N Lois Ave.

Bicycle and Pedestrian Improvements from Kennedy Blvd. to Boy Scout Blvd.
N Lois Ave.

Project Objectives

- Investigate Feasibility of Bicycle and Pedestrian Options
- Establish Preliminary Cost Estimates for Each Option
- Create a Design Concept
- Recommend a Preferred Alternative
N Lois Ave.

Project Goals – Provide Recommendations to:

- Improve Site Specific Safety Concerns
- Improve Bicycle and Pedestrian Connectivity
- Comply with ADA/PROWAG Requirements
- Improve Regional Connectivity for Bicycle and Ped Users
- Improve Aesthetics Where Possible
N Lois Ave.
Tentative Schedule

• Identification of Need - Completed

• Technical Memorandum of Recommended alternative – Completed

• Engineering – Begin Late 2017 (tentative)

• Construction – Begin 2019 (tentative)
Regional Context

- One of Three North-South Arterials in Focus Area
- Conduit to International Plaza
- Opportunity to connect to Westshore Trail
- Interconnectivity with Spruce Street Improvements
- Improves accessibility to recreational amenities
- Several High Density Urban redevelopment Projects
- Roland K Park K-8 and Jefferson High School
- Bisected by I-275
- Lois Ave identified as Priority Pedestrian Investment Street by Westshore are Pedestrian System Plan
N Lois Ave.
Existing Studies Reviewed

- Hillsborough County Greenways and Trails Master Plan
- Westshore District Public Realm Master Plan
- Westshore Area Pedestrian System Plan
- Westshore Mobility Strategy Action Plan
- City of Tampa 2025 Comp Plan
- City of Tampa Walk-Bike Plan
- Westshore Multi-Modal Study and Strategic Transportation Plan
<table>
<thead>
<tr>
<th>Design Options Considered</th>
<th>Estimated Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Option 1 – No Build –</td>
<td>$0</td>
</tr>
<tr>
<td>Option 2 – 4’ Bike Lanes Only</td>
<td>$1.3M</td>
</tr>
<tr>
<td>Option 3 – 4’ Bike Lanes with 8’ Sidewalk on East Side</td>
<td>$1.5M</td>
</tr>
<tr>
<td>Option 4 – 8’ wide Sidewalk on East Side Only</td>
<td>$430K</td>
</tr>
</tbody>
</table>
N Lois Ave.
Alternative Selection Process

- Establish Preliminary Design for all options
- Assess feasibility of Options in Context of Constraints
  - Right of Way, Costs, Consistency with Master Plan Documents, impact to residents, Constructability
- Develop Construction Costs of All Options
- Review City’s Policy and Goals to Select Recommended Alternative
N Lois Ave.

Safety Concerns

- Mid Block Pedestrian Crossings
  - Upgrade Existing at W Laurel St.
  - Construct New Midblock at Gray St.
- Upgrade ADA Ramps and Mitigate Hazards
- Improve Intersection Safety with Lighting
- Fix Intersection sight Distance at Gray St.
- Provide Dedicated Bike Lanes
- Existing Speed Limits (35 and 40 mph)
N Lois Ave.

Existing Typical Section
South of I-275

Existing Typical Section
North of I-275

TYPICAL SECTION W. KENNEDY BLVD. TO W CARMEN ST.

TYPICAL SECTION W. CYPRESS ST. TO W SPRUCE ST.
N Lois Ave.

Proposed Aesthetic Features

Proposed Safety Features

Kimley Horn
N Lois Ave.

Recommended Alternative Features

- Improved East-West Connectivity
- Pedestrian Safety Features
- Strategic Lighting Upgrades
- Improved Line of Sight at Gray St.
- Low Relative Cost
N Lois Ave.

Recommended Alternative Benefits

- Improve connectivity to existing trails and sidewalks
- ADA curb ramp upgrades
- Selective Drainage upgrades
- Street Trees – improved Aesthetics and Gateway features
- Approx. Estimated Cost $1.5 M
N Lois Ave.

Questions?

City of Tampa
Project Manager
Ben Money, P.E.
813-274-8514
Ben.Money@Tampagov.net

Kimley-Horn and Assoc.
Project Manager
Jordan Leep, P.E.
941-379-7647
Jordan.Leep@Kimley-Horn.com