The Heights Mobility Study is an effort to improve safety and mobility in the Greater Seminole Heights/Tampa Heights area, especially along the Florida Avenue and Tampa Street/Highland Avenue corridor between downtown Tampa and the Hillsborough River.

Objectives

Safety and Mobility Improvements
• Identify opportunities for safety and mobility enhancements that could be implemented now.
• Enhance safety and mobility for all modes and users.

Public Engagement
• Identify mobility strategies to support the existing community needs.
• Develop a Vision and Goals for the Florida Avenue and Tampa Street corridor.

Taking Action
• Develop a conceptual transportation plan based on the community’s vision.
• Identify the need for engineering design that will ultimately lead to a construction project.

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### Heights Mobility Study – Study Schedule

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<tr>
<td>Identify Immediate Safety and Mobility Enhancements</td>
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<tr>
<td>Develop Community Transportation Vision</td>
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<tr>
<td>Establish and Weight Performance Measures</td>
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**Phase II**

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<tr>
<td>Develop Conceptual Alternatives</td>
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<td>Update Existing and Forecast Traffic Data</td>
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<td>Evaluate Conceptual Alternatives</td>
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<td>Refine Alternatives and Evaluate and Select Preferred Alternative(s)</td>
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<tr>
<td>Refine Evaluation of Select Preferred Alternative(s)</td>
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<tr>
<td>Develop Implementation Plan and Finalize Project Documentation</td>
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*March '18 Community Working Group*

**Dec. ’17 Community Working Group**
- **Early April ‘18**: Performance Measures
- **May ‘18**: Develop Alternatives
- **Summer ‘18**: Alternatives Evaluation
- **Early Fall ‘18**: Select Preferred Alternative(s)
- **Late Fall/Early Winter ‘18**: Final Evaluation and Next Steps

HeightsMobility.com
November 14, 2017

November 15, 2017

November 15, 2017

November 14, 2017

February 19, 2018

Florida Ave at Hillsborough Ave

Nebraska Ave at Dr Martin Luther King Jr Blvd

Tampa St and Franklin St at Henderson Ave

Visit HeightsMobility.com to view the other proposed enhancements within the study area.

Visit HeightsMobility.com to view comments and add your own.
Based on the Phase I Survey Results:

### Transportation/Community Safety
- Traffic safety for different modes of transportation
- Personal safety (as influenced by crime, for example)

### Walking/Biking
- Walking/biking along the corridor
- Crossing the street
- Traffic safety
- Improved infrastructure (e.g. sidewalks, bike lanes, crossings)

### Traffic Speeds
- Slow down automobiles in the corridor to accommodate other road users
- Slow down cut-through traffic in neighborhoods

### Connectivity/Access
- Access to destinations using various methods of transportation
- Convenient traffic circulation
- Convenient/innovative parking
- Strong street grid

### Streetscape
- Lighting
- Landscaping, green design
- Sidewalk furniture
- Shade
- Signs and wayfinding
- Drainage

### Transit
- Premium transit, express bus, circulator service
- Quality of service
- Quality of stops
- Safely walking/biking to stops

Icon credits: “Traffic Cone” by Melis; “Bicycle” by Adrien Coquet; “Connection” by Mahamad Arif Prasetyo; “Car” by Arthur Shlain; “Tree” by Gregor Cresnar; “Streetcar” by Jamison Wieser; from thenounproject.com
HEIGHTS MOBILITY STUDY – EXPLORING ALTERNATIVES

Source: San Diego APA

Source: Eric Sehr/Flickr

Source: NYC DOT

Source: City of Tampa
**Heights Mobility Study – Corridor Capacity**

### Florida Avenue Preliminary Alternatives and Peak Hour, Peak Direction Multimodal Capacity

**Alt 1: No Build (Existing)**
- 4-lanes with no median
- Local buses every 15 minutes in mixed traffic.

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<thead>
<tr>
<th>Mode</th>
<th>Units</th>
<th>Capacity</th>
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<tr>
<td>Automobile</td>
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<td>1,900</td>
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<tr>
<td>Local Bus¹</td>
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<tr>
<td>Total</td>
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<td>2,140</td>
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**Alt 2: Road Diet**
- 2-lanes with median and bike lanes OR wide sidewalks.
- Local buses every 15 minutes in mixed traffic.

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<th>Mode</th>
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<th>Capacity</th>
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<tbody>
<tr>
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</tr>
<tr>
<td>Local Bus¹</td>
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<tr>
<td>Total</td>
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**Alt 3: Bus Rapid Transit**
- 2-lanes with no median.
- High-capacity buses every 10 minutes in dedicated lane.
- Bus lane may also be used for making right turns.

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<thead>
<tr>
<th>Mode</th>
<th>Units</th>
<th>Capacity</th>
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</thead>
<tbody>
<tr>
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<td>790</td>
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<tr>
<td>Bus Rapid Transit²</td>
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<tr>
<td>Total</td>
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**1) Local Bus¹**
Currently HART operates Route 1 along Florida Avenue and Tampa Street using 60-passenger buses running every 15 minutes. This provides a total directional capacity of 240 passengers per hour.

**2) Bus Rapid Transit²**
Bus Rapid Transit uses higher-capacity 90-passenger buses and typically buses will run every 10 minutes or less during peak periods. This provides a total directional capacity of 540 passengers per hour.

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**I-275 Alternatives and Peak Hour, Peak Direction Roadway Capacity**

**Alt A: No Build (3 lanes in each direction)**
- I-275 Capacity: 5,500 vehicles/hour
- Florida Ave Capacity: 2,140 vehicles/hour
- Combined Capacity: 7,640 vehicles/hour
- Corridor Capacity: 9,460 vehicles/hour

**Alt B: Add Lanes (4 lanes in each direction)**
- I-275 Capacity: 7,320 vehicles/hour
- Florida Ave Capacity: 2,140 vehicles/hour
- Corridor Capacity: 9,460 vehicles/hour

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