



56th/50th STREET

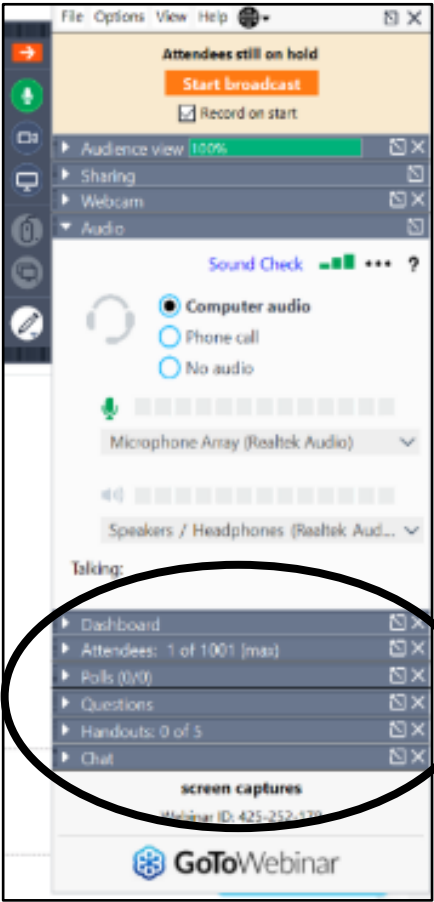
CORRIDOR STUDY

Project Advisory Group (PAG)

Meeting 2

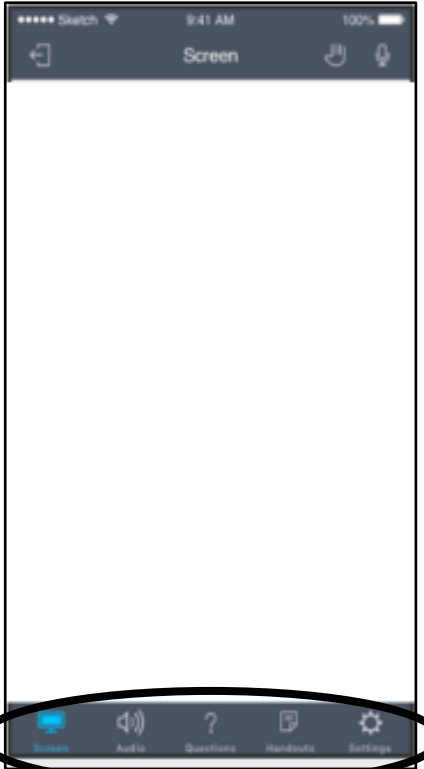
September 23, 2021

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Brian.Shroyer@dot.state.fl.us



Call
Brian Shroyer, CPM
(813) 975-6449

Agenda

01 Introductions &
Project Schedule Overview

02 Issues & Opportunities
Discussion

03 Purpose & Needs Discussion

05 Next Steps

06 Open Discussion



Introductions & Project Schedule Overview



Study Team

Introductions



Respond at Pollev.com/56thstreet275

Text **56THSTREET275** to **22333** once to join, then **A, B, C, D, or E**

What is your preferred mode of transportation?

Walk **A**

Bike **B**

Starship Enterprise **C**

Gondola **D**

Slip 'n Slide **E**

PAG Members



Why this study?

- Improve multimodal safety, operations, and connectivity
- Identify safety solutions and countermeasures to improve the safety and comfort for all
- Develop vision for continuous multimodal facilities that connect the communities and destinations along the corridor, creating...

Complete Streets



#9 and #15 Severe
Crash Corridor in
Hillsborough TPO
Vision Zero Action
Plan

11 Fatalities &
77 Serious Injuries
(2016-2020)



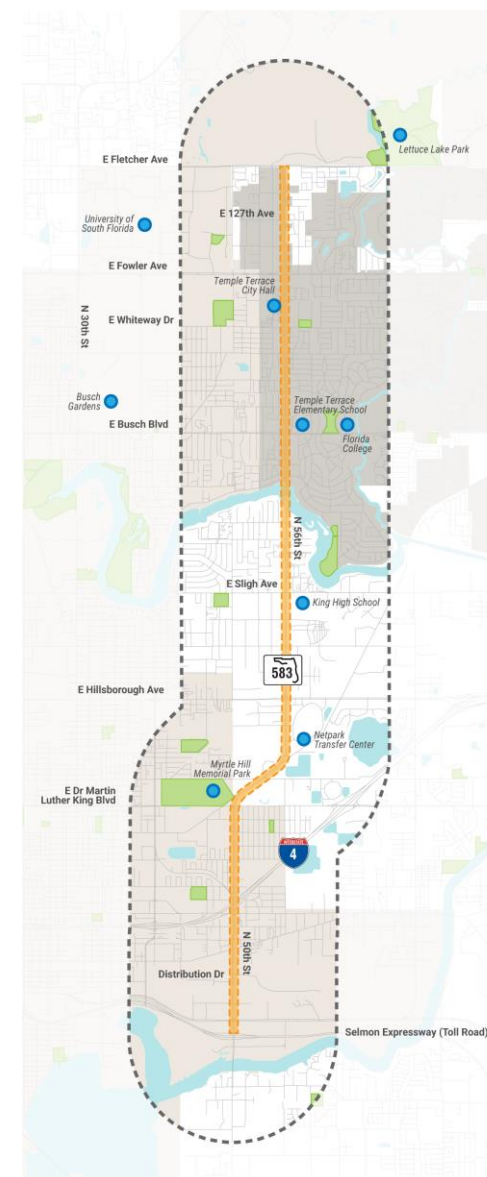
Study Corridor

- 8.5 miles from Selmon Expressway to Fletcher Avenue
- 4 to 6 lanes
- Sidewalks or bike lanes in most of the study area
- Posted speed 35 mph to 50 mph
- Six transit routes
 - Buses every 5-10 minutes near Netp@rk

LEGEND

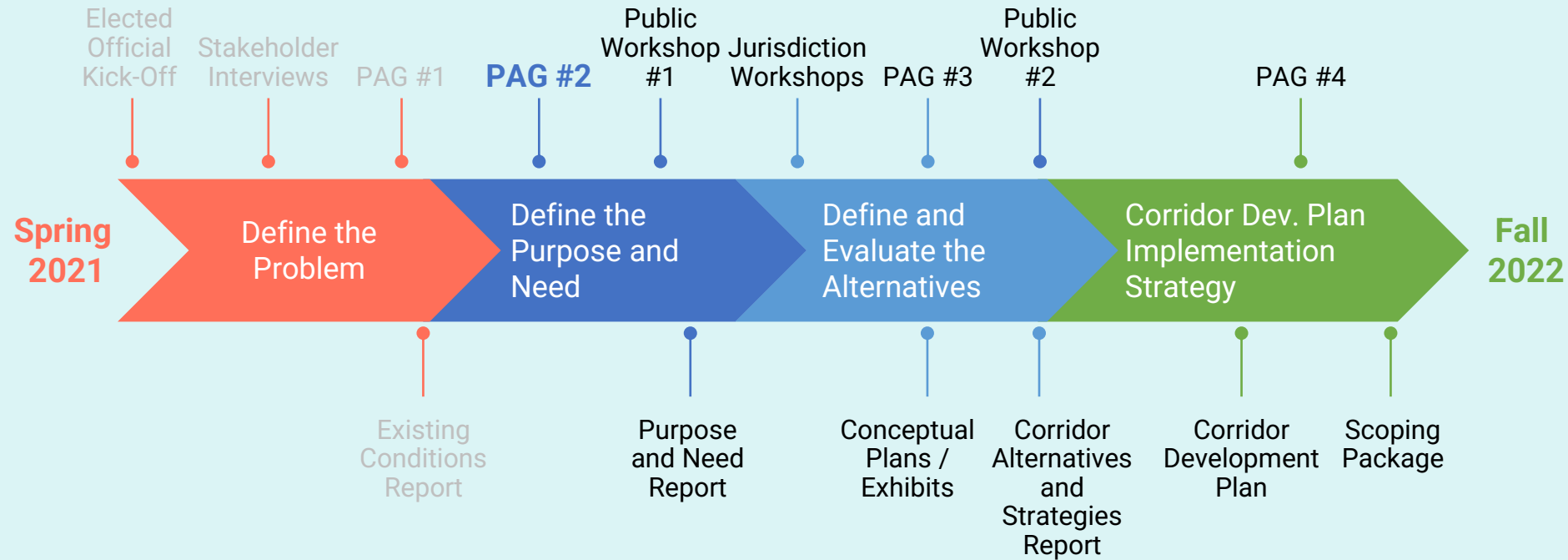
- Study Corridor
- City of Temple Terrace
- City of Tampa
- 1-Mile Buffer

Data sources: FDOT, Hillsborough MPO, Pinellas County, Forward Pinellas, City of St. Petersburg, Florida Geographic Data Library



Major Milestones

Deliverables & Public Engagement Process





Meeting Purpose

/Discuss Issues & Opportunities Synthesis

/Discuss Purpose & Need



Issues & Opportunities Discussion

Overall Opportunities for Multimodal Improvements on the Corridor



There are multimodal safety needs throughout the corridor

- 50 crashes involving pedestrians and bicyclists between long segments without controlled crossings signals a need for more and safer crossing opportunities
- High multimodal activity observed throughout, even in mostly industrial areas
- Lighting concerns observed through field and nighttime crashes

3,731 Total Crashes



11 Fatal



1,305 Injury



2,415 Property Damage Only



56 Pedestrian Crashes
52% Occurred In Non-Daylight Conditions



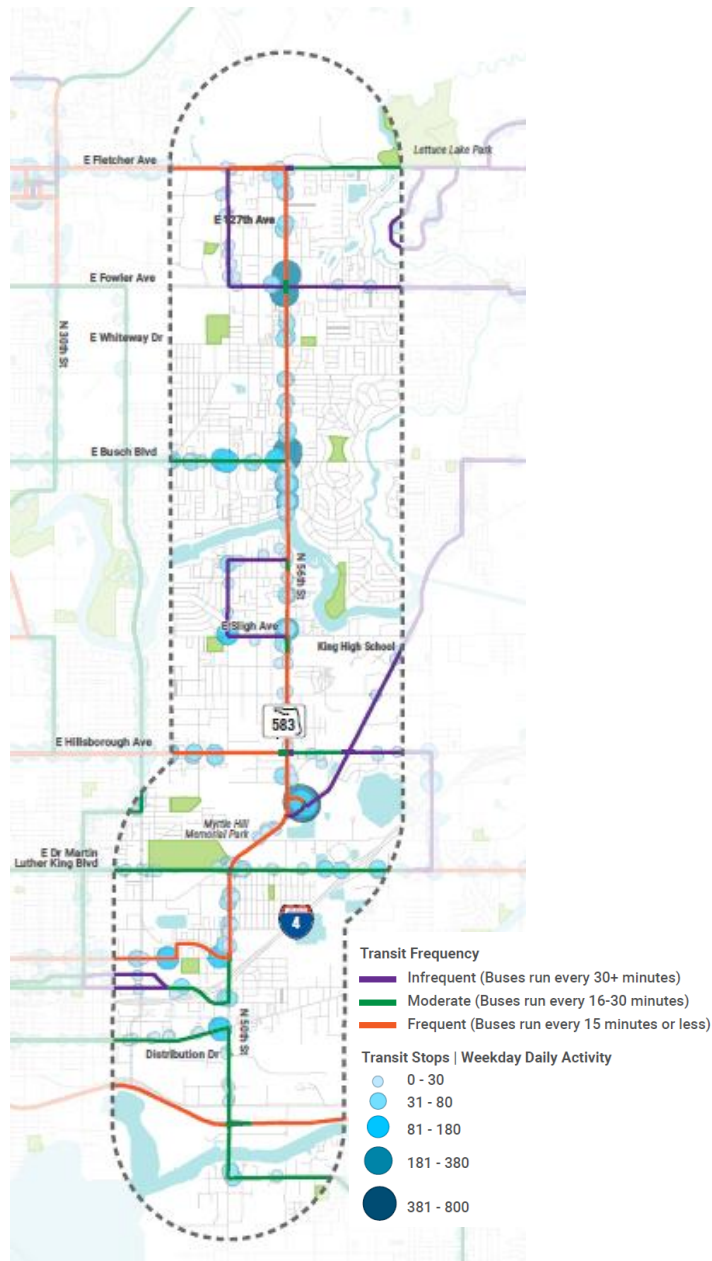
57 Bicycle Crashes
28% Occurred In Non-Daylight Conditions

Overall Opportunities for Multimodal Improvements on the Corridor



Corridor has some of HART's most robust transit service

- HART route 6 on the corridor has one of the highest ridership numbers in HART's system
- North of 21st Avenue, HART routes create a combined high transit frequency of buses running every 15 minutes or less





Overall Opportunities for Multimodal Improvements on the Corridor

Generally operating well from a vehicular operations standpoint



83%

Segments Operate at **LOS D** or better



57%

Segments Operate at **LOS E** Or Worse
Constrained by Downstream Intersection



71% AM

76% PM

Signalized Intersections Operate at **LOS D** Or Better

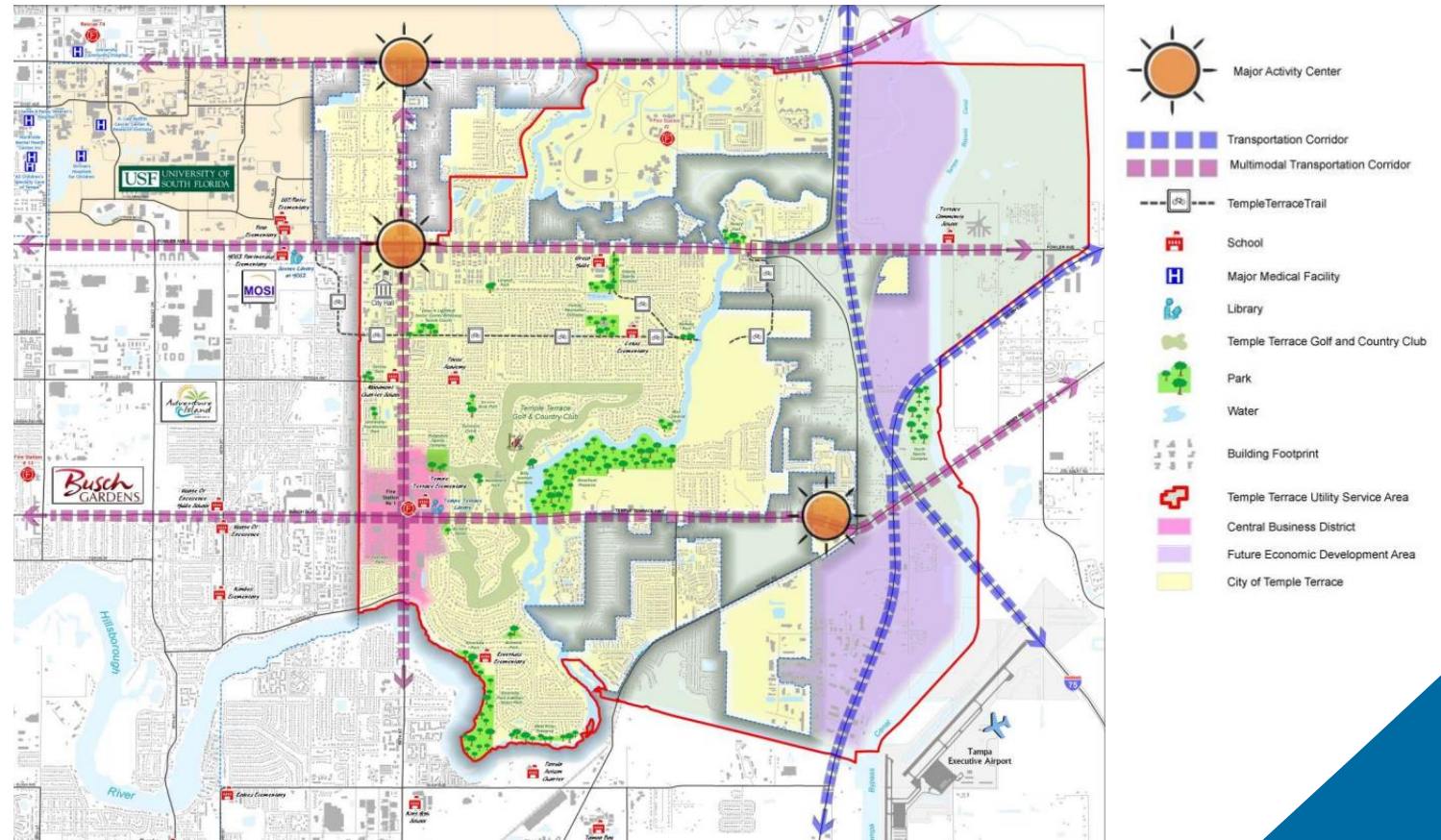
Some congestion due to school pick-up/drop-off and transit unreliability identified

Overall Opportunities for Multimodal Improvements on the Corridor



Redevelopment focused within Temple Terrace

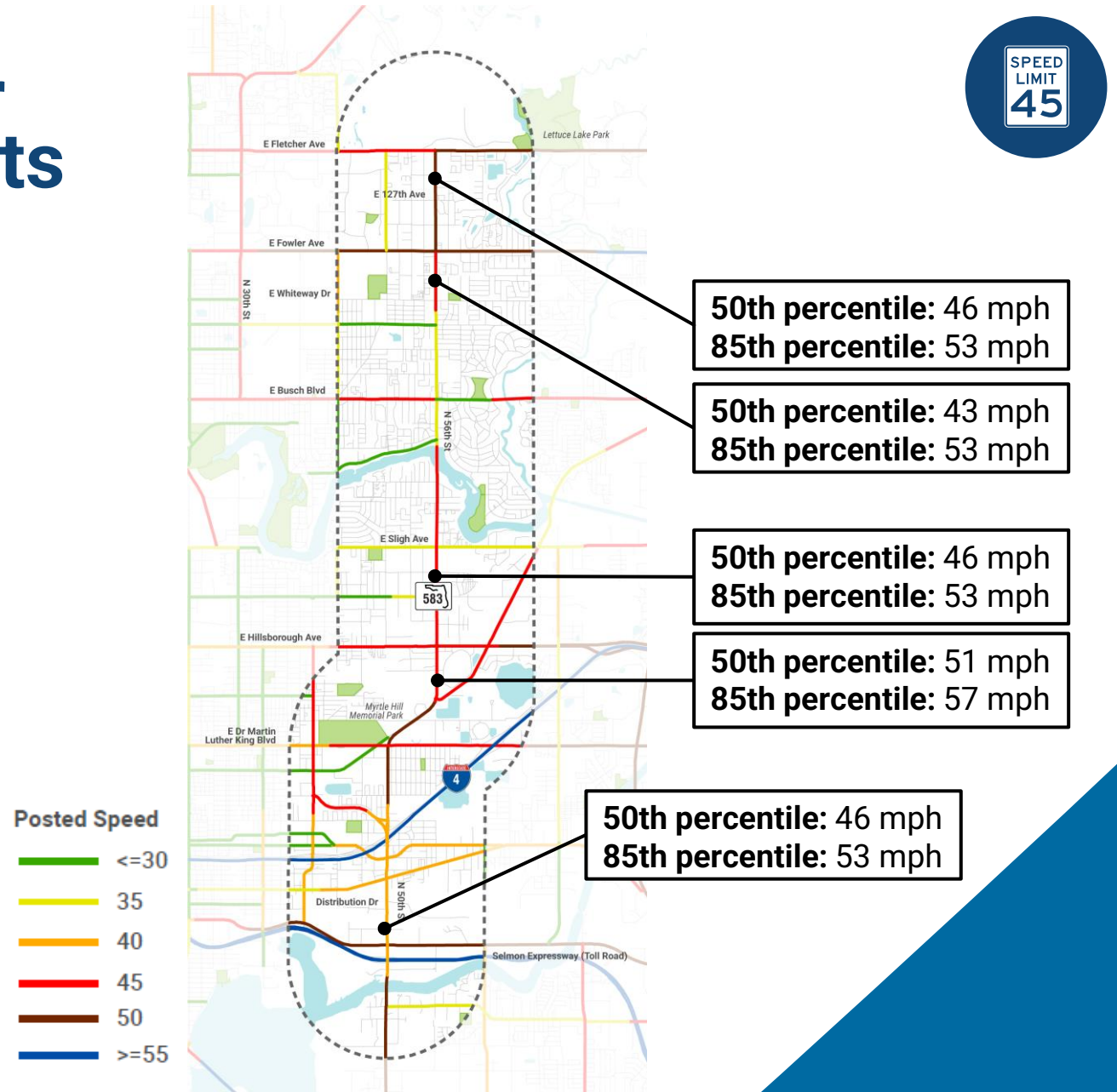
- Temple Terrace CRA plans to increase development density and encourage multimodal activity
- City of Tampa preserving remaining industrial land uses



Overall Opportunities for Multimodal Improvements on the Corridor

High posted and operating speeds remain a challenge

- Posted speeds range 35 – 50 mph, but 85th percentile about 52 mph throughout corridor
- Vehicle speeds do not correlate with posted speeds, and higher posted speeds do not correlate with better operations

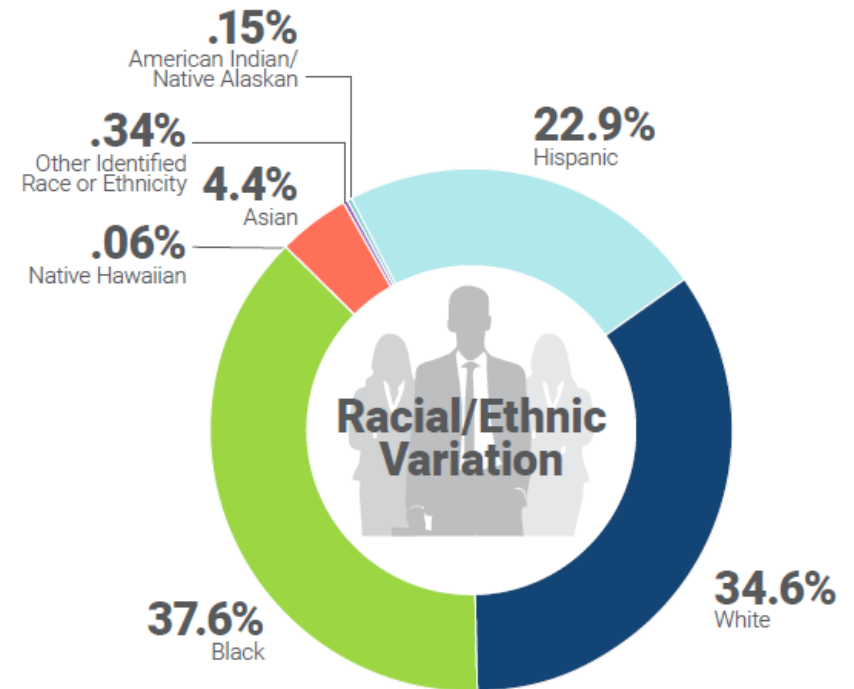


Overall Opportunities for Multimodal Improvements on the Corridor



Corridor serves diverse populations, including those with higher multimodal access needs and mobility needs

- Higher than average travelers under 18 years of age, especially between Dr. Martin Luther King Jr. Boulevard and the Hillsborough River
 - Density of schools and high transit frequency exposes vulnerable users to high vehicles speeds and volumes
- Majority of households have a median house income less than \$53K (county median), with some less than \$17K

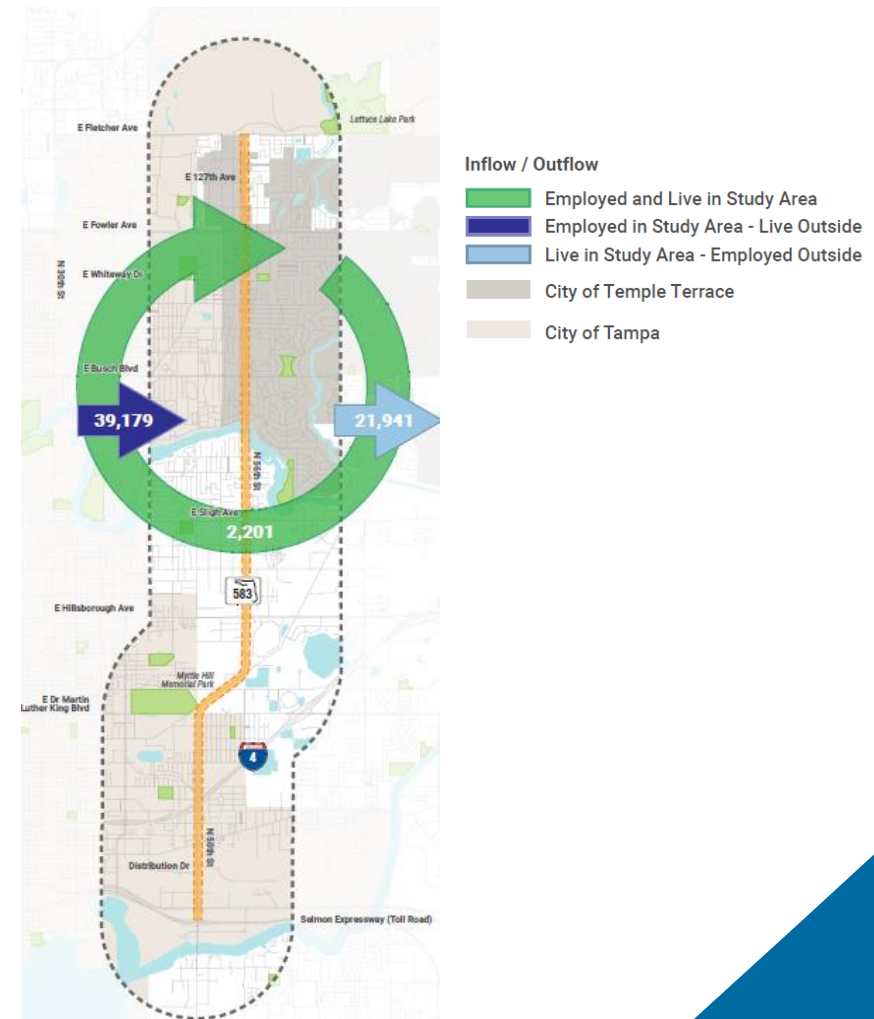




Overall Opportunities for Multimodal Improvements on the Corridor

Corridor serves diverse populations, including those with higher multimodal access needs and mobility needs

- About 16% of households in the study area do not have access to a vehicle or have access to one vehicle per household
- Over 10% of workers commute using non-auto modes to driving.
- Over 2,000 residents live and work in the study area
- Most jobs in the study area are in Temple Terrace and held by workers living outside the study area





When poll is active, respond at PollEv.com/56thstreet275

Text **56THSTREET275** to **22333** once to join

Which of these opportunities stands out as the most important?

Multimodal safety needs throughout the corridor

Corridor has some of HART's most robust transit service

Generally operating well from a vehicular operations standpoint

Redevelopment focused within Temple Terrace

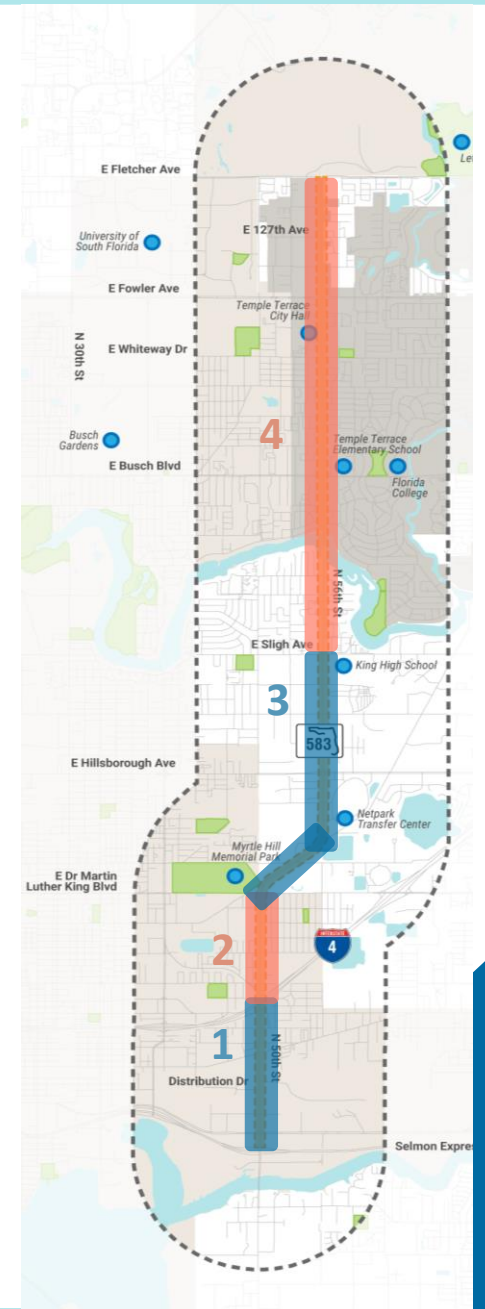
High posted and operating speeds remain a challenge

Corridor serves diverse populations, including those with higher multimodal access need and mobility needs

Segment Specific Opportunities for Multimodal Improvements

Based on land use mix, built form, and street network characteristics, the corridor can be broken into four unique character areas

1. Selmon Expressway to I-4
2. I-4 to Dr. Martin Luther King Jr. Boulevard
3. Dr. Martin Luther King Jr. Boulevard to Sligh Avenue
4. Sligh Avenue to Fletcher Avenue CRAs distinct



Segment Specific Opportunities for Multimodal Improvements

Selmon Expressway to I-4

- Mostly industrial land uses and no bicycle facilities, but **moderate-high bicycle activity**
- Adamo Drive to 21st Avenue ranked in the **top 20% highest pedestrian activity** of all district roadways
- **Infrequent marked crossing opportunities**, including a 0.65-mile gap from Adamo Drive to Broadway Avenue



Segment Specific Opportunities for Multimodal Improvements

Selmon Expressway to I-4

- Some **signalized intersections lack marked crosswalks**, requiring bicyclists and pedestrians to cross six lanes of traffic without a dedicated phase
- Near Selmon Expressway, **sidewalk floods** and is not usable during rain events
- **No significant queuing** observed in the field. **Most intersections operate at LOS D or better**, with three at LOS F: Selmon Expressway, Adamo Drive, and Columbus Drive



Segment Specific Opportunities for Multimodal Improvements

Selmon Expressway to I-4

- Broadway Avenue and Columbus Drive intersections have the **two highest bike and pedestrian crashes** in the segment; 3 out of 5 crashes at Columbus Drive occurred on crosswalks
- Posted speed is 40 mph, but **the operating speed is 53 mph** (85th percentile)
- Residences southeast of I-4 around Broadway Avenue, Northview Hills, and Whiteway Drive are in **extreme poverty**



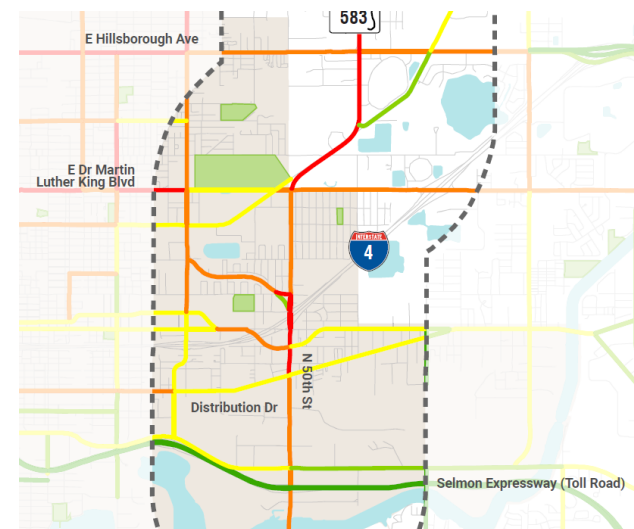
56th/50th Street Corridor Planning Study



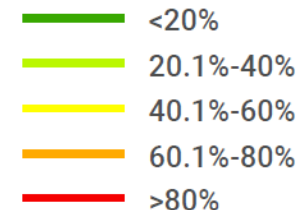
Segment Specific Opportunities for Multimodal Improvements

I-4 to Dr. Martin Luther King Jr. Boulevard

- Transition from mostly industrial land uses to commercial and residential too
- 4 to 6 foot on-street bicycle lane next to vehicles traveling 50+ mph
- Bicycle and pedestrian activity in the top 40% districtwide
- Large driveways and a $\frac{3}{4}$ -mile gap between pedestrian crossings create challenges to multimodal travel



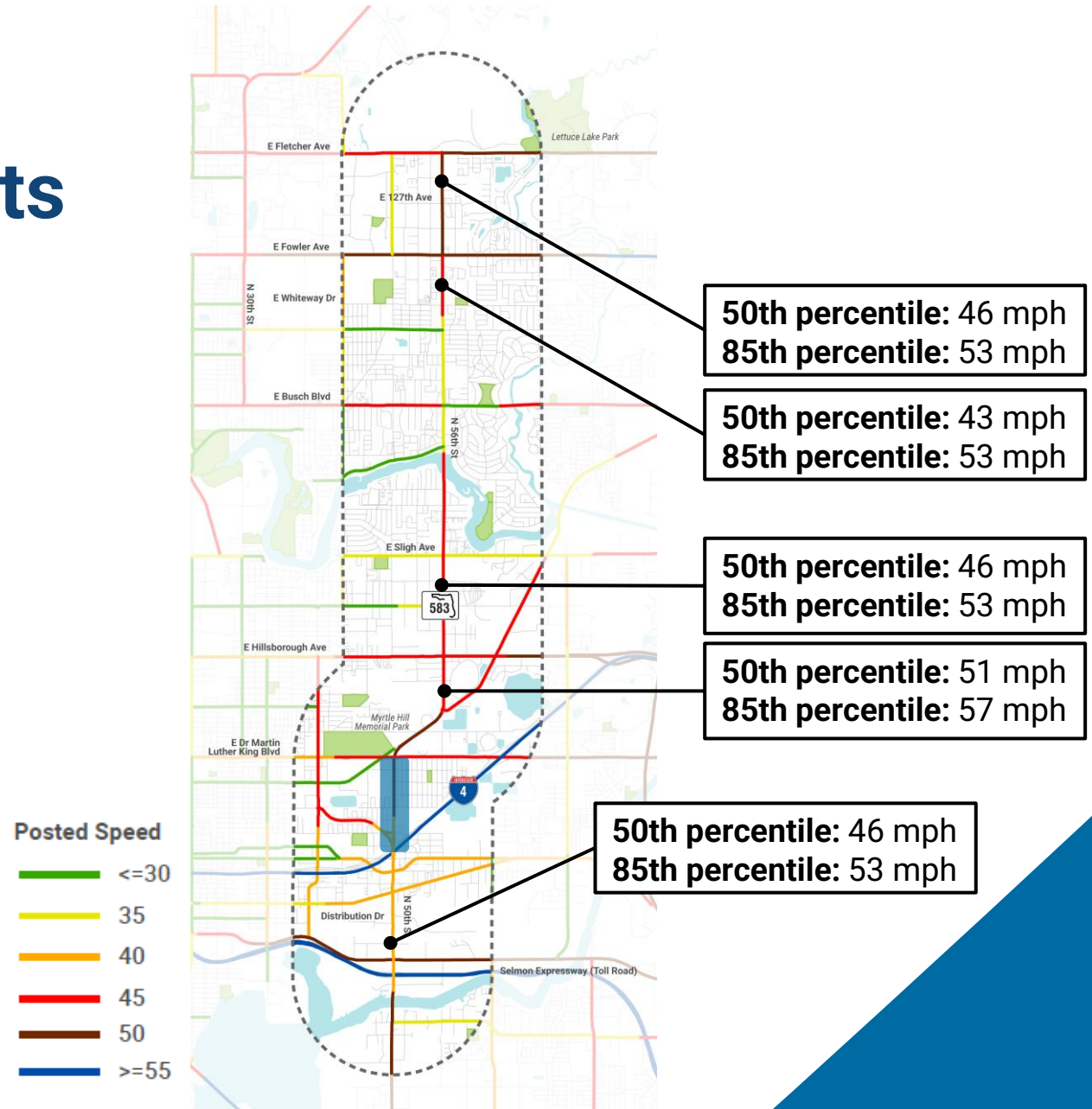
Bicycle Percentile Ranking



Segment Specific Opportunities for Multimodal Improvements

I-4 to Dr. Martin Luther King Jr. Boulevard

- Most **signalized intersections** (75% in the AM and PM peak hour) **operate at LOS D or better**
- **3 pedestrian and 3 bicycle crashes** from 21st Avenue to Dr. Martin Luther King Jr. Boulevard
- The **highest speeds along the entire corridor** were observed around Dr. Martin Luther King Jr. Boulevard which has a 50-mph posted and 57 mph 85th percentile speed

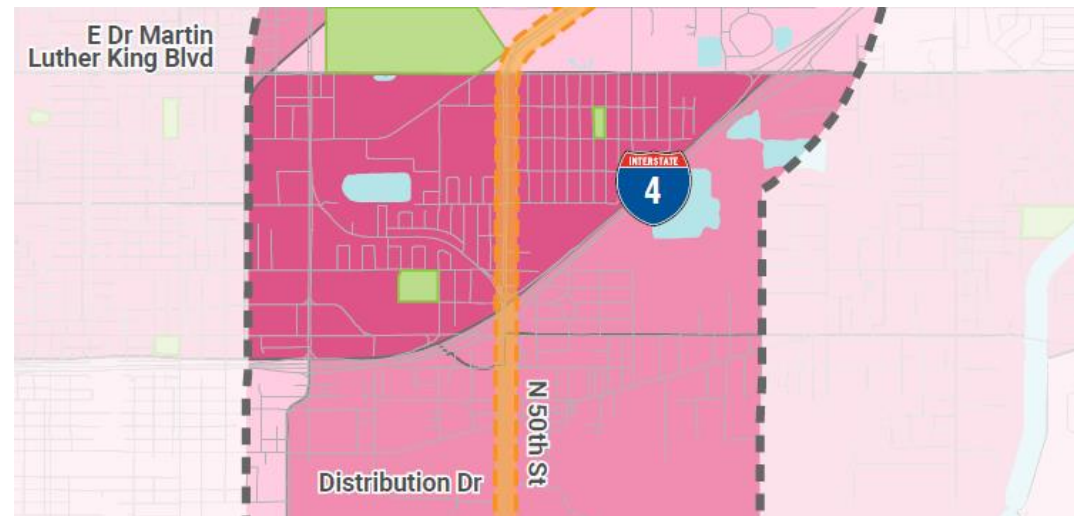
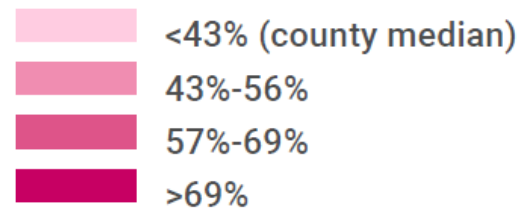


Segment Specific Opportunities for Multimodal Improvements

I-4 to Dr. Martin Luther King Jr. Boulevard

- The areas north of 21st Avenue and in the community of Grant Park are **Communities of Concern**
- About **70% of households in this segment have one or no vehicles** available for use
- The highest transit activity in this segment is around 21st Avenue

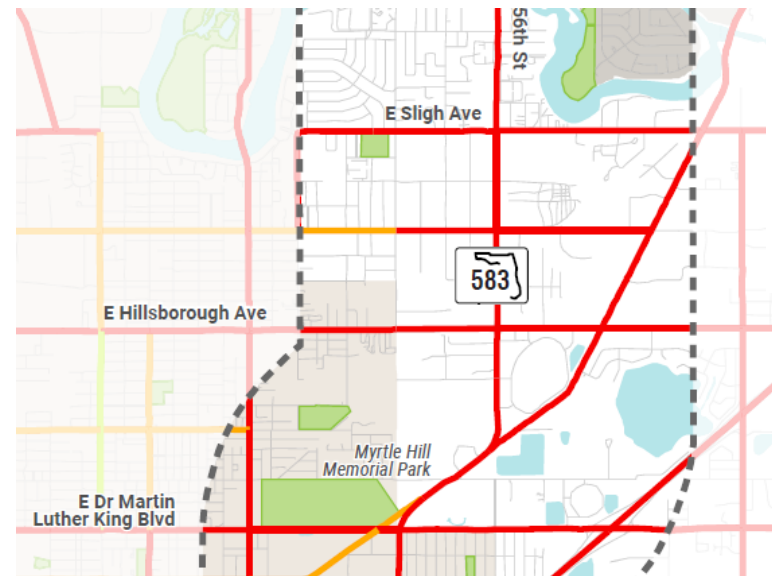
Percentage of Households with Zero or One Vehicle



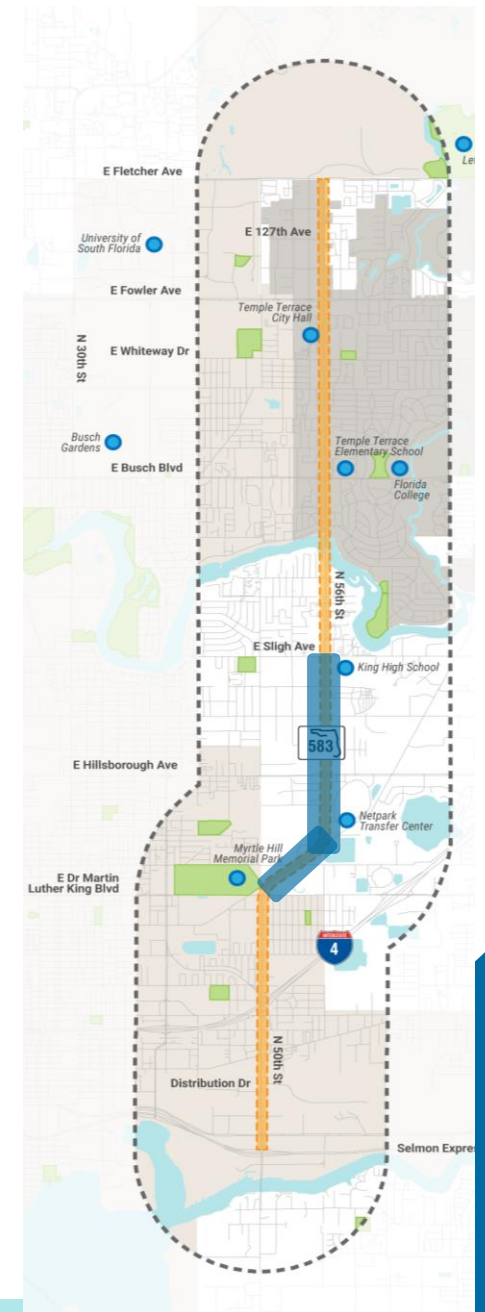
Segment Specific Opportunities for Multimodal Improvements

Dr. Martin Luther King Jr. Boulevard to Sligh Avenue

- **Mix of land uses and major destinations** like King High School and Netpark Transfer Center
- 6-foot on-street bicycle lanes
- **Bicyclist activity in the top 20% districtwide**



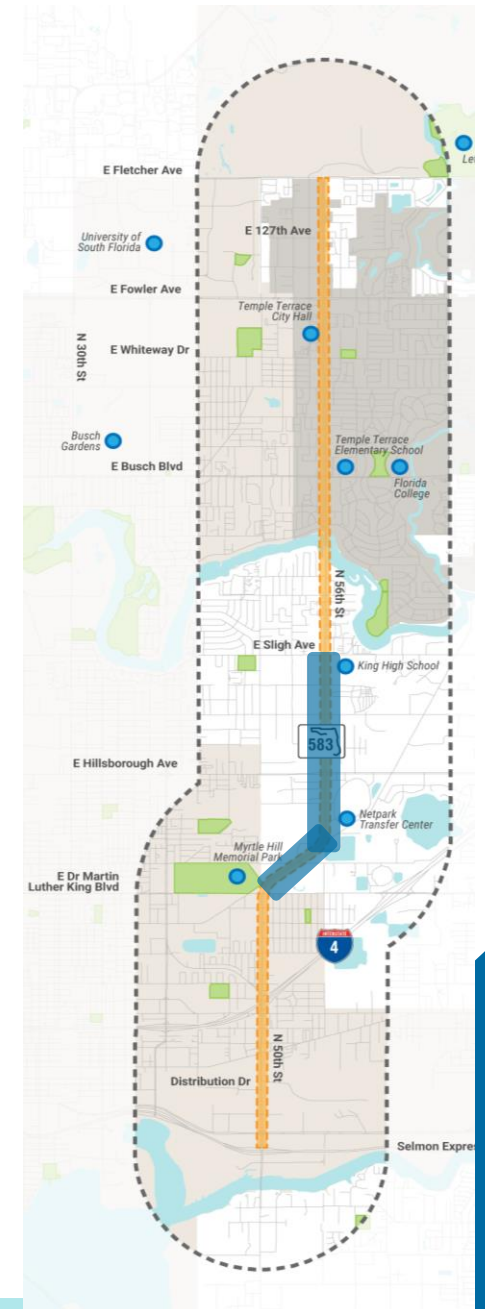
56th/50th Street Corridor Planning Study



Segment Specific Opportunities for Multimodal Improvements

Dr. Martin Luther King Jr. Boulevard to Sligh Avenue

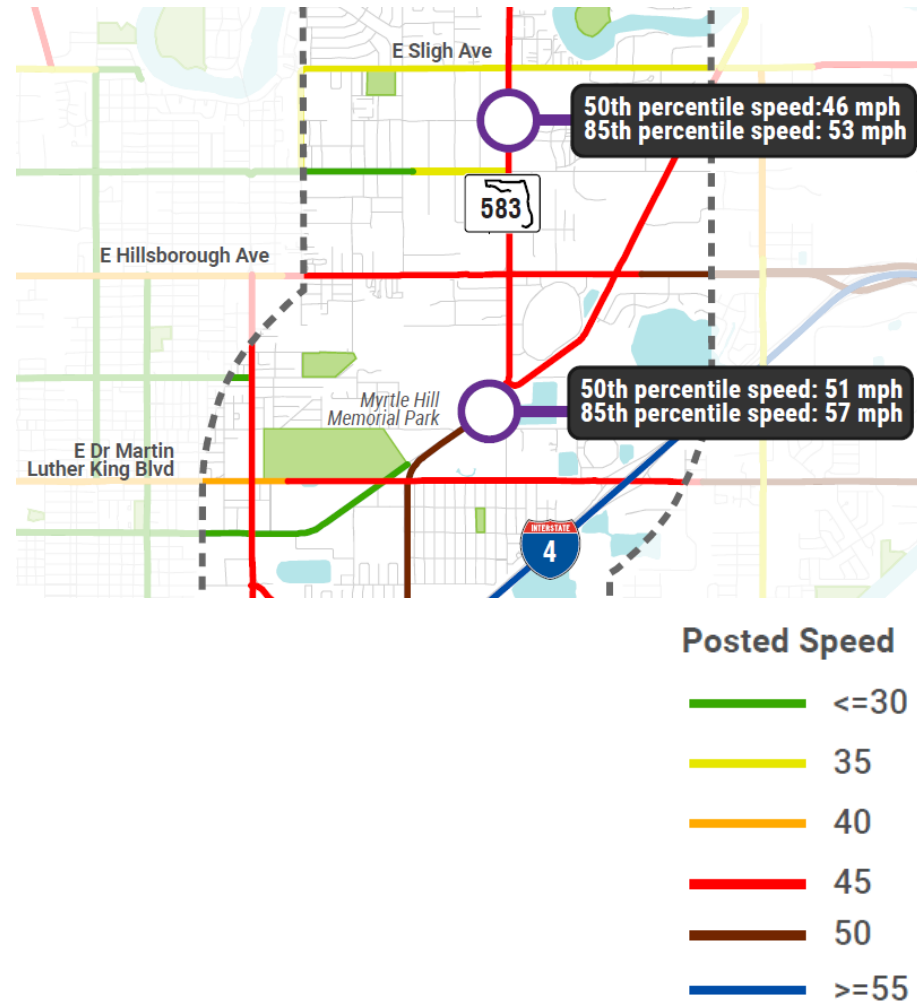
- **1 ¼ -mile gap** between crossing opportunities
- Turn offs at Lake Avenue and Harney Road create an **off-ramp effect** and allow for **high vehicle speeds** potentially conflicting with pedestrians in the crosswalks
- Most **signalized intersections** (60% in the AM and PM peak hour) **operate at LOS D or better**



Segment Specific Opportunities for Multimodal Improvements

Dr. Martin Luther King Jr. Boulevard to Sligh Avenue

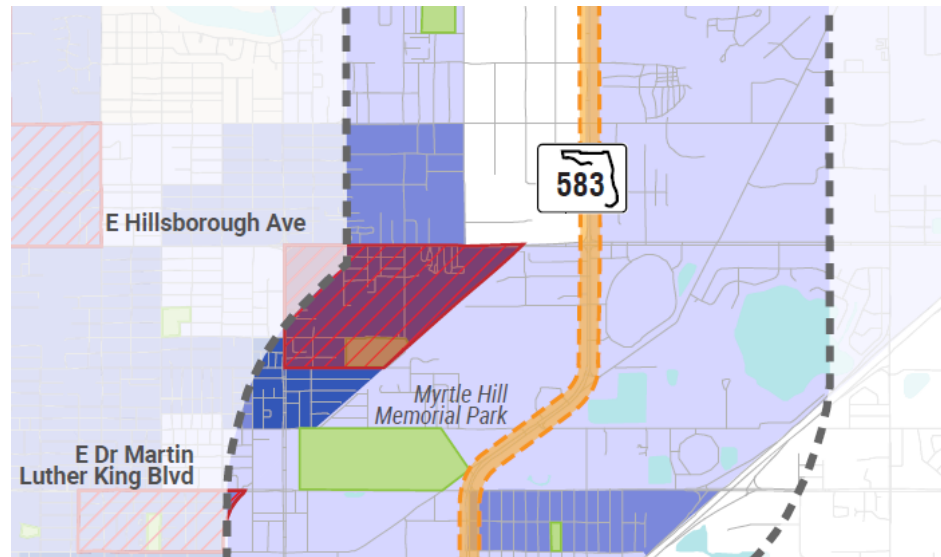
- 229 total crashes in the last 5 years, **the highest along the corridor**; also highest in nighttime crashes (59)
- **Posted speed at 50 mph with a 57-mph operating speed** (85th percentile) near Dr. Martin Luther King Jr. Boulevard; posted speed is 45 mph with a 53-mph operating speed closer to Sligh Avenue









Segment Specific Opportunities for Multimodal Improvements

Dr. Martin Luther King Jr. Boulevard to Sligh Avenue

- Most census block groups are flagged as **transportation disadvantaged**
- **High transit activity around the Netpark Transfer Center** near Harney Road, north of Dr. Martin Luther King Jr. Boulevard, and at Sligh Avenue



Communities of Concern

-  Extreme Poverty
(Block groups that have a significant percentage of households living with \$2.00 or less per day)
-  5 Characteristics (Most Disadvantaged)
-  4 Characteristics
-  3 Characteristics
-  2 Characteristics (Least Disadvantaged)
-  Study Corridor



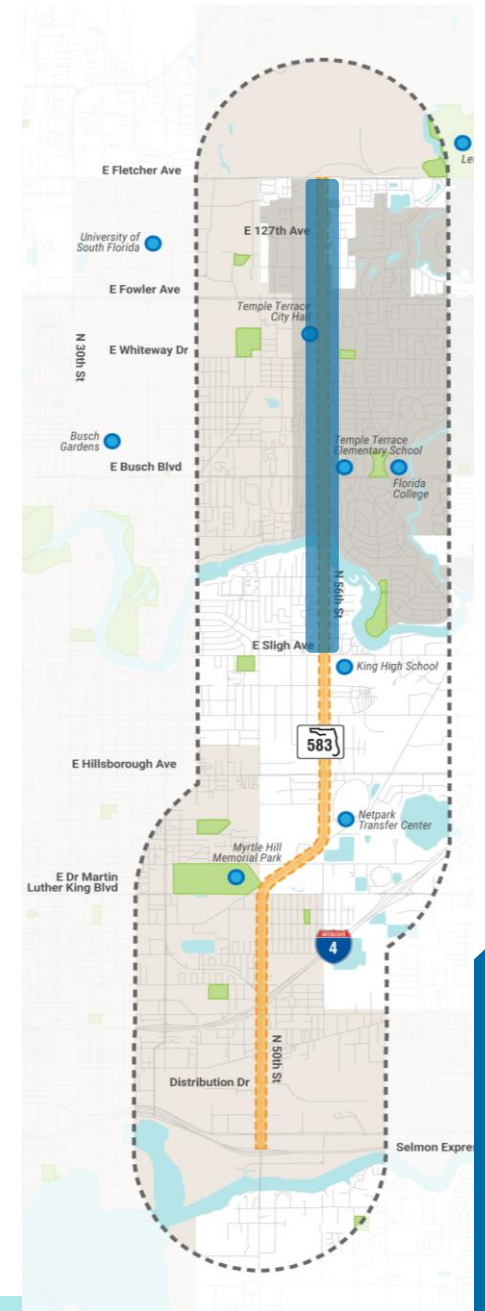
Segment Specific Opportunities for Multimodal Improvements

Sligh Avenue to Fletcher Avenue

- On-street bicycle **lane transitions to sharrows** on the outside lane
- Temple Terrace Elementary School and Florida College are located by Busch Boulevard to the east; the University of South Florida is located northwest of Fowler Avenue
- From Sligh Avenue to Busch Boulevard ranked in the **top 20% highest pedestrian activity** of all district roadways



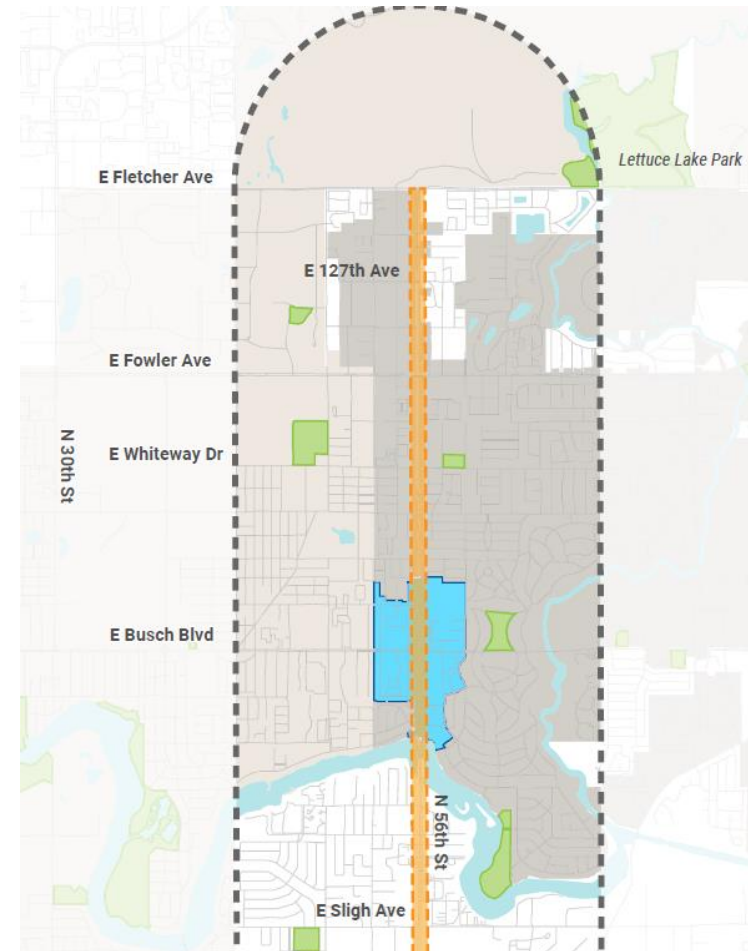
56th/50th Street Corridor Planning Study



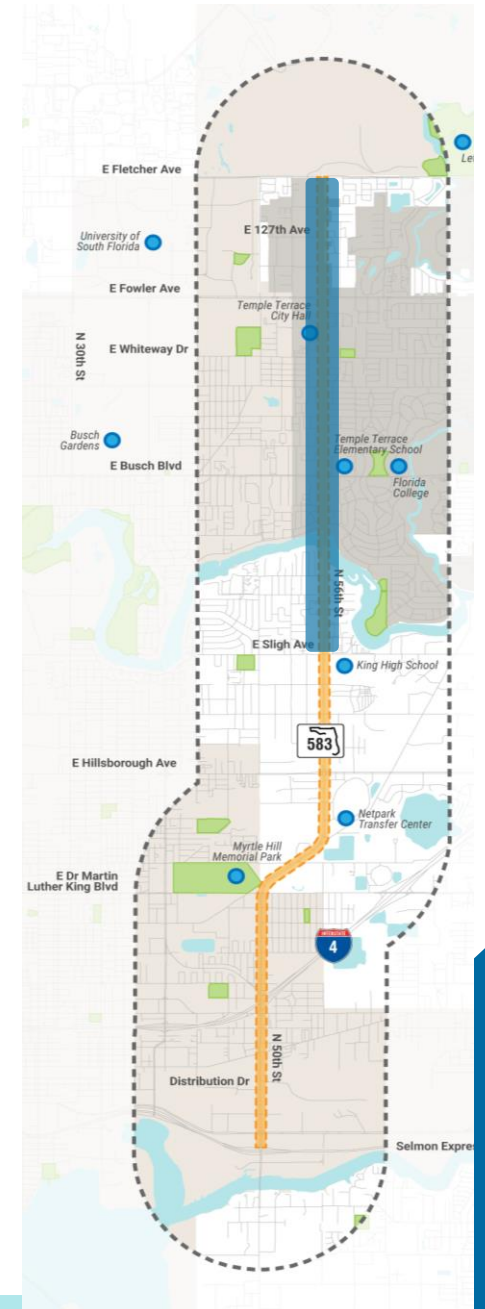
Segment Specific Opportunities for Multimodal Improvements

Sligh Avenue to Fletcher Avenue

- 0.5-mile and larger crossing frequency; **large curb radii create long crossings** (e.g., at Whiteway Drive)
- **Development in the CRA** between the Hillsborough River and Mission Hills Avenue aligns with the C4 Urban General context classification
- Most **signalized intersections** (78% in the AM and PM peak hour) **operate at LOS D or better**



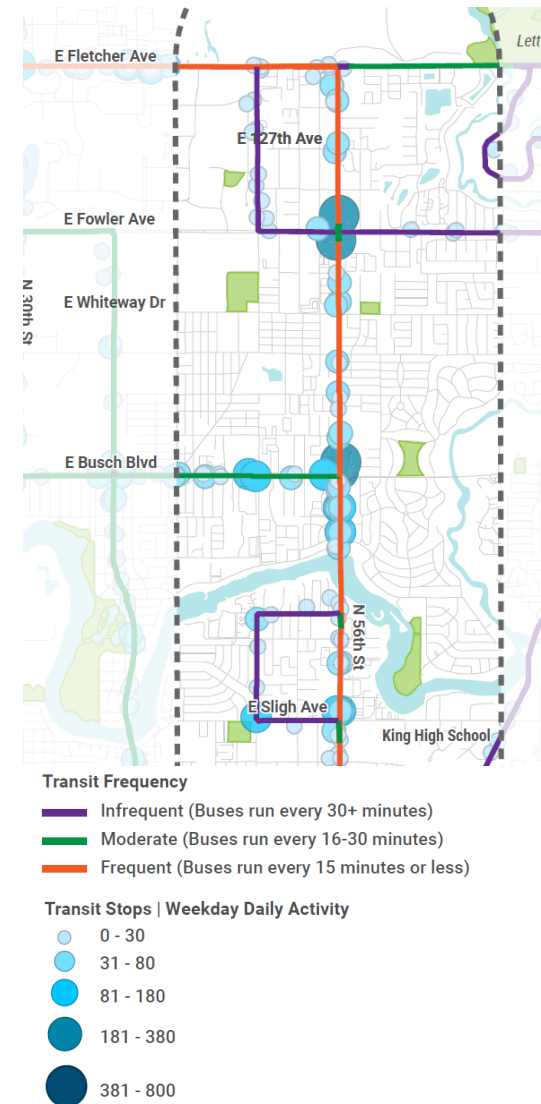
Temple Terrace Community Redevelopment Agency



Segment Specific Opportunities for Multimodal Improvements

Sligh Avenue to Fletcher Avenue

- Even with 35 mph posted speed, **18 pedestrian and 7 bicycle crashes** occurring at intersections; 6 pedestrian and 11 bicycle crashes occurring on segments
- Census block groups immediately south of Fowler Avenue are some of **the most transportation disadvantaged in the study area** and includes persons living in extreme poverty
- Bus stops with the highest activity (boardings plus alightings) are around Sligh Avenue, Busch Boulevard, and Fowler Avenue





Purpose & Needs Discussion

In one word or phrase, what is one thing you would like to be different on the corridor in the next 10 years?



Draft Purpose

- Design and operate the street to eliminate fatal and severe injury crashes, prioritizing vulnerable users, to support existing and future places.



When poll is active, respond at [PollEv.com/activetransport119](https://Pollev.com/activetransport119)

Text **ACTIVETRANSPORT119** to **22333** once to join

**On a scale of 1-5 (1 being the lowest ranking and 5 the highest ranking)
how well do you think the Purpose Statement reflects the corridor?**

- 1
- 2
- 3
- 4
- 5

Draft Needs

- Eliminate fatal and severe injury crashes for all users through proactive safety and speed management strategies that align target, design, and operating speeds
- Increase the frequency and safety of crossing opportunities for bicyclists and pedestrians
- Design and operate street consistent with surrounding land uses to support existing and future place types
- Improve transit access and service efficiency
- Balance freight and vehicle mobility with the needs of vulnerable users at conflict points
- Support local access needs including safe routes to school
- Support upward mobility by providing safe and convenient transportation choices
- Improve bicyclist safety and comfort along the corridor
- Provide for complete trips for people walking and biking
- Encourage more non-auto trips for short trips



When poll is active, respond at PollEv.com/56thstreet275

Text **56THSTREET275** to **22333** once to join

Which of these are the top three needs?

Eliminate fatal and severe injury crashes for all users through proactive safety and speed management strategies that align target, design, and operating speeds
Increase the frequency and safety of crossing opportunities for bicyclists and pedestrians
Design and operate street consistent with surrounding land uses to support existing and future place types
Improve transit access and service efficiency
Balance freight and vehicle mobility with the needs of vulnerable users at conflict points
Support local access needs including safe routes to school
Support upward mobility by providing safe and convenient transportation choices
Improve bicyclist safety and comfort along the corridor
Provide for complete trips for people walking and biking
Encourage more non-auto trips for short trips

Total Results: 3



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What are the bottom two needs?

Eliminate fatal and severe injury crashes for all users through proactive safety and speed management strategies that align target, design, and operating speeds

Increase the frequency and safety of crossing opportunities for bicyclists and pedestrians

Design and operate street consistent with surrounding land uses to support existing and future place types

Improve transit access and service efficiency

Balance freight and vehicle mobility with the needs of vulnerable users at conflict points

Support local access needs including safe routes to school

Support upward mobility by providing safe and convenient transportation choices

Improve bicyclist safety and comfort along the corridor

Provide for complete trips for people walking and biking

Encourage more non-auto trips for short trips



Next Steps



Study Milestones

- | | | |
|------------|--|-----------------------------------|
| #1. | / TPO Committee Presentations | <i>October/November 2021</i> |
| <hr/> | | |
| #2. | / Public Workshop | <i>November/December 2021</i> |
| <hr/> | | |
| #3. | / Finalize Task 2 – Define Corridor Needs | <i>December 2021/January 2022</i> |
| <hr/> | | |
| #4. | / Jurisdiction Workshops | <i>January 2022</i> |

PAG Meetings

- | | | |
|-----|--|-----------------------|
| #1. | / Project Kick-Off & Corridor Review
(virtual or walking) | <i>June 2021</i> |
| #2. | / Discuss Issues & Opportunities Synthesis
/ Present Draft Purpose & Need | <i>September 2021</i> |
| #3. | / Review Alternatives Evaluation
/ Review Concepts for Public Meeting | <i>April 2022</i> |
| #4. | / Present Preferred Alternative
/ Corridor Implementation Plan & Next Steps | <i>August 2022</i> |

How to Continue Providing Feedback

Help us develop Evaluation Criteria and Measures of Success!

- Evaluation criteria to support a comparative evaluation of the viable alternatives
- ConceptBoard to document your feedback after this meeting through **Friday, October 1, 2021**
- ConceptBoard demo!



Open Discussion



Thank You!

Project Website

www.fdotd7studies.com/projects/56thstreetcorridor/

Contact Information

For more information or to comment, please contact:

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