

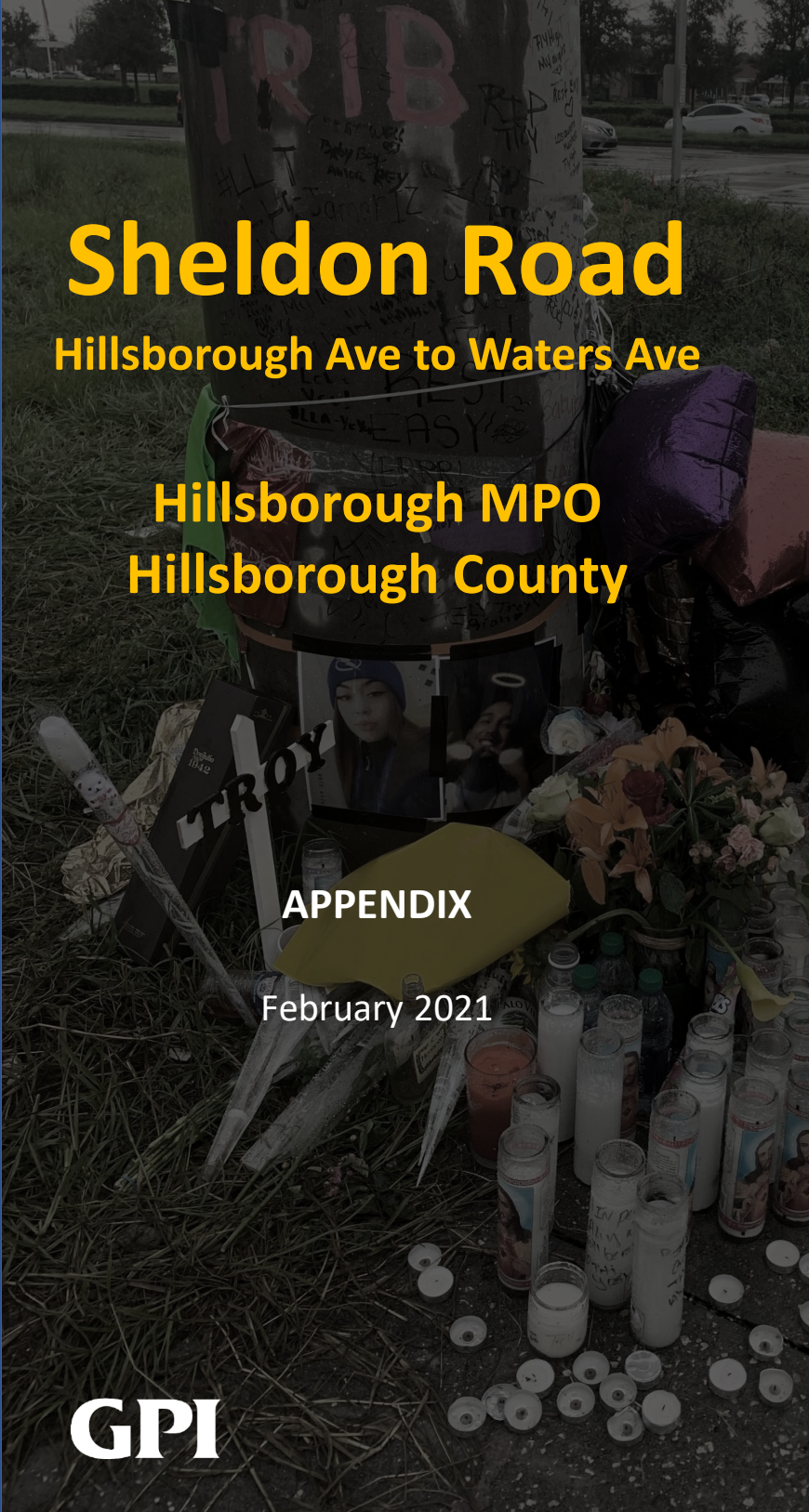
Sheldon Road

Hillsborough Ave to Waters Ave

Hillsborough MPO
Hillsborough County

APPENDIX

February 2021



APPENDIX

- Field Review Document
- Survey Responses
- Concept Plans
- Planning Estimate

VISIONZERO

SHELDON ROAD CORRIDOR



Hillsborough County Vision Zero Corridors - Sheldon Road (County Rt 589)

Handlebar Corridor Survey

Field Review Performed by Lisa Silva (MPO) and Paula Flores (GPI)
Saturday May 1, 2020

Introduction

- Observations are intended to document infrastructure and experiential pedestrian and bicycle observations along the corridor.
- Vehicular movement was fast, and volumes are low due to the Covid-19 quarantine.
- Noise pollution, even with the low volumes, was noticeable.
- Observations and photos taken at most of the major intersections. Other minor residential streets not mentioned, still have similar geometric features and challenges.
- Corridor is void of shade trees through out its length. Large mature oaks are in a few of the wide center medians, however, not the norm. Street trees are a key component of traffic calming success.
- Street lighting is available only at the signalized intersections. This is a major concern for visibility and security at all intersections and especially at bus stop locations.
- The following inventory starts at the north end at the Waters Street intersection, proceeds south to the Hillsborough intersection.
- Miscellaneous maintenance and other items complete the observations.

Waters Avenue Intersection

Summary Observations

- Posted speed limit - 45MPH
- Four lane arterial on Sheldon Rd and on Waters Ave
- Bike lanes available - substandard width -- 5-foot width including gutter
- Sidewalks available on both sides -- 5-foot width (typical)
- Very long ped crossings with no refuge islands
- High visibility pedestrian crossings on all four approaches
- Audible pedestrian signals on all approaches
- New ADA ramps and pedestrian push buttons
- Land use: commercial / services on all quadrants
- Intersection geometry: double left turn lanes on all approaches; Rt Lane on NB and WB
- Wide turning radius on all quadrants



Waters Ave Interview – Local Resident Comments

- Vehicles are too fast
- Right turn vehicles do not look or slow down for you in crosswalk
- Have had near misses with vehicles
- Know of others that have been hit at the intersection

Woodlake Blvd/Sheldon Creek Blvd Intersection

Summary Observations

- Residential subdivision streets on both sides
- Bike lanes available - substandard 5-foot width including gutter
- Sidewalks available on both sides 4-foot width (typical) on west side, wider on east side
- Pedestrian crossing - on west side only, single parallel lines; no crossing on Sheldon Creek or on Sheldon Rd
- Pedestrian ramps - check for ADA compliance
- HART bus stops south of driveways; no pedestrian crossing on Sheldon
- HART bus stop landing - non-compliant with ADA
- Land use: residential on both sides of Sheldon Road
- Intersection geometry: left turn lanes on Sheldon; wide residential street on west side
- Wide center median; but no pedestrian refuge provided; high speed bull nose on median
- Wide turning radius on three quadrants
- Drainage - flooding indication at catch basin on SW corner

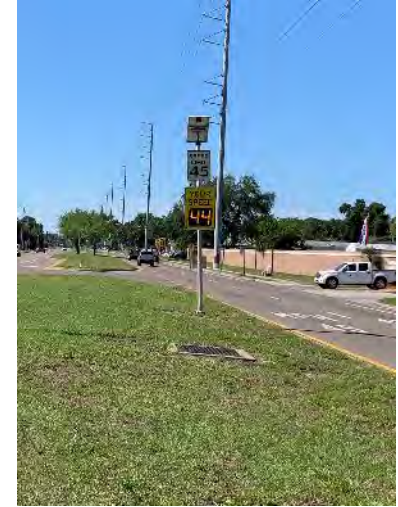
Woodlake Blvd/Sheldon Creek Blvd Intersection



Maintenance issues at catch basin north of Stone Run Ct by gas station



Between Woodlake Blvd and Crown Blvd



- *Unnecessary driveway cuts/ slope on sidewalk, uneven surface*
- *Multiple vehicles in center median waiting for traffic gap*
- *Wide center median with large oaks providing for shade and traffic calming*
- *Series of radar speed signs*



Patterson Street Intersection

Summary Observations

- Residential street in “School Zone”, simple marking on street, School ped sign, reduced speeds immediately in front of school only; and no pedestrian crossings anywhere; is this on FDOT’s improvement list?
- Land use: residential, two churches, two schools within this block
- Bike lanes available - substandard 5-foot width including gutter
- Sidewalks available on both sides 4-foot width (typical)
- Pedestrian crossing - on side street only, single parallel lines; no crossing on Sheldon Rd
- Pedestrian ramps - check for ADA compliance
- HART bus stops on both side of the intersection; no pedestrian crossing on Sheldon
- HART bus stop landing - non-existent; non-compliant with ADA
- Intersection geometry: left turn lanes on Sheldon; wide residential street approach; flaring of the street approach should not be encouraged (typical); wide turning radius;
- Wide center median; but no pedestrian refuge provided; high speed bull noses on median;

VISIONZERO

SHELDON ROAD CORRIDOR

Patterson Street Area



W. Hamilton Ave Intersection

Summary Observations

- Residential street
- Land use: residential, four churches in this block
- Bike lanes available - substandard 5-foot width including gutter
- Sidewalks available on both sides 4-foot width (typical)
- Pedestrian crossing - on side street only, single parallel lines; no crossing on Sheldon Rd
- Pedestrian ramps - check for ADA compliance
- HART bus stops on both side of the intersection; no crossings
- HART bus stop landing - non-existent; non-compliant with ADA
- Intersection geometry: left turn lanes on Sheldon; wide residential street approach; flaring of the street approach should not be encouraged (typical); wide turning radius
- Wide center median; but no pedestrian refuge provided; high speed bull nose on median



W. Cluster Ave & W Flora St Intersections

Summary Observations

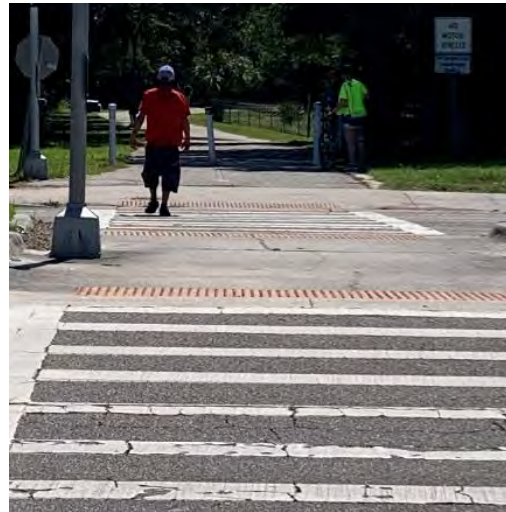
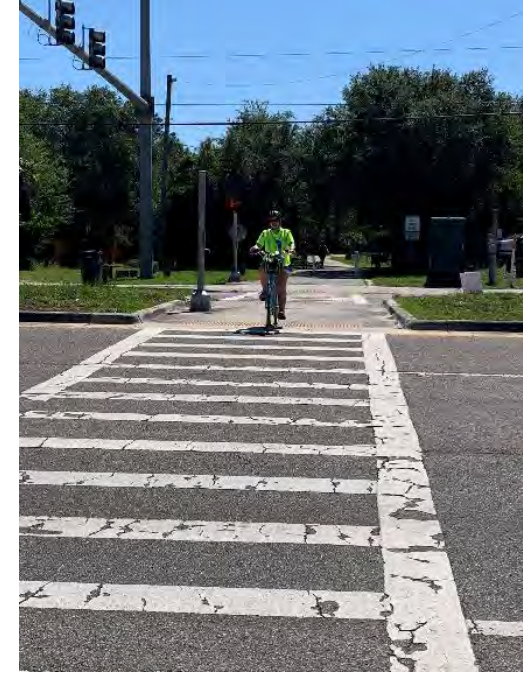
- Residential streets
- Land use: residential, nursery/garden store; New Development (site clearing occurring)
- Bike lanes available - substandard 5-foot width including gutter
- Sidewalks available on both sides 4-foot width (typical)
- Pedestrian crossing - on side street only, single parallel lines; no crossing on Sheldon Rd
- Pedestrian ramps - check for ADA compliance
- HART bus stops on both side of the intersection; no pedestrian crossing on Sheldon
- HART bus stop landing - non-compliant with ADA
- Intersection geometry: left turn lanes on Sheldon; wide residential street approach; flaring of the street approach should not be encouraged (typical); wide turning radius
- Wide center median; but no pedestrian refuge provided; high speed bull nose on median

Town N Country Greenway Trail Head

Summary Observations

- Trail Midblock Crossing (just north of W Norfolk St) - high visibility crossing; fully actuated traffic signal;
- Pedestrian push buttons - on sidewalk and center median; approx. 1.5-minute delay for ped actuation; crossing time seems longer than necessary; no nearby signals to coordinate with, pedestrian call should be much quicker; observed various pedestrians/bicyclists not waiting for signal
- Land use: residential, commercial uses
- Bike lanes available - substandard 5-foot width including gutter
- Sidewalks available on both sides 4-foot width (typical)
- Pedestrian ramps - new construction
- Intersection geometry: left turn lane SB on Sheldon
- Crossing sign - too low and interferes with pedestrians walking (see pictures)

Town N Country Greenway Trail Head



Mohr Road Intersection

Summary Observations

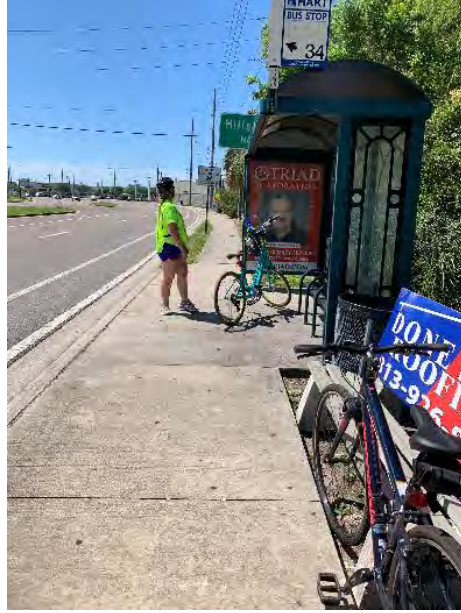
- Residential street
- Land use: residential, commercial/services
- Bike lanes available - substandard 5-foot width including gutter
- Sidewalks available on both sides 4-foot width (typical)
- Pedestrian crossing - high visibility crossing on side street only; single parallel lines crossing on Sheldon south approach; only two crossings - crossings on all approaches recommended
- Pedestrian ramps - check for ADA compliance; pedestrian push button non-compliant
- HART bus stops on both side of the intersection
- HART bus stop landing - non-ADA compliant
- Intersection geometry: left turn lane NB on Sheldon; wide residential street approach; flaring of the street approach should not be encouraged (typical); wide turning radius
- Wide center median; but no pedestrian refuge provided; high speed bull nose on median

Memorial Hwy Intersection

Summary Observations

- Residential street
- Land use: residential, commercial/services
- Bike lanes available - substandard 5-foot width including gutter; very long key-hole design (+330 feet unprotected); multi-threat location with high speed traffic entering gas station.
- Sidewalks available on both sides 4-foot width (typical)
- Pedestrian crossing - Crossings are missing on side street; signs of single parallel lines crossing; check ramps for ADA compliance.
- HART bus stops on both side of the intersection; landing - non ADA compliant; no crossing from east side bus stop.
- Poor intersection geometry: six lanes across.
- Wide center median; but no pedestrian refuge provided.

Memorial Hwy Intersection



W. Hillsborough Avenue Intersection

Summary Observations

- Major arterial, high volumes and speeds, expansively wide with complex signal phases
- Land use: commercial/services - grocery store, fast food, pharmacies
- Sidewalks available on both sides with no separation from travel lanes
- Pedestrian crossing - high visibility crossings on three approaches; check all ramps for ADA compliance; 130-foot crossing on north approach; no ped push buttons across right turn lanes;
- Island geometry: threatening to any vulnerable user; no protection from on-coming vehicles at high speed; SE island is of unsafe design that includes an ADA ramp for major crossings at tip of island with inadequate landing space and inches from head on SB left turn and EB through traffic; ped button in the middle of the island +30' away from ramps; waiting near this push button, however, is the safest location in the island (see pictures)
- Observation: drivers on WB right turn often stop in crosswalk to make RTOR

W. Hillsborough Avenue Intersection (north side)



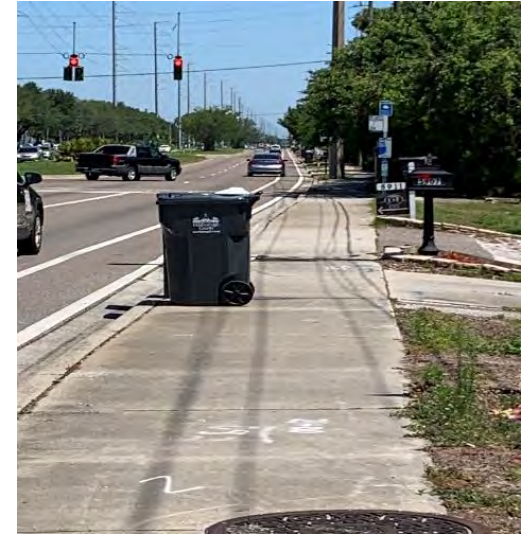
W. Hillsborough Avenue Intersection (south side)



Miscellaneous Maintenance Issues



Miscellaneous Items



Miscellaneous Items



Sidewalk constraints

- *Utilities, benches making navigating the sidewalk more difficult*
- *Ped Push buttons in the middle of the landing/walking area*
- *Ped push buttons bases are different? Why are they not installed behind sidewalk?*

Do you feel safe on Sheldon Road?

This road has so many fatal crashes that it is considered part of the High Injury Network in Hillsborough County. Over **900 crashes** were reported along Sheldon Road from 2014 to 2018, resulting in **8 fatalities and 19 serious injuries**.



Vision Zero is based on the belief that traffic deaths and injuries are preventable – that these are not “accidents,” but the result of poor behaviors combined with unforgiving roadway designs. Sheldon Road, from Waters Avenue to Hillsborough Avenue, is one of the Vision Zero Corridors being studied for safety quick fixes with the goal of recommending short-term and immediately implementable countermeasures.



Hillsborough MPO
Metropolitan Planning
for Transportation



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 Sheldon Road as part of our Vision Zero mission.



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

Want a Safer Sheldon Road?

395

Responses

07:15

Average time to complete

Closed

Status



[Ideas](#)

...

[View results](#)

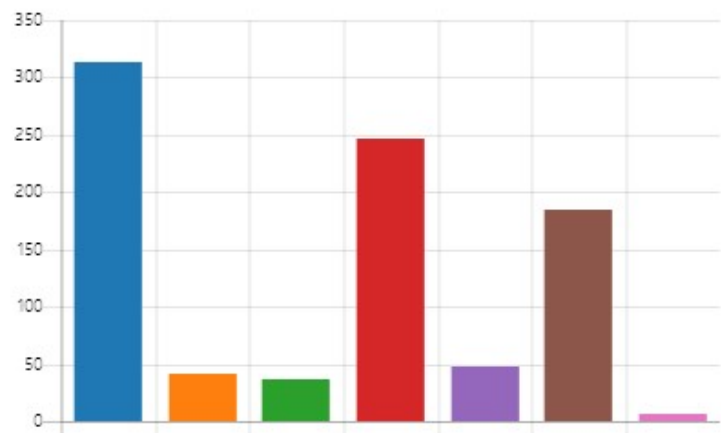


[Open in Excel](#)

1. What is your interest in Sheldon Road ? (Check all that apply)

[More Details](#)

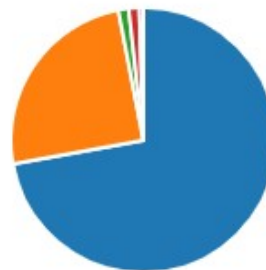
● I live on / near Sheldon Road	313
● I work on / near Sheldon Road	42
● I go to school on / near Sheld...	36
● I shop / use services on / near...	247
● I use the Town N' Country Gre...	48
● I commute using Sheldon Road	184
● Other	6



2. How often do you use Sheldon Road?

[More Details](#)

● Daily	285
● Weekly	98
● Monthly	5
● Occasionally	5
● Other	2



3. How do you typically travel along Sheldon Road? (Check all that apply)

[More Details](#)

● I walk	34
● I ride my bike	67
● I take the bus	4
● I drive my car	393
● Other	8



4. How safe do you feel walking along Sheldon Road? (1 star indicates least safe, 5 stars indicate safest)

[More Details](#)

365
Responses

★ ★ ☆ ☆ ☆
2.24 Average Rating

5. How safe do you feel riding a bicycle along Sheldon Road?

[More Details](#)

364
Responses

★ ★ ☆ ☆ ☆
1.67 Average Rating

6. How safe do you feel driving along Sheldon Road?

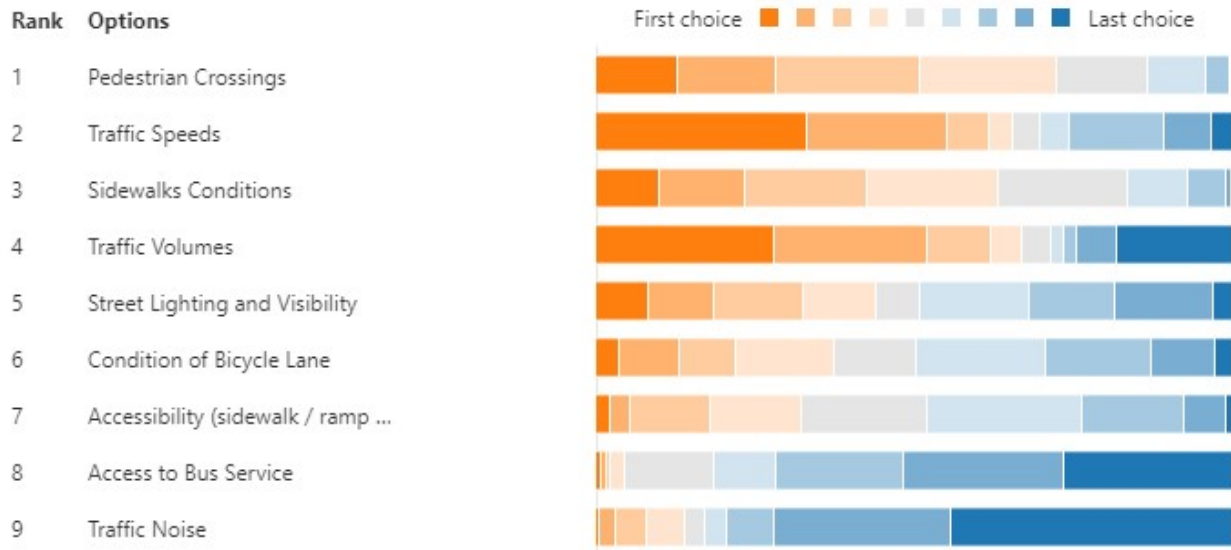
[More Details](#)

393
Responses

★ ★ ★ ☆ ☆
3.03 Average Rating

7. What concerns you the most about Sheldon Road? (Move them in order of your priority)

[More Details](#)



8. Any concerns not listed in Question 7 above, please list them below.

[More Details](#)

128
Responses

Latest Responses

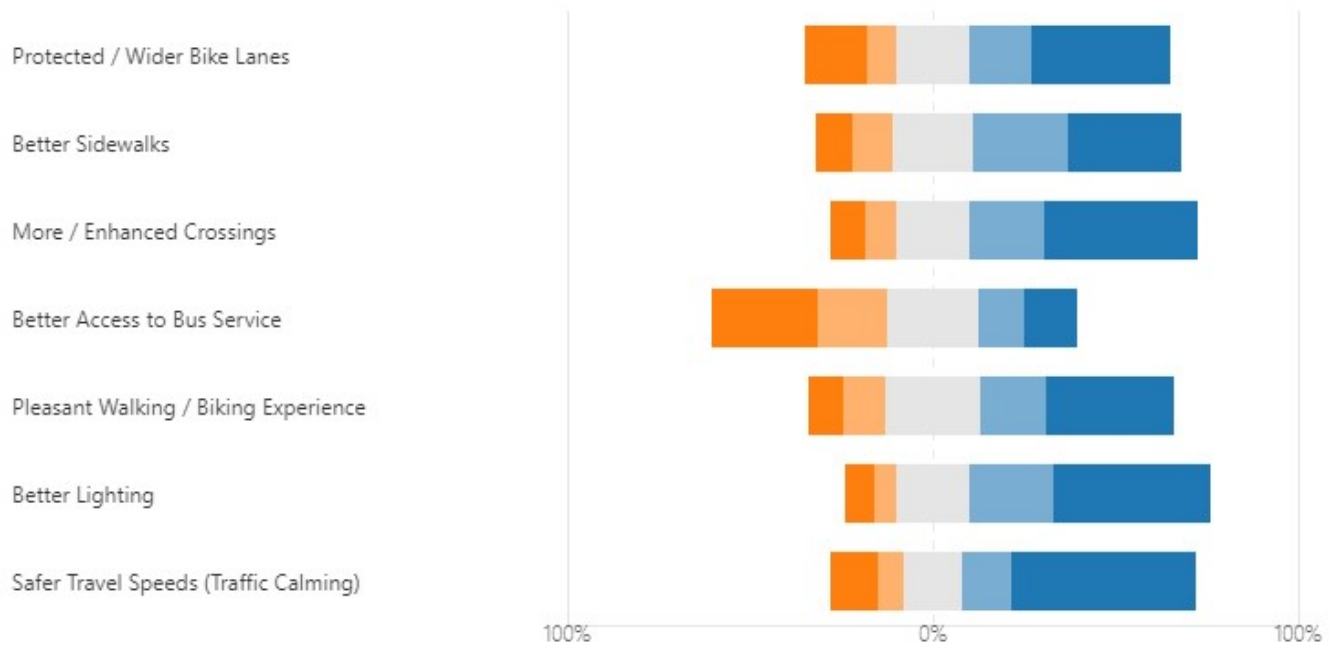
"Needs more lanes too many homes built in this area without widenin...

"All intersections along Sheldon rd. from Mohr rd. to Mobley rd. are ve...

9. What changes can make Sheldon Road safer? (Please rate each on a scale of 1 to 5, with 5 being the best.)

[More Details](#)

1 2 3 4 5



10. Do you have additional comments or suggestions based on your experience on Sheldon Road? What would make you feel safer while walking, bicycling, taking the bus or driving your car on Sheldon Road? Please describe below.

[More Details](#)

166
Responses

Latest Responses

- "This road is really too fast for bikes and pedestrians to safely use, the...
- "More lanes, Sheldon Rd is the last North n south road in hills county, ...
- "Signal warning signs used to catch the attention of distracted drivers."

11. Please specify your gender

[More Details](#)

● Woman	243
● Man	119
● Prefer not to say	24
● Other	0



12. Please specify your age range

[More Details](#)

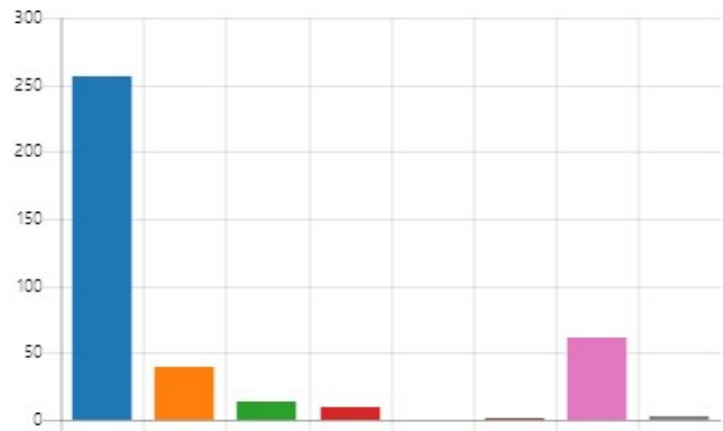
● Under 18	0
● 18-64	335
● 65 and above	34
● Prefer not to say	17



13. Please state your ethnicity

[More Details](#)

● White / Caucasian	257
● Hispanic / Latino	39
● Asian	14
● African American	9
● Native American	0
● Pacific Islander	1
● Prefer not to say	61
● Other	3



14. Do you want to stay informed and engaged in this project? Please provide your contact email.

[More Details](#)

147
Responses

Latest Responses
"Yes "

Any concerns not listed in Question 7 above, please list them below.

Road condition

The problem is the combination of users. There are those going from point A to point B on or near Sheldon for home or business, so traffic slows for them to turn. Then there are those using it as a north/south hwy and want to get from one end to the other without interruption. Folks turning on or off Sheldon are an interruption to them. Sheldon is fine. As is the usual case, speeding/impatient drivers are mostly the problem.

The intersection of Hillsborough and Sheldon is the worst part of the road. Right in front of the Twistee Treat heading south is a mess. Cars trying to make sharp turns out of the shopping complexes across all the lanes of the intersection.

I used to cross Sheldon on my bike to ride to upper Tampa bay trail. I started driving to the trail due to concerns crossing Sheldon.

Lack of overpasses

Lots of requirements for u-turns

Drivers are too slow when coming joining into traffic. Safer merge lanes from neighborhoods are needed or an additional lane in each direction.

SPEEDONG FROM HILLSBOROUGH THRU CITRUS PARK DRIVE. PEOPLE DRIVE CRAZY ESPECIALLY WITH INPROPER LANE CHANGES. NEED TO HAVE SPEED TRAP AND MORE POLICE MONITORING.

Lights don't seem to be timed very well.

No separate lanes for entering in to my community, landing island accommodates traffic in 4 directions very dangerous

Reckless driving

Accidents and speeding

Cars slowing down to turn into businesses along Sheldon and other cars traveling too fast/tailgating. Cars frequently changing lanes to avoid cars turning into businesses from their lane.

No right turn lanes. When turning right onto a side street, I have to constantly check to make sure people behind me are slowing down.

People going 20-30 miles over the speed limit

Construction and completion of connection of Upper Tampa Bay Trail to Suncoast Trail would alleviate some biking concerns.

Lacking Turn lanes at many crossings.

Returns, neighborhood exits

I bike on the sidewalks

Blind u turns

Waters and Sheldon, south bound traffic turning right on waters, no right on red due to needed U-Turns after placing median on Waters blocking left turn from Walgreens.

Kids security

It is not safe for bicycles to be in the narrow road lanes with cars and trucks. Bicyclists will continue to get killed or injured. Encourage trails more, and allow them to use sidewalks (maybe make sidewalks wider where possible)!

The median and amount of traffic turning from one direction to the other. The speed limits not being followed.

As new neighborhoods are build, the turn lanes to get into them are not sufficient or available. Lots of u-turns to make to get home. School bus stops are on this busy street and makes me nervous for my kids who are in elementary school.

Left turn signals too short going se from sheldon

It needs more pedestrian crossing

People making U-Turns into on coming traffic.

Forced to make u turns in heavy traffic, vehicles making u turns from opposite direction block visibility

Please pick up litter and maybe add some fresh plants along the medians?

Turning lanes are zero visibility and always back up

High speed vehicles late at night!

Thin/skinny lanes, busses stopping in right lane often

A turning lane needs to be added after Hillsborough (southbound) for those entering the Home Depot plaza.

Too many turn arounds. I have to make a u-turn daily along with several other motorists. We need more lights and turning lanes.

Timing of lights. They are terrible, and people make risky moves to make the light because missing the light is a 2-3 minute wait. Especially at the Hillsborough road (ugh) and the Linebaugh intersections.

Potholes

Condition of the road itself is not great in many areas,

Too much traffic and not enough lanes to accommodate. To many people driving to slow or too fast.

Vagrants walking between cars asking for money at stop lights.

it has become dirty and also accident prone

Safe turning lanes, reckless drivers, this area is known for intentional accidents for insurance money

The light at bicycle crossing is too long

Lower the speed limit and do something about the intersection at linebaugh and Sheldon

People making bad choices

Signal lights length of warning/yellow prior to red/stop

Lack of Police presence along the entire length of Sheldon rd (Hills to Gunn)

Too many neighborhoods and businesses on road. Car constantly entering road.

I ride my bike on the Upper Tampa Bay trail and frequently stop at Sheldon Road before returning home. I sometimes see cars speeding, but I have never seen anyone stopped for speeding, Why is the sheriff's department not ticketing speeders? I never ride my bike along any road because it is too dangerous. Many trail users cross Sheldon Rd. without using the light to stop traffic because the wait time for the light to change is much too long. Even with the light, sometimes cars don't stop. I was there one day right after a horse was hit and killed crossing the road. Volume on the road is very high, and I think narrowing lanes and slowing traffic would only make it worse.

I pass through that intersection every morning to drop my Daughter at School & I see people taking the red light when they supposed to Stop. Speeding & Cutting you off. I keep my Distance in between Cars but here you have other's who drive rear ending you around that area & also by the school when the yellow light is Blinking 20 for the Speed. Lots of Driver's don't follow that. They're Speeding on the School Zone also.

Limit access. Keep people from making crossover left turns.

Wide enough sidewalks for bikers and walk and runners.

Insufficient left- and right-turn lanes (designs, locations), long straight sections that make street-racing more attractive to some late at night, poor lighting

Increased traffic over the last 5-10 years along with retail and residential growth. No change to streets. Only 2 lanes. Not enough lanes for turning off Sheldon.

People are always speeding, very hard making left turns in and out of the medians.

Erratic driving: drivers weaving in and out of lanes, not stopping for lights, turning left on red arrows, instead of right only, making turns without seeing pedestrians or people on motorized scooters crossing at corners.

Poor design. Too much land in center median, not enough distance between sidewalk and road.

Drivers are not yielding to pedestrians at crosswalks. Drivers making a right turn at a red light are not yielding to drivers making U-turns.

People attempting to cross the road that should not be traveling outside their house, i.e.-using motorized wheelchairs as if they are street vehicles.

Lack of lighting and visibility especially at the entrance of Westchase leading to Westchase village and on old lineBaugh road near Costco. There also needs to be more traffic lights along Sheldon, there are two many areas where there is just a median with a turn lane instead of a light and I have been nearly rear ended two many times to count because I have slowed down to merge into the turn lane and so somebody was following too close behind. If there was a stop light instead vehicles would be forced to reduce there speed and thus there would be less of a risk of being rear ended when merging or making a turn.

I am not concerned with the bicycle lane because it is so useless it is not even worth mentioning. The buildings on the road contribute to all the problems.

better signage is needed for pedestrian and bike crossings any number of times I have been nearly hit by cars not paying attention to the sign that reads, "no right turn on red" vehicles seldom yield to anyone

There have been so many crashes at that place. Something needs to be done soon

U turns are ridiculous . blocks visibilty .

Vehicles regularly don't stop at stop lines before making right turns. They approach and cruise right without first stopping to look for pedestrians, cars, etc.

Construction area is dangerous at night

being able to turn across traffic without a light. the cut throughs for cars to cross over to the other side of the road and u turns allowed are very unsafe. you cant see past a car in a cut through and people often pull out without benefit of seeing oncoming traffic. very poor design.

With new homes and shope in the area,, there's not enough lanes going both north & south bound to handle the volume of traffic traveling. Also lights should be timed right during high peak hours (i.e. morning & evening rush hours)

Traffic speed is major concern

Blind corners - cannot see well on some parts of Sheldon.

The number of vehicles that run red lights at Gunn, Citrus Park, Linebaugh, and Waters

The side walk conditions and crossing Sheldon on bike is not safe . Also the corner of Sheldon by the CVS is not safe with cars turning there . should have no turn on red sign there .

The speed is crazy. It is hard to stay in the speed limit!!

needs to be more pedestrian friendly bike wider side walks better curbs left turns more shades and traffic lights

Because of the long/straight length of Sheldon Rd, I feel some drivers look at it as a place they can speed along and simply ignore good driving habits. There is zooming in and out, changing lanes, etc. that make pedestrians afraid to venture out, even not considering the cars waiting to get into the flow of the traffic. Maybe blinking lights like on Fletcher may help,(although, I have seen pedestrians ignoring the safety of the crosswalks there and cutting across traffic there too).

The many bus stops don't have proper shelters. When a bus stops, traffic lines up behind the bus and folks start shooting into the left lane to get around, I am sure some don't even look before turning out into the left lane. a bus turnoff would be helpful to ease this issue).

Bicycles do have the right of way like a car but they should be aware of their surroundings and NOT dart out into car lanes without warning. ! They don't use hand signals to let the other traffic know what they are going to do.

Issues with homeless along and under bridge at Mohr & Sheldon

All intersections along Sheldon rd. from Mohr rd. to Mobley rd. are very dangerous. Many vehicles do not adhere to the red light signals.

Do you have additional comments or suggestions based on your experience on Sheldon Road? What would make you feel safer while walking, bicycling, taking the bus or driving your car on Sheldon Road...

Fixed roads

A trail connecting the Town & Country Greenway to the Upper Tampa Bay trail would be nice

Better timed walk signals.

Looks dirty

We need speed enforcement

The complete streets treatment is very much needed. Right now Sheldon is just a racetrack.

Sidewalk needs to be further away from road. Bus stops should have bus pullover lane.

Leave it alone. No bike lanes are needed. Let people ride bikes on the Suncoast Trail and stay off roads.

People need to stop driving so fast and weaving back and forth in the lanes. Aggressive drivers observed every time. Bicycling in the lanes is so dangerous. Driver honk the horn at you, don't stop for you at intersections, make right turns in front of you.

Over passes for efficient traffic.

Why bike or walk on Sheldon road? It is a major thoroughway and should be tailored to the high traffic demand and not for bicyclists. They have parks and neighborhoods to ride bicycles in.

MORE POLICE PRESENCE AND SPEED CONTROL.

More left turn time.

The only thing that would make Sheldon safer is less traffic.

The intersections at Waters and Linebaugh could both use improvements.

Traffic control

Removal of the boulevard and addition of a center turn lane all the way down Sheldon. Will result in less U-Turns and Right turns

Speed and reckless drivers are the most dangerous aspects of Sheldon. In my many years of driving Sheldon, I have NEVER actively seen somebody get pulled over or witnessed many deputies observing speeding, all while witnessing daily recklessness of people exceeding 60 MPH while swerving in an out of traffic.

Lighted crosswalk

More sheriffs officers and speed traps

Speed Bumps more lights? Less drunk driving

More traffic calming, reduced speed and limit new construction for apartments.

Adding another lane and bike path

minimize amount of returns

There needs to be turning lanes available as some people come to a full stop before turning into a street causing traffic issues

Slower speed limits

I'm happy to hear they're looking into this

Safe bike lanes

Police monitoring of speed

Over all speed...my husband has to bike every day due to his health..he deals with drivers that are constantly speeding. He has made it known to the Sherriffs...

The condition of the road isn't too bad. I think more law enforcement watching for speeders would help greatly from Linebaugh Ave to Hillsborough Ave. When I walk or bike near the Upper Tampa Bay trail, it startles you when someone is speeding. I'm talking about approximately 60mph+ in the 45. You can hear the car engine roaring and it's even louder on the modified cars. I will not use the bike lane because of this reason, plus too many other distractions people are doing in the cars. At least a curb between the road and sidewalk gives a very small barrier. I've seen too many cars crash near the trail by the elderly living area, between hitting the wall and pedestrians.

Speed cams people drive like crazy on these roads.

Better access and turn lanes into neighborhoods

Concrete barriers protecting bike lane

More traffic signage.

It needs more pedestrian crossing

A way to prevent other traffic from pulling out in front of you or u turning in front of you.

Lack of side road to safely turn into various shops, housing communities, roads (like lake sunset road)

U- turns are required far to often to navigate Sheldon.

Visible lights and crossing for bikes and people. Specially the Linebaugh and Sheldon crossing.

More left turn lanes

Broader walkways n slower traffic

Slower speed zones please!

The road at night is extremely dark. I'm concerned mainly at night.

Traffic is terrible.

The speed limit is too high. There is a need for the planting of bushes down the center grass area to curb the noise. It's difficult to walk on Sheldon as you have to go so far out of your way to cross the street. Cars fly down Sheldon.

Lower speed limit on such a tight busy road. Turning lanes are terrible.

Slower speed limits - deterrent for running red lights

Right now, busses (public and school busses) have to stop in the right lane completely. It would be helpful if they had a designated right turn lane to pull over in.

Guardrails along subdivisions.

Protected bike and pedestrian lanes perhaps with barriers. Traffic is too heavy and Sheldon is too narrow to handle everything safely.

Better crosswalks

I have no idea why the light patterns aren't being asked about. I don't know what causes so many accidents, but this is a problem.

Need much more lighting at night. Road needs repairs. The sidewalks need repair and lighting. I don't think the bike lane is an issue

The turn light at Sheldon by the quick mart and apartment complex needs to have a turn only with stop on red without flashing light option for cars turning off of Sheldon to cross oncoming north/south. Had there not been a flashing light there to turn left off of Sheldon the car that hit me and rolled my SUV would've never happened. Thank god I walked away from it with minimal neck issue but had he not had the option it would've never happened.

The timing of the lights for the light before Sheldon heading north and at Linebaugh can use adjustments. Backs up all the way past 3 lakes mobile home park.

Consider putting traffic light on Sheldon at 3 lakes mobile home park. There's been several accidents in front of there and turning out of there left or right can take several minutes. I've seen so many people almost get hit there trying to turn in or out

Widen lanes

Better timing of lights

Need this to be addressed urgently

Safer travel speeds will can only be maintained by: law enforcement or speed bumps. Asking people to be vigilant and do the right thing appears to be a mute point

Give buses a safe place to pull into to pick up riders - and doesn't obstruct traffic.

As someone in law enforcement who has responded to these crashes-I'm aware the worst intersections are Waters/Sheldon and Hillsb/Sheldon. There are good suggestions here, and perhaps the flashing yellow crosswalks (like those over near USF) will make pedestrian crossing safer. The speed is not the issue, but rather the person driving. I think congestion in those intersections are making drivers more aggressive.

I think until autonomous vehicles are employed, the human factor is always going to result in crashes.

Build more direct north south roads-that would reduce traffic on sheldon

Add traffic light On Sheldon between waters and Hillsborough To slow down speed.

I've lived in Tampa for 3 years now and I can honestly say that it really needs alot more lighting. It is too dark! Tampa in general needs way more light poles everywhere!

Please do something about linebaugh & Sheldon intersection. Especially Eastbound lane turning north on Sheldon where the 3 young adults lost their lives this morning 9/8/20.

This light is confusing to someone who may not be from here or from this area. Some may think it's right on red when it's not. It needs to be changed. It's too confusing to possibly young drivers. Sheldon road period needs to have the speed dropped also. Pls do something about this road!

Warning signs

Lower speed limit is the urgent need especially coming from North to South on Sheldon. In addition close the gaps in the turn a rounds off the grassy median. They are way too large on Sheldon, holding up to 5 cars at one time all trying to turn in different directions (Casablanca Way and Sheldon for sure) scares me everyday!

People are constantly speeding and texting. I've seen police officers, however, I never see them enforce rules.

Slower speeds.

Traffic enforcement is needed, not a change to the road. People running red lights is not an issue with the road/laws nor is people not wearing seat belts, people speeding, etc. Put a traffic cop out there to write tickets for a couple months. People will start making better choices.

Flashing light cross walks, flashing light warnings when light ahead is turning red, better enforcement to deter speeders, aggressive drivers, and red light runners (which is needed everywhere in the county). It's a free-for-all on Hillsborough's roads, which leads to accidents, deaths, and our ridiculously high insurance rates. Enforcement works. When you hit people in their pocketbooks, they start to think twice.

It would be nice to see the police patrol this stretch of rd. instead of being parked in the Citrus Park Mall parking lot doing nothing

I have ever only driven on Sheldon Road for as long as I lived in Westchase which has been over 27 years with no problems. Feels completely safe in this regard but then again never go out in middle of night when drunks are out. I would never bike where there are vehicles under any circumstances because vehicles will always come out better in an accident.

I might consider riding my bike along the road if the lanes were wider, protected, and kept free of debris.

Cars just drive to fast and run the lights all the time.

Having the Camera lights that takes pictures of people's Car when they take the red light in that corner for speeding. A Cop to be in the intersection observing the Speed. Also by the School Zone by the School Land of Learning Academy & Faith Outreach Academy on Sheldon Rd. A Cop should be there in the morning & also afternoon when the kids gets out. To make sure people are not Speeding instead of going 20 miles on the School Zone...People are Speeding & not following that. I see every day when I take my Daughter to School.

The roadside signs/snipe signs private companies put out advertising roofing, pressure washing, junk hauling, weight loss, I9 sports are also a problem. They are in violation of county ordinance, but the ordinance does not offer an adequate enforcement solution. Code Enforcement is essentially relegated to picking up the never ending signs popping up one after another-an endless cycle. These signs are a distraction to drivers, become hazards to drivers as well as bicyclists, and eventually, just become nuisance roadside litter. They are not recyclable either, so straight to the landfill when they are collected. The county has invested so much money along Sheldon Road recently, including beautification projects-why allow these illegal signs continue?

Traffic speeds are NOT the problem on Sheldon; They are not excessively high or causing the problems. The design of the roadways (mostly long stretches of straight road without many traffic lights), insufficient or non-existent right- and left-turn lanes, poor timing of traffic signals, and need for more awful lighting and pedestrian accommodations make the road horrible. The road is old and does not meet modern standards. The medians and sidewalks aren't maintained at all (or to a bare minimum standard), which is unfortunate.

Light changes too fast a lot of times making people speed

Always worry about being rear ended after slowing down to exit.

Adding more traffic lights, especially outside of residential neighborhoods.

Poor design. Center median is too wide, not enough distance between sidewalk and road.

the sidewalks need major work. not enough room and too close to the road at some intersections.

More robust bus system. It would keep people from using wheelchairs in bike and auto lanes.

better management of the traffic light patterns, ticket by plate for the no right on red light lanes

All of Sheldon needs more police patrolling for speeds.

School bus backup in the morning. Cars can get backed up for as long as 7 minutes waiting for bus to load. Why can't the bus turn into the apartment complex instead of stopping on Sheldon?? There are two driveways so the bus should be able to drive in one, load kids, drive out the other.

Red lights are ran way to often , Yeturns for busy plazas are unsafe

I would NEVER Walk or bicycle on Sheldon Rd.

Sheldon Rd is full, adding lanes would be hard, the alternate north/south route is a toll, I like the option, other may not want to pay

STOP WIDENING LINEBAUGH AND OVER DEVELOPING THIS AREA!!

"YOUR SPEED" signs help a lot.

people not driving like idiots - too fast, on their phone, weaving, too close to the car in front, aggressive driving. more police pulling cars for dangerous driving.

more lanes to handle high volume of vehicles as it will ease traffic flow.

Slower traffic

More law enforcement presence to enforce the laws ... speeding, running red lights, turning right on red when signs prohibit it, making u-turns to avoid traffic lights, driving slow in the passing lane.

cross ways where ever there is opening to turn right or left might slow down the traffic speeds

This road is too congested.

More police pulling over speeders

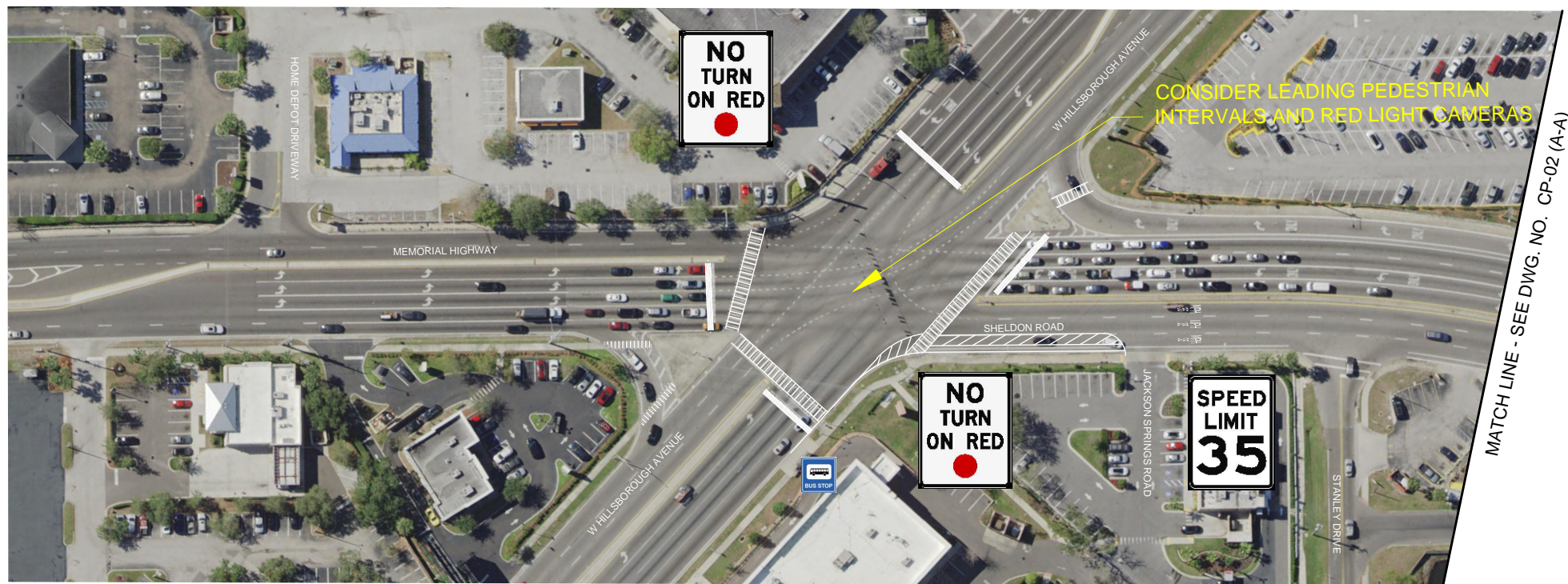
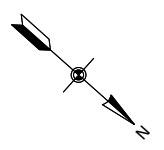
I have lived off Sheldon Road for over 30 years (on Broad Street), and it has always been dangerous because people always speed. A spot that need review is at the entrance to 3 Lakes Trailer Park. If you are coming OUT of there and turning left on Sheldon, it is terribly dangerous. Please take a look at this.

Fix the turning lanes most accidents occur because of the staggered turning causes confusion.

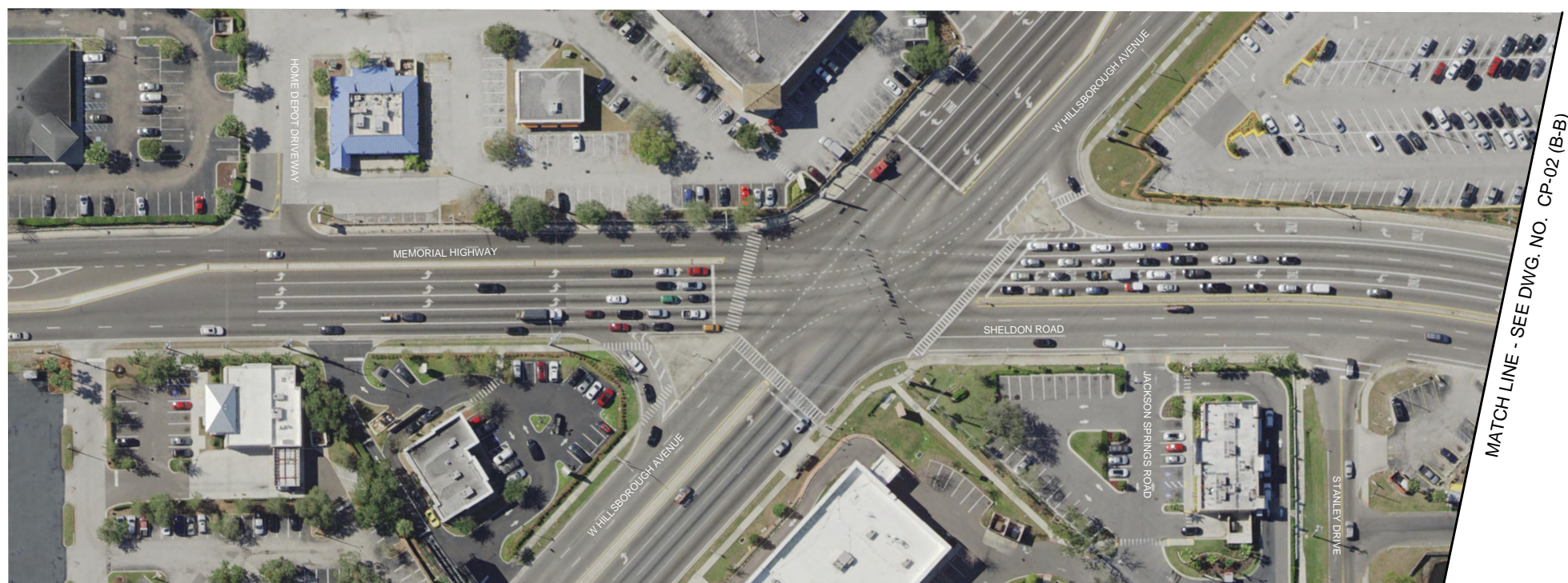
Signal warning signs used to catch the attention of distracted drivers.

More lanes, Sheldon Rd is the last North n south road in hills county, it is and will only become more like Dale Mabry of town n country area. Unless Hanley Rd & Henderson are made wider to relieve some of the traffic. The fact that Hanley cuts off at Linebaugh pushes everyone over to Sheldon rd. Make Hanley cut through to ERLICH Rd. Make Henderson cut through to hillsborough ave if possible. These roads were made when there was a lot less residents living here! Just keep building houses without making the roads bigger to accommodate more residents and their cars & bikes.

This road is really too fast for bikes and pedestrians to safely use, there needs to be some protection for them or some sort of separation, or a parallel alternative path with slower traffic speeds.



POTENTIAL OPTION - SHELDON ROAD



EXISTING CONDITION - SHELDON ROAD

NOTE:

1. PROPOSED REGULATORY SPEED LIMIT ALONG SHELDON ROAD WITHIN THE PROJECT LIMIT IS 35 MPH.
2. FOR TYPICAL DETAILS SEE DRAWING CP-09. ALL SIGNING AND PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO THE MUTCD GUIDELINES.
3. PROPOSED TYPICAL ROADWAY SECTION RECOMMENDS 10' WIDE LANES AND 5' WIDE COLORED BIKE PATH.
4. INSTALL 24" WIDE ADVANCE STOP BARS AT SIGNALIZED INTERSECTIONS.



<i>HILLSBOROUGH COUNTY VISION ZERO CORRIDORS</i>	
SHELDON ROAD FROM HILLSBOROUGH AVENUE TO WATERS AVENUE	
DRAWN BY: J. PATNAIK	DATE: 11/12/2020
CHECKED BY: T. AHMAD	DWG. NO: CP-01
SHEET NO: 01 OF 09	

MATCH LINE - SEE DWG. NO. CP-02 (A-A)

MATCH LINE - SEE DWG. NO. CP-02 (B-B)



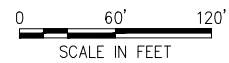
POTENTIAL OPTION - SHELDON ROAD



EXISTING CONDITION - SHELDON ROAD

NOTE:

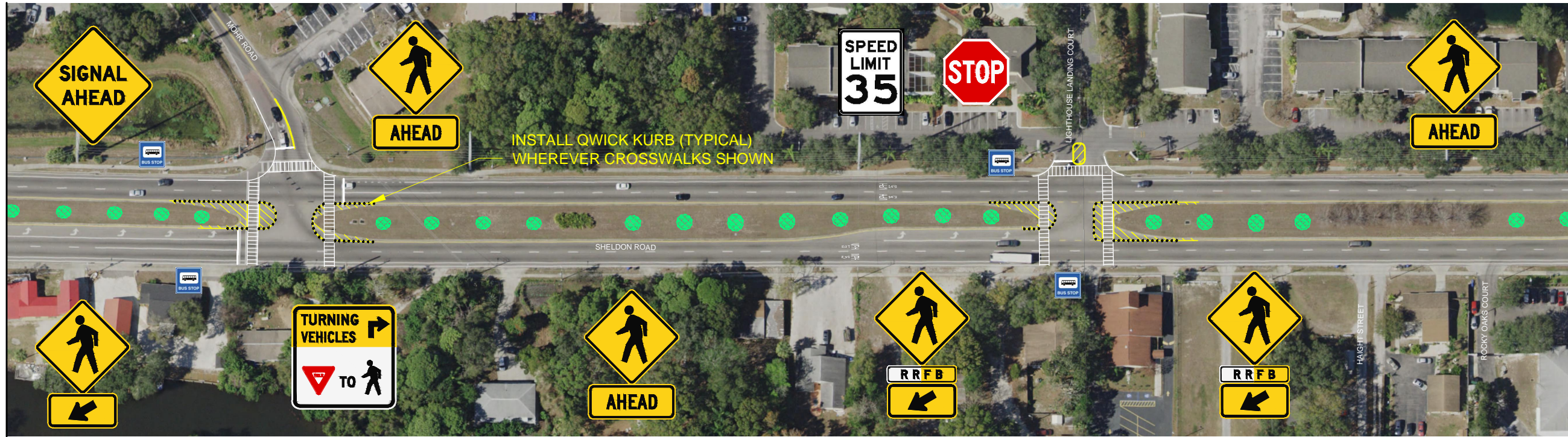
1. PROPOSED REGULATORY SPEED LIMIT ALONG SHELDON ROAD WITHIN THE PROJECT LIMIT IS 35 MPH.
2. FOR TYPICAL DETAILS SEE DRAWING CP-09. ALL SIGNING AND PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO THE MUTCD GUIDELINES.
3. PROPOSED TYPICAL ROADWAY SECTION RECOMMENDS 10' WIDE LANES AND 5' WIDE COLORED BIKE PATH.
4. PLANT TREES WITHIN MEDIAN ISLAND THROUGHOUT PROJECT STUDY AREA.



<i>HILLSBOROUGH COUNTY VISION ZERO CORRIDORS</i>	
SHELDON ROAD FROM HILLSBOROUGH AVENUE TO WATERS AVENUE	
DRAWN BY: J. PATNAIK	DATE: 11/12/2020
CHECKED BY: T. AHMAD	DWG. NO: CP-02
SHEET NO: 02 OF 09	



MATCH LINE - SEE DWG. NO. CP-02 (A-A)



MATCH LINE - SEE DWG. NO. CP-04 (B-B)

POTENTIAL OPTION - SHELDON ROAD

MATCH LINE - SEE DWG. NO. CP-02 (B-B)

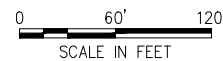


MATCH LINE - SEE DWG. NO. CP-04 (B-B)

EXISTING CONDITION - SHELDON ROAD

NOTE:

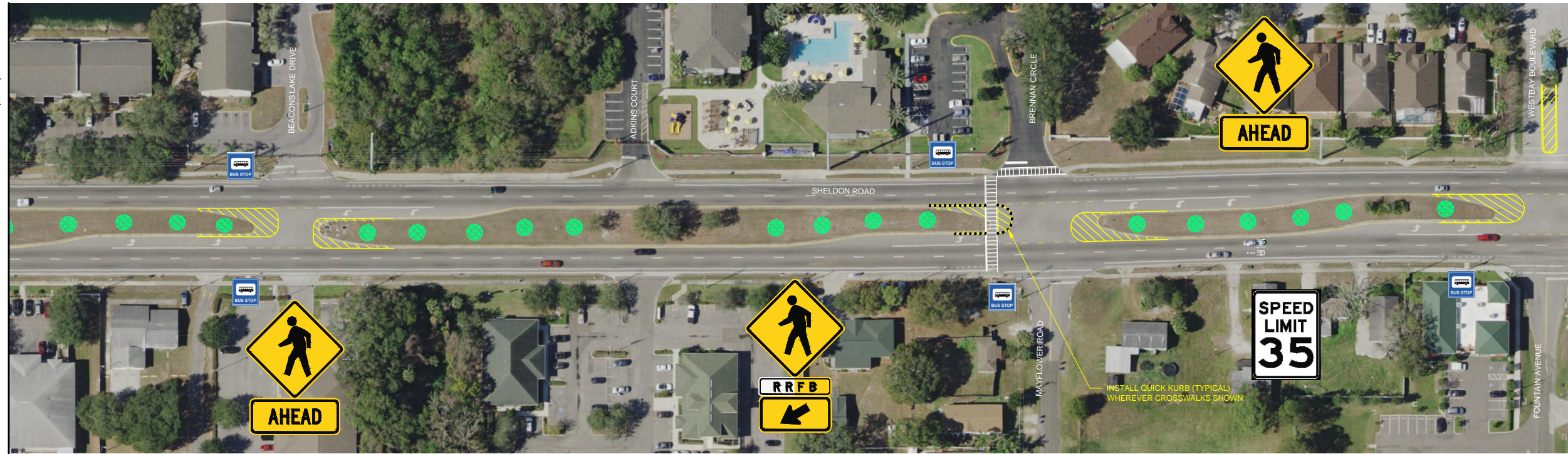
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2. FOR TYPICAL DETAILS SEE DRAWING CP-09. ALL SIGNING AND PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO THE MUTCD GUIDELINES.
3. PROPOSED TYPICAL ROADWAY SECTION RECOMMENDS 10' WIDE LANES AND 5' WIDE COLORED BIKE PATH.
4. PLANT TREES WITHIN MEDIAN ISLAND THROUGHOUT PROJECT STUDY AREA.
5. INSTALL 24" WIDE ADVANCE STOP BAR AT SIGNALIZED INTERSECTIONS.



<i>HILLSBOROUGH COUNTY VISION ZERO CORRIDORS</i>	
SHELDON ROAD FROM HILLSBOROUGH AVENUE TO WATERS AVENUE	
DRAWN BY: J. PATNAIK	DATE: 11/12/2020
CHECKED BY: T. AHMAD	DWG. NO: CP-03
SHEET NO: 03 OF 09	



MATCH LINE - SEE DWG. NO. CP-03 (A-A)



MATCH LINE - SEE DWG. NO. CP-05 (A-A)

POTENTIAL OPTION - SHELDON ROAD

MATCH LINE - SEE DWG. NO. CP-03 (B-B)

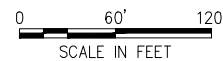


MATCH LINE - SEE DWG. NO. CP-05 (B-B)

EXISTING CONDITION - SHELDON ROAD

NOTE:

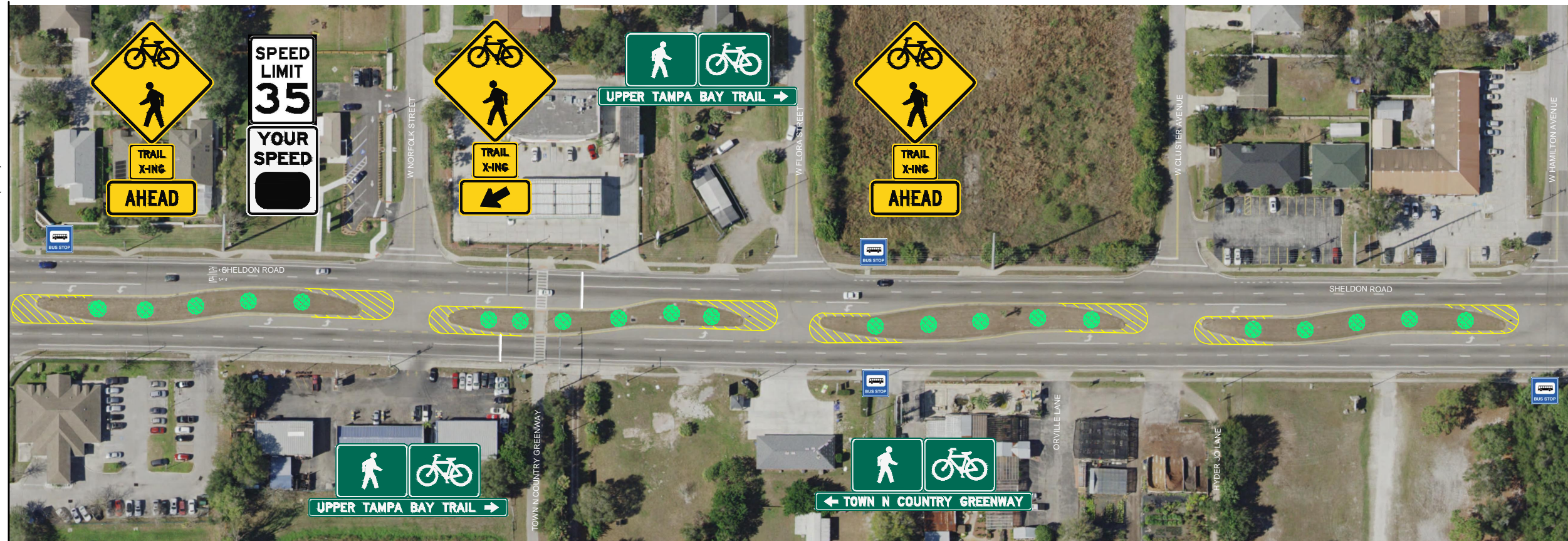
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3. PROPOSED TYPICAL ROADWAY SECTION RECOMMENDS 10' WIDE LANES AND 5' WIDE COLORED BIKE PATH.
4. PLANT TREES WITHIN MEDIAN ISLAND THROUGHOUT PROJECT STUDY AREA.



<i>HILLSBOROUGH COUNTY VISION ZERO CORRIDORS</i>	
SHELDON ROAD FROM HILLSBOROUGH AVENUE TO WATERS AVENUE	
DRAWN BY: J. PATNAIK	DATE: 11/12/2020
CHECKED BY: T. AHMAD	DWG. NO: CP-04
SHEET NO: 04 OF 09	



MATCH LINE - SEE DWG. NO. CP-04 (A-A)



MATCH LINE - SEE DWG. NO. CP-06 (A-A)

POTENTIAL OPTION - SHELDON ROAD

MATCH LINE - SEE DWG. NO. CP-04 (B-B)

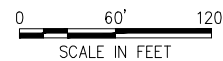


MATCH LINE - SEE DWG. NO. CP-06 (B-B)

EXISTING CONDITION - SHELDON ROAD

NOTE:

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3. PROPOSED TYPICAL ROADWAY SECTION RECOMMENDS 10' WIDE LANES AND 5' WIDE COLORED BIKE PATH.
4. PLANT TREES WITHIN MEDIAN ISLAND THROUGHOUT PROJECT STUDY AREA.
5. REMOVE EXISTING W11-2 AND W16-1P PEDESTRIAN WARNING SIGNS THAT ARE PRESENTLY INSTALLED ON SHELDON ROAD ADJACENT TO THE TOWN N COUNTRY GREENWAY CROSSWALKS.



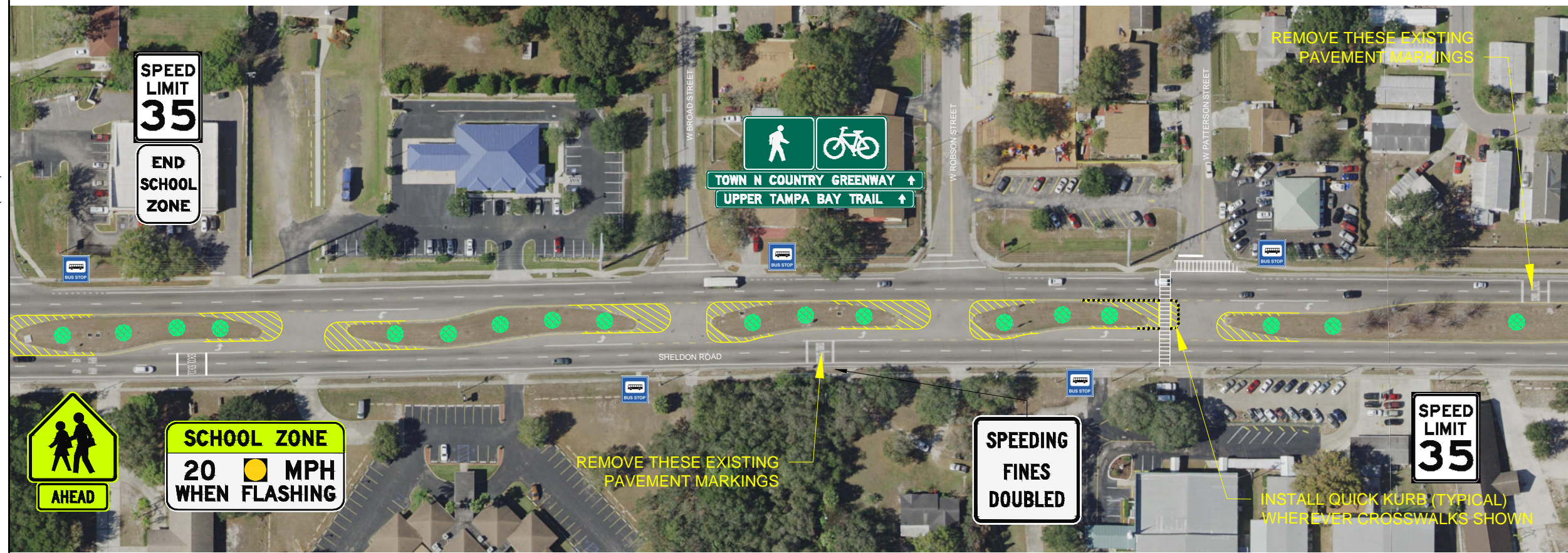
HILLSBOROUGH COUNTY
VISION ZERO CORRIDORS

SHELDON ROAD
FROM HILLSBOROUGH AVENUE
TO WATERS AVENUE

DRAWN BY: J. PATNAIK	DATE: 11/12/2020
CHECKED BY: T. AHMAD	DWG. NO: CP-05
SHEET NO: 05 OF 09	



MATCH LINE - SEE DWG. NO. CP-05 (A-A)



MATCH LINE - SEE DWG. NO. CP-07 (A-A)

POTENTIAL OPTION - SHELDON ROAD

MATCH LINE - SEE DWG. NO. CP-05 (B-B)

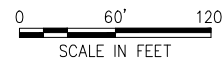


MATCH LINE - SEE DWG. NO. CP-07 (B-B)

EXISTING CONDITION - SHELDON ROAD

NOTE:

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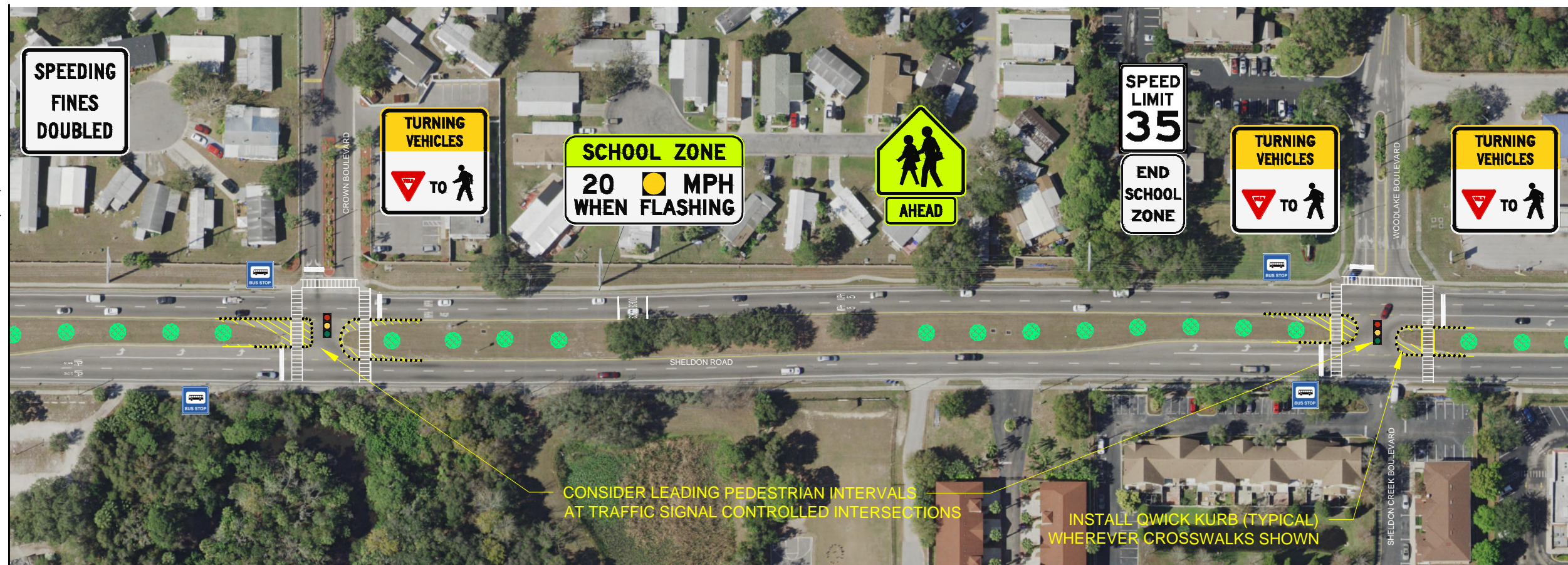
HILLSBOROUGH COUNTY
VISION ZERO CORRIDORS

SHELDON ROAD
FROM HILLSBOROUGH AVENUE
TO WATERS AVENUE

DRAWN BY: J. PATNAIK	DATE: 11/12/2020
CHECKED BY: T. AHMAD	DWG. NO: CP-06
SHEET NO: 06 OF 09	



MATCH LINE - SEE DWG. NO. CP-06 (A-A)



MATCH LINE - SEE DWG. NO. CP-08 (A-A)

POTENTIAL OPTION - SHELDON ROAD

MATCH LINE - SEE DWG. NO. CP-06 (B-B)

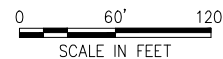


MATCH LINE - SEE DWG. NO. CP-08 (B-B)

EXISTING CONDITION - SHELDON ROAD

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3. PROPOSED TYPICAL ROADWAY SECTION RECOMMENDS 10' WIDE LANES AND 5' WIDE COLORED BIKE PATH.
4. PLANT TREES WITHIN MEDIAN ISLAND THROUGHOUT PROJECT STUDY AREA.
5. THE SCHOOL ZONE LIMIT IS RECOMMENDED TO BE EXTENDED TO 1000' FROM THE SCHOOL BOUNDARY.
6. INSTALL TWO NEW TRAFFIC SIGNALS AT CROWN BOULEVARD AND WOODLAKE BOULEVARD INTERSECTIONS WITH SHELDON ROAD.
7. INSTALL 24" WIDE ADVANCE STOP BARS AT SIGNALIZED INTERSECTIONS.



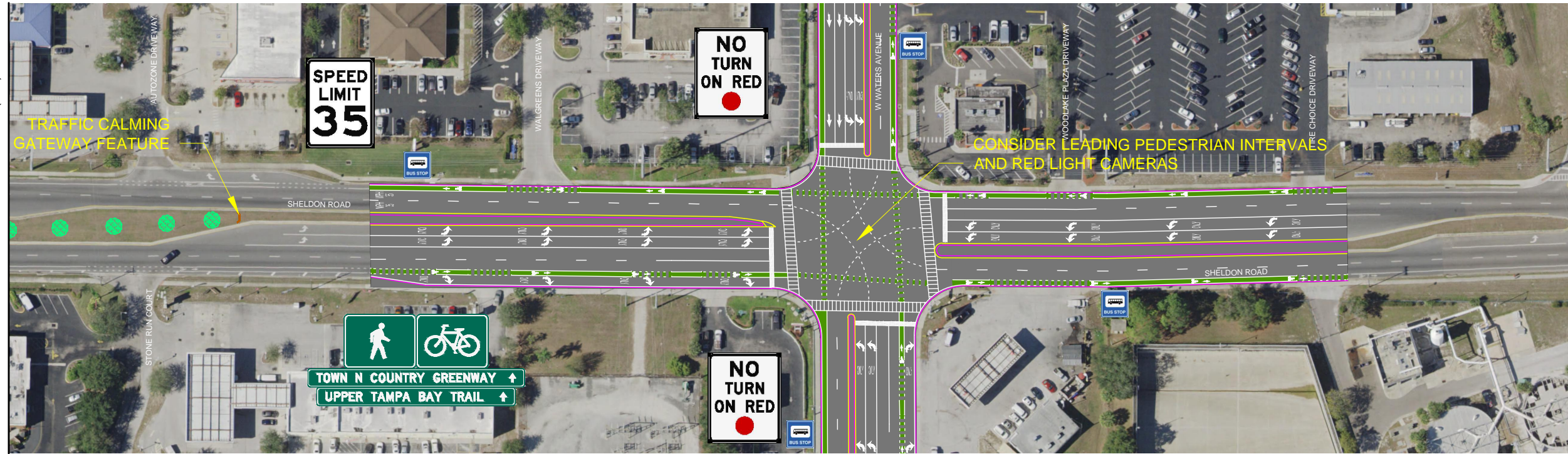
HILLSBOROUGH COUNTY
 VISION ZERO CORRIDORS

SHELDON ROAD
 FROM HILLSBOROUGH AVENUE
 TO WATERS AVENUE

DRAWN BY: J.PATNAIK	DATE: 11/12/2020
CHECKED BY: T. AHMAD	DWG. NO: CP-07
SHEET NO: 07 OF 09	

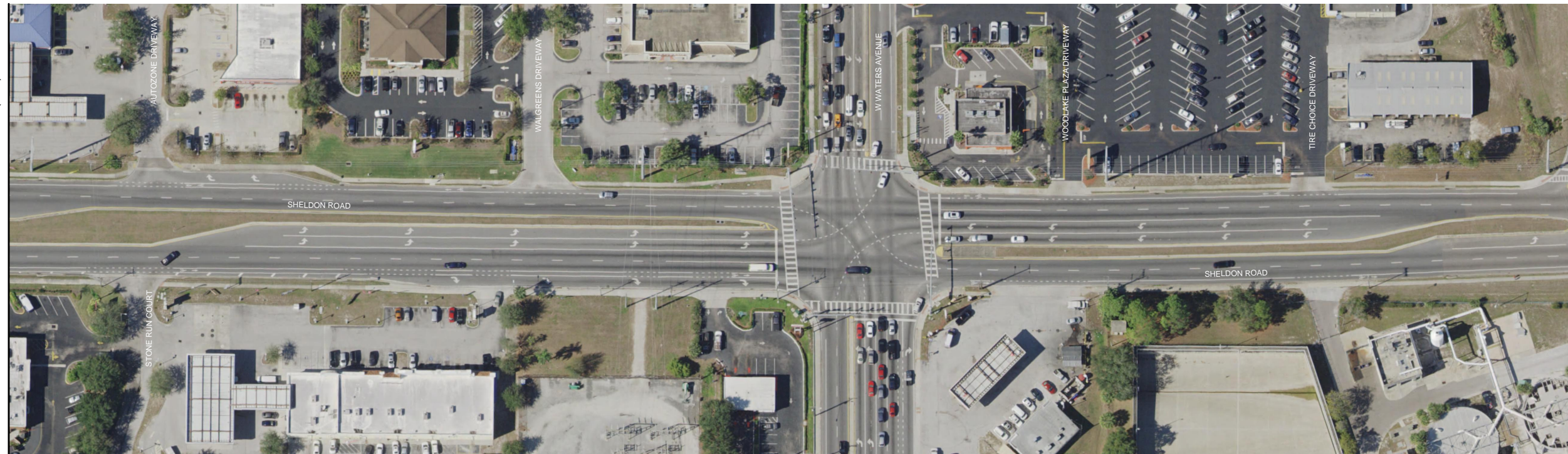


MATCH LINE - SEE DWG. NO. CP-07 (A-A)



POTENTIAL OPTION - SHELDON ROAD

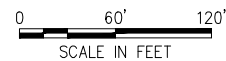
MATCH LINE - SEE DWG. NO. CP-07 (B-B)



EXISTING CONDITION - SHELDON ROAD

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<i>HILLSBOROUGH COUNTY VISION ZERO CORRIDORS</i>	
SHELDON ROAD FROM HILLSBOROUGH AVENUE TO WATERS AVENUE	
DRAWN BY: J. PATNAIK	DATE: 11/12/2020
CHECKED BY: T. AHMAD	DWG. NO: CP-08
SHEET NO: 08 OF 09	

Vision Zero Corridors - Sheldon Road

Planning Level Cost for Potential Countermeasures

	Standard Cost Cost Per Mile	Quantity	Short Term Cost	Long Term Cost
Mill and Resurface 4 Lane Divided Urban Roadway with 5' Bike Lanes: U15	\$1,211,291.69	2.2 Miles		\$2,664,841.72
Sidewalk Construction; 5' one side, 4 inch depth: O03 - Recommend 8' on both sides with ADA ramps	\$170,885.24	2.2 Miles		\$939,868.82
Mid-Block Crossing: O05 (overhead structure w/signals)	\$152,985.35	6 Locations		\$917,912.10

Minor Countermeasures

New Signs, single post (each)	\$350	34 Signs	\$11,900	
New Signs, multi post (each)	\$4,500	4 Signs	\$18,000	
New Markings, Medians	\$4,500	31 Medians	\$139,500	
New Markings, thermoplastic	\$4,500	26 Crossings	\$117,000	
New Traffic Signals	\$400,000	2+ Signals	\$800,000	\$800,000
New Leading Pedestrian Intervals	\$3,500	5 Intesections	\$17,500	
New Overhead School Signs - Steel Mast Arm Assembly	\$50,000	2 signs	\$100,000	
Landscaping - Trees (each)	\$3,500	100 trees	\$350,000	\$350,000
New RRFB's (2 per location)	\$15,000	6 Locations	\$90,000	
Speed Radar Feedback Signs	\$5,000	2 signs	\$10,000	

Street Lighting

Bike Lane Conflict Green Markings (LF) - 500 LF per Intersection	\$15.00	27 Intersections	\$202,500.00	\$202,500.00
Transit Shelters	\$15,000	28 Shelters		\$420,000
Red Light Cameras (per Intersection)	\$80,000	2 intersections		\$160,000

	Subtotal		\$ 1,856,400.00	\$ 6,455,122.64
Contingency	20%		\$ 371,280.00	\$ 1,291,024.53
Engineering	20%		\$ 371,280.00	\$ 1,291,024.53
CEI	15%		\$ 278,460.00	\$ 968,268.40
	Total		\$ 2,877,420.00	\$ 10,005,440.09
Planning Level Investment Range			\$2.9M	\$10M

- Some costs are shown in both short and long term as a placeholder, since no commitment has been made.

- Unit prices are per FDOT Statewide Average costs combined with national costs.

- Assumptions shown are purely based on potential countermeasures identified in the study. No commitment was made as to what treatments will be installed at any given location by the jurisdictional agencies (FDOT, HC, HART), or by what department (engineering, DPW, Parks & Rec); what funding category was not identified; nor a commitment made on time frame. Some of the countermeasures maybe accomplished through other maintenance projects, utility contracts further reducing the project range. GPI cannot and does not guarantee or warrant that proposals, bids or actual costs will not vary from the ranges shown.



VISIONZERO 

HILLSBOROUGH

GPI