CITY OF TAMPA, FLORIDA - RFQ
c/o Contract Administration Department
306 East Jackson Street #280A4N
Tampa, Florida 33602

RFQ 19-D-00038; 30th Street Complete Streets Sidewalk & Safety Improvement Project

PUBLIC ANNOUNCEMENT IN COMPLIANCE WITH REQUIREMENTS OF SECTION 287.055, FLORIDA STATUTES (CONSULTANTS' COMPETITIVE NEGOTIATION ACT) APPLICABLE LAW, EXECUTIVE ORDERS, RULES, REGULATIONS, AND THE CITY'S STANDARD PROCEDURES. A NOTICE OF INTENT TO AWARD SHALL BE POSTED, IF AT ALL, ON THE CITY'S WEBSITE ACCESSIBLE BY UTILIZING THIS WEBSITE LINK: www.tampagov.net/contract-administration/programs/architectural-engineering-construction-and-related-rfqs

The City of Tampa desires to obtain Professional Engineering services for the design of the 30th Street Complete Streets Sidewalk & Safety Improvement Project.

The project will require coordination with CSX for modifications to the existing railroad track, railroad track bed, roadway profile grade, cantilever gates/signals at the railroad crossing. And coordination with FDOT at the intersections of SR 580 and SR 582.

Services may include but not be limited to: public involvement, inter-agency and rail coordination, surveying, subsurface utilities exploration, traffic analysis, roadway and drainage design, utilities coordination, environmental permitting, miscellaneous structures, signing and pavement markings, signalization, landscaping and irrigation, geotechnical, cost estimating, Estimated fee is $350,000.

A pre-submittal conference will be held at 3 PM Tuesday February 19, 2019, in the 3rd Floor City Council Chambers, Old City Hall 315 E. Kennedy Blvd., Tampa, Florida 33602. Attendance is not mandatory.

Additional material may be found at demandstar.com and at: www.tampagov.net/contract-administration/programs/architectural-engineering-construction-and-related-rfqs

Questions may be directed to Jim Greiner, P.E., Contract Administration, City of Tampa, (813) 274-8598, or E-Mail jim.greiner@tampagov.net.

An individual or entity ("Firm") responding to this RFQ must provide evidence of any required licenses, certificates, or registrations with its submission or within 10 days thereof in order to be considered. The City shall own all ideas, documents, plans, and materials developed as a result of this solicitation and Firm is informed same shall be subject to reuse in accordance with Section 287.055(10), Florida Statutes. Firm (i) confirms it has read and is familiar with Section 119.071(3), Florida Statutes regarding certain building plans, blueprints, schematic drawings, which depict the internal layout and structural elements of a building, facility, or other structure owned or operated by the City or other agency that are per said section exempt from Section 119.07(1), Florida Statutes and Section 24(a), Art. I of the Florida Constitution ("Exempt Plans") and (ii) agrees Firm shall remain in compliance with same, including maintaining the exempt status of such Exempt Plans for so long as they are held by Firm or otherwise in its possession. The City may cancel, withdraw, or modify this RFQ at any time and reserves the right to reject any or all responses and to waive irregularities, formalities, and informalities as it determines in the City's best interest.

Firms desiring to provide these services to the City must submit a single electronic file in searchable PDF format, Smaller than 3MB, that includes the attached RFQ Transmittal Memorandum completed as appropriate, a Letter of Interest addressed to Brad L, Baird, P.E., Chairman, and referring to this RFQ by number, together with a Statement of Qualifications and any supplemental material allowing evaluation for further consideration (short-listing) based upon the following criteria/point system: Successful Comparable Project experience (40); Experience on State Highway System projects (20); Experience working with rail projects (20); Workload availability (5); Standard Form #330 (5); Planned WMBE/SLBE; Solicitation & Utilization, Form MBD 10 & 20 (10 pts).

The PDF file must be E-Mailed to ContractAdministration@tampagov.net BEFORE 2 P.M., Thursday, March 14, 2019. As a courtesy, the City will endeavor provide an email acknowledgement usually sent within a few days after submission receipt (submissions received on the day of the deadline may not be acknowledged before the deadline or at all). It is Firm's responsibility to confirm its submission (PDF file) has been received.

RFQ TRANSMITTAL MEMORANDUM
FOR A SUBMITTAL TO THE CITY OF TAMPA, FLORIDA

TRANSMITTAL DATE:

RFQ NO. & TITLE: 19-D-00038; 30th Street Complete Streets Sidewalk & Safety Improvement Project

TO: Brad L. Baird, P. E., Chairman Selection & Certification Committee (CCNA)
c/o Contract Administration Department via ContractAdministration@tampagov.net
306 East Jackson Street, 4th Floor North, Tampa, Florida 33602

SUBMITTER ("Firm") NAME:

FEDERAL TAX ID#:

FIRM TYPE: ☐ Individual/Sole Proprietor ☐ Joint Venture (JV)* ☐ Partnership (PN)* ☐ Corporation
☐ Limited Liability Company ☐ Other: _____

FIRM CONTACT NAME: EMAIL: PHONE:

CERTIFICATIONS: Firm is licensed, permitted, and certified as required to do business in Florida: ☐ Yes | ☐ No
License/registration/certification no(s): _____

Per §287.133, Fla. Stat., individuals or entities (including those meeting the §287.133, Fla. Stat. definition of "affiliate") placed on the convicted vendor list ("List") following a conviction for public entity crimes may not submit a bid, proposal, or reply ("Response") on a contract to provide any goods or services to a public entity, may not submit a Response on a contract with a public entity for the repair or construction of a public building or public work, may not submit a Response for leases of real property to a public entity, and may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in §287.017, Fla. Stat. for CATEGORY TWO for a period of 36 months from the date of placement on the List. Neither Firm nor its affiliates have been placed on the List: ☐ Yes | ☐ No

Firm's own initial application for employment has criminal history screening practices similar to those contained in Chapter 12, Article VI, Tampa Code (responses, whether "Yes" or "No", are for informational purposes only and will not be used as a basis for award or denial, or for any protest): ☐ Yes | ☐ No

Firm shall comply with all applicable governmental rules & regulations, including the City's Ethics Code (Sec. 2-522, Tampa Code). The City's Charter & Ethics Code prohibit any City employee from receiving any substantial benefit or profit out of any award or obligation entered into with the City, or from having any direct or indirect financial interest in effecting any such award or obligation. If Firm is successful, it shall ensure no City employee receives any such benefit or interest as a result of such award (See Sec.2-514(d),Tampa Code): ☐ Yes | ☐ No

Firm is not in arrears and is not in default upon any obligation to the City of Tampa: ☐ Yes | ☐ No

Firm agrees that if the City of Tampa determines Firm has participated in any collusive, deceptive, or fraudulent practices with regard to this submittal, in addition to any other remedy it may exercise, the City will have the right to debar Firm and deem invalid any contract let under such circumstances: ☐ Yes | ☐ No

Data or material Firm asserts to be exempted from public disclosure under Chapter 119, Fla. Stat., is submitted in a separate, single electronic searchable PDF file labeled with the above RFQ number and the phrase "Confidential Material", which identifies the data/material to be protected, states the reasons the date/material is exempt from public disclosure, and the specific Florida statute allowing such exemption (if "No" or otherwise, then Firm waives any possible or claimed exemption upon submission, effective at opening): ☐ Yes | ☐ No

FAILURE TO COMPLETE THE ABOVE MAY RESULT IN FIRM'S SUBMITTAL BEING DECLARED NON-RESPONSIVE

[SEAL]

Authorized Signature (wet): _____
Printed Name: _____
Title: ☐ Sole Prop ☐ Pres ☐ Sr VP ☐ Gen Ptnr ☐ LLC Auth.Mbr/Mgr
☐ Other _____ (attach proof of authority)

STATE OF
COUNTY OF
The forgoing instrument was sworn (or affirmed) before me this ____ day of _____, 20____ by _____ either in his/her individual capacity or where Firm is an entity as the _____ of _____, on behalf of such entity. He/She is ☐ personally known to me or ☐ produced a/n _____ state driver's license as identification.

[NOTARY SEAL]

_____
Printed Name: _____ Notary Public, State of _____
My Commission Expires: _____ Commission No:_____

* With submittal or within 10 days thereafter, Firm must provide a signed copy of the complete agreement between all JV/PN members indicating respective roles, responsibilities, and levels of participation.

Failure to Complete, Sign and Submit Both Forms 10 & 20 SHALL render the Bid or Proposal Non-Responsive

Page 1 of 4 – DMI Solicited/Utilized Schedules
City of Tampa – Schedule of All Solicited Sub-(Contractors/Consultants/Suppliers)
(FORM MBD-10)

RFQ No. and RFQ Name: 19-D-00038; 30th Street Complete Streets Sidewalk & Safety Improvement Project
Company Name:_____ Address:_____
Federal ID:_____ Phone:_____ Fax:_____ Email:_____

Check applicable box(es). Detailed Instructions for completing this form are on page 2 of 4.
[ ] No Firms were contacted or solicited for this contract.
[ ] No Firms were contacted because:_____
[ ] See attached list of additional Firms solicited and all supplemental information (List must comply to this form)
Note: Form MBD-10 must list ALL subcontractors solicited including Non-minority/small businesses

NIGP Code Categories: Buildings = 909, General = 912, Heavy = 913, Trades = 914, Architects = 906, Engineers & Surveyors = 925, Supplier = 912-77

S = SLBE W=WMBE O = Neither Federal ID	Company Name Address Phone, Fax, Email	Type of Ownership (F=Female M=Male) BF BM = African Am. HF HM = Hispanic AF AM = Asian Am. NF NM = Native Am. CF CM = Caucasian	Trade or Services NIGP Code (listed above)	Contact Method L=Letter F=Fax E=Email P=Phone	Quote or Response Received Y/N

It is hereby certified that the information provided is an accurate and true account of contacts and solicitations for sub–contracting opportunities on this contract.

Signed:_____ Name/Title:_____ Date:_____

Failure to Complete, Sign and Submit Both Forms 10 & 20 SHALL render the Bid or Proposal Non-Responsive
Forms must be included with Bid / Proposal

Instructions for completing The Sub-(Contractors/Consultants/ Suppliers) Solicited Form (Form MBD-10)

This form must be submitted with all bids or proposals. **All** subcontractors (regardless of ownership or size) solicited and subcontractors from whom unsolicited quotations were received must be included on this form. The instructions that follow correspond to the headings on the form required to be completed. Note: Ability or desire to self-perform all work shall not exempt the prime from Good Faith Efforts to achieve participation.

- **Contract No.** This is the number assigned by the City of Tampa for the bid or proposal.
- **Contract Name.** This is the name of the contract assigned by the City of Tampa for the bid or proposal.
- **Contractor Name.** The name of your business and/or doing business as (dba) if applicable.
- **Address.** The physical address of your business.
- **Federal ID.** FIN. A number assigned to your business for tax reporting purposes.
- **Phone.** Telephone number to contact business.
- **Fax.** Fax number for business.
- **Email.** Provide email address for electronic correspondence.
- **No Firms were contacted or solicited for this contract.** Checking the box indicates that a pre-determined Subcontract Goal or Participation Plan Requirement was not set by the City resulting in your business not using subcontractors and will self-perform all work. If during the performance of the contract you employ subcontractors, the City must pre-approve subcontractors. Use of the "Sub-(Contractors/Consultants/Suppliers) Payments" form (MBD Form-30) must be submitted with every pay application and invoice. Note: Certified SLBE or WMBE firms bidding as Primes are not exempt from outreach and solicitation of subcontractors.
- **No Firms were contacted because.** Provide brief explanation why no firms were contacted or solicited.
- **See attached documents.** Check box, if after you have completed the DMI Form in its entirety, you need more space to list additional firms and/or if you have supplemental information/documentation relating to the form. All DMI data not submitted on the MBD Form-10 must be in the same format and have all requested data from MBD Form-10 included.

The following instructions are for information of any and all subcontractors solicited.

- **"S" = SLBE, "W" = WMBE.** Enter "**S**" for firms Certified by the City as Small Local Business Enterprises and/or "**W**" for firms Certified by the City as either Women/Minority Business Enterprise; **"O" = Non-certified others**.
- **Federal ID.** FIN. A number assigned to a business for tax reporting purposes. This information is critical in proper identification and payment of the contractor/subcontractor.
- **Company Name, Address, Phone & Fax**. Provide company information for verification of payments.
- **Type of Ownership.** Indicate the Ethnicity and Gender of the owner of the subcontracting business.
- **Trade, Services, or Materials** indicate the trade, service, or materials provided by the subcontractor. NIGP codes aka "National Institute of Governmental Purchasing" are listed at top section of document.
- **Contact Method L=letter, F=fax, E=Email, P=Phone.** Indicate with letter the method(s) of soliciting for bid.
- **Quote or Resp. (response) Rec'd (received) Y/N**. Indicate "Y" Yes if you received a quotation or if you received a response to your solicitation. Indicate "N" No if you received no response to your solicitation from the subcontractor. Must keep records: log, ledger, documentation, etc. that can validate/verify.

If additional information is required or you have questions, please contact the Equal Business Opportunity Program - Minority and Small Business Development Office at (813) 274-5522.

Failure to Complete, Sign and Submit Both Forms 10 & 20 SHALL render the Bid or Proposal Non-Responsive

Page 3 of 4 – DMI Solicited/Utilized Schedules
City of Tampa – Schedule of All To-Be-Utilized Sub-(Contractors/Consultants/Suppliers)
(FORM MBD-20)

RFQ No. and Name: 19-D-00038; 30th Street Complete Streets Sidewalk & Safety Improvement Project
Company Name:_____ Address:_____
Federal ID:_____ Phone:_____ Fax:_____ Email:_____

Check applicable box(es). Detailed Instructions for completing this form are on page 4 of 4.
[ ] See attached list of additional Firms Utilized and all supplemental information (List must comply to this form)
Note: Form MBD-20 must list ALL subcontractors To-Be-Utilized including Non-minority/small businesses
[ ] No Subcontracting/consulting (of any kind) will be performed on this contract.
[ ] No Firms are listed to be utilized because:_____

NIGP Code General Categories: Buildings = 909, General = 912, Heavy = 913, Trades = 914, Architects = 906, Engineers & Surveyors = 925, Supplier = 912-77

Enter "S" for firms Certified as Small Local Business Enterprises, "W" for firms Certified as Women/Minority Business Enterprise, "O" for Other Non-Certified

S = SLBE W=WMBE O =Neither Federal ID	Company Name Address Phone, Fax, Email	Type of Ownership (F=Female M=Male) BF BM = African Am. HF HM = Hispanic Am. AF AM = Asian Am. NF NM = Native Am. CF CM = Caucasian	Trade, Services, or Materials NIGP Code Listed above	Letter of Intent (LOI) if available	Percent of Scope or Contract %

Percent SLBE Utilization of Total Bid/Proposal _____% Percent WMBE Utilization of Total Bid/Proposal _____%

It is hereby certified that the following information is a true and accurate account of utilization for sub-contracting opportunities on this Contract.

Signed: _____ Name/Title:_____ Date:_____

Instructions for completing The Sub-(Contractors/Consultants/ Suppliers) to be Utilized Form

(Form MBD-20)

This form must be submitted with all bids or proposals. All subcontractors (regardless of ownership or size) projected to be utilized must be included on this form. Note: Ability or desire to self-perform all work shall not exempt the prime from Good Faith Efforts to achieve participation.

Contract No. This is the number assigned by the City of Tampa for the bid or proposal.

- **Contract Name.** This is the name of the contract assigned by the City of Tampa for the bid or proposal.
- **Contractor Name.** The name of your business and/or doing business as (dba) if applicable.
- **Address.** The physical address of your business.
- **Federal ID.** FIN. A number assigned to your business for tax reporting purposes.
- **Phone.** Telephone number to contact business.
- **Fax.** Fax number for business.
- **Email.** Provide email address for electronic correspondence.
- **No Subcontracting/consulting (of any kind) will be performed on this contract.** Checking box indicates your business will not use subcontractors when no Subcontract Goal or Participation Plan Requirement was set by the City, but will self-perform all work. When subcontractors are utilized during the performance of the contract, the "Sub-(Contractors/Consultants/Suppliers) Payments" form (MBD Form-30) must be submitted with every pay application and invoice. Note: certified SLBE or WMBE firms bidding as Primes are not exempt from outreach and solicitation of subcontractors, including completion and submitting Form-10 and Form-20.
- **No Firms listed To-Be-Utilized.** Check box; provide brief explanation why no firms were retained when a goal or participation plan requirement was set on the contract. Note: mandatory compliance with Good Faith Effort outreach (GFECP) requirements applies (MBD Form-50) and supporting documentation must accompany the bid.
- **See attached documents.** Check box, if after completing the DMI Form in its entirety, you need more space to list additional firms and/or if you have supplemental information/documentation relating to the scope/value/percent utilization of subcontractors. Reproduce copies of MBD-20 and attach. All data not submitted on duplicate forms must be in the same format and content as specified in these instructions.

The following instructions are for information of Any and All subcontractors To Be Utilized.

- **Federal ID.** FIN. A number assigned to a business for tax reporting purposes. This information is critical in proper identification of the subcontractor.
- **"S" = SLBE, "W" = WMBE.** Enter "**S**" for firms Certified by the City as Small Local Business Enterprises and/or "**W**" for firms Certified by the City as Women/Minority Business Enterprise; **"O" = Non-certified others**.
- **Company Name, Address, Phone & Fax**. Provide company information for verification of payments.
- **Type of Ownership.** Indicate the Ethnicity and Gender of the owner of the subcontracting business.
- **Trade, Services, or Materials (NIGP code if Known)** Indicate the trade, service, or material provided by the subcontractor. Abbreviated list of NIGP is available at http:/www.tampagov.net/mbd "Information Resources".
- **Letters of Intent** (if available for both SLBEs and WMBEs).
- **Percent of Work/Contract.** Indicate subcontracts as percent of total scope/contract.
- **Percent SLBE Utilization.** Total allocated to SLBEs divided by the total bid/proposal.
- **Percent WMBE Utilization.** Total allocated to WMBEs divided by the total bid/proposal.

If additional information is required or you have questions, please contact the Equal Business Opportunity Program - Minority and Small Business Development Office at (813) 274-5522.

CITY OF TAMPA

PARTIAL Walk-Bike Plan

Phase I - Final Report

30th Street Excerpts ONLY
Plus Appendices

June 2011

Executive Summary:

Purpose and Applicability: Phase I of the City of Tampa Walk-Bike Plan implements the City's recently updated Comprehensive Plan and the Hillsborough County Metropolitan Planning Organization's (MPO) adopted 2035 Long Range Transportation Plan (LRTP). As part of the "Livable City" vision, the City's Comprehensive Plan seeks to support alternatives to single-occupant vehicle travel and to focus infill and redevelopment along mixed use corridors, within urban villages, and, especially, within the City's three major business centers: Downtown, the University of South Florida, and the Westshore District. As such, Phase I of the Walk-Bike Plan works to establish a grid of bicycle and pedestrian facilities to support these major centers. It is anticipated that subsequent phases of the Plan will establish connections between these centers and generally complete a grid of walking and biking facilities throughout the City.

As a general rule, the Walk-Bike Plan identifies bicycle and pedestrian mobility projects which can be constructed within existing roadway alignments and other public rights-of-way. The nature of the projects recommended in this Plan, provide a basic accommodation for walking and bicycle mobility. However, as the plan is implemented, elements such as landscaping/streetscaping and other enhancements may be considered to improve the quality of the cyclist/pedestrian experience and to incentivize private investment within Walk-Bike Plan project corridors.

Although one function of the Walk-Bike Plan is to focus City, MPO, and FDOT resources to pragmatically complete the City's bicycle and pedestrian grid, opportunistic improvements need not be included within the Walk-Bike Plan as a prerequisite for consideration as part of ongoing transportation, developer, and recreation projects. As a rule, the project development concepts incorporated within the Walk-Bike Plan should be considered whenever an arterial, collector, or neighborhood collector roadway is widened or resurfaced. Likewise, other infrastructure planning documents such as the City's Greenways and Trails Master Plan and the Westshore Pedestrian System Plan should be considered as compliments/supplements to Phase I of the Walk-Bike Plan. This is especially true to the extent that these documents, in some cases, identify projects which are greater in scope/cost than the "low-hanging fruit" contemplated in the Walk-Bike Plan.

Project Development and Implementation Process: Generally, the Walk-Bike Plan focuses on developing mobility projects along the City's collector roadway network. The principal reasons for this approach are that collector roadways:

- are often served by transit,
- often have existing sidewalks and street lighting along at least one side of the street,
- generally provide for controlled (signalized) crossing of arterial roadways,
- typically provide for crossing of limited access roadways (i.e. interstates/expressways),
- generally have lower traffic volumes/speeds than arterial roadways,
- may be under utilized and therefore offer potential as "road diet" candidates.

In some cases, however, parallel local street facilities or off-road trails are incorporated into the project recommendations. In these cases, attention is directed to how travel along these facilities may safely and conveniently cross major intersecting roadways. Project candidates have also been identified along arterial roadways, especially in areas where a break-down in the collector road grid due to manmade (airport, interstate) and natural (river, bay) barriers leaves few options.

Although the candidate projects identified in Phase I of the Walk-Bike Plan primarily focuses on city and county-maintained roadways, the Plan recognizes the importance of key state highways in facilitating bicycle and pedestrian mobility. Several state highway projects are identified conceptually in the Plan and coordination with Florida Department of Transportation (FDOT) District 7 has occurred to help optimize opportunities to include key bicycle and pedestrian mobility projects in upcoming FDOT projects.

Within these general guiding principals, candidate projects identified within the Walk-Bike Plan generally fit within the following categories:

- Install Shared Lane Arrows – Along lower volume roadways with posted speeds 35 MPH or less, shared lane arrow (sharrow) pavement markings and corresponding signs provide guidance for cyclists to use preferred bike routes and alert motorists that cyclists may use the full lane when there is insufficient space to pass safely. If existing pavement conditions are acceptable, shared lane arrows may be installed as a low-cost project with minimal design and construction cost. Generally these projects could be incorporated within a city-wide City Capital Improvement Plan (CIP) program area rather than as individual "line-item" projects.
- Install Bike Lanes – In most circumstances, on-street bike lanes are the preferred means of providing for bicycle mobility along major roadways. In some cases, bike lanes can be created by simply marking the lane along an overly-wide 2-lane roadway. As with the installation of shared lane arrows, this may be done with minimal design and construction cost provided the existing pavement conditions are acceptable. Along multi-lane roadways, it is usually necessary to remove the existing lane line markings and reduce the width of automobile thru lanes/turn lanes in order to "carve-out" adequate space to provide marked bike lanes. Because of the process used to remove existing lane markings, these bike lane projects generally require the pavement to be milled and resurfaced. If this type of bike-lane project is implemented in the course of a planned roadway resurfacing project, the marginal cost to provide marked bike lanes is negligible, however if a roadway is resurfaced for the express purpose of providing bike lanes costs can exceed $250,000 per mile and would likely require a separate budget item. Along roadways where on-street parking is allowed, it will be necessary, in some cases, to choose between restricting parking and providing marked bike lanes or retaining parking and applying shared lane arrows as an alternative treatment. In these cases, neighborhood outreach is encouraged prior to implementation.
- Install Bike Lanes with Road Diet – A "Road Diet" generally involves removing automobile thru-lanes to provide space for other uses within an existing roadway cross-section. These alternative uses can include any one or a combination of things such as on-street parking, bicycle lanes, wider sidewalks, center turn lanes/medians, and high-occupant vehicle lanes. A very common type of "Road Diet" project which has been implemented on Nebraska Avenue and North Boulevard, is to convert a 4-lane undivided roadway to a 2-lane divided roadway with a center turn lane and bicycle lanes. In the case of the Nebraska Avenue road diet project, additional "complete street" elements including bus bays and textured median islands were incorporated into the project. For the most part, road diet projects recommended as part of the Walk-Bike Plan also consider provision of raised median islands to discourage improper use of the center turn lane and provide refuge for pedestrians who choose to legally cross at un-signalized locations. Because of this consideration and potential need to modify existing traffic signals, it is likely most Road Diet projects will be implemented as separate CIP line-items rather than within the broader resurfacing program.

- Complete Sidewalk Connections – While complete sidewalks along both sides of major roadways are preferred, providing a continuous sidewalk along at least one side of 2-lane collector roadways and along both sides of multilane collector and arterial roadways is a reasonable interim goal. Although most major roadways within the City of Tampa meet this basic standard, several roadways reviewed as part of the Walk-Bike Plan are missing complete sidewalks along at least one side of the road between logical termini. While short sidewalk projects can be implemented as part of ongoing maintenance and "gap" programs, longer segments may require separate budget line-items within the City's CIP. For the most part, sidewalk projects recommended in the Walk-Bike plan do not include obvious drainage system or right-of-way impacts.
- Install Shared Use Sidepath/Trail – In some cases, traffic conditions proscribe the use of shared lane arrows and marked bike lanes cannot be accommodated within the available roadway cross-section. In these cases, bicycle (and pedestrian) mobility may be provided by installing a shared use path along one side of the road. Care should be given to minimize/manage side-street and driveway conflicts, especially for cyclists who travel along the path against the flow of automobile traffic. Generally the minimum width to provide for two-way bicycle travel is 10 feet. Generally projects of this nature will be implemented as line-items within the City's CIP.
- Enhance/Mark Crosswalks – the Florida Department of Transportation (FDOT) District 7 has implemented a new, enhanced standard for marked crosswalks at signalized intersections and has been selectively retrofitting intersections along corridors with an elevated pedestrian crash history. Through-out the Walk-Bike Plan technical report, locations, or in some cases, corridors are noted where enhanced crosswalk markings are recommended to increase driver awareness of pedestrians. Because crosswalk enhancements generally do not require existing crosswalk pavement markings to be removed (though in some cases they are refreshed), these projects can be done with minimal design and construction cost though CIP program funding. As with shared lane arrow and simple bike lane marking projects, it may be prudent to mill and resurface pavement in the project area if existing conditions are inadequate.
- Provide Intersection Pedestrian Safety Improvements – The Walk-Bike Plan also notes specific intersection where pedestrian safety enhancements are recommended. At signalized (or 4-way stop-controlled) locations, these generally involve one or more of the following: mark/enhance crosswalks, evaluate/improve crosswalk area lighting, and provide count-down pedestrian signals and push-button actuators. At 2-way stop controlled and mid-block locations, recommendations may include installation of marked crosswalks, lighting, and appropriate actuated warning beacon devices. Most of these projects can be implemented with minimal design and construction cost. Projects which require installation of pedestrian signals and lighting design and construction may need to be grouped and programmed as line-items within the City's CIP.

Priority Projects: Based on the project implementation processes described above, Walk-Bike Project candidates have been divided into three categories:

1. Low-cost projects with minimal design requirements. – recommended to be implemented through citywide programmatic funding categories
2. Bike lane projects with resurfacing – can be accelerated as a CIP line-item project or applied as an input in the resurfacing program prioritization process.
3. Stand alone capital projects – projects which require more complete design and traffic analysis and/or include elements not included within a typical resurfacing project. In some cases, sub-components for projects included in this category can be implemented either through simple resurfacing or through low cost/design citywide program area projects.

Table E-1 through E-3 show the Phase I Walk-Bike Plan candidate projects within each implementation process category. The highest priority city and county roadway projects are indicated within each table and labeled on the Walk-Bike Plan project map (Figure E-1).

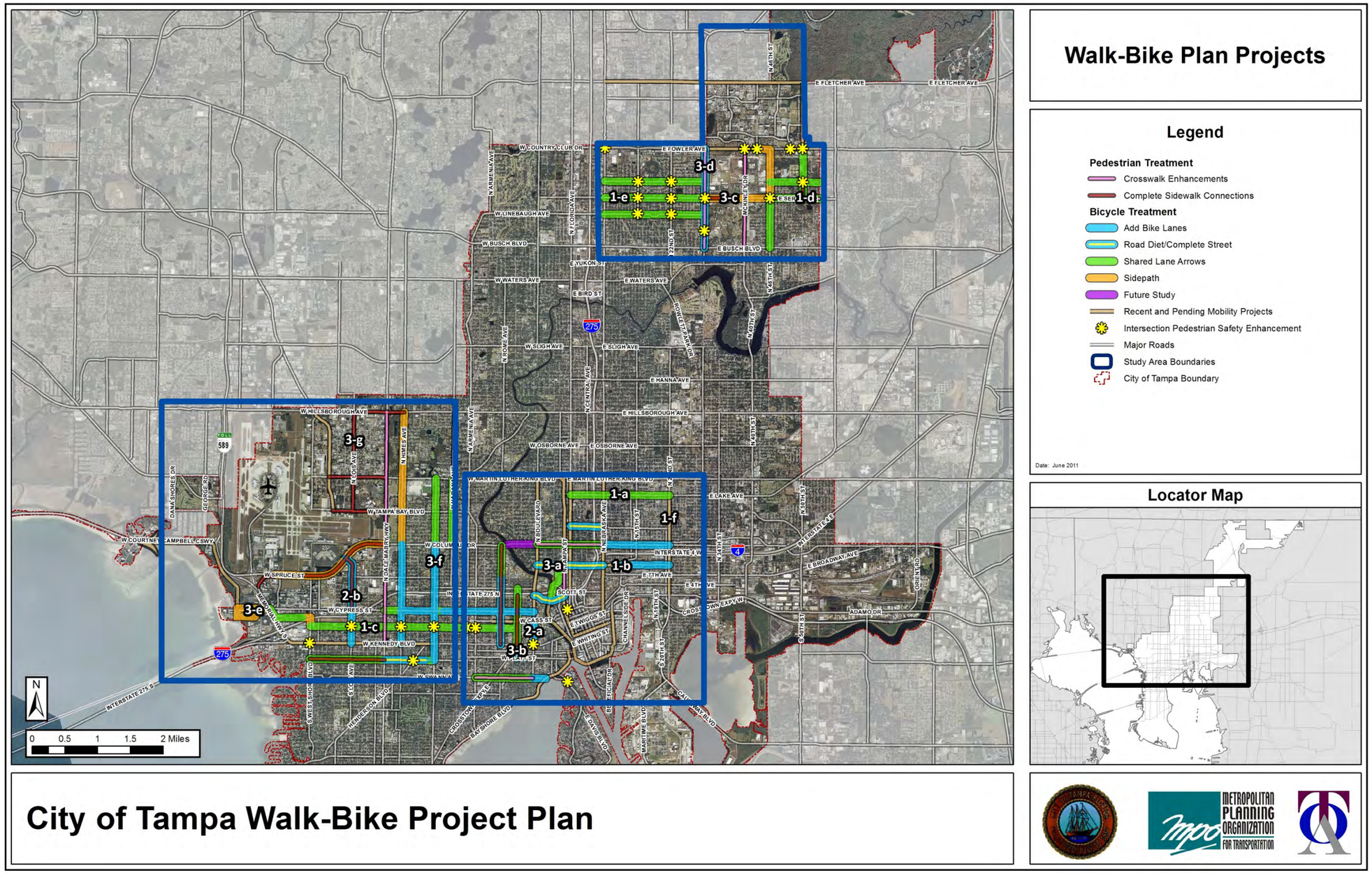
In addition to these priority city and county roadway projects, several needs along state-maintained roadways have also been identified in the Tampa Walk Bike Plan. Of these, two of the most critical are:

- Provision of complete sidewalk facilities along both sides of Hillsborough Avenue from Westshore Boulevard to Himes Avenue
- Provision of complete sidewalk facilities along the south side of Spruce Street/Boy Scout Boulevard/ Columbus Drive and implementation of the City Greenways and Trails Master Plan project and/or the Westshore Pedestrian Strategy project to construct a shared use trail along the north side of this roadway from Dale Mabry Highway to either Trask Street or to O'Brien Street.

Table E-3:

	Segment Description		High Priority Walk-Bike Projects	Shared Lane Arrows	Mark Bike Lane	Sidewalk/ Sidepath	Road Diet & Complete Street	Corridor Capacity & Complete Street	Intersection Capacity and Safety Enhancement	Intersection Pedestrian Safety Enhancement
3-a	Palm Ave	N. Boulevard to Nebraska Ave	X				X			
3-b	Willow Ave	Swann to Platt St.	X							X
		Platt St to Cleveland St			X				X	
		Cleveland St to Cypress St.		X						
		Cypress St to I-275 (Green St)		X		X				
		I-275 (Green St) to Main St		X						X
3-c	Bougainvillea Ave	30th St to McKinley Dr	X			X				
		McKinley Dr to 46th St				X				
		at 46th Street								X
3-d	30th St	Busch Boulevard to Fowler Ave	X		X					
		at Bougainvillea Ave								X
		at Annie St								X
3-e	Cypress St Corridor	U-Path to Reo Street	X			X				
		Reo St. to Frontage Road				X				
		Frontage Rd to Westshore Blvd		X						
3-f	MacDill Ave	Kennedy Blvd to I-275	X	Alternative	X					
		I-275 to Columbus Dr			X		Study			
		Columbus Dr to M L King Blvd		X						
3-g	Lois Ave	Tampa Bay Blvd to Hillsborough Ave	X			X				

Figure E-1:


Walk-Bike Plan Projects
Legend
Pedestrian Treatment
Crosswalk Enhancements
Complete Sidewalk Connections
Bicycle Treatment
Add Bike Lanes
Road Diet/Complete Street
Shared Lane Arrows
Sidepath
Future Study
Recent and Pending Mobility Projects
Intersection Pedestrian Safety Enhancement
Major Roads
Study Area Boundaries
City of Tampa Boundary
Date: June 2011
Locator Map
1-a
1-b
1-c
1-d
1-e
1-f
2-a
2-b
3-a
3-b
3-c
3-d
3-e
3-f
3-g
0 0.5 1 1.5 2 Miles
N
City of Tampa Walk-Bike Project Plan
METROPOLITAN PLANNING ORGANIZATION FOR TRANSPORTATION

USF: Interviews with USF planning staff, Planning Commission staff, and a summary review of USF student/employee residence "dot-density" and LEHD labor shed maps indicates the strong live/work relationship between the University and Temple Terrace. Other priorities include:

- Provide access to planned Bull Runner service extending south of campus along 50th St, Bougainville Ave/Serena Dr, and 40th St.
- Provide access to existing bike lanes and transit service along 40th St.
- Enhance existing signalized intersections along Fowler Ave to reduce the "barrier" effect of Fowler Ave on bicyclists and pedestrians.
- Incorporate recommendations from the USF Multimodal Transportation District Plan to enhance connectivity between the University and commercial and housing areas to the west and to the north of campus.
- Identify sidewalk and intersection safety improvements in the sub-area west of 30th St.

USF walk-bike mobility strategies are described in Table 3 and illustrated on the map included as Figure 5.

Table 3: USF Study Area Connectivity Corridors/Concepts

USF				
ID Number	**Description**	**Purpose**	**Challenges**	**Planned Project**
1	Temple Terrace to USF Connections	Provide (principally) bike connections from Temple Terrace Jurisdiction to USF via 50th St and/or Lee Roy Collins signalized intersections. Potential opportunity for sidepath on 46th and 50th Streets.	No bike lanes on Serena, 50th St, or 46th St. Open drainage may be impacted by paved shoulder construction or sidepath project. No signal at 46th St and Fowler Ave.	
2	Connections to Bull Runner Extension	Provide connections from neighborhoods to the Bull Runner extension.	Sidewalk gaps on Bougainvillea from 30th St to 40th St. No bike lanes on Bougainvillea/Serena and constrained cross section.	
3	Connection to 40th St/McKinnley Dr Corridor	Provide connection from neighborhoods to 40th St/McKinley Blvd to take advantage of existing bike lanes and transit service.	Sidewalk gaps on Bougainvillea from 30th St to 40th St. No bike lanes on Bougainvillea/Serena and constrained cross section.	
4	Fowler Ave Intersection Improvements	Identify and implement pedestrian safety improvements at signalized intersections along Fowler Ave to allow trip from Tampa jurisdiction to safely access USF.	Folwer Ave is a principal arterial with high automobile volumes and speeds.	
5	Areawide Mobility and Safety Improvements	Identify intersection improvements, shared lane project candidates, and sidewalk gaps to improve mobility and safety west of 30th St.	Limited roadway cross sections, few bike lanes, sidewalk gaps.	
6a	Neighborhood/Commercial Access Fowler Ave Intersection Improvements	Provide for existing bicycle and pedestrian traffic between neighborhoods and commercial frontage along Fowler Ave including access to the UATC; integrate recommendations identified in USF	Folwer Ave is a principal arterial with high automobile volumes and speeds.	
6b	Connection across Bruce B. Downs Blvd (North)	Provide connectivity between neighborhoods, businesses, and activity centers west of USF and the USF campus; integrate recommendations identified in USF MMTD Study.	Bruce B Downs Blvd is a principal arterial with high automobile volumes and speeds.	Significant long term opportunity for transformation of this section of Bruce B. Downs Blvd pursuant to HART alternatives analysis.
6c	Fletcher Ave Corridor	Provide for existing bicycle and pedestrian traffic between neighborhoods and commercial frontage along Fletcher Ave and facilitate use of Fletcher Ave as a USF Campus access route; integrate recommendations identified in USF MMTD Study.	Fletcher Ave has a poor bicycle and pedestrian crash history and is a congested, high volume roadway.	Planned bicycle and pedestrian safety/enhancement project. PD&E west of Bruce B. Downs Blvd contemplates a six-lane section.
6d	Bruce B. Downs Blvd to USF Connection	Provide for existing bicycle and pedestrian traffic between Bruce B. Downs Blvd and the north perimeter of the USF campus; integrate recommendations identified in USF MMTD Study.	Bruce B. Downs Blvd and Fletcher Ave are higher-volume, higher-speed facilities with poor bicycle and pedestrian safety track records.	

Figure 5: USF Study Area Connectivity Corridors/Concepts Map

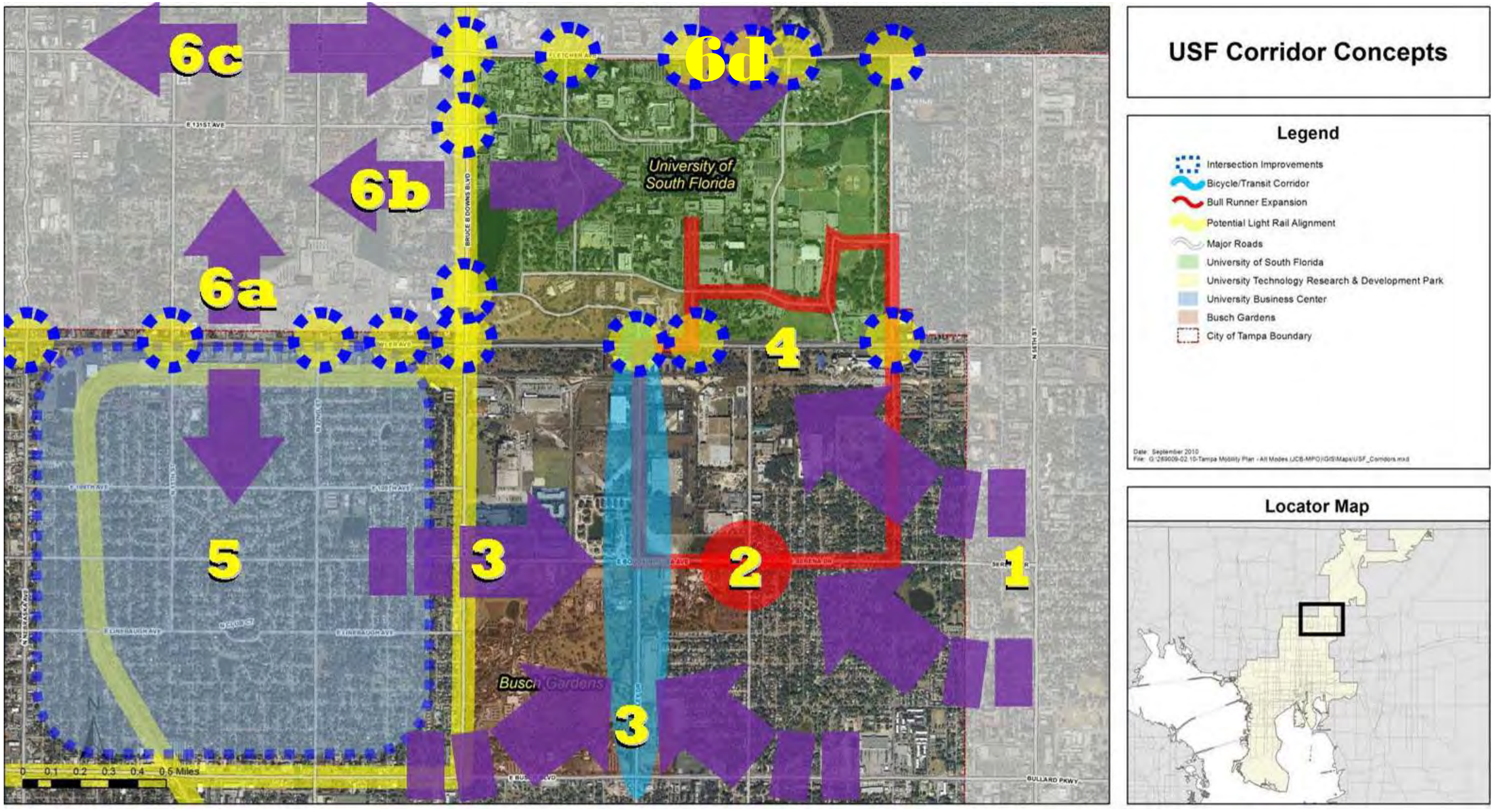


Table 6: USF Study Area Facility Inventory

ID No.	Description		Segments	CIP	TIP	LRTP	AADT	AADT Date	Auto LOS	Bike LOS	Ped LOS	Lanes/ Type	Approx. ROW	Median	Pave-ment Width	Curb Type	Sidewalk (N/E)	Sidewalk (S/W)	Bike Lane	Transit Routes	Truck Route
1	Temple Terrace to USF Connections	1.1	(46th St) Busch Blvd to Fowler Ave				4,113	7/20/08	A	D	D	2U	80	NONE	22	Rural	Gaps	Gaps	NO	-	NO
		1.2	(50th St) Serena Dr to Fowler Ave				NA	NA	NA	NA	NA	2U	NA	NONE	21	Rural	NO	Gaps	NO	-	NO
		1.3	(Serena Dr) 46th St to 50th St				5,855	1/22/08	A	C	D	2U	70	NONE	23	Rural	YES	NO	NO	-	NO
		1.4	(Serena Dr) 50th St to 52nd St (City Limits)				2,868	1/22/08	A	C	D	2U	70	NONE	22	Rural	YES	NO	NO	-	NO
		1.5	(Whiteway Dr) 52nd St (City Limits) to 50th St				NA	NA	NA	NA	NA	2U	NA	NONE	21	Rural	NO	YES	NO	-	NO
		1.6	(Whiteway Dr) 50th St to 46th St				NA	NA	NA	NA	NA	2U	NA	NONE	20	Rural	NO	YES	NO	-	NO
2	Connections to Bull Runner Extension	2.1	(Bougainvillea Ave) 22nd St to 30th St				3,615	8/7/08	A	D	D	2U	60	NONE	22	Rural	YES	YES	NO	-	NO
		2.2	(Bougainvillea Ave) 30th St to McKinley Dr				6,333	8/7/08	B	D	E	2U	70	NONE	27	Rural	Gaps	NO	NO	-	YES
		2.3	(Bougainvillea Ave) McKinley Dr to 46th St				7,875	8/7/08	C	C	D	2U	70	NONE	26	Rural	NO	YES	NO	-	NO
3	Connection to 40th Street/McKinnley Dr Corridor	3.1	(McKinley Dr) Busch Blvd to Busch Gardens Entrance				14,806	1/20/08	A	D	D	4D	150	RAISED	77	Urban	YES	YES	Marked	5	YES
		3.2	(Mckinley Dr) Busch Gardens Ent to Bougainvillea Ave				12,646	1/28/08	A	D	D	4D	150	RAISED	77	Urban	YES	YES	Marked	5	YES
		3.3	(McKinley Dr) Bougainvillea Ave to Fowler Ave				11,842	1/20/08	A	D	D	4D	150	RAISED	77	Urban	YES	YES	Marked	5	YES
		3.4	(30th St) Busch Blvd to Linebaugh Ave				24,722	1/27/08	B	D	E	4D	100	PAINTED	67	Urban	YES	YES	NO	18	YES
		3.5	(30th St) Linebaugh Ave to Bougainvillea Ave				25,189	1/27/08	A	D	E	4D	100	PAINTED	67	Urban	YES	YES	NO	18	YES
		3.6	(30th St) Bougainvillea Ave to 109th Ave				28,161	1/27/08	B	D	E	4D	100	PAINTED	67	Urban	YES	YES	NO	18	YES
		3.7	(30th St) 109th Ave to Fowler Ave				28,290	1/27/08	C	D	E	4D	100	PAINTED	67	Urban	YES	YES	NO	18	YES
		3.8	(Linebaugh Ave) 22nd to to 30th St				2,488	11/5/06	A	C	D	2U	50	NONE	24	Rural	YES	NO	NO	-	NO
		3.9	(109th Ave) 22nd to to 30th St				1,877	1/27/08	A	C	D	2U	60	NONE	22	Urban	YES	YES	NO	-	NO
4	Fowler Avenue Intersection Improvements	4.5	Fowler Ave at 30th St/Bruce B Downs Blvd			PEC40	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	18	YES
		4.6	Fowler Ave at McKinley Dr/Spectrum Blvd			PEC40														5	
		4.7	Fowler Ave at LeRoy Collins Blvd			PEC40														5	
		4.8	Fowler Ave at 50th St	TR-11-012		PEC40														6	
5	Areawide Mobility and Safety Improvements	5.1	15th St at 109th Ave				NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	9	NO
		5.2	15th St at Bougainvillea Ave																	9	NO
		5.3	22nd St at 109th Ave																	12	NO
		5.4	22nd St at Bougainvillea Ave																	12	NO
		5.5	22nd St at Linghbaugh Ave																	12	NO
		5.6	30th St at Bougainvillea Ave																	18	YES
		5.7	30th St at Annie St																	18	YES
		5.8	46th St at Bougainvillea Ave/Serena Dr																	-	NO
		5.9	50th St at Whiteway Dr (4-way Stop)																	-	NO
6a	Neighborhood/ Commercial Access Fowler Ave. Intersection Improvements	6a.1	Fowler Ave at Nebraska Ave				NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	2, 45	YES
		6a.2	Fowler Ave at 15th St																	9, 45	
		6a.3	Fowler Ave at 22nd St																	12	
		6a.4	Fowler Ave at University Collection Shopping Center																	-	
6b	Connect across Bruce B. Downs Boulevard	6b.1	Bruce B Downs Blvd at Skipper Rd				NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	57	YES
		6b.2	Bruce B Downs Blvd at 42nd St																	-	YES
6c	Fletcher Avenue Corridor	6c.1	Bruce B Downs Blvd to Magnolia Dr				40,196	9/1/08	F	D	E	4D	NA	RAISED	81	Rural	YES	NO	Marked	6, 18	YES
		6c.2	Magnolia Dr to 46th St				40,196	9/1/08	F	D	E	4D	NA	RAISED	80	Rural	YES	NO	Marked	6, 57	YES
		6c.3	46th St to 50th St				33,408	7/20/08	B	D	E	4D	132	RAISED	74	Rural	NO	NO	Marked	57	YES
6d	Bruce B. Downs to USF Connection	6d.1	Fowler to Pine Dr/University Square Dr				42,791	9/1/08	D	D	C	6D	NA	RAISED	113	Rural	NO	YES	Marked	18	YES
		6d.2	Pine Dr/University Square Dr to 131st Ave				42,791	9/1/08	D	D	C	6D	NA	RAISED	102	Rural	NO	YES	Marked	18	YES
		6d.3	131st Ave to Fletcher Ave				42,791	9/1/08	D	D	E	6D	NA	RAISED	120	Mixed	NO	YES	Marked	57	YES
		6d.4	Fletcher Ave to 138th Ave				47,050	9/1/08	F	D	E	6D	NA	RAISED	112	Rural	YES	YES	Unmarked	18, 57	YES

Table 7: Westshore Study Area Facility Inventory

ID No.	Description		Segments	CIP	TIP	LRTP	AADT	AADT Date	Auto LOS	Bike LOS	Ped LOS	Lanes/ Type	Approx. ROW	Median	Pave-ment Width	Curb Type	Sidewalk (N/E)	Sidewalk (S/W)	Bike Lane	Transit Routes	Truck Route
1a	Westshore Boulevard	1a.1	Kennedy Blvd to I.275			H2020/ORB250	42,133	2/10/08	D	D	D	6D	100	RAISED	85	Urban	YES	YES	NO	15, 30, 45, 89	YES
		1a.2	I.275 to Cypress St			H2020/ORB250	40,605	2/10/08	F	D	C	4D	90	RAISED	66	Urban	YES	YES	NO	15, 30, 45, 59, 89	YES
		1a.3	Cypress St to Boy Scout Blvd	TR-11-050		H2020/ORB250	31,737	2/10/08	D	D	D	4D	90	RAISED	66	Urban	YES	YES	NO	10, 15, 30, 59	YES
1b	Lois Avenue	1b.1	Kennedy Blvd to I.275			H1070	22,920	6/24/08	B	D	C	4U	60	NONE	49	Urban	YES	YES	NO	-	YES
		1b.2	I.275 to Cypress St			H1070	31,511	6/24/08	C	D	E	4U	60	PAINTED	66	Urban	YES	YES	NO	-	YES
		1b.3	Cypress St to Spruce St			H1070	17,785	6/24/08	C	D	D	4U	60	PAINTED	48	Urban	YES	YES	NO	45	YES
		1b.4	Spruce St to Boy Scout Blvd			H1070	15,534	6/24/08	B	D	D	4U	84	PAINTED	60	Urban	Gaps	YES	NO	-	YES
2a	Columbus/Boy Scout/Spruce Corridor	2a.1	(Spruce St) Memorial Hwy to Westshore Blvd			ORT300	45,647	6/14/07	D	D	E	6D	200	RAISED	130	Rural	NO	Gaps	NO	30, 59	YES
		2a.2	(Boy Scout Blvd) Westshore Blvd to Lois Ave			ORT300	37,004	3/30/08	B	D	C	6D	200	RAISED	120	Rural	NO	NO	NO	15	YES
		2a.3	(Boy Scout Blvd) Lois Ave to Columbus Dr			ORT300	33,573	3/30/08	C	D	E	6D	200	RAISED	137	Rural	NO	NO	NO	15	YES
		2a.4	(Columbus Dr) Boy Scout Blvd to Dale Mabry Hwy			ORT300	41,316	3/30/08	C	D	E	6D	100	RAISED	106	Urban	NO	YES	NO	15	YES
		2a.5	(Spruce St) Lois Ave to Dale Mabry Hwy	TR-11-024		H1650	7,750	6/3/08	B	D	D	2D	80	PAINTED	37	Mixed	NO	YES	NO	45	NO
		2a.6	(Spruce St) Dale Mabry Hwy to Himes Ave	TR-11-024		H1650	9,019	6/3/08	D	E	F	2U	60	NONE	20	Rural	NO	YES	NO	45	NO
		2a.7	(Spruce St) Himes Ave to MacDill Ave				3,648	6/3/08	A	C	D	2U	60	NONE	18	Rural	Gaps	Gaps	NO	45	NO
2b	Cypress Street Corridor	2b.1	Frontage Rd to Westshore Blvd				16,235	3/4/08	C	D	D	5U	80	RAISED	65	Urban	YES	YES	NO	10, 89	YES
		2b.2	Westshore Blvd to Lois Ave				22,245	3/4/08	D	D	D	5U	70	RAISED	66	Urban	Gaps	YES	NO	10, 45	YES
		2b.3	Lois Ave to I.275				14,033	3/4/08	B	C	D	5U	70	RAISED	50	Urban	Gaps	YES	NO	10	YES
		2b.4	I.275 to Dale Mabry Hwy				14,117	4/24/07	B	C	D	5U	70	NONE	64	Urban	YES	YES	NO	10	YES
		2b.5	Dale Mabry Hwy to Himes Ave	TR-11-023			14,029	3/4/08	C	C	D	3U	80	NONE	40	Urban	Gaps	YES	NO	10	YES
		2b.6	Himes Ave to MacDill Ave				7,298	3/12/08	A	C	D	2U	60	NONE	30	Urban	NO	YES	NO	10	YES
2c	Gray Street Corridor	2c.1	Westshore Blvd to Lois Ave				NA	NA	NA	NA	NA	2U	NA	NONE	20	Urban	Gaps	NO	NO	-	NO
		2c.2	Lois Ave to Dale Mabry Hwy				NA	NA	NA	NA	NA	2U	NA	NONE	20	Urban	NO	YES	NO	-	NO
		2c.3	Dale Mabry Hwy to Himes Ave				NA	NA	NA	NA	NA	2U	NA	NONE	20	Urban	NO	YES	NO	-	NO
2d	Azeele Street Corridor	2d.1	Westshore Blvd to Lois Ave				3,253	11/2/06	A	C	D	2U	60	NONE	20	Urban	NO	Gaps	NO	-	NO
		2d.2	Lois Ave to Dale Mabry Hwy				5,694	11/2/06	B	D	D	2U	60	NONE	20	Urban	Gaps	Gaps	NO	-	NO
		2d.3	Dale Mabry Hwy to Himes Ave				9,061	11/2/06	B	C	D	4U	60	NONE	40	Urban	YES	YES	NO	-	NO
		2d.4	Himes Ave to MacDill Ave				12,512	11/2/06	B	D	D	4U	60	NONE	42	Urban	YES	NO	NO	-	NO
3a	Dale Mabry/Hime Avenue Corridor	3a.1	(Dale Mabry Hwy) Kennedy Blvd to Cypress St			ORB30/PEC20	44,393	6/1/08	D	D	C	6D	120	RAISED	93	Urban	YES	YES	NO	36	YES
		3a.2	(Dale Mabry Hwy) Cypress St to I-275			ORB30/PEC20	58,052	6/1/08	D	D	C	6D	200	RAISED	110	Urban	YES	YES	NO	36	YES
		3a.3	(Dale Mabry Hwy) I-275 to Spruce St	TR-11-051		ORB30/PEC20	67,690	6/1/08	E	D	E	6D	200	RAISED	116	Mixed	YES	YES	NO	36	YES
		3a.4	(Dale Mabry Hwy) Spruce St to Columbus Dr	TR-11-050		ORB30/PEC20	55,553	6/1/08	D	D	E	6D	200	RAISED	95	Mixed	YES	YES	NO	36	YES
		3a.5	(Dale Mabry Hwy) Columbus Dr to Tampa Bay Blvd	TR-11-050		ORB30	63,048	6/1/08	D	D	E	6D	200	RAISED	109	Rural	YES	YES	NO	-	YES
		3a.6	(Dale Mabry Hwy) Tampa Bay Blvd to M L King Blvd	TR-11-029		ORB30	37,100	6/8/08	C	D	E	6D	200	RAISED	118	Rural	YES	YES	NO	-	YES
		3a.7	(Dale Mabry Hwy) M L King Blvd to Hillsborough Ave	TR-11-029		ORB30	53,760	7/6/08	D	D	E	6D	275	RAISED	110	Rural	YES	YES	NO	-	YES
		3a.8	(Himes Ave) Kennedy Blvd to Cypress St				14,924	12/2/07	A	D	D	5U	86	NONE	62	Urban	YES	YES	NO	-	NO
		3a.9	(Himes Ave) Cypress St to I-275				26,782	12/2/07	C	D	D	5U	86	NONE	62	Urban	YES	YES	NO	-	YES
		3a.10	(Himes Ave) I-275 to Columbus Dr				22,671	12/2/07	C	D	D	5U	86	NONE	63	Urban	YES	YES	NO	45	YES
		3a.11	(Himes Ave) Columbus Dr to Tampa Bay Blvd				24,706	12/10/07	C	D	E	4D	120	RAISED	63	Urban	YES	YES	NO	36, 45	YES
		3a.12	(Himes Ave) Tampa Bay Blvd to M L King Blvd				24,107	12/2/07	C	D	E	4D	115	RAISED	63	Urban	YES	YES	NO	7, 32, 36, 41, 45	YES
		3a.13	(Himes Ave) M L King Blvd to Hillsborough Ave				15,064	12/2/07	B	D	D	4D	125	RAISED	63	Urban	YES	YES	NO	36	YES

Figure 11: USF Study Area Project Map

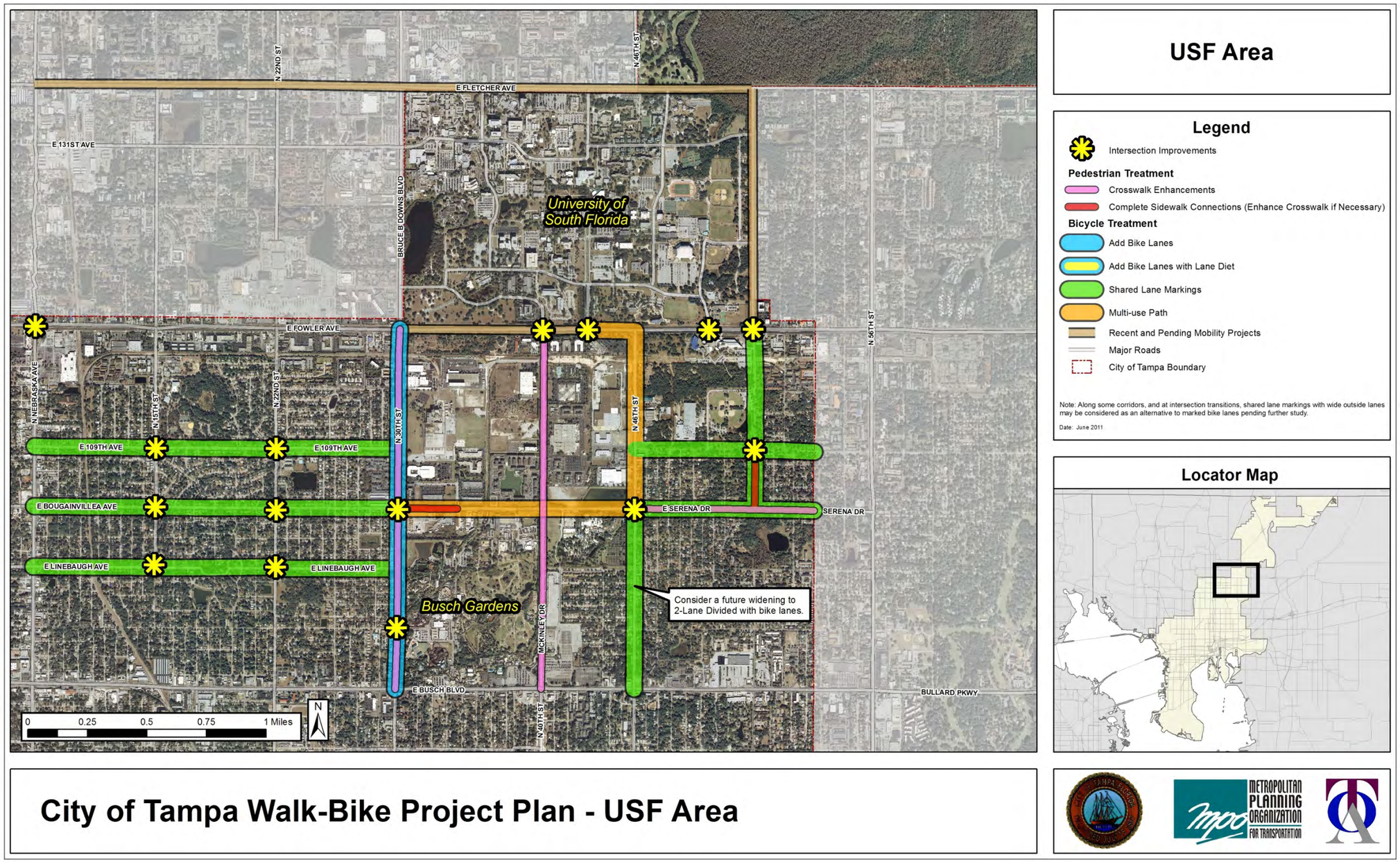


Table 9: USF Study Area Study Area Assessment/Strategies

New Project	Segment Description		Final Recommendation	Technical Support Document
Y	46th Street	Busch Blvd to Serena Drive	Install shared lane markings.	Walk-Bike Tech Memo
Y		Serena Drive to Fowler Avenue	Widen the sidewalk on the west to a shared use path to Fowler Avenue. Ultimately widen 46th Street to a 3-lane section with bike lanes.	
N	Fowler Avenue	46th Street to Lee Roy Collins	Request FDOT consider widening sidewalk along south side of Fowler to 10-ft shared use path.	
Y	50th Street	Serena Dr to Whiteway	Install shared lane arrows. Install sidewalk on the east side of 50th Street from Serena Drive to Whiteway Drive. Upgrade the pedestrian features at Whiteway Drive and at 50th Street to high emphasis crossings with signage.	Walk-Bike Tech Memo
Y		Whiteway to Fowler Avenue	Install shared lane arrows.	
Y	Serena Drive	46th St to 52nd St (City Limits)	Installl shared lane markings and unsignalized crossings at major intersections. Provide wayfinding to Whiteway Drive to cross 56th Street at a signalized intersection.	Walk-Bike Tech Memo
Y	Whiteway Drive	52nd St (City Limits) to 46th St	Install shared lane markings. Midblock crossing at Connechussett Road. At Whiteway Drive and 50th Street, upgrade the crossings to high emphasis	Walk-Bike Tech Memo
Y	Linebaugh Avenue	52nd St (City Limits) to 40th St	Install shared lane markings. Provide unsignalized crossing at 46th Street. Upgrade/install other crosswalks	Walk-Bike Tech Memo
Y	Bougainvillea Ave	Nebraska to 30th St	Install shared lane arrows.	Walk-Bike Tech Memo
Y		30th St to McKinley Dr	Provide sidepath along south side of the roadway.	
Y		McKinley Dr to 46th St	Provide sidepath along south side of the roadway.	
Y	30th Street	Busch Boulevard to Fowler Avenue	Reallocate the section for 11' travel lanes and 5' bike lanes. Consider mid-block crossing treatments	Walk-Bike Tech Memo
Y	40th Street/McKinley Drive	Busch Boulevard to Fowler Avenue	Consider for Bus Stop Mid-Bock Safety Improvements.	Walk-Bike Tech Memo
Y	22nd Street	Busch Boulevard to Fowler Avenue	Consider installation of shared lane arrows.	General Recommendation

Table 9: USF Study Area Study Area Assessment/Strategies (continued)

New Project	Segment Description		Final Recommendation	Technical Support Document
Y	Linebaugh Avenue	Nebraska Ave to to 30th St	Install shared lane markings.	General Recommendation
Y	109th Avenue	Nebraska Ave to to 30th St	Install shared lane markings.	General Recommendation
N	Fowler Avenue	at 30th St/Bruce B Downs Blvd	No reccomendation at this time.	Concept Drawings and Memorandum for FDOT Consideration
N		at Nebraska Ave	Request FDOT consider installation of raised islands and other pedestrian safety enancements.	
N		at McKinley Dr/Spectrum Blvd		
N		at LeRoy Collins Blvd		
N		at Bull Run		
N		at 50th St		
Y	15th St at 109th Ave		Provide crosswalk and intersection lighting enhancements and pedestrian signal features as necessary.	Walk-Bike Tech Memo
Y	22nd St at 109th Ave			
Y	22nd St at Linrbaugh Ave			
Y	22nd St at Bougainvillea Ave			
Y	15th St at Bougainvillea Ave			
Y	30th St at Bougainvillea Ave			
Y	30th St at Annie St			
Y	46th St at Bougainvillea Ave/Serena Dr			
Y	50th St at Whiteway Dr (4-way Stop)			
N	Bruce B Downs Blvd at Skipper Rd			Cross Reference USF MMTD Study
N	Bruce B Downs Blvd at 42nd St			
N	Bruce B Downs Blvd to Magnolia Dr			
N	Magnolia Dr to 46th St			
N	46th St to 50th St			
N	Fowler to Pine Dr/University Square Dr			
N	Pine Dr/University Square Dr to 131st Ave			
N	131st Ave to Fletcher Ave			
N	Fletcher Ave to 138th Ave			

APPENDIX B:
Summary of Planned Projects

Table B-4: 2035 Long Range Transportation Plan (LRTP) Planned/Programmed Projects – Cost Affordable Bicycle and Trails Projects and Unfunded Needs

Project ID	Facility	From	To	Project Description	Time Period	Section
ORB120	Florida Ave	Ice Palace Dr	Hillsborough Ave	Citywide On-Road Bike Lanes	N/A	Bicycle
ORB160	30th St	Yukon St	Fowler Ave	Citywide On-Road Bike Lanes	N/A	Bicycle
ORB250	Westshore Blvd (Alt Rte Trask)	Kennedy Blvd	Boy Scout Blvd	Citywide On-Road Bike Lanes	N/A	Bicycle
ORB30	Dale Mabry Hwy (Alt Rte Himes/Lois)	MacDill AFB	Waters Ave	Add Bicycle Lanes	N/A	Bicycle
ORB330	M L King Blvd (Alt Rte Lake)	Tampa St	Nebraska Ave	Citywide On-Road Bike Lanes	N/A	Bicycle
ORB340	M L King Blvd (Alt Rte Virginia/Orient)	Westshore Blvd	Tampa St	Marked Route	N/A	Bicycle
ORB370	SR 60/Adamo Dr	Channelside Dr	39th St	Citywide On-Road Bike Lanes	N/A	Bicycle
ORB380	Channelside Dr (Alt Rte Meridian)	Florida Ave	4th Ave	Re-Stripe for Bicycle Lane	N/A	Bicycle
ORB430	M L King Blvd	Nebraska Ave	40th St	Citywide On-Road Bike Lanes	N/A	Bicycle
ORB460	Columbus Dr (Alt Rte St Joseph)	Dale Mabry Hwy	Nebraska Ave	Marked Route	N/A	Bicycle
ORB490	Columbus Dr	Nebraska Ave	Broadway Ave	Citywide On-Road Bike Lanes	N/A	Bicycle
ORB920	50th St	Druid Hills	Fowler Ave	Paved Shoulders	N/A	Bicycle
ORT300	West Tampa Grnwy/Boy Scout Rd	M L King Blvd	Memorial Hwy	Multi-Use Trail	N/A	Bicycle

Table B-4: 2035 Long Range Transportation Plan (LRTP) Planned/Programmed Projects – Cost Affordable Pedestrian Projects and Unfunded Needs

Project ID	Facility	From	To	Project Description	Time Period	Section
PEC180	7th Ave	Nebraska Ave	22nd St	Pedestrian Corridor Enhancements	N/A	Pedestrian
PEC20	Dale Mabry Hwy	Bay to Bay Blvd	Columbus Dr	Pedestrian Corridor Enhancements	N/A	Pedestrian
PEC260	Cleveland St	Willow Ave	Plant Ave	Pedestrian Corridor Enhancements	N/A	Pedestrian
PEC30	Florida Ave	Harrison St	Lake Ave S	Pedestrian Corridor Enhancements	N/A	Pedestrian
PEC300	Florida Ave	Ice Palace Dr	Harrison St	Pedestrian Corridor Enhancements	N/A	Pedestrian
PEC330	Habana Ave	Main St	M L King Blvd	Pedestrian Corridor Enhancements	N/A	Pedestrian
PEC40	Fowler Ave	I-275	56th St	Pedestrian Corridor Enhancements	N/A	Pedestrian
PEC480	Nebraska Ave	Washington St	Kennedy Blvd	Pedestrian Corridor Enhancements	N/A	Pedestrian
PEC490	Palm Ave	Florida Ave	22nd St	Pedestrian Enhancement	N/A	Pedestrian
PEC570	Rome Ave	Kennedy Blvd	Columbus Dr	Pedestrian Enhancement	N/A	Pedestrian
PEC60	Hillsborough Ave	Westshore Blvd	Himes Ave	Pedestrian Corridor Enhancements	N/A	Pedestrian

Appendix C:
Walk-Bike Project Technical Recommendations

USF STUDY AREA

Whiteway Dr from 46th St to 52nd St

This segment of Whiteway Dr is a two-lane undivided roadway with a pavement width of 22ft. The posted speed limit is 25 MPH, and there are speed tables throughout the study area. Although adequate ROW is available to widen the pavement to provide marked bike lanes, the lower-speed, lower-volume characteristics of this roadway indicate that the installation of shared lane arrows is sufficient to facilitate bicycle mobility along this roadway.

As shown in the figure at the end of this section, there is continuous sidewalk along the north and south sides of Whiteway Dr from 46th St to Connechussett Rd. At this point, the sidewalk along the north side ends, and only the sidewalk along the south side continues through to 52nd St. The sidewalk along the north side should be completed to 52nd St, and consideration should be given to providing an unsignalized crosswalk at 47th St to help facilitate access to the park. At the intersection of Whiteway Dr and 50th St, there is a four-way stop condition, and it is recommended that all crossings to high-emphasis crosswalks with installation of pedestrian warning signage.

Recommendations:

- Install shared lane markings along Whiteway Dr.
- Complete the sidewalk along the North Side of 46th St from Connechussett Rd to 52nd St (with possible interim phases to 47th St and then to 50th St).
- Install pedestrian crossings at 47th St, 50th St (consistent with the recommendations for the 50th St segment, and at 52nd St.

Linebaugh Ave from 40th St to 52nd St

This segment of Linebaugh Ave is a two-lane undivided roadway with a pavement width of 20ft–22ft and an assumed speed limit of 25 MPH. Although ROW is available to widen the pavement to provide marked bike lanes, the lower-speed, lower-volume characteristics of this roadway indicate that the installation of shared lane arrows is sufficient to facilitate bicycle mobility along this roadway.

There is continuous sidewalk along the south sides of Linebaugh Ave from 40th St to 46th St and along the north side from 46th St to 52nd St, with a small section along the south side from 50th St to west of Myrtle Ave. High-emphasis crosswalks with appropriate signage/beacons should be provided along the corridor as follows:

- 46th St (north, west, and east sides)
- Takomah Tr (east side)
- 50th St (west side, enhance existing)
- Myrtle St (west and north sides, enhance existing)

Recommendations:

- Install shared lane markings along Linebaugh Ave.
- Install enhanced pedestrian crosswalks as described above.

Project Candidate – Connections to Bull Runner Extension

Bougainvillea Ave from Nebraska Ave to 30th St

This segment of Bougainvillea Ave is a two-lane undivided residential collector roadway with approximately 22ft–25ft of pavement width and sidewalks on both the north and south sides. The posted speed limit along this section of Bougainvillea is not apparent; however, the speed limit is assumed to be 30-35 MPH.

As the only contiguous east-west road between Fowler Ave and Busch Blvd from the Hillsborough River to I-275, as noted above, Bougainvillea Ave is a logical continuation of the Serena Dr "bikeway" recommended above. In the short term, the speed limit in this section should be clearly posted (potentially using speed feedback signs) at 30 MPH (or 35 MPH, if warranted), and shared lane arrows should be installed. In the longer-term, consideration should be given to adding paved shoulders to this roadway and providing marked bike lanes.

As shown at the end of this section, there are continuous sidewalks on both the north and south sides of Bougainvillea Ave from Nebraska Ave to 30th St. Consideration should be given to installing high-emphasis unsignalized crosswalks with appropriate signage/beacons at the following locations:

- Lantana Ave (east side)
- 18th St (either side)
- 26th St (east side)

Additionally, the four-way stop controlled intersection at 15th St should be enhanced with high-emphasis crosswalks, and pedestrian push-buttons and signal heads should be installed at the signalized intersection at 22nd St. Lighting should be evaluated and enhanced as necessary at both locations.

Bougainvillea Ave from 30th St to McKinley Dr

From 30th St to McKinley Dr, the typical section is approximately 25ft, and the posted speed limit is 40 MPH. Land uses along this section are predominately industrial/commercial. Because the 40 MPH speed limit is greater than the MUTCD guidance for the installation of shared lane arrows, they are not a good option unless, following a detailed speed study, it can be shown that a lower posted speed is appropriate.

Roadway widening to provide for marked bicycle lanes will require modifications to the existing closed drainage system on the south side, which includes relocation of drainage inlets. Also, the intersection of Bougainvillea Ave and McKinley Dr is not wide enough, as presently constructed, to accommodate bicycle lanes within the current curb line, and reconstruction would be required here as well. Because of the limited number of driveways along this segment, construction of a 10ft (minimum) shared use path along the south side of the roadway may be the most expedient option to provide for bicycle mobility along this segment of Bougainvillea Ave.

East of 30th St, there are no sidewalks on the north or south side until University Center Dr. At University Center Dr, the sidewalk begins on the north side of the roadway and continues to McKinley Dr. It is recommended approximately 1,200 feet of sidewalk be constructed from University Center Dr to 30th St to provide continuous sidewalk along the north side of this segment.

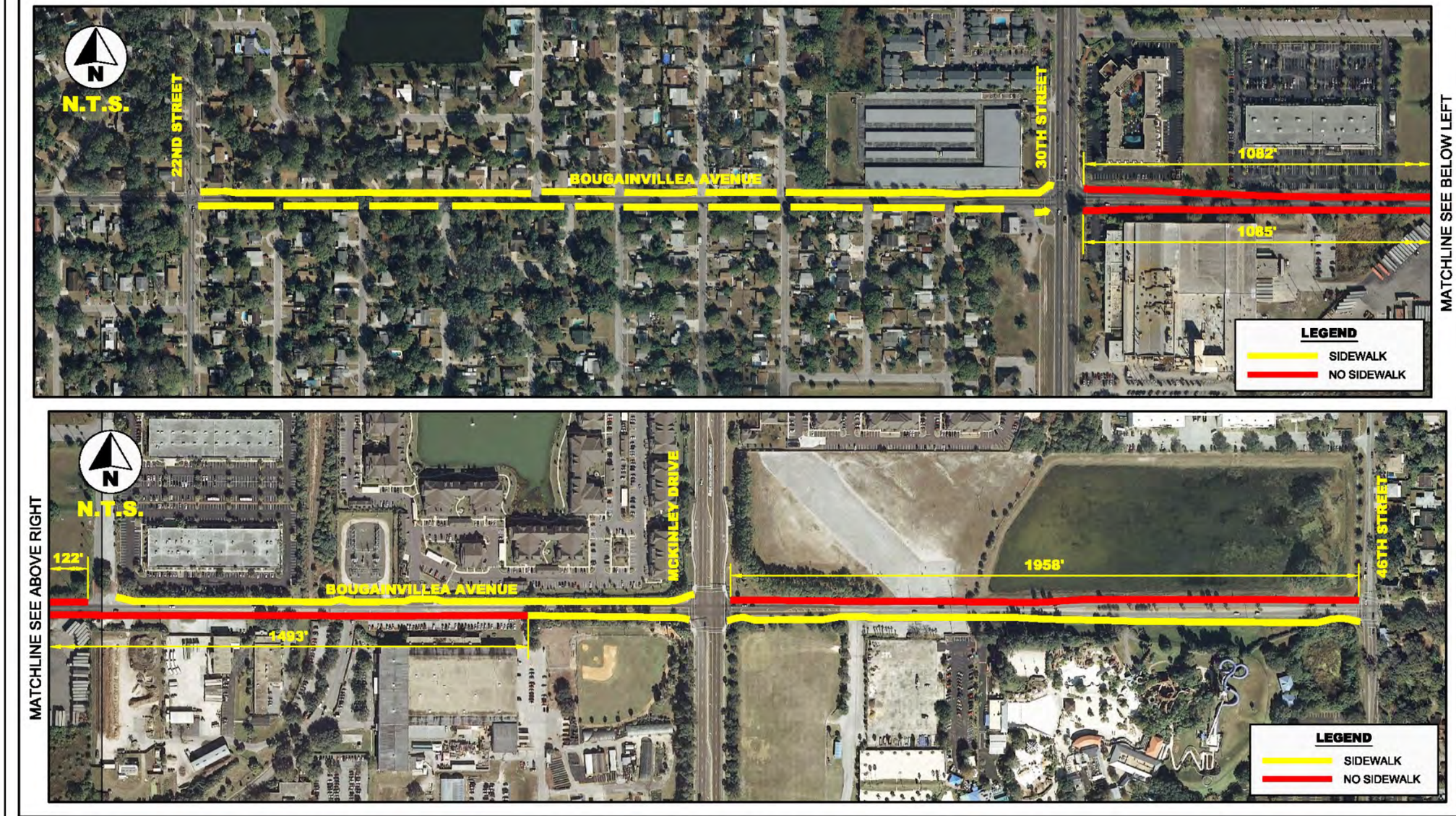
Bougainvillea Ave from McKinley Dr to 46th St

The speed limit on this section of road is 40 mph, which is greater than the MUTCD guidance for installation of shared lane arrows. The typical pavement width for the two-lane undivided segment of this roadway is approximately 25ft, with a landscaped median extending approximately 750ft west of 46th St, with two 12ft travel lanes on either side. Because this segment of Bougainvillea Ave is a rural section, bicycle lanes could be accommodated by adding paved shoulders to the roadway. Alternatively, the existing sidewalk along the south side of the roadway could be widened to provide a shared-use path consistent with the segment from 30th St to McKinley Dr.

Because there are no businesses or residences along the north side of this segment, providing a sidewalk along the north side of this segment of Bougainvillea Ave should be considered a low priority.

Recommendations:

- Provide shared lane arrows from 22nd St to 30th St.
- Install high-emphasis crosswalk markings at 26th St, 30th St, and McKinley Dr.
- Provide a 10ft-wide shared-use path along the south side of Bougainvillea Ave from 30th St to 46th St.
- Complete the sidewalk along the north side of Bougainvillea Ave from 30th St to University Center Dr.



BOUGAINVILLEA AVENUE
(22ND STREET TO 46TH STREET)

Project Candidate –30th St/McKinley Dr Corridor

30th St from Busch Blvd to Fowler Ave

As noted above, 30th St is a four-lane divided arterial with a center two-way left-turn lane and a posted speed of 45 MPH. Several transit shelters/stops are located along 30th St. Continuous sidewalks are provided along both sides of 30th St, but no bicycle facilities are provided within this urban section. The typical cross section of 30th St is 66ft, and this can be reallocated to provide marked bike lanes while preserving 11ft travel lanes and an 11ft center turn lane. The following graphics demonstrate the reallocation of the lane width along 30th St and at the approaches to Fowler Ave and Busch Blvd.

In addition to the signals at Fowler Ave and Busch Blvd, there are signalized intersections at Bougainvillea Ave (at the approximate midpoint of this 1.5-mile segment) and Annie St approximately 0.25 miles north of Busch Blvd. These locations should be enhanced with high-emphasis crosswalks, and lighting levels should be evaluated to ensure that the crosswalk areas are adequately illuminated.

Although there are no neighborhood serving uses along the east side of 30th St, transit users from the neighborhoods to the west of 30th St are likely to access northbound stops at Linebaugh Ave and 109th St. As such, consideration should be given to providing pedestrian crossings at these locations using either pedestrian signals or High-Intensity Activated crossWalK (HAWK) beacons if warrants for either are met. Regardless, raised median islands to provide refuge for pedestrians crossing to/from transit stops should be provided at regular intervals along the corridor.

McKinley Dr from Busch Blvd to Fowler Ave

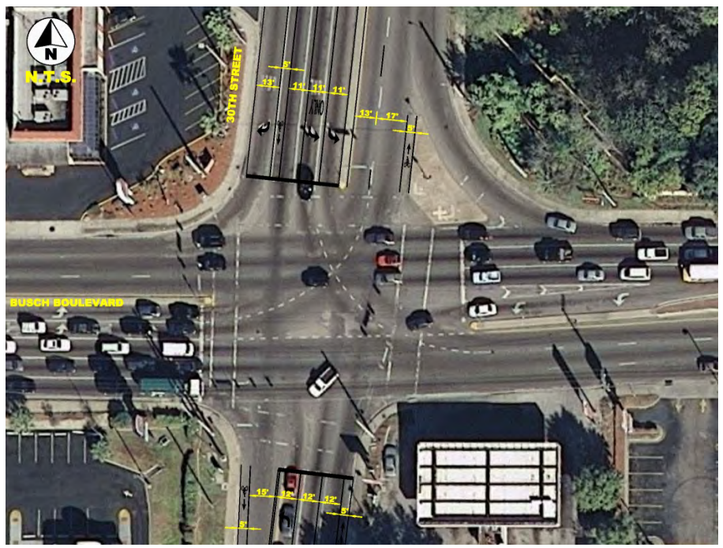
McKinley Dr is a major four-lane arterial providing a north/south connection between Fowler Ave and Busch Blvd. USF's Bull Runner extension and regular HART buses provide transit service along this corridor at three sets of paired bus shelters located:

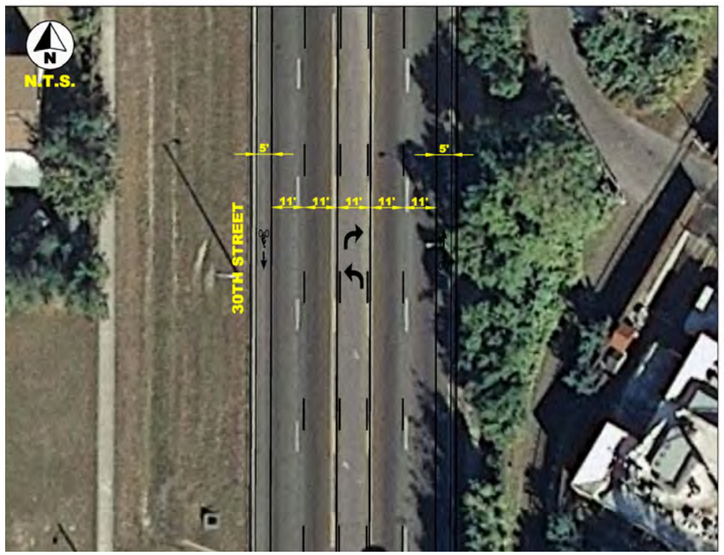
- approximately 1,200 feet south of Fowler Ave
- Bougainvillea Ave (north side, signalized)
- Linebaugh Ave (south side, unsignalized)

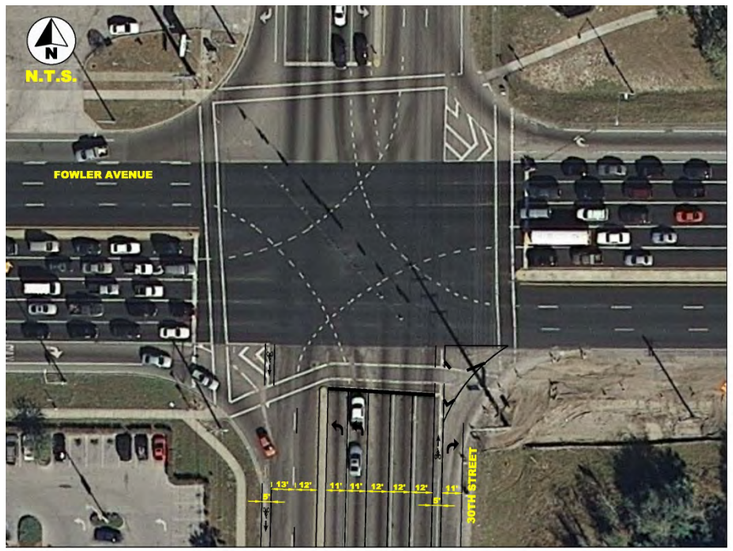
As the land uses along this corridor continue to (re)develop, volumes at these stop pairs should be monitored to determine whether marked crosswalks across McKinley Dr are necessary at the stop pairs south of Fowler Ave and at Linebaugh Ave. Given the travel speeds along this segment of McKinley Dr, either pedestrian signals or HAWK beacons are appropriate if warrants for either are met.

Recommendations:

- Reduce lane widths to provide marked bicycle lanes from Busch Blvd to Fowler Ave.
- Provide regularly-spaced mid-block pedestrian refuge island.
- Consider providing marked unsignalized crosswalks with appropriate traffic control/warning devices at Linebaugh Ave and 109th Ave.
- Monitor bus stop volumes and pedestrian activity in the vicinity of the Lodge apartments (approximately 750ft north of Bougainvillea Ave) and install mid-block crosswalks with pedestrian signals or HAWK beacons if warranted.







Project Candidate – Linebaugh Ave/109th Ave Corridors

Linebaugh Ave from Nebraska Ave to 30th St

Linebaugh Ave provides an alternative east-west route running parallel and between Busch Blvd and Bougainvillea Ave. This two-lane undivided lower-speed, lower-volume neighborhood collector roadway has approximately 22ft–24ft of pavement width and is appropriate for installation of shared lane arrows with a posted speed of 30 MPH.

Sidewalks are provided along both sides of Linebaugh Ave from Nebraska Ave through Club Ct and along the north side of Linebaugh Ave from Club Ct to 30th St. The four-way stop-controlled intersection at 15th St should be enhanced with high-emphasis crosswalks, and pedestrian push-buttons and signal heads should be installed at the signalized intersection at 22nd St. Lighting should be evaluated and enhanced as necessary at both locations. A crosswalk across Linebaugh Ave with appropriate signage/beacons at 26th St (east side) also should be considered.

109th Ave from Nebraska Ave to 30th St

109th Ave provides an alternative east-west route running parallel and between Bougainvillea Ave and Fowler Ave. This two-lane undivided lower-speed, lower-volume neighborhood collector roadway has approximately 22ft–24ft of pavement width and is appropriate for installation of shared lane arrows with a posted speed of 25–30 MPH. From 15th St to 30th St, speed tables are installed at regular intervals.

Sidewalks are provided along the south side of 109th Ave from Nebraska Ave to 15th St, along both sides from 15th St to 30th St. High-emphasis crosswalks are provided at the four-way stop-controlled intersection at 15th St and at the signalized intersection at 22nd St. Pedestrian push-buttons and signal heads should be installed at 22nd St, and lighting should be evaluated and enhanced as necessary at both locations.

There is an existing school crossing crosswalk at 26th St, which could be enhanced with warning beacons and spot lighting. Along this corridor, many of the speed tables are marked as crosswalks but do not have paved connections to the sidewalk facilities.

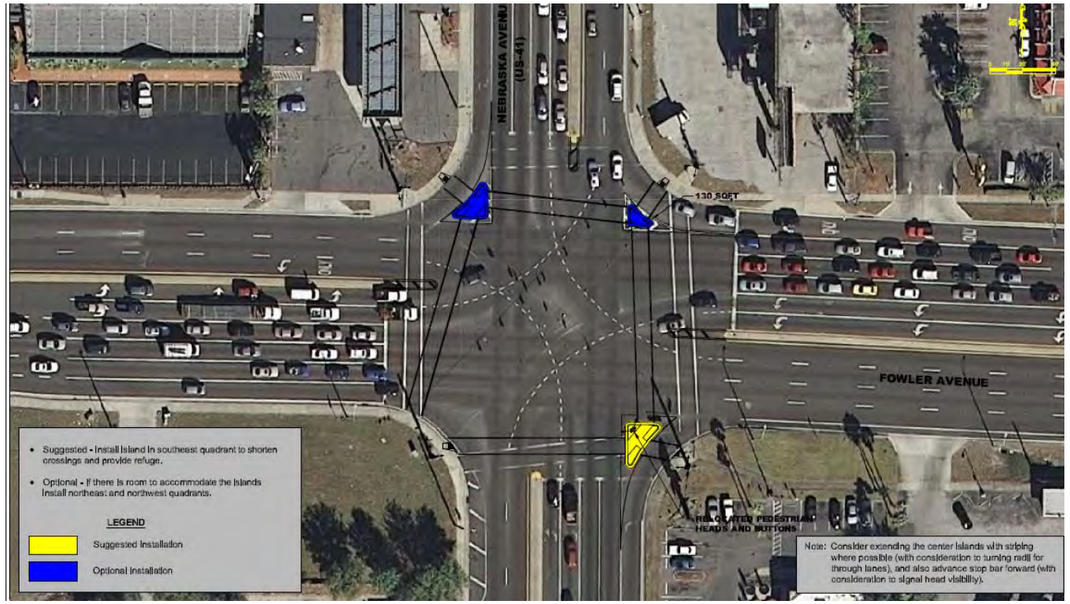
Recommendations:

- Install shared lane arrows along these corridors and enhance pedestrian facilities at the intersections of 15th St, 22nd St, and 26th St, as noted.

Appendix D:
Elements for FDOT Consideration

Fowler Ave at Nebraska Ave

- Consider installation of raised right-turn islands.
- Evaluate crosswalk area lighting and enhance as necessary.



Fowler Ave at 15th St

- Evaluate crosswalk area lighting and enhance as necessary.

Fowler Ave at 22nd St

- Install high-emphasis crosswalks.
- Evaluate crosswalk area lighting and enhance as necessary.

Fowler Ave at University Mall Entrance (27th St)

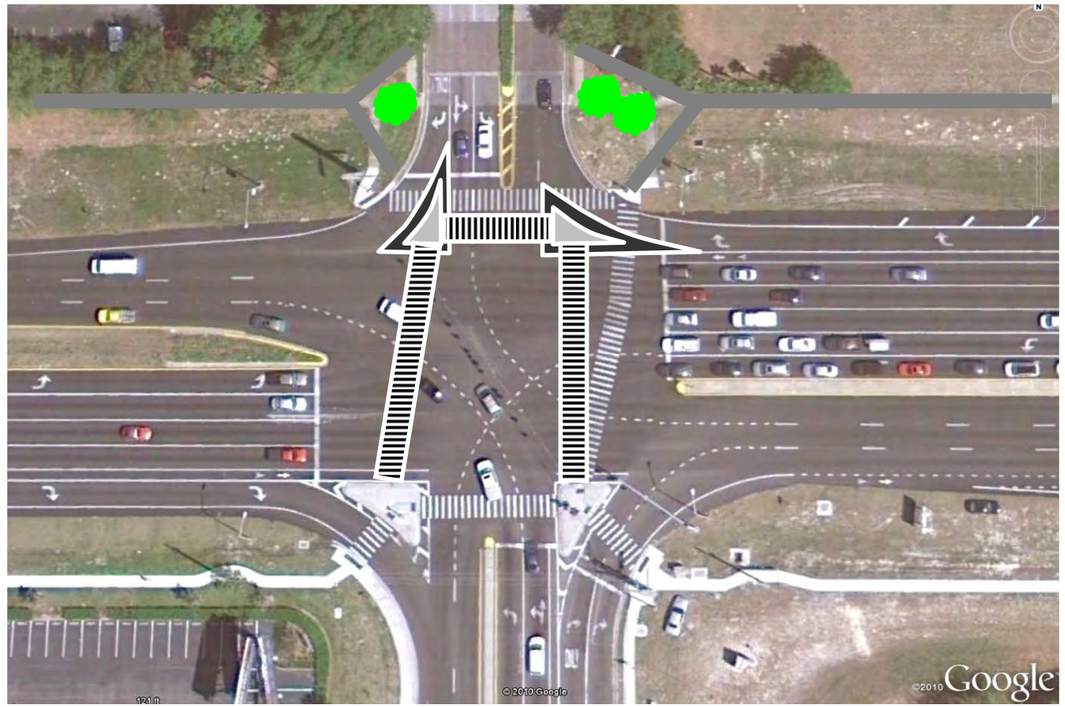
- Consider installing marked crosswalk on east side of the intersection.
- Install high-emphasis crosswalks.
- Evaluate crosswalk area lighting, enhance as necessary.

Fowler Ave at 30th St

- Evaluate crosswalk area lighting, enhance as necessary.

Fowler Ave at 40th St/McKinley Dr

- Evaluate crosswalk area lighting and enhance as necessary.
- Consider installing raised islands in northwest and northeast quadrants.
- Consider installing a marked crosswalk across the west side of the intersection (may be contraindicated by heavy NBLT volume).
- Redirect sidewalk and install landscaping along the north side of the intersection to discourage crossing outside of the crosswalk.



HILLSBOROUGH COUNTY MPO

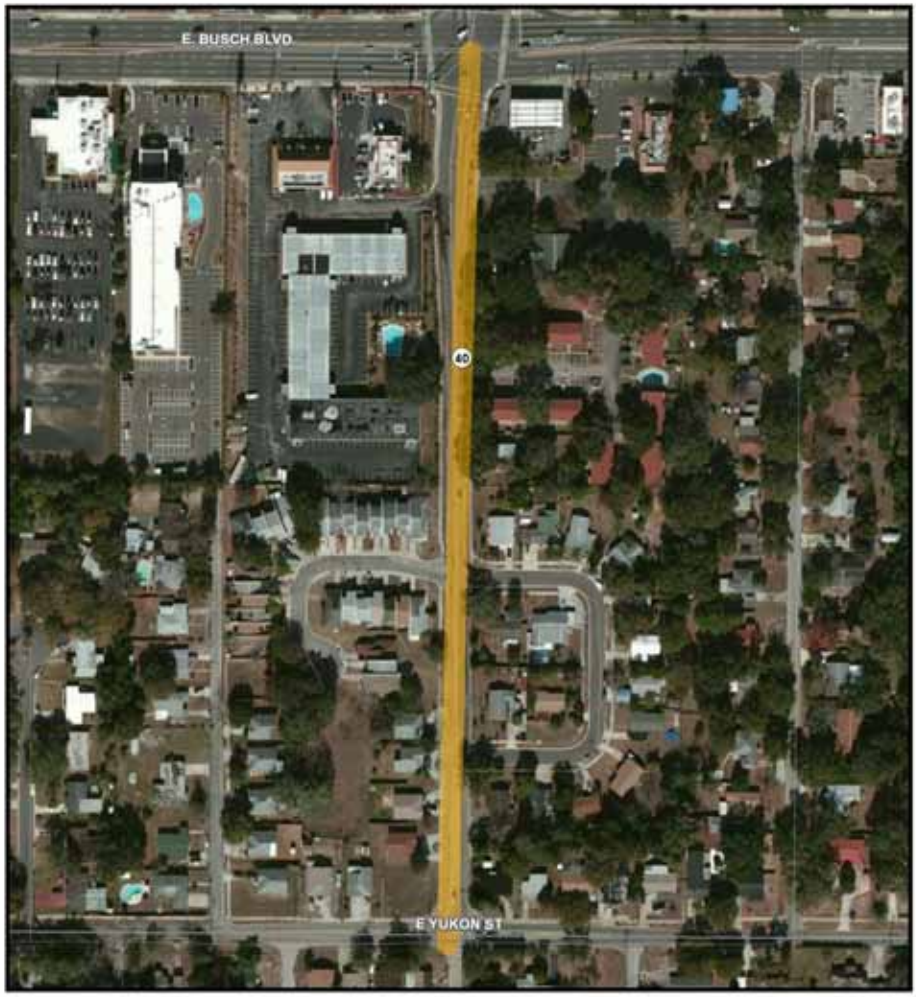
PARTIAL: 30th Street Excerpts ONLY

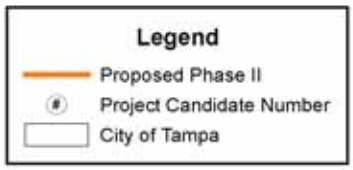
City of Tampa Walk-Bike Plan Phase II

Final Report

July 2012

Project Candidate 40 – 30th Street from Yukon Street to Busch Boulevard





Tindale-Oliver & Associates, Inc.
Planning and Engineering

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Miles

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On	From	To	Section Type	SB			Median/ TWLTL	NB		
				Drainage Type	Sidewalk	Travel Lane		Travel Lane	Sidewalk	Drainage Type
30th St	Yukon St	Busch Blvd	2U	Rural	5	14	-	14	-	Rural

Table 40: Project Candidate 40 Cross Section

This segment of 30th Street is a 2-lane undivided roadway with a 30 mph speed limit Lane widths are approximately 14-feet. Though bike lanes may fit, the recommendation is to install shared lane markings.