

CITY OF TAMPA WALK-BIKE PLAN PHASE III

EXECUTIVE SUMMARY OCTOBER 2013



Executive Summary

City of Tampa Walk-Bike Plan History

The City of Tampa updated its Comprehensive Plan in 2009 to encourage growth within the three core “business centers” identified in the City’s Comprehensive Plan (Downtown Tampa, Westshore, and the University of South Florida [USF]), along major transit corridors, and within designated “Mixed Use Corridors and Villages.” This vision for infill and urban redevelopment is predicated on enhancing mobility options available to people so they can move around the city without relying exclusively on automobiles. One aspect of providing enhanced mobility options, consistent with the City’s Comprehensive Plan and the Hillsborough County Metropolitan Planning Organization’s (MPO) 2035 Long Range Transportation Plan (LRTP), is the identification, prioritization, and eventual implementation of cost-feasible bicycle and pedestrian infrastructure projects.

Phases I and II

In 2011, the Hillsborough County MPO, working in close coordination with the City of Tampa, produced Phase I of the City of Tampa Walk-Bike Plan that identified low-cost options to enhance bicycle and pedestrian mobility along approximately 30 roadway corridors within and around the three business centers.

Following the successful completion of the Phase I Walk-Bike Plan, the Hillsborough County MPO, with the City of Tampa, completed Phase II of the City of Tampa Walk-Bike Plan in 2012. Phase II expanded the Plan beyond the City’s three business centers and identified candidate bicycle and pedestrian projects to complete a network within the Interbay Peninsula and throughout west, central, and east Tampa.

Phase III

Phase III of the Walk-Bike Plan has two major objectives. One objective is to identify bicycle and pedestrian connectivity opportunities in the area north of Fletcher Avenue, known as New Tampa. The second objective is to work with the Green ARtery neighborhood-based organization and the City of Tampa to refine the Green ARtery Perimeter Trail concept.

Walk-Bike Plan Phase III

New Tampa

The objective of this portion of Phase III is to identify potential pedestrian and bicycle projects in the New Tampa area. Consistent with Phases I and II, the projects identified as part of Phase III were developed to minimize right-of-way impacts and to avoid/minimize the (re)construction of roadway curb and drainage structures.

New Tampa currently is served by a fairly extensive trail system, some of which are parallel to roadways like Bruce B. Downs Boulevard and others that serve recreational facilities like Flatwoods Park. Many of the proposed projects within the New Tampa area deal with making connections between existing trails, some of these connections may require coordination between the city, county, FDOT, and utility providers (e.g. Tampa Electric). In addition to the coordination needed for the potential trail connections, many of the identified projects provide connections between portions of the City of Tampa and areas of Unincorporated Hillsborough County. Therefore, it will be important for the City to coordinate with the County on these projects.

Figure 1 and the corresponding **Table 1** show the potential pedestrian and bicycle projects identified for the New Tampa area.

Green ARTery Perimeter Trail

The concept of the Green ARTery Perimeter Trail began as a combined effort of the Old Seminole Heights and Tampa Heights neighborhoods with a mission to identify, enhance, and expand pedestrian/wheelchair, bike paths, parks, greenways and trail systems that safely connect green spaces throughout the city, while emphasizing the beauty of the City's existing assets and acknowledging the need to continue building upon that beauty. Today the Green ARTery organization consists of representatives of more than 20 central Tampa neighborhoods along with multiple public and private organizations.

The Green ARTery Perimeter Trail represents an attempt to bring neighborhoods together to provide a safe and comfortable transportation option between many of the city's notable neighborhoods and parks for families, walkers, joggers, and cyclists of all levels of experience. Walk-Bike Plan Phase III aimed to refine the Perimeter Trail concept that had been developed by the Green ARTery organization by identifying a preferred alignment for the Perimeter Trail.

Figure 2 shows the proposed Green ARTery Perimeter Trail alignment. **Figure 3** shows the City of Tampa Walk-Bike Plan Phase I and II projects along with the potential projects identified in Phase III, which include the New Tampa area projects and the Green ARTery Perimeter Trail.

The proposed Perimeter Trail is a network of on- and off-street facilities that meander through the neighborhoods of Central Tampa. Along with refining the Green ARtery Perimeter Trail alignment, a major component of this effort was identifying the appropriate trail facilities to complete the Perimeter Trail. Three main facility types were identified for use along the Perimeter Trail; the following provides a description of the three trail facility types:

- *Multi-Use Paths* – These are facilities designed for non-motorized forms of transportation. Users may include bicyclists, pedestrians, and skaters, among others. Multi-use paths are typically between 10 and 12 feet wide and are typically physically separated from motorized traffic by either an open space or some other barrier.



- *Park Trails* – Similar to a multi-use path, a park trail is a wide pathway that runs through a park or other green space. Many of the proposed park trails along the Perimeter Trail provide access to natural assets, like the Hillsborough River and McKay Bay.



- *Neighborhood Greenways* – Sometimes called “bike boulevards,” these are low-volume, low-speed streets that have been modified to encourage bicycle and pedestrian travel. Neighborhood greenways typically use neighborhood streets and may include pavement markings, special signage, traffic calming treatments, and/or intersection crossing treatments. A neighborhood greenway is intended to provide a comfortable, convenient, and attractive environment for pedestrians and cyclists of all ages and experience.



In total, the Green ARtery Perimeter Trail consist of nearly nine miles of multi-use paths, eight miles of neighborhood greenways, and over two miles of park trails. In addition to these facilities numerous locations have been identified for new or enhanced crosswalks and/or crossing features. Detailed engineering and design work would be needed to determine the actual feasibility and cost to construct the entire Perimeter Trail. Using generic unit cost information, it is estimated that the cost of constructing the Perimeter Trail as it is identified in the Walk-Bike Plan Phase III Green ARtery Report would likely be between \$4 million and \$5 million. Which, considering that the cost of widening one mile of a four lane road to six lanes is \$3.5 million, this cost is relatively low for nearly 20 miles of improved bicycle and pedestrian facilities.

Public Involvement

The previous phases of the City of Tampa’s Walk-Bike Plan were vetted at the City Transportation and Hillsborough County MPO staff level and were more technical in nature. Given that the concept for the Green ARTery Perimeter Trail was born from the community, it was important that this phase of the Plan included members of the community as active leaders in developing the Green ARTery Perimeter Trail. While the public outreach mainly focused on the Green ARTery Perimeter Trail portion of Phase III, the New Tampa area projects were also discussed during each of the four public workshops/open houses that were held. The public workshops/open houses allowed attendees to participate in the development of the Perimeter Trail as well as provide general input through the use of polling questions that were asked as part of the presentation during each of the events.

Workshop #1 (February 27, 2013) at Tampa Preparatory School for the Old Seminole Heights, Live Oaks Square, Ybor Heights, Riverside Heights, and Channel District neighborhoods.



Workshop #2 (March 27, 2013) at the Rogers Park Golf Course Club House for the Southeast Seminole Heights, Hampton Terrace, East Tampa, East Ybor, and Central Park/Encore neighborhoods.



Workshop #3 (April 24, 2013) at the DeSoto Park Community Center for the South Seminole Heights, VM Ybor, Palmetto Beach, Tampa Heights, and East Seminole Heights neighborhoods.

Workshop #4 (May 29, 2013) at the Seminole Heights Garden Center for the Woodland Terrace, Historic Ybor, Downtown Partnership, Ridgewood Park, and Rogers Park neighborhoods.



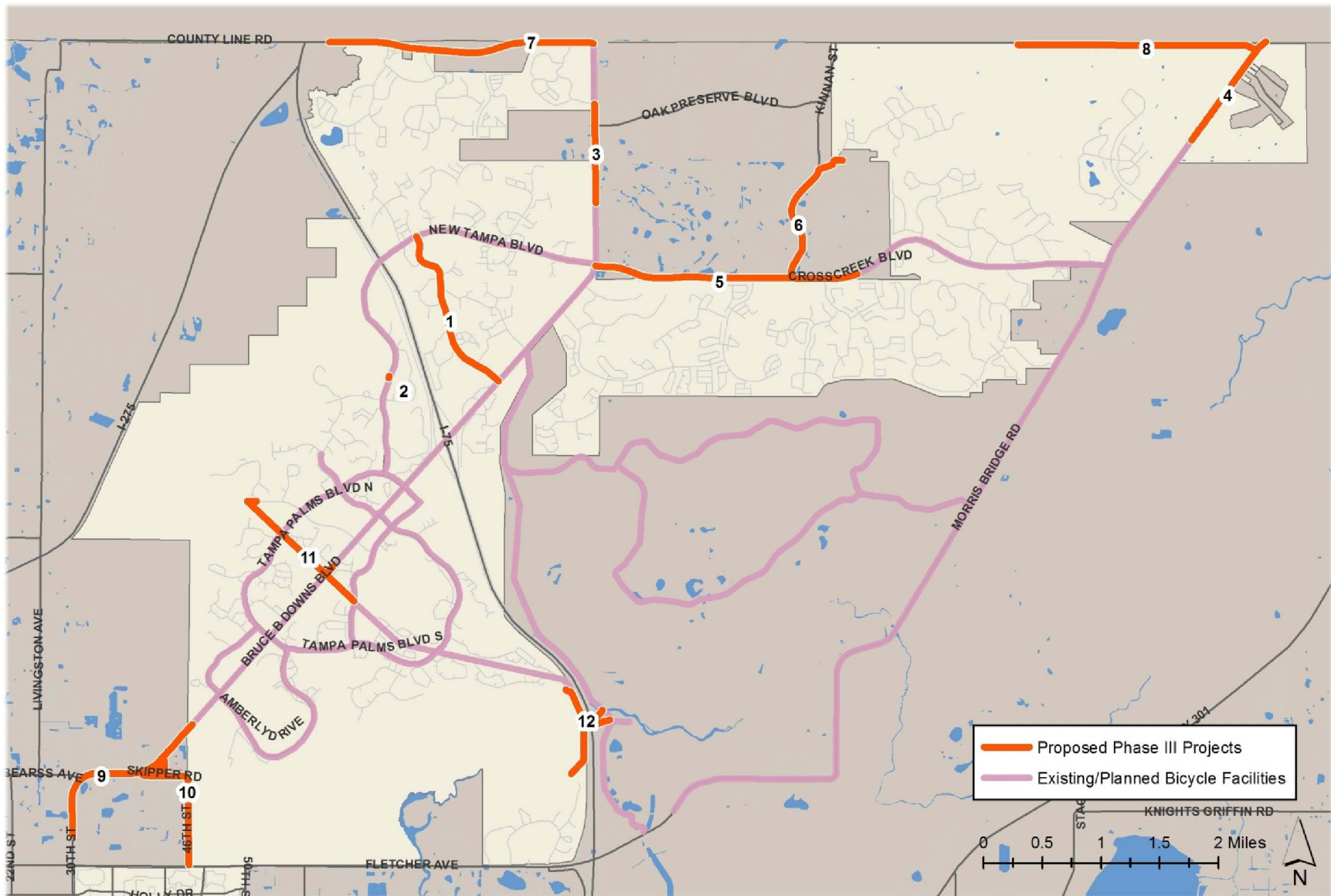


Figure 1: Walk-Bike Plan Phase III Proposed New Tampa Area Projects

Table 1: Walk-Bike Plan Phase III Proposed New Tampa Area Projects

Project ID	On	From	To	Project Summary	
On-Street Projects					
1	A	Highwoods Preserve Parkway	Stone View Way	New Tampa Hwy	Widen Sidewalk
	B	Highwoods Preserve Parkway	Bruce B Downs Blvd	New Tampa Hwy	Sidewalk
	C	Highwoods Preserve Parkway	at Galbraith Rd		Enhanced Crossing
	D	Highwoods Preserve Parkway	between Highwoods Palm Way and Galbraith Rd		Enhanced Crossing
2	A	Commerce Park Boulevard	at New Tampa Community Park entrance		Enhanced Crossing
3	A	Bruce B Downs Boulevard	Shumard Oak Dr	Pebble Creek DR	Sidewalk
	B	Bruce B Downs Boulevard	at Oak Preserve Blvd		Enhanced Crossing
	C	Bruce B Downs Boulevard	at Regents Park Dr (Wal-Mart Entrance)		Enhanced Crossing
4	A	Morris Bridge Road	N. of Pictorial Park Dr	County Line	Bike Lanes
5	A	Cross Creek Boulevard	Bruce B Downs Blvd	Larkbunting Dr	Sidewalk
	B	Cross Creek Boulevard	Larkbunting Dr	Kinnan St	Bike Lanes
	C	Cross Creek Boulevard	Larkbunting Dr	Kinnan St	Multi-Purpose Trail
	D	Cross Creek Boulevard	Kinnan St	Corey Lake Dr	Bike Lanes
	E	Cross Creek Boulevard	Kinnan St	Corey Lake Dr	Multi-Purpose Trail
6	A	Kinnan St	Cross Creek Blvd	Basset Creek Dr	Multi-Purpose Trail
	B	Basset Creek Dr	Kinnan St	Pride Elementary School	Multi-Purpose Trail
7	A	County Line Road	I-75 Overpass	Bruce B Downs Blvd	Complete Street
8	A	Beardsley Dr Extension (K-Bar Ranch)	Meadow Point Blvd	Morris Bridge Rd	Complete Street
9	A	Bruce B Downs Boulevard	138th Ave	Skipper Rd	Sidewalk
	B	Bruce B Downs Boulevard	Skipper Rd	Cypress Creek (City Limit)	Sidewalk
	C	Bruce B Downs Boulevard	at 138th Ave		Enhanced Crossing
	D	Bruce B Downs Boulevard	at Bearss Ave		Enhanced Crossing
	E	Bruce B Downs Boulevard	at Lake Forest Dr		Enhanced Crossing
	F	Bruce B Downs Boulevard	at Skipper Rd		Enhanced Crossing

Table 1: Walk-Bike Plan Phase III Proposed New Tampa Area Projects (continued)

Project ID	On	From	To	Project Summary	
On-Street Projects					
10	A	46th Street	Fletcher Ave	Skipper Rd	Shared Lane Arrows
	B	46th Street	Fletcher Ave	Skipper Rd	Sidewalk
	C	46th Street	at Sweetwater Lakes Dr		Enhanced Crossing
	D	Skipper Road	Bruce B Downs Blvd	46th St	Shared Lane Arrows
	E	42nd Street	Skipper Rd	Bruce B Downs Blvd	Shared Lane Arrows
	F	43rd Street	Skipper Rd	Bruce B Downs Blvd	Shared Lane Arrows
Off-Street Projects					
11	A	Tampa Palms Trail	Compton Dr	Bruce B Downs Blvd	Multi-Purpose Trail
	B	Tampa Palms Trail	Bruce B Downs Blvd	Tampa Palms Blvd W	Multi-Purpose Trail
	C	Bruce B Downs Boulevard	at Methodist Pl		Enhanced Crossing
	D	Tampa Palms Trail	Tampa Palms Blvd W	Cypress Preserve Dr	Multi-Purpose Trail
12	A	Tampa Palms Trail	Yardley Way	Hillsborough River	Multi-Purpose Trail
	B	Tampa Palms/Trout Creek Trail	Tampa Palms Trail Ext.	Trout Creek Trail	Multi-Purpose Trail
	C	Trout Creek/Hidden River Trail	Trout Creek Trail	Future Hidden River Trail	Multi-Purpose Trail
	D	Tampa Palms/Hidden River Trail	Tampa Palms Trail Ext.	Future Hidden River Trail	Multi-Purpose Trail
	E	Hidden River Trail	Riveredge Dr	Hillsborough River	Multi-Purpose Trail

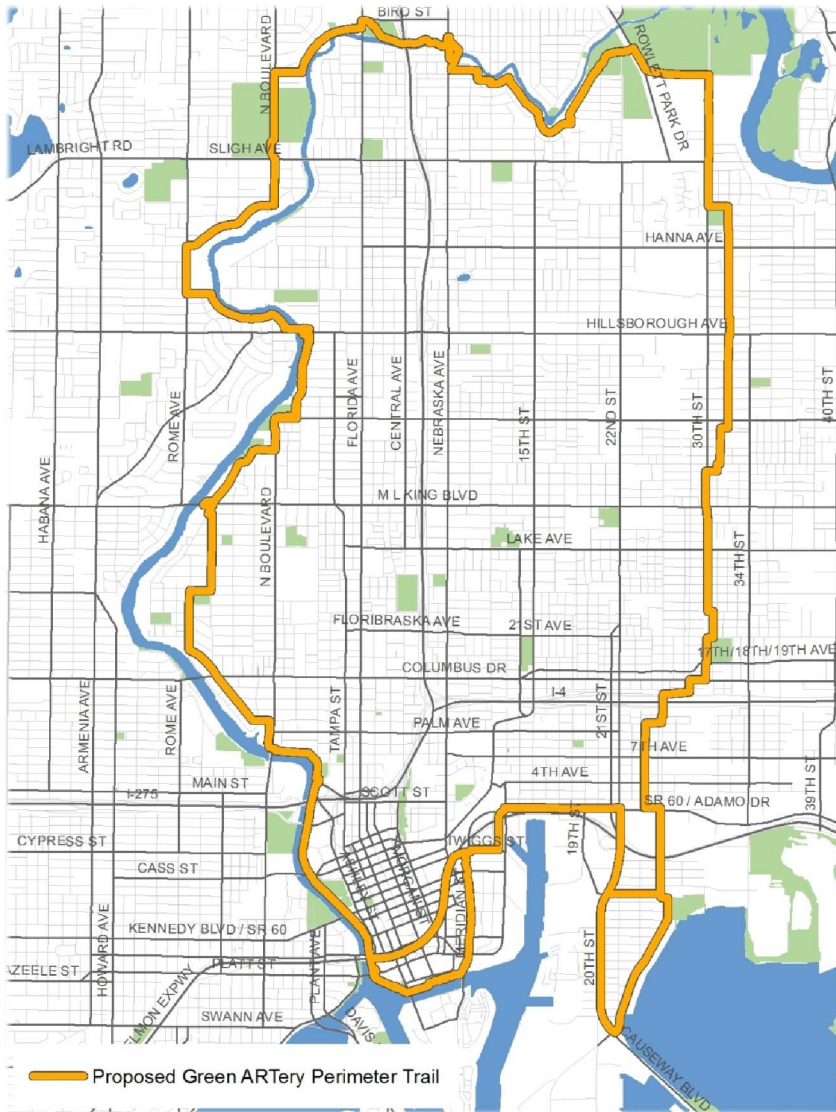


Figure 2: Proposed Green ARTery Perimeter Trail Alignment

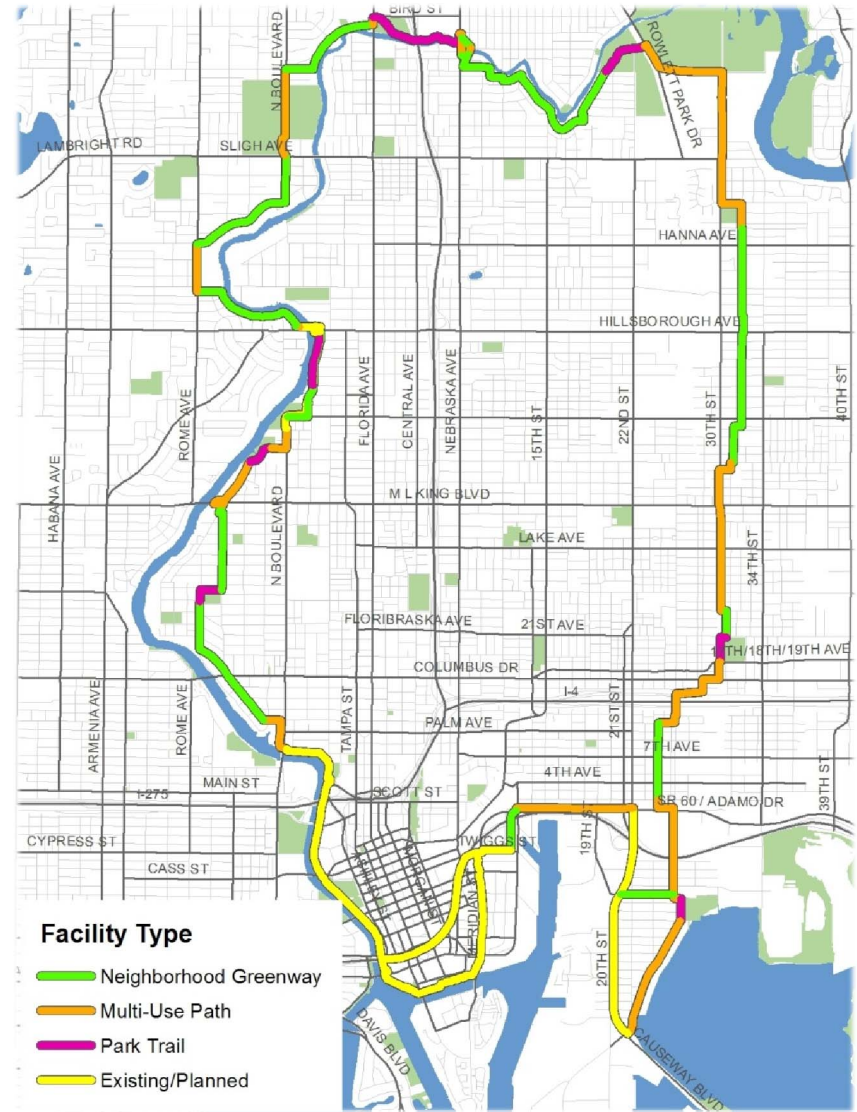


Figure 3: Proposed Green ARTery Perimeter Trail Facility Types

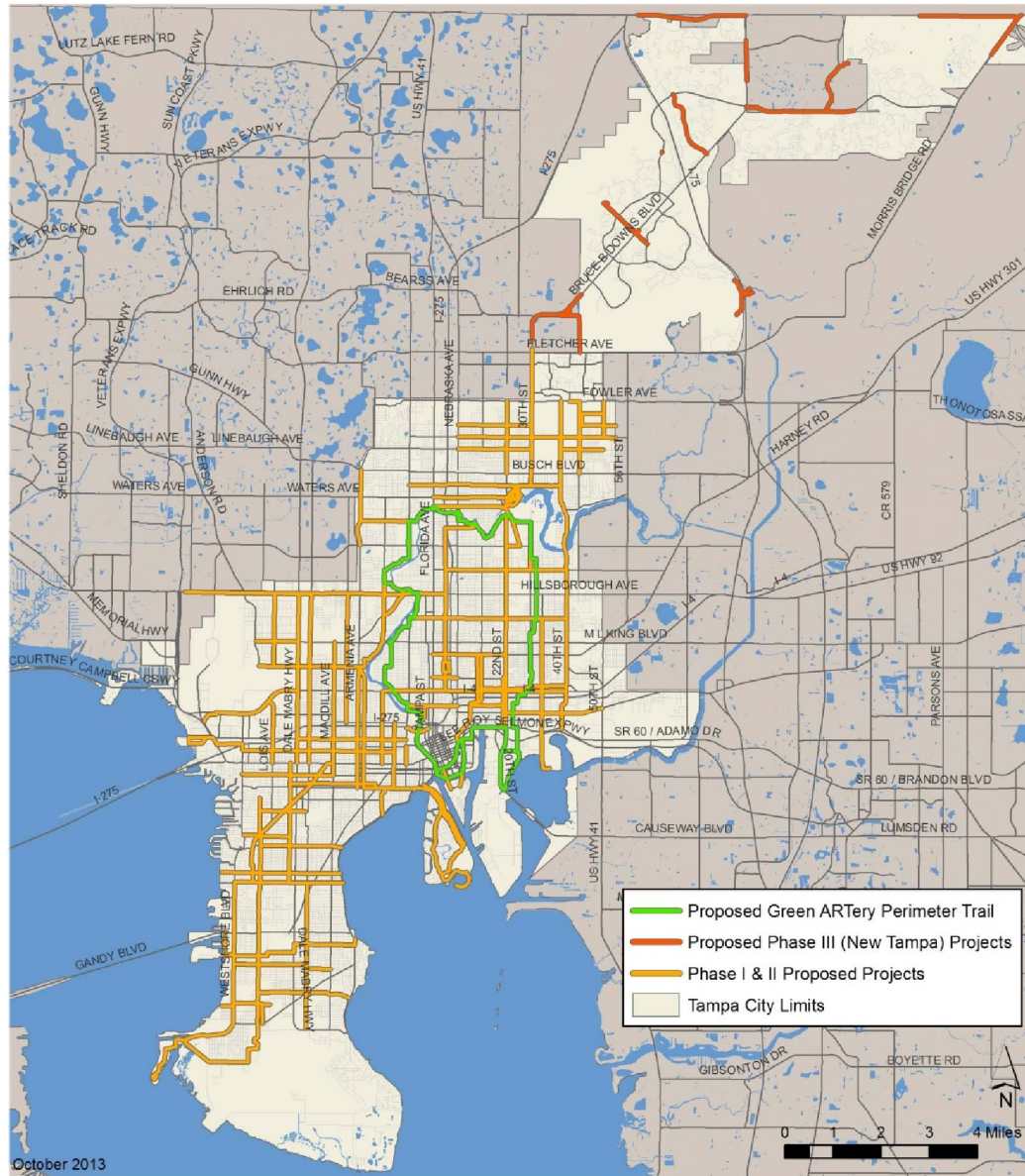


Figure 4: City of Tampa Walk-Bike Plan Proposed Projects from Phases I-III