



# CITY OF TAMPA TRANSPORTATION DIVISION 2012 STATUS REPORT

## BAYSHORE TASK FORCE RECOMMENDATIONS 2004

**September 27, 2012**

### The 2004 Bayshore Task Force Recommendations:

1. Place sidewalks on the west side of Bayshore Boulevard to connect to existing sidewalks and to provide a pedestrian collection to signalized intersections.

**Complete at all feasible locations.**

2. At Bay to Bay Boulevard and Howard Avenue, change the north bound signal lights (which are currently always-green arrows) to traditional signals. Provide associated pedestrian crosswalks using brick pavers or other material that sets the crossing section apart from the roadway.

**Complete.** Howard Avenue and Bay to Bay Boulevard have been improved to fully operational traffic signals with pedestrian features. Upgraded crosswalks and ADA pedestrian ramps have also been installed. The decorative imprint crosswalk was removed as part of the Hillsborough County resurfacing and will be replaced in the near future.

3. At the north end, where Bayshore Boulevard is six lanes, reduce to four lanes and add north and south bound bicycle lanes. (Pursue grant funding for this purpose.)

**Complete.** This work was part of the Bayshore Boulevard Enhancement Project, Phase I, which was completed in November 2011.

4. Place a bicycle lane on the south bound lane, to the extent possible.

**Partially complete.** The south bound bicycle lane from Davis Island ramp to Rome Avenue was recently completed as part of the above referenced project. The remaining portions of the south bound bicycle lane will be constructed under Phase II and Phase III projects.

5. In coordination with Item 3 above, create widened medians and stacking lanes for left turns, to the extent possible.

**Complete.** Part of the Bayshore Boulevard Enhancement Project, Phase I.

6. Add a complete, red-yellow-green, traffic signal for north bound traffic at the Bayshore Boulevard and Platt Street intersection. Provide pedestrian crosswalks throughout the intersection.

**Complete.** Part of the Bayshore Boulevard Enhancement Project, Phase I. There is a fully operational signal at this intersection, which includes pedestrian push buttons and upgraded ramps and crosswalks. There is also a newly installed advance signal warning flasher on Bayshore Boulevard that goes into "flash" when the pedestrian push button is activated for pedestrians crossing Bayshore Boulevard at Platt Street.

## The 2004 Bayshore Task Force Recommendations – September 27, 2012:

7. Provide signage along Bayshore Boulevard to indicate Crosstown entrances at Euclid Avenue and Bay to Bay Boulevard.

**Future Project.** Tampa Hillsborough County Expressway Authority (THEA) has indicated they are planning signage for the Selmon Expressway way-finding. They have recently communicated with the Transportation Division regarding this plan.

8. Provide signage at all entrances to Bayshore Boulevard, indicating “No Trucks”.

**Complete.** Transportation Division recently revisited “No Truck” and “Truck Route” signage along the intersecting corridors leading to Bayshore Boulevard.

9. Swann Avenue and Magnolia Drive

- a. **Complete.** These improvements were completed as part of the Bayshore Boulevard Enhancement Project, Phase I, in November 2011.
- b. This recommendation is no longer necessary or relevant, as this intersection was improved under the Bayshore Boulevard Enhancement Project, Phase I.

10. Install a median from just north of Beach Place to Platt Street. Make Hyde Park Place right-in/right-out, marina parking lot right-in/right-out and One Bayshore right-in/right-out.

**Complete.** Concrete separator was installed as part of the Bayshore Boulevard Enhancement Project, Phase I.

11. Provide a north bound left turn lane on to Jules Verne Street from Bayshore Boulevard. (Adjust Davis Islands exit ramp accordingly, to include a full stop and a pedestrian crossing at the full stop.) Remove parking spaces as necessary at the Marina.

**Partially Complete.** A north bound left at this intersection is not feasible due to the impact that would result to the drainage system and the linear park area along the Bayshore Boulevard sidewalk and balustrade. However, the above referenced project did include improvements to the Davis Islands off ramp, and provided for a stop condition at the end of the ramp, which will improve pedestrian and vehicular safety.

12. Close the median cut at Dakota Avenue (too close to the Rome Avenue intersection).

**Complete.** This improvement was made as part of the Bayshore Boulevard Enhancement Project.

13. Initiate a serious Public Awareness Campaign to address the issues of speeding, with emphasis on driver, pedestrian, and bicycle safety, obeying traffic signs, signals and rules with the ultimate goal of making Bayshore Boulevard and all of the Tampa Bay area safe.

**Complete.** A public awareness campaign focused on encouraging drivers and pedestrians to become more aware of their surroundings and encouraging drivers to slow down was developed, implemented and was to be conducted FY07. Shannon Edge, Director of Neighborhood and Community Relations was the chairman for this campaign.

## The 2004 Bayshore Task Force Recommendations – September 27, 2012:

14. Complete the sidewalk along the south side of the road on Bay to Bay Boulevard from MacDill Avenue to Bayshore Boulevard. Widen the sidewalk on the north side of Bay to Bay Boulevard between Bayshore Boulevard and MacDill Avenue. Add a “no right on red” sign for Bay to Bay Boulevard to south bound Bayshore Boulevard.

**Future Project.** The sidewalk gap along Bay to Bay Boulevard on the south side of the road will be implemented through the Transportation Division Sidewalk Program in FY13. The Transportation Division is working with THEA regarding right-of-way access.

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15. Change the speed limit on Bayshore Boulevard to 35 mph. This would move traffic to the Crosstown. Launch as part of a Campaign of Law Enforcement.

**Complete.** The Transportation Division conducted a speed study along the entire length of the Bayshore Boulevard corridor. The recommendation is to keep the speed limit at 40 mph.

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16. Evaluate the median cut at the Inman Avenue, Brevard Avenue, and Bayshore Boulevard intersection for safety hazards. Determine the feasibility of median closure and the impact on traffic patterns to the surrounding streets.

**Complete.** This intersection was improved under the Bayshore Boulevard Enhancement Project. The median was narrowed, a pedestrian refuge was provided, and an improved channelization was included with this intersection upgrade.

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17. Provide improved signage for the Davis Islands, Tampa General Hospital on-ramp to include an earlier notice of the ramp.

**No Longer Applicable.** This recommendation is no longer required due to the recent improvements at this location that were completed with the Bayshore Boulevard Enhancement Project. The easternmost north bound travel lane is now a shared through and right turn lane, rather than a right turn only lane.

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18. Study various alternatives for improved vehicle and pedestrian use at Rome Avenue.

**Complete.** With the addition of the bicycle lane as part of the Bayshore Enhancement Project, Phase 1, the sight distance was improved at this intersection. Additionally, pedestrian ramps and pathways through the center median across Bayshore Boulevard were constructed on the north and south sides of this intersection. This will provide enhanced pedestrian access at this intersection.

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19. Extend the left-turn lane from north bound Bayshore Boulevard onto Rome Avenue.

**Complete.** The westernmost northbound lane has been re-striped and signed as a left turn lane for the intersection of Rome Avenue.

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## The 2004 Bayshore Task Force Recommendations – September 27, 2012:

20. Explore the timing of the traffic light and examine vehicle counts at the intersection of Bay to Bay Boulevard and Bayshore Boulevard in order to evaluate cut-through traffic and traffic back ups during the afternoon rush hour.

**Complete.** The Transportation Division has adjusted signal timings at this intersection to optimize the operation of this intersection.

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21. Open the northwest corner of intersection at El Prado Boulevard for better visibility to the north. Evaluate in conjunction with sidewalk installation to improve visibility to the north.

**Future construction.** This intersection will be improved under the Bayshore Boulevard Enhancement Project, Phase III. The addition of a bicycle lane will provide for improved sight distance from the south bound direction.

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22. Study the area of Bayshore Boulevard, south of Bay to Bay Boulevard for possible ways to improve pedestrian safety. This is a long stretch without a signal to stop traffic for pedestrians. This area typically has higher speeds since it is long, straight and has no interruptions. This section also includes the roadway to an entrance for the Crosstown Expressway (at Euclid Avenue). The neighborhoods have expressed great desire not to have a signal at Bayshore Boulevard and Euclid Avenue. The Task Force recommends this section to be studied for possible safety improvements.

**Under review.** The intersection of Euclid Avenue does not meet the national required signal warrants for a traffic signal. As part of the Bayshore Boulevard Safety Enhancement Plan, this segment of Bayshore Boulevard will be reviewed for additional pedestrian and bicycle safety enhancements.

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23. Recommend the installation of sidewalks and crosswalks at the Bayshore Boulevard and Gandy Boulevard intersection and stopping the free flow of south bound traffic onto Gandy Boulevard.

**Complete.** This project was completed approximately four years ago. Provided improved pedestrian features, including ped heads, sidewalks and ADA ramps, and enhanced crosswalks.

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24. Change the speed limit to 30 mph on Bayshore Boulevard south of Gandy Boulevard; and change Interbay Boulevard south of Gandy Boulevard to 25 mph.

**Under Review.** Traffic studies have been scheduled and recommendation will be forthcoming in the next six months.

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25. Install sidewalk on the west side of Bayshore Boulevard, from Gandy Boulevard south to Interbay.

There is sidewalk on the east side for this entire length, and sidewalk on the west side from Gandy Boulevard to Marlin Avenue. However sidewalk construction on the west side is not cost feasible due to existing development, large trees, elevation differences and other logistical issues.

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## The 2004 Bayshore Task Force Recommendations – September 27, 2012:

26. Straighten out the curb on the east side of the northbound lane at the intersection of Bayshore Boulevard and Gandy Boulevard (southeast corner of the intersection).

**Complete.** The Bayshore Boulevard / Gandy Boulevard project was completed approximately four years ago, which provide for extensive pedestrian and vehicular safety improvements.

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27. Examine the intersection for improved pedestrian and vehicular crossing safety at the intersection of Bayshore Boulevard and Interbay Boulevard (south of the “Y”).

**Complete.** A traffic signal was installed at this intersection in October 2008 with pedestrian features.

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28. Provide a multi-purpose path along Bayshore Boulevard in support of adopted Greenways and Trails Master Plan.

**Complete.** The sidewalk along the balustrade functions as the multi-purpose path depicted in the adopted [Greenways and Trails Master Plan](#), November 2000.

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29. Establish a pedestrian crossing standard to be used throughout the city. Install new standard crosswalks when road or utility work is done or when a development occurs in the area (have developers fund the crosswalks at the new standard level).

Roadway standards currently exist and are utilized in design of roads and intersections.

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30. Encourage traffic traveling east bound from Pinellas County to get on the Crosstown Expressway through proper signage.

**Complete.** THEA has done extensive research to place effective signage for the users of the Selmon Crosstown. Improved overhead signage was installed along Gandy Boulevard as part of the FDOT Gandy Boulevard Corridor Project. This signage guides motorists to Downtown and Brandon via the Selmon Crosstown.

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31. Provide and install attractive “Welcome to Bayshore Boulevard” signage at both ends of Bayshore (Gandy Boulevard and Platt Street) and at Bay to Bay Boulevard and Howard Avenue.

**Partially complete.** A “Welcome to Bayshore Boulevard Linear Park” sign has been installed in the center median at Gandy Boulevard and Bayshore Boulevard.

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32. Work with neighborhoods to develop a Bayshore Boulevard area sign standard and utilize throughout.

**Complete.** See above referenced sign as example.

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## The 2004 Bayshore Task Force Recommendations – September 27, 2012:

33. Continue with a standing Bayshore Task Force to review progress of the recommendations and re-evaluate if necessary.

Bayshore Boulevard Task Force was disbanded some time ago. This 2012 status report is summary of the progress.

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34. Have the Parks and Recreation and Public Works Departments look into how the planting of low hedges and palms can provide traffic calming and aid pedestrians. Include a representative of Crime Prevention Through Environmental Design (CPTED) unit in reviewing this due to safety issues involved in creating low foliage. Evaluate landscaping from Rome Avenue south to Gandy Boulevard.

No funding is available at this time.

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35. Consider a no right-turn on red on Bayshore Boulevard from Bay to Bay Boulevard, as the intersection of Bay to Bay Boulevard and Bayshore Boulevard backs-up during the afternoon rush hour. As Patriot Park is located at that intersection, pedestrians are present, attempting to cross, and are in danger of being involved in a collision.

**Complete.** Howard Avenue and Bay to Bay Boulevard have been improved to fully operational traffic signals with pedestrian features. Upgraded crosswalks and ADA pedestrian ramps have also been installed. A no right-turn restriction is not recommended. Vehicles need to follow State Law and yield to pedestrians.

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36. Recommend a letter (signed by the Mayor) to the Tampa-Hillsborough County Expressway Authority eliminating charges for the south end of the Crosstown Expressway (Gandy Boulevard to downtown). This section should be paid for soon and, when paid, the fee should be eliminated. The recent increase in fees at the south end tollbooth causes more traffic to use Bayshore Boulevard. South end users should not contribute to the double deck section that does not connect to the south end of the Crosstown.

Not a feasible recommendation.

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37. Recommend supporting or initiating legislation to change state law to allow the use of “photo-cop” type operations in Florida.

**Partially complete.** Current state legislation allows red light running cameras. Closest cameras are at Gandy Boulevard and Dale Mabry Highway and Kennedy Boulevard and Ashley Street. TPD has commented on “halo” benefit of these cameras. However, state legislation has not been passed to allow cameras to be used as a means to issue speeding tickets.

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