

## City of Tampa, FDOT Meeting

7/26/18

### Attendees

- Damian Miller – Tindale Oliver – Working with FDOT for whole FL corridor, scope of their study includes Highland as well
- Chris Keller – Tindale Oliver- Working on Heights Mobility Study
- Cal Hardy – CoT Transportation – Capital Projects
- Danni Jorgenson – Chief Transportation planning engineer
- Alex Hendry – Dist 7 FDOT Walk Bike projects
- Stephen Bensons – FDOT Planning Manager
- Justin Willits – Tindal Oliver/FDOT
- Stephen Lytle – SSCHA Presidnet
- Steve Swiger – SSHCA Vice Pres
- David Harrington – SSHCA Land Use/Transportation chair

### Data Information

- No legal requirement to report o state if no ticket or major damage or injury – fender benders likely not reported, accidents without cops being called not being reported, same with bike accidents
- From Safety they are focused on injury crashes
- Scope of data is looking at both city and FDOT owned roads
- Florida and Highland are very peaky during rush hours

### Heights Mobility Study

Plans to address issues in SSH in study proposal (subject to change based on final approval by FDOT/CoT)

- Tightening the corners of the intersection at FL and MLK
- Converting southbound right lane to right turn only at MLK and Highland (will avoid the turn confusion in the intersection)
- Ola Ave crossing MLK considering adding crosswalk and bike lanes – traffic control will be added likely a signal but could be a pedestrian path lighted when activated
- Part of study is to create bike boulevard which optimizes roads for non-motorized travel – reduce speed at which vehicles travel - Considering adding stop signs to Ola and Lynn to stop traffic cut through and slow down traffic in neighborhood.

Short Term Improvements Planned (Will come sooner, once funded)

- Conditions of safety – maintenance for overgrowth onto sidewalks, utility poles are an issue, no crosswalks Violet Street – modify curve and enhance warnings at Highland, enhance crosswalks with flashing beacons from 3 lanes to 2 lanes, northbound yield onto violet. Will look into dropping speed to 35 on violet with signage. Looking to add this into other projects being approved.
- Wilder Ave – pedestrian cross walk being added on Florida Avenue with a traffic signal,
- Florida Ave and Hills – terminate left turn lanes being extended so far with raised island to prevent abuse of center turn lane and reduce cut through on Giddens. Also adds median refuge for crossing FL Ave.

- FL and Hillsborough Intersection: improvements to pedestrian crossways, safety focused

Long term (4-5 years):

- Violet to Hillsborough on Highland: Traffic is about 4k cars a day – mostly morning and afternoon, travel lanes are overly wide
- Preliminary concepts. These are only ideas introduced and still need feedback and approval:
  - 6' sidewalk, 5' bike, 10' drive, 10' drive, 5' bike, 8' parking, 6' sidewalk: this would bring out the curb at intersections as well
  - 6' sidewalk, 5' bike, 10' drive, 10' center, 13' shared drive, 6' sidewalk
  - 9' sidewalk, 10' shared lane, 12' center turn lane, 10' shared, 9' sidewalk
- These ideas would also have intermittent medians for center lane, concrete w/ landscaping or just concrete based on maintenance
- Funding for this would be involved in the overall project, FDOT would apply for federal funds to do these as much as possible, would work with city on execution
- Goal is to minimize construction fatigue by making comprehensive project

### **Studies moving forward**

- Heights Mobility
  - Will be presenting association board in fall, then hold meetings with neighborhoods. Would be about final proposals and next steps.
  - The project will also consider how to take a lane from FL to make parking, would be based on BRT HART project because would need big picture how it would all work together with Transit.
  - The project will also consider making Violet and Highland from Violet to MLK 2 way instead of 1 way.
  - Heights Mobility wont move forward until BRT w/HART is done so they know how plans will be a comprehensive solution. Likely 1-2 years time.
- BRT w/ HART
  - Bus Rapid Transit lanes added to interstate, would also have impact on FL or Nebraska, study underway
  - should have concept within a year and idea of whether it will be on FL or Nebraska
  - Once study is done and plans are in place more accurate timelines for all projects will be available