

# City of Tampa MacDill Avenue Project



# Title VI of the Civil Rights Act of 1964

No person shall, on the basis of his or her race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance pursuant to the requirements of Title VI of the 1964 Civil Rights Act.

The Mayor and City Council value diversity and welcome input from all interested parties. Moreover, the City does not tolerate discrimination in any of its federally assisted programs, services or activities. The City of Tampa will not exclude participation in, deny the benefits of, or subject to discrimination anyone on the grounds of race, color, and national origin.

## **File a Complaint**

Any person who believes that he or she has been subjected to discrimination based upon race, color, and national origin, may file a complaint with the City's Title VI Officer:

Kayon Henderson

Housing and Community Development Manager

City of Tampa / 4900 W. Lemon St. / Tampa, FL 33609

p: (813)274-7999/ f: (813)274-7941/ e: kayon.henderson@tampagov.net

Please Visit us on the web at: <https://www.tampagov.net/planning-and-development/human-rights> for instructions on how to properly file a complaint.

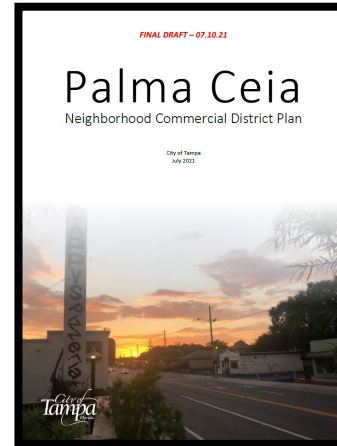
## **Appeal a Decision**

Any person who decides to appeal any decision(s), made with respect to any matter considered at this meeting, is advised that they will need a record of the proceedings. For such a purpose, they may need to hire a court reporter to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is to be based.

# Agenda for Presentations

## Part 1: Update Palma Ceia Neighborhood Commercial District

Overview  
District Plan Description  
Vision  
Themes & Issues  
Next Steps  
Questions & Answers

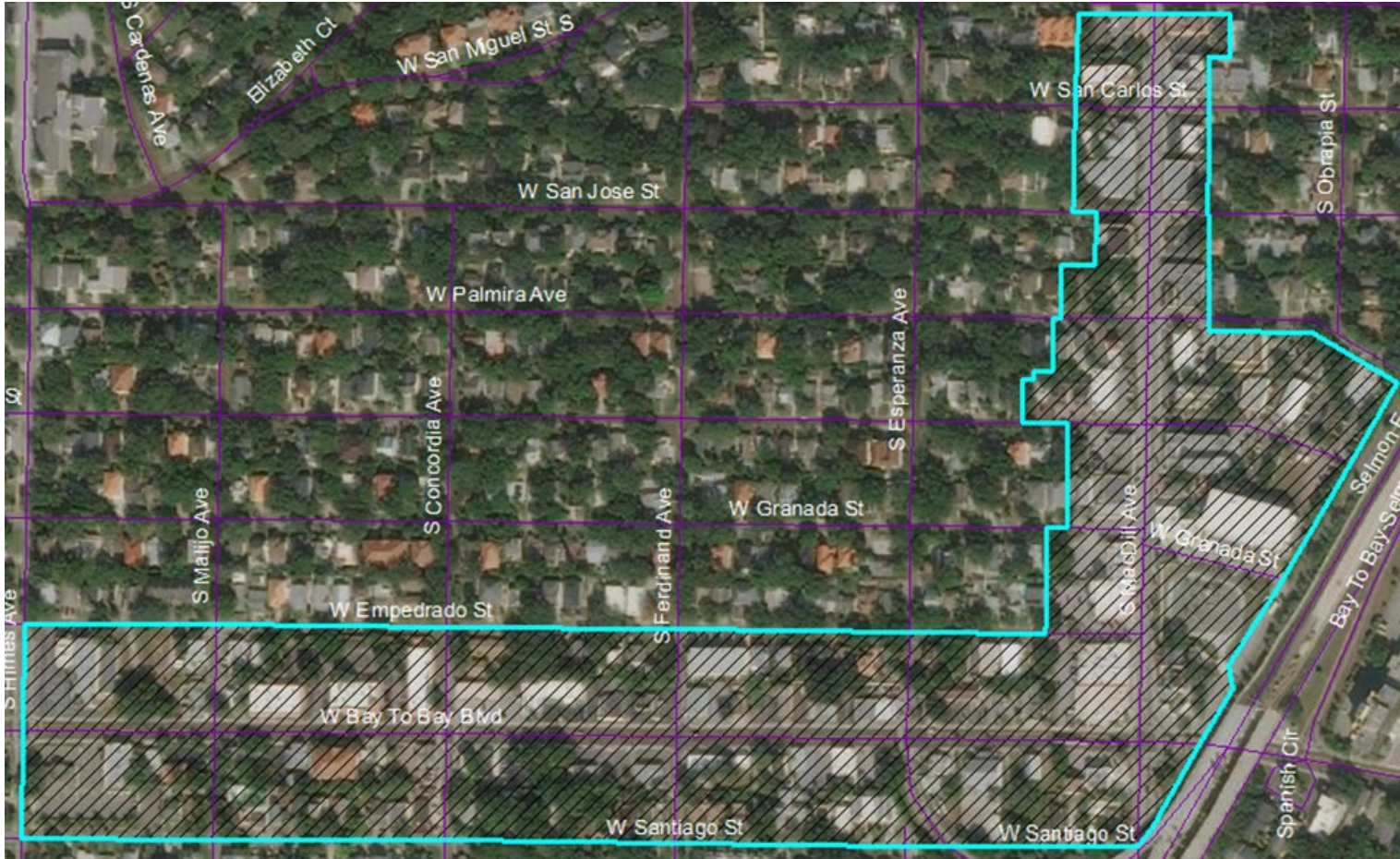


## Part 2: MacDill Avenue Project

Background Information  
Concepts & Recommendations  
Discussion  
Closing Remarks



# Palma Ceia Neighborhood Commercial District



# Palma Ceia Neighborhood Commercial District Plan

Study began Fall 2020

Existing Conditions & Trends – What is the data telling us?

- Population & employment trends
- Economic & Development trends

Community Engagement – What did we hear?

- Study Team: City, Planning Comm., TPO, School Board, USF
- 1 walking audit – USF Architecture & Community Design
- 3 virtual public meetings and 10 focus groups
- 2 online surveys – 236 completed

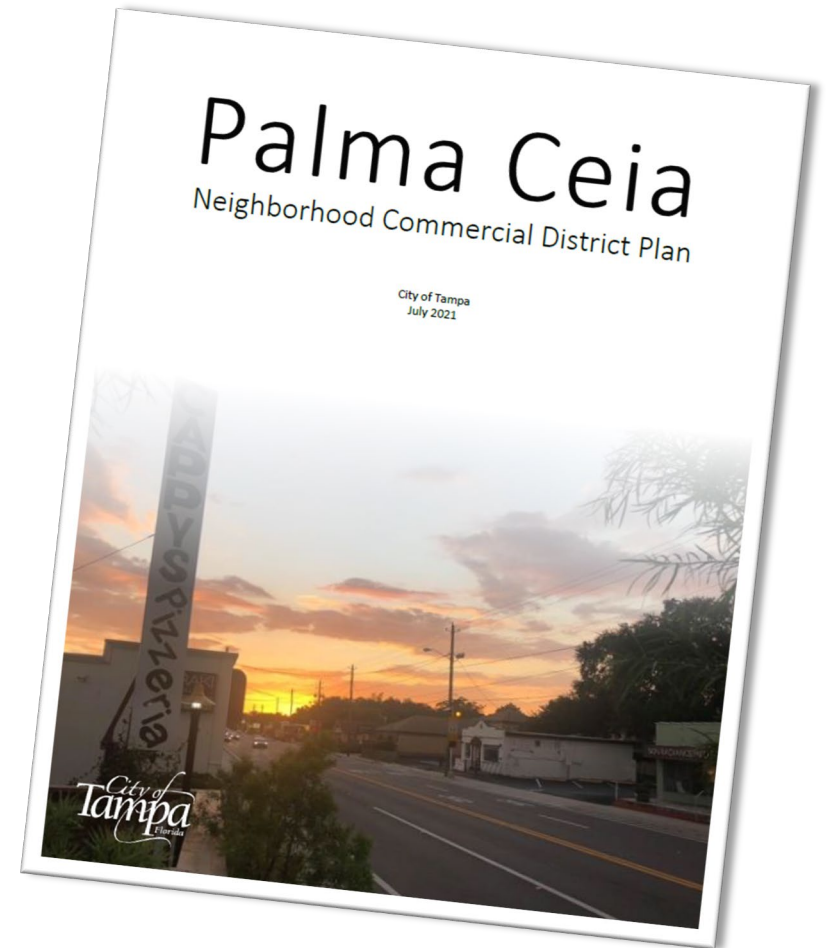
Key Themes & Recommendations – What do we want to see?

Study completed Fall 2021



# Vision for the Palma Ceia District

*A safe, walkable, connected, thriving and beautiful main street where residents and visitors gather and interact.*



# Key Themes & Issues – Prioritized by Community

## 1. Enhance the public realm

- More public space & higher quality
- Improved sense of community/destination

## 2. Reimagine the roadway

- Incremental approach – Short term pilot project
- Plant seeds now for larger scale project

## 3. Resilient & organized infrastructure

- Fix and widen sidewalks
- Reduce roadside clutter

## 4. Public Safety

- Pedestrians can't cross the street

## 5. Urban Parking Management

- Improve efficiency, availability & turnover

## 6. Land use & design

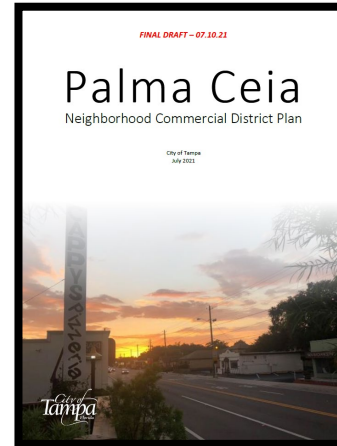
- Treat this more like a “main street” design



# Agenda for Presentations

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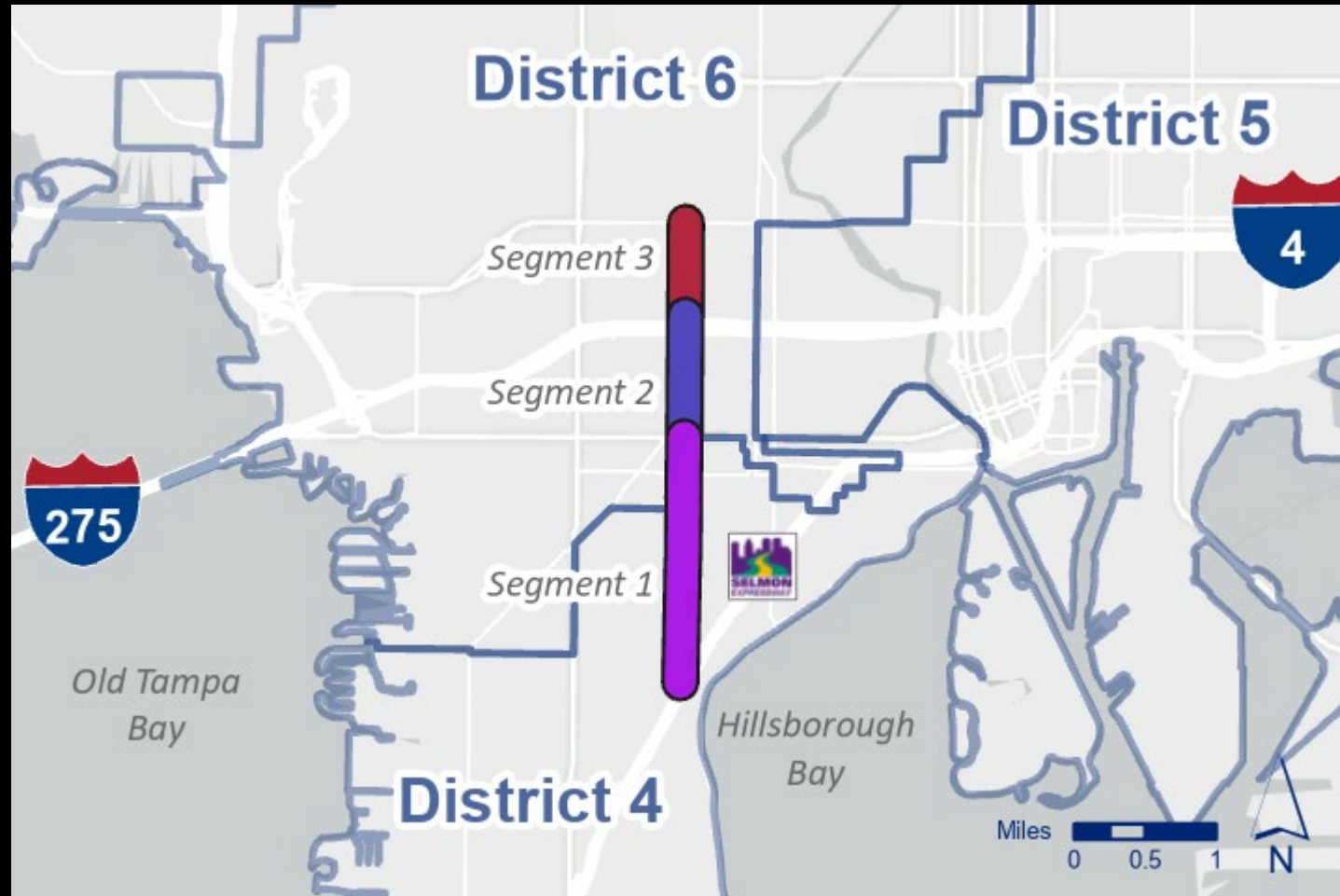
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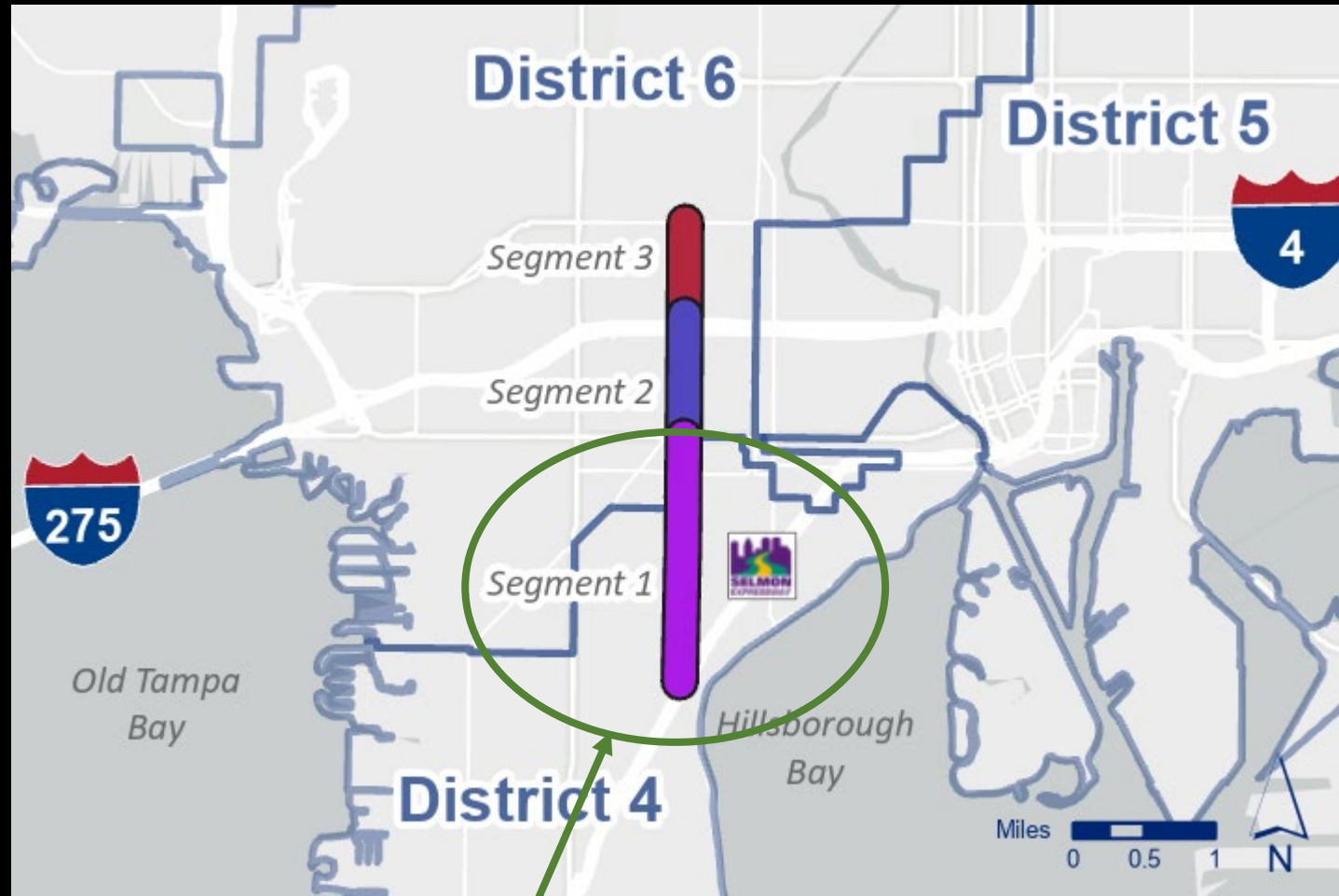


# MacDill Avenue Project



[https://www.tampa.gov/mobility/transportation/projects/complete-streets/macdill\\_ave](https://www.tampa.gov/mobility/transportation/projects/complete-streets/macdill_ave)

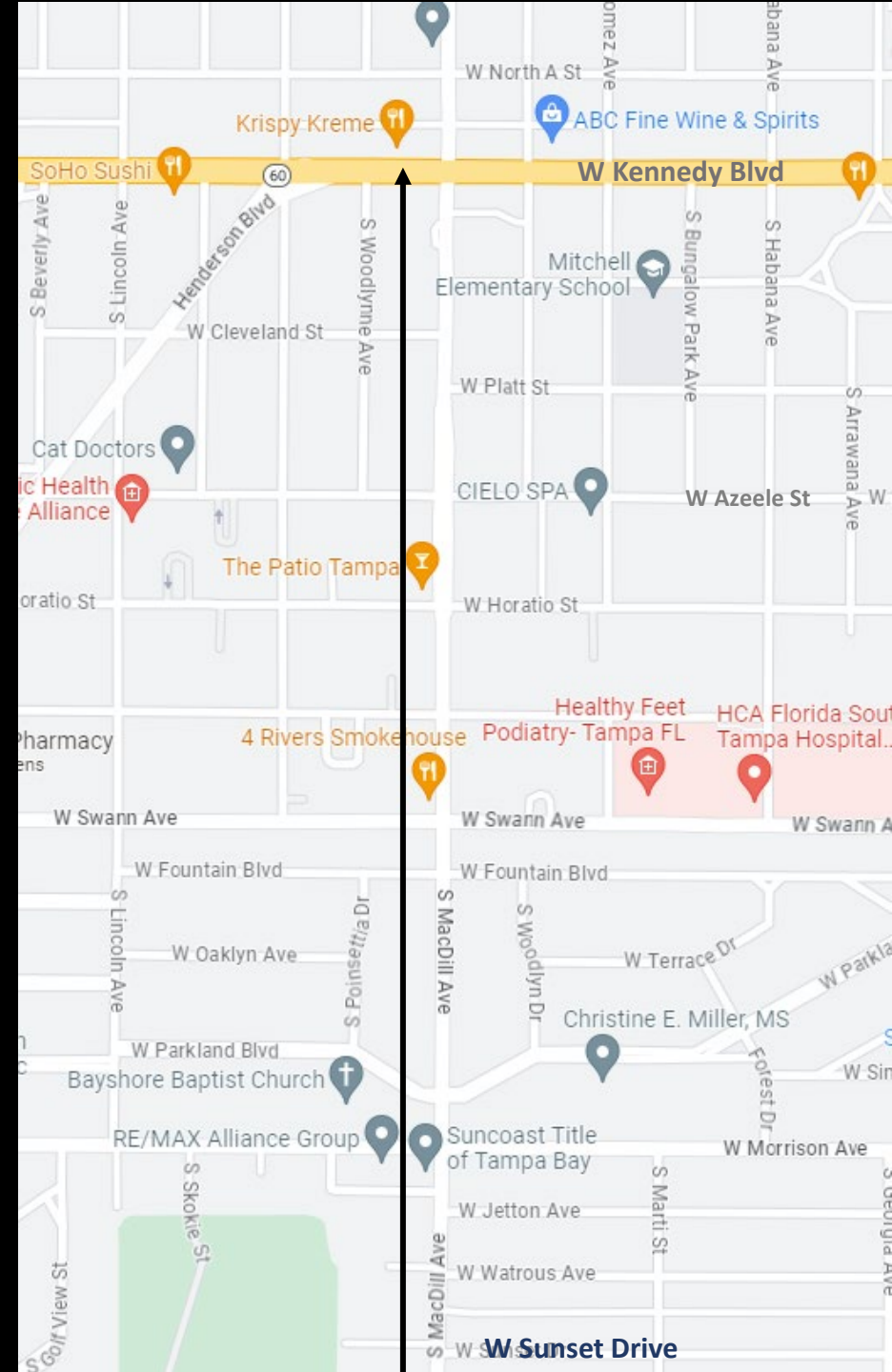
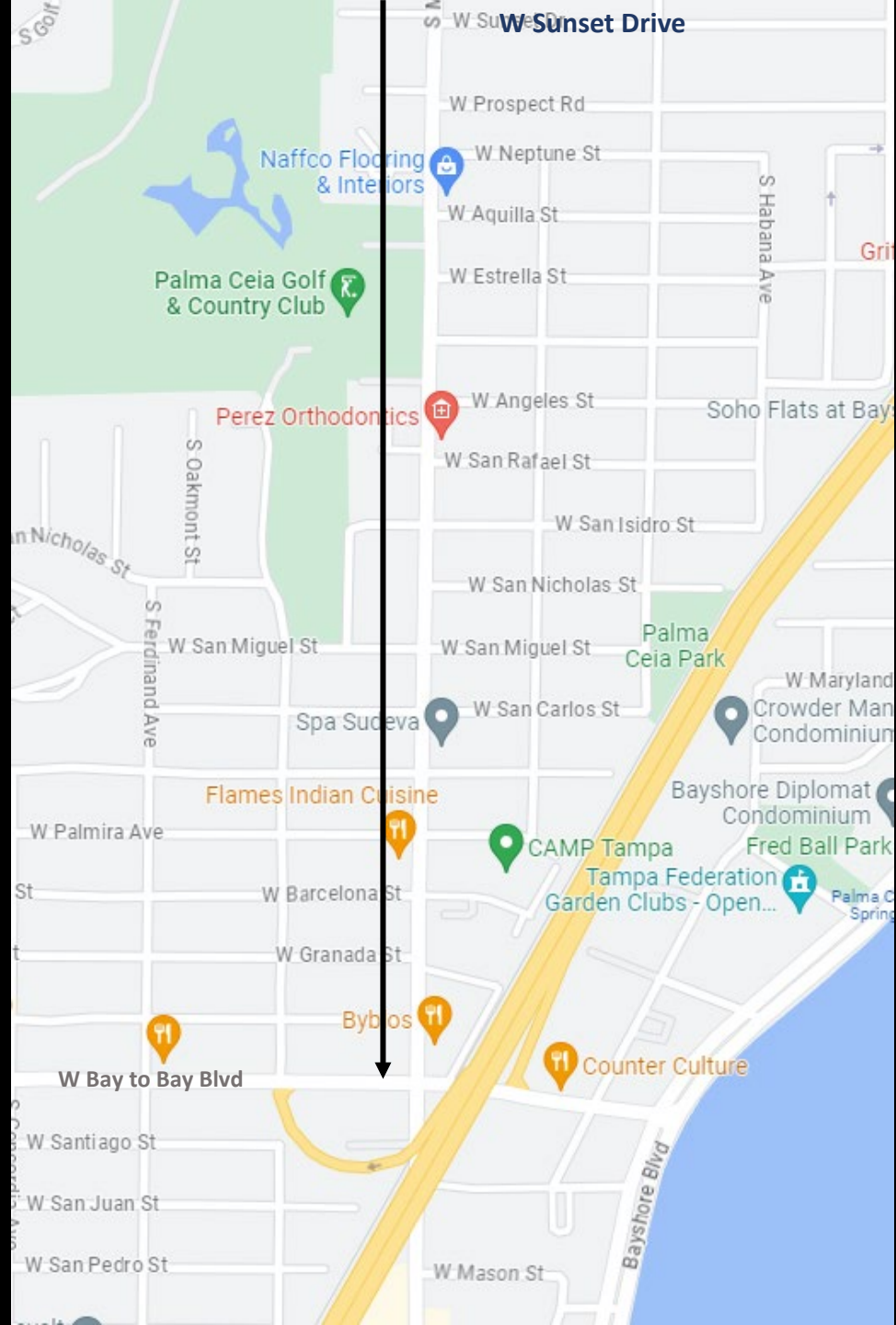
# MacDill Avenue Project



Segment 1: the Subject for Today

Bay to Bay Blvd  
to Kennedy Blvd

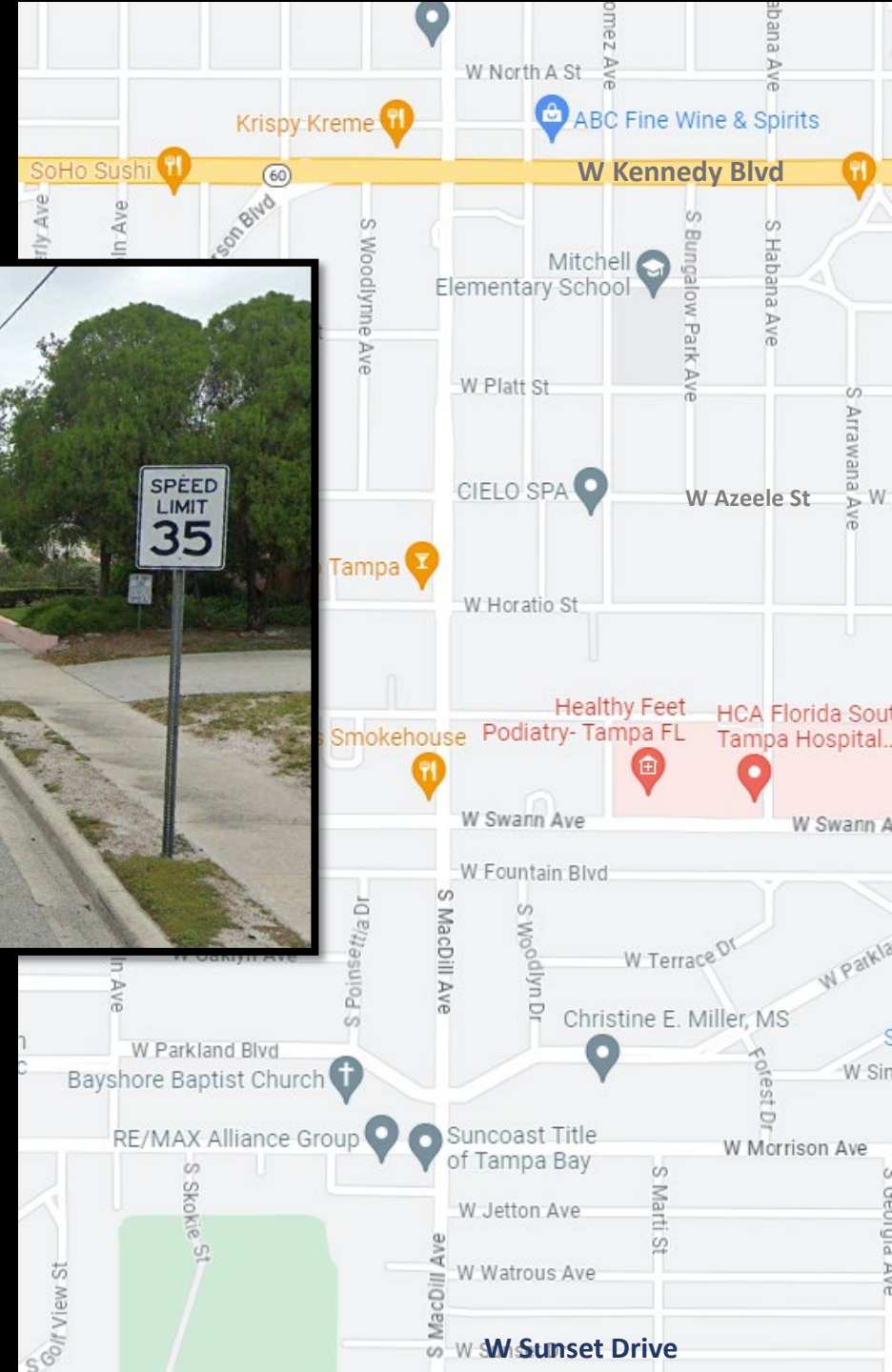
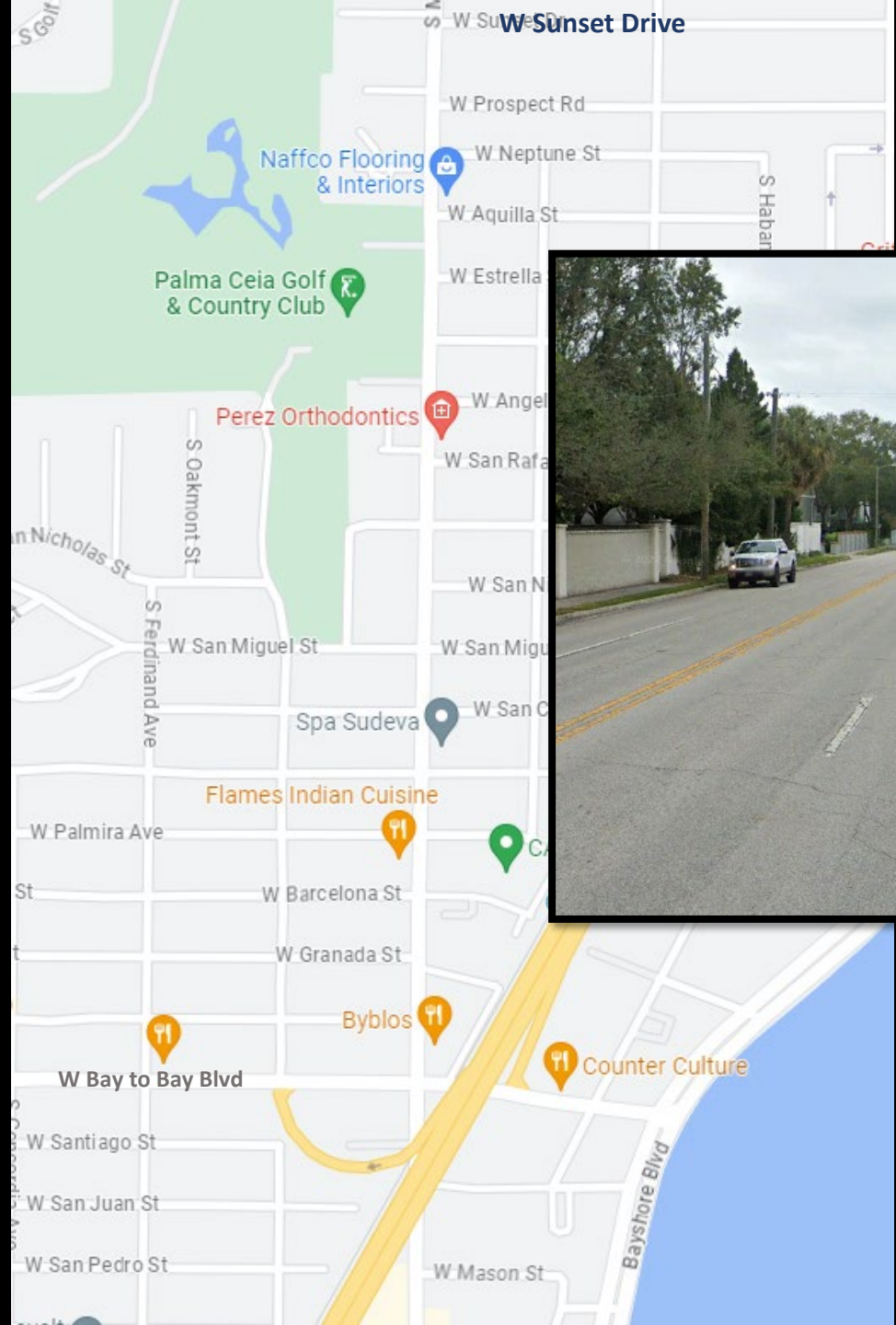
1.7 miles



Bay to Bay Blvd  
to Kennedy Blvd

1.7 miles

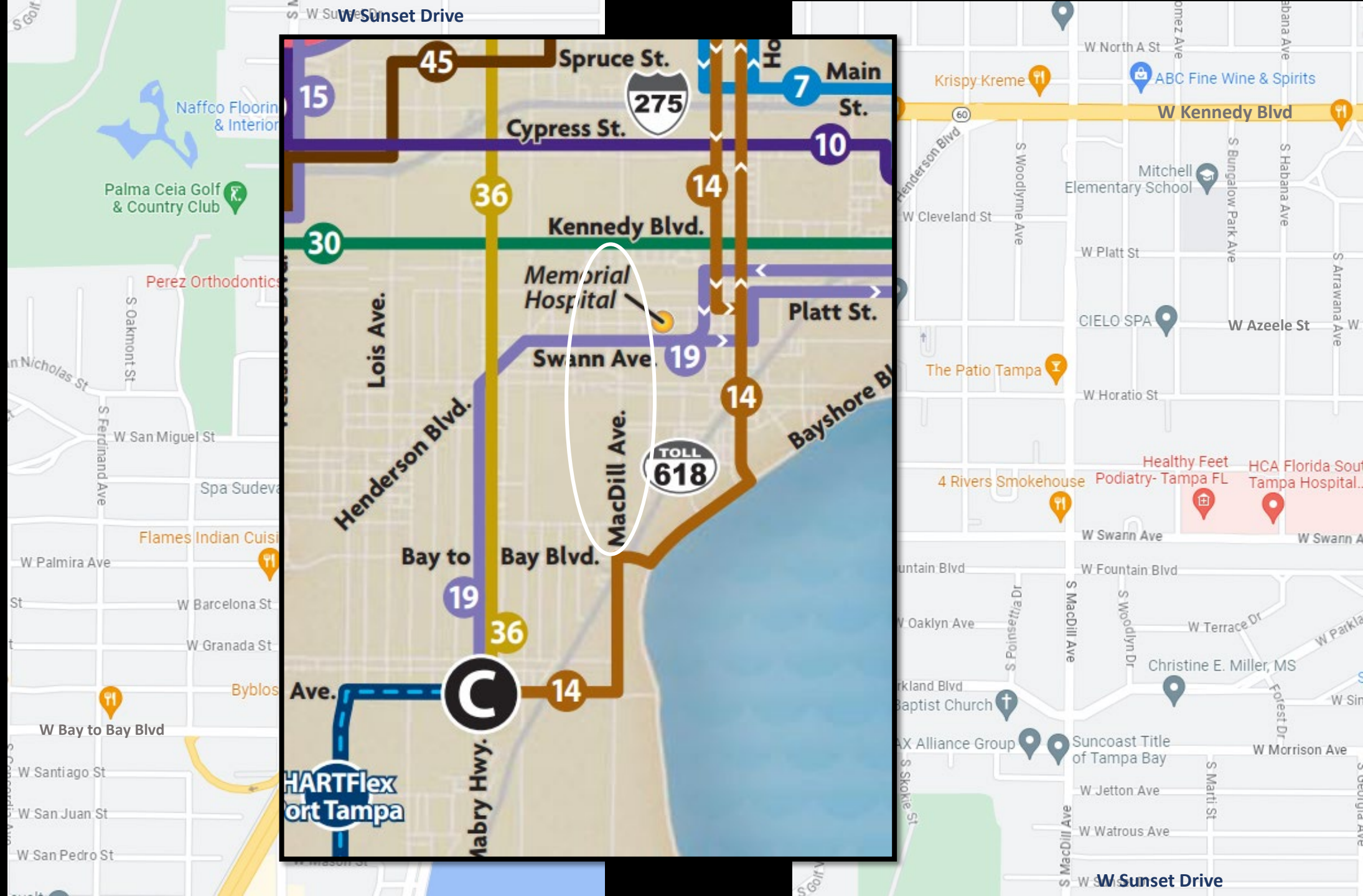
35 mph posted  
speed limit



Bay to Bay Blvd  
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1.7 miles

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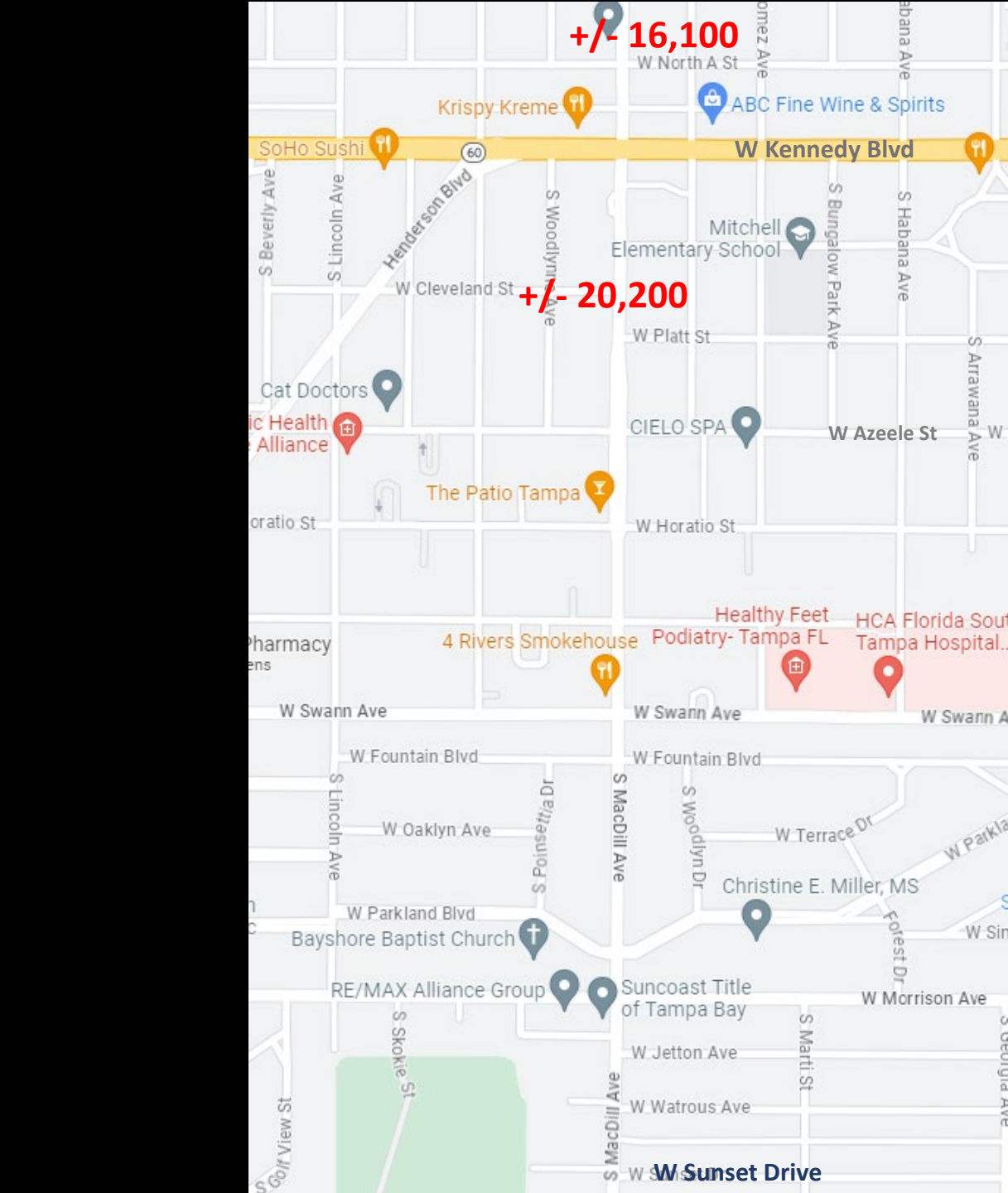
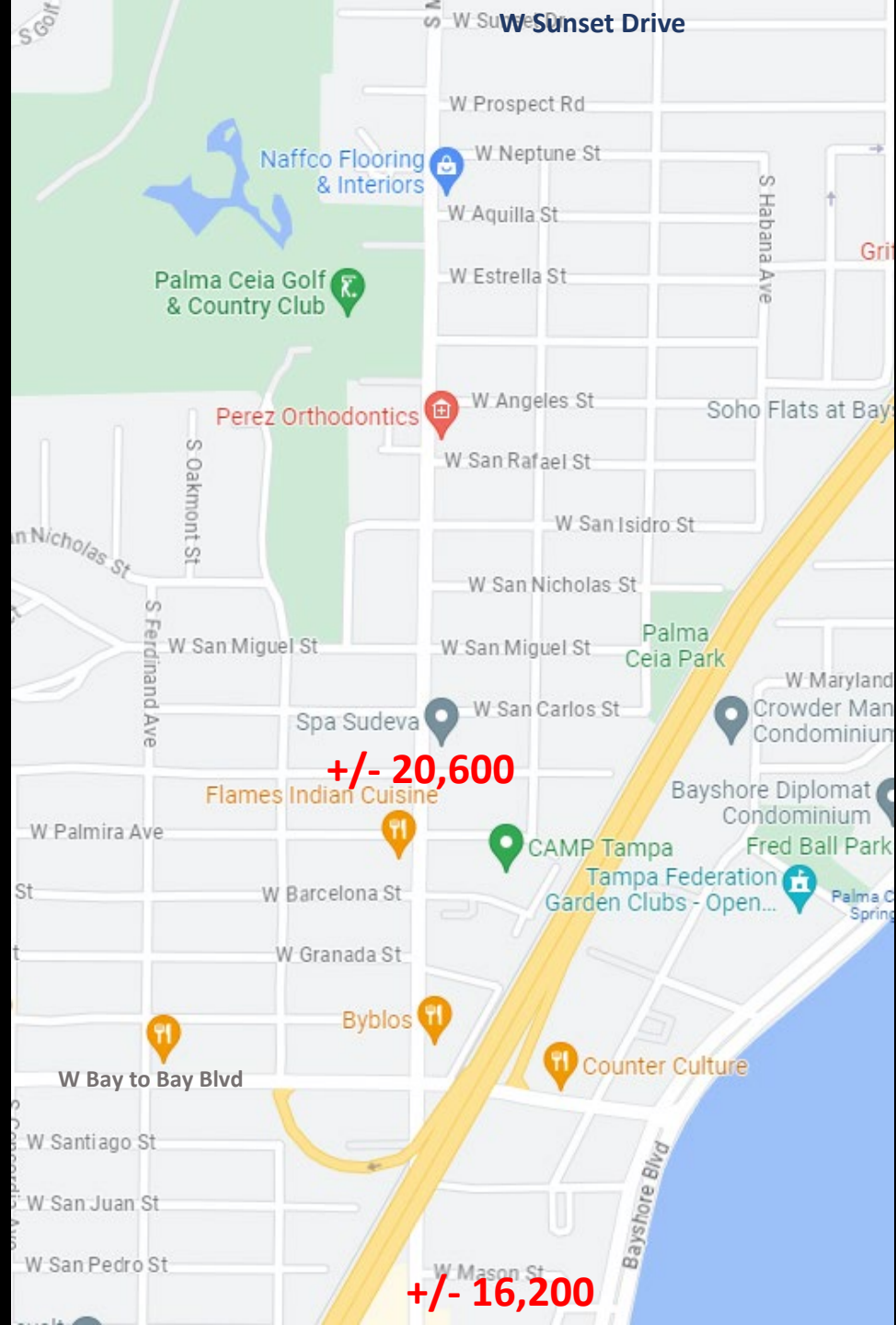


Bay to Bay Blvd  
to Kennedy Blvd

1.7 miles

35 mph posted  
speed limit

+/- 20,000 Daily  
Traffic Volume

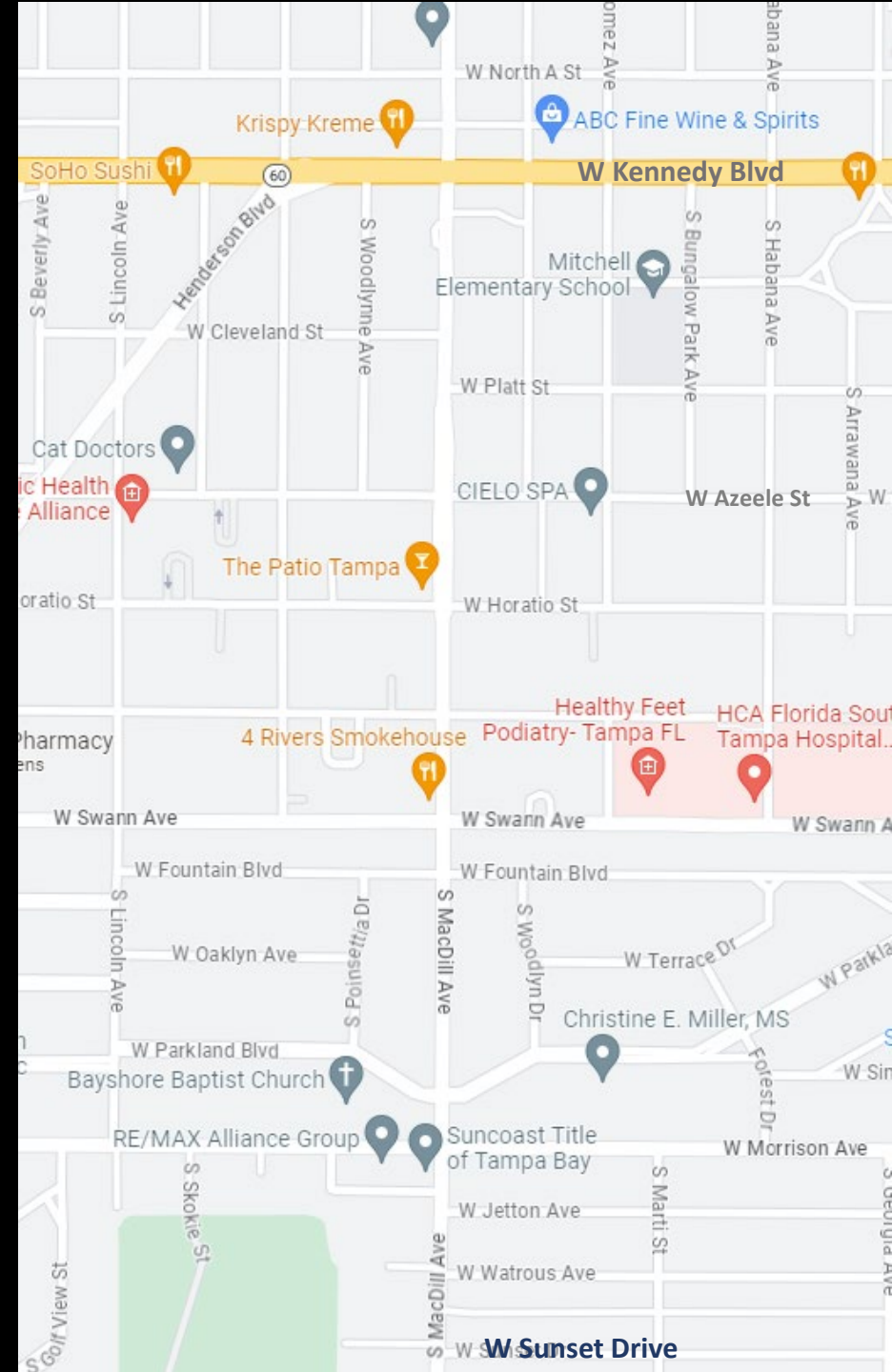
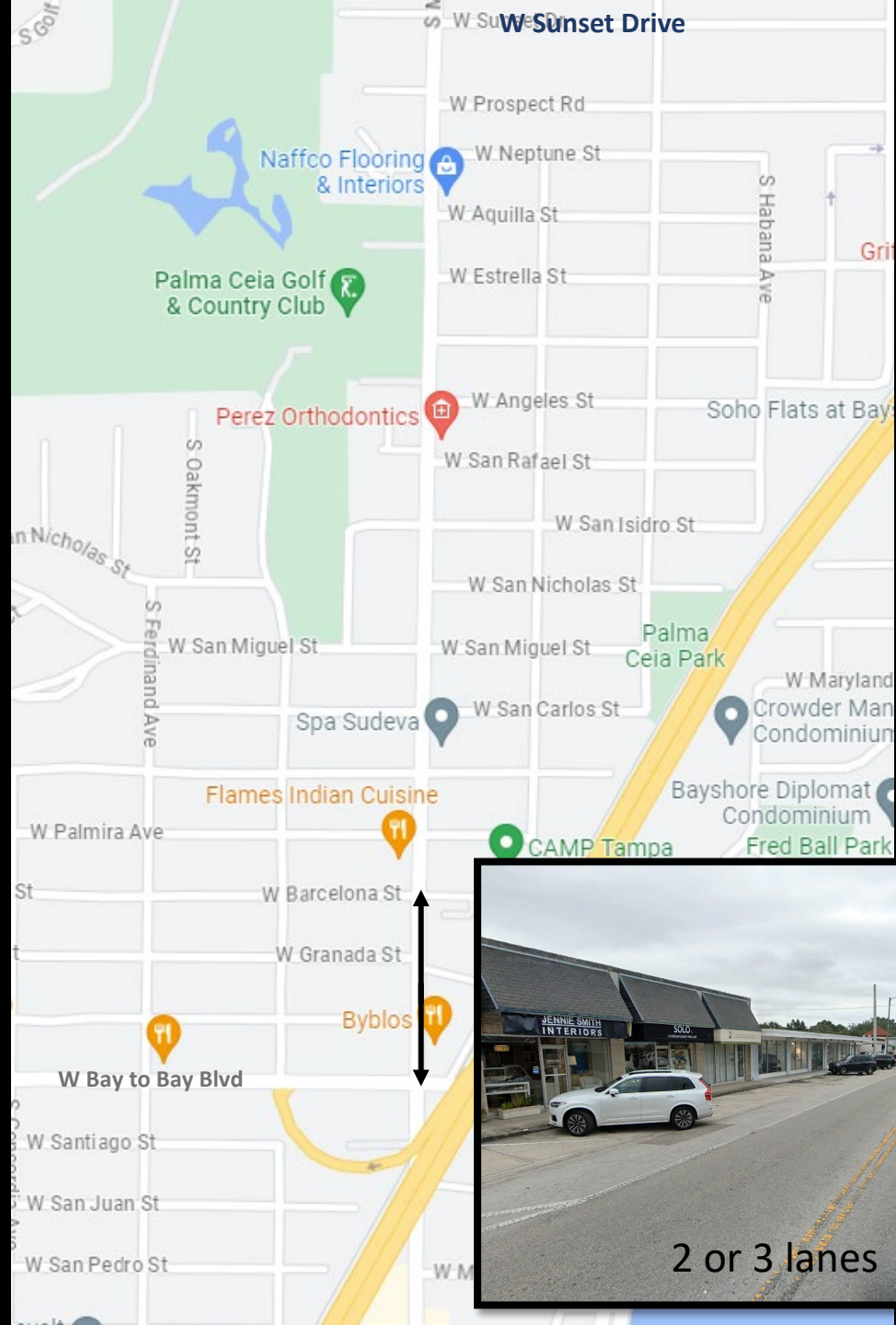


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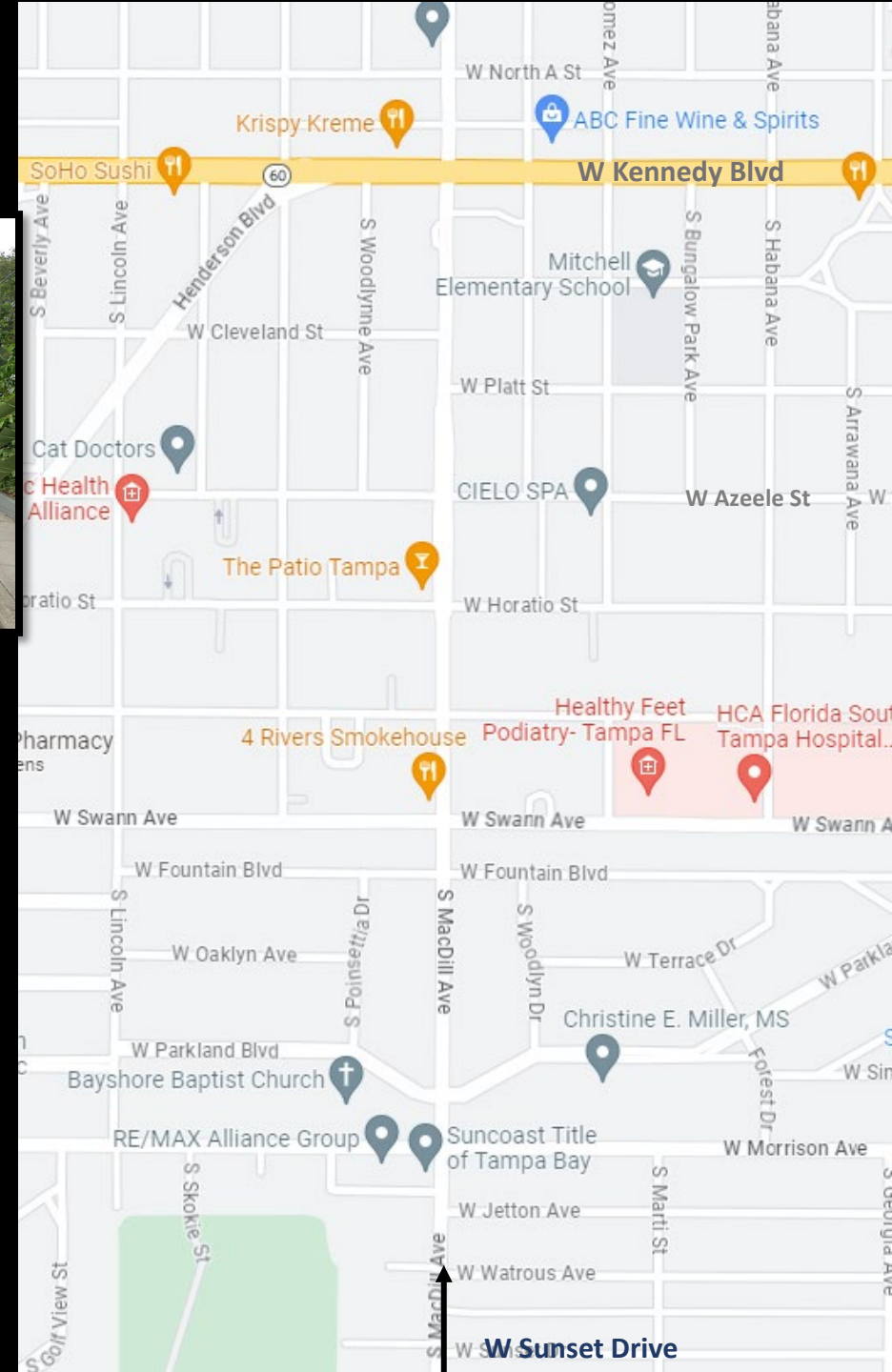
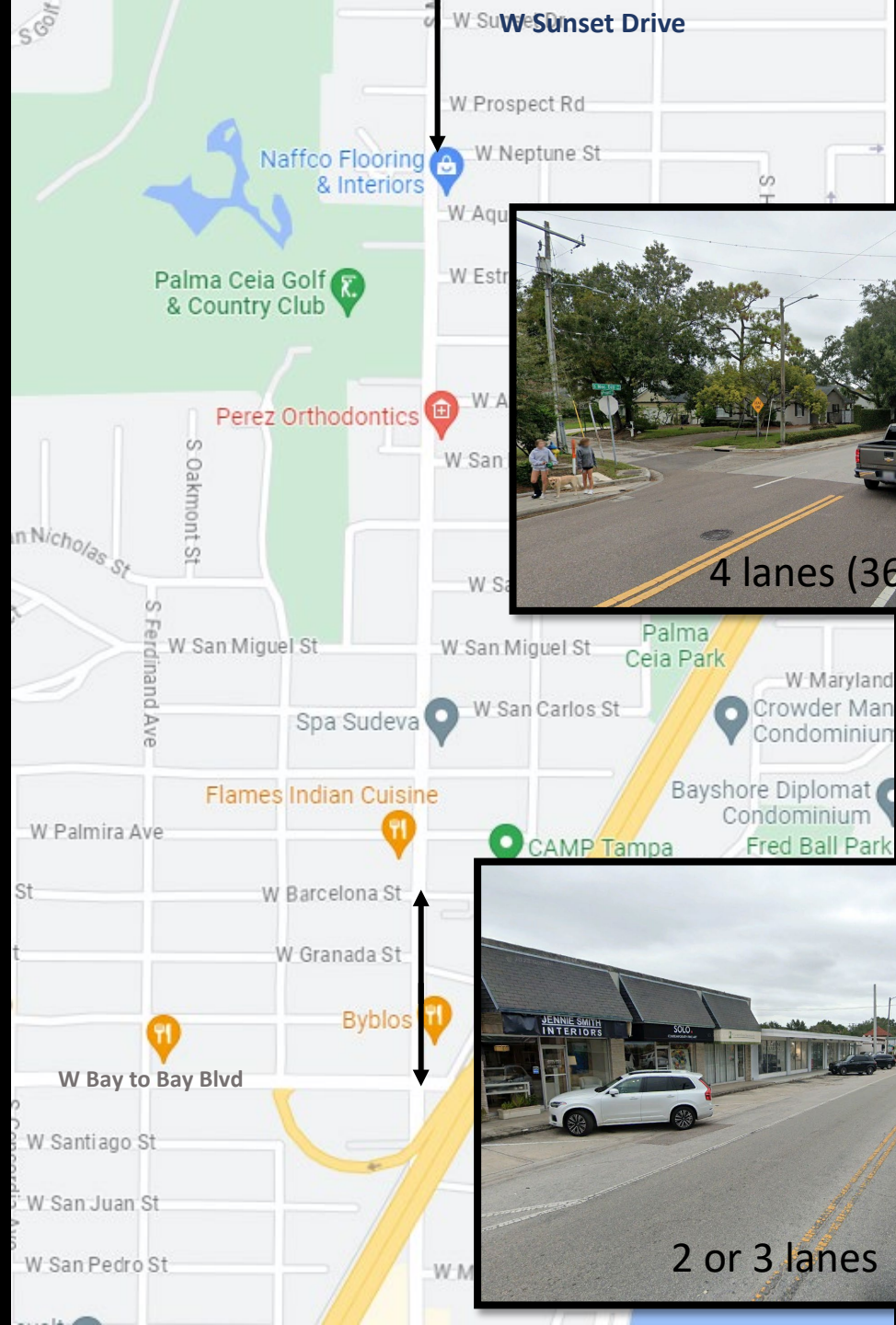


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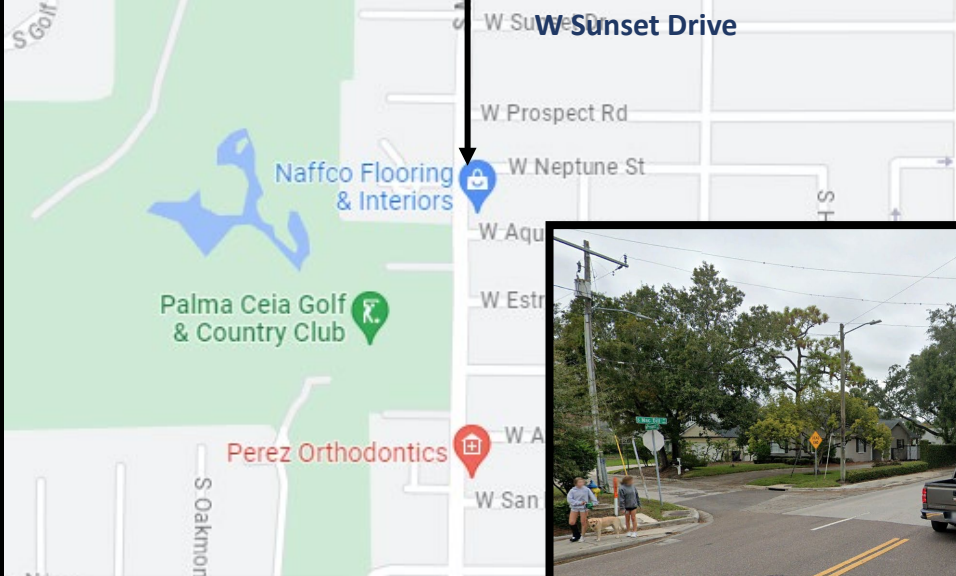


Bay to Bay Blvd  
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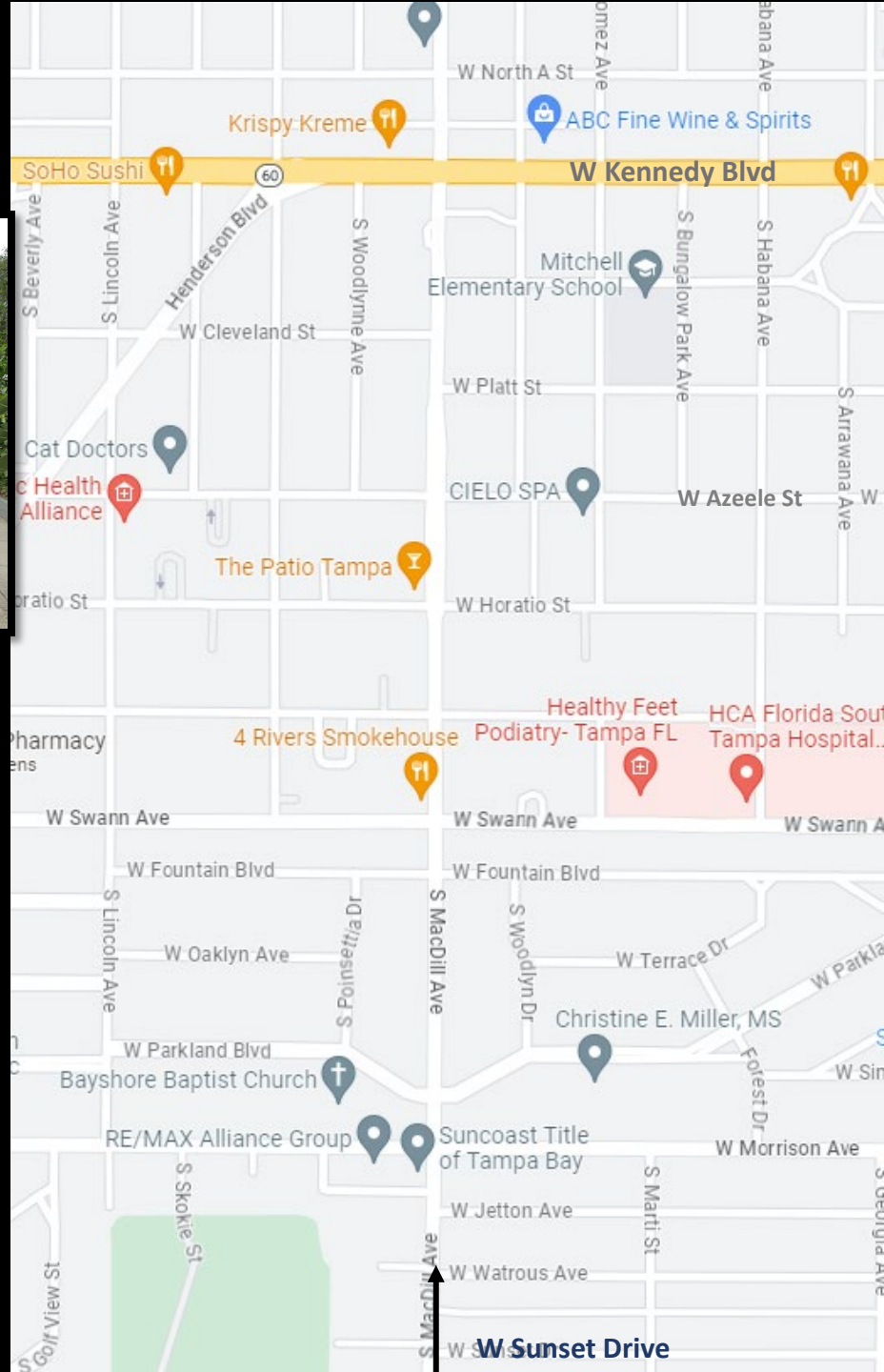
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speed limit

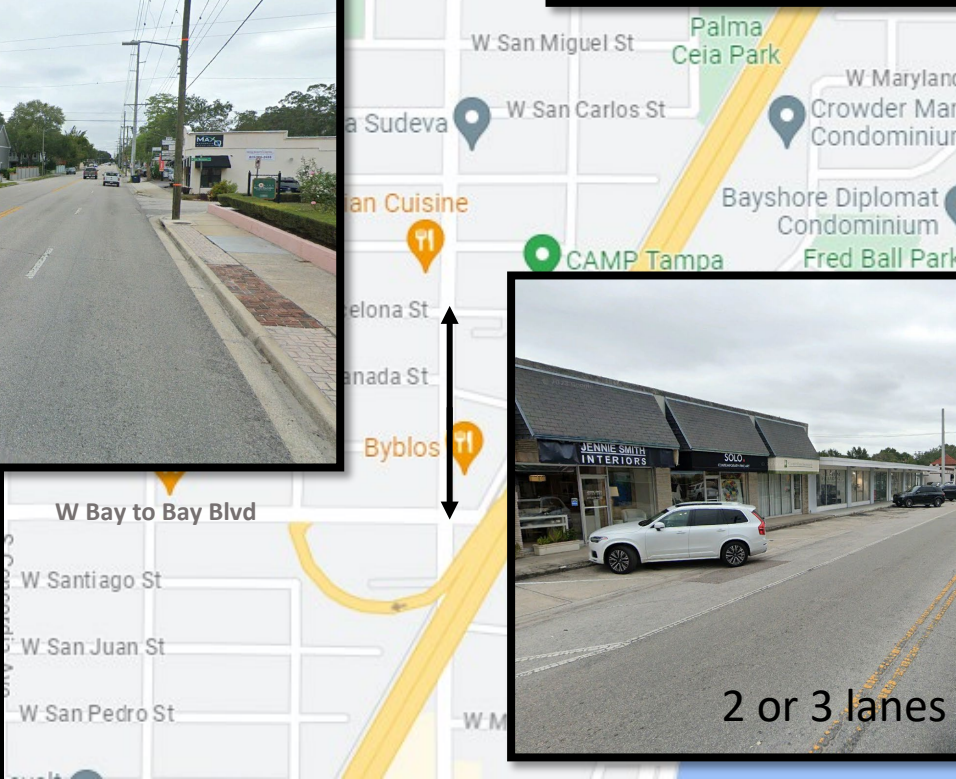
+/- 20,000 Daily  
Traffic Volume



4 lanes (36' pavement)



4 lanes



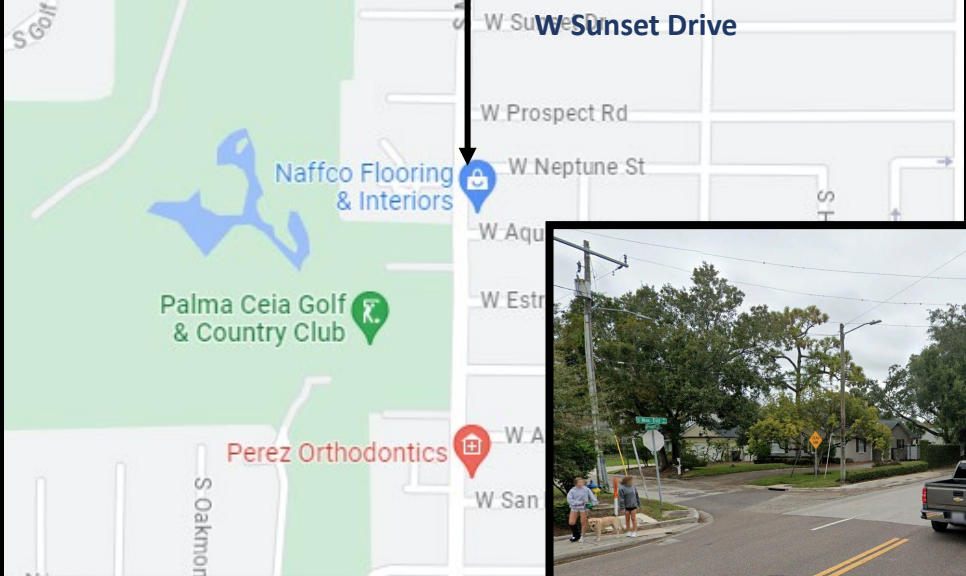
2 or 3 lanes

Bay to Bay Blvd  
to Kennedy Blvd

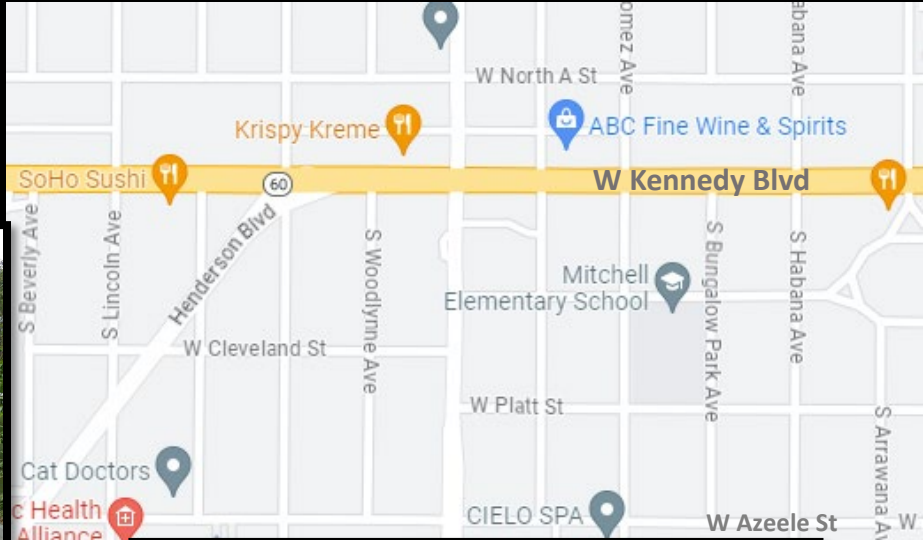
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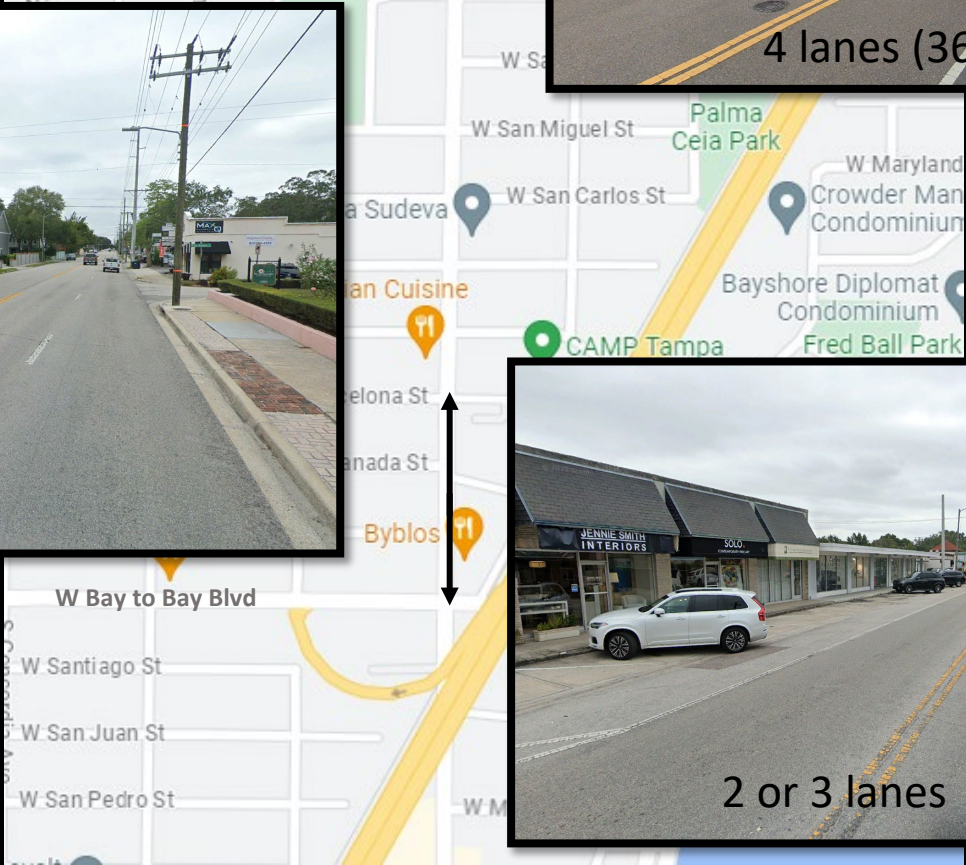
+/- 20,000 Daily  
Traffic Volume



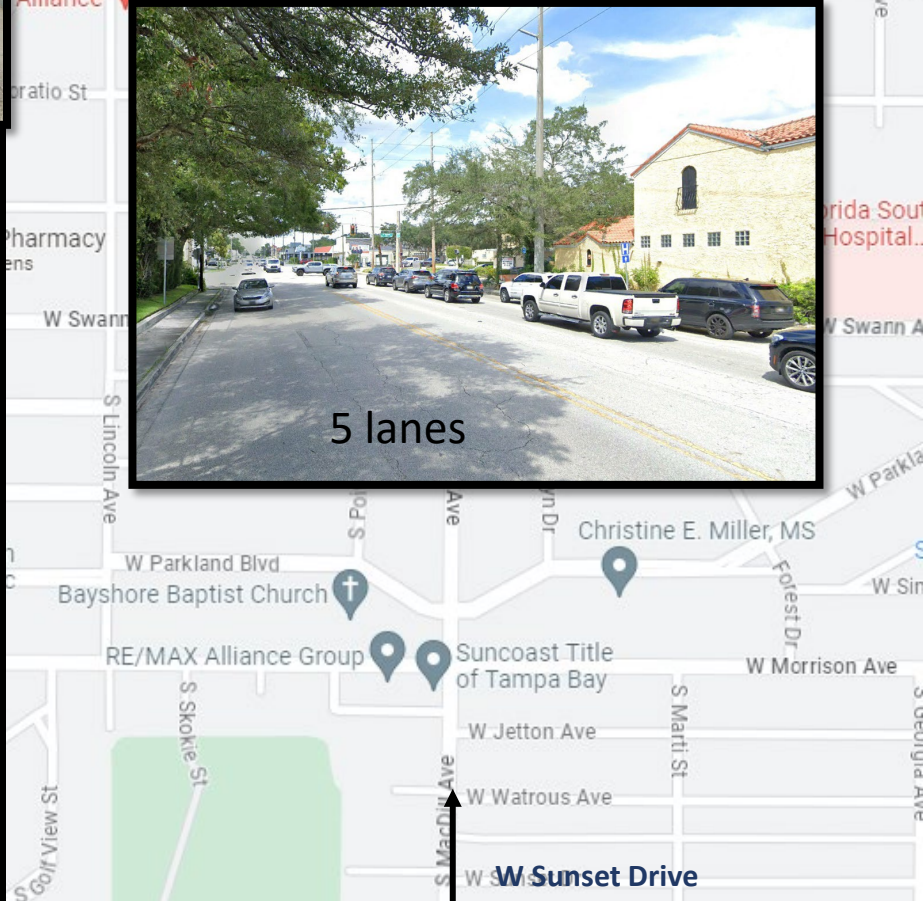
4 lanes (36' pavement)



5 lanes



2 or 3 lanes



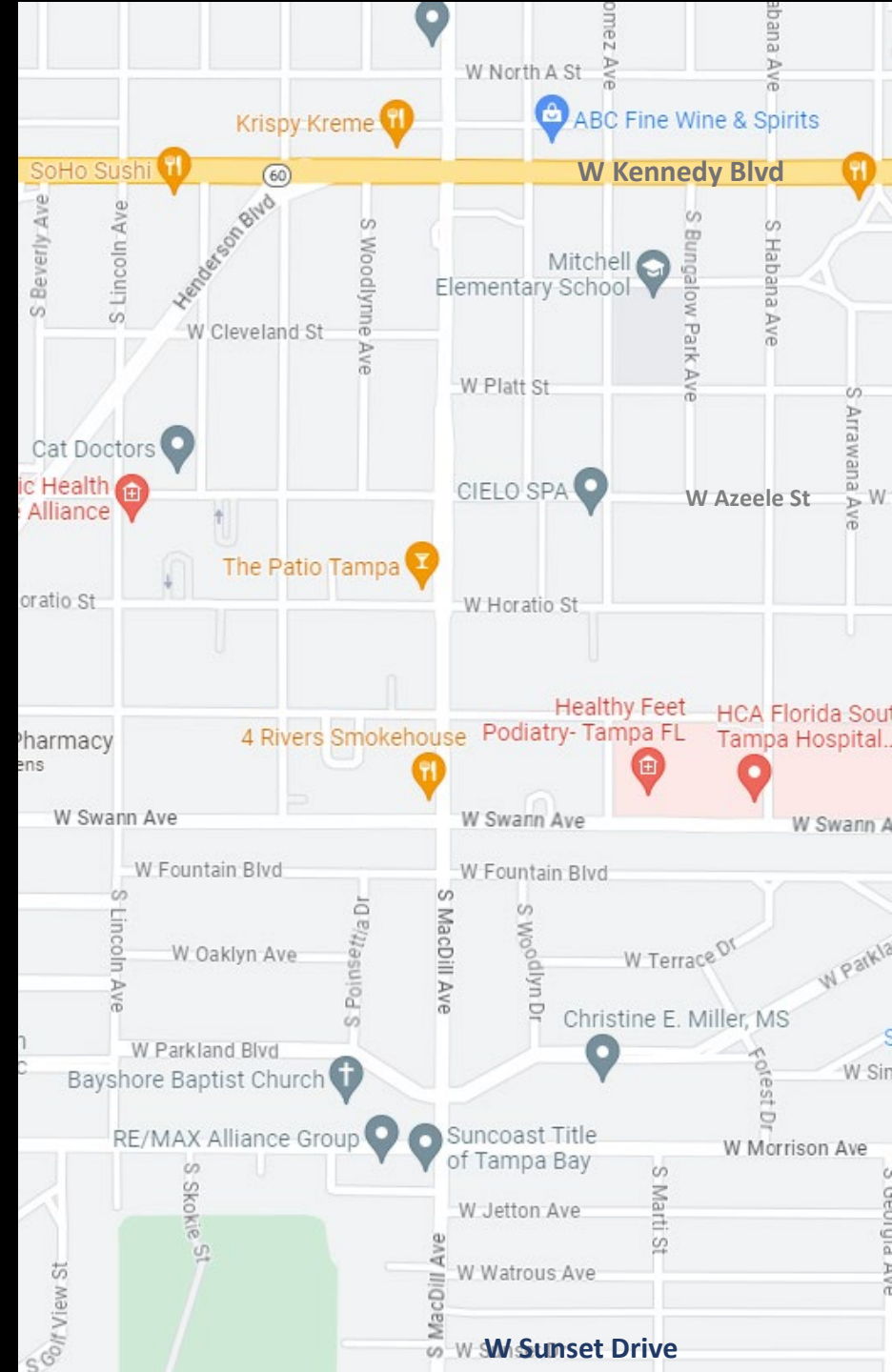
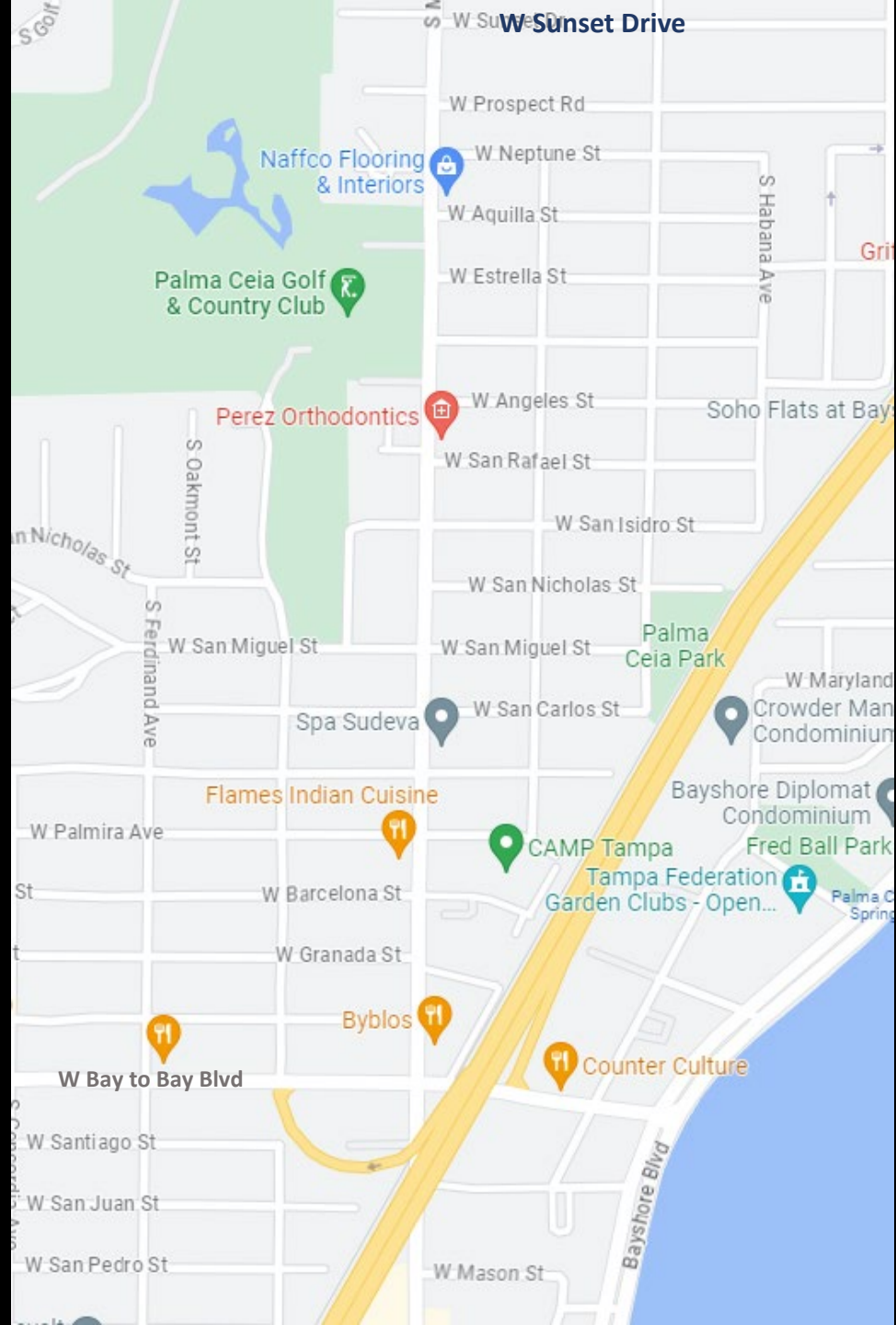
4 lanes

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1.7 miles

35 mph posted  
speed limit

+/- 20,000 Daily  
Traffic Volume



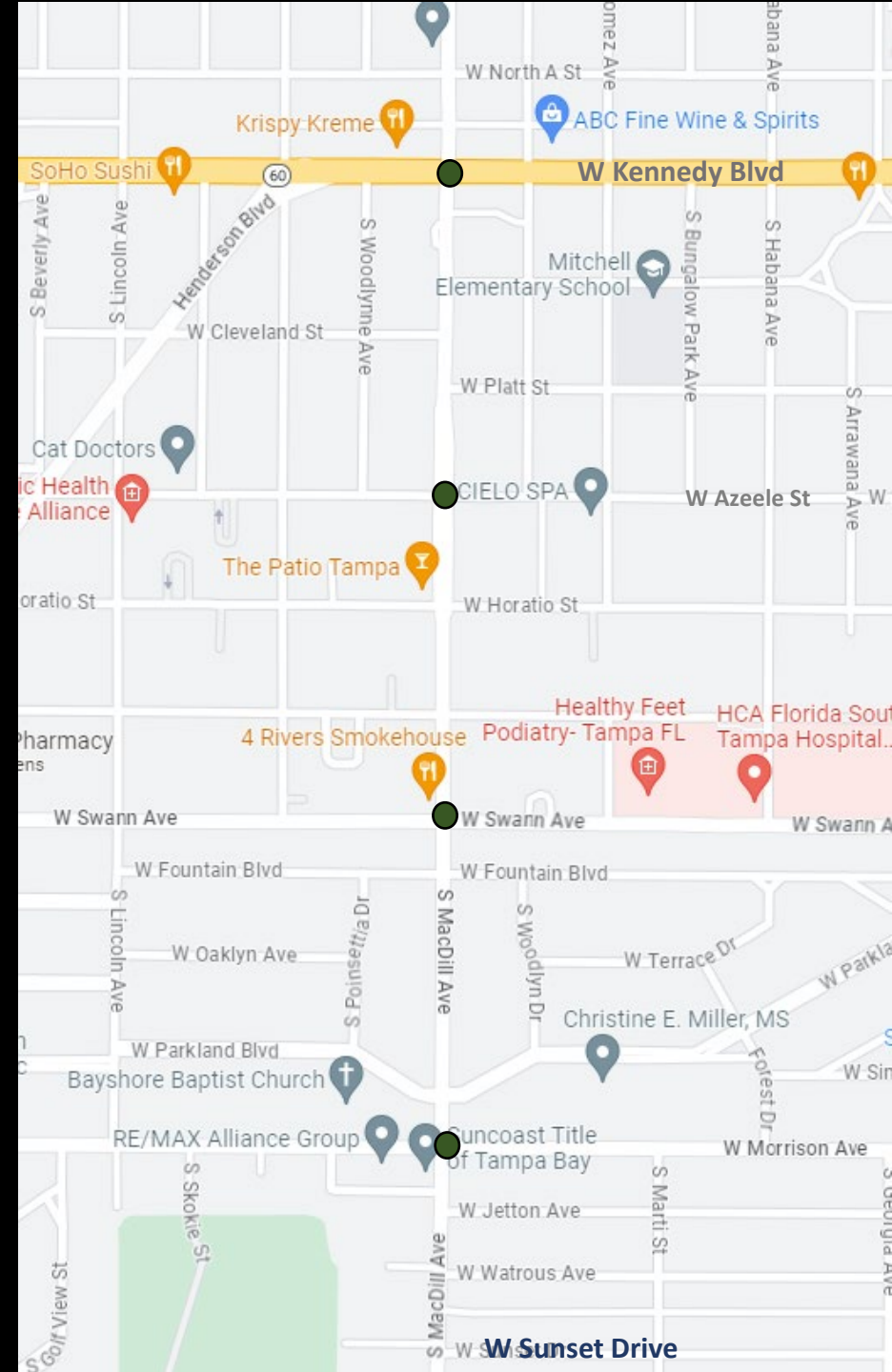
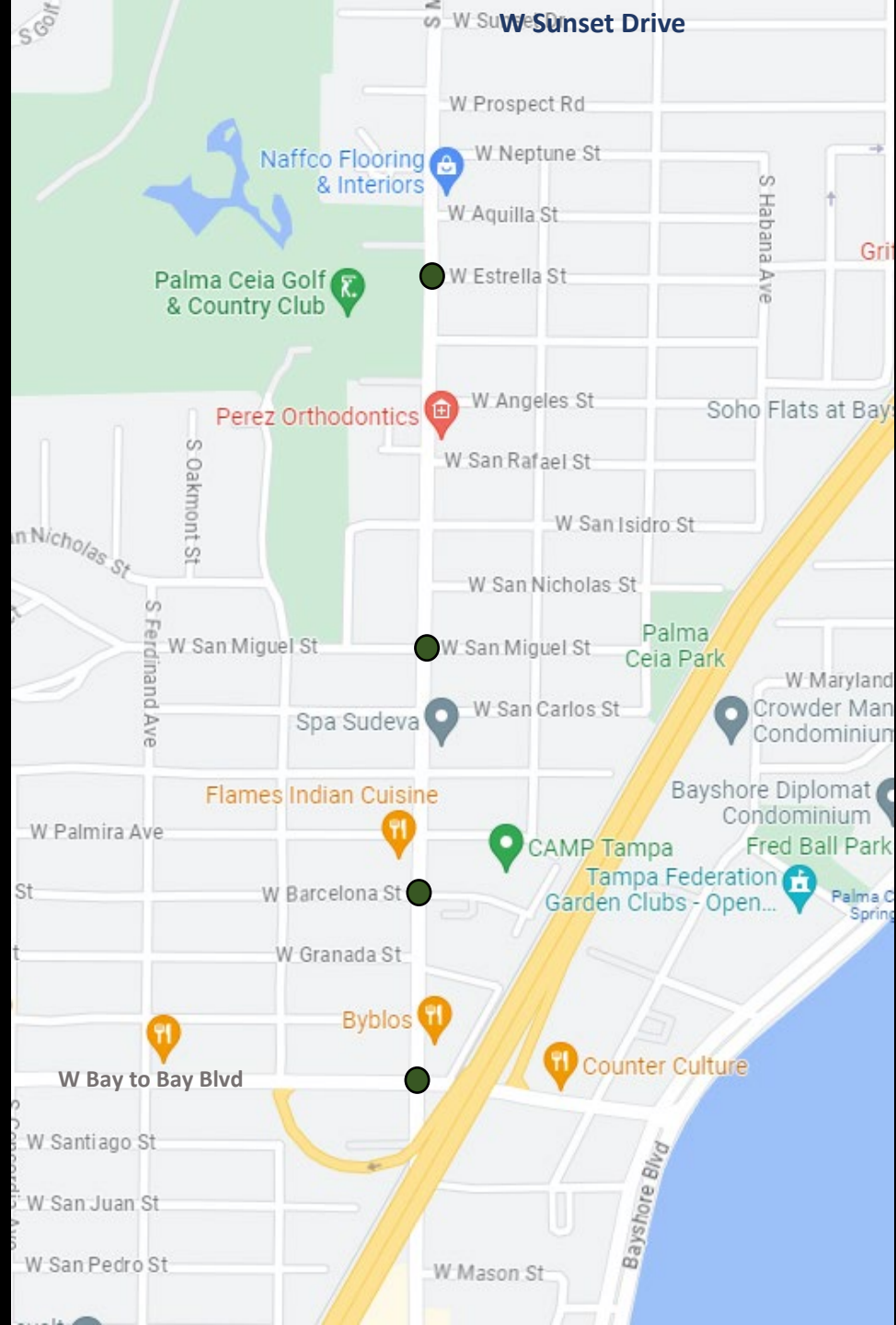
Bay to Bay Blvd  
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speed limit

+/- 20,000 Daily  
Traffic Volume

8 Signalized  
Intersections



Bay to Bay Blvd  
to Kennedy Blvd

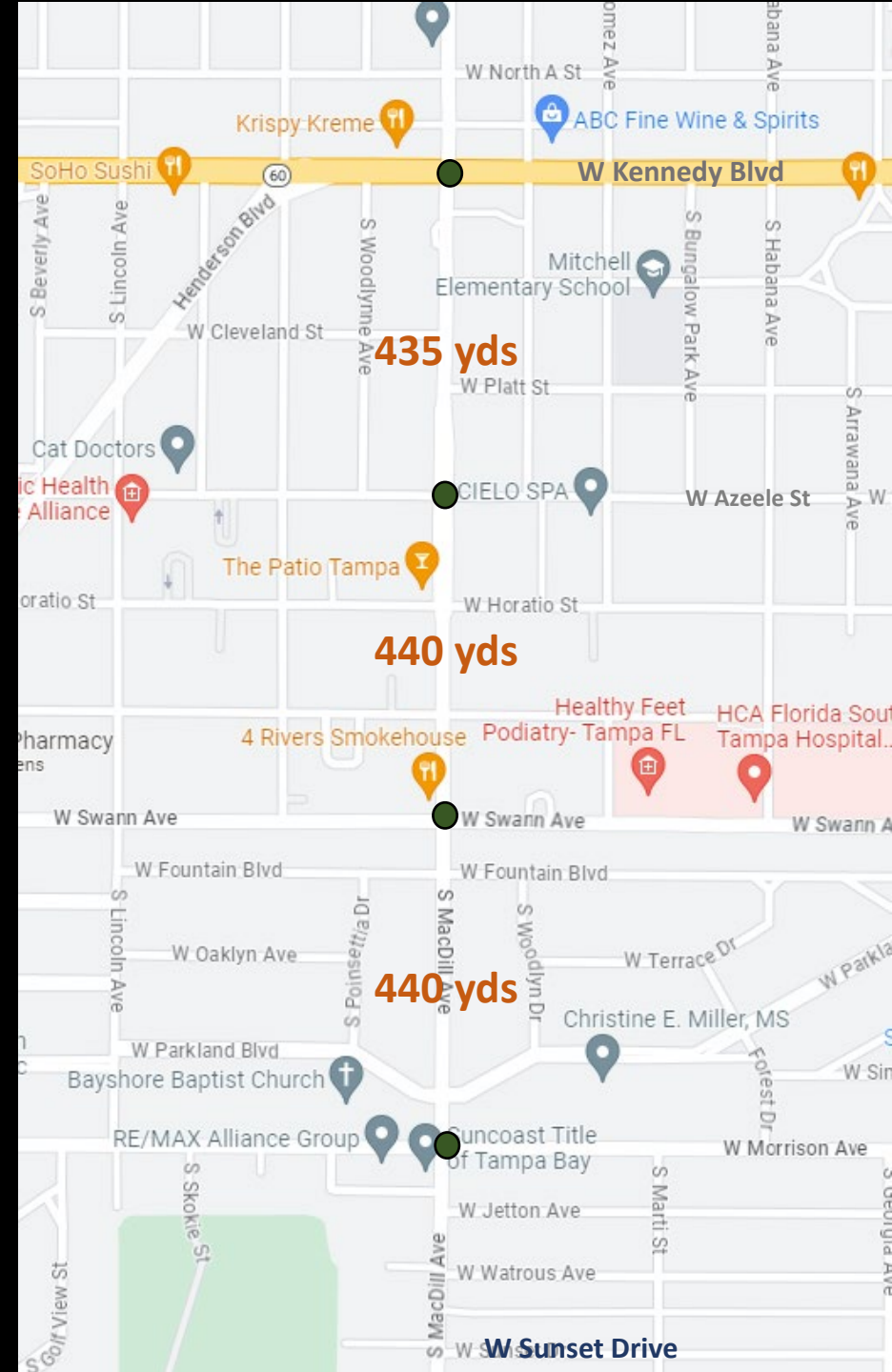
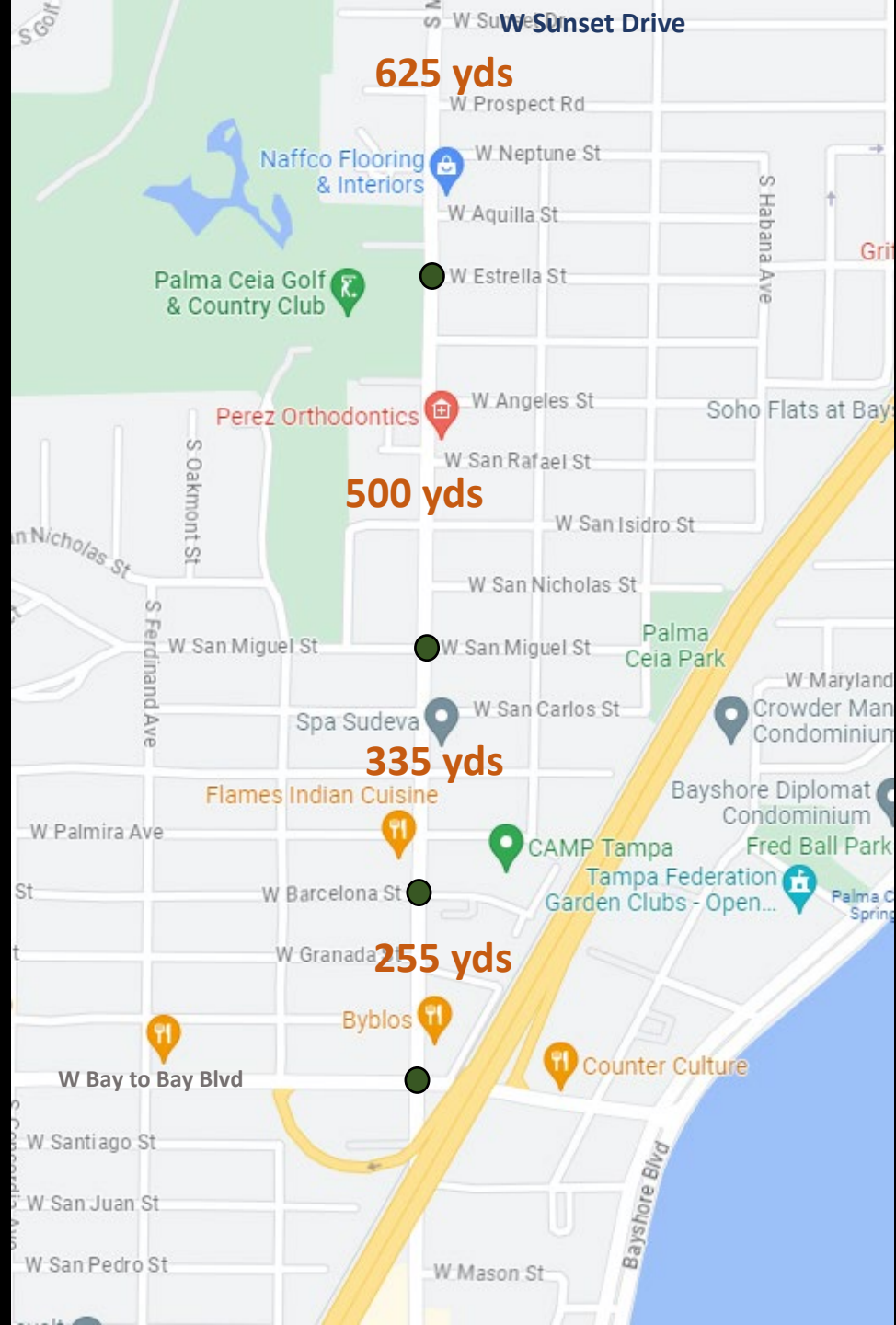
1.7 miles

35 mph posted  
speed limit

+/- 20,000 Daily  
Traffic Volume

8 Signalized  
Intersections

435 yards (1/4 mile)  
Average Distance  
Between Pedestrian  
Crossings



Bay to Bay Blvd  
to Kennedy Blvd

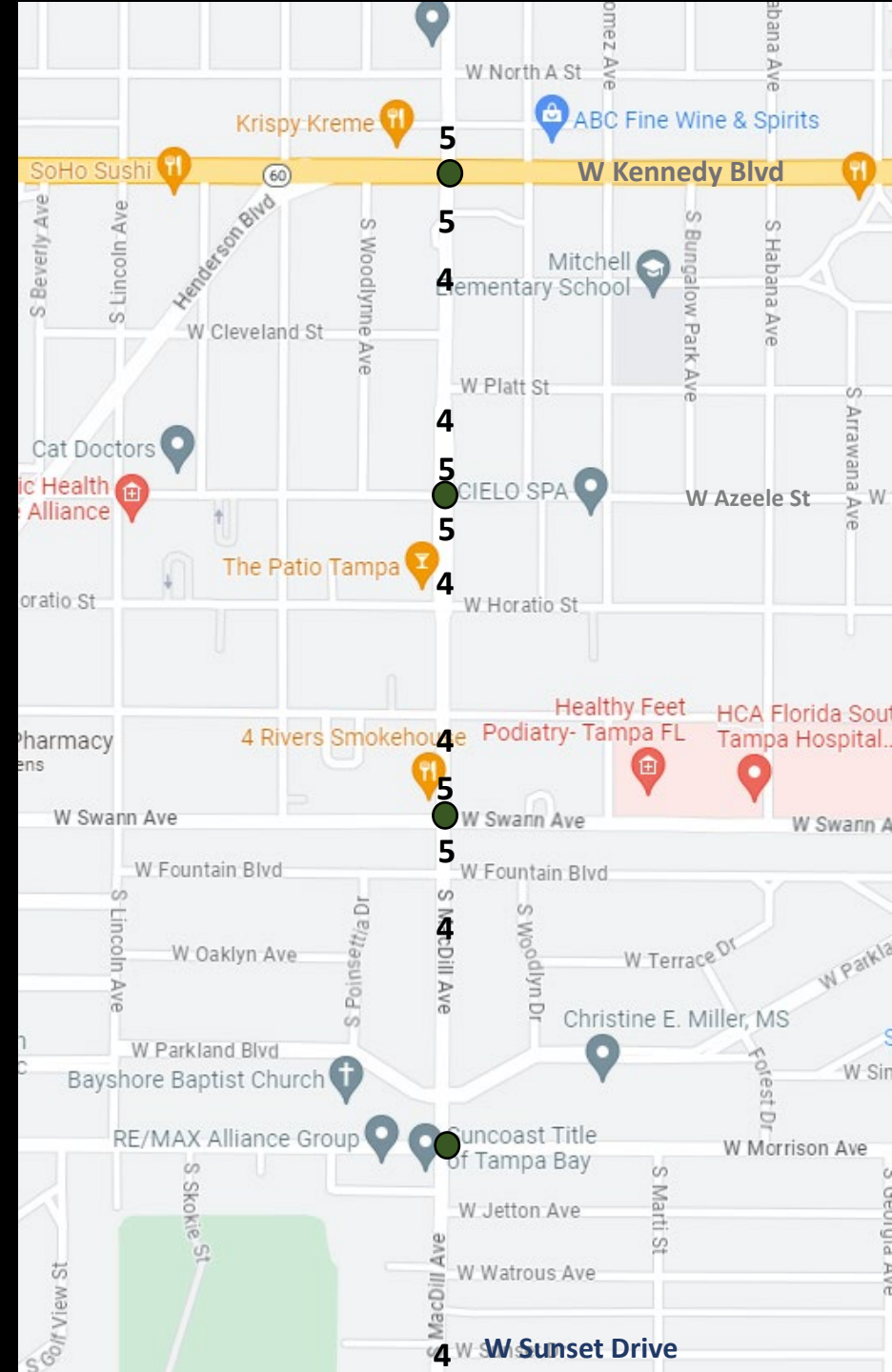
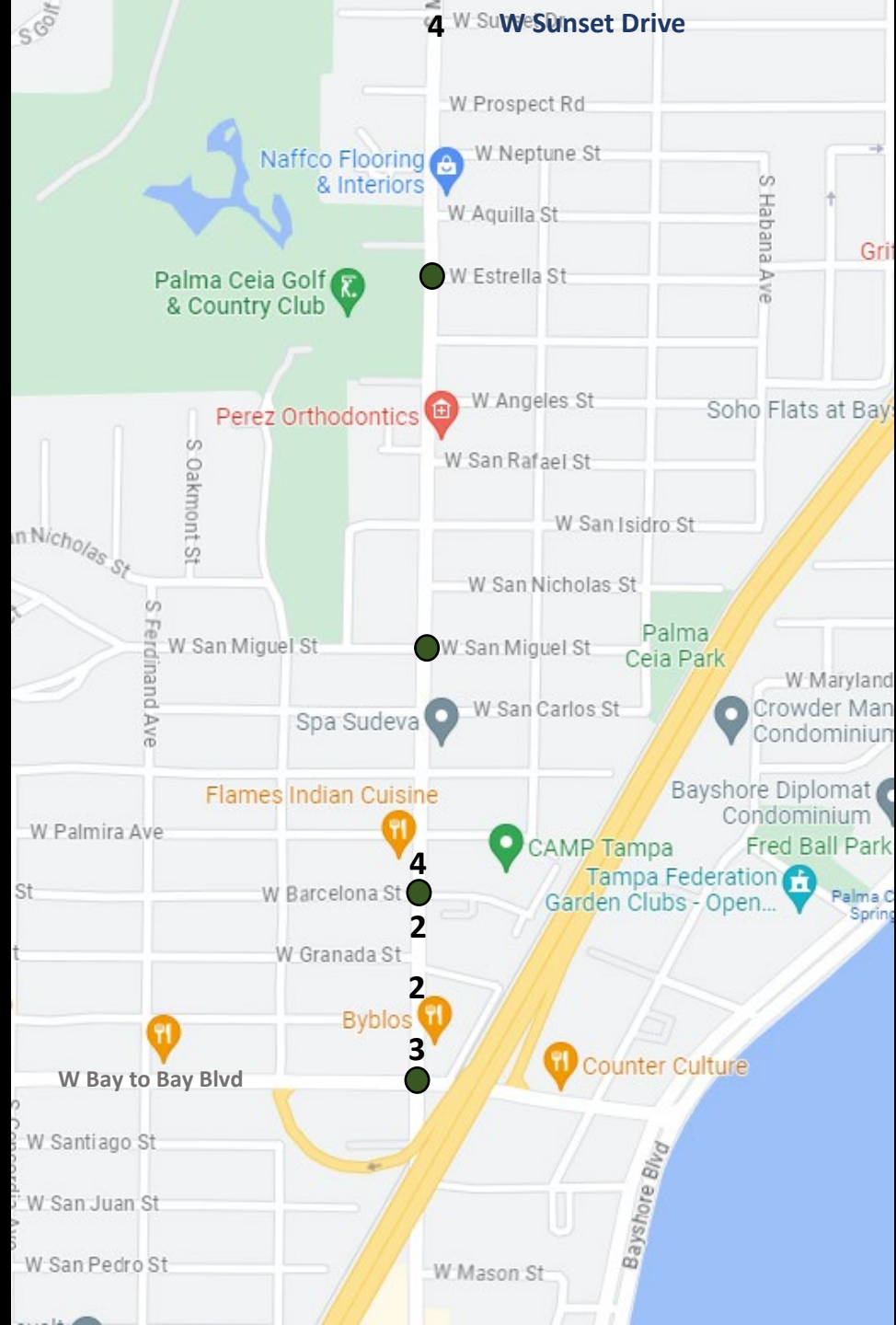
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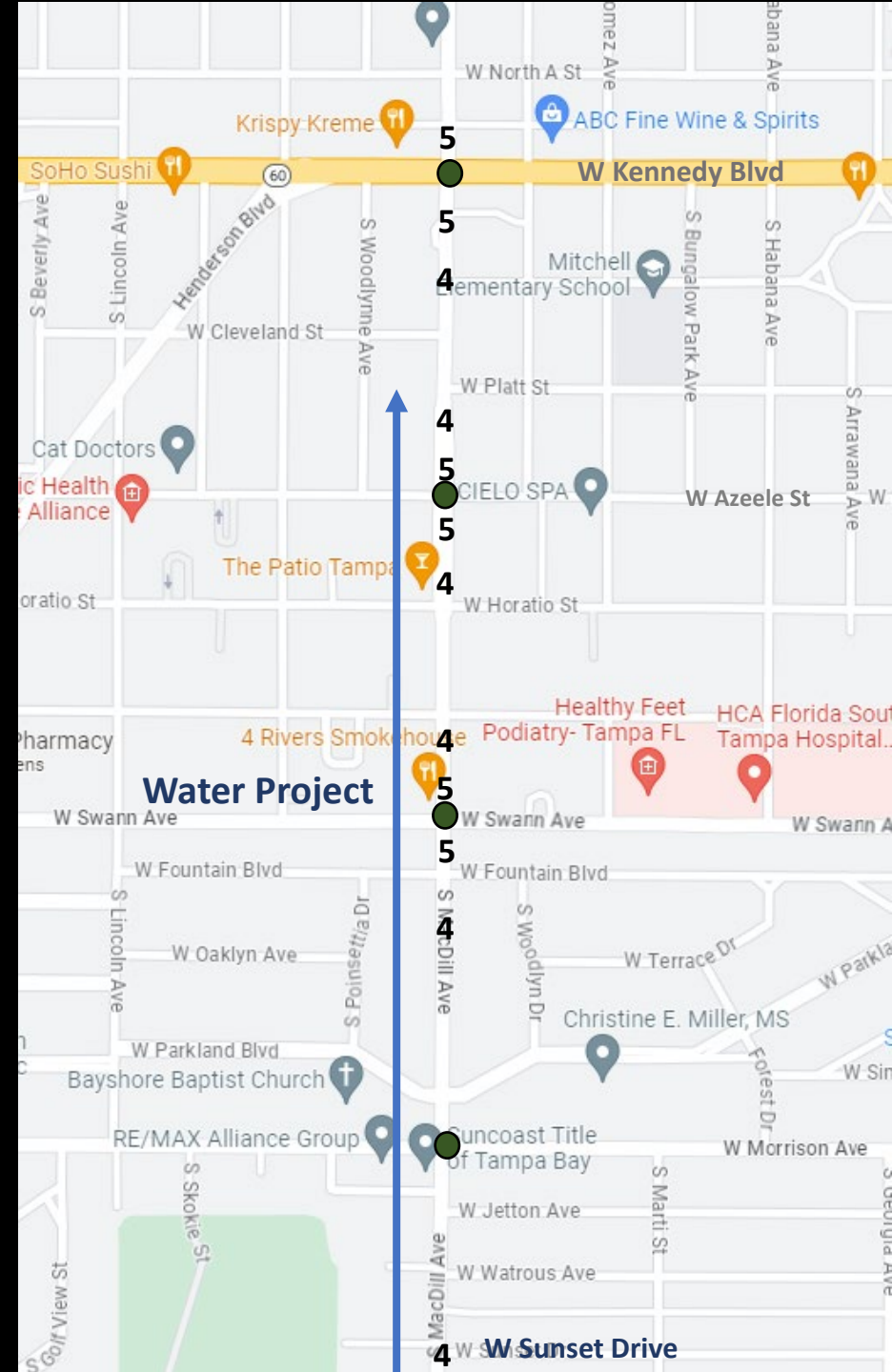
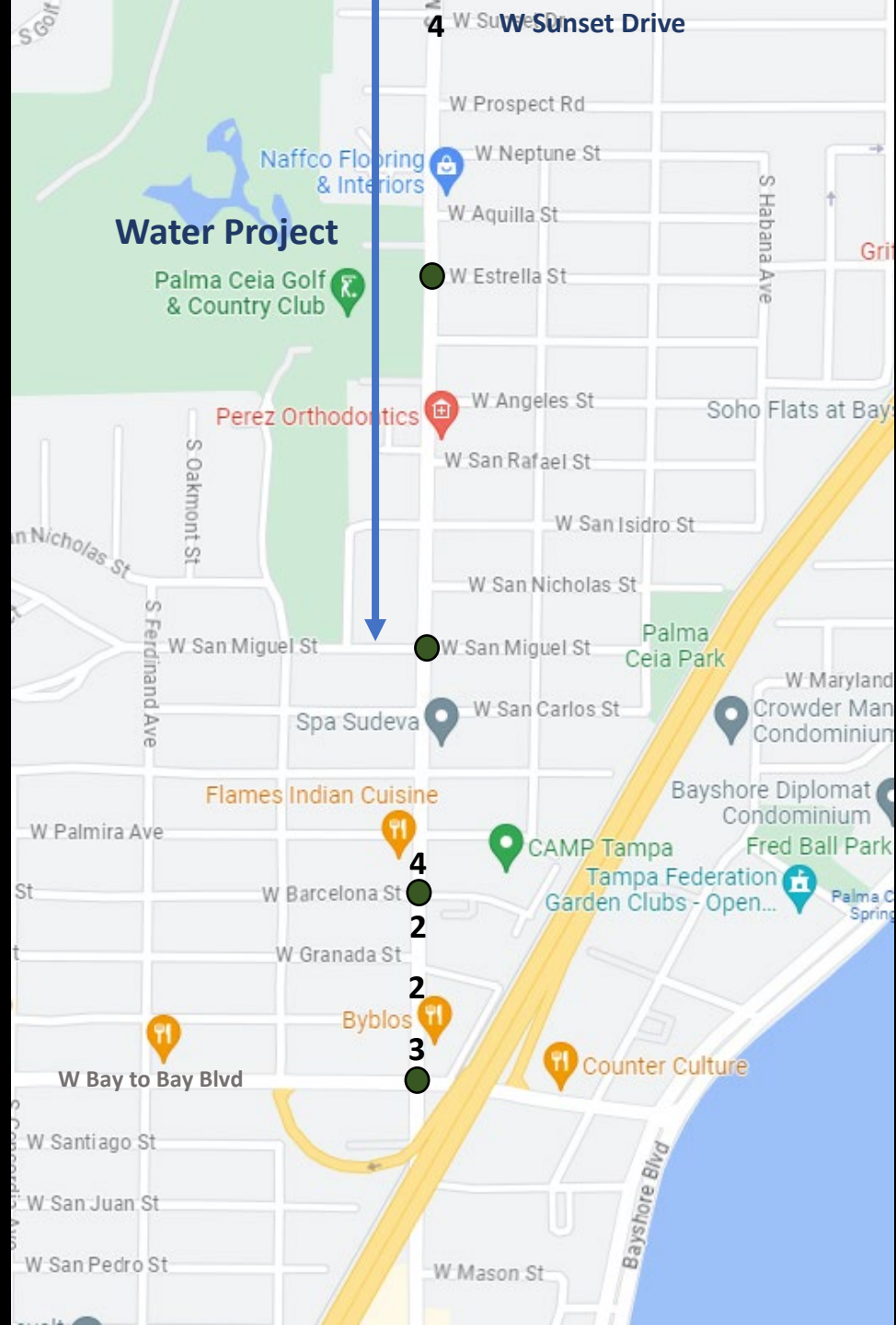
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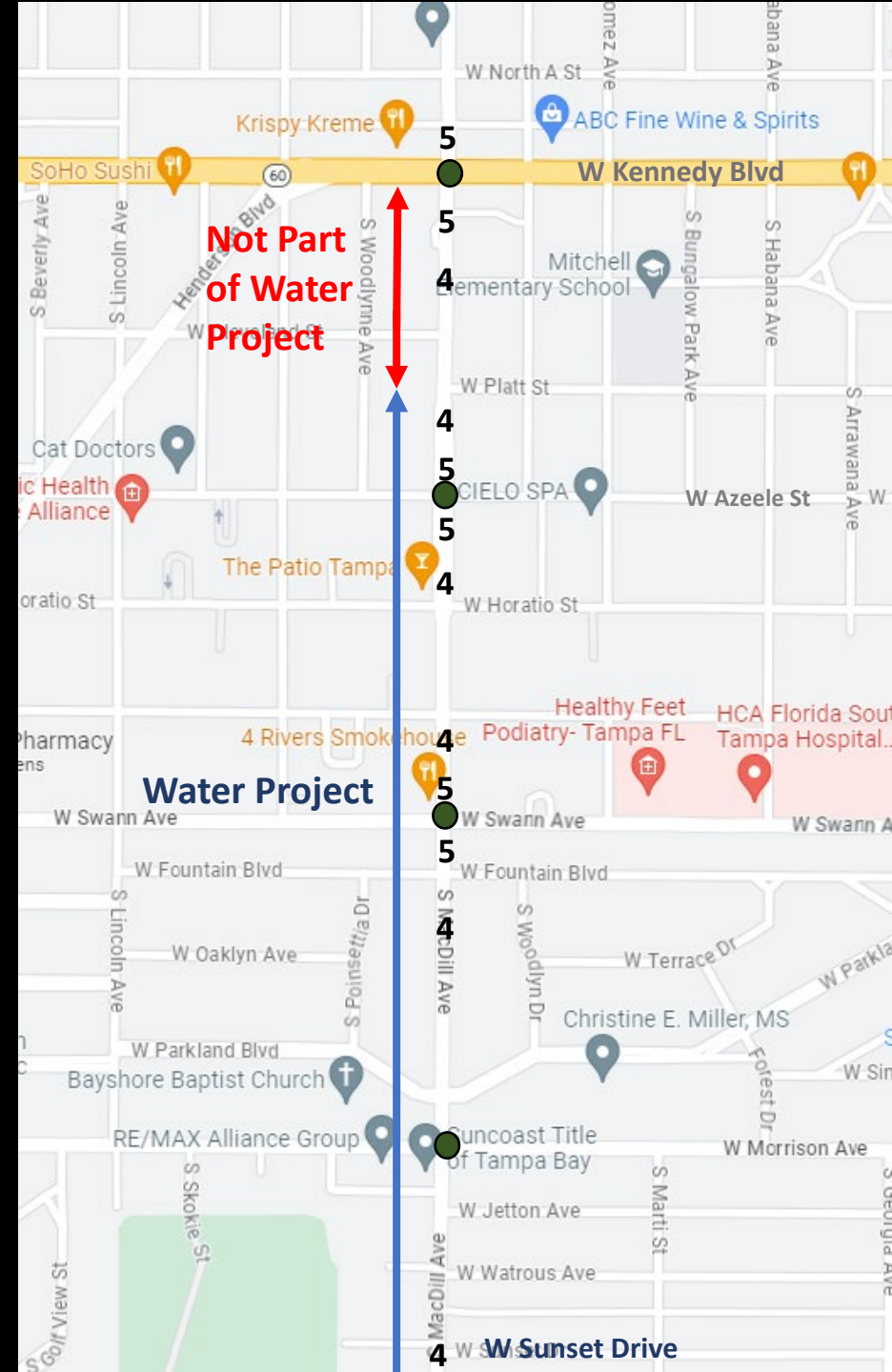
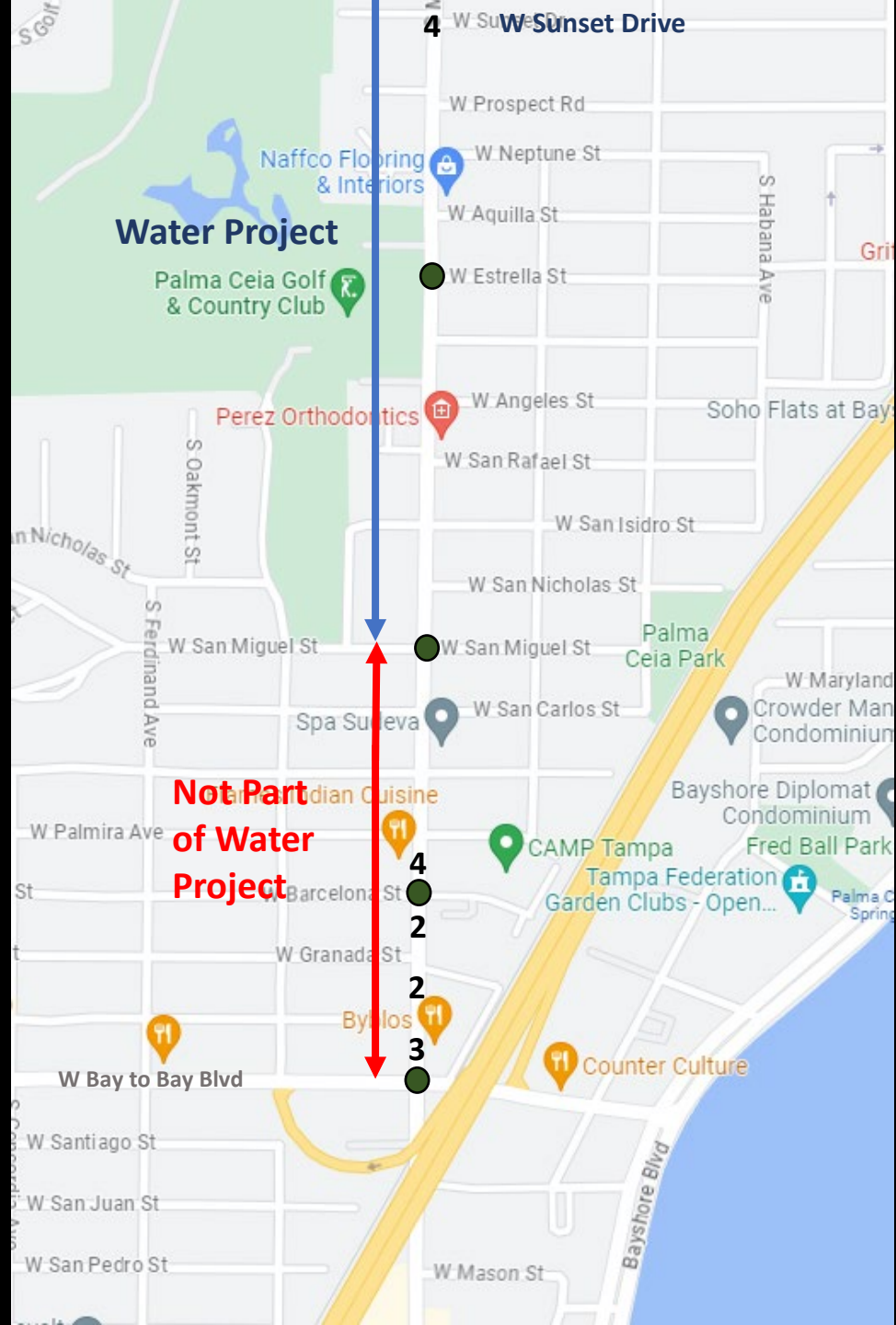
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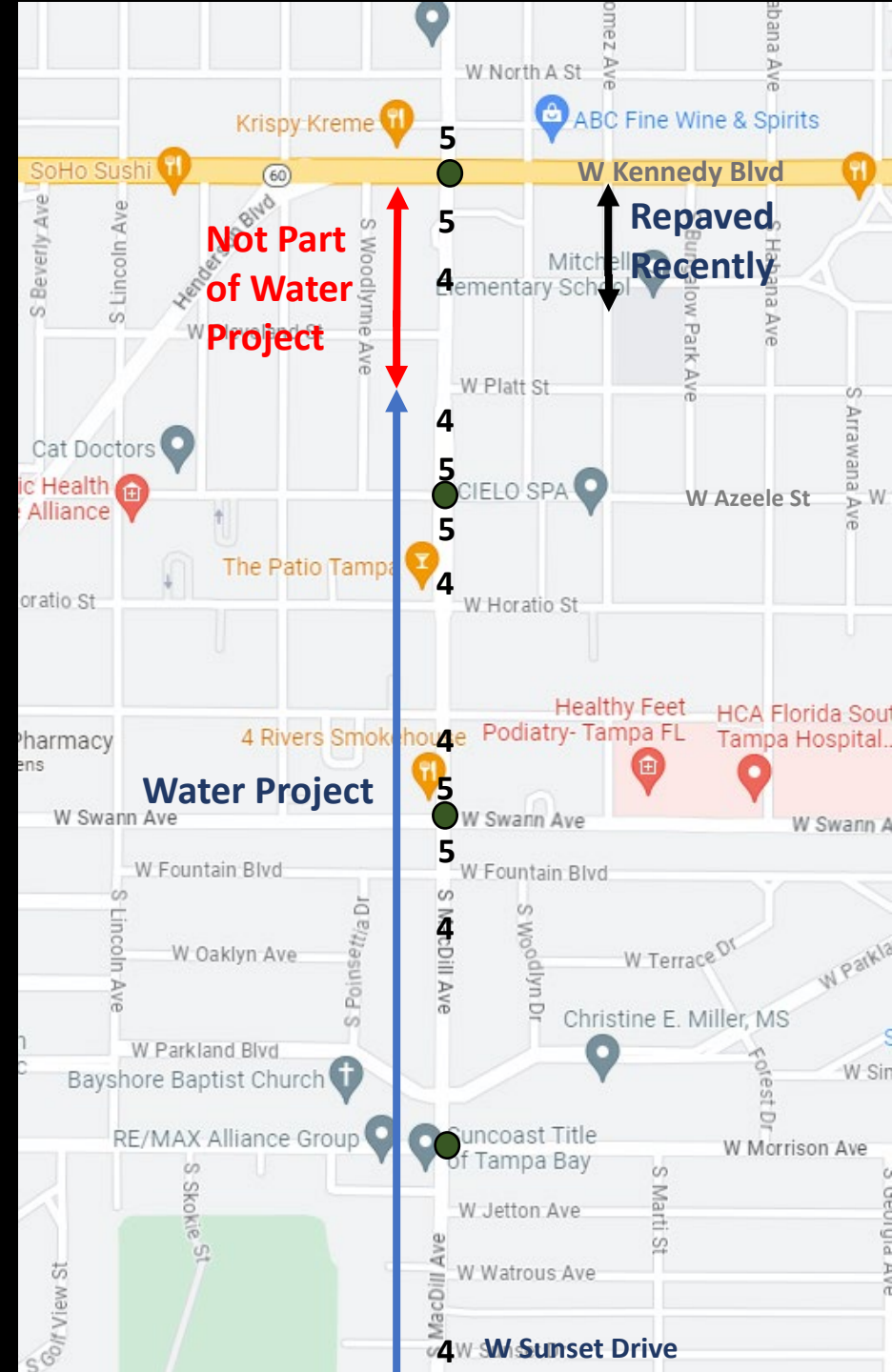
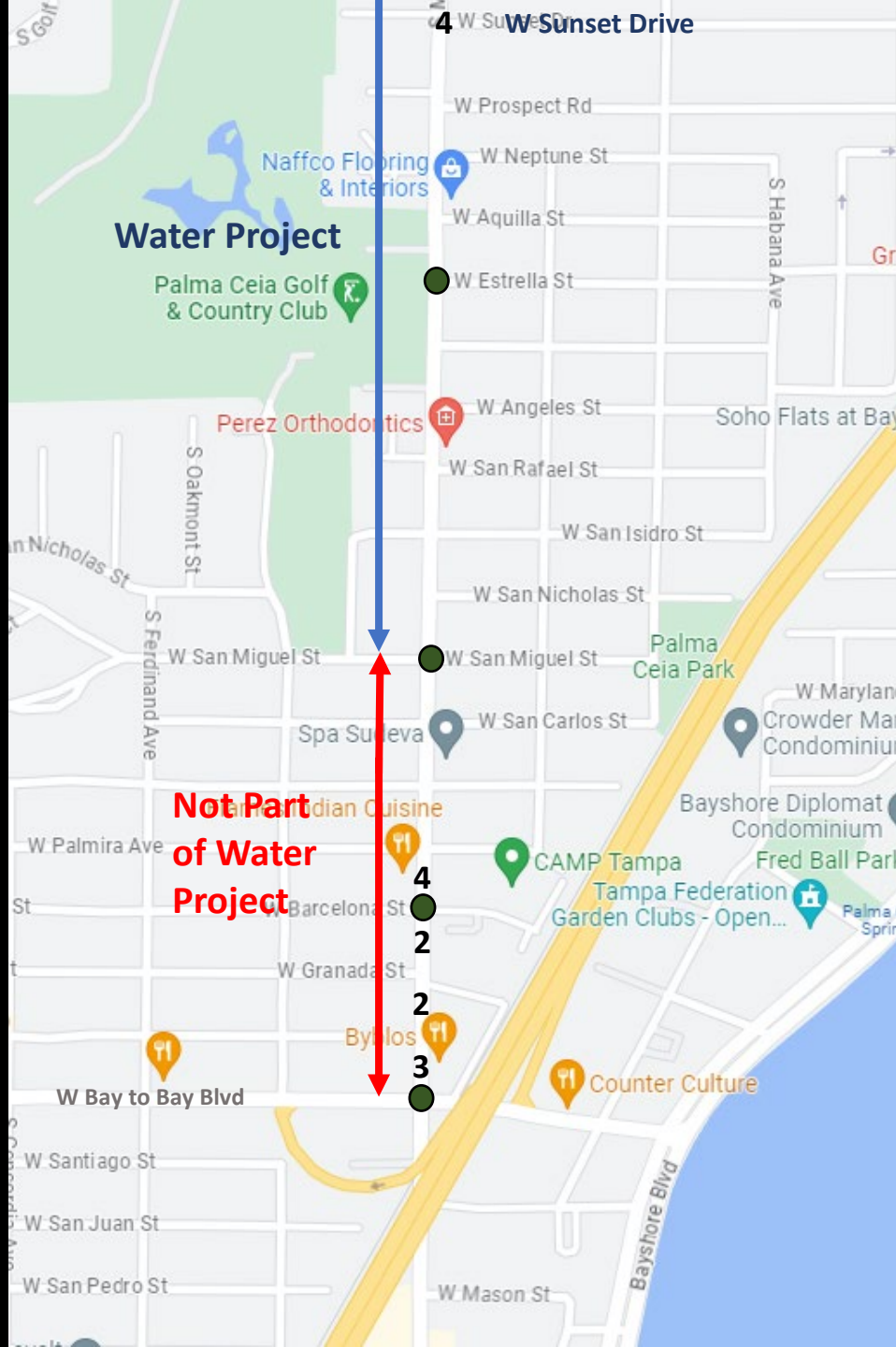
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1.7 miles

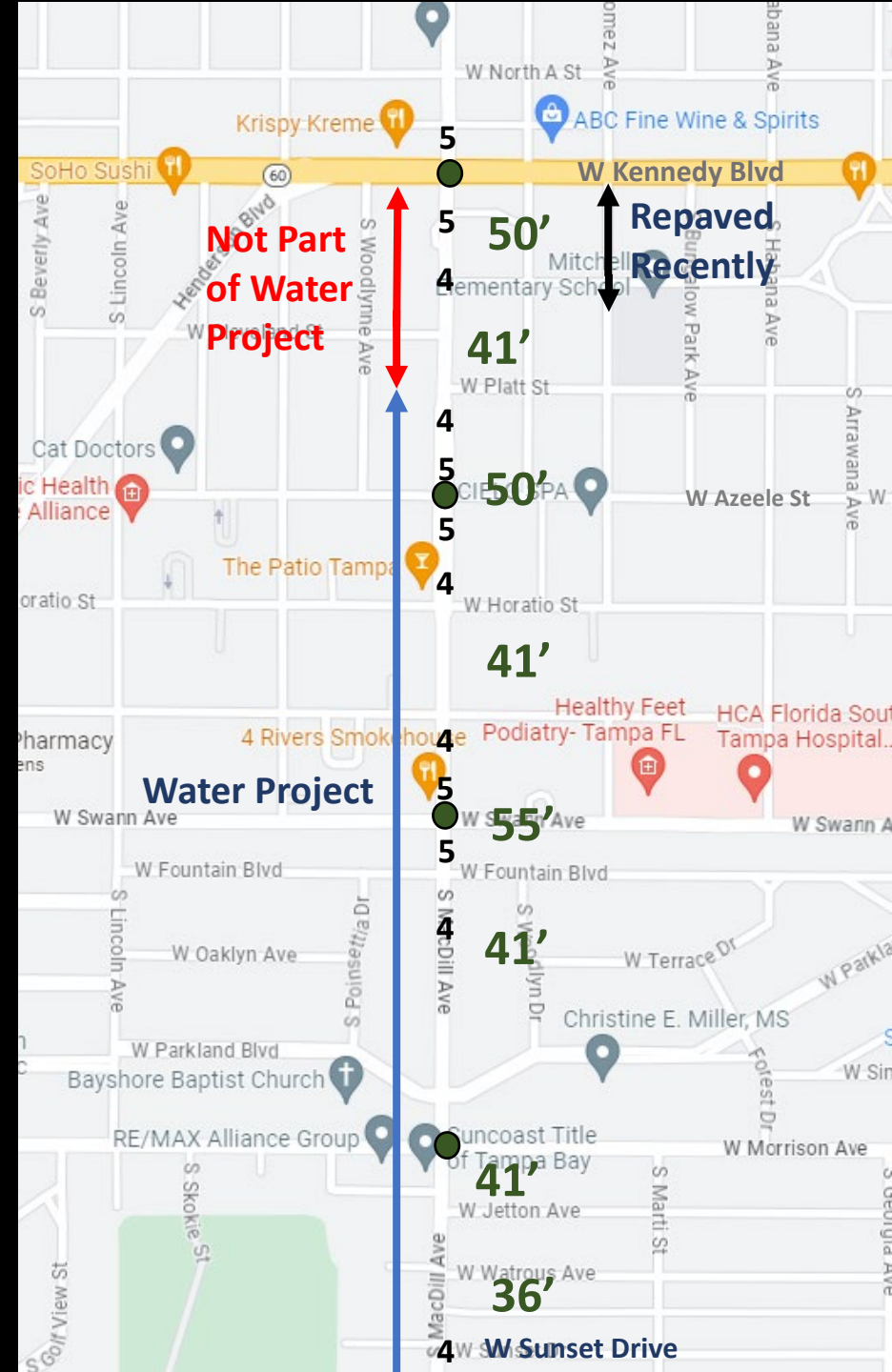
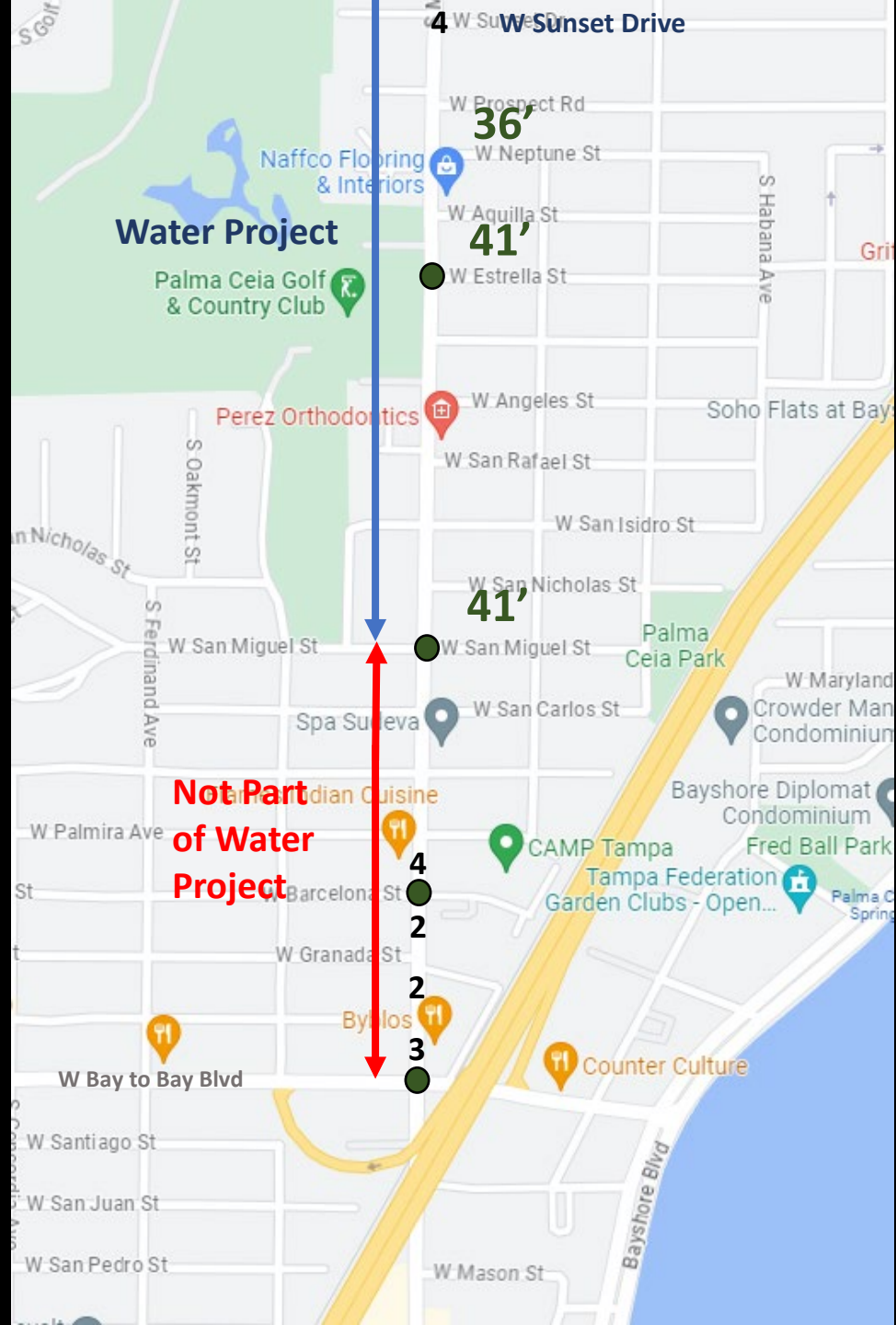
35 mph posted  
speed limit

+/- 20,000 Daily  
Traffic Volume

8 Signalized  
Intersections

435 yards (1/4 mile)  
Average Distance  
Between Pedestrian  
Crossings

Most Common  
pavement widths are  
36', 41', 50' with 4  
lanes, left turn lanes  
at most signalized  
intersections, and  
no bike lanes



Bay to Bay Blvd to Kennedy Blvd

1.7 miles

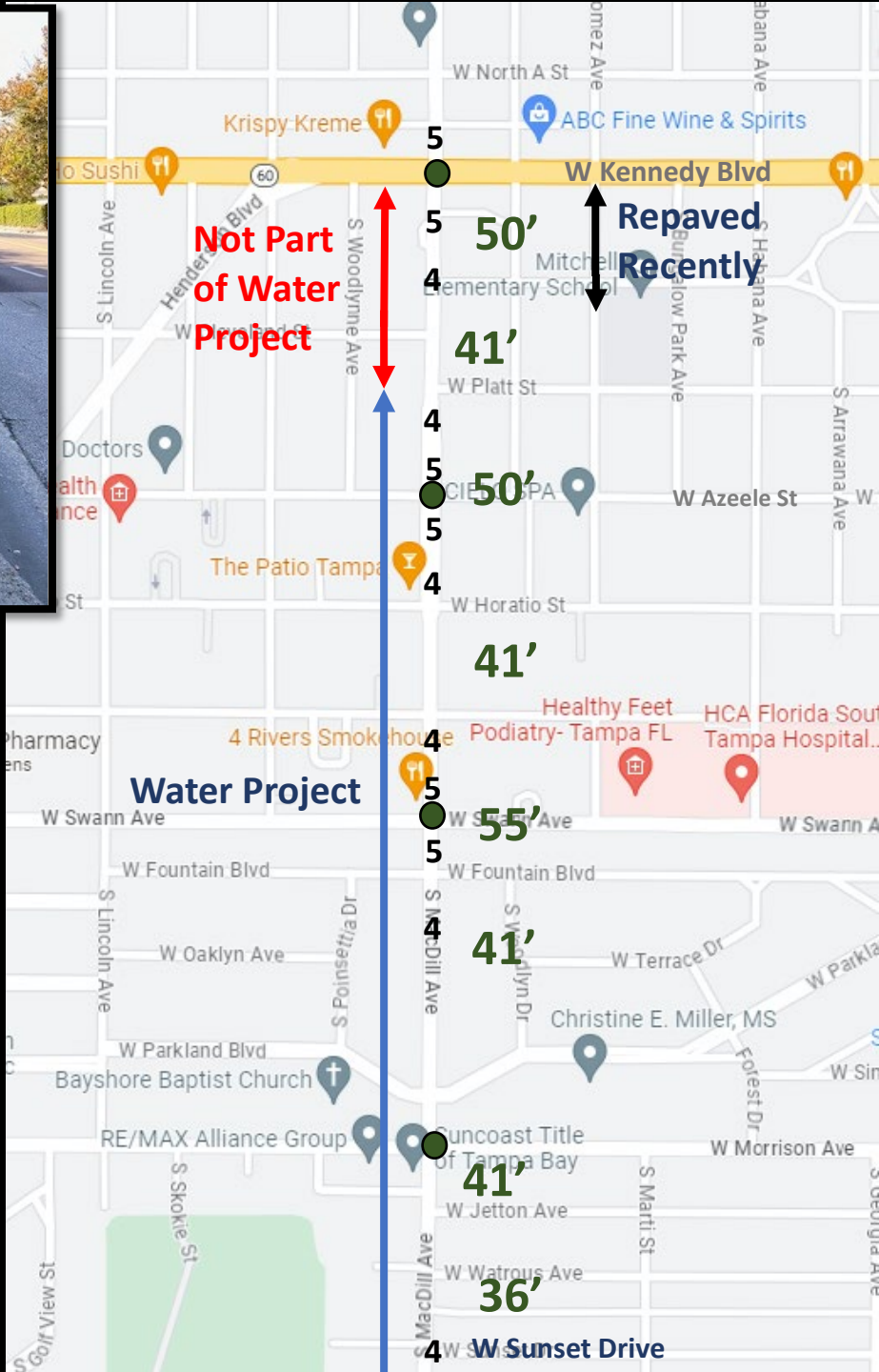
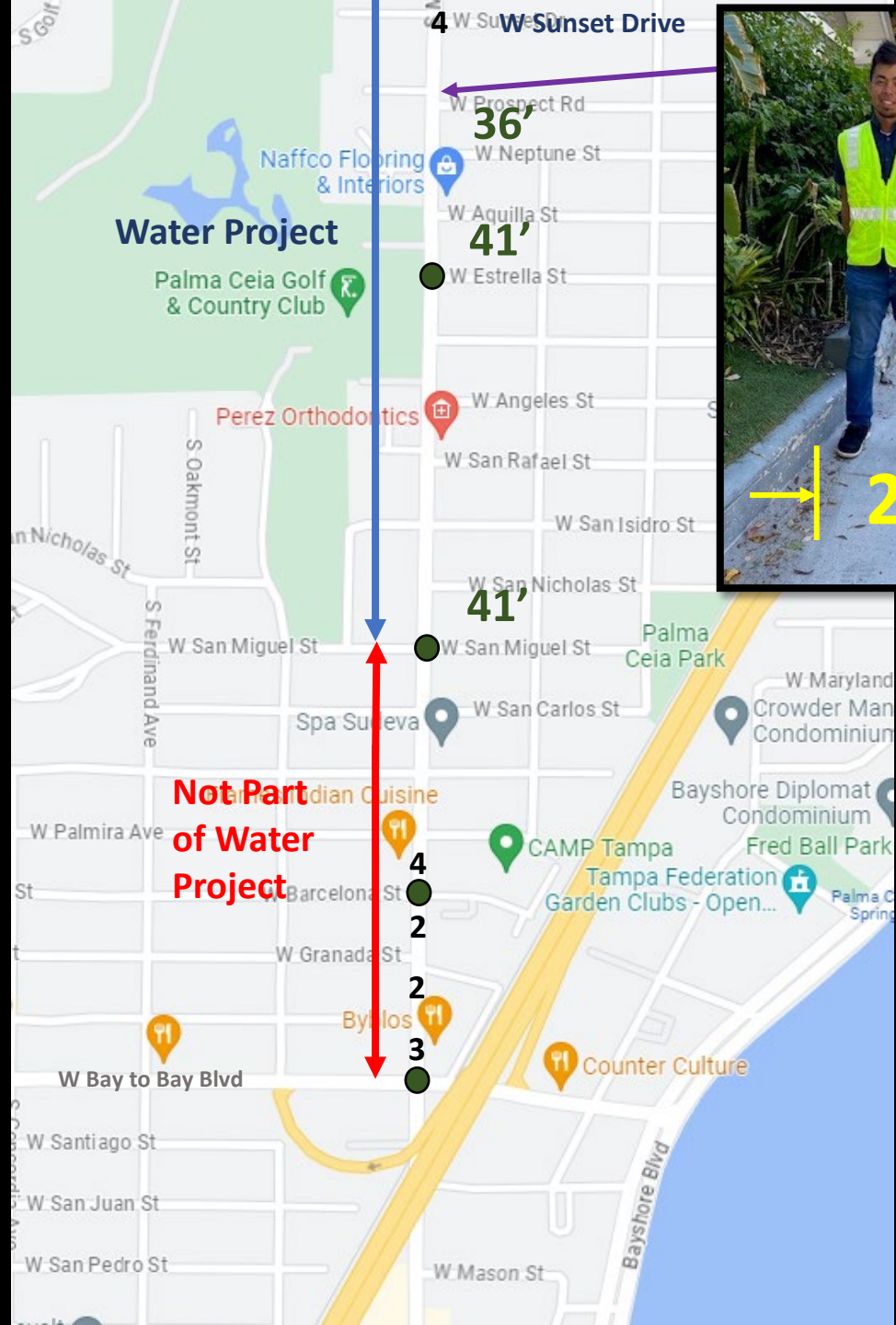
35 mph posted speed limit

+/- 20,000 Daily Traffic Volume

8 Signalized Intersections

435 yards (1/4 mile) Average Distance Between Pedestrian Crossings

Most Common pavement widths are 36', 41', 50' with 4 lanes, left turn lanes at most signalized intersections, and no bike lanes



# Site Visit Observations

Context

Nice houses, buildings, and neighborhoods

Motorists

Drivers drive too fast, weave, and are aggressive

Hard to turn left or go straight from side streets

Hard to turn left out of driveways

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No bike lanes (high stress)

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Pedestrians

Noisy

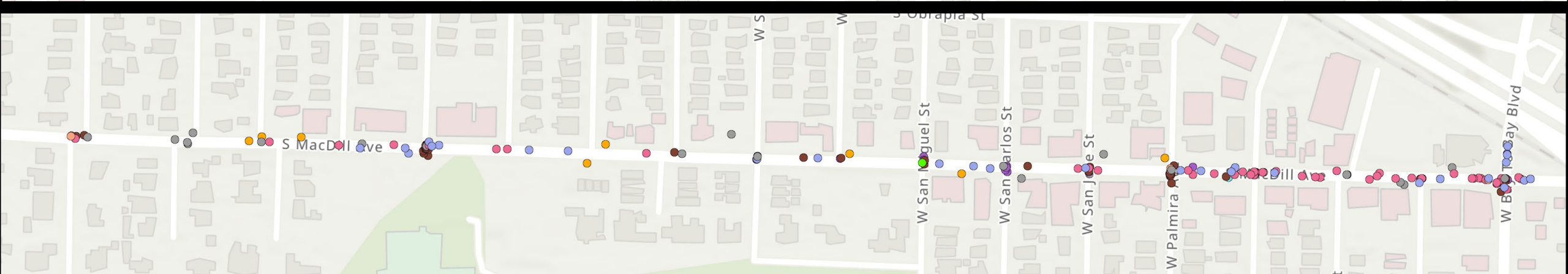
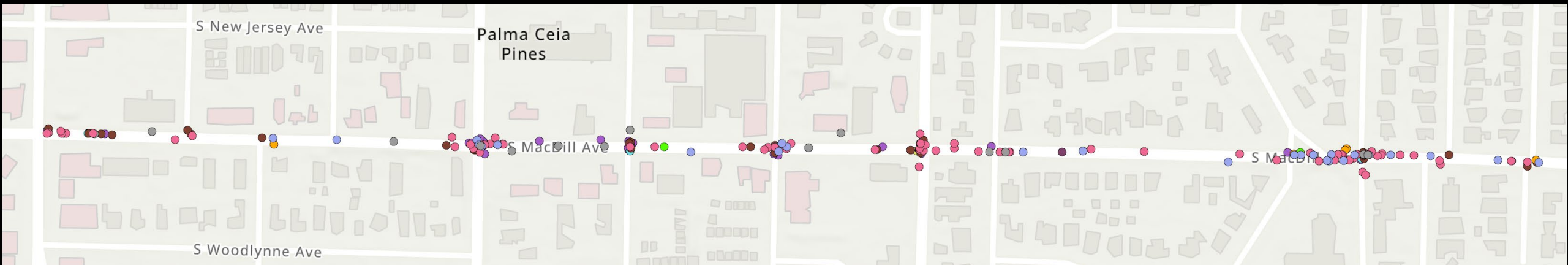
Too few crossings

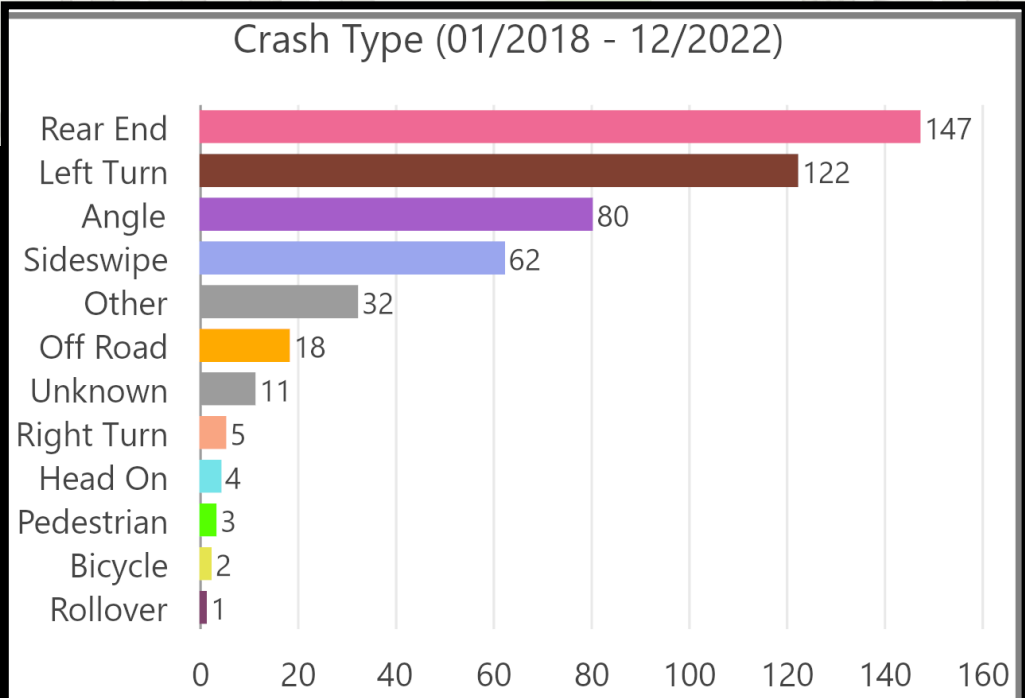
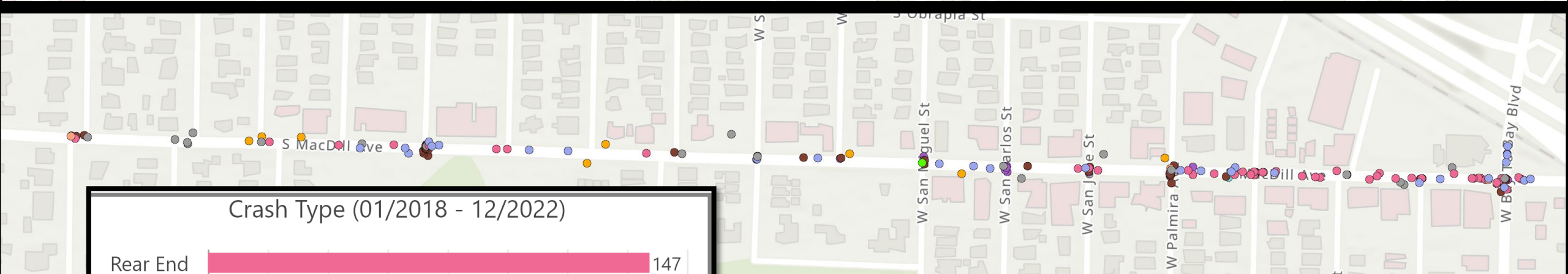
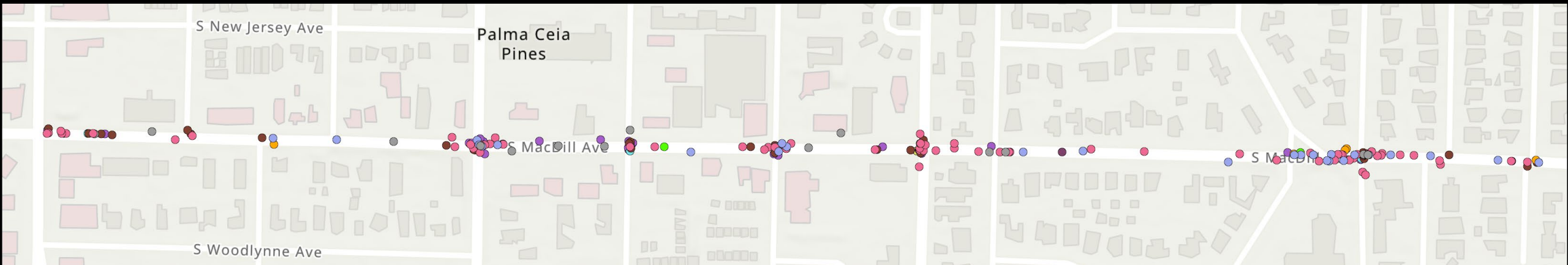
Uncomfortable to walk

No street trees/inadequate or no buffers for pedestrians

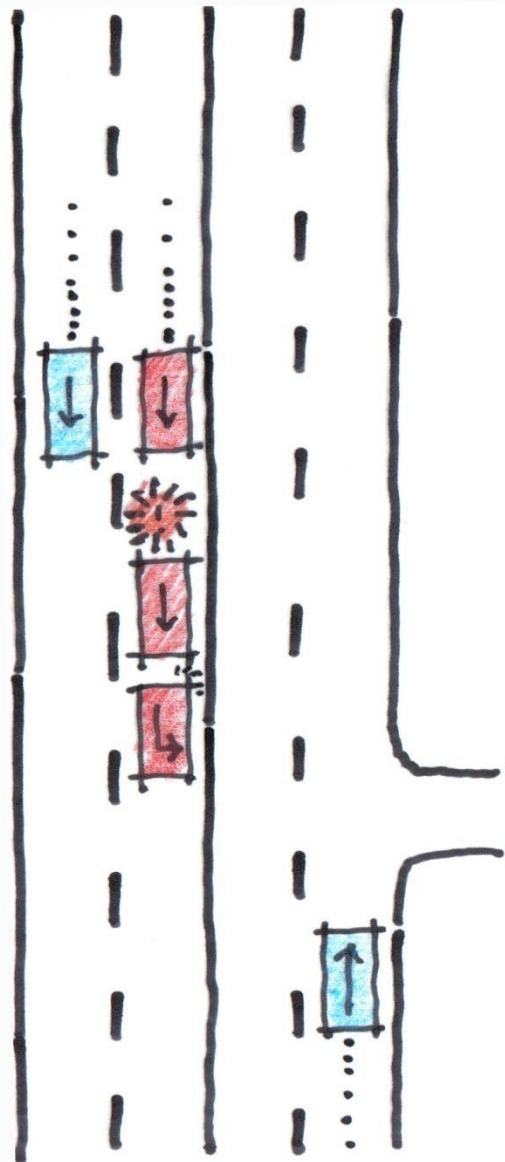
Sidewalks are too narrow

Not A.D.A. compliant

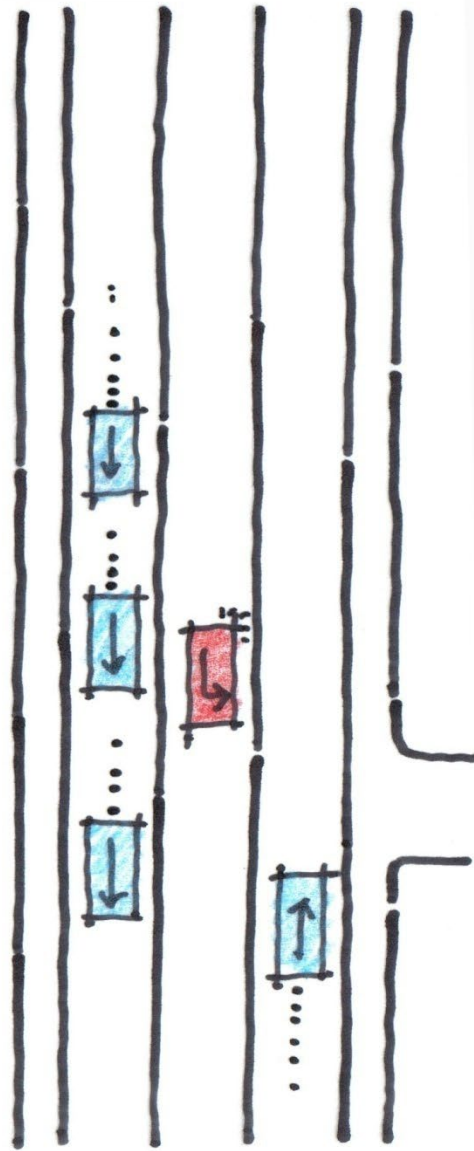




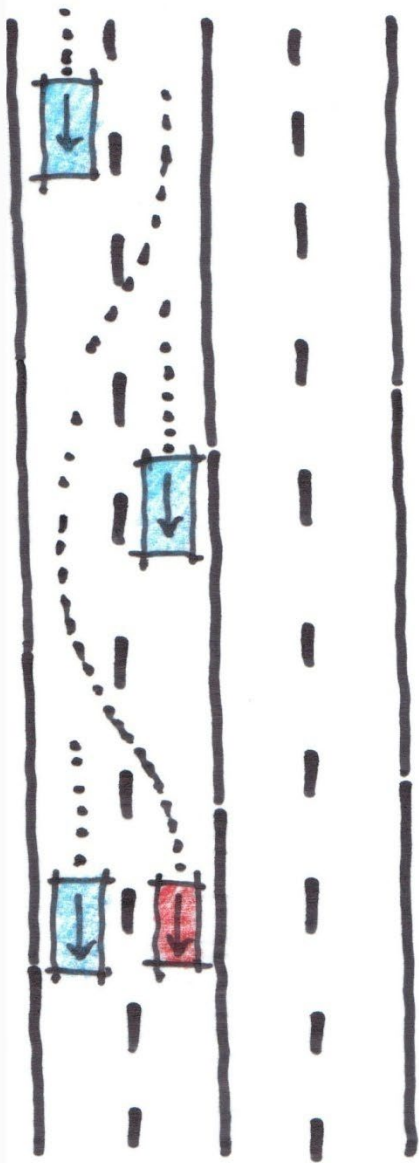




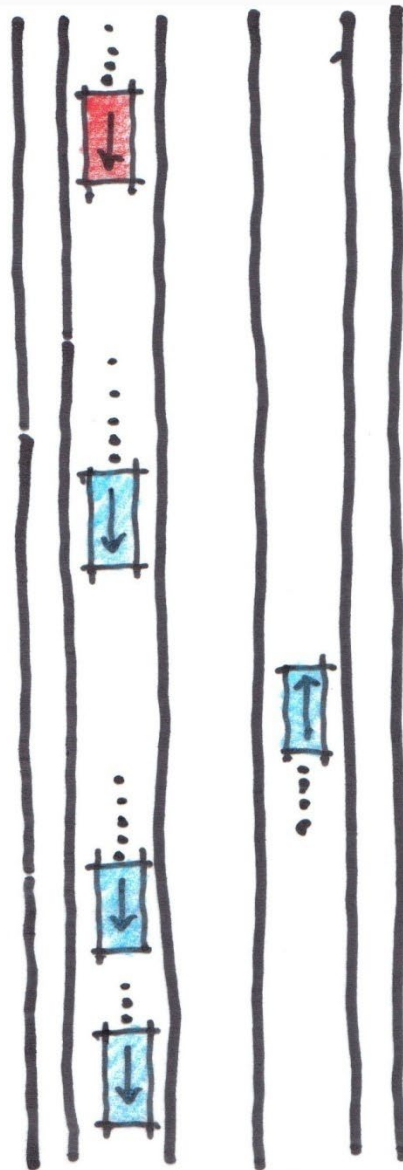
QUEUE GETS  
REAR-ENDED



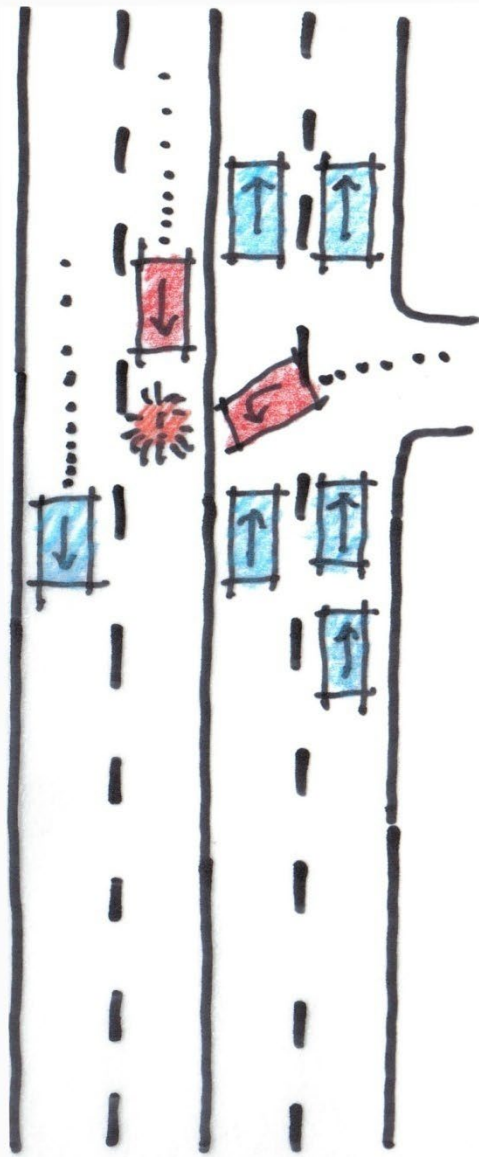
NO QUEUE  
IN MOVING LANE



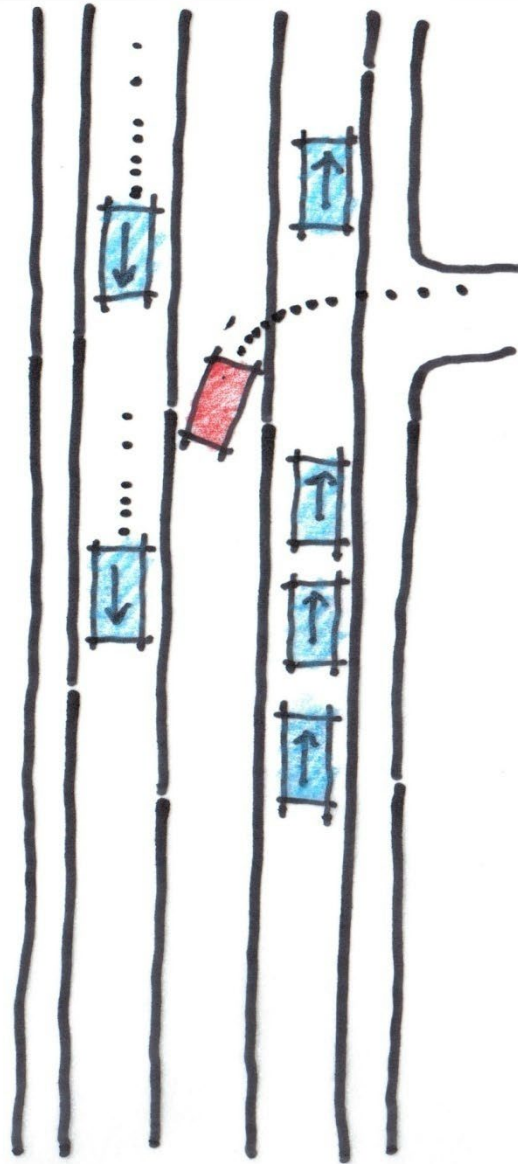
SPEEDING



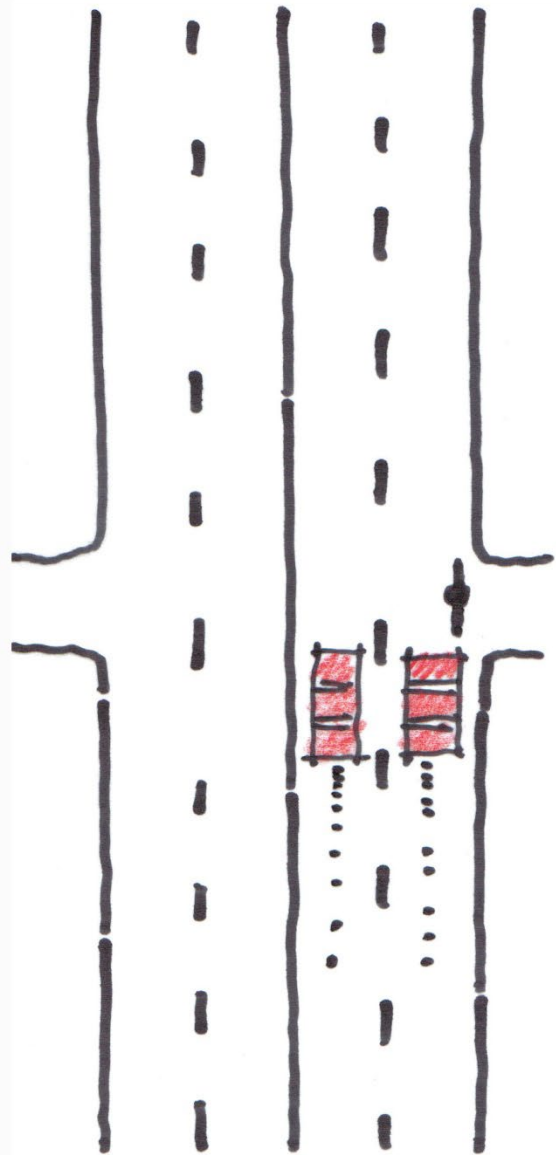
LESS SPEEDING



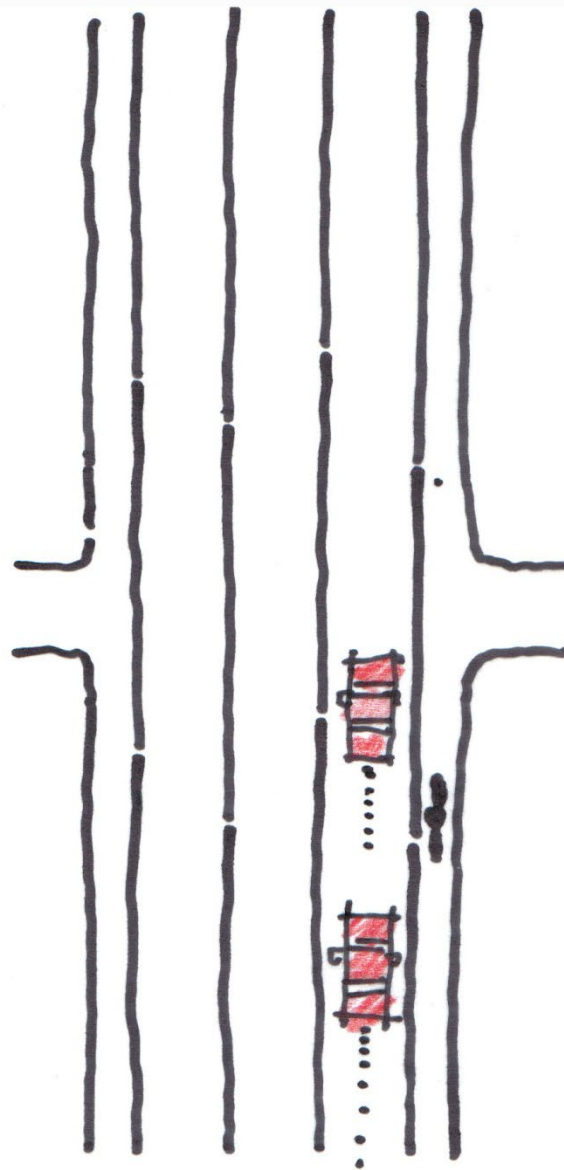
NO REFUGE



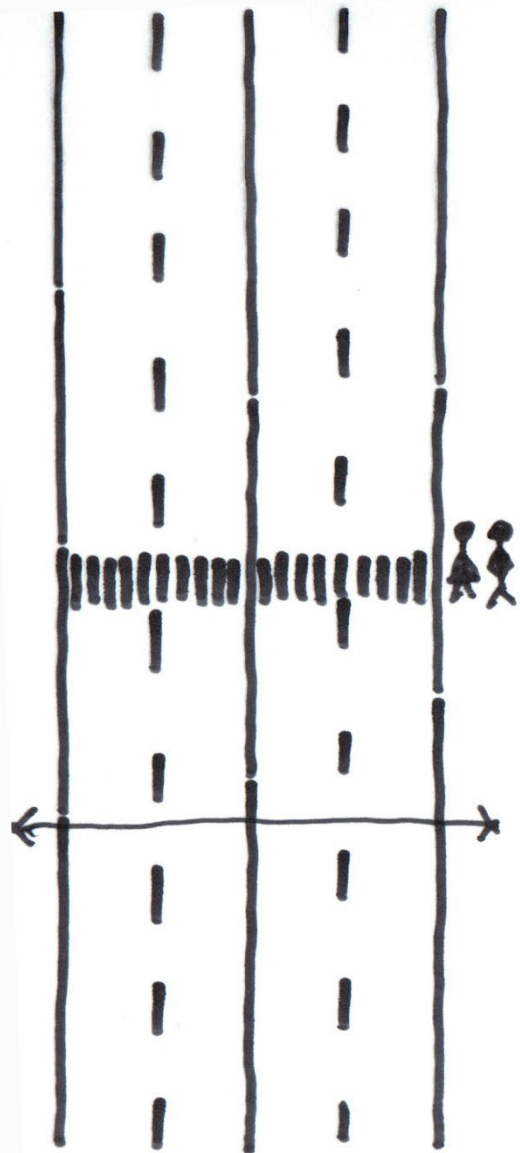
REFUGE



UNCOMFORTABLE  
CYCLING



COMFORTABLE  
CYCLING

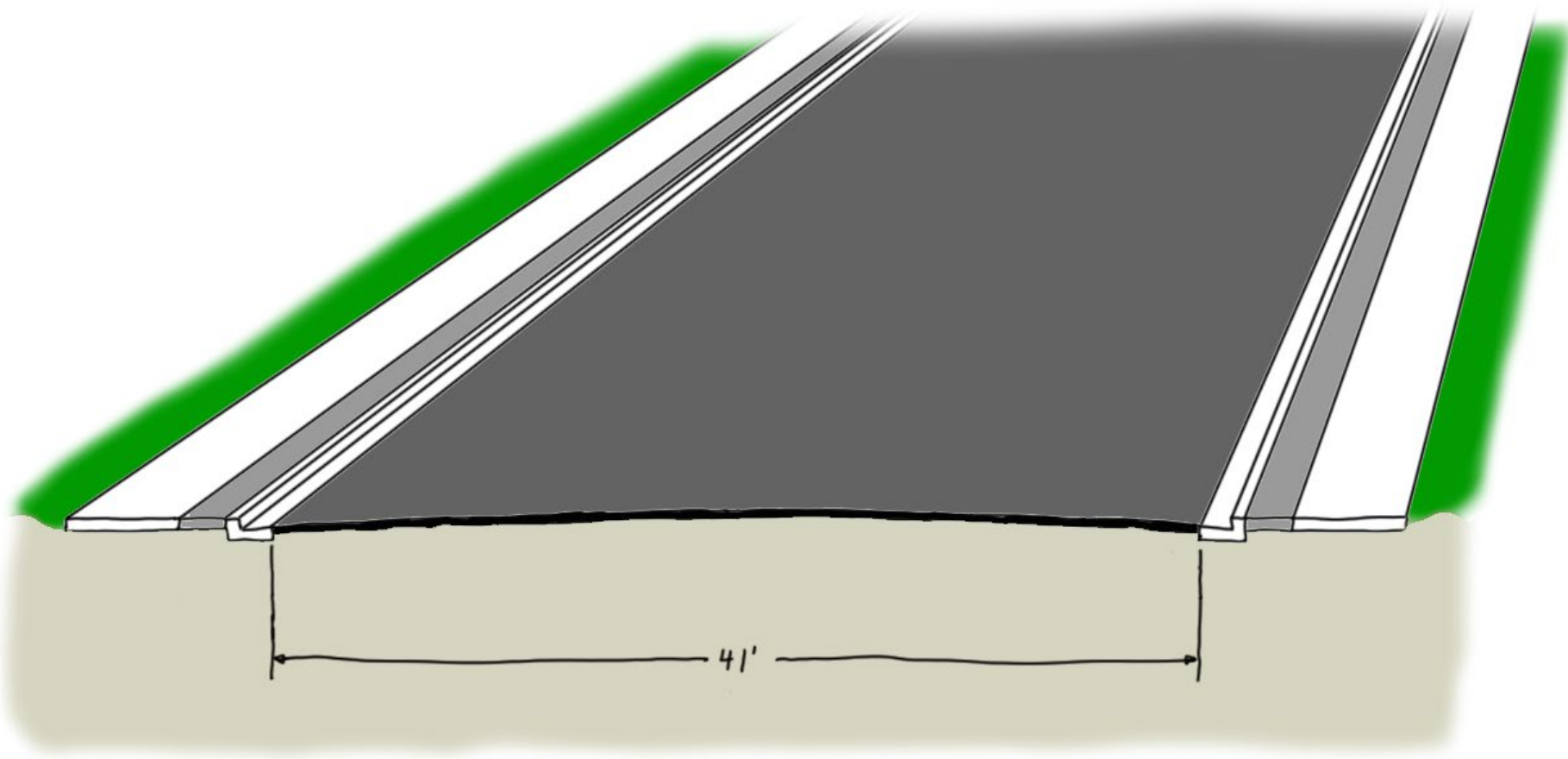


ONE LONG CROSSING  
GAPS BOTH WAYS

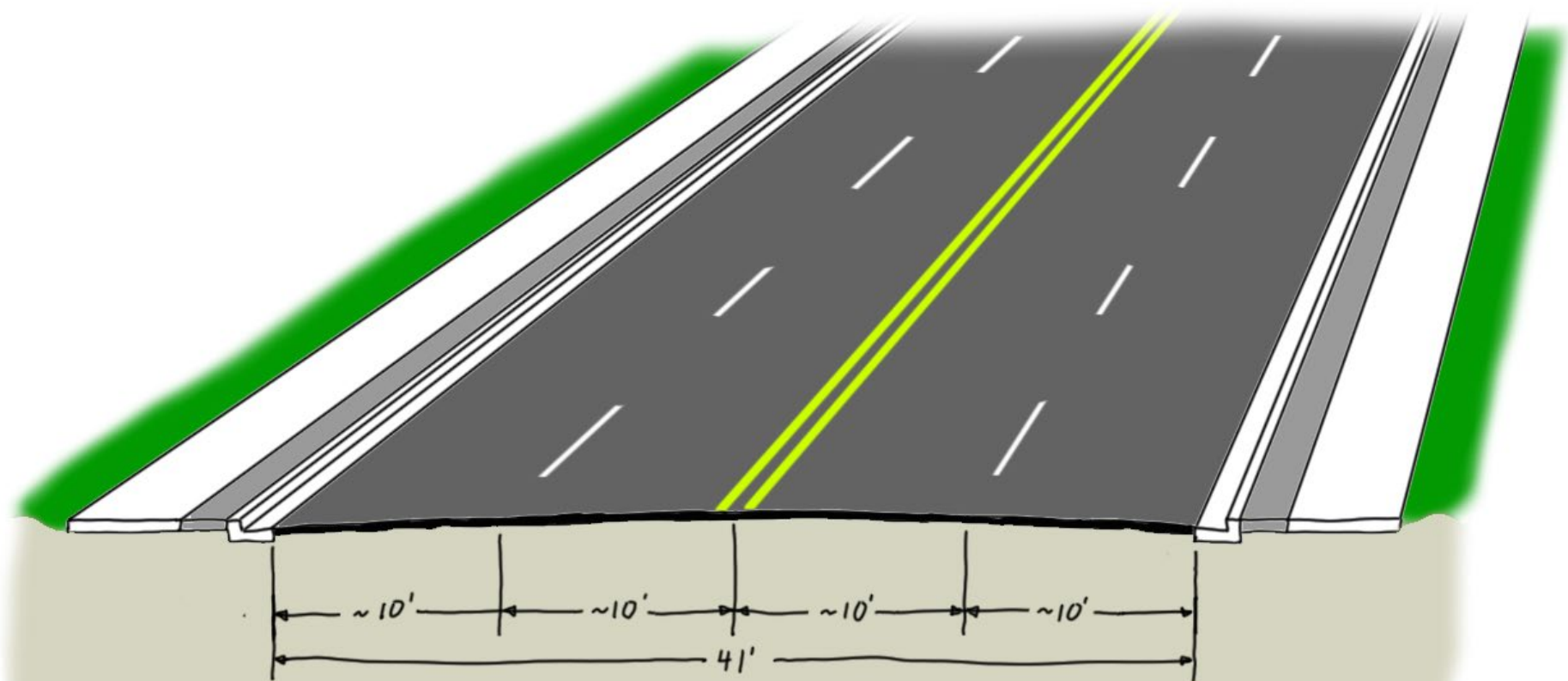


TWO SHORT CROSSINGS  
ONE GAP AT A TIME

# Resurfaced after Water Project



# 4 Lanes (Status Quo)



# Site Visit Observations

Context

Nice houses, buildings, and neighborhoods

Motorists

Drivers drive too fast, weave, and are aggressive

Hard to turn left or go straight from side streets

Hard to turn left out of driveways

Cyclists

No bike lanes (high stress)

Pedestrians

Noisy

Too few crossings

Uncomfortable to walk

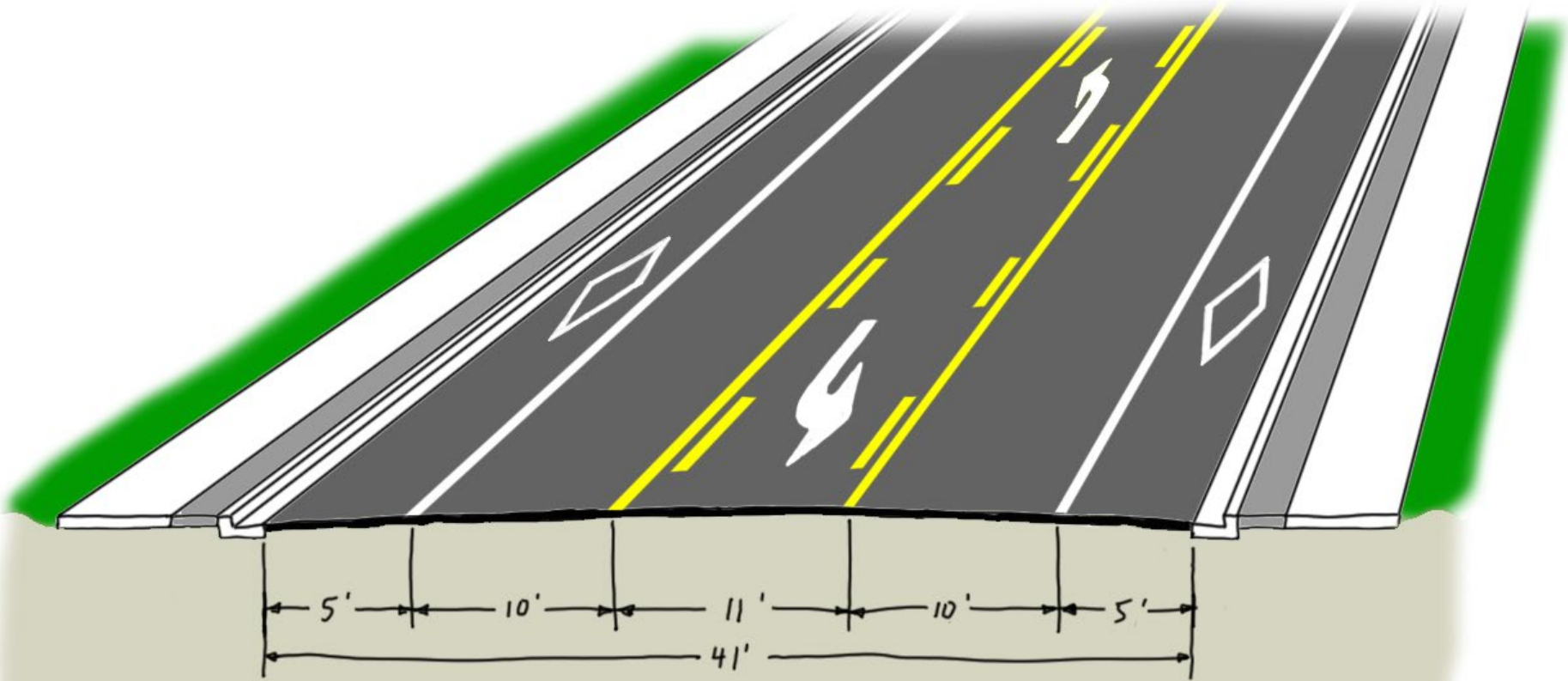
No street trees/inadequate or no buffers for pedestrians

Sidewalks are too narrow

Not A.D.A. compliant



# 3 Lanes with Bike Lanes



## 3 Lanes with Bike Lanes

Context

Nice houses, buildings, and neighborhoods

Motorists

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Pedestrians

Noisy

Too few crossings

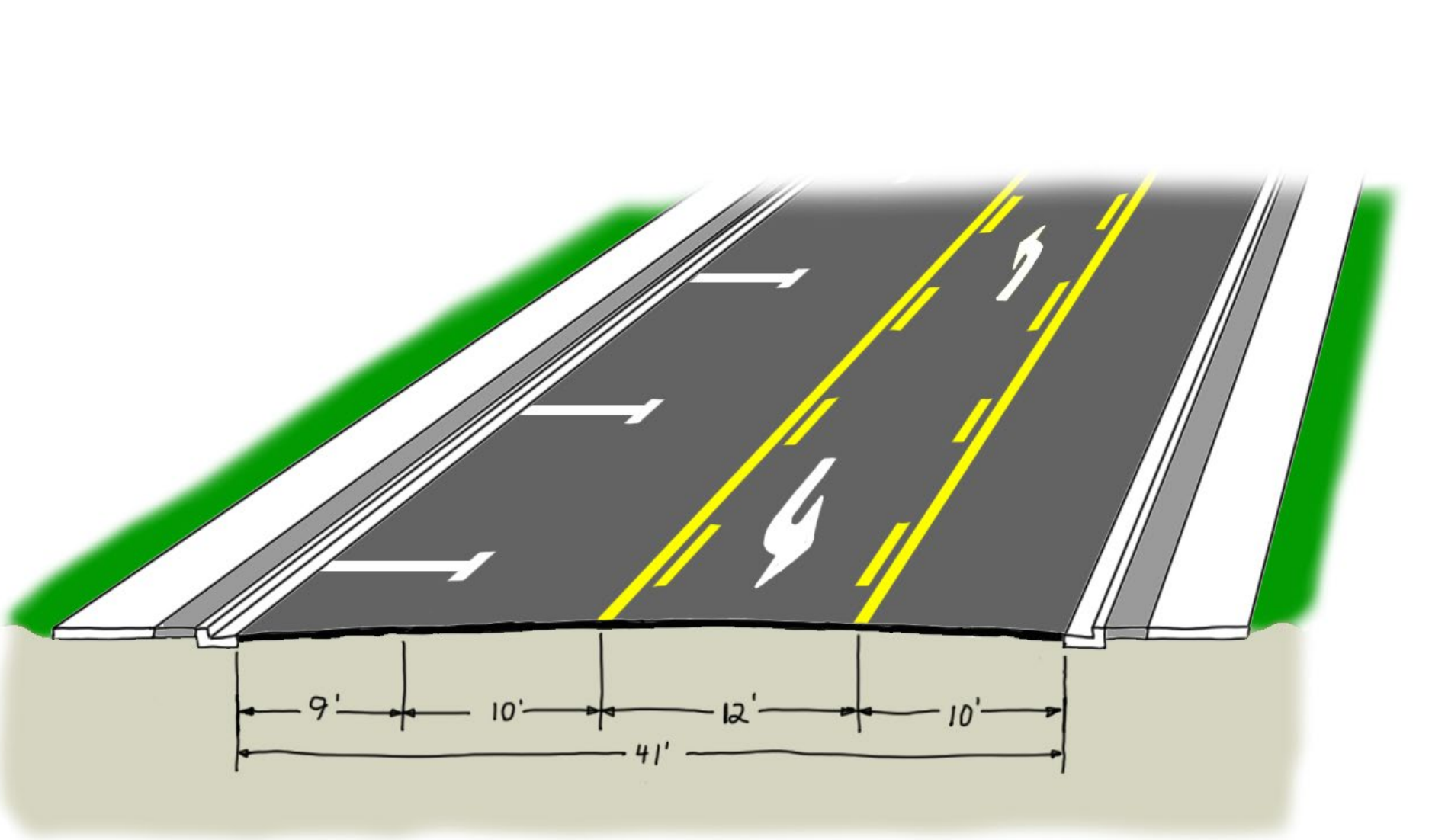
Uncomfortable to walk

No street trees/inadequate or no buffers for pedestrians

Sidewalks are too narrow

Not A.D.A. compliant

# 3 Lanes with On-Street Parking on One Side



## 3 Lanes with On-Street Parking on One Side

Context

Nice houses, buildings, and neighborhoods

Motorists

Drivers drive too fast, weave, and are aggressive

Hard to turn left or go straight from side streets

Hard to turn left out of driveways

Cyclists

No bike lanes (high stress)

Pedestrians

Noisy

Too few crossings

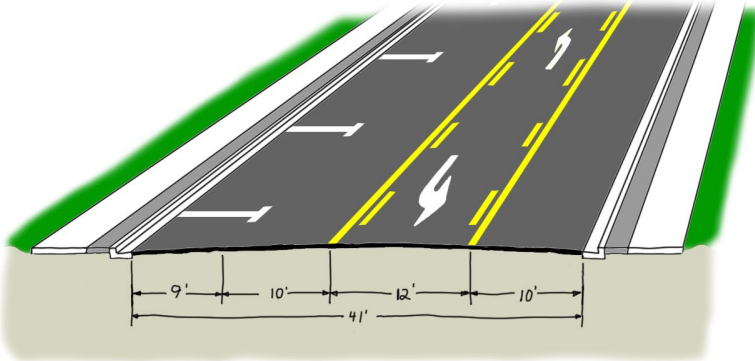
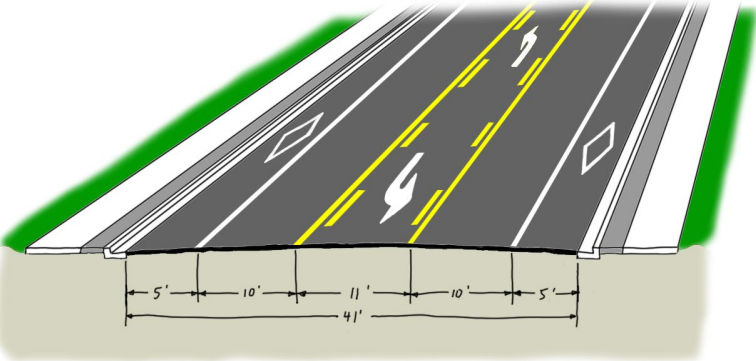
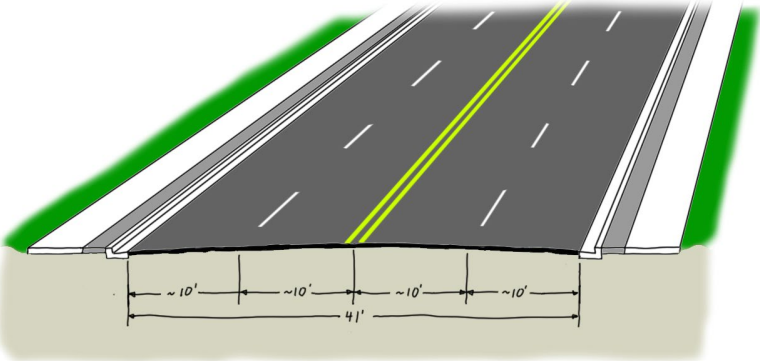
**Uncomfortable to walk**

**No street trees/inadequate or no buffers for pedestrians**

Sidewalks are too narrow

Not A.D.A. compliant

# Options:

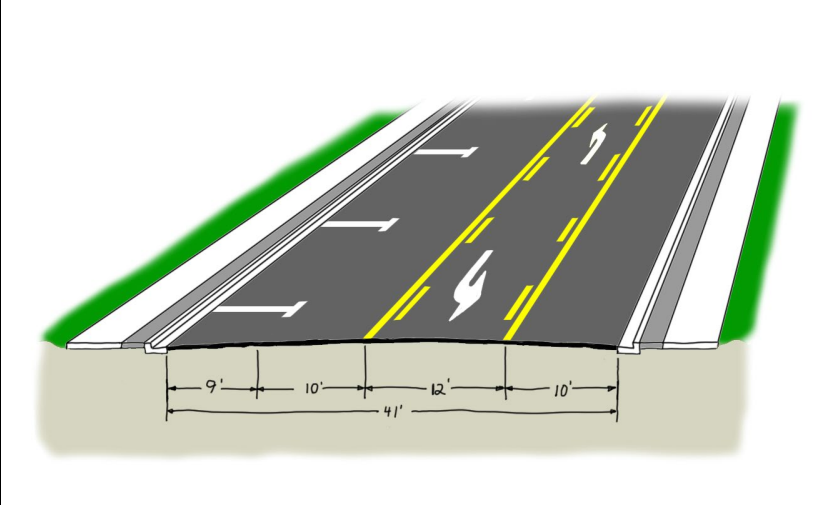
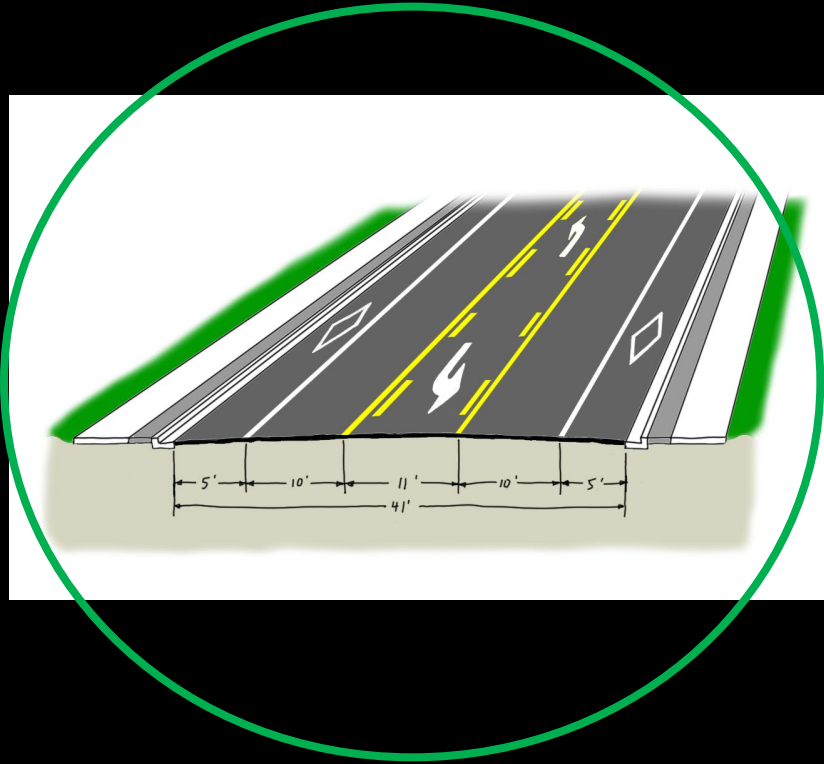
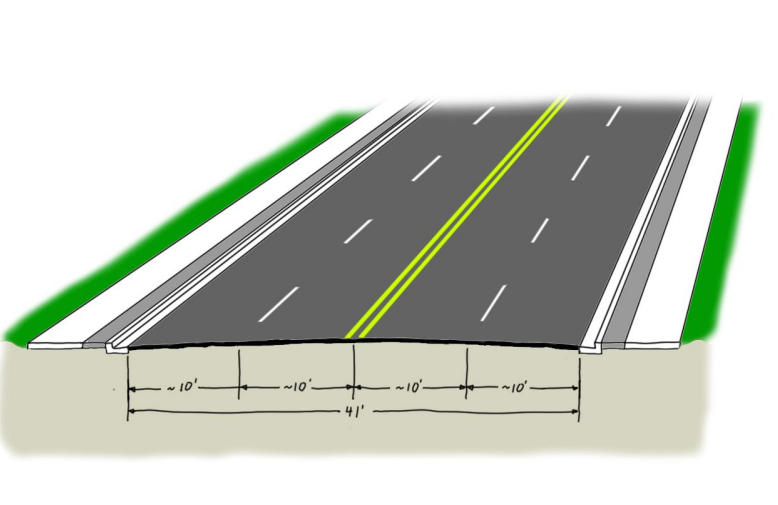


# Most Common Input

- 1) Too much speeding
- 2) Left turns are problematic
- 3) Need more crosswalks; add refuge medians
- 4) More shade trees
- 5) Delineate lateral shifts
- 6) Sidewalks are too narrow and not buffered
- 7) Optimize traffic signal timing at Barcelona and San Miguel



# Options:



Bay to Bay Blvd  
to Kennedy Blvd

1.7 miles

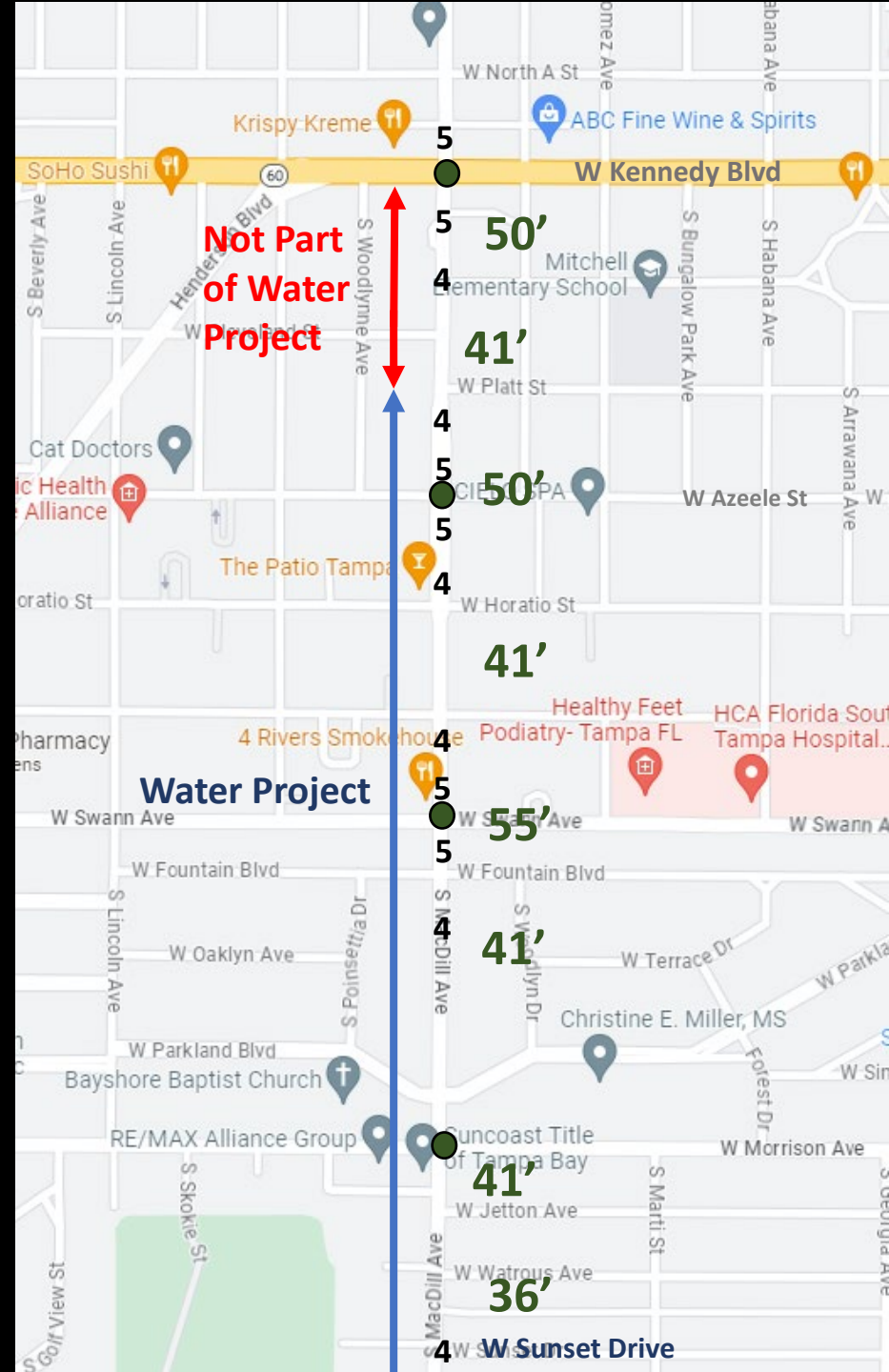
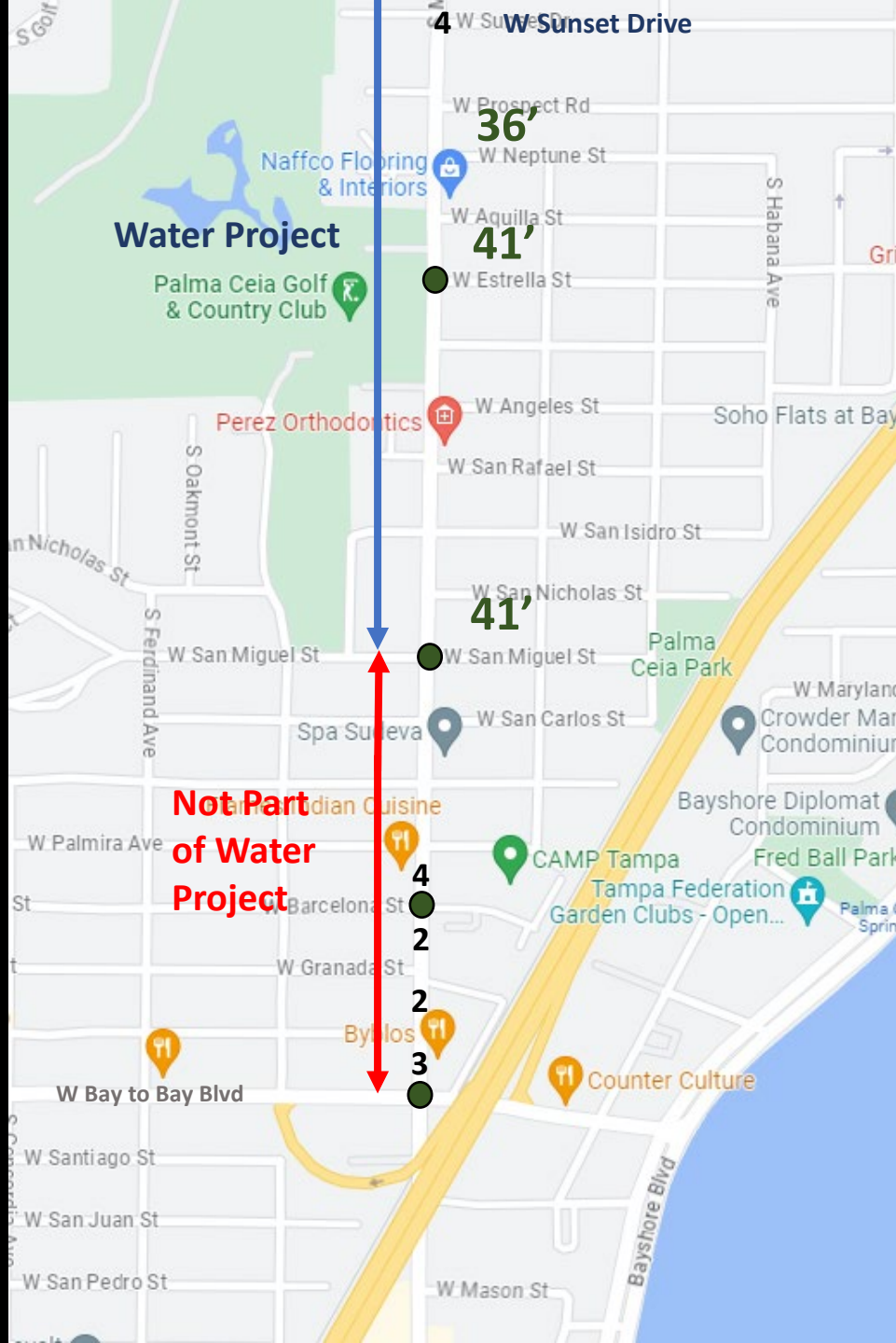
35 mph posted  
speed limit

+/- 20,000 Daily  
Traffic Volume

8 Signalized  
Intersections

435 yards (1/4 mile)  
Average Distance  
Between Pedestrian  
Crossings

Most Common  
pavement widths are  
36', 41', 50' with 4  
lanes, left turn lanes  
at most signalized  
intersections, and  
no bike lanes





Bay to Bay Blvd  
to Kennedy Blvd

1.7 miles

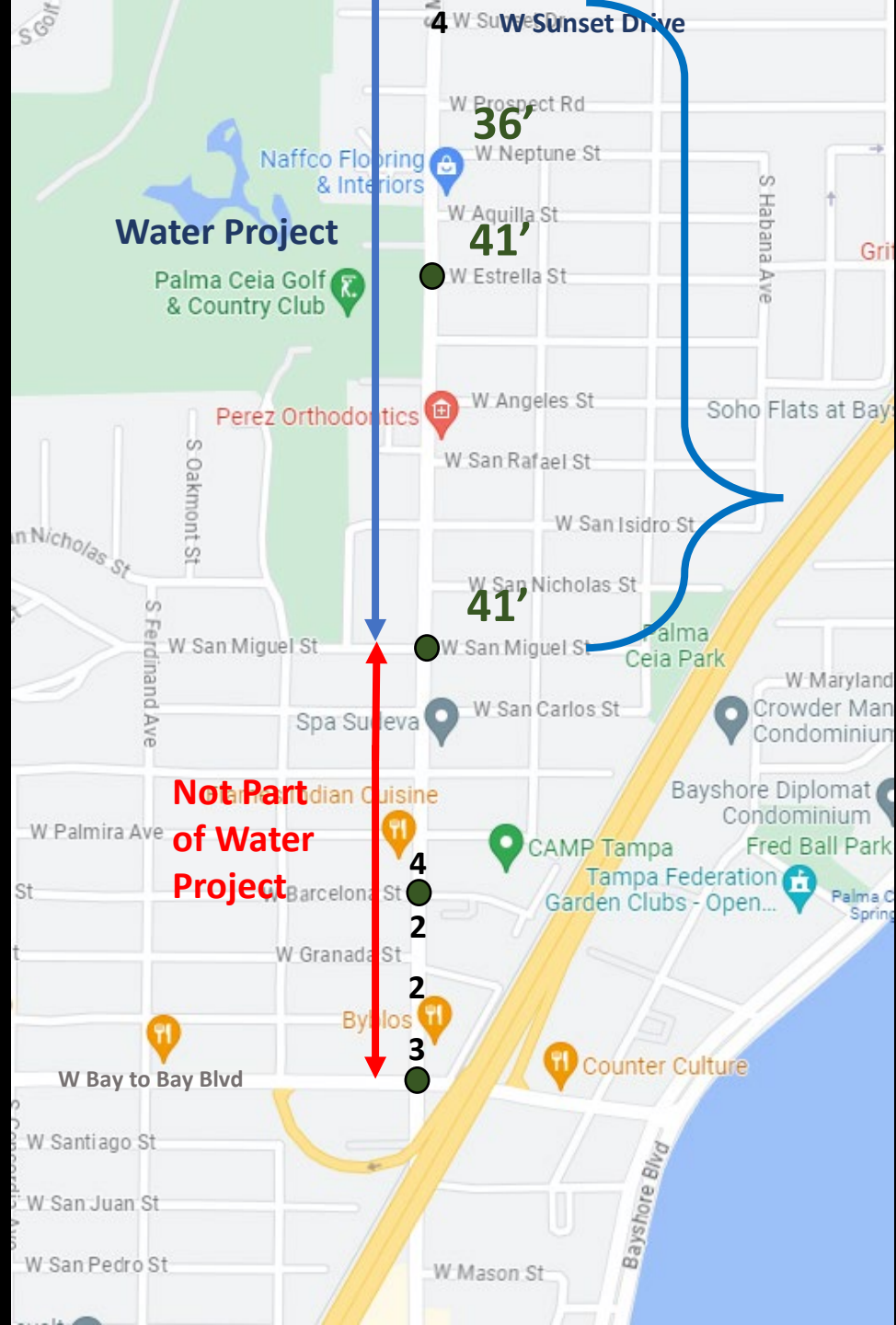
35 mph posted  
speed limit

+/- 20,000 Daily  
Traffic Volume

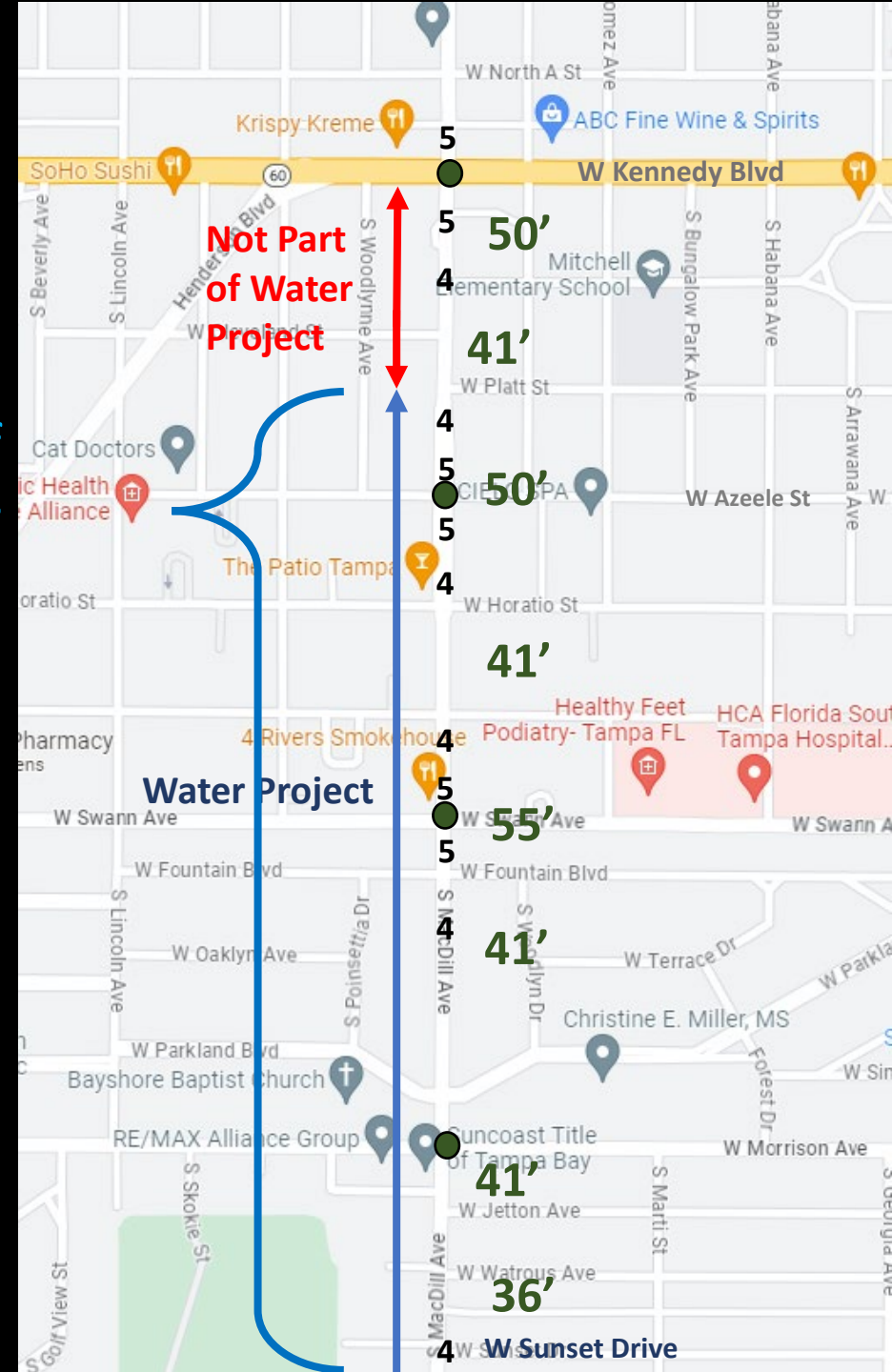
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intersections, and  
no bike lanes



As part of  
the water  
project



Bay to Bay Blvd  
to Kennedy Blvd

1.7 miles

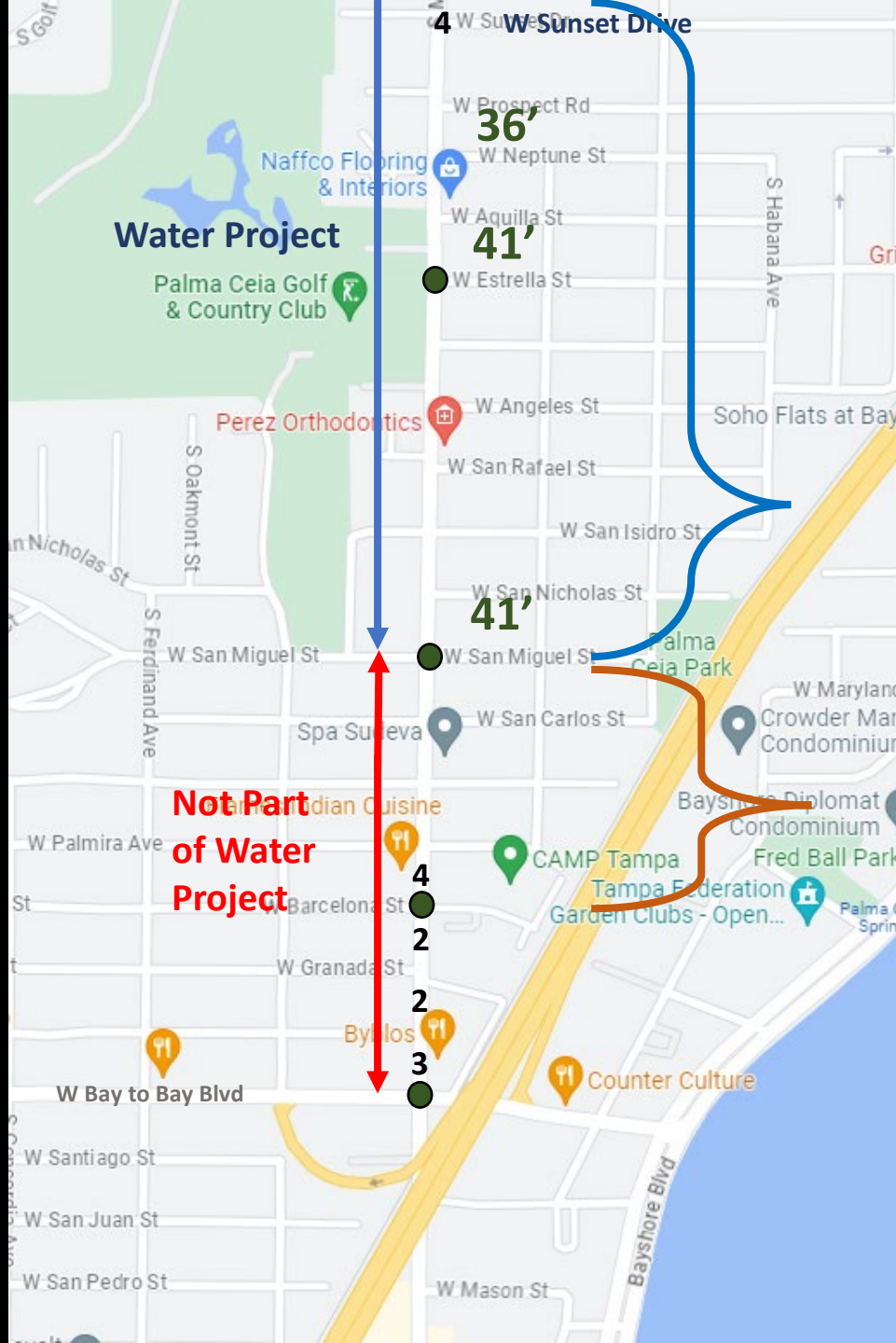
35 mph posted  
speed limit

+/- 20,000 Daily  
Traffic Volume

8 Signalized  
Intersections

435 yards (1/4 mile)  
Average Distance  
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Crossings

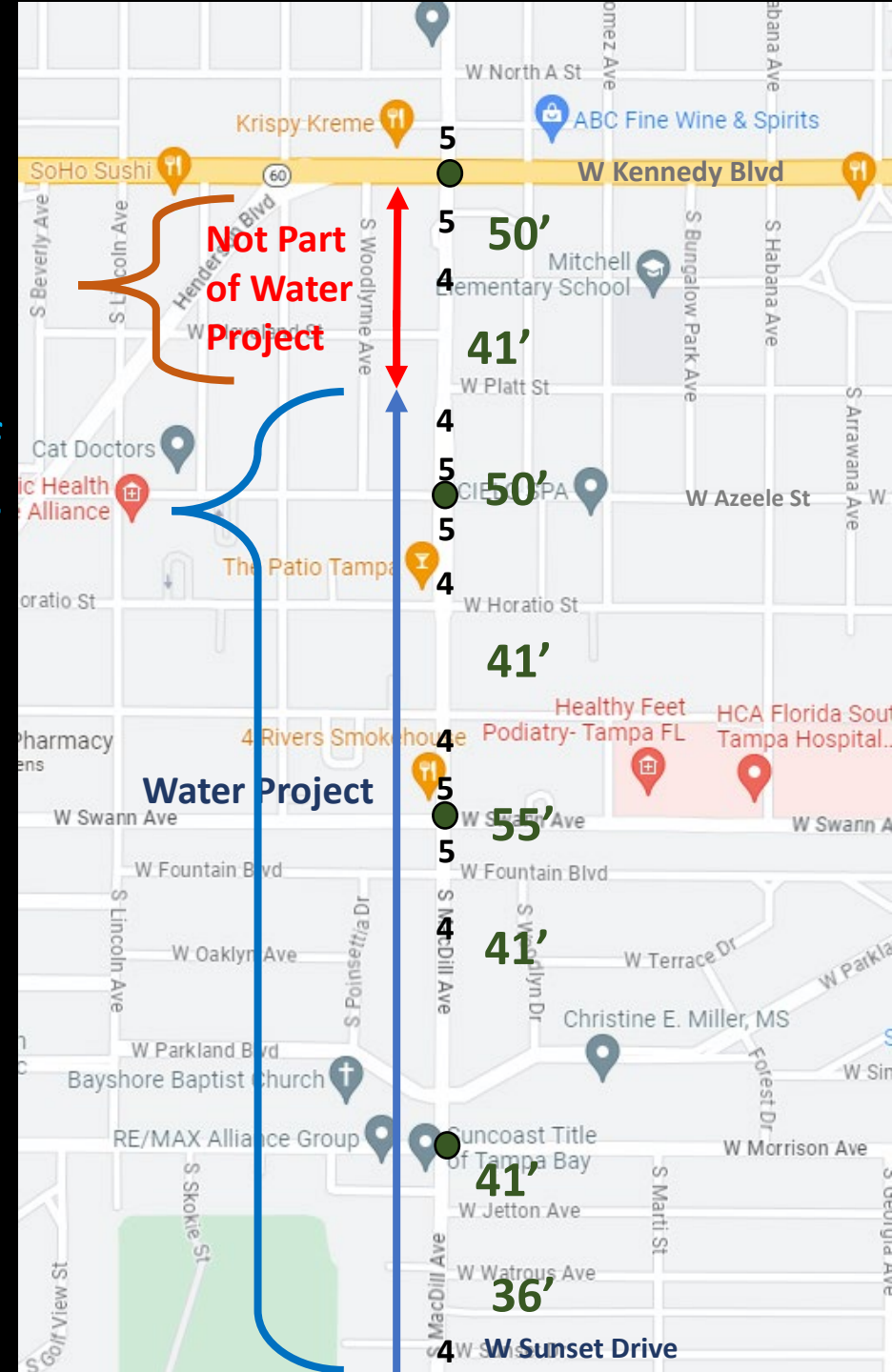
Most Common  
pavement widths are  
36', 41', 50' with 4  
lanes, left turn lanes  
at most signalized  
intersections, and  
no bike lanes



As part of a  
subsequent  
City project

As part of  
the water  
project

As part of a  
subsequent  
City project



Bay to Bay Blvd to Kennedy Blvd

1.7 miles

35 mph posted speed limit

+/- 20,000 Daily Traffic Volume

8 Signalized Intersections

435 yards (1/4 mile) Average Distance Between Pedestrian Crossings

Most Common pavement widths are 36', 41', 50' with 4 lanes, left turn lanes at most signalized intersections, and no bike lanes

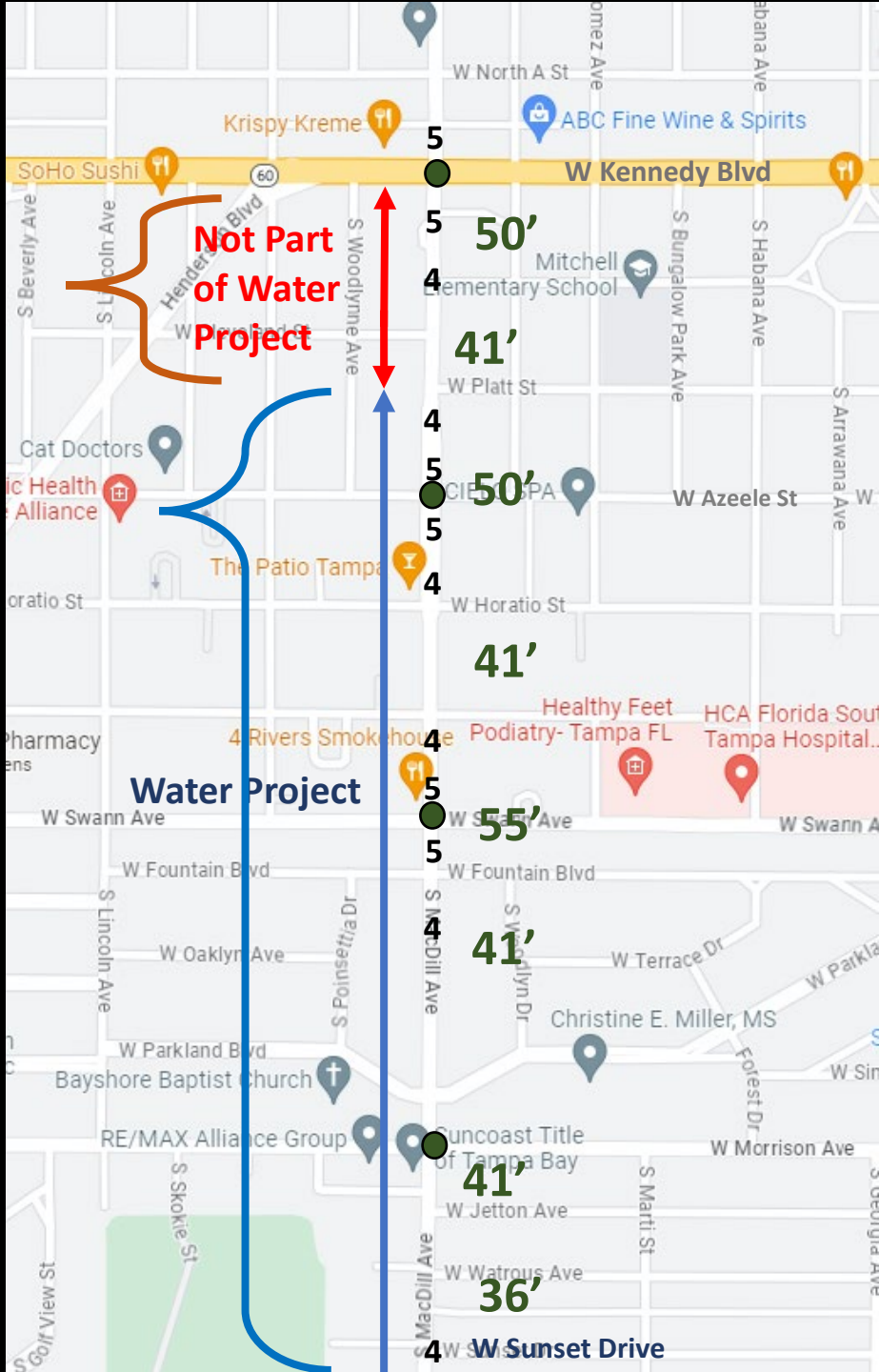


As part of a subsequent City project

As part of the water project

As part of a subsequent City project

To be coordinated with the Palma Ceia Neighborhood Commercial District Plan





## Next Steps

Email comments to the Project Manager, Jorge Uy, P.E.  
[macdillproject@tampagov.net](mailto:macdillproject@tampagov.net)

[https://www.tampa.gov/mobility/transportation/projects/complete-streets/macdill\\_ave](https://www.tampa.gov/mobility/transportation/projects/complete-streets/macdill_ave)