FREQUENTLY ASKED QUESTIONS - CORRECTED 4-28-2026

1. **Will this project incorporate speeding reduction measures? And can the posted speed limit be lowered from the current posted speed limit of 30 mph?**
   The proposed road diet (4 lanes to 2 lanes) promotes traffic calming behavior and a reduction in conflict points. The project incorporates traffic calming elements like speed tables to reduce speed, adding Rectangular Rapid Flashing Beacons, signage, and bike lane pavement markings to support traffic calming, and reducing the radial returns at intersections (Drexel Ave. for example) to force drivers to slow down as they negotiate the turns and to shorten crosswalk distances.
   With regards to reducing the posted speed limit, we have reduced the posted speed limit to 25 mph in significant residential areas with neighborhood roadways. This is a Collector roadway and usually have a 30mph posted speed. We anticipate that the traffic calming features proposed with this project will mitigate the speeding. However, the request to lower the posted speed limit will be taken to the Planning Team to see what can be done.

2. **Why do we need to remove a travel lane in each direction to accommodate bicyclists? Will El Prado Blvd. become congested with only one travel lane as the South Tampa population increases?**The reason for the proposed road diet is that this project is intended to meet Mayor Castor's T3 Initiative (Transforming Tampa's Tomorrow) and the Vision Zero mission. Keeping the 4 travel lanes does not accommodate all modes of transportation; the road diet provides the additional modes of transportation.
   The volumes of traffic along El Prado Blvd. are well below the capacity of even a 2-lane roadway. The current and future traffic data show that the additional lanes sit largely unused. Reallocating the unused pavement for bike lanes serves the context of the roadway and the goals of the community.

3. **Will my access be blocked by delivery and service trucks? And will the mail service, lawn service, and trash service block the flow of traffic on El Prado?**
   Access may be temporarily blocked during construction, otherwise parking in front of public and private driveways is generally prohibited under the City of Tampa Code of Ordinances Sec. 15-43.

   The project does not reduce the total width of the roadway, it simply converts the outside lane into a bike lane. Government service vehicles such as mail service and trash service vehicles may make short stops while performing their official duties which may provide the same passing opportunity that exists in the current configuration where these vehicles currently stop in the outside lane.
   Private lawn and delivery service vehicle drivers will be responsible to locate suitable staging areas for parking their vehicles that comply with City ordinances and Florida Statutes.

4. **Will the on-street parking between MacDill Ave. and Bayshore Blvd. be removed? And, will additional on-street parking be provided elsewhere along El Prado Blvd.?**
   The on-street parking between MacDill Ave. and Bayshore Blvd. will not be removed; however, no additional on-street parking is proposed along El Prado Blvd.

5. **Will a safe crossing be provided at Bayshore Blvd.? Will more crosswalks be added?**
   Yes, a crossing with Rectangular Rapid Flashing Beacons will be provided at this location (similar to the one currently at W. Alline Ave.).

   Yes, more crosswalks will be added along the El Prado corridor, specifically at Lois Ave., Church Ave., and Sterling Ave.

6. **Have you considered the car lines that backup onto El Prado Blvd. during the pick-up and drop-off times for the Holy Trinity Lutheran and Roosevelt Elementary Schools?**
   We recognize that the long queues of cars during pick-up and drop-off times for these schools block a lane of El Prado Blvd. during the peak times. We have investigated several options. Some challenges to the various options included extensive utility impacts, major tree removals, and constrained right-of-way (RW). As a result, the most feasible and appropriate approach is to convert those lanes that are being used for car lines into turn lanes and convert the adjacent lanes into Sharrow lanes. More specifically, below is what is proposed at each location:

   The El Prado Blvd. eastbound outside lane between Dale Mabry Hwy and the Holy Trinity Lutheran School entrance will become a right-turn only lane and the inside lane within that same segment will become a Sharrow lane. Immediately east of the School entrance, the eastbound lanes will revert to a travel lane next to the median and an outside bike lane.

   The El Prado Blvd. eastbound inside lane approaching Concordia Ave. will become a left-turn only lane for the length of the car line and the outside lane will become a Sharrow lane. East of this intersection, the eastbound lanes will revert to a travel lane next to the median and an outside bike lane.

   The El Prado Blvd. westbound outside lane approaching Concordia Ave. will become a right-turn only lane for the length of the car line and the inside lane will become a Sharrow lane. West of this intersection, the westbound lanes will revert to a travel lane next to the median and an outside bike lane.

7. **El Prado Blvd. seems to function adequately; why not spend the money on other roadways?**
   With El Prado Blvd., there's a system preservation need that requires the City to move swiftly on this project, and this project has been programmed for quite some time. The roadway has significant failures that need to be addressed before a more costly repair would be required. Furthermore, the

north side sidewalks were prioritized by the Hillsborough TPO and funded in FY24 through a $1.2M federal grant. For these reasons, El Prado's schedule was maintained.

This isn't to say that other roadways are not a safety and rehabilitation priority for the City. We are currently looking for other funding mechanisms, including federal grants to fix other corridors.

8. **Why spend $3.75M on a bike lane project?**
   Almost all of that cost is related to improving the roadway and adding sidewalk. $1.2M of that cost is for the sidewalk on the north side. The remainder of that fee is to resurface the deteriorating roadway and implement drainage improvements. The cost for bike lane is negligible because the change is only in the striping. Other pedestrian features, such as the Rectangular Rapid Flashing Beacons (RRFBs) would be part of this project with or without bike lanes. The total fee of this project wouldn't change much whether bike lanes are added or not.

9. **Why is the City proposing to build a sidewalk on my property? Will the new sidewalk impact**

   The City is not proposing to build sidewalk on private property. Please refer to the Hillsborough County Property Appraiser's site (https://www.hcpafl.org) for parcel map and property line information. Private property does not extend up to the edge of roadway. Although it is the property owner's responsibility to maintain the sodded area alongside the roadway, the City owns a strip of land on either side of the roadway. As a rough guide/comparison, the sidewalk that is already in place along segments of El Prado Blvd. and the sodded area between that sidewalk and the roadway fall within the City's RW. The new sidewalk will be placed within the City's RW and at approximately the same offset from the curbing as the existing sidewalk.

   We first make every attempt to avoid impacts to existing features by meandering the sidewalk, but if the landscape, sprinkler system or fencing is within the City's RW and within the footprint of the proposed sidewalk, then yes, that landscape, sprinkler system, or fencing will be impacted. It is recommended that any plans to install new features be done outside of the City's RW. Attempts will be made to coordinate with property owners who have impacted features within the City's RW, and impacted sprinkler systems will be capped by the roadway contractor.

10. **How is it safer for bicyclists when homeowners will be backing out of their driveways into the bike lane?**
    It is important to view the bike lane as a facility for another mode of transportation. It is not different than the conditions without a bike lane. A bicyclist could be in the travel lane in today's configuration. Just the same way a driver backing out of their driveway would watch for pedestrians on the sidewalk or cars in the travel lane before backing out, they would need to watch for bicyclist in the bike lane.

11. **Is there an ability to make the bike lane a protected bike lane, by strategically placing bollards and/or raised curbs to add another layer of visual/physical protection?**

In a residential environment with frequent driveways, a continuous physical barrier between the travel lane and the bike lane would impact traffic flow and access to your property. Also, the mail and delivery service vehicles and lawn and trash trucks cannot be trapped in the bike lane by a physical barrier. More importantly, emergency vehicles such as fire trucks and ambulances require an uninhibited 20' curb-to-curb width to provide proper emergency services at your residence. While the continuous separation between the travel lane and the bike lane is not physical, the proposed double white stripe approximately 3' apart provides a buffer. In addition, we are proposing raised curbs with delineators at the approaches to intersections. This will provide added protection to the bicyclists from vehicles making turning movements in and out of side streets.

12. **With a raised curb between the travel lane and bike lane, where are service vehicles and delivery trucks going to park? How will postal carriers deliver mail?**
    The proposed raised curbs with vertical delineators will not be continuous along El Prado Blvd. They will not hinder access to properties and will not hinder the flow of service vehicles. They will be strategically placed for short distances near intersections. The intent is to prevent vehicles from encroaching into the bike lane as these vehicles turn in or out of side streets.

13. **Will this project fix the flooding?**
    No, this project will not completely redesign or reconstruct the drainage system; therefore, the flooding during heavy rainfall will still occur. This project will improve conveyance with minor reprofiling/regrading of the roadway and replacing damaged inlet tops. Currently, there is water ponding at low points along the roadway even after the rain has subsided. Improving conveyance will mitigate some of the ponding that tends to remain long after the rainfall.

14. **Was there consideration to placing the bike lane and sidewalk in the median? Or couldn't a bike lane and/or sidewalk be on one side of the roadway instead of both sides (for both directions of travel for the pedestrian and bicyclist)?**
    Many alternatives were investigated, including the alternative of incorporating a bike path in the median. Considering Annual Average Daily Traffic (AADT) volumes and the cost of each alternative, the alternative with a bike path in the median proved to be excessively costly and the alternative of utilizing an essentially unused travel lane as a bike lane proved to be more appropriate.

    A bike lane and/or sidewalk only on one side of the road would not provide connectivity. For example, a resident on the side of the roadway that does not have a sidewalk would need to walk on the grass at an undesignated crossing location to get to the sidewalk on the other side; or walk on the grass for a long distance to reach an intersection with a crosswalk to get to the sidewalk on the other side of the roadway. Also, we do not want to encourage or promote cycling against the flow of traffic, which would be the case with a bike lane only on one side.

15. **There is a long car line along MacDill Ave. that extends past El Prado during the pick-up and drop-off times for Academy of the Holy Names school, blocking the through and left-turn movements from El Prado Blvd. Will this project improve that congestion point?**
    Currently, along El Prado Blvd., there is a thru/left-turn lane and a right turn lane at the MacDill Ave. intersection. The El Prado Blvd. project intends to maintain these two lanes while incorporating a bike facility. Since no lanes are being removed at this location, the El Prado Blvd. project does not increase

or alleviate the queueing of cars along MacDill Ave. that occurs during the weekday morning and afternoon times. Improvements along MacDill Ave. would be necessary to mitigate this congestion.

16. **Can the lane widths be reduced to 10 feet to accommodate the bike lane?**
    The existing lanes are 10 feet wide and cannot be reduced further; they are being maintained at their existing 10-foot width. From Omar Ave. to MacDill Ave., the roadway width from curb to curb is 20 feet accommodating two 10-foot lanes; and from MacDill Ave. to Bayshore Blvd., the 2-way roadway consists of one 10-foot lane in each direction.

17. **Will the mature oak trees in the median that provide shade be removed?**
    No, these trees will not be removed.

18. **Since a bike lane will be replacing one of the travel lanes, will left-turn lanes be added in the median so that through movement is not hindered?**
    Where there is heavy turning movement (left of right), that lane will become a turn lane and the adjacent lane will become a Sharrow lane. This will facilitate unhindered flow of traffic without the need for adding left or right turn lanes.

19. **I don't feel that it is safe for children to ride their bikes on the street. Why not construct an extra wide sidewalk instead that pedestrians and bicyclists could share?**
    Sidewalks, Shared-Use Paths/Trails, and On-Street Bike Lanes all serve different purposes. Sidewalks are primarily occupied by pedestrians. A wide sidewalk or shared-use path/trail is primarily for recreational use. The desirable width of a shared-use path is 12' (min. 10') to provide a two-way facility for the users. Bike lanes promote another mode of transportation that does not require the use of a vehicle. A bike lane is typically used by groups of cyclists or bicycle commuters traveling to-and-from work or other places of interest. It is typically not conducive for these bicyclists to ride their bicycles on a wide sidewalk with frequent driveways / side streets and occupied by pedestrians as a means of reaching their destinations. That is why these facilities are not interchangeable. In addition to the bike lanes, this project proposes to add more sidewalk in locations where there currently is no sidewalk. This will provide a continuous facility for pedestrians and families to use.