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HILLSBOROUGH

# Hillsborough MPO Vision Zero Corridors

**Gibsonton Road/Boyette Road**  
I-75 to Balm Riverview Drive



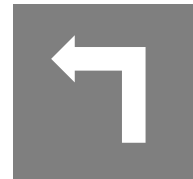
# System-Level Crash Trends

131 Total Crashes (2014-2018)



**20%** of all crashes  
occurred at nighttime

- ❖ **21%** of all fatalities & severe injuries:
  - **4 of 7** fatalities
  - **22** severe injuries



**37%** of fatal & severe injury crashes were left turning movement-related



**25%** of fatal & severe injury crashes were rear-end collisions

# System-Level Crash Trends



**34%** of all crashes were related to aggressive driving and/or speeding



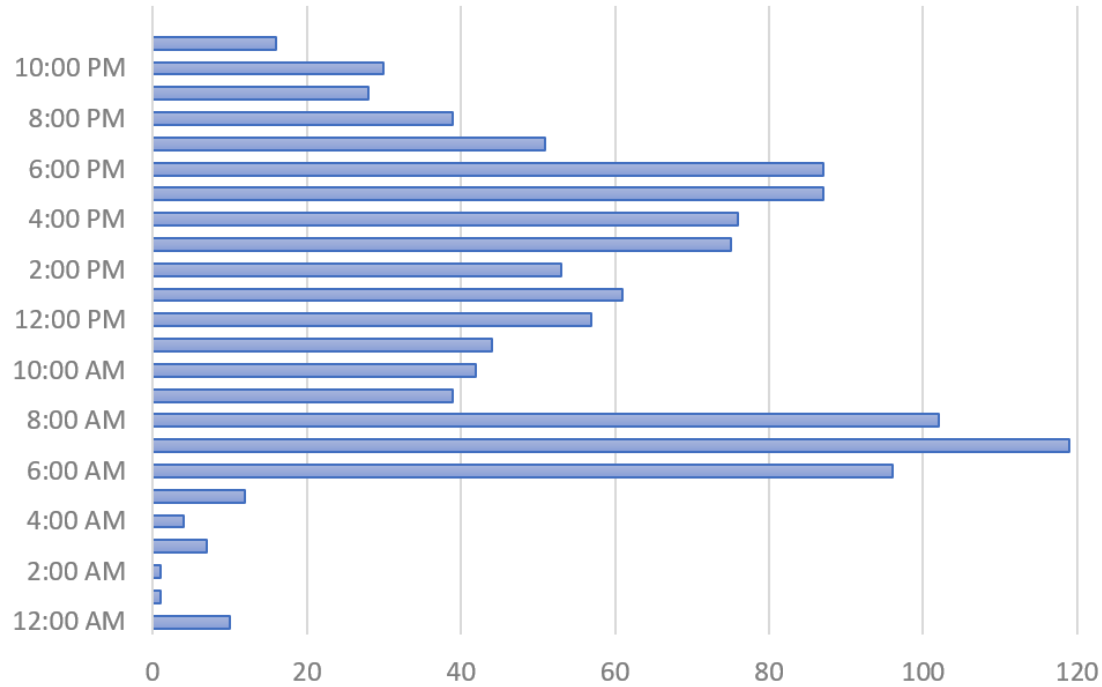
**36** crashes were related to red light running\*

- 18 at SR 301
- 7 at Balm Riverview Rd
- 7 at I-75 Interchange
- 4 at Mathog Rd

*\*Red Light Running occurred during daylight & night hours and during both rush hours and off-peak times*

# System-Level Crash Trends

## All Crashes



- ❑ **19%** of All crashes occurred during the AM peak (6 – 8 AM)
  - **25%** of all fatal & severe Injury crashes
  
- ❑ **15%** of all crashes occurred during the PM peak (4 – 6 PM)
  - **7%** of all fatal & severe injury crashes

# Crash Hotspots

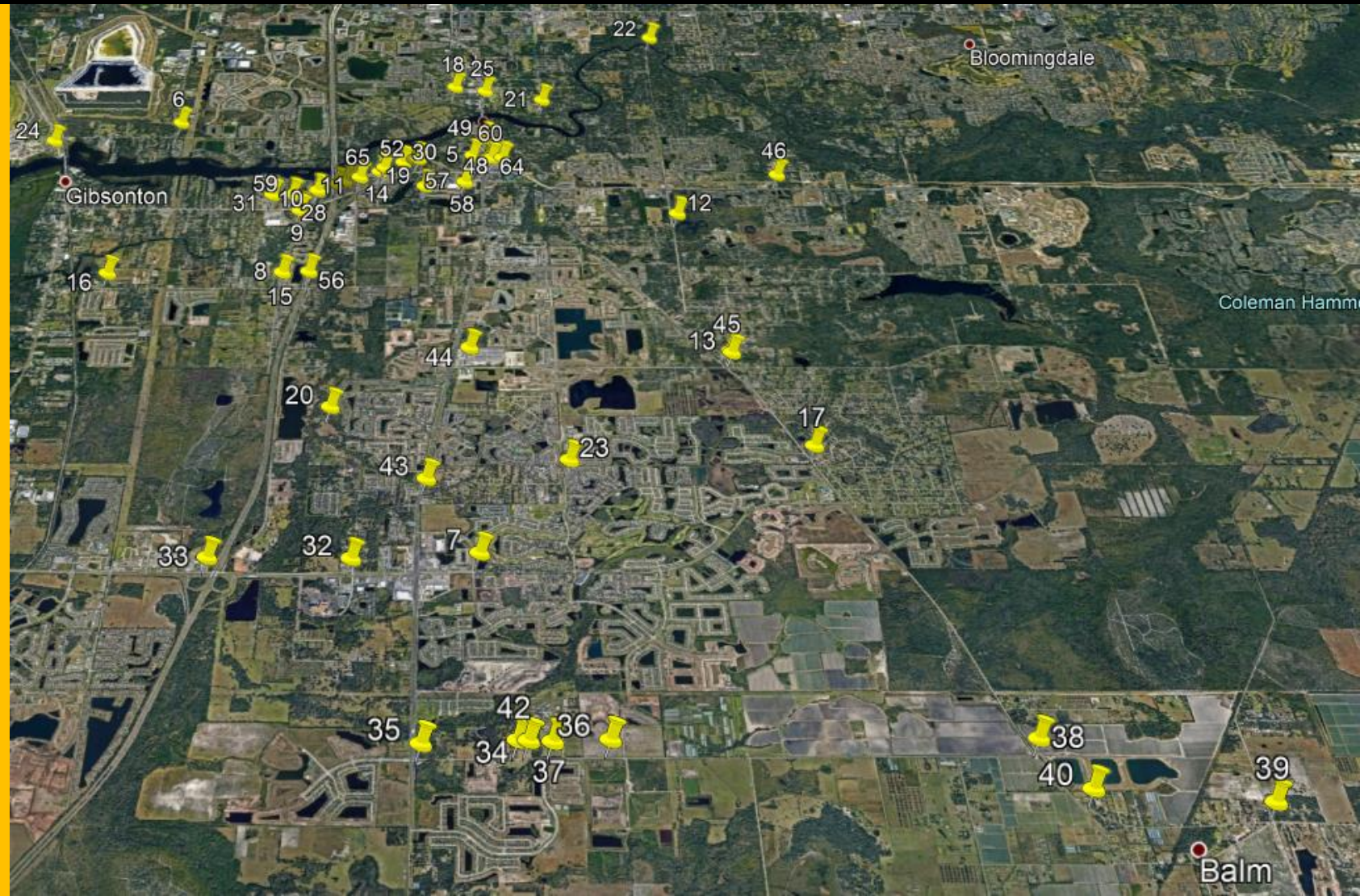
## Top crash locations

1. US 301
2. I-75 Interchange
3. Mathog Road
4. Fern Hill Drive / Old Gibsonton Drive
5. Balm Riverview Road

# Survey and Map Comments

## 103 Survey Responses Top Issues

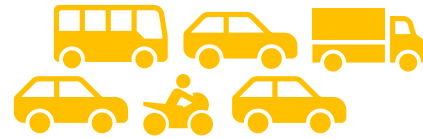
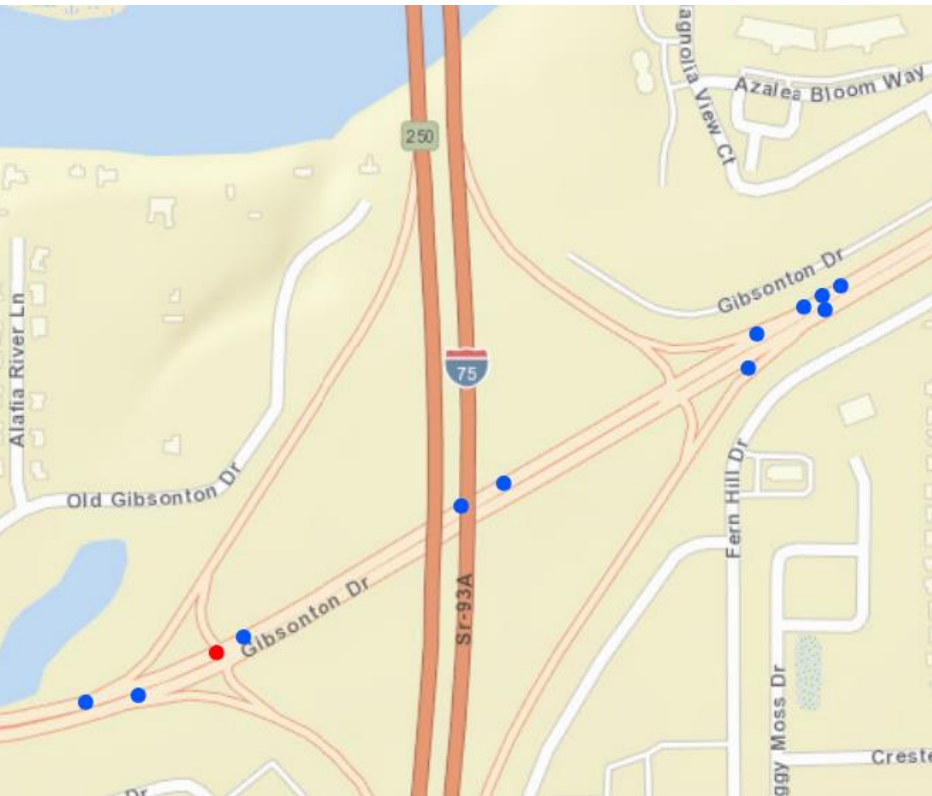
- Speeding
- Large intersections
- Difficult to cross – especially at bus stops
- Traffic operations / congestion
- Inadequate lighting





# Hotspots & Countermeasures

## I-75 Interchange



Almost **half** of all crashes occurred during rush hour

- **27%** during the AM Peak (6 – 8 AM)
- **22%** during the PM Peak (4 – 6 PM)



**8 of the 17** severe Injury crashes were caused by **left turns**



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# Crash Hotspot: I-75 Interchange, western ramps

- **4** severe injury crashes
- **One** pedestrian fatality:  
left turn at on-ramp





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# Crash Hotspot: I-75 Interchange, eastern ramps

- 6 severe injury crashes
- **Crash cluster** at northbound on-ramp





# Hotspots & Countermeasures I-75 Interchange



**199 Crashes**  
**55%** rear end  
**21%** left turn  
**21%** nighttime  
**4** involved  
pedestrians  
**1** fatality  
**23** severe Injuries

## Countermeasures

- ❑ Review proposed improvements to the interchange for:
  - pedestrian crossings and paths along the interchange
  - Signalization at Northbound on- and off-ramps
  - Enhance street lighting



# Hotspots & Countermeasures

## Fern Hill Dr / Old Gibson Dr



**111 Crashes**  
**26%** left turn  
**21%** rear end  
**20%** angle  
**18%** nighttime  
**1** involved bicyclist  
**14** severe injuries

### Countermeasures

- Evaluate Fern Hill Dr sight distance
- Evaluate need for dedicated left turn lanes
- Add crosswalks and pedestrian signal phasing
- Convert permissive left turns to restricted during peak hours
- Tighten SW corner curb radii
- Add curb extension at SE corner to prevent through movements into eastbound RT lane
- Enhance street lighting



# Hotspots & Countermeasures

## Mathog Rd



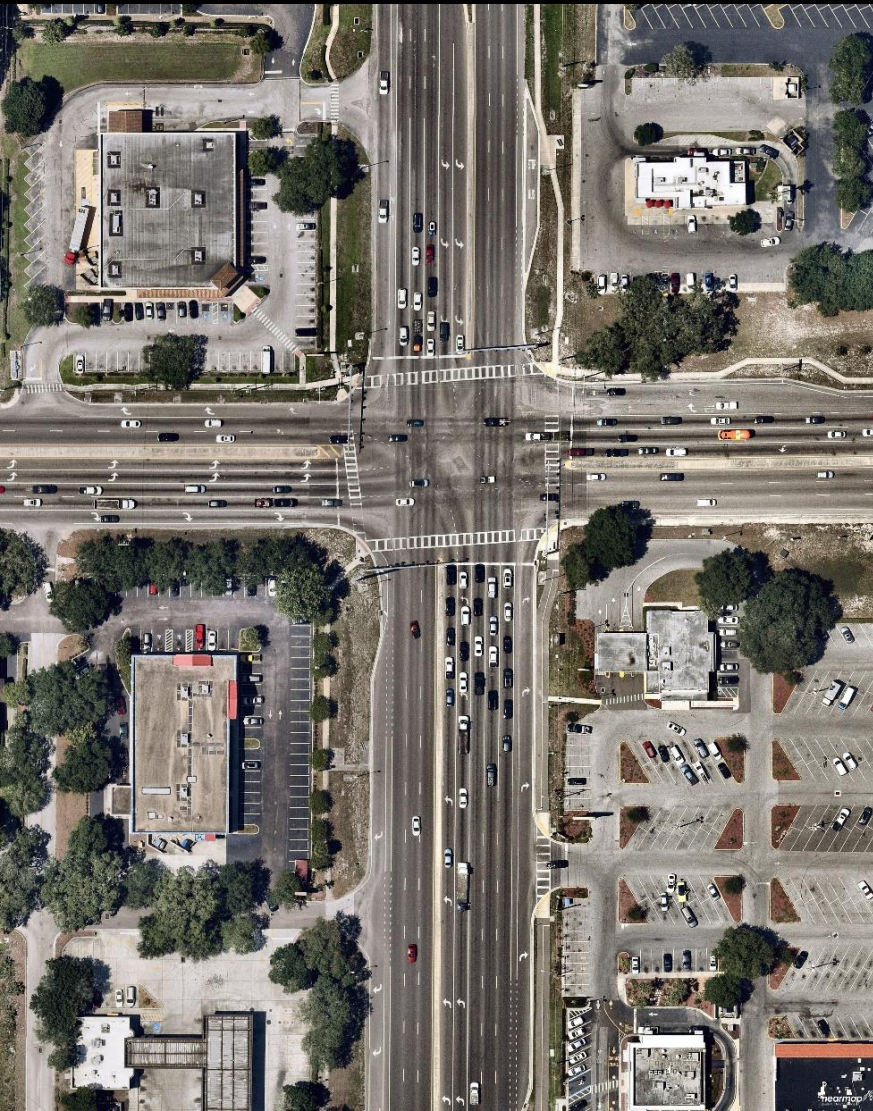
**121 Crashes**  
**72%** rear-end, of  
which **66%** are  
east of the  
intersection  
**12%** in the Dark  
**3** Fatalities  
**5** severe Injuries

### Countermeasures

- ❑ Tighten SW and SE corner curb radii
- ❑ Provide a hardscape median island for the eastbound RT lane (currently striped)
- ❑ Provide a curb extension at the southeast corner to shorten the crossing distance
- ❑ Convert permissive left turns to restricted during peak hours
- ❑ Add flashing yellow signal for left turns in off-peak hours



# Hotspots & Countermeasures US 301



**414 Crashes**  
**43%** rear end  
**20%** left turn  
**20%** nighttime  
**5** involved  
pedestrians/bicyclists  
**1** fatality  
**31** severe injuries

## Countermeasures

- ❑ Provide dual westbound LT lanes by eliminating second RT lane
- ❑ Improve pedestrian & bike conditions
  - Tighter curb radii
  - Pedestrian refuge islands
  - More green time for pedestrians
  - Separate pedestrian and turning movement green time
- ❑ Enhance street lighting



# Hotspots & Countermeasures

## Balm Riverview Dr



**107** Crashes

**42%** rear end

**19%** left turn

**27%** nighttime

**1** involved pedestrian

**1** Involved cyclist

**1** fatality

**6** severe injuries

## Countermeasures

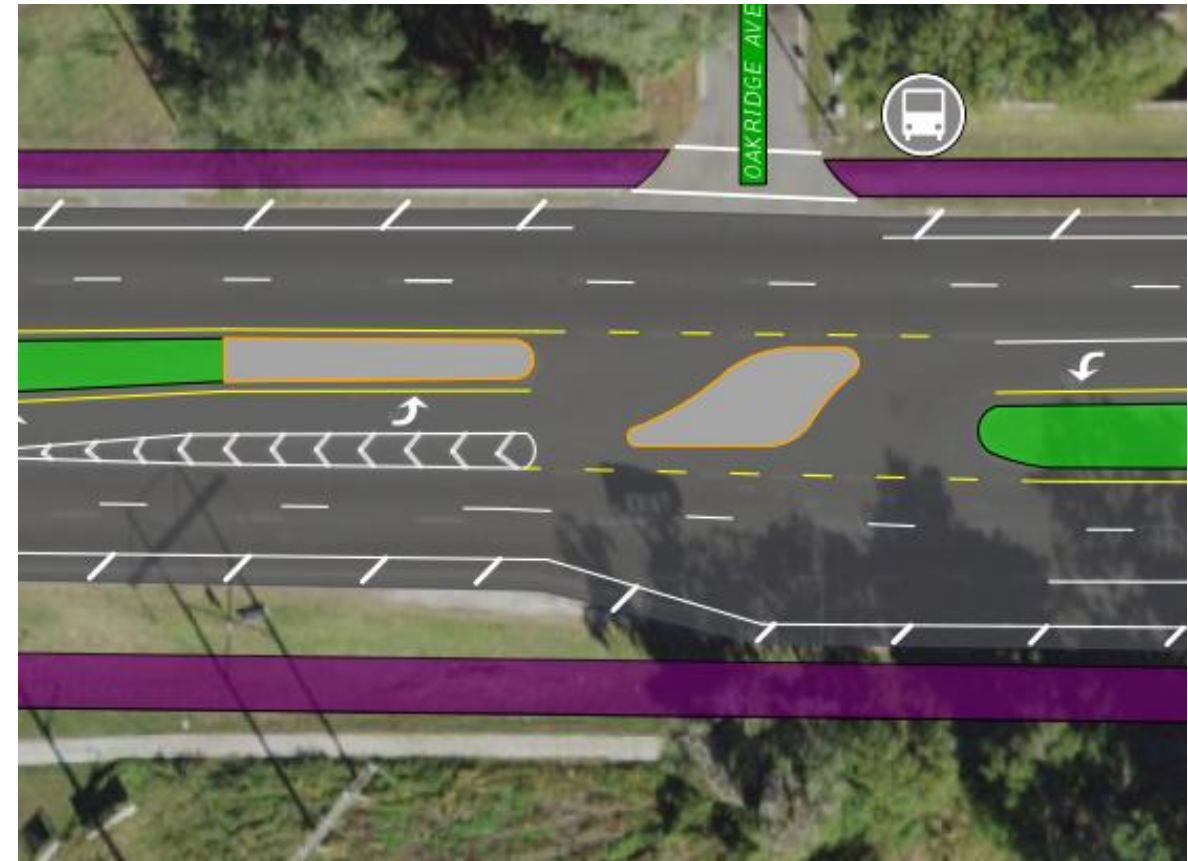
- ❑ Implement pedestrian & bicyclist-friendly improvements; particularly:
  - Tightening curb radii
  - High-emphasis crosswalks
  - Pedestrian refuge islands
- ❑ Enhance street lighting
- ❑ Convert permissive left turns to restricted during peak hours



# Recommendations

## Short-Term

- Reduce speed limit from 45 mph to 40 mph
- Narrow travel lanes to 11' to provide expanded outside buffer
- Fill in sidewalk gaps
- Provide crosswalks and ped signals on all intersection approaches
- Extend median separators at intersections where feasible to provide pedestrian refuges
- Signalize northbound I-75 on/off ramps
- Convert permissive left turns at signals to restricted during peak hours
- Restrict unsignalized median openings to left turns
- Install illuminated cross-street signage on mast arm intersections
- Enhance street lighting



# Gibson Drive Typical Sections

## Existing



## Interim Proposed





# Recommendations

## Mid-Term

- Add second westbound LT lane by converting one RT lane to thru lane
- Widen sidewalk on north side and provide 12' sidepath on southside
- Enhance roadway and sidewalk/sidepath lighting

## Long-Term

- Widen to six lanes from I-75 to US 301
- Reconstruct I-75 interchange and provide bike/ped facilities



# Gibson Drive Typical Sections

## Existing



## Long-Term Widening





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# Countermeasures Toolbox



## Cycle Track

Tamarind Avenue Multimodal Design  
Alta Planning + Design