

Mayor Jane Castor

**Transforming Tampa's
Tomorrow** 

Bringing Tampa's City Hall to You

WELCOME

City Center at Hanna Transportation Study



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/planning-and-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.

Transportation

Mayor Castor's T3 Initiative

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Mayor Jane Castor

Transforming Tampa's Tomorrow





Brandon Campbell, P.E.
Smart Mobility Manager



Cal Hardie, P.E.
Capital Projects
Manager



Ken Jacobs, P.E.
Consultant
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Consultant
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Consultant
Section Manager

Transportation Community Engagement

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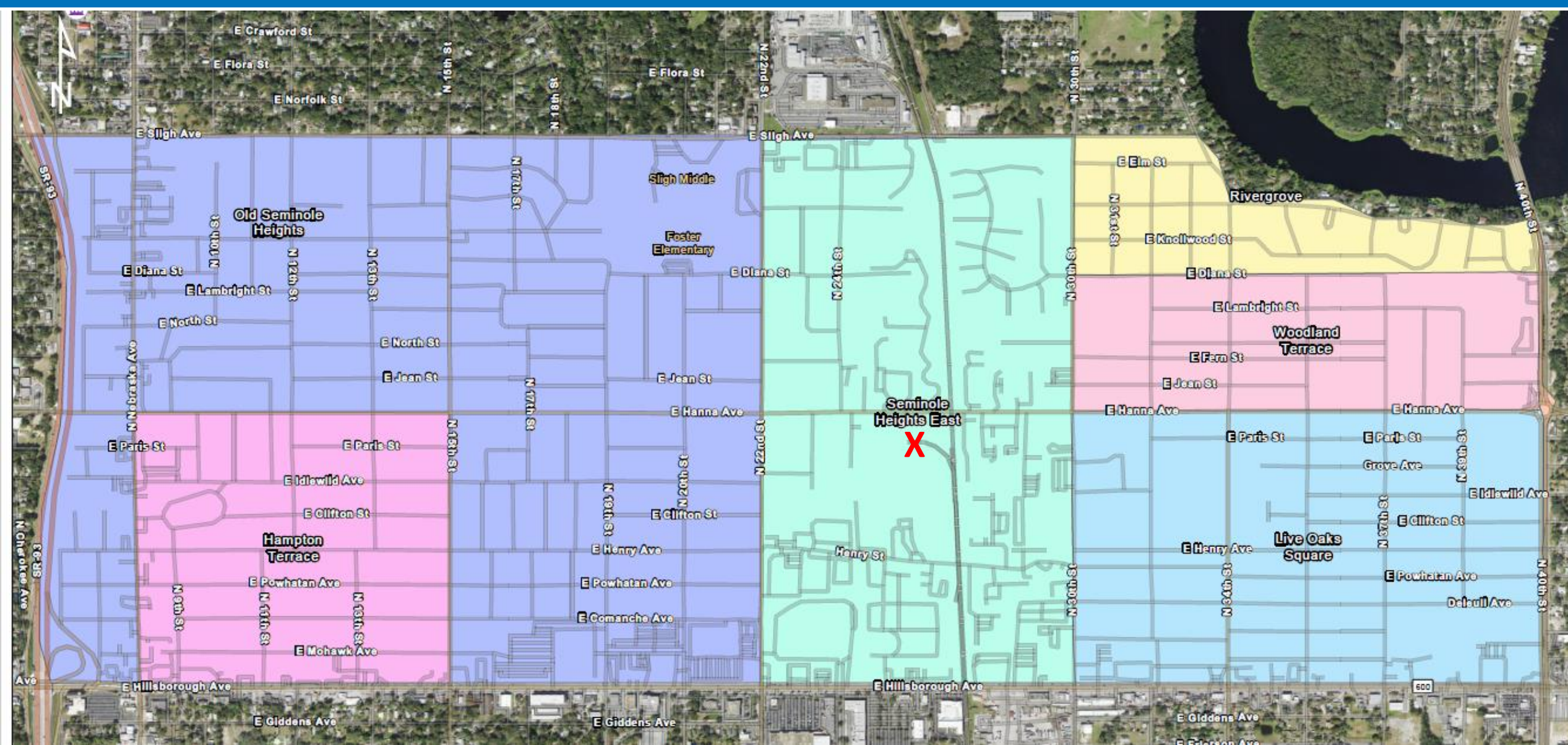
- 04/26/21 Community Listening Session
- 07/17/21 Walking Tour
- 08/16/21 Community Update Meeting
- 02/09/22 Community Briefing



Transportation Study Area

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Transportation Study Approach



Neighborhood Transportation Study

THE CITY CENTER AT HANNA AVENUE

CITY OF TAMPA

December 2021

PREPARED FOR
CITY OF TAMPA
Project Manager: Brandon Campbell, P.E., PTOE
1104 E Twiggs St.
Tampa, FL 33602



- Traffic Generation and Impact Study
- Safety Analysis
- Sidewalk Network Analysis/Prioritization
- School Safety Analysis
- Traffic Calming Evaluation
- Multimodal Opportunities Evaluation
- Travel Demand Management Recommendations

Table 3-3 - Proposed Net New Trip Generation

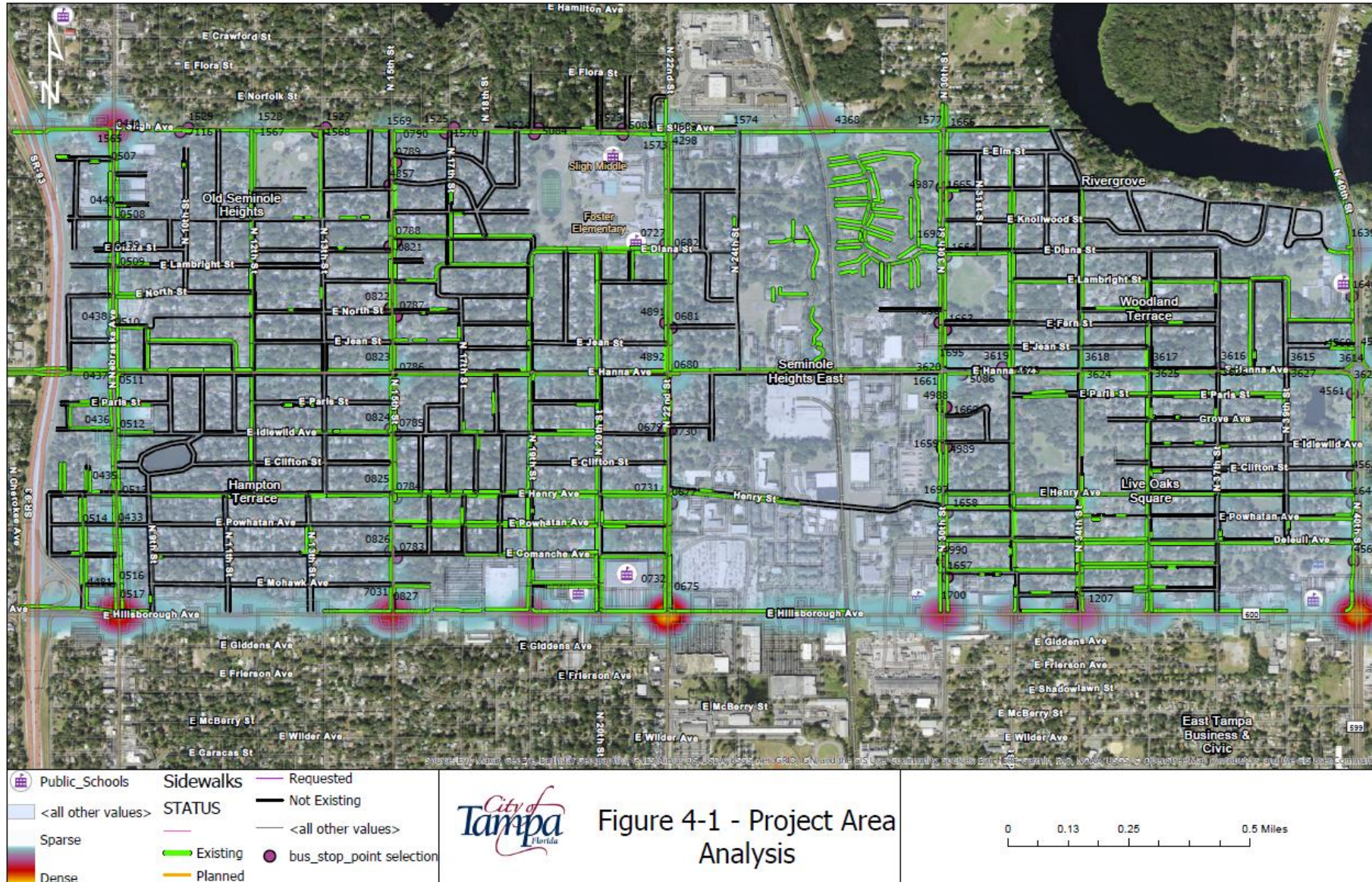
Proposed Development					
Future Land Use (ITE Code)	Scale	ITE units	Net New External Trips AM (PM)	Entering Trips AM (PM)	Exiting Trips AM (PM)
Government Office (730)	500	employees	523 (337)	392 (67)	131 (270)
Culinary Program (590)	1,962	sq. ft.	2 (1)	1 (1)	0 (1)
Career Source (590)	2,573	sq. ft.	2 (7)	2 (3)	1 (3)
Technology & Arts (590)	9,375	sq. ft.	9 (67)	6 (32)	2 (35)
Wellness Center/Doctor's Office (590)	2,650	sq. ft.	7 (9)	5 (2)	2 (6)
Net New Project Trips			543 (420)	408 (106)	135 (315)

2028 Model		AM PEAK			PM PEAK		
		Without Development	With Development	Difference	Without Development	With Development	Difference
E. Hanna Ave.	15 th St	18.7 s	22.5 s	3.8 s	21.3 s	27.2 s	5.9 s
	22 nd St	26.2 s	54.3 s	28.1 s	27.9 s	54.3 s	26.4 s
	24 th St	20.5 s	32.7 s	12.2 s	18.6 s	27.3 s	8.7 s
	30 th St	17.4 s	18.6 s	1.2 s	21.2 s	18.6 s	-2.6 s
E. Sligh Ave.	30 th St	123.5 s	156.1 s	32.6 s	420.6 s	449.8 s	29.2 s

Transportation Safety Analysis

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Transportation Safety Analysis

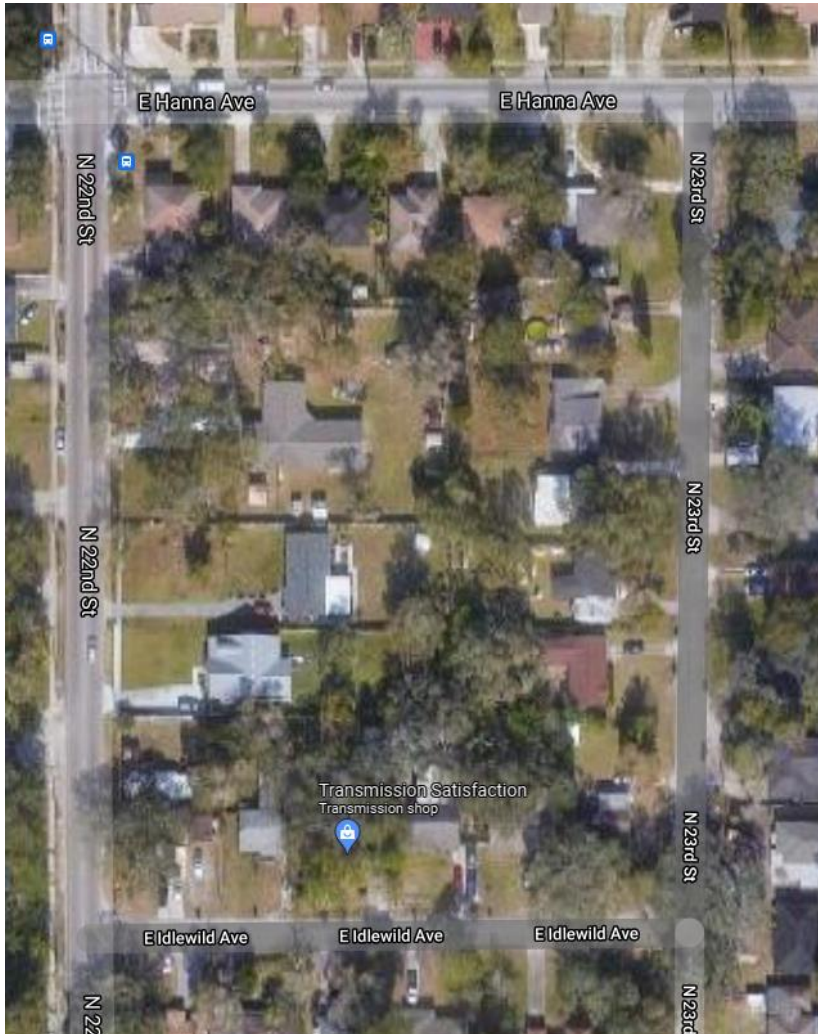
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- Considered 5 years of safety data
- Categorized by crash types and contributing circumstances
- Road Safety Audit
- Recommended Improvements
 - Geometric changes to crosswalks and curb radii
 - Multimodal accommodation
 - Lighting Improvements
 - Drainage Improvements





Corridors Studied:

- Hanna Ave (15th St to 40th St)
- 24th St (Hanna Ave to Sligh Ave)
- 23rd St (Hanna Ave to Idlewild Ave)

Recommendations:

- Geometry Modifications on Hanna
- Speed Feedback Signs on Hanna and 24th St
- Sidewalk on 24th Ave



Recommendations:

- Coordinate with HART for transit access on Hanna
- Encourage multimodal usage through design
- Emphasize existing transit benefits to city employees
- Consider flexible or teleworking arrangements
- Consider pursuing additional site access from E Henry Ave





Near Term (within 2 years)

- Potential Signal at Sligh/30th
- School area improvements: various signing and pavement marking modifications
- Speed Feedback Signs: Diana St, Hanna Ave, and 24th St
- Multimodal coordination with HART



- Current 4-way STOP
- Failing Level of Service in future years without project traffic
- Added project traffic expected to advance need

Figure 2-3 - Students Walking on Diana Street



Foster Elementary

- Pavement Marking Enhancements on 22nd and Diana
- Sidewalk Addition on Diana
- Speed Feedback Signs on Diana
- Enhance parking restrictions on Diana

Sligh Middle

- Enhanced crossings on 22nd and Sligh
- Signing and Pavement Marking Enhancements
- Turn Lane improvements on Sligh

Figure 5-1 - Typical Section for E. Hanna Avenue Corridor



Intermediate Term (within 5 years)

- Additional intersection lighting
 - Add bicycle lanes on Hanna
-
- Fill Sidewalk Gaps: Diana, Sligh, Hanna, Henry, 22nd St
 - Add midblock crossings with RRFBs: N 22nd St (1) and E Sligh (1) near pedestrian generators

Transportation Recommendations



“ROAD DIETS” Many four-lane corridors can be reduced to two lanes with a center turning lane and bike lanes. This is a practical recommendation for corridors with traffic volumes under 20,000 ADT; it also can work on corridors with volumes of 25,000 ADT, depending on turning movements. This configuration has been shown to reduce many types of motor vehicle crashes by promoting slower, more uniform speeds. It also creates safer conditions for pedestrians at intersections by reducing the number of travel lanes crossed.

Source: NACTO Complete Streets, Complete Networks

Current Average Daily Traffic	
Hanna Ave	
West of 22 nd St	5,890
Between 30 th St and 40 th St	7,640
Hillsborough Ave	
West of 22 nd St	42,330
Between 30 th St and 40 th St	44,682
Sligh Ave	
West of 22 nd St	9,493
Between 30 th St and 40 th St	2,980



Long Term (more than 5 years)

- Potential SB LT lane at Hanna/22nd
- Potential Signal at Hanna/15th
- Potential NB LT lane at Sligh/30th
- Potential TWLTL on Sligh
- Additional sidewalk on W side of 24th (Hanna to Sligh)

MOBILITY FOR ALL

Everyone should have access to quality transportation choices.

OPPORTUNITY

Connect people to jobs and economic opportunities.

VISION

Be visionary and dream big! Create a healthy, sustainable, and resilient future.

EQUITY

Remove barriers and improve transportation for people who need it most.

PUBLIC SAFETY

Safety is our first priority. One death or injury on our streets is one too many.

Tampa MOVES (mobility plan website):

<https://www.tpamoves.org/>

How would you improve roadway safety in Tampa?

Let us know your safety ideas and concerns using the mapping tool

<https://www.tpamoves.org/listen-first-meetings/maps/how-would-you-improve-roadway-safety-in-tampa>

Tampa's Low Stress Bicycle Network

Do you ride your bike in Tampa? Let us know where!

<https://maps.kittelson.com/tampalowstressnetwork>

Vision Zero Tampa

<https://www.tpamoves.org/vision-zero-homepage>

Questions?

Please contact us.

HannaAve@tampa.gov

(813) 274-7032

Reference material follows

Table 3-5 - Future Background and Future Total Traffic AM & PM Peak Hour Intersection Delay and LOS

Corridor	Intersecting Roadway	2023				2028				2033			
		Background Traffic		Total Traffic		Background Traffic		Total Traffic		Background Traffic		Total Traffic	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
			(sec/veh)		(sec/veh)		(sec/veh)		(sec/veh)		(sec/veh)		(sec/veh)
AM													
E. Hillsborough Avenue	N. 15th Street	C	26.9	C	22.8	C	29.4	C	25.3	C	30.9	C	27.1
	N. 19th Street	C	23.2	B	14	C	24.2	B	15.3	C	24.9	B	13.4
	N. 22nd Street	E	64.7	D	43	E	78.9	D	52.6	F ¹	90.6	E	64.6
	N. 30th Street	D	45.7	D	40.9	D	52.8	D	48	E	56.9	E	57.9
	N. 34th Street	C	20.1	B	16.3	C	23.5	B	19	C	28.8	B	18.1
	N. 40th Street	E	65	E	58.6	E	75.5	E	64.8	F ¹	88.9	E	76.3
E. Hanna Avenue	N. 15th Street *	B	13.9	C	15.7	C	18.7	C	22.5	D	31.5	E	48.2
	N. 22nd Street	C	22.5	C	32.2	C	26.2	D	54.3	C	34.1	F	88.9
	N. 24th Street ^{*3}	C	16.3	C	22.9	C	20.5	D	32.7	D	27.0	F	54.2
	N. 30th Street	B	16.3	B	16.5	B	17.4	B	18.6	B	19.4	C	20.7
E. Sligh Avenue	N. 15th Street	A	9.3	A	9.7	B	10.1	B	10.7	B	12	B	13.3
	N. 22nd Street	B	15.9	B	16.5	B	16.5	B	17.4	B	17.4	B	18.4
	N. 24th Street ^{*3}	C	23.3	C	23.3	D	29.2	D	29.2	E	38.9	E	38.9
	Rowlett Park Drive	B	19.5	C	20.1	C	21.2	C	21.4	C	23.3	C	23.4
	N. 30th Street *	E	39.8	F	55.5	F ²	123.5	F ²	156.1	F ²	262.2	F ²	310.3
PM													
E. Hillsborough Avenue	N. 15th Street	D	37.4	C	30.1	D	37.5	C	25.3	D	39.2	C	31.8
	N. 19th Street	C	21.8	B	16.1	C	22.3	B	15.3	C	24.2	B	15.7
	N. 22nd Street	D	52.9	D	46.6	E	56.3	D	52.6	E	65.1	E	64.8
	N. 30th Street	C	29.4	C	31.5	C	31.5	D	48	D	37.2	D	43
	N. 34th Street	C	23.5	B	18.5	C	24.8	B	19	C	26.5	C	24.4
	N. 40th Street	E	76.8	E	69.7	F ¹	89.5	E	64.8	F ²	108.8	F ²	93.2
E. Hanna Avenue	N. 15th Street *	C	15.6	C	17.4	C	21.3	D	27.2	F ²	50.6	F ²	79.1
	N. 22nd Street	C	22.5	C	27	C	27.9	D	54.3	D	41.8	D	53.4
	N. 24th Street ^{*3}	C	15.6	C	21.5	C	18.6	D	27.3	C	25.0	E	43.0
	N. 30th Street	B	19.8	B	18.3	C	21.2	B	18.6	C	23.6	C	22.5
E. Sligh Avenue	N. 15th Street	B	12.4	B	14	B	13.4	B	10.7	B	14.7	B	17
	N. 22nd Street	B	19	C	20.5	B	19.8	B	17.4	C	21	C	21.9
	N. 24th Street ^{*3}	C	24.2	C	24.2	D	30.6	D	30.6	E	46.3	E	46.3
	Rowlett Park Drive	C	31.8	C	29.1	D	43.6	C	21.4	E	62.6	E	55.8
	N. 30th Street *	F ^{2,4}	255.6	F ²	265	F ²	420.6	F ²	449.8	F ²	637.1	F ²	669.6

Notes:

* *Unsignalised Intersection*

1. *Future Background traffic is not optimized*

2. *Future Background traffic operates at LOS F. Traffic operations at these intersections fails (LOS F) with or without the proposed project without any recommended improvements.*

3. Delay reported is for the NB/SB approach.

1.1.2. Study reported to be not a valid approach.

