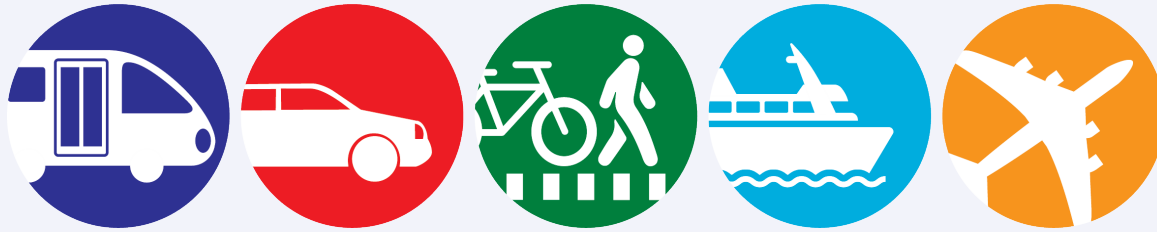




**Tampa Bay has a traffic problem.**  
**We're working on a comprehensive set of solutions.**







**Modernize infrastructure**

---

**Prepare for the future**

---

**Embrace collaboration and innovation**

---



# The Program Includes:

Interstate Modernization



Transit



Bicycle/Pedestrian Facilities



Complete Streets



Transportation Innovation



Freight Mobility





# INTERSTATE MODERNIZATION

# Defining the Problem

Our two major interchanges are outdated and no longer function properly.



Westshore Area Interchange

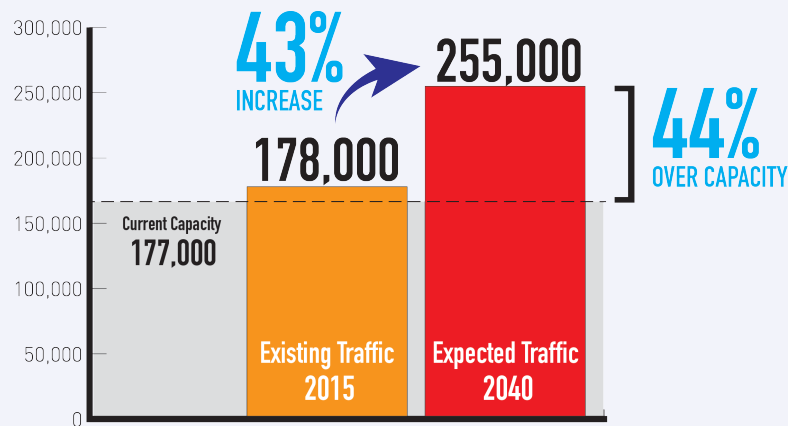


Downtown Interchange

# Defining the Problem

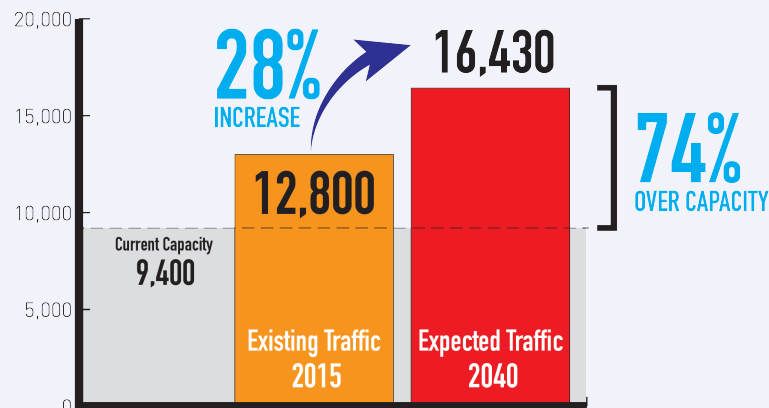
Our traffic problem is a MATH problem.

WESTSHORE AREA INTERCHANGE  
Average Daily Traffic:



Data as of 2015. Source: TB regional planning model

WESTSHORE AREA INTERCHANGE  
Peak Hour Traffic:

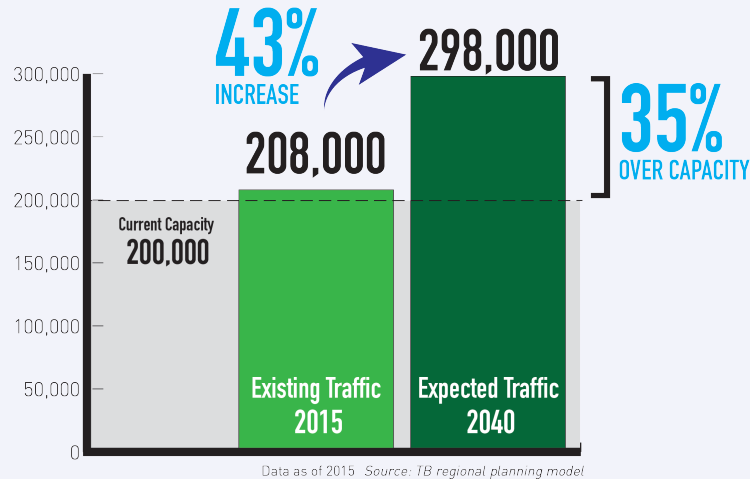


Data as of 2015. Assume 1900 vehicles per lane in peak period  
Source: TB regional planning model

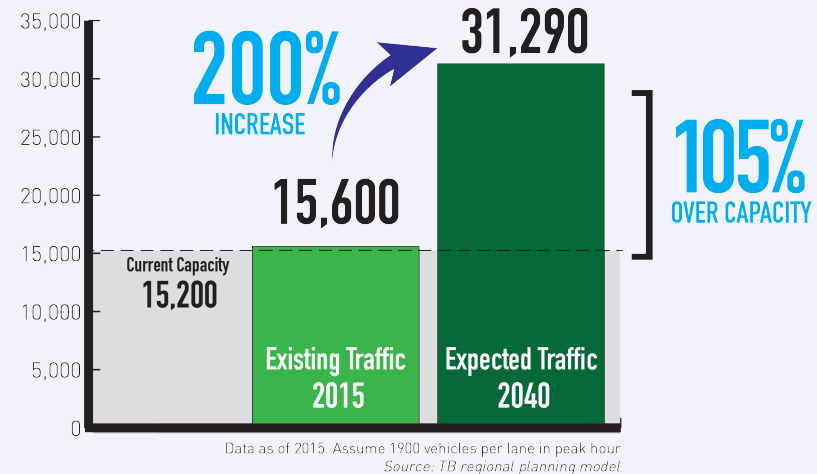
# Defining the Problem

Our traffic problem is a MATH problem.

DOWNTOWN INTERCHANGE  
Average Daily Traffic:



DOWNTOWN INTERCHANGE  
Peak Hour Traffic:



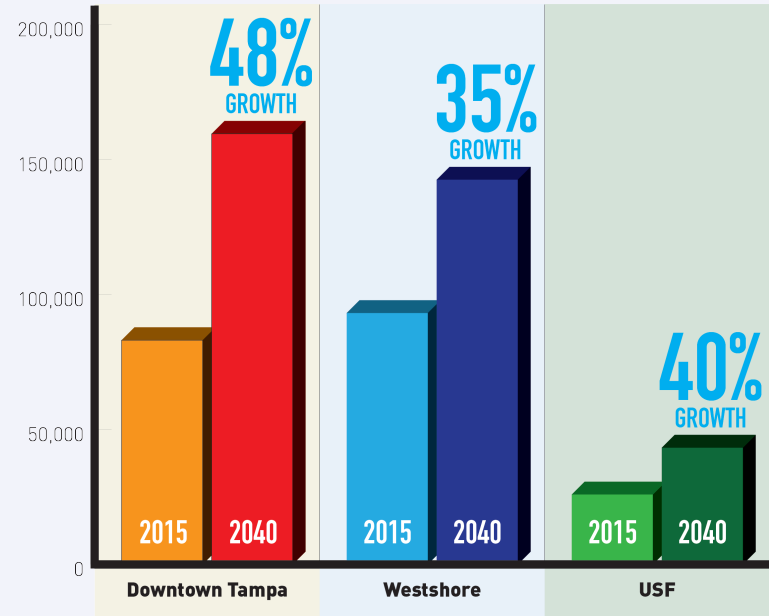


# Defining the Problem



Tampa is the 5<sup>th</sup> fastest growing metro area in the U.S., with almost 5,000 people per month moving here in 2016.

## ECONOMIC DISTRICTS: Workforce



Source: Tampa Bay Regional Planning Model

# Interstate Modernization

Project	Public Hearing	Preferred Alternative
Howard Frankland Bridge	Fall 2017	Express Lanes (4 non-tolled)
Westshore Area Interchange (SEIS)	Early 2019	Evaluating Express Lanes and other concepts
Westshore to Downtown Corridor (SEIS)	Early 2019	Evaluating Express Lanes and other concepts
Downtown Interchange (SEIS)	Early 2019	Evaluating Express Lanes and other concepts
I-275 Innovation Corridor	Early 2019	Evaluating Express Lanes and other concepts
I-4 and Connector	October 2015	Express Lanes
I-75 Operational Improvements	TBD	TBD





## Other Design Concepts

- Converting I-275 to a Boulevard from the I-4/I-275 interchange to north of Bearss Avenue
- Beltway
- Elevated Lanes
- Reversible Lanes
- Depressed Interstate and Tunneled Options
- Other Managed Lane Options
- Transit Options (*Regional Transit Feasibility Plan, Bus Rapid Transit, Express Bus*)





# TRANSIT

# Transit

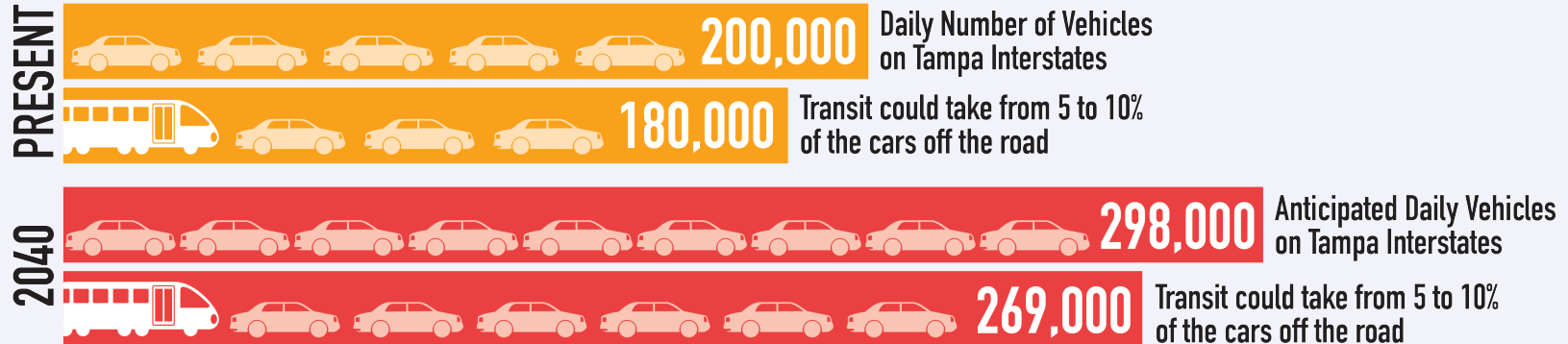


**Tampa Bay needs more mobility options, and FDOT is committed to transit investment.**

Without transit, more people equals more cars on the road. We need transit to alleviate congestion.

## Transit and roads work together. We need ALL MODES.

### Daily Traffic Congestion



Source: U.S. Census Bureau: American Community Survey

# Transit

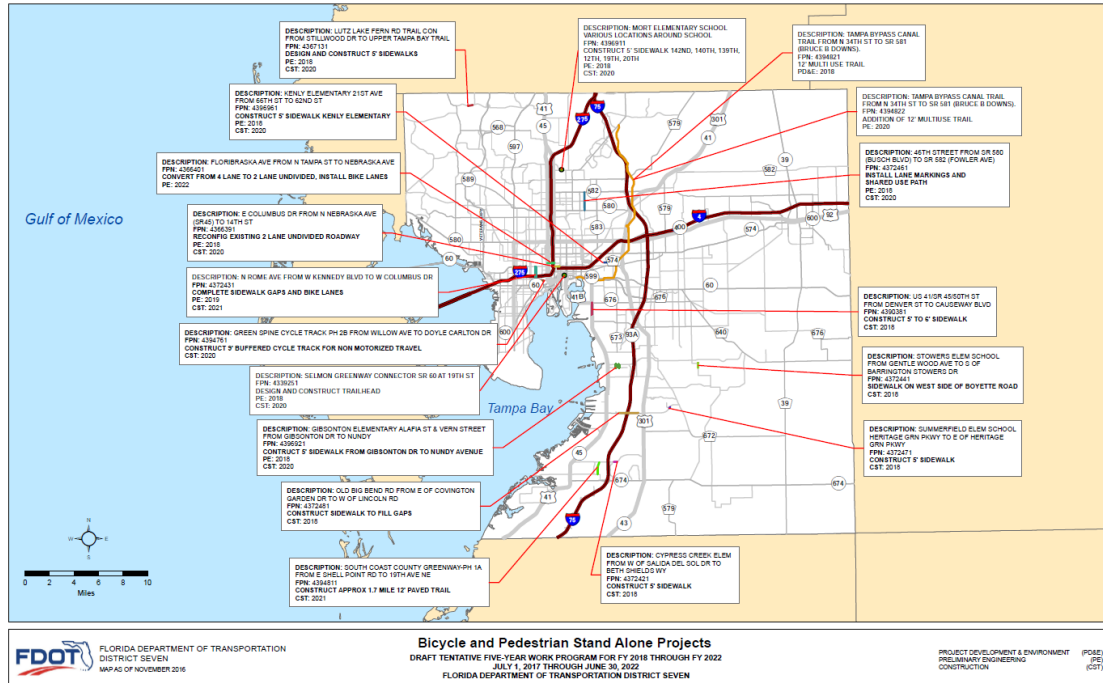
FDOT is moving transit forward. We need regional and local collaboration to make transit a reality.



A large, semi-transparent silhouette of a person riding a bicycle is positioned on the left side of the slide. The background is a soft-focus image of a sunset or sunrise sky with warm orange and yellow tones. A dark blue curved banner is at the top of the slide.

# **BICYCLE/PEDESTRIAN FACILITIES**

# Bicycle/Pedestrian Facilities



FDOT is investing millions of dollars in bike/pedestrian facilities over the next 5 years.



## These facilities enhance

- Safety
- Quality of life
- Mobility options
- Health
- Sustainability







# COMPLETE STREETS

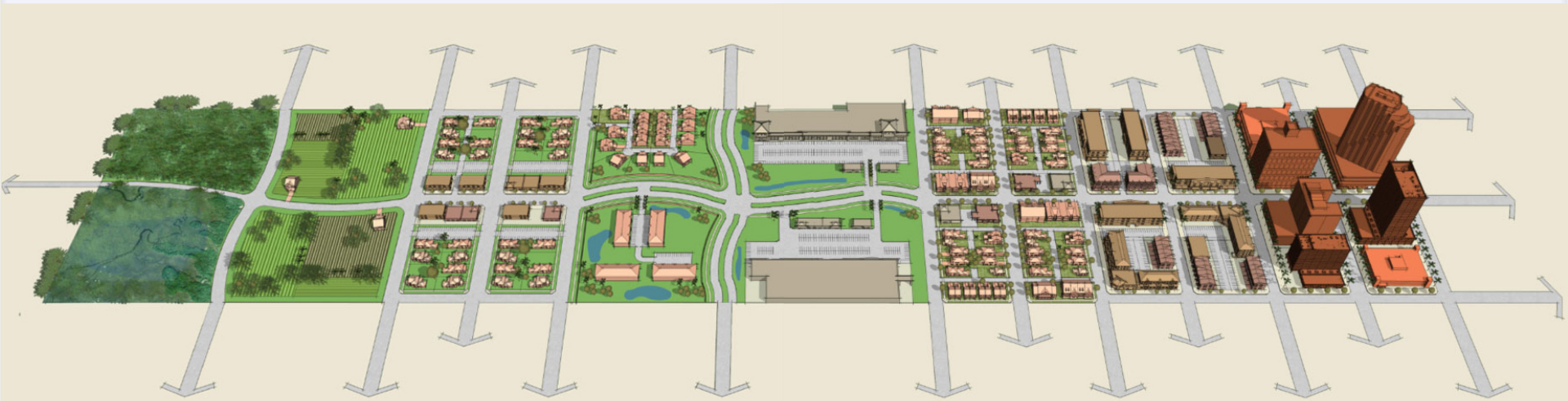
# Complete Streets



21<sup>st</sup>/22<sup>nd</sup> Street Improvements

FDOT is connecting land use and planning by *building the right road in the right place for the right purpose.*

## Context sensitive solutions



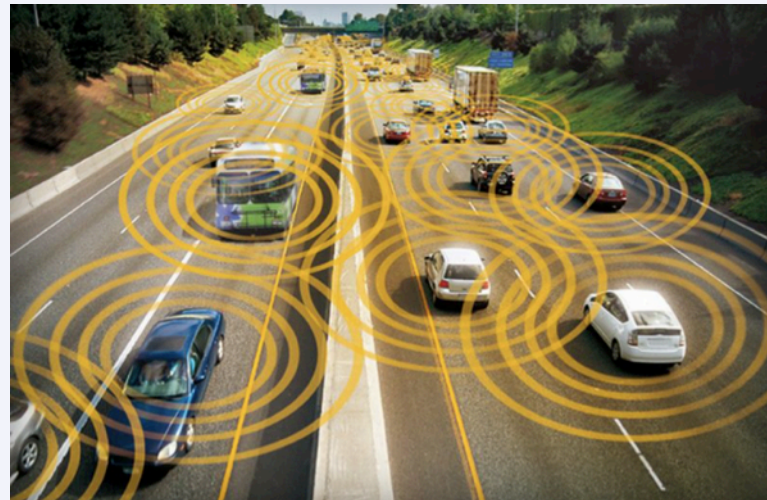


# TRANSPORTATION INNOVATION

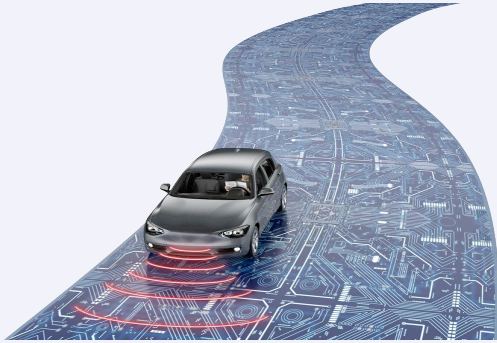


# Transportation Innovation

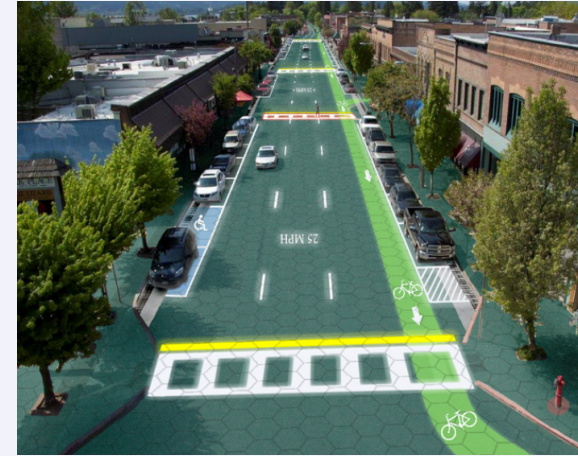
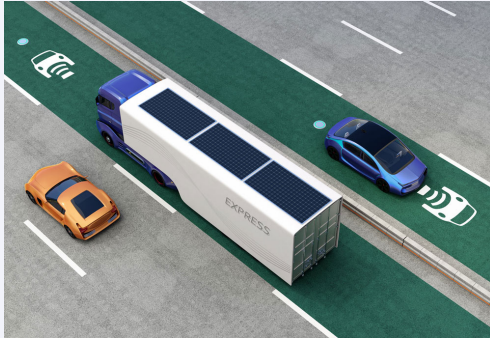
- Smart vehicles and smart infrastructure.
- A truly integrated and intelligent transportation network



# Transportation Innovation



- SunTrax R&D Facility (Summer 2019)
- Autonomous Shuttle Pilot Project
- Downtowner Shuttle Pilot Project
- Solar Roadways Research Project
- Wrong-way Driving Detection



# Transportation Innovation



Adaptive Lane Control



Ramp Metering

- TSM&O
- Ramp Metering
- Adaptive Signal Control
- Adaptive Lane Control
- Variable Speed Limits
- Managed Lanes
- Hard Shoulder Running







# FREIGHT MOBILITY



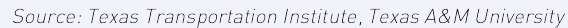
# Freight Mobility

Efficient freight movement results in:

- Affordable goods and products
- Economic growth and business retention
- Domestic and international trade opportunities



## ECONOMIC IMPACT IN TAMPA BAY: Average Cost per Hour of Delay



The map displays the freight transportation network in the Tampa Bay area, specifically focusing on Pinellas and Hillsborough counties. It highlights various freight activity centers and corridors. The legend identifies several key elements:

- Limited Access Roadways:** Represented by thick purple lines, including I-75, I-275, I-4, and SR 60.
- Regional Freight Mobility Corridors:** Represented by thick blue lines.
- Freight Distribution Routes:** Represented by thin blue lines.
- Freight Activity Center Streets:** Represented by thin green lines.
- Rail Network:** Represented by thin red lines.
- Shipping Channels:** Represented by thin yellow lines.
- Existing Freight Activity Intensity:** Shaded in red.
- Emerging Freight Activity Intensity:** Shaded in yellow.
- Infrastructure Icons:**
  - Rail Intermodal Yards (brown building icon)
  - Seaport (brown ship icon)
  - Airport (white airplane icon)
  - Mining Area (brown mountain icon)
- Study Counties:** Indicated by a dashed orange line.

A scale bar at the bottom right shows distances from 0 to 12 miles. The map also labels several locations: NEW PORT RICHEY, PINELLAS, TAMPA, ST. PETERSBURG, CLEARWATER, PASCO, ZEPHYRHILLS, and HILLSBOROUGH. Major highways are labeled with their respective numbers (e.g., 19, 60, 275, 75, 4, 92, 618, 54).

**FREIGHT ACTIVITY CENTERS**

- Tampa Road Industrial Area
- South Central CSX Corridor
- Dome Industrial Center
- St. Petersburg Clearwater International Airport
- West Pinellas Industrial Area
- Gateway Triangle
- TIA Anderson Road Industrial Park
- South I-75 (Sabal Park Industrial Area)
- Hookers Point (Port of Tampa)
- Rockport/Port Sutton/Pendola Point (Port of Tampa)
- Alafia River (Port of Tampa)
- Big Bend/Port Redwing (Port of Tampa)
- South East Tampa Industrial CSX Intermodal
- East Central Tampa Industrial Area
- Plant City Airport Industrial Area
- East Plant City Industrial Area
- Port Tampa (Port of Tampa)
- North US 301 Industrial Area

# Freight Mobility

**9,000** 

Trucks per day at  
Port Tampa Bay

**200** SQUARE MILES  
of Freight Activity Centers served  
by Tampa Bay Interstates

**36** MILLION  
TONS 

of Freight Annually moves  
through Port Tampa Bay

*Source: Port Tampa Bay Masterplan Vision 2040*

TAMPA BAY  
**Next**

**FDOT** 

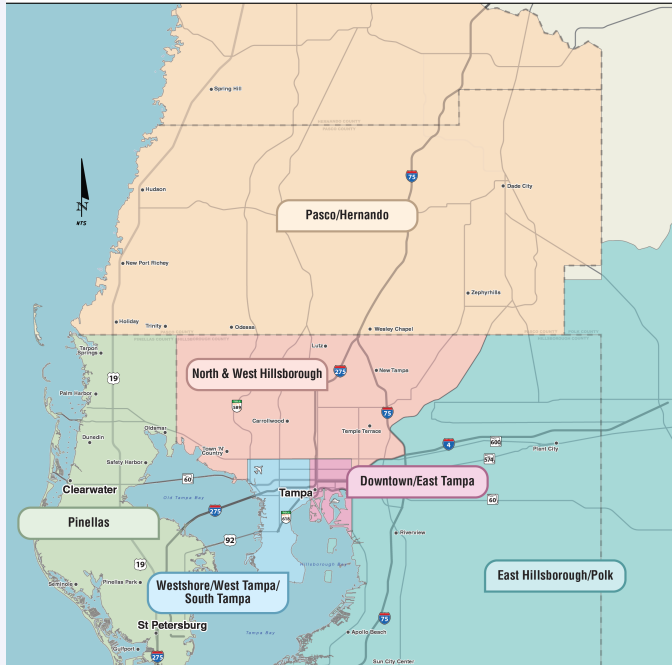
## Collaboration and Engagement

This isn't just a new program. It's a new approach to **public involvement, openness, and transparency.**





## COMMUNITY WORKING GROUPS



Updated May 2017

## 6 Community Working Groups

- Downtown/East Tampa
- Westshore/West Tampa/South Tampa
- Pinellas
- North and West Hillsborough
- East Hillsborough/Polk
- Pasco/Hernando

# Community Working Groups

We're rolling up our sleeves to turn ideas into action.

We have to **build consensus** to build solutions.



**You Talk. We Listen.  
Get Involved and Get Results.**



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**t** @TampaBayNext

