SELMON EXPRESSWAY

South Selmon PD&E Study

Vision Zero

Executive Summary

March 2021

Multiple improvements and countermeasures will be made to the South Selmon (Himes to Whiting) that will improve overall safety and mobility for pedestrians, bicyclists and motorists. THEA worked with The City of Tampa to determine safety and operational needs. The South Selmon PD&E identified improvements to address current deficiencies related to pedestrian and bike movements. The following is an overview of the identified countermeasures designed to ensure consistency with the Vision Zero Framework.

Improvements for Pedestrians

For a safe and enhanced walking environment, this project will install the following at multiple interchanges / cross streets:

- Pedestrian countdown heads: Euclid Ramp Terminus and Willow Ramp Terminus
- Enhanced ITS Technology: Pedestrian detection to extend crossing time when pedestrian is detected within the intersection at all ramp terminus
- High visibility crosswalk: Euclid Ramp Terminus and Willow Ramp Terminus
- Raised medians and pedestrian refuge islands along corridor access points
- Intersection lighting / crosswalk lighting: Euclid and Willow interchanges (including street lighting, under-deck decorative lighting, as well as lighting along Selmon Expressway)
- Pedestrian yield signs: Euclid Ramps and Willow Ramps

Improvements for Bicyclists

To improve safety and access for bicyclists, this project will install the following at multiple interchanges / cross streets:

- Bike lanes (Euclid and Willow)
- Green colored bike pavement markings (Willow)

Improvements for Motorists

To improve safety and slow vehicle speeds at the ramps, the project will include the following:

- Signal timing improvements (Euclid, Bay to Bay, and Willow)
- New traffic signals at unsignalized intersections (Euclid ramp terminals)
- Right turn on red restrictions (Cleveland Ave to Willow NB Ave)

Vision Zero Performance Metrics*

The project improvements and countermeasures are anticipated to assist:

- Reduction of overall crashes in the study area by **17%**
- Reduction of injury type crashes in the corridor by **22%**
- Reduction of damage type crashes in the corridor by **18%**
- Reduction of multiple vehicle crashes corridor by **29%**

**Source: March 2021 South Selmon PD&E Project Traffic Analysis Report*