

SOUTH HOWARD AVENUE CORRIDOR STUDY

BAYSHORE BOULEVARD TO KENNEDY BOULEVARD

Public Meeting
July 21, 2016



Background



- Over the past several years, the Department of Transportation and Stormwater Services has received multiple requests from the community for corridor improvements along South Howard Avenue
- In January 2015, the Department assigned DKS Associates with the task of conducting a study to identify and prioritize possible improvements for South Howard Avenue.

DKS

Study Purpose



- Review current transportation conditions on South Howard Avenue
- Identify and prioritize improvements based on:
 - Observations
 - Stakeholder Input
 - Technical Analysis

Study Methodology



- Review transportation facilities
 - Pavement, sidewalk, markings, signage, lighting, and signals
- Evaluate transportation conditions
 - Identify “problem” areas
- Review crash records
 - Vehicular, pedestrian, and bicycle
- Obtain stakeholder input
 - Public workshop
- Develop Short Range Action Plan
 - Recommend the prioritization of expenditures within the corridor
- Identify Long-Range Transportation Needs
 - Evaluate the problems that may need more extensive study and/or long term investment

Corridor Characteristics



South Howard Avenue:

- 1.3 miles from Bayshore Blvd. to Kennedy Blvd.
- Posted speed 30 mph
- Two-lane bi-directional undivided roadway south of Azeele St.
- Two-lane one-way roadway north of Azeele St. (Three lanes through Kennedy Blvd. Intersection)
- Collector roadway
- Area Connection to I-275
- Truck route
- Serves several neighborhoods and businesses
- Includes new residential development
- Includes restaurants, nightclubs, coffee shops, retail centers, etc...



Existing Conditions



Traffic Volumes:

- 10,000 vehicles per day on one-way segment north of Azeele St.
- 14,130 vehicles per day on two-way segment near Swann Ave.
- Traffic volumes remain consistent during daylight hours and into evening hours
- Peak traffic @ 5-6 pm

Table 1
South Howard Avenue Traffic Volumes

Location	Date	Day	Daily Volume	Peak Hour		
				Mid-Day	PM Peak	Evening
Platt St to Azeele St (One-Way)	2/12/15	Thurs	9852	643	656	580
	2/13/15	Fri	10772	687	668	546
	2/14/15	Sat	10424	643	581	562
	2/15/15	Sun	9228	607	575	503
		AADT		10000		
Swann Ave to Morrison Ave (Two-Way)	2/12/15	Thurs	14391	958	943	992
	2/13/15	Fri	15069	918	943	973
	2/14/15	Sat	14632	1027	983	945
	2/15/15	Sun	12915	951	916	873
		AADT		14130		
Morrison Ave to Jetton Ave (Two-Way)	2/12/15	Thurs	13568	859	942	965
	2/13/15	Fri	14425	911	1009	950
	2/14/15	Sat	13491	940	901	906
	2/15/15	Sun	11797	883	822	807
		AADT		13255		

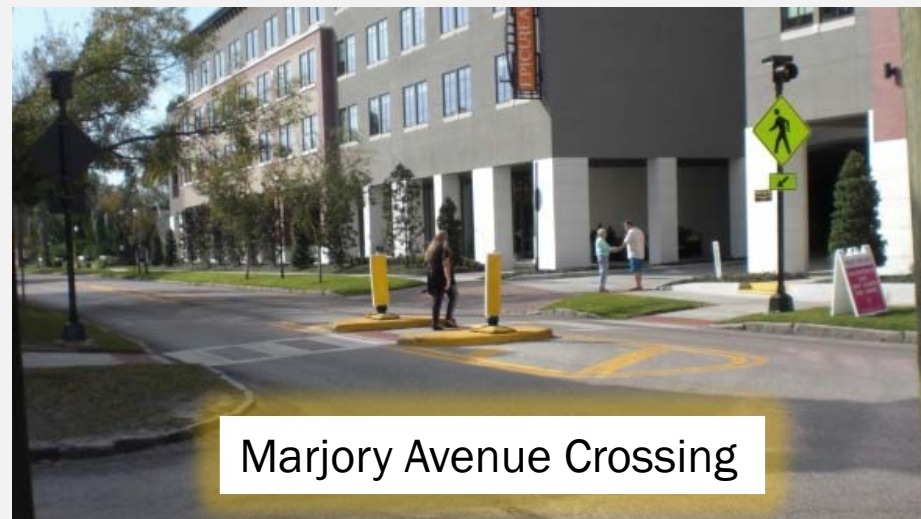
Note: Daily traffic counts were not conducted on the segments of South Howard Avenue north of Platt Street or south of Jetton Avenue

Existing Conditions



Pedestrian Activity

- Very high pedestrian activity
- High activity in the evening hours
- Two Unsignalized Crosswalks experience a very high number of pedestrian crossings in the late evening hours:
 - Azeele St (178)
 - Marjory Avenue (81)
 - Both have warning signs with flashers



Existing Conditions



Pedestrian Activity

- Pedestrians cross between the signalized intersections (e.g. W. Morrison Ave. and W. Swann Ave.)
- Many residential developments and retail buildings including restaurants and coffee shops in this area.
- No marked crosswalks between these two signalized intersections



South Howard Avenue between W. Morrison Ave. and W. Swann Ave.

Existing Conditions



Sidewalks



A few areas within the corridor where there are gaps in the sidewalk
(Dekle Ave. & Azeele St.)



Sidewalks are generally 5 feet wide or less, with some as narrow as 3 feet



Sidewalk is as wide as 14 feet with landscaping features near Post SOHO Square

Existing Conditions



Bicycle Activity

- Relatively low (<5 per hour)
- South Howard Avenue does not have bicycle lane markings of any kind
- Many cyclists utilize the sidewalks instead of the travel lanes

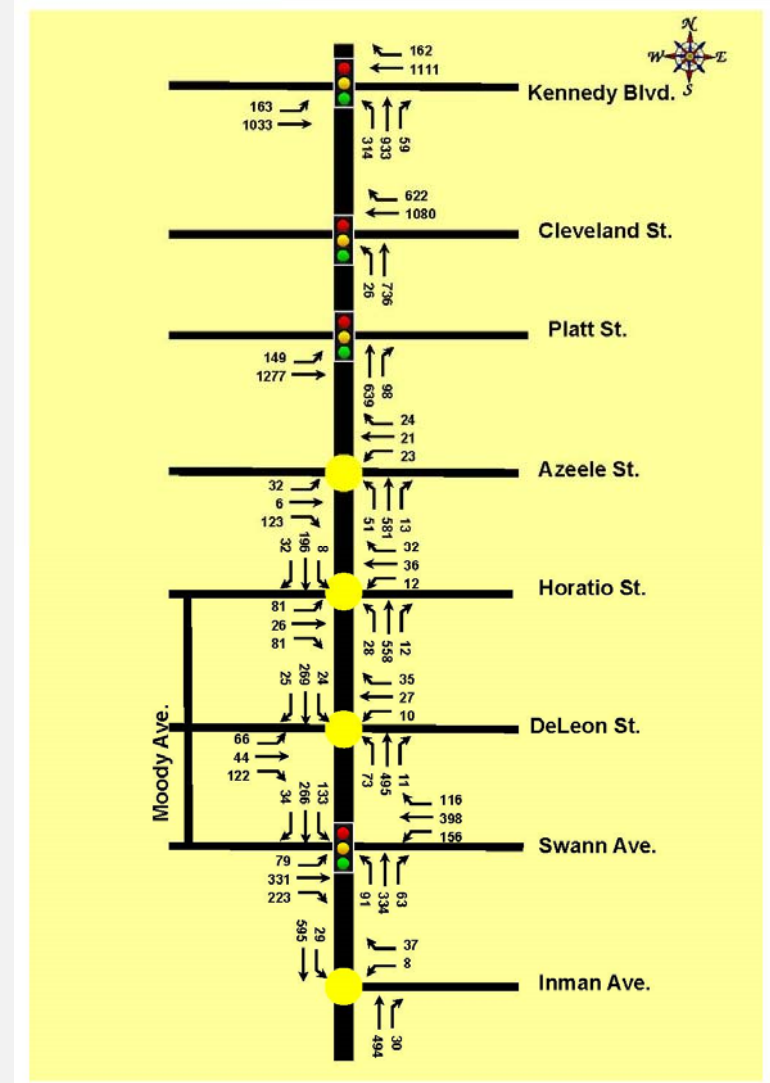
Existing Conditions



City of
Tampa
Florida

Intersection Operations

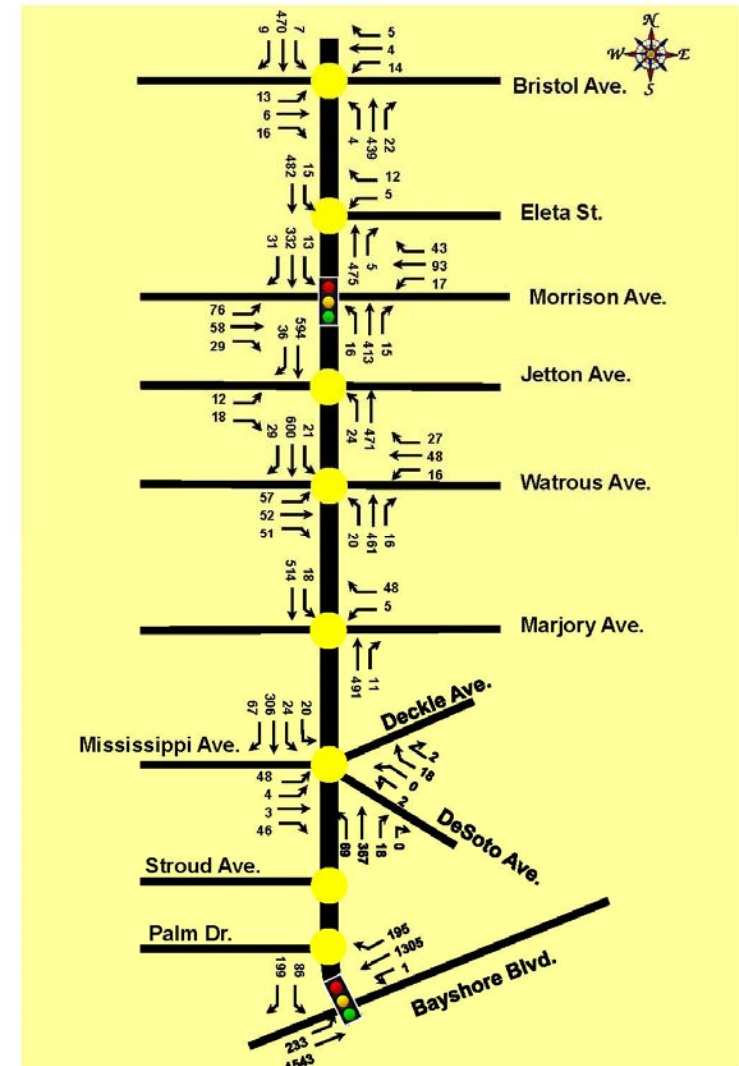
- Congestion during peak hours at several intersections:
- Congested Signalized Intersections:
 - Kennedy Blvd
 - Swann Avenue
- Other Problem Intersections:
 - Dekle Avenue
 - DeLeon Street
 - Horatio Street



Existing Conditions

Intersection Operations

- Congestion during peak hours at several intersections:
- Congested Signalized Intersections:
 - Kennedy Blvd
 - Swann Avenue
- Other Problem Intersections:
 - Dekle Avenue
 - DeLeon Street
 - Horatio Street



Existing Conditions



Crash History

- Overall from 2012 to 2014
 - 130 Total (36 with Injury)
 - 3 Pedestrian
 - 7 Bicycle
 - 46% in evening hours
 - High percentage of “hit-and-run” and alcohol related crashes

- S. Howard Ave. at W. Cleveland St.
 - Signalized
 - Both streets are one-way
 - 24 crashes, 17 right angle

- S. Howard Ave at W. DeLeon St.
 - Non-signalized
 - 10 crashes



Existing Conditions



Parking

- Not part of this study, but was identified as a major factor that impacts traffic conditions on S. Howard Avenue



Existing Conditions



Pavement Conditions

- Conditions Vary
- PCI Range of 60-100
- Predominately Asphalt
- Above: Recently repaved asphalt near Post SoHo

Pavement Markings

- Reasonably good conditions
- No bicycle markings
- Recently installed crosswalk at Howard Ave. & Swann Ave.

Existing Conditions



Drainage

- Ponding occurs at various locations such as in the vicinity of Bristol Avenue



Photos:

Existing ponding along S. Howard Ave. at Swann Ave. (Left) and Inman Avenue (Right)

Existing Conditions



Street Lighting

- Lighting levels vary along the corridor, but overall they need improvement



Post Top Ornamental
Lights



Traditional Cobra Head
Lights

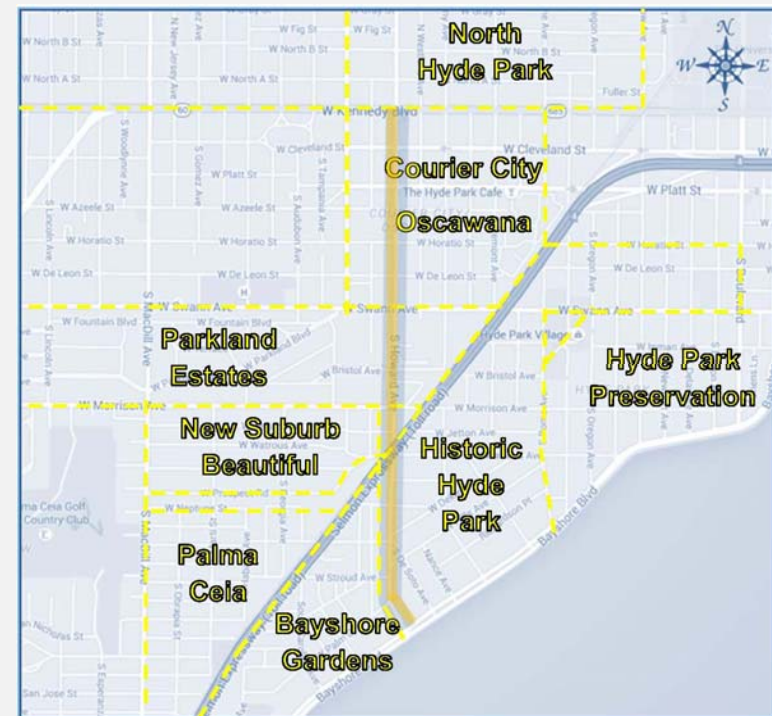


Modern LED Cobra
Head Lights

Public Engagement



- Public Workshop held November 9th, 2015, at Kate Jackson Community Center.
 - Attended by 13 stakeholders including members of:
 - SOHO Business Alliance
 - South Tampa Chamber of Commerce
 - Historic Hyde Park Neighborhood Assoc
 - Parkland Estates Civic Association
 - Hyde Park Preservation
 - Spanishtown Creek Civic Association
 - Report was provided to Stakeholders in March, 2016



Stakeholder Input



Problems and Improvement Priorities:

1. Parking
2. Sidewalks/ Pedestrian Safety
3. Intersecting Streets
4. Flooding / Drainage
5. Street Lighting
6. Cab Stand Occupying Traffic Lane
7. Pavement Conditions

Study Recommendations: Short Range Action Plan



Parking:

- Parking Needs Study

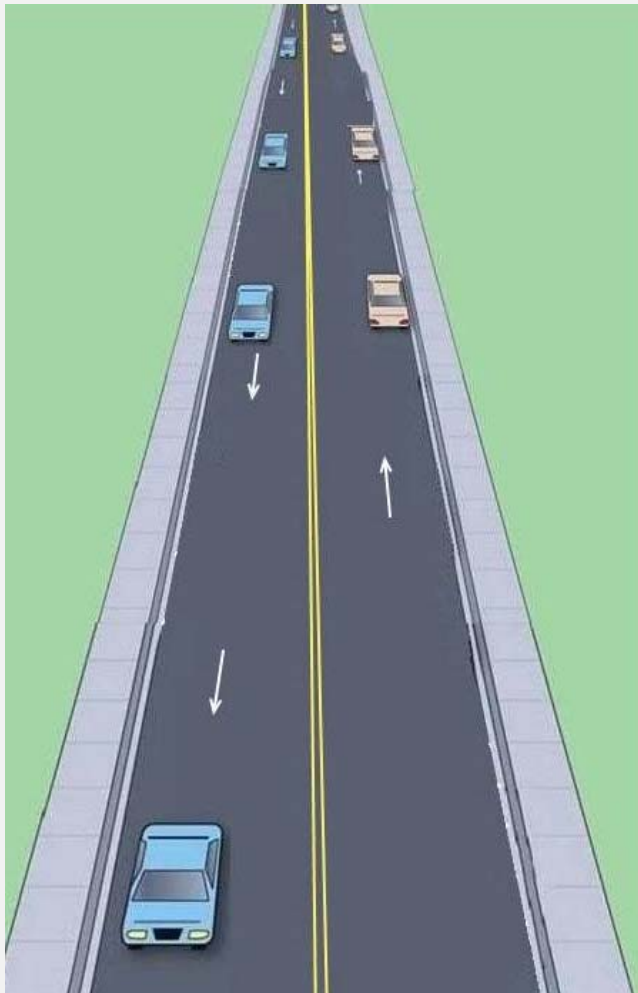
Sidewalks/Pedestrian Safety:

- Implement pedestrian safety measures recommended in the City's Road Safety Audit
- ADA Upgrades
- Upgrade crossings at intersections without stop-control to RRFB (Rectangular Rapid Flashing Beacons) and 8-foot wide pedestrian islands
 - Azeele St & Marjory Ave.
- Determine the best locations for additional crossings.

Study Recommendations: Short Range Action Plan Pavement Utilization



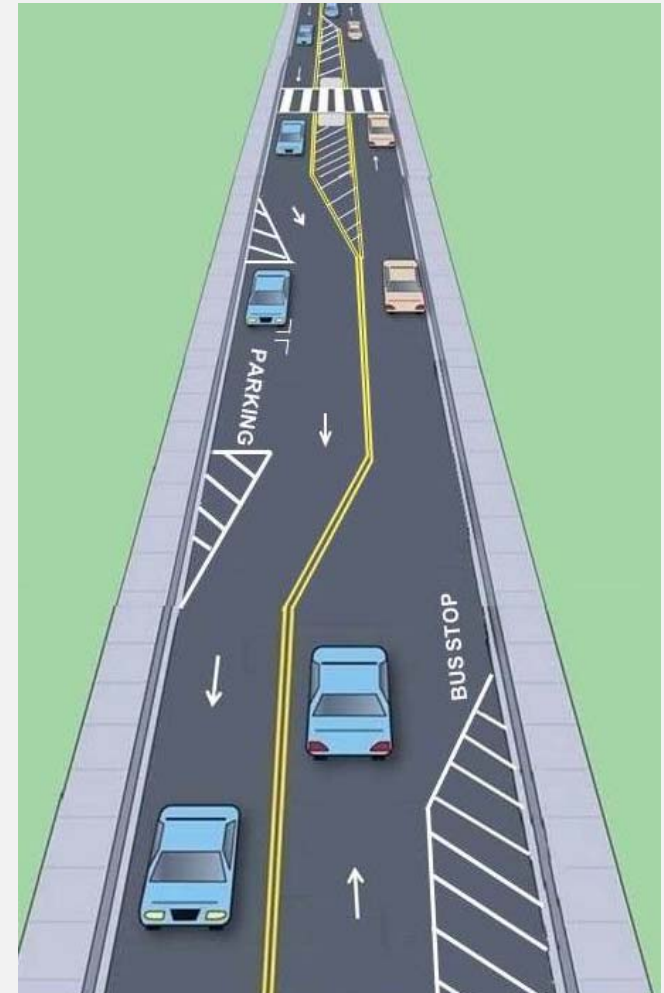
City of
Tampa
Florida



LEFT: The existing South Howard Avenue Striping (15' travel lanes)

RIGHT: Alternate South Howard Avenue Striping.

- *Parking*
- *Transit stops*
- *Pedestrian Crosswalks with Refuge Islands*
- *Narrow lanes for traffic calming*



Study Recommendations: Short Range Action Plan



Drainage:

- Address drainage problems through capital improvement projects.

Street Lighting:

- Improve lighting deficiencies and upgrade lighting technology

Shuttle Bus Service

- Coordinate with Hart on Shuttle Bus Service

Study Recommendations: Short Range Action Plan



Intersection Modifications:

- Address right angle crashes at the **Cleveland St. Intersection.**
- Improve efficiency and relieve congestion at **Swann Ave. Intersection** through adjustment of signal timings.
- Reduce cut through traffic along **DeLeon St. and Horatio St.** by modifying Swann Ave. signal timings.
- Reconstruct the **Dekle Ave./ Mississippi Ave./ DeSoto Ave.** to reduce wrong-way movements and increase the safety and efficiency of operations.

Study Recommendations: Long Range Transportation Needs



Parking

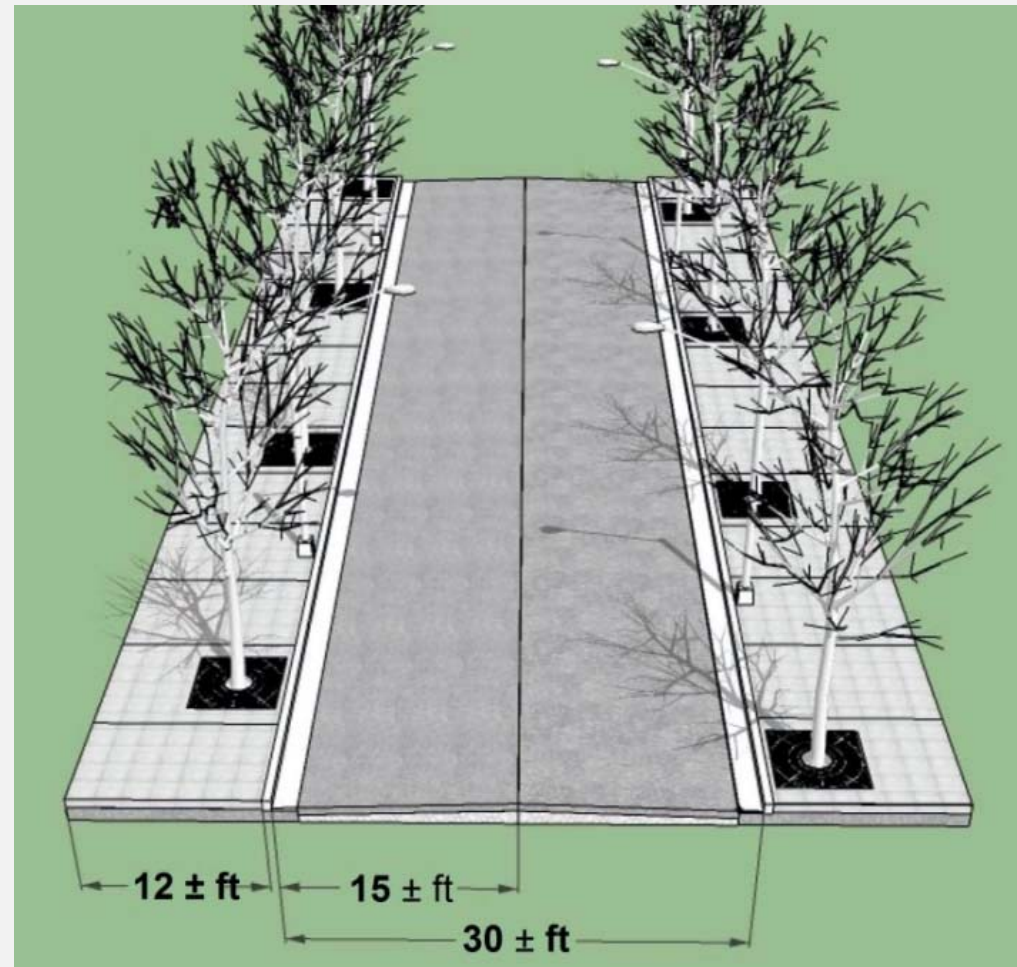
- Determine parking needs and opportunities by conducting a parking study
- Work to establish redevelopment parking requirements and guidelines to prevent further exacerbation of the problem
- Identify options for reducing parking demand through the use of other modes of transportation (HART, Taxi, Uber, etc)

Study Recommendations: Long Range Transportation Needs



Sidewalks/Pedestrian Safety

- Wider sidewalks with landscaping and pedestrian amenities
- Establish additional right-of-way needs for redevelopment
- Establish minimum sidewalk design standards for redevelopment



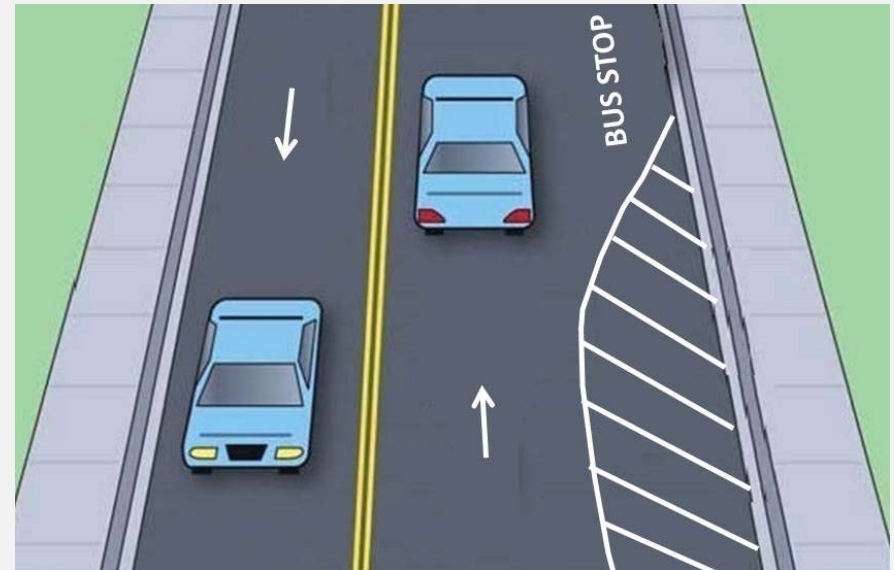
Study Recommendations: Long Range Transportation Needs



City of
Tampa
Florida

Public Transportation

- Long term plan should focus on reducing vehicular trips by means of alternative transportation modes.
- Shuttle service could be an effective means of reducing parking demands within the corridor.



 **HART**

Hillsborough Area Regional Transit Authority

www.goHART.org

CURRENT & FUTURE EFFORTS



What have we done?



Flooding / Drainage

- City projects that will alleviate the ponding along Howard Ave. are currently in design:
 - Swann Avenue from Gomez Ave. to Howard Ave.
 - Howard Ave from Morrison to Swann

Street Lighting

- 15 new LED street lights have been installed along Howard Ave.
- The City and TECO continue to upgrade with new LED street lights along South Howard Ave.

What have we done?



Pedestrian Safety

- Marked Crosswalk with RRFB (Rectangular Rapid Flashing Beacon) at Horatio St. to be installed (Currently in Design)
- Upgraded pedestrian lighting



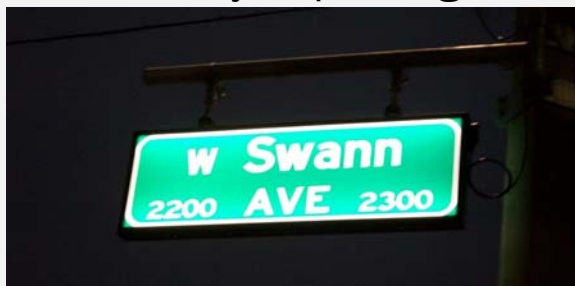
Figure:
Typical RRFB

What have we done?



Intersecting Streets

- Currently evaluating upgraded signage and revise signal timings at the **W. Cleveland St.** intersection to reduce right angle crashes
- Added illuminated street name signs to the **W. Platt St., W. Cleveland St.** and **W. Swann Ave.** intersections
- Currently evaluating revised signal timings at the **W. Swann Ave.** intersection to reduce congestion
- The cut-through traffic on **W. Horatio St. & W. DeLeon St.** should be reduced by improving the congestion at the **W. Swann Ave.** intersection



What have we done?



S. Howard Ave at W. Dekle Ave. / S. DeSoto Ave.

The Problem: Operational problems at the intersection due to its unusual geometry and on-street parking

Short Term Action: Reconstruct the intersection to improve its operation and safety

Motorists are traveling westbound down Dekle Avenue

Revising parking angle on Dekle Avenue while reconfiguring DeSoto Avenue should reduce wrong way traffic.

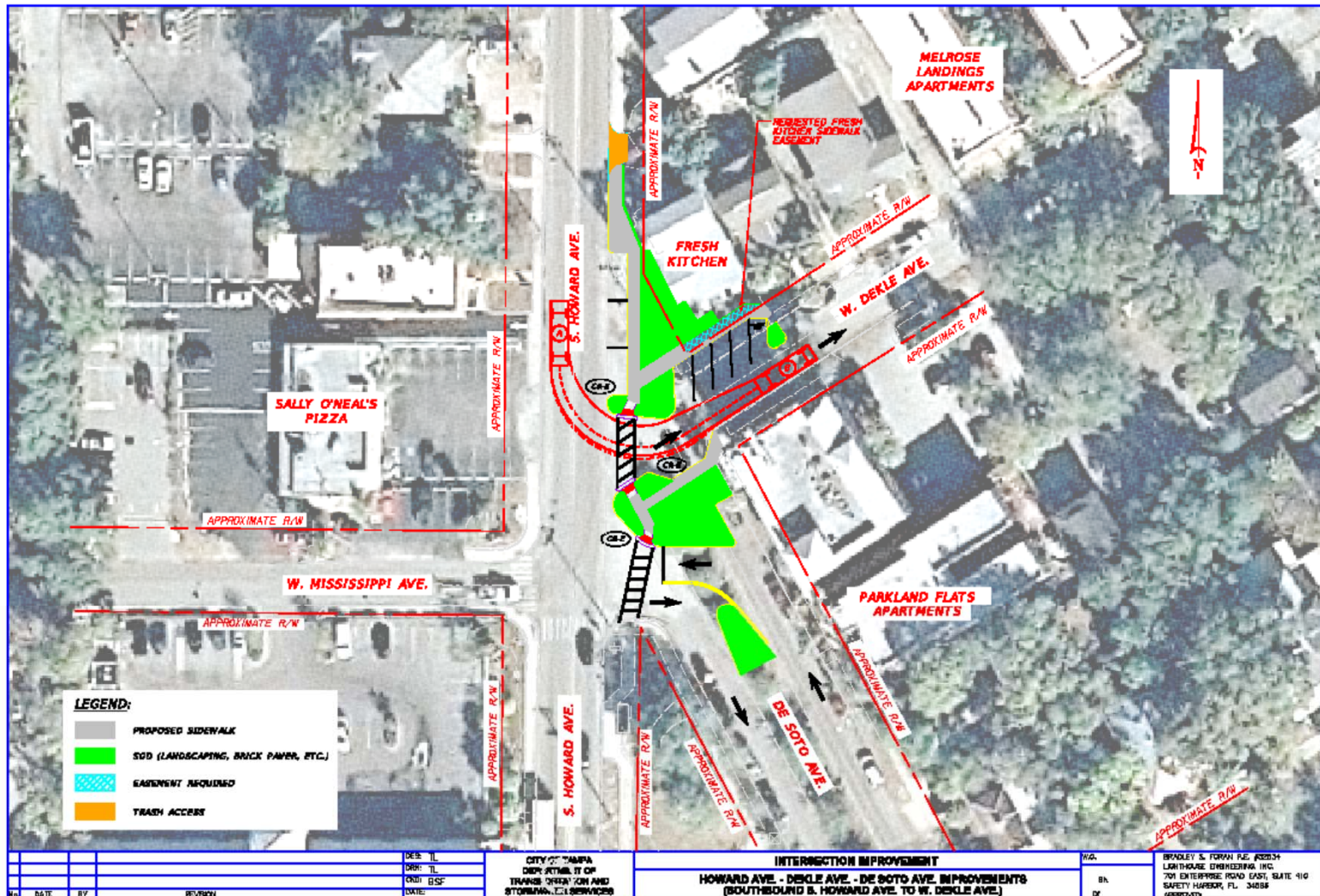
Parking and truck deliveries for surrounding businesses often block the pedestrian path and the intersection.

On-street parking changes should accommodate parking and truck deliveries.

Pedestrian Safety

The modifications will effectively extend and connect sidewalks.

What have we done?



DES: TL		CITY OF TAMPA DEPT. OF PUBLIC WORKS TRANSIT OPERATIONS AND STORING, C.I. SERVICES	INTERSECTION IMPROVEMENT		NO.	BRADLEY S. FORMAN, P.E., 00034
DRAW: TL			HOWARD AVE. - DEKLE AVE. - DE SOTO AVE. IMPROVEMENTS		BA.	LIGHTHOUSE ENGINEERING, INC.
CND: BSE			(SOUTHBOUND S. HOWARD AVE. TO W. DEKLE AVE.)		APPROVED	701 ENTERPRISE ROAD EAST, SUITE 410
DATE:					OF	SAFETY HARBOR, FL. 34886
NO.	DATE	BY	REVISION			

Upcoming Efforts



Parking and Transportation Alternatives Study

- Currently the City is in the process of completing the following:
 - Evaluating existing parking inventory and parking needs
 - Developing a master pedestrian plan for the entire corridor that will guide future redevelopment
 - Conducting interagency coordination to evaluate transit options, including shuttle service

Upcoming Efforts



Howard Avenue Complete Street Project

- The City has added a complete streets project for Howard Avenue in its Long Range Transportation Plan.
- The City will continue to develop the study recommendations throughout the corridor.
- A Complete Streets project will utilize the existing street width while providing the following:
 - Resurfaced pavement and refurbished striping
 - Evaluation of possible turn lane locations
 - Striped on-street parking
 - Traffic calming features
 - The construction of pedestrian refuges at crossing locations
 - ADA upgrades, such as accessible curb ramps

THANK YOU!

