APPENDIX A:
Existing Conditions Table
## Existing Conditions Table

<table>
<thead>
<tr>
<th>Phase</th>
<th>Plan/Study</th>
<th>Content</th>
<th>Applicability</th>
<th>Improvement Type</th>
</tr>
</thead>
</table>
| I     | Old Tampa Bay Water Quality Improvement Project  
Florida Department of Transportation  
March 2018 | • A new 220-foot bridge to be built on Courtney Campbell Causeway west of Rocky Point to improve water flow and quality of Old Tampa Bay  
• Mitigation will reduce the number of ponds needed for I-275 construction and I-275/SR 60 Interchange reconstruction  
• Construction expected to begin prior to I-275 construction improvements | Regional | Roadway: III-2 |
| I     | Kennedy Boulevard Access Management Safety Study  
Florida Department of Transportation  
2016  
SR 60/Kennedy Boulevard Multimodal Safety Review  
Hillsborough County Metropolitan Planning Organization and Florida Department of Transportation  
November 2017 | • Access management strategies (such as median opening/closings, addition or lengthening of turn lanes, high emphasis crosswalks, etc.) proposed along Kennedy Boulevard from West Shore Boulevard to Brevard Avenue to improve traffic flow and access  
• Installation of lighting and signage as well as reduction of curb radii and speed limits are other proposed enhancements  
• Construction scheduled to begin in 2021 | Portion Within Westshore Area | Roadway: I-8  
Pedestrian: I-1 |
| I     | West Shore Boulevard Complete Street Feasibility Study  
City of Tampa  
May 2014  
West Shore Boulevard Complete Street Project Development and Environment Study  
City of Tampa and Hillsborough County  
Ongoing | • Remove one lane in each direction (reduce 6 to 4 lanes) along West Shore Boulevard from Kennedy Boulevard to I-275  
• Improvements include reduced pedestrian crossing distances, enhanced sidewalk and bicycle infrastructure, improved landscaping and streetscape elements, buried overhead utilities, reduced roadway speed limit | Within Westshore Area | Roadway: I-9  
Pedestrian: I-5  
Bicycle: I-1 |
| I     | O’Brien Street Roadway Improvements  
City of Tampa  
July 2017 | • Widening to 4 lanes with center turn lane (Two Phases)  
• Improvements include sidewalk north of Laurel Street on east side and south of Laurel Street on both sides - consideration of shared use path on west side from Cypress Street to Spruce Street/Boy Scout Boulevard | Within Westshore Area | Roadway: I-1  
Pedestrian: I-6  
Bicycle: I-7 |
| I     | Lois Avenue Walk-Bike Improvements  
City of Tampa  
January 2017 | • Pedestrian and bicycle improvements on Lois Avenue from Kennedy Boulevard to Boy Scout Boulevard  
• Improvements include unbalanced 1-3 lanes, marked bicycle lanes, sidewalk or shared use path, mid-block crossing and/or pedestrian island, and lighting | Within Westshore Area | Roadway: I-10  
Pedestrian: I-7  
Bicycle: I-5, I-6 |
| I     | FY 2017 – FY 2026 Transit Development Plan  
Pinellas Suncoast Transit Authority  
August 2016 | • Details ten-year operating plan for PSTA  
Projects pertaining to Westshore Area include express service to Tampa International Airport from downtown St. Petersburg and Clearwater Beach  
Consider Direct Connect Program type in Westshore | Regional & Within Westshore Area | Transit Phase I:  
300X Airport Express Service, Clearwater Beach Express Service |
<table>
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<th>Content</th>
<th>Applicability</th>
<th>Improvement Type</th>
</tr>
</thead>
</table>
| I & II | City of Tampa Walk-Bike Plan Phase VI: West Tampa Multimodal Plan  
Hillsborough County Metropolitan Planning Organization and City of Tampa  
Draft June 2018 | • Identifies opportunities to improve safety and mobility for all transportation users within the neighborhoods of West Tampa, focusing on opportunities to enhance the pedestrian and bicycle environment  
West Tampa & Within Westshore Area | Roadway: II-6  
Pedestrian: I-21, II-6  
Bicycle: I-19, II-10 |
| I & II | Westshore Circulator Study  
Hillsborough County Metropolitan Planning Organization, Westshore Alliance, and Hillsborough Area Regional Transit Authority  
November 2012 | • Explores the feasibility of providing transit circulator service within the Westshore Area  
Implementation strategies include four phased service/operation improvements as well as funding mechanisms  
Within Westshore Area | Transit Phase I: West Shore Boulevard Circulator  
Transit Phase II: Lois Avenue Circulator |
| I & II | Westshore Area Pedestrian System Plan / Addendum  
Hillsborough County Metropolitan Planning Organization, Westshore Alliance, and City of Tampa / Westshore Alliance  
March 2005 / March 2009 | • Provides a blueprint for implementing infrastructure enhancements to meet pedestrian, bicycle, and transit mobility needs of the Westshore community  
• Identifies phased improvements/projects with leveraging options as well as provides implementation guidelines and strategies  
Within Westshore Area | Pedestrian: I-2, I-5, I-6, I-7, I-8, I-10, I-13, I-14, I-15, I-17, II-4, II-5, II-6 |
| I & II | Spruce Street Pedestrian and Bicycle Improvements Technical Memorandum  
Hillsborough County Metropolitan Planning Organization  
October 2017 | • Explores potential opportunities to enhance the pedestrian and bicycle environment along Spruce Street between Dale Mabry Highway and Rome Avenue while respecting and preserving the existing fabric of the residential neighborhoods along the corridor  
• Completed in coordination with the Dale Mabry Highway Pedestrian Overpass Feasibility Analysis  
• Identified as a potential candidate for multimodal improvements within Greenways and Trails Master Plan update and Tampa Walk–Bike Plan  
Portion Within Westshore Area | Roadway: I-6  
Pedestrian: I-17, II-5  
Bicycle: I-10 |
| I & III | Cypress Street Improvements Phase I  
City of Tampa  
September 2016 | • Widens to 4 lanes from Dale Mabry Highway to Himes Avenue with a center left turn lane  
• Improvements include reconstruction of signalization infrastructure at Himes Avenue, continuous sidewalks on both sides, and shared lane markings  
Within Westshore Area | Roadway: I-2  
Bicycle: III-1 |
| I & III | Transit Development Plan  
Hillsborough Area Regional Transit Authority (HART)  
Multiple Plans | • Details ten-year operating plan for HART  
• Projects pertaining to Westshore Area include: Route 275LX, Mission Max - revamped local and express services, Westshore Multimodal Center, and MetroRapid East-West  
Regional & Within Westshore Area | Transit Phase I: 275 LX Service  
Transit Phase III: Westshore Multimodal Center |
| I & III | City of Tampa Walk-Bike Plan Phase I  
Hillsborough County Metropolitan Planning Organization and City of Tampa  
June 2011 | • Implements the City of Tampa Comprehensive Plan and the Hillsborough County Metropolitan Planning Organization Long Range Transportation Plan  
Works to establish a grid of bicycle and pedestrian facilities to support the City’s three major business centers (Downtown, the University of South Florida, and the Westshore District)  
• Identifies bicycle and pedestrian mobility projects which can be constructed within existing roadway alignments and other public rights-of-way  
City-wide & Within Westshore Area | Pedestrian: I-20  
Bicycle: I-2, I-5, I-6, I-19, III-1 |
<table>
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<tr>
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<th>Plan/Study</th>
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<th>Applicability</th>
<th>Improvement Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>I &amp; III</td>
<td>Dale Mabry Pedestrian Overpass Technical Feasibility Analysis Hillsborough County Metropolitan Planning Organization 2018</td>
<td>• Evaluates the feasibility of a pedestrian overpass across Dale Mabry Highway in the vicinity of the I-275 interchange to provide a safe, convenient, and functional transportation link across Dale Mabry Highway for pedestrians and bicyclists. • The overpass will contribute to completing a critical gap in the regional trail system (West Tampa Bay Gap). • Proposed to be located south of the I-275 interchange within FDOT right-of-way within Westshore Area.</td>
<td>Within Westshore Area</td>
<td>Pedestrian: III-1 Bicycle: I-14, I-15, III-2</td>
</tr>
<tr>
<td>II</td>
<td>Howard Frankland Bridge (I-275/ SR 93 Project Development and Environment Study and Regional Transit Corridor Evaluation Florida Department of Transportation May 2018</td>
<td>• The recommended alternative of the study consists of replacing the existing northbound bridge with a wider bridge (4 southbound general use lanes, plus 2 tolled express lanes in each direction) that will be constructed to the west of the existing bridges. • A 12-foot shared use path will be included on the west side of the bridge. • The older existing northbound structure will be removed once the new bridge is constructed. • A separate but related study is ongoing to evaluate the feasibility of including accommodations for premium transit services within the Howard Frankland Bridge corridor to connect Pinellas and Hillsborough Counties.</td>
<td>Regional &amp; Within Westshore Area</td>
<td>Roadway: II-1 Bicycle: II-4</td>
</tr>
<tr>
<td>II</td>
<td>Westshore Area to Crystal River/ Inverness Transit Corridor Evaluation Florida Department of Transportation and Tampa Bay Area Regional Transit Authority November 2015</td>
<td>• Identifies three alternatives for express bus service from Westshore area to Pasco, Hernando, and Citrus Counties via the Veterans Expressway. • The recommended alternative is a combination of all three alternatives and includes fourteen stops. • Stations would include park and ride facilities. • Service can be phased</td>
<td>Regional &amp; Within Westshore Area</td>
<td>Transit Phase II: Veterans Expressway Express Service</td>
</tr>
<tr>
<td>II</td>
<td>Hillsborough County Water Ferry Feasibility Study Hillsborough County Metropolitan Planning Organization February 2011</td>
<td>• Evaluates the feasibility of waterborne passenger service as a viable travel alternative within the current and future transportation system of Hillsborough County and the region. • Preliminary ferry routes to connect origin-destination pairs (pertaining to Westshore) include: Downtown St. Petersburg-Westshore, Gibsonton-Westshore, and Apollo Beach-Westshore. • Identifies Tampa Bay Marina as potential ferry terminal location within Westshore area.</td>
<td>Regional &amp; Within Westshore Area</td>
<td>Transit Phase II: St. Petersburg to Westshore Ferry Service</td>
</tr>
<tr>
<td>II</td>
<td>George Road Complete Streets Study Hillsborough County Metropolitan Planning Organization April 2016</td>
<td>• Evaluates a north-south connection and improvements to provide a safe bicycle/pedestrian corridor between the Town ‘N’ Country Greenway/ Upper Tampa Bay Trail and the north end of the U-path Trail at Skyway Park, which connects to the Courtney Campbell Causeway Trail. • Improvements include marked bicycle lanes, shared lane markings, sidewalks, enhanced crossings, pedestrian/bicycle signals, wayfinding signs, traffic calming measures, landscaping, and lighting.</td>
<td>Portion Within Westshore Area</td>
<td>Pedestrian: II-4 Bicycle: II-2</td>
</tr>
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</table>
| II & III | Regional Transit Feasibility Study Florida Department of Transportation and Hillsborough Area Regional Transit Authority Ongoing | • Defines the vision for transit throughout the region and the projects that are most competitive for federal funding  
• Several premium transit service options traverse the Westshore area and access the Westshore Multimodal Center and Tampa International Airport  
• All options utilize managed lanes or reserved I-275 median space; paved shoulders are also considered | Regional & Within Westshore Area | Transit Phase II: Veterans Expressway Express Service  
Transit Phase III: I-275 Premium Transit Service |
| III | Westshore Multimodal Study and Strategic Transportation Plan Hillsborough County Metropolitan Planning Organization, Florida Department of Transportation, and Tampa Bay Area Regional Transit Authority February 2012 | • Identifies four viable sites within the Westshore area that will provide connectivity for all existing and future planned modes of transportation in the Tampa Bay region and improve the quality of the intermodal passenger connection in Tampa Bay so that regional mobility and accessibility by means other than personal motor vehicles are significantly increased  
• Site will connect to local, express, premium transit services; local circulator/shuttle service; taxi/limo/ ride/ share services; and bicycle/pedestrian facilities | Regional & Within Westshore Area | Transit Phase III: Westshore Multimodal Center |
| III | Westshore Regional Multimodal Center (WRMC) Project Development and Environment Study [State Environmental Impact Report] Florida Department of Transportation September 2014 | • Identifies Site C, the redevelopment of a strip of parcels north of I-275 between Trask Street and Manhattan Avenue, as the recommended site for the WRMC  
• Documents the need for the improvements and presents the procedures utilized to develop and evaluate the various WRMC site alternatives (including consideration of engineering, environmental, and social characteristics and design criteria) | Regional & Within Westshore Area | Transit Phase III: Westshore Multimodal Center |
| III | 2012 Airport Master Plan Update Hillsborough County Aviation Authority April 2013 | • Provides a blueprint for short- (five-year), intermediate- (10-year), and long-term (20-year) development of the Tampa International Airport  
• Details the extension of the automated people mover (APM) network to parking and car rental facilities, commercial development, etc.  
• Includes development plans for the terminal area, south terminal complex, east side development, and the airfield along with triggers that would begin the design process for the APM  
• Details additional extensions of APM to connect to Westshore Multimodal Center to south and future north terminal complex to north  
• Connector will be fully elevated or a mixture of at-grade, elevated, and below-grade | Regional & Within Westshore Area | Transit Phase III: Westshore Multimodal Center to TIA ConRAC Connection |
| III | Tampa International Airport/ Westshore Multimodal Center Technical Feasibility Study Report Florida Department of Transportation and Tampa International Airport May 2014 | • Determines configuration, benefits, costs, and impacts of developing and operating a Tampa International Airport (TIA) Connector using automated people mover technology from the TIA ConRAC to the Westshore Multimodal Center  
• Alignment D scored highest as it provides a direct connection to the Westshore Multimodal Center along I-275 and the shortest estimated travel time from the TIA ConRAC to Cypress Street/Trask Street, is accessible to local and regional bus lines on West Shore Boulevard, and will require minimal right-of-way  
• Connector will be fully elevated or a mixture of at-grade, elevated, and below-grade | Regional & Within Westshore Area | Transit Phase III: Westshore Multimodal Center to TIA ConRAC Connection |
<table>
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<tr>
<th>Phase</th>
<th>Plan/Study</th>
<th>Content</th>
<th>Applicability</th>
<th>Improvement Type</th>
<th>Project(s)</th>
</tr>
</thead>
</table>
| I, II, & III| **Tampa Bay Next** Florida Department of Transportation Ongoing | - A program to modernize Tampa Bay’s transportation infrastructure and prepare for the future – includes interstate modernization, transit service/operations, bicycle/pedestrian facilities, complete streets, transportation innovation, and freight mobility; it also includes interim projects leading up to the ultimate design of the interstate system within the Tampa Bay area | Regional & Within Westshore Area  | Roadway: I-3, I-4, II-2, II-3, II-4, III-1, III-2, III-3, III-4, II-3, II-5, II-6, III-7, III-8, III-9, III-10 | Transkit Phase III: Westshore Multimodal Center to TIA ConRAC Connection

Pedestrian: II-1, II-2, II-3
Bicycle: I-18, II-3, II-7 |
| I, II, & III| **Regional Transportation Master Plan** Tampa Bay Area Regional Transit Authority 2015 | - Provides a single plan with a regional transportation vision that guides the seven counties (Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota) of the region by implementing a cohesive and incremental transportation system which balances the movement of passengers and freight
- Identifies several regional projects that are within or traverse the Westshore area | Regional & Within Westshore Area  | Roadway: I-1, I-2, I-6, I-9, I-10, II-2, II-3, II-4

Pedestrian: I-5, I-6, I-7, I-17, I-21, I-1, II-1, II-2, II-3
Bicycle: I-1, I-5, I-6, I-7, I-16, II-3, III-1 |
| I, II, III  | **Capital Improvement Program**

(included review of fact sheets, presentations, etc. of specific projects)
City of Tampa Multiple Programs | - Details roadway, transit, pedestrian, and bicycle improvements programmed for the next five years within the City of Tampa | City-wide & Within Westshore Area  | Roadway: I-1, I-2, I-6, I-9, I-10, II-2, II-3, II-4

Pedestrian: I-5, I-6, I-7, I-17, I-21, I-1, II-1, II-2, II-3
Bicycle: I-1, I-5, I-6, I-7, I-16, II-3, III-1 |
| Base Study  | **Imagine Hillsborough 2040: Long Range Transportation Plan (LRTP)**

Hillsborough County Metropolitan Planning Organization (MPO)
Adopted: November 2014 / Amended: February 2018 | - Directs federal and state dollars towards transportation projects valued and identified by the public within the geographical boundary of the Hillsborough County MPO
- Portrays a 20-year vision for the transportation network of Hillsborough County | Regional, County-wide, City-wide, & Within Westshore Area  | Multiple Projects |
| Base Study  | **Transportation Improvement Program**

Hillsborough County Metropolitan Planning Organization (MPO) Multiple Programs | - Serves as the “short-range” (five-year) component of the MPO’s Long Range Transportation Plan
- Identifies, prioritizes and allocates funding for regional and local transportation projects within the geographical boundary of the Hillsborough County MPO | Regional, County-wide, City-wide, & Within Westshore Area  | Multiple Projects |
Other plans/studies, policies, programs, services, technologies, and data that informed the projects, programs, and policies presented within the Westshore Transportation Action Plan include:

- Himes Avenue Safety Improvements
- St. Petersburg Downtown Master Plan
- The Tampa City Center Plan
- Downtown Transit Assets and Opportunities Study
- TBARTA Multi-Use Trails Regional Priorities
- TBARTA's Support of the SUN Trail Priority Corridors: Southwest Coastal Regional Trail with Coast to Coast Trail
- HART HyperLINK Program
- Vision Zero Hillsborough Action Plan
- Vision Zero Hillsborough Action Plan Interactive Map
- Park and Ride Lots
- Water Taxi/Ferry Service (Cross Bay Ferry Pilot Program)
- Tampa Downtowner
- Connected/Autonomous Vehicles
- TBARTA Transportation Demand Management Programs
APPENDIX B:
Existing Networks
Westshore Transportation Action Plan

Existing Networks
Existing Networks

As part of the existing conditions component of the Westshore Transportation Action Plan, current transportation facilities available to Westshore residents, workers, and visitors were inventoried in terms of their state. The roadway, transit, pedestrian, and bicycle networks that are presented form the backbone of all recommendations identified within the Action Plan. These networks are further analyzed with regards to driver, transit rider, pedestrian, and bicyclist interactions along with available/planned infrastructure in the needs assessment.
Maps of Existing Networks

- Number of Lanes
- Functional Classification
- Transit Network
- Pedestrian Network
- Bicycle Network

Roadway: The maps depicting the number of lanes and functional classification of each road clarified the roadway’s purpose in the greater network. This information ensured that improvements recommended would fit the context of the roadway.

Transit: Information about the transit routes and stops helped build an understanding of the current transit system within the Westshore District.

Pedestrian and Bicycle: The featured pedestrian and bicycle networks aided in identifying gaps and providing a network backbone to base the recommended improvements.
Number of Lanes

Number of Lanes
Existing Conditions

Legend
Number of Lanes

Source: Hillsborough MPO
Roadway Information FGDL
Functional Classification

Existing Conditions

Legend

Source: Hillsborough MPO
Roadway Information (FGDL)
Transit Network

Existing Transit Routes and Stops
Existing Conditions

Legend
- Transit Stop
- Route 7
- Route 15
- Route 30
- Route 32
- Route 34
- Route 35
- Route 36
- Route 45

Source: HART
Roadway Information: FGDL
Pedestrian Network

Existing Pedestrian Facilities
Existing Conditions

Legend
- Existing Pedestrian Infrastructure

Source: City of Tampa, Hillsborough County
Roadway Information FGDL
Bicycle Network

Existing Bicycle Facilities
Existing Conditions

Legend
- On-Street Facilities
- Bicyclists
- Shared Use Paths

Source: City of Tampa, Hillsborough County
Roadway Information: FGDL
APPENDIX C:
Needs Assessment
Westshore Transportation Action Plan

Needs Assessment
Needs Assessment

While the existing conditions component inventoried the current transportation facilities, the needs assessment evaluated how residents, workers, and visitors interact with the transportation resources of the Westshore District. By evaluating vehicle, pedestrian, and bicycle volumes; transit ridership; land uses; and demographics; the Action Plan improvements will pinpoint and address mobility needs of the area.
Components of Needs Assessment

- Roadway Use
  Roadway Use: Evaluation of Annual Average Daily Traffic Volumes and Volume to Capacity ratios (comparison of traffic volume to capacity of roadway)

- Transit Use
  Transit Use: Evaluation of passenger volume at each station in the existing HART bus network

- Bicycle and Pedestrian Use
  Bicycle and Pedestrian Use: Evaluation of bicycle and pedestrian user volume based on use of STRAVA app

- Employment Data
  Employment Data: Assessment of where Westshore workers live based on Longitudinal Employer-Household Dynamics data

- Land Use and Demographics
  Land Use: Assessment of existing and future land uses and development either planned or under construction
  Demographics: Assessment of data presented from 2015 5-year American Community Survey Block Group level

- StreetLight Data Analysis
  StreetLight Data Analysis: Assessment of GPS data used to understand vehicle flow entering/exiting/circulating Westshore
Annual Average Daily Traffic

Average Annual Daily Traffic (AADT) Roadway Use

Legend

- 0 - 10,000
- 10,001 - 25,000
- 25,001 - 50,000
- 50,001 - 100,000
- 100,001 - 150,000
- 150,001 - 200,000

Source: Hillsborough MPO
Roadway Information FGDL
Volume to Capacity Ratio

Volume to Capacity Ratio (V/C)
Roadway Use

Legend

Source: Hillsborough MPO
Roadway Information (FGDL)
Transit Volumes

Transit Stop by Daily Passenger Volume
Transit Use

Legend

Daily Passenger Volume
- 0 - 18.8
- 16.1 - 36.7
- 36.8 - 72.3
- 72.4 - 135.6
- 135.6 - 204.3
- Route 7
- Route 15
- Route 30
- Route 32
- Route 34
- Route 35
- Route 36
- Route 45
- South Tampa Flex Route
- South Tampa Flex Area

Source: HART
Roadway Information and GIS Lab
Pedestrian Volumes

Pedestrian Volumes (STRAVA)
Pedestrian and Bicycle Use

Legend:
- Very Low Volume
- Low Volume
- Moderate Volume
- High Volume
- Very High Volume

Source: Hillsborough MPO
Roadway Information: FGDL
Bicycle Volumes (STRAVA) Pedestrian and Bicycle Use

Legend:
- Very Low Volume
- Low Volume
- Moderate Volume
- High Volume
- Very High Volume

Source: STRAVA App
Roadway Information: FGDL
Employment Data

Residence Location of Westshore Workers Employment Data

Legend

- HART Route
- 5 min walk from Westshore Plaza

Source: U.S. Census Bureau, Roadway Information, FGDL.
Future Land Use

Land Use and Demographics

Legend:
- Residential
- Commercial
- Industrial
- Public
- Open Space

Source: Hillsborough MPO
Roadway Information (FGDL)
New Development

New Development
Land Use and Demographics

Legend
Project Status
- Planned
- Under Construction

Source: Westshore Alliance
Roadway Information (FGDL)
Density and Racial Diversity

Legend
- $DBH <= 1.5 $people
- A-FAH
- BLACK
- WHITE, NH
- HISPANIC

Source: 2015 5-Year American Community Survey
FGDL Roadway Information

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Westshore Transportation Action Plan
Household Poverty Rate
Land Use and Demographics

Legend
Percent of Households Below Poverty Rate
0% - 2.5%
3.7% - 10.0%
10.1% - 20.5%
20.6% - 30.9%
31.0% - 40.7%

Source: 2015 5-Year American Community Survey
FGDL: Federal Geographic Data Committee
Demographics

Zero Vehicle Households
Land Use and Demographics

Legend
Percent of Households Without a Vehicle
- 0% - 1.0%
- 1.0% - 2.9%
- 3.0% - 6.9%
- 7.0% - 12.9%
- 13.0% - 20.1%
- 20.2% - 32.3%

Source: 2015 5-Year American Community Survey
Footnote: Information F604A.
StreetLight Data Analysis: Traffic by Gate

Morning Peak
7AM – 10AM

- Veterans Expressway: 9.8%
- Dale Mabry Highway: 7.8%
- Memorial Highway: 5.6%
- Hillsborough Avenue: 2.6%
- SR 60: 5.5%
- Howard Frankland Bridge: 9.5%
- Westshore Boulevard: 9.0%
- I-275: 18.5%
- Kennedy Boulevard: 7.7%
- Dale Mabry Highway: 6.4%

Gate

Page 16
StreetLight Data Analysis: Traffic by Gate

Evening Peak
4PM – 7PM

Veterans Expressway 9.9%
Memorial Highway 4.7%
SR 60 4.8%
Howard Frankland Bridge 8.7%
Westshore Boulevard 7.7%
Dale Mabry Highway 7.9%
Dale Mabry Highway 8.1%
Hillsborough Avenue 3.5%
I-275 17.5%
Kennedy Boulevard 8.3
StreetLight Data Analysis: Westshore TAZ Activity

Combined Trip Distribution (Westshore TAZ to Westshore TAZ)
StreetLight Data Analysis: Westshore TAZ Activity

Combined Trip Distribution (Westshore TAZ to Westshore TAZ)

Mid-Day

11AM – 12PM

12PM – 1PM

1PM – 2PM
StreetLight Data Analysis: Westshore TAZ Activity

Evening Peak

Combined Trip Distribution (Westshore TAZ to Westshore TAZ)
StreetLight Data Analysis: Westshore TAZ Activity

Combined Trip Distribution (Westshore TAZ to Westshore TAZ)
StreetLight Data Analysis: Top TAZ Pairs

Morning Peak

7AM – 8AM
8AM – 9AM
9AM – 10AM

- Destination Centroid
- TAZs
- Top TAZs
- Low Traffic Volume
- Medium Traffic Volume
- High Traffic Volume
StreetLight Data Analysis: Top TAZ Pairs

Mid-Day

11AM – 12PM

12PM – 1PM

1PM – 2PM

- Destination Centroid
- TAZs
- Top TAZs
- Low Traffic Volume
- Medium Traffic Volume
- High Traffic Volume
StreetLight Data Analysis: Top TAZ Pairs

Evening Peak

4PM – 5PM

5PM – 6PM

6PM – 7PM

- Destination Centroid
- TAZs
- Top TAZs
- Low Traffic Volume
- Medium Traffic Volume
- High Traffic Volume
StreetLight Data Analysis: Top TAZ Pairs

Late Evening

7PM – 8PM

8PM – 9PM

9PM – 10PM

- Destination Centroid
- TAZs
- Top TAZs
- Low Traffic Volume
- Medium Traffic Volume
- High Traffic Volume
APPENDIX D:
List of Stakeholder Meetings
Meetings conducted in relation to Westshore Transportation Action Plan

May 2017:
2 – Meeting with Westshore Alliance Transportation Action Plan Subcommittee on Action Plan
10 – Action Plan presented to Westshore Alliance Transportation Committee

July 2017:
6 – Action Plan Team Progress Meeting
12 – Action Plan presented to Westshore Alliance Transportation Committee
19 – Meeting with Florida Department of Transportation on Tampa Bay Next interstate project

August 2017:
15 – Meeting with Westshore Plaza on Action Plan
30 – Meeting with PSTA on Action Plan
30 – Meeting with Florida Department of Transportation and Tampa International Airport on Action Plan

September 2017:
6 – Columbus Drive sidewalk improvement kickoff meeting
13 – Action Plan presented to Westshore Alliance Transportation Committee
21 – Meeting with TBARTA on Action Plan

October 2017:
2 – Meeting with City of Tampa on Action Plan
4 – Meeting with Hillsborough County MPO/Planning Commission on Action Plan
5 – Florida Department of Transportation Westshore Community Working Group
11 – Action Plan Team Progress Meeting
12 – Meeting with HART on Action Plan
17 – Action Plan presented to Westshore Residential Neighborhood Improvement Committee
24 – Meeting with Tampa Downtown Partnership on Tampa Downtowner

November 2017:
6 – Meeting with TBARTA/AECOM TDM Team on TDM strategies applicable to Westshore
8 – Action Plan presented to Westshore Alliance Transportation Committee
16 – Action Plan Team Meeting to discuss Tampa Downtowner in Westshore
29 – Meeting between Westshore Alliance, Tampa Downtown Partnership, Innovation District, City of Tampa, HART, Florida Department of Transportation, Tampa Downtowner operators to discuss micro-transit expansion/succession

December 2017:
6 – Meeting with WSP on Westshore Multimodal Center Study
7 – Meeting with TBARTA on Action Plan transit projects
8 – Meeting with HW Lochner on Westshore sidewalk projects
14 – Meeting with Jacobs Engineering regarding Regional Transit Feasibility Study and Action Plan
19 – Meeting with Florida Department of Transportation on Westshore projects
19 – Meeting with HART on transit projects within the Westshore area
20 – Action Plan Team Progress Meeting
January 2018:
4 – Meeting with Florida Department of Transportation on Howard Frankland Bridge replacement and SR 60/I-275 interchange reconstruction
10 – Action Plan presented to Westshore Alliance Transportation Committee
23 – Meeting with property owners and residents regarding Rocky Point Drive sidewalks
29 – Meeting with City of Tampa on Tampa Bay Next interstate project

February 2018:
8 – Meeting with Florida Department of Transportation on Tampa Bay Next interstate project
19 – Laurel Street sidewalk improvement kickoff meeting
19 – Meeting with HART regarding MetroRapid East-West/Bus Rapid Transit

March 2018:
5 – Action Plan Team Progress Meeting
7 – Action Plan presented to Westshore Alliance Transportation Committee
22 – Action Plan Team Progress Meeting
27 – Meeting with Hillsborough County Staff regarding West Shore Boulevard Complete Streets PD&E Study

April 2018:
9 – Meeting with HART Interim CEO
13 – Meeting with HNTB on Tampa Bay Next interstate project
18 – Action Plan Team Progress Meeting
27 – Action Plan presented

May 2018:
2 – Meeting with HART on Action Plan
3 – Conference call with Jacobs Engineering on Regional Transit Feasibility Study
9 – Action Plan presented to Westshore Alliance Transportation Committee
11 – Meeting with HART on Transit Development Plan and MetroRapid East-West/Bus Rapid Transit
15 – Meeting on Westshore Multimodal Center
31 – Action Plan Team Progress Meeting
31 – Meeting with HART on TransLoc pilot program for West Shore Boulevard Circulator

June 2018:
5 – Meeting with AECOM staff on Tampa Bay Next interstate project
7 – Meeting with Westshore Plaza to discuss Westshore transportation and Action Plan
13 – Meeting with City of Tampa transportation staff on Westshore transportation projects and Action Plan
15 – Action Plan presented to Tampa Downtown Partnership Transportation Committee
15 – Meeting with International Plaza on Action Plan
22 – Meeting with HW Lochner to discuss sidewalk projects in Westshore
25 – Meeting with City of Tampa Parks and Recreation Department on funding of multiuse trails identified in Action Plan
26 – Meeting with Tampa Councilman Guido Maniscalco on Action Plan
26 – Meeting with Hillsborough County regarding West Shore Boulevard Complete Streets PD&E Study
July 2018:
9 – Meeting with Florida Department of Transportation on Tampa Bay Next interstate project
10 – Action Plan presented to Westshore Residential Neighborhood Improvement Committee
11 – Action Plan presented to Westshore Alliance Transportation Committee
12 – Meeting with Florida Department of Transportation on Courtney Campbell Causeway improvements
16 – Meeting with Hillsborough County MPO on Action Plan
16 – Meeting with TBARTA on Action Plan
19 – Meeting with City of Tampa on Action Plan

August 2018:
1 – Meeting with Tampa City Councilwoman Yolie Capin on Westshore district ordinances and Action Plan
6 – Meeting with Hillsborough County MPO on West Tampa Multimodal Plan and Action Plan
7 – Meeting with Tampa International Airport on Action Plan
8 – Meeting with Tampa City Councilman Guido Maniscalco on Westshore District ordinances and Action Plan
8 – Action Plan presented to Hillsborough County MPO Citizens Advisory Committee
8 – Action Plan presented to Hillsborough County MPO Bicycle/Pedestrian Advisory Committee
14 – Meeting with Tampa City Councilman Luis Viera on Westshore district ordinances and Action Plan
14 – Meeting with Tampa City Councilman Harry Cohen on Westshore district ordinances and Action Plan
15 – Action Plan presented to Hillsborough County MPO Livable Roadways Committee
20 – Meeting with Florida Department of Transportation on Action Plan
20 – Action Plan presented to Hillsborough County MPO Technical Advisory Committee
22 – Meeting with Tampa City Council Chairman Frank Reddick on Westshore District ordinances and Action Plan
22 – Action Plan presented to Westshore Alliance Executive Committee
28 – Meeting with Hillsborough County Commissioner Pat Kemp on Action Plan
28 – Meeting with Hillsborough County Commissioner Sandy Murman on Action Plan
29 – Meeting with Hillsborough County Commissioner Stacy White on Action Plan
30 – Meeting with Hillsborough County Commissioner Ken Hagan on Action Plan

September 2018:
12 – Action Plan presented to Westshore Alliance Transportation Committee
18 – Meeting with City of Tampa Parks and Recreation Department on funding of multiuse trails identified in Action Plan
21 – Meeting with Hillsborough County staff regarding West Shore Boulevard Complete Streets PD&E Study
25 – Action Plan presented to Hillsborough County MPO Policy Committee
26 – Action Plan presented to Westshore Alliance Board

October 2018:
2 – Action Plan presented to Hillsborough County MPO Board
APPENDIX E:
Pedestrian and Bicycle Project Scores
# Pedestrian and Bicycle Project Scores

## Phase I Pedestrian Projects

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project or Facility Name</th>
<th>From</th>
<th>To</th>
<th>Type</th>
<th>Funding Programmed</th>
<th>Limited Engineering Constraints</th>
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<th>Connectivity to a High Activity Center</th>
<th>Completing a Network Gap</th>
<th>Existing Demand for Facility</th>
<th>Total Score</th>
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<td>Hubert Street</td>
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Scoring Range: 1 Point = No, low presence, or low opportunity; 3 Points = Yes, high presence, or high opportunity.
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<th>Project ID</th>
<th>Project or Facility Name</th>
<th>From</th>
<th>To</th>
<th>Type</th>
<th>Funding Programmed</th>
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<th>Connectivity to a High Activity Center</th>
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<td>Occident Street</td>
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### Phase II Pedestrian Projects

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<th>Project or Facility Name</th>
<th>From</th>
<th>To</th>
<th>Type</th>
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<th>Completing a Network Gap</th>
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<td>Sidewalk</td>
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<td>II-6</td>
<td>Columbus Drive</td>
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<td>Himes Avenue</td>
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### Phase III Pedestrian Projects

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<th>Project ID</th>
<th>Project or Facility Name</th>
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<td>Grady Avenue (South Grady Corridor)</td>
<td>Kennedy Boulevard</td>
<td>Lemon Street</td>
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<td>3</td>
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<td>I-19</td>
<td>Gray Street</td>
<td>at Lois Avenue, Himes Avenue, and Dale Mabry Highway</td>
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<td>Enhanced Crossings/ Rapid Rectangular Flashing Beacons (RRFBs) at Intersections</td>
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Scoring Range: 1 Point = No, low presence, or low opportunity; 3 Points = Yes, high presence, or high opportunity.
### Phase II Bicycle Projects

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project or Facility Name</th>
<th>From</th>
<th>To</th>
<th>Type</th>
<th>Funding Programmed</th>
<th>Limited Engineering Constraints</th>
<th>Proximity to a School</th>
<th>Connectivity to a High Activity Center</th>
<th>Completing a Network Gap</th>
<th>Existing Demand for Facility</th>
<th>Total Score</th>
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<td>II-1</td>
<td>Reo Street Extension</td>
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<td>George Road</td>
<td>Dana Shores Drive</td>
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<td>Trask Street Extension</td>
<td>Gray Street</td>
<td>Cypress Street</td>
<td>Marked Bicycle Lanes</td>
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<td>Howard Frankland Bridge Multi-Use Trail</td>
<td>Pinellas County</td>
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<td>Occident Street Extension</td>
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<td>II-6</td>
<td>Courtney Campbell Causeway Tidal Flow and Pavement Gaps (North side of Courtney Campbell Causeway)</td>
<td>East of Rocky Point Drive</td>
<td>West of Bayport Drive Exit</td>
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<td>West Shore Boulevard</td>
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<td>II-9</td>
<td>Drainage Canal Right-of-Way</td>
<td>Lois Avenue</td>
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<td>Lois Avenue</td>
<td>Himes Avenue</td>
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### Phase III Bicycle Projects

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<th>Type</th>
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<th>Limited Engineering Constraints</th>
<th>Proximity to a School</th>
<th>Connectivity to a High Activity Center</th>
<th>Completing a Network Gap</th>
<th>Existing Demand for Facility</th>
<th>Total Score</th>
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<td>Cypress Street</td>
<td>Frontage Road</td>
<td>Himes Avenue</td>
<td>Marked Bicycle Lanes</td>
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<td>3</td>
<td>3</td>
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<td>3</td>
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<td>16</td>
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<tr>
<td>III-2</td>
<td>Dale Mabry Highway Pedestrian/Bicycle Overpass</td>
<td>Church Avenue</td>
<td>Himes Street</td>
<td>Shared Use Path</td>
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<td>III-3</td>
<td>Church Avenue</td>
<td>Cypress Street</td>
<td>Dale Mabry Highway Pedestrian/Bicycle Overpass</td>
<td>Shared Lane Markings</td>
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<td>1</td>
<td>2</td>
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<td>1</td>
<td>11</td>
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</table>

Scoring Range: 1 Point = No, low presence, or low opportunity; 3 Points = Yes, high presence, or high opportunity.
APPENDIX F:
Pedestrian and Bicycle Facility Definitions
Definitions of the proposed pedestrian and bicycle facilities identified in the plan are provided below:

**Sidewalk:** A paved path for pedestrians along the side of a road. Sidewalks are constructed of concrete and serve as public spaces. They are designed for pedestrians, though bicyclists may also use them if they yield to pedestrians and ride slowly.

**Marked Crosswalk:** A marked crosswalk indicates a location for pedestrians to cross and signifies to motorists to yield to pedestrians. Crosswalks are located across the legs of the intersection, not diagonally across the intersection, unless otherwise clearly marked.

**Pedestrian Bridge:** A bridge that is designed for foot traffic whether crossing land or water (also known as a footbridge). This facility is typically smaller in scale and scope compared to a pedestrian overpass.

**Pedestrian Overpass:** A pedestrian overpass allows for the uninterrupted flow of pedestrian movement separate from vehicle traffic.

**Marked Bicycle Lane:** A bike lane is an on-road facility, meaning the cyclist is traveling on the same roadway surface as the motor vehicle traffic. This lane is designated on a portion of the roadway through striping, signage, and/or pavement markings denoting the preferential or exclusive space for use by bicyclists. The bike lane is located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic.

**Shared Lane Marking:** A Shared Lane Marking or “sharrow” is a pavement marking on a roadway (typically a bike symbol with two chevrons over it) used to indicate a shared lane environment for bicycles and automobiles. A shared lane marking reinforces the legitimacy of bicycle traffic on the street, recommends proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance.

**Shared Use Path:** A shared use path is an off-road facility on exclusive right-of-way and with minimal cross flow by motor vehicles. These facilities are most commonly designed for two-way travel. Users of the facility are non-motorized and may include but are not limited to: bicyclists, roller skaters, wheelchair users (both non-motorized and motorized) and pedestrians (such as walkers, runners, people with baby strollers, etc.).

**Pedestrian Crossing Signal:** Special signals to indicate when pedestrians may safely cross. These typically consist of “ped-heads” attached to conventional traffic signals. Where a signal is provided, pedestrians should use the signal to stop traffic and allow for a safe crossing.

**Rapid Rectangular Flashing Beacon (RRFB):** This is a pedestrian-only signal consisting of two rapidly and alternately flashing rectangular yellow indicators (having LED-array based pulsing light sources) which function as a warning beacon. This beacon supplements warning signs at non-signalized intersections or mid-block crosswalks. The device is activated by pedestrians manually through a push button or passively through a pedestrian detection system.

**Pedestrian Hybrid Beacon (also known as a High-intensity Activated crossWALK or HAWK):** This beacon is a pedestrian-activated device used to warn and control traffic at a non-signalized location to assist pedestrians in crossing at a marked crosswalk. The beacon head consists of two red lenses above a single yellow lens. The beacon head is “dark” until the pedestrian desires to cross the street and the device is activated.

**Traffic Signal:** A traffic signal is a device placed along, beside, or above a roadway to guide, warn, and regulate the flow of traffic, which includes motor vehicles, motorcycles, bicycles, pedestrians, and other road users. A traffic signal typically includes a set of three lights in the colors of red (indicating stop), yellow/amber (indicating slow down), and green (indicating go).

Sources: Florida Department of Transportation; http://www.ctbikepedplan.org/terminology.html
APPENDIX G:
West Shore Boulevard Circulator
Cost Breakdown and Assumptions
## JOLLEY TROLLEY - WESTSHORE CIRCULATOR Itemized Breakdown of Costs

<table>
<thead>
<tr>
<th>Fuel</th>
<th>Annual Revenue Miles (From Action Plan Estimate)</th>
<th>162,739</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Annual DH</td>
<td>103,056</td>
</tr>
<tr>
<td></td>
<td>Miles Per Gallon</td>
<td>4.99</td>
</tr>
<tr>
<td></td>
<td>Annual Gallons Utilized</td>
<td>53,266</td>
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<tr>
<td></td>
<td>Price Per Gallon</td>
<td>$ 2.86</td>
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<tr>
<td></td>
<td>Fuel Drops</td>
<td>$ 3,600</td>
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<tr>
<td></td>
<td>Total Fuel Cost</td>
<td>$ 155,939</td>
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| Labor                          | Driver Labor Cost Per Hour                         | $ 15.25 |
|                                | Annual Driver Revenue Hours                        | 20,864  |
|                                | Annual Driver DH Hours                             | 4,068   |
|                                | Driver Wages                                       | $ 386,893 |
|                                | Maintenance Wages                                  | $ 171,600 |
|                                | Administrative                                     | $ 221,600 |
|                                | Payroll Taxes & Benefits                            | 20%     |
|                                | Social Media                                       | $ 3,600 |

| Insurance                      | Liability for 5 vehicles                           | 62,550  |
|                                | Crime Bond                                         | 0       |
|                                | Performance Bond                                   | 0       |
|                                | Registrations for Vehicles                         | 3,250   |
|                                | Projected General Maintenance Cost                 | $ 116,950 |

| Facility Rent                  | Shop/Staging per month                             | $ 5,000 |
|                                | Office per month                                   | $ 3,000 |
|                                | Utilities per month                                | $ 2,500 |
|                                | Equipment Rental per month                         | $ -     |
|                                | Professional Fees                                  | $ 65,000 |

| Passenger Amenities            | Passenger Wi-Fi Bandwidth per month                | $ 65    |
|                                | Digital Radios & Tower per month                   | $ 70    |
|                                | GPS per month                                      | $ -     |
|                                | Miscellaneous                                     | $ 18,000 |

| Capital Non Vehicle            | Wifi purchase & Installation                       | 6500    |
|                                | On-Board Surveillance System (Cameras)              | 13500   |
|                                | LED Sign Additions                                 | 17500   |
|                                | Miscellaneous                                     | 0       |

| Vehicle Branding               | 0                                                 |

**Total FY 18 Annual Cost** $ 1,615,064

**Total Revenue Hours** 20,864

**Cost Per Revenue Hour** $ 77.41
JOLLEY TROLLEY – WESTSHORE CIRCULATOR Assumptions

Multiple assumptions were made in creating the Itemized Breakdown of Costs.

Fuel
- Annual DH miles were calculated from Clearwater to pick up point in Tampa
- Price per gallon - historic with a 10% increase
- FY18 miles per gallon were used to determine fuel consumption
- No “plug” hours were added to the cost model

Labor
- Drivers are employees of the Jolley Trolley
- Driver hourly wage times Revenue and DH hours
- Proportionate percentages of Maintenance and Administrative wages were applied
- 20% for payroll taxes plus PTO and OT

Vehicles
- 5 vehicles are provided
  - 4 in operation; 1 spare
- Jolley Trolley will perform maintenance, clean and insure
- No inclusion of APC’s, ticketing equipment or cash boxes
- GPS, 2-way radios, passenger Wi-Fi and 4 interior cameras included