Sheldon Road
From Hillsborough Avenue to Waters Avenue
Existing Conditions Summary

**FATAL AND INCAPACITATING CRASHES BY LOCATION**

<table>
<thead>
<tr>
<th>Location</th>
<th>Fatal Incapacitating</th>
</tr>
</thead>
<tbody>
<tr>
<td>WATERS AVE</td>
<td>4</td>
</tr>
<tr>
<td>STONE RUN CT</td>
<td>1</td>
</tr>
<tr>
<td>WOODLAKE BLVD</td>
<td>2</td>
</tr>
<tr>
<td>BROAD ST</td>
<td>2</td>
</tr>
<tr>
<td>HAMILTON AVE</td>
<td>1</td>
</tr>
<tr>
<td>FLORA ST</td>
<td>2</td>
</tr>
<tr>
<td>NORFOLK ST</td>
<td>1</td>
</tr>
<tr>
<td>LIGHTHOUSE LANDING CT</td>
<td>1</td>
</tr>
<tr>
<td>MOHR RD</td>
<td>1</td>
</tr>
<tr>
<td>MEMORIAL HWY</td>
<td>4</td>
</tr>
<tr>
<td>HILLSBOROUGH AVE</td>
<td>1</td>
</tr>
</tbody>
</table>

- **2014-2018 Crashes**
  - Fatal: 8
  - Incapacitating: 19

**TIME PERIOD OF BIKE AND PEDESTRIAN CRASHES**

**LOCATION AND ACTION OF PEDESTRIAN AND BIKE CRASHES**

- Failed to Keep in Proper Lane
- Failed to Yield Right-of-Way
- Followed too Close
- Operated MV in Careless or Erratic Manner
- Other Contributing Actions
Community Input Summary

Survey Participants Gender Distribution

- Man: 31%
- Woman: 63%
- Prefer not to say: 6%

How safe do you feel along Sheldon Road?

- WALKING: 365 Responses, 2.24 Average Rating
- BIKING: 364 Responses, 1.67 Average Rating
- DRIVING: 393 Responses, 3.03 Average Rating

Enforcement
- Speeding
- Reckless Driving
- More Lanes
- Bike Concerns
- Pedestrian Concerns
- Side Street Traffic
- School Zone
- Traffic Calming
- No Median
- U-Turns
- Weaving
- Debris
- Congestion
- Sidewalks
- Traffic Signals
- Overpasses
- Bus Stops
- Less Traffic
- Maintenance
- Lower Speed Limit
- More Signs
- Speed Cameras
- Trail Connections

Travel Mode along Sheldon Road

- I walk: 7%
- I bike: 13%
- I take the bus: 1%
- I drive the car: 78%
- Other: 2%
# Initial Countermeasures

<table>
<thead>
<tr>
<th>Safe People</th>
<th>Safe Streets</th>
<th>Safe Operations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Short Term (1-2 years)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>High visibility crossings on all legs of intersections</td>
<td>Refuge islands (paint/bollards) at all new crossings</td>
<td>Additional Radar Feedback Signs (overhead mounting)</td>
</tr>
<tr>
<td>Additional crossing locations at HART bus stops w/ RRFB's or PHB's</td>
<td>Advanced stop bar at signal or crossing</td>
<td>Town n’Country Greenway - modify signal timing</td>
</tr>
<tr>
<td>Wider bicycles lanes</td>
<td>Harden center lines (paint)</td>
<td>Automatic Ped-recall at Waters (parallel phases to be displayed)</td>
</tr>
<tr>
<td>Shade trees near HART bus stops</td>
<td>Shade trees in median for traffic calming</td>
<td>LPI's at all signal controlled intersections</td>
</tr>
<tr>
<td>Pedestrian crossing w/RRFB/PHB at Patterson St (School Zone)</td>
<td>Reduce corner radii (paint/bollards) on side streets</td>
<td>APS at all signals and RRFB's</td>
</tr>
<tr>
<td>Enhance trail connection to Upper Tampa Bay trail (wider bike lane, wayfinding)</td>
<td>Memorial Hwy/Gas Station - restrict opening to Left turns only</td>
<td>Lighting at all crossings /intersections</td>
</tr>
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<td>Lighting at all crossings /intersections</td>
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<td>Target Speed = 35MPH</td>
</tr>
<tr>
<td>Bike Lane - Waters Avenue</td>
<td>Target Speed = 35MPH</td>
<td>Maintenance (drainage, signs, condition, landscaping)</td>
</tr>
<tr>
<td>Educational PSA’s</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**Recommendation Summary**

**Systemic improvements**

- High Visibility Crossings
- Curb Radius Reduction
- Bike Lanes (5-6 feet width)
- Travel Lanes (10 feet width)
- Green Bike Lane Conflict Zone Markings
- Pedestrian and Street Lighting
- Target, Design Speed Reduction
- ADA Compliance
- Transit Stop Enhancements (shelter, lighting, shade)
Sheldon Road

Old Memorial Hwy Segment

- Gateway Feature
- Traffic Calming Trees in Median
- Left Turn Only Channelization

- Pedestrian Crossing Ahead Signs
- Speed Radar Feedback Sign
Sheldon Road

Mohr Road
- 3-Crossings at Mohr Rd
- Ped Crossing Warning Signs
- Traffic Signal Ahead
- Narrow Median Opening

Lighthouse Landing Ct
- NEW Midblock Crossing
- RRFB’s and Advanced Signs
- Pedestrian Refuge Islands
- Narrow Median Opening
Concept Recommendations

General
- Traffic Calming Trees in Median
- Narrow Median Openings
- Speed Radar Feedback Signs

Town N Country Greenway Trail
- Modify Trail Signal Timing
- Trail Connectivity Directional Signs
- Advanced Trail Crossing Signs
Concept Recommendations

Sheldon Road

Crown Blvd – Woodlake Blvd Segment

Crown Blvd
• NEW Traffic Signal w/LPI’s
• Narrow Median Openings
• Speed Radar Feedback Signs
• End Extended School Zone

Woodlake Blvd
• NEW Traffic Signal w/ LPI’s
• Yield to Pedestrian Signs
• Traffic Calming Trees in Median
Sheldon Road
Waters Avenue Intersection

**General**
- Leading Pedestrian Interval
- Speed Limit Signs
- Trail Connectivity Directional Signs
- No Turn On Red Signs
- Waters Ave Westbound Bike Lane
- Bike Lane Conflict Zone Markings
- Traffic Calming Trees in Median