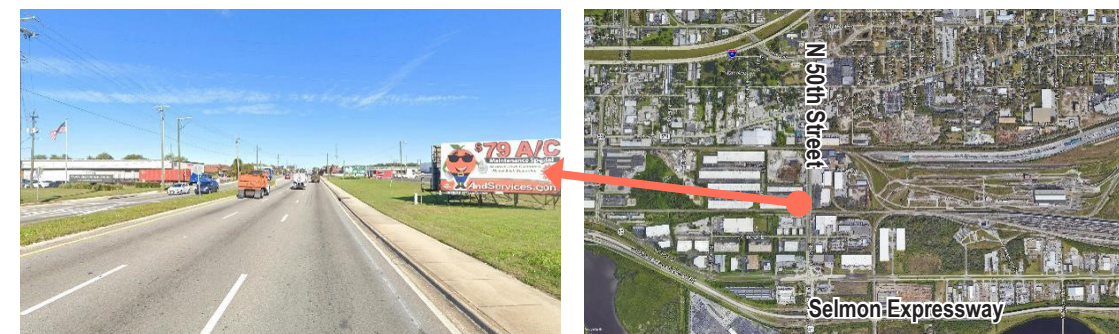


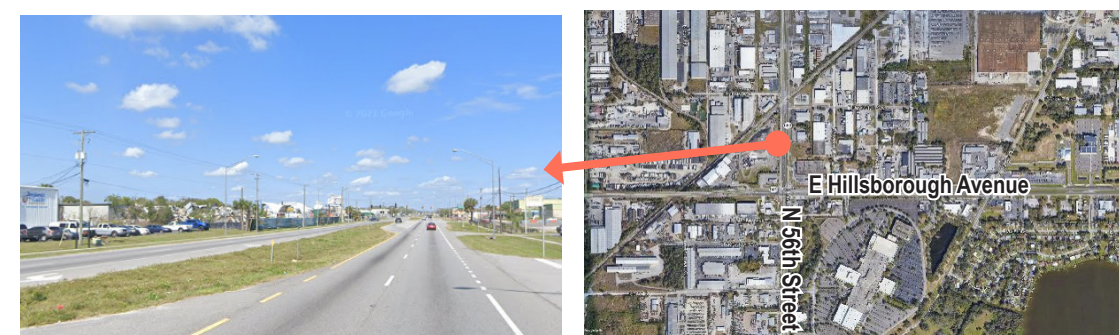


What is the 56th Street/50th Street Corridor Like?

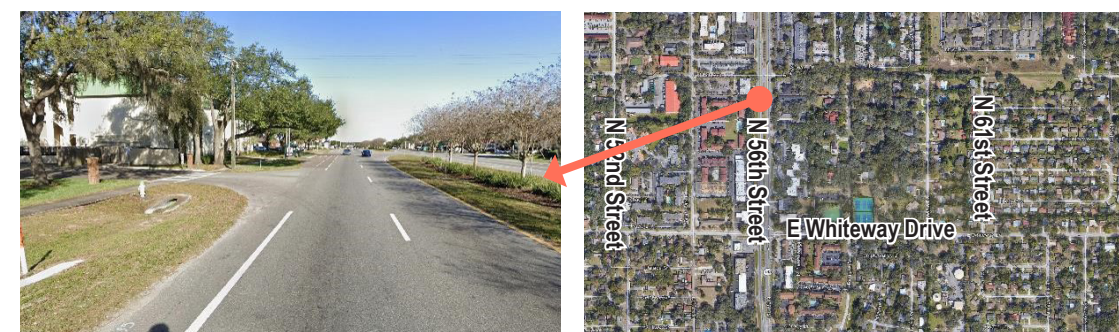
What does 56th Street/50th Street look like today?



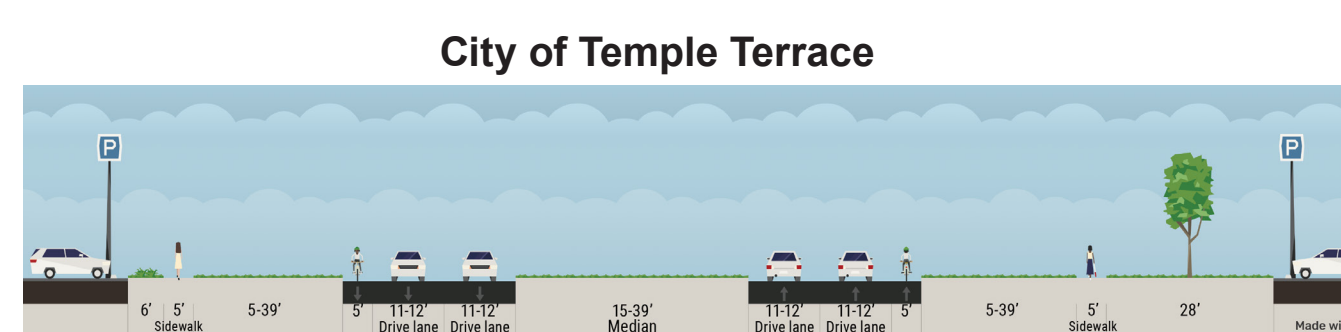
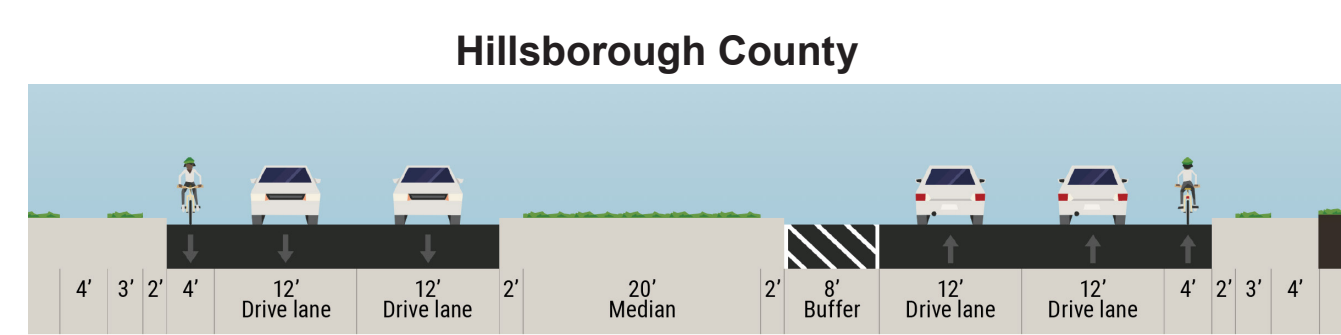
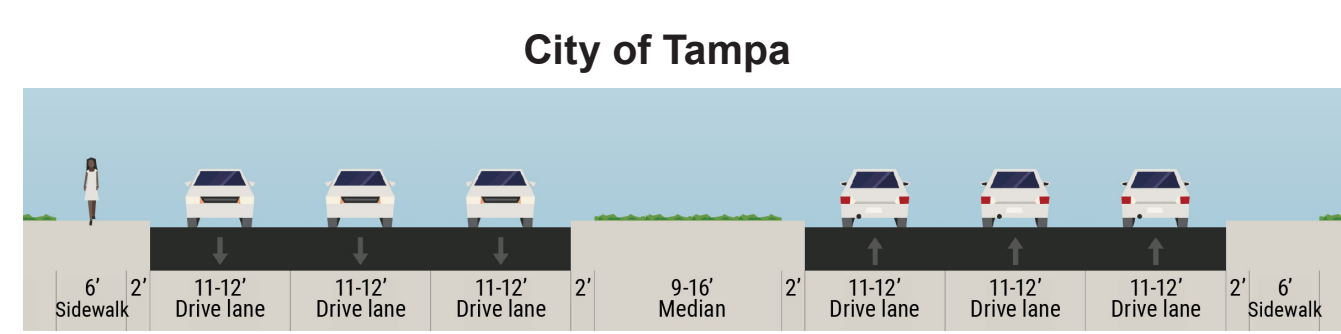
The Selmon Expressway to 10th Avenue is the only section of the corridor with 6 lanes and no bike lanes. A 5-foot bike lane starts north of 10th Avenue.



The bike lanes continue into Hillsborough County, ranging from 4 to 6 feet to Puritan Road. There are now four lanes separated by a grass median and sidewalks on both sides. Sidewalks range from 4 to 6 feet.

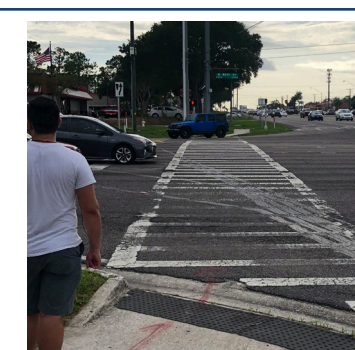
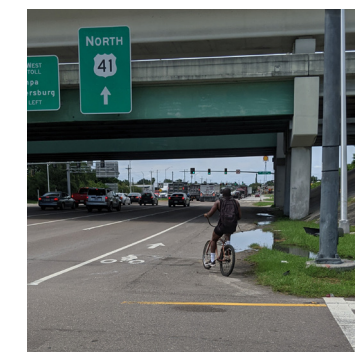


Approaching the bridge over the Hillsborough River, the bike lane transitions to a sharrow, where bikes share the lane with cars. From Maroldy Drive to Fletcher Avenue, the sharrows transition back into 5-foot bike lanes.



Where are the safety concerns for bicyclists and pedestrians?

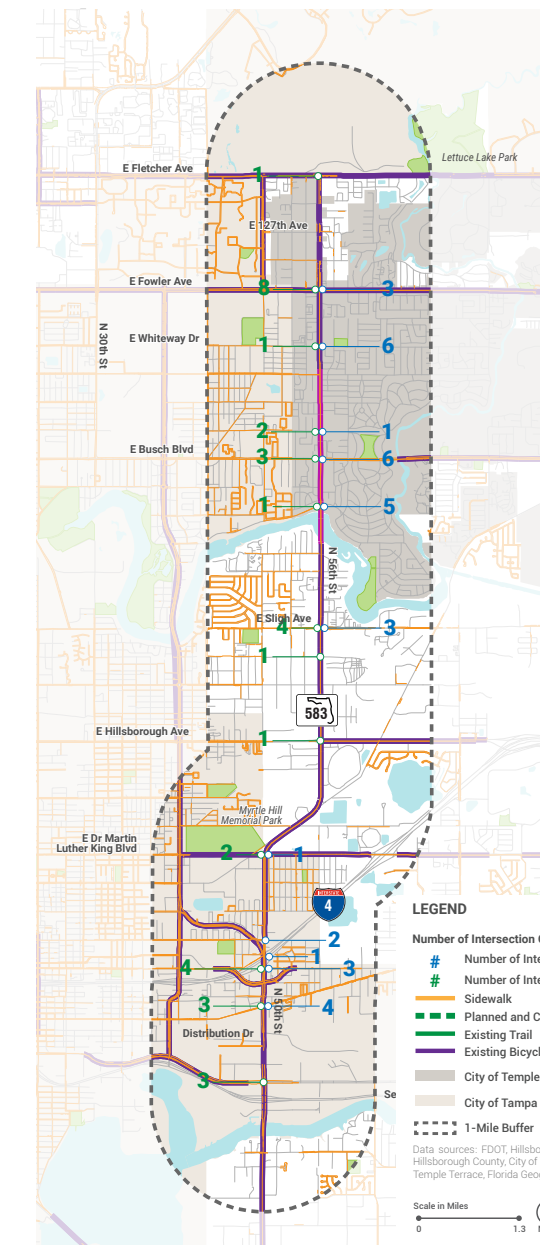
Ponding issues in the sidewalk force pedestrians into the bike lane or roadway with vehicle speeds of 40 mph+.



Vehicles often use Lake Ave to avoid the Dr. Martin Luther King Jr. Blvd intersection. This leads to risky behavior as drivers navigate through the median opening.

Freight vehicles travel from and to the industrial areas in the corridor. Pedestrians and bicyclists have to travel close to high-speed vehicles with narrow dedicated space.

There are long crossing distances at many intersections without refuge.



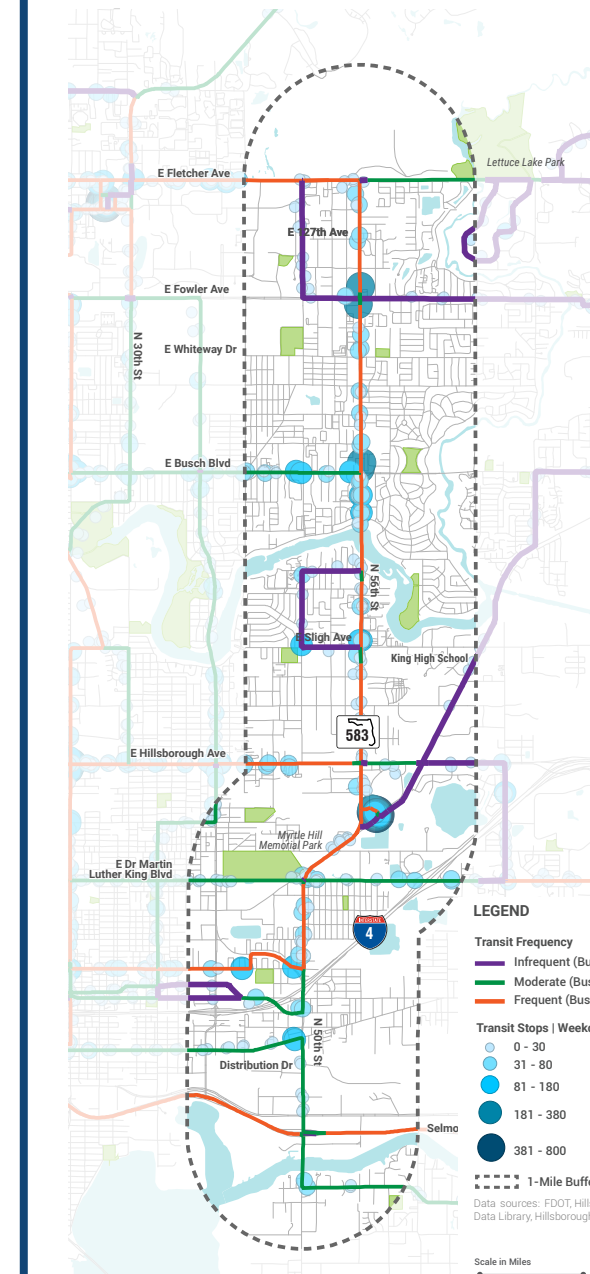
56 Pedestrian Crashes
52% Occurred In Non-Daylight Conditions

57 Bicycle Crashes
28% Occurred In Non-Daylight Conditions

61%
Pedestrian Crashes Occurred Outside a Marked Crosswalk

54%
Bicycle Crashes Occurred Outside a Marked Crosswalk

What are the transit conditions along the corridor?



The highest transit activity is focused around the NetPark Transfer Center on Harney Road, which serves as a hub for multiple bus routes.

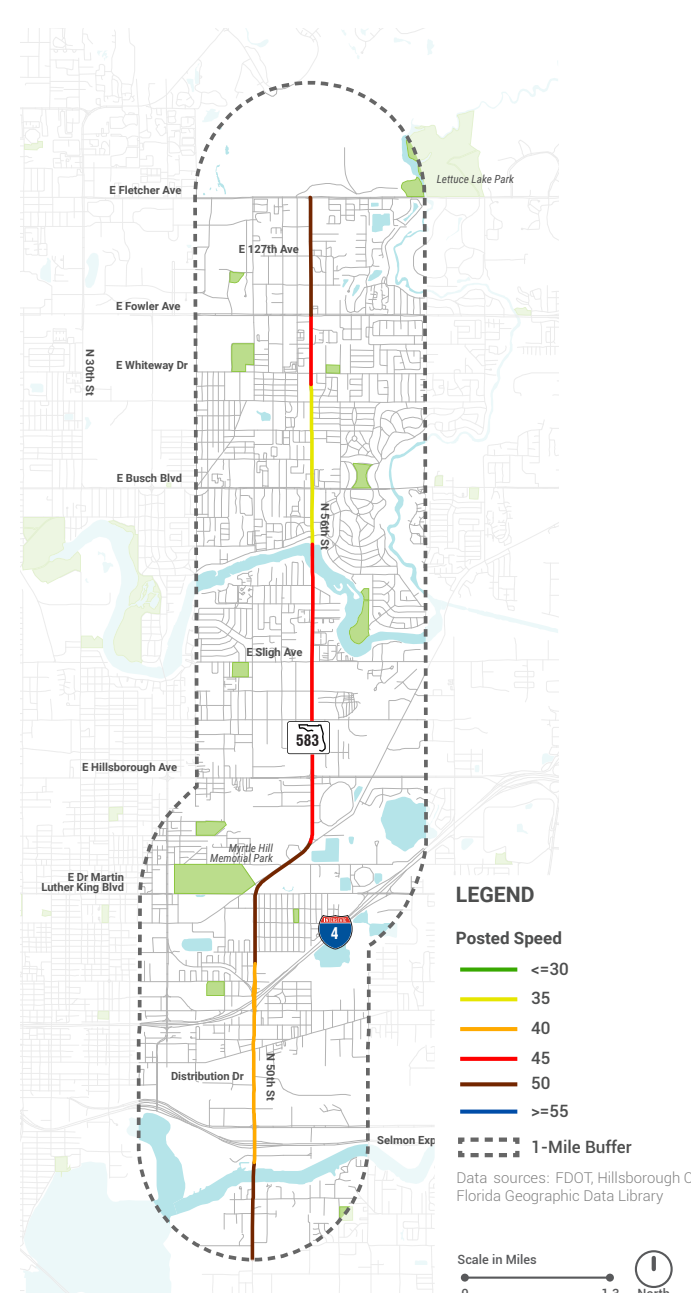


Buses are subject to the same congestion as cars, especially at traffic lights.



The corridor has high frequency bus service. HART route 6 runs along the corridor and has some of the highest ridership in HART's system.

How is the corridor serving drivers?



155 vehicles traveled
70+ mph

71% AM
76% PM
Signalized Intersections Operate at LOS D or Better

83% Segments Operate at LOS D or Better
8 of 14 Segments Operate at LOS E or Worse Are Constrained by Downstream Intersection

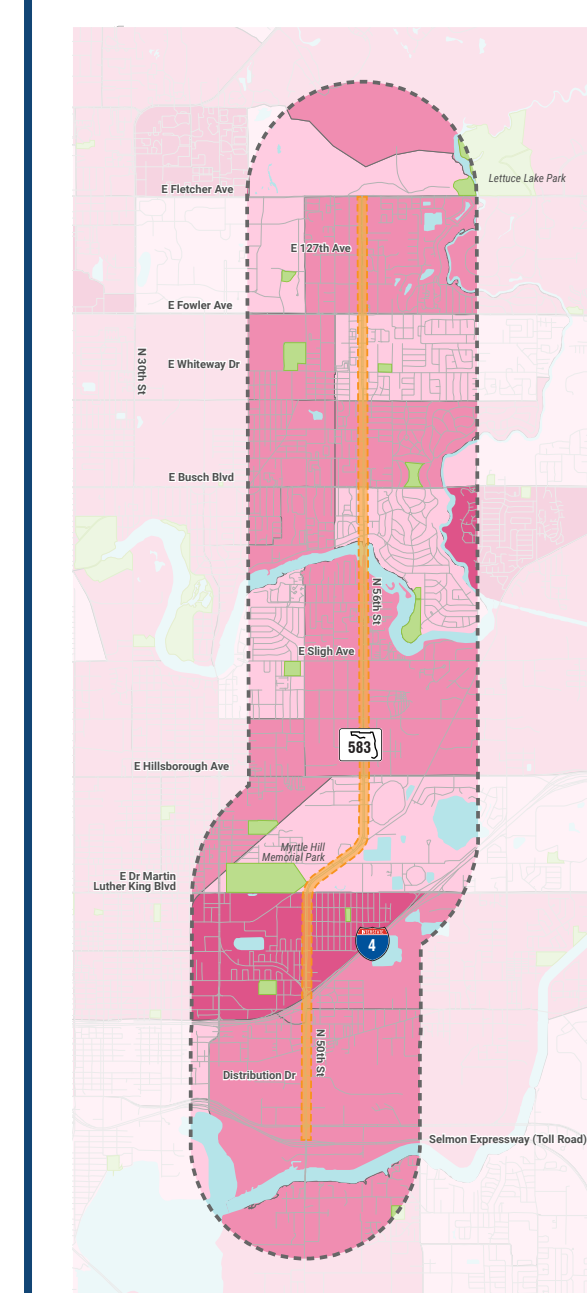


Median openings throughout the corridor provide access to many businesses; however they can create challenges for users traveling along the corridor.

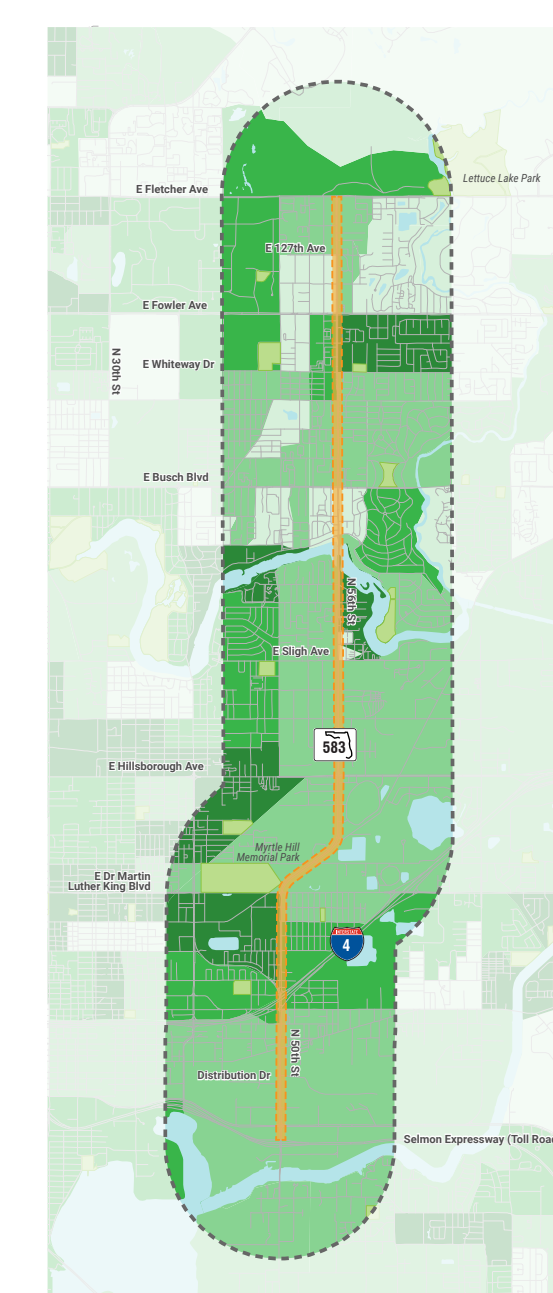
Changes in posted speed along the corridor have little effect on driver behavior as speeds are consistently 50+ mph.

The term "level of service" is defined as the system of six designated ranges from "A" (best) to "F" (worst) used to evaluate road facility performance.

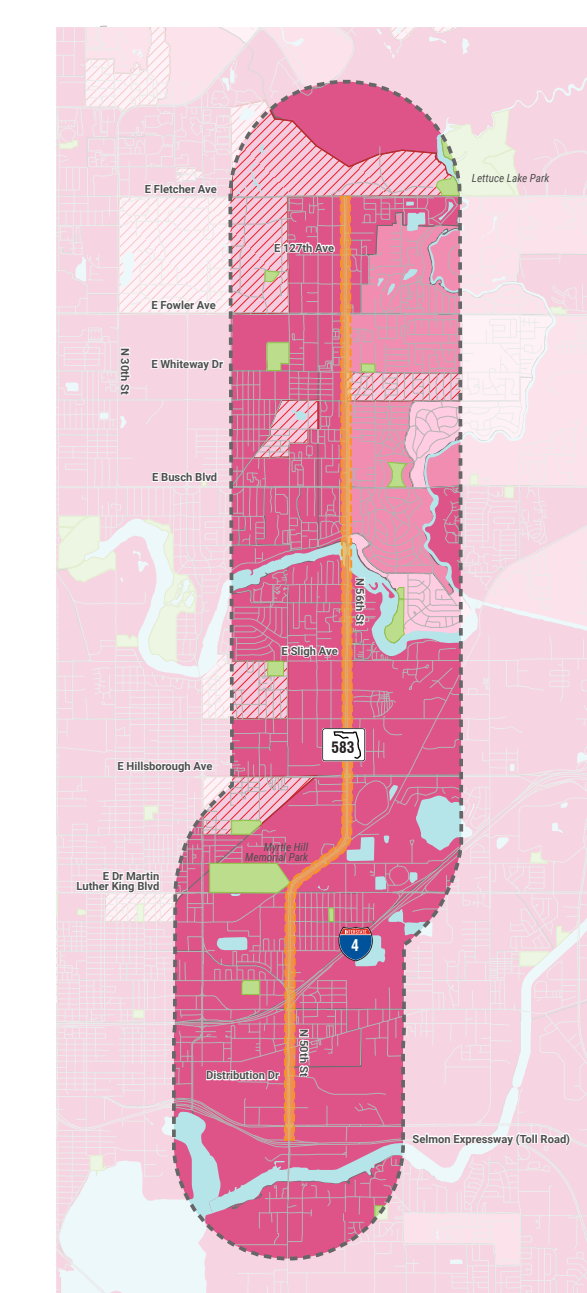
Who lives and travels on the corridor?



43% of more of households in the majority of the study area have one or zero vehicles available. These communities must rely on walking, biking, carpooling, and taking the bus to meet their daily transportation needs.



The majority of the Study area already has over 10% (county median) of workers commuting using modes other than driving alone.



The majority of the study area households have a median household income between \$17,000 to \$53,000 (county median). South of Whiteway Drive, south of Sligh Avenue, and around Hillsborough Avenue are high poverty areas with a median household income of less than \$17,000.