

WESTSHORE TRANSPORTATION ACTION PLAN

Contents

01 Introduction..... 5

02 Plan Framework 7

03 Action Plan..... 9

04 Cost Estimates and Funding Sources48

List of Figures

Figure 1-1: Westshore District 6

Figure 3-1: Phase I Roadway Projects..... 11

Figure 3-2: Phase II Roadway Projects 14

Figure 3-3: Phase III Roadway Projects 16

Ultimate Network Figure A: Roadway..... 17

Figure 3-4: Phase I Transit Projects 19

Figure 3-5: Phase II Transit Projects..... 21

Figure 3-5a: Phase II Transit Projects without Street Extensions.....23

Figure 3-6: Phase III Transit Projects.....25

Figure 3-7: Phase I Pedestrian Projects27

Figure 3-8: Phase II Pedestrian Projects31

Figure 3-9: Phase III Pedestrian Projects33

Ultimate Network Figure B: Pedestrian34

Figure 3-10: Phase I Bicycle Projects36

Figure 3-11: Phase II Bicycle Projects..... 41

Figure 3-12: Phase III Bicycle Projects43

Ultimate Network Figure C: Bicycle44

List of Tables

Table 3-1: Phase I Roadway Projects..... 12

Table 3-2: Phase II Roadway Projects 13

Table 3-3: Phase III Roadway Projects..... 15

Table 3-4: Phase I Transit Projects..... 18

Table 3-5: Phase II Transit Projects.....22

Table 3-6: Phase III Transit Projects..... 24

Table 3-7: Phase I Pedestrian Projects 28

Table 3-8: Phase II Pedestrian Projects30

Table 3-9: Phase III Pedestrian Projects32

Table 3-10: Phase I Bicycle Projects37

Table 3-11: Phase II Bicycle Projects40

Table 3-12: Phase III Bicycle Projects..... 42

Table 3-13: Roadway Programs45

Table 3-14: Roadway Policies45

Table 3-15: Transit Programs.....46

Table 3-16: Transit Policies.....46

Table 3-17: Pedestrian and Bicycle Programs 47

Table 3-18: Pedestrian and Bicycle Policies 47

Table 4-1: General Unit Cost Estimates for Pedestrian and Bicycle Facilities.....48

Table 4-2: Preliminary Cost for West Shore Boulevard Circulator.....48

Table 4-3: Potential Federal and State Funding Sources.....50

Table 4-4: Potential Funding Sources for Action Plan Projects..... 51

List of Visualizations

Visualization 3-A: New Signalized Intersection at Manhattan Avenue and Spruce Street/Boy Scout Boulevard 10

Visualization 3-B: Transit Hub at Cypress Point Park20

Visualization 3-C: Rocky Point Drive Sidewalks 26

Visualization 3-D: Spruce Street Shared Use Path and Manhattan Avenue Sidewalk35

Visualization 3-E: Gray Street Bicycle Boulevard39

Visualization 3-F: Grady Avenue Right-of-Way Shared Use Path and Drainage Canal Right-of-Way Shared Use Path..... 39

Appendices

Appendix A: Existing Conditions Table

Appendix B: Existing Networks

Appendix C: Needs Assessment

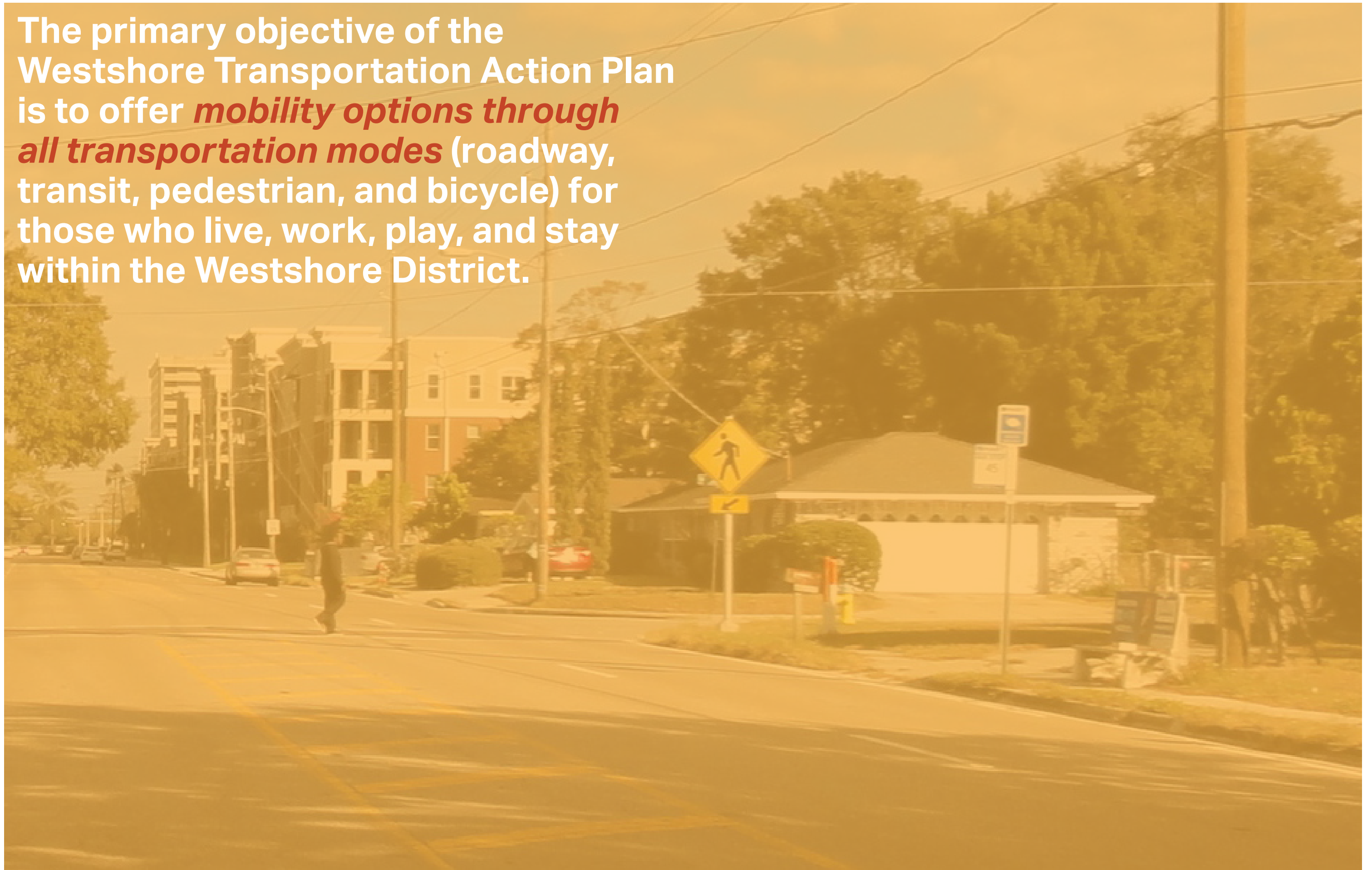
Appendix D: List of Stakeholder Meetings

Appendix E: Pedestrian and Bicycle Project Scores

Appendix F: Pedestrian and Bicycle Facility Definitions

Appendix G: West Shore Boulevard Circulator Cost Breakdown and Assumptions

The primary objective of the Westshore Transportation Action Plan is to offer *mobility options through all transportation modes* (roadway, transit, pedestrian, and bicycle) for those who live, work, play, and stay within the Westshore District.



01 Introduction

The projects, programs, and policies of the Westshore Transportation Action Plan address mobility needs and priorities of the Westshore District identified through an existing conditions inventory, needs assessment, stakeholder coordination, and local knowledge.

Purpose

In April 2017, the Westshore Alliance initiated the development of the Westshore Transportation Action Plan (the Action Plan) to provide a blueprint for addressing the mobility needs and priorities of area residents, employees, and visitors before, during, and after the concurrent construction of major transportation projects planned within the Westshore District. Some of the major transportation projects include:

- Addition of express lanes/widening of I-275,
- Reconstruction of the I-275 and SR 60 interchange,
- Replacement of the Howard Frankland Bridge,
- Construction of toll/express lanes on the Veterans Expressway,
- Construction of the Westshore Multimodal Center, and
- Provision for future regional premium transit services.

Due to the large size and scope of these projects and their effect on the area's local transportation network, the Action Plan is critical in maintaining the economic vitality of the Westshore District. Therefore, the Action Plan is organized into three phases to address impacts of the above noted transportation projects. The primary benchmark for the phases is the addition of express lanes/widening of I-275 as this project extends the length of the Westshore District from west to east.

The three phases include:

- Phase I: Existing Conditions/Prior to Construction [2018 – 2023]
- Phase II: During Construction [2024 – 2028]
- Phase III: After Construction [2029 – 2045]

Specific projects, programs, and policies to provide mobility options for travelers accessing, leaving, and circulating within the Westshore District are identified in Section 03.

These strategies are preliminary and conceptual in nature. They account for the major planned transportation projects within the district, but they also consider recent factors influencing the area such as: the growing Westshore District residential community; the established Westshore District Public Realm Master Plan; Tampa International Airport Master Plan Update; and new, modern and expanding transportation choices and technologies (e.g., rideshare, on demand services, autonomous vehicles, electric shuttles, express bus, park and ride lots, etc.). The recommended projects, programs, and policies are system-based (i.e., filling physical or service gaps of the transportation network) and organized by transportation mode: roadway, transit, pedestrian, and bicycle. The Action Plan emphasizes the implementation of planned/existing projects, programs, and policies; recommends modifications to these strategies; and proposes new transportation services, connections, infrastructure, technologies, programs, and policies to accommodate current and future travel demand within the Westshore District.

Given that the programs and policies overlap between modes and are not phase-specific, these strategies appear separately at the end of Section 03. The projects presented as part of the Action Plan in Section 03 are specific to each of the listed phases and are categorized as such.

Phases

A description of each phase is offered below.

Phase I: Existing Conditions/Prior to Construction [2018 – 2023]

The projects included under this phase represent those actions that can be implemented now to improve the transportation network of the Westshore District and mitigate effects once construction begins of the major transportation projects. These projects are anticipated to be constructed or implemented by 2023 as they predominantly have limited associated engineering constraints and target high activity and high use areas.

Phase II: During Construction [2024 – 2028]

The projects presented within this phase focus on area mobility; how will residents, employees, and visitors be able to access and circulate within the district once the major transportation project construction commences. These projects are intended to provide transportation options for commuters and local travelers as well as inform the maintenance of traffic plans associated with the construction of the major transportation projects. The strategies of the Action Plan are not intended to solve traffic congestion but to offer transportation choices.

Phase III: After Construction [2029 – 2045]

The projects of this phase complete the transportation network from a needs standpoint. This phase depicts the overall vision and desired function of the Westshore District's transportation system. The overall set of projects/programs/policies recommended as part of the Action Plan are anticipated to benefit the area in the long term in both commerce and recreation by creating an environment that is appealing to employers, residents, and visitors.

Study Area

The Action Plan was prepared for the greater Westshore District, which is generally bounded by Kennedy Boulevard to the south, Himes Avenue to the east, Hillsborough Avenue to the north, and Old Tampa Bay/Rocky Point to the west (see **Figure 1-1**).

The Westshore District is the largest central business district in the state of Florida and one of the most important office communities in the Tampa Bay area. With nearly 97,000 employees and over 15,000 residents, the Westshore District is a vibrant and dynamic area with two regional shopping malls, 39 hotels, and over 250 restaurants. Along with Tampa International Airport, the busiest airport on Florida’s Gulf Coast, the Westshore District serves as a transportation hub situated at the junction of Interstate 275 (I-275), State Road (SR) 60, and the Veterans Expressway. The Westshore District also boasts over 300 acres of parks, beaches, and trails as well as hosts Raymond James Stadium, the Tampa Bay region’s largest sports and entertainment venue and home to the Tampa Bay Buccaneers.



Westshore Plaza sign on West Shore Boulevard facing south.



Figure 1-1:
Westshore District

02 Plan Framework

To better understand conditions surrounding the existing transportation system and to set the context for the plan, an existing conditions analysis and needs assessment were performed. These components serve as the foundation for the recommendations and findings presented in the Action Plan.



Discontinued sidewalk on north side of Laurel Street facing west.

Existing Conditions

Planning initiatives for several large scale transportation projects in the Westshore District, which have been identified as priorities in the Hillsborough County Metropolitan Planning Organization's (MPO) Long Range Transportation Plan, are currently underway. A number of additional planning efforts have also taken place that identify solutions to address local mobility needs of the Westshore area and regional access into the Westshore District. These various plans/studies were reviewed to include information relevant to the intent of the Action Plan and are summarized in the Existing Conditions Table (found in **Appendix A**). The Existing Conditions Table provides a brief description of the sources reviewed, relevant facts pertaining to the Westshore District and Action Plan objectives, and an appropriate graphical depiction(s) from the reviewed information. The existing conditions analysis also documents existing networks for each mode.

For the roadway network, several datasets presented a comprehensive picture of the system. The number of lanes and functional classification(s) for each roadway of the Westshore District were recorded. The Westshore area transit system was also documented with the identification of transit routes and station locations. In addition, the pedestrian and bicycle networks were verified. A field review was conducted to confirm the presence of infrastructure identified via an initial desktop analysis. In multiple instances, the infrastructure initially identified varied significantly from what was observed on the ground. Documentation of the existing roadway, transit, pedestrian, and bicycle networks can be found in **Appendix B**.



Sidewalk (on west side), share the road sign, and crosswalk on Dale Mabry Highway facing south at Spruce Street intersection.



HART Route Number 45 bus stop on Spruce Street.

Needs Assessment

By examining how people use the existing network by mode and extrapolating issues and opportunities, the needs assessment bridges the gap between the existing conditions component and the phased recommendations component of the Action Plan.

Roadway: Multiple data sources were consulted to understand how the existing roadway network is utilized. The Annual Average Daily Traffic (AADT) figure measures the volume of vehicles using a roadway, while the Volume to Capacity (V/C) ratio examines how the AADT compares to the designed capacity of the roadway. In addition, origin-destination information was obtained from StreetLight Data, an aggregator of Global Positioning System (GPS) and other cellular based transportation data. StreetLight Data collects information from 3rd party sources to understand how people travel by vehicle across the roadway network. This data illuminated the patterns of commuters traveling in and out of the Westshore area and internal Westshore District travel patterns. Finally, data available in the City of Tampa’s Westshore/West Tampa Street Network – Base Traffic Modeling & Analysis Technical Memorandum were reviewed to further build an understanding of traffic patterns in the Westshore District.

Transit: Transit use was analyzed based on passenger volumes acquired from the Hillsborough Area Regional Transit Authority (HART). Coupled with this information, demographic data and Longitudinal Employer-Household Dynamics (LEHD) data from the Census Bureau pointed to areas of high transit ridership.

Pedestrian and Bicycle: Analyzing how bicyclists and pedestrians use the existing network was a more difficult task. Beyond qualitative observations, Strava data was consulted to understand bicycle and pedestrian activity in the Westshore area. The Strava program tracks pedestrians and bicyclists based on their use of the mobile phone application. The application monitors distance, speed, and location of walking and bicycling. While this is a good source for identifying areas of high recreational activity, the data source may underrepresent lower income individuals, pedestrians, and bicyclists commuting to work, as well as elderly individuals.

Demographic and employment data obtained from the United States Census Bureau was analyzed to determine the residential and employment populations composing the Westshore District. This was combined with land use data, planned and proposed developments, and StreetLight Data activity information to understand the pattern of the built environment. Results from the 2017 resident and employee surveys conducted by the Westshore Alliance were additionally consulted to shed light on components of the transportation system that work well and other elements that need attention. All of this data together gave perspective in reiterating the implementation of projects from existing plans, suggesting modifications to these proposed projects, and recommending new improvements. **Appendix C** provides information from the conducted needs assessment.



Bicyclist riding on sidewalk along West Shore Boulevard heading south.



Pedestrian crossing Rocky Point Drive at Courtney Campbell Causeway facing east.

Plan Coordination

The development of the Action Plan was guided by several partner agencies and Westshore area businesses and residents. Extensive, strategic meetings took place between the Westshore Alliance and these stakeholders for the purpose of gaining feedback and consensus regarding the strategies identified as part of the Action Plan. The vetting of the plan with these parties is an important element in the planning process to ensure expectations are met and Action Plan recommendations are implemented. A full list of meetings (over fifty) that occurred throughout the creation of the Action Plan is presented in **Appendix D**.

03 Action Plan

The projects, programs, and policies presented within this section address the needs and priorities identified through the existing conditions inventory/analysis, needs assessment, stakeholder coordination, and local knowledge. These recommended strategies are classified by transportation mode (roadway, transit, pedestrian, and bicycle). The projects under each mode are organized by the three phases. The programs and policies specific to each mode are discussed separately at the end of Section 03.

It is important to note that the majority of projects included within the Action Plan have been identified previously or are currently within agency partner plans such as the Hillsborough County MPO LRTP and Transportation Improvement Program (TIP) as well as the City of Tampa Capital Improvements Program (CIP). As such, most of the presented projects have been vetted by local agency staff, citizens, board members, council members, and transportation professionals. Only 28 of the 104 Action Plan projects (approximately 27%) are denoted as “NEW”. These projects, in conjunction with the previously identified projects, are considered necessary to complete the transportation network of the Westshore District and are indicated in **bold, blue/green font** within the upcoming project tables.

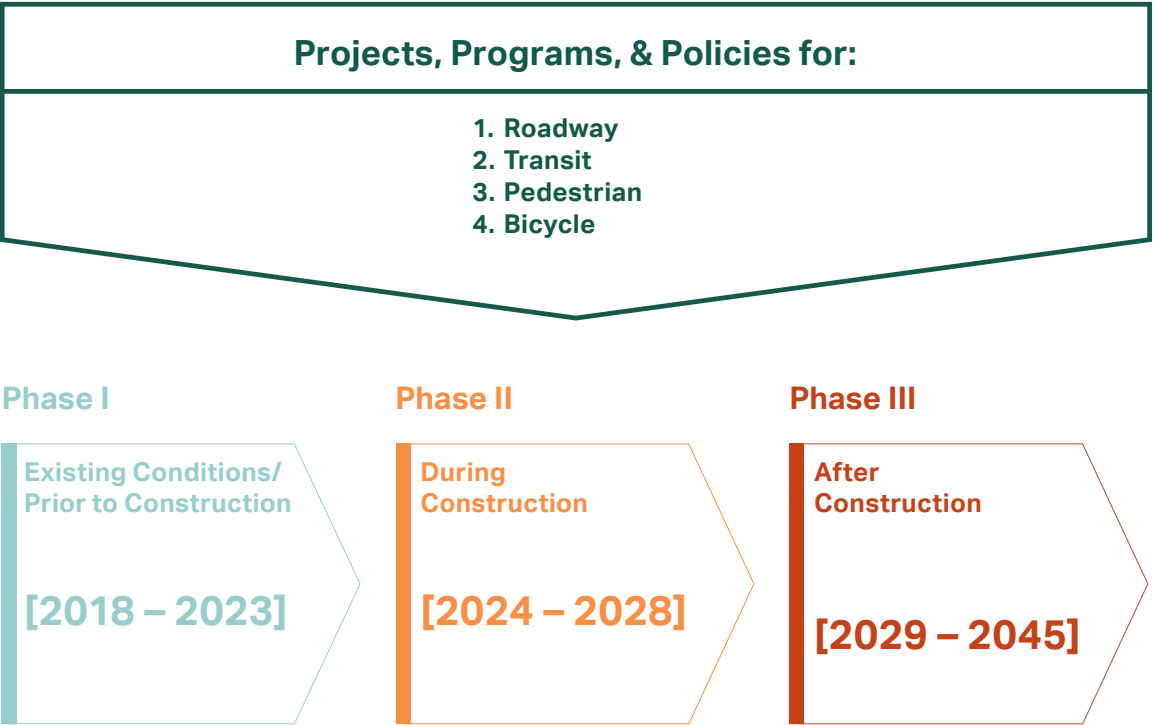
While some of the projects work in tandem with one another, each has a unique purpose. With the exception of the transit projects (which are depicted through distinct symbolizations on the respective transit project maps), specific project identifiers are assigned to the roadway, pedestrian, and bicycle projects.

Given the large number of pedestrian and bicycle improvements proposed within the Action Plan, **the projects listed under these two modes only** are ranked within each phase. The criteria considered to rank the projects along with the associated scoring methodology are based on the project prioritization exercise that was used for and outlined within the Westshore Pedestrian Plan (2004; amended 2009). The criteria applied to each project include: funding programmed, limited engineering constraints, proximity to a school, connectivity to a high activity center (as defined through the needs assessment), completing a network gap, and existing high demand for the facility to be implemented (based on existing conditions inventory/analysis, needs assessment, stakeholder and citizen coordination, and local knowledge). For the scoring component, the individual criteria received 1, 2, or 3 points: 1 point represents “No”, low presence, or low opportunity; 3 points represent “Yes”, high presence, or high opportunity; and 2 points indicate those factors that fell somewhere in the middle. Projects receiving a higher number of points ranked higher. Projects receiving a lower number of points ranked lower.

Details regarding the ranking methodology may be found in **Appendix E. Appendix F** provides the definitions of the proposed pedestrian and bicycle facilities identified within the Action Plan.

The proposed programs and policies that apply to each mode are presented at the end of Section 03. Similar to the projects, the majority of the identified programs and policies currently exist; most are executed by partner agencies. These strategies work concurrently with the projects of the plan to expand options of how people choose to travel to, from, and within the Westshore District. They are a key element of the Action Plan as they ensure that objectives of the plan will perpetuate beyond implementation of the phased projects.

Programs and policies differ in that programs are short-term interventions that seek to bring about change based on specified improvements, education, or enforcement. In contrast, policies are longer-term changes that are enacted through legislation and regulation.



Roadway Projects

Phase I

Several factors limit the number of roadway improvements presented within the Action Plan. The majority of roads in the Westshore area have little right-of-way available for expansion. In addition, the Action Plan is predicated on solving mobility issues in the face of major highway and interchange reconstruction. Therefore, the Action Plan focuses more on alternative modes of transportation (i.e., modes other than motorized vehicles). However, targeted roadway improvements that increase capacity, provide safer intersections, or replace outdated infrastructure are included in the Action Plan as they are anticipated to enhance the flow of vehicles to, from, and around the Westshore District.

A number of capacity projects (as presented in **Figure 3-1** and **Table 3-1**) will address choke points in the regional and local roadway networks. A roadway expansion project on O'Brien Street (Project I-1) will increase mobility within a rapidly growing area of the Westshore District and alleviate peak hour traffic accessing the Veterans Expressway and Tampa International Airport. Similarly, the widening of Cypress Street (Project I-2) will provide relief to a congested segment of roadway and support a major new mixed-use development. Much needed interim operational improvements on I-275 (Project I-3) and SR 60/Memorial Highway (Project I-4) will relieve some existing congestion on the regional roadway network.

A new signalized intersection at Manhattan Avenue and Spruce Street/Boy Scout Boulevard (depicted in **Visualization 3-A** and Project I-5 of **Figure 3-1** and **Table 3-1**) will not only provide safer pedestrian circulation, it will also enhance vehicle access to Roland Park K-8 Magnet School, Jefferson High School, and International Plaza. The improvements will additionally benefit Tampa Fire Station #8 as emergency vehicles will be able to preempt the signal and more safely navigate on and off Boy Scout Boulevard. Intersection improvements will also decrease wait times at the Dale Mabry Highway and Spruce Street intersection (Project I-6 of **Figure 3-1** and **Table 3-1**), an important commercial node and neighborhood access point in the Westshore area.



Visualization 3-A:

New Signalized Intersection at Manhattan Avenue and Spruce Street/Boy Scout Boulevard

Figure 3-1:
Phase I Roadway Projects

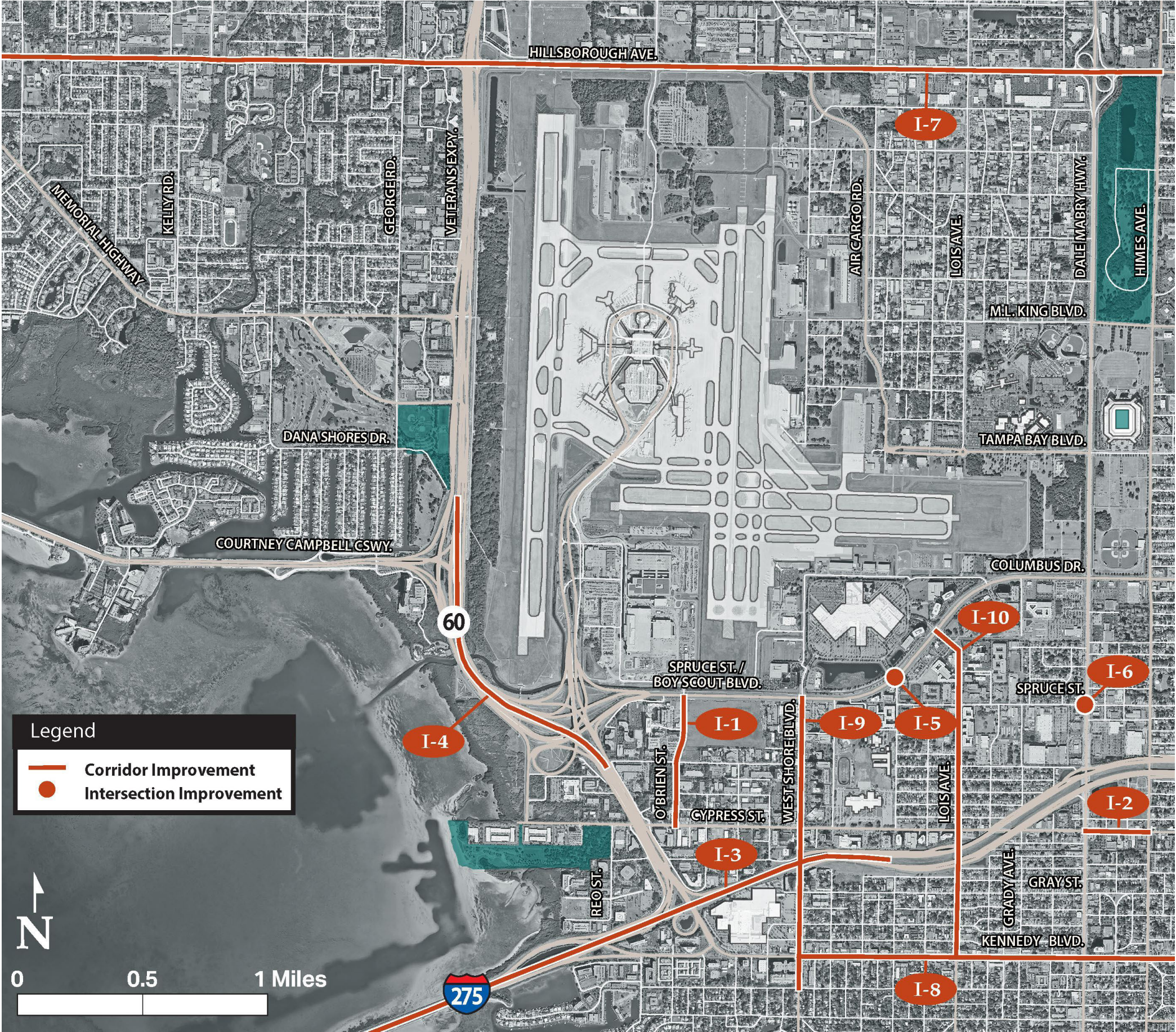


Table 3-1: Phase I Roadway Projects

Project ID	Project or Facility Name	From	To	Type	Planned	Source	Notes
I-1	O'Brien Street	Cypress Street	Spruce Street/Boy Scout Boulevard	Widening	Yes	City of Tampa	
I-2	Cypress Street	Dale Mabry Highway	Himes Avenue	Widening	Yes	City of Tampa	
I-3	I-275 Operational Improvements	Howard Frankland Bridge	East of West Shore Boulevard	Construct additional northbound lane along I-275 from Howard Frankland Bridge to east of West Shore Boulevard and along southbound I-275 from SR 60/ Memorial Highway to Howard Frankland Bridge to alleviate merge condition; Adds a third lane to Tampa International Airport	Yes	FDOT	
I-4	SR 60 Operational Improvements	South of Tampa International Airport Interchange	North of Courtney Campbell Causeway	Extend auxiliary lanes along SR 60 to correct weaving and merging issues; 4-5 lanes; Reduce shoulders and restripe	Yes	FDOT	
I-5	Manhattan Avenue	at Spruce Street/Boy Scout Boulevard		New Signalized Intersection	NEW	Westshore Transportation Action Plan	
I-6	Dale Mabry Highway	at Spruce Street		Intersection Improvement	Yes	City of Tampa, Spruce Street Pedestrian and Bicycle Improvements Technical Memorandum	
I-7	Hillsborough Avenue	Sheldon Road/Memorial Highway	Himes Avenue	Access Management	Yes	MPO TIP	Access management includes improvements such as median openings/closings, addition or lengthening of turn lanes, high emphasis crosswalks, etc.
I-8	Kennedy Boulevard	West Shore Boulevard	Himes Avenue	Access Management	Yes	SR 60 (Kennedy Boulevard) Access Management Safety Study	Access management includes improvements such as median openings/closings, addition or lengthening of turn lanes, high emphasis crosswalks, etc.; Full project extends to Brevard Avenue
I-9	West Shore Boulevard Complete Street	South of Kennedy Boulevard	Spruce Street/Boy Scout Boulevard	Reduce from 6 to 4 lanes south of I-275; Include on-street marked bicycle lanes, wider sidewalks, and landscaping	Yes	City of Tampa, Hillsborough County	
I-10	Lois Avenue Complete Street	Kennedy Boulevard	Spruce Street/Boy Scout Boulevard	Widen east side sidewalk to 15-foot shared use path from Kennedy Boulevard to Spruce Street; Add bike lanes from Spruce Street to Boy Scout Boulevard; Add 8-foot pedestrian island at Spruce Street and Arch Street; Unbalanced 1 – 3 lanes	Yes	City of Tampa	

Roadway Projects

Phase II

Phase II of the roadway improvements will see the Westshore area begin to reap the rewards of the large-scale infrastructure improvements that are the impetus for the Action Plan.

As indicated through **Table 3-2** and **Figure 3-2**, the Howard Frankland Bridge Replacement (Project II-1) will address an aging and outdated piece of infrastructure and maintain a vital regional link.

In addition, three new surface street connections (Reo Street, Occident Street, and Trask Street) will be opened, linking the north and south sides of I-275.

The Reo Street Extension (Project II-2) will provide better circulation in the western portion of the study area, allowing for residents and workers to more easily access community services like Cypress Point Park, the Social Security Office, and MacDonald Training Center. This particular project will also help spur development of large tracts of vacant and underutilized land near the waterfront. To better handle the larger traffic volumes utilizing the new connection and future Reo Street improvements, intersection enhancements will take place at Cypress Street and Reo Street (Project II-5).

The Occident Street Extension (Project II-3) will provide some relief to West Shore Boulevard and allow better vehicle access to Westshore Plaza.

Similarly, the Trask Street Extension (Project II-4) will also relieve West Shore Boulevard, which will be important after the construction of West Shore Boulevard Complete Street in Phase I. The Trask Street Extension will additionally provide easier and more direct vehicle access to Roland Park K-8 Magnet School and Jefferson High School. Furthermore, the extension will provide better vehicle and transit access to the future site of the Westshore Multimodal Center. These three connections (Reo Street, Occident Street, and Trask Street) will be critical to mobility within the Westshore District during the reconstruction of the I-275 at SR 60 interchange (Project III-1) as commuters begin to rely on alternate routes into the district from the north and west. These connections, specifically, will begin a transformation of the Westshore District’s transportation network which will continue in Phase III.

Table 3-2: Phase II Roadway Projects

Project ID	Project or Facility Name	From	To	Type	Planned	Source	Notes
II-1	Howard Frankland Bridge Replacement	Pinellas County	Hillsborough County	New Bridge with General Use Lanes, Managed Lanes and a Bicycle/Pedestrian Trail	Yes	FDOT	
II-2	Reo Street Extension	Kennedy Boulevard	Cypress Street	New Road Connection	Yes	City of Tampa CIP, FDOT	Potentially funded with I-275 at SR 60 Interchange Reconstruction
II-3	Occident Street Extension	Gray Street	Cypress Street	New Road Connection	Yes	City of Tampa CIP, FDOT	Potentially funded with I-275 at SR 60 Interchange Reconstruction
II-4	Trask Street Extension	Gray Street	Cypress Street	New Road Connection	Yes	City of Tampa CIP, FDOT	Potentially funded with I-275 at SR 60 Interchange Reconstruction
II-5	Cypress Street	at Reo Street		Intersection Improvement	Yes	City of Tampa	
II-6	Columbus Drive Complete Street	Lois Avenue	Himes Avenue	Widen sidewalks and add shared use pathway(s), crosswalks, intersection enhancements, and lighting along sections of roadway	Yes	West Tampa Multimodal Plan	Full project extends to North Boulevard

Figure 3-2:
Phase II Roadway Projects



Roadway Projects

Phase III

Phase III of the roadway projects will finally bring vehicle traffic to the Tampa Bay Next Managed Lanes (Project III-2 of **Table 3-3** and **Figure 3-3**). This project will improve travel time consistency for commuters traveling along various portions of I-75, I-275, and I-4 in the Tampa Bay region. Other projects will provide access to these lanes from surface streets or other highways (as presented in **Table 3-3** and **Figure 3-3**), including: Himes Avenue (Project III-3), the Veterans Expressway (Project III-4 and III-8), Independence Parkway (Project III-7), Courtney Campbell Causeway (Project III-6), Tampa International Airport (Project III-9), and Reo Street (Project III-5). In addition, East Frontage Road between Lemon Street and Laurel Street (Project III-10) will be maintained, allowing multimodal circulation and access to proximate offices and businesses.



I-275 northbound sign on Kennedy Boulevard facing east.

Table 3-3: Phase III Roadway Projects

Project ID	Project or Facility Name	From	To	Type	Planned	Source	Notes
III-1	I-275	at SR 60		Interchange Reconstruction	Yes	FDOT	
III-2	Tampa Bay Next Managed Lanes	Howard Frankland Bridge	Himes Avenue	Add Express Lanes	Yes	FDOT	Region-wide project; Limits extend beyond those listed
III-3	I-275 at Himes Avenue Express Lanes Access			Add Express Lane Access	Yes	FDOT	
III-4	Veterans Expressway Express Lanes	I-275 at SR 60 Interchange	Terminus of Existing Veterans Expressway Express Lanes	Add Express Lanes	Yes	FDOT/Florida's Turnpike	
III-5	Reo Street Interchange and Express Lanes Access			New Interchange and Add Express Lanes Access	Yes	FDOT	
III-6	Courtney Campbell Causeway Express Lanes Access			Add Express Lane Access	Yes	FDOT	
III-7	Independence Parkway Express Lanes Access			Add Express Lane Access	Yes	FDOT	
III-8	Veterans Expressway Express Lanes Access	at North of Memorial Highway		Add Express Lane Access	Yes	FDOT	
III-9	Tampa International Airport Express Lanes Access			Add Express Lane Access	Yes	FDOT	
III-10	East Frontage Road	Lemon Street	Laurel Street	Maintain Existing Connection	Yes	FDOT	

Figure 3-3:
Phase III Roadway Projects



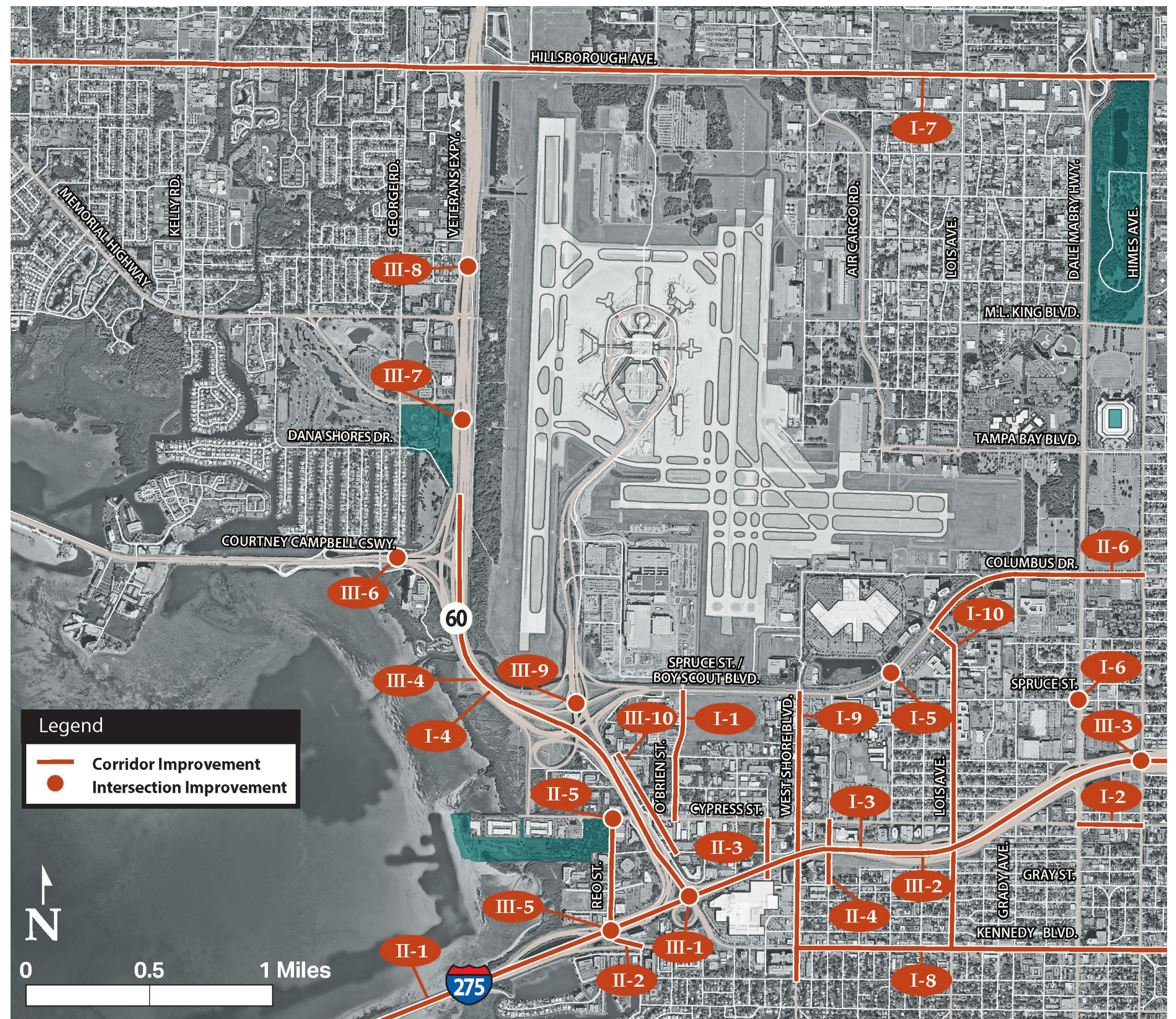
Roadway

Projects

All Phases

Roadway projects identified in the plan for all three phases are displayed in **Ultimate Network Figure A**. As the improvements are integrated into the existing roadway network of the Westshore area, they build on each other creating a street system that is more efficient, safer, and better prepared to handle increased development.

For example, the new Occident Street and Trask Street connections (Projects II-3 and II-4) complement the West Shore Boulevard Complete Street improvement (Project I-9) by providing additional north-south connectivity within the area and supporting traffic diverted from West Shore Boulevard. In addition, the Tampa Bay Next Managed Lanes (Project III-2) and new interchange with Reo Street (Project III-5) are supported by improvements to Reo Street (Project II-2) and the intersection improvements at Reo Street and Cypress Street (Project II-5). Further, the completion of the Tampa Bay Next Managed Lanes (Project III-2), reconstruction of the I-275 at SR 60 interchange (Project III-1), and the replacement of the Howard Frankland Bridge (Project II-1) will help to reshape the Westshore District by improving access into Westshore from the region. Just as critical to the transportation system of the Westshore area are improvements to the local street network. Large-scale regional roadway projects rely on the support of the local roadway network in order to facilitate the movement of commuters, transit riders, pedestrians, and bicyclists in a safe and effective manner that benefits businesses and residences.



Ultimate Network Figure A: Roadway

Transit Projects

Phase I

Out of the Phase I transit projects (as displayed in **Table 3-4** and **Figure 3-4**), the highest priority projects are the West Shore Boulevard Circulator and the West Shore Boulevard Circulator Extension.

The West Shore Boulevard Circulator is proposed to run from Westshore Plaza to International Plaza via West Shore Boulevard and will increase visibility and awareness of transit within the Westshore District. The extension of this circulator is to run from the Tampa International Airport Consolidated Rental Car Center (TIA ConRAC) transit curb to International Plaza via Airport Frontage Road. This service is intended to operate as an extension after the initial West Shore Boulevard Circulator Service has operated for several months, establishing the presence of circulator service within the area.

These two routes, as well as all of the other circulators in this plan, are to operate as deviated fixed route services allowing for service similar in operation to HART's existing Flex routes. The circulator, including the extension, are to facilitate multimodal movement within the Westshore District and serve as catalyst projects for further development of the express bus system.

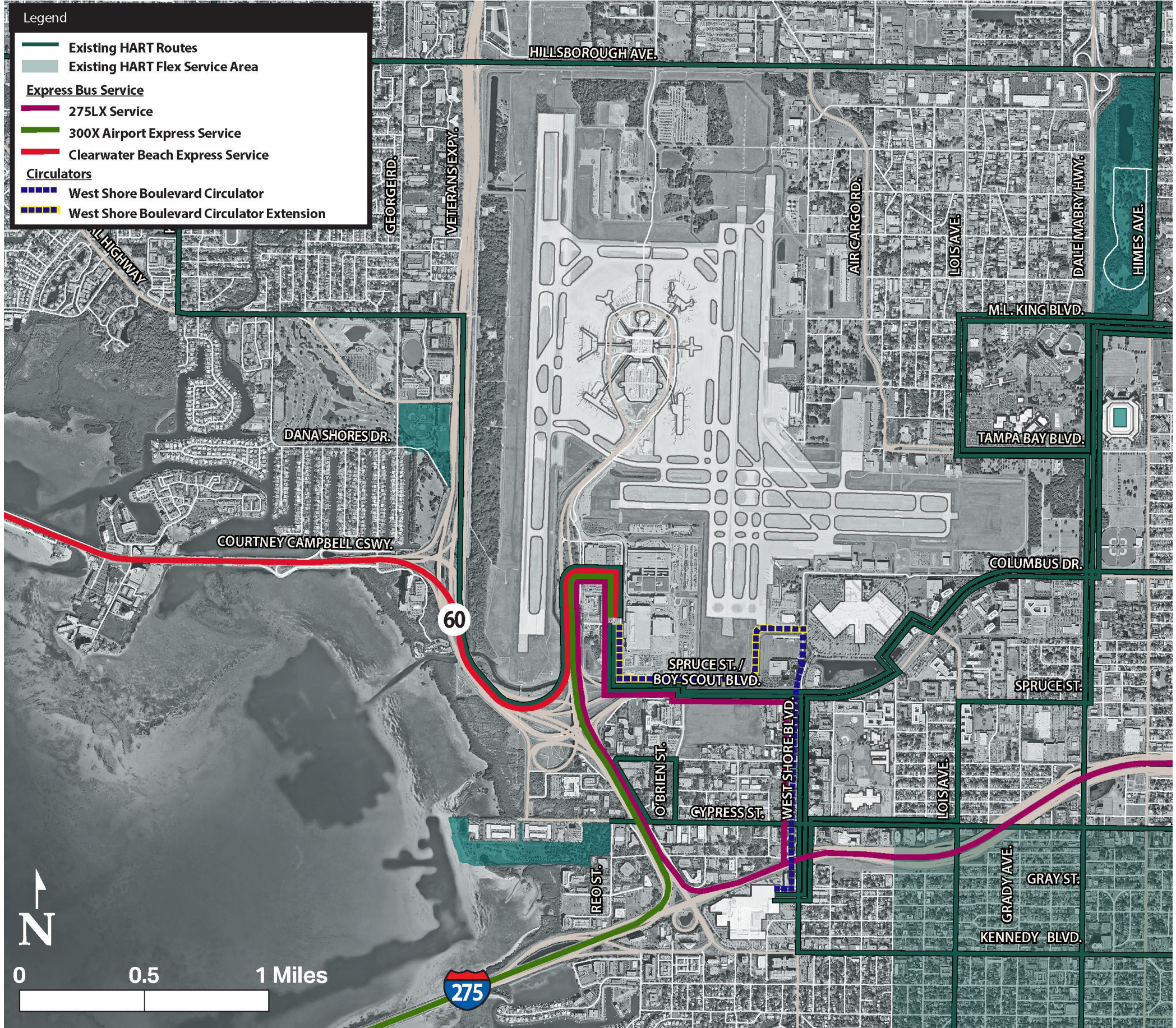
Some express bus service already exists in the Westshore area in the form of HART's 275LX from Wesley Chapel through downtown Tampa to the TIA ConRAC. Another existing express bus service is Pinellas Suncoast Transit Authority (PSTA)'s 300X Airport Express from Largo and St. Petersburg's Gateway Area to the TIA ConRAC and downtown Tampa.

After the establishment of the first circulators, 275LX Service is anticipated to be increased from one-hour headways to 30-minute headways with buses operating on the shoulders of I-275 (where possible) to increase travel time savings. A branch of the 300X Airport Express Service is also anticipated to connect to downtown St. Petersburg. This service expects to capture commuters and tourists traveling to and from southern Pinellas County. This route also intends to use roadway shoulders (where possible) to offer travel time savings, especially across the Howard Frankland Bridge. A new express bus service is anticipated to connect travelers in Clearwater Beach and downtown Clearwater to Westshore. The Clearwater Beach Express Service is proposed to travel along SR 60 and across the Courtney Campbell Causeway to the TIA ConRAC. These express bus and circulator services are to lay the groundwork for the expanded transit network that will serve riders during Phase II.

Table 3-4: Phase I Transit Projects

Project or Facility Name	From	To	Type	Planned	Source	Notes
275LX Service	Wesley Chapel	TIA ConRAC	Express Bus Service/ 30-minute Headways	Yes	HART TDP, MPO TIP	Increase service from 1 hour headways to 30-minute headways; To utilize paved shoulders where possible
300X Airport Express Service	St. Petersburg	TIA ConRAC	Express Bus Service/ 60-minute Headways	Yes	PSTA TDP	Service extends to downtown Tampa; Recommend branch extension to downtown St. Petersburg; To utilize paved shoulders where possible
Clearwater Beach Express Service	Clearwater	TIA ConRAC	Express Bus Service/ Mixed Traffic	Yes	PSTA TDP, TBARTA Master Plan	
West Shore Boulevard Circulator	Westshore Plaza	International Plaza	via West Shore Boulevard	Yes	Westshore Circulator Study	
West Shore Boulevard Circulator Extension	TIA ConRAC	International Plaza	via Airport Frontage Road	NEW	Westshore Transportation Action Plan	

Figure 3-4:
Phase I Transit Projects



Transit Projects

Phase II

As depicted in **Figure 3-5** and **Table 3-5**, transit improvements in Phase II assume that both the Reo Street and Trask Street Extensions (Roadway Projects II-2 and II-4) are complete to allow for movement under I-275. This is an integral part to moving transit vehicles off of West Shore Boulevard and away from the I-275 interchange, especially with the construction of West Shore Boulevard Complete Street (Roadway Project I-9). All circulator and express bus services from Phase I are to be retained with a modification to the West Shore Boulevard Circulator route. From Westshore Plaza, the circulator is proposed to travel along Gray Street to access the new Trask Street opening. From this point, the circulator is to use Cypress Street to head back to West Shore Boulevard.

During Phase II, several new circulator routes are recommended to begin operation. The Lois Avenue Circulator is to provide service along Cypress Street and Lois Avenue, augmenting service along HART Route 45 and connecting those riders to International Plaza. The Reo - O'Brien Circulator is to service an area currently without HART service, including developments along Reo Street and the Tampa Bay Marina area. Finally, the Cypress Street Circulator is to provide increased service along Cypress Street and access to shopping at Walter's Crossing for Westshore workers and residents. The Lois Avenue Circulator and the Cypress Street Circulator are to cater to the growing residential population within the Westshore District and visitors at hotels.

The Reo - O'Brien Circulator and Lois Avenue Circulator are catalyst projects for a new express bus service. The Veterans Expressway Express Service is to operate along the Veterans Expressway and Suncoast Parkway from a future park-and-ride facility at SR 54 in Pasco County, making stops at other future park-and-ride facilities as studied in the Westshore Area to Crystal River/Inverness Transit Evaluation Study. This service is to use managed lanes (where possible) to allow commuters utilizing the service to realize travel time savings in comparison to driving.

The Cypress Street Circulator is a catalyst project for a Gateway to Westshore water transit route. This ferry service is to offer an alternative to the congested Howard Frankland Bridge. Although more study is needed on the water transit project, Cypress Point Park and the Tampa Bay Marina are two potential terminus locations.

The final project of Phase II is the Rocky Point Shuttle. Unlike the circulators, this service is to feature a more traditional shuttle vehicle. The service is to operate similarly to a FLEX service with trips outside of Rocky Point being made to Westshore Plaza via SR 60/Memorial Highway and Kennedy Boulevard. Throughout Phase II, the express buses and a water transit route are to offer meaningful alternatives for many Westshore workers commuting to and from the Westshore District by car. The shuttle and circulator system are to provide increased mobility within the Westshore District.

Visualization 3-B shows possible transportation improvements at Cypress Point Park. Through these improvements, the park could be activated as a terminus for the Gateway to Westshore water transit service. Passengers arriving from the ferry could navigate the Westshore District using new amenities such as bike share (shown on the left side of the visualization). The circulator system (as presented on the right side of the visualization) could also interact with the water transit and bicycle share services. The vehicles of the circulator system are imagined to be similar to the one pictured in the visualization; smaller, quieter, and more nimble than a traditional transit bus. As technology progresses, these vehicles may eventually be electric or autonomous.



Visualization 3-B:
Transit Hub at Cypress Point Park

Figure 3-5:
Phase II Transit Projects

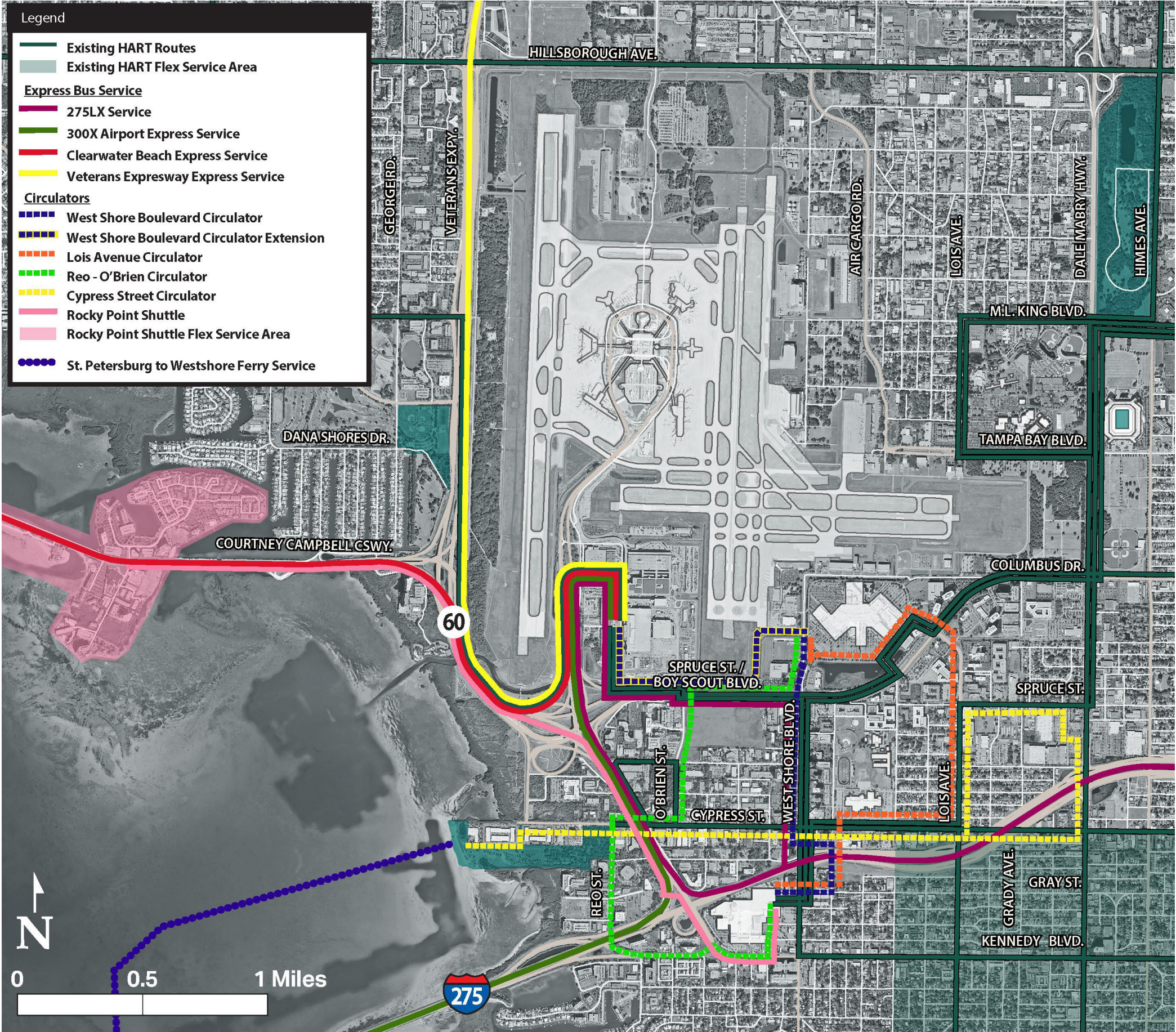


Table 3-5: Phase II Transit Projects

Project or Facility Name	From	To	Type	Planned	Source	Notes
Veterans Expressway Express Service	SR 54	TIA ConRAC	Express Bus Service	Yes	Westshore Area to Crystal River/ Inverness Transit Evaluation Study, TBARTA Master Plan	Studied but not planned/ programmed; To utilize combination of managed lanes and paved shoulders where possible with potential park-and-ride facilities at SR 54, Gunn Highway, and additional facilities at Waters Avenue and at SR 52 (via an extension to the north) when demand increases
Lois Avenue Circulator	Westshore Plaza	International Plaza	via Gray Street, Trask Street, Cypress Street, and Lois Avenue	Yes	Westshore Circulator Study	West Shore Boulevard will be used if Trask Street opening is not complete
Reo - O'Brien Circulator	Westshore Plaza	International Plaza	via Kennedy Boulevard, Reo Street, Cypress Street, O'Brien Street, and Spruce Street	NEW	Westshore Transportation Action Plan	West Shore Boulevard Circulator route will be extended to Tampa Bay Marina area and Reo - O'Brien Circulator will use West Shore Boulevard and Cypress Street to access O'Brien Street if Reo Street opening is not complete
Cypress Street Circulator	Cypress Point Park	Walter's Crossing	via Cypress Street, Lois Avenue, Spruce Street, and Dale Mabry Highway	NEW	Westshore Transportation Action Plan	
Rocky Point Shuttle and Flex Service Area	Rocky Point	Westshore Plaza	via Memorial Highway and Kennedy Boulevard	NEW	Westshore Transportation Action Plan	Fixed route with FLEX/deviation service
St. Petersburg to Westshore Ferry Service	Gateway Area of St. Petersburg	Cypress Point Park or Tampa Bay Marina	Waterborne Transit	Yes	Hillsborough County Water Ferry Feasibility Study	Funding requested for regional waterborne transit priorities



HART Route Number 30 bus on West Shore Boulevard facing north.

Transit Projects

Phase IIa

(Without Reo Street, Occident Street, and Trask Street Extensions - Roadway Projects II-2, II-3, and II-4)

Re-connecting the street grid at Reo, Occident and Trask Streets under I-275 is necessary for improving circulation within the Westshore area for vehicle traffic, pedestrians, and bicyclists as well as establishing a complete network for transit service. If these extensions are not completed until late in Phase II or later, a new set of transit improvements are recommended as the current Phase II transit projects will not be able to occur as proposed.

Portrayed in **Figure 3-5a**, if the Trask Street Extension is not completed before the implementation of the Lois Avenue Circulator, the Trask Street portion of the circulator will have to shift to West Shore Boulevard. Similarly, the West Shore Boulevard Circulator route will also have to shift from Trask Street to West Shore Boulevard. If the Reo Street opening is not completed before implementation of the Reo - O'Brien Circulator, the southern portion of the route will have to be truncated. The northern portion of the truncated route is then proposed to run from Westshore Plaza to O'Brien Street via West Shore Boulevard and Cypress Street. The southern portion of the truncated route around the Tampa Bay Marina area is then to be served by an extension of the West Shore Boulevard Circulator running from approximately Hoover Boulevard and Cleveland Street to West Shore Boulevard via Hoover Boulevard and Kennedy Boulevard.

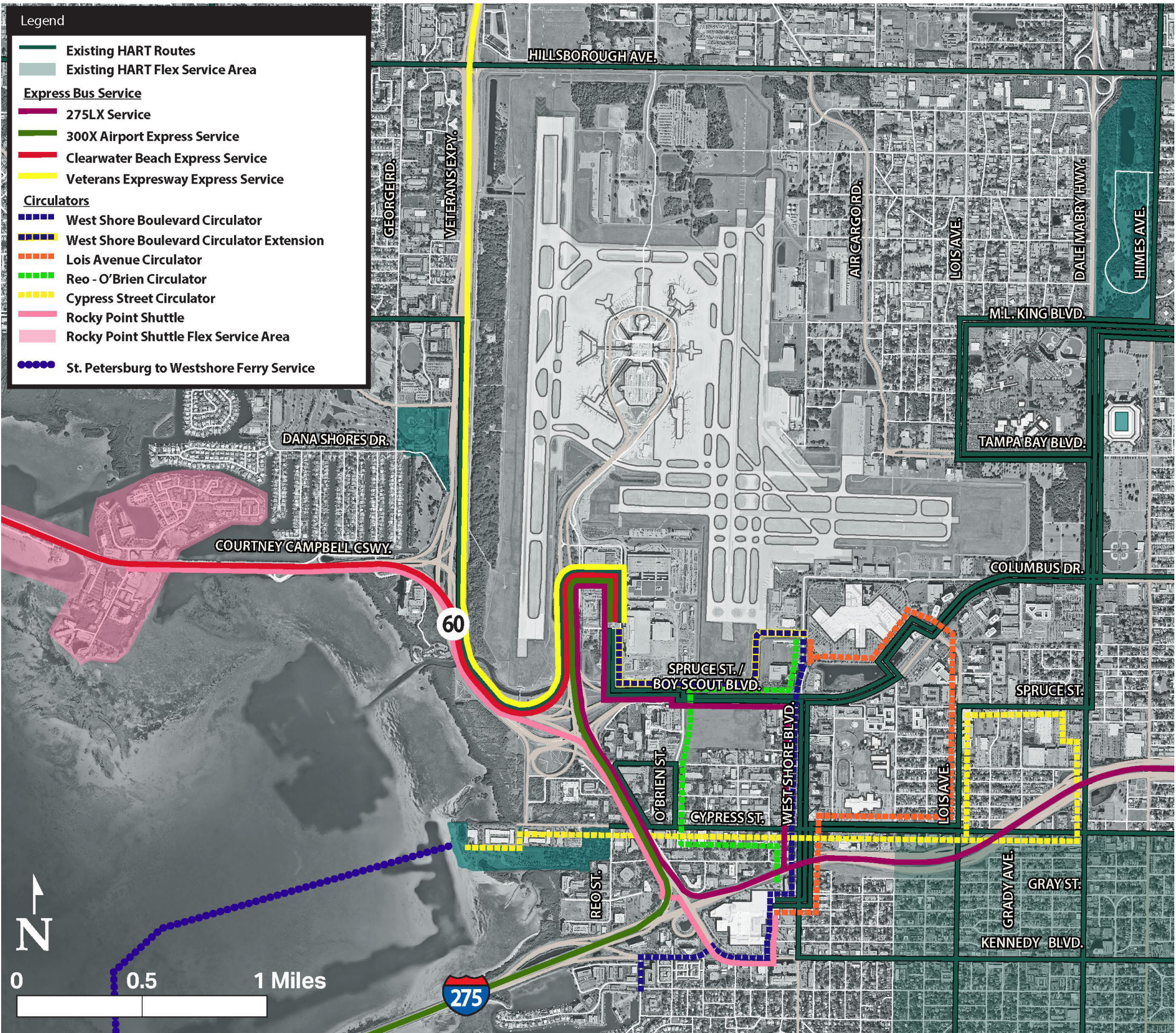


Figure 3-5a:
Phase II Transit Projects without Street Extensions

Transit Projects

Phase III

As presented in **Table 3-6** and **Figure 3-6**, during Phase III, many of the services introduced in Phases I and II are to be retained. The water transit route and most of the circulators are recommended to run on the routes identified in Phase II. Phase III serves as the ultimate network for transit services and operations within the Westshore District.

The first projects of Phase III are the I-275 Premium Transit Service and the Westshore Multimodal Center, which allows for transfers to occur from the Premium Transit Service to local bus routes and circulators. These projects are not only to transform the Westshore District but the region as a whole, allowing residents in three counties a one seat ride to numerous regional amenities.

Many of the proposed Phase III projects stem from operation of the I-275 Premium Transit Service and the Westshore Multimodal Center.

The next Phase III project is the Westshore Multimodal Center to the TIA ConRAC Connection. This service is to operate outside of mixed traffic linking two major transportation hubs. This connection is also anticipated to provide the framework to allow the 275LX and 300X Airport Express Services to be absorbed by the I-275 Premium Transit Service. Without this connection, an important link in the regional transit system remains broken and the I-275 Premium Transit Service is expected to be less effective in providing access to Tampa International Airport.

Finally in Phase III, two existing services are to be extended from their shared Phase II terminus at Westshore Plaza to the Westshore Multimodal Center. The Reo - O'Brien Circulator is to be extended from Westshore Plaza to the Westshore Multimodal Center via Gray Street and Trask Street. The Rocky Point Shuttle is to be re-routed. The shuttle is proposed to access the Westshore Multimodal Center from Rocky Point via the SR 60/Memorial Highway exit to Cypress Street. From the Westshore Multimodal Center, the shuttle is recommended to continue to Westshore Plaza and then return to Rocky Point via Kennedy Boulevard and SR 60/Memorial Highway.

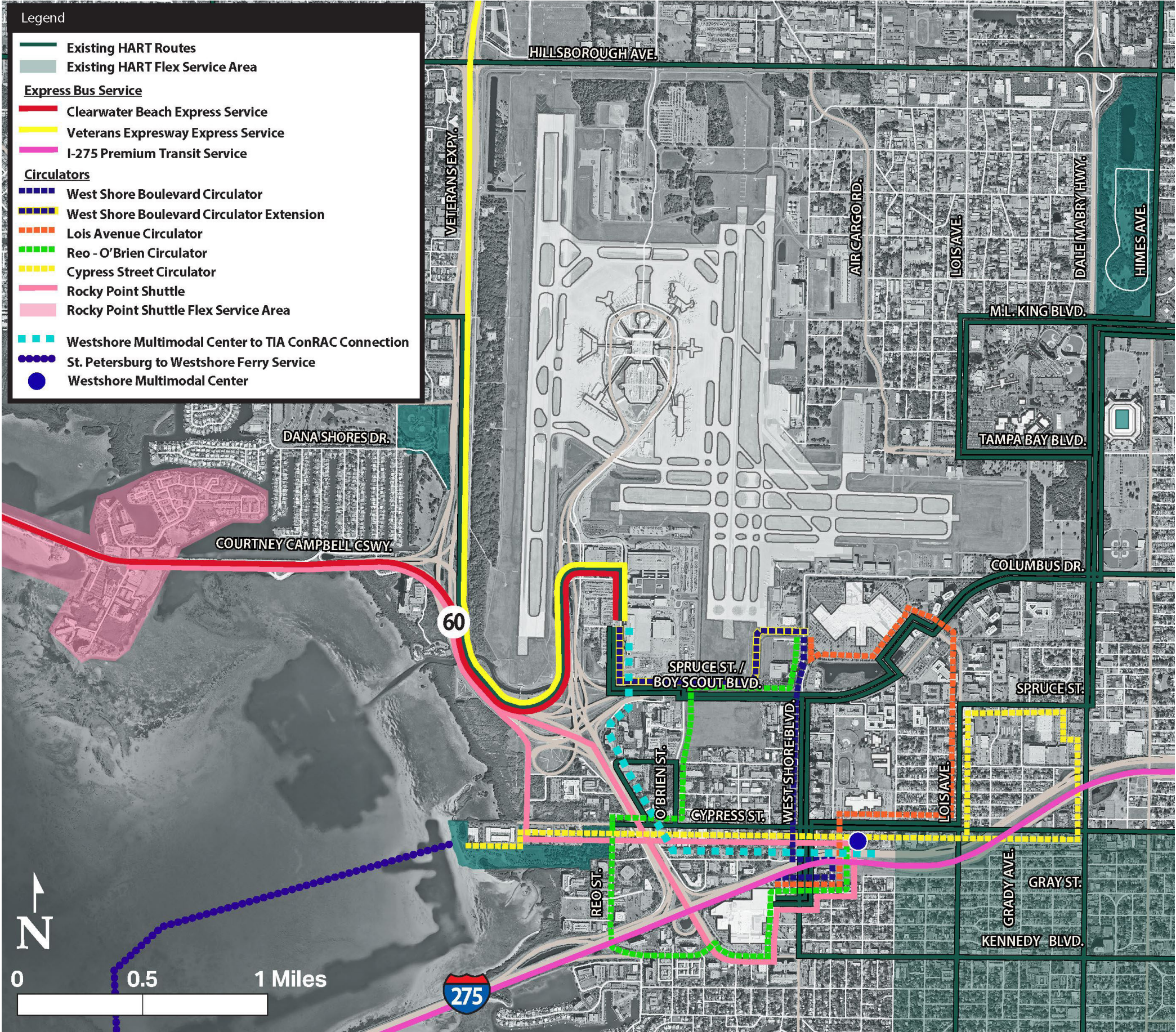


HART Route Number 30 bus on West Shore Boulevard heading south.

Table 3-6: Phase III Transit Projects

Project or Facility Name	From	To	Type	Planned	Source	Notes
I-275 Premium Transit Service	Downtown St. Petersburg	Wesley Chapel	via Downtown Tampa in Transit Corridor	Yes	Regional Premium Transit Feasibility Study, TBARTA Master Plan	Potentially replaces 275LX and 300X Airport Express Services
Westshore Multimodal Center	Provides a platform in the median of I-275 and connection to local bus and circulator services			Yes	Westshore Multimodal Study & Strategic Transportation Plan, Westshore Regional Multimodal Center PD&E Study, TBARTA Master Plan, HART TDP, MPO TIP	Recommend P3 development
Westshore Multimodal Center to TIA ConRAC Connection	Westshore Multimodal Center	TIA ConRAC	Dedicated Transit Connection	Yes	Tampa International Airport/ Westshore Multimodal Center Technical Feasibility Study Report, 2012 Airport Master Plan Update, MPO LRTP	Option D received the highest score in the Feasibility Study Report; Recommend Option D along East Frontage Road; Transit technologies are to be explored

Figure 3-6:
Phase III Transit Projects



Pedestrian Projects

Phase I

Serving as the building blocks of the Action Plan, pedestrian facilities support the other modes by providing an alternative to short automobile trips, access to transit, and shared infrastructure for cycling. Resident and worker responses to the 2017 Westshore District Survey indicated that walkability is one of the Westshore District's greatest weaknesses, a problem that these improvements address. **Figure 3-7** and **Table 3-7** provide a comprehensive list of all proposed pedestrian projects. The improvements encompass new sidewalks, crosswalks, and pedestrian friendly intersection improvements (including a new signalized intersection). Shared use paths, which can be used by either pedestrians or bicyclists, are also an important part of the pedestrian network and can be found in the bicycle projects section.

Pedestrian facilities additionally seek to improve aspects of the pedestrian experience. Sidewalks recommended on Laurel Street (Project I-10) are to establish facilities where none currently exist, particularly along a narrow road in a rapidly developing part of the Westshore District. Likewise, sidewalks proposed along Rocky Point Drive (as depicted in **Visualization 3-C**) are to serve the densely populated island of Rocky Point, which consists of several multi-family units, office buildings, and hotels. At Manhattan Avenue and Spruce Street/Boy Scout Boulevard (Project I-3), a new signalized intersection is intended to allow pedestrian access across the busy, high-speed, 6-lane Spruce Street/Boy Scout Boulevard. This new crossing, along with a sidewalk proposed on Manhattan Avenue (Project I-2), are to connect a dense residential area with jobs and retail at International Plaza and surrounding properties.

Improvements along corridors with existing pedestrian infrastructure are expected to increase pedestrian comfort and safety. Enhanced sidewalks and amenities (lighting, street trees, street furniture, etc.), proposed as part of West Shore Boulevard Complete Street (Project I-5) are to augment existing pedestrian facilities and improve the appeal of the corridor by creating more of a "Main Street" feel. The addition and expansion of sidewalks along both sides of Hubert Street (Project I-11) are to accommodate neighborhood and school pedestrian traffic, a concern raised in a meeting with the Westshore Residential Neighborhood Improvement Committee. Americans with Disability Act access issues along Lois Avenue are to be addressed through complete street enhancements (Project I-7).



Visualization 3-C:
Rocky Point Drive Sidewalks

Figure 3-7:
Phase I Pedestrian Projects

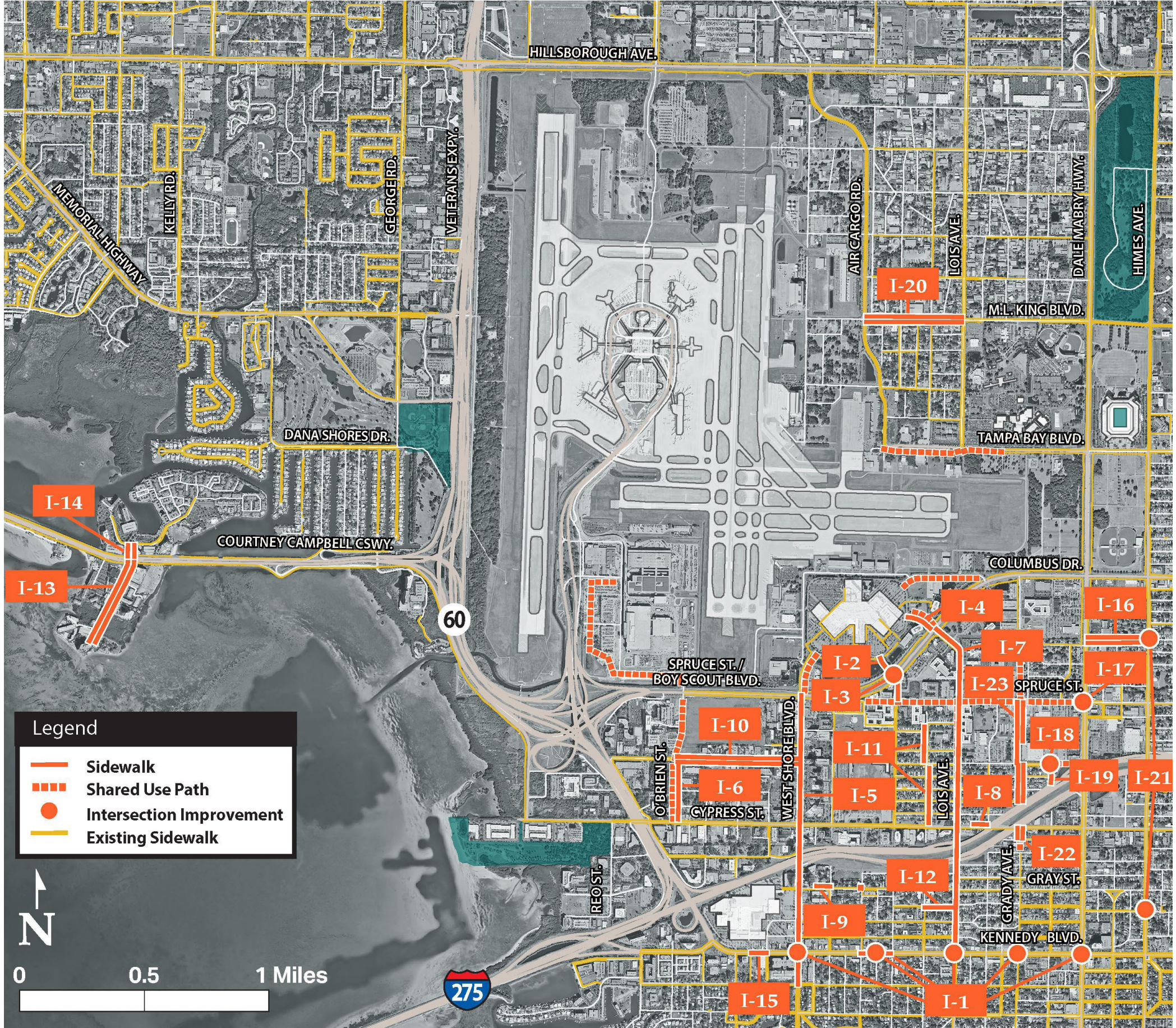


Table 3-7: Phase I Pedestrian Projects

Project ID	Project or Facility Name	From	To	Type	Planned	Source	Notes	Total Score
I-1	Kennedy Boulevard	Between Hesperides Street and Manhattan Avenue and at the Intersections of West Shore Boulevard, Lauber Way, Lois Avenue, Grady Avenue, and Dale Mabry Highway		Pedestrian Improvements	Yes	SR 60 (Kennedy Boulevard) Access Management Safety Study	The full project extends from West Shore Boulevard to Brevard Avenue; Access management includes improvements such as median openings/ closings, addition or lengthening of turn lanes, high emphasis crosswalks, etc.	16
I-2	Manhattan Avenue	Spruce Street	International Plaza	Sidewalk	Yes	Westshore Pedestrian Plan	Access to International Plaza	14
I-3	Manhattan Avenue	at Spruce Street/Boy Scout Boulevard		Crosswalks at Signalized Intersection	NEW	Westshore Transportation Action Plan	Access to International Plaza; To be built with new signalized intersection	14
I-4	Lois Avenue	Spruce Street/ Boy Scout Boulevard	International Plaza	Sidewalk	NEW	Westshore Transportation Action Plan		14
I-5	West Shore Boulevard	South of Kennedy Boulevard	Spruce Street/ Boy Scout Boulevard	Enhanced Sidewalks/ Amenities	Yes	City of Tampa, Hillsborough County, Westshore Pedestrian Plan	Part of Complete Street	14
I-6	O'Brien Street	Cypress Street	Laurel Street	Sidewalk	Yes	City of Tampa CIP, City of Tampa Project Presentation, Westshore Pedestrian Plan	Presentation shows sidewalk north of Laurel Street on one side and south of Laurel Street on both sides; Recommend shared use path on west side whole length	14
I-7	Lois Avenue	Kennedy Boulevard	Spruce Street/ Boy Scout Boulevard	Enhanced Sidewalks/ Amenities	Yes	City of Tampa, Westshore Pedestrian Plan	Part of Complete Street	13
I-8	Cypress Street	330 feet West of Lois Avenue	I-275 Southbound Off-Ramp	Sidewalk	Yes	Westshore Pedestrian Plan		13
I-9	Gray Street	300 feet East of West Shore Boulevard	Trask Street	Sidewalk	Yes	City of Tampa		13
I-10	Laurel Street	O'Brien Street	West Shore Boulevard	Sidewalk	Yes	Westshore Pedestrian Plan		13
I-11	Hubert Street	Cypress Street	Loretta Ingraham Center	Expand Sidewalks/ Add Sidewalks	NEW	Westshore Transportation Action Plan		13
I-12	Fig Street	Hubert Street	Lois Avenue	Sidewalk	NEW	Westshore Transportation Action Plan		13



Missing sidewalk on O'Brien Street facing north.

Table 3-7: Phase I Pedestrian Projects (continued)

Project ID	Project or Facility Name	From	To	Type	Planned	Source	Notes	Total Score
I-13	Rocky Point Drive	Southern Terminus of Rocky Point Drive	Courtney Campbell Causeway	Sidewalk	Yes	Westshore Pedestrian Plan		12
I-14	Rocky Point Drive	Courtney Campbell Causeway	Rocky Point Drive West	Sidewalk	Yes	Westshore Pedestrian Plan		12
I-15	Kennedy Boulevard	Gardenia Avenue	Occident Street	Sidewalk	Yes	Westshore Pedestrian Plan		12
I-16	Beach Street	Dale Mabry Highway	Himes Avenue	Sidewalk	NEW	Westshore Transportation Action Plan		12
I-17	Dale Mabry Highway	at Spruce Street		Intersection Improvement	Yes	City of Tampa, Westshore Pedestrian Plan		12
I-18	Church Avenue	at Laurel Street		Crosswalks and Curb Cuts at Intersection	Yes	City of Tampa		11
I-19	Church Avenue	La Salle Street	Laurel Street	Sidewalk	Yes	City of Tampa		11
I-20	Dr. Martin Luther King Jr. Boulevard	Air Cargo Road	Lois Avenue	Sidewalk	Yes	Walk-Bike Plan Phase 1	General recommendation for sidewalks	11
I-21	Himes Avenue	at North B and at Beach Street		Rectangular Rapid Flash Beacons (RRFBs) at Intersections	Yes	City of Tampa, West Tampa Multimodal Plan		10
I-22	Grady Avenue (South Grady Corridor)	State Street	Cypress Street	Sidewalk	NEW	Westshore Transportation Action Plan		9
I-23	Grady Avenue (North Grady Corridor)	Nassau Street	Spruce Street	Sidewalk	NEW	Westshore Transportation Action Plan	Segment from Laurel Street to 500 feet north of Laurel Street is complete	8



Missing sidewalks along George Road next to Skyway Park facing north.

Pedestrian Projects

Phase II

Enhancements executed in Phase I are to elevate pedestrian visibility, awareness, and activity, leading to further improvements in Phase II (as displayed in **Table 3-8** and **Figure 3-8**).

One of the major impediments to pedestrian movement in the Westshore area is I-275. Within the Westshore District, there are only four streets providing a connection north and south of the interstate: West Shore Boulevard, Lois Avenue, Dale Mabry Highway, and Himes Avenue.

Three additional street connections are proposed as part of the I-275 at SR 60 Interchange Reconstruction project. In the western portion of the Westshore District, sidewalk included as part of the Reo Street Extension (Project II-2) is to provide continuous pedestrian access from recreation areas like Cypress Point Park and the Courtney Campbell Causeway Trail to office and residential areas south of Kennedy Boulevard. Further to the east, new north-south access established through sidewalk on the Occident Street Extension (Project II-3) is intended to allow pedestrians to more easily reach Westshore Plaza from the north. Sidewalk constructed as part of the Trask Street Extension (Project II-1) links the north and south ends of Trask Street across I-275, enhancing access for pedestrians to Roland Park K-8 Magnet School, Jefferson High School, and the future Westshore Multimodal Center.

In the northwestern portion of the Westshore District, sidewalk built as part of George Road Complete Street (Project II-4) is to fill a sidewalk gap between a transit stop on Memorial Highway and the entrance to Skyway Park. A small sidewalk gap along Spruce Street (Project II-5) is also proposed to be filled, creating a continuous sidewalk and connecting other planned improvements further to the east. Finally, sidewalk enhancements and amenities included as part of Columbus Drive Complete Street (Project II-6) are to increase pedestrian safety and comfort along this busy section of roadway.

Table 3-8: Phase II Pedestrian Projects

Project ID	Project or Facility Name	From	To	Type	Planned	Source	Details	Total Score
II-1	Trask Street Extension	Gray Street	Cypress Street	Sidewalk	Yes	City of Tampa CIP, FDOT	Potentially funded with I-275 at SR 60 Interchange Reconstruction	16
II-2	Reo Street Extension	Kennedy Boulevard	Cypress Street	Sidewalk	Yes	City of Tampa CIP, FDOT	Include sidewalk on east side of Reo Street Extension; Potentially funded with I-275 at SR 60 Interchange Reconstruction	15
II-3	Occident Street Extension	Gray Street	State Street	Sidewalk	Yes	City of Tampa CIP, FDOT	Potentially funded with I-275 at SR 60 Interchange Reconstruction	14
II-4	George Road	Dana Shores Drive	Independence Parkway	Sidewalk	Yes	MPO TIP, George Road Complete Streets Study, Westshore Pedestrian Plan	TIP has funding for design; Part of Complete Street; Study proposes sidewalks on both sides of George Road; Sidewalks present on at least one side of the road except from Dana Shores Drive to Independence Parkway; Recommend Dana Shores Drive to Independence Parkway sidewalks	13
II-5	Spruce Street	Marie Avenue	Himes Avenue	Sidewalk	Yes	Spruce Street Pedestrian and Bicycle Improvements Technical Memorandum, Westshore Pedestrian Plan	Installation of sidewalk on north side (south existent)	12
II-6	Columbus Drive	Lois Avenue	Himes Avenue	Enhanced Sidewalks/ Amenities	Yes	Westshore Pedestrian Plan, West Tampa Multimodal Plan	Part of Complete Street; Full project extends to North Boulevard	9

Figure 3-8:
Phase II Pedestrian Projects



Pedestrian Projects

Phase III

The lone Phase III improvement featured in **Table 3-9** and **Figure 3-9** is a short section of sidewalk on a dead-end street. The small sidewalk segment along Church Avenue (Project III-1) is about a block long, but it represents a link in a system that runs across the City of Tampa and connects to trails throughout the state of Florida.

This piece of sidewalk is proposed to connect to the Dale Mabry Highway Pedestrian/Bicycle Overpass, a shared use path bridge that can be found in Phase III of the recommended bicycle projects (**Table 3-12** and **Figure 3-12**). This segment of sidewalk is intended to allow pedestrians to access the bridge and avoid busy and uncomfortable at-grade crossings of Dale Mabry Highway at Cypress Street or at the I-275 interchange. These pieces of infrastructure are to become part of the designated I-275 Greenway, a resource that feeds into the Pinellas Trail, the Coast to Coast Greenway, and South Coast Greenway.



Missing sidewalk on Church Avenue facing south towards Cypress Street.

Table 3-9: Phase III Pedestrian Projects

Project ID	Project or Facility Name	From	To	Type	Planned	Source	Notes	Total Score
III-1	Church Avenue	Cypress Street	Future I-275 Greenway (Dale Mabry Highway Pedestrian/Bicycle Overpass)	Sidewalk	Yes	MPO		9

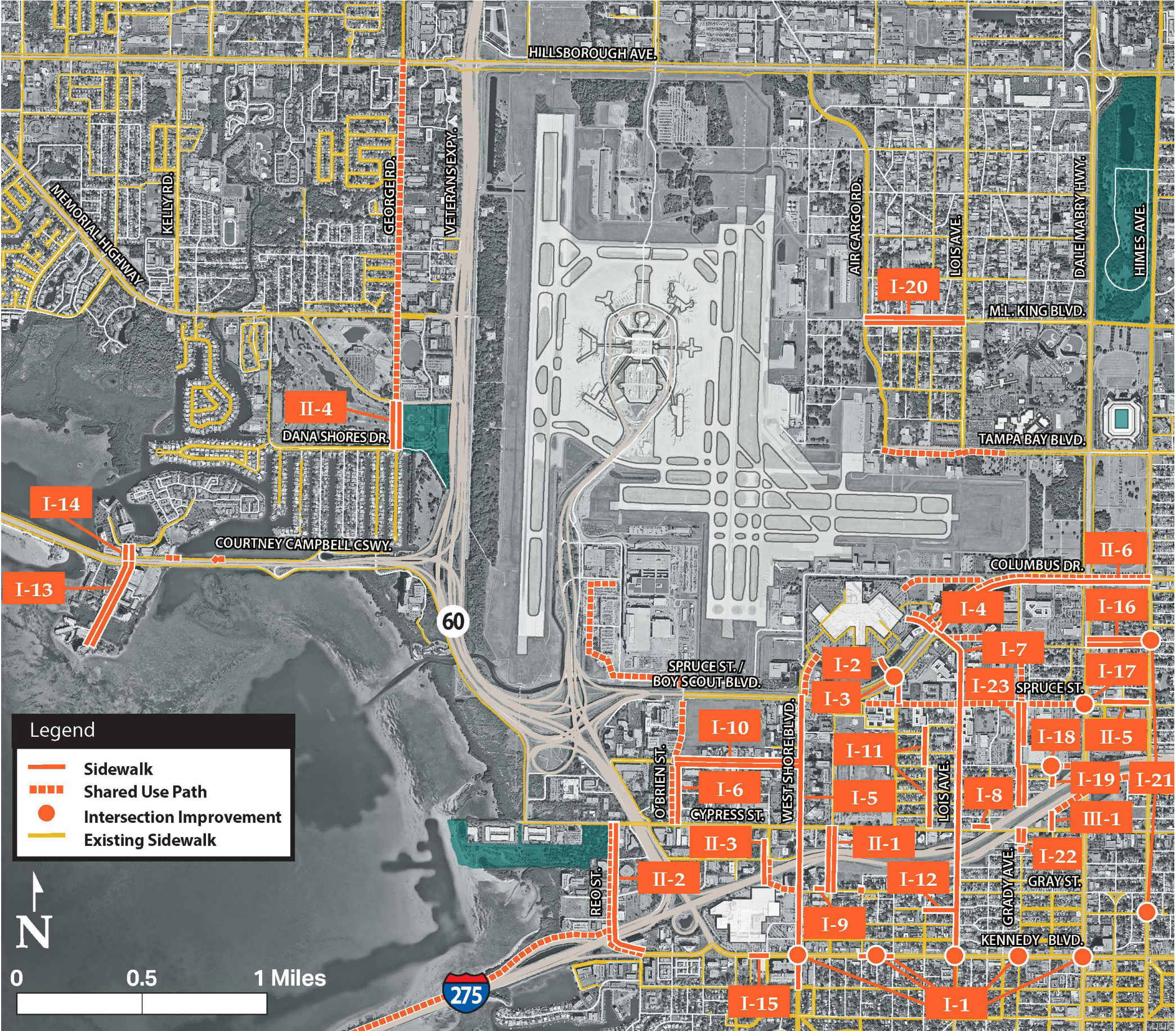
Figure 3-9:
Phase III Pedestrian Projects



Pedestrian Projects

All Phases

As depicted through **Ultimate Network Figure B**, the pedestrian projects of the plan are to build a more continuous and complete pedestrian network, addressing worker and resident concerns regarding walkability within the Westshore District. It is important to note that the pedestrian projects of this plan are more than constructing new sidewalks. The pedestrian facility improvements included as part of the complete street projects planned on West Shore Boulevard (Project I-5), Lois Avenue (Project I-7), and Columbus Drive (Project II-6) are intended to enhance pedestrian safety and comfort. These facilities are to form the backbone of a more complete pedestrian network, offering workers, residents, and visitors of the district a feasible transportation alternative.



Ultimate Network Figure B: Pedestrian

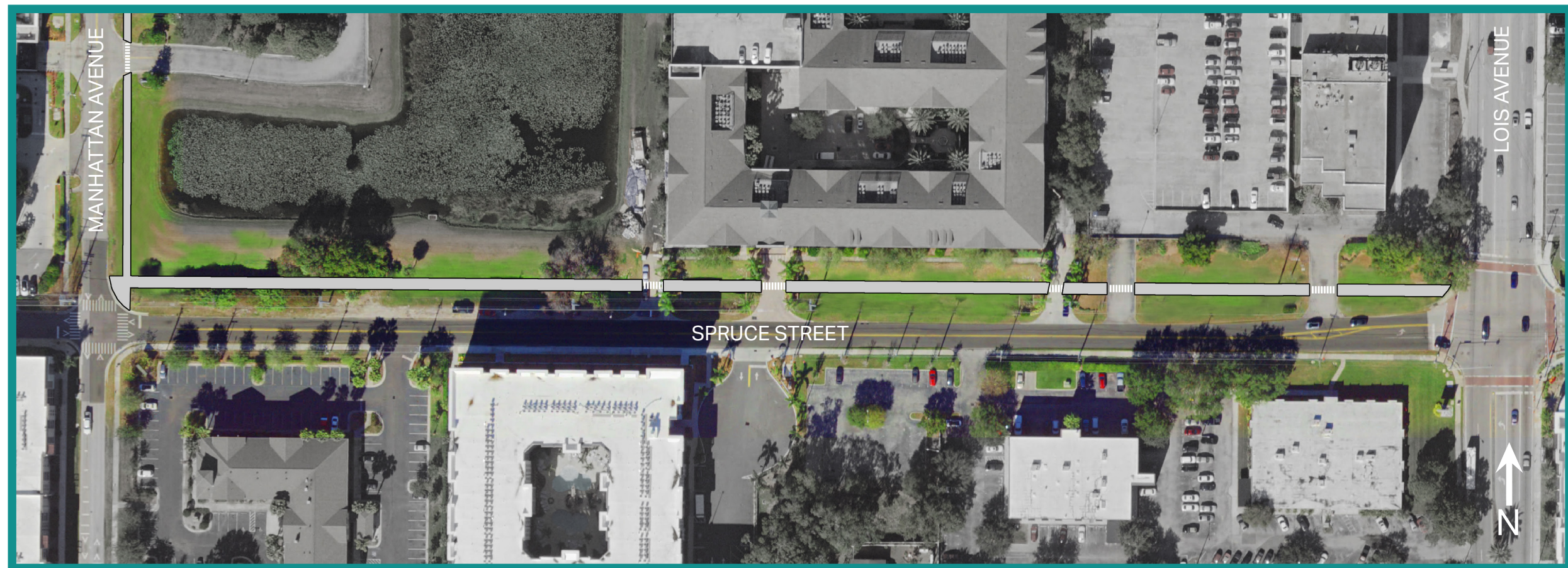
Bicycle Projects

Phase I

The main objective of the Phase I bicycle improvements (as presented in **Figure 3-10** and **Table 3-10**) is to connect the existing smattering of bicycle infrastructure in the Westshore District into a more cohesive network. Existing Westshore assets, like the Courtney Campbell Causeway Trail, can attract riders from all over the Tampa Bay region; however, there are few safe and convenient bicycle routes to get between the Courtney Campbell Causeway Trail and the major activity centers of the district. By proposing new bicycle infrastructure in the form of shared lane markings, marked bicycle lanes, shared use paths, and a bicycle boulevard, the Action Plan seeks to link these areas.

Increased north-south connectivity across I-275 is to begin with marked bicycle lanes along the Westshore District's "Main Street" proposed as part of West Shore Boulevard Complete Street (Project I-1). On Lois Avenue, shared use paths south of Spruce Street (Project I-6) and north of Boy Scout Boulevard (Project I-4), along with marked bicycle lanes in between (Project I-5), are to link residential areas and provide much needed bicycle access to International Plaza for employees and customers.

Neighborhood mobility is also to be augmented with a shared use path along Spruce Street between Hesperides Street and Dale Mabry Highway (Project I-10), connecting to Lois Avenue and Grady Avenue bicycle facilities. It should be noted that the City of Tampa is investigating the possibility of eliminating the drainage ditch along the Spruce Street corridor, which has posed as a significant barrier to pedestrian and bicycle circulation within the district. In closing this ditch, adequate right-of-way is expected to be made available to construct a shared use path. **Visualization 3-D** shows a bird's eye view rendering of the shared use path on the north side of Spruce Street (which includes the piped drainage ditch) as well as a new sidewalk on the east side of Manhattan Avenue.



Visualization 3-D:
Spruce Street Shared Use Path and Manhattan Avenue Sidewalk

Figure 3-10:
Phase I Bicycle Projects

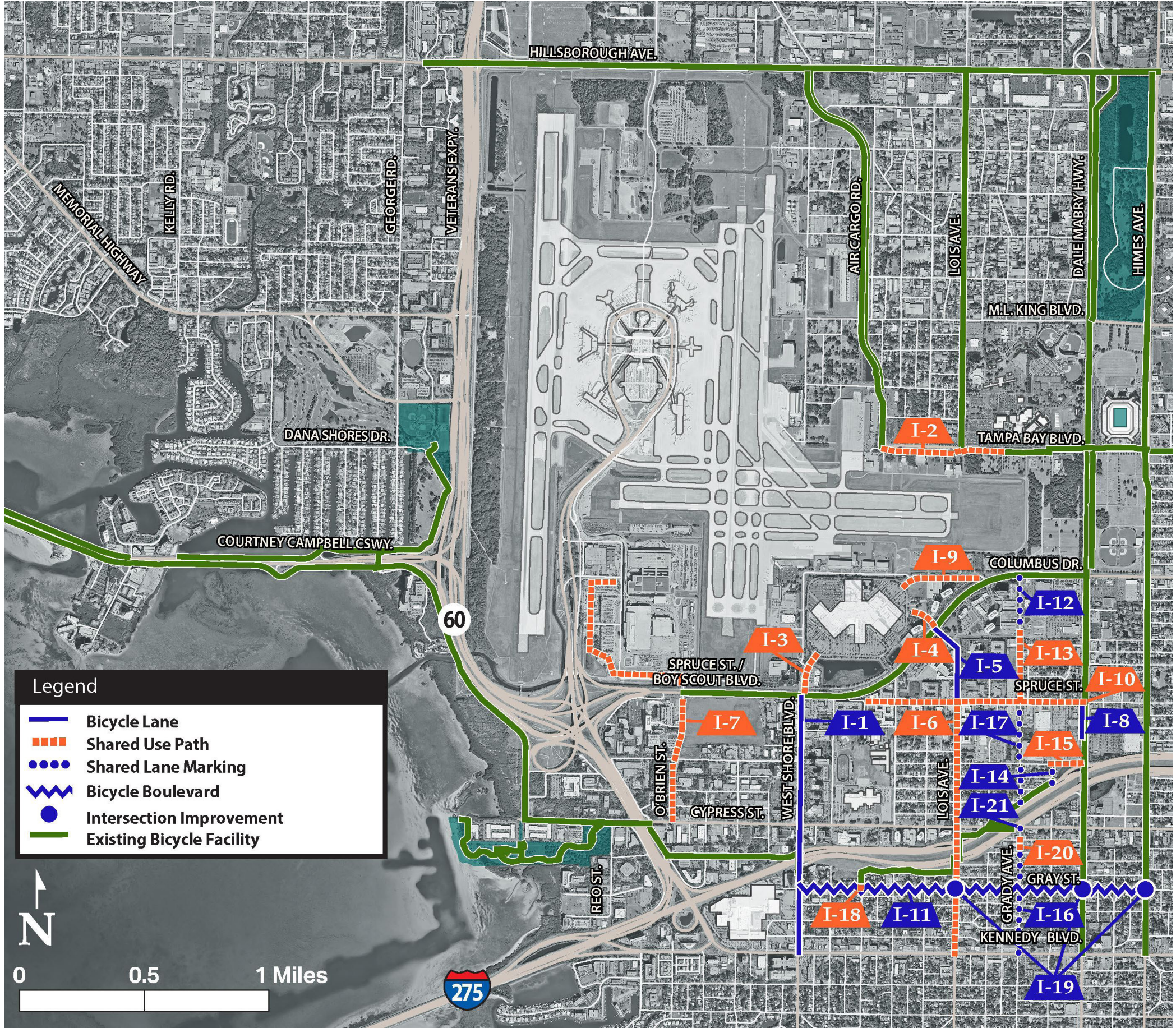


Table 3-10: Phase I Bicycle Projects

Project ID	Project or Facility Name	From	To	Type	Planned	Source	Notes	Total Score
I-1	West Shore Boulevard	South of Kennedy Boulevard	Spruce Street/ Boy Scout Boulevard	Marked Bicycle Lanes	Yes	City of Tampa, Hillsborough County	Part of Complete Street	16
I-2	Tampa Bay Boulevard	Air Cargo Road	800 feet East of Lois Avenue	Shared Use Path	Yes	Walk-Bike Plan Phase 1, Drew Park CRA	May be part of linear park planned by Drew Park CRA	15
I-3	West Shore Boulevard	Spruce Street/ Boy Scout Boulevard	International Plaza	Shared Use Path	NEW	Westshore Transportation Action Plan	Access to International Plaza	14
I-4	Lois Avenue	Spruce Street/ Boy Scout Boulevard	International Plaza	Shared Use Path	NEW	Westshore Transportation Action Plan	Access to International Plaza	14
I-5	Lois Avenue	Spruce Street	Spruce Street/ Boy Scout Boulevard	Marked Bicycle Lanes	Yes	Walk-Bike Plan Phase 1, City of Tampa	Part of Complete Street; Identified as high priority walk-bike project - Option 1: No Build, Option 2: 4' bicycle lanes only, Option 3: 4' bicycle lanes with 8' sidewalk on east side, Option 4: 8' sidewalk on east side only; Recommend Option 3 with 15-foot shared use path instead of sidewalk; Engineering and construction postponed	14
I-6	Lois Avenue	Kennedy Boulevard	Spruce Street	Widen Sidewalk (East Side) to 15-foot Shared Use Path	Yes	Walk-Bike Plan Phase 1, Lois Avenue Presentation, Lois Avenue Concept Plans, City of Tampa	Part of Complete Street; Identified as high priority walk-bike project - only recommended marked bicycle lanes; City of Tampa indicated shared use path option in 7/19/2018 meeting; Also recommend addressing ADA issues on Lois Avenue between I-275 and Spruce Street Engineering and construction postponed	14
I-7	O'Brien Street	Cypress Street	Spruce Street/ Boy Scout Boulevard	Shared Use Path	Yes	City of Tampa	City of Tampa presentation; Reduce lane width to 10 feet, add 2 feet to shared use path, 2-foot buffer	13
I-8	Dale Mabry Highway	Walter's Crossing	Spruce Street	Marked Bicycle Lanes (Southbound Only)	NEW	Westshore Transportation Action Plan		13
I-9	Jim Walter Boulevard	International Plaza	Columbus Drive	Shared Use Path	NEW	Westshore Transportation Action Plan	Access to International Plaza	13
I-10	Spruce Street	Hesperides Street	Dale Mabry Highway	Shared Use Path	Yes	City of Tampa, Spruce Street Pedestrian and Bicycle Improvements Technical Memorandum	To include piping and covering of ditches along corridor	13
I-11	Gray Street	West Shore Boulevard	Himes Avenue	Bicycle Boulevard	NEW	Westshore Transportation Action Plan	Identified as high priority walk-bike project in Walk-Bike Plan Phase I - shared lane markings, full project extends to Rome Avenue; "Neighborhood Greenway" in West Tampa Multimodal Plan; Recommend bicycle boulevard	12
I-12	Grady Avenue (North Grady Corridor)	Grady Avenue Right-of-Way	Columbus Drive	Shared Lane Markings	NEW	Westshore Transportation Action Plan	Shared lane markings dependent on development of Grady Avenue Right-of-Way shared use path	12

Table 3-10: Phase I Bicycle Projects (continued)

Project ID	Project or Facility Name	From	To	Type	Planned	Source	Notes	Total Score
I-13	Grady Avenue Right-of-Way (North Grady Corridor)	Spruce Street	Southern Terminus of Grady Avenue	Shared Use Path	NEW	Westshore Transportation Action Plan		12
I-14	Church Avenue	La Salle Street	Laurel Street	Shared Lane Markings	Yes	Dale Mabry Pedestrian Overpass Technical Feasibility Analysis		11
I-15	Laurel Street	Church Avenue	Dale Mabry Highway	Shared Use Path	Yes	Dale Mabry Pedestrian Overpass Technical Feasibility Analysis		11
I-16	Grady Avenue (South Grady Corridor)	Kennedy Boulevard	Lemon Street	Shared Lane Markings	NEW	Westshore Transportation Action Plan		9
I-17	Grady Avenue (North Grady Corridor)	I-275 Greenway	Spruce Street	Shared Lane Markings	NEW	Westshore Transportation Action Plan		9
I-18	Hesperides Street	Gray Street	I-275 Greenway	Shared Use Path	Yes	FDOT		9
I-19	Gray Street	at Lois Avenue, Himes Avenue, and Dale Mabry Highway		Enhanced Crossings/ Rapid Rectangular Flashing Beacons (RRFBs) at Intersections	Yes	Walk-Bike Plan Phase 1, West Tampa Multimodal Plan	"Neighborhood Greenway" in West Tampa Multimodal Plan; Recommend as part of bicycle boulevard	8
I-20	Grady Avenue Right-of-Way (South Grady Corridor)	Lemon Street	State Street	Shared Use Path	NEW	Westshore Transportation Action Plan		8
I-21	Grady Avenue (South Grady Corridor)	State Street	Cypress Street	Shared Lane Markings	NEW	Westshore Transportation Action Plan		8



Marked bicycle lane and shared lane marking on Lemon Street facing west.



Visualization 3-E:
Gray Street Bicycle Boulevard

Another goal of the bicycle improvements is to provide options to riders who are less comfortable riding on busy arterials such as Boy Scout Boulevard and Dale Mabry Highway. For this reason, one of the most important projects is the Gray Street Bicycle Boulevard (Project I-11, depicted in **Visualization 3-E**). This project, in conjunction with proposed enhanced intersections (Project I-19), provide an east-west corridor across the Westshore District for low-stress cycling. As proposed in other plans, such as the West Tampa Multimodal Plan, this improvement is proposed to extend from West Shore Boulevard to Rome Avenue, providing access to downtown Tampa, Ybor City, and East Tampa via the Green Spine.

Improvements along the slow speed, low volume Grady Avenue corridor in the form of shared lane markings (Projects I-12, I-16, I-17, and I-21) and shared use paths (Projects I-13 and I-20) within unimproved right-of-way are to provide a low stress, north-south cycling and pedestrian corridor (as displayed in **Visualization 3-F**).



Visualization 3-F:
Grady Avenue Right-of-Way Shared Use Path and Drainage Canal Right-of-Way Shared Use Path

Bicycle Projects

Phase II

The Phase II bicycle improvements (as portrayed in **Table 3-11** and **Figure 3-11**) help to form the regional grid initiated in Phase I. A shared use path proposed as part of George Road Complete Street (Project II-2) is to connect riders in northwestern Hillsborough County to Westshore and the Courtney Campbell Causeway Trail, while the Howard Frankland Bridge Trail is to establish a bicycle connection between the Westshore District and the Gateway area of Pinellas County. Complementing the Grady Avenue corridor bicycle facility improvements from Phase I, the Drainage Canal Right-of-Way Shared Use Path (Project II-9) is to increase off-road mobility and offer a new low stress way for residents and workers to circulate within the area.

Bicycle facilities recommended as part of the new surface level street connections within Westshore, including Reo Street Extension (Project II-1), Occident Street Extension (Project II-5), and Trask Street Extension (Project II-3) are to promote north-south mobility for bicyclists on roads with lower traffic volumes. The Occident Street Extension improvements are to link to a shared use path along Gray Street (Project II-8), which is intended to help connect some disparate segments of the I-275 Greenway. Along the Courtney Campbell Causeway (Project II-6), the tidal flow channel is to be bypassed and a short gap in existing trail pavement filled to provide a complete segment of trail on the north side of the causeway between Rocky Point Drive and the existing U-Path Trail.



Bicyclists riding east on Gray Street near West Shore Boulevard.

Table 3-11: Phase II Bicycle Projects

Project ID	Project or Facility Name	From	To	Type	Planned	Source	Details	Total Score
II-1	Reo Street Extension	Kennedy Boulevard	Cypress Street	Shared Use Path	NEW	Westshore Transportation Action Plan	Shared use path on west side, not included in latest typical section; Potentially funded with I-275 at SR 60 Interchange Reconstruction	15
II-2	George Road	Dana Shores Drive	Hillsborough Avenue	Shard Use Path	Yes	George Road Complete Streets Study, MPO TIP	Part of Complete Street; funding for design	15
II-3	Trask Street Extension	Gray Street	Cypress Street	Marked Bicycle Lanes	Yes	City of Tampa, FDOT	Potentially funded with I-275 at SR 60 Interchange Reconstruction	15
II-4	Howard Frankland Bridge Multi-Use Trail	Pinellas County	Reo Street	Shared Use Path	Yes	FDOT		14
II-5	Occident Street Extension	Gray Street	Lemon Street	Shared Use Path	NEW	Westshore Transportation Action Plan	Potentially funded with I-275 at SR 60 Interchange Reconstruction	14
II-6	Courtney Campbell Causeway Tidal Flow and Pavement Gaps (North side of Courtney Campbell Causeway)	East of Rocky Point Drive	West of Bayport Drive Exit	Shared Use Path	Yes	FDOT	Connect existing Courtney Campbell Causeway Trail to service road on north side and fill gap to complete system	14
II-7	Occident Street	Lemon Street	Cypress Street	Marked Bicycle Lanes	Yes	FDOT		14
II-8	Gray Street	Occident Street	West Shore Boulevard	Shared Use Path	NEW	Westshore Transportation Action Plan	Potentially eligible for SUN Trail funding	11
II-9	Drainage Canal Right-of-Way	Lois Avenue	Grady Avenue Right-of-Way	Shared Use Path	NEW	Westshore Transportation Action Plan		10
II-10	Columbus Drive	Lois Avenue	Himes Avenue	Shared Use Path	Yes	West Tampa Multimodal Plan	Part of Complete Street; Full project extends to North Boulevard	10

Figure 3-11:
Phase II Bicycle Projects



Bicycle Projects

Phase III

As the bicycle network fills out through Phases I and II, a couple of larger projects complete the network in Phase III. Improvements recommended as part of Phase III are presented in **Table 3-12** and **Figure 3-12**.

Perhaps the largest barrier to bicycle and pedestrian movement within and accessing the Westshore District is Dale Mabry Highway, a 6- to 8-lane high speed roadway. The Dale Mabry Highway Pedestrian/Bicycle Overpass (Project III-2) eliminates the need to cross the roadway at grade and completes another missing link in the I-275 Greenway.

Another improvement, the shared lane markings on Church Avenue (Project III-3) are expected to facilitate the movement of bicyclists coming off of Cypress Street and another section of the I-275 Greenway.

With the increased visibility of bicyclists and bicycle infrastructure in the Westshore area, marked bicycle lanes on Cypress Street (Project III-1) are proposed to be added. This facility is intended to complement the bicycle boulevard proposed on Gray Street in Bicycle Projects Phase I, as it provides a more direct east-west alternative for bicyclists.



Missing marked bicycle lanes on Cypress Street near Dale Mabry Highway facing west.

Table 3-12: Phase III Bicycle Projects

Project ID	Project or Facility Name	From	To	Type	Planned	Source	Notes	Total Score
III-1	Cypress Street	Frontage Road	Himes Avenue	Marked Bicycle Lanes	Yes	Walk-Bike Plan Phase 1, City of Tampa CIP	Identified as high priority walk-bike project - segment consists of shared lane markings and shared use path; Recommend marked bicycle lanes	16
III-2	Dale Mabry Highway Pedestrian/Bicycle Overpass	Church Avenue	Himes Street	Shared Use Path	Yes	MPO		12
III-3	Church Avenue	Cypress Street	Dale Mabry Highway Pedestrian/Bicycle Overpass	Shared Lane Markings	NEW	Westshore Transportation Action Plan		11

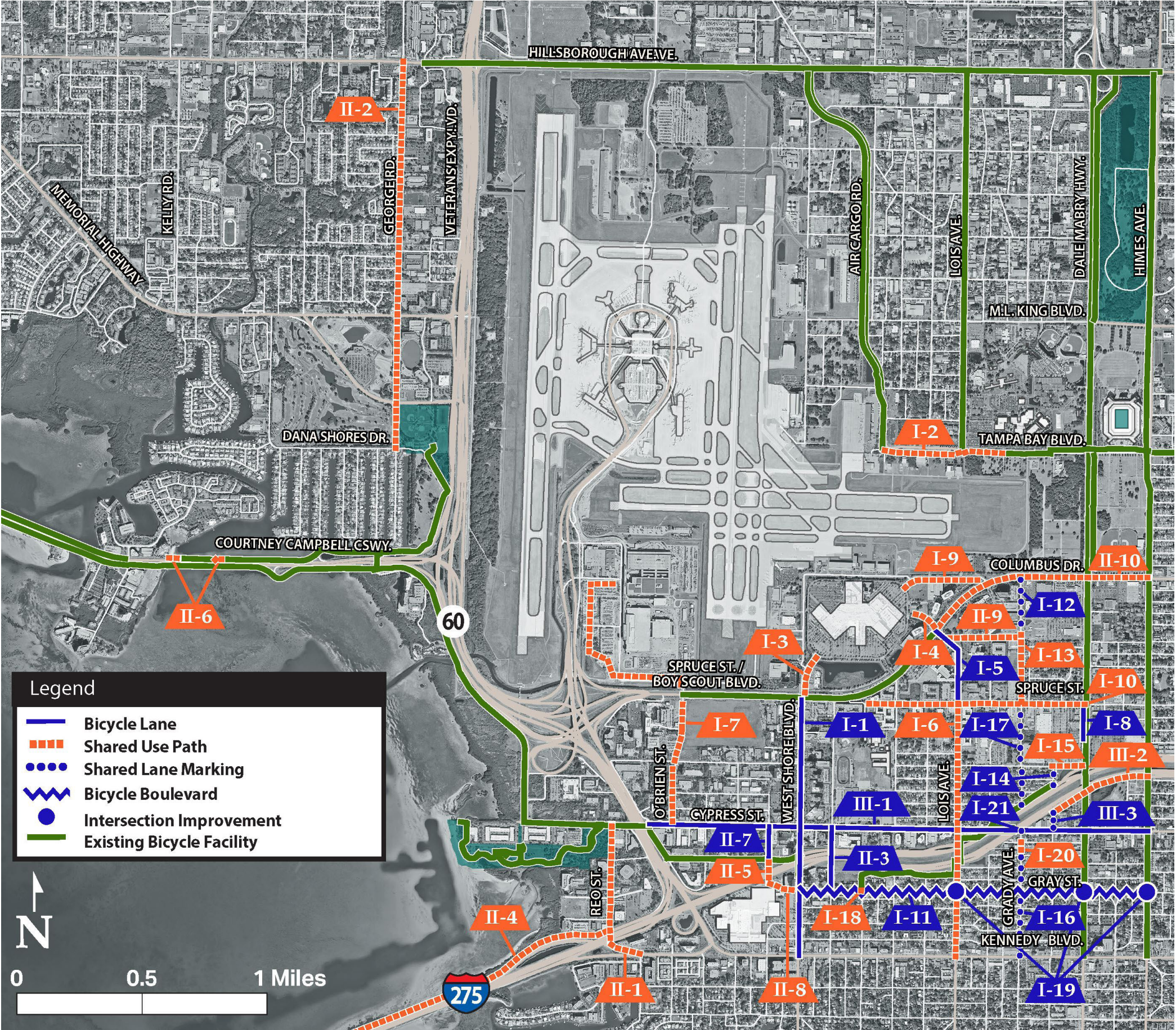
Figure 3-12:
Phase III Bicycle Projects



Bicycle Projects

All Phases

As portrayed through **Ultimate Network Figure C**, a more cohesive and comprehensive network for bicyclists is to be created once improvements proposed in all three phases are implemented. Improvements proposed within the Grady Avenue corridor (Projects I-12, I-13, I-16, I-17, I-20, and I-21), as part of George Road Complete Street (Project II-2), and the Gray Street Bicycle Boulevard (Project I-11) are to connect to the I-275 Greenway and Spruce Street/Boy Scout Boulevard marked bicycle lanes (existing facilities) forming a grid for bicycle mobility. The recommended bicycle facilities of the plan are to ultimately establish a network extending far beyond the boundaries of the Westshore District, allowing for regional bicycle connections and providing a practicable transportation alternative to driving.



Ultimate Network Figure C: Bicycle

Programs and Policies

Roadway

The programs and policies identified as part of the Action Plan are to influence the behavior of drivers in the following ways: 1) increase the awareness of pedestrians and bicyclists within or crossing a roadway corridor and 2) consider transportation options other than driving in a vehicle alone to access Westshore area destinations.

Programs

Table 3-13 presents the programs that are to continue to be implemented or are proposed for implementation along with the physical infrastructure improvements.

The Action Plan recommends continued implementation of Vision Zero, which along with the proposed Ticketing Aggressive Cars and Trucks (TACT), are to encourage safe driving behavior and create less dangerous conditions for all roadway users. The Action Plan additionally recommends the implementation of Transportation Demand Management (TDM) strategies that may be employed to reduce the use of single occupancy vehicles for travel to, from, and within the Westshore District. TDM strategies may include the provision of employer-operated vanpools, ride matching, and employer incentives to employees for participating in carpooling/ vanpooling. A parking inventory/study is also proposed to evaluate the reduction or elimination of parking minimums for new development in the Westshore District in order to encourage alternative forms of travel to driving alone.

Policies

The proposed policies (as shown in **Table 3-14**) target safety conditions and include: the evaluation of roadway speed limits and signal timings, the reclassification of specific roadways within the Westshore District to fit the context of the corridor, the incorporation of traffic calming elements into roadway resurfacing or construction projects, and the consideration of addressing stormwater/drainage issues with proposed roadway improvements.

Table 3-13: Roadway Programs

Name	Implementing Agency	Description
Vision Zero	City of Tampa, Hillsborough County	Vision Zero is a global program that sees all traffic fatalities as preventable and seeks to reduce the number of traffic fatalities and severe injuries to zero. While the program already exists, the Action Plan reiterates the importance of the plan and advocates promotion of associated projects, policies, and planning initiatives.
Ticketing Aggressive Cars and Trucks (TACT)	Hillsborough County Sheriff’s Office, City of Tampa Police Department	Program established by Federal Motor Carrier Safety Administration. Includes education, marketing, and enforcement to target aggressive driving. Target roadways include: Hillsborough Avenue, Dale Mabry Highway, Kennedy Boulevard, West Shore Boulevard, Spruce Street/Boy Scout Boulevard/Columbus Drive, and Lois Avenue.
Transportation Demand Management (TDM) Strategies	TBARTA	Provides alternative transportation resources such as carpool and vanpool options. Presentations can be made at residential and office complexes to promote alternatives to single occupancy vehicle commuting.
Parking Study	Westshore Alliance	Recommend study to evaluate the availability of parking in the Westshore Area. Explore the feasibility of co-locating parking resources, providing incentives to developers/business owners to reduce parking or eliminating parking minimums.

Table 3-14: Roadway Policies

Name	Implementing Agency	Description
Evaluate Speed Limits	City of Tampa, Hillsborough County, FDOT	Evaluate speed limits based on context of roadway.
Evaluate Signal Timings	City of Tampa, Hillsborough County, FDOT	Evaluate signal timings to increase synchronicity.
Reclassify Specific Westshore Roadways to Neighborhood Collectors	City of Tampa, Hillsborough County, FDOT	Ensure roadway classification supports the character of the corridor.
Add Traffic Calming Measures	City of Tampa, Hillsborough County, FDOT	Evaluate the provision of speed pillows, mini-roundabouts, 4-way stops, and other traffic calming infrastructure during roadway resurfacing and construction projects.
Combine Stormwater and Transportation Projects	City of Tampa, Hillsborough County, FDOT	Ensure efficient use of resources and right-of-way by addressing stormwater/ drainage issues with transportation projects.

Programs and Policies

Transit

The transit programs and policies, as outlined in **Tables 3-15** and **3-16**, are to ensure that the new transit services and facilities proposed in the Action Plan are successful.

Programs

The four programs identified include: branding at bus stops to make riders more aware of services and destinations available; transit wayfinding signs to direct riders to the nearest bus stop; a bus stop amenities program to provide elements such as shelters, benches, trash receptacles, water fountains, and other facilities at stops; and expanded TDM strategies within the area that address the first mile and last mile of transit trips, better linking transit services to Westshore District destinations (including shopping, offices, residences, and hotels). The TDM strategies are intended to complement existing HART and proposed circulator services. Subsidies can be provided to transit riders for participation in TDM programs such as carpooling, vanpooling, or ride share.

Policies

The two policies proposed pertaining to transit include: transit signal priority through signal replacement, which is to provide signals capable of prioritizing transit service in areas with high ridership, and an on-demand ride share service that can be implemented as part of a TDM program.



HART bus stop on north side of Cypress Street in front of Jefferson High School.

Table 3-15: Transit Programs

Name	Implementing Agency	Description
Branding at Bus Stops	HART, PSTA	Install branded transit signs at stops to reinforce different routes, destinations, and frequencies. Prioritize highest ridership stops, highest visitor/casual user locations first.
Transit Wayfinding Signs	HART, PSTA	Install signs to direct riders to the nearest bus stops. Include route destinations on wayfinding signs.
Bus Stop Amenities	HART, PSTA, Westshore Alliance	Identify strategies to provide shade, benches, shelters, water fountains, etc. at stops.
Transportation Demand Management (TDM) strategies	TBARTA	In addition to promoting carpooling/vanpooling, corporate sponsors to partner with transit providers could be identified to offer free or reduced fares to employees.

Table 3-16: Transit Policies

Name	Implementing Agency	Description
Transit Signal Priority through Signal Replacement	HART, City of Tampa, Hillsborough County, FDOT	Prioritize signal replacement on high ridership routes, express routes, and roadways with multiple HART routes.
On-Demand Service Subsidy/ Promotion	HART, PSTA, City of Tampa, Hillsborough County, FDOT, TBARTA, Private Operators	Provide subsidized on-demand services for transit riders through private companies or programs like PSTA's Direct Connect.

Programs and Policies

Pedestrian and Bicycle

Many of the programs and policies mentioned in the roadway section also benefit pedestrians and bicyclists by reducing the speed of vehicles and addressing unsafe driving behavior. Pedestrian and bicycle programs and policies recommended as part of this plan (as displayed in **Tables 3-17** and **3-18**) focus on enhancing the conditions and appeal of the environment for walking and cycling.

Programs

A wayfinding plan creates a network that is easy to understand and navigate, thereby decreasing travel stress and encouraging walking and cycling to access destinations within a distance of one mile or less. This provides opportunity for trips to be conducted through walking and cycling as oppose to driving by exposing residents, workers, and visitors of the area to infrastructure that supports pedestrian and bicycle use. Walk Wise and Bike Wise Education Programs are intended to promote safe pedestrian and bicycle practices while highlighting supportive pedestrian and bicycle infrastructure. A street tree program is recommended to increase pedestrian comfort by providing shade along a corridor. Further, a bike share program allows bicyclists to complete the first mile and last mile legs of transit trips.

Policies

The first proposed policy adds pedestrian and bicycle lead times to new and existing traffic signals. This improves pedestrian and bicycle visibility by providing pedestrians and bicyclists with a five-second head start to progress into an intersection when crossing before vehicles start to move/turn. The next policy recommends establishing a quarter-mile as the maximum allowable distance between marked crossings. Another policy mandates that pedestrian signals be provided at all signalized intersections and bicycle signals be provided at signalized intersections on roadways with dedicated bicycle facilities. An additional policy suggests making the pedestrian walk signal a default condition and providing pedestrian actuated signals only at locations where pedestrians have the ability to change the timing of the overall signal. A final policy proposes adding high visibility crosswalks and/or other treatments to the approach/touch-down points of limited access roadway ramps to increase pedestrian and bicycle safety.

Table 3-17: Pedestrian and Bicycle Programs

Name	Implementing Agency	Description
Wayfinding Plan	City of Tampa, Hillsborough County, FDOT, Westshore Alliance	Wayfinding orients pedestrians and bicyclists by informing them of the location of and path and distance to major activity centers. Create a wayfinding plan to direct pedestrians and bicyclists to activity centers. Link pedestrian and bicycle wayfinding to proposed improvements.
Walk Wise and Bike Wise Education Programs	TBARTA, Westshore Alliance	These education programs focus on pedestrian and bicycle safety. Link Walk Wise and Bike Wise programs to proposed improvements. Initially target new development and large corporations for program implementation.
Street Tree Planting Program	City of Tampa, Hillsborough County, FDOT, Westshore Alliance	Set a goal for number of trees planted and work with private landowners to plant shade trees for pedestrians along area roadways.
Bike Share	Private Operator, City of Tampa	Identify and coordinate with a private operator to initiate bicycle share within the Westshore District.

Table 3-18: Pedestrian and Bicycle Policies

Name	Implementing Agency	Description
Pedestrian and Bicycle Lead Times	City of Tampa, Hillsborough County, FDOT	Provide pedestrians and bicyclists with a five-second head start to proceed into an intersection when crossing at crosswalks (for bicyclists, focus on crosswalks that connect to dedicated bicycle facilities); this increases pedestrian and bicycle visibility to motorists. Recommend that signals at crosswalks within the area be evaluated to increase pedestrian and bicycle lead time.
Quarter-Mile Crosswalk Spacing	City of Tampa, Hillsborough County, FDOT	Ensure that crosswalks are spaced no more than a quarter-mile apart on major arterial and neighborhood collector roadways.
Pedestrian and Bicycle Signals at Signalized Intersections	City of Tampa, Hillsborough County, FDOT	Provide pedestrian signals at all intersections that have traffic signals. Retro-fit existing signals and apply to all new signals. Recommend installation of bicycle signals at signalized intersections on roadways with dedicated bicycle facilities.
Protected Crosswalks at Shared Use Path Crossings	City of Tampa, Hillsborough County, FDOT	Provide Rapid Rectangular Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (also known as High-Intensity Activated crossWalks or HAWKs) at all locations where a shared use path crosses a major street where no signalized intersection exists.
Automated Pedestrian Signals	City of Tampa, Hillsborough County, FDOT	Provide automatic pedestrian signals at intersections where pedestrian actuated signals do not impact the existing traffic signal timings. This increases pedestrian comfort and convenience, shortens pedestrian wait times, and avoids issues with broken or missing pedestrian signal buttons.
Install Crosswalks at Limited Access Roadway Ramps	City of Tampa, Hillsborough County, FDOT	Install high visibility crosswalks and/other treatments at approach/touch-down points of limited access roadway ramps to increase pedestrian and bicycle safety.

04 Cost Estimates and Funding Sources

Cost Estimates

Table 4-1 presents general unit costs for the range of pedestrian and bicycle project types recommended within the Action Plan. These cost estimates are based on a variety of sources.

A preliminary cost to operate the West Shore Boulevard Circulator (prepared by Jolley Trolley Transportation of Clearwater Inc.) is also provided in **Table 4-2**. This cost provides a better understanding of the overall potential cost to operate the proposed circulator system. The presented cost assumes the following: 5-minute headways, 6 am – 10 pm operation Monday through Friday, 10 am – 10 pm operation on Saturday, and 10 am – 6 pm operation on Sunday. **Appendix G** includes a more specific breakdown of the cost and the assumptions used. No additional transit facility or service costs are included as part of the Action Plan due to the fact that the transit projects are conceptual in nature and may change with the findings of HART’s TransLoc Study.

Estimated costs for the presented roadway projects may be found within the respective plans identified within the Existing Conditions Table (**Appendix A**).



Existing section of the I-275 Greenway near Lois Avenue and Cypress Street facing east.

Table 4-1: General Unit Cost Estimates for Pedestrian and Bicycle Facilities

Item	Specifications/Description	Unit of Measurement	Unit Price
Sidewalk	5' wide, 4" thick	0.25 Mile	\$82,918
Marked Crosswalk	Patterned/Textured Pavement	Each	\$3,000.81
Pedestrian Bridge	See Definition in Appendix F	100 Feet	\$130,120
Pedestrian Overpass*	See Definition in Appendix F	Project Specific	\$5,919,422
Marked Bicycle Lane	Restriping of Existing Pavement to include 4' wide Marked Bicycle Lane	0.25 Mile	\$112,490
Shared Lane Marking	Thermoplastic Pavement Marking Symbol	0.25 Mile	\$37,829
Shared Use Path	12' wide, Off-Road	0.25 Mile	\$70,264
Pedestrian Crossing Signal	See Definition in Appendix F	Each	\$2,528.30
Rapid Rectangular Flashing Beacon	See Definition in Appendix F	Each	\$35,000
Pedestrian Hybrid Beacon	See Definition in Appendix F	Each	\$57,680
Traffic Signal	New Roadway Traffic Signal (See Definition in Appendix F)	Each	\$200,000

*Cost based on estimate for Dale Mabry Highway Pedestrian/Bicycle Overpass.
Sources: Hillsborough County MPO; Federal Highway Administration; and North Carolina Florida Department of Transportation.

Table 4-2: Preliminary Cost for West Shore Boulevard Circulator

Item	Cost
Fuel	\$155,939
Labor	\$948,775
Insurance and Maintenance	\$232,750
Facility and Equipment	\$191,000
Passenger Amenities and Capital Non-Vehical	\$86,600
TOTAL COST	\$1,615,064
Cost/Revenue Hour	\$77.41

Source: Jolley Trolley Transportation of Clearwater Inc.

Funding Sources

A number of potential funding sources exist that may be applied to implement the projects, programs, and policies recommended as part of the Action Plan. These funds range from government programs to private sector initiatives. A depiction of the different federal and state funding sources can be found in **Table 4-3**. Some of these funding sources are in the form of grants, such as the Better Utilizing Investments to Leverage Development (BUILD) grant, or loans, such as the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan.

Each source has different requirements allowing for the funding of specific projects, programs, and policies. For example, Safe Routes to School funding can only be used for projects that enable school children (Kindergarten through 12th grade) to walk or bicycle to school more safely. This type of funding might be more appropriate for the proposed Hubert Street sidewalks (Pedestrian Project I-11), Spruce Street shared use path (Bicycle Project I-10), or marked bicycle lanes on Cypress Street (Bicycle Project III-1). In addition, Shared Use Non-motorized (SUN) Trail funding can only be applied to shared use paths that are generally 12 feet wide, paved, off-road, and part of the established/proposed SUN Trail network. Sun Trail funding may be appropriate for the shared use path along Gray Street (Bicycle Project II-8).

Several local funds also exist that could cover various aspects of the plan. The Westshore Non-Ad Valorem Assessment, which is allocated by the Westshore Alliance, can pay for items like new pedestrian infrastructure, traffic calming, and some bicycle amenities. The City of Tampa also has a number of funding sources including the Sidewalk Program, Local Option Gas Tax, Community Investment Tax, and Utility Tax. Another possible source of funding is the City of Tampa Transportation Impact Fee, which can be used for sidewalks that link to bus stops and bus stop amenities.

Finally, partnerships with private organizations and Public Private Partnerships (P3) serve as additional options for funding recommended strategies of the plan. P3s occur when private partners, in conjunction with public agencies, perform functions normally executed solely by public agencies. In this situation, a private entity and public agency are both financially responsible for portions of the planning, construction, maintenance, and/or operation of a project. For most development, there is a direct benefit to being in close proximity to pedestrian, bicycle, and transit infrastructure; opportunity exists for new or improved pedestrian, bicycle, and transit facilities to be funded for construction with the location of new development or properties being redeveloped. The Westshore Multimodal Center (a Phase III Transit Project) is an excellent candidate for P3 funding.

The diversity of projects identified in the plan, and the range of stakeholders who may benefit from the improvements, provide opportunities for partnerships to transform the proposed strategies into tangible enhancements.



Existing shared use path at Cypress Point Park.

Table 4-3: Potential Federal and State Funding Sources

Project/ Program/ Policy Type	BUILD Grants	TIFIA Loans	FTA Capital Funds	Associated Transit Improvement	Congestion Mitigation and Air Quality Improvement Program	Highway Safety Improvement Program	National Highway Performance Program	Surface Transportation Block Grants	Transportation Alternatives	Recreational Trails Program	Safe Routes to School	FDOT Highway Safety Grant Program
Bicycle Lanes												
Bicycle Parking												
Bicycle Racks on Transit												
Bicycle Repair Stations												
Bicycle/Pedestrian Bridges or Overpasses												
Bus Shelters and Benches												
Crosswalks (new or retrofit)												
Curb Cuts and Ramps												
Landscaping/ Streetscaping												
Road Diets (Pedestrian and Bicycle Portions)												
Safety Education Activities												
Safety Enforcement												
Shared Use Paths												
Sidewalks (new or retrofit)												
Signs/Signals/Signal Improvements												
Traffic Calming												
Trail Bridges												
Trail/Highway Intersections												
Transit Access Enhancements												

Sources: Federal Highway Administration and Florida Department of Transportation

The variety of funding sources available can be leveraged or combined to implement the recommended projects, programs, and policies of the Action Plan. Potential funding sources for some of the proposed projects are presented in **Table 4-4**.

The West Shore Boulevard Circulator can be funded through the Federal Transit Administration’s Bus and Facilities Program (Section 5339); the City of Tampa’s local option gas tax can also be used to serve as a match for other federal transit programs that support the start-up of this type of service.

The Grady Avenue corridor improvements, a combination of pedestrian and bicycle facilities, can be constructed through a combination of BUILD Grants and TIFIA Loans.

The new signalized intersection at Manhattan Avenue and Spruce Street/Boy Scout Boulevard can be funded through both the Highway Safety Improvement Program and the City of Tampa’s utility tax.

The Gray Street Bicycle Boulevard, which is intended to encourage the use of alternative transportation modes to driving, can be funded through the Congestion Mitigation and Air Quality Improvement Program and the City of Tampa’s local option gas tax.

Finally, the Spruce Street Shared Use Path is potentially eligible to receive funding through Transportation Alternatives, Safe Routes to Schools, and the Westshore Non-Ad Valorem Assessment.



Recently constructed crosswalk on West Shore Boulevard facing west.

Table 4-4: Potential Funding Sources for Action Plan Projects

Project	Specific Funding Sources
West Shore Boulevard Circulator	Bus and Facilities Program (Section 5339), Local Option Gas Tax
Grady Avenue Corridor	BUILD Grants, TIFIA Loans
New Signalized Intersection at Manhattan Avenue and Spruce Street/Boy Scout Boulevard	Highway Safety Improvement Program, Utility Tax
Gray Street Bicycle Boulevard	Congestion Mitigation and Air Quality Improvement Program, Local Option Gas Tax
Spruce Street Shared Use Path	Transportation Alternatives, Safe Routes to School, Westshore Non-Ad Valorem Assessment