



Dale Mabry Pedestrian Overpass Technical Feasibility Analysis

March 2017

Overview

Two Part Study:

1. Feasibility of Alternatives for a Pedestrian Overpass Across Dale Mabry Hwy Near I-275
2. Walk/Bike Improvements Along Spruce St between Dale Mabry Hwy and Rome Ave



Dale Mabry Pedestrian Overpass

Objective:

Assess the feasibility of various alternatives that will connect the existing section of the I-275 trail across Dale Mabry Hwy to the MPO's proposed trail alignment along the south side of I-275 starting at Himes Ave.

Identified in the Greenways and Trails Master Plan Update (2016)



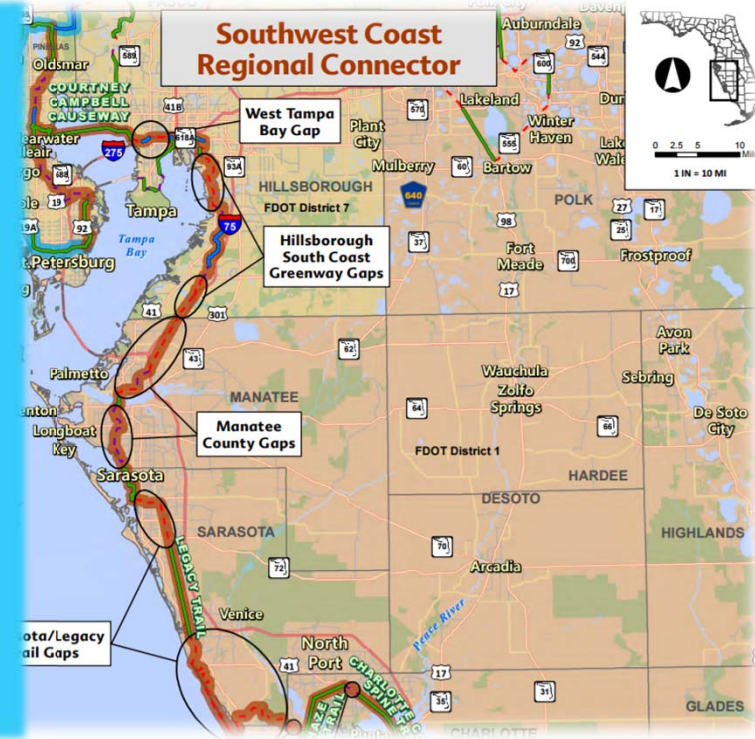
Needed Trail Connection



Regional Trail Significance

SUNTrails – Creating a System of Greenways and Trails Throughout Florida

- Part of the Southwest Coast Regional Connector



Northside or Southside Crossing?

Evaluating Crossing Opportunities
North and South of the Interstate

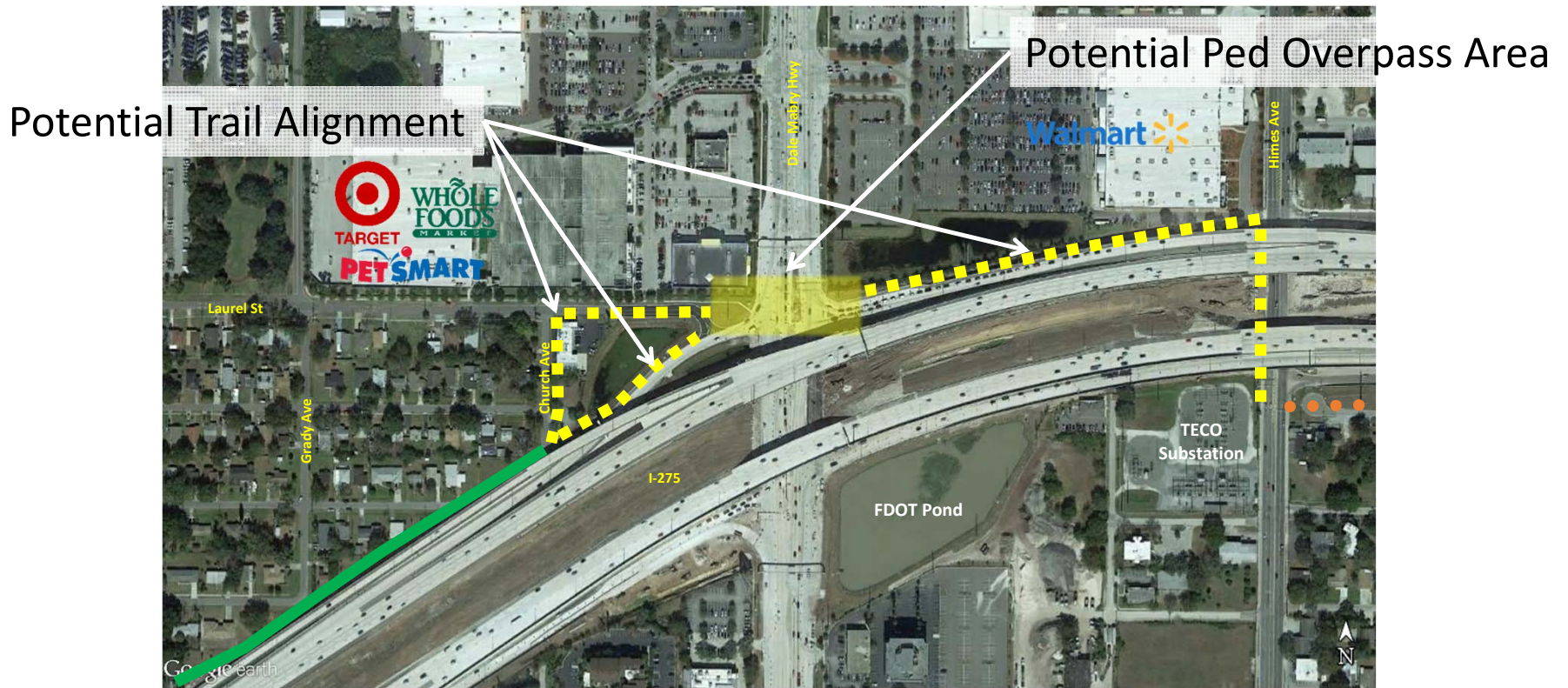


North Side Crossing?

Crossing Opportunities North
of I-275



North Side Crossing?

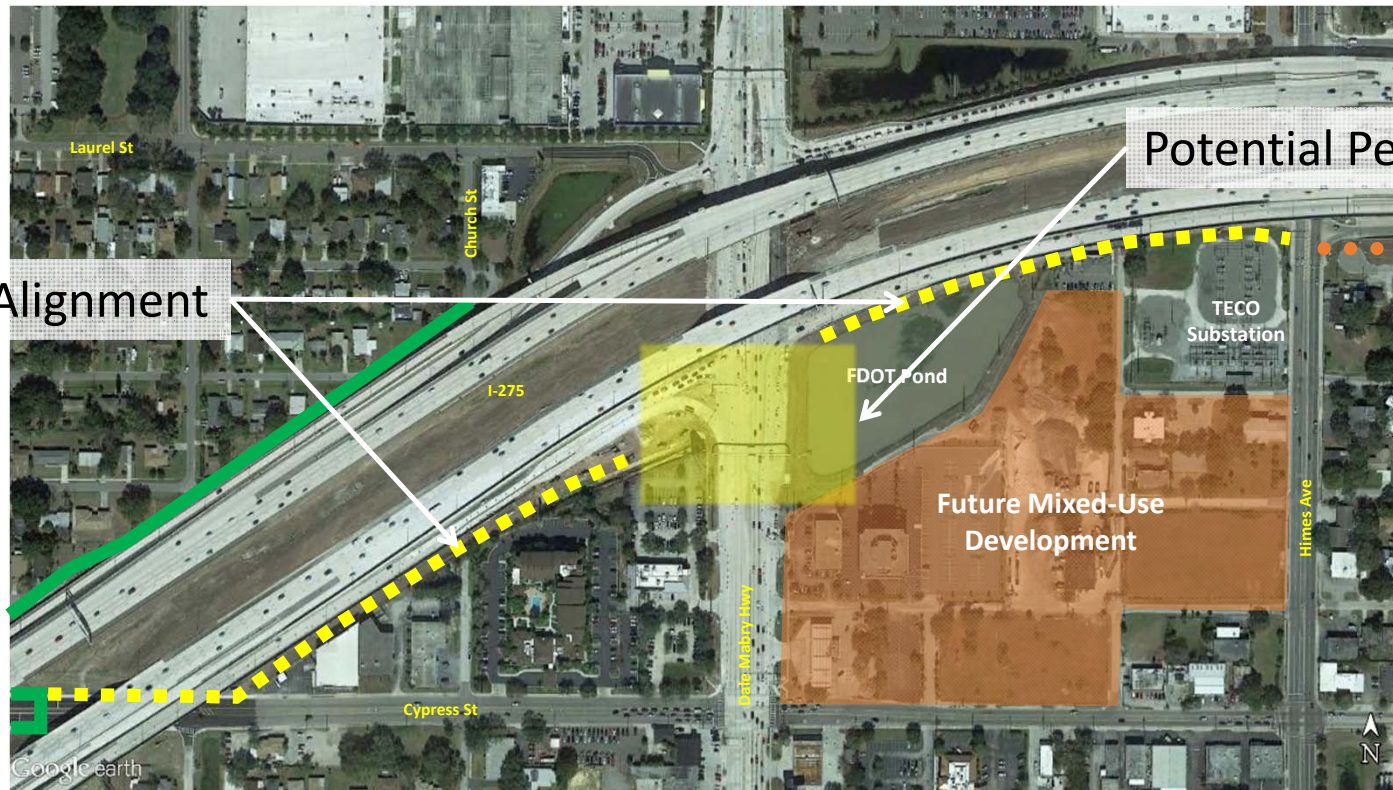


South Side Crossing?

Crossing Opportunities South
of I-275



South Side Crossing?



Potential Trail Alignment

Potential Ped Overpass Area

Future Mixed-Use Development

FDOT Pond

TECO Substation

I-275

Laurel St

Church St

Cypress St

Dale Mabry Hwy

Himes Ave

Google earth



Exploring South Side Options

- Coordinating with FDOT and City of Tampa on determining available right-of-way
- Evaluating Alignment Options for Ped Overpass



Spruce St Walk-Bike Enhancements



Spruce St Walk-Bike Enhancements

Explore opportunities to enhance the pedestrian and bicycle environment along Spruce Street while respecting and preserving the existing fabric of the residential neighborhoods along the corridor.



Study Area

Dale Mabry Hwy

Rome Ave



Background Data Review

Completed a Corridor Review of:

- Roadway Classification
- Intersection Control
- Street Lighting
- Drainage Inlets
- Existing Land Use
- Special Districts
- Transit Service and Ridership
- Total Crashes
- Pedestrian and Bicycle Crashes
- Percent Workers Walking and Biking to Work



Detailed Existing Conditions Evaluation

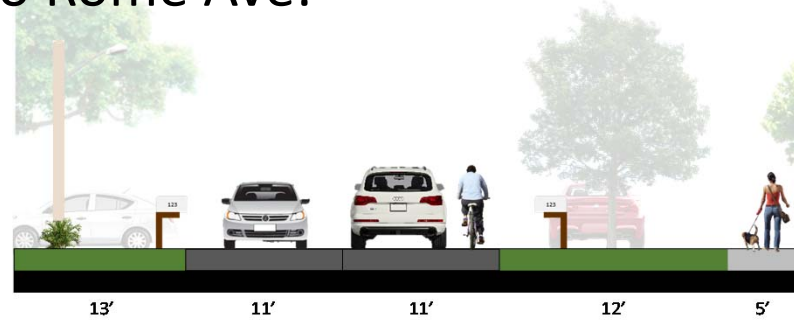
- 7 Identified Segments
- Documented:
 - Roadway Type (Functional Class)
 - Right-of-Way Width
 - Pavement Width
 - Road Edge Type
 - Drainage
 - Pedestrian Facilities
 - Bicycle Facilities
 - General Land Use
 - General Observations



Detailed Existing Conditions Evaluation

Example – Spruce St, Albany Ave to Rome Ave:

Roadway Type:	Local
Right-of-Way:	55'
Pavement Width:	22'
Road Edge Type:	Grass shoulder, no curb
Drainage:	Inlets at intersections along side streets, grate inlets in roadway at Rome Ave
Pedestrian Facilities:	5' sidewalk along the south side
Bicycle Facilities:	None
General Adjacent Land Use:	Residential, single family
General Observations:	Vegetation, including some larger trees, within the ROW along the north side may present some challenges. Some on-street parking was observed in this segment. Fremont Ave dead-ends north of Spruce St, there is an 8' path (part of the Fremont Linear Park) that then continues north from the dead-end along the Fremont Ave ROW.



Potential Pedestrian and Bike Improvements

General “Toolbox”

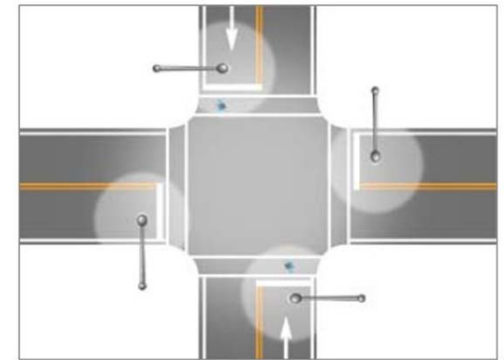
Site Specific Improvements:

- Intersection Improvements
 - Crossing treatments, lighting, geometric design changes, etc.
- Segment Improvements
 - Sidewalk gaps, bike facilities, etc.



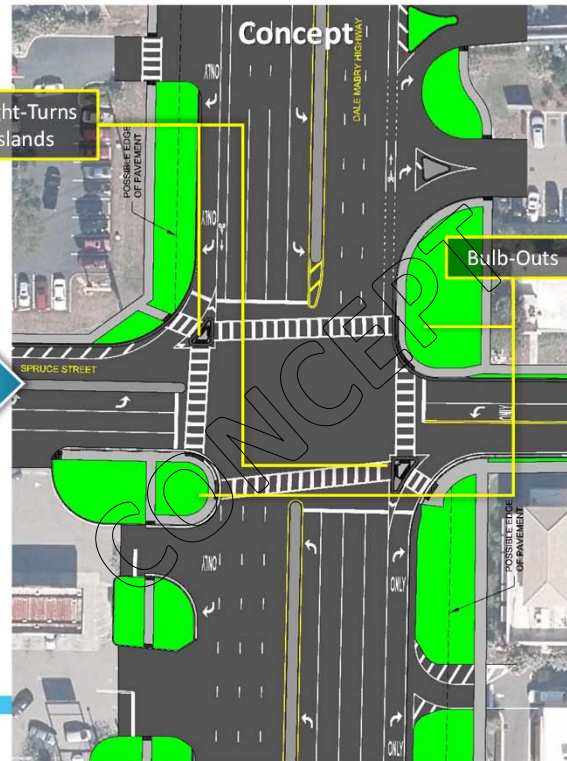
General “Toolbox”

- Crosswalk Markings
- Sidewalks
- Pedestrian Signals and Pushbuttons
- Lighting
- Accessible Pathways/ADA
- Signage
- Etc...



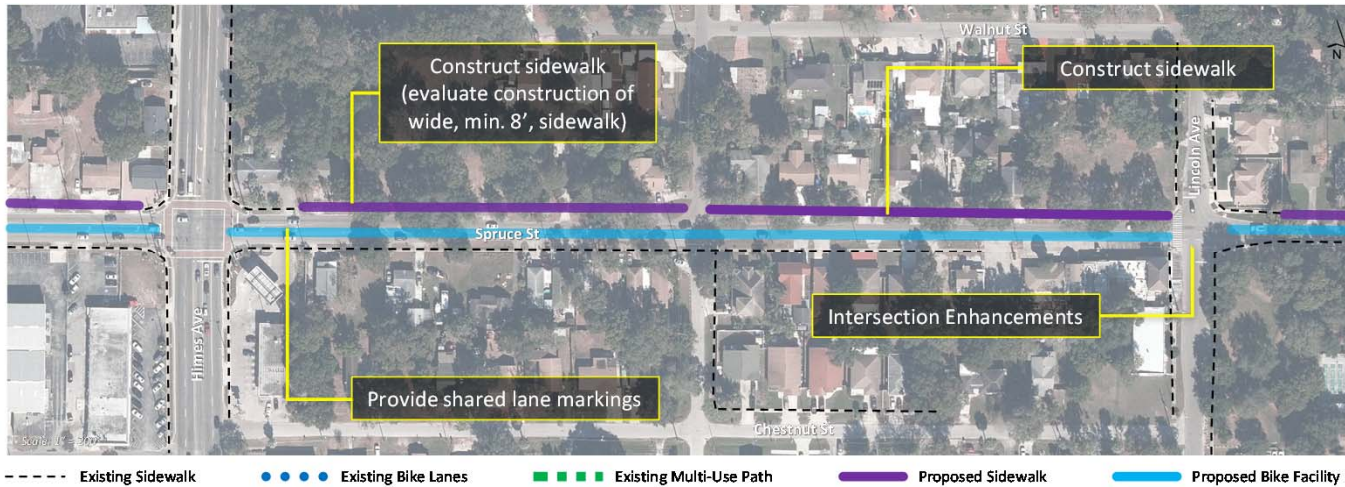
Examples of Potential Improvements

Spruce St at Dale Mabry Hwy:



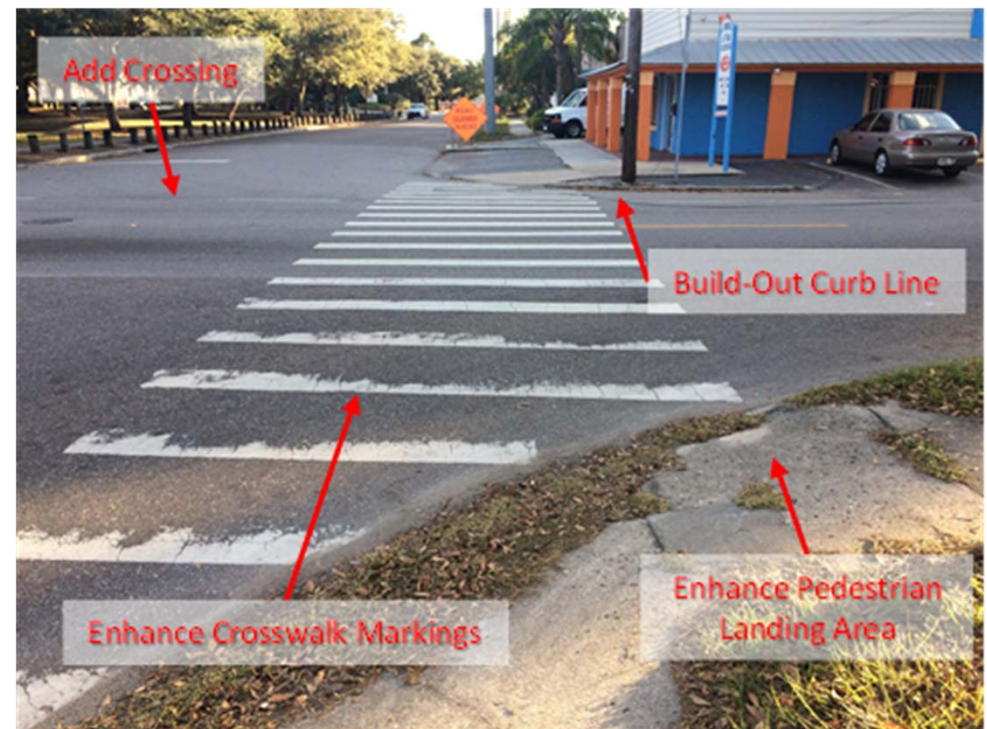
Examples of Potential Improvements

Spruce St between Himes Ave and Lincoln Ave:



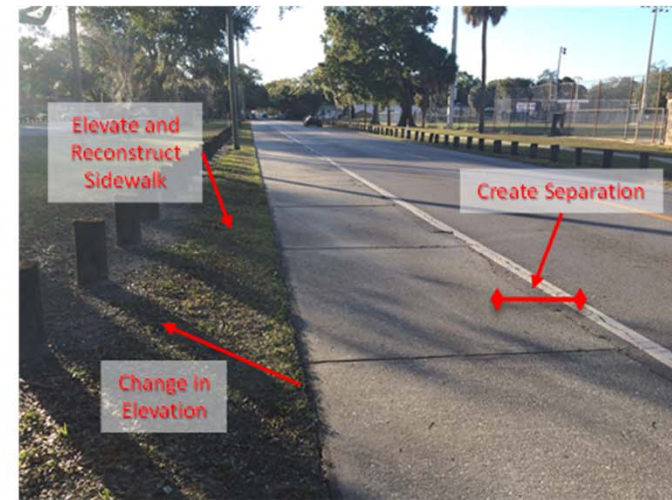
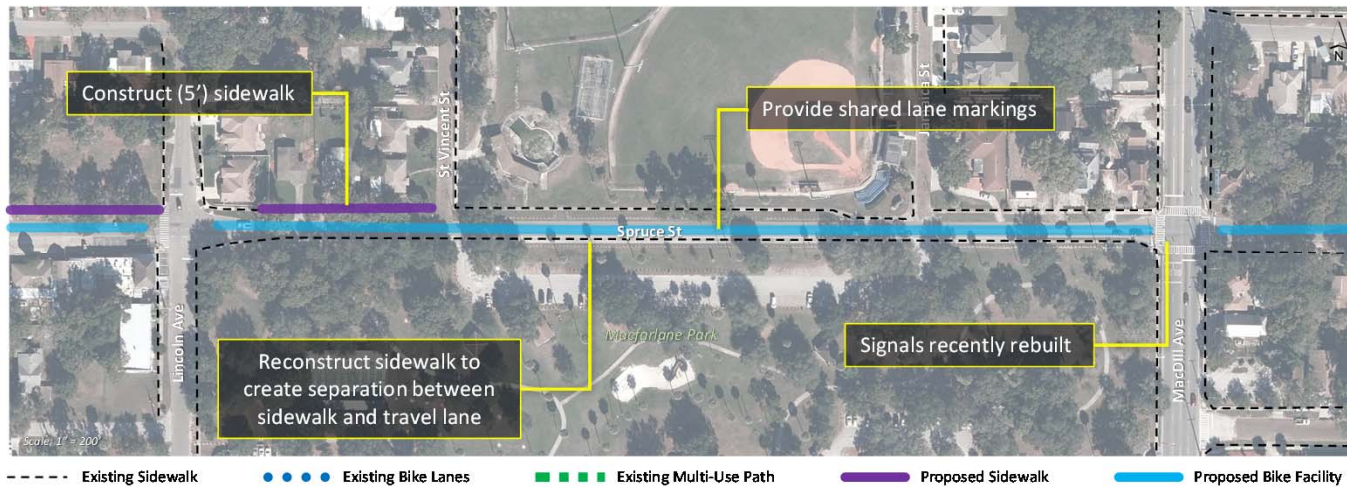
Examples of Potential Improvements

Spruce St at Lincoln Ave:



Examples of Potential Improvements

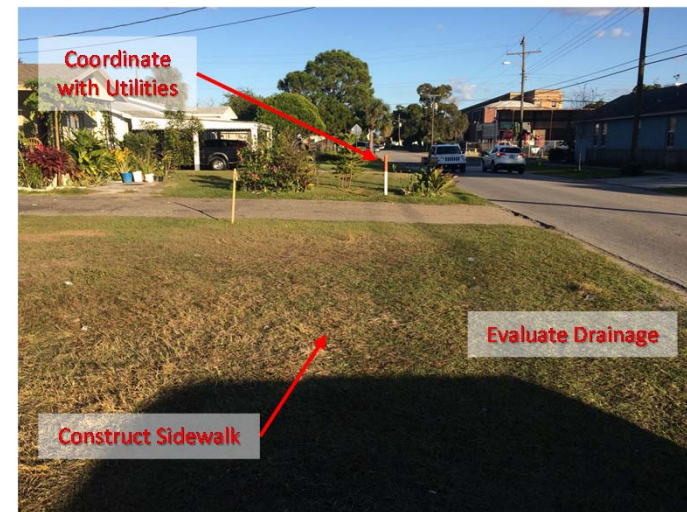
Spruce St between Lincoln Ave and MacDill Ave:



Examples of Potential Improvements

Spruce St between MacDill Ave and Rome Ave:

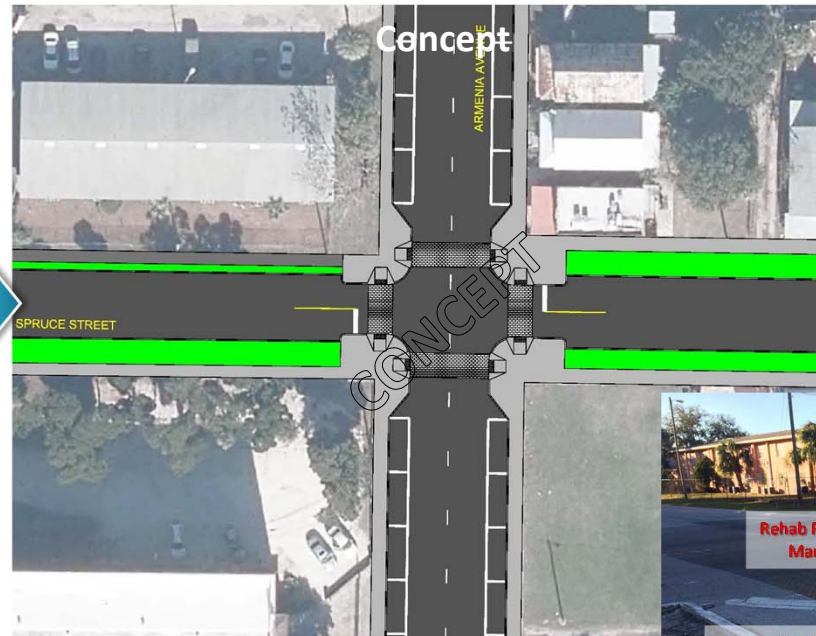
- Complete 5' sidewalk along the north side of Spruce St*



**Completing sidewalk along the north side of Spruce St may require the clearing of ROW and may impact personal property that is located within the public ROW.*

Examples of Potential Improvements

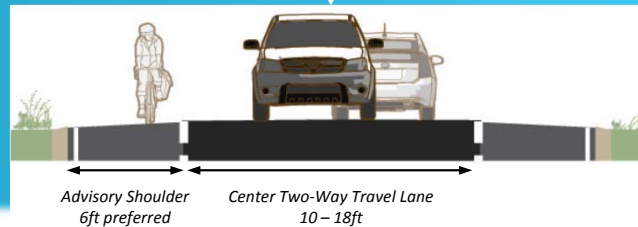
Spruce St at Armenia Ave:



Other Spruce St Considerations

Define a “Vision” for the Spruce St Corridor

- Bicycle Boulevard Treatment
- Advisory Shoulder Treatment
 - *FHWA Experimental Use*
- Installing Curb and Gutter
- Bioswale Treatment



Source: Columbus Underground

Next Steps

- Dale Mabry Ped Overpass:
 - Continued coordination with FDOT & COT to determine availability of ROW
 - Identify feasible alignment options
 - Develop alternative conceptual plans
- Spruce St Walk-Bike:
 - Finalize improvement concepts
 - Feasibility Review and Cost Estimates



Questions

Thank You