FLETCHER AVENUE

“Complete Street Project” Update

FDOT Local Agency Program (LAP) Project
FPN: 428214-1-58-01
CIP 63090

Hillsborough County,
Traffic Engineering, PWD

Stake holders and partners are

STATE OF FLORIDA · SHERIFF · FLORIDA HIGHWAY PATROL · CITY OF TAMPA · SAMOTTE

UNIVERSITY OF SOUTH FLORIDA · Tindale-Oliver & Associates, Inc. · Metropolitan Planning Organization · HART

Fletcher Avenue Nebraska Avenue to 50th Street
• The 2005 report revealed: Fletcher Ave. was the “worst” Bike / Pedestrian corridor in the County

• Jan 2006 – Mar 2011
  3 Fatalities
  97 Pedestrian and
  42 Bicycle crashes
• Addressing Safety for Pedestrians and Bicyclists are the top priority in 2010 Pedestrian Safety Action Plan (PSAP)

• What are the Complete Street Key Strategies and safety benefits
  – Upgrade curb ramps/replace trip hazards/sidewalk installations
  – Strategically locate Mid-block crossings Pedestrian refuge islands
  – Supplemental Traffic Control Devices/RRFB
  – Pedestrian guidance treatment at Crossing
  – Bike lanes
  – Enhanced Lighting
  – Speed management
  – Access Management Control with Raised Median/Raised concrete Turn Lane Traffic Separators
  – Upgrade SAPM (Signing and Pavement Markings)
Case Study:

Dale Mabry Highway, Tampa, Florida

Before the installation of sidewalks, Dale Mabry Highway (SR580) in Tampa, Florida was not a place anyone would feel comfortable walking. Dale Mabry is a commercial corridor with six lanes of traffic, a five-foot shoulder, and transit service stopping along the route. Many vehicles using this corridor are traveling faster than the 45 mph posted speed limit and pedestrian crashes were all too common. Even before construction was completed, pedestrians were using the sidewalks. Pedestrians can now walk in a safe location off the roadway/shoulders on separated accessible sidewalks.

Guidance Statement/Application

FHWA’s Guidance Memorandum on Consideration and Implementation of Proven Safety Countermeasures offers the following guidance for the application of sidewalks and shoulders:

- Accessible sidewalks or pathways should be provided and maintained along both sides of streets and highways in urban areas, particularly near school zones and transit locations, and where there is frequent pedestrian activity.
- Sidewalks should be considered the preferred treatment for accommodating pedestrians in urban areas and where frequent pedestrian use is expected. For less developed areas with occasional pedestrian traffic expected, the Guidance Memorandum provides the following:
  - Walkable shoulders (minimum of 4 feet stabilized or paved surface) should be provided along both sides of rural highways... 

For More Information:

For more information, visit http://safety.fhwa.dot.gov/pad_bike

FHWA, Office of Safety
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Sources

2. NHTSA, Pedestrian and Bicycle Crash of the Early 1990’s, Publication No. HMA-10-45-163, FHWA, 1996.
Case Study:

Sunken Gardens, St. Petersburg, Florida

Improving Safety and Access to Local Establishments and a Popular Tourist Destination

Sunken Gardens, in St. Petersburg, Florida, is a popular tourist destination. Across the street are a number of local dining establishments with no safe way for pedestrians to cross the street.

Sunken Gardens is located on the east side of 4th Street North (US 92). The road averages 31,500 vehicles per day with speeds averaging more than 10 mph above the legal limit. To aid pedestrians in crossing 4th Street, the City of St. Petersburg installed a raised pedestrian refuge area in front of Sunken Gardens.

The raised pedestrian refuge area made it possible to install a supplemental traffic control device—a Rectangular Rapid Flashing Beacon (RRFB). Installed on roadside poles, the RRFB remains dark until a pedestrian activates the system by pressing a push button. Once the system is activated, rapidly flashing amber beacon (rectangular strobe) lights provide a bright warning to motorists. In the first week after the raised pedestrian refuge area and RRFB were installed, over 900 crossings were reported with over 85 percent of motorists yielding to pedestrians.

Sources
1. Wilson, R.M.tech, Quantifying Countermeasures Effectiveness — Orlando, R., AASHTO, November 2009.

For More Information:
For more information, visit http://safety.fhwa.dot.gov/ped_bike

FHWA, Office of Safety

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FHWA-SA-10-035

Case Studies

Safety Benefits of Raised Medians and Pedestrian Refuge Areas

FHWA Safety Program

US Department of Transportation
Federal Highway Administration

http://safety.fhwa.dot.gov

Fletcher Avenue Nebraska Avenue to 50th Street
Examples of Pedestrians crossing Fletcher Avenue unprotected

Examples of Bicyclists Not utilizing bike lanes or Traffic Signals
• **Project Segments**
  - Nebraska to Bruce B. Downs and Bruce B. Downs to 50th Street

• **Project Deliverables**
  - Plans Sets
    - Roadway
    - Signing & Marking
    - Signalization
    - Landscape/Irrigation/Gateway Structure
  - Reports
    - Mid-Block Crossings
    - Typical Section
    - Pavement Design
    - RRR Design Criteria
  - LAP Documents
    - Certifications
    - Checklists
    - Specifications

• “Off System”
## RRR Criteria Evaluation

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<th>Design Criteria</th>
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<th>Existing Conditions</th>
<th>Proposed Design</th>
<th>Source</th>
<th>Variance or Exception?</th>
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### ROADWAY ELEMENTS

| **Median Width**                     | 12' may be reduced to 10' due to R/W constraints | 12' | Existing to Remain | Table 2.1.1 | No                     |
| **No. of Through Lanes**             | 4                                              | 4   | Existing to Remain | NA           |                        |

- **Lane Width**
  - Thru Lanes - 10' min. < 10% Trucks and Design Speed is < 40 mph
  - Turn Lanes - 10' for 2 Way Left
  - Thru lanes vary 11' to 12'
  - Turn lanes 10'/+-
  - 11' Thru Lanes
  - 10' Turn Lanes
  - PPM Vol. 1 Table 25.4.5.3
  - HCTTM
  - Yes

| **Cross Slope (travel lanes)**       | 0.02 Std. | 0.002 to 0.0466 | Correct to range from 0.015 to 0.04 with milling and overbuild | PPM Vol. 1 Sec. 25.4.6 | No                     |

- **Bike Lanes**
  - Bicycle lanes or wide curb lanes are required on all projects within the Urban Boundaries
  - From Nebraska to 22nd Street – No Bike Lane
  - From 22nd Street to B.B. Downs - Bike Lanes
  - Provide 4’ Bike Lanes from Nebraska to B. B. Downs Blvd.
  - PPM Vol. 1 Section 8.1.1 & Table 6.1.1
  - No

- **Border Width**
  - The border width used on the original project
  - The border width varies from 10.5' to 15'
  - Existing to Remain
  - PPM Vol. 1 Sec. 25.4.16
  - No

- **Pedestrian Facilities**
  - Shall be given consideration on all projects within the Urban Boundaries
  - 5’ sidewalk are located behind utility strips on each side of the roadway
  - Existing to Remain
  - PPM Vol. 1 Sections 8.1.1 & 8.1.3
  - No

- **Shoulder treatment**
  - NA
  - Urban no shoulders
  - NA
  - PPM Vol. 1 Sec. 25.4.8
  - NA

- **Front Slopes**
  - 1:6 not steeper than 1:4 in C/Z
  - > 1:4
  - Construction 1:6
  - PPM Vol. 1 Sec. 25.4.9
  - NA

- **Back Slopes**
  - 1:4 not steeper than 1:3 in C/Z
  - > 1:4
  - Existing to Remain
  - PPM Vol. 1 Sec. 25.4.9
  - NA

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Fletcher Avenue  Nebraska Avenue to 50th Street

Variance for 11’ thru lanes to accommodate bike lane
Nebraska to Bruce B. Downs

- 1.54 miles urban arterial
- Adjacent land use - residential and commercial
- 2011 AADT 43,000
- High volume roadway
- 4% Truck traffic
- Pedestrian/Bicycle Vol. of 1429
- Existing - 45 mph posted speed
- 85% Speed - 43.8 mph (Spot Speed Study)
- Proposed - 40 mph posted speed

Bruce B. Downs to 50th Street

- 1.48 miles urban arterial
- Adjacent land use - residential and institutional
- 2011 AADT 45,000
- High volume roadway
- 6% Truck traffic
- Pedestrian/Bicycle Vol. of 60+
- Existing - 35 mph and 45 mph posted speed
- 85% Speed - 41.1 mph and 41.8 mph (Spot Speed Studies)
- Proposed - 35 mph Senior Zone speed and 40 mph posted speed
• Lane width – 11 ft
• Correct cross slopes with variable milling and overbuild
  • Existing slopes vary from 0.002 to 0.046
• Median treatment varies

1) Type B Curb / 2) Type E Curb & Gutter

Type I Concrete Traffic Separator

**Median Island Treatment Details**

MEDIAN ISLAND TREATMENT FROM NEBRASKA AVE. TO 22nd STREET

MEDIAN ISLAND TREATMENT FROM 22nd STREET TO BRUCE B. DOWNS BLVD.
• Pavement Design Package
  – Last milling & resurfacing unknown
  – Existing pavement in poor condition
  – Pavement Survey and Evaluation Report required
- Address Un-signalized location pedestrian crashes
  - Midblock
  - Un-signalized intersections
• Mid-block Crossing
(Raised Concrete Refuge Island)
Fletcher Avenue at Revere Landings Between N. 15th St and N. 19th St Off-Set Pedestrian Crossing with Bike Lane (Preliminary)
Bicycle and Pedestrian Safety

Conceptual Overhead Display of Supplement Mid-block Crossing with

- Rectangular Rapid Flashing Beacon
Inspected for compliance with the ADA and FAC guidelines

- Pedestrian crossings
- Curb ramps,
- Broken or uneven sidewalks and driveways within the existing R/W
- Perform sign inventory
- Replace any over 5 years old
- Detail special signing and marking
- MUTCD
• RR Crossing Reconstructed - 2008
  – Median modification will require coordination
  – Coordinate with CSX Road Master Kenny Ford
• Existing sidewalk encroachments
• Right of Entry Agreements
• **No Right of Way Acquisition**
• Right of Way Certified Early
  – Coordinate with Bill McTeer of FDOT and Anthony Haynes of Hillsborough County
Fletcher Avenue – A Pedestrian Awareness Corridor

- Create “Sense of Entry”
  - Gateway signature

- Communicate Pedestrian Awareness
  - Sculpture
  - Graphics
  - Visual Stimulation

- Coordinate with Community Partnership
Low Maintenance Solutions

• Use “Hard to Kill” Plants
  - Coontie
  - Indian Hawthorn
  - Mrs. Schiller’s Viburnum

• Emphasize Small
  - Provides Traffic Separation
  - Shades Shrub Material,
  - Reduce Accident Damage

• Improve Planting Area
  - Remove Base Material
  - Lower Planting Area Grade

• Plant for Safety
  - Maintain Pedestrian Visibility
  - Control Pedestrian Access
  - Minimize Plant Trampling
Bruce B. Downs to 50th Street

- Sidewalk Design in existing Right of Way
- Minimize ditch impacts
- Coordinate with proposed MetroRapid bus stops
- Existing curbed flume inlets
- Control structure within roadside ditch
- Replace storage volume loss due to sidewalk construction
- Evaluate need for Optional Pipe Mat.
• Hillsborough County Requirements
• SWFWMD Requirements
  – 40D-4.051 Exemptions.(13) Minor Roadway Safety Projects. The construction of the following minor roadway safety projects, provided that the capacity of existing swales, ditches or other stormwater management systems is not reduced; the projects are not located within wetlands or other surface waters; and the projects include best management practices during construction to prevent secondary impacts in adjacent wetlands or other surface waters due to erosion and sedimentation:
    – (a) Sidewalks adjacent to roadways that have a width of six feet or less and do not obstruct or impound surface waters;
• SWFWMD Exemption/General Permit
• NPDES Permit (SWPPP) Bruce B. Downs to 50th Street
• Three wetlands near 50th street.
Wetland Impacts

• Avoidance & minimization
• Choice based on cost vs. schedule
• Design options
  1. (If No Sidewalk) Boardwalk
  2. (With Sidewalk) Mitigate impacts
     – Tampa Bay Mitigation Bank
• No listed species documented or observed within project area.

• Project located within CFA of seven wood stork colonies
  – closest colony 5.4 miles southeast of project.

• Agency Involvement:
  – SWFWMD
  – HCEPC
  – USACE
• Coordinate
  – Theresa Farmer – FDOT LAP PM
• FDOT comment response through ERC
• LAP Certifications
  – Utilities
  – Railroad Clear
  – Environmental (Cat Ex)
  – Contamination
  – Permits Clear
  – Right of Way
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Where Do We Stand?

- **Funded Project Cost(s) – includes Studies, Survey and Design**
  - Design Activities: ......................... $1.3M
  - Traffic Signal Retiming: .................. $ .1M
    $1.4M (Cover by Traffic Engineering)

- **Unfunded Construction**
  - Construction Costs: ......................... $3.5M
  - CEI (12%): ..................................... $ .5M
    $4.0M

- **Grants**
  - FDOT Safety Enhancement Grant: ......-$1.5M
  - County Safety Enhancement Match: ....-$1.0M
  - County MPO CIPG grant: .................-$??M
    $1.5M (needed)
Hillsborough County
Florida

Public Works Department
601 E. Kennedy Blvd., Floor #22, P.O. Box 1110, Tampa, FL 33601
Telephone: (813) 307-1881, Fax: (813) 301-7121, Cell: (813) 846-5477
email: flickm@hillsboroughcounty.org

Michael B. Flick, P.E.
Sr. Professional Engineer
Traffic Engineering Section

1st County in Florida