The Hillsborough County Metropolitan Planning Organization (MPO) is currently developing the 2004 Westshore Pedestrian System Plan in order to identify priority corridors and areas throughout the Westshore district where improvements are needed to enhance pedestrian accessibility, convenience, and comfort. Due in part to the regional amenities located within this area, i.e. Tampa International Airport, International Plaza Mall, and Westshore Plaza Mall, 4,000 companies of various sizes have established their home in Westshore. Collectively, these companies occupy nearly 11 million square feet of office space. A number of hotels, commercial establishments, and residential units have also been incorporated into the area. Due to the location of this district, situated between six major arterials and two interstates, a large volume of both vehicular and pedestrian traffic is generated daily. It is anticipated that this region of Tampa will continue to experience growth and development pressure due to the presence of attractive trip generators within the area.

Due to the rapid new development that is occurring within the district, roads in Westshore have become stressed accommodating additional single-occupancy motor vehicles. As part of a larger strategy to encourage alternatives to vehicular movement, this study works to promote pedestrian travel by directly addressing pedestrian infrastructure needs.

The Westshore area is defined within this study as the area north of West Kennedy Boulevard and south of West Spruce Street/Boy Scout Boulevard, west of North Dale Mabry Highway and east of Tampa Bay. The primary transportation corridors under study include the following: West Spruce Street/Boy Scout Boulevard, North Dale Mabry Highway, West Kennedy Street, North Westshore Boulevard, Lois Avenue, and West Cypress Street extending from Cypress Point Park to Himes Avenue.

This Technical Memorandum documents the findings and results of a data collection and analysis effort conducted for the Westshore area in May of 2004. It is anticipated that the summary of the data review will assist citizens, planners, and decision-makers to identify key issues and areas to be considered in the development of the plan.

The first section of this document briefly outlines the methodology of the data collection and a summary of findings. In Section 2.0, relevant planning efforts, development standards, zoning classifications, as well as a variety of safety and education programs are examined with regard to planning for pedestrians. Pertinent maps and other supporting documents are referenced and provided within each section.
I. Introduction

METHODOLOGY

At the April 27, 2004 Westshore Pedestrian Plan Kick-off Meeting, a list of data needs was reviewed by meeting participants to ensure all relevant information was identified for consideration in the development of the Plan. This initial coordination included the verification of data sources, contact information, and data format availability (hard copy or electronic). The data needs and sources identified by the agency stakeholders are shown in Table 1. Pedestrian Plan Data Needs and Sources.

These plans and data sets were obtained through subsequent communication with state and local agencies and reviewed to identify and summarize information to be considered in the development of the Westshore Pedestrian System Plan.

Table 1. Pedestrian Plan Data Needs and Sources

<table>
<thead>
<tr>
<th>DATA</th>
<th>SOURCES</th>
</tr>
</thead>
<tbody>
<tr>
<td>2025 Long Range Transportation Plan</td>
<td>Hillsborough County MPO</td>
</tr>
<tr>
<td>Community-Based Plans</td>
<td>City of Tampa</td>
</tr>
<tr>
<td>GIS Data</td>
<td>Hillsborough County MPO/</td>
</tr>
<tr>
<td>Transportation Facilities (All Modes)</td>
<td>City of Tampa/</td>
</tr>
<tr>
<td>Existing/Future Land Use and</td>
<td>Property Appraiser/</td>
</tr>
<tr>
<td>Zoning</td>
<td>Florida Geographic Data</td>
</tr>
<tr>
<td>Aerials</td>
<td>Library</td>
</tr>
<tr>
<td>New Development and Facilities</td>
<td>Westshore Alliance</td>
</tr>
<tr>
<td>Pedestrian Crash Data</td>
<td>Law Enforcement Agencies/FDOT/</td>
</tr>
<tr>
<td></td>
<td>City of Tampa/</td>
</tr>
<tr>
<td></td>
<td>Hillsborough County</td>
</tr>
<tr>
<td>Transit System Routes; Transfer, Stop, and Shelter Locations</td>
<td>HARTline</td>
</tr>
<tr>
<td>Transportation Improvement Program</td>
<td>Hillsborough County MPO</td>
</tr>
<tr>
<td>School/Crossing Guard Locations</td>
<td>School District of Hillsborough County</td>
</tr>
</tbody>
</table>

SUMMARY OF FINDINGS

The review and analysis of existing plans, programs, and pedestrian related data resulted in the identification of the following major themes and issues:

Better sidewalk connectivity through the area is needed. West Spruce Street/Boy Scout Boulevard is largely without sidewalks, making pedestrian accessibility difficult. In addition, significant gaps exist in the sidewalk network along West Cypress Street and Lois Avenue. It is not anticipated that sidewalk connectivity will improve significantly within the area despite the construction of new sidewalks to accommodate future development projects.

A high quality pedestrian environment and sidewalk network is needed. Many of the streets within the Westshore area, with the exception of those specifically mentioned in the previous paragraph, have continuous sidewalks along both street sides. In addition to new sidewalk construction, it is recommended that other factors designed to stimulate an interest in walking be considered. These factors may include:

- creation of pedestrian islands,
- separation of walkways from roads, and
- provision of pedestrian facilities, such as proper placement of street trees and benches.

To ensure barrier-free pedestrian movement, sidewalk and crosswalk standards should be improved and enforced to allow for the efficient movement of pedestrians. Also, timely repair and maintenance of pedestrian facilities is essential to extend the life of such facilities. Roadway design and traffic calming methods are important considerations in creating a safe and comfortable pedestrian environment. Right-of-way reservations and acquisitions need to be sufficient to accommodate proper pedestrian facility placement.

Pedestrian safety is an issue near schools. Within the Westshore area, there are three learning centers: Thomas Jefferson High School, LaVoy Exceptional Center, and Roland Park Elementary/Middle School. Approximately 2,500 students from pre-kindergarten to 12th grade attend these schools. All three facilities are located within the boundaries of West Shore Boulevard, Boy Scout Boulevard, Manhattan Avenue, and West Cypress Street. One school crossing guard, located at the intersection of Laurel Street and Manhattan Avenue, is provided to assist elementary school student pedestrians.

School officials estimate that approximately 1,100 students live within walking distance of these schools. To accommodate this large student population, improved crosswalks and traffic calming measures need to be established within this sub-area of Westshore.
I. Introduction

Based on development patterns and zoning, the primary residential areas within Westshore are located in the southeast section of the project boundary. Many students living in the Westshore area must cross Lois Avenue in order to get to school. Administration staff at Roland Park Elementary/Middle School consider the crossing of Lois Avenue to be dangerous. As a result, the school provides bus service to students living within walking distance of the school.

**Attention should be paid to certain crossings within the Westshore area.** There are a number of crossings within the Westshore area that deserve extra attention. These specific crossings have continuously been mentioned as areas of concern for pedestrian safety. This list includes the following intersections: North Westshore Boulevard and Spruce Street, West Spruce Street/Boy Scout Boulevard and Lois Avenue, North Dale Mabry and West Columbus Drive, West Kennedy Boulevard and North Dale Mabry, and West Kennedy Boulevard and North Westshore Boulevard.

Additionally, West Kennedy Boulevard adjacent to Westshore Plaza Mall experiences high volume pedestrian traffic and should be specifically examined in greater detail throughout this planning effort. Pedestrian crash data indicates that two of the three reported crashes (from 1999 to 2001) that occurred within Westshore took place near interstate on/off ramps. Consequently, it is recommended that these areas be studied in greater detail.
II. Plans and Data Review

The resources that were used to construct this Technical Memorandum were acquired from communication with state and local agencies. Documents, databases, tables, and maps were provided in either hard copy or electronic format, based on availability. The following review of pertinent information provides an in-depth look at information influencing the pedestrian environment within the Westshore area.

The summaries of pedestrian-related resources reviewed in this study are described below. Supporting data such as maps and tables, are referenced and provided at the end of each summary section.

CITY OF TAMPA COMPREHENSIVE PLAN

Policies in the City of Tampa Comprehensive Plan were reviewed to identify those having a relationship to pedestrian facilities. Related policies and objectives include the following:

**Future Land Use Element**

**Policy A-1.9:** The City shall support the Westshore Regional Business District as a major mixed use regional office and commercial activity center by designating the areas within the adopted developments of regional impact as Regional Mixed Use on the Future Land Use Map. Development proposals must be sensitive to the low density neighborhoods surrounding this high intensity activity center. Some of those neighborhoods include: Beach Park, Bon Aire, North Bon Aire, Grey Gables/Southern Pines, Westshore Palms, Lincoln Gardens, and Carver City.

**Policy A-7.4:** Residential development with supporting retail, restaurant, recreation, and open space uses shall be related physically and visually to the nearby areas of the City through a design concept which shall include, but not be limited to: (1) residential development with a full range of urban uses and support facilities; and (2) physically connected neighborhoods bound together by pedestrian paths and public spaces.

**Policy A-10.4:** The City shall, by 1998, amend the Land Development Code to be consistent with the Transportation Concurrency Exception Area (TCEA) and to establish additional criteria which encourage development within urban infill, urban redevelopment, and downtown revitalization areas and to establish pedestrian and transit friendly design standards for activity centers and transit emphasis corridors.

**Policy B-2.14:** The City shall work with affected neighborhood groups to find ways to maintain, or improve, those areas adversely affected by road widenings. Residential uses located adjacent to major roadways can be desirable, and very careful consideration shall be given before any areas planned for residential uses are changed to mixed use or non-residential planned areas. Also, the following methods, such as, but not limited to, will be employed: application of the scenic corridor and gateway concepts described in this element, installation of walls and additional landscaping, sidewalks, special street setbacks, and limitation of trucks on certain roads. The possibility of low interest loans for homeowners to help achieve this, and other funding sources will be examined.

**Policy C-3a.3:** Clustering will be identified on detailed site plans in a compact and contiguous fashion. Types of uses allowed in the open space areas must be consistent with the preservation of significant wildlife habitat and biologically functioning and integrated with the habitat. Examples of permitted uses include conservation, mitigation areas, nature observation, hiking, stormwater systems, landscaping, and pedestrian and bike trails.
II. Plans and Data Review

Policy D-6.1: New commercial development and major commercial renovations shall provide sidewalks in areas where it is practical and feasible for pedestrian oriented activities. The intent is to encourage pedestrian activity, and reduce overall dependence on the automobile.

Policy D-6.2: All new commercial development and major commercial renovations shall be required to provide shade trees along sidewalks, where practical and feasible.

Neighborhoods Element

Policy C-4.2: The City’s Transportation Division shall develop and distribute a Neighborhood Transportation Inspection Checklist to help the City identify within neighborhoods: traffic safety problems; pavement and sidewalk maintenance problems; signal light problems; traffic and street sign problems; street light needs and outages.

Policy C-4.3: The City shall encourage neighborhoods to participate in the City’s Neighborhood Sidewalk and Street Light programs by obtaining neighborhood input and consensus on priority locations.

Transportation Element

Policy 2.7.2: The City, in cooperation with appropriate public and private agencies, shall continue to initiate methods to decrease automobile travel on, or encourage the efficient use on the Florida Intrastate Highway System (FIHS) and other identified roadways within the TCEA. Such methods may include where appropriate, but are not limited to, the following: (excerpt)

- Continued retrofitting of sidewalks and lighting within the City to encourage pedestrian alternatives and to improve pedestrian access to transit and commercial facilities;
- Improvement of intersections to facilitate safe pedestrian modes of transportation;
- Retrofitting of roadways within the City to include bicycle facilities thereby encouraging bicycling as alternative transportation;
- Implementation of the Urban Village land use concept within the City to facilitate integrated land use patterns; and
- Require that transit, bicycle, and pedestrian design considerations be included in the design of all redevelopment and new development projects.

Policy 2.7.10: The City will continue to cooperate with the MPO and Hillsborough Area Regional Transit Authority (HART) in planning an urban rail system for Hillsborough County. This system should be focused to serve the TCEA and provide intermodal connections to other systems such as buses, bicycling, pedestrians, parking garages, and major attractions.

Policy 2.7.13: The City shall continue constructing new sidewalks and other pedestrian facilities throughout the TCEA to encourage more pedestrian trips. High priority will be given to sidewalks that improve mobility and connectivity to transit.

Objective 2.8: The City’s Transportation Element shall contain a process for monitoring overall mobility and economic development within the TCEA and it shall include at a minimum the following components: improvements and/or expansion of mass transit, pedestrian travel, bicycling and other forms of non-automobile travel within the TCEA. A monitoring plan shall be developed and a base line report prepared within one year of the effective date of the TCEA.

Policy 2.8.1: The City shall evaluate the effectiveness of the TCEA every 5 years by monitoring the following performance measures annually: (excerpt)

- Evaluate programs, which promote pedestrian and non-automobile travel in the TCEA including improvements to the pedestrian and bicycle infrastructure.
II. Plans and Data Review

Policy 4.1.3: The City of Tampa shall require development to provide, where appropriate, facilities that support alternative modes of transportation such as fixed route transit and an expanded bus system. These facilities shall include stops, shelters, turn-outs, and transfer locations at major activity areas. Facility design should consider the needs of pedestrians, cyclists, handicapped persons, and transit dependent users.

Policy 4.2.6: Include bicycle and pedestrian facilities in the design and construction of all transit projects where feasible.

Objective 7.3: Starting in 1998, the City will evaluate at least 10 percent of the signalized intersection in the City to determine if changes in traffic control devices and strategies including turn prohibitions can be used to improve the flow of vehicles and the safe passage of pedestrians. The City shall prepare an annual report summarizing the findings of the intersection evaluations. The evaluations shall be the basis for an ongoing program to improve intersection capacity.

Policy 9.1.3: The City of Tampa and HART shall ensure that rail transit terminals, whether for light rail transit, commuter, or high speed rail, are located so as to be conveniently served by the bus system and accessible to bicyclists and pedestrians.

Policy 10.1.1: The City shall continue to work with the Bicycle Advisory Committee (BAC) and the MPO’s Bicycle/Pedestrian Coordinator on development and improvement of bicycle facilities in Tampa in accordance with the Hillsborough County Comprehensive Bicycle Plan.

Policy 10.1.3: Enforce regulations requiring private developers to include bicycle facilities and sidewalks in private developments to promote bicycle/pedestrian connections, in accordance with adopted policies and standards.

Policy 10.4.4: Increase the effectiveness and extent of the City’s participation in the MPO’s current bicycle program by assigning appropriate staff and providing adequate resources to work with the MPO Bicycle and Pedestrian Program Coordinator, and the BAC on bicycle projects within the City.

Goal 11: Heighten the awareness of bicyclists, motorists, and pedestrians regarding their rights and responsibilities for bicycle safety and for sharing the road.

Goal 12: To improve transportation services and facilities that promote pedestrian activities in appropriate locations within the City.

Policy 12.1.1: The City shall strive to provide sidewalks throughout the length of the priority corridors identified in this Pedestrian Component of the Transportation Element and to also consider the installation of other pedestrian facilities such as crosswalks and warning signs, safety islands, lighting, and pedestrian-activated push-button signals in areas of high pedestrian activity.

Policy 12.1.2: The City shall continue to include sidewalk projects, which satisfy the City’s established priority criteria (as described in the adopted MPO Comprehensive Pedestrian Plan) in the City’s Capital Improvement Program (CIP).

Objective 12.2: The City shall consider pedestrian facilities in all planning, design, construction, and maintenance activities related to transportation.

Policy 12.2.1: The City shall continue implementation of current FDOT design standards for incorporating bicycle/pedestrian features in the design of local roads where appropriate.
II. Plans and Data Review

**Policy 12.2.2:** All new and reconstructed roadway projects shall be reviewed by the City’s transportation staff, with assistance from the MPO’s Pedestrian Program Coordinator, to ensure that the plans are in conformity, and practical and economically feasible with the adopted MPO Comprehensive Pedestrian Plan.

**Policy 12.2.3:** The City shall retrofit existing roads lacking pedestrian facilities to provide for systematic connection of existing pedestrian facilities based upon the sidewalk needs inventory developed by the City.

**Policy 12.2.5:** The City shall continue its program for retrofitting all existing crosswalks with curb cuts and handicap ramps to comply with the Americans with Disabilities Act (ADA).

**Objective 12.3:** The City shall work with the MPO to identify financial resources for the development of off-road trails to complement and connect to the sidewalk system.

**Policy 12.3.1:** The City shall provide staff resources to work with the MPO and the County’s trails planning staff to identify potential opportunities to develop pedestrian trails, which would enhance and connect to the City’s sidewalk system.

**Objective 12.4:** The City shall promote walking as a viable mode of transportation and increase pedestrian activity by encouraging the addition of appropriate pedestrian amenities in desirable areas.

**Policy 12.4.1:** The City shall encourage the planning and development of off-road trails with well-designed pedestrian amenities including benches, trash receptacles, and canopies/shading.

**Policy 12.4.2:** The City shall improve the existing streetscape by providing such amenities as suggested in the MPO’s Livable Roadways Report, and the Mayor’s Beautification Committee on a cost affordable basis.

**Policy 12.4.3:** The City shall continue to utilize transit friendly design, including pedestrian facilities in large-scale commercial and residential developments, to discourage total reliance on automobiles and promote a walkable environment where appropriate.

**Policy 12.4.4:** The City shall display and distribute pedestrian films, pamphlets and educational materials outlining the benefits of walking, available through the MPO’s Bicycle and Pedestrian Program.

**Policy 12.4.5:** The City shall work with the Transportation Management Organizations to identify incentives for commuters to walk to work in order to improve air quality, reduce traffic congestion, and improve physical fitness.

**Objective 13.1:** The City shall work with the MPO and the Florida Department of Transportation (FDOT) to develop traffic safety education programs to improve pedestrian traffic safety behavior, including observance of traffic laws, for pedestrians of all ages.

**Policy 13.1.1:** The City shall support efforts to educate all pedestrian age groups, targeting the most “at risk” groups, including the elderly and children especially the implementation of “hands on” pedestrian/traffic education programs.

**Policy 13.1.2:** The City shall work with the BAC to produce and broadcast public service announcements alerting motorists and pedestrians to the main causes of pedestrian crashes and what they can do to avoid a crash.

**Policy 13.1.3:** The City shall work with the Transportation Management Organizations to involve private businesses and government agencies within the City, in pedestrian safety education and communication.

**Policy 13.1.4:** The City shall target high pedestrian crash locations for traffic safety programs (i.e., downtown, USF area).

**Objective 13.2:** The City shall encourage strict enforcement of traffic laws governing both motorists and pedestrians.
II. Plans and Data Review

**Policy 13.2.1**: The City shall direct the Police Department to properly cite violators of pedestrian-related traffic laws.

**Policy 13.2.2**: The City shall encourage the inclusion of pedestrian safety information in the State drivers licensing and re-examination program, and in driver education and defensive driving courses.

**Objective 13.3**: The City shall work with the MPO and the School Board to identify pedestrian safety improvements adjacent and contiguous to school facilities.

**WESTSHORE COMMERCIAL OVERLAY DISTRICT DEVELOPMENT STANDARDS (SEC. 27-463)**

The Westshore Commercial Overlay District Development Standards were reviewed to identify standards pertaining to pedestrian facilities and those that will help create a more pedestrian-friendly environment. These standards are listed as follows:

**Item (f)1**: Pedestrian amenities shall be provided next to areas used by the public, including, but not limited to shade trees, public open space, water features, sitting areas and mass transit.

**Item (f)10**: Continuous sidewalks shall be provided along the entire length of street frontage, and shall be aligned with and connected to that of adjacent and continuous properties.

**Item (f)11**: For properties with multiple tenants and/or multiple structures on-site, pedestrian circulation shall be provided between tenants and/or structures through the use of a sidewalk or other suitable pedestrian connection, not less than five (5) feet wide and where applicable, shall align with and connect to that of adjacent and continuous properties. Sidewalk paving or other pedestrian connections, where applicable, must continue uninterrupted across the mouth of all curb cuts, subject to section 22-315 of the City of Tampa Code of Ordinances.

**Item (f)14**: All buildings shall have pedestrian access oriented toward the public sidewalk adjacent to the street.

**Item (g)1**: Vehicle access shall have minimal impact on pedestrian circulation. Sidewalk paving must continue uninterrupted across the mouth of all curb cuts, subject to section 22-315 of the City of Tampa Code of Ordinances. Decorative pavers, other textured material, or similar permanent delineations shall be used across the mouth of all curbcuts to provide a pedestrian conveyance.

**Item (h)1**: An eight-foot landscape buffer shall be provided along the boundary of all vehicular use areas abutting the public right-of-way. Said buffer shall contain one (1) four-inch caliper tree per thirty (30) linear feet of vehicular use area abutting a right-of-way, and a two-foot hedge planted twenty-four (24) inches on center.

**Item (h)3**: Properties adjacent to residentially zoned properties shall maintain a fifteen-foot landscaped buffer and six-foot-high masonry wall. Said buffer shall consist of at least one (1) tree per sixty (60) linear feet of abutting property.

**Item (j)**: Properties adjacent to residentially zoned properties shall maintain a fifteen-foot landscaped buffer and six-foot-high masonry wall. Said buffer shall consist of at least one (1) tree per sixty (60) linear feet of abutting property.

**Item (j)**: Transit stop provisions. Whenever possible, development within the Westshore Overlay District shall be designed to maximize the efficiency of mass transit. The developer shall coordinate with the City of Tampa and the HARTline system to determine if the site warrants transit stop improvements such as easement dedication or transit shelters. These improvements may be considered for justification for the reduction of up to ten (10) percent of the required parking spaces.
WESTSHORE AREA TRANSPORTATION AND BEAUTIFICATION PROJECTS

There are currently a number of ongoing and proposed projects within the Westshore area. Table 2. Transportation and Beautification Projects provides a brief summary of these projects as compiled by the Westshore Alliance in May 2004. This table presents the description, approximate cost, funding source, and timeline of each project. Figure 1. Transportation and Beautification Projects illustrates the location of these projects within the Westshore area.

<table>
<thead>
<tr>
<th>NO.</th>
<th>PROJECT DESCRIPTION</th>
<th>APPROX. COST</th>
<th>FUNDING SOURCE</th>
<th>START DATE</th>
<th>PROJECT LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Boy Scout Blvd. Plantings</td>
<td>$850,000</td>
<td>City of Tampa / FDOT / HCAA*</td>
<td>Fall 2004</td>
<td>3 to 4 months</td>
</tr>
<tr>
<td>2</td>
<td>Westshore Blvd. Plantings</td>
<td>N/A</td>
<td>City / STAR contractor</td>
<td>May 2004</td>
<td>1 month</td>
</tr>
<tr>
<td>3</td>
<td>Westshore Streetscape</td>
<td>Projected cost is $390,000</td>
<td>Not yet identified</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>4</td>
<td>Dale Mabry Plantings / Medians</td>
<td>$581,000</td>
<td>City of Tampa / FDOT / HCAA*</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>5</td>
<td>Dale Mabry Plantings / Right-of-Way</td>
<td>N/A</td>
<td>$250,000 requested from City in matching funds</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>6</td>
<td>O’Brien Street Extension</td>
<td>N/A</td>
<td>N/A</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>7</td>
<td>Lemon St. Extension</td>
<td>N/A</td>
<td>N/A</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>8</td>
<td>Cypress Point Park</td>
<td>N/A</td>
<td>Funding requested from 2004 Capital Improvement Budget</td>
<td>Spring 2004</td>
<td>TBD</td>
</tr>
<tr>
<td>9</td>
<td>Lois Streetscape</td>
<td>N/A</td>
<td>Funding requested from 2004 Capital Improvement Budget</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>10</td>
<td>Kennedy Blvd. Study</td>
<td>N/A</td>
<td>Funding requested from 2004 Capital Improvement Budget</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>11</td>
<td>Links 1</td>
<td>Improvements to SR 60 from I-275 to the Courtney Campbell Causeway interchange. The project also extends approximately 5,000 ft. west on the Courtney Campbell Causeway. This project will improve access to Tampa International Airport (TIA).</td>
<td>N/A</td>
<td>January 2004</td>
<td>Approx. 6 years</td>
</tr>
<tr>
<td>12</td>
<td>Links 1 Pedestrian Amenities</td>
<td>In conjunction with the Links 1 project, a maintenance road will be available for pedestrian uses from Cypress Point Park to the Courtney Campbell Causeway.</td>
<td>N/A</td>
<td>N/A</td>
<td>TBD</td>
</tr>
<tr>
<td>13</td>
<td>Links 2/3 Pedestrian Amenities</td>
<td>The proposed improvements for this portion of I-275 will replace the existing lanes and will consist of 8to 10 lanes outside the existing interstate facility. This project will improve safety, traffic operations, add capacity to the roads, and will include landscaping and architectural elements.</td>
<td>N/A</td>
<td>N/A</td>
<td>2007</td>
</tr>
<tr>
<td>14</td>
<td>Links 2/3 Pedestrian Amenities</td>
<td>The Westshore Alliance is working with FDOT and the City of Tampa to develop a pedestrian trail near I-275 from Cypress Point Park to Dale Mabry. City Parks is working on a section connecting Cypress Point Park to Westshore Blvd. FDOT is working to connect Westshore Blvd. to Dale Mabry Hwy.</td>
<td>N/A</td>
<td>N/A</td>
<td>TBD</td>
</tr>
</tbody>
</table>
II. Plans and Data Review

Figure 1. Transportation and Beautification Projects

Key
*See Table 2 for Project Reference
II. Plans and Data Review

KENNEDY BOULEVARD CORRIDOR STUDY

In August 2003, the Kennedy Boulevard Corridor Study was concluded. The purpose of this study was to evaluate the Kennedy Boulevard (S.R. 60) corridor from Memorial Highway to Ashley Drive. Overall, the study sought to identify transportation system management and other corridor improvements by encouraging the utilization of alternative travel modes. In addition, the corridor study was designed to promote various urban design concepts within the study area. The following recommendations were made to increase pedestrian movement and enhance the pedestrian experience along Kennedy Boulevard:

Public Transportation Improvements

Recommendations include maintenance and installation of new sidewalks, improvement of crosswalk facilities, and a review of bus stop designations. Other specific recommendations are as follows: filling gaps between sidewalks at bus curbs, funding bus stop infrastructure improvements at selected locations, implementing peak-hour express service on the corridor connecting Westshore Plaza to Downtown, and extending evening service on HARTline routes serving Westshore Plaza Mall.

Bicycle Facilities And Sidewalk Recommendations

This study recommends the placement of parallel bicycle routes to the north and south of Kennedy Boulevard in order to enhance bicycle access throughout Westshore. North A and North B Streets are suggested on the north side of Kennedy Boulevard because both streets are primarily residential in character. On the south side of Kennedy Boulevard, an east-west bicycle route is recommended using combined segments of Azeele Street, Cleveland Street, and Platt Street. Repair of gaps in the existing sidewalk network is suggested to provide continuity along the corridor for pedestrians. In addition, it is recommended that policies related to redevelopment be strengthened, adequate sidewalk width be provided for wheelchairs, unused obstruction be removed, as well as curbs be provided where missing and restored at abandoned driveways.

Landscaping Treatment Recommendations

Pedestrian amenities such as decorative lighting, street furnishings, and utility burials are recommended to improve the landscape of the area. Providing shade in the area while respecting the visibility requirements of adjacent retailers is also suggested in order to enhance the pedestrian environment. This can be accomplished by removing low branches of shade trees and/or clustering palms.

Intersection Improvements

Two intersections within the Westshore Pedestrian Plan’s scope are specifically mentioned as in need of improvements. The first is Dale Mabry Highway and Kennedy Boulevard. The study suggests adding a northbound through lane, modifying the existing signal, and interconnecting the Himes Avenue signal to the one at Dale Mabry Highway. The second is the intersection of Memorial Highway and Kennedy Boulevard. The study recommends that a second northeast to northwest left turn lane be added.

Example of Potential Streetscape/Landscape Design for Roadside Edge and Median, Kennedy Boulevard between Manhattan Avenue and Hubert Avenue

Example of Potential Streetscape/Landscape Design for intersection, Kennedy Boulevard and Lois Avenue
II. Plans and Data Review

CITY OF TAMPA ZONING CLASSIFICATIONS

There is an eclectic mix of zoning within the Westshore district. The area encompasses single-family residential, multi-family residential, as well as various types of commercial zoning districts. Figure 2. Zoning Districts displays the zoning districts of the Westshore area.

ROAD JURISDICTION WITHIN THE WESTSHORE AREA

Roads within the Westshore study area are either under the jurisdiction of the State of Florida or the City of Tampa. Table 3. Road Jurisdiction with the Westshore Area lists each road within the study and the agency that has jurisdiction over it.

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Table 3. Road Jurisdiction within the Westshore Area

<table>
<thead>
<tr>
<th>ROAD</th>
<th>AGENCY WITH JURISDICTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boy Scout Boulevard</td>
<td>State of Florida</td>
</tr>
<tr>
<td>N Dale Mabry Highway</td>
<td>State of Florida</td>
</tr>
<tr>
<td>W Kennedy Boulevard</td>
<td>State of Florida</td>
</tr>
<tr>
<td>W Spruce Street</td>
<td>State of Florida</td>
</tr>
<tr>
<td>W Cypress Street</td>
<td>City of Tampa</td>
</tr>
<tr>
<td>Lois Avenue</td>
<td>City of Tampa</td>
</tr>
<tr>
<td>N Westshore Boulevard</td>
<td>City of Tampa</td>
</tr>
</tbody>
</table>

Pedestrian Mobility is Important

Pedestrian mobility is an essential element in the creation and preservation of sustainable communities. In order for pedestrian facilities to be fully utilized, they must: connect to trip generators, like the road network, be consistent and predictable, and be addressed at each level of the planning process.

Additional Pedestrian Facility Investment is Needed For Hillsborough County

200 sidewalk segments, which total approximately $40 million, have been identified to enhance pedestrian mobility within the county.

Pedestrian Mobility is Different in Urban and Rural Areas

Community plans in urban areas tend to emphasize sidewalk connectivity and its importance in enhancing the pedestrian environment. In contrast, rural community plans in the county indicate a preference for rural roadway sections that omit sidewalks, which are perceived as unnecessary, in order to preserve natural vegetation.

Pedestrian Safety Continues to be an Issue

Hillsborough County ranks third in the state for pedestrian crashes, trailing Miami-Dade and Broward counties. To help reduce injuries and fatalities, pedestrian safety issues must be included in driver education and training programs.

2004 HILLSBOROUGH COUNTY PEDESTRIAN PLAN UPDATE - TECHNICAL MEMORANDUM: DATA COLLECTION AND ANALYSIS

Upon review of this document, the following observations were made:

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II. Plans and Data Review

Figure 2. Zoning Districts

Key
- M-AP-1 (Airport Compatibility District, most affected by air traffic)
- M-AP-2 (Airport Compatibility District)
- M-AP-3 (Airport Compatibility District)
- M-AP-4 (Airport Compatibility District)
- Commercial
- Planned Development
- Multi-Family Residential
- Single Family Residential

Scale (miles)
II. Plans and Data Review

PEDESTRIAN/MOTOR VEHICLE CRASH, INJURY, AND FATALITY DATA

2002 FLORIDA CRASH FACTS REPORT

*Florida Department Of Highway Safety And Motor Vehicles*

This report contains data from the crash database of the Florida Department of Highway Safety and Motor Vehicles, compiled from traffic crash reports completed by state and local law enforcement agencies. The report indicates that of the 3,143 fatalities that occurred on Florida’s roadways in 2001, pedestrian fatalities accounted for 15.4 percent of this total number.

HILLSBOROUGH COUNTY PEDESTRIAN CRASH DATABASE, 1999-2001

The pedestrian crash database indicates that 748 crashes occurred from 1999 to 2001 involving pedestrians in Hillsborough County. Of these total crashes, 56 percent occurred during daylight hours while 36 percent occurred at night. Of the total number of crashes that occurred within Hillsborough County, three took place in the Westshore district.

Figure 3. Pedestrian Crashes displays the three crash locations. Two of these crashes occurred during daylight and one took place at night. Each accident was caused by either careless driving or a distracted driver. Two of the three accidents occurred where I-275 on-/off-ramps intersect major roads in the Westshore area. One occurred on Kennedy Boulevard between Lois Avenue and North Westshore Boulevard.
II. Plans and Data Review

**Figure 3. Pedestrian Safety**

Key:
- Crash Involving Pedestrian

Scale (miles)

0 0.5 1 Mile
II. Plans and Data Review

NEW DEVELOPMENTS AND FACILITIES

There are a number of projects in various stages of development within the Westshore area. Table 4 summarizes these development projects. Figure 4. New Development and Facilities displays the future locations of each of these developments.

Table 4. New Development and Facilities

<table>
<thead>
<tr>
<th>NO.</th>
<th>PROJECT</th>
<th>LOCATION</th>
<th>PROJECT TYPE</th>
<th>SQUARE FEET</th>
<th>OCCUPANCY DATE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Corporate Center 3</td>
<td>Boy Scout Blvd. and Lois Ave.</td>
<td>Commercial/Office</td>
<td>330,000</td>
<td>July 2004</td>
<td>8 stories, 300 rooms, 12,500 s.f. meeting space</td>
</tr>
<tr>
<td>2</td>
<td>Renaissance Hotel</td>
<td>International Plaza Mall</td>
<td>Hotel</td>
<td>N/A</td>
<td>August 2004</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Walter’s Crossing</td>
<td>Northwest corner of Dale Mabry and I-275</td>
<td>Retail</td>
<td>350,000</td>
<td>October 2004: Macaroni Grill and Rooms To Go/July 2005: Remaining tenants</td>
<td>2-story shopping center with 4-story parking deck</td>
</tr>
<tr>
<td>4</td>
<td>FBI Regional Office</td>
<td>5525 W Gray St.</td>
<td>Commercial/Office</td>
<td>112,000</td>
<td>Summer 2005</td>
<td>4-story building with 3-story parking deck</td>
</tr>
<tr>
<td>5</td>
<td>New Airside C Outbound Baggage Handling System, Aircraft and Firefighting Facility</td>
<td>Tampa International Airport (not shown on Figure 4)</td>
<td>N/A</td>
<td>300,000</td>
<td>April 2005</td>
<td>N/A</td>
</tr>
<tr>
<td>6</td>
<td>Staples</td>
<td>3702 W Spruce St.</td>
<td>Retail</td>
<td>20,338</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>7</td>
<td>Tampa International Jet Center</td>
<td>Jim Water Blvd. at Tampa International Airport (not shown on Figure 4)</td>
<td>Private Jet Hanger</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>8</td>
<td>Tampa Bay One</td>
<td>Southeast corner of Dale Mabry and I-275</td>
<td>Mixed-Use, Office, Retail, Residential</td>
<td>2,000,000</td>
<td>TBD</td>
<td>700,000 s.f. office, 250,000 s.f. specialty retail, 300 room hotel, 42 luxury condo units</td>
</tr>
<tr>
<td>9</td>
<td>Phillips Development - Multi-Family</td>
<td>2021 N Lemon St. (not shown on Figure 4)</td>
<td>Apartments</td>
<td>N/A</td>
<td>N/A</td>
<td>350 unit apartment complex</td>
</tr>
<tr>
<td>10</td>
<td>Parkland Development Corporation</td>
<td>1810 N Manhattan Ave.</td>
<td>Apartments</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>11</td>
<td>N/A</td>
<td>SE Corner of Lois Ave. and Spruce St.</td>
<td>Multi-Family</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>12</td>
<td>HCC Hospitality Center</td>
<td>N/A (not shown on Figure 4)</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>13</td>
<td>Highwoods Bay Center</td>
<td>Bay Center Drive</td>
<td>Commercial/Office</td>
<td>410,000</td>
<td>TBD</td>
<td>Twin 7-story buildings with a parking deck</td>
</tr>
</tbody>
</table>
II. Plans and Data Review

Figure 4. New Development and Facilities

Key
1. Hotel
2. Office
3. Commercial
4. Retail/Food
5. MF Residential
6. Mixed Use
7. Government
8. Office
9. Office
10. MF Residential
11. MF Residential
12. MF Residential
13. Commercial

- Current Construction/Recently Completed
- Proposed Construction

Scale (miles)
II. Plans and Data Review

HILLSBOROUGH COUNTY 2025 LONG RANGE TRANSPORTATION PLAN

Adopted November 2001, Amended April 2003

The purpose of this long-term, high investment plan is to meet state and federal transportation planning and environmental program requirements. The Long Range Transportation Plan (LRTP) identifies goals and objectives that will produce the desired effect of a more efficient, safe, and accessible transportation system. Within the LRTP, pedestrian needs are documented based on review of recent studies and factors, such as proximity to attractors (schools, shopping areas, parks, libraries, transit, and other public facilities). To identify and prioritize pedestrian improvement projects for future funding, projects are scored based on criteria that considers destination and population concentrations (latent demand), location within the Urban Service Area, as well as public input and preference.

Table 5. LRTP Cost Affordable Transit Projects in the Westshore Area

<table>
<thead>
<tr>
<th>REF NO.</th>
<th>PROJECT</th>
<th>LOCATION</th>
<th>DESCRIPTION</th>
<th>TIMELINE</th>
<th>TOTAL PROJECT COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.6</td>
<td>SR 60 (Memorial Highway)</td>
<td>Courtney Campbell Causeway to I-275</td>
<td>Increase number of lanes from 8 to 10</td>
<td>2002-2006</td>
<td>Capital Improvement Funding</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Project funding in the 5-year CIP or Work Program</td>
</tr>
<tr>
<td>SIDEWALK PROJECTS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P2010</td>
<td>Frontage Rd.</td>
<td>Cypress St. to Boy Scout Blvd.</td>
<td>N/A</td>
<td>2016-2025</td>
<td>$109,099</td>
</tr>
<tr>
<td>P1225</td>
<td>Memorial Highway</td>
<td>Courtney Campbell Causeway to Boy Scout Blvd.</td>
<td>N/A</td>
<td>2007-2015</td>
<td>$132,373</td>
</tr>
<tr>
<td>P1226</td>
<td>Memorial Hwy.</td>
<td>Boy Scout Blvd. to Cypress St.</td>
<td>N/A</td>
<td>2007-2015</td>
<td>$68,369</td>
</tr>
<tr>
<td>P1227</td>
<td>Memorial Hwy.</td>
<td>Cypress St. to I-275</td>
<td>N/A</td>
<td>2016-2025</td>
<td>$56,721</td>
</tr>
<tr>
<td>P1228</td>
<td>Memorial Hwy.</td>
<td>I-275 to Kennedy Blvd.</td>
<td>N/A</td>
<td>2007-2015</td>
<td>$37,821</td>
</tr>
</tbody>
</table>

As illustrated in the table, several projects are proposed to take place within the Westshore area. In particular, there are four sidewalk projects planned on West Spruce Street/Boy Scout Boulevard from Memorial Highway to Columbus Road. This is an area that presently lacks sidewalks aside from a few existing segments adjacent to new commercial development.
SAFETY AND EDUCATION PROGRAMS

NATIONWIDE PROGRAMS

There are a variety of national programs and publications that attempt to increase pedestrian safety and education. Descriptions of relevant programs and publications are presented below:

Accommodating Bicycle and Pedestrian Travel: A Recommended Approach (US Department of Transportation)

This is a policy statement adopted by the United States Department of Transportation (USDOT). USDOT hopes that public agencies, professional associations, advocacy groups, and others adopt this approach as a way of committing themselves to integrating bicycling and walking into the transportation mainstream.

Pedestrian Safety Program (USDOT/ The National Highway Traffic Safety Administration)

The National Highway and Traffic Safety Administration (NHTSA) pedestrian safety programs are directed toward reducing pedestrian injuries and fatalities through education, enforcement, and outreach. Additional goals include: reducing the number of impaired pedestrian injuries and fatalities, improving the safety of elderly pedestrians, and reaching diverse communities.

Guide for the Development of Bicycle Facilities (American Association of State Highway and Transportation Officials)

This document provides guidance on planning and designing for bicycles. It includes chapters on operations and maintenance of bicycle facilities.

The BikeEd Program (League of American Bicyclists)

The goal of this program is to provide tips, tools, and techniques on how to operate a bike safely and legally.

STATEWIDE PROGRAMS

Statewide programs and publications are primarily offered by FDOT. The following is a list of programs and publications that are currently available:

The Florida Pedestrian and Bicycle Program

This program is responsible for generating initiatives to improve the environment for safe, comfortable, and convenient walking and bicycling trips. In addition, it seeks to improve the performance and interaction among motorists, bicyclists, and pedestrians.

Florida School Crossing Guard Training Program

In 1992, a law was passed requiring local governmental entities in counties with populations over 75,000 to provide a training program for school crossing guards based on guidelines. As of May 2004, 35 counties were required to have state certified crossing guards; 32 counties were not mandated to meet this requirement.

The Florida Traffic and Bicycle Safety Education Program

The mission of this program is to administer a traffic and bicycle safety education program through workshops and certificate programs for Florida elementary and middle school teachers, community volunteers, law enforcement officers, and recreation leaders.

Walk Alert

This is a statewide pedestrian newsletter that provides guidelines for pedestrians to follow while competing with vehicular traffic.

Walkable Communities

This is a publication that guides community design in a manner that considers pedestrian needs. This document recommends continuous, linked walkways; pedestrian-oriented intersections; access management for pedestrians; and criteria for streets around schools.

Florida Pedestrian Facilities Planning and Design Handbook

Included within this manual are references on how to provide for the following: pedestrians with disabilities, design intersections, traffic calming and school access.

FDOT is encouraging local governmental entities and private schools not covered by the law to offer training programs to their crossing guards based on these guidelines. As of May 2004, 35 counties were required to have state certified crossing guards; 32 counties were not mandated to meet this requirement.
COUNTYWIDE PROGRAMS

Through the Hillsborough County Department of Public Works, the following programs have been created:

Residential and Neighborhood Traffic Calming Programs
In response to complaints related to speeding and cut-through traffic, Hillsborough County instituted two programs to install traffic calming measures in neighborhoods. The Residential Traffic Calming (RTC) Program allows residents to petition for speed bumps on streets where through traffic and speeding is a problem. The Neighborhood Traffic Calming Program addresses traffic calming within neighborhoods.

The School Safety Program
This program is responsible for developing school-related traffic plans, including projects such as pedestrian signals and crossings, school zones, parking prohibitions, and school signing. This is a collaborative effort of Hillsborough County Public Works, the Hillsborough School Board, the Sheriff’s Office, and individual schools.

SCHOOL/CROSSWALK LOCATIONS

The location of school facilities is a critical element of the pedestrian plan because of the heavy pedestrian traffic associated with these facilities. Roland Park Elementary/Middle School (grades K-8), Thomas Jefferson High School (grades 9-12), and LaVoy Exceptional Center (grades pk-12) are the schools located within the Westshore area as illustrated within Figure 5. School Locations. Roland Park Elementary/Middle School has a total student population of approximately 865 students. To facilitate safe passage across Lois Avenue, the school provides a bus service to all students within walking distance.

School officials estimate that around 200 students live within this area. There is a crossing guard located at the intersection of Laurel Street and Manhattan Avenue to assist elementary school students that chose to cross the intersection while walking to and from school. LaVoy Exceptional Center has approximately 118 students. According to school officials, none of the students walk to this center. Thomas Jefferson High School has approximately 1,563 students. School officials estimate approximately 900 students walk to and from school. Therefore, the total number of school-age pedestrians in this area is estimated to be 1,100 students.
II. Plans and Data Review

Figure 5. School Locations

Key
- Purple: Thomas Jefferson High School
- Yellow: LaVoy Exceptional Center
- Red: Roland Park Elementary/Middle School

Scale (miles)
II. Plans and Data Review

SIDEWALK PROGRAMS

CITY OF TAMPA SIDEWALK PROGRAM

The City of Tampa has an annual fund of $680,000 for new sidewalk construction. The criteria considered to appropriately award these funds include the following: proximity to a school, documented pedestrian activity, proximity to major roadways and thoroughfares, proximity to mass transit routes, and level of neighborhood interest.

The City also has an annual fund of approximately $600,000 for the repair and replacement of existing sidewalks. The criteria considered to appropriately award these funds include the following: the severity of the sidewalk damage or deflection, level of neighborhood interest, and whether or not there is proximity to a large number of other sidewalks requiring repair.

WESTSHORE SIDEWALK INVENTORY

Previous sidewalk inventories have identified a need for sidewalks along West Spruce Street/Boy Scout Boulevard and Memorial Highway. In order to get a more thorough understanding of the specific sidewalk needs within the district, a separate inventory of sidewalks adjacent to roadways within the Westshore area was performed. Table 6, Westshore Sidewalk Inventory summarizes the existing sidewalk conditions for each of the major roads within the Westshore area. Existing sidewalks within the area are illustrated on Figure 6. Existing Sidewalks.

<table>
<thead>
<tr>
<th>CORRIDOR</th>
<th>EXISTING SIDEWALK</th>
</tr>
</thead>
<tbody>
<tr>
<td>W Spruce Street/Boy Scout Boulevard</td>
<td>On the eastbound side, there are very limited sidewalks. Existing sidewalks extend from slightly east of the Westshore Boulevard intersection to Trask Street and west of Lois Avenue to Dale Mabry Highway. On the westbound side, there are no sidewalks, with the exception of a segment extending west from Westshore Boulevard to the bus shelter.</td>
</tr>
<tr>
<td>Dale Mabry Highway</td>
<td>Sidewalks are continuous on Dale Mabry Highway in both directions.</td>
</tr>
<tr>
<td>W Kennedy Boulevard</td>
<td>Sidewalks are continuous on W Kennedy Boulevard with the exception of a section on the westbound side near Westshore Plaza Mall approaching Memorial Highway.</td>
</tr>
<tr>
<td>W Westshore Boulevard</td>
<td>Sidewalks are continuous on Westshore Boulevard in both directions.</td>
</tr>
<tr>
<td>Lois Avenue</td>
<td>On the northbound side of Lois Avenue, the sidewalk ends at Spruce Street. On the southbound side, there is a continuous sidewalk.</td>
</tr>
<tr>
<td>W Cypress Street</td>
<td>On the westbound side, there is a gap from the I-275 underpass to Hubert Avenue; the sidewalk ends prior to reaching Cypress Point Park at 5521 W Cypress St. On the eastbound side, the sidewalk is continuous until 5524 W Cypress St.</td>
</tr>
</tbody>
</table>
II. Plans and Data Review

Figure 6. Existing Sidewalks
II. Plans and Data Review

TRAILS

CITY OF TAMPA GREENWAYS AND TRAILS
MASTER PLAN ADOPTED FEBRUARY 1, 2001

The goal of the Tampa Greenways and Trails Master Plan is to increase non-motorized transportation opportunities and provide public access to recreational areas throughout the City of Tampa. In order to accomplish this goal, the plan identifies ways to improve connections within the City of Tampa between neighborhoods, public spaces, and surrounding jurisdictions, as well as ways to make the city more pedestrian and bicyclist friendly. The system provides:

• Passive and active recreational venues for walkers, hikers, skaters, bicyclists and canoeists;

• Conservation of open spaces; and

• Opportunities for environmental and historical education.

This document identifies existing greenway and trail conditions within the City of Tampa, creates a Greenways and Trails Citizens Advisory Committee, outlines goals and objectives, and includes design guidelines for greenway and trail development, as well as expansion plans for six greenway areas:

• South Tampa Greenway,

• Bayshore Boulevard Greenway,

• Hillsborough River Greenway,

• West Tampa Greenway,

• McKay Bay Greenway, and

• New Tampa Greenway.

The West Tampa Greenway could potentially provide linkages to the Westshore area of Tampa by connecting segments for parks, playgrounds, and schools in the area. In addition, the possibility exists to add greenways in the open space created by the FDOT I-275 and Memorial Highway road widening project, which is slated to take place over a 10- to 20-year timeframe. Other greenway and blueway trail opportunities will include TIA property and Old Tampa Bay.

TRANSIT

TRANSIT SYSTEM BUS ROUTES

HARTline provides fixed-route transit service to the Westshore district of Tampa. There are currently 10 routes that service this area. The route numbers are as follows: 10, 15, 30, 32, 36, 81, 58LX, 100X, 200X, and 300X. Routes 10, 15, 30, 32, 36, and 81 are local routes that have numerous stops throughout the Westshore area. Route 58LX is the northern cross-country limited express while routes 100X, 200X, and 300X are part of the Clearwater Express. Routes 100X and 300X have no stops or transfers within the Westshore district and consequently are not included in the following figure. All remaining routes, along with all stop and transfer locations, are illustrated on Figure 7. Existing Bus Routes.

SUMMARY

The intention of this study is to produce a document that will enhance pedestrian mobility and the overall pedestrian environment within the Westshore area. The purpose of this document is to identify key issues and focal points that need to be considered in plan development. The foundation for the creation of a Westshore Pedestrian System Plan should be guided by the key issues identified within this document, as well as by the presented recommendations.
II. Plans and Data Review

Figure 7. Existing Bus Routes