



West Columbus Drive Safety & Mobility Improvements



City of Tampa Mobility Department
Virtual Public Meeting
September 10, 2020



Welcome to the City of Tampa's Virtual Public Meeting for the West Columbus Drive Safety & Mobility Improvements Project.

Title VI of the Civil Rights Act of 1964

No person shall, on the basis of his or her race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance pursuant to the requirements of Title VI of the 1964 Civil Rights Act.

The Mayor and City Council value diversity and welcomes input from all interested parties. Moreover, the City does not tolerate discrimination in any of its federally assisted programs, services or activities. The City of Tampa will not exclude participation in, deny the benefits of, or subject to discrimination anyone on the grounds of race, color, and national origin.

File a Complaint

Any person who believes that he or she has been subjected to discrimination based upon race, color, and national origin, may file a complaint with the City's Title VI Officer:

Maurice C. Foster
Supervisor, Tampa Office of Human Rights (TOHR)
Housing and Community Development Division
City of Tampa / 4900 W. Lemon St. / Tampa, FL 33609
p: (813)274-5856/ f: (813)274-7941/ e: Maurice.foster@tampagov.net

Please Visit us on the web at: <https://www.tampagov.net/planning-and-development/human-rights> for instructions on how to properly file a complaint.

Appeal a Decision

Any person who decides to appeal any decision(s), made with respect to any matter considered at this meeting, is advised that they will need a record of the proceedings. For such a purpose, they may need to hire a court reporter to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is to be based.

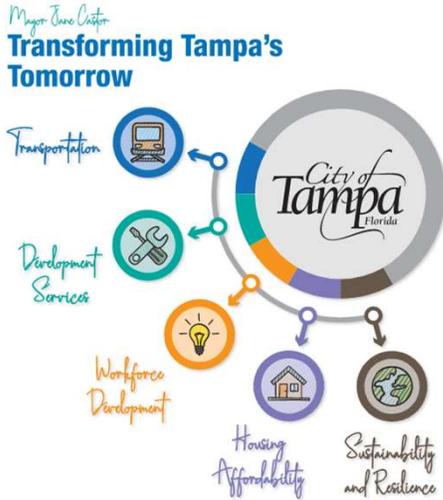
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Mayor Castor's T3 Initiative



1. Implement Strategic Transit Projects
2. Reimagine Trails and Greenways as Viable Transportation Options
3. Adopt Vision Zero as a Citywide Policy
4. Reinvent Urban Parking and Mobility
5. Enhance Neighborhood Engagement Activities

**VISION
ZERO
TAMPA**

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As part of Mayor Jane Castor's Transforming Tampa's Tomorrow Initiative (aka, T3), a Transportation Advisory Team was set up to focus on key issues facing our city and find smart solutions that will improve the quality of life for our community. The Transportation Advisory Committee developed 5 key points to improve Tampa's Transportation.

1. Implement Strategic Transit Projects.
2. Reimagine Trails and Greenways as Viable Transportation Options.
3. Adopt Vision Zero as a Citywide Policy.
4. Reinvent Urban Parking and Mobility.
5. Enhance Neighborhood Engagement.



PROJECT OVERVIEW



This section will give an overview of the project before we discuss project details.

Project Overview



Columbus Drive is a County Roadway and falls under the jurisdiction of Hillsborough County for regular maintenance and upkeep. Due to the condition of the pavement, Hillsborough County is developing plans to repave Columbus Drive, from Dale Mabry Highway to N. Nebraska Avenue.

The City of Tampa Mobility Department and Hillsborough County Public Works Department have collaborated to develop additional modifications to the roadway to improve safety and mobility. The purpose of this presentation is to present the proposed modifications and request community input.

Phase	Estimated Schedule	Cost
Concept / Planning	Ongoing	In-House (City of Tampa)
Design	Nov. 2019 to March 2021	\$247,000
Construction	Oct. 2022 to Sept. 2023	\$3,508,000



This Project is a Hillsborough County Public Works Department Maintenance Project. This Project comprises resurfacing Columbus Dr. from Dale Mabry Highway to Nebraska Avenue.

Design began in November 2019 and is scheduled to wrap up in March 2021. The County has spent approximately \$250,000 on design.

Construction is scheduled to begin in October 2022 and last a year. This project is expected to cost over \$3.5 Million.

The City of Tampa Mobility Department has coordinated with the County to include safety and multimodal improvements on the section of W. Columbus Dr. from Howard Ave. to North Boulevard. These limits are shown on the map, labeled as “Road Diet Section.” Please note that design and construction costs presented on this slide are for the entire project limits. The costs of the proposed improvements from Howard Ave. to N. Boulevard are incidental to the project and will not increase overall project costs.

On the right of the slide is a brief description of the project, but we will provide more details throughout the presentation.



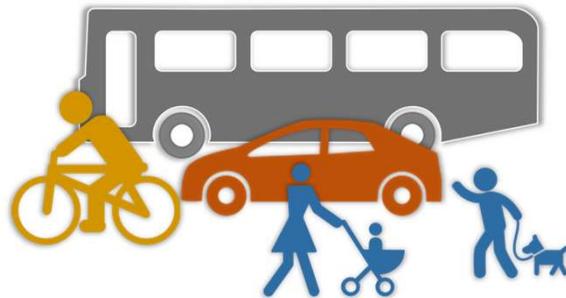
PROJECT BACKGROUND



This section will discuss the Project's Background.

What are Complete Streets?

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



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A Complete Streets design approach encourages safe mobility for all users by providing places to walk, cross the street, catch a bus, or ride a bike. Different means of transportation, such as cars, walking, transit, and biking are called “modes.” Complete Streets are designed so all modes of transportation can share the road safely. This is called a multi-modal design approach.

Complete streets improve safety, promote active transportation, improve health, lower transportation costs, provide transportation alternatives, ease congestion, and create a sense of community.

The Right Street in the Right Place



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

It is important to design a street to the surrounding context.

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

{hit animation} West Columbus Dr. generally falls within the C4-Urban General Designation of the Florida Design Manual.

What is W. Columbus Drive?



Transportation Corridor

- Connects East Tampa & West Tampa
- Historic Bascule Bridge over Hillsborough River (1926)



Business District

- Retail Stores
- Service Businesses
- Restaurants
- Corner Stores
- Coffee Shops



Transit Route

- HART Route 15
- 10 Bus Stops within Study Limits



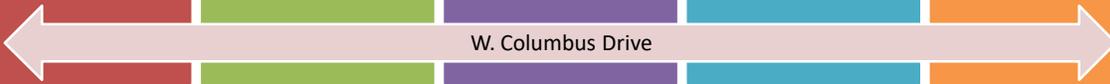
Connects Parks & Neighborhoods

- Bowman Heights
- Ridgewood Park
- Riverside Heights
- West Tampa
- Multiple parks nearby



Residential Roadway

- Residential homes front both sides of the street



W. Columbus Dr. serves as:

A transportation corridor, connecting West Tampa to East Tampa, crossing the Hillsborough River on a Historic Bascule Bridge, originally constructed in 1926

A business district with a variety of shops

A transit route for HART Route 15

A neighborhood connection to parks and schools

A residential roadway with residences lining both sides of the road.

Existing Conditions



What's wrong with this picture?

Physical Condition

- Deteriorated pavement
- Narrow sidewalks

Functionally Obsolete

- No bike lanes
- Americans with Disabilities Act (ADA) Issues

Safety

- Speed 40 MPH posted
- No crosswalks
- No turn lanes
- No buffer between sidewalks and cars

Community Context

- Street design does not reflect surrounding context of the neighborhood

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The picture on the left is representative of the current state of W. Columbus Dr.

Please note the existing conditions of the corridor, including the deteriorated pavement and narrow sidewalks.

There are modal insufficiencies such as the lack of bike lanes, cluttered transit stops, and walkways that do not meet current Americans with Disabilities Act standards.

There are also no turn lanes or crosswalks outside the signalized intersections.

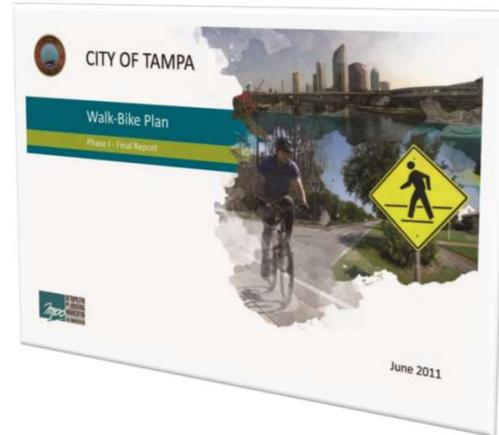
The current speed limit allows for higher speeds, which are directly correlated to greater crash severity.

Finally, the street design does not reflect the surrounding context of the neighborhood.

How did this Project Originate?

City of Tampa Walk-Bike Plan, Phase 1, 2011

- Multi-Phased plan to identify opportunities for enhanced bicycle and pedestrian mobility throughout the City.
- Developed by the Hillsborough County MPO working in close coordination with the City of Tampa.
- Columbus Drive identified as a **complete street/road diet** candidate project

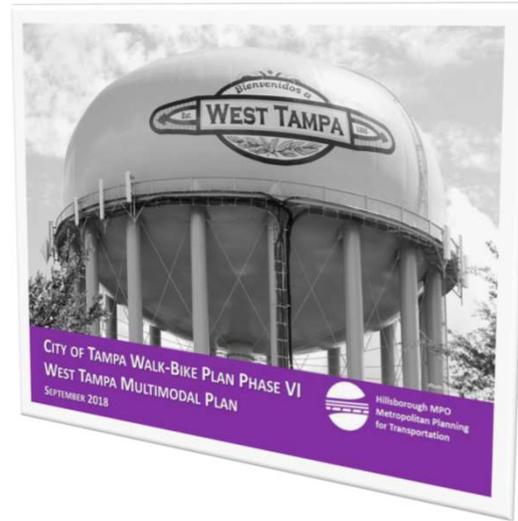


This project was identified in the *City of Tampa Walk-Bike Plan, Phase 1, published in 2011*. This was a Multi-Phased plan to identify opportunities for enhanced bicycle and pedestrian mobility throughout the City that was developed by the Hillsborough County MPO working in close coordination with the City of Tampa. W. Columbus Dr. is identified as a **complete street/road diet** candidate.

How did this Project Originate?

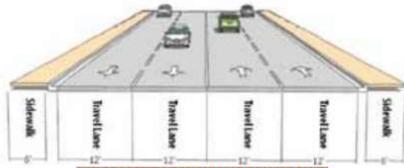
West Tampa Multi-Modal Plan

- Further refined & analyzed the road diet concept
- Emphasized importance of Columbus Drive corridor to the local network
- Columbus Drive Bridge could serve as a key multimodal connection across the River

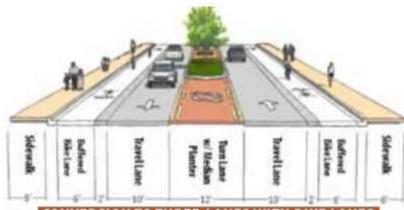


The West Tampa Multi-Modal Plan, published in 2018, further refined & analyzed the road diet concept. This plan emphasized the importance of the Columbus Drive corridor to the local transportation network and recognized that the Columbus Drive Bridge could serve as a key multimodal connection across the River.

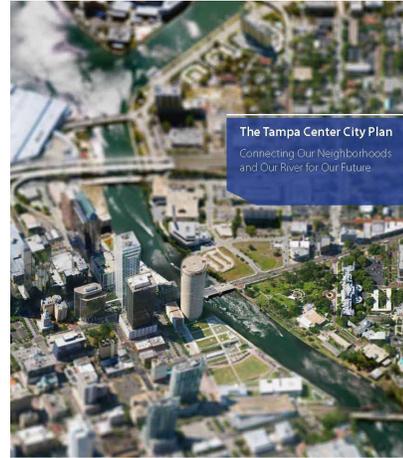
How did this Project Originate?



TYPICAL 60' ROW WITH FOUR LANES



CONVERSION TO THREE-LANES WITH BIKE LANES



West Columbus Dr. was also identified as a Neighborhood Connector in the InVision Tampa Center City Plan. The picture on the left shows a rendering of the improvements proposed within that plan.



URBAN CORE NETWORK & CONTEXT

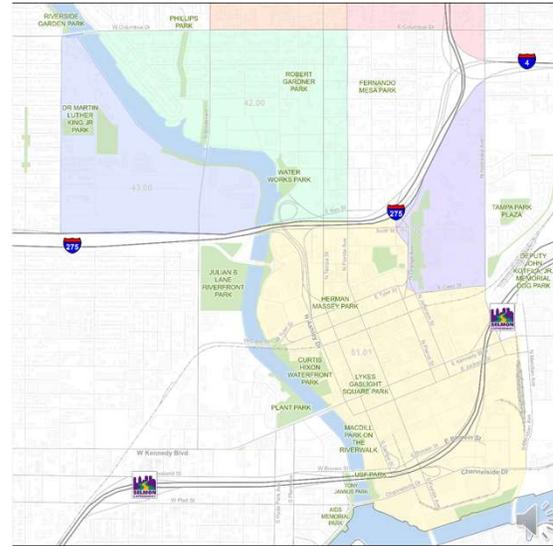
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The next few slides demonstrate how this project functions as an important piece of the mobility network for the urban core, and how the enhancements we are proposing to Columbus Drive will build on the momentum of other adjacent transportation investments that the City has made or plans to make throughout the urban core.

Urban Core: Network & Context

Opportunity Zones

Areas where incentives are provided to encourage economic development and redevelopment.



The map above shows Opportunity Zones, Areas where incentives are provided to encourage economic development and redevelopment.

Urban Core: Network & Context



HART Bus Routes & Stops

Several high-ridership and high-frequency bus routes serve this area.



Now, we can add the existing transit network for this area. The map shows HART Bus Routes & Stops. Several high-ridership and high-frequency bus routes serve this area.

Urban Core: Network & Context



Streetcar Extension

The City is beginning the engineering work on the extension of the Streetcar line. The planned terminus will be within walking distance of this corridor.



Now, we will add the planned streetcar extension to the map. Currently, The City is beginning design on the extension of the Streetcar line. The planned terminus will be within walking distance of this corridor.

Urban Core: Network & Context



Water Taxi Route

Private water taxi service serves nearby Rick's on the River and many other destinations along the Downtown waterfront.

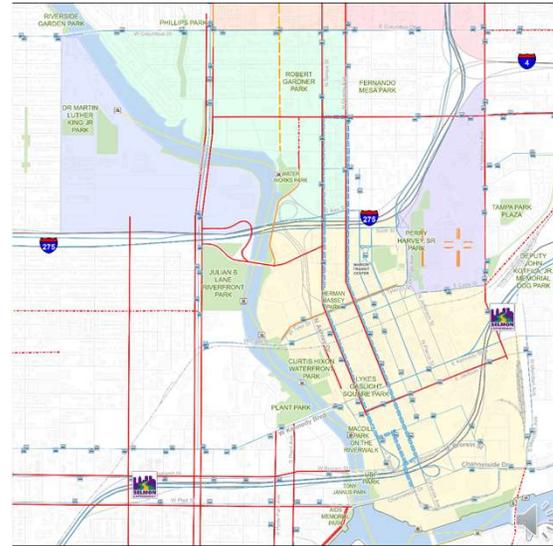


The Hillsborough River provides an additional transportation option with private water taxis. These water taxis provide fun and scenic transportation to area parks and other waterfront destinations, including Tampa's Downtown.

Urban Core: Network & Context

Existing Bike Lane Network

The City continues to invest significantly into the bike network in the urban core. This project serves as a key link for that bicycle network across the river.



The City continues to invest significantly into the bike network in the urban core. This project serves as a key link for that bicycle network across the river.

Urban Core: Network & Context



Existing Multimodal Network

This project supports the investments the city has made in side-paths, trails and off-road facilities for walkers, cyclists and other users.



This project also supports the investments the city has already made in side-paths, trails and off-road facilities for walkers, cyclists and other users.

Urban Core: Network & Context



Planned Multimodal Network

This project serves as a critical walk/bike link to connect West Tampa to the future extension of the Riverwalk.



Moreover, this project serves as a critical walk/bike link to connect West Tampa to the future extension of the Riverwalk.

Urban Core: Network & Context



Planned Rome Ave Complete Street Connection

The future project planned for Rome Ave will provide pedestrian and bicycle facilities, enhancing the connectivity to North Hyde Park and neighborhoods to the south as well as regional connections through the Green Spine.



Lastly, The City has a future project planned for Rome Ave that will provide pedestrian and bicycle facilities, enhancing connectivity to North Hyde Park and neighborhoods to the south, and provide regional link through a connection to the Green Spine.



WHAT IS A “ROAD DIET?”



This section will discuss the elements of a road diet.

Safety- Overview

- A Federal Highway Administration (FHWA) **Proven Safety Countermeasure**
- Benefits include:
 - Safety
 - Ease of Use
 - Provision for Bike Lanes
 - Better Pedestrian Experience



Road diets are listed by the Federal Highway Administration (FHWA) as one {hit animation} of twenty proven safety countermeasures.

Studies have proven that road diets create streets that are safer, easier to use, and provide better experiences for pedestrians and cyclists.

Safety- Crash Statistics

- Road Diets typically reduce total crashes **19% to 47%**

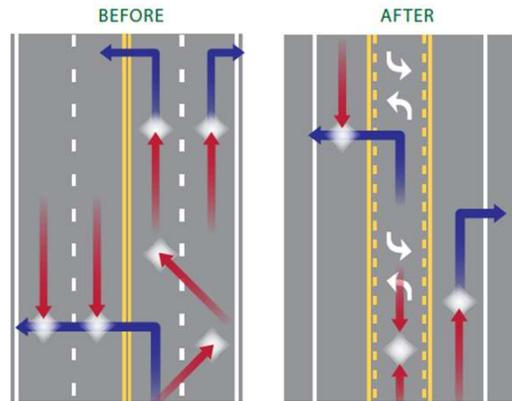
– Knapp, Keith et al. (November 2014). *Road Diet Informational Guide (FHWA-SA-14-028)*

- **29% reduction in total crashes**

– 15 Case Studies in Iowa, 30 sites in California and Washington

– 7-15% Increase in Traffic

– *Evaluation of Lane Reduction "Road Diet" Measures on Crashes, Publication Number: FHWA-HRT-10-053, June 2010, FHWA*



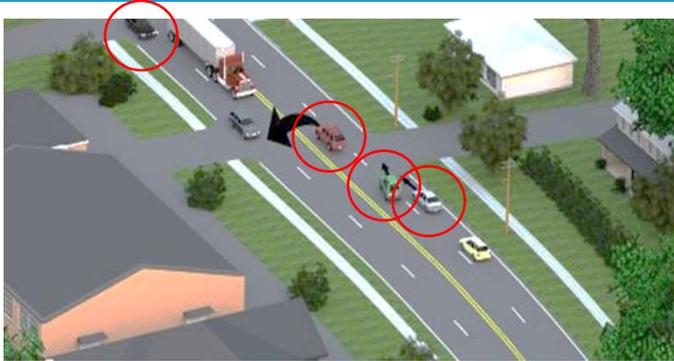
Conflict Points are areas where two vehicles cross paths. These areas are opportunities for crashes. The two pictures above show the reduction in conflict points associated with a road diet.



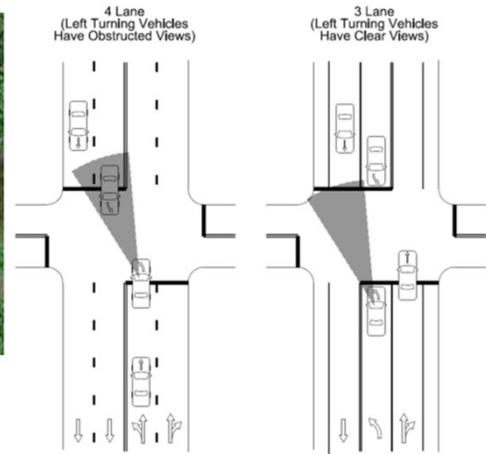
Road diets have a superb safety record. Various studies have shown reductions in crashes after road diets were implemented. Reductions range between 19-47%.

The figures on the right illustrate why road diets may experience fewer crashes. Road Diets reduce conflict points. Conflict Points are areas where two vehicles cross paths which are opportunities for crashes.

Safety- Left Turns



- Easier and safer left-turns
 - Opposing left turning vehicles are out of sight line
 - Only one lane of opposing traffic to cross
 - No stopping in a through lane (less rear-end crashes)
 - Less Weaving

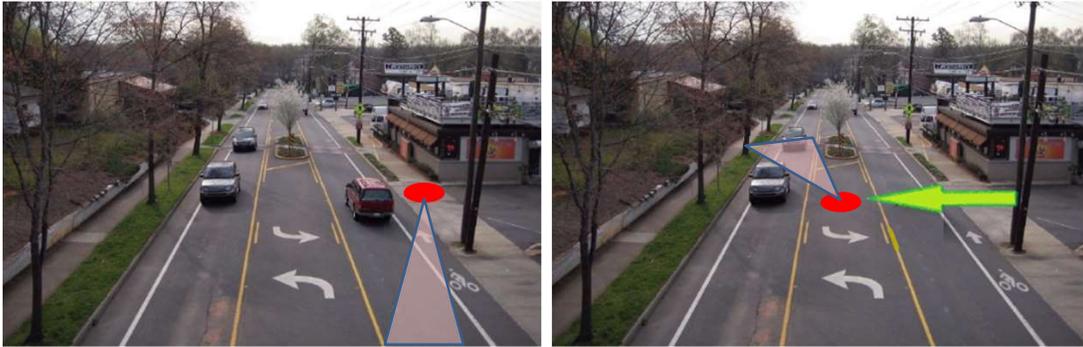


Offset Left Turns



The picture on the left further illustrates some of the crash types that are associated with left turns on a four lane roadway. The red car {hit animation} waiting to make a left turn may not see {hit animation} the black car obscured by the truck. Meanwhile, the green car {hit animation} may not have seen the red car stopped and swerves into the second lane, where the {hit animation} silver car is passing on the right. The complexity of the roadway allows for a lot of potential crashes. As shown on the figure on the right, Road Diets provide a center offset left turn lane and remove passing lanes. Drivers can use the center turn lane to decelerate and wait to turn left while being able to see around opposing left turning vehicles. Additionally, they only need to cross one lane of oncoming traffic and do not need to contend with passing or weaving vehicles.

Left Turns from Side Streets and Driveways



Left turns from side streets and driveways are safer and easier because a driver only crosses one lane at a time. The two-way left turn lane provides an area for a driver to pause and check oncoming traffic in the other direction.

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Left turns from side streets and driveways are safer and easier because a driver only crosses one lane at a time. The two-way left turn lane provides an area for a driver to pause and check oncoming traffic in the other direction.

Right Turns from Side Streets and Driveways

Right turns from side streets and driveways are safer and easier to maneuver because:

- A driver only has to merge into one lane (no passing)
- There is more room to make the turn since the travel lane is separated from the curb
- Vehicular lanes are further away from the curb allowing for greater sight distance from side streets.



Current sight distance issues at side streets

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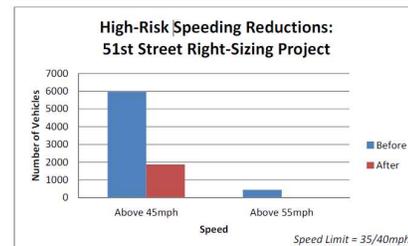
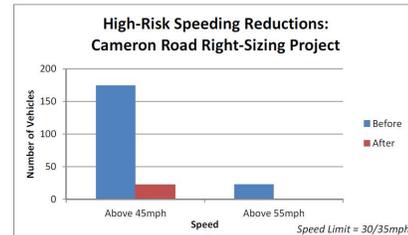
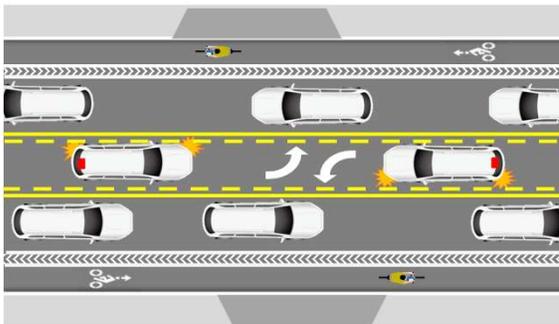
Road Diets provide for safer right turns from side streets and driveways. With a three-lane section, a driver turning right from a side street only needs to contend with one lane of vehicular traffic and does not need to worry about passing vehicles.

With the addition of bike lanes, there's also more room to make the turn.

Finally, as the Vehicular lanes are further away from the curb, drivers on side streets will have better sight distance to oncoming vehicles.

Lower Speeds (No Passing)

- Slower Vehicular Speeds
 - One travel lane allows for effective speed controls as there is no passing lane



Source: *Redesigning the Street*, 2014, City of Austin Texas

The removal of a passing lane allows for slower traffic to dictate the speed. The chart on the right from the City of Austin's manual, *Redesigning the Street*, published in 2014, shows speeding reductions on roadways that had recently been road dieted.

Lower Speeds and Pedestrian Safety

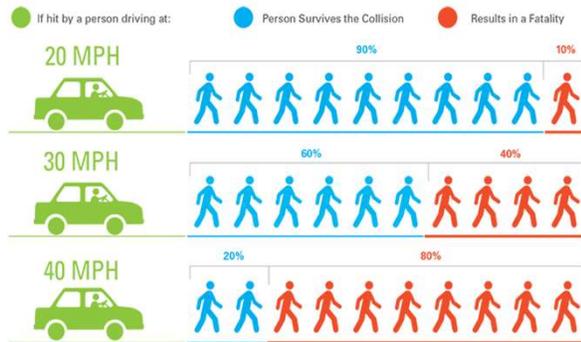


Figure 1: Speed is the number one contributing factor to pedestrian deaths

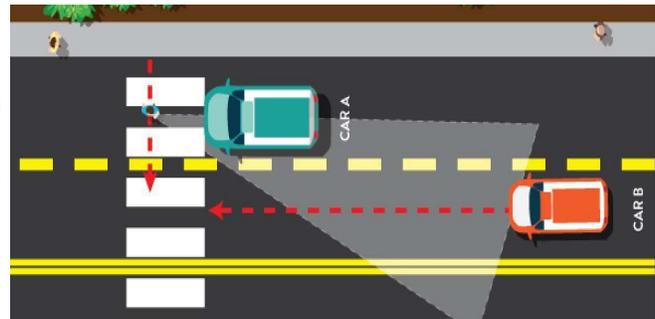


Figure 2: Removal of travel lanes eliminates the risk of Multiple Threat Crash with pedestrian/vehicle obscured.

As shown in Figure 1 on the left, speed is the number one contributing factor to pedestrian deaths. The likelihood that a pedestrian survives a crash greatly decreases as speed increases. This chart shows that a person hit by a driver travelling at 40 miles per hour has an 80% chance of dying, compared to only 10% for a crash where a driver is travelling at 20 miles per hour.

Multiple Threat Crashes can occur on multilane roadways where a vehicle is obscuring a pedestrian in the crosswalk. In Figure 2, on the right, the driver of Car A is yielding to a pedestrian within the crosswalk. However, his vehicle is obscuring the pedestrian's view of Car B as well as the driver's view of the pedestrian.

This project provides for speed controls through complete streets designs, such as narrow travel lanes. The proposed elimination of two travel lanes will reduce the risk of Multiple Threat Crashes and reduce the overall distance of vehicular lanes that a pedestrian must cross.

What is Right-Sizing?

- Generally, as the City grew, roads were traditionally widened to add additional through lanes as that was the known practice at the time.
- Columbus Drive has excess space dedicated to vehicle movements that sits largely unused for most of the day.
- Right-sizing is the process of reallocating pavement and right-of-way space to better serve the context of the roadway and goals of the community.

What is Right-sizing

-Generally, as the City grew, roads were traditionally widened to add additional through lanes as that was the known practice at the time.

-Columbus Dr. has excess space dedicated to vehicles that sits largely unused.

-Right-sizing is the process of reallocating pavement and right-of-way space to better serve the context of the roadway and goals of the community

Buffered Bicycle Lanes

- Appeal to a wider range of bicyclists
- Provide more space between bicycles and vehicles
- Benefit Pedestrians – increase space between motor vehicles and sidewalk
- Remove bikes from the vehicular lane



Source: tbo.com

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The current design provides buffered bike lanes where physically possible, including across the Columbus Dr. Bridge. Buffered bike lanes will:

- Provide additional space between bicycles and vehicles
- Appeal to a wider range of bicyclists
- Benefit Pedestrians by increasing space between motor vehicles and sidewalk
- Remove bikes from the vehicular lane

Road Diet Candidates

LESS THAN 10,000 ADT

Great candidate for Road Diets in most instances. Capacity will most likely not be affected.

10,000 – 15,000 ADT

Good candidate for Road Diets in many instances. Agencies should conduct intersection analysis and consider signal retiming to determine any effect on capacity.

15,000 – 20,000 ADT

Good candidate for Road Diets in some instances. Agencies should conduct a corridor analysis. Capacity may be affected at this volume depending on the "before" condition.

GREATER THAN 20,000 ADT

Agencies should complete a feasibility study to determine whether this is a good location for a Road Diet. There are several examples across the country where Road Diets have been successful with ADTs as high as 26,000. Capacity may be affected at this volume.

1 FHWA, Road Diet Informational Guide, FHWA-SA-14-028 (Washington, DC: FHWA, 2014). Available at: http://safety.fhwa.dot.gov/road_diet/case_studies/roaddiet_ci.pdf.

2 City of Seattle Modeling Flow Chart for Road Diet Feasibility Determination. Available at: http://safety.fhwa.dot.gov/road_diet/info_guide/ch3.cfm#f1.

3 MnDOT Office of Traffic, Safety and Technology, Minnesota's Best Practices for Pedestrian/Bicycle Safety, Report 2013-22 (Roseville, MN: MNDOT, 2013). Available at: http://www.dot.state.mn.us/strasad/trafficsafety/reference/ped-bike-handbook-0919_2013-v1.pdf.

Columbus Drive (Howard Ave. to North Blvd.) AADT= 17,703

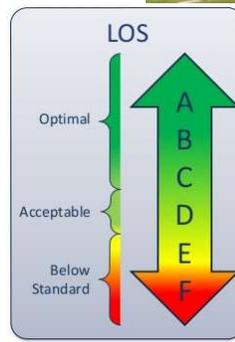
Hillsborough Metropolitan Planning Organization Traffic Counts, 2015

The FHWA Road Diet Informational Guide lists traffic volume thresholds to be used when considering a Road Diet. With an Annual Average Daily Traffic Volume of 17,703, W. Columbus Dr. would be considered a Good Candidate for a road diet by these guidelines.

Roadway Performance

Terminology:

- **Volume** = amount of traffic that a roadway experiences
- **Capacity** = how much traffic volume a roadway can handle
- **Level of Service** = ranking or grade of how well a roadway operates



It may be good to have a simple discussion of some traffic terms before going into the next few slides.

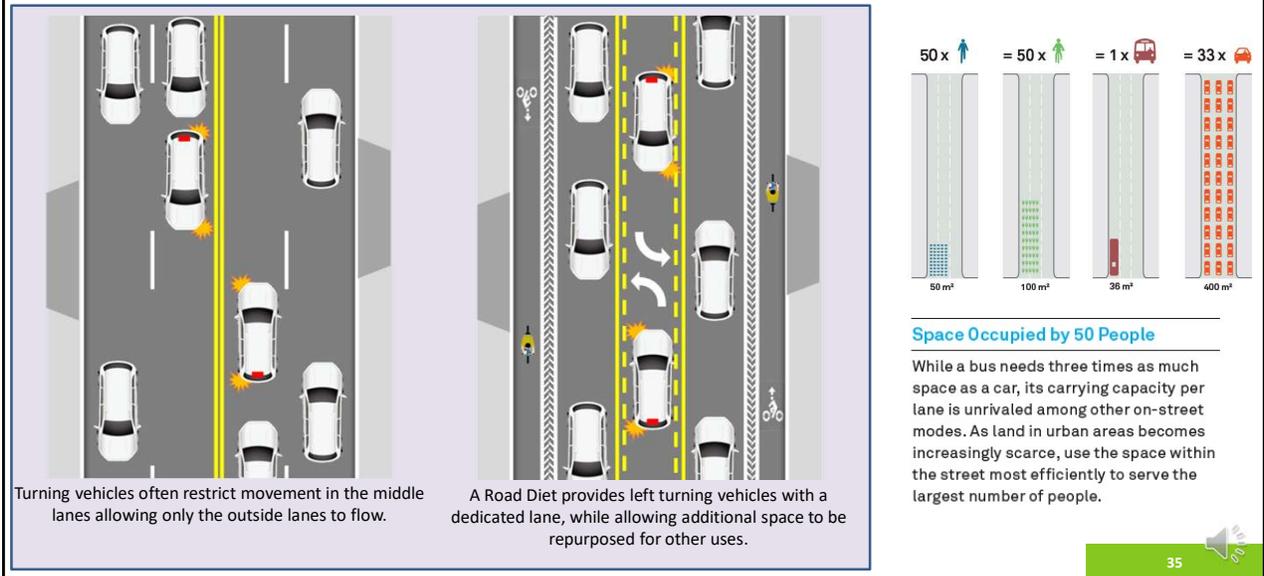
Volume = amount of traffic that a roadway experiences

Capacity = how much traffic volume a roadway can handle

Level of Service = ranking or grade of how well a roadway operates

The chart in the middle shows that Level of Service A through C are Optimal, D is Acceptable, and E & F are below standards. In the past, roadways were only analyzed in terms of the vehicular level of service. Therefore, maximizing the efficiency of automobile traffic over that of other modes. It is important to design corridors to maximize the level of service of all modes.

Capacity of a Three Lane Road



With proper design, road diets will not have a significant adverse effect on the capacity of a roadway due to the presence of turning vehicles. The figure on the far left shows how turning vehicles often restrict movement in the middle lanes allowing only the outside lanes to flow. As shown in the middle picture, a Road Diet removes two through lanes and replaces them with a two-way left turn lane which provides left turning vehicles with a dedicated lane, while allowing additional space to be repurposed for other uses.

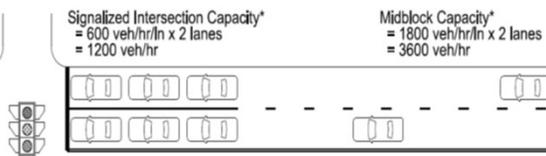
Although capacity is generally defined as how much traffic can use a roadway, perhaps a more precise definition of capacity is the measure of how many automobiles can use a roadway at the same time. Due to the prevalence of single occupancy vehicles (that is cars with only a driver inside), automobiles are the least efficient mode when considering the amount of space needed per person. This is important because roadways designed in an auto-centric manner, will often be more dangerous due to the space requirements that automobiles demand. Generally speaking, larger roadways operate at greater speeds and are more dangerous. The figure on the right shows how much space is needed to move 50 people using different modes. As land in urban areas becomes increasingly scarce, efficient use of street space will serve the largest number of people. A complete street should maximize both the safety and efficiency of all modes.

How Intersections Affect Capacity?

- Signalized intersections are the most significant constraint on roadway capacity
- Capacity “Rules of Thumb”
 - Single Mid-Block Travel Lane = **1,800 vehicles per hour**
 - Single Travel Lane through Signalized Intersection = **600 vehicles per hour**

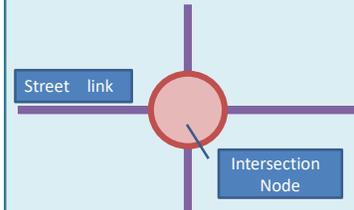
Why the drop in capacity?

1. Conflicting movements
2. Vehicles slowing down
3. Delay to accelerate
4. Driver inattentiveness



* Figure based on typical values, site specific conditions such as signal timing and operations significantly affect actual capacity.

Wide Nodes, Narrow Links



This concept refers to the fact that a street's capacity is predominantly determined by the operations at its stop-controlled and signalized intersections (the nodes), not the number of lanes on a street between those intersections (the links).

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Road Diets can remove lanes while not significantly affecting capacity because of the outsized role that intersections play in determining how efficiently a roadway operates.

Signalized intersections are the most significant constraint on roadway capacity

The capacity “Rules of Thumb” state that a Single Mid-Block Travel Lane can generally handle about **1,800 vehicles per hour** while a Single Travel Lane through a Signalized Intersection can only handle about **600 vehicles per hour**. This reduction is caused by conflicting movements at intersections, vehicles slowing down and accelerating, and driver inattentiveness at traffic signals.

Intersections are sometimes demonstrated as nodes and the connecting streets as links. As the nodes largely limit capacity, road diets focus on making the links safer. This is often called “Wide Nodes, Narrow Links.”

Roadway Performance

Six alternatives were analyzed using microsimulation software.

Overall, the **corridor itself can function acceptably with two travel lanes.**

Two constraint points were identified:

- Ridgewood Ave intersection
- Rome Ave intersection

Specific lane configuration recommendations were developed using microsimulation data to **optimize the operation of the road diet** at these constraint points and minimize delay under the road diet scenario.



Columbus Drive & Rome Ave Intersection

The City performed a traffic study where Six alternatives were analyzed using microsimulation software.

Overall, the corridor itself can function acceptably with two travel lanes.

Two constraint points were identified:

- Ridgewood Ave intersection
- Rome Ave intersection

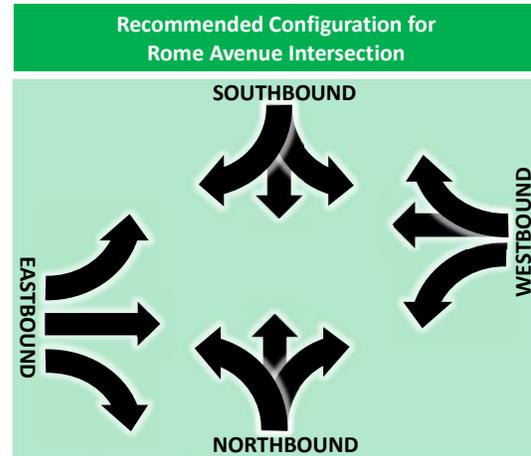
Specific lane configuration recommendations were developed using microsimulation data to optimize the operation of the road diet at these constraint points and minimize delay under the road diet scenario.

Roadway Performance

Excerpt from Draft Traffic Analysis Summary

Scenario	Description	Corridor Performance Index
No Build	No changes (four-lane undivided)	103.3 (AM) 89.8 (PM)
Alternative 1 1	Two-Way Left Turn Lane throughout with Signal at Rome Ave.	141.7 (AM) 92.6 (PM)
Alternative 1 2	Two-Way Left Turn Lane with signal at Rome Ave. Four-lane undivided eastbound and westbound approaches at both Rome Ave and Ridgewood Ave intersections	98.6 (AM) 71.5 (PM)

Scenario	Description of Rome Ave intersection lane configuration	Intersection Performance Index
Alternative 2 1	Traffic Control: Signalized	117.4 (AM)
	Eastbound: Single through lane and a dedicated left-turn lane Westbound: Two through lanes with no dedicated left-turn lane	91.1 (PM)
Alternative 2 2	Traffic Control: Two-way stop (no change)	112.4 (AM)
	Eastbound: Single through lane with a dedicated left-turn lane Westbound: Single through lane with a dedicated left-turn lane	708.3 (PM)
Alternative 2 3	Traffic Control: Two-way stop (no change)	114 (AM)
	Eastbound: Two through lanes with no dedicated left-turn lane Westbound: Single through lane with a dedicated left-turn lane	707.4 (PM)
Alternative 2-4	Traffic Control: Two-way Stop (no change)	110.9 (AM)
	Eastbound: Single through lane with dedicated left turn lane and dedicated right turn lane	140.4 (PM)
	Westbound: Single through lane with a dedicated left-turn lane	



This slide shows the different alternatives considered for the Rome Avenue intersection, with the preferred alternative illustrated on the right. The recommended alternative calls for dedicated left and right turn lanes in the eastbound direction and a dedicated left turn lane in the westbound direction.

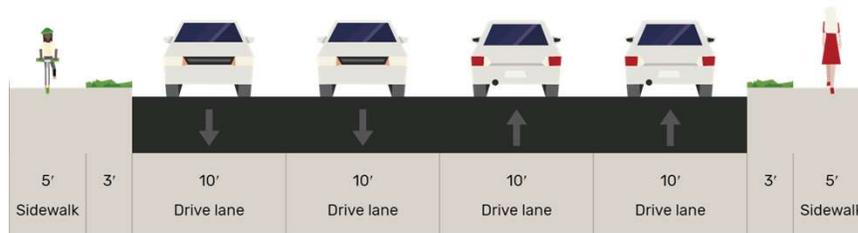


**PROPOSED IMPROVEMENTS
(HOWARD AVE TO NORTH BOULEVARD)**

This section will cover the proposed improvements for this project

W. Columbus Drive - Existing

Current Speed Limit



Right sizing the Street

Existing:

- Four wide through lanes
- No bike facilities
- No turn lanes

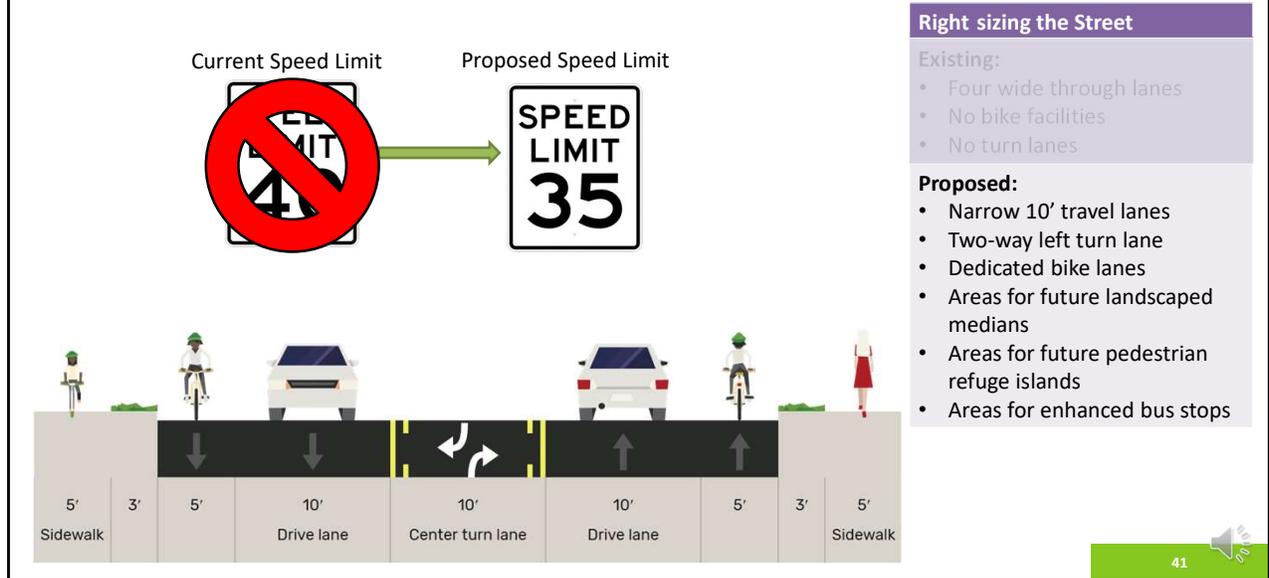
Proposed:

- Narrow 10' travel lanes
- Two-way left turn lane
- Dedicated bike lanes
- Areas for future landscaped medians
- Areas for future pedestrian refuge islands
- Areas for enhanced bus stops

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Currently, Columbus Dr. has 4 through lanes with no bike facilities and no turn lanes. The existing posted speed limit is 40 mph.

W. Columbus Drive - Proposed



The proposed improvements include: narrow 10' wide travel lanes to calm traffic, a two-way left turn lane for safer left turns, and dedicated bike lanes, buffered where possible. The posted speed limit is proposed to be dropped from 40 mph to 35 mph.

Although not currently proposed in the scope of this maintenance project, the road diet will provide areas for future landscaped medians, pedestrian refuge islands and enhanced bus stops

Current Speed Limit

Proposed Speed Limit

Proposed:

- Buffered bike lanes on the Columbus Dr. Bridge

This project also provides an essential multimodal connection across the Hillsborough River by providing for buffered bike lanes on the Columbus Dr. Bridge.



OTHER NEEDS & IMPROVEMENTS

In addition to the proposed changes, other needs and deficiencies have been identified along the corridor. These issues will be evaluated and addressed during design by the Engineer of Record.



Columbus Drive – New Pedestrian Crossings

Six new pedestrian crossings have been proposed:

- Columbus Drive at Rome Ave
- Columbus Drive at Riverside Drive
- Columbus Drive at Glenwood Drive
- Columbus Drive at Ola Ave
- Columbus Drive at Central Ave

Each crossing will have push-button activated Rectangular Rapid Flashing Beacons



The City has also asked the design team to evaluate six new pedestrian crossings, located at:

Rome Ave

Riverside Drive

Glenwood Drive

Ola Ave.

Central Avenue

Each crossing will have push-button activated Rectangular Rapid Flashing Beacons

Columbus Drive – Sidewalk deficiencies



Driveway Apron Reconstruction



ADA deficiencies
Sidewalk transitions
Tripping Hazards



There are several sidewalk deficiencies that were also noted, including narrow sidewalk widths, tripping hazards and abrupt driveway transitions that do not meet Americans with Disabilities Act standards.

Columbus Drive – Sidewalk deficiencies



Typical side-street
condition:

No crosswalk markings
No detectable warnings
ADA cross slope issues



Lastly, Side streets lack crosswalk markings and ADA accessible curb ramps

How to contact us?

- Please send comments or questions:
Stephen.Benson@tampagov.net
- The City asks that all comments be received no later than Friday, October 10, 2020.
- More information can be found at:
<https://www.tampagov.net/tss/west-Columbus-drive>

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The City would like to hear from you. Please provide comments to the City's Point of Contact, Stephen Benson at:

Stephen.Benson@tampagov.net

The City asks that all comments be received no later than Friday, October 10, 2020. More information can be found at the City's project website.



QUESTIONS



Thank you for attending the West Columbus Drive Safety & Mobility Improvements Project Virtual Public Meeting. We will now try to answer questions from our chat room.