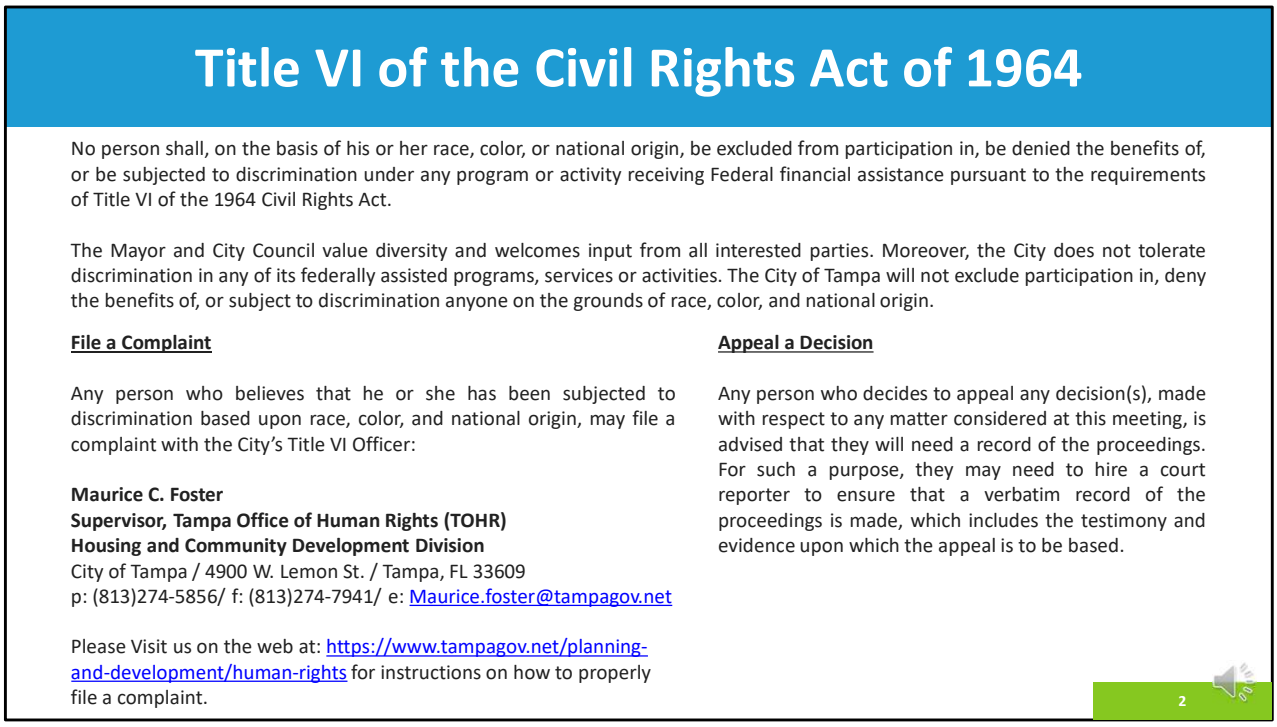
Floribraska Ave. Complete Streets

City of Tampa
Department of Mobility
Virtual Public Meeting
August 25, 2020

1

Welcome to the City of Tampa's Virtual Public Meeting for the Floribraska Avenue Complete Streets Project



Title VI of the Civil Rights Act of 1964 states that

No person shall, on the basis of his or her race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance pursuant to the requirements of Title VI of the 1964 Civil Rights Act.

The Mayor and City Council value diversity and welcomes input from all interested parties. Moreover, the City does not tolerate discrimination in any of its federally assisted programs, services or activities. The City of Tampa will not exclude participation in, deny the benefits of, or subject to discrimination anyone on the grounds of race, color, and national origin.

Any person wishing to make a complaint can do so by contacting the City's Office of Human Rights

Mayor Castor's T3 Initiative

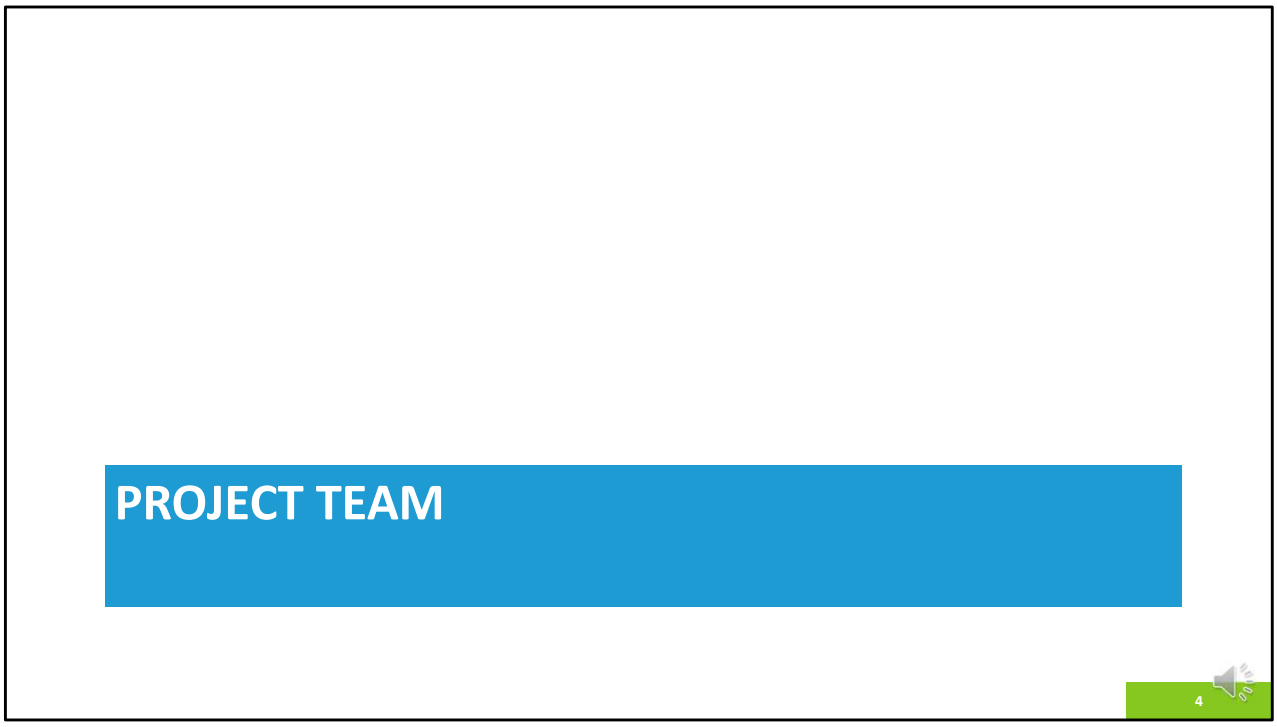
1. Implement Strategic Transit Projects.
2. Reimagine Trails and Greenways as Viable Transportation Options.
3. Adopt Vision Zero as a Citywide Policy.
4. Reinvent Urban Parking and Mobility.
5. Enhance Neighborhood Engagement.

VISION ZERO TAMPA

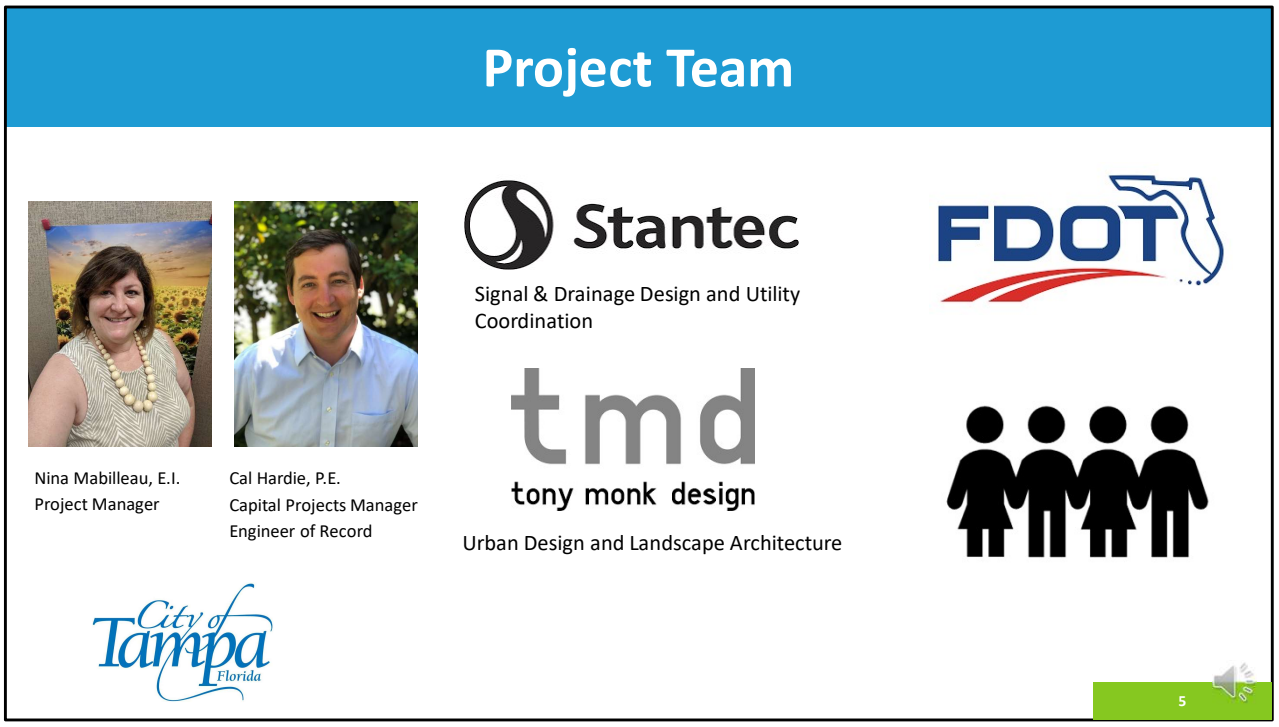
3

As part of Mayor Jane Castor's Transforming Tampa's Tomorrow Initiative (aka, T3), a Transportation Advisory Team was set up to focus on key issues facing our city and find smart solutions that will improve the quality of life for our community. The Transportation Advisory Committee developed 5 key points to improve Tampa's Transportation.

1. Implement Strategic Transit Projects.
2. Reimagine Trails and Greenways as Viable Transportation Options.
3. Adopt Vision Zero as a Citywide Policy.
4. Reinvent Urban Parking and Mobility.
5. Enhance Neighborhood Engagement.



This section will introduce our project team.



This project was designed City of Tampa Mobility Department staff.

Nina Mabilleau is the City's Project Manager.
My name is Cal Hardie, and I am serving as the Engineer of Record for this project.

The City also hired Stantec to assist with the Signal & Drainage Design and Utility Coordination and Tony Monk Design for Urban Design and Landscape Architecture services.

This project is federally funded and is administered by our colleagues at the Florida Department of Transportation through the Transportation Alternatives Program (TAP).

The final team members are the residents and neighbors of Floribraska Avenue, and the users of the corridor, also known as you.

This section will give an overview of the project before we discuss project details.

Floribraska Ave Complete Streets

Floribraska Avenue Complete Streets from N Tampa St to 9th St

City Project No: 1001531; FPN 436640-1

Project Location

Overview Map

Detail Map

Phase	Firm	Cost	Funding Source	Schedule Start	Schedule Finish
Design	City / Stantec /Tony Monk	$150,000	City	Nov 2019	Mar 2021
Construction	TBD	~$2,120,000	FDOT/City	Oct 2021	Oct 2022

This project provides for reconfiguring the existing 4-lane undivided roadway to a complete street with two (2) 10-feet travel lanes separated by a two-way left turn center lane plus an on-road bidirectional cycle track, with a raised separator on the southern side of the road. The proposed improvements also include wider sidewalks, raised pedestrian refuge islands, and crosswalks at the intersections of both Jefferson St. and Central Ave.

Currently, the 0.6 mile segment of Floribraska Avenue between N. Tampa Street and 9th Street is an east-west, 4-lanes (two travel lanes in each direction) arterial roadway and bus route with a posted speed of 30 mph with an average daily traffic volume of 8,000 vehicles per day. The proposed improvements will reduce conflicts and sight obstruction hazards along the corridor making is safer for all users in accordance with the City's Vision Zero initiative while maintaining the existing roadway's level of service.

7

The Floribraska Ave. Complete Streets Project begins at the intersection of Tampa St. and ends near the intersection of 9th St.

It is located in the Tampa Heights and VM Ybor neighborhoods.

Design began in November 2019 and is scheduled to wrap up in March 2021. The City spent $150,000 on design.

Construction is scheduled to begin in October 2021 and last a year. This project is expected to cost over $2.1 Million, and is being co-funded by the City and FDOT through federal funds.

On the right of the slide is a brief description of the project, but we will provide more details throughout the presentation.

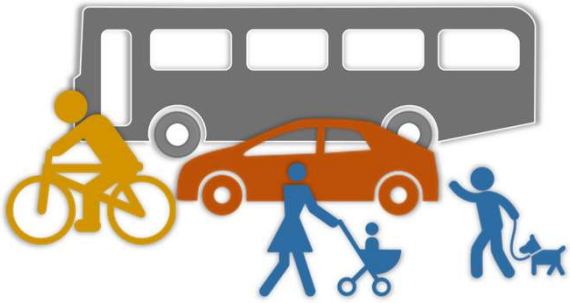
PROJECT BACKGROUND

8

This section will discuss the Project's Background.

What are Complete Streets?

Complete Streets are designed so all modes of transportation can share the road safely.



9

A Complete Streets design approach encourages safe mobility for all users by providing places to walk, cross the street, catch a bus, or ride a bike. Different means of transportation, such as cars, walking, transit, and biking are called “modes.” Complete Streets are designed so all modes of transportation can share the road safely. This is called a multi-modal design approach.

Complete streets improve safety, promote active transportation, improve health, lower transportation costs, provide transportation alternatives, ease congestion, and create a sense of community.

The Right Street in the Right Place

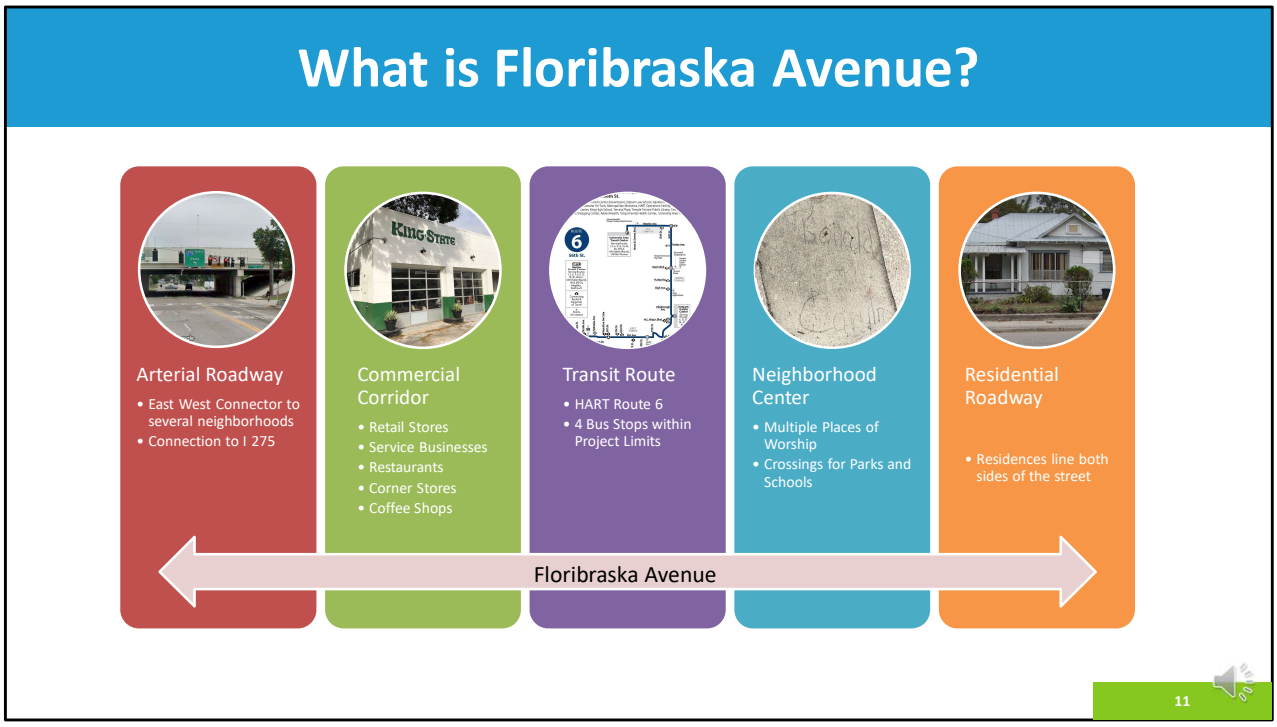
There is no single design application for Complete Streets; each one is unique and responds to its community context.

10

It is important to design a street to the surrounding context.

There is no single design application for Complete Streets; each one is unique and responds to its community context.

Floribraska Ave. generally falls within the C4-Urban General Designation of the Florida Design Manual.



Floribraska Avenue serves as:

- A collector roadway, connecting neighborhoods and providing regional access via I-275.
- A commercial corridor with a variety of shops
- A transit route for HART Route 6
- A neighborhood center connecting people to schools and places of worship
- A residential roadway with residences lining both sides of the road.

Existing Conditions

What's wrong with this picture?

Physical Condition
- Deteriorated pavement
- Narrow sidewalks

Modal Insufficiencies
- No bike lanes
- Americans with Disabilities Act (ADA) Issues
- Small transit stops

Safety
- Wide lanes
- No crosswalks
- No turn lanes

Placemaking
- Street design does not reflect surrounding context of the neighborhood

12

The picture on the left is representative of the current state of Floribraska Avenue.

Please note the existing conditions of the corridor, including the deteriorated pavement and narrow sidewalks. There are modal insufficiencies such as the lack of bike lanes, cluttered transit stops, and walkways that do not meet current Americans with Disabilities Act standards. The roadway has wide lanes that promote speeding and lacks turn lanes. There are also no crosswalks outside the signalized intersections. Finally, the expanse of pavement and concrete leaves little opportunity for placemaking, and the street design does not reflect the surrounding context of the neighborhood.

Existing Sidewalks

Substandard and obstructed pedestrian walkways.

13

These pictures show a few of the obstructions found with the sidewalks, including garbage cans, utility poles, and frequent steep driveway cuts.

How did this Project Originate?

City of Tampa Walk-Bike Plan, Phase 1, 2011

- Multi-Phased plan to identify opportunities for enhanced bicycle and pedestrian mobility throughout the City.
- Developed by the Hillsborough County MPO working in close coordination with the City of Tampa.
- Floribraska Avenue identified as a **complete street/road diet** candidate and primary transit corridor

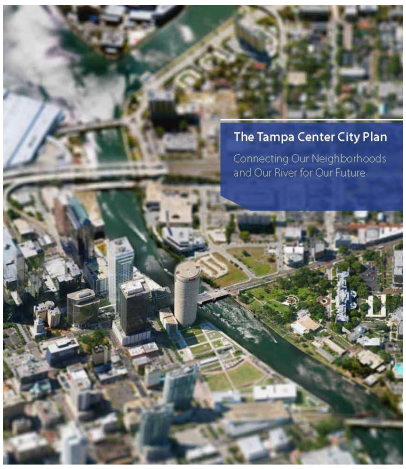
14

This project was identified in the *City of Tampa Walk-Bike Plan, Phase 1, published in 2011.*
This was a Multi-Phased plan to identify opportunities for enhanced bicycle and pedestrian mobility throughout the City that was developed by the Hillsborough County MPO working in close coordination with the City of Tampa.
Floribraska Avenue is identified as a **complete street/road diet** candidate and a primary transit corridor.

How did this Project Originate?

Neighborhood Connector Improvements

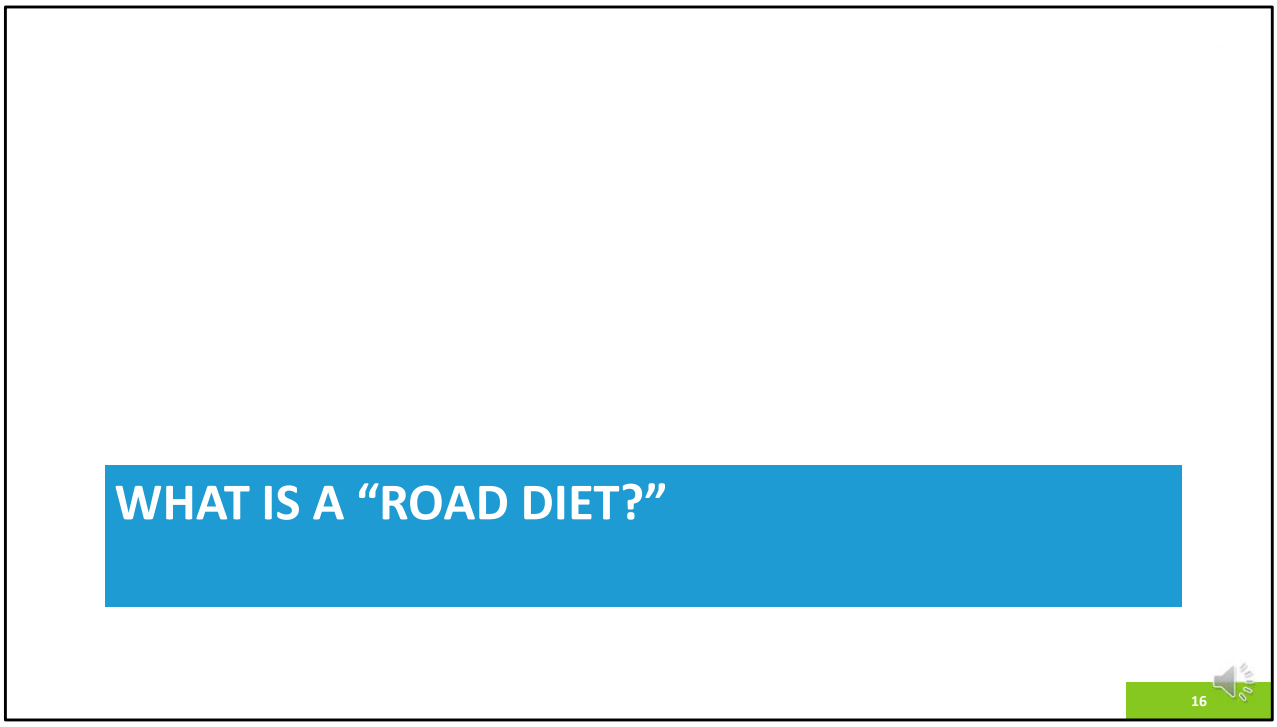
[1] ROAD DIET 4-LANES TO 3-LANES
[2] MEDIAN ISLANDS WITH TREES
[3] NARROWED TRAVEL LANES
[4] BIKE LANES
[5] INTERSECTION CROSSING TREATMENTS



INVISION TAMPA
People. Place. Progress.
CENTER CITY

15

Floribraska Ave. was also identified as a Neighborhood Connector in the InVision Tampa Center City Plan. The picture on the left shows a rendering of the improvements proposed within that plan.



This section will discuss the elements of a road diet.

Safety- Overview

- A Federal Highway Administration (FHWA) **Proven Safety Countermeasure**
- Benefits include:
  - Safety
  - Ease of Use
  - Provision for Bike Lanes
  - Better Pedestrian Experience

17

Road diets are listed by the Federal Highway Administration (FHWA) as one of twenty proven safety countermeasures.

Studies have proven that road diets create streets that are safer, easier to use, and provide better experiences for pedestrians and cyclists.

Road Diet Candidates

LESS THAN 10,000 ADT	10,000 – 15,000 ADT	15,000 – 20,000 ADT	GREATER THAN 20,000 ADT
Great candidate for Road Diets in most instances. Capacity will most likely not be affected.	*Good candidate for Road Diets in many instances. Agencies should conduct intersection analysis and consider signal retiming to determine any effect on capacity.*	*Good candidate for Road Diets in some instances. Agencies should conduct a corridor analysis. Capacity may be affected at this volume depending on the "before" condition.*	*Agencies should complete a feasibility study to determine whether this is a good location for a Road Diet. There are several examples across the country where Road Diets have been successful with ADTs as high as 26,000. Capacity may be affected at this volume.*

1 FHWA, Road Diet Informational Guide, FHWA-SA-14-028 (Washington, DC: FHWA, 2014). Available at: http://safety.fhwa.dot.gov/road_diets/case_studies/roaddiet_cs.pdf.

2 City of Seattle Modeling Flow Chart for Road Diet Feasibility Determination. Available at: http://safety.fhwa.dot.gov/road_diets/info_guide/ch3.cfm#f1.

3 MnDOT Office of Traffic, Safety and Technology, Minnesota's Best Practices for Pedestrian/Bicycle Safety, Report 2013-22 (Roseville, MN: MNDOT, 2013). Available at: http://www.dot.state.mn.us/stateaid/trafficsafety/reference/ped-bike-handbook-09.18.2013-v1.pdf.

Floribraska Ave (Florida Ave. to Nebraska Ave.) AADT= **7,712**

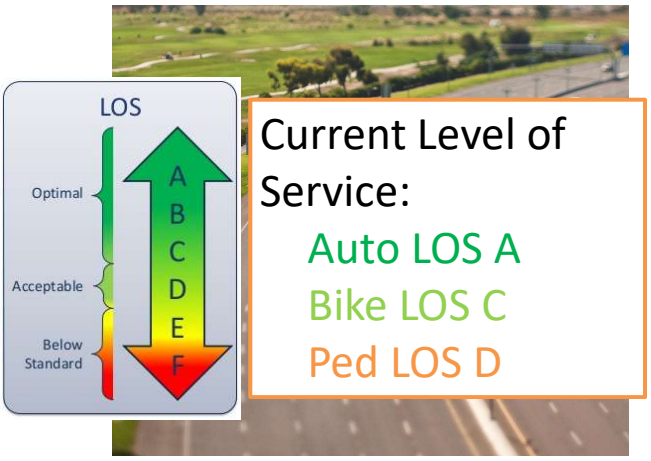
Hillsborough Metropolitan Planning Organization Traffic Counts, 2018

18

Due to the relatively low amount of traffic (that is, an Average Annual Daily Traffic rate of around 8,000 vehicles per day), Floribraska Avenue is listed as a Great Candidate for a road diet by the FHWA.

Vehicular Traffic Terms

- **Volume** = amount of traffic that a roadway experiences
- **Capacity** = how much traffic volume a roadway can handle
- **Level of Service** = ranking or grade of how well a roadway operates
  - LOS A= free flow traffic
  - LOS D= acceptable
  - LOS F= highly congested traffic



19

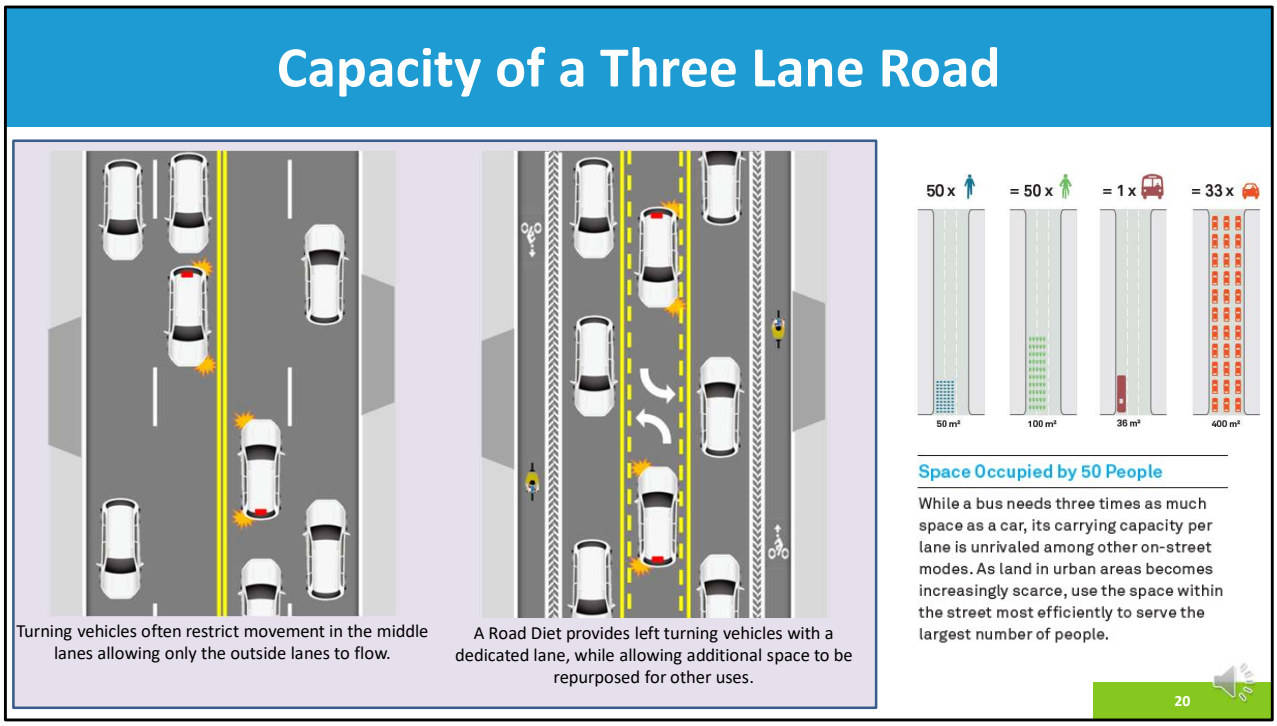
It may be good to have a simple discussion of some traffic terms before going into the next few slides.

Volume = amount of traffic that a roadway experiences
Capacity = how much traffic volume a roadway can handle
Level of Service = ranking or grade of how well a roadway operates

The chart in the middle shows that Level of Service A through C are Optimal, D is Acceptable, and E & F are below standards.

In the past, roadways were only analyzed in terms of the vehicular level of service. Therefore, maximizing the efficiency of automobile traffic over that of other modes. It is important to design corridors to maximize the level of service of all modes.

The Walk/Bike plan showed Floribraska as having a Level of Service A for automobiles, a Level of Service C for bikes, and a Level of Service D for pedestrians.

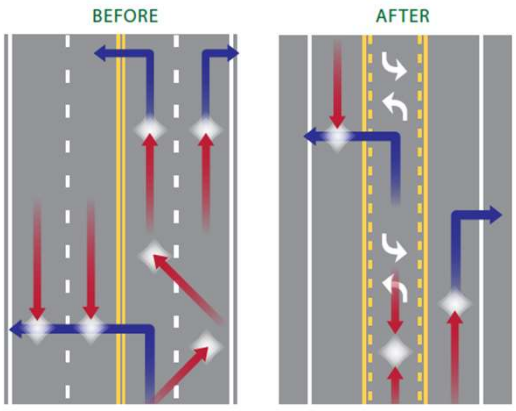


With proper design, road diets will not have a significant adverse effect on the capacity of a roadway due to the presence of turning vehicles. The figure on the far left shows how turning vehicles often restrict movement in the middle lanes allowing only the outside lanes to flow. As shown in the middle picture, a Road Diet removes two through lanes and replaces them with a two-way left turn lane which provides left turning vehicles with a dedicated lane, while allowing additional space to be repurposed for other uses.

Although capacity is generally defined as how much traffic can use a roadway, perhaps a more precise definition of capacity is the measure of how many automobiles can use a roadway at the same time. Due to the prevalence of single occupancy vehicles (that is cars with only a driver inside), automobiles are the least efficient mode when considering the amount of space needed per person. This is important because roadways designed in an auto-centric manner, will often be more dangerous due to the space requirements that automobiles demand. Generally speaking, larger roadways operate at greater speeds and are more dangerous. The figure on the right shows how much space is needed to move 50 people using different modes. As land in urban areas becomes increasingly scarce, efficient use of street space will serve the largest number of people. A complete street should maximize both the safety and efficiency of all modes.

Safety- Crash Statistics

- Road Diets typically reduce total crashes **19% to 47%**
  - *Knapp, Keith et al. (November 2014). Road Diet Informational Guide (FHWA-SA-14-028)*
- **29% reduction in total crashes**
  - 15 Case Studies in Iowa, 30 sites in California and Washington
  - 7-15% Increase in Traffic
  - *Evaluation of Lane Reduction "Road Diet" Measures on Crashes, Publication Number: FHWA-HRT-10-053, June 2010,* FHWA



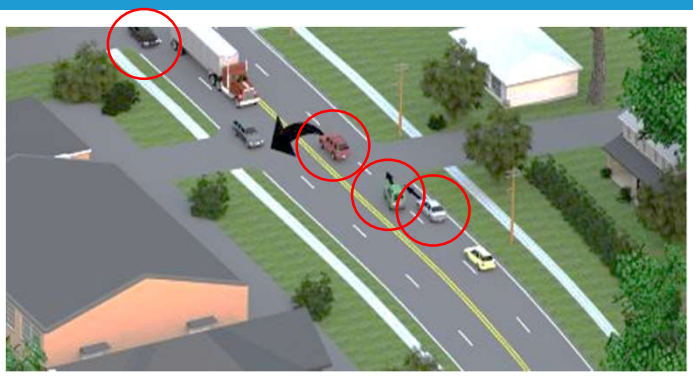
Conflict Points are areas where two vehicles cross paths. These areas are opportunities for crashes. The two pictures above show the reduction in conflict points associated with a road diet.

21

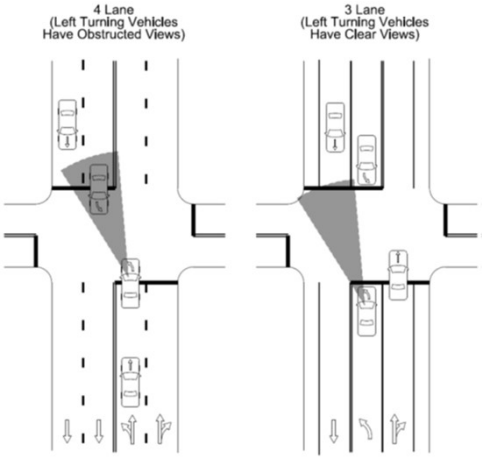
Road diets have a superb safety record. Various studies have shown reductions in crashes after road diets were implemented. Reductions range between 19-47%.

The figures on the right illustrate why road diets may experience fewer crashes. Road Diets reduce conflict points. Conflict Points are areas where two vehicles cross paths which are opportunities for crashes.

Safety- Left Turns



- Easier and safer left-turns
  - Opposing left turning vehicles are out of sight line
  - Only one lane of opposing traffic to cross
  - No stopping in a through lane (less rear-end crashes)
  - Less Weaving

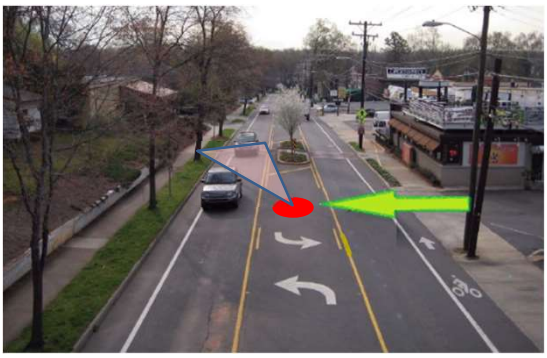


Offset Left Turns

22

The picture on the left further illustrates some of the crash types that are associated with left turns on a four-lane roadway. The red car waiting to make a left turn may not see the black car obscured by the truck. Meanwhile, the green car may not have seen the red car stopped and swerves into the second lane, where the silver car is passing on the right. The complexity of the roadway allows for a lot of potential crashes. As shown on the figure on the right, Road Diets provide a center offset left turn lane and remove passing lanes. Drivers can use the center turn lane to decelerate and wait to turn left while being able to see around opposing left turning vehicles. Additionally, they only need to cross one lane of oncoming traffic and do not need to contend with passing or weaving vehicles.

Left Turns from Side Streets and Driveways



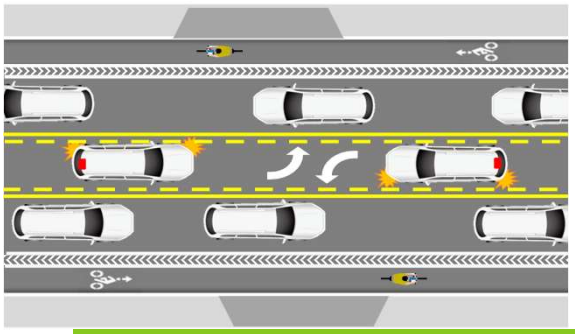
Left turns from side streets and driveways are safer and easier because a driver only crosses one lane at a time. The two-way left turn lane provides an area for a driver to pause and check oncoming traffic in the other direction.

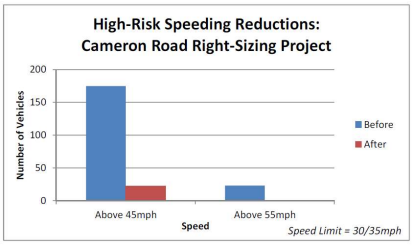
23

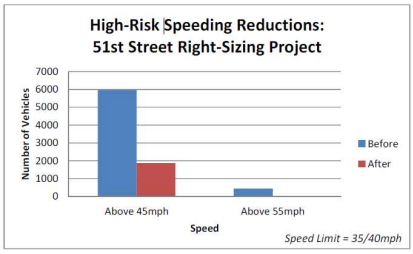
Left turns from side streets and driveways are safer and easier because a driver only crosses one lane at a time. The two-way left turn lane provides an area for a driver to pause and check oncoming traffic in the other direction.

Lower Speeds (No Passing)

- Slower Vehicular Speeds
  - One travel lane allows for effective speed controls as there is no passing lane







Source: *Redesigning the Street, 2014, City of Austin Texas*

24

The removal of a passing lane allows for slower traffic to dictate the speed. The chart on the right from the City of Austin's manual, Redesigning the Street, published in 2014, shows speeding reductions on roadways that had recently been road dieted.

Now that we have gone over the benefits of road diets, this section will explore how the removed vehicular lanes can be repurposed.

What is Right-Sizing?

- Generally, as the City grew, roads were traditionally widened to add additional through lanes as that was the known practice at the time.
- Floribraska Ave. has excess space dedicated to vehicles that sits largely unused.
- Right-sizing is the process of reallocating pavement and right-of-way space to better serve the context of the roadway and goals of the community

26

What is Right-sizing
-Generally, as the City grew, roads were traditionally widened to add additional through lanes as that was the known practice at the time.
-Floribraska Ave. has excess space dedicated to vehicles that sits largely unused.
-Right-sizing is the process of reallocating pavement and right-of-way space to better serve the context of the roadway and goals of the community

Additional Safety Benefits

- Right-sizing allows space for two other proven safety countermeasures:
  - Pedestrian Refuge Islands
  - Wider Pedestrian Walkways

27

Right-sizing allows space for two other proven safety countermeasures:

Pedestrian Refuge Islands
Wider Pedestrian Walkways

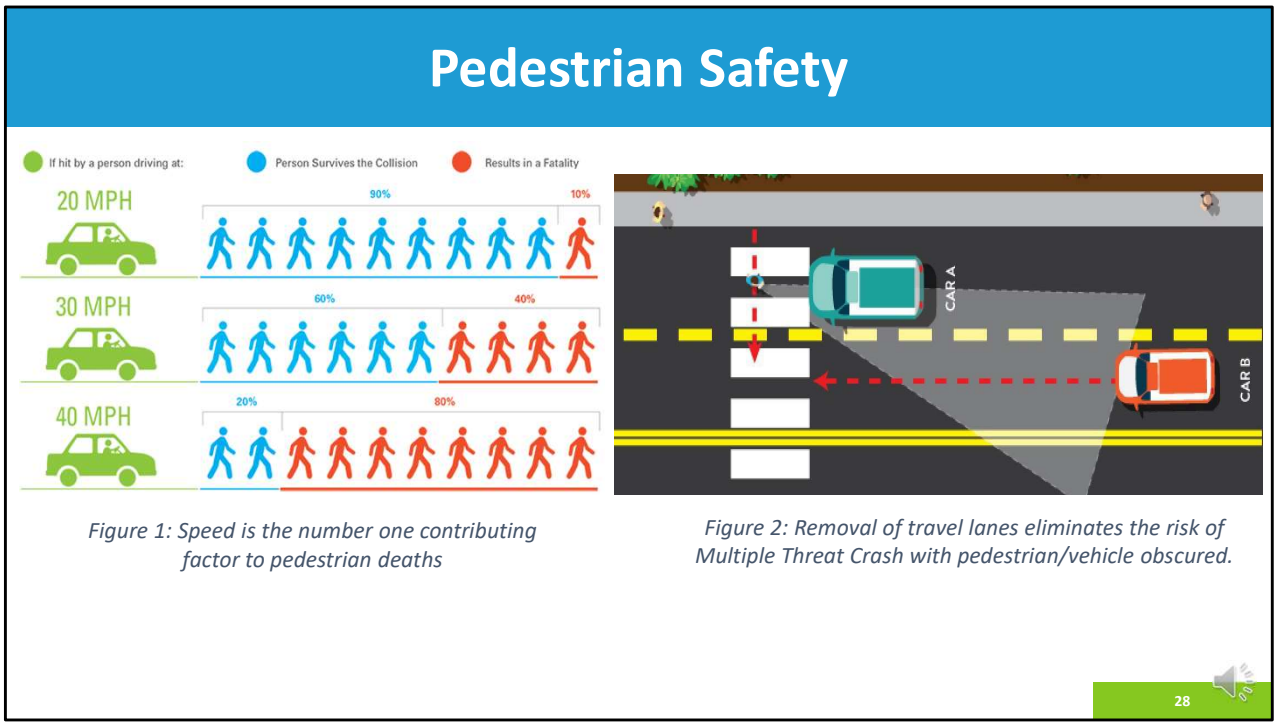


Figure 1: Speed is the number one contributing factor to pedestrian deaths

Figure 2: Removal of travel lanes eliminates the risk of Multiple Threat Crash with pedestrian/vehicle obscured.

Making Floribraska Avenue safer for pedestrians is one of the driving forces behind this project. As shown in Figure 1 on the left, speed is the number one contributing factor to pedestrian deaths. The likelihood that a pedestrian survives a crash greatly decreases as speed increases. This chart shows that a person hit by a driver travelling at 40 miles per hour has an 80% chance of dying, compared to only 10% for a crash where a driver is travelling at 20 miles per hour.

Multiple Threat Crashes can occur on multilane roadways where a vehicle is obscuring a pedestrian in the crosswalk. In Figure 2, on the right, the driver of Car A is yielding to a pedestrian within the crosswalk. However, his vehicle is obscuring the pedestrian's view of Car B as well as the driver's view of the pedestrian.

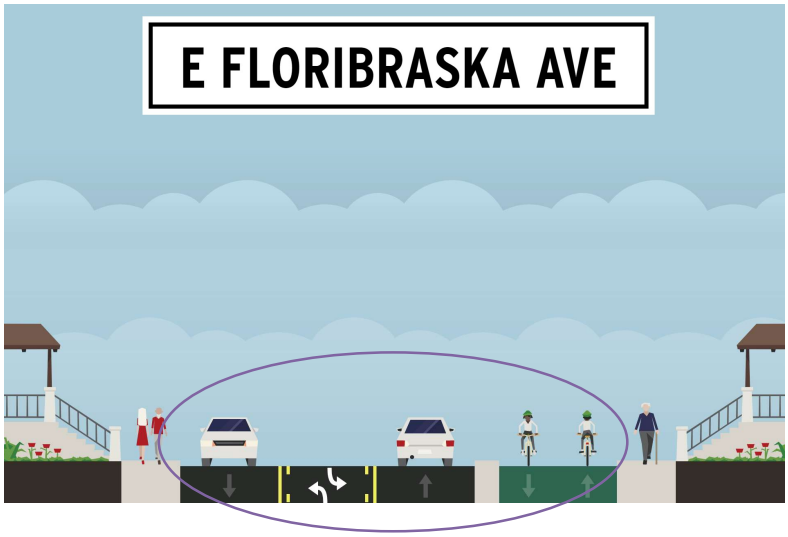
This project provides for speed controls through complete streets designs, such as narrow travel lanes. The proposed elimination of two travel lanes will reduce the risk of Multiple Threat Crashes and reduce the overall distance of vehicular lanes that a pedestrian must cross. Additionally, wider sidewalks will provide a greater pedestrian experience and enhanced crosswalks with Rectangular Rapid Flashing Beacons (RRFB's) will allow for safer pedestrian crossings.

PROPOSED IMPROVEMENTS

29

This section will cover the proposed improvements for this project

Floribraska Ave Complete Streets



Right sizing the Street

Existing:
- Four wide through lanes
- No bike facilities
- No turn lanes

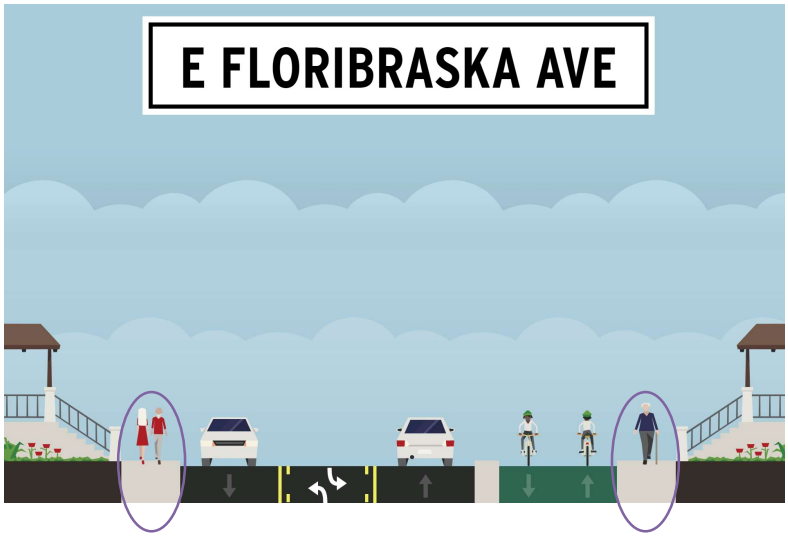
Proposed:
- Narrow 10’ travel lanes for traffic calming
- Two-way left turn lane for safer left turns
- Two-way cycle track with physical separation
- Areas for landscaped medians
- Areas for pedestrian refuge islands
- Areas for enhanced bus stops

30

Currently, Floribraska has 4 wide through lanes with no bike facilities and no left turn lanes.

The proposed improvements include:
- Narrow 10’ travel lanes for traffic calming
- A Two-way left turn lane for safer left turns
- A Two-way cycle track with physical separation
- Areas for landscaped medians
- Areas for pedestrian refuge islands
- Areas for enhanced bus stops

Floribraska Ave Complete Streets



Rebuilding and Widening the Sidewalks on both sides of the road

Existing:
- Current Sidewalks are narrow (~5'wide)
- Existing driveways and utilities create many dangerous walking conditions and ADA concerns

Proposed:
- Reconstructed sidewalks vary in width from 6.5' to 8'
- Street trees and pedestrian scale lighting will provide added safety & comfort.

31

Currently, Floribraska Avenue has narrow sidewalks and existing driveways and utilities create many dangerous waking conditions and ADA concerns.

The proposed improvements include reconstructed sidewalks that vary in width from 6.5' to 7.5' for the majority of the project limits. Street trees and pedestrian scale lighting will provide added safety & comfort.

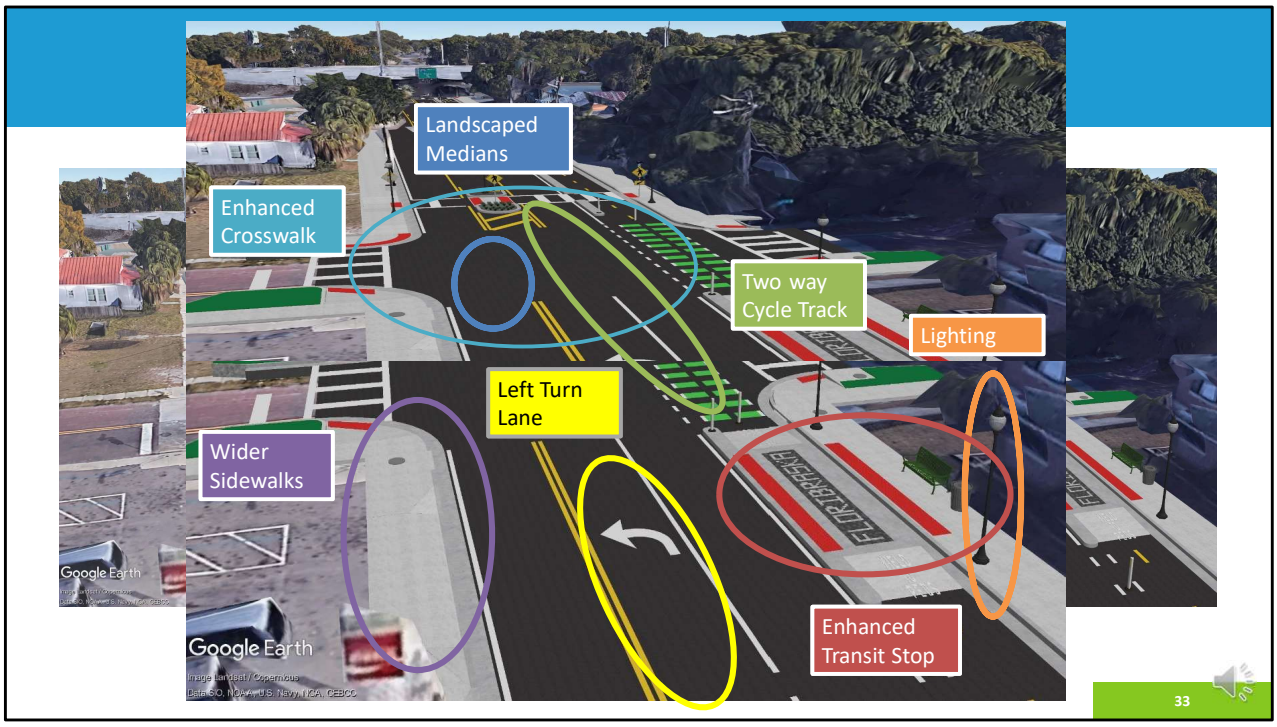
Floribraska Ave Complete Streets

Existing

Proposed

32

This slide shows a birds-eye view of Floribraska Avenue at the intersection of Central Avenue. The existing is shown on the left. The right picture, shows a rendering of the proposed improvements.



Let's use this image to go over a few of the improvements.
A proposed left turn lane to allow for safer turning movements.
The existing sidewalks are proposed to be reconstructed and widen to approximately 6.5 to 7.5 feet for the majority of the project limits.

- All Americans with Disabilities Act deficiencies will be corrected

A proposed two-way Cycle Track for safer cycling.

- This cycle-track will have its own signal heads at signalized intersections and will be physically separated from the travel lanes by a 2 to 3 foot-wide raised curb separator where driveways are not present. A striped buffer with delineator posts is proposed where existing driveways do not allow for curbed separator.
- Originally, two buffered bike lanes were proposed for Floribraska Avenue. However, by combining the bike lanes on one side of the road, the design was able to be modified to include reconstruction and widening of the sidewalks and physical separator rather than a striped buffer as originally proposed.
- The south side of Floribraska was chosen due to less frequent driveways and the ability to tie into future capital projects to create a low stress bike network.

Painted high emphasis crosswalks will be provided at all side streets, and enhanced crosswalks with pedestrian refuge islands and rectangular rapid flashing beacons (RRFB's) are proposed at Jefferson St. and Central Ave. (shown).
Larger transit stops with additional lighting are proposed.

- The transit stop shown here is based upon a National Association of City Transportation Officials (NACTO)

standard. NACTO is leading force behind innovative complete streets designs. This stop features a landing pad that is level to the sidewalk and allows for a transit user to board the bus directly. In this area, cyclists should yield to pedestrians within the shared space of the landing pad.

Additional lighting and landscaping, including street trees in areas where existing canopy is scarce, are also proposed. Currently, the City is working with our partners at TECO to finalize these improvements.

Floribraska Ave Complete Streets

Existing

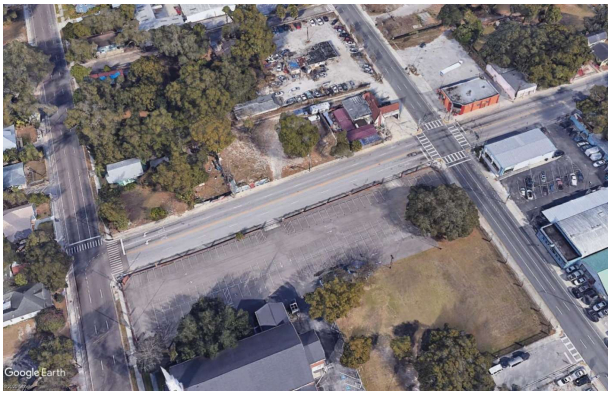
Proposed

34

The following slides show a birds-eye view of Floribraska Avenue at the intersection of Tampa St. Please note that street trees are included, but not pictured in the rendering. If you look closely, you may be able to see the dark patches on the sidewalk on the right. These represent the planter boxes. Currently, the City is reaching out to the Church property to discuss the sidewalk and driveway connections.

This slide shows a birds-eye view of Floribraska Avenue at the intersection of Tampa St. Please note that street trees are included, but not pictured in the rendering. If you look closely, you may be able to see the dark patches on the sidewalk on the right. These represent the planter boxes. Currently, the City is reaching out to the Church property to discuss the sidewalk and driveway connections.

Floribraska Ave Complete Streets



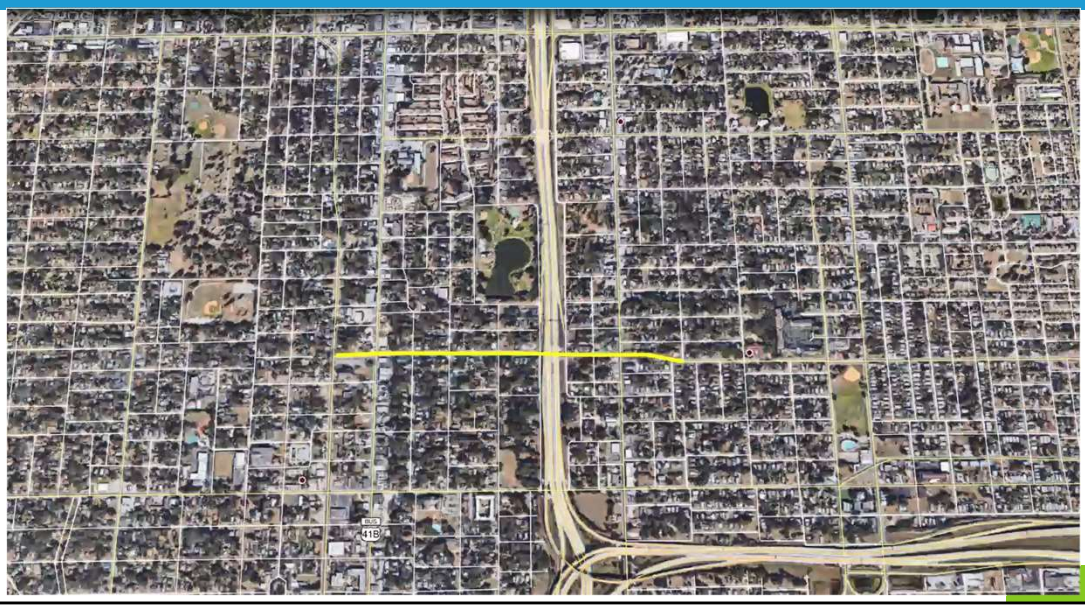
Existing

Proposed

37

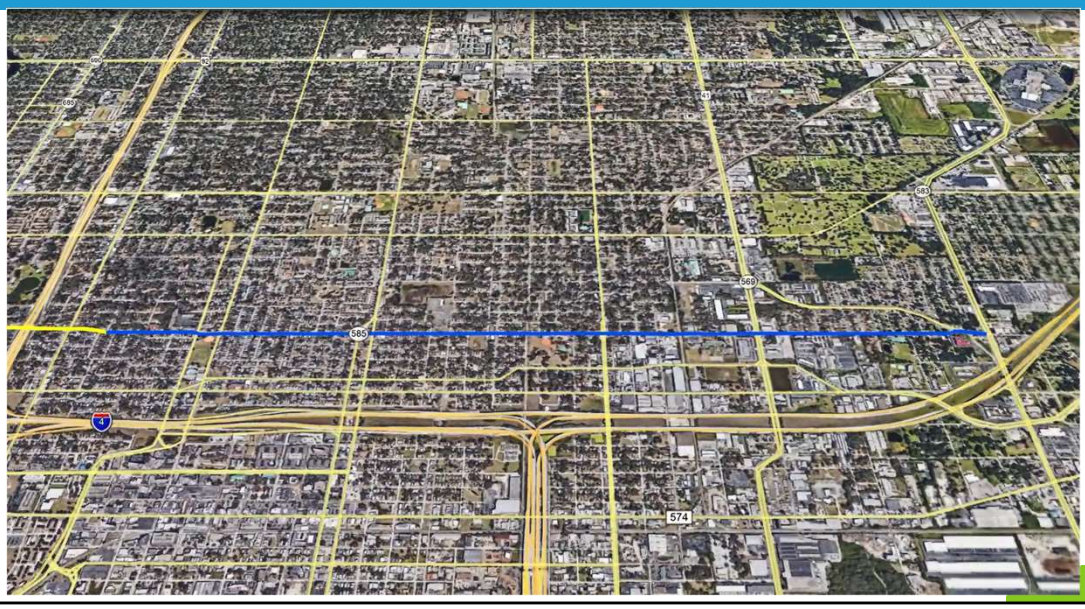
This section will cover how the Floribraska Avenue Project fits into the City's emerging low stress bike network.

Low Stress Bike Network



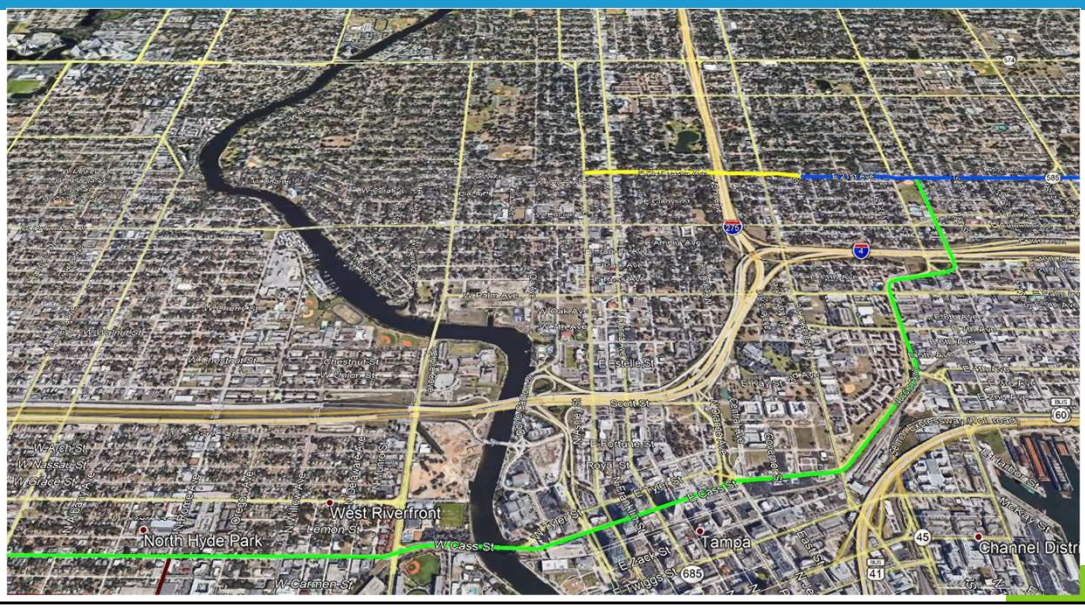
The City is currently working to expand its Low Stress Bike Network
The Floribraska Project, shown in yellow, extends from Tampa St to 9th Street, and while it provides great multimodal connectivity through the neighborhood, it is important to look past this singular project to see how the City's network is beginning to take shape.

Low Stress Bike Network



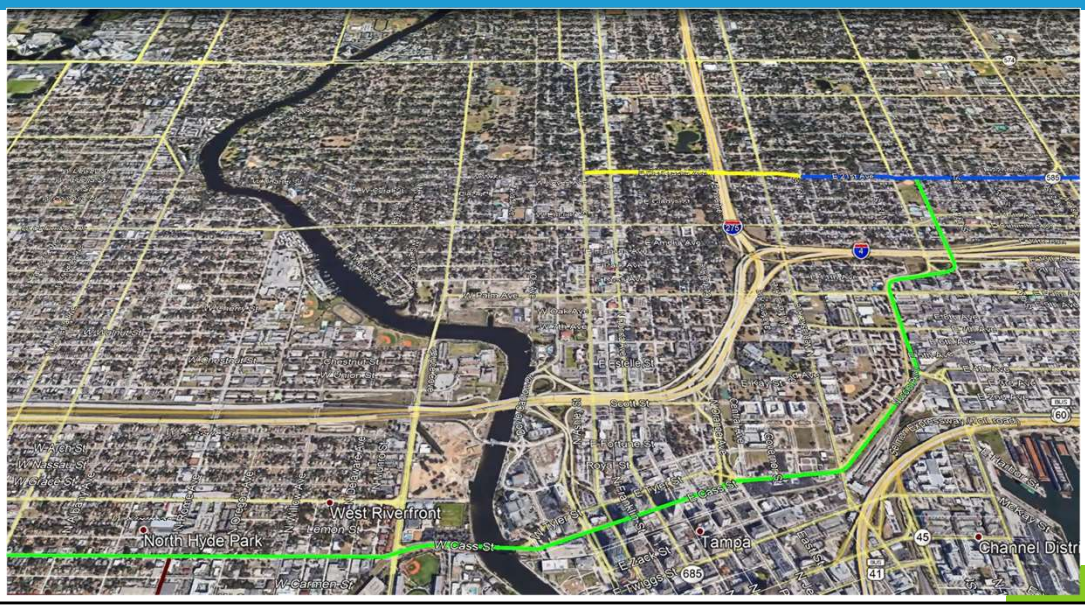
Floribraska Avenue becomes 21st Ave. east of Nebraska Ave. The City is starting concept development on a 2020 Surtax funded project on 21st Ave. This project was approved in 2019 by the Independent Oversight Committee that approves agency plans using surtax funding (aka All For Transportation). Initial concepts include a separated bike facility or trail on the south side of 21st Avenue to 22nd St. with Complete Streets enhancements that continue to 50th St.

Low Stress Bike Network



The 21st Avenue Project will also provide a connection to the Green Spine. This nearly 3.5 mile separated cycle track will eventually connect VM Ybor near Cuscaden Pool through Downtown to West Tampa and North Hyde Park, terminating at Howard Avenue, near the Bryan Glazer Family Jewish Community Center. The Downtown Portion has already been completed. The portion along Cass St. west of the Cass St Bridge is nearing completion, and the portion between Nebraska and 7th Avenue will start construction later this year. All in all, the Green Spine should be completed by 2024.

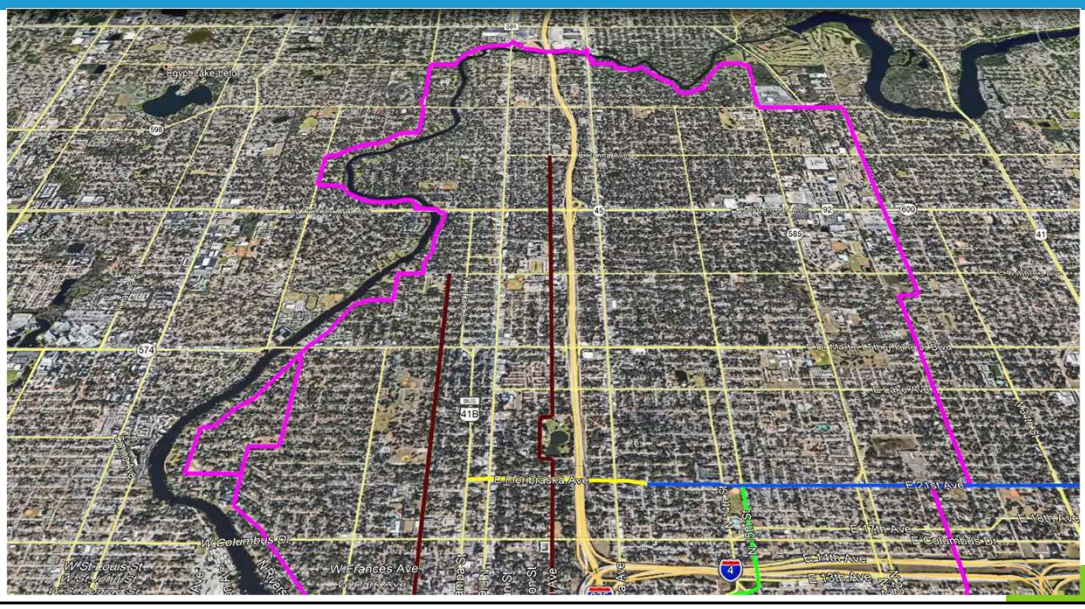
Low Stress Bike Network



From there, the City is currently designing the Gray St. Bike Boulevard Project (shown here in maroon) that will connect the Green Spine to Westshore. This Bike Boulevard will have enhanced crossings at all collector roadways and extensive traffic calming throughout.

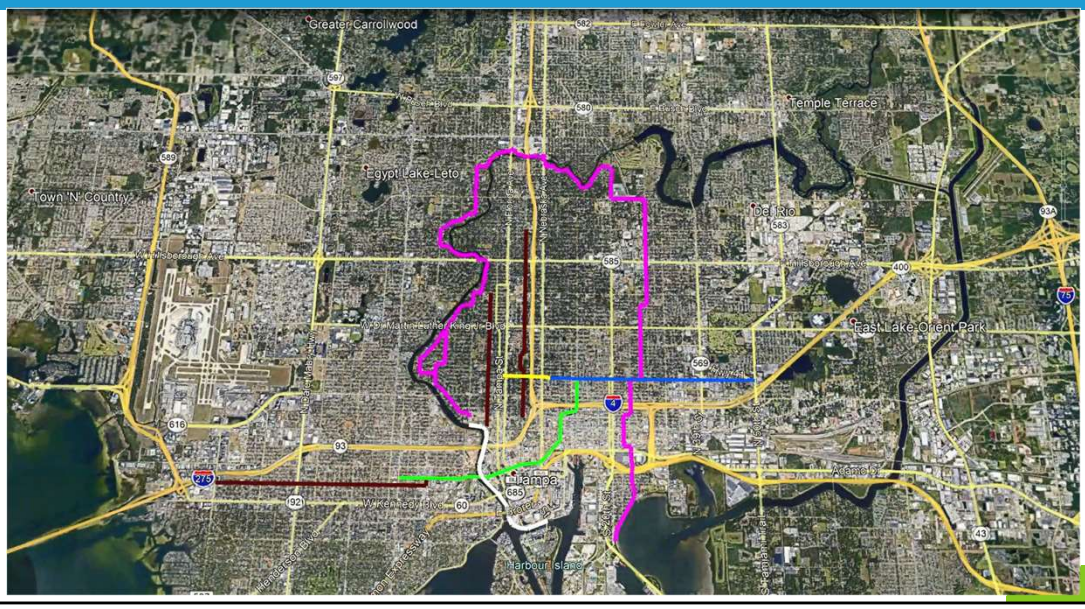
The Florida Department of Transportation currently has plans to construct two more bike boulevards on Central Avenue and Ola Avenue. These are also shown in maroon. Please note that the limits of this projects are approximate and have not been confirmed with the Florida Department of Transportation.

Low Stress Bike Network



Lastly, the City is also working to design the Green ARTery, a continuous A 22-mile interconnected pedestrian/bicycle network around central Tampa. This project was also approved by the Independent Oversight Committee.

Low Stress Bike Network



The Green ARTery is shown in Magenta. The Riverwalk is also shown on the map in white.

How to contact us?

- The City has developed an easy to remember project specific email address that residents can use to send comments or questions:
  FloribraskaProject@tampagov.net
- The City asks that all comments be received no later than Friday, September 25, 2020 so that they may be considered in time for the Final Plans submittal.
- The Project's website is continuously updated and is a great resource for current project information:
  https://www.tampagov.net/tss-transportation/info/projects/FloribraskaAve

45

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QUESTIONS

46

Thank you for attending the Floribraska Complete Streets Project Virtual Public Meeting. We will now try to answer questions from our chat room.