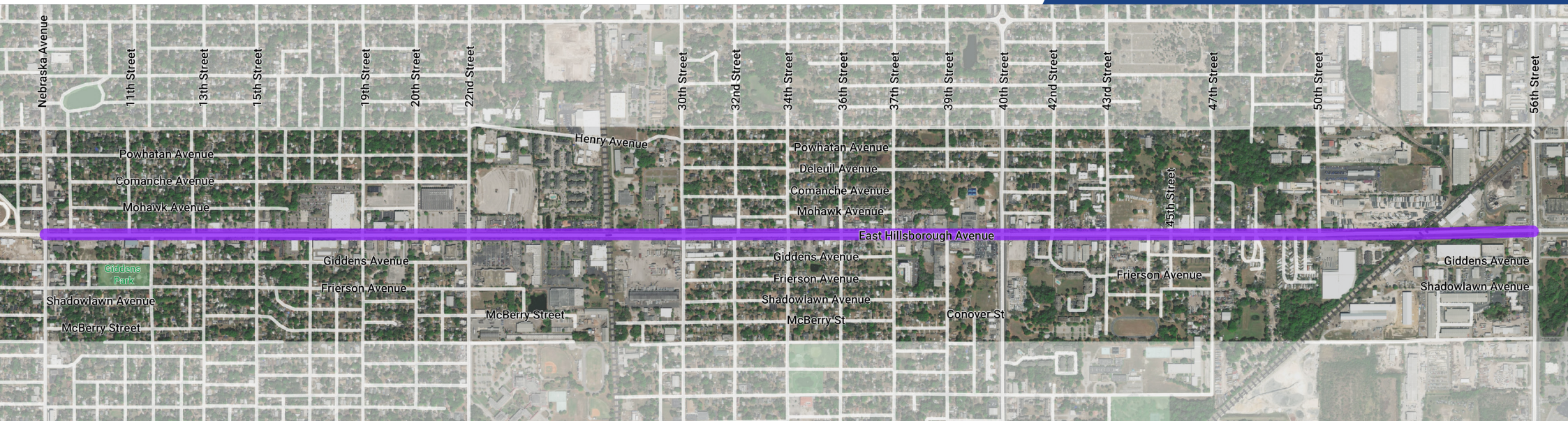




# East Hillsborough Avenue

From Nebraska Avenue to 56th Street

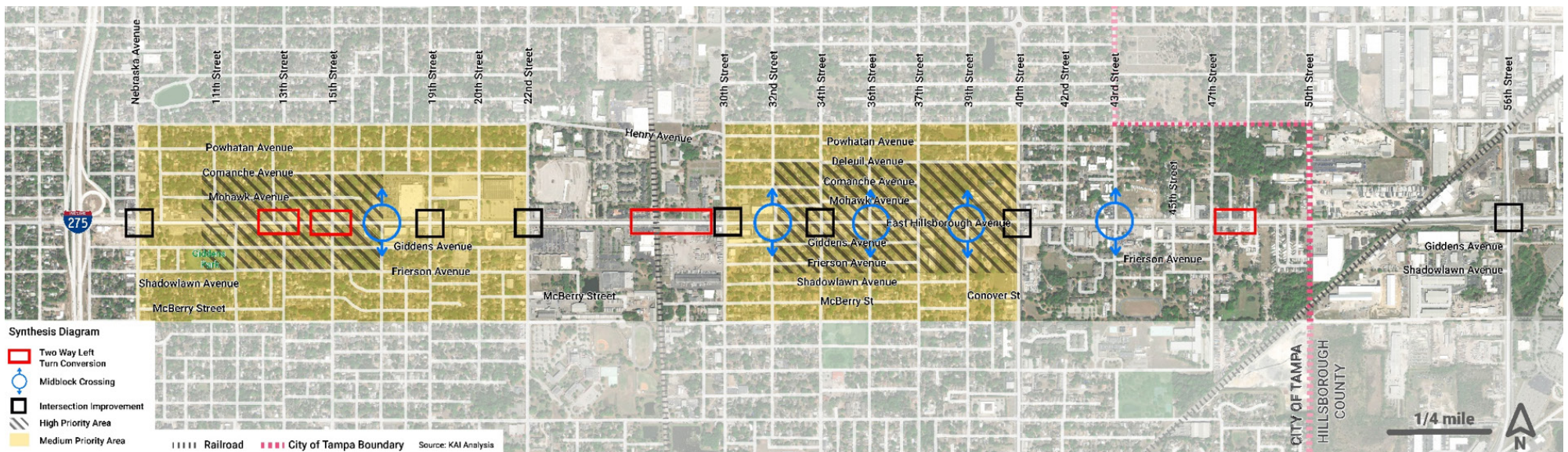
## Final Report East Transportation Talks



# Transportation Talks Program

The Florida Department of Transportation’s (FDOT) community outreach program, Transportation Talks, was used for this study to foster an open line of communication directly with the members of the community. The Transportation Talks program included several outreach opportunities, both in-person and virtually, to seek input from the citizens who live, work, and play along the selected corridors. In the first outreach meeting, on March 30, 2023, community members were actively engaged to provide input in an open house setting. The meeting focused on gathering their perspective of FDOT’s transportation infrastructure as part of the study’s preliminary planning stage. The second outreach event, on July 18, 2023, focused on addressing the feedback received during the previous

meeting. Proposed recommendations were presented and community members asked questions and provided additional feedback. The final meeting of the series, on December 7, 2023, reviewed the final concepts in order to aid FDOT in prioritizing and developing the next phase. In addition to hearing the community’s concerns, the Transportation Talks program presented an opportunity to inform citizens on FDOT processes. Additionally, it provided the venue and platform to discuss local concerns with the East Tampa community members such as funding alternatives, countermeasure selection, and answer other general inquiries on study information.



Synthesis Diagram of Hillsborough Avenue Corridor

# Community Outreach

Much of the feedback provided by the meeting attendees included ideas to improve the overall aesthetics and concerns regarding the safety of the corridor. The comments from the public were varied and include bigger picture roadway concerns regarding two-way left-turn lanes to specific personal safety issues related to narrow sidewalks. The feedback from the public was used to guide potential recommendations for the corridor.



**Photograph of the meeting at Fair Oaks Community Center**

Each meeting had a virtual component with the opportunity for public comments. The following is a summary of the community touch points throughout the study:

## Meeting #1

March 30, 2023 at 5:30 p.m. to 8:00 p.m.  
Fair Oaks Community Center  
5019 N. 34th St, Tampa FL, 33610

## Meeting #2

July 18, 2023 at 5:30 p.m. to 7:00 p.m.  
Ragan Park  
1200 E. Lake Ave, Tampa FL, 33605

## Meeting #3

December 7, 2023 at 6:00 p.m. to 7:30 p.m.  
Chloe Coney Urban Enterprise Center  
1907 E. Hillsborough Ave, Tampa FL, 33610



**Photograph of the meeting at Chloe Coney Urban Enterprise Center**



**Photograph of the meeting at Chloe Coney Urban Enterprise Center**

# Technical Analysis

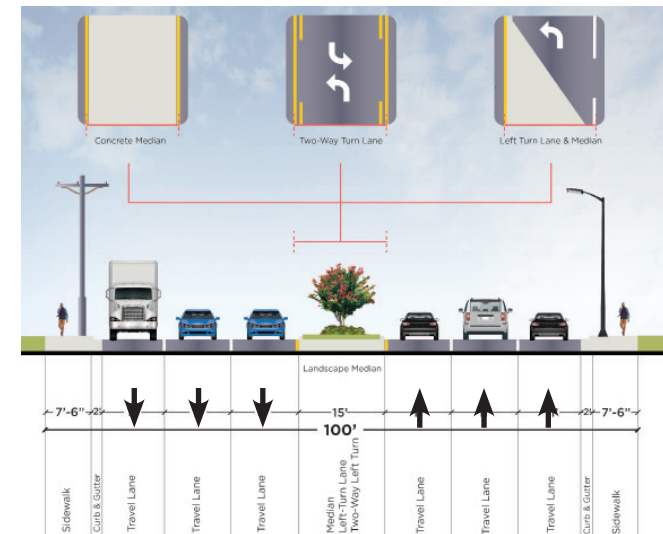
## Corridor Context

FDOT, District Seven, conducted a corridor study along East Hillsborough Avenue (U.S. 92) between Nebraska Avenue and 56th Street. The study area is a 3.5-mile stretch of roadway located in the City of Tampa from Nebraska Avenue to 50th Street and in unincorporated Hillsborough County from 50th Street to 56th Street. East Hillsborough Avenue is an essential roadway for users accessing jobs, businesses, churches, and schools, as well as for commuting and freight delivery traveling along the corridor. East Hillsborough Avenue was identified through conversations between FDOT District Seven and the local community where mobility, safety, and beautification were recognized as important elements to explore. This corridor study was undertaken to review alternatives for enhanced aesthetics and operational and safety improvements for both the short-term and long-term.

East Hillsborough Avenue passes through various land uses including commercial, multi-family, and light industrial. The East Tampa Community Redevelopment Agency (CRA) overlaps the study corridor from Interstate 275 to 50th Street. As noted in the 2022 East Tampa CRA Master Plan, the corridor study area is intended to promote the development of land uses and urban forms that would contribute to a more walkable environment. The corridor has two context classifications, Urban General (C4) and Suburban Commercial (C3C), with a posted speed limit between 40 MPH to 45 MPH and local access is prioritized (access classification 07).

The technical analysis included the following:

- Review of previous studies and other relevant data
- Stakeholder coordination with City of Tampa to gain insights from a local level
- Data collection about corridor characteristics
- Existing conditions analysis focused on understanding existing travel patterns and community characteristics
- Field review to observe existing facilities and user behaviors
- Crash analysis conducted for a five year period between 2018 to 2022 to identify key hot spots and build the foundation for developing alternatives



Existing Roadway (Facing West to East)

# Concept Development

Based on the technical data and input from the public, recommendations were provided along the corridor. These recommendations are for spots where typically there is heavy bicycle and pedestrian traffic, higher concentrations of zero-car households, and higher frequencies of severe and fatal crashes.



**Reduce Curb Radius:** Tighten the existing curb radius to slow turning vehicles.



**Access Management:** Create directional left turn lanes along the corridor to reduce existing conflict points within two-way left-turn lane.



**Pedestrian Crossings:** Advance for further study five pedestrian crossings at 13th Street, 17th Street, 20th Street, 32nd Street, and 36th Street.



**Aesthetic Treatments:** Identified opportunities in medians for aesthetic improvements as either landscape or hardscape medians in coordination with local agencies including the East Tampa CRA or City of Tampa.













Potential Treatments along East Hillsborough Avenue from Nebraska Avenue to 32nd Street



Potential Treatments along East Hillsborough Avenue from 32nd Street to 56th Street

**Legend**

-  Tighten Curb Returns with High Visibility Crosswalks
-  Textured Pavement at Signalized Intersections
-  Median Modifications
-  Right Turn Pockets
-  Painted Sidewalk for Designated Multi-Use Path
-  Green Zebra Crossing
-  ADA Crossings with Directed Ramps (at Signalized Intersections and Mid-Block Crossings)
-  Existing
-  Proposed
-  Railroad

### 11th Street

Existing



Proposed



### 17th Street

Existing



Proposed



Before and after visualizations of intersection treatments shared at the community meeting on December 7, 2023 at the Chloe Coney Enterprise Center

### 40th Street



### 56th Street



Before and after visualizations of intersection treatments shared at the community meeting on December 7, 2023 at the Chloe Coney Enterprise Center

# Public Comments

## Location Specific

Public feedback was collected on the proposed improvements along East Hillsborough Avenue. The following tables provide responses to the submitted questions. For more information on timeline and next steps for the project, notifications will be provided via the project website. The project website also includes the ability to sign-up to receive email alerts for the project

Location	Comment	Recommendation(s)	Explanation
15th Street	Signal timing is a current problem.	No modification recommended at this time.	The signal timing along Hillsborough Avenue is set to prioritize movements along the major road, Hillsborough Avenue, and is determined after analysis of the vehicles moving through the corridor. The corridor was timed in 2021. Therefore, no recommendations to the timing are proposed at this time.
Nebraska	Bus stops directly in turn lane.	No modification recommended at this time.	The bus along Nebraska Avenue utilizes the right turn lane due to the location of the existing shelter. This location ensures people using the bus are near the signalized intersection to cross the road as needed.
Nebraska to 19th Street	Want to see better driveway standards.	Constructing driveways to the latest standards is included as an overall corridor recommendation. Upgrading corridors driveways is anticipated to require a phased approach and may be incorporated through separate projects.	As future projects are designed and programmed or properties are re-developed, the latest driveway standards will then be built along the corridor.
19th Street	Request northbound exclusive left-turn signal and turn lane. Request to widen 19th street to add northbound left-turn lane.	No modification recommended at this time.	Adding an exclusive northbound left-turn signal would require the addition of a turn lane. However, due to limited available right of way to widen the road, the addition of a northbound left-turn lane at 19th Street was not included in corridor concepts or recommendations.

# Public Comments

## Location Specific

Location	Comment	Recommendation(s)	Explanation
22nd Street 30th Street	Request for crosswalk	An engineering study to add new midblock crossing locations is recommended. New midblock crossings are shown in the corridor concepts at the following locations: - Between 19th Street and 22nd Street - 32nd Street	To evaluate proposed new crossing locations an analysis was performed which included crash history, land uses, pedestrian counts, and field observations.
Nebraska to 43rd	Observed to be high crash spots	Corridor concepts include the following: - Adding midblock crossings at 13th Street, 17th Street, 20th Street, 32nd Street, and 36th Street -Median modifications including near 13th Street, 20th Street, 30th Street, 32nd Street, 39th Street, 43rd Street -Reduced turning radius at intersections to slow turning vehicles	A crash analysis was performed along the corridor with a focus on fatal, serious injury, pedestrian, and bicycle crashes. As a result of community input and analysis, various treatments are included in the corridor concepts, including the area between Nebraska Avenue to 43rd Street.
30th Street	Add more crossing locations	Corridor concepts include adding more pedestrian crossing locations including a new midblock crossing at 32nd Street.	When evaluating crossing locations an analysis was performed including crash history, land uses, pedestrian counts, and field observations. Further review of drainage, roadway geometry and utility impacts will need to be considered before the exact location can be finalized. This review will occur during the design phase.
30th Street	Request for exclusive northbound left-turn signal and adjustment to signal time or turning lane.	The recommendation is to conduct an engineering study at 30th Street. The project website will be updated in Spring 2025. For more information, sign up for website notifications.	To modify the signal phasing, a traffic analysis of the left left-turning vehicles may be needed at Hillsborough Avenue & 30th Street during peak traffic periods to determine if a protected left-turn is warranted. To install a protected left-turn, modifications are required to convert the existing signal head from 3-section head to 4-section head and a structural analysis of the mast arm may be needed. The traffic analysis would look at the impact to the intersection delay with additional phasing.

# Public Comments

## Location Specific

Location	Comment	Recommendation(s)	Explanation
34th Street	Request for southbound left-turn signal.	The recommendation is to conduct an engineering study at 34th Street. The project website will be updated in Spring 2025. For more information, sign up for website notifications.	A peak-hour analysis could be performed to determine the volumes and delay at the existing approach and the impact of adding a protected southbound left-turn lane. To add the southbound left-turn lane may require widening the approach to accommodate an exclusive left-turn lane. Further review of drainage, roadway geometry and utility impacts will need to be considered. This review will occur during the design phase.
34th Street	Request for lighting.	An analysis of the existing lighting levels and coordination with the City of Tampa is required for additional lighting.	Lighting improvements along Hillsborough Avenue require local agency and utility coordination and future operating costs. Therefore, requests for lighting are to be considered in a future design phase and were also shared with the City of Tampa.
37th Street	Improve lighting.	An analysis of the existing lighting levels and coordination with the City of Tampa is required for additional lighting.	Lighting improvements along Hillsborough Avenue require local agency and utility coordination and future operating costs. Therefore, requests for lighting are to be considered in a future design phase and were also shared with the City of Tampa.
40th Street	Improve right-turn pockets and no right-turn on red.	An intersection concept was created to slow right turning vehicles at 40th Street.	Reducing the turning radius of the curb for the right-turn lane is intended to slow turning vehicles. The concept shows the right turn lane under signalized intersection control. Modifying this intersection will require an engineering study and design phase.
56th Street	Improve right-turn pockets and request to add right-turn arrows or red light cameras.	An intersection concept was created showing removing the free flow right-turn lane or reducing the turn radius at 56th Street.	Reducing the turning radius and adding mountable curbs for truck traffic can be used to slow right turning vehicles. The concept shows the right turn lane under signalized intersection control. Modifying this intersection will require an engineering study and design phase.

# Public Comments

## Corridor Wide - Aesthetic Comments

Location	Comment	Recommendation(s)	Explanation
Corridor Wide	Incorporate art in the corridor.	Corridor concept includes adding medians and incorporating artwork along the corridor.	Further coordination with the City of Tampa will be needed to incorporate artwork along the corridor.
Corridor Wide	Better maintenance of landscape medians and bus stops.	Corridor concept includes adding hardscape or landscape medians along corridor.	A crash analysis and review of the corridor was performed to identify locations for potential median modifications.
Corridor Wide	Consider the East Hillsborough Avenue Renaissance Plan led by Myron Griffin which included more landscape, more groundcover, permanent patterned crosswalks (painted asphalt patterns may not last), more landscape in interchange area, and partner with local businesses to add murals.	Corridor concept includes adding artwork, textured pavement at signalized intersections, and hardscape or landscape medians along corridor.	A maintenance agreement with the City of Tampa is required for installing textured pavements which must meet FDOT design standards. Review of any textured materials will occur during the design phase.
Corridor Wide	Keep existing green space.	Corridor concept includes the options of either hardscape or landscape medians along corridor. Landscape medians could provide additional green space.	A crash analysis and review of the corridor was performed to identify locations for potential median modifications.
All signalized intersections	Add textured pavement.	Corridor concept includes incorporating textured pavement at signalized intersections.	A maintenance agreement with the City of Tampa is required for installing textured pavements which must meet FDOT design standards. Review of any textured materials will occur during the design phase.

# Public Comments

## Corridor Wide - Traffic Comments

Location	Comment	Recommendation(s)	Explanation
Corridor Wide	Dangerous maneuvers by vehicles trying to avoid making U-turns will travel upstream in the wrong direction to the two-way left turn lanes to make a left turn	The corridor concept includes median modifications throughout the corridor. These modifications may allow for hardscape or landscape along corridor.	Based on the crash analysis and traffic data, the corridor concept includes median modifications throughout the corridor. These modifications may allow for hardscape or landscape along corridor.
Corridor Wide	Middle two-way left turn lane poses a general issue along the corridor especially when an opposing vehicle is in the lane and obstructs visibility of oncoming traffic. It makes the left turn maneuver more difficult. Transform concrete medians and two-way left turn lanes into landscape medians where feasible.	The corridor concept includes median modifications throughout the corridor including near 13th Street, 20th Street, 30th Street, 32nd Street, 39th Street, and 43rd Street.	Based on the crash analysis and traffic data, the corridor concept includes median modifications throughout the corridor which may allow for hardscape or landscape along corridor. Review of any textured materials will occur during the design phase.
Corridor Wide	Verify that all curb ramps are wheelchair accessible.	Corridor concept includes reducing curb ramp radii at signalized intersections. The concept shows where it is anticipated curb ramps at signalized intersections may be feasible to reduce the turning radii including 13th Street, 15th Street, 17th Street, 19th Street, 32nd Street, 34th Street, 36th Street, 45th Street, and 47th Street. Any modifications at these curb ramps will be designed to the latest standards and ensure the locations are ADA accessible.	Modifying any curb ramps will require a future design phase. As projects are planned and programmed, curb ramps will also be verified to ensure ADA compliance.

# Public Comments

## Corridor Wide - Multimodal Facility Comments

Location	Comment	Recommendation(s)	Explanation
Corridor Wide	Add Mid-block crossing voice activation for disadvantaged users.	Midblock crossing voice activation must be further reviewed through an engineering study and considered on case by case basis.	Installation of any Accessible Pedestrian Signals (APS) to provide audible tones or speech messages require the approval from the District Traffic Operations Engineer. This process considers the needs of all pedestrians in teh review. The APS Request review process is outlined in FDOT’s Traffic Engineering Manual.
Corridor Wide	Include automatic crossing pedestrian light to come on at every signalized intersection instead of having to press a button to cross.	As the signalized intersections already have a Leading Pedestrian Interval (LPI), pedestrians can begin to cross before a vehicle recieves a green indiciation. Therefore, it is not recommended to install pedestrian recall.	Implementing pedestrian phase recall, causing the pedestrian phase to automatically activate at every cycle, is not recommended with the existing Leading Pedestrian Interval in place. The Traffic Engineering Manual notes, “Combining LPI with automatic pedestrian recall for low pedestrian volume phases may increase vehicular impacts of the LPI with limited added benefit for pedestrians.”
Corridor Wide	Many people noted they preferred not to bike on Hillsborough even if a bike lane were included because of the high speed of traffic. Sidewalks are too narrow and the transit seating is too close to the roadway. Users noted do not always feel safe.	No immediate modification is recommended as due to limited right-of-way, throughout the corridor, there are constraints to widening the existing sidewalk to a continuous multi-use path.	Constraints to widening the sidewalk include impacts to the existing drainage, utilities, driveways, and the cost of aquiring right-of-way. Future development will follow the City’s development code requiring a wider pedestrian path.

# Public Comments

## Additional/General Comments

Location	Comment	Recommendation(s)	Explanation
Corridor Wide	Add beautification lights	An analysis of the existing lighting levels and coordination with the City of Tampa is required for installation of any additional lighting.	Lighting improvements require local agency and utility coordination. Therefore, it is recommended to be considered in a future design phase.
Corridor Wide	Move utilities underground	No modification recommended at this time.	Moving utilities underground requires further local agency and utility coordination. On average, moving utilities underground can cost approximately \$3 million per mile.

# Final Report

