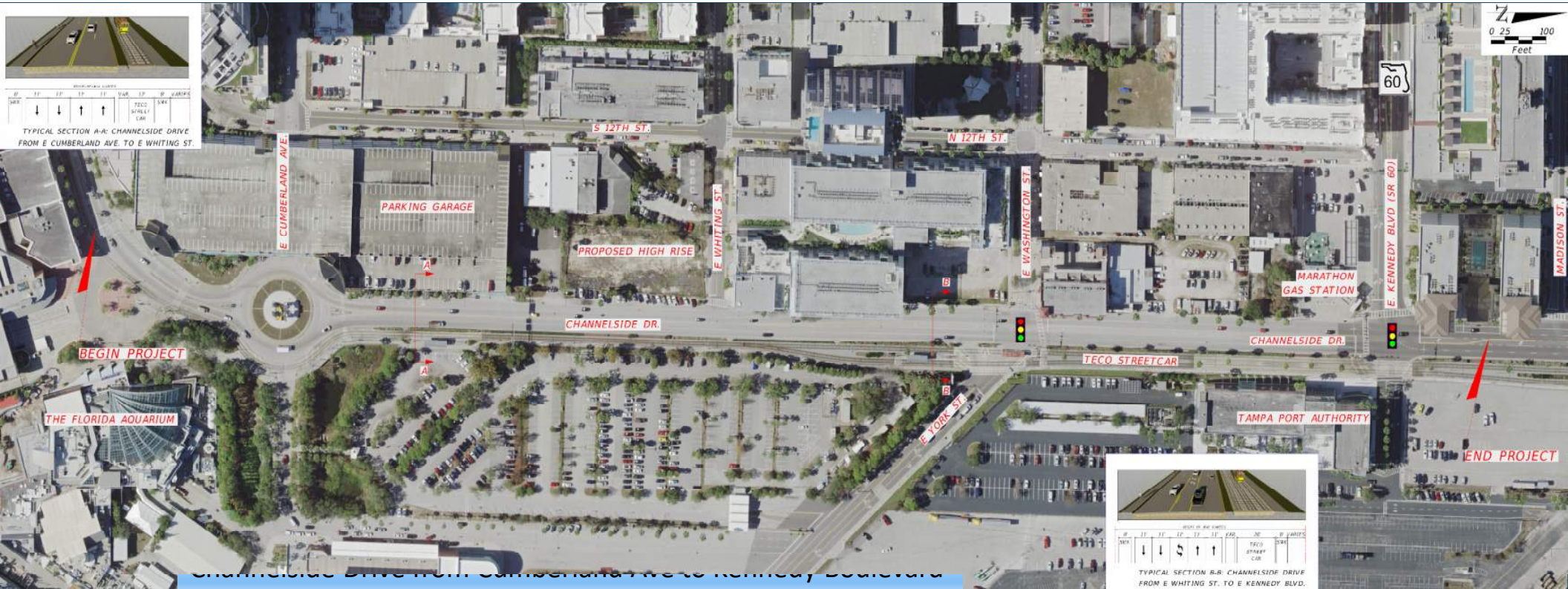
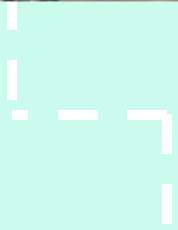


MAKE **YOUR PLACE** ON **CHANNELSIDE DR!**

**MAKE YOUR PLACE  
IN CHANNELSIDE**

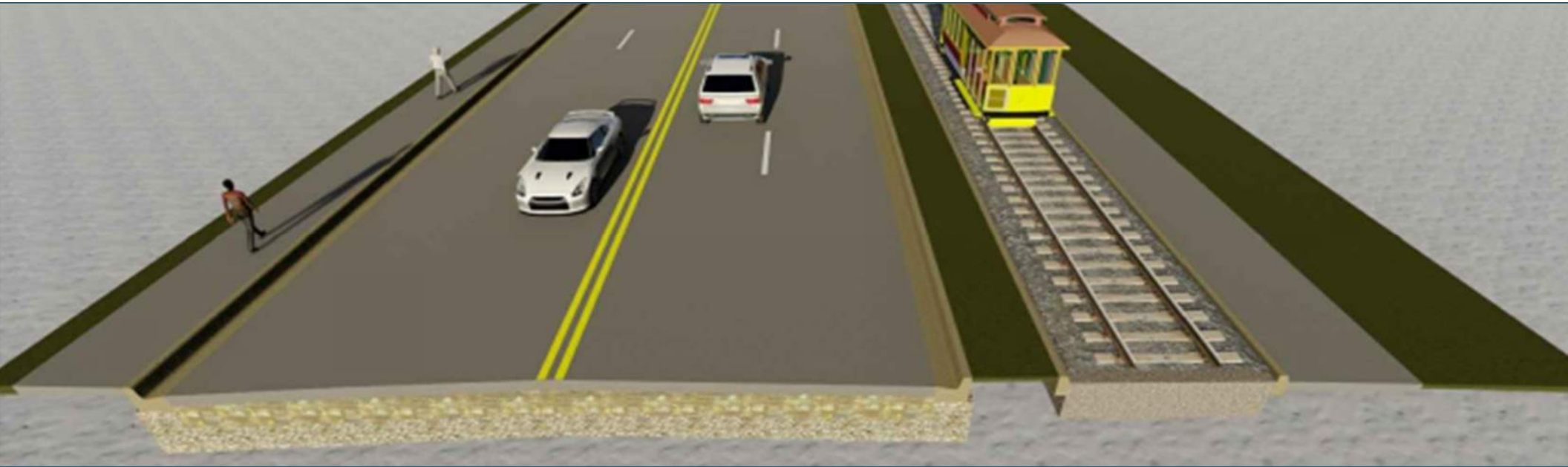
# INTRODUCTION PROJECT LIMITS





# EXISTING CONDITIONS

# EXISTING CONDITIONS



**CHANNELSIDE DRIVE  
FROM E. CUMBERLAND AVENUE TO E. WHITING STREET**

# EXISTING CONDITIONS



**CHANNELSIDE DRIVE  
FROM E. WHITING STREET TO E. KENNEDY BLVD**

# EXISTING CONDITIONS



- Busy Sidewalk
- Narrow walk ways
- Close to traffic (no separation)
- Signs and Trees clog walk ways
- Aged Walkways

# EXISTING CONDITIONS



- Streetcar Corridor
- Crosswalks for rail and roads
- Signals
- Peak Hour Traffic congestion
- Multiple Modes of transportation

# PROJECT OBJECTIVES

MOBILITY & CONNECTIVITY

USER ACCOMMODATIONS

IDENTITY & AESTHETICS

OPPORTUNITIES FOR IMPROVEMENTS

MULTI-MODAL SAFETY & HEALTH

ENVIRONMENTAL SENSITIVITY







# MOBILITY & CONNECTIVITY

# MOBILITY & CONNECTIVITY



-  Cruise
-  Crosswalk
-  Public Parking
-  Streetcar
-  Bikeshare
-  Bus Stop

# MOBILITY & CONNECTIVITY



# MOBILITY & CONNECTIVITY

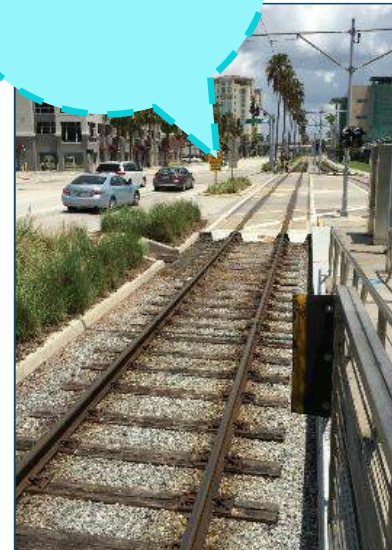


Crossing  
Road and  
Rail

Streetcar  
Path  
Winding

Multiple  
Crossings

Improvement opportunities for safer walkways.

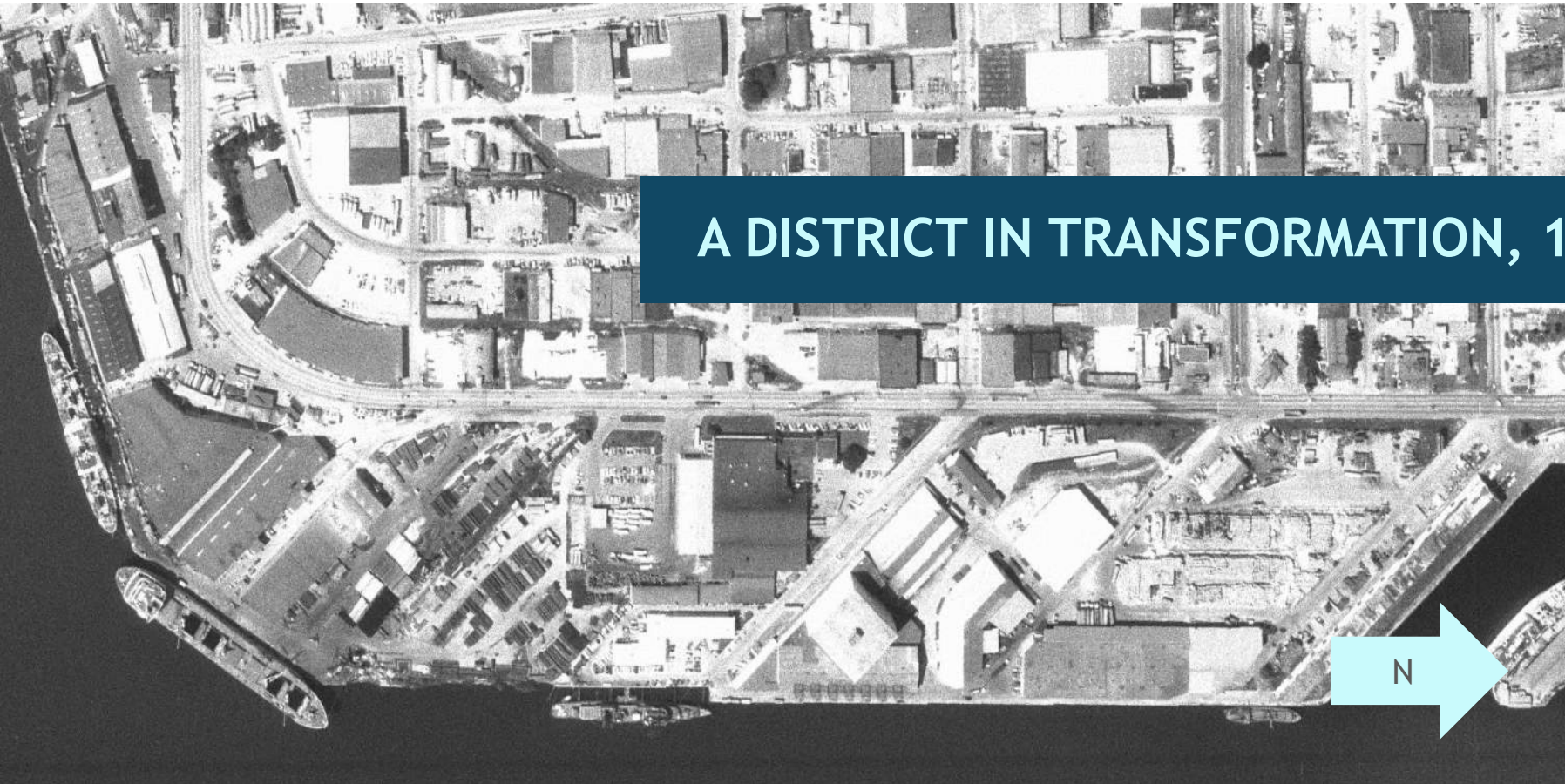




User accommodations will drive the success of this project and will be the net sum of all the other improvements provided by this project.

# USER ACCOMMODATIONS

# USER ACCOMMODATIONS



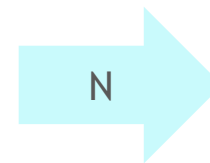
**A DISTRICT IN TRANSFORMATION, 1975**

N

# USER ACCOMMODATIONS



**A DISTRICT IN TRANSFORMATION, 1998**

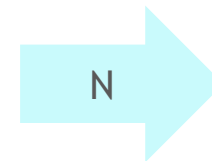


# USER ACCOMMODATIONS



## CONTINUED TRANSFORMATION, 2018

The district has changed greatly in the past 20-yrs from a port centric industrial environment to a more densely populated mixed use urban-intensive residential central business district.





# USER ACCOMMODATIONS



## CONTINUED TRANSFORMATION, FUTURE

The future population density will make vehicular individual transportation more problematic and a walkable environment more necessary.

N



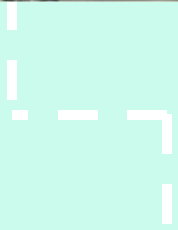
# NEIGHBORHOOD IDENTITY & AESTHETICS

# IDENTITY & AESTHETICS



- Trees/Shade Structures/Benches
- Overarching Theme - Neighborhood
- Consistency w/Colors & Materials
- Outdoor Furnishings
- Benches
- Lighting
- Trash Receptacles
- Bollards
- Art

We want the community input on what identity and aesthetics means so it can be considered in the project and perhaps foresee the future needs of all residents.



# OPPORTUNITIES FOR IMPROVEMENTS

# OPPORTUNITIES FOR IMPROVEMENTS



Rough Walking Area  
☹️



Great Walking Area  
😊



Aged Pavement Markings

Confused Pedestrians



Plants Block Path



Traffic Feels 'Fast' To Pedestrians





# MULTI-MODAL HEALTH & SAFETY

# HEALTH & SAFETY



Here are some interesting facts we've gathered from other places.

47%

## SIDEWALKS

People who live in neighborhoods with sidewalks are 47% more likely to be active at least 30 minutes a day

49%

## BIKE FACILITIES

In Portland, Ore., bicycle commuters ride 49% of their miles on roads with bike facilities, even though these make up only 8% of road miles

15%

## TRAFFIC CALMING

Traffic-calming efforts can reduce the number of automobile crashes involving pedestrians injuries by up to 15%.

30%

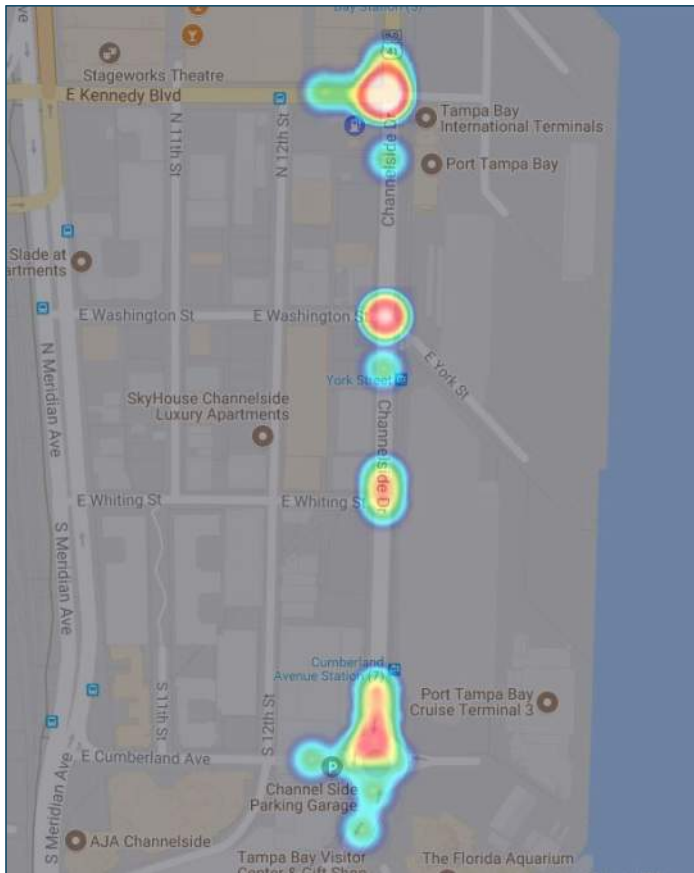
## PUBLIC TRANSPORTATION

Public transit users take 30% more steps per day than people who rely on cars.

# HEALTH & SAFETY



5-yr crash history (2011 to 2016).

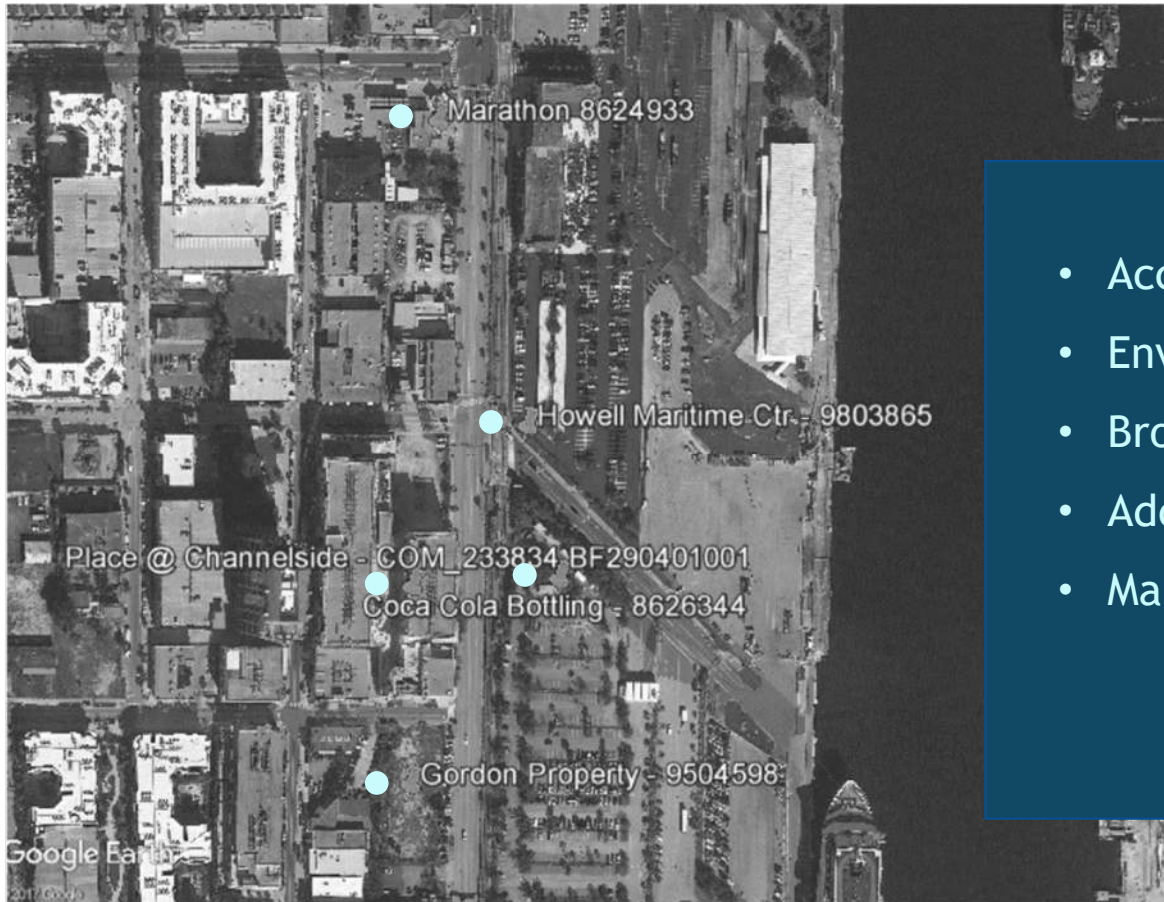




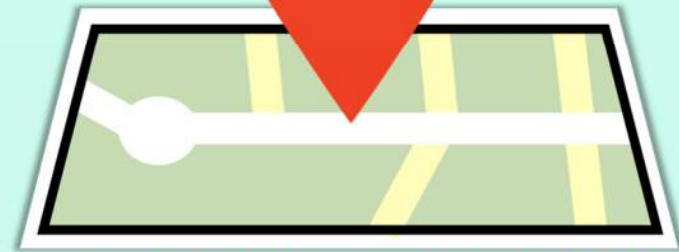


# *ENVIRONMENTAL SENSITIVITY*

# ENVIRONMENTAL SENSITIVITY



- Accommodate Utilities
- Environmentally Progressive
- Brownfields
- Address Permitting Issues
- Make for a better future



MAKE **YOUR PLACE** ON **CHANNELSIDE DR!**

**WORKSHOP**



**1** Please submit written comments using this Comment Card. Use the back of page and additional cards as needed.

Thank you for participating!



**2** Place completed Comment Cards in the COMMENT BOX on the SIGN-IN TABLE. You may also submit comments by email to:

**ChannelsideDrive@tampagov.net**

*by June 30, 2018*

## Channelside Drive Design Project

<http://bit.ly/ChannelsideDrDesign>

YOUR COMMENTS: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

### YOUR CONTACT INFORMATION (optional):

Name: \_\_\_\_\_

Email: \_\_\_\_\_

Phone: \_\_\_\_\_

I'd like to receive email updates for this project.

# IDEAS FOR IMPROVEMENTS



**BIKE LANES**

# IDEAS FOR IMPROVEMENTS



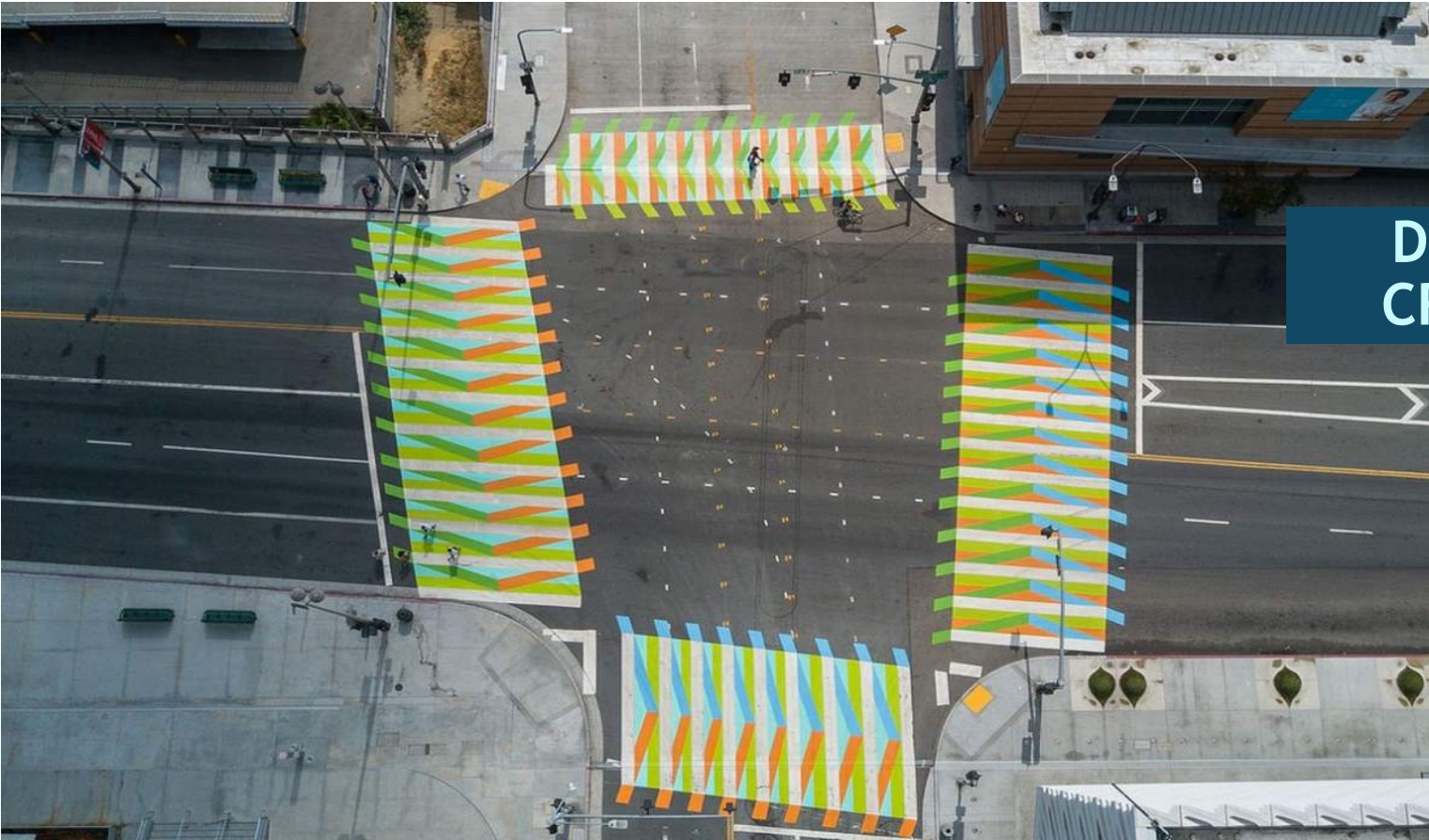
**ON STREET  
PARKING**

# IDEAS FOR IMPROVEMENTS



**SIDEWALKS**

# IDEAS FOR IMPROVEMENTS



**DECORATIVE  
CROSSWALKS**



# IDEAS FOR IMPROVEMENTS



**PAVEMENT**

# IDEAS FOR IMPROVEMENTS



## LIGHTING



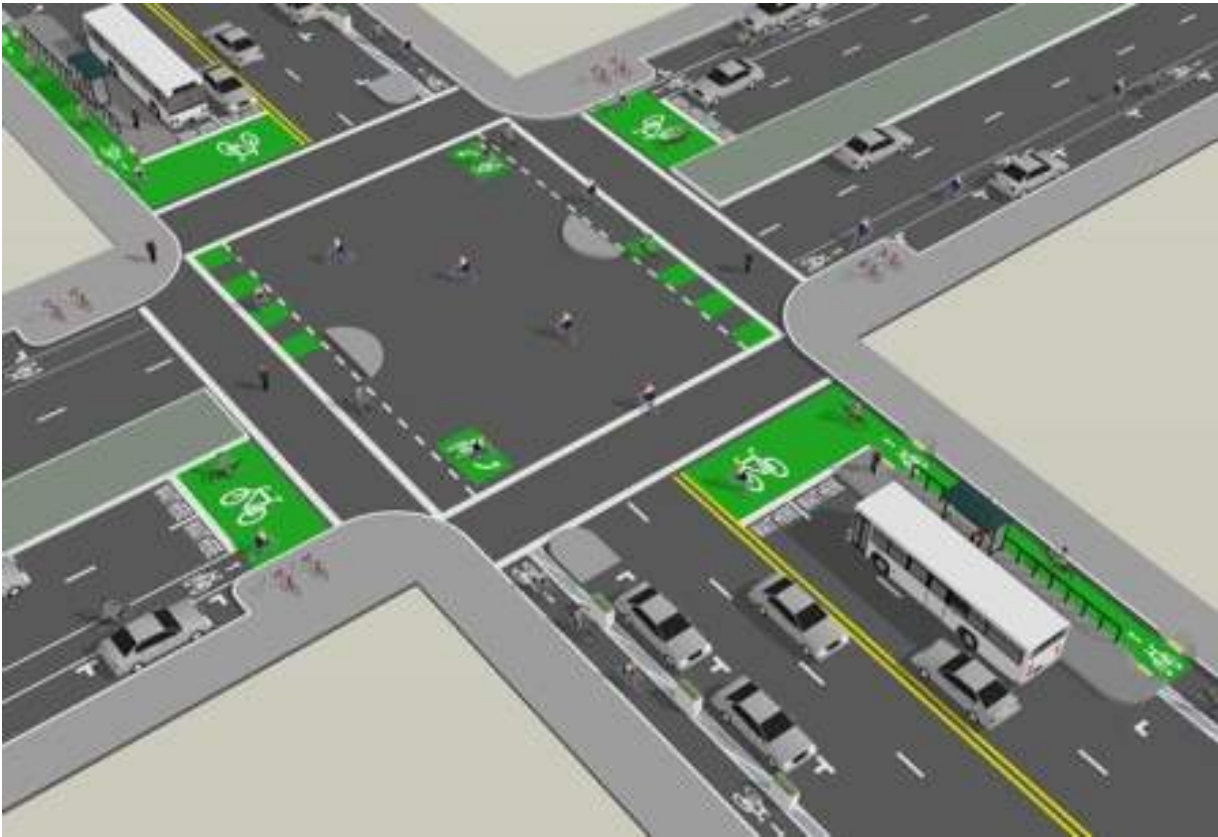
# IDEAS FOR IMPROVEMENTS



## LANDSCAPING



# IDEAS FOR IMPROVEMENTS



**INTERSECTION  
OPTIONS**

# REFERENCES



- [City of Tampa Transportation Technical Manual](#)
- [City of Tampa Pavement Restoration Requirements](#)
- [City of Tampa Traffic Impact Analysis and Mitigation Plan Procedures Manual](#)
- [The Florida Greenbook](#)
- [Manual on Uniform Traffic Control Devices \(MUTCD\)](#)
- [FDOT Design Standards](#)
- [FDOT Manual on Uniform Traffic Studies \(MUTS\)](#)
- [FDOT Standard Specifications](#)
- [FDOT Traffic Engineering Manual \(TEM\)](#)
- [Roundabouts: an Informational Guide \(NCHRP Report 672\)](#)
- [Separated Bike Lane Planning and Design Guide \(FHWA\)](#)
- [Urban Bikeway Design Guide \(NACTO\)](#)