

Hillsborough MPO | Hillsborough County

Lynn/Turner Road

Vision Zero Corridor Study

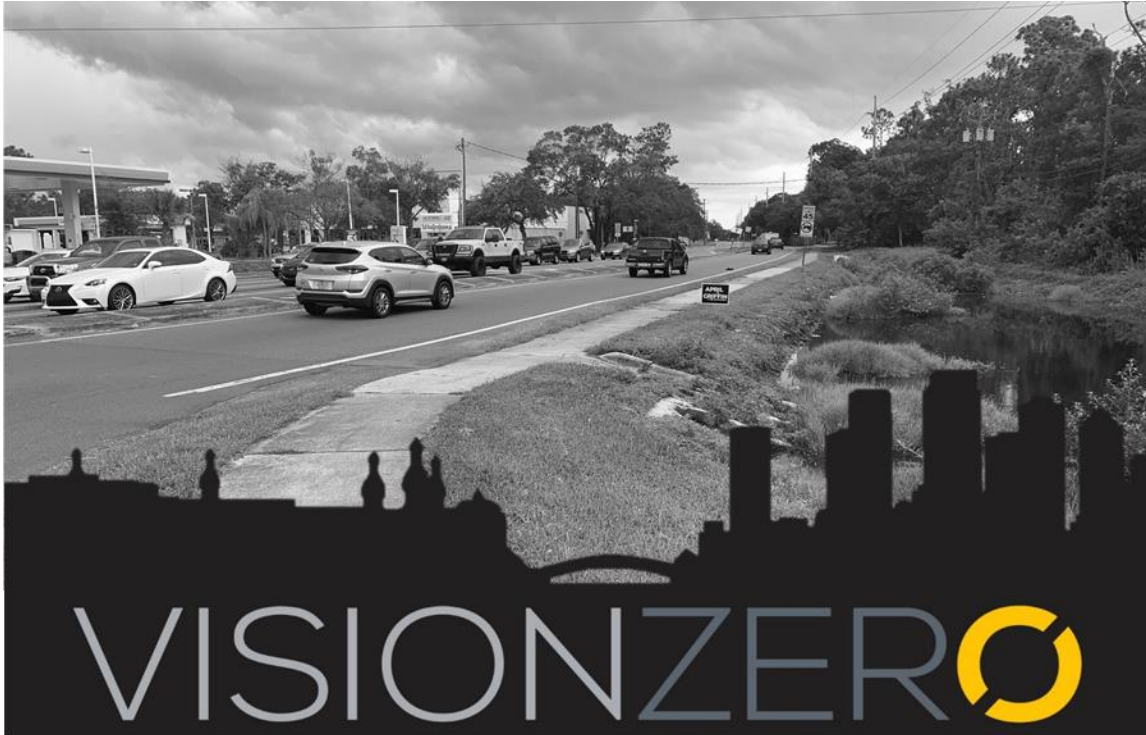
Corridor Summary



SAFE STREETS NOW



ONE TRAFFIC DEATH IS TOO MANY



Introduction

Vision Zero is a strategy to eliminate all traffic fatalities and serious injuries, while increasing safe, healthy, equitable mobility for all. A core tenant of Vision Zero is that even one serious injury or fatality is too many and that there are no “accidents” – all crashes are preventable. The Hillsborough MPO’s 2017 Vision Zero Action Plan identified the Top 20 Severe Injury Crash Corridors throughout Hillsborough County.

This report focuses on the approximately 1.5 miles of Lynn/Turner Road between Ehrlich Road and Gunn Highway and the collaborative effort between Hillsborough County and the Hillsborough County MPO to identify changes to bring the number of fatalities and serious injuries on the corridor to **ZERO**.



Top 20 Severe Injury Crash Corridors

Existing Conditions

Lynn/Turner Road is a 2-lane roadway divided by a continuous center turn lane. Sidewalks exist along the entire length of the corridor with legal crossings provided only at each of three signalized intersections. Lighting is generally provided at all signalized and most major unsignalized intersections.



Typical Cross Section

Average Annual Daily Traffic (AADT) volume along the corridor is 21,500 and has demonstrated a gradual increase since 2008. According to the Tampa Bay Regional Planning Model, traffic volumes along the corridor are expected to remain stable through 2040.

Although the corridor is not directly served by transit, HART Route 39 passes to the south of the corridor along Gunn Highway. Route 39 provides two stops on either side of the intersection of Lynn/Turner Road and Gunn Highway. Frequency for this route is 30 minutes on weekdays and Saturday and hourly on Sunday.

The posted speed limit along the corridor is 45 MPH. A review of cell phone data from ClearGuide captured at noon on February 19, 2020 indicated that free-flow traffic speed is consistent in both directions of travel along the full length of the corridor.

Corridor Length
1.5 miles

Travel Lanes
2

Posted Speed Limit
45 MPH

Traffic Volume
21,500 AADT

Transit Access
1 Nearby Transit Line

Pedestrian Access
Continuous Sidewalks

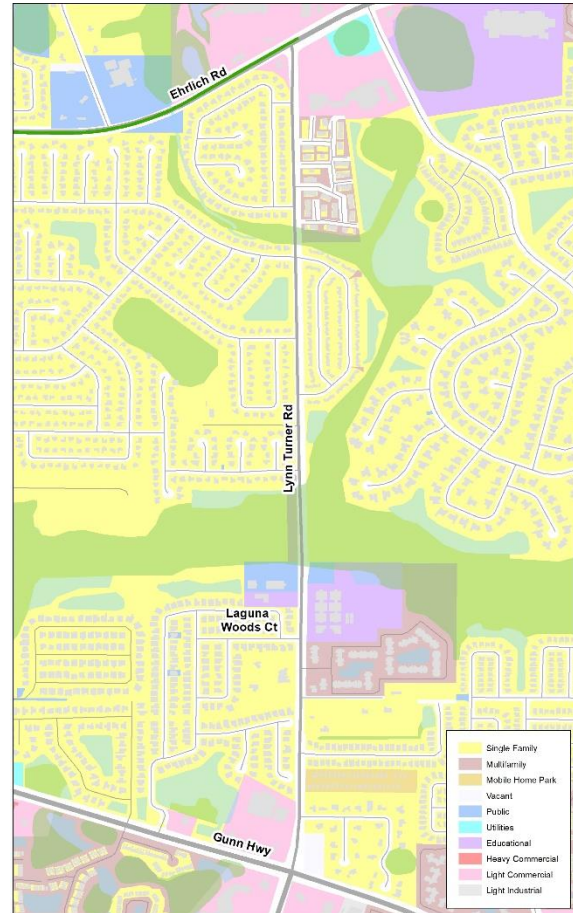
Location	Direction	Average Speed	Free Flow Speed
Gunn Hwy to Laguna Woods Ct	NB	31.5 mph	38.5 mph
Gunn Hwy to Laguna Woods Ct	SB	31.6 mph	38.3 mph
Laguna Woods Ct to Ehrlich Rd	NB	31.5 mph	38.5 mph
Laguna Woods Ct to Ehrlich Rd	SB	31.6 mph	38.3 mph

ClearGuide Travel Speed Data – Collected 2/19/20, 12:00 PM

Land Use and Community Indicators

Land uses along the corridor consist primarily of single-family residential. More intense commercial retail uses exist near the intersections of Ehrlich Road and Gunn Highway, and a collection of educational and multi-family residential uses exist towards the center of the corridor near Laguna Woods Court.

A review of Census data indicates that persons living east of the corridor are more likely to be older, to not speak English with high proficiency, to identify as a minority race, and to live in a household defined as under the poverty line. Although most households along the corridor rely on a car for their commute to work, households with no personal vehicles and a reliance primarily on transit for their work commute is more prevalent to the northeast of the study area.



Existing Land Use

Public Involvement



#VisionZERO813 needs your input if your travel on any of these High Injury Corridors. Take & Share a quick survey to tell us what's important to you for each @HillsboroughFL road you use through 9.30.20. For more info, view the fact sheets and videos: planhillsborough.org/vzcorridors

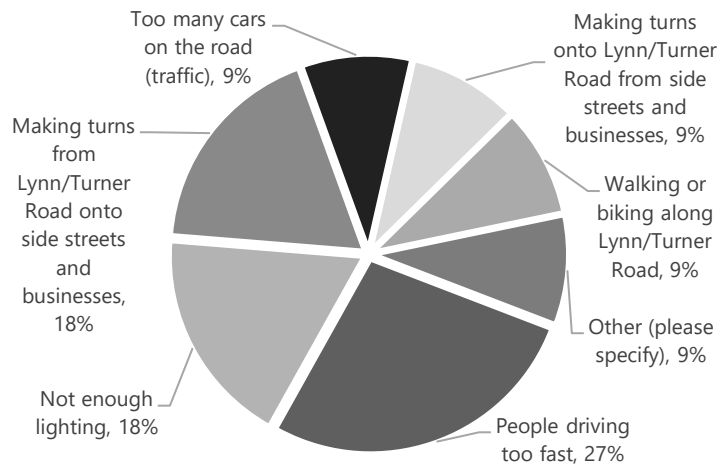


Soliciting and receiving input from the public is a crucial component of any transportation planning effort and especially so within the framework of Vision Zero. By engaging the public, potential problems and solutions that are discovered by on the ground familiarity with the corridor may be missed. To preserve safety during the COVID-19 pandemic, public engagement was limited to a digital survey that welcomed participation from anyone who moved along the corridors.

Of those who responded to the survey, all (100%) reported driving alone as their primary

way of moving along the corridor. A smaller number (18%) reported driving alone with other people, and no respondents reported walking riding bikes, or using transit. Although most (54%) respondents indicated that they neither live nor work along the corridor, the majority (63%) reported using the corridor at least on a daily or weekly basis.

A large portion of respondents cited high traffic speeds (27%), making turns off or onto the corridor (27%), and insufficient lighting (18%) as the primary elements that reduce their feeling of safety along the corridor. Some respondents remarked on the narrowness of the road, a lack of safe places to turn, and a high posted speed limit contributing to negative feelings of safety.



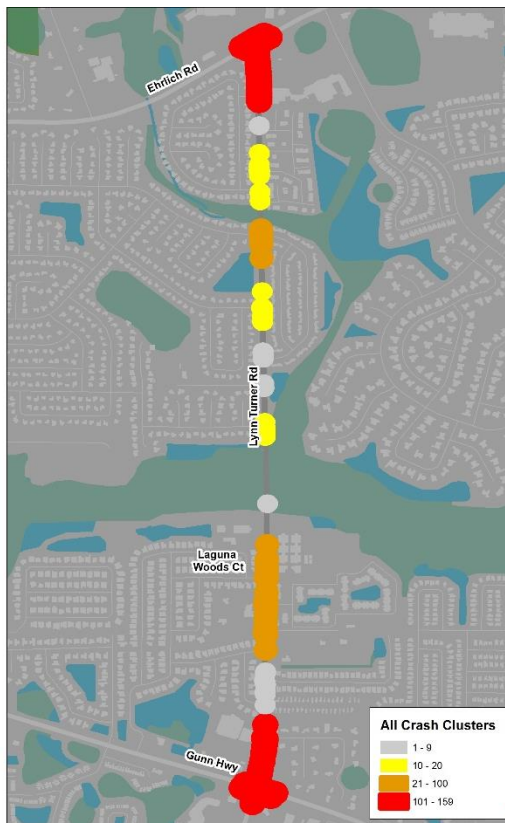
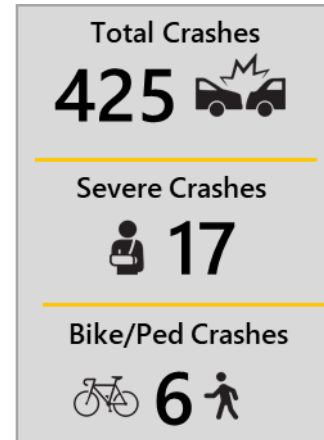
This information is important for the purposes of prioritizing countermeasures. Importantly, each of the top three safety concerns cited by respondents are inter-related and able to be addressed in the scope of Vision Zero.

Crashes

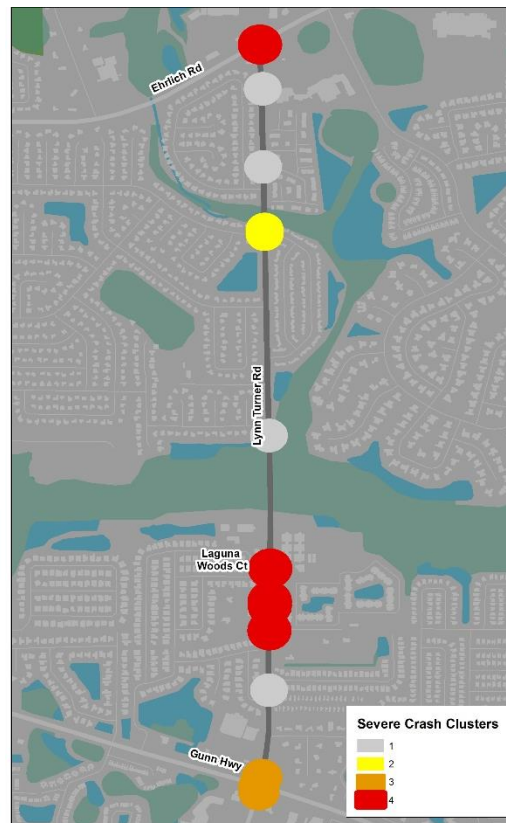
There were 425 total crashes along this stretch of Lynn/Turner Road during the 5-year analysis period (2014 – 2018).

Significantly, there was a total of 17 severe injury crashes that resulted in two deaths and 19 serious injuries during this same period. Understanding where, when, and why these crashes are occurring is a major step towards ensuring that no other life is lost or permanently impacted due to crashes along Lynn/Turner Road. Although interventions are selected to specifically target these severe injury crashes, any of the strategies are likely to have a positive impact on reducing overall crashes on the corridor.

Upon a review of where crashes are most concentrated into clusters, Ehrlich Road, Gunn Highway, and Laguna Woods Court emerge as the highest crash locations for both all crash types and severe injury crash types. A smaller cluster of two severe crashes occurred at the intersection of the corridor with Village View Drive/Headland Hills Drive.

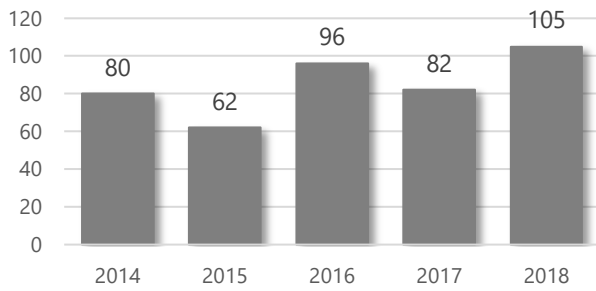


All Crash Clusters

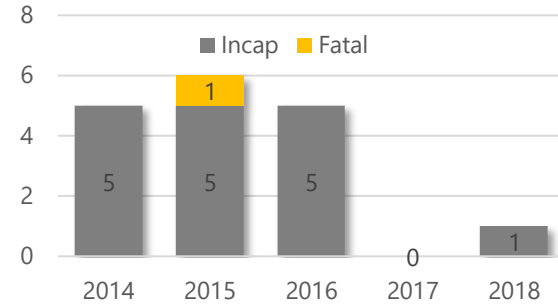


Severe Injury Crash Clusters

When reviewing crashes on an annual basis, a slight upward trend is observed for total crashes, while severe crashes were generally level prior to a significant drop to zero in 2017.

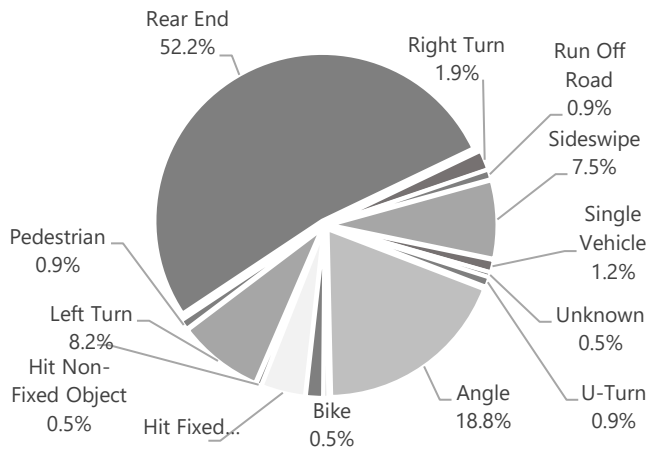


Annual Distribution of All Crashes

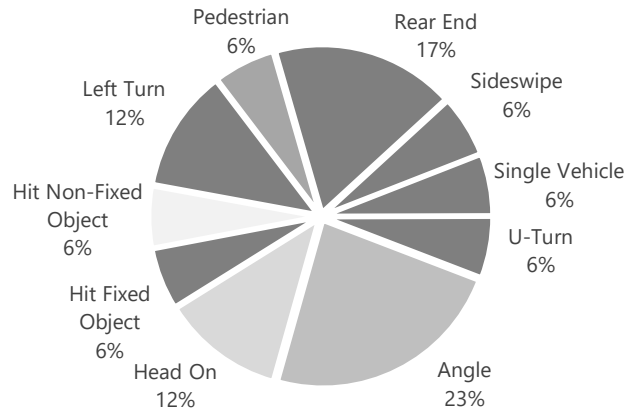


Annual Distribution of Severe Injury Crashes

When comparing trends in crash types between all crashes and severe crashes, one finds that Angle, Left Turn, and Head On crash types more often result in a severe injury when compared to total crashes along the corridor. This indicates that potential countermeasures specifically addressing turning movements and physically separating travel lanes should be considered.

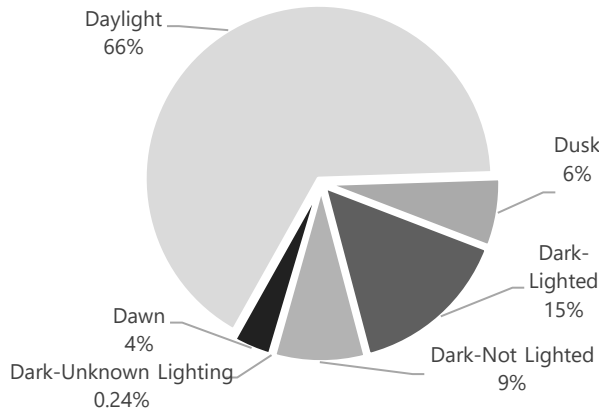


Crash Types of All Crashes

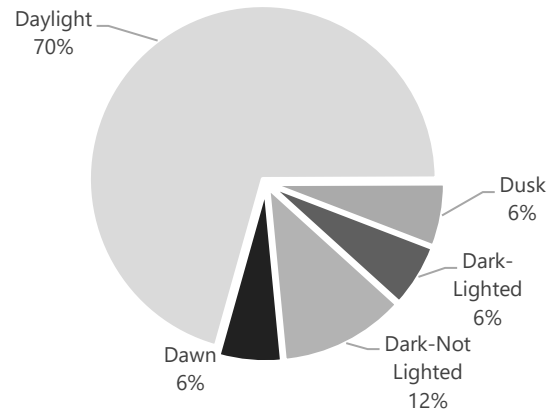


Crash Types of Severe Injury Crashes

Another indicator of potential countermeasures is the lighting conditions under which crashes occurred. Although the share of severe injury crashes occurring in low light conditions was lower than total crashes, the share of severe crashes occurring under “Dark, Not Lighted” circumstances were slightly higher than that of total crashes. Additional opportunities to enhance lighting along the corridor should be reviewed.



All Crashes by Lighting Condition



Severe Injury Crashes by Lighting Condition

Given that changing behavior is one of the ways that Vision Zero seeks to create safer streets, an in-depth review of crash reports for records that resulted in a severe injury was also performed. This information, depicted below, shows that the primary contributing causes were failing to yield right-of-way or operating a motor vehicle in a careless manner. This information indicates that speed is likely a significant factor in contributing to crashes, especially those involving turning movements, along the corridor.

Contributing Cause	Records
Other Contributing Actions	5
Failed to Yield Right-of-Way	4
Operated MV in Careless or Negligent Manner	2
Drove Too Fast for Conditions	1
Followed too Closely	1
No Contributing Action	1
Not Coded	1
Ran Red Light	1
Wrong Side of Wrong Way	1

Potential Countermeasures

The focus of Vision Zero is to eliminate all traffic-related deaths and serious injuries. The countermeasures identified for Lynn/Turner Road are designed to move the County closer to this goal while at the same time are aimed at improving overall safety, comfort, and mobility throughout the corridor.

The countermeasures for Lynn/Tuner Road are divided into two categories, corridor-wide and site specific – the corridor-wide countermeasures are potential improvements or strategies that could be applied throughout the corridor, where feasible, or should be considered and incorporated into future transportation projects along the corridor, the site-specific countermeasures are suggested improvements that should be considered at specific locations along the corridor. The following is an overview of the identified countermeasures designed to help bring the number of severe injury crashes on Lynn/Turner to zero.

Corridor-Wide Suggestions

Speed Management By reducing vehicle travel speeds, the severity of crashes is also reduced. The existing posted speed limit along Lynn/Turner Road is 45 MPH. Based on a review of crash data, public input, speed data, field observations, and given the context of the land uses along Lynn/Turner Road a revised target speed of 35 MPH is proposed.

Roadway Lighting The online survey results indicated that the lack of lighting is a safety concern of those who use the corridor. Consider conducting a corridor-wide lighting study to assess where lighting is deficient and to identify opportunities to cost effectively install lights along the corridor, at intersections, and along sidewalks.

Crosswalk Markings Although crosswalks are present throughout the corridor, they are not consistently marked. Consider installing high-visibility crosswalk (i.e., ladder style) at all signalized intersections and consistently marking crosswalks along the unsignalized intersections throughout the corridor.

Wide Sidewalk Options There are no on-street bicycle lanes along Lynn/Turner Road. Given the current posted speed limit along Lynn/Turner Road, mixing with motor vehicle traffic is not a viable option for most people that want to bicycle along the corridor. While the existing 5' sidewalks provide people with an option, they are not the ideal width to accommodate both pedestrian and bicycle traffic. To encourage more people to walk and bike and to better accommodate non-motorized travel along the corridor consider widening the existing sidewalks to a minimum of 8' wide.

Site Specific Suggestions

A comprehensive set of site-specific suggestions were identified to address specific crash trends and related issues throughout the corridor. Many of the suggested countermeasure are designed to support the suggested 35 MPH target speed and are designed to help with access to and from the side streets and neighborhoods along the corridor. The accompanying technical memorandum includes a detailed list of the site-specific suggestions along with conceptual drawings to help visualize their impact, but generally these suggestions include the addition of left turn lanes, speed management strategies, roadway lighting, and enhanced non-motorized crossings.

Potential Site-Specific Opportunities:

- Gateway feature effect north of Gunn Highway
- New pedestrian crossing (north of Barrett Drive)
- Enhanced intersection and roadway lighting near Essrig Elementary School
- Left turn lanes to enhance access to local side streets
- Evaluate roundabout opportunities as a longer-term countermeasure
- Enhanced pedestrian crossings at signalized intersections



Suggested Countermeasures near Gunn Highway



Suggested Left Turn Lanes near Arbor Hills Road

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