City of Tampa Florida
Department of Transportation & Stormwater Services

EAST-WEST GREEN SPINE
CONCEPT DEVELOPMENT
Phase 2 & 3 Extensions

COST ESTIMATES & RANKING

RANKING	SEGMENT			COST ESTIMATE
1	**Segment 2b**	Cass Street from Willow Avenue to Cass Street Bridge	=	$459,000
2	**Segment 3a**	Nuccio Parkway from Nebraska Avenue to 7th Avenue	=	$527,000
3	**Segment 3b**	Nuccio Parkway from 7th Avenue to 13th Avenue	=	$801,000
4	**Segment 2a**	Cass Street from Howard Avenue to Willow Avenue	=	$586,000
5	**Segment 3c**	15th Street from 13th Avenue to 21st Avenue	=	$369,000
Grand Total			=	**$2,742,000**

BENEFITS

- Improved safety from moving pedestrians/bicyclist
- Improved access to jobs, schools and parks for people within the urban center
- Improved community physical and mental health from increased physical activity
- Reduced pollution and greenhouse gases due to less commuter driving
- Reduced oil/gas consumption
- Improved water and air quality from burning less fossil fuels
- Increased tourism
- Improved sustainability through landscaping
- Improved quality of life
- Reduced commercial vacancies

PROJECT TIMELINE

Downtown Segment (Phase 1) (Cass Street & Tyler Street Two-Way Conversion)	
Design (CH2M Hill)	Oct. 2013 – Nov. 2014
Bid	Aug. 2014 – Dec. 2014
Construction (CH2M Hill/Dallas 1)	Jan. 2015 – June 2016

Phases 2 & 3	
MPO Board Meeting approved TIP Priorities List	Sept. 3, 2013
Concept Development & Cost Estimating	July 2015 – Feb. 2016
Meetings with Agency Staff	Sept. – Oct. 2015
Presentation to City, FDOT & MPO staff	March 7, 2016
Submit Concept Plans & Cost Estimates to MPO/FDOT	March 24, 2016
FDOT to perform Feasibility & Eligibility Review	April – May 2016
Present Concepts to Neighborhood Associations	April – June 2016
Design & public input	March 2017 – June 2017
Begin Construction (Pending Funding Approval)	Summer 2018

HAVE QUESTIONS?

Contact Calvin Thornton, City of Tampa Project Manager
813-274-7884 | 813-274-8901 (fax) | Calvin.Thornton@tampagov.net

Creating an attractive and safe cross-city multi-purpose trail that links the eastern and western Center City neighborhoods to the Riverwalk and to each other.

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The purpose of the East-West Green Spine Concept Development was to develop preliminary conceptual design plans, cost estimates and to prioritize the remaining segments, sufficient to submit funding applications to the Metropolitan Planning Office (MPO) and the Florida Department of Transportation (FDOT) for the construction phases. The conceptual design and recommendations presented in this report are not final. Some of concerns and considerations that will be addressed during the public outreach and design phases include, but are not limited to:

- *Impacts to parking*
- *Proposed residential and commercial developments*
- *Other neighborhoods & businesses considerations*
- *Access management*
- *Existing utilities*

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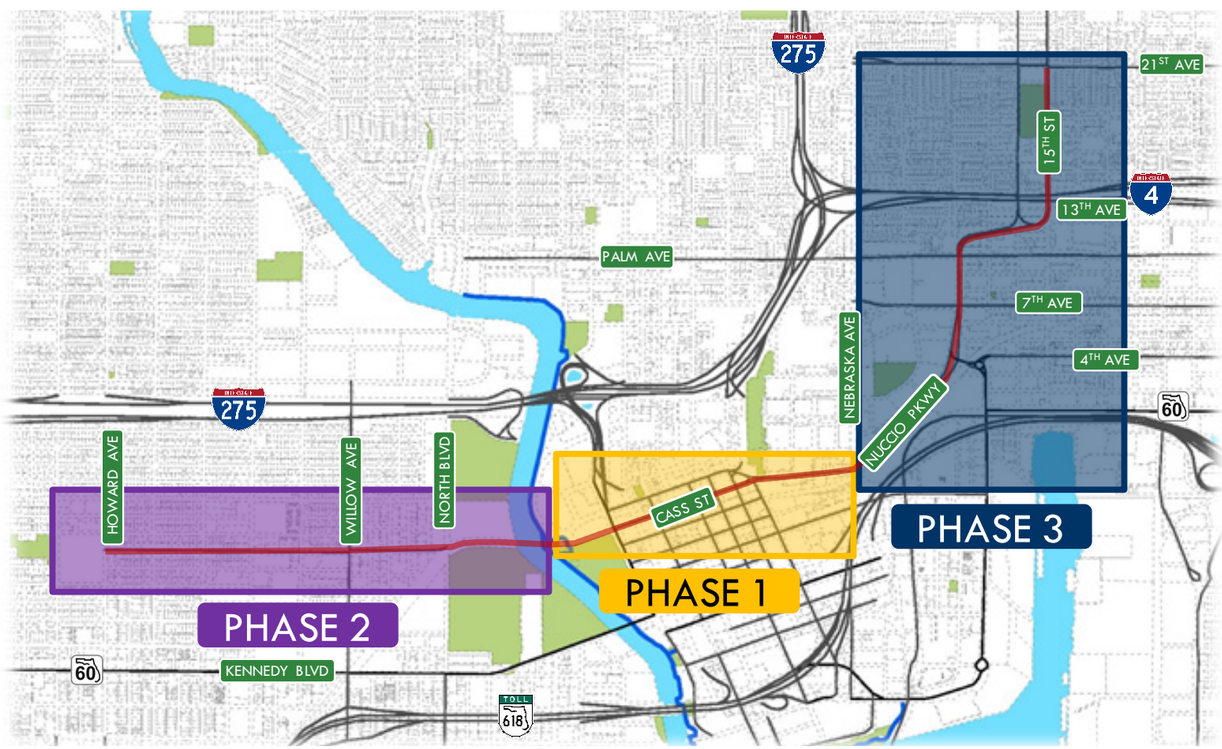
PROJECT DESCRIPTION

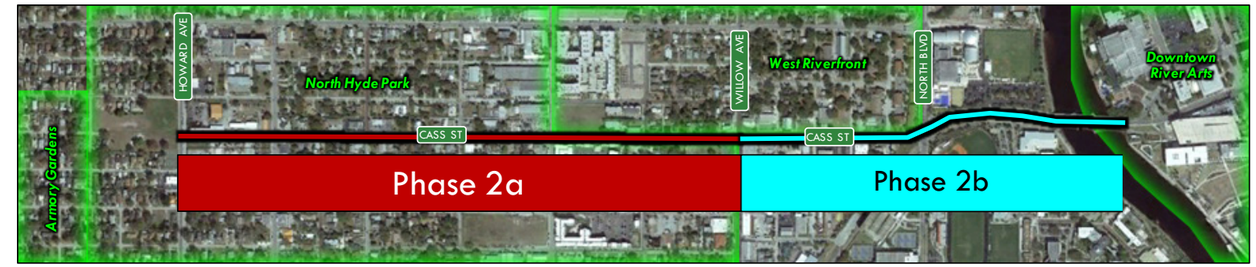
The East-West Green Spine Phase 2 and 3 extensions consist of an urban cycle track along Cass Street, Nuccio Parkway and 15th Street to connect North Hyde Park from Howard and Armenia Avenues as well as Tampa Heights, Cuscaden Park, and VM Ybor to the Hillsborough River. The cycle track begins at Howard Avenue and Cass Street near the Armory/JCC. It then follows Cass Street into Downtown meeting the existing western terminus of the Downtown Phase I East Cass Street and East Tyler Street Two-Way Conversion project. At Nebraska Avenue, the existing eastern terminus of the Downtown Phase I project, the cycle track follows Nuccio Parkway into Ybor City, then traverses 15th Street to Cuscaden Park at 21st Avenue.

This project includes the development of a conceptual plan for the East-West Green Spine Concept as described in the City's InVision Center City Plan. The InVision Plan, developed in 2011 for Center City Tampa, proposed a community of livable places, connected people and collaborative progress that embraces and celebrates its river and waterfront. The InVision Center City blueprint incorporated neighborhood charettes to gain shareholder input which included a strong pedestrian/bicycle environment, linkage between neighborhoods and Downtown, urban planning pattern that supports transit, and accessible, safe, highly active concepts.

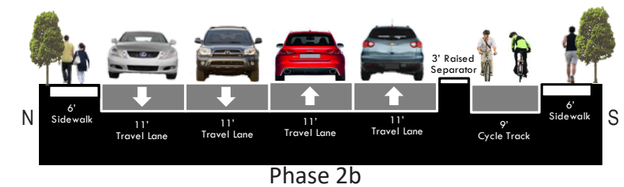
The Downtown Phase I segment from east of the Cass Street Bridge to Nebraska Avenue, is being completed as part of the ongoing Tyler Street and Cass Street Two-Way Conversion project. (The final segment between the Cass Street Bridge and Ashley Drive will be constructed by the developer of the AER in the Arts District project.) Excepting the 0.8-mile segment being constructed as part of the Cass Street/Tyler Street Two-Way Conversion project, the net length of the project 2.6 miles. The total length of the project will be approximately 3.4 miles.



PROPOSED CONCEPTS



Phase 2a



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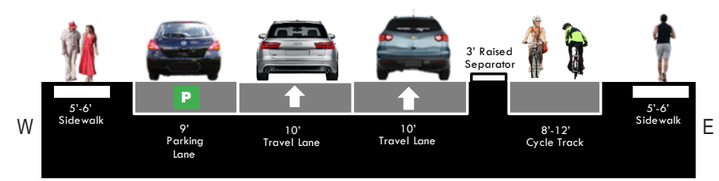

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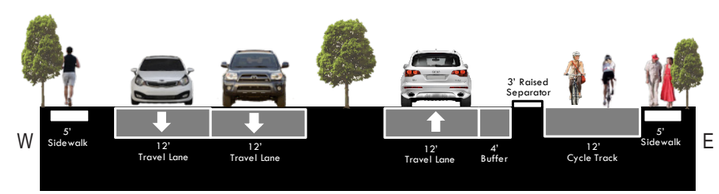
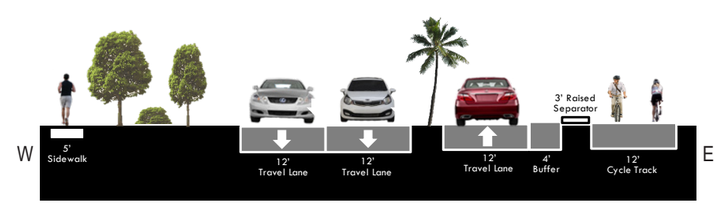
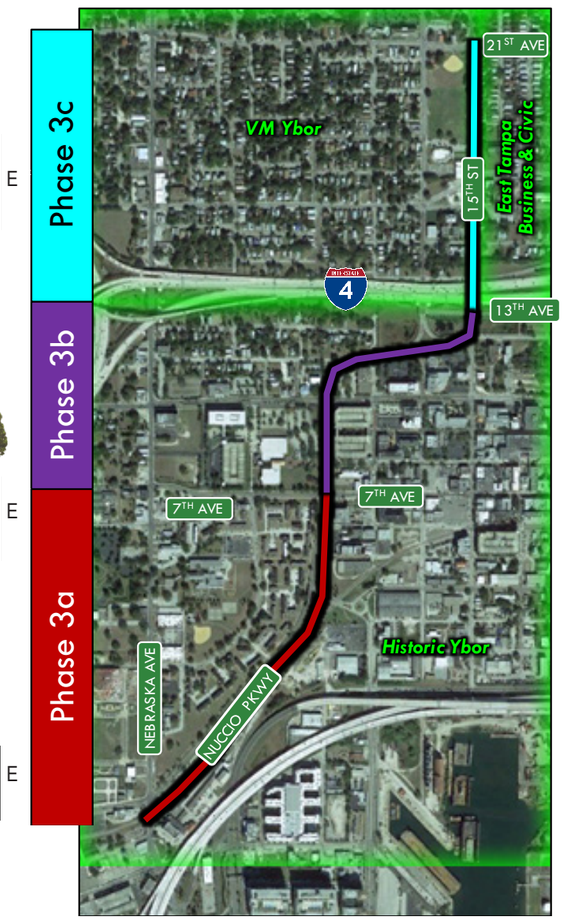


Phase 3b



Phase 3a