

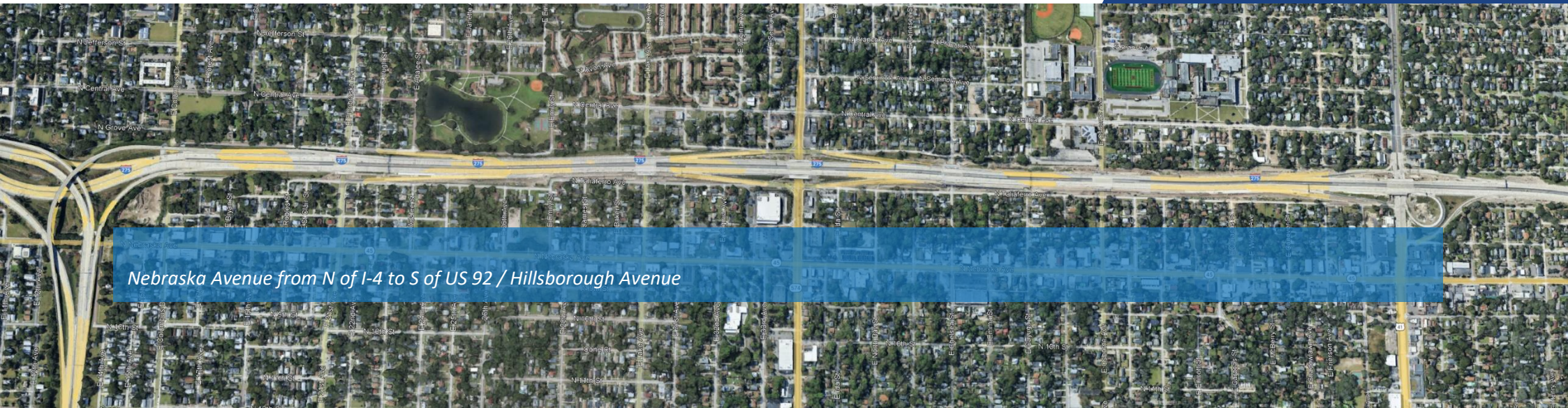


Nebraska Avenue

From North of I-4 to South of Hillsborough Avenue

FPID# 452611-1

East Tampa Transportation Talks: Nebraska Avenue 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 about 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 to answer other general inquiries on study information.



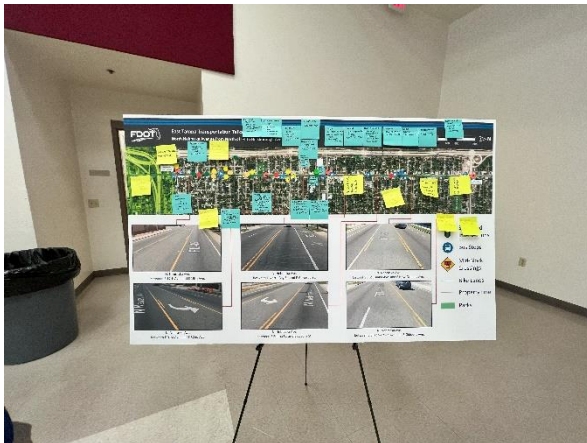
Synthesis Diagram of Nebraska Avenue Corridor

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 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. 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

Technical Analysis

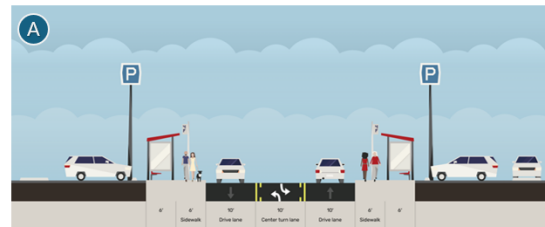
Corridor Context

This Final Report serves as an evaluation for FDOT District Seven (D7) regarding the East Tampa Transportation Talks for Nebraska Ave, designed to engage public participation, collect data, develop concept plans and alternatives, conduct a Desktop Safety Review, and estimate planning-level cost. The Transportation Talks' purpose is to enhance safety, mobility and landscaping along the corridor.

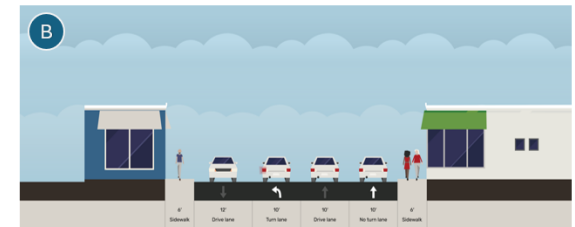
The report outlines existing conditions, current and future improvements, crash analyses, proposed improvements, public feedback, and a concluding analysis. It focuses specifically on the 2.1-mile segment of US 41 / N. Nebraska Ave from north of I-4 to south of US 92 / E. Hillsborough Ave. The context classification for this segment of the road is "C4 – Urban General", which includes a mix of uses set within small blocks of well-connected roadway networks.

The technical analysis for Nebraska Ave included:

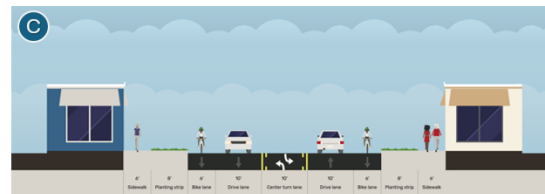
- Reviewing previous studies and other relevant data
- Engaging stakeholders and local community to inform the planning process
- Collecting data on corridor characteristics and travel patterns
- Conducting a comprehensive analysis of existing conditions, including a field review to observe current facilities and user behavior
- Performing a Desktop Safety 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 improvements



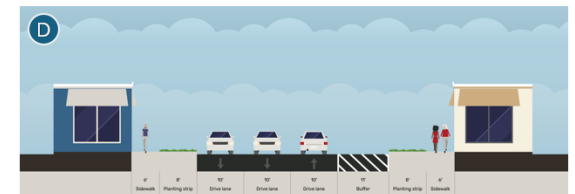
Nebraska Avenue – Section A between E 17th Ave. and E 19th Ave.



Nebraska Avenue – Section B between E 31st Ave. and E 32nd Ave.



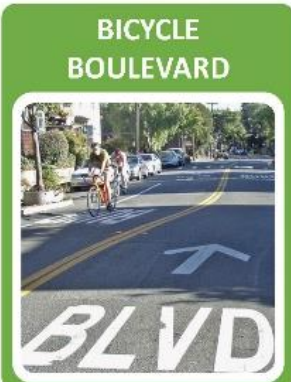
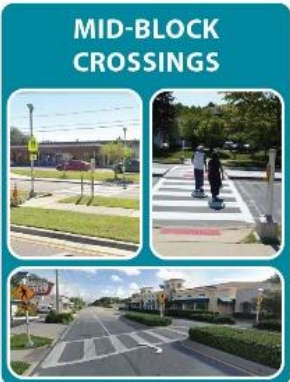
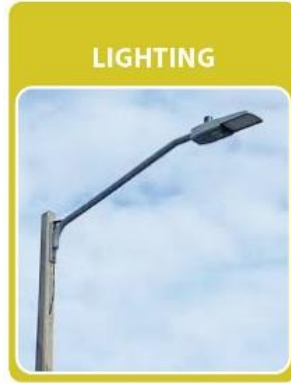
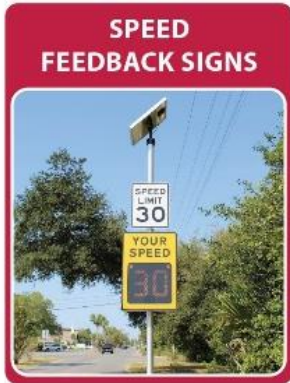
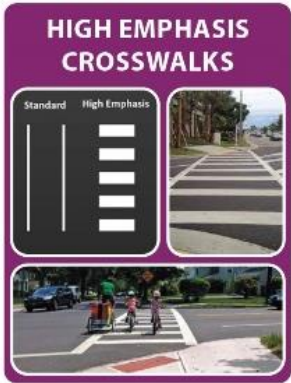
Nebraska Avenue – Section C between E North Bay St. and E Genesee St.



Nebraska Avenue – Section D between E Emma St. and E Cayuga St.

Existing Roadway (Facing North and South)

Concept Development



Based on the technical data and input from the public, several recommendations were provided and summarized in the concept development toolbox. These recommendations are for spots with high bicycle and pedestrian traffic, higher concentrations of zero-car households, and higher frequencies of severe and fatal crashes. The concept development phase for the East Tampa Transportation Talks integrated technical data analysis, public input, and corridor-specific evaluations to propose targeted recommendations. This concept development phase emphasizes addressing identified safety concerns, improving aesthetics, and enhancing multimodal mobility. Leveraging community feedback, the concept designs focused on high-priority areas with significant pedestrian and bicyclist activity, as well as locations with high crash incidences.

Safety Enhancements

Installation of **midblock crossings** with Rectangular Rapid Flashing Beacons (RRFBs) is proposed to improve pedestrian visibility and crossing safety outside of signalized intersections. Reconfiguration of the two-way left-turn median to include raised islands and better-defined turning lanes would reduce conflict points and improve overall traffic operations. **Improved lighting**, especially at **intersections**, would be implemented to address documented nighttime crash patterns and **enhance visibility** for all roadway users.

Multimodal Accessibility

Continuous **bicycle lanes**, with buffered lanes where space permits, are proposed to promote cycling as a safe and viable mode of transportation along the corridor. Coordination with transit operators to share locations where requests were made to improve bus stop locations and add **shelters** would enhance the overall rider experience and support more comfortable, accessible transit use.



Aesthetic Improvement

Maintenance and addition of **landscaping**, including sod and utility strip improvements, would enhance the overall appearance and functionality of the corridor. Integration of streetscape elements to align the corridor's appearance with community values would further support placemaking and reinforce a cohesive **visual identity** along the corridor.

Traffic Flow and Access Management

Driveway consolidations and access management adjustments are proposed to reduce vehicle conflict points and improve overall circulation along the corridor. **Intersection radius reductions** would shorten pedestrian crossing distances while maintaining safe vehicle turning movements, supporting safer and more efficient traffic operations.

Example of Pedestrian Refuge Island



Pedestrian Crossing and Pedestrian Refuge Island Suggested to be Considered at E. Osborne Street.

Example of Median with Landscape



Median with Landscape Suggested to be Considered at Wilder Avenue.

Visualizations of concept developments shared at the community meeting

Example of Curb Extension



Intersection with Curb Extension Suggested to be Considered at E. 17th Street.

Example of Retroreflective Backplates



Retroreflective Backplates Suggested to be Considered at E. 19th Avenue.

Visualizations of concept developments shared at the community meeting

Public Comments

This section summarizes the public comments at various locations along the corridor and proposes recommendations with explanations as responses to each public comment. Public feedback was collected on the proposed improvements along Nebraska 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	PUBLIC COMMENT	RECOMMENDATION	EXPLANATION
Corridor-Wide: Nebraska Ave from E. Columbus Dr to E. Hillsborough Ave.	Public suggested improving the lighting conditions of the corridor.	Evaluate corridor lighting and upgrade it to meet current Florida standards as projects move forward.	As individual projects along the corridor move into the work program, FDOT will evaluate existing lighting and make upgrades where needed. All lighting will be brought up to current Florida safety standards, with a focus on making key areas like crosswalks, bus stops, and intersections easier to see at night.
Corridor-Wide: Nebraska Ave from E. Columbus Dr to E. Hillsborough Ave.	Public suggested protected delineated bike lanes along Nebraska Ave.	Add bike lanes along the corridor.	The recommendation for Nebraska Ave includes buffered bike lanes along the entire corridor to give people biking more space and separation from traffic. In some areas, a fully protected bike lane isn't possible yet because the road is too narrow or there are conflicts with existing sidewalks, utilities, or drainage features.
E. 31 st Ave bike lane			As future projects are developed, FDOT can look for ways to adjust the layout so that more sections can include physical protection. There may be opportunities for improvements to the pavement markings or using former bus stop areas to help keep the bike lane more continuous and visible even in places where curbs or barriers can't be added right away.
Corridor-Wide: Nebraska Ave from E. Columbus Dr to E. Hillsborough Ave.	Public concerned with sidewalk egress at businesses and those businesses are too close to the sidewalk.	Review all driveways along the corridor to remove unnecessary access points and minimize sidewalk conflicts, while improving sidewalk width and continuity.	<p>FDOT will review the existing driveways along Nebraska Ave to see which ones can be removed or narrowed — especially those that are no longer needed or create safety issues for people walking.</p> <p>Long term, FDOT will investigate the feasibility of adding new 6-foot sidewalks on both sides of the corridor, which will help improve visibility, create more space between buildings and pedestrians, and make walking more comfortable and safe along the entire street. To add new sidewalks, FDOT will need to ensure there is adequate space and right of way.</p>

LOCATION	PUBLIC COMMENT	RECOMMENDATION	EXPLANATION
Corridor-Wide: Nebraska Ave from E. Columbus Dr to E. Hillsborough Ave.	Public suggested landscape medians and increase sidewalk shade by adding trees.	Coordinate with City of Tampa to make a Maintenance Agreement with FDOT for landscape.	<p>As part of the project, the corridor was reviewed to find preliminary places to add trees and plants, especially in medians and between the sidewalk and street.</p> <p>Some areas aren't suitable due to driver visibility or utility conflicts, but several good spots were identified. FDOT will discuss the possibility of creating a maintenance agreement with the City of Tampa. This ensures any new landscaping will be properly cared for in the long run.</p>
Corridor-Wide: Nebraska Ave from E. Columbus Dr to E. Hillsborough Ave.	Public suggested providing 6 ft or wider sidewalk on mainline and side street.	Upgrade existing sidewalks to 6 feet wide where possible, and acquire right-of-way where needed to widen sidewalks – especially near Dr. MLK Jr. Blvd and Floribraska Ave.	Right now, most sidewalks along Nebraska Ave are about 5 feet wide. FDOT will evaluate upgrading the sidewalks to 6 feet wide wherever there's enough space, especially north of E. Floribraska Ave.
Nebraska Ave at Dr. MLK Jr. Blvd.			In some spots, like near Dr. MLK Jr. Blvd, we may need to buy a small amount of land to make the sidewalk wider. This could impact nearby features like bus shelters, so those details will be worked out during the design phase to make sure everything still works well together and serves the community.
Corridor-Wide: Nebraska Ave from E. Columbus Dr to E. Hillsborough Ave.	Public feels that crossing distance is too long and unsafe and suggested reducing the crossing distance at particular intersections.	Coordinate with the City of Tampa to install curb extensions (bulb-outs) at select intersections to shorten crossing distances, where they won't interfere with the bike lane or require additional property.	People shared that crossing Nebraska Ave can feel too long or unsafe in some places. To help with that, curb extensions — also known as bulb-outs — are recommended at certain intersections, including E. 17th Ave, E. 20th Ave, and E. St. Claire St. These make crossings shorter and give people more space to wait before crossing.
Nebraska Ave at E. 17th Ave.		Bulb outs are not feasible at this location.	However, bulb-outs aren't possible at every intersection, especially where there's not enough space or where they would interfere with the new buffered bike lanes. In some cases, installing bulb-outs would also require buying more land, which adds cost and complexity. FDOT will work with the City of Tampa, who manages some of these side streets, to identify improvements where they are most feasible and effective.
Nebraska Ave at E. Virginia Ave.		Bulb outs are not feasible at this location.	
Corridor-Wide: Nebraska Ave from E. Columbus Dr to E. Hillsborough Ave.	Public suggested adding art on streetlight boxes. Provide and maintain artwork and maintenance. Negotiate a budget for long-term artwork and maintenance.	Coordinate with City of Tampa to create maintenance agreement and identify funding for artwork and maintenance.	<p>People indicated a desire for decorative features along Nebraska Ave to celebrate the community and make the street feel more inviting.</p> <p>At the public meetings, ideas like crosswalks, art, and custom lighting were discussed as ways to make streets more welcoming.</p> <p>To make these ideas a reality, FDOT will inform the City of Tampa of this community request so they can coordinate with other groups and agencies to further these ideas.</p>
Corridor-Wide: Nebraska Ave from E. Columbus Dr to E. Hillsborough Ave.	Public suggested underground utilities. Utility poles take up part of	Coordinate with utility providers and the City of Tampa to evaluate any potential changes to above-ground	People shared that utility poles in the sidewalk make it harder to walk comfortably — especially for people using strollers, wheelchairs, or walkers. People expressed a desire to move utilities underground or farther from the sidewalk; however, most existing poles already

LOCATION	PUBLIC COMMENT	RECOMMENDATION	EXPLANATION
	sidewalk, push users closer to the road.	utilities, while ensuring existing poles remain Americans with Disabilities Act (ADA) compliant.	<p>meet ADA standards, which means FDOT can't relocate them without a clear safety or design need.</p> <p>Any changes to utilities would also require working with private utility companies, and figuring out how to cover the cost. As projects along Nebraska move forward, FDOT will coordinate with utility providers and the City of Tampa to look at options where it makes sense and space allows — but large-scale undergrounding of utilities is not currently included in the recommendations due to cost and complexity.</p>
Nebraska Ave from E. Robles St to E. St. Claire St.	Public suggested adding pedestrian safety island crosswalk on southern end of traffic separator between E. Robles St. and E. St. Claire St.	Install a new midblock crosswalk with a pedestrian safety island between E. Robles St and E. St. Claire St to improve visibility and reduce crash risk.	<p>FDOT will explore adding a new crosswalk between E. Robles St and E. St. Claire St to help people cross more safely. This location was chosen because a serious pedestrian injury occurred nearby, and the analysis showed it may be a good spot for a midblock crossing that's easier to use and more visible to drivers. A midblock crossing study will need to be done next.</p> <p>The crosswalk should include a pedestrian refuge island — a small raised area in the center of the road — so people can cross in two stages if needed. This makes it safer, especially for seniors, kids, or people with mobility devices.</p>
Corridor-Wide: Nebraska Ave from E. Columbus Dr to E. Hillsborough Ave.	Public commented on the condition of the road striping.	Restripe faded pavement markings along the corridor and install new signs as part of the corridor design.	<p>People shared that striping is a concern along Nebraska Ave, especially when it's dark or raining. New pavement markings and signs are included in the recommendations. These updates will improve visibility and help make the road safer for everyone — whether you're driving, biking, or walking.</p> <p>The updated striping will be added as each part of the corridor gets considered for improvement or programmed for resurfacing.</p>
Corridor-Wide: Nebraska Ave from E. Columbus Dr to E. Hillsborough Ave.	Public suggested reducing lane width along the corridor to improve safety.	Narrow travel lanes from 12 feet to 11 feet — the minimum allowed on bus routes — to calm traffic and create space for multimodal improvements.	<p>To help slow down traffic and make the corridor feel safer, lane widths on Nebraska Ave can be reduced from 12 feet to 11 feet.</p> <p>Eleven feet is the smallest lane width allowed for roads that serve buses and large vehicles, like Nebraska Ave. Going any narrower could make it unsafe, especially when buses, trucks, and cars share the road with bike lanes. If a bike lane runs next to a driving lane, that driving lane must be at least 11 feet wide.</p> <p>This approach balances safety and space so the street works better for everyone, including people biking, walking, and riding transit.</p>

LOCATION	PUBLIC COMMENT	RECOMMENDATION	EXPLANATION
<p>Corridor-Wide: Nebraska Ave from E. Columbus Dr to E. Hillsborough Ave.</p>	<p>Public suggested remove shelters and unused bus lanes on both sides of Nebraska.</p>	<p>Coordinate with Hillsborough Area Regional Transit Authority (HART) to share the request to remove unused bus lanes, improve active bus stops, and add more shelters and amenities for riders.</p>	<p>Some old bus lanes that are no longer needed have already been repurposed as space for bike lanes, which helps make the road work better for everyone.</p> <p>Other bus stops are still active but don't have enough features like benches, lighting, or shade. FDOT will inform HART of these requests so they can look at ways to improve bus service and upgrade stops with better amenities, especially at the busiest locations. This includes evaluating which stops can get new shelters and which ones might be consolidated or relocated for better efficiency.</p>

Final Report

