

New Port - Tampa Bay Community Development District

3501 Quadrangle Boulevard, Suite 270, Orlando, FL 32817

Phone 407-723-5900

www.newporttampabaycdd.com

The following is the proposed agenda for the Board of Supervisors Workshop Meeting of the New Port Tampa Bay Community Development District ("District"), scheduled to be held on **Thursday, September 24, 2026, at 11:00 a.m. at 5120 Marina Way, Tampa, Florida, 33611.** The attendance of three Board Members is required to constitute a quorum.

To attend the meeting by phone, please use the below conference call information:

Call in number: 1-844-621-3956

Passcode: 2539 895 0958 #

BOARD OF SUPERVISORS' WORKSHOP MEETING AGENDA

Administrative Matters

- Call to Order
- Roll Call
- Public Comment Period

General Business Matters

1. Discussion Regarding the Migration of the CDD taking over the Operations of the Master Association Beginning 1-1-27
 - Declarant Letter to Members
 - Discussion regarding Retention of Outside Counsel
2. Discussion Regarding Undisclosed Property Transfer by Marina Entity and Access and Parking Control Concerns of Current Residents
 - Recorded Deed
3. Discussion Regarding Installation of Railing
4. Discussion Regarding Traffic Evaluation Findings and Recommendations
 - Traffic Study Memorandum
5. Discussion Regarding CDD/Master Association Expenses Covered by Tower 1 for past 40 months and corrective Measures going forward
6. Discussion Regarding Speeding / Parking / Towing Violations on CDD Property
7. Other Matters

Adjournment



New Port – Tampa Bay Community Development District

Discussion Regarding the Migration of the CDD taking over the Operations of the Master Association Beginning 1-1-27

- **Declarant Letter to Members**
- **Discussion regarding Retention of
Outside Counsel**



New Port – Tampa Bay Community Development District

Declarant Letter to Members

New Port Tampa CDD Holdings, LLC – Declarant

September 22, 2026

Dear Members of the Westshore Marina District Master Association, Inc.;

As you have been previously informed, the New Port Tampa Bay Community Development District (the "CDD") has determined that it has the right to terminate the Operating Agreement between the CDD and the Westshore Marina District Master Association, Inc. (the "MA") dated the 7th day of February 2017 (the "Agreement"). Because of the CDD's insistence that it has the right to terminate that Agreement, and to avoid litigation where the owners of the Parcels within the CDD and the members of the MA are essentially fighting themselves over who has the right to maintain the Common Areas and assess the costs to do so, the MA has determined not to spend the members' money fighting with the CDD. Furthermore, the Declarant has determined to turn over control of the board of the MA to its Members and intends to initiate that process in the near future.

The Declarant believes it is in everyone's best interest not to be involved in what would be expensive litigation. Please let us know if you have any comments regarding the Declarant's decision within ten (10) days.

Sincerely,

A handwritten signature in blue ink that reads "Noah Breakstone". The signature is stylized with a large "N" and "B".

Noah Breakstone, Manager

New Port Tampa CDD Holdings, LLC – Declarant



New Port – Tampa Bay Community Development District

**Discussion regarding Retention of
Outside Counsel**



New Port – Tampa Bay Community Development District

**Discussion Regarding Undisclosed Property
Transfer by Marina Entity and Access and
Parking Control Concerns of Current Residents**



New Port – Tampa Bay Community Development District

Recorded Deed

Prepared by and After Recording Return to:

Mark J. Lynn, Esquire
Greenspoon Marder LLP
200 East Broward Blvd., Suite 1800
Fort Lauderdale, Florida 33301

THIS IS A CONVEYANCE OF PROPERTY TO THE COMMUNITY DEVELOPMENT DISTRICT. NO CONSIDERATION HAS BEEN DELIVERED FOR THIS TRANSFER; THEREFORE, ONLY MINIMUM DOCUMENTARY STAMP TAXES ARE DUE.

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED, is made and effective as of this 10th day of June, 2026, by NEW PORT TAMPA CDD HOLDINGS, LLC, a Delaware limited liability company, ("Grantor"), whose post office address is 401 E. Las Olas Blvd, Suite 1870, Fort Lauderdale, Florida 33301, to NEW PORT – TAMPA BAY COMMUNITY DEVELOPMENT DISTRICT, a local unit of special-purpose government established pursuant to Chapter 190, Florida Statutes, whose post office address is c/o PFM Consulting Group, 3501 Quadrangle Boulevard, Suite 270, Orlando, FL 32817 ("Grantee").

WITNESSETH:

That Grantor, for and in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, does hereby grant, bargain, sell, alien, remise, release, convey, and confirm unto Grantee all that certain land lying and being in Hillsborough County, Florida, and more particularly described herein below (the "Property"):

(SEE ATTACHED EXHIBIT "A")

TOGETHER WITH all the easements, tenements, hereditaments, and appurtenances thereunto belonging or in anywise appertaining, to the property described above.

SUBJECT TO taxes and assessments for the year 2026 and subsequent years, which are not yet due and payable, reservations, easements and restrictions of record, valid governmental and zoning ordinances; however, reference thereto shall not serve to re-impose the same.

TO HAVE AND TO HOLD, the same in fee simple forever.

And that Grantor shall and will warrant and defend the same against the lawful claims and demands of all persons claiming by, through or under Grantor but against no others.

IN WITNESS WHEREOF, Grantor has caused this Special Warranty Deed to be executed by its duly authorized officer on the day and year first above written.

Signed, sealed and delivered
in the presence of:

**NEW PORT TAMPA CDD HOLDINGS,
LLC, a Delaware limited liability company,**

By: Marina Landings Holdings, LLC, a
Delaware limited liability company, its sole
member

By: WCP ML Holdings, LLC, a Delaware
limited liability company, its managing member

By: WCP ML Holdings III, LLC, a Delaware
limited liability company, its managing member

Print Name: _____

Address: 9 Old Kings Hwy, S. FL 4, Darien, CT 06820

Print Name: Kinga Czwartosz

Print Name: _____

Address: 9 Old Kings Hwy, S. FL 4, Darien, CT 06820

Print Name: Jess Managro

By: _____

Name: _____

Title: _____

Howard, Fife

Vice President

By: _____

Name: _____

Title: _____

Marc Porosoff

Vice President and Secretary

STATE OF CONNECTICUT)

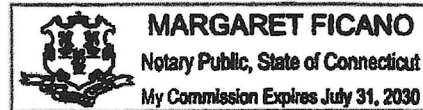
) ss:

COUNTY OF FAIRFIELD)

I HEREBY CERTIFY that on this 10th day of June, 2026, before me, an officer duly authorized in the State aforesaid and in the County aforesaid to take acknowledgments, the foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, by Howard Fife, VP of New Port Tampa CDD Holdings, LLC, a Delaware limited liability company, freely and voluntarily under authority duly vested in them. Each are personally known to me.

(Notarial Seal)

Margaret Ficano
Name: _____
Commission No.: 125929
Notary Public, State of Connecticut



STATE OF CONNECTICUT)

) ss:

COUNTY OF FAIRFIELD)

I HEREBY CERTIFY that on this 10th day of June, 2026, before me, an officer duly authorized in the State aforesaid and in the County aforesaid to take acknowledgments, the foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, by Marc Porosoff, VP & Secretary of New Port Tampa CDD Holdings, LLC, a Delaware limited liability company, freely and voluntarily under authority duly vested in them. Each are personally known to me.

(Notarial Seal)

Margaret Ficano
Name: _____
Commission No.: 125929
Notary Public, State of Connecticut

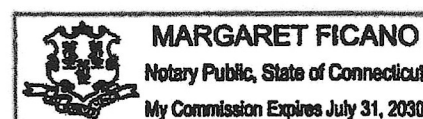


EXHIBIT "A"

Tract 3 of MARINA POINTE, according to the plat thereof recorded in Plat Book 137, Page 229, Public Records of Hillsborough County, Florida.

MARINA POINTE

A REPLAT OF PORTIONS OF WESTSHORE MARINA DISTRICT PHASE 1 AS RECORDED IN PLAT BOOK 128, PAGE 252, OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, AND PORTIONS OF GOVERNMENT LOTS 1 AND 2, LYING IN SECTION 8, TOWNSHIP 30 SOUTH, RANGE 18 EAST, CITY OF TAMPA, HILLSBOROUGH COUNTY, FLORIDA

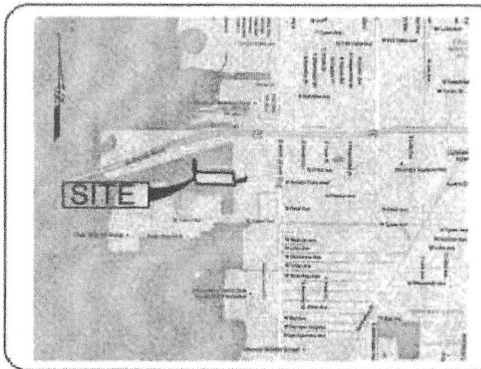
137 229
PLAT BOOK PAGE

LEGAL DESCRIPTION:

A PARCEL OF LAND BEING A PORTION OF GOVERNMENT LOTS 1 AND 2 IN SECTION 8, TOWNSHIP 30 SOUTH, RANGE 18 EAST, CITY OF TAMPA, HILLSBOROUGH COUNTY, FLORIDA, TOGETHER WITH FILLED LAND LYING WATERWARD OF SAID GOVERNMENT LOTS 1 AND 2, AND ALL OF TRACTS A AND D, WESTSHORE MARINA DISTRICT PHASE 1, ACCORDING TO PLAT BOOK 128, PAGE 252 OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, ALL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF TRACT D, WESTSHORE MARINA DISTRICT PHASE 1, ACCORDING TO PLAT BOOK 128, PAGE 252 OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA; THENCE SOUTH 00°37'52" WEST, ALONG THE EAST LINE OF SAID TRACT D, A DISTANCE OF 219.09 FEET TO THE NORTH LINE OF TRACT A, SAID WESTSHORE MARINA DISTRICT PHASE 1; THENCE NORTH 78°37'54" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 309.79 FEET TO A POINT ON A CURVE TO THE LEFT; THENCE NORTHEASTERLY 49.57 FEET ALONG THE ARC OF SAID CURVE, SAME BEING SAID NORTH LINE, HAVING A RADIUS OF 50.00 FEET, A CENTRAL ANGLE OF 56°48'29", AND A CHORD BEARING AND DISTANCE OF NORTH 50°13'39" EAST 47.57 FEET TO A POINT ON A NON-TANGENT CURVE TO THE LEFT SAME BEING A POINT ON THE WEST RIGHT-OF-WAY OF SOUTH BRIDGE STREET ACCORDING TO SAID WESTSHORE MARINA DISTRICT PHASE 1; THENCE SOUTHERLY 75.76 FEET ALONG THE ARC OF SAID CURVE, SAME BEING SAID WEST RIGHT-OF-WAY, HAVING A RADIUS OF 87.00 FEET, A CENTRAL ANGLE OF 49°53'30", AND A CHORD BEARING AND DISTANCE OF SOUTH 03°07'20" EAST 73.39 FEET TO THE SOUTH LINE OF AFORESAID TRACT A; THENCE SOUTH 78°37'54" WEST, ALONG SAID SOUTH LINE, SAME BEING THE NORTH LINE OF WESTSHORE MARINA DISTRICT PHASE 2, ACCORDING TO PLAT BOOK 130, PAGE 69 OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, A DISTANCE OF 296.34 FEET TO THE WEST LINE OF SAID WESTSHORE MARINA DISTRICT PHASE 2; THENCE SOUTH 00°00'00" EAST, ALONG SAID WEST LINE, A DISTANCE OF 48.13 FEET TO THE FACE OF AN EXISTING SEAWALL; THENCE ALONG SAID SEAWALL FACE THE FOLLOWING TWENTY-SIX (26) COURSES: (1) SOUTH 01°25'04" EAST, A DISTANCE OF 18.79 FEET; (2) NORTH 89°38'40" WEST, A DISTANCE OF 351.83 FEET; (3) NORTH 01°03'56" WEST, A DISTANCE OF 16.88 FEET; (4) NORTH 89°43'08" WEST, A DISTANCE OF 351.42 FEET; (5) NORTH 86°54'20" WEST, A DISTANCE OF 29.07 FEET; (6) NORTH 88°48'43" WEST, A DISTANCE OF 144.89 FEET; (7) SOUTH 89°27'26" WEST, A DISTANCE OF 35.89 FEET; (8) NORTH 88°14'32" WEST, A DISTANCE OF 74.27 FEET; (9) NORTH 87°07'26" WEST, A DISTANCE OF 19.11 FEET TO A POINT ON A NON-TANGENT CURVE TO THE RIGHT; (10) NORTHWESTERLY 12.90 FEET ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 23.20 FEET, A CENTRAL ANGLE OF 31°51'40", AND A CHORD BEARING AND DISTANCE OF NORTH 59°03'50" WEST 12.73 FEET; (11) NORTH 49°47'57" WEST, A DISTANCE OF 10.35 FEET; (12) NORTH 43°56'56" WEST, A DISTANCE OF 118.37 FEET; (13) NORTH 01°31'01" EAST, A DISTANCE OF 171.61 FEET; (14) NORTH 20°34'18" WEST, A DISTANCE OF 36.30 FEET; (15) NORTH 22°11'54" WEST, A DISTANCE OF 19.38 FEET; (16) NORTH 19°11'41" WEST, A DISTANCE OF 48.54 FEET; (17) NORTH 01°57'42" EAST, A DISTANCE OF 248.87 FEET; (18) NORTH 87°28'06" WEST, A DISTANCE OF 3.00 FEET; (19) NORTH 02°08'22" EAST, A DISTANCE OF 28.87 FEET; (20) SOUTH 87°27'22" EAST, A DISTANCE OF 42.86 FEET; (21) SOUTH 01°56'18" WEST, A DISTANCE OF 95.82 FEET; (22) SOUTH 87°42'14" EAST, A DISTANCE OF 20.18 FEET; (23) SOUTH 01°55'38" WEST, A DISTANCE OF 192.38 FEET; (24) SOUTH 88°00'29" EAST, A DISTANCE OF 50.79 FEET; (25) SOUTH 01°53'17" WEST, A DISTANCE OF 39.67 FEET; (26) SOUTH 89°18'37" EAST, A DISTANCE OF 913.43 FEET TO A POINT ON THE WEST LINE OF TRACT B, AFORESAID WESTSHORE MARINA DISTRICT PHASE 1; THENCE SOUTH 00°41'39" WEST, ALONG SAID WEST LINE, A DISTANCE OF 3.61 FEET TO THE SOUTH LINE OF SAID TRACT B; THENCE SOUTH 89°17'44" EAST, ALONG SAID SOUTH LINE, A DISTANCE OF 64.70 FEET TO THE POINT OF BEGINNING.

CONTAINING 8.533 ACRES.



VICINITY MAP
NOT TO SCALE

DEDICATION

THE UNDERSIGNED, OWNER OF LANDS SHOWN ON THE PLAT TO BE KNOWN AS MARINA POINTE, HAVE CAUSED SAID LANDS TO BE DIVIDED AND SUBDIVIDED AS SHOWN HEREON AND DOES HEREBY DEDICATE THIS PLAT FOR RECORD, AND FURTHER MAKES THE FOLLOWING DEDICATIONS FOR THE PURPOSES DESCRIBED BELOW:

1. THE OWNER HEREBY DEDICATES TO THE CITY OF TAMPA, INCLUDING, WITHOUT LIMITATION THE CITY OF TAMPA DEPARTMENT OF SOLID WASTE, AND TO EMERGENCY SERVICE PROVIDERS A NON-EXCLUSIVE EMERGENCY ACCESS EASEMENT OVER ALL OF TRACT 1A, TRACT 1B, TRACT A AND THAT PORTION OF TRACT 3 SHOWN AND DEPICTED ON SHEET 5 AS "EMERGENCY ACCESS EASEMENT (CITY OF TAMPA)" IN FURTHERANCE OF THEIR OFFICIAL DUTIES. UNLESS IN USE FOR EMERGENCY SERVICE, PUBLIC ACCESS INTO THE TRACT 3 EMERGENCY ACCESS EASEMENT IS PERMITTED.
2. THE OWNER FURTHER DEDICATES TO THE CITY OF TAMPA A NON-EXCLUSIVE "PUBLIC TRAIL, PEDESTRIAN ACCESS, GREENSPACE AND MAINTENANCE EASEMENT (CITY OF TAMPA)" OVER TRACT 3, AS SHOWN AND DEPICTED HEREON FOR THE BENEFIT OF THE PUBLIC. THE PUBLIC TRAIL, PEDESTRIAN ACCESS, GREENSPACE AND MAINTENANCE EASEMENT MAY CONTAIN LANDSCAPE, HARDSCAPE AND UTILITY FACILITIES FOR TRAIL RELATED PURPOSES UPON THE EXPRESS APPROVAL OF THE CITY OF TAMPA PARKS DEPARTMENT SO LONG AS THAT ANY PORTION OF THE "EMERGENCY ACCESS EASEMENT (CITY OF TAMPA)" LOCATED WITHIN THE SAME AREA REMAINS FREE OF ENCUMBRANCES OR IMPROVEMENTS, WHICH WOULD HINDER EMERGENCY ACCESS AND RESPONSE.
3. THE OWNER FURTHER DEDICATES TO THE CITY OF TAMPA A NON-EXCLUSIVE "PUBLIC UTILITY EASEMENT (CITY OF TAMPA)" AS SHOWN AND DEPICTED HEREON, TOGETHER WITH ANY WATER AND WASTEWATER FACILITIES LOCATED THEREIN; PROVIDED, HOWEVER, THE CITY OF TAMPA WILL ONLY OWN AND MAINTAIN WATER AND WASTEWATER FACILITIES LOCATED IN SAID EASEMENT AS AGREED TO THROUGH A COMMITMENT OF WASTEWATER SERVICE AND THROUGH A COMMITMENT OF WATER SERVICE ISSUED BY THE CITY OF TAMPA. AS PART OF THIS NON-EXCLUSIVE EASEMENT, THE CITY OF TAMPA IS ALSO GRANTED THE RIGHT OF REASONABLE ACCESS OVER AND ACROSS SAID "PUBLIC UTILITY EASEMENT (CITY OF TAMPA)" AS MAY BE REQUIRED FOR THE MAINTENANCE, REPAIR OR REPLACEMENT OF THE WASTEWATER AND WATER FACILITIES OWNED BY CITY OF TAMPA AND LOCATED IN SAID EASEMENT. UTILITY EASEMENTS ESTABLISHED BY THIS PLAT ARE HEREBY DEDICATED TO USE FOR PUBLIC AND PRIVATE UTILITIES, SUBJECT TO SEPARATION REQUIREMENTS ESTABLISHED BY CITY OF TAMPA TECHNICAL STANDARDS OR SERVICE COMMITMENT LETTERS AND OTHER LIMITATIONS SET FORTH IN THE PLAT NOTES. IT IS ANTICIPATED THAT THE WATER AND WASTEWATER SYSTEM(S) SHALL BE CONSTRUCTED AND/OR FINANCED BY THE CDD, AND CONVEYED BY ONE OR MORE SEPARATE BILLS OF BILLS OF SALE FROM THE CDD TO THE CITY OF TAMPA, AND APPROVAL OF THIS PLAT SHALL NOT BE CONSTRUED AS THE CITY'S ACCEPTANCE OF SUCH SYSTEM(S).
4. THE TERMS OF THE CITY OF TAMPA EASEMENTS ARE SUBJECT TO CERTAIN TERMS AND CONDITIONS AS FULLY DETAILED IN THAT CERTAIN MAINTENANCE AND HOLD HARMLESS AGREEMENT BY AND BETWEEN THE OWNER AND THE CITY OF TAMPA AS RECORDED IN OFFICIAL RECORDS BOOK 24725, PAGE 1024 OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA (AS THE SAME MAY HEREAFTER BE MODIFIED FROM TIME TO TIME).
5. A SEAWALL EASEMENT OVER TRACT 2A AND 2B IS HEREBY DEDICATED TO THE NEW PORT TAMPA BAY COMMUNITY DEVELOPMENT DISTRICT, A LOCAL UNIT OF SPECIAL PURPOSE GOVERNMENT ORGANIZED AND EXISTING UNDER CHAPTER 190, FLORIDA STATUTES (THE "DISTRICT") FOR ACCESS, MAINTENANCE, REPAIR AND OPERATION OF THE SEAWALL.

DEDICATION (CONTINUED)

6. TRACT A "EVENTIDE DRIVE" IS HEREBY RESERVED BY THE OWNER FOR FUTURE CONVEYANCE TO THE DISTRICT SUBJECT TO A PUBLIC ACCESS, UTILITY, DRAINAGE, SANITARY SEWER, PUBLIC TRAIL, PEDESTRIAN ACCESS, GREENSPACE, MAINTENANCE AND EMERGENCY ACCESS EASEMENT, WHICH IS HEREBY GRANTED IN FAVOR OF THE CITY OF TAMPA FOR USE BY THE PUBLIC, AND TO AN EASEMENT FOR INGRESS AND EGRESS IN FAVOR OF ALL OWNERS OF A FEE INTEREST IN ANY CONDOMINIUM UNIT LOCATED WITHIN ANY OF THE LOTS CONTAINED IN THIS PLAT TOGETHER WITH THEIR LAWFUL TENANTS, INVITEES AND GUESTS.
7. FEE TITLE IN TRACTS 1A, 1B, 2A, 2B, 3, 4, 5A, 5B, 6, 7, 8, 9, 10A, 10B, 11, 12, 13, 14, 15, AND TRACT A, AS SHOWN AND DEPICTED HEREON IS HEREBY RESERVED BY THE OWNER FOR CONVEYANCE TO THE DISTRICT OR DECLARED TO BE PART OF A CONDOMINIUM SUBSEQUENT TO THE RECORDING OF THIS PLAT. MAINTENANCE OF THESE TRACTS AND ALL FACILITIES LOCATED THEREIN ARE THE SOLE RESPONSIBILITY OF THE OWNER SAID TRACTS.
8. THE ACCESS, DRAINAGE AND UTILITY EASEMENT (CDD) WITHIN TRACTS 1A, 1B, 2A, 2B, 3, 4, 5A, 5B, 6, 7, 8, 9, 10A, 10B, 11, 12, 13, 14, 15, AND TRACT A, IS HEREBY DEDICATED TO THE DISTRICT FOR THE MAINTENANCE OF PAVEMENT AND CDD FACILITIES, AND TO PUBLIC UTILITIES FOR MAINTENANCE OF PUBLIC FACILITIES LOCATED THEREIN. AN ACCESS EASEMENT IS DEDICATED TO THE CITY OF TAMPA IN FURTHERANCE OF ACCESS TO ITS EMERGENCY ACCESS EASEMENT.
9. THE PRIVATE DRAINAGE EASEMENT (CDD) WITHIN LOT 1, IS HEREBY DEDICATED TO THE DISTRICT FOR THE MAINTENANCE OF CDD STORMWATER FACILITIES.
10. PRIVATE DRAINAGE EASEMENTS (CDD) AS SHOWN HEREON ARE DEDICATED TO THE DISTRICT, TOGETHER WITH DRAINAGE FACILITIES LOCATED THEREIN, INCLUDING RIGHTS OF ACCESS, AND FOR MAINTENANCE FOR SUCH PURPOSES. ALL PRIVATE DRAINAGE EASEMENTS SHALL BE OWNED AND MAINTAINED BY THE (CDD).
11. ALL WATER FACILITIES CONSTRUCTED ON PRIVATE PROPERTY WILL BE OWNED AND MAINTAINED BY THE HOMEOWNER'S. THE CITY OF TAMPA WILL NOT BE RESPONSIBLE FOR INSTALLING, OWNING OR MAINTAINING ANY WATER FACILITIES ON PRIVATE PROPERTY WITHIN THIS PLAT. ALL WATER FACILITIES CONSTRUCTED IN PUBLIC RIGHT-OF-WAY SHALL BE OWNED AND MAINTAINED BY THE CITY OF TAMPA.
12. NO RIGHT, TITLE OR INTEREST IN ANY TRACTS OR EASEMENTS IDENTIFIED AS SUCH AND SHOWN HEREON IS DEDICATED, GRANTED, CONVEYED OR ASSIGNED, EXCEPT AS EXPRESSLY SET FORTH HEREIN OR ANY SUBSEQUENT INSTRUMENT THAT MIGHT BE PROPERLY EXECUTED, DELIVERED AND RECORDED BY THE UNDERSIGNED.
13. THE OWNER FURTHER HEREBY GRANTS, CONVEYS, WARRANTS AND DEDICATES TO THE CITY OF TAMPA A NON-EXCLUSIVE FLOW THROUGH SURFACE WATER DRAINAGE EASEMENT AND REASONABLE RIGHT OF ACCESS TO ENSURE THE FREE FLOW OF SURFACE WATER FOR GENERAL PUBLIC DRAINAGE PURPOSES OVER, THROUGH AND UNDER ALL PRIVATE DRAINAGE EASEMENTS DEDICATED OR SHOWN ON THIS PLAT FOR CONVEYANCE TO THE DISTRICT. IN THE EVENT THE DISTRICT FAILS TO PROPERLY MAINTAIN ANY PRIVATE DRAINAGE EASEMENTS / FACILITIES PREVENTING THE FREE FLOW OF WATER, THE CITY OF TAMPA SHALL HAVE THE REASONABLE RIGHT, BUT NOT THE OBLIGATION, TO ACCESS AND ENTER UPON ANY PRIVATE DRAINAGE EASEMENT FOR THE PURPOSE OF PERFORMING MAINTENANCE TO ENSURE THE FREE FLOW OF SURFACE WATER.
14. ALL OTHER EASEMENTS SHOWN HEREON AS "(CDD)" ARE HEREBY DEDICATED TO THE DISTRICT FOR THE USES AND PURPOSES NOTED HEREON.
15. INHERENT IN ANY EASEMENT DEDICATION TO THE CITY OF TAMPA IS THE RIGHT OF ACCESS INTO ITS EASEMENT INTEREST.

King
ENGINEERING ASSOCIATES, INC.
CERTIFICATE OF AUTHORIZATION NO. LB 2610

4921 Memorial Highway
One Memorial Center, Suite 300
Tampa, Florida 33634
Phone 813 880-6391
Fax 813 880-8882
www.kingengineering.com

SEE SHEET 2 OF 5 FOR LEGEND
SEE SHEET 3 OF 5 FOR KEY MAP
SHEET 1 of 5

MARINA POINTE

A REPLAT OF PORTIONS OF WESTSHORE MARINA DISTRICT PHASE 1 AS RECORDED IN PLAT BOOK 128, PAGE 252, OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, AND PORTIONS OF GOVERNMENT LOTS 1 AND 2, LYING IN SECTION 8, TOWNSHIP 30 SOUTH, RANGE 18 EAST, CITY OF TAMPA, HILLSBOROUGH COUNTY, FLORIDA

PLAT BOOK 137 PAGE 230

OWNER

NEW PORT TAMPA CDD HOLDINGS, LLC, A DELAWARE LIMITED LIABILITY COMPANY

BY: Noah Breakstone
NOAH BREAKSTONE
MANAGER

Helen Ashford
WITNESS

Helen Ashford
WITNESS NAME PRINTED

Patricia Brown
WITNESS

Patricia Brown
WITNESS NAME PRINTED

ACKNOWLEDGEMENT

STATE OF FLORIDA
COUNTY OF BROWARD

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY MEANS OF PHYSICAL PRESENCE OR ONLINE NOTARIZATION, THIS 4 DAY OF March, 2020, BY Noah Breakstone WHO IS PERSONALLY KNOWN TO ME OR WHO PROVIDED AS IDENTIFICATION

(AFFIX NOTARY SEAL/STAMP)



Tim Schiller
SIGNATURE OF NOTARY
NAME: Tim Schiller
(PRINT OR TYPE NAME)

NOTARY PUBLIC, STATE OF FLORIDA
MY COMMISSION EXPIRES: 04/04/2022

NEW PORT TAMPA BAY COMMUNITY DEVELOPMENT DISTRICT

A LOCAL UNIT OF SPECIAL PURPOSE GOVERNMENT ORGANIZED AND EXISTING UNDER CHAPTER 190, FLORIDA STATUTES

THE NEW PORT TAMPA BAY COMMUNITY DEVELOPMENT DISTRICT (THE "DISTRICT"), HEREBY JOINS IN AND CONSENTS TO THE PLAT AND THE DEDICATION SHOWN HEREON.

NEW PORT TAMPA BAY COMMUNITY DEVELOPMENT DISTRICT

BY: Noah Breakstone
VICE CHAIR OF THE BOARD OF SUPERVISORS

Helen Ashford
WITNESS

Helen Ashford
WITNESS NAME PRINTED

Patricia Brown
WITNESS

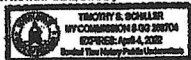
Patricia Brown
WITNESS NAME PRINTED

ACKNOWLEDGEMENT

STATE OF FLORIDA
COUNTY OF BROWARD

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY MEANS OF PHYSICAL PRESENCE OR ONLINE NOTARIZATION, THIS 4 DAY OF March, 2020, BY NOAH BREAKSTONE AS CHAIR OF THE BOARD OF SUPERVISORS OF THE NEW PORT-TAMPA COMMUNITY DEVELOPMENT DISTRICT, A LOCAL UNIT OF SPECIAL-PURPOSE GOVERNMENT WHICH WAS CREATED PURSUANT TO CHAPTER 190, FLORIDA STATUTES WHO IS PERSONALLY KNOWN TO ME OR WHO PROVIDED AS IDENTIFICATION

(AFFIX NOTARY SEAL/STAMP)



Tim Schiller
SIGNATURE OF NOTARY
NAME: Tim Schiller
(PRINT OR TYPE NAME)

NOTARY PUBLIC, STATE OF FLORIDA
MY COMMISSION EXPIRES: 04/04/2022

CITY OF TAMPA, FLORIDA

THIS PLAT IS HEREBY ACCEPTED AND APPROVED FOR RECORDATION BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA

CHIEF PERSON

2020-164
RESOLUTION

Shirley Jane Hawks
CITY CLERK

I HEREBY CERTIFY THAT THE MAYOR OF THE CITY OF TAMPA APPROVED THIS PLAT ON THE 1st DAY OF March, 2020.

CITY CLERK/DEPUTY CLERK

Shirley Jane Hawks

PLAT LEGEND

●	FOUND IRON ROD (SIZE AND IDENTIFICATION AS NOTED)
■	EXISTING CONCRETE MONUMENT (4" X 4" CONC. KING PRM LB2610, UNLESS OTHERWISE NOTED)
□	SET 4"x4" CONCRETE PERMANENT REFERENCE MONUMENT "KING PRM LB 2610" (UNLESS OTHERWISE SHOWN)
○	PERMANENT CONTROL POINT "KING PCP LB 2610"
⊙	FOUND NAIL & DISK "KING PRM LB 2610" (UNLESS OTHERWISE SHOWN)
(NR)	NON RADIAL LINE
---	EASEMENTS, SIZE AND TYPE AS NOTED
---	STATE PLANE COORDINATES
S17-7315-R20E	SECTION, TOWNSHIP, RANGE
CCR	CERTIFIED CORNER RECORD
CDD	COMMUNITY DEVELOPMENT DISTRICT
COT	CITY OF TAMPA
EPC	ENVIRONMENTAL PROTECTION COMMISSION
FCM	FOUND CONCRETE MONUMENT
FDOT	FLORIDA DEPARTMENT OF TRANSPORTATION
FND	FOUND NAIL AND DISK (AS NOTED)
POP	FOUND OPEN PIPE
HCEPC	HILLSBOROUGH COUNTY ENVIRONMENTAL PROTECTION COMMISSION
LB	SURVEYOR BUSINESS
LE	LANDSCAPE EASEMENT
OA	OVERALL
ORB	OFFICIAL RECORDS BOOK
PB	PLAT BOOK
PG	PAGE
PRM	PERMANENT REFERENCE MONUMENT
R/W	RIGHT-OF-WAY
SCW	SET CONCRETE MONUMENT
TY	TYPICAL

CLERK OF THE CIRCUIT COURT

STATE OF FLORIDA }
COUNTY OF HILLSBOROUGH } SS

I HEREBY CERTIFY THAT THE PLATTED SUBDIVISION HAS BEEN FILED FOR RECORD THIS 12 DAY OF March, 2020, IN PLAT BOOK 137, PAGE 230, OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA.

BY: PAT FRANK
CLERK OF THE CIRCUIT COURT

BY: Hector Cabarra
DEPUTY CLERK

THIS 12 DAY OF March, 2020. TIME 11:25

CLERK FILE NUMBER 2020090331

PLAT APPROVAL - REVIEWING AGENCY SURVEYORS CERTIFICATE

THIS PLAT HAS BEEN REVIEWED IN ACCORDANCE WITH FLORIDA STATUTES, SECTION 177.081 FOR CHAPTER CONFORMITY. THE GEOMETRIC DATA HAS NOT BEEN VERIFIED.

REVIEWED BY: Danny R. Boli DATE: 3/4/2020

FLORIDA PROFESSIONAL SURVEYOR AND MAPPER, LICENSE # 3317

DEPARTMENT OF TRANSPORTATION AND STORM WATER SERVICES, SURVEY SECTION, CITY OF TAMPA FLORIDA

PLAT NOTES

1. BEARINGS SHOWN HEREON ARE BASED ON THE EAST LINE OF TRACT D, WESTSHORE MARINA DISTRICT PHASE 1, ACCORDING TO PLAT BOOK 128, PAGE 252 OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, AS BEING SOUTH 00°37'52" WEST.
2. SUBDIVISION PLATS BY NO MEANS REPRESENT A DETERMINATION ON WHETHER PROPERTIES WILL OR WILL NOT FLOOD. LAND WITHIN THE BOUNDARIES OF THIS PLAT MAY OR MAY NOT BE SUBJECT TO FLOODING; THE CITY OF TAMPA BUILDING DEPARTMENT HAS INFORMATION REGARDING FLOODING AND RESTRICTIONS ON DEVELOPMENT.
3. THE CITY OF TAMPA LANDSCAPING, TREE REMOVAL AND SITE CLEARING ORDINANCES REQUIRE SETBACKS FROM THE WETLANDS UNDER THE JURISDICTION OF THE HILLSBOROUGH COUNTY ENVIRONMENTAL PROTECTION COMMISSION, THE FLORIDA DEPARTMENT OF ENVIRONMENTAL REGULATION, THE UNITED STATES CORPS OF ENGINEERS, THE SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT OR THE TAMPA PORT AUTHORITY. ANY USE OF WETLANDS IS SUBJECT TO ANY OR ALL APPLICABLE LAWS, RULES OR REGULATIONS OF THE CITY OF TAMPA, THE HILLSBOROUGH COUNTY ENVIRONMENTAL PROTECTION COMMISSION OR THE FLORIDA DEPARTMENT OF ENVIRONMENTAL REGULATION.
4. NOTICE: THIS PLAT AS RECORDED IN ITS GRAPHIC FORM IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL EASEMENTS AND RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.
5. ALL PLATTED UTILITY EASEMENTS MAY BE UTILIZED FOR THE CONSTRUCTION, UNDERGROUND INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION, INTERNET AND OTHER COMMUNICATION SERVICES; PROVIDED, HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF SUCH SERVICES WILL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY.
6. THE DEVELOPABILITY OF LOTS IS GOVERNED BY TERMS AND CONDITIONS AS SET FORTH IN THE CITY OF TAMPA ZONING CONDITIONS AND ADOPTED ZONING SITE PLAN.
7. STATE PLANE COORDINATES SHOWN HEREON WERE ESTABLISHED BY REAL-TIME KINEMATIC (RTK) GLOBAL POSITIONING SYSTEM (GPS) OBSERVATIONS UTILIZING A VIRTUAL REFERENCE STATION REAL TIME NETWORK SOLUTION, AND THE PRODUCT OF MULTIPLE OBSERVATION SESSIONS CONSISTING OF AT LEAST 60 EPOCHS EACH, AND INCLUDED NATIONAL GEODETIC SURVEY (NGS) CONTROL STATION "FS15".
8. THE PROPERTY DESCRIBED HEREON IS SITUATED WHOLLY WITHIN ZONE AE (BASE FLOOD ELEVATION = 8), ACCORDING TO THE NATIONAL FLOOD INSURANCE PROGRAM FLOOD INSURANCE RATE MAP, MAP NUMBERS 12057C0343H AND 12057C0344H, BOTH EFFECTIVE DATES: AUGUST 28, 2008. FLOOD MAPS ARE SUBJECT TO REVISION.
9. ALL DISTANCES SHOWN HEREON ARE IN FEET.
10. NO PERMANENT STRUCTURES SHALL BE LOCATED WITHIN CITY EASEMENTS OTHER THAN WHAT IS APPROVED THROUGH THE PERMITTING PROCESS.

SURVEYORS CERTIFICATE

I CERTIFY THAT THIS PLAT WAS PREPARED UNDER MY RESPONSIBLE DIRECTION AND SUPERVISION; THAT THIS PLAT AND THE SURVEY DATA HEREON COMPLY WITH ALL THE SURVEY REQUIREMENTS OF CHAPTER 177, PART 1, PLATTING, F.S., AND THE CITY OF TAMPA; THAT THIS PLAT MEETS ALL MATERIAL IN COMPOSITION REQUIRED BY F.S. 177.061; THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE LANDS SURVEYED AND THAT THE SURVEY WAS MADE UNDER MY RESPONSIBLE DIRECTION AND SUPERVISION; AND THAT PERMANENT REFERENCE MONUMENTS (PRM(S)) HAVE BEEN SET. PERMANENT CONTROL POINTS (PCP(S)) AND LOT CORNERS WITHIN THE SUBDIVISION AS REQUIRED BY SAID CHAPTER 177 OF THE FLORIDA STATE STATUTES WILL BE SET WITHIN THE TIME ALLOTTED IN 177.091 (8) (9)

KING ENGINEERING ASSOCIATES, INC.
CERTIFICATE OF AUTHORIZATION No. LB 2610

Greg Boli
GREG BAKSIS, P.E.
PROFESSIONAL SURVEYOR AND MAPPER
STATE OF FLORIDA LS 6956

2/19/20
DATE

King

ENGINEERING ASSOCIATES, INC.
CERTIFICATE OF AUTHORIZATION NO. LB 2610

4921 Memorial Highway
One Memorial Center, Suite 300
Tampa, Florida 33634
Phone 813 880-8881
Fax 813 880-8882
www.kingengineering.com

SEE SHEET 2 OF 5 FOR LEGEND
SEE SHEET 3 OF 5 FOR KEY MAP

SHEET 2 of 5

MARINA POINTE

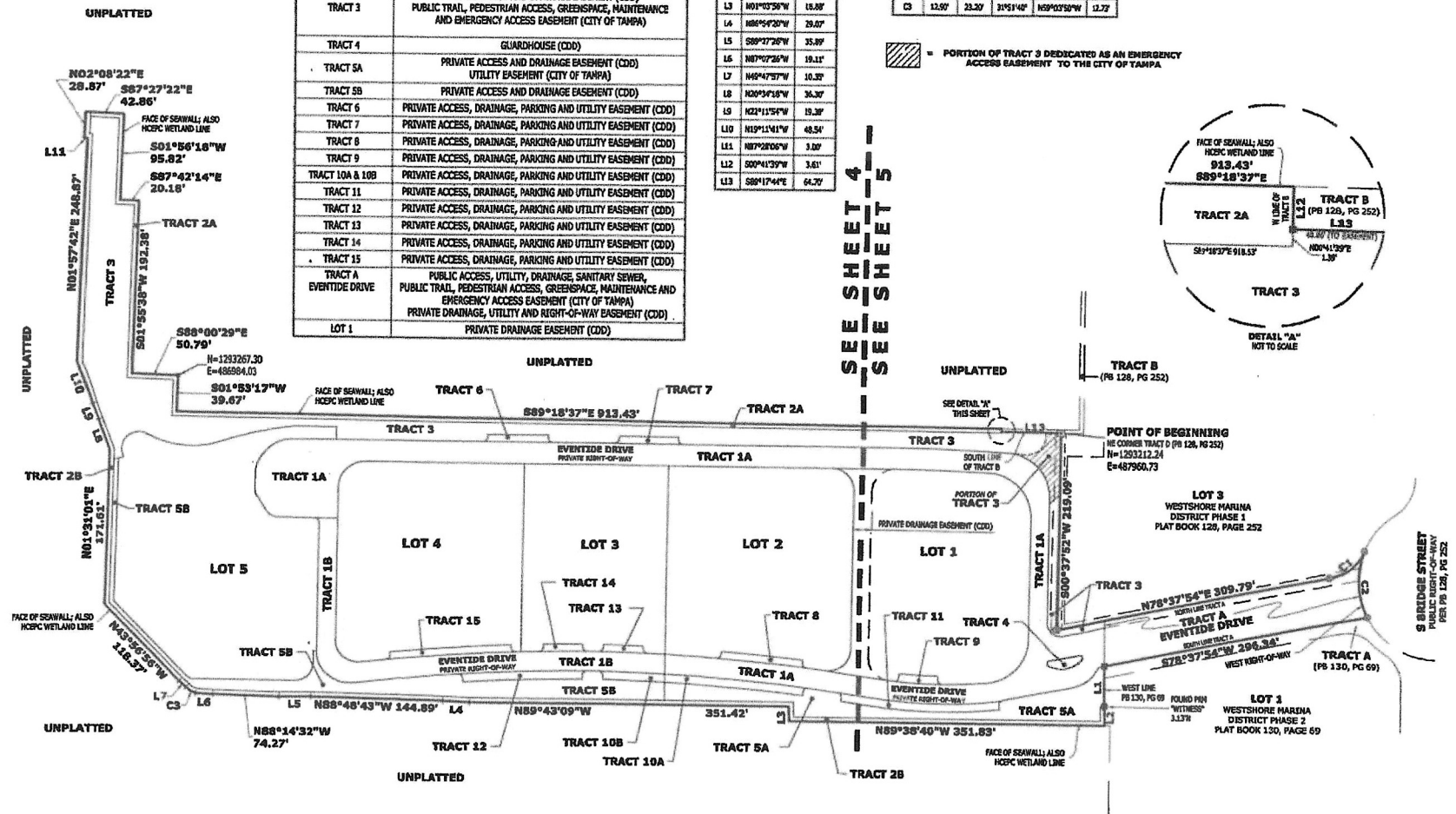
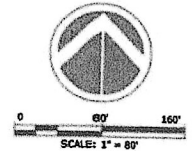
A REPLAT OF PORTIONS OF WESTSHORE MARINA DISTRICT PHASE 1 AS RECORDED IN PLAT BOOK 128, PAGE 252, OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, AND PORTIONS OF GOVERNMENT LOTS 1 AND 2, LYING IN SECTION 8, TOWNSHIP 30 SOUTH, RANGE 18 EAST, CITY OF TAMPA, HILLSBOROUGH COUNTY, FLORIDA

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PLAT BOOK PAGE

TRACT DESIGNATIONS	
TRACT 1A EVENTIDE DRIVE	PRIVATE ACCESS, UTILITY AND DRAINAGE EASEMENT (CDD) PUBLIC UTILITY, PUBLIC TRAIL, PEDESTRIAN ACCESS, GREENSPACE, MAINTENANCE AND EMERGENCY ACCESS EASEMENT (CITY OF TAMPA)
TRACT 1B EVENTIDE DRIVE	PRIVATE ACCESS, UTILITY AND DRAINAGE EASEMENT (CDD) EMERGENCY ACCESS EASEMENT (CITY OF TAMPA)
TRACT 2A & 2B	ACCESS, DRAINAGE AND SEAWALL EASEMENT (CDD)
TRACT 3	PRIVATE ACCESS AND DRAINAGE EASEMENT (CDD) PUBLIC TRAIL, PEDESTRIAN ACCESS, GREENSPACE, MAINTENANCE AND EMERGENCY ACCESS EASEMENT (CITY OF TAMPA)
TRACT 4	GUARDHOUSE (CDD)
TRACT 5A	PRIVATE ACCESS AND DRAINAGE EASEMENT (CDD) UTILITY EASEMENT (CITY OF TAMPA)
TRACT 5B	PRIVATE ACCESS AND DRAINAGE EASEMENT (CDD)
TRACT 6	PRIVATE ACCESS, DRAINAGE, PARKING AND UTILITY EASEMENT (CDD)
TRACT 7	PRIVATE ACCESS, DRAINAGE, PARKING AND UTILITY EASEMENT (CDD)
TRACT 8	PRIVATE ACCESS, DRAINAGE, PARKING AND UTILITY EASEMENT (CDD)
TRACT 9	PRIVATE ACCESS, DRAINAGE, PARKING AND UTILITY EASEMENT (CDD)
TRACT 10A & 10B	PRIVATE ACCESS, DRAINAGE, PARKING AND UTILITY EASEMENT (CDD)
TRACT 11	PRIVATE ACCESS, DRAINAGE, PARKING AND UTILITY EASEMENT (CDD)
TRACT 12	PRIVATE ACCESS, DRAINAGE, PARKING AND UTILITY EASEMENT (CDD)
TRACT 13	PRIVATE ACCESS, DRAINAGE, PARKING AND UTILITY EASEMENT (CDD)
TRACT 14	PRIVATE ACCESS, DRAINAGE, PARKING AND UTILITY EASEMENT (CDD)
TRACT 15	PRIVATE ACCESS, DRAINAGE, PARKING AND UTILITY EASEMENT (CDD)
TRACT A EVENTIDE DRIVE	PUBLIC ACCESS, UTILITY, DRAINAGE, SANITARY SEWER, PUBLIC TRAIL, PEDESTRIAN ACCESS, GREENSPACE, MAINTENANCE AND EMERGENCY ACCESS EASEMENT (CITY OF TAMPA) PRIVATE DRAINAGE, UTILITY AND RIGHT-OF-WAY EASEMENT (CDD)
LOT 1	PRIVATE DRAINAGE EASEMENT (CDD)

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S00°00'00"E	48.13'
L2	S01°25'04"E	18.79'
L3	N01°03'36"W	18.88'
L4	N86°45'20"W	29.67'
L5	S89°17'26"W	35.89'
L6	N87°07'26"W	19.11'
L7	N45°47'57"W	10.35'
L8	N20°34'18"W	34.30'
L9	N21°11'59"W	19.30'
L10	N19°11'41"W	48.54'
L11	N87°28'06"W	3.00'
L12	S00°41'39"W	3.61'
L13	S89°17'44"E	64.70'

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	BEARING	CHORD
C1	49.57'	51.60'	52°48'29"	S09°13'39"E	47.57'
C2	75.70'	87.00'	49°53'30"	S03°07'20"E	73.39'
C3	12.90'	23.30'	31°51'40"	N89°03'50"W	12.72'



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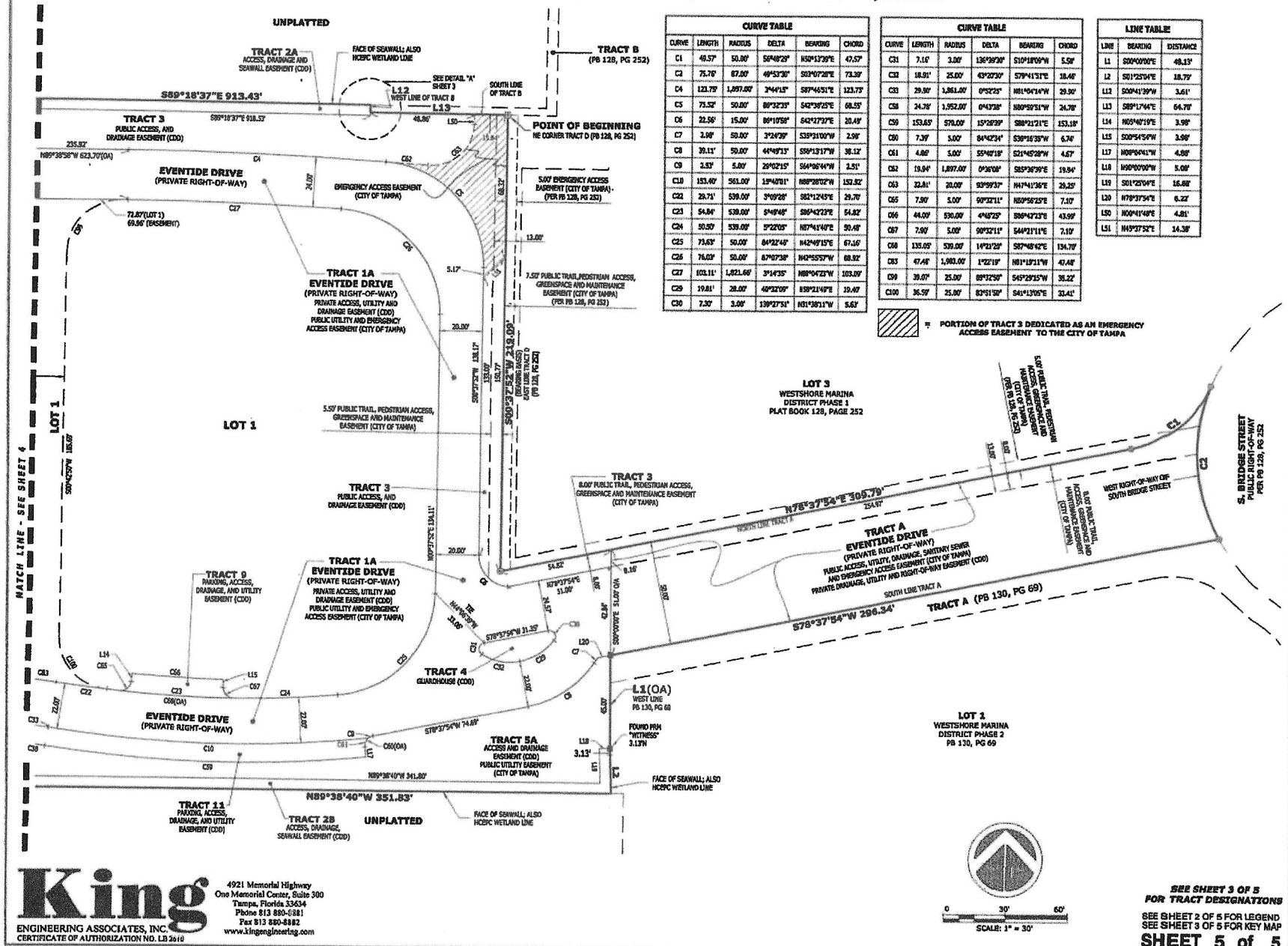
KEY MAP

SEE SHEET 2 OF 5 FOR LEGEND
SEE SHEET 3 OF 5 FOR KEY MAP
SHEET 3 of 5

MARINA POINTE

A REPLAT OF PORTIONS OF WESTSHORE MARINA DISTRICT PHASE 1 AS RECORDED IN PLAT BOOK 128, PAGE 252, OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, AND PORTIONS OF GOVERNMENT LOTS 1 AND 2, LYING IN SECTION 8, TOWNSHIP 30 SOUTH, RANGE 18 EAST, CITY OF TAMPA, HILLSBOROUGH COUNTY, FLORIDA

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PLAT BOOK PAGE





Bob Henriquez, CFA

Base Maps Layers Sales Identify Tools Print

Identify

Identify ON



© 2025 Eagleview



NAVIGATE AERIAL IMAGERY



GOOGLE STREET VIEW

TRIM Property Record Card VAB PRC
Tax Collector

Info Building Land Misc Sales

Parcel	A-08-30-18-C0W-000000-A0000.0
Folio	132427-4252
Market Value	100
Owner Name	NEW PORT TAMPA CDD HOLDINGS LLC;
Mailing Address	BTI PARTNERS 401 E LAS OLAS BLVD STE 1870 FORT LAUDERDALE, FL 33301-4252
Physical Address	5201 BRIDGE ST, TAMPA
Property Type	VACANT COMM HOA
Homestead	NO
Tax District	TA - TAMPA
GIS Acres	1.07 (46,609 sq ft)
Legal Desc.	MARINA POINTE TRACTS 2A...3

Identify

E W Gandy Blvd

13117001021

1319290101

13117001021

132427-4252

132427-4746

Marina Way

Bridge St



New Port – Tampa Bay Community Development District

Discussion Regarding Installation of Railing



New Port – Tampa Bay Community Development District

Discussion Regarding Traffic Evaluation Findings and Recommendations



New Port – Tampa Bay Community Development District

Traffic Study Memorandum

MEMORANDUM

August 24, 2026

TO: Ms. Jane Gaarlandt
New Port Tampa Way Community Development District,
c/o PFM Group Consulting, LLC

CC: Craig J. Carden, P.E., Senior Project Manager, Ardurra

FROM: Thomas Wiggins, P.E., Project Manager
Steven J. Henry, P.E., Founder

RE: Traffic Evaluation Findings and Recommendations;
Bridge Street from Gandy Boulevard to Tyson Avenue,
City of Tampa, Hillsborough County, Florida



1. PURPOSE AND BACKGROUND

The New Port Tampa Bay Community Development District (the District) retained Traffic & Mobility Consultants to evaluate traffic conditions along Bridge Street between Gandy Boulevard and Tyson Avenue. The District and its residents have reported an apparent increase in traffic on Bridge Street coincident with growth in the Westshore District and the delivery of nearby multi-family development. This memorandum summarizes conditions at Bridge Street with Gandy Boulevard, Marina Way, and Tyson Avenue; describes the corridor-wide directional patterns; and then examines the two Tyson Avenue west-leg movements most directly related to the stated concern: the eastbound left turn from the west leg into northbound Bridge Street (EBL) and the southbound Bridge Street right turn to the west leg toward Westshore Boulevard (SBR).

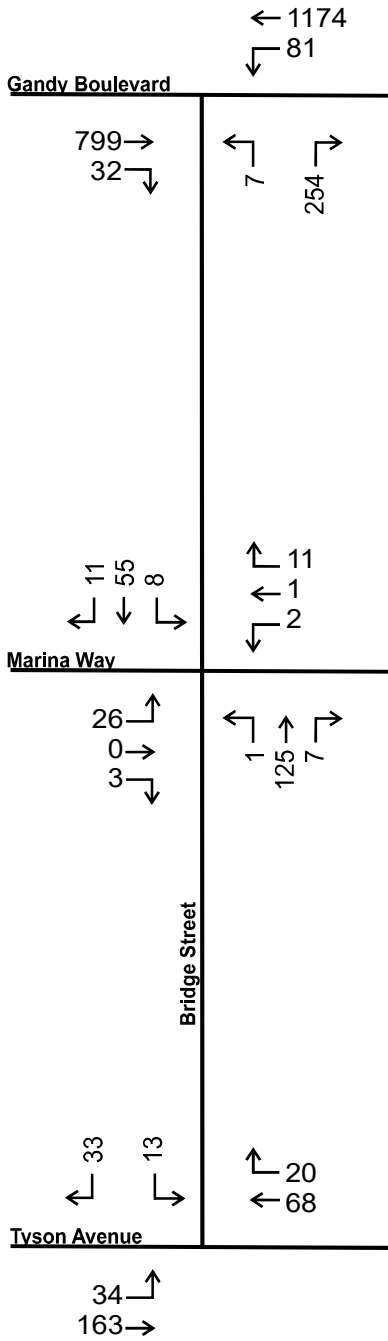
2. DATA COLLECTION

Fifteen-hour turning movement counts (6:00 AM to 9:00 PM) were conducted at all three Bridge Street intersections on Tuesday, June 23; Wednesday, June 24; and Saturday, June 27, 2026. Vehicles, heavy trucks, pedestrians, and bicycles were classified separately. To provide a consistent corridor comparison, the analysis uses the AM, midday, and PM peak hours established from total entering traffic at Gandy Boulevard. Figures 1 through 3 present the turning-movement volumes for the Gandy-established peak hours on each count day.

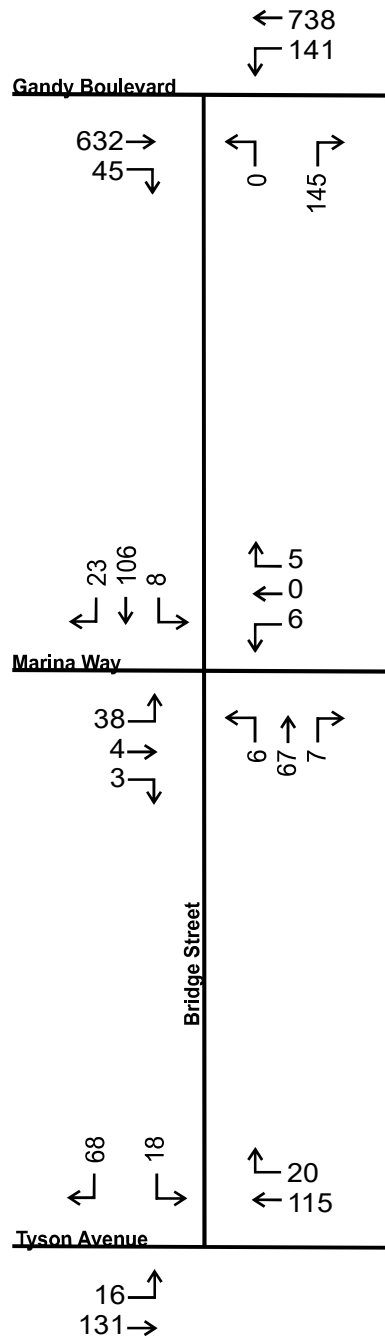
Table 1. Gandy Boulevard Established Peak Hours

Count Day	AM Peak	Midday Peak	PM Peak
Tuesday	7:15-8:15 AM	12:00-1:00 PM	5:00-6:00 PM
Wednesday	7:30-8:30 AM	11:45 AM-12:45 PM	5:15-6:15 PM
Saturday	9:00-10:00 AM	12:00-1:00 PM	3:30-4:30 PM

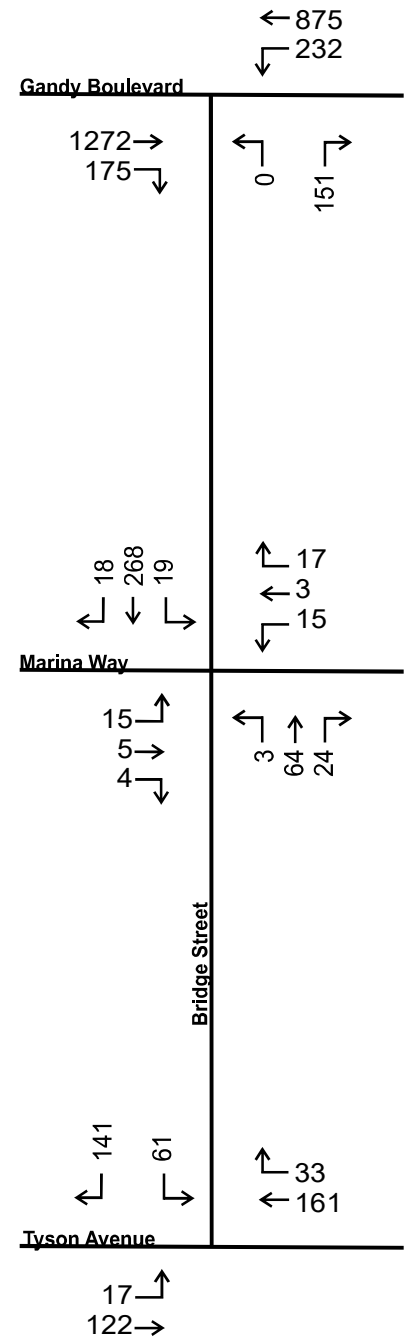
AM Peak



MD Peak



PM Peak

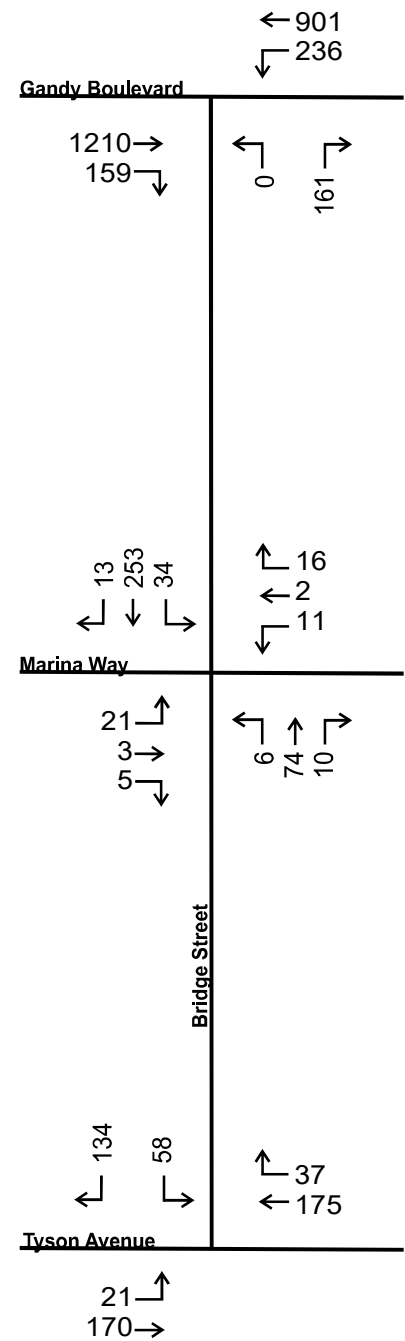
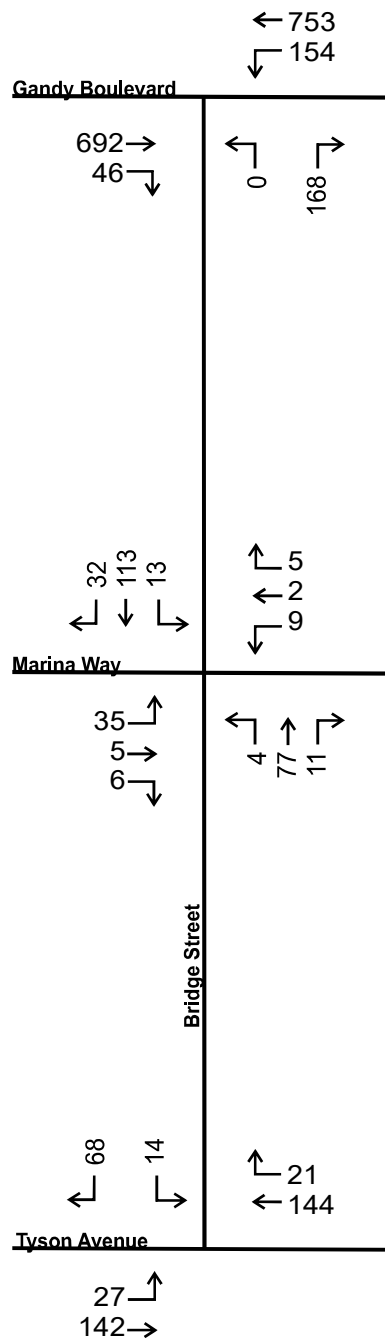
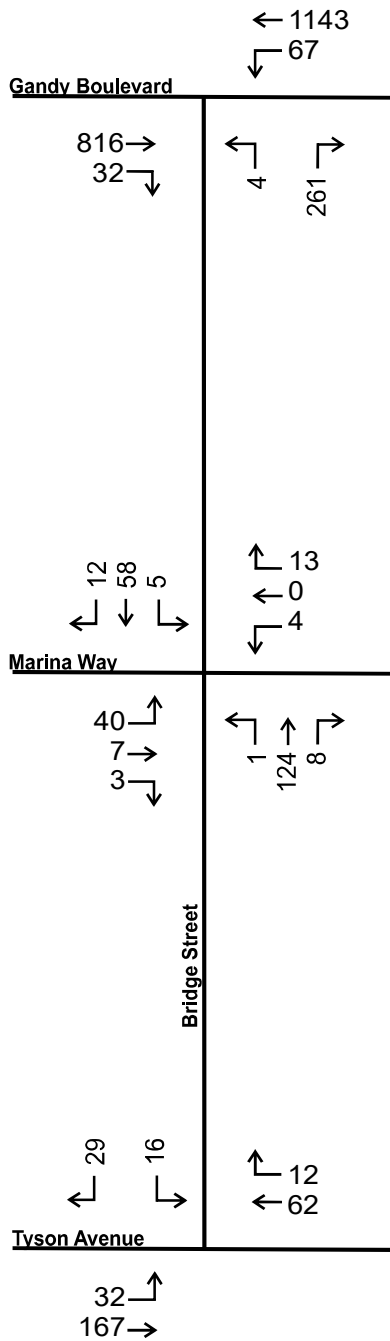




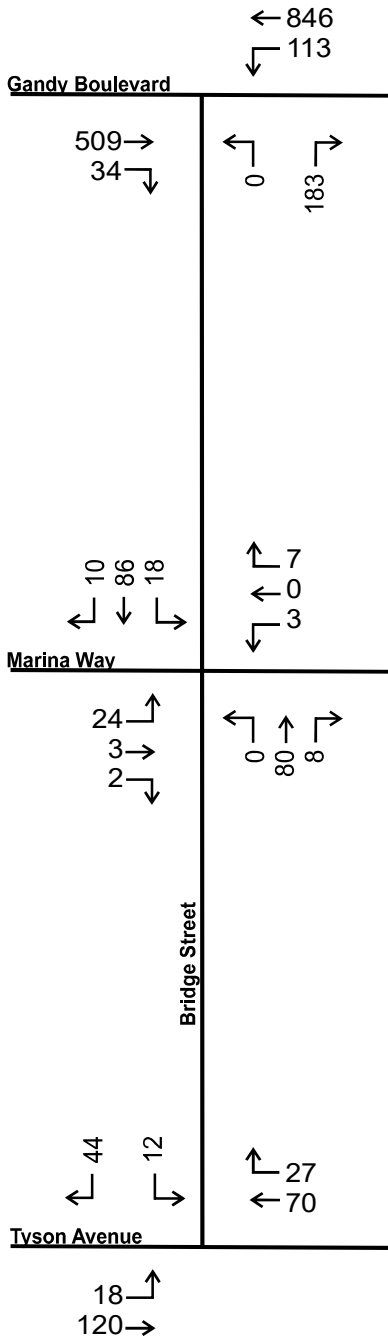
AM Peak

MD Peak

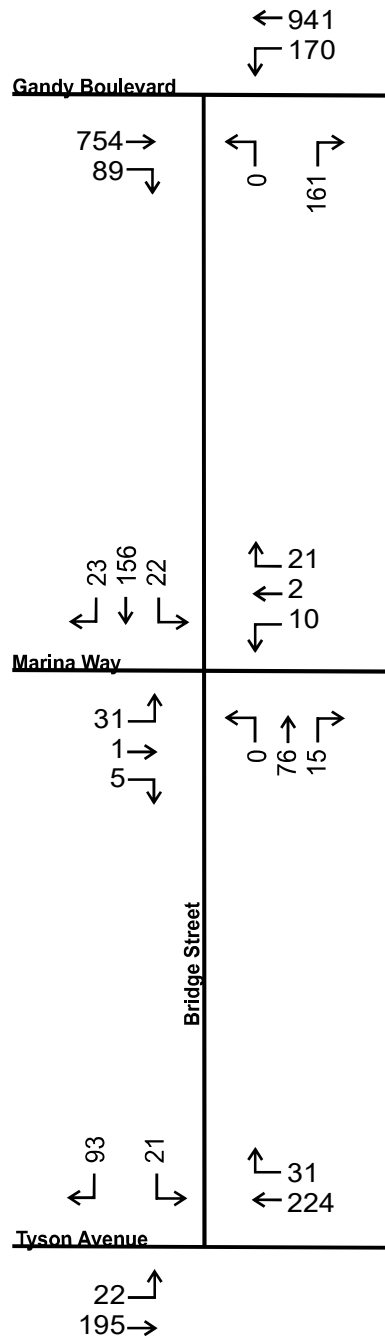
PM Peak



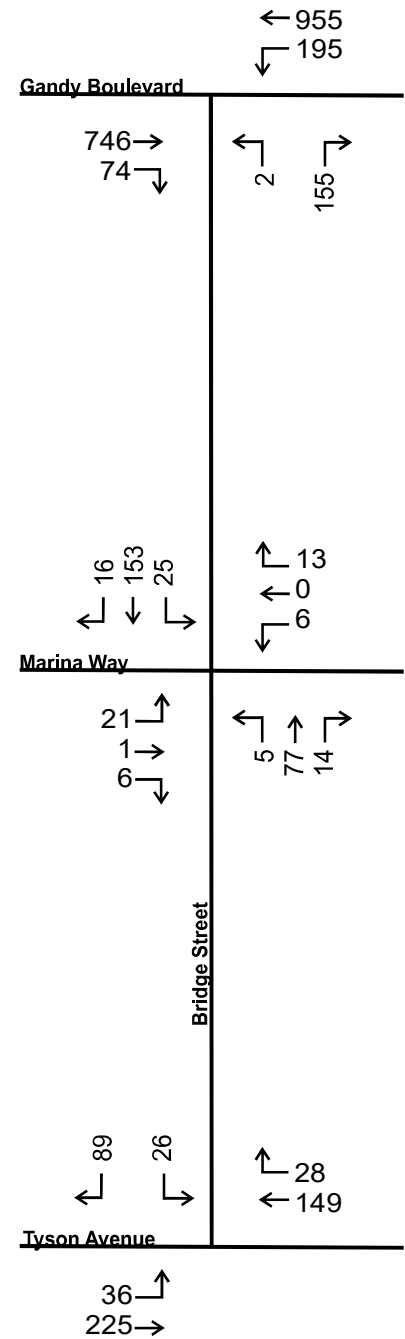
AM Peak



MD Peak



PM Peak



New Port Tampa Way CDD – Bridge Street

Traffic Count Data Summary

Project № 260221.04

August 24, 2026

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Heavy Trucks

Heavy trucks represented less than 2% of daily Bridge Street traffic. Most trucks counted at Gandy and Tyson remained on those roadways, while Bridge-related truck activity was generally highest around midday and minimal during the PM peak.

Pedestrians

Pedestrian activity was concentrated at Marina Way, with 88 weekday crossings and 80 on Saturday. Weekday activity was highest during the PM peak, while Saturday activity peaked in the morning. Tyson Avenue had moderate activity concentrated on the north-leg crossing of Bridge Street; Gandy Boulevard had the fewest pedestrians.

Bicycles

Bicycle activity was low but recurring, with no more than six bicycles recorded at any intersection during a peak hour. The counts show no consistent directional or peak-period pattern, although Tyson recorded somewhat greater activity on Saturday.

3. INTERSECTION TRAFFIC CHARACTERISTICS AND PATTERNS

Bridge Street is a two-lane undivided roadway maintained by the District. It runs generally north-south for approximately one mile between Gandy Boulevard and Tyson Avenue, with Marina Way near the midpoint. The weekday pattern reverses over the day: northbound toward Gandy during the AM peak, moderately southbound at midday, and strongly southbound from Gandy during the PM peak. Saturday is more balanced in the morning and southbound during midday and afternoon.

New Port Tampa Way CDD – Bridge Street

Traffic Count Data Summary

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Table 2. Directional Bridge Street Volumes (vehicles per peak hour)

Analysis Period	Gandy NB / SB	Marina Way NB / SB	Tyson NB / SB	Dominant Pattern
Weekday AM	264 / 107	134 / 75	49 / 46	Northbound toward Gandy
Weekday Midday	157 / 193	87 / 154	42 / 84	Moderate southbound
Weekday PM	156 / 401	94 / 307	54 / 197	Strong southbound from Gandy
Saturday AM	183 / 147	90 / 115	45 / 56	Generally balanced
Saturday Midday	161 / 259	92 / 209	53 / 114	Southbound
Saturday PM	157 / 269	100 / 201	64 / 115	Southbound

Note: Values are NB / SB; weekday values are Tuesday-Wednesday averages rounded to whole vehicles.

Bridge Street & Gandy Boulevard

Bridge Street and Gandy Boulevard form a stop-controlled T-intersection, with Bridge Street as the south leg. All inbound turns onto Bridge Street are permitted: eastbound Gandy Boulevard traffic may turn right and westbound traffic may turn left. Traffic exiting Bridge Street is restricted to right turns onto eastbound Gandy Boulevard; left turns toward westbound Gandy Boulevard are prohibited. Sixteen prohibited northbound left turns were recorded on each count day. These movements represented approximately 0.7% of traffic exiting Bridge Street and constitute a small but consistent compliance issue. Gandy is the corridor's dominant gateway and shows the clearest weekday reversal. Westbound Gandy left turns are the principal source of traffic entering Bridge Street. Gandy is the corridor's dominant gateway and shows a pronounced weekday reversal: northbound during the AM peak, modestly southbound at midday, and strongly southbound during the PM peak. Westbound Gandy left turns are the principal source of traffic entering Bridge Street. Saturday is more balanced in the morning and southbound during midday and afternoon.

Bridge Street & Marina Way

Bridge Street and Marina Way form a four-leg, single-lane roundabout. Marina Way comprises the east and west legs and carries comparatively light traffic. The roundabout provides continuous mid-corridor speed control and is the location of the corridor's heaviest pedestrian activity. Marina Way mirrors the Gandy directional pattern. Approximately 93% of the weekday AM northbound approach and 84% to 86% of the weekday PM southbound approach

New Port Tampa Way CDD – Bridge Street

Traffic Count Data Summary

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continued through the roundabout, confirming that the dominant movements are part of the broader Bridge Street flow. Saturday traffic is more balanced in the morning and southbound thereafter.

Bridge Street & Tyson Avenue

Bridge Street and Tyson Avenue form a stop-controlled T-intersection, with Bridge Street as the north leg. All movements are permitted. Vehicles departing Bridge Street may turn left to travel east on Tyson Avenue or right to travel west toward Westshore Boulevard. Tyson carries materially less Bridge Street traffic than Gandy Boulevard, with weekday AM traffic nearly balanced and midday and PM traffic predominantly southbound.

The Tyson southbound approach and west-leg movements provide supplemental information regarding traffic distribution at the southern terminus. The focused west-leg review compares the eastbound-left (EBL) movement entering northbound Bridge Street from Tyson Avenue with the southbound-right (SBR) movement leaving Bridge Street toward Westshore Boulevard. Because these are opposing movements counted at a single intersection, they provide context regarding the directional balance of the west-leg interface but do not independently establish travel patterns elsewhere along Bridge Street.

Table 3. Daily Tyson West-Leg Movements (vehicles, 6:00 AM-9:00 PM)

Count Day	West Leg to Bridge (EBL)	Bridge to West Leg (SBR)	West Leg Interface Total	SBR Share of Bridge Departures	SBR / EBL Ratio
Tuesday	326	914	1,240	72.8%	2.8x
Wednesday	325	968	1,293	73.0%	3.0x
Saturday	352	1,016	1,368	76.9%	2.9x

Note: The SBR share is the portion of all southbound Bridge Street departures at Tyson that turned right to the west leg. The interface total is EBL plus SBR and is not a count of unique vehicles.

As summarized in Table 3, the SBR movement was consistently greater than the EBL movement on each count day. Daily SBR volumes ranged from 914 to 1,016 vehicles, compared with 325 to 352 EBL vehicles, equating to approximately 2.8 to 3.0 SBR vehicles for every EBL vehicle. In addition, approximately 73% to 77% of all southbound Bridge Street departures at Tyson turned right toward the west leg. EBL volumes remained relatively consistent across the three days, while the highest SBR volume occurred on Saturday,

New Port Tampa Way CDD – Bridge Street

Traffic Count Data Summary

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indicating that westbound departures were more broadly sustained throughout the weekend count period.

Table 4. Tyson West-Leg Peak-Hour Movements (vehicles per hour)

Analysis Period	Weekday Avg. West Leg to Bridge (EBL)	Weekday Avg. Bridge to West Leg (SBR)	Saturday West Leg to Bridge (EBL)	Saturday Bridge to West Leg (SBR)
AM	33	31	18	44
Midday	22	68	22	93
PM	19	138	36	89

Note: Weekday values are Tuesday-Wednesday averages rounded to whole vehicles. Peak periods differ by count day as shown in Table 1.

The peak-hour comparison in Table 4 shows that the imbalance varies considerably by time of day. During the weekday AM peak, the two movements were nearly balanced, averaging 33 EBL and 31 SBR vehicles. By midday, SBR increased to 68 vehicles compared with 22 EBL vehicles, a ratio of approximately 3:1. The difference was greatest during the weekday PM peak, when 138 SBR vehicles were recorded compared with 19 EBL vehicles, a ratio exceeding 7:1. SBR also remained dominant throughout Saturday, exceeding EBL by ratios ranging from approximately 2.4:1 to 4.2:1. Saturday EBL activity was somewhat greater during the PM period, but the movement remained substantially lower than SBR.

Overall, the Tyson west-leg interface is primarily oriented toward traffic leaving Bridge Street and traveling west toward Westshore Boulevard, particularly during the weekday midday and PM periods. EBL traffic entering Bridge Street from the west leg is comparatively low and stable. Although this pattern supports the reported concern regarding westbound traffic at Tyson Avenue, the movement counts should not be interpreted as establishing how many vehicles traveled the full length of Bridge Street from Gandy Boulevard.

4. BRIDGE STREET CORRIDOR PATTERNS

The Gandy-established peak periods are summarized in Table 1. The two weekday count days produced similar results, particularly during the PM peak, indicating that the observed directional patterns are recurring rather than isolated to one day.

New Port Tampa Way CDD – Bridge Street

Traffic Count Data Summary

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August 24, 2026

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Northbound Traffic Pattern

Northbound traffic accumulates as it travels from Tyson toward Gandy during every analyzed period. The pattern is strongest during the weekday AM peak, when average northbound volume increases from 49 vehicles at Tyson to 134 at Marina Way and 264 at Gandy. This increase indicates that local traffic joins Bridge Street at Marina Way and other intermediate access points.

Southbound Traffic Pattern

Southbound traffic follows the opposite pattern, entering at its highest volume from Gandy and decreasing toward Tyson. During the weekday PM peak, average southbound volume declines from 401 vehicles at Gandy to 307 at Marina Way and 197 at Tyson. Saturday shows the same dispersion but with a flatter midday-to-afternoon profile and an earlier PM peak.

Overall Corridor Function

Two-way Bridge Street volumes decrease consistently from Gandy through Marina Way to Tyson during every analyzed peak. Gandy is the dominant gateway, Marina Way carries substantial through traffic and serves as an intermediate point of turnover, and Tyson carries materially lower volumes. The corridor therefore functions primarily as a collector and distributor for surrounding development, with substantial traffic entering and leaving between the termini.

Tyson West-Leg Context

Table 5 compares the southbound traffic entering Bridge Street at Gandy with the SBR movement to Tyson's west leg. This defines the numerical scale of a possible Gandy-to-Tyson path; it is not a measured continuation rate. The Tyson west-leg exit is numerically equivalent to approximately 29% to 36% of southbound entries at Gandy in every analyzed peak. On a full-day basis, the corresponding ratios are 32% Tuesday, 33% Wednesday, and 37% Saturday. In the reverse direction, the west-leg EBL movement is approximately 13%, 14%, and 12% of northbound traffic exiting Bridge Street at Gandy during the weekday AM, midday, and PM peaks, respectively. The west-leg interface is therefore primarily southbound toward Westshore Boulevard rather than a balanced two-way exchange.

New Port Tampa Way CDD – Bridge Street

Traffic Count Data Summary

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August 24, 2026

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Table 5. Southbound Comparison (vehicles per peak hour)

Analysis Period	Gandy SB Entering Bridge Street	Tyson SBR to West Leg	Tyson SBR / Gandy SB
Weekday AM	107	31	29%
Weekday Midday	193	68	35%
Weekday PM	401	138	34%
Saturday AM	147	44	30%
Saturday Midday	259	93	36%
Saturday PM	269	89	33%

Note: The ratio compares separate segments. It does not represent the percentage of individual vehicles traveling from Gandy to Tyson's west leg.

5. CONCLUSION AND RECOMMENDED NEXT STEP

Bridge Street functions primarily as a collector and distributor for surrounding development, with Gandy Boulevard serving as the corridor's dominant gateway. Traffic generally accumulates northbound toward Gandy during the weekday AM peak and disperses southbound from Gandy during the midday and PM periods. Two-way volumes decrease consistently from Gandy Boulevard through Marina Way to Tyson Avenue, demonstrating that a meaningful portion of traffic enters or leaves Bridge Street at intermediate access points rather than traveling between the two termini.

Within this broader corridor pattern, the Tyson Avenue west-leg interface is primarily oriented toward traffic leaving Bridge Street and traveling west toward Westshore Boulevard. The SBR movement was approximately 3 times the EBL movement and accounted for approximately 75% of all southbound Bridge Street departures at Tyson. Although the two west-leg movements were nearly balanced during the weekday AM peak, SBR was approximately three times EBL during the midday peak and more than seven times EBL during the weekday PM peak. SBR also remained dominant throughout Saturday, when the highest daily SBR total was recorded. These findings reinforce the reported concern regarding westbound traffic at Tyson, particularly during midday and afternoon periods.

ATTACHMENTS

LOCATION: Bridge St -- Gandy Blvd

CITY/STATE: Tampa, FL

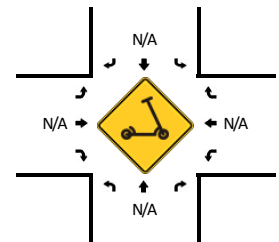
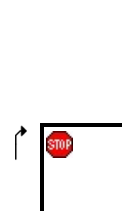
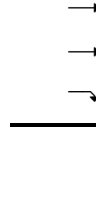
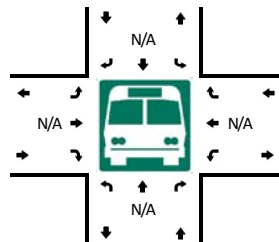
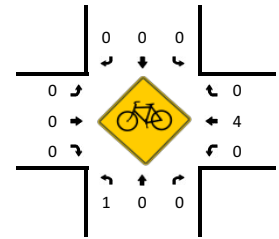
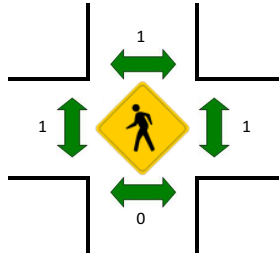
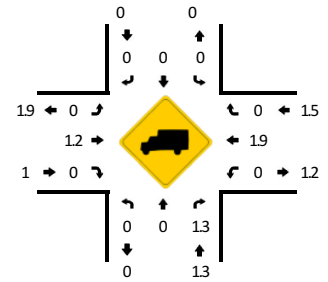
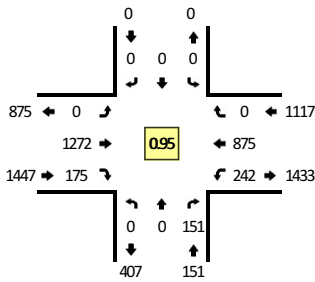
QC JOB #: 17692113

DATE: Tue, Jun 23 2026

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



TRUE DATA TO IMPROVE MOBILITY



15-Min Count Period Beginning At	Bridge St (Northbound)				Bridge St (Southbound)				Gandy Blvd (Eastbound)				Gandy Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	1	0	18	0	0	0	0	0	0	99	5	0	7	117	0	1	248	
6:15 AM	1	0	30	0	0	0	0	0	0	138	2	0	11	156	0	0	338	
6:30 AM	1	0	24	0	0	0	0	0	0	193	3	0	8	184	0	1	414	
6:45 AM	0	0	39	0	0	0	0	0	0	178	11	0	7	214	0	1	450	1450
7:00 AM	2	0	44	0	0	0	0	0	0	183	7	0	14	256	0	2	508	1710
7:15 AM	2	0	66	0	0	0	0	0	0	205	6	0	22	285	0	0	586	1958
7:30 AM	3	0	56	0	0	0	0	0	0	195	6	0	23	335	0	0	618	2162
7:45 AM	2	0	52	1	0	0	0	0	0	203	9	0	17	291	0	0	575	2287
8:00 AM	0	0	80	0	0	0	0	0	0	196	11	0	19	263	0	3	572	2351
8:15 AM	0	0	78	0	0	0	0	0	0	209	7	0	15	260	0	1	570	2335
8:30 AM	0	0	71	0	0	0	0	0	0	196	5	0	22	258	0	1	553	2270
8:45 AM	0	0	52	0	0	0	0	0	0	201	8	0	26	223	0	2	512	2207
9:00 AM	0	0	41	0	0	0	0	0	0	162	7	0	22	186	0	4	422	2057
9:15 AM	0	0	36	0	0	0	0	0	0	133	8	0	11	199	0	4	391	1878
9:30 AM	0	0	42	0	0	0	0	0	0	133	4	0	26	214	0	2	421	1746
9:45 AM	1	0	29	0	0	0	0	0	0	163	7	0	23	178	0	5	406	1640
10:00 AM	0	0	34	0	0	0	0	0	0	125	10	0	29	182	0	2	382	1600
10:15 AM	0	0	37	0	0	0	0	0	0	145	8	0	12	198	0	0	400	1609
10:30 AM	2	0	29	0	0	0	0	0	0	97	6	0	22	171	0	5	332	1520
10:45 AM	0	0	23	0	0	0	0	0	0	143	10	0	25	133	0	1	335	1449
11:00 AM	0	0	29	0	0	0	0	0	0	141	7	0	31	165	0	4	377	1444
11:15 AM	0	0	34	0	0	0	0	0	0	180	6	0	30	170	0	3	423	1467
11:30 AM	0	0	44	0	0	0	0	0	0	154	10	0	24	155	0	2	389	1524
11:45 AM	0	0	36	0	0	0	0	0	0	152	14	0	30	198	0	3	433	1622
12:00 PM	0	0	38	0	0	0	0	0	0	152	13	0	33	190	0	4	430	1675
12:15 PM	0	0	35	0	0	0	0	0	0	175	5	0	42	178	0	3	438	1690
12:30 PM	0	0	34	0	0	0	0	0	0	147	12	0	33	169	0	1	396	1697
12:45 PM	0	0	38	0	0	0	0	0	0	158	15	0	33	201	0	7	452	1716
1:00 PM	0	0	32	0	0	0	0	0	0	145	9	0	34	167	0	2	389	1675
1:15 PM	0	0	26	0	0	0	0	0	0	148	18	0	46	181	0	1	420	1657
1:30 PM	0	0	28	0	0	0	0	0	0	160	12	0	39	201	0	2	442	1703
1:45 PM	0	0	34	0	0	0	0	0	0	149	11	0	25	192	0	1	412	1663
2:00 PM	0	0	23	0	0	0	0	0	0	145	10	0	38	201	0	4	421	1695
2:15 PM	0	0	34	0	0	0	0	0	0	151	12	0	20	240	0	7	464	1739
2:30 PM	0	0	38	0	0	0	0	0	0	188	8	0	23	213	0	2	472	1769
2:45 PM	0	0	34	0	0	0	0	0	0	206	15	0	42	234	0	2	533	1890
3:00 PM	0	0	39	0	0	0	0	0	0	229	14	0	30	236	0	4	552	2021
3:15 PM	0	0	28	0	0	0	0	0	0	222	9	0	30	240	0	1	530	2087

15-Min Count Period Beginning At	Bridge St (Northbound)				Bridge St (Southbound)				Gandy Blvd (Eastbound)				Gandy Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	0	38	0	0	0	0	0	0	196	13	0	31	269	0	3	550	2165
3:45 PM	0	0	31	0	0	0	0	0	0	205	10	0	42	285	0	4	577	2209
4:00 PM	0	0	28	0	0	0	0	0	0	234	20	0	28	285	0	1	596	2253
4:15 PM	0	0	23	0	0	0	0	0	0	272	27	0	40	242	0	1	605	2328
4:30 PM	0	0	31	0	0	0	0	0	0	285	24	0	64	248	0	4	656	2434
4:45 PM	0	0	30	0	0	0	0	0	0	291	32	0	50	208	0	1	612	2469
5:00 PM	0	0	38	0	0	0	0	0	0	317	30	0	51	220	0	3	659	2532
5:15 PM	0	0	40	0	0	0	0	0	0	337	64	0	53	217	0	5	716	2643
5:30 PM	0	0	30	0	0	0	0	0	0	325	41	0	59	227	0	1	683	2670
5:45 PM	0	0	43	0	0	0	0	0	0	293	40	0	69	211	0	1	657	2715
6:00 PM	0	0	36	0	0	0	0	0	0	266	20	0	41	192	0	6	561	2617
6:15 PM	0	0	41	0	0	0	0	0	0	260	29	0	43	183	0	9	565	2466
6:30 PM	0	0	39	0	0	0	0	0	0	242	29	0	55	192	0	6	563	2346
6:45 PM	0	0	32	0	0	0	0	0	0	140	31	0	60	150	0	5	418	2107
7:00 PM	0	0	34	1	0	0	0	0	0	127	15	0	50	165	0	6	398	1944
7:15 PM	0	0	27	0	0	0	0	0	0	154	18	0	51	128	0	5	383	1762
7:30 PM	0	0	30	0	0	0	0	0	0	147	23	0	52	105	0	0	357	1556
7:45 PM	0	0	35	0	0	0	0	0	0	132	11	0	47	95	0	2	322	1460
8:00 PM	0	0	20	0	0	0	0	0	0	120	7	0	41	121	0	3	312	1374
8:15 PM	0	0	32	0	0	0	0	0	0	110	18	0	28	124	0	2	314	1305
8:30 PM	1	0	19	0	0	0	0	0	0	111	10	0	49	98	0	0	288	1236
8:45 PM	0	0	18	0	0	0	0	0	0	114	6	0	30	96	0	2	266	1180
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	160	0	0	0	0	0	0	1348	256	0	212	868	0	20	2864	
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	8	0		12	
Buses																		
Pedestrians		0				0				0				4			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	4	0		4	
Scooters																		
Comments:																		

Report generated on 7/2/2026 11:24 AM

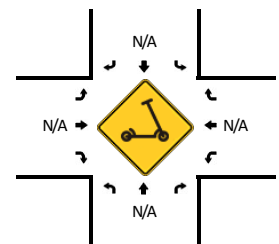
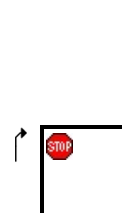
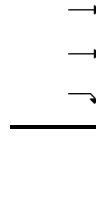
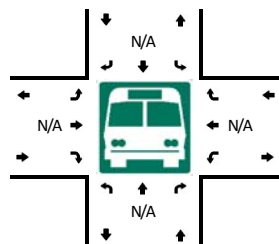
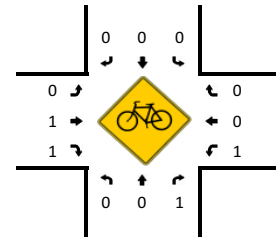
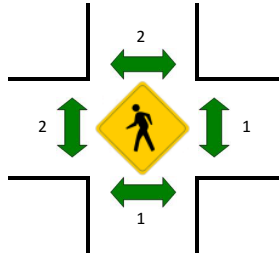
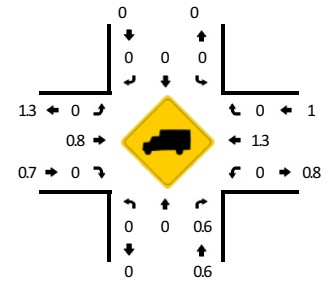
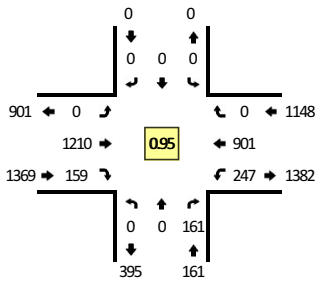
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Bridge St -- Gandy Blvd

CITY/STATE: Tampa, FL

QC JOB #: 17692114

DATE: Wed, Jun 24 2026

Peak-Hour: 5:15 PM -- 6:15 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

15-Min Count Period Beginning At	Bridge St (Northbound)				Bridge St (Southbound)				Gandy Blvd (Eastbound)				Gandy Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	0	22	0	0	0	0	0	0	97	1	0	4	107	0	1	232	
6:15 AM	0	0	25	0	0	0	0	0	0	149	6	0	3	164	0	1	348	
6:30 AM	0	0	30	0	0	0	0	0	0	181	7	0	5	187	0	3	413	
6:45 AM	0	0	42	0	0	0	0	0	0	189	5	0	19	174	0	0	429	1422
7:00 AM	0	0	45	0	0	0	0	0	0	184	6	0	19	243	0	1	498	1688
7:15 AM	2	0	59	0	0	0	0	0	0	202	6	0	21	290	0	0	580	1920
7:30 AM	2	0	60	0	0	0	0	0	0	210	10	0	18	331	0	1	632	2139
7:45 AM	1	0	60	0	0	0	0	0	0	217	9	0	15	261	0	1	564	2274
8:00 AM	1	0	71	0	0	0	0	0	0	180	6	0	11	276	0	2	547	2323
8:15 AM	0	0	70	0	0	0	0	0	0	209	7	0	23	275	0	3	587	2330
8:30 AM	0	0	69	0	0	0	0	0	0	202	12	0	24	238	0	2	547	2245
8:45 AM	1	0	58	0	0	0	0	0	0	174	9	0	31	223	0	3	499	2180
9:00 AM	0	0	42	0	0	0	0	0	0	160	6	0	12	220	0	2	442	2075
9:15 AM	1	0	40	0	0	0	0	0	0	124	10	0	21	199	0	0	395	1883
9:30 AM	1	0	41	0	0	0	0	0	0	138	11	0	25	208	0	2	426	1762
9:45 AM	0	0	32	0	0	0	0	0	0	164	9	0	38	172	0	3	418	1681
10:00 AM	0	0	32	0	0	0	0	0	0	160	10	0	19	189	0	4	414	1653
10:15 AM	0	0	27	0	0	0	0	0	0	122	8	0	12	172	0	3	344	1602
10:30 AM	0	0	27	0	0	0	0	0	0	156	5	0	21	171	0	4	384	1560
10:45 AM	0	0	34	0	0	0	0	0	0	172	15	0	28	154	0	3	406	1548
11:00 AM	0	0	40	0	0	0	0	0	0	155	6	0	24	177	0	3	405	1539
11:15 AM	0	0	30	0	0	0	0	0	0	163	12	0	37	184	0	2	428	1623
11:30 AM	1	0	33	0	0	0	0	0	0	174	14	0	28	171	0	5	426	1665
11:45 AM	0	0	47	0	0	0	0	0	0	193	13	0	31	163	0	5	452	1711
12:00 PM	0	0	41	0	0	0	0	0	0	180	11	0	24	180	0	4	440	1746
12:15 PM	0	0	30	0	0	0	0	0	0	173	11	0	52	197	0	1	464	1782
12:30 PM	0	0	50	0	0	0	0	0	0	146	11	0	47	213	0	4	471	1827
12:45 PM	0	0	47	0	0	0	0	0	0	172	7	0	35	166	0	5	432	1807
1:00 PM	0	0	30	0	0	0	0	0	0	168	11	0	43	175	0	5	432	1799
1:15 PM	0	0	27	0	0	0	0	0	0	176	10	0	33	201	0	5	452	1787
1:30 PM	0	0	27	0	0	0	0	0	0	191	10	0	24	214	0	8	474	1790
1:45 PM	0	0	23	0	0	0	0	0	0	186	6	0	31	206	0	6	458	1816
2:00 PM	0	0	29	0	0	0	0	0	0	170	10	0	35	229	0	9	482	1866
2:15 PM	0	0	20	0	0	0	0	0	0	154	15	0	34	263	0	5	491	1905
2:30 PM	0	0	30	0	0	0	0	0	0	174	10	0	32	207	0	2	455	1886
2:45 PM	2	0	32	0	0	0	0	0	0	185	17	0	36	229	0	4	505	1933
3:00 PM	0	0	23	0	0	0	0	0	0	219	9	0	32	223	0	3	509	1960
3:15 PM	0	0	32	0	0	0	0	0	0	207	16	0	38	254	0	4	551	2020

15-Min Count Period Beginning At	Bridge St (Northbound)				Bridge St (Southbound)				Gandy Blvd (Eastbound)				Gandy Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	0	50	0	0	0	0	0	0	229	18	0	33	260	0	3	593	2158
3:45 PM	0	0	26	0	0	0	0	0	0	196	10	0	37	253	0	3	525	2178
4:00 PM	0	0	38	0	0	0	0	0	0	252	13	0	36	264	0	3	606	2275
4:15 PM	0	0	29	0	0	0	0	0	0	241	19	0	47	263	0	2	601	2325
4:30 PM	0	0	32	0	0	0	0	0	0	277	30	0	46	277	0	3	665	2397
4:45 PM	0	0	35	0	0	0	0	0	0	263	26	0	41	226	0	3	594	2466
5:00 PM	0	0	43	0	0	0	0	0	0	265	24	0	36	242	0	2	612	2472
5:15 PM	0	0	42	0	0	0	0	0	0	314	40	0	51	255	0	2	704	2575
5:30 PM	0	0	37	0	0	0	0	0	0	312	40	0	61	225	0	3	678	2588
5:45 PM	0	0	38	0	0	0	0	0	0	293	43	0	69	205	0	4	652	2646
6:00 PM	0	0	44	0	0	0	0	0	0	291	36	0	55	216	0	2	644	2678
6:15 PM	1	0	35	0	0	0	0	0	0	252	33	0	66	211	0	3	601	2575
6:30 PM	1	0	29	0	0	0	0	0	0	177	23	0	62	167	0	6	465	2362
6:45 PM	0	0	31	0	0	0	0	0	0	157	17	0	57	144	0	1	407	2117
7:00 PM	0	0	32	0	0	0	0	0	0	136	17	0	45	126	0	8	364	1837
7:15 PM	1	0	28	0	0	0	0	0	0	134	21	0	44	101	0	4	333	1569
7:30 PM	0	0	24	0	0	0	0	0	0	132	13	0	50	134	0	4	357	1461
7:45 PM	0	0	41	0	0	0	0	0	0	113	24	0	45	102	0	4	329	1383
8:00 PM	0	0	22	0	0	0	0	0	0	105	15	0	57	99	0	1	299	1318
8:15 PM	0	0	26	0	0	0	0	0	0	128	15	0	30	107	0	3	309	1294
8:30 PM	1	0	21	0	0	0	0	0	0	90	12	0	44	104	0	6	278	1215
8:45 PM	0	0	24	0	0	0	0	0	0	141	13	0	38	99	0	4	319	1205
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	168	0	0	0	0	0	0	1256	160	0	204	1020	0	8	2816	
Heavy Trucks	0	0	4		0	0	0		0	0	0		0	24	0		28	
Buses																		
Pedestrians		4				4				0				0			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		
Comments:																		

Report generated on 7/2/2026 11:24 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

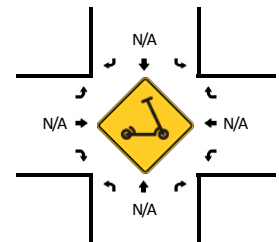
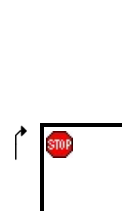
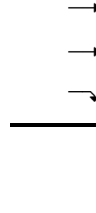
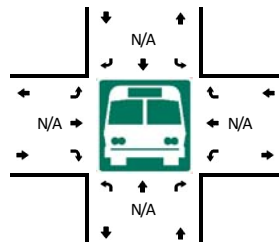
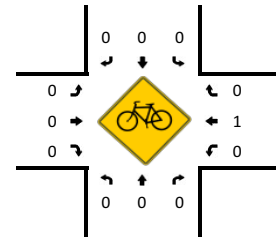
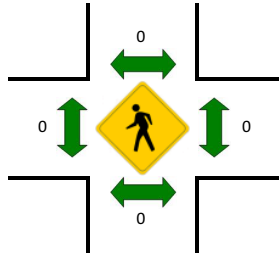
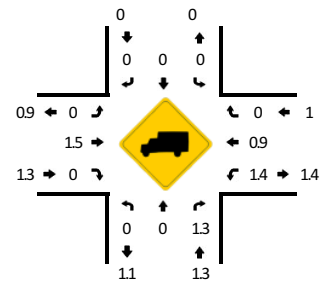
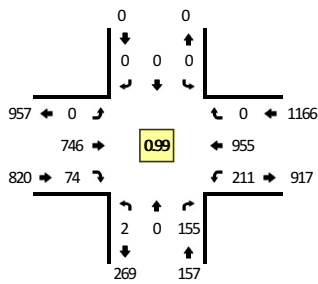
LOCATION: Bridge St -- Gandy Blvd

CITY/STATE: Tampa, FL

QC JOB #: 17692115

DATE: Sat, Jun 27 2026

Peak-Hour: 3:30 PM -- 4:30 PM
Peak 15-Min: 3:45 PM -- 4:00 PM



15-Min Count Period Beginning At	Bridge St (Northbound)				Bridge St (Southbound)				Gandy Blvd (Eastbound)				Gandy Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	2	0	4	0	0	0	0	0	0	30	1	0	2	68	0	2	109	
6:15 AM	0	0	8	0	0	0	0	0	0	35	0	0	1	66	0	3	113	
6:30 AM	1	0	9	0	0	0	0	0	0	33	4	0	1	112	0	2	162	
6:45 AM	0	0	9	0	0	0	0	0	0	47	4	0	5	80	0	3	148	532
7:00 AM	0	0	11	0	0	0	0	0	0	50	3	0	2	108	0	3	177	600
7:15 AM	0	0	18	0	0	0	0	0	0	61	1	0	0	110	0	3	193	680
7:30 AM	0	0	19	0	0	0	0	0	0	63	1	0	7	120	0	1	211	729
7:45 AM	0	0	19	0	0	0	0	0	0	102	2	0	5	119	0	2	249	830
8:00 AM	0	0	16	0	0	0	0	0	0	68	2	0	11	111	0	4	212	865
8:15 AM	0	0	23	0	0	0	0	0	0	87	7	0	11	154	0	2	284	956
8:30 AM	0	0	37	0	0	0	0	0	0	96	7	0	12	161	0	2	315	1060
8:45 AM	0	0	35	0	0	0	0	0	0	96	7	0	16	178	0	2	334	1145
9:00 AM	0	0	39	0	0	0	0	0	0	115	4	0	18	177	0	7	360	1293
9:15 AM	0	0	33	0	0	0	0	0	0	128	13	0	21	207	0	4	406	1415
9:30 AM	0	0	62	0	0	0	0	0	0	124	5	0	32	242	0	3	468	1568
9:45 AM	0	0	49	0	0	0	0	0	0	142	12	0	42	220	0	4	469	1703
10:00 AM	0	0	48	0	0	0	0	0	0	159	9	0	30	232	0	5	483	1826
10:15 AM	0	0	43	0	0	0	0	0	0	166	9	0	24	249	0	3	494	1914
10:30 AM	1	0	49	0	0	0	0	0	0	159	15	0	35	226	0	3	488	1934
10:45 AM	0	0	48	0	0	0	0	0	0	173	21	0	36	229	0	1	508	1973
11:00 AM	1	0	50	0	0	0	0	0	0	170	14	0	40	231	0	5	511	2001
11:15 AM	0	0	41	0	0	0	0	0	0	139	16	0	41	262	0	3	502	2009
11:30 AM	0	0	41	0	0	0	0	0	0	176	19	0	42	240	0	5	523	2044
11:45 AM	0	0	37	0	0	0	0	0	0	167	16	0	30	254	0	6	510	2046
12:00 PM	0	0	52	0	0	0	0	0	0	186	13	0	39	244	0	5	539	2074
12:15 PM	0	0	36	0	0	0	0	0	0	197	22	0	53	231	0	3	542	2114
12:30 PM	0	0	35	0	0	0	0	0	0	183	31	0	36	233	0	5	523	2114
12:45 PM	0	0	38	0	0	0	0	0	0	188	23	0	42	233	0	4	528	2132
1:00 PM	0	0	48	0	0	0	0	0	0	191	14	0	46	226	0	7	532	2125
1:15 PM	0	0	45	0	0	0	0	0	0	181	13	0	45	253	0	7	544	2127
1:30 PM	0	0	36	0	0	0	0	0	0	164	17	0	57	230	0	2	506	2110
1:45 PM	0	0	38	0	0	0	0	0	0	187	15	0	30	241	0	7	518	2100
2:00 PM	1	0	39	0	0	0	0	0	0	163	27	0	44	264	0	6	544	2112
2:15 PM	1	0	38	0	0	0	0	0	0	197	19	0	46	237	0	9	547	2115
2:30 PM	0	0	45	0	0	0	0	0	0	193	20	0	47	211	0	3	519	2128
2:45 PM	0	0	32	0	0	0	0	0	0	183	21	0	48	226	0	5	515	2125
3:00 PM	0	0	42	0	0	0	0	0	0	181	17	0	34	240	0	8	522	2103
3:15 PM	0	0	39	0	0	0	0	0	0	181	18	0	29	197	0	2	466	2022

15-Min Count Period Beginning At	Bridge St (Northbound)				Bridge St (Southbound)				Gandy Blvd (Eastbound)				Gandy Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:30 PM	1	0	33	0	0	0	0	0	0	187	16	0	35	235	0	6	513	2119
4:45 PM	0	0	38	0	0	0	0	0	0	184	25	0	27	243	0	6	523	2102
5:00 PM	0	0	31	0	0	0	0	0	0	186	17	0	43	229	0	4	510	2084
5:15 PM	1	0	43	0	0	0	0	0	0	178	25	0	36	224	0	7	514	2060
5:30 PM	1	0	32	0	0	0	0	0	0	177	23	0	35	179	0	4	451	1998
5:45 PM	0	0	49	0	0	0	0	0	0	175	24	0	39	213	0	5	505	1980
6:00 PM	0	0	40	0	0	0	0	0	0	177	19	0	32	218	0	6	492	1962
6:15 PM	0	0	47	0	0	0	0	0	0	174	26	0	35	165	0	1	448	1896
6:30 PM	0	0	37	0	0	0	0	0	0	153	19	0	37	184	0	3	433	1878
6:45 PM	0	0	50	0	0	0	0	0	0	181	22	0	44	160	0	7	464	1837
7:00 PM	0	0	39	0	0	0	0	0	0	137	24	0	32	142	0	3	377	1722
7:15 PM	0	0	33	0	0	0	0	0	0	155	22	0	28	169	0	2	409	1683
7:30 PM	1	0	30	0	0	0	0	0	0	153	18	0	35	146	0	3	386	1636
7:45 PM	1	0	19	0	0	0	0	0	0	145	25	0	33	140	0	5	368	1540
8:00 PM	0	0	26	0	0	0	0	0	0	124	21	0	26	111	0	3	311	1474
8:15 PM	0	0	25	0	0	0	0	0	0	163	8	0	20	102	0	3	321	1386
8:30 PM	0	0	30	0	0	0	0	0	0	145	11	0	34	112	0	2	334	1334
8:45 PM	2	0	14	0	0	0	0	0	0	158	5	0	28	101	0	5	313	1279
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	120	0	0	0	0	0	0	800	92	0	212	928	0	8	2160	
Heavy Trucks	0	0	0		0	0	0		0	12	0		0	12	0		24	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	4	0		4	
Scooters																		
Comments:																		

Report generated on 7/2/2026 11:24 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Bridge St -- Marina Bay

QC JOB #: 17692116

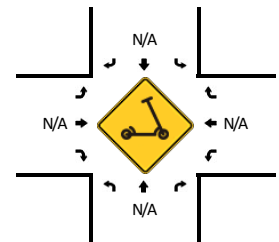
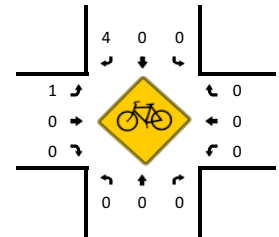
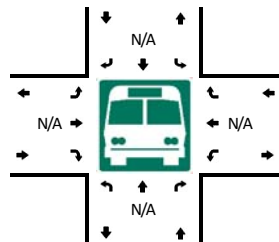
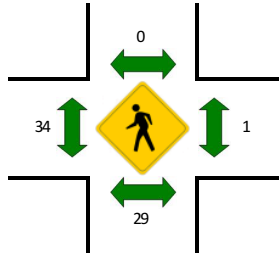
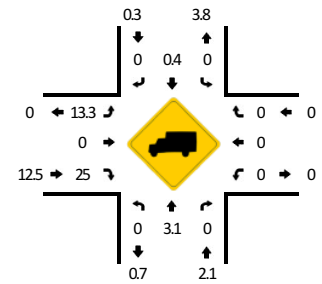
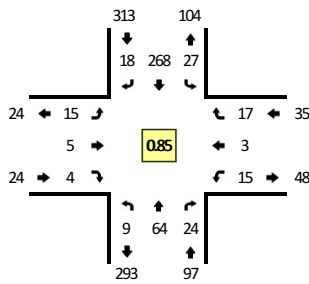
CITY/STATE: Tampa, FL

DATE: Tue, Jun 23 2026

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM



TRUE DATA TO IMPROVE MOBILITY



15-Min Count Period Beginning At	Bridge St (Northbound)				Bridge St (Southbound)				Marina Bay (Eastbound)				Marina Bay (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	9	2	0	2	8	0	0	4	1	0	0	0	0	0	0	26	
6:15 AM	0	15	0	0	0	11	2	0	2	0	0	0	0	0	0	0	30	
6:30 AM	0	19	0	0	0	8	3	0	4	0	0	0	0	0	0	0	34	
6:45 AM	0	15	3	2	0	14	1	0	7	0	0	0	0	0	2	1	45	135
7:00 AM	0	23	6	0	0	11	2	1	7	0	0	0	1	0	0	1	52	161
7:15 AM	0	30	0	0	0	12	2	0	7	0	0	0	0	0	2	0	53	184
7:30 AM	0	29	3	1	2	16	2	0	4	0	0	0	0	0	1	0	58	208
7:45 AM	0	30	2	0	4	11	3	0	8	0	1	0	1	1	1	0	62	225
8:00 AM	1	36	2	0	2	16	4	1	7	0	2	0	1	0	7	0	79	252
8:15 AM	1	34	3	0	0	7	5	1	13	4	0	0	2	1	1	0	72	271
8:30 AM	2	34	1	0	0	17	3	0	10	2	0	0	1	0	0	0	70	283
8:45 AM	0	22	1	0	0	17	2	1	11	0	0	0	1	0	1	0	56	277
9:00 AM	0	17	0	1	0	14	5	1	6	0	2	0	0	1	0	0	47	245
9:15 AM	0	15	1	0	1	14	2	0	4	2	0	0	1	0	0	0	40	213
9:30 AM	1	16	2	0	1	16	4	2	4	0	3	0	1	0	1	0	51	194
9:45 AM	1	7	0	0	3	17	3	1	8	1	0	0	0	0	0	0	41	179
10:00 AM	0	10	1	0	3	22	6	1	8	1	0	0	0	1	1	0	54	186
10:15 AM	3	15	1	0	0	11	3	1	9	0	1	0	2	0	0	0	46	192
10:30 AM	2	8	1	0	0	17	5	1	4	0	0	0	1	0	0	0	39	180
10:45 AM	2	11	0	1	2	16	4	0	9	2	0	0	2	1	0	0	50	189
11:00 AM	1	15	2	1	1	21	6	1	8	0	1	0	1	0	0	0	58	193
11:15 AM	0	14	0	3	3	22	4	0	6	1	0	0	1	0	0	0	54	201
11:30 AM	1	11	7	0	3	23	8	1	12	0	2	0	0	0	1	0	69	231
11:45 AM	0	15	4	0	0	27	5	2	5	0	1	0	3	0	2	0	64	245
12:00 PM	1	17	1	0	2	30	6	3	9	1	1	0	0	0	1	0	72	259
12:15 PM	1	17	2	0	1	22	9	1	8	0	1	0	3	0	1	1	67	272
12:30 PM	2	14	2	0	3	26	3	1	12	3	1	0	2	0	2	1	72	275
12:45 PM	2	19	2	1	2	28	5	4	9	0	0	0	1	0	1	0	74	285
1:00 PM	1	15	2	0	2	19	9	1	4	1	1	0	1	0	2	0	58	271
1:15 PM	2	8	2	1	4	37	7	1	8	1	1	0	1	1	3	0	77	281
1:30 PM	0	10	1	1	6	24	6	2	3	1	2	0	3	1	1	0	61	270
1:45 PM	2	13	2	0	4	30	5	0	8	0	1	0	2	0	2	0	69	265
2:00 PM	0	10	7	1	4	24	6	0	6	0	2	0	1	0	2	0	63	270
2:15 PM	0	10	1	0	0	18	6	3	10	1	2	0	0	1	4	0	56	249
2:30 PM	3	18	6	0	2	20	3	0	11	0	0	0	1	1	2	0	67	255
2:45 PM	0	10	0	0	3	37	5	1	8	0	1	0	1	0	2	0	68	254
3:00 PM	1	14	3	0	1	29	2	2	11	0	0	0	0	1	2	1	67	258
3:15 PM	1	15	0	0	0	22	7	1	5	1	0	0	1	1	1	0	55	257

15-Min Count Period Beginning At	Bridge St (Northbound)				Bridge St (Southbound)				Marina Bay (Eastbound)				Marina Bay (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	25	7	0	3	26	1	0	4	1	1	0	0	0	2	0	70	260
3:45 PM	0	18	2	1	4	27	4	2	2	0	1	0	0	3	2	0	66	258
4:00 PM	0	16	1	0	5	26	4	2	5	1	1	0	0	1	2	0	64	255
4:15 PM	0	16	5	2	6	38	2	1	4	1	1	0	1	0	4	0	81	281
4:30 PM	0	11	1	0	5	50	7	2	4	1	2	0	2	0	1	0	86	297
4:45 PM	2	12	3	1	5	48	6	1	2	1	3	0	2	1	1	0	88	319
5:00 PM	0	14	8	0	3	56	3	2	5	1	0	0	3	1	7	0	103	358
5:15 PM	1	22	3	3	1	73	6	1	4	1	4	0	5	0	5	0	129	406
5:30 PM	2	10	2	0	4	66	2	4	2	0	0	0	3	2	2	0	99	419
5:45 PM	0	18	11	3	11	73	7	1	4	3	0	0	4	0	3	0	138	469
6:00 PM	0	17	10	0	2	41	1	0	1	1	0	0	6	2	3	0	84	450
6:15 PM	2	14	8	4	4	48	3	1	3	0	1	0	8	1	3	0	100	421
6:30 PM	0	18	4	0	3	51	2	1	5	0	0	0	2	1	4	0	91	413
6:45 PM	0	15	3	0	4	62	5	2	5	0	1	0	3	0	2	0	102	377
7:00 PM	0	11	2	1	3	43	1	1	4	0	2	0	1	0	0	0	69	362
7:15 PM	1	13	9	4	4	46	2	2	5	0	0	0	6	0	4	0	96	358
7:30 PM	0	13	4	0	1	40	8	3	4	0	0	0	2	1	6	0	82	349
7:45 PM	1	18	3	0	9	36	5	5	2	0	0	0	3	1	6	0	89	336
8:00 PM	0	8	3	0	2	29	3	0	3	0	1	0	6	0	2	1	58	325
8:15 PM	0	11	2	0	3	31	3	0	3	1	0	0	7	0	2	0	63	292
8:30 PM	0	6	3	0	2	36	3	2	1	0	0	0	0	0	5	1	59	269
8:45 PM	1	6	5	1	2	18	3	1	1	0	0	0	3	0	7	1	49	229
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	72	44	12	44	292	28	4	16	12	0	0	16	0	12	0	552	
Heavy Trucks	0	4	0		0	0	0		0	0	0		0	0	0		4	
Buses																		
Pedestrians		32				0				52				0			84	
Bicycles	0	0	0		0	0	8		4	0	0		0	0	0		12	
Scooters																		
Comments:																		

Report generated on 7/2/2026 11:25 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

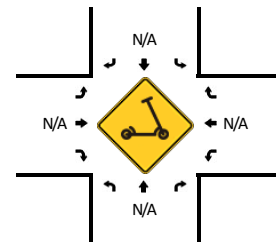
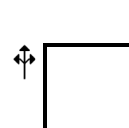
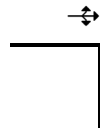
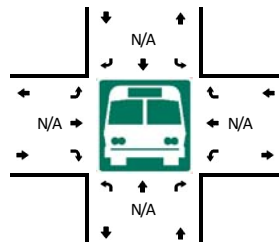
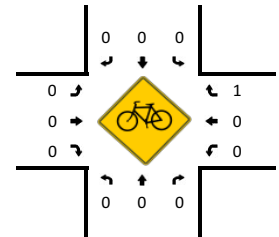
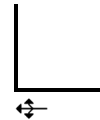
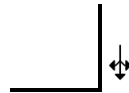
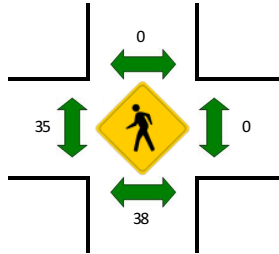
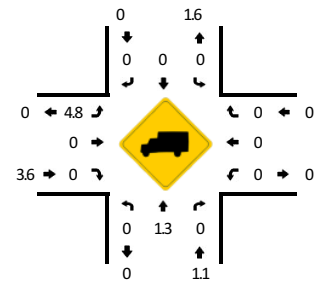
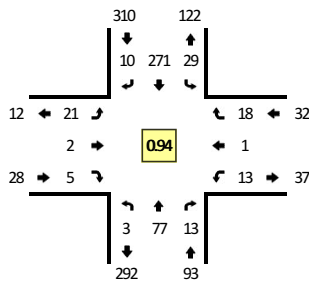
LOCATION: Bridge St -- Marina Bay

CITY/STATE: Tampa, FL

QC JOB #: 17692117

DATE: Wed, Jun 24 2026

Peak-Hour: 5:30 PM -- 6:30 PM
Peak 15-Min: 5:45 PM -- 6:00 PM



15-Min Count Period Beginning At	Bridge St (Northbound)				Bridge St (Southbound)				Marina Bay (Eastbound)				Marina Bay (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	11	2	0	1	4	0	0	0	0	0	0	0	0	0	0	18	
6:15 AM	1	10	0	0	0	7	0	0	3	1	1	0	0	0	0	0	23	
6:30 AM	0	19	0	0	0	6	1	0	1	0	0	0	0	0	0	0	27	
6:45 AM	0	16	1	4	1	18	3	0	8	0	0	0	0	0	1	0	52	120
7:00 AM	0	26	2	0	6	14	2	0	2	0	1	0	0	0	2	0	55	157
7:15 AM	0	27	1	0	0	18	4	0	10	0	1	0	0	0	0	0	61	195
7:30 AM	0	40	1	0	3	17	1	0	6	1	0	0	0	0	3	0	72	240
7:45 AM	0	26	2	0	1	10	4	0	12	1	1	0	1	0	3	0	61	249
8:00 AM	1	29	2	0	1	13	1	0	10	2	1	0	2	0	7	0	69	263
8:15 AM	0	29	3	0	0	18	6	0	12	3	1	0	1	0	0	0	73	275
8:30 AM	0	27	1	0	1	18	3	0	8	3	0	0	1	0	2	0	64	267
8:45 AM	0	26	1	0	2	15	7	1	6	0	1	0	0	0	2	0	61	267
9:00 AM	0	18	3	0	0	13	4	0	9	0	1	0	0	0	2	0	50	248
9:15 AM	0	13	0	0	0	15	3	1	8	1	0	0	0	0	1	0	42	217
9:30 AM	0	21	2	0	2	22	3	0	9	1	0	0	0	0	0	0	60	213
9:45 AM	0	8	0	0	0	23	8	1	11	2	1	0	3	1	2	0	60	212
10:00 AM	0	16	4	0	4	13	4	0	7	0	0	0	0	0	1	0	49	211
10:15 AM	1	10	1	1	1	12	0	0	3	3	1	0	0	1	1	0	35	204
10:30 AM	2	9	2	0	1	12	3	1	3	3	0	0	0	0	2	0	38	182
10:45 AM	4	12	2	0	3	24	6	1	5	1	4	0	1	1	2	0	66	188
11:00 AM	1	10	3	1	1	15	7	1	10	0	4	0	0	1	0	0	54	193
11:15 AM	3	9	1	0	2	26	8	1	9	0	3	0	2	0	0	0	64	222
11:30 AM	0	10	5	0	3	23	10	0	8	0	1	0	3	1	0	0	64	248
11:45 AM	0	20	5	0	3	25	3	1	12	1	1	0	2	0	0	0	73	255
12:00 PM	2	11	1	0	3	30	3	0	12	2	1	0	2	0	1	0	68	269
12:15 PM	0	18	2	0	5	28	12	2	1	0	2	0	2	1	2	0	75	280
12:30 PM	2	28	3	0	2	30	14	1	10	2	2	0	3	1	2	0	100	316
12:45 PM	1	20	4	1	1	28	8	1	9	3	2	0	4	2	6	1	91	334
1:00 PM	0	9	1	0	0	32	8	3	3	0	1	0	0	1	3	1	62	328
1:15 PM	2	15	5	0	3	28	3	2	5	0	0	0	3	0	4	0	70	323
1:30 PM	1	8	4	0	4	20	4	0	5	0	1	0	0	1	2	0	50	273
1:45 PM	3	10	1	0	4	25	8	1	6	3	1	0	1	1	2	0	66	248
2:00 PM	0	12	3	0	7	20	7	2	8	0	3	0	2	0	0	1	65	251
2:15 PM	0	9	0	0	3	30	1	2	0	1	1	0	1	0	3	0	51	232
2:30 PM	1	18	1	0	1	27	4	1	5	1	0	0	0	0	0	0	59	241
2:45 PM	0	13	1	2	3	31	4	2	7	0	2	0	0	1	2	0	68	243
3:00 PM	0	9	2	0	1	26	5	1	6	0	1	0	0	0	3	0	54	232
3:15 PM	0	16	3	0	8	21	3	1	3	0	0	0	3	2	3	0	63	244

15-Min Count Period Beginning At	Bridge St (Northbound)				Bridge St (Southbound)				Marina Bay (Eastbound)				Marina Bay (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	27	8	1	4	29	3	0	8	0	2	0	2	0	1	0	85	270
3:45 PM	1	9	1	0	5	25	8	0	9	1	0	0	2	3	2	0	66	268
4:00 PM	0	15	3	1	2	28	2	5	4	0	2	0	2	2	0	0	66	280
4:15 PM	0	16	1	1	3	38	7	1	4	2	2	0	2	1	3	0	81	298
4:30 PM	2	6	2	0	4	43	7	1	11	1	2	0	4	0	3	0	86	299
4:45 PM	0	13	3	0	7	36	8	2	6	0	1	0	3	0	5	0	84	317
5:00 PM	0	13	7	1	2	35	5	0	10	1	2	0	1	1	5	0	83	334
5:15 PM	2	17	3	1	5	46	5	3	4	1	2	0	1	1	2	0	93	346
5:30 PM	0	22	1	0	6	67	2	3	5	1	0	1	5	1	4	0	118	378
5:45 PM	0	18	3	1	7	73	3	2	6	0	2	0	1	0	7	0	123	417
6:00 PM	0	17	3	2	7	67	3	1	5	1	1	0	4	0	3	0	114	448
6:15 PM	0	20	6	0	2	64	2	1	4	0	2	0	3	0	4	0	108	463
6:30 PM	0	11	4	0	1	56	6	2	4	1	1	0	3	0	1	0	90	435
6:45 PM	0	13	6	1	9	49	4	2	3	0	4	0	3	2	4	0	100	412
7:00 PM	0	11	7	1	1	36	3	4	4	0	3	0	5	1	5	0	81	379
7:15 PM	0	10	4	2	1	38	6	1	9	1	3	0	1	0	4	0	80	351
7:30 PM	0	12	4	0	1	40	5	1	2	0	1	0	1	0	0	0	67	328
7:45 PM	3	16	3	0	11	41	5	2	5	2	2	0	5	0	11	0	106	334
8:00 PM	1	5	7	0	3	39	7	2	4	1	0	0	5	0	3	1	78	331
8:15 PM	2	9	2	1	4	27	5	1	4	0	0	0	5	0	2	0	62	313
8:30 PM	0	10	1	0	4	34	3	0	0	0	0	0	0	0	3	0	55	301
8:45 PM	0	11	7	1	4	29	4	0	1	0	0	0	2	0	5	0	64	259
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	72	12	4	28	292	12	8	24	0	8	0	4	0	28	0	492	
Heavy Trucks	0	0	0		0	0	0		4	0	0		0	0	0		4	
Buses																		
Pedestrians		32				0				56				0			88	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		
Comments:																		

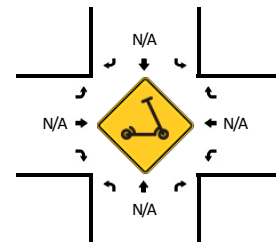
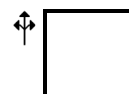
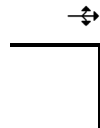
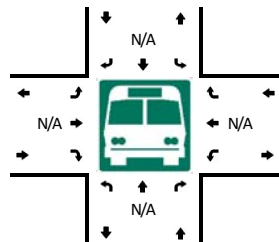
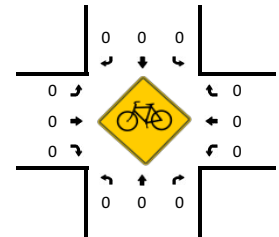
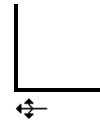
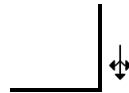
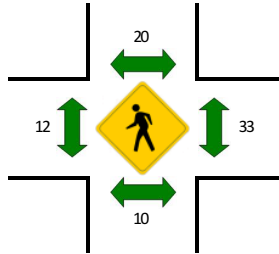
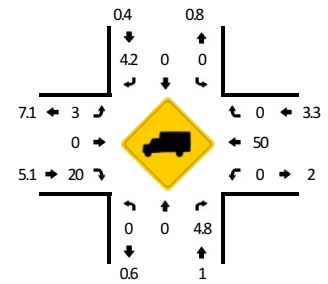
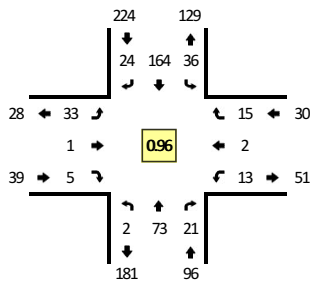
Report generated on 7/2/2026 11:25 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Bridge St -- Marina Bay
CITY/STATE: Tampa, FL

QC JOB #: 17692118
DATE: Sat, Jun 27 2026

Peak-Hour: 12:30 PM -- 1:30 PM
Peak 15-Min: 12:45 PM -- 1:00 PM



15-Min Count Period Beginning At	Bridge St (Northbound)				Bridge St (Southbound)				Marina Bay (Eastbound)				Marina Bay (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5	
6:15 AM	0	5	0	0	0	0	1	0	1	0	1	0	0	0	0	0	8	
6:30 AM	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	8	
6:45 AM	0	3	1	1	1	4	2	2	1	2	1	0	0	0	0	0	18	39
7:00 AM	0	5	0	0	0	5	0	0	4	0	0	0	0	0	0	0	14	48
7:15 AM	1	5	2	0	0	1	0	0	2	0	1	0	0	0	0	0	12	52
7:30 AM	0	11	1	0	1	3	1	1	3	1	0	0	1	0	1	0	24	68
7:45 AM	1	7	2	0	3	5	2	0	4	0	0	0	0	0	0	0	24	74
8:00 AM	0	10	2	0	1	8	1	1	1	1	0	0	0	1	1	0	27	87
8:15 AM	2	8	7	0	5	9	4	0	4	0	0	0	1	0	2	0	42	117
8:30 AM	0	14	0	0	0	8	2	0	4	0	1	0	2	0	1	0	32	125
8:45 AM	0	15	2	0	3	14	1	1	5	0	1	0	1	1	0	0	44	145
9:00 AM	0	19	2	0	3	14	1	1	7	1	0	0	0	0	1	0	49	167
9:15 AM	0	15	2	1	6	15	4	0	5	0	1	0	1	0	4	0	54	179
9:30 AM	0	23	1	0	4	23	2	0	8	1	0	0	1	0	1	0	64	211
9:45 AM	0	23	3	1	5	34	3	0	4	1	1	0	1	0	1	0	77	244
10:00 AM	0	20	2	2	5	11	5	0	4	2	0	0	1	1	4	0	57	252
10:15 AM	0	20	11	0	6	22	3	1	7	0	0	0	3	1	3	0	77	275
10:30 AM	0	20	2	0	4	24	4	3	13	0	2	0	3	1	2	0	78	289
10:45 AM	0	16	5	0	5	35	7	3	6	0	1	0	3	1	6	0	88	300
11:00 AM	1	24	4	1	3	32	5	3	5	0	0	0	2	0	3	0	83	326
11:15 AM	2	17	5	2	2	34	6	0	4	1	0	0	3	1	6	0	83	332
11:30 AM	0	17	5	1	6	33	2	1	5	0	1	0	1	0	5	1	78	332
11:45 AM	0	14	1	0	4	32	2	1	4	1	1	0	2	0	2	0	64	308
12:00 PM	0	25	3	0	2	33	5	2	9	1	2	0	2	1	3	0	88	313
12:15 PM	0	17	5	1	4	37	8	2	6	0	0	1	3	0	7	0	91	321
12:30 PM	0	13	3	0	12	39	6	1	10	0	1	0	3	0	4	1	93	336
12:45 PM	0	21	4	0	4	47	4	3	6	0	2	0	2	1	7	0	101	373
1:00 PM	2	18	7	0	4	43	5	1	9	0	1	0	4	1	2	0	97	382
1:15 PM	0	21	7	0	8	35	9	3	8	1	1	0	3	0	2	0	98	389
1:30 PM	0	13	5	0	9	40	7	2	3	1	1	0	3	0	4	0	88	384
1:45 PM	0	19	2	0	4	29	1	3	7	0	1	0	5	1	4	0	76	359
2:00 PM	1	18	5	1	3	41	9	3	1	4	1	0	3	0	4	0	94	356
2:15 PM	0	24	1	0	3	34	6	3	3	0	2	0	2	0	1	0	79	337
2:30 PM	2	16	5	3	4	38	5	0	7	0	4	0	2	0	7	0	93	342
2:45 PM	1	11	4	0	10	35	4	4	7	0	3	0	2	0	0	0	81	347
3:00 PM	1	20	2	3	1	26	5	1	5	0	0	0	4	1	7	0	76	329
3:15 PM	1	16	3	1	5	40	4	0	3	0	1	0	0	0	3	0	77	327

15-Min Count Period Beginning At	Bridge St (Northbound)				Bridge St (Southbound)				Marina Bay (Eastbound)				Marina Bay (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	17	3	1	5	37	4	2	4	0	3	0	0	0	4	0	80	314
3:45 PM	1	18	7	2	11	49	3	0	3	0	2	0	5	0	2	0	103	336
4:00 PM	0	28	3	1	5	31	5	1	8	1	0	0	1	0	7	0	91	351
4:15 PM	4	14	1	0	4	36	4	4	6	0	1	0	0	0	0	0	74	348
4:30 PM	0	9	4	1	4	34	1	1	5	0	1	0	1	0	4	1	66	334
4:45 PM	0	21	10	1	4	32	5	0	11	1	2	0	0	0	3	0	90	321
5:00 PM	0	14	4	0	5	38	11	1	5	1	3	0	6	0	7	0	95	325
5:15 PM	0	22	7	4	4	43	1	3	5	1	3	0	2	0	3	0	98	349
5:30 PM	0	15	5	1	5	46	3	0	3	0	1	0	2	0	3	0	84	367
5:45 PM	1	23	4	0	8	40	5	2	3	1	2	0	3	0	1	0	93	370
6:00 PM	0	23	3	0	6	37	0	3	2	1	1	0	4	1	0	0	81	356
6:15 PM	2	28	4	0	3	46	6	2	8	0	1	0	5	0	4	1	110	368
6:30 PM	1	17	2	0	3	26	6	0	6	1	1	0	0	0	2	1	66	350
6:45 PM	1	18	6	1	4	43	5	2	1	0	2	0	2	1	6	0	92	349
7:00 PM	0	19	3	0	6	31	3	1	8	0	1	0	3	0	5	0	80	348
7:15 PM	0	23	2	0	5	30	2	1	2	0	0	0	2	0	3	0	70	308
7:30 PM	0	14	2	0	3	29	1	2	7	1	2	0	4	0	4	0	69	311
7:45 PM	0	12	1	0	8	40	8	0	4	0	1	0	5	0	4	0	83	302
8:00 PM	0	14	2	0	2	32	1	1	4	2	0	0	1	1	3	0	63	285
8:15 PM	0	13	3	0	2	21	2	1	1	1	0	0	4	0	0	0	48	263
8:30 PM	1	13	1	0	3	19	5	0	4	1	0	0	4	0	5	0	56	250
8:45 PM	0	10	0	0	5	26	0	0	2	1	2	0	5	1	2	0	54	221
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	84	16	0	16	188	16	12	24	0	8	0	8	4	28	0	404	
Heavy Trucks	0	0	0		0	0	0		0	0	4		0	0	0		4	
Buses																		
Pedestrians		12				0				12				56			80	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		
Comments:																		

Report generated on 7/2/2026 11:25 AM

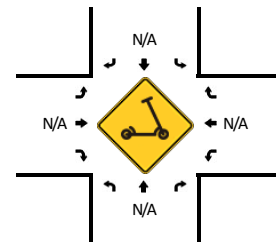
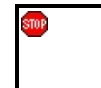
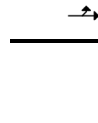
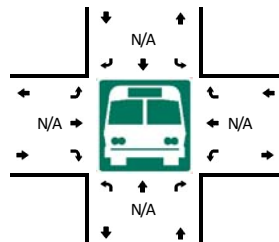
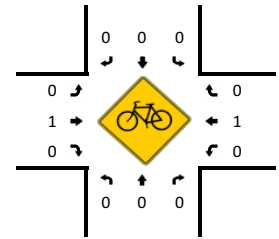
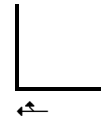
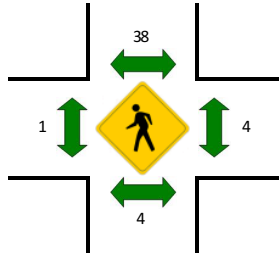
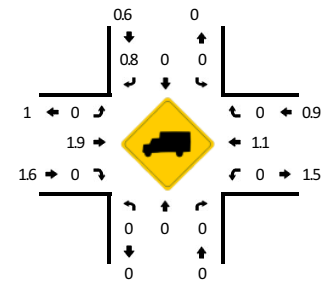
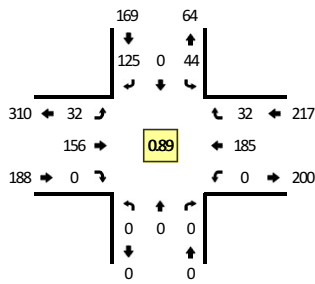
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Bridge St -- Tyson Ave**QC JOB #:** 17692119**CITY/STATE:** Tampa, FL**DATE:** Tue, Jun 23 2026

Peak-Hour: 5:45 PM -- 6:45 PM
Peak 15-Min: 6:15 PM -- 6:30 PM



TRUE DATA TO IMPROVE MOBILITY



15-Min Count Period Beginning At	Bridge St (Northbound)				Bridge St (Southbound)				Tyson Ave (Eastbound)				Tyson Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	0	0	0	0	0	3	0	5	18	0	0	0	6	5	0	37	
6:15 AM	0	0	0	0	2	0	9	0	2	19	0	0	0	4	0	0	36	
6:30 AM	0	0	0	0	1	0	7	0	8	16	0	0	0	11	2	0	45	
6:45 AM	0	0	0	0	3	0	13	0	4	22	0	0	0	17	2	0	61	179
7:00 AM	0	0	0	0	1	0	8	0	10	34	0	0	0	20	8	0	81	223
7:15 AM	0	0	0	0	2	0	6	0	10	30	0	0	0	22	4	0	74	261
7:30 AM	0	0	0	0	4	0	12	0	8	49	0	0	0	10	3	0	86	302
7:45 AM	0	0	0	0	3	0	5	0	4	40	0	0	0	15	6	0	73	314
8:00 AM	0	0	0	0	4	0	10	0	12	44	0	0	0	21	7	0	98	331
8:15 AM	0	0	0	0	3	0	3	0	16	42	0	0	0	19	2	0	85	342
8:30 AM	0	0	0	0	2	0	9	0	10	50	0	0	0	18	4	0	93	349
8:45 AM	0	0	0	0	0	0	9	0	4	49	0	0	0	24	3	0	89	365
9:00 AM	0	0	0	0	8	0	4	0	4	33	0	0	0	17	2	0	68	335
9:15 AM	0	0	0	0	4	0	5	0	8	28	0	0	0	11	3	0	59	309
9:30 AM	0	0	0	0	6	0	6	0	3	30	0	0	0	19	4	0	68	284
9:45 AM	0	0	0	0	5	0	9	0	0	29	0	0	0	20	2	0	65	260
10:00 AM	0	0	0	0	4	0	12	0	2	23	0	0	0	26	4	0	71	263
10:15 AM	0	0	0	0	2	0	7	0	5	32	0	0	0	18	4	0	68	272
10:30 AM	0	0	0	0	4	0	9	0	0	19	0	0	0	21	4	0	57	261
10:45 AM	0	0	0	0	3	0	10	0	2	19	0	0	0	22	4	0	60	256
11:00 AM	0	0	0	0	4	0	14	0	7	34	0	0	0	26	4	0	89	274
11:15 AM	0	0	0	0	5	0	13	0	5	24	0	0	0	25	4	0	76	282
11:30 AM	0	0	0	0	4	0	11	0	5	34	0	0	0	28	7	0	89	314
11:45 AM	0	0	0	0	8	0	13	0	2	33	0	0	0	34	7	0	97	351
12:00 PM	0	0	0	0	4	0	22	0	4	33	0	0	0	19	6	0	88	350
12:15 PM	0	0	0	0	4	0	17	0	7	34	0	0	0	40	3	0	105	379
12:30 PM	0	0	0	0	8	0	11	0	2	31	0	0	0	24	4	0	80	370
12:45 PM	0	0	0	0	2	0	18	0	3	33	0	0	0	32	7	0	95	368
1:00 PM	0	0	0	0	7	0	8	0	5	38	0	0	0	39	7	0	104	384
1:15 PM	0	0	0	0	4	0	22	0	4	40	0	0	0	21	6	0	97	376
1:30 PM	0	0	0	0	9	0	14	0	6	36	0	0	0	27	2	0	94	390
1:45 PM	0	0	0	0	9	0	12	0	6	34	0	0	0	22	6	0	89	384
2:00 PM	0	0	0	0	2	0	14	0	3	37	0	0	0	29	10	0	95	375
2:15 PM	0	0	0	0	3	0	11	0	8	45	0	0	0	29	3	0	99	377
2:30 PM	0	0	0	0	3	0	9	0	6	71	0	0	0	26	8	0	123	406
2:45 PM	0	0	0	0	6	0	18	0	1	54	0	0	0	25	2	0	106	423
3:00 PM	0	0	0	0	7	0	12	0	4	48	0	0	0	18	6	0	95	423
3:15 PM	0	0	0	0	4	0	11	0	3	28	0	0	0	25	3	0	74	398

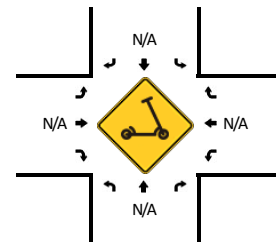
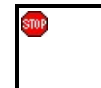
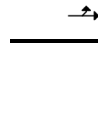
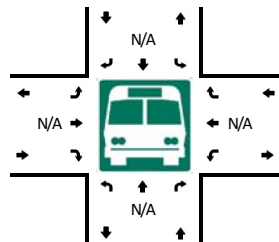
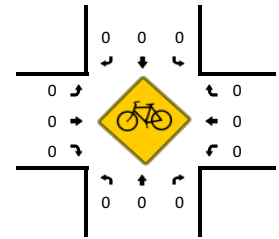
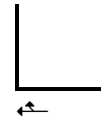
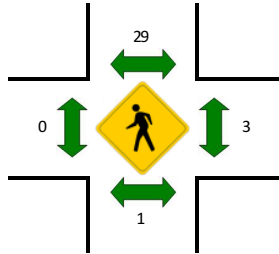
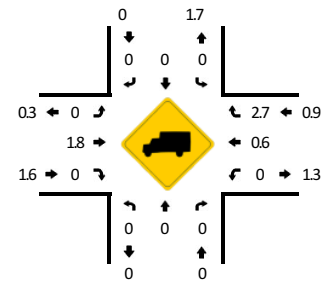
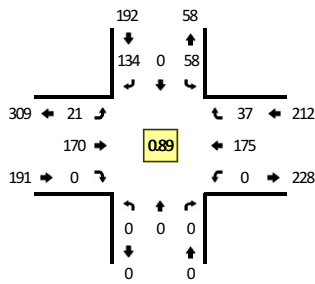
15-Min Count Period Beginning At	Bridge St (Northbound)				Bridge St (Southbound)				Tyson Ave (Eastbound)				Tyson Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	0	0	0	2	0	13	0	17	52	0	0	0	17	4	0	105	380
3:45 PM	0	0	0	0	4	0	18	0	4	33	0	0	0	31	14	0	104	378
4:00 PM	0	0	0	0	6	0	13	0	2	47	0	1	0	26	5	0	100	383
4:15 PM	0	0	0	0	9	0	14	0	7	39	0	0	0	25	14	0	108	417
4:30 PM	0	0	0	0	11	0	23	0	4	35	0	0	0	29	3	0	105	417
4:45 PM	0	0	0	0	11	0	17	0	5	29	0	0	0	30	6	0	98	411
5:00 PM	0	0	0	0	8	0	29	0	3	26	0	0	0	41	11	0	118	429
5:15 PM	0	0	0	0	26	0	33	0	5	38	0	0	0	35	8	0	145	466
5:30 PM	0	0	0	0	13	0	39	0	4	30	0	0	0	35	4	0	125	486
5:45 PM	0	0	0	0	14	0	40	0	5	28	0	0	0	50	10	0	147	535
6:00 PM	0	0	0	0	10	0	23	0	7	45	0	0	0	45	10	0	140	557
6:15 PM	0	0	0	0	14	0	32	0	9	45	0	0	0	52	9	0	161	573
6:30 PM	0	0	0	0	6	0	30	0	11	38	0	0	0	38	3	0	126	574
6:45 PM	0	0	0	0	9	0	38	0	1	42	0	0	0	46	5	0	141	568
7:00 PM	0	0	0	0	7	0	19	0	5	32	0	0	0	57	7	0	127	555
7:15 PM	0	0	0	0	9	0	20	0	8	60	0	0	0	50	12	0	159	553
7:30 PM	0	0	0	0	6	0	22	0	6	43	0	0	0	32	9	0	118	545
7:45 PM	0	0	0	0	2	0	22	0	1	53	0	0	0	32	4	0	114	518
8:00 PM	0	0	0	0	3	0	21	0	5	35	0	0	0	37	3	0	104	495
8:15 PM	0	0	0	0	9	0	16	0	5	27	0	0	0	25	1	0	83	419
8:30 PM	0	0	0	0	3	0	19	0	8	55	0	0	0	22	4	0	111	412
8:45 PM	0	0	0	0	5	0	7	0	6	57	0	0	0	21	3	0	99	397
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	56	0	128	0	36	180	0	0	0	208	36	0	644	
Heavy Trucks	0	0	0	0	0	0	4		0	8	0		0	0	0		12	
Buses																		
Pedestrians		4				48				4				0			56	
Bicycles	0	0	0		0	0	0		0	0	0		0	4	0		4	
Scooters																		
Comments:																		

Report generated on 7/2/2026 11:25 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Bridge St -- Tyson Ave**CITY/STATE:** Tampa, FL**QC JOB #:** 17692120**DATE:** Wed, Jun 24 2026

Peak-Hour: 5:15 PM -- 6:15 PM
Peak 15-Min: 6:00 PM -- 6:15 PM



15-Min Count Period Beginning At	Bridge St (Northbound)				Bridge St (Southbound)				Tyson Ave (Eastbound)				Tyson Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	0	0	0	1	0	2	0	6	20	0	0	0	6	5	0	40	
6:15 AM	0	0	0	0	1	0	8	0	4	21	0	0	0	11	2	0	47	
6:30 AM	0	0	0	0	1	0	5	0	4	22	0	0	0	12	2	0	46	
6:45 AM	0	0	0	0	4	0	18	0	2	18	0	0	0	17	0	0	59	192
7:00 AM	0	0	0	0	4	0	6	0	6	26	0	0	0	14	7	0	63	215
7:15 AM	0	0	0	0	0	0	14	0	7	24	0	0	0	18	0	0	63	231
7:30 AM	0	0	0	0	4	0	8	0	15	41	0	0	0	18	2	0	88	273
7:45 AM	0	0	0	0	6	0	4	0	7	40	0	0	0	17	3	0	77	291
8:00 AM	0	0	0	0	2	0	10	0	5	37	0	0	0	11	5	0	70	298
8:15 AM	0	0	0	0	4	0	7	0	5	49	0	0	0	16	2	0	83	318
8:30 AM	0	0	0	0	4	0	11	0	10	39	0	0	0	21	1	0	86	316
8:45 AM	0	0	0	0	3	0	8	0	6	63	0	0	0	30	4	0	114	353
9:00 AM	0	0	0	0	4	0	7	0	8	32	0	0	0	14	8	0	73	356
9:15 AM	0	0	0	0	6	0	4	0	2	35	0	0	0	12	2	0	61	334
9:30 AM	0	0	0	0	4	0	9	0	4	31	0	0	0	12	4	0	64	312
9:45 AM	0	0	0	0	6	0	13	0	0	26	0	0	0	25	3	0	73	271
10:00 AM	0	0	0	0	5	0	7	0	5	21	0	0	0	10	7	0	55	253
10:15 AM	0	0	0	0	1	0	8	0	2	27	0	0	0	16	3	0	57	249
10:30 AM	0	0	0	0	3	0	4	0	0	29	0	0	0	16	2	0	54	239
10:45 AM	0	0	0	0	9	0	11	0	3	27	0	0	0	14	7	0	71	237
11:00 AM	0	0	0	0	12	0	7	0	6	37	0	0	0	32	5	0	99	281
11:15 AM	0	0	0	0	6	0	14	0	2	27	0	0	0	30	11	0	90	314
11:30 AM	0	0	0	0	5	0	10	0	5	32	0	0	0	29	4	0	85	345
11:45 AM	0	0	0	0	3	0	20	0	11	30	0	0	0	45	5	0	114	388
12:00 PM	0	0	0	0	6	0	13	0	4	45	0	0	0	44	7	0	119	408
12:15 PM	0	0	0	0	2	0	17	0	3	28	0	0	0	30	2	0	82	400
12:30 PM	0	0	0	0	3	0	18	0	9	39	0	0	0	25	7	0	101	416
12:45 PM	0	0	0	0	10	0	18	0	5	35	0	0	0	43	7	0	118	420
1:00 PM	0	0	0	0	5	0	18	0	4	44	0	0	0	28	0	0	99	400
1:15 PM	0	0	0	0	7	0	23	0	6	48	0	0	0	28	10	0	122	440
1:30 PM	0	0	0	0	4	0	7	0	4	35	0	0	0	29	3	0	82	421
1:45 PM	0	0	0	0	4	0	11	0	3	47	0	0	0	26	6	0	97	400
2:00 PM	0	0	0	0	4	0	8	0	1	43	0	0	0	35	8	0	99	400
2:15 PM	0	0	0	0	10	0	16	0	3	36	0	0	0	44	1	0	110	388
2:30 PM	0	0	0	0	4	0	10	0	8	66	0	0	0	19	5	0	112	418
2:45 PM	0	0	0	0	7	0	17	0	4	45	0	0	0	21	6	0	100	421
3:00 PM	0	0	0	0	4	0	14	0	4	38	0	0	0	21	3	0	84	406
3:15 PM	0	0	0	0	4	0	18	0	9	47	0	0	0	27	3	0	108	404

15-Min Count Period Beginning At	Bridge St (Northbound)				Bridge St (Southbound)				Tyson Ave (Eastbound)				Tyson Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	0	0	0	6	0	20	0	22	61	0	0	0	22	7	0	138	430
3:45 PM	0	0	0	0	4	0	17	0	2	40	0	0	0	32	6	0	101	431
4:00 PM	0	0	0	0	0	0	18	0	7	28	0	0	0	20	9	0	82	429
4:15 PM	0	0	0	0	7	0	23	0	7	36	0	0	0	28	5	0	106	427
4:30 PM	0	0	0	0	11	0	23	0	4	29	0	0	0	39	5	0	111	400
4:45 PM	0	0	0	0	8	0	23	0	5	32	0	0	0	58	5	0	131	430
5:00 PM	0	0	0	0	7	0	20	0	6	40	0	0	0	53	8	0	134	482
5:15 PM	0	0	0	0	13	0	16	0	3	42	0	0	0	43	10	0	127	503
5:30 PM	0	0	0	0	12	0	37	0	5	37	0	0	0	46	7	0	144	536
5:45 PM	0	0	0	0	12	0	42	0	8	40	0	0	0	48	7	0	157	562
6:00 PM	0	0	0	0	21	0	39	0	5	51	0	0	0	38	13	0	167	595
6:15 PM	0	0	0	0	6	0	37	0	8	33	0	0	0	32	11	0	127	595
6:30 PM	0	0	0	0	6	0	33	0	4	42	0	0	0	41	5	0	131	582
6:45 PM	0	0	0	0	8	0	30	0	7	42	0	0	0	40	10	0	137	562
7:00 PM	0	0	0	0	17	0	20	0	7	43	0	0	0	38	10	0	135	530
7:15 PM	0	0	0	0	5	0	25	0	2	53	0	0	0	38	8	0	131	534
7:30 PM	0	0	0	0	6	0	28	0	3	40	0	0	0	36	2	0	115	518
7:45 PM	0	0	0	0	9	0	24	0	6	60	0	0	0	30	12	0	141	522
8:00 PM	0	0	0	0	12	0	21	0	9	53	0	0	0	33	2	0	130	517
8:15 PM	0	0	0	0	4	0	14	0	4	40	0	0	0	37	6	0	105	491
8:30 PM	0	0	0	0	8	0	16	0	2	51	0	0	0	20	2	0	99	475
8:45 PM	0	0	0	0	4	0	19	0	7	39	0	0	0	32	5	0	106	440
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	84	0	156	0	20	204	0	0	0	152	52	0	668	
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	
Buses																		
Pedestrians		0				36				0				4			40	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		
Comments:																		

Report generated on 7/2/2026 11:25 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Bridge St -- Tyson Ave

QC JOB #: 17692121

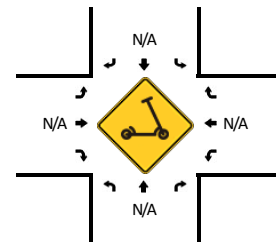
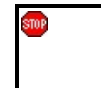
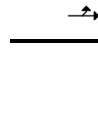
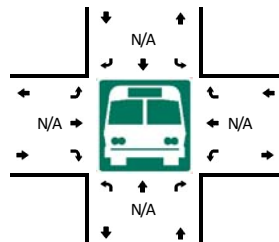
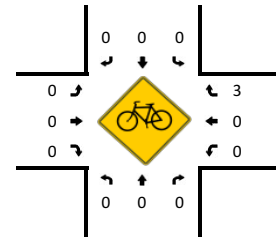
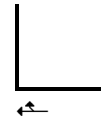
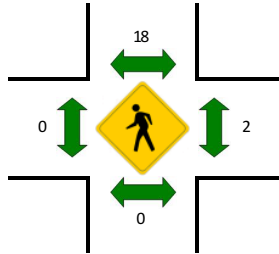
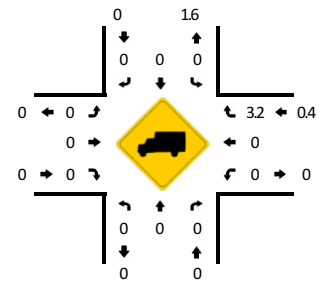
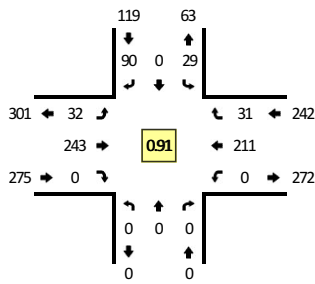
CITY/STATE: Tampa, FL

DATE: Sat, Jun 27 2026

Peak-Hour: 6:45 PM -- 7:45 PM
Peak 15-Min: 6:45 PM -- 7:00 PM



TRUE DATA TO IMPROVE MOBILITY



15-Min Count Period Beginning At	Bridge St (Northbound)				Bridge St (Southbound)				Tyson Ave (Eastbound)				Tyson Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	0	0	0	0	0	3	0	0	9	0	0	0	2	1	0	15	
6:15 AM	0	0	0	0	2	0	1	0	1	3	0	0	0	3	1	0	11	
6:30 AM	0	0	0	0	0	0	1	0	1	7	0	0	0	3	1	0	13	
6:45 AM	0	0	0	0	2	0	3	0	2	9	0	0	0	10	1	0	27	66
7:00 AM	0	0	0	0	1	0	3	0	2	7	0	0	0	12	1	0	26	77
7:15 AM	0	0	0	0	1	0	1	0	2	17	0	0	0	6	3	0	30	96
7:30 AM	0	0	0	0	1	0	1	0	1	9	0	0	0	5	2	0	19	102
7:45 AM	0	0	0	0	1	0	2	0	1	21	0	0	0	11	4	0	40	115
8:00 AM	0	0	0	0	3	0	3	0	6	16	0	0	0	7	3	0	38	127
8:15 AM	0	0	0	0	2	0	4	0	4	20	0	0	0	14	11	0	55	152
8:30 AM	0	0	0	0	1	0	8	0	3	15	0	0	0	13	5	0	45	178
8:45 AM	0	0	0	0	3	0	7	0	3	25	0	0	0	18	2	0	58	196
9:00 AM	0	0	0	0	3	0	6	0	1	25	0	0	0	14	4	0	53	211
9:15 AM	0	0	0	0	2	0	7	0	5	33	0	0	0	14	10	0	71	227
9:30 AM	0	0	0	0	2	0	7	0	9	28	0	0	0	23	5	0	74	256
9:45 AM	0	0	0	0	5	0	24	0	3	34	0	0	0	19	8	0	93	291
10:00 AM	0	0	0	0	4	0	12	0	9	38	0	0	0	20	8	0	91	329
10:15 AM	0	0	0	0	5	0	12	0	8	34	0	0	0	38	7	0	104	362
10:30 AM	0	0	0	0	6	0	16	0	3	45	0	0	0	26	4	0	100	388
10:45 AM	0	0	0	0	6	0	26	0	8	36	0	0	0	41	9	0	126	421
11:00 AM	0	0	0	0	11	0	21	0	11	32	0	0	0	46	6	0	127	457
11:15 AM	0	0	0	0	3	0	25	0	4	38	0	0	0	44	10	0	124	477
11:30 AM	0	0	0	0	2	0	19	0	3	36	0	0	0	40	4	0	104	481
11:45 AM	0	0	0	0	7	0	22	0	4	36	0	0	0	46	6	0	121	476
12:00 PM	0	0	0	0	7	0	20	0	9	41	0	0	0	59	10	0	146	495
12:15 PM	0	0	0	0	3	0	21	0	6	46	0	0	0	53	7	0	136	507
12:30 PM	0	0	0	0	4	0	28	0	3	45	0	0	0	52	3	0	135	538
12:45 PM	0	0	0	0	7	0	24	0	4	63	0	0	0	60	11	0	169	586
1:00 PM	0	0	0	0	9	0	26	0	5	49	0	0	0	56	10	0	155	595
1:15 PM	0	0	0	0	6	0	20	0	5	50	0	0	0	48	11	0	140	599
1:30 PM	0	0	0	0	6	0	29	0	6	65	0	0	0	46	4	0	156	620
1:45 PM	0	0	0	0	5	0	20	0	4	56	0	0	0	45	5	0	135	586
2:00 PM	0	0	0	0	11	0	23	0	6	50	0	0	0	36	11	0	137	568
2:15 PM	0	0	0	0	8	0	14	0	7	56	0	0	0	33	6	0	124	552
2:30 PM	0	0	0	0	7	0	18	0	7	63	0	0	0	42	9	0	146	542
2:45 PM	0	0	0	0	6	0	25	0	9	57	0	0	0	33	6	0	136	543
3:00 PM	0	0	0	0	6	0	16	0	10	58	0	0	0	37	6	0	133	539
3:15 PM	0	0	0	0	7	0	27	0	10	59	0	0	0	36	8	0	147	562

15-Min Count Period Beginning At	Bridge St (Northbound)				Bridge St (Southbound)				Tyson Ave (Eastbound)				Tyson Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:30 PM	0	0	0	0	7	0	24	0	8	75	0	0	0	35	5	0	154	570
3:45 PM	0	0	0	0	7	0	27	0	13	42	0	0	0	36	9	0	134	568
4:00 PM	0	0	0	0	8	0	18	0	8	51	0	0	0	43	5	0	133	568
4:15 PM	0	0	0	0	4	0	20	0	7	57	0	0	0	35	9	0	132	553
4:30 PM	0	0	0	0	4	0	21	0	3	58	0	0	0	49	5	0	140	539
4:45 PM	0	0	0	0	6	0	17	0	9	58	0	0	0	49	10	0	149	554
5:00 PM	0	0	0	0	9	0	22	0	1	61	0	0	0	40	2	0	135	556
5:15 PM	0	0	0	0	11	0	29	0	11	58	0	0	0	50	8	0	167	591
5:30 PM	0	0	0	0	10	0	24	0	5	50	0	0	0	55	8	0	152	603
5:45 PM	0	0	0	0	11	0	23	0	10	61	0	0	0	35	4	0	144	598
6:00 PM	0	0	0	0	5	0	20	0	13	59	0	0	0	44	9	0	150	613
6:15 PM	0	0	0	0	2	0	32	0	12	57	0	0	0	53	7	0	163	609
6:30 PM	0	0	0	0	6	0	17	0	8	64	0	0	0	39	8	0	142	599
6:45 PM	0	0	0	0	8	0	21	0	11	67	0	0	0	57	11	0	175	630
7:00 PM	0	0	0	0	5	0	20	0	5	55	0	0	0	55	6	0	146	626
7:15 PM	0	0	0	0	6	0	23	0	9	67	0	0	0	55	10	0	170	633
7:30 PM	0	0	0	0	10	0	26	0	7	54	0	0	0	44	4	0	145	636
7:45 PM	0	0	0	0	5	0	27	0	4	55	0	0	0	42	6	0	139	600
8:00 PM	0	0	0	0	5	0	19	0	3	67	0	0	0	30	5	0	129	583
8:15 PM	0	0	0	0	2	0	11	0	8	41	0	0	0	44	7	0	113	526
8:30 PM	0	0	0	0	5	0	13	0	7	49	0	0	0	38	5	0	117	498
8:45 PM	0	0	0	0	4	0	17	0	5	53	0	0	0	34	6	0	119	478
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	32	0	84	0	44	268	0	0	0	228	44	0	700	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	
Buses																		
Pedestrians		0				8				0				0			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	4		4	
Scoters																		
Comments:																		

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SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212



New Port – Tampa Bay Community Development District

**Discussion Regarding CDD/Master Association
Expenses Covered by Tower 1 for past 40
months and corrective Measures going forward**



New Port – Tampa Bay Community Development District

**Discussion Regarding Speeding / Parking /
Towing Violations on CDD Property**



New Port – Tampa Bay Community Development District

Other Matters