

# Project Advisory Group Meeting #2

## West Busch Boulevard (SR 580) Corridor Study

from North Dale Mabry Highway to North Nebraska Avenue

Hillsborough County, Florida

FDOT Financial Project ID Number: 435908-1-22-01

North Tampa Branch Library

August 29, 2017 – 10:00 am to 12:00 pm



# Agenda for Project Advisory Group Meeting #2

- Introductions
- Project Overview and Data Updates
- Overview of Visioning Workshop
- Next Steps
- Questions
- Adjourn

# Introduction to PAG #2 Meeting



# Introductions

- State your name
- Who do you represent
- Feedback on previous meetings
- Other items of interest for the PAG team.

# Purpose of the SR 580 Corridor Study

- Define existing conditions
- Identify transportation-related needs
- Define acceptable levels of access and mobility
- Determine transportation system needs to support surrounding land uses
- Consolidate and control access points
- Identify safety concerns
- Identify operational deficiencies and promote operational efficiency

# Your Role as a PAG Member

- Gather local input and then disseminate information back to the impacted stakeholders and communities to ensure that any improvements within the corridor continue to serve as vital elements of the community's transportation system
- Provide policy guidance and technical assistance to FDOT and the project team as the common goals and objectives of the study are defined, issues are identified, and potential solutions are developed

# What have you been hearing?

- Have you heard any feedback from your agencies or local residents?

# Goals for PAG #2

- Project Overview: Existing Characteristics and updated Future Conditions
- Feedback – information will be presented at Visioning Workshop November 16, 2017
- Request for even more feedback from your constituents.

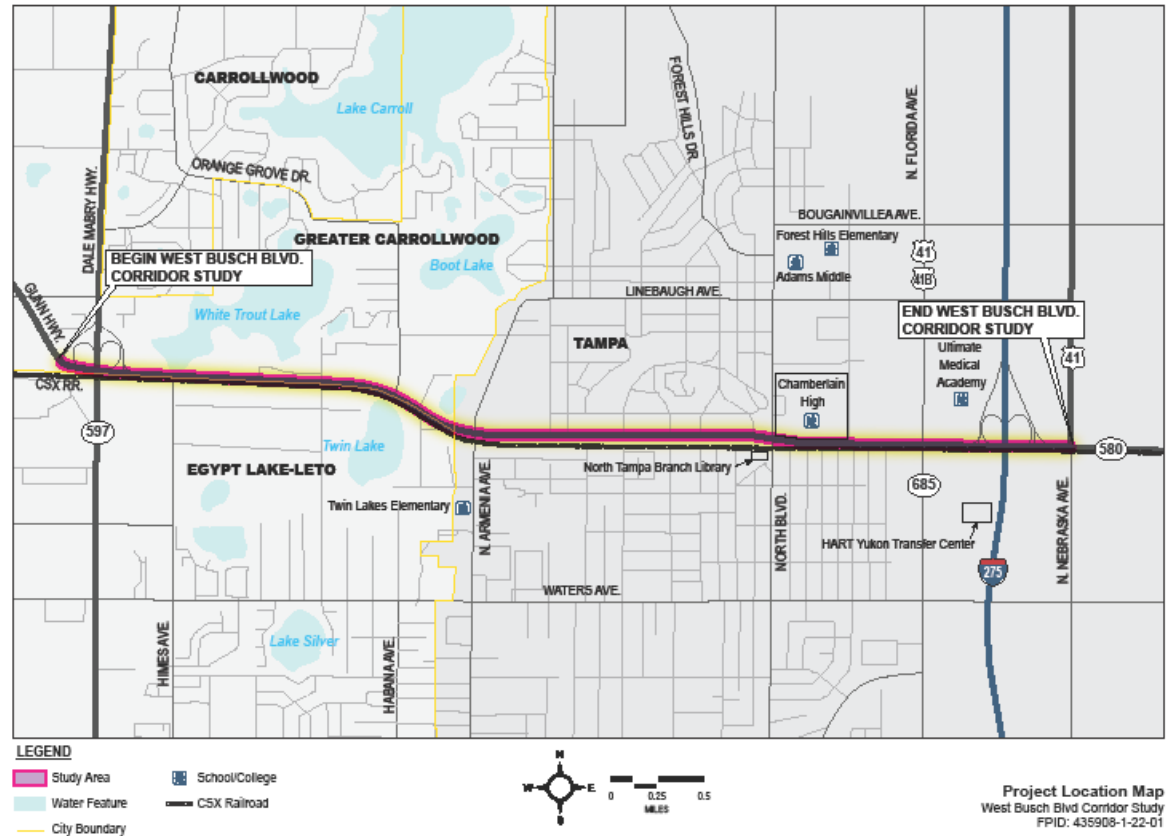


# Project Overview and Updated Data

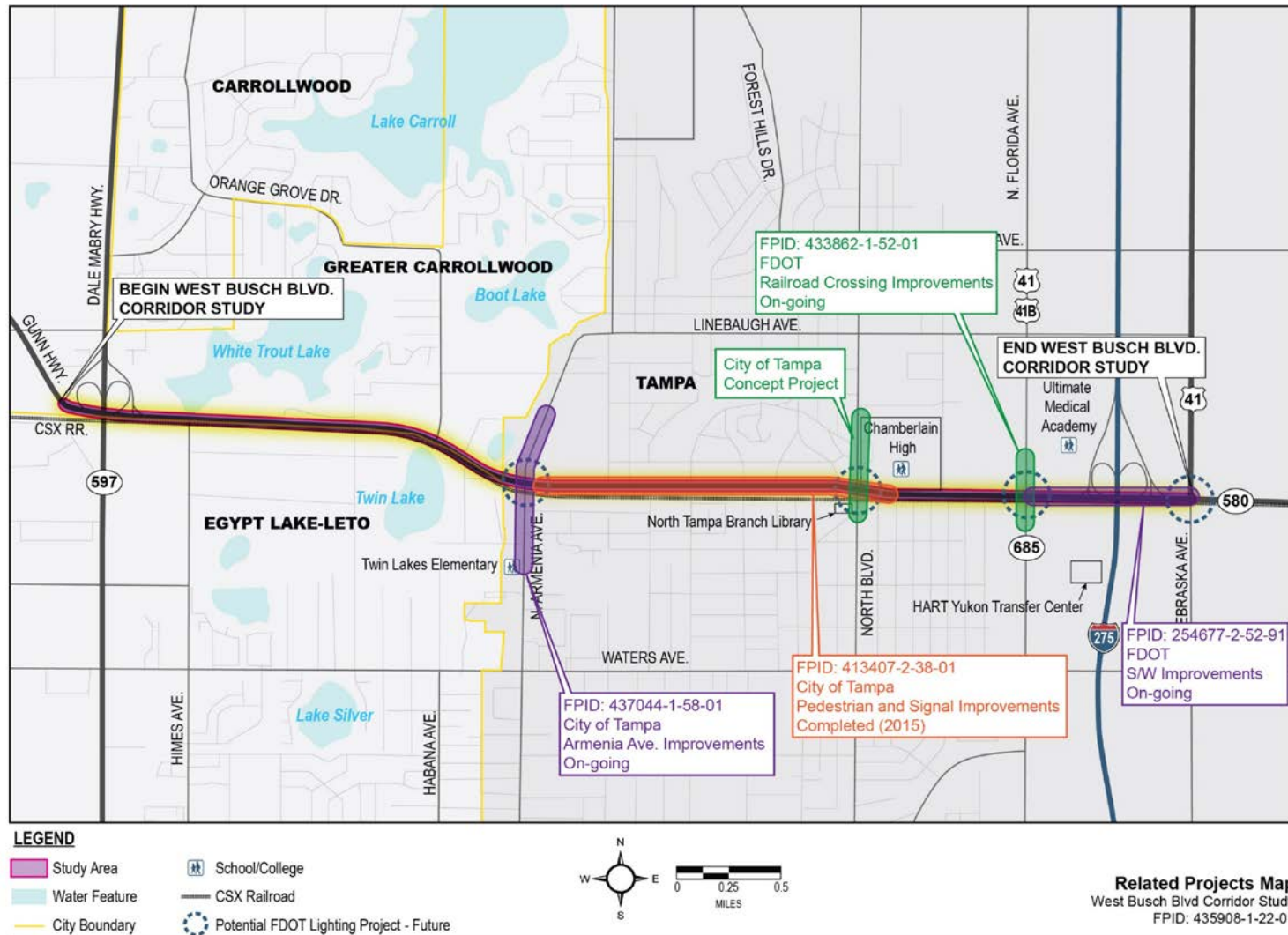


# Project Study Area

- 3.3 miles
- Within the city of Tampa and unincorporated Hillsborough County



# Adjacent Projects



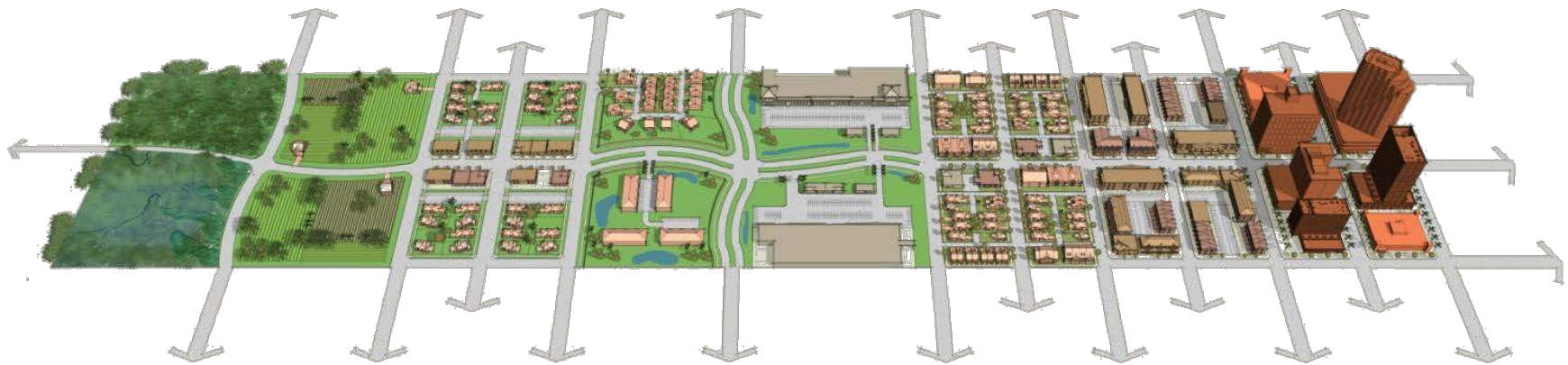
# Project Information - FDOT's context classifications

## Street Connectivity

- Block Length
- Block Perimeter
- Intersection Density

## Development Form and Intensity

- Building Placement
- Presence of Fronting Uses
- Location of Off-Street Parking
- Land Uses
- Building Height



C1-Natural

C2-Rural

C2T-Rural Town

C3R-Suburban  
Residential

C3C-Suburban  
Commercial

C4-Urban General

C5-Urban Center

C6-Urban Core

# Existing context classification

## C3R-SUBURBAN RESIDENTIAL



Mostly **residential** uses within large blocks and a disconnected or **sparse roadway network**.

## C4-URBAN GENERAL



**Mix of uses** set within small blocks with a **well-connected roadway network**. The roadway network usually **connects to residential neighborhoods** immediately along the corridor or on the back side of blocks fronting the roadway.

## C3C-SUBURBAN COMMERCIAL



Mostly **non-residential** uses with **large building footprints** and **large parking lots** within large blocks and a disconnected or **sparse roadway network**.



# C3R-Suburban Residential – Dale Mabry Hwy to Armenia Ave.

## C3R-SUBURBAN RESIDENTIAL



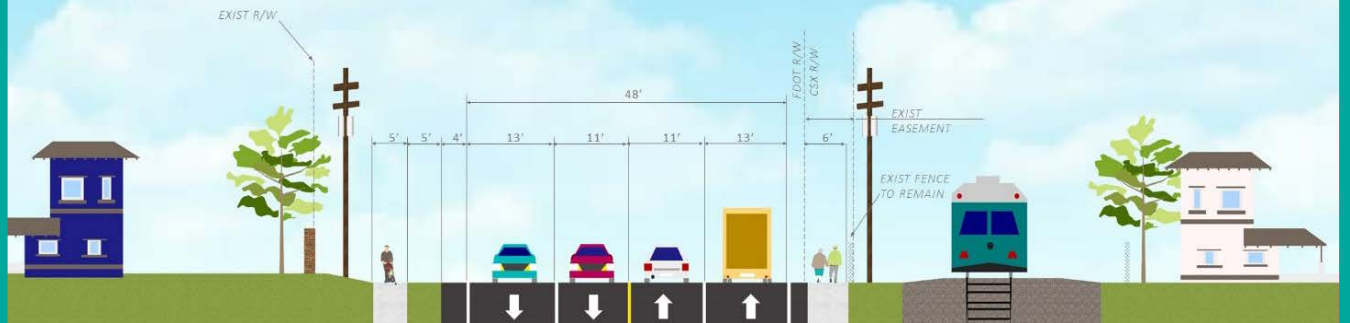
Mostly **residential** uses within large blocks and a disconnected or **sparse roadway network**.



# Existing Conditions

## Dale Mabry Highway to North Armenia Avenue

North Dale Mabry Highway to North Armenia Avenue  
Suburban (Residential) Land Uses

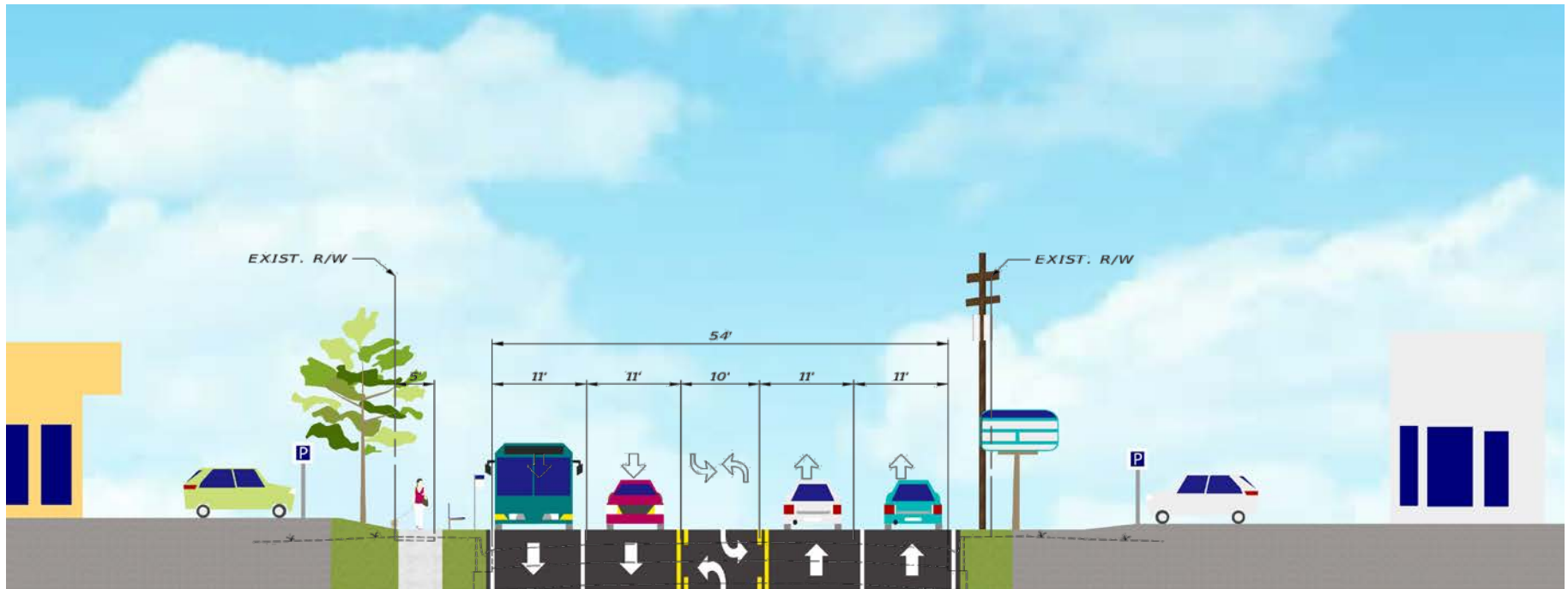


# C4-Urban General – Armenia Ave to North Blvd

## C4-URBAN GENERAL



**Mix of uses** set within small blocks with a **well-connected roadway network**. The roadway network usually **connects to residential neighborhoods** immediately along the corridor or on the back side of blocks fronting the roadway.

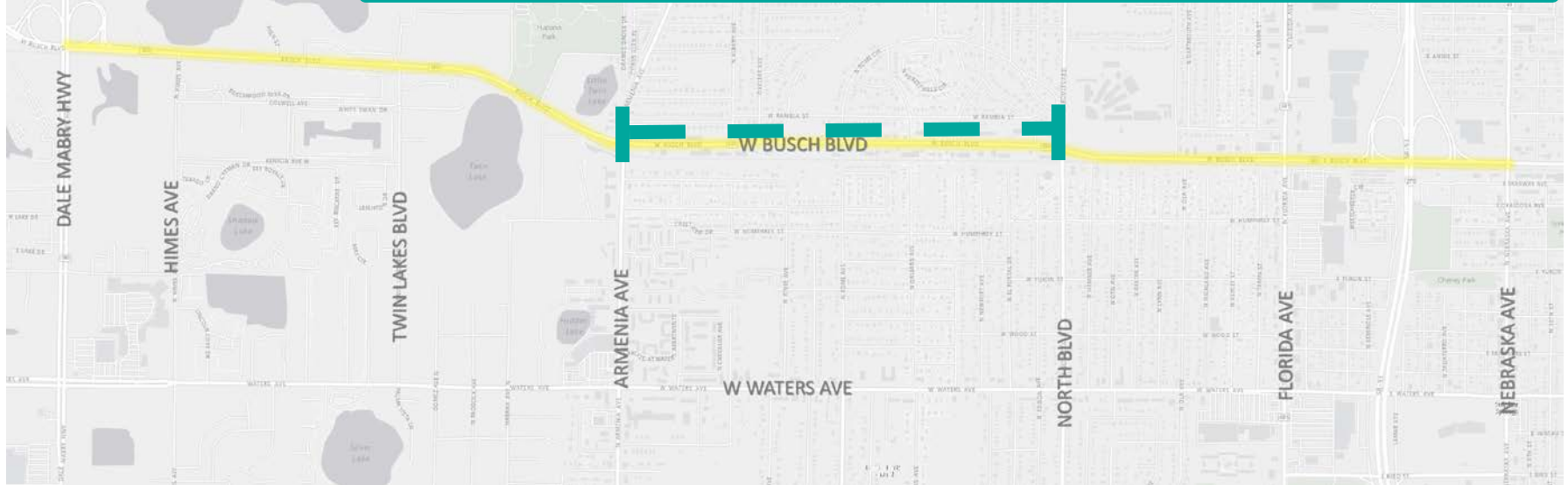
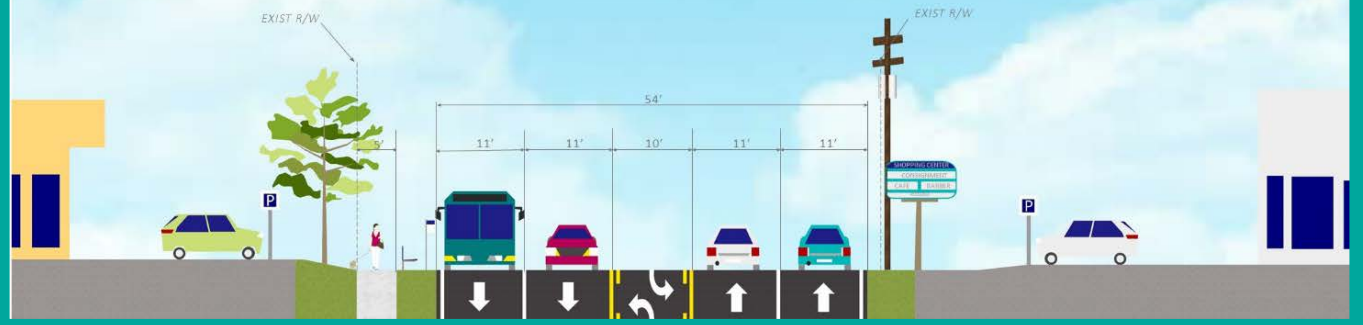




# Existing Conditions

## North Armenia Avenue to North Boulevard

North Armenia Avenue to North Boulevard  
*Mixed-Use General Urban Land Uses*



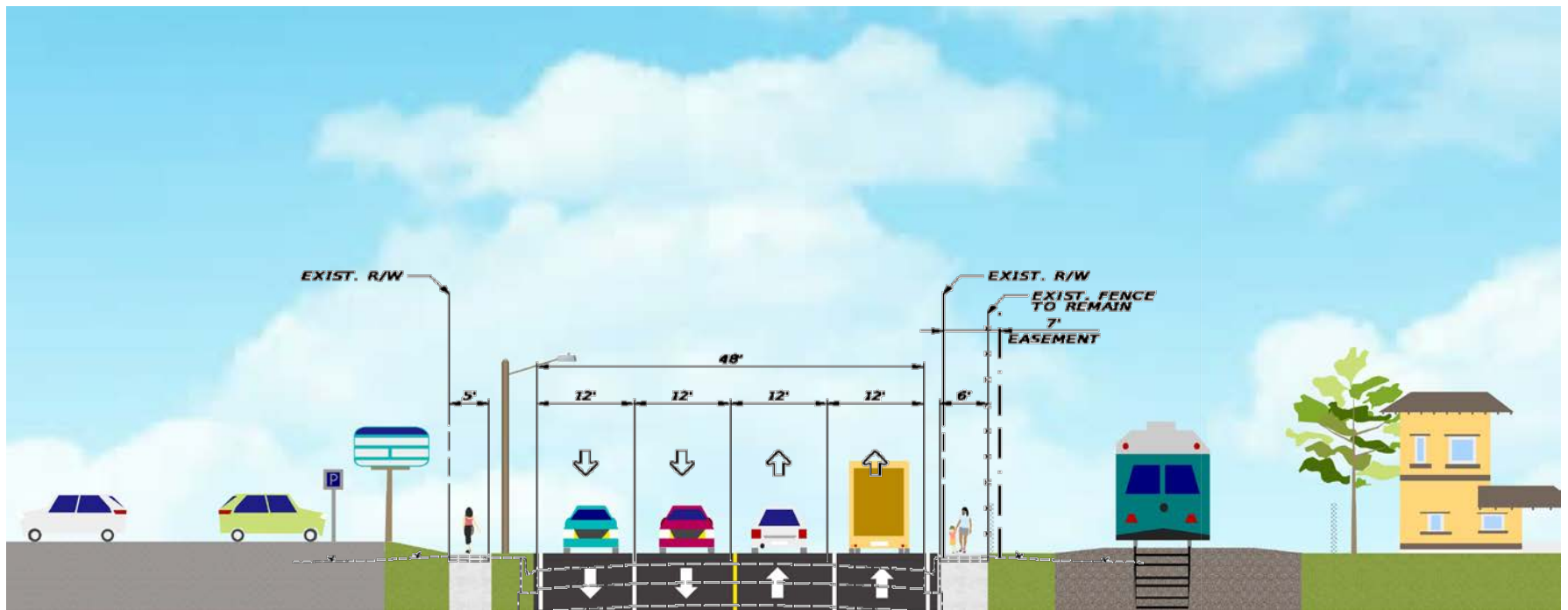
# C3C Suburban Commercial – North Blvd to N Nebraska Ave.

## C3C-SUBURBAN COMMERCIAL

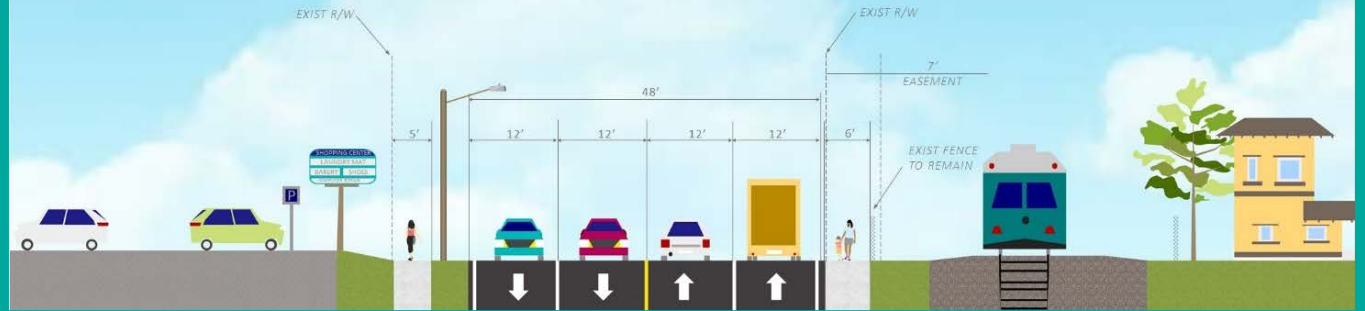
Section 1: North Blvd to Florida



Mostly **non-residential** uses with **large building footprints** and **large parking lots** within large blocks and a disconnected or **sparse roadway network**.



## North Boulevard to North Florida Avenue



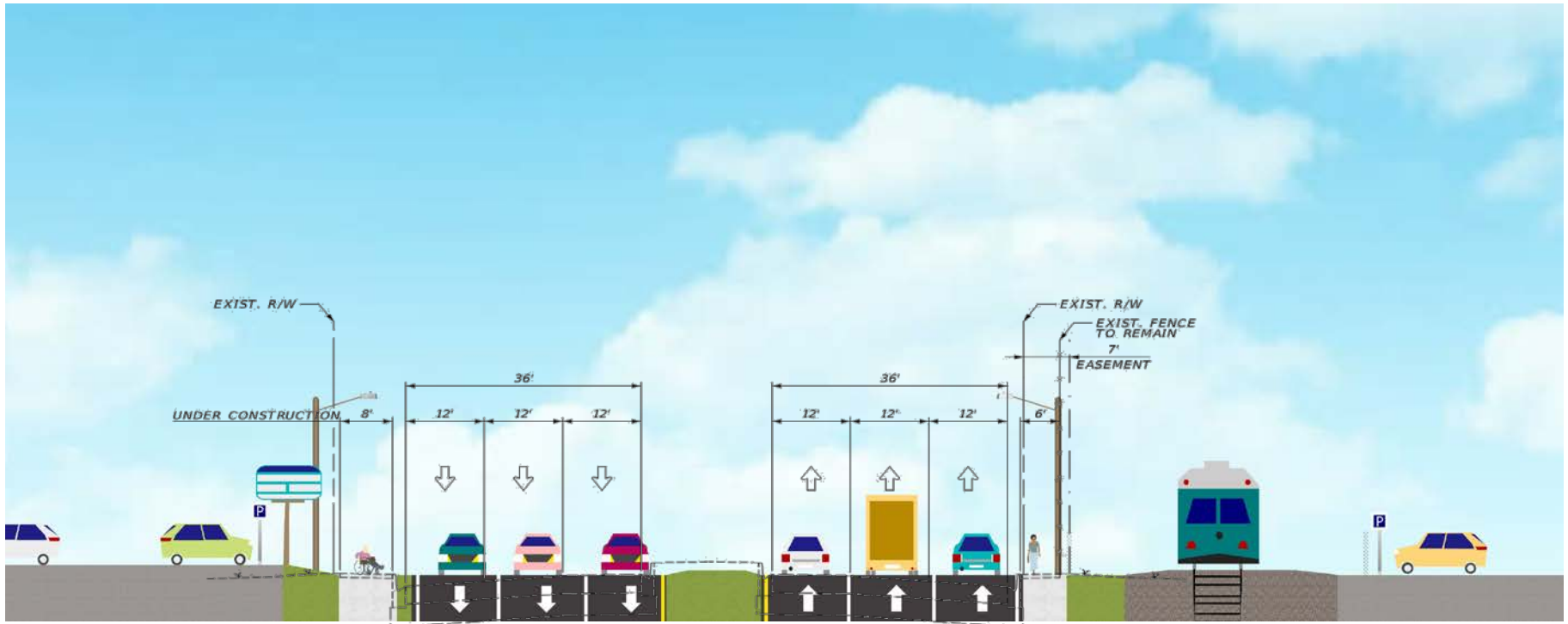
# C3C Suburban Commercial – North Blvd to N Nebraska Ave.

## C3C-SUBURBAN COMMERCIAL

Section 2: Florida to Nebraska



Mostly **non-residential** uses with **large building footprints** and **large parking lots** within large blocks and a disconnected or **sparse roadway network**.

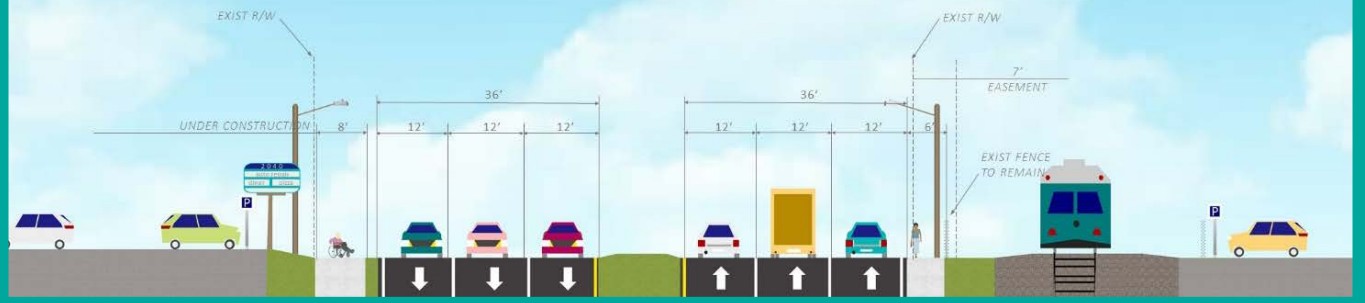




# Existing Conditions

## North Florida Avenue to North Nebraska Avenue

North Florida Avenue to North Nebraska Avenue  
Suburban (Commercial) Land Uses

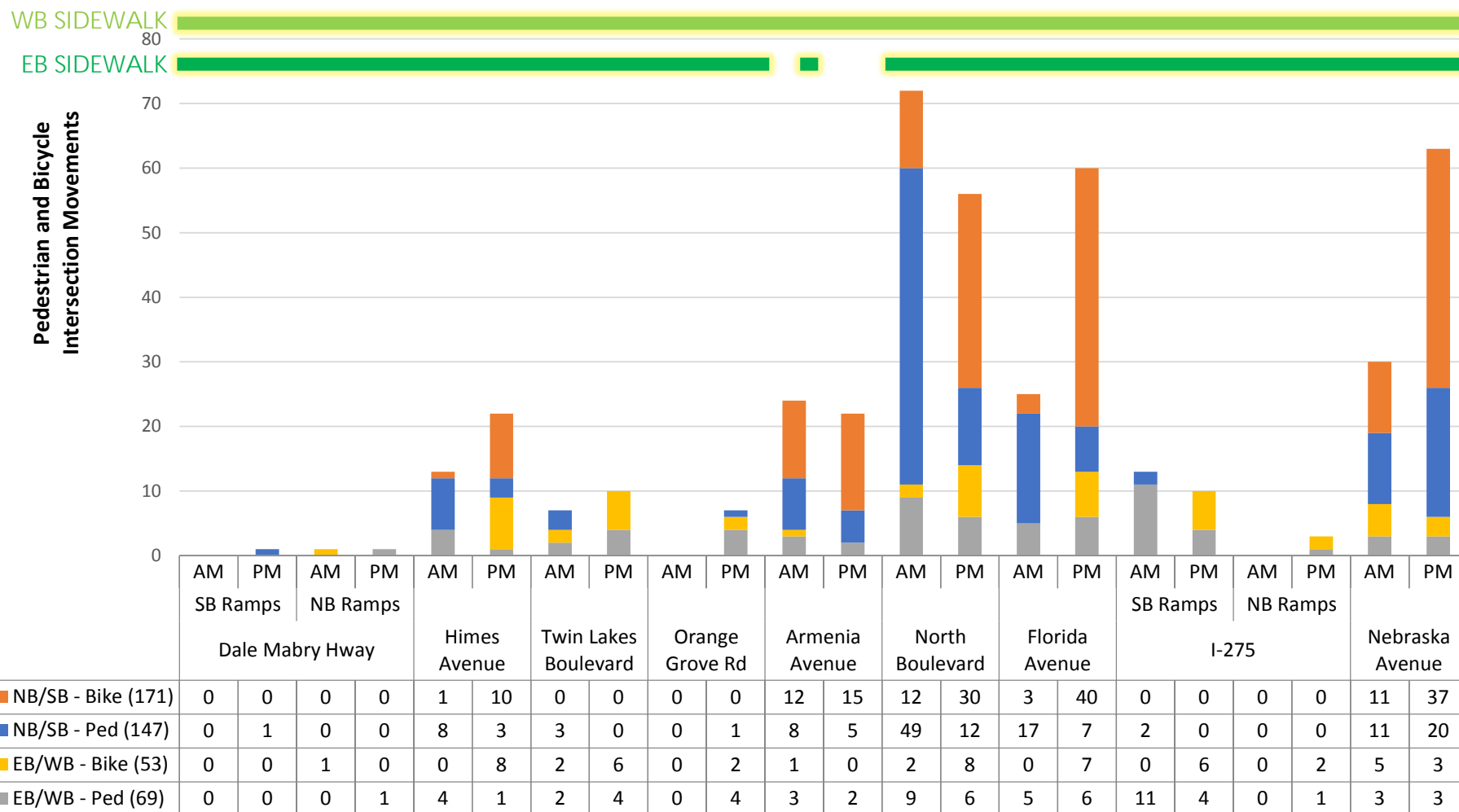


# Take Away from Existing Context Classification information

- No bike lanes throughout corridor
- Sidewalk gaps on South side of SR 580
- There is latitude in Context Classifications
- Projects are evaluated on FUTURE context

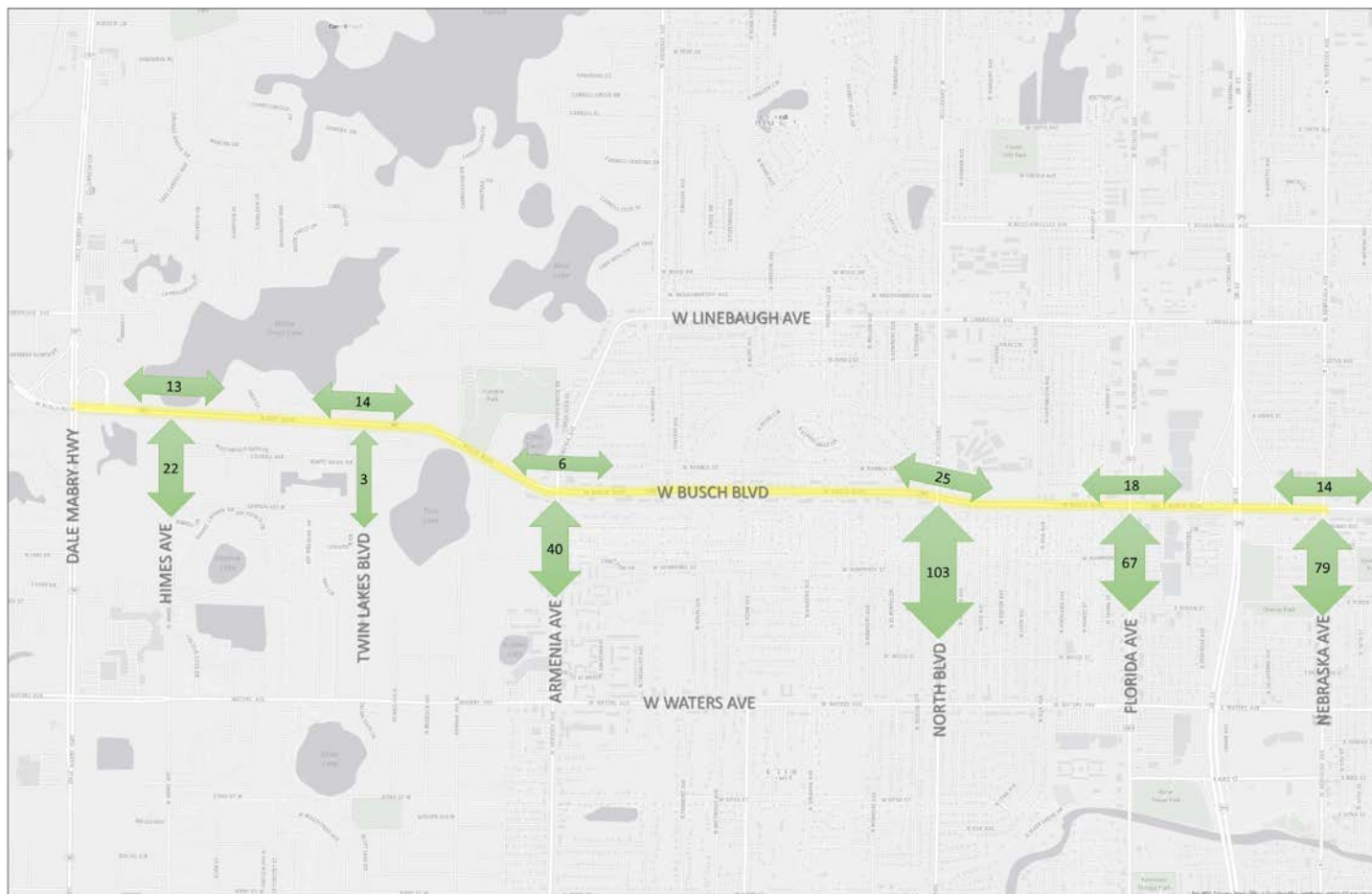
# Pedestrian/Bicycle Counts

This slide illustrates the locations with the heaviest bike/ped traffic (based on peak 2-hour counts [1 day only] – from VHB AADT memo)



# Existing Conditions

## Bicycle and Pedestrian Counts



Bike/Ped Counts Map (7-9am & 4-6pm Thursday May 4, 2017)



# Existing Traffic Counts



# Traffic Volume Considerations

## STANDARDS FOR LOW AND HIGH VOLUME HIGHWAYS IN ANNUAL AVERAGE DAILY VOLUMES

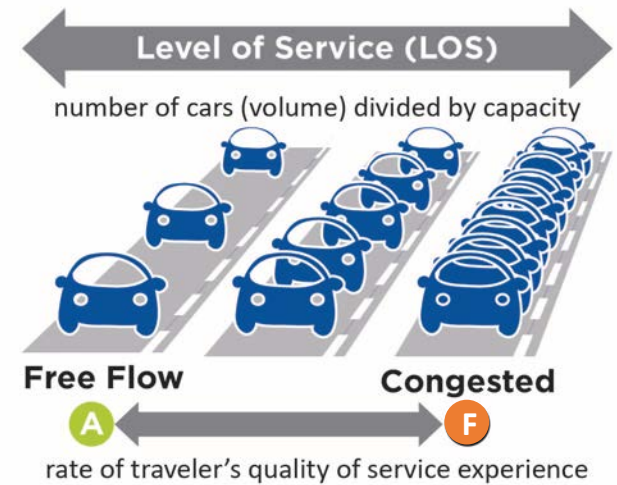
HIGHWAY TYPE	LOW VOLUME AADT	HIGH VOLUME AADT
FREEWAY - URBAN		
4-LANE FACILITY	57,000	69,000
6-LANE FACILITY	86,000	103,000
8-LANE FACILITY	114,000	138,000
FREEWAY - RURAL		
4-LANE FACILITY	46,000	56,000
6-LANE FACILITY	69,000	83,000
8-LANE FACILITY	92,000	111,000
ARTERIALS - URBAN		
2-LANE FACILITY	16,000	20,000
4-LANE FACILITY	37,000	43,000
6-LANE FACILITY	55,000	64,000
8-LANE FACILITY	69,000	80,000
ARTERIALS - RURAL		
2-LANE FACILITY	9,000	14,000
4-LANE FACILITY	38,000	47,000
6-LANE FACILITY	58,000	71,000
COLLECTOR - URBAN		
2-LANE FACILITY	11,000	16,000
4-LANE FACILITY	37,000	45,000
COLLECTOR - RURAL		
2-LANE FACILITY	8,000	13,000
4-LANE FACILITY	30,000	38,000

SR 580 Existing AADT

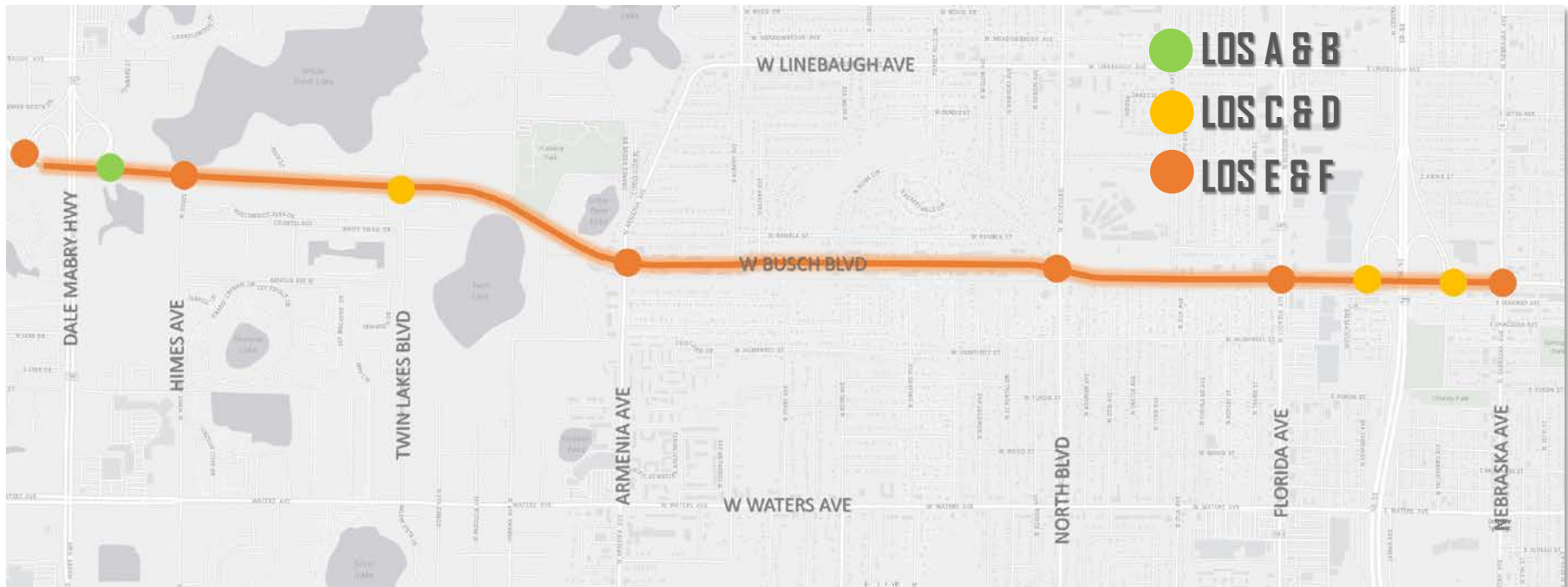
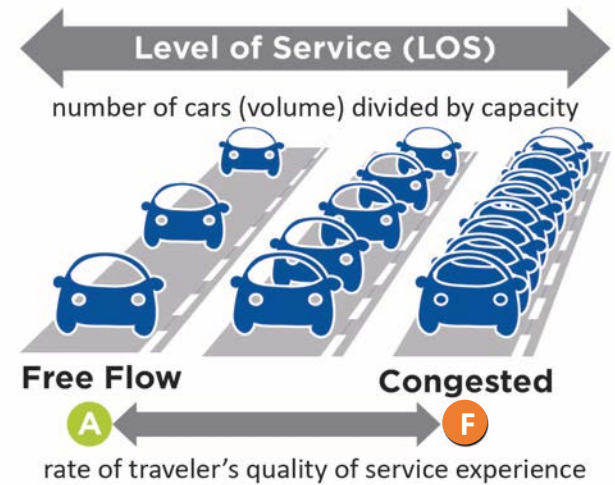
Minimum = 42,000

Maximum = 52,000

# Existing Conditions Traffic Volumes (2017)



# Existing Conditions Future Traffic Volumes (2040)





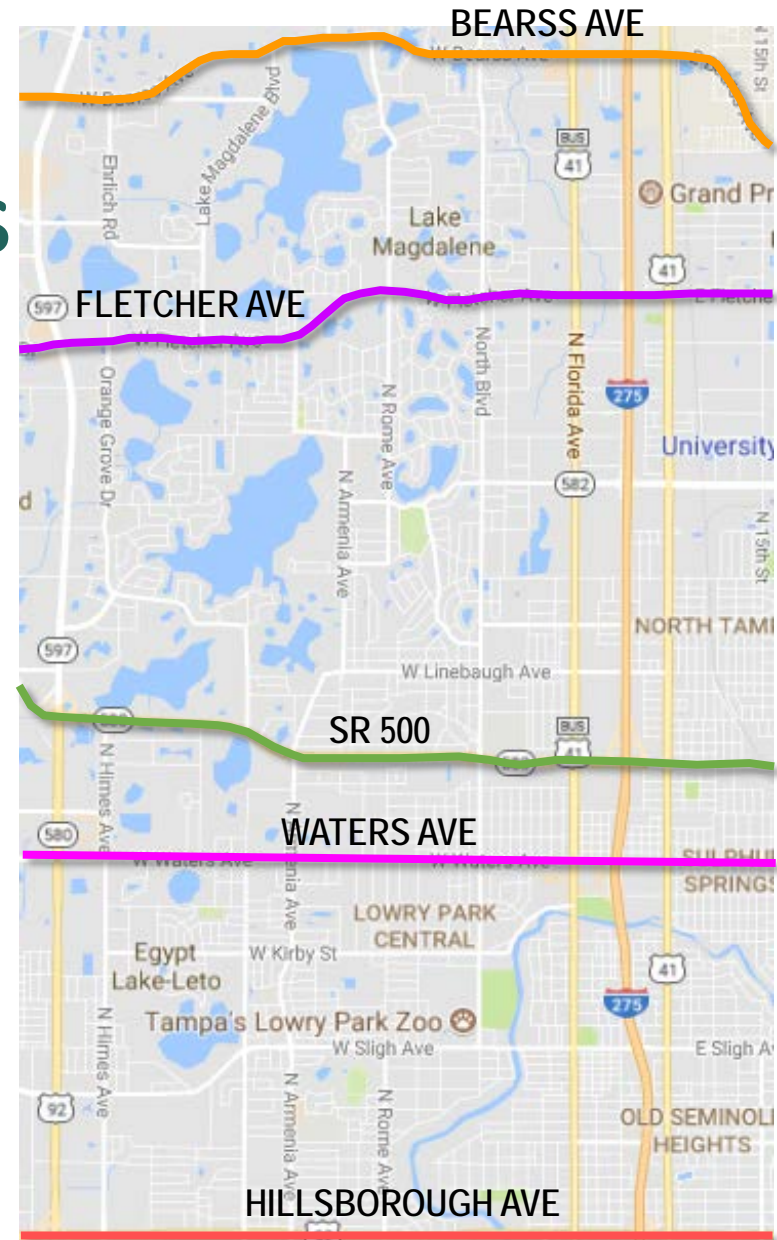
# Adjacent East-West Corridor Considerations

Corridor	Lanes	AADT	Notes
Bearss Avenue	4-lane	54,000	3.8 miles north
Fletcher Avenue	4-lane	23,500	Limited western connectivity
SR 580	4-lane	50,000	
Waters Avenue	4-lane	27,000	Limited eastern connectivity
Hillsborough Avenue	6-lane	51,500	2.6 miles south

## SR 580 Existing AADT

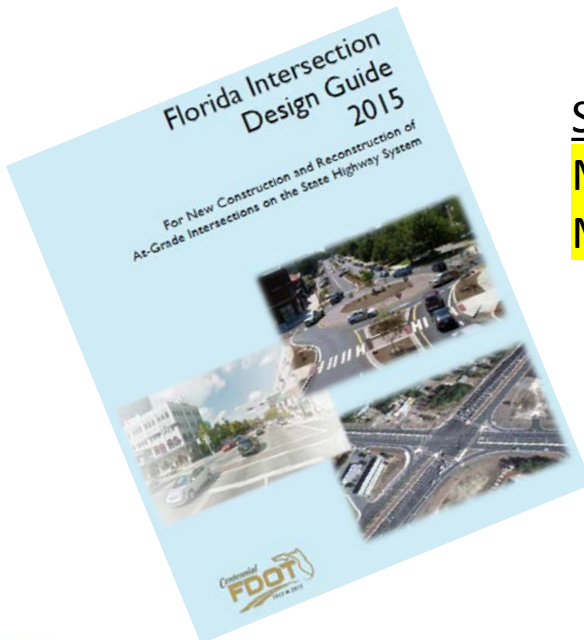
Minimum = 42,000

Maximum = 52,000



# Roundabout Consideration

- Maximum design year total traffic volume entering an intersection is:
  - ≈ 25,000 AADT for single-lane roundabout
  - ≈ 45,000 AADT for two lane roundabout



## SR 580 Existing AADT

Minimum = 42,000

Maximum = 52,000

Intersection	Entering AADT (Existing)
Dale Mabry/SB Ramps	49,100
Dale Mabry/NB Ramps	58,000
Himes	57,500
Twin Lakes	54,900
Orange Grove	50,950
Armenia	58,500
North	51,000
Florida	75,000
I-275/SB Ramps	60,150
I-275/NB Ramps	58,150
Nebraska	60,900

# Take Away from existing Counts

- Bike/Ped movement N-S exceeds E-W movement.
- Round-About configuration not viable: within SR 580 corridor exceeds the maximum traffic volume requirements for a round-about and impacts the RR on the south.
- Lane reduction not viable:
  - ≈ The existing traffic is either within or just above the range for 4-lane facility Traffic Volumes.
  - ≈ Adjacent corridors are already at or above capacity and too far away.
- In fact, **6-Lane may be reasonable** for portions of SR 580 – but policy constrained

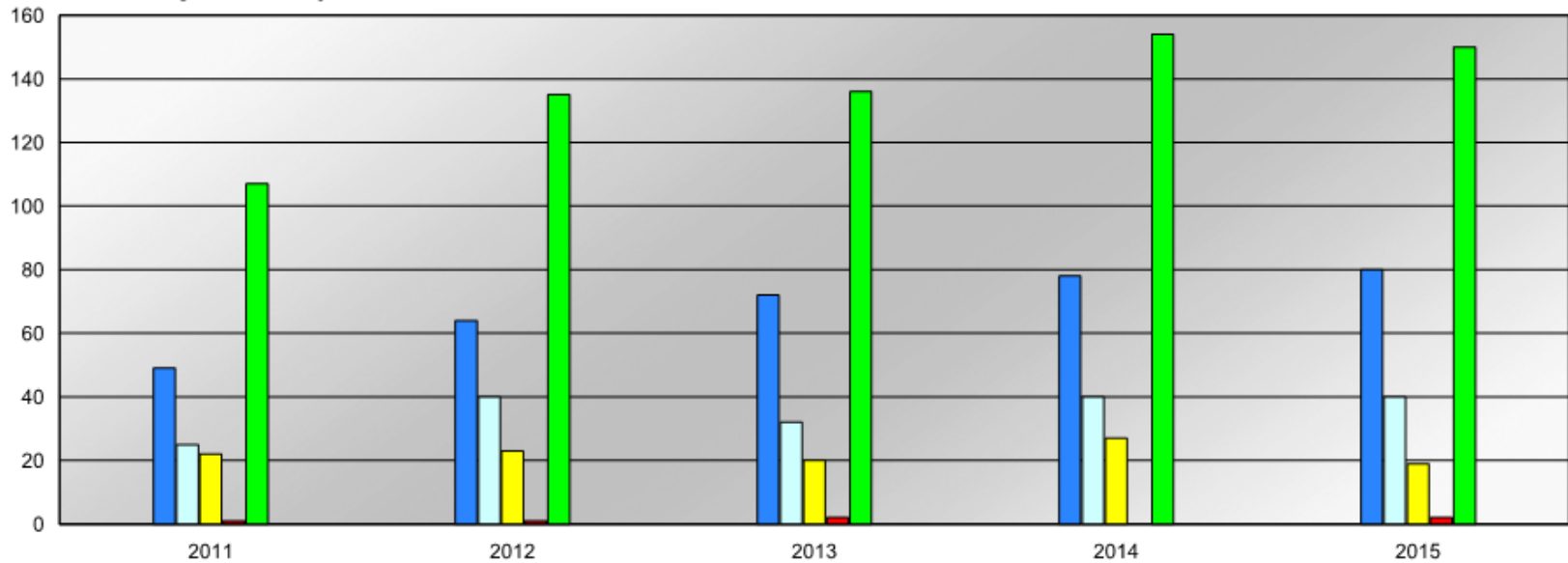
# Note Potential Limitations for Capacity Improvements

- Shows need for 6 lane widening
- Policy constrained (physical constraints) in Tampa Comprehensive Plan – from Dale Mabry Hwy to North Blvd.
  - ≈ *MBY Policy 3.2.2: Constrained roadways, though ineligible for two or more general use thru-lane additions, shall be eligible for transit system enhancements including those described above. Dedicated transit lanes constructed pursuant to this policy shall not be retrofitted for use by automobile or truck traffic so long as the subject roadway remains constrained.*



# Latest Crash History by Year

**Number of Crashes By Year**

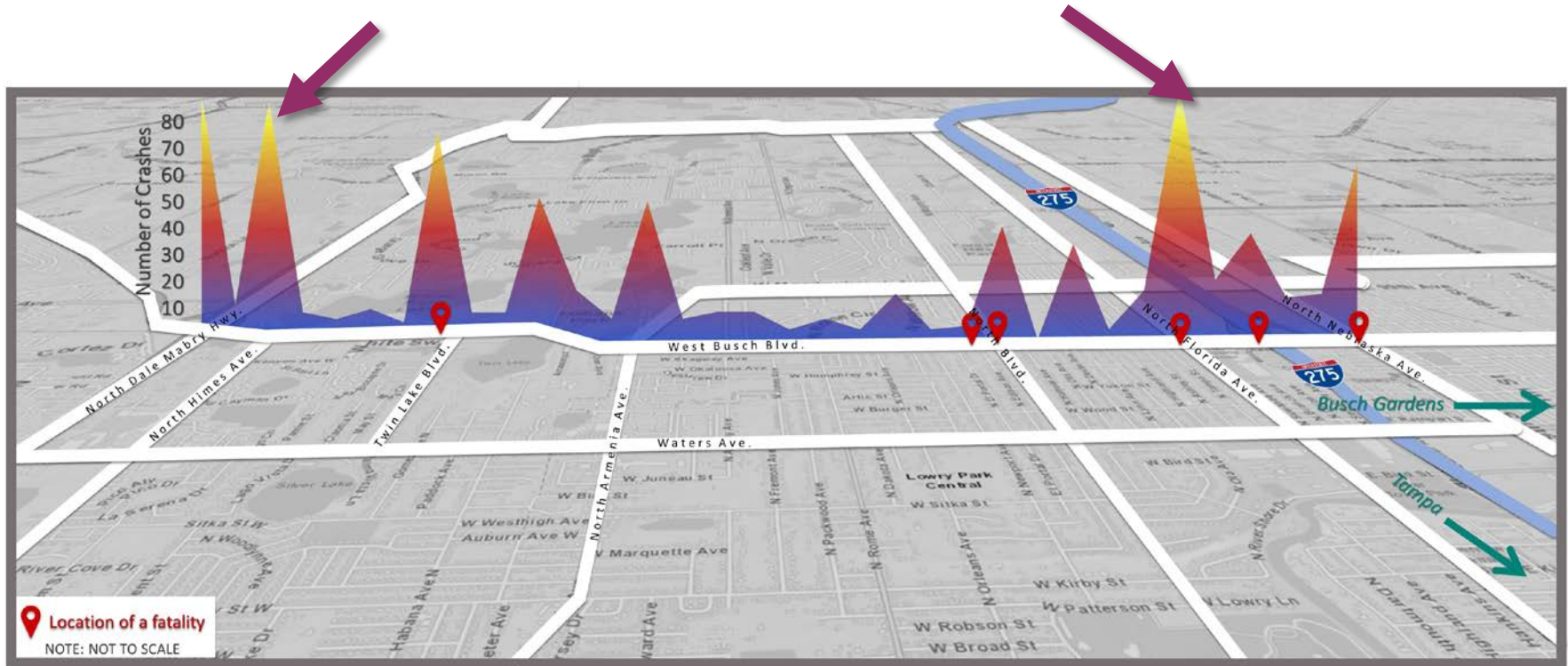


**Breakdown of Crashes by Year**

	2011	2012	2013	2014	2015
PDO	49	64	72	78	80
Injury Crashes	57	70	62	76	68
Fatal Crashes	1	1	2	0	2
Total Crashes	107	135	136	154	150

# Existing Conditions

## Historical Crashes 2011- 2015



\*Source: FDOT Crash Analysis Reporting System (CARS)

# Take Away from Crash History Data

- Crashes have increased.
- Highest “heat” intensity is at Himes and between North Blvd and Nebraska.
- The 5-lane section has a lower frequency and severity of crashes compared to the 4-lane section.
- Five of the six fatalities occurred between North Blvd and Nebraska
- Recently checked *FIRES* and found no new fatalities between 1-1-16 and 10-23-17.

# Preview of the Public Visioning Workshop



# Public Visioning Workshop

- November 16, 2017
  - ≈ 5:30 p.m. – 7:30 p.m.
  - ≈ Open house format
  - ≈ Christian Family Church

**FDOT**

**You're invited** to take part in a Florida Department of Transportation (FDOT) Visioning Workshop for a corridor planning study along West Busch Boulevard (SR 580) from North Dale Mabry Highway to North Nebraska Avenue in Hillsborough County – a distance of approximately 3.3 miles. The FDOT is looking for ways to improve West Busch Boulevard (SR 580) for pedestrians, bicyclists, transit users and motorists. At this workshop, we will gather your input on the existing corridor and document your ideas to resolve some of the issues that you have observed.

**WEST BUSCH BOULEVARD STUDY**

**Thursday, November 16, 2017, 5:30 p.m. to 7:30 p.m.**  
Christian Family Church, 3457 W. Kenyon Avenue, Tampa, FL 33614

**For More Information Contact:**  
Brian Shroyer, CPM  
Project Manager  
Florida Department of Transportation  
11201 N. McKinley Drive  
Tampa, FL 33612  
813-975-6449  
brian.shroyer@dot.state.fl.us  
Visit Our Website  
[fdot7studies.com/westbuschblvd/](http://fdot7studies.com/westbuschblvd/)



# Public Visioning Workshop

- 5 Stations:

- ≈ Station 1: 10 minute **Project Introduction Video**



- ≈ Station 2: **Existing Conditions** displays

- Project location map
    - Existing typical sections
    - Crash map
    - Bicycle and pedestrian counts
    - Existing and future (no-build) traffic LOS



- ≈ Station 3: **Concerns and Issues** (sticky-note exercise)



- ≈ Station 4: **Developing the Corridor Vision** (goals and objectives dot exercise)



- ≈ Station 5: **Potential Improvements** (dot exercise)



- ≈ Station 6: **Comments** - user preference surveys and comment forms





# Draft User Preference Survey



## DRAFT User Preference Survey SR 580 (West Busch Boulevard) Corridor Study from Dale Mabry Hwy. to Nebraska Ave.

Please fill out this survey as best as you can and place in the Survey Forms box.

1. Home Zip code: \_\_\_\_\_

2. Work/School zip code: \_\_\_\_\_

3. Please circle all that apply:

- a. I live on or near Busch Boulevard
- b. I work on or near Busch Boulevard
- c. I shop/visit businesses on or near Busch Boulevard
- f. My school is on or near Busch Boulevard  
Which school? \_\_\_\_\_

d. I travel on Busch Boulevard but rarely stop

e. I don't regularly use Busch Boulevard

h. Other: \_\_\_\_\_

4. Which travel option(s) have you used on Busch Boulevard? Please circle all that apply:

- a. Drive
- b. Walk
- c. Bike
- d. HART Bus
- e. School Bus
- f. Share a ride with others (car pool, taxi, etc.)
- g. Other: \_\_\_\_\_

5. When **driving** on Busch Boulevard, rate your satisfaction on the following (please circle 1 – 5):

Safe	5	4	3	2	1	Unsafe	n/a
Comfortable	5	4	3	2	1	Uncomfortable	n/a
Convenient	5	4	3	2	1	Inconvenient	n/a

6. When **walking/biking/riding the bus** on Busch Boulevard, rate your satisfaction on the following (please circle 1 – 5):

Safe	5	4	3	2	1	Unsafe	n/a
Comfortable	5	4	3	2	1	Uncomfortable	n/a
Convenient	5	4	3	2	1	Inconvenient	n/a

7. How important are the following objectives in your vision for Busch Boulevard?

My Vision is for a Busch Boulevard where...	Very Important	Somewhat Important	Not Important	No Opinion
Transit users have shade and comfortable amenities				
A continuous sidewalk runs the length of the corridor				
Bicycle connectivity is enhanced to adjacent homes and businesses				
Safe and frequent options are provided for pedestrians and bicyclists to cross the corridor				
Aesthetic enhancements provide shade and adds beauty to the corridor				
The corridor adds a unique and inviting character to the community				
Existing businesses are preserved along the corridor				
The roadway attracts reinvestment into the corridor and surrounding areas				
Travelers experience efficient and reliable travel times				
Facilities are ADA compliant				
Citizens with limited mobility have enough time to cross the street				
Congestion is reduced on the corridor				
Crashes occur less frequently and are not as severe				
Drivers slow down to a safe speed				
Increased lighting improves visibility for drivers and pedestrians				
Children can travel to and from school safely, regardless of mode of travel				
Consolidated driveways reduce conflict points for vehicles and pedestrians				

8. Which of the following potential improvements would you support?

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Add additional travel lanes					
Create a pedestrian-only phase at key intersections					
Improve traffic signal timing					
Add on-street parking					
Add mid-block crosswalks					
Landscaping, pedestrian lighting, etc.					
Lower speed limit					
Create a wide sidewalk along the entire corridor					
Add on-street bike lanes					
Add buffered bike lanes					
Add dedicated bus lane					
Add school zone					
Fill in sidewalk gaps					
Add bus shelters					
Add a landscaped median					

9. Any other comments and suggestions:

Thank you for taking the time to complete our User Preference Survey. Your valuable input will help inform the identification of challenges/issues and the development of potential solutions.

# Next Steps





# Next Steps for the Project Team

- Hold the visioning workshop and summarize feedback
- Create vision plan
- Develop preliminary purpose and need
- Develop alternatives and perform a comparative evaluation

# Next Steps for the PAG

- Discuss the project in your sphere of influence
- Direct interested parties to the website to provide comments
- Direct interested parties to the website to “pin” issues in the corridor using the WikiMapping interactive tool
- Invite interested parties to the Visioning Workshop
- Provide feedback to the project team regarding your conversations with interested parties

# Future PAG meetings

- PAG #3
  - ≈ January 2018
  - ≈ Purpose and need; range of solutions
- PAG #4
  - ≈ June 2018
  - ≈ Report on final near-term and long-term decisions

# Next Steps - Schedule

## SR 580/Busch Boulevard from North Dale Mabry Highway to North Nebraska Avenue Corridor Study

### PUBLIC INVOLVEMENT PLAN SCHEDULE

ACTIVITY	2017											2018								
	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June	July	Aug	Sept	
Notice to Proceed - Project Begins	★																			
Develop Public Involvement Plan																				
Mailing List																				
Elected Officials/Agency Kick-off Meeting				★																
Project Advisory Group (PAG) Meetings																				
Corridor Visioning Workshop																				
Alternatives Public Meeting																				
Final Corridor Alternatives & Strategies Report																				

# Questions????

