

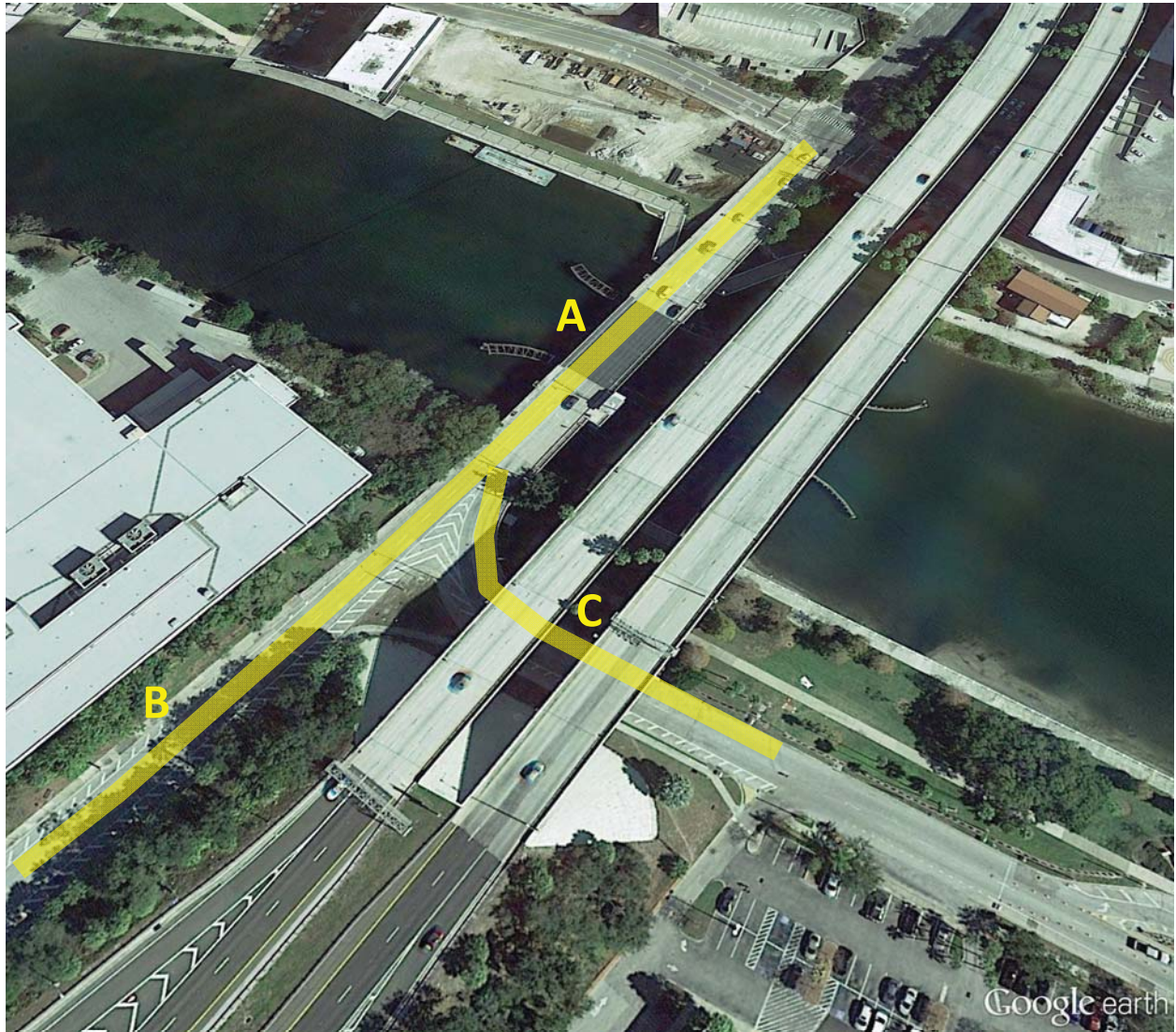
10-A. North of Cumberland Avenue to Whiting Street

Consider completing the sidewalk along the west side of Channelside Drive from north of the Channelside Parking Garage to Whiting Street.



Channelside Drive between Cumberland Avenue and Whiting Street, looking north

11. Brorein Street, Plant Avenue to Ashley Drive



11-A. Bayshore Boulevard to Ashley Drive

Evaluate the potential of repurposing one of the existing travel lanes to provide a dedicated bicycle facility(s) across the Brorein Street Bridge. Brorein Street, across the Hillsborough River, is currently a one-way (westbound) street with a lane arrangement of two left-turn-only lanes and two through lanes; consider modifying the lane arrangement to provide a cross-section similar to that shown in Figure 45. The configuration shown in Figure 45 would provide a dedicated westbound bicycle facility between the Selmon Greenway, Riverwalk, and Bayshore Boulevard along with a marked bicycle connection between Downtown and the neighborhoods west of Downtown.



Brorein Street at Ashley Drive, looking west

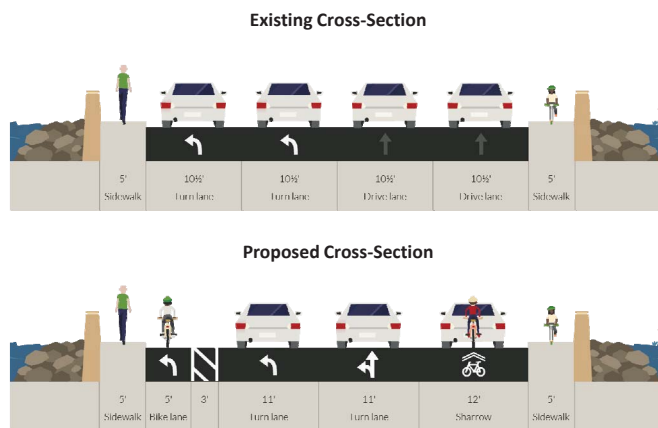


Figure 45: Brorein Street Bridge concept

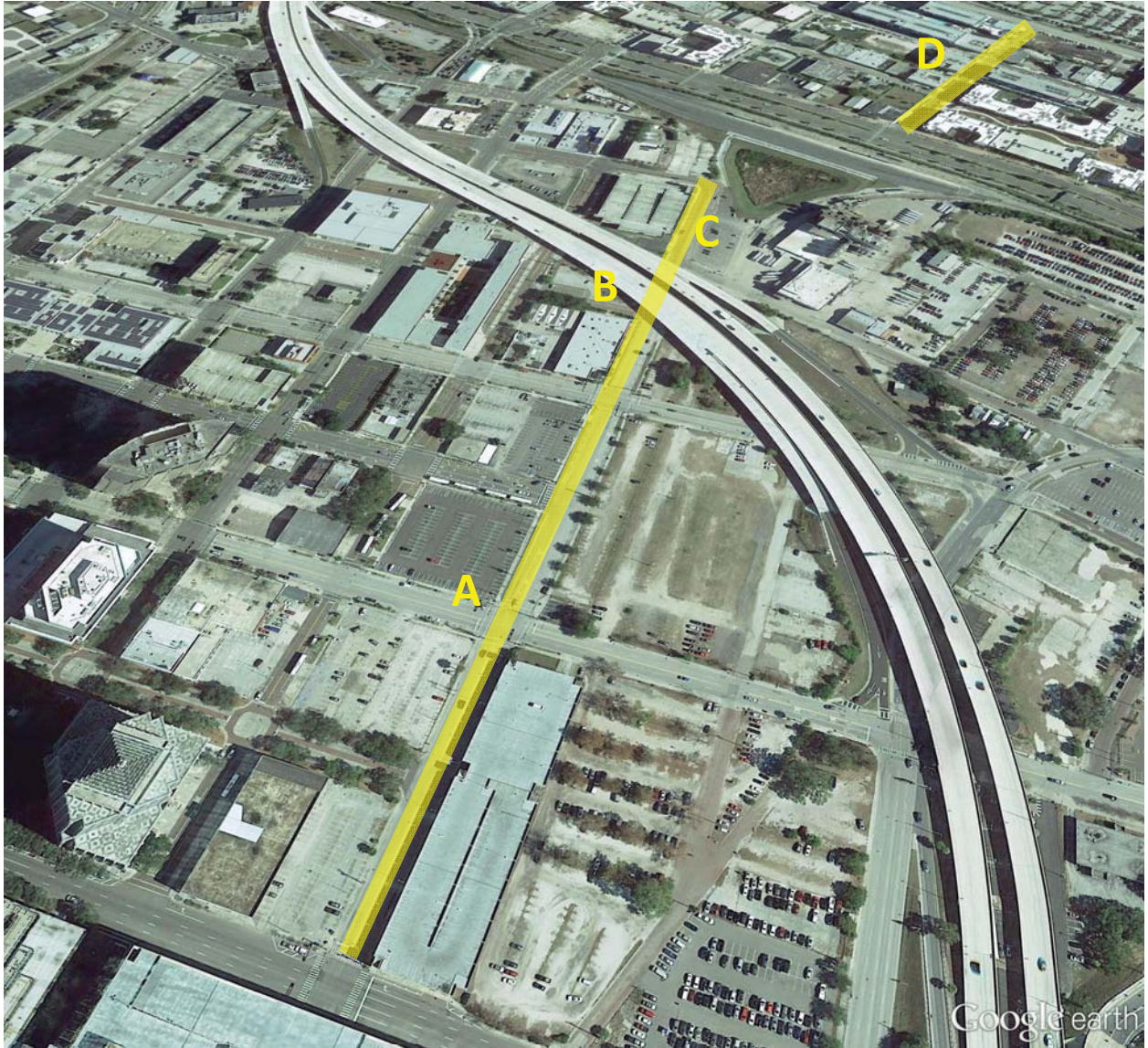
11-B. Plant Avenue to Bayshore Boulevard

Consider transitioning the proposed shared-lane marking within the northernmost through lane to a marked bicycle lane west of Bayshore Boulevard.

11-C. Bayshore Boulevard, Brorein Street to Platt Street

Consider transitioning the proposed left-turn bicycle lane to the existing sidewalk along the east side of Bayshore Boulevard near Cardy Street.

12. Whiting Street, Florida Avenue to Channelside Drive



12-A. Florida Avenue to Jefferson Street

Consider conducting a road-diet/complete streets project along Whiting Street between Florida Avenue and Jefferson Street; convert the existing 4-lane undivided section into a 2-lane section with a center turn lane and bicycle lanes.



Whiting Street at Florida Avenue, looking east

12-B. Jefferson Street to Nebraska Avenue

Consider installing bicycle lanes along Whiting Street between Jefferson Street and Nebraska Avenue.

12-C. East Street to Brush Street

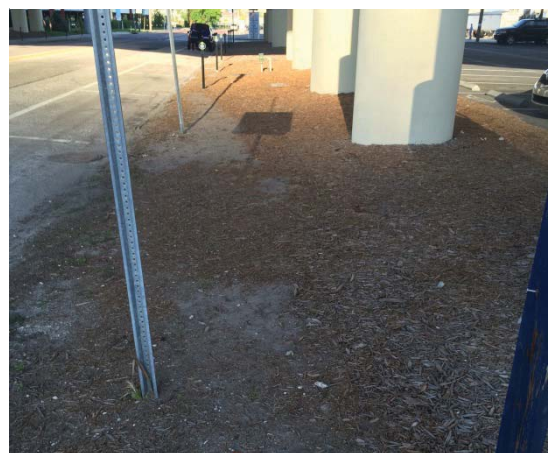
Consider installing a sidewalk along the south side of Whiting Street between East Street and Brush Street.



Whiting Street at Jefferson Street, looking east

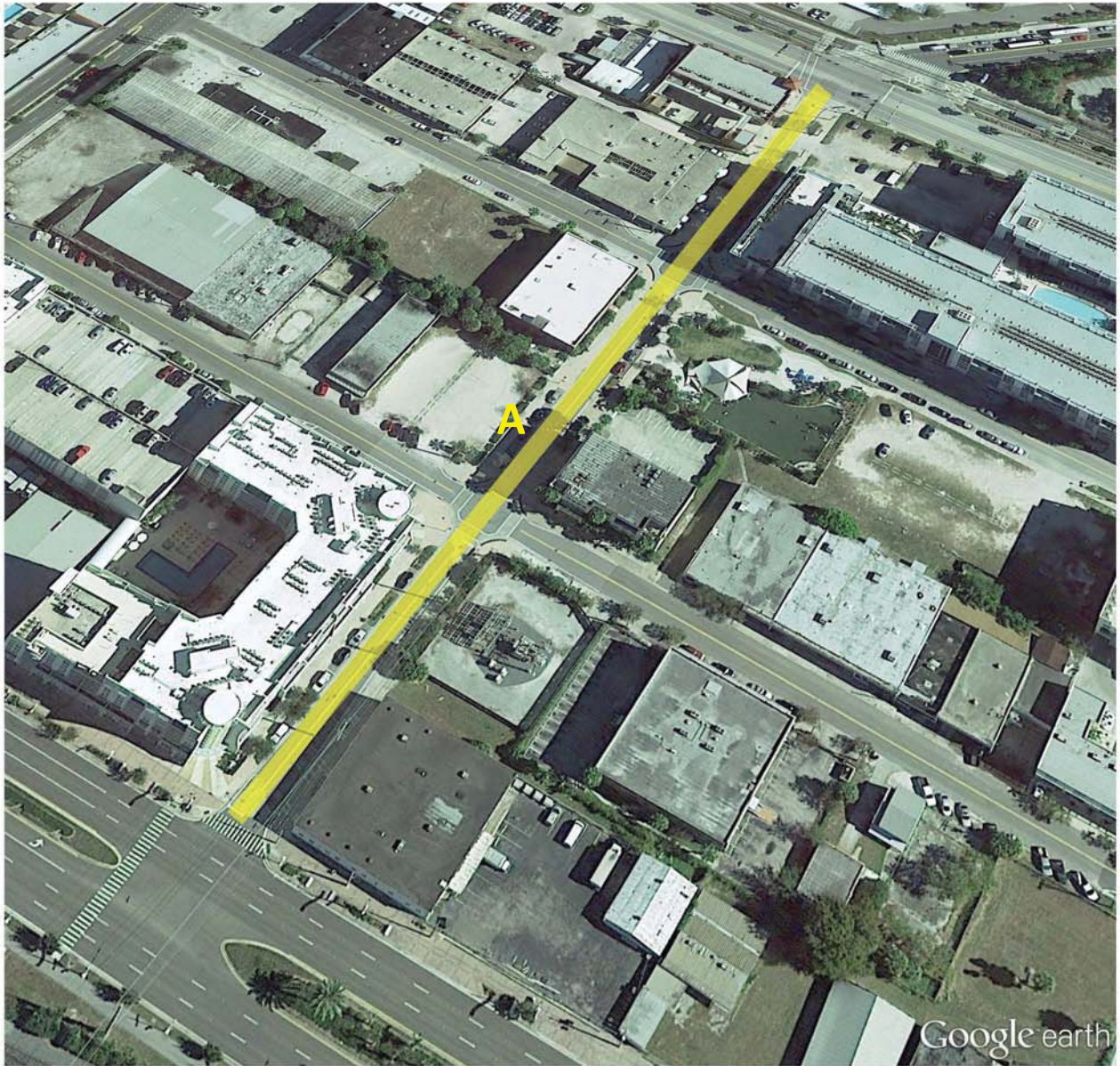
12-D. Meridian Avenue to Channelside Drive

Consider installing shared-lane markings along Whiting Street between Meridian Avenue and Channelside Drive.



Sidewalk gap along Whiting Street, east of East Street

13. Washington Street, Meridian Avenue to Channelside Drive



13-A. Meridian Avenue to Channelside Drive

Consider installing shared-lane markings along Washington Street between Meridian Avenue and Channelside Drive.



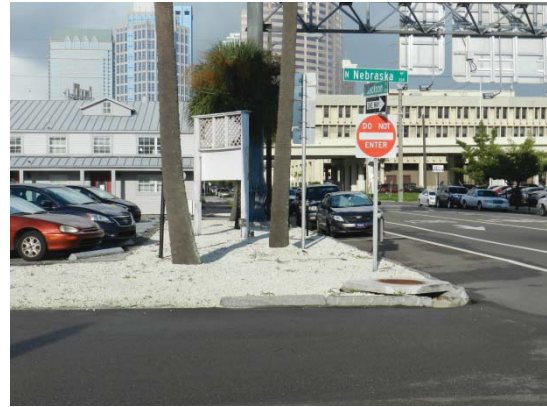
Washington Street between 11th Street and 12th Street, looking east

14. Jackson Street, Brush Street to Meridian Avenue



14-A. Brush Street to Meridian Avenue

Consider coordinating with FDOT to evaluate the potential of extending the curb-line into the roadway to provide a either a sidewalk or sidepath along the south side of Jackson Street. As part of this enhancement, which would address the existing sidewalk gap along the south side of Jackson Street, consider transitioning the existing on-street bicycle lane to a shared-use path along the south side of Jackson Street. This could potentially provide an off-street connection between the Selmon Greenway, which is proposed to cross Jackson Street west of Brush Street, and the multi-use path along the west side of Meridian Avenue.



Jackson Street at Nebraska Avenue, sidewalk gap

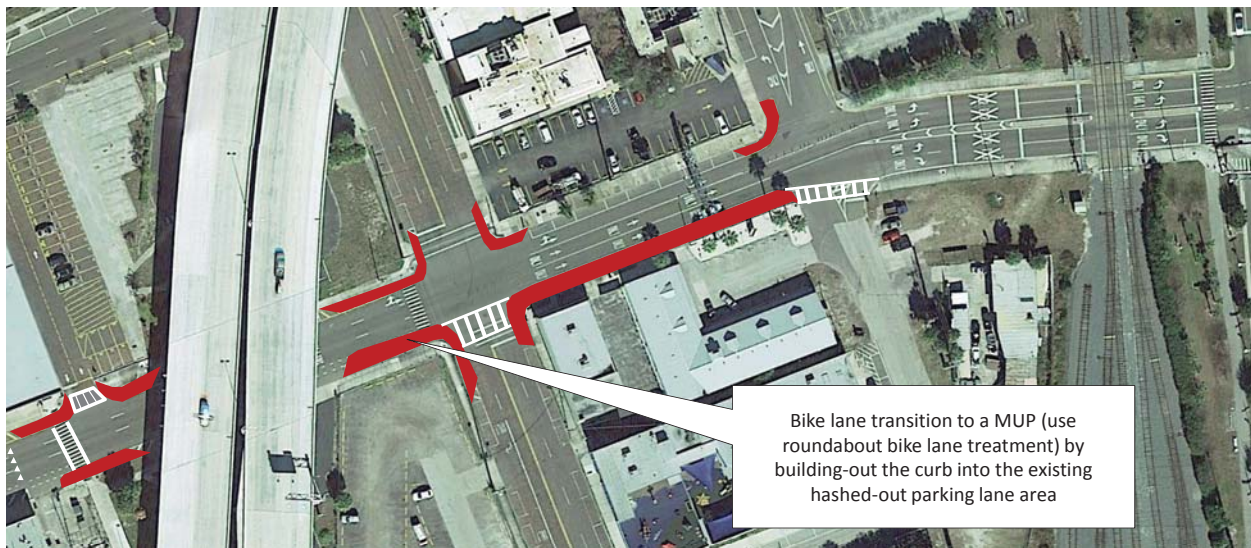


Figure 46: Jackson Street bicycle lane to path concept

15. Madison Street, Ashley Drive to Pierce Street



15-A. Ashley Drive to Pierce Street

Consider installing shared-lane markings along Madison Street between Ashley Drive and Pierce Street.

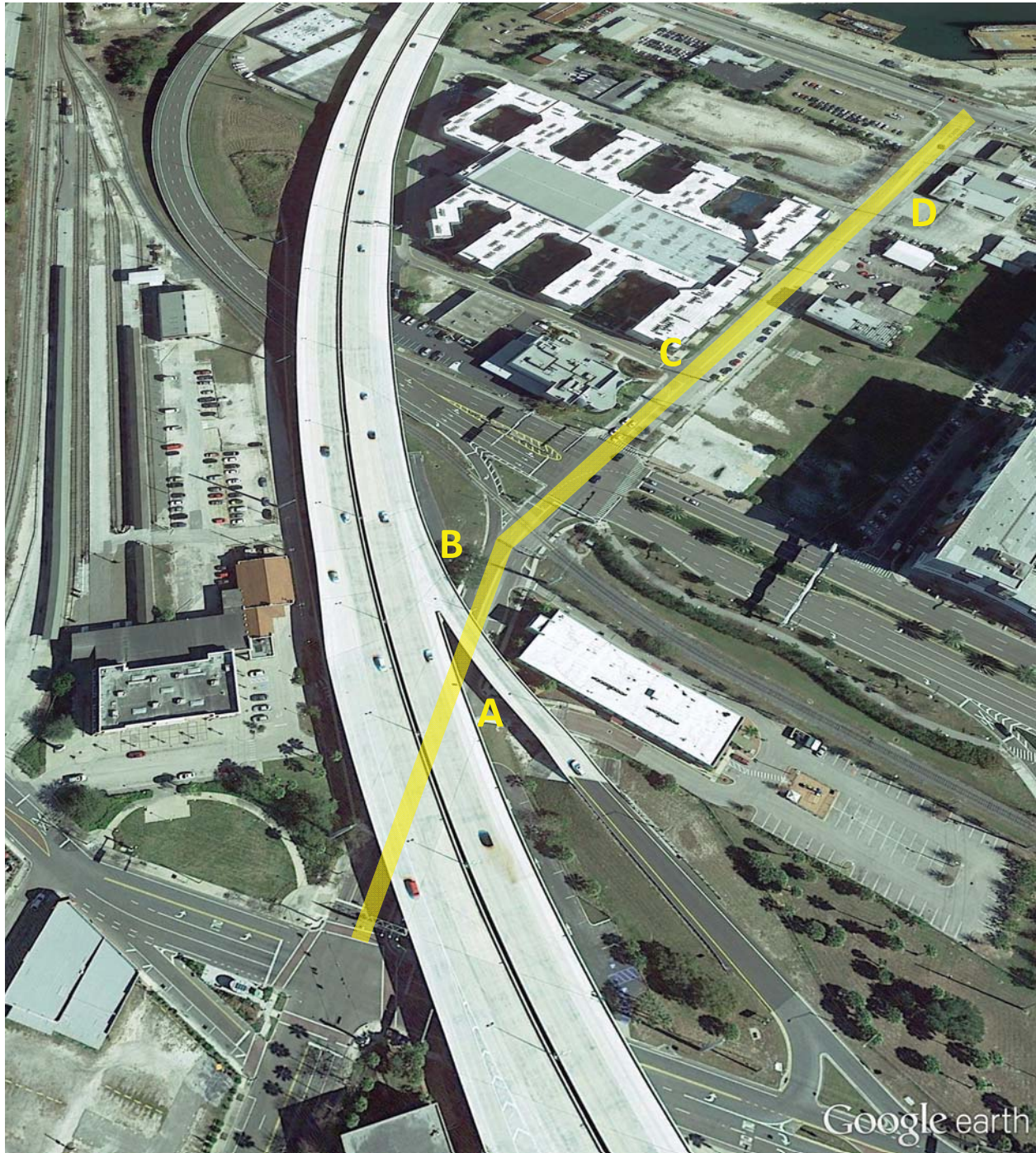


*Madison Street at Morgan Street,
looking west*



*Madison Street at Morgan Street,
looking east*

16. Twigg Street, Nebraska Avenue to Channelside Drive



16-A. Nebraska Avenue to Meridian Avenue

Consider installing shared-lane markings along Twiggs Street between Nebraska Avenue and Meridian Avenue.

16-B. Selmon Expressway to Meridian Avenue

Consider/evaluate completing the sidewalk along the north side of Twiggs Street between the Selmon Expressway and Meridian Avenue and install a marked crosswalk across the north leg of the intersection of Twiggs Street and Meridian Avenue.



Twiggs Street at 12th Street, looking west

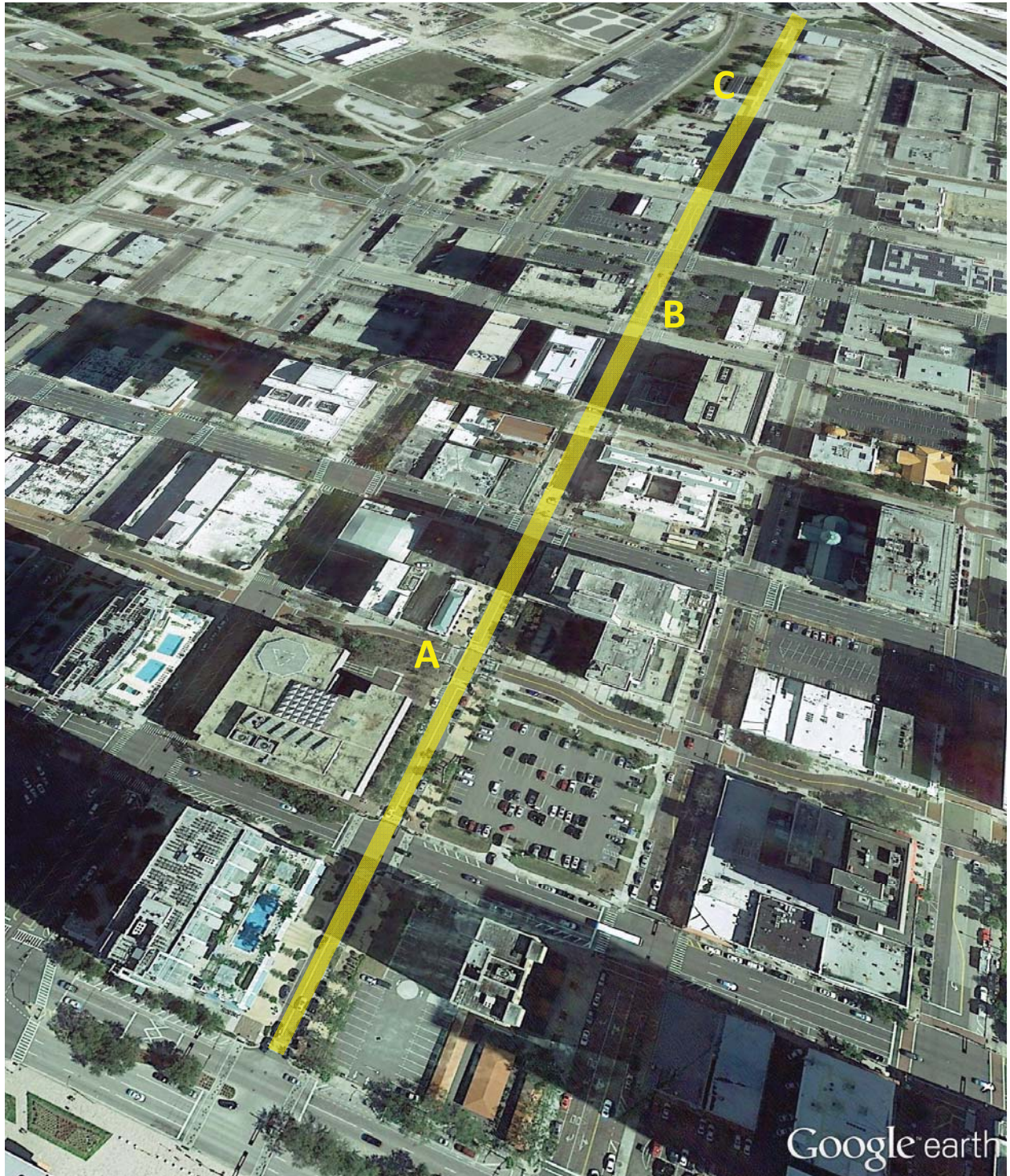
16-C. Meridian Avenue to Channelside Drive

Evaluate the potential of a road-diet/complete streets project along Twiggs Street between Meridian Avenue and Channelside Drive. Consider convert the existing 4-lane undivided section into a 2-lane section with a center turn lane and bicycle lanes. If it is determined that there is not sufficient pavement width for marked bicycle lanes consider installing shared-lane markings within the travel lanes.

16-D. West of 12th Street to Channelside Drive

Consider/evaluate completing the sidewalk along the south side of Twiggs Street.

17. Zack Street, Ashley Drive to Nebraska Avenue



17-A. Ashley Drive to Marion Street

This section of Zack Street, known as the Promenade of the Arts, recently has been improved to include enhanced pedestrian facilities and landscaping. Consider installing shared-lane markings along Zack Street to help further distinguish this corridor as a premier pedestrian and bicycle street.



Zack Street between Tampa Street and Franklin Street, looking west

17-B. Marion Street to Jefferson Street

Consider installing shared-lane markings along this section of Zack Street as a short-term improvement. As a longer-term improvement, consider extending the Promenade of the Arts from Marion Street to Jefferson Street.



Zack Street at Franklin Street

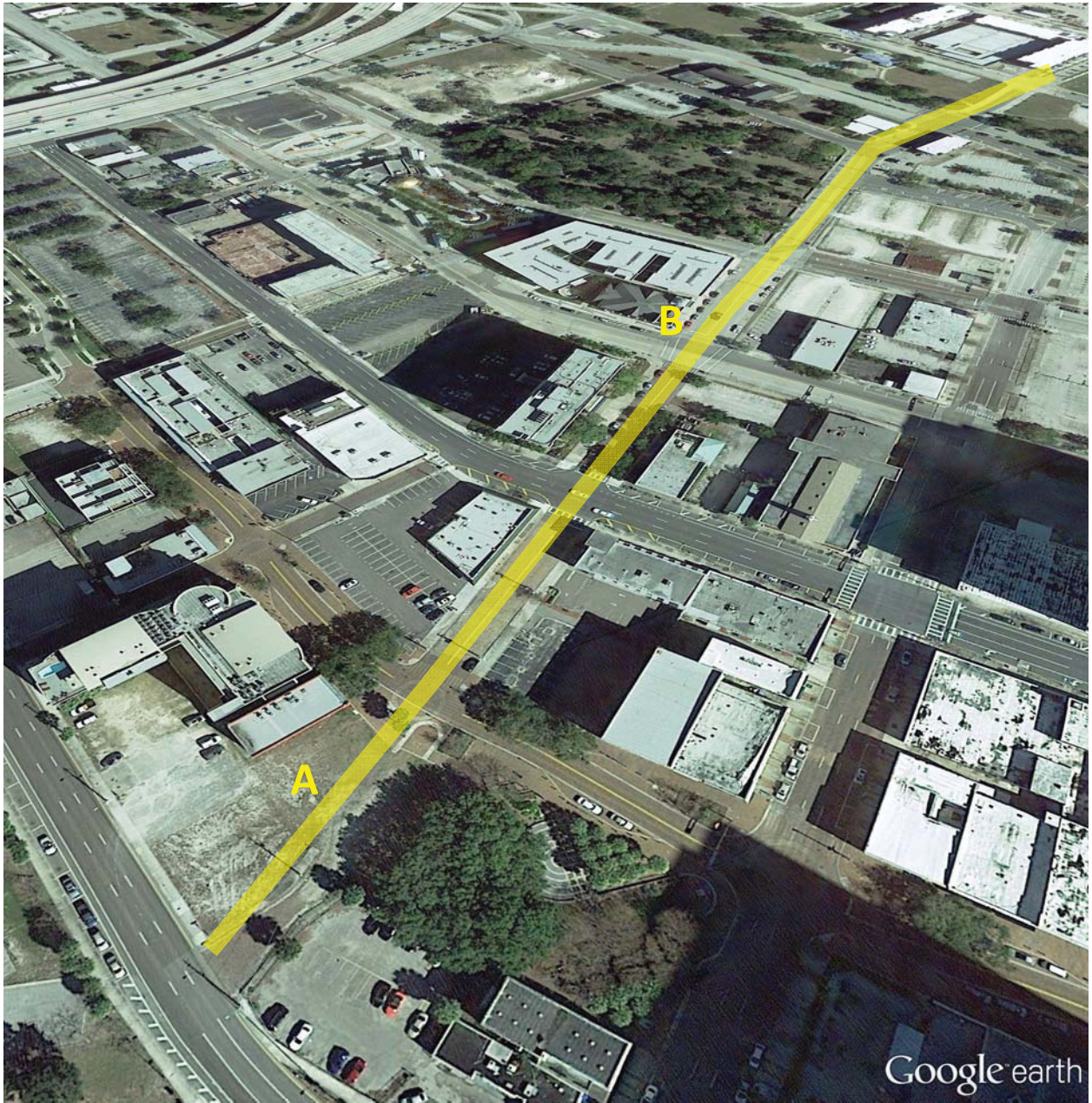
17-C. Jefferson Street to Nebraska Avenue

Consider installing shared-lane markings along Zack Street between Jefferson Street and Nebraska Avenue.



Zack Street at Morgan Street, looking west

18. Harrison Street, Tampa Street to Orange Avenue



18-A. Tampa Street to Franklin Street

Consider providing a formal pedestrian pathway (wide sidewalk) along the Harrison Street right-of-way between Tampa Street and Franklin Street.

As a longer-term project, evaluate the potential to provide a full street connection between Tampa Street and Franklin Street.



Harrison Street east of Tampa Street, looking east

18-B. Franklin Street to Orange Avenue

Consider installing shared-lane markings along Harrison Street between Franklin Street and Orange Avenue. Harrison Street is a relatively low-volume (traffic) street that connects into the Encore development and could serve as a parallel/alternate route to the proposed Cass Street cycle track/Green Spine.



Harrison Street at Florida Avenue, looking east

19. Laurel Street, Green Street to Orange Avenue



19-A. Green Street to Doyle Carlton Drive

Evaluate eliminating the eastbound right-turn-only lane in conjunction with the proposed intersection enhancements at Laurel Street and Doyle Carlton Drive (see 19-B). Coordinate with any future enhancements to Julian B. Lane Park and potential street realignment west of the river.



Laurel Street at Doyle Carlton Drive, looking west

19-B. At Doyle Carlton Drive

Evaluate eliminating the existing right-turn slip lanes and providing marked crosswalks at this intersection or alternatively consider evaluating the intersection as a roundabout. In the interim, consider providing pedestrian curb ramps and marked crosswalks for the existing intersection design. Note: Any design modifications to this intersection should be coordinated with FDOT to determine the impacts of future interstate improvements and/or modifications.



Right-turn slip lane, Laurel Street at Doyle Carlton Drive

19-C. Tampa Street to Florida Avenue

Consider coordinating with FDOT and the Florida Department of Environmental Protection to evaluate the opportunity to reconnect/realign Laurel Street between Tampa Street and Florida Avenue.



Laurel Street at Tampa Street, looking west

19-D. Florida Avenue to Orange Avenue

Consider providing pedestrian enhancements along Laurel Street between Florida Avenue and Orange Avenue, specifically pedestrian curb ramps and marked crosswalks. Laurel Street provides an east-west connection to/from the Marion Transit Center; providing enhanced pedestrian connections would help improve access to the Center. Also, consider identifying opportunities to tie Laurel Street into the redesign of Perry Harvey Park and the Encore development via Ray Charles Boulevard.

20. Doyle Carlton Drive/MacInnes Place/Fortune Drive, Tyler St to 7th Avenue



20-A. Macinnes Place, Tyler Street to Fortune Street

Consider installing shared-lane markings along Macinnes Place between Tyler Street and Fortune Street.



Macinnes Place at Fortune Street, looking south

20-B. Fortune Street, Macinnes Place to Doyle Carlton Drive

Consider installing shared-lane markings along Fortune Street between Macinnes Place and Doyle Carlton Drive.

20-C. Doyle Carlton Drive, Fortune Street to 7th Avenue

Fortune Street turns into Doyle Carlton Drive. Consider continuing the shared-lane markings along Doyle Carlton Drive from Fortune Street to 7th Avenue.



Doyle Carlton Drive south of Laurel Street, looking south

21. Ashley Drive at Kennedy Boulevard

There currently appears to be a leading pedestrian interval for the crossing on the west side of the intersection, consider initiating a leading pedestrian interval for the remaining intersection legs along with a no right-turn-on-red phase to provide crossing pedestrians with a protected “head-start.” Also, consider installing R10-15 right-turn “Yield to Pedestrians” signs on the Ashley Drive southbound right-turn approach to Kennedy Boulevard and the eastbound right-turn approach to Ashley Drive on Kennedy Boulevard, and consider installing a R10-15L left-turn “Yield to Pedestrians” sign on the Kennedy Boulevard eastbound left-turn approach.

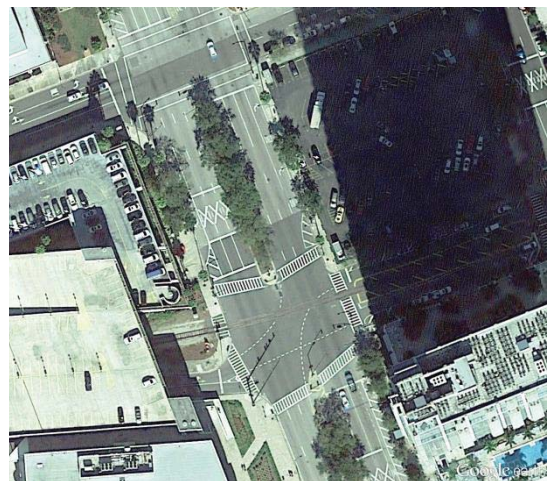
Consider evaluating the need for the westbound right-turn movement in the existing through-right lane on Kennedy Boulevard; consider making this a through-only lane (maintain the existing right-turn-only lane). The existing through-right lane presents a potential conflict between motor vehicles and pedestrians crossing along the north leg of the intersection.



Ashley Drive at Kennedy Boulevard

22. Ashley Drive at Polk Street/Gasparilla Plaza

Consider providing a bulb-out/extending the curb south of the right-turn drop lane into the Poe Parking Garage.



Ashley Drive at Polk Street/Gasparilla Plaza

23. Tampa Street at Brorein Street

Consider eliminating one on-street parking stall and providing a bulb-out or bus bulb along the west side of Tampa Street north of Brorein Street.



Tampa Street at Brorein Street

24. Tampa Street at Whiting Street

Consider providing bulb-outs in the NE, NW, and SW quadrants and a bus bulb along Whiting Street (existing bus bay) within the SE quadrant of the intersection.



Tampa Street at Whiting Street

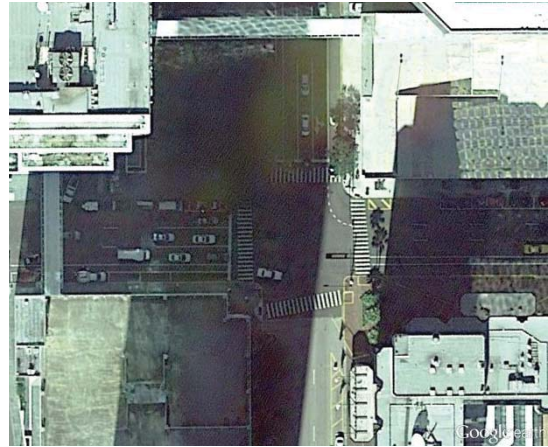


Tampa Street south of Whiting Street, looking north

25. Tampa Street at Jackson Street

Consider providing bulb-outs in the NW and SW quadrants of the intersection. Consider installing a R10-15L left-turn yield to pedestrians sign for the southbound left-turn movement from Tampa Street to Jackson Street.

Additionally, consider evaluating the need for the left-turn movement in the existing through-left lane from Tampa Street to Jackson Street; if feasible, consider making the through-left lane a through-only lane while maintaining the existing left-turn only lane.



Tampa Street at Jackson Street

26. Tampa Street at Kennedy Boulevard

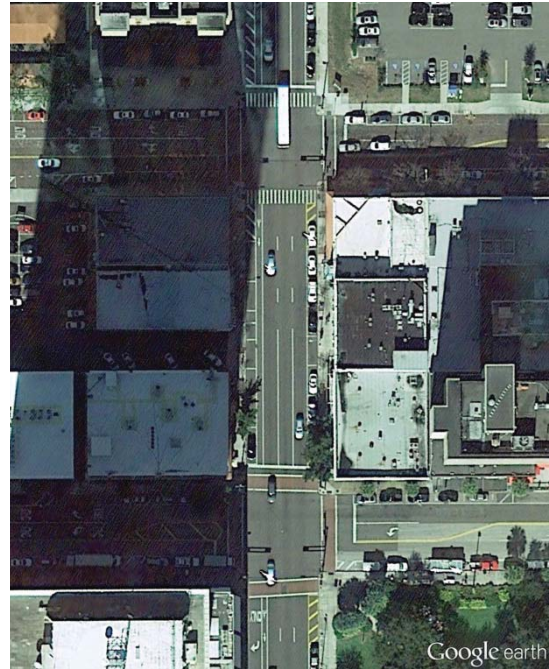
Consider providing bulb-outs in the NE, SE, and SW quadrants of the intersection. Also, consider within the SE quadrant providing a bus-bulb along Tampa Street, south of Kennedy Boulevard, to help facilitate the In-Town trolley stop.



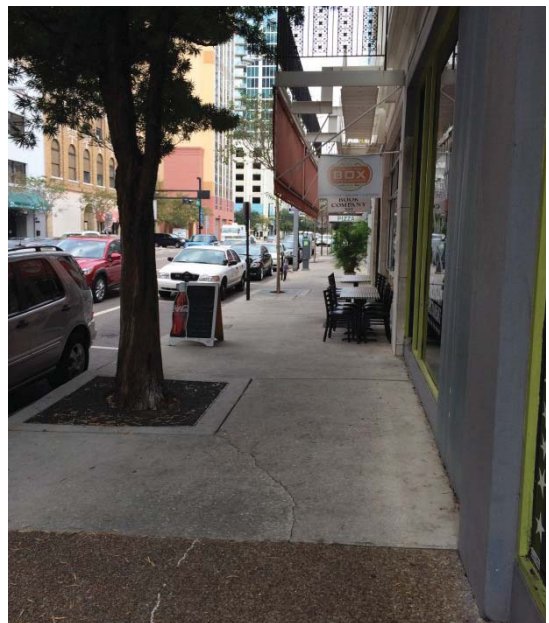
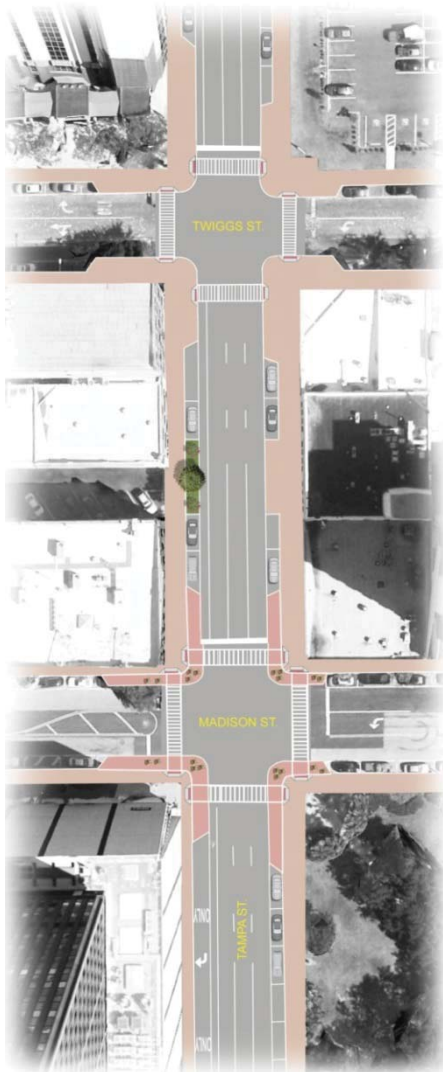
Tampa Street at Kennedy Boulevard

27. Tampa Street at/between Madison Street and Twiggs Street

Consider providing bulb-outs within all quadrants of the intersections. Also, consider providing either mid-block curb extensions or parklets along Tampa Street between Madison Street and Twiggs Street. The sidewalk along Tampa Street between Madison Street and Twiggs Street is very active; there are a lot of pedestrians, restaurants, and other objects competing for sidewalk space. The mid-block treatments could help to relieve some of the sidewalk congestion along both sides of Tampa Street. Figure 47 is a conceptual illustration of how bulb-outs and mid-block curb-extensions/parklets could be implemented.



Tampa Street, from Madison Street to Twiggs Street

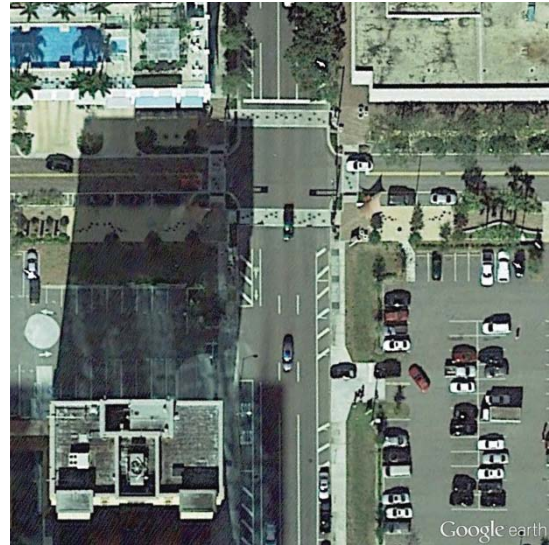


Tampa Street between Madison Street and Twiggs Street, looking north

Figure 47: Conceptual improvements along Tampa Street between Madison Street and Twiggs Street

28. Tampa Street at Zack Street

Consider providing bulb-outs along Tampa Street within all quadrants of the intersection. Also, within the SW quadrant, consider shifting the In-Town trolley stop (currently south of Zack Street) north closer to the intersection and provide a bus-bulb.



Tampa Street at Zack Street

29. Tampa Street at Harrison Street/I-275 Off-Ramp

Consider application of green bicycle lane markings consistent with the FDOT *Plans Preparation Manual* (PPM) Chapter 8.4.2.2 and verify that the bicycle lane keyhole area meets FDOT roadway lighting standards.

As a longer-term alternative recommendation, in consideration with recommendation 18.A, evaluate connecting Harrison Street between Tampa Street and Franklin Street and realigning the I-275 off-ramp to this potentially new intersection.

Continue to monitor this intersection during and after the planned two-way conversion of Tyler Street and Cass Street. Evaluate the need for the right-turn-only lane on Tampa Street onto Tyler Street following the completion of the two-way conversion of Tyler Street and Cass Street.



Tampa Street at Harrison Street



Tampa Street at I-275 off-ramp south of Harrison Street

30. Franklin Street at Kennedy Boulevard

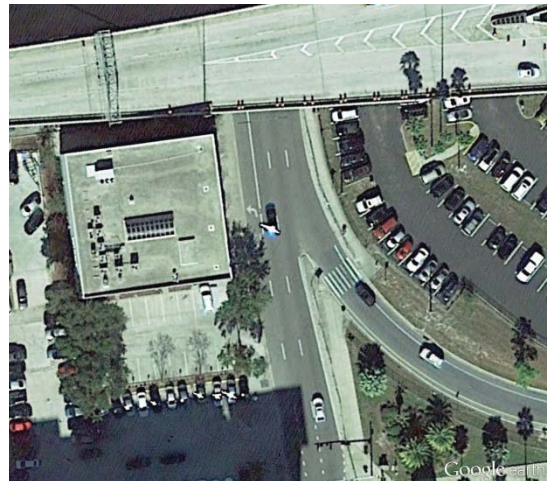
Consider providing bulb-outs along Kennedy Boulevard in the NE, SE, and SW quadrants. In the NW quadrant, consider providing a bus-bulb along Kennedy Boulevard.



Franklin Street at Kennedy Boulevard

31. Florida Avenue at Eastbound Selmon Expressway Off-Ramp

Consider installing pedestrian crossing signage (MUTCD W11-2), high-emphasis (ladder) crosswalk markings, and advance yield pavement markings at the existing crosswalk at Florida Avenue and the eastbound Selmon Expressway off-ramp. Also, verify that the crosswalk area meets FDOT/FHWA crosswalk lighting standards.

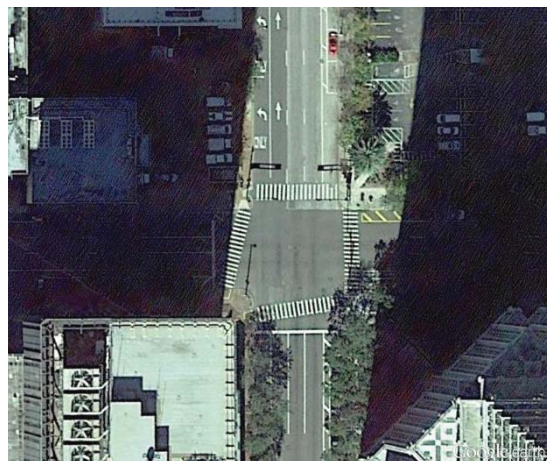


Florida Avenue at Selmon Expressway off-ramp

32. Florida Avenue at Jackson Street

Consider providing bulb-outs within all quadrants of the intersection. For the NE quadrant, consider providing a bus-bulb north of Jackson Street to help with operations of the In-Town Trolley stop.

See Recommendation #3 for potential longer-term alternatives for this intersection.



Florida Avenue at Jackson Street

33. Florida Avenue at Kennedy Boulevard

Consider providing bulb-outs within all quadrants of the intersection.

See Recommendation #3 for potential longer-term alternatives for this intersection.



Florida Avenue at Kennedy Boulevard

34. Florida Avenue at Madison Street

Consider providing a bus-bulb within the NE quadrant along Florida Avenue, north of Madison Street. Also, consider providing bulb-outs at the remaining intersection quadrants.



Florida Avenue at Madison Street

35. Florida Avenue at Twiggs Street

Consider providing bulb-outs within all quadrants of the intersection.



Florida Avenue at Twiggs Street

36. Florida Avenue at Polk Street

Consider providing a bus-bulb/bulb-out within the SE quadrant along Florida Avenue, south of Polk Street. Consider providing bulb-outs within the remaining intersection quadrants.



Florida Avenue at Polk Street

37. Florida Avenue at Harrison Street

Consider evaluating the intersection for signalization. Signalizing the intersection could provide pedestrians and bicyclists with an additional crossing on the north side of Downtown. Currently, there are no protected crossings between Tyler Street and Scott Street (approximately ¼ mile) on Florida Avenue.



Florida Avenue at Harrison Street



*Florida Avenue at Harrison Street,
looking south*

38. Marion Street at Jackson Street

Consider providing a bus-bulb along Jackson Street in the SE quadrant to help facilitate transfer activity between the Route #46 stop on Jackson Street and the stops along the Marion Street Transit Parkway. Consider providing bulb-outs along Jackson Street in the remaining intersection quadrants.



Marion Street at Jackson Street

39. Marion Street at Kennedy Boulevard

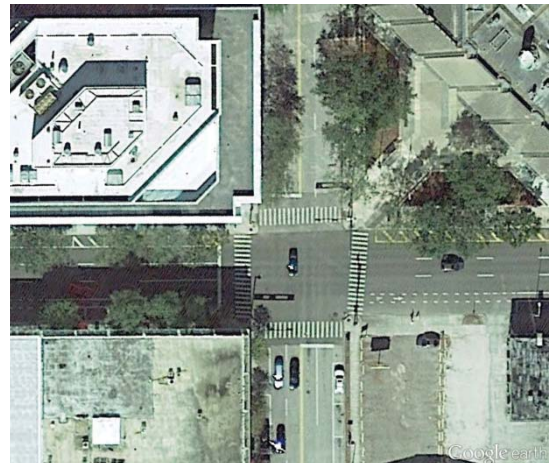
Consider providing bulb-outs along Kennedy Boulevard within all quadrants of the intersection.



Marion Street at Kennedy Boulevard

40. Morgan Street at Jackson Street

Consider providing bulb-outs within all quadrants of the intersection.



Morgan Street at Jackson Street

41. Morgan Street at Kennedy Boulevard

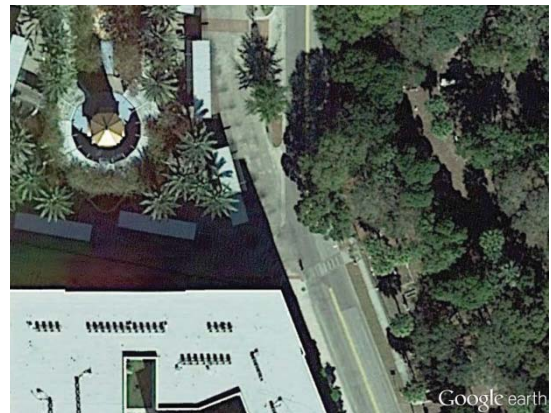
Consider installing providing bulb-outs within all quadrants of the intersection. This could provide an opportunity to address the observed drainage/ponding issues, especially along the north side of the intersection.



Morgan Street at Kennedy Boulevard

42. Morgan Street at Fortune Street

Consider installing pedestrian crossing signage (MUTCD W11-2) and high-emphasis crosswalk markings where the existing crosswalk is located. Also, evaluate the existing lighting conditions at the crossing and consider enhancing if necessary.



Morgan Street at Fortune Street

43. Pierce Street at Jackson Street

Consider providing bulb-outs within all quadrants of the intersection.

Additionally, consider evaluating the need for the left-turn movement in the existing through-left lane from Pierce Street to Jackson Street; if feasible, consider making the through-left lane a through-only lane while maintaining the existing left-turn only lane.



Pierce Street at Jackson Street

44. Pierce Street at Madison Street

Consider providing bulb-outs within all quadrants of the intersection.



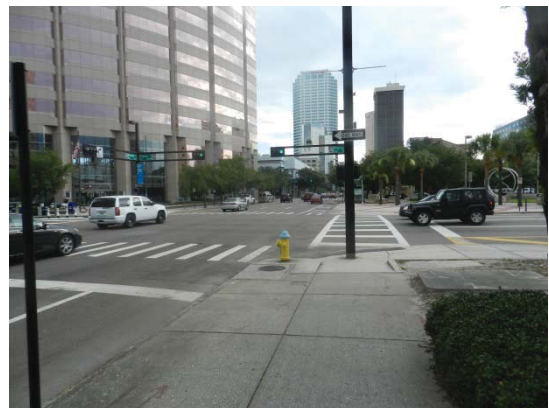
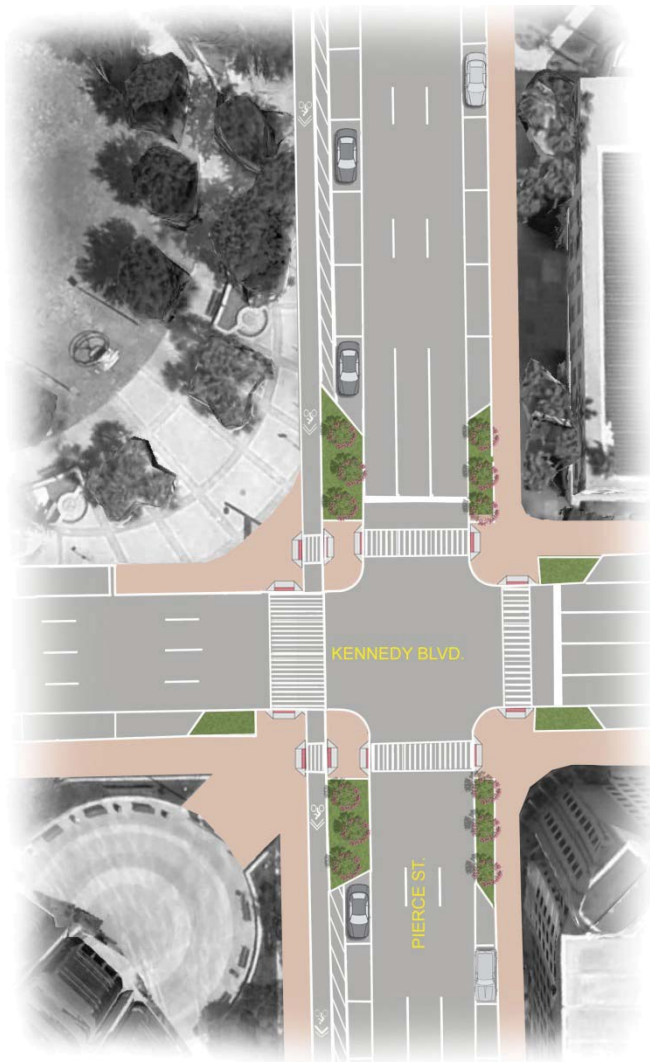
Pierce Street at Madison Street

45. Pierce Street at Kennedy Boulevard

Consider providing a bus-bulb within the NW quadrant along Kennedy Boulevard where the existing bus bay for the MetroRapid stop is located. Also, consider providing bulb-outs within the remaining intersection quadrants. Figure 48 is a conceptual rendering of how the intersection of Pierce Street and Kennedy Boulevard could look with intersection enhancements and with the improvements from recommendation 6-B.



Pierce Street at Kennedy Boulevard



Kennedy Boulevard at Pierce Street, looking west

Figure 48: Conceptual improvements Pierce Street at Kennedy Boulevard

46. Jefferson Street at Twiggs Street

Consider providing bulb-outs within all quadrants of the intersection. Figure 49 is a conceptual rendering of the intersection with bulb-outs.



Jefferson Street at Twiggs Street

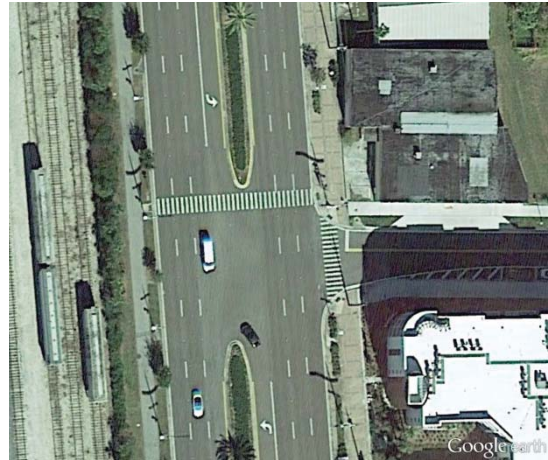


Figure 49: Conceptual improvements Jefferson Street at Twiggs Street

47. Meridian Avenue at Whiting Street

Coordinate with the Tampa Hillsborough Expressway Authority and evaluate the need for signalization of this intersection, especially as more residential and commercial units are constructed and filled within the Channel District. This would provide pedestrians and bicyclists with a protected crossing between the multi-use trail along the west side of Meridian Avenue and Whiting Street.

Note: As a general best-practice, uncontrolled mid-block crossings are not typically recommended for roadways with higher volumes and 6 or more travel lanes.

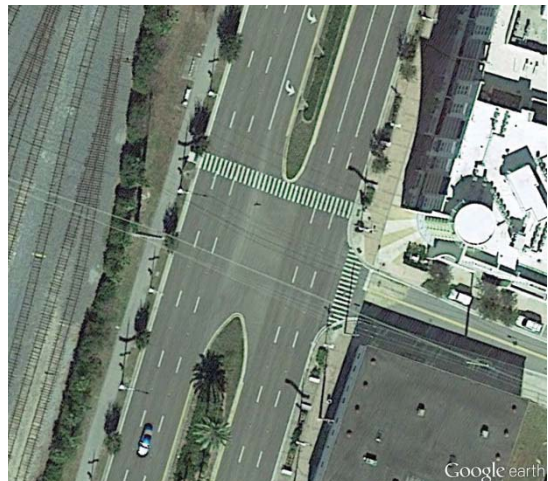


Meridian Avenue at Whiting Street

48. Meridian Avenue at Washington Street

Coordinate with the Tampa Hillsborough Expressway Authority and evaluate the need for signalization of this intersection, especially as more residential and commercial units are constructed and filled within the Channel District. This would provide pedestrians and bicyclists with a protected crossing between the multi-use trail along the west side of Meridian Avenue and Washington Street.

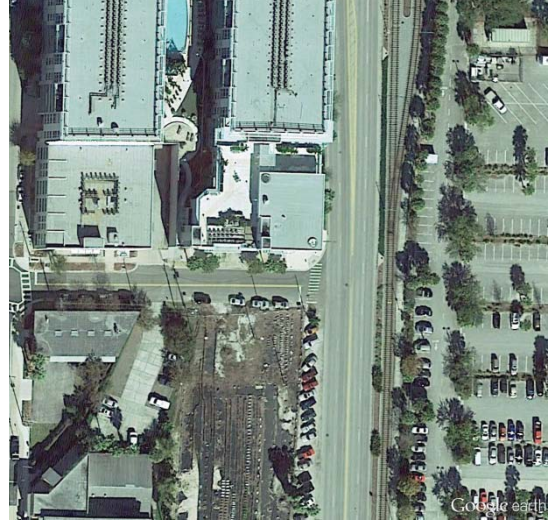
Note: As a general best-practice, uncontrolled mid-block crossings are not typically recommended for roadways with higher volumes and 6 or more travel lanes.



Meridian Avenue at Washington Street

49. Channelside Drive at Whiting Street

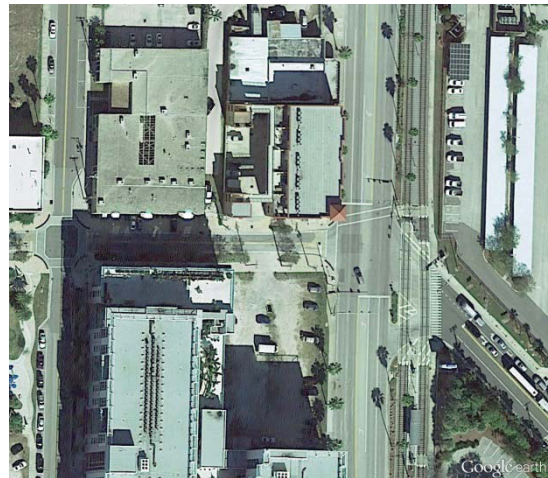
Evaluate the potential for a marked (mid-block) crossing across Channelside Drive at Whiting Street. While the cross-section of Channelside Drive limits the ability to provide a median refuge island, consider installing a four foot raised separator with appropriate signage (MUTCD R1-6a). This crossing would provide a connection between the residents and businesses within the Channel District and two streetcar stations (both within 500 ft of the intersection) along the east side of Channelside Drive. Alternatively, evaluate the potential need for intersection signalization, especially as more residential units and businesses are constructed and filled within the area.



Channelside Drive at Whiting Street

50. Channelside Drive at Washington Street

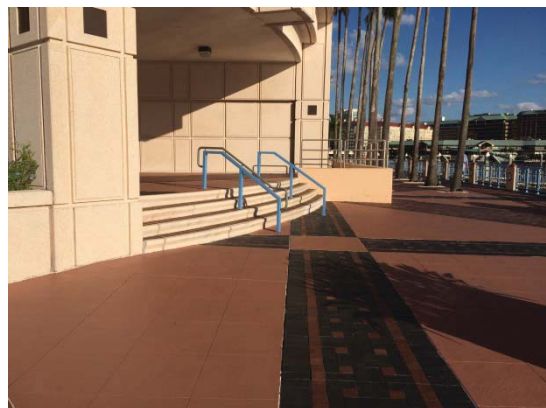
Consider enhancing the existing crosswalks to high-emphasis crosswalk markings, evaluate the existing roadway lighting conditions, and explore opportunities to enhance the pedestrian crossing experience at this intersection (e.g., opportunities for a crosswalk along the south side of the intersection). The streetcar, the Aquarium parking lot, and the cruise-port entrances along the east side of the intersection currently make this a challenging intersection for pedestrians. As a longer-term alternative consider exploring opportunities to realign the east side of the intersection so that it intersects Channelside Drive at a 90 degree angle.



Channelside Drive at Washington Street

51. Platt Street at the Convention Center

Evaluate modifying the existing convention center staircase south of Platt Street to accommodate bicycle traffic. Currently, many bicyclists use the existing ADA ramp as an access point between Platt Street and the Riverwalk, this is not the intended use of the ramp and exhibits a potential conflict between pedestrians and bicyclists, especially at the end of the ramp where visibility is limited.



Convention Center staircase at Riverwalk

Table 3: Intersection Bulb-Out/Bus-Bulb Recommendation Summary

ID	On Street	At Street	Intersection Quadrant			
			NE	NW	SE	SW
22	Ashley Dr	Gasparilla Plz				X
23	Tampa St	Brorein St		X		
24	Tampa St	Whiting St	X	X	X	X
25	Tampa St	Jackson St		X		X
26	Tampa St	Kennedy Blvd	X	X	X	X
27	Tampa St	Madison St	X	X	X	X
27	Tampa St	Twiggs St	X	X	X	X
28	Tampa St	Zack St	X	X	X	X
30	Franklin St	Kennedy Blvd	X	X	X	X
32	Florida Ave	Jackson St	X	X	X	X
33	Florida Ave	Kennedy Blvd	X	X	X	X
34	Florida Ave	Madison St	X	X	X	X
35	Florida Ave	Twiggs St	X	X	X	X
36	Florida Ave	Polk St	X	X	X	X
37	Florida Ave	Harrison St	X	X	X	X
38	Marion St	Jackson St	X	X	X	X
39	Marion St	Kennedy Blvd	X	X	X	X
40	Morgan St	Jackson St	X	X	X	X
41	Morgan St	Kennedy Blvd	X	X	X	X
43	Pierce St	Jackson St	X	X	Existing	X
44	Pierce St	Madison St	X	X	X	X
45	Pierce St	Kennedy Blvd	X	X	X	X
46	Jefferson St	Twiggs St	X	X	X	X

X = Bulb-Out/Bus-Bulb Recommended



Section 3 – Multimodal Project Candidate Prioritization

To help with the implementation of the recommendations within this report, a project candidate prioritization process was developed and applied from the previous section. For each project candidate recommendation, points were assigned to determine the relative priority of each project based on the factors, criteria, and weights summarized in Table 4. Based on the sum of the inputs, each project candidate was assigned a project prioritization tier, with Tier I as the highest priority and Tier III as the lowest. Table 5 is a list of the project candidates and their associated project prioritization tier, and Map 22 depicts the multimodal project candidates by prioritization tier. Appendix C of this report contains the detailed table of the multimodal project candidates and their associated prioritization inputs.

Table 4: Multimodal Project Candidate Prioritization Inputs

Prioritization Input	Criteria	Points	Max
Is the roadway in the current 5-year resurfacing plan?	Yes	3	3
	No	1	
What is the InVision Plan category of the roadway?	Type A (Special Pedestrian Street)	3	3
	Type B (Pedestrian Priority Street and Transit & Mobility Streets)	2	
	Type C (Standard Pedestrian Streets)	1	
	NA	0	
Pedestrian/Bicycle 5-Year Crash History (2008-2012)	> 3 Crashes	3	3
	2-3 Crashes	2	
	1 Crash	1	
	No Crashes	0	
Who is the maintaining agency of the roadway?	City of Tampa	2	2
	Other	1	
Existing AADT volumes	Greater than 15,000 AADT	4	4
	10,000 - 15,000 AADT	3	
	5,000 - 10,000 AADT	2	
	Less than 5,000 AADT	1	
	NA	0	
Is the roadway a truck route?	No	1	1
	Yes	0	
Is right-of-way required?	No	3	3
	Yes	0	
What is the estimated project cost	Low - Less than \$50,000	3	3
	Medium - \$50,000 - \$250,000	2	
	High - Greater than \$250,000	1	
Maximum Possible Points			22

Table 5: Multimodal Project Candidate Prioritization

ID	On Street	From/To/At Street	Project Mix	Prioritization Total	Prioritization Tier
1-A	Ashley Dr	Channelside Dr to Brorein St	Shared-Lane Markings	13	II
1-B	Ashley Dr	Brorein St to Kennedy Blvd	Shared-Lane Markings	17	I
1-C	Ashley Dr	Kennedy Blvd to Madison St (NB)	Bike Lane	19	I
1-D	Ashley Dr	Kennedy Blvd to Tyler St (SB)	Bike Lane	19	I
2-A	Tampa St	Brorein St to Jackson St	Bike Lane	16	I
2-B	Tampa St	Selmon Expwy On-Ramp	Crossing Enhancement	13	II
3-A	Florida Ave	Brorein St to Kennedy Blvd	Bike Lane	18	I
3-B	Florida Ave/Jackson St	Brorein St to Franklin St	Cycle Track	17	I
4-A	Marion St	Tyler St to Fortune St	Bike Lane	12	III
4-B	Marion St	Fortune St to Scott St	Shared-Lane Markings	12	III
5-A	Morgan St	Channelside Dr to Tyler St	Road-Diet	14	II
5-B	Morgan St	Tyler St to north of Scott St (Palm Ave)	Shared-Lane Markings	15	II
6-A	Pierce St	Whiting St to Washington St	Bike Lane	11	III
6-B	Pierce St	Washington St to Cass St	Lane Reassignment	12	III
7-A	Jefferson St	Channelside Dr to Polk St	Road-Diet	13	II
8-A	Nebraska Ave	Jackson St to Kennedy Blvd	Sidewalk	12	III
8-B	Nebraska Ave	Kennedy Blvd to Twiggs St	Multi-Use Path	13	II
8-C	Nebraska Ave	Twiggs St to Cass St	Multi-Use Path	11	III
9-A	11th St	Whiting St to Kennedy Blvd	Shared-Lane Markings	11	III
10-A	Channelside Dr	North of Cumberland Ave to Whiting St	Sidewalk	13	II
11-A	Brorein St	Bayshore Blvd to Ashley Dr	Lane Reassignment	13	II
11-B	Brorein St	Plant Ave to Bayshore Blvd	Bike Lane	14	II
11-C	Bayshore Blvd	Brorein St to Platt St (Cardy St)	Bike Lane	14	II
12-A	Whiting St	Florida Ave to Jefferson St	Road-Diet	12	III
12-B	Whiting St	Jefferson St to Nebraska Ave	Bike Lane	12	III
12-C	Whiting St	East St to Brush St	Sidewalk	12	III
12-D	Whiting St	Meridian Ave to Channelside Dr	Shared-Lane Markings	11	III
13-A	Washington St	Meridian Ave to Channelside Dr	Shared-Lane Markings	11	III
14-A	Jackson St	Brush St to Meridian Ave	Sidewalk	13	II
15-A	Madison St	Ashley Dr to Pierce St	Shared-Lane Markings	16	I
16-A	Twiggs St	Nebraska Ave to Meridian Ave	Shared-Lane Markings	17	I
16-B	Twiggs St	Selmon Expwy to Meridian Ave	Sidewalk	16	I
16-C	Twiggs St	Meridian Ave to Channelside Dr	Road-Diet	12	III
16-D	Twiggs St	West of 12th St to Channelside Dr	Sidewalk	14	II
17-A	Zack St	Ashley Dr to Marion St	Shared-Lane Markings	16	I
17-B	Zack St	Marion St to Jefferson St	Shared-Lane Markings	14	II
17-C	Zack St	Jefferson St to Nebraska Ave	Shared-Lane Markings	13	II
18-A.1	Harrison St	Tampa St to Franklin St	Sidewalk	11	III
18-A	Harrison St	Tampa St to Franklin St	New Roadway	9	III
18-B	Harrison St	Franklin St to Orange Ave	Shared-Lane Markings	14	II
19-A	Laurel St	Green St to Doyle Carlton Dr	Bike Lane	12	III
19-B	Laurel St	Doyle Carlton Dr	Crossing Enhancement/Reconfiguration	11	III
19-C	Laurel St	Tampa St to Florida Ave	New Roadway	8	III
19-D	Laurel St	Florida Ave to Orange Ave	Pedestrian Enhancements	15	II
20-A	Macinnes Pl	Tyler St to Fortune St	Shared-Lane Markings	13	II
20-B	Fortune St	Macinnes Pl to Doyle Carlton Dr	Shared-Lane Markings	13	II
20-C	Doyle Carlton Dr	Fortune St to 7th Ave	Shared-Lane Markings	14	II



Table 5: Multimodal Project Candidate Prioritization (cont'd)

ID	On Street	From/To/At Street	Project Mix	Prioritization Total	Prioritization Tier
21	Ashley Dr	Kennedy Blvd	Crossing Enhancement	18	I
22	Ashley Dr	Gasparilla Plz	Curb Extension	16	I
23	Tampa St	Brorein St	Curb Extension	19	I
24	Tampa St	Whiting St	Curb Extension	17	I
25	Tampa St	Jackson St	Curb Extension/Opperational Enhancement	15	II
26	Tampa St	Kennedy Blvd	Curb Extension	15	II
27	Tampa St	Madison St	Curb Extension	15	II
27	Tampa St	between Madison St and Twiggs St	Curb Extension	13	II
27	Tampa St	Twiggs St	Curb Extension	15	II
28	Tampa St	Zack St	Curb Extension	14	II
29	Tampa St	Harrison St/I-275 Off-Ramp	Crossing Enhancement/Signalization Potential	11	III
30	Franklin St	Kennedy Blvd	Curb Extension	15	II
31	Florida Ave	Selmon Expwy Off-Ramp	Crossing Enhancement	13	II
32	Florida Ave	Jackson St	Curb Extension	16	I
33	Florida Ave	Kennedy Blvd	Curb Extension	16	I
34	Florida Ave	Madison St	Curb Extension	16	I
35	Florida Ave	Twiggs St	Curb Extension	17	I
36	Florida Ave	Polk St	Curb Extension	14	II
37	Florida Ave	Harrison St	Signal Study/Crossing Enhancement	14	II
38	Marion St	Jackson St	Curb Extension	13	II
39	Marion St	Kennedy Blvd	Curb Extension	14	II
40	Morgan St	Jackson St	Curb Extension	17	I
41	Morgan St	Kennedy Blvd	Curb Extension	16	I
42	Morgan St	Fortune St	Crossing Enhancement	14	II
43	Pierce St	Jackson St	Curb Extension	15	II
44	Pierce St	Madison St	Curb Extension	14	II
45	Pierce St	Kennedy Blvd	Curb Extension	14	II
46	Jefferson St	Twiggs St	Curb Extension	17	I
47	Meridian Ave	Whiting St	Signalization Study	10	III
48	Meridian Ave	Washington St	Signalization Study	10	III
49	Channelside Dr	Whiting St	Crossing Enhancement	12	III
50	Channelside Dr	Washington St	Crossing Enhancement	13	II
51	Platt St	Convention Center	New Connection	9	III

Map 22: Multimodal Project Candidate Prioritization



Recommendation Prioritization

-
 Tier I
 Tier II
 Tier III
 Study Area
 Parks

Appendix A: Supplemental Traffic Data

Contents:

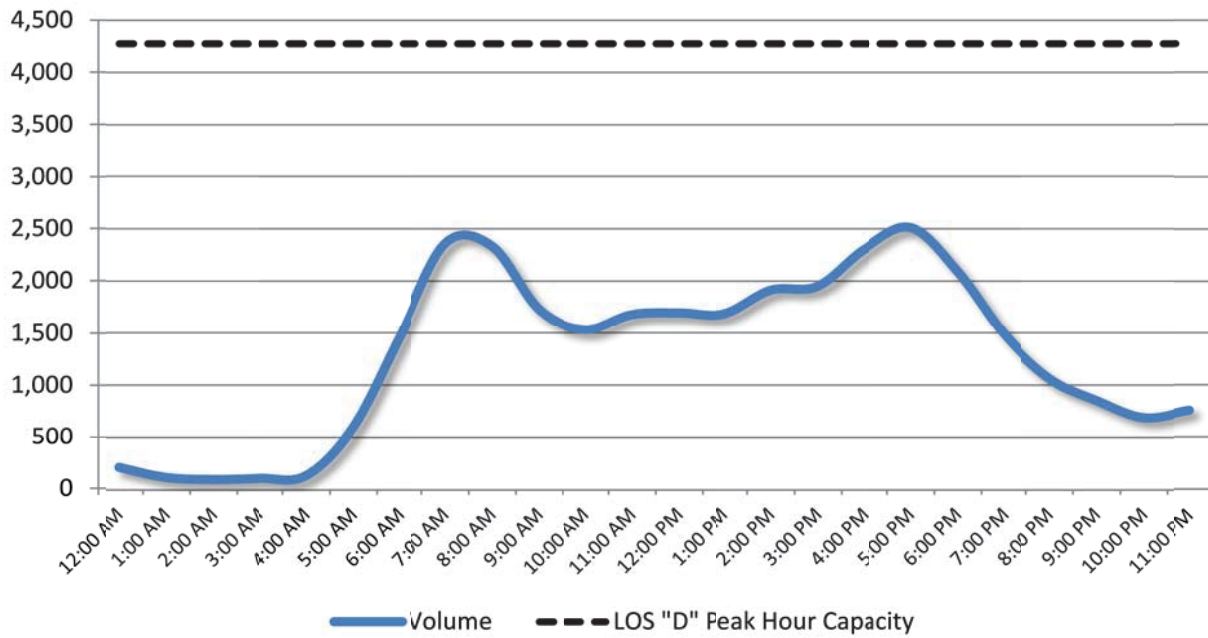
Hourly Traffic Counts

Turning Movement Count Summary

Signal Timing Plan Phasing Overview

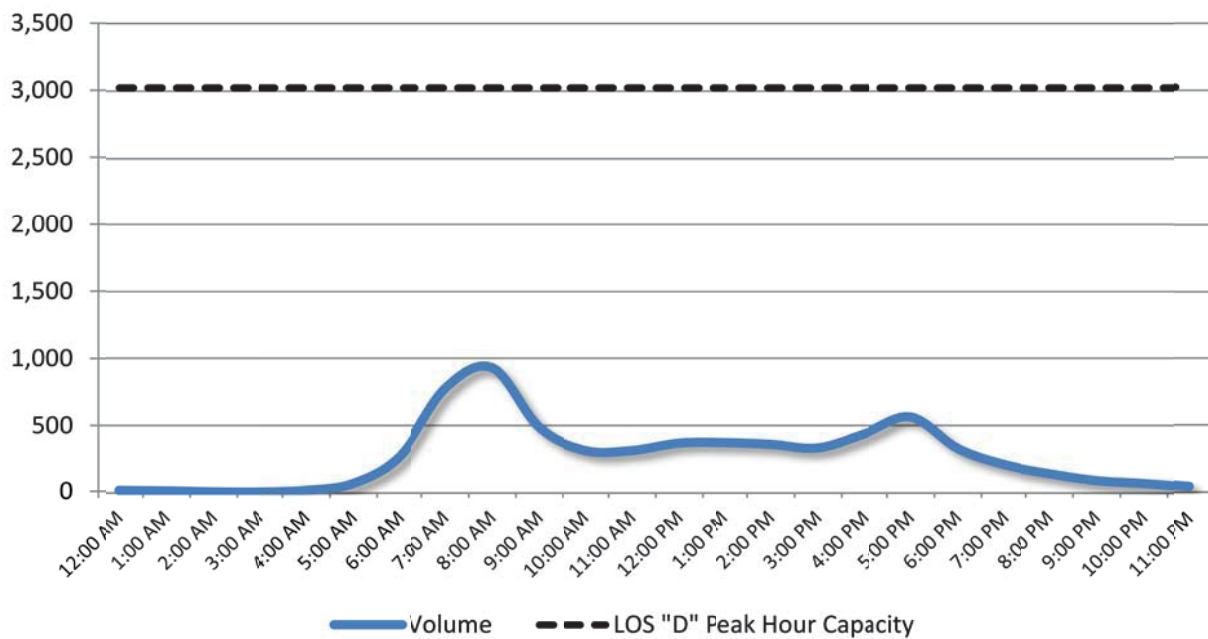
Downtown Tampa Hourly Traffic Volumes

Ashley Dr, N. of Polk St



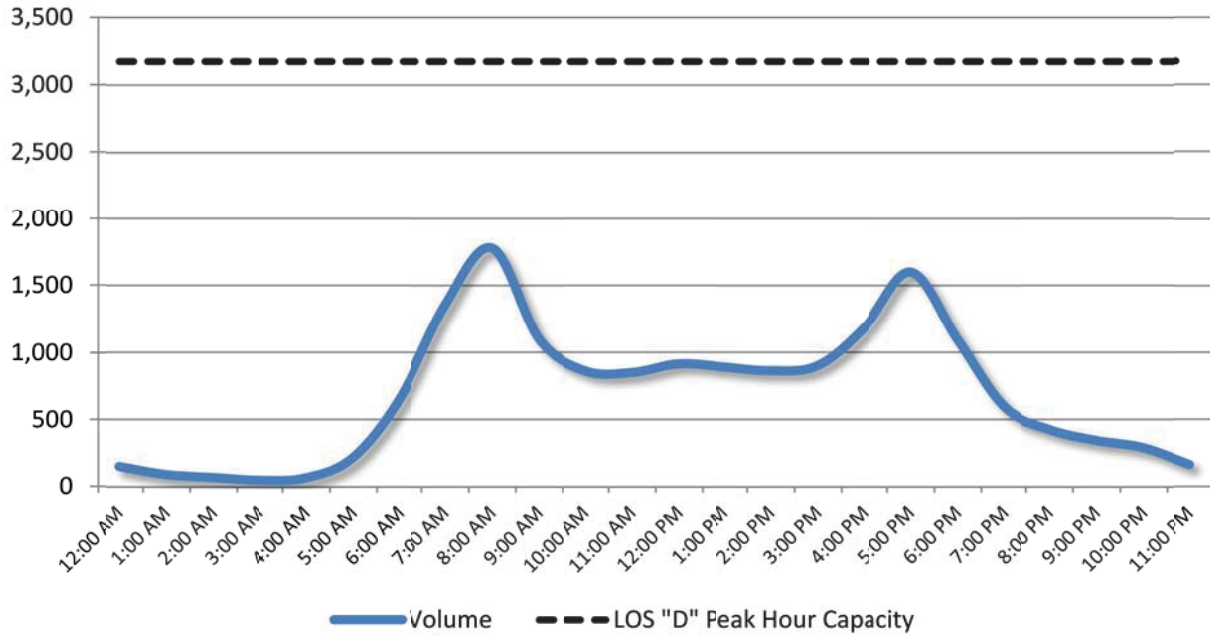
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Tampa St, S. of Scott St



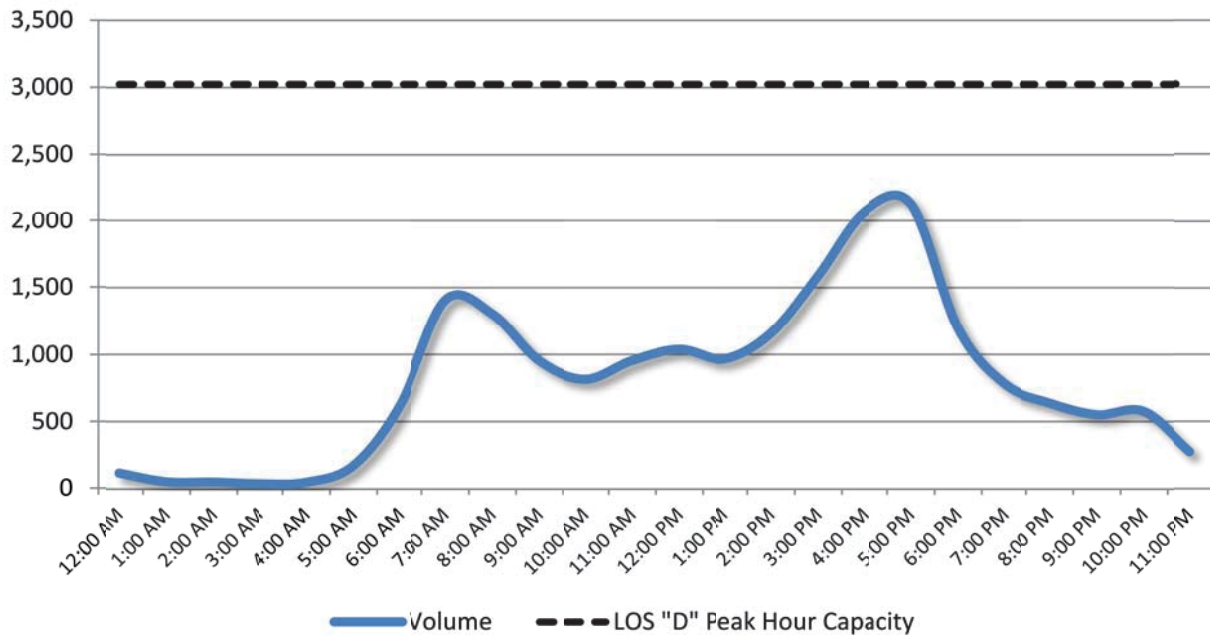
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Tampa St, N. of Kennedy Blvd



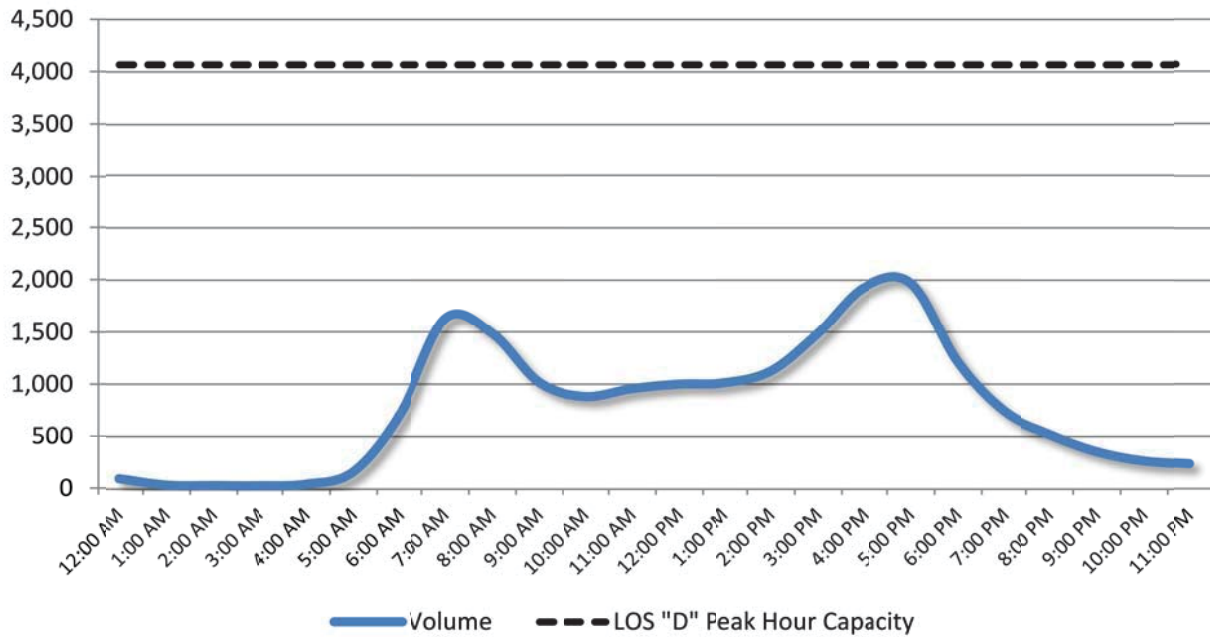
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Florida Ave, S. of Scott St



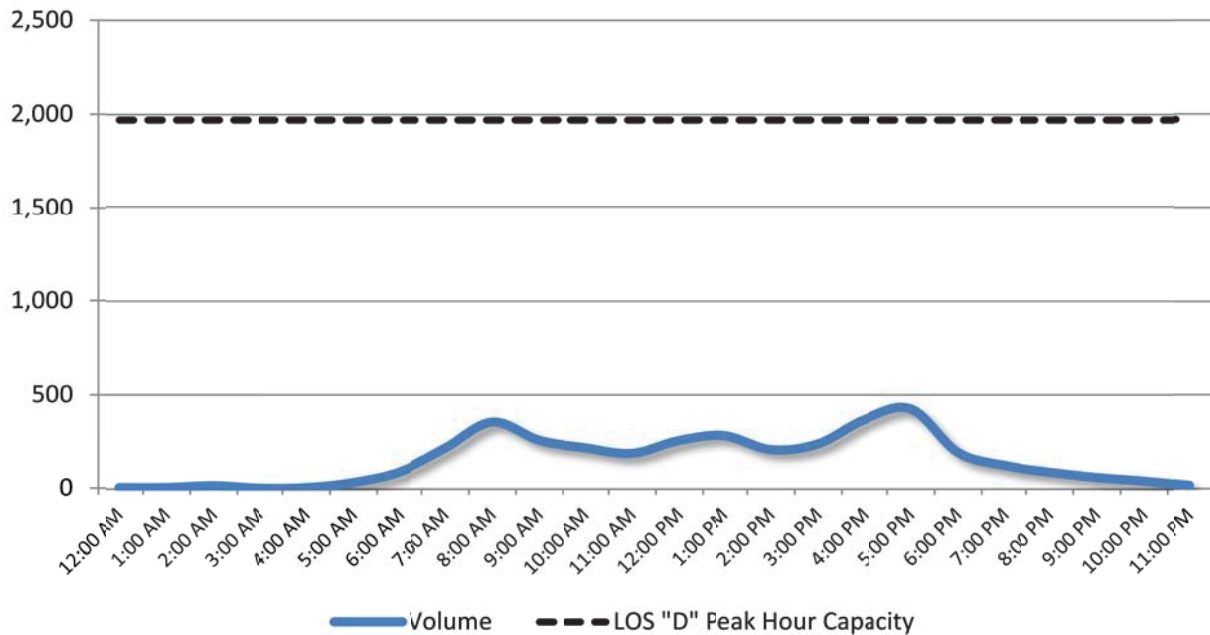
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Florida Ave, N. of Kennedy Blvd



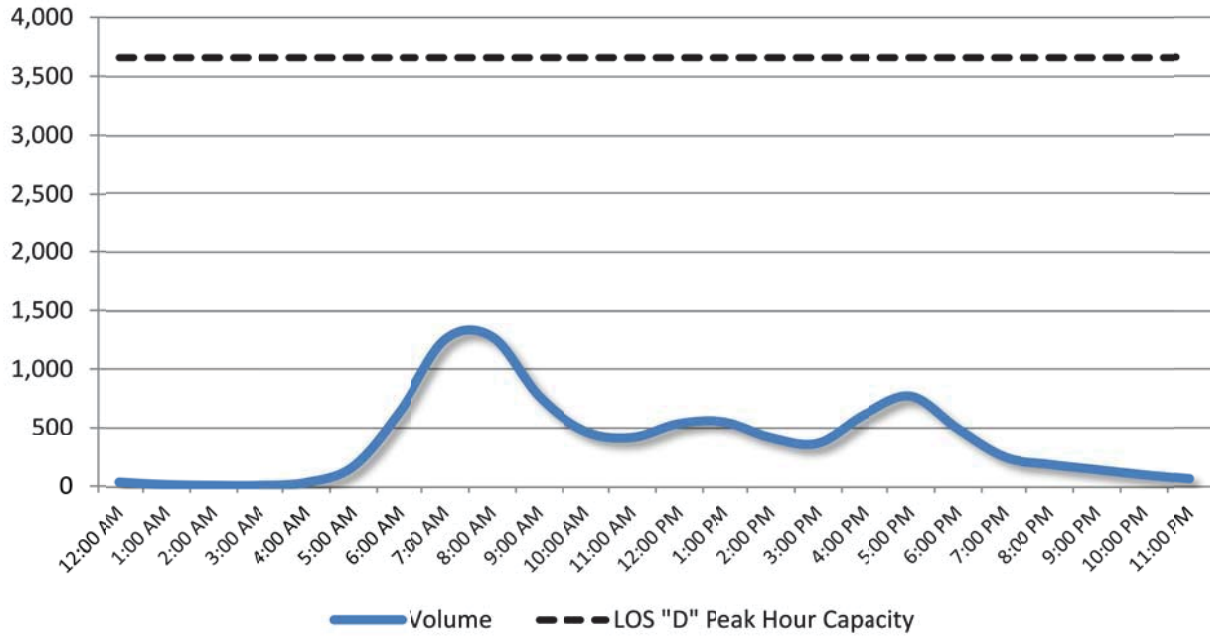
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Morgan St, N. of Polk St



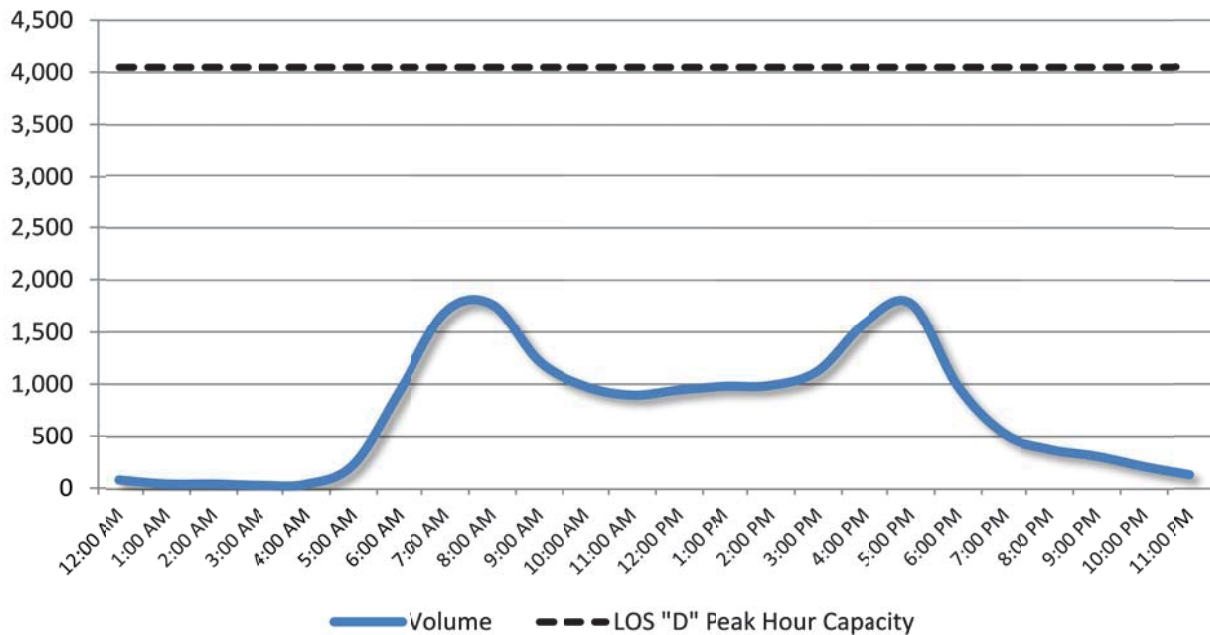
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Pierce St, N. of Polk St



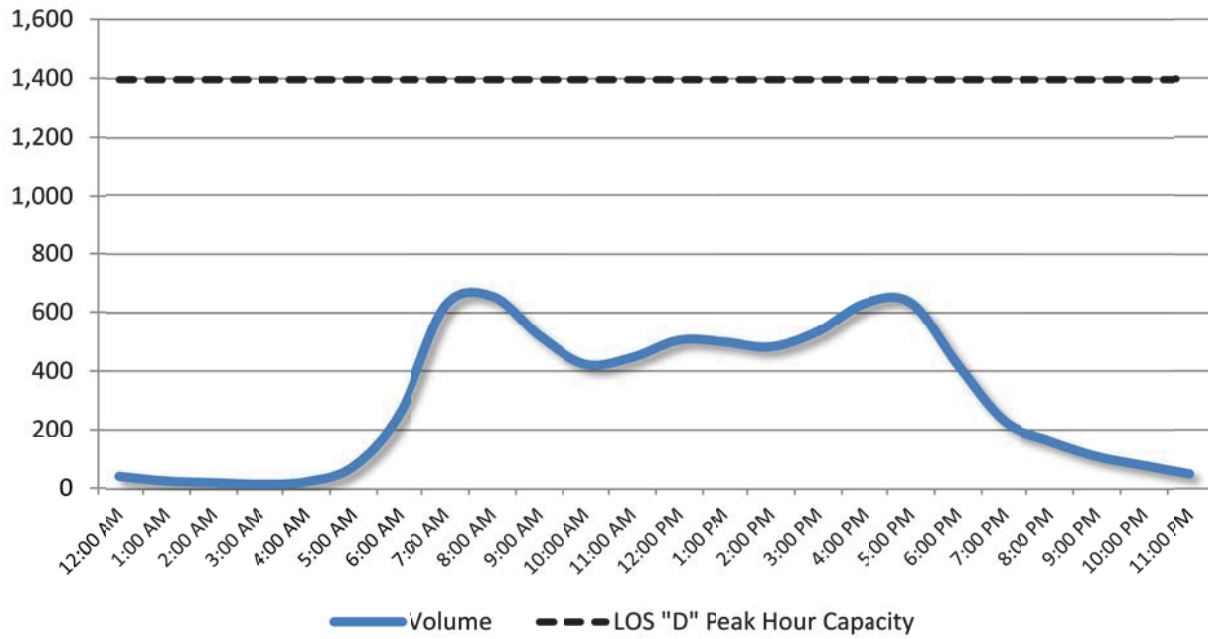
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Orange Ave, N. of Tyler St



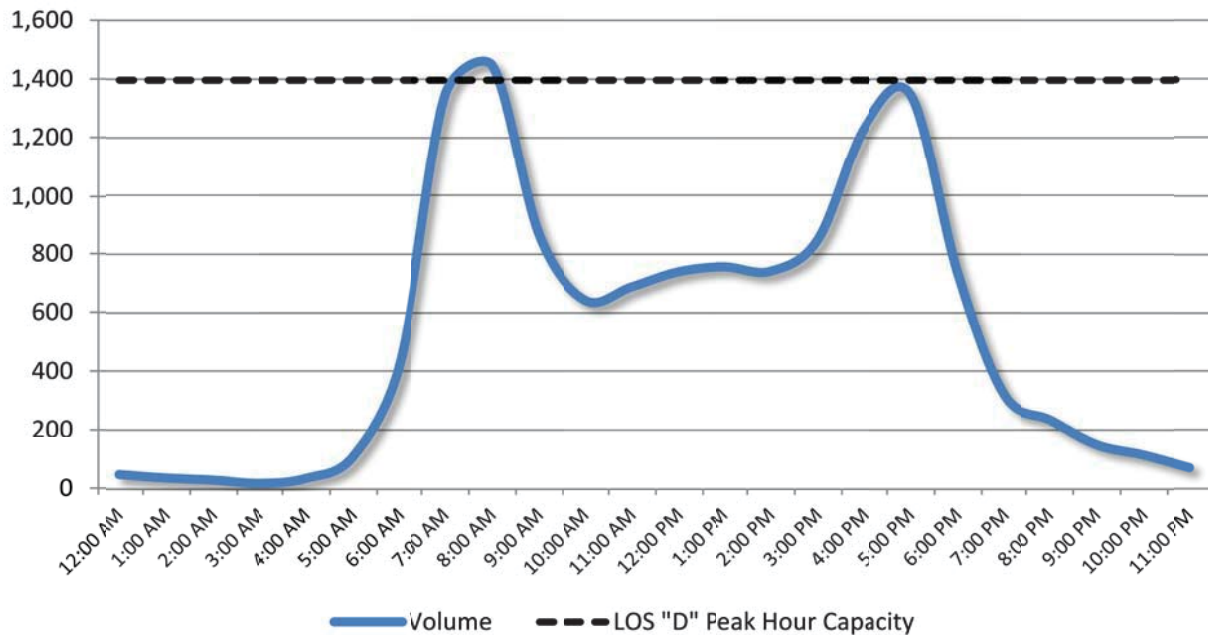
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Nebraska Ave, N. of Cass St



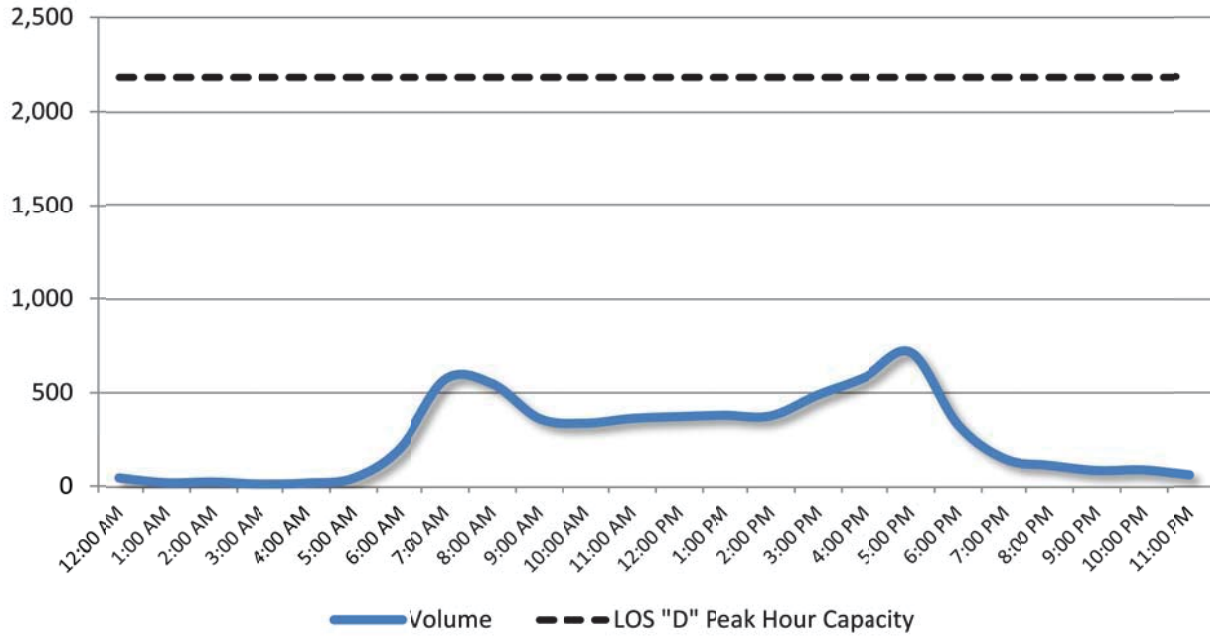
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Nebraska Ave, S. of Cass St



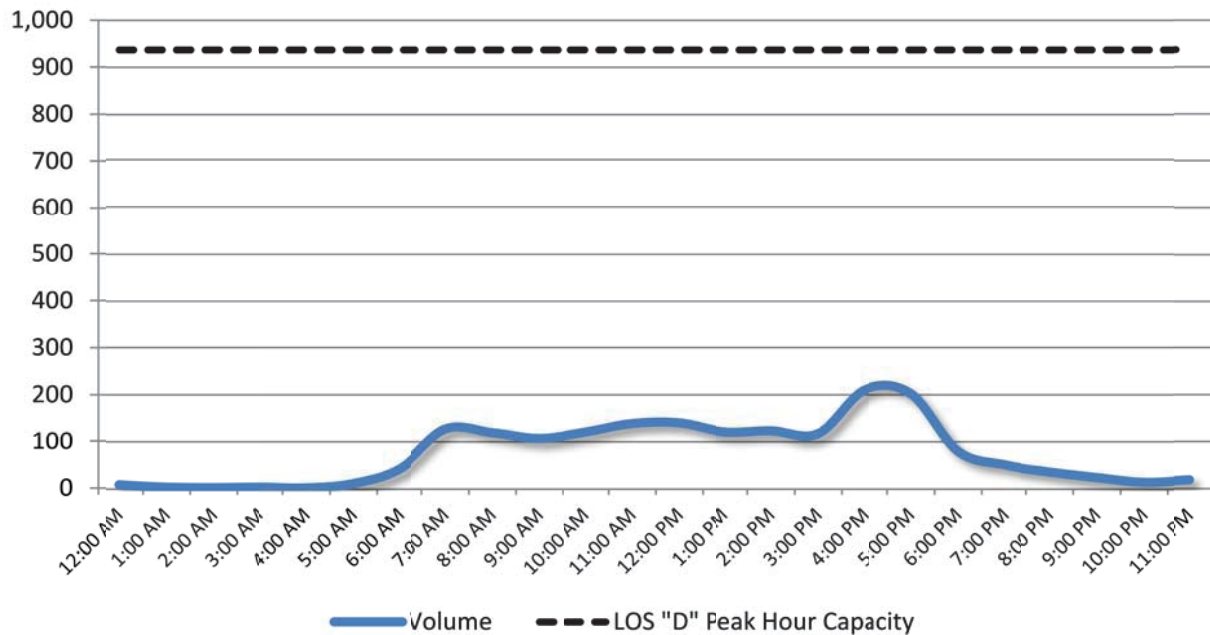
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Nebraska Ave, N. of Kennedy Blvd



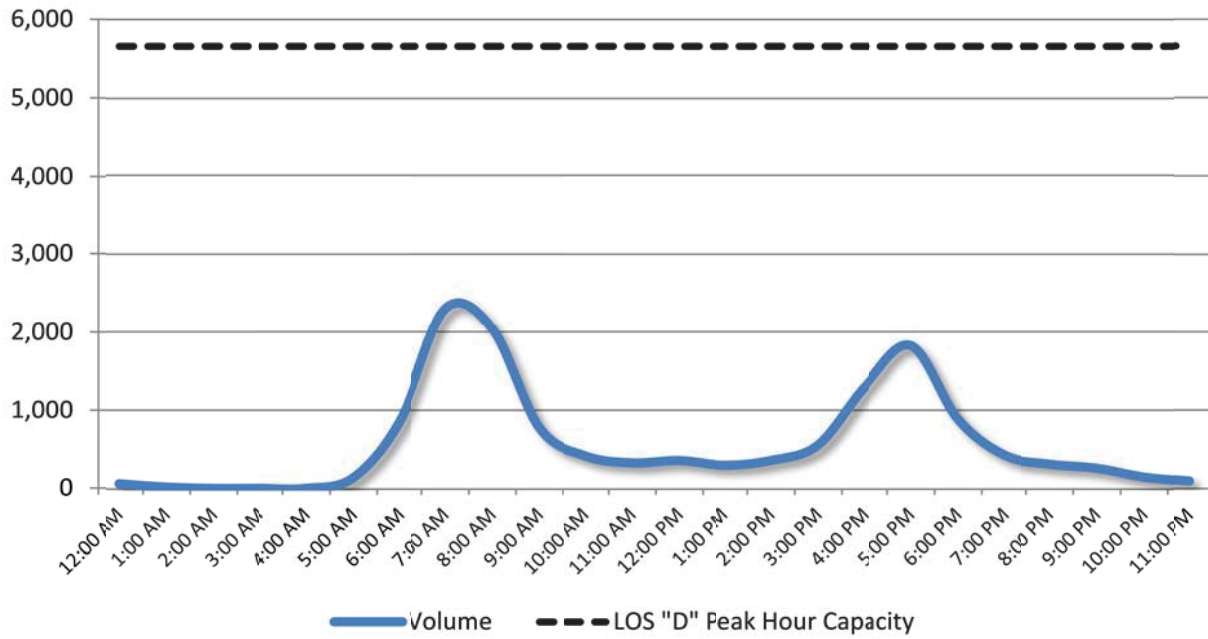
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Nebraska Ave, S. of Kennedy Blvd



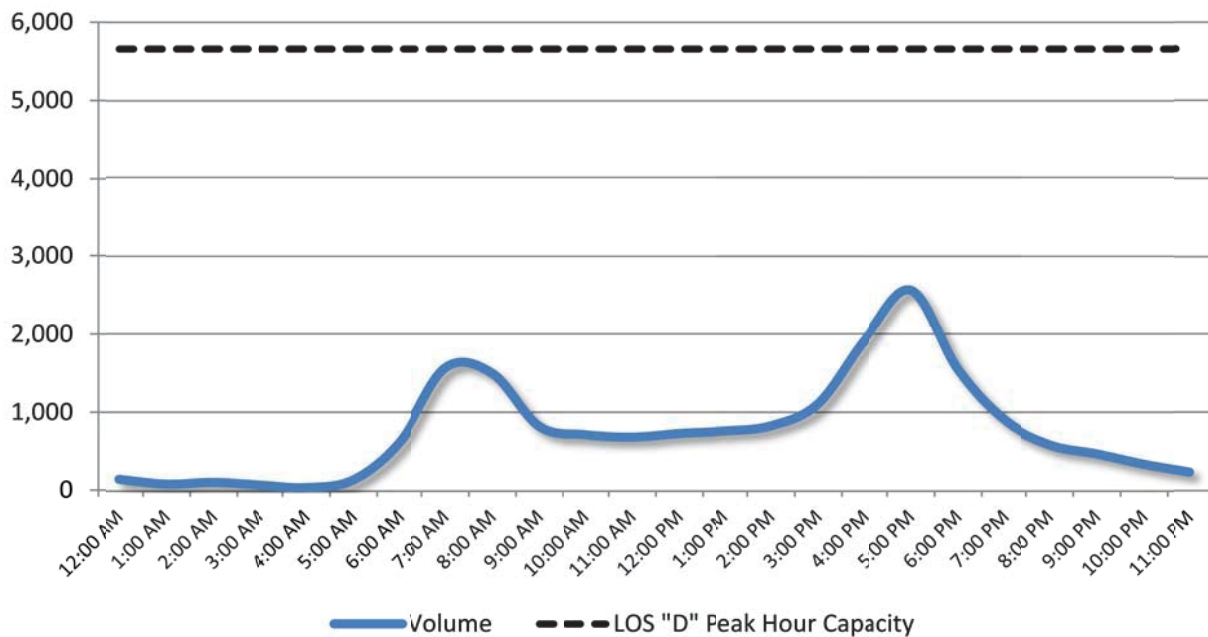
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Meridian Ave, N. of Kennedy Blvd



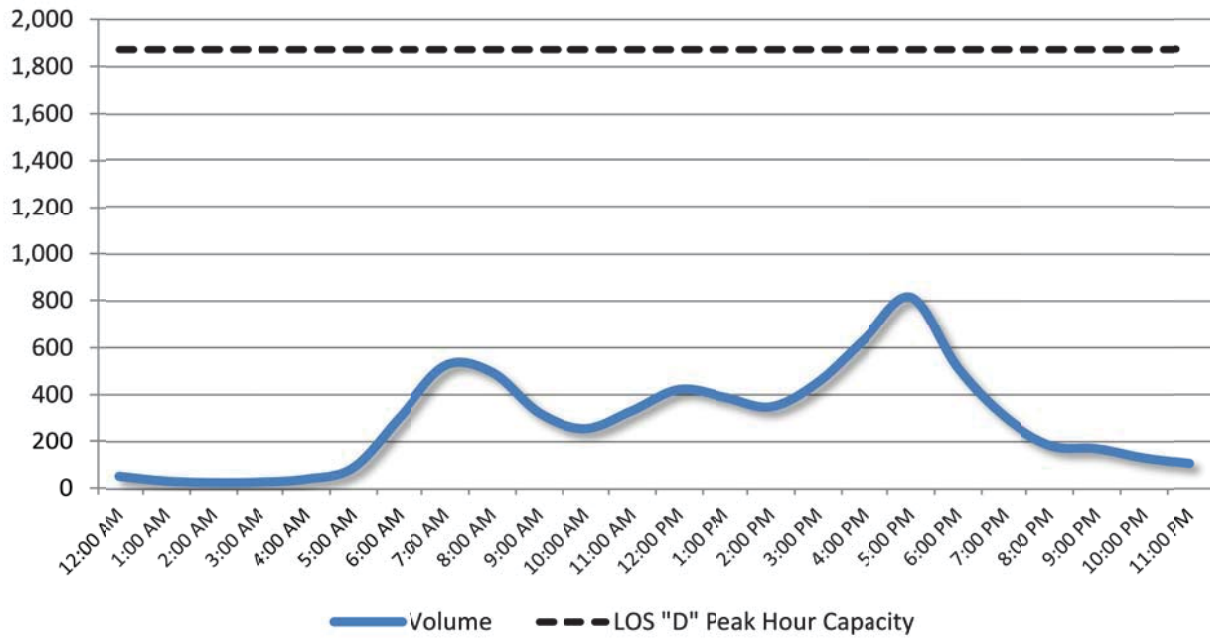
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Meridian Ave, S. of Kennedy Blvd



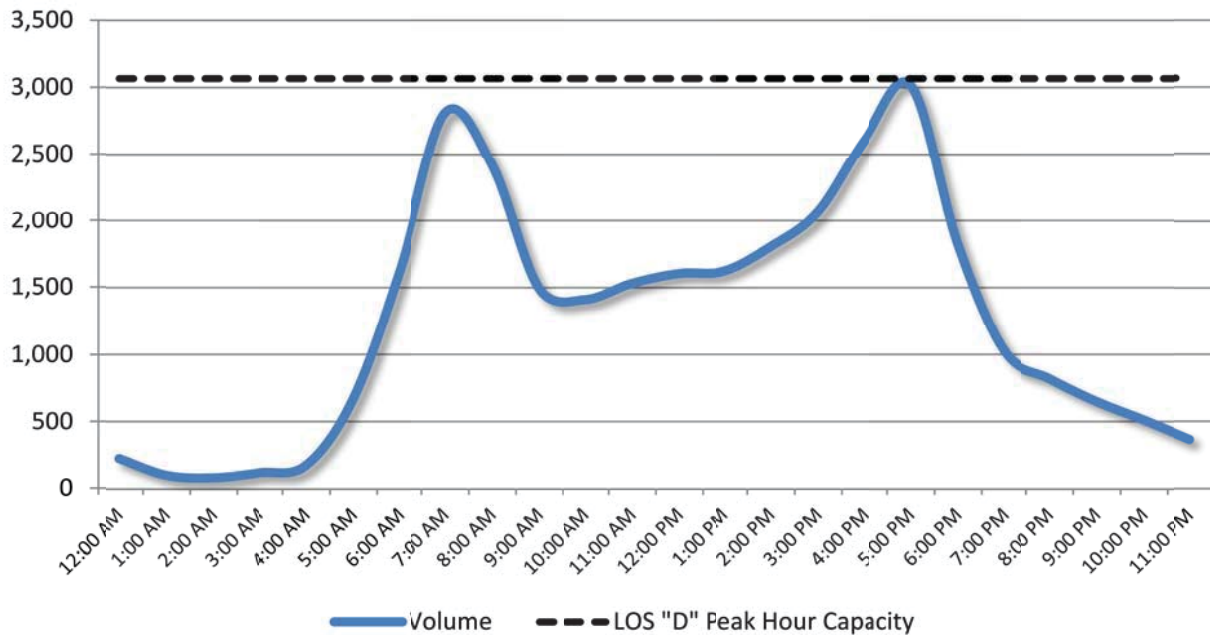
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Channelside Dr, N. of Adamo Dr



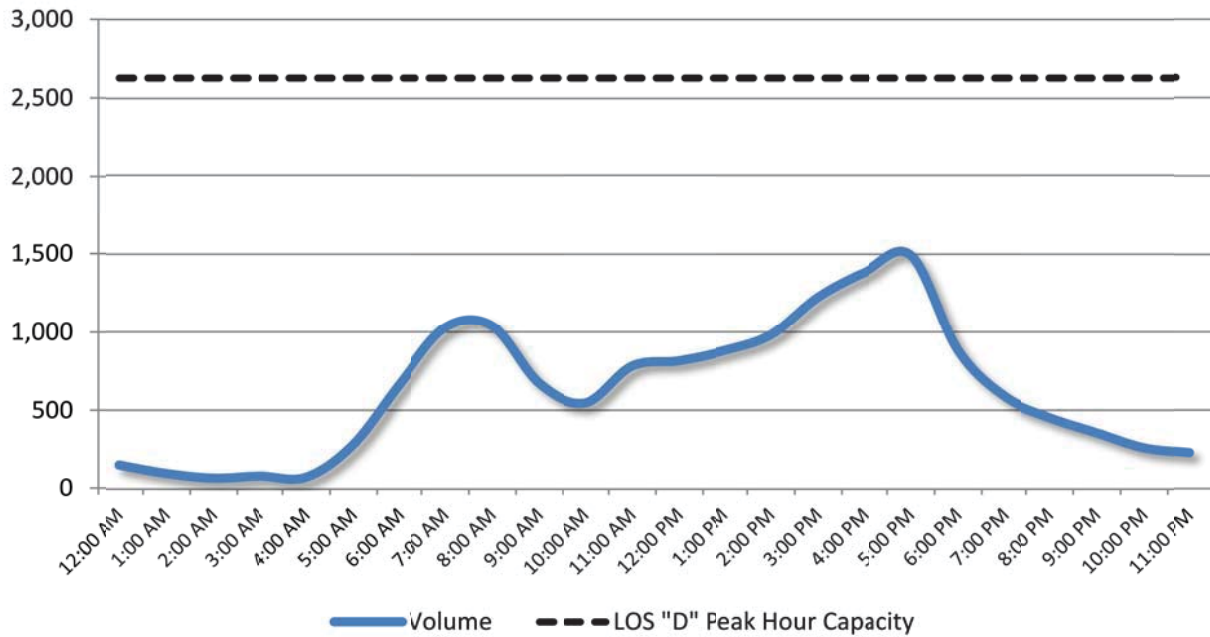
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Channelside Dr, S. of Adamo Dr



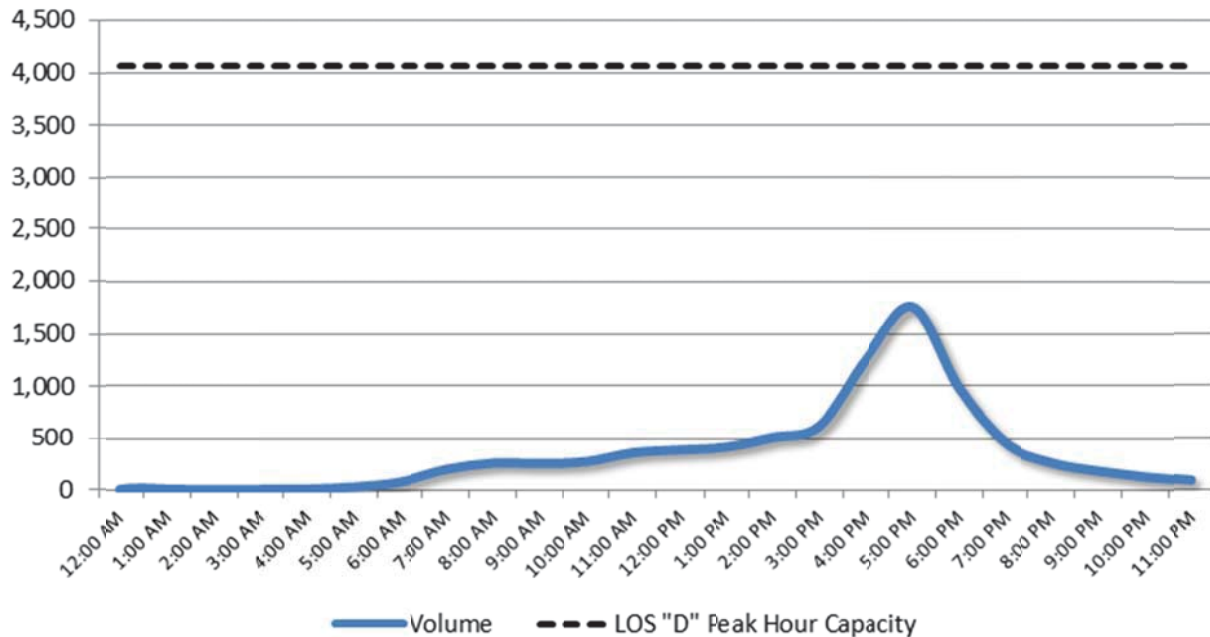
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Channelside Dr, S. of Kennedy Blvd



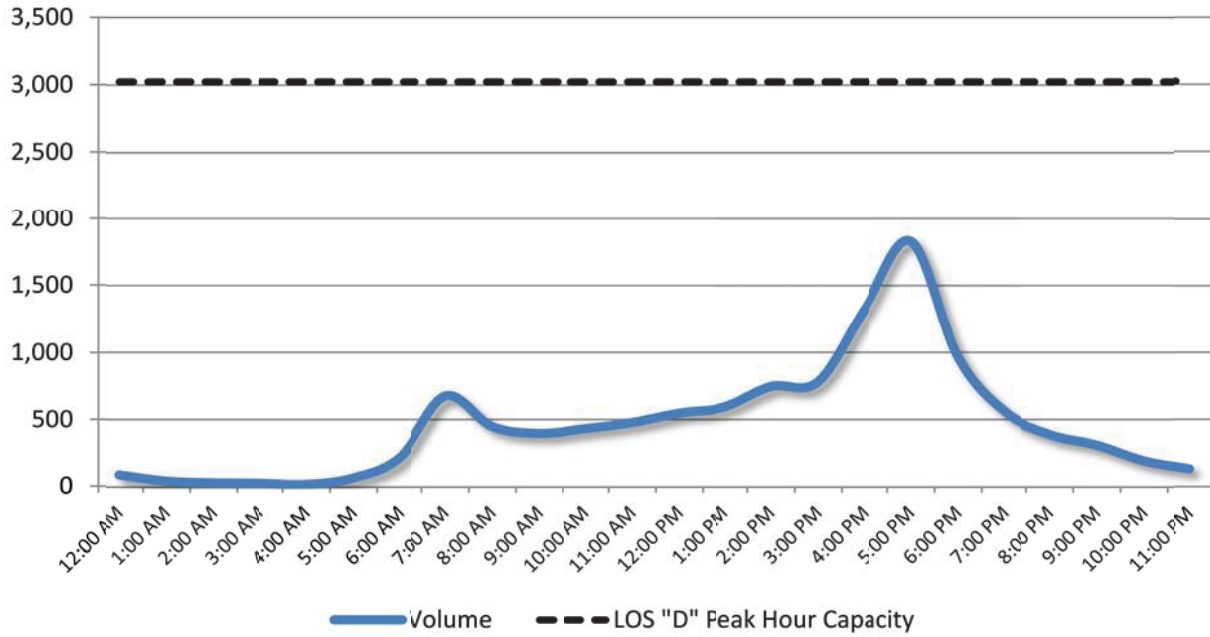
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Jackson St, E. of Nebraska Ave



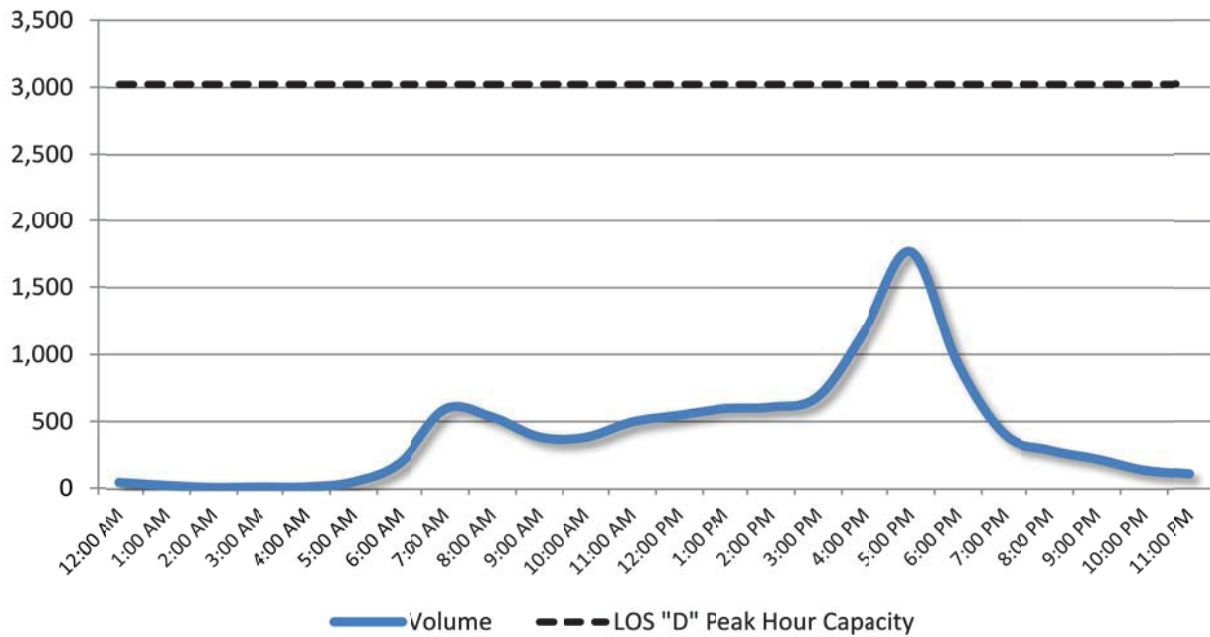
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Jackson St, E. of Jefferson St



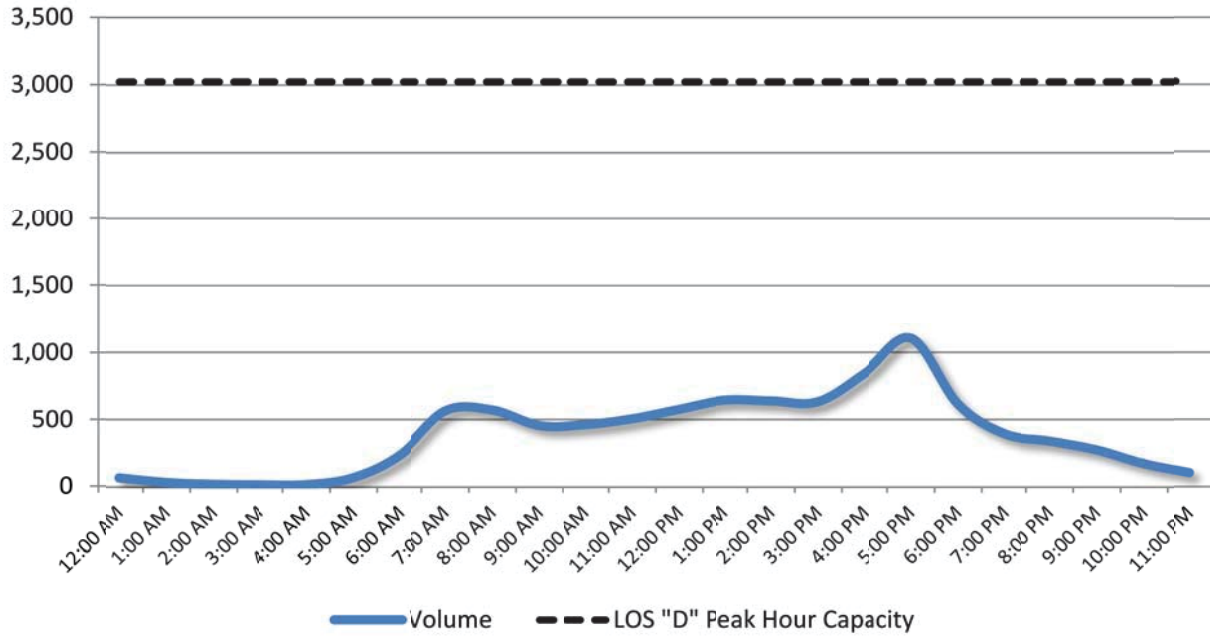
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Jackson St, E. of Morgan St



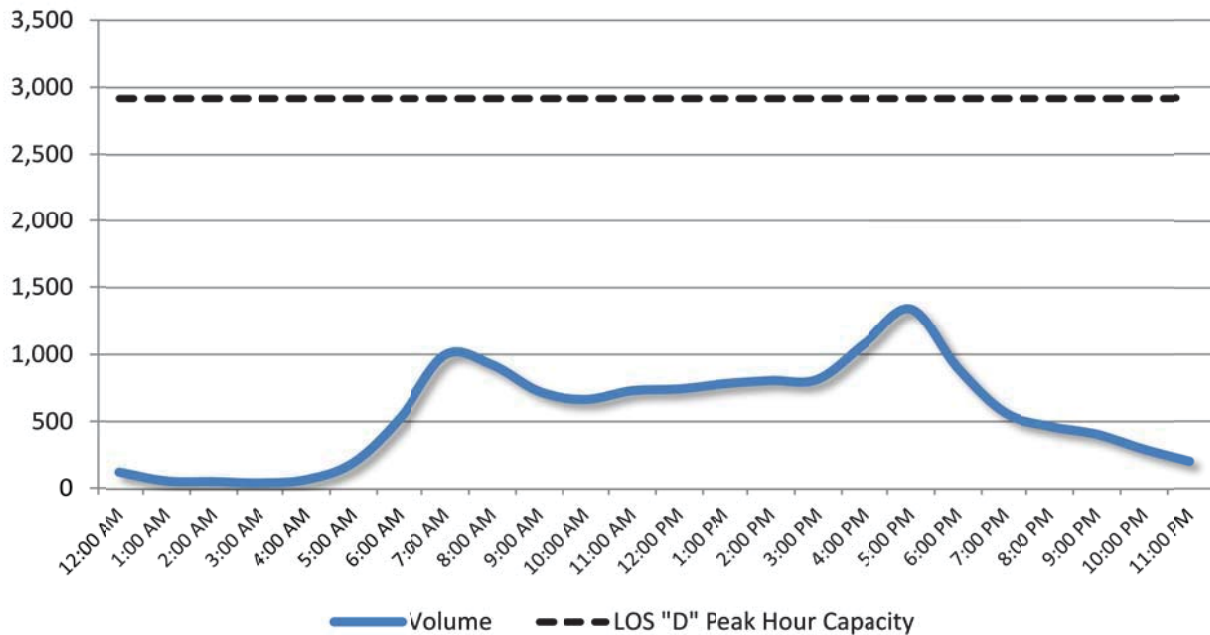
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Jackson St, W. of Franklin St



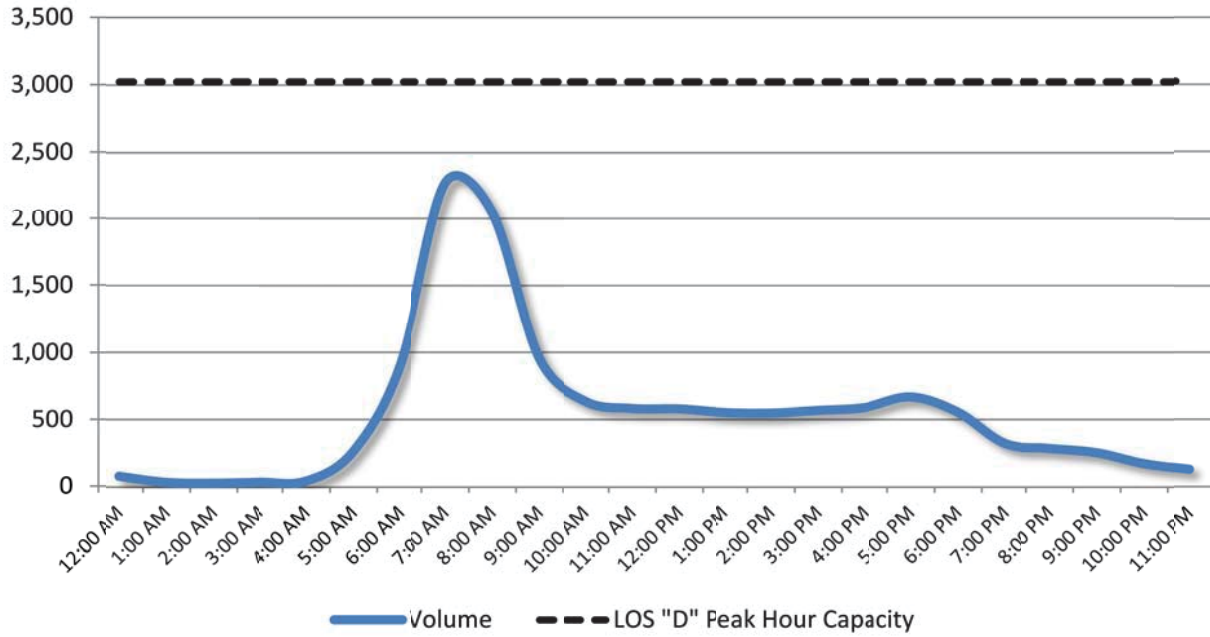
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Kennedy Blvd, W. of Channelside Dr



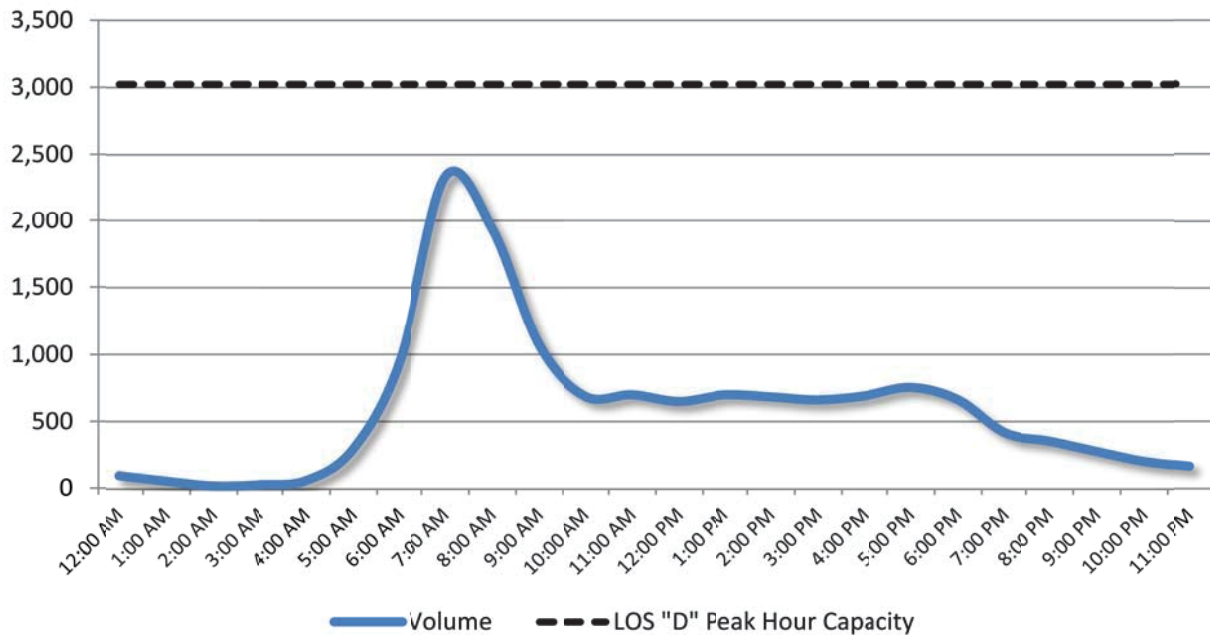
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Kennedy Blvd, W. of Meridian Ave



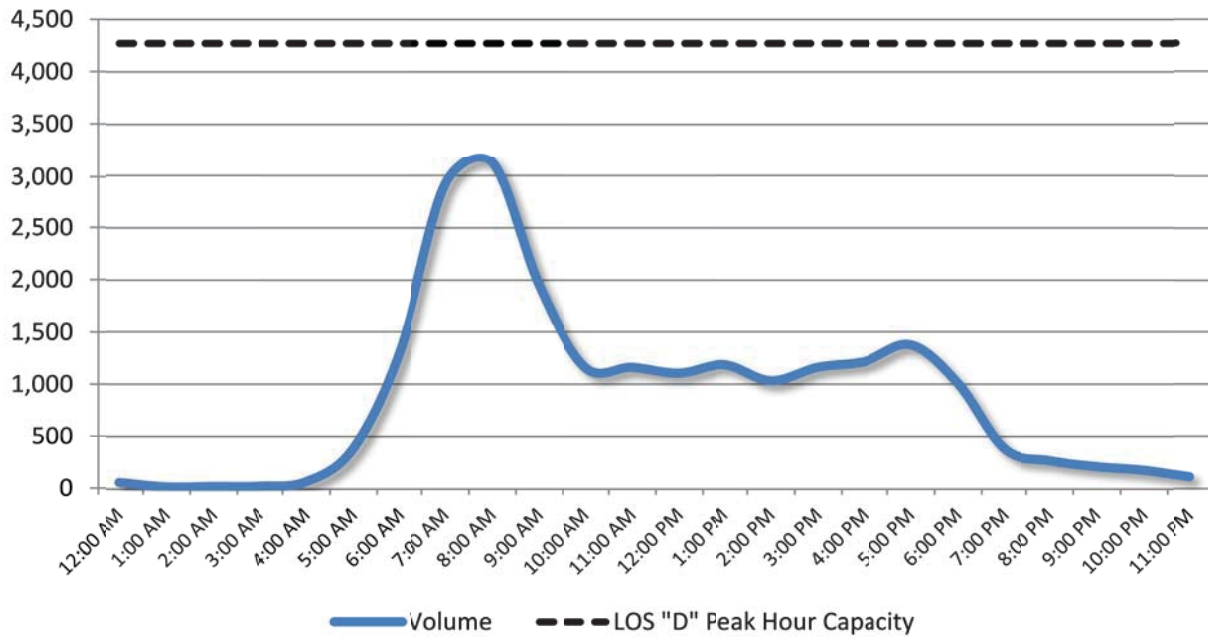
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Kennedy Blvd, W. of Nebraska Ave



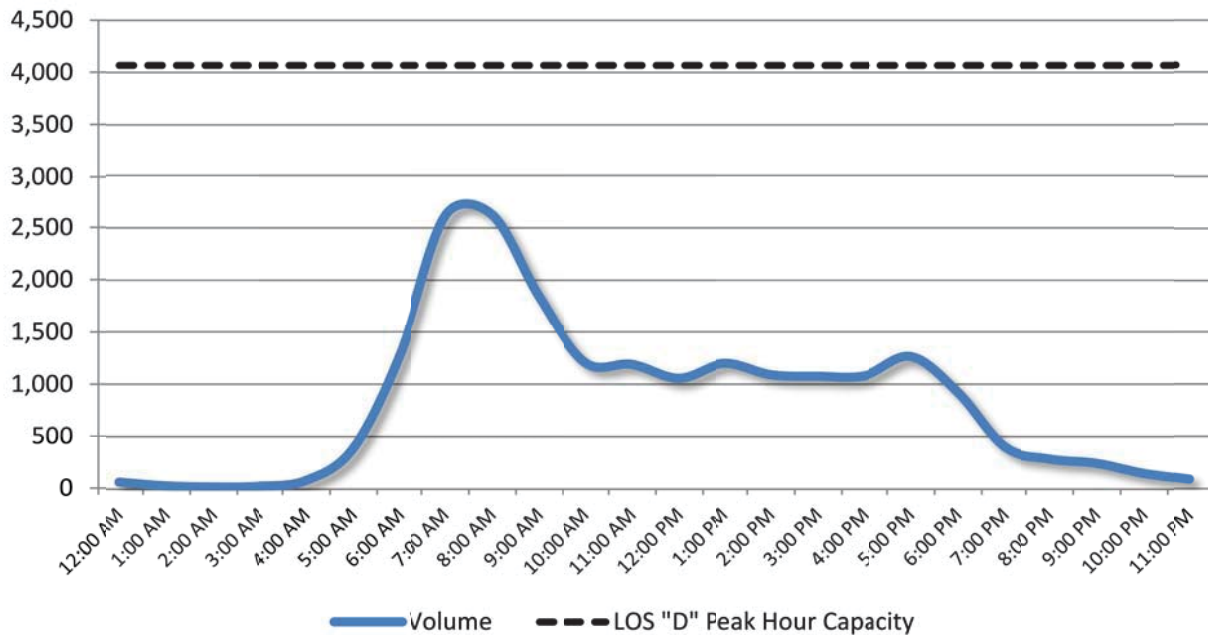
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Kennedy Blvd, E. of Jefferson St



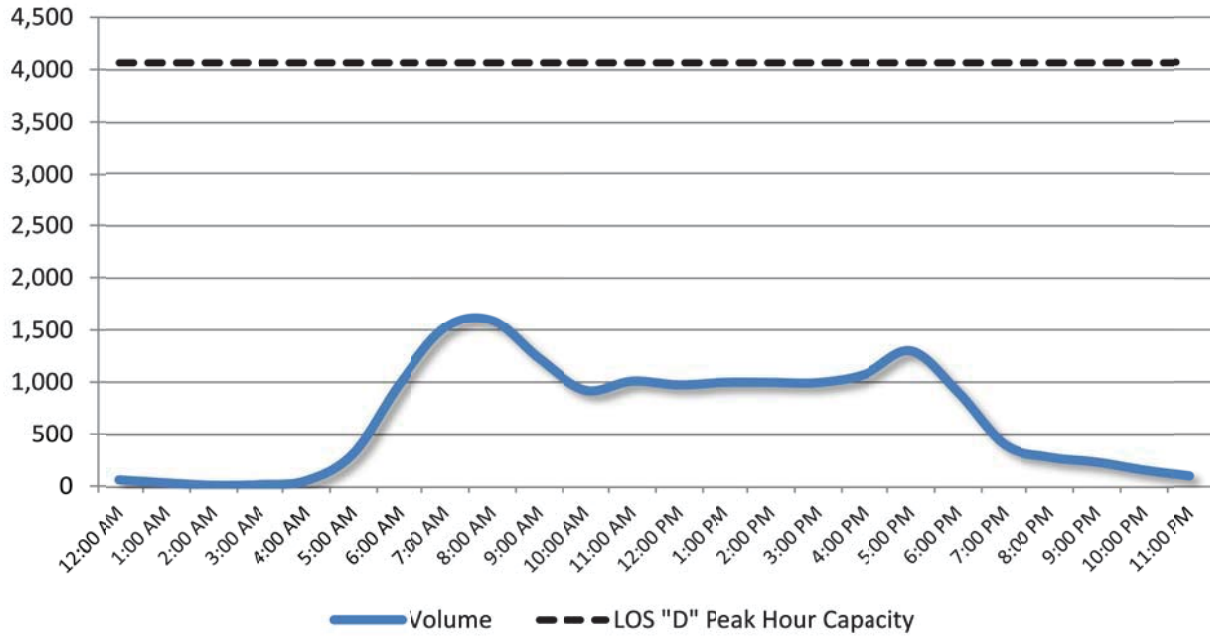
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Kennedy Blvd, E. of Morgan St



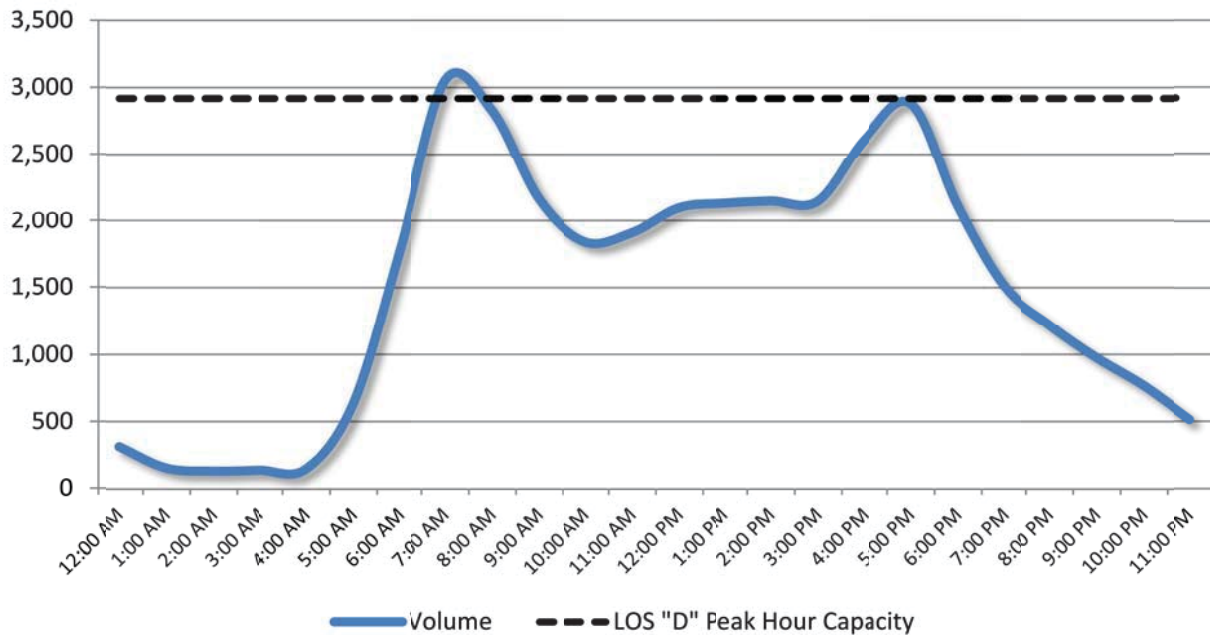
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Kennedy Blvd, W. of Franklin St



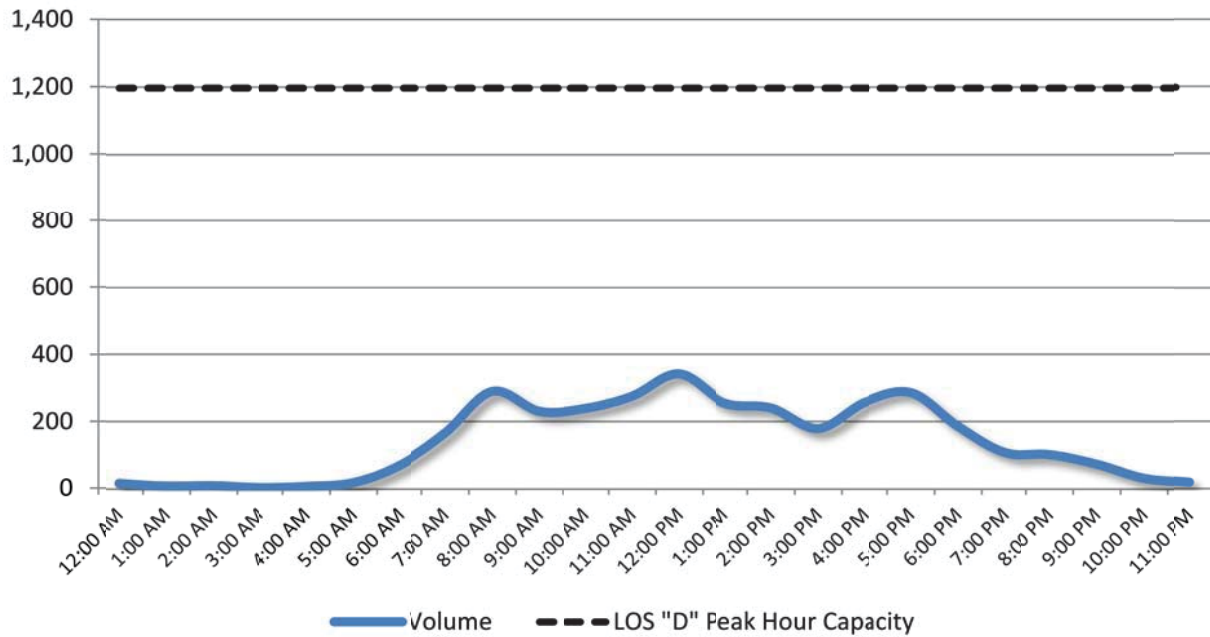
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Kennedy Blvd, Hillsborough River Bridge



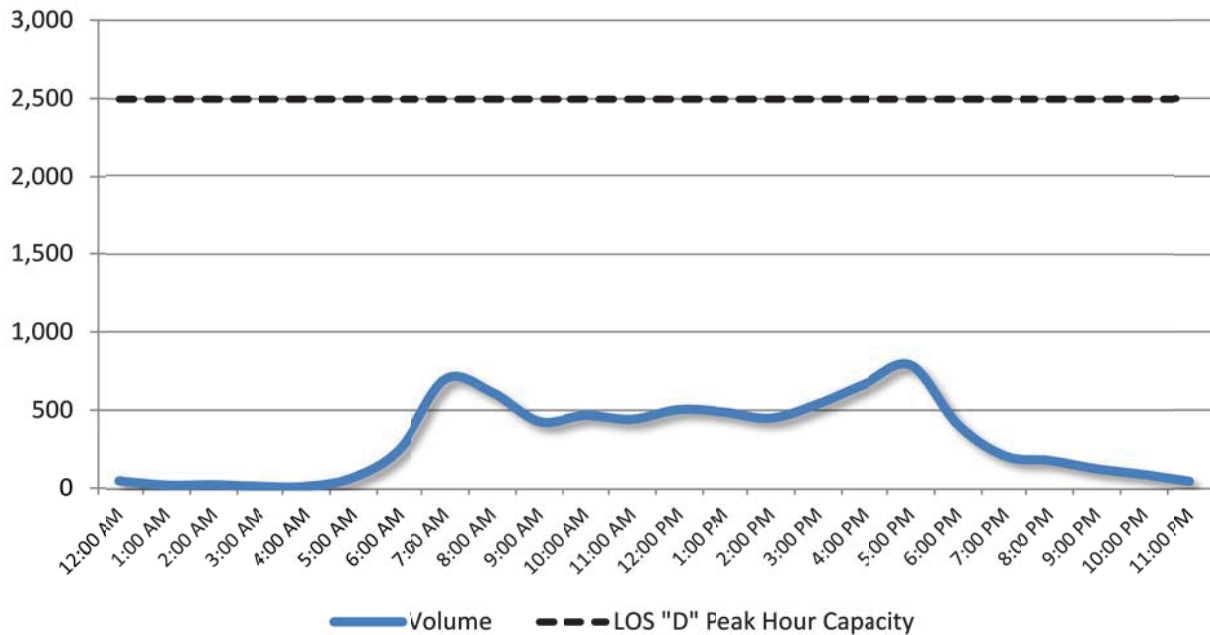
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Madison St, E. of Ashley Dr



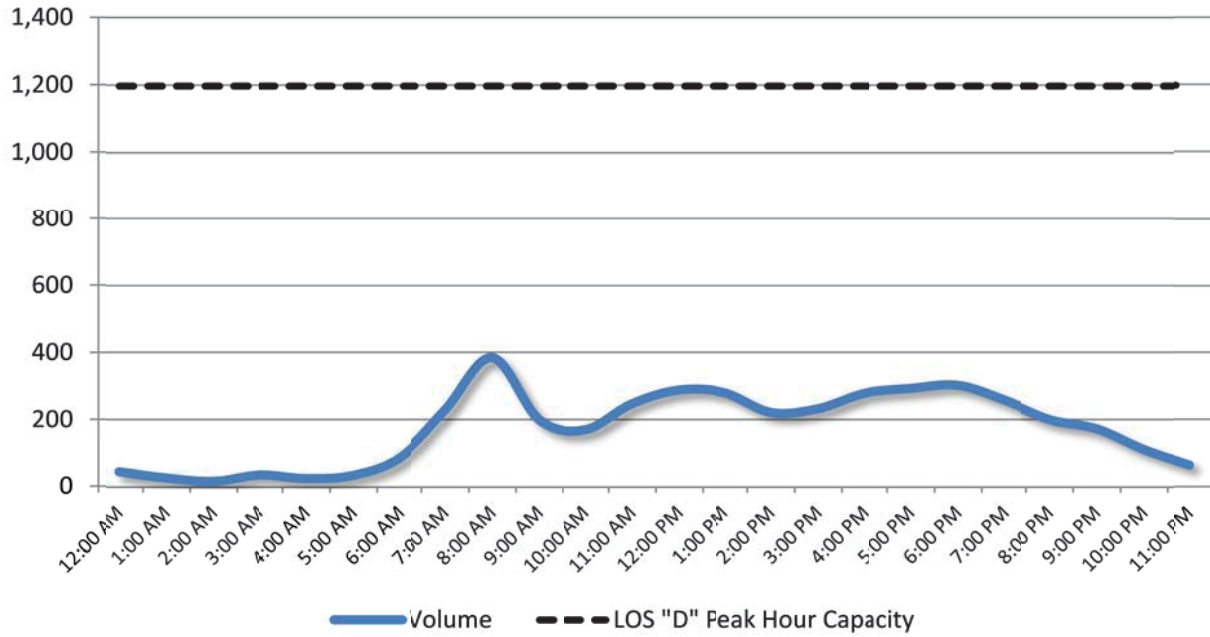
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Twiggs St, W. of Channelside Dr



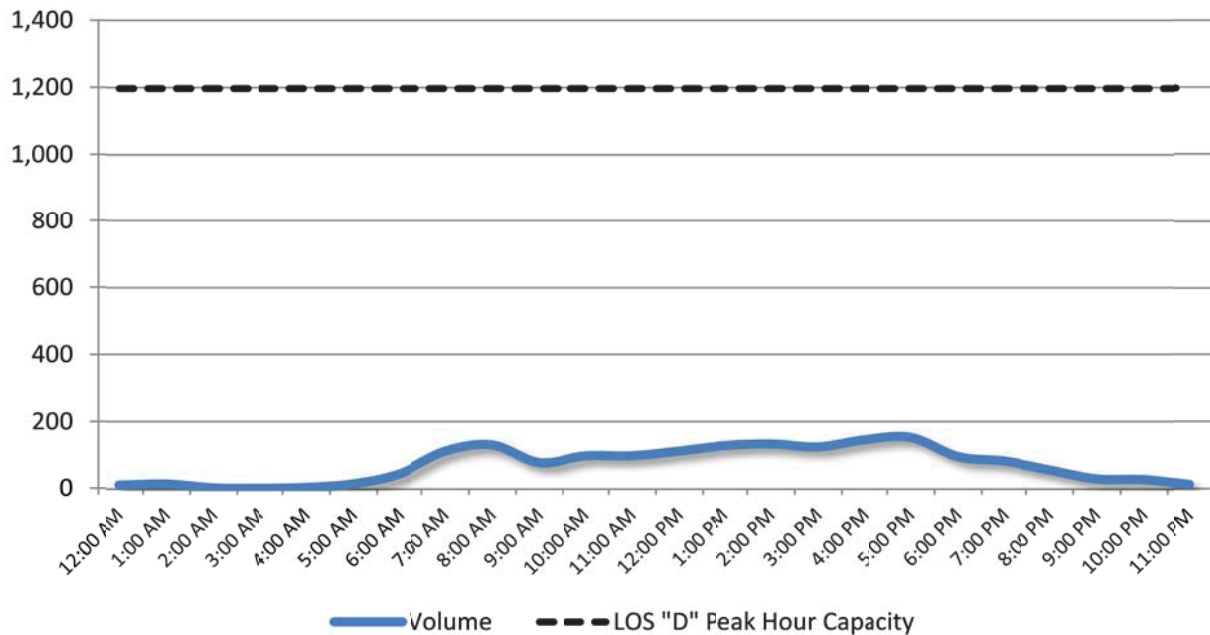
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Zack St, E. of Ashley Dr



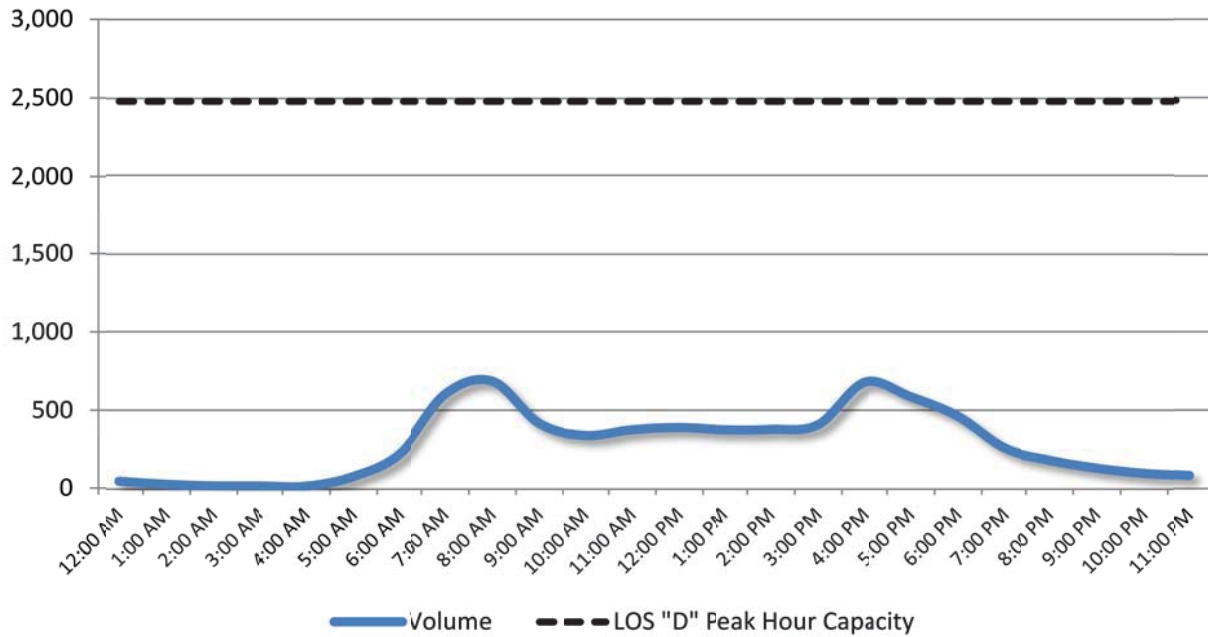
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Polk St, W. of Morgan St



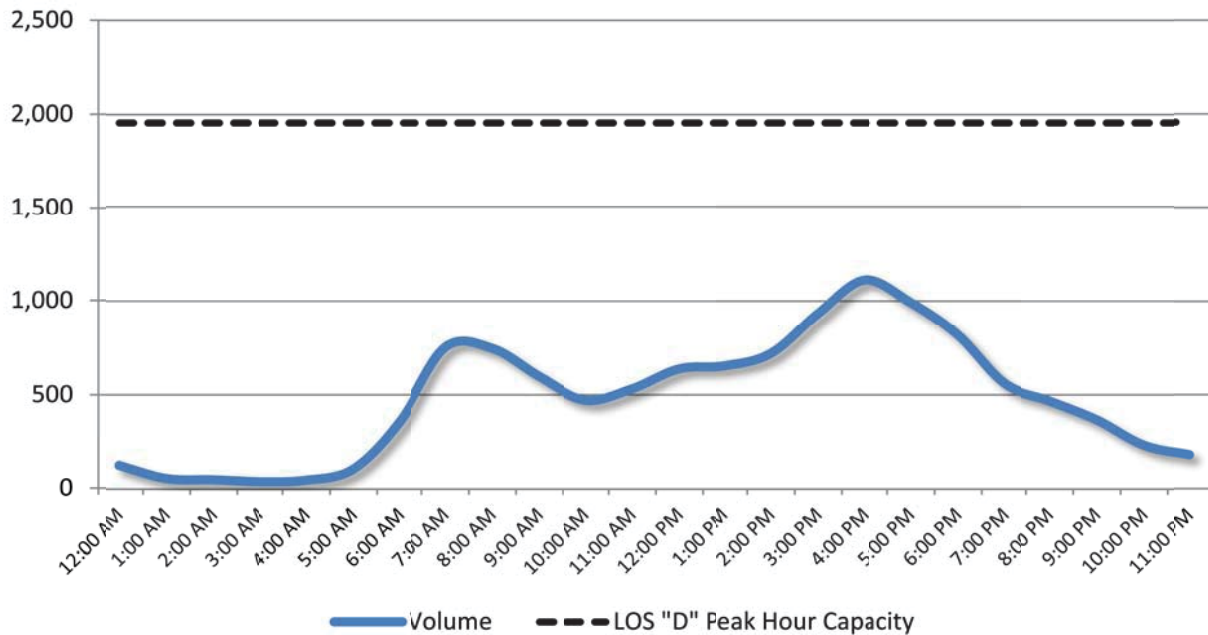
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Cass St, W. of Nebraska Ave



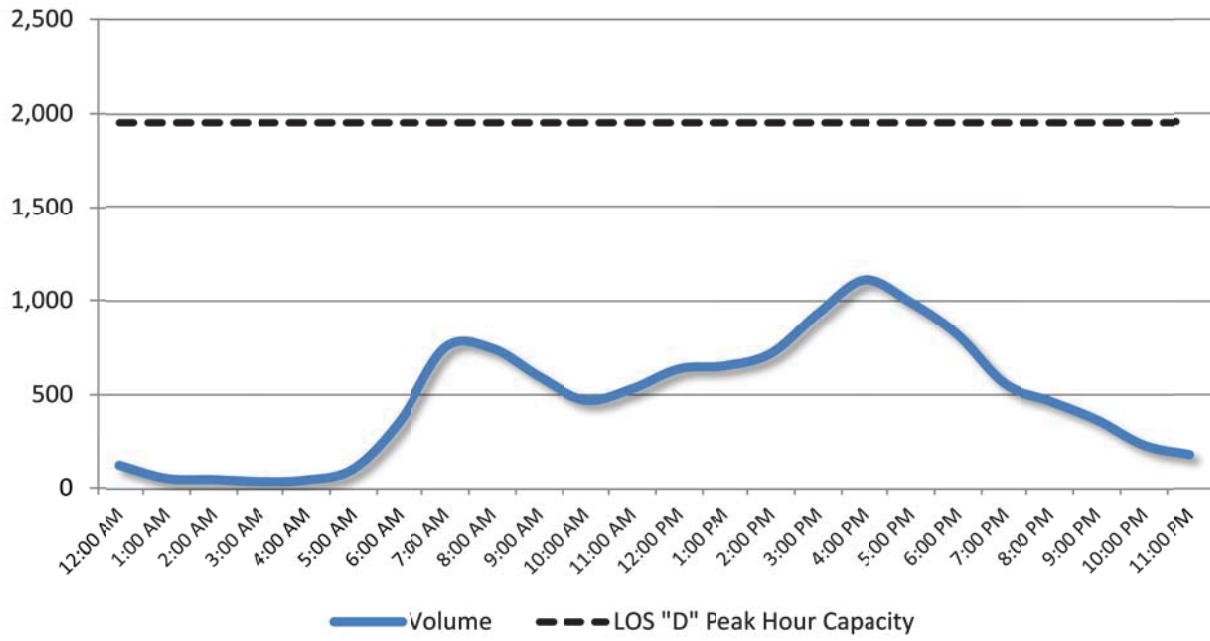
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Cass St, W. of Pierce St



Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

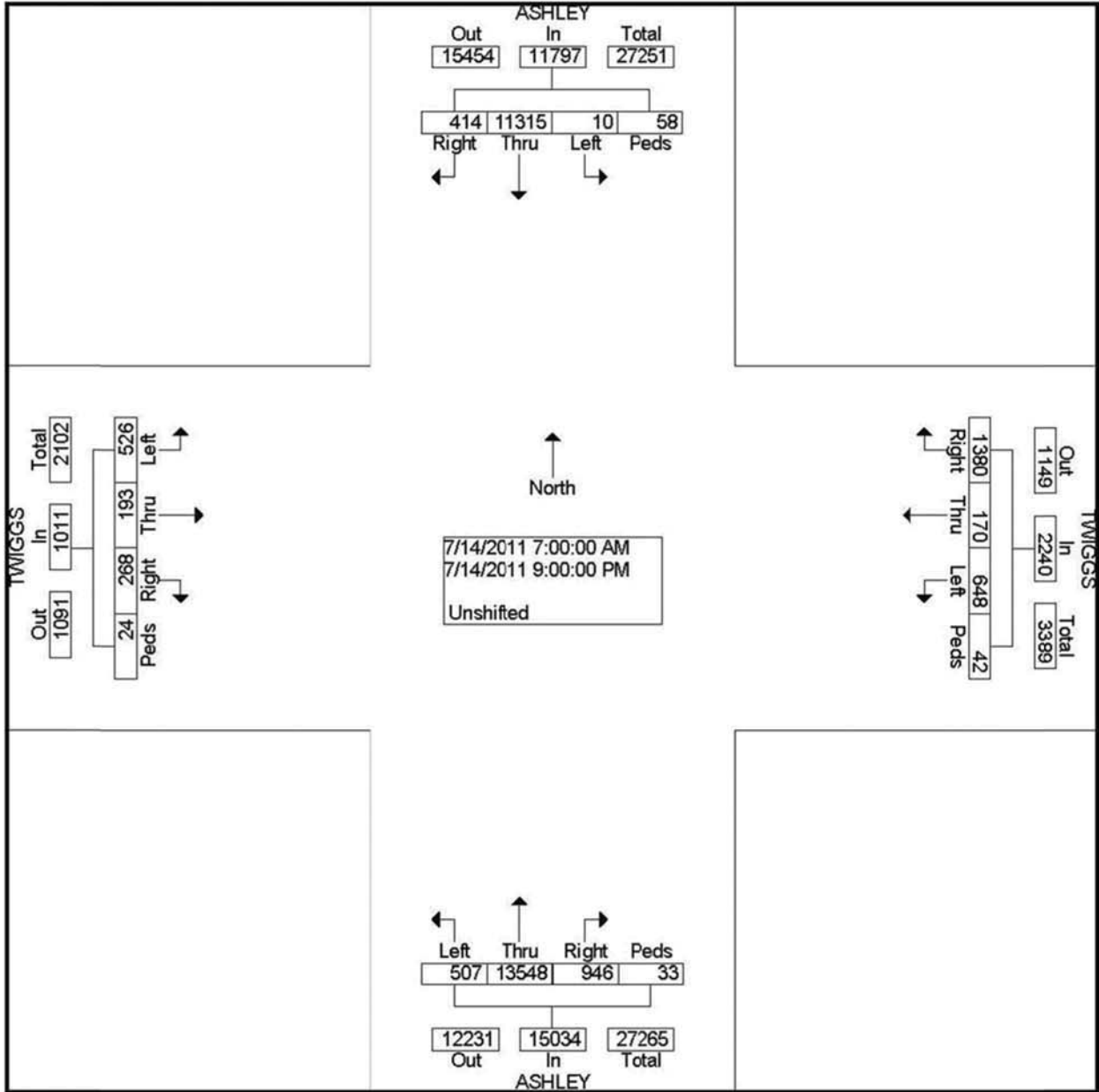
Scott St, E. of Morgan St



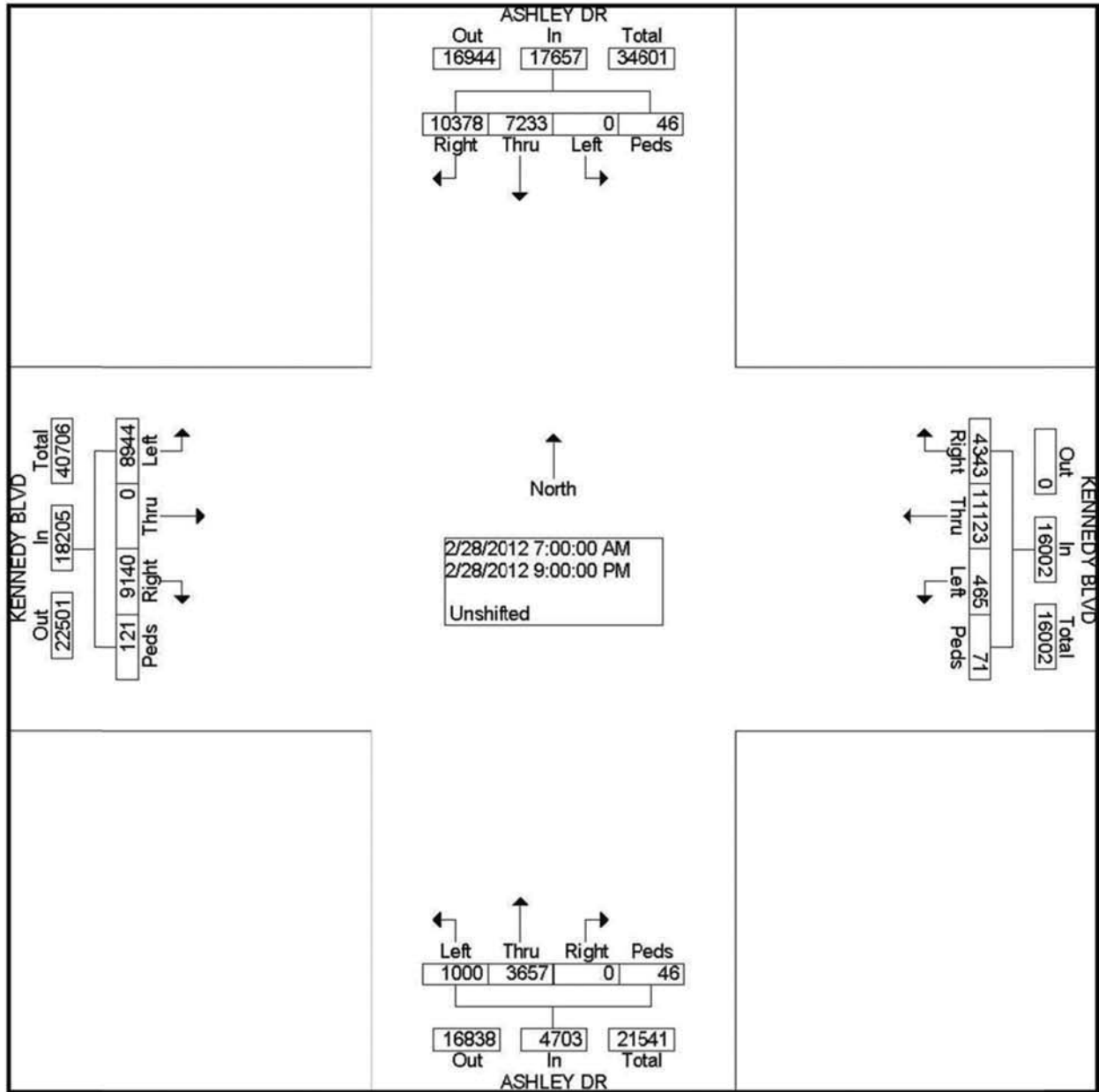
Source: FDOT Florida Traffic Online (2013) and 2012 FDOT Quality/Level of Service Handbook Tables

Turning Movement Count Summary

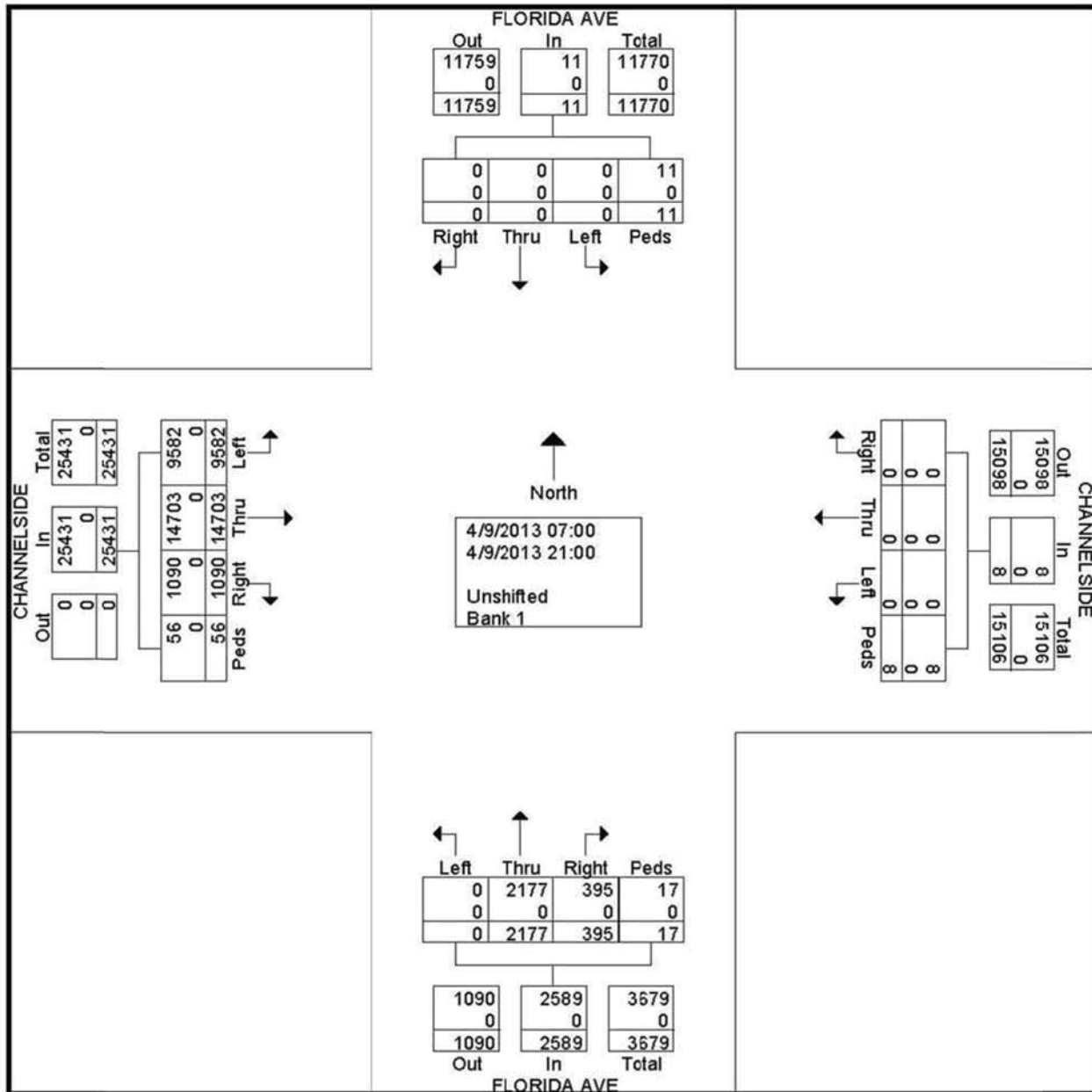
Ashley Drive at Twigg Street



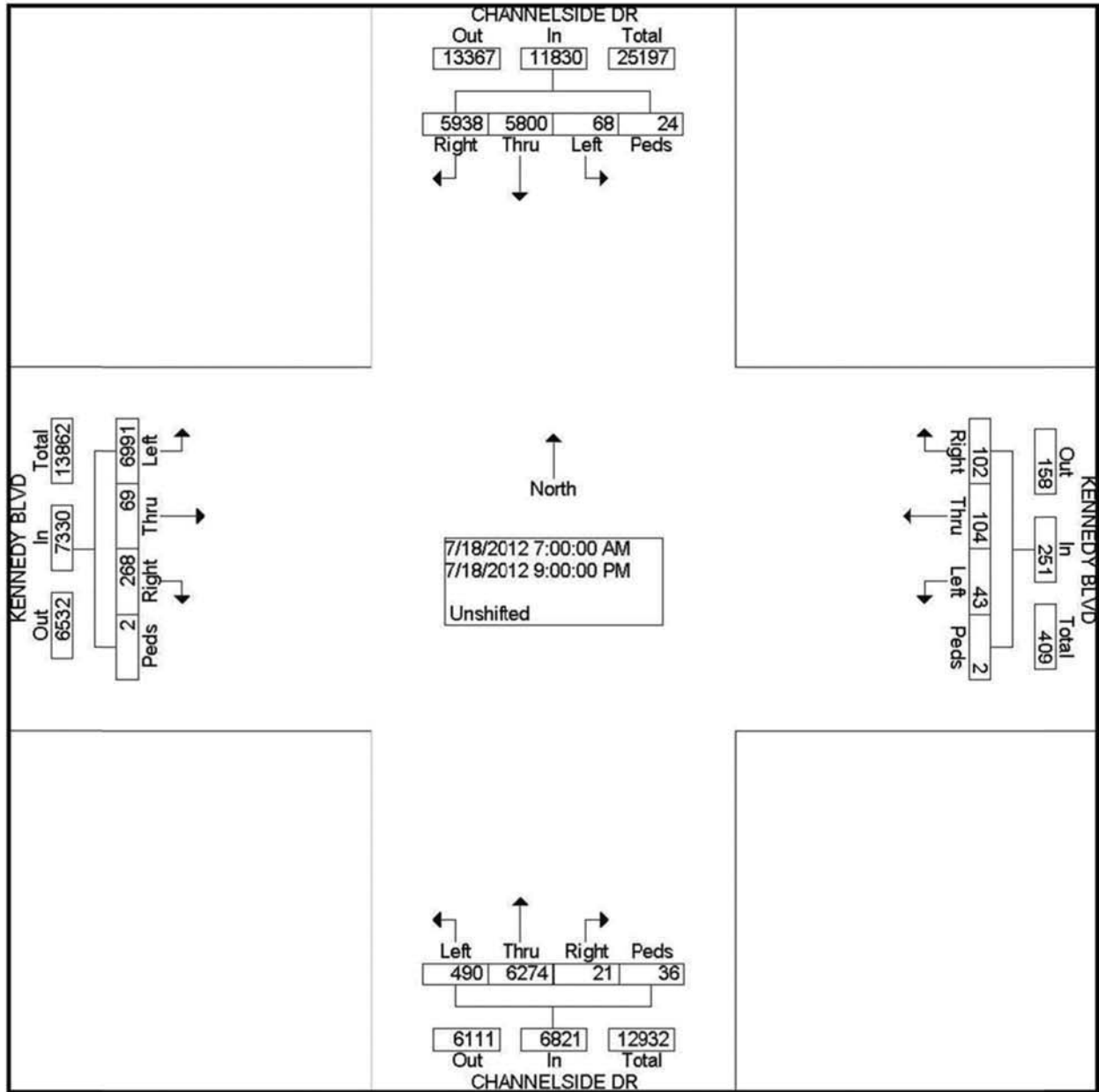
Ashley Drive at Kennedy Boulevard



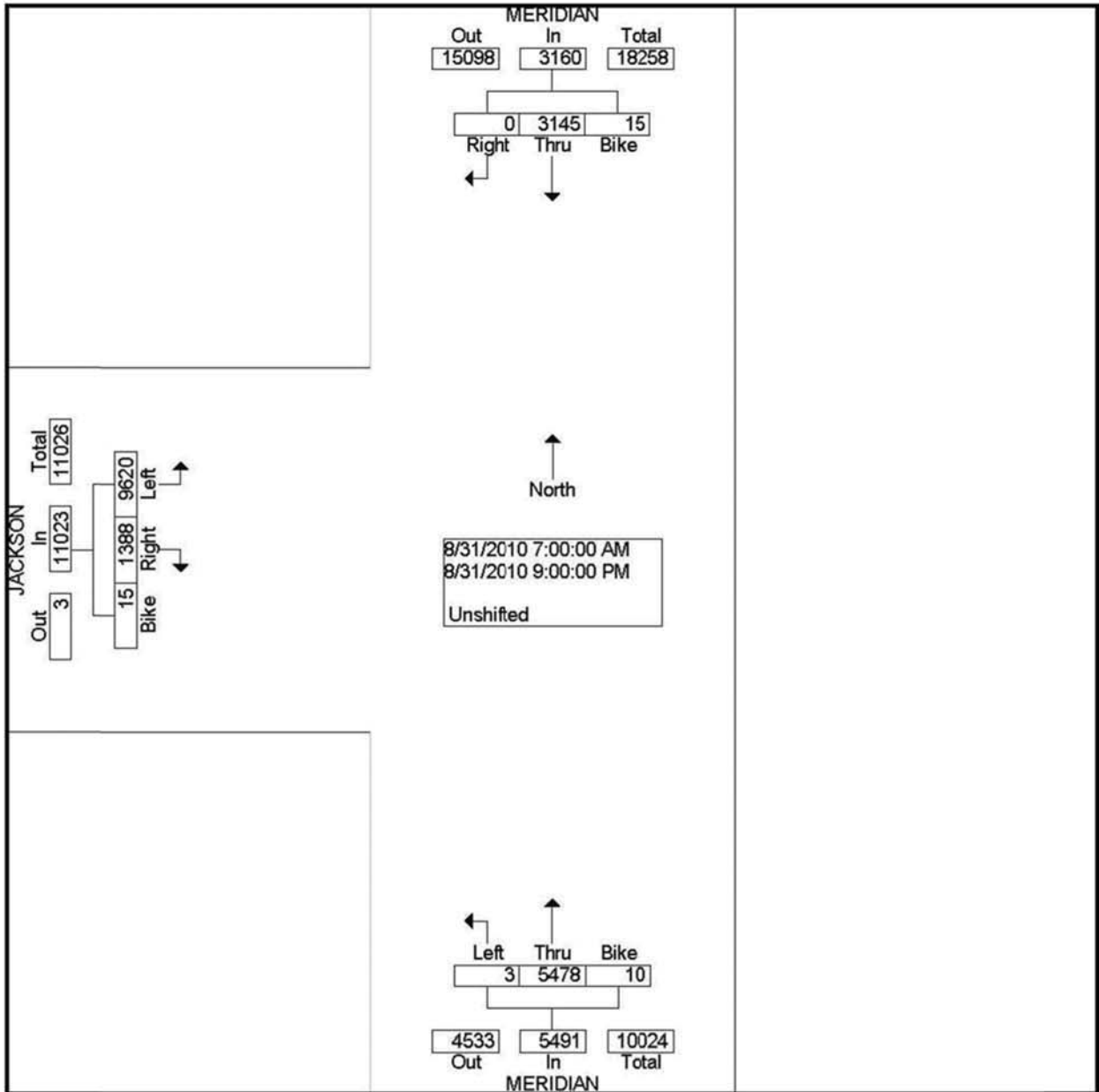
Channelside Drive at Florida Avenue



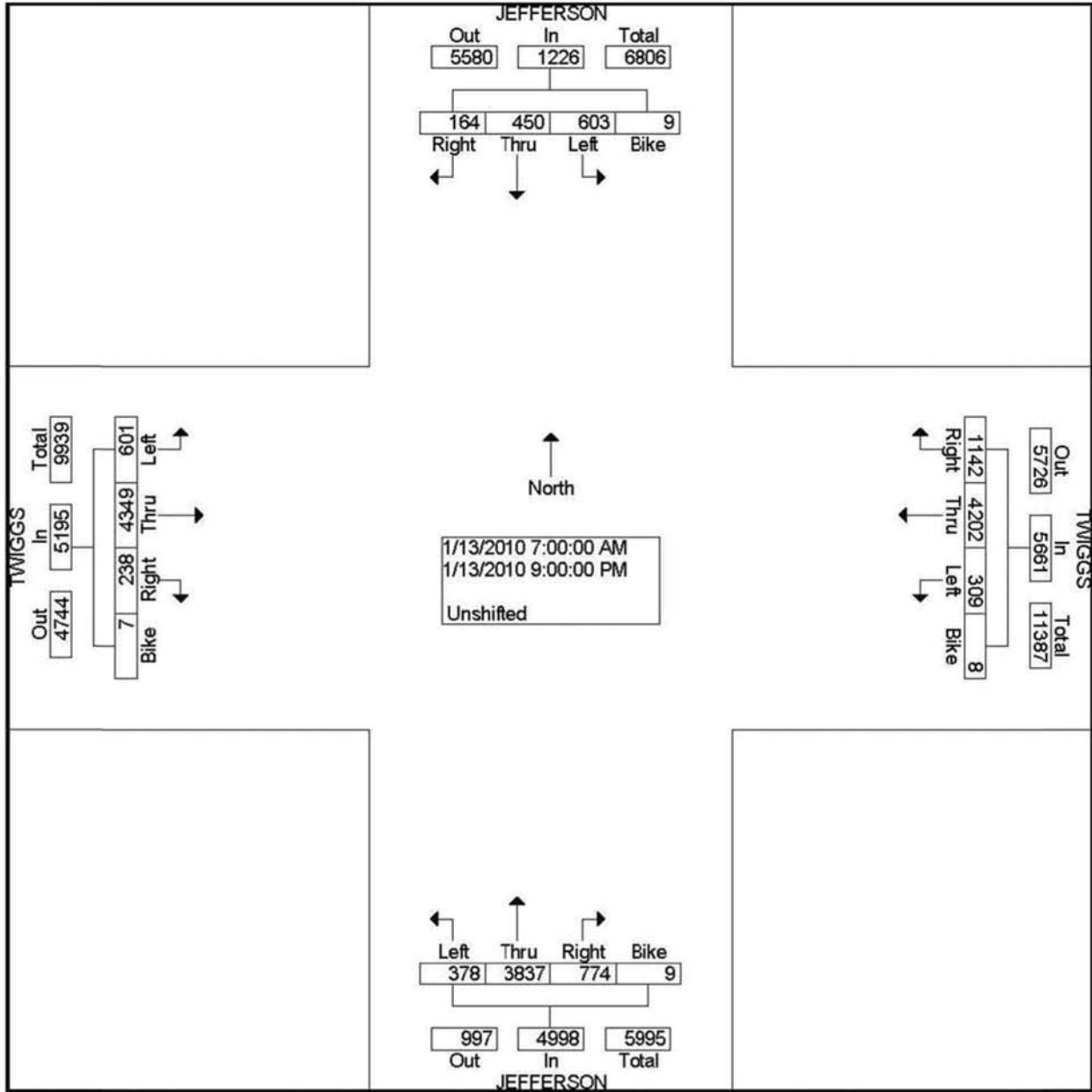
Channelside Drive at Kennedy Boulevard



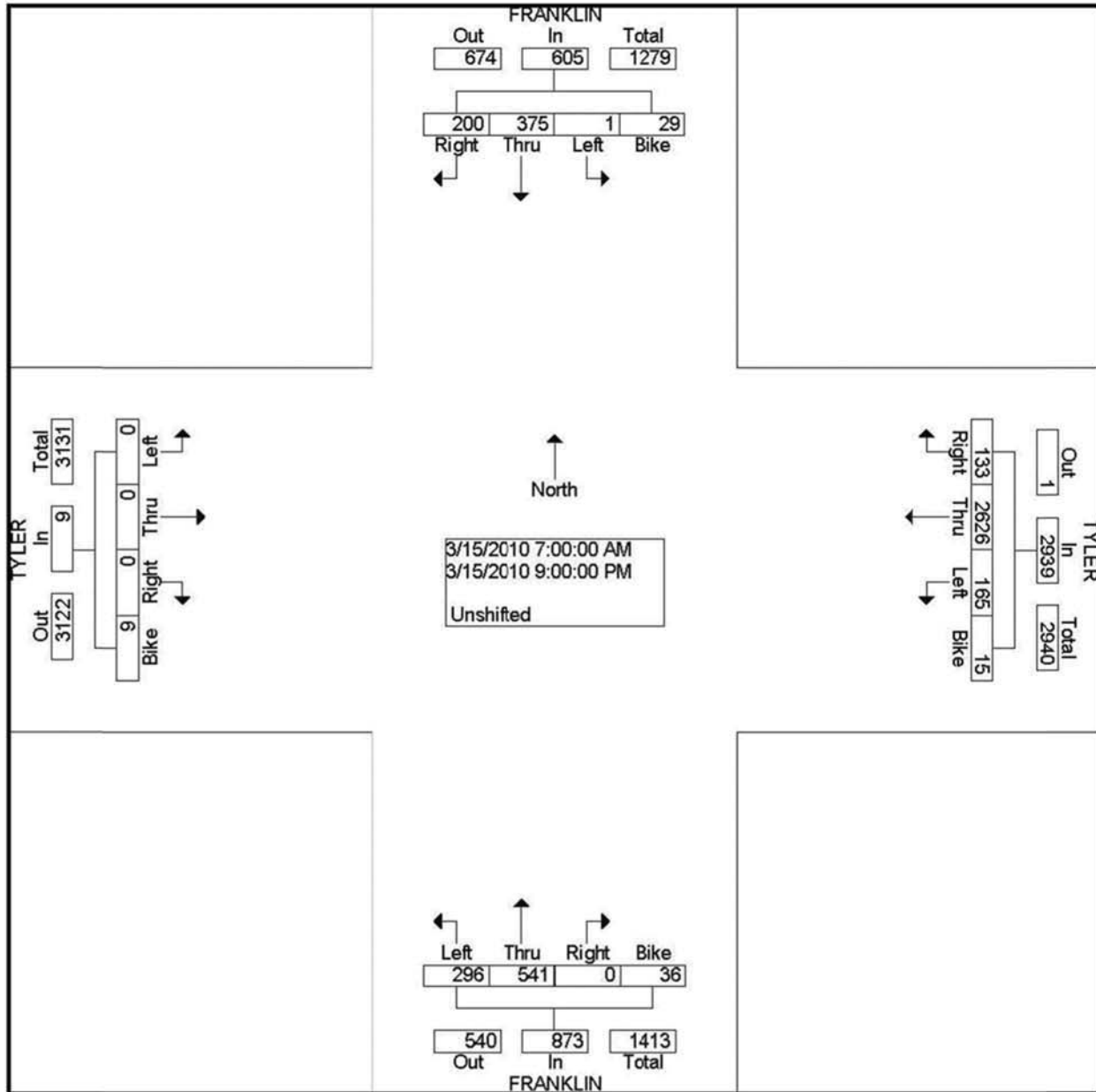
Meridian Avenue at Jackson Street



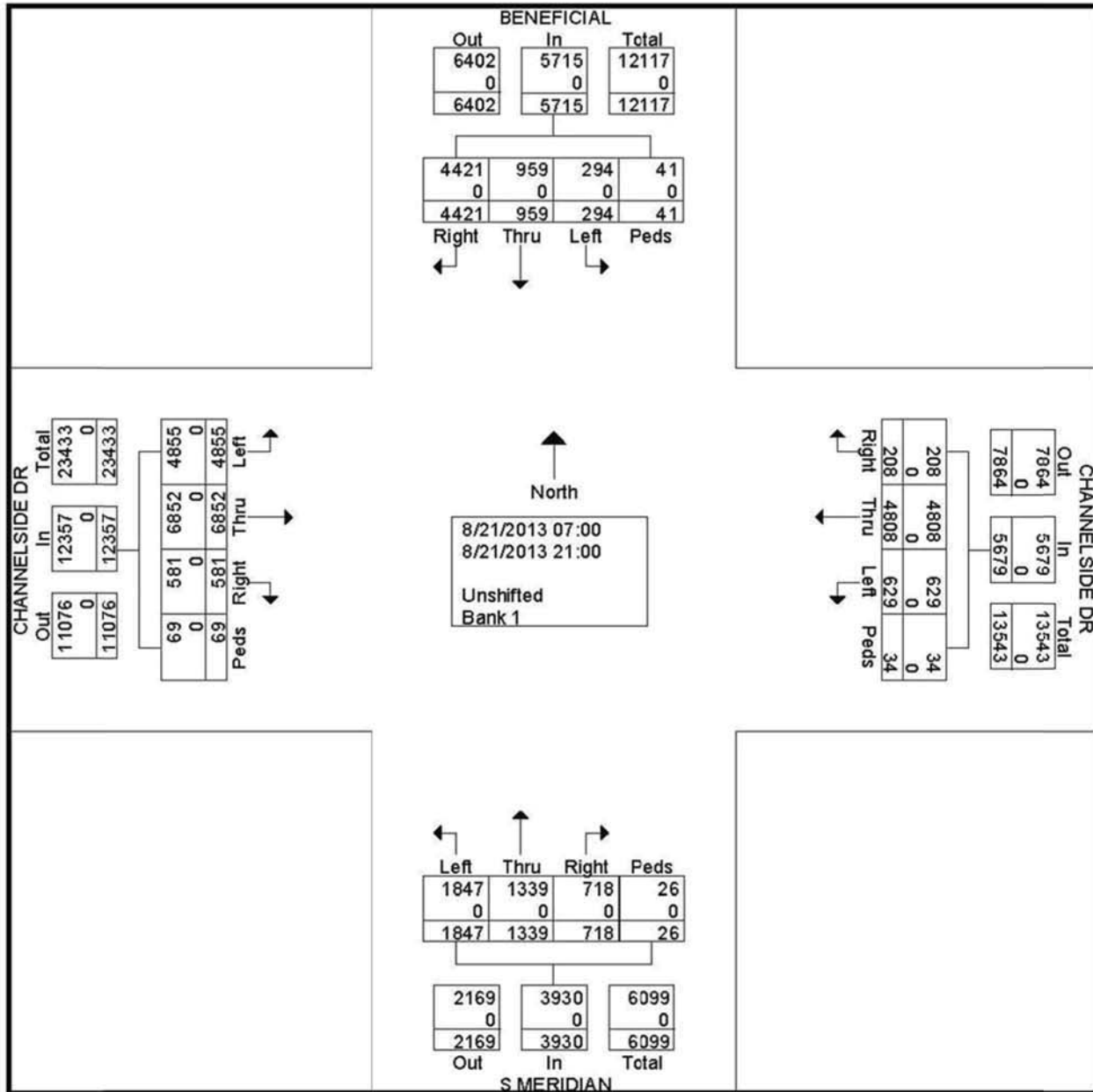
Jefferson Street at Twigg Street



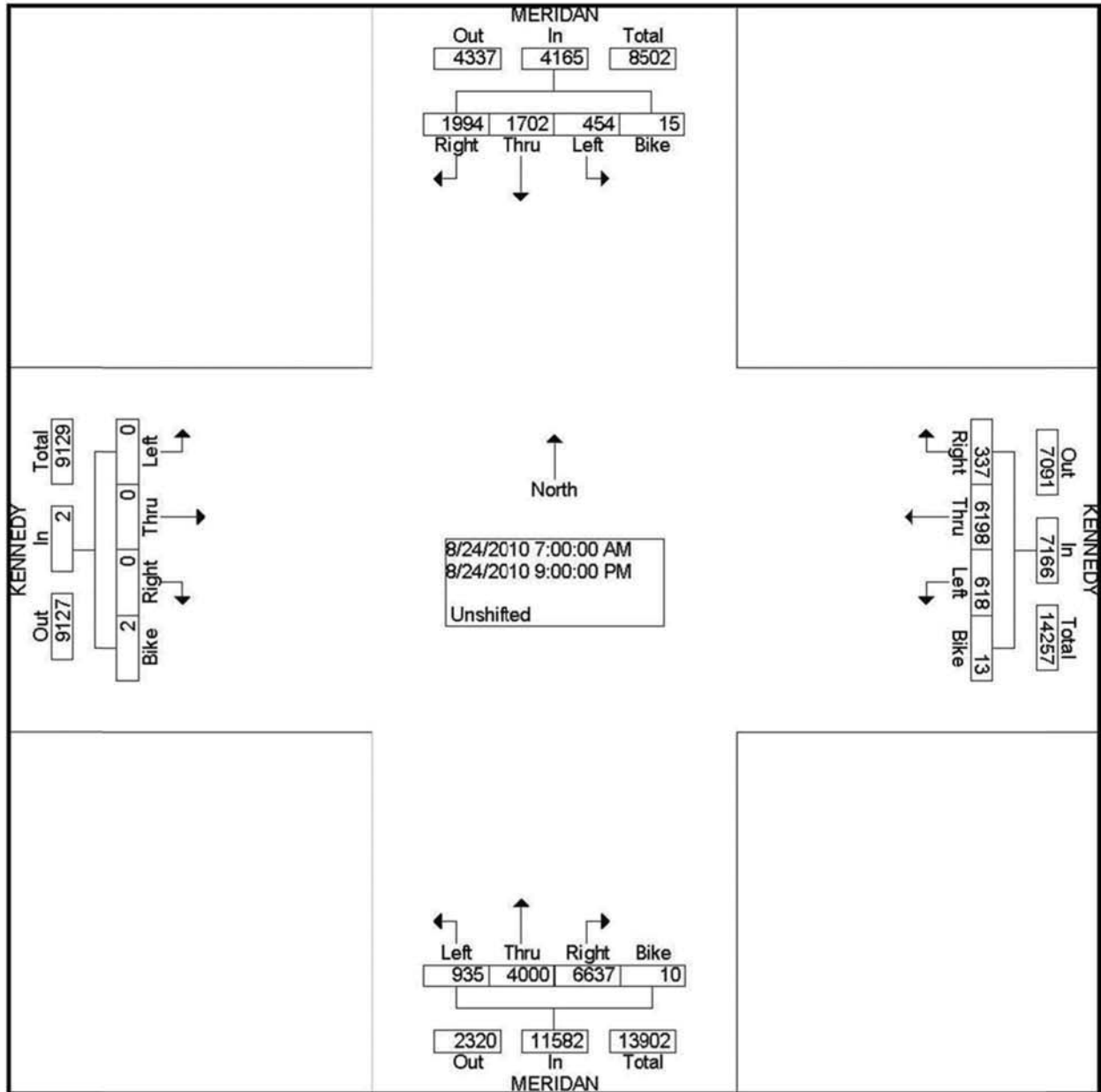
Franklin Street at Tyler Street



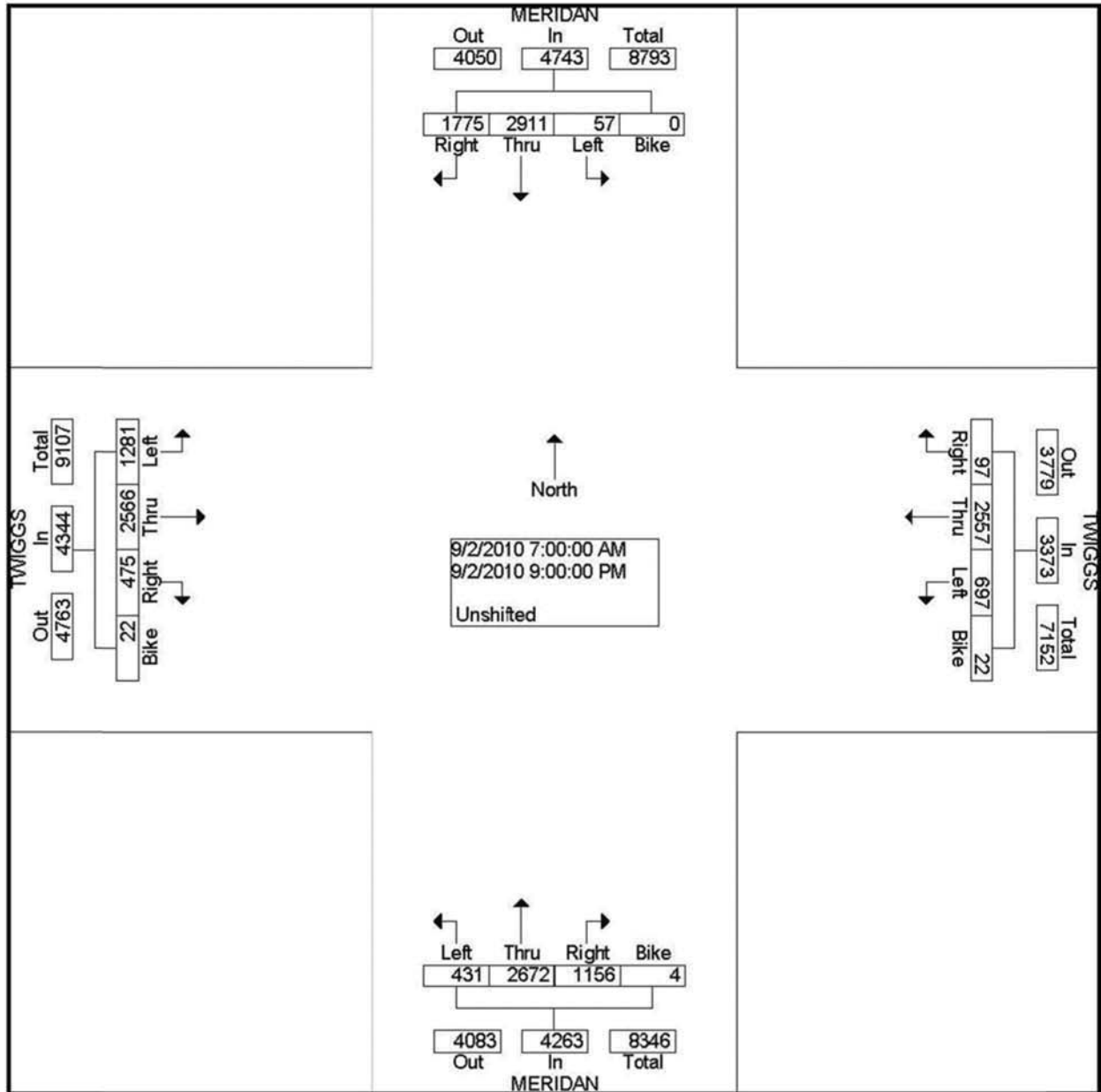
Channelside Drive at Meridian Avenue



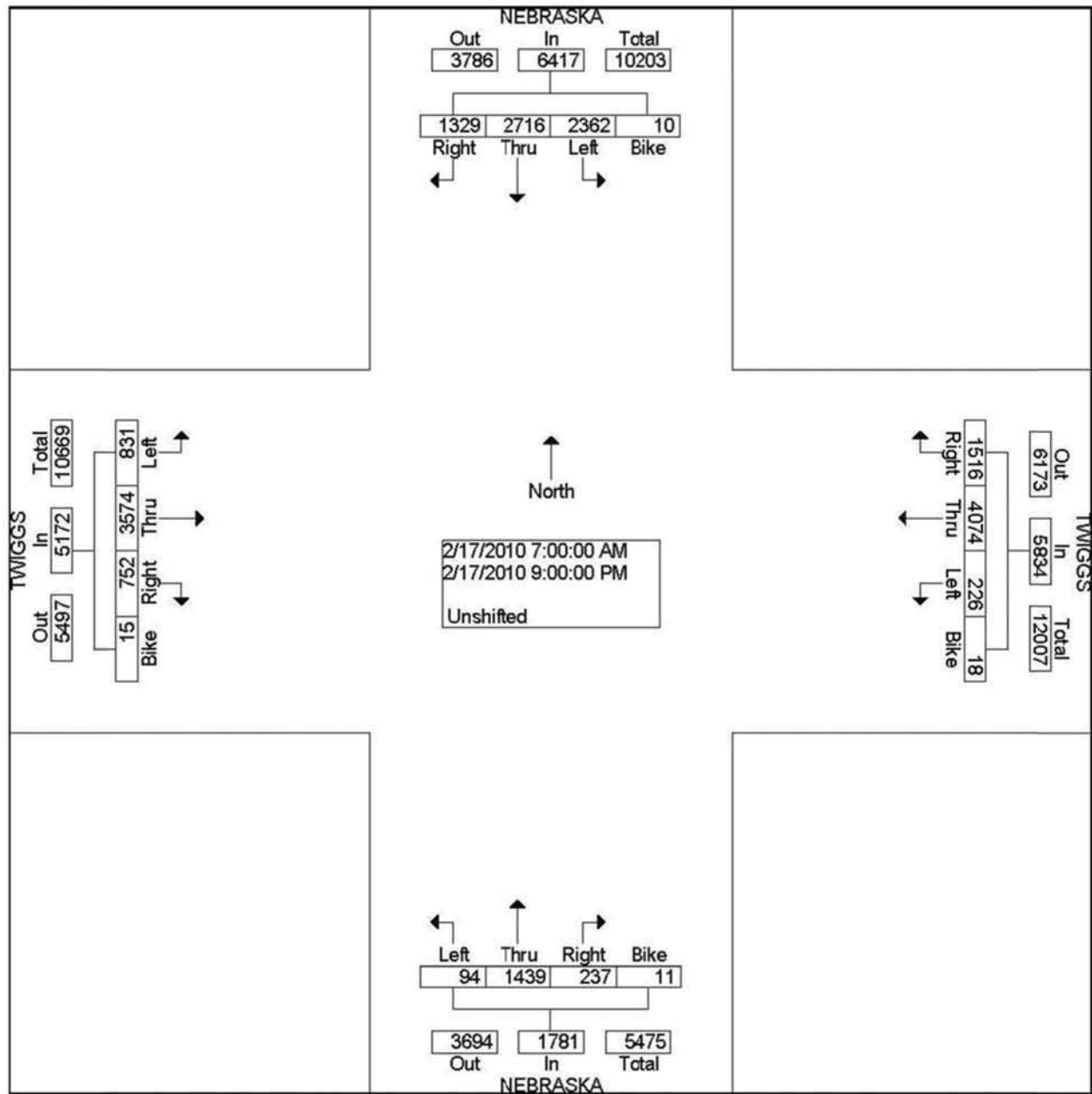
Meridian Avenue at Kennedy Boulevard



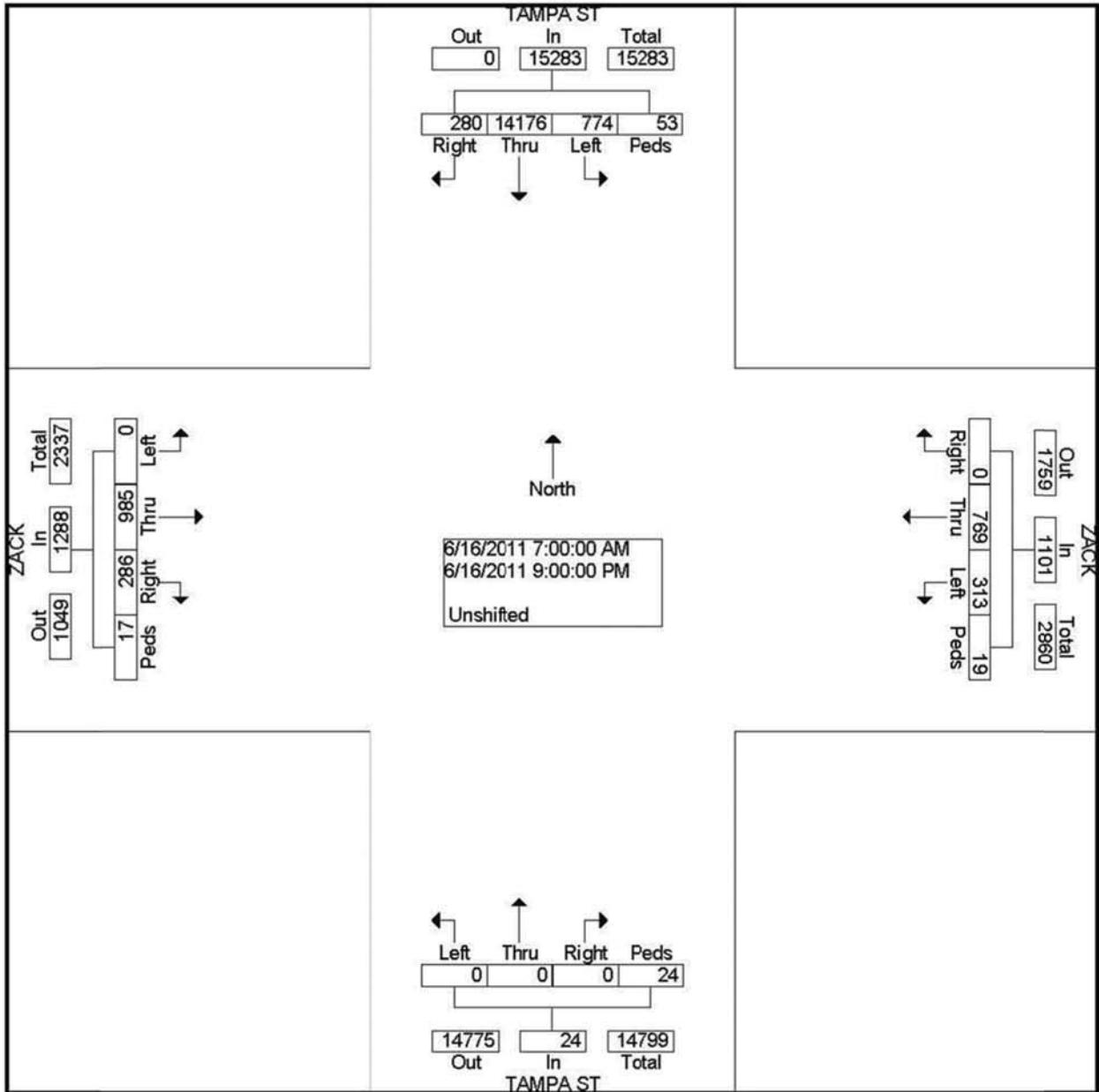
Meridian Avenue at Twigg Street



Nebraska Avenue at Twiggs Street



Tampa Street at Zack Street





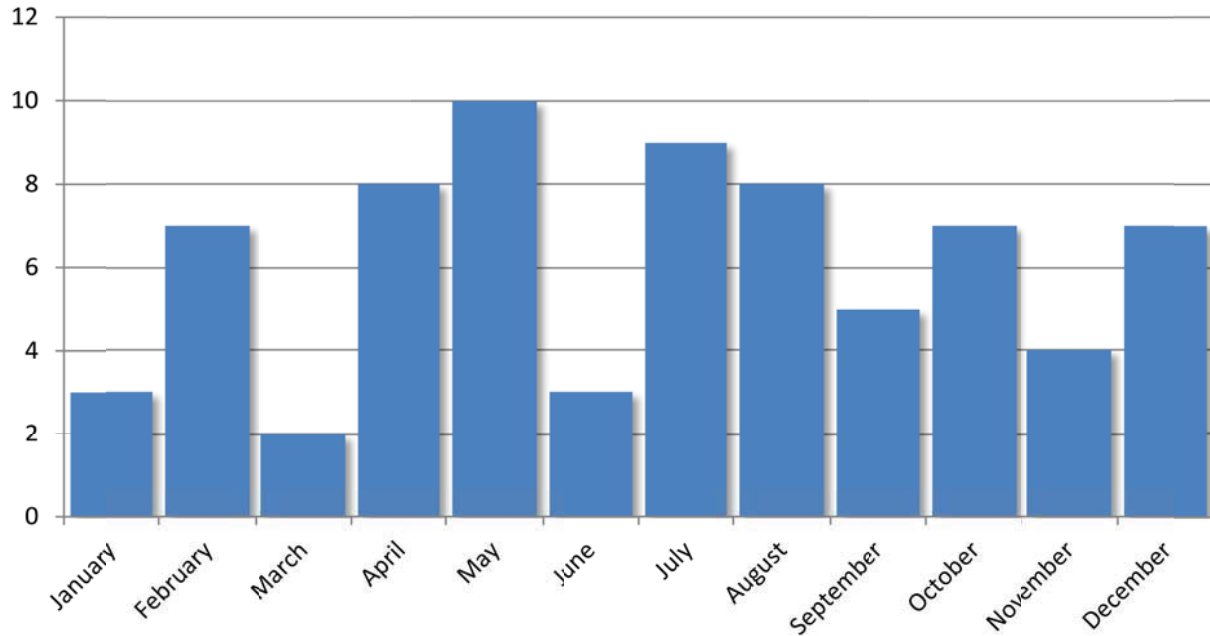
Signal Timing Plan Phasing Summary

Intersection		Signal Phasing (seconds)					
Street 1	Street 2	AM Peak	AM Off	Noon	PM Off	PM Peak	Evening
Ashley Drive	Tyler Street	140	120	120	120	140	120
Ashley Drive	Cass Street	140	120	120	120	140	120
Ashley Drive	Polk Street	140	120	120	120	140	120
Ashley Drive	Zack Street	140	120	120	120	140	120
Ashley Drive	Twiggs Street	140	120	120	120	140	120
Ashley Drive	Madison Street	140	120	120	120	140	120
Ashley Drive	Kennedy Boulevard	140	120	120	120	140	120
Ashley Drive	Jackson Street	140	120	120	120	140	120
Tampa Street	Tyler Street	140	120	120	120	140	120
Tampa Street	Cass Street	140	120	120	120	140	120
Tampa Street	Polk Street	140	120	120	120	140	120
Tampa Street	Zack Street	140	120	120	120	140	120
Tampa Street	Twiggs Street	140	120	120	120	140	120
Tampa Street	Madison Street	140	120	120	120	140	120
Tampa Street	Kennedy Boulevard	140	120	120	120	140	120
Tampa Street	Jackson Street	140	120	120	120	140	120
Tampa Street	Whiting Street	140	120	120	120	140	120
Franklin Street	Tyler Street	140	120	60	60	140	60
Franklin Street	Cass Street	140	120	120	120	140	120
Franklin Street	Polk Street	140	60	120	120	140	120
Franklin Street	Zack Street	140	120	120	120	140	120
Franklin Street	Twiggs Street	140	120	120	120	140	120
Franklin Street	Madison Street	140	60	60	120	140	120
Franklin Street	Kennedy Boulevard	140	120	120	120	140	120
Franklin Street	Jackson Street	140	120	120	120	140	120
Franklin Street	Whiting Street	140	120	120	120	140	120
Florida Avenue	Tyler Street	140	120	120	120	140	120
Florida Avenue	Cass Street	140	120	120	120	140	120
Florida Avenue	Polk Street	140	120	120	120	140	120
Florida Avenue	Zack Street	140	120	120	120	140	120
Florida Avenue	Twiggs Street	140	120	120	120	140	120
Florida Avenue	Madison Street	140	120	120	120	140	120
Florida Avenue	Kennedy Boulevard	140	120	120	120	140	120
Florida Avenue	Jackson Street	140	120	120	120	140	120
Cass Street	Marion Street	140	120	120	120	140	120

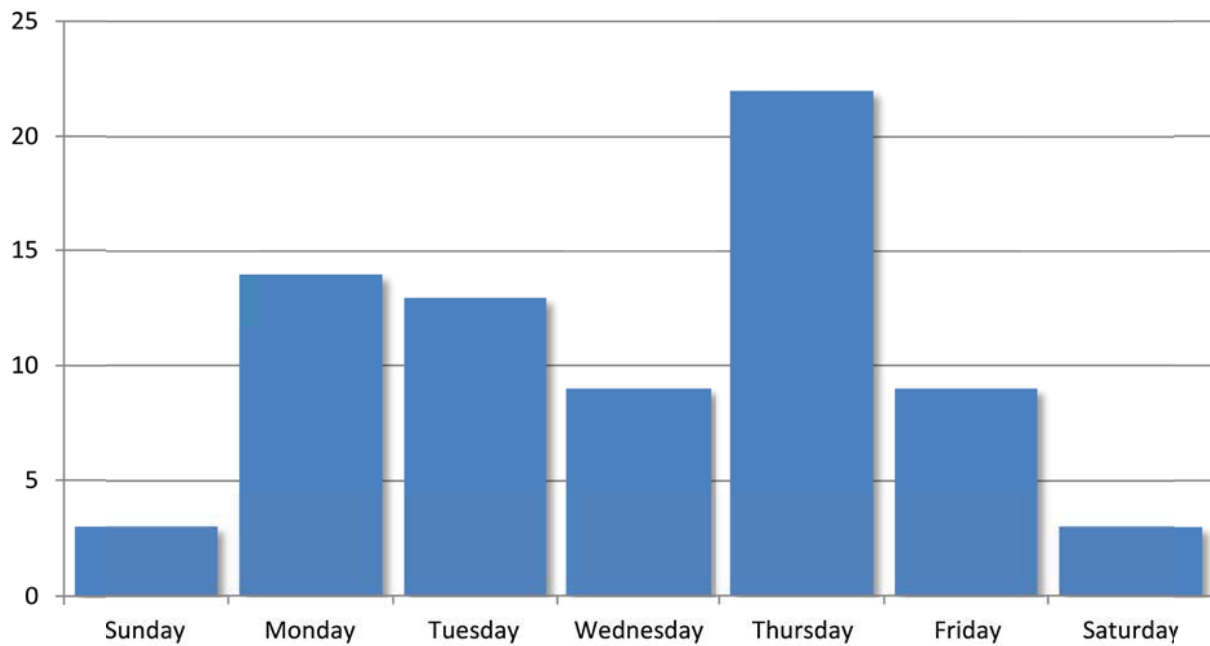
Intersection		Signal Phasing (seconds)					
Street 1	Street 2	AM Peak	AM Off	Noon	PM Off	PM Peak	Evening
Twiggs Street	Marion Street	140	120	120	120	140	120
Kennedy Boulevard	Marion Street	140	120	120	120	140	120
Morgan Street	Tyler Street	140	120	120	120	140	120
Morgan Street	Cass Street	140	120	120	120	140	120
Morgan Street	Zack Street	140	120	120	120	140	120
Morgan Street	Twiggs Street	140	120	120	120	140	120
Morgan Street	Madison Street	140	120	120	120	140	120
Morgan Street	Kennedy Boulevard	140	120	120	120	140	120
Morgan Street	Jackson Street	140	120	120	120	140	120
Pierce Street	Twiggs Street	140	120	120	120	140	120
Pierce Street	Madison Street	140	120	120	120	140	120
Pierce Street	Kennedy Boulevard	140	120	120	120	140	120
Pierce Street	Jackson Street	140	120	120	120	140	120
Jefferson Street	Twiggs Street	140	120	120	120	140	120
Jefferson Street	Kennedy Boulevard	140	120	120	120	140	120
Jefferson Street	Jackson Street	140	120	120	120	140	120
Nebraska Avenue	Twiggs Street	140	120	120	120	140	120
Florida Avenue	Whiting Street	140	120	120	120	140	120
Morgan Street	Whiting Street	70	60	120	120	70	120
Jefferson Street	Whiting Street	70	60	120	120	70	120
Ashley Drive	Brorein Street	140	120	120	120	140	120
Tampa Street	Brorein Street	140	120	120	120	140	120
Franklin Street	Brorein Street	140	120	120	120	140	120
Florida Avenue	Brorein Street	140	120	120	120	140	120
Morgan Street	Brorein Street	140	120	120	120	140	120
Jefferson Street	Brorein Street	140	120	120	120	140	120
Franklin Street	Channelside Drive	140	120	120	120	140	120
Florida Avenue	Channelside Drive	140	120	120	120	140	120
Morgan Street	Channelside Drive	140	120	120	120	140	120
Channelside Drive	Meridian Avenue	140	120	120	120	140	120
Twiggs Street	Meridian Avenue	140	120	120	120	140	120
Kennedy Boulevard	Meridian Avenue	140	120	120	120	140	120
Jackson Street	Meridian Avenue	140	120	120	120	140	120
Channelside Drive	Twiggs Street	140	120	120	120	140	120
Channelside Drive	Kennedy Boulevard	140	120	120	120	140	120



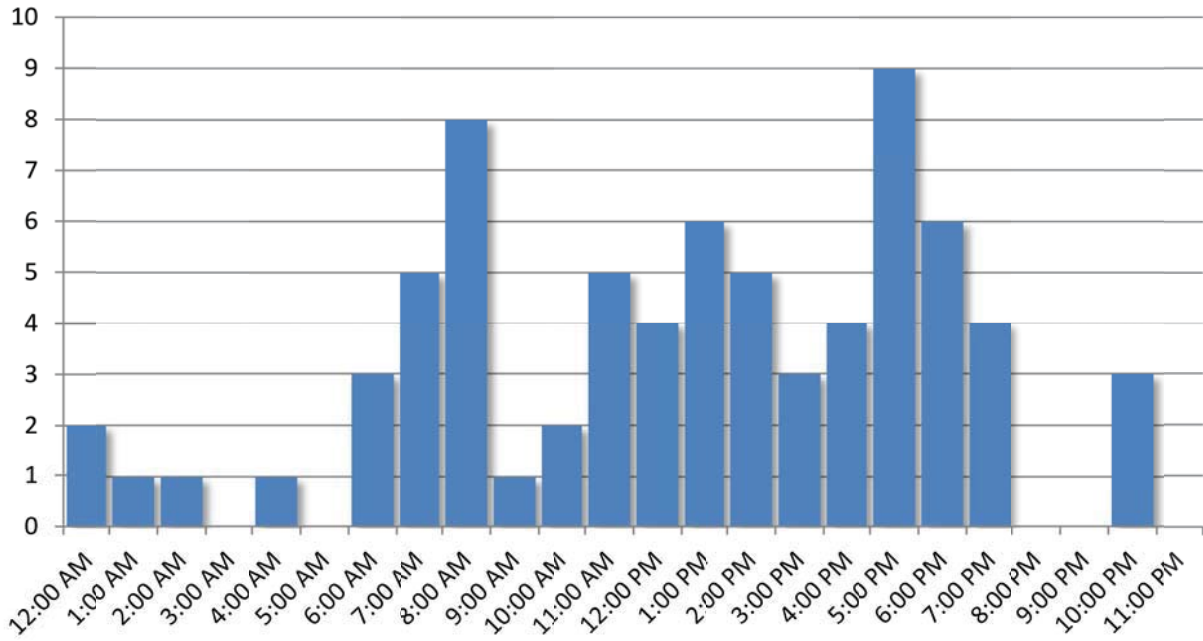
Appendix B: Supplemental Pedestrian and Bicycle Crash Data Review



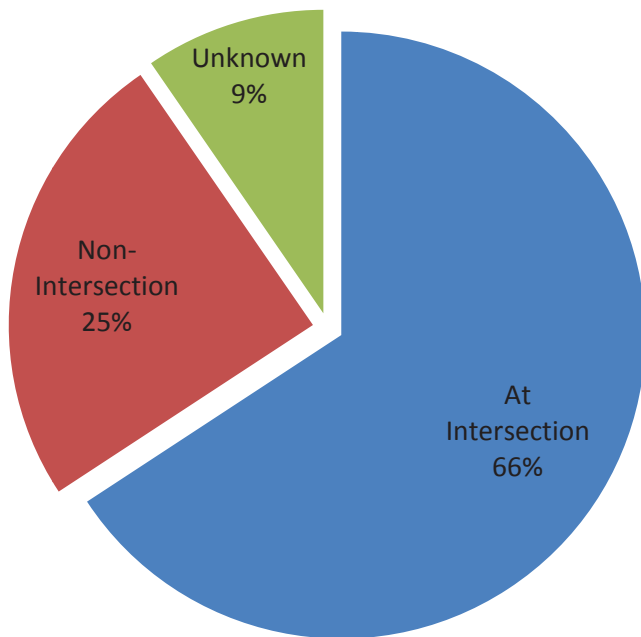
Pedestrian and Bicycle Crashes by Month (2008-2012)



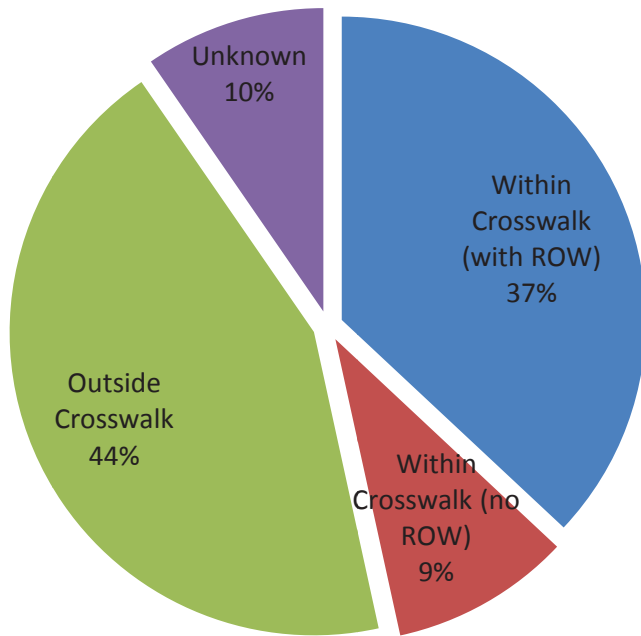
Pedestrian and Bicycle Crashes by Day of the Week (2008-2012)



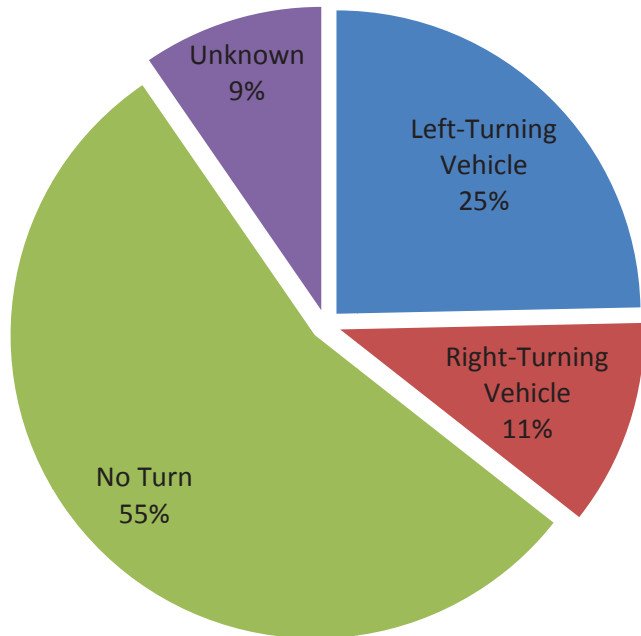
Pedestrian and Bicycle Crashes by Time of Day (2008-2012)



Pedestrian and Bicycle Crashes by Location (2008-2012)



Pedestrian and Bicycle Crashes within Crosswalks (2008-2012)



Pedestrian and Bicycle Crashes Involving Turning Vehicles (2008-2012)

Pedestrian and Bicycle Crashes by Type and Accident Severity (2008-2012)

Crash Type	Total Crashes	Non-Incapacitating Injury Crashes	Incapacitating Injury Crashes	Fatal Crashes
Pedestrian	47	10	12	1
Bicycle	27	11	2	0
Total	74	21	14	1



Appendix C: Multimodal Project Candidate Prioritization Summary



ID	On Street	From/To/At Street	Project Mix	In 5-Yr Resurfacing Plan Yes (3)/No (1)	InVision Catg- Type A (B) Type B (2) Type C (1) NA (0)	Bike/Ped Crosses (By History) 0 (1) / (2) / (3) (2) / (3) (3)	Maintaining Agency City (2)/Other (1)	AAADT < 5K (1) - 5k - 10k (2) / 10k - 35k (3) / > 35k (4)	Truck Route Yes (0)/No (1)	ROM Required Yes (1)/No (5)	Estimated Project Cost Low < \$50,000 (3) / Medium \$50K - \$250K (2) / High > \$250K (1)	Prioritization Total	Prioritization Tier
1-A	Ashley Dr	Channele Dr to Brorein St	Shared-Lane Markings	1	2	0	2	1	1	3	3	13	II
1-B	Ashley Dr	Borein St to Kennedy Blvd	Shared-Lane Markings	1	2	3	2	2	1	3	3	17	I
1-C	Ashley Dr	Kennedy Blvd to Madison St (NB)	Bike Lane	1	3	3	2	4	0	3	3	19	I
1-D	Ashley Dr	Kennedy Blvd to Tyler St (SB)	Bike Lane	1	3	3	2	4	0	3	3	19	I
2-A	Tampa St	Brorein St to Jackson St	Bike Lane	1	1	3	2	3	0	3	3	16	I
2-B	Tampa St	Seimon Expwy On-Ramp	Crossing Enhancement	1	1	0	2	3	0	3	3	13	II
3-A	Florida Ave	Brorein St to Kennedy Blvd	Bike Lane	1	2	3	2	4	0	3	3	18	I
3-B	Florida Ave/Jackson St	Brorein St to Franklin St	Cycle Track	1	2	3	2	4	0	3	2	17	I
4-A	Marion St	Tyler St to Fortune St	Bike Lane	1	2	0	2	1	0	3	3	12	III
4-B	Marion St	Fortune St to Scott St	Shared-Lane Markings	1	2	0	2	1	0	3	3	12	III
5-A	Morgan St	Channele Dr to Tyler St	Road Diet	1	3	3	2	1	0	3	1	14	II
5-B	Morgan St	Tyler St to north of Scott St (Palm Ave)	Shared-Lane Markings	1	2	2	2	1	1	3	3	15	II
6-A	Pierce St	Whiting St to Washington St	Bike Lane	1	1	0	2	1	0	3	3	11	III
6-B	Pierce St	Washington St to Cass St	Lane Reassignment	1	1	2	2	2	0	3	1	12	III
7-A	Jefferson St	Channele Dr to Polk St	Road Diet	1	2	2	2	2	0	3	1	13	II
8-A	Nebraska Ave	Jackson St to Kennedy Blvd	Side walk	1	2	1	1	1	0	3	3	12	III
8-B	Nebraska Ave	Kennedy Blvd to Twiggs St	Multi-Use Path	1	2	1	1	2	0	3	3	13	II
8-C	Nebraska Ave	Twiggs St to Cass St	Multi-Use Path	1	2	1	1	2	0	1	3	11	III
9-A	11th St	Whiting St to Kennedy Blvd	Shared-Lane Markings	1	0	0	2	1	1	3	3	11	III
10-A	Channele Dr	North of Cumberland Ave to Whiting St	Side walk	1	0	0	2	3	1	3	3	13	II
11-A	Borein St	Baysshore Blvd to Ashley Dr	Lane Reassignment	1	2	0	2	4	0	3	1	13	II
11-B	Borein St	Plant Ave to Baysshore Blvd	Bike Lane	1	0	0	2	4	1	3	3	14	II
11-C	Baysshore Blvd	Borein St to Platt St (Candy St)	Bike Lane	1	0	0	2	4	1	3	3	14	II
12-A	Whiting St	Florida Ave to Jefferson St	Road Diet	1	3	0	2	1	1	3	1	12	III
12-B	Whiting St	Jefferson St to Nebraska Ave	Bike Lane	1	1	0	2	1	1	3	3	12	III
12-C	Whiting St	East St to Brush St	Side walk	1	1	0	2	1	1	3	3	12	III
12-D	Whiting St	Meridian Ave to Channele Dr	Shared-Lane Markings	1	0	0	2	1	1	3	3	11	III
13-A	Washington St	Meridian Ave to Channele Dr	Shared-Lane Markings	1	0	0	2	1	1	3	3	11	III
14-A	Jackson St	Brush St to Meridian Ave	Side walk	1	2	1	1	3	0	3	2	13	II
15-A	Madison St	Ashley Dr to Pierce St	Shared-Lane Markings	1	3	2	2	1	1	3	3	16	I
16-A	Twiggs St	Nebraska Ave to Meridian Ave	Shared-Lane Markings	3	2	1	2	2	1	3	3	17	I
16-B	Twiggs St	Seimon Expwy to Meridian Ave	Side walk	3	2	0	2	2	1	3	3	16	I
16-C	Twiggs St	Meridian Ave to Channele Dr	Road Diet	3	0	1	2	2	0	3	1	12	III
16-D	Twiggs St	West of 12th St to Channele Dr	Side walk	3	0	1	2	2	0	3	3	14	II
17-A	Zack St	Ashley Dr to Marion St	Shared-Lane Markings	1	3	1	2	2	1	3	3	16	I
17-B	Zack St	Marion St to Jefferson St	Shared-Lane Markings	1	3	0	2	1	1	3	3	14	II
17-C	Zack St	Jefferson St to Nebraska Ave	Shared-Lane Markings	1	2	0	2	1	1	3	3	13	II
18-A	Harrison St	Tampa St to Franklin St	Side walk	1	2	1	2	0	1	1	3	11	III
18-B	Harrison St	Tampa St to Franklin St	New Roadway	1	2	1	2	0	1	1	1	9	III
18-C	Harrison St	Franklin St to Orange Ave	Shared-Lane Markings	1	2	1	2	1	1	3	3	14	II
19-A	Laurel St	Green St to Doyle Carlton Dr	Bike Lane	1	1	1	2	1	0	3	3	12	III
19-B	Laurel St	Doyle Carlton Dr	Crossing Enhancement/Reconfiguration	1	1	1	2	1	0	3	2	11	III
19-C	Laurel St	Tampa St to Florida Ave	New Roadway	1	1	2	1	0	1	1	1	8	III
19-D	Laurel St	Florida Ave to Orange Ave	Pedestrian Enhancements	1	1	3	2	1	1	3	3	15	II
20-A	Macines Pl	Tyler St to Fortune St	Shared-Lane Markings	1	1	1	2	1	1	3	3	13	II
20-B	Fortune St	Macines Pl to Doyle Carlton Dr	Shared-Lane Markings	1	2	0	2	1	1	3	3	13	II
20-C	Doyle Carlton Dr	Fortune St to 7th Ave	Shared-Lane Markings	1	2	1	2	1	1	3	3	14	II

ID	On Street	From/To/At Street	Project Mix	In 5-Yr Resurfacing Plan Yes (3)/No (1)	InVision Catg- Type A (3) Type B (2) Type C (1) NA (0)	Bike/Ped Crosses (5yr history) 0 (0)/1 (1)/2-3 (2)/7-9 (3)	Maintaining Agency City (2)/Other (1)	AAADT < 5k (1)-5k-10k (2)/10k-15k (3)/>15k (4)	Truck Route Yes (0)/No (1)	ROW Required Yes (1)/No (3)	Estimated Project Cost Low < \$50,000 (3) / Medium \$50K - \$250K (2) / High > \$250K (1)	Prioritization Total	Prioritization Tier
21	Ashley Dr	Kennedy Blvd	Crossing Enhancement	1	3	3	1	4	0	3	3	18	I
22	Ashley Dr	Gasparilla Plz	Curb Extension	1	3	0	2	4	0	3	3	16	I
23	Tampa St	Brorein St	Curb Extension	3	2	2	2	4	0	3	3	19	I
24	Tampa St	Whiting St	Curb Extension	1	3	2	2	3	0	3	3	17	I
25	Tampa St	Jackson St	Curb Extension/Operational Enhancement	1	2	2	1	3	0	3	3	15	II
26	Tampa St	Kennedy Blvd	Curb Extension	1	2	1	1	4	0	3	3	15	II
27	Tampa St	Madison St	Curb Extension	1	3	1	1	3	0	3	3	15	II
27	Tampa St	between Madison St and Twigg St	Curb Extension	1	2	0	1	3	0	3	3	13	II
27	Tampa St	Twigg St	Curb Extension	3	2	0	1	3	0	3	3	15	II
28	Tampa St	Zick St	Curb Extension	1	3	0	1	3	0	3	3	14	II
29	Tampa St	Harrison St/1-275 Off-Ramp	Crossing Enhancement/Signalization Potential	1	1	1	1	2	0	3	2	11	III
30	Franklin St	Kennedy Blvd	Curb Extension	1	3	0	1	4	0	3	3	15	II
31	Florida Ave	Selmon Expwy Off-Ramp	Crossing Enhancement	1	2	0	1	3	0	3	3	13	II
32	Florida Ave	Jackson St	Curb Extension	1	2	2	1	4	0	3	3	16	I
33	Florida Ave	Kennedy Blvd	Curb Extension	1	2	2	1	4	0	3	3	16	I
34	Florida Ave	Madison St	Curb Extension	1	3	1	1	4	0	3	3	16	I
35	Florida Ave	Twigg St	Curb Extension	3	2	1	1	4	0	3	3	17	I
36	Florida Ave	Polk St	Curb Extension	1	2	0	1	4	0	3	3	14	II
37	Florida Ave	Harrison St	Signal Study/Crossing Enhancement	1	2	1	1	4	0	3	2	14	II
38	Marion St	Jackson St	Curb Extension	1	2	0	1	3	0	3	3	13	II
39	Marion St	Kennedy Blvd	Curb Extension	1	2	0	1	4	0	3	3	14	II
40	Morgan St	Jackson St	Curb Extension	1	3	3	1	3	0	3	3	17	I
41	Morgan St	Kennedy Blvd	Curb Extension	1	3	1	1	4	0	3	3	16	I
42	Morgan St	Fortune St	Crossing Enhancement	1	3	0	2	1	1	3	3	14	II
43	Pierce St	Jackson St	Curb Extension	1	2	2	1	3	0	3	3	15	II
44	Pierce St	Madison St	Curb Extension	1	3	0	2	2	0	3	3	14	II
45	Pierce St	Kennedy Blvd	Curb Extension	1	2	0	1	4	0	3	3	14	II
46	Jefferson St	Twigg St	Curb Extension	3	2	1	2	3	0	3	3	17	I
47	Meridian Ave	Whiting St	Signalization Study	1	0	0	2	2	0	3	2	10	III
48	Meridian Ave	Washington St	Signalization Study	1	0	0	2	2	0	3	2	10	III
49	Channelside Dr	Whiting St	Crossing Enhancement	1	0	0	2	3	1	3	2	12	III
50	Channelside Dr	Washington St	Crossing Enhancement	1	0	0	2	3	1	3	3	13	II
51	Platt St	Convention Center	New Connection	1	0	0	2	0	1	3	2	9	III



Tindale  **Oliver**

planning | design | engineering