



WALKABLE COMMUNITY WORKSHOPS APRIL 2005

Hillsborough County
Metropolitan Planning Organization
601 E. Kennedy Blvd., 18th Floor
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RECOMMENDATIONS SUMMARY

INTRODUCTION

Hillsborough County residents are expressing a desire to live in places where their children can safely bike or walk, where they don't have to use a car for a short trip to the store, and where they can take an after-dinner stroll along pleasant streets.

Walkable communities lead to more social interaction, physical fitness, reduced crime, and support a neighborhood's economic activity. Walkable communities are more livable communities that lead to whole, happy, healthy lives for the people living in them.

The Hillsborough County MPO and others partnered on an application to the National Center for Bicycling and Walking (NCBW) to host series of *Walkable Community Workshops*. The application required a \$20,000 commitment from the MPO which was eased with donations from the City of Tampa of \$5,000 and HARTline contributing \$1,000.

PROGRAM DESCRIPTION

Hillsborough County was selected as one of a few communities nationwide to host these *Walkable Community Workshops*. The workshops drew public attention to the importance of a safe and friendly walking environment, and taught participants how to look at their environment from the pedestrian's perspective with in-the-field "walkability audits."

Experienced trainers from the National Center for Bicycling & Walking conducted the workshops, showed attendees examples of successful pedestrian design, and took the groups on a short walking audit to identify obstacles and solutions specific to the area.

The intention of the workshops was to educate participants to the various treatments that can be applied to solve a specific pedestrian or cyclist challenge along the walking route. Further, the attendees were encouraged to form working groups or volunteer to follow up with the appropriate department to find a solution. At each workshop there was a staff person from implementing agencies or developers who offered to pursue a recommendation. Often the solutions identified were not costly improvements and could possibly be part of an existing budget item for roadway maintenance or be incorporated into a planned roadway or developer project.

WALKABLE COMMUNITY WORKSHOPS

A special thank you to each workshop “champion” who arranged the meeting locations, food donations, and invitation lists. They represented University North Transportation Management Organization, City of Tampa Parks Department, Center for Urban Transportation Research, Tampa Downtown Partnership, Temple Terrace Planning Department, Plant City Planning Department, Ruskin Chamber of Commerce, Hillsborough County Planning & Growth Management, City of Tampa Transportation, and Town n Country Alliance.

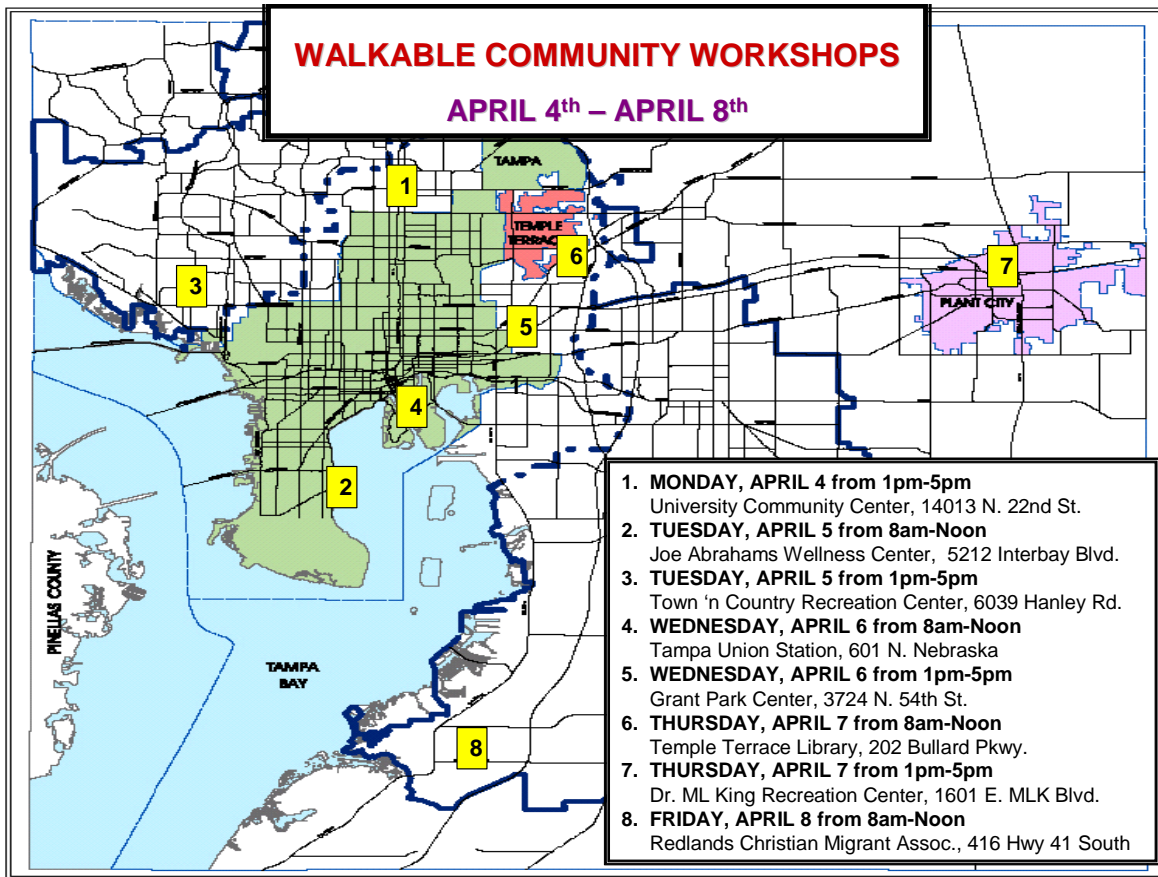
The following local officials participated in the workshops and their leadership should be commended for recognizing how a safe walking environment can only make our communities better.

City of Temple Terrace **Mayor Joe Affronti**
City of Tampa **Councilman John Dingfelder**
Planning **Commissioner Anne Madden**
City of Tampa **Councilwoman Linda Saul-Sena**
City of Plant City **Mayor Michael Sparkman**
Planning **Commissioner Jackie Wilson**

Food and beverages were donated by Carter Burgess, Gannett Fleming, Grimail Crawford, PBSJ, Tindale Oliver, URS, Wilson Miller, Coca Cola, and Starbucks.

This summary is prepared for the use of the community and especially the workshop participants for reference in on-going community efforts to improve the walking environment. For more information or a copy of the NCBW presentation, please contact Gena Torres, Senior Planner with the Hillsborough County MPO at 273-3774 x357 or through email torresg@plancom.org

WORKSHOP LOCATIONS



WORKSHOP SUMMARIES

MONDAY, APRIL 4 from 1pm-5pm
University Community CenterPage 6
 14013 N. 22nd St.

TUESDAY, APRIL 5 from 8am-Noon
Joe Abrahams Wellness CenterPage 8
 5212 Interbay Blvd.

TUESDAY, APRIL 5 from 1pm-5pm
Town 'n Country Recreation Center.....Page 10
 6039 Hanley Rd.

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WEDNESDAY, APRIL 6 from 8am-Noon

Tampa Union StationPage 12

601 N. Nebraska

WEDNESDAY, APRIL 6 from 1pm-5pm

Grant Park CenterPage 15

3724 N. 54th St.

THURSDAY, APRIL 7 from 8am-Noon

Temple Terrace Library.....Page 17

202 Bullard Pkwy.

THURSDAY, APRIL 7 from 1pm-5pm

Dr. MLK Jr. Recreation CenterPage 20

1601 E. Dr. MLK Blvd.

FRIDAY, APRIL 8 from 8am-Noon

Redlands Christian Migrant Assoc.....Page 22

416 Hwy 41 South

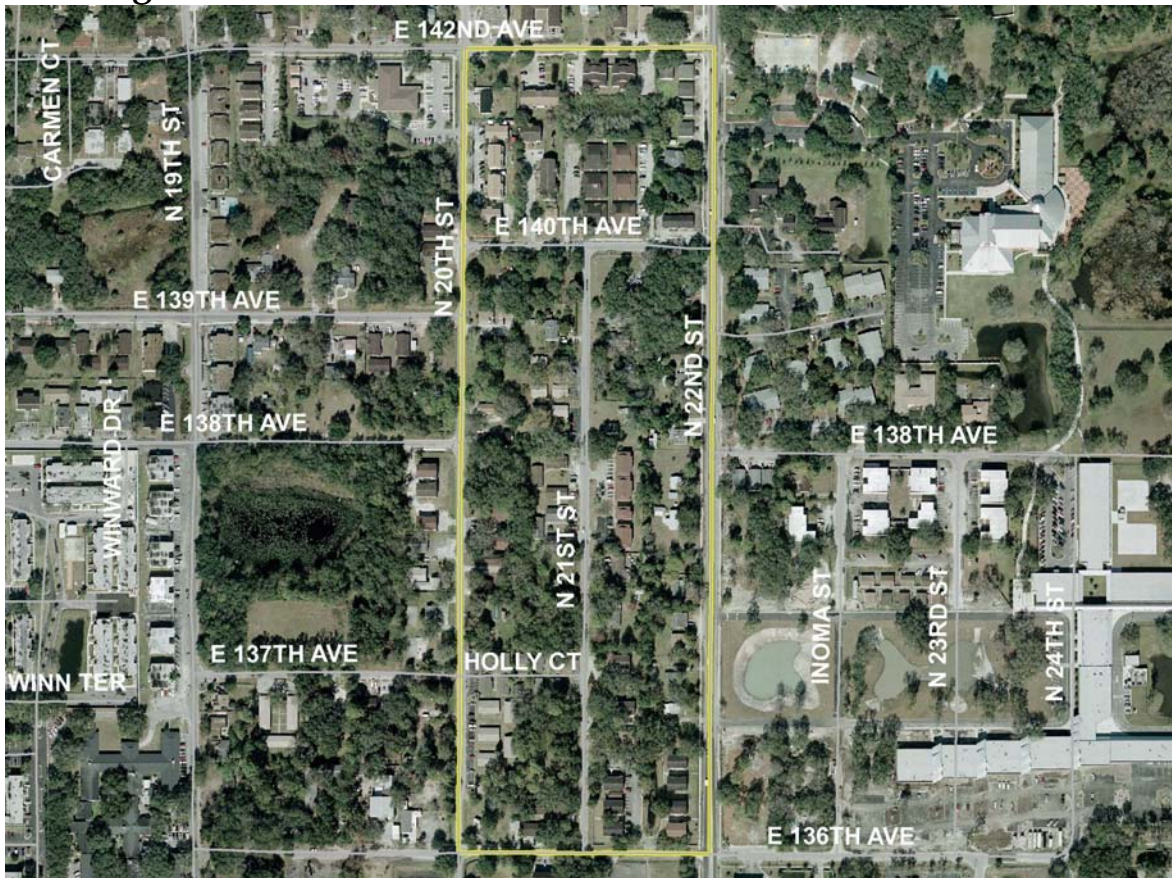
APPENDIX – Sign-In Sheets for All Workshops.....Page 24

UNIVERSITY COMMUNITY CENTER

Background

The area around the University Community Center has historically provided residence for students and faculty of the University of South Florida. Over the past 5 years there has been an influx of residents displaced by the closing of city housing projects. Even more recently, a high-profile hit and run case in which three children were killed on 22nd Street right outside the Community Center, brought to light the need for slower traffic, better lighting, and pedestrian amenities. The County approved a 22nd Street Master Plan and recommendations from the workshop can be incorporated into the design for this Plan.

Walking Route



Recommendations

- Create pedestrian gateway at 142nd and 22nd St
- Fix sidewalk gap at 140th Ave. and 20th St.

WALKABLE COMMUNITY WORKSHOPS

- Sidewalks needed along 20th Street and along 136th Ave
- Clear sidewalk obstructions – benches along 22nd St
- Add bus shelters with bike racks on 22nd St
- Provide access to park at 137th and 19th St
- Maintain existing bicycle lane along 22nd Street
- Add traffic circle at 142nd & 20th Street
- Residential lighting needed throughout
- Sidewalks on 22nd St should be widened to 6 feet
- Traffic calming on 20th St and 143rd (lots of students)
- Street trees throughout neighborhood (142nd)
- Paint stop lines at 20th St. and 38th Ave
- Add mini-circle on 20th St at 38th Ave and 142nd Ave
- Place bike racks in area
- Neighborhood traffic calming program needed esp. routes to school
- Build center medians where possible to control access points
- 20 mph speed limit signs needed in neighborhood
- Lighting on 143rd & 20th
- Sidewalks and curbs throughout neighborhood on both sides

Photos

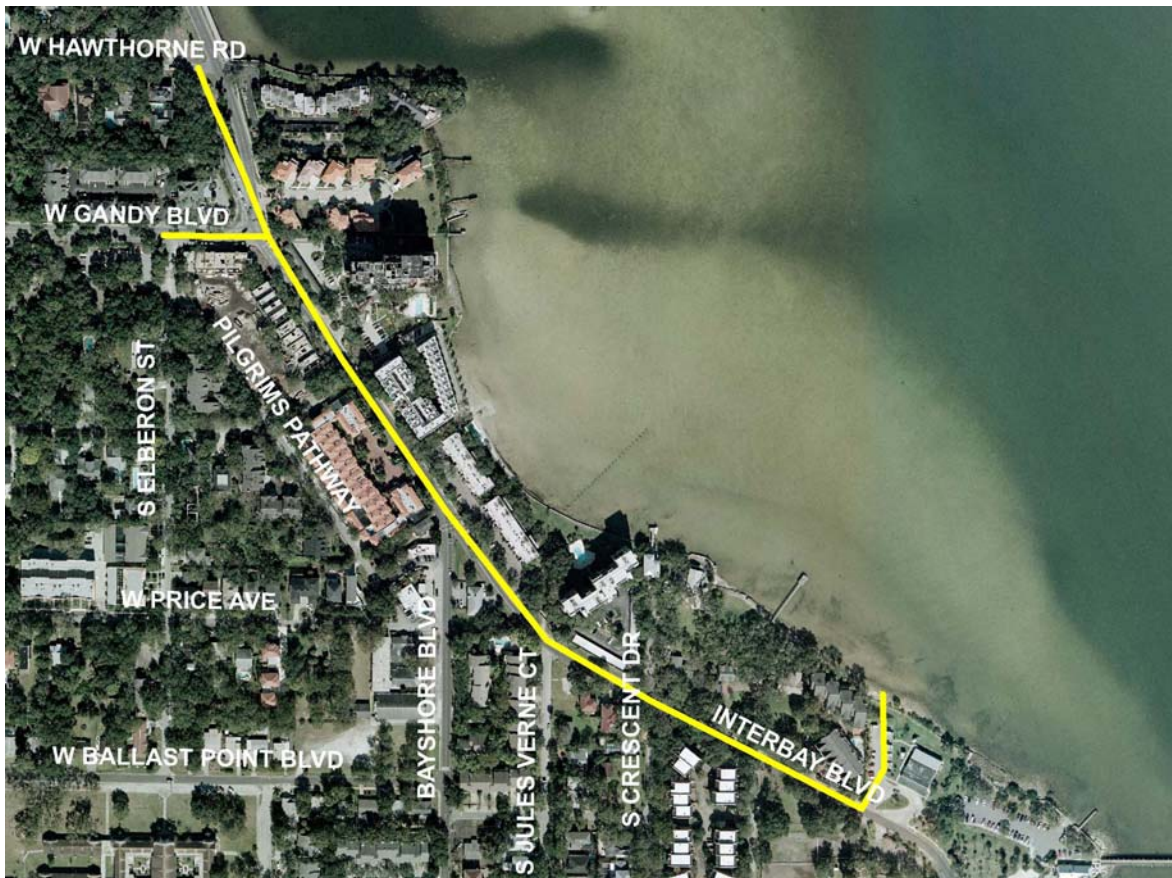


JOE ABRAHAMS WELLNESS CENTER – BALLAST POINT

Background

Bayshore Boulevard is one of Tampa’s greatest assets. The multi-use trail along Bayshore attracts local residents and tourists for its beautiful views of the bay and Downtown Tampa. The 9-mile continuous trail makes jogging, walking dogs, pushing strollers and meeting up with neighbors comfortable and safe once on the trail. Recent, high-profile crashes along Bayshore between motorists and pedestrians and cyclists have brought to light the need to slow vehicles and provide safe crossings. In addition, a goal of bicycle and pedestrian planners is to get trail users to trails without having to drive first, and Bayshore is no exception. Bayshore Boulevard is bordered by residents and many residents particularly to the south where the trail ends have a challenge to access Bayshore. The City of Tampa Parks Department is diligently pursuing connections between the Gandy TrailBridge and Bayshore which includes the area around Joe Abrahams Center.

Walking Route



Recommendations

- Add pedestrian trail in center of Bayshore median
- Sidewalk on west side of Bayshore to access Gandy Blvd
- Build “porkchop” raised median with crosswalks & pedestrian signal, no turn on red at intersection of Bayshore and Gandy
- Sidewalk on south side of Gandy
- Running lane with aggregate along sidewalk on Bayshore
- Split sidewalk around tree and chicane Interbay & Crescent
- More crosswalks across Interbay with raised island
- Slow traffic southbound onto Bayshore
- Complete sidewalk connections on west side of Interbay
- Traffic circle with landscaping at Interbay & Bayshore
- Narrow lanes to 10-feet and stripe a bicycle lane on Interbay
- Fill area between sidewalk and curb to widen sidewalk on Interbay near Crescent Drive
- Pedestrian ramps needed at intersections
- Sidewalks not well-defined when crossing driveways
- City to enforce ordinance on tree trimming
- Maintain water meter covers

Photos

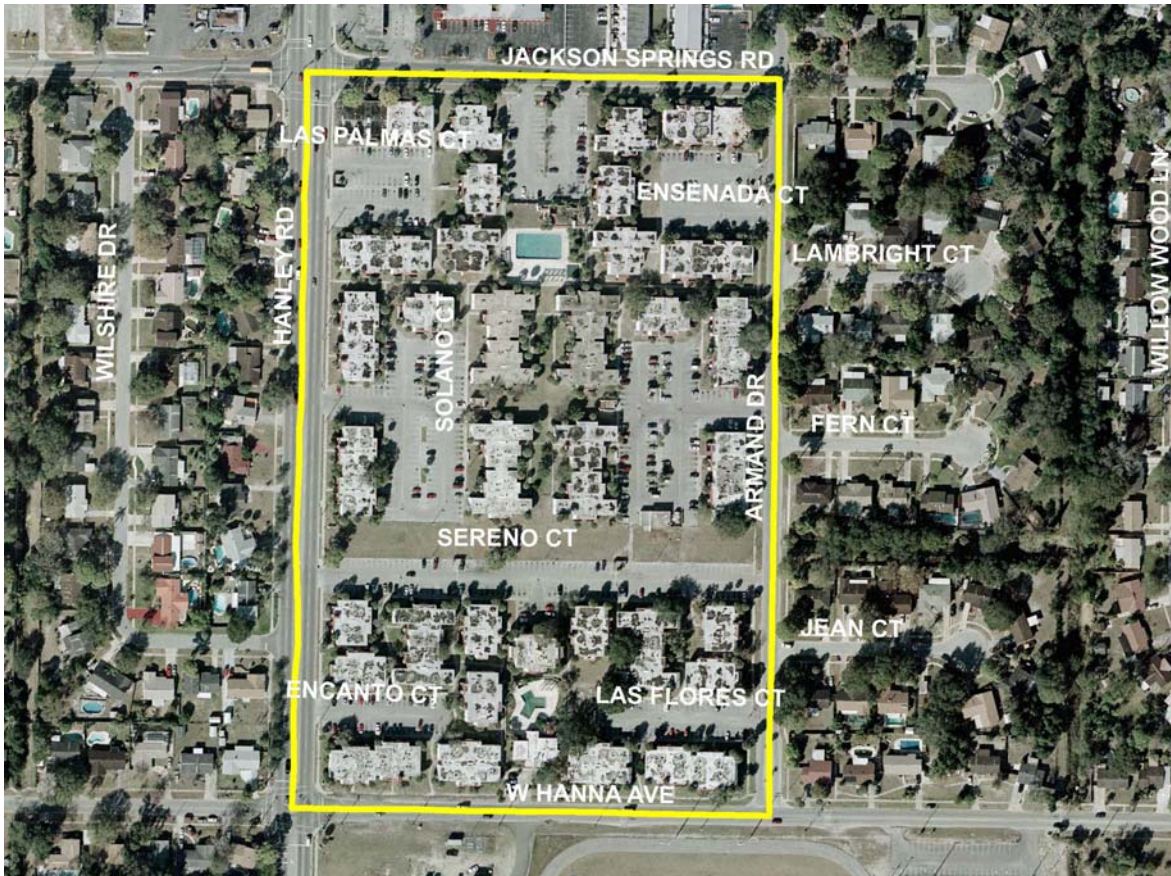


TOWN 'N COUNTRY RECREATION CENTER

Background

Town 'n Country was once a bedroom community of Tampa, but is now much more urban in character. The recreation center was chosen as the site for the workshop due to being an attractor, along with a number of public schools and library, for the multi-family and single family residences nearby. Improvements on Hanley and other surrounding roads will compliment the Town 'n Country Community Plan approved in 2003 which focuses mainly on improvements to Hillsborough Avenue.

Walking Route



Recommendations

- More trees on east side of Hanley and streetscaping
- Delineate crosswalk connecting apartments on Hanna to recreation center
- Sidewalks on south side of Hanna
- High visibility crosswalk markings and set stop bars back at Jackson Springs & Hanley and Hanna & Hanley
- Add landscaped median islands on Hanley
- Stripe a designated bicycle lane on Hanley (both sides)
- Sidewalk along Hanna Avenue
- Driveways along Hanley need to be ADA compliant so that the sidewalk is level and has preference over asphalt driveway
- Sidewalks along route need to accommodate wheelchairs
- Add bus shelters at corners of Hanley & Jackson Springs and Hanna

Photos

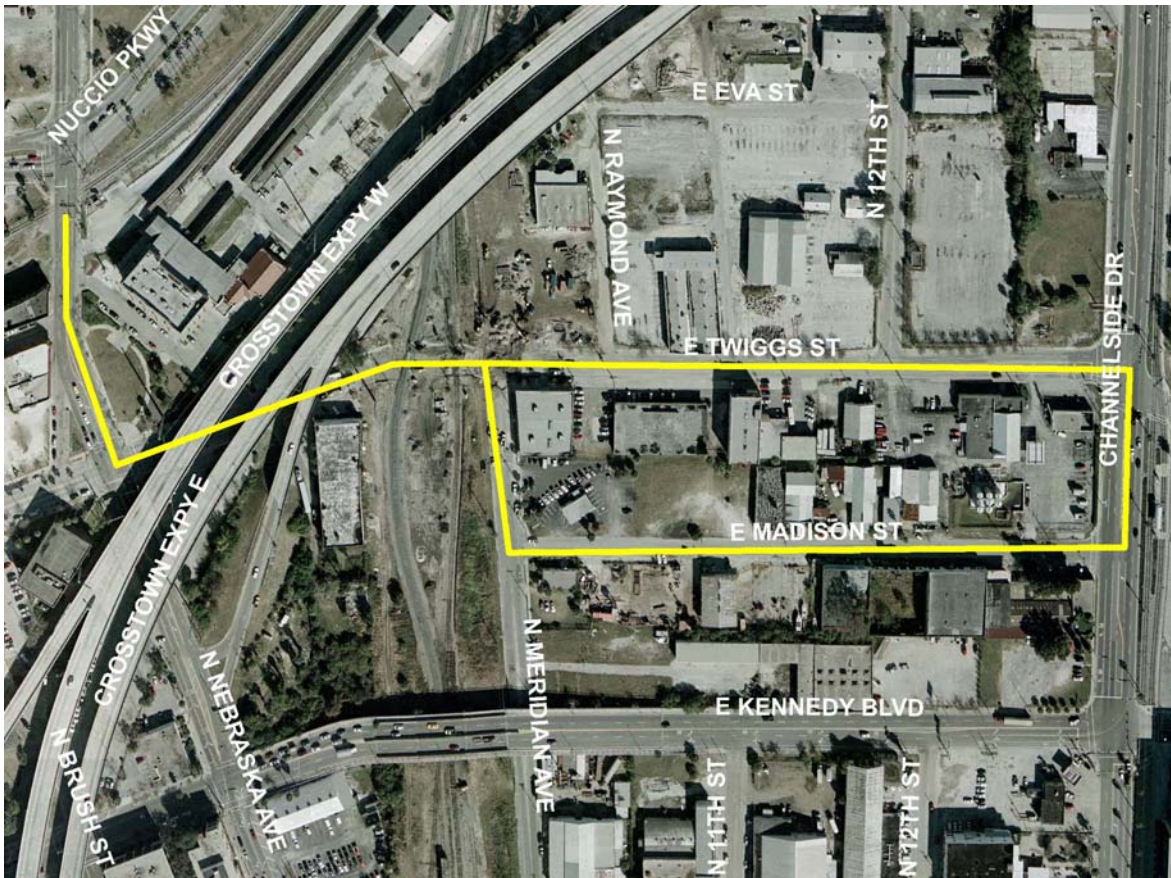


TAMPA UNION STATION - DOWNTOWN

Background

Downtown Tampa is slowly transforming into a more mixed-use city. Several residential projects are underway and more planned Downtown to provide people the opportunity to live and work close enough to use other modes of travel, such as the streetcar, bus, walking and cycling. The site of the walking route includes an approved residential community in close proximity to Channelside, the Streetcar, and beyond to Ybor City.

Walking Route



Recommendations

- Traffic circle at Channelside & Kennedy Blvd
- Sidewalk on Channelside between Twiggs & Madison
- Access through (more street grid) between Twiggs & Madison
- 10-foot sidewalk along Twiggs & Madison
- Benches and resting stops along streets
- Roundabout at Crosstown exit/entrance – no light
- Add on-street parking throughout the area
- Improve pedestrian crossing by building overpass at Kennedy & Meridian
- Attractive pedestrian crossing to trolley on Channelside
- Roundabout at Madison & Channelside
- Reduce lane widths on Kennedy, add median
- Noise abatement
- Bike lanes along Channelside
- Bus shelters on 12th Street, with bike parking
- Pedestrian signals at Channelside
- Reduce speed limit on Channelside
- Shade trees, streetscapes
- Water areas under construction to keep dust down
- Build ten foot sidewalks along Twiggs
- Colored/raised crosswalks, public art, along Nebraska, Twiggs, to Channelside
- Building setback
- Make public, greenspace in area bordered by Nebraska, Crosstown & Meridian
- Road diet on Twiggs with medians and turn lanes
- Negotiate with CSX for abandoned rail conversion to trail
- Reclaim right-of-way on south side of Twiggs

WALKABLE COMMUNITY WORKSHOPS

Photos

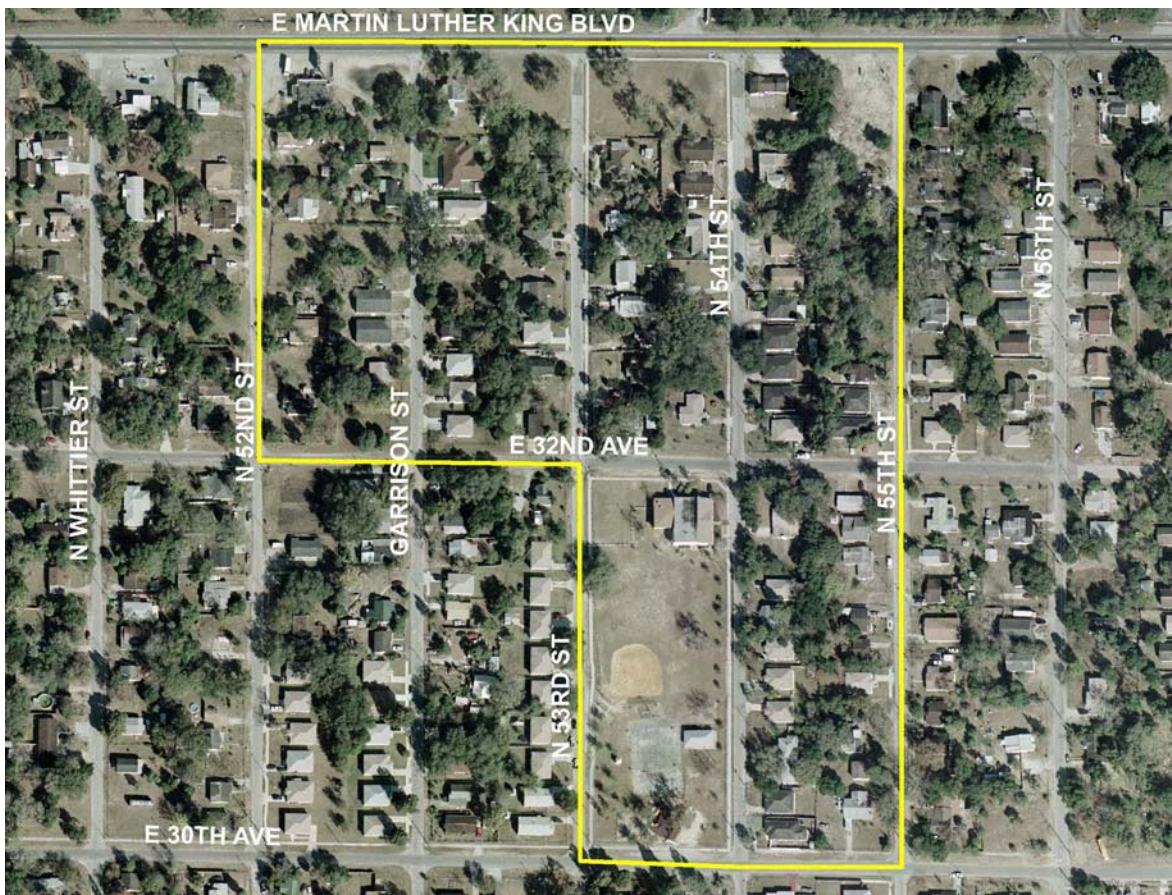


GRANT PARK CENTER – EAST TAMPA

Background

Found close the county and city lines, and on the far edge of the East Tampa Redevelopment Initiative, citizens in East Tampa have voiced their concerns of not having adequate services and infrastructure. This is then exasperated with not knowing the appropriate government agency to approach. City of Tampa staff expressed difficulty in getting citizen participation in this area. The walking route includes popular transit routes along Martin Luther King Boulevard and nearby 56th Street with residents around Grant Park Center needing to walk to the bus stops along roads without continuous sidewalks.

Walking Route



Recommendations

- Street lighting throughout the neighborhood
- Speed tables near Community Center
- Increase signage throughout the neighborhood
- Define crosswalks and fill in sidewalk gaps
- Plant more trees along the local streets
- Crosswalk at 32nd Avenue & 53rd Street
- Sidewalk west of 53rd on 32nd Avenue, south side
- Sidewalk on south side of MLK, 10 feet wide
- Imprint crosswalks at MLK and side streets as Gateway
- Raised intersection at 54th Street & 32nd Avenue
- High intensity crosswalks throughout neighborhood
- Signal at MLK for pedestrians to access westbound bus stop
- HARTline route into neighborhood down 55th and 53rd Streets

Photos

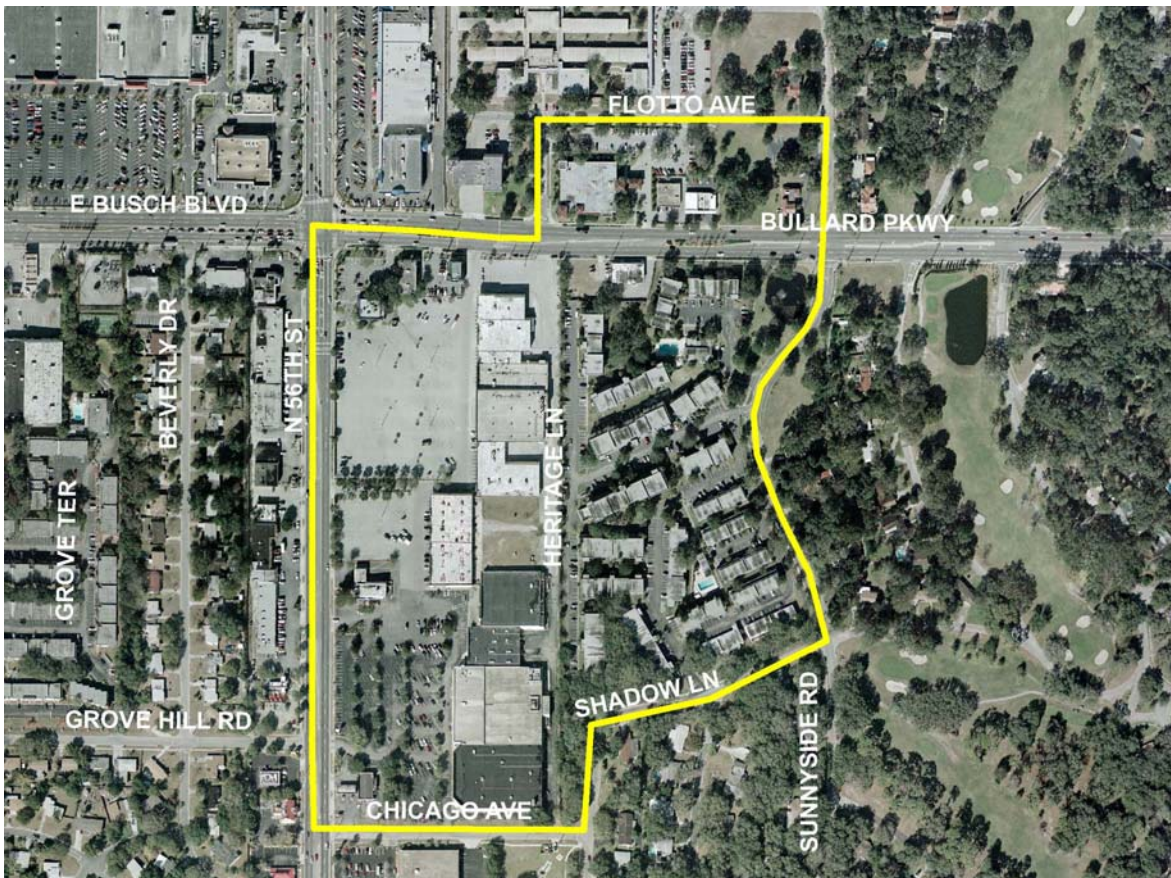


TEMPLE TERRACE LIBRARY

Background

Temple Terrace has taken steps to help make non-motorized travel easier with the inclusion of bike lanes on Bullard Parkway and the tunnel for crossing under Bullard at the golf course. There is also a “main street” redevelopment planned on 56th Street that is intended to offer a pleasant walking environment. The downfall is the lack of connectivity and safe crosswalks. The elementary school, library, fire station and commercial businesses are not connected with sidewalks that are wide or maintained.

Walking Route



Recommendations

- Complete bike lanes on Bullard to intersection with 56th St, continue on Busch
- Ensure that sidewalks and intersections are ADA compliant
- Parallel north/south bike lanes
- Pedestrian crossing treatment, refuge island, light at Bullard & Shadowlawn
- Mid block crossing with light on Bullard across from library
- Make Glen Arven a bike boulevard to connect river & recreation facilities
- Plant median at Bullard and Glen Arven
- Add drinking fountains, benches, decorative crosswalks, audible timers and longer crossing at Busch and 56th
- Trees, landscaping, shade along 56th and Bullard
- Benches and artwork throughout
- Traffic calm the intersection of 56th & Bullard
- Build an amphitheater where tunnel goes under Bullard
- Repair elevator, protect wheelchair user from rain
- Add lighting and call boxes
- Widen sidewalk and provide connectivity along Bullard
- Require awnings for shade in redevelopment area
- Build pedestrian gateways
- Repair overprinted, bumpy crosswalk at 56th & Bullard
- Improve bus stops with shelters
- Complete sidewalk and repair steep grades on Flotto
- Trim shrubs to open sidewalk back up

WALKABLE COMMUNITY WORKSHOPS

Photos

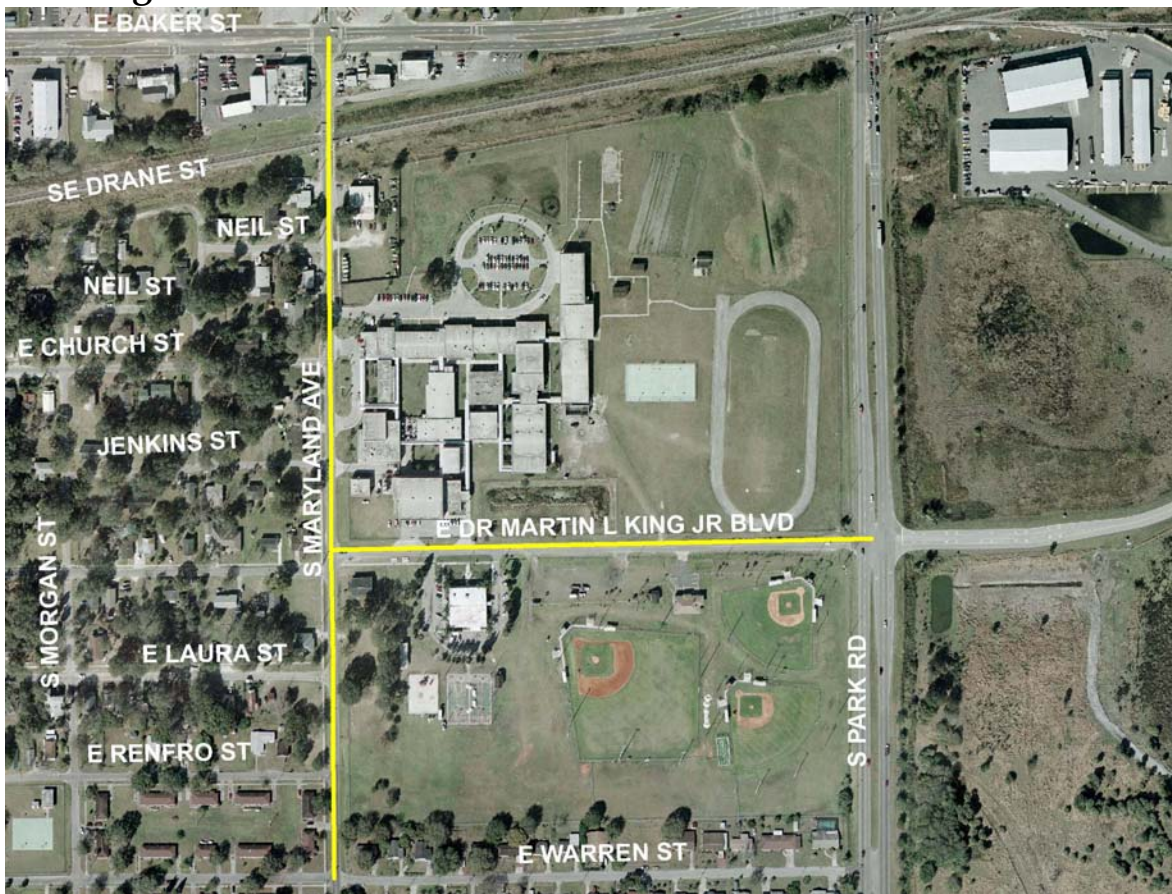


DR. MARTIN LUTHER KING RECREATION CTR – PLANT CITY

Background

Plant City is undergoing a renaissance from a quiet, rural community to a city with residential development and a vibrant, active, downtown. There is diversity in race and income that presents a challenge for how people get around Plant City. The site of the workshop is at a busy recreation center, with active ball fields, next to a large elementary school and across from a future school site. Many nearby residents are dependent on transit, walking, and cycling.

Walking Route



Recommendations

- Sidewalk in front of school on Maryland Ave.
- Remove shrubs from fence, widen sidewalk
- Add an island at Maryland and MLK for pedestrian refuge
- Crosswalk on Warren across Maryland

WALKABLE COMMUNITY WORKSHOPS

- On-street parking on Martin Luther King Blvd. with landscaped islands
- Create gateway at Renfro & Maryland by adding island and ped crossing
- Raised crosswalk/speed table across Maryland at Church
- Shade trees along Maryland and MLK
- Make intersection of Baker & Maryland ADA compliant: sidewalk, ramps
- Shift crosswalk from driveway, add ramps, crosswalk Church & Maryland
- Street lights along Maryland
- Add sidewalks down MLK, through ball fields, and on Park Rd to access future school site on east side of Park Road
- Continue sidewalk on Maryland from Railroad to Baker St.

Photos

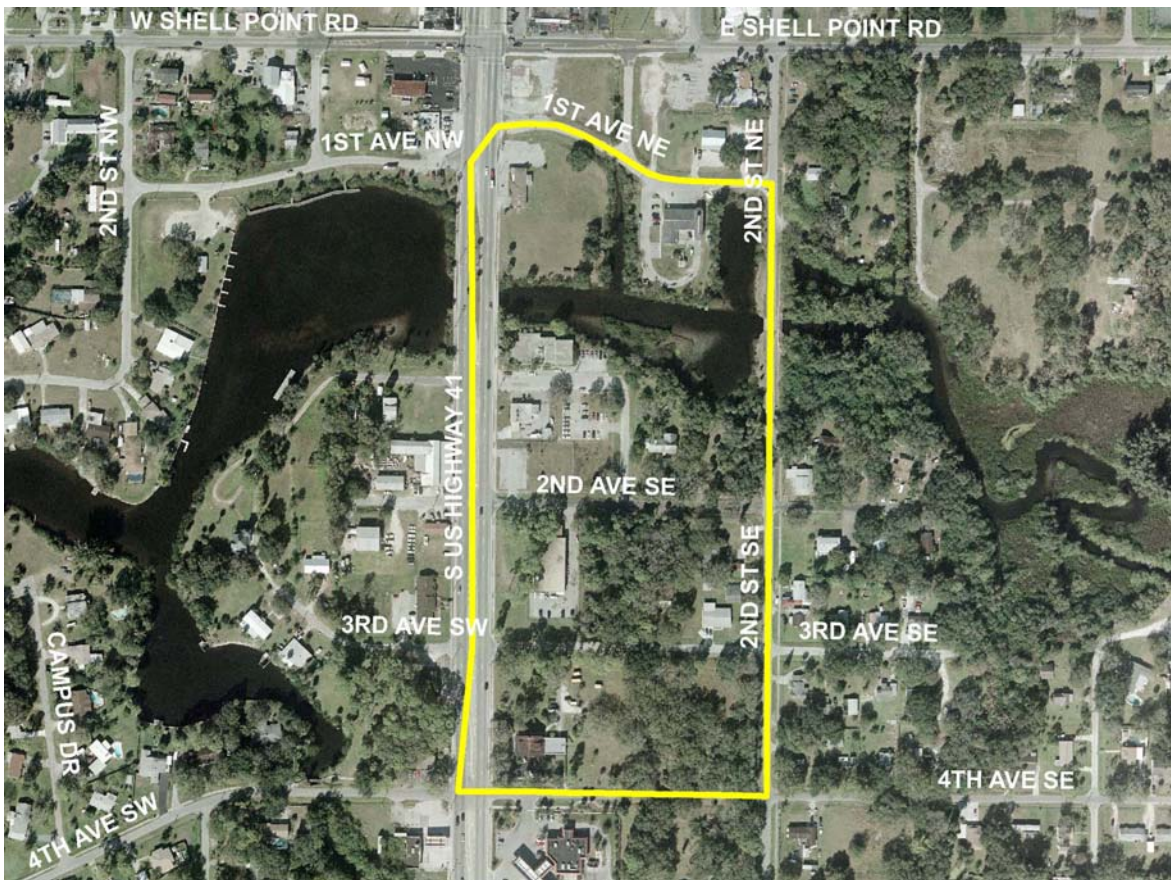


REDLANDS CHRISTIAN MIGRANT ASSOC. - RUSKIN

Background

Ruskin has historically been an agricultural and fishing community but is now seeing an influx of residents, commercial and industrial use. The residents of Ruskin welcome the change but are passionate about retaining the feel of a small town. There is a strong advocacy for cycling and walking which was expressed in the Ruskin Community Plan completed in 2005. The workshop tour is along a portion of the proposed town center that is intended to include mix-uses with an emphasis on being pedestrian friendly.

Walking Route



Recommendations

- Bicycle access across inlet on 4th Avenue
- Walking loop around Marsh Creek Lagoon with bridges
- Create a public park west of US 41 behind 2nd St.

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- Traffic calming with high visibility, painted crosswalks on US 41 across from library, at 4th Ave, and at Shell Point Rd.
- Traffic circle at Shell Point and 2nd Street
- Install bike racks at public locations
- Public canoe launch on water with parking
- Wide sidewalk and trees along 2nd Ave.
- Access agreement with developer at NE corner of 1st Ave and US 41 to waterway.
- Bikeways along US 41 and 2nd St SE
- Interconnectivity between library, school and park
- Mini circles at 2nd St and 3rd, 2nd, and 1st Avenues
- Sidewalks on 2nd St from Shell Point to 4th Ave
- Sidewalk on 3rd Ave from US 41 to 2nd St
- Sidewalk on Shell Point Road from US 41 and eastward

Photos



APPENDIX – WORKSHOP SIGN-IN SHEETS

WALKABLE COMMUNITY WORKSHOPS

UNIVERSITY COMMUNITY CENTER			
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WALKABLE COMMUNITY WORKSHOPS

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WALKABLE COMMUNITY WORKSHOPS

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WALKABLE COMMUNITY WORKSHOPS

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WALKABLE COMMUNITY WORKSHOPS

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WALKABLE COMMUNITY WORKSHOPS

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WALKABLE COMMUNITY WORKSHOPS

EAST TAMPA - GRANT PARK			
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William Porth	City of Tampa		274-8333
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