

New North Tampa
Transportation Alliance

RETHINKING FOWLER AVENUE

January 11, 2017



Sam
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Transportation
Consultants

Sam Schwartz Engineering
Tampa Innovation Alliance™
Transformation + Enrichment + Connecting

**“IT’S ONE THING TO HAVE GREAT IDEAS, BUT
QUITE ANOTHER TO BRING THEM TO LIFE.”**

Mark Sharpe
Executive Director
Tampa Innovation Alliance

HILLSBOROUGH / TAMPA NEEDS TO RETHINK ITS STREETS

- 51 Killed in Hillsborough 2015
- 50% increase over 2014
- 2nd most dangerous metro in Nation
- Deadliest for bike riders
- Tampa 28 out of 30 for walkability
- Millennial population jumped 41% 2000-2012
- Millennials drive 20-25% fewer miles/year

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Dangerous by Design - 2016

Florida has 9 of 11 most dangerous metro areas for pedestrians in the nation

Dangerous by Design 2016 Report Released today

New research shows people of color and older adults more likely to be struck and killed by a car while walking; lower-income areas correlated with more dangerous streets

If an infectious disease killed 5,142 people in Florida, wouldn't our state and local leaders take action?

That's the number of people who were struck and killed by cars while walking in Florida between 2005 and 2014. Shockingly, according to a new ranking out today, the top seven most dangerous places nationally for people walking are all in Florida.

Dangerous by Design 2016, the fourth edition of the landmark report from Smart Growth America, calculates a Pedestrian Danger Index, or PDI, for the 104 largest metro areas in the United States as well as all 50 states and the District of Columbia. PDI is a calculation of the share of local commuters who walk to work (the best available measure of how many people are likely to be out walking each day) and the most recent data on pedestrian deaths.

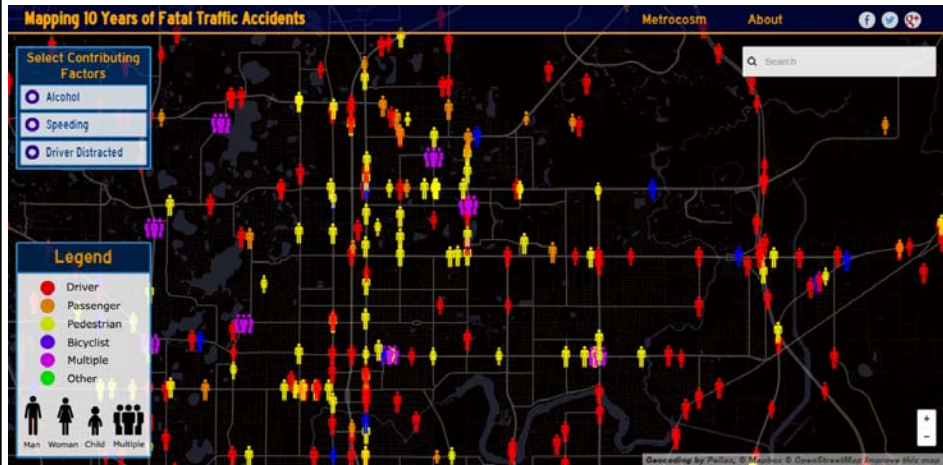
Based on PDI, the 20 most dangerous metro areas for walking in the United States are:

2016 rank	Metro area	2016 Pedestrian Danger Index
1	Cape Coral-Fort Myers, FL	283.1
2	Palm Bay-Melbourne-Titusville, FL	235.2
3	Orlando-Kissimmee-Sanford, FL	234.7
4	Jacksonville, FL	228.7
5	Deltona-Daytona Beach-Ormond Beach, FL	228.2
6	Lakeland-Winter Haven, FL	200.6
7	Tampa-St. Petersburg-Clearwater, FL	192.0
8	Jackson, MS	189.6
9	Memphis, TN-MS-AR	153.3
10	North Port-Sarasota-Bradenton, FL	148.2
11	Miami-Fort Lauderdale-West Palm Beach, FL	145.1

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FOWLER AVENUE 2004 – 2013



<http://metrocosm.com/10-years-of-traffic-accidents-mapped.html>

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SCOPE OF WORK

- Develop project background
 - Near completion
- Data collection
 - Near completion – calibrating Synchro model for existing conditions
- Conduct workshop™ and charrette
 - Workshops held on 8/30 and 8/31
 - Workshop held on 10/5
- Develop three concept designs
 - Iterative process with the evaluate concept design task
 - Preliminary concepts are
 - › a lower speed roadway (35 – 40) with various intersection improvements
 - › a lower speed roadway (35 – 40) with possible Michigan U-turns
 - › a lower speed boulevard (30 – 35) with possible lane removals
 - › all concepts will include pedestrian and bicycle safety improvements
 - Testing concepts in Synchro to determine traffic flow impacts

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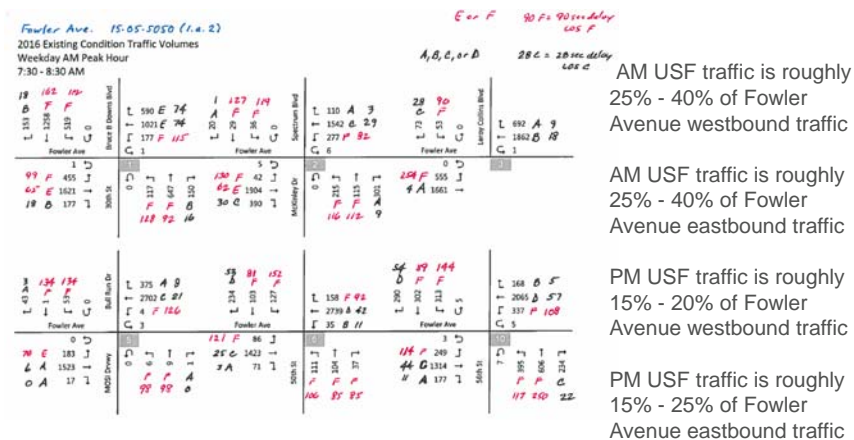
SCOPE OF WORK

- Evaluate concept designs
 - In concert with developing concept designs
- Public meeting to present concept designs
 - Looking at mid-March
- Develop cost, timeline and impact analysis for preferred option
 - Present preferred concept to stakeholders in early April
- Develop a lower cost pilot project
 - Design a preferred concept implementation in the vicinity of Fowler and N. McKinley/Spectrum

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Existing Volumes – Impact of USF



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FOWLER AVENUE



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E Fowler Ave at Spectrum Blvd/McKinley Dr

Existing Condition

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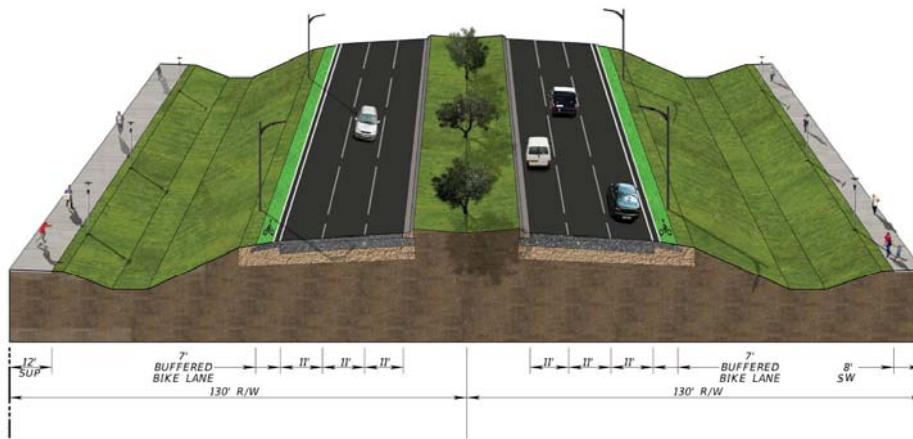
E Fowler Ave at Spectrum Blvd/McKinley Dr

Potential Condition

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Fowler Avenue - Concept

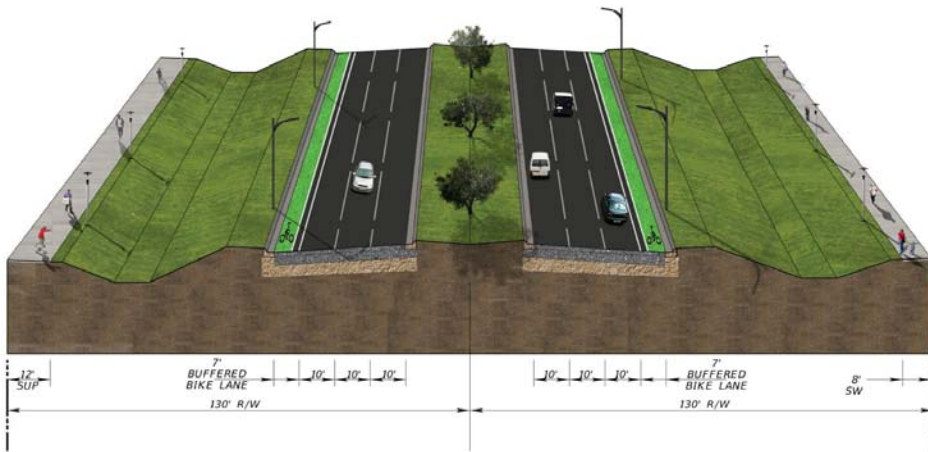


TYPICAL SECTION-WIDENING EXISTING SIDEWALK
SR 582 (FOWLER AVE)
BRUCE B. DOWNS BLVD TO N. 50TH STREET
TARGET SPEED = 40 MPH

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Fowler Avenue - Concept



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