

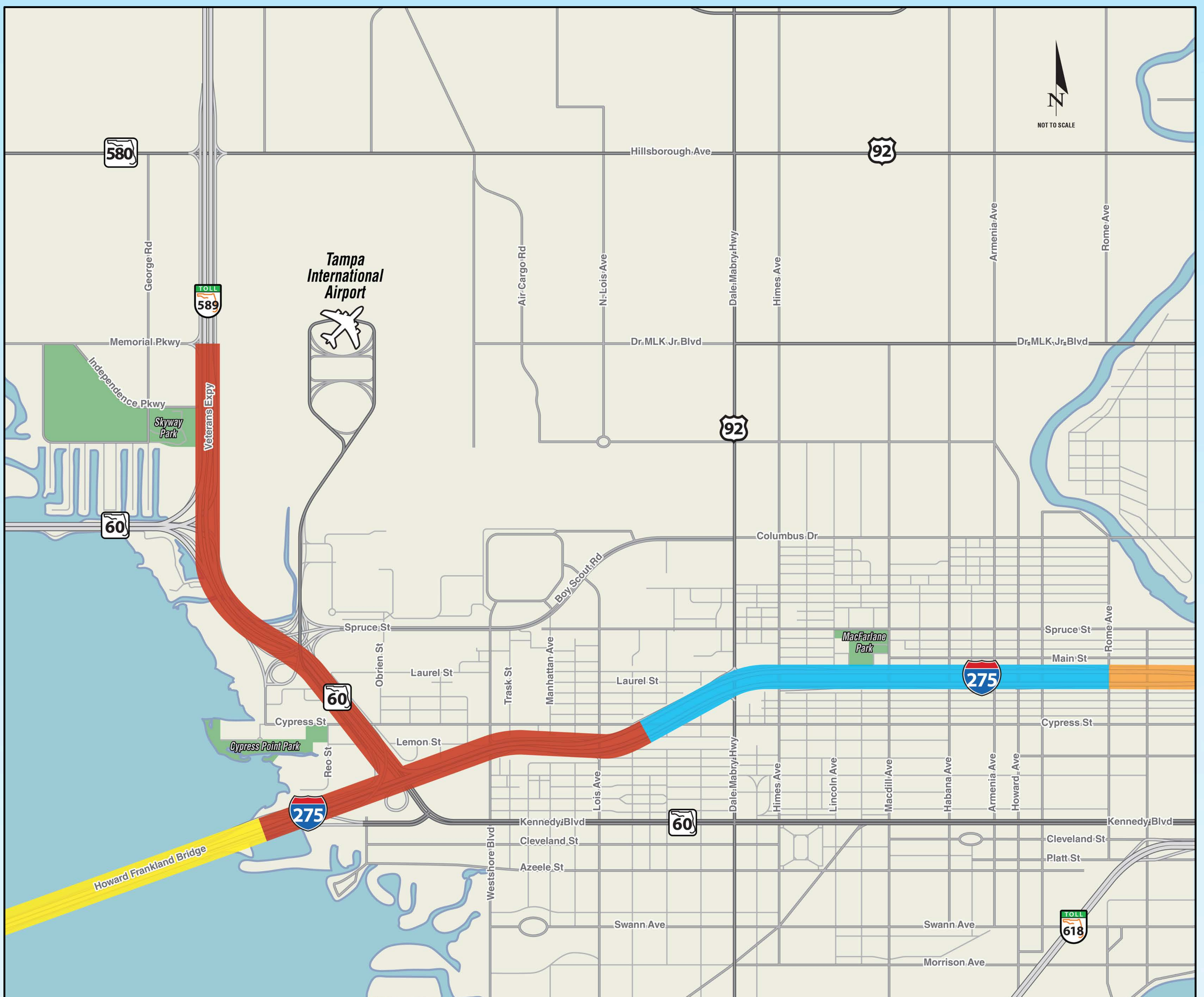
What Problems Are We Trying to Solve?

Safety

Traffic Operations

Congestion

Westshore Area Interchange and I-275 Corridor

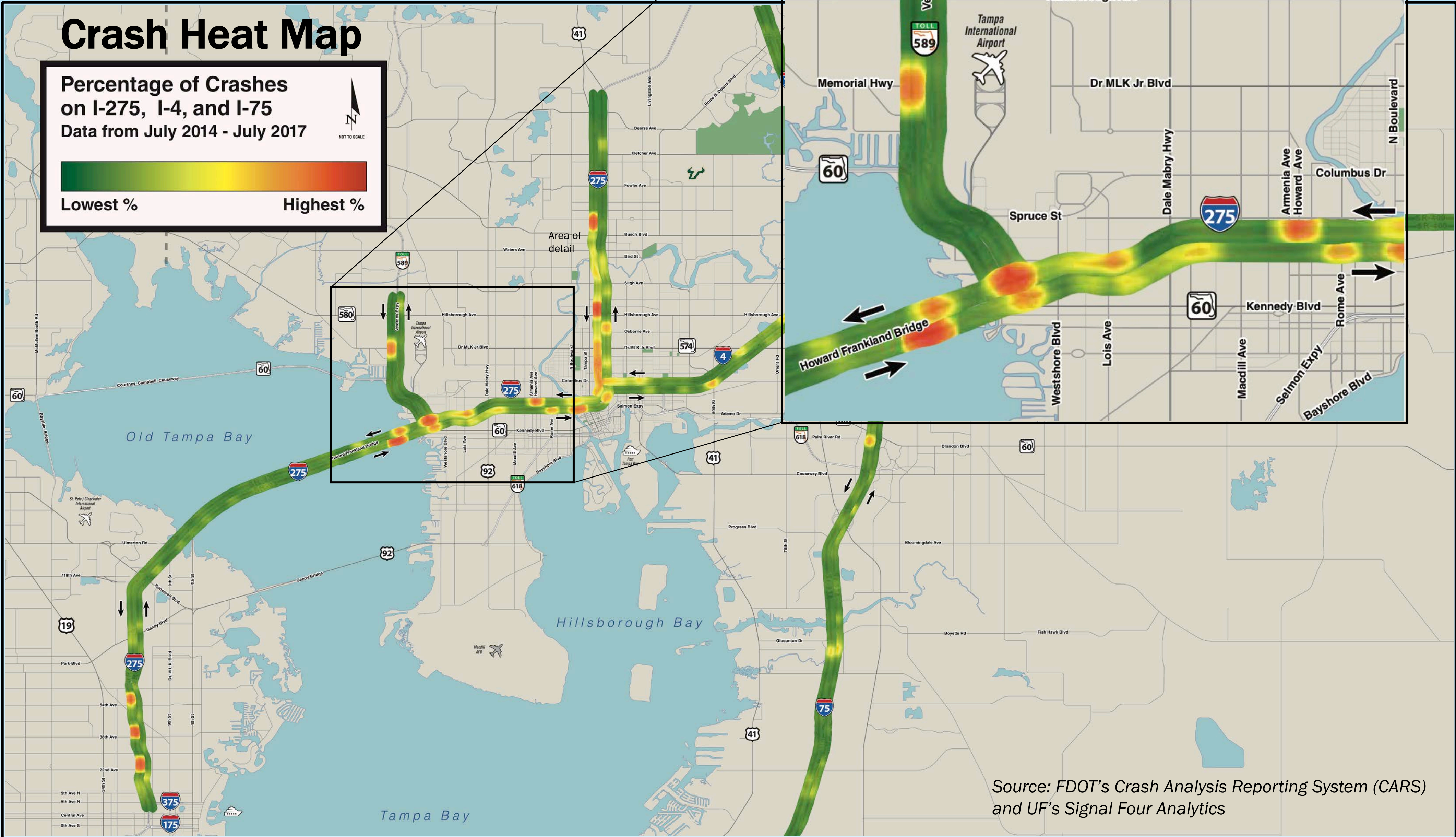


What Problems Are We Trying to Solve?

Safety

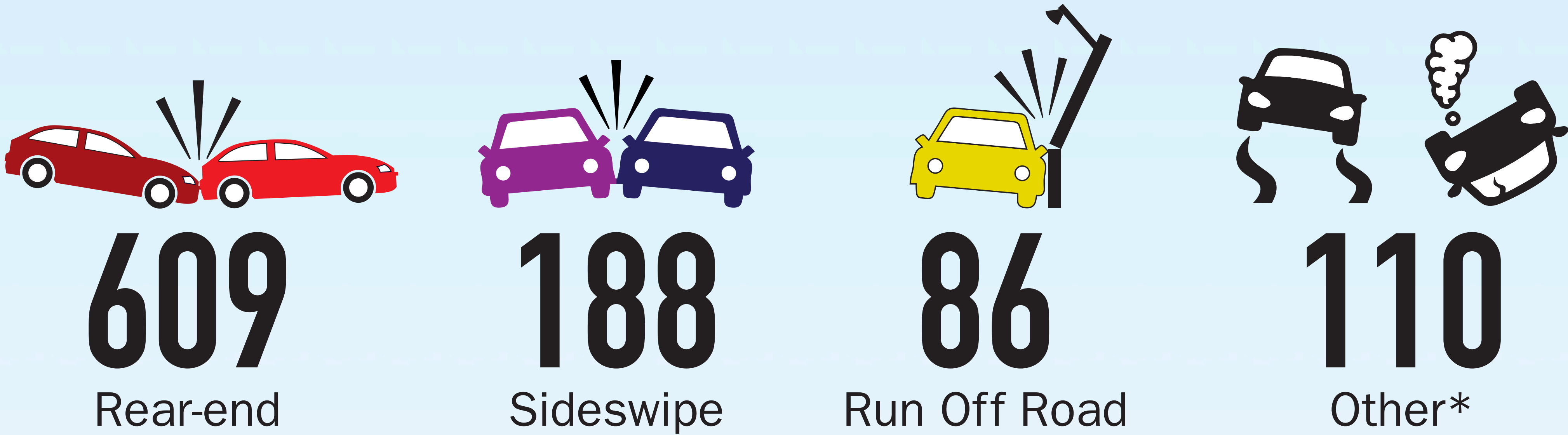
Operational issues and congestion contribute to safety problems.

Sections of I-275 are identified as severe crash corridors in Hillsborough MPO’s Vision Zero Action Plan.



Types of Crashes

I-275 from the Howard Frankland Bridge to N Boulevard, SR60 from I-275 to the Veterans Expressway, and the Veterans Expressway to Hillsborough Ave



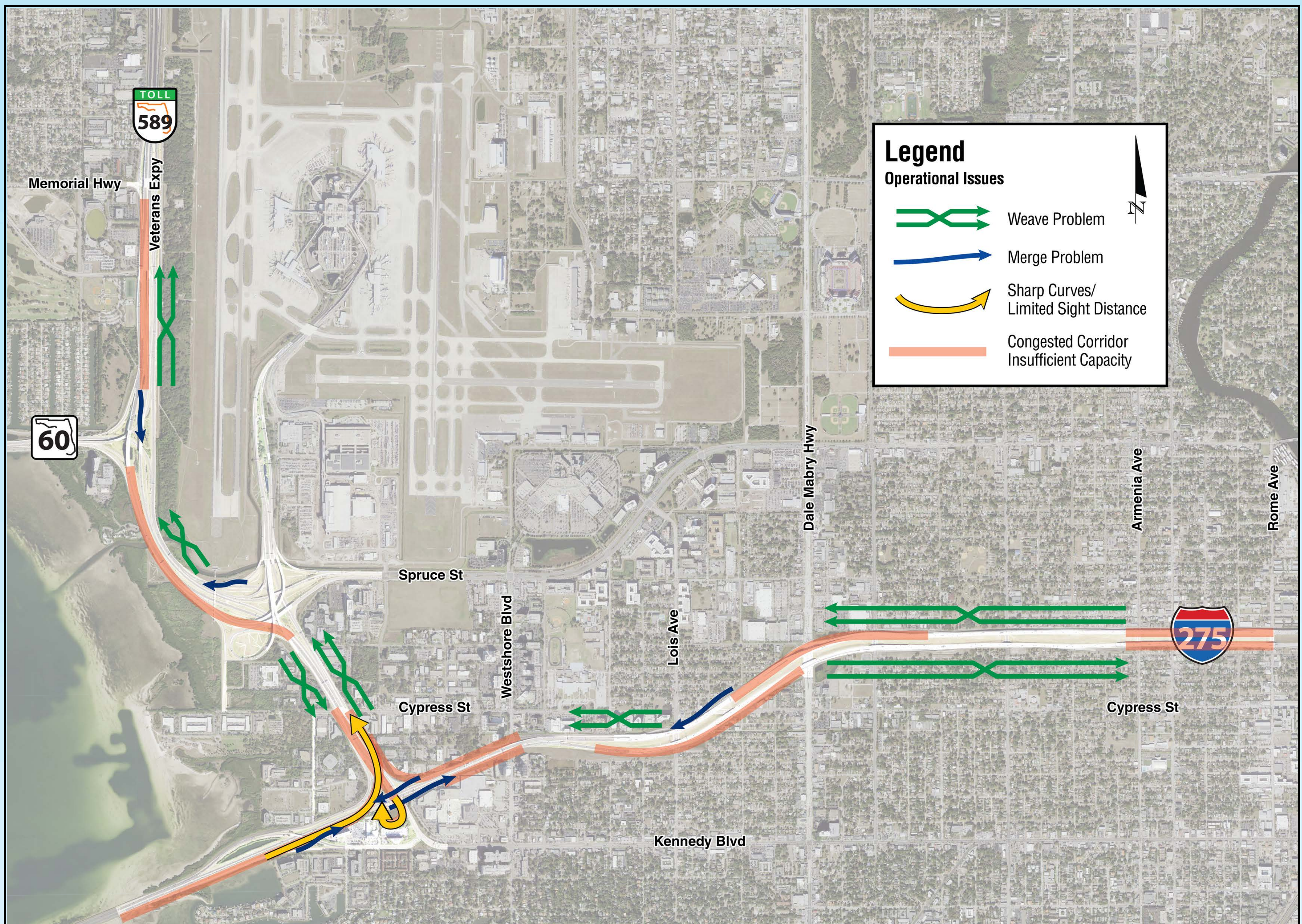
993 Total (2016 crashes)

* Includes angle, animal, bicycle, head-on, left turn, pedestrian, rollover, right turn and unknown crashes
Note, 2016 and 2017 crash data is not currently finalized and the number of crashes may be subject to change.

What Problems Are We Trying to Solve?

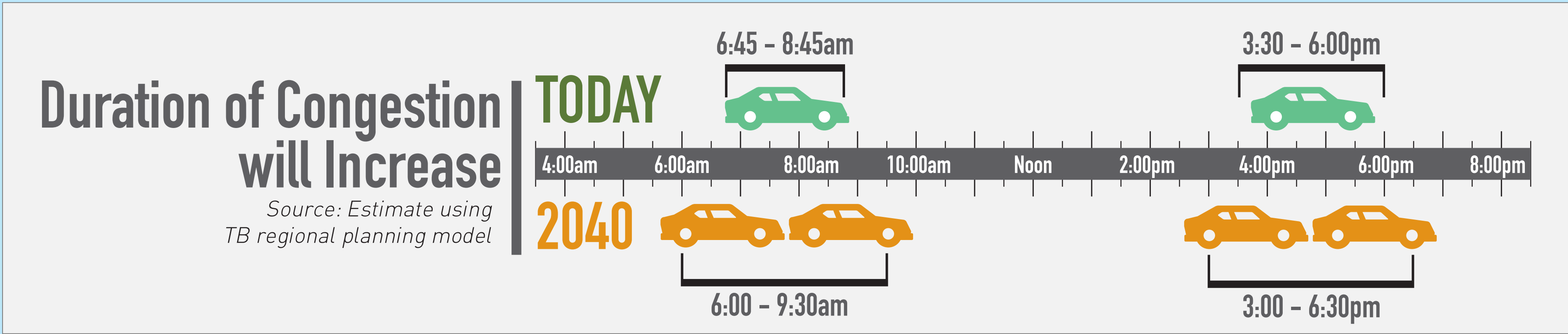
Traffic Operations

Westshore Area Interchange and I-275 Corridor

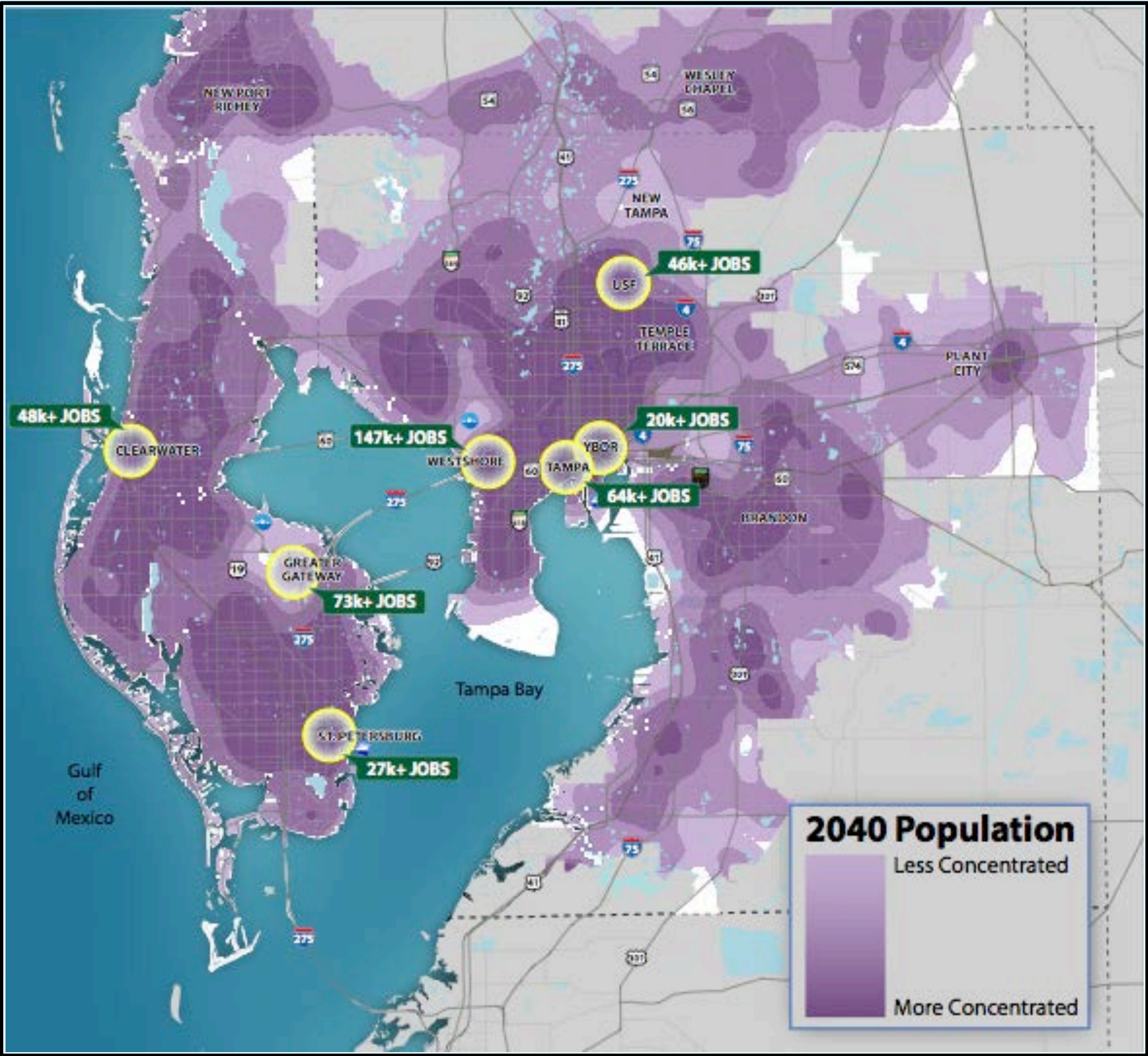
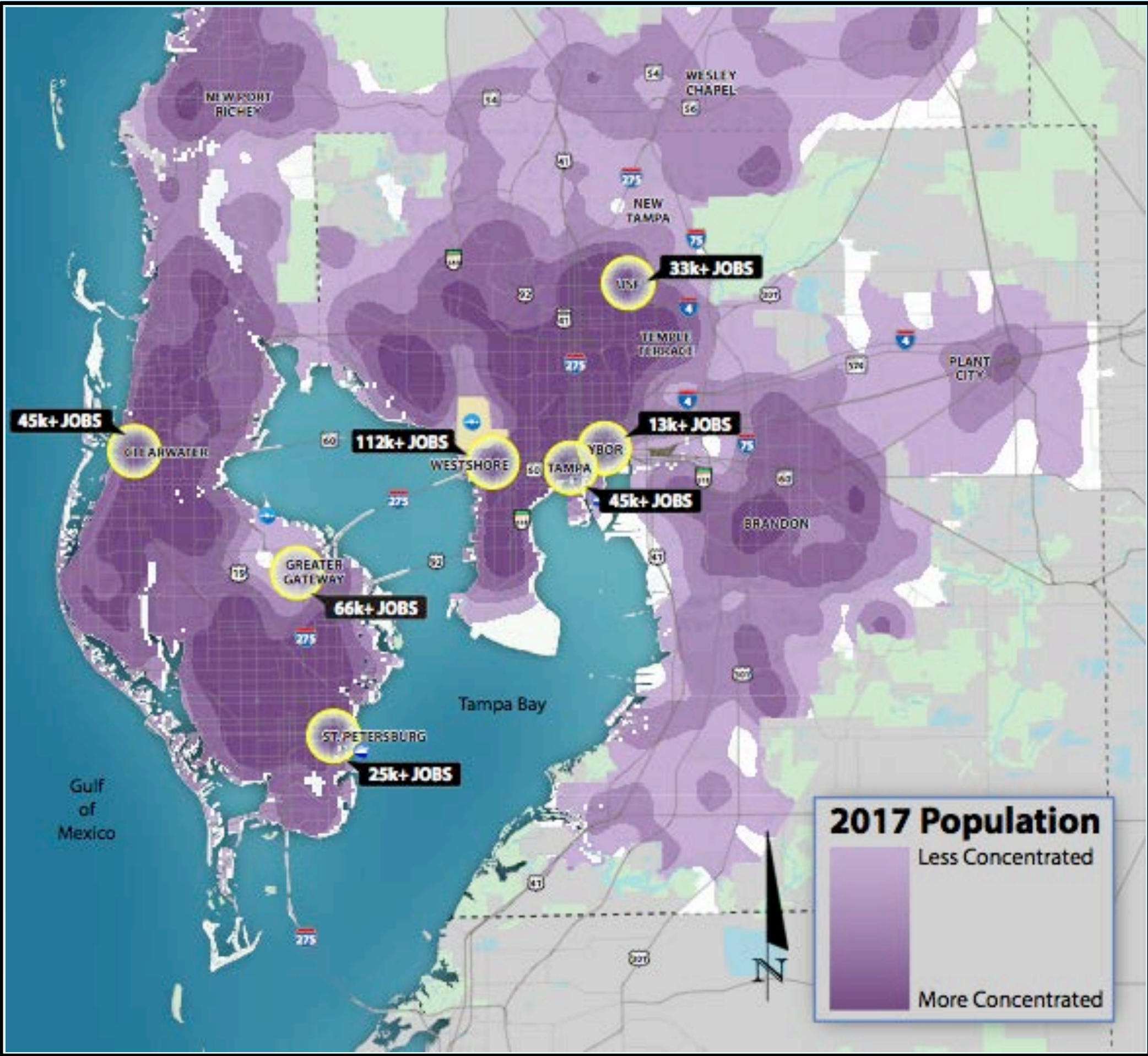
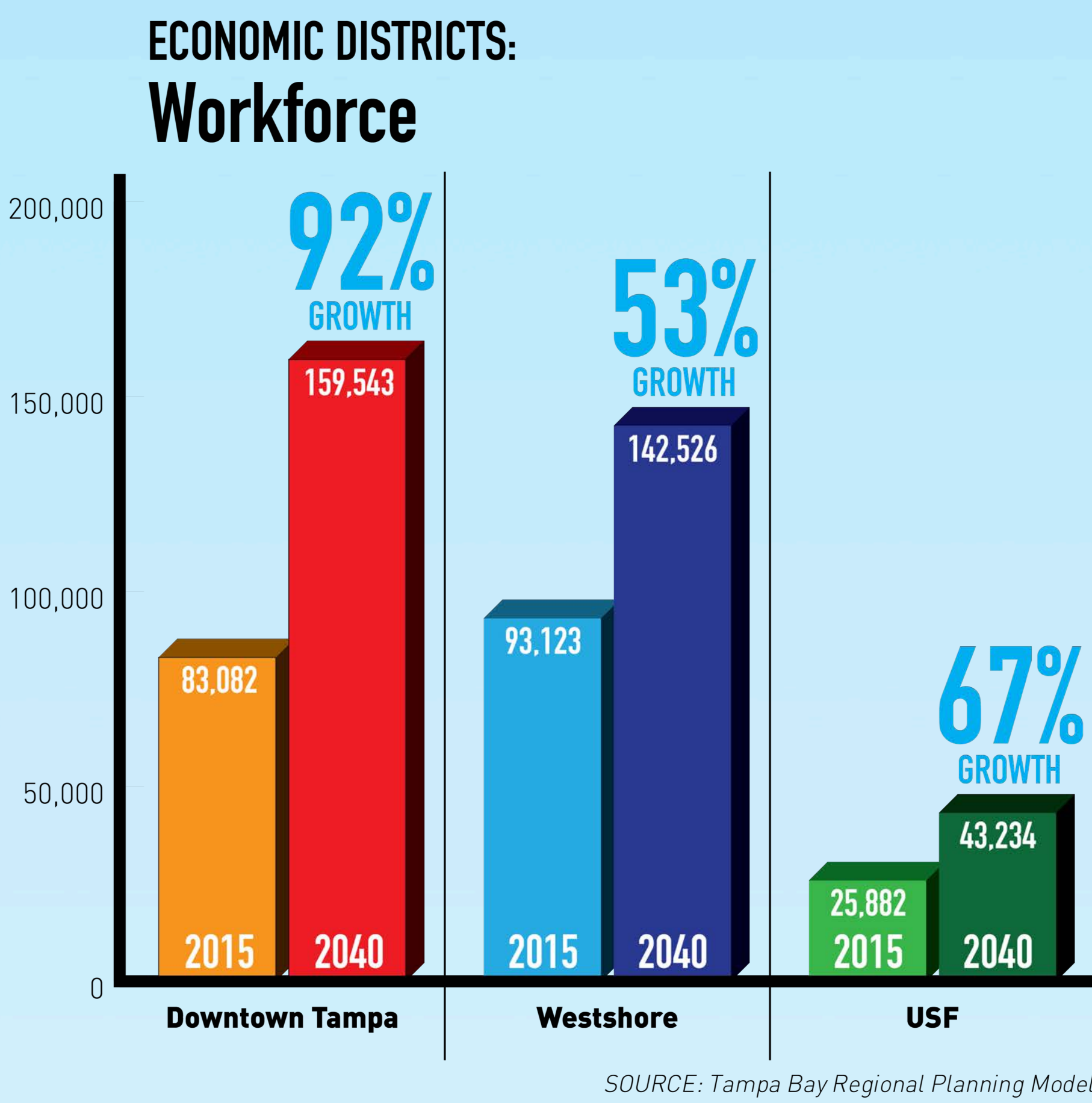
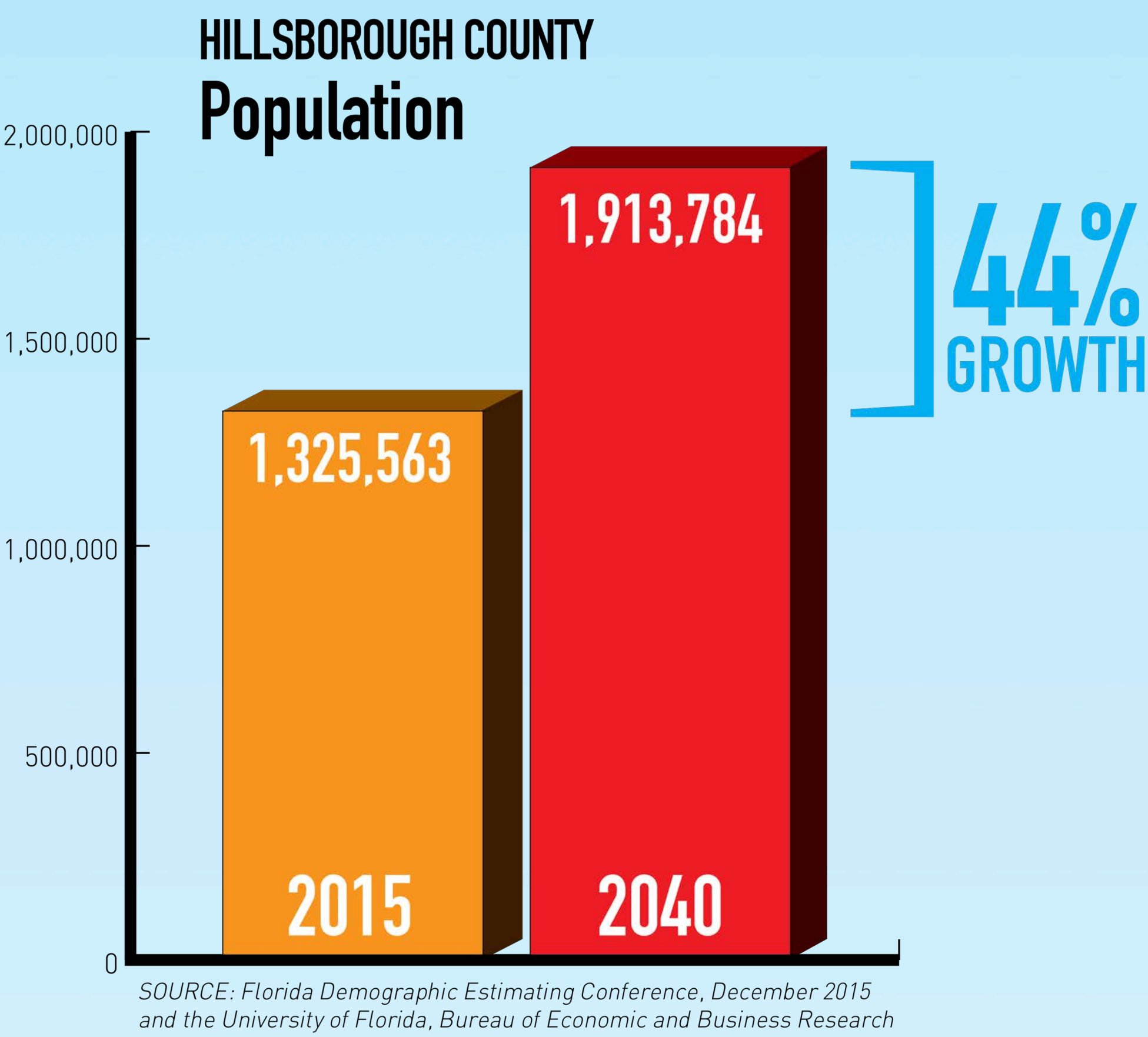


What Problems Are We Trying to Solve?

Congestion



Population and Job Growth

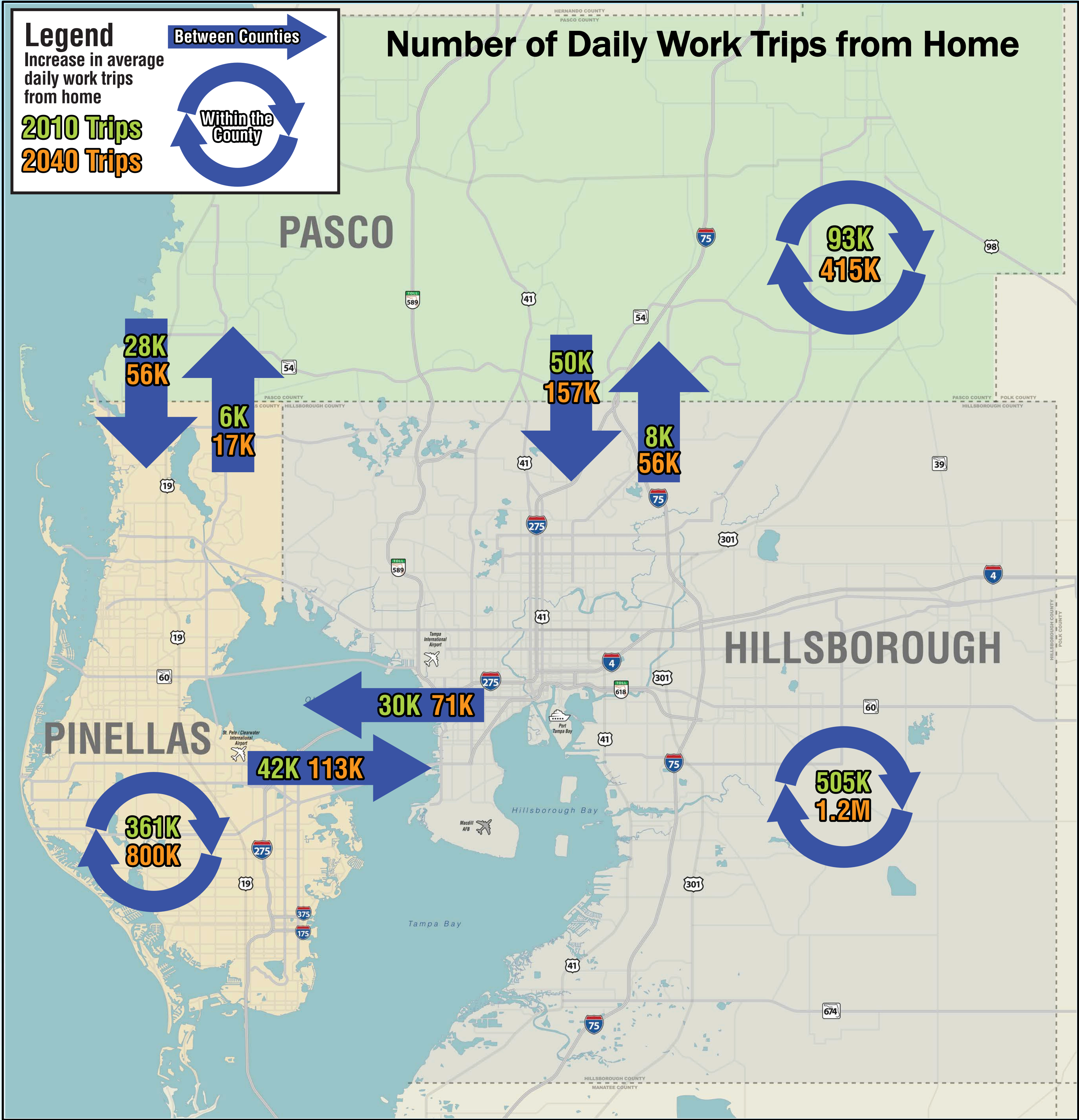
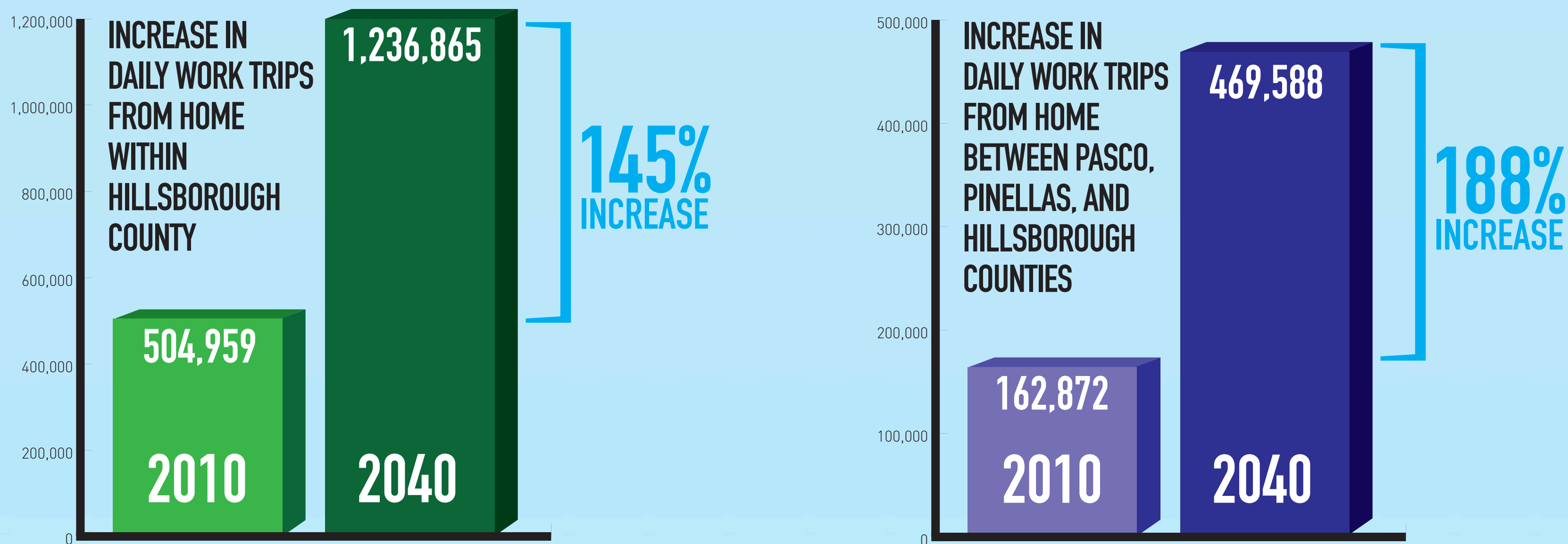


Source: Base layers from Pinellas, Hillsborough, and Pasco counties GIS. Roads and rail from FDOT. All other layers created by Jacobs.

What Problems Are We Trying to Solve?

Congestion

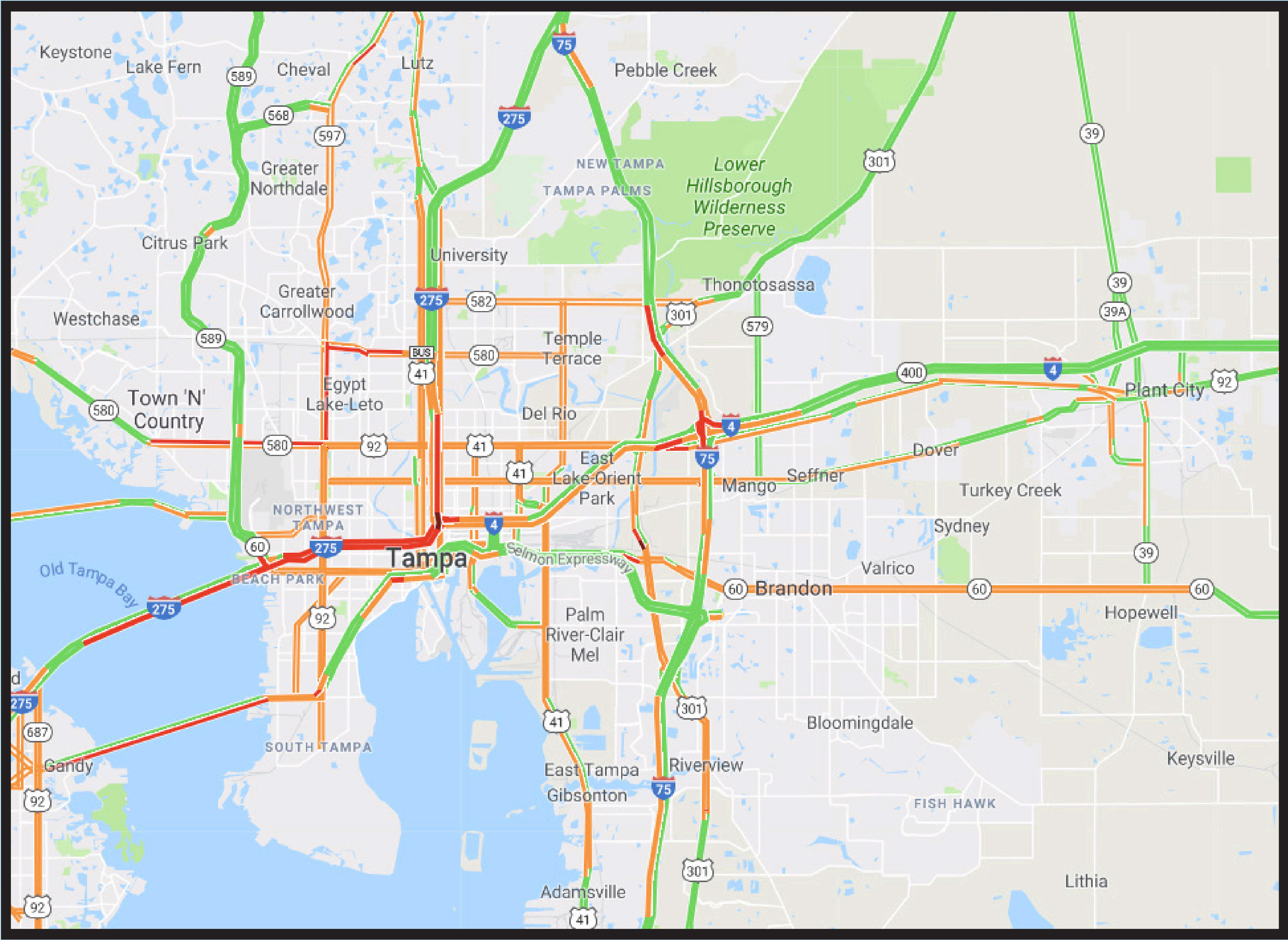
Population and Job Growth = Increase in Daily Work Trips from Home



Source: TBARTA 2015 Master Plan: US Census 2006-2010 Residence County to Workplace County Flows, TB Regional Planning Model

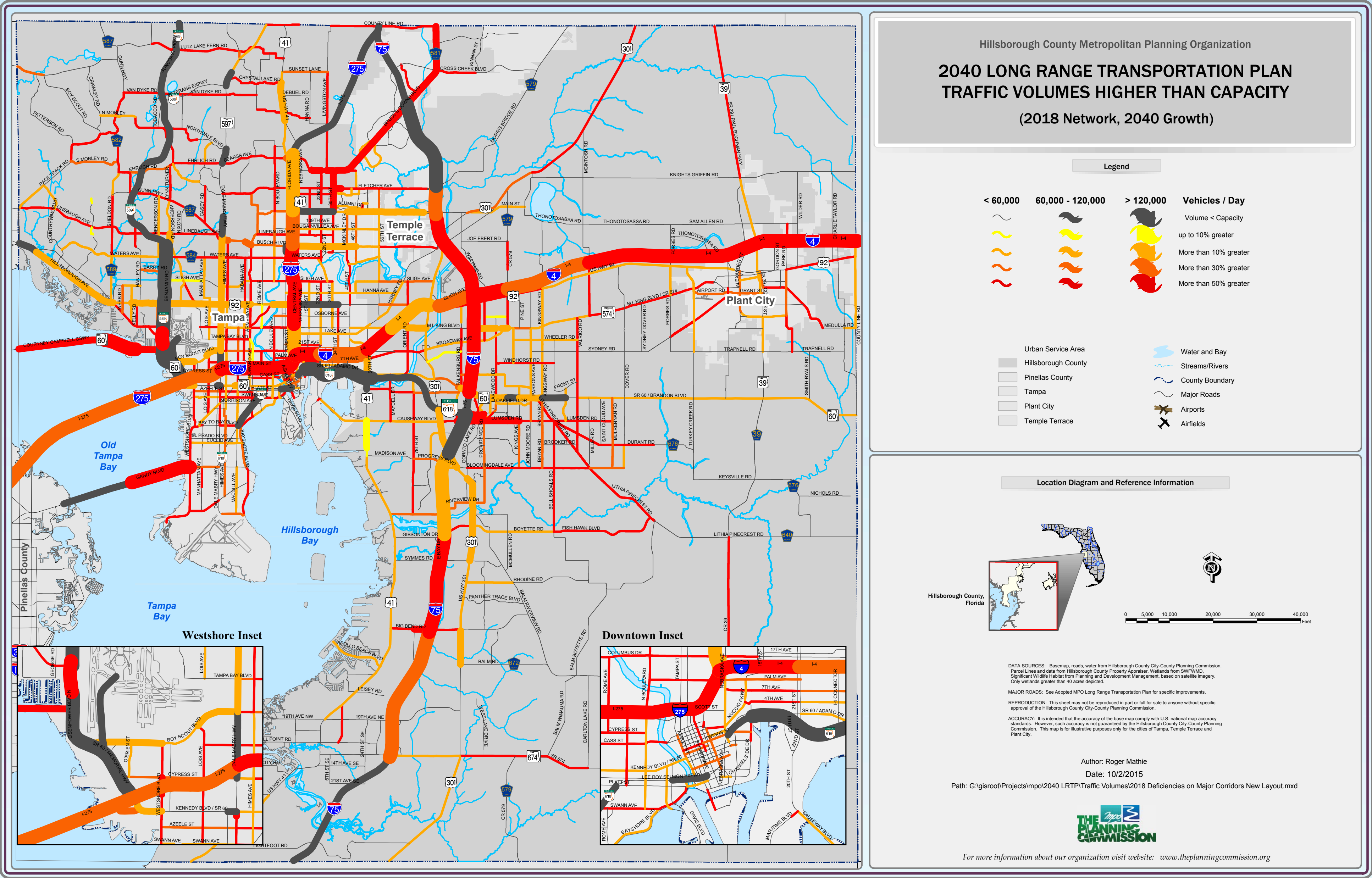
Congestion Today and In the Future

2018 Traffic, typical afternoon rush hour



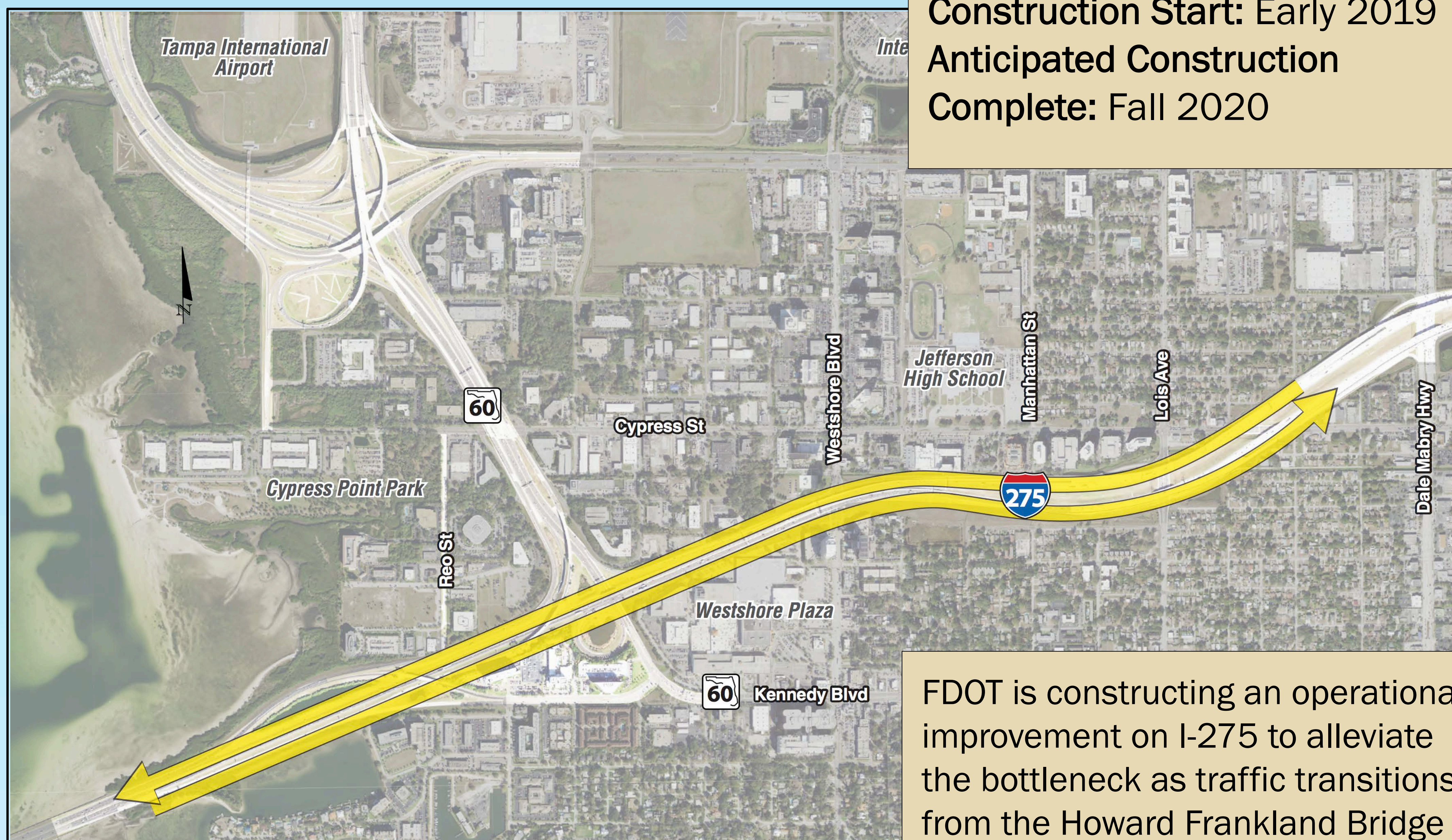
Source: Google maps traffic for a typical Tuesday at 5:20pm

2040 Traffic Volumes Projection

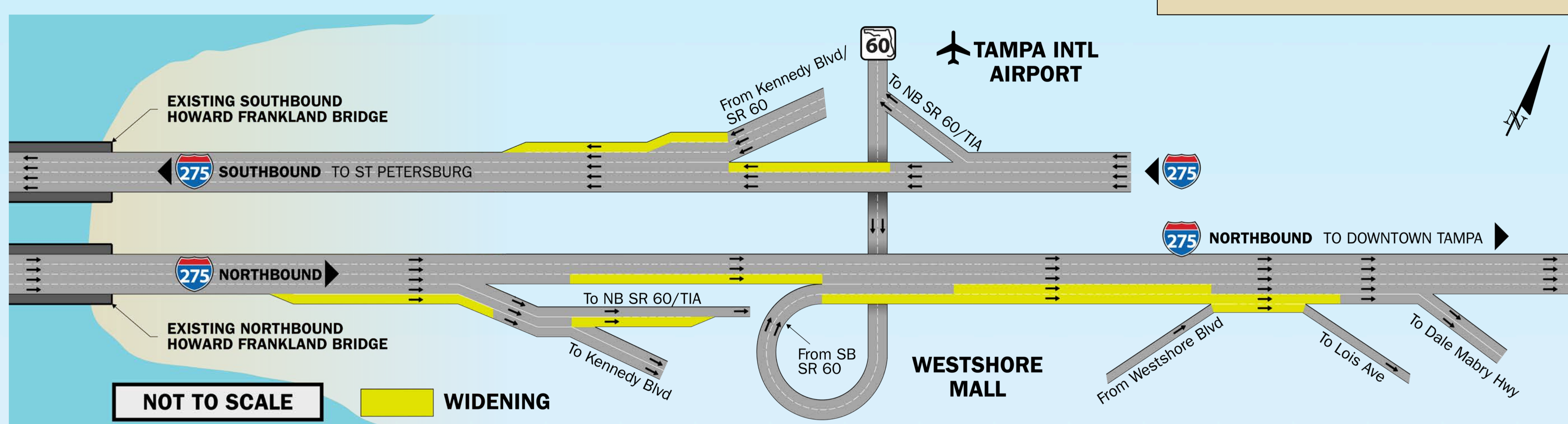


I-275 Operational Improvements

Cost Estimate: \$28.8 Million
Construction Start: Early 2019
Anticipated Construction
Complete: Fall 2020



FDOT is constructing an operational improvement on I-275 to alleviate the bottleneck as traffic transitions from the Howard Frankland Bridge to the Westshore area. This project will be complete prior to the new span of the Howard Frankland Bridge being constructed.



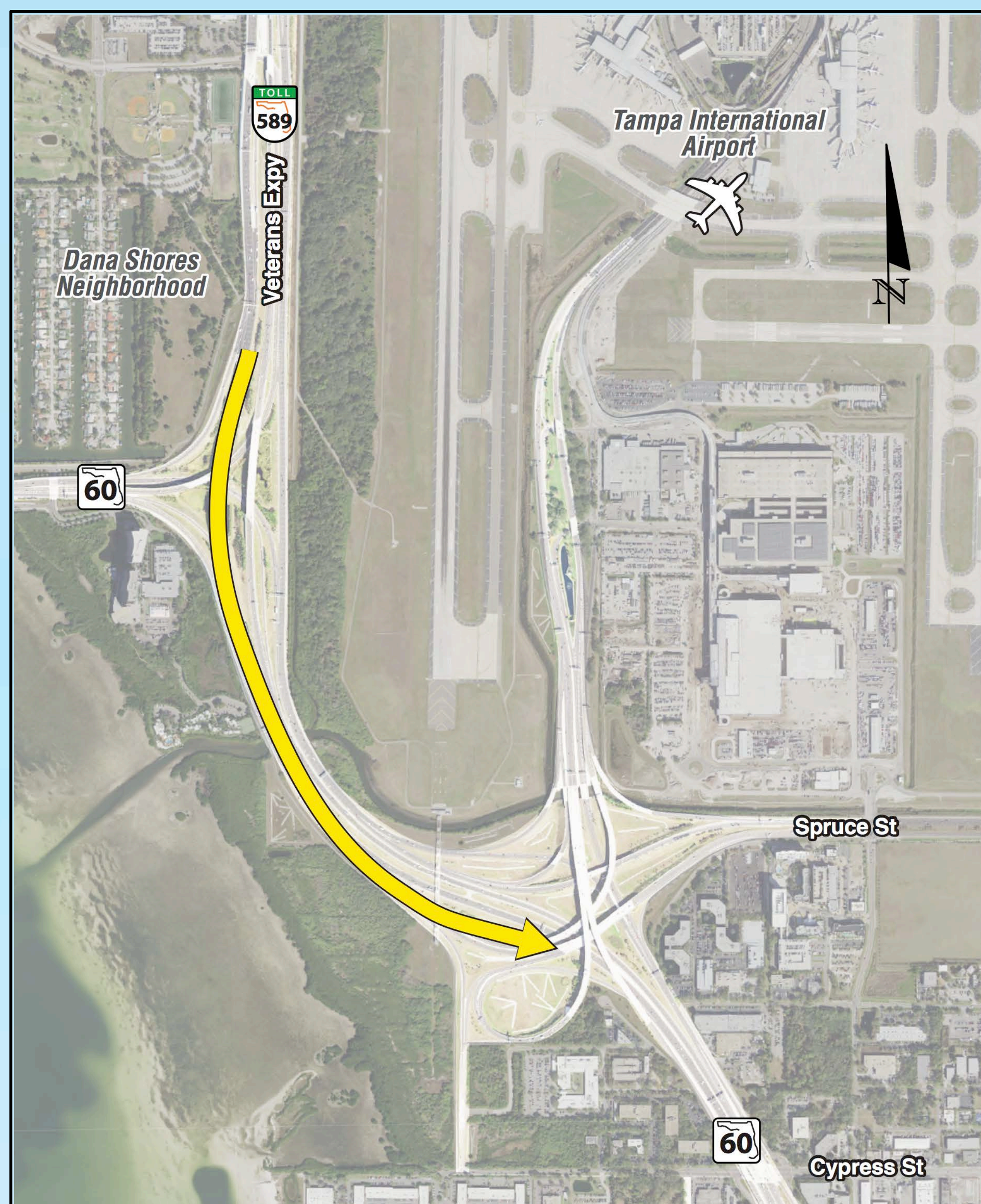
What the improvement does:

- ✓ Improves I-275 mainline capacity through the Westshore interchange
- ✓ Help minimize congestion on/off Howard Frankland in Westshore and improve operations
- ✓ Provides additional lane to receive traffic from the SB SR 60/Veterans Expressway loop ramp to NB I-275

What the improvement doesn't do:

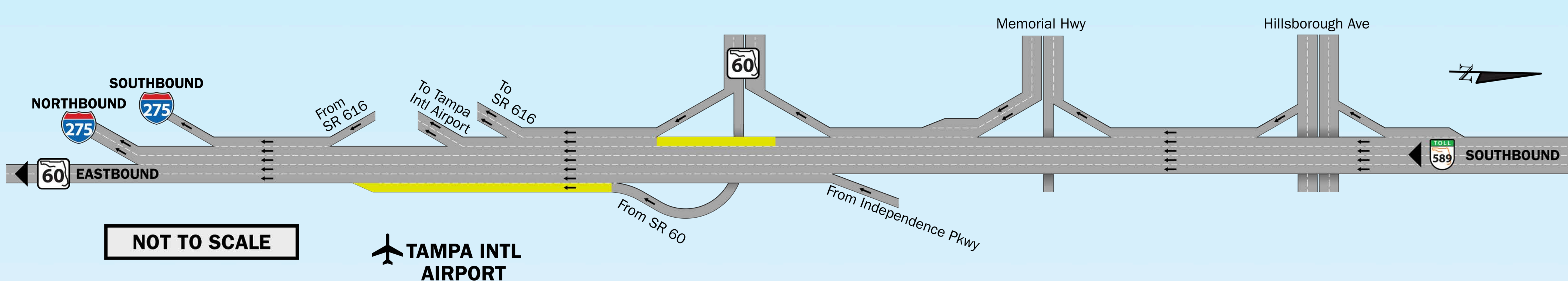
- ✗ Provide underpasses at Reo, Occident, or Trask Streets
- ✗ Fix all interchange's geometric and operational issues
- ✗ Require right of way

SR 60 (Veterans Expressway) Operational Improvements



Cost Estimate: \$3 Million
Construction Start: Fall 2018
Anticipated Construction Complete: Summer 2019

FDOT is constructing an operational improvement on southbound SR 60 to alleviate the bottleneck as traffic transitions from the Veterans Expressway to the Westshore area.



What the improvement does:

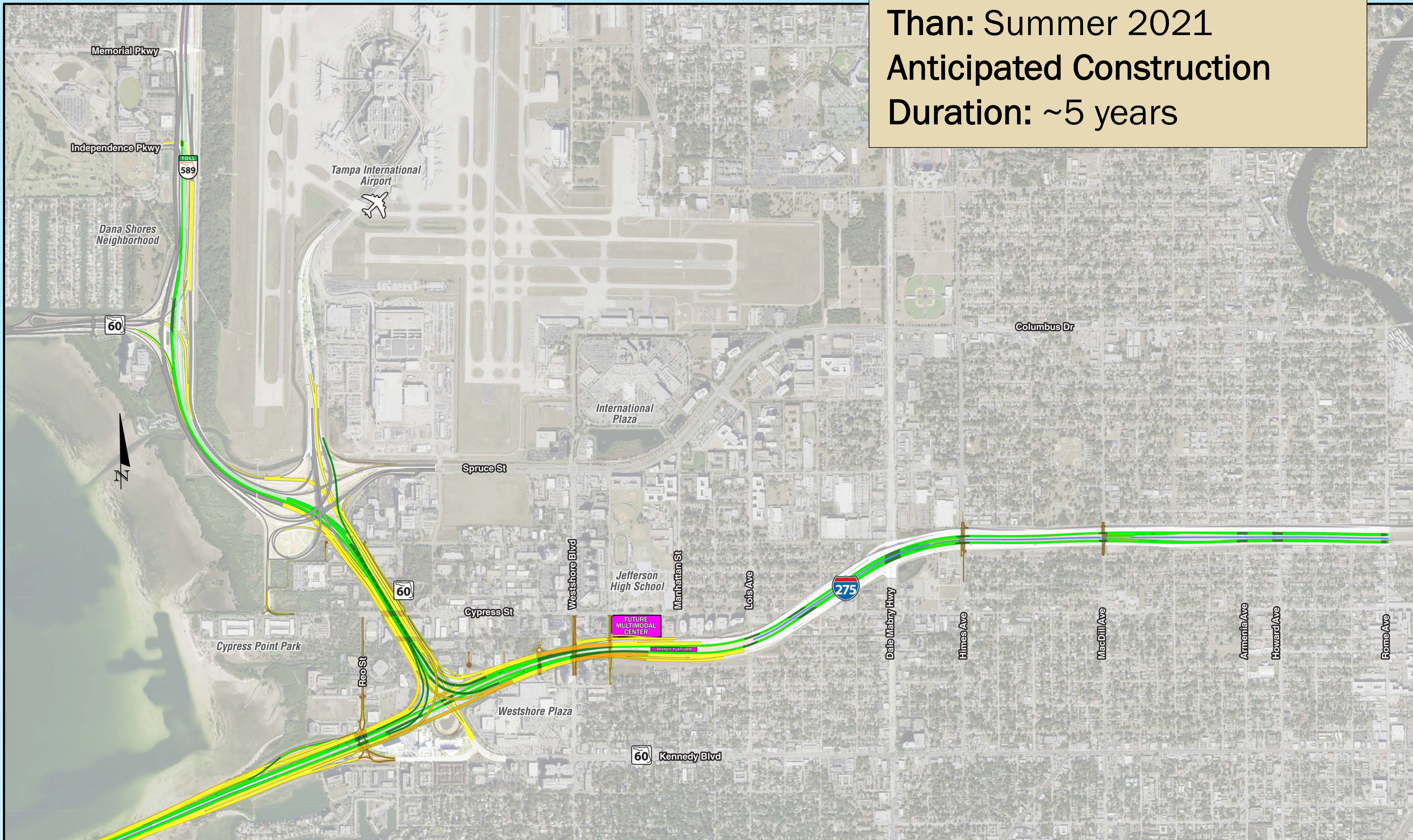
- ✓ Improves SR 60 southbound capacity through the Westshore interchange
- ✓ Minimally widens shoulder in key areas
- ✓ Improves transition from Veterans Expressway to SR 60 and Tampa Airport Interchange

What the improvement doesn't do:

- ✗ Reconstruct the roadway
- ✗ Require right of way

Westshore Area Interchange Concept

Cost Estimate: \$1.1 Billion
 Construction Start No Earlier Than: Summer 2021
 Anticipated Construction Duration: ~5 years



What you should know about this concept:

- Reconstructed interchange will alleviate existing bottlenecks
- Adds capacity on I-275 with 3 general purpose lanes and 2 express lanes in each direction
- Provides direct express lane connection to Tampa International Airport
- Dedicated ramp from Kennedy Blvd to Tampa International Airport
- Connects Veterans Expressway to I-275 via SR 60 express lanes
- Provides for new connections under I-275 at Reo Street, Occident Street, & Trask Street
- Reo Street connects to southbound I-275
- Requires right of way

Westshore Express Lanes Access Option B (Himes Avenue)



What you should know about this option:

- Provides access to Himes Avenue from express lanes on I-275 in both directions
- Improvements at Himes intersection are being coordinated with the City of Tampa's improvements along the Himes Avenue corridor
- Restricts left turn movements from Himes Avenue to express lane on ramps

Westshore Express Lanes Access

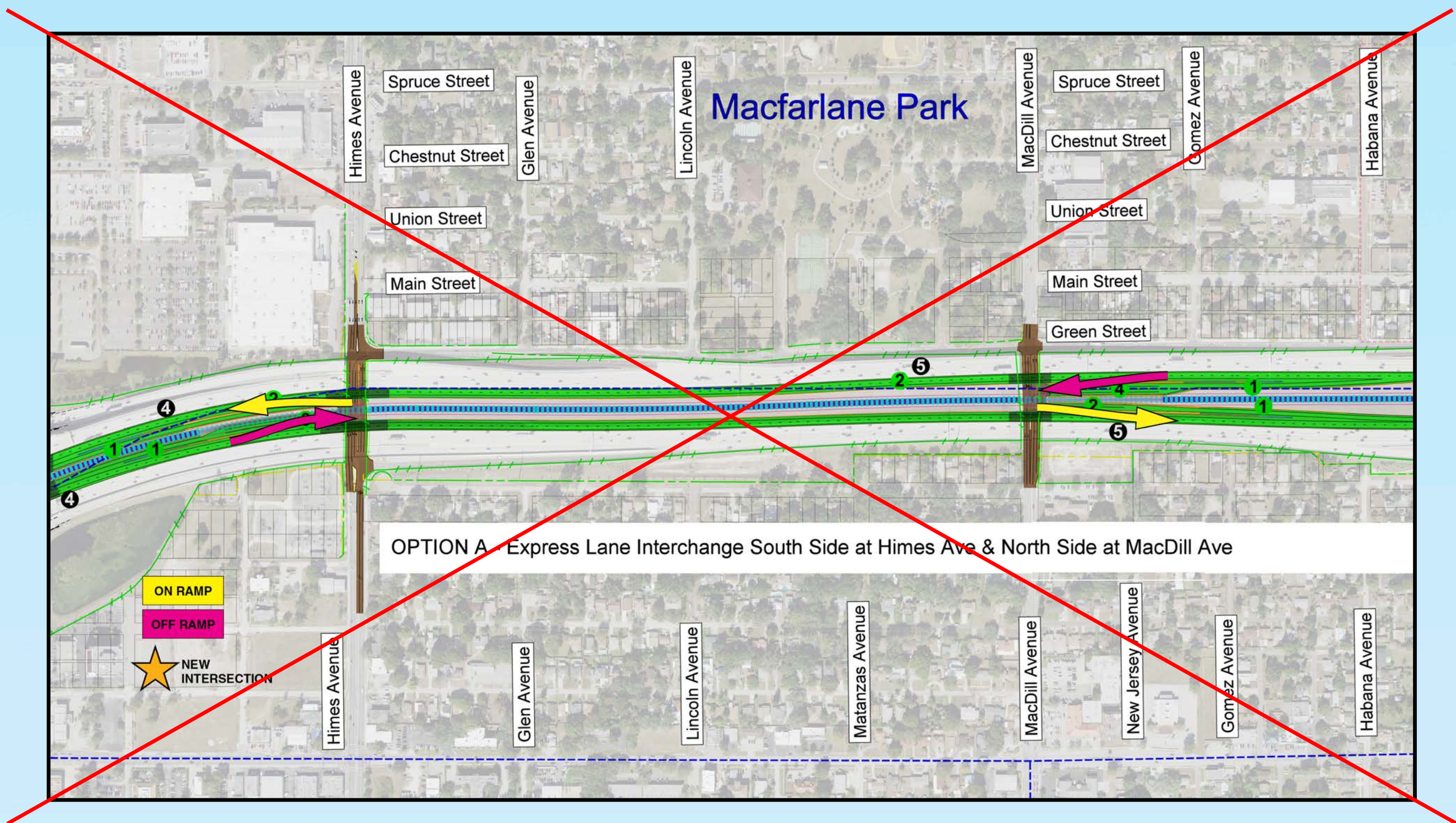
Options A & C

FDOT is recommending Options A and C be removed from further consideration for several reasons.

The local community and government voiced concerns about the access points being outside the Westshore Business District and potential secondary impacts to community resources.

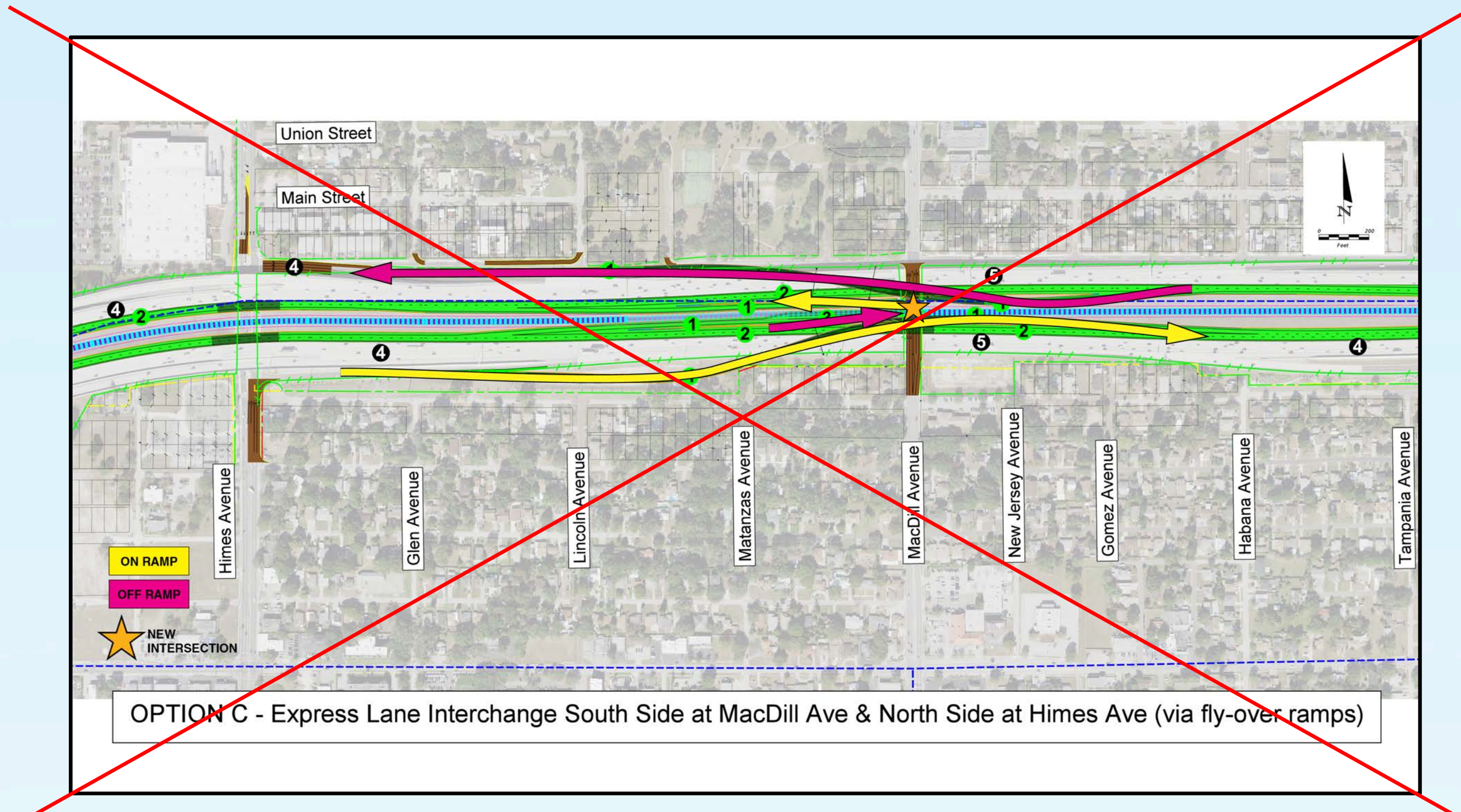
Option A

Express Lane Interchange South Side at Himes Avenue & North Side at MacDill Avenue



Option C

Express Lane Interchange South Side of MacDill Avenue & North Side at Himes Avenue (via fly-over ramps)



Improvements to Local Street Connectivity and Aesthetics

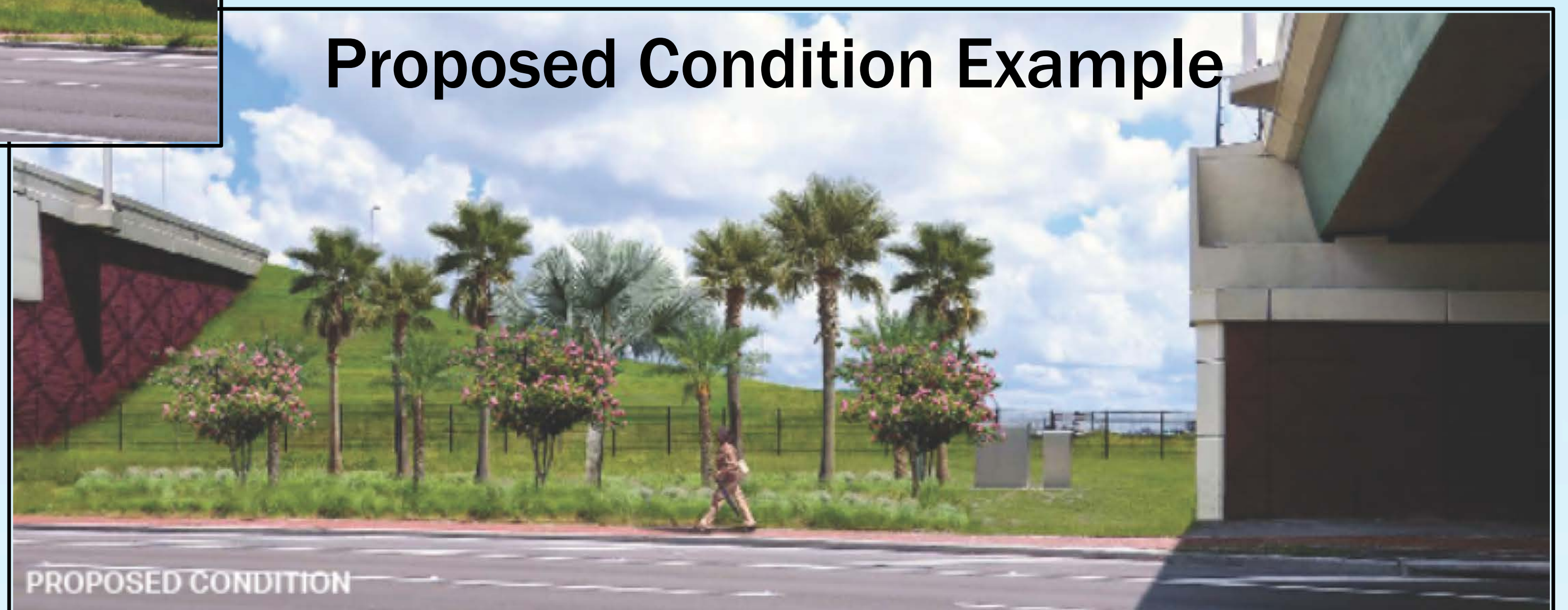
Street Connections



Existing Condition Example



Proposed Condition Example



What you should know:

- As part of the Westshore Area Interchange reconstruction, Occident Street, Reo Street and Trask Street will be connected under I-275.
- Connections will create additional north-south corridors to improve traffic circulation in the Westshore area.
- Improvements will include the highest level of aesthetic treatments to be determined with public input.

Tampa Interstate Study SEIS

National Environmental Policy Act (NEPA)/ Project Development & Environmental (PD&E) Documentation



Supplemental Environmental Impact Statement (SEIS), Westshore Area Interchange, and NW Expressway Evaluation

<div>Sociocultural Effects</div> <ul style="list-style-type: none"> SCE Tech Memo (includes Environmental Justice and Economic Considerations) Cultural Resources Conceptual Relocation Plan 	<div>Natural and Physical Effects</div> <ul style="list-style-type: none"> Air Quality Tech Memo Natural Resources Evaluation Noise Tech Memo Contamination Screening 	<div>Engineering Considerations</div> <ul style="list-style-type: none"> Preliminary Engineering Traffic Tech Memo Pond Siting 	<div>Public Outreach</div> <ul style="list-style-type: none"> Public and Agency Coordination Plan Comments and Coordination Tech Memo Small Group Meeting Public Workshop/Hearing
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A project’s environmental impacts, engineering considerations, and public comments feed FDOT’s decision-making process. This graphic lists the various documents that FDOT will prepare as a part of this process. Draft documents will be available at the December 2018 Public Workshop.

Howard Frankland Bridge

Current Bridge



Cost Estimate: \$813 Million
Anticipated Construction Start:
December 2019
Anticipated Construction
Complete: Late 2023

Future Design



Howard Frankland Bridge Project:

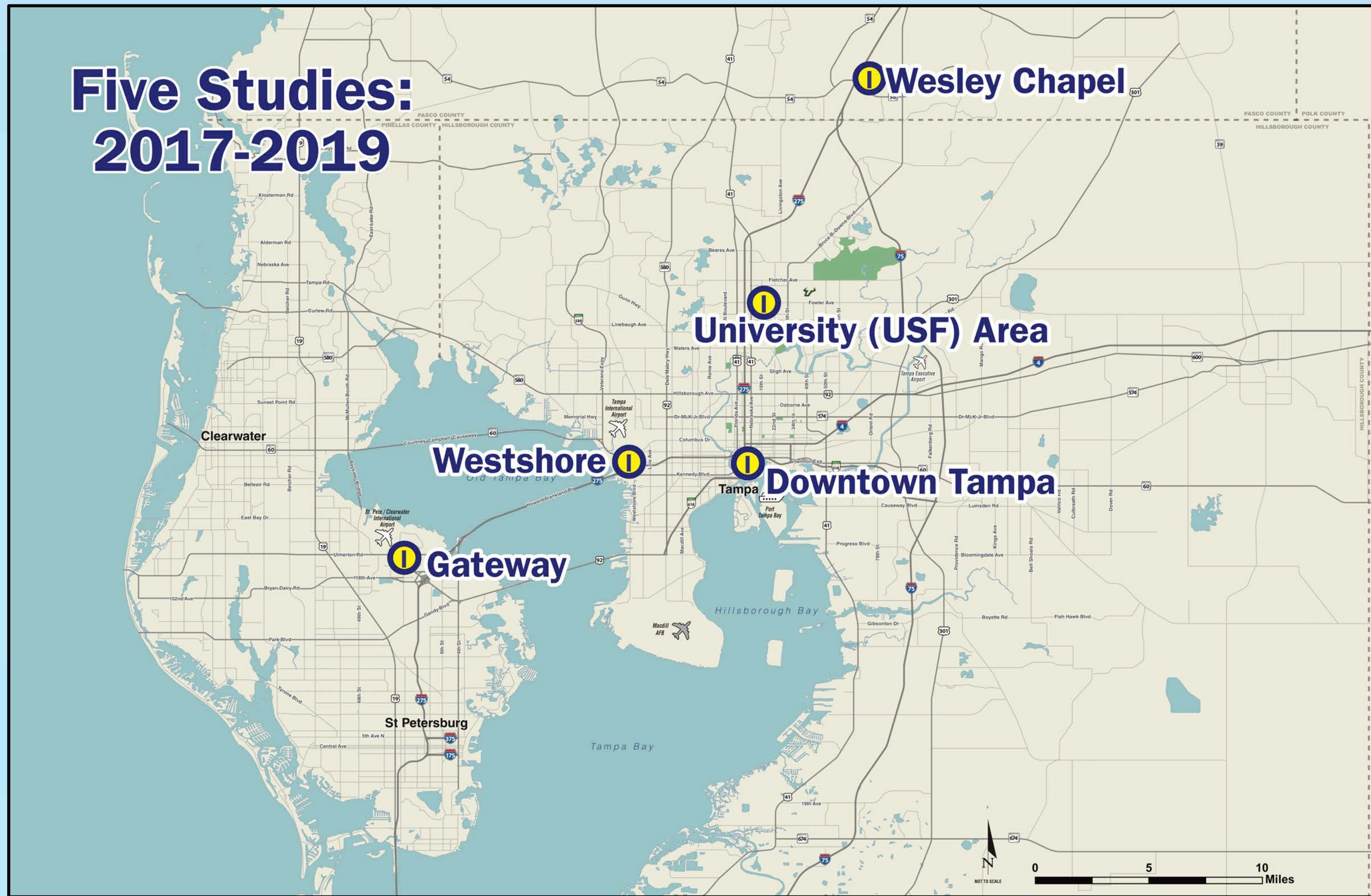
- Includes two express lanes in each direction
- Improves incident management and hurricane evacuation
- Design includes bike/ped trail that will connect Pinellas & Hillsborough Counties
- Does not require right of way
- Design can accommodate rail transit in the future

Studies and Initiatives

FDOT is working with agency partners and community members to identify opportunities for improving mobility in the Westshore and West Tampa area.



FDOT Intermodal Center Studies



**Five Studies:
2017-2019**

Collaboration

Intermodal Center Studies are being conducted in collaboration with agency partners, related studies, and stakeholder groups.

Intermodal Center Studies will examine sites that will benefit:

- Areas with Redevelopment Potential
- Residential Areas
- Employment Centers
- Entertainment Districts

Studies will consider all modes, including, but not limited to:

- Bus and Bus Rapid Transit
- Streetcar
- Light Rail
- Commuter Rail
- Automated People Movers
- Connected and Autonomous Vehicles
- Ride Share
- Pedestrians
- Bicycles



Anaheim Regional Transportation Intermodal Center



Miami Intermodal Center

Transit Decisions

Florida Statutes allow independent transit authorities as well as county governments to plan, finance, acquire, construct, operate and maintain mass transit facilities.

Who Makes Transit Decisions in Tampa Bay?

Three independent transit authorities currently exist in the Tampa Bay region. TBARTA is the regional transit authority for Tampa Bay, authorized and established by Florida Statutes. Hillsborough Area Regional Transit (HART) and Pinellas Suncoast Transit Authority (PSTA) are independently established by Charter and authorized by FS 163.567. Pasco County Public Transportation (PCPT) is authorized by Florida Statutes and operated by the Pasco County Board of County Commissioners.



TRANSIT AUTHORITY



TRANSIT AUTHORITY



TRANSIT AUTHORITY



Hillsborough
County Florida

Board of County
Commissioners



Board of County
Commissioners



Board of County
Commissioners



Hillsborough MPO
Metropolitan Planning
for Transportation



FORWARD
PINELLAS



Who Funds Transit?

Across the country, ongoing long-term funding for transit operations and maintenance is generally funded at the local level, with limited support from the federal government. Funding sources vary by agency but can include ad-valorem property tax, local sales tax, fare revenue, motor vehicle sales tax, gas tax, and local funding partners, among others. Some states, including Florida, set aside statewide funds to provide grants for urban areas to offset transit expenses and encourage system development.

Metropolitan Planning Organizations such as Forward Pinellas, Hillsborough MPO, and Pasco MPO participate in the transit decision-making process by prioritizing projects for state and federal funding. Transit authorities submit requests for projects to MPOs and to FDOT for consideration based on available funding and statutory requirements.

Florida Department of Transportation (FDOT) Invests in Transit in 3 Ways:

1. Funding for Studies & Research



2. Formula-based Grants (Ongoing)



3. Competitive Grants (Project-based)

