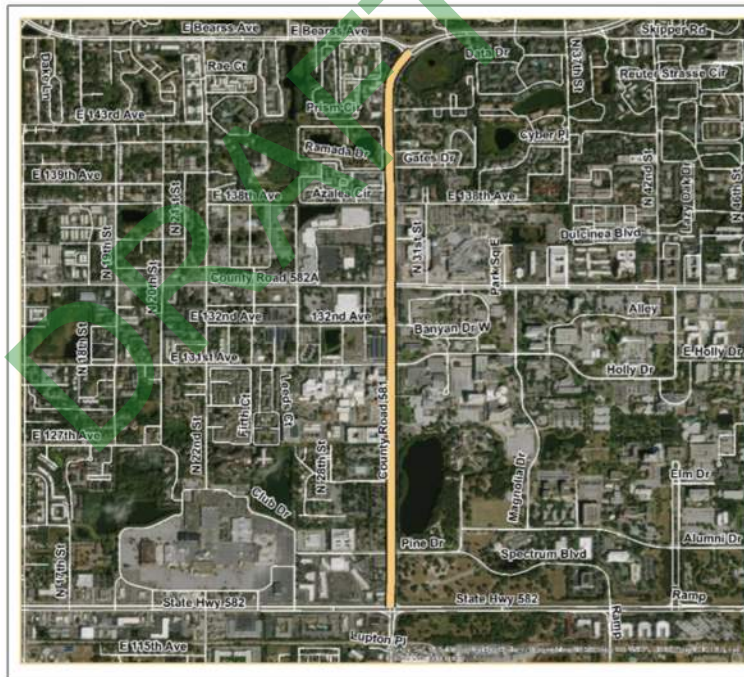


SAFE STREETS NOW

VISIONZERO

Bruce B Downs Boulevard from SR-582 (E Fowler Avenue) to E Bearss Avenue

Bruce B Downs Boulevard (CR-581) from E Fowler Avenue (SR-582) to E Bearss Avenue is approximately 1.77 miles in length and maintained by Hillsborough County. The corridor has six through lanes with a posted speed limit of 45 miles per hour (MPH). It is a high-volume roadway with an average traffic volume of 52,277 vehicles per day between E Fowler Avenue (SR-582) and E Fletcher Avenue (CR-582A) and 42,851 vehicles per day between E Fletcher Avenue (CR-582A) and E Bearss Avenue. There are multiple Hillsborough Area Regional Transit (HART) routes along the corridor (HART routes 5, 9, 42, 275), and crossing the corridor (USF Bull Runner route D). The segment has two functional classifications C3C – Suburban Commercial and C4 – Urban General.



Project Limits

Study Segment

0 700 1,400 2,800 Feet

For further information on the Hillsborough County Vision Zero Initiative visit www.planhillsborough.com/vision-zero/
Contact Gena Torres at torresg@plancom.org
(813) 273-3774 x357



Hillsborough County Florida



**Hillsborough MPO
Metropolitan Planning
for Transportation**

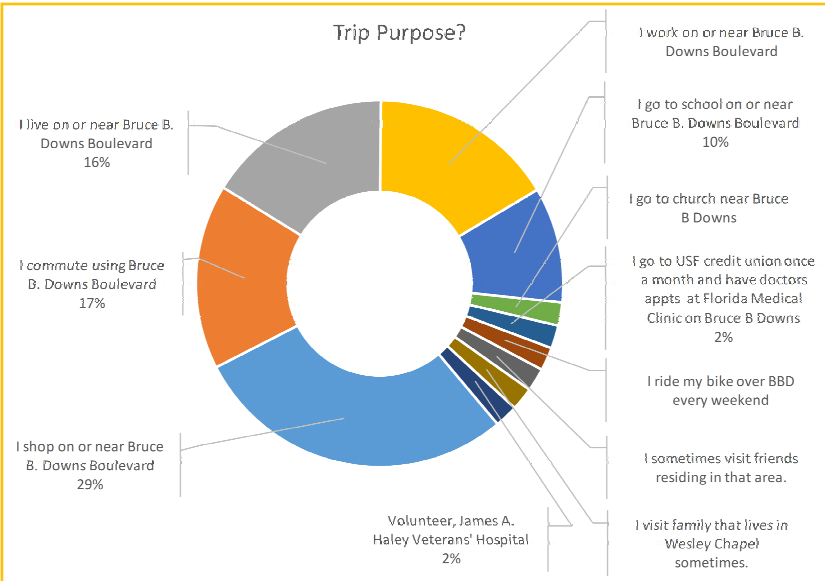
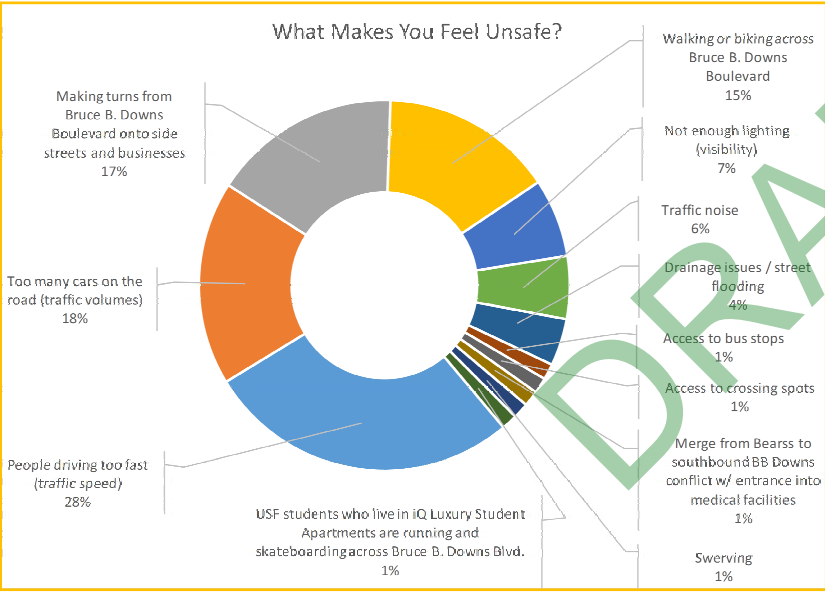
ONE TRAFFIC DEATH IS TOO MANY



The survey asked participants to consider the following questions related to their experiences traveling along Bruce B Downs Boulevard:

- What makes you feel unsafe?
- What would make you feel safer?
- Is there anything else you would like to tell us about your experience?

Public involved outreach included responses from 26 participants representing roadway users that live along the segment, work along the segment, go to USF, and commute through or utilize transit along the segment.



SAFE STREETS NOW

VISIONZERO

Do you feel safe on Bruce B Downs Boulevard?

The Bruce B Downs corridor from Fowler Avenue to E. Bearss Avenue has been identified as a High Injury Network corridor within Hillsborough County due to the frequency and number of serious injury and fatal crashes. **We need YOUR input** so that we can implement short-term action items to support the County's Vision Zero goals.

Please take a few minutes to fill out a quick survey at planhillsborough.org/VZcorridors to tell us the issues that are important to you as we continue to improve safety on the Bruce B Downs corridor as part of our Vision Zero mission.

When traveling along Bruce B Downs:

- What makes you feel unsafe?
- What would make you feel safer?
- Is there anything else you would like to tell us about your experience?

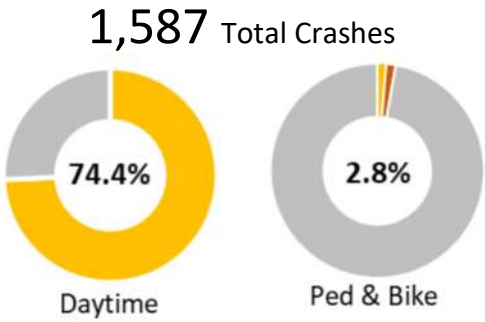
If you have questions, or would like to submit your responses by phone, please contact Lisa Silva at (813) 273-3774 ext 329 or silval@plancom.org

ONE TRAFFIC DEATH IS TOO MANY

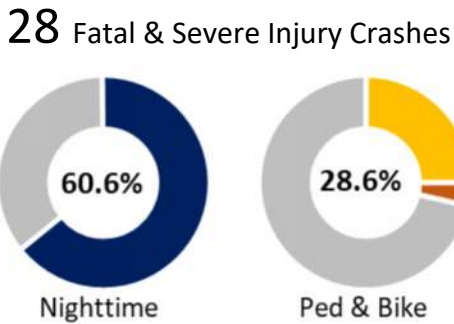


Vision Zero is based on the belief that traffic death and injury is preventable — that these are not “accidents,” but the result of poor behaviors combined with unforgiving roadway designs.

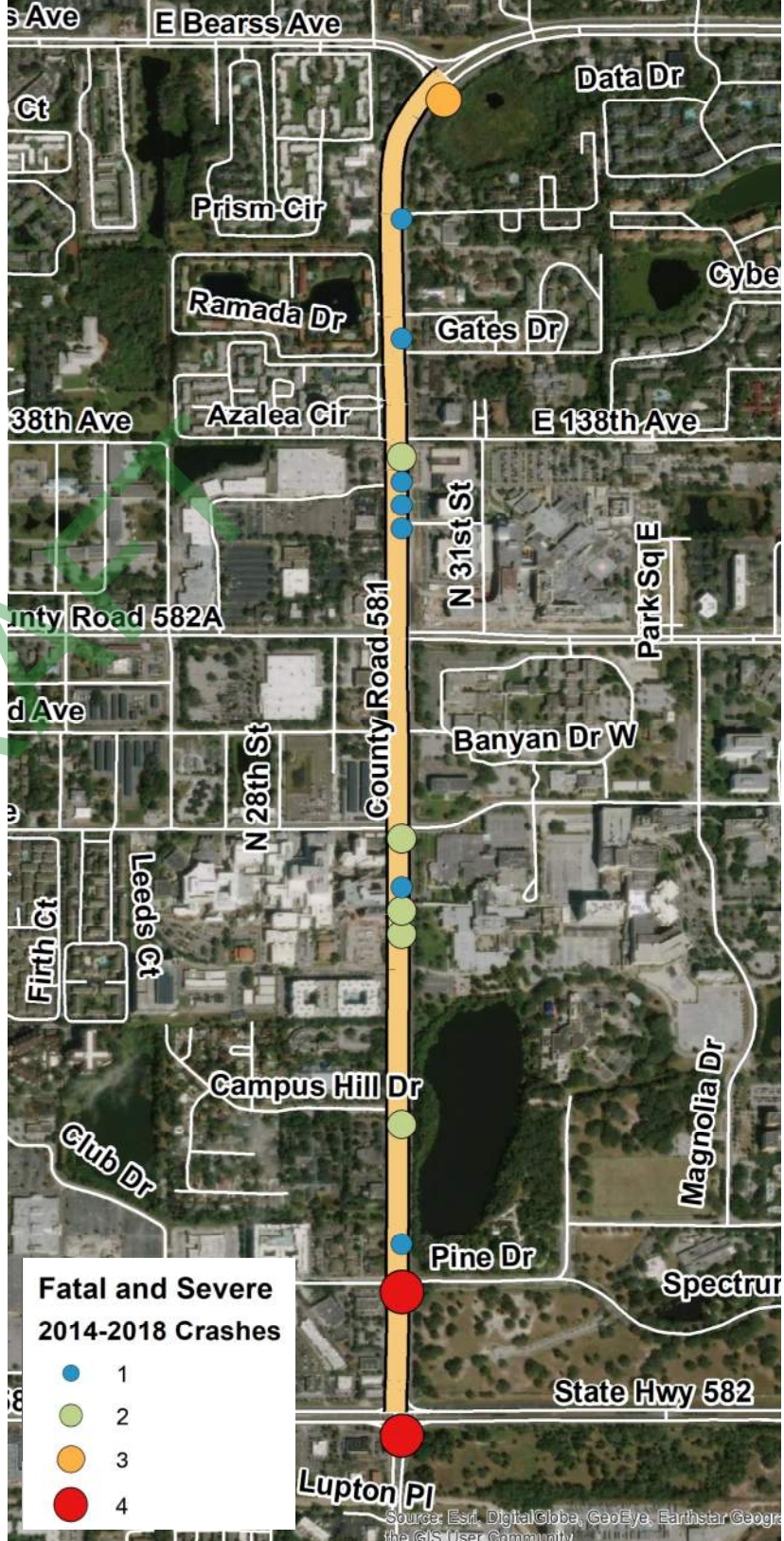
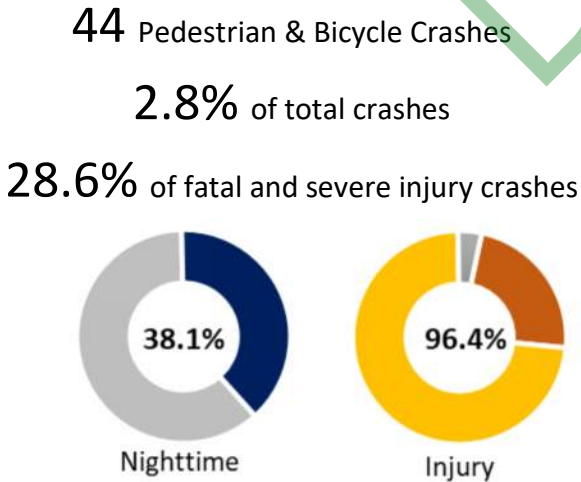
Total Crash History—2014 through 2018



Fatal & Severe Injury Crash History



Pedestrian & Bicycle Crash History





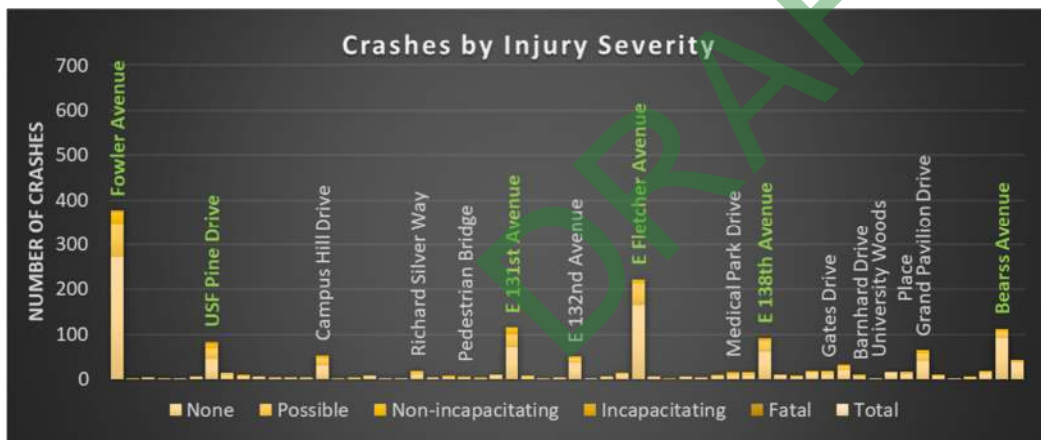
Between 2012 and 2018, a total of 2,065 crashes occurred on Bruce B. Downs Boulevard, of which 28 resulted in severe injury or death. This accounts for 1.8 percent of all crashes in Hillsborough County during this time period.

Most frequent crash types:

- Rear End (60.0%)
- Sideswipe (12.5%)
- Angle (9.8%)
- Left Turn (7.1%)

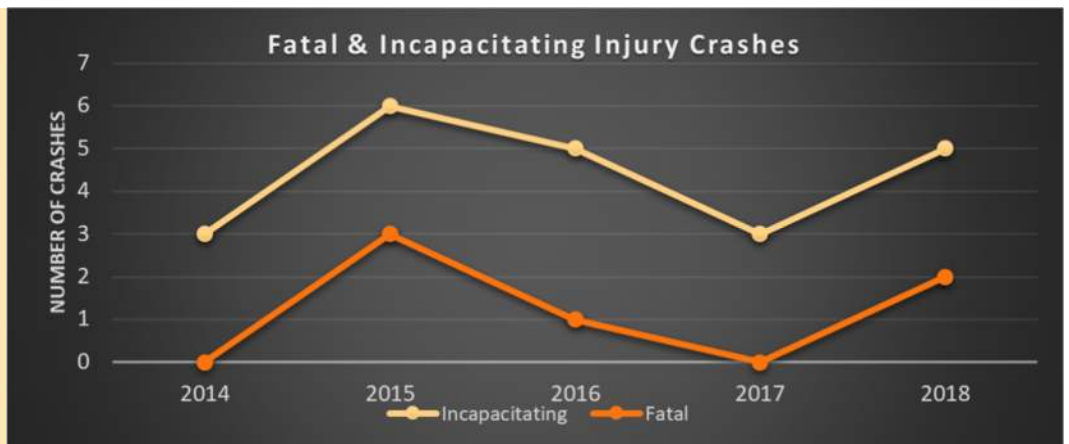
The most common type of crashes are rear end, sideswipe, angle, and left turn crashes. These four account for 89.5 percent of all crashes along Bruce B

Crash Type	2014	2015	2016	2017	2018	Five Year Total	Percent of Total
Rear End	167	185	174	194	232	952	60.0%
Sideswipe	22	32	36	45	64	199	12.5%
Angle	20	32	29	36	39	156	9.8%
Left Turn	15	28	31	17	22	113	7.1%
Right Turn	5	8	6	13	6	38	2.4%
Hit Fixed Object	8	5	5	2	8	28	1.8%
U-Turn	1	4	6	6	5	22	1.4%
Pedestrian	3	5	8	2	3	21	1.3%
Bike	2	5	4	5	7	23	1.4%
Single Vehicle	2	2	1	2	3	10	0.6%
Unknown	2	4	3	2	1	12	0.8%
Head On	2	1	3	3	2	11	0.7%
Hit Non-fixed Object	0	0	0	0	1	1	0.1%
Run Off Road	1	0	0	0	0	1	0.1%
Total	250	311	306	327	393	1,587	100.0%



The SR-582 (E Fowler Avenue) and CR-582A (E Fletcher Avenue) intersections had the highest number of crashes along the corridor. The 376 crashes associated with E Fowler Avenue account for 23.7 percent of all crashes; the four incapacitating injury crashes at the intersection account for 18.2 percent of all severe injury crashes.

While the overall crashes along the corridor have been steadily increasing the number of fatal and incapacitating injury crashes have been fairly steady with an average of six fatal and incapacitating injury crashes per year.

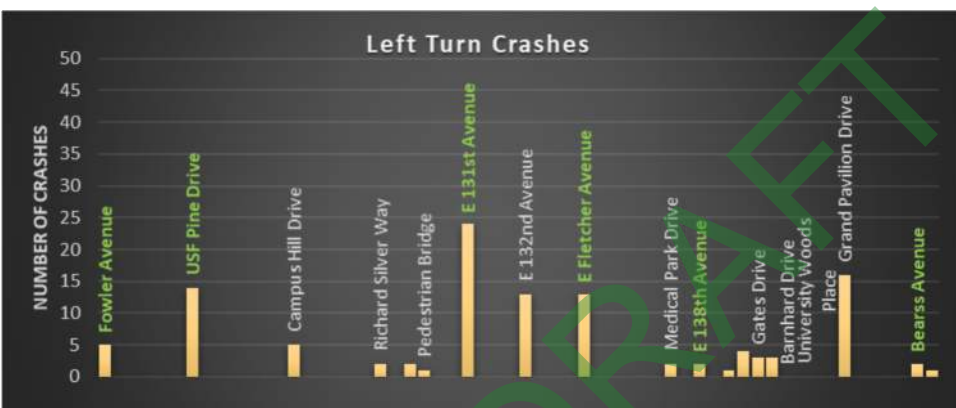


Fatal and severe injury crashes are concentrated at:

- E 131st Avenue / USF Holly Drive
- USF Pine Drive / University Square Drive

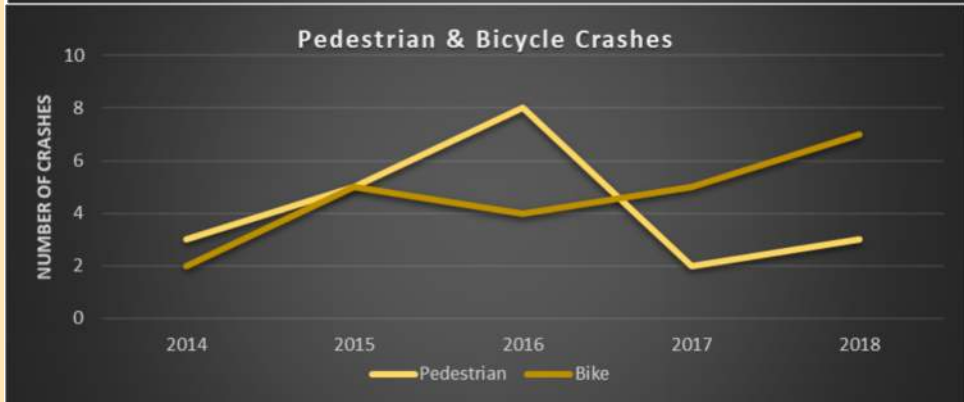
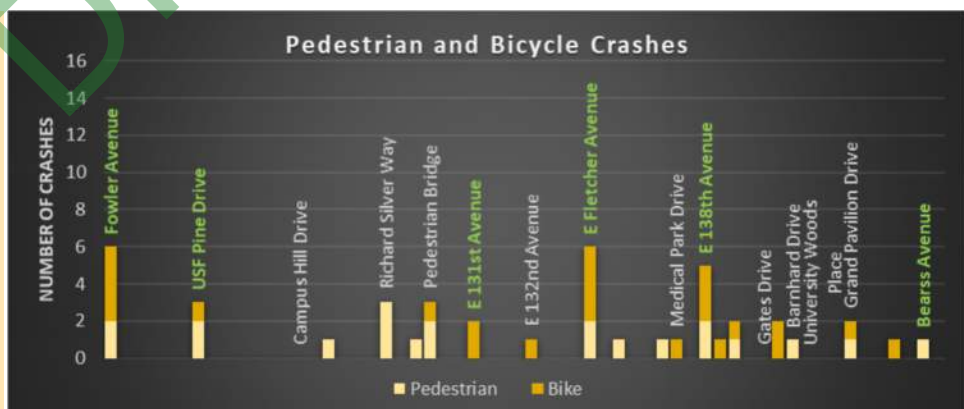


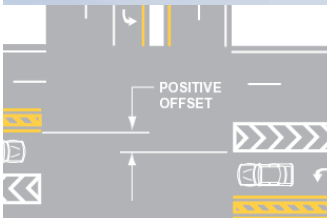
Angle crashes predominantly occurred at signalized intersections and the following unsignalized intersections: Campus Hill Drive, E 132nd Avenue / USF Banyan Circle, and Grand Pavilion Drive.



Left turn crashes predominately occurred at the following intersections: E 131st Avenue / USF Holly Drive, E 132nd Avenue / USF Banyan Circle, and Grand Pavilion Drive.

Although bicycle and pedestrian crashes account for 8.8 percent of the overall crashes, they account for 28.6 percent of all fatal and incapacitating injury crashes. Additionally, 96.4 percent of bicycle and pedestrian crashes result in an injury.





Corridorwide Recommendations Outside of Upcoming Projects

Speed Management

Short-term

- Identify 35 MPH Target Speed from Fowler to Fletcher
 - On-street physically buffered bike lanes
 - Maximize pedestrian access
 - 11-foot travel lanes
- Identify 40 MPH from Fletcher to Bears
 - Dedicated shared use path
 - Channelize pedestrians to protected crossings
 - 11 foot travel lanes

ADA

Short-term Recommendations

- Add detectable warning pads

Signing / Pavement Markings

Short-term Recommendations

- “Turning Vehicles STOP for Pedestrians” signs
- Special emphasis crosswalk markings
- Green bike lanes
- Sign post reflectors

Roadway & Drainage

Short-term Recommendations

- Evaluate ponding in the ped/bike space
- Modifying unsignalized median openings based on crash history
- Positive offset left-turn lanes

Long-term Recommendations

- Evaluate buffered bicycle lane

Lighting

Short-term

- Continue to upgrade existing corridor lighting to LED and add fixtures to existing utility poles

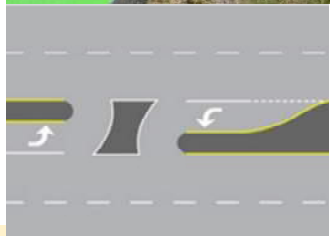
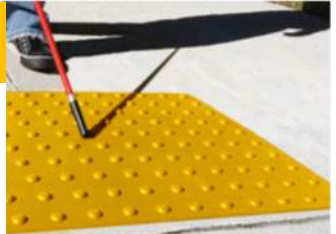
Long-term

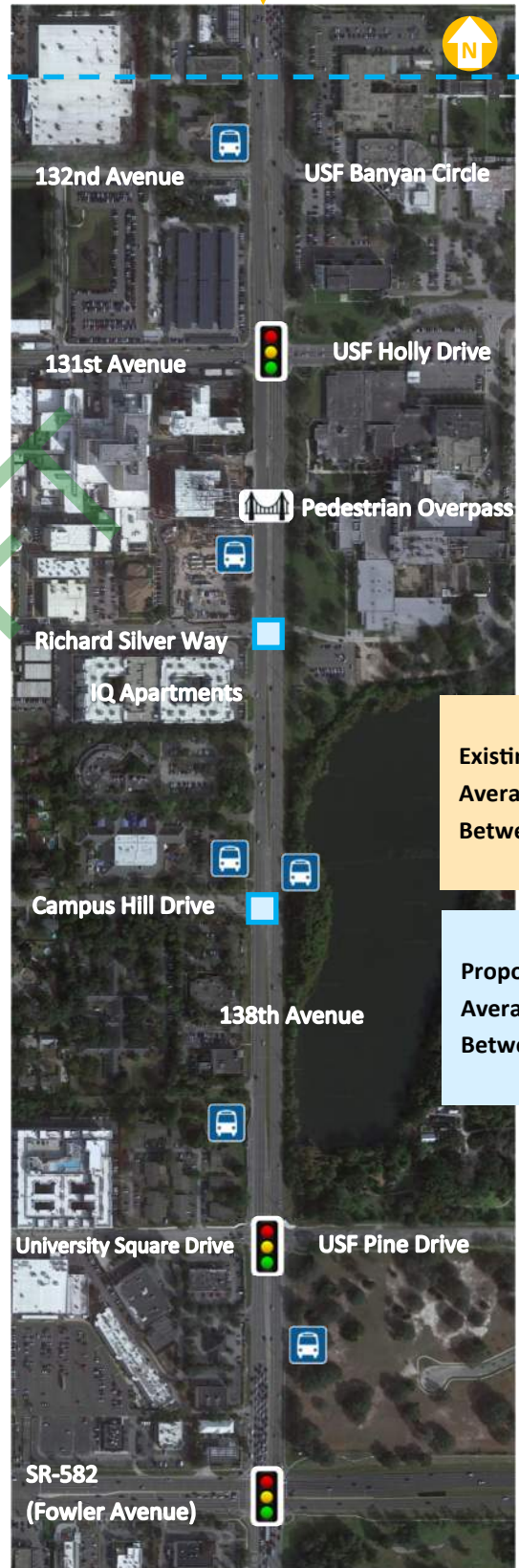
- Enhance corridor and intersection lighting to meet current standards






Signalized Intersections

Short-term

- Add flexible yellow retroreflective backplates to all signal heads
- Evaluate time of day protected only left turns using flashing yellow arrow (FYA)
- Evaluate leading pedestrian intervals (LPI) at traffic signals
- Evaluate pushbutton actuated right turn on red restrictions with blank-out signs at traffic signals
- Set signal coordination to the desired target speed on each segment





-  Existing Signalized Crossing
-  Existing Pedestrian Bridge
-  Planned Signalized Crossing
-  Potential Midblock Crossing
-  Existing Transit Stop

Existing 1545-foot
Average Distance
Between Crossings

Proposed 1325-foot
Average Distance
Between Crossings

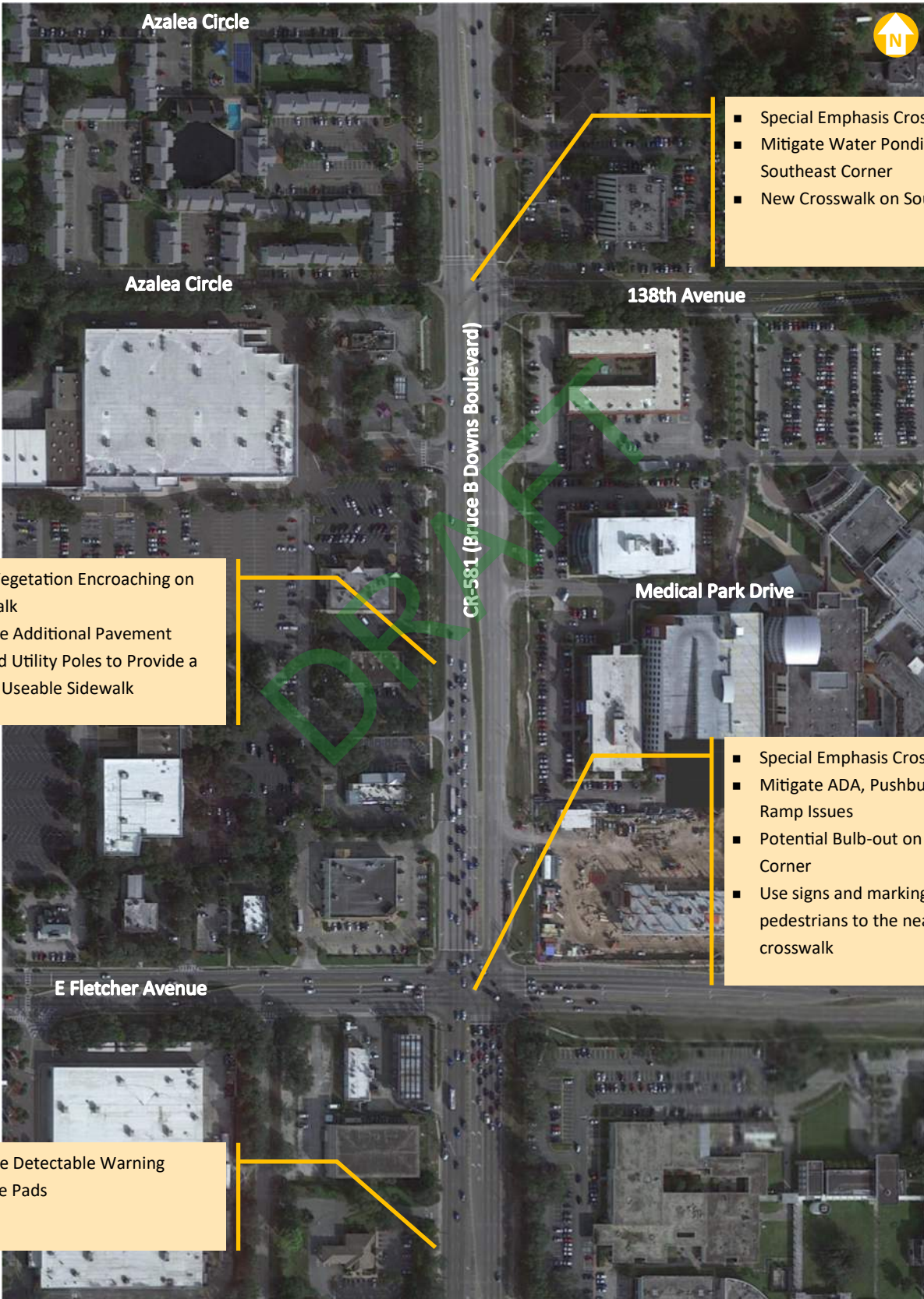


- Repair Uneven Sidewalk
- Provide Handrail

- Repair Pushbutton on Northwest Corner
- Connect Sidewalk on Northwest Corner
- New Actuated Pedestrian Crossing at Right Turn Channels
- Update Eastbound and Southbound Right Turn Geometry to Reduce Turning Speed

- Evaluate Realigning Existing Sidewalk at Crossing Locations in Line of Sight of Driver
- Mitigate Water Ponding in Northeast Corner

- Potential Midblock Crossing Location

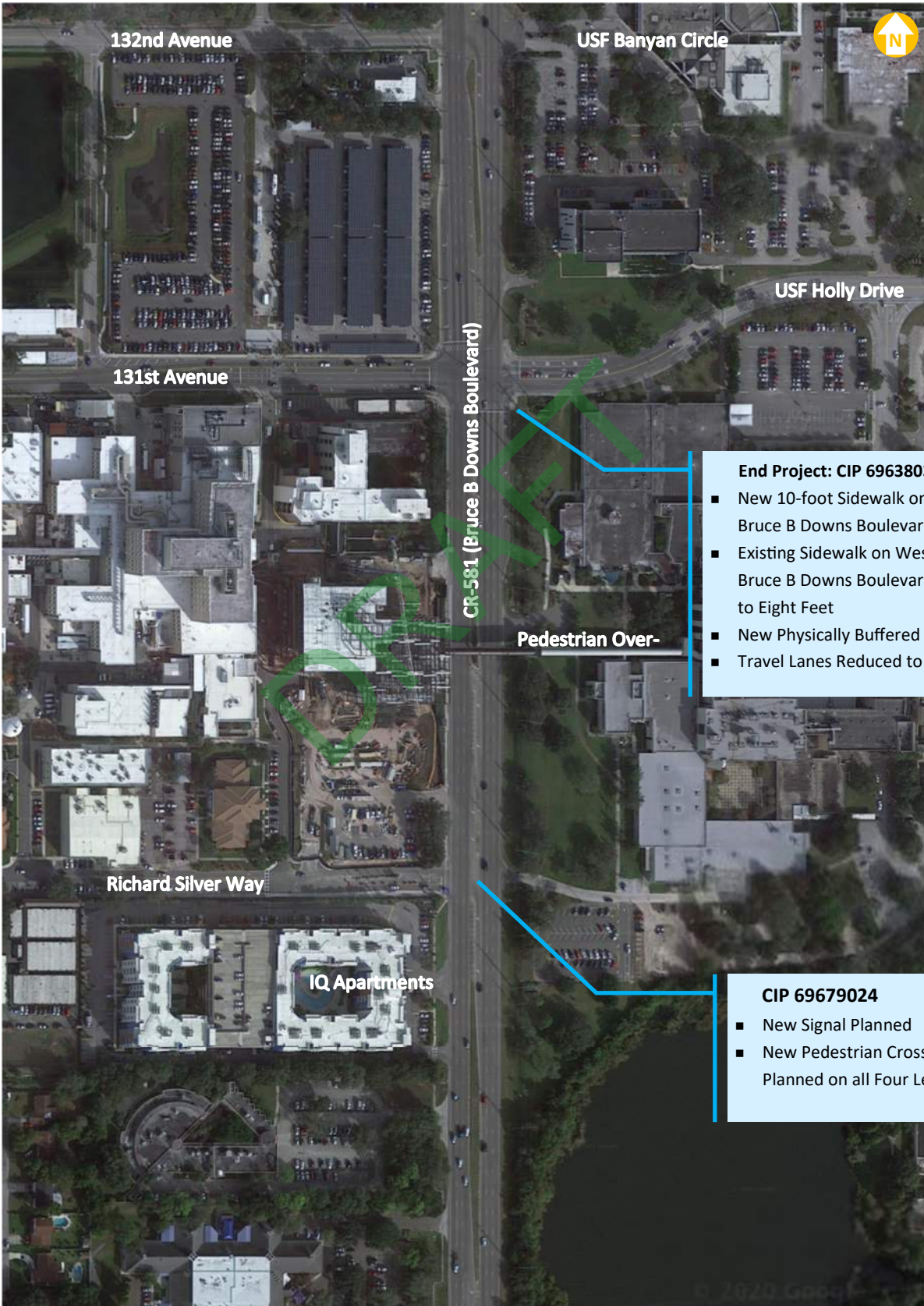


- Special Emphasis Crosswalks
- Mitigate Water Ponding on Southeast Corner
- New Crosswalk on South Leg

- Trim Vegetation Encroaching on Sidewalk
- Provide Additional Pavement Around Utility Poles to Provide a Wider Useable Sidewalk

- Special Emphasis Crosswalks
- Mitigate ADA, Pushbutton, and Ramp Issues
- Potential Bulb-out on Southwest Corner
- Use signs and markings to direct pedestrians to the nearest crosswalk

- Provide Detectable Warning Surface Pads



132nd Avenue

USF Banyan Circle



131st Avenue

USF Holly Drive

CR-581 (Bruce B Downs Boulevard)

- End Project: CIP 69638030**
- New 10-foot Sidewalk on East Side of Bruce B Downs Boulevard
 - Existing Sidewalk on West Side of Bruce B Downs Boulevard Widened to Eight Feet
 - New Physically Buffered Bicycle Lane
 - Travel Lanes Reduced to 11 Feet

Pedestrian Over-

Richard Silver Way

IQ Apartments

- CIP 69679024**
- New Signal Planned
 - New Pedestrian Crosswalks Planned on all Four Legs



Campus Hill Drive

CIP 69679014

- New Signal Planned
- New Pedestrian Crosswalks Planned on all Three Legs

CR-581 (Bruce B Downs Boulevard)

Begin Project: CIP 69638030

- New 10-foot Sidewalk on East Side of Bruce B Downs Boulevard
- Existing Sidewalk on West Side of Bruce B Downs Boulevard Widened to Eight Feet
- New Physically Buffered Bicycle Lane
- Travel Lanes Reduced to 11 Feet

University Square Drive

USF Pine Drive

- Coordinate with Utilities to Remove Obstructions from the Sidewalk

- Widen Ramp on Northwest Corner
- Adjust All Pushbutton Placement
- Turning Vehicles STOP for Pedestrians Signs
- Evaluate Drainage Structures on East Side
- Protected Only Left Turns by Time of Day Using Flashing Yellow Arrow

SR-582 (Fowler Avenue)

- Coordination with In-progress FDOT SR-582 (Fowler Avenue) Multimodal Study
- Clear Debris from Islands
- Update All Right Turn Geometry
- Reduce All Radii with Truck Aprons