DAVIS BLVD. COMPLETE STREETS

City of Tampa Transportation and Stormwater Services Dept.

Public Meeting

July 30, 2019

PROJECT TEAM

Transportation and Stormwater Services
Transportation Division

- Cal Hardie, P.E., Capital Projects Manager
- Jorge Uy, P.E., City Pavement Management Engineer
- Bernadette Corey, Project Manager

- Caitlyn Hemmes, P.E., Project Engineer

- Richard Walker, P.E., Senior Civil Engineer
- Ben Doan, P.E., CCM, Regional Transportation Leader

PROJECT DEVELOPMENT

- The Davis Islands Community Plan that was developed by Davis Islands Plan Stewardship Committee.

- The City hired DKS to provide Complete Streets recommendations – Sept. 2017

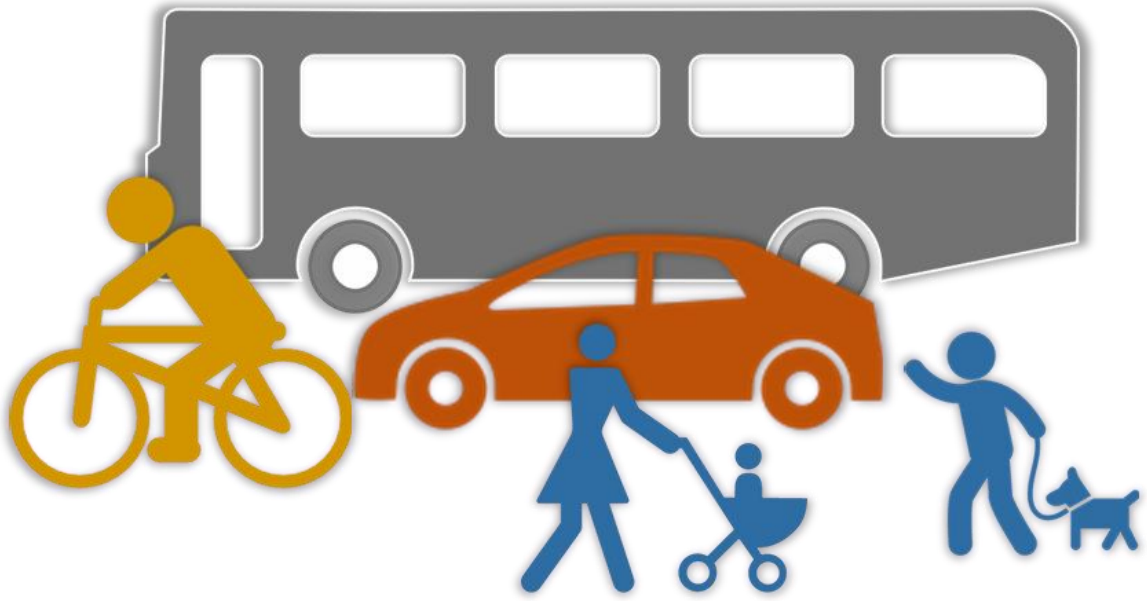
- GHD and GPI were hired to provide design services in 2018

PROJECT GOALS

- Create a Complete Street for all modes.
- Determine locations for safe pedestrian crossings.
- Reduce crashes.
- Reduce congestion.
- Maintain parking as much as possible.
- Enhance the aesthetics of the corridor and maintain the sense of place.

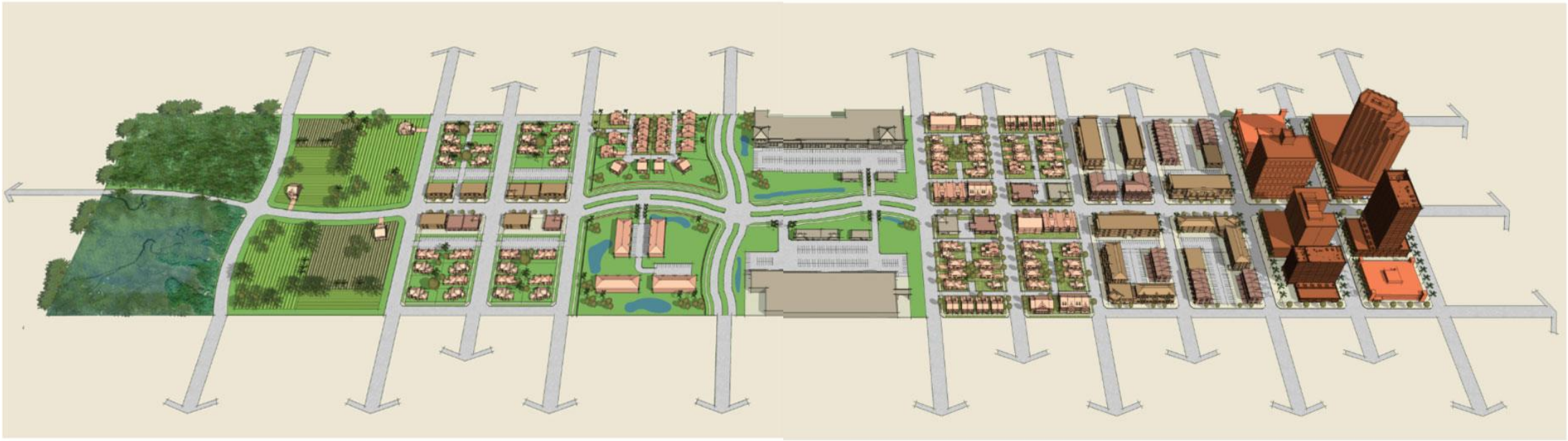
COMPLETE STREETS – WHAT IS IT?

Complete Streets are designed so all modes of transportation can share the road safely.



COMPLETE STREETS – WHAT IS IT?

The Right Street in the Right Place



C1-Natural
Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

C2-Rural
Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.

C2T-Rural Town
Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.

C3R-Suburban Residential
Mostly residential uses within large blocks and a disconnected/sparse roadway network.

C3C-Suburban Commercial
Mostly non-residential uses with large building footprints and large parking lots. Buildings are within large blocks and a disconnected/ sparse roadway network.

C4-Urban General
Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor and/or behind the uses fronting the roadway.

C5-Urban Center
Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a community, town, or city of the civic or economic center.

C6-Urban Core
Areas with the highest densities and with building heights within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.

There is no single design application for Complete Streets; each one is unique and responds to its community context.

TRAFFIC VOLUMES

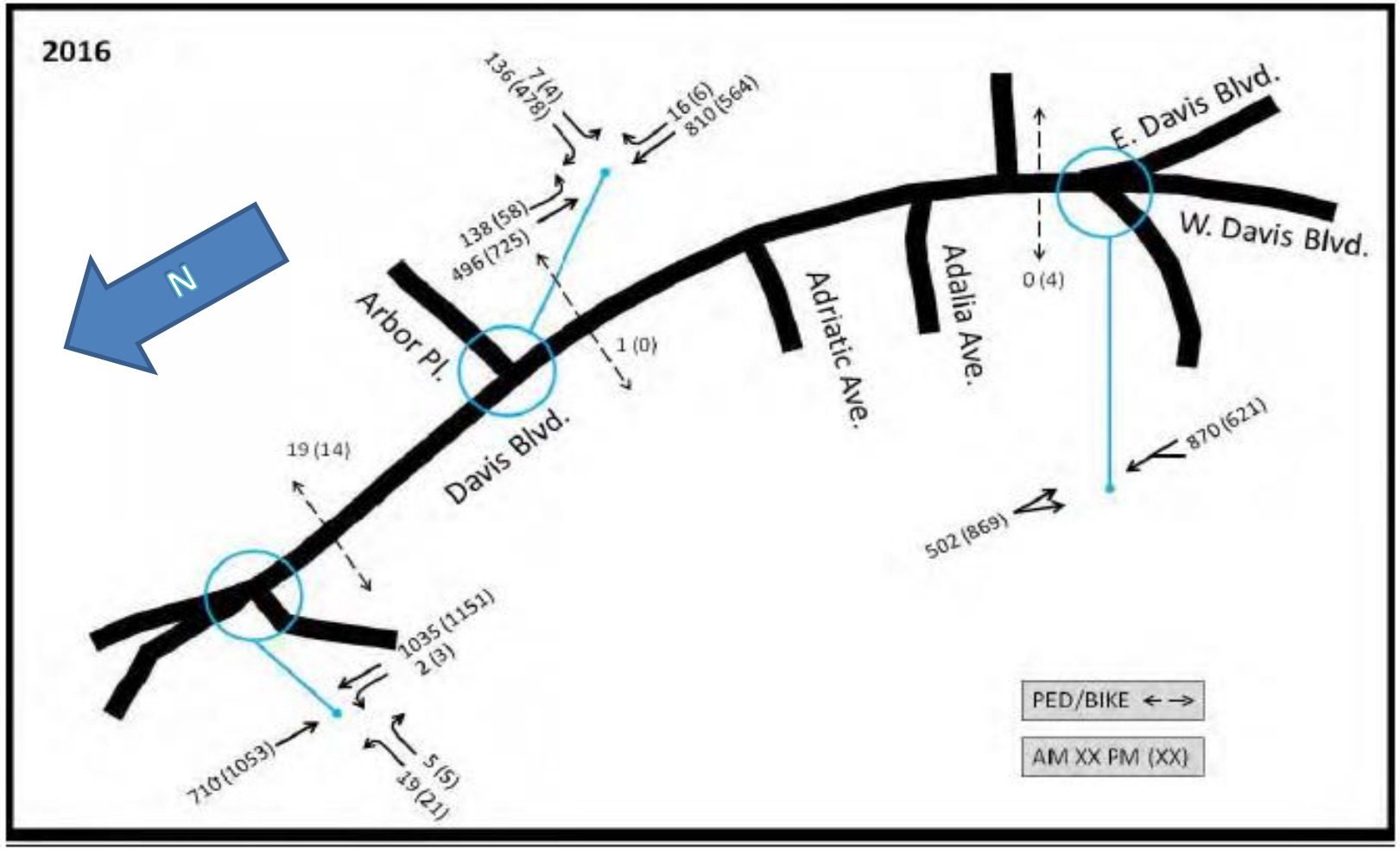
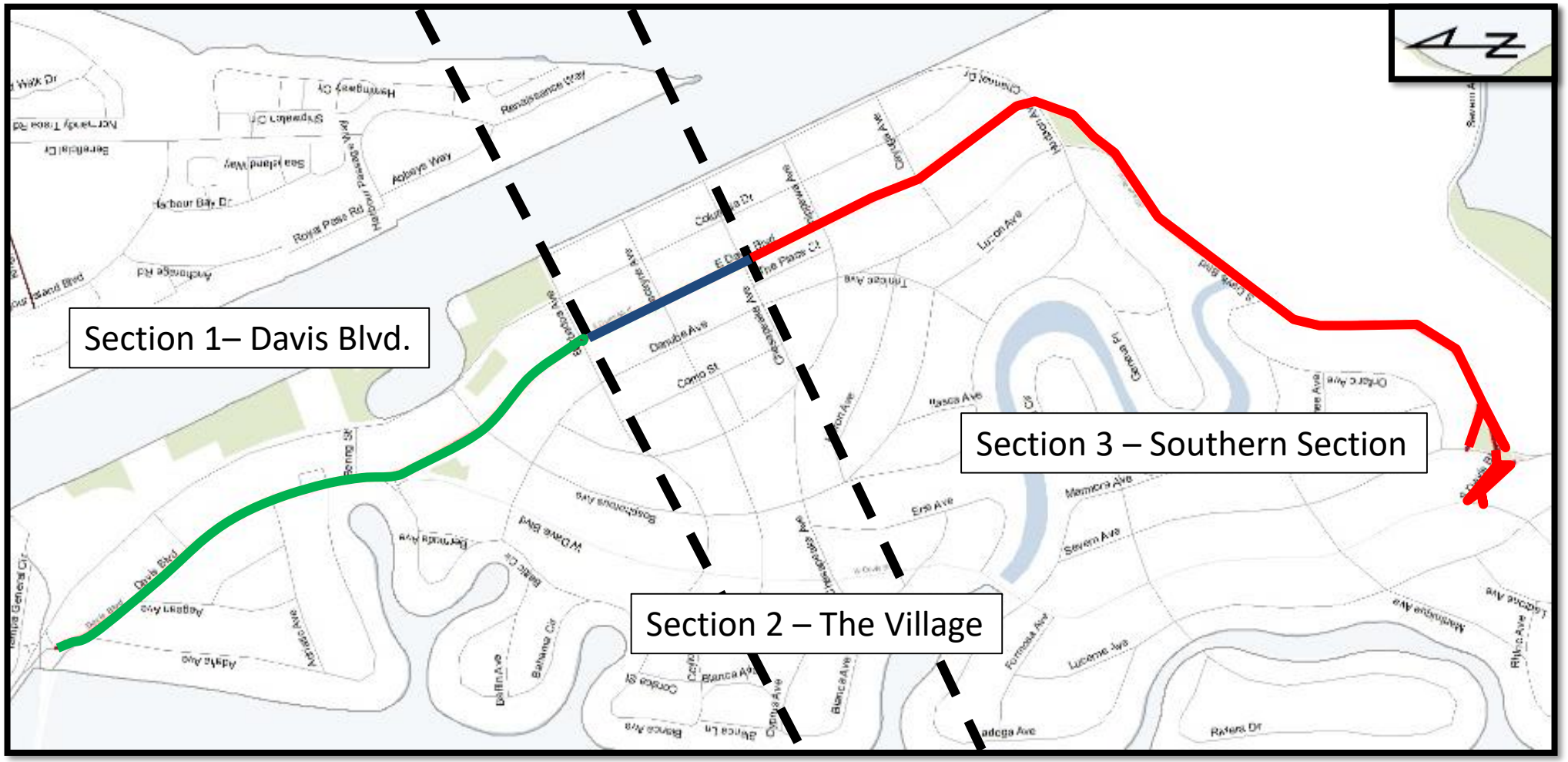


Figure 2 AM and PM Peak Hour Traffic Volumes (July, 2016)

Traffic Volumes Overview

- Counts performed in April 2015 & July 2016

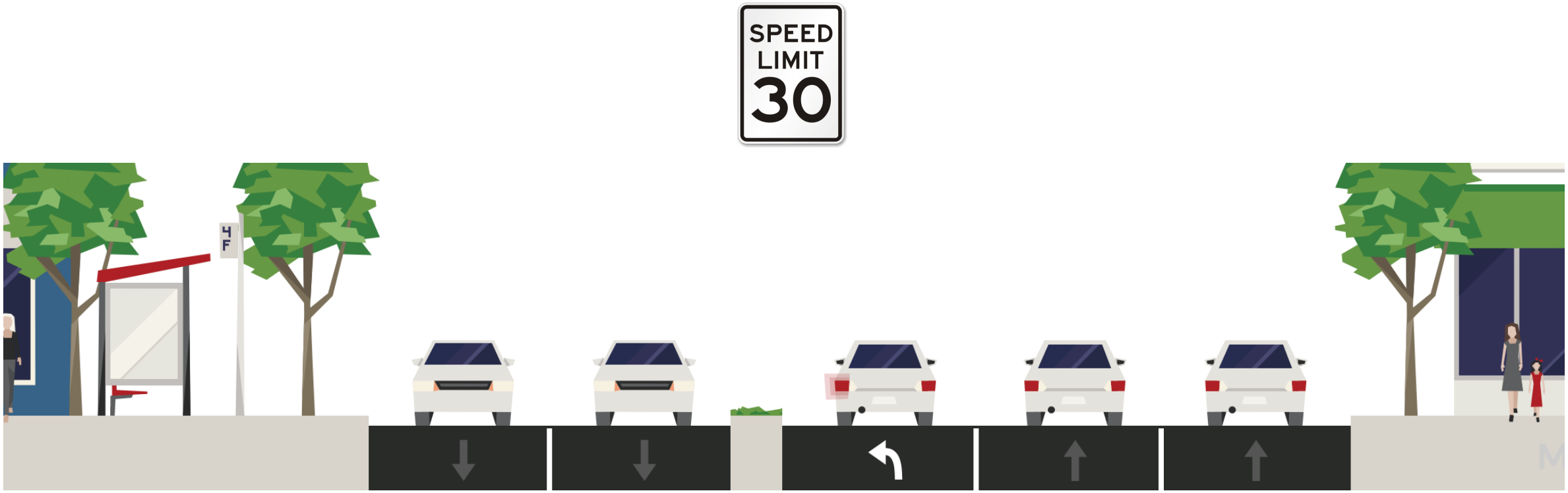
THREE SEPARATE SECTIONS



SECTION 1: DAVIS BLVD.

TYPICAL SECTION- BRIDGE TO AEGEAN

Davis Islands Bridge to Aegean Ave.



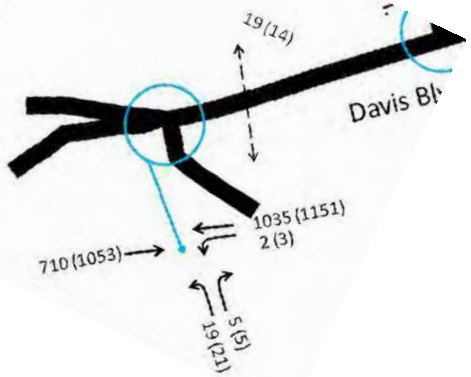
SAFETY ASSESSMENT- ADALIA AVE.

Crosswalk sight distance issue

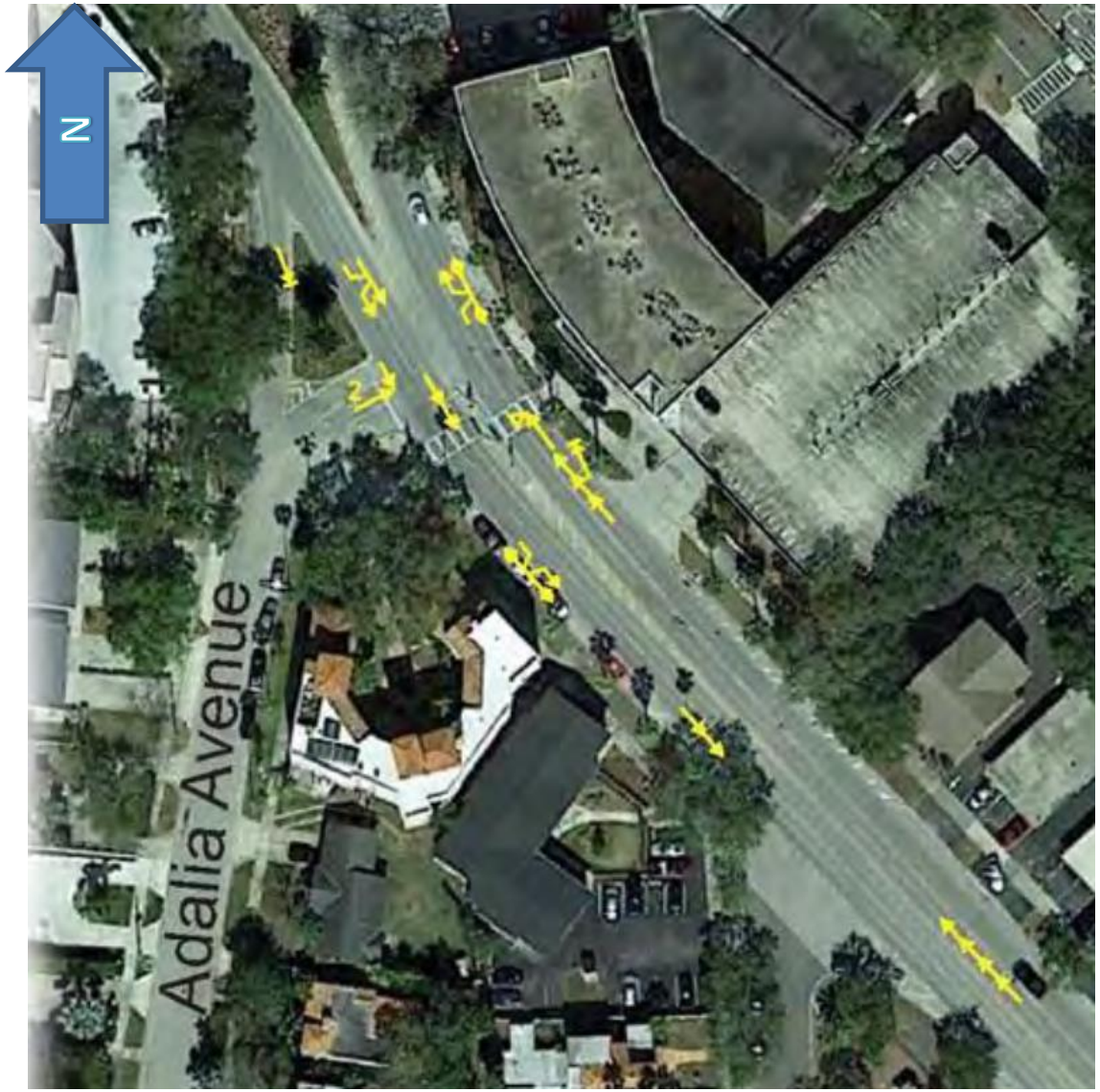
Left turns currently "permitted"

Currently full access

Existing Conditions



CRASH HISTORY- ADALIA AVE.



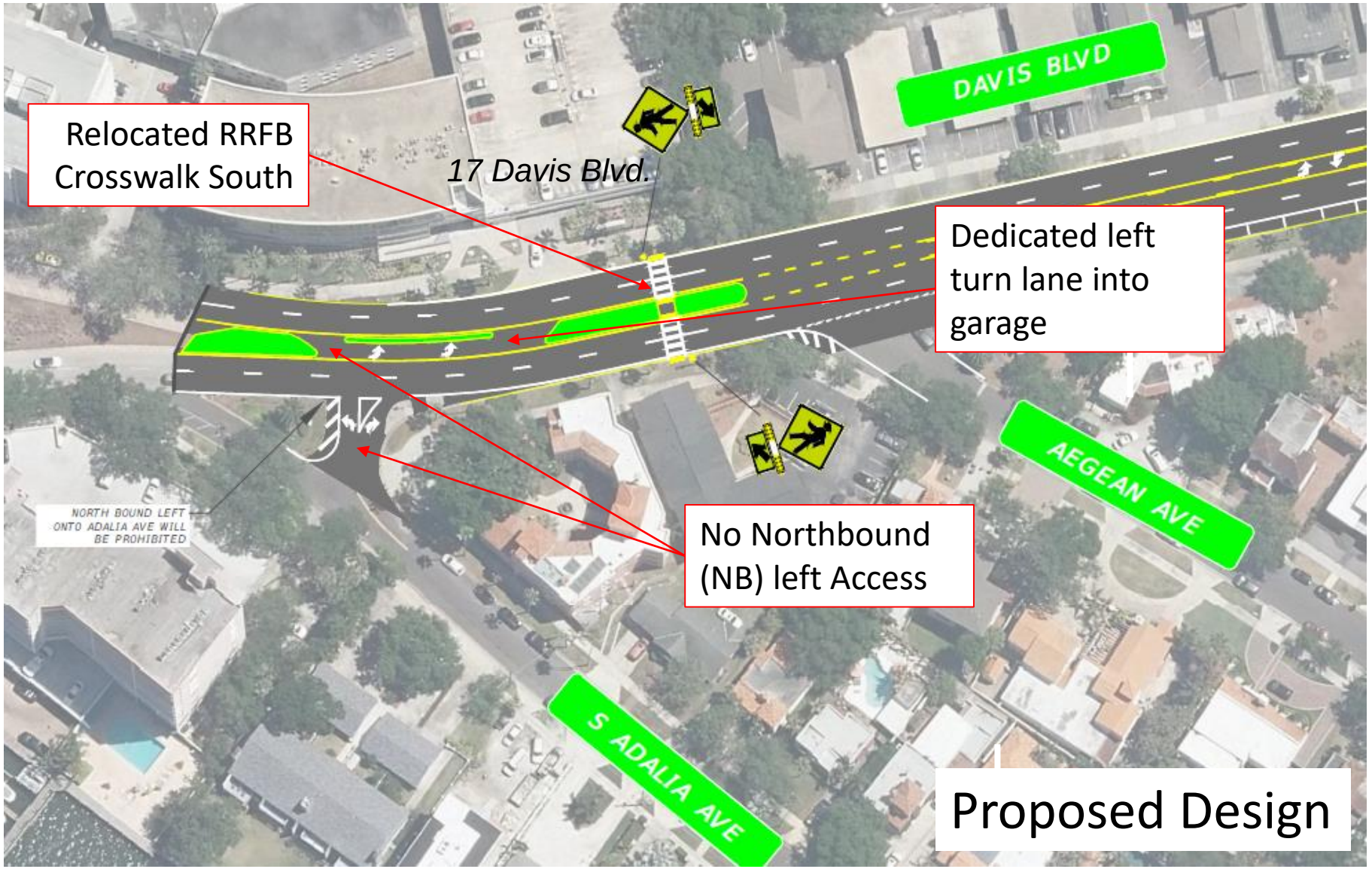
Crash History near Adalia & 17 Davis Blvd.

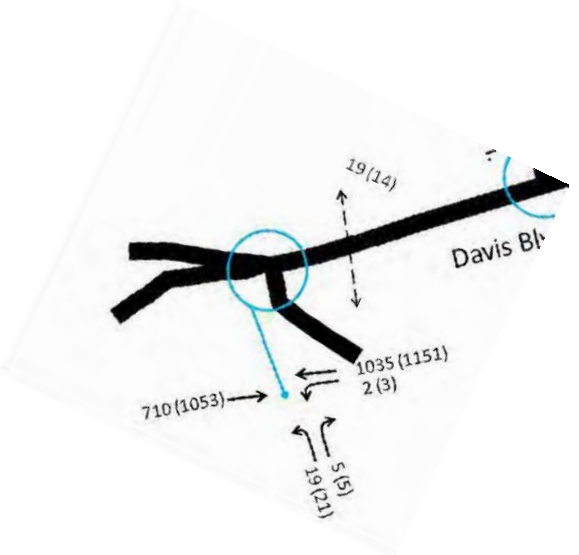
12 Recorded Crashes (2011-2016)
High number of rear ends, right angle, and sideswipes

Table 5
Crash Summary by Type of Collision (2011 – 2016)

Collision Type	Number of Collisions						
	2011	2012	2013	2014	2015	2016	5 Years
Left-Turn	0	0	1	1	1	0	3
Right-Angle	1	1	4	3	2	0	11
Rear-End	0	4	1	2	4	0	11
Sideswipe	1	1	1	4	2	1	10
Fixed Object	0	2	1	2	1	0	6
Pedestrian	0	0	0	0	0	0	0
Bicycle	0	1	0	0	0	0	1
All	2	9	8	12	10	1	42

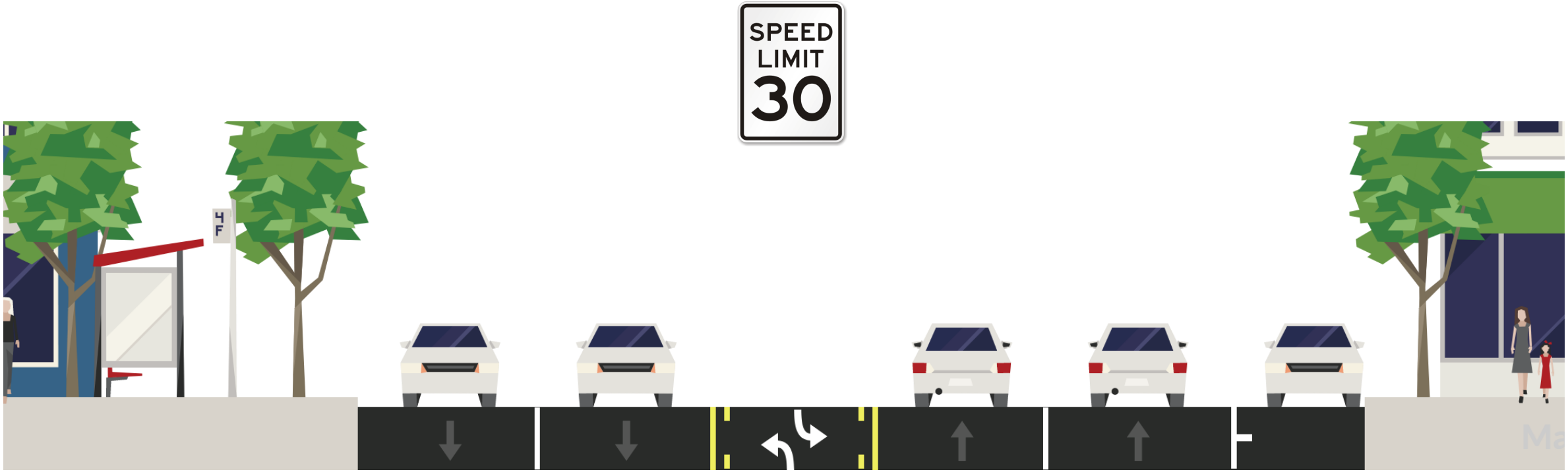
PROPOSED DESIGN- ADALIA AVE.



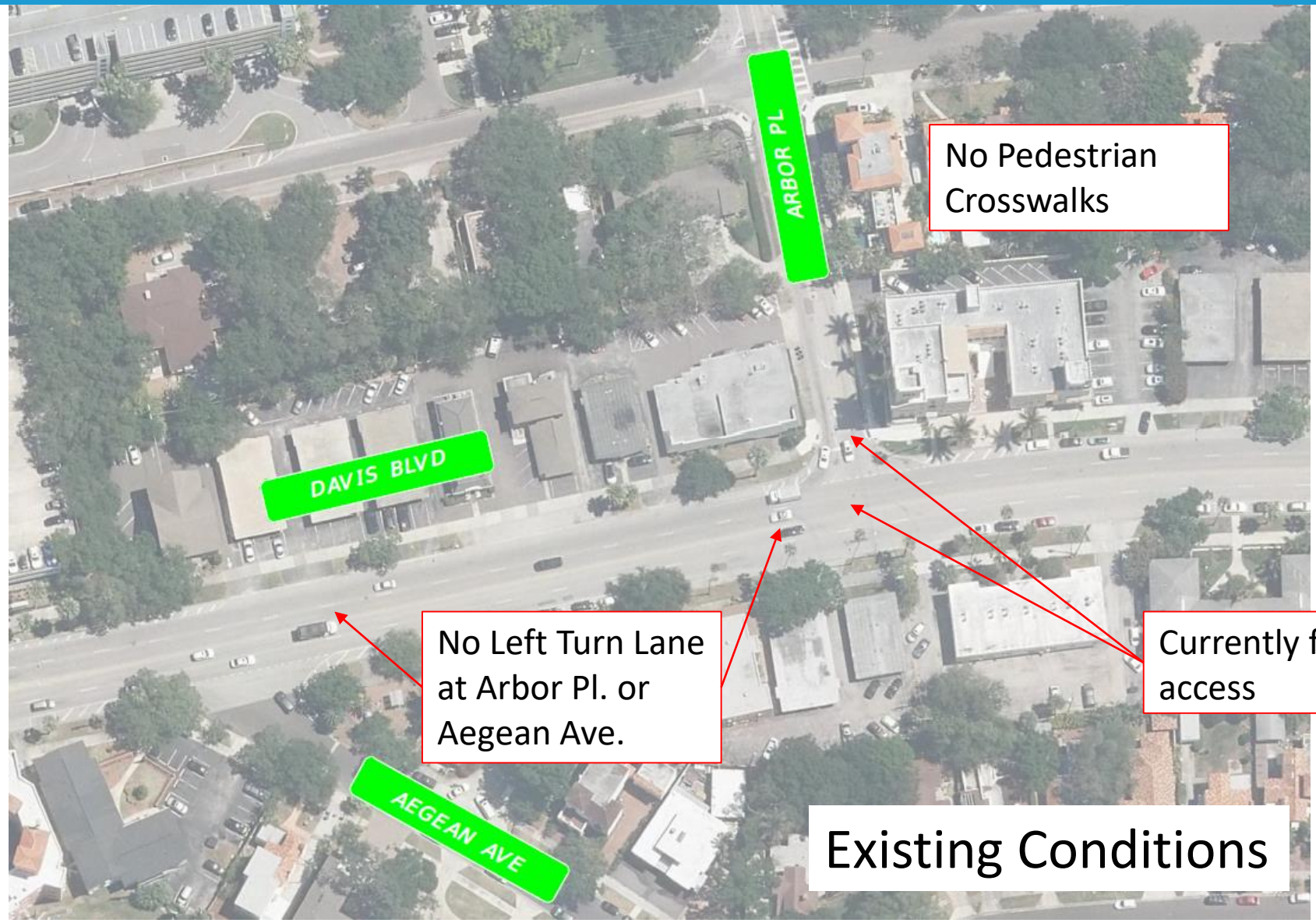


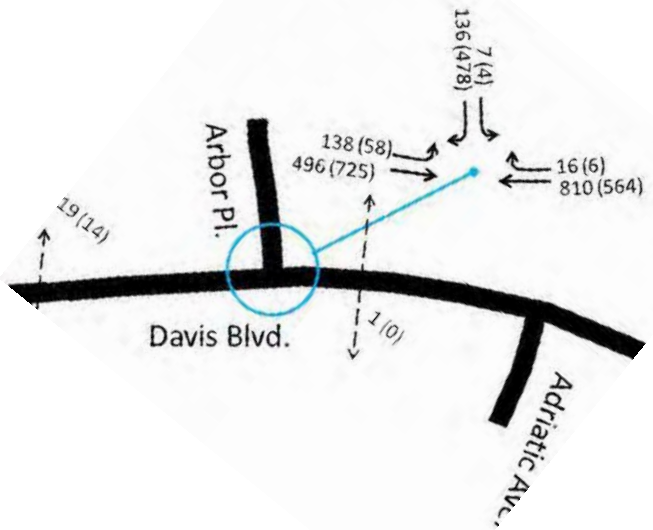
TYPICAL SECTION- AEGEAN TO ARBOR

Aegean Ave. to Arbor Pl.



SAFETY ASSESSMENT- AEGEAN/ARBOR





Existing Conditions

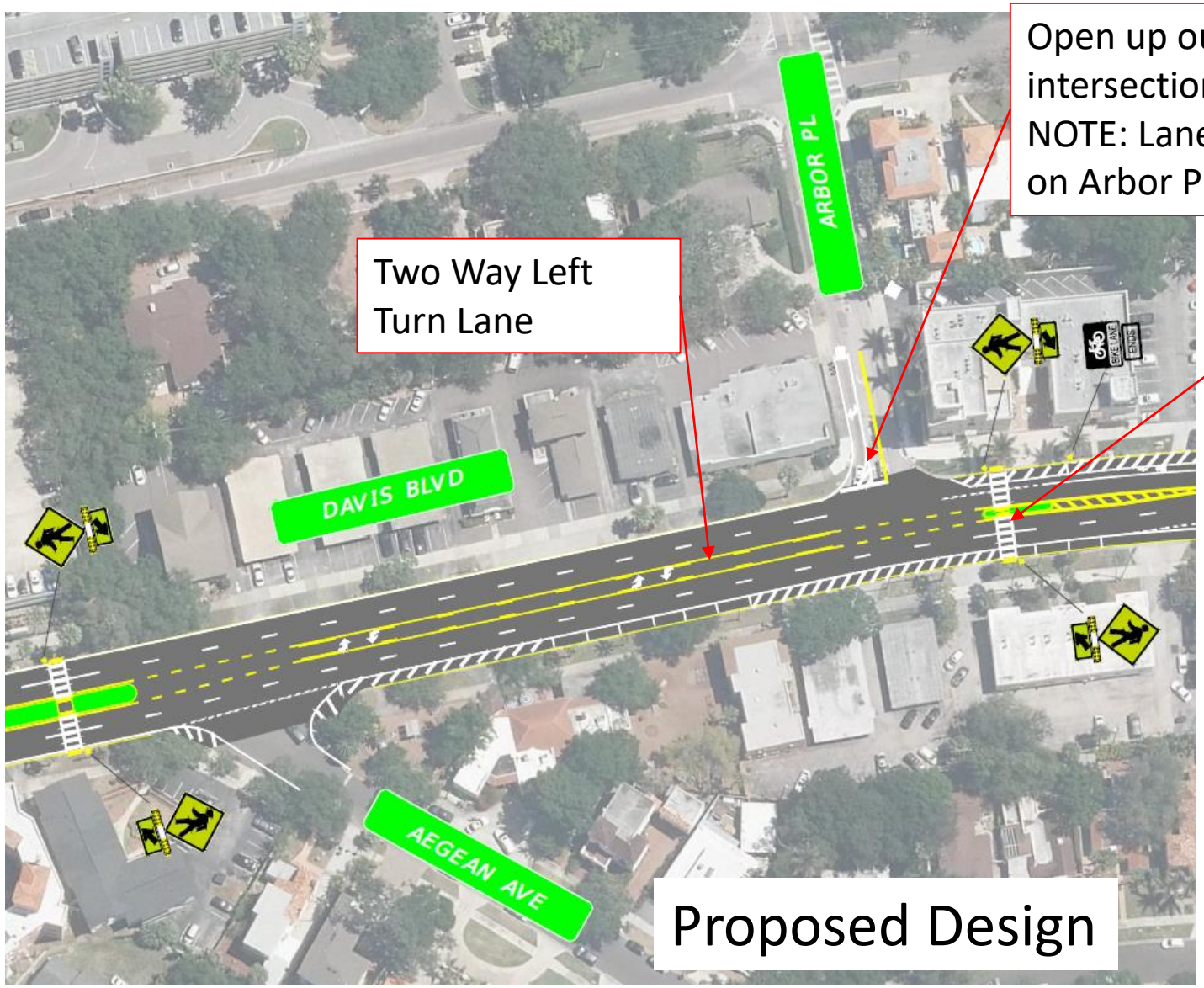
CRASH HISTORY- AEGEAN/ARBOR

CRASH HISTORY NEAR AEGEAN AVE. & ARBOR PL.

Crashes at Aegean

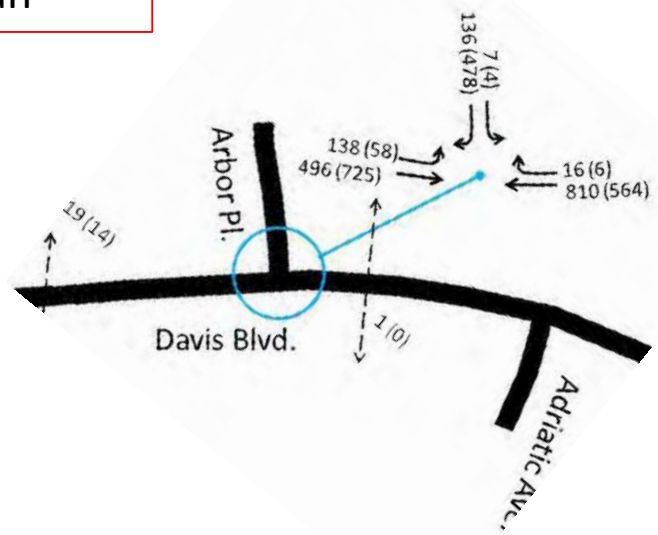
Crashes at Arbor
16 Recorded Crashes (2011-2016)

PROPOSED DESIGN- AEGEAN/ARBOR



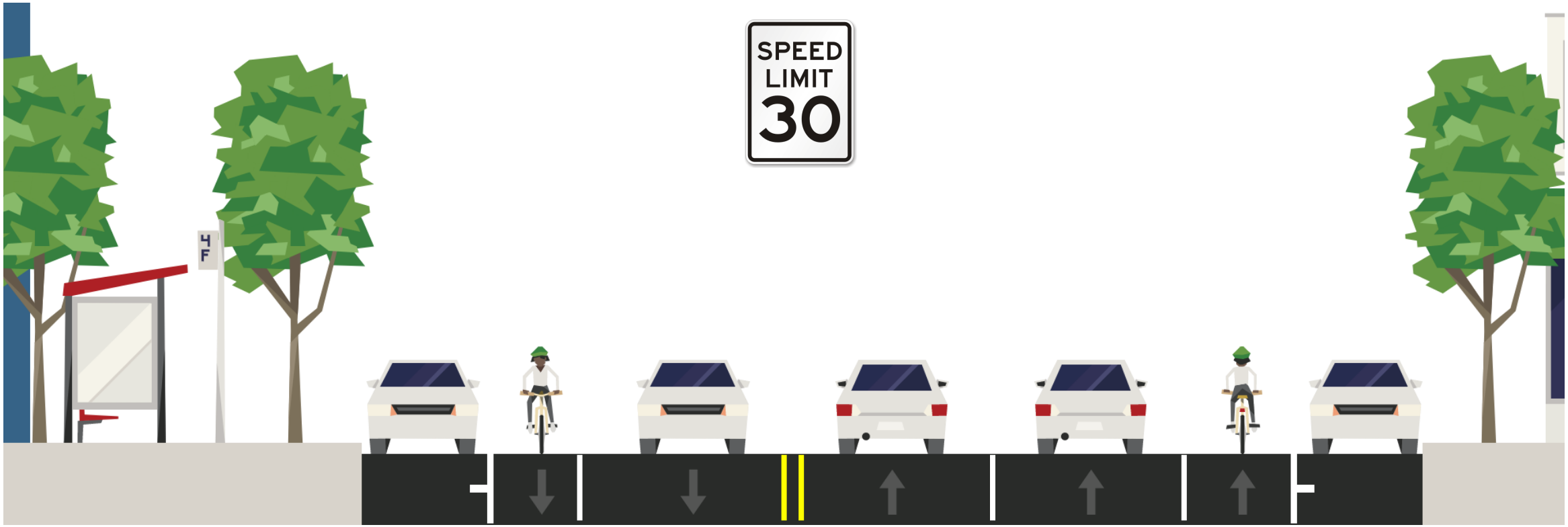
Open up outermost Northbound through lane **AFTER** Arbor Pl. intersection to facilitate Westbound right turns.
NOTE: Lane widths are substandard. Westbound left turn lane on Arbor Pl. may be removed in future design.

RRFB Crosswalk with median



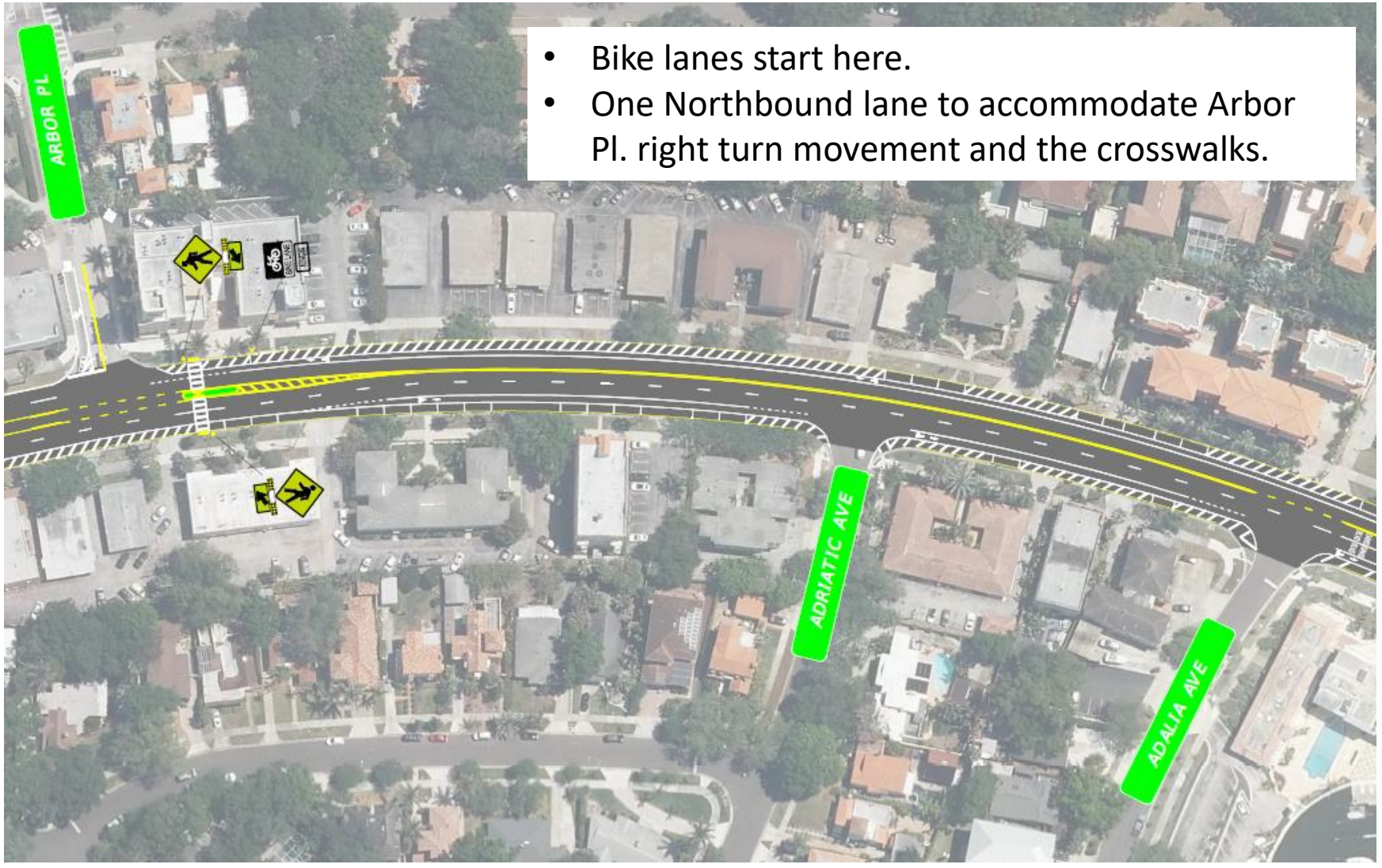
TYPICAL SECTION- ARBOR TO ADALIA

Arbor Pl. to Adalia Ave.

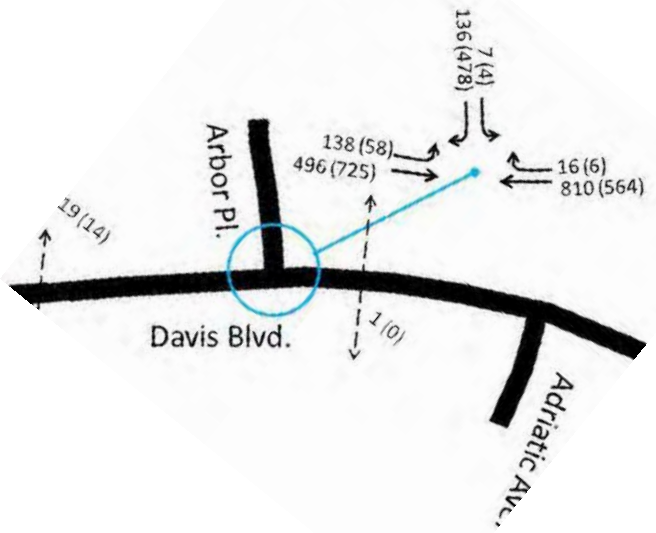


PROPOSED DESIGN- ARBOR TO ADALIA

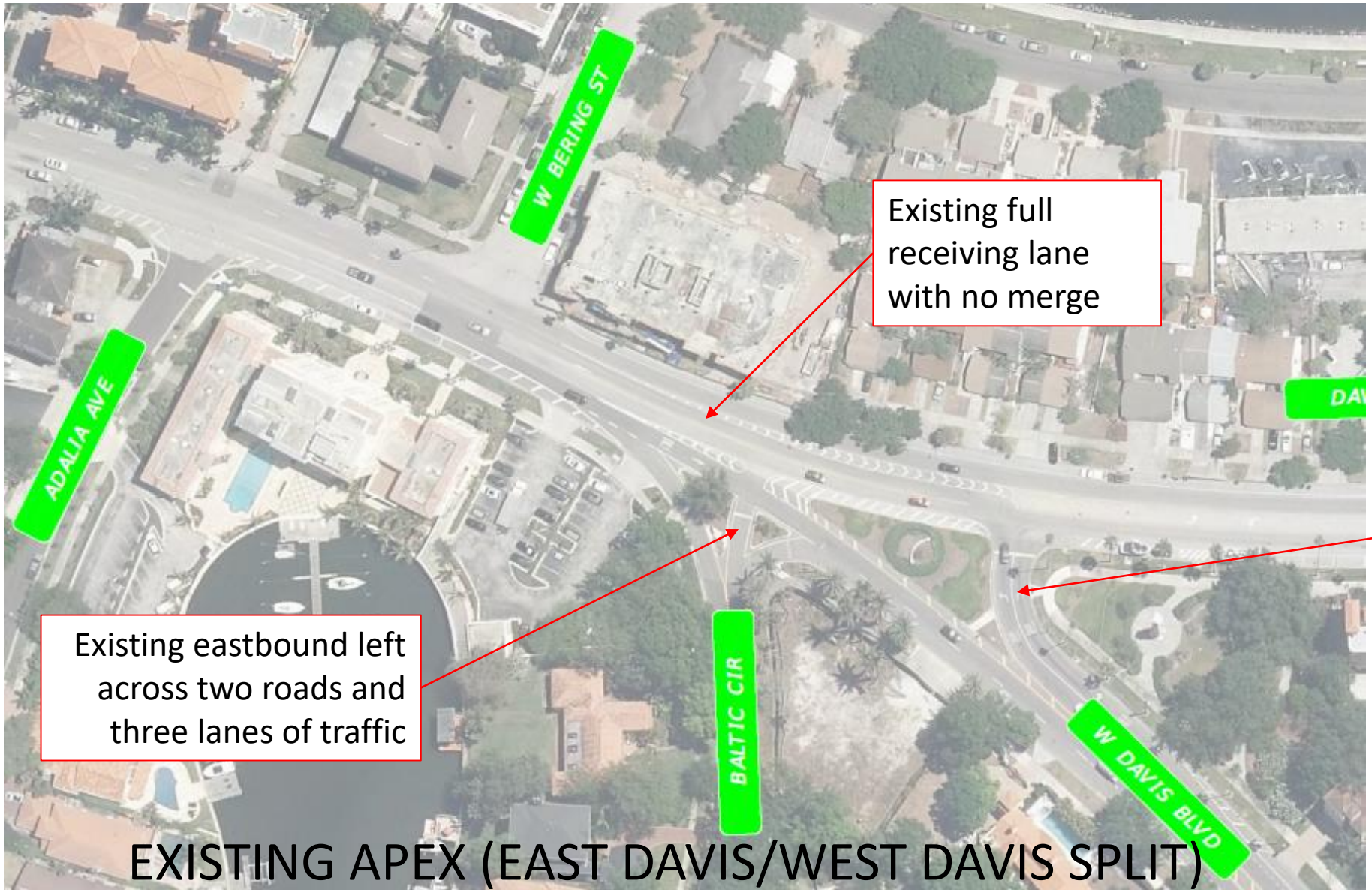
Arbor Pl. to Adalia Ave.



- Bike lanes start here.
- One Northbound lane to accommodate Arbor Pl. right turn movement and the crosswalks.



SAFETY ASSESMENT AT THE "APEX"



EXISTING APEX (EAST DAVIS/WEST DAVIS SPLIT)

CRASH HISTORY AT “THE APEX”

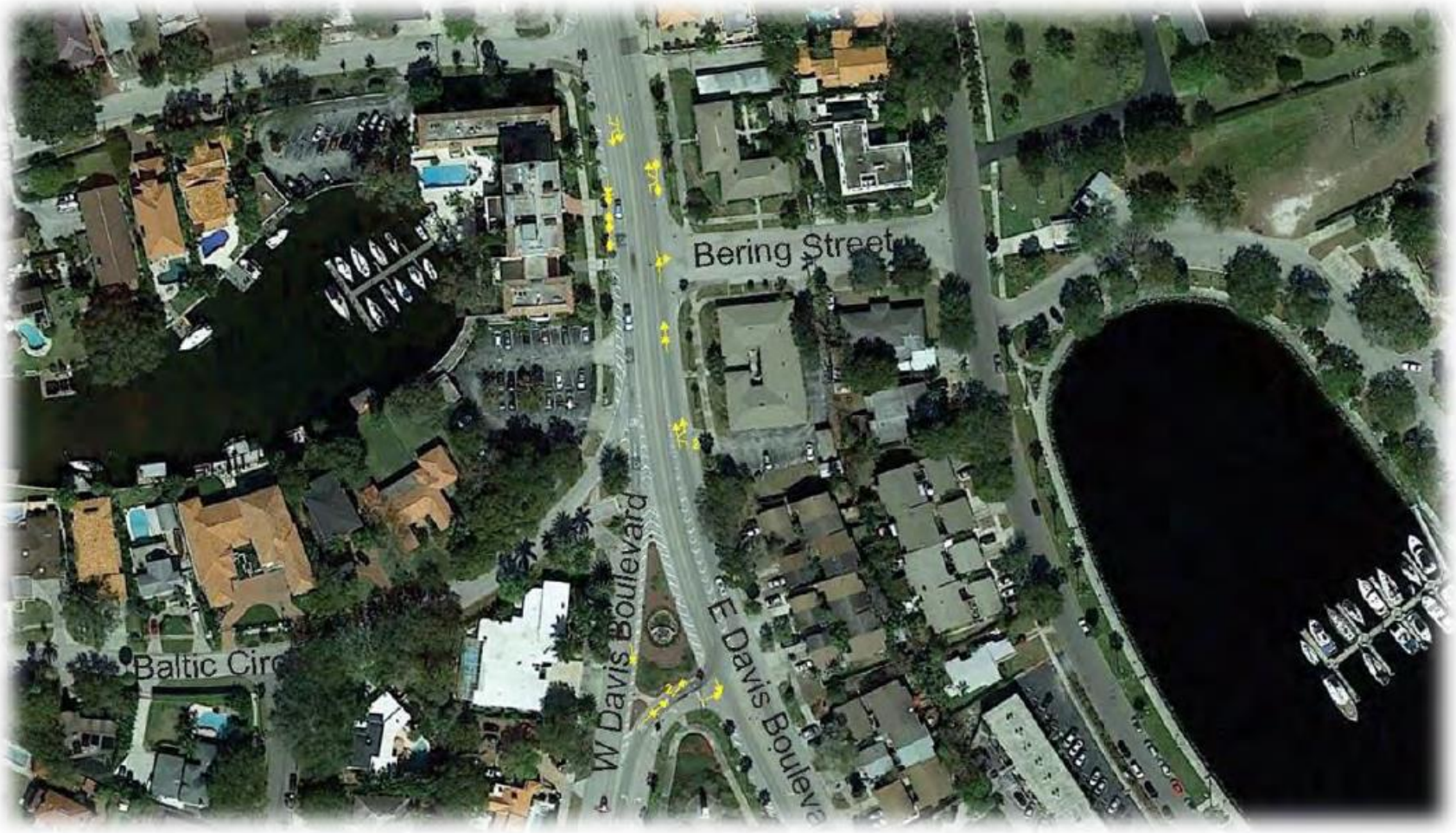
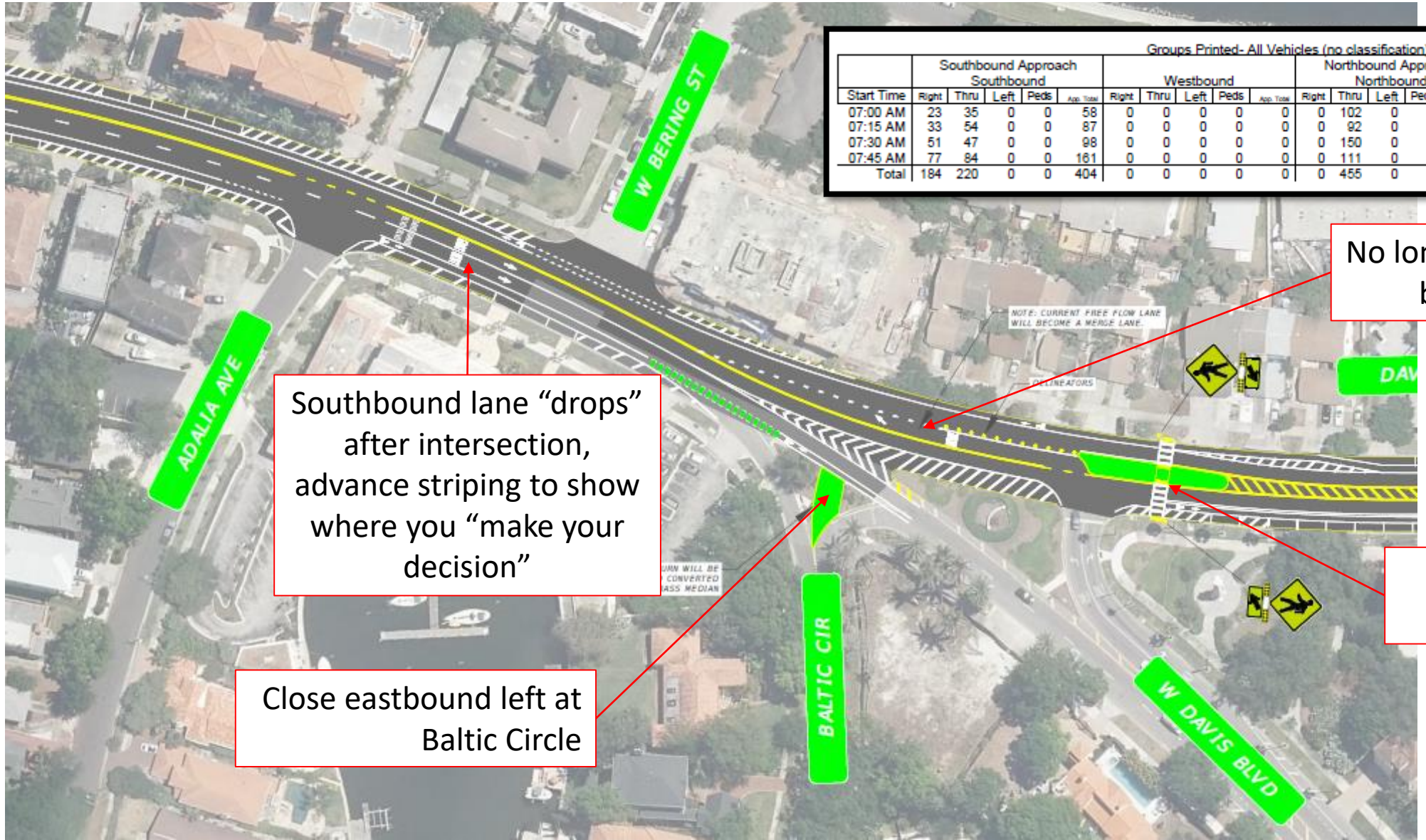


Figure 5 Locations of 12 Recorded Crashes in South Segment (2011 to 2015)

PROPOSED DESIGN AT THE "APEX"



Groups Printed- All Vehicles (no classification)

	Southbound Approach Southbound					Westbound					Northbound Approach Northbound					Eastbound Approach Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	23	35	0	0	58	0	0	0	0	0	0	102	0	0	102	1	0	91	0	92	252
07:15 AM	33	54	0	0	87	0	0	0	0	0	0	92	0	0	92	0	0	92	0	92	271
07:30 AM	51	47	0	0	98	0	0	0	0	0	0	150	0	0	150	0	0	131	0	131	379
07:45 AM	77	84	0	0	161	0	0	0	0	0	0	111	0	0	111	0	0	89	0	89	361
Total	184	220	0	0	404	0	0	0	0	0	0	455	0	0	455	1	0	403	0	404	1263

No longer dedicated lane, but merge lane

Southbound lane "drops" after intersection, advance striping to show where you "make your decision"

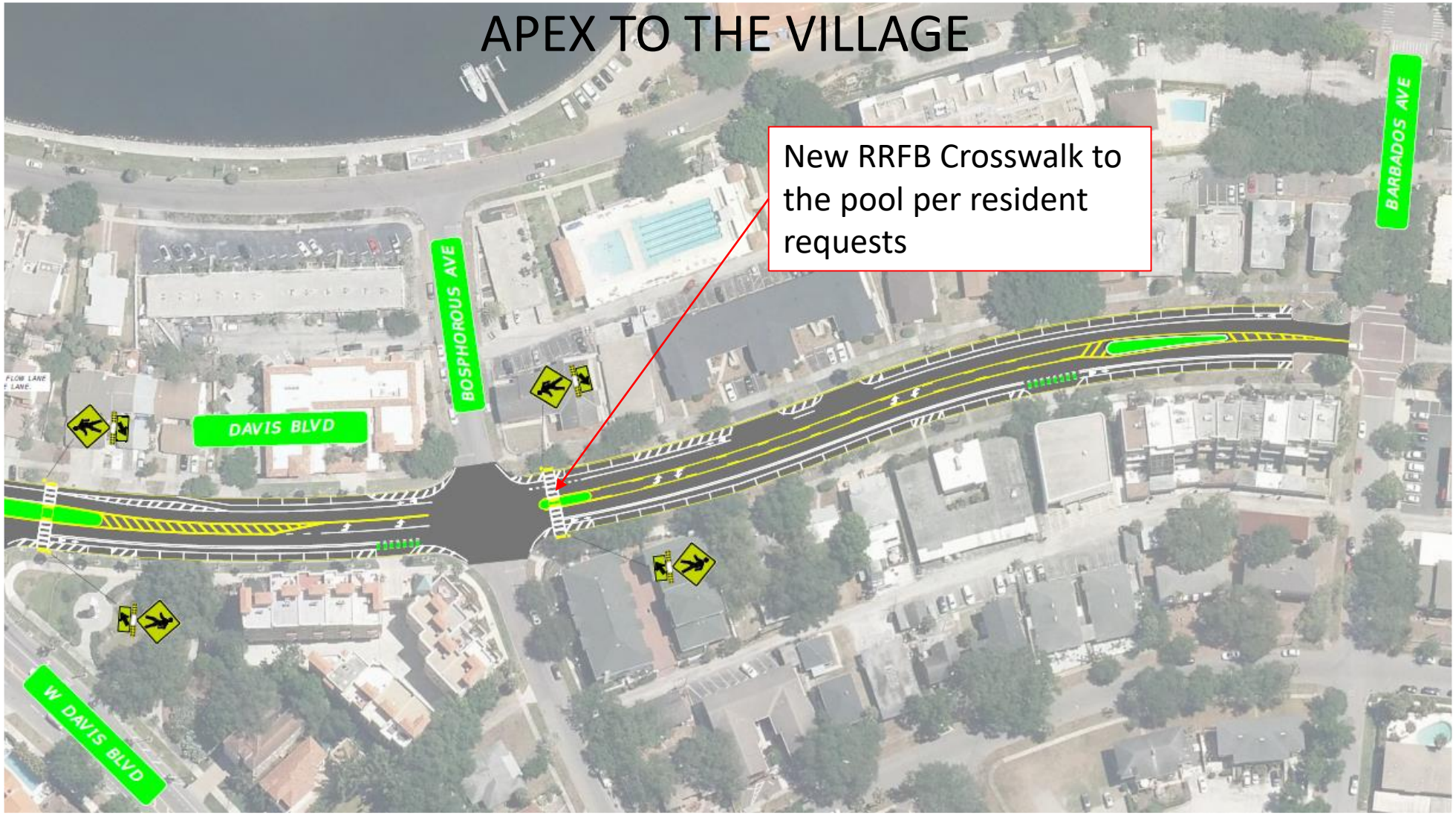
RRFB Crosswalk with median

Close eastbound left at Baltic Circle

TYPICAL SECTION- APEX TO THE VILLAGE

Arbor Pl. to Adalia Ave.

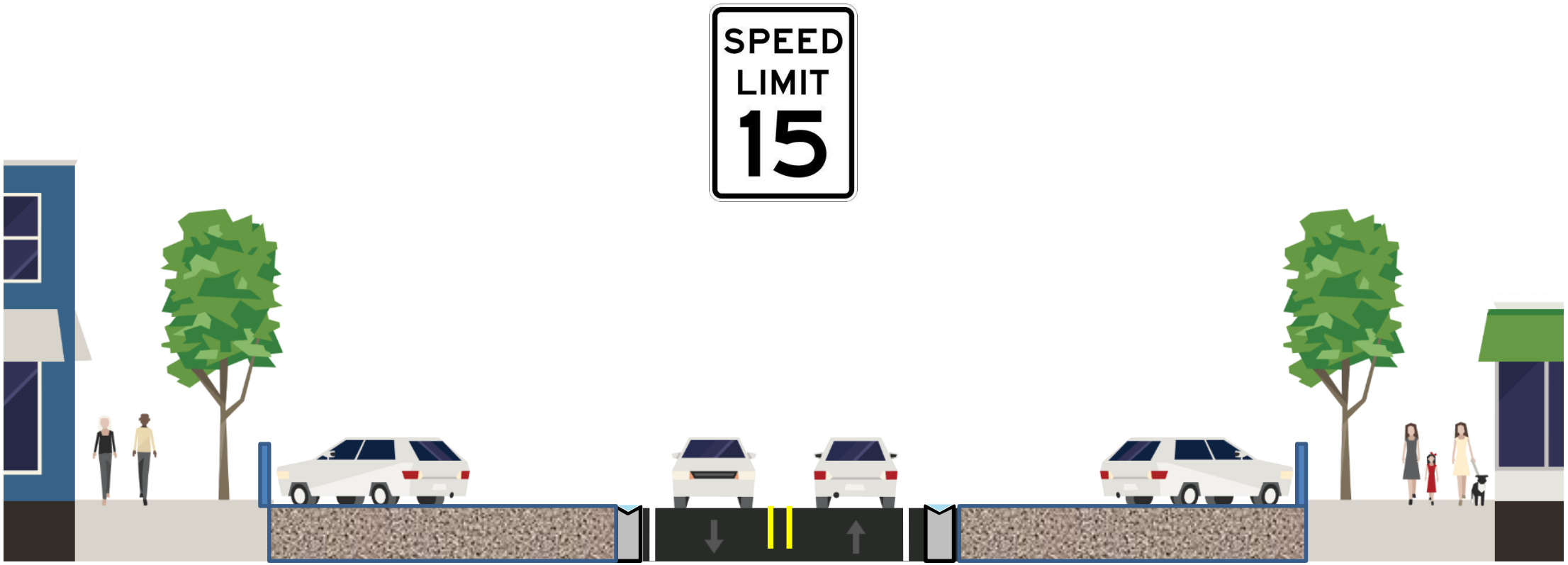
PROPOSED DESIGN- APEX TO THE VILLAGE



SECTION 2: THE VILLAGE

TYPICAL SECTION- THE VILLAGE

THE VILLAGE SECTION



10’ Travel Lane

10’ Travel Lane

PRINCIPLES OF CURBLESS STREETS

Benefits of Curbless Streets

- PLACEMAKING
  - *A street you go TO rather than one to go THROUGH*
- SAFETY
  - *Prioritizes all modes*
  - *Requires users to be more engaged when navigating the street*
  - *Decreases speed and increases awareness of other users*
  - *Drivers are 14 times more likely to yield to pedestrians*
- ACCESSIBILITY
  - *Less barriers to ADA Accessibility*

Figure 3. Place-Making Benefits of Curbless Streets

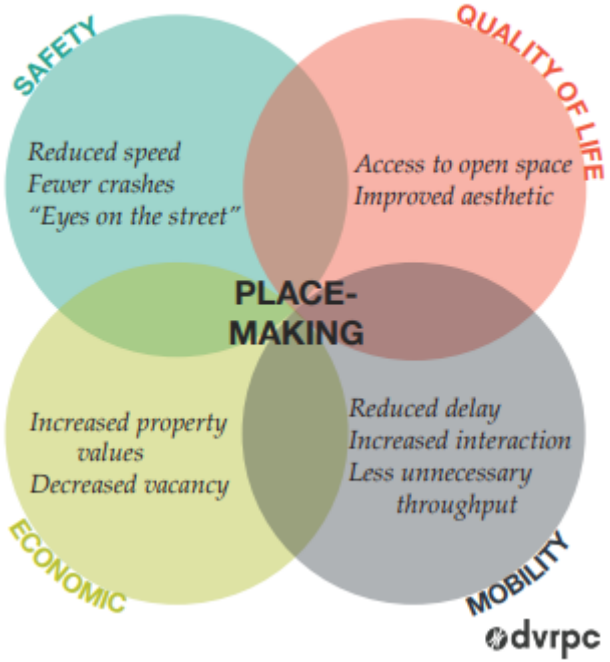


Figure 5. Behavior Mapping

pedestrian gathering and interactions relative to a block:

• = *person, interaction*

Conventional Street *(before)*

Woonerf *(after)*

source:DVRPC

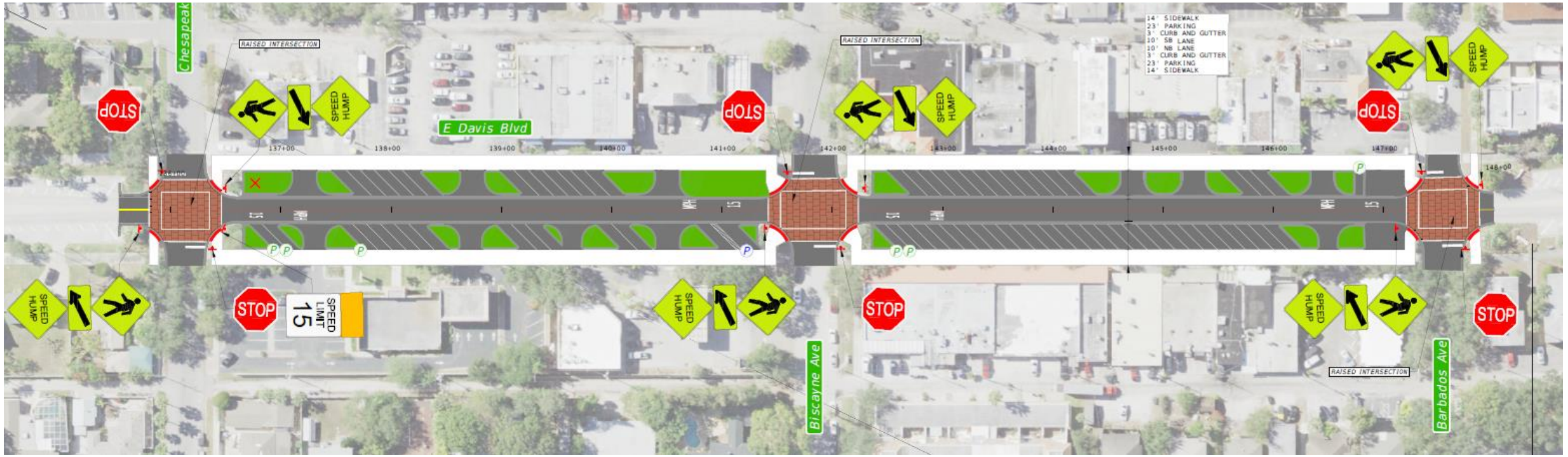
https://www.dvrpc.org/Reports/16044.pdf

EXAMPLES OF CURBLESS STREETS

HYDE PARK VILLAGE - Tampa, FL

EXAMPLES OF CURBLESS STREETS

PROPOSED DESIGN- THE VILLAGE

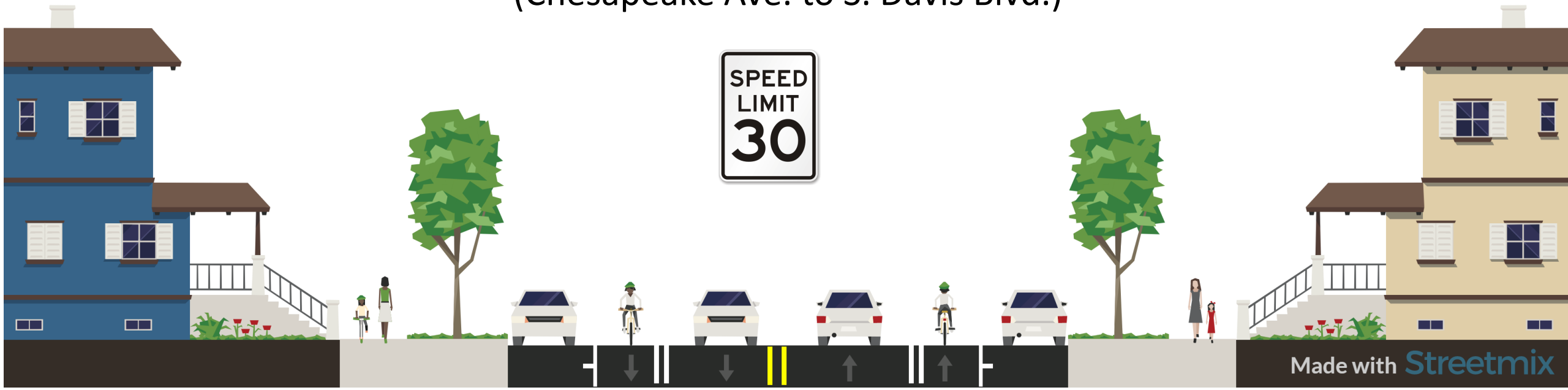


12 additional parking spaces, including 6 golf cart spaces and 1 ADA Accessible space

SECTION 3: SOUTHERN SECTION

TYPICAL SECTION

E. Davis Blvd.
(Chesapeake Ave. to S. Davis Blvd.)



7’ Parking | 6’ Bike Lane | 11’ Travel Lane | 11’ Travel Lane | 6’ Bike Lane | 7’ Parking

TYPICAL SECTION

S. Davis Blvd.
(E. Davis Blvd. to Severn Ave.)

8’ Parking | 10’ Travel Lane | 10’ Travel Lane | 8’ Parking

PROJECT SCHEDULE

DAVIS BLVD COMPLETE STREETS RESURFACING From Severn Ave. to the Davis Islands Bridge					
PHASE	FIRM	COST	FUNDING SOURCE	SCHEDULE	
				START	FINISH
Design	GPI & GHD	$350,000	LOGT	Summer 2018	Winter 2019
Construction	---	$2.2 million	MULTI-MODAL AND LOGT	Spring 2021*	7 Months

* Construction will commence after the City of Tampa Water Department Project

HOW TO COMMENT

- Project Website:

https://www.tampagov.net/tss-transportation/info/projects/davis_islands_resurfacing

- Project Contact List
- WikiMapping Link to provide comments:

https://wikimapping.com/DavisBoulevard.html

CONTACT INFORMATION

QUESTIONS?

City Project Manager

Bernie Corey

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