



Community Working Group Downtown and Urban Core Areas

June 25, 2018
Real Time Record





Community Working Group – Downtown and Urban Core Areas

June 25, 2018, 6:00 p.m. – 8:30 p.m.

Armature Works
1910 N. Ola Avenue
Tampa, Florida 33602

<p>Open House Area (6:00-ongoing) Information about related studies, projects, etc.</p>
<p>Welcome (6:30)</p>
<p>Presentation (6:30-7:00) SEIS Update Overview of Downtown Interchange Concept Options</p>
<p>Roundtable Discussions (7:00-8:00) Dive into details and provide input</p>
<p>Closing Comments/Announcements (8:00-8:30)</p>
<p>Comments and questions may be sent to TampaBayNext.com or call (813) 975-NEXT (6398)</p>



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Welcome



**Tina Fischer, Facilitator,
Collaborative Labs, St.
Petersburg College:** Good
evening. Welcome. It is so
nice to have you with us

tonight. Raise your hand if you have
ever been to one of these working
groups. (*Several raised their hands*)

My name is Tina Fischer and I am with
St. Petersburg College's Collaborative
Labs. We are proud to be a neutral
facilitator that will be assisting this evening.

Welcome

Downtown Tampa Urban Core Area
Community Working Group
June 25, 2018

Tina Fischer
Collaborative Labs, St. Petersburg College

Logos for TAMPA BAY NEXT and FDOT are visible at the bottom.

Tonight's Agenda

- Open House Area (6:00 - ongoing)
 - *Information about related studies, projects, etc.*
- Presentation (6:30 - 7:00)
 - *SEIS Update*
 - *Overview of Downtown Interchange Concept Options*
- Roundtable Discussions (7:00 - 8:00)
 - *Dive into details and provide input*
- Closing Comments/Announcements (8:00 - 8:30)

We began this evening with an open house in the room next door. That will continue through this evening's program. After I review the agenda, we will have a presentation. The presentation will share where we are in the process and highlight the 4 options under consideration for the Downtown Tampa Urban Core Area. Following the presentation, we will hold breakout sessions at your tables. We have a lot of information to share with you tonight. In order to get through the presentation and move forward with the agenda, we will address questions during those breakout sessions.

At the end of this evening's program, we will have a few closing comments and share next steps. FDOT leadership and staff will be available after if you have additional questions or would like further discussion.

Real Time Record

- Comprehensive meeting notes and graphics - available next week
- Presentation and Graphic Displays – available tomorrow
- Posted on TampaBayNext.com

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(813) 975-NEXT
TampaBayNext@dot.state.fl.us



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Tina: Everything discussed this evening is being captured in the Real-time record. This document is extensive and will include presentations, ideas shared during the breakout sessions and any submitted public comments. It will be available next week. In the meantime, the presentation and graphic displays will be available online tomorrow for your review. All documents will be posted on TampaBayNext.com.

**Your input matters. Your ideas help
shape the Tampa Bay Next program.**

Now on to our presentation



Tina: Thank you for being here this evening. Your input matters. Now I would like to introduce Secretary Gwynn.



Presentation

Overview
SEIS Update
Downtown Interchange Concept Options Overview

Overview: David Gwynn, FDOT District Seven Secretary**David Gwynn, FDOT District Seven Secretary:**

Good evening. First, thank you to everyone for being here this evening. It is great to have a big crowd.

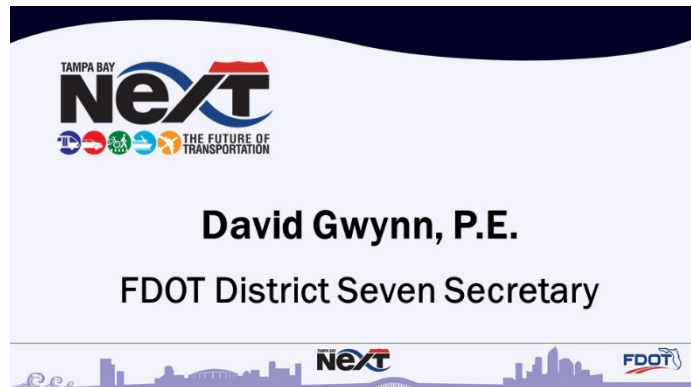
The last few meetings have been more of a workshop style. Participant had an opportunity to hear about ideas.

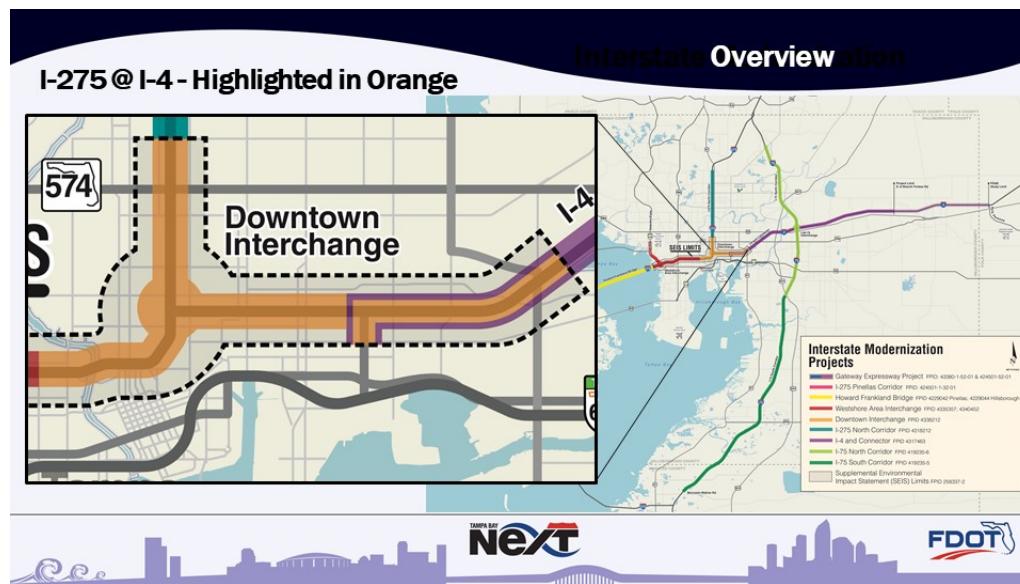
We heard from participants that they also would like to have an opportunity for more detailed discussion in small groups. So, we have set up this evening to have those discussions and collect your feedback.

A lot has happened in the last year – from when I came to now. We have had lots of great input from the community. A lot of the input has been taken and acted upon. Issues such as transit opportunities, safety, etc. have been incorporated. We have evolved from a single, giant interstate project to a more comprehensive set of smaller projects.

I want to share that there interesting things happening right now. About a month ago we received an unsolicited proposal for an inter-city passenger rail system from Orlando to Tampa. As with all unsolicited proposals, we reviewed it. The proposal was determined to have merit. So, we have issued a request for propoal. We expect at least one firm to respond. The details of this concept still need to be worked out such as where it will come into Tampa. We expect that some of those details will be in the proposals. Other firms have also expressed interest such as hyperloop.

There is discussion about having a local tax with half to go to transit and the half for other improvements. These fund would be able to be used for certain things such as widening roads. This is a local Hillsborough County issue. It is worth noting that if this happens there may be opportunities for federal matching funds.





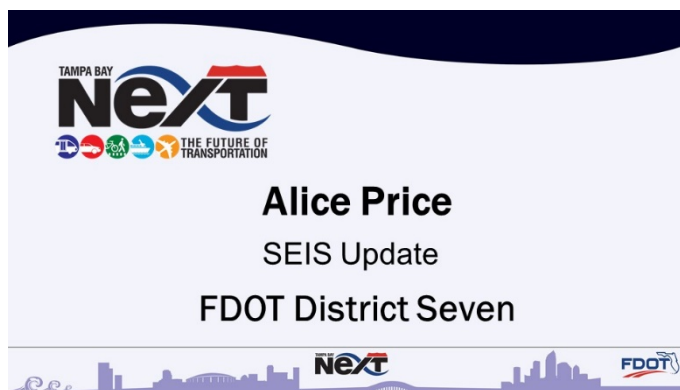
Tonight, we're going to focus on the Downtown Interchange. We are trying to do everything we can to improve the community. This is your chance tonight to provide your thoughts and feedback. Please let us know.



SEIS Update: Alice Price, FDOT District Seven



Alice Price, FDOT District Seven: Good evening everyone. My name is Alice Price. I am the FDOT project manager for TIS SEIS (Tampa Interstate Study Supplemental Environmental Impact Statement). Tonight, we are focused on the downtown interchange.



Alice: The SEIS process began in early 2017 with the last big workshop in October 2017. We are half way through the process and currently preparing documentation. Tonight, we will talk through where we are with a lot of the documentation. We will have a Public Workshop in December 2018. After we have that workshop, based on your input and other factors, we will select a preferred alternative. Then come back for a public hearing.

SEIS Update

Tampa Interstate Study (TIS)

Supplemental Environmental Impact Statement (SEIS)

Purpose & Need:

- Improve regional connectivity
- Provide multimodal corridor
- Meet future travel demand
- Relieve congestion
- Improve safety
- Improve accessibility

Alice: This slide summarizes just a few of highlights of the purpose and need. The full purpose and need concepts were presented at the October workshop and are available online.

SEIS Update

How will we ultimately make a decision?

Follow the Process

Balance the Issues

Alice: The preferred alternative is selected based on a lot of pieces that have to be balanced together. Broadly this includes environmental concerns, engineering and traffic, the constructability of the project and public comment. We follow the FDOT manual for our selection approach.

SEIS Update

What Are We Evaluating in the SEIS?

These are documents we are preparing to aid in decision making. Draft documents will be available at the December 10 & 13, 2018 Public Workshop.

Sociocultural Effects	Natural and Physical Effects	Engineering Considerations	Public Outreach
<p>SCE Tech Memo (includes Environmental Justice and Economic Considerations)</p> <p>Cultural Resources</p> <p>Conceptual Relocation Plan</p>	<p>Air Quality Tech Memo</p> <p>Natural Resources Evaluation</p> <p>Noise Tech Memo</p> <p>Contamination Screening</p>	<p>Preliminary Engineering</p> <p>Traffic Tech Memo</p> <p>Pond Siting</p>	<p>Public & Agency Coordination Plan</p> <p>Comments & Coordination Tech Memo</p> <p>Public Workshops & Hearing</p>

Alice: There are 15 documents that must be prepared. We are about halfway through the process. By the end of the year, most should be in draft form. There might be a few that need to be drafted after the December workshop.

SEIS Update

What is FDOT still considering for the Downtown Interchange?

No Further Action

Original TIS Preferred Alternative

Tolled Express Lanes or Non-Tolled Express Lanes

Four Design Options

Alice: We are no longer considering Express Lanes north of the interchange.

For the Downtown Interchange we continue to consider no further action. We have the original TIS Preferred Alternative as a baseline. We are also considering four design options, which include Express Lanes that could be tolled or not tolled.

Tonight, we will highlight the four design options. We'll walk through these four concepts and address the main points for each one. Then we break out into small groups, where we will

have a greater discussion on the concepts and hear from you about your thoughts about each and the associated impacts.



Alice: To organize our discussion this evening, we have identified four topics for you to consider. The first is Operations and Access, second is Sociocultural Effects, third is Natural and Physical Environment, and the fourth is Commitments and Opportunities.

There is a list of commitments from the 1996 study that we must follow. Each of the different design options can accommodate these commitments in different ways. We are also revisiting the some of the outputs from our previous design charrettes.

When we go to the breakouts everyone will have a person from FDOT at your table so that you can ask questions and share your feedback. Before we begin the discussions, Jeff Drapp is going to provide an overview of the four options and walk us through the access points.

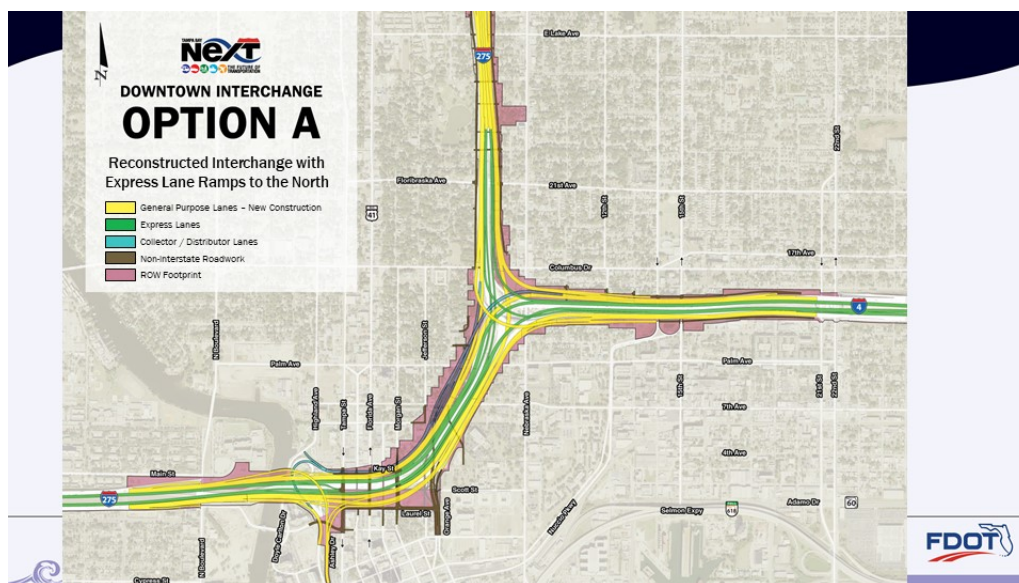
Downtown Interchange Concept Options Overview: Jeff Drapp, FDOT District Seven



Jeff Drapp, FDOT District Seven: Good evening. I am Jeff Drapp. I am going to walk you through the key differences of the four

options. Then I will walk through each option in detail to show you the access points.

One thing to mention, all options have Express Lanes from I-275 to/from I-4. The north leg of I-275 express lanes have been removed. They are being considered for I-75.



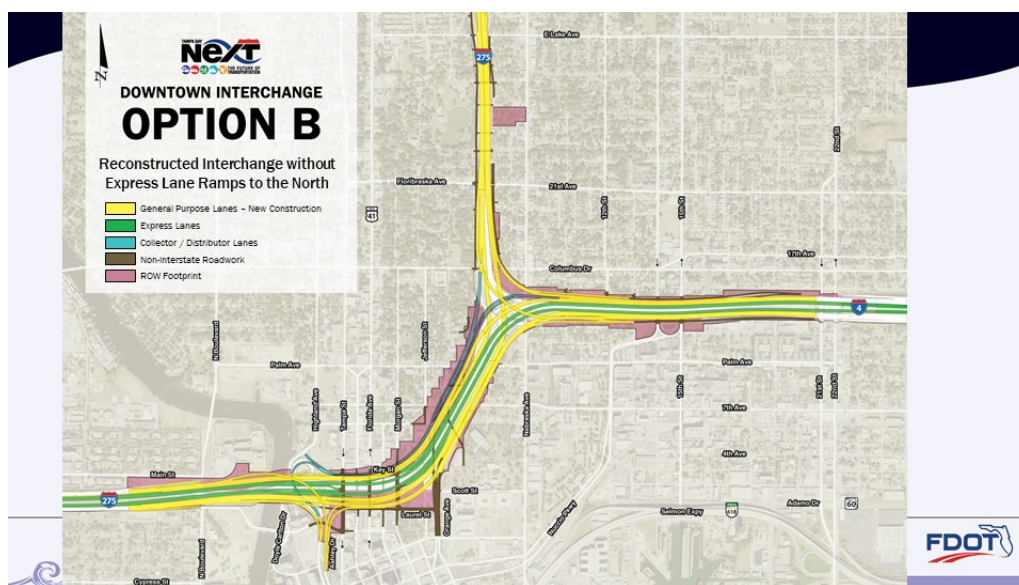
Jeff: The first option – Option A – total reconstruction with direct express lane ramp connections to the north leg of I-275 from both I-275 to the west and I-4 to the east. It eliminates some of the geometric deficiencies such as tight curves and the roller coaster effect. These limit the sight distance and causes accidents. This option would bring up the roadway to current design standards.

What you should know:

- Provides the most capacity for future growth
- Reconstructs the existing interchange with express lane ramp connectivity to the north
- Requires the most Right of Way (the same footprint as identified in original Tampa Interstate Study – approx. 170-190 parcels)

- Brings roadway design to modern standards, including full shoulder widths
- Eliminates “rollercoaster effect” on I-275 between I-4 and MLK Blvd and over the Hillsborough River
- Possibly eliminates merge/weave issues on westbound I-4 between I-275 and the Selmon Connector
- Requires closure of the Floribruska exit except for potential transit access (Floribruska Ave would remain open)

This option has the largest footprint. There are right of way takes throughout. After receiving comments from the community, we were asked to try and minimize the footprint. This led to Options B, C and D.



Jeff: Option B shrinks the footprint of option A mostly within the I-4/I-275 junction and along the east side of the north leg of I-275, by eliminating the express lane ramp connections to the north leg of I-275. If you are in the express lanes from Westshore headed to I-275 to the north of the downtown interchange, you would need to exit the express lanes near the Hillsborough River and navigate thru the downtown interchange utilizing the general-purpose lanes. Coming from I-275 from the north headed to Westshore, you would need to navigate thru the downtown interchange utilizing the general-purpose lanes before you could enter the express lanes near the Hillsborough River. You would still have to weave across the general-purpose lanes for the connection between the Selmon Connector and I-275 to the north.

What you should know:

- Reconstructs the existing interchange with no express lane ramp connectivity to the north
- Provides the most capacity for future growth, minus express lanes to the north
- Smaller footprint requires less ROW north of Columbus Drive (approx. 130-150 parcels)
- Brings roadway design to modern standards, including full shoulder widths

- Eliminates “rollercoaster effect” on I-275 between I-4 and MLK Blvd and over the Hillsborough River
- Does not eliminate merge/weave issues on westbound I-4 between I-275 and the Selmon Connector
- Requires closure of the Floribruska exit except for potential transit access (Floribruska Ave would remain open)

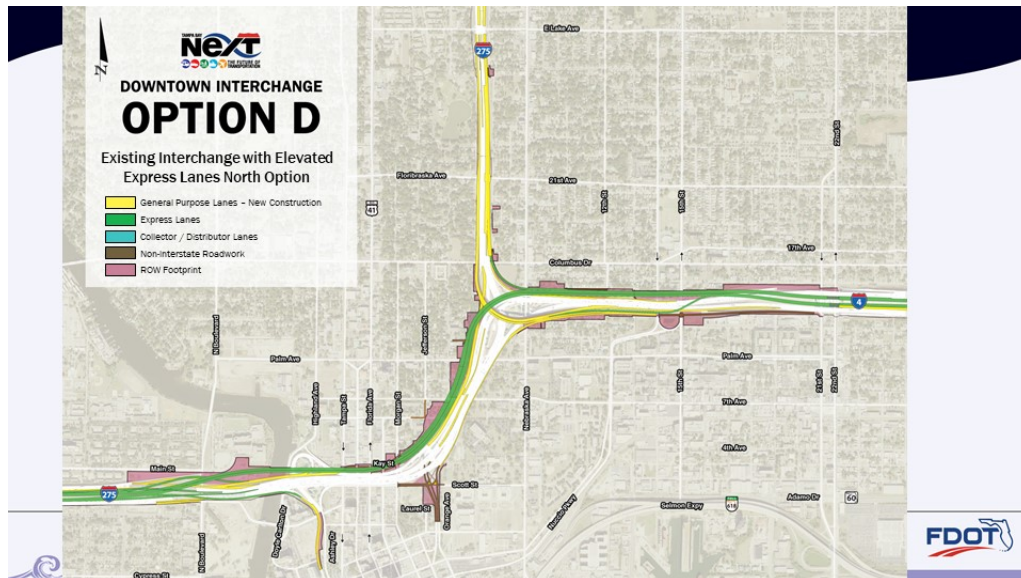


Jeff: This option – Option C - would reduce the footprint considerably more than Options A and B by maintaining a majority of the existing interchange. If you are in the express lanes from Westshore headed to I-275 to the north of the downtown interchange, you would need to exit the express lanes near the Hillsborough River and navigate thru the downtown interchange utilizing the general purpose lanes. Coming from I-275 from the north headed to Westshore, you would need to navigate thru the downtown interchange utilizing the general purpose lanes before you could enter the express lanes near the Hillsborough River. There would be less impact to the Downtown Interchange. There would be an elevated bridge structure over the skatepark and basketball courts at Perry Harvey Park.

What you should know:

- Mostly preserves the existing interchange and adds express lanes on the south side of the interstate
- Reconstructs the southbound I-275 to I-4 ramp as a two-lane ramp
- Reconstructs the southbound I-275 bridge over the Hillsborough River
- Smaller footprint minimizes Right of Way impacts (approximately 30-50 parcels)
- Widens portions of the existing interstate to add a general purpose lane (blue area)
- Maintains existing “rollercoaster effect” on I-275 between I-4 and MLK Blvd and over the Hillsborough River
- Improves operations on I-4 between I-275 and the Selmon Connector
- Requires bridge spanning over Perry Harvey Park skate bowl and basketball courts

- Requires closure of the Floribaska exit except for potential transit access (Floribaska Ave would remain open)



Jeff: The final option is D. Option D is similar to Option C except that the express lanes are to the north and west of I-275 thru downtown and impacts commercial and residential properties on the west side, including Mobley Park Apartments and the Community Center.

What you should know:

- Mostly preserves existing interchange and adds express lanes on the north side of the interstate
- Reconstructs the southbound I-275 to I-4 ramp as a two-lane ramp
- Smaller footprint minimizes Right of Way impacts (approx. 60-80 parcels)
- Widens portions of the existing interstate to add a general purpose lane
- "Rollercoaster effect" remains on I-275 between I-4 and MLK Blvd and over the Hillsborough River
- Improves operations on I-4 between I-275 and the Selmon Connector
- Requires closure of the Floribaska exit except for potential transit access (Floribaska Ave. would remain open)

ACCESS

Jeff: Now I am going to go through the options again in more detail to explain the access points. Options A and B have the same access. Options C and D have the same access.



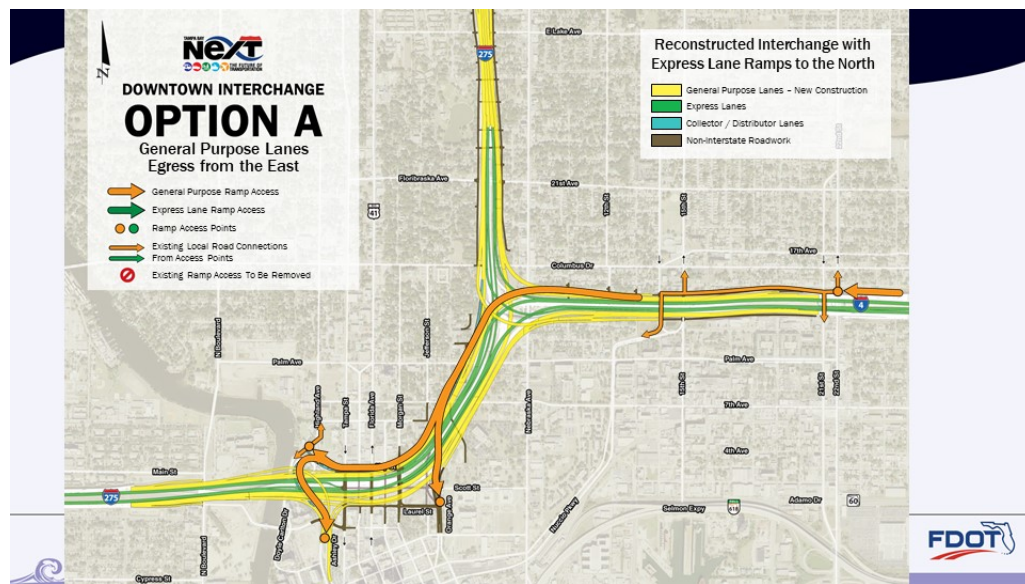
Access for Option A using the **General Purpose Lanes Egress from the West**:

- **N. Blvd. Access.** A new exit ramp to N. Blvd. has been added. Exiting traffic can head north or south on N. Blvd. or continue across N. Blvd. east on Laurel Street into downtown.
- **Downtown Access.** Access to downtown has been maintained in a similar manner. The exit ramp splits into separate ramp movements with the right fork to Ashley Dr. providing access to downtown west and the left fork heading into the one-way pair eastbound to Orange Avenue for access to downtown east.
- **Ybor City Access.** Access to Ybor City has been modified. The existing exit ramp to Ybor City from I-4 to 21st St./22nd St. has been replaced with a new exit ramp located off NB I-275 just south of I-4. The new ramp will exit to 14th St./15th St. Exiting traffic can access Ybor City via 14th St./15th St. or proceed east on the two-lane frontage road to 21st St./22nd St.



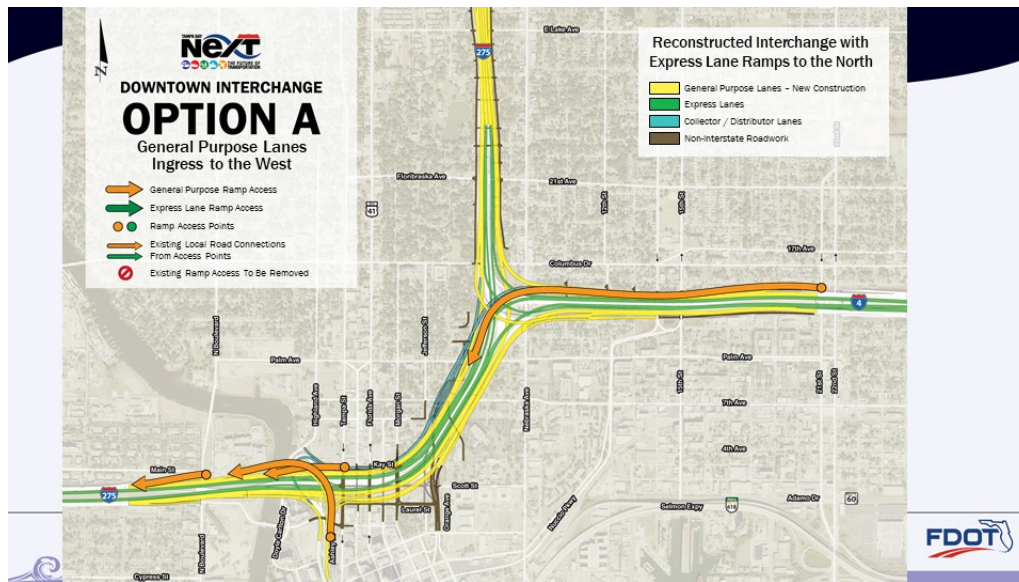
Access for Option A using the **General Purpose Lanes Egress from the North**:

- Floribraska Ave. Access. Access to Floribraska Ave. has been removed.
- Downtown Access. Access to downtown has been maintained in a similar manner. The ramp provides access to Orange Ave./Jefferson St., Doyle Carlton Dr. and Ashley Dr. similar to the existing condition.
- Ybor City Access. Access to Ybor City has been modified. The existing exit ramp to Ybor City from I-4 to 21st St./22nd St. has been replaced with a new exit ramp located off the new two-lane flyover ramp from SB I-275. The new ramp will exit to 14th St./15th St. Exiting traffic can access Ybor City via 14th St./15th St. or proceed east on the two-lane frontage road to 21st St./22nd St.



Access for Option A using the **General Purpose Lanes Egress from the East**:

- **Ybor City Access.** Access to Ybor City has been maintained in a similar manner. The existing exit ramp to Ybor City from I-4 at 21st St./22nd St. remains as-is. It provides access to 21st St./22nd St. and to 14th St./15th St. via the frontage road along the north side of I-275.
- **Downtown Access.** Access to downtown has been maintained in a similar manner. The ramp provides access to Orange Ave./Jefferson St., Doyle Carlton Dr. and Ashley Dr. similar to the existing condition.



Access for Option A using the **General Purpose Lanes Ingress to the West**:

- N. Blvd. Access. A new entrance ramp from N. Blvd. has been added.
- Downtown Access. Access from downtown has been maintained in a similar manner. Access has been maintained from Ashley Dr., however, the existing loop ramp from Ashley Dr. has been replaced with a direct flyover ramp. Access has been maintained from Tampa St. in a similar manner.
- Ybor City Access. Access from Ybor City has been maintained in a similar manner. Access has been maintained from 21st St./22nd St. with a similar entrance ramp that provides access to SB I-275 via WB I-4.



Access for Option A using the **General Purpose Lanes Ingress to the North**:

- **Downtown Access.** The access from downtown will be similar to the existing condition. A flyover ramp from Ashley Dr. has been provided for direct access to NB I-275. A ramp from Orange Ave. has been provided for direct access to NB I-275.
- **Ybor City Access.** Access from Ybor City will be maintained from 21st St./22nd St. with a similar entrance ramp that provides access to NB I-275 via WB I-4. Additionally, a new ramp from 14th St./15th St. with access to only NB I-275 has been added.
- **Floribruska Ave. Access.** Access from Floribruska Ave. has been removed.



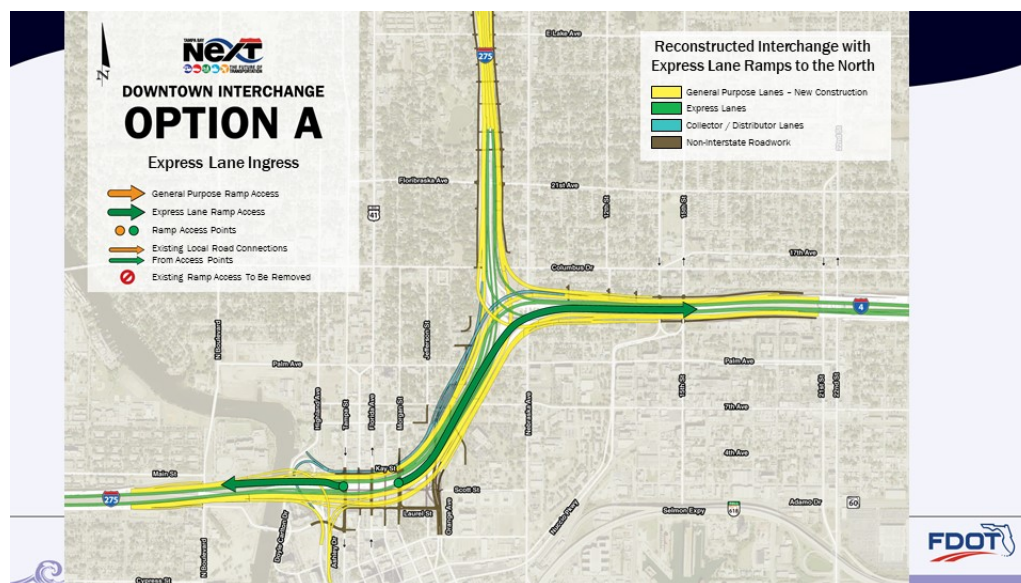
Access for Option A using the **General Purpose Lanes Ingress to the East**:

- **Downtown Access.** The access from downtown will be similar to the existing condition. A flyover ramp from Ashley Dr. has been provided for direct access to EB I-4. A ramp from Orange Ave. has been provided for direct access to EB I-4.
- **Ybor City Access.** Access from Ybor City has been maintained as-is with the existing entrance ramp from 21st St./22nd St. to EB I-4.



Access for Option A using the **Express Lanes Egress**:

- From the West (I-275 NB): An exit ramp has been added to Tampa St.
- From the East (I-4 WB): An exit ramp has been added to Morgan St. Exiting traffic will proceed west on the westbound one-way pair to Florida Ave. and Tampa St.



Access for Option A using the **Express Lanes Ingress**:

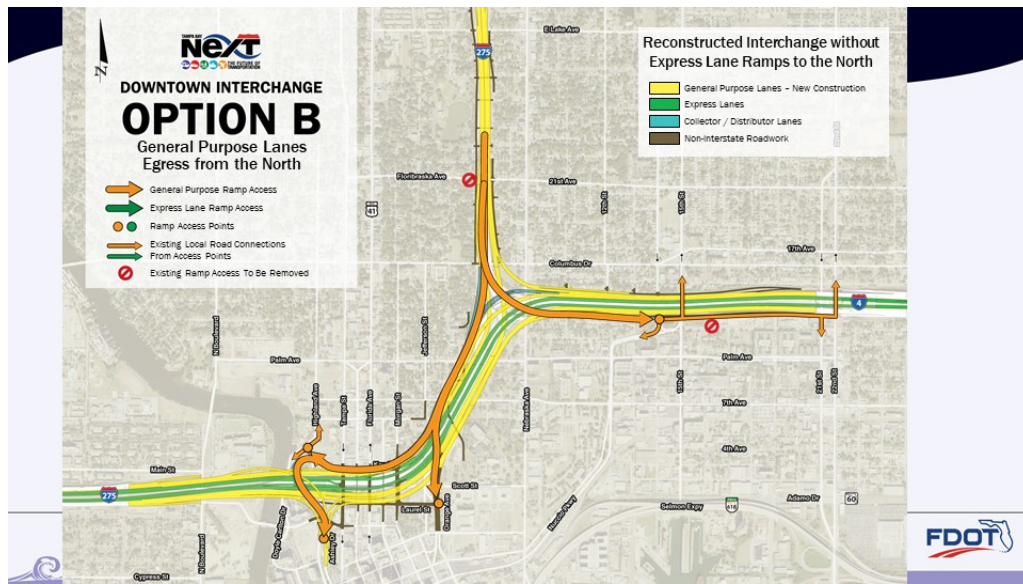
- To the West (I-275 SB): An entrance ramp has been added from Tampa St.
- To the East (I-4 EB): An entrance ramp has been added from Morgan St.



Jeff: I am going to flip through these slides quickly since Option B has the same access as Option A.

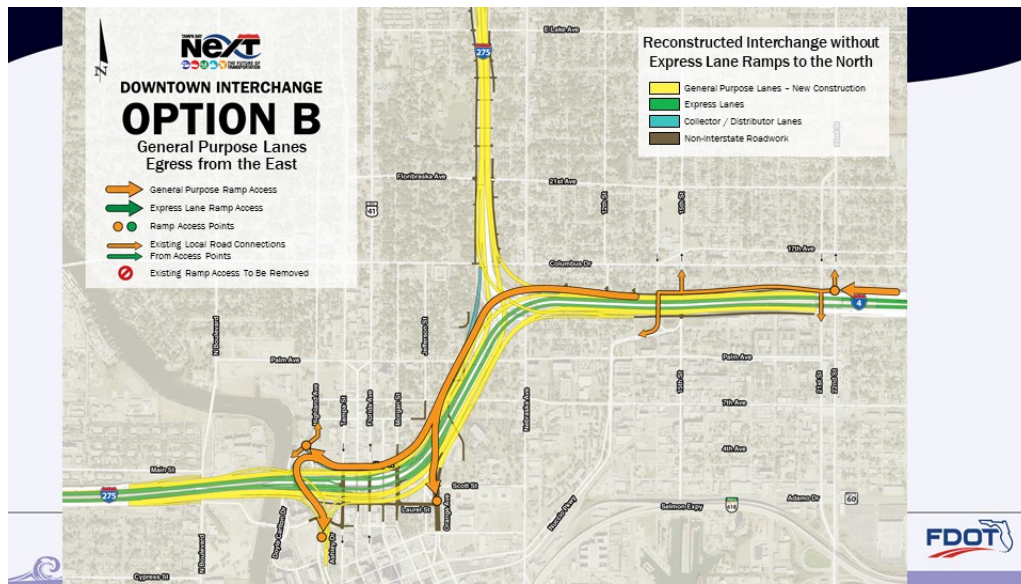
Access for Option B using the **General Purpose Lanes Egress from the West** is the same as Option A.

- N. Blvd. Access. A new exit ramp to N. Blvd. has been added. Exiting traffic can head north or south on N. Blvd. or continue across N. Blvd. east on Laurel Street into downtown.
- Downtown Access. Access to downtown has been maintained in a similar manner. The exit ramp splits into separate ramp movements with the right fork to Ashley Dr. providing access to downtown west and the left fork heading into the one-way pair eastbound to Orange Avenue for access to downtown east.
- Ybor City Access. Access to Ybor City has been modified. The existing exit ramp to Ybor City from I-4 to 21st St./22nd St. has been replaced with a new exit ramp located off NB I-275 just south of I-4. The new ramp will exit to 14th St./15th St. Exiting traffic can access Ybor City via 14th St./15th St. or proceed east on the two-lane frontage road to 21st St./22nd St.



Access for Option B using the **General Purpose Lanes Egress from the North** is the same as Option A.

- Floribanks Ave. Access. Access to Floribanks Ave. has been removed.
- Downtown Access. Access to downtown has been maintained in a similar manner. The ramp provides access to Orange Ave./Jefferson St., Doyle Carlton Dr. and Ashley Dr. similar to the existing condition.
- Ybor City Access. Access to Ybor City has been modified. The existing exit ramp to Ybor City from I-4 to 21st St./22nd St. has been replaced with a new exit ramp located off the new two-lane flyover ramp from SB I-275. The new ramp will exit to 14th St./15th St. Exiting traffic can access Ybor City via 14th St./15th St. or proceed east on the two-lane frontage road to 21st St./22nd St.



Access for Option B using the **General Purpose Lanes Egress from the East** is the same as Option A.

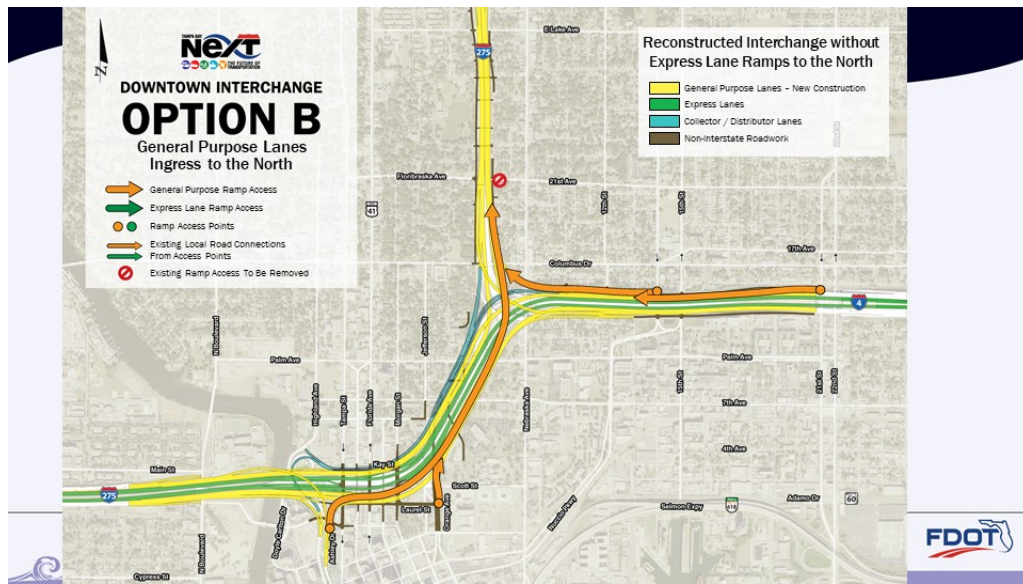
- **Ybor City Access.** Access to Ybor City has been maintained in a similar manner. The existing exit ramp to Ybor City from I-4 at 21st St./22nd St. remains as-is. It provides access to 21st St./22nd St. and to 14th St./15th St. via the frontage road along the north side of I-275.
- **Downtown Access.** Access to downtown has been maintained in a similar manner. The ramp provides access to Orange Ave./Jefferson St., Doyle Carlton Dr. and Ashley Dr. similar to the existing condition.

3



Access for Option B using the **General Purpose Lanes Ingress to the West** is the same as Option A.

- N. Blvd. Access. A new entrance ramp from N. Blvd. has been added.
- Downtown Access. Access from downtown has been maintained in a similar manner. Access has been maintained from Ashley Dr., however, the existing loop ramp from Ashley Dr. has been replaced with a direct flyover ramp. Access has been maintained from Tampa St. in a similar manner.
- Ybor City Access. Access from Ybor City has been maintained in a similar manner. Access has been maintained from 21st St./22nd St. with a similar entrance ramp that provides access to SB I-275 via WB I-4.



Access for Option B using the **General Purpose Lanes Ingress to the North** is the same as Option A.

- **Downtown Access.** The access from downtown will be similar to the existing condition. A flyover ramp from Ashley Dr. has been provided for direct access to NB I-275. A ramp from Orange Ave. has been provided for direct access to NB I-275.
- **Ybor City Access.** Access from Ybor City will be maintained from 21st St./22nd St. with a similar entrance ramp that provides access to NB I-275 via WB I-4. Additionally, a new ramp from 14th St./15th St. with access to only NB I-275 has been added.
- **Floribruska Ave. Access.** Access from Floribruska Ave. has been removed.



Access for Option B using the **General Purpose Lanes Ingress to the East** is the same as Option A.

- **Downtown Access.** The access from downtown will be similar to the existing condition. A flyover ramp from Ashley Dr. has been provided for direct access to EB I-4. A ramp from Orange Ave. has been provided for direct access to EB I-4.
- **Ybor City Access.** Access from Ybor City has been maintained as-is with the existing entrance ramp from 21st St./22nd St. to EB I-4.



Access for Option B using the **Express Lanes Egress** is the same as Option A.

- From the West (I-275 NB): An exit ramp has been added to Tampa St.
- From the East (I-4 WB): An exit ramp has been added to Morgan St. Exiting traffic will proceed west on the westbound one-way pair to Florida Ave. and Tampa St.



Access for Option B using the **Express Lanes Ingress** is the same as Option A.

- To the West (I-275 SB): An entrance ramp has been added from Tampa St.
- To the East (I-4 EB): An entrance ramp has been added from Morgan St.

Jeff: Now I am going to go through Option C in detail to explain the access points. Options C and D have the same access.



Access for Option C using the **General Purpose Lanes Egress from the West**:

- **N. Blvd. Access.** A new exit ramp to N. Blvd. has been added. Exiting traffic can head north or south on N. Blvd. or continue across N. Blvd. east on Laurel Street into downtown.
- **Downtown Access.** Access to downtown has been maintained as-is. The exit ramp splits into separate ramp movements with the right fork to Ashley Dr. providing access to downtown west and the left fork heading into Scott St. eastbound to Orange Avenue for access to downtown east.
- **Ybor City Access.** Access to Ybor City has been modified. The existing exit ramp to Ybor City from I-4 to 21st St./22nd St. has been replaced with a new exit ramp located off NB I-275 just south of I-4. The new ramp will exit to 14th St./15th St. Exiting traffic can access Ybor City via 14th St./15th St. or proceed east on the two-lane frontage road to 21st St./22nd St.



Access for Option C using the **General Purpose Lanes Egress from the North**:

- Floribraska Ave. Access. Access to Floribraska Ave. has been removed.
- Downtown Access. Access to downtown has been maintained as-is with the existing ramp access to Orange Ave./Jefferson St., Doyle Carlton Dr. and Ashley Dr.
- Ybor City Access. Access to Ybor City has been modified. The existing exit ramp to Ybor City from I-4 to 21st St./22nd St. has been replaced with a new exit ramp located off the new two-lane flyover ramp from SB I-275. The new ramp will exit to 14th St./15th St. Exiting traffic can access Ybor City via 14th St./15th St. or proceed east on the two-lane frontage road to 21st St./22nd St.



Access for Option C using the **General Purpose Lanes Egress from the East**:

- Ybor City Access. Access to Ybor City has been maintained as-is. The existing exit ramp to Ybor City from I-4 at 21st St./22nd St. provides access to 21st St./22nd St. and to 14th St./15th St. via the frontage road along the north side of I-275.
- Downtown Access. Access to downtown has been maintained as-is with the existing ramp access to Orange Ave./Jefferson St., Doyle Carlton Dr. and Ashley Dr.



Access for Option C using the **General Purpose Lanes Ingress to the West**:

- N. Blvd. Access. A new entrance ramp from N. Blvd. has been added.
- Downtown Access. Access from downtown has been maintained in a similar manner. Access has been maintained from Ashley Dr. via the existing loop ramp. Access has been maintained from Tampa St.
- Ybor City Access. Access from Ybor City has been maintained as-is. Access has been maintained from 21st St./22nd St. that provides access to SB I-275 via WB I-4.



Access for Option C using the **General Purpose Lanes Ingress to the North**:

- Downtown Access. The access from downtown will be maintained as-is. The existing ramp from Ashley Dr. to NB I-275 remains as-is. The existing ramp from Orange Ave. to NB I-275 remains as-is entering on the left side of NB I-275.
- Ybor City Access. Access from Ybor City has been maintained as-is. Access has been maintained from 21st St./22nd St. that provides access to SB I-275 via WB I-4.
- Floribruska Ave. Access. Access from Floribruska Ave. has been removed.



Access for Option C using the **General Purpose Lanes Ingress to the East**:

- **Downtown Access.** The access from downtown will be maintained as-is. The existing ramp from Ashley Dr. to NB I-275 remains as-is. The existing ramp from Orange Ave. to I-4 remains as-is entering on the right side of NB I-275.
- **Ybor City Access.** Access from Ybor City has been maintained as-is with the existing entrance ramp from 21st St./22nd St. to EB I-4.



Access for Option C using the **Express Lanes Egress**:

- From the West (I-275 NB): An exit ramp from the express lanes has been provided to Ashley Dr. The exit ramp flies over NB I-275 and joins the outside of the General Purpose exit ramp to Ashley Dr.
- From the East (I-4 WB): An exit ramp has been added to Morgan St. Exiting traffic will proceed west on the westbound one-way pair to Florida Ave. and then via Kay St. to Tampa St.



Access for Option C using the **Express Lanes Ingress**:

- To the West (I-275 SB): Access from downtown is provided in the same manner as the General Purpose entrances from Ashley Dr. via the existing loop ramp and from Tampa St. However, once those two movements combine on the ramp crossing the Hillsborough River, there is a secondary exit off the ramp that flies over SB I-275 into the express lanes.
- To the East (I-4 EB): An entrance ramp has been added from Morgan St.



Jeff: I am going to flip through these slides quickly since Option D has the same access as Option C.

Access for Option D using the **General Purpose Lanes Egress from the West** is the same as Option C.

- N. Blvd. Access. A new exit ramp to N. Blvd. has been added. Exiting traffic can head north or south on N. Blvd. or continue across N. Blvd. east on Laurel Street into downtown.
- Downtown Access. Access to downtown has been maintained as-is. The exit ramp splits into separate ramp movements with the right fork to Ashley Dr. providing access to downtown west and the left fork heading into Scott St. eastbound to Orange Avenue for access to downtown east.
- Ybor City Access. Access to Ybor City has been modified. The existing exit ramp to Ybor City from I-4 to 21st St./22nd St. has been replaced with a new exit ramp located off NB I-275 just south of I-4. The new ramp will exit to 14th St./15th St. Exiting traffic can access Ybor City via 14th St./15th St. or proceed east on the two-lane frontage road to 21st St./22nd St.



Access for Option D using the **General Purpose Lanes Egress from the North** is the same as Option C.

- Floribraska Ave. Access. Access to Floribraska Ave. has been removed.
- Downtown Access. Access to downtown has been maintained as-is with the existing ramp access to Orange Ave./Jefferson St., Doyle Carlton Dr. and Ashley Dr.
- Ybor City Access. Access to Ybor City has been modified. The existing exit ramp to Ybor City from I-4 to 21st St./22nd St. has been replaced with a new exit ramp located off the new two-lane flyover ramp from SB I-275. The new ramp will exit to 14th St./15th St. Exiting traffic can access Ybor City via 14th St./15th St. or proceed east on the two-lane frontage road to 21st St./22nd St.



Access for Option D using the **General Purpose Lanes Egress from the East** is the same as Option C.

- Ybor City Access. Access to Ybor City has been maintained as-is. The existing exit ramp to Ybor City from I-4 at 21st St./22nd St. provides access to 21st St./22nd St. and to 14th St./15th St. via the frontage road along the north side of I-275.
- Downtown Access. Access to downtown has been maintained as-is with the existing ramp access to Orange Ave./Jefferson St., Doyle Carlton Dr. and Ashley Dr.



Access for Option D using the **General Purpose Lanes Ingress to the West** is the same as Option C.

- N. Blvd. Access. A new entrance ramp from N. Blvd. has been added.
- Downtown Access. Access from downtown has been maintained in a similar manner. Access has been maintained from Ashley Dr. via the existing loop ramp. Access has been maintained from Tampa St.
- Ybor City Access. Access from Ybor City has been maintained as-is. Access has been maintained from 21st St./22nd St. that provides access to SB I-275 via WB I-4.



Access for Option D using the **General Purpose Lanes Ingress to the North** is the same as Option C.

- **Downtown Access.** The access from downtown will be maintained as-is. The existing ramp from Ashley Dr. to NB I-275 remains as-is. The existing ramp from Orange Ave. to NB I-275 remains as-is entering on the left side of NB I-275.
- **Ybor City Access.** Access from Ybor City has been maintained as-is. Access has been maintained from 21st St./22nd St. that provides access to SB I-275 via WB I-4.
- **Floribruska Ave. Access.** Access from Floribruska Ave. has been removed.



Access for Option D using the **General Purpose Lanes Ingress to the East** is the same as Option C.

- **Downtown Access.** The access from downtown will be maintained as-is. The existing ramp from Ashley Dr. to NB I-275 remains as-is. The existing ramp from Orange Ave. to I-4 remains as-is entering on the right side of NB I-275.
- **Ybor City Access.** Access from Ybor City has been maintained as-is with the existing entrance ramp from 21st St./22nd St. to EB I-4.



Access for Option D using the **Express Lanes Egress** is the same as Option C.

- From the West (I-275 NB): An exit ramp from the express lanes has been provided to Ashley Dr. The exit ramp flies over NB I-275 and joins the outside of the General Purpose exit ramp to Ashley Dr.
- From the East (I-4 WB): An exit ramp has been added to Morgan St. Exiting traffic will proceed west on the westbound one-way pair to Florida Ave. and then via Kay St. to Tampa St.



Access for Option D using the **Express Lanes Ingress** is the same as Option C.

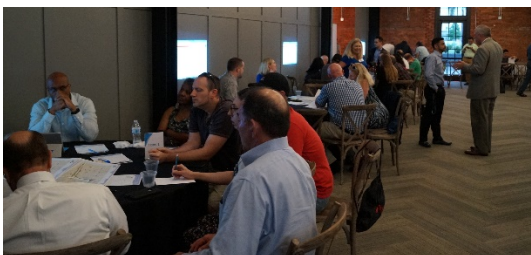
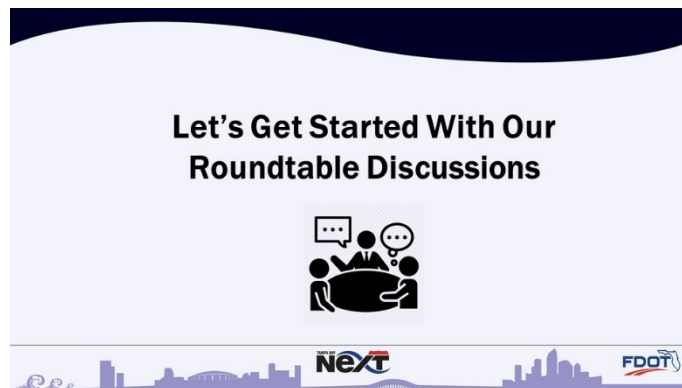
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- To the East (I-4 EB): An entrance ramp has been added from Morgan St.

Roundtable Discussions

Tina: Now we are going to move into breakout discussions. At your table you will have a chance to talk in more detail about each option, discuss the four different topics, and ask question. Please select someone at your table to be the keyboarder. He or she will capture what your table is discussing. We ask that you enter your ideas in our brainstorming software and we will include that information in our real time record.

Look at the screen at your team area to see our Think Tank software. On the left are the four topics. Where it says “click here” is where you will enter your comments.

You will have an hour in the breakout groups.



Note: The breakout groups used the four roundtable discussion topics (Operations and Access, Sociocultural Effects, Natural and Physical Environment, and Commitments and Opportunities) to guide their conversation. The ideas and feedback generated in those breakout groups have been grouped into themes in the following sections.

Operations and Access

Floribraska

- Is Floribraska eliminated regardless of option?
- Why is Floribraska closed in every option?
- What issue are we addressing with closing the Floribraska ramp?
- Floribraska access? Transit only?
- How does closing the Floribraska ramp prevent I-4 back up?
- Keep Floribraska open - options don't keep it open.
- If Floribraska is closing partially because it is too close to I-4, why is 15th even being considered?

Tampa Heights

- How would Tampa Heights resident near Floribraska get up to Hillsborough Ave?
- Concerned about the closure of the Floribraska exit and how it impacts the access to Tampa Heights and its growing businesses.
- What is the exit option for Tampa Heights area?
- Improve connection between Tampa Heights and encore by the bro bowl.

21st and 22nd

- Why are we closing the ramp to 22nd Street from I-4?
- What is happening with 21st and 22nd streets in Ybor in terms of access?
- 21st and 22nd streets are beautiful boulevards now that freight has moved, worried that these options will bring more freight back to these streets
- 21st and 22nd St will bring more freight and reverse changes we've seen in making a boulevard.

14th and 15th

- Do all options propose that 14th and 15th have new ramps?

North Blvd

- If North Blvd gets an access ramp, it will affect the community negatively.
- Access to North Blvd from 275?
- With the addition of North Blvd exits is North Blvd capacity going to be increased from current capacity.
- What's the intention of North Blvd, if we plan to dump traffic on it?

Ashley

- What is going to happen with Ashley access? What are the different impacts?
- Consideration of Ashley exit - use of Royal parking lot.



Lois

- Accessing SB 275 from Lois - will there be a better way to get to two left lanes heading to HF Bridge?

Franklin Street

- How will closing off Franklin Street impact the businesses north of the interstate?
- How will closing off Franklin Street impact future streetcar extension?
- How does this affect access on Franklin Street, Tampa St, Florida Ave?

Other

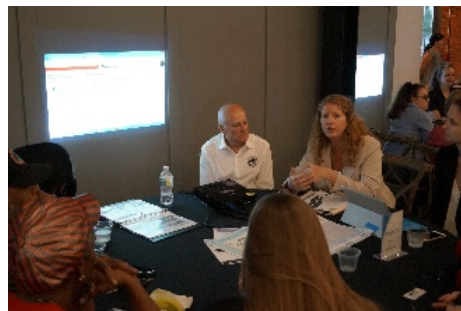
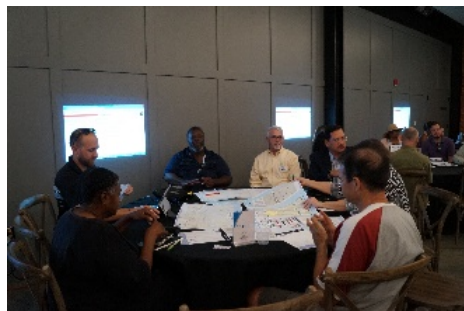
- What is the fate of North Marguerite Street?
- Impacts on N Florida has an impact on Laurel.
- Moving people through to the Veterans instead? and I-75?
- Are there opportunities to reconnect Central Avenue?
- Where will freight go if you reroute away from downtown?

Boulevard

- How can we get FDOT to do a study for the removal of the DTI and connection to the Blvd., reconnect the neighborhoods, and have transit?
- Concern with N Boulevard sidewalk - did studies take in consideration of pedestrian.
- We need to go from interstate to boulevard and considering those options.
- Why not boulevard the whole malfunction junction and reroute people away from moving through downtown.
- Why isn't the boulevard included as a discussion? multimodal? beltway?
- If there's 60% of trips are local, why not go with a boulevard option?

Costs

- What are the budgetary costs for each option
- Have these items been budgeted for yet?
- Is there a cost per option estimate available?
- Matrix of the cost of different options?



Elevations

- When are the elevation plans going to be available?
- What are the ramp elevations going to be?

Express Lanes

- Will there be toll express lanes?
- Is there anything in these options beyond express lanes to lesson demand the GP lanes?
- Entry and exit points into the express lanes are not clear.
- Are there any plans to do expand lanes on the I-4?

No Build

- How come no build option is not on the screen?
- Vote for the no build option and to work with the footprint we already have.

Transit / Rail

- How do the interchange concepts affect the transit envelope from I-4 through Downtown and beyond?
- Where will Brightline train go?
- Will there be rail options with road options? Don't just provide road options
- I find option A to be atrociously impactful and devastating how why the public needs to know it ends up with no added transit.
- Do any of these options preclude plans for rail along I-4?
- What is the train proposal and how does it fit in?
- What is median use going to do to any mass transit proposals
- What is rail connectivity with options C & D?
- Rail options usage disappears with express lanes.
- Info on the rail plan that was mentioned from Brightline? RFPs.
- Are any of the plans structured to hold any type of rail or mass transit?
- What are the transit options in this area; connecting neighborhoods in the region?
- What are the sections viable for light rail transit?
- Not showing BRT impact.



Options

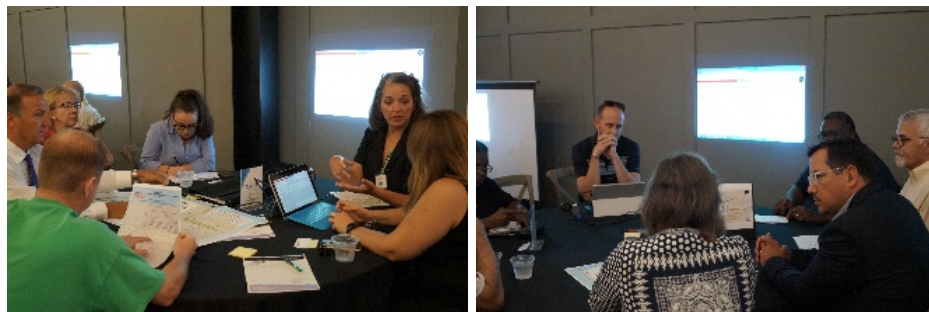
- The difference between option A & D, which is the least restrictive? The difference in options as far as width and number of lanes?
- C and D are a tradeoff between one neighborhood or another.
- Want none of these options.
- Option A - like the idea of avoiding threading of traffic from Selmon Connector to Northbound I-75.
- In option A, if I get on the express lane, where is the first place that I can exit?
- Totally opposed to option A.
- A& B seem to destroy more residential areas.
- Do options C and D address the bottleneck on southbound I-275 over to I-4?
- Do Options C and D have a transit corridor preserved?

Other Sections – Westshore, Howard Frankland Bridge

- Timing of Westshore redesign?
- Timing of Howard Frankland plan?
- Will Howard Frankland be tolled?

Right of Way (ROW)

- Need to show what has been acquired and what ROW is still needed to be purchased?
- Is it safe to say that all the properties on the right of way, are opposed to being purchased? Which properties have already been sold and which have not?
- It's scary to see my address in the area of impact.
- How many parcels are affected in each option?
- What are the types of parcels that will be affected? how many residential vs how many commercial?
- Lack of understanding of ROW utilization.



Other – Operations and Access

- Not clear on the general access points.
- How wide is I-275 south of interchange?
- What are the projected % of commuters who will exit downtown and how many will; just "DRIVE THROUGH".
- Concerned with UT and Blake High & JBL Park pedestrian and bicycles - better accommodate walking & bicycle access.
- When were the last major reconstruction in this area and where was the future thinking then?
- If somebody on the MPO CAC had been involved in this from the start would not understand this. It is misleading and clearly not understandable.
- Downtown is economic engine for region and interstate inhibits taking full advantage of that, it divides our community.
- People don't want to drive as much anymore, we need a plan for the next 30 years, not from a previous generation.
- Why not flyover and elevated through interchange without downtown express exits



Aesthetics

- I live in Ybor and I'm wondering what happens underneath the structures.
- Lighting - better lighting under Hillsborough and MLK. I want a commitment to funding for better lighting. Anywhere that impacts the community needs better lighting.
- Need more shade trees.
- Solar powered and coated lighting.

Bike / Pedestrian

- Importance to maintain pedestrian /walkable and bicycles use during construction.
- Need to be clear on what types of structures/services will be impacted. How will the right of way footprint affect the walkability of the affected communities? School routes? Access to grocery stores?
- Will there be any burden on adjacent streets? affecting the safety of pedestrians, cyclists?
- Improvements (pedestrian and bicycle focused) to Franklin Street and the Greenway are ideal. Franklin St could be a perfect bike boulevard.
- Greenway trail - can we see what we will get? These forums with plans does not sell us on what is proposed, and we don't understand the plans.
- East Riverwalk trail is missing North of Laurel Street; west Riverwalk is showing existing trail through. Also trail on Green Street does not yet exist. Tampa Prep, which does not yet exist.
- Robles Park area many people are biking and walking from MLK to downtown.
- We should be a more bike-able city.



Community Resources

- We need to maintain trails and minimize the impact for Perry Harvey Park.
- Right on top of HCC running through Ybor and other community services. The Tampa Heights Civic Center will be affected.
- Particular regard as historical landmarks "Tampa Heights Community Center" and any other historic homes/buildings.
- Which options affect #15 (Community Center)?
- If we are removing something from the community that is a piece of the social fabric, we need to put something back.
- Which options take the German Club?
- We must protect Tampa Heights, especially our Community Center.
- Concern of getting rid of the only grocery store the Oriental Market (Oceanic Supermarket) located on Tampa Street across from Stetson.
- Why was community center built filled and now being taken away.
- Effect on housing and community facilities.
- Care about libraries and parks, churches.
- If we give up what do we get - like new entry to Ybor City.
- The community garden is a resource and a Unique community feature that is in jeopardy.
- We need to see all tradeoffs regarding amenities.
- Dog park under interstate.
- Interstate travel on Ashley Blvd, separates our community areas (Waterfront, museums, etc.) from our Urban Core.
- Greenway connection along western side from robes through to downtown connecting to bro bowl

Graphic Displays

- Concerned about the numbering system on the map. We were not able to locate the Tampa Heights Civic Center. Same number.
- Visual aids need to be available on-liners in multiple categories, what does that mean?
- Community features map needs to reflect the future needed purchases of ROW.
- Need a better illustration and identification of all building impacted.
- Website is not clear of what is actually proposed.
- Show 3d visual where you can look around and see different options etc.
- Need more 3d visuals to better explain what these options are and what they mean to me.
- Create a graphic showing the pedestrian and bicycle facilities under the interstate and how it connects to existing/future systems (show difference to existing and what will be completed in the future)?

Historic

- Historic fabric is being affected.
- History and attention to history is important.
- All historical districts are impacted.
- The really historic part of Tampa is the part that will be most affected by all options.
- We are just now recovering from the impact of 1950, it took us over 70 years to recover, and we still have not fully recovered. We cannot recover from any more of our foot print.
- Which options don't tear down the Tampa Heights junior civic association?
- Mobley Park brings diversity to neighborhood.

Impacts

- No additional impacts wanted - revitalization is occurring and don't want that interrupted.
- Right of way impacts?
- What does overhead structures look like and what is the impact
- What are the impacts to the local streets near/under the downtown interchange? Are there opportunities to reconnect the grid? Are there any streets that may be closed in any of these concepts?
- Talk as a community as to how to fix these problems.
- What is the least impact and what solution is it offering?



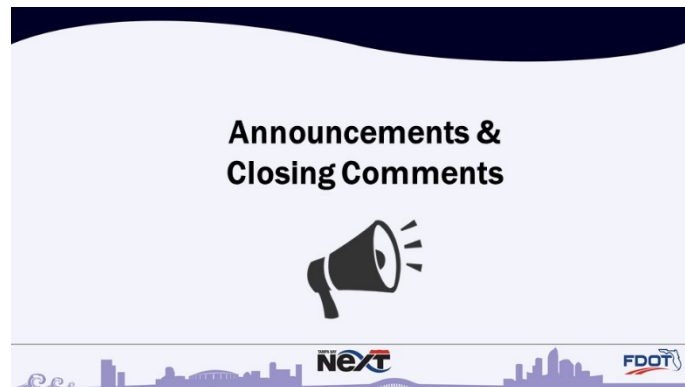
Other – Sociocultural Effects (Community Impact Assessment)

- These are designed by engineers to be understood by engineers and not the public.
- The perspective presented does not explain what is being built in reality.
- People want to know what it looks like in a clear understandable manner.
- Overall safety for all residents impacted during construction, especially children.
- Bob seconds what Michelle says.
- How is the Tampa Heights registered protest going to affect any of these?
- Are schools being protected from excess traffic?
- In residential neighborhoods, what is more important green ways or integrity of housing stock?
- What is the financial impact of ROW properties' loss to tax base of city?
- Worried about impact.
- Need to open overpasses to create more feeling of safety and open area to be well let.
- Address transit first prior to addressing interstate expansion
- Informational retail in lieu of market/directing people by having signs.
- Houses are having to be painted every 5 - 10 years instead of every 10 -20 years.
- Want to see a draft option of Blvd.
- Need to make certain we have adequate light under overpasses.
- Tampa Heights wants to maintain our diversity; certain options will change the face of the community.
- Will Blake HS become an island, be separated from community?
- Mobley Park is in jeopardy with these options as well?
- Will Academy Prep on Columbus be affected?
- How does this affect communities of color?
- We are only focusing on the interstate effects of the project. How much have we really considered the effects on other commuter options?
- What safety features are being incorporated? People do not understand throughput. Explain the reason for design decisions.
- Less impact is preferred, because what is taken away is never given back.
- Start with smaller impact and perhaps revisit additional designs later.



Closing

Tina: Thank you for being here and being a part of this conversation. We have captured your information in our real time record and that will be available next week.

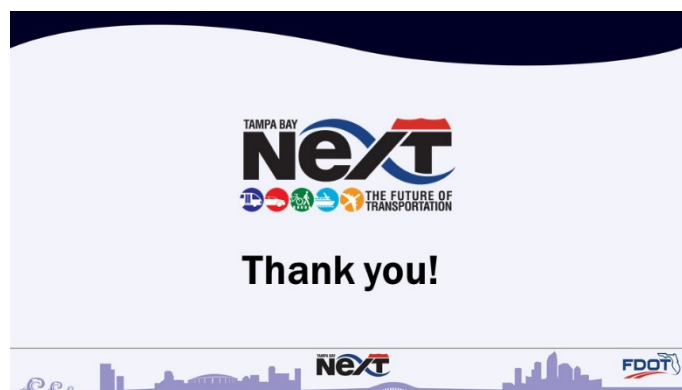


I have a few announcements before we finish:

- On-going SEIS Small Group Meetings – call/email the FDOT team to schedule a meeting
- Tampa Bay Transit Forum – July 20th
- MPOs kicking off survey for long range transportation plan - July
- Upcoming Heights Mobility Plan meeting – late summer (after Labor Day)
- Save the date for our December public workshop – Dec. 10th and 13th
- Free fare and expanded service on TECO Streetcar – starting the fall for 3 years
- Other announcements:
 - There is a transit initiative getting signatures. If you want to get some of these things done, please sign it. It would be an amendment to expand public transition, address bottlenecks, biking options. Can't be used for expansion for highway. Collecting signatures to get that on the ballot.



Thank you for coming out this evening. Have a great night and drive safe.



Comment Cards

Tampa Bay Next

Next THE FUTURE OF TRANSPORTATION

Event Date

COMMENT FORM

I'm still displeased with all of the options shown. Where are the options without express lanes. We need to see the elevations of all options before decisions are made. I think we can do much better on some of these options to avoid impacts.

Comment Sheet #1

I'm still displeased with all of the options shown. Where are the options without express lanes. We need to see the elevations of all options before decisions are made. I think we can do much better on some of these options to avoid impacts.

Tampa Bay Next

Next THE FUTURE OF TRANSPORTATION

Event Date *10/25/18*

COMMENT FORM

Would like to know once again if my home is on the chopping block.

(If you have a website, please include it here)

Name *Sharmin Kurek*

Organization (if applicable) *sharmk@msn.com*

Address *4114 N. Meigs St.*

City *Tampa* State *FL* Zip *33603*

City *Hillsborough*

County *7813* Phone *727-6310*

Phone

☐ Please add me to the project notification list.

PLEASE RETURN COMMENTS TO:

Florida Department of Transportation
1300 N. Holladay Drive, Apt. 1100
Tampa, Florida 33613
Tampa@fdot.state.fl.us

FDOT

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Comment Sheet #2 – Sharmin Kurek

Would like to know once again if my home is on the chopping block.

Comment Sheet #3

I- 275 S into Tampa Heights – if eliminate Floribraska exit – how will Tampa Heights residents get home?

Comment Sheet #4 – Chris Vela

I reject all Downtown Interchange schemes A-D. No build was never offered as an option during the round table. I cannot vote on this project.

DTI must be removed. FDOT must work on removal the Downtown Interchange, reconnecting the neighborhoods, applying fixed guideway transit on local street service, the __DTI footprint. The DTI is a planning device of de jure segregation from the 1960s, it must be removed because of its ties to destroy and divide black and brown communities – it's a symbol of class and race segregation. The DTI also impacts my neighborhood with blight and has cut off my _____by removing 8 street access points.

Tampa Bay Next

Next EVENT

COMMENT FORM

Concerned about continued talk of a conversion of I-275 north of downtown Tampa into a ground-level boulevard. Beyond the pass-through traffic already connecting parts north with Westshore and Pinellas County; look at your own 2040 Traffic Projections map to see the volumes to be served on this section! A boulevard may seem quaint for local harmony, but it doesn't offer the "flow" for future demands. It also seems to conflict with concurrent proposal for regional express along full length of I-275. If this conversion truly not functional option, it is time to break the news and cease the confusion it fosters.

(Please print or type in print letters on lines.)

Name: _____ Organization (if applicable): _____

Email: _____

Address: _____

City: _____ State: _____ Zip: _____

County: _____

Phone: _____

☐ Please add me to the project notification list.

PLEASE RETURN COMMENTS TO:
Florida Department of Transportation
11201 N. McKinley Drive, MS 7-500
Tampa, Florida 33613
tampabay@fdot.state.fl.us

FDOT

Comment Sheet #5

Concerned about continued talk of a conversion of I-275 north of Downtown Tampa into a ground-level Boulevard. Beyond the pass-through traffic already connecting parts north with Westshore and Pinellas County; look at your own 2040 traffic projections map to see the volumes to be served on this section! A boulevard may seem quaint for local harmony, but it doesn't offer the "flow" for future demands. It also seems to conflict with current proposal for regional express along full length of I-275. If this conversion truly not functional option, it is time to break the news and cease the confusion it fosters.

Tampa Bay Next

Next Event Date

COMMENT FORM

TBNxt - Just stop it.
Let's get some real multimodal transit options.
The best way to reduce automobile traffic is to reduce the number of vehicles on the road.
Best option is to reduce the need to drive a car - especially in the urban area - thereby freeing up roadways for the pass thru traffic.
No Tolls on our interstate that our taxes have already paid for.
No more lanes - it does not reduce traffic.

(Please print or type in print letters on lines.)

Name: _____ Organization (if applicable): _____

Email: Smith, Ingrid

Address: Ingrid.J.Smith@gmail.com

City: Tampa State: FL Zip: 33604

County: _____

Phone: _____

☐ Please add me to the project notification list.

PLEASE RETURN COMMENTS TO:
Florida Department of Transportation
11201 N. McKinley Drive, MS 7-500
Tampa, Florida 33613
tampabay@fdot.state.fl.us

FDOT

Comment Sheet #6 – Ingrid Smith

TBNxt – Just stop it.
Let's get some real multimodal transit options.
The best way to reduce automobile traffic is to reduce the number of vehicles on the road. Best option is to reduce the need to drive a car especially in the urban area thereby freeing up roadways for the pass thru traffic.
No Tolls on our interstate that our taxes have already paid for. No more lanes – it does not reduce traffic.

Comment Sheet #7
Light rail options should be prioritized.

Comment Sheet #8 – C. Narture
<p>The mantra should be “fewer cars.” Not more highways, not express lanes.</p> <ol style="list-style-type: none">1. What can we do to get folks out of these cars.2. Making 275 to Blvd in the Heights area is a great idea – if you can do that but not push cars to the outer areas, you have a win-win.

Comment Sheet #9 – David Bryant

Also, we need more cross bay express buses – now! Frequently, throughout the bay.

Comment Sheet #10

How will city recoup the value/tax revenue of the real estate that is being removed from tax roads?

Tampa Bay Next

Next FLORIDA DEPARTMENT OF TRANSPORTATION EVENT: 6-26 Community meeting

COMMENT FORM

Comments please print:

Our inner city has been decimated by the interstate. We are finally making progress after decades of neglect. Tampa Heights was one of Tampa's 1st neighborhoods - deserving to be preserved & supported. BELTWAY - why route suburbanites thru our neighborhoods to get to Westshore or airport? Tampa needs a BELTWAY. I was also very impressed with the presentation of changing the highway to a boulevard thru this area. Let's be progressive - creative! USF knows the young professionals (doctors) want walking environments & public transportation!

PLEASE RETURN COMMENTS TO:
Florida Department of Transportation
11201 N. McKinley Drive, MS 1-500
Tampa, Florida 33612
tampabaynext@dot.state.fl.us

FDOT

NAME: Rochelle Gross
ORGANIZATION: Tampa Bay Next
ADDRESS: 1602 E 3rd Ave
CITY: Tampa FL 33605
COUNTY: Hillsborough
PHONE: 813-241-7213

Comment Sheet #11 – Rochelle Gross

Our inner city has been decimated by the interstate. We are finally making progress after decades of neglect. Tampa Heights was one of Tampa's 1st neighborhoods, deserving to be preserved and supported. Beltway – why route suburbanites thru our neighborhoods to get to Westshore or airport? Tampa needs a BELTWAY. I was also very impressed with the presentation of changing highway to a Boulevard thru this area. Let's get progressive – creative! USF knows the young professionals (doctors) want walking environments and public transportation.

Tampa Bay Next

Next FLORIDA DEPARTMENT OF TRANSPORTATION EVENT: Andrew Wicks (6/25/18)

COMMENT FORM

Comments please print:

Tampa is the largest metro area without a completed loop. Significant growth is occurring in Pasco where State Road 54/56 must absorb traffic from Suncoast Expressway, I-75 & I-275. The traffic is bad. From I-4 to I-275 is also a nightmare heading east toward Polk or west toward Tampa. The roads cannot sustain Tampa's growth & tourism.

PLEASE RETURN COMMENTS TO:
Florida Department of Transportation
11201 N. McKinley Drive, MS 1-500
Tampa, Florida 33612
tampabaynext@dot.state.fl.us

FDOT

NAME: Kelly Williams
ORGANIZATION: CABA
ADDRESS: 16316 Le Gier Drive Dr
CITY: Tampa FL 33624
COUNTY: Hillsborough
PHONE: 813-230-1633

Comment Sheet #12 – Kelly Williams

Tampa is the largest metro area without a completed loop. Significant growth is occurring in Pasco where State Road 54/56 must absorb traffic from Suncoast Expressway, I-75 and I-275. The traffic is bad. From I-4 to I-275 is also a nightmare heading east toward Polk or west toward Tampa. The roads cannot sustain Tampa's growth and tourism.

Tampa Bay Next

Event *Comm Workshop / DTI*
Date *6/25/18*

COMMENT FORM

The basic structure of the exercise presented is limited and starts to feel like you are "selling" the public and holding certain things – such as our long promise transit envelope – hostage. Option A and B are atrociously impactful and devastating. Options C and D is a "pick winners and losers". All of their impact without considering other options instead of car only focus is just repeatedly creating the same losing self-fulfilling prophecy.

Michelle Cookson, Sunrise Citizens
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FDOT

Comment Sheet #13 – Michelle Cookson

The basic structure of the exercise presented is limited and starts to feel like you are "selling" the public and holding certain things – such as our long promise transit envelope – hostage. Option A and B are atrociously impactful and devastating. Options C and D is a "pick winners and losers". All of their impact without considering other options instead of car only focus is just repeatedly creating the same losing self-fulfilling prophecy.

Tampa Bay Next

Event *Comm Workshop / DTI*
Date *6/25/18*

COMMENT FORM

Options do not solve current bottleneck issues.

- No options showed alternatives.*
- Misinformation about "light rail options"*
- 3D images needed*
- Maps too complex*
- No acknowledgment of tolls in regards to express*

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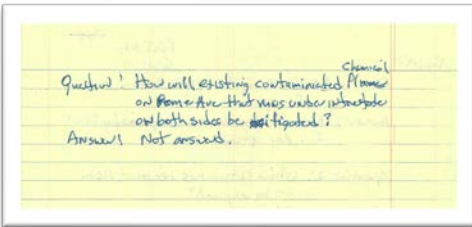
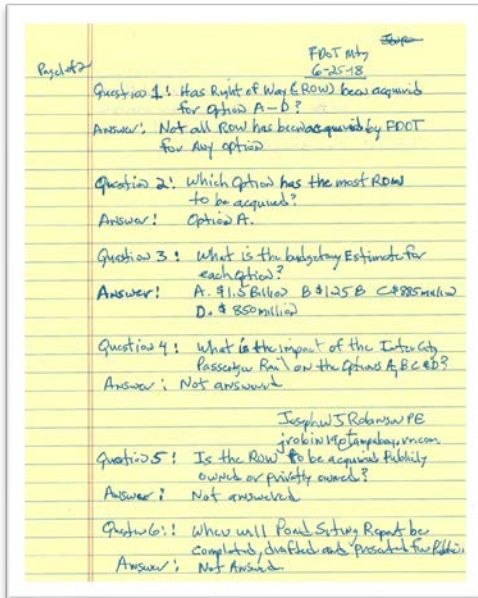
FDOT

Comment Sheet #14 – Nikki Rice

- Options do not solve current bottle neck issues.
- No options showed alternatives.
- Miss information about light rail options.
- 3-D image is needed.
- Maps too complex.
- No acknowledgments of tolls in regard to express.

Comment Sheet #15 – Camilo Soto
Option C provides the best balance of improvement to the downtown interchange, while repeating the redevelopment that's been taking place in Tampa's urban core. Additionally, it's a very cost effective option.

Comment Sheet #16
1. Need a guided environment to be able to absorb the discussion.
2. Would be helpful to include in discussions. The "planned" amenities to enhance the areas what you get for what you give up.



Comment Sheet #17 – Joe Robinson

Question 1: Has Right of Way (ROW) been acquired for options A-D?

Answer: Not all ROW has been acquired by FDOT for any option

Question 2: Which options has the most ROW to be acquired?

Answer: Option A

Question 3: What is the budget estimate for each option?

Answer: A - \$1.5 Billion. B - \$1.25 Billion. C - \$885 million. D - \$850 Million

Question 4: What is the impact of the inner city passenger rail on the options A, B, C and D?

Answer: Not answered

Question 5: Is the ROW to be acquired publicly owned or privately owned?

Answer: Not answered

Question 6: When will pond siting report be completed, drafted and presented for public?

Answer: Not answered

Question 7: How will existing contaminated chemical on Rome Ave that runs under interstate on both sides be mitigated?

Answer: Not answered

Tampa Bay Next
Community Outreach
EVENT

COMMENT FORM

Don't forget/Please remember the seniors in these areas of study. They ped, bike and drive.
Harrison Street in Downtown is the gateway (ped, bike and cars) for large events at Curtis Hixon. Folks to and from Marion Transit CTR. Consider corridor – beauty, safety, connect. Difficult to connect to northwest section of Downtown for seniors, etc. because of 275. No direct access to Riverwalk. Some kind of dedicated trail from Marion Transit CTR to Riverwalk. Don't widen 275. Will make areas darker and less attractive. Northeast already unattractive with vacant lots and a dark underpass. Don't evict people from

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☐ Please add me to the project notification list.

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the neighborhood. Mental health, clean air, walkability, etc. important

Comment Sheet #18 – Gloria Jean Royster

Don't forget/please remember the seniors in these areas of study. They ped, bike and drive.

Harrison Street in Downtown is the gateway (ped, bike and cars) for large events at Curtis Hixon. Folks to and from Marion Transit CTR. Consider Corridor – beautify, safety, connect. Difficult to connect to northwest section of downtown for seniors, etc. because of 275. No direct access to Riverwalk. Some kind of dedicated ped trail from Marion Transit CTR to Riverwalk. Don't widen 275. Will make areas darker and less attractive. Northeast already unattractive with vacant lots and dark underpass. Don't evict people from the neighborhood. Mental Health, Clean air, walkability, etc. important.