Bruce B Downs Boulevard (CR-581) from E Fowler Avenue (SR-582) to E Bearss Avenue is approximately 1.77 miles in length and maintained by Hillsborough County. The corridor has six through lanes with a posted speed limit of 45 miles per hour (MPH). It is a high-volume roadway with an average traffic volume of 52,277 vehicles per day between E Fowler Avenue (SR-582) and E Fletcher Avenue (CR-582A) and 42,851 vehicles per day between E Fletcher Avenue (CR-582A) and E Bearss Avenue. There are multiple Hillsborough Area Regional Transit (HART) routes along the corridor (HART routes 5, 9, 42, 275), and crossing the corridor (USF Bull Runner route D). The segment has two functional classifications C3C – Suburban Commercial and C4 – Urban General.

For further information on the Hillsborough County Vision Zero Initiative visit www.planhillsborough.com/vision-zero/
Contact Gena Torres at torresg@plancom.org
(813) 273-3774 x357
The survey asked participants to consider the following questions related to their experiences traveling alongBruce B Downs Boulevard:

- What makes you feel unsafe?
- What would make you feel safer?
- Is there anything else you would like to tell us about your experience?

### What Makes You Feel Unsafe?

- Walking or biking along Bruce B. Downs Boulevard: 15%
- Too many cars on the road (traffic volume): 10%
- Speeding drivers (fast) (speed violation): 0%
- USF students who live at USF housing: 3%
- USF students who commute to USF by car or light rail: 11%
- Need additional traffic lights: 1%
- Other: 1%

### Trip Purpose?

- Work on or near Bruce B. Downs Boulevard: 10%
- School: 7%
- Church: 10%
- USF residence halls: 10%
- Hospital: 3%
- Other: 5%

Public involved outreach included responses from 26 participants representing roadway users that live along the segment, work along the segment, go to USF, and commute through or utilize transit along the segment.
Vision Zero is based on the belief that traffic death and injury is preventable — that these are not “accidents,” but the result of poor behaviors combined with unforgiving roadway designs.

Total Crash History—2014 through 2018

1,587 Total Crashes

- 74.4% Daytime
- 2.8% Ped & Bike

Fatal & Severe Injury Crash History

28 Fatal & Severe Injury Crashes

- 60.6% Nighttime
- 28.6% Ped & Bike

Pedestrian & Bicycle Crash History

44 Pedestrian & Bicycle Crashes

- 2.8% of total crashes
- 28.6% of fatal and severe injury crashes

Fatal and Severe 2014-2018 Crashes

1 2 3 4
Between 2012 and 2018, a total of 2,065 crashes occurred on Bruce B. Downs Boulevard, of which 28 resulted in severe injury or death. This accounts for 1.8 percent of all crashes in Hillsborough County during this time period.

The most common type of crashes are rear end, sideswipe, angle, and left turn crashes. These four account for 89.5 percent of all crashes along Bruce B

<table>
<thead>
<tr>
<th>Crash Type</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>Five Year Total</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear End</td>
<td>167</td>
<td>185</td>
<td>174</td>
<td>194</td>
<td>232</td>
<td>952</td>
<td>60.0%</td>
</tr>
<tr>
<td>Sideswipe</td>
<td>22</td>
<td>32</td>
<td>36</td>
<td>64</td>
<td>199</td>
<td>388</td>
<td>12.5%</td>
</tr>
<tr>
<td>Angle</td>
<td>20</td>
<td>32</td>
<td>29</td>
<td>36</td>
<td>39</td>
<td>156</td>
<td>9.8%</td>
</tr>
<tr>
<td>Left Turn</td>
<td>15</td>
<td>28</td>
<td>31</td>
<td>17</td>
<td>22</td>
<td>113</td>
<td>7.1%</td>
</tr>
<tr>
<td>Right Turn</td>
<td>5</td>
<td>8</td>
<td>13</td>
<td>6</td>
<td>38</td>
<td>88</td>
<td>2.4%</td>
</tr>
<tr>
<td>Hit Fixed Object</td>
<td>8</td>
<td>5</td>
<td>5</td>
<td>2</td>
<td>8</td>
<td>28</td>
<td>1.5%</td>
</tr>
<tr>
<td>U-Turn</td>
<td>1</td>
<td>4</td>
<td>6</td>
<td>6</td>
<td>5</td>
<td>22</td>
<td>1.4%</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>3</td>
<td>5</td>
<td>8</td>
<td>2</td>
<td>9</td>
<td>21</td>
<td>1.3%</td>
</tr>
<tr>
<td>Bike</td>
<td>2</td>
<td>5</td>
<td>4</td>
<td>5</td>
<td>7</td>
<td>23</td>
<td>1.4%</td>
</tr>
<tr>
<td>Single Vehicle</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>9</td>
<td>10</td>
<td>0.6%</td>
</tr>
<tr>
<td>Unknown</td>
<td>2</td>
<td>4</td>
<td>3</td>
<td>2</td>
<td>1</td>
<td>12</td>
<td>0.8%</td>
</tr>
<tr>
<td>Head On</td>
<td>2</td>
<td>1</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>11</td>
<td>0.7%</td>
</tr>
<tr>
<td>Hit Non-fixed Object</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>0.1%</td>
</tr>
<tr>
<td>Run Off Road</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0.1%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>135</td>
<td>311</td>
<td>306</td>
<td>327</td>
<td>1113</td>
<td>1,587</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

The SR-582 (E Fowler Avenue) and CR-582A (E Fletcher Avenue) intersec1ons had the highest number of crashes along the corridor. The 376 crashes associated with E Fowler Avenue account for 23.7 percent of all crashes; the four incapacitating injury crashes at the intersection account for 18.2 percent of all severe injury crashes.

While the overall crashes along the corridor have been steadily increasing the number of fatal and incapacitating injury crashes have been fairly steady with an average of six fatal and incapacitating injury crashes per year.

Fatal and severe injury crashes are concentrated at:
- E 131st Avenue / USF Holly Drive
- USF Pine Drive / University Square Drive
Angle crashes predominantly occurred at signalized intersections and the following unsignalized intersections: Campus Hill Drive, E 132nd Avenue / USF Banyan Circle, and Grand Pavilion Drive.

Left turn crashes predominately occurred at the following intersections: E 131st Avenue / USF Holly Drive, E 132nd Avenue / USF Banyan Circle, and Grand Pavilion Drive.

Although bicycle and pedestrian crashes account for 8.8 percent of the overall crashes, they account for 28.6 percent of all fatal and incapacitating injury crashes. Additionally, 96.4 percent of bicycle and pedestrian crashes result in an injury.
## Corridorwide Recommendations

### Outside of Upcoming Projects

**Short-term**
- Identify 35 MPH Target Speed from Fowler to Fletcher
  - On-street physically buffered bike lanes
  - Maximize pedestrian access
  - 11-foot travel lanes
- Identify 40 MPH from Fletcher to Bearss
  - Dedicated shared use path
  - Channelize pedestrians to protected crossings
  - 11 foot travel lanes

### ADA

**Short-term Recommendations**
- Add detectable warning pads

### Signing / Pavement Markings

**Short-term Recommendations**
- "Turning Vehicles STOP for Pedestrians“ signs
- Special emphasis crosswalk markings
- Green bike lanes
- Sign post reflectors

### Roadway & Drainage

**Short-term Recommendations**
- Evaluate ponding in the ped/bike space
- Modifying unsignalized median openings based on crash history
- Positive offset left-turn lanes

**Long-term Recommendations**
- Evaluate buffered bicycle lane

### Lighting

**Short-term**
- Continue to upgrade existing corridor lighting to LED and add fixtures to existing utility poles

**Long-term**
- Enhance corridor and intersection lighting to meet current standards

### Signalized Intersections

**Short-term**
- Add flexible yellow retroreflective backplates to all signal heads
- Evaluate time of day protected only left turns using flashing yellow arrow (FYA)
- Evaluate leading pedestrian intervals (LPI) at traffic signals
- Evaluate pushbutton actuated right turn on red restrictions with blank-out signs at traffic signals
- Set signal coordination to the desired target speed on each segment
Proposed 1325-foot Average Distance Between Crossings

Existing 1545-foot Average Distance Between Crossings

- Existing Signalized Crossing
- Existing Pedestrian Bridge
- Planned Signalized Crossing
- Potential Midblock Crossing
- Existing Transit Stop

Existing 1545-foot Average Distance Between Crossings

Proposed 1325-foot Average Distance Between Crossings
- Repair Pushbutton on Northwest Corner
- Connect Sidewalk on Northwest Corner
- New Actuated Pedestrian Crossing at Right Turn Channels
- Update Eastbound and Southbound Right Turn Geometry to Reduce Turning Speed

- Repair Uneven Sidewalk
- Provide Handrail

- Evaluate Realigning Existing Sidewalk at Crossing Locations in Line of Sight of Driver
- Mitigate Water Ponding in Northeast Corner

- Potential Midblock Crossing Location
- Special Emphasis Crosswalks
- Mitigate Water Ponding on Southeast Corner
- New Crosswalk on South Leg

- Trim Vegetation Encroaching on Sidewalk
- Provide Additional Pavement Around Utility Poles to Provide a Wider Useable Sidewalk

- Provide Detectable Warning Surface Pads

- Special Emphasis Crosswalks
- Mitigate ADA, Pushbutton, and Ramp Issues
- Potential Bulb-out on Southwest Corner
- Use signs and markings to direct pedestrians to the nearest crosswalk
New Signal Planned

New Pedestrian Crosswalks Planned on all Four Legs

End Project: CIP 69638030
- New 10-foot Sidewalk on East Side of Bruce B Downs Boulevard
- Existing Sidewalk on West Side of Bruce B Downs Boulevard Widened to Eight Feet
- New Physically Buffered Bicycle Lane
- Travel Lanes Reduced to 11 Feet

CIP 69679024
- New Signal Planned
- New Pedestrian Crosswalks Planned on all Four Legs
- Coordination with In-progress FDOT SR-582 (Fowler Avenue) Multimodal Study
  - Clear Debris from Islands
  - Update All Right Turn Geometry
  - Reduce All Radii with Truck Aprons

- Begin Project: CIP 69638030
  - New 10-foot Sidewalk on East Side of Bruce B Downs Boulevard
  - Existing Sidewalk on West Side of Bruce B Downs Boulevard Widened to Eight Feet
  - New Physically Buffered Bicycle Lane
  - Travel Lanes Reduced to 11 Feet

- CIP 69679014
  - New Signal Planned
  - New Pedestrian Crosswalks Planned on all Three Legs

- Coordinate with Utilities to Remove Obstructions from the Sidewalk