



Safe Routes to School



Tampa
School Transportation
Safety Study

Prepared for:

Draft
Executive Summary
November 2022



Hillsborough TPO
Transportation
Planning Organization



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Executive Summary

Project Overview

This project is a collaboration of the Hillsborough Transportation Planning Organization (TPO) and the City of Tampa to update the 2018 *School Safety Study* (2018 Study). This study builds upon the 2018 Study and includes a select set of schools for multimodal safety and mobility reviews. Physical improvements are identified for eight schools, and a toolbox of educational and encouragement campaign materials for district wide use with near-term application to three schools is included. The study included the following key tasks:

- Establish a stakeholder group, including individuals from the City of Tampa, Hillsborough TPO, School District, Sidewalk Stompers, (a non-profit organization focused on implementing walking to school programs in Hillsborough County), Hillsborough County Sheriff's Department (Crossing Guard Program staff), Florida Department of Transportation (FDOT), the Center for Urban Transportation Research (CUTR), and local health groups
- Survey school staff and student families on their school transportation challenges and barriers
- Prioritize and select schools for inclusion in the focused assessment (while all schools in the district were included in the prioritization, only schools in the City of Tampa were selected for focused assessments)
- Conduct observations at school sites selected for inclusion in the focused assessments and meet with staff at selected schools to discuss potential improvements
- Identify transportation system improvements around and connecting to selected school sites, and develop planning level cost estimates
- Develop education and outreach materials

Key Study Findings

While each school has its unique transportation challenges, several key themes emerged from the field observations, family and school administrator surveys (details provided in Chapter 2), and conversations with principals:

- There is insufficient walking and bicycling infrastructure around many schools that create a barrier for students to walk and bike to/from school, including a lack of marked and protected crossing locations
- People drive too fast around schools and on roadways connecting to schools, increasing the hesitancy of guardians to allow their student to walk or bike to school or to a school bus stop
- Many people live too far from the school to walk or bike, and the bus ride is too long
- Other non-transportation related issues such as crime serve as a deterrent to some in allowing their student to walk, bike or take the bus to school
- School administrators are unaware of resources available to them related to school transportation

A host of educational and encouragement strategies were identified, based on programs already occurring in the district, Safe Routes to School best practices, and feedback from the Stakeholder group and Principals about what strategies they would like to see implemented in the district and resources needed for implementation. Those strategies are described in detail in Chapter 3. Feedback from school administrators, the project team and the stakeholder group led to the development of district specific information, including a “Who do I Call?” flyer and a yard sign program. The audience for the “Who do I Call?” flyer is school administrators, with a flyer shown on **Figure ES-1**. Information such as reporting damaged infrastructure, requesting a bike rack, or requesting a school assembly is provided.

A yard sign program was also developed. The target audience for these signs would be the general traveling public as well as students and their families. Messages targeted to the general public are aimed to slow vehicle travel and make people aware that students may be walking in the area. Yard signs can also be used as a wayfinding element as part of a walk or bike to school day to highlight the most appropriate route to school. Example yard signs are shown on **Figure ES-2**.

Specific engineering countermeasures were identified for the focus schools included in this study, as presented on **Figures ES-3 through 8** and detailed in the chapters noted below.

- Shaw Elementary (details provided in Chapter 4)
- Potter Elementary (details provided in Chapter 5)
- West Tampa Elementary (details provided in Chapter 6)
- Orange Grove Middle Magnet (details provided in Chapter 7)
- Jefferson High School (details provided in Chapter 8)
- Just Elementary, Stewart Middle and Blake High School (combined as they are neighboring schools) (details provided in Chapter 9)

WHO DO I CALL?

FOR SCHOOL AREA SAFETY SERVICES IN THE CITY OF TAMPA

School Crossing Guard

HCPS Middle, & High School
Hillsborough County Sheriff's Office
Melissa Kincheloe
mkincheloe@teamhcsso.com
HCPS Elementary School
<https://www.hillsboroughschools.org/Page/581>

Sidewalk Repairs

Tampa Mobility Dept
(813) 274-3101
apps.tampagov.net/appl_customer_service_center/

Street Lights

TECO
(813) 274-3101
<https://forms.tampaelectric.com/forms/residential/streetlightout/>
or
City of Tampa
(813) 274-3101
https://apps.tampagov.net/appl_customer_service_center/form.asp?str_ServicID=341

REPORT SAFETY CONCERNS

TAMPA MOBILITY DEPT.
General Traffic
(813) 274-3101
apps.tampagov.net/appl_customer_service_center/

TAMPA MOBILITY DEPT.
School Zone/Area Safety
(813) 274-3101
apps.tampagov.net/appl_customer_service_center/

FDOT SAFE ROUTES TO SCHOOL PROGRAM, DISTRICT 7
School Zone Safety
<https://www.fdot.gov/Safety/programs/safe-routes-quicklinks.shtm>

HILLSBOROUGH COUNTY PUBLIC SCHOOLS
Bus Stop Too Far or Unsafe
(813) 982-5500
<https://www.hillsboroughschools.org/transportation>

ENCOURAGE WALKING

SIDEWALK STOMPERS
Walk to School Programs
Target Audience: All Ages
<https://sidewalkstompers.org/>

Bike Rack

Tampa Mobility Dept
(813) 274-3101
apps.tampagov.net/appl_customer_service_center/
or
HCPS School Transportation
<https://www.hillsboroughschools.org/Page/4563>

Roadway Maintenance

Fix It Fast
(813)274-3278
<https://www.tampa.gov/mobility/transportation/fix-it-fast>

New Crosswalk

Tampa Mobility Dept
(813) 274-3101
apps.tampagov.net/appl_customer_service_center/

Traffic Sign Repairs/Requests

City of Tampa
(813)274-3101
https://apps.tampagov.net/appl_customer_service_center/
Look under Citizen Action Request / Traffic Sign Repair



Hillsborough TPO
Transportation
Planning Organization

EDUCATIONAL PRESENTATIONS

Bicycle Clinic

TARGET AUDIENCE: PE Class
St. Joseph's Children's Wellness
& Safety Center
(813) 615-0938
kristi.nalls@baycare.org

Biking Walking Curriculum

TARGET AUDIENCE: 1st & 4th Grade
MORE HEALTH, Inc.
(813) 288-0378
<https://www.morehealthinc.org/education/#Lessons-Grades-K-5>
clemaster@morehealthinc.org

Transportation Safety Presentation/Campaign

TARGET AUDIENCE: All Ages
Bike/Walk Tampa Bay
<https://walkbikedrive.org/>
JMBond@usf.edu

Driver Safety Education

TARGET AUDIENCE: High School
FDOT Community Traffic Safety Team
<http://tampabaytrafficsafety.com/>

Vision Zero Safety Speaker

TARGET AUDIENCE: All Ages
<https://www.tampa.gov/visionzero>
<https://planhillsborough.org/vision-zero/>

TAMPA SCHOOL SAFETY



THIS IS A

SCHOOL

ZONE



YOUR
LOGO
HERE

Yard Sign Option 3



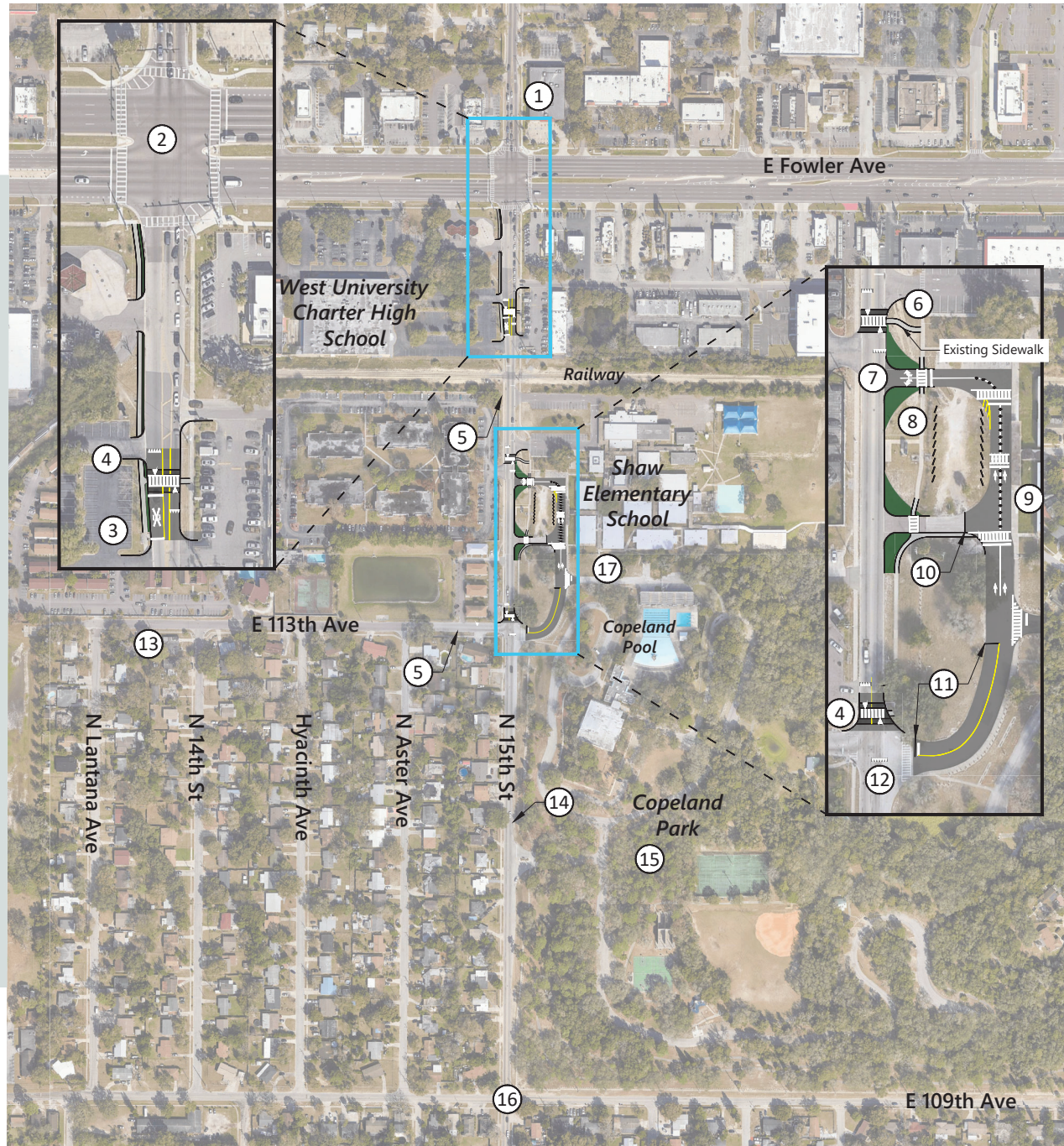
TAMPA SCHOOL SAFETY



1. Coordinate with the County to remove pedestrian crossing signs where a crosswalk is not present; consider installing Advance Pedestrian Crossing sign (W11-2).
2. Implement the existing Improvement Plan for Fowler Avenue.
3. Connect bus stop to Fowler Avenue with a sidewalk.
4. Install raised crosswalk with advance yield lines and signage; consider installing RRFB.
5. Bring existing School Speed Zones into compliance with State Statue and install school zone flashers where appropriate.
6. Update crosswalk markings and convert to raised crosswalk with advance yield lines and signage; consider installing RRFB.
7. Modify driveways to reduce speed of vehicles turning to N 15th Street. To prevent people from parking across sidewalk and landscaped areas, consider installing curb or some other physical barrier.
8. Formalize lot for parking to maximize spaces and delineate walking routes from parking area to school entrance. Initially, parking spots can be delineated using railroad ties, wheel stops, pavers, or other material. Grass pavers could be considered for a longer-term installation.
9. Consider implementing a dual lane pick-up system where pick-up can be accomplished from both lanes. Additional operational details provided in text of report. Sign left lane for traffic going south on 15th Street and the right lane for traffic traveling north on 15th Street.
10. Install a gate or barricade to prevent traffic from using this entrance. Barricades can be formed by permanent or rolling planters, plastic or metal barricades, or other material.
11. Consider converting this roadway segment to one way only either during pick-up only or permanently to maximize on-site queue storage. Maintenance access to Copeland Pool may be affected and should be considered in final plans. Gates could be added and would have to be closed during pick-up/drop-off hours and reopened afterward.
12. Evaluate the intersection of N 15th Street and E 113th Avenue for All-Way Stop-Control Installation.
13. Construct a sidewalk on the north side of E 113th Avenue. This would likely require narrowing the roadway to 20 feet.
14. Evaluate potential to provide inset-parking on the east side of N 15th Street.
15. Implement improvements identified in the Safe Access to Parks Study, which includes installation of additional traffic calming along N 15th Street and E 109th Avenue, construction of sidewalks at main park entrance connecting to the internal walking system, street lighting upgrades, and other transportation system improvements.
16. Evaluate potential to install a mini-roundabout.
17. Provide more accessible and visible bike parking.

Shaw Elementary School
N 15th Street
Tampa, Florida

Figure ES-3



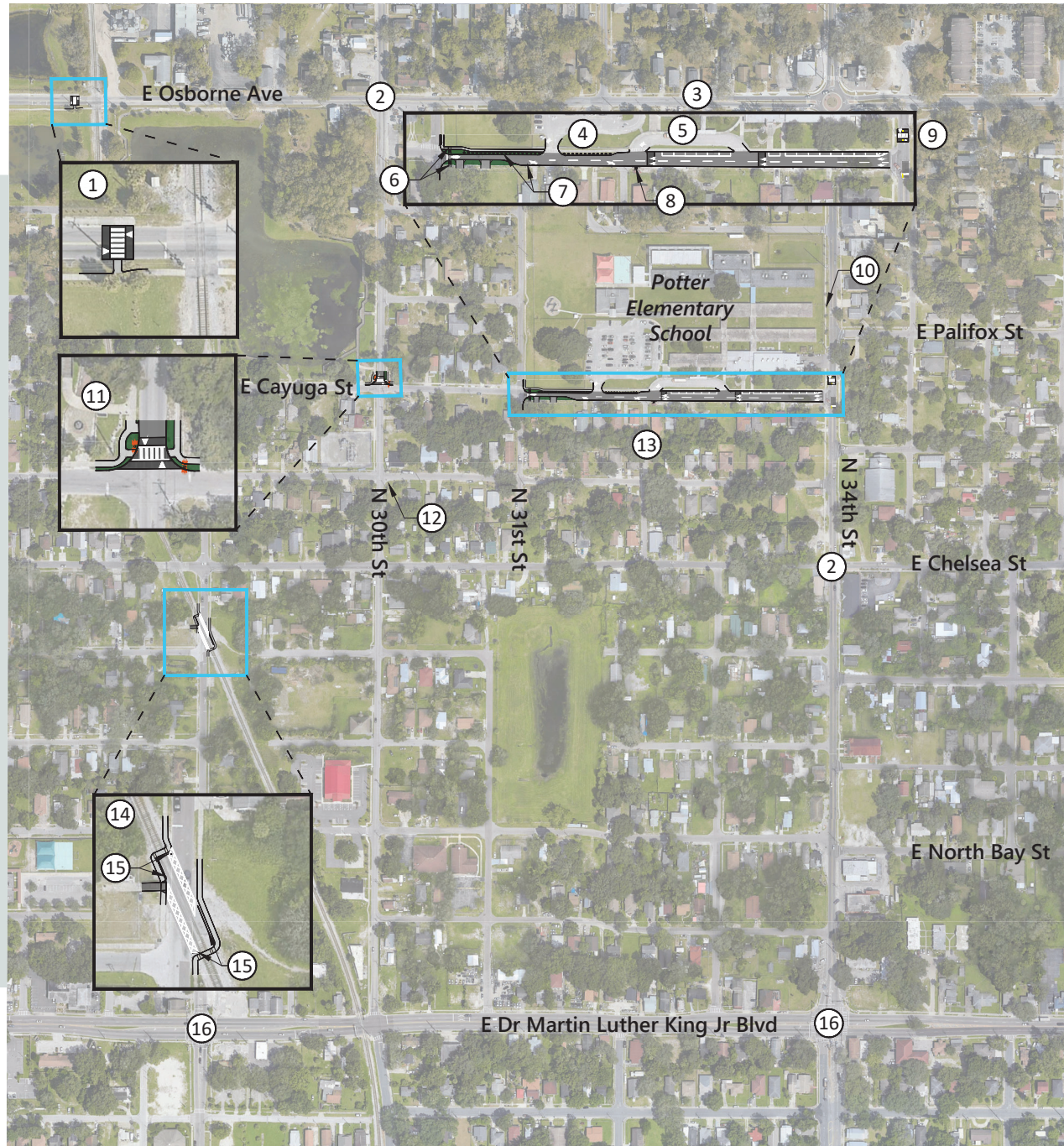
TAMPA SCHOOL SAFETY



1. Install a raised crosswalk and work with CSX to upgrade crossing safety equipment.
2. Refresh crosswalk markings.
3. Install double yellow lines on E Osborne Avenue.
4. Add a vertical barrier between the roadway and sidewalk to prevent parents/guardians from blocking the sidewalk.
5. Convert Cayuga Street from N 31st Street to N 34th Street to one-way westbound and install two speed humps. Consider painting the school mascot or a mural on this segment to emphasize that it is a school zone.
6. Convert to an All-Way Stop. Install Stop Sign (R1-1) westbound, Do Not Enter sign (R5-1) eastbound, One Way sign (R6-1), No Right Turn sign (R3-1) northbound, and No Left Turn sign (R3-2) southbound.
7. Install signs prohibiting parking on both sides of E Cayuga Street between N 31st Street and the parking lot driveway.
8. Install One Way sign (R6-1) and No Right Turn (R3-1) sign.
9. Convert crossing to a raised crosswalk. Consider giving the crossing guard a key to manually override the signal.
10. Bring existing School Speed Zones into compliance with State Statute.
11. Install a raised crosswalk and RRFBs.
12. Refresh stop bar markings and consider installing marked crosswalks.
13. Remove the school zone sign on N 32nd Street.
14. Install sidewalks that intersect railroad tracks at a 90 degree angle. Sidewalks should have detectable warning surfaces before on either side of the tracks. Install dynamic envelopes in the roadway on either side or the tracks.
15. Install a railing to encourage users to stay on the sidewalk.
16. Add Leading Pedestrian Intervals and bicycle detection at Dr Martin Luther King Jr Boulevard.

Potter Elementary School
Cayuga Street
Tampa, Florida

Figure ES-4



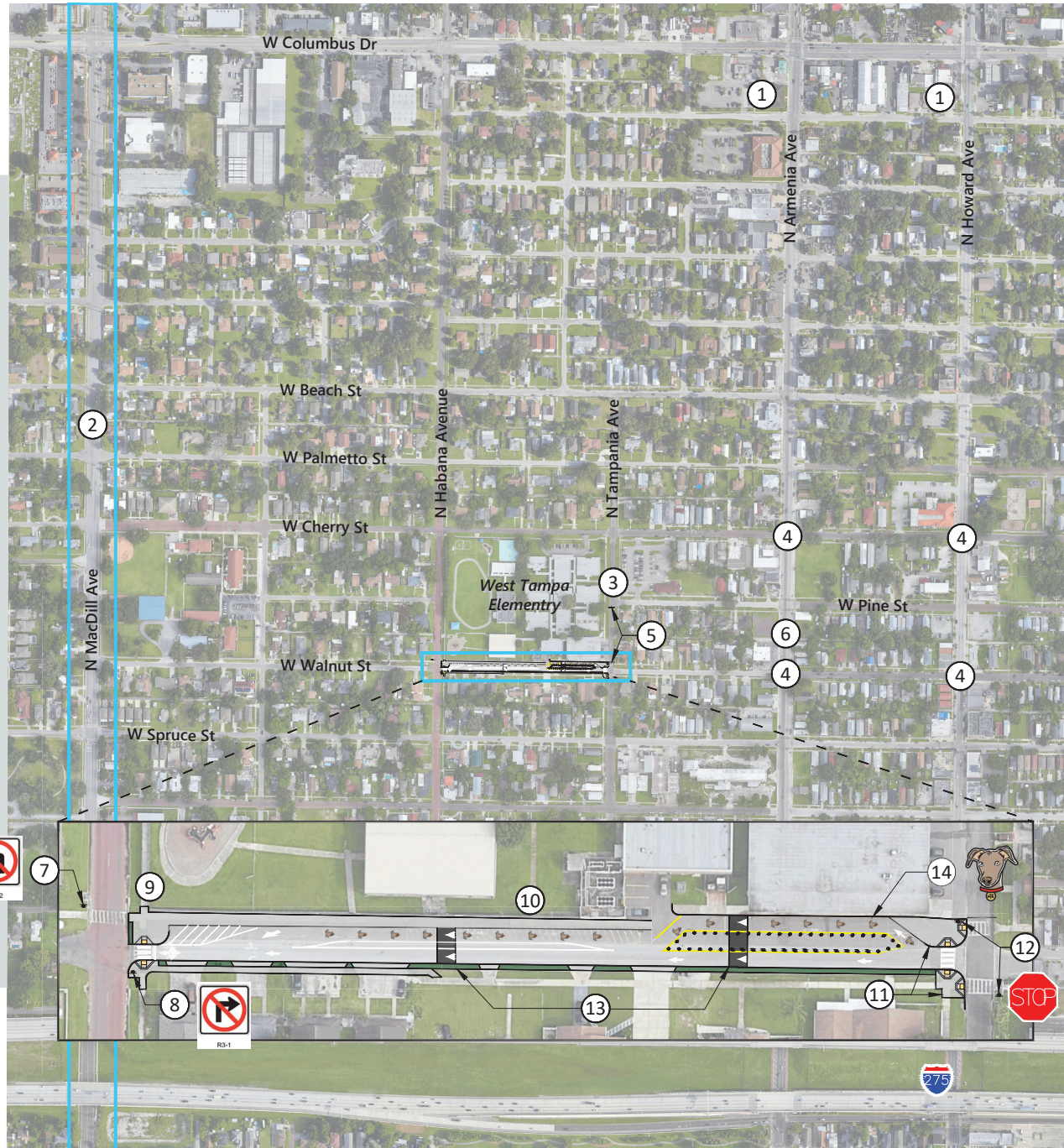
TAMPA SCHOOL SAFETY



1. Implement improvements on Armenia Avenue and Howard Avenue as identified in the West Tampa Multi Modal Plan, which generally include adding bicycle facilities, narrowing travel lanes, eliminating excess turning capacity to shorten pedestrian crossing distances, widening the sidewalk, and constructing curb extensions. While all on-street parking is generally expected to be maintained, parking restrictions may need to be implemented to provide adequate sight-distance.
2. Evaluate Macdill Avenue for lane repurposing and evaluate providing additional marked and controlled crossing locations connecting from neighborhoods to the schools.
3. Add marked crosswalk connecting teacher parking lot to the school.
4. Upgrade curb ramps for ADA compliance and install marked crosswalks and other appropriate crossing treatments.
5. Formalize process to close one block portion of Tampania Avenue during morning drop-up and afternoon pick-up. See report for additional details.
6. Evaluate location of pedestrian crossing in conjunction with other planned improvements on Armenia Avenue. If crossing is to remain, provide ADA compliant curb ramps and advanced stop bar.
7. Install No Left Turn sign (R3-2).
8. Install No Right Turn Sign (R3-1).
9. Extend curb to narrow to one lane to further reinforce the one-way designation.
10. Update striping to reduce vehicle conflicts. Move the southern edge of pavement 3.5 feet north to align with the curb extensions on the east and west side of the corridor. Extend sidewalk on the south side to connect to N Habana Street.
11. Install curb extensions. In the near-term, the curb extension can be created using striping and posts. In the long-term, consider raised curbs.
12. Convert W Walnut Street and N Tampania Avenue to All-Way Stop.
13. Install speed humps or consider using portable speed bumps.
14. Incorporate school logo into car line.

West Tampa Elementary School
West Cherry Street
Tampa, Florida

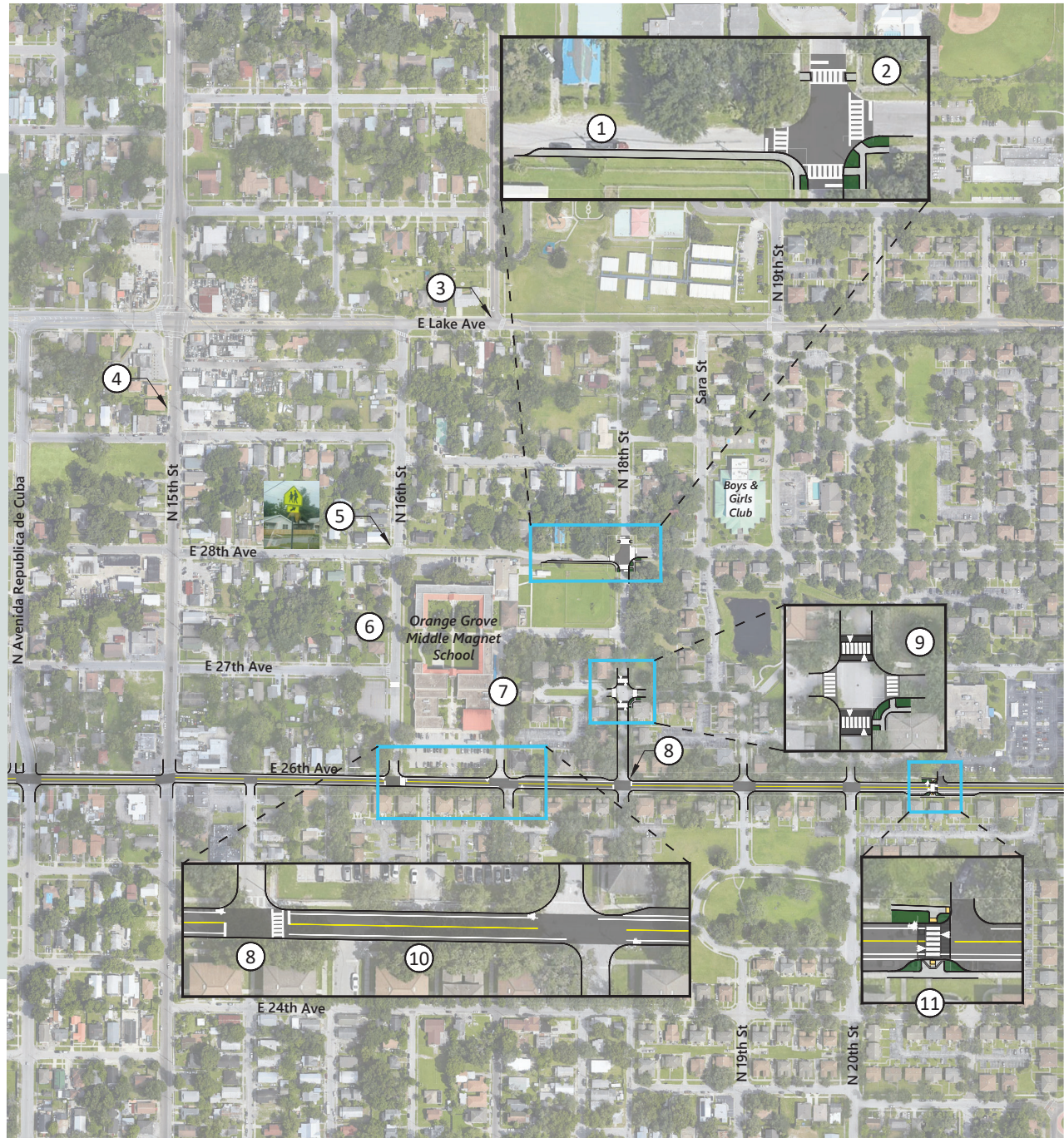
Figure ES-5



TAMPA SCHOOL SAFETY



1. Add sidewalk for walkers exiting the school from the north
2. Install marked crosswalks and an All-Way stop.
3. Install All-Way Stop. Additionally, install a raised crosswalk on the east leg of the intersection or other traffic calming device.
4. Implement existing Complete Streets Improvements, which include walking and bicycling infrastructure, lane narrowing, and more frequent marked crosswalks.
5. Remove Pedestrian Crossing sign and install All-Way Stop.
6. Allow parking on one side of the roadway.
7. Update signage directing parents/guardians to the correct pick-up/drop-off location. The entrance to the car line is signed as Bus Only and there are signs on 26th Avenue directing drivers to 16th Street.
8. Install All-Way Stop.
9. Install marked crosswalks on all legs and raised crosswalks on the north and south legs.
10. Narrow travel lanes to 10 feet and add four-foot bike lanes.
11. Add a curb extension to reduce pedestrian crossing distance and install a raised crosswalk.
12. Bring existing School Speed Zone into compliance with State Statute and install flashers.



Orange Grove Magnet Middle School
16th Street
Tampa, Florida

Figure ES-6



TAMPA SCHOOL SAFETY



1. Add a marked crosswalk and landscape median. Consider providing a raised crosswalk.
2. Open sidewalk gates during student arrival and dismissal.
3. Add a marked crosswalk and a sidewalk connection to high school. Consider providing a raised crosswalk.
4. Add a sidewalk on the west side of Trask Street.
5. Fix pedestrian push buttons, update the intersection to meet current ADA standards, and provide a bus shelter on the northeast corner. During field work, the pedestrian push button on the northeast corner of the intersection was not functioning.
6. Conduct signal warrant analysis. If warranted, signalize intersection and add crosswalks.
7. Implement the Lois Avenue Complete Streets Plan. Some components of the plan include narrowing existing travel lanes to accommodate four foot bike lanes, widening the sidewalk on the east side of the roadway north of I-275, and adding crosswalks on the side streets.
8. Install a sidewalk connection to the high school.
9. Tighten curb radius. Evaluate signalizing intersection. If intersection is signalized, add crosswalks.
10. Consider relocating the existing bus stops on both the north and south sides of Cypress Street to encourage users to cross at the marked crossing.
11. Bring existing School Speed Zones into compliance with State Statute and install flashers.
12. Add street trees and public amenities in accordance with the Westshore Alliance Master Plan.
13. Collaborate with the Westshore Alliance to implement painted intersections.

Jefferson High School
West Cypress Street
Tampa, Florida

Figure ES-7



TAMPA SCHOOL SAFETY



1. Contemplate formalizing this parking lot as a pick-up area. A connection to the school along the property may be necessary when the parcel north of the schools is developed. Consider the extension of the West River Trail when planning the construction of the connection.
2. Install curb cuts and a sidewalk connection at marked crossing.
3. Consider allowing parking here or physically prevent people from parking on the north side of W Spruce Street west of N Oregon Avenue.
4. Implement painted intersection plan.
5. Implement a speed limit 15 or 20 mph on Spruce Street and Spruce Cove and enforce limit; consider dedicating Spruce Street back to the City for maintenance and enforcement.
6. Install a raised crosswalk and curb ramps connecting the end of the sidewalk to the south side of street, or relocate fence along south side of ball fields so that sidewalk can be used.
7. Bring existing School Speed Zone into compliance with State Statute and install flashers.
8. Improve temporary pedestrian walkway.
9. Remove Yield sign.
10. Reevaluate area circulation when development is completed to provide direct pedestrian connections from the neighborhood to the campuses
11. Install signage to prohibit stopping or standing.
12. Add a barrier between sidewalk and travel lane.
13. Optimize and coordinate signal timings.
14. Consider adding a marked crosswalk on the east side of the intersection.
15. Move fence to other side of sidewalk, or construct sidewalk on school property.

Implement educational and encouragement strategies detailed in the report including:

- Provide bicycle education, including helmet giveaway.
- Implement carpool program, targeting the Middle School and High School.
- Work with Blake High School to develop transportation safety videos targeted and K-12 students.
- Develop a walking routes program.

Just Elementary School, West Spruce Street
 Stewart Middle School, West Spruce Street
 Blake High School, North Boulevard
 Tampa, Florida

Figure ES-8

