CIP#1001530

City of Tampa Florida

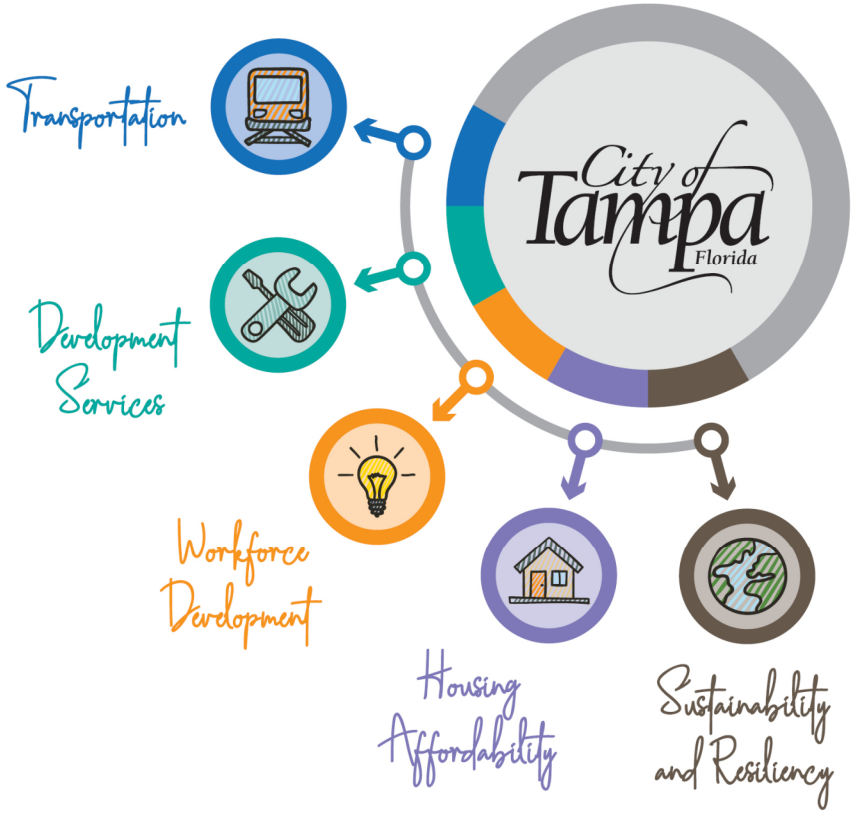
30th Street Complete Streets Sidewalk and Safety Project

Yukon Street to Fowler Avenue

Cardno®

Meeting Agenda

- Presentation
  - Project Overview
  - Proposed Improvements
- Project Timeline
- Question and Answers
  - Community Feedback
- Contact Information



Title VI of the Civil Rights Act of 1964:
Discrimination in Government Programs & Assistance

No person shall, on the basis of his or her race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance pursuant to the requirements of Title VI of the 1964 Civil Rights Act.

The Mayor and City Council value diversity and welcomes input from all interested parties. Moreover, the City does not tolerate discrimination in any of its federally assisted programs, services or activities. The City of Tampa will not exclude participation in, deny the benefits of, or subject to discrimination anyone on the grounds of race, color, and national origin

File a Complaint

Any person who believes that he or she has been subjected to discrimination based upon race, color, and national origin, may file a complaint with the City's Title VI Officer:

Maurice C. Foster
Supervisor, Tampa Office of Human Rights (TOHR)
Housing and Community Development Division
City of Tampa / 4900 W. Lemon St. / Tampa, FL 33609
p: (813)274-5856/ f: (813)274-7941/
e: Maurice.foster@tampagov.net

Please Visit us on the web at:
https://www.tampagov.net/planningand-development/human-rights for instructions on how to properly file a complaint.

Appeal a Decision

Any person who decides to appeal any decision(s), made with respect to any matter considered at this meeting, is advised that they will need a record of the proceedings. For such a purpose, they may need to hire a court reporter to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is to be based.

Project Overview

What is a Complete Street?

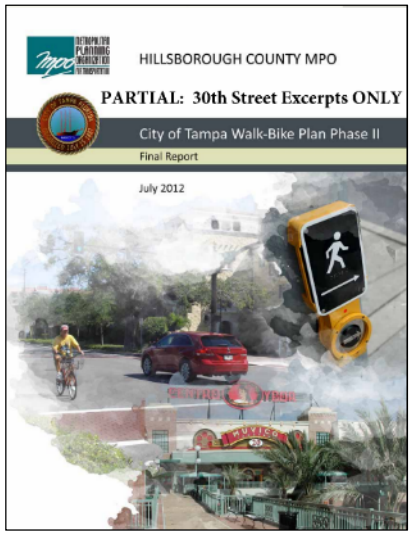
Mayor Jane Castor
Transforming Tampa's Tomorrow

- Better meets the needs of all users
- Responds to community context
- Promotes safety, quality of life, and economic development
- Aligns transportation decisions with land use
- Addresses goals of Mayor Castor's vision for Transforming Tampa's Tomorrow
- Recommended in the Hillsborough County Metropolitan Planning Organizations (MPO) / City of Tampa Walk-Bike Plan Phases I & II

MPO / City of Tampa Walk-Bike Plan

- Installation of On-Road Bicycle Accommodations
  - "Share-the-Road" and Marked Bicycle Lanes
- Installation of Shared Use Trail
- Completion of Sidewalk Connections
- Enhancement of Crosswalks
- Intersection Pedestrian Safety

Walk Bike Tampa
Connecting neighborhoods for an active Tampa



VISION ZERO

What does this mean for YOU?

- **ENHANCED** safety
- **UPGRADES** for vehicles, bicyclists, and pedestrians
- **WIDER** sidewalks
- **NEW** pedestrian intersection crossings
- **NEW** landscaping to beautify the roadway
- **ADA-COMPLIANT** features
- **CONNECTIVITY** for transit stops

Project Location

Segment One: Yukon Street to Busch Boulevard (0.25 miles)

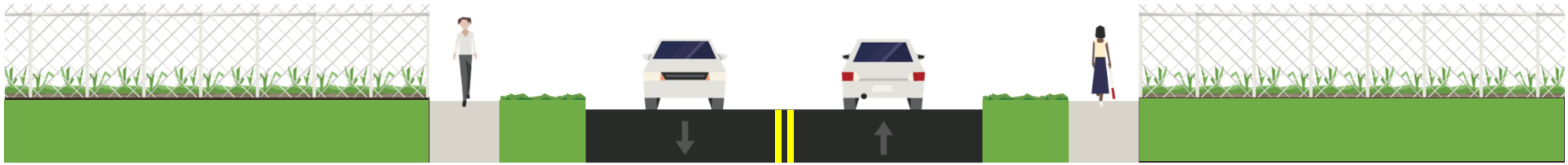
Segment Two: Busch Boulevard to Fowler Avenue (1.5 miles)

Proposed Improvements

Segment One

Existing Typical Section

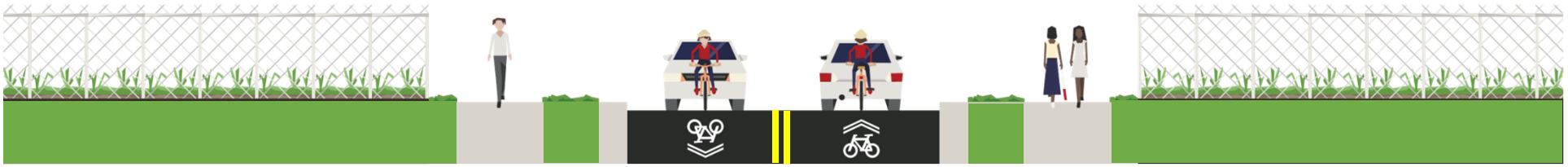
- 14’ travel lanes
- Fair to poor pavement conditions
- No bicycle facilities
- 6’ flush shoulder (unpaved)
- 5’ sidewalk (damaged or deficient in areas)
- Stormwater ponding



Segment One Improvements

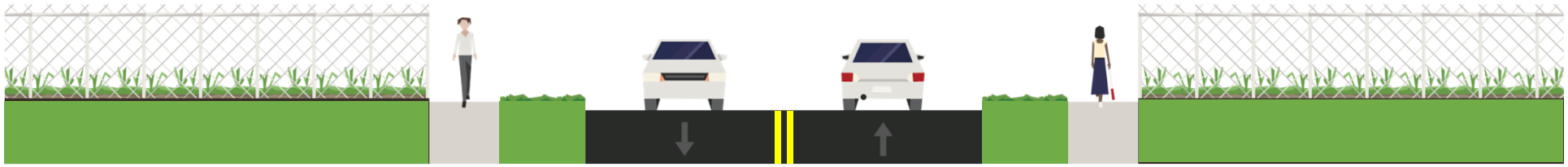
Proposed Typical Section

- 11’ Travel Lanes for Motor Vehicles
- Milled and Resurfaced Pavement
- New Type F Curb & Gutter
- Wider Sidewalks (6’)
- “Share-the-Road” Markings for Bikes
- Green Infrastructure for Improved Drainage



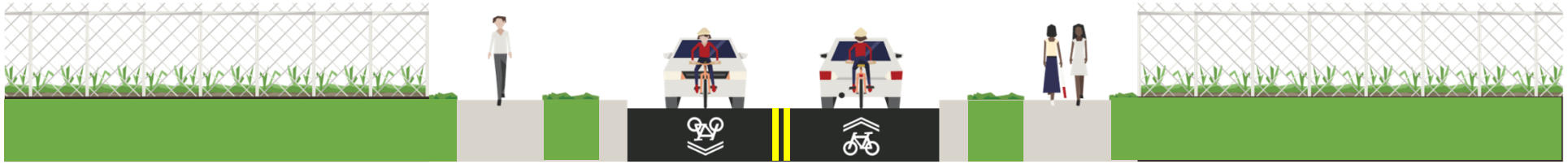
Segment One

Existing Typical Section



BEFORE

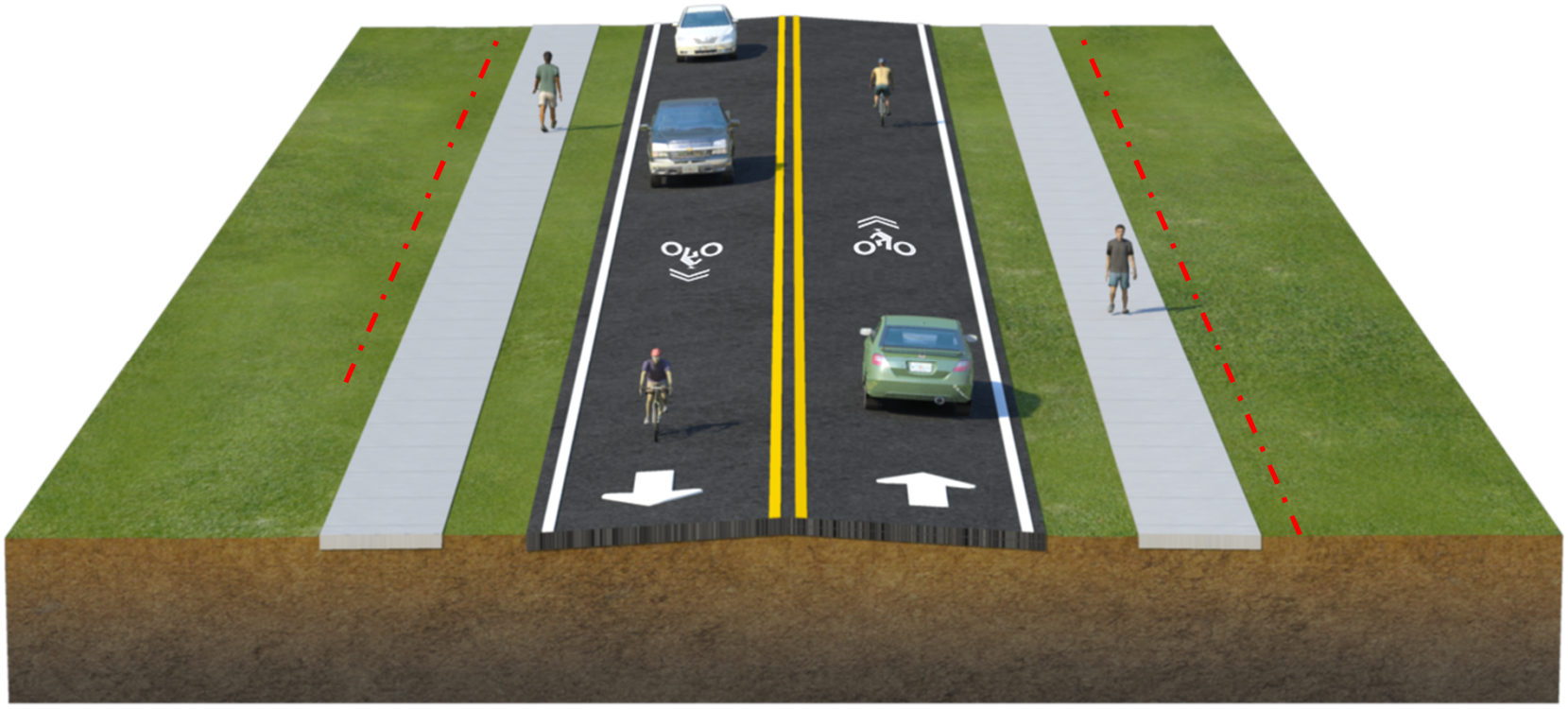
Proposed Typical Section



AFTER

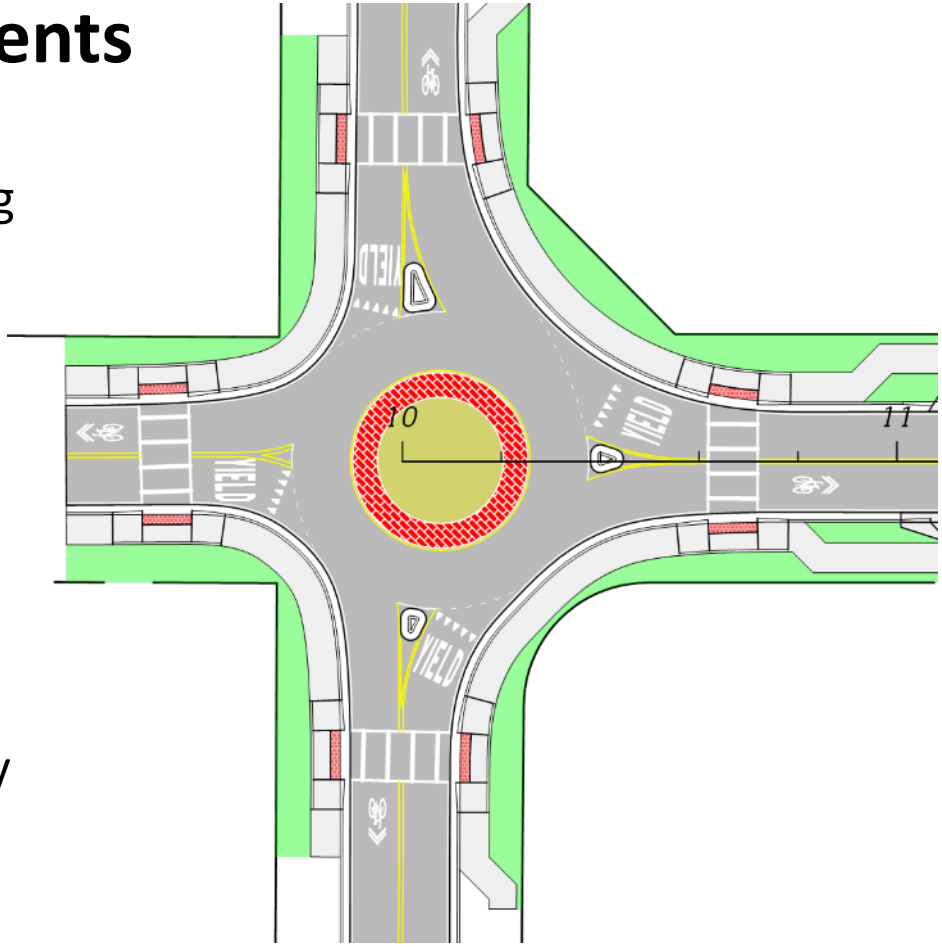
Segment One Improvements

Proposed Typical Section



Segment One Improvements

- Pavement Rehabilitation – Repaving
- Green Infrastructure (LID)
- Wider Sidewalk
- On-Road Bicycle Accommodations
- Transit Stop Upgrades
- Mini-roundabout at Yukon Street
  - Fits within existing right-of-way

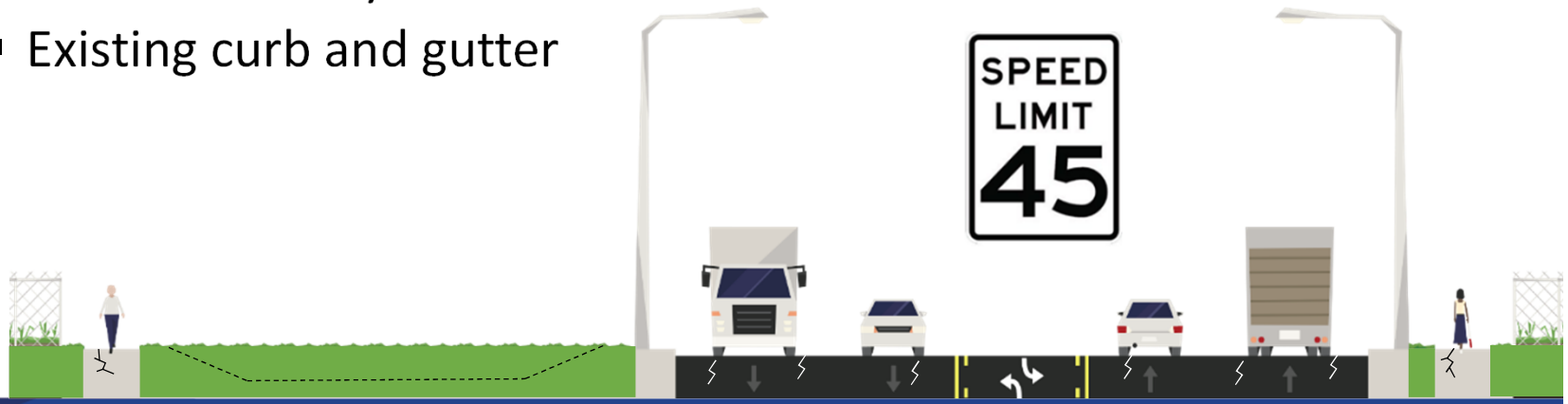


30th St. - Yukon Street

Segment Two

Existing Typical Section

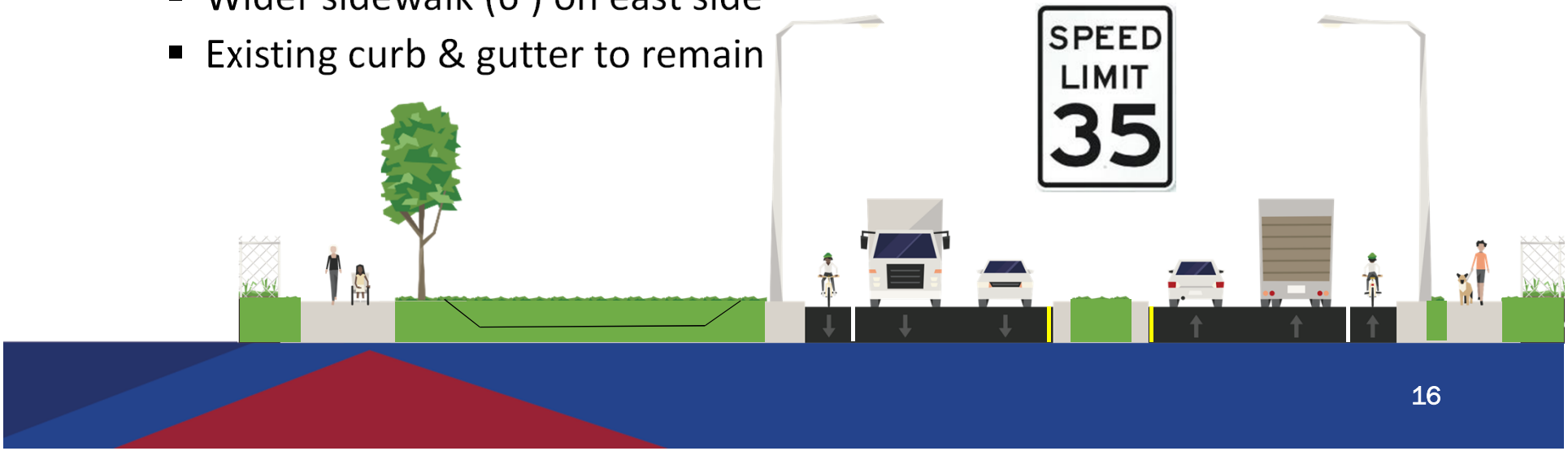
- Fair to poor pavement conditions
- 11’ average inside lanes
- 14’ average outside lanes
- 12’ two-way left turn lane
- 5’ sidewalk (damaged or deficient in areas)
- No on-road bicycle lanes
- Existing curb and gutter



Segment Two Improvements

Proposed Typical Section

- Reconfigured existing pavement width
- Narrower lanes for traffic calming
- 10’ inside lanes; 11’ outside lanes; 5’ on-road bicycle lanes
- Raised center medians / 10’ (minimum) two-way left turn lane
- Milled and resurfaced pavement
- New multi-use recreational trail on west side
- Wider sidewalk (6’) on east side
- Existing curb & gutter to remain

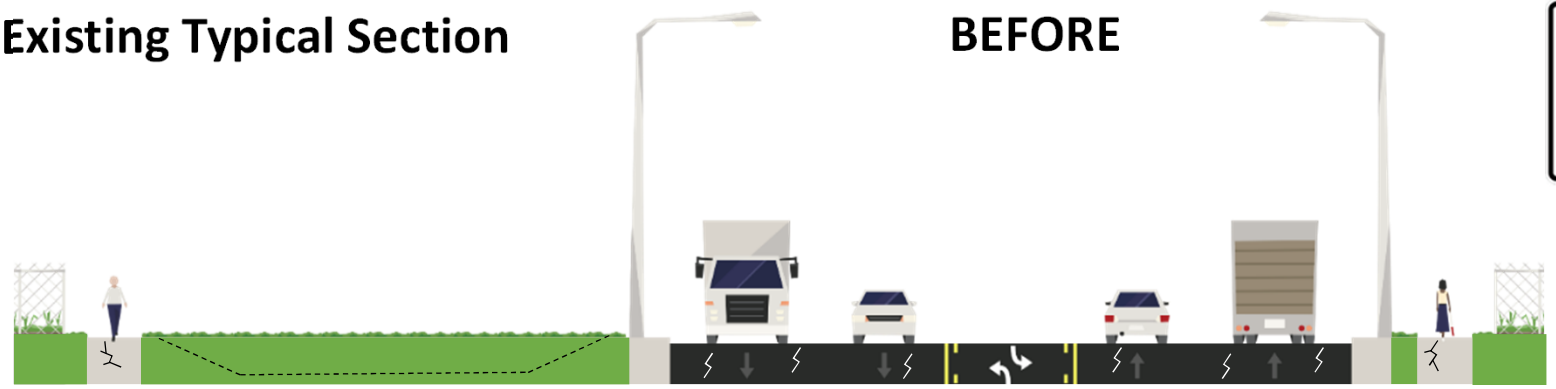


Segment Two: 30th St. from Busch Boulevard to Fowler Avenue

CIP#1001530

Existing Typical Section

BEFORE



Proposed Typical Section

AFTER

Segment Two Improvements

Proposed Typical Section

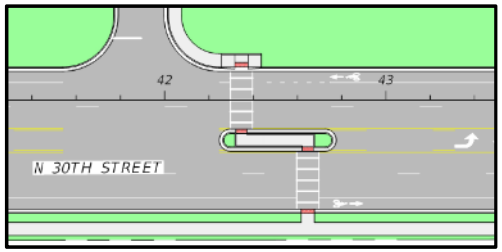
Locations of Pedestrian Refuge Islands

Traffic Signal

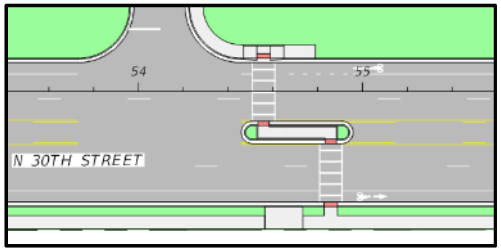
HART Bus Stop

Proposed Crossing

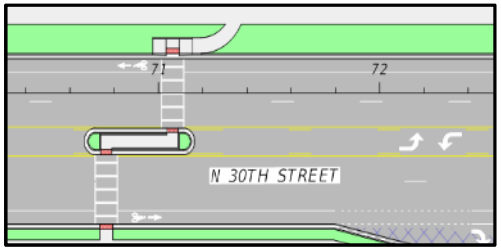
Raised Pedestrian Refuge Islands
Rectangular Rapid Flashing Beacons



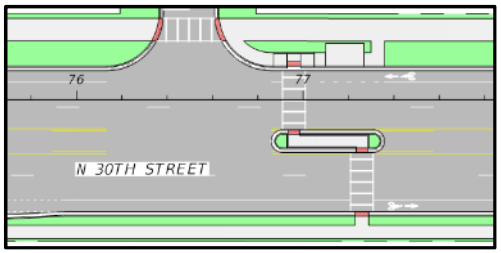
97th Avenue
(N side)



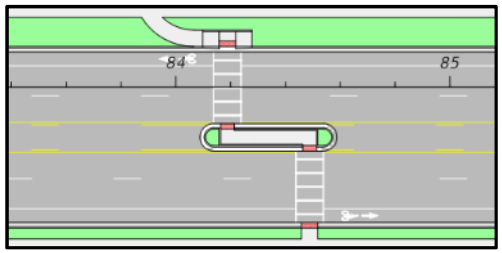
Poinsettia Avenue
(N side)



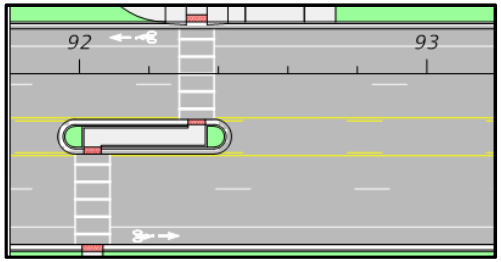
Strauss Way
(S side)



109th Avenue
(N side)



Yuengling Driveway
(Mid-block)



Holiday Inn
(Mid-block)

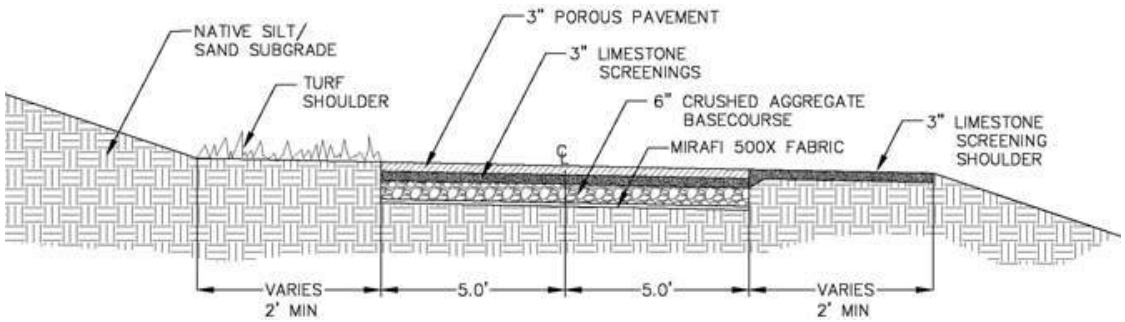
Enhanced Pedestrian Accessibility

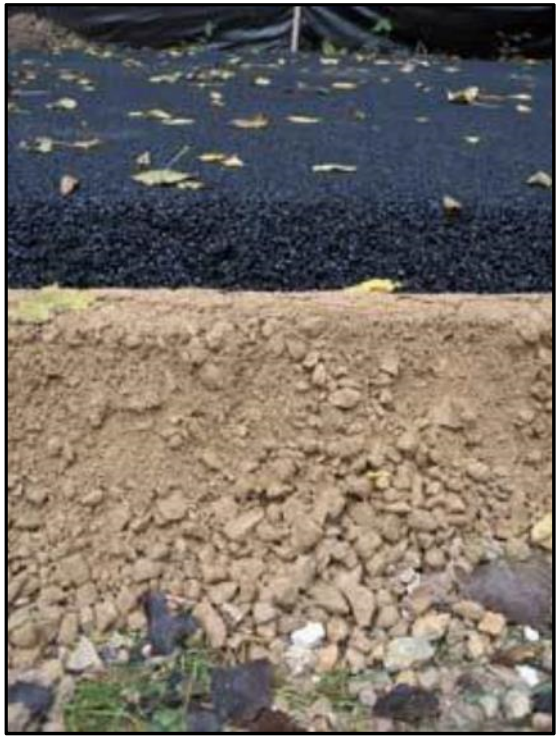
Rectangular Rapid Flashing Beacons (RRFBs)

- Pedestrian-activated warning device
- Draws attention to the crossings
- Proven to enhance pedestrian safety
- Improves motorists yielding to pedestrians
- Increases pedestrian visibility when crossing street
- Clearly communicates pedestrian movements to approaching motorists

Multi-use Recreational Trail

- Safe alternative for bicyclists and pedestrians
- Permeable pavement
  - Improved drainage and water quality
  - Highly porous and flexible surface
  - Typically made of recycled materials
- Regrading of roadside ditch
  - Landscaping opportunities
  - Public art



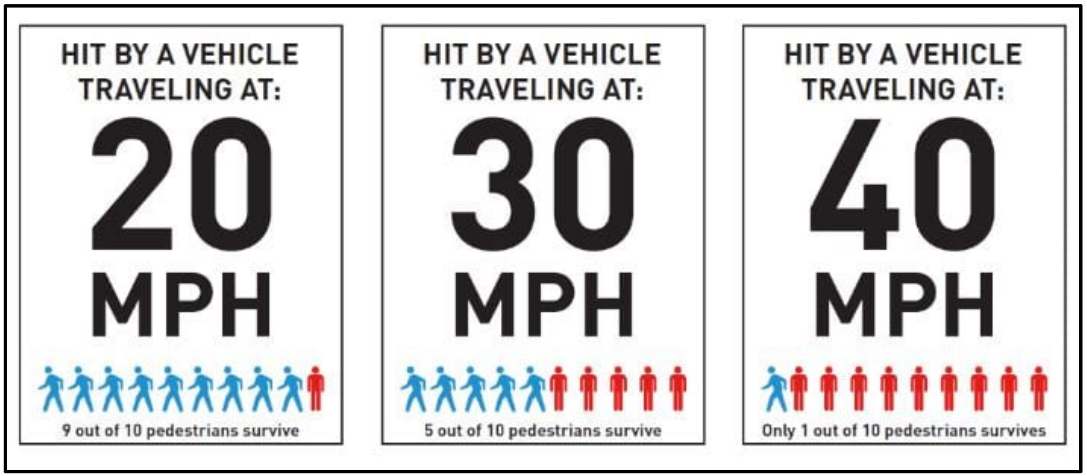


Roundabout at Bougainvillea Avenue

- Reduces crash severity for all users
- Provides traffic calming/lower speeds
- Reduces overall conflict points
- Eliminates signal maintenance
- Provides community aesthetics
- Landscaping opportunities
- Multi-lane along 30th Street
- Single lane along Bougainvillea Avenue
- RRFBs at pedestrian crossings
- Possibly constructed in subsequent phase

Improve Safety

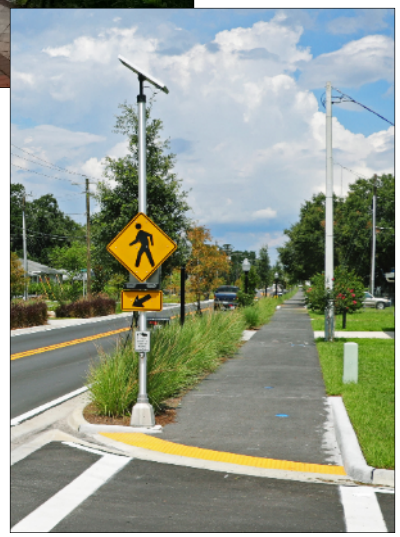
- Target Speed: from 45 MPH to 35 MPH
- Roadways with context-appropriate speeds can result in reduced fatalities and serious injuries



VISION ZERO

Other Features – Landscaping

- Corridor-wide beautification
- Street Trees and Palms
  - Evenly spaced along the street
  - Placed for maximum shade for pedestrians
- Median landscaping
  - Raised pedestrian refuge islands
  - Consists of wildflowers, small shrubs and groundcovers



Improve Drainage - Green Infrastructure

- Green gutters to improve water quality
- Reduces ponding along roadway
- Eliminates need for additional drainage structures

Project Timeline

Design & Construction

- Preliminary Engineering & Design **Currently Underway**
- Design Ends **November 2021**
- Construction Starts **November 2021**
- Construction Ends **June 2023**

Design
Jan 2020 – Nov 2021

Construction
Nov 2021 – June 2023

Community Feedback

Questions and Answers

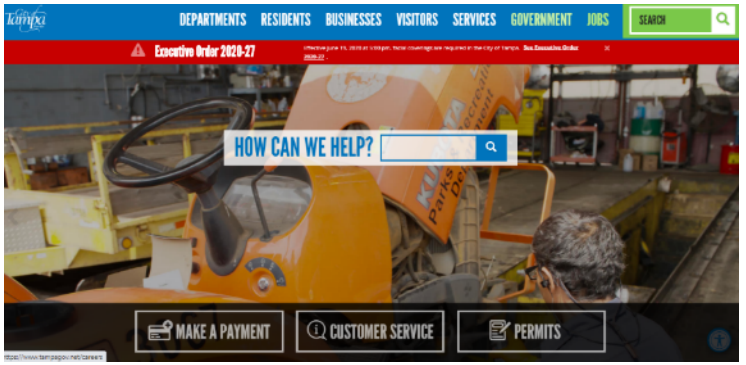
- Community Feedback is Important!
- What do YOU think?

- To share your comments and ensure they will be included in the public record, please contact Nina Mabilleau, E.I. before September 10th, 2020, at 30thStreetProject@tampagov.net

Contact Information / Resources

City Project Manager:

Nina Mabilleau, E.I.
City of Tampa
306 E Jackson Street, MC290A6E
Tampa, FL 33602
Email: 30thStreetProject@tampagov.net



Website:

https:www/tampagov.net/tss/transportation/info/projects/30thStreet.com

Thank You!