Welcome

East Tampa Area
Community Working Group
September 25, 2018

Tina Fischer
Collaborative Labs, St. Petersburg College
Tonight’s Agenda

• Open House Area (6:00 - ongoing)
  – Information about related studies, projects, etc.
• Presentation (6:30 - 6:55)
  – SEIS Update
  – Overview of Downtown Interchange Design Options
• Roundtable Discussions (6:55 - 7:50)
  – Dive into details and provide input with 2 sessions
• Closing Comments/Announcements (7:50 - 8:00)
Design Options
What is FDOT still considering for the Downtown Interchange?

Four Design Options

- Tolled Express Lanes
- Original TIS
- No Further Action
- Non-Tolled Express Lanes

Original TIS Preferred Alternative

Four Design Options

A

B

C

D

Tolled Express Lanes or Non-Tolled Express Lanes
<table>
<thead>
<tr>
<th>Tampa Interstate Study (TIS)</th>
<th>Purpose &amp; Need:</th>
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<tbody>
<tr>
<td>Supplemental Environmental Impact Statement (SEIS)</td>
<td>• Improve regional connectivity</td>
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<td>• Provide multimodal corridor</td>
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<td>• Meet future travel demand</td>
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<td>• Relieve congestion</td>
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<td>• Improve safety</td>
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<td>• Improve accessibility</td>
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Safety

Percentage of Crashes on I-275, I-4, and I-75
Data from July 2014 - July 2017

Lowest %  Highest %
No Further Action

Where no additional construction was previously approved

- No impacts to the physical environment
- Does not require property acquisition
- Does not relieve congestion
- Potential decrease in air quality
- Potential increase in traffic noise, or no remedy for noise
- Does not provide multimodal corridor
- Does not improve regional connectivity
- Does not meet future travel demand
- Does not provide safety improvements
- Does not improve accessibility
Build Alternatives

• Tolled or Non-tolled Express Lanes
  – 4 Design Options

*Boulevard and Beltway are being investigated as a part of the Hillsborough County MPO’s Long Range Transportation Plan (LRTP) process.
DOWNTOWN INTERCHANGE

OPTION A

Reconstructed Interchange with Express Lane Ramps to the North

- General Purpose Lanes – New Construction
- Express Lanes
- Collector / Distributor Lanes
- Non-Interstate Roadwork
- ROW Footprint (170-190 new parcels)
General Purpose Lanes – New Construction
Express Lanes
Collector / Distributor Lanes
Non-Interstate Roadwork
ROW Footprint (130-150 new parcels)
General Purpose Lanes – New Construction
Express Lanes
Collector / Distributor Lanes
Non-Interstate Roadwork
ROW Footprint (30-50 new parcels)

Existing Interchange with Elevated Express Lanes South Option
General Purpose Lanes – New Construction
Express Lanes
Collector / Distributor Lanes
Non-Interstate Roadwork
ROW Footprint (60-80 new parcels)
Socialcultural Effects (SCE)
## Sociocultural Effects (SCE)

<table>
<thead>
<tr>
<th>Social</th>
<th>Economic</th>
<th>Land Use</th>
<th>Mobility</th>
<th>Aesthetics</th>
<th>Relocation</th>
</tr>
</thead>
</table>
| • Demographics  
  • Community Cohesion  
  • Safety  
  • Community Goals/Quality of Life  
  • Special Community Designations | • Business & Employment  
  • Tax Base  
  • Traffic Patterns  
  • Business Access  
  • Special Needs Patrons | • Land Use-Urban Form  
  • Plan Consistency  
  • Growth Trends & Issues  
  • Focal Points | • Mobility Choices  
  • Accessibility  
  • Connectivity  
  • Traffic Circulation  
  • Public Parking | • Noise/Vibration  
  • Viewshed  
  • Compatibility | • Residential  
  • Non-Residential  
  • Public Facilities |
Area of Influence

½ mile area of influence

Draft Map

East Tampa

Legend
Evaluation Area
Demographic Information from GIS Tool
Percent Minority Population

Draft Map

East Tampa
Demographic Information from GIS Tool

Population Below Poverty
East Tampa

Tampa Interstate Study
Community Features Inventory

Draft Map
Round Table 1
Evaluating the Impacts

Each alternative & design option has differences, trade-offs
Example

Skate bowl

B-ball courts

Scott St

Perry Harvey Sr. Park

North

W  E

S
Photo 7: I-275/Orange Avenue Interchange Looking Southeast at Mobley Park Apartments

Option A  ROW Footprint (170-190 new parcels)
Option B  ROW Footprint (130-150 new parcels)
Option C  ROW Footprint (30-50 new parcels)
Option D  ROW Footprint (60-80 new parcels)
Reconnecting Local Streets & Parks

North of Floribraska

Robles Park

Emily

26th Ave (ped/bike only)

Plymouth (ped/bike only)

Adalee

Cannot Reconnect because I-275 will not be reconstructed in this area

Potential Pond Site
Round Table 2
How do you access I-275 & I-4? 
There is a “weave” where ramp traffic to/from 21st interacts with traffic at the I-275/I-4 interchange.
What is a traffic weave?
Basically - Entrance (On-ramp) followed by an exit (Off-ramp)
What is a traffic weave?
Basically - Entrance (On-ramp) followed by an exit (Off-ramp)

Weave →
Entering traffic wants to get left where exiting traffic wants to get right

On ramp ➔
Off ramp ➔
What is a traffic weave?
Basically - Entrance (On-ramp) followed by an exit (Off-ramp)

Weave → Entering traffic wants to get **left**
where **exiting traffic wants to get right**

Weave can be a problem if this distance is short
Weave Eastbound I-4
I-275 traffic joins followed by exit to 21st Street
But also followed by exit on left to LR Selmon Connector

1200’ (< ¼ mile) = 16 seconds @ 50 mph
Improve the Weave Eastbound
Move Off ramp before I-275 traffic merges
With Design Options A, B, C & D
Weave Westbound I-4
Traffic from 21st Street joins I-4 followed by I-275 split/Downtown exit
The left entrance from LR Selmon Connector

1800' (~ 1/3 mile) = 24 seconds @ 50 mph
Also adding a new entrance to Northbound I-275
With Design Options A & B (not C & D)
Also adding a new entrance to Northbound I-275 (Options A&B)
Will also be accessible from 21st Avenue (Floribraska)
When that entrance ramp is closed to general traffic.
I-275 NB Jct from I-4 with weave to MLK and On-ramp from Floribraska

And the on-ramp from Floribraska is sandwiched in there too
I-275 Southbound Split to I-4 with MLK Weave & Floribraska Off-ramp

And the off-ramp to Floribraska is sandwiched in there too
Expanded access to/from the East Tampa area on I-4 and safety on I-275/I-4 will be enhanced by improving weaves.
Closing
What is the best way to exchange information?

Methods of communicating:
• Public workshops
• Community working groups (like these)
• Small group meetings (i.e., neighborhood associations)
• One-on-one meetings
• Email information blasts
• Social Media
• Church and community postings
• Door-to-door
• News media
Small Group Meetings to date - any others?

Westshore Palms – May 3
North Bon Air – Jun 14
Tampa Heights – Jun 26
Oakford Park – Jul 9
East Tampa Comm. Partnership – Jul 10
Encore! – Jul 10
SE Seminole Heights – Jul 17
Ridgewood Park – Jul 24
Old Seminole Heights – Aug 9
Corporation to Develop Comm. – Aug 17
Trio at Encore! – Aug 21
College Hill Civic Assoc. – Aug 23
V.M. Ybor Neighborhood Assoc. – 9/5
Ybor Chamber/Hist Ybor/East Ybor/Gary – 9/11
Jackson Heights Neighborhood Assoc. – 9/18

More Scheduled
McFarlane Park/Armory Gardens – 9/26
South Seminole Heights Civic Assoc. – 10/17
College Hill Civic Assoc. Neigh. – 10/25
Workshop will include:
- I-275 & I-4 SEIS (E/HF Bridge-MLK & I-275-50th St)
- NW Expressway EIS Reevaluation (Cypress - SR 60)
- Mon Dec 10 @ Marriott Westshore
- Thu Dec 13 @ Cuban Club
- 5:30-7:30pm both nights
- Open house format
- View displays and draft reports
- Same information provided at both locations
- Ask questions, provide input
Thank you!

Our website will have all materials and information from tonight’s Community Working Group meeting and more.

Please also visit TampaInterstateStudy.com

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

@TampaBayNext
Downtown Interchange Design Options A, B, C & D

DRAFT

These maps are provided for informational and planning purposes only. All information is subject to change and the user of this information should not rely on the data for any other purposes that may require guarantee of accuracy, timeliness or completeness of information.

Date: 5/24/2018
Outside SEIS limits, but shown as it was in the FEIS and shown on the map.