

Project Advisory Group Meeting #1

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 #1

- Introductions
- Existing Roadway and Corridor Characteristics
- Developing the Corridor Vision
- Next Steps
- Questions
- Adjourn



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

Introduction to PAG #1 Meeting





Introductions

- State your name
- Who do you represent
- What your interest is in the SR 580 corridor



PAG Roles and Responsibilities

- Attend as many meetings as possible
- Clearly and openly articulate your interests
- Listen to varying points of view
- Productively discuss issues with members who may hold divergent views
- Actively generate and evaluate potential improvement options
- Serve as a two-way conduit of information
- Keep others informed of the PAG's efforts



Goals for PAG #1

- Understand roadway characteristics
- Compare EO/Agency Kick-off comments with potential solutions
- Understand existing Context Classification and ground-truth future expectations
- Provide input on User Preference Surveys

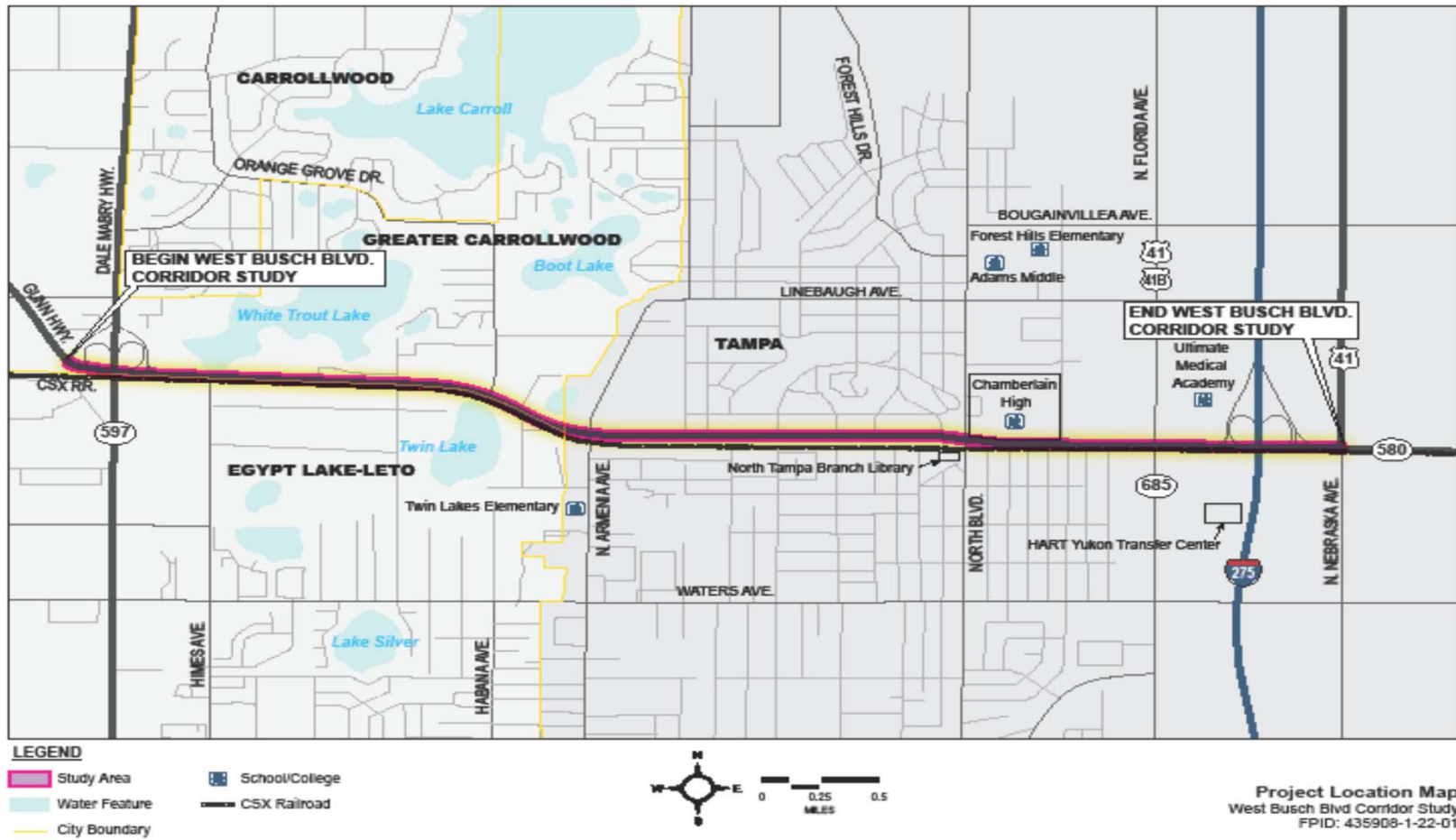
Future PAG meetings

- PAG #2
 - ≈ October 2017
 - ≈ User Preference survey; visioning
- PAG #3
 - ≈ January 2018
 - ≈ Purpose and need; range of solutions
- PAG #4
 - ≈ June 2018
 - ≈ Report on final near-term and long-term decisions

Existing Roadway and Corridor Characteristics



Project Information Location Map



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



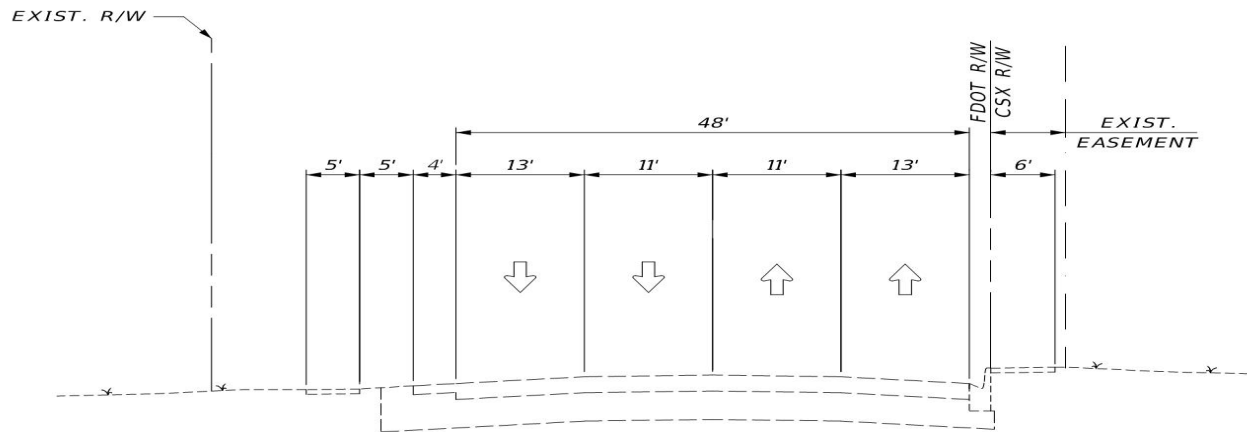
Mostly **non-residential** uses with **large building footprints** and **large parking lots** within large blocks and a disconnected or **sparse roadway network**.

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**.

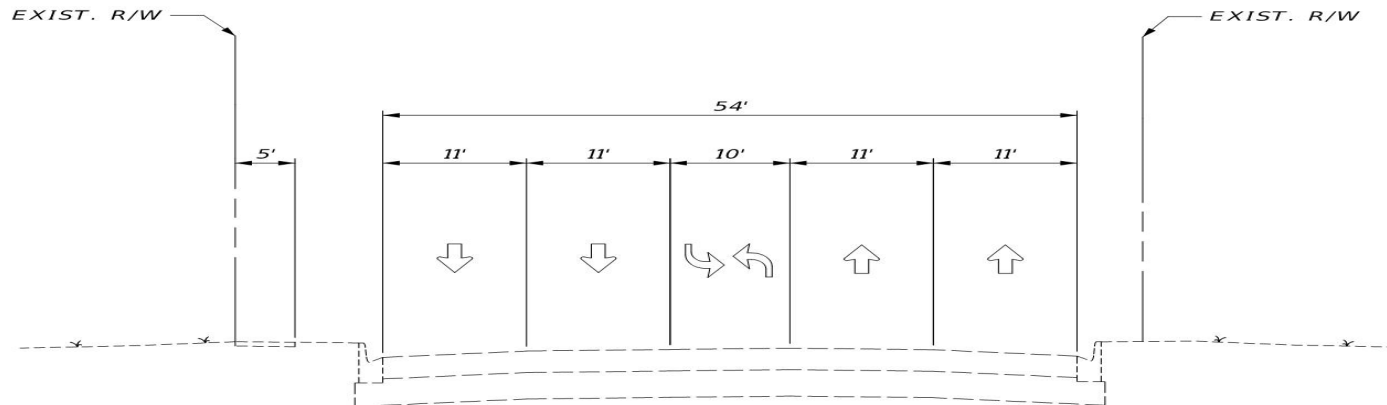


C4-Urban General – Armenia Ave to North Blvd

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.



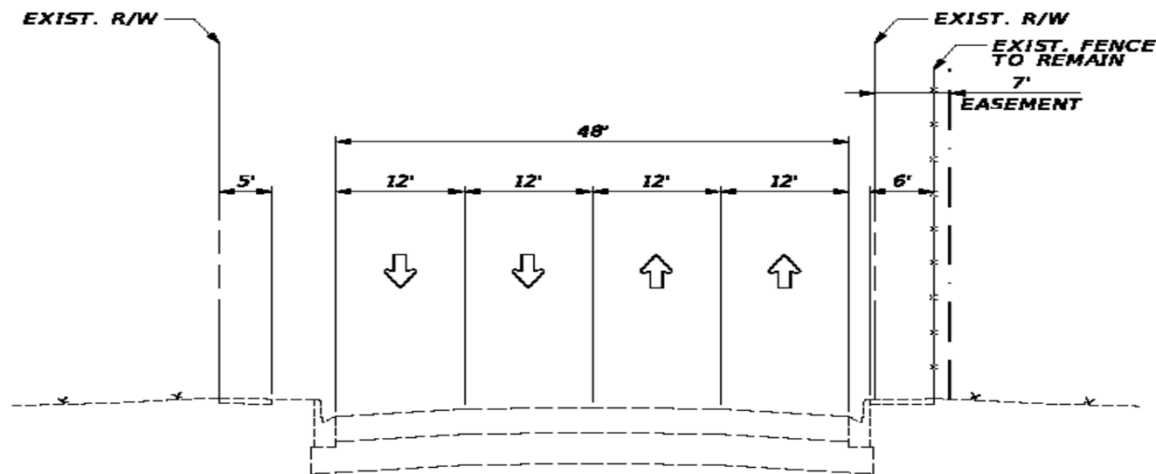
C3C Suburban Commercial – North Blvd to N Nebraska Ave.

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**.



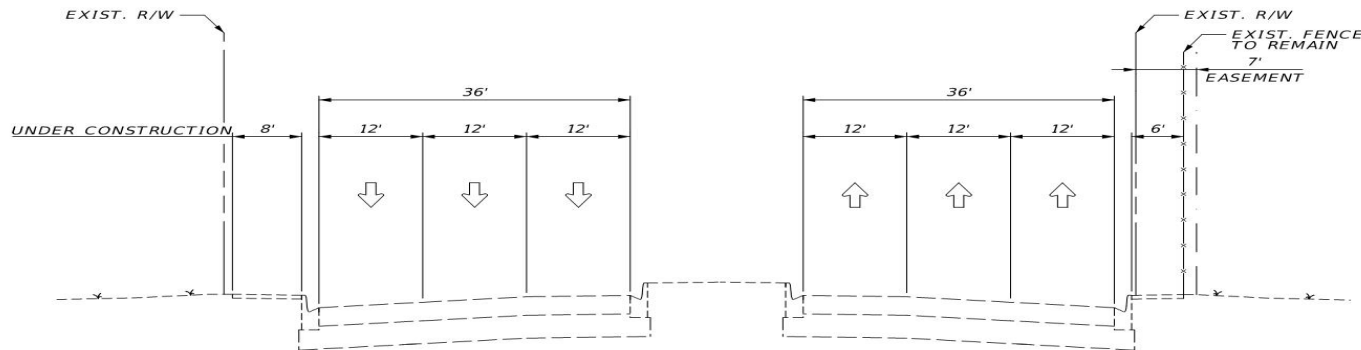
C3C Suburban Commercial – North Blvd to N Nebraska Ave.

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**.



Why does context classification matter?

- Projects will be evaluated using **future context**
- Future context should be clearly and consistently documented in local policies
- Local form-based codes and zoning can be used to inform FDOT's context classification determination
- On-street parking is a key element in C4, C5 and C6 & where it is not present could be added per local plan, for speed management, or to increase available parking

Context Classification	Allowable Design Speed Range for Non-SIS (mph)
C1 – Natural	55-70
C2 – Rural	55-70
C2T – Rural Town	25-45
C3 – Suburban	35-55
C4 – Urban General	30-45
C5 – Urban Center	25-35
C6 – Urban Core	25-30

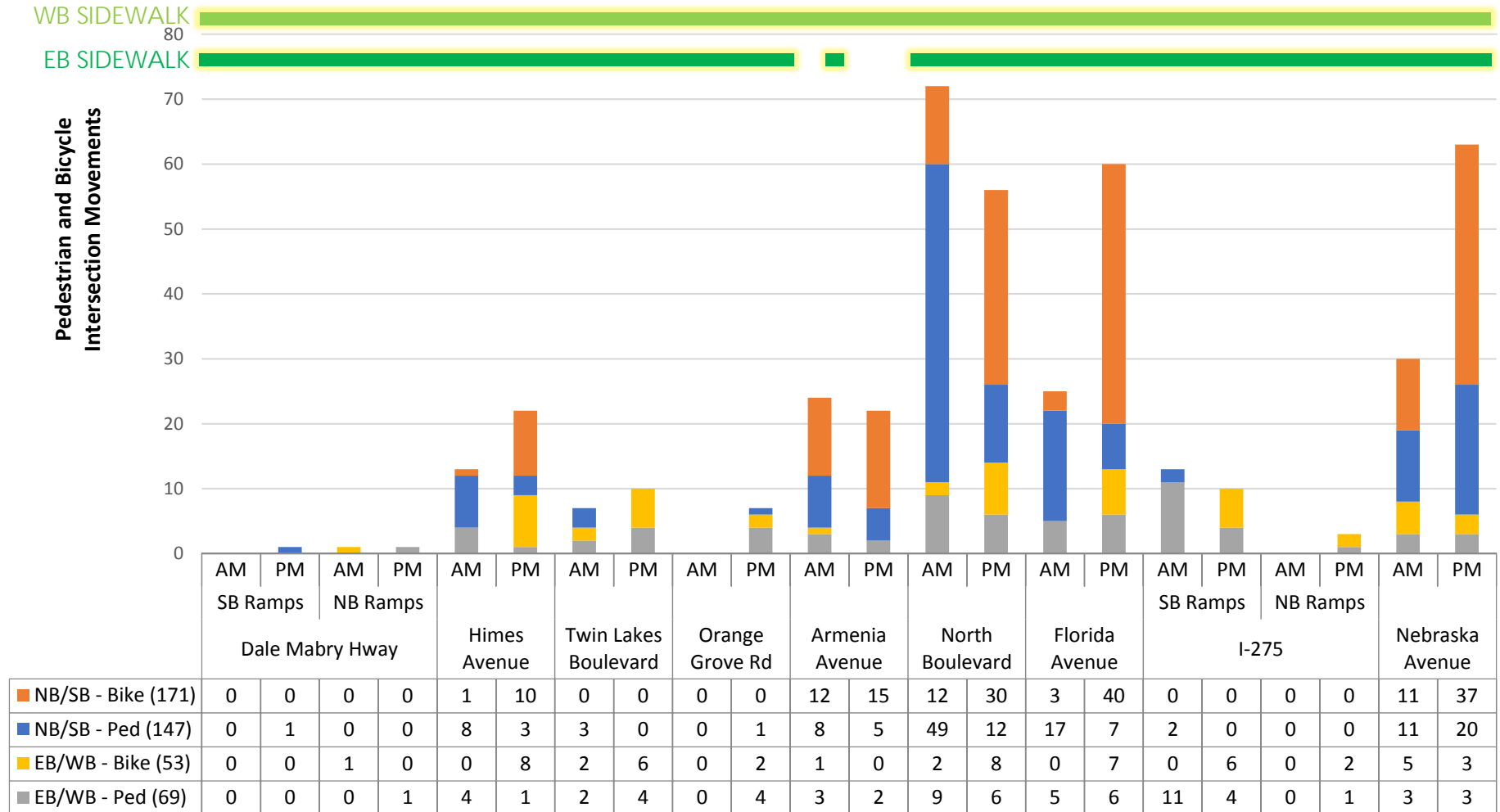


Take Away from Existing Context Classification information

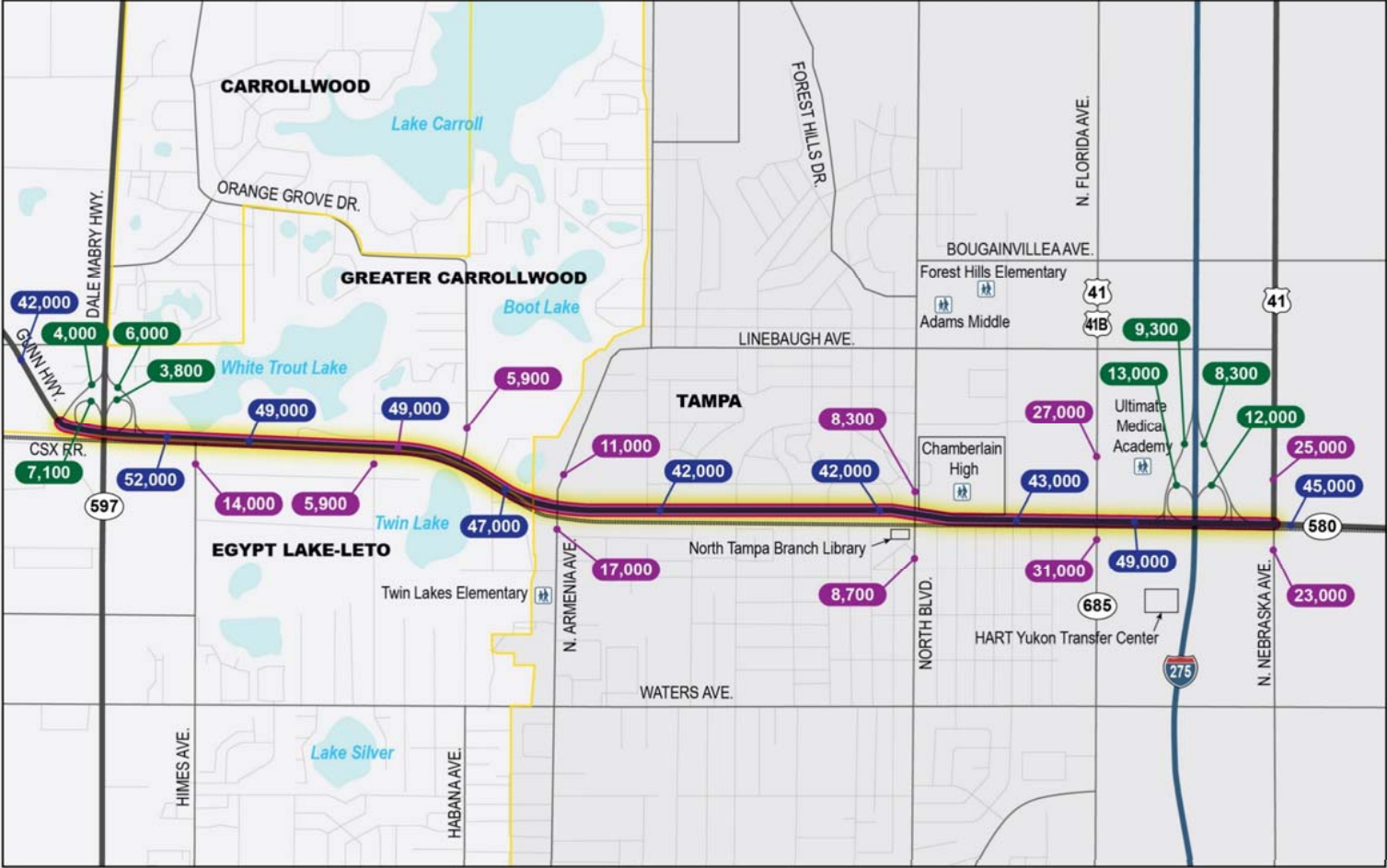
- No bike lanes throughout corridor
- Sidewalk gaps on South side of SR 580
- There is latitude in Context Classifications
- Projects are evaluated on FUTURE context

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)

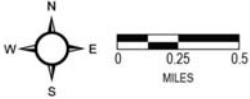


Existing Traffic Counts



LEGEND

- Study Area
- Water Feature
- City Boundary
- S School/College
- CSX Railroad



Existing Traffic Count Map
 West Busch Blvd Corridor Study
 FPID: 435908-1-22-01

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

Source: FDOT PPM, Glossary of Terms

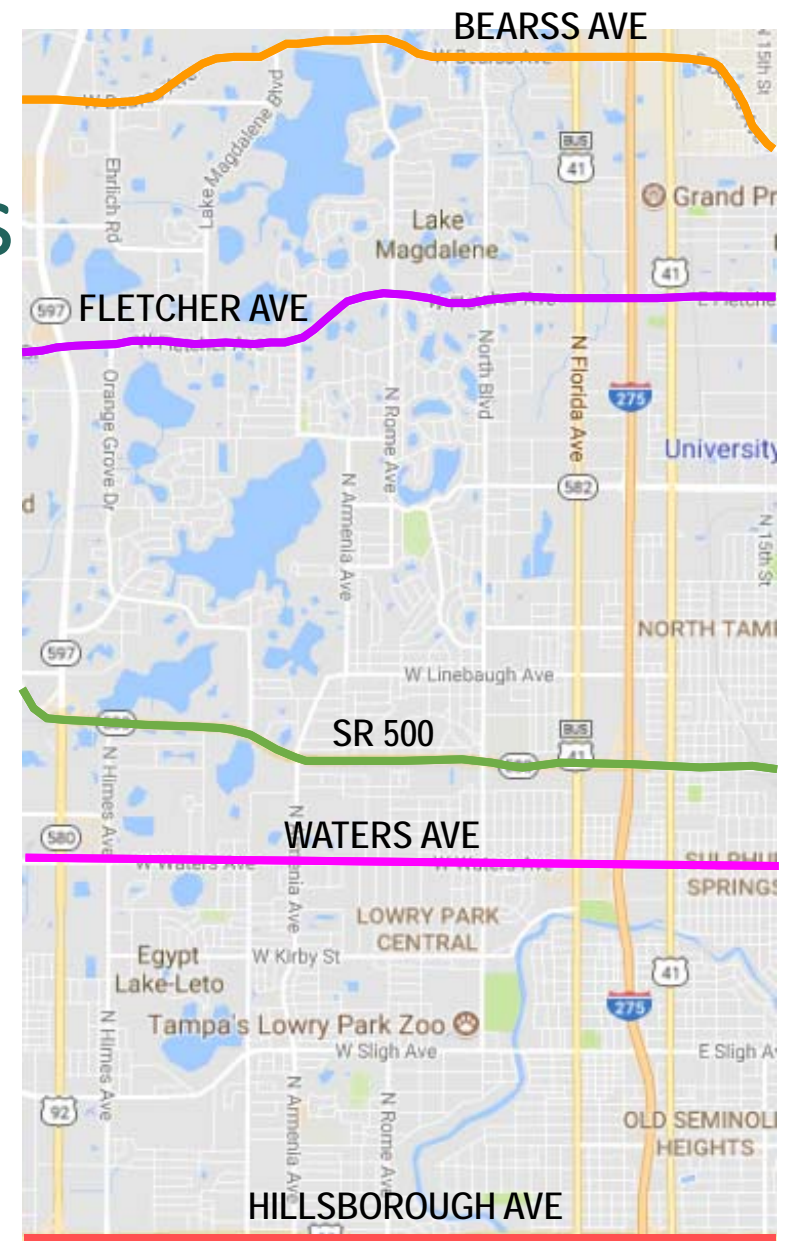
Adjacent East-West Corridor Considerations

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

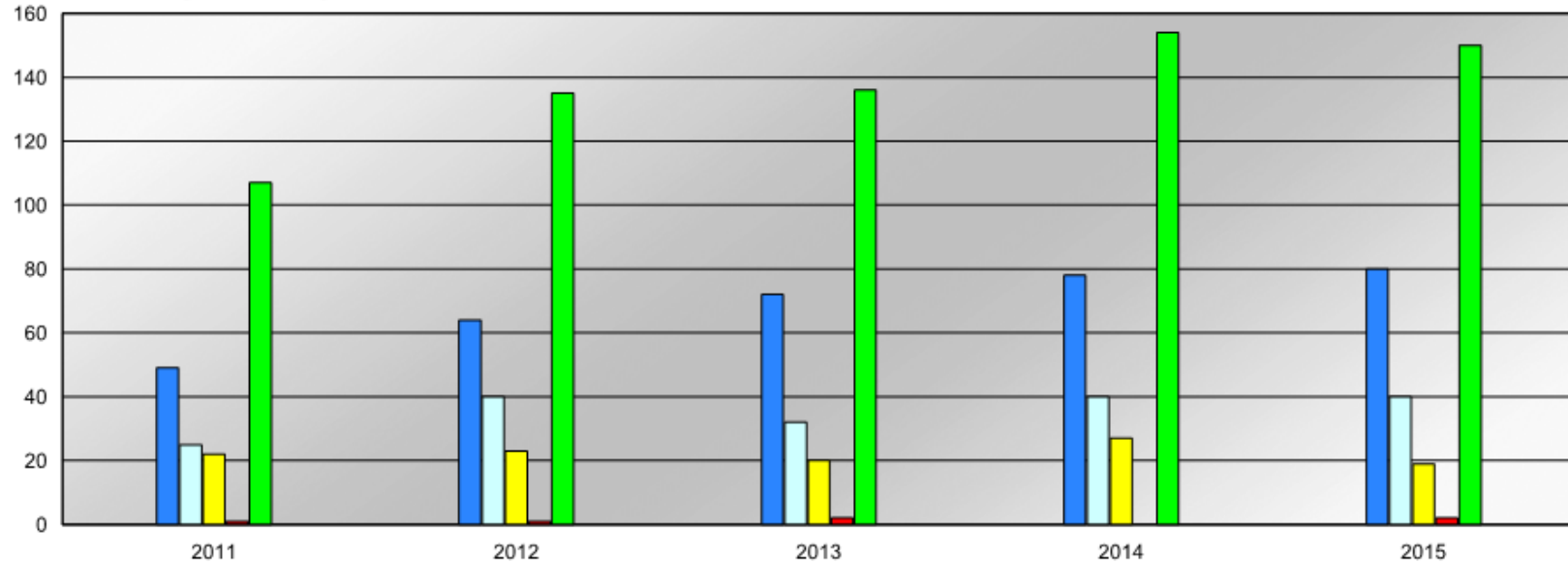
Intersection	Entering AADT (Existing)
Dale Mabry/SB Ramps	49,100
Dale Mabry/NB Ramps	58,000
Himes	57,500
Twin Lakes	54,900
Orange Grove	50,950
Armenia	58,500
North	51,000
Florida	75,000
I-275/SB Ramps	60,150
I-275/NB Ramps	58,150
Nebraska	60,900

Take Away from existing Counts

- Bike/Ped movement N-S exceeds E-W movement.
- 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.
- 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.

Latest Crash History by Year

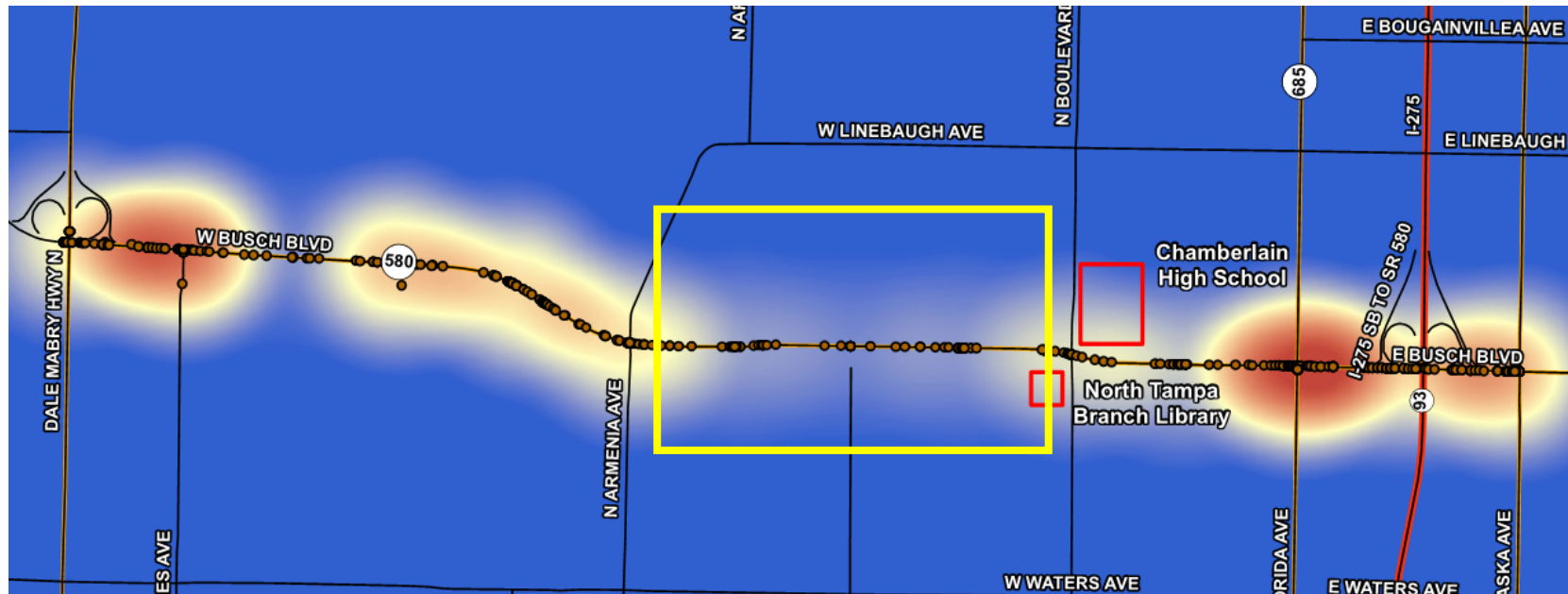
Number of Crashes By Year



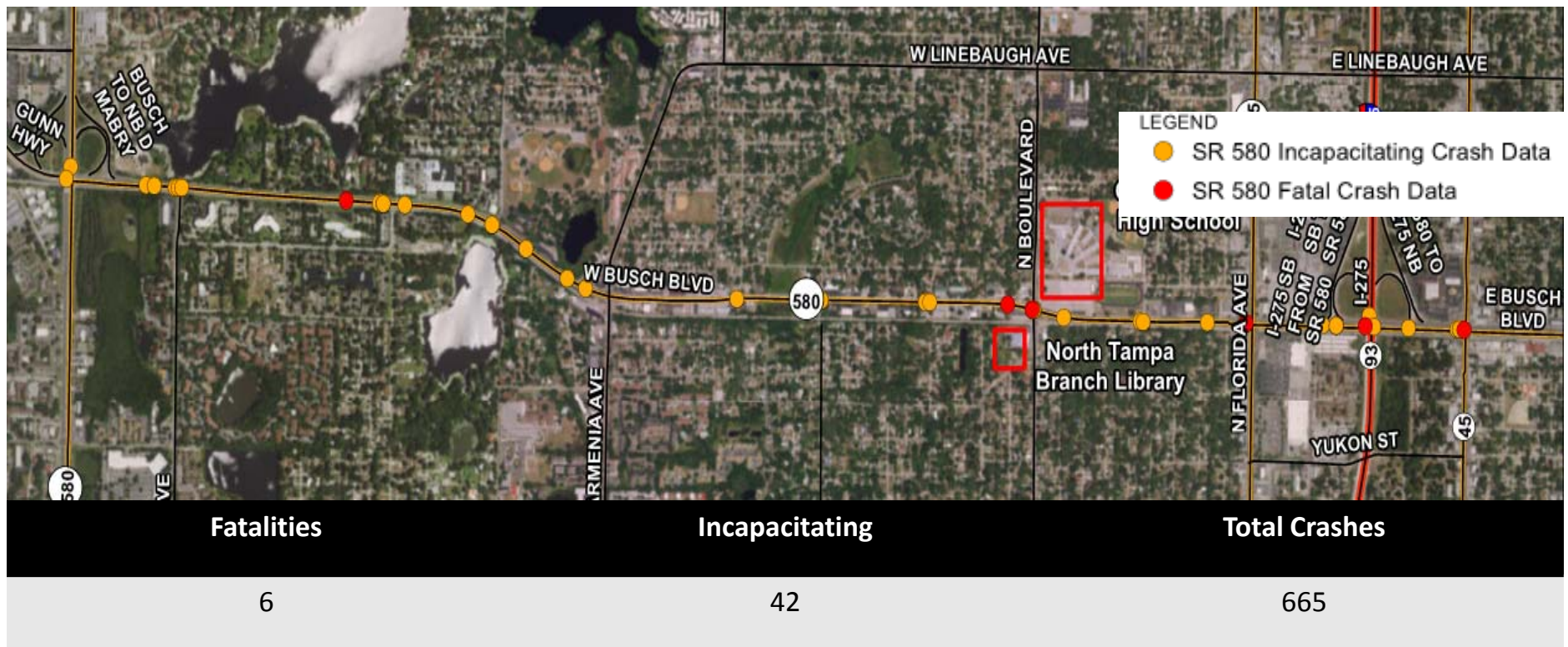
Breakdown of Crashes by Year

	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

Crash-prone areas - heat map



Incapacitating and Fatal Crashes





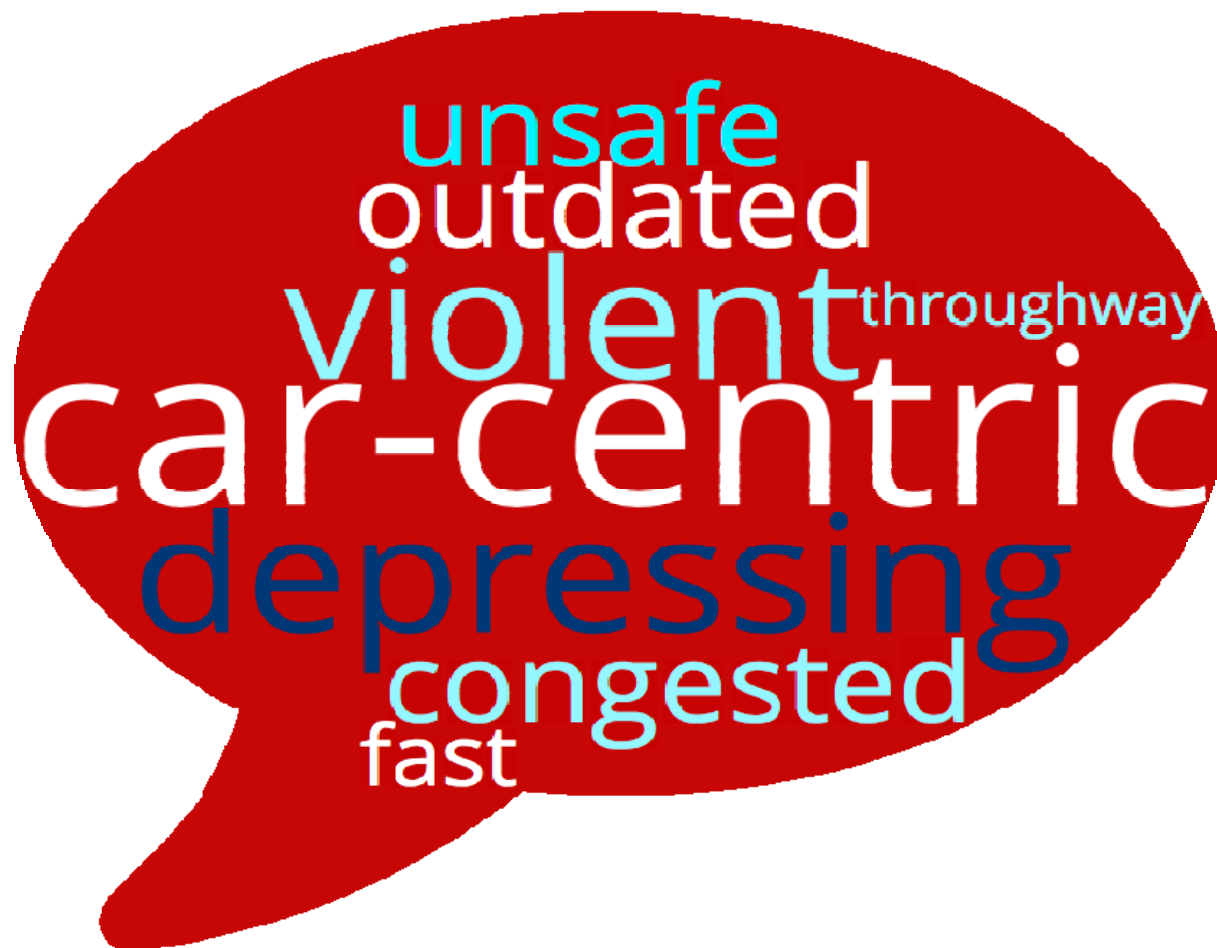
Take Away from Crash History Data

- 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

Developing the Corridor Vision



Kick-Off meeting response to: How would you describe the West Busch Boulevard corridor?



Kick-off meeting response to: Challenges & ideas for the corridor?



Activity - Goals & objectives to accomplish the vision

enhanced mobility
local businesses
economic development
healthy
safe school crossings
community
CSX partner
modern
multi-modal
pedestrian-oriented
sense of place
school-zone
safe
tourism
slower traffic
visionary
safe routes to school
gateway
equity
inviting
calm traffic
safe drivers
beautification
local residents
truck route
connectivity
landscaping
distinctive character
lighting
enhances community
safe mid-block crossings
educated bicycle & pedestrians

Activity – Begin process to identify the Vision for West Busch Blvd. Corridor



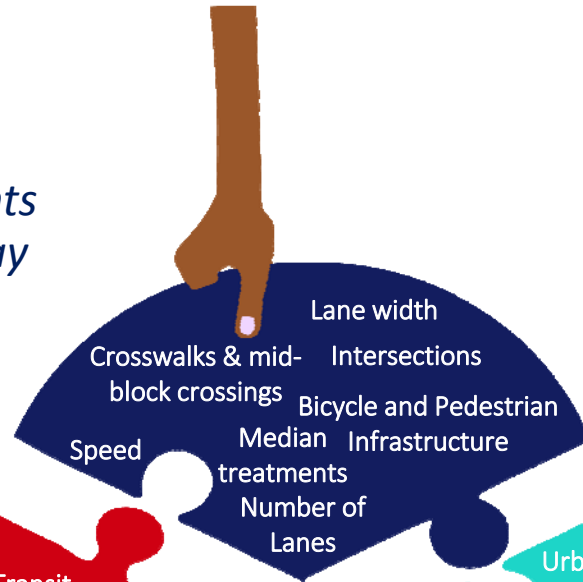
A safe and vibrant corridor that meets the mobility and connectivity needs of all users, regardless of their transportation mode of choice.

The corridor's distinctive character is a source of pride for local residents and businesses, in addition to serving as an inviting gateway to Busch Gardens for visitors from near and far.

How do we get there?

FDOT

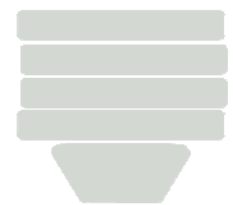
invests in improvements within the right-of-way



Local Government
influences context classification



Current & Future Corridor Users
define mobility needs



Vision for the future condition?

- Consensus that context classification will remain the same?
 - ≈ Urban form, setbacks and other land development policies can encourage pedestrian-scale environment

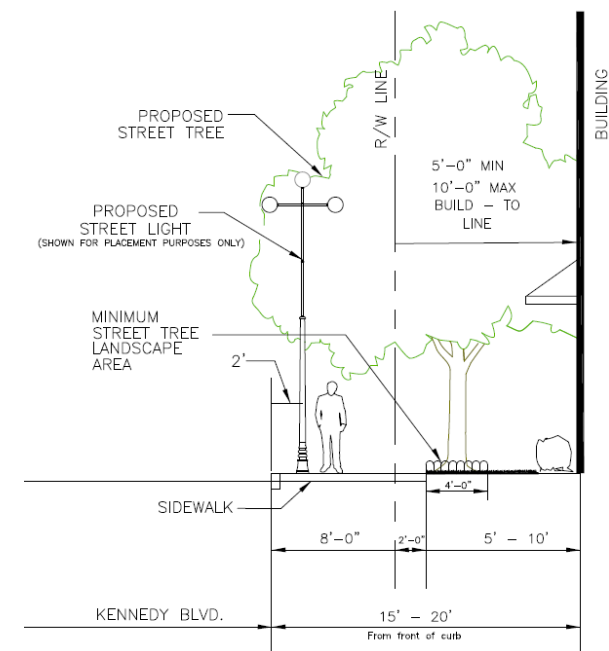
Note: City of Tampa Code of Ordinances Sec. 27-156 Table 4-2 requires 10 ft. front yard (setback) for properties zoned Commercial General,



Coordinated land development & redevelopment policies can complement roadway investments

- Any documented County &/or City form-based codes, overlay districts, right-of-way preservation plans, etc. for the study area to reinforce pedestrian-oriented urban form?
- Are any additional stakeholders needed to help understand this collective future?

SIDEWALK ADJACENT TO ROAD
CROSS SECTION
SCALE: 1" = 5'



Kennedy Blvd. Overlay District Streetscape Guidelines

Activity - Developing the West Busch Blvd User Preference Survey

Include?:

- Bike Lanes
- More/Wider Sidewalks
- On-street Parking
- Mid-block RRFB Crosswalk
- Street Trees
- Lower Speed Limit
- School Zone
- Pedestrian Scale Lighting
- Streetscape/Beautification
- Landscaped Median
- What else?

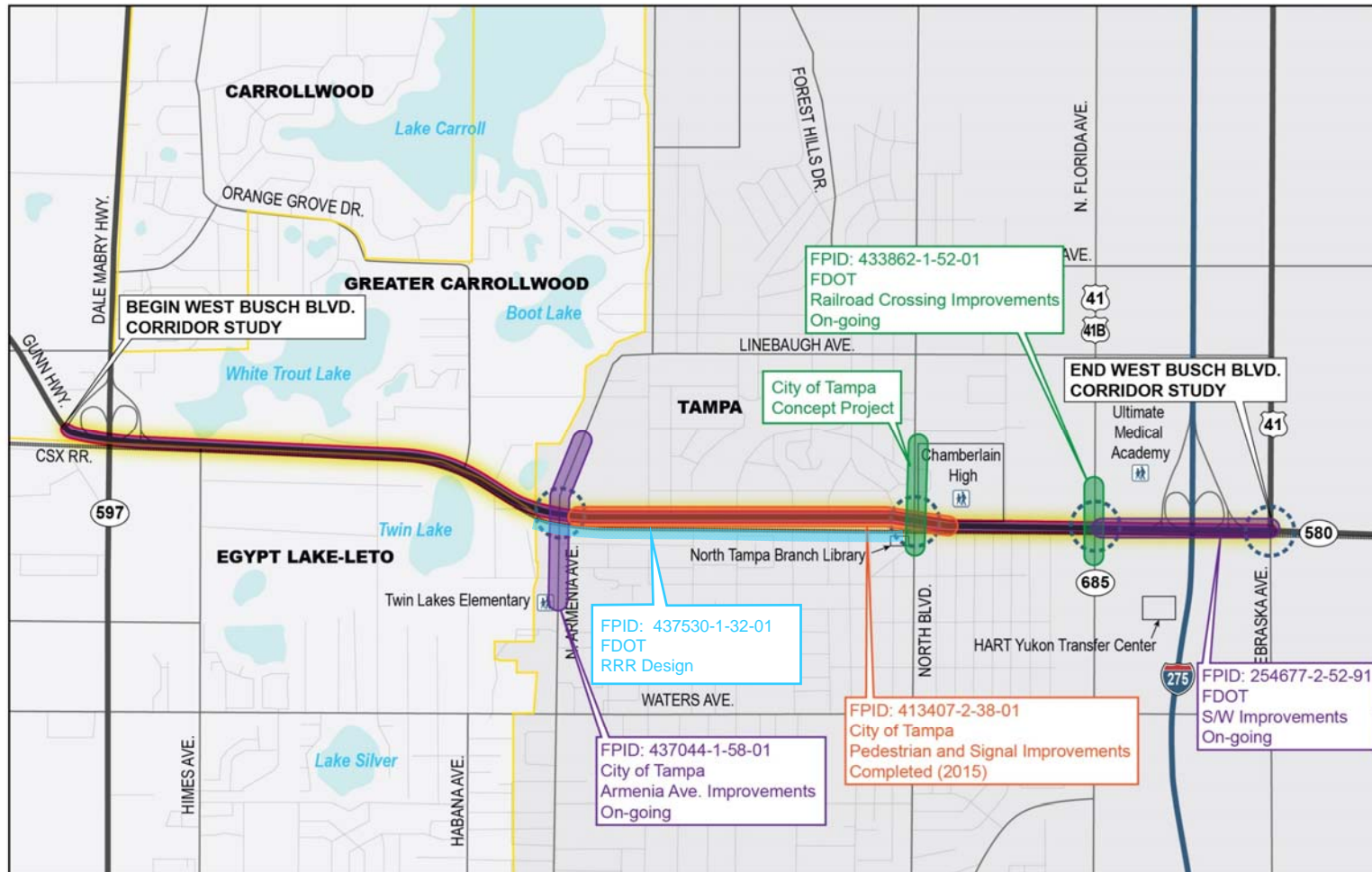
Don't Include:

- Reduced Lanes (Road Diet)
- Roundabouts
- Shared use path

Next Steps

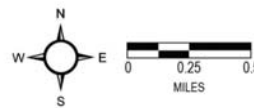


Adjacent Project graphic and list



LEGEND

- Study Area
- Water Feature
- City Boundary
- School/College
- CSX Railroad
- Potential FDOT Lighting Project - Future



Related Projects Map
West Busch Blvd Corridor Study
FPID: 435908-1-22-01



Next Steps for the Project Team

- Finalize Draft User Preference Survey
- Evaluation and documentation of improvement options
- Further development of the Visioning statement
- Stakeholder meetings and documentation



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.
- Provide feedback to the project team regarding your conversations with interested parties.

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????

