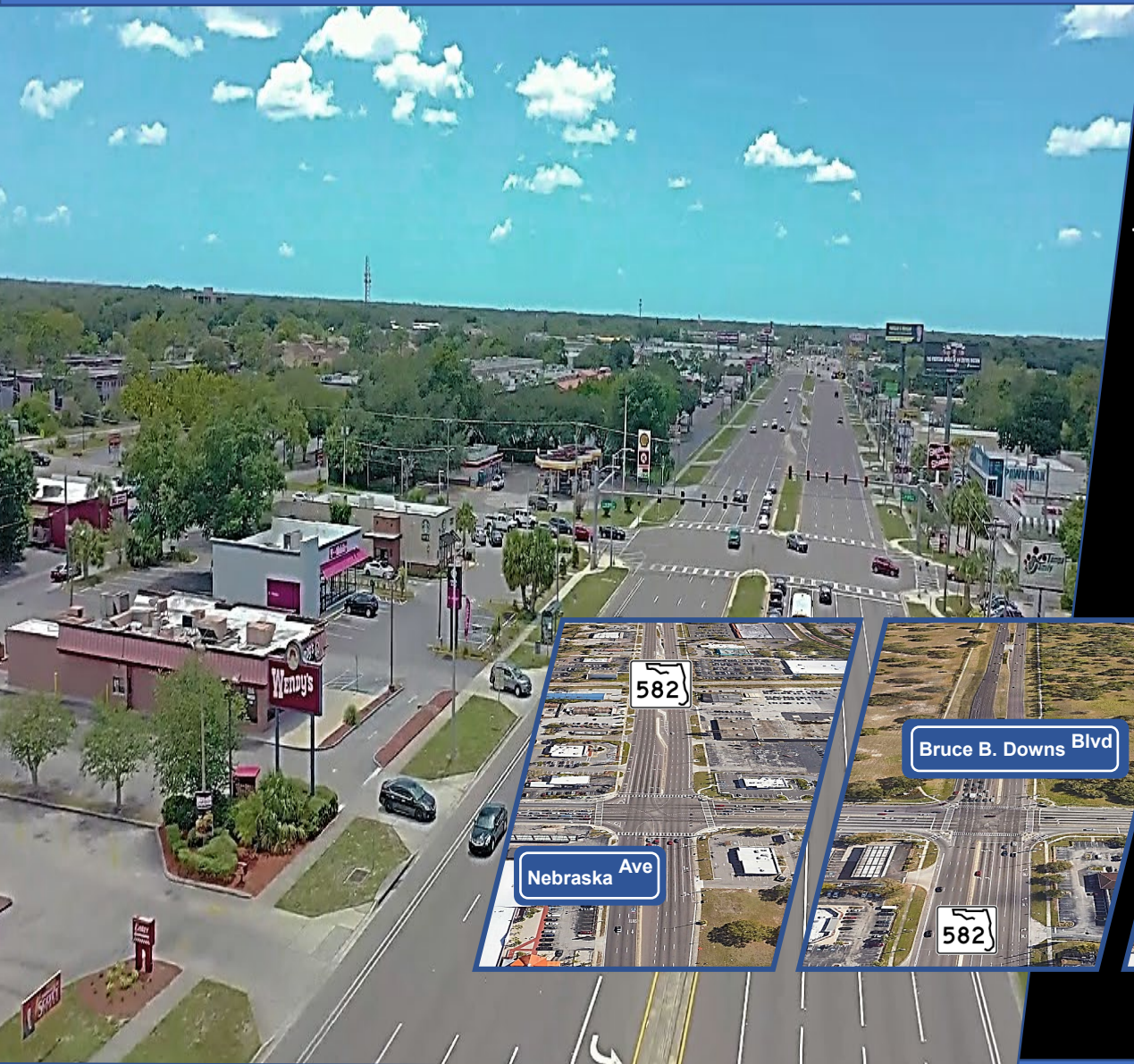


Legend

- PD&E Study Area (FDOT)
- Vision Plan Study Area (PlanCom)
- Arterial BRT Alignment (HART)
- Arterial BRT Potential Stations (HART)



Fowler Avenue/State Road (SR) 582 Project Development & Environment Study from N. Florida Avenue (U.S. 41) to West of N. 56th Street/SR 583 Work Program Segment No. 448505-1

Hillsborough TPO Committees Pre-Public Workshop Presentation May/June 2023

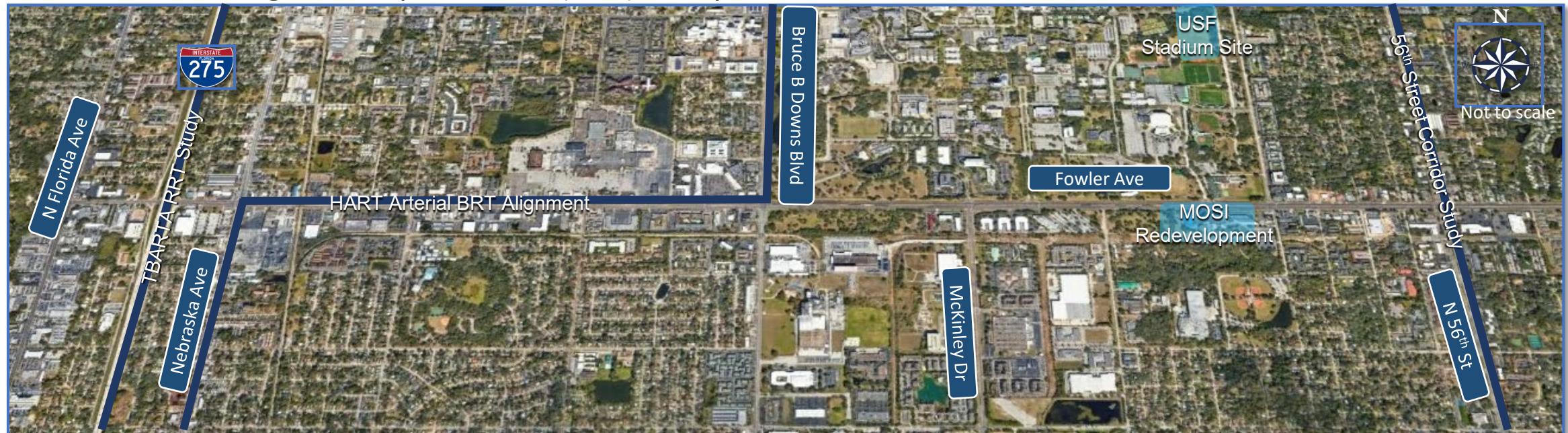


Related Studies

- HART's Arterial Bus Rapid Transit (BRT) Alignment
- Hillsborough Planning Commission's Fowler Avenue Vision Plan
- FDOT's N. 56th Street / 50th Street Corridor Study
- FDOT's Smart Corridor project
- TBARTA's Regional Rapid Transit (RRT) Study

Redevelopment

- Museum of Science and Industry (MOSI)
- USF Football Stadium
- Private redevelopment along corridor



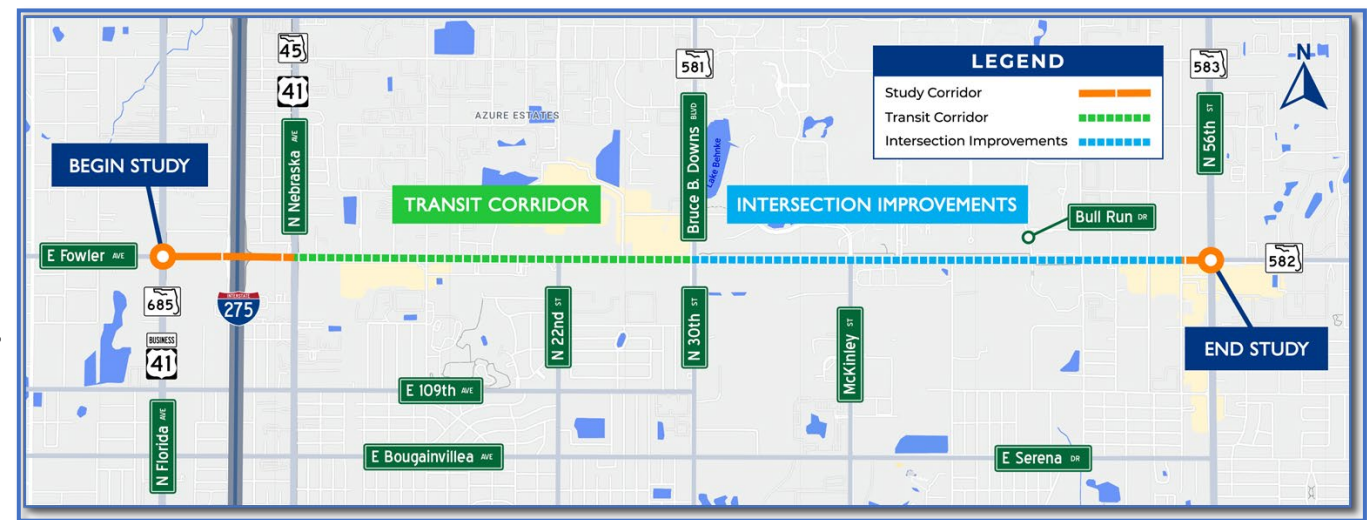
Fowler Avenue PD&E Study

Study Purpose

- Improve safety for all users
- Improve traffic operations
- Improve multi-modal accommodations

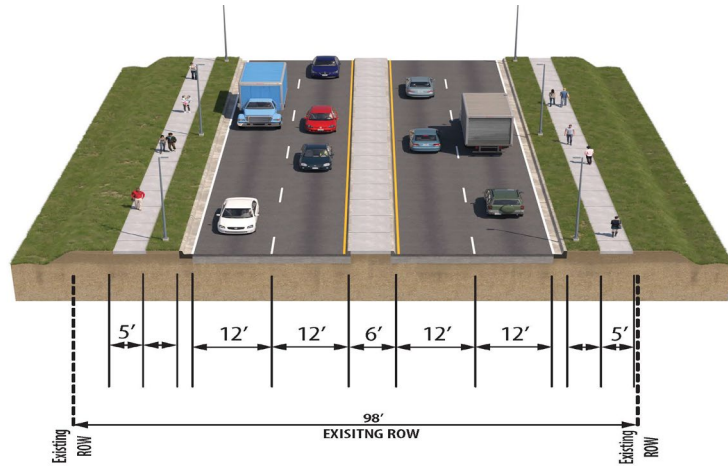
Improvements Being Evaluated

- 3 Transit Alternatives - Nebraska Ave to Bruce B. Downs Boulevard
 - Business Access & Transit (BAT) Lanes
 - Frontage Lanes
 - Median Guideway
- Intersection Improvements – Bruce B. Downs Boulevard to west of N. 56th Street
- Bicycle/Pedestrian Facilities

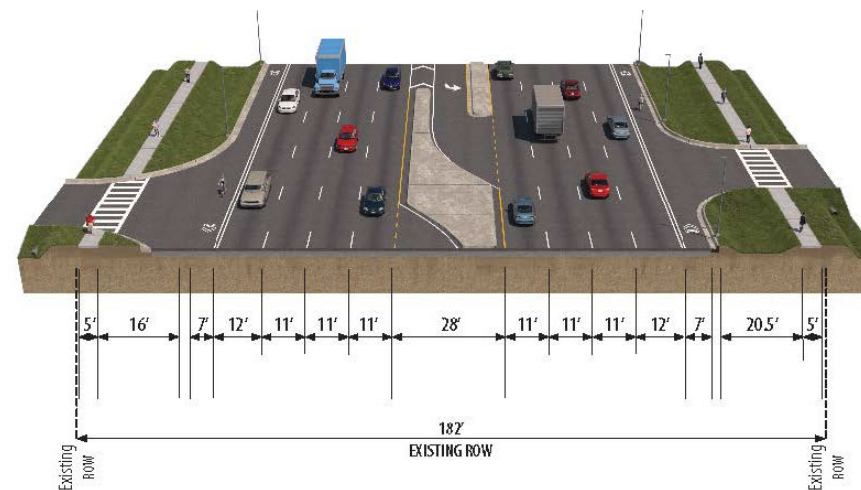


Fowler Avenue Existing Typical Sections

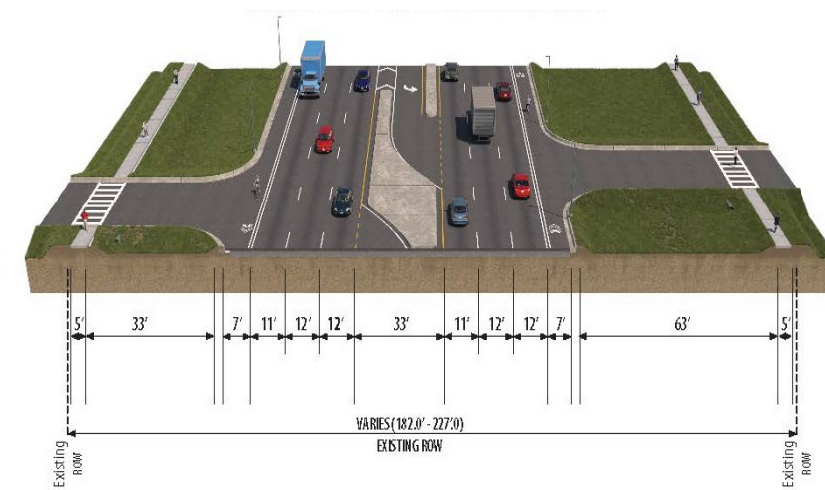
N. Florida Avenue to
W of Nebraska Avenue
Posted 40 MPH



Nebraska Avenue to
Bruce B. Downs Boulevard
Posted 45 MPH

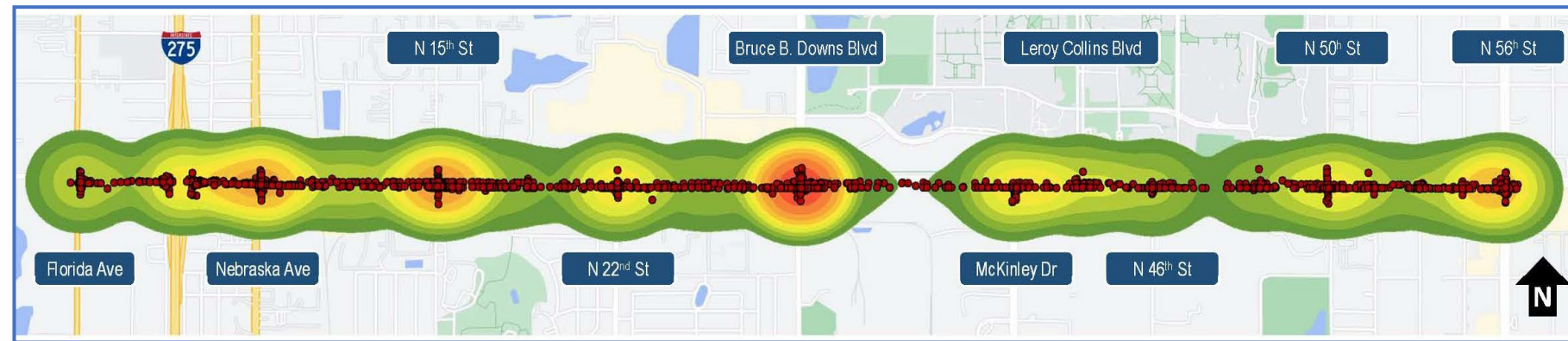


Bruce B. Downs Boulevard to
west of N. 56th Street
Posted 50 MPH

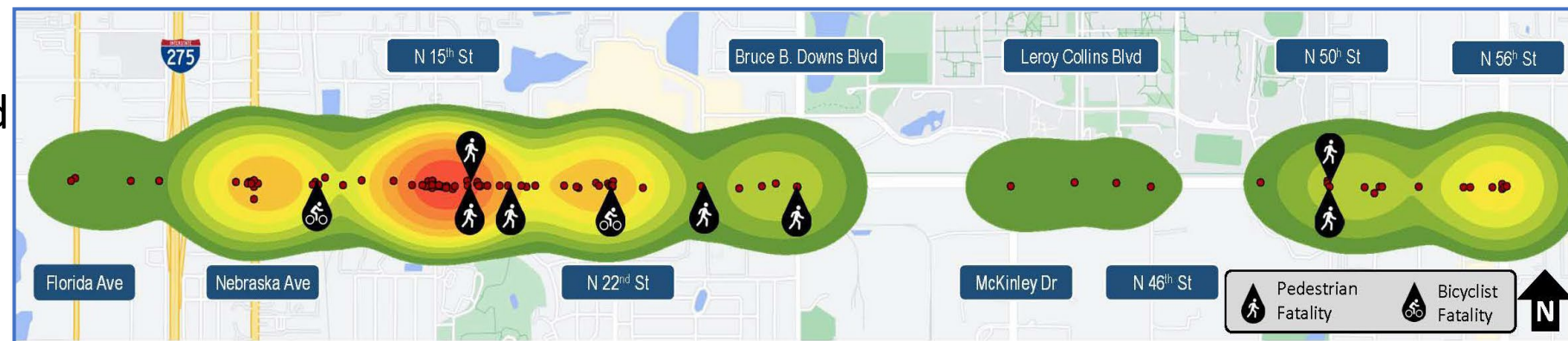


Crash History

2015-2019 Five-Year Total Crash Data

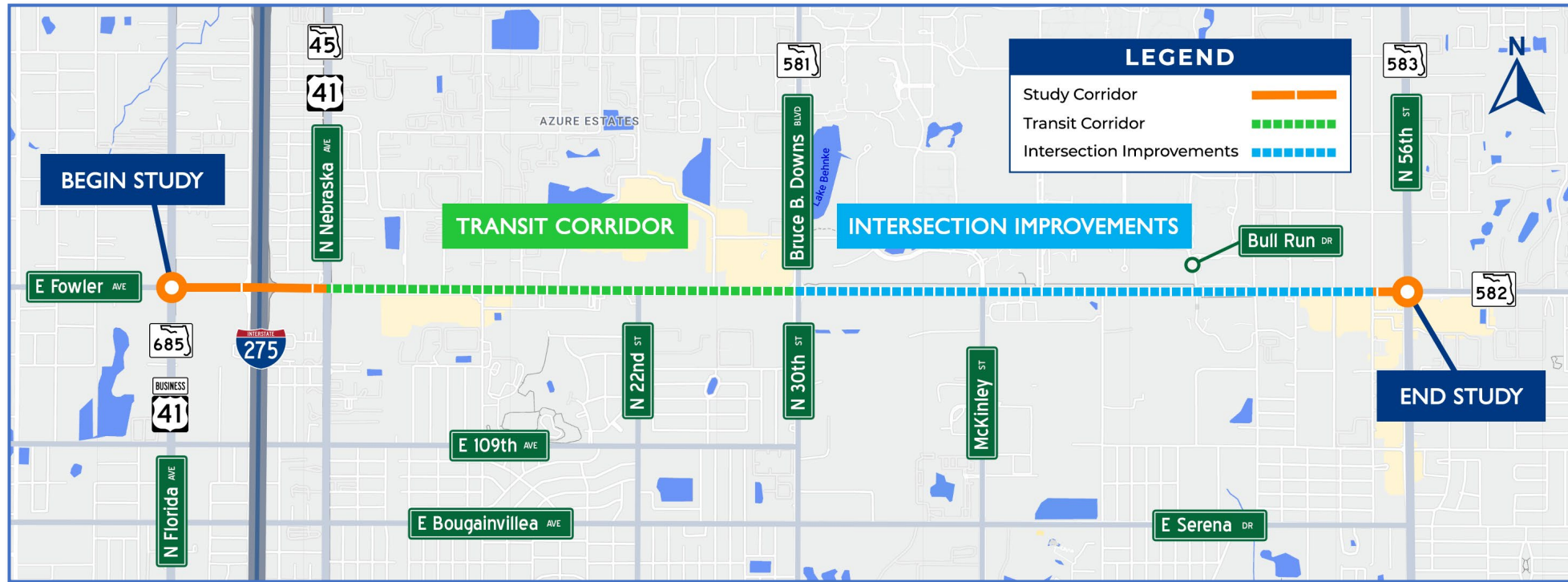


120 - Total Crashes Involving Bicycle/Pedestrian



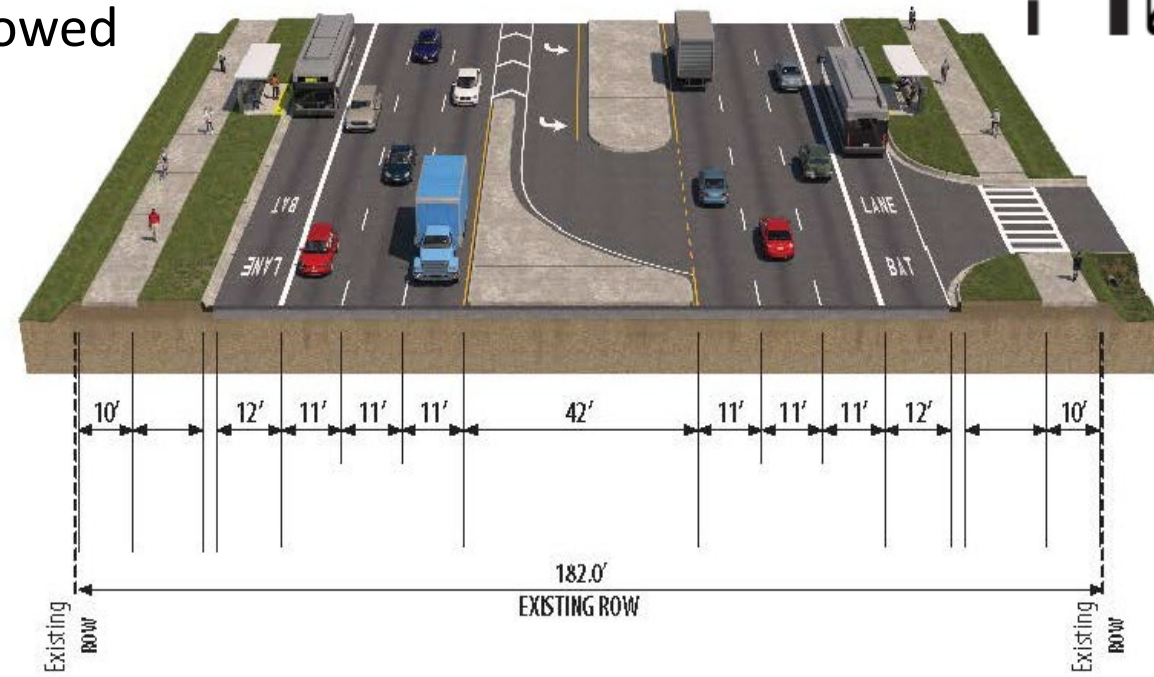
- **3,320 - Total Crashes**
- **120 – Total Crashes with Bicycle/Pedestrian**
- **53 severe crashes**
 - **9 fatalities**
(All Bicycle/Pedestrian)
 - **46 incapacitating injuries**
(17 Bicycle/Pedestrian)
- **75% of crashes associated with 10 intersections**
- **56% rear end; 20% angle and left turn**

Study Alternatives



Alt. 1) Business Access & Transit (BAT) Lanes Nebraska Ave to Bruce B Downs Blvd

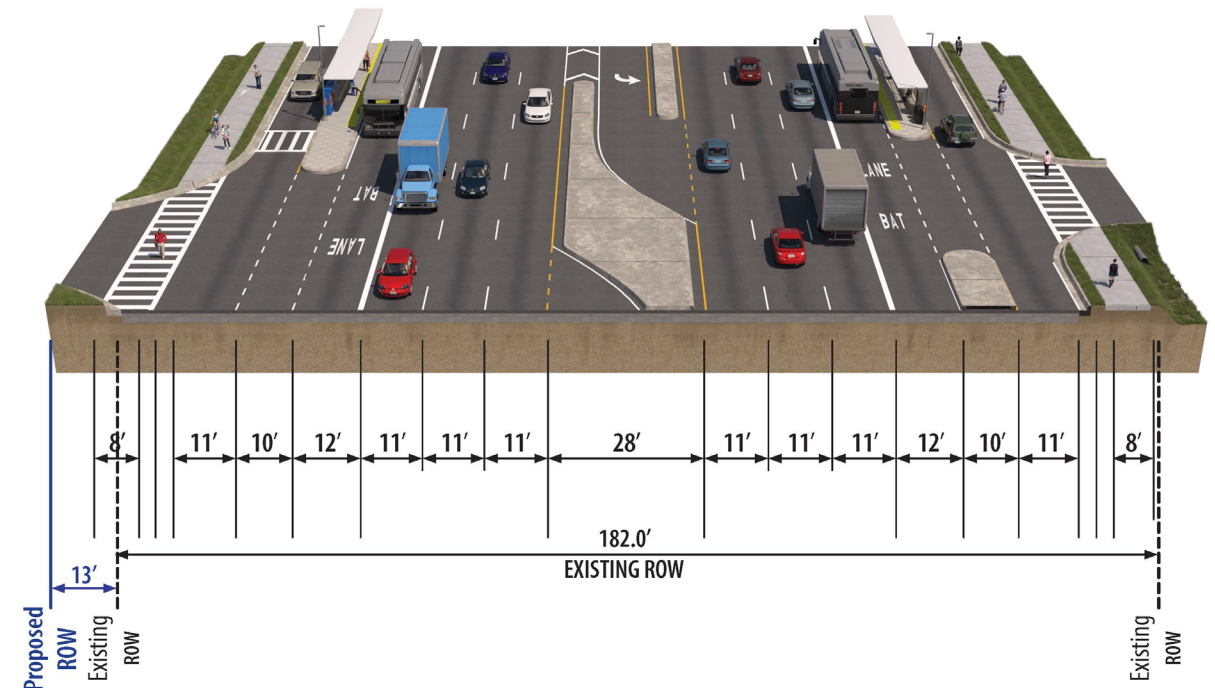
- Transit vehicles can make through movements
- General purpose vehicles can make right turns into driveways and at intersections
- General purpose vehicles not allowed to make through movements
- 10-foot sidewalks located along both sides
- Minimal right-of-way needed at intersections



Alt. 2) Frontage Lanes

Nebraska Ave to Bruce B Downs Blvd

- Frontage lanes are located parallel and separate from Fowler Avenue mainline
- Bus operates in mainline outside lane with transit stops/stations located at or near intersections
- Ingress/egress to frontage lanes at appropriate locations
- 8-foot sidewalks located along both sides
- Right-of-way required



Intersection Improvements

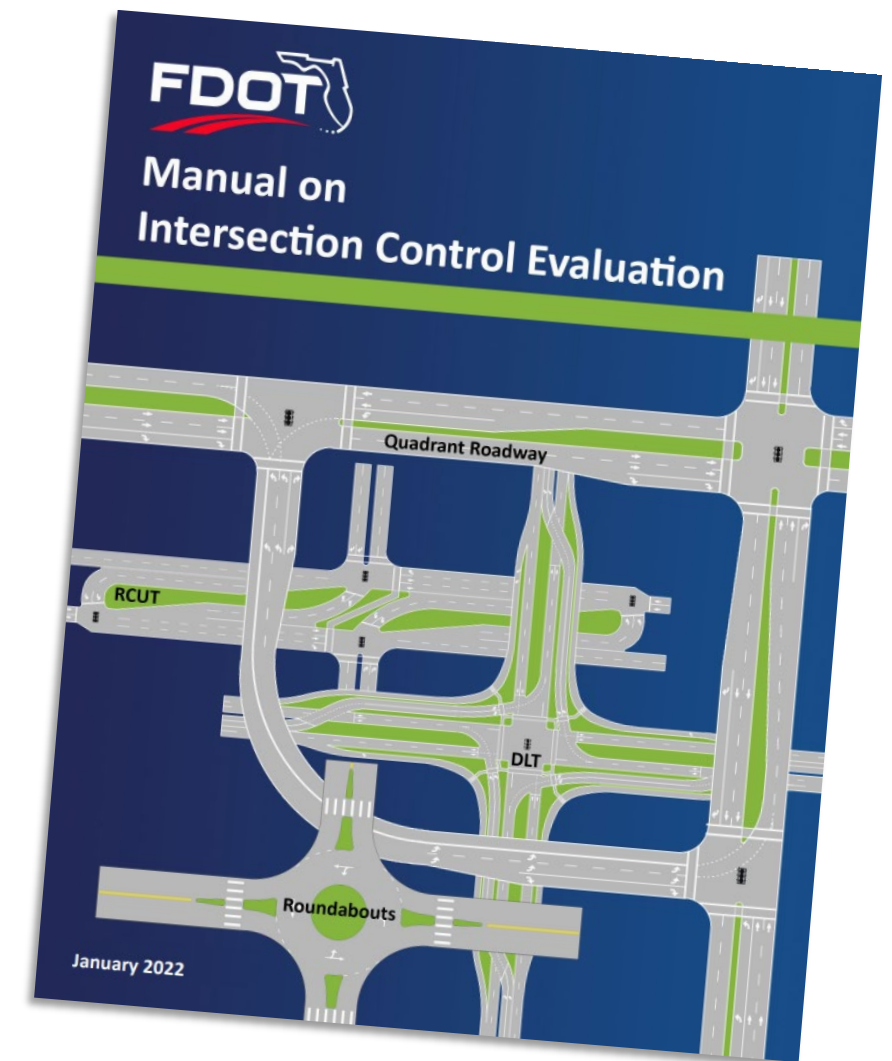
Bruce B Downs Blvd to W of N 56th St

- Innovative Intersections considered
 - Intended for major streets with high traffic volumes
 - Improve vehicle, bicycle and pedestrian movements
 - Reduce delay, increase efficiency
 - Safer for all road users

Examples include:

- R-Cut
- Thru-Cut
- Displaced Left Turn
- Single Loop

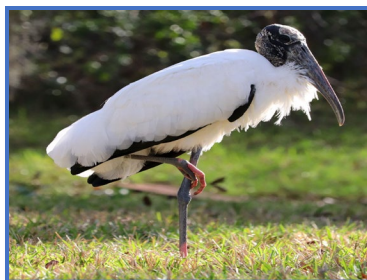
Note:
No Innovative
Intersection designs
were found to be
feasible .



Environmental Effects

NATURAL RESOURCES

- Wetlands and Surface Waters
- Protected Species & Habitat



CULTURAL RESOURCES

- Archaeological and Historic Resources
- Section 4(f)



SOCIAL ENVIRONMENT

- Land Use
- Community Impacts



PHYSICAL ENVIRONMENT

- Air Quality
- Noise
- Contamination



Evaluation Matrix & Estimated Project Cost

	No-Build Alternative	BAT Lane	Frontage Lane	Median Guideway
Potential Right-of-Way Impacts				
Number of Businesses Relocations	0	0	0	0
Number of Businesses and Residences	0	0	0	0
Additional Right-of-Way for Roadway/Ponds	0	0.01 ac	1.47ac	0.01 ac
Potential Environmental Effects				
Archaeological Sites and Historic Resources	0	2	2	2
Section 4(f) Sites	0	0	0	0
Wetlands	0	LOW	LOW	LOW
Surface Waters	0	LOW	LOW	LOW
Floodplains (Potential for Encroachment)	0	LOW	LOW	LOW
Threatened & Endangered Species	0	NO	NO	NO
Noise	0	LOW	LOW	LOW
Contamination Sites	0	LOW	MED	LOW
Estimated Costs (in millions)				
Right-of-Way Acquisition ¹	\$0.00	TBD	TBD	TBD
Wetland & Surface Water Mitigation	\$0.00	\$0.00	\$0.00	\$0.00
Construction Engineering and Inspection (8%)	\$0.00	\$1.90	\$2.45	\$3.04
Design (7%)	\$0.00	\$1.60	\$2.15	\$2.66
Construction	\$0.00	\$19.50	\$26.10	\$32.30
Preliminary Estimate of Total Costs	\$0.00	\$23.00	\$31.00	\$38.00
¹ Right-of-Way for stormwater management facilities, floodplain compensation sites, and intersection improvements and at Fowler Avenue and Nebraska Avenue.				

Public Engagement Approach

- Kick-off Meetings
 - Hillsborough County TPO Committees & Board - November 2022/January 2023
- Newsletters
 - Kick-off – November 2022
 - Alternatives Public Workshop – **May 2023**
- Study Website
- Small Group/Stakeholder Meetings
 - University Area CDC – January 2023
 - MOSI – January 2023
 - City of Tampa – April 2023
 - USF (Engineering) – April 2023
 - Hillsborough County TPO Committees – **May/June 2023**
- **Alternatives Public Workshop – June 15, 2023**
- Public Hearing (if necessary) – **Spring 2024**

BOLD = Upcoming materials, meetings, & events



Planning Consistency

- Fowler Avenue - Identified in Hillsborough County TPO Cost Feasible Non-Strategic Intermodal System (SIS) State Roadway Projects for 2020-2045



**Hillsborough TPO
Transportation
Planning Organization**



Funding and Schedule

FDOT Five-Year Tentative Work Program FY 2023/24 – 2027/28

Design	Right of Way	Construction
FY 2023/24	Pending	FY 2025/26

Activity	2022			2023				2024		
	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer
Public Involvement		[Blue bar spanning Summer 2022 to Fall 2023]						[Dashed blue bar]		
Data Collection & Existing Conditions Analysis		[Blue bar spanning Summer 2022 to Fall 2022]								
Alternatives Develop. & Evaluation		[Blue bar spanning Summer 2022 to Fall 2023]								
Alternatives Public Workshop					[Red star]					
Public Hearing								[Yellow star]		
Study Approval									[Yellow star]	



Next Steps

1. *PD&E Study* Alternatives Public Workshop (June 15, 2023)
2. *PD&E Study* Preferred Alternative selected (August 2023)*
3. *HART* begins Lane Repurposing process if applicable (Fall 2023)
4. *Vision Plan* Open House #2 (Fall 2023)
5. *FDOT* Design Phase begins (Fall 2023)

**PD&E Study* receives NEPA approval (Public Hearing if applicable)

For More Information

Study website –

<https://www.fdotd7studies.com/projects/fowler-florida-to-56th/>

Or Contact –

Amber Russo, P.E.

FDOT Project Manager

(813) 975-6260

(800) 226-7220

Amber.Russo@dot.state.fl.us



Fowler Avenue Vision Study

Engagement and Policy Update

May 8, 2023

Jay Collins, AICP
Alvaro Gabaldon



Hillsborough
County Florida

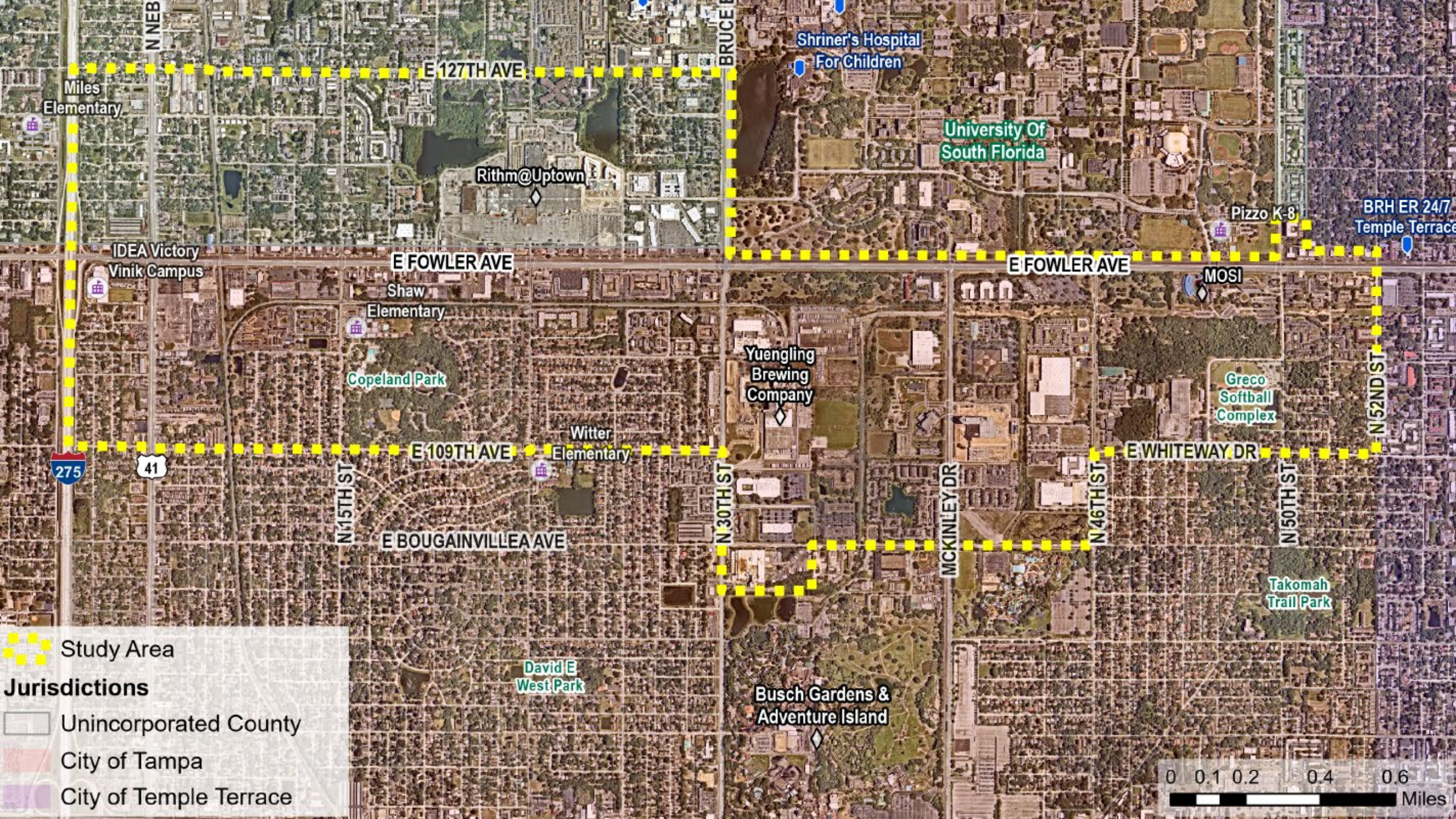



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Background/ Purpose




- Fowler Ave is at the intersection of jurisdictional boundaries, with unique planning challenges
- A vision plan for the Fowler Avenue Corridor:
 - Conveys clear and consistent strategies shared across jurisdictional boundaries
 - Enables equitable redevelopment
 - Integrates land use and transportation

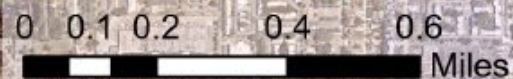




 Study Area

Jurisdictions

-  Unincorporated County
-  City of Tampa
-  City of Temple Terrace



Overall Schedule

Fowler Avenue Vision Study - Project Schedule

Task	2022/2023			2023/2024			
	Summer	Fall	Winter	Spring	Summer	Fall	Winter
Project Phase	Community Values						
			Corridor Vision				
					Redevelopment Plan		
Public Engagement and Outreach Activities							
Community Workshop #1							
Community Workshop #2							
Online Survey							
Project Website							
Mobile Events							
Stakeholder Focus Group Meetings							
Presentations to Agencies and Boards							



Fowler Avenue Engagement Timeline

Spring Engagement Activities

Mobile Engagement: February - May 2023

- Promote online survey and continue eliciting feedback on the vision
- Includes Walk and Talks and other activities to meet people in the community

Stakeholder Focus Group Meetings: February - May 2023

- Targeted engagement with businesses, community partners, and neighborhood associations/groups
- Opportunity to identify community leaders for the Ambassador program

Community Workshop #2: Fall 2023

- Focus on recommendations to support implementation of the Vision Plan



Spring Engagement Summary

Progress Update on Spring Engagement Activities

- 3*** Walk and Talk groups
- 13** Walk and Talk participants
- 6** Stakeholder Focus Group Meetings
- 22** Focus Group Participants
- 259** Survey response



Fowler Avenue Engagement Insights

Community

- Diversity of culture - businesses, restaurants, retail are special
- New development is harbinger of displacement
- Lack of identity or collective character
- **Physically and socially divided by Fowler Ave.**
- USF, MOSI, health care facilities don't "face the community"
- Housing in the area is affordable

Development

- **Inconsistencies between City of Tampa and Hillsborough County permitting processes**
- Difficult to do business in the County along corridor

Infrastructure

- Stormwater/ flooding issues
- **Buildings are spread out and "far away"**
- Septic systems
- Lighting and beautification
- Lack of green space and recreation



Fowler Avenue Engagement Insights

Safety

- **Driving speed**
- Not lit at night
- No mid-block crossings

Walking/ Biking Conditions

- **Lack of shade**
- Rush hours have major impact
- Moderate amount of bike/ped activity
- Drivers making right turns
- Sidewalk narrow and disconnected

Transit

- Most bus stops unsheltered
- **No lighting or trash cans**
- Lack of stops in Terrace Park

Buildings, Connectivity, Aesthetics

- Vacant properties are not maintained and attract further litter
- Signage clutters Fowler Ave
- **Impossible to walk to necessary goods and services**



Framing the Fowler Ave. Vision

Community Technical Report

- Describes the study area as it is today through:
 1. Study Area Profile
 2. Existing Plan Review
 3. Equity Analysis
 4. Land Use Characteristics
 5. Regulatory Assessment
 6. Transportation Assessment
 7. Opportunities and Constraints



Available to download:
<https://planhillsborough.org/fowler-avenue-vision-study/>



Hillsborough
County Florida



Fowler Avenue Redevelopment Vision

Overall Corridor Vision:

*The Fowler Avenue Corridor will be an **inclusive and vibrant community** that welcomes a **diversity of people and businesses** by providing those who live, work, and play in the area with **safe, convenient, and accessible options** for housing, employment, transportation, and recreation.*



Redevelopment Vision Objectives

1. Create a cohesive community identity
2. Improve mobility and connectivity
3. Improve safety
4. Encourage redevelopment that revitalizes the area
5. Mitigate displacement of current residents and small businesses



Fowler Avenue Redevelopment Vision

Character District Map - DRAFT



District 1: Mixed-Use Activity Center



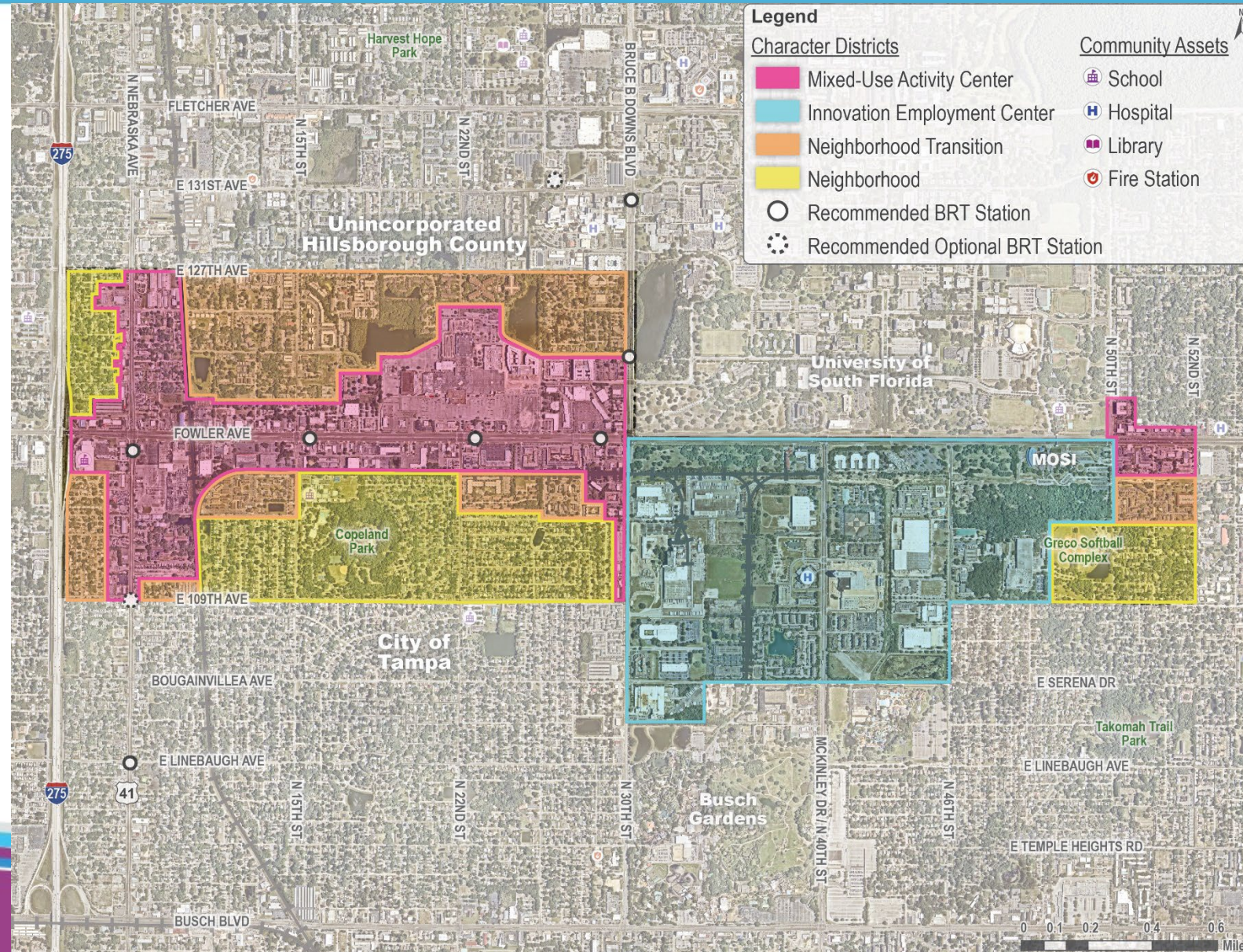
District 2: Innovation Employment Center



District 3: Neighborhood Transition



District 4: Neighborhood



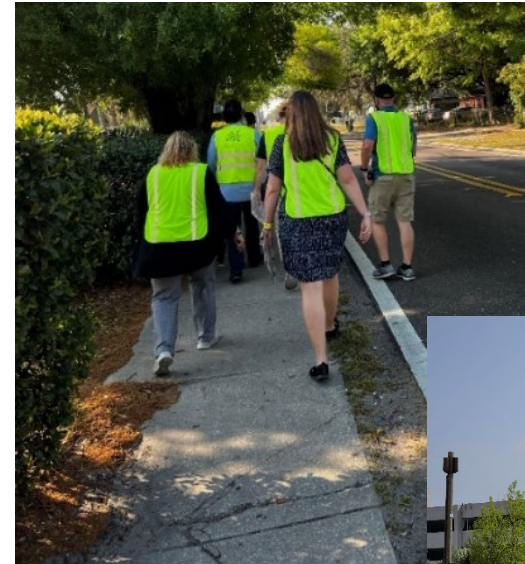
Hillsborough County Florida



0 0.1 0.2 0.4 0.6 Miles

Fowler Avenue Policy Recommendations

- **Create Density and Intensity Standards**
- **Allow a Varied Land Use Mix**
- **Create a Sense of Place through Urban Design**
- **Enhance Community Support Infrastructure**
- **Increase Mobility and Connectivity**
- **Manage Building Form and Placement**
- **Explore Options for Implementation**



Next Steps

Upcoming Engagement and Presentations

- **May to June** – TPO Advisory Committees
- **Thursday, June 15th** – table at Fowler Ave. Alternative Public Workshop with FDOT
- **Summer 2023** - Fowler Avenue Vision Study Open House #2



Contact Us



Jay Collins, AICP

Special Area Studies Manager

(813) 582-7335

CollinsJ@plancom.org



Alvaro Gabaldon

Planner II

(813) 582-7349

GabaldonA@plancom.org



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Next Steps

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**PD&E Study* receives NEPA approval (Public Hearing if applicable)



Thank you!

1. *Fowler Ave PD&E Study* – FDOT
2. *Fowler Ave Vision Plan* – Planning Commission
3. *Arterial BRT Study* – HART



Remember to be **Alert Today, Alive Tomorrow.**
Safety doesn't happen by accident.