

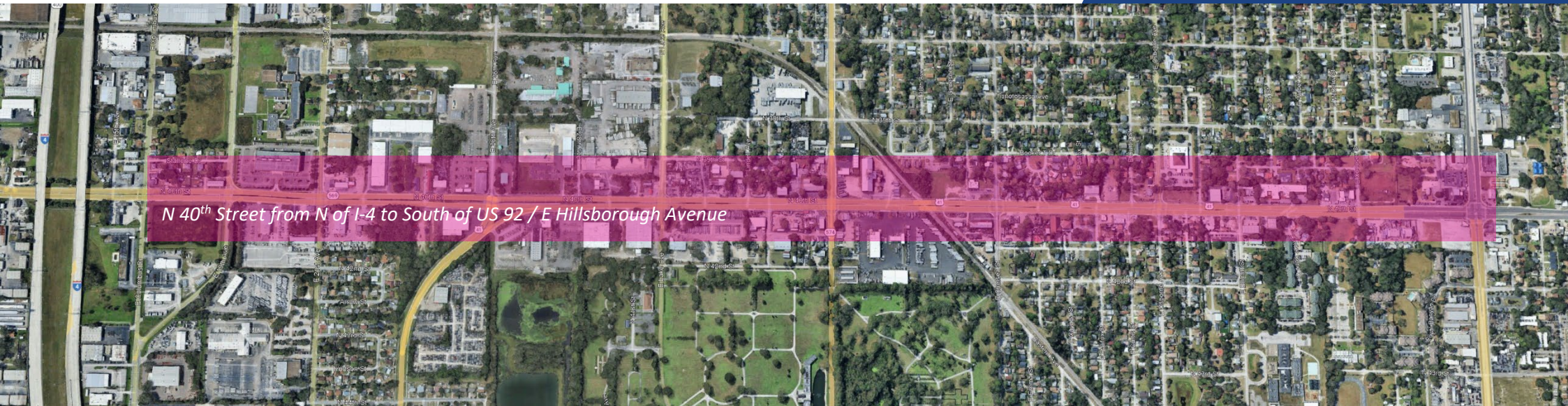


# North 40<sup>th</sup> Street

From North of I-4 to South of US 92 / E. Hillsborough Avenue

FPID# 452611-1

## East Tampa Transportation Talks: North 40<sup>th</sup> Street Final Report



December 2025

# 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 were 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



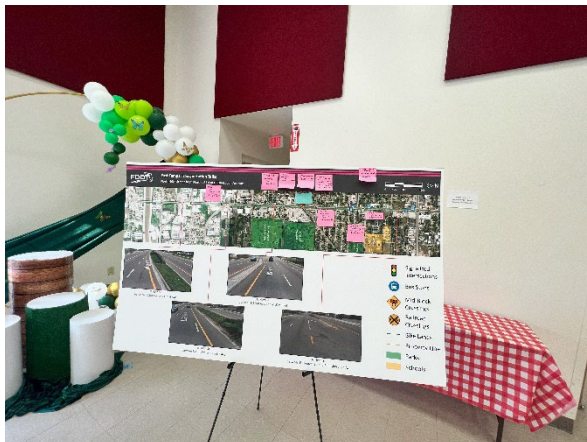
*Synthesis Diagram of N. 40th Street Corridor*

# 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 the aesthetic appearance of the corridor and safety issues related to biking along the corridor. The feedback from the public was used to guide potential recommendations for the corridor.



*Photograph of the meeting at Fair Oaks Community Center*



*Photograph of the meeting at Ragan Park*

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. 34<sup>th</sup> 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*

# Technical Analysis

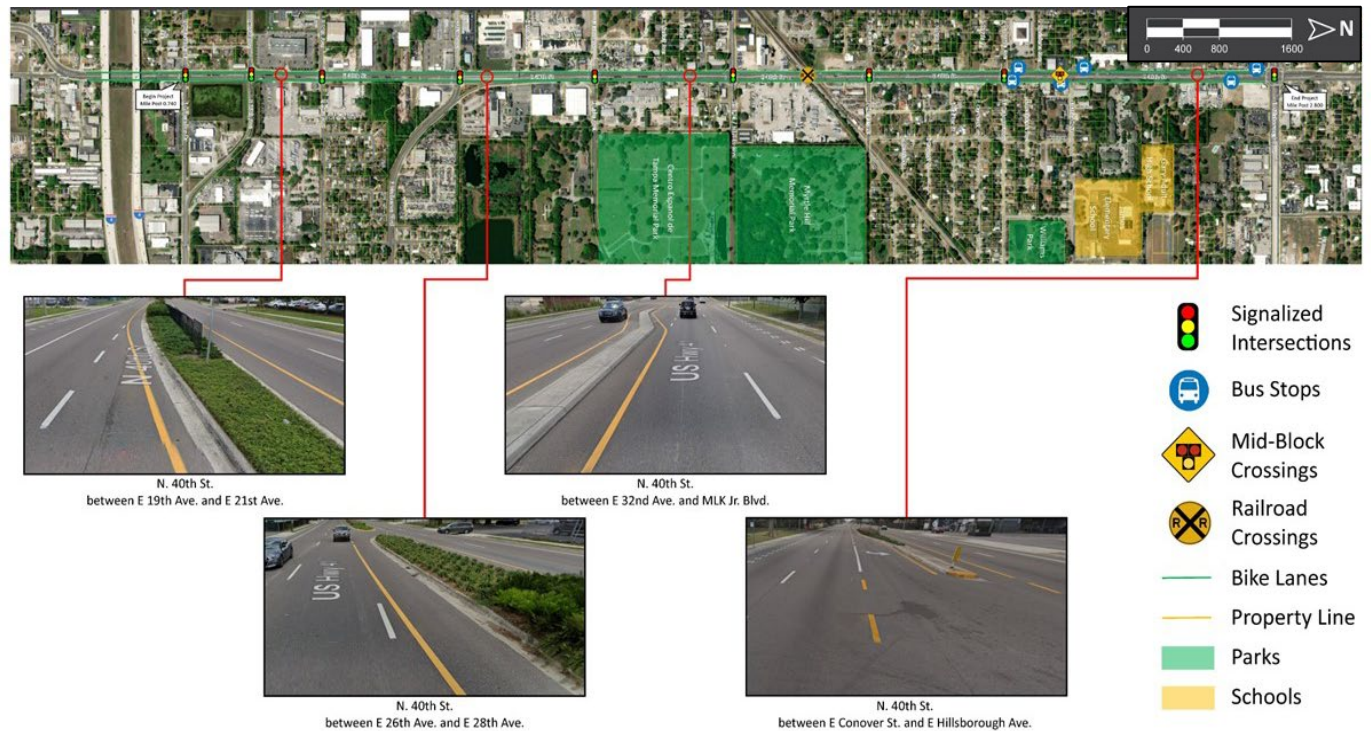
## Corridor Context

This Final Report serves as an evaluation for FDOT District Seven (D7) regarding the East Tampa Transportation Talks for N. 40<sup>th</sup> St. from north of I-4 to south of U.S. 92 / E. Hillsborough Ave. The study area spans approximately 2.1 miles and is located entirely within the City of Tampa, excluding the intersection with East Hillsborough Ave and N. 40<sup>th</sup> St. The corridor serves as a crucial roadway for accessing jobs, businesses, schools, and it accommodates both local commuting and freight delivery. This study was initiated as a part of the broader East Tampa Transportation Talks effort focusing on safety, mobility and landscape enhancements as prioritized through community engagement and FDOT D7 discussions.

N. 40<sup>th</sup> St. is characterized by a mix of commercial, multi-family residential, and institutional land uses and falls within the “C4 – Urban General” context classification, reflecting development within small blocks and a well-connected roadway network. The East Tampa Transportation Talks aims to promote safer, more efficient travel and a better-looking streetscape that aligns with community goals. Stakeholder collaboration with local entities and public input have underscored the importance of creating a corridor that supports a walkable/bikeable and accessible environment.

The technical analysis for N. 40<sup>th</sup> St. included:

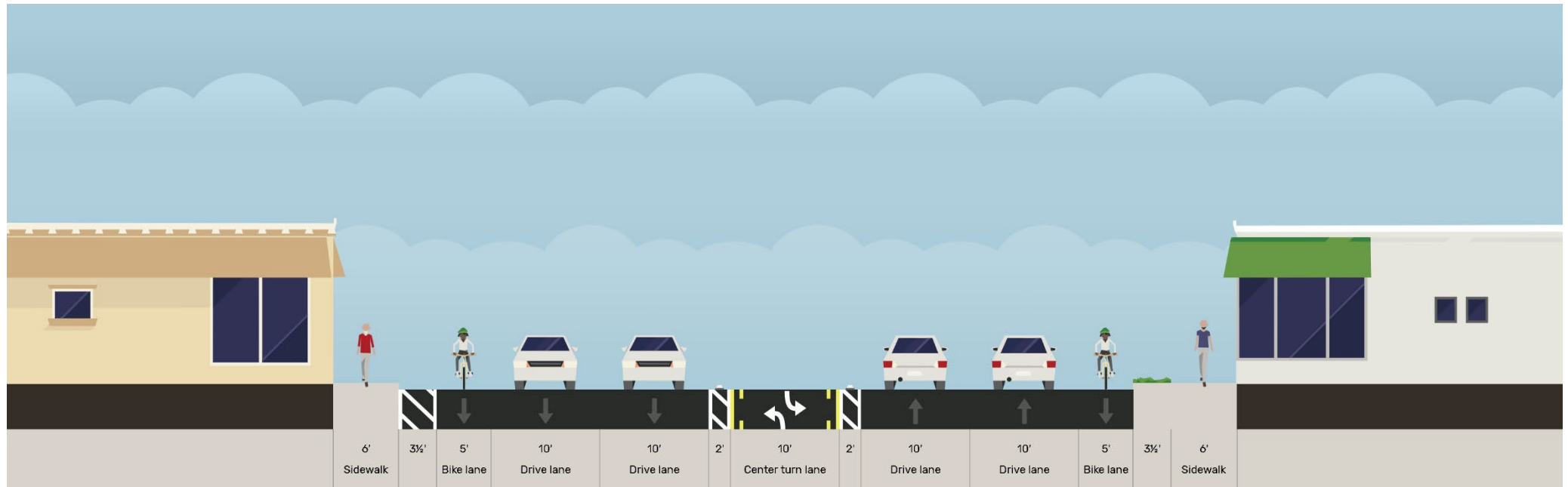
- Reviewing of previous studies and other relevant data
- Engaging stakeholders and local community to inform the planning process
- Collecting data on corridor characteristics



*Existing Roadways (Facing North and South)*

and travel patterns

- Conducting a comprehensive analysis of existing conditions, including a field review to observe current facilities and user behavior
- Performing a desktop review to identify areas of concern
- Analyzing crash data over a five-year period from 2018 to 2022 to pinpoint hotspots and lay the groundwork for proposed improvement

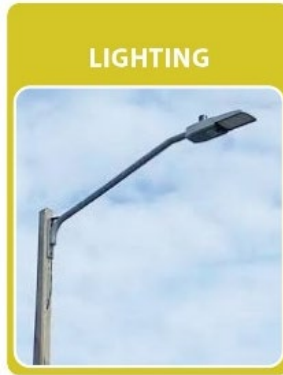
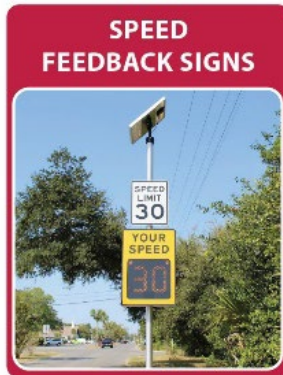
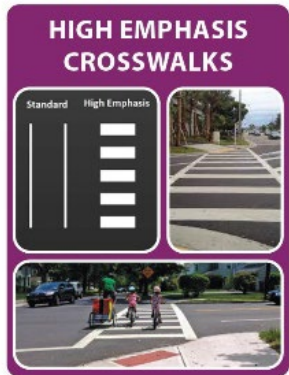


*N 40<sup>th</sup> Street Road Layout*

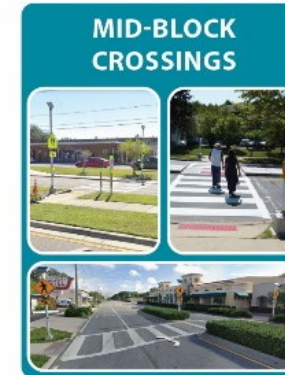
# Concept Development

Based on the technical data and input from the public, several recommendations were provided and summarized as concept development toolbox shown below. 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.

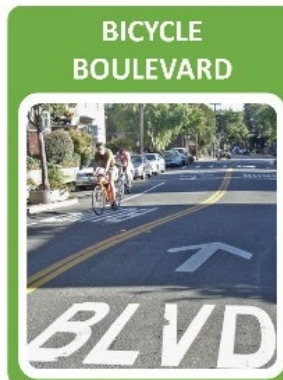
## Safety Enhancements



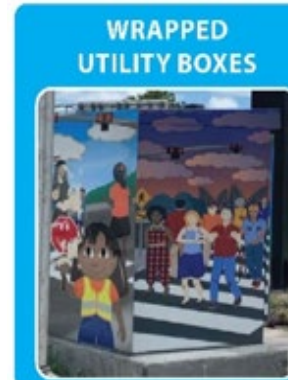
## Multimodal Accessibility



## Traffic Flow and Access Management



## Aesthetic Improvements



*Concept Development Tools along N. 40<sup>th</sup> Street from I-4 to E. Hillsborough Avenue*

**Example of Pedestrian / Bike Friendly Intersection**



*Pedestrian / Bike Friendly Intersection Suggested to be Considered at E. 19<sup>th</sup> Avenue.*

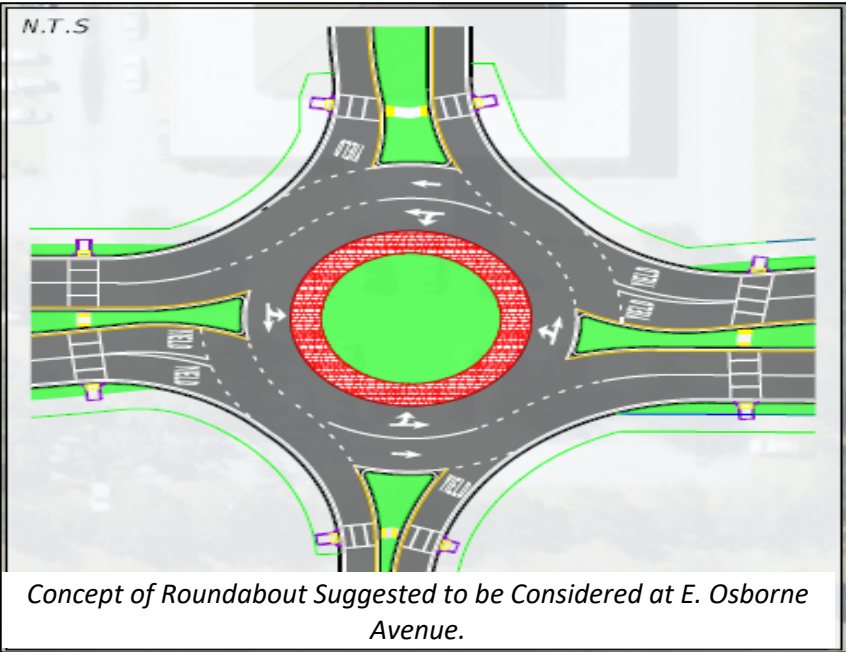
**Example of Intersection with Positive Offset Turn Lane for Increased Visibility**



*Intersection with Positive Offset Turn Lane Suggested to be Considered at E. 21<sup>st</sup> Avenue.*

*Visualizations of concept developments shared at the community meeting*

**Example of Roundabout**



**Example of Buffered / Protected Bike Lane with Lane Separator**



*Visualizations of concept developments shared at the community meeting*

# Public Comments

This section summarizes public comments received at various locations along the corridor and presents corresponding responses and recommendations for each comment. Public feedback was collected on the proposed improvements along N. 40<sup>th</sup> St. The following tables provides 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	Public Comment	Recommendation	Explanation
Corridor-Wide	<ol style="list-style-type: none"> <li>1) Pedestrian signals should activate automatically using sensor technology without requiring a button press, faster response times for pedestrian phases.</li> <li>2) Enforcement of no parking on sidewalks.</li> <li>3) Keeping sidewalks clear.</li> </ol>	<ol style="list-style-type: none"> <li>1) Include Leading Pedestrian Interval (LPI) system to the signalized intersections.</li> <li>2) Add curbs in areas that are missing and coordinate with TPD for enforcement of sidewalk parking violations.</li> <li>3) Continue regular sidewalk maintenance and provide residents with contact for reporting issues.</li> </ol>	<ol style="list-style-type: none"> <li>1) While automatic sensor-based detection is not feasible for this corridor due to high traffic volume and the complexity of the signal system, the project concept includes a LPI. This allows the walk signal to come on a few seconds before the green light for vehicles, giving people a head start when crossing and improving safety — especially at locations with frequent turning vehicles.</li> <li>2) In areas where sidewalks are blocked by parked vehicles, new curbs are recommended. These curbs make it harder for vehicles to pull up onto the sidewalk. To further discourage this behavior, enforcement falls under the Tampa Police Department. Residents can report violations directly to TPD’s non-emergency line for follow-up.</li> <li>3) FDOT performs routine sidewalk maintenance along this corridor. If additional issues like overgrown vegetation or debris arise, residents of Hillsborough County can report them by calling Tampa Operations at (813) 612 - 3200.</li> </ol>
Corridor-Wide	Need better wayfinding for bicyclists.	Install clear, consistent bicycle wayfinding signs along the corridor.	The project already includes protected bike lanes with extra striping and colored pavement to make biking along 40 <sup>th</sup> St safer and more visible to drivers. To further support people biking in the area, the recommendation is to add bike wayfinding signs along this corridor. FDOT will need to coordinate further with the City of Tampa to discuss wayfinding signage.
Corridor-Wide	<ol style="list-style-type: none"> <li>1) Consider a bus rapid transit (BRT) route on N. 40<sup>th</sup> St.</li> <li>2) Add covered bus stations.</li> </ol>	<ol style="list-style-type: none"> <li>1) Study the feasibility of a BRT route on N. 40<sup>th</sup> St. in coordination with Hillsborough Area Regional Transit Authority (HART).</li> <li>2) Inform HART of the request to add covered bus stops where shelters are currently missing along the corridor.</li> </ol>	<ol style="list-style-type: none"> <li>1) The idea of bringing BRT to N. 40<sup>th</sup> St will require additional analysis. BRT systems can include dedicated lanes and faster service but would require a detailed study in partnership with HART. This kind of improvement would be considered as part of a long-term plan to expand high-quality transit options in the area.</li> <li>2) The team will inform HART of the request to add covered bus stops along N. 40<sup>th</sup> St where shelters are currently missing, focusing first on stops with the highest use or where space allows for new structures.</li> </ol>
Corridor-Wide	Lower the speed limit to 35 mph.	Evaluate the corridor for potential speed limit reduction to 35 mph in areas with high pedestrian and bicycle activity.	Speed limits can only be lowered after a formal speed study is done. These studies measure how fast people are driving and help determine whether a lower speed would still be safe based on the design of the road.
Corridor-Wide and E. 21 <sup>st</sup> Ave.	1) Need a protected or buffered bike lane on N. 40 <sup>th</sup> St. Narrow the lanes to encourage lower speeds and create space for protected bike lanes.	1) Maintain the current lane widths at 11 feet.	1) Due to the volume of trucks and heavy vehicles using 40 <sup>th</sup> St, further narrowing is not permitted. However, opportunities to improve bike infrastructure, such as adding buffers within the existing width, are being incorporated where feasible in the concepts.

East Tampa Transportation Talks: North 40<sup>th</sup> Street Final Report

Location	Public Comment	Recommendation	Explanation
	2) Need protected bike lanes on E. 21 <sup>st</sup> Ave.	2) It is recommended to coordinate with the City of Tampa for potential roadway improvements to include a protected bicycle lane.	2) Improvements on E. 21 <sup>st</sup> Ave are not part of this current project. The project team will inform the City of Tampa to look into future upgrades for this street — including the potential for a protected bike lane, especially if roadway changes are being considered down the line.
N. 34 <sup>th</sup> St. (Parallel Roadway)	Consider N. 34 <sup>th</sup> St as a Bike Boulevard but note challenges at MLK Blvd and Hillsborough Ave crossings.	Coordinate with the City of Tampa to develop a solution for improvements on N. 34 <sup>th</sup> St as a Bike Boulevard.	N. 34 <sup>th</sup> St has some short segments with bike lanes — between W. 19th Ave and E. 21 <sup>st</sup> Ave, and again between E. Lake Ave and Dr. MLK Jr. Blvd — but most of the street is shared between people biking and driving.  While N. 34 <sup>th</sup> St is outside the limits of this current project, this feedback will be shared with the City of Tampa to explore the idea of turning it into a Bike Boulevard. These streets are designed to make biking safer and more comfortable, with features like lower speeds, pavement markings, and safer crossings. Special attention would be needed at busy intersections like Martin Luther King Jr. Blvd and Hillsborough Ave to make the concept work well.
Corridor-Wide	ADA improvements needed for crossing streets.	Bring existing crossings along the corridor up to current Florida Americans with Disabilities Act (ADA) standards as part of planned improvements.	FDOT will bring areas of the corridor up to current Florida ADA standards through future projects. This can include improvements like curb ramps, detectable warning surfaces, and accessible pedestrian signals. Some parts of the corridor already meet these standards, while others do not. Updates will be made gradually when each section of the corridor moves into the production phase. This approach ensures that every improvement meets both state requirements and the needs of the community.
Corridor-Wide	1) Plant more Florida-friendly and colorful plantings, including palm trees.	1) Coordinate with the City of Tampa to include Florida-native plants in median and sidewalk areas where feasible.	1) Landscaping is part of the corridor concepts, with new median plantings already shown in the concept. Before planting can begin, the City of Tampa must agree to maintain the landscaping and ensure it doesn't block views at intersections. To meet safety rules, plants in medians must stay below 18 inches when fully grown. In some areas, especially near sidewalks, extra right-of-way may be needed for larger plantings or shade trees.
	2) Include public art and scenes that reflect community activities like shopping, playing, and biking.	2) Work with the City of Tampa and local partners to explore public art that reflects East Tampa's community character.	2) FDOT will inform the City of Tampa regarding the request to explore options for adding public art in the future. These elements help reflect local identity and make the corridor feel more welcoming.
	3) Add decorative lighting to the corridor.	3) Conduct a lighting study to evaluate brightness at key locations and identify options for decorative pedestrian lighting.	3) A lighting study will help evaluate how bright the lights are now (especially at crosswalks) and determine the best way for adding decorative or pedestrian-scale lighting as part of the project or future enhancements.
E. Genesee St.	Eliminate cut-through at the Silver Dollar; traffic should be diverted to the light.	Coordinate with the police department to monitor and discourage unsafe or excessive cut-through traffic at E. Genesee Street near the Silver Dollar.	Concerns were expressed about drivers cutting through the Silver Dollar area instead of using the traffic light. While it may seem like closing the driveway would solve the problem, property owners have a legal right to access state roads, so the driveway cannot be closed.  That said, FDOT will share this feedback with the Tampa Police Department to help monitor this location and reduce cut-through traffic, especially if it's causing safety concerns. Enforcement and signage may be used to encourage drivers to stick to the main routes.
E. 19 <sup>th</sup> Ave.	Why is E. 19th Ave one-way? Can this be converted into a two-way street?	Maintain the one-way configuration on E. 19 <sup>th</sup> Ave due to safety and operational concerns associated with converting it to two-way traffic.	Converting it to a two-way street isn't currently feasible because it would require redesigning the intersection at East Columbus Drive, including adding a traffic signal.  However, putting in a signal there could actually make things worse by causing more delays and increasing the risk of rear-end crashes on Columbus Drive, which is a busy corridor. For now, keeping the street one-way helps maintain smoother traffic flow and safety at that intersection. Further analyses would be needed to explore converting the corridor to two-way traffic.

East Tampa Transportation Talks: North 40<sup>th</sup> Street Final Report

Location	Public Comment	Recommendation	Explanation
E. Melburne Blvd.	1) Maintain the ped/bike-friendly intersection, keep it green, and add lighting for pedestrian crossings.	1) At E. Melburne Blvd: Eliminate the free-flow right turn and replace it with a signalized right turn lane to support pedestrian and bike safety.	1) The project team included a recommendation to remove the free-flow right turn at this intersection as part of the concept. This means vehicles will no longer be able to turn right without stopping. Instead, a signalized right turn lane can be added, which slows down traffic and makes it much safer for people walking or biking across the street.
E. 26 <sup>th</sup> Ave.	2) A protected intersection is needed.	2) At E. 26th Ave: Convert to a protected intersection with green pavement markings to increase cyclist visibility and safety.	2) A recommendation was included in this study to explore adding features of a protected intersection, like green pavement for bike lanes and a layout that gives cyclists more space and visibility when crossing. These updates will help reduce conflicts between turning vehicles and people biking, making it safer for everyone. To modify this intersection, FDOT will first need to create a concept plan and cost estimate.
E. Ellicott St.	1) Add a crosswalk south of Ellicott Street for safety.	1) Restripe existing crosswalk at Ellicott St.	1) The crosswalk at this location has faded making it harder for drivers to see. FDOT will refresh the striping to make it more visible and safer for people crossing the street.
E. Conover St.	2) Midblock crossing is needed near Gary Adult High School.	2) Instead of a new midblock crossing near Gary Adult High School, add a high-emphasis crosswalk at the school driveway to improve pedestrian safety.	2) Adding a midblock crosswalk near the school was studied, but there was low pedestrian activity and no reported crashes at that location. Since there's already a crosswalk at E. Ellicott Street just 300 feet away, instead the recommendation is to focus on improving safety at the school's driveway by adding a high-visibility crosswalk to help students and visitors cross more safely.

# Final Report

