

E. 131ST AVENUE PLAT STUDY



**PRELIMINARY LAND USE AND TRANSPORTATION STUDY,
HILLSBOROUGH COUNTY, FLORIDA
AUGUST, 2019**

TABLE OF CONTENTS

1. Executive summary	5
A. Executive Summary	6
2. Existing Conditions	13
A. Introduction	14
B. Corridor Context	17
C. Market Conditions	19
D. Land Use and Development	20
E. Community Characteristics	37
F. Transportation Network and Patterns	42
3. Recommendations	67
A. Introduction	68
B. Overall Recommendations	71
C. Robbins Section Recommendations	82
D. Neighborhood Section Recommendations	86
E. Downtown Section Recommendations	92
F. V.A. Hospital Section Recommendations	98
G. Off-Corridor Recommendations	104
4. Conclusion	111

TABLE OF CONTENTS

Appendix I: List of Reviewed Plans	117
Appendix II: SPI-UC Regulations	124
Appendix III: Rezoning Information	130
Appendix IV: Demographic Information	132
Appendix V: Social and Environmental Resources	143
Appendix VI: Roadway and Traffic Information	146



I. EXECUTIVE SUMMARY

I. EXECUTIVE SUMMARY

A. Executive Summary

Hillsborough County's Capital Improvements Program includes roadway investments that have the potential to further the planned and ongoing evolution of our communities. Prior to commencement of these projects, a Preliminary Land Use Assessment and Transportation Study (PLAT Study) is completed. These studies examine the market's potential for growth, planned development pattern and form, and how people use the road. This informs the capital improvement's Project Development and Environmental Phase (PD&E) and the ultimate design of the constructed project, ensuring that the newly constructed road works to enhance the community.

The purpose of this study is to determine the most appropriate design strategy for the E. 131st Avenue corridor. The study examines the existing land uses and transportation conditions in the area, the manner that various plans for the area direct those uses and infrastructure to evolve, as well as the direction that markets are moving land uses. This will help to ensure that the ultimate design of the road reflects the direction of the plans for the area and leverages the market in the area and the network that feeds this corridor.

The studied portion of the 131st Avenue Corridor (shown in **Figure 1-1**) runs from N. Nebraska Ave east to Bruce B. Downs Boulevard for a total distance of 1.5 miles. The Nebraska Ave intersection is dominated by Robbins Lumber Company. The Bruce B. Downs intersection is dominated by the James A. Haley Veterans Hospital. The area between is primarily multi-family housing with some convenience retail.

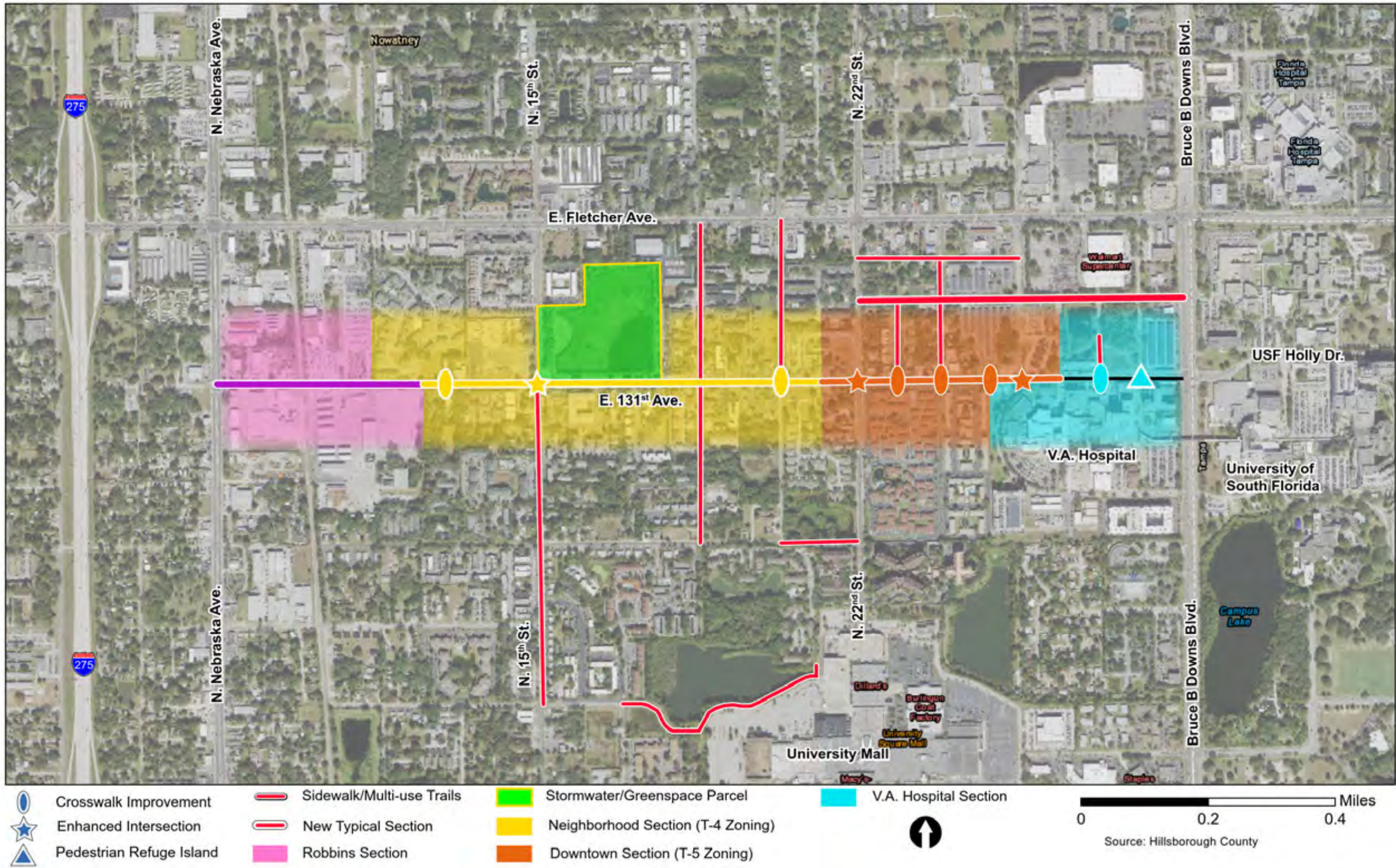
The study area is one of the most densely populated areas in Hillsborough County, with a density of nearly eight people per acre versus an average of two countywide. Over thirty percent of households in the area are zero vehicle households, and 16 of the 41 transit stops in the area are in the top 10 percent for average weekday boardings and alightings. The east end of the corridor has higher volumes of pedestrian, bicycle, and automobile users than the west end. The corridor has the potential to serve more local traffic users than regional traffic users, with half of automobile trips using the corridor beginning or ending on the corridor and 30 percent of automobile trips using the corridor traveling a total distance of less than two miles.

The University Area Community Plan calls for a mixed-use environment connected by main streets, boulevards, and pedestrian links. It also specifically calls out E. 131st Avenue as an economically vital neighborhood corridor for which a strategic redevelopment plan should be completed. Pedestrian safety and crime prevention are common themes, as are a focus on infill development, redevelopment, and multimodal transportation. The findings of this study support the focus of the plans.

Market findings indicate a latent demand for market rate housing in the area. While there are 20,000 jobs in the vicinity of the corridor, there are only 1,000 people who both live and work in the vicinity of the corridor. The anticipated mixed-use redevelopment of the University Mall along with potential expansion of the V.A. hospital will bring additional demand to the area. These market rate housing units will be hard to realize without quality of life improvements.

I. EXECUTIVE SUMMARY

Figure 1-1: Studied Area and Recommended Improvements



Page left Intentionally blank

I. EXECUTIVE SUMMARY



Pine tree with Spanish moss over the sidewalk near the intersection of E. 131st Avenue and N. 22nd Street

I. EXECUTIVE SUMMARY

Given the plans, market potential, and current conditions, the Corridor enhancement should be considered as a complete street through four distinct districts.

1. The Robbins Section on the west is a large, functioning industrial site with limited short-term redevelopment potential. The recommended street cross section for this area is designed to support the existing industrial land uses but still be of adequate width to be converted to a main street in support the long-term redevelopment potential of the surrounding properties. The cross section does not include on-street parking and has separated bike lanes.
2. The Neighborhood Section has the potential to redevelop with additional market rate housing. The street through this section is recommended to support the residential and neighborhood commercial uses associated with a more urban residential character. It includes on-street parking and design speeds that allow cyclists and motorists to share lanes.
3. Expanded employment on the University Mall and Veterans Hospital sites along with additional population can help provide demand to create the Downtown Section of E. 131st Avenue. The cross section becomes more commercial in this area, with 13-foot sidewalks, on-street parking, continued shared bicycle and vehicular lanes and a 10-foot semi-public space that can be used for street level retail and dining activity.
4. The V.A. Hospital Section on the west end of the corridor creates a pedestrian intensive, campus-like atmosphere. The cross section for this district includes 10-foot wide

sidewalks to support high levels of pedestrian activity, marked crossings at all intersections, and a 22-foot median with a pedestrian refuge island at the main entrance to the V.A. Hospital.

This study recommends a complete street with pedestrian and bicycle facilities along the entire length. A pedestrian oriented street, however, should not be considered as a linear feature. It is an amenity that threads together the unique districts it passes through. Accordingly, this study also recommends the following:

1. That the pedestrian and bicycle network parallel to and adjacent to the road be completed in conjunction with improvements to E. 131st Avenue. Key streets recommended for improvements include N. 19th Street, N. 20th Street, and E. 132nd Avenue between N. 22nd Street and Bruce B Downs Boulevard. This network of improvements will better connect the community to the growing employment opportunities in the area.
2. The form of development anticipated by the various plans for the area is difficult to achieve if sites cannot be fully utilized. Shared stormwater facilities are therefore recommended to allow for better site utilization.
3. Utilization of shared stormwater facilities as linear park space to help complete the pedestrian and bicycle network envisioned in the University Area Community Plan.

To help ensure that the capital investment works in conjunction with the evolution of the land uses in the area, the following regulatory changes are proposed:

I. EXECUTIVE SUMMARY



Tree canopy and sidewalks along E. 131st Avenue east of N. 15th Street looking west

1. Adopt a form based code along E. 131st Avenue. This code should help facilitate the redevelopment of parcels along the corridor by focusing on the relationship between building façades and the street, instead of the land use and density of development. A form-based code creates a more cohesive development style and facilitates creation of a traditional compact urban environment. It also gives the Industrial section of the road a more predictable zoning district through which it could redevelop when the market is appropriate.
2. Create a future land use category to support the form-based code for the corridor. Current categories are too broad in typical uses and intent to reliably deliver a compact urban form.
3. Prohibit vacating rights of way in the area surrounding E. 131st Avenue and provide incentives in development regulations to increase the density of the street network in the area.
4. Amend the Redevelopment Pilot Project to include residential or majority residential development in the University Redevelopment Area. The program, as currently constructed, does not provide incentives to bring market rate housing into an area that is already rich in jobs. This amendment to the program should help improve the realized job/housing balance for the area, thus improving the effectiveness of the multi-modal network.

The recommendations of this study are intended to work in conjunction with each other to create an E. 131st Avenue complete street that not only improves the safety and mobility options of people using the street today, but also helps encourage the development of the community envisioned in the Community Plan for the area.





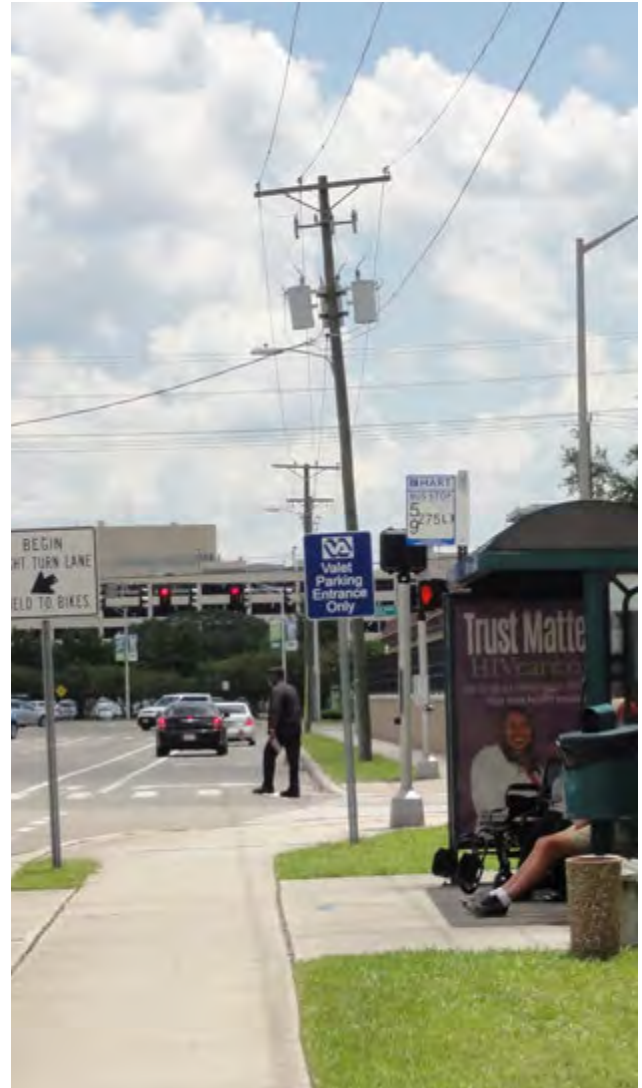
2. EXISTING CONDITIONS

2. EXISTING CONDITIONS

A. Introduction

In order to contextualize the corridor in terms of the baseline factors, the existing conditions section inventories and analyzes the current and future transportation, land use, urban design, and demographic information. This information, along with stakeholder input, will form the basis of recommendations to improve the transportation infrastructure and land use vision along the E. 131st Avenue corridor, consistent with Hillsborough County's framework for the PLAT process.

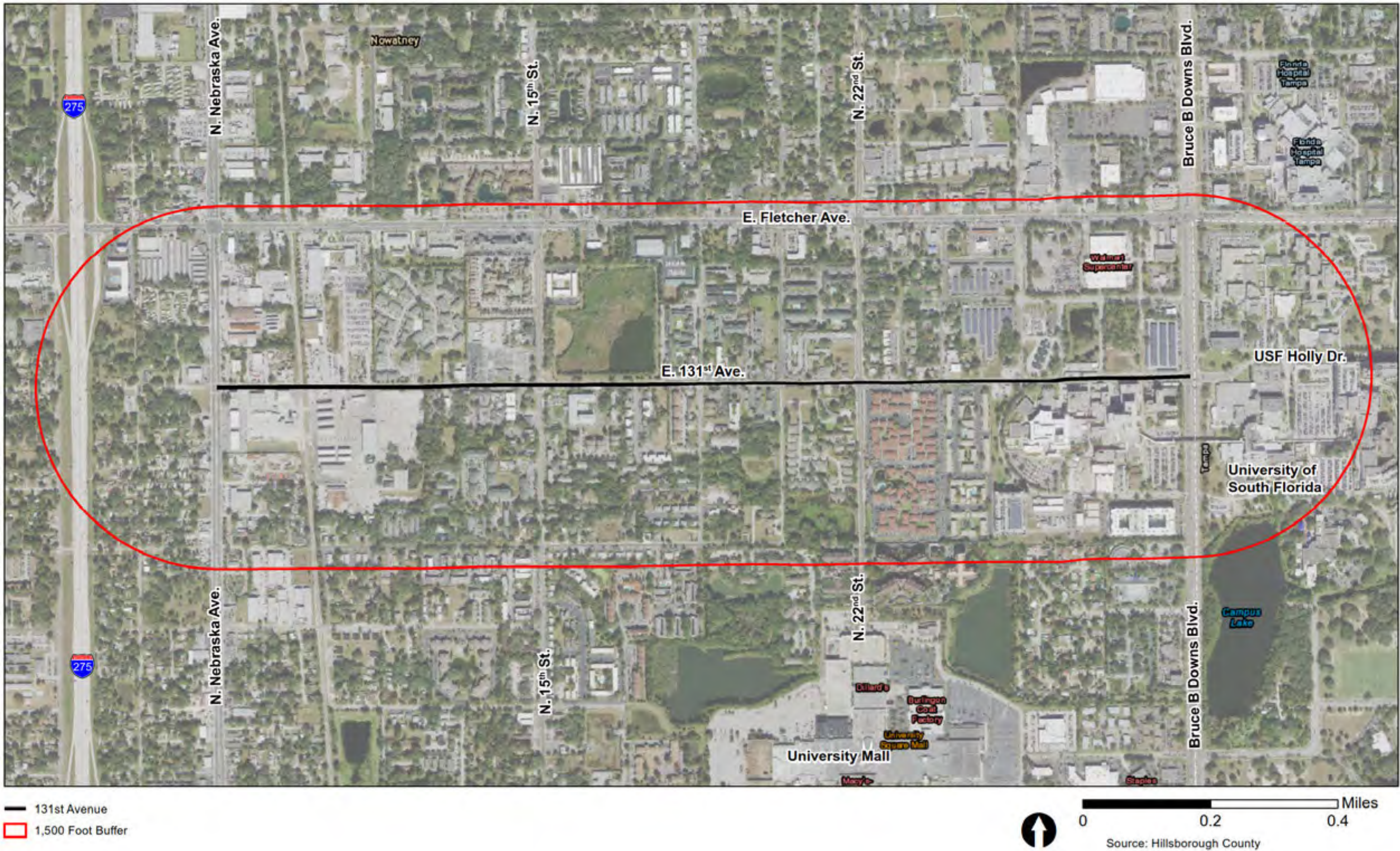
The primary focus of the study is infrastructure improvements to E. 131st Avenue and the properties abutting the roadway, the overall study area boundaries extend 1,500 feet in each direction to incorporate the community's interaction with the project corridor. The project limits extend from N. Nebraska Avenue on the west to Bruce B Downs Boulevard on the east, for a total length of approximately 1.5 miles. The project limits and study area are shown on **Figure 2-1**.



Pedestrian crossing E. 131st Avenue near the VA Hospital next to a transit stop with a shelter

2. EXISTING CONDITIONS

Figure 2-1: Project Location Map



Page left Intentionally blank

2. EXISTING CONDITIONS

B. Corridor Context

I. Neighborhood

The E. 131st Avenue corridor is located in an urban section of unincorporated Hillsborough County between the University of South Florida and Interstate 275. Although E. 131st Avenue has the atmosphere of a neighborhood street, it connects several important community features such as the James A Haley Veterans' Hospital and the Hillsborough Area Regional Transit (HART) University Area Transit Center. Additionally, E. 131st Avenue is within close proximity to several other community features, with portions of the corridor less than half a mile from the University Mall, Florida Hospital Tampa, Shriners Children's Hospital and the University of South Florida.

As seen in **Figure 2-1**, the project corridor is bookended by N. Nebraska Avenue on the west and Bruce B Downs Boulevard on the east. It is also traversed by several locally-important streets. N. 15th Street provides access to E. Fletcher Avenue and E. Bearss Avenue to the north and E. Fowler Avenue and Busch Boulevard to the south. The N. 22nd Street corridor also provides neighborhood access to E. Fletcher and E. Bearss Avenues to the north and University Mall and other regional retail establishments to the south. The intersections of N. 15th Street and N. 22nd Street with E. 131st Avenue may also provide two of the more important bicycle and pedestrian nodes, as they allow circulation throughout the surrounding residential areas and access to neighborhood commercial enterprises.

The project corridor of E. 131st Avenue can be broken down into three distinct areas based on land use and development types. The western portion of the road, from N. Nebraska Avenue to N.

15th Street, is generally more industrial in nature and features light industrial establishments such as the Robbins Manufacturing Lumber Yard and Frontier Communications vehicle lot. Between N. 15th Street and Livingston Avenue, the corridor is more residential with several large multi-family housing complexes, and smaller neighborhood commercial businesses. On the eastern end of the corridor, from Livingston Avenue to Bruce B Downs Boulevard, the land use is dominated by the James A Haley Veterans' Hospital and the HART University Area Transit Center.

II. Reviewed Plans

In order to understand the planning context of the corridor, approximately 20 agency planning documents and studies were reviewed for relevant information. Some of these plans provided insight into the existing conditions. The University Area Community Plan called for improvements to E. 131st Avenue to support the roadway as an important east-west corridor, and promoted greater flexibility in land use and density for future development. The Hillsborough County Vision Zero Action Plan identified corridors with high rates of severe crashes for different types of users. Although E. 131st Avenue was not identified as a severe crash corridor, Bruce B Downs Boulevard, N. 15th Street, and N. Nebraska Avenue within the E. 131st Avenue study area were included on various high crash corridor lists. The Hillsborough County Comprehensive Bike Plan Update also gave insight to the state of bicycle infrastructure in the area and identified priority corridors for cycling infrastructure. The Tampa Innovation District Master Plan also provided information about the markets, investors, demographics, land use, and planning context of the Innovation District area.

2. EXISTING CONDITIONS



Entrance to the V.A. Hospital with mid-block crossing

2. EXISTING CONDITIONS

Other plans detailed new development or infrastructure that may change the way the community interacts with the E. 131st Avenue corridor. One example of this type of plan is the Supplementary Environmental Assessment for Phase Four of the New Bed Tower and Infrastructure Improvements project at James A Haley Veterans' Hospital which detailed plans for a new development currently under construction at the V.A. Hospital on the eastern end of the corridor. Other plans made recommendations that may be ultimately be incorporated this study. The University Area Community Safety Action Plan provided recommendations to create a safer environment by improving lighting, increasing eyes on the street, and eliminating environments conducive to crime. Information from the reviewed studies is discussed or highlighted, where relevant, throughout the body of this document. For a more comprehensive list of studies and plans reviewed, and a short synopsis of each, please refer to **Appendix I**.

C. Market Conditions

An assessment of current market conditions in the E. 131st Avenue area was obtained through analysis of the University Redevelopment Area Market Analysis which provided a real estate and redevelopment profile of the University Area from Interstate 275 (I-275) to the west, E. Fowler Avenue and E. Fletcher Avenue to the south, Bruce B Downs Boulevard and N. 46th Street to the east and E. Bearss Avenue to the north. The study identified several parcels with high redevelopment potential, including a number of parcels along the E. 131st Avenue corridor, particularly around the intersection

with N. Nebraska Avenue. The study also analyzed the potential for growth in specific market segments, including retail, hotel, office, and general industrial uses. In addition, the potential impacts of the University Mall property redevelopment were examined.

The results of the market analysis illustrated a high employment density along the E. 131st Avenue corridor, especially near the intersection with Bruce B Downs Boulevard where the V.A. Hospital is located. Health services, having a large presence along the E. 131st Avenue corridor, was also identified as the market sector with the highest growth in terms of number of jobs added. The study also stated that 20,500 employees per day travel into the study area for employment, while 11,200 employees reside within the study area but work elsewhere. At present, only about 1,000 employees reside and work within the redevelopment area, representing a potential area of growth. Overall, the market analysis stated that the proposed University Mall redevelopment is likely to exceed current demand for office, retail, and hotel space for the district as a whole, and thus redevelopment growth will likely come from other sectors. Finally, the market analysis did highlight the fact that the study area is not pedestrian friendly, limiting some retail redevelopment options.¹

1 WTL+ Associates for Hillsborough County Economic Development, "Market Analysis, University Redevelopment Area, Hillsborough County, FL" (May, 2018)

2. EXISTING CONDITIONS

D. Land Use and Development

To better understand how E. 131st Avenue operates and how the corridor is used, the existing land and future land use in the area were examined. Beyond simply the land use, zoning and design standards were also examined as these regulations will shape development in the future. Current permit applications and proposals for development that exist along E. 131st Avenue were also documented, shedding light on the current development direction of the corridor.

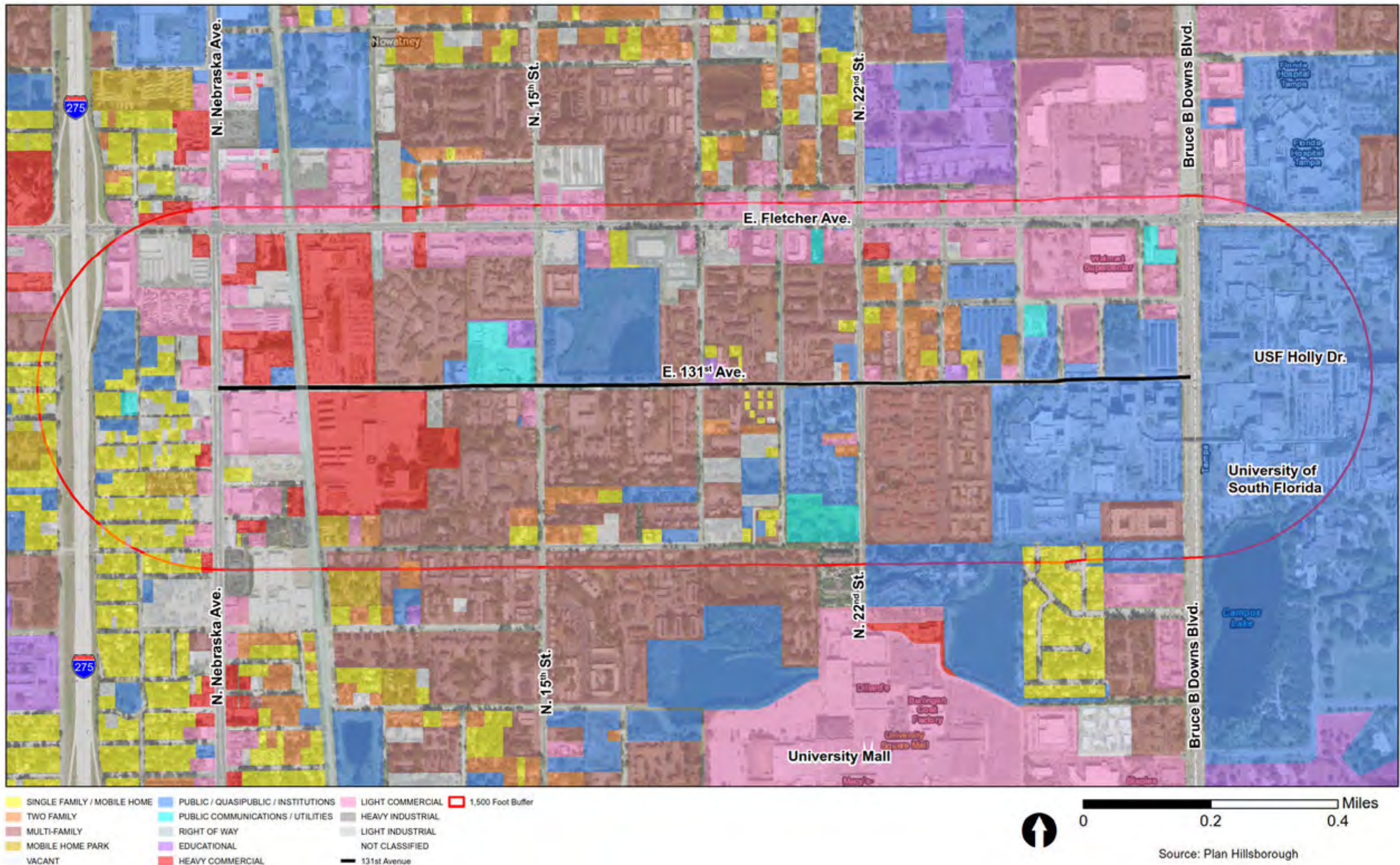
Although the project corridor is generally built-out there are some vacant parcels of land, such as at the intersection of E. 131st Avenue and N. 15th Street. The residential parcels that have been developed generally have a density of 7.2 people per acre, while the commercial and manufacturing areas have an intensity of just less than 6,000 square feet per acre. The buildings surrounding the corridor were generally built between the 1960s and the 1990s, with few buildings being constructed after 2005. **Figure 2-2** provides a map of existing land use.

I. Existing Land Use

The land directly abutting E. 131st Avenue predominantly consists of multi-family residential; public/quasi-public/institutional and commercial uses, with smaller areas of lower density residential, educational; and communications/utilities scattered throughout the corridor. At the western limit of the project near N. Nebraska Avenue, heavy and light commercial use is prevalent as represented by Robbins Manufacturing Company, Consolidated Electrical Distribution, and the CSX railroad line. Continuing to the east, the majority of the corridor spans multi-family residential properties, with Hillsborough County Fire Station #14 and other commercial and utility facilities concentrated near N. 15th Street. The HART University Area Transit Center is located on the north side of the corridor between Livingston Avenue and N. 27th Street. At the eastern limit of the project near Bruce B Downs Boulevard, the James A Haley Veterans' Hospital occupies the south side of the roadway with surface parking lots designated for employee use located on the north side.

2. EXISTING CONDITIONS

Figure 2-2: Existing Land Use Map



Page left Intentionally blank

2. EXISTING CONDITIONS



Two construction cranes over the site of the new bed tower under construction at the V.A. Hospital

2. EXISTING CONDITIONS

II. Land Use Regulations

Zoning

The Hillsborough County Land Development Code (LDC) provides the legislative framework for proposed development within unincorporated Hillsborough County. The codes establish regulations for land development in the form of land use restrictions, bulk and density limits, and design standards, which are in accordance with the Future of Hillsborough Comprehensive Plan (Comprehensive Plan).

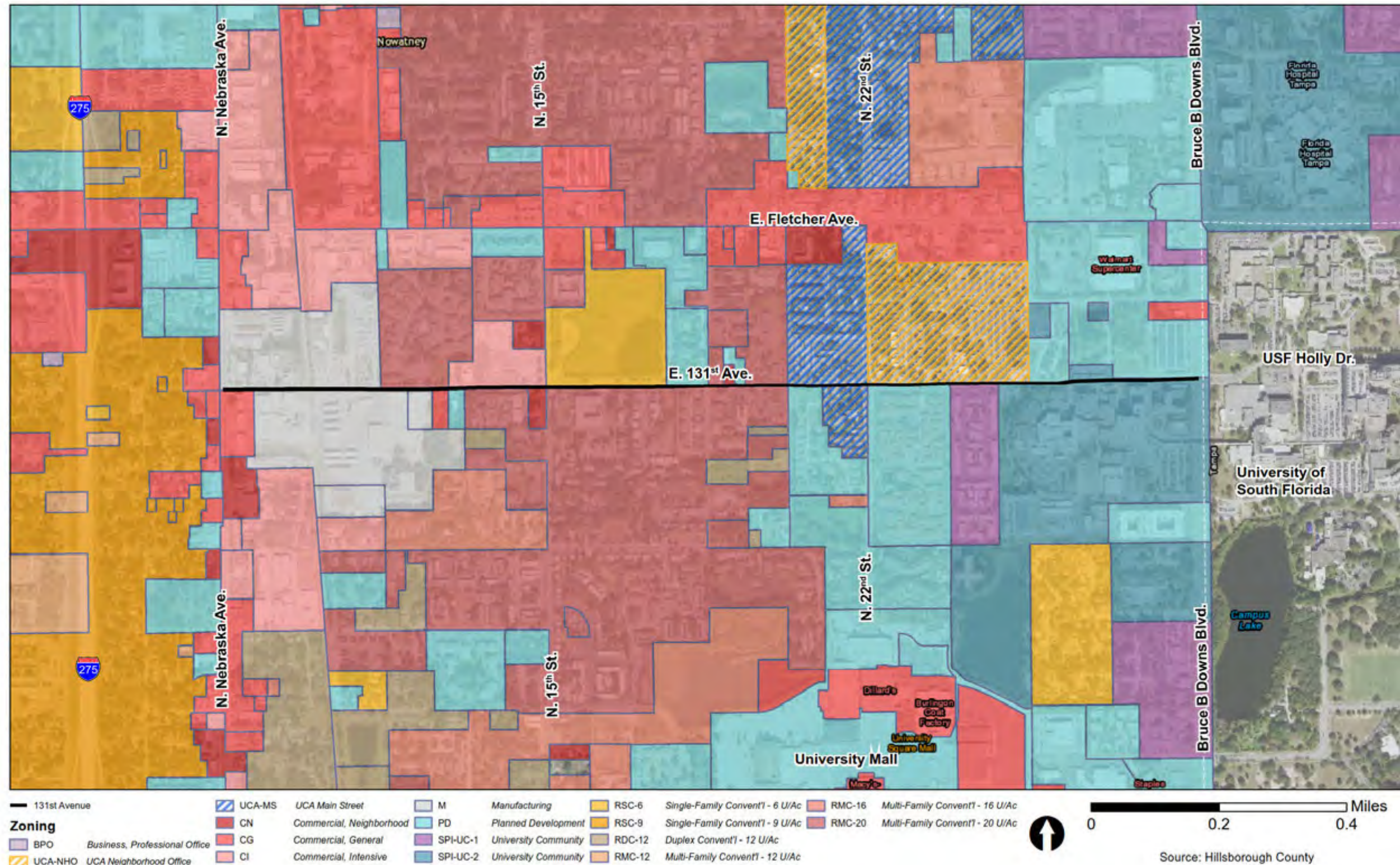
Zoning is the process in which the local government designates certain areas of land for permitted uses such as commercial, planned development, residential, and manufacturing. It can be used to focus land development planning to support the comprehensive vision of a particular municipality, neighborhood, community or district. Unincorporated Hillsborough County has two types of zoning districts: Standard Zoning Districts and Planned Development. The standard residential land use categories along the project corridor generally have an allowable maximum density of 6 dwelling units per acre to 20 dwelling units per acre. The other standard zoning districts have a maximum allowable floor area ratio of .20 for some commercial uses to a high of .75 for manufacturing uses. While the majority of land within the project study area is represented by Standard Zoning Districts such as residential, commercial, and manufacturing, there are Planned Development Zoning Districts scattered throughout. Planned Development Districts are intended to be used when unified, large scale, mixed-use developments are proposed in areas lacking a predominant urban/suburban development pattern. The PD

designation is intended to allow broad, general concept plans that permit limited flexibility to accommodate land use changes in response to market changes. All development applications greater than two acres that are located in a Mixed-Use Comprehensive Plan Category are required to be rezoned to a PD, PD-S or a mixed-use standard zoning district. **Figure 2-3** provides the current zoning for properties within the study area.

Per Part 3.01.00 of the LDC, creation of Special Public Interest Districts is permitted in or adjacent to areas where the character prompts special and specific public interest in preservation or promotion. The project corridor contains properties that are currently zoned as Special Public Interest – University Community (SPI-UC). As shown previously in **Figure 2-3**, these sites occur within the eastern portion of the study area, concentrated near Bruce B Downs Boulevard and E. Fletcher Avenue. The University Community District was created to recognize, preserve, and enhance the unique contributions that the University of South Florida makes to many aspects of the county, state, and nation, and provide an appropriate setting, supportive of the university functions. The SPI-UC regulations pertain to accessory uses, excluding the use of secondary structures, and limiting the number of entrances, size of signs, and percent of floor area to be allocated to the accessory use. For specific regulations, please refer to **Appendix II**.

2. EXISTING CONDITIONS

Figure 2-3: Zoning Map



Page left Intentionally blank

2. EXISTING CONDITIONS



Western end of the University Mall Redevelopment Site and empty parking lot

2. EXISTING CONDITIONS



Robbins Manufacturing Site with a Community Mixed Use-12 (CMU-12) designation

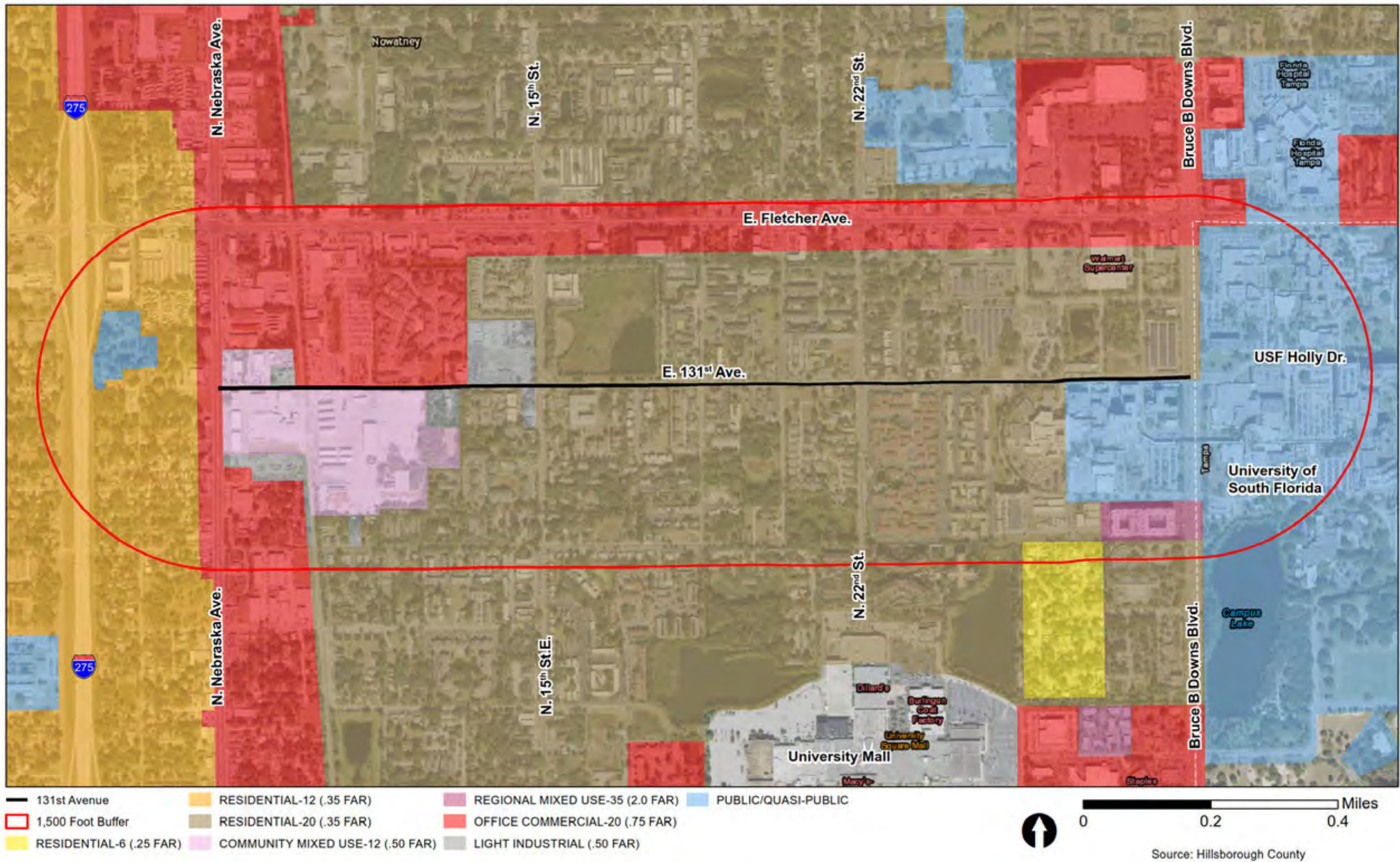
Future Land Use

Future land use is a limitation of density and intensity and a general land use designation. While the majority of the future land use approved along the proposed corridor did not differ considerably from existing patterns, there are areas where change is possible. **Figure 2-4** provides the future land use designations for the areas located within 1,500 feet of E. 131st Avenue. The map indicates that the majority of the heavy commercial uses now present at the western limit of the project near N. Nebraska Avenue could potentially change to Community Mixed Use-12 (CMU-12). The CMU-12 designation is very permissive in terms of allowable uses and could incorporate residential, commercial, office, research corporate parks, light industrial or other mixed-use projects. While the current zoning designation of Manufacturing allows for a maximum Floor Area Ratio (FAR) of

0.75, the future land use designation of CMU-12 has a maximum density of 12 dwelling units/acre with a maximum FAR of 0.5, and a maximum cap of 650,000 square feet for the retail commercial component. If the CMU-12 property implements a Traditional Neighborhood Development project, a maximum density of 20 du/a and a maximum FAR of 1.0, with a maximum square footage of 750,000 for the retail commercial component is possible. The northwest quadrant of the intersection with N. 15th Street may also transition from commercial/services and residential to light industrial use. At the eastern limits of the project from Livingston Avenue to Bruce B Downs Boulevard, the future land use is shown as residential while many current uses are commercial. These uses are still consistent with the future land use, as locational criteria allow residential supportive commercial uses in some areas with residential future land use.

2. EXISTING CONDITIONS

Figure 2-4: Future Land Use Map



Page left Intentionally blank

2. EXISTING CONDITIONS

Design Standards

Area, height, bulk, and placement requirements are provided for the standard districts in 6.01.01 of the LDC. For residential land uses, all categories have a required setback of 20 or 25 feet, a height restriction of 35 feet, with 40 feet allowed for the more dense uses, and a maximum building coverage of 35 percent to 40 percent. Non-residential districts such as office, commercial, and manufacturing have a required setback of 30 feet, height restrictions of 50 feet, except for neighborhood commercial which has a maximum of 35 feet and manufacturing which has a maximum of 110 feet. Maximum building coverages for the non-residential districts also vary widely from 20 percent to 27 percent for most office and commercial uses to 75 percent for manufacturing and intensive commercial uses.

In addition to conventional zoning categories, the E. 131st Avenue corridor also contains two groups of special zoning categories, The Special Public Interest University Community Districts (SPI UC), and University Community Area Development Regulations (UCA). Both groups of zoning categories occur on the eastern portion of the corridor between N. 20th Street and Bruce B Downs Boulevard. The two groups of designations focus on different parts of zoning regulation contents. The SPI UC designation, further broken down into SPI UC 1, 2, and 3, sets accessory use requirements and is governed by Part 3.01.04 of the land development codes. The UCA Development Regulations, broken down into the Main Street District (UCA MS) or the Neighborhood Office District (UCA NHO), is governed by Part 3.13 of the land development code and sets specific guidelines for development design beyond the standard design requirements.

The UCA regulations categorize streets in the zoning districts into Main Streets (which include N. 22nd Street and E. 131st Avenue, and Neighborhood Streets, which include all other streets. UCA MS permits General Commercial (CG) and Conventional Multi-Family Residential with a density of 20 dwelling units per acre (RMC-20) but prohibits single family detached and two-family attached dwellings. UCA NHO permits Professional Office Businesses (BPO) and RMC-20, with CG uses allowed on parcels with Main Street frontage. These allowed uses govern the area, height, bulk, and placement requirements to an extent, but can be further altered in the relevant portions of the code.

While all regulations for Main Streets are applicable and pertinent to the PLAT study, some may have more relevance than others. For example, parking minimums are lower than other parts of the county as the minimum parking requirements for non-residential uses is the maximum allowed. Non-residential parking requirements may be reduced by 50 percent. As a Main Street, off-street parking lots for buildings along E. 131st Avenue must be behind the façade of the Main Street frontage building. Except for vehicle entrances, the ground floor must be developed with enclosed commercial, office, or civic floor space at a minimum building depth of 30 feet along the entire building. Trash and recycling receptacles, loading docks, service areas, and other similar areas must be located in parking areas or locations that are not visible from Main Streets or Neighborhood Streets. Service areas shall be screened by a masonry wall and landscape buffer. Along a designated Main Street, such as E. 131st Avenue, the building must be oriented towards the street, with the entrance also facing the street and visibly prominent.

2. EXISTING CONDITIONS

Assessing the effectiveness of the UCA design standards in creating an aesthetically pleasing and well planned environment is difficult as only one parcel in the zoned districts has redeveloped since the standards were adopted in 2005.

III. Current Development

In order to understand current development trends along the corridor, re-zoning applications and new building permits were examined. These factors were used to indicate not only the type and intensity of development along the corridor, but potential future development trends. In addition, the growth potential of the corridor was analyzed by examining opportunity zones, planned infrastructure improvements, and the previously completed market analysis.

James A Haley Veterans' Hospital

An expansion of the James A Haley Veterans' Hospital will include a new six-level, 220,000 gross square foot bed tower, providing an additional 100 Medical, Surgical, and Nursing inpatient beds, 40 Intensive Care Unit beds, support space, a lobby area, public amenities, main security office, and a patient drop-off/entry area. Construction began on July 31, 2018, and the anticipated completion is in 2021. Although no further expansion is currently planned, surface parking areas on the north side of E. 131st Avenue have been identified to accommodate current unmet need.¹

¹ U.S. Department of Veterans Affairs, "Supplementary Environmental Assessment for Phase 4 New Bed Tower and Infrastructure Improvements Project, James A. Haley Veterans' Hospital Tampa, Florida" (September 11, 2015)

Re-zoning

A property owner must seek a modification to the approved zoning district, or "rezone" the property, if they want to change the allowable land use. A rezoning requires a noticed public hearing before a Land Use Hearing Officer (LUHO) and final approval by the Hillsborough County Board of County Commissioners. There are four rezoning applications currently under review within the study area. Only one of these is associated with parcels located directly along the E. 131st Avenue corridor. The one re-zoning application along the corridor indicated at least some desire to combine parcels and increase density or building heights present in the community. This also indicated that moderate growth was evident in the study area. For more information about re-zonings in the E. 131st Avenue area, please see **Appendix III**.

Growth Potential

The project corridor is within the Urban Service Area, part of the 730-acre University Redevelopment Area and within the planning area of the Innovation Place (!p). The University Redevelopment Area Market Analysis published in May 2018 identified parcels along the E. 131st Avenue corridor with the greatest redevelopment opportunity (or "catalyst sites"). These include 42.31 acres of land owned by Robbins Real Estate (1003 E. 131st Avenue) and a 5.38 acre parcel owned by Verizon Florida, Inc. (1410 E. 131st Avenue). Most of the E. 131st Avenue corridor is within one of three Opportunity Zones. Opportunity Zones were established as part of the Federal Tax Cut and Jobs Act of 2017 and provide tax incentives for investment in qualified businesses and properties within the zones. The aim of the program is to encourage investment and job creation within the zones, which are either low income census tracts or contiguous with such tracts. The presence of Opportunity Zones throughout the study area could act to increase redevelopment in the corridor.

2. EXISTING CONDITIONS



Robbins Manufacturing sign with railcar in the background

2. EXISTING CONDITIONS



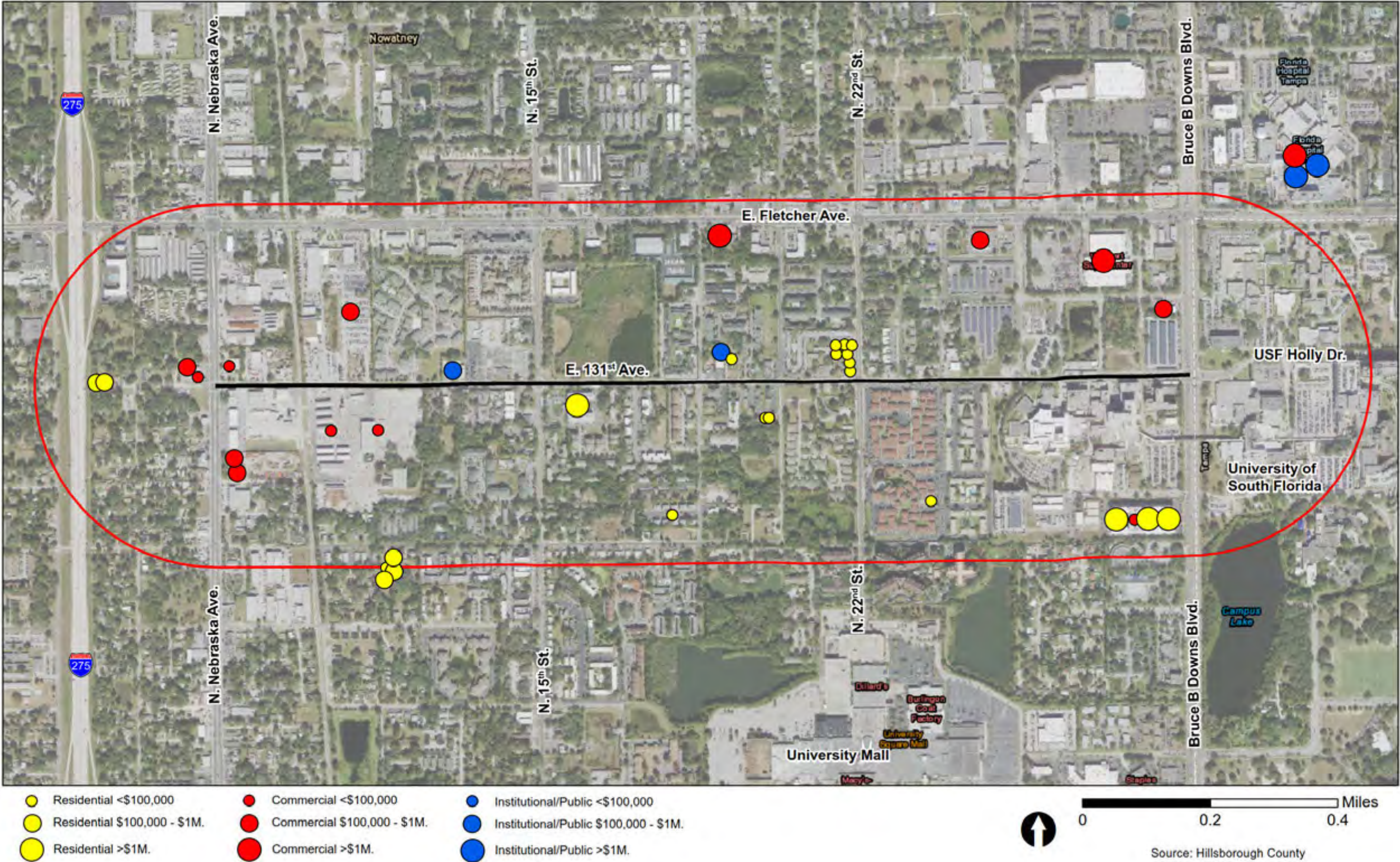
View of redevelopment taking place at the University Mall site

New Building Permits

A review of available new building permit data was conducted. **Figure 2-5** shows the current building permits located within 1,500 feet of the project corridor. Most of these permits represented projects that have already been completed, but the data provides insight to the general direction of development in the area. The building permits were broken down by type and valuation. The types of permits generally followed existing patterns of development in concert with existing land uses, with commercial permits consistent with the higher valuation properties such as those found along E. Fletcher Avenue, N. Nebraska Avenue and Bruce B Downs Boulevard. Residential permits trended toward lower valuation along nearby streets with lower traffic volumes. Only two public, quasi-public, or institutional permits were identified, and were located along the E. 131st Avenue Corridor.

Residential permits along the E. 131st Avenue corridor included a new structure permit for an 80 unit apartment complex (recently constructed) at the intersection of E. 131st Avenue and N. 15th Street. In addition, there were a number of residential permits scattered between N. 15th Street and N. 22nd Street that were mostly demolition permits. A cluster of commercial building permits is present near the western end of E. 131st Avenue: these included one demolition permit and two new structure permits connected to the Robbins Manufacturing properties; a new structure for the Family Dollar at the intersection of E. 131st Avenue and N. Nebraska Avenue; and a demolition permit for DMI Nebraska, LLC further to the west. Two additional permits were also issued to Robbins Manufacturing for building demolition. The first of the institutional permits was for renovations to the fire station, and the second was for interior renovations at the Heritage Manor Assisted Living Facility.

Figure 2-5: New Building Permits Map



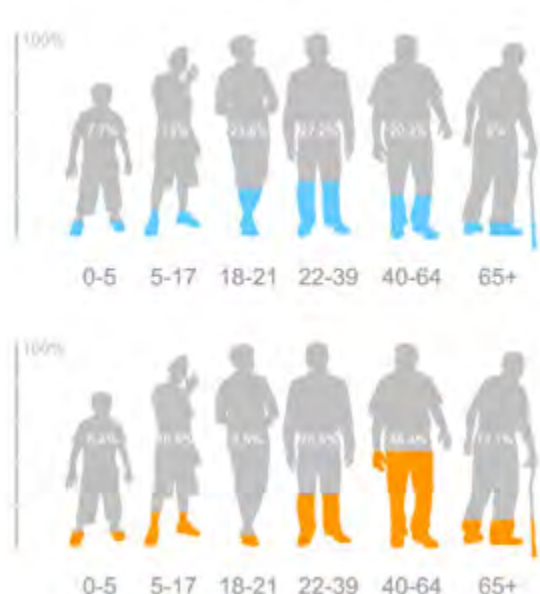
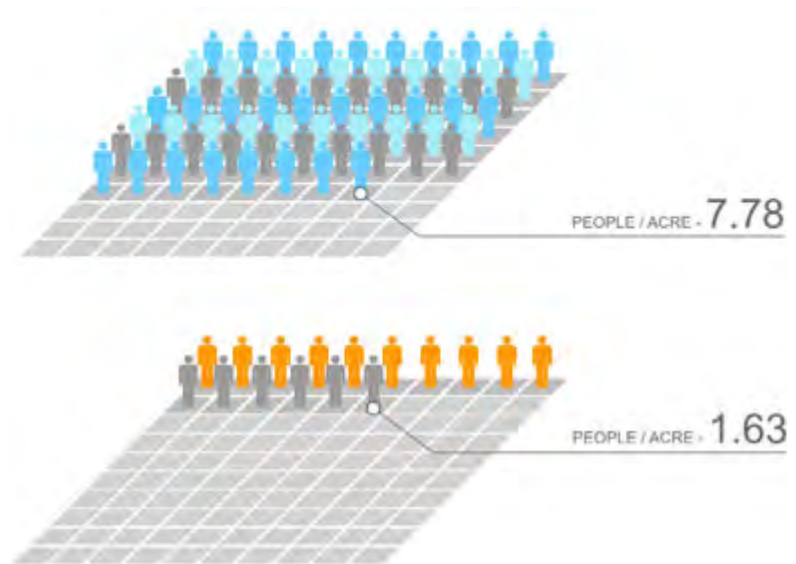
Page left Intentionally blank

2. EXISTING CONDITIONS

E. Community Characteristics

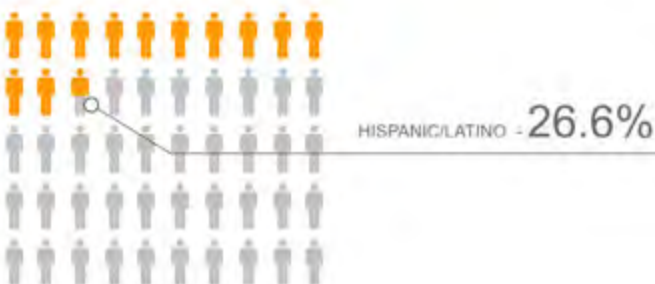
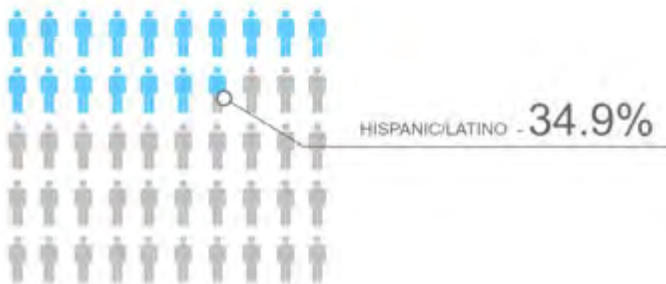
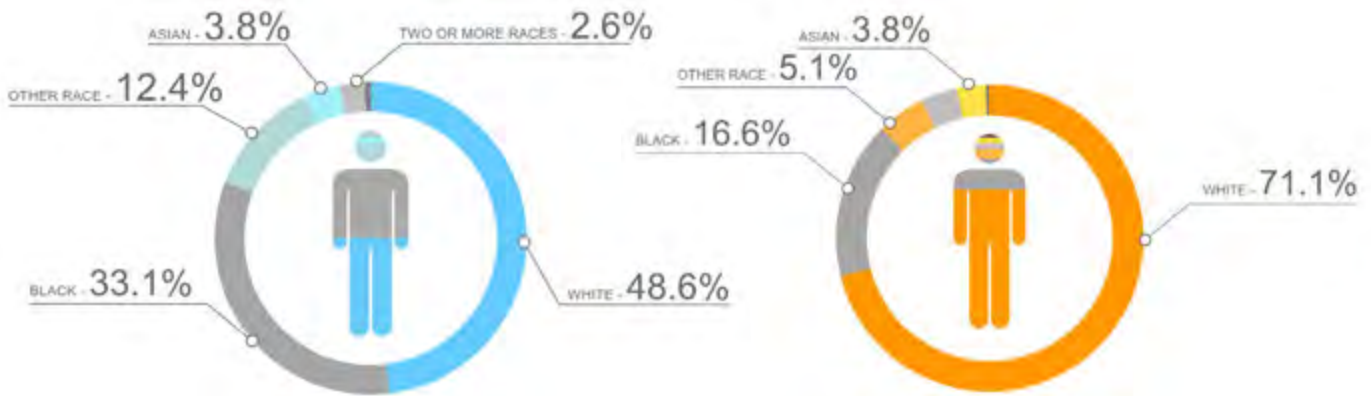
I. Demographics

The following infographics show the demographics for the study area (in blue, above, or to the left), and Hillsborough County (in orange, below, or to the right). More information and maps can be found in **Appendix IV**. As can be expected in urban areas, population densities along the entire E. 131st Avenue corridor were generally higher than Hillsborough County as a whole. The more dense concentrations of population and residential uses generally occurred towards the center of the corridor, as industrial uses and institutional uses dominated the west and east ends of the roadway.



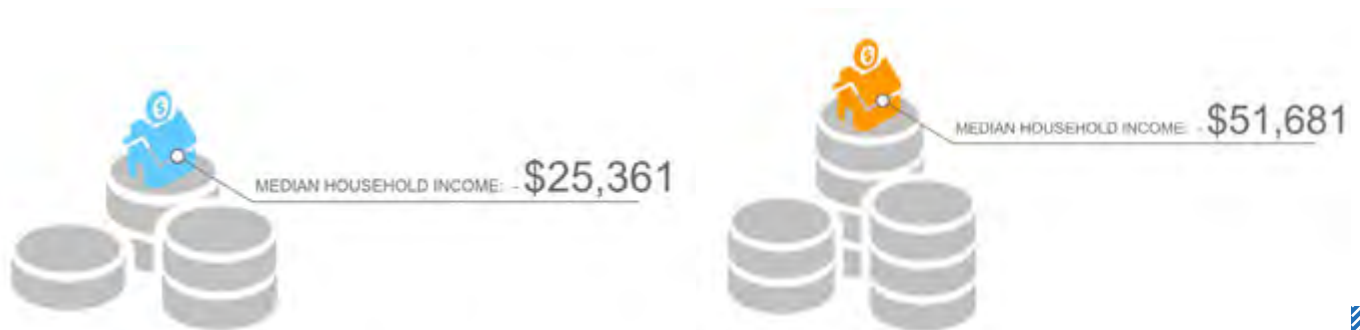
As can be expected in an area bordering USF, the project corridor has a much higher percentage of residents age 18-21 than Hillsborough County as a whole (23.8 percent for the E. 131st Avenue versus 5.5 percent for the county as a whole). In addition, the project area has half the percentage of residents age 40-64 compared to Hillsborough County as a whole. These demographic differences illustrate the connection between the E. 131st Avenue corridor and the University of South Florida.

2. EXISTING CONDITIONS

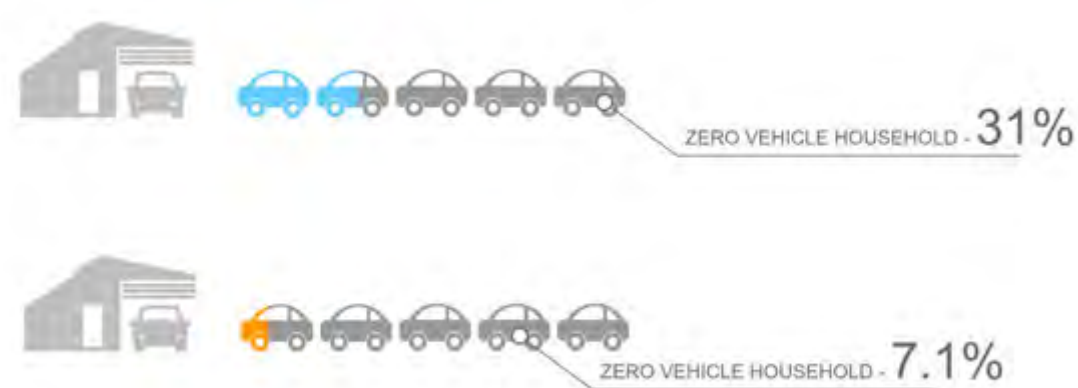


The project area appeared to be more diverse than Hillsborough County as a whole. Most census block groups had minority population percentages above the Hillsborough County average, except for the block groups around the hospital and the USF campus. All of the block groups within the study area, except for the block group west of the rail corridor, had higher population percentages of Black or African American residents. Except for several parts in the southwest portion of the study area, most block groups along the corridor had higher Latino/Hispanic population percentages than Hillsborough County as a whole. Population percentages for Asian residents varied throughout the corridor. The majority of census block groups also had a higher percentage of people who speak English “less than very well,” as compared to the average for Hillsborough County of 10.1 percent.

2. EXISTING CONDITIONS



The E. 131st Avenue area is a decidedly lower-income area. All census block groups associated with the study area had poverty rates higher than the County average. In addition, the aggregate median household income for the study area had was half that of the County as a whole.



As is often the case with lower income areas, the E. 131st Avenue study area also had a higher rate of zero vehicle households, more than four times higher than the County. This piece of demographic information illustrates why alternative transportation modes such as walking, bicycling and transit use are so popular in the E. 131st Avenue corridor.

These figures will also form the basis of recommended improvements in section three of the PLAT Study. These recommendations must

support local residents by prioritizing alternative and active transportation modes in the built environment. This demographic information also highlights the importance of community outreach as this area has a lower median family income, higher minority population, and more concentrated population density when compared to Hillsborough County as a whole. These demographics also inform how any roadway improvements should be conceived and designed, with local residents in mind.

2. EXISTING CONDITIONS

II. Community and Environmental Features

As an urban portion of Hillsborough County, the study area contains numerous community features, and a few environmental features. Beginning on the western end of the corridor, a Geographic Information Systems (GIS) analysis identified a 35.4-acre brownfield site at the northeast corner of the intersection of E. 131st Avenue and the CSX rail corridor. The brownfield site is associated with Robbins Manufacturing storage yard and appears to be occupied by the Toyota of Tampa Bay Vehicle lot and the Royal Palm Key apartment complex. Just to the east of the Royal Palm Key apartment complex is the Veterans Recovery Support Services, a group care facility and a social service parcel located at 1229 E. 131st Avenue. On the north side of the street, almost directly across from the Veterans Recovery Support Services, is the North Hillsborough Fire Station (Station #14).

Between N. 15th Street and N. 22nd street, at 1902 E. 131st Avenue is the University Children's Center, a childcare facility that was observed on field visits. At 1908 E. 131st Avenue on the north side of the roadway is Heritage Manor, an assisted living facility and group care facility also known as Beehive Manor.

The intersection of E. 131st Avenue and N. 22nd Street presents a node of community features. On the southwest corner of the intersection is the University Baptist Church, a religious facility with several structures and a parking area at 2121 E. 131st Avenue. Just to the northeast of the intersection and off the E. 131st Avenue corridor, is Arbor Village, another retirement home listed as a healthcare facility and group care facility at 13107 N. 22nd Street. Just east

of the intersection, on the north side of the roadway, is the Agency for Community Treatment, a social service facility. Further to the east, on the northeast corner of the intersection with N. 23rd Street is Children's Discovery, a childcare facility located at 13101 N. 23rd Street that was observed during field reviews.

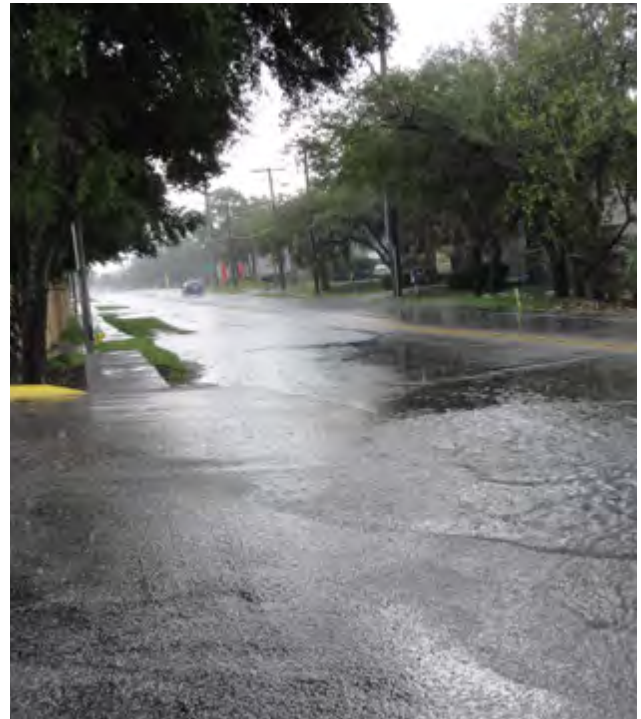
The east end of the corridor is dominated by the James A Haley Veterans' Hospital. The hospital represents several different community features including a hospital, cultural center, community center, healthcare facility, veterans facility, and group care facility. The hospital use designations extend to both sides of E. 131st Avenue, although most of the north side of the roadway is used for parking and stormwater facilities.

Within the study area, but not directly abutting E. 131st Avenue, were several other community features including: 22 possibly historic structures (all to the west of N. Nebraska Avenue), one additional group care facility, one school, six social service parcels, two religious parcels, three hospital parcels, several healthcare facilities, two cultural centers, and one community center. Of particular note were two other environmental features in close proximity, but not directly along the corridor. A site in the Superfund database (representing potential environmental and or contamination issues) is located about 675 feet south of the intersection of E. 131st Avenue and N. 19th Street. The Superfund site is listed as Walters Battery House, a potentially contaminated site at 12723 N. 19th Street. Further to the west is an eagle nest located about 450 feet north of the intersection of E. 131st Avenue and Livingston Avenue. According to information in the E. 131st Avenue Technical Evaluation Memorandum, the nest was last used by Ospreys, and has recently been inactive.

2. EXISTING CONDITIONS

The project corridor lies within the Duck Pond Watershed, which drains into the Hillsborough River. The watershed in this area drains into Duck Pond East and Duck Pond West, located directly north of the University Mall, and connected by a pipe. Due to the fact that Duck Pond East drains into the City of Tampa storm sewer system, the Southwest Florida Water Management District (SWFWMD) has previously indicated that any improvements made to the drainage systems at Duck Pond should meet the criteria for closed basins as a method to improve water quality. The project segment of E. 131st Avenue travels through four sub-basins. The Nebraska Avenue Draining Basin collects stormwater from between N. Nebraska Avenue and the CSX railway. The Robbins Lumber Drainage Basin drains the area from the CSX railway to west of Marathon Key Drive, and exhibits pooling on the north side of the roadway due to a lack of positive conveyance. The 131st Avenue Drainage Basin drains the project corridor from west of Marathon Key Drive to N. 19th Street, and outfalls into the 131st Avenue Pond, a large, county owned wet detention pond on the northeast corner of the E. 131st Avenue intersection with N. 15th Street. The Mall East and West Basin drain the section of the project corridor from N. 19th Street to Bruce B Downs Boulevard.

Although no wetlands were identified within the study area in either the E. 131st Avenue Technical Evaluation Memorandum or GIS analysis, there is a large stormwater pond present within the study area located north of the corridor between N. 15th Street and N. 19th Street. This stormwater facility was the only water body located immediately adjacent to the roadway, although several others were located to the south of the



Water ponding on E. 131st Avenue near Key Largo Road

corridor. For the exact location of any of the community or environmental features, please see **Appendix V**.

A review of the currently effective Federal Insurance Rate Map (FIRM) data produced by the Federal Emergency Management Agency (FEMA) reveals two areas within the Special Flood Hazard Areas along the project corridor. On the east end, much of area around Robbins Manufacturing is within the Special Flood Hazard area, as is a majority of the corridor between N. 19th Street and Livingston Avenue. **Appendix V** shows the floodplains within the study area.

2. EXISTING CONDITIONS

F. Transportation Network and Patterns

The transportation network is important to the character of an area, and can shape the way residents and users interact with a neighborhood. This section begins with an examination of the E. 131st Avenue transportation network, including functional classification, speed limits, and typical sections. Analysis of pedestrian, bicycle, and transit facilities and ridership is also important, especially in an area such as E. 131st Avenue with a high prevalence of zero vehicle households. In addition, this section will delve into traffic volumes, crash statistics and access management to understand traffic and safety conditions along the corridor. Furthermore, by examining travel patterns via GPS data, we can understand the prevalence and distribution of local versus regional traffic.

I. Roadway Characteristics

Existing Roadway

The E. 131st Avenue corridor is a two-lane undivided east/west facility, classified as an urban minor collector throughout the project limits. The posted speed limit is 30 miles per hour (mph) from N. Nebraska Avenue on the west to east of Livingston Avenue, where the speed limit is then reduced to 25 mph. The existing Right-of-Way (ROW) width for E. 131st Avenue varies from approximately 45 to 89 feet, with ROW generally narrower on the western end of the corridor, and wider around the intersection with Bruce B Downs Boulevard. The typical section also varies significantly throughout the corridor, but generally consists of two 11 to 12-foot lanes,

left turn lanes at the major intersections, and 5-foot sidewalks. The typical section switches between a rural typical section and an urban typical section several times throughout the corridor.

In addition to the cross streets, a CSX railroad crossing (#624972U) exists approximately 670 feet east of N. Nebraska Avenue. The crossing includes a railroad signal with post mounted and cantilevered active warning devices (flashing lights), as well as an automatic gate. Pavement markings exist on both approaches to provide advance warning of the crossing. There are currently no pedestrian or bicycle accommodations provided at the crossing. For more information on the existing roadway please see **Appendix VI**.

2. EXISTING CONDITIONS



Electric wheelchair user crossing E. 131st Avenue in a crosswalk near the VA Hospital

2. EXISTING CONDITIONS

II. Multimodal Facilities

Pedestrian Facilities

As mentioned in the previous section, pedestrian facilities are present throughout the corridor, but are not continuous. There is a 129-foot sidewalk gap on the north side of the roadway around the CSX railroad crossing and a half-mile gap on the south side at the eastern end of the roadway. The rest of the corridor features continuous sidewalks on both sides of the road between N. 15th Street and Bruce B Downs Boulevard. Not all of the existing sidewalks appear to meet current design standards. For example, the sidewalks along the Toyota of Tampa Bay parcel are frequently blocked by poles, signs, and sometimes parked vehicles. Other areas, such as along the county-owned stormwater pond parcel, have sidewalks as narrow as three feet in width. Although the eastern end of the corridor has several mid-block crossings, the west end has no crossing for nearly half a mile between N. Nebraska Avenue and N. 15th Street. Pedestrian facilities can be seen in **Figure 2-6**.

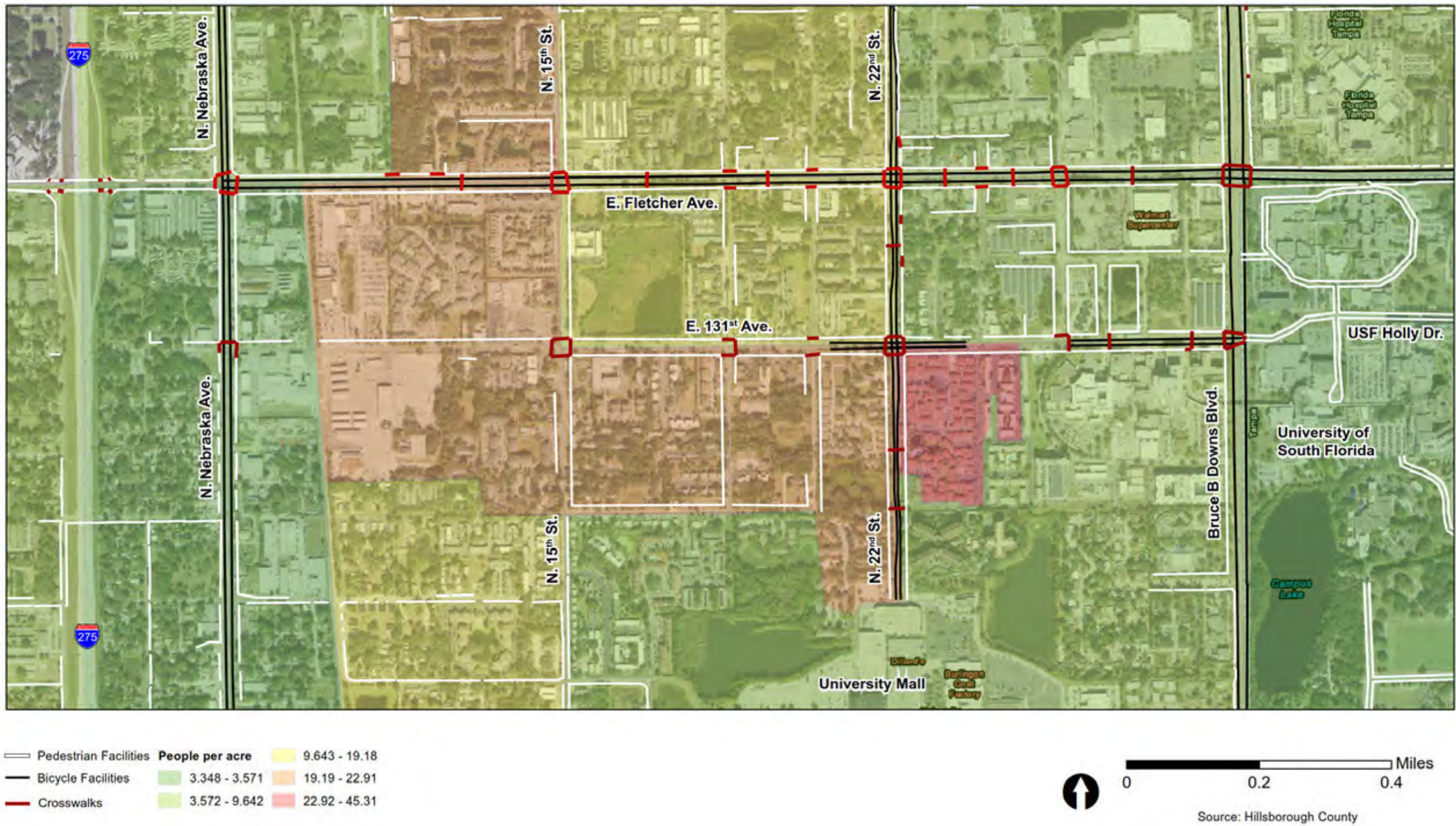
Despite the sometimes substandard pedestrian facilities along E. 131st Avenue, there is no lack of pedestrian activity. Pedestrian counts revealed the mid-block crossing in front of the V.A. Hospital to have the largest pedestrian volumes along the corridor. An especially high number of motorized wheelchair users were also observed on multiple field visits. Throughout the corridor are sidewalks that are cracked, raised, sunken or not ADA compliant, and this was further evidenced by a number of wheelchairs operating in the shoulder of the road.

Bicycle Facilities

Bicycle facilities along the corridor are discontinuous and inconsistently marked. Shoulder striping is present throughout the corridor, and bicycle lanes are marked around the N. 22nd Street intersection and west of the intersection with Bruce B Downs Boulevard. Away from the Bruce B Downs Boulevard and N. 22nd Street intersections, these bicycle lane segments transition into paved shoulders, which vary in width from four feet to less than one foot without consistency or warning. Bicycle counts also showed more bicycle activity on the eastern end of the corridor, while field review illuminated much bicycle activity on the sidewalks. For more information on the counts, please see **Appendix VI**.

2. EXISTING CONDITIONS

Figure 2-6: Bicycle and Pedestrian Facilities with Population Density Map



Page left Intentionally blank

2. EXISTING CONDITIONS

Transit Facilities

Home to the HART University Area Transit Center (UATC), the eastern end of E. 131st Avenue has abundant transit resources when compared to most areas of Hillsborough County. HART operates eight local services, one regional express service, and one bus rapid transit type service to or through the UATC. These routes give direct one-seat access to destinations such as downtown Tampa, Tampa International Airport, Pasco County, Ybor City, Seminole

Heights, and Carrollwood. A table with the route number, hours of operation, and peak hour weekday headways is available in **Table 2-1**. Out of the routes currently serving the UATC, the headways on most are expected to be reduced by 2027 based on the HART Transit Development Plan (TDP). Headways for the Metro Rapid are expected to be reduced to 12 minutes by 2027 according to the TDP.

TABLE 2-1 TRANSIT ROUTES ON E. 131st AVENUE, HOURS OF OPERATION AND PEAK HOUR HEADWAYS

Route	Hours	Peak Headways	2027 Headways
1	4:30am-12:00am	15 minutes	12 minutes
5	5:00am-11:00pm	30 minutes	30 minutes
6	4:45am-12:15am	15 minutes	10 minutes
9	5:00am-10:00pm	30 minutes	30 minutes
12	4:00am-12:00am	20 minutes	10 minutes
33	5:00am-10:20pm	30 minutes	15 minutes
42	5:30am-10:30pm	30 minutes	30 minutes
48	5:30am-9:30pm	60 minutes	30 minutes
275LX	5:10am-9:45pm	60 minutes	30 minutes
Metro Rapid	4:30am-12:00am	15 minutes	12 minutes

2. EXISTING CONDITIONS



HART bus stop sign for the 59 and 275LX Routes along E. 131st Avenue near the VA Hospital

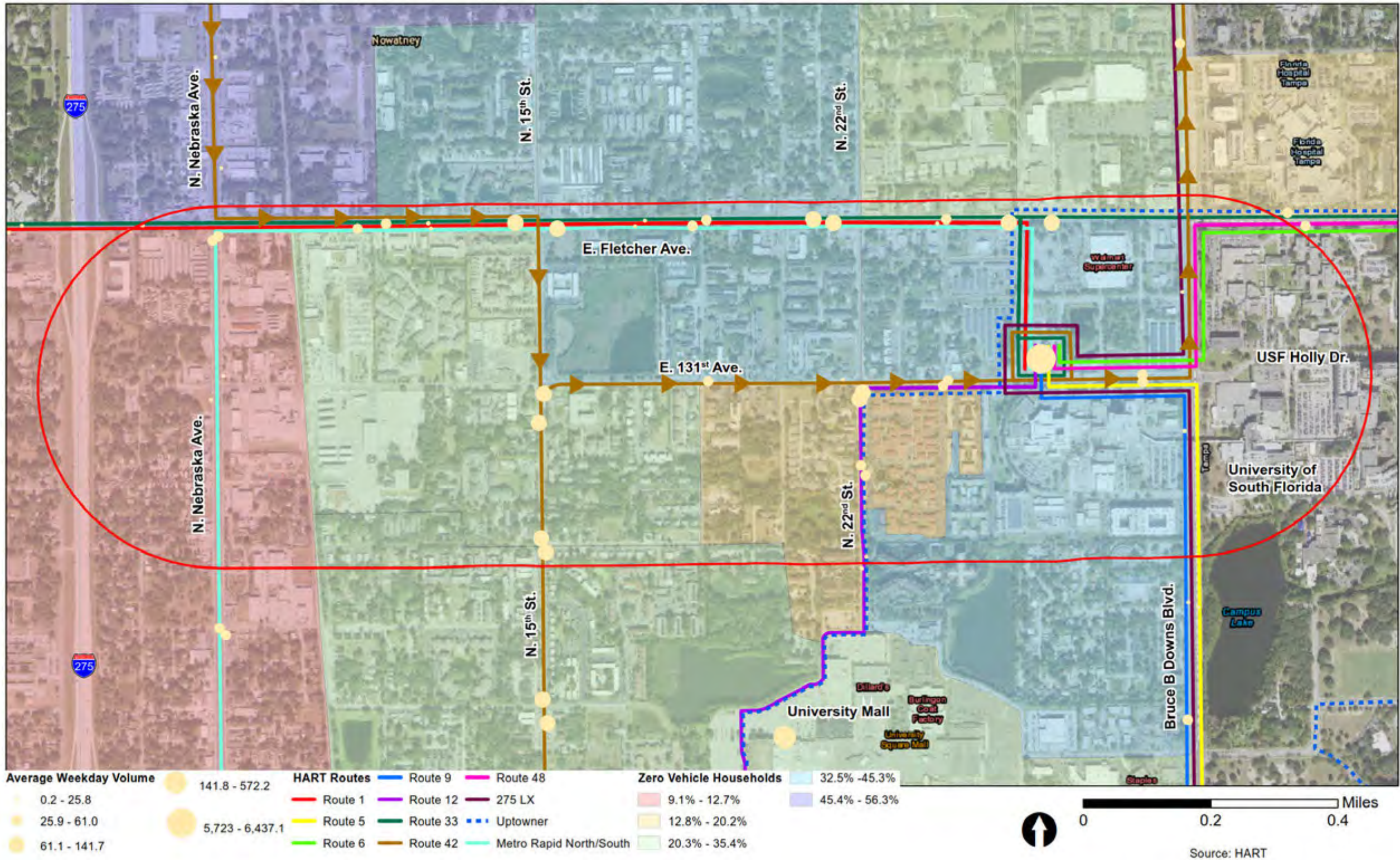
The E. 131st Avenue corridor generally sees more transit use than other areas of Hillsborough County. The HART UATC has the second highest number of boardings and alightings in the system with 6,437 average weekday riders, behind only the Marion Transit Center in downtown Tampa. The Metro-Rapid, a bus rapid transit service running from the UATC to downtown via N. Nebraska Avenue sees 572 average weekday boardings and alightings at the UATC, which are not counted in the UATC count. In total, there are 8,917 weekday boardings and alightings at the 41 transit stops in the study area, out of

which 16 are in the top 10 percent for average weekday boardings and alightings in the system. For more information on the HART Routes please see **Figure 2-7**.

In addition, the Bull Runner, a transportation system operated by USF both on and off-campus mainly for students, faculty, and staff, provides access to the E. 131st Avenue corridor via Route D. This route runs from the campus to the University Mall, the UATC and residential areas along N. 22nd Street. For a Bull Runner Route D map and more information about the service, please see **Appendix VI**. A forthcoming transit service in the E. 131st Avenue area is the Tampa Bay Transit Circulator “Uptowner,” scheduled to start service in 2019 or 2020. The Uptowner is a partnership between HART and FDOT, and will navigate a 7-mile loop around USF and neighboring destinations such as the Moffitt Cancer Center, the V.A. Hospital, the UATC, University Mall, and others. Along the E. 131st Avenue corridor, the service will run from the UATC to N. 22nd Street. The Uptowner is shown on **Figure 2-7** as a dashed line.

2. EXISTING CONDITIONS

Figure 2-7: Transit Infrastructure Map



Page left Intentionally blank

2. EXISTING CONDITIONS

III. Traffic Volumes and Characteristics

Traffic data and characteristics for the study area were obtained from available sources [i.e., FDOT Florida Traffic Information & Highway Data (2016)] and Hillsborough County 2017 Level of Service Report. A facility inventory within the study corridor was compiled from existing conditions. The data compiled in **Table 2-2** includes the Level of Service (LOS) standard, maximum service volumes (MSVs), and the 2017 Annual Average Daily Traffic (AADT), among other metrics. The LOS is determined using the Generalized Service Volume Tables from FDOT's 2013 Quality Level of Service Handbook. It should be noted that the results shown in **Table 2-2** are for general planning purposes only. Historical traffic characteristics for E. 131st Avenue can be found in **Appendix VI**.

The latest version of the Tampa Bay Regional Planning Model (TBRPM v8.2) was utilized to review the future year daily traffic projections. The TBRPM is based on the Florida Standard Urban Transportation Model Structure (FSUTMS)

and is recognized by both FDOT District Seven, as well as the Tampa Bay Area Metropolitan Planning Organizations (MPO) as the accepted travel demand forecasting tool. The roadway network used reflects the latest available adopted Cost Affordable LRTPs for all counties in the region. The Peak Season Weekday Average Daily Traffic (PSWADT) volume obtained from the 2040 year model was converted to the respective AADT volumes through multiplication by a factor of 0.96, which is the Model Output Conversion Factor (MOCF) for Hillsborough County. The model volumes were validated based on 2010 TBRPM data. NCHRP Report 765 was used to adjust the future traffic forecast. The FSUTMS model plots and other documents are attached in **Appendix VI**. **Table 2-3** provides a summary of the projected volumes along the corridor.

TABLE 2-2: E. 131st AVENUE EXISTING TRAFFIC

Facility	Segment	Functional Classification	Existing Lanes	Posted Speed (mph)	LOS Standard ¹	Existing 2017 AADT ¹	Maximum Service Volume ²	2017 LOS
E. 131 st Avenue	N. Nebraska Avenue to Bruce B Downs Boulevard	Collector	2LU	25/30	E	7,800	14,800	D

Note: "U" - Undivided, "L" - Lane(s), miles per hour (mph)

- ¹Existing AADT and Peak Hour Directional Volume are taken from Hillsborough County 2017 Level of Service Report.

- ²FDOT's 2013 Quality Level of Service Handbook

2. EXISTING CONDITIONS

TABLE 2-3: E. 131st AVENUE FUTURE TRAFFIC

Roadway	Segment	2017 Existing AADT	Adjusted 2040 Model Volumes ¹	MSV	2040 V/C Ratio ²	Annual Average Growth Rate (2017 to 2040)
E. 131 st Avenue	Bruce B Downs Boulevard to N. 22 nd Street	7,800	13,000	13,300	0.98	2.90%
	N. 22 nd Street to N. 15 th Street	7,800	12,000	13,300	0.90	2.34%
	N. 15 th Street to N. Nebraska Avenue	7,800	14,000	13,300	1.05	3.46%

- ¹NCHRP Report 765 was used to adjust the future traffic forecast. Model outputs were compared with the existing traffic counts. Following procedure was applied to future traffic adjustment based on the NCHRP guidelines as stated in Table 2. Selected adjustment was 'MRATIO'. Detailed calculation is included in Appendix V.

- ²The Maximum Service Volume (MSV) is taken from the FDOT's 2013 Quality Level of Service Handbook and adjusted to -10% (MSV for two-lane state roadway Class II - 35 mph or slower posted speed limit- 14,800 vehicles per day) for non-state signalized roadway

IV. Access Management

Striped median treatments are present at several intersections along E. 131st Avenue, however these treatments exist as safety measures for the exclusive turn-lanes at these locations and no raised medians or barriers are present. Thus, access management in the project corridor pertains to driveways and entrances to parking lots, standards for which are set in the LDC. For spacing and other requirements, all access points are divided into types based upon the access classification of the main roadway and the connection and the volume of traffic expected to use the access point. Designations likely to be found along the E. 131st Avenue corridor include "Type I", a minimum connection or sidewalk, which might be a driveway to a single family residence or duplex, "Type II", a minor connection, which would generate fewer than

50 vehicle trips per day, and "Type III," a major connection, which might include a commercial plaza or industrial park. These designations relate to minimum spacing standards based on LDC Section 6.04.07 and summarized in **Appendix VI**.

Driveways and parking lots are prevalent along all portions of the E. 131st Avenue corridor. Many of these driveways do not meet current standards for spacing, corner clearance, minimum driveway lengths, separation from the roadway, etc. Some of these, like the Food Town Supermarket and University Children's Center near the intersection with N. 19th Street, may present dangerous situations to cyclists, pedestrians, and other drivers due to backing vehicles and a lack of separation from the roadway. These properties also present challenges as adhering to current standards might result in the removal of parking or increased difficulties in freight delivery.

2. EXISTING CONDITIONS



View of the front parking lot of the Food Town Supermarket on E. 131st Avenue

2. EXISTING CONDITIONS

TABLE 2-4: E. 131ST AVENUE CRASH RATE

From/To Location	Number of Crashes*	Segment Actual Crash Rate	Hillsborough County-wide 3-Year Average Crash Rate ¹	Critical Crash Rate	Safety Ratio
N. Nebraska Avenue to Bruce B Downs Boulevard	136	11.701	2.226	4.119	2.226

Note: *Crashes on E. 131st Avenue

¹FDOT Crash Analysis Reporting System (CAR) 3-Year Crash Rates (2013 – 2015) Analysis for Hillsborough County-wide segments

V. Crash Data and Analysis

Crash data for E. 131st Avenue within the project limits was processed using the most recent three-year data from the Hillsborough County Crash Data Management System (CDMS). A total of 246 crashes were reported along E. 131st Avenue from N. Nebraska Avenue to Bruce B Downs Boulevard during the three-year analysis period from 2015 to 2017. Most of these crashes occurred at the Bruce B Downs Boulevard intersection, and no fatalities were reported for the three-year analysis period. Crash locations are depicted by severity in **Figure 2-7**. **Appendix VI** provides a summary of the crashes per year and summarizes crashes by type.

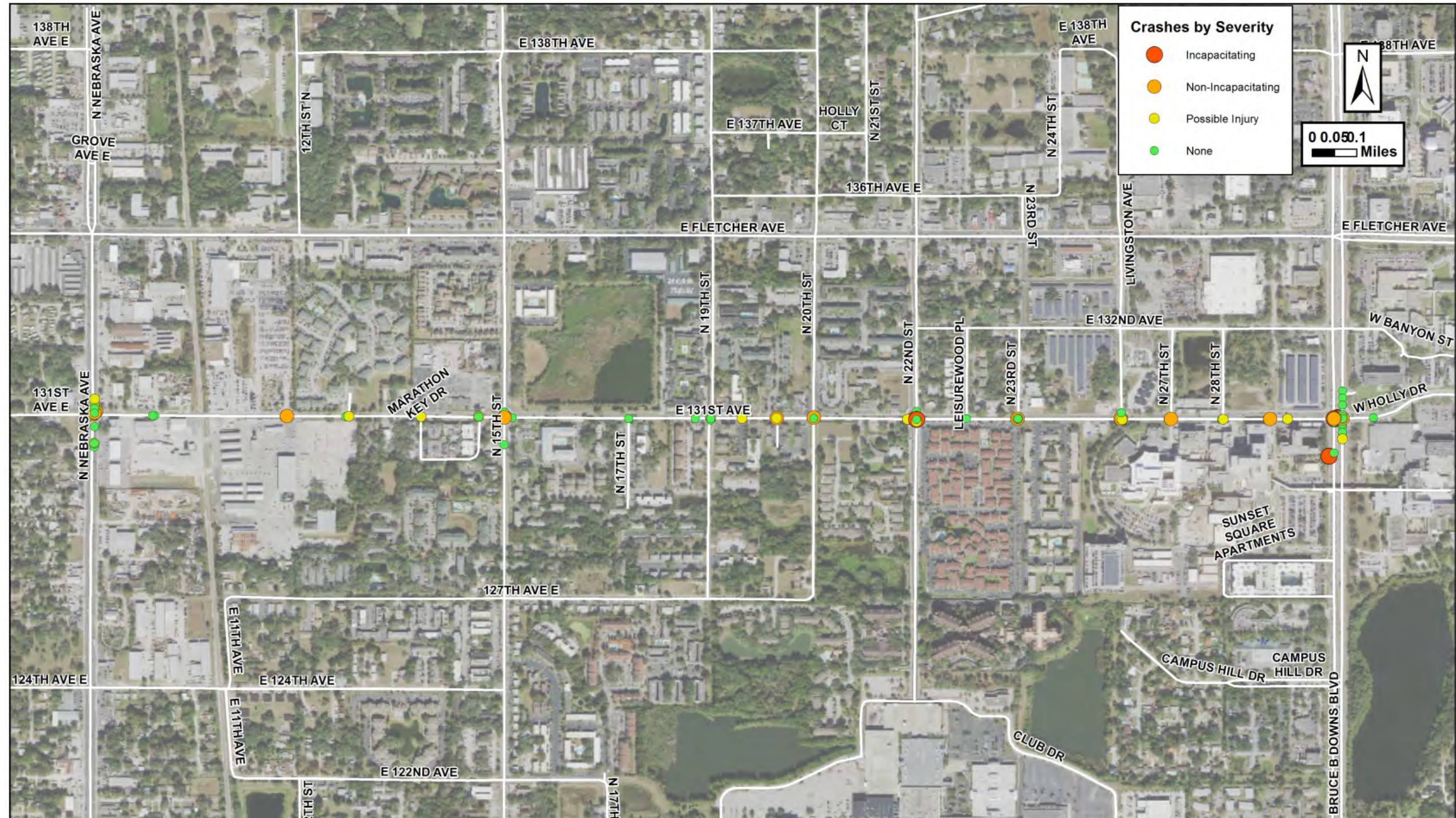
The analysis indicated that 76.8 percent of the crashes occurred at intersections, whereas 23.2 percent occurred at mid-block locations. The crash analysis at the intersections included a 250-foot influence area. Crash data summaries for the intersections and a detailed crash data table are provided in **Appendix VI**. Taking the 250-foot influence area at the intersections into consideration, the crash analysis segment of E. 131st Avenue from N. Nebraska Avenue to Bruce B Downs Boulevard is 1.65 miles in length. The

actual crash rate computed is 11.701 crashes per million vehicle miles traveled (VMT). **Table 2-4** summarizes the segment actual crash rates as compared to the Hillsborough County-wide average crash rate of 2.226 for similar facilities. The analysis shows the corridor segment had an actual crash rate higher than the critical crash rate, as well as the county-wide average crash rate. If a segment has an actual crash rate that is higher than the critical crash rate (i.e., safety ratio >1.0), it may indicate a safety deficiency along the corridor. Methodology for determining different crash metrics and crash rates are presented in **Appendix VI**.

The analysis results indicate Bruce B Downs Boulevard intersection as a high crash location with an actual crash rate greater than the critical crash rate and a safety ratio greater than 1.0 as compared to similar county-wide facilities. At the study intersections, the highest crash type reported was rear-end type crashes resulting in property damage only and most occurred during daylight hours.

2. EXISTING CONDITIONS

Figure 2-8: Crashes by Severity Map



Page left Intentionally blank

2. EXISTING CONDITIONS



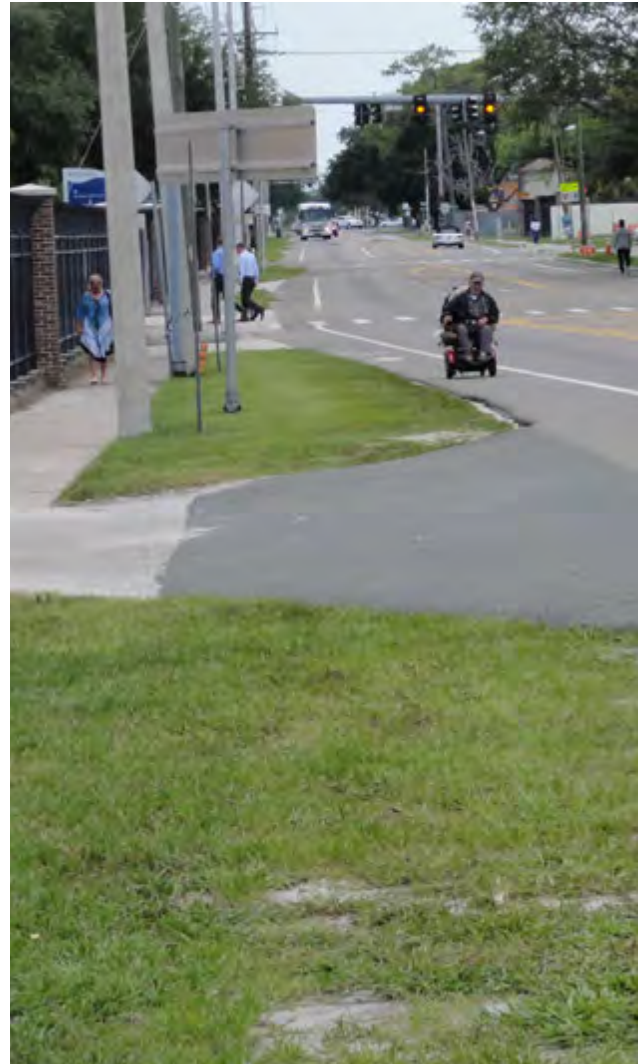
Vehicles and a pedestrian at E. 131st Avenue Near the VA Hospital

2. EXISTING CONDITIONS

The corridor experienced a total of 20 pedestrian/bicycle related crashes. **Figure 2-9** illustrates the locations of the crashes where pedestrians and bicycles were involved. There were eight driveway/non-intersection related crashes. The highest concentrations of intersection-related pedestrian/bicycle crashes occurred at N. 15th Street and at Bruce B Downs Boulevard with four pedestrian/bicycle crashes each.

Based on the crash analysis, preventable intersections crashes such as left turn crashes (overall 14.6 percent) can be reduced by providing protected-left turn phasing at the signalized intersections. Additionally, pedestrian crashes may also be reduced by the implementation of a leading pedestrian interval at signalized intersection crossings as well as the addition of pedestrian signage for right turning vehicles to yield to pedestrians. Preventable mid-block crashes can be reduced by sidewalk gap fill-in, properly marked bike lanes, and pedestrian level lighting, which also help to reduce such crashes occurring during dawn, dusk and night.

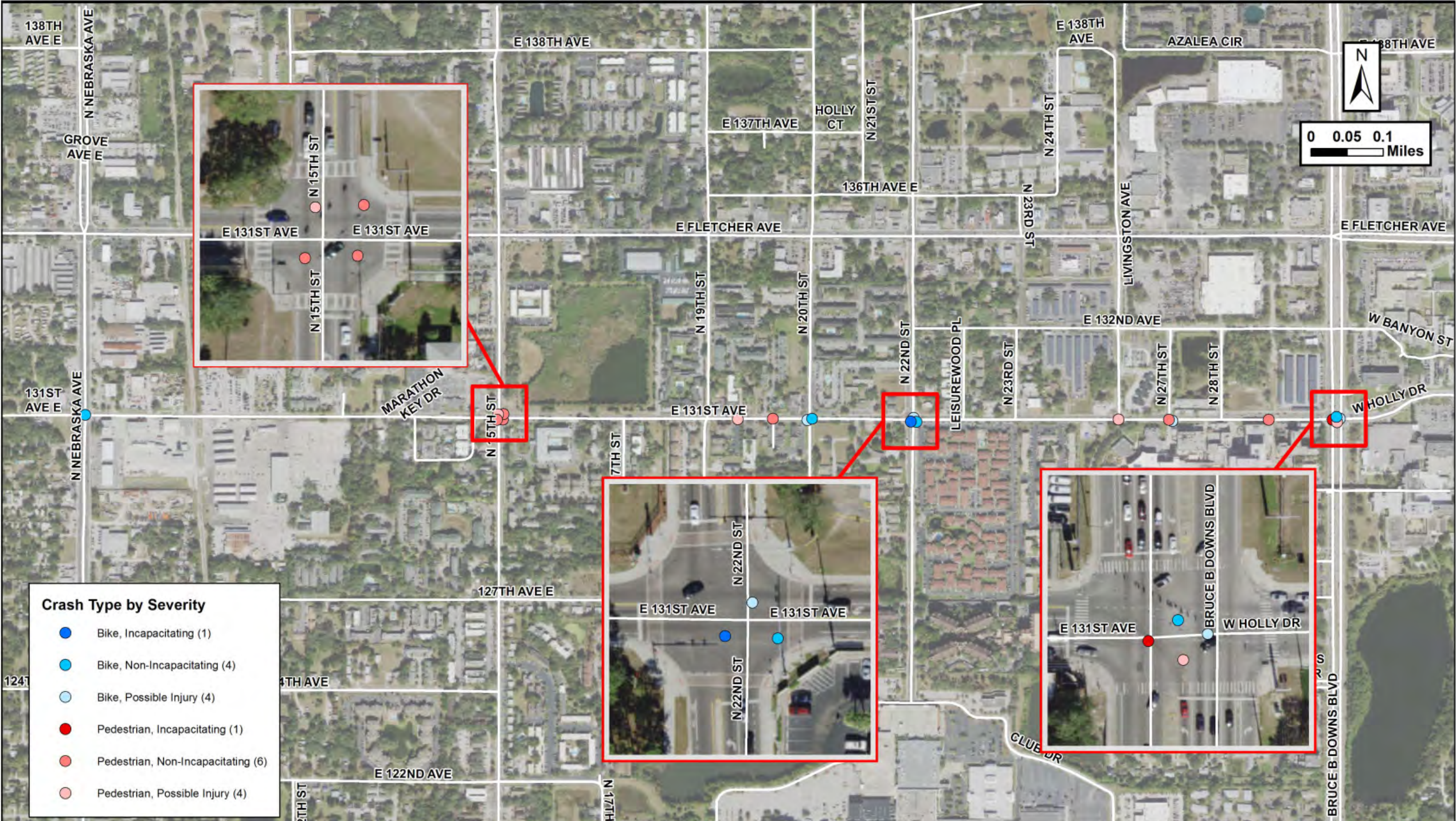
E. 131st Avenue at Bruce B Downs Boulevard is considered as a high crash location based on the overall 93 crashes reported. However, the crashes reported predominantly occurred in the north/south directions at the intersection. Six crashes were reported to have occurred on E. 131st Avenue with one being a left turn crash and the second was a crash involving a pedestrian.



Electric wheelchair user in the bicycle lane on E. 131st Avenue with pedestrians in the background

2. EXISTING CONDITIONS

Figure 2-9: Bicycle and Pedestrian Involved Crashes Map



Page left Intentionally blank

2. EXISTING CONDITIONS

VI. Travel Patterns and Characteristics

Big Data Review for Traffic Analysis

In order to understand travel patterns around the project corridor, the analysis included consulting Big Data resources. The Big Data resources used included the geospatial data created from use of mobile, GPS, LBS devices, or connected vehicles as they ping cell towers or satellites and create location points. This data has been packaged as an analytic tool (Streetlight Insight®) for use with planning studies. Streetlight Insight aggregates data sources to better understand the flows and relative volumes of traffic. Instead of producing a count like an AADT figure, Streetlight will produce an index score which will allow an analysis of relative volumes across time periods or geographies. This analysis is better used for understanding the origin, destination, and general distribution of trips, and which connections see the highest relative volumes. The analysis is also helpful in viewing how people use the E. 131st Avenue corridor, including the breakdown of local trips versus regional trips.

For this analysis, 15 zones and 20 gates were created. While the zones and gates directly abutting E. 131st Avenue can be seen in **Figure 2-10**, for a more complete graphic, please see **Appendix VI**. The zones extended to the county boundary, farther away from E. 131st Avenue to better capture the nuances of traffic closer to the study area. In addition, the zone containing E. 131st Avenue was created around the property lines of parcels that directly abut E. 131st Avenue, thus focusing on traffic using the corridor to access proximate uses. The gates were placed at either end of the project corridor, and on N. Nebraska Avenue, N. 15th Street, N. 22nd Street and Bruce B Downs Boulevard north and south of the project corridor.

The Streetlight data analysis sought to answer several questions. First of all, the analysis examined the relative volume of local trips versus regional trips using the E. 131st Avenue corridor. Secondly, the analysis examined the origins and destinations of both regional and local trips, focusing on prominent pairs or patterns. Finally, the analysis examined connections between the E. 131st Avenue TAZ and other zones, especially the zones to the north along E. Fletcher Avenue and to the east containing the University of South Florida.

2. EXISTING CONDITIONS

Results

The Streetlight analysis shows a strong connection between trips using E. 131st Avenue and origins and destinations along the corridor. The east end of the corridor has a higher relative volume of trips than the west end, with nearly double the number of trips at the busiest times. The east end also has a more uniform peaking period with the 3pm to 4pm representing the highest volumes of a typical weekday. Trips using the west end of E. 131st Avenue also have a stronger connection to origins and destinations along the corridor, with 61.9 percent and 49.4 percent of eastbound and westbound trips respectively beginning or ending along the corridor. The west end of the corridor generally sees lower volumes at the peak hour with more directionality. For the western end of the corridor, 7am-8am represents the peak hour for eastbound trips and 4pm-5pm represents the peak hour for westbound trips. There is also a weaker connection between trips using the western end of the corridor and origins and destinations along the corridor, with 38.1 percent of eastbound trips and 40.1 percent of westbound trips respectively beginning or ending along the corridor.

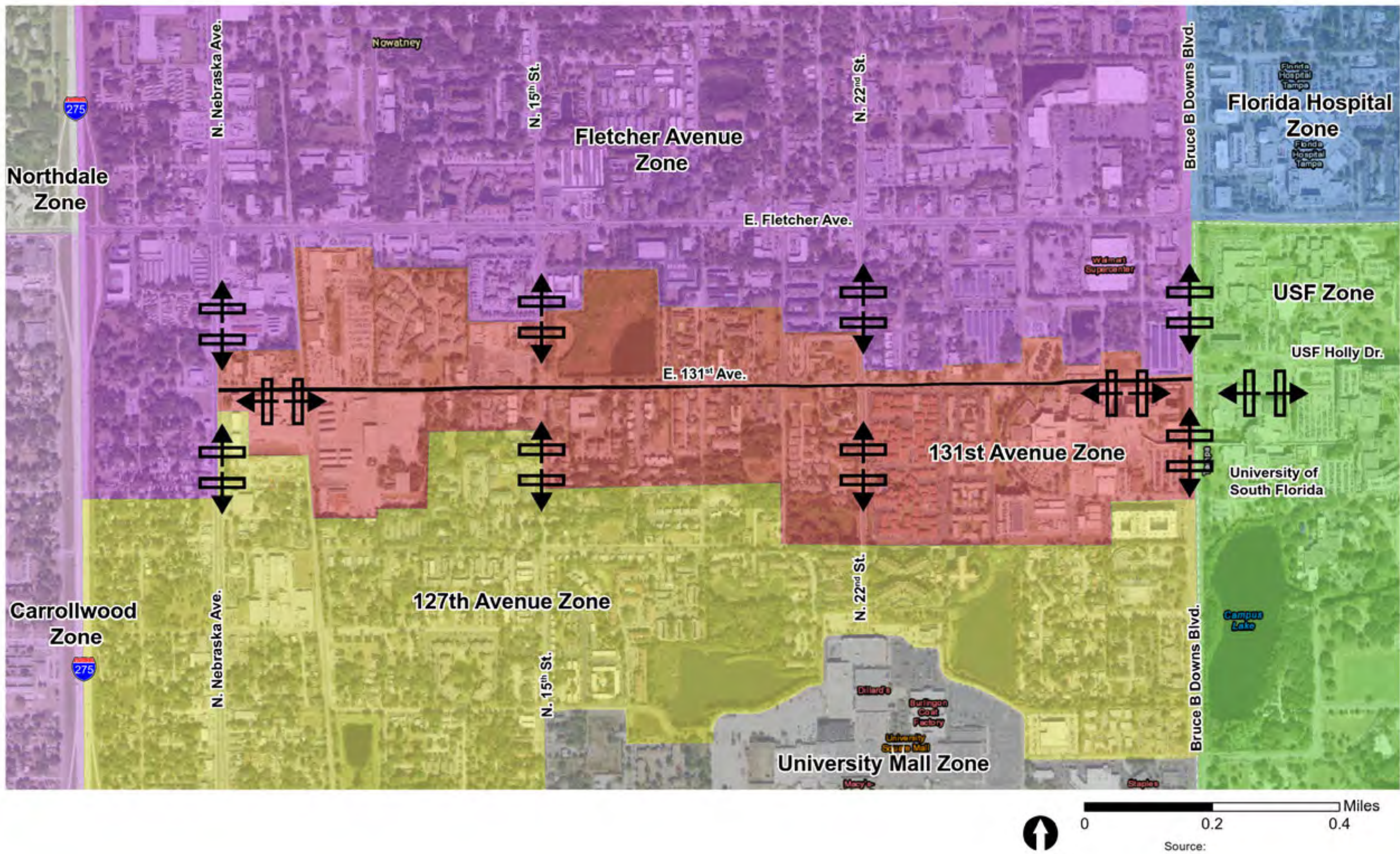
Of all daily trips using E. 131st Avenue, around 50 percent have an origin or destination in the E. 131st Avenue TAZ, a higher percentage than any other zone. There are also strong connections to the zone directly north of the project (called the Fletcher Avenue Zone), the Carrollwood Zone, and the USF Zone. The connection to the Fletcher Avenue Zone is strong on both ends of the corridor with 8 percent to 15 percent peak hour trips beginning or ending in that zone. The connection to the Carrollwood Zone is also strong, especially at the west end of the corridor. About 2 percent of average weekday

trips beginning or ending in the 131st Avenue zone and about 4 percent of the trips using the eastern end of E. 131st Avenue have an origin or destination in the USF Zone. At specific time periods the connection is stronger. For example 8.9 percent of trips using the eastern end of E. 131st Street, and 5.4 percent of trips originating in the 131st Avenue Zone at 9am to 10am are ending in the USF Zone.

The final part of the analysis examined regional and local traffic by focusing on the intersections at both ends of the project corridor. The analysis of traffic entering E. 131st Avenue as a northbound to westbound left turning movement from Bruce B. Downs Boulevard showed that 33 percent of this traffic had a destination in the zone directly to the north, while only 28 percent stayed within the 131st Avenue Zone. This points to possible improvements needed at the intersection at Bruce B Downs Boulevard and E. Fletcher Avenue or traffic seeking easier access to commercial establishments on E. Fletcher Avenue such as the Wal-Mart. On the opposite end of the corridor, 9 percent of the traffic entering E. 131st Avenue as a northbound to eastbound right turning movement from N. Nebraska Avenue has a destination in the zone directly south of E. 131st Avenue, effectively making a U-turn. This might indicate a lack of connectivity in the neighborhood street grid to the south of E. 131st Avenue. For detailed descriptions of the analysis, please see **Appendix IV**.

2. EXISTING CONDITIONS

Figure 2-10: GPS Analysis TAZs Map



Page left Intentionally blank

2. EXISTING CONDITIONS



A Vehicle driving in the rain near the E. 131st Avenue intersection with N. Nebraska Avenue



3. RECOMMENDATIONS

3. RECOMMENDATIONS

A. Introduction

As part of the PLAT study framework, the different approaches to development laid out in the Strip Commercial and Mixed Use Development in Hillsborough County Study were examined, specifically the compact urban, connected suburban, and modern suburban forms. A compact urban form is one in which commercial development uses the classic urban pattern of rows of pedestrian-scaled stores along important streets, and has a pattern of interconnected public streets and traditional city blocks. The connected suburban form contains commercial development near corners, in shopping centers or individual buildings with shared access, and larger blocks with public streets that connect at quarter-mile intervals. The modern suburban form contains commercial development in freestanding shopping centers and office parks, and features large master-planned developments separated by suburban arterials.¹ Outside of industrial uses on the western end of the corridor, green space in the central part of the corridor, and institutional uses on the east end of the corridor, which fall outside the definitions mentioned above, most of the project corridor would fall into a compact urban form category, with areas of connected suburban form on the perimeter. The general areas of development patterns can be seen in **Figure 3-1**.

The E. 131st Avenue area is showing signs of transitioning to a connected suburban form. The connected suburban form is a less compatible and healthy built form for current residents due to

1 Dover, Kohl & Partners and Spikowski Planning Associates for Hillsborough County City-County Planning Commission, "Strip Commercial and Mixed Use Development in Hillsborough County" (September, 2014)

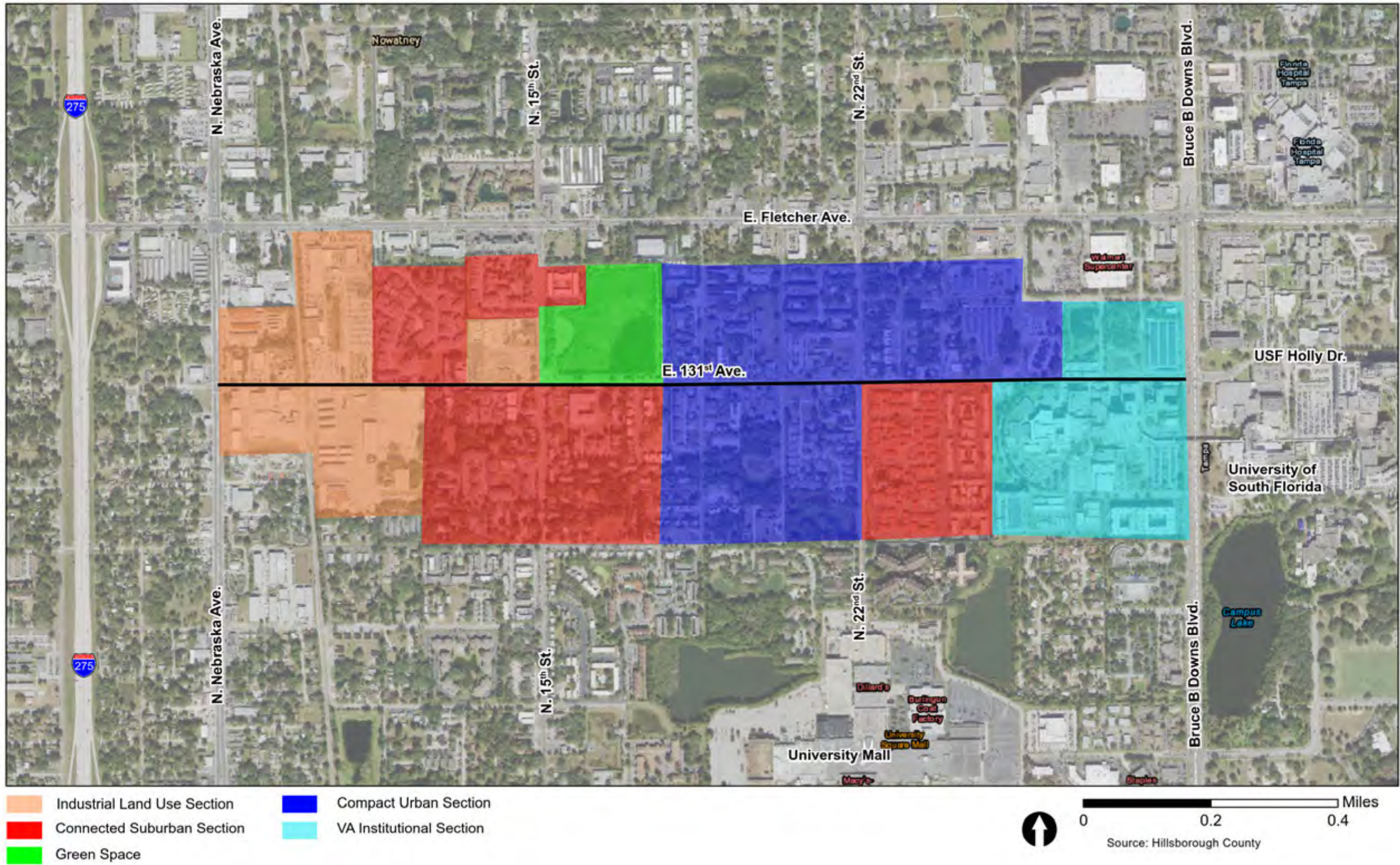
the high percentages of zero vehicle households, high transit ridership and prevalence of electric wheelchair users. A connected suburban form would add further impediments to the mobility of these populations, as well as make their journey more dangerous. In addition, the area may start to further build out as E. 131st Avenue is the confluence point of the University Mall redevelopment project, possible future growth at the James A. Haley Veterans Administration Hospital, and a growing University of South Florida. The recommendations in this section aim to better shape that development into a preferable urban form and support that growth with appropriate transportation options.

These recommendations will adhere to the requirements laid out in Hillsborough County's Framework for Preliminary Land-use Assessment and Transportation (PLAT). The framework seeks to develop land use scenarios that would optimize benefits to the community, traffic impacts, and regional needs that are based on a hierarchy of future nodes. The development scenarios must account for future trends in land use and market conditions, and include potential regulatory changes and incentives required to achieve the recommended development form.² To better understand the recommendations, the corridor has been broken down by context. From west to east these zones include the Robbins Zone (a collection of industrial and commercial properties from N. Nebraska Avenue to Key Largo Road mostly owned by Robbins Real Estate Inc.), the Neighborhood Zone (Key Largo Road to west of N. 22nd Street), the Downtown Zone (west of N. 22nd Street to Livingston Avenue) and the V.A. Hospital zone (Livingston Avenue to Bruce B Downs Boulevard).

2 Hillsborough County, "Framework for Preliminary Land Use and Transportation Assessment," (January 10, 2019)

3. RECOMMENDATIONS

Figure 3-1: Existing Development Types Map



Page left Intentionally blank

3. RECOMMENDATIONS



A typical E. 131st Avenue streetscape with lower-density multi-family residential and walls and fences facing the roadway

B. Overall Recommendations

This section explores land use and transportation recommendations that apply to all or most of the corridor through general or specific policy changes and infrastructure improvements.

Recommendation 1: Change zoning regulations in the E. 131st Avenue corridor and area to a form-based code.

Conventional or “Euclidean” zoning seeks to regulate land development based on land use, density, bulk, and setbacks. This type of regulation generally creates an envelope within which a structure of a certain land use type can be built, as in **Figure 3-2**. Conventional zoning regulations can be further augmented with design guidelines such as required architectural details, landscaping requirements and other similar elements. These regulations create further architectural elements that decorate the building created in a traditional

zoning code, the effects of which are illustrated in **Figure 3-3**. Form-Based Code utilizes the Urban Transect, a method of dividing land use into zones based on the intensity and character of a neighborhood, which is illustrated in **Figure 3-5**. The urban transect categories range from T-1 to T-6 with T-1 being natural areas and T-6 being the urban core. By using the Urban Transect designation, Form-Based Code regulates based on the physical form of development rather than the use. While a traditional zoning district may have a front yard setback, a minimum distance from the street a building can be constructed, form-based code will often also have a maximum setback, creating a series of buildings that all front the street in a similar manner. By focusing on the relationship between building façades and the street instead of the land use and density, a Form-Based Code creates a more cohesive development style and could create a traditional compact urban environment. An illustration of development under a form-based code can be seen in **Figure 3-4**.

3. RECOMMENDATIONS

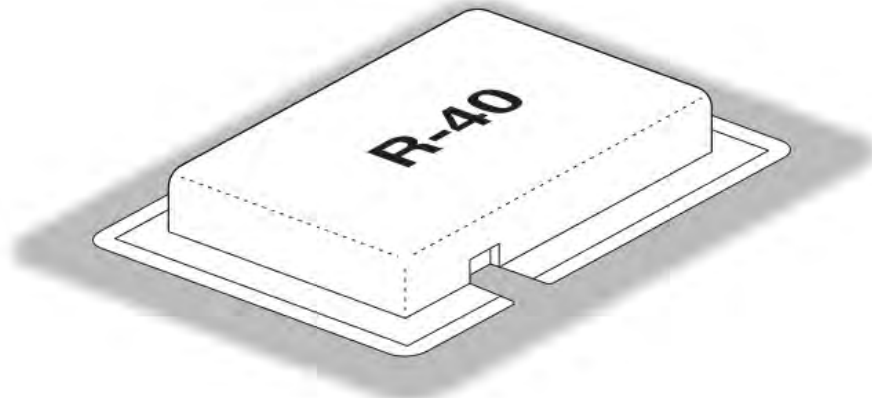


Figure 3-2: Structure according to standard zoning district regulations (formbasedcodes.org)

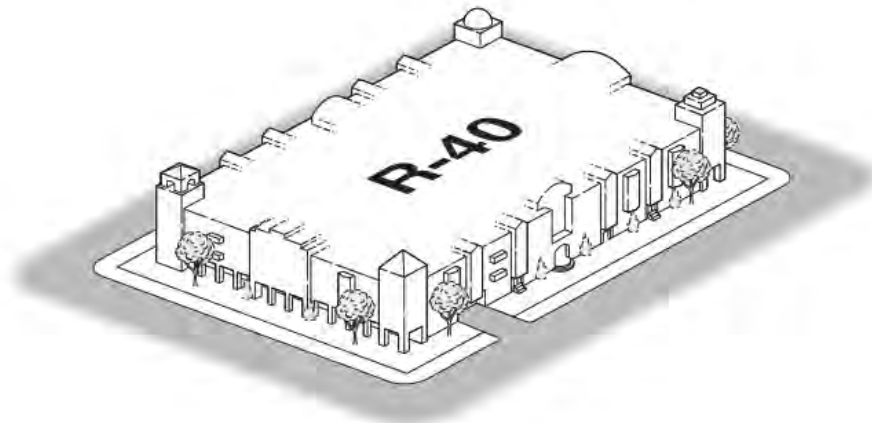


Figure 3-3: Structure according to standard zoning district regulations with design guidelines (formbasedcodes.org)

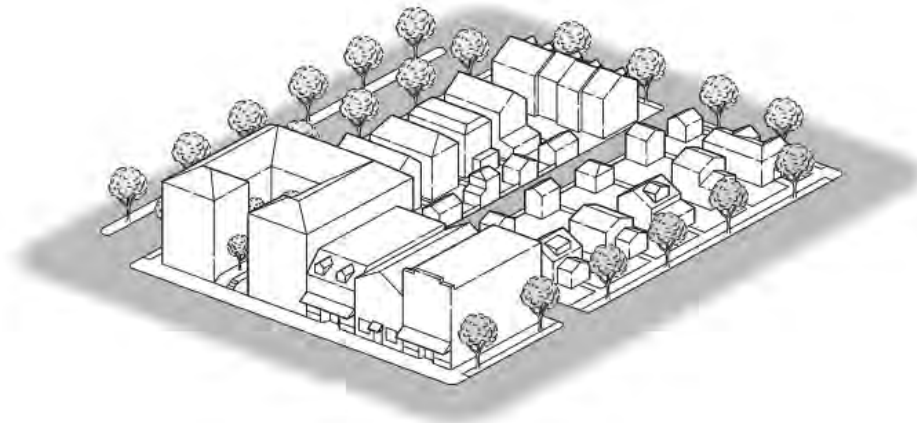


Figure 3-4: Structure according to form-based code (formbasedcodes.org)

3. RECOMMENDATIONS

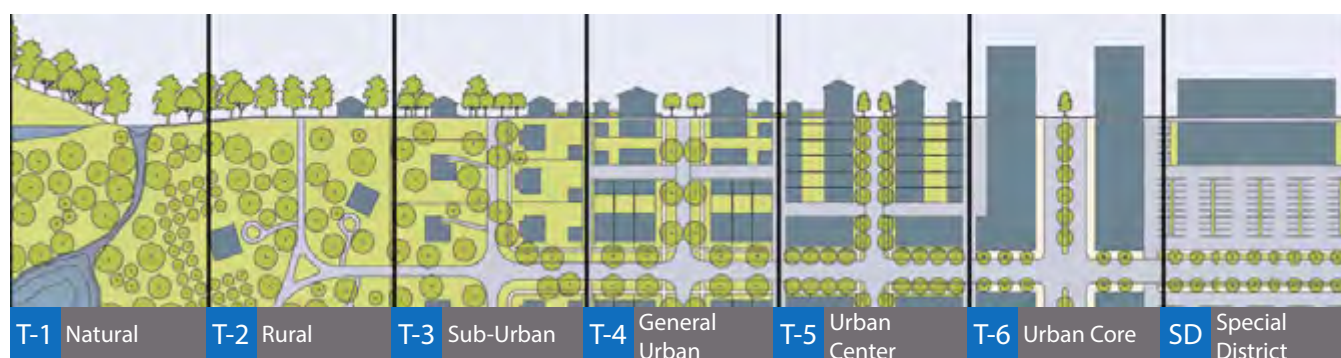


Figure 3-5: Urban Transect (DPZ.com)

With the goal in mind of preserving and expanding the compact urban areas of the corridor, zones T-4 and T-5 are the most appropriate transects for future development. T-4 is a predominantly residential general urban area with limited commercial uses. Common types of development in a T-4 area include apartment buildings, mixed-use buildings, duplexes, neighborhood commercial buildings and single-family houses. T-5 is a denser urban core form with a more balanced proportion of retail, office and residential uses. Common types of development in a T-5 area include apartment buildings, three to four story office buildings, and multi-story mixed-use buildings with ground-floor retail and residential or office use on upper floors. The T-5 district is defined by buildings set close to the street and a tight network of roads to promote walkability. Examples of building types common in T-4 and T-5 zones can be seen in the T-4 and T-5 Typical Building images. A good example of a zoning code that includes Form-Based Code with T-4 and T-5 zones that may be applicable to the

E. 131st Avenue area is the Beaufort Code, the zoning codes of Beaufort, South Carolina. The Beaufort Code includes regulations for portions of the city governed by the Form-Based code provisions and portions of the city governed by conventional Euclidean zoning provisions, which could be a good example for Hillsborough County. The form-based code should also specify how property is rezoned from a traditional category into the transects. Specific components of the proposed code will be elaborated on more in Recommendations 1A, 1B and 1C.

3. RECOMMENDATIONS



T-4 Building Types

Clockwise from top left: David Brasher, San Diego Register, Seattle Magazine, Studio E Architects, Opticos Design, and Parisian Construction.

3. RECOMMENDATIONS



T-5 Building Types

Clockwise from top left:
New Design Life, Block Club
Chicago, Ids Project, JGB,
Downtown Fort Worth,
Finance & Commerce,

3. RECOMMENDATIONS

Recommendation 2: Create a Future Land Use category for Form Based Code areas and T-4/T-5 development.

As mentioned in the existing conditions section of the document, future land use is a limitation of density and intensity and a general land use designation. The future land use designation sets the framework from which zoning can be constructed, and zoning that does not match the future land use category may not be valid.

Currently, no future land use category fits well with future T-4 and T-5 zones. Many of the mixed-use and residential categories do not have the density required for T-4 and T-5 and are too broad in the typical uses and specific intent categories. Other future land use designations such as the Office Commercial-20 do not offer sufficient residential density and are aimed at a more connected suburban form. Thus, an existing designation such as Regional Mixed Use-35 or Residential-35 would need to be modified to fit the Form-Based Code T-4 and T-5 zones. Another option is explored in Strip Commercial and Mixed Use Development in Hillsborough County which examines using the compact urban, connected suburban, and modern suburban categories to create or lend context to future land use categories³. This may be a preferred method to create Future Land Use categories that better fit with the proposed Form-Based Code districts. The specific future land use category around the Robbins property will be elaborated on more in Recommendation 2A.

3 Dover, Kohl & Partners and Spikowski Planning Associates for Hillsborough County City-County Planning Commission, "Strip Commercial and Mixed Use Development in Hillsborough County"

Recommendation 3: Reconstruct E. 131st Avenue as a complete street using the land use context to develop typical sections.

Based on the analysis of projected future traffic volumes on E. 131st Avenue in the Existing Conditions section, the existing capacity of two lanes is anticipated to be sufficient for future traffic volumes. Given the fact that future traffic projections don't warrant widening, the high percentage of zero vehicle households and the prevalence of pedestrians, cyclists, and wheelchair users in the area, multimodal improvements were considered. Instead of adding more capacity for vehicles, roadway improvements should make E. 131st Avenue a complete street and address mobility for all users. These improvements will include items to increase pedestrian safety and comfort, like wider sidewalks and parkways with street trees, traffic calming enhancements like on-street parking and other context specific items. This recommendation will be elaborated on more in Recommendations 3A, 3B and 3C.

Recommendation 4: Prohibit vacating public rights-of-way in the E. 131st Avenue area.

One of the challenges in maintaining a compact urban form in the E. 131st Avenue corridor is a lack of connectivity in the local street grid. In many places streets or unimproved rights-of-way have been vacated to create a larger developable area. While this may entice development, it also creates larger blocks and reduces walkability. To reduce this phenomenon from further

3. RECOMMENDATIONS

impacting the urban environment in the E. 131st Avenue Corridor, a policy should be added to the Goals, Objectives and Policies section of the Transportation Element of the Comprehensive Plan to preserve existing public rights-of-way within the University area. While a portion of the Comprehensive Plan addresses the preservation of rights-of-way, this section is focused on preserving property for the development of future infrastructure and not preserving existing rights-of-way.

Recommendation 5: Reduce parking requirements for developments that create public through access between public streets.

Working in conjunction with Recommendation 4, this recommendation will also help enhance the street grid by creating new vehicle, pedestrian and bicycle connections where none currently exist. Part 6.05 of the Land Development Code can be modified to reduce the parking minimums for developments that create pedestrian and bicycle through access, with further reductions for developments that additionally create vehicular through access. These connections could be in the form of an easement, a dedication or deeding the connection to the County after construction is complete. The new through connection would have to connect on both ends to existing public roads, multi-use trails, or public connections crossing adjacent parcels.

Recommendation 6: Standardize crosswalks, provide ADA accessible curb ramps and advanced stop bars at all crosswalk locations along E. 131st Avenue.

Along the project segment of E. 131st Avenue there are at least four different styles of crosswalks. Wide, high visibility crosswalks, also known as Continental Crosswalks, allow motorists to better see the crossing and draw attention to pedestrians waiting to cross. These types of crosswalks should be used in all marked crossings in the E. 131st Avenue area. In addition, not all intersections have handicap accessible curb ramps, meaning that the sidewalks are not accessible to all users. This is one factor that could contribute to the number of wheelchair uses using the shoulder of the roadway. Advanced stop bars should also be used in all marked crossings in the E. 131st Avenue area, and should be at least eight feet from the crosswalk. These provisions would make crossings safer for pedestrians and improve safety for pedestrians, cyclists and motorists.

3. RECOMMENDATIONS

Recommendation 7: Amend the Redevelopment Pilot Project to include residential or majority residential developments in the University area.

Having an appropriate zoning code to engender compact urban development is irrelevant if the economic conditions do not spur redevelopment. While redevelopment opportunities are plentiful along the corridor, the University Redevelopment Area Market Analysis concluded that limited demand exists for increased office and retail development, uses that would be included in T-5 and some T-4 developments.¹ Developer incentives would help increase redevelopment demand and could create catalyzing projects to move the corridor out of its current direction.

The E. 131st Avenue project corridor is within one of the four Redevelopment Pilot Project areas identified in the Hillsborough County Florida Redevelopment Incentives for Pilot Project Areas published in August 2016. The main objective of the program is to encourage private investment that will encourage the retention, attraction or creation of businesses and jobs. Currently, most components of the program are only open to commercial or industrial projects. The only portion of the program that could be used for residential development is the catalyst project incentive program, which is for mixed-use projects.² While the current program could be used for potential future developments in the T-5 zoning section, a residential project in the T-4 zoning section, a

1 WTL+Associates for Hillsborough County Economic Development, "Market Analysis, University Redevelopment Area, Hillsborough County, FL"

2 Hillsborough County Economic Development Department, "Hillsborough County, Florida Redevelopment Incentives for Pilot Project Areas," (August 2016)

more likely catalyst project with a smaller scale and smaller risk, would not qualify.

The provision of appropriate market-rate and affordable housing in the E. 131st Avenue corridor would support the goals stated in the document as it would provide workforce housing for the new or enlarged businesses generated by the initiative. This would be even more important in face of future plans for medical research facilities and other white-collar employment development planned for the University Mall redevelopment site. In addition, the Site Permitting and Fee Assistance program would help developers encountering Form-Based Code for the first time.

Recommendation 8: Establish a shared stormwater detention system where developers can purchase credits to offset increased impervious surface on redeveloped lots. The stormwater detention facility should contain an artificial wetland and all areas should be accessible as a park or recreation area.

In several places along the E. 131st Avenue corridor, stormwater facilities interrupt the existing urban fabric, including at prominent locations such as the intersection of E. 131st Avenue and N. 22nd Street. These facilities are often fenced vacant areas that can require frequent maintenance and attract trash and other discarded items. In addition, providing on-site stormwater treatment also reduces the amount of developable land in each parcel, reducing the return on investment for redevelopment projects. There are many Hillsborough County-owned parcels within a half-mile of the E. 131st Avenue corridor, some of

3. RECOMMENDATIONS

which could be used for a combination stormwater facility and recreation facility. Other opportunities include a partnership with a major redevelopment project for funding to purchase a parcel or using a property acquired through other means. After the property is acquired, the cost of obtaining the property and constructing the stormwater facility can be offset as developers purchase credits. The wetland would also help with floodplain mitigation as much of the E. 131st Avenue corridor is within the AE Floodplain.

By using the stormwater facility as a park or recreation space, the interruption of the built environment is minimized, as the facility is not presented as a fenced vacant parcel but as a usable community resource. Maintenance issues can also be addressed as a park would have more frequent care than a stormwater facility. Furthermore, using the stormwater facility also addresses the lack of recreation space in the E. 131st Avenue corridor. Having smaller neighborhood recreation facilities also promotes cycling and walking, as that would be the easiest method of accessing the facility for local residents. The Lucy Dell Community Pond is an example of an existing combination stormwater and recreation facility in Hillsborough County.

Recommendation 9: Develop a Street Tree program and Install Pedestrian Scale Lighting on E. 131st Avenue and neighboring streets.

Trees in urban areas have multiple benefits including providing cleaner air, increasing property values and improving pedestrian comfort. Street trees, when planted to create a canopy, have an added benefit of creating a tunnel effect and slowing vehicle traffic. Planting shade trees in

the planting strip between the roadway and the sidewalk make walking and cycling more attractive, especially in a warm climate.³ Having a comprehensive street tree plan, trees of a similar crown type and maturation rate can be planted, leading to the tunnel effect and improved aesthetics.

In addition, one common neighborhood attribute mentioned in the University Area/Tampa Innovation District Community Safety Action Plan that may impact safety was a conflict between trees and lighting, contributing to dark public spaces at night.⁴ The installation of pedestrian scale lighting along with proper tree trimming, would address a lot of these issues. The provision of pedestrian scale lighting will also help transit riders feel more secure about using transit at night. While all streets would benefit from pedestrian scale lighting, concentrating a limited budget on providing resources on E. 131st Avenue, N. 19th Street, N. 20th Street and N. 15th Street would be a priority based on pedestrian concentrations and transit connections.

3 Dan Burden, "Urban Street Trees: 22 Benefits Specific Applications," Walkable Communities Inc. (Summer 2006, accessed 2/25/2019), http://www.walkable.org/download/22_benefits.pdf.

4 Ken Stapleton & Associates, "University Area/Tampa Innovation District Community Safety Action Plan," (December, 2016)

3. RECOMMENDATIONS



An observation platform and fountain in Lucy Dell Community Pond, an existing combination stormwater and recreation facility in Hillsborough County (Hillsborough County)

3. RECOMMENDATIONS

Recommendation 10: Bury overhead utilities to improve aesthetics and resiliency.

Overhead utilities are prevalent throughout the E. 131st Avenue corridor. These utilities limit the tree canopy and generally impact the aesthetic quality of the corridor. Although burying the overhead utilities is expensive, this will also make the E. 131st Avenue corridor more attractive for redevelopment, more aesthetically pleasing to existing residents, and most resilient following major storms and hurricanes.

Recommendation 11: Establish a Pedestrian Accelerator between the University of South Florida, the V.A. Hospital and the University Mall site along E. 131st Avenue and N. 22nd Street at a future time.

One element that contributes greatly to the compact urban environment along the E. 131st Avenue corridor is the prevalence of transit, especially on the eastern end of the corridor. With the growth of the University of South Florida, redevelopment of the University Mall site, possible future growth at the V.A. Hospital and proposed T-5 zoning along E. 131st Avenue, these areas may need to be connected with higher frequency, more convenient transportation options. The provision of a low-floor, high-frequency shuttle or a modern streetcar may be a good tool to handle future passenger volumes and spur further redevelopment in the Form-Based Code areas. This project would be especially needed if the Florida Department of Transportation Study currently underway to select a site for a transit center in the University area were to select a site away from E. 131st Avenue, causing some or all of the transit resources currently available to area

residents to move away from the area. While this recommendation is not appropriate now, this is intended to be a recommendation for the future, after redevelopment has increased.



Power lines along the western portion of E. 131st Avenue

3. RECOMMENDATIONS

C. Robbins Section Recommendations

Recommendation 1A: Change the zoning for the Robbins property parcels on the western end of the E. 131st Avenue corridor to Form-Based Code T-4 and T-5 zones at a future time.

Industrial and commercial properties comprise most of the western end of the E. 131st Avenue corridor, many of which are associated with Robbins Real Estate Inc and are represented by the light purple color in **Figure 3-6**. These sites are currently active sites with operating businesses contributing to the employment and tax base. Although these properties have high redevelopment potential and would represent an important node of development on the E. 131st Avenue corridor, based on the market analysis referenced in the existing conditions section and their current active use, changing the existing or future land use is not recommended at this time. The University Area Market Analysis concluded that demand for additional commercial and office development in the University area is limited, and thus a site at the size and location of the Robbins site is most likely not currently mature for redevelopment.¹

At such a time as the industrial and commercial uses in this section of the corridor are no longer the highest and best uses of the land, the zoning can be changed from commercial and industrial to a Form-Based Code. The urban transects T-5 along the corridor and T-4 away from the corridor would create a center of activity on the western

end of the corridor, complementing proposed development between N. 22nd Street and the V.A. Hospital.

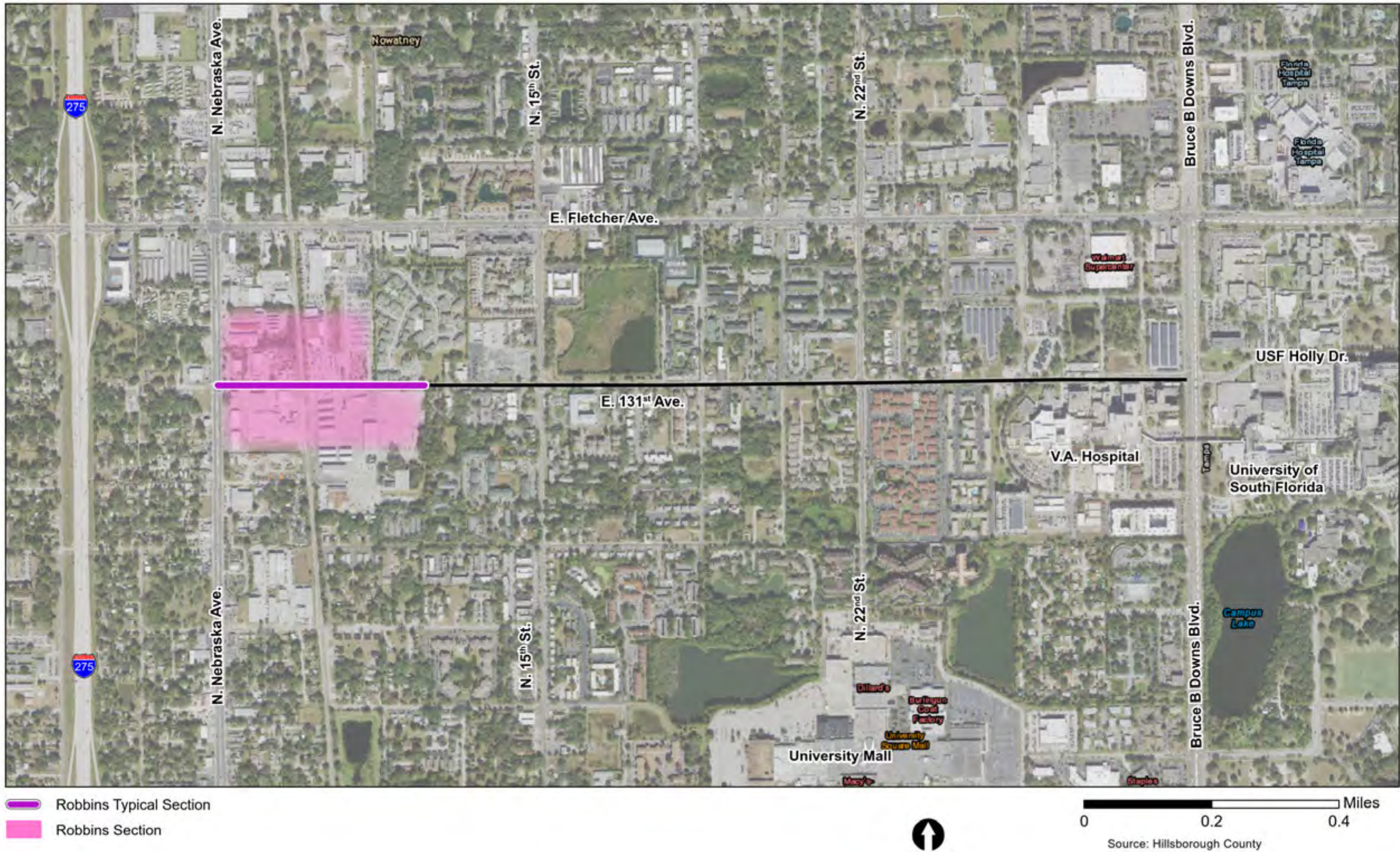
Recommendation 2A: Change the future land use designation for the Robbins properties on the western end of the corridor at a future time.

Most properties in the Robbins Section have a future land use designation of Community Mixed Use-12 (CMU-12). While this designation does allow for the mixing of uses, it does not direct development into the creation of T-4 or T-5 urban forms. Typical uses in a CMU-12 zone are very broad, including office uses, research and corporate parks, light industrial and agricultural uses. In addition, the current maximum density of 12 dwelling units per acre is lower density than existing development in surrounding areas, as well as T-4 or T-5 forms.

¹ Hillsborough County Economic Development Department, "Hillsborough County, Florida Redevelopment Incentives for Pilot Project Areas,"

3. RECOMMENDATIONS

Figure 3-6: Robbins Section Recommendations Map



3. RECOMMENDATIONS

Page left Intentionally blank

3. RECOMMENDATIONS

Figure 3-7: E. 131st Avenue Robbins Typical Section



Recommendation 3A: Reconstruct the Robbins section of E. 131st Avenue using an Industrial/Commercial Typical Section (Nebraska Avenue to Key West Road).

The new typical section for this portion of the corridor is designed to support the existing industrial and commercial land uses, which are not expected to change in the near-term future. The typical section is based on the two-lane undivided urban collector typical section from the Hillsborough County Transportation Technical Manual and features a 64-foot right-of-way requirement. The typical section includes two 11-foot travel lanes with type F curb and gutter, seven-foot bicycle lanes, five-foot planting strips, five-foot sidewalks and two-foot sodded area for utilities. Where left turn lanes are required, the right of way should be expanded to continue the provision

of multimodal features such as bicycle lanes, sidewalks and planting strips. This typical section addresses sidewalk gaps around the CSX Railway crossing and substandard sidewalks along the rest of the corridor. In addition, this typical section involves enough right-of-way to be converted to a typical section more suited to denser development in the event that the industrial and commercial parcels redevelop. For a graphical representation, please see **Figure 3-7**.

3. RECOMMENDATIONS

D. Neighborhood Section Recommendations

Recommendation 1B: Create an urban residential fabric with transit supportive densities and walkable neighborhoods via T-4 designation in the central part of the corridor.

The T-4 designation would be most appropriate on the central portion of E. 131st Avenue from Key Largo Road to west of N. 22nd Street. The Neighborhood section of E. 131st Avenue is represented by yellow in **Figure 3-8**. With predominantly residential uses interspersed with neighborhood commercial operations like corner stores, the existing land uses in this area mesh well with typical T-4 development. The inclusion of provisions such as a minimum setback of 10 feet and a maximum setback of 15 feet with a mandatory build-out of 65 percent of the lot frontage will help create a unified neighborhood context. Other provisions of the code such as side and rear yard setbacks, height restrictions and parking location requirements will create a built environment with consistent with an urban residential neighborhood.

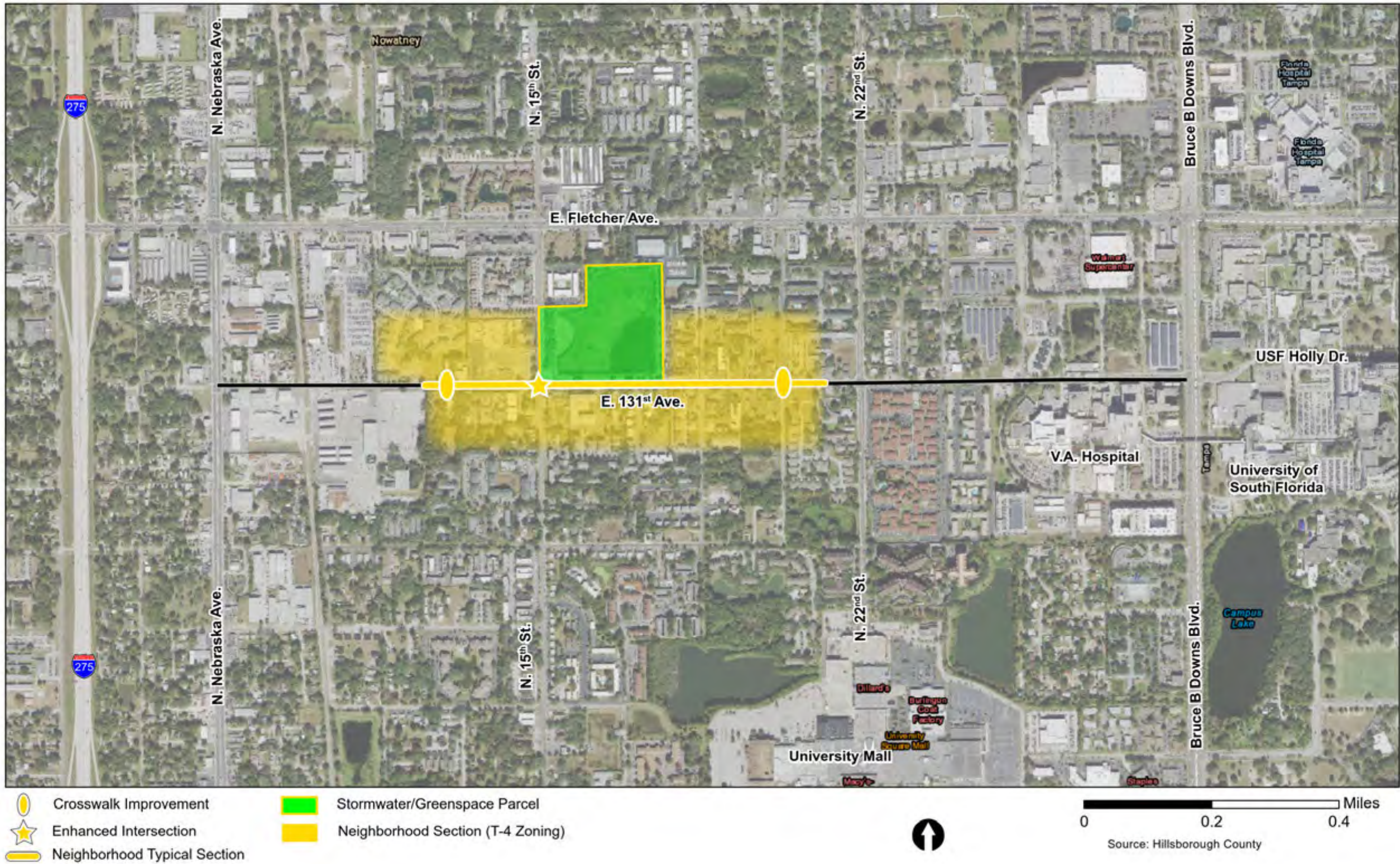
The mandatory build-to lines and shallower setbacks will act to address some of the issues not being solved by current zoning designations, including overly large setback, the prevalence of blank walls, and gated compound entrances acting as the most prominent features throughout the corridor. These conditions result in more of a connected suburban environment, and lead away from a compact urban environment.

Recommendation 3B: Reconstruct the central portion of E. 131st Avenue as a T-4 Residential Typical Section (Key West Road to west of N. 22nd Street).

The new typical section for this portion of the corridor is designed to support the residential and neighborhood commercial uses associated with the proposed T-4 zoning category. This typical section features two 10-foot travel lanes with shared lane markings for cyclists, nine-foot parking lanes, five-foot planting strips with space for street trees, and eight-foot sidewalks. The wide planting strip will allow for street trees to be planted closer together, creating a tunnel effect to slow motorists on E. 131st Avenue. Where left turn lanes are required, on-street parking can be excluded to continue the provision of multimodal features such as bicycle lanes, sidewalks and planting strips. This improvement would also address a sidewalk gap on the south side of the roadway between Key Largo Dr and N. 15th Street as well as substandard sidewalks on other portions of the roadway. For a graphical representation of the typical section, please see **Figure 3-9**.

3. RECOMMENDATIONS

Figure 3-8: T-4 Section Recommendations Map



3. RECOMMENDATIONS

Page left Intentionally blank

3. RECOMMENDATIONS

Figure 3-9: E. 131st Avenue Neighborhood Typical Section



Recommendation 12: Create a mid-block crossing at the fire station and formalize the existing crossing at N. 20th Street.

Currently, no marked crosswalks exist between N. Nebraska Avenue and N. 15th Street on E. 131st Avenue, a distance of 0.5 miles. A mid-block crossing near the fire station would help pedestrians and electric wheelchair users more safely cross the road. In addition, a crossing of E. 131st Avenue exists on the eastern side of the intersection with N. 19th Street, but the crossing

lacks appropriate curb ramps, truncated half domes and is inconsistent with other crosswalks along the corridor with simply two bars and no zebra striping. Given the lack of safety amenities and inconsistent form, many drivers and pedestrians may not realize this is a marked crossing. Formalizing the crossing would provide a safer environment for all users.

3. RECOMMENDATIONS

Recommendation 13: Provide an enhanced intersection at E. 131st Avenue and N. 15th Street

Enhanced intersections offer many benefits to cyclists, pedestrians and people using motorized wheelchairs. Enhanced intersections include wide, high-visibility crosswalks, advanced stop bars and curb extensions with narrow turning radii. Curb extensions are appropriate where two wider streets intersect and current conditions allow vehicles to turn right at higher speeds. By extending the curb and narrowing the turning radii, the crossing distance for pedestrians is lowered and pedestrian comfort and safety is increased. In addition, vehicles turning right will need to slow before making the turn, allowing time for a driver to see pedestrians about to cross or already in the crosswalk.



Clockwise from top right to bottom left: Federal Highway Administration, Getting Around Sacramento, Brian Platt, and City of Coral Gables.

3. RECOMMENDATIONS



View of the Hillsborough County owned stormwater parcel showing water and vegetation

Recommendation 14: Establish a recreation area, park or community garden on the Hillsborough County-owned stormwater site at the intersection of E. 131st Avenue and N. 15th Street at a future time.

One of the challenges of development along the E. 131st Avenue corridor is the lack of public space and recreational opportunities. The nearest park is the University Area Community Park on N. 22nd Street, over half a mile from the E. 131st Avenue corridor at the nearest point. In addition, to get to the University Area Community Park, residents living around E. 131st Avenue must cross Fletcher Avenue, and sidewalks between the two areas are often discontinuous.

Creating a recreation area, park or community garden on the uplands portion of the Hillsborough-County owned wetland site at the E. 131st Avenue and N. 15th Street intersection would create much needed recreation and green space in the area. The park space would allow a functioning stormwater facility to also become a community asset, improving property values and the quality of life for local residents. While this change would bring many benefits to the community, phasing this improvement as a long-term recommendation would be prudent. This would allow development of the Verizon lot at E. 131st Avenue and N. 15th Street or other proximate properties to activate the western end of E. 131st Avenue.

3. RECOMMENDATIONS

E. Downtown Section Recommendations

Recommendation 1C: Create a neighborhood center between the V.A. Hospital and the University Mall site via T-5 designation along portions of E. 131st Avenue and N. 22nd Street.

The limits of the recommended T-5 zone include E. 131st Avenue from west of the intersection with N. 22nd Street to the V.A. Hospital and N. 22nd Street from the University Mall Site to north of the intersection with E. 131st Avenue. The Downtown section of E. 131st Avenue is represented by orange in **Figure 3-10**. This designation will create a concentration of activity and density and create a more distinct neighborhood identity. This configuration allows existing pedestrian activity concentrated at the V.A. Hospital site to move along E. 131st Avenue supported by ground-floor commercial establishments and a more complete urban fabric. In addition, the intersection of E. 131st Avenue and N. 22nd Street was identified as a node of activity and therefore should be the focus of denser development. Finally, as the University Mall site redevelops into a more traditional neighborhood development form, there is an opportunity to compliment that form and extend increased pedestrian activity into the neighborhood by including T-5 development along N. 22nd Street.

Much of this area is under the existing UCA-NHO and UCA-MS zoning designations. These designations are a combination of Form-Based Code elements with elements of traditional Euclidean Zoning. This combination has been

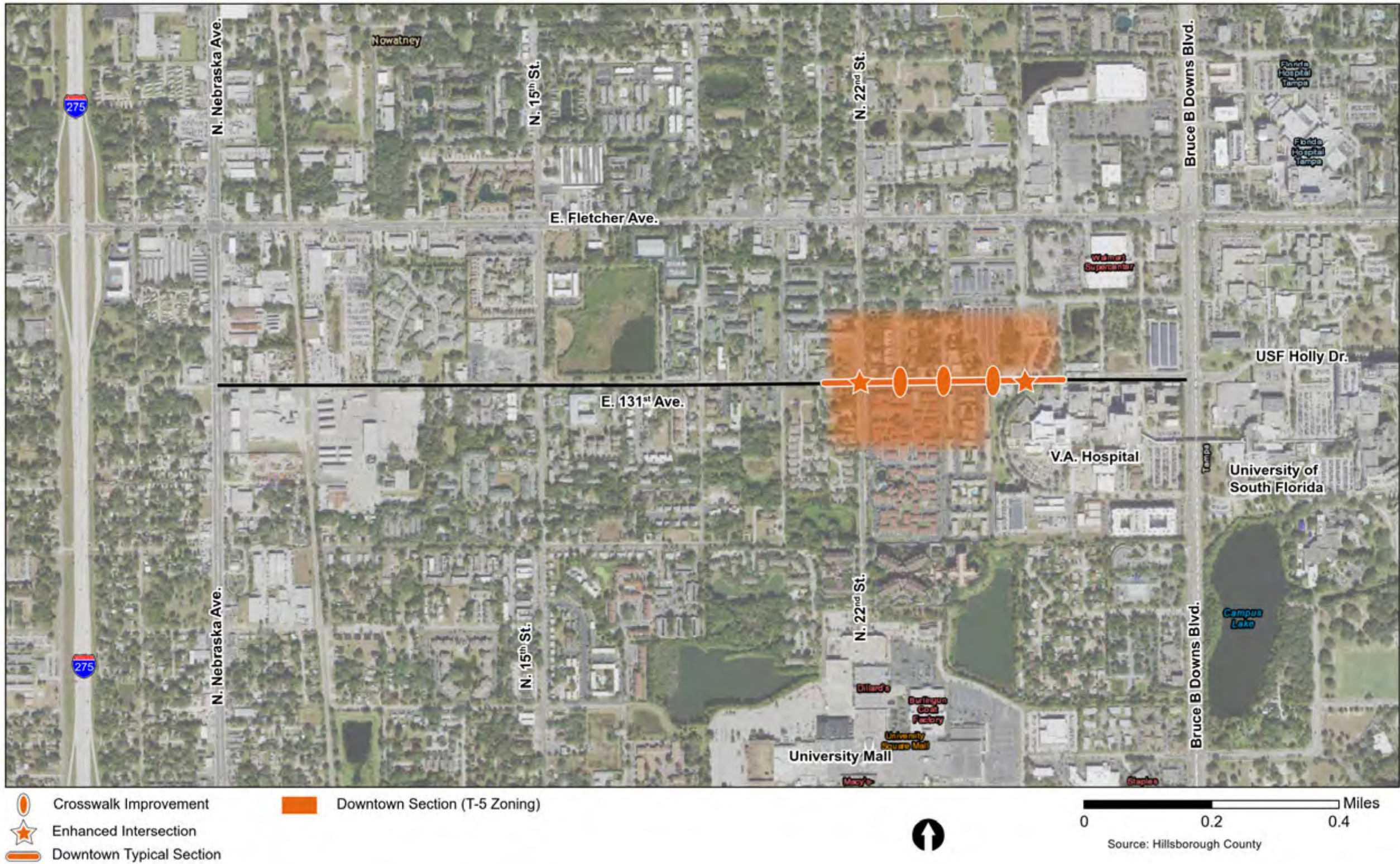
ineffective in shaping development into a compact urban environment on two fronts. Since the zoning district was created in mid-2005, only one private parcel experienced redevelopment which occurred in a portion of the UCA-NHO district north of Fletcher Avenue, outside of the study area. The fact that only one property has redeveloped suggests that the regulations of this district are not encouraging redevelopment, and in fact may be inhibiting redevelopment. In addition, the specific codes of these zones would not fully develop compact urban development. The current zoning codes still allow for excessive setbacks and surface parking lots that front side-streets, both of which contribute to a connected suburban environment.

The existing UCA-NHO and UCA-MS zoning designations in the central portions of the E. 131st Avenue corridor best fit the traditional zoning district with design guidelines type. This zoning regulation creates a worst of both worlds situation where equal focus on use and form makes development harder, an issue that switching to form-based code would address.

It is recommended that the T-5 zoning category include a minimum setback of 10 feet and a maximum setback of 15 feet with a mandatory build-out of 75 percent of the lot frontage. In addition, it is recommended to have a maximum lot coverage of 100 percent. Currently the UCA-NHO and UCA-MS design standards mandate a minimum height standard of two stories along 22nd Street. This height minimum will be maintained in the new T-5 designation and extended to E. 131st Avenue as well. These regulations will create more density and a more unified façade line along the street, giving these sections of E. 131st Avenue and N. 22nd Street a more compact urban form.

3. RECOMMENDATIONS

Figure 3-10: T-5 Section Recommendations Map



3. RECOMMENDATIONS

Page left Intentionally blank

3. RECOMMENDATIONS



Typical E. 131st Avenue streetscape in the proposed T-5 Downtown section with lower density multi-family buildings fronted by blank fences and walls facing the corridor.

3. RECOMMENDATIONS

Figure 3-11: E. 131st Avenue Downtown Typical Section



Recommendation 3C: Reconstruct the eastern-central section of E. 131st Avenue using the T-5 Mixed-Use typical section (West of N. 22nd Street to Livingston Avenue).

This typical section features two 10-foot travel lanes with shared lane markings for cyclists, nine-foot parking lanes, 13-foot sidewalks with three feet set aside for street trees in tree wells. The typical section also includes a 10-foot continuation of the sidewalk that is built between the right-of-way edge and the façade of buildings and can be used for sidewalk cafés, outdoor seating at restaurants or bars, temporary

retail displays or pop-up shops. This type of typical section with on-street parking and a wide sidewalk with sidewalk programming create the feeling of a mixed-use neighborhood center or small downtown feel. Where left turn lanes are required, on-street parking can be excluded to continue the provision of multimodal features such as sidewalks and planting strips. For a graphical representation of the typical section, please see **Figure 3-11**.

3. RECOMMENDATIONS

Recommendation 15: Create marked crossings on E. 131st Street at N. 23rd Street and N. 25th Street and formalize the existing crossing at Leisurewood Place.

As the land use in this section of the corridor will be changing from a lower density mostly residential section to a more intense mixed-use format, more pedestrian connectivity will be needed. To meet the future need and demand, marked crossings should be added at the intersections of E. 131st Street with N. 23rd Street and N. 25th Street. In addition, a crossing of E. 131st Avenue exists on the eastern side of the intersection with Leisurewood Place, but the crossing lacks appropriate curb ramps and truncated half domes and is inconsistent with other crosswalks along the corridor with simply

two bars and no zebra striping. The crosswalk is also excessively faded, but has not been fully removed, leading to a situation where drivers and pedestrians may be uncertain if this is in fact a marked crossing. Formalizing the crossing would provide a safer environment for all users.

Recommendation 16: Provide enhanced intersections of E. 131st Avenue with N. 22nd Street and Livingston Avenue

As mentioned in Recommendation 13, Enhanced intersections offer many benefits to cyclists, pedestrians and people using motorized wheelchairs. Providing enhanced intersections at N. 22nd Street and Livingston Avenue would improve safety and slow vehicle speeds on E. 131st Avenue.



E. 131st Avenue intersection with Leisurewood Place

3. RECOMMENDATIONS

F. V.A. Hospital Section Recommendations

Most of the parcels in this section of the project corridor are owned by the V.A. Hospital and are used for hospital services and parking. Future expansion of the hospital may include parcels to the north of E. 131st Avenue. Given the special nature of the land use in this section, changes to the future land use designations or zoning codes are not recommended at this time. The V.A. Section is represented in light blue in **Figure 3-12**.

Recommendation 17: Create a marked crossing on E. 131st Street at N. 28th Street.

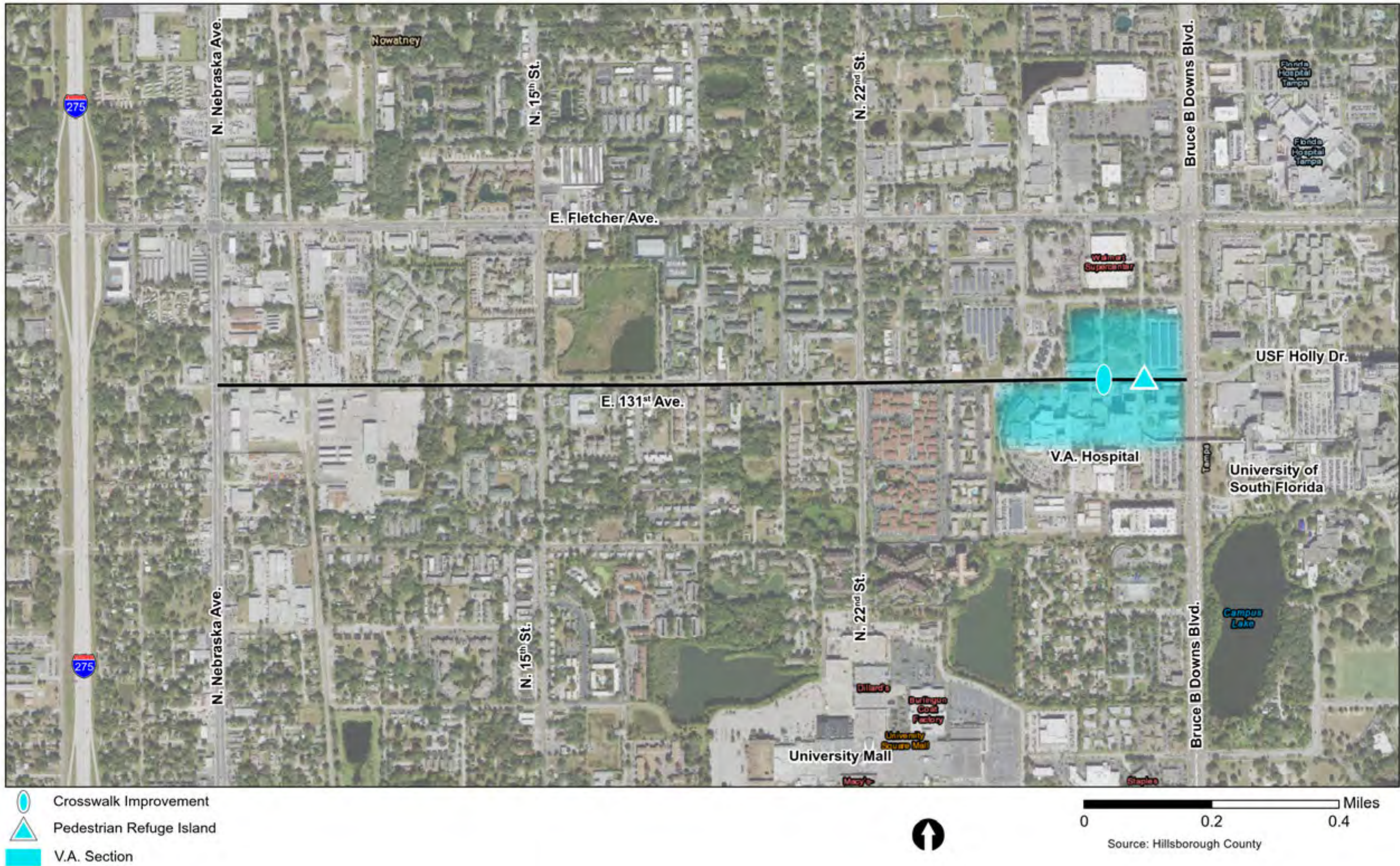
Pedestrian counts along E. 131st Avenue revealed that pedestrian activity is higher on the eastern end of the corridor, closer to the V.A. Hospital. In fact, the second and third highest crossing locations for pedestrians along E. 131st Avenue were Livingston Avenue and N. 27th Street, both in close proximity to the E. 131st Avenue/N. 28th Street intersection. Although this location is currently marked with a yellow sign indicating the presence of a crosswalk, no crosswalk currently exists at the intersection. A review of Google Streetview images shows that a crosswalk was removed between 2008 and 2011. Given that the high amount of pedestrian activity along the corridor is only expected to grow with increased development in the T-5 and T-4 zones, a marked crossing with curb ramps, truncated half domes and a high-visibility crosswalk is warranted.

Recommendation 3D: Provide 10-foot sidewalks with four-foot parkways where possible on the eastern section of E. 131st Avenue (Livingston Avenue to Bruce B Downs Boulevard).

The typical section in this portion of the roadway is varied and heavily influenced by the intersection with Bruce B Downs Boulevard. The only changes to the existing typical section involve the construction of 10-foot sidewalks with a four foot buffer for street trees between Livingston Avenue and the V.A. Hospital mid-block crossing. From the mid-block crossing to Bruce B Downs Boulevard the sidewalk would be adjacent to the roadway. This typical section will not necessitate moving the security fence in front of the V.A. Hospital. A graphical representation of the typical section, along with improvements proposed in Recommendation 17 can be seen in **Figure 3-13**.

3. RECOMMENDATIONS

Figure 3-12: VA Section Recommendations Map



3. RECOMMENDATIONS

Page left Intentionally blank

3. RECOMMENDATIONS

Figure 3-13: E. 131st Avenue V.A. Typical Section



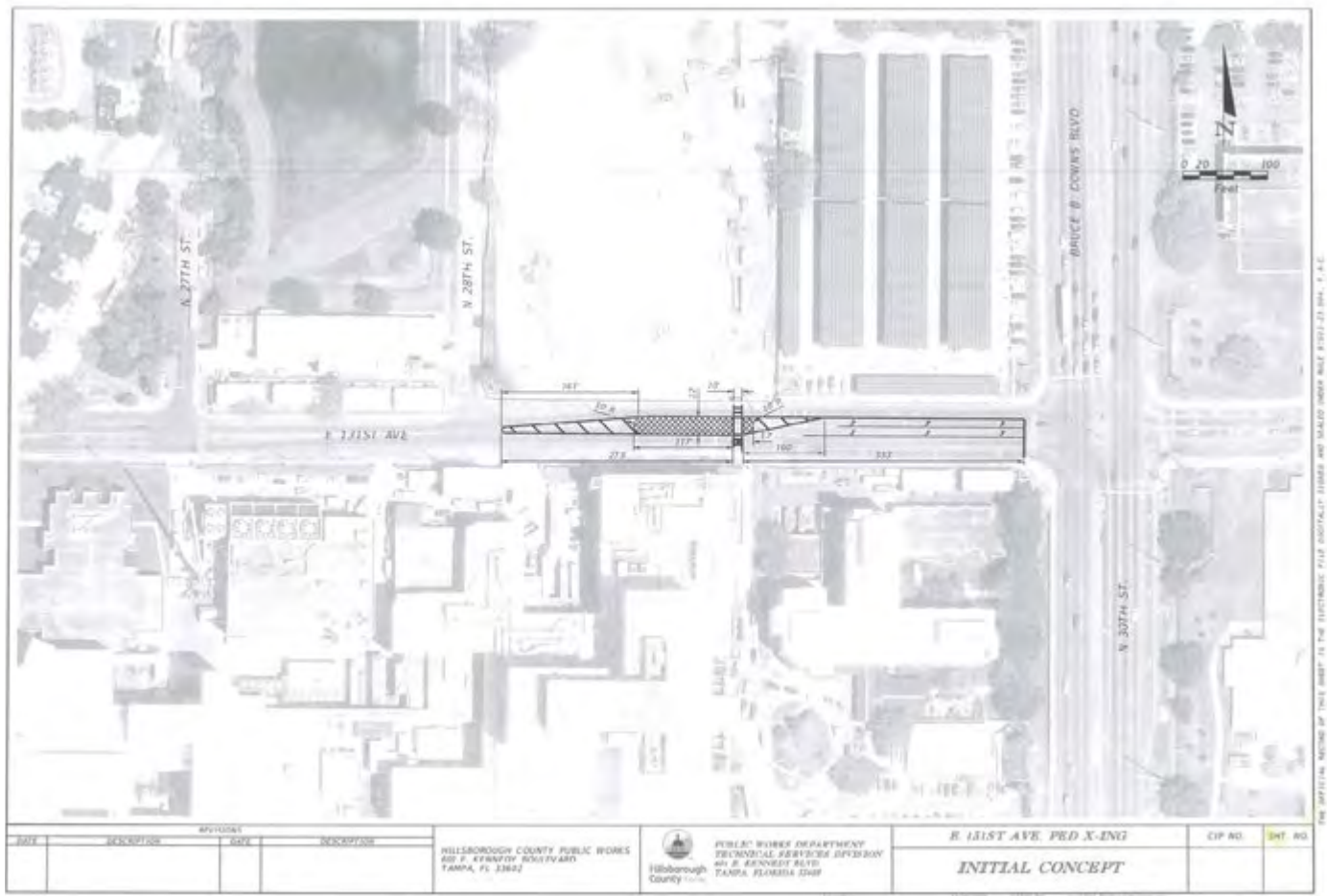
Recommendation 18: Provide a pedestrian refuge island at the existing mid-block crossing near the V.A. Hospital.

The vast majority of pedestrian activity on E. 131st Avenue is concentrated at the east end of the corridor near the V.A. Hospital, and the busiest pedestrian crossing is the existing mid-block crossing in front of the V.A. This crossing provides the most direct access between the hospital and employee parking lots on the north side of the E. 131st Avenue corridor. To increase the feeling of safety and comfort for pedestrians,

a pedestrian refuge island can be added between the eastbound and westbound lanes of the roadway. The space for this improvement can be achieved by eliminating one of the two existing through lanes, shortening the existing turn lane and adding a second turn lane. For a graphical representation of this improvement please see **Figure 3-13**, and for a concept drawing please see **Figure 3-14**.

3. RECOMMENDATIONS

Figure 3-14: E. 131st V.A. Crossing Concept Plan



3. RECOMMENDATIONS



E. 131st Avenue streetscape and typical section in front of the V.A. Hospital

3. RECOMMENDATIONS

G. Off-Corridor Recommendations

Recommendation 19: Close sidewalk gaps on neighboring streets to create a comprehensive sidewalk network.

A compact urban environment supports many different roadway users including pedestrians, cyclists and transit riders. While sidewalks on E. 131st Avenue are mostly complete, many of the connecting streets have discontinuous sidewalks or lack sidewalks altogether. Providing adequate sidewalks contributes to the atmosphere and functionality of a compact urban environment. The neighboring streets in most pressing need of sidewalks can be seen in **Figure 3-15** and include:

1. N. 15th Street on the west side of the roadway between E. 124th Avenue and E. 131st Avenue,
2. N. 19th Street on both sides of the roadway at various points between E. 127th Avenue and Fletcher Avenue,
3. N. 20th Street on both sides of the roadway at various points between E. 127th Avenue and Fletcher Avenue,
4. Leisurewood Place on both sides of the roadway between E. 131st Avenue and E. 132nd Avenue,
5. N. 23rd Street on both sides of the roadway between E. 131st Avenue and E. 133rd Avenue,
6. N. 27th Street on the east side of the roadway near the intersection with E. 131st Avenue,

7. E. 132nd Avenue on both sides of the roadway between N. 22nd Street and east of N. 23rd Street,
8. And E. 133rd Avenue on both sides of the roadway between N. 22nd Street and west of Livingston Avenue.

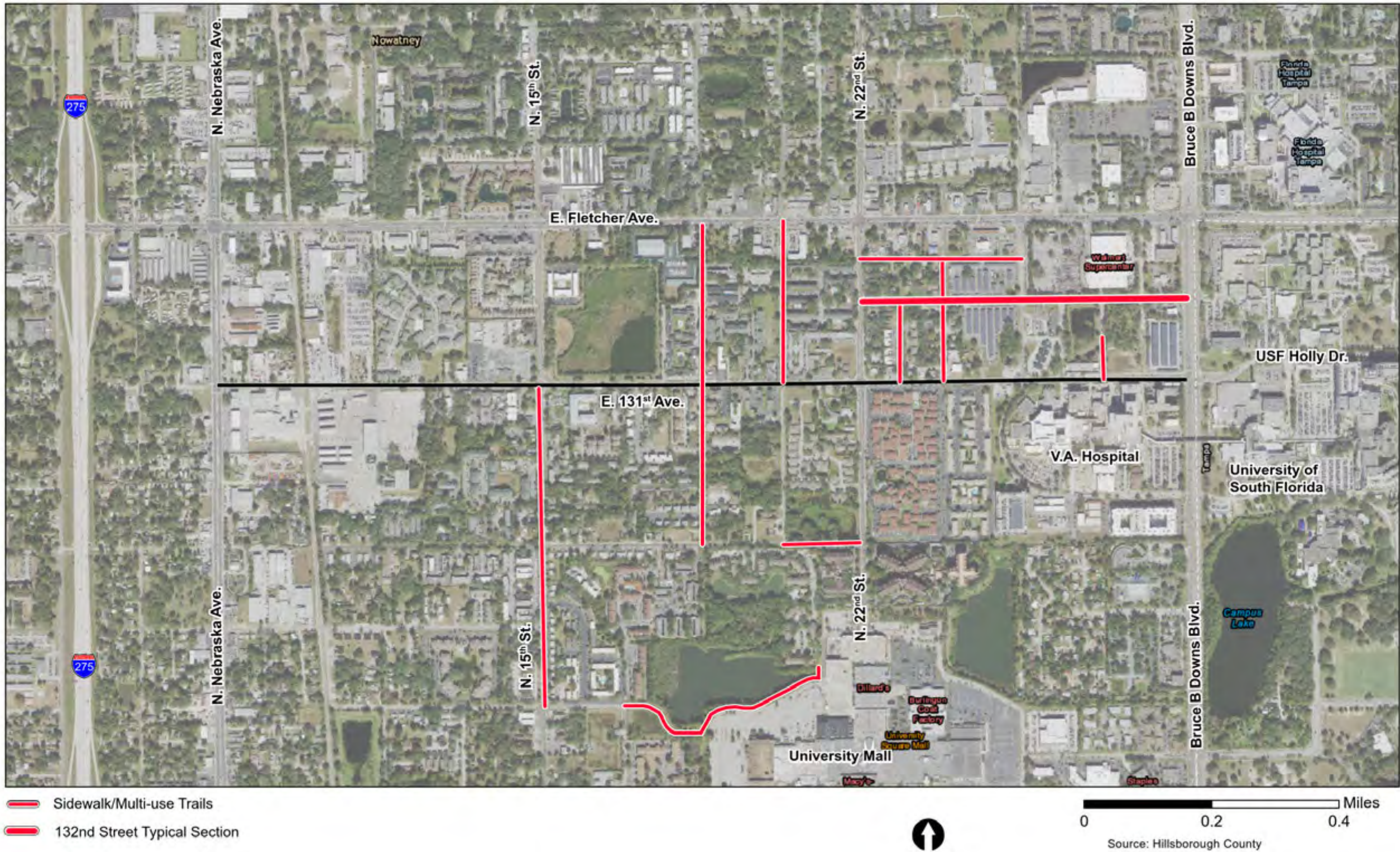
Many of the existing sidewalks along these roads have features that do not conform to the Americans with Disabilities Act (ADA), including substandard sidewalk widths and a lack of curb ramps and truncated half-domes. When constructing new segments of sidewalk, existing segments along the road should be evaluated. As the E. 131st Avenue corridor supports many wheelchair users, adherence to the ADA requirements is important. The sidewalk priorities north of East 131st Avenue will connect to sidewalk improvements and community resources planned by the University Area CDC.



Absence of sidewalks on N. 19th Street north of E. 131st Avenue

3. RECOMMENDATIONS

Figure 3-15: Off-Corridor Recommendations Map



3. RECOMMENDATIONS

Page left Intentionally blank

3. RECOMMENDATIONS

Figure 3-16: E. 132nd Avenue Typical Section



Recommendation 20: Develop 132nd Avenue as an alternative bicycle corridor, enhancing access to retail establishments.

A well-connected grid network, which allows traffic to disperse across multiple routes, is an important part of a compact urban environment. Similarly, a well-connected grid network also offers multiple routes for pedestrians to reach their destination, allowing them to choose the most direct, convenient or comfortable route. In addition, different cyclists are comfortable on different types of cycle infrastructure with different volumes of vehicle traffic. For this reason it is also important to provide alternate bicycle routes within the E. 131st Avenue corridor. E. 132nd Avenue is a low volume road north of E. 131st Avenue between N. 22nd Street and Bruce B Downs Boulevard. The eastern

portion of E. 132nd Street (Livingston Avenue to Bruce B Downs Boulevard) features 5-foot bicycle lanes. By adding shared lane markings on the western section of the roadway (N. 22nd Street to Livingston Avenue), the existing bicycle grid will be more complete. This connection will also provide better bicycle access to the Walmart and other commercial establishments on Fletcher Avenue. For a view of E. 132nd Avenue with sidewalks and bicycle infrastructure, please see **Figure 3-16**.

3. RECOMMENDATIONS

Recommendation 21: Establish a bicycle/ pedestrian connection on E. 127th Avenue between N. 20th Street and N. 22nd Street at a future time.

One of the largest breaks in the E. 131st Avenue area grid network is east of N. 22nd Street where no official bicycle, pedestrian or roadway connection exist between Fowler Avenue on the south and E. 131st Avenue on the north, a distance of $\frac{3}{4}$ of a mile. Although E. 127th Avenue roadway does not connect between N. 20th Street and N. 22nd Street, the right-of-way does connect. By using this right-of-way to create a bicycle / pedestrian connection in the form of a multi-use trail, the barrier between Fowler Avenue and E. 131st Avenue can be broken. This recommendation would be more appropriate after further redevelopment at the University Mall site and in the residential areas along E. 127th Avenue. Currently the prevalence of vacant lots to the west of the unimproved right-of-way may present safety issues.

Recommendation 22: Formalize bicycle/ pedestrian connection between E. 122nd Avenue and the university mall area. Extend connection as recreation trail on the south shore of Duck Pond to increase visibility into and use of stormwater parcel.

Working in conjunction with Recommendation 21, this recommendation also acts to mitigate the break in the street network east of N. 22nd Street between Fowler Avenue on the south and E. 131st Avenue on the north. An informal dirt path connects E. 122nd Avenue on the west to the

University Mall property on the east, proceeding through several Hillsborough County owned properties. Currently parts of the path are inaccessible to vehicles, including police patrol vehicles, emergency vehicles and maintenance vehicles. In addition, many parts of the informal trail are not visible to neighboring roads creating safety issues. Formalizing this path would turn a safety liability into a community asset and provide alternative transportation and recreation opportunities to residents.

In addition, this shared-use path could be continued to the west along the shoreline of the stormwater pond. In this location thick vegetation prevents law enforcement from being able to properly patrol the area. By creating a shared-use path in this area, visibility to the water would be enhanced and the parcels would be further activated with people using the facility for recreation purposes. Coordination with the University Mall would need to be held as a small portion of the pond is on mall property.

3. RECOMMENDATIONS



Improvised path between E. 122nd Street and the University Mall site with a shopping cart at the bottom of a drainage ditch.



4. CONCLUSION

4. CONCLUSION

Conclusion

The E. 131st Avenue corridor faces a number of challenges moving into the future. Currently, the direction of development in the area is moving towards a connected suburban form, which will not create a conducive environment for current residents. Gated communities, large box retailers and large superblocks are becoming more common, while the neighborhoods are losing walkability. The elevated crash rate combined with the prevalence of pedestrians, cyclists and electric wheelchair users is a cause for concern.

As is intended through the PLAT process, all twenty-two of these recommendations will work together to change the direction of the corridor and direct development to a compact urban form. The proposed zoning and future land use changes will create neighborhoods with more of a connected urban feel. This will work in tandem with changes to the typical sections and improvements to the pedestrian and bicycle network to develop supportive transportation infrastructure. Improvements such as a shared stormwater facility will increase developability in the corridor while also mitigating floodzone incursion. In addition, the development of a green space on the Hillsborough County owned stormwater parcel will offer much-needed recreation space in the area. Off-corridor improvements such as sidewalks on neighboring streets and the shared use paths south of E. 131st Avenue will improve the walkability and connections in the area.

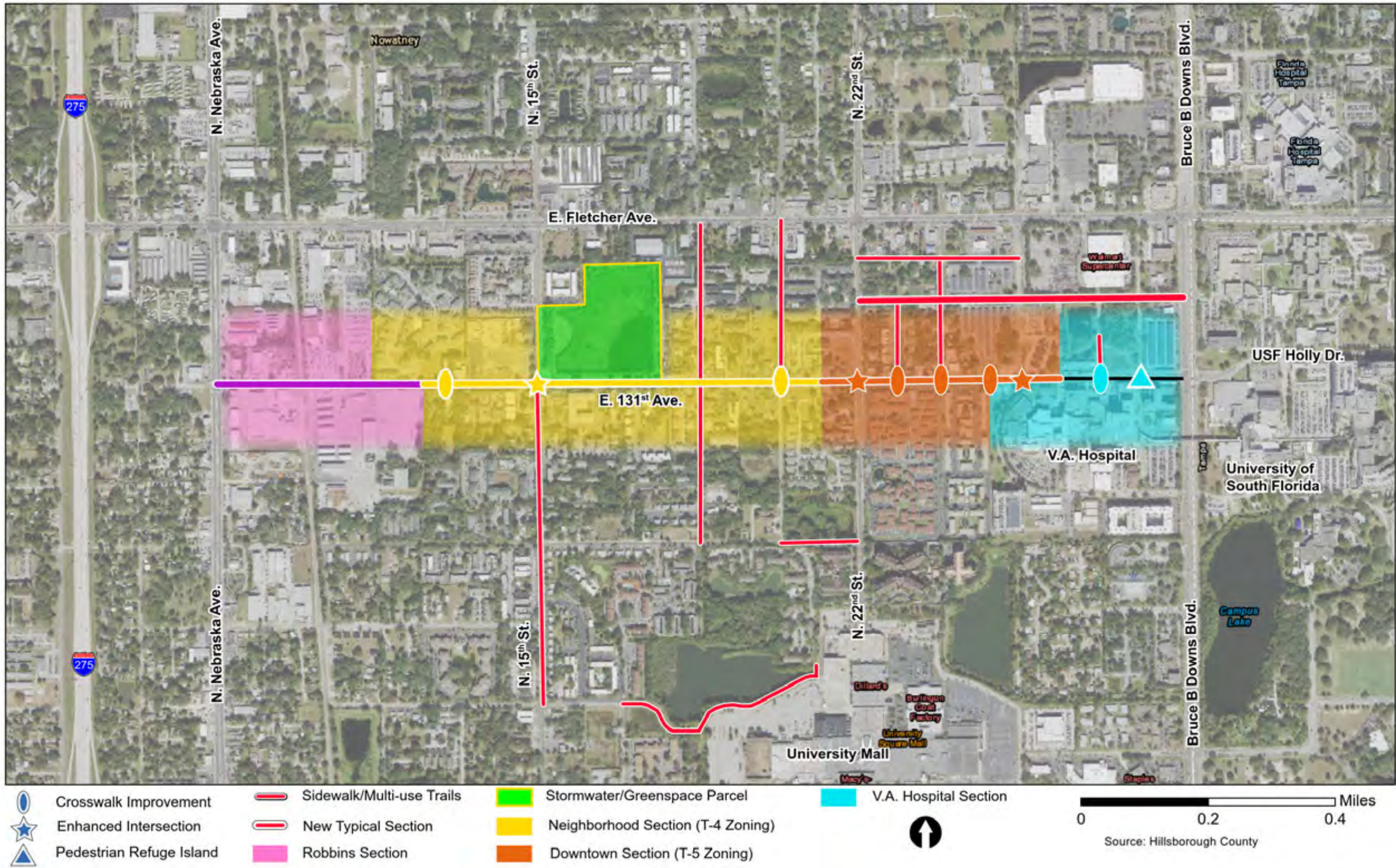
For a graphical representation of all proposed improvements please see **Figure 4-1**.



Street Furniture under shade trees by the sidewalk on E. 131st Avenue

4. CONCLUSION

Figure 4-1: Final Recommendations Map



Page left Intentionally blank

4. CONCLUSION



Typical section and streetscape along E. 131st Avenue near N. 22nd Street looking east.

END



Preliminary Land Use and Transportation Study,
Hillsborough County, Florida, August 16th 2019, DRAFT

APPENDIX I: LIST OF REVIEWED PLANS

Reviewd Plans / Studies	Summary
Previous PD&E	This Study produced a 2015 Technical Memorandum that documented the preliminary data collection and study activities necessary to prepare a more detailed Scope of Services for a Preliminary Engineering and Evaluation Report for improvements to E. 131st Avenue. The study also produced several viable typical sections within the existing right-of-way for the proposed roadway improvements to be further evaluated in a future Preliminary Engineering and Evaluation Report.
Vision Zero Action Plan	The Vision Zero Action Plan was adopted by the Hillsborough County MPO in December, 2017 in conjunction with a coalition of community and agency stakeholders. Vision Zero is an international movement to end road deaths and serious injuries that began in Sweden in 1997. The Action Plan identifies priority corridors and sets out strategies to make the roadways safer for all roadway users.
University Redevelopment Area Market Analysis	The University Redevelopment Area Market Analysis was published in May, 2018 and examined the current and future market forces and redevelopment potential for the University Redevelopment Area of unincorporated Hillsborough County. The limits of the study were roughly from I-275 in the west, E. Fowler Ave and Fletcher Avenue in the south, Bruce B Downs and N. 46th Street in the east, and Bearss Avenue in the north. The key objectives of the study included considering how the study area fits into the goals and objectives guiding the Tampa Innovation Partnership's "Ip" strategy, encouraging redevelopment efforts that contribute to the economic prosperity of the County's residents, and supporting existing companies, employers, and institutions located in the larger Innovation District. The study identified three potential catalyst sites along E. 131st Avenue, two of which were "selected potential catalyst sites." These included 1003 E. 131st Avenue, the Robbins property currently operating as a lumber yard on the east side of the railroad, and 1410 East 131st Avenue, the Frontier Communications property.
Supplementary EA for phase 4 of New Bed Tower and Infrastructure Improvements Project at James A Haley Veterans' Hospital	The final Supplementary EA for the new bed tower at the James A. Haley Veterans' Hospital was published in September, 2015 and documents the environmental and socio-cultural impacts of the expansion project. The project includes the construction of a six-level, 220,000 gross square foot bed tower on the east side of the existing main tower. The potential impacts of the new construction are included in the document, including proximity to proposed future transportation resources and impacts to Environmental Justice communities.
USF Area Multimodal Transportation District	The USF Multimodal Transportation District Study document was published in May of 2010, and laid the plans for a Multimodal Transportation District (MMTD) in the USF area. The boundaries of the MMTD are Sinclair Hills and Bearss Avenue in the north, I-275 to the west, Fowler Avenue to the south, and 56th Street to the east. The study identified a series of pedestrian, bicycle, transit and roadway improvements to be made in the district.

USF Research Park Master Plan Final Report	The USF Research and Development Park Master Plan Update was published on May 2009 and updates the master plan first developed in 2003 with newly acquired property on the south side of Fowler Avenue. The document outlined the constraints of the original DRI agreement, compared the USF development to other research parks around the country, and studied the configuration of buildings, parking, and stormwater facilities around the campus. While the site is to the south and east of the 131st corridor, the plan does give background information as to the development direction of the surrounding area.
University Area Intermodal Center Study	The University Area Intermodal Center Study is an ongoing study to identify a preferred site for an intermodal center in the University Area. The future transit study could serve many modes including transit, bicycle, pedestrians, taxis, and other mobility services. Although this study is not yet complete, a relocation of the existing University Area Transit Center could impact transit access along the 131st Avenue Corridor.
University Area Community Safety Action Plan	The University Area / Tampa Innovation District Community Safety Action Plan was published in December, 2016 and outlines a comprehensive series of recommendations that address real and perceived safety issues in the Innovation Place area. These recommendations fall into three types including programs and patrols, the built environment, and strategic communications.
USF Area Complete Streets Concept Plan	The USF Area Complete Streets Concept Plan is a pattern book published in June, 2015 that evaluated two corridors in the USF area for complete streets treatments including 131st Avenue between Nebraska Avenue and Bruce B Downs Boulevard. The study identified four major intersections along the 131st Avenue Corridor including Nebraska Avenue, 15th Street, 22nd Street, and Bruce B Downs Boulevard. The study also identified three major segments along 131st Avenue; a mixed industrial and residential segment from Nebraska Avenue to 15th Street, a primarily multi-family residential segment from 15th Street to near Livingston Avenue, and a segment dominated by the VA hospital along the east end of the corridor. The first segment is constrained, and since the potential for redevelopment is high, proposed improvements in this section of the corridor are limited, with bicycle lanes provided west of the railroad tracks, and shared lane markings west of the rail corridor. The central part of the corridor offers more opportunities for landscape improvements, some possible park spaces and bus stop improvements. Improvements to the east end of the corridor included the removal of a travel lane, which would need further analysis and conversation with stakeholders before continuing.

<p>Hillsborough County Comprehensive Bicycle Plan Update</p>	<p>The Hillsborough County Comprehensive Bicycle Plan Update was published in October, 2008 and was created to update the original plan from 1978 and a 2001 update. The update sought to take into consideration needs based on generators and attractors of bicycle trips, bicycling conditions both on and off the major roads, costs to implement projects, and federal and state requirements and preferences. In the existing conditions inventory, 131st Avenue is listed as having a bicycle lane or paved shoulder. The plan states and updates a number of goals including the roadway facilities program, off-road facilities program, safety and security improvement program, public awareness program, data, evaluation, and review, and funding and resources. The update also included a survey, which indicated USF Campus Area Connections as the third most desirable area for bicycle improvements. On the list of priority corridors, 15th Street between Fowler and Fletcher, and Nebraska Avenue from Fowler Avenue to Florida Avenue are listed as the number one and number three priority north/south bicycle corridors in unincorporated Hillsborough County for bicycle infrastructure.</p>
<p>Innovation District Gateway</p>	<p>The Innovation Gateway Concept Plan was a two-phase plan prepared by the Hillsborough MPO in conjunction with Innovation Place and the City of Tampa to explore the feasibility of a gateway at the interchanges of I-275 at Busch Boulevard and I-275 at Fowler Avenue. These interchanges serve as entry points into the Innovation Place district, which includes the anchors members University of South Florida, Moffitt Cancer Center, Busch Gardens, RD Management, and Florida Hospital. Phase 1 of the study focused on developing preliminary design concepts for the themed gateway statements. The second phase of the project refined the design concepts and pursued a Community Aesthetic Features (CAF) Permit to create in the gateways.</p>
<p>Tampa Innovation District Master Plan</p>	<p>The Tampa Innovation District Master Plan Existing Conditions Report was published in July, 2016 to inventory the markets and investors, demographics, land use, and planning context of both the Innovation District Core, and Potential Planning Area. The 131st Avenue corridor is wholly within the Potential Planning Area, and partially within the Innovation District Core, starting at 15th Street on the west. The final part of the report includes the results of a SWOT analysis, recommendations and next steps.</p>
<p>Tampa Innovation District Transit Circulator</p>	<p>The Tampa Innovation District (TID) Transit Circulator Report was published in June of 2016, and developed potential short-term mobility solutions based on feedback from the Innovation District leadership, district stakeholders, and other partners. District mobility solutions identified in the plan include a district app that would show all mobility modes, allow for click-through transactions and information, offer integrated trip planning, and can be updated rapidly through API feed information. The second solution calls for an expanded Bull Runner circulator to offer more extensive transit service in the district. The third solution recommended a TID/USF to Downtown express bus to be operated by HART and overlay on existing service.</p>

University of South Florida Master Plan	The 2015-2025 USF System Campus Master Plan Updates for the Tampa campus updates the 1995-2005 original campus master plan prepared under current standards. The document lays out the plans from each of the 10 year documents: 1995-2005, 2000-2010, 2005-2015 and 2015-2025. The latest iteration of the plan includes a continued concentration of activity around the eastern edge of the 131st Avenue corridor as the center of the health function of the university. This segment of the campus also contains a denser concentration of pedestrian passages, indicating a greater presence of pedestrians.
Tampa I <p> Transit Circulator "Uptowner"</p>	The Tampa I <p> Transit Circulator is a project currently underway that will provide reliable local transportation connections between the district's major employment, medical, shopping, dining, and entertainment destination attractions. When implemented, the I<p> Circulator will supplement existing transit service provided by USF BullRunner and HART's local buses. Although service is expected to commence in 2019, the proposed Uptowner route includes portions along E. 131st Avenue and is included in the transit analysis of the PLAT document.</p></p>
Hillsborough County Land Development Code	The Hillsborough County Land Development Code was created by the Board of County Commissioners to establish the standards, regulations, and procedures for review and approval of all proposed development of property in unincorporated Hillsborough County, and to provide a development review process that will be comprehensive, consistent, and efficient in the implementation of the goals, objectives, and policies of the Hillsborough County Comprehensive Plan. The code regulates the density, intensity and design standards of both standard and special zoning districts for all areas of unincorporated Hillsborough County.
Hillsborough Area Regional Transit (HART) Transit Development Plan Update FY 2019-FY 2028	A Transit Development Plan (TDP) is a multi-year financial and operating plan for a transit agency. All transit agencies are required to prepare a five-year major TDP and an annual update in the form of a progress report each year. The HART Board adopted the last major TDP update on September 25, 2017 (also reviewed for this study). The TDP minor update provides a progress status report on implementing the key projects and initiatives that were included in the 2018-2027 Major TDP Update. In addition, the TDP is updated to reflect revised priorities for service and capital projects.

<p>Hillsborough Area Regional Transit (HART) Transit Development Plan 2018- 2027 Major Update</p>	<p>The Transit Development Plan (TDP) major update was initiated by the Hillsborough Area Regional Transit Authority (HART) to refine a strategic guide for public transportation in the community over the next 10 years. The TDP represents the community's vision for public transportation in its service area. A major TDP update also allows transit agencies to outline actions to be taken in the following year and set goals for subsequent years. As a strategic plan, the TDP identifies needs in an unconstrained fashion and highlights service improvements for which currently there is no funding. This major update covers the 10-year planning horizon from FY 2018 to FY 2027. The main purpose of this study is to update the TDP for HART services in Hillsborough County and its connectivity to adjacent areas, as currently required by State law. Upon completion, the TDP will provide a 10-year plan for transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies.</p>
<p>Imagine Hillsborough 2040 Long Range Transportation Plan</p>	<p>Imagine 2040 is the Hillsborough MPO's Long Range Transportation Plan (LRTP), updating the 2035 Plan which was adopted in 2009 and last amended in 2011. For urbanized areas to be eligible for federal and state funds, the MPO must adopt and maintain a transportation plan covering at least 20 years. The process of developing the LRTP uses public input to build a list of measures, projects, modes of transportation, and sustainability in transportation for Hillsborough County. The document also includes expected funding sources and revenues to prioritize projects for funding.</p>
<p>Hillsborough MPO Transportation Improvement Program FY 2017/18-2021/22</p>	<p>The Hillsborough Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) is developed and updated annually as part of the MPO's Certification Process to ensure continued receipt of federal funding for transportation improvements in Hillsborough County. The contents of this TIP were developed consistent with requirements from the latest transportation legislation, Fixing America's Surface Transportation (FAST) Act. The TIP lists the regionally significant transportation projects of the local governments, authorities, and the Florida Department of Transportation (FDOT), which are within the designated Metropolitan Planning Area – Hillsborough County for the upcoming 5-year period.</p>
<p>Hillsborough County Adopted Capital Improvement Program FY 16-FY 21</p>	<p>The Hillsborough County Adopted Capital Improvement Program document provides the Adopted Capital Improvement Program (CIP) for a six-year period starting with the fiscal year beginning October 1, 2015 and continuing through the fiscal year ending September 30, 2021. The CIP is the County's financial plan of proposed capital projects, their costs, and timing over a six-year period in the first year of the biennial budget, and over a five-year period in the second year of the biennial budget. The CIP is designed to meet County infrastructure needs in a strategic and efficient manner. Community sustainability, environmental considerations, and changing conditions demand that the CIP be reviewed and updated annually.</p>

Comprehensive Plan for Unincorporated Hillsborough County Florida (University Area Community Plan)	The University Area Community Plan portion of the Comprehensive Plan for Unincorporated Hillsborough County Florida sets a vision and goals for areas in unincorporated Hillsborough County in the University area, including an area bounded by I-275 on the west, the City of Tampa to the south and west (E. Fowler Avenue, Bruce B. Downs Boulevard, E. Fletcher Avenue and N. 46th Street) and Bruce B. Downs Boulevard and Bearss Avenue to the north. Goals of the plan include building community infrastructure, eliminating obsolete land uses, create a community identity and ensure community input. The project segment of E. 131st Avenue is identified in the plan as an economically important corridor.
--	---

APPENDIX II: SPI-UC REGULATIONS

PART 3.13.00. - UNIVERSITY COMMUNITY AREA DEVELOPMENT REGULATIONS

Sec. 3.13.01. - Purpose

The purpose of this Part is to provide for University Community Area (UCA) zoning districts and design standards. The zoning districts and design standards implement the vision, principles and strategies of the Hillsborough County Comprehensive Plan's University Community Area Master Plan.

(Ord. No. 04-27, § 2, 6-10-04)

Sec. 3.13.02. - Applicability

- A. Except as provided herein, these standards shall apply to all development that occurs within the University Community Area on properties zoned UCA. These provisions shall not apply to public schools and projects with unexpired building permits, unexpired preliminary site development approval or unexpired construction plan approval at the time of rezoning to UCA. Additionally, Tax Folio 36474.0000 as configured on November 12, 2004 shall not be subject to the setback, parking location, minimum building height and street frontage requirements contained herein until such time that redevelopment of the property occurs. Existing lawful uses, lots, structures, characteristics of land and densities shall not be required to be removed or otherwise modified as a result of the standards or requirements set forth in this Part.

In addition to the standards provided herein, development within the University Community Area zoning districts shall be required to meet all other applicable sections of the Land Development Code. Where any provision of the University Community Area design standards is in conflict with any other standards or regulations of the Land Development Code, the University Community Area standards shall prevail.

- B. Expansions of legally permitted single-family and two-family dwellings in existence at the time of the effective date of this Part shall be subject to the height, bulk and placement regulations provided herein but shall be exempt from all other requirements below.
- C. Expansions of existing multi-family and non-residential structures up to a cumulative total of 30 percent of the legally permitted floor space in existence at the time of the effective date of this Part shall be exempt from the requirements contained herein. Where structures are expanded beyond 30 percent of existing floor space, all requirements of this Part shall apply to the area of expansion. Conversions of existing structures from residential to non-residential uses shall be exempt from the requirements of this Part, provided the floor space of the structure is not increased by more than 30 percent.

(Ord. No. 04-27, § 2, 6-10-04; Ord. No. 05-10, § 2, 6-16-05, eff. 10-1-05)

Sec. 3.13.03. - General Development Standards

A. Designation of Streets

All streets within the University Community Area shall be classified as Main Streets or Neighborhood Streets (Local Urban Lanes and Local Urban Streets). Main Streets include 22nd Street and 131st Avenue. All other streets shall be classified as Neighborhood Streets.

B. Street Design

New streets and reconstruction of existing streets, excluding regulated roadways as defined in the Hillsborough County Comprehensive Plan, shall conform to the design standards established in the Transportation Technical Manual cross sections for Traditional Neighborhood Developments (TND Typical Sections). Traffic calming measures shall be permitted in accordance with Section 5.08.09.E of this Code.

C. Parking, Access and Site Design

Except as otherwise provided by this Section, parking requirements for all uses shall be in accordance with the Parking Standards of Article VI. Landscaping requirements for off-street vehicular use areas shall be in accordance with the Landscaping and Buffering Requirements of this Code.

1. Required Off-Street Parking

- a. Required parking provided through surface parking lots shall be on the development site or within 500 feet of the development site that the parking is required to serve.
- b. The minimum parking requirements in Article VI of this Code for non-residential uses is the maximum allowed. Additionally, the non-residential parking requirements may be reduced by 50 percent.
- c. On-Street Parking Credit. On-street parking spaces shall be deducted from the required number of off-street parking spaces for the adjacent use. When an extended parcel line splits an on-street parking space, that space shall be deducted from the parking requirements of the parcel that fronts the majority of the on-street parking space.

2. Off-street parking (surface parking lots).

- a. In projects located on Main Streets with Main Street or Neighborhood Office zoning designations, off-street surface parking lots shall be located behind the front façade of Main Street frontage buildings.
- b. Except as provided below, in projects located only on Neighborhood Streets with a Neighborhood Office zoning designation, off-street surface parking lots shall be located behind the front façade of Neighborhood Street frontage buildings.
- c. Notwithstanding the above, surface parking lots may be located adjacent to a Neighborhood Street in projects with frontage along Main Streets and Neighborhood Streets.
- d. Surface parking lots may be located adjacent to one Neighborhood Street in projects with frontage along two Neighborhood Streets. However, no surface parking lot shall front a Neighborhood Street containing property on the opposite side of the street zoned for residential and residential support uses only. Additionally, on corner lots, surface parking may be located adjacent to two Neighborhood Streets.

3. Parking Garages. Except for vehicle entrances, the ground floor shall be developed with enclosed commercial, office or civic floor space to a minimum building depth of 30 feet along the entire length of the structure on each adjacent street, unless separated from the street by another building, parking lot and/or landscaped open space with a minimum depth of 30 feet.

D. Screening of trash and recycling receptacles, loading docks, service areas, and other similar areas.

1. Trash, recycling receptacles, loading docks, service areas, and other similar areas must be located in parking areas or in a location that is not visible from Main Street or Neighborhood Street frontages, and must be screened to minimize sound and visibility from residences and to preclude visibility from adjacent streets. Service areas shall be screened by a masonry wall and landscape buffer. The wall shall be a minimum of six feet in height using architectural design, materials and colors that are consistent with those of the primary structure. The landscape buffer shall be a minimum of five feet in width and contain evergreen plants a minimum of three feet in height spaced not more than four feet apart.
2. Mechanical equipment at ground level shall be placed on the parking lot side of the building away from view from adjacent Main Street and Neighborhood Street frontage and shall be screened from view of any street by fencing, vegetations, or by being incorporated into a building.
3. All rooftop mechanical equipment shall be integrated into the overall mass of a building by screening it behind parapets or by recessing it into roof structure.

4. Solid waste storage areas. A solid waste refuse facility shall be screened on 3 sides by a six-foot high masonry wall if it is located within the building setback area or located in areas visible to customers or from a public right-of-way.
 5. Fences and Walls. Fences and walls shall be constructed of masonry, wood, vinyl or cast iron/metal. The location of all fences and walls shall be in accordance with Article VI of this Code.
- E. Building Orientation. A building's primary orientation shall be toward the street rather than the parking areas. The primary building entrances shall be visible and directly accessible from a public street.
- F. Public Entrance. Buildings that are open to the public shall have an entrance for pedestrians from the street to the building interior. This entrance shall be a distinctive and prominent element of the architectural design, and shall be open to the public during business hours. Buildings shall incorporate lighting and changes in mass, surface or finish to emphasize the entrance(s).
- G. Utilities. All utility lines shall be located underground.

(Ord. No. 04-27, § 2, 6-10-04)

Sec. 3.13.04. - Standards for Non-Residential, Mixed Use and Multi-Family Development

- A. Building frontages shall occupy no less than 60 percent of a project's street frontage. Notwithstanding the above, projects with frontages along Main Streets and Neighborhood streets shall not have minimum building frontages along Neighborhood Streets.
- B. Front yard building setbacks along all street frontages shall be a minimum of ten feet to a maximum of 20 feet. Notwithstanding the above, the front yard setback for a detached single-family dwelling on Tax Folio 36478.0000 shall be a maximum of 50 feet. Rear yard setbacks shall be a minimum of ten feet and side yard building setbacks shall be a minimum of five feet. Accessory structures shall be subject to the applicable requirements of Article VI.
- C. Building height shall be a maximum of 50 feet
- D. Building Design
1. Building Façade. Blank walls shall not occupy over 50 percent of a street-facing frontage and shall not exceed 20 linear feet without being interrupted by a window or entry. No more than 20 feet of horizontal distance of wall shall be provided without architectural relief for building walls and frontage walls facing the street. Buildings shall provide a foundation or base that extends from the ground to the bottom of the lower windowsills that is distinguished from the building face by a change in volume or material. A clear visual division shall be maintained between the ground level floor and upper floors, which may include changes in volume or materials or other architectural detailing such as a belt course or cornice. With the exception of detached single-family dwellings and buildings accessory to such dwellings, the top of any building shall contain a distinctive finish consisting of a cornice or other architectural termination. Ground floor retail uses that are located in non-residential or mixed use structures and that are located on a corner parcel and have two street frontages shall contain storefront display windows covering a minimum of 40 percent and a maximum 80 percent of a storefront's linear frontage. Blank walls shall not occupy over 50 percent of a street-facing frontage and shall not exceed 20 linear feet without being interrupted by a window or entry.
 2. Transparency. All street-facing non-residential and mixed-use structures shall have windows covering a minimum of 40 percent and a maximum 80 percent of the ground floor of each storefront's linear frontage. Mirrored glass, obscured glass and glass block cannot be used in meeting this requirement. Display windows may be used to meet this requirement, but must be transparent and shall not be painted or obscured by opaque panels.
 3. Shelter. Buildings shall incorporate arcades, alcoves, porticos or awnings.

4. Garages. Street-facing ground floor parking, including individual unit garages, is not permitted on the first floor of a multi-family structure on a Main Street. Parking shall occur within parking garages or within surface lots that do not front on a Main Street. Individual unit garages attached to principal structures fronting Neighborhood Streets shall be set back a minimum of five feet from the street-facing façade and a minimum of 20 feet from the street right-of-way.

(Ord. No. 04-27, § 2, 6-10-04; Ord. No. 05-10, § 2, 6-16-05, eff. 10-1-05)

Sec. 3.13.05. - Sign Standards

A. Generally

All signs shall conform to the limitations and provisions of Article VII of this Code. Additionally, the following limitations and provisions shall apply to signage for all uses, excluding emergency public services/uses.

B. General Requirements

1. Signage within the University Community Area shall be constructed utilizing materials similar to those of the building(s) served. In addition to the materials used within the building, acceptable materials also include wood and painted metal. Plastic and similar synthetic materials are not permitted.
2. Signs shall contain colors similar to those of the buildings they serve.
3. All permanent detached signs shall be monument signs.

C. Detached on-site signs

1. General Standards

- a. Letter height shall be a minimum of nine inches and a maximum of 24 inches.

2. Monument Signs

- a. The maximum height shall be eight feet above the ground plane.
- b. Signs shall be set back a minimum of ten feet from the public right-of-way, 30 feet from the intersection of right-of-way lines and shall meet any additional setback required in Article VII of this Code. Additionally, sight distance and roadside clear zones must be in accordance with the criteria of the Hillsborough County Transportation Technical Manual.

D. Awning Signs

1. The width of the sign shall not exceed the width of the canopy, awning or marquee.
2. Signs shall not be permitted on awnings, canopies, balconies or other building elements that may be allowed to project over public rights-of-way by other provisions of this Part.

E. Miscellaneous signs

1. Window Signs

- a. [*Reserved.*]
- b. Permanent window sign displays shall be limited to no more than 20 percent of the window area.
- c. Casement windows are permitted to have seasonal signs that are changed out on a regular basis provided there is a changeable product display located within the casement window.

2. Projecting Signs

- a. Signs shall be located above ground-floor level doors and windows but below the roofline or second-floor level to promote a pedestrian environment.

- b. Signs are limited to no more than one projecting sign per business.
- c. Signs shall project no more than four feet from the building face and must be located outside of the public right-of-way.
- d. Sign shall have a minimum six-inch clearance from the building face.

F. Sign Lighting

- 1. Ground-mounted up-lights shall not exceed 150 watts per sign face and shall shield light from aiming toward motorists and neighboring properties. Fixtures shall be hidden from view by sign foundation landscaping.
- 2. Back-lit individually cut letters are required in monument sign illumination.
- 3. Inter-lit tenant signs attached to buildings shall only illuminate name and type of business and not entire sign face.

(Ord. No. 04-27, § 2, 6-10-04; Ord. No. 04-47, § 2, 11-9-04; Ord. No. 05-10, § 2, 6-16-05, eff. 10-1-05)

Sec. 3.13.06. - Main Street District (UCA-MS)

All development shall be in accordance with the Standards for Non-Residential, Mixed Use and Multi-Family as described above and as appropriate. Additionally, all structures located along 22nd Street shall be a minimum of two stories in height.

Permitted Uses: CG and RMC-20 uses as defined in Section 2.02.02 of this Code. Notwithstanding the above, single-family detached and two-family attached dwellings shall be prohibited.

Maximum Density: 20 dwelling units per acre.

Maximum Intensity: 0.75 FAR.

(Ord. No. 04-27, § 2, 6-10-04)

Sec. 3.13.07. - Neighborhood Office District (UCA-NHO)

All development shall be in accordance with the Standards for Non-Residential, Mixed Use and Multi-Family as described above and as appropriate. Additionally, all structures located along 22nd Street shall be a minimum of two stories in height.

Permitted Uses: BPO and RMC-20 uses as defined in Section 2.02.02 of this Code. Additionally, CG uses as defined in Section 2.02.02 of this Code shall be permitted in projects with Main Street frontage. The permitted uses on Tax Folio 36474.0000 as configured on November 12, 2004 shall also include those approved for PD-C 92-237. Notwithstanding the above, single-family detached and two-family attached dwellings shall be prohibited, with the exception that one single-family detached dwelling shall be permitted on Tax Folio 36478.0000 as configured on November 12, 2004.

Maximum Density: 20 dwelling units per acre.

Maximum Intensity: 0.75 FAR.

(Ord. No. 04-27, § 2, 6-10-04; Ord. No. 05-10, § 2, 6-16-05, eff. 10-1-05)

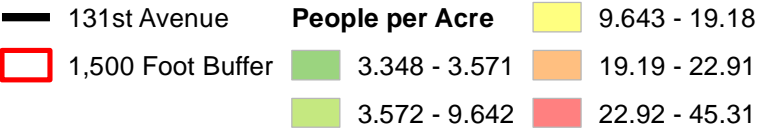
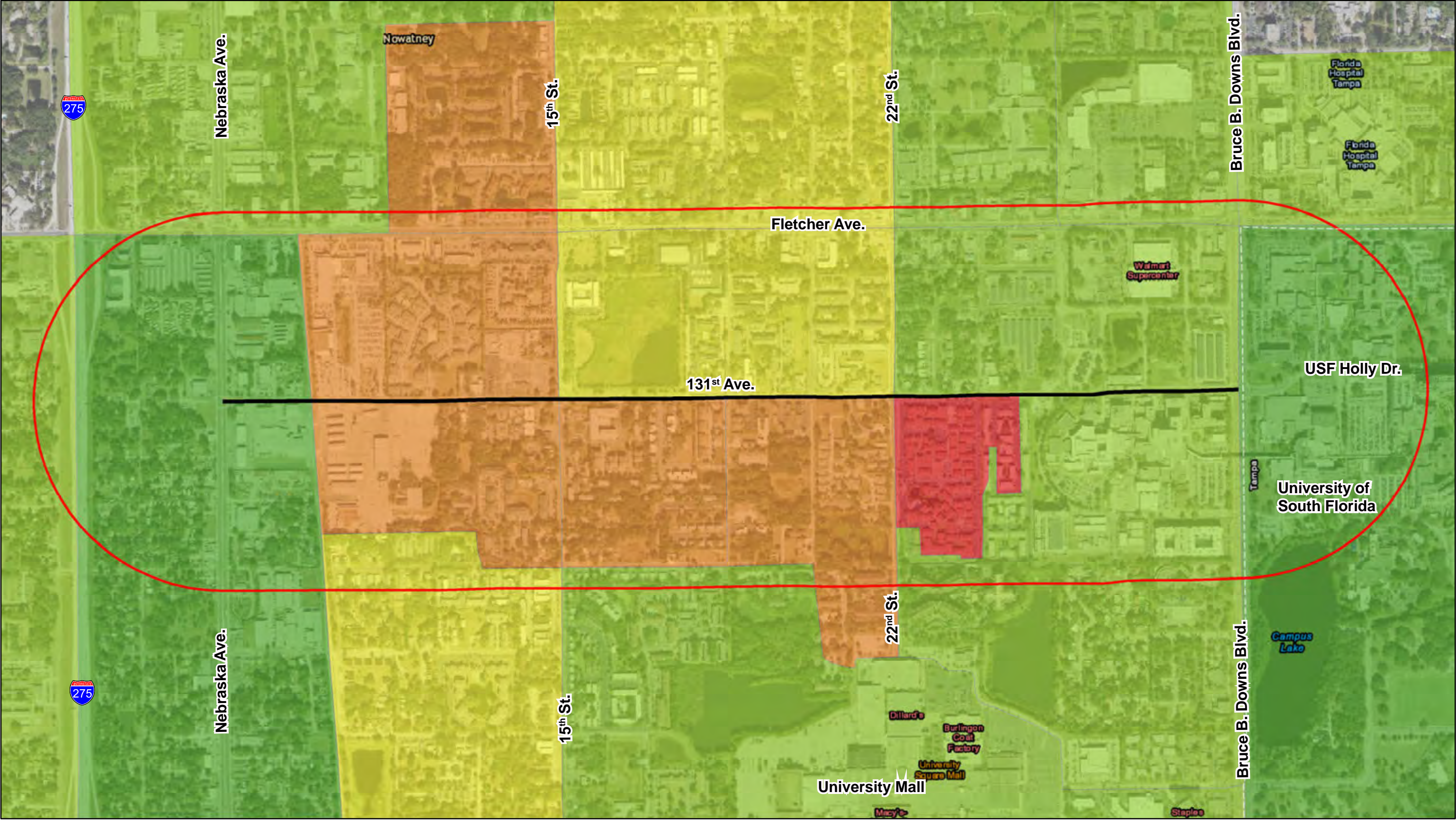
APPENDIX III: REZONING INFORMATION

**APPENDIX III
REZONING APPLICATIONS**

Application No.	Applicant	Acreage	Comp Plan	Existing Zoning	Request
RZ-PD 18-0733 USF	Intratrade Co.	0.96 acre	RES-20	RMC-20 & PD (14-0457)	Rezoning to PD (incorporate 0.24-acre RMC-20 parcel into adjacent PD 14-0457 to allow for height expansion from 2 to 3 stories)
RZ-PD 18-0574 USF	Agency for Community Treatment Services, Inc.	2.59 acres	RES-20	RDC-12, RMC-20 & PD (81-0209)	Rezoning to PD to allow for affordable housing (single family attached)
PRS 18-0958 USF/NW	Agency for Community Treatment Services, Inc. (John N. Larocca)	0.346 acre	RES-20	PD 81-209	Rezoning major modification from PD to PD & a PRS for the remainder PD to PD to allow for affordable housing (single family attached)
RZ-STD 18-0976	Regina Wilson	0.20 acre	OC-20	CN	Rezoning to CG

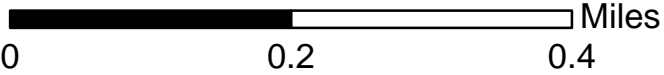
APPENDIX IV: DEMOGRAPHIC INFORMATION

Figure AIX-1: E. 131st Avenue Population Density



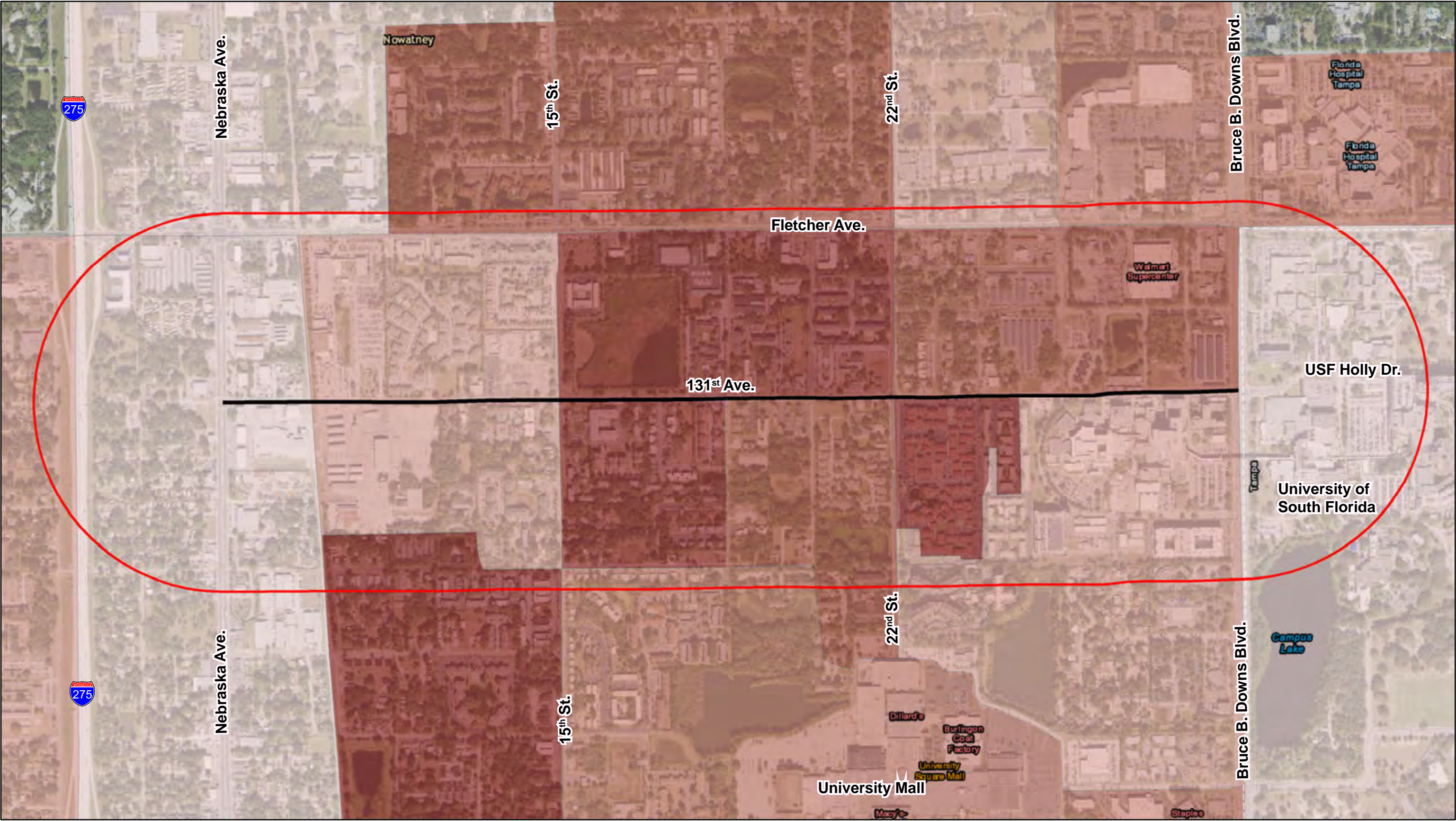
Hillsborough County:
1,297 People / Square Mile

People per acre by Census Block Group
based on the 2016 5-Year American Community Survey



Source: 2012-2016 5-Year American Community Survey

Figure AIX-2: E. 131st Avenue Black or African American Population Percentage



131st Avenue

1,500 Foot Buffer

Black / A.A. Percentage

5.6% - 16.6%

16.7% - 27.9%

28.0% - 36.6%

36.7% - 48.4%

48.5% - 64.6%

Hillsborough County:

16.6% Black / African American

Black / African American population percentage

by Census Block Group

based on the 2016 5-year American Community Survey

Miles

00.20.4

Source: 2012-2016 5-Year American Community Survey

Figure AIX-3: E. 131st Avenue Asian Population Percentage

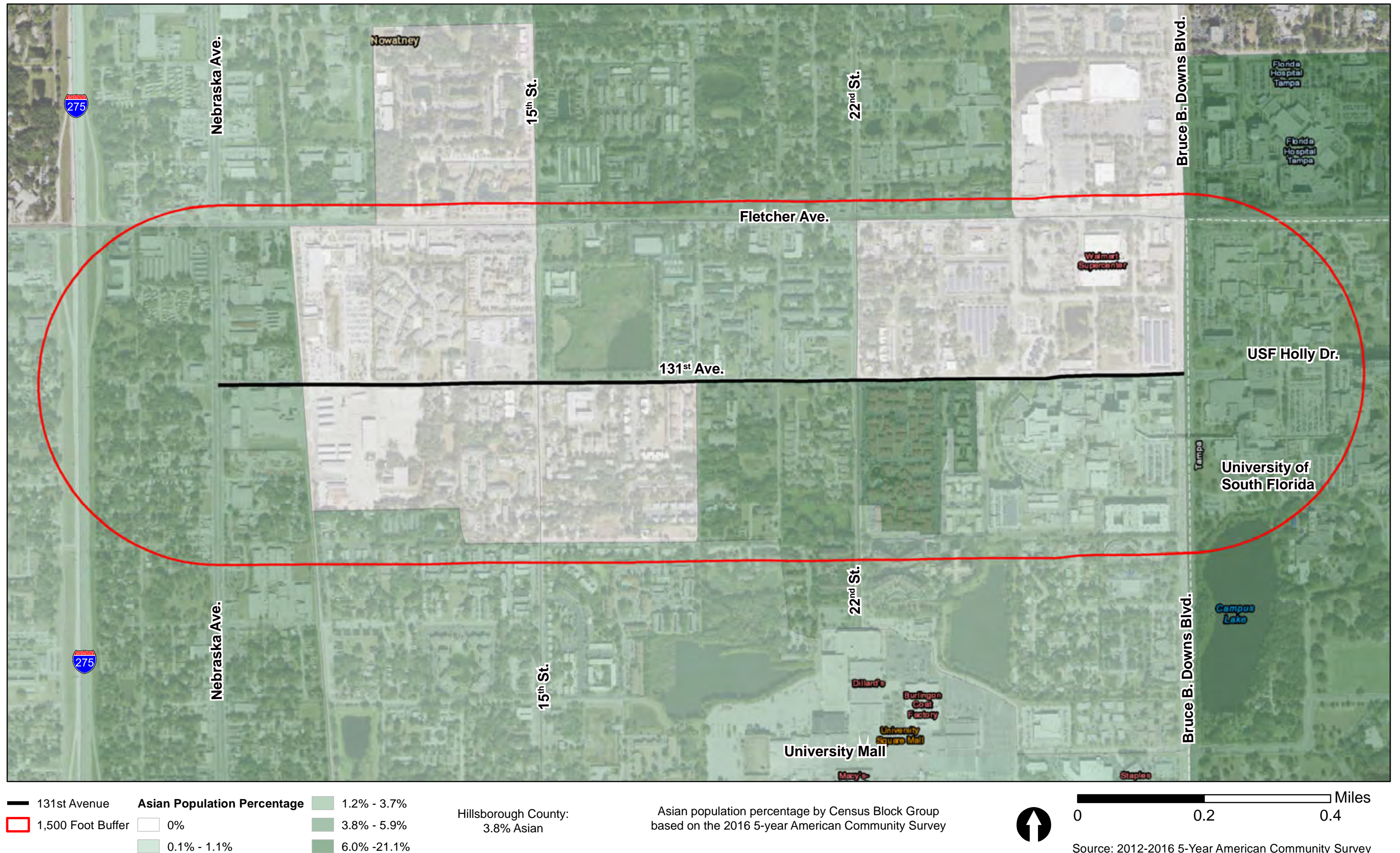


Figure AIX-4: E. 131st Avenue Hispanic / Latino Population Percentage

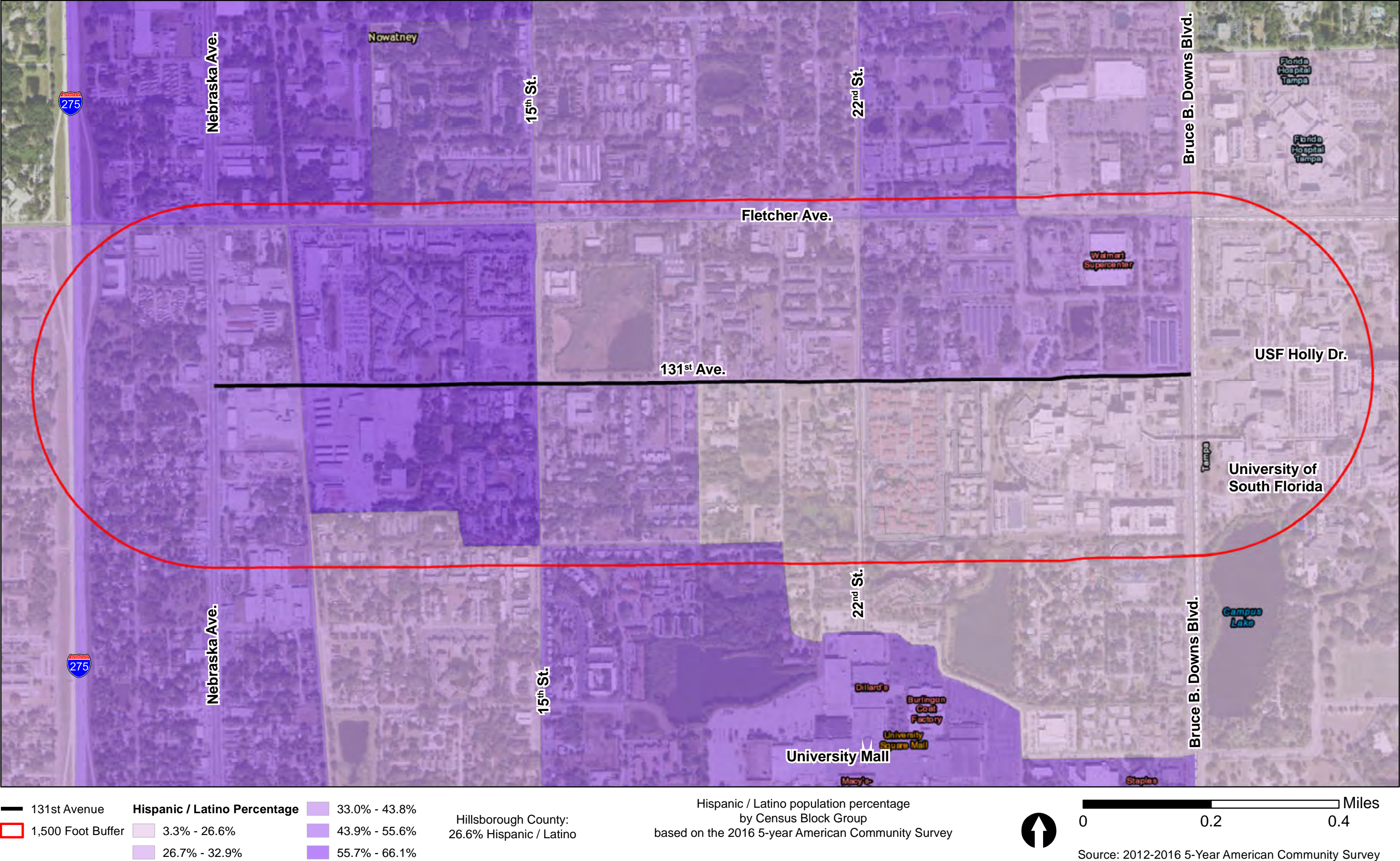


Figure AIX-5: E. 131st Avenue Minority Population Percentage

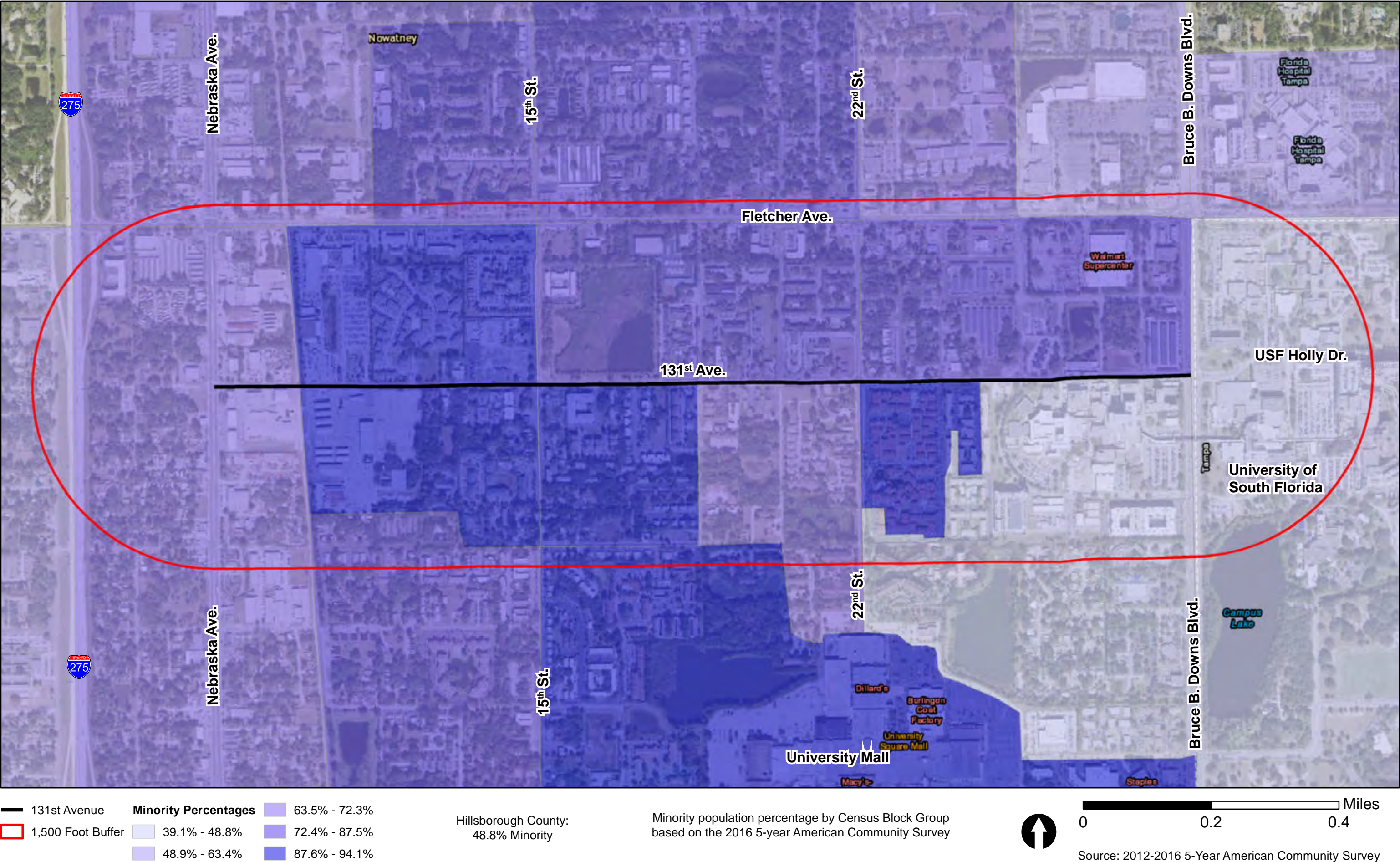
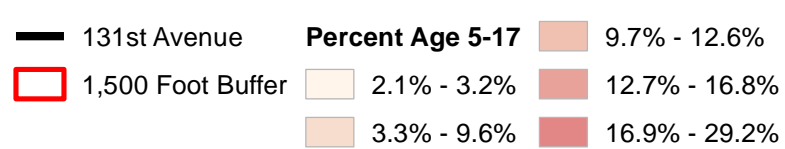
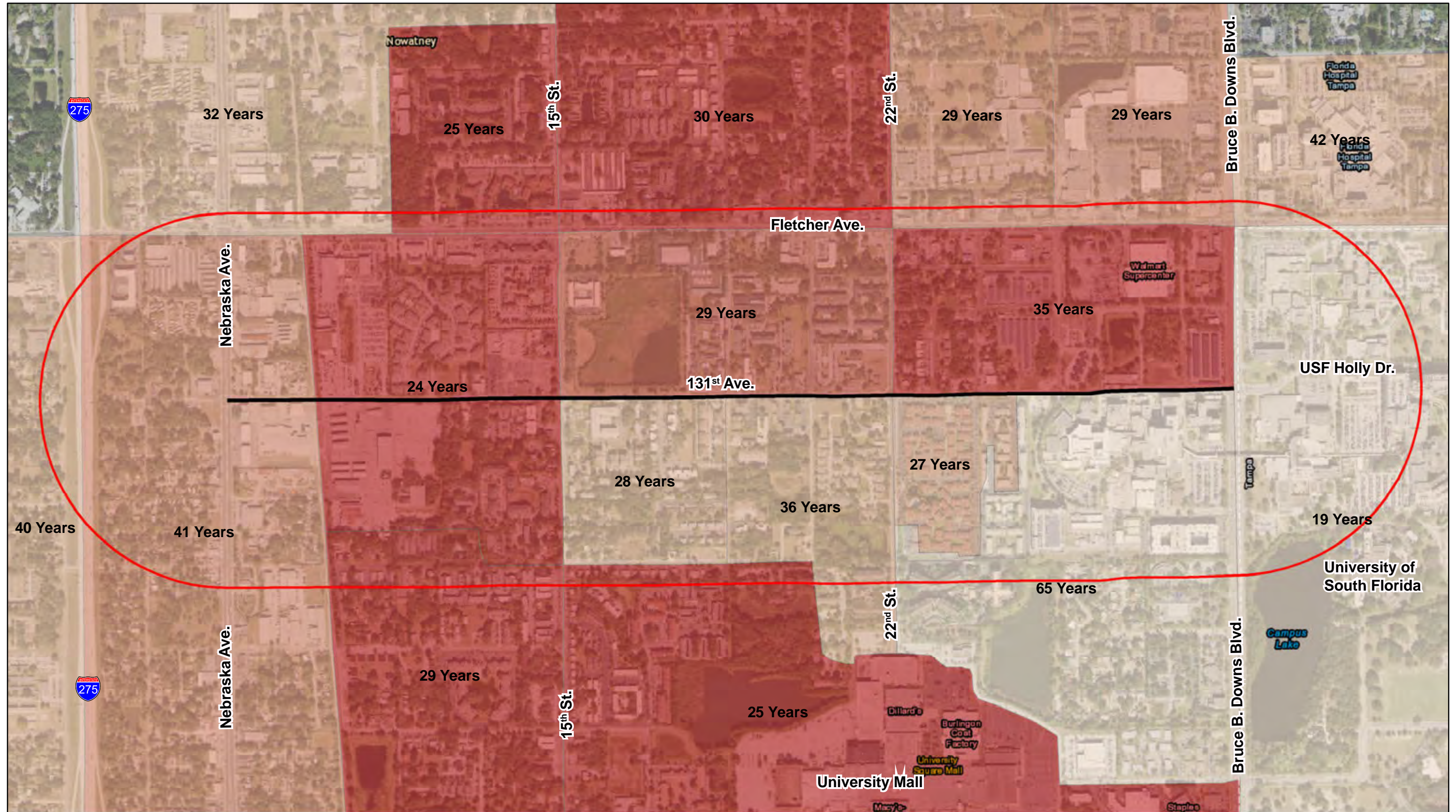


Figure AIX-6: E. 131st Avenue Percent Age 5-17 and Median Age



Hillsborough County:
16.8% Ages 5-17
Median Age: 36.6

Percent of the population age 5-17
and median age by Census Block Group
based on the 2016 5-year American Community Survey

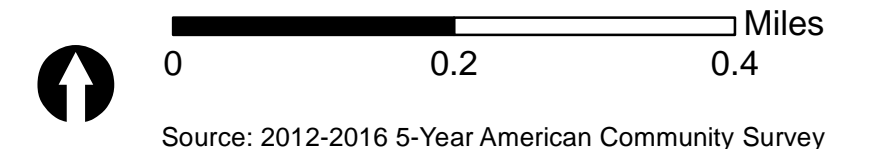
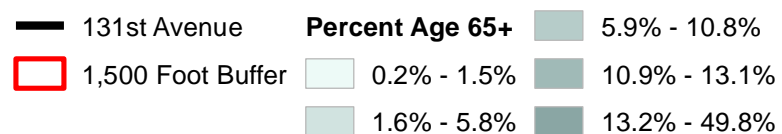
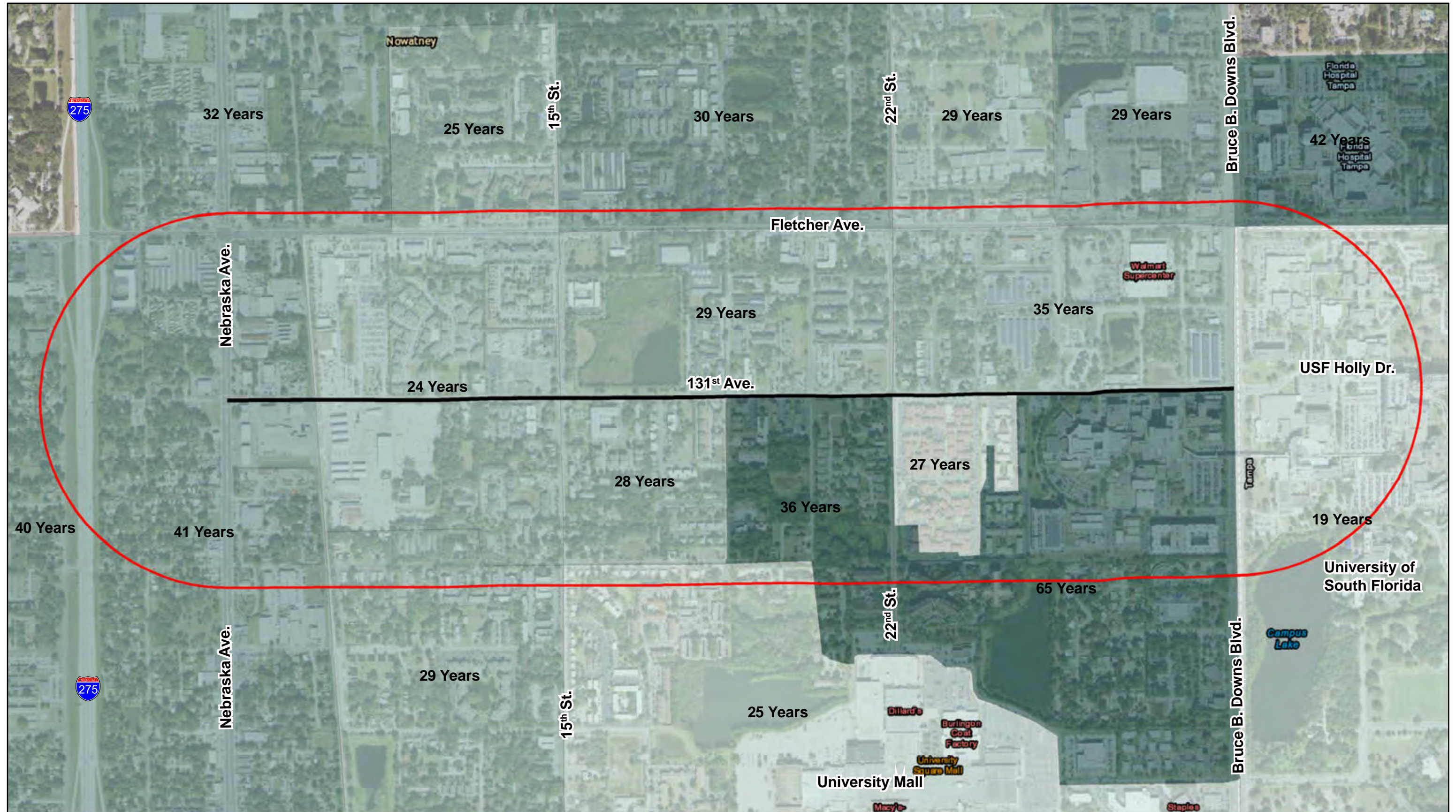


Figure AIX-7: E. 131st Avenue Age 65+ and Median Age

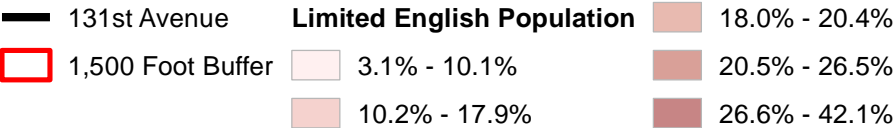
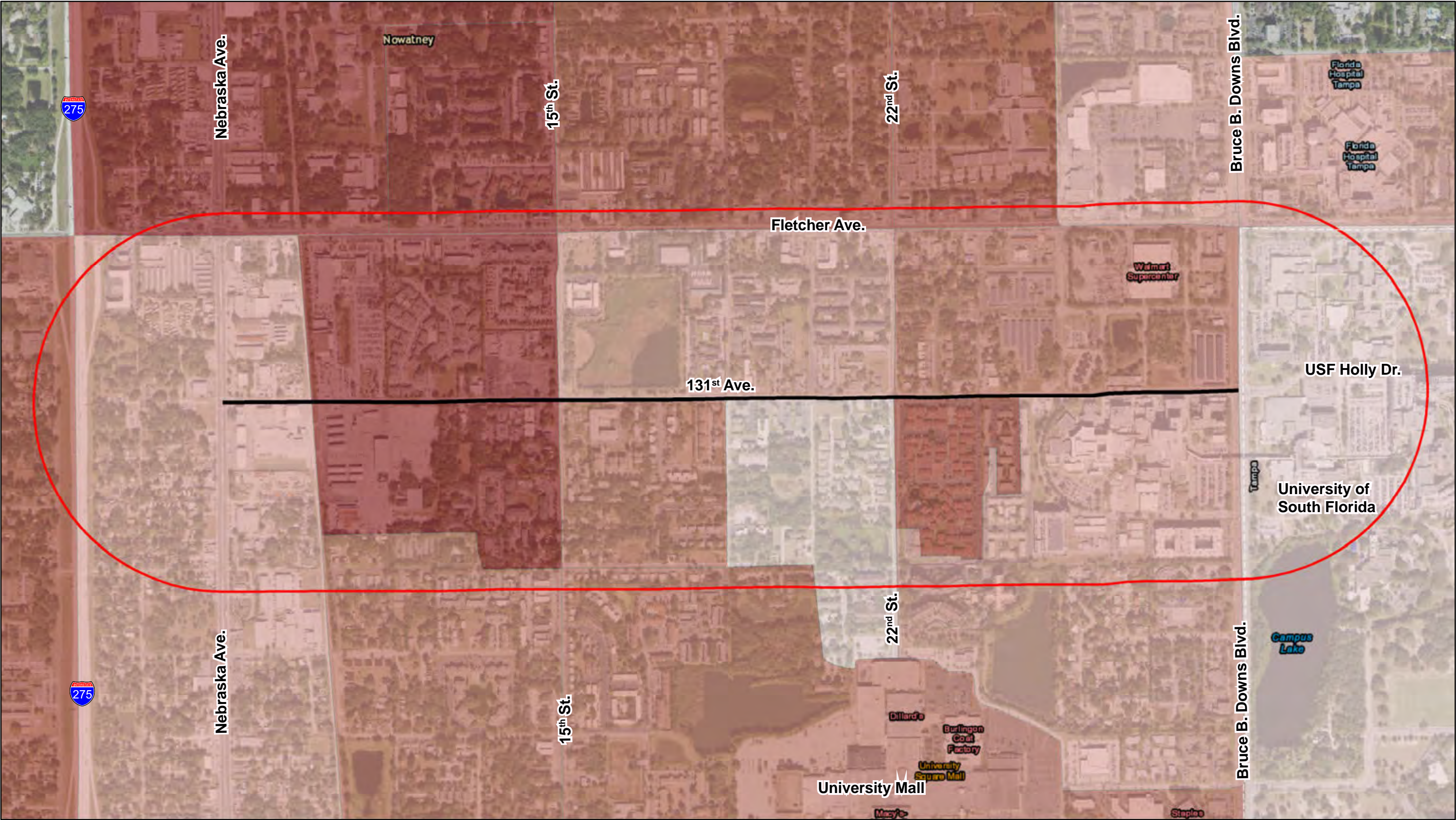


Hillsborough County:
13.1% Age 65+
Median Age: 36.6

Percent of the population age 65 or more
and median age by Census Block Group
based on the 2016 5-year American Community Survey

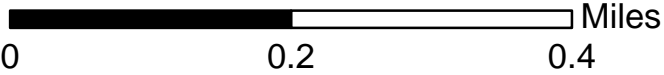


Figure AIX-8: E. 131st Avenue Limited English Proficiency



Hillsborough County:
10.1% of Population with
Limited English Proficiency

Percent of the population with
Limited English Proficiency by Census Block Group
based on the 2016 5-year American Community Survey



Source: 2012-2016 5-Year American Community Survey

Figure AIX-9: E. 131st Avenue Zero Vehicle Households

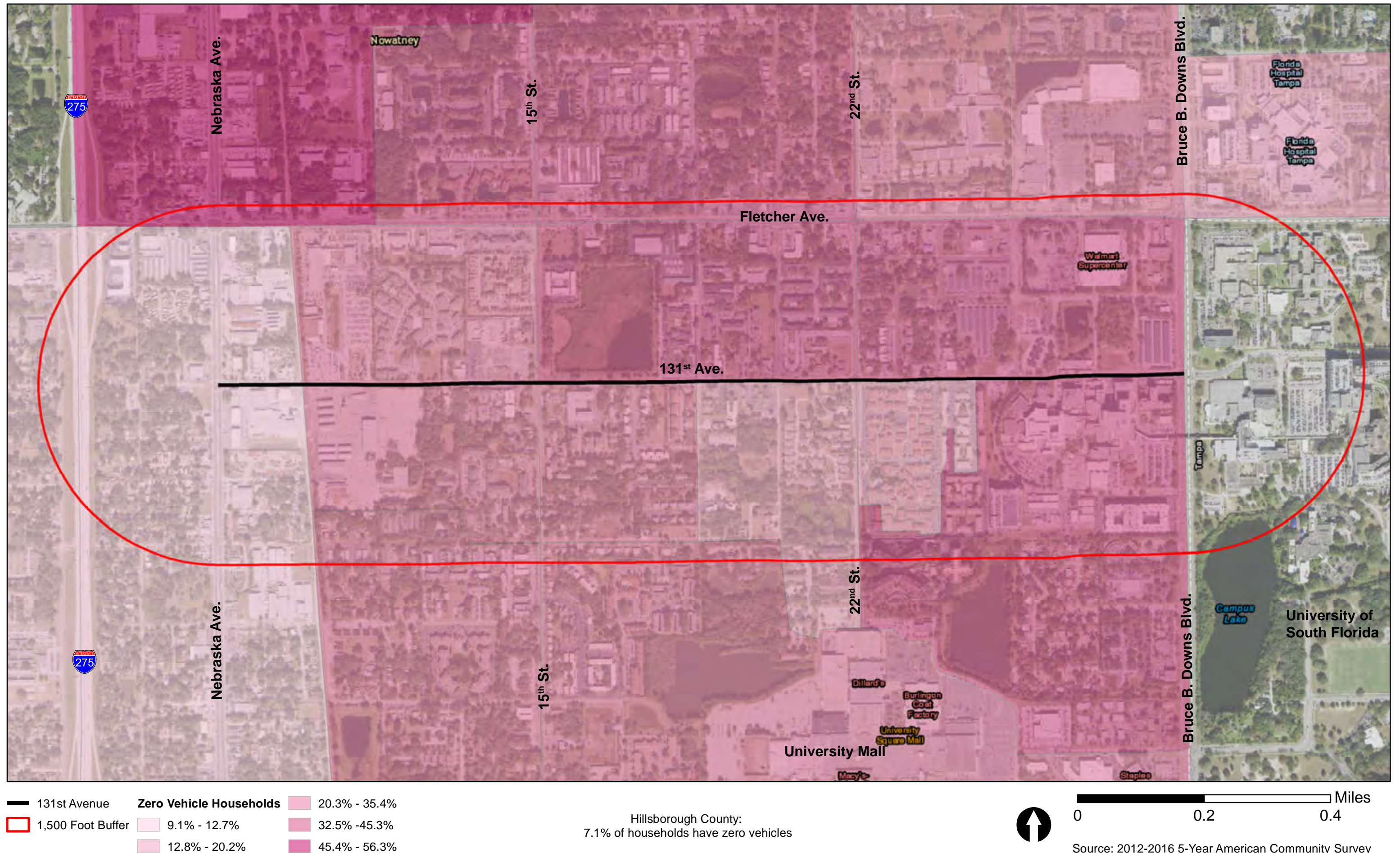
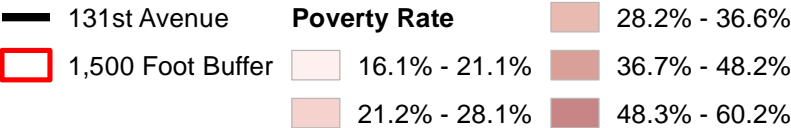
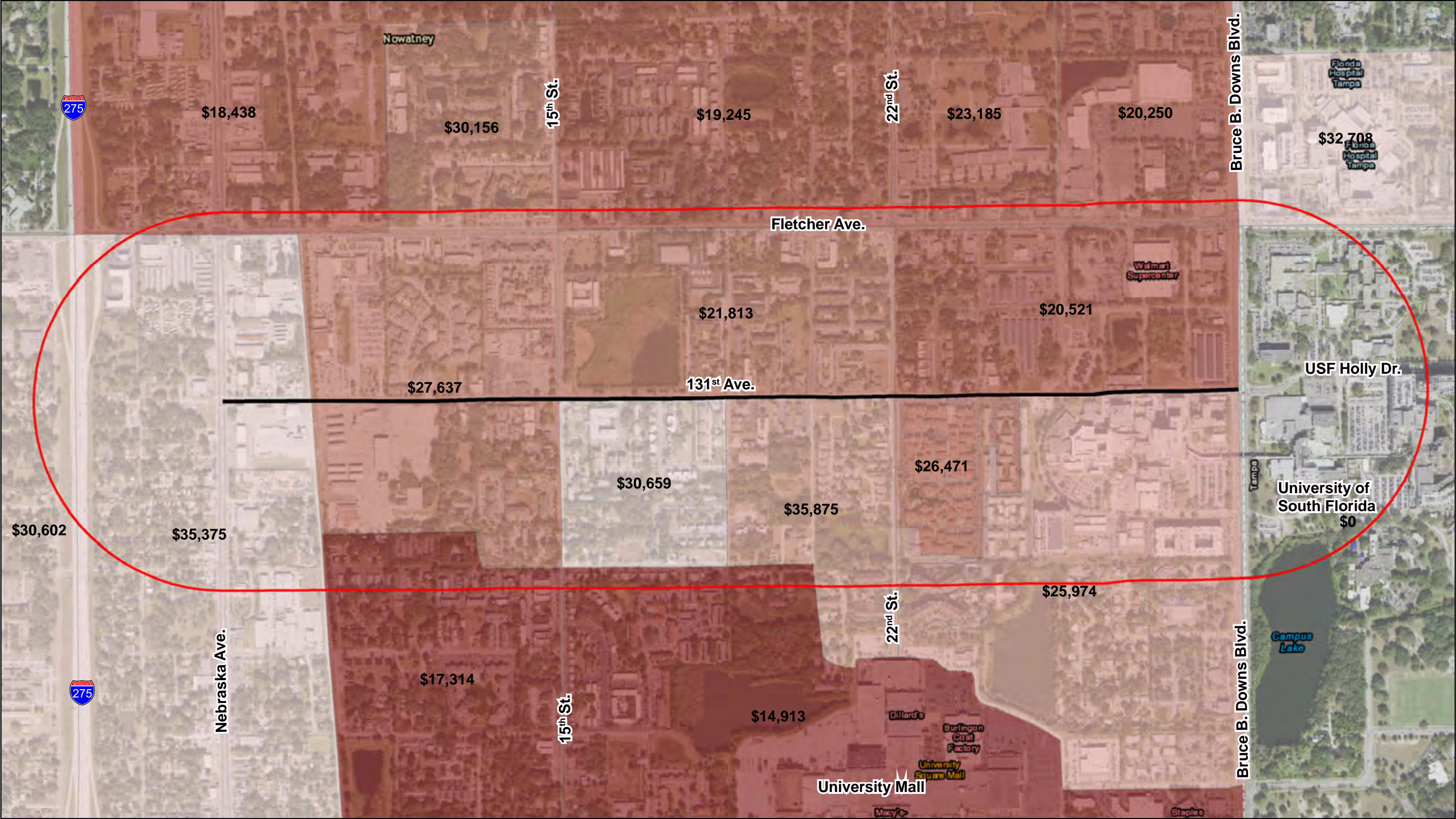
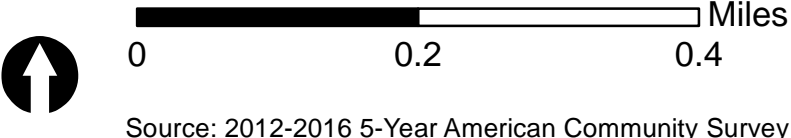


Figure AIX-10: E. 131st Avenue Household Income Below Poverty Level



Hillsborough County:
15% of Households below the
poverty rate

Percent of households with income under the poverty rate
and median household income by Census Block Group
based on the 2016 5-year American Community Survey



APPENDIX V: SOCIAL AND ENVIRONMENTAL RESOURCES

Figure AX-1: E. 131st Avenue Social / Environmental Resources

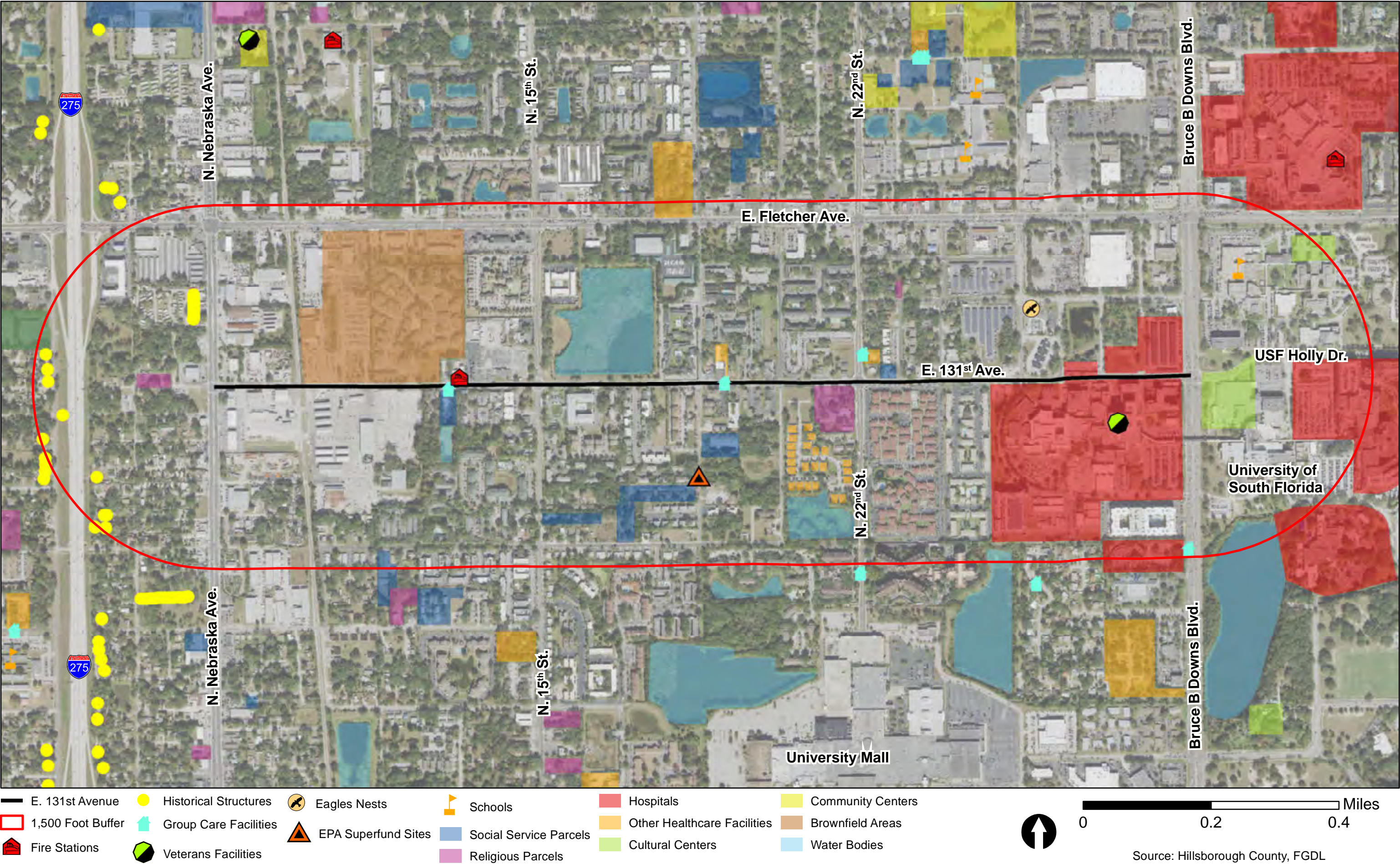
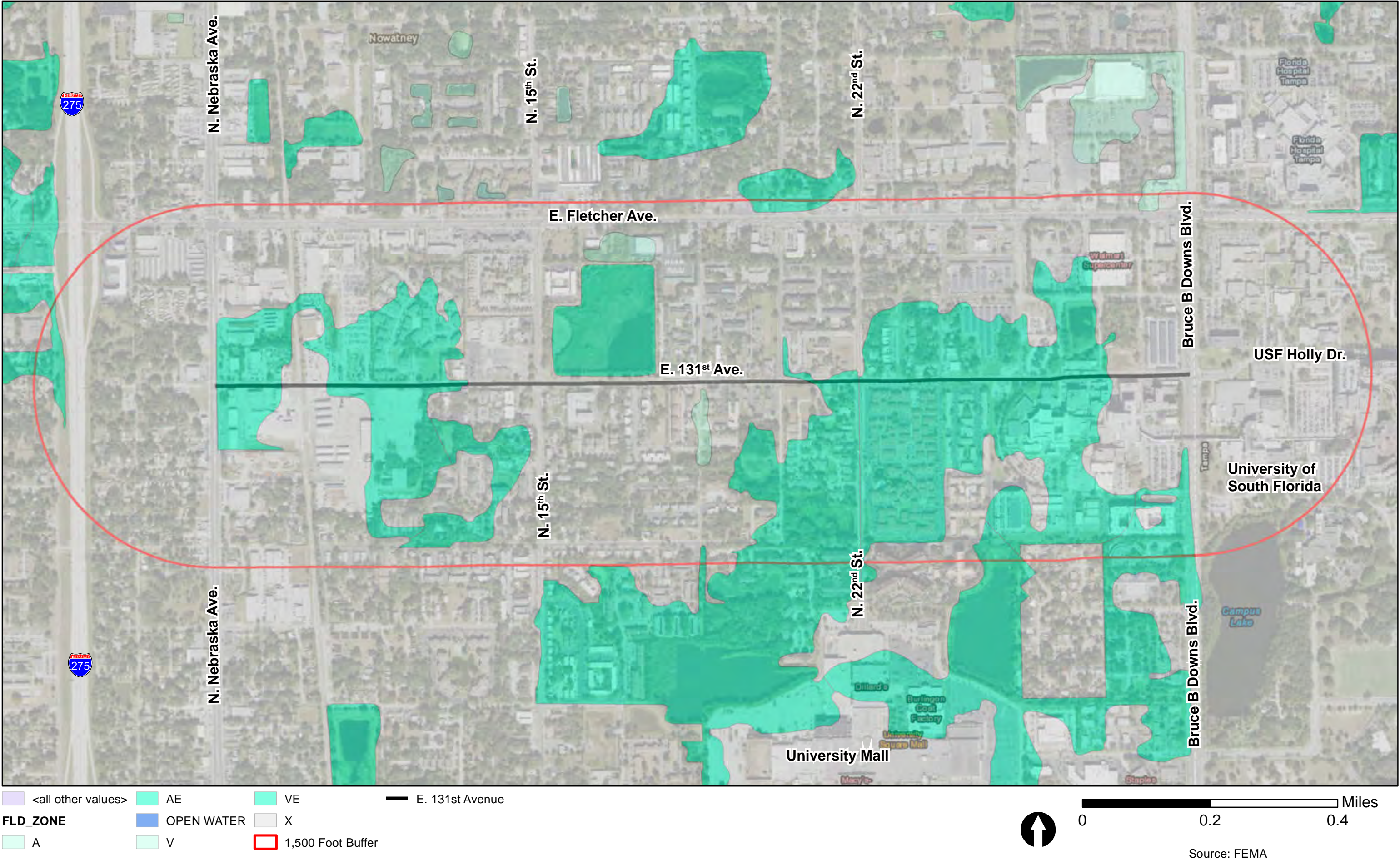


Figure AX-2 131st Avenue Floodplains



APPENDIX VI: ROADWAY AND TRAFFIC INFORMATION

Appendix VI: Roadway and Traffic Characteristics

Contents

Appendix VI: Roadway and Traffic Characteristics	1
A. Typical Section and Roadway Geometry	1
B. Future Plans	5
C. Bull Runner	5
D. Traffic Volumes and Characteristics	7
E. Access Management	7
F. Crash Statistic Information	8
K. Streetlight Data Analysis	12
L. Turning Movement and Pedestrian Counts	26
M. Traffic Calculations.....	47
N. Crash Data	58

A. Typical Section and Roadway Geometry

The E. 131st Avenue corridor is a two-lane undivided east/west facility. According to data produced by the Florida Department of Transportation (FDOT) Transportation Statistics Office, E. 131st Avenue is classified as an urban minor collector throughout the project limits. The posted speed limit is 30 miles per hour (mph) from N. Nebraska Avenue on the west to east of Livingston Avenue, where the speed limit is then reduced to 25 mph. The existing Right-of-Way (ROW) width for E. 131st Avenue varies from approximately 45 to 89 feet, with ROW generally narrower on the western end of the corridor, and wider around the intersection with Bruce B Downs Boulevard. **Figure AXI-1** graphically depicts the existing ROW and typical sections along the corridor.

The typical section varies throughout the corridor. From the intersection with N. Nebraska Avenue to Livingston Avenue, the roadway has a rural typical section with two 12-foot travel lanes, except for segments of the road around the intersections with N. 15th Street and N. 22nd Street. Rural typical section differs from urban typical section mostly in terms of the presence of curbs and type of stormwater facilities. Urban typical sections generally have curbs and enclosed stormwater facilities, and rural typical sections generally lack curbs and have open stormwater facilities. Shoulder widths throughout the rural typical section segments vary from no shoulders west of the railway to one/two- foot shoulders between the railway and N. 15th Street, and four-foot shoulders throughout the rest of the rural typical sections. There are no designated bicycle facilities along the rural typical section segments, and sidewalks are not

continuous. Sodded utility strips are present throughout the rural typical sections and vary from one to twelve feet in different areas.

The urban typical sections begin approximately 500 feet from the east and west ends of both the N. 15th Street and N. 22nd Street intersections. The urban typical section around the intersection with N. 15th Street features two 11-foot travel lanes, a 12-foot left-turn lane or striped median, and three-foot shoulders. This segment has no bicycle facilities, but does have sidewalks on the north side west of N. 15th Street and on both sides east of N. 15th Street. The segment also has a sodded utility strip varying from three to 15 feet in width. The urban typical section around the intersection with N. 22nd Street resembles the previous typical section with some minor differences. This location also features two 11-foot travel lanes, but the left-turn lanes or striped median is slightly narrower at 11 feet. The 3-foot shoulder is marked as a bicycle lane, and the continuous sidewalks in this section are built at the back of the curb, moving the planting strips to the back side of the sidewalk.

The urban typical section between Livingston Avenue and Bruce B Downs Boulevard varies considerably. The westbound direction has an 11-foot travel lane and a four-foot paved shoulder that is also a designated bicycle shoulder. The eastbound direction features an 11-foot travel lane that transitions to two through lanes and a left and right turn lane that are all 10 feet wide. The eastbound direction also features a 4-foot paved shoulder designated as a bicycle lane that maintains position beside the through lane, to the left of the right-turn lane at the intersection with Bruce B Downs Boulevard. In addition, there are continuous five-foot wide concrete sidewalks on both sides of the roadway for the entire segment of the roadway. The location of the sidewalk varies from being adjacent to the back of curb to being separated by a sodded utility strip. For information about the roadway geometry, please see **Figure AXI-2**.

In addition to the cross streets, a CSX railroad crossing (#624972U) exists approximately 670 feet east of N. Nebraska Avenue. The crossing includes a railroad signal with post mounted and cantilevered active warning devices (flashing lights), as well as an automatic gate. Pavement markings exist in both the eastbound and westbound approaches to provide advance warning of the crossing. There are currently no pedestrian or bicycle accommodations provided at the crossing.

Figure AXI-1: E. 131st Avenue Right of Way and Typical Section

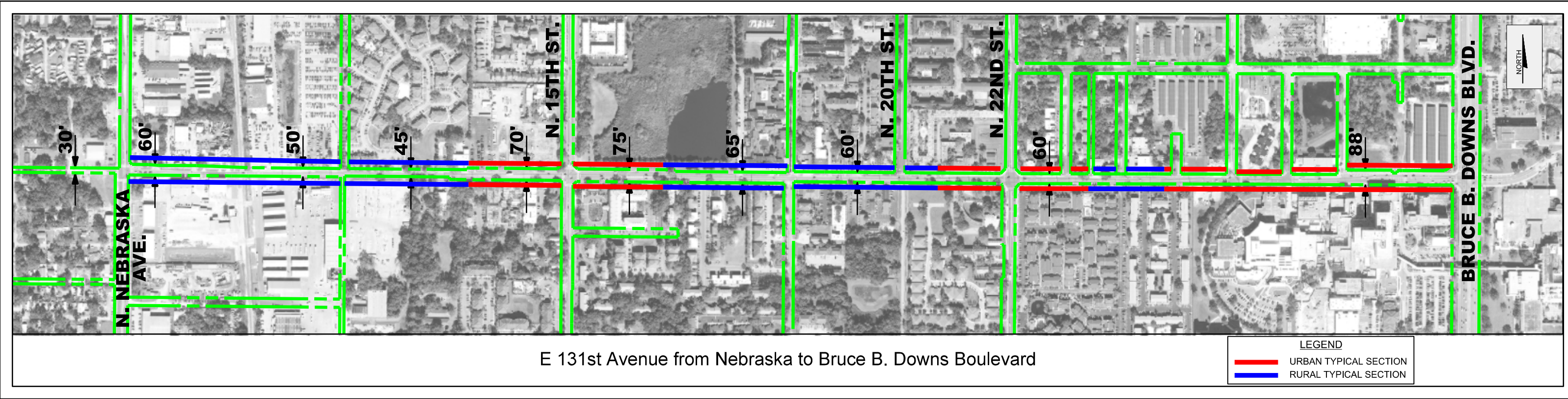
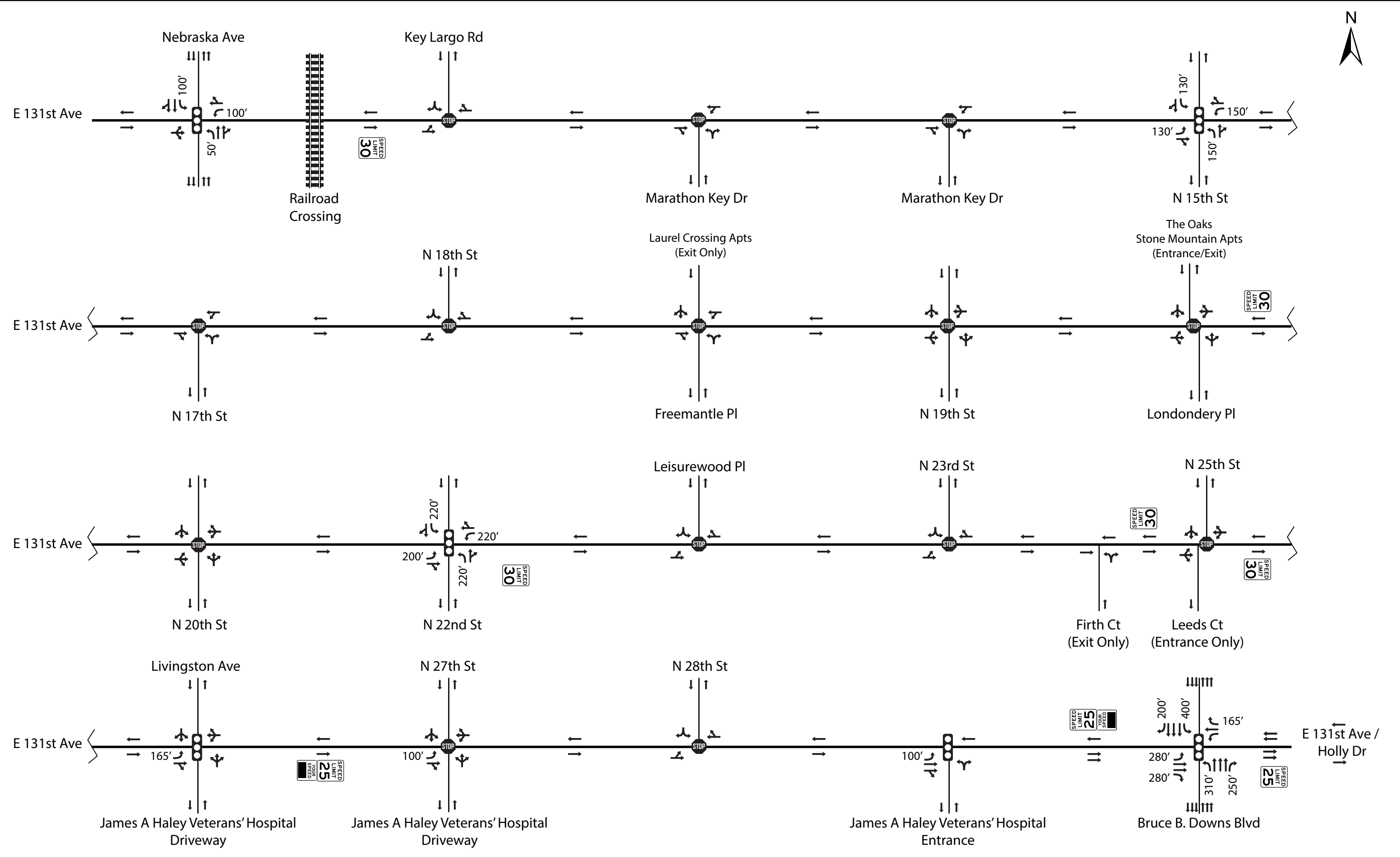


Figure AXI-2: E. 131st Avenue Roadway Geometry



B. Future Plans

When examining the current state of the roadway, it is also important to note any future plans involving the study area. An examination of local plans identified the following projects:

- *2018/19-2022/23 Hillsborough County Transportation Improvement Program*: Complete streets project including turn-lane improvements, and bicycle, pedestrian and bus improvements, programmed for nearly \$17 million between 2019 and 2022.
- *Imagine 2040 Long Range Transportation Plan for Hillsborough County*: Expand E. 131st Avenue from a 2-lane undivided roadway to a 4-lane divided roadway, and a potential complete streets project corridor.
- *Adopted Hillsborough County Capital Improvement Plan 16-21*: completed projects including an advanced traffic management system improvement program in FY 12, intersection improvements at Bruce B Downs Boulevard in FY 09, and stormwater projects completed in FY 97, but no future projects.

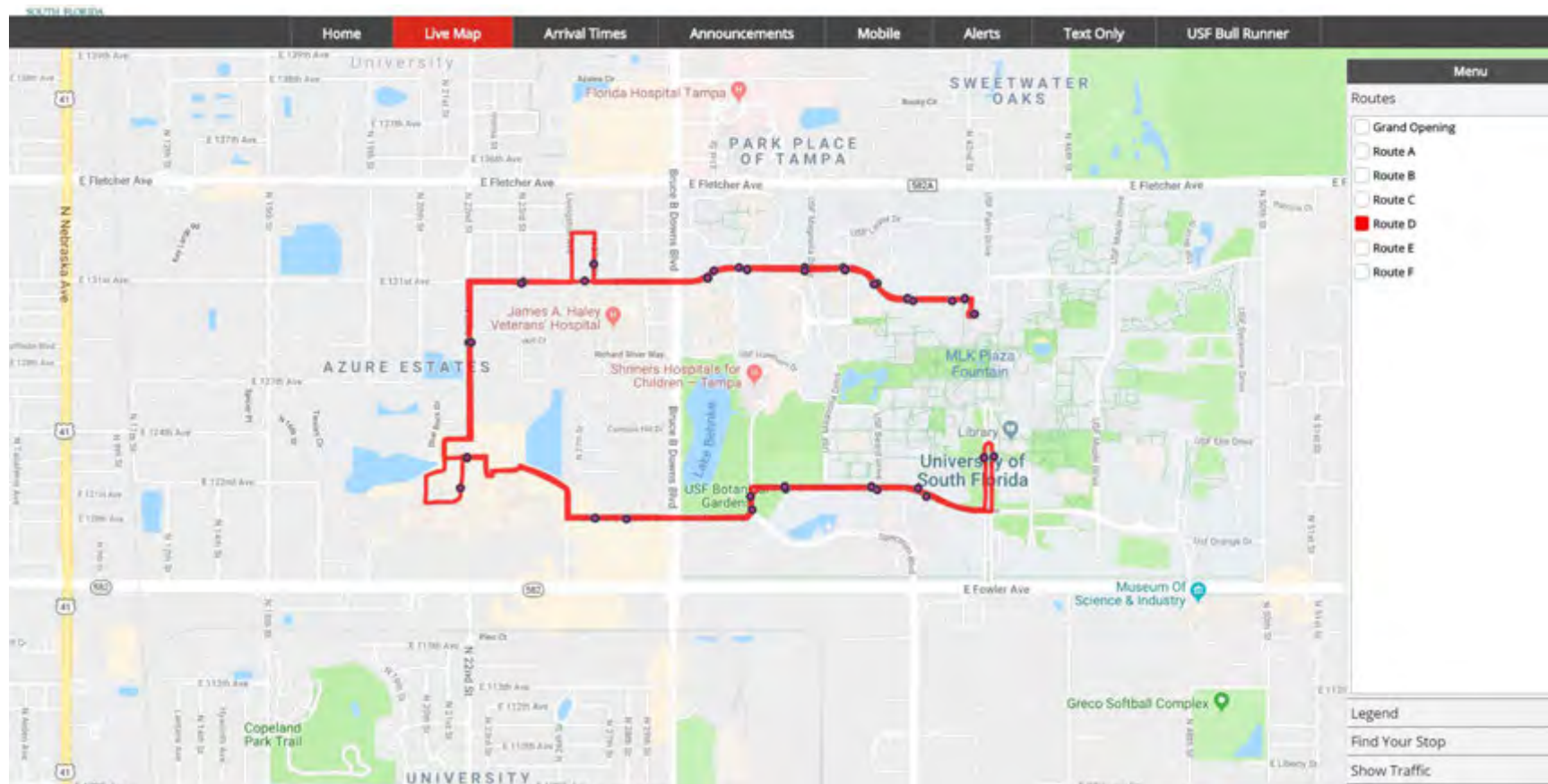
Recommended Hillsborough County Capital Improvement Plan FY 18-23: \$16.9 million dollars between FY 19 and FY 22 for turn lane improvements, intersection improvements and enhanced pedestrian, bicycle, and bus facilities.

C. Bull Runner

the Bull Runner, a transportation system operated by USF both on and off-campus mainly for students, faculty, and staff, provides access to the E. 131st Avenue corridor via Route D. This route runs from the campus to the University Mall, the UATC and residential areas along N. 22nd Street. For a Bull Runner Route D map and more information about the service, please see **Figure AXI-3**.

The USF bus system, known as the Bull Runner, and is open to riders with a valid USFCard. Students, faculty and staff have free access to the system, while visitors need to be accompanied by someone with a valid USFCard or have a USF daily bus pass. Bull Runner Route D serves a portion of the 131st Avenue corridor along the route shown below. Route D runs from 7:00am-midnight Monday through Thursday, 7:00am-5:30pm Friday, and 2:30pm-9:30pm on Saturdays and Sundays during the semester with restricted hours during non-semester times.

Figure AXI-3 Bull Runner Route D Map



D. Traffic Volumes and Characteristics

Table AXI-1 summarizes the historical traffic characteristics for E. 131st Avenue (station 109120), east of N. Nebraska Avenue [available from FDOT *Florida Traffic Information & Highway Data* (2016)]. The annual average growth rate within the study corridor is 0.35 percent.

TABLE AXI-1
E. 131st AVENUE EXISTING TRAFFIC CHARACTERISTICS¹

Year	AADT	K-Factor ²	D-Factor ³	T-Factor ⁴
2016	5800	9.00	57.00	6.80
2015	5700	9.00	56.80	6.90
2014	5700	9.00	58.60	9.10
2013	5700	9.00	58.20	7.20
2012	5700	9.00	59.00	6.60
2011	5700	9.00	57.20	5.60

⁻¹ Design Hour Volumes (DHVs) and Directional Design Hour Volumes (DDHVs) were derived from the Annual Average Daily Traffic (AADT) volumes using the appropriate Design Hour Factor (K) and Directional Distribution Factor (D). These factors provide the ratio of the AADT that occurs during the design hour for the design year and the proportion of traffic traveling in the peak direction, respectively, and represent the amount of traffic demand that a roadway is typically designed to accommodate.

E. Access Management

TABLE AXI-2
ACCESS MANAGEMENT MINIMUM SPACING STANDARDS

Access Classification	Access Class	Minimum Connection Spacing	Minimum Median: Opening Spacing (Directional)	Minimum Median: Opening Spacing (Full)
Existing roadways primarily in areas with extensive development or where land is extensively subdivided.	6	>45 MPH 330 ft ≤45 MPH 245 ft	N/A	N/A

Source: Hillsborough County Land Development Code [Section 6.04.07]

F. Crash Statistic Information

G. TABLE AXI-3

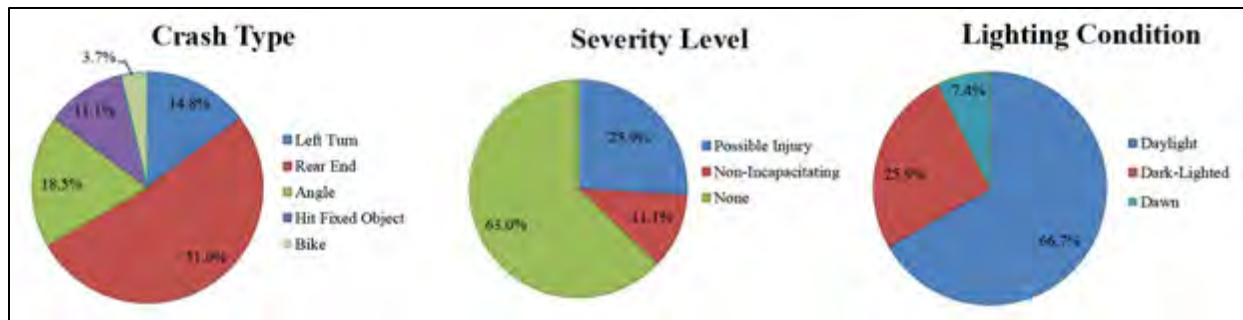
H. E. 131ST AVENUE INTERSECTION CRASH RATE SUMMARY

E. 131st Avenue at	Number of Intersection Crashes*	Intersection Actual Crash Rate ¹	Hillsborough Countywide 3-Year Average Crash Rate	Critical Crash Rate	Safety Ratio
N. Nebraska Avenue	27	0.772	0.547	1.09	0.706
N. 15 th Street	33	1.784	0.959	1.96	0.911
N. 22 nd Street	26	1.496	0.959	1.99	0.751
Livingston Avenue	10	N/A			
Bruce B Downs Boulevard	93	1.447	0.694	1.14	1.273

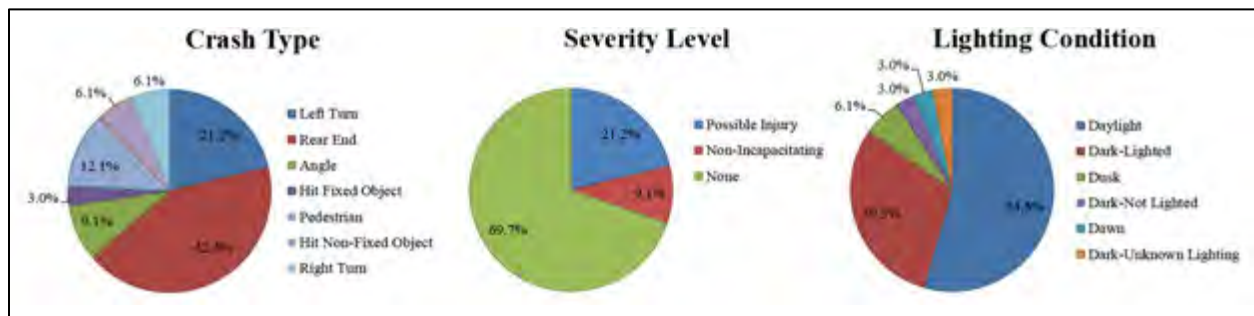
I. Note: *Intersection crashes within a 250 foot influence area.

J. ¹FDOT Crash Analysis Reporting System (CAR) 3-Year Crash Rates (2013 – 2015) Analysis for statewide intersections

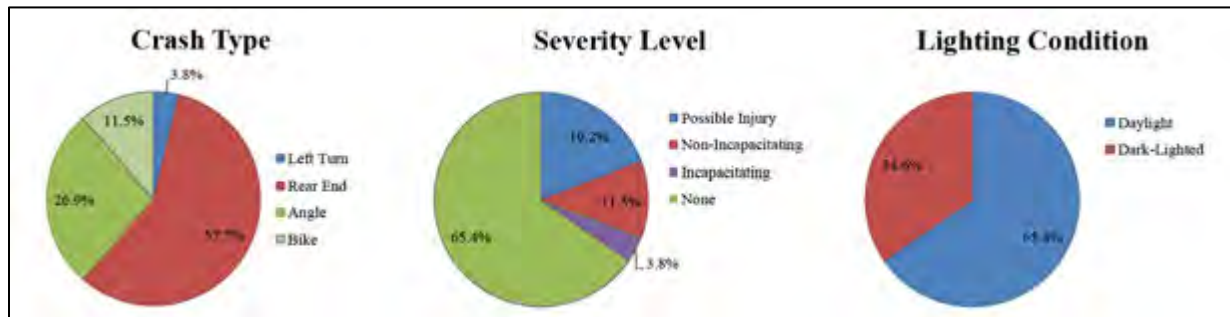
**FIGURE AXI-4
N. NEBRASKA AVENUE CRASH DATA SUMMARY**



**FIGURE AXI-5
N. 15TH STREET CRASH DATA SUMMARY**



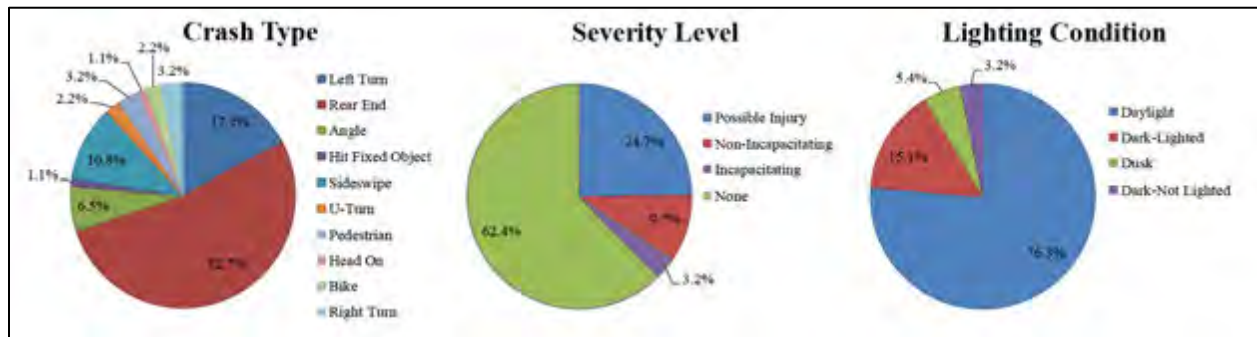
**FIGURE AXI-6
N. 22ND STREET CRASH DATA SUMMARY**



**FIGURE AXI-7
LIVINGSTON AVENUE CRASH DATA SUMMARY**



**FIGURE AXI-8
BRUCE B DOWNS BOULEVARD CRASH DATA SUMMARY**



**FIGURE AXI-9
E. 131ST AVENUE MID-BLOCK CRASH DATA SUMMARY**

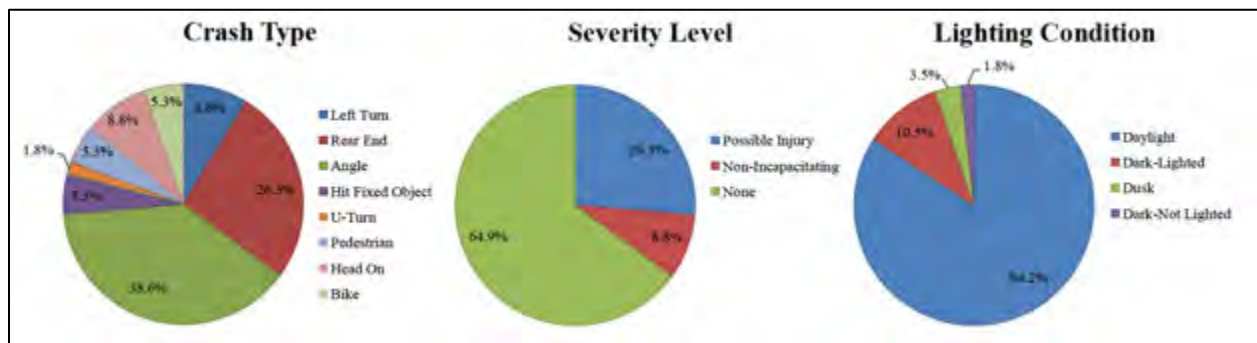
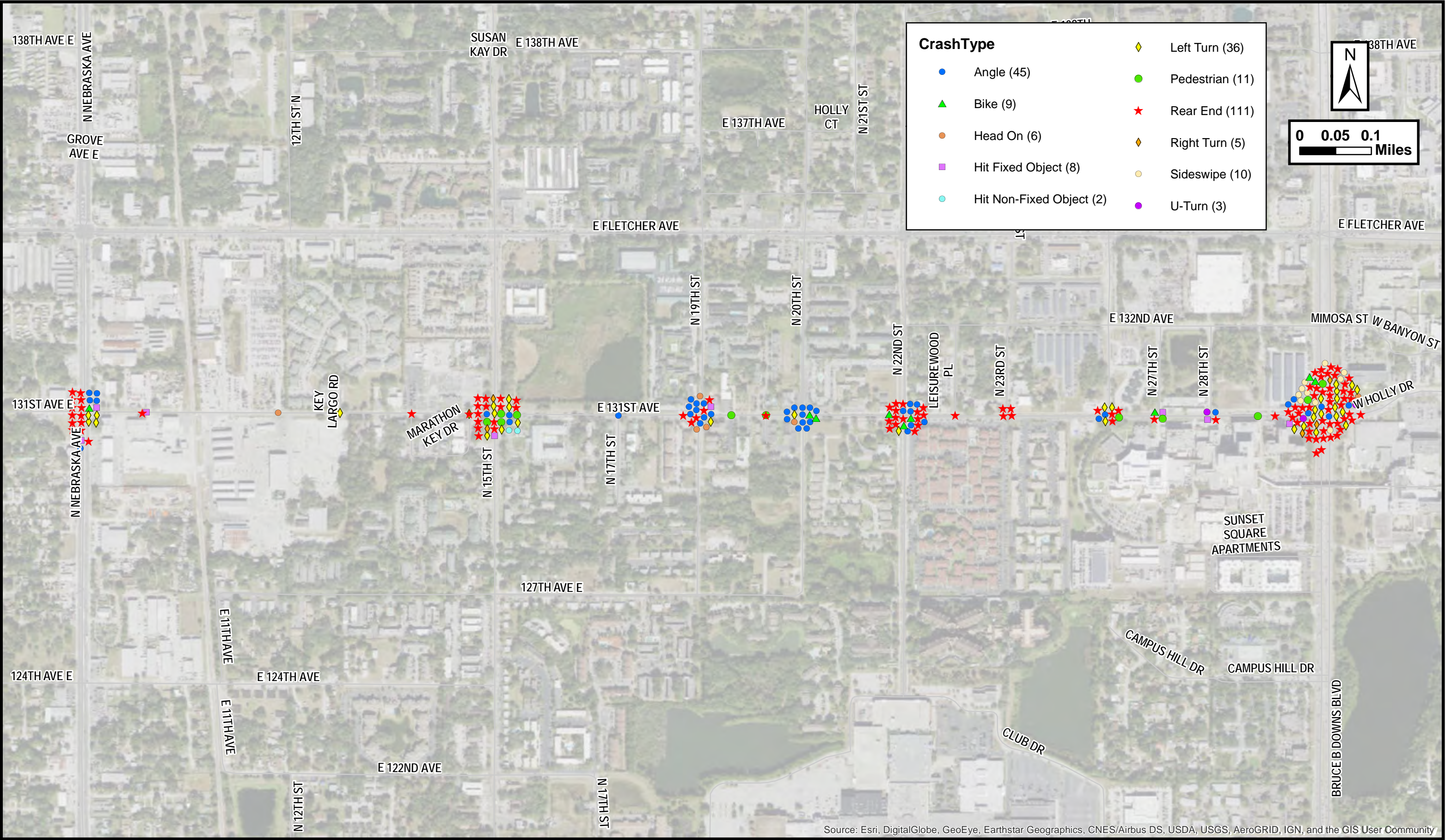


Figure AXI-10: E. 131st Avenue Crashes Location by Type

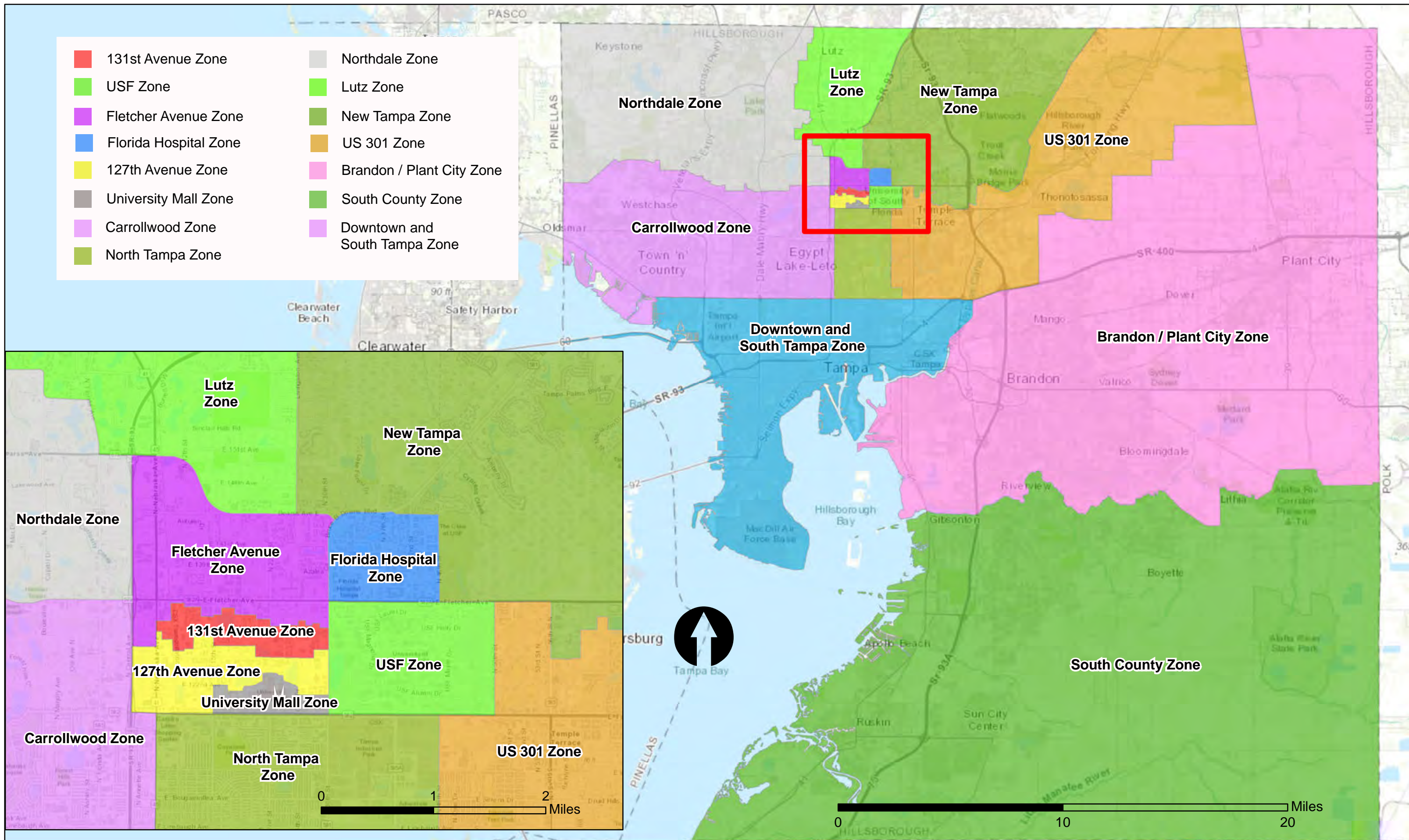


K. Streetlight Data Analysis

In order to understand travel patterns around the project corridor, the analysis included consulting Big Data resources. The Big Data resources used included the geospatial data created from use of mobile, GPS, LBS devices, or connected vehicles as they ping cell towers or satellites and create location points. This data has been packaged as an analytic tool (*Streetlight Insight*®) for use with planning studies. Streetlight Insight aggregates data sources to better understand the flows and relative volumes of traffic. Instead of producing a count like an AADT figure, Streetlight will produce an index score which will allow an analysis of relative volumes across time periods or geographies. This analysis is better used for understanding the origin, destination, and general distribution of trips, and which connections see the highest relative volumes. The analysis is also helpful in viewing how people use the E. 131st Avenue corridor, including the breakdown of local trips versus regional trips.

For this analysis, 15 zones and 20 gates were created. The zones can be seen in **Figure AXI-11**. The zones extended to the county boundary, farther away from E. 131st Avenue to better capture the nuances of traffic closer to the study area. In addition, the zone containing E. 131st Avenue was created around the property lines of parcels that directly abut E. 131st Avenue, thus focusing on traffic using the corridor to access proximate uses. The gates were placed along E. Avenue at Bruce B Downs and N. Nebraska Avenue to capture traffic traveling along the corridor. In addition, gates were placed on roads leading into the E. 131st corridor, both north and south of E. 131st Avenue. These roads included N. Nebraska Avenue, N. 15th Street, N. 22nd Street and Bruce B Downs Boulevard.

Figure AXI-11: E. 131st Avenue Streetlight Analysis TAZs



The analysis examined regional and local traffic by focusing on the intersections at both ends of the project corridor. The highest volume of trips on a neighboring road was seen at the Bruce B Downs Gate north of the E. 131st Avenue intersection and in the southbound direction (Bruce B Downs North Gate Southbound) during the morning peak. Out of the traffic traveling southbound, 84 percent of the trips continued through the Bruce B Downs gate south of the E. 131st intersection and in the southbound direction (Bruce B Downs South Gate Southbound), while 9 percent of the trips turned right onto the E. 131st Avenue corridor, passing westbound through the E. 131st Avenue gate at the eastern end of the corridor (131st East Gate Westbound). Seventy-six percent (76 percent) of the traffic turning onto E. 131st Avenue had a destination in the 131st Avenue zone, while a smaller number traveled to adjacent zones, with no single zone attracting more than 3 percent of the traffic. The high relative volume of traffic ending in the 131st Avenue zone, coupled with the very small relative volumes heading to other zones indicated that cut-through traffic in this direction was not an issue. See **Figures AXI-12 and AXI-13** for more details.

Figure AXI-12 Bruce B Downs Boulevard Southbound
Right Turns Vs. Straight Movement

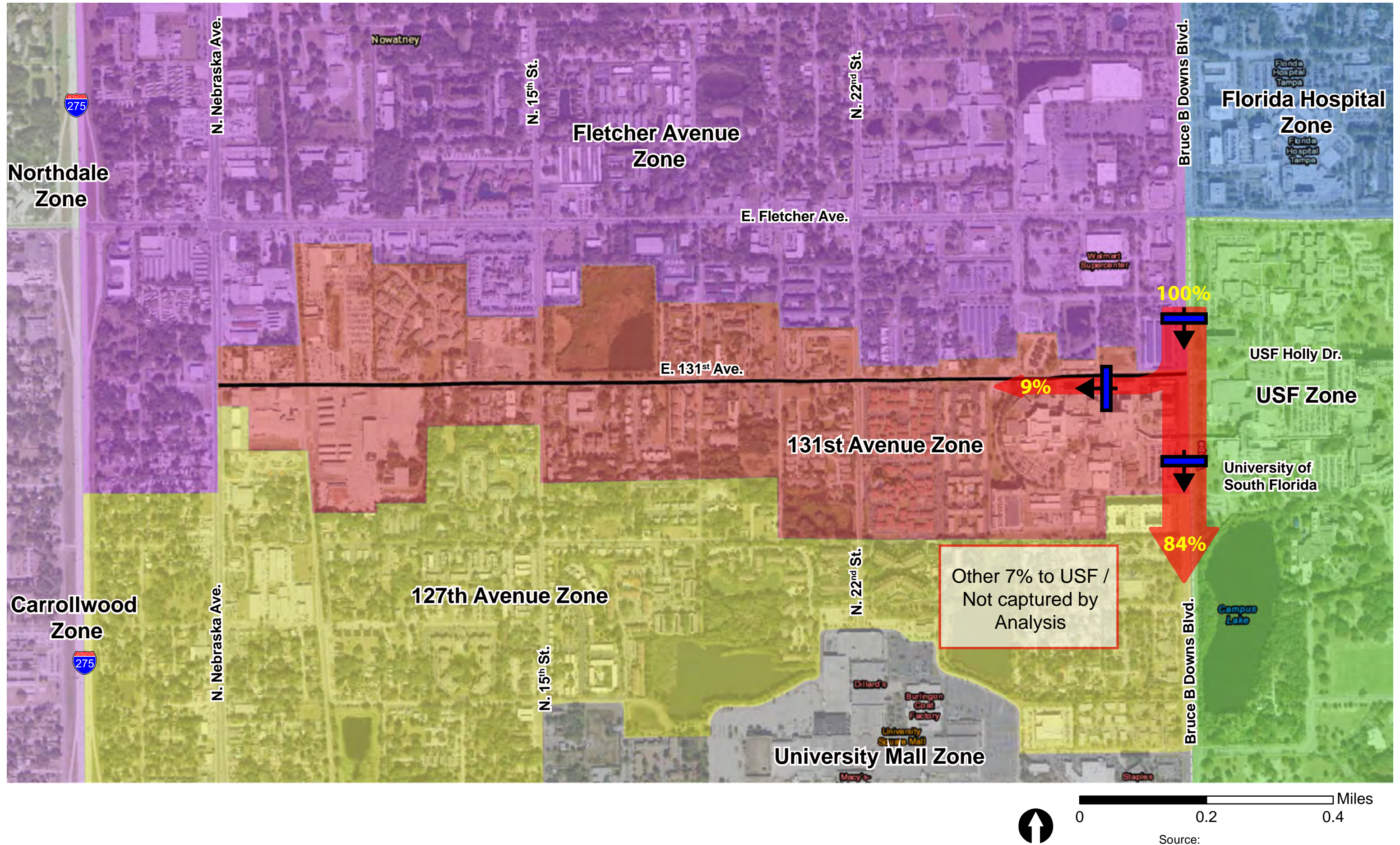
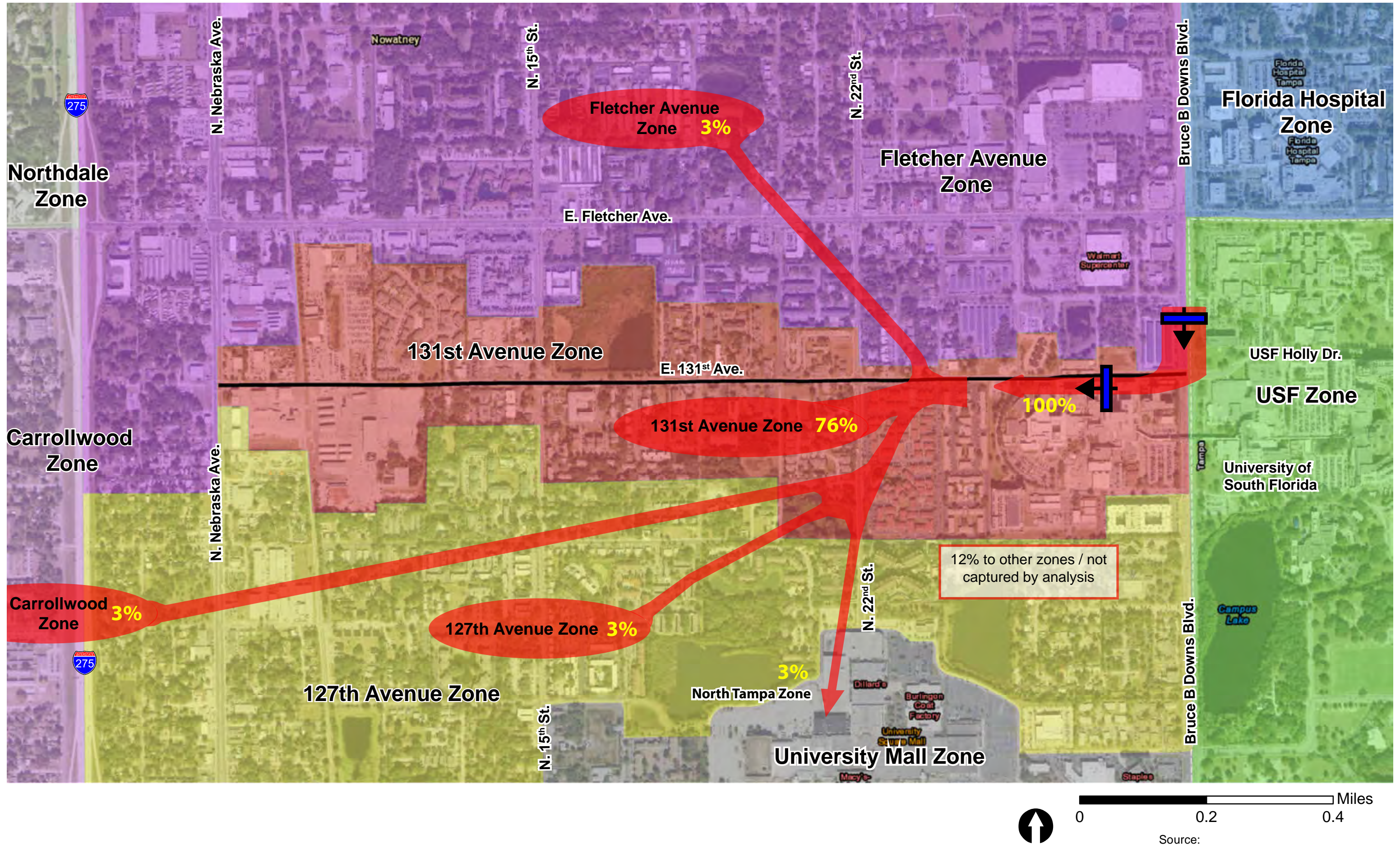


Figure AXI-13 Bruce B Downs Boulevard Southbound
Right Turn Analysis



Of the traffic headed northbound on Bruce B Downs at the peak hour, 72 percent continued north, while 13 percent turned onto the E. 131st Avenue corridor. Out of the vehicles that turned onto E. 131st Avenue, only 28 percent stayed within the 131st Zone, while 33 percent ended their trip in the zone directly to the north. This indicates that the northbound to westbound movement at this intersection is a source of cut-through traffic. This likely indicates an issue with the intersection at Bruce B Downs Boulevard and E. Fletcher Avenue or traffic seeking easier access to commercial establishments on E. Fletcher Avenue such as the Wal-Mart. See **Figures AXI-14 and AXI-15** for more details.

Figure AXI-14 Bruce B Downs Boulevard Northbound
Left Turn vs. Straight Movement

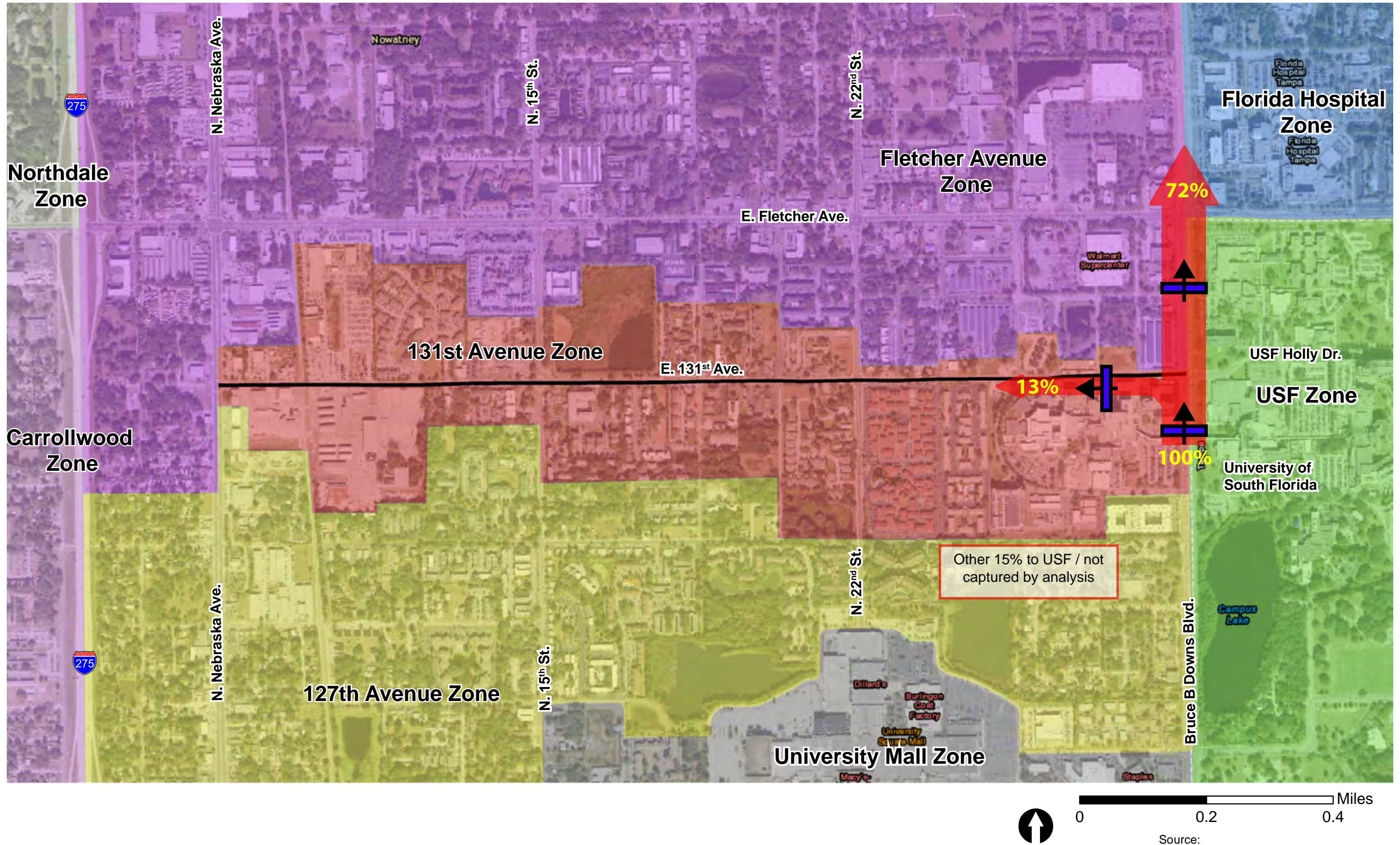
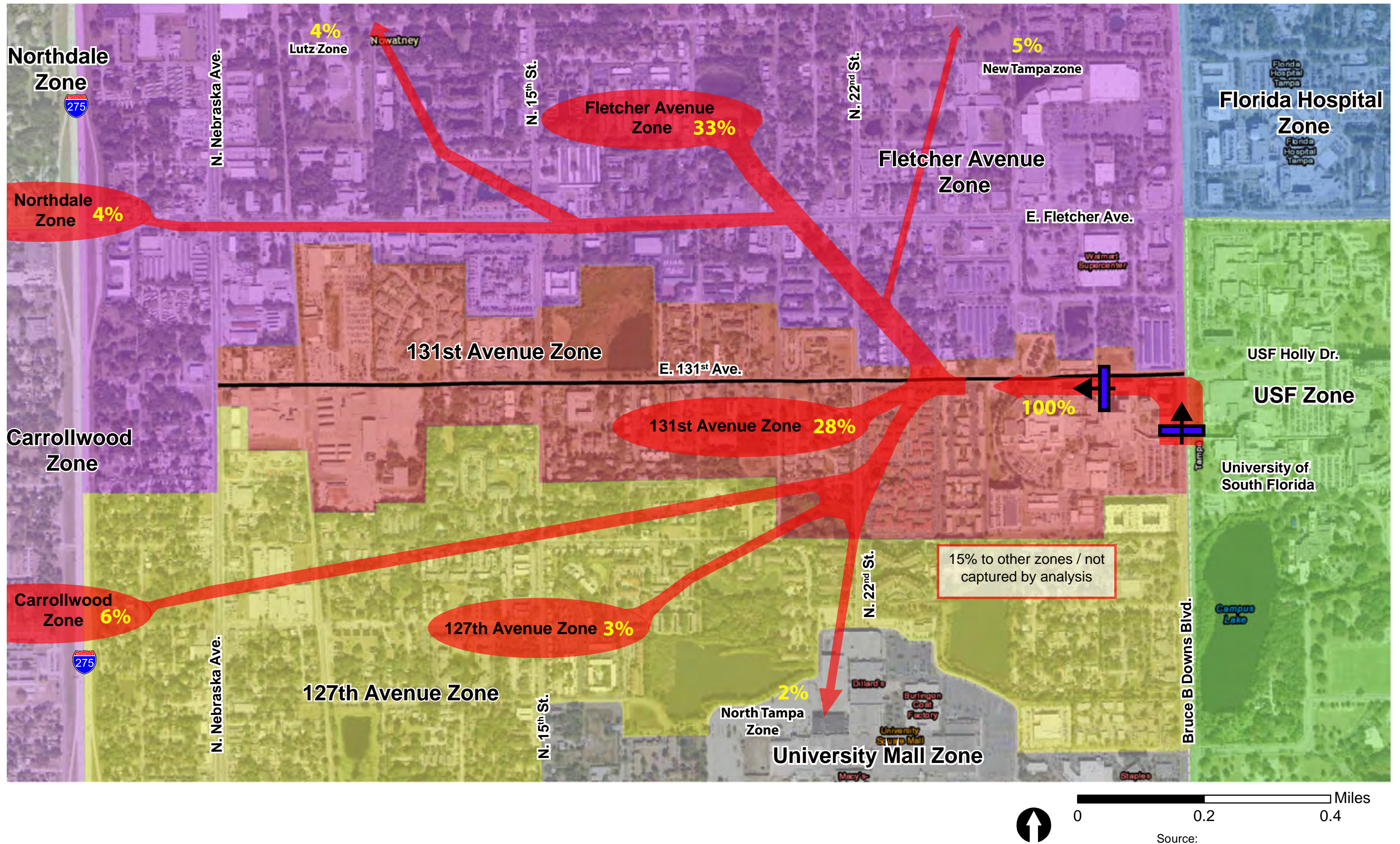
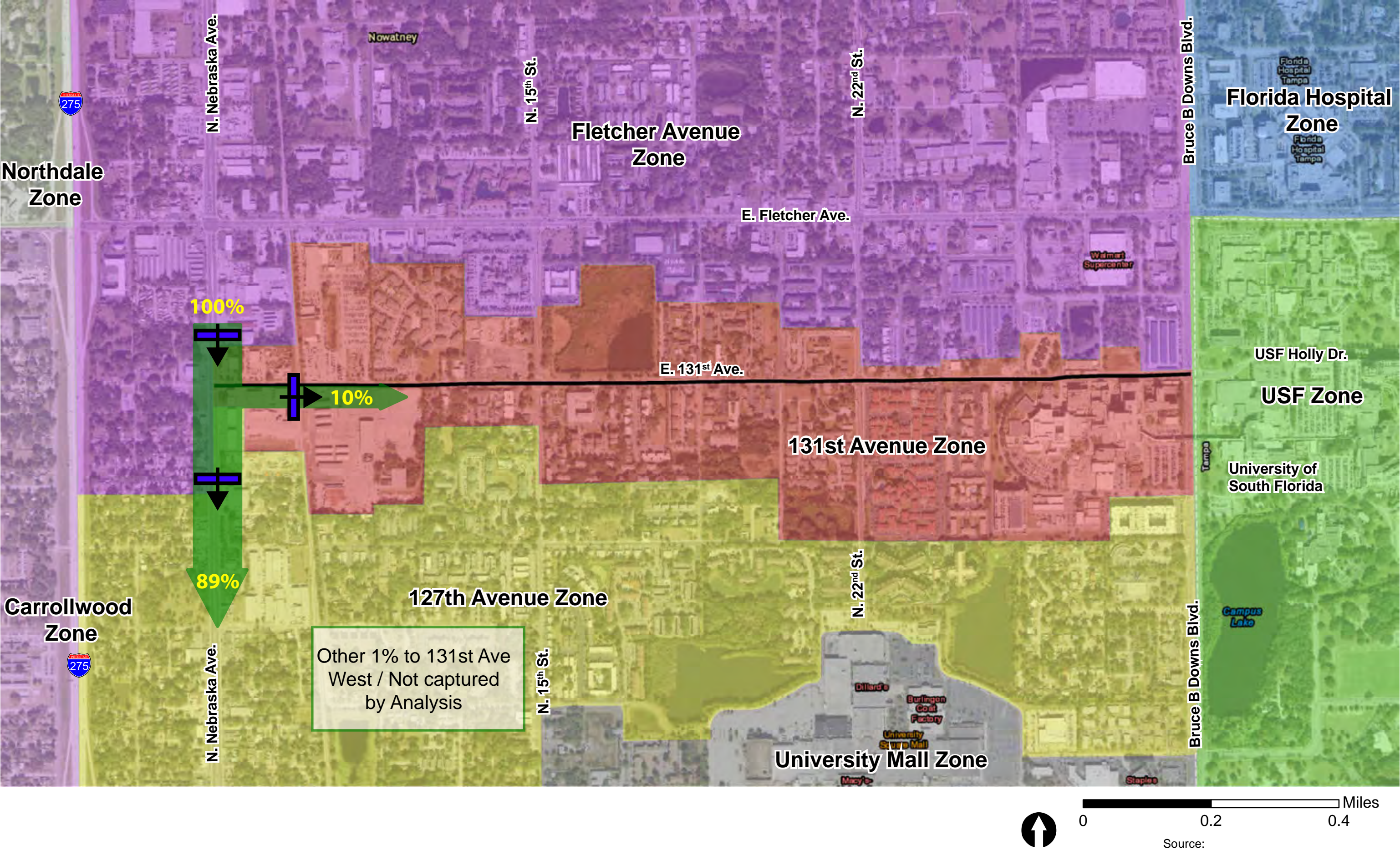


Figure AXI-15 Bruce B Downs Boulevard Northbound
Left Turn Analysis

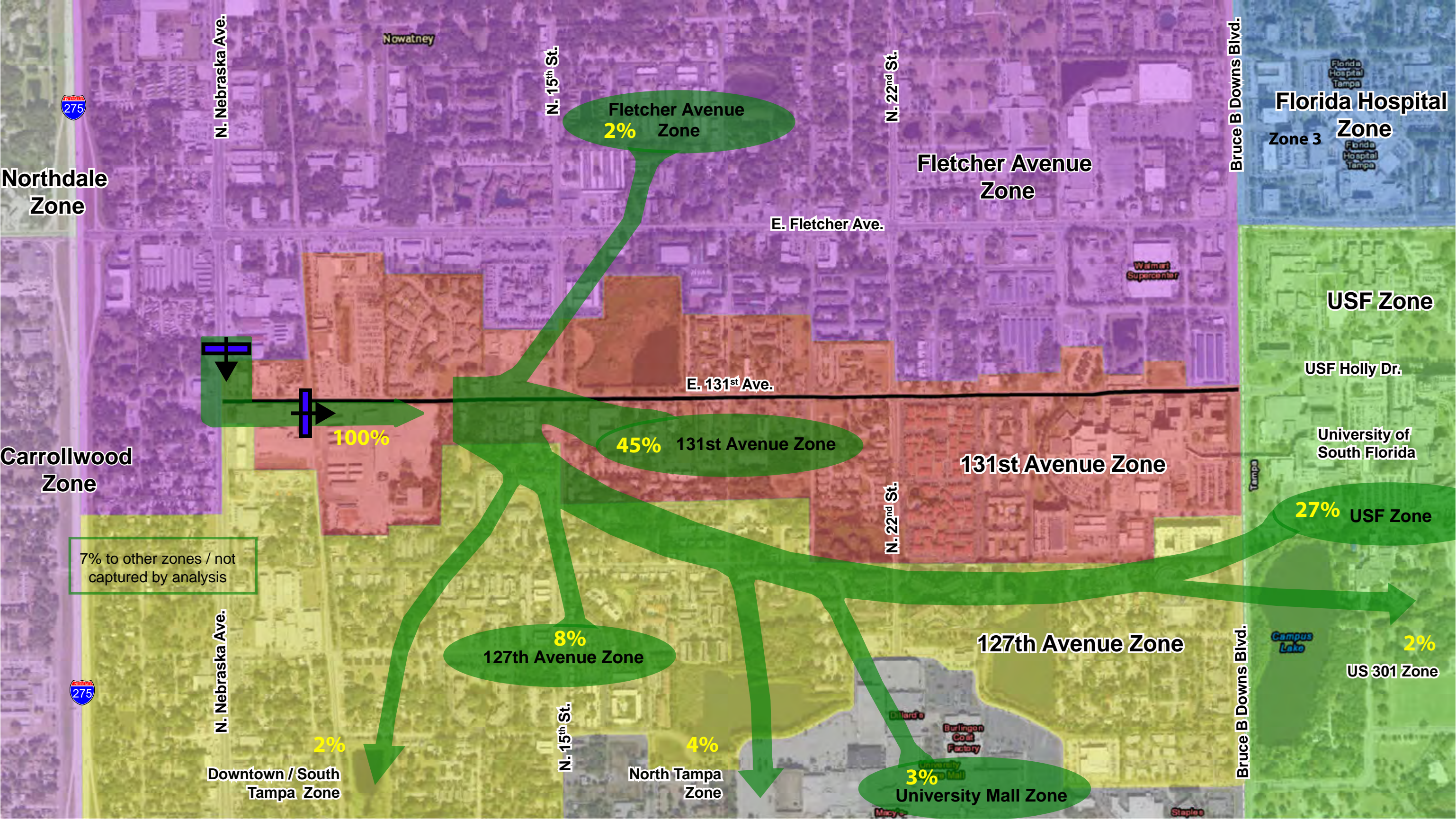


On the western end of the corridor, N. Nebraska Avenue has the second largest traffic volume. Of the traffic heading south at peak hour, 89 percent continues south while 10 percent turns left onto the E. 131st Avenue corridor. Of that traffic, 45 percent has a destination within the 131st Avenue zone, while 27 percent is headed to the zone containing USF. This is facilitated by the fact that E. 131st Avenue continues to the east across Bruce B Downs Boulevard and onto the USF campus as USF Holly Drive. See **Figures AXI-16 and AXI-17** for more details.

Figure AXI-16 N. Nebraska Avenue Southbound
Left Turns vs Straight Movement



AXI-17 N. Nebraska Avenue Southbound Left Turn Analysis



Of the traffic headed northbound on N. Nebraska Avenue at peak hour, 84 percent continues north towards the intersection with E. Fletcher Avenue, while 10 percent turns right onto E. 131st Avenue. Of the traffic turning onto E. 131st Avenue, only 31 percent has a destination in the 131st zone, while 30 percent is heading to the zone directly north of E. 131st Avenue. This indicates possible problems with the intersection with E. Fletcher Avenue such as the lack of a right turn lane, or significant congestion along that corridor. In addition, 9 percent of the traffic on E. 131st Avenue is heading to the zone directly south of E. 131st Avenue, effectively making a U-turn. This might indicate a lack of connectivity or congestion problems in the neighborhood road grid to the south of E. 131st Avenue. See **Figures AXI-18 and AXI-19** for more details.

Traffic moving along N. 15th and N. 22nd Streets were also analyzed, however relative volumes are much smaller when compared to traffic coming off of Bruce B Downs Boulevard and N. Nebraska Avenue, and graphics have not been created. Overall, traffic distributions from these sources are fairly even and do not indicate major sources of cut-through traffic.

Figure AXI-18 N. Nebraska Avenue Northbound
Right Turn vs Straight Movement

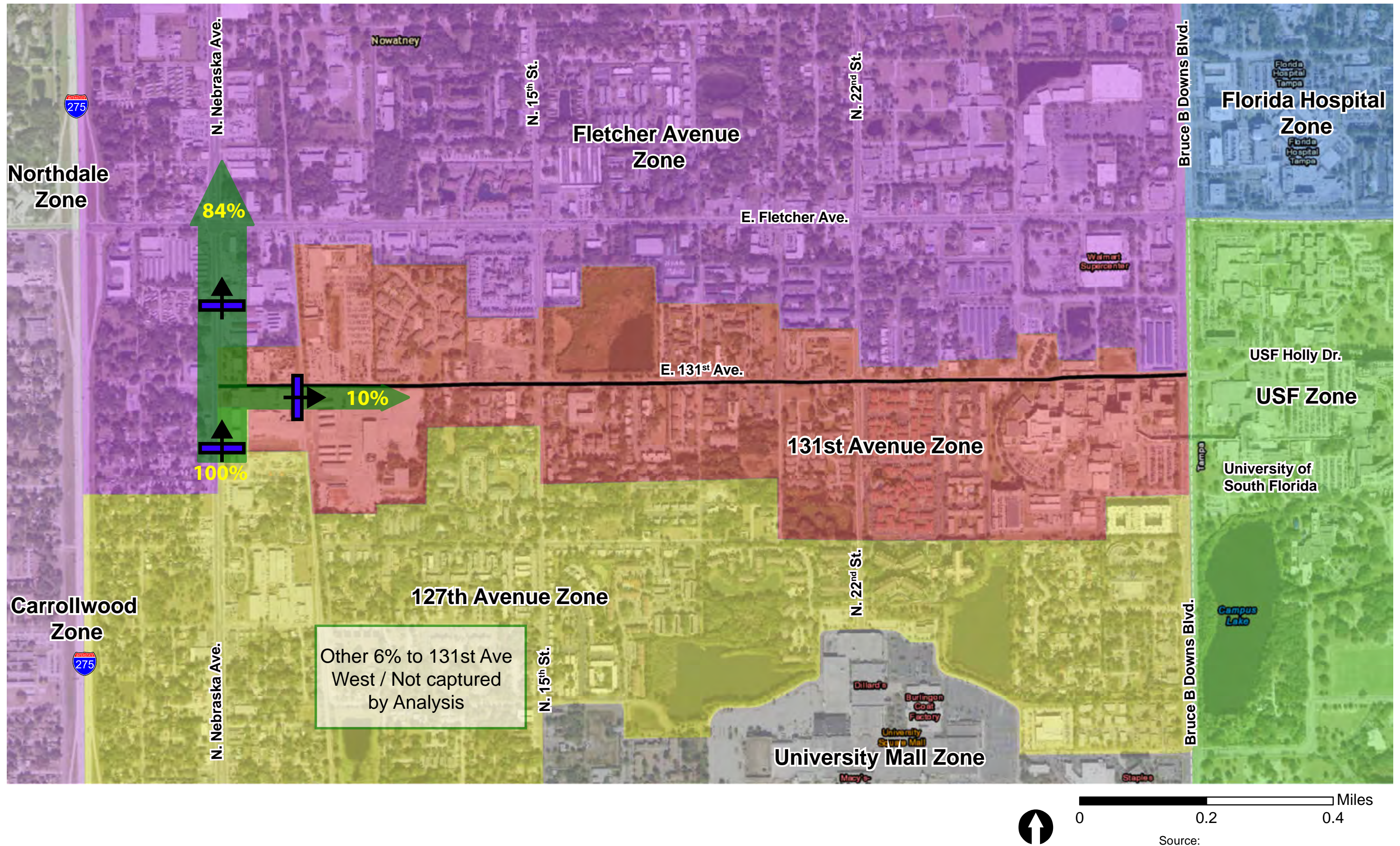
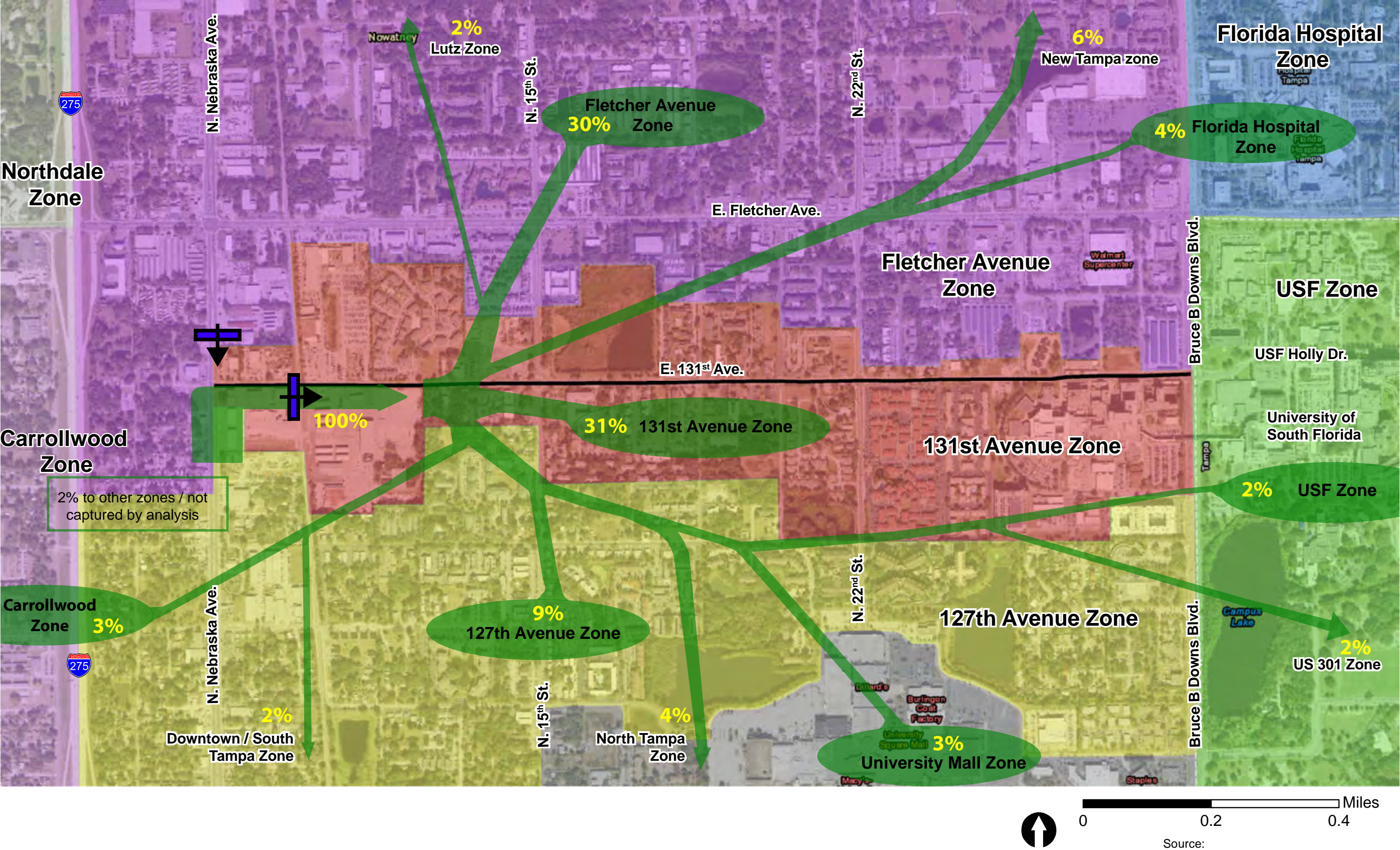


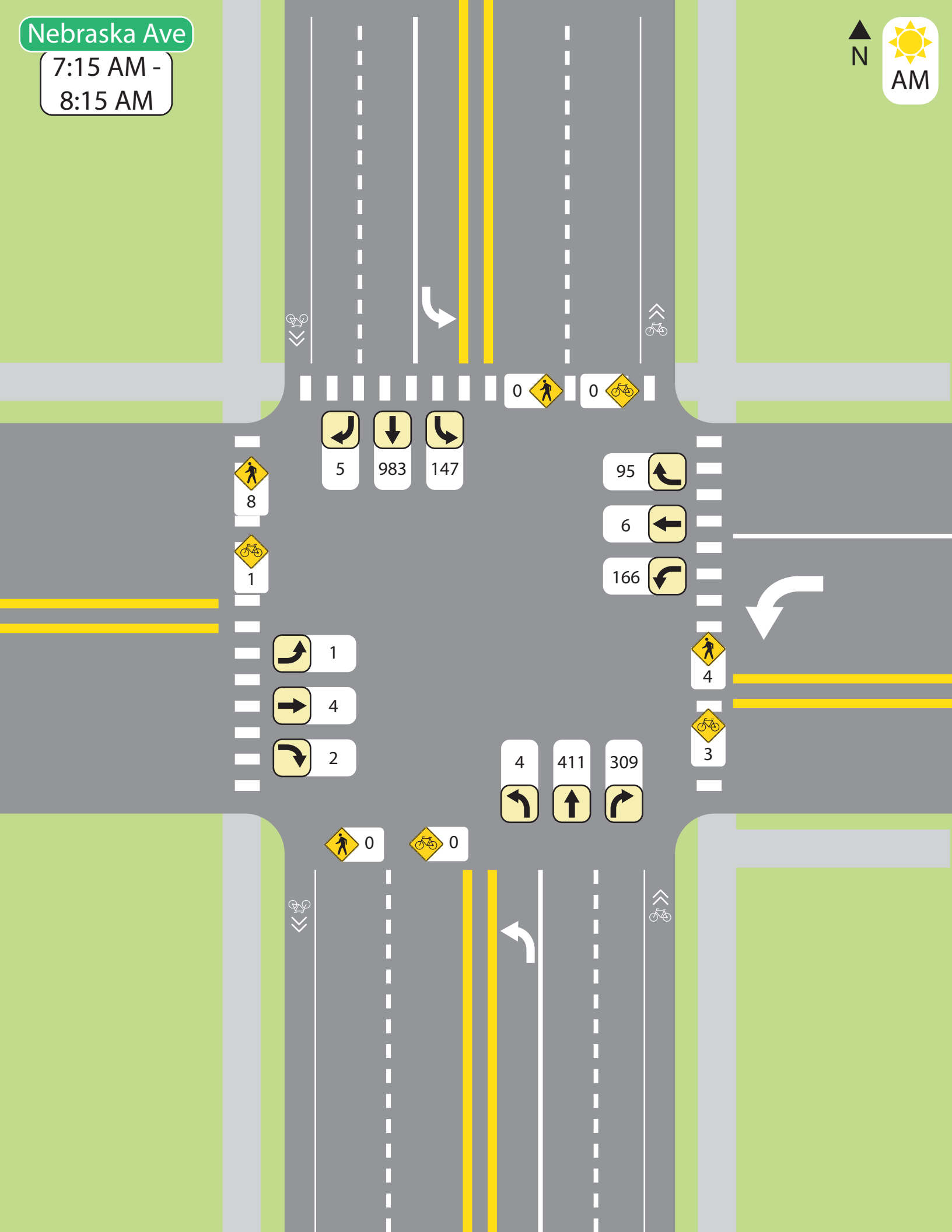
Figure AXI-19 N. Nebraska Avenue Northbound
Right Turn Analysis



L. Turning Movement and Pedestrian Counts

Nebraska Ave

7:15 AM -
8:15 AM

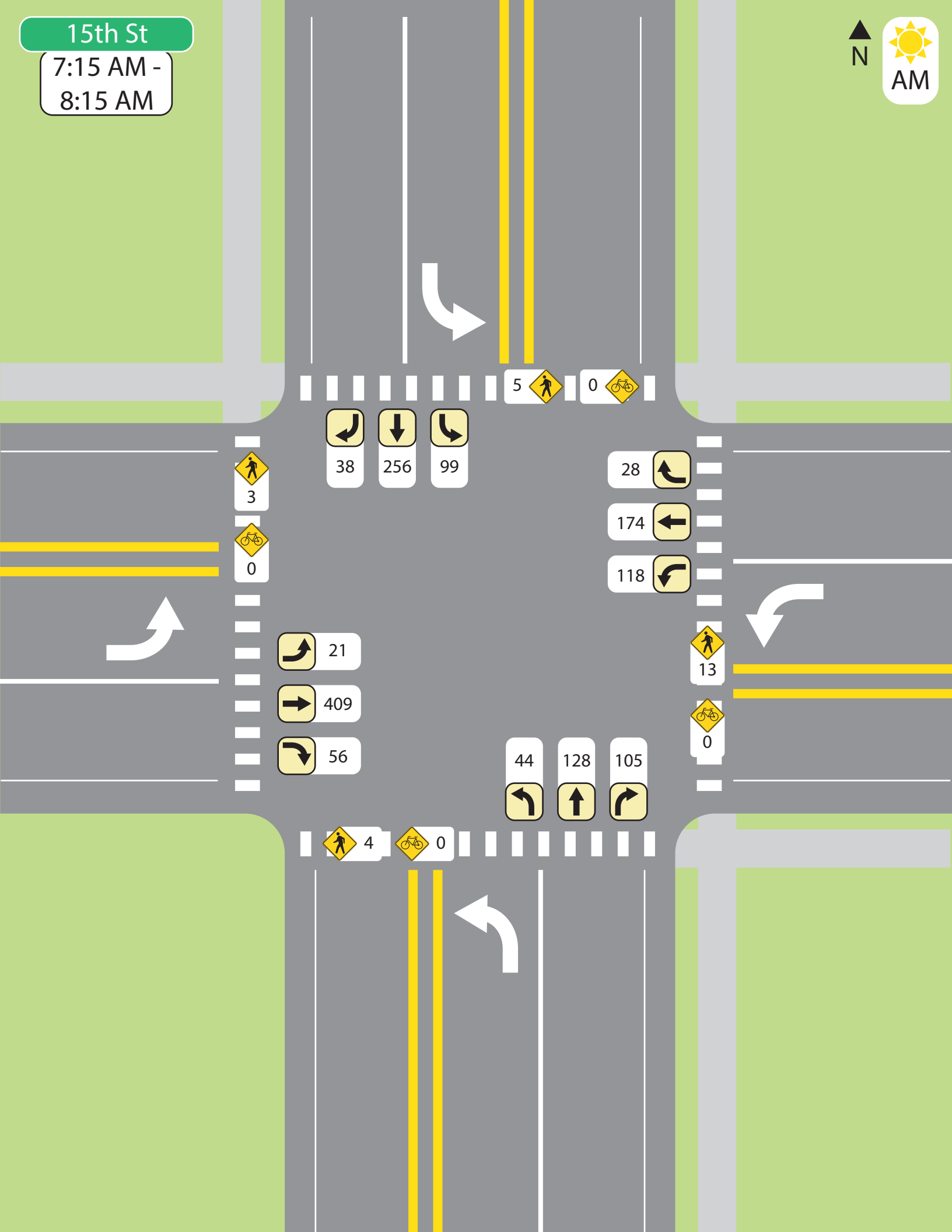


15th St

7:15 AM -
8:15 AM



AM



19th St

7:30 AM -
8:30 AM



AM

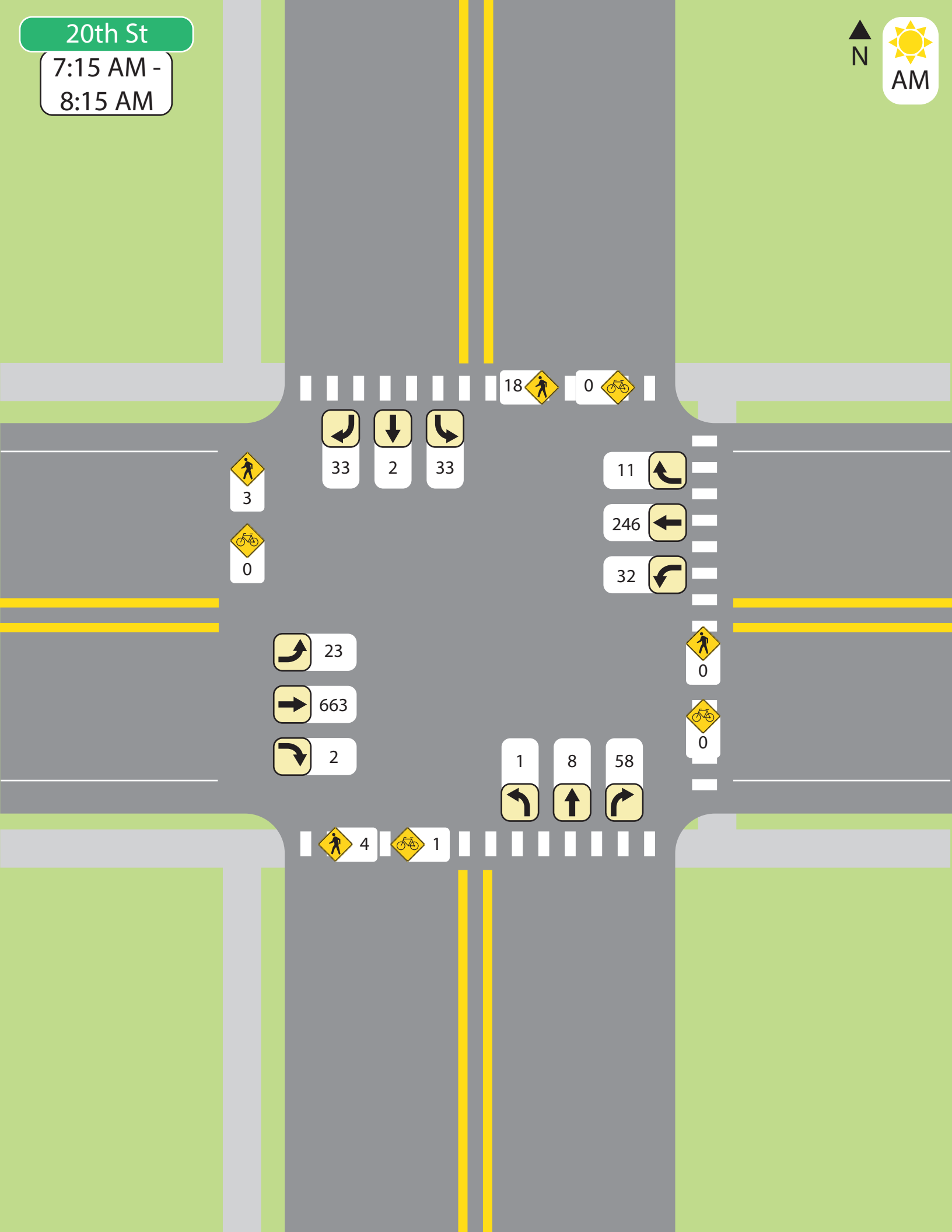


20th St

7:15 AM -
8:15 AM



AM



18



0



33



2



33



3



0

11



246



32



23



663



2

1



8



58



4



1



0



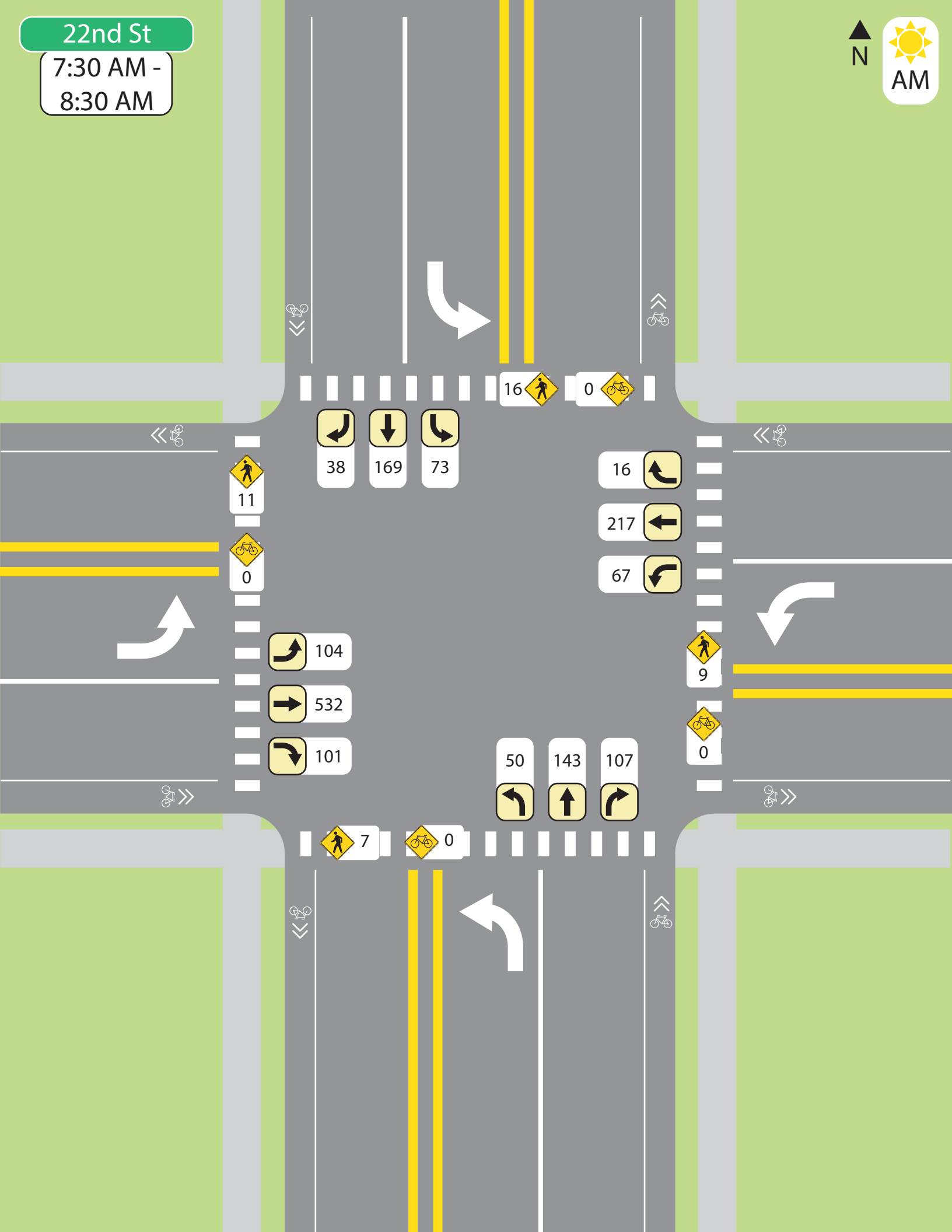
0

22nd St

7:30 AM -
8:30 AM



AM



23rd St

7:30 AM -
8:30 AM

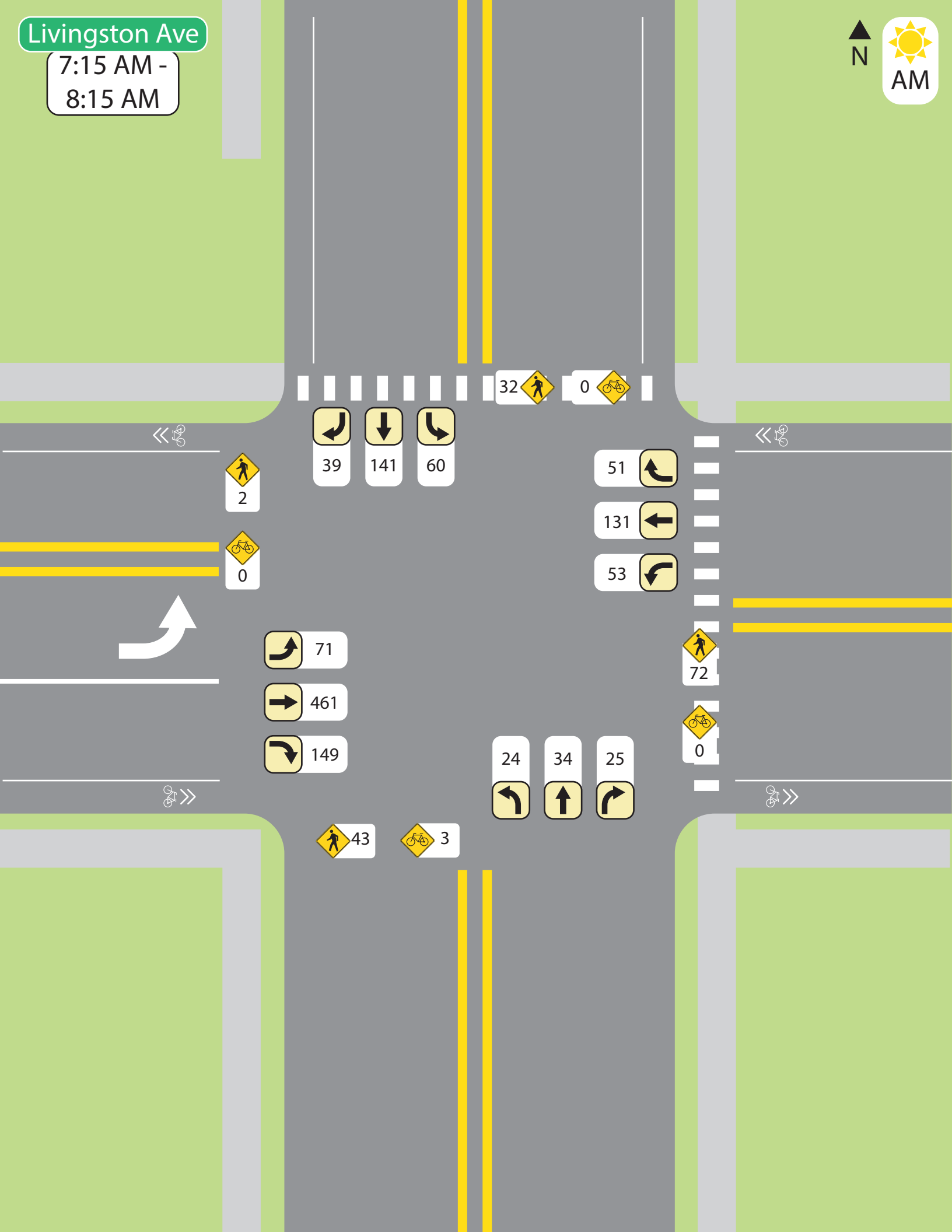


AM

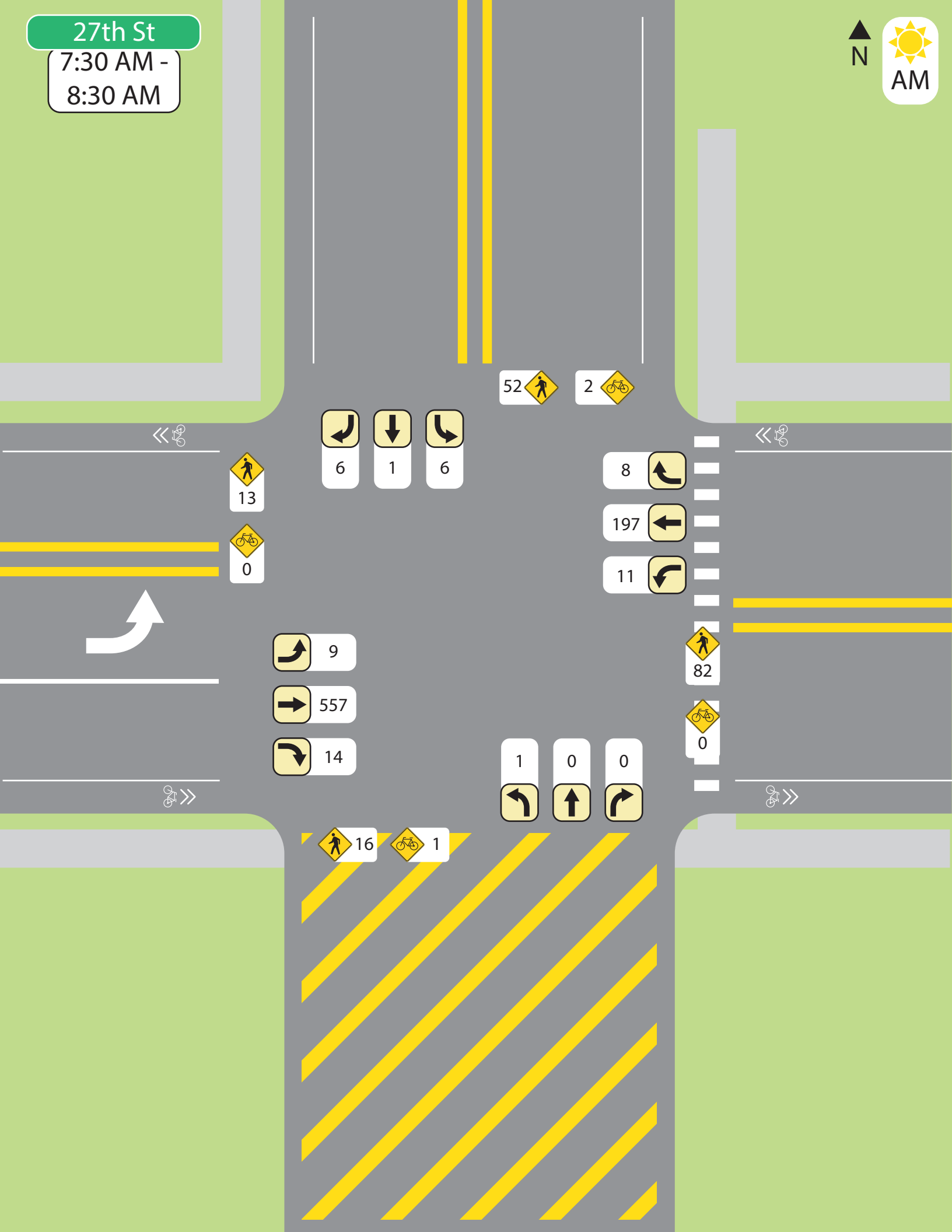


Livingston Ave

7:15 AM -
8:15 AM

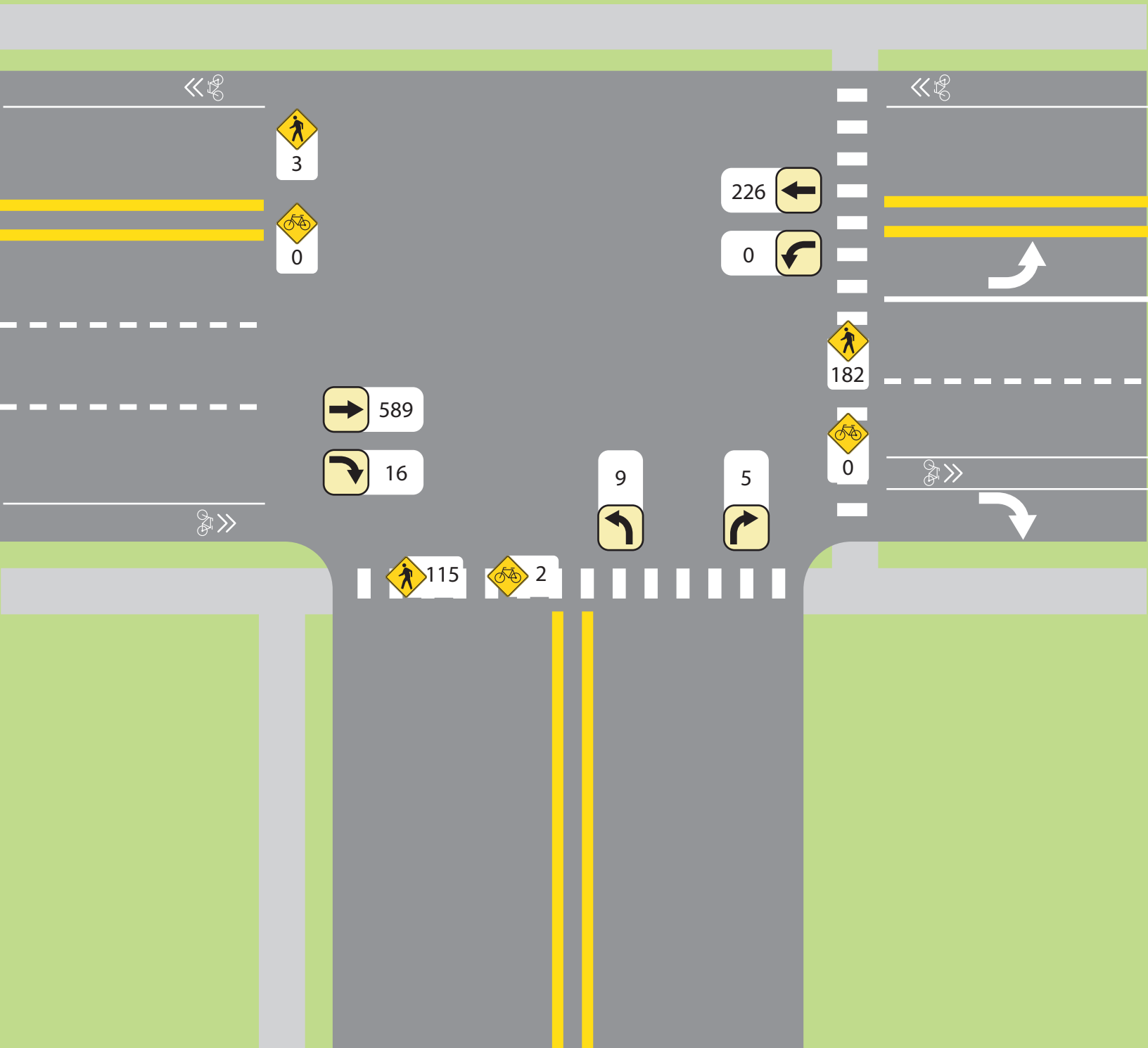


27th St
7:30 AM -
8:30 AM



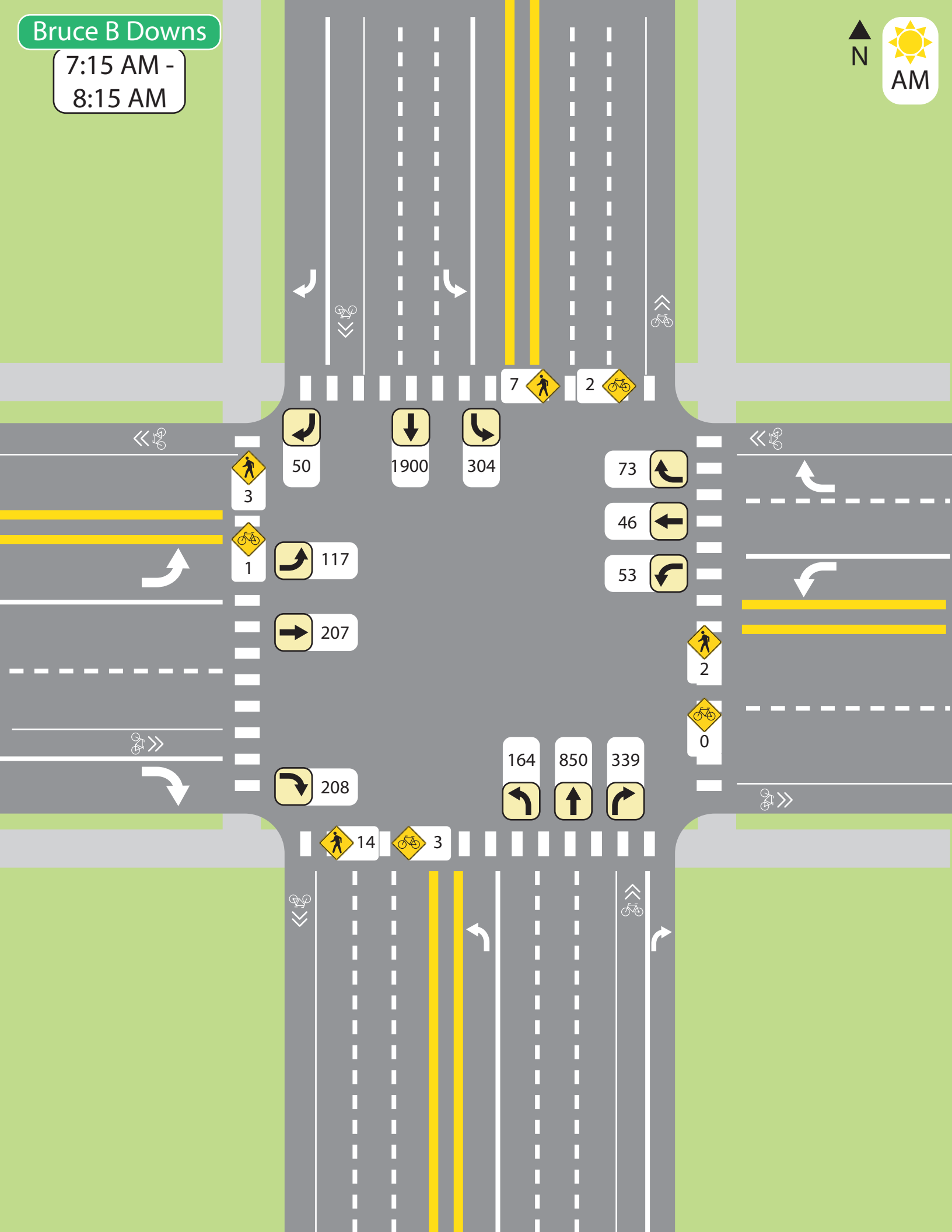
VA Hospital Entrance

7:45 AM -
8:45 AM



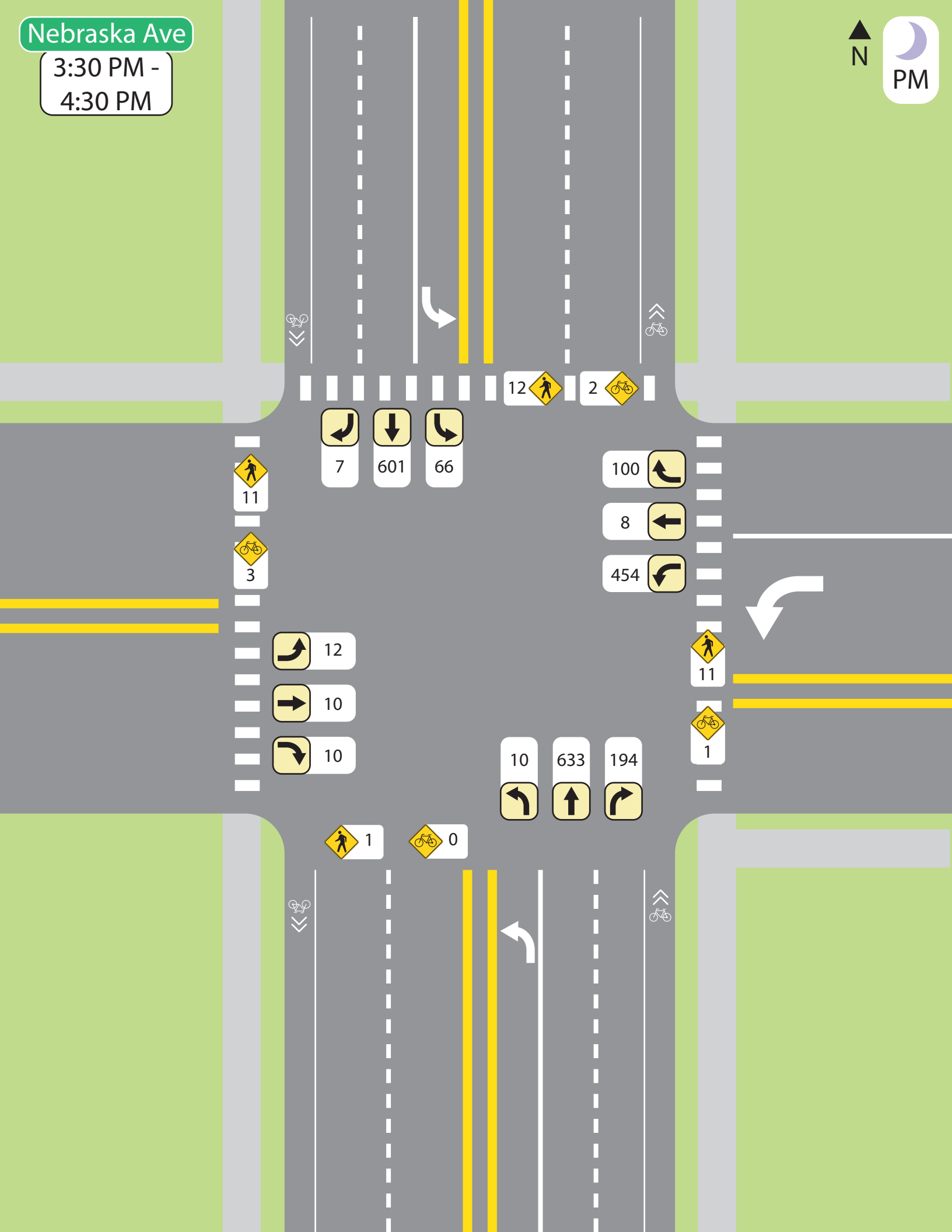
Bruce B Downs

7:15 AM -
8:15 AM



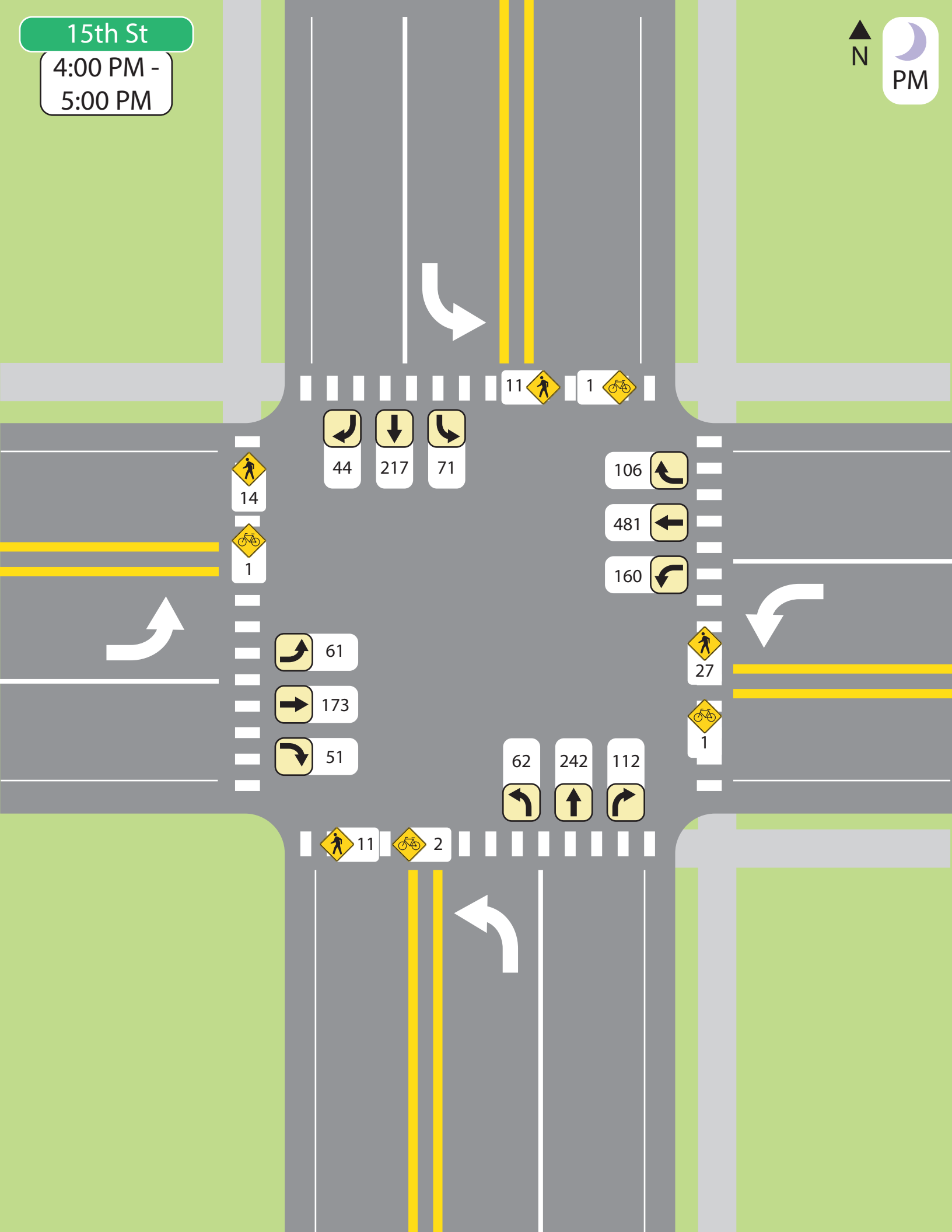
Nebraska Ave

3:30 PM -
4:30 PM



15th St

4:00 PM -
5:00 PM



44 217 71

14 1

106 481 160

61 173 51

62 242 112

27 1

11 2

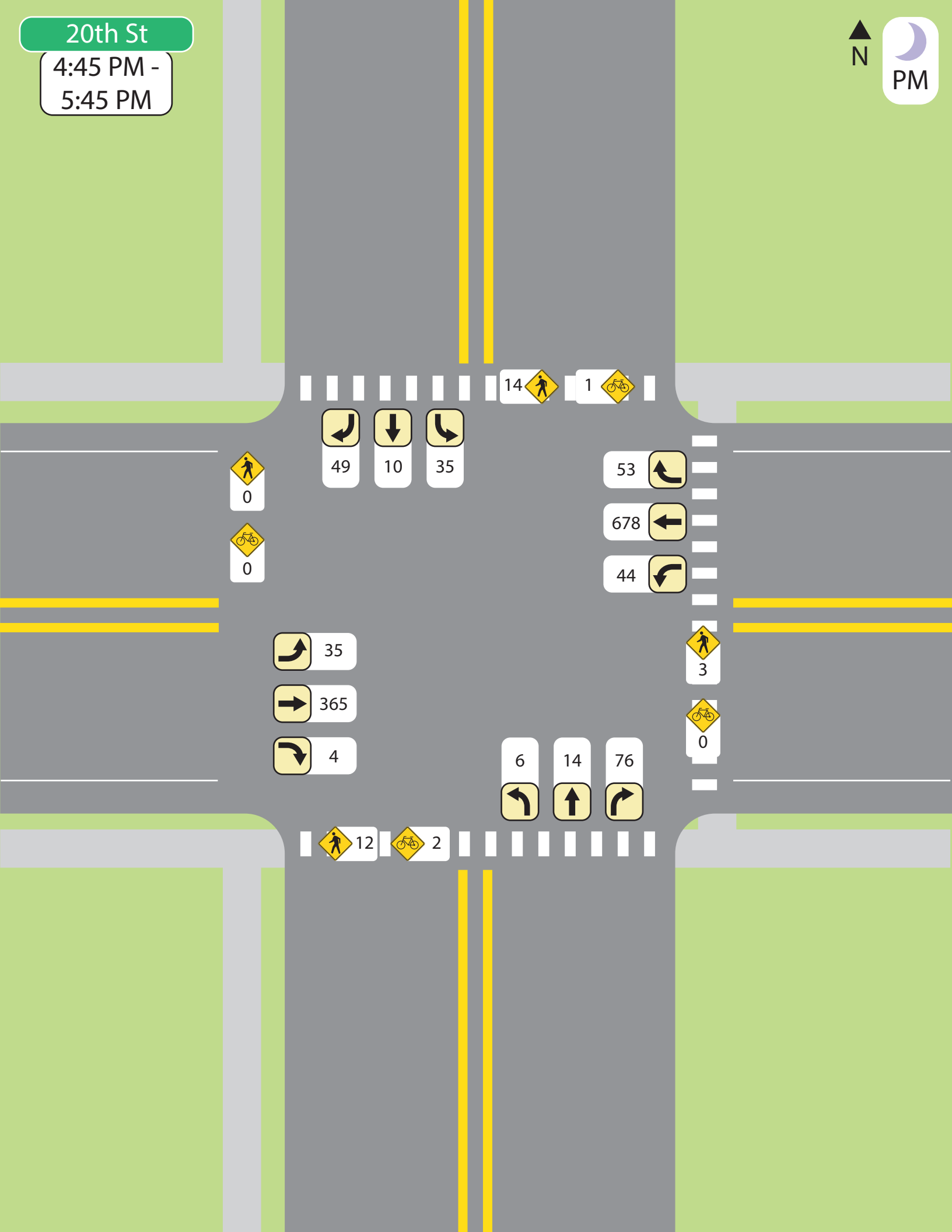
19th St

4:00 PM -
5:00 PM



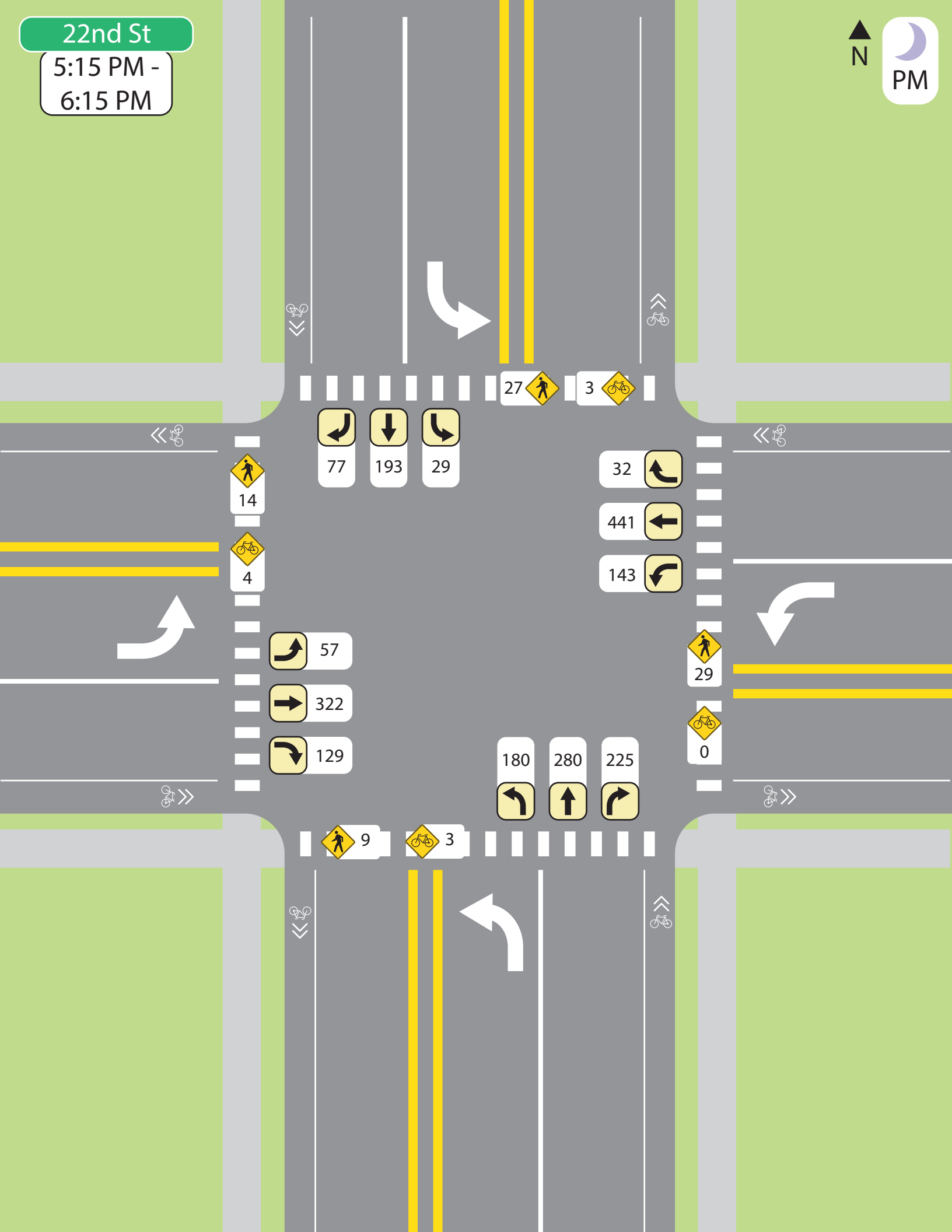
20th St

4:45 PM -
5:45 PM



22nd St

5:15 PM -
6:15 PM



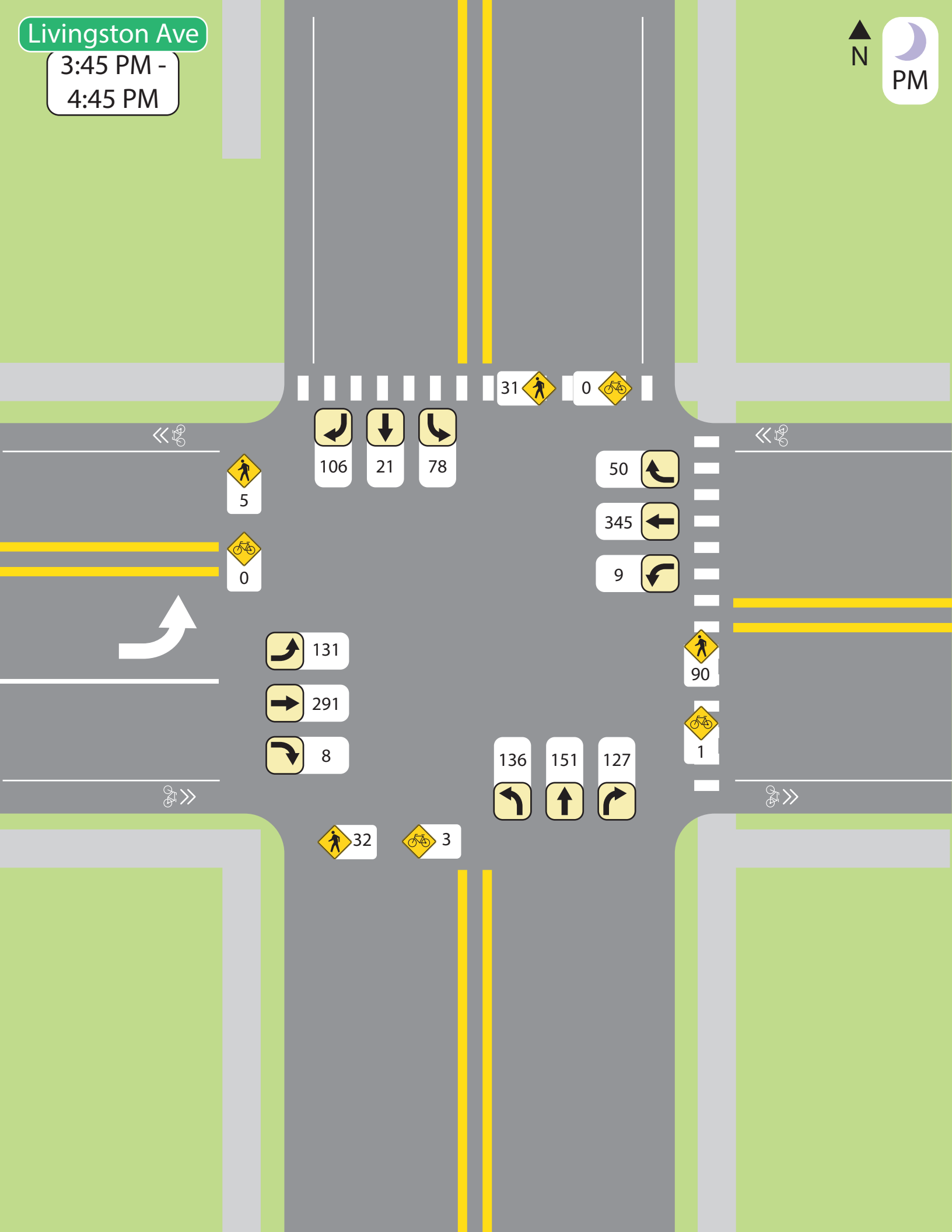
23rd St

3:30 PM -
4:30 PM

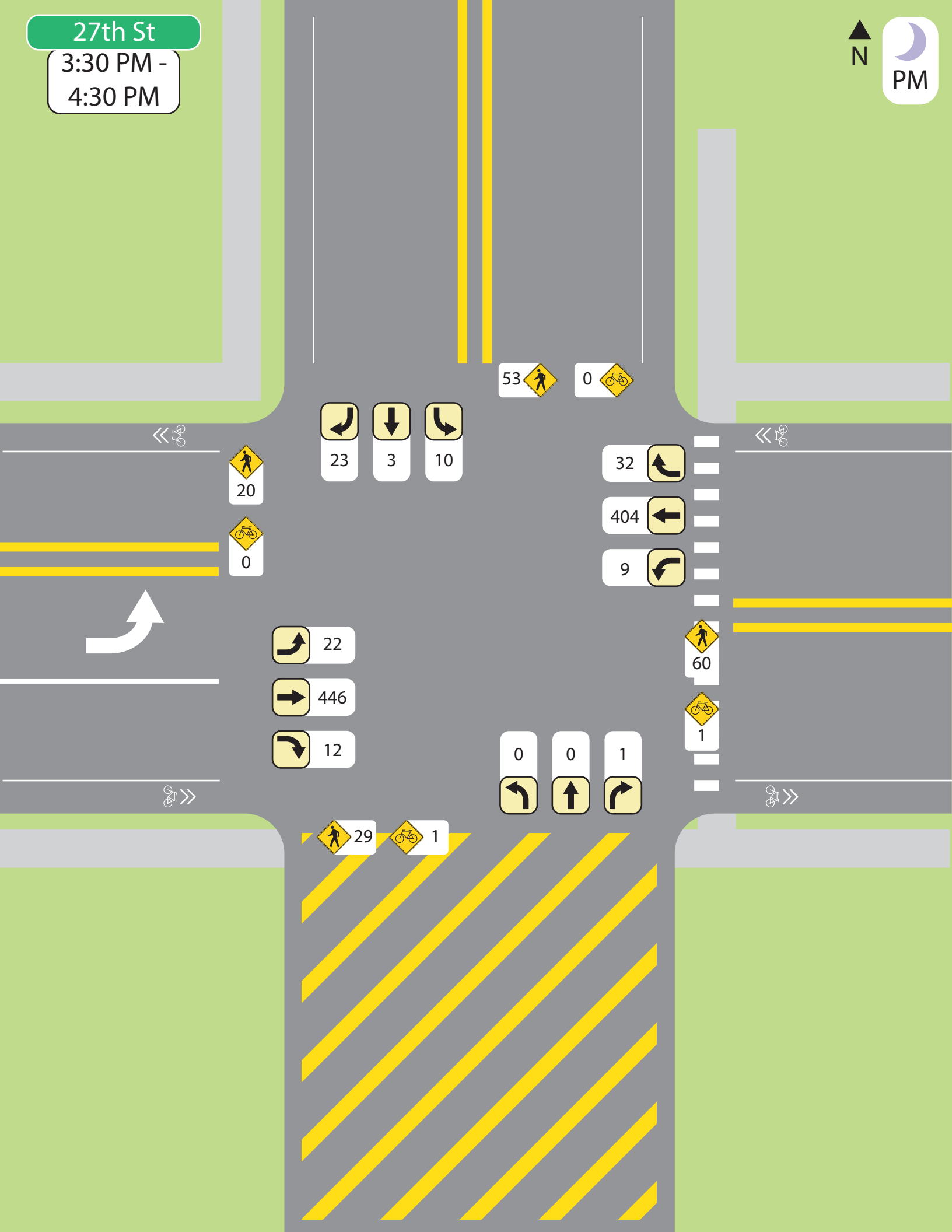


Livingston Ave

3:45 PM -
4:45 PM

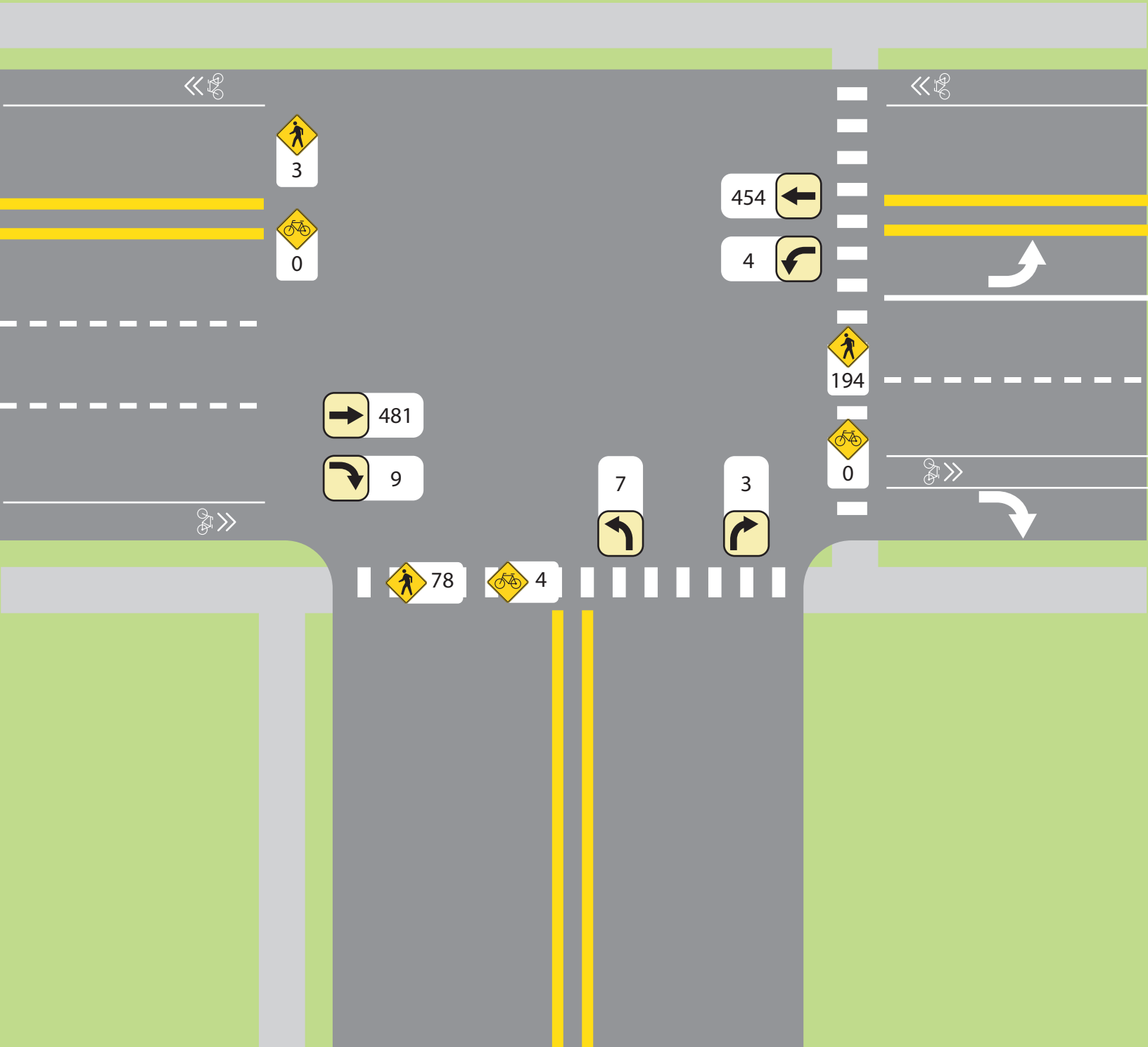


27th St
3:30 PM -
4:30 PM



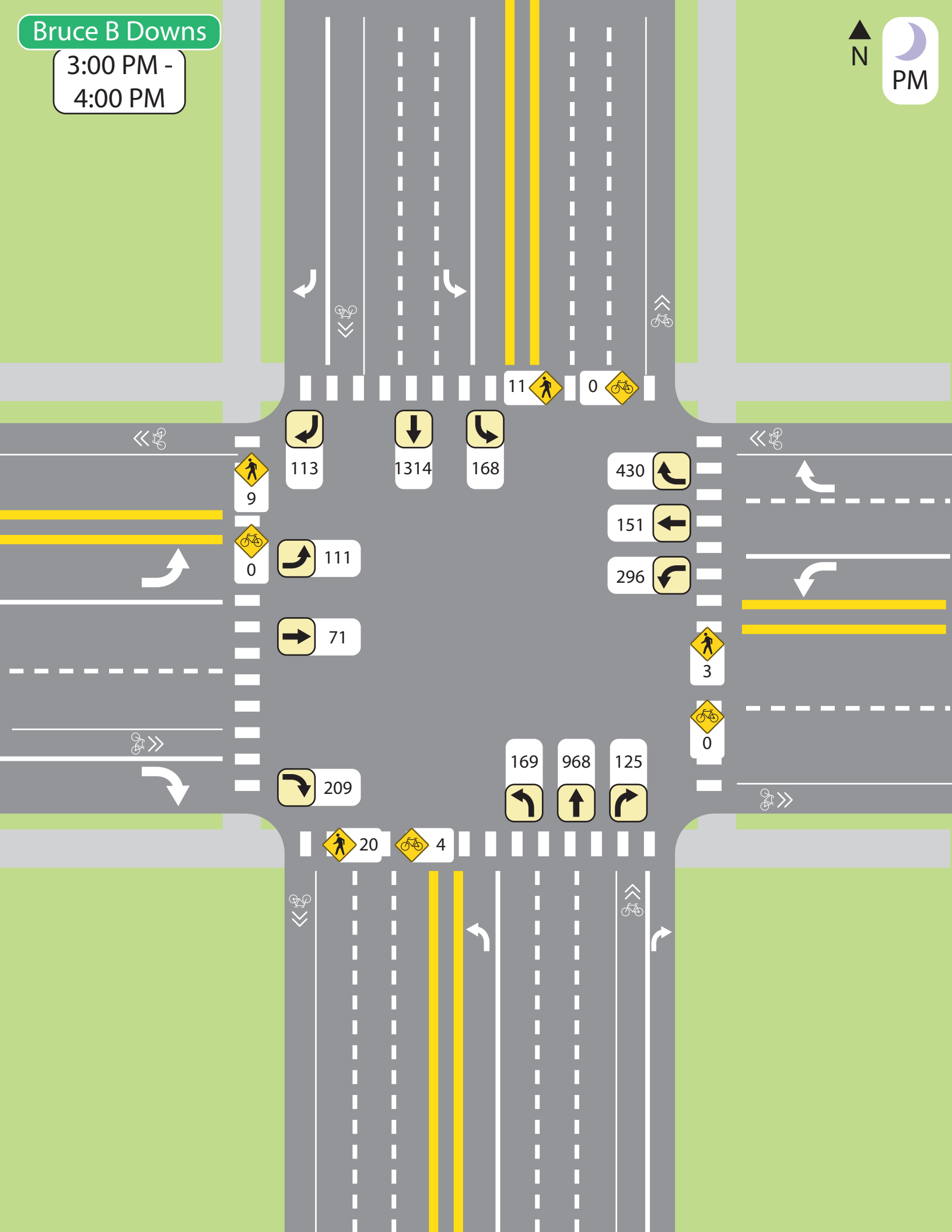
VA Hospital Entrance

3:45 PM -
4:45 PM



Bruce B Downs

3:00 PM -
4:00 PM



M. Traffic Calculations

**Generalized Annual Average Daily Volumes for Florida's
Urbanized Areas**

TABLE 1

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	16,800	17,700	**	4	47,400	64,000	77,900	84,600	
4	Divided	*	37,900	39,800	**	6	69,900	95,200	116,600	130,600	
6	Divided	*	58,400	59,900	**	8	92,500	126,400	154,300	176,600	
8	Divided	*	78,800	80,100	**	10	115,100	159,700	194,500	222,700	
						12	162,400	216,700	256,600	268,900	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	7,300	14,800	15,600	4	45,800	61,500	74,400	79,900	
4	Divided	*	14,500	32,400	33,800	6	68,100	93,000	111,800	123,300	
6	Divided	*	23,300	50,000	50,900	8	91,500	123,500	148,700	166,800	
8	Divided	*	32,000	67,300	68,100	10	114,800	156,000	187,100	210,300	
Non-State Signalized Roadway Adjustments						Freeway Adjustments					
(Alter corresponding state volumes by the indicated percent.)						Auxiliary Lanes					
Non-State Signalized Roadways						Present in Both Directions					
						+ 20,000					
Non-State Signalized Roadways						Ramp Metering					
						+ 5%					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
2	Divided	Yes	No	+5%		2	Undivided	8,600	17,000	24,200	33,300
2	Undivided	No	No	-20%		4	Divided	36,700	51,800	65,600	72,600
Multi	Undivided	Yes	No	-5%		6	Divided	55,000	77,700	98,300	108,800
Multi	Undivided	No	No	-25%							
—	—	—	Yes	+ 5%							
One-Way Facility Adjustment						Uninterrupted Flow Highway Adjustments					
Multiply the corresponding two-directional volumes in this table by 0.6						Lanes	Median	Exclusive left lanes	Adjustment factors		
						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BICYCLE MODE ²						¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual. ² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility. ³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow. * Cannot be achieved using table input value defaults. ** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Paved Shoulder/Bicycle											
Lane Coverage	B	C	D	E							
0-49%	*	2,900	7,600	19,700							
50-84%	2,100	6,700	19,700	>19,700							
85-100%	9,300	19,700	>19,700	**							
PEDESTRIAN MODE ²						Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm					
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage											
B	C	D	E								
0-49%	*	*	2,800	9,500							
50-84%	*	1,600	8,700	15,800							
85-100%	3,800	10,700	17,400	>19,700							
BUS MODE (Scheduled Fixed Route) ³											
(Buses in peak hour in peak direction)											
Sidewalk Coverage	B	C	D	E							
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	≥ 3	≥ 2	≥ 1							

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1000 HILLSBOROUGH COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2017 - 01/07/2017	1.03	1.07
2	01/08/2017 - 01/14/2017	1.02	1.06
3	01/15/2017 - 01/21/2017	1.02	1.06
4	01/22/2017 - 01/28/2017	1.00	1.04
5	01/29/2017 - 02/04/2017	0.99	1.03
* 6	02/05/2017 - 02/11/2017	0.97	1.01
* 7	02/12/2017 - 02/18/2017	0.96	1.00
* 8	02/19/2017 - 02/25/2017	0.96	1.00
* 9	02/26/2017 - 03/04/2017	0.95	0.99
*10	03/05/2017 - 03/11/2017	0.95	0.99
*11	03/12/2017 - 03/18/2017	0.95	0.99
*12	03/19/2017 - 03/25/2017	0.95	0.99
*13	03/26/2017 - 04/01/2017	0.95	0.99
*14	04/02/2017 - 04/08/2017	0.96	1.00
*15	04/09/2017 - 04/15/2017	0.96	1.00
*16	04/16/2017 - 04/22/2017	0.97	1.01
*17	04/23/2017 - 04/29/2017	0.98	1.02
*18	04/30/2017 - 05/06/2017	0.99	1.03
19	05/07/2017 - 05/13/2017	0.99	1.03
20	05/14/2017 - 05/20/2017	1.00	1.04
21	05/21/2017 - 05/27/2017	1.01	1.05
22	05/28/2017 - 06/03/2017	1.02	1.06
23	06/04/2017 - 06/10/2017	1.02	1.06
24	06/11/2017 - 06/17/2017	1.03	1.07
25	06/18/2017 - 06/24/2017	1.03	1.07
26	06/25/2017 - 07/01/2017	1.03	1.07
27	07/02/2017 - 07/08/2017	1.03	1.07
28	07/09/2017 - 07/15/2017	1.04	1.08
29	07/16/2017 - 07/22/2017	1.03	1.07
30	07/23/2017 - 07/29/2017	1.02	1.06
31	07/30/2017 - 08/05/2017	1.01	1.05
32	08/06/2017 - 08/12/2017	1.01	1.05
33	08/13/2017 - 08/19/2017	1.00	1.04
34	08/20/2017 - 08/26/2017	1.02	1.06
35	08/27/2017 - 09/02/2017	1.05	1.09
36	09/03/2017 - 09/09/2017	1.08	1.13
37	09/10/2017 - 09/16/2017	1.10	1.15
38	09/17/2017 - 09/23/2017	1.08	1.13
39	09/24/2017 - 09/30/2017	1.05	1.09
40	10/01/2017 - 10/07/2017	1.02	1.06
41	10/08/2017 - 10/14/2017	1.00	1.04
42	10/15/2017 - 10/21/2017	0.97	1.01
43	10/22/2017 - 10/28/2017	0.98	1.02
44	10/29/2017 - 11/04/2017	0.99	1.03
45	11/05/2017 - 11/11/2017	1.00	1.04
46	11/12/2017 - 11/18/2017	1.01	1.05
47	11/19/2017 - 11/25/2017	1.02	1.06
48	11/26/2017 - 12/02/2017	1.02	1.06
49	12/03/2017 - 12/09/2017	1.03	1.07
50	12/10/2017 - 12/16/2017	1.03	1.07
51	12/17/2017 - 12/23/2017	1.03	1.07
52	12/24/2017 - 12/30/2017	1.02	1.06
53	12/31/2017 - 12/31/2017	1.02	1.06

* PEAK SEASON

02-MAR-2018 15:35:07

830UPD

7_1000_PKSEASON.TXT

Hillsborough County

2017 Level of Service Report - County Roadways

Section Description	Jurisdiction	SIS	Lanes	Length (mi.)	Posted Speed	Std LOS	Local Func Class	AADT	PkHrDir Vol	MSV	PkHrDir MSV	V/C	LOS
6TH ST SE: (21ST AVE SE -to- SR 674)	Hillsborough County	N	2 / U	1.26	40	D	C	3,891	232	16,815	836	0.28	C
11TH AVE NW: (14TH ST NW -to- US 41)	Hillsborough County	N	2 / U	1.09	35	D	C	3,195	220	14,060	712	0.31	C
12TH ST NE / INTERCHANGE ST: (19TH AVE NE -to- US 41)	Hillsborough County	N	2 / U	1.67	40	D	C	2,499	138	16,815	836	0.17	C
14TH AVE SE: (US 41 -to- 24TH ST SE)	Hillsborough County	N	2 / U	2.05	45	D	C	2,080	109	16,815	836	0.13	C
14TH ST NW: (SHELL POINT RD -to- 19TH AVE NW)	Hillsborough County	N	2 / U	1.00	40	D	C	1,078	62	15,390	760	0.08	C
15TH ST: (FOWLER AVE -to- FLETCHER AVE)	Hillsborough County	N	2 / U	1.02	30	D	C	10,463	527	14,060	712	0.74	D
19TH AVE NE: (US HWY 41 -to- US HWY 301)	Hillsborough County	N	2 / U	6.09	45	D	A	12,147	578	22,990	1,130	0.51	C
19TH AVE NW: (EG SYMMONS PARK -to- US HWY 41)	Hillsborough County	N	2 / U	2.32	45	D	C	3,369	186	16,815	836	0.22	C
21ST AVE SE: (6TH ST SE -to- 24TH ST SE)	Hillsborough County	N	2 / U	1.53	45	D	C	3,370	163	16,815	836	0.2	C
22ND ST: (CLUB DR -to- BEARSS AVE)	Hillsborough County	N	2 / U	1.79	25	E	C	10,403	646	14,820	760	0.85	D
24TH ST SE: (21ST AVE SE -to- SR 674)	Hillsborough County	N	2 / U	1.25	45	D	C	3,724	193	16,815	836	0.23	C
24TH ST SE: (SR 674 -to- BIG BEND RD)	Hillsborough County	N	2 / D	1.01	35	D	C	3,432	218	14,060	712	0.31	C
30TH ST / BRUCE B DOWNS BLVD: (FOWLER AVE -to- FLETCHER AVE)	Hillsborough County	N	6 / D	1.02	45	E	PA	52,277	2,752	56,905	2,869	0.96	C
30TH ST / BRUCE B DOWNS BLVD: (FLETCHER AVE -to- BEARSS AVE)	Hillsborough County	N	6 / D	0.75	45	E	PA	42,851	2,560	56,905	2,869	0.89	C
30TH ST SE: (SR 674 -to- SHELL POINT RD)	Hillsborough County	N	4 / D	0.46	40	D	C	14,501	996	30,780	1,548	0.64	D
21ST ST SE: (SR 674 -to- SHELL POINT RD)	Hillsborough County	N	4 / U	0.51	35	D	C	3,541	189	30,780	1,548	0.12	C
46TH ST: (FLETCHER AVE -to- SKIPPER RD)	Hillsborough County	N	2 / U	0.78	35	D	C	11,677	666	14,060	712	0.94	D
50TH ST: (FOWLER AVE -to- FLETCHER AVE)	Hillsborough County	N	2 / U	1.01	40	E	C	12,271	642	16,815	836	0.77	C
78TH ST: (RIVERVIEW DR -to- MADISON AVE)	Hillsborough County	N	2 / U	2.40	45	D	C	6,078	401	16,815	836	0.48	C
78TH ST: (MADISON AVE -to- CAUSEWAY BLVD)	Hillsborough County	N	2 / U	1.62	50	E	C	15,092	865	16,815	836	1.04	F
78TH ST: (CAUSEWAY BLVD -to- PALM RIVER RD)	Hillsborough County	N	4 / D	1.26	45	E	C	18,359	1,019	37,810	1,900	0.54	C
78TH ST: (PALM RIVER RD -to- ADAMO DR)	Hillsborough County	N	4 / D	0.79	45	D	C	18,358	1,019	37,810	1,900	0.54	C
131ST AVE: (NEBRASKA AVE -to- 30TH ST)	Hillsborough County	N	2 / U	1.54	30	E	C	7,773	494	14,820	760	0.65	D
ANDERSON RD: (HOOVER BLVD -to- SLIGH AVE)	Hillsborough County	N	2 / U	1.09	45	D	A	10,629	629	14,060	712	0.88	D
ANDERSON RD: (SLIGH AVE -to- WATERS AVE)	Hillsborough County	N	4 / D	1.08	45	E	A	25,207	1,706	37,810	1,900	0.9	C
ANDERSON RD: (WATERS AVE -to- LINEBAUGH AVE)	Hillsborough County	N	4 / D	1.05	45	E	A	33,000	2,166	37,810	1,900	1.14	F
ANDERSON RD: (LINEBAUGH AVE -to- GUNN HWY)	Hillsborough County	N	4 / D	1.50	45	D	A	20,221	1,362	37,810	1,900	0.72	C
ANGEL LN: (LUTZ LAKE FERN -to- PASCO COUNTY)	Hillsborough County	N	2 / U	0.92	30	C	C	989	60	16,150	798	0.08	B
APOLLO BEACH BLVD: (SURFSIDE BLVD -to- US HWY 41)	Hillsborough County	N	4 / D	2.47	35	D	C	7,997	429	30,780	1,548	0.28	C
BALM BOYETTE RD: (CR 672 -to- BOYETTE RD)	Hillsborough County	N	2 / U	4.19	50	C	C	4,135	189	16,435	808	0.23	B
BALM RD / CR 672: (US HWY 301 -to- BALM RIVERVIEW)	Hillsborough County	N	2 / U	3.80	55	D	C	6,567	309	23,180	1,140	0.27	B
BALM RIVERVIEW RD: (BALM WIMAUMA RD -to- BALM RD / CR 672)	Hillsborough County	N	2 / U	1.48	55	D	C	7,037	364	16,815	836	0.44	C
BALM RIVERVIEW RD: (BALM RD / CR 672 -to- BIG BEND RD)	Hillsborough County	N	2 / U	2.35	55	C	C	2,600	139	15,960	788	0.18	C
BALM RIVERVIEW RD: (BIG BEND RD -to- BOYETTE RD)	Hillsborough County	N	2 / U	4.05	45	D	C	11,487	616	16,815	836	0.74	C
BALM RIVERVIEW RD: (BOYETTE RD -to- US HWY 301)	Hillsborough County	N	2 / U	1.22	35	D	C	11,225	547	16,815	836	0.65	C
BALM WIMAUMA RD: (SR 674 -to- CR 672)	Hillsborough County	N	2 / U	3.97	45	C	C	3,036	150	15,580	808	0.19	B
BARRY RD: (HANLEY RD -to- BENJAMIN RD)	Hillsborough County	N	2 / U	1.30	25	D	C	6,208	462	14,060	712	0.65	D
BEARSS AVE: (DALE MABRY HWY -to- FLORIDA AVE)	Hillsborough County	N	4 / D	2.87	45	D	A	41,699	2,225	37,810	1,900	1.17	F
BEARSS AVE: (NEBRASKA AVE -to- BRUCE B DOWNS BLVD)	Hillsborough County	N	4 / D	1.88	45	D	A	40,445	2,154	37,810	1,900	1.13	F
BELL SHOALS RD: (BOYETTE RD -to- BLOOMINGDALE AVE)	Hillsborough County	N	2 / U	2.76	45	D	C	22,779	1,275	16,815	836	1.53	F
BELL SHOALS RD: (BLOOMINGDALE AVE -to- LITHIA PINECREST)	Hillsborough County	N	2 / U	1.99	35	D	C	4,934	273	14,060	712	0.38	C
BENJAMIN RD: (HILLSBOROUGH AVE -to- SLIGH AVE)	Hillsborough County	N	2 / U	1.01	35	D	C	14,829	799	16,815	836	0.96	D
BENJAMIN RD: (SLIGH AVE -to- WATERS AVE)	Hillsborough County	N	2 / U	1.01	35	D	C	16,201	1,058	14,060	712	1.49	F
BIG BEND RD: (US HWY 41 -to- I-75)	Hillsborough County	C	4 / D	1.75	45	D	A	23,500	1,255	37,810	1,900	0.66	C
BIG BEND RD: (I-75 -to- US HWY 301)	Hillsborough County	N	4 / D	1.32	45	D	A	41,871	2,696	37,810	1,900	1.42	F
BIG BEND RD: (US HWY 301 -to- SUMMERFIELD BLVD)	Hillsborough County	N	4 / D	1.02	45	D	C	31,560	1,532	37,810	1,900	0.81	C
BIG BEND RD: (US-301 -to- BALM RIVERVIEW)	Hillsborough County	N	2 / U	2.12	45	D	C	11,631	625	16,815	836	0.75	C
BLOOMINGDALE AVE: (US HWY 301 -to- GORNTON LAKE RD)	Hillsborough County	N	6 / D	0.45	45	D	A	42,946	2,323	93,385	4,617	0.5	B
BLOOMINGDALE AVE: (GORNTON LAKE RD -to- KINGS AVE)	Hillsborough County	N	4 / D	2.24	45	D	A	45,982	2,524	37,810	1,900	1.33	F
BLOOMINGDALE AVE: (KINGS AVE -to- BELL SHOALS RD)	Hillsborough County	N	4 / D	1.52	45	D	A	47,500	2,534	37,810	1,900	1.33	F

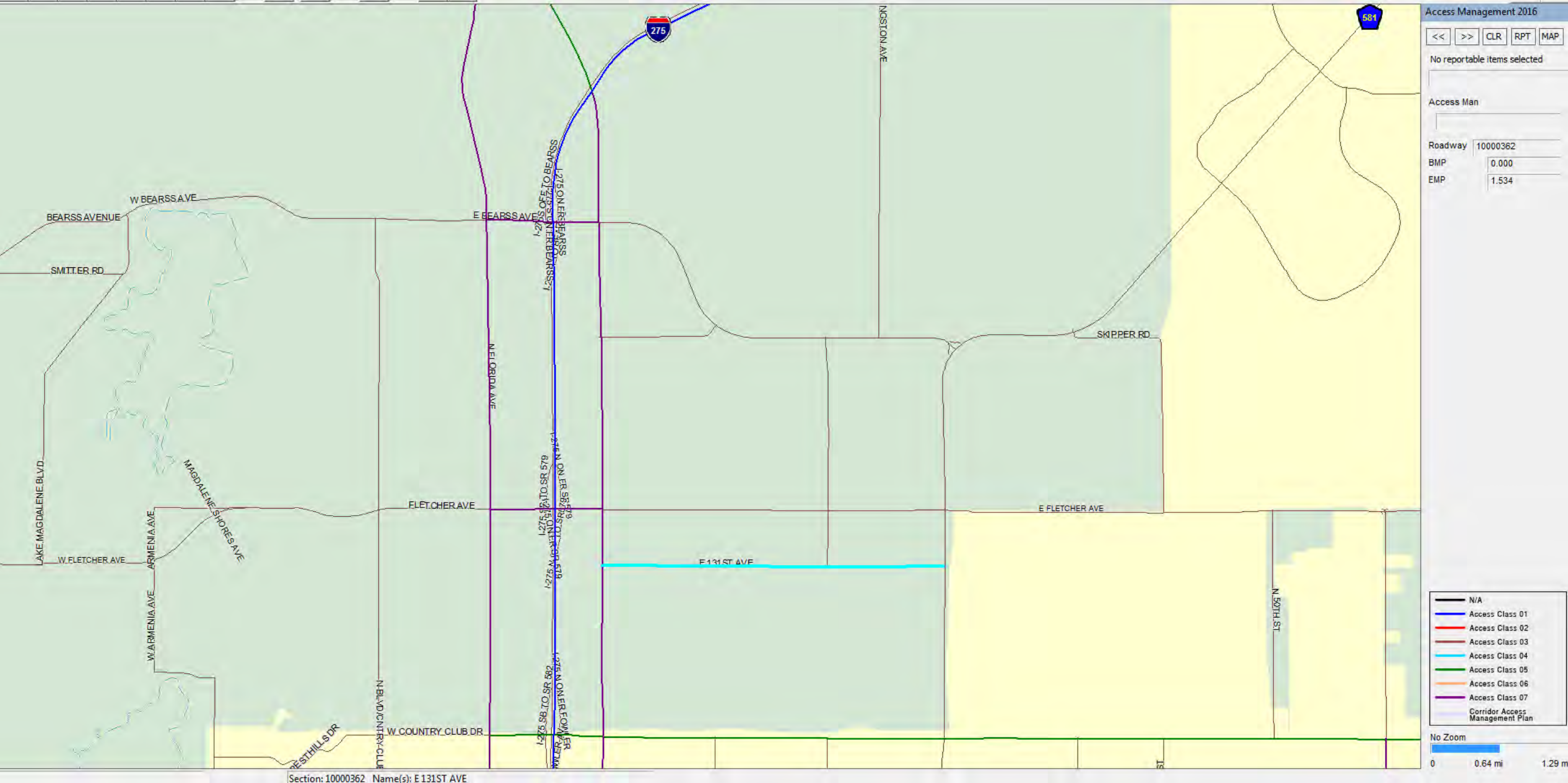
Florida Department of Transportation
 Transportation Statistics Office
 2016 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 9120 - 131ST AVE, E OF NEBRASKA AVE N/US 41

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
----	-----	-----	-----	-----	-----	-----
2016	5800 V	0	0	9.00	57.00	6.80
2015	5700 R	0	0	9.00	56.80	6.90
2014	5700 T			9.00	58.60	9.10
2013	5700 S	0	0	9.00	58.20	7.20
2012	5700 F	0	0	9.00	59.00	6.60
2011	5700 C	E 0	W 0	9.00	57.20	5.60

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; R = Fourth Year Estimate
 V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
 *K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values



Access Management 2016

<< >> CLR RPT MAP

No reportable items selected

Access Man

Roadway 10000362

BMP 0.000

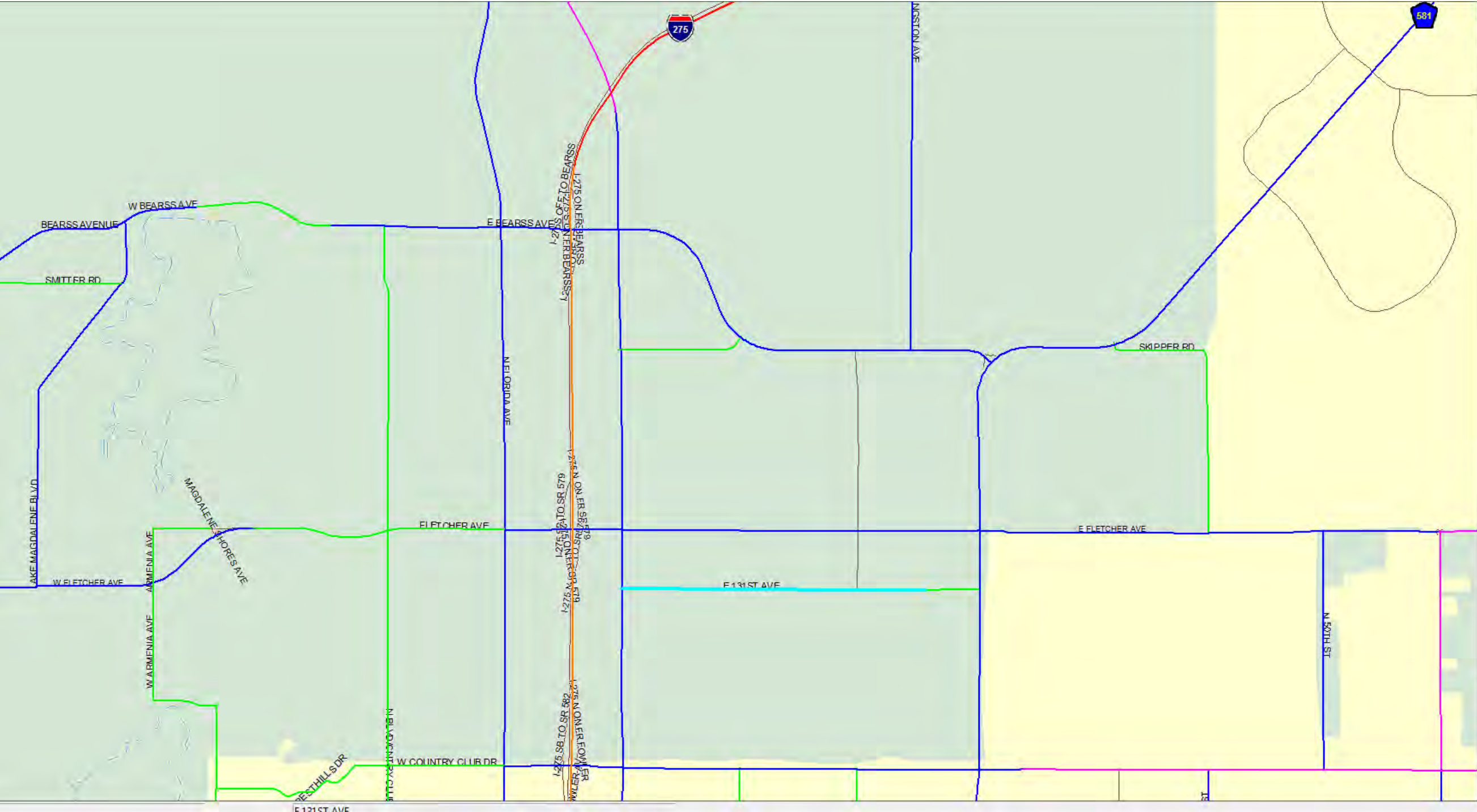
EMP 1.534

Legend:

- N/A
- Access Class 01
- Access Class 02
- Access Class 03
- Access Class 04
- Access Class 05
- Access Class 06
- Access Class 07
- Corridor Access Management Plan

No Zoom

0 0.64 mi 1.29 m



Speed Limit Information 2016

<< >> CLR RPT MAP

1 reportable, 1 Roadway ID

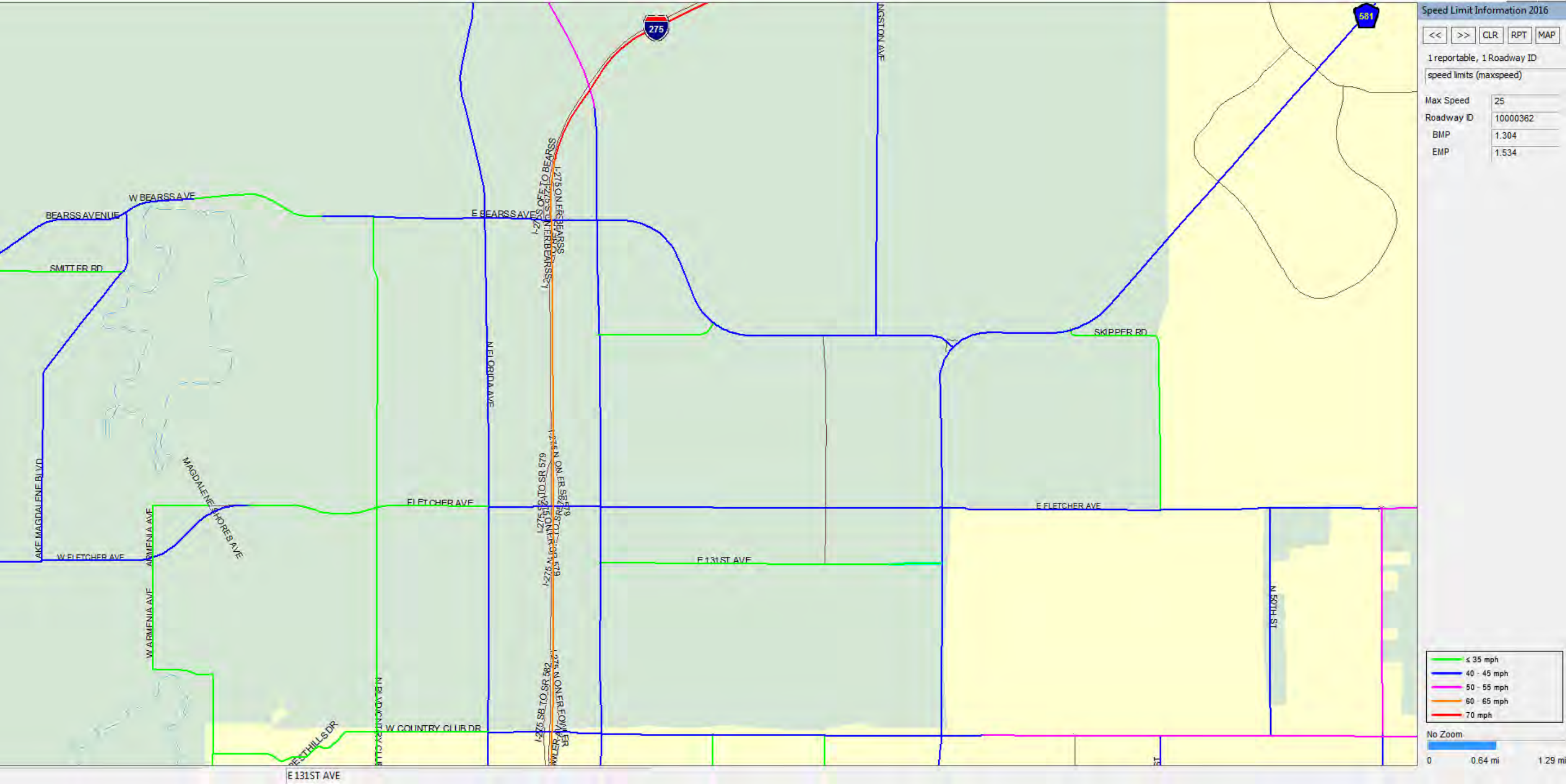
speed limits (maxspeed)

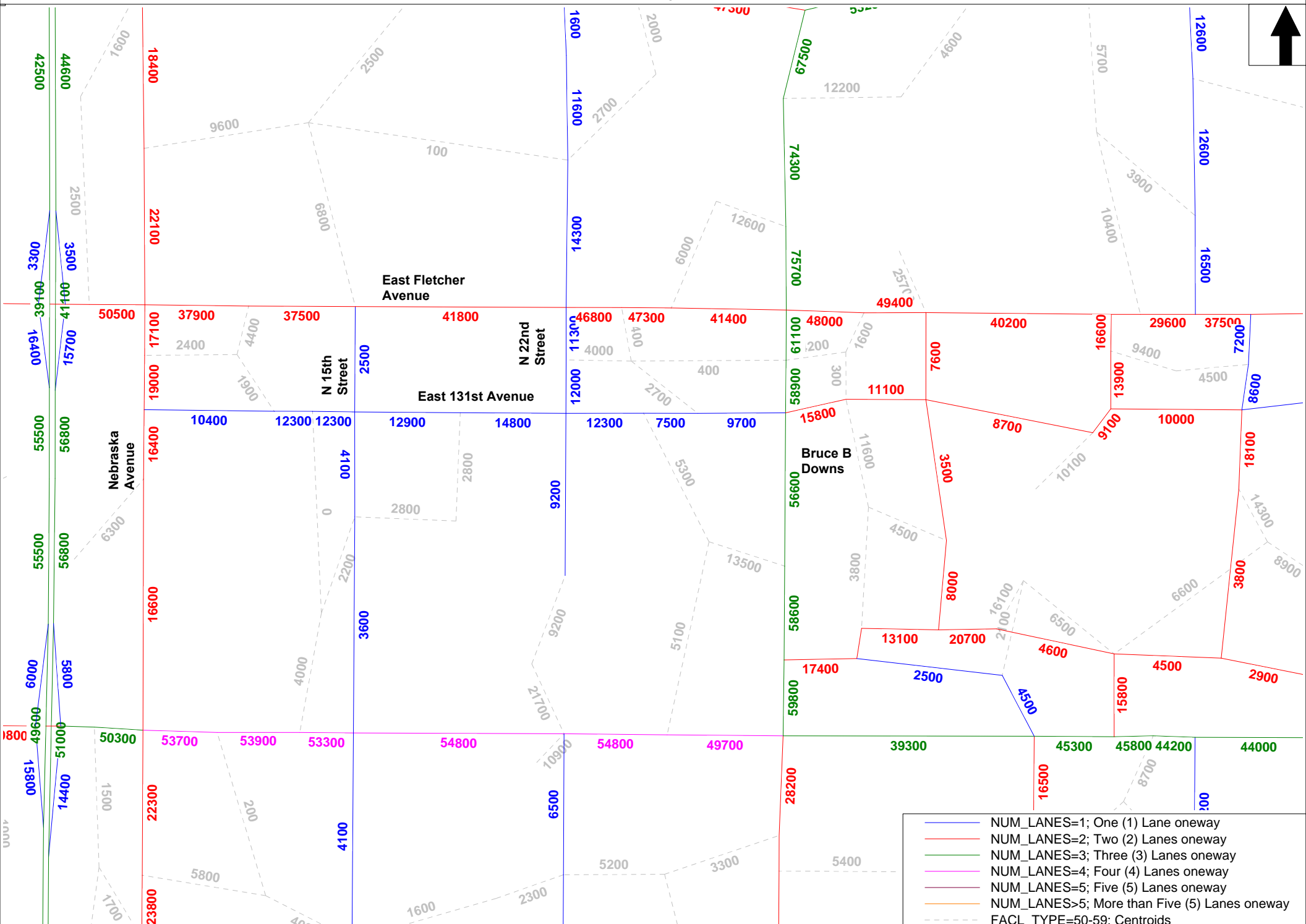
Max Speed	30
Roadway ID	10000362
BMP	0.000
EMP	1.304

≤ 35 mph
40 - 45 mph
50 - 55 mph
60 - 65 mph
70 mph

No Zoom

0 0.64 mi 1.29 mi





- NUM_LANES=1; One (1) Lane oneway
- NUM_LANES=2; Two (2) Lanes oneway
- NUM_LANES=3; Three (3) Lanes oneway
- NUM_LANES=4; Four (4) Lanes oneway
- NUM_LANES=5; Five (5) Lanes oneway
- NUM_LANES>5; More than Five (5) Lanes oneway
- - - - - FACL_TYPE=50-59; Centroids

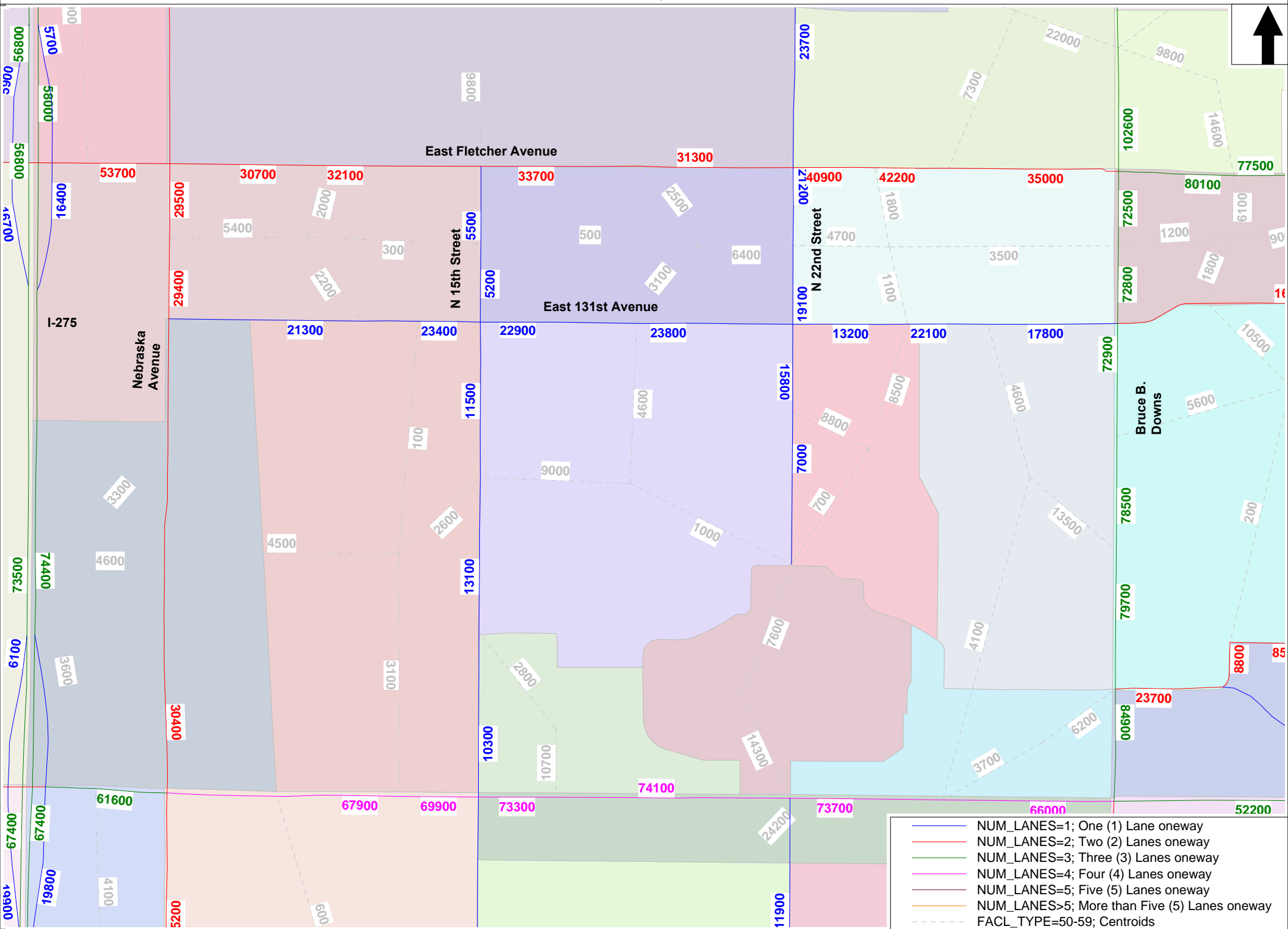


Table 6-2. Description of fields in spreadsheet.

Column	Variable	Definition
1	Road/Link	The name/route number of each facility bisected by the screenline and/or the link numbers from network.
2	Min Diff	Minimum Count/Model Ratio for using differences, below this use ratios alone.
3	Max Rat	Maximum Count/Model Ratio for using ratios, above this use differences alone.
3.5	Use SL	Set to "Enable" to allow use of screenline adjustments for this leg. If no count available, set to "Disable" to disable giving no adjustment of model result. Set to "Force" to force SL adjustment
4	COUNT Year	Year of the actual base year traffic count.
5	COUNT	Actual base year traffic count.
6	Ab	Base year traffic assignment—user to input year.
7	Ab ^{interpolate}	Interpolation between base and future year assignment—used when year of count data differs from base year assignment. If opening year no-build exists, use opening year no-build to base year interpolation. If opening year no-build does not exist, use design year to base year interpolation.
7.1	R	Calculated Ratio (COUNT/Ab).
7.2	D	Calculated Difference (COUNT - Ab).
7.3	MR	Model Ratio (Af - D/Ab).
7.4	SLR	Screenline Ratio (Σ Count/ Σ Ab).
8	Af	Future year traffic assignment Af-D: (near) design year model run. Af-ON: (near) opening year no-build run (optional) Af-OB: (near) opening year build model run (optional).
8.5	SLRATIO	Adjusted future year traffic forecast (Σ Count/ Σ Ab)*Af.
9	RATIO	Adjusted future year traffic forecast (COUNT/Ab) * Af.
10	DIFF	Adjusted future year traffic forecast (COUNT - Ab) + Af.
10.5	MRATIO	Adjusted future year traffic forecast. Modified "ratio method" to weight towards DIFF method for large model increases. If $MR < 1$ then $MRATIO = RATIO$. else $MRATIO = ((MR-1)*DIFF + RATIO)/MR$.
11	RAf	Adjusted future year traffic forecast (AVERAGE[MRATIO,DIFF]).
12	Selected Adjustment	Selects the type of future year adjustment based on the ratio of actual base year traffic count to interpolated base year traffic assignment. <i>If $MR < 1$ then</i> <i>if $RATIO \leq 1.0$ then use RATIO,</i> <i>if $RATIO \geq 2.0$ then use DIFF,</i> <i>else use RAf,</i> <i>If $MR > 1$ then</i> <i>if $RATIO \leq 0.5$ then use MRATIO,</i> <i>if $RATIO \geq 2.0$ then use DIFF,</i> <i>else use RAf (based on MRATIO)</i>
13	Selected Volume	Selected adjusted forecast year model volume
14	Most Recent Count Year	Year of the most recently available actual count data (should be less than opening year. If opening year is same as base year, then generally will not use).
15	Most Recent Count Data	Most recently available actual count data for the facility.

N. Crash Data

Event Crash Date	Event Crash Time	Event On Street	Event Cross Street	Event Crash Node	Crash Type	Event Relation to Intersection	Event Lighting Condition	Event Weather Condition	Highest Severity
Thursday, January 12, 2017	8:20:00	AVE E	28TH ST N	10_28331	Rear End	Intersection	Daylight	Clear	None
Wednesday, January 20, 2016	10:40:00	AV E	28TH ST	10_28331	U-Turn	Intersection	Daylight	Clear	None
Thursday, June 25, 2015	22:43:00	E. 131ST AVE.	28TH ST	10_28331	Hit Fixed Object	Non-Junction	Dark-Lighted	Clear	None
Tuesday, May 12, 2015	16:50:00	AV E	28TH ST	10_28331	Angle	Intersection	Daylight	Clear	Possible Injury
Tuesday, July 18, 2017	7:17:00	ST N	131TH AV E	10_28333	Bike	Non-Junction	Daylight	Clear	Possible Injury
Thursday, May 11, 2017	7:58:00	AV E	27TH ST N	10_28333	Rear End	Intersection-Related	Daylight	Clear	Possible Injury
Tuesday, June 14, 2016	13:20:00	ST N	131ST AV E	10_28333	Hit Fixed Object	Non-Junction	Daylight	Clear	None
Friday, June 12, 2015	10:07:00	AV E	27TH ST	10_28333	Pedestrian	Intersection	Daylight	Clear	Non-Incapacitating
Saturday, October 07, 2017	4:00:00	AV E	LIVINGSTON AV	10_28334	Left Turn	Intersection	Dark-Lighted	Clear	Non-Incapacitating
Sunday, May 28, 2017	17:00:00	AV E	LIVINGSTON AV	10_28334	Left Turn	Driveway/Ally Access Related	Daylight	Clear	Non-Incapacitating
Thursday, December 22, 2016	10:40:00	AV E	LIVINGSTON AV	10_28334	Angle	Intersection	Daylight	Clear	Possible Injury
Tuesday, October 18, 2016	11:05:00	AV E	LIVINGSTON AV	10_28334	Left Turn	Intersection	Daylight	Clear	None
Sunday, October 16, 2016	11:02:00	AVE E	LIVINGSTON AVE	10_28334	Rear End	Driveway/Ally Access Related	Daylight	Clear	None
Tuesday, April 05, 2016	7:45:00	AV E	LIVINGSTON AV	10_28334	Rear End	Intersection-Related	Daylight	Clear	None
Friday, February 19, 2016	17:50:00	AV E	LIVINGSTON AV	10_28334	Angle	Intersection	Dusk	Clear	Possible Injury
Monday, January 04, 2016	21:30:00	AV E	LIVINGSTON AV	10_28334	Pedestrian	Intersection	Dark-Lighted	Clear	Possible Injury
Thursday, March 19, 2015	7:26:00	AV E	LIVINGSTON AV	10_28334	Rear End	Intersection-Related	Daylight	Cloudy	Possible Injury
Tuesday, February 17, 2015	18:40:00	LIVINGSTON AV	131 ST AV	10_28334	Rear End	Driveway/Ally Access Related	Dusk	Rain	None
Thursday, March 09, 2017	15:55:00	AV E	23RD ST N	10_28338	Rear End	Non-Junction	Daylight	Clear	Non-Incapacitating
Saturday, August 20, 2016	11:20:00	AVE E	23RD ST N	10_28338	Rear End	Intersection-Related	Daylight	Clear	Possible Injury
Wednesday, January 06, 2016	16:55:00	AV E	23RD ST	10_28338	Rear End	Non-Junction	Daylight	Clear	None
Wednesday, August 26, 2015	17:20:00	ST N	131 ST AV	10_28338	Rear End	Intersection	Daylight	Clear	None
Sunday, December 31, 2017	15:59:00	CR 581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Left Turn	Non-Junction	Daylight	Clear	None
Friday, December 22, 2017	12:43:00	CR 581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Rear End	Intersection-Related	Daylight	Clear	None
Friday, November 03, 2017	15:10:00	CR581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Rear End	Intersection-Related	Daylight	Cloudy	Possible Injury
Friday, October 27, 2017	21:42:00	CR 581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Angle	Non-Junction	Dark-Lighted	Clear	None
Tuesday, October 10, 2017	15:10:00	CR 581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Rear End	Non-Junction	Daylight	Clear	None
Saturday, September 30, 2017	4:30:00	AV E	CR 581 (BRUCE B DOWNS BL)	10_28340	Hit Fixed Object	Non-Junction	Dark-Lighted	Clear	None
Tuesday, September 26, 2017	21:05:00	CR 581 (BRUCE B DOWNS BL)	USF HOLLY DR	10_28340	Rear End	Intersection-Related	Dark-Lighted	Clear	Possible Injury
Thursday, September 14, 2017	18:25:00	CR581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Sideswipe	Intersection-Related	Dusk	Cloudy	None
Thursday, September 14, 2017	15:09:00	CR 581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Rear End	Non-Junction	Daylight	Clear	Possible Injury
Saturday, September 09, 2017	16:30:00	CR581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	U-Turn	Non-Junction	Daylight	Clear	None
Friday, September 01, 2017	8:19:00	CR 581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Rear End	Intersection-Related	Daylight	Clear	None
Tuesday, August 29, 2017	11:25:00	CR581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Rear End	Intersection-Related	Daylight	Rain	Possible Injury
Friday, August 18, 2017	7:41:00	CR 581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Sideswipe	Intersection-Related	Daylight	Clear	None
Saturday, July 01, 2017	21:00:00	CR581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Bike	Driveway/Ally Access Related	Dark-Not Lighted	Clear	Possible Injury
Monday, June 05, 2017	12:00:00	CR581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Rear End	Non-Junction	Daylight	Rain	None
Sunday, May 14, 2017	10:44:00	CR 581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Rear End	Intersection-Related	Daylight	Clear	Possible Injury
Friday, May 12, 2017	11:20:00	AV E	CR 581 (BRUCE B DOWNS BL)	10_28340	Sideswipe	Intersection-Related	Daylight	Clear	None
Friday, May 05, 2017	17:45:00	CR 581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Rear End	Intersection	Daylight	Clear	None
Wednesday, April 26, 2017	19:10:00	CR581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Rear End	Non-Junction	Daylight	Clear	Possible Injury
Saturday, April 15, 2017	0:45:00	CR581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Angle	Driveway/Ally Access Related	Dark-Lighted	Clear	Possible Injury
Tuesday, April 04, 2017	9:45:00	CR 581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Rear End	Non-Junction	Daylight	Cloudy	Possible Injury
Tuesday, April 04, 2017	9:17:00	CR 581 (BRUCE B DOWNS BL)	USF HOLLY DR	10_28340	Left Turn	Intersection	Daylight	Clear	Non-Incapacitating
Sunday, March 19, 2017	13:45:00	CR 581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Rear End	Intersection	Daylight	Clear	None
Thursday, March 02, 2017	14:50:00	CR581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Rear End	Non-Junction	Daylight	Clear	None
Thursday, February 23, 2017	16:50:00	CR 581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Rear End	Non-Junction	Daylight	Clear	Possible Injury
Sunday, February 12, 2017	17:45:00	CR581 (BRUCE B DOWNS BL)	USF HOLLY DR	10_28340	Rear End	Non-Junction	Dusk	Clear	None
Friday, February 10, 2017	16:50:00	CR581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Right Turn	Driveway/Ally Access Related	Daylight	Clear	None
Friday, February 10, 2017	13:50:00	CR581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Rear End	Non-Junction	Daylight	Clear	None
Wednesday, January 18, 2017	14:00:00	CR581(BRUCE B DOWNS BL)	131ST AV E	10_28340	Rear End	Non-Junction	Daylight	Clear	None
Saturday, December 17, 2016	13:10:00	CR581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Pedestrian	Non-Junction	Daylight	Clear	Incapacitating
Saturday, December 17, 2016	14:10:00	CR 581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Rear End	Non-Junction	Daylight	Clear	None
Wednesday, November 02, 2016	11:05:00	AV E	BRUCE B DOWNS BL	10_28340	Rear End	Driveway/Ally Access Related	Daylight	Clear	Possible Injury
Wednesday, November 02, 2016	7:25:00	CR581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Angle	Intersection	Daylight	Clear	Possible Injury
Wednesday, October 05, 2016	17:05:00	CR581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Right Turn	Intersection	Daylight	Clear	None
Tuesday, October 04, 2016	16:19:00	CR 581 (BRUCE B DOWNS BLVD)	131 ST AVE	10_28340	Rear End	Non-Junction	Daylight	Cloudy	Incapacitating
Friday, September 30, 2016	10:23:00	CR 581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Head On	Intersection-Related	Daylight	Clear	None
Friday, September 23, 2016	16:00:00	CR581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Rear End	Non-Junction	Daylight	Clear	None
Tuesday, September 13, 2016	8:55:00	CR 581 (BRUCE B DOWNS BL)	USF HOLLY DR	10_28340	Sideswipe	Non-Junction	Daylight	Cloudy	Possible Injury
Friday, September 09, 2016	13:00:00	CR581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Left Turn	Intersection	Daylight	Clear	Non-Incapacitating
Thursday, August 25, 2016	15:45:00	CR581 (BRUCE B DOWNS BL)	USF HOLLY DR	10_28340	Rear End	Intersection-Related	Daylight	Clear	None
Wednesday, August 17, 2016	17:18:00	CR 581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Rear End	Non-Junction	Daylight	Clear	None
Tuesday, August 16, 2016	17:05:00	CR 581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Left Turn	Driveway/Ally Access Related	Daylight	Cloudy	None
Sunday, July 17, 2016	20:20:00	CR 581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Left Turn	Intersection	Dusk	Clear	Non-Incapacitating
Thursday, July 14, 2016	13:25:00	CR 581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Left Turn	Intersection	Daylight	Clear	Possible Injury
Tuesday, July 12, 2016	16:50:00	CR581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Rear End	Non-Junction	Daylight	Clear	None
Thursday, June 16, 2016	15:45:00	CR 581 (BRUCE B DOWNS BL)	131ST AV E	10_28340	Sideswipe	Intersection-Related	Daylight	Cloudy	None
Thursday, June 02, 2016	6:48:00	CR 581 (BRUCE B DOWNS BLVD)	131ST AV E	10_28340	Pedestrian	Driveway/Ally Access Related	Daylight	Clear	Possible Injury
Monday, May 16, 2016	8:35:00	CR 581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Sideswipe	Non-Junction	Daylight	Clear	None

Event Crash Date	Event Crash Time	Event On Street	Event Cross Street	Event Crash Node	Crash Type	Event Relation to Intersection	Event Lighting Condition	Event Weather Condition	Highest Severity
Sunday, May 15, 2016	15:40:00	CR 581 (BRUCE B DOWNS BL)	USF HOLLY DR	10_28340	Rear End	Intersection-Related	Daylight	Clear	Possible Injury
Thursday, May 12, 2016	13:45:00	CR581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Rear End	Non-Junction	Daylight	Clear	None
Wednesday, May 11, 2016	8:15:00	CR 581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Rear End	Intersection-Related	Daylight	Clear	None
Wednesday, May 04, 2016	18:00:00	CR 581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Rear End	Non-Junction	Daylight	Rain	Possible Injury
Thursday, April 28, 2016	23:00:00	BRUCE B DOWNS BLVD	131 ST AVE	10_28340	Left Turn	Intersection	Dark-Lighted	Clear	Possible Injury
Friday, April 15, 2016	13:05:00	CR 581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Rear End	Intersection-Related	Daylight	Rain	None
Monday, April 11, 2016	17:20:00	CR 581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Angle	Intersection	Daylight	Clear	None
Friday, March 11, 2016	23:05:00	CR581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	U-Turn	Intersection-Related	Dark-Not Lighted	Clear	None
Friday, March 04, 2016	19:30:00	CR581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Rear End	Intersection-Related	Dark-Lighted	Clear	None
Wednesday, March 02, 2016	18:55:00	CR581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Bike	Intersection	Dark-Lighted	Clear	Non-Incapacitating
Thursday, February 25, 2016	17:05:00	CR 581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Rear End	Non-Junction	Daylight	Clear	None
Monday, February 01, 2016	15:45:00	CR581 (BRUCE B DOWNS BL)	USF HOLLY DR	10_28340	Rear End	Non-Junction	Daylight	Clear	Possible Injury
Wednesday, January 27, 2016	17:35:00	CR581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Left Turn	Intersection	Daylight	Rain	Non-Incapacitating
Monday, January 25, 2016	8:25:00	CR 581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Sideswipe	Intersection-Related	Daylight	Clear	None
Wednesday, January 20, 2016	13:00:00	CR581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Rear End	Intersection-Related	Daylight	Clear	None
Wednesday, January 13, 2016	18:40:00	CR581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Left Turn	Intersection	Dark-Lighted	Clear	Possible Injury
Tuesday, January 12, 2016	14:10:00	CR581 (BRUCE B DOWNS BL)	USF HOLLY DR	10_28340	Left Turn	Intersection	Daylight	Clear	None
Wednesday, December 02, 2015	16:50:00	CR 581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Rear End	Non-Junction	Daylight	Clear	None
Wednesday, December 02, 2015	11:47:00	CR 581 (BRUCE B DOWNS BLVD)	131 ST AVE	10_28340	Rear End	Intersection-Related	Daylight	Clear	None
Wednesday, December 02, 2015	17:50:00	CR581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Rear End	Non-Junction	Dusk	Clear	None
Wednesday, November 25, 2015	23:40:00	C.R. 581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Angle	Intersection	Dark-Lighted	Clear	Incapacitating
Wednesday, November 25, 2015	12:15:00	CR 581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Rear End	Non-Junction	Daylight	Cloudy	None
Tuesday, November 24, 2015	15:10:00	CR 581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Rear End	Intersection-Related	Daylight	Clear	None
Thursday, November 05, 2015	21:50:00	CR581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Left Turn	Intersection	Dark-Lighted	Clear	None
Friday, October 09, 2015	18:30:00	USF HOLLY DR	BRUCE B DOWNS BOULEVARD	10_28340	Rear End	Non-Junction	Daylight	Rain	None
Friday, October 09, 2015	7:10:00	CR 581 (BRUCE B DOWNS BL)	USF HOLLY DR	10_28340	Left Turn	Intersection	Daylight	Clear	Non-Incapacitating
Friday, September 25, 2015	7:50:00	CR 581 (BRUCE B DOWNS BL)	USF HOLLY DR	10_28340	Left Turn	Intersection	Daylight	Clear	None
Friday, September 18, 2015	10:59:00	BRUCE B DOWNS BLVD	USF HOLLY DR	10_28340	Angle	Intersection-Related	Daylight	Clear	None
Sunday, September 06, 2015	4:05:00	AV E	BRUCE B DOWNS BL	10_28340	Left Turn	Intersection	Dark-Lighted	Clear	None
Wednesday, August 26, 2015	20:00:00	CR 581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Rear End	Non-Junction	Dark-Not Lighted	Cloudy	None
Saturday, August 22, 2015	6:51:00	BRUCE B DOWNS BLVD	131 ST AVE	10_28340	Rear End	Intersection	Daylight	Clear	Possible Injury
Friday, August 21, 2015	6:43:00	BRUCE B DOWNS BLVD	131 ST AVE	10_28340	Right Turn	Intersection	Daylight	Clear	None
Thursday, August 20, 2015	20:27:00	ST N	BRUCE B DOWNS BL	10_28340	Rear End	Non-Junction	Dark-Lighted	Clear	Possible Injury
Wednesday, July 15, 2015	17:35:00	CR581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Rear End	Non-Junction	Daylight	Rain	None
Thursday, June 11, 2015	16:10:00	CR 581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Rear End	Non-Junction	Daylight	Cloudy	None
Wednesday, June 10, 2015	16:30:00	CR 581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Rear End	Non-Junction	Daylight	Rain	None
Thursday, April 30, 2015	22:31:00	BRUCE B DOWNS BLVD N	USF HOLLY DR	10_28340	Rear End	Intersection	Dark-Lighted	Clear	None
Friday, April 24, 2015	16:25:00	CR581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Rear End	Non-Junction	Daylight	Clear	None
Sunday, April 19, 2015	17:00:00	CR 581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Sideswipe	Non-Junction	Daylight	Clear	None
Monday, March 23, 2015	7:50:00	BRUCE B DOWNS	USF HOLLY DR	10_28340	Sideswipe	Intersection-Related	Daylight	Cloudy	None
Wednesday, March 04, 2015	14:25:00	CR581 (BRUCE B DOWNS BL)	131 ST AV	10_28340	Left Turn	Intersection	Daylight	Clear	Non-Incapacitating
Monday, March 02, 2015	17:10:00	USF HOLLY DR	BRUCE B DOWNS BLVD	10_28340	Sideswipe	Non-Junction	Daylight	Clear	None
Sunday, March 01, 2015	19:10:00	AV E	BRUCE B DOWNS BL	10_28340	Pedestrian	Non-Junction	Dark-Lighted	Clear	Non-Incapacitating
Wednesday, February 25, 2015	9:50:00	BRUCE B DOWNS BL	131 ST AV	10_28340	Rear End	Intersection-Related	Daylight	Cloudy	Possible Injury
Sunday, February 08, 2015	18:54:00	BRUCE B DOWNS BL	131 ST AV	10_28340	Left Turn	Intersection	Dusk	Clear	Non-Incapacitating
Thursday, February 09, 2017	14:39:00	AV E	LEISUREWOOD PL	10_28342	Rear End	Intersection	Daylight	Clear	None
Wednesday, September 20, 2017	17:55:00	AV E	22ND ST N	10_28344	Rear End	Intersection-Related	Daylight	Clear	None
Friday, August 25, 2017	11:05:00	AV E	22TH ST N	10_28344	Left Turn	Intersection	Daylight	Cloudy	None
Thursday, August 03, 2017	18:15:00	ST N	131ST AV E	10_28344	Angle	Intersection	Daylight	Rain	Non-Incapacitating
Monday, July 31, 2017	16:45:00	ST N	131ST AV E	10_28344	Rear End	Driveway/Ally Access Related	Daylight	Cloudy	None
Monday, July 03, 2017	16:41:00	AV E	22ND ST N	10_28344	Rear End	Non-Junction	Daylight	Cloudy	None
Monday, June 12, 2017	21:58:00	AV E	22ND ST N	10_28344	Rear End	Intersection-Related	Dark-Lighted	Rain	None
Thursday, April 20, 2017	0:34:00	ST N	131ST AV E	10_28344	Rear End	Intersection-Related	Dark-Lighted	Clear	None
Friday, March 03, 2017	16:22:00	ST N	131ST AV E	10_28344	Rear End	Intersection-Related	Daylight	Clear	None
Tuesday, February 14, 2017	21:00:00	ST N	131ST AV E	10_28344	Angle	Non-Junction	Dark-Lighted	Clear	None
Saturday, December 03, 2016	13:33:00	ST N	131ST AV E	10_28344	Rear End	Intersection-Related	Daylight	Clear	None
Monday, November 21, 2016	21:05:00	ST N	131ST AV E	10_28344	Rear End	Intersection-Related	Dark-Lighted	Clear	None
Friday, May 06, 2016	16:20:00	ST AV E	22 ND ST	10_28344	Rear End	Non-Junction	Daylight	Clear	Possible Injury
Thursday, March 24, 2016	15:41:00	AV E	22ND ST N	10_28344	Angle	Driveway/Ally Access Related	Daylight	Cloudy	None
Tuesday, February 23, 2016	17:40:00	ST N	131 ST AV	10_28344	Rear End	Non-Junction	Daylight	Clear	None
Wednesday, February 17, 2016	10:30:00	ST N	131 ST AV	10_28344	Bike	Driveway/Ally Access Related	Daylight	Clear	Possible Injury
Friday, January 15, 2016	16:15:00	ST N	131 ST AV	10_28344	Rear End	Non-Junction	Daylight	Clear	None
Monday, December 14, 2015	7:00:00	AV E	22 ND ST	10_28344	Bike	Intersection-Related	Daylight	Cloudy	Non-Incapacitating
Wednesday, August 19, 2015	15:05:00	ST N	131 ST AV	10_28344	Rear End	Intersection-Related	Daylight	Cloudy	None
Wednesday, August 12, 2015	15:20:00	ST N	131 ST AV	10_28344	Angle	Intersection	Daylight	Clear	None
Sunday, July 26, 2015	14:50:00	AV E	22 ND ST	10_28344	Rear End	Intersection-Related	Daylight	Clear	Possible Injury
Saturday, July 18, 2015	17:51:00	AV E	22 ND ST	10_28344	Rear End	Intersection-Related	Daylight	Clear	Possible Injury
Friday, July 03, 2015	5:05:00	ST N	131 ST AV	10_28344	Angle	Intersection	Dark-Lighted	Clear	Non-Incapacitating
Wednesday, June 10, 2015	20:35:00	ST N	131 ST AV	10_28344	Bike	Intersection	Dark-Lighted	Cloudy	Incapacitating

Event Crash Date	Event Crash Time	Event On Street	Event Cross Street	Event Crash Node	Crash Type	Event Relation to Intersection	Event Lighting Condition	Event Weather Condition	Highest Severity
Saturday, February 14, 2015	3:20:00	AV	22 ND ST	10_28344	Angle	Intersection	Dark-Lighted	Clear	None
Saturday, January 24, 2015	20:39:00	ST	131 ST AV	10_28344	Rear End	Intersection-Related	Dark-Lighted	Clear	Possible Injury
Friday, January 09, 2015	20:10:00	AV	22 ND ST	10_28344	Angle	Intersection	Dark-Lighted	Clear	None
Friday, June 23, 2017	8:25:00	ST N	131ST AV E	10_28345	Angle	Intersection	Daylight	Clear	None
Tuesday, May 16, 2017	14:45:00	AV E	20TH ST N	10_28345	Left Turn	Intersection	Daylight	Clear	None
Wednesday, April 05, 2017	19:50:00	AV E	20TH ST N	10_28345	Head On	Intersection	Dusk	Clear	Possible Injury
Tuesday, March 21, 2017	21:10:00	AV E	20TH ST N	10_28345	Angle	Intersection	Dark-Lighted	Clear	Possible Injury
Wednesday, November 23, 2016	15:00:00	AV E	20TH ST N	10_28345	Angle	Intersection	Daylight	Clear	None
Saturday, November 19, 2016	15:48:00	AV E	20TH ST N	10_28345	Angle	Driveway/Ally Access Related	Daylight	Clear	None
Tuesday, November 01, 2016	8:25:00	AV E	20TH ST N	10_28345	Angle	Driveway/Ally Access Related	Daylight	Clear	None
Wednesday, September 28, 2016	7:30:00	AV E	20TH ST N	10_28345	Angle	Intersection	Daylight	Clear	None
Monday, August 01, 2016	15:25:00	AV E	20TH ST N	10_28345	Angle	Intersection	Daylight	Clear	None
Tuesday, March 15, 2016	23:39:00	AV E	20TH ST	10_28345	Angle	Intersection-Related	Dark-Lighted	Clear	None
Sunday, February 07, 2016	17:55:00	AV E	20TH ST	10_28345	Bike	Intersection	Daylight	Clear	Possible Injury
Monday, July 27, 2015	16:11:00	AV E	20TH ST	10_28345	Angle	Intersection	Daylight	Cloudy	Possible Injury
Sunday, May 31, 2015	22:15:00	AV E	20TH ST	10_28345	Angle	Intersection	Dark-Lighted	Rain	Possible Injury
Tuesday, April 21, 2015	14:40:00	ST N	131 ST AV	10_28345	Bike	Intersection	Daylight	Clear	Non-Incapacitating
Wednesday, February 11, 2015	8:10:00	AV	20TH ST	10_28345	Angle	Intersection	Daylight	Clear	None
Thursday, December 08, 2016	12:25:00	AV E	LONDONDARY PL	10_28347	Pedestrian	Intersection	Daylight	Cloudy	Non-Incapacitating
Thursday, April 28, 2016	9:30:00	AV E	STONE FOUNTAIN DR	10_28347	Rear End	Intersection	Daylight	Clear	Possible Injury
Monday, October 02, 2017	11:10:00	AV E	19TH ST N	10_28350	Angle	Intersection	Daylight	Clear	None
Monday, July 31, 2017	20:45:00	AV E	19TH ST N	10_28350	Head On	Intersection	Dusk	Cloudy	None
Monday, June 05, 2017	14:35:00	AV E	19TH ST N	10_28350	Angle	Intersection	Daylight	Clear	Possible Injury
Wednesday, May 03, 2017	12:28:00	AV E	19TH ST N	10_28350	Angle	Non-Junction	Daylight	Clear	None
Tuesday, April 04, 2017	16:50:00	AV E	19TH ST N	10_28350	Rear End	Non-Junction	Daylight	Clear	None
Saturday, January 07, 2017	23:00:00	AV E	19TH ST N	10_28350	Head On	Non-Junction	Dark-Lighted	Clear	None
Tuesday, December 27, 2016	15:05:00	AV E	19TH ST N	10_28350	Angle	Intersection	Daylight	Clear	None
Monday, October 03, 2016	17:40:00	AV E	19TH ST N	10_28350	Rear End	Intersection-Related	Daylight	Rain	None
Monday, September 12, 2016	17:55:00	AV E	19TH ST N	10_28350	Angle	Intersection	Daylight	Rain	None
Sunday, August 21, 2016	16:36:00	AV E	19TH ST N	10_28350	Left Turn	Intersection	Daylight	Clear	None
Tuesday, March 08, 2016	16:00:00	ST N	131 ST AV	10_28350	Rear End	Non-Junction	Daylight	Clear	None
Monday, February 15, 2016	15:20:00	AV E	19TH ST	10_28350	Angle	Intersection	Daylight	Cloudy	None
Friday, February 12, 2016	16:30:00	AV E	19TH ST	10_28350	Rear End	Non-Junction	Daylight	Clear	None
Monday, December 21, 2015	7:50:00	AV E	19TH ST	10_28350	Angle	Intersection	Daylight	Clear	None
Friday, November 06, 2015	18:10:00	AV E	19TH ST	10_28350	Angle	Intersection	Dark-Lighted	Clear	None
Monday, November 02, 2015	7:00:00	AV E	19TH ST	10_28350	Hit Fixed Object	Intersection-Related	Daylight	Clear	None
Sunday, October 04, 2015	11:50:00	ST N	131 ST AV	10_28350	Head On	Intersection-Related	Daylight	Cloudy	None
Sunday, August 02, 2015	16:30:00	AV E	19TH ST	10_28350	Angle	Intersection	Daylight	Cloudy	None
Friday, April 24, 2015	16:40:00	131ST AV E	19TH ST	10_28350	Rear End	Driveway/Ally Access Related	Daylight	Clear	None
Tuesday, January 27, 2015	16:35:00	AV	19TH ST	10_28350	Pedestrian	Non-Junction	Daylight	Clear	Possible Injury
Tuesday, August 25, 2015	14:32:00	AV E	17TH ST	10_28352	Angle	Intersection	Daylight	Clear	None
Sunday, October 01, 2017	19:48:00	AV E	15TH ST N	10_28353	Left Turn	Intersection	Dusk	Clear	Possible Injury
Tuesday, August 01, 2017	14:00:00	ST N	131ST AV E	10_28353	Rear End	Intersection-Related	Daylight	Clear	Possible Injury
Wednesday, June 07, 2017	17:28:00	AV E	15TH ST N	10_28353	Left Turn	Intersection	Daylight	Clear	Possible Injury
Friday, March 24, 2017	17:10:00	ST N	131ST AV E	10_28353	Hit Non-Fixed Object	Intersection-Related	Daylight	Clear	None
Wednesday, March 22, 2017	14:05:00	AV E	15TH ST N	10_28353	Rear End	Intersection-Related	Daylight	Clear	None
Wednesday, March 01, 2017	7:55:00	AV E	15TH ST N	10_28353	Right Turn	Intersection	Daylight	Clear	None
Wednesday, January 25, 2017	6:15:00	ST N	131ST AV E	10_28353	Hit Non-Fixed Object	Non-Junction	Dawn	Fog, Smog, Smoke	None
Saturday, January 07, 2017	16:10:00	ST N	131ST AV E	10_28353	Angle	Intersection	Daylight	Clear	None
Saturday, January 07, 2017	16:15:00	ST N	131ST AV E	10_28353	Rear End	Non-Junction	Daylight	Cloudy	None
Monday, December 19, 2016	15:13:00	AV E	15TH ST N	10_28353	Angle	Intersection	Daylight	Clear	None
Friday, December 02, 2016	11:10:00	ST N	131ST AV E	10_28353	Pedestrian	Driveway/Ally Access Related	Daylight	Clear	Non-Incapacitating
Friday, November 18, 2016	18:55:00	ST N	131ST AV E	10_28353	Rear End	Non-Junction	Dark-Lighted	Clear	None
Tuesday, September 06, 2016	17:36:00	ST N	131ST AV E	10_28353	Rear End	Non-Junction	Daylight	Clear	None
Friday, August 12, 2016	14:00:00	AV E	15TH ST N	10_28353	Rear End	Intersection-Related	Daylight	Cloudy	None
Friday, August 12, 2016	23:47:00	AV E	15TH ST N	10_28353	Left Turn	Intersection	Dark-Lighted	Clear	None
Wednesday, July 27, 2016	20:00:00	AV E	15TH ST N	10_28353	Left Turn	Intersection	Daylight	Clear	None
Friday, July 22, 2016	14:05:00	AV E	15TH ST N	10_28353	Left Turn	Intersection	Daylight	Cloudy	None
Saturday, July 02, 2016	22:30:00	AV E	15TH ST N	10_28353	Rear End	Intersection-Related	Dark-Unknown Lighting	Clear	Possible Injury
Monday, June 13, 2016	12:45:00	ST N	131ST AV E	10_28353	Pedestrian	Intersection-Related	Daylight	Clear	Non-Incapacitating
Tuesday, April 19, 2016	8:32:00	SR 583	131 ST AVENUE	10_28353	Left Turn	Entrance/Exit Ramp	Daylight	Clear	Possible Injury
Saturday, April 09, 2016	1:15:00	ST. N.	131 ST AV	10_28353	Rear End	Intersection-Related	Dark-Lighted	Clear	None
Sunday, March 20, 2016	3:10:00	AV E	15TH ST	10_28353	Rear End	Intersection-Related	Dark-Lighted	Cloudy	None
Thursday, February 04, 2016	17:00:00	ST N	131 ST AV	10_28353	Rear End	Non-Junction	Daylight	Rain	None
Monday, February 01, 2016	18:30:00	AV E	15TH ST	10_28353	Hit Fixed Object	Intersection	Dark-Lighted	Clear	None
Monday, November 16, 2015	10:01:00	ST N	131 ST AV	10_28353	Rear End	Intersection-Related	Daylight	Clear	None
Sunday, November 15, 2015	4:00:00	ST N	131 ST AV	10_28353	Rear End	Intersection-Related	Dark-Lighted	Clear	None
Tuesday, November 03, 2015	18:35:00	ST N	131 ST AV	10_28353	Rear End	Non-Junction	Dark-Not Lighted	Clear	None
Monday, November 02, 2015	17:20:00	ST N	131 ST AV	10_28353	Left Turn	Intersection	Dusk	Clear	None
Monday, October 26, 2015	17:25:00	AV E	15TH ST	10_28353	Right Turn	Intersection	Daylight	Clear	Possible Injury
Wednesday, October 21, 2015	21:45:00	AV E	15TH ST	10_28353	Rear End	Intersection-Related	Dark-Lighted	Clear	None
Friday, October 02, 2015	23:20:00	ST N	131 ST AV	10_28353	Pedestrian	Intersection	Dark-Lighted	Clear	Possible Injury
Tuesday, March 10, 2015	22:13:00	AV E	15TH ST	10_28353	Angle	Intersection	Dark-Lighted	Clear	None
Tuesday, February 17, 2015	21:50:00	AV	15TH ST	10_28353	Pedestrian	Intersection	Dark-Lighted	Rain	Non-Incapacitating
Saturday, May 20, 2017	16:05:00	AV E	MARATHON KEY DR	10_28354	Left Turn	Driveway/Ally Access Related	Daylight	Clear	Possible Injury
Thursday, December 22, 2016	7:20:00	AV E	MARATHON KEY DR	10_28354	Rear End	Intersection	Daylight	Clear	None
Monday, February 06, 2017	15:55:00	AV E	MARATHON KEY DR	10_28355	Rear End	Non-Junction	Daylight	Clear	Possible Injury
Sunday, May 22, 2016	17:10:00	AV E	KEY LARGO RD	10_28356	Left Turn	Intersection	Daylight	Clear	None

Event Crash Date	Event Crash Time	Event On Street	Event Cross Street	Event Crash Node	Crash Type	Event Relation to Intersection	Event Lighting Condition	Event Weather Condition	Highest Severity
Friday, August 07, 2015	21:45:00	AV E	KEY LARGO RD	10_28356	Left Turn	Intersection	Dark-Not Lighted	Clear	Possible Injury
Wednesday, July 29, 2015	12:45:00	AV E	NEBRASKA AV	10_28356	Head On	Non-Junction	Daylight	Rain	Non-Incapacitating
Thursday, December 07, 2017	16:18:00	NEBRASKA AVE	131ST AVE	10_28364	Left Turn	Intersection	Daylight	Clear	None
Tuesday, September 12, 2017	15:35:00	NEBRASKA AVE	131 ST AVE	10_28364	Angle	Intersection	Daylight	Clear	None
Monday, March 27, 2017	11:05:00	US HW 41 (NEBRASKA AV N)	131ST AV E	10_28364	Rear End	Intersection-Related	Daylight	Clear	None
Saturday, March 25, 2017	21:05:00	SR45 (NEBRASKA AV N)	131ST AV E	10_28364	Rear End	Intersection-Related	Dark-Lighted	Clear	None
Friday, December 09, 2016	12:20:00	NB US-41 (SR-45)	131ST AVENUE	10_28364	Rear End	Non-Junction	Daylight	Cloudy	Possible Injury
Monday, December 05, 2016	20:05:00	AV E	NEBRASKA AV N	10_28364	Rear End	Intersection-Related	Dark-Lighted	Clear	Possible Injury
Tuesday, November 15, 2016	17:15:00	AV E	SR45 (NEBRASKA AV N)	10_28364	Left Turn	Driveway/Ally Access Related	Dawn	Clear	None
Sunday, November 06, 2016	9:00:00	US-41(NEBRASKA AVE)	131ST AVE	10_28364	Angle	Intersection	Dawn	Clear	None
Monday, September 19, 2016	15:55:00	NB US-41 (SR-45)	131ST AVE	10_28364	Bike	Intersection	Daylight	Clear	Non-Incapacitating
Saturday, August 06, 2016	17:15:00	US-41 (NEBRASKA AVENUE)	131ST AVENUE	10_28364	Angle	Intersection	Daylight	Cloudy	Non-Incapacitating
Wednesday, July 20, 2016	17:45:00	SR45 (NEBRASKA AV N)	131ST AV E	10_28364	Rear End	Non-Junction	Daylight	Clear	None
Friday, March 04, 2016	18:00:00	SR45 (NEBRASKA AV N)	131 ST AV	10_28364	Left Turn	Intersection	Daylight	Clear	None
Sunday, January 24, 2016	0:35:00	US HIGHWAY 41 (NEBRASKA AVE)	131 ST AVE	10_28364	Rear End	Non-Junction	Dark-Lighted	Clear	None
Sunday, October 18, 2015	4:00:00	AV E	NEBASKA AV	10_28364	Hit Fixed Object	Non-Junction	Dark-Lighted	Cloudy	None
Saturday, October 03, 2015	17:12:00	US-41 (N. NEBRASKA AVENUE)	131 ST STREET	10_28364	Rear End	Non-Junction	Daylight	Clear	Possible Injury
Saturday, September 05, 2015	1:45:00	SR 45 (NEBRASKA AV N)	131 ST AV	10_28364	Hit Fixed Object	Non-Junction	Dark-Lighted	Clear	None
Monday, August 31, 2015	10:30:00	US 41 (NEBRASKA AVE)	131 ST AVE	10_28364	Angle	Intersection	Daylight	Clear	Possible Injury
Thursday, August 27, 2015	17:50:00	AV E	NEBRASKA AV	10_28364	Rear End	Intersection-Related	Daylight	Clear	None
Wednesday, August 19, 2015	17:35:00	SR45 (NEBRASKA AV N)	130TH AV	10_28364	Rear End	Intersection	Daylight	Clear	Possible Injury
Tuesday, June 23, 2015	17:22:00	NEBRASKA AVE (US HWY 41)	131 ST AVE	10_28364	Rear End	Non-Junction	Daylight	Cloudy	Possible Injury
Thursday, April 09, 2015	10:22:00	US 41 HWY (SR 45/NEBRASKA AVE)	130TH AVE	10_28364	Angle	Intersection	Daylight	Clear	None
Thursday, March 19, 2015	18:10:00	SR45 (NEBRASKA AV N)	131 ST AV	10_28364	Rear End	Intersection-Related	Daylight	Clear	None
Wednesday, March 11, 2015	20:00:00	U.S. HIGHWAY 41(FLORIDA AVE)	131 ST AVE	10_28364	Left Turn	Intersection	Dark-Lighted	Clear	Non-Incapacitating
Tuesday, March 03, 2015	16:56:00	US-41 (SR-45)	131 ST AVENUE	10_28364	Rear End	Non-Junction	Daylight	Clear	Possible Injury
Wednesday, February 25, 2015	2:22:00	NEBRASKA AVE	131 ST AVE	10_28364	Hit Fixed Object	Non-Junction	Dark-Lighted	Cloudy	None
Tuesday, February 17, 2015	16:50:00	NEBRASKA AV	131 ST AVE	10_28364	Rear End	Intersection	Daylight	Rain	None
Friday, February 13, 2015	14:40:00	NEBRASKA AV	131 ST AV	10_28364	Rear End	Non-Junction	Daylight	Clear	None