

CHURCH

Palm Avenue
BAPTIST CHURCH
SUNDAY SCHOOL SERVICES
PALM AVE. CHURCH - 11 AM
BIBLE STUDY 10:00 AM

Study Purpose

Identify and evaluate alternative configurations to determine how to best meet the needs of a wide range of users – current and future.

**FLORIDA AVENUE AND TAMPA STREET/ HIGHLAND AVENUE CORRIDOR STUDY –
STUDY OVERVIEW**



Hillsborough MPO
Metropolitan Planning
for Transportation

Technical Review Team

City of Tampa

- Planning & Urban Design
- Transportation & Stormwater
- Public Works & Utilities

FDOT – District 7

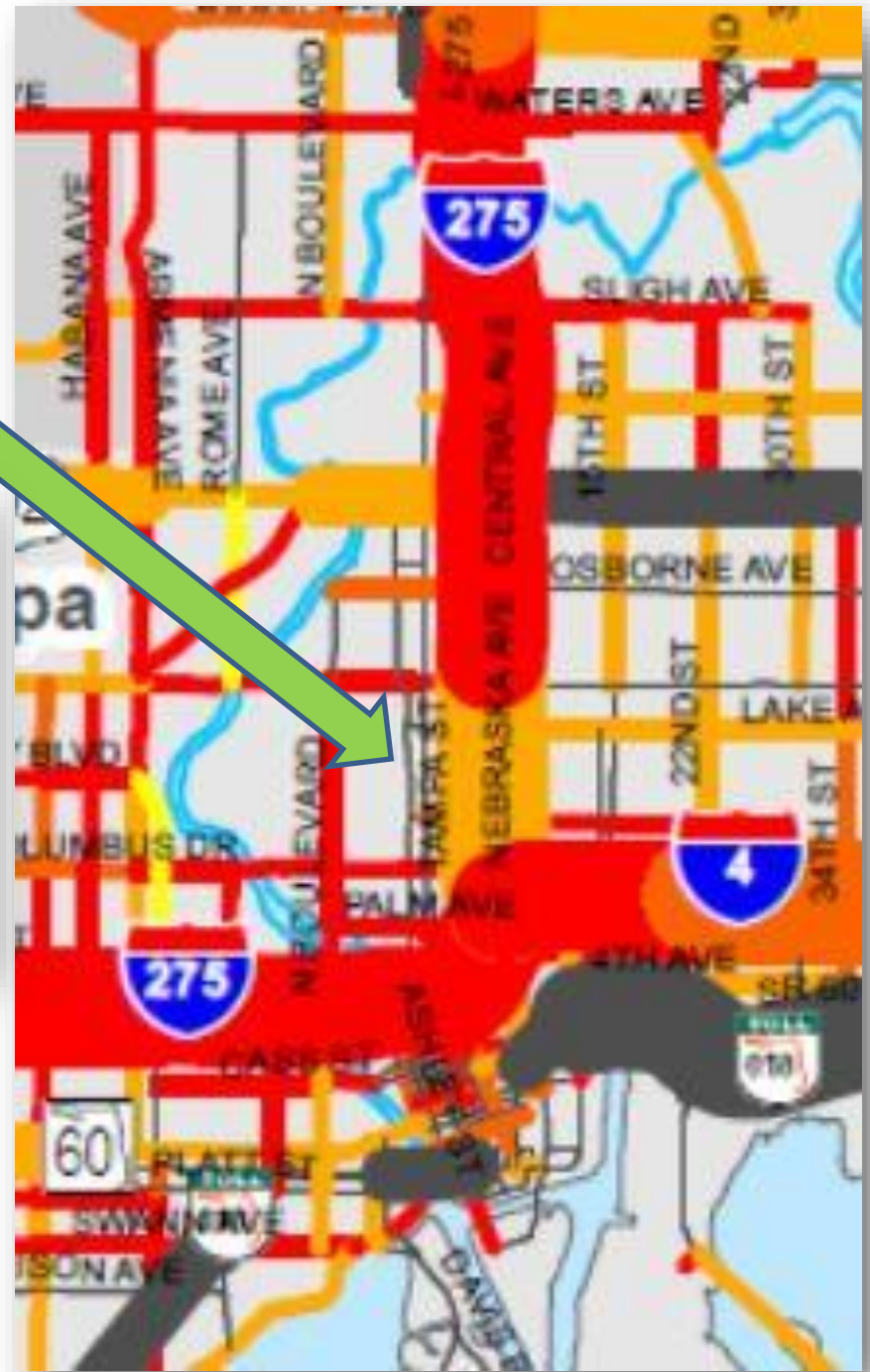
- Traffic Engineering & Operations
- Safety
- Intermodal Systems
- Systems Planning

MPO Staff

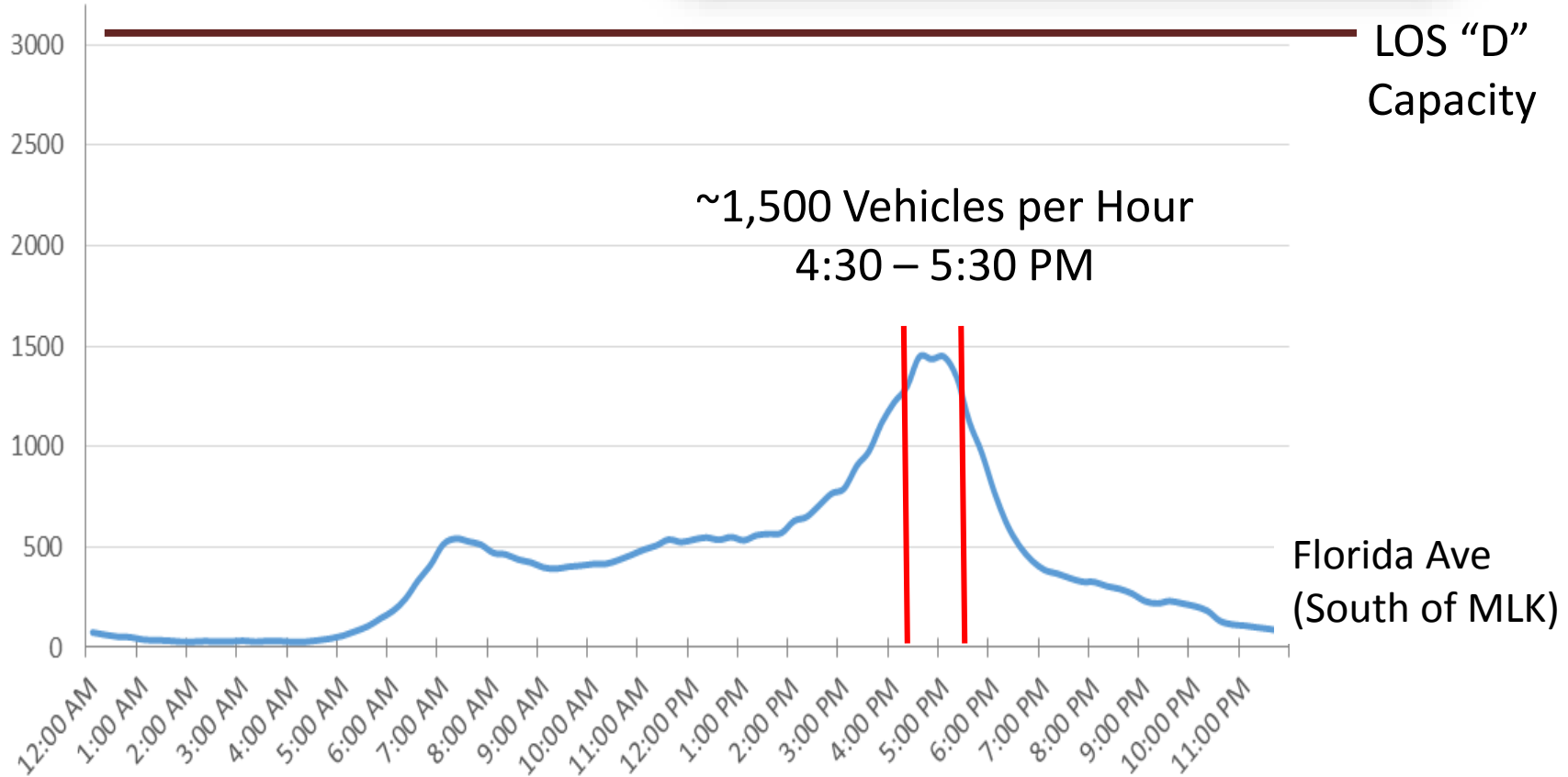
Role in the Regional Network



Failed Roads if No Improvements After 2018



Off-Peak: Neighborhood Streets

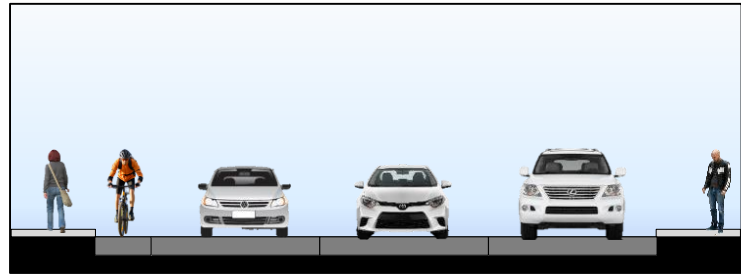
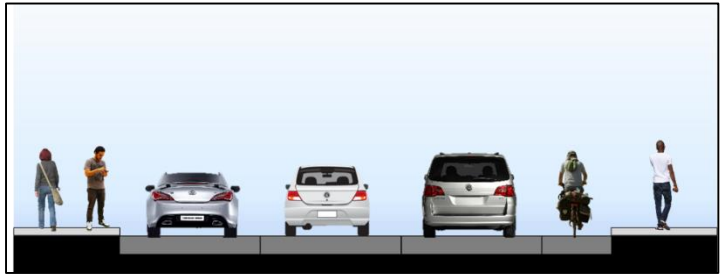


Existing Conditions: Highlights

- SAFETY - moderate crash rate, most crashes at major intersections
- LAND USE - Florida Ave primarily business; Tampa/Highland residential
- TRANSIT - 4 transit routes, including one in HART's top 5 ridership
- WALK/BIKE – basic facilities, maintenance and ADA issues

Alternatives Tested

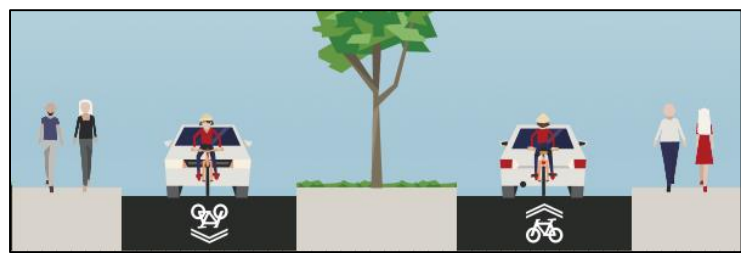
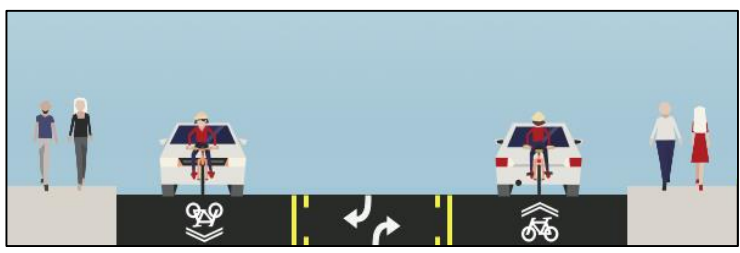
- No Build (3-Lane, One-Way Streets)



- Alternative #1 (2-Lane, One-Way Streets)



- Alternative #2 (2-Lane Divided, Two-Way Streets)



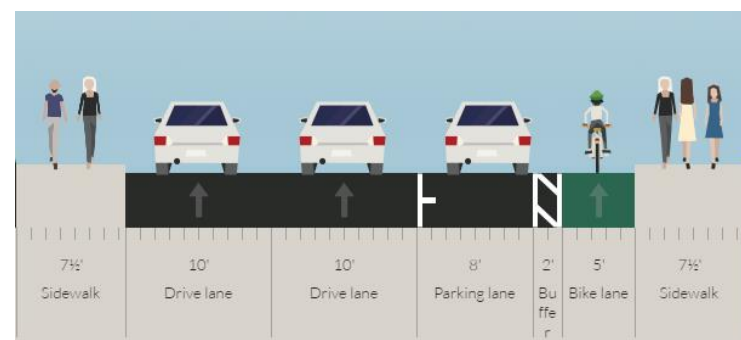
Travel Time Comparison

PM Peak Hour (northbound)

| 2015 | No Build (3-Lane, One-Way) | Alternative 1 (2-Lane, One-way) | Alternative 2 (2-Lane, Two-Way) |
|------|-------------------------------|------------------------------------|------------------------------------|
| | 12 min | 17 min | 21 min |
| 2040 | No Build (3-Lane, One-Way) | Alternative 1 (2-Lane, One-way) | Alternative 2 (2-Lane, Two-Way) |
| | 31 min | 36 min | 64 min |

Includes Hillsborough Avenue Intersection

Safety Benefits



| Safety Area | No Build (3-Lane, One-Way) | Alternative 1 (2-Lane, One-way) | Alternative 2 (2-Lane, Two-Way) |
|------------------------|-------------------------------|------------------------------------|------------------------------------|
| Crash Severity | Highest Speeds | Lower Speeds | Lowest Speeds |
| Mid-Block Ped Crossing | 3-Lanes | 2-Lanes | 2-Lanes + Median |
| Bicyclist Separation | Standard Bike Lane | Buffered Bike Lane | No Bike Lane |
| Intersection Conflicts | Neutral | Neutral | More Conflicts |
| Rear-end/sideswipe | Neutral | Improved | Improved |
| Fixed Object | Neutral | Improved | Neutral |
| Sight Triangles | Neutral | Improved | Neutral |

Multimodal & Community Benefits



| Safety Area | No Build (3-Lane, One-Way) | Alternative 1 (2-Lane, One-way) | Alternative 2 (2-Lane, Two-Way) |
|-------------------------|-------------------------------|------------------------------------|------------------------------------|
| Bike Lanes | Standard | Premium | None |
| Sidewalks | Standard | Wide | Standard |
| Landscaping | No | Yes (Roadside) | Yes (Medians) |
| On-Street Parking | No | Yes | No |
| Premium Transit Options | No | Yes | No |

TIP Priorities Hearing Motion

”...and that FDOT work with the City of Tampa to look at the possibilities with the future design or redesign of Florida Avenue/Tampa Street through this community, to provide for more opportunities for pedestrian, bicycle and transit operations.”

Next Steps

Summarize surveys and prepare report



Continued coordination with City of Tampa and FDOT



More detailed analysis and design

FLORIDA AVENUE AND TAMPA STREET/HIGHLAND AVENUE CORRIDOR STUDY



Hillsborough MPO
Metropolitan Planning
for Transportation



City of
Tampa
Florida



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