

W. BAY TO BAY BLVD.

FINAL RECOMMENDED COMPLETE STREET ALTERNATIVE FROM THE CITY OF TAMPA TRANSPORTATION & STORMWATER SERVICES DEPARTMENT

July 2018

EXISTING CONDITIONS:

W. Bay to Bay Boulevard is a Hillsborough County Roadway. The City of Tampa was interested in making a recommendation to the County to ensure that our Walk-Bike concept was considered in the design. The City initiated a traffic study in June 2016 to analyze the existing roadway conditions to see what safety and operational improvements could be made. In August 2016, the County informed the City that W. Bay to Bay Blvd. was scheduled for resurfacing.

The approximately one-mile segment of W. Bay to Bay Blvd. from S. Dale Mabry Highway to Bayshore Blvd. is a 4-lane Urban Collector roadway with a posted speed of 35 mph serving both residential and commercial uses. It serves as a truck route and transit route.

The Average Annual Daily Traffic (AADT) is approximately 18,500 vehicles per day.

PROJECT BACKGROUND:

W. Bay to Bay Blvd. was identified as a possible East-West walk/bike connection in the Hillsborough MPO's *City of Tampa Walk-Bike Plan*. The report recommended evaluating W. Bay to Bay Blvd. for safety and multi-modal opportunities to provide space for bike lanes and improve pedestrian safety.

Federal Highway Administration (FHWA) guidelines recommend that a traffic analysis be performed before implementing a three lane configuration on any roadway with an AADT Volume of 15,000-20,000 vehicles per day. W. Bay to Bay Blvd. falls within that range at 18,500 vehicles per day.

PROJECT DEVELOPMENT:

The City of Tampa held a Public Information Meeting on February 8, 2018 to present alternatives and receive public input. The meeting had nearly 150 attendees, and generated over 400 written responses from neighborhood residents and users of the roadway. At this meeting, the City presented an alternative that would change the current 4 lane roadway (2 through lanes in each direction) to a 3 lane roadway (2 through lanes and 1 two-way left turn lane). The overall results of public comments indicated there was a clear 2 to 1 against the proposed project. The overwhelming majority of the public comment for the project was directed at the western portion of the project from Dale Mabry Highway to Esperanza Ave. These comments were grouped into overarching categories and summarized on the next page.

The other option that was presented was the No-Build option. This essentially means that no changes would be made to the road configuration, and it would remain as a four-lane section after the resurfacing project.

<p>Comments received in favor of the 3-Lane Roadway Configuration alternative</p>	<ul style="list-style-type: none"> • The three lane configuration would create a safer pedestrian corridor • W. Bay to Bay Blvd. must be crossed by Roosevelt Elementary School Children • Three lane sections have been shown to reduce vehicular accidents by 19-47% • Capacity delays would be minimum and/or worth the safety benefits • Speeding would be reduced • Businesses along the corridor would benefit from the increased foot traffic. • It would create a more inviting corridor and increase property values.
<p>Comments received in support of the 4-lane/ "No Build" option</p>	<ul style="list-style-type: none"> • Capacity delay and severe back-ups would occur • Bike lanes are not needed nor bicyclists do not use nor would use this corridor even if a bike lane were installed • "I never see bikes out there now" or "Cyclists can use other routes such as a local street or El Prado." • The bike lanes only go for a total of 6 blocks • The traffic study does not address growth • The reconfiguration would cause longer queues would cause cut-through traffic on the nearby neighborhood local streets

FINAL RECOMMENDATION:

The FHWA Road Diet Information Guide recommends an upper threshold of 20,000 Average Annual Daily Traffic (AADT) as a maximum for implementing a three-lane road section. It also recommends that roadways with an AADT between 15,000 and 20,000 be further studied to determine feasibility of lane elimination. Other studies suggest lower thresholds for converting 4 lane roadways into 3 lane roadways. The FHWA's Safety and Operational Characteristics of Two-Way Left Turn Lanes (FHWA-HRT-08-042) suggests a maximum AADT between 15,000 to 17,500 vehicles per day. Additionally, other agencies and municipalities have set their own recommended thresholds based upon their own individual analysis.

The development of recommended alternative requires cognition of the data, evaluation of the current engineering standards and criteria, and engineering judgement. Each roadway is different, and the characteristics of each road must be considered. Considering that the current AADT on W. Bay to Bay Blvd. is close to the FHWA's recommended threshold and that the area continues to densify, and recognizing the overwhelming public opposition of a three lane roadway configuration, the Transportation and Stormwater Services (TSS) Department, has recommended that W. Bay to Bay Blvd. remain a four lane roadway. However, TSS is also recommending the implementation of several Complete Streets elements.

Complete Streets come in many configurations, and there are no two that are exactly alike. The Complete Street components of the TSS Recommended Alternative are:

- Narrowing the outside lane width providing a buffer between the sidewalk and outside travel lane. Narrower lanes will provide a traffic calming effect, encourage adherence of the speed limit, and enhance pedestrian and bicycle safety.

- Leading Pedestrian Intervals (LPI) will be added at the signalized intersections of Esperanza Ave., Concordia Ave., and Himes Ave. The LPI will provide pedestrians the opportunity to begin crossing the street before adjacent through-movement before vehicles are permitted to proceed. This procedure allows pedestrians to establish a presence in the crosswalk; this presence increases the visibility of pedestrians to drivers and therefore reduces conflicts with turning vehicles.
- An additional eastbound left turn lane will be constructed at the intersection of W. Bay to Bay Blvd. and Bayshore Blvd. This will improve the operation of the intersection. The northbound traffic on Bayshore Blvd will no longer be a free flow movement but will stop at the same time as the southbound traffic. This will provide for safer crossing of Bayshore Blvd for bicyclists and pedestrians.
- Lane reconfiguration at the intersection of MacDill Ave and W. Bay to Bay Blvd will allow for a new left turn lane at Lee Roy Selmon On –Ramp, as well as a new left turn lane at Ysabella Ave.
- Sidewalk construction to fill in the sidewalk gaps along W. Bay to Bay Blvd.

All of these upgrades and changes to the existing roadway will offer a more “Complete Street” and will provide for a safer opportunity for all modes of travel on the roadway. The figures on the following pages represent the recommended Complete Streets alternatives:

PROPOSED TYPICAL SECTIONS

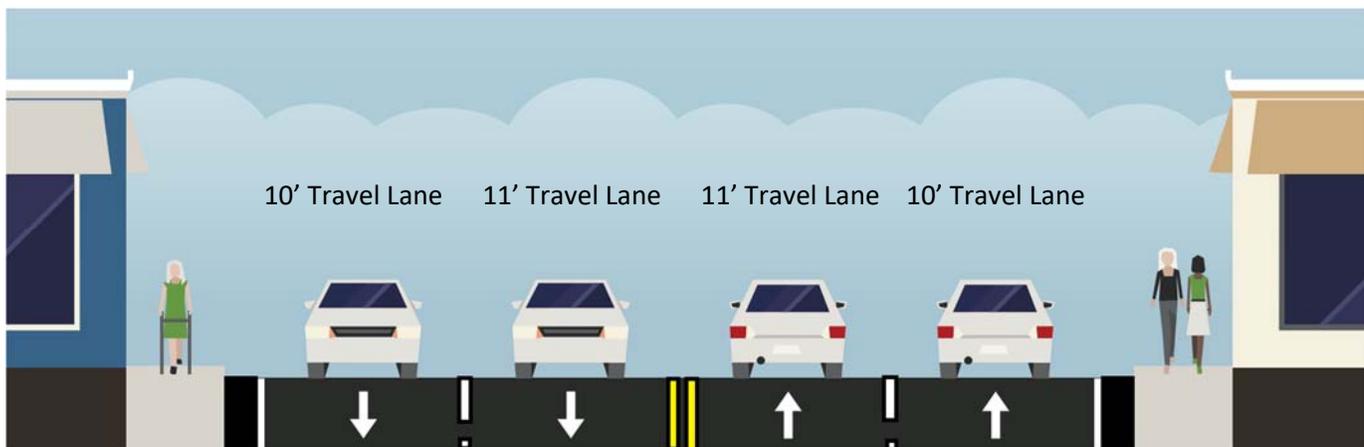
W. Bay to Bay Blvd. between Dale Mabry Hwy to Esperanza Ave.

- A four-lane undivided roadway section will remain. However, the width of the travel lanes will be reduced to provide for the installation of a 1-2 foot buffer area between the sidewalk and the outside travel lane.
- The inside travel lane in each direction will be reduced to 11 feet wide. The outside travel lane in each direction will be reduced to a minimum of 10 feet wide.
- Narrower lanes will provide a traffic calming effect, encourage adherence of the speed limit, and enhance pedestrian and bicycle safety. However, this reduction will not accommodate for bike lanes.
- Leading Pedestrian Intervals will be added at the signalized intersections of Esperanza Ave., Concordia Ave., and Himes Ave.
- Adding speed limit pavement markings to the roadway to reinforce the speed limit of 35 mph.

BEFORE



AFTER



1'-2' Striped Buffer

PROPOSED TYPICAL SECTIONS

W. Bay to Bay Blvd. between Esperanza Ave. to Bayshore Boulevard

- This section was not modified from the concept presented at the public meeting.
- An additional eastbound left turn lane will be constructed at the intersection of W. Bay to Bay Blvd. and Bayshore Blvd.
- This will improve the operation of the intersection and provide for a safer crossing of Bayshore Blvd. for bicyclists and pedestrians.
- The northbound traffic on Bayshore Boulevard will no longer be a free-flow movement at this intersection, but will stop at the same time as the southbound traffic.
- Lane reconfiguration at the intersection of MacDill Ave. and W. Bay to Bay Blvd. will also allow for a new left turn lane at the Lee Roy Selmon On-Ramp.
- Narrower lanes will provide a traffic calming effect, encourage adherence of the speed limit.
- A new sidewalk will be built on the south side of W. Bay to Bay Blvd. to fill in the sidewalk gaps that currently exist at the CSX Tracks and just west of the intersection of Ysabella Ave.

BEFORE



AFTER

