



USF Area Complete Streets Concept Plan

46th St./Skipper Rd. & 131st Ave.

Pattern Book



Gateway

Open space with many existing canopy trees at corner of site could be potential location

Medical Offices

Skipper Rd

Multi-Family Development

Future Multi Family

USF Area Complete Streets Concept Plan

46th Street / Skipper Road & 131st Avenue

Pattern Book

Prepared for:
Hillsborough County Metropolitan Planning Organization for Transportation



601 E. Kennedy Boulevard, 18th Floor
Tampa, FL 33602
(813) 272-5940

Prepared by:
Atkins North America

ATKINS

4030 West Boy Scout Boulevard, Suite 700
Tampa, FL 33607
(813) 282-7275

June 2015

Introduction

46th Street / Skipper Road and 131st Avenue are major corridors in the vicinity of the University of South Florida (USF) in Hillsborough County. Both are currently two-lane roadways with relatively heavy pedestrian activity. Hillsborough County is studying both corridors for enhancements, and wants to ensure that any modifications improve the safety, function, and aesthetics of the roadways for all users. Thus, the County requested that the Hillsborough MPO fund a study to develop an integrated plan for street and landscaping improvements, with particular attention paid to pedestrian, bicycle, and transit accommodations on both roadways. The project limits on 131st Avenue are from Nebraska Avenue to Bruce B. Downs Boulevard and from Fletcher Avenue to Bruce B. Downs Boulevard on 46th Street / Skipper Road.

The two corridors were evaluated together but considered separately. The social, physical, and travel characteristics of each differ, and the potential context-sensitive complete street concepts identified in this report reflect those differences. Key intersections along each corridor were identified and distinct treatments have been proposed. Along 131st Avenue, the four major intersections are Nebraska Avenue, 15th Street, 22nd Street, and Bruce B. Downs Boulevard. The 46th Street / Skipper Road corridor is dominated by multi-family housing complexes and the only key intersections are the corridor endpoints of Fletcher Avenue and Bruce B. Downs Boulevard. However, particular attention was also paid to the safety and operations issues where 46th Street curves around to Skipper Road as well as the area on Skipper Road between 42nd and 43rd Streets.

Continuous coordination with Hillsborough County staff occurred throughout the study. The MPO team worked closely with the County's engineering team to ensure consistency between the efforts and to identify which ideas developed in this study could be implemented with the upcoming corridor modifications. Ongoing meetings with staff were held throughout the study, and an on-site corridor visit was conducted. In addition, a meeting was held with stakeholders from the area, including administrators from USF, to discuss their vision for these two corridors. From these meetings, a framework analysis was produced for each corridor. This analysis identified the physical characteristics, distinguishing features, physical constraints, and potential enhancement opportunities of each roadway. Various typical sections were then developed and evaluated by the study team, and the advantages and disadvantages of each were discussed. Once a general consensus had been reached for each corridor, enlargement plans were produced for key areas, providing more detail on potential landscape and hardscape aesthetics and materials.

This document is a compilation of the final concepts that were developed for each of the corridors. Additional ideas were discussed throughout the study, but through discussion, were eliminated for various reasons. The graphics shown here include the framework analysis, typical sections, and enlargement plans for each corridor. The 46th Street & Skipper Road corridor is presented first, followed by the 131st Avenue corridor.



46th Street & Skipper Road Corridor

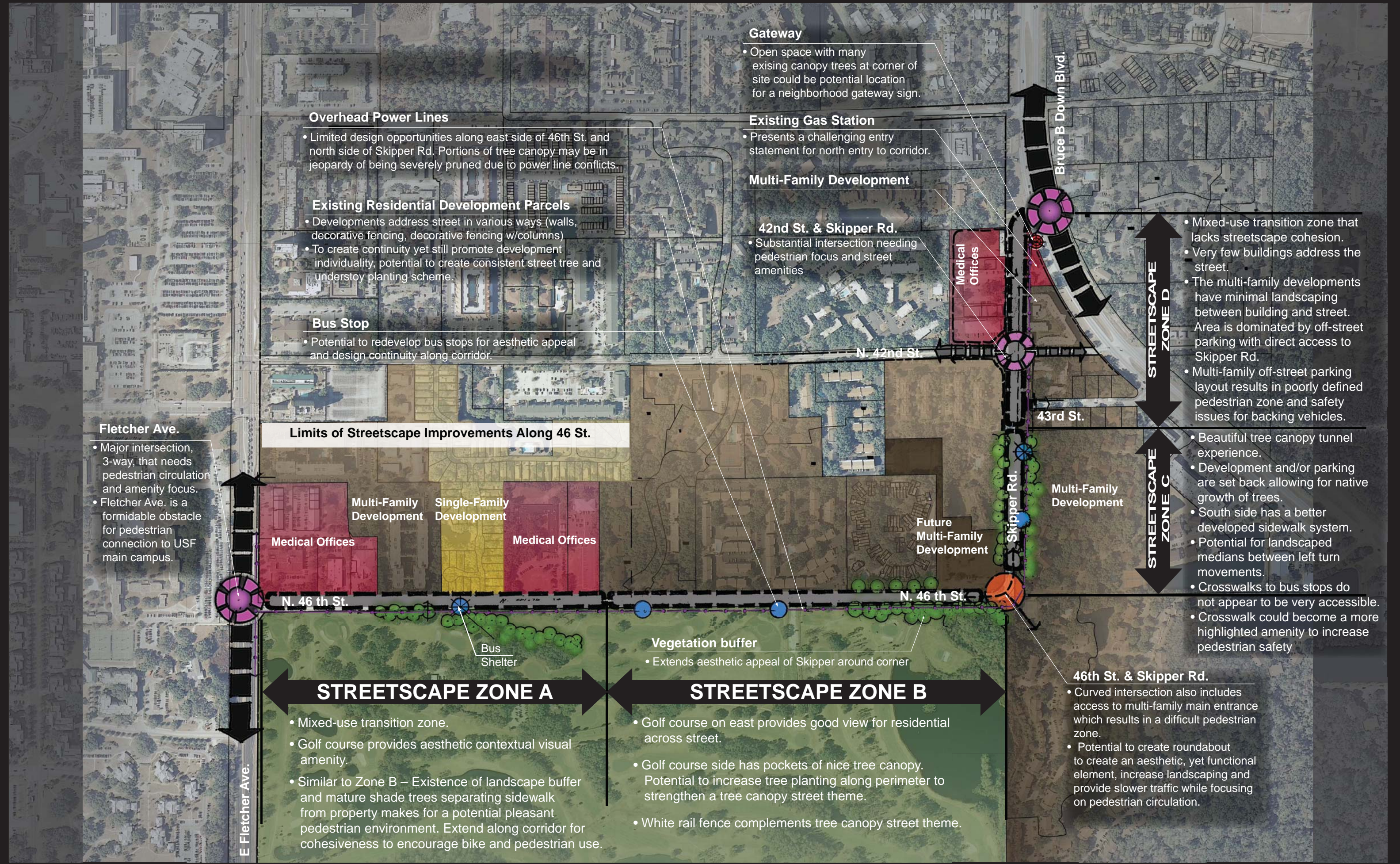
The 46th Street / Skipper Road corridor contains many multi-family student-oriented apartment complexes as well as being the western border for the USF Golf Course. Additionally, the corridor also serves as a connector between the rapidly growing New Tampa area and USF as well as the major employment centers along East Fletcher Avenue. Based on field observation and discussions with people in the area, some motorists use the corridor as an alternative to 42nd Street. This is due to the congestion that often occurs on 42nd Street during class turnover times at USF. Unfortunately, this has exacerbated congestion and safety concerns along Skipper Road. Sidewalks are provided on just one side of the road along a majority of the corridor, along with limited lighting and no bicycle facilities. Even with these challenges, the corridor is aesthetically pleasing, and provides a bucolic southern feel found only sparingly in the Tampa Bay area. Large moss-draped live oaks form a tree canopy over Skipper Road, while the golf course and its white rail fence provide a country feel on 46th Street in what is otherwise a heavily developed area. Capitalizing on these strengths, while enhancing the safety of all users, became the basis of the context-sensitive design for the 46th Street and Skipper Road corridor.

As shown on the framework plan, the corridor was divided into four zones. Zones A and B encompass the area along 46th Street adjacent to the golf course. In these zones, the most important needs were to provide wider sidewalks, on-road bicycle facilities, and more lighting. As shown on the typical section, this is accomplished by obtaining an additional five feet of right-of-way (ROW) along the golf course edge from USF. The additional five feet would bring the road edge to the white rail fence, but no major modifications to the golf course itself would be required. The monument sign at the golf course entrance may need to be relocated, and the Bull Runner bus stops may be affected as well. The wider corridor allows for the roadway to be rebuilt with closed drainage (curb-and gutter), an eight foot sidewalk on the western side, and six foot buffered bike lanes on each side. Crosswalks to bus stops and the golf course would still be provided.

The curve where 46th Street and Skipper Road meet is a significant safety concern and became a major focal point of the analysis. It is not merely a curve in the road, as the driveway entrance to the Eagles Point apartment complex comes off it. This intersection has the largest number of crashes on the corridor, some of which are due to speed. A roundabout could be constructed here, thereby facilitating safer mobility and providing an aesthetic gateway feature to the neighborhood and campus area. Additional right-of-way provided by a planned development at the southwest corner of the curve allows for the construction of a full-size roundabout with a 90-foot diameter. As shown on the enlargement plan, the sidewalk could meander through the trees, providing shade to pedestrians and further enhancing the natural feel of the roadway. The roundabout itself, as well as other features of the roadway (lighting, crosswalks, etc.) could have a design theme related to USF in some way.

As the corridor transitions to Skipper Road (Zones C and D), the tree canopy expands. While providing enhanced aesthetic value and shade for pedestrians, the canopy also yields reduced visibility of the corridor. This can be offset with brighter and directed lighting of the sidewalks, crosswalks, and roadway. Additional lighting can enhance the corridor aesthetics while providing safety and security for users of the corridor. Bicycle facilities would continue on both sides of the road, although they would narrow to 4-5 feet. Sidewalks would also be provided on both sides of the roadway. The major challenge along this portion of the corridor is defining the public and private space between 43rd Street and 42nd Street. In this one block area, parking for adjacent complexes encroaches in the right-of-way. Furthermore, the four-way stop at the Skipper/42nd Street intersection creates a bottleneck and leads to cut-through traffic on 43rd Street heading to and from Bruce B. Downs Boulevard. Another roundabout is proposed at this location, which will assist with traffic flow and help define the space. Reverse angle parking, necessitating the loss of a few on-street spaces, is proposed to address conflicts with pedestrians. Some ROW would need to be acquired from the apartment complexes, but no impacts to the buildings or on-site parking are envisioned.





Overhead Power Lines

- Limited design opportunities along east side of 46th St. and north side of Skipper Rd. Portions of tree canopy may be in jeopardy of being severely pruned due to power line conflicts.

Existing Residential Development Parcels

- Developments address street in various ways (walls, decorative fencing, decorative fencing w/columns)
- To create continuity yet still promote development individuality, potential to create consistent street tree and understory planting scheme.

Bus Stop

- Potential to redevelop bus stops for aesthetic appeal and design continuity along corridor.

Gateway

- Open space with many existing canopy trees at corner of site could be potential location for a neighborhood gateway sign.

Existing Gas Station

- Presents a challenging entry statement for north entry to corridor.

Multi-Family Development

42nd St. & Skipper Rd.

- Substantial intersection needing pedestrian focus and street amenities

Limits of Streetscape Improvements Along 46 St.



STREETSCAPE ZONE A

- Mixed-use transition zone.
- Golf course provides aesthetic contextual visual amenity.
- Similar to Zone B – Existence of landscape buffer and mature shade trees separating sidewalk from property makes for a potential pleasant pedestrian environment. Extend along corridor for cohesiveness to encourage bike and pedestrian use.

STREETSCAPE ZONE B

- Golf course on east provides good view for residential across street.
- Golf course side has pockets of nice tree canopy. Potential to increase tree planting along perimeter to strengthen a tree canopy street theme.
- White rail fence complements tree canopy street theme.

STREETSCAPE ZONE D

- Mixed-use transition zone that lacks streetscape cohesion.
- Very few buildings address the street.
- The multi-family developments have minimal landscaping between building and street. Area is dominated by off-street parking with direct access to Skipper Rd.
- Multi-family off-street parking layout results in poorly defined pedestrian zone and safety issues for backing vehicles.

STREETSCAPE ZONE C

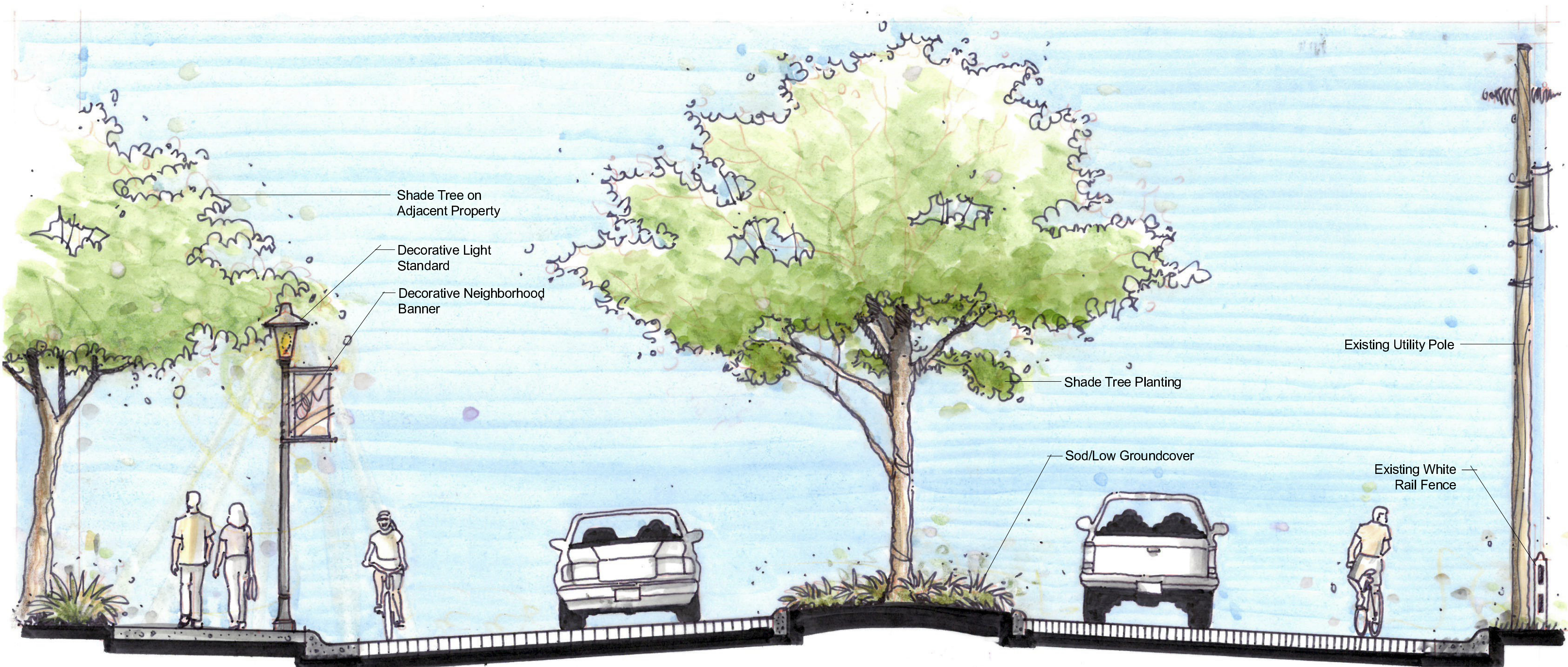
- Beautiful tree canopy tunnel experience.
- Development and/or parking are set back allowing for native growth of trees.
- South side has a better developed sidewalk system.
- Potential for landscaped medians between left turn movements.
- Crosswalks to bus stops do not appear to be very accessible.
- Crosswalk could become a more highlighted amenity to increase pedestrian safety

46th St. & Skipper Rd.

- Curved intersection also includes access to multi-family main entrance which results in a difficult pedestrian zone.
- Potential to create roundabout to create an aesthetic, yet functional element, increase landscaping and provide slower traffic while focusing on pedestrian circulation.

Fletcher Ave.

- Major intersection, 3-way, that needs pedestrian circulation and amenity focus.
- Fletcher Ave. is a formidable obstacle for pedestrian connection to USF main campus.



Shade Tree on Adjacent Property

Decorative Light Standard

Decorative Neighborhood Banner

Shade Tree Planting

Existing Utility Pole

Sod/Low Groundcover

Existing White Rail Fence

8' Sidewalk

2' Curb & Gutter

6' Protected Bike Lane

10.5' Travel Lane

10' Landscape Median

10.5' Travel Lane

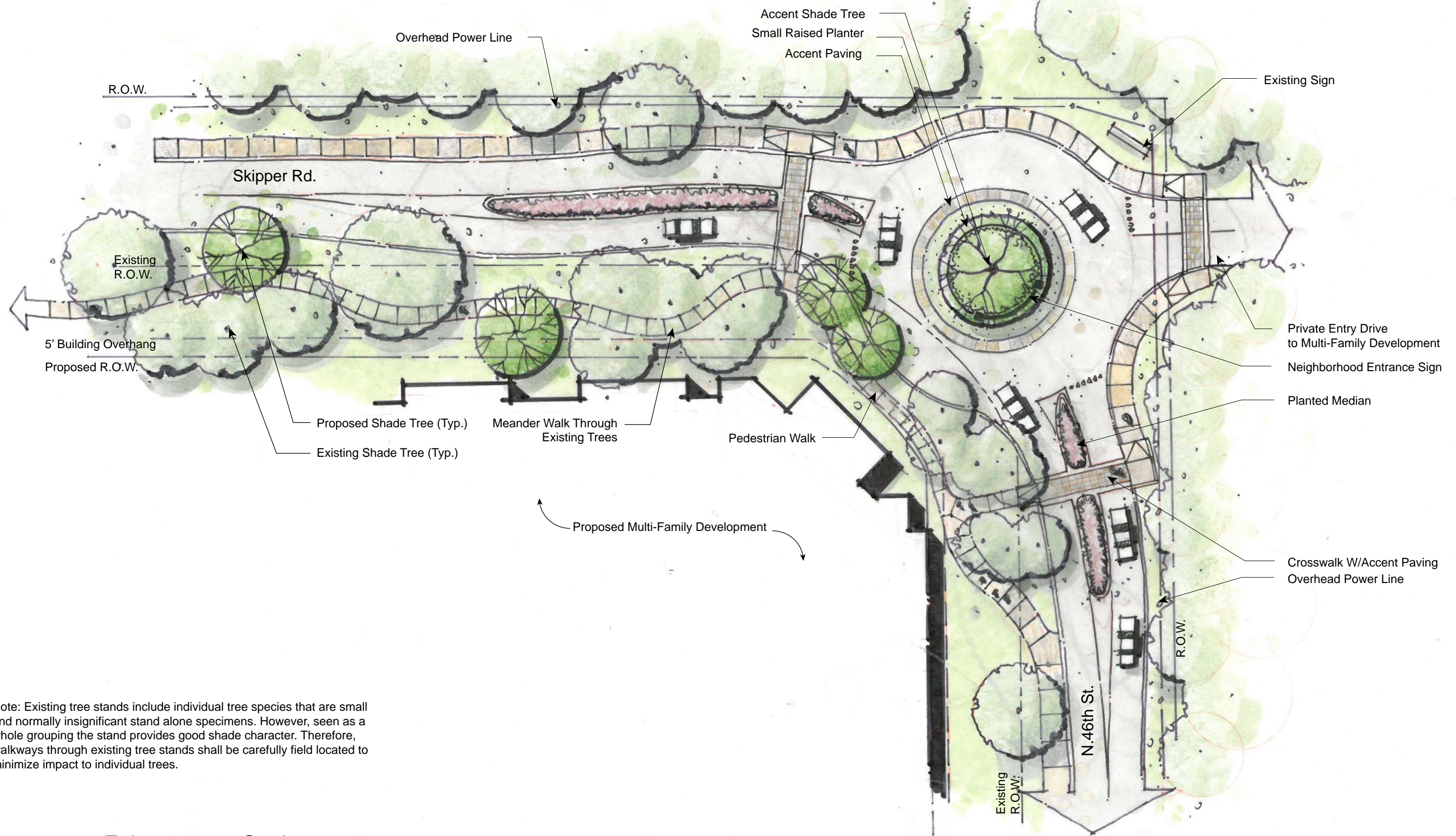
6' Protected Bike Lane

Golf Course

2' Curb & Gutter

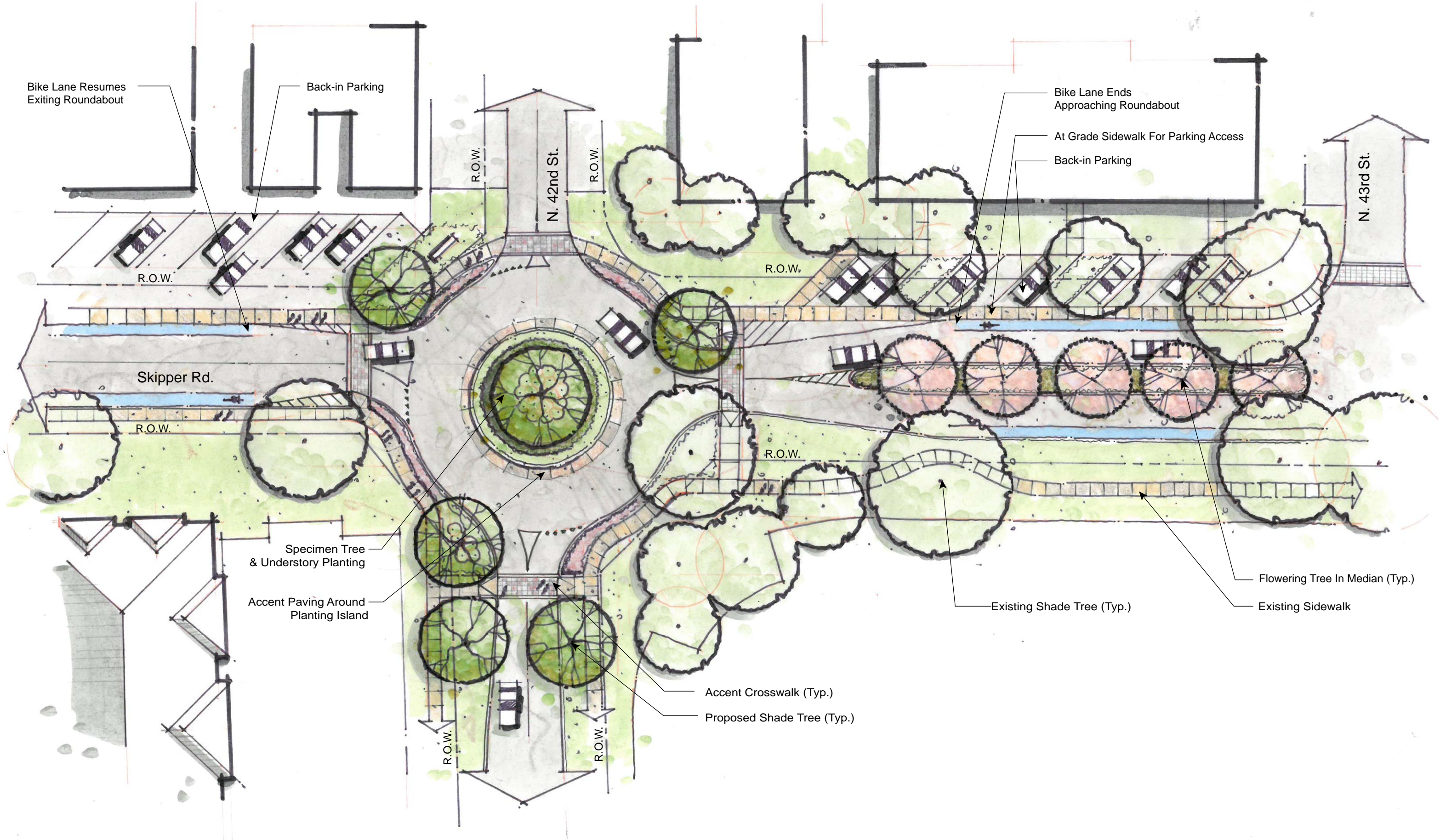
NORTH 46TH STREET - 50' R.O.W.

5' PROPOSED R.O.W.



Note: Existing tree stands include individual tree species that are small and normally insignificant stand alone specimens. However, seen as a whole grouping the stand provides good shade character. Therefore, walkways through existing tree stands shall be carefully field located to minimize impact to individual trees.

Streetscape Enhancement Study Skipper Rd & 46th St Intersection Enlargement



Bike Lane Resumes
Exiting Roundabout

Back-in Parking

Bike Lane Ends
Approaching Roundabout

At Grade Sidewalk For Parking Access

Back-in Parking

N. 42nd St.

N. 43rd St.

Skipper Rd.

Specimen Tree
& Understory Planting

Accent Paving Around
Planting Island

Flowering Tree In Median (Typ.)

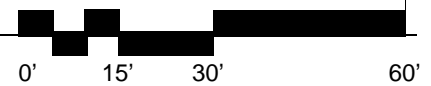
Existing Sidewalk

Existing Shade Tree (Typ.)

Accent Crosswalk (Typ.)

Proposed Shade Tree (Typ.)

Streetscape Enhancement Study Skipper Rd & 42nd St Intersection Enlargement



131st Avenue Corridor

While the 46th Street / Skipper Road corridor provides a bucolic country aesthetic, 131st Avenue reflects the more urban uses that surround the corridor. From the railroad tracks and industrial uses at the western end to the Veterans Administration (VA) Medical Center at the eastern end, there are multiple challenges in unifying the corridor in a comprehensive aesthetic theme. Rather, it is useful to envision the corridor in three segments. As shown on the framework plan, the mixed residential and industrial area extends from Nebraska Avenue to 15th Street. The next segment, from 15th Street to near Livingston Avenue, is comprised primarily of multi-family residential buildings and associated uses. The final segment, from Livingston Avenue to 30th Street (Bruce B. Downs Boulevard) is dominated by the VA Medical Center.

The corridor is proposed to include two travel lanes, a raised median and/or turn lanes, bicycle lanes, and sidewalks. The corridor width along 131st Avenue varies, but the majority of the roadway will be 60 feet wide, with the potential for 70 feet with additional ROW acquisition. As shown on the typical section drawings, medians should be heavily landscaped wherever possible and pedestrian-oriented lighting is desirable. To further enhance the pedestrian experience, private property owners should be encouraged to upgrade the fencing or walls abutting their property and shade trees planted where feasible.

The first segment is expected to transition over time from primarily industrial uses to a denser, mixed-use area. There are also plans to potentially run light rail service along the CSX tracks, which cross the corridor just east of Nebraska Avenue. Since the community may see dramatic change in the near future and existing ROW along 131st Avenue is constrained, proposed modifications to this portion of the roadway are limited. While bicycle lanes will be provided east of the railroad tracks, the short segment from the tracks to Nebraska Avenue will have painted shared-use markings (sharrows). As the industrial properties redevelop, additional ROW may be sought, allowing for enhanced pedestrian and bicycle facilities as well as a gateway treatment at the Nebraska intersection.

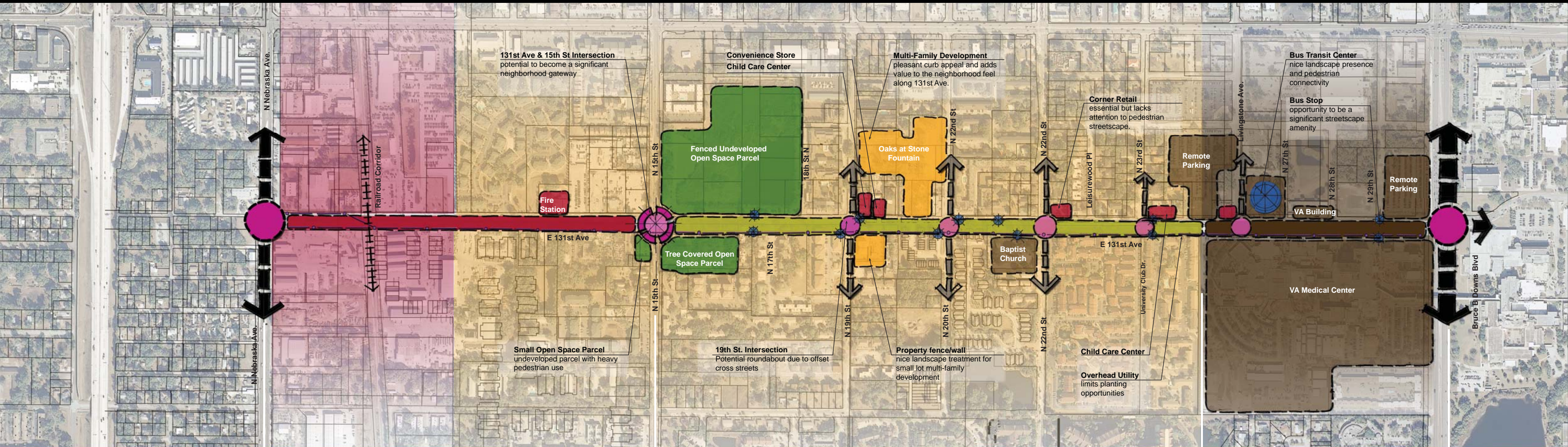
Moving east on the corridor, the intersection at 15th Street serves as a transition into the multi-family residential area of the corridor, and offers significant opportunity for enhanced landscaping and aesthetic treatments. As shown on the enlargement rendering, there is an undeveloped parcel on the southwest corner of the intersection that could be converted into a small park for the area. This could then be diagonally connected to the area along the Aaran's Pond, a stormwater facility controlled by Hillsborough County. Adjacent to the pond, the sidewalk could meander around trees, providing needed public open space for the community. The next major intersection is at 22nd Street, which was recently reconstructed, but could be further enhanced with aesthetic treatments and additional landscaping. Between 15th Street and 22nd Street, there are multiple bus stops. Ideally each stop would have a shelter, but at a minimum a bench and bike rack should be provided. The corridor plans envision a mid-block crossing west of 17th Street, providing access to bus stops in both directions.

The corridor transitions to more institutional uses approaching the Livingston Avenue intersection. This area is dominated by the University Area Transit Center and the VA Medical Center. The final rendering depicts potential modifications to 131st Avenue approaching 30th Street that are conducive of a campus atmosphere. However, this envisions the removal of an eastbound through lane, negatively effecting peak hour automobile mobility. As such, further analysis and discussion with area stakeholders should occur before proceeding with any changes.

Conclusion

This report presents an integrated plan for street and landscaping improvements on the 131st Avenue and 46th Street / Skipper Road corridors. Particular attention was paid to pedestrian, bicycle, and transit accommodations as well as enhancing safety for all users of the corridors. The concepts in the report have been assessed and found to have no fatal flaws. Additional ideas were evaluated, but were not advanced for various reasons. As the recommended concepts are developed further through engineering design, some modifications may be required.





MIXED MULTI-FAMILY & INDUSTRIAL

- From 15th St. to N Nebraska Ave. corridor quickly becomes an industrial zone.
- Street definition lacks in this zone of corridor. A simple definition of street, curb, and continuous walk would improve corridor.
- Continuing a street tree program would be beneficial, however, spacing can differ. Spacing within residential and campus zones should be closer to accommodate pedestrian comfort level.
- Consider unifying property fences for consistent look/color. Details and decorative nature should be toned down to visually match with an industrial use area.

MULTI-FAMILY RESIDENTIAL

- Largest zone of corridor includes large lot multi-family on south side of 131st Ave. & many small lot multi-family developments on north side.
- Many pedestrians in this zone. Intersection improvements with paver crosswalks at 22nd St. should be repeated throughout corridor and at mid-blocks where bus stops occur.
- Consider installing a consistent corridor street tree and foundation planting program along corridor to create aesthetic continuity. Utilize landscape medians to help calm traffic and establish a more residential feel.
- Corner convenience commercial is important for this neighborhood, however existing parcels have excessive curb cuts and vehicular dominated pavement with little focus towards the pedestrian.
- Consider replacing property walls/fences to a more consistent theme. One idea is to replace all fencing to a black powder coat metal decorative fence and include masonry columns where none exist. This will allow for individual identity with a level of aesthetic consistency.
- Consider a neighborhood gateway at 15th St. Excellent intersection with adjacent undeveloped lots that could create a gateway from the west and provide open space recreation that presently has none.

INSTITUTIONAL CAMPUS

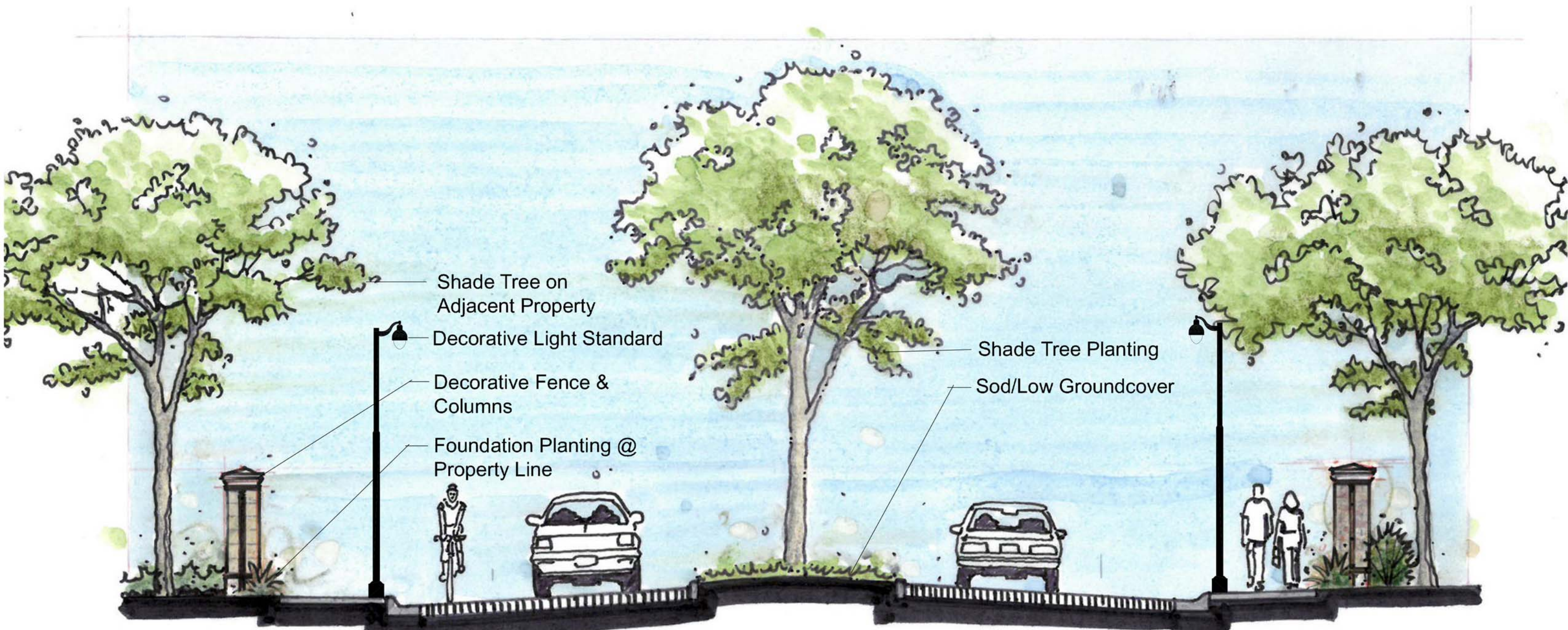
- Urban campus feel with pedestrian cross traffic to remote parking lots.
- Need wide pedestrian walks with street trees in grates, landscape cut-outs, or median islands where feasible.
- Consider eliminating thru lane near Bruce B Downs Blvd. intersection to maximize pedestrian zone.
- Consider understory/foundation plantings at base of walls/fences to soften feel and buffer views to parked cars/service areas.
- Thin sod strips at back of curb subject to undesirable growing conditions. Consider replacing with paving to increase width of pedestrian walk and reduce maintenance.
- Poor sod areas between sidewalk & fence and/or property wall are unmaintained and lack planting appeal to help define corridor & buffer undesirable views.

Preliminary Framework Analysis
USF Area Complete Streets Concept Plan

Tampa, Florida
ATKINS



NOT TO SCALE
 1/19/2014



Shade Tree on
Adjacent Property

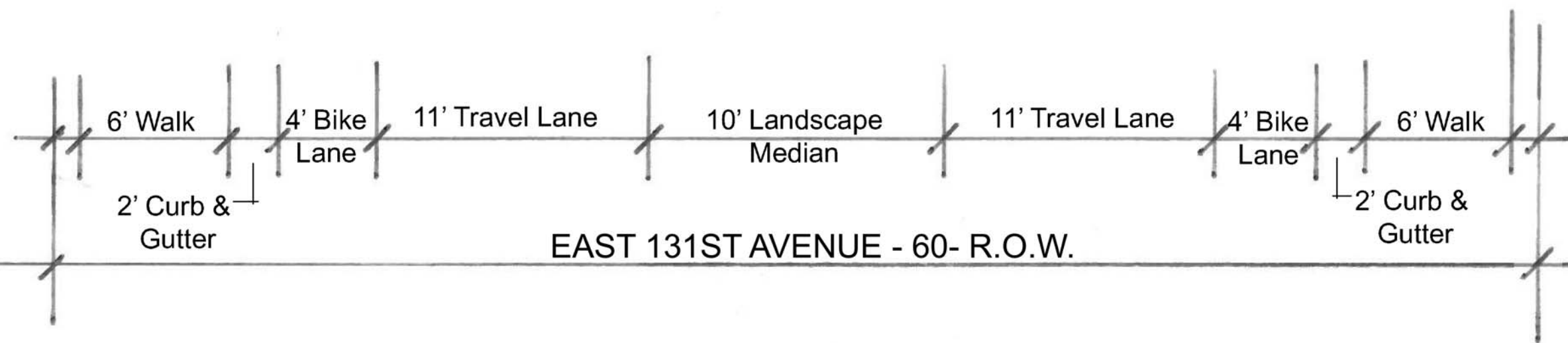
Decorative Light Standard

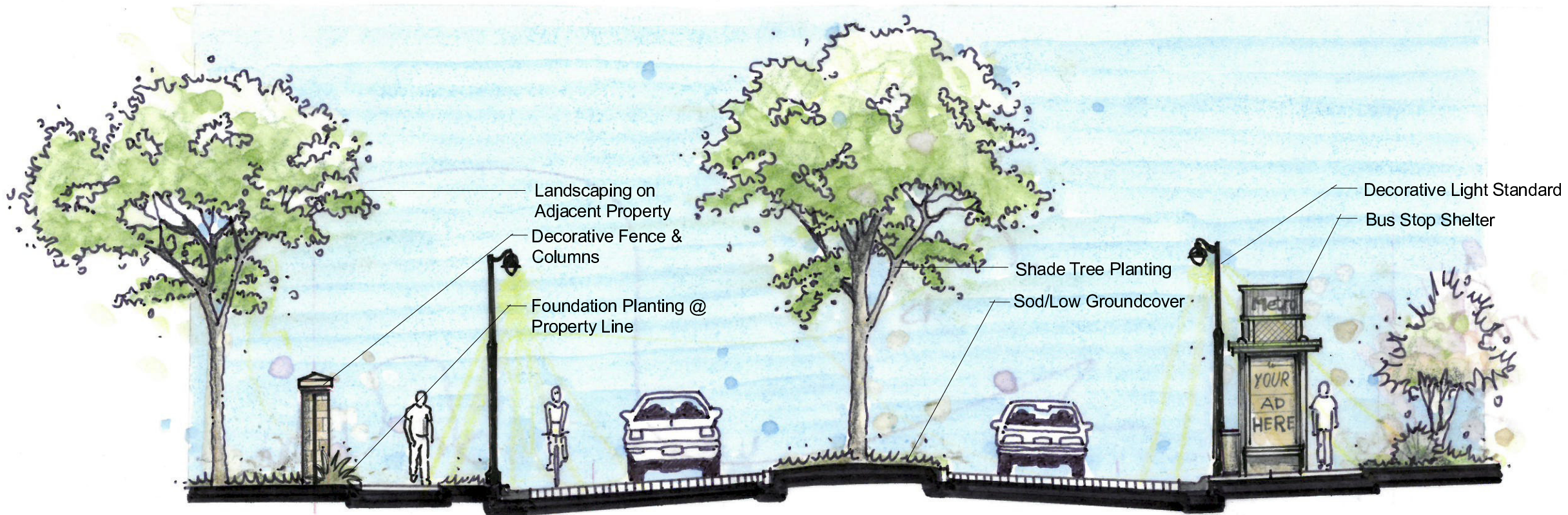
Decorative Fence &
Columns

Foundation Planting @
Property Line

Shade Tree Planting

Sod/Low Groundcover





Landscaping on
Adjacent Property

Decorative Fence &
Columns

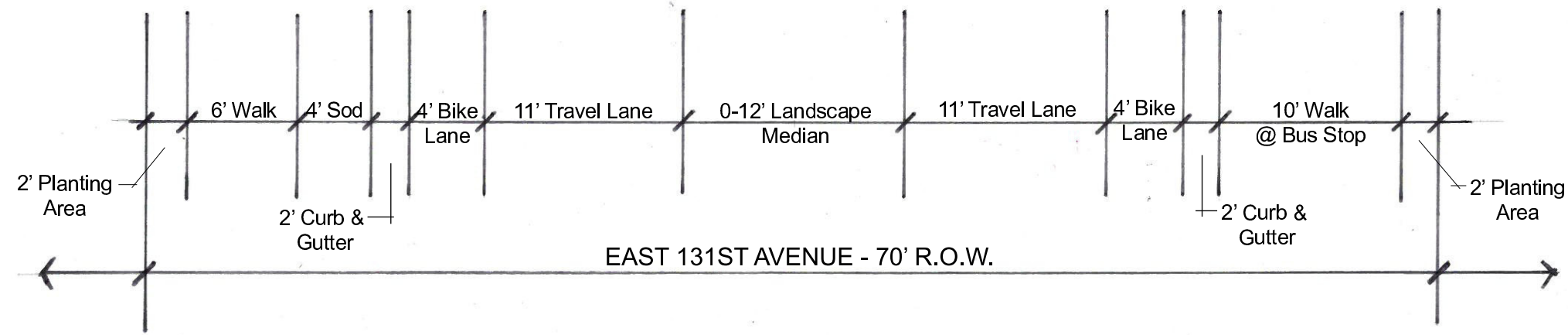
Foundation Planting @
Property Line

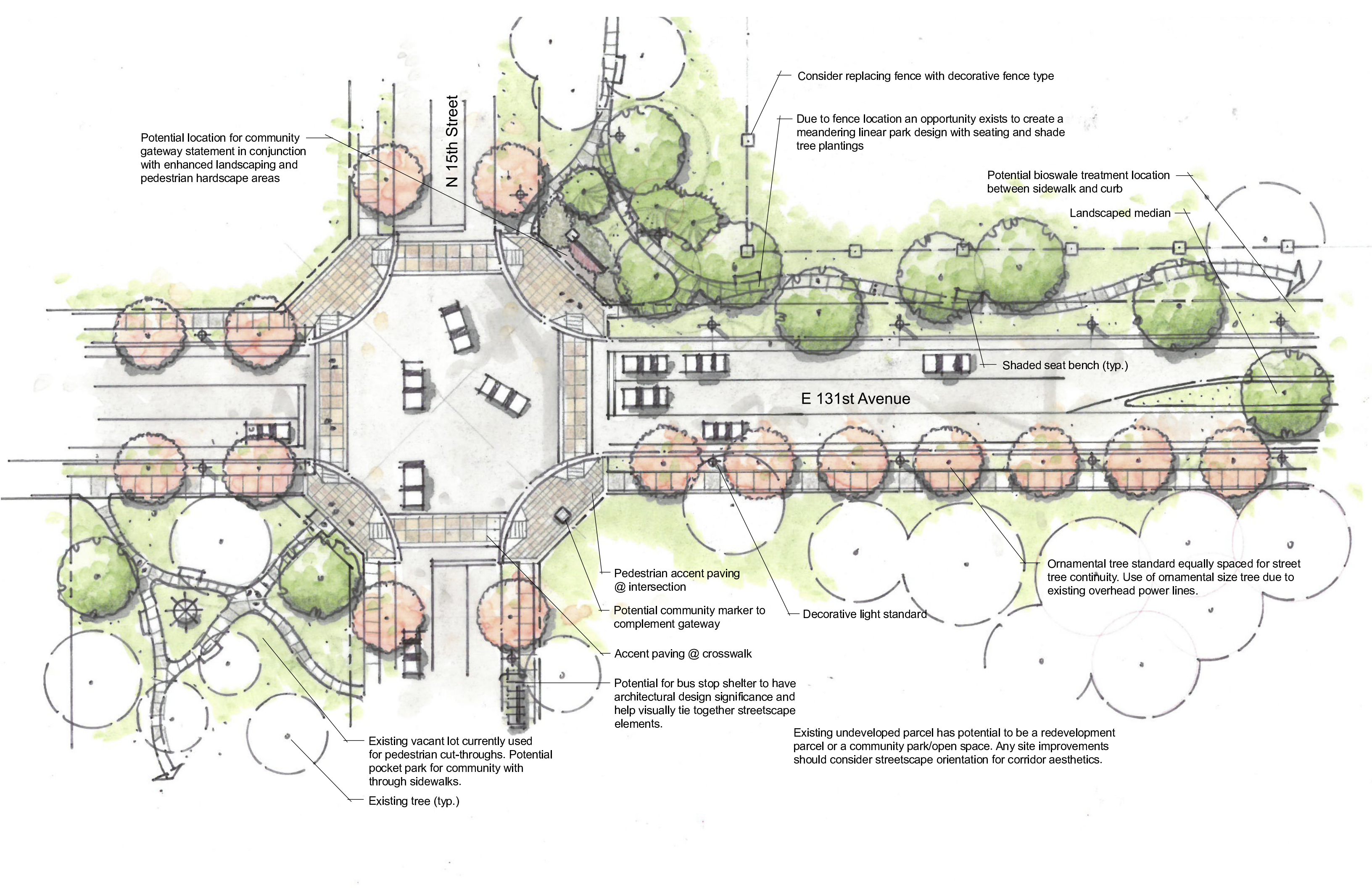
Shade Tree Planting

Sod/Low Groundcover

Decorative Light Standard

Bus Stop Shelter





Potential location for community gateway statement in conjunction with enhanced landscaping and pedestrian hardscape areas

N 15th Street

Consider replacing fence with decorative fence type

Due to fence location an opportunity exists to create a meandering linear park design with seating and shade tree plantings

Potential bioswale treatment location between sidewalk and curb

Landscaped median

Shaded seat bench (typ.)

E 131st Avenue

Ornamental tree standard equally spaced for street tree continuity. Use of ornamental size tree due to existing overhead power lines.

Decorative light standard

Pedestrian accent paving @ intersection

Potential community marker to complement gateway

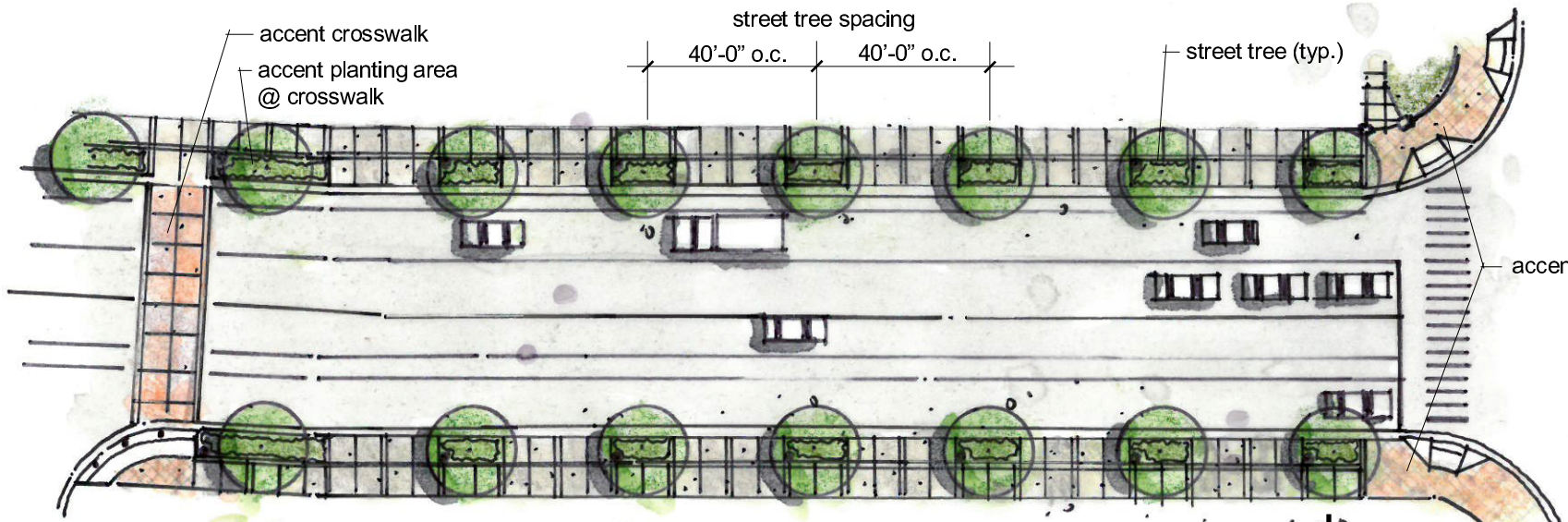
Accent paving @ crosswalk

Potential for bus stop shelter to have architectural design significance and help visually tie together streetscape elements.

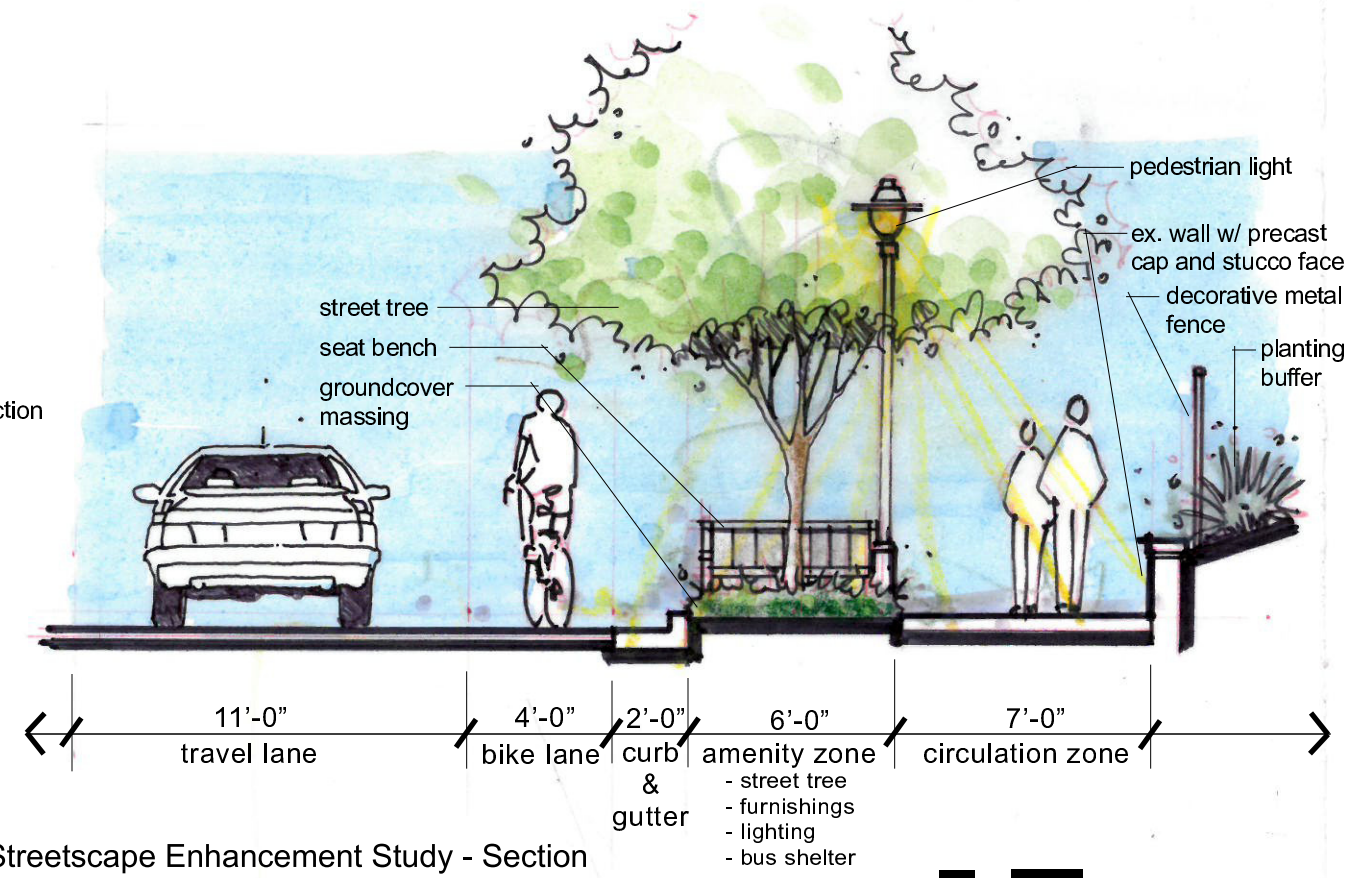
Existing vacant lot currently used for pedestrian cut-throughs. Potential pocket park for community with through sidewalks.

Existing tree (typ.)

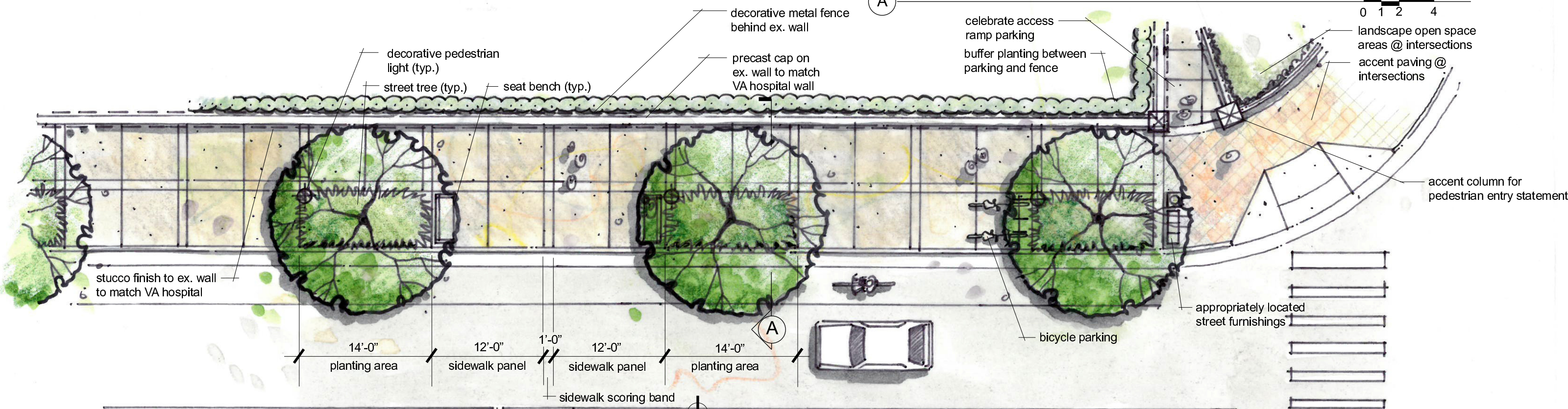
Existing undeveloped parcel has potential to be a redevelopment parcel or a community park/open space. Any site improvements should consider streetscape orientation for corridor aesthetics.



Streetscape Enhancement Study - Concept Plan



Streetscape Enhancement Study - Section



Streetscape Enhancement Study - Enlargement Plan

Streetscape Enhancement Study 131st Ave @ Bruce B. Downs Blvd