

Floribraska Ave. Complete Streets

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



Title VI of the Civil Rights Act of 1964

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.

File a Complaint

Any person who believes that he or she has been subjected to discrimination based upon race, color, and national origin, may file a complaint with the City's Title VI Officer:

Maurice C. Foster

Supervisor, Tampa Office of Human Rights (TOHR)

Housing and Community Development Division

City of Tampa / 4900 W. Lemon St. / Tampa, FL 33609

p: (813)274-5856/ f: (813)274-7941/ e: Maurice.foster@tampagov.net

Please Visit us on the web at: <https://www.tampagov.net/planning-and-development/human-rights> for instructions on how to properly file a complaint.

Appeal a Decision

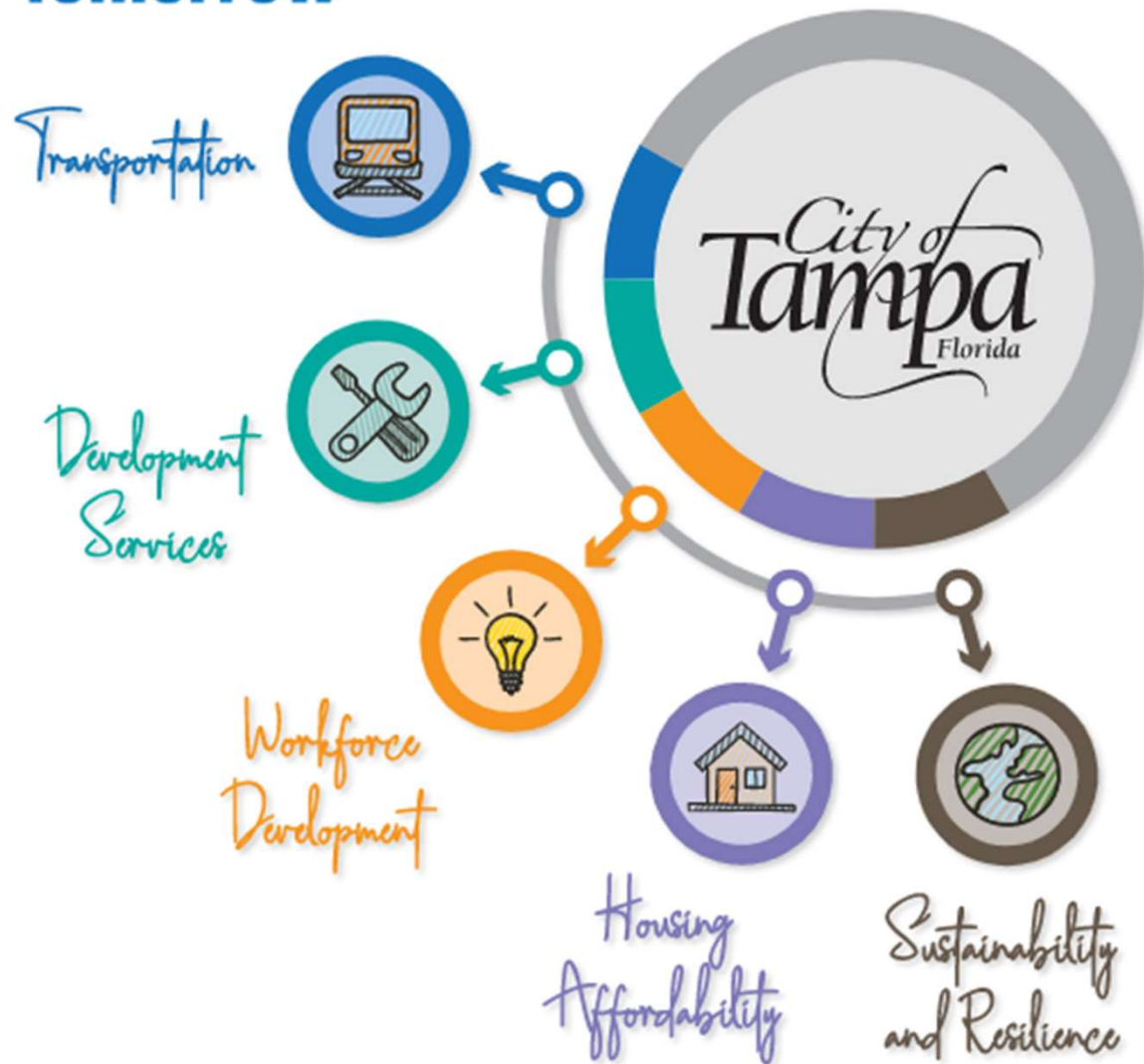
Any person who decides to appeal any decision(s), made with respect to any matter considered at this meeting, is advised that they will need a record of the proceedings. For such a purpose, they may need to hire a court reporter to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is to be based.



Mayor Castor's T3 Initiative

Mayor Jane Castor

Transforming Tampa's Tomorrow



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

PROJECT TEAM



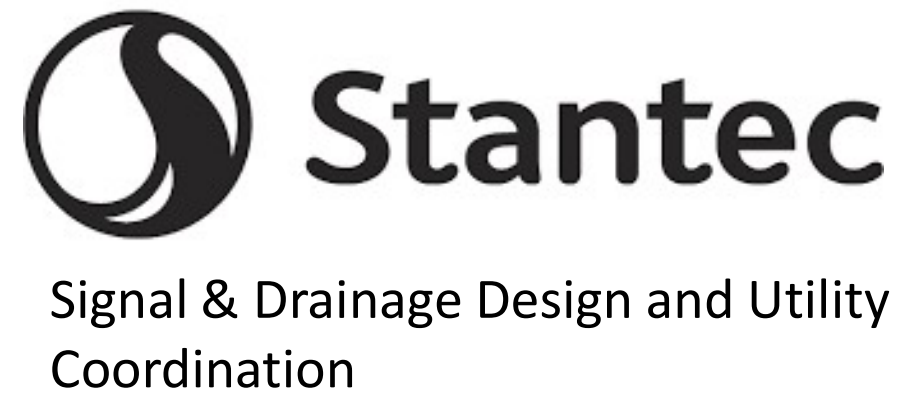
Project Team



Nina Mabileau, E.I.
Project Manager



Cal Hardie, P.E.
Capital Projects Manager
Engineer of Record



Urban Design and Landscape Architecture



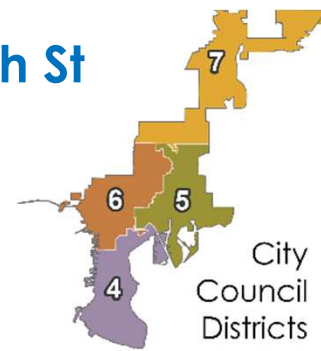
PROJECT OVERVIEW



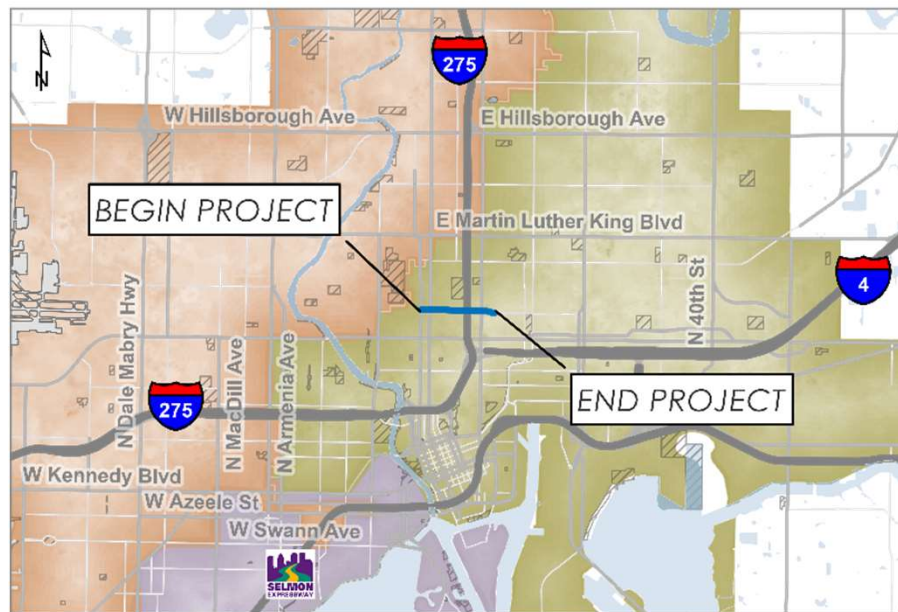
Floribraska Ave Complete Streets

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

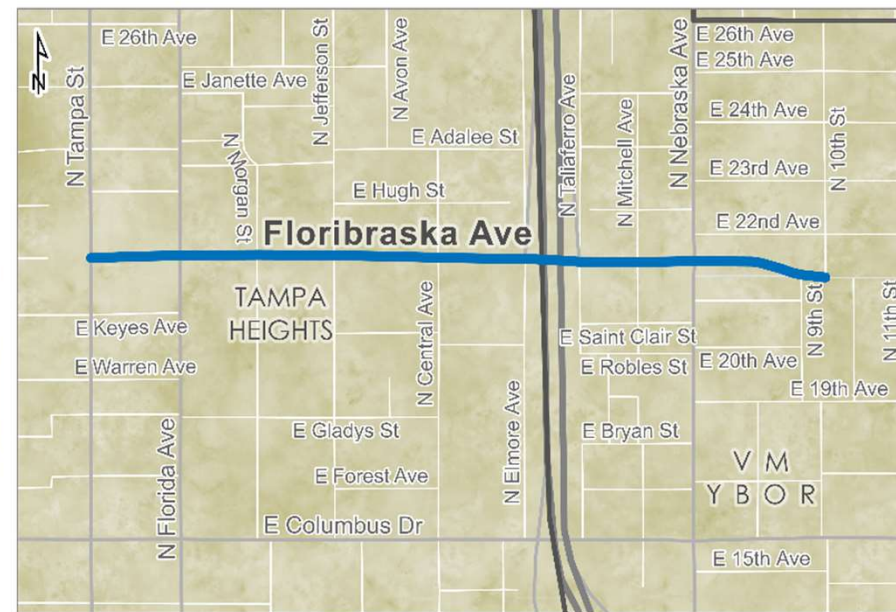
City Project No: 1001531; FPN 436640-1



Project Location



Overview Map



Detail Map

This project provides for reconfiguring the existing 4-lane undivided roadway to a complete street with two (2) 10-foot 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 it safer for all users in accordance with the City's Vision Zero initiative while maintaining the existing roadway's level of service.

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

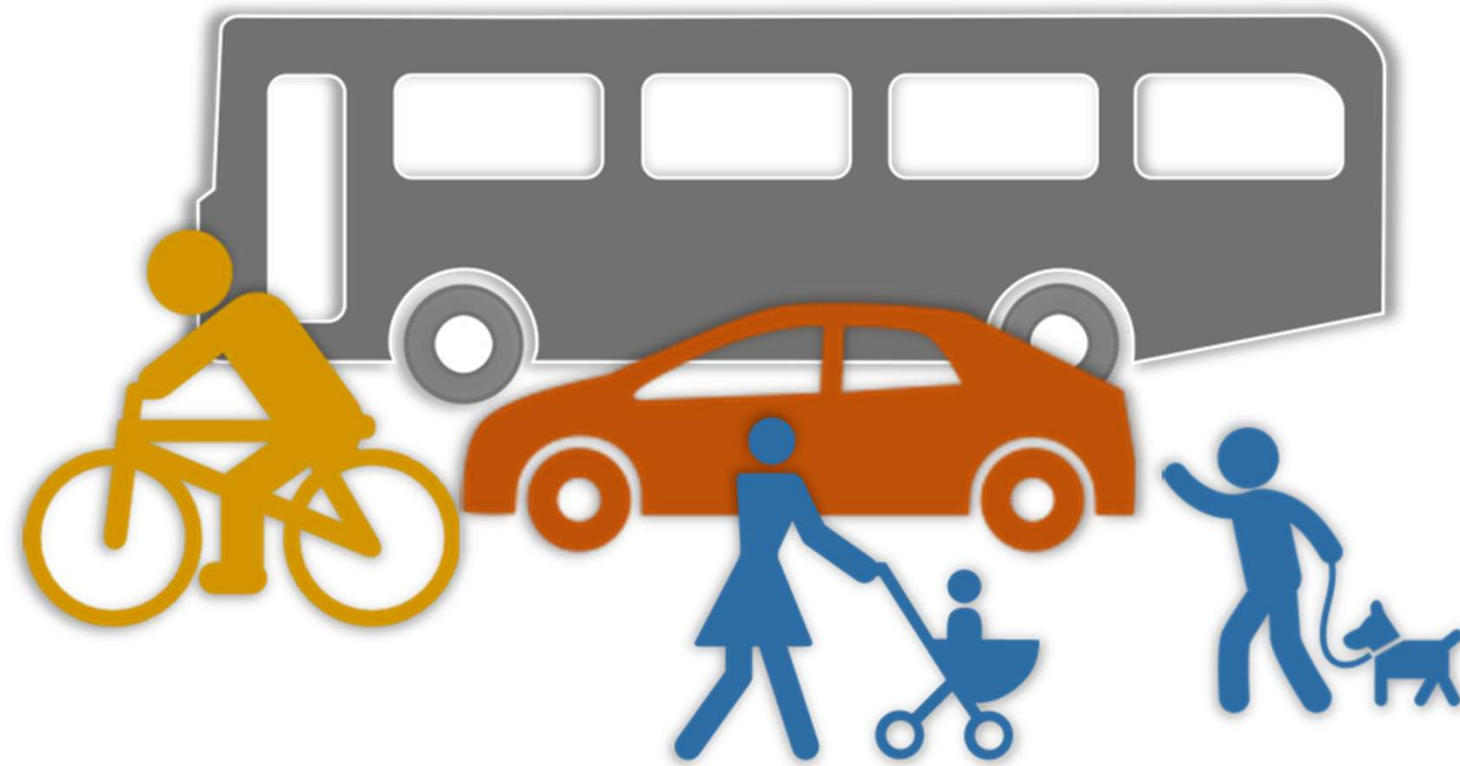


PROJECT BACKGROUND

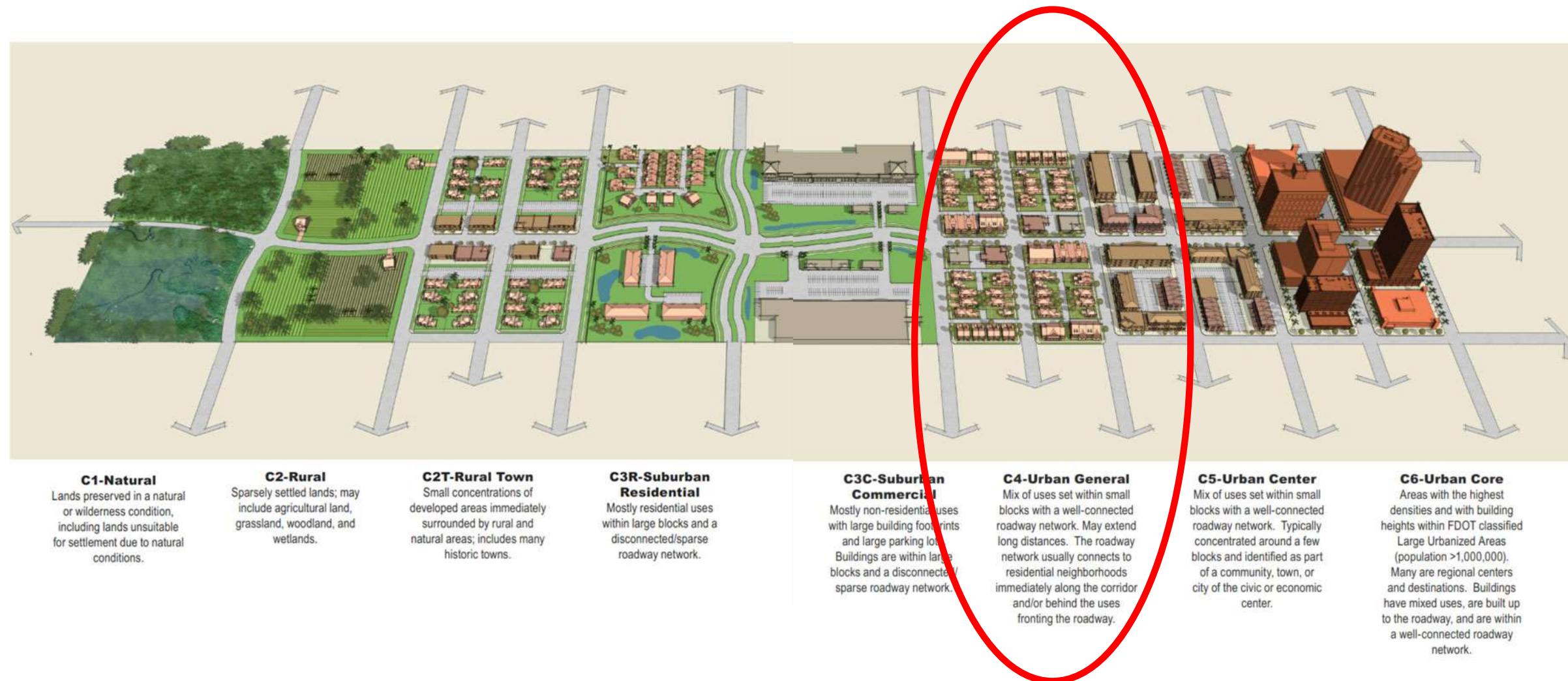


What are Complete Streets?

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



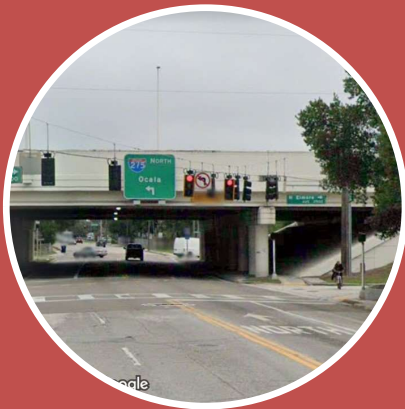
The Right Street in the Right Place



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



What is Floribraska Avenue?



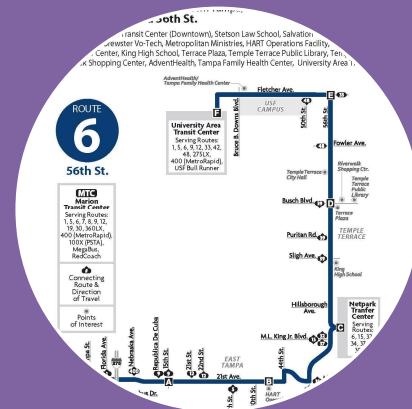
Arterial Roadway

- East-West Connector to several neighborhoods
- Connection to I-275



Commercial Corridor

- Retail Stores
- Service Businesses
- Restaurants
- Corner Stores
- Coffee Shops



Transit Route

- HART Route 6
- 4 Bus Stops within Project Limits



Neighborhood Center

- Multiple Places of Worship
- Crossings for Parks and Schools



Residential Roadway

- Residences line both sides of the street



Floribraska Avenue



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



Existing Sidewalks



Substandard and obstructed pedestrian walkways.



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

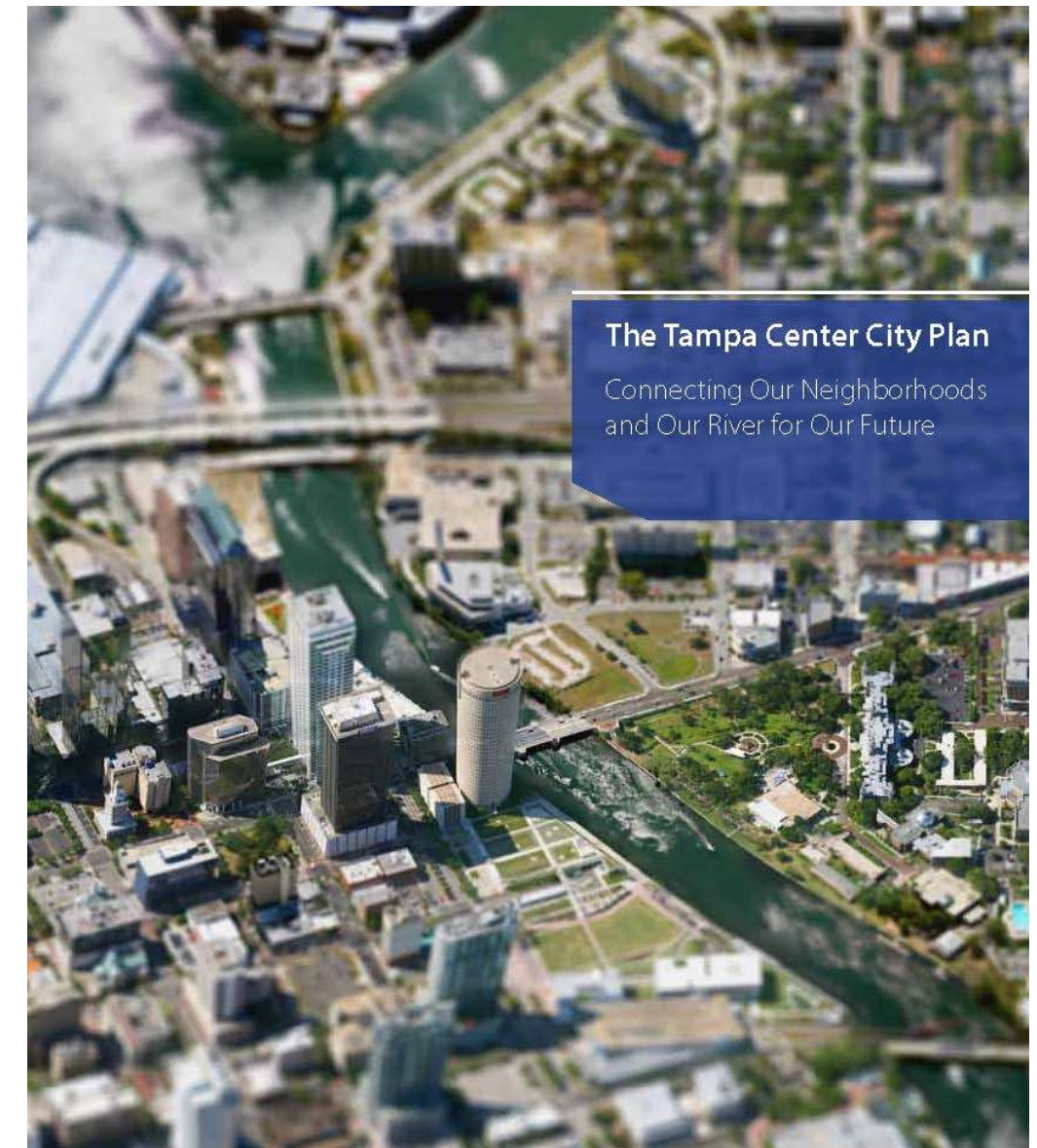


How did this Project Originate?



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



WHAT IS 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



Road Diet Candidates

LESS THAN 10,000 ADT

Great candidate for Road Diets in most instances. Capacity will most likely not be affected.



10,000 – 15,000 ADT

Good candidate for Road Diets in many instances. Agencies should conduct intersection analysis and consider signal retiming to determine any effect on capacity.

15,000 – 20,000 ADT

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.

GREATER THAN 20,000 ADT

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>.

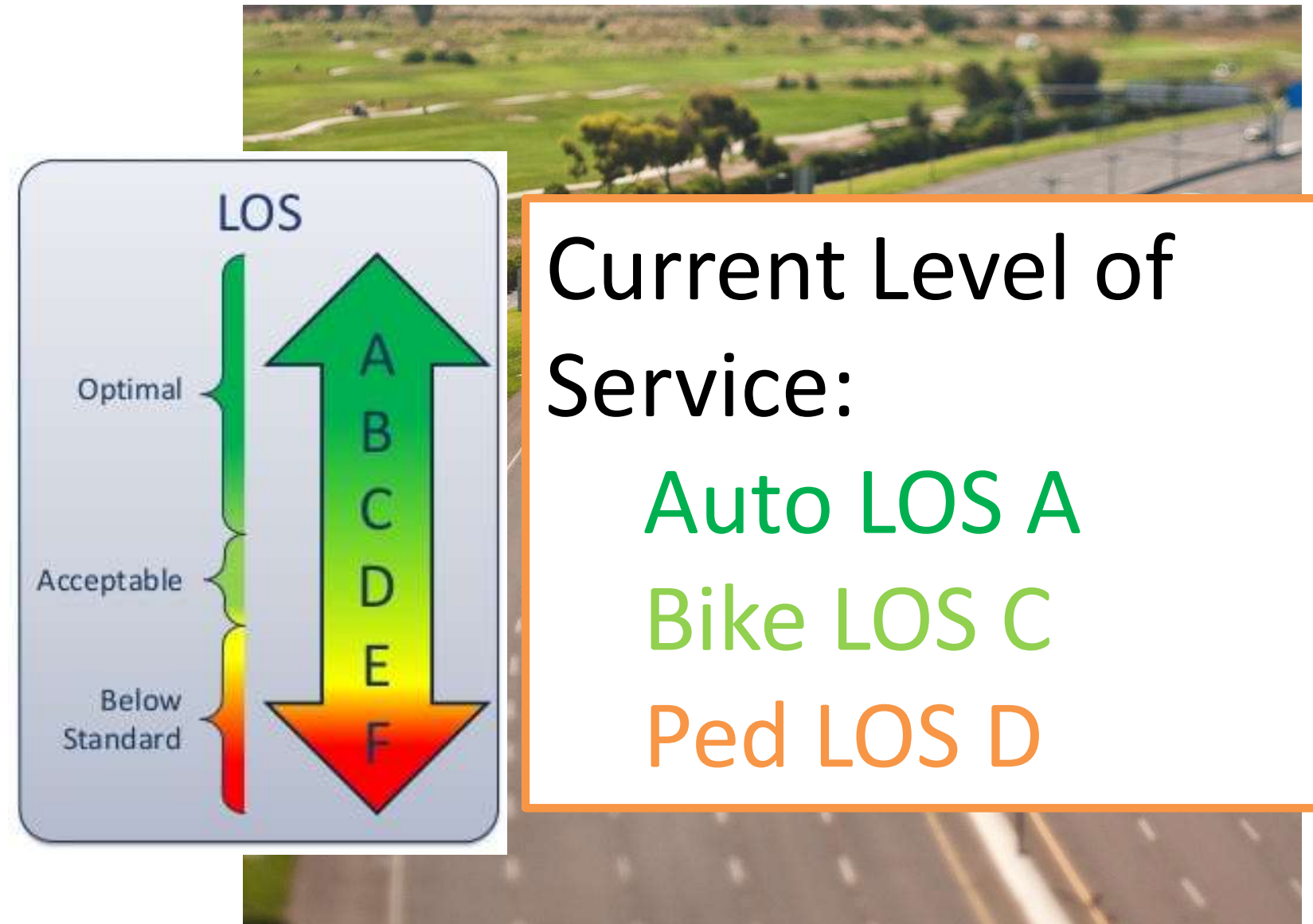
Floribraska Ave (Florida Ave. to Nebraska Ave.) AADT= 7,712

Hillsborough Metropolitan Planning Organization Traffic Counts, 2018

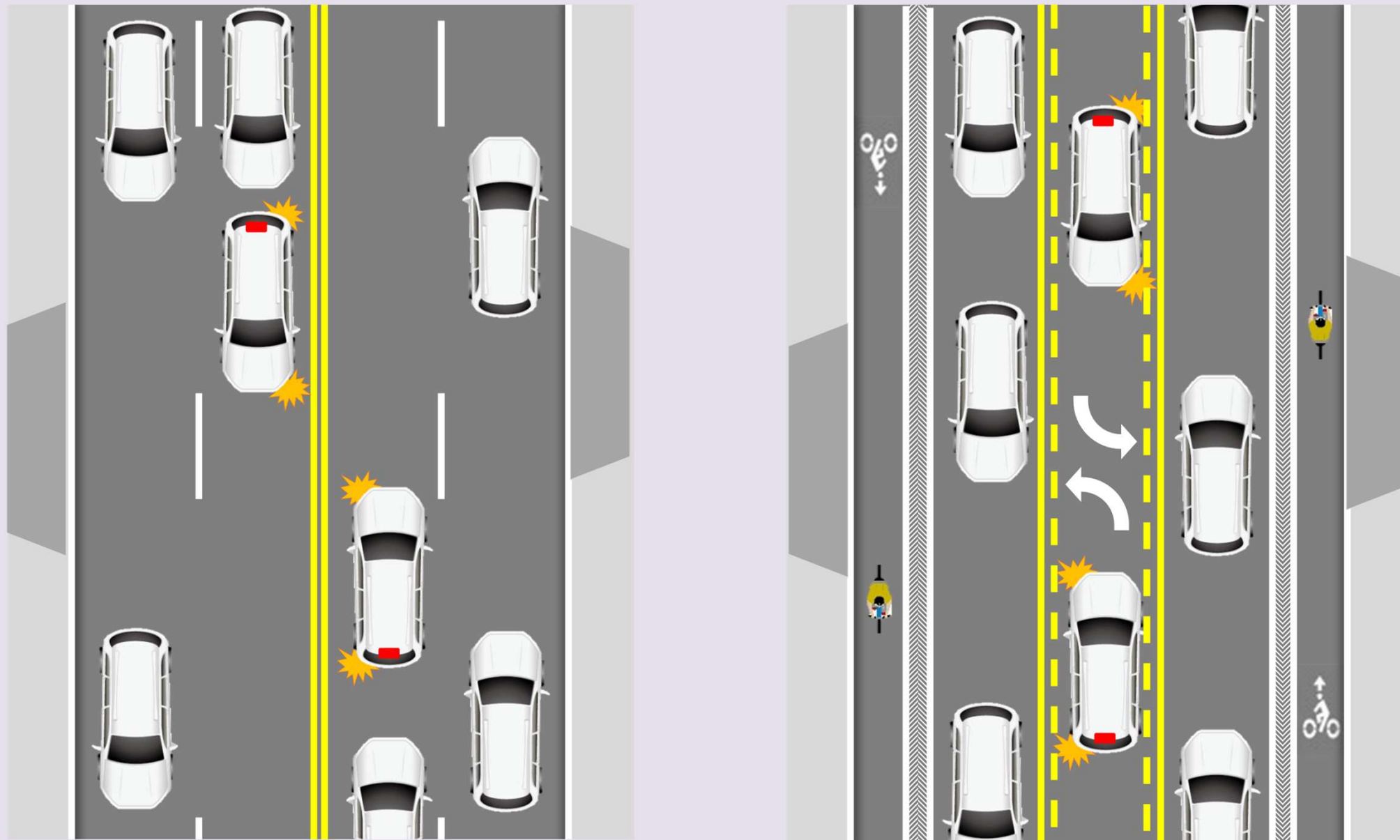


Vehicular Traffic Terms

- **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

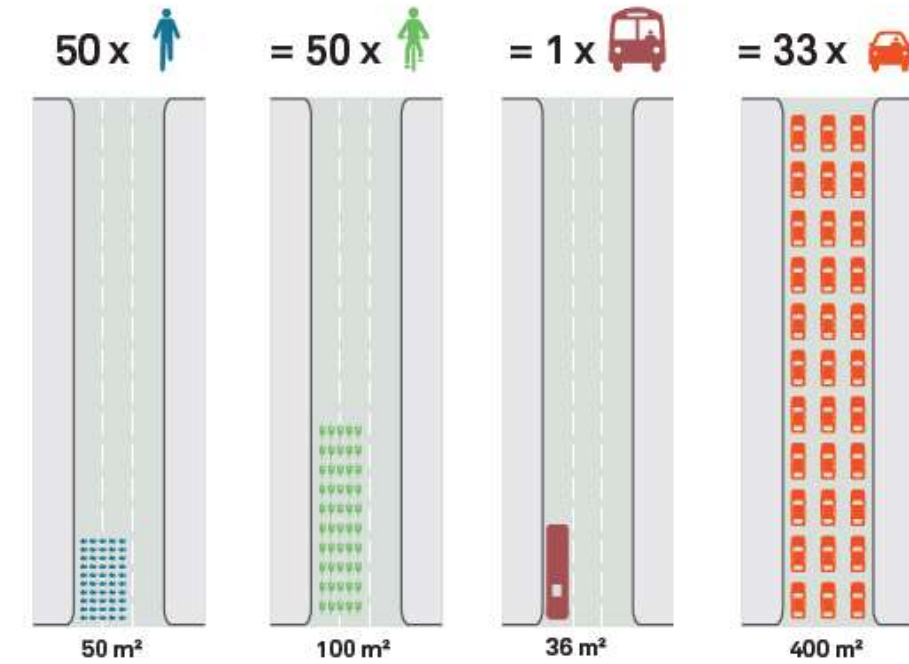


Capacity of a Three Lane Road



Turning vehicles often restrict movement in the middle lanes allowing only the outside lanes to flow.

A Road Diet provides left turning vehicles with a dedicated lane, while allowing additional space to be repurposed for other uses.



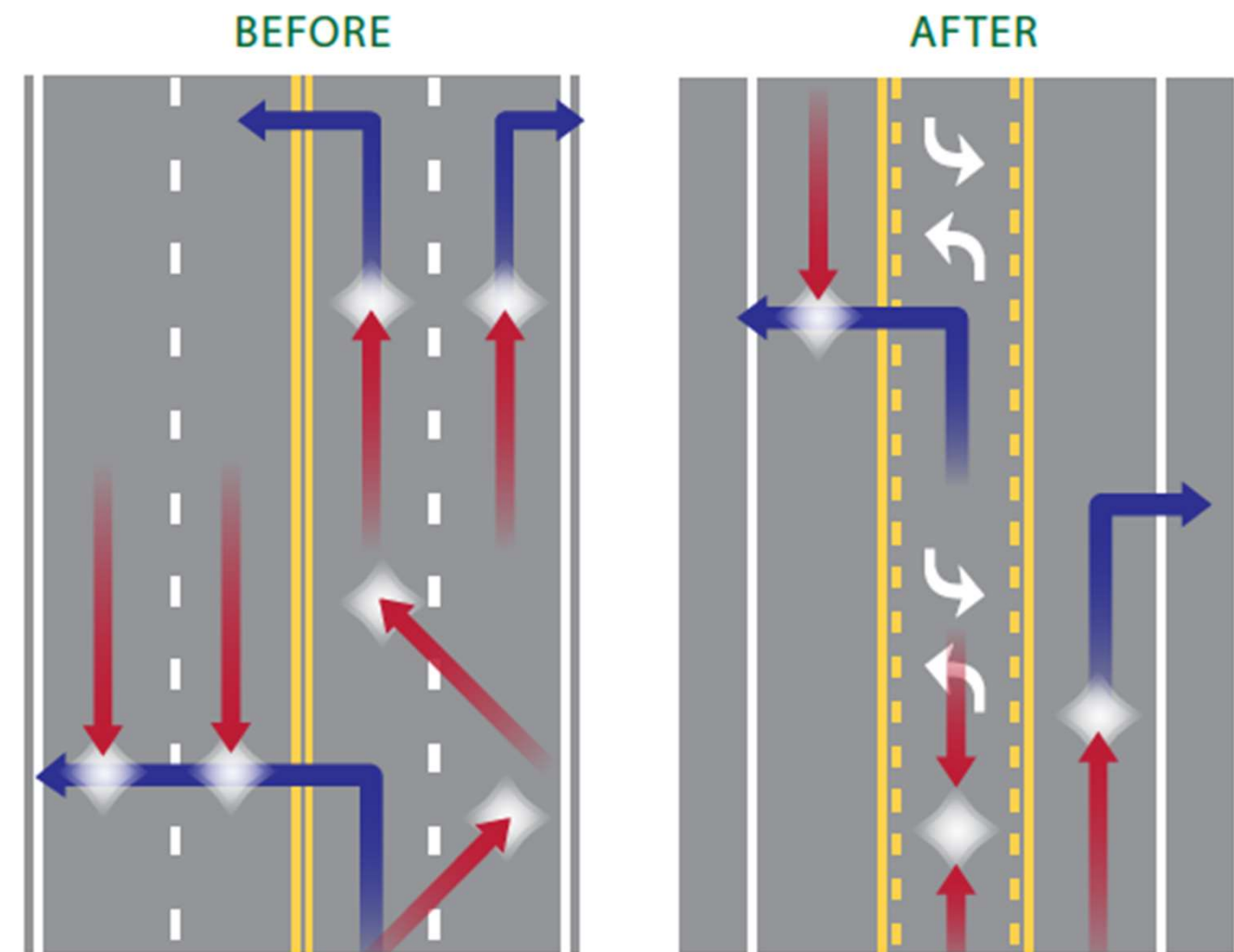
Space Occupied by 50 People

While a bus needs three times as much space as a car, its carrying capacity per lane is unrivaled among other on-street modes. As land in urban areas becomes increasingly scarce, use the space within the street most efficiently to serve the largest number of people.



Safety- Crash Statistics

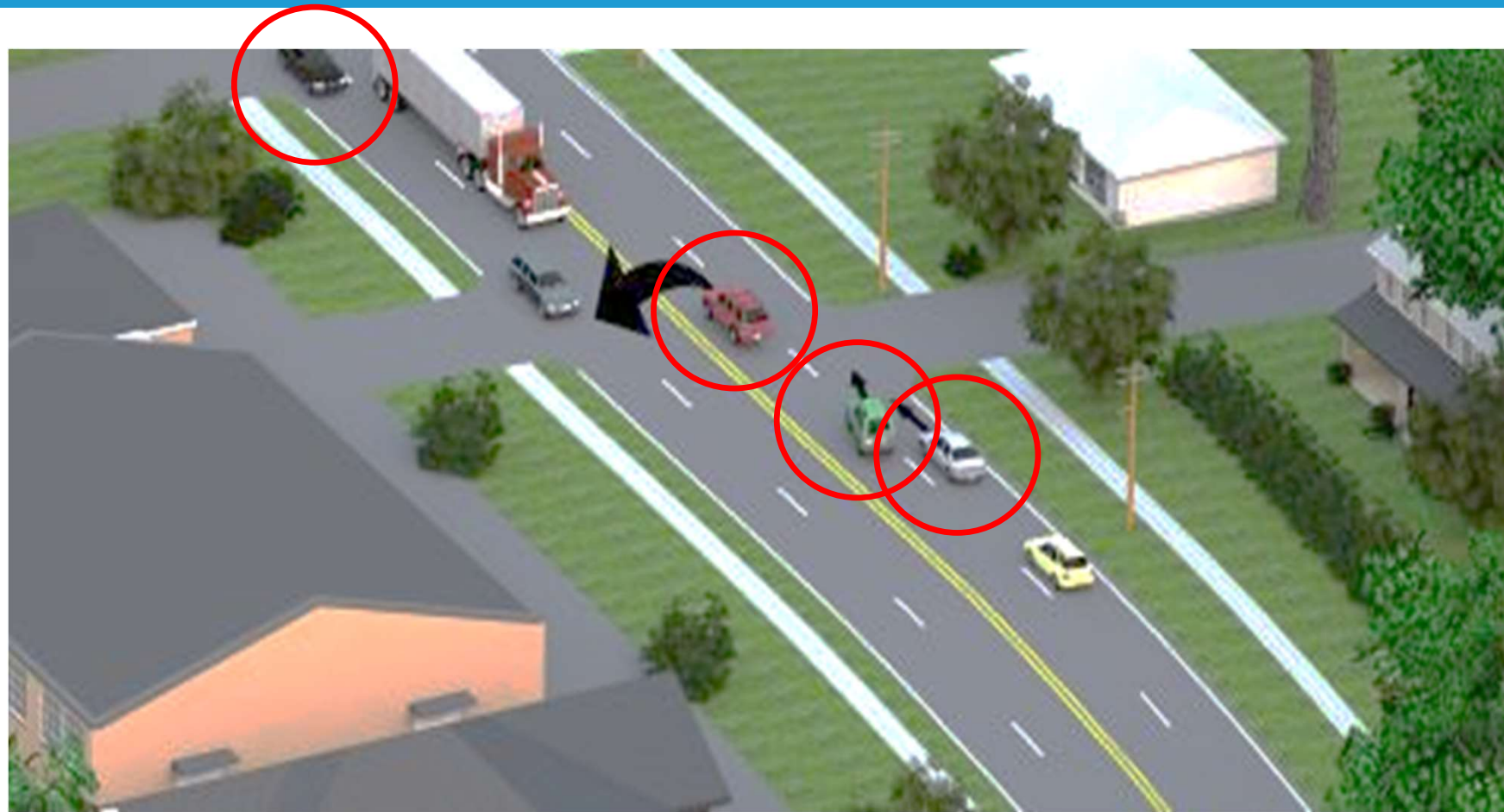
- Road Diets typically reduce total crashes **19% to 47%**
 - Knapp, Keith et al. (November 2014). *Road Diet Informational Guide (FHWA-SA-14-028)*
- **29% reduction in total crashes**
 - 15 Case Studies in Iowa, 30 sites in California and Washington
 - 7-15% Increase in Traffic
 - *Evaluation of Lane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



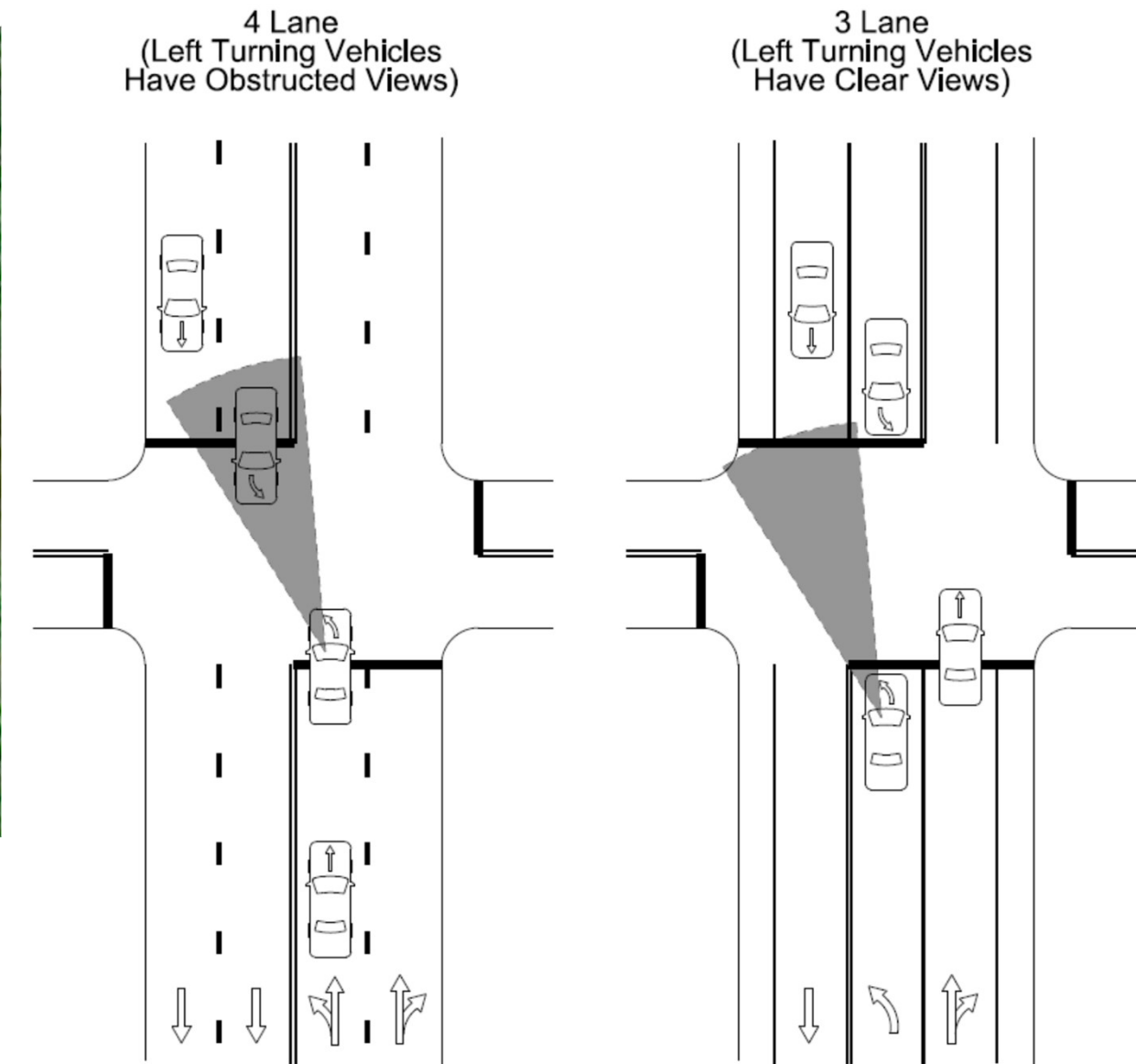
Conflict Points are areas where two vehicles cross paths. These areas are opportunities for crashes. The two pictures above show the reduction in conflict points associated with a road diet.



Safety- Left Turns



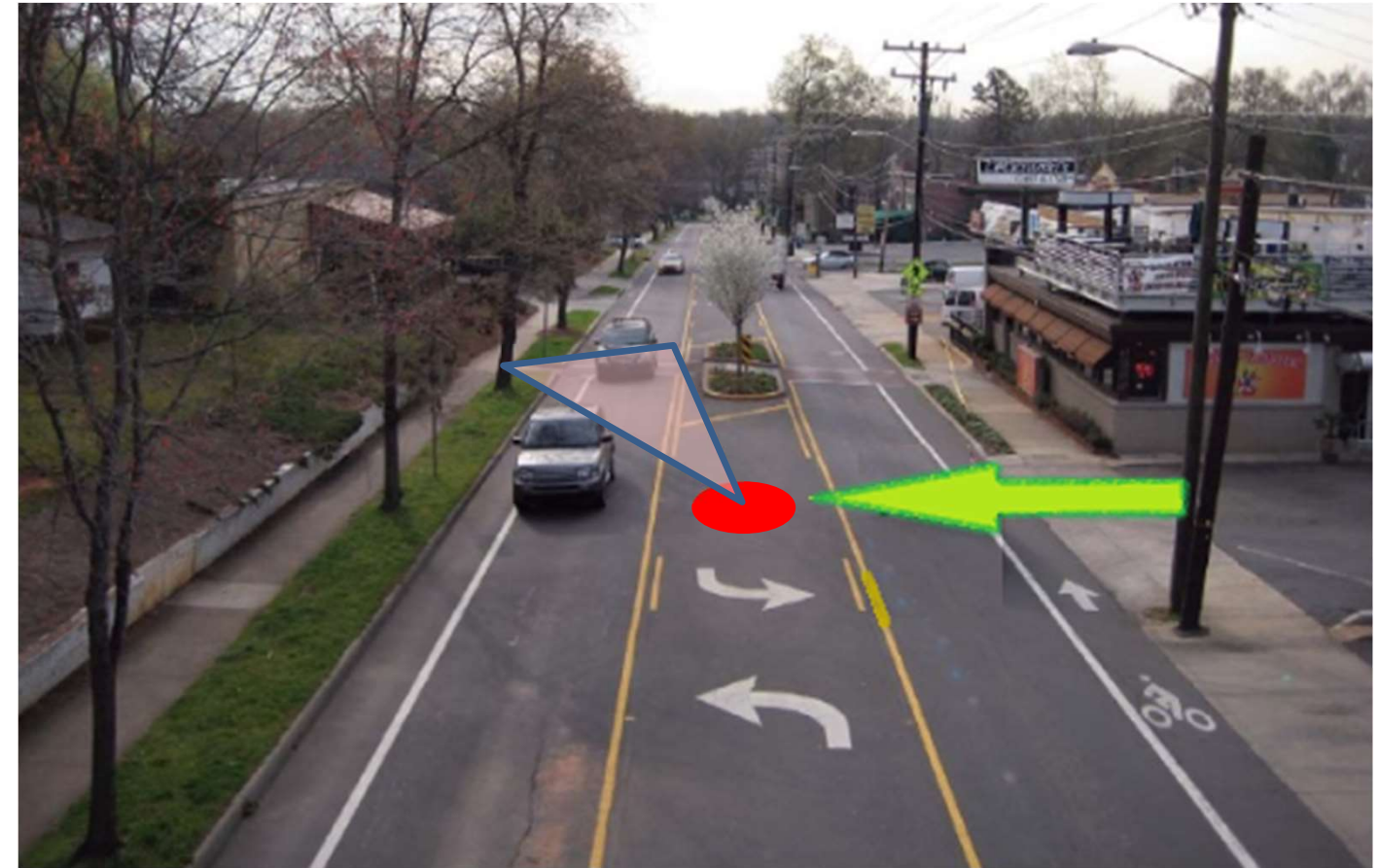
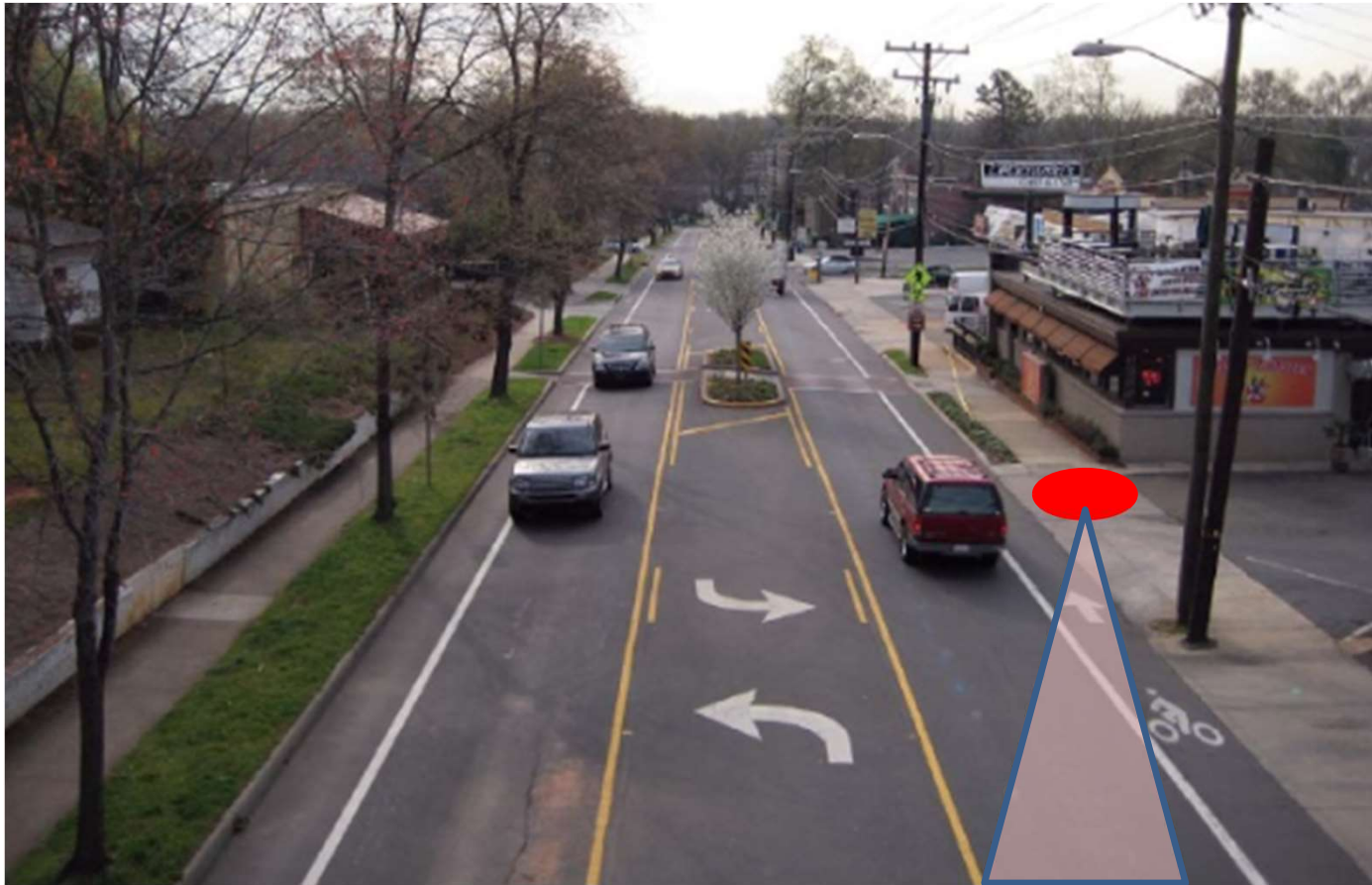
- Easier and safer left-turns
 - Opposing left turning vehicles are out of sight line
 - Only one lane of opposing traffic to cross
 - No stopping in a through lane (less rear-end crashes)
 - Less Weaving



Offset Left Turns



Left Turns from Side Streets and Driveways

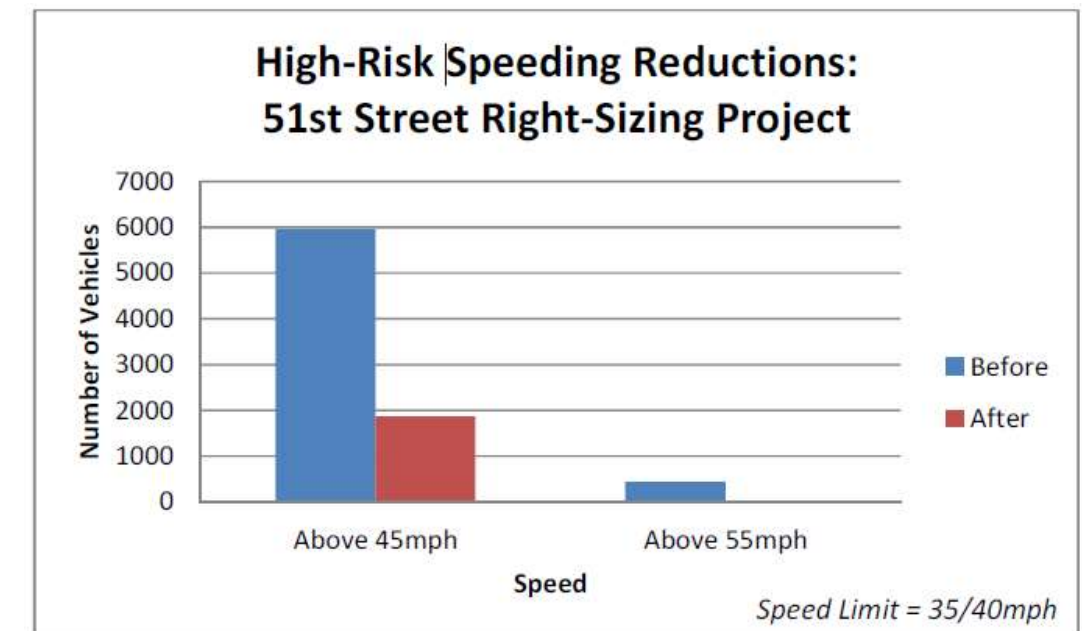
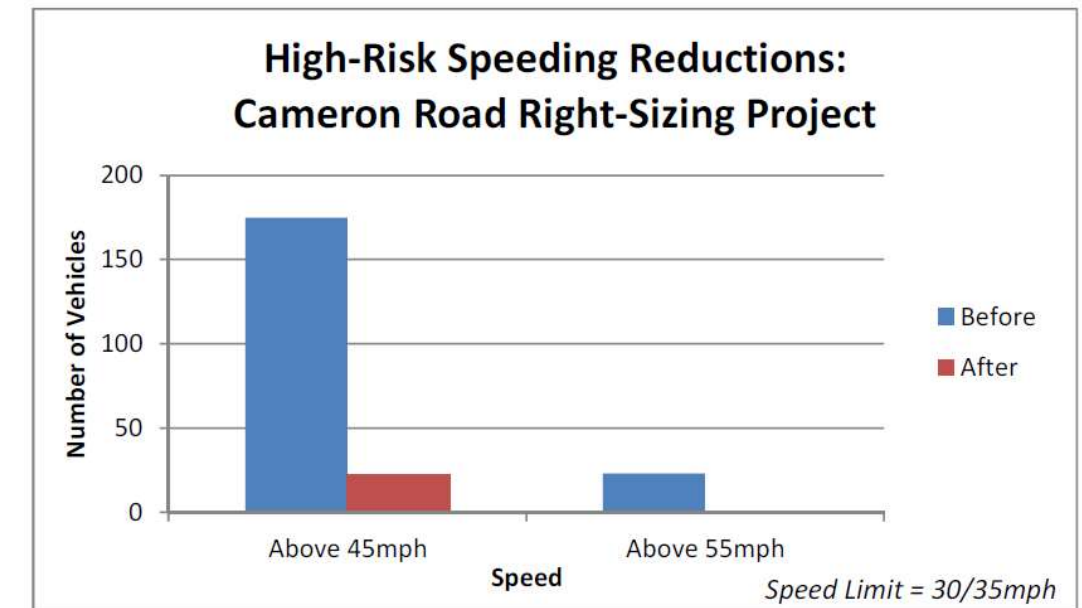
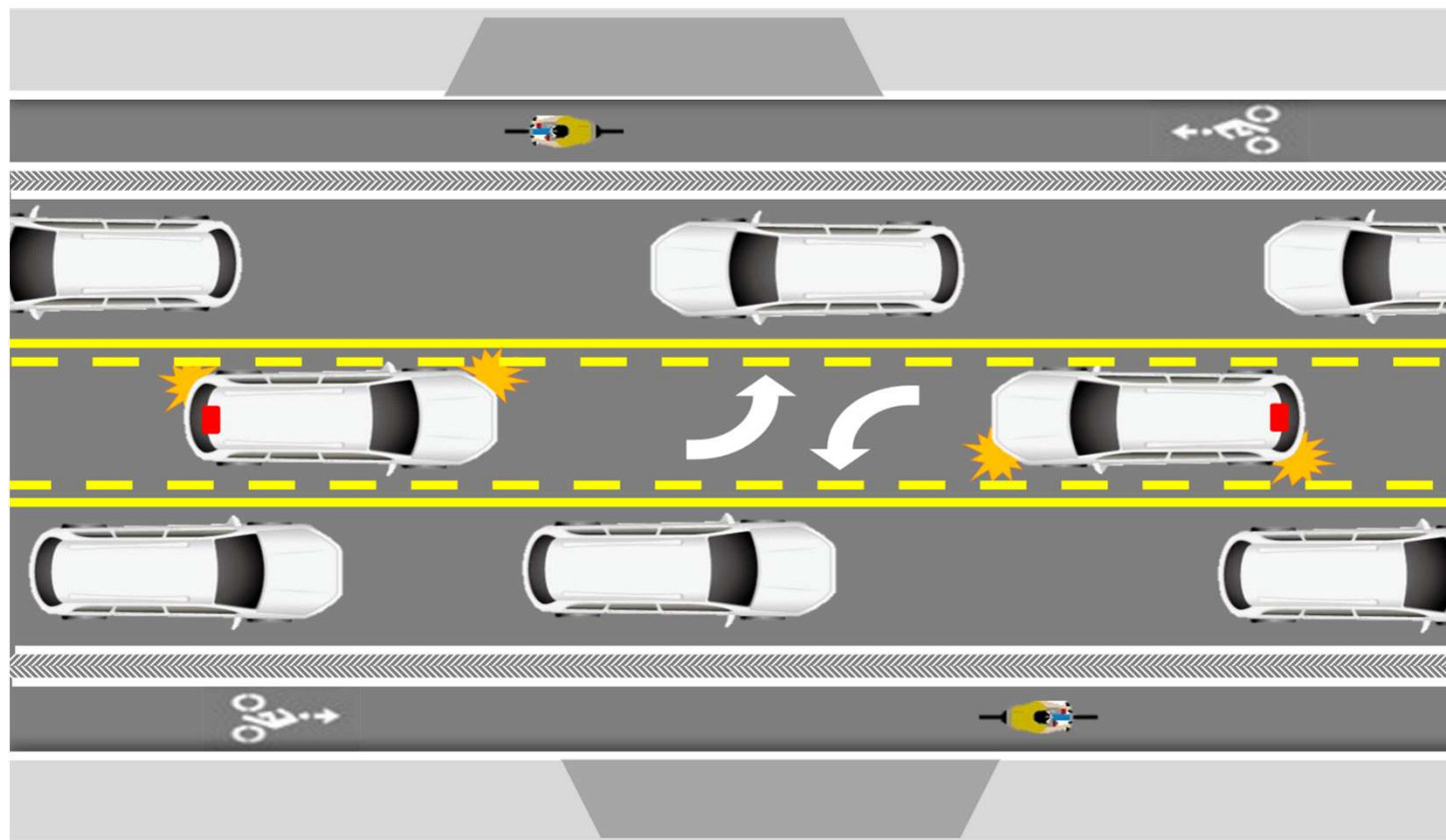


Left turns from side streets and driveways are safer and easier because a driver only crosses one lane at a time. The two-way left turn lane provides an area for a driver to pause and check oncoming traffic in the other direction.



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

RIGHT-SIZING THE STREET



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



Pedestrian Safety



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

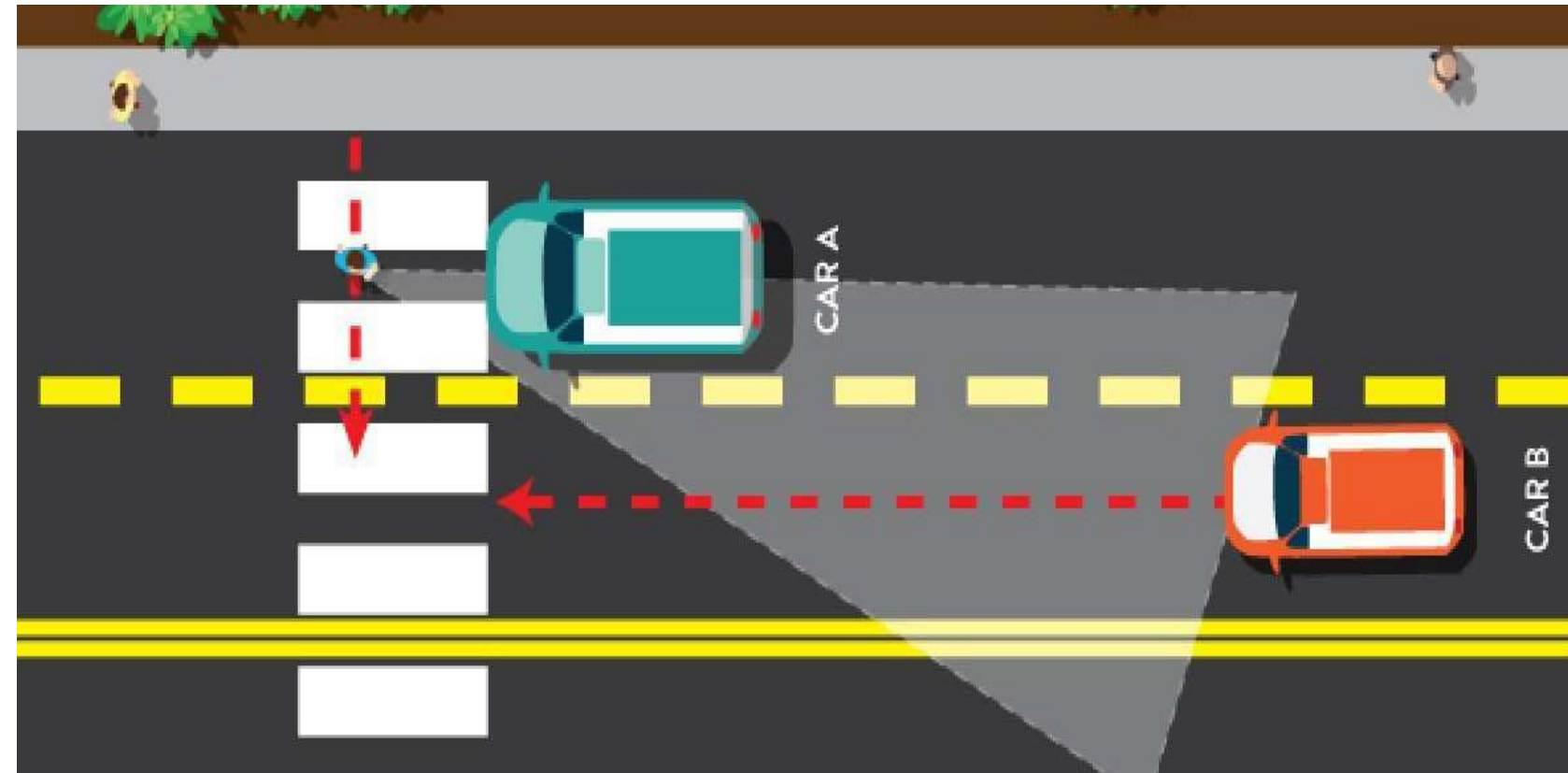


Figure 2: Removal of travel lanes eliminates the risk of Multiple Threat Crash with pedestrian/vehicle obscured.

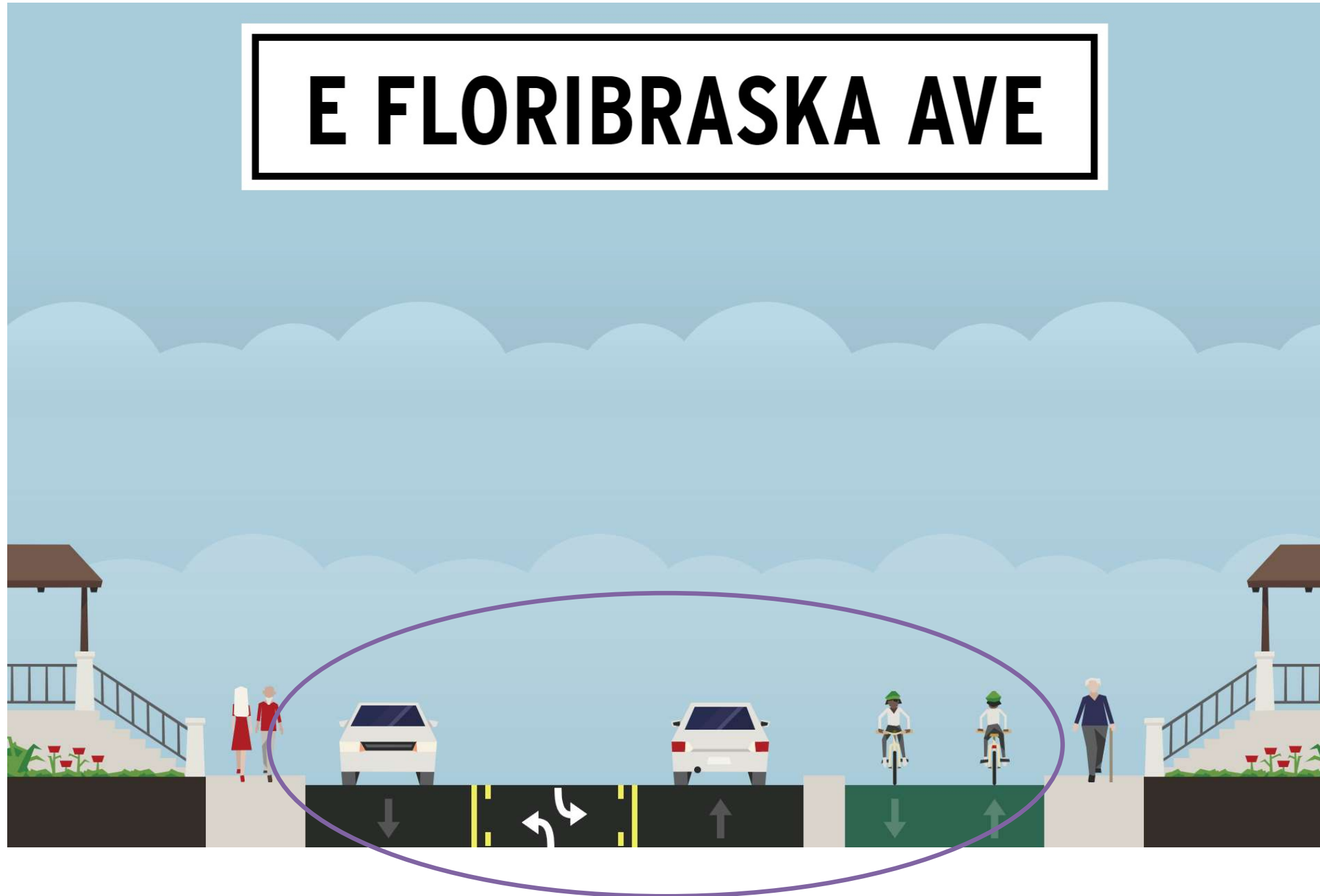


PROPOSED IMPROVEMENTS



Floribraska Ave Complete Streets

E FLORIBRASKA AVE



Right-sizing the Street

Existing:

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

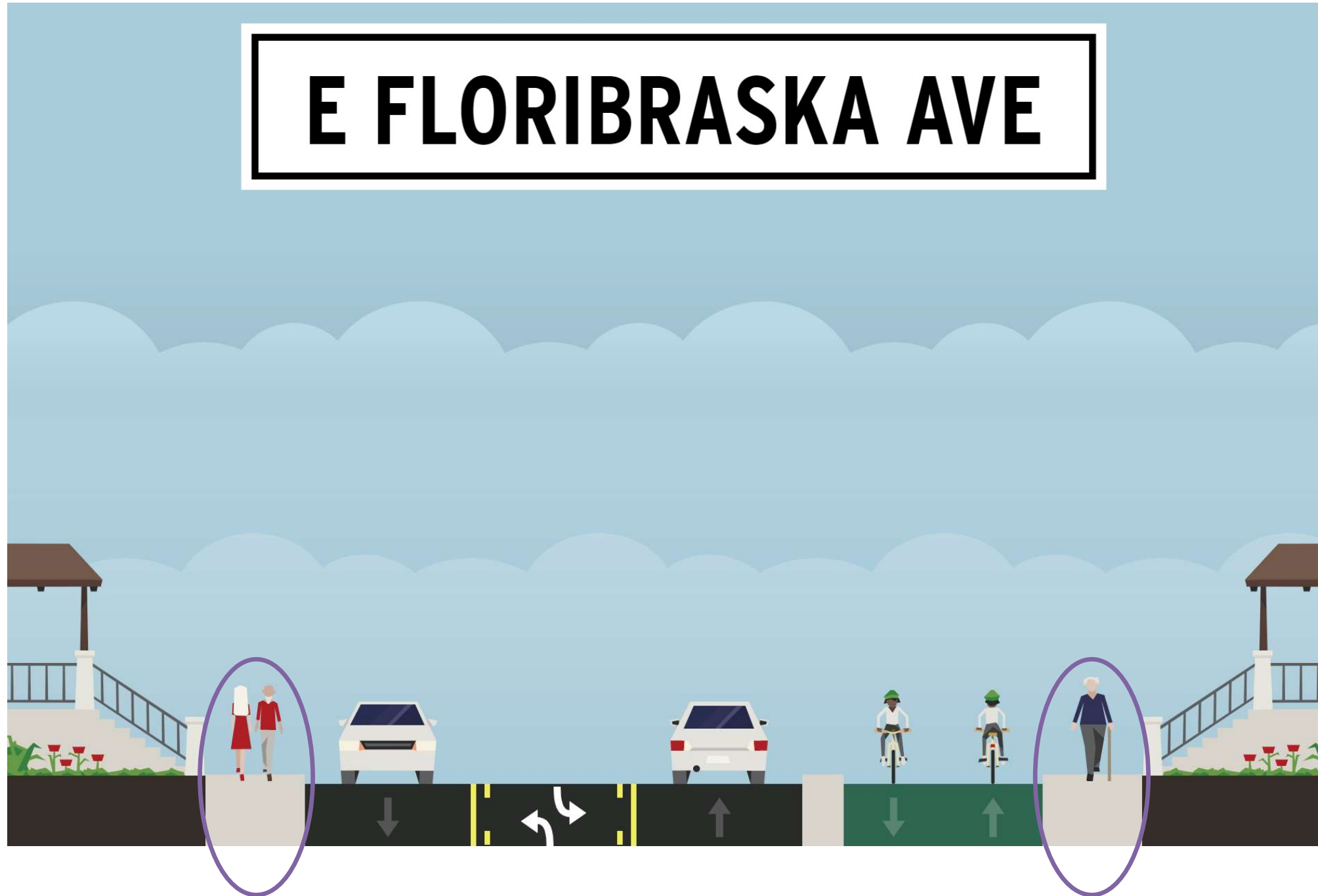
Proposed:

- 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



Floribraska Ave Complete Streets

E FLORIBRASKA AVE



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.



Floribraska Ave Complete Streets

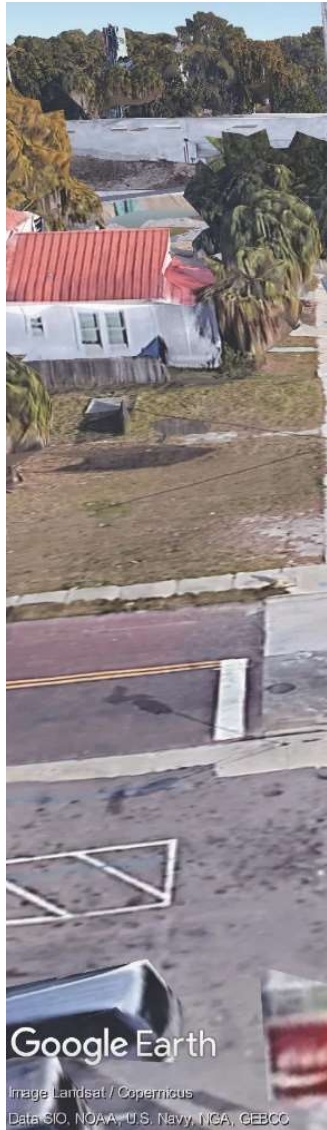
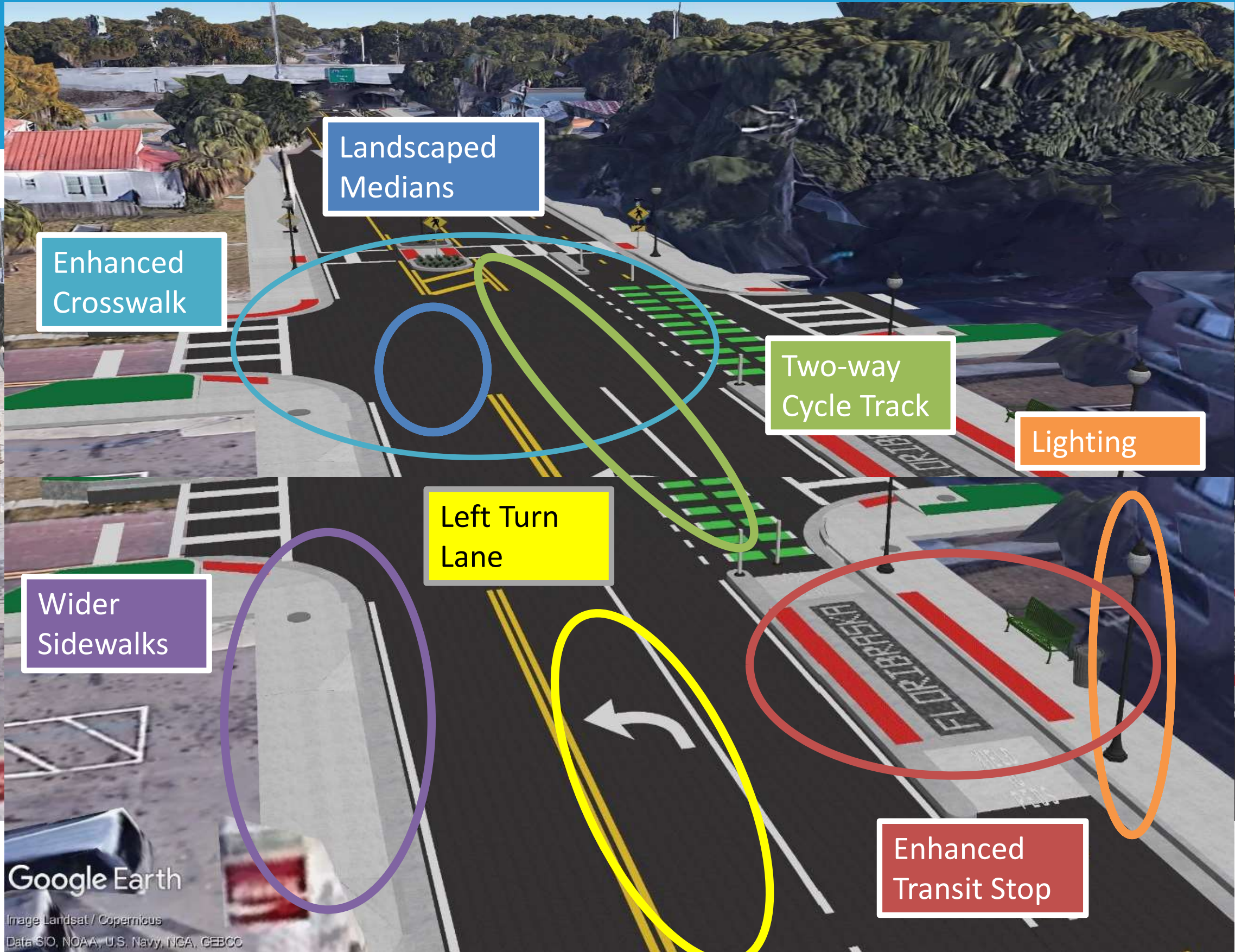


Existing



Proposed





Floribraska Ave Complete Streets



Existing



Proposed





Google Earth
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Google Earth
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Floribraska Ave Complete Streets



Existing



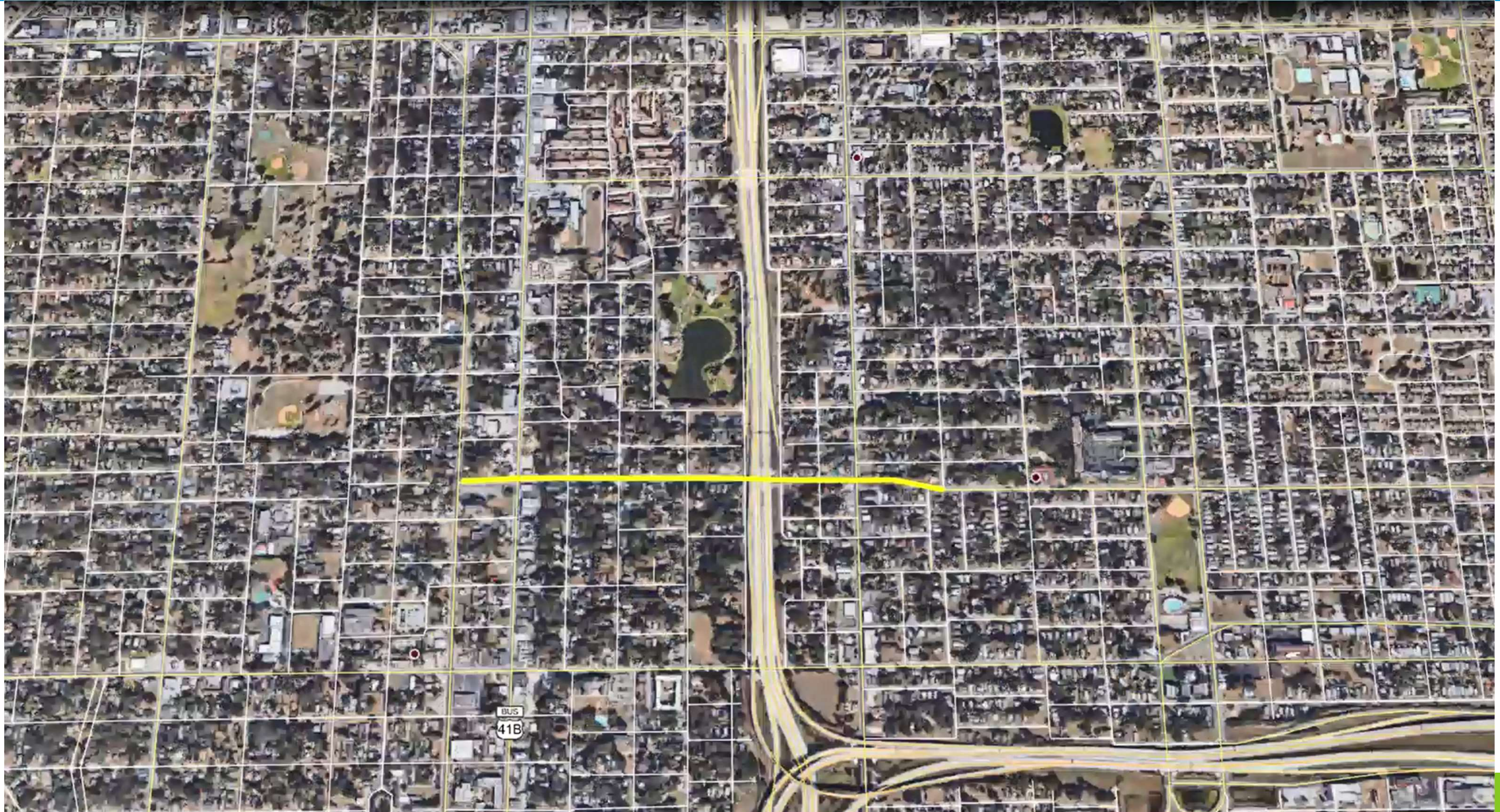
Proposed



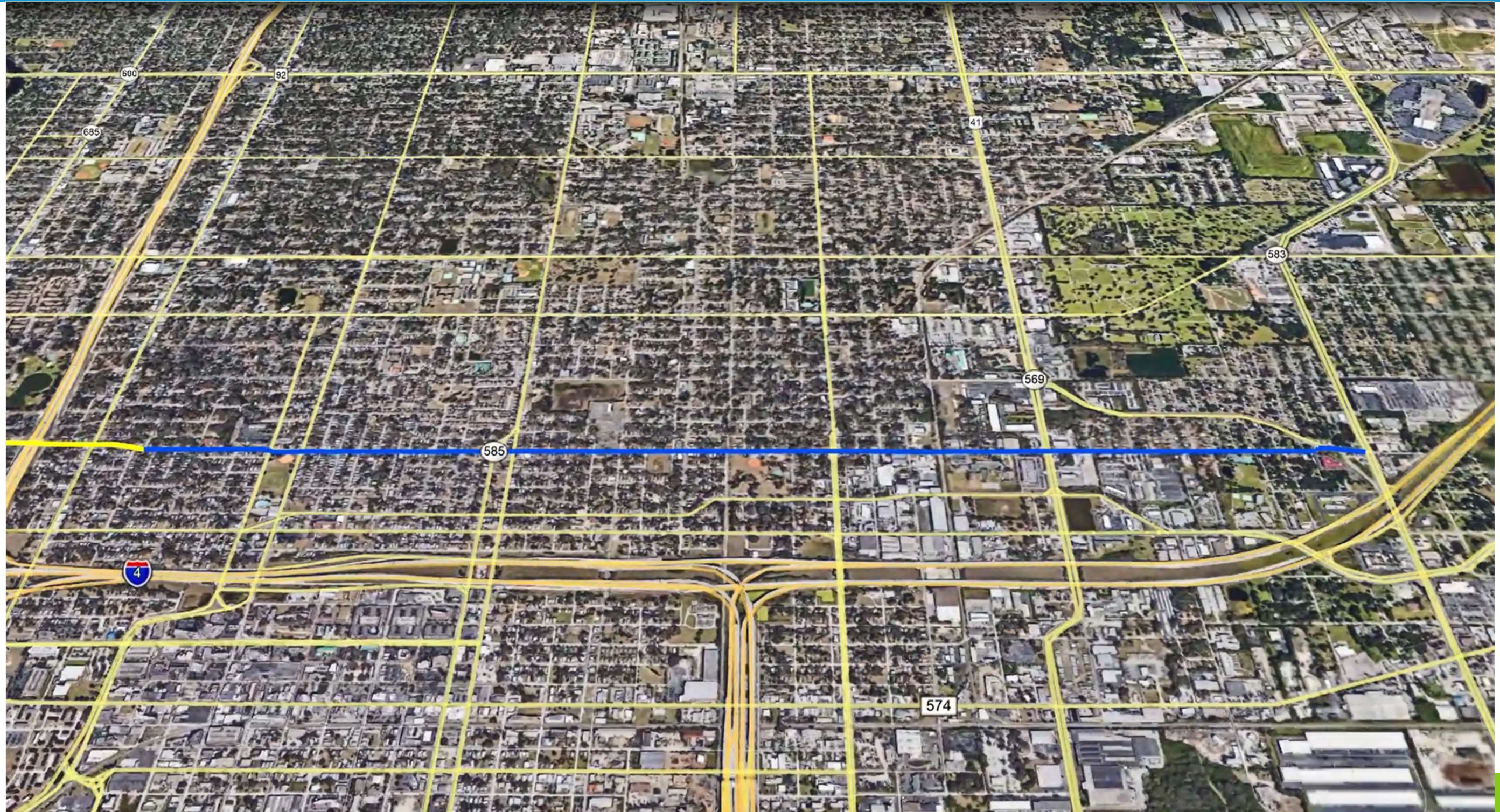
LOW STRESS BIKE NETWORK



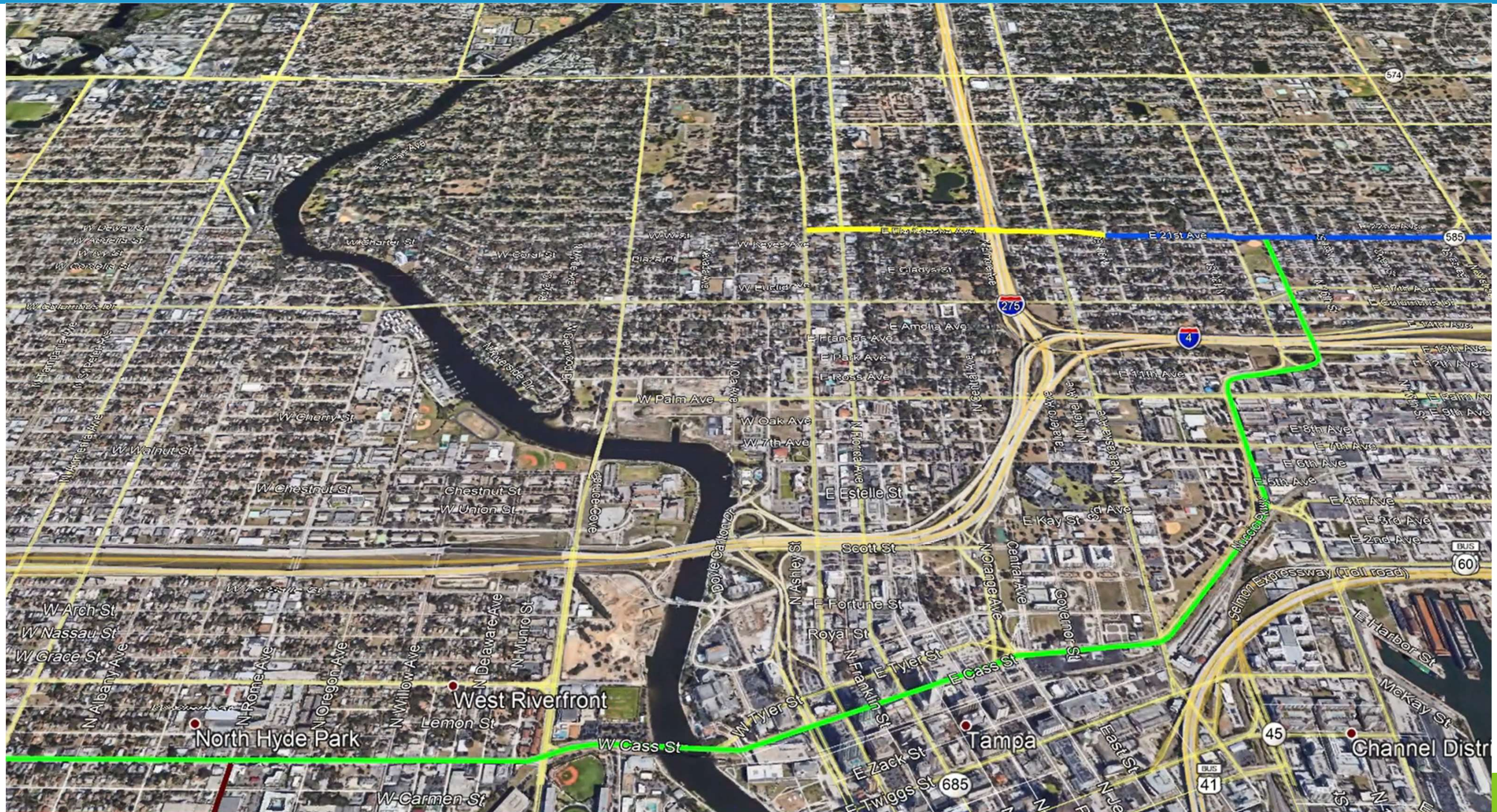
Low Stress Bike Network



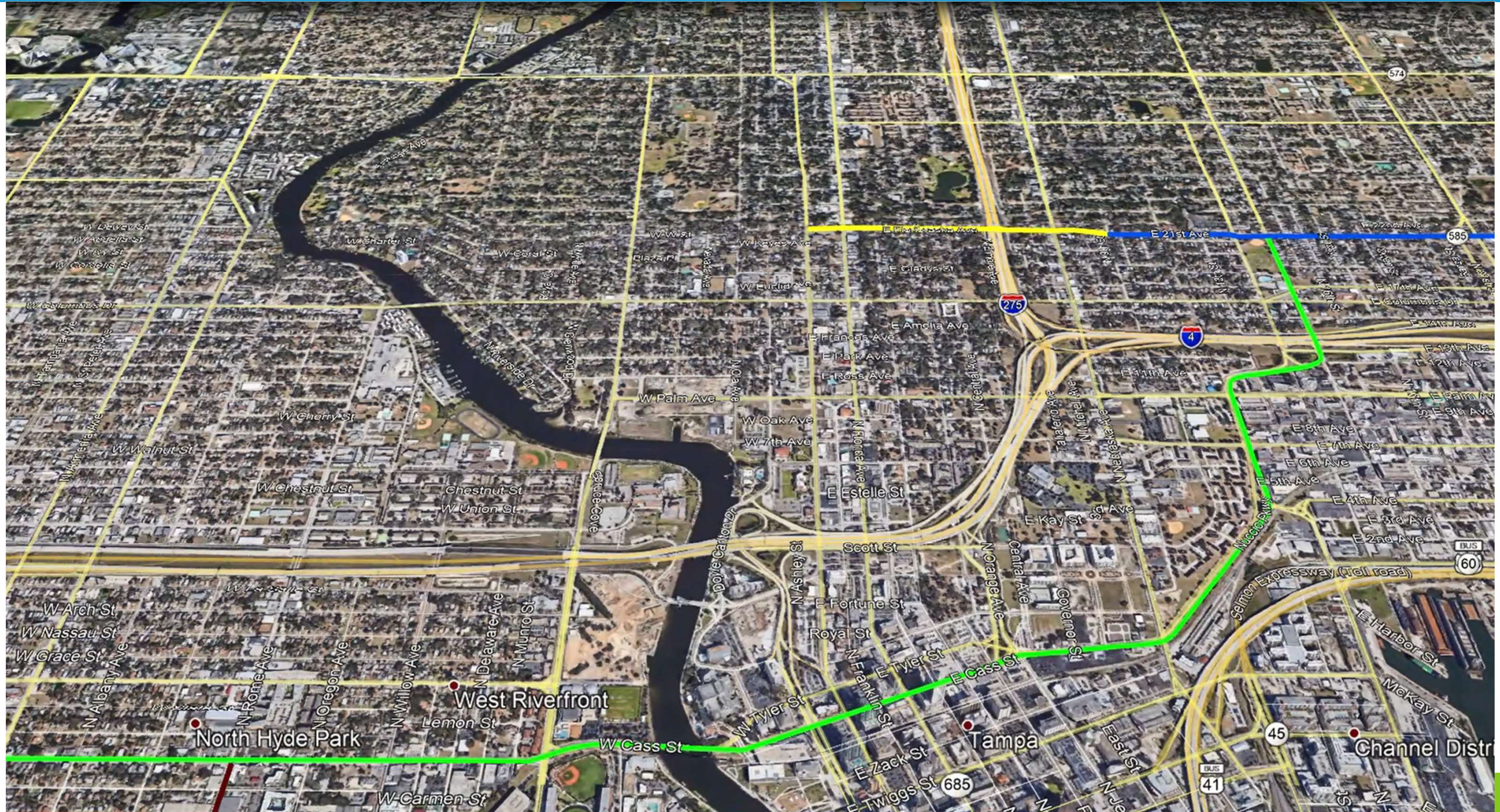
Low Stress Bike Network



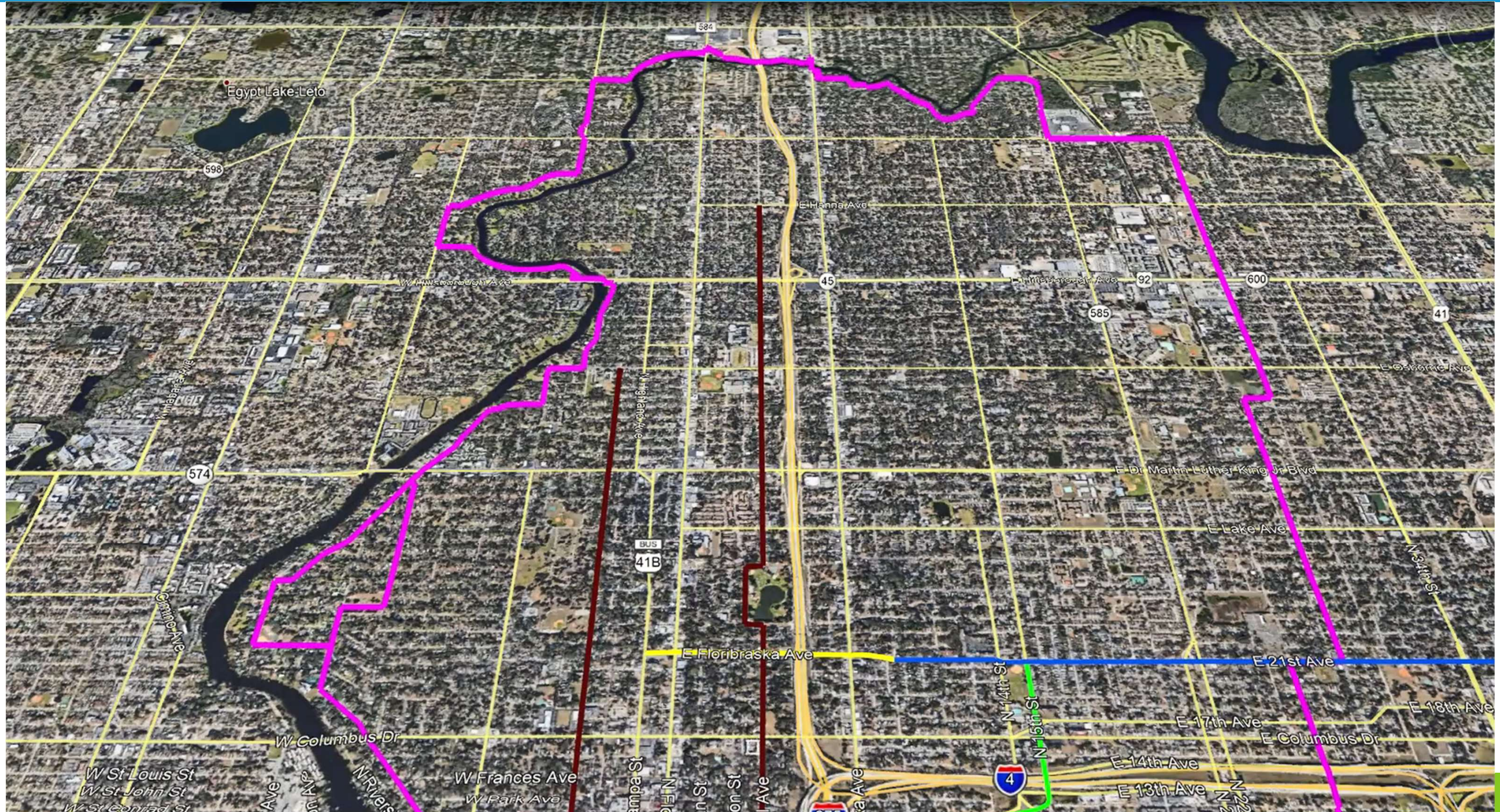
Low Stress Bike Network



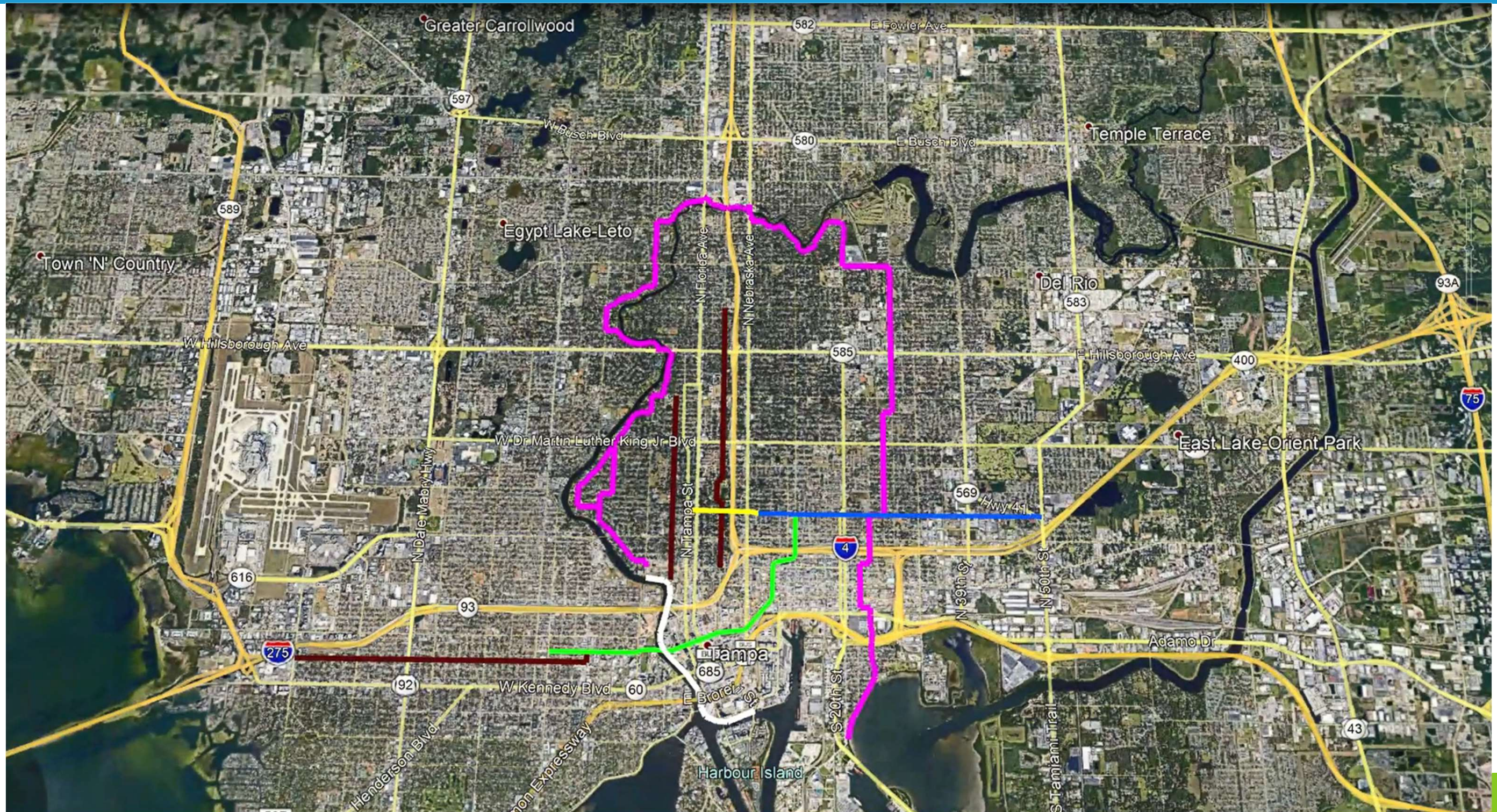
Low Stress Bike Network



Low Stress Bike Network



Low Stress Bike Network



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>





QUESTIONS