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Chapter 1 - Summary

Executive Summary

Maps

Executive Summary

With the completion of this master plan the City of Tampa and its citizens are taking bold steps towards the development and integration of their own greenways and trails system into a local, regional and statewide greenways system. The State of Florida and its major cities have long been on the cutting edge of developing and providing its citizenry with a system of greenways that link natural areas, open spaces and cultural amenities. The Tampa Greenways and Trails Master Plan is another step in the fulfillment of that vision.

The future Greenway and Trail System for the City of Tampa is envisioned as a multi-objective system. It should not be viewed solely as a recreational resource focused only on the pedestrians and cyclists, but should be seen serving a multitude of public use objectives. These objectives also support the planning principles of “Smart Growth” and “New Urbanism” and the linking of the city’s special places. (e.g., historical sites, parks, schools, etc.) The greenway and trail system will also provide passive and active recreational venues for walkers, hikers, skaters, bicyclists and canoeists, as well as conservation of open space and opportunities for environmental and historical education.

This citizen-driven master planning process was led by members of the Tampa community, which included local neighborhoods, businesses, community organizations and public agencies. The planning process led by this group identified and evaluated corridors on a set of working maps. Corridors were also analyzed using specific planning criteria developed by the Citizens Advisory Committee. Their recommendations were presented to interested citizens at four public workshops, each focusing on a specific area of the city. All comments obtained from the public workshops were considered by the Citizens Advisory Committee, and the working maps were revised as appropriate. These maps indicate preferred trail alignments, however many considerations and conditions will be met before this system becomes a reality. Review and approval by adjacent property owners will be essential for each segment of the designated trail. Design work for specific segments will have to be completed and funding will have to be secured. Further input and review by the Tampa Police Department and other coordinating/managing entities will be necessary as the trail is designated and built.

The benefits of developing a greenways and trail system for the City of Tampa range from economic development, environmental protection, expansion of recreational facilities, and improvement of the quality of life. One of the most important benefits is the opportunity to work towards changing Tampa’s poor national rating as a city that is not pedestrian and bicyclist friendly. In addition, the greenways and trail system will provide a means of alternate, non-motorized transportation, thereby improving air quality, reducing traffic congestion, reducing parking lot requirements, and providing economic enhancement through the development of bike shops, attendant facilities, and special products such as trail maps.

This Greenway and Trails Master Plan is consistent with the Hillsborough County Metropolitan Planning Organization (MPO) commitment to implementing a multi-modal transportation system that improves bicycle and pedestrian travel. This multi-purpose greenway and trail system will network with inter-modal transfers that link urban centers with suburban and rural areas throughout Tampa, Hillsborough County and the Florida State-wide system of trails.

The City Council, Parks Department, Department of Public Works and the Department of Planning should view and utilize the Greenway and Trails Master Plan as a dynamic planning document. Some of the recommendations involve one-time actions, while others will require ongoing efforts utilizing the full capabilities of the community's public, private, and business resources.

The recommendations of the CAC focus on three areas and are as follows:

- governmental action and coordination,
- segment implementation and,
- public education and awareness.

Governmental Action and Coordination

- Endorsement of this Greenways and Trails Master Plan document by the Tampa City Council,
- Implementation by the Parks Department, Department of Public Works and Department of Planning and Management,
- Incorporation of this document into the City of Tampa
 - Comprehensive Plan by 2002,
 - Capital Improvement Plan request for the next five budget years,
 - Community Investment Tax plan for the next budget years,
 - Long Range Transportation Plan pursuant to Federal guidelines,
 - Transportation Improvement Program (TIP) for the 2002 budget year,
 - Land Development Codes and Regulations as appropriate, and
 - Major's Strategic Initiative.
- Maintain a Citizen's Advisory Committee to continue representation of all interests of the community,
- Dedicate one full time person from the City of Tampa's Parks Department to work solely on a 5-year Greenway and Trails implementation program and one part time person to lead an greenways educational program,
- Develop a long range plan for the funding of detailed design, construction and long-term maintenance of greenway and trail segments,
- Develop structure for the direction of law enforcement resources to assure rapid response to security and other trail management enforcement issues,

- Where appropriate, provide development incentives for property owners who include the design standards of the greenways and trails into their developments,
- Phase segments to keep them synchronized with planned transportation improvements and Comprehensive Plan and Capital Improvements plan calendars,
- Coordinate with private sector and other governmental boards, committees and agencies to enhance and encourage the greenway and trail network throughout the region.

Segment Implementation

- Proceed with the development of detailed design guidelines for multi-use trails, trailheads, bike lanes, bike routes, signage standards, landscape, sidewalk improvements and other design elements,
- Implement Blake High School prototype by December 31, 2001,
- Initial phases of implementation should focus on opportunities of connectivity to the Friendship Trail Bridge and the completion of off-road system already underway,
- Work with Hillsborough County, Pinellas County, City of Temple Terrace and State of Florida to ensure that linkage connections are made to these trail systems,
- Coordinate greenways and trails construction to coincide with the city's planned roadway improvement and sidewalk construction and,
- Include bike lanes in typical sections for all new roadway design, where appropriate,
- Utilize CPTED (Crime Prevention Through Environmental Design) safety review procedures for all greenways and trails segments,
- Provide a process of involvement for the Tampa Police Department, to assure adequate trail security is allocated and public safety issues are addressed,
- Include cultural, educational and historic sites into the design of the network, and
- Consider site-specific Public Art components for each segment as appropriate. See Public Art Appendix.

Education and Awareness

- Utilize new part time position to coordinate the public education projects,
- Develop City of Tampa Greenways and Trails fliers and maps for distribution, and
- Support educational programs for new and potential users, such as safety rodeos.

Tampa Greenways and Trails

Master Plan

- Develop procedures for continued community awareness and involvement, including but not limited to:
 - Processes by which public notification of all meetings can be effectively communicated to potentially affected parties,
 - Setting a schedule for continuing public participation, public hearings and forums.
 - Develop a Speakers Bureau, utilizing the Citizens Advisory Board.

The Executive Summary is followed by chapters discussing the specific benefits of greenways and trails, and the outstanding opportunity that this system can be for the City of Tampa. In addition, the master plan outlines the purpose, vision, and goals of the Citizens Advisory Committee and the extensive public participation program what was used to develop it. Finally, the master plan is discussed, including design elements and the need for the city to develop its own design guidelines, then concludes by addressing management, implementation issues, and funding resources.



Conceptual System; on-road bike lane, trail head, and off-road segment through park

"Greenways are the Great Way!"



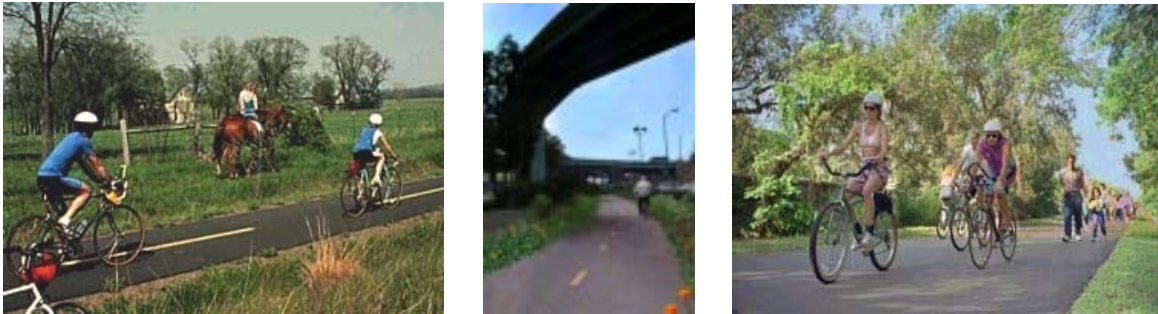
Maps

Geographic Information System Mapping of Proposed Network

The following maps were developed to show the City of Tampa Greenways and Trails system as a whole. It is composed of thirty-four 11" by 17" area enlargements identify the proposed system of on-road, off-road and shared-road facilities developed by the CAC and its diverse membership, interested citizens and homeowners associations.

This map series can act as an interactive database for this project. A computer based Geographic Information System (GIS) mapping program (ARC View) was used to enable additional data regarding land use changes, street additions, sidewalk renovation, right of way corrections and other pertinent city and transportation information to be easily added as the greenways and trails are designed, reviewed and implemented.

These maps are a graphic representation of the entire Tampa Greenways and Trails proposed network and include parks and schools and other cultural attractors represented by icon designations. Important connections to Hillsborough, Pinellas County and State of Florida trail systems are also shown.



Examples of existing rural, suburban and urban greenways and trails

"Greenways are the Great Way!"



Chapter 2 - Introduction

Opportunity for Tampa

Vision and Goals

Greenway Benefits

Opportunity for Tampa

A recent citizen statement made at a Tampa Greenway and Trails Citizens Advisory Committee meeting was "for someone on one side of Westshore Boulevard to get to the other side, they would have had to have been born there." This statement sums up what has been the primary goal of the Tampa Greenways and Trails Citizens Advisory Committee; to make logical connections within the City of Tampa between neighborhoods, public spaces and the surrounding jurisdictions, as well as making the city more pedestrian and bicyclist friendly.

The Tampa Greenway and Trails Project has benefited from the foresight of past generations to set aside green spaces throughout the city. These spaces serve to improve Tampa aesthetically, to provide areas in which to relax and recreate and, in some instances, to bring citizens closer to the natural environment. These green spaces also improve air quality and moderate the warm summer temperatures.

The Tampa Greenway and Trails Project will incorporate and enhance efforts to protect Tampa's unique natural environment, bring about a greater awareness to the melting pot that is Tampa's cultural heritage and provide a common thread by which the city can weave together these components that make up their community.

The Tampa Greenway and Trails Master Plan is a conceptual plan and therefore dynamic by its very nature. It proposes, over a number of years to identify a network of existing public roads, rights of way, sidewalks, trails, bridges and blueways that can be utilized to create a trail system that brings about a sense of connectivity between its neighborhoods. Alternative and additional avenues of connection between public spaces were achieved by delineating a route using unimproved public rights of way, utility easements, and public lands like parks and school grounds. In some instances, waterways may provide users with an alternative link to a variety of destinations.

Part of the future challenge is to develop a greenway and trail system in such a way that it fits into the existing urban/suburban contextual setting that is Tampa today, yet is still able to be accommodated in the city's future. The Master Plan's intent is to impose minimal impact to surrounding land uses, make use of existing transportation facilities, be cost effective, easily maintained and promote a safe and secure environment for those adjacent property owners and those using the system.

The Tampa Greenway and Trails System is a project that will help preserve Tampa's past, make use of transportation and other public amenities that exist today and improve and expand, when financially and technically feasible, in the future. This process will not happen overnight. To succeed, it will need long-term community commitment and active participation. The Tampa Greenway and Trails System will need elected officials' on-going attention to assure that critical issues can be resolved and resources applied in a timely manner for its full potential to be actualized.

The concept of a Tampa Greenway and Trail system is not new. In fact, for the most part, the system exists today and only awaits recognition and designation by the city. As the greenways and trail system progresses, the Tampa Greenway and Trails Citizens Advisory Committee pledges to continue to work with the community to clarify trail identification and development. The committee will also update the city's elected officials periodically, solicit their input and request assistance in shaping trail opportunities as they become more apparent in Tampa's future.

Purpose

The purpose of the Tampa Greenways and Trails master plan is to increase public access throughout the City of Tampa to recreation and to non-motorized transportation opportunities. The master plan identifies the citizen-selected on-road, off-road and shared-road routes for this predominantly urban network. This system will link parks, schools, transit hubs, waterfront, and places of cultural and historical significance. This integrated network is routed along and through a combination of existing roads, utility corridors, public property and rights-of-way.

Citizens Advisory Committee Philosophy

The City of Tampa received the designation as one of the most hazardous cities in the United States for pedestrians and bicycles by a Tampa Tribune article quoting a recent nationwide traffic study. Prior to formulation of the CAC, small segments of greenways and trails had been planned and successfully completed by the City of Tampa Parks Department, however the city had never been viewed as a whole. Therefore, the Tampa Greenways and Trails Citizens Advisory Committee, directed by the public, was called to action. The following Vision Statement clearly underscores the Citizens Advisory Committee's commitment to the citizens of Tampa.

"Greenways are the Great Way!"

Tampa Greenway and Trails Vision Statement

The City of Tampa, in the 21st century will offer an enhanced quality of life by developing a system of greenways and multi-purpose trails. This network of trails will provide natural resource protection, recreational opportunities, open space, environmental and historical education, and a means of alternative transportation.

Connections to existing trails and greenways beyond the city limits extend the benefits of the Tampa system to all residents of the Bay area.

Working in partnership with residents and the community, the city greenway system links parks and open spaces by safe, well-maintained recreational corridors compatible with surrounding neighborhoods.

Goals for the Greenway and Trail system

The Citizen Advisory Committee has and will work to advance the public Greenways and Trails effort with the following goals.

- **Public Participation and Education** - Provide representation for the interests of Tampa communities and neighborhoods; Educate neighborhoods on the benefits of greenways and trails to their community; Seek out concerns, ideas and opinions from all residents of Tampa regarding a greenway and trail system in their community.
- **Connectivity** - Where possible, provide connections to schools, parks, historical and cultural points of interest and access to public waterfront property; also to tie-in with efforts of the surrounding cities and counties where feasible.
- **Multi-Use Trails** - Wherever possible identify opportunities for off-road multi-use trails. Develop trails for all uses where appropriate.
- **Transportation** - Provide alternate modes of transportation.
- **Access** - Adhere to ADA requirements for an inclusive system of greenways and trails.
- **Greenways** - Identify future greenway and blueway opportunities.
- **Safety** - Utilize CPTED (Crime Prevention Through Environmental Design) strategies for a secure system.

Benefits

Benefits of greenways and trails extend beyond citywide non-motorized recreational opportunities for promoting public health and respite from urban life; Tampa can concurrently receive many varieties of economic benefits. New and increased business opportunities and enhanced property values are two of the most notable economic effects reported from other communities with adjacent greenway and trail systems. They also benefit tourism, bicycle shops, restaurants, health clubs, outdoor outfitters and related businesses.

Property values can increase over time due to the addition of greenways and trails. There are also financial benefits to builders and developers, such as the increased marketability of real estate near greenways. In the 1994 American Lives survey, customers were shown to want features that promote social interaction with others, such as biking, walking paths and nature trails. Buyers are willing to pay a premium for this kind of "outdoor living room". Consumer polls have also commented positively about the increased community interaction, which a project of this type affords.

Ecological benefits of greenways and trails located adjacent to the bays, rivers and preserve areas will help to preserve the biodiversity through the connection of greenspace allowing for migration and breeding of plants and animals. Flora and fauna benefit from larger, contiguous habitat areas. Environmental benefits of an integrated system will include conservation of riparian systems and improved ground water quality. Miles of filtering greenspace provided by the off-road greenway segments can help to enhance aquifer recharge. Note that the Hillsborough River provides seventy five per cent (75%) of Tampa's drinking water.

In a report issued by the Florida Center for Community Design and Research in conjunction with the University of South Florida, the citywide tree canopy cover decreased by 9% to reach a level of 14% from the previous level of 23% in the period from 1975 to 1985. The additional native trees called for in the greenway and trail system will benefit this urban tree canopy program.

Benefits will also be derived through reductions in public infrastructure and standard transportation needs. Additionally, greenways and trails can provide a safe way for those without motorized vehicles to move about or for those who just want to go for a walk.

Additionally, Tampa's cultural sites will benefit through their inclusion in this project. The greenway and trail system will contribute to increased public awareness and education about these community assets. Tampa's historical character can also be celebrated as centerpieces of the greenway and trail system. See the appendix for a detailed listing of the National Register of Historic Places for the City of Tampa.

Finally, the appreciation and preservation of open space in an urban setting is an undeniable benefit to all.



Chapter 3 - Background

Existing Conditions

Public Participation

Review Process

Review Diagram

Citizen Advisory Board

Existing Conditions

Tampa is a developed urban center ringed by residential areas, the Hillsborough River and embraced by Tampa and Hillsborough Bays. Tampa at approximately 110 square miles is the largest city on the west coast of Florida. The 1999 population of the city is 289,337 with 316,500 projected for the year 2015. Approximately eighty eight per cent (88%) of the city is developed and thirty five per cent (35%) of the city's land use is single family residential with a little over ten per cent (10.09%) in open and recreational space. Urban open spaces as defined by the Florida Greenways Commission, are plazas, boulevards, neighborhood and community parks, waterfronts, and linear corridors.

The keyword in the greenways and trails master plan is "urban". The greater part of the proposed greenway and trails network is comprised of shared-road or on-road facilities located in public rights-of-way.

The proposed greenways and trails network will provide, in accordance with City of Tampa's comprehensive plan and Mayor's Initiative Program, accessible pedestrian and recreational connections to parks, schools, neighborhoods, libraries, riverfront, historic sites, community centers and work places.

The City's earliest studies in the master planning of greenway systems were then called parkways and scenic boulevards. The first prototype was created in 1945, by the distinguished landscape architectural firm of Frederick Law Olmsted. The study included Central Avenue, Frazier's' Beach west of Memorial Drive, Lowry Park, Verne Street, North Boulevard, Hyde Park, River Boulevard, DeSoto Park, Ballast Point Park, Sulphur Springs, Washington Street, Platt Street, Riverfront Drive and Gandy Boulevard.

Greenway Areas

The Tampa Parks Department organized the City of Tampa into six greenway areas for the purposes of developing this master plan. The areas were selected based on their prevailing land uses, nature of attraction, types of topography or land features, physical boundaries or edges, existing vegetation and wildlife systems, and transportation corridors and their relative accessibility. The Greenway Areas are as follows;

- South Tampa
- Bayshore Boulevard
- West Tampa
- McKay Bay Greenway
- Hillsborough River
- New Tampa

- In the **South Tampa Greenway Area** the focus greenway will be to connect Picnic Island, the Friendship Bridge Trail and Bayshore Boulevard. This area provides possibility for off-road segment connectivity to residential parks and schools located within on-road portions. A proposed canoe/kayak route around Picnic Island will add to the blueway trails portion of the project. Connections to parks include North and South Gandy Park, Bobby Hicks,

Ballast Point, MacDill 48, Gadsden, Skyview and Southwest Port Tampa. Historic residences located here include the Stoval and Biglow-Helms homes. Bridging this area with Bayshore will be the MacDill Air Force Base trail consisting of two and a half miles (2.5) along its northern boundary. Construction is planned to begin on this segment in 2001.

- The **Bayshore Boulevard Area** is dominated by the Hillsborough Bay and Bayshore Boulevard linear park with a ten feet (10') wide sidewalk. At four and a half miles (4.5) in length, it is the longest uninterrupted sidewalk in the country. Over the course of Tampa's history many splendid private residences were located along this boulevard in the Hyde Park Historic District. Bayshore has a northbound bike lane at present from Gandy Boulevard to Rome Avenue. Area connections will include Old Tampa Bay to Hillsborough Bay, Hyde Park, to downtown and on to Davis Island beaches. Possible park connections will include Kate Jackson Park, Fred Ball Park and Himes Avenue Sports Complex and Bayshore Boulevard Linear Park.
- For the **West Tampa Area** the greenways will provide connective segments for parks, playgrounds, and schools. The potential exists to add greenways in the open space created by the Florida Department of Transportation (FDOT) I-275 and Memorial Highway road-widening project, which is slated to take place over a ten to twenty year time frame. Large community parks including Al Lopez Park will connect with multiple neighborhood parks and one historic district. The combined focus is on recreational and cultural activities for the users. Other greenway and blueway trail opportunities will include Tampa International Airport property and Old Tampa Bay. These areas will allow for strong connections of on and off-road segments. These system connections could link the Cypress Point Park with the Courtney Campbell Causeway and onto Pinellas County.
- In the **McKay Bay Area** the greenway and blueway will connect conservation areas and environmental preserves, including bird watching sites, with proposed canoe and kayak launch sites, utility corridor asphalt multi-use trails, boardwalks, bridges, fishing pier and on-road segments. This area will connect the extensive bay shoreline with McKay Bay Nature Park and DeSoto Park by utilizing a combination of rights-of-way and public-owned property for both off and on road segments. Connectivity will extend to Hillsborough County's By Pass Canal trail. The McKay Bay trail is under way with two one-mile stretches finalized; when complete this trail will circumvent the bay east of downtown.
- Within the **Hillsborough River Greenway Area** the greenways and trails will be in some of their most densely urban with predominantly on-road segments connecting the downtown area with the Hillsborough River. The Blake High School greenway prototype will be constructed in this area. Connections to Lowry Park, Rowlett Park, Riverfront Park, Martin Luther King recreation complex, Rivercrest Park, workplaces, schools, neighborhood parks, city hall, four historic districts including Ybor City and other downtown cultural venues will be the focus of this section. The A.S.H.O.R.E. (Alliance South Hillsborough Owners of River Environs) has been one of the most active and vocal in their response to the greenways and trails project.

- **New Tampa Greenway Area** includes combinations of off and on-road segments linking new residential communities. The focus would be on multi-use trails connecting neighborhoods and provide access to preserve areas. The Tampa Electric Company (TECO) corridor becomes an opportunity for a lengthy proposed off-road segment. This is a system with opportunities to extend from Cypress Creek Preserve to Flatwoods Park and onto the Hillsborough and Pasco County greenways. This greenway and trail system will also connect the University of South Florida and allow for critical safe crossings of Bruce B. Downs Boulevard.

Existing Tree Canopy

The existing Tampa "urban" forest is made up of primarily hardwood hammock species. These native species consist of Live Oaks, Laurel Oaks, Magnolia and Cabbage Palm and have been utilized in the city's past and contemporary street and park tree installations.

The Urban Ecological Analysis study created by the Florida Center for Community Design + Research and the University of South Florida noted that the New Tampa area had a tree canopy decrease of 23% over the ten year study period of 1975 to 1985. Citywide between 1975 and 1996 there was a net decrease in canopy cover of 4%. The greenways and trails project would offer opportunities for preservation and new tree installation. The benefits of tree canopy coverage range from reductions in requirements for storm water infrastructure and lowered demand on existing storm water systems. The addition of shade trees in this and other areas of the greenways and trail system will offer a role in energy savings by micro temperature control, direct pollution attenuation, and serve as a habitat for wildlife.

"Greenways are the Great Way!"

Public Participation

The public participation and review process was initiated at the onset of this citywide project. In addition to the regular monthly meetings and informational mailings, the CAC held citywide greenways and trails public forums and workshops. A brief chronology of these meetings, and the key survey results from the public participation and workshop sessions follows below. Detailed meeting minutes are available from the CAC.

April 1999	Citizens Advisory Committee (CAC) formed – has met monthly since this date.
June 1999	<u>Tampa Tribune</u> newspaper runs article about workshops. South Tampa Section in the <u>Tampa Tribune</u> runs article about workshops. First series of Public Workshops (4) launched.
Sept.-Feb. 2000	CAC spent Saturdays reviewing June Workshop information and maps.
January 2000	Greenway Informational fliers handed out on Franklin St. Mall.
February 2000	Greenway information article is included in Utility Newsletter. Greenway fliers handed out on Franklin St. Mall. All Neighborhood Associations notified about March Public Workshops.
March 2000	Article in South Tampa Section of <u>Tampa Tribune</u> regarding workshops. Second series of Public Workshops (4) held. CAC participated in Good Community Fair- with greenway fliers and badges. CAC participated in Greenfest – with greenway fliers and badges.
April 2000	CAC participated in Airfest 2000- with greenway fliers and badges.
May 2000	Article in University Section of <u>Tampa Tribune</u> about trail effort.
August 2000	Mailing to all Neighborhood Associations including maps and flier. CAC participated in Channel 8 Health Fair - with greenway fliers and badges.
September 2000	Second greenway and trails article included in Utility Newsletter, and The Mayor’s dedication of Bruce B. Downs Trail & Celebrity Bicycle Ride.
October 2000	Downtown Tampa’s Alternative Transportation Day CAC participated in USAA Health Fair. Neighborhood Liaisons Greenway letters and flier mailings.
November 2000	Benefits of the Greenways flier sent to all Neighborhood associations.

Public Participation Survey Results

The Survey results below are from the March 2000 Community Workshops. The quantities represent the total number of responses in each issue and activities category. The Citizens Advisory Committee analyzed the survey results to ascertain usage and activities required by the public. The results of this survey influenced the decision making process for many critical requirements of the greenway and trail system.

1. How important do you feel these issues are in the development of greenways and trails?

Issues	Not Important	Somewhat Important	Important	Very Important
Alternative means transportation	7	3	6	19
Connectivity; schools, parks, retail, libraries, etc.	6	2	8	19
Connectivity to other trails & bike routes	6	4	7	18
Off road trails for recreation use	7	5	7	16
Recreational trails for neighborhood use	6	4	10	15

2. What recreational activities would you be interested in on a trail or bike route?

Activity	Not Interested	Somewhat Interested	Interested	Very Interested
Walking	7	1	9	18
Hiking	10	4	10	8
Bicycling	8	4	5	17
Skating	19	4	5	3
Canoeing	12	6	8	6
Horseback riding	23	6	1	1

The survey results indicated that the needs of pedestrians and cyclists were expressed as being the highest priority and that the greenway and trail system should be oriented in that direction, with hiking, canoeing and equestrian activities following in level of interest. The vital public issues were to have greenway and trails provide alternative forms of transportation that provided connectivity to attractors like parks, schools, and cultural amenities. Off-road recreational opportunities were also high on the list of importance.

The CAC, in response to the workshops and ongoing public participation, and in line with their philosophy of a "citizens driven" greenway and trail system wishes to acknowledge the following associations interest in working with the City of Tampa to create a greenway and trail system within their neighborhoods, (See attached Map)

Interested:

Ballast Point Civic Association
Civic Association of Port Tampa
Gandy Gardens Neighborhood Association
Tampa Heights Civic Association
South Seminole Heights Neighborhood Association
Temple Crest Civic Association
Southeast Seminole Heights Neighborhood Association
University Square Civic Association, Incorporated
Palmetto Beach Neighborhood Association

and the Citizens Advisory Committee wishes to acknowledges the following communities, which are opposed to the Greenway and Trail System through their neighborhood.

Opposed:

Beach Park Homeowners Association
Riverside Heights Neighborhood Association
Riverbend Community Association
Carver City/Lincoln Gardens Civic Association and
Old Seminole Heights Neighborhoods west of Florida Avenue

Citizens Advisory Committee Criteria

The proposed routes were reviewed and inventoried by the CAC utilizing the following set of design criteria to determine suitability/viability for on or off-road segments. The criteria was collected and formulated from research of public standards, public participation, and Citizen Advisory Committee membership input. They are as follows:

- Amount of vehicular traffic
- Speed of vehicular traffic
- Safety - meet minimum design guidelines
- Adjacency to publicly held lands
- Connectivity - to points of interest and other trail routes
- Route interruptions - driveways, parking, access
- Minimal intrusions into neighborhoods
- Width of road and of right-of-way

Ongoing Planning and Review Process

Public participation will be ongoing during the detailed planning and design of the various segments. It is recommended that the following process be adopted:

- The CAC will recommend certain segments funding, based on the prioritization guidelines established by the CAC and City of Tampa.
- The City of Tampa would identify potential funding sources such as grants, Capital Improvement Budget(CIP), Community Investment Tax (CIT), and public/private partnership . If deemed appropriate, the City will make a funding request to the accurate agency.
- A CPTED study would be prepared by the Tampa Police Department for each proposed segment.
- For every segment in or adjacent to a residential area, the representative association(s) as well as affected/adjacent property owners should be contacted. If there is no association in existence, the affected property owners will be notified individually by mail and or door hanger information cards of a public workshop.
- Upon consensus of all effected parties and upon approval of the funding requests, a consultant would be selected. The design process would begin with a segment survey including but not limited to topography, land use issues, soils, existing vegetation, traffic studies and all other pertinent data.
- A second public workshop for neighborhoods and property owners would be held to fully review and develop the project's design.
- Construction would begin and status reports when appropriate would be sent to the effected neighborhoods and property owners.

"Greenways are the Great Way!"

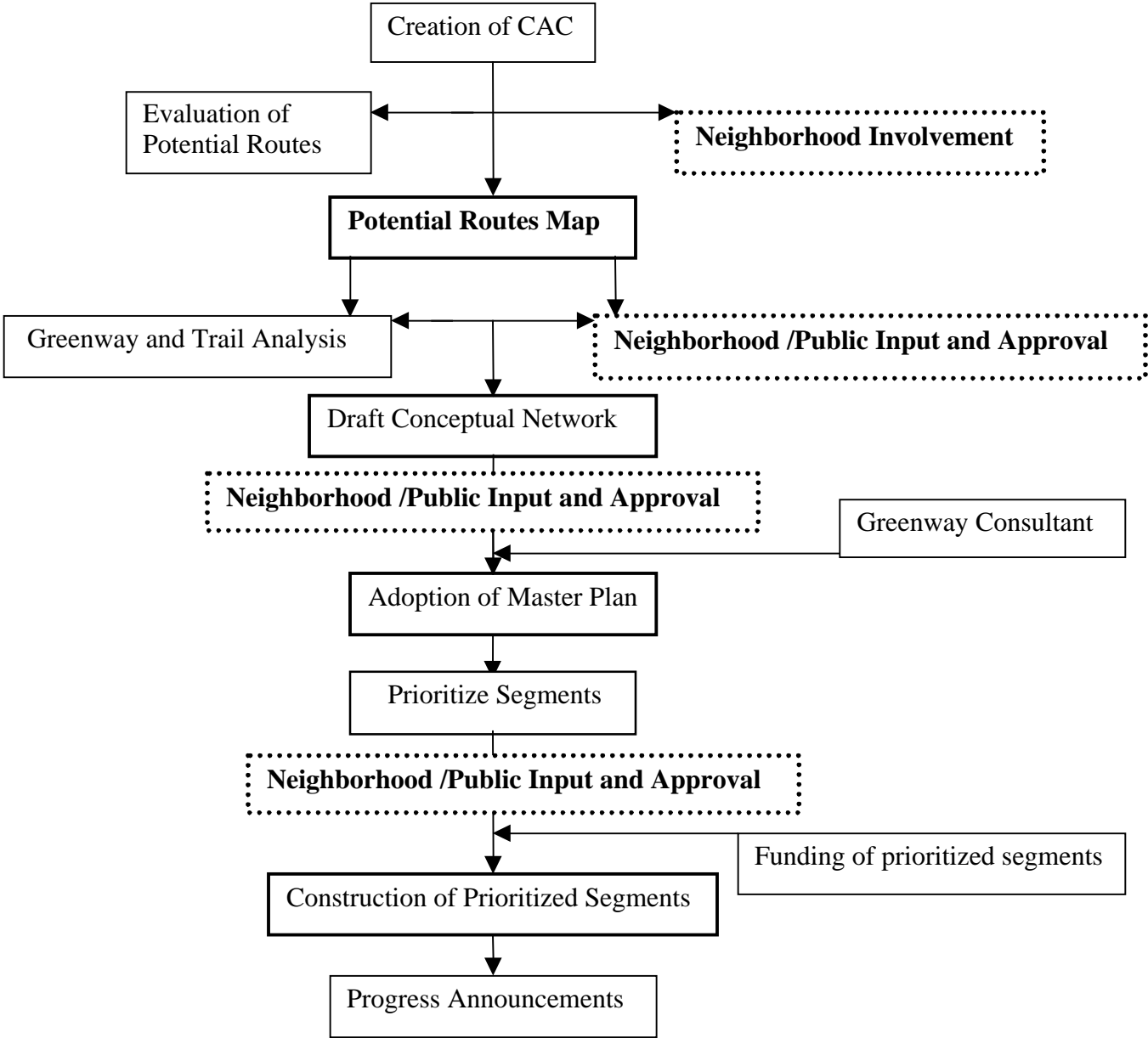


Diagram of Planning and Review Process

Tampa Greenways and Trails

Master Plan

Tampa Greenways and Trails; Citizens Advisory Committee/ Voting Members

The Tampa Greenways and Trails Citizens Advisory Committee wishes to express gratitude and appreciation to the citizen contributors, associations and liaison members, all of whom are dedicated to improving and cultivating the quality of life in the City of Tampa.

<u>Organization</u>	<u>Designee</u>	<u>Alternate</u>
A.S.H.O.R.E.	Virginia Moore	
Audubon Society	Tom Ries	
Bicycle Pedestrian Advisory Committee	Richard Johnson	
Citizen-at-Large	Jim Hartnett	
Citizen-at-Large	Erle Boyton	
Citizen-at-Large	Jim Fleming	
Civic Association of Port Tampa	Kevin Dwyer	
Florida Department of Transportation	Harry Reed III	Ken Nosworthy
Florida State Representative	Chris Hart	James Mosteller
Florida Department of Environmental Protection	CeCe Featheringill	
Florida State Senator	James T. Hargarett	Lena Young Green
Friendship Trail Bridge Corporation	Capt. Tom Bryan	Vice Chairman
Hillsborough Greenways	Leigh Chambliss	
Hillsborough River Greenways Task Force	Laura Delise	
Hillsborough River Technical Advisory Council	Alan Wright	
Metropolitan Planning Organization	Gena Torres	
Riverbend Community Association	Edith Hooten	
Riverside Heights Neighborhood Association	Sharon Keene	
Sierra Club	Jeannie Williamson	
<u>Organization</u>	<u>Designee</u>	<u>Alternate</u>

Tampa Greenways and Trails

Master Plan

South Seminole Heights Neighborhood Assoc.	Shannon Hodge	
Southwest Florida Water Management District	Coleen Kruk	Gene Kelly
Sulphur Springs Action League	Eddie Keen	
Sustainable Communities	Jill Buford	
Tampa Bay Freewheelers	Richard Carlson	
Tampa Chamber of Commerce	Don Barber	
Tampa Heights Civic Association	David Foster Chairman	
Temple Crest Civic Association	Judy Herring	
Tampa Homeowners, an Assoc. of Neighborhoods	Steve Labour	
Tampa Palms Civic Association	Ben Geradter	
University of Tampa	Dr. Ronald Vaughn	
USF Botanical Garden	Brad Carter	

Liaisons

City of Tampa Transportation Division	Mahdi Mansour	
City of Tampa Water Department	Neil Mingledorf	
City of Tampa Parks Department	Karla Price	Karen Cashon
Florida 2012	Rich Simmons	
Hillsborough Cty, City-County Planning Comm.	Laurie Potier-Brown	
National Park Service	Charlotte Gillis	
Tampa Downtown Partnership	Phyllis Pacyna	
Tampa Police Department	Officer Art Hushen	
Florida Greenways and Trails Council	Sally Thompson	
Hillsborough Greenways	Ed Crawford	Charner Reese

Individual Contributors

Ken Bass

Dave Borisenko

Belinda Carlson

Steve & Alice Ericson

Rick Fifer

Kevin & Amy Jarman

Nicole Gonsalez

Melanie Higgins

Ken Kramer

Mark Malaby

Eileen Norton

Randy Stribling

Larry Weatherby

The Tampa Greenways and Trails project was launched in 1998 with technical assistance from the Rivers, Trails and Conservation Assistance Program of the National Parks Service. The Tampa Greenways and Trails Citizens Advisory Committee (CAC) was formed in April of 1999 and has provided stewardship for the development of this master plan utilizing public input as the focus for the formation of the project. Since their inception, the CAC tasks have been and will continue to be focused on the following:

- Continue to educate and inform the community about greenways and trails,
- Be a voice for community ideas and concerns,
- Work with the City of Tampa in formalizing the CAC's future role,
- Develop a methodology for prioritizing greenways and trails projects and,
- Seek out opportunities for funding greenways and trails and trail improvements.

The original Citizens Advisory Committee will remain standing through summer of 2001.



Chapter 4 - Master Plan

The Plan

Design Guidelines

Greenway Safety

The Plan

The Master Plan is purposely flexible so as the project advances, new opportunities can be incorporated which will improve the concept. This flexibility will allow future expansion of this diverse urban network to be more effortlessly coordinated. The plan is also intended to create connections with proposed and existing greenway and trail systems within Tampa, the surrounding counties, the Florida National Scenic Trail and State of Florida Greenways System.

The Tampa citizenry and the Greenways and Trails Citizens Advisory Committee selected the proposed urban routes illustrated in the conceptual Master Plan Maps. Input was provided from observational studies provided from CAC members, transportation officials and neighborhood associations.

Varied Conditions

Roadway conditions, rights-of-way widths, and the presence of sidewalks across Tampa change dramatically, sometimes from block to block. The roadways located in Tampa's historical districts are distinct for being the most narrow of rights-of-way and are largely without any pedestrian amenities, while at the other end of the spectrum, New Tampa roadways, due to the road design standards of today, have the most extensive widths and are therefore able to accommodate on-road facilities and parallel sidewalks adjacent to these facilities to allow for pedestrian usage.

This consistent variation was based on observational ground-truthing of over 200 miles of proposed corridor done by the greenway consultant. The ground-truthing consisted of driving these routes and observing the CAC selected routes. The observations included but were not limited to the conditions of surfaces, roadway and right-of-way widths, adjacent land uses, availability of sidewalks, drainage typologies, existing signage, street lighting, and the location of important recreational, educational and cultural facilities. The on-road and shared-road components will include considerable route character changes.

As segments are prioritized and funded, each segment will have to be carefully surveyed, designed, and engineered to take advantage of the existing development opportunities and constraints. Generally speaking, the following standards would be applied to that process.

On-Road Segments

On-road segments that are located on shared roadways will have to have ample road widths for safety of the un-motorized traffic. Applications for Shared Roadway facilities are rural roadways or roadways that are in high demand for non-motorized usage such as recreational touring. Maintenance of the shoulder area (approximately 4' plus) is critical to the success and safety of these particular segments.

On-road segments that will be considered primarily Class 1 Bikeways or Bike Paths should be located away from the influence of parallel streets. These segments should offer opportunities not provided by other roadway systems, such as recreational or direct high-speed commute routes with minimal traffic cross flow. Applications for Class 1 Bikeways can be found along

rivers, waterfronts, canals, utility rights-of-way, college campuses, and within parks. The off-road components will make critical connections back to these on-road segments.

An on-road bikeway or bike lane offers a delineated lane allowing for room for the non-motorized travelers. On-road segments planned with a bike lane, may have a lane reduction, or prohibit parking to safely accommodate non-motorized travelers.

On-road segments that are Bike Routes, defined as Class III, will provide continuity to other bicycle facilities. These facilities are usually Class II or preferred routes through high demand segments. The designation of bike routes should indicate particular advantages to using these routes over other alternate routes. Sidewalks are not to be used as bikeways.

Alternating segments of Class I and Class II are generally incompatible, due to street crossing requirements when the route changes and the possibility of wrong way travel to avoid difficult street crossings.

Off-Road Segments

Off-road segments should include a minimum ten to twelve-foot wide (10'-12') multi-use surface for cycling, roller blading, horseback riding and hiking. Off-road segments should also provide space for the addition of trees, landscape buffers and recovery zones.

The system will also go off-road with a myriad of greenways and blueways along the Hillsborough River, McKay Bay, the airport area, Picnic Island and Mac Dill Air Force Base. The blueway segments will be utilized for non-motorized boaters typically canoes and kayaks. Boat launch facilities can be located at these trailheads for ease of connections between on-road and off-road segments.

South Tampa is one of the few opportunities left in the City of Tampa to create a new greenway. The Environmental Lands Acquisition and Protection Program (ELAPP) funding in conjunction with a grant from the Office of Greenways and Trails allows the east-west segment across the peninsula to become a reality.

Lastly, narrow hiking trails may compliment and extend the network in areas where the protection of environmentally sensitive land is paramount, such as the Cypress Creek Preserve.

Observations indicated that more detailed consideration, in depth survey and design work will be needed before specific routes can be confirmed, reviewed, funded and constructed to all state and federal requirements. The following are important review agencies required for the design review phase and agency design standards that would need to be applied to the design of each segment:

- City of Tampa Transportation Division.
- ADA (Americans with Disabilities Act),
- FDOT (Florida Department of Transportation),
- ASTHO (American Association of State Highway and Transportation Officials),

Priorities

The Citizens Advisory Committee recommends the City pursue the completion and connections to the off-road segments already underway, i.e.: Blake High School Extension, McKay Bay Greenway, South Tampa Greenway and Bruce B. Downs Boulevard Trail. Lastly to develop a system of segment prioritization, utilizing the Hillsborough Greenways as a guide.

Alternate Routes

For the limited segments proposed through private property, such as the school board and utility properties, all permission will be obtained from the property owner(s). Formal issues of liability will be researched prior to segment design to ascertain feasibility for these portions. These segments may be subject to relocation if all requirements are not achieved.

Greenway Liability Issues

Liability issues concerning greenways and trails are covered under section 375.251, F.S., which was adopted by the Florida Legislature. The Florida Legislature has waived sovereign immunity for the state and its political subdivisions, which include cities and counties. This statute limits liability for landowners who have donated land for greenway use. The purpose of this act is to encourage citizens to allow public crossing of their property for outdoor recreational use. As to the legal status of a greenway user, most will be classified as invitees or invited licensees. See the appendix for the copy of this statute. The issue of liability was discussed at all public workshops and proved to be the major reason cited by attendees to deny additions of greenways to their neighborhoods.

Future Routes

All future routes discussed within this chapter will be identified by CAC and City of Tampa prioritization and subject to continual citizen review, Crime Prevention through Environmental Design (CPTED) safety constraints, environmental regulations, and final review and critique from the neighborhood members. Each connective segment will be carefully evaluated during the public planning review process outlined in the implementation chapter of this document.

Design Sections

The following series of graphics indicate typical on and off-road segments. The eight sections describe the varied conditions for greenways and trails in the City of Tampa. Shared roadways, urban conditions, drainage swales, boulevard, residential and waterfront scenarios are depicted. These sections are typical and subject to modification to accommodate differing site conditions.

Design Guideline Development

Greenways and trails throughout the city should be designed to take full advantage of, and connect the city's open space, recreational and scenic attractions. The greenways and trails user will experience the unique natural features and cultural history of Tampa. Each segment's design details should reflect its distinct location, while signage and amenities will tie the system together.

All segments shall equal or exceed minimum rights-of-way, standards for cross section, sidewalk, and surfaces established by the AASHTO Guide for the development of Bicycle Facilities, ADA regulations. The Florida Department of Transportation's Bicycle Facilities Planning and Design Manual shall be utilized as a basis for the next level of design standards. The greenway and trail system should also be coordinated with Tampa's utility firms and Transportation Division to minimize pavement cuts after construction of on-road segments.

The landscape components of the greenway and trail network should be based on valid ecological assessments and principals of conservation biology and landscape ecology. Xeric species are highly recommended for the installation aligned with the city's resource conservation practices. Proposed Design Elements follow:

Trail Heads or Greenway Access Points;

Trail Heads and important access points should include the following features; special interpretive signs for historical sites; wildlife areas and other educational landmarks; signage to include the Tampa Greenways and Trails logo. Other important features to benefit the usage of the system will be lighting; restrooms and showers; bike barns and lockers; greenway kiosks containing maps-information; trash receptacles; air machines for tires, and site furniture as appropriate to each site.

Selected Public Art elements referencing Tampa's cultural history and contemporary aesthetics can be focused here, although artful amenities can extend into the system for visual and aesthetic continuity. Water fountains; bike racks; air pumps; equestrian water troughs; lighting; trash receptacles; fence work; security cameras and emergency phones; surface parking; canoe and kayak launches; bollards; benches; native landscape served by suitable gray water irrigation system will complete the possible features to consider at the selected trailheads and important system access points.

On-Road Segments and Intersections;

The on-road segments and intersection locations on the greenways and trail system should include signage with the Tampa Greenways and Trails logo. The selected road segments should have a minimum of three feet, preferably four feet of bike lane width with appropriate horizontal white reflective paint striping and include horizontal directional arrows and bike icons. Pedestrian buttons should be located at strategic traffic signals to enhance the opportunities for safe intersection crossing. In addition, a system of networked sidewalks, paralleling bike lanes, are one of the lead citizen priorities for a complete urban greenway system. The on-road segments should include the addition of large canopy shade trees and native vegetation to offer temperature moderation for the comfort of the users. The landscape

additions should be served by a gray water irrigation system when available, in accord with city water conservation practices.

Some trail surfaces should be softened for equestrian users at intersections with the asphalt on-road segments. Emergency phones; lighting; shelters; bollards; multi-use water fountains and benches should be considered to complete the on-road system amenities.

Off-Road Greenway;

The off-road segments can offer the greenways and trail logo in a repetitive treatment akin to the colored blaze system devised for trail hikers. Other important interpretive signage to be considered could be utilized for historical, cultural, conservation and educational landmarks. Channel signage with the system logo for the blueway paddling routes should also be included. As noted in the on-road segment information, the equestrian users should be offered a softened surface rather than asphalt. Mulched trails are also a consideration for the off-road hikers.

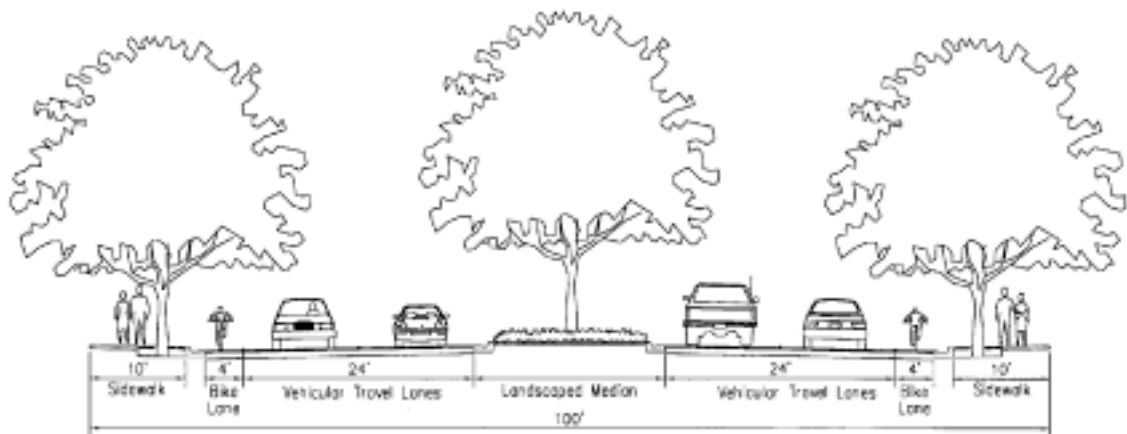
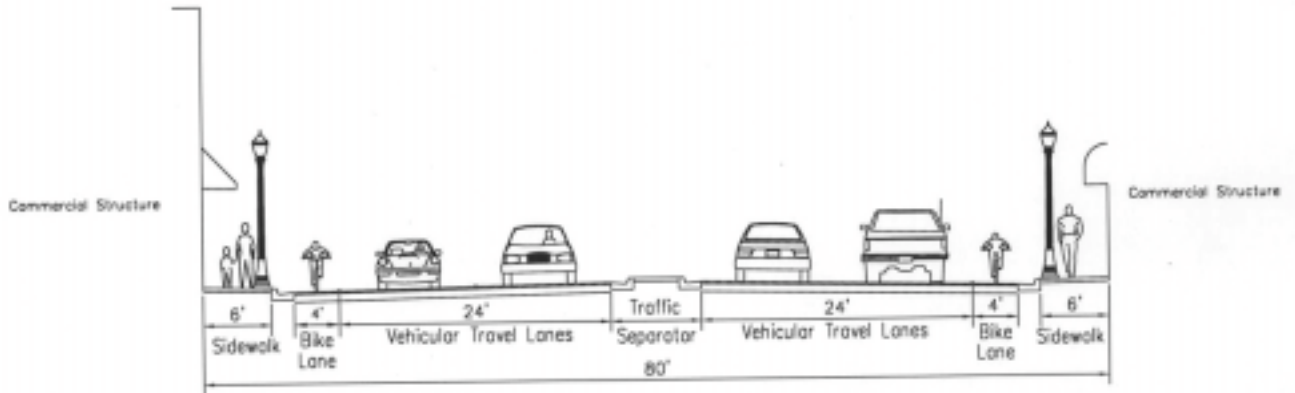
Public Art possibilities can extend onto off-road segments perhaps as artful benches, lighting elements and can also include traffic control aspects such as bollards. Safety features such as lighting should be located carefully along segments, allowing for a minimum lighting only within wildlife conservation areas.

Off-road segments should also offer the opportunity for the additions of native shade trees and landscape materials. Boardwalks and bridges should be placed where essential over sensitive conservation areas such as wetlands. Emergency phones; shelters; trash receptacles; bollards; multi-use water fountains and benches should be placed as considered feasible in each off-road segment.

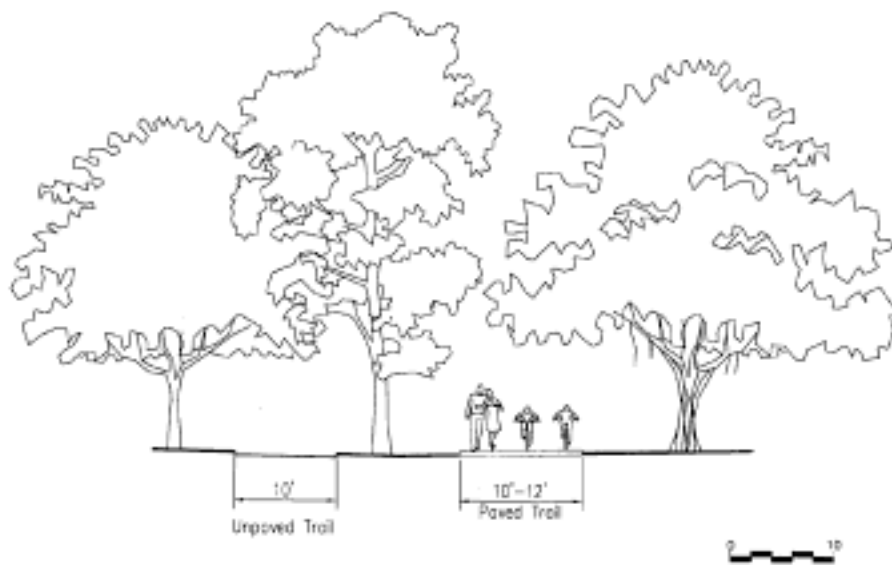
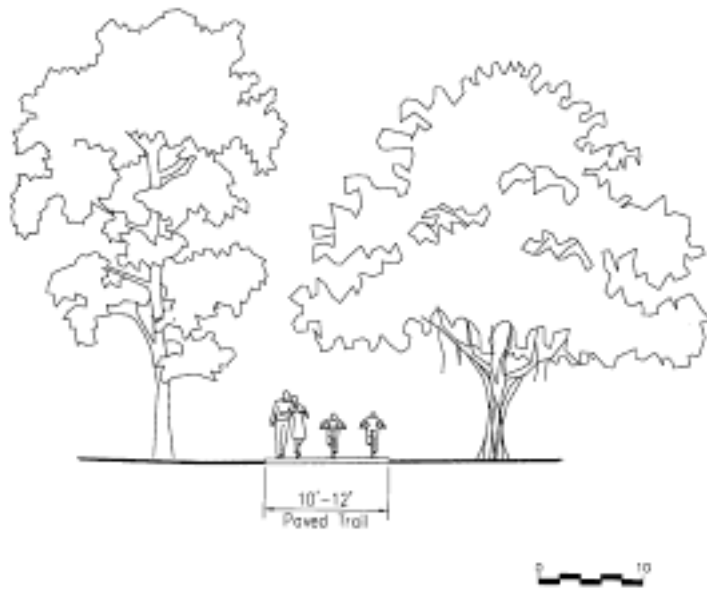
On-Road & Off-Road Signage

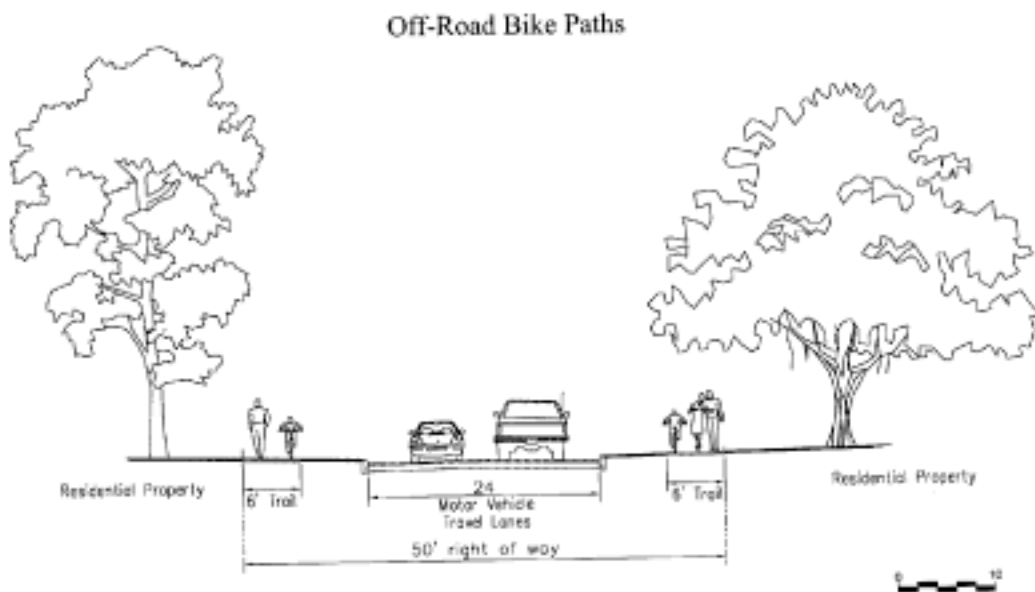
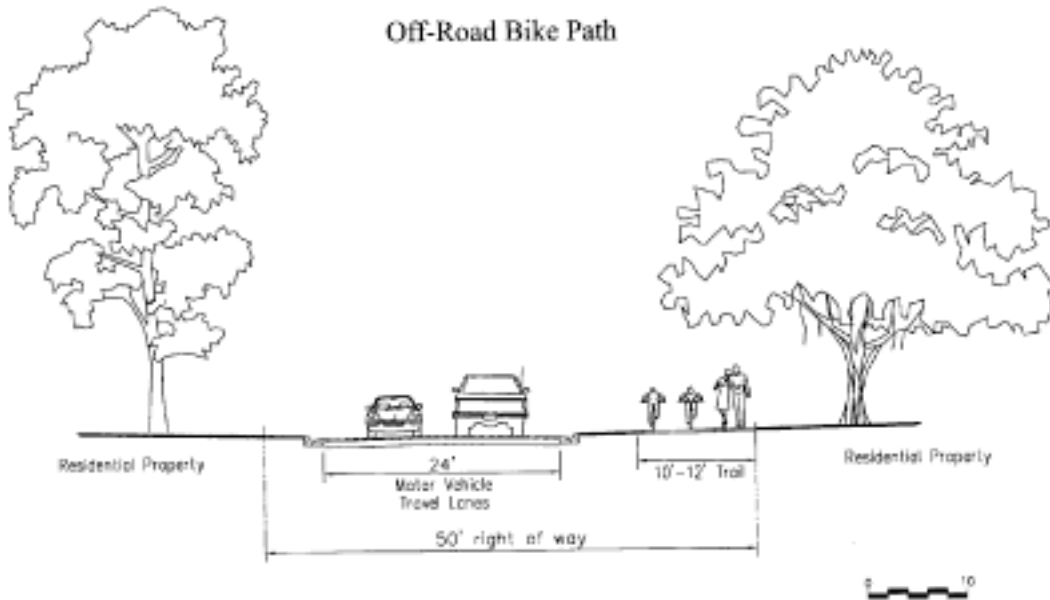
All future on and off-road system signage should present a coherent visual identity for the entire system and clearly identify each greenway link. The signage may also provide direction, mileage and perhaps important destination point information. Trail etiquette and signage should be placed primarily at Trail Heads. Adopt-a-trail partners and germane volunteer group designations may also be posted.

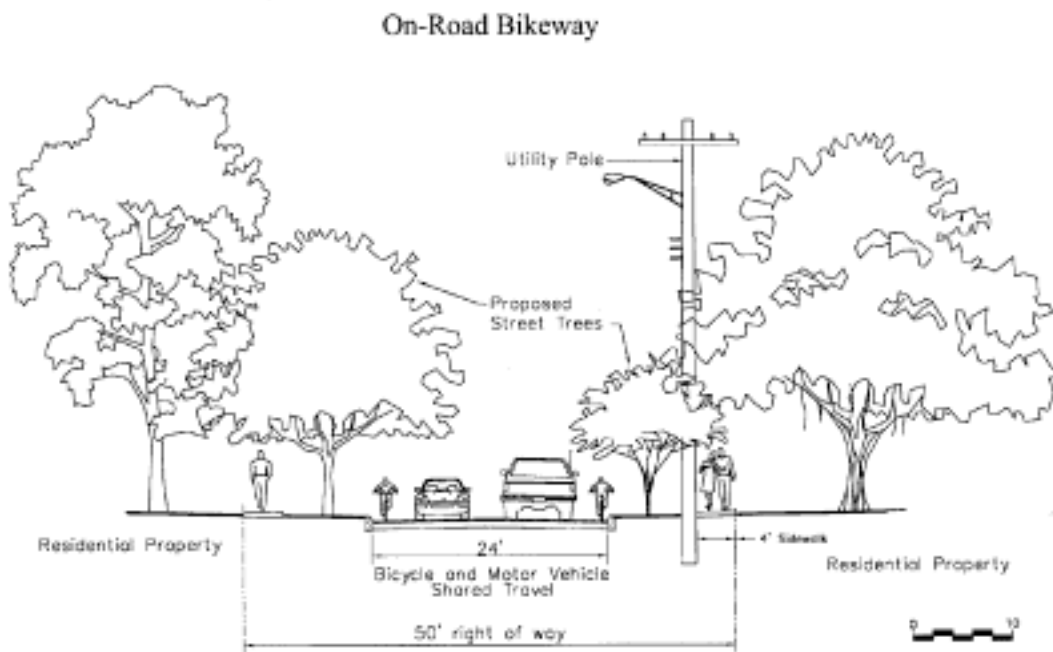
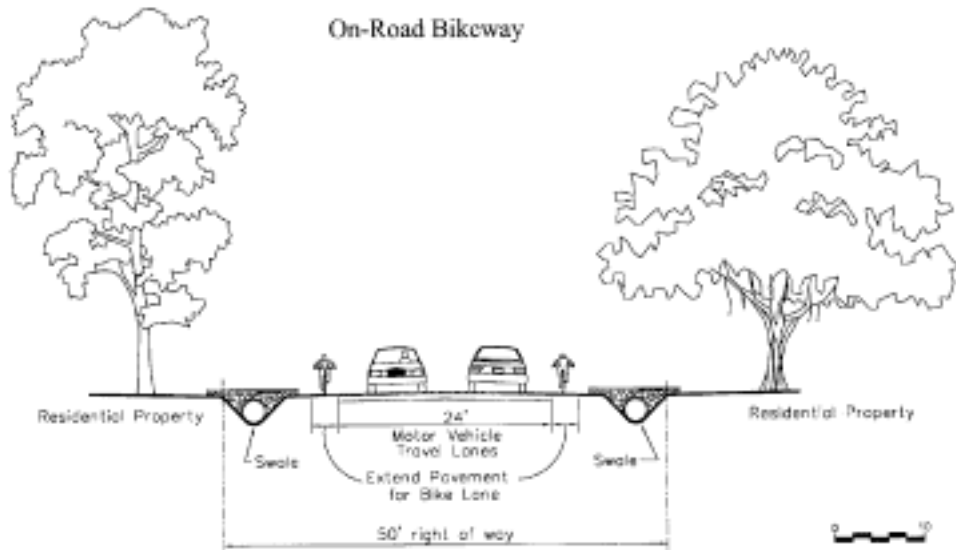
On-Road Bikeway



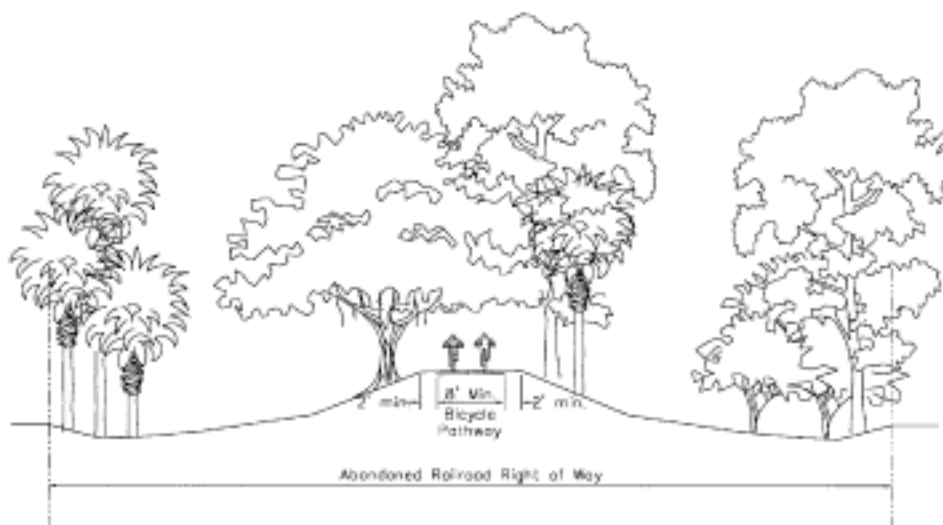
Off-Road Trail



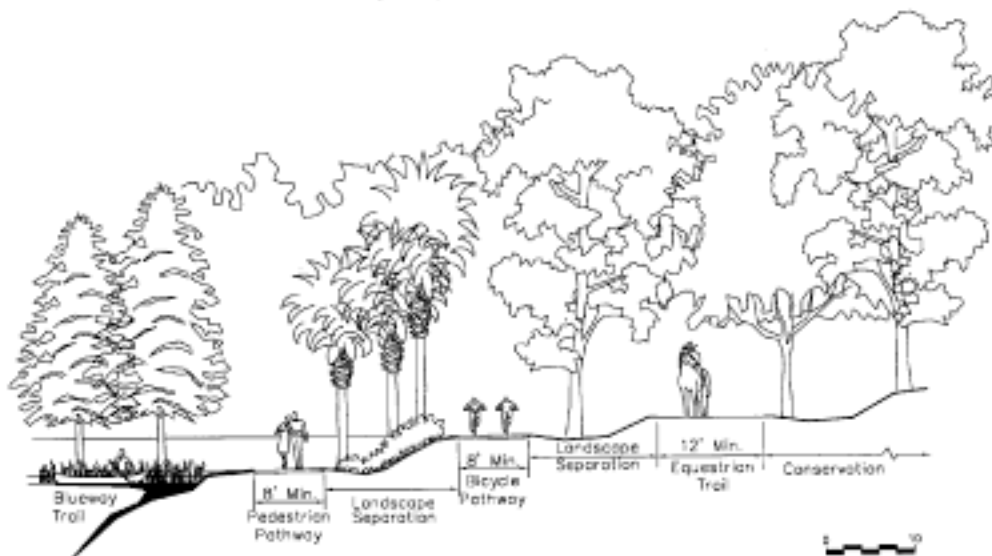


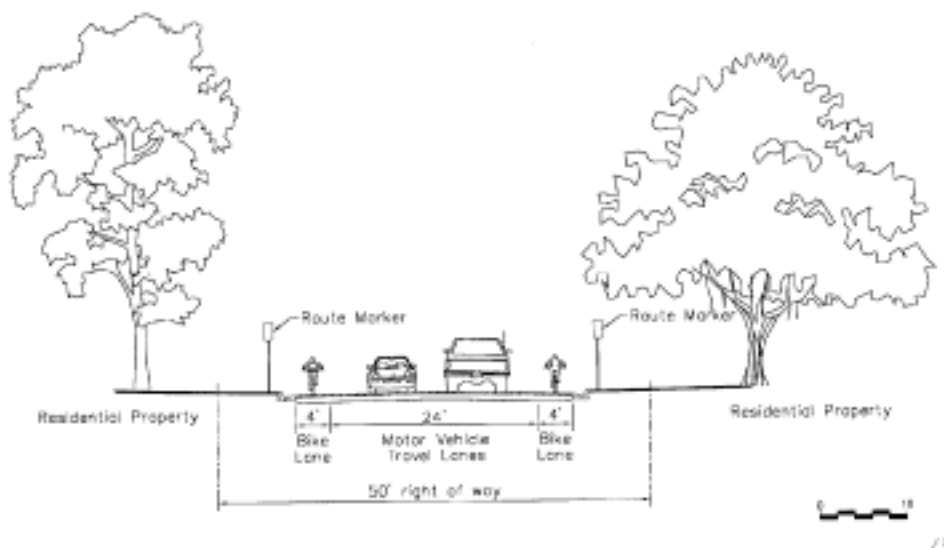
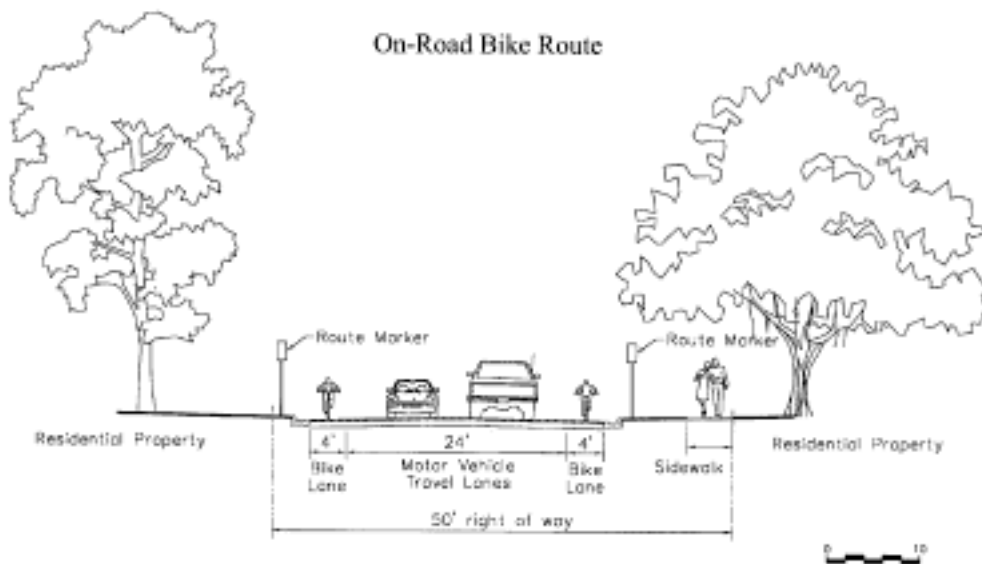


Off-Road Bike Trail



Off-Road Bike Trail





Crime Prevention Through Environmental Design review:

Each proposed greenways and trails section will receive a (CPTED) Crime Prevention Through Environmental Design review. CPTED believes that *“The proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime, and an improvement in the quality of life.”* The Tampa Police Department will conduct the CPTED review of the citizen approved greenways during the planning and design phase of all new and renovated trails.

CPTED is based on three strategies that support problem-solving approaches to crime. These three strategies are:

- **Natural access control,**
- **Natural surveillance**
- **Territorial reinforcement**

The CPTED Review will consist of the following five steps.

1. **Crime Analysis Review** - this information will assist the police department in determining the type of crimes that are occurring on and around the trail.
2. **Demographics** - this information describes the nature of the population around the trail before it is built.
3. **Land Use** - city planning departments, zoning boards, traffic engineers, and local neighborhood groups have information that describes and depicts the physical allocation and use of land in and around the trail.
4. **Observations** - officers will conduct an actual review of the physical space that has been designated as a trail segment.
5. **Resident or User Interviews** - officers will conduct interviews with persons living near the proposed trail to determine their perspective on safety.

Upon the completion of the CPTED review, officers will recommend CPTED and security procedures that will minimize potential criminal activity on the trail and in the surrounding neighborhoods. These recommendations will cover issues such as lighting, location of benches and rest stops, access to trails from roadways, and landscaping. These recommendations will be incorporated into the final design of each segment

The Tampa Police Department has a staff trained in the principles of CPTED. They have been a part of the development of this master plan and are committed to working with the Parks Department and the CAC during all phases of the planning, design, and implementation process.



Chapter 5 -Implementation

Next Steps

Management

Funding

Costs

Next Steps

As it was stated earlier, this master plan should be viewed and utilized as a dynamic planning document. Some of the recommendations will involve one-time actions, while others will require ongoing efforts utilizing the full capabilities of the community's public, private and business resources.

The next step after inclusion of this document into the City of Tampa's Comprehensive Plan, preparing detailed design guidelines for the entire greenway system, and developing funding and land acquisition strategies, will be the implementation of segment prioritization.

The CAC has agreed to use the Hillsborough County Greenways as a guide to developing criteria specific to Tampa. The Hillsborough County Greenway methodology has utilized an evaluation matrix that assigns a point value to each of the criteria from low to high.

Evaluation Matrix criteria is as follows;

- Public support,
- Proximity to community,
- Connections to facilities,
- Public versus private land,
- Number of property owners,
- Available land,
- Changes in development,
- Number of entities involved,
- Benefits to public,
- Funding availability,
- Completion time frame,
- Managing entity identification,
- Other opportunities,
- Environmental impacts,
- And costs for acquisition, design, construction, management and maintenance.

As the greenway system develops, funding will be allocated to detailed segment design, construction costs, continuing system management, safety programs and greenway maintenance. Information regarding various funding mechanisms is presented later in this chapter. Grants and funding opportunities should be reviewed by the Citizens Advisory Committee and City of Tampa to keep the focus on the prioritized portions.

All ADA and CPTED designed segments will be reviewed with the relevant associations and communities involved in their final approval. If no association exists to review a segment the Tampa Parks Department along with the CAC, will execute a methodology for notifying each property owner involved. Additionally, the following agencies when applicable, will review the designed segments to assure local and regional compliances; Citizens Advisory Committee, Florida Department of Transportation, Tampa's Transportation Division, Department of Environmental Protection, Tampa Police Department CPTED Specialist, Metropolitan Planning Organization, SouthWest Florida Water Management District, pertinent utility companies, and Tampa Department of Planning and Management.

Informational publications, both digital and analog should continue to be available to the city's populace, such as the greenways and trail web page and the system map. These publications should be accessible throughout the community and updated frequently as the project advances.

Management / Maintenance Sub-committee

Critical to the successful development of a greenways and trails system is the formulation of a management and maintenance program. The CAC should be accountable for creating a structure for the development of a management / maintenance sub-committee. The sub-committee membership to include,

- Tampa Parks Department and City Transportation officials,
- Police CPTED officers,
- Tampa Association of Neighborhoods (THAN) representative,
- Bicycle, Canoeing, Kayaking, Equestrian and Hiking Associations, and
- Hillsborough Greenways Representatives.

This management sub-committee will be the stewards of the Tampa greenways and trails network, reviewing the management and maintenance practices of the system. Vital to the success of the network will also be the inclusion of local volunteer efforts, similar to the Florida Trails Association.

User Conflict Management

To manage usage conflicts, greenways and trails User Guidelines will be developed by the CAC Management/Maintenance Sub-committee in collaboration with neighborhood representatives. The Trail User Guidelines will begin to define a set of regulations governing public conduct along the trail. The National Recreational Trails Advisory Committee has produced a report called, Conflicts on Multi-Use Trails to model these upon.

The following is a list of suggested user guidelines taken from other successful greenways and trail systems. These rules can be posted at trailheads and on trails maps.

- Trail traffic keeps to right, except to pass.
- Traffic to travel at a reasonable speed in a consistent and predictable manner.
- Look to front and rear when changing lane position.
- Obey traffic lights and stop signs and yield when entering onto the trail.
- Users in groups should allow ample room for others to pass on the trail.
- Users to give warning signal before passing.
- Users should have reflectors and lights from dusk until dawn.
- Pets should be kept on shortened leash while on trail and cleaned up after.
- No intoxicated users on the trail, no open containers on or in close proximity to trail.

Since many of the greenways and trails proposed within the Tampa master plan will be on-road shared facilities, cyclists are responsible for conducting themselves just as any other vehicle would and vice versa. Hikers and walkers would be expected to utilize the adjacent sidewalks located within the right-of-way, if present.

Maintenance

The most important responsibility of a well-developed greenway and trails maintenance program is to provide safe, clean and smooth travel surfaces. The maintenance program should also address system wide issues of, liability, vandalism, litter, and upkeep tailored to each segment's character. The continued success of the system will hinge on this key element, since keeping trails clean and safe is vital to promoting their continuing use.

Special maintenance items should include: frequent trail and road sweeping, re-striping of road markings when required, litter control of entire network, surface repair, and critical drainage upkeep system wide. On-Road segments should be kept clear of road debris such as glass, sand, and tire shreds. The surface should also be kept free of potholes, ridges and tree roots. Tree species within this project shall be selected for deep root growth habits. Broken trail edges shall be repaired so that the full width of the segment remains usable.

Signage updates, facilities upkeep and renovation of site furniture such as phones, bike racks, air pumps, cameras, lighting, trash receptacles and benches should be scheduled as required.

Vegetation management should include periodic pruning, mowing, trimming, clearing, fertilizing, and plant replacements, as it is required. Keep trees and tree roots from surface destruction. Pruning shall keep sight distances clear for the safety of trail users

Additionally, the Greenways and Trails Management/Maintenance program should seek to establish a maintenance budget line item in the city's financial plan. In addition, the CAC suggests an Adopt-A-Trail strategy for further help in funding the maintenance of the system. Additional management will be required to coordinate maintenance for routes extending into neighboring jurisdictions, to compose and oversee maintenance staff and coordinate staff and volunteers.



On and Off-Road examples of greenways, photos by Karla Price Tampa Parks Department

"Greenways are the Great Way"

Funding

Funding for the establishment of greenways and trails as outlined in this master plan is available from a number of different sources. These sources include federal, state, regional and local agencies and private land trusts/non-profit organizations. The key to obtaining funds for the implementation of the Greenways and Trails Master Plan is to identify the conventional funding sources and take advantage of non-conventional opportunities.

The largest funding source for the acquisition of lands over the past decade has been Florida's Preservation 2000 (P2000) program, which expired in December 2000. The successor program to P2000 is the Florida Forever program, a ten-year program beginning in 2001 and presenting additional opportunities for the acquisition of lands within urban areas such as the City of Tampa. Locally, the Hillsborough County Environmental Lands Acquisition and Protection Program (ELAPP) has been used very successfully, for example, as a match to acquire land under various components of P2000.

Funding programs for the development of a greenways and trails system are much smaller in magnitude than the land acquisition programs. However, at the local level, especially in an urbanized setting, these programs have the potential for greater impact. Two major sources of funding are administered through various programs at the federal, state and local levels. One is TEA-21 (the Transportation Equity Act for the 21st Century), which is the successor program to the Intermodal Surface Transportation Efficiency Act of 1991, or ISTEA. The second is the Conservation and Reinvestment Act (CARA) compromise recently passed by the US Congress.

Because major greenways and trails initiatives within the state of Florida have been underway since the early 1990's, several reports provide funding information that is relevant to Tampa's master plan. In addition, Internet web sites listed with each funding source are constantly being updated so may provide more timely details, especially as relate to changes in funding appropriations, rulemaking, and other issues. Reports that are major resource guides for such information include the following:

- **Creating a Statewide Greenway System: *For People...for Wildlife...for Florida***, Florida Greenways Commission Report to the Governor, December 1994.
- **Connecting Florida's Communities with Greenways and Trails**, Prepared by the Florida Department of Environmental Protection (DEP) and the Florida Greenways Coordinating Council (FGCC), September 1998. This Five Year Implementation Plan for the Florida Greenways and Trails System and its Executive Summary are available on the DEP Office of Greenways & Trails (OGT) web site. (OGT in cooperation with the FGCC and Florida's six regional greenways task forces also produced **A Community Resource Guide for Greenways Projects**, which is currently being revised for future inclusion on the web site.)

- **Hillsborough Greenways Master Plan**, Report to the Board of County Commissioners, May 9, 1995, Prepared by Hillsborough County Greenways Advisory Committee, National Park Service Rivers Trails and Conservation Assistance Program, and Hillsborough County.

The Florida Greenways and Trails Council (FGTC), established by the Florida Legislature as part of the Florida Forever program, is staffed by the Department of Environmental Protection's Office of Greenways and Trails. OGT maintains a web site that provides information for funding opportunities in Florida. The Resource Guide page includes several links to project funding opportunities for communities seeking to acquire or develop greenways and trails. Funding information can currently be accessed at:

<http://www.dep.state.fl.us/gwt/resource/index.htm>.

During 2001, the State of Florida is scheduled to make a major realignment of departmental web sites. The title of the new site is **MyFlorida.com**. Other listed web sites are constantly being updated so should be referenced periodically.

FEDERAL FUNDING SOURCES

Transportation Related: TEA-21

The Transportation Equity Act for the 21st Century was enacted June 9, 1998 as Public Law 105-178. TEA-21 authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 6-year period 1998-2003. The TEA-21 Restoration Act, enacted July 22, 1998, provided technical corrections to the original law.

Contact information for TEA-21:

U.S. Department of Transportation
Federal Highway Administration
Office of Intermodal and Statewide Programs
400 7th Street SW, Room 3301
Washington, DC 20590
(202) 366-0233
<http://www.fhwa.dot.gov/tea21/>

TEA-21 builds on the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 by providing necessary funding, planning and policy tools to create more trails and greenways. The Federal Highway Administration (FHWA) web site includes fact sheets for discretionary programs that may provide greenways and trails funding in addition to the Recreational Trails Program and Transportation Enhancements Projects described below. One example is the Transportation and Community and System Preservation Pilot (TCSP) Program, a livable communities initiative that is currently funding the Coordinated Linear Infrastructure Projects (CLIPS) of the Hillsborough River Greenways Task Force.

Recreational Trails Program (RTP)

The U.S. Congress first authorized the Recreational Trails Program in the early 1990's under ISTEA; it was reauthorized in 1998 under TEA-21. Funds are provided to states for the development and maintenance of recreational trails and trail related facilities for motorized and non-motorized recreational trail users. This program is established as a Federal-aid program category with contract authority.

The total federal funds made available to the states are \$50 million per year for fiscal years 2000 – 2003. 50% of these funds are distributed among all eligible states and 50% in proportion to the amount of off-road recreational fuel use. This includes fuel utilized for off-road recreation by snowmobiles, all-terrain vehicles, off-road motorcycles, and off-road light trucks.

The Florida Department of Environmental Protection's, Office of Greenways and Trails administers this grant in coordination with the U.S. Department of Transportation, Federal Highway Administration. Federal, state, county and municipal governmental agencies may apply for this grant. The maximum grant award is \$50,000 with a dollar-for-dollar match. Cash and/or in-kind services apply to the matching requirement. The program is currently going through a rule change process in coordination with the FHA and FDEP, and it is anticipated that the funding cycle will be in February 2001.

Eligible projects under the Recreational Trails Program are as follows:

- Maintenance and restoration of existing recreational trails;
- development and rehabilitation of trailside and trailhead facilities and trail linkages;
- purchase and lease of recreational trail construction and maintenance equipment;
- construction of new recreational trails (with restrictions on new trails on Federal land);
- acquisition of easements or property for recreational trails or recreational corridors; and
- operation of educational programs to promote safety and environmental protection as those objectives related to the use of recreational trails.

In the 1997-1998 funding cycle, the City of Tampa was awarded \$50,000 for the McKay Bay Trail-Bike Connector Project. Contact information for the RTP:

Florida Department of Environmental Protection
Office of Greenways and Trails
3900 Commonwealth Boulevard Mail Station #795
Tallahassee, Florida 32399-3000
850-488-3701

Federal web site: <http://www.fhwa.dot.gov/environment/rectrail.htm>
State RTP information: <http://www.dep.state.fl.us/gwt/resource/index.htm>

Transportation Enhancement Program (TEP)

The Transportation Enhancement Program (TEP) is a federal program administered by the Florida Department of Transportation (FDOT), as part of TEA-21. Originally funded under ISTEA, funding is continued through a ten percent set aside from Surface Transportation Funds. These are intended for projects or project features that are related to the transportation system, but go beyond what has been customarily provided with transportation improvements. Project sponsors undertake projects and eligible costs are reimbursed.

Following are the activities that are eligible under the TEP:

- Provision of facilities for pedestrians and bicycles and the provision of safety and educational activities for pedestrians and bicyclists.
- Acquisition of scenic easements and scenic or historic sites;
- Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
- Landscaping and other scenic beautification.
- Historic preservation.
- Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).
- Control and removal of outdoor advertising.
- Archaeological planning and research.
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity, and the establishment of transportation museums.

Planning efforts, project development and environmental studies, design work, right-of-way acquisition, construction operations, and construction engineering and inspection services are the work categories that may be considered for funding for each of the above listed enhancement activities.

The FDOT District Offices coordinate with the Metropolitan Planning Organizations (MPO) or the County Government in non-urbanized areas within the respective District to solicit new applications. The request for new applications generally follows the annual updating of the FDOT five-year work program that is done in cooperation with MPO's and Counties. Potential applicants may contact the appropriate FDOT District Enhancement Coordinator and/or the appropriate MPO for information on the current application cycle where the project is located. For the City of Tampa, the DOT District contact is as follows:

Florida Department of Transportation, District 7
11201 North Malcolm McKinley Drive
Tampa, Florida 33612
District Enhancement Coordinator
(813) 975-6174
<http://www.dot.state.fl.us/emo/enhance/enhance.htm>

In Hillsborough County, the MPO develops a five-year Transportation Improvement Program (TIP) process on an annual basis. The TIP includes Transportation Enhancement Projects to be funded within the Tampa city limits. Generally, workshops are held at the MPO during the first quarter of each calendar year, and applications are due in the second quarter. MPO staff should be contacted for further information, as follows:

Metropolitan Planning Organization
601 East Kennedy Boulevard, 18th Floor
PO Box 1110
Tampa, Florida 33601-1110
(813-272-5940
email: transportation@plancom.org
<http://www.hillsboroughmpo.org>

Conservation Related

The following programs, which are administered by the National Park Service (NPS), are relevant to funding for the establishment and development of greenways and trails:

- _ **Rivers, Trails and Conservation Assistance (RTCA) Program**
- _ Land and Water Conservation Fund (LWCF)

- _ Urban Park and Recovery Program (UPARR)

Links to NPS Programs are listed on the “Working With Partners” web site, which is <http://www.nps.gov/partners.html>.

Programs contained within the Conservation and Reinvestment Act (CARA) compromise passed by the U.S. Congress in late 2000 are included on the NPS web site and are administered by the NPS and the Florida Department of Environmental Protection (FDEP), Division of Recreation and Parks, Bureau of Design and Recreation Services.

Land and Water Conservation Fund (LWCF)

The Federal Land and Water Conservation Fund (LWCF) is administered through the FDEP through a matching grants program, and can be utilized to acquire corridors to develop trails and facilities. There are two primary criteria, which must be met in order to be eligible for funding under this program. These criteria are as follows:

- The project must be part of the five-year Capital Improvement Plan; and

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- Public participation and input meeting must be held to involve and inform the public of the proposed project.

Congress appropriates monies annually and directs it to the states through 50:50 matching grants. Although there was a five-year lapse in funding for the LWCF, funding has been available for the past two years. In 1999, the City of Tampa was awarded \$100,000 for the Cypress Point Park. It is anticipated that there will be a funding cycle for the upcoming year. The maximum grant for this years funding cycle is \$100,000.

Matching monies by the local government can be from Federal Revenue Sharing funds, Community Development Block Grants, or from other local sources in the form of cash, in-kind services, or the land value of donated real property. Each local government can only submit one application per year and it must include a detailed description, scope, conceptual plans, and costs estimates. Contact information for LWCF:

Florida Department of Environmental Protection
Division of Recreation and Parks
Bureau of Design and Recreation Services
3900 Commonwealth Boulevard Mail Station #585
Tallahassee, Florida 32399-3000
850-488-7896

Federal web site: <http://www.ncrc.nps.gov/lwcf/>
State LWCF information: <http://www.dep.state.fl.us/parks/bdrs/grants>

STATE FUNDING SOURCES

Florida Forever Program

The Florida Forever Program, which was approved by the Florida Legislature in 1999, is the successor program to the Preservation 2000 Program. P2000 was enacted in 1990 and has funded the preservation of over one million acres of greenways, river floodplains, beaches, springs, forest and scrublands, marshes, and other pieces of natural Florida. As the primary source of funding for Florida's land acquisition programs, Florida Forever continues to include and expand several programs that may be targeted for Tampa's greenways and trails efforts. They are the Florida Communities Trust (FCT), Save Our Rivers (SOR), Conservation and Recreation Lands (CARL) and the Greenways and Trails Acquisition Program. The Florida Recreation Development Assistance Program (FRDAP) is also included in Florida Forever funding.

The money for Florida Forever will be raised through the sale of state revenue bonds, and revenues generated by the state's documentary stamp tax will pay the debt service. Several state agencies will share the approximately \$300 million a year that Florida Forever will provide for preserving land and improving water supply. Effective July 1, 2001, the bond proceeds are to be distributed annually from the Florida Forever Trust Fund as follows:

- Department of Environmental Protection, 40% (\$120 million)
Conservation and Recreation Lands (CARL), 35% (\$105 million)

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Recreation and Parks, 1.5% (\$4.5 million)
Florida Recreation Development Assistance Program (FRDAP), 2% (\$6 million)
Greenways and Trails, 1.5% (\$4.5 million)

- Water Management Districts (SOR), 35% (\$105 million)
- Florida Communities Trust, 22% (\$72 million)
- Department of Agriculture and Consumer Services/Forestry, 1.5% (\$4.5 million)
- Fish and Wildlife Conservation Commission, 1.5% (\$4.5 million)

The funding sources/programs that comprise the Florida Forever/P2000 Program and that have relevance to Tampa's Master Plan are listed under the State and Regional Funding sections.

Florida Communities Trust (FCT)

The Florida Communities Trust (FCT) Program provides assistance to local governments to implement the conservation, recreation and open space, and coastal management elements of local Comprehensive Plans. Grant awards are made to local governments for land acquisition for the purposes of natural resource conservation and outdoor recreation. Extra credit is given to communities that include greenways in their Comprehensive Plans. The Florida Forever program provides a substantial increase in funding (from 10% to 22%, excluding FRDAP).

Funds available for awards for the 2000 funding cycle, as part of P2000, derived from Series 1999A bonds sold in April 1999, and interest accruals on funds deposited for investment. FCT expects that approximately \$22,000,000 of proceeds will be generated from the sale of the bonds. However, the total amount of funds available may increase due to earlier P2000 projects that closed under budget or were terminated.

The limitation of awards to an applicant selected for funding by the Florida Communities Trust shall not exceed ten percent (or \$2,200,000) of the amount of funds available, except awards to partnership applicants. For partnership applicants, the limitation shall not exceed twenty percent (or \$4,400,000) of the total funds available to date. The local match for a community the size of Tampa is at least one-half and must be matched by applicants on a dollar-for-dollar basis. Applications were due in June 2000.

The 2001 funding cycle will be subject to the Florida Forever guidelines and take into account new criteria passed by the 1999 Legislature in the Florida Forever Act. An updated rule making process will be completed prior to the initiation of the next funding cycle, which is expected to have an application deadline sometime in the summer of 2001.

The City of Tampa has had success in the past with FCT grants. In the 1998-1999 funding cycle, the City of Tampa received a \$2,098,500 award from the FCT for a 1.84-acre site along the Hillsborough River, the Ribbon of Green project in downtown. Tampa has submitted an application for this year's funding cycle for \$2,195,806 to acquire 1.67 acres of land, the Fort Brooke Park Addition, which is adjacent to a previous acquired FCT parcel negotiated for the

City by the Trust for Public Land. These parcels will eventually be connected by the Downtown Riverwalk, a project being funded with Transportation Enhancement Program dollars. Contact information for the Florida Communities Trust (FCT) program:

Florida Department of Community Affairs
Florida Communities Trust
2555 Shumard Oaks Boulevard, Suite 310
Tallahassee, Florida 32399-2100
(850) 922-2207
<http://www.dca.state.fl.us/ffct>

Conservation and Recreational Lands (CARL)

The CARL Program is administered by FDEP's Division of State Lands and is designed to conserve and protect unique areas, endangered species, unusual geological features, wetlands and significant archaeological and historical sites, which are of statewide or regional significance. The CARL program acquires land to be used as parks, recreation areas, wildlife management areas, forests and greenways.

The program has been utilized by the City of Tampa for historical sites, and as such would probably be viable as a funding source as a hub or connection to a greenway or trail. Contact information for the Conservation and Recreational Lands (CARL) program:

Florida Department of Environmental Protection
Division of State Lands
Office of Environmental Services
3900 Commonwealth Boulevard Mail Station #140
Tallahassee, Florida 32399-3000
(850) 487-1750
<http://www.dep.state.fl.us/stland/oes/carlmain.htm>

Greenways and Trails Land Acquisition Program

In 1979, the Florida Recreational Trails Act (Chapter 260, Florida Statutes) created the Florida Recreational Trails System to establish a network that allows responsible public access for recreation, scenic and historical trails connecting state, federal and local parks, forests recreation areas and historic sites. P2000 established annual funding for the Rails to Trails Acquisition program, which also includes acquisition of lands for the Florida National Scenic Trail. In 1996, the Florida Legislature expanded the acquisition program to include greenways and trails systems. Approximately \$3.9 million has been made available each year for greenway acquisitions. Under Florida Forever, FDEP's Office of Greenways and Trails (OGT) will receive \$4.5 million annually. Application cycle is slated for the Spring of 2001.

In order for a proposal to qualify for the Greenways and Trails Acquisition Program, the project must:

- Include documentation of a willing seller,

- Include documentation of a willing manager, and
- Meet the definition of a greenway or trail as follows:

Greenway – A linear open space established along either a natural corridor, such as a riverfront, stream valley, or ridgeline, or over land along a railroad right-of-way converted to recreational use, a canal, a scenic road, or other route; any natural or landscaped course for pedestrian or bicycle passage; an open space connector linking parks, nature reserves, cultural facilities, or historical sites with each other and populated areas; or local strip or linear park designated as a parkway or greenbelt.

Trail – Linear corridors and any adjacent support parcels on land or water providing public access for recreation or authorized alternative modes of transportation.

Contact information for the Greenways and Trails Land Acquisition program:

Florida Department of Environmental Protection
Office of Greenways and Trails
3900 Commonwealth Boulevard Mail Station #795
Tallahassee, Florida 32399-3000
(850) 488-3701
<http://www.dep.state.fl.us/gwt/resource/index>

Florida Recreational Development Assistance Program (FRDAP)

The Florida Recreational Development Assistance Program (FRDAP) provides grants to government entities to acquire and develop land for public outdoor recreation. FDEP's Bureau of Design and Recreation Services administers FRDAP, and evaluates grant applications according to policies and procedures described in Chapter 62D-5, Part V, Florida Administrative Code (F.A.C.). This is commonly known as the FRDAP Rule.

A proposed project must be for either acquisition or development of land for outdoor recreational purposes. If an acquisition project receives a FRDAP grant, the applicant must develop the acquired site for public outdoor recreation use within three years. Up to two applications during the submission period are accepted from each governmental entity, and the maximum amount that may be requested is \$200,000. The FY 2001-2002 application due date was in October 2000. Grant matching ratios are detailed in the following table.

FRDAP Grant Match Ratios*

PROJECT COST	<i>STATE SHARE</i>	GRANTEE SHARE
\$50,000 or less	100%	0%
\$50,000 to \$150,000	75%	25%
over \$150,000	50%	50%

*Based on the grant cap of \$200,000

NOTE: Project Cost = Grant Funds + Grantee Match

Contact information for FRDAP:

Florida Department of Environmental Protection
Division of Recreation and Parks
Bureau of Design and Recreation Services
3900 Commonwealth Boulevard Mail Station #585
Tallahassee, Florida 32399-3000
(850) 488-7896
<http://www.dep.state.fl.us/parks/bdrs/grants/fctsheets.htm>

REGIONAL FUNDING SOURCES

Southwest Florida Water Management District

Florida Forever/Save Our Rivers:

The Save Our Rivers (SOR) Program for southwest Florida is administered by the Southwest Florida Water Management District (SWFWMD). Lands that qualify for this program are those that allow the proper functioning of the District's existing and proposed water management projects. Florida Forever will provide approximately \$105 million annually to the five water management districts for land acquisition, Surface Water Improvement and Management (SWIM) Plans, water resource development, water supply development and restoration. SWFWMD will receive 25% or approximately \$26 million annually, and 50% of this allocation must be spent on land acquisition. Lands within the Tampa city limits along Tampa Bay and the Hillsborough River may qualify under the SOR acquisition criteria.

The Florida Forever legislation requires each water management district to create an annual Florida Forever Program Five-Year Work Plan. The goal of these plans is to integrate SWIM plans, SOR plans, storm water management plans, water body restoration projects and other projects that will assist in meeting the goals of the Florida Forever program.

In terms of greenways and trails, the District provides excellent partnership opportunities for the State's greenways initiative, and works with a variety of state agencies and local greenways groups to assist in the development of state, regional and local greenway networks. Examples include the following:

- Florida Greenways and Trails Council
- Office of Greenways and Trails, FDEP
- Hillsborough River Greenways Task Force
- Hillsborough County Greenways Program
- Hillsborough River Interlocal Planning Board and Technical Advisory Council

Protecting important conservation lands and riverine corridors, as well as providing for recreational trails has been important to the mission of the District since before the inception of the SOR program in the early 1980's. The District works with advocates for greenways projects to establish partnerships when the goals of land acquisition for water management overlap with those of establishing greenways. Joint acquisitions with Hillsborough County's Environmental Lands Acquisition and Protection Program (ELAPP) include lands within the Alafia River Corridor, Brooker Creek Headwaters, Little Manatee River, Lower Hillsborough Flood Detention Area and Tampa Bay Estuarine Ecosystems, with projects totaling over 10,000 acres. The District holds title to the lands and the county has agreed to management of the lands. And although many of these lands are not within the City limits, they contribute to the greenways and trails initiatives throughout Hillsborough County and complement the City's efforts.

Cooperative Funding Program:

Cooperative funding proposals submitted for potential funding by District Basin Boards are due in December of each year. The City of Tampa has utilized this program for restoration projects under the Surface Water Improvement and Management (SWIM) Program.

Community Education Grants Program:

Funding proposals submitted for potential funding are due in December of each year. Innovative projects are those that provide learning experiences leading to the protection of water resources through cost effective ways. These can be accomplished by neighborhood associations and other non-profit organizations. Contact information for SWFWMD:

Southwest Florida Water Management District
2379 Broad Street
Brooksville, Florida 34609
(352) 796-7211
<http://www.swfwmd.state.fl.us>

LOCAL FUNDING SOURCES

Hillsborough County Environmental Lands Acquisition and Protection Program (ELAPP)

This program is administered through the Hillsborough County Parks and Recreation Department. The intent of the program is to acquire, conserve and protect lands that are environmentally unique, irreplaceable, or valued ecological resources. In order for acquisition to occur through this program, the land must meet at a minimum one of the criteria that follow:

- Land containing native, relatively unaltered flora and fauna representing a natural habitat unique to, or scarce within, the state or county;
- Land that provides or could provide a significant habitat important to the support or protection of endangered or threatened plants and animals;
- Land containing an unusual, outstanding, or unique geological feature;

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- Land that plays a vital role in the enhancement and protection of water quality and quantity or which provides protection for fish and wildlife habitat but which cannot be adequately protected through local, state, and federal regulatory programs;
- Land that provides valuable access, land links, buffer zones, or additions to existing environmentally sensitive lands or which forms part of a natural corridor associated with such lands, and which is essential for protection and management of those environmentally sensitive lands; and
- Land containing significant archaeological sites.

Funds for this program are made available through a countywide ad valorem tax that is specifically earmarked for the protection of land. It is estimated that the tax will generate approximately \$123 million with bonding over a twenty-year period. ELAPP is known for seeking matching funds from other acquisition programs to increase the program's ability to acquire land. Additionally, the program also seeks financial and technical assistance from other programs, such as the Southwest Florida Water Management District's Surface Water Improvement and Management (SWIM) program, to restore sites.

Lands are nominated to the program for evaluation once a year, prior to November 1. Site assessment and review teams made up of County staff and citizens conduct evaluations. The Site Selection Team (made up of citizens) ranks the sites based on environmental importance, ease of acquisition, cost and size, endangerment due to development, and public interest. Recommendations are forwarded to the Board of County Commissioners for approval prior to negotiations being initiated for purchase. There is also a mechanism for a fast track review for parcels of land, which are determined to be threatened by imminent development. Contact information for Hillsborough County ELAPP:

Environmental Lands Acquisition and Protection Program
Hillsborough County Parks and Recreation Department
1101 East River Cove Street
Tampa, Florida 33604
(813) 975-2160
http://hillsboroughcounty.org/parks/resource_mgmt.html

Neighborhood Grants

Neighborhood organizations can seek funding for special neighborhood projects, such as landscaping, newsletters, youth programs and other community activities. Contact the Hillsborough County Office of Neighborhood Relations:

Office of Neighborhood Relations
601 East Kennedy Boulevard (813) 272-5860
Tampa, FL 33602
(813) 272-5860
<http://www.hillsboroughcounty.org/onr/home.html>

PRIVATE OPPORTUNITIES

Mayor's Beautification Committee

This is an all-volunteer force utilized for various beautification programs within the City of Tampa. It is the non-profit arm of the Parks Department. Volunteers can decrease funding allocations required by maintenance. Contact information:

Mayor's Beautification Committee
400 North Tampa Street #1300
Tampa, Florida 33602
(813) 221-8733

Private Land Trusts/Non-Profit Organizations

Private land trusts are usually non-profit corporations comprised of a group of individuals in order to protect land. In most cases these organizations receive title to land and hold it for the benefit of others. The history of the land trust movement in the United States has been predominantly at the national and regional level. Recently, these types of trusts have been forming at a state and local level, and Tampa Bay area citizens have been investigating such opportunities.

Usually each trust has a vision or mission statement, which will identify what particular place or type of areas the trust wants to focus on for protection. Examples can include a property that protects a scenic view, trails for recreational use, agriculture and forestlands, or river corridors. Land trusts are usually able to accomplish their objectives in a shorter time frame than government. This is because they have the ability to organize fund raising events and have access to private financing. Some examples of land trusts are The Nature Conservancy, The Land Trust Alliance and The Trust for Public Land. Additionally, Audubon of Florida and 1000 Friends of Florida are non-profit organizations that are active in the preservation and protection of sensitive lands. Of particular importance to greenways and trails efforts is the information contained on the web sites of the following organizations, especially as relate to funding, legislation and related land conservation efforts throughout the United States.

The Nature Conservancy:

Land acquisitions or conservation easements established by The Nature Conservancy are for the purpose of preserving natural diverse lands. Usually, these are threatened lands that have a high ecological value or lands, which support rare species and plant communities. The Conservancy oversees the management and public use of all lands it preserves. Contact information for TNC:

The Nature Conservancy
(Florida Regional Office)
222 South Westmonte Drive, Suite 300
Altamonte Springs Florida 32714
(407) 682-3664
<http://www.tncflorida.org>

The Land Trust Alliance:

The Land Trust Alliance is a clearinghouse for information on how to form a local trust. LTA publishes useful guidebooks and newsletters and sponsors training programs for this purpose. Contact information for LTA:

Land Trust Alliance
1319 F Street, Suite 501
Washington, D.C. 20004-1106
(202) 785-1410
<http://www.lta.org>

The Trust for Public Land:

The Trust for Public Land was founded in 1972 and is the only national non-profit organization working exclusively to protect land for human enjoyment and well being. TPL helps to conserve land for recreational use and to improve the health and quality of life of American communities. TPL works with government agencies and private landowners to:

- Create urban parks, gardens, greenways, and riverways;
- Build livable communities by setting aside open space in the path of growth;
- Conserve land for watershed protection, scenic beauty, and close-to-home recreation; and
- Safeguard the character of communities by preserving historic landmarks and landscapes.

Contact information for TPL:

The Trust for Public Land
Southeast Regional Office
306 North Monroe Street
Tallahassee, Florida 32301
(850) 222-7911
<http://www.tpl.org>

The Conservation Fund:

The Conservation Fund forges partnerships to protect America's legacy of land and water resources. Through acquisition, community initiatives, and leadership training, the Fund and its partners demonstrate sustainable conservation solutions emphasizing the integration of economic and environmental goals.

The Eastman Kodak American Greenway Awards, a partnership project of Kodak, The Conservation Fund and the National Geographic Society, provides small grants to stimulate the planning and design of greenways in communities throughout America. The program also honors groups and individuals whose ingenuity and creativity foster creation of greenways.

Grant recipients are selected according to criteria that include:

- importance of the project to local greenway development efforts.
- demonstrated community support for the project
- extent to which the grant will result in matching funds or other support from public or private sources
- likelihood of tangible results
- capacity of the organization to complete the project

Information regarding the program may be accessed on The Conservation Fund's web site.

American Greenways
The Conservation Fund
1800 North Kent Street, Suite 1120
Arlington, Virginia 22209
(703) 525-6300
<http://www.conservationfund.org>

Audubon of Florida:

The Florida Audubon Society merged with the National Audubon Society in November 1999, and the result of this merger is Audubon of Florida. This statewide voice of conservation is promoting protection, preservation and restoration of birds, wildlife, and their habitat through science and education. Contact information for Audubon of Florida:

Audubon of Florida
State Office
444 Brickell Avenue, Suite 850
Miami, Florida 33131
<http://www.audubon.usf.edu>

Audubon of Florida
Tampa Office
410 Ware Boulevard, Suite 701
Tampa, Florida 33619
(813) 623-6826

1000 Friends of Florida:

In 1990, 1000 Friends of Florida played an instrumental role in establishing Florida's nationally recognized greenways program by taking a fledgling concept and nurturing it into a statewide network of protected areas, including wildlife and recreation corridors. Reports generated from 1000 Friends of Florida relative to greenways, including the Florida Greenways Commission Report to the Governor, may be accessed on their web site. Contact information:

1000 Friends of Florida
P.O. Box 5948
Tallahassee, Florida 32314
(850) 222-6277

General: <http://www.1000friendsofflorida.org>
Greenways: <http://www.ficus.usf.edu/orgs/1000fof/greenway.htm>

RECOMMENDATIONS AND LISTING OF APPLICABLE FUNDING SOURCES

The City of Tampa has had success in the past with several of the funding sources summarized in this chapter. Therefore, it is recommended that the City of Tampa continue to foster the development of an active grants procurement program, specifically in relation to the implementation of the Greenways and Trails Master Plan. The key to securing an award from any of the listed funding sources is to be creative in relation to the development of a proposed project. It is of the utmost importance to match the proposed project with the most suitable funding source so as to meet as many of its evaluation criteria as possible. In most cases, grant applications are awarded funding based on a score that is given to the proposed project based on how it has meet that funding sources evaluation criteria.

Based on the funding research performed, the success of the City of Tampa in relation to funding awards in the past, and the types of projects that will result from the Greenways and Trails Master Plan, it is recommended that the following funding sources be pursued. This does not suggest that funding sources outside of this list should not be sought after if a proposed project matches well with its evaluation criteria.

FEDERAL

1. Recreational Trails Program
2. Transportation Enhancement Program
3. Land and Water Conservation Fund

STATE

1. Florida Communities Trust
2. Greenways and Trails Land Acquisition Program
3. Florida Recreation Development Assistance Program

REGIONAL

1. Southwest Florida Water Management District Partnerships

LOCAL

1. Hillsborough County Environmental Lands Acquisition and Protection Program

The funding information has been obtained from the many sources including; "A Community Resource Guide for Greenways Projects" and "Connecting Florida's Communities with Greenways and Trails"; prepared by the Florida Department of Environmental Protection et al. The "Hillsborough County Greenways Master Plan" prepared by the Hillsborough County Planning and Development Management Department, et al. Plus Federal, State, Regional, "Creating a Greenway System: For People...for Wildlife...For Florida", prepared by the Florida Greenway Commission and Greenway Internet sites.

Costs

As stated earlier in this master plan, roadway conditions, rights-of-way widths and the presence of sidewalks along all of the proposed greenway and trail segments throughout the City of Tampa change dramatically and very often from block to block. Because of this condition and the limited and authorized scope of this master planning effort, it is difficult at best to provide an accurate estimate of the construction costs associated with the development of the entire system. This is better accomplished during the “design development phase” of the planning process, after individual segments have been surveyed, have had a CPTED review, have had traffic studies completed and preliminary engineering has been completed.

The following information is generic in nature and is based on similar experience from other projects. Typical a contingency factor of 20-25% will be added to the potential costs of a project as it goes through the planning phase. This type of estimating is based on the “order-of-magnitude” of the information that is available to make an informed decision that will continue forwarding the action of implementing a greenways and trail system until the more detailed costs can be developed. These costs should be looked at as a rough guide for future funding allocations to be revisited at the next design level of this citizen-driven and approved project. They are as follows:

Route Improvements

- Route Signage - \$100 - \$150 / sign @ average of 7 signs per mile
- Lane Striping / Standard Markings - \$1.25 / L.F.
- 4 ft. Asphalt Pavement Widening Only - \$5 / L.F.
- 4 ft. Concrete Pavement Widening Only - \$15 / L.F.
- 12 ft. Asphalt Trail - \$13 / L.F.
- Curbing \$8 - \$12 / L.F.
- Curb Cuts - \$30 / L.F.
- Sidewalks - \$2 / S.F.
- 6 ft. Chain Link Fencing - \$17 - \$20 L.F.
- Trail Landscape Treatment - \$.50 – \$.75 / S.F.
- Trailhead Landscape Treatment - \$3.00 - \$3.50 / S.F.
- Pedestrian Bridges – \$50 - \$100 / S.F.
- Wetland Boardwalks - \$20 - \$25 / S.F.

Site Furniture

- 14 – 16 ft. Light Standards - \$1200 - \$1600 ea.
- Benches - \$800 – 1200 ea.
- Air Pumps - \$1200 ea.
- Emergency Phones - \$1000 ea.
- Bike Racks - \$800 - \$1200 ea.

Specialty Features

- Security Camera System - \$100,000 / Mile
- Trailhead Parking Lots - \$400 / space

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Trailhead Information Kiosks - \$15,000 - \$25,000 ea.
Clearing and Grubbing - \$2000 / Acre
Surveying - \$25,000 / Mile
Engineering – 10% of Construction Cost



Blueway connections



McKay Bay off-road



Multi-use greenway



Appendix

Road Types

Glossary

Statute

Historic Sites

Public Art

Bibliography

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The following information describes Tampa's prospective on-road system by way of roadway function type, class, peak traffic direction, and capacity for existing plus projected traffic levels. This data was obtained from the City of Tampa Transportation Department.

C = COLLECTOR M = MINOR ARTERIAL P = PRINCIPAL ARTERIAL

2000

2LU = TWO-LANE UNDIVIDED 2LD = TWO-LANE DIVIDED O = ONE-WAY

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City of Tampa Transportation Department				2010	Existing	Exist	Projected		
On	From - To	Funct Class	Maint. Respons.	Road Type	Road Type	Daily Volume	R-O-W (Feet)	Daily Traffic	Peak Direction
4th Ave	Channelside Dr (North) to 21st St	C	CITY	2LU	2LU	2,241	60	2,917	E
4th Ave	21st St to 22nd St	C	CITY	2LU	2LU	2,116	60	3,016	E
4th Ave	22nd St to 34th St	C	CITY	2LU	4LD	2,131	55	2,303	E
7th Ave	22nd St to 34th St	M	CITY	2LU	4LD	11,797	60	9,651	E
7th Ave	34th St to 39th St	M	CITY	4LU	4LD	11,556	60	10,501	E
7th Ave	39th St to 43rd St	M	CITY	4LU	4LD	14,470	60	10,730	E
14th St	Nuccio Parkway to Columbus Dr	OC	COUNTY	2LO	4LD	3,484	60	4,816	S
15th St	21st Ave to Columbus Dr	OC	CITY	2LO	2LOW	7,237	60	4,118	N
15th St	Columbus Dr to Nuccio Parkway	OC	CITY	2LO	2LOW	4,911	60	5,127	N
22nd St	Causeway Blvd to Maritime Blvd	M	STATE	5LU	6LD	22,539	100	30,385	N
22nd St	7th Ave to 14th Ave	OM	STATE	3LO	4LD	15,136	50	16,458	N
22nd St	14th Ave to Columbus Dr	OM	STATE	3LO	4LD	4,942	50	7,924	N
22nd St	Lake Ave to M.L.K.Jr Blvd	M	STATE	2LU	2LU	13,649	50	14,924	N
22nd St	M.L.K.Jr Blvd to Osborne Ave	M	STATE	2LU	2LU	13,351	50	16,473	N
22nd St	Osborne Ave to Hillsborough Ave	M	STATE	2LU	2LU	14,583	50	13,924	N
22nd St	Hillsborough Ave to Hanna Ave	C	CITY	2LU	2LU	9,530	60	9,797	N
22nd St	Hanna Ave to Sligh Ave	C	CITY	2LU	2LU	7,125	60	7,939	N
22nd St	Rowlett Park Dr to Waters Ave	C	CITY	2LU	2LU	9,150	60	4,685	N
22nd St	Waters Ave to Busch Blvd	C	CITY	2LU	2LU	4,897	60	5,934	N
22nd St	21st St to Adamo Dr	OM	STATE	3LO	4LOW	15,154	50	18,045	N

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22nd St	Adamo Dr to 7th Ave	OM	STATE	3LO	4LOW	8,854	50	14,468	N
30th St	Hillsborough Ave to Hanna Ave	C	CITY	2LU	2LU	8,907	70	11,154	S
30th St	Hanna Ave to Sligh Ave	C	CITY	2LU	2LU	8,061	70	9,040	S
30th St	Yukon St to Busch Blvd	C	CITY	2LU	2LU	7,347	50	9,047	N
30th St	Busch Blvd to Linebaugh Ave	M	CITY	5LU	4LD	27,326	100	34,082	S
30th St	Linebaugh Ave to Bougainvillea Ave	M	CITY	5LU	4LD	28,439	100	35,181	S
30th St	Bougainvillea Ave to 109th Ave	M	CITY	5LU	4LD	27,480	100	37,294	S
30th St	109th Ave to Fowler Ave	M	CITY	5LU	4LD	28,662	100	41,029	S
39th St	Adamo Dr to 7th Ave	P	STATE	6LD	6LD	14,977	90	20,754	N
39th St	7th Ave to 12th Ave	P	STATE	6LD	6LD	15,690	90	29,092	N
40th St	12th Ave to I-4	P	STATE	6LD	6LD	15,136	100	31,009	S
40th St	Hanna Ave to Busch Blvd	M	COUNTY	2LU	6LD	13,149	70	25,339	N
40th St	I-4 to Columbus Dr	P	STATE	6LD	6LD	17,279	100	27,855	S
40th St	Columbus Dr to Melburne Blvd	P	STATE	6LD	6LD	18,096	100	25,955	N
40th St	Melburne Blvd to Lake Ave	P	STATE	6LD	6LD	17,520	100	17,869	S
40th St	Lake Ave to M.L.K.Jr Blvd	P	STATE	6LD	6LD	19,510	100	27,871	N
40th St	M.L.K.Jr Blvd to Osborne Ave	P	STATE	6LD	6LD	21,187	100	29,290	N
40th St	Osborne Ave to Hillsborough Ave	P	STATE	6LD	6LD	26,752	100	31,939	N
40th St	Hillsborough Ave to Hanna Ave	M	COUNTY	2LU	6LD	20,253	50	23,456	E
50th St	I4-50th St Ramp to Melburne Blvd	P	STATE	5LU	6LD	20,033	139	44,468	S
50th St	Melburne Blvd to M.L.K.Jr. Blvd	P	STATE	5LU	6LD	27,397	139	30,374	S
Azeele St	West Shore Blvd to Lois Ave	C	CITY	2LU	2LU	2,574	60	3,657	W
Azeele St	Lois Ave to Dale Mabry Hwy	C	CITY	2LU	2LU	3,793	60	5,184	E
Azeele St	Dale Mabry Hwy to Himes Ave	M	COUNTY	4LU	4LU	7,536	60	8,739	E
Azeele St	Himes Ave to MacDill Ave	M	COUNTY	4LU	4LU	9,484	60	12,408	W
Azeele St	MacDill Ave to Tampania	M	COUNTY	4LU	4LU	9,132	60	13,018	W
Azeele St	Tampania to Howard Ave	C	CITY	2LU	2LU	3,593	60	3,583	E
Bayshore Blvd	MacDill AFB to Interbay Blvd	C	CITY	2LU	2LU	7,566	70	9,938	N
Bayshore Blvd	Swann Ave to Verne St	M	COUNTY	4LD	6LD	28,559	60	39,816	S

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Bayshore Blvd	Verne St to Platt St	M	COUNTY	4LD	6LD	31,285	60	28,136	S
Bayshore Blvd	Platt St to Brorein	M	COUNTY	2LO	2LO	14,676	60	18,999	S
Bayshore Blvd	Interbay Blvd to Gandy Blvd	C	CITY	2LU	5LU	14,437	55	12,520	N
Bayshore Blvd	Gandy Blvd to Euclid Ave	M	COUNTY	4LD	5LU	32,564	130	18,856	N
Bayshore Blvd	Euclid Ave to El Prado Blvd	M	COUNTY	4LD	5LU	26,717	130	24,096	S
Bayshore Blvd	El Prado to Bay to Bay Blvd	M	COUNTY	4LD	5LU	29,343	130	28,237	S
Bayshore Blvd	Bay to Bay Blvd to Howard Ave	M	COUNTY	4LD	6LD	31,425	140	28,818	S
Bayshore Blvd	Howard Ave to Rome Ave	M	COUNTY	6LD	6LD	30,359	120	26,648	S
Bayshore Blvd	Rome Ave to Swann Ave	M	COUNTY	6LD	6LD	31,980	120	25,965	S
Bird St	Florida Ave to I-275	M	COUNTY	4LU	4LD	7,630	100	11,292	W
Bird St	I-275 to Nebraska Ave	M	COUNTY	4LU	4LD	8,796	100	10,380	E
Bougainvillea Ave	Florida Ave to I-275	C	CITY	2LU	4LD	7,277	100	8,488	W
Bougainvillea Ave	I-275 to Nebraska Ave	C	CITY	2LU	2LU	7,463	50	6,450	W
Bougainvillea Ave	Nebraska Ave to 15th St	C	CITY	2LU	2LU	6,696	50	7,089	W
Bougainvillea Ave	15th St to 22nd St	C	CITY	2LU	2LU	7,430	60	7,604	W
Bougainvillea Ave	22nd St to 30th St	C	CITY	2LU	2LU	7,773	60	7,481	W
Bougainvillea Ave	30th St to McKinley Dr	C	CITY	2LU	2LU	9,563	70	13,181	W
North Boulevard	I-275 to Palm Ave	M	COUNTY	4LU	4LD	12,315	60	17,948	N
North Boulevard	Palm Ave to Columbus Dr	M	COUNTY	4LU	4LD	9,262	50	14,453	N
North Boulevard	Columbus Dr to M.L.K.Jr Blvd	M	COUNTY	4LU	4LD	10,349	50	19,659	N
North Boulevard	M.L.K.Jr Blvd to Osborne Ave	C	CITY	2LU	2LU	4,115	60	6,768	N
North Boulevard	Swann Ave to Platt St	C	CITY	4LU	5LU	9,564	60	10,817	S
North Boulevard	Platt St to Kennedy Blvd	C	CITY	4LU	5LU	11,403	60	15,218	N
Boy Scout Blvd	Memorial to Westshore Blvd	P	STATE	6LD	6LD	35,368	200	42,808	W
Boy Scout Blvd	Westshore Blvd to Lois Ave	P	STATE	6LD	6LF	40,342	200	43,158	W
Boy Scout Blvd	Lois Ave to Columbus Dr	P	STATE	6LD	6LF	40,943	200	51,303	W
Brorein	Plant St to Bayshore Blvd	OM	COUNTY	3LO	3LO	8,624	60	9,253	W
Brorein St	Hillsborough River to Tampa St	OM	COUNTY	4LO	4LOW	21,525	70	22,896	W
Brorein St	Tampa St to Franklin St	OM	COUNTY	4LO	4LOW	13,111	100	17,409	W

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Brerein St	Franklin St to Morgan St	OM	COUNTY	4LO	4LOW	10,933	55	21,917	W
Brerein St	Morgan St to Jefferson St	OP	CITY	4LO	4LOW	6,300	55	14,335	W
Brerein St	Jefferson to Channelside Dr (East)	OP	CITY	2LO	4LOW	5,207	55	7,233	W
Cass St	Hillsborough River to Ashley Dr	OM	COUNTY	3LO	3LOW	5,266	80	10,264	E
Cass St	Ashley Dr to Tampa St	OC	CITY	3LO	3LOW	5,031	80	8,868	E
Cass St	Tampa St to Franklin St	OC	CITY	3LO	4LOW	5,266	80	10,489	E
Cass St	Franklin St to Florida Ave	OC	CITY	3LO	4LOW	5,368	80	10,434	E
Cass St	Florida Ave to Marion St	OC	CITY	4LO	4LOW	4,307	80	6,109	E
Cass St	Marion St to Morgan St	OC	CITY	4LO	4LOW	5,295	80	6,480	E
Cass St	Morgan St to Pierce St	OC	CITY	4LO	4LOW	5,161	80	7,224	E
Cass St	Pierce St to Jefferson St	C	CITY	4LU	4LOW	4,074	80	6,144	E
Cass St	Jefferson St to Nebraska Ave	C	CITY	4LU	6LD	7,590	70	7,609	E
Cass St	Howard Ave to Willow Ave	C	CITY	2LU	2LU	3,304	60	3,941	E
Cass St	Willow Ave to Boulevard	C	CITY	4LU	2LU	4,993	60	6,355	W
Cass St	Boulevard to Hillsborough River	M	COUNTY	4LU	2LU	10,135	60	11,550	E
Central Ave	Lake Ave to M.L.K.Jr Blvd	C	CITY	2LU	2LU	4,217	50	3,010	S
Central Ave	M.L.K.Jr Blvd to Osborne Ave	C	CITY	2LU	2LU	5,815	70	4,032	N
Central Ave	Osborne Ave to Hillsborough Ave	C	CITY	2LU	2LU	6,110	80	6,574	N
Central Ave	Hillsborough Ave to Hanna Ave	C	CITY	2LU	2LU	4,974	70	5,923	N
Central Ave	Hanna Ave to Sligh Ave	C	CITY	2LU	2LU	4,451	70	4,000	S
	Hillsborough River to Franklin St	OM	COUNTY	4LO	4LOW	27,094	60	20,290	E
Channelside Dr									
Channelside Dr E	Franklin St to Florida Ave	OM	COUNTY	4LO	4LOW	33,354	60	23,633	E
Channelside Dr E	Florida Ave to Morgan St	OM	COUNTY	3LO	4LOW	12,465	80	9,903	E
Channelside Dr E	Morgan St to Jefferson St	OP	COUNTY	3LO	4LOW	12,311	80	14,523	E
Channelside Dr E	Jefferson St to Channelside Dr (North)	P	COUNTY	4LU	3LOW	17,289	80	11,922	E
Channelside Dr N	Channelside Dr (East) to Kennedy Blvd	P	STATE	4LD	4LD	12,037	100	16,513	N
Channelside Dr N	Kennedy Blvd to Twiggs St	P	STATE	5LU	4LD	35,200	100	24,111	N
Channelside Dr N	Twiggs St to Adamo Dr	P	STATE	5LU	4LD	23,638	100	28,696	N
Church Ave	Euclid Ave to Bay to Bay Blvd	C	CITY	2LU	2LU	3,297	55	4,613	S

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Church Ave	Bay to Bay Blvd to Henderson Blvd	C	CITY	2LU	2LU	6,207	60	9,519	S
Church Ave	Henderson Blvd to Swann Ave	C	CITY	2LU	2LU	5,862	60	6,873	S
Cleveland St	Armenia Ave to Howard Ave	OM	COUNTY	3LO	3LO	4,321	60	5,634	W
Cleveland St	Howard Ave to Boulevard	OM	COUNTY	3LO	3LO	12,877	60	10,765	W
Cleveland St	Boulevard to Plant Ave	OM	COUNTY	3LO	3LO	18,000	60	15,809	W
Columbus Dr	Himes Ave to MacDill Ave	M	COUNTY	5LU	6LD	22,178	70	36,374	E
Columbus Dr	Nebraska Ave to ARDC(14th St)	M	COUNTY	2LU	4LD	9,369	50	8,663	E
Columbus Dr	ARDC(14th St) to 22nd St	OM	COUNTY	2LO	2LOW	5,409	50	5,755	E
Columbus Dr	22nd St to 34th St	OM	COUNTY	2LO	2LOW	3,327	55	4,729	E
Columbus Dr	34th St to 40th St	OM	COUNTY	2LO	2LOW	2,576	60	3,705	W
Columbus Dr	Boy Scout Blvd to Dale Mabry Hwy	M	COUNTY	6LD	6LF	60,333	100	48,647	E
Columbus Dr	Dale Mabry Hwy to Himes Ave	M	COUNTY	4LD	6LD	28,375	80	32,099	E
Cumberland Ave	Jefferson to Caesar	OC	CITY	2LO	3LOW	18	55	125	E
Cumberland Ave	Caesar to Meridian	C	CITY	0L	3LOW	0	0	100	W
Cumberland Ave	Meridian to Channelside Dr (North)	C	CITY	2LU	3LOW	10,322	55	300	W
Cypress St	Frontage Road to Westshore Blvd	C	CITY	5LU	5LU	16,528	80	25,291	E
Cypress St	West Shore Blvd to Lois Ave	C	CITY	5LU	5LU	16,903	70	16,395	W
Cypress St	Lois Ave to I-275	C	CITY	5LU	5LU	11,726	70	15,525	E
Cypress St	I-275 to Dale Mabry Hwy	C	CITY	5LU	5LU	11,726	70	15,525	E
Cypress St	Dale Mabry Hwy to Himes Ave	C	CITY	5LU	5LU	11,520	80	13,082	E
Davis Blvd	Plant Ave to N. Adalia Ave	M	COUNTY	4LU	4LU	16,201	100	21,205	S
Davis Blvd	N. Adalia Ave to Baltic Ave	M	COUNTY	4LU	4LU	18,477	100	21,205	S
Davis Blvd E.	Baltic Ave to S. Davis Blvd	C	CITY	4LU	4LU	7,705	100	7,759	N
Davis Blvd S.	E. Davis Blvd to W. Davis Blvd	C	CITY	4LU	4LU	2,498	100	2,300	N
Davis Blvd W.	S. Davis Blvd to Baltic Ave	C	CITY	4LU	4LU	5,454	100	3,319	S
E-W Road	Easement Rd to I-75	M	COUNTY	0L	5LU	0		9,577	NONE
E-W Road	I-75 to CR 581	M	COUNTY	0L	5LU	0	0	6,881	NONE
Easement Rd	Tampa Palms Blvd S. to CR 581	C	CITY	0L	5LU	0		752	NONE
Easement Rd	CR 581 to Tampa Palms Blvd N.	C	CITY	0L	5LU	0		11,606	NONE

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Easement Rd	Tampa Palms Blvd N. to I-275	C	CITY	0L	5LU	0		10,890	NONE
El Prado Blvd	Westshore Blvd to Manhattan Ave	C	CITY	4LD	5LU	4,609	100	5,230	W
El Prado Blvd	Manhattan Ave to Dale Mabry Hwy	C	CITY	4LD	5LU	5,412	100	6,997	W
El Prado Blvd	Dale Mabry Hwy to MacDill Ave	C	CITY	4LD	5LU	5,130	100	4,446	W
El Prado Blvd	MacDill Ave to Bayshore Blvd	C	CITY	4LD	5LU	3,377	40	3,073	W
Euclid Ave	Westshore Blvd to Manhattan Ave	C	CITY	2LU	5LU	4,706	70	5,128	W
Euclid Ave	Manhattan Ave to Dale Mabry Hwy	C	CITY	2LU	5LU	7,435	70	10,421	E
Euclid Ave	Dale Mabry Hwy to MacDill Ave	C	CITY	2LU	5LU	10,273	70	7,280	W
Euclid Ave	MacDill Ave to Bayshore Blvd	C	CITY	2LU	5LU	2,518	60	3,070	W
Fletcher Ave	46th St to 50th St	M	COUNTY	5LU	6LD	36,945	132	42,556	W
Floribraska Ave	Tampa St to Florida Ave	M	COUNTY	4LU	2LU	3,294	50	4,571	W
Floribraska Ave	Florida Ave to Nebraska Ave	M	COUNTY	4LU	2LU	9,756	50	9,435	W
Florida Ave	Scott St to Tyler St	OM	STATE	3LO	4LOW	17,276	60	14,534	N
Florida Ave	Whiting St to Brorein St	OM	CITY	3LO	3LOW	13,210	60	12,873	N
Florida Ave	Brorein St to Channelside Dr (East)	OM	CITY	3LO	4LOW	14,323	60	12,896	N
Florida Ave	Channelside Dr. to Ice Palace Dr (East)	M	CITY	2LU	2LU	190	60	300	N
Florida Ave	Tyler St to Cass St	OM	STATE	4LO	4LOW	18,583	80	17,378	N
Florida Ave	Cass St to Polk St	OM	STATE	4LO	4LOW	16,609	80	13,128	N
Florida Ave	Polk St to Zack St	OM	STATE	4LO	4LOW	17,858	80	17,135	N
Florida Ave	Zack St to Twiggs St	OM	STATE	4LO	4LOW	17,336	80	16,312	N
Florida Ave	Twiggs St to Madison St	OM	STATE	4LO	4LOW	17,735	80	15,653	N
Florida Ave	Madison St to Kennedy Blvd	OM	STATE	4LO	4LOW	16,266	80	14,124	N
Florida Ave	Kennedy Blvd to Jackson St	OM	STATE	4LO	4LOW	17,093	80	17,360	N
Florida Ave	Jackson St to Whiting St	OM	CITY	4LO	4LOW	16,443	80	12,802	N
Fowler Ave	Florida Ave to I275 Ramp	P	STATE	5LU	6LD	41,413	132	43,325	W
Fowler Ave	Fowler-I275 Ramp N to Nebraska Ave	P	STATE	5LU	6LD	49,976	132	53,814	W
Fowler Ave	Nebraska Ave to 15th St	P	STATE	8LD	8LD	48,259	132	51,811	W
Fowler Ave	15th St to 22nd St	P	STATE	8LD	8LD	48,526	132	62,911	W
Fowler Ave	22nd St to 30th St	P	STATE	8LD	8LD	55,612	132	53,218	W

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Fowler Ave	30th St to McKinley Dr	P	STATE	6LD	6LD	54,714	132	61,494	W
Fowler Ave	McKinley Dr to 50th St	P	STATE	6LD	6LD	48,492	132	67,270	W
Fowler Ave	50th St to 52nd St (City Limits)	P	STATE	6LD	6LD	44,646	132	60,192	W
Franklin St	Whitting St to Broroin St	C	CITY	3LU	4LD	4,262	70	5,741	S
Franklin St	Broroin St to Channelside Dr (East)	C	CITY	3LU	4LD	13,017	70	10,238	N
Franklin St	Channelside Dr (E) to Ice Palace Dr (E)	C	CITY	3LU	6LD	9,979	70	11,466	S
Franklin St	Ice Palace Dr (East) to Garrison Channel	C	CITY	2LU	2LU	8,646	70	6,211	S
Frontage Road	Boy Scout to Cypress	C	STATE	2LU	2LU	8,412	60	9,784	N
Gandy Blvd	Pinellas Co. to Westshore Blvd	P	STATE	4LF	6LF	31,748	100	33,438	W
Gandy Blvd	Westshore Blvd to Manhattan Ave	P	STATE	4LD	5LU	39,071	100	45,102	W
Gandy Blvd	Manhattan Ave to Crosstown Express	P	STATE	4LD	5LU	44,949	100	44,535	W
Gandy Blvd	Crosstown Express to Dale Mabry Hwy	P	STATE	4LD	5LU	40,489	100	40,248	W
Gandy Blvd	Dale Mabry Hwy to Himes Ave	P	COUNTY	4LD	5LU	26,512	100	17,822	E
Gandy Blvd	Himes Ave to Bayshore Blvd	M	COUNTY	4LU	5LU	18,520	80	13,529	W
Hillsborough Ave	Hillsborough River to Florida Ave	P	STATE	4LU	6LD	38,661	60	54,083	E
Hillsborough Ave	Eisenhower Blvd to Westshore Blvd	P	STATE	4LD	6LD	55,656	190	58,768	W
Hillsborough Ave	Westshore Blvd to Lois Ave	P	STATE	4LD	6LD	45,200	180	58,373	W
Himes Ave	I-275 to Columbus Dr	C	CITY	5LU	5LU	20,648	86	26,465	N
Himes Ave	Columbus Dr to Tampa Bay Blvd	M	CITY	4LD	5LU	27,727	120	37,568	N
Himes Ave	Tampa Bay Blvd to M.L.K.Jr Blvd	M	CITY	4LD	5LU	26,876	115	41,345	N
Himes Ave	M.L.K.Jr Blvd to Hillsborough Ave	M	CITY	4LD	5LU	22,613	125	34,280	N
I-275	Himes Ave to Armenia/Howard	I	STATE	6LF	8LF	165,472	500	173,287	N
I-275	Armenia/Howard to Ashley Dr	I	STATE	6LF	8LF	182,987	500	144,339	N
I-275	Orange/Jefferson Ramp to I-4	I	STATE	6LF	8LF	180,735	300	149,347	N
Ice Palace Dr	Ashley Dr to Channelside Dr (East)	C	CITY	2LU	2LD	506	70	400	N
Interbay Blvd	Westshore Blvd to Dale Mabry Hwy	C	CITY	2LU	4LU	11,039	80	8,341	W
Interbay Blvd	Dale Mabry Hwy to Bayshore Blvd	C	CITY	2LU	2LU	4,785	80	3,258	W
Jefferson St	Cass St to Zack St	C	CITY	4LU	4LOW	5,389	80	11,649	S
Jefferson St	Zack St to Twiggs St	C	CITY	4LU	4LOW	5,838	80	6,668	N

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Jefferson St	Twiggs St to Kennedy Blvd	C	CITY	4LU	4LOW	5,439	80	5,937	N
Jefferson St	Kennedy Blvd to Jackson St	C	CITY	4LU	4LOW	4,985	80	4,707	N
Jefferson St	Jackson St to Brorein St	C	CITY	2LU	4LOW	3,748	80	4,677	S
Jefferson St	Brorein St to Channelside Dr (East)	C	CITY	2LO	3LOW	3,328	80	4,623	N
Jefferson St	Channelside Dr (East) to Ashley Dr	C	CITY	2LU	3LOW	514	80	154	S
Jefferson/Orange St	Scott St to Cass St	M	CITY	6LD	6LD	15,659	80	17,028	N
Kay St	Tampa St to Franklin St	OM	CITY	2LO	4LOW	6,543	80	16,737	W
Kay St	Franklin St. to Morgan	OC	CITY	2LO	4LOW	4,244	100	5,524	W
M.L.K.Jr Blvd	34th St to 40th St	M	STATE	5LU	6LD	15,577	60	19,012	E
M.L.K.Jr Blvd	40th St to 50th St	M	STATE	2LU	6LD	11,519	60	14,456	E
M.L.K.Jr Blvd	50th St to 56th St (City Limits)	M	STATE	2LU	6LD	12,791	60	17,438	E
MacDill Ave	Kennedy Blvd to I-275	M	CITY	4LU	4LU	16,817	60	23,468	N
MacDill Ave	I-275 to Spruce St	M	CITY	4LU	5LU	17,424	60	24,310	N
MacDill Ave	Spruce St to Columbus Dr	M	CITY	4LU	5LU	16,906	60	25,951	N
MacDill Ave	Columbus Dr to Tampa Bay Blvd	C	CITY	2LU	5LU	10,257	60	14,011	S
MacDill Ave	Tampa Bay Blvd to M.L.K.Jr Blvd	C	CITY	2LU	5LU	7,706	90	12,122	S
MacDill Ave	Kennedy Blvd to Swann Ave	M	CITY	4LU	4LU	21,051	60	28,953	S
MacDill Ave	Swann Ave to Bay to Bay Blvd	M	CITY	4LU	4LU	20,606	60	22,351	S
MacDill Ave	Bay to Bay Blvd to Gandy Blvd	C	CITY	2LU	4LU	9,942	40	13,622	S
MacDill Ave	Gandy Blvd to Interbay Blvd	C	CITY	2LU	4LU	9,497	55	10,301	S
MacDill Ave	Interbay Blvd to MacDill AFB	C	CITY	2LU	4LU	4,493	60	8,487	S
Manhattan Ave	Interbay Blvd to Gandy Blvd	C	CITY	2LU	2LU	11,800	80	8,970	S
Manhattan Ave	Gandy Blvd to Euclid Ave	M	COUNTY	2LU	5LU	16,706	100	25,577	S
Manhattan Ave	Euclid Ave to Henderson Blvd	M	COUNTY	4LU	5LU	15,365	100	20,228	S
McKinley Dr	Busch Blvd to Busch Gardens Ent.	M	COUNTY	5LU	6LD	15,513	150	20,863	N
McKinley Dr	Busch Gardens to Bougainvillea Ave	M	COUNTY	2LU	6LD	13,878	150	17,651	N
McKinley Dr	Bougainvillea Ave to Fowler Ave	M	COUNTY	2LU	6LD	11,540	150	13,900	N
Nuccio Pkwy	15th St to Palm Ave	C	CITY	5LU	5LU	6,636	100	7,814	N
Nuccio Pkwy	Palm Ave to 7th Ave	C	CITY	5LU	5LU	7,976	100	8,601	N

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Nuccio Pkwy	7th Ave to Nebraska Ave	C	CITY	5LU	5LU	4,768	100	5,461	N
Osborne Ave	Boulevard to Florida Ave	C	CITY	2LU	2LU	3,378	50	3,743	E
Osborne Ave	Florida Ave to Nebraska Ave	C	CITY	2LU	2LU	4,459	50	4,942	W
Osborne Ave	Nebraska Ave to 15th St	C	CITY	2LU	2LU	3,714	40	4,838	E
Osborne Ave	15th St to 22nd St	C	CITY	2LU	2LU	3,271	50	4,824	W
Osborne Ave	22nd St to 34th St	C	CITY	2LU	2LU	5,679	50	6,000	E
Osborne Ave	34th St to 40th St	C	CITY	2LU	2LU	3,863	50	5,117	E
Platt St	Azelee St to Armenia Ave	OM	CITY	3LO	3LO	7,530	60	8,510	E
Platt St	Armenia Ave to Willow Ave	OM	CITY	3LO	3LO	6,990	60	8,175	E
Platt St	Willow Ave to Boulevard	OM	CITY	3LO	3LO	6,461	60	7,952	E
Platt St	Boulevard to Hyde Park Ave	OM	CITY	3LO	3LO	7,989	60	10,829	E
Platt St	Hyde Park Ave to Bayshore Blvd	OM	CITY	2LO	3LO	6,859	60	7,864	E
River Hills Dr	40th St to 46th St	C	CITY	2LU	2LU	6,260	50	7,534	E
River Hills Dr	46th St to City Limits	C	CITY	2LU	2LU	5,233	50	7,507	E
River Hills Dr	22nd St to 26th St	C	CITY	2LU	6LD	9,264	50	15,505	E
Rome Ave	M.L.K.Jr Blvd to Hillsborough Ave	C	CITY	2LU	2LU	5,911	100	9,246	E
Rome Ave	Hillsborough Ave to Sligh Ave	C	CITY	2LU	2LU	5,874	60	10,905	N
Rome Ave	Sligh Ave to Waters Ave	C	CITY	2LU	2LU	8,472	50	7,239	N
Rome/Snow/Dakota	Bayshore Blvd to Swann Ave	C	CITY	2LU	2LU	4,424	60	4,983	S
Rowlett Park Dr	22nd St to Sligh Ave	C	CITY	2LU	2LU	13,955	125	13,841	N
Rowlett Park Dr	Waters Ave to 22nd St	C	CITY	2LU	2LU	4,925	235	7,330	N
Sligh Ave	Armenia Ave to Rome Ave	M	COUNTY	4LU	5LU	25,014	60	34,267	E
Sligh Ave	22nd St to Rowlett Park Dr	C	CITY	2LU	2LU	13,131	60	9,193	E
Sligh Ave	Rowlett Park Dr to 30th St	C	CITY	2LU	2LU	12,923	60	9,455	E
Sligh Ave	Rome Ave to Boulevard	M	COUNTY	4LU	5LU	26,491	60	40,085	E
Sligh Ave	Boulevard to Florida Ave	M	COUNTY	4LU	5LU	27,156	60	37,717	W
Sligh Ave	Florida Ave to I-275	M	COUNTY	4LU	5LU	23,340	60	34,859	W
Sligh Ave	I-275 to Nebraska Ave	M	COUNTY	4LU	5LU	19,319	60	24,551	W
Sligh Ave	Nebraska Ave to 15th St	C	CITY	2LU	5LU	10,804	60	12,178	E

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Sligh Ave	15th St to 22nd St	C	CITY	2LU	2LU	9,118	60	8,637	E
Spruce St	Himes Ave to MacDill Ave	C	CITY	2LU	2LU	5,728	60	5,233	E
Spruce St	Lois Ave to Dale Mabry Hwy	C	CITY	2LU	5LU	6,026	80	10,255	E
Spruce St	Dale Mabry Hwy to Himes Ave	C	CITY	2LU	5LU	10,661	60	8,477	E
Swann Ave	Westshore Blvd to Lois Ave	C	CITY	2LU	2LU	1,526	100	2,363	E
Swann Ave	Lois Ave to Dale Mabry Hwy	C	CITY	2LU	2LU	3,942	80	6,747	E
Swann Ave	Dale Mabry Hwy to Henderson Blvd	C	CITY	2LU	4LU	10,253	80	9,379	E
Swann Ave	Henderson Blvd to MacDill Ave	C	CITY	2LU	4LU	13,413	60	13,232	W
Swann Ave	MacDill Ave to Howard Ave	C	CITY	2LU	4LU	11,098	60	13,469	E
Swann Ave	Howard Ave to Bayshore Blvd	C	CITY	2LU	4LU	16,146	60	17,671	W
Tampa Bay Blvd	Himes Ave to MacDill Ave	C	CITY	2LU	4LU	13,774	55	12,336	E
Tampa Bay Blvd	MacDill Ave to Armenia Ave	C	CITY	2LU	4LU	17,746	60	13,813	W
Tampa Bay Blvd	Westshore Blvd to Lois Ave	C	CITY	5LU	5LU	7,263	190	8,283	E
Tampa Bay Blvd	Lois Ave to Dale Mabry Hwy	C	CITY	2LD	5LU	12,333	115	19,011	E
Tampa Bay Blvd	Dale Mabry Hwy to Himes Ave	C	CITY	4LD	6LD	8,542	110	13,394	W
Tampa Palms N	CR 581 to Easement Rd	C	CITY	0L	5LU	12,615		12,272	NONE
Tampa Palms N	Easement Rd to CR 581	C	CITY	4LU	5LU	12,615	150	7,753	S
Tampa Palms S	CR 581 to Easement Rd	C	CITY	0L	5LU	10,643		9,587	S
Tampa Palms S	Easement Rd to CR 581	C	CITY	4LU	5LU	10,643	150	4,146	NONE
Tampa St	Scott St to Tyler St	OM	STATE	3LO	4LOW	8,921	80	10,428	S
Tampa St	Jackson St to Brorein St	OM	CITY	3LO	4LOW	8,127	80	16,451	S
Tampa St	Brorein St to Franklin	OM	CITY	2LO	2LOW	2,988	80	2,974	S
Tampa St	Tyler St to Cass St	OM	STATE	3LO	4LOW	16,250	80	16,160	S
Tampa St	Cass St to Polk St	OM	STATE	3LO	4LOW	13,574	80	14,538	S
Tampa St	Polk St to Zack St	OM	STATE	3LO	4LOW	16,182	80	24,411	S
Tampa St	Zack St to Twiggs St	OM	STATE	3LO	4LOW	14,309	80	17,248	S
Tampa St	Twiggs St to Madison St	OM	STATE	3LO	4LOW	14,183	80	20,695	S
Tampa St	Madison St to Kennedy Blvd	OM	STATE	3LO	4LOW	13,742	80	13,858	S
Tampa St	Kennedy Blvd to Jackson St	OM	STATE	3LO	4LOW	15,569	80	16,998	S

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Twiggs St	Jefferson St to Nebraska Ave	C	CITY	4LU	4LD	9,485	80	9,843	W
Twiggs St	Nebraska Ave to Channelside Dr (N)	C	CITY	2LU	4LD	7,327	80	6,631	E
Tyler St	Cass St to Ashley Dr	OM	CITY	3LO	3LOW	6,361	80	7,580	W
Tyler St	Ashley Dr to Tampa St	OC	CITY	3LO	4LOW	6,959	80	5,893	W
Tyler St	Tampa St to Franklin St	OC	CITY	3LO	4LOW	6,329	80	3,282	W
Tyler St	Franklin St to Florida Ave	OC	CITY	3LO	4LOW	6,137	80	6,012	W
Tyler St	Florida Ave to Marion St	OC	CITY	3LO	4LOW	4,902	80	4,375	W
Tyler St	Marion St to Morgan St	OC	CITY	3LO	4LOW	4,364	80	3,665	W
Tyler St	Morgan St to Jefferson St	OC	CITY	3LO	3LOW	2,989	80	2,927	W
Waters Ave	Florida Ave to Nebraska Ave	C	CITY	4LU	6LD	14,483	75	15,049	E
Waters Ave	Nebraska Ave to 22nd St	C	CITY	2LU	6LD	10,407	50	11,718	E
Westshore Blvd	Interbay Blvd to Bay Ave	C	COUNTY	2LU	4LU	12,292	80	9,480	N
Westshore Blvd	Bay Ave to Gandy Blvd	C	COUNTY	2LU	4LU	16,478	80	14,044	S
Westshore Blvd	Gandy Blvd to Bay to Bay Blvd	M	COUNTY	2LU	5LU	17,487	80	19,989	S
Westshore Blvd	Bay to Bay Blvd to Azeele St	M	COUNTY	2LU	5LU	26,375	80	24,935	S
Westshore Blvd	Azeele St to Kennedy Blvd	M	COUNTY	4LD	5LU	29,262	100	34,261	S
Westshore Blvd	Kennedy Blvd to I-275	P	COUNTY	6LD	6LD	31,119	100	28,639	S
Westshore Blvd	I-275 to Cypress St	P	COUNTY	4LD	6LD	33,139	90	42,315	S
Westshore Blvd	Cypress St to Spruce/Boy Scout	P	COUNTY	4LD	6LD	22,370	90	39,848	S
Westshore Blvd	Tampa Bay Blvd to M.L.K.Jr Blvd	C	CITY	2LU	5LU	6,571	80	9,667	N
Westshore Blvd	M.L.K.Jr Blvd to Hillsborough Ave	C	CITY	2LU	6LD	15,286	80	21,116	N
Wishart Blvd	Armenia Ave to Rome Ave	C	CITY	2LU	2LU	8,079	100	7,138	N
Wishart Blvd	Rome Ave to Hillsborough Ave	C	CITY	2LU	2LU	4,651	100	6,110	N
Yukon St	Florida Ave to Nebraska Ave	C	CITY	2LU	2LU	7,075	60	5,500	E
Yukon St	26th St to 30th St	C	CITY	2LU	2LU	9,176	50	6,183	E
Yukon St	30th St to 40th St	C	CITY	2LU	2LU	4,404	50	6,497	E

Glossary

AASHTO: AASHTO is the acronym for the American Association of State Highway and Transportation Officials.

AADT: AADT is the acronym for the annual average daily traffic volume.

ADA: ADA is the acronym for the American with Disabilities ACT.

Arterial: An arterial is a roadway carrying relatively continuous and high traffic volume. Arterials connect important centers of activity in a metropolitan area and facilitate entering or leaving the area.

At-Grade Crossing: An At-Grade crossing refers to a trail/roadway/railroad intersection where trail users are routed onto the road, rather than above.

BACS: BACS is the acronym for Bay Area Commuter Services, Inc. (BACS) is a private, non-profit organization, founded and funded by the State of Florida Department of Transportation to promote transportation alternatives to the single-occupant vehicle in the Tampa Bay area and surrounding counties.

Bicycle: In Florida, a bicycle is legally defined as a vehicle. Bicyclists have the same right to the roadways and must obey the same traffic laws as the operators of other vehicles.

Bicycle Facilities: A bicycle facility is a general term denoting improvements and provisions made by public agencies to accommodate or encourage bicycling.

Bicycle Path (Class 1): A bike path is physically separated from motorized vehicular traffic by open space or barrier, either within the highway rights-of-way or within and independent rights-of-way. These facilities have exclusive right of way for bicyclists and pedestrians with minimal cross flows of motorists. Minimum paved width for a two-way bike path is 8 feet, preferably 12 feet in high volume areas. The minimum width for a one-way travel lane is 5 feet.

Bicycle Way or Bike Lane: (Class 2): A bike lane is a portion of a roadway designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

Bicycle Route (Class 3): A Bike route is a segment of a system of bikeways, designated by the jurisdiction having authority, with appropriate directional and informational markers.

Bikeway: A Bikeway is any road, path, or way which in some manner is specifically designated as being open to bicycle travel regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Blueways: Blueways are riparian corridors, such as rivers, creeks, estuaries, bays, lakes and canals. These corridors are traveled by non-motorized watercraft such as canoes and kayaks

Bollards: Bollards are metal, wooden or concrete posts designed to restrict vehicle access to a trail.

CAC: CAC is the acronym for the Citizens Advisory Committee.

Charette: A charette is a Design workshop.

CPTED: CPTED is the acronym for Crime Prevention through Environment Design. Designing the built environment using standard principles in such a way as to create spaces that discourage criminal activity.

Collector: A collector is a roadway carrying relatively moderate traffic volume. Trip length and operating speed are moderate. Collector roads are facilities that connect and augment the arterial system. Collector roads distribute traffic to geographic areas smaller than those served by arterials and place more emphasis on land access.

CMAQ: CMAQ is the acronym for Congestion Mitigation and Air Quality. CMAQ is a federal funding source established pursuant to the federal Clean Air Act Amendment of 1990, has its funds available for projects or programs that help reduce mobile source emissions.

FQD: FQD is the acronym for Florida Quality Development.

Freeway: A freeway is a divided arterial highway for through traffic for controlled access.

Floodplain: Floodplains encompass the lowland that borders a stream, creek, river, or water conveyance that is subject to flooding when the waterway overflows its banks.

Gabions: Gabions are rectangular, rock-filled wire baskets used to stabilize stream banks.

Greenway Systems:

Greenway systems are comprised of large hubs, links and smaller sites made up of natural, historical, cultural and recreational features. The trail hubs anchor the system and provide origin and destinations. Hubs come in many scales, from community parks to urban nodes. Links are the connections that enable the system to work.

Greenways are protected areas of open space managed for conservation and recreation; greenways provide a vital system of linkage. Greenways follow natural or man-made features such as rivers, creeks, abandoned rails, rights of way and drainage canals. They offer ways to get to destinations without a car, they provide access to the outdoors, protect environmental or historical sites, and also act to reclaim mined lands and Brownfields.

Greenways serve 3 major functions; they

- Protect and conserve resources;
- Provide open space and
- Maintain connectivity.

1a) Conservation - Natural Resource Corridors for environmental protection, to restore endangered species of plants and animals, act as wildlife corridors, protected riparian corridors. Historic structures are also considered a resource for protection and allow for continuing educational study.

1b) Recreation - Provide spaces for Recreational activities such as biking, hiking, environmental education, cultural activities, horse riding, roller-skating, canoeing, and rowing.

Tampa Urban Greenway - type 1 consists of a road right of way and sod panel with adjacent sidewalk. Sod panel may contain canopy trees.

Tampa Urban Greenway - type 2 is in the form of a Linear Park. This form can accept a 12' minimum trail for off-road usage by hikers, off-road biking and equestrian purposes.

Greenway Trailheads or Hubs: Trailheads are the starting or destination points for greenway and trail users, typically providing parking and support facilities. These may be located near existing parks, urban centers, historic buildings, water features and schools. Trailheads can include bicycle and paved or gravel automobile parking, restroom facilities, drinking fountains, signage, benches, bollards and picnic tables.

Guide Signs: Guide Sign are a set of standardized signage, alerting the motorist to the bicycle traffic along the route and vice versa.

LOS: Is the acronym for Level of Service. LOS is a qualitative measure describing operational conditions of traffic flow, and its perception by motorists and/or passengers. Six levels of service and analysis procedures are defined for each type of facility. Roads are given letter designations, from A to F, with level of service A representing the best operating conditions and level of service F the worst.

Longitudinal Striping: Striping denotes a 6” wide solid white line used to separate a bike lane from motorized vehicle lanes.

Multi-Modal Transportation System: A Multi Modal system is a comprehensive transportation system including the following options of transit; bus, auto, truck, motorcycle, bicycle and pedestrian.

MPO: MPO is the acronym for Metropolitan Planning Organization of Hillsborough County. The MPO is a comprehensive long-range transportation plan which supports mobility needs and economic development of the county as reflected in the adopted comprehensive plans.

MUTCD: MUTCD is the acronym for the Manual on Uniform Traffic Control Devices. Published by the Transportation Department of the Federal Highway Administration.

Pavement Legends: Pavement Legends can contain the words “Bike Lane” supplemented by a bike icon and arrow showing direction of travel.

Riparian, Riverine: Riparian is a term associated with rivers, wetland areas or creeks.

Right-of-Way: Right-of-Way is a general term denoting land, property, or interest therein, usually in a strip, acquired for transportation purpose, utilities corridor or drainage canal.

Shared Roadway: Any roadway upon which a bicycle lane is not designated and which may be legally used by bicycles regardless of whether such facility is specifically designated as a bikeway.

Sidewalk: A sidewalk is the portion of a highway designed for preferential or exclusive use by pedestrians.

Travel Demand Management (TDM): TDM are low-cost techniques to reduce the travel demand. These include ridesharing, public transit use, work-hour rescheduling, high occupancy vehicle lanes, park and ride facilities, parking management, trip reduction ordinances, user fees, congestion road pricing, and ramp metering. The focus of these techniques is primarily on behavioral changes, rather than facility improvement.

Trip Generators and Attractors: Trip Generators and Attractors are land uses which either generate or attract vehicular and non-motorized traffic. Parks, schools and cultural sites are some examples of generators and attractors.

TITLE XXVIII- NATURAL RESOURCES; CONSERVATION, RECLAMATION, AND USE CHAPTER 375 OUTDOOR RECREATION AND CONSERVATION

(1994) - Florida Recreational Use Statute 375.251

Limitation on liability of persons making available to public certain areas for recreational purposes without charge.

(1) The purpose of this act is to encourage persons to make available to the public land, water areas and park areas for outdoor recreational purposes by limiting their liability to persons going thereon and to third persons who may be damaged by the acts or omissions of persons going thereon.

(2)(a) An owner or lessee who provides the public with a park area or other land for outdoor recreational purposes owes no duty of care to keep that park area or land safe for entry or use by others, or to give warning to persons entering or going on that park area or land of any hazardous conditions, structures, or activities there on. An owner or lessee who provides the public with a park area or other land for outdoor recreational purposes shall not by providing that park area or land:

1. Be presumed to extend any assurance that such park area or land is safe for any purpose,
2. Incur any duty of care toward a person who goes on that park area or land, or
3. Become liable or responsible for any injury to persons or property caused by the act or omission of a person who goes on that park area or land.

(b) This section shall not apply if there is any charge made or usually made for entering or using such park area or land, or any part thereof, or if any commercial or other activity, whereby profit is derived from the patronage of the general public, is conducted on such park area or land, or any part thereof.

(3)(a) An owner of land or water area leased to the state for outdoor recreational purposes owes no duty of care to keep that land or water area safe for entry or use by others, or to give warning to persons entering or going on that land or water of any hazardous conditions, structures, or activities thereon. An owner who leases land or water area to the state for outdoor recreational purposes shall not by giving such lease:

1. Be presumed to extend any assurance that such land or water area is safe for any purpose,
2. Incur any duty of care toward a person who goes on the leased land or water area, or
3. Become liable or responsible for any injury to persons or property caused by the act or omission of a person who goes on the leased land or water area.

(b) The foregoing applies whether the person going on the leased land or water area is an invitee, licensee, trespasser, or otherwise.

(4) This act does not relieve any person of liability, which would otherwise exist for deliberate, willful or malicious injury to persons or property. The provisions hereof shall not be deemed to create or increase the liability of any person.

(5) The term "outdoor recreational purposes" as used in this act shall include, but not necessarily be limited to, hunting, fishing, swimming, boating, camping, picnicking, hiking, pleasure driving, nature study, water skiing, motorcycling, and visiting historical, archaeological, scenic, or scientific sites.



Historic Tampa

Tampa Greenways and Trails

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National Register listing of Historic Tampa

Historic Attractors-Generators	Location
Anderson-Frank House	341 Plant Avenue, Tampa
Centro Asturiano	1913 Nebraska Avenue, Tampa
Circulo Cubano	10 th & 14 th Street, Tampa
Curtis House	808 East Curtis, Tampa
Egmont Key	At entrance to Tampa bay
El Centro Espanol	2306 N Howard Avenue, Tampa
El Centro Espanol	1536 E. 7 th Avenue, Tampa
El Pasaje	14 th St & Palm Avenue, Tampa
Episcopal House of Prayer	2708 Central Avenue, Tampa
US Courthouse	601 Florida Avenue, Tampa
Floridian Hotel	905 N Florida Avenue, Tampa
Hillsborough Lodge	508 E Kennedy Boulevard, Tampa
Hutchinson House	304 Plant Avenue
Johnson-Wolff House	38203 South Desoto Street, Port Tampa
Kress Building	811 N. Franklin Street, Tampa
LeClair Apartments	3015 San Carlos Avenue, Tampa
Leiman House	716 South Newport Street, Tampa
Old School House	University of Tampa Campus
Old Tampa Children's Home	3302 North Florida Avenue, Tampa
Stovall House	4621 Bayshore Boulevard, Tampa
Taliaferro TC House	305 South. Hyde Park, Tampa
Tampa Bay Hotel	401 W. Kennedy Boulevard, Tampa
Tampa City Hall	315 John F Kennedy Boulevard, Tampa
Tampa Free Library	102 E 7 th Avenue, Tampa
Tampa Theatre and Office	711 Franklin Street, Tampa
Tampania House	4611 North A Street, Tampa
Union Railroad Station	601 North Nebraska Avenue, Tampa
Archaeological District	8001 Double Branch Road, Tampa
Ybor Factory Building	7 th Avenue between 13 & 14 th Streets, Tampa
Davis Island	53 Aegean, Tampa
Davis Island	36 Aegean, Tampa
Davis Island	161 Bosporus Avenue, Tampa
Davis Island	190 Bosporus Avenue, Tampa
Davis Island	36 Columbia Drive, Tampa
Davis Island	200 Corsica Avenue, Tampa

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Historic Attractors-Generators	Location
Davis Island	100 West Davis Boulevard, Tampa
Davis Island	131 West Davis Boulevard, Tampa
Azar House	97 Adriatic, Tampa
Bay Isle Commercial Building	238 Davis Boulevard, Tampa
Carpenter House	59 Aegean, Tampa
Collins House	418 Blanca Avenue, Tampa
Erbaugh House	132 Baltic Circle, Tampa
Fowler-Wilcox House	125 Baltic Circle, Tampa
Holmes-Colbert House	301 Caspian Avenue, Tampa
Kirkconnell House	124 Baltic Circle, Tampa
Palace of Florence Apts.	45 East Davis Boulevard, Tampa
Palmerin Hotel	115 East Davis Boulevard, Tampa
Spanish Apartments	15 East Davis Boulevard, Tampa
Turner House	220 Blanca Avenue, Tampa
Van Epoel House	116 West Davis Boulevard, Tampa
Warner-Fowler House	84 Adalia Avenue, Tampa
Zickgraf House	202 Blanca Avenue, Tampa
Sulpher Springs Tower	401 East Bird Street, Tampa



Public Art

Public Art

The Tampa Greenways and Trails system also seeks to include public art that is reflective of the culture of the city for use on the greenway and trail network. The addition of public art allows not only for another layer of meaning for this ambitious citywide project but opens another funding avenue.

Public art can serve to enhance the experience of the greenway and trail users and underscore Tampa's high aspiration to their citizens. These aspirations can be evidenced by the preparation for other exceptional events such as the city's bid for the 2012 Olympics.

The public artwork component will also serve to energize the greenways and trails amenities. The artwork should reflect the accumulation of cultural character, aspirations and outlook that are distinctly Tampa. Benches, water fountains, trail surfaces and fencing have been designed by public artists for parks, plazas and pathways. Examples range from Mierle Ukeles' asphalt and recycled glass pedestrian path to the series of witty city benches at the Port of Tampa. The 1989 Hillsborough County Ordinance forwards the inclusion of art to applaud contemporary cultural character and enhance aesthetic vitality.

The art works selected should be site specific or site conditioned, with each piece chosen to promote the functioning and enjoyment of the greenway and trail system. The greenway and trail artists and artisans should be selected for their reputations of working in public space settings.

This outdoor cultural exhibition should expand and challenge the range of the viewers' imagination. This recreation is for both mind and body.



Possible on-road and off-road public art sites, photography by Karla Price



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