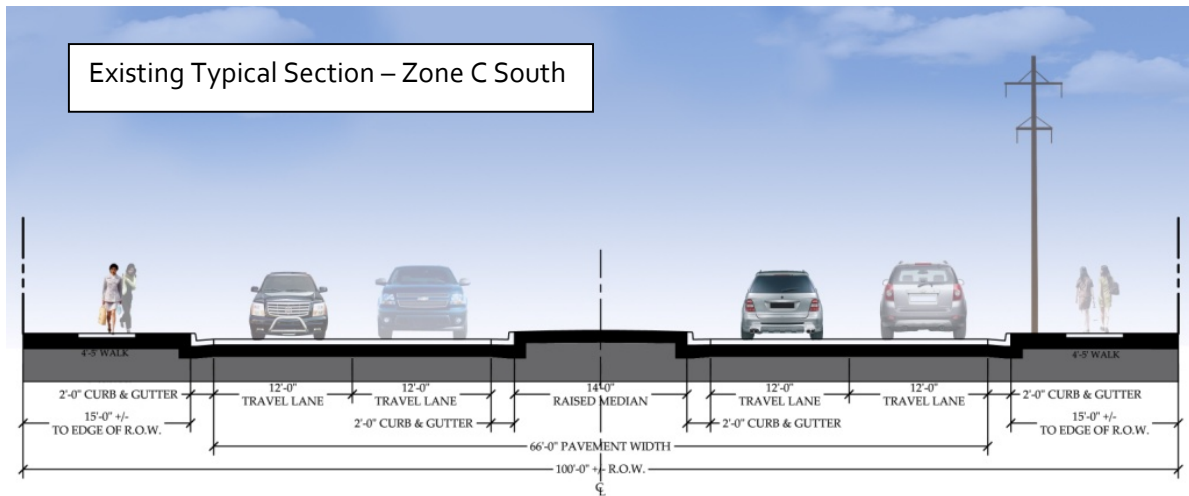


Proposed Typical Section – Zone C North

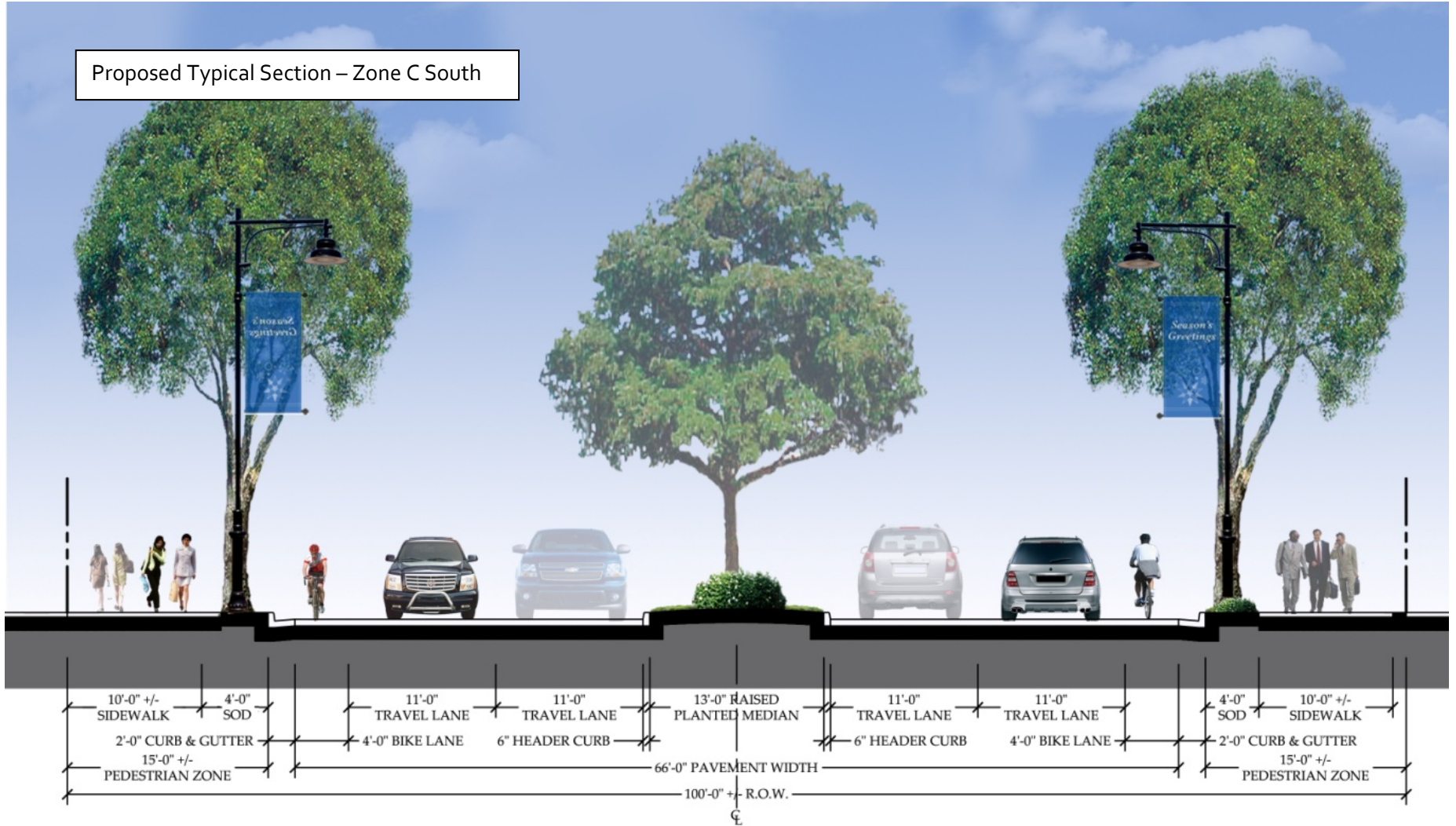


Zone C: Section C2

Section C2 completes the corridor with an approx. 100' ROW width. The 4-lane divided street continues through to Alexander St. with wide planted median, 11' travel lane width and 4' wide bike lanes. For this last portion of Zone C the speed limit increases to 35 mph. The pedestrian zone has ample width to create a comfortably wide sidewalk with landscape strip separator, street trees, street furnishings and lighting. Special consideration will need to be addressed on a site by site basis due to elevation changes from the street level to private property level that occurs within Zone C. These changes in elevation present potential opportunities for unique solutions and requirements for retaining walls.



Proposed Typical Section – Zone C South



Plan Views

The following plan views illustrate key transition areas along the corridor. The first view, Plan A, depicts the intersection of Collins Street and Alsobrook Street. This is at the southern end of the Midtown district and will be the transition between typical section B1 and B2. North of the intersection, Collins Street is a two-lane undivided roadway with buffered bike lanes and on-street parking on the western side. South of the intersection, Collins Street becomes a two-lane divided roadway with a raised median and striped bike lanes.



Plan B depicts the aerial view at the Collins Street and Grant Street intersection. This area of the Collins Street corridor is key, as it serves as the transition from a two-lane roadway to a four-lane roadway. As shown on the graphic below, the additional lane southbound comes from Grant Street, where a nearly free-flow right turn lane will be provided. Northbound, the inside lane becomes a left turn lane to Grant Street, with through vehicles on Collins Street staying in the outside lane.



PLAN B



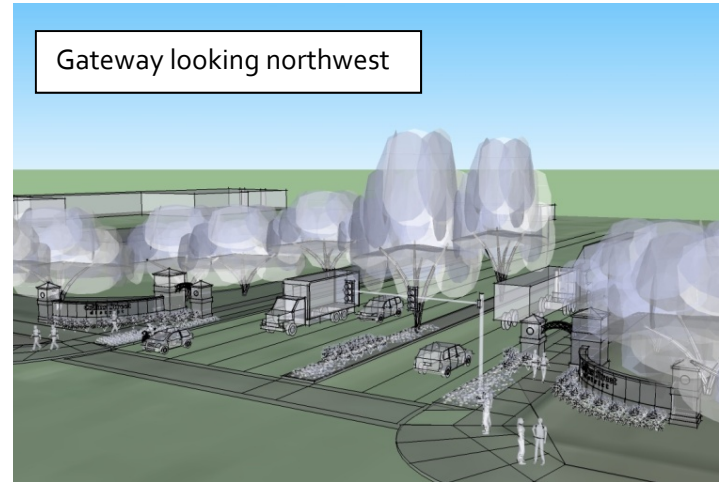
Finally, Plan C shows the four lane boulevard section of Collins Street south of Park Street. In this area, it is proposed that median openings be minimized and driveway curb cuts be narrowed. These access management modifications will facilitate enhanced landscaping and a safer pedestrian environment. Mid-block pedestrian crossings at key locations on this section should be explored.



South Gateway

Even though the corridor has been described in this report as from the downtown outward, the southern end of the corridor at Alexander Street can serve as a gateway to the area for those travelling north through the corridor. Travel patterns are expected to change, with through traffic northbound turning left from James L. Redman Parkway onto SR 39/Alexander Street. As a result, it will be essential to design attractive features that entice some to venture into the district.

That said, the large size of the intersection and the sheer volume of traffic there makes designing the gateway somewhat challenging. Images on this page show one concept for how gateway features could be installed here.



Gateway looking northwest



Gateway looking northeast



Gateway street view

Hardscape and Landscape Palette

The following pages list and depict various materials that can be used in enhancing the Collins Street corridor. They are broken up into Hardscape palette, Tree palette, and Shrub and Groundcover palette.

Hardscape Palette

Potential hardscape materials include:

- Clay Brick Pavers
- Concrete Pavers
- Stone Pavers
- Stamped/Decorative Concrete
- Precast Concrete
- Standard Grey Concrete
- Black metal
- Stainless Steel



Tree Palette

Potential Shade Trees include:

- Cypress
- Elm
- Holly
- Ligustrum
- Oak
- Red Maple
- South Florida Slash Pine
- Southern Magnolia
- Sweetbay
- Sweetgum
- Sycamore
- Tulip Tree

Potential Ornamental Trees include:

- Crape Myrtle
- Holly
- Loblolly Bay
- Walter's Viburnum
- Wax Myrtle



Shrub and Groundcover Palette

Possible Shrub varieties include:

- African Iris
- American Beauty Berry
- Azalea
- Bird of Paradise
- Blue Porterweed
- Crinum Lily
- Dwarf India Hawthorn
- Dwarf Oleander
- Dwarf Yaupon
- Florida Anise
- Lorapetalum
- Plumbago
- Sandankwa and Sweet Viburnum
- Thyralis
- Wax Myrtle

Possible Groundcover and Grasses include:

- Bahia, Muhly, and St. Augustine Grass
- Bougainvillea
- Coontie
- Dwarf Asiatic Jasmine
- Dwarf Fakahatchee
- Creeping Fig
- Daylilies
- Lily of the Nile
- Liriope
- Sand Cordgrass





5 Implementation

The Complete Street Concept Plan outlined in this report meets the following objectives:

- Develop a theme that creates an attractive identity for southern gateway into Plant City
- Identify means to enhance connectivity between parks, schools, and residential areas
- Develop a continuous aesthetic theme for all segments that are reflective of the City's vision and desires for the corridor and which furthers the existing plans of Plant City.
- Consider landscape/streetscape components, complete streets elements, and bicycle and pedestrian facilities, including such components as pedestrian separation from the roadway, street lighting, lane striping, pedestrian crossing difficulties, and roadway speeds
- Identify opportunities and constraints for landscape and hardscape improvements
- Provide low maintenance landscape options to enhance a central project design theme.
- Provide cost-effective hardscape options that complement the aesthetic theme, such as roadway and pedestrian-scale lighting, signage, and patterned crosswalks
- Identify opportunities to reconfigure the existing roadway cross-section to enhance livability throughout the corridor.
- Maintain vehicular parking where possible and identify opportunities for bicycle facilities
- Consider traffic calming elements for a pedestrian friendly environment.
- Maintain existing access points as much as possible
- Identify potential constraints, such as utility impacts, parking conflicts, and limited ROW
- Ensure that concepts are safe, constructible, and low-maintenance.



Now that the vision has been completed, the process of implementation can begin. The City has expressed a desire to implement corridor enhancements from north to south. The roadway improvements themselves have been conceptually designed to fit within the existing curb-to-curb area, thereby minimizing the drainage work required.

Cost Estimates

While cost estimates were not developed for this project, it is expected that many of the recommended enhancements can be done inexpensively. Restriping the roadway and reconstructing medians may be done as part of regular resurfacing efforts, which often costs less than \$1 million per mile. Streetscape enhancement efforts, including specialized crosswalks, decorative lighting, new trees, and street furniture could increase the cost substantially. A recent state arterial complete street conversion project in Jacksonville, approximately one mile long, was constructed for approximately \$3 million. The project included drainage improvements, reducing travel lanes from four to two, widening sidewalks, and installing two roundabouts.

One element of the Concept Plan that will require additional funding is the burying of utility lines underground. This will require close coordination with telephone, cable, and electrical providers and could cost \$1-\$2 million per mile. Burying of power lines is not essential to the redevelopment efforts, but would dramatically improve the aesthetic environment of the corridor. It is a large effort, and like the roadway improvements, could be staged as funds become available.

Next Steps

The Concept Plan enhancement projects envisioned in this report are preliminary at this time. More detailed analyses, including environmental studies, design studies, and detailed cost estimating may be necessary prior to implementation. It is also recommended that outreach to the community and businesses in the area occur. The City may wish to consider seeking funding from the state and/or Federal government to advance some of these projects. In order to do so, they should be included in both local land use and transportation plans. The Hillsborough County City-County Planning Commission and the Hillsborough MPO are currently updating the comprehensive plans and long range transportation plan (LRTP), extending them out to 2040.

