HEIGHTS MOBILITY STUDY - OVERVIEW

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

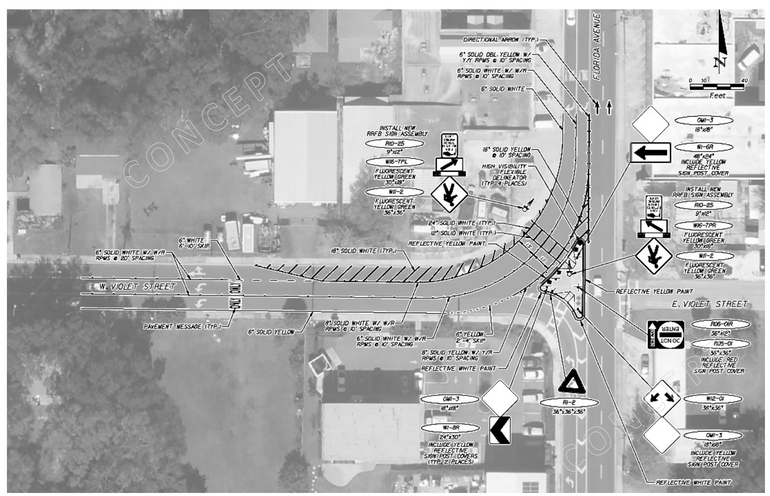
- Identify opportunities for safety and mobility enhancements that could be implemented now.
- Enhance safety and mobility for all modes and users.

Public Engagement

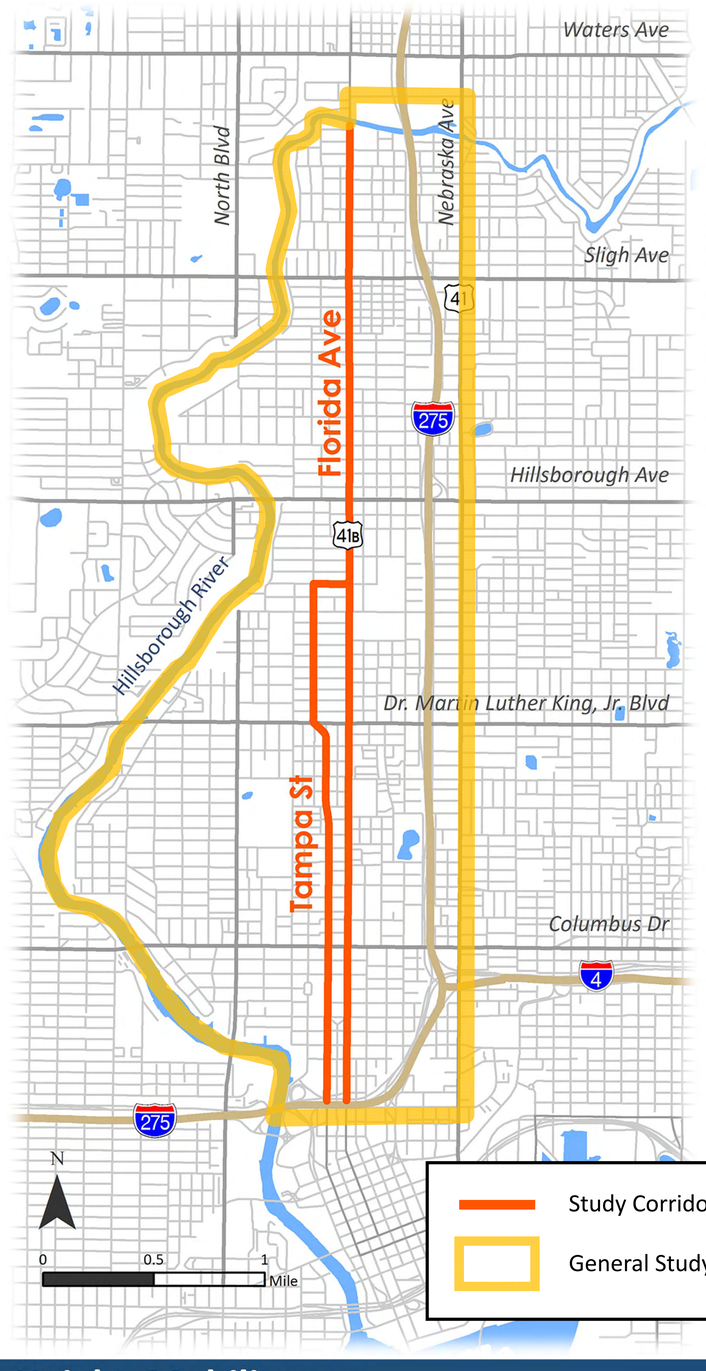
- Identify mobility strategies to support the existing community needs.
- Develop a Vision and Goals for the Florida Avenue and Tampa Street corridor.

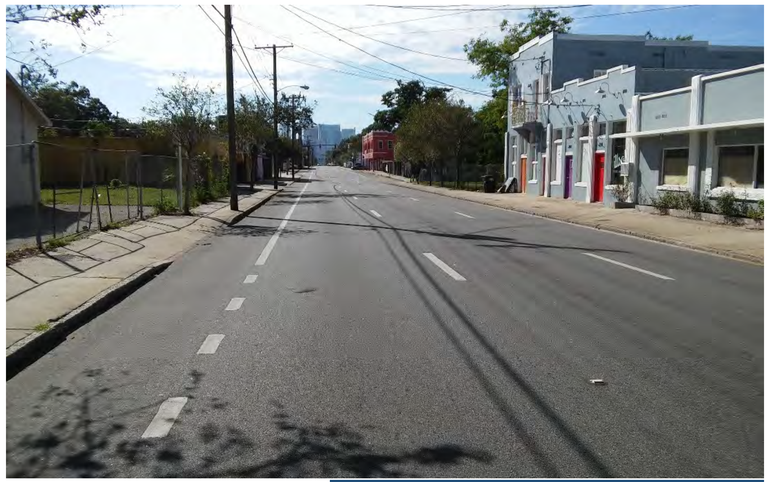
Taking Action

- 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.



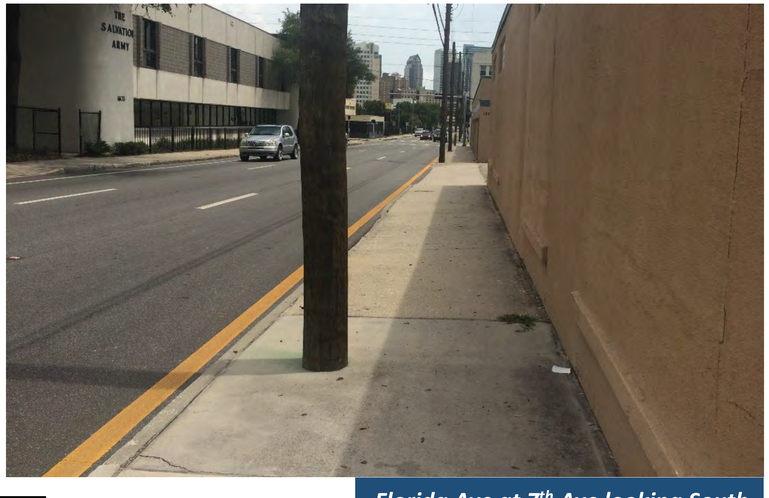
HEIGHTS MOBILITY STUDY – STUDY CORRIDOR AND AREA





Florida Ave at Gladys St looking South

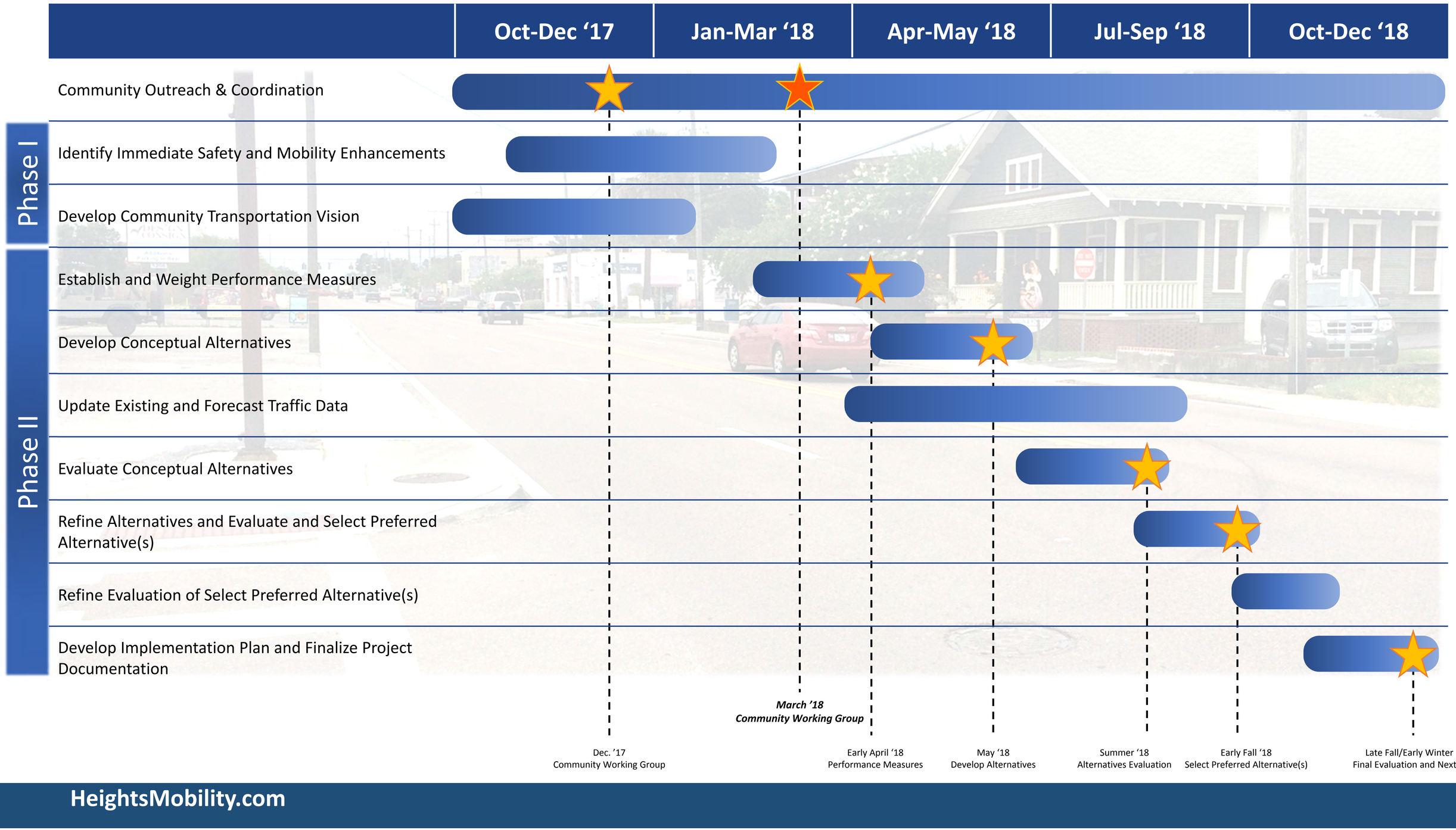
Highland Ave at Osborne Ave looking North



Florida Ave at 7th Ave looking South

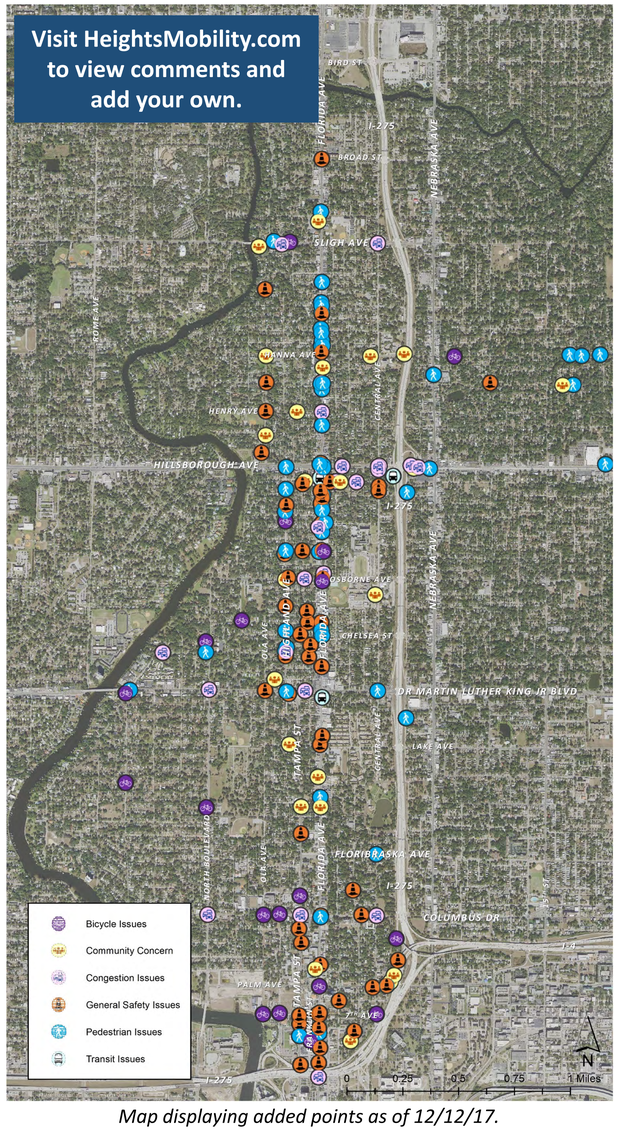
Nebraska Ave at Sligh Ave looking South

HEIGHTS MOBILITY STUDY – STUDY SCHEDULE



HEIGHTS MOBILITY STUDY – SHORT TERM ENHANCEMENTS

Interactive Web Map



Map displaying added points as of 12/12/17.
As of 3/6/18 there have been 368 comments added to the map.

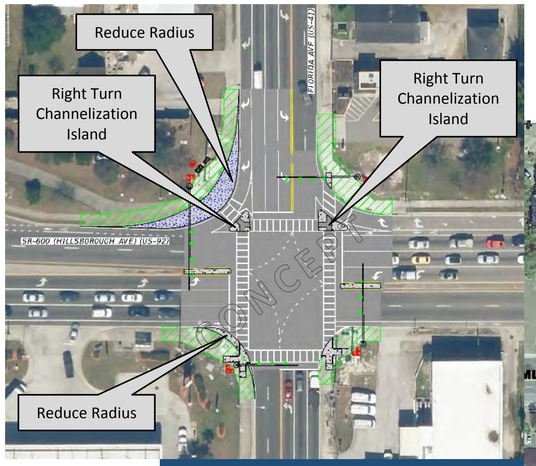
Walking Audits

November 14, 2017

November 15, 2017

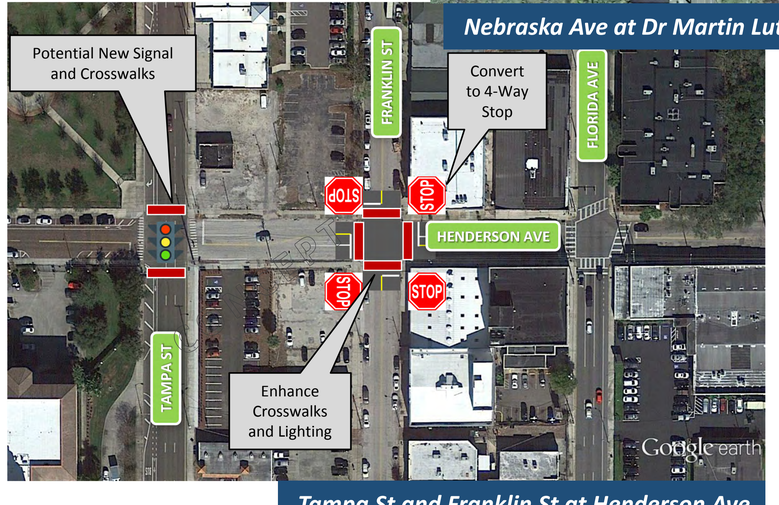
February 19, 2018

Examples of Proposed Enhancements



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.

HEIGHTS MOBILITY STUDY – COMMUNITY VISION

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

HEIGHTS MOBILITY STUDY – EXPLORING ALTERNATIVES

Source: San Diego APA

Source: NYC DOT

Source: Eric Sehr/Flickr

Source: City of Tampa

HEIGHTS MOBILITY STUDY – EXPLORING ALTERNATIVES

Source: Tampa Bay Next

Source: Paul Krueger

Source:

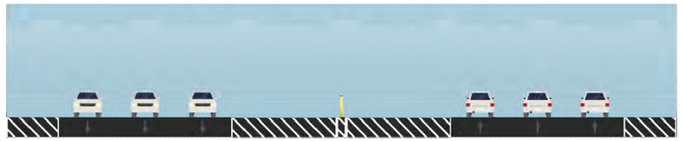
Source: NACTO

FDOT Heights Mobility Study – Corridor Capacity

Peak Hour, Peak Direction Capacity Comparison to No Build (Alternative 1-A)		I-275	
		Alt A: 6-Lane	Alt B: 8-Lane
Florida Avenue	Alt 1: 4-Lane Undivided	--	1,820
	Alt 2: 2-Lane Divided	**(1,110)**	710
	Alt 3: 2-Lane with BRT	**(810)**	1,010

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

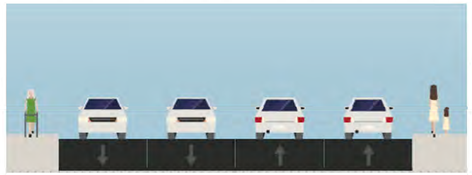
Alt A: No Build (3 lanes in each direction)
I-275 Capacity: **5,500** vehicles/hour



Alt B: Add Lanes (4 lanes in each direction)
I-275 Capacity: **7,320** vehicles/hour

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.



Automobile	1,900
Local Bus[1]	240
Total	**2,140**

I-275 Capacity	5,500
Florida Ave Capacity	2,140
Combined Capacity	**7,640**

I-275 Capacity	7,320
Florida Ave Capacity	2,140
Corridor Capacity	**9,460**

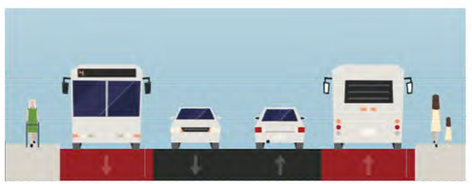
Alt 2: Road Diet
2-lanes with median and bike lanes OR wide sidewalks.
Local buses every 15 minutes in mixed traffic.

Automobile	790
Local Bus[1]	240
Total	**1,030**

I-275 Capacity	5,500
Florida Ave Capacity	1,030
Corridor Capacity	**6,530**

I-275 Capacity	7,320
Florida Ave Capacity	1,030
Corridor Capacity	**8,350**

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.



Automobile	790
Bus Rapid Transit[2]	540
Total	**1,330**

I-275 Capacity	5,500
Florida Ave Capacity	1,330
Corridor Capacity	**6,830**

I-275 Capacity	7,320
Florida Ave Capacity	1,330
Corridor Capacity	**8,650**

1) Local Bus:
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 Transit (BRT)
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.

250 Automobiles

100 Bus Seats