Hillsborough MPO Vision Zero Corridors

Gibson Road/Boyette Road
I-75 to Balm Riverview Drive
System-Level Crash Trends

131 Total Crashes (2014-2018)

- 20% of all crashes occurred at nighttime
- 21% of all fatalities & severe injuries:
  - 4 of 7 fatalities
  - 22 severe injuries
- 37% of fatal & severe injury crashes were left turning movement-related
- 25% of fatal & severe injury crashes were rear-end collisions
34% of all crashes were related to **aggressive driving and/or speeding**

36 crashes were related to **red light running***
  - 18 at SR 301
  - 7 at Balm Riverview Rd
  - 7 at I-75 Interchange
  - 4 at Mathog Rd

*Red Light Running occurred during daylight & night hours and during both rush hours and off-peak times
19% of All crashes occurred during the AM peak (6 – 8 AM)

25% of all fatal & severe Injury crashes

15% of all crashes occurred during the PM peak (4 – 6 PM)

7% of all fatal & severe injury crashes
Crash Hotspots

Top crash locations

1. US 301
2. I-75 Interchange
3. Mathog Road
4. Fern Hill Drive / Old Gibsonton Drive
5. Balm Riverview Road
103 Survey Responses

Top Issues

- Speeding
- Large intersections
- Difficult to cross – especially at bus stops
- Traffic operations / congestion
- Inadequate lighting
Almost half of all crashes occurred during rush hour

- **27%** during the AM Peak (6 – 8 AM)
- **22%** during the PM Peak (4 – 6 PM)

8 of the 17 severe Injury crashes were caused by left turns

Hotspots & Countermeasures

I-75 Interchange
Crash Hotspot: I-75 Interchange, western ramps

- 4 severe injury crashes
- One pedestrian fatality: left turn at on-ramp
• 6 severe injury crashes
• Crash cluster at northbound on-ramp
Hotspots & Countermeasures
I-75 Interchange

199 Crashes
55% rear end
21% left turn
21% nighttime
4 involved pedestrians
1 fatality
23 severe Injuries

Countermeasures
- Review proposed improvements to the interchange for:
  - pedestrian crossings and paths along the interchange
  - Signalization at Northbound on- and off-ramps
  - Enhance street lighting

Gibsonton Road/
Boyette Road
Hotspots & Countermeasures
Fern Hill Dr / Old Gibsonton Dr

111 Crashes
26% left turn
21% rear end
20% angle
18% nighttime
1 involved bicyclist
14 severe injuries

Countermeasures
- Evaluate Fern Hill Dr sight distance
- Evaluate need for dedicated left turn lanes
- Add crosswalks and pedestrian signal phasing
- Convert permissive left turns to restricted during peak hours
- Tighten SW corner curb radii
- Add curb extension at SE corner to prevent through movements into eastbound RT lane
- Enhance street lighting

Crashes
- 26% left turn
- 21% rear end
- 20% angle
- 18% nighttime
- 1 involved bicyclist
- 14 severe injuries
Hotspots & Countermeasures
Mathog Rd

121 Crashes
72% rear-end, of which 66% are east of the intersection
12% in the Dark
3 Fatalities
5 severe Injuries

Countermeasures
- Tighten SW and SE corner curb radii
- Provide a hardscape median island for the eastbound RT lane (currently striped)
- Provide a curb extension at the southeast corner to shorten the crossing distance
- Convert permissive left turns to restricted during peak hours
- Add flashing yellow signal for left turns in off-peak hours
Gibson Road/Boyette Road

US 301

Hotspots & Countermeasures

414 Crashes
43% rear end
20% left turn
20% nighttime
5 involved pedestrians/bicyclists
1 fatality
31 severe injuries

Countermeasures

- Provide dual westbound LT lanes by eliminating second RT lane
- Improve pedestrian & bike conditions
  - Tighter curb radii
  - Pedestrian refuge islands
  - More green time for pedestrians
- Separate pedestrian and turning movement green time
- Enhance street lighting
Hotspots & Countermeasures

Gibsonton Road/Boyette Road

Balm Riverview Dr

107 Crashes
42% rear end
19% left turn
27% nighttime
1 involved pedestrian
1 Involved cyclist
1 fatality
6 severe injuries

Countermeasures
- Implement pedestrian & bicyclist-friendly improvements; particularly:
  - Tightening curb radii
  - High-emphasis crosswalks
  - Pedestrian refuge islands
- Enhance street lighting
- Convert permissive left turns to restricted during peak hours

107 Crashes
42% rear end
19% left turn
27% nighttime
1 involved pedestrian
1 Involved cyclist
1 fatality
6 severe injuries
Gibson Road/Boyette Road

Recommendations

**Short-Term**

- Reduce speed limit from 45 mph to 40 mph
- Narrow travel lanes to 11’ to provide expanded outside buffer
- Fill in sidewalk gaps
- Provide crosswalks and ped signals on all intersection approaches
- Extend median separators at intersections where feasible to provide pedestrian refuges
- Signalize northbound I-75 on/off ramps
- Convert permissive left turns at signals to restricted during peak hours
- Restrict unsignalized median openings to left turns
- Install illuminated cross-street signage on mast arm intersections
- Enhance street lighting
Gibsonton Road/Boyette Road

Gibsonton Drive

Typical Sections

Existing

Interim Proposed
Gibsonton Road/Boyette Road

**Recommendations**

**Mid-Term**
- Add second westbound LT lane by converting one RT lane to thru lane
- Widen sidewalk on north side and provide 12’ sidepath on southside
- Enhance roadway and sidewalk/sidepath lighting

**Long-Term**
- Widen to six lanes from I-75 to US 301
- Reconstruct I-75 interchange and provide bike/ped facilities
Gibson Drive

Typical Sections

Existing

Long-Term Widening
Gibsonton Road/Boyette Road

Countermeasures Toolbox

Cycle Track
Tamarind Avenue Multimodal Design
Alta Planning + Design