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 Design Options*
• Roundtable Discussions (7:00 - 8:00)
  – *Dive into details and provide input with 2 sessions*
• Closing Comments/Announcements (8:00 - 8:10)
Real Time Record

• Comprehensive meeting notes and graphics - available next week
• Presentation and Graphic Displays – available tomorrow
• Posted on TampaBayNext.com
Your input matters. Your ideas help shape the Tampa Bay Next program.

Now on to our presentation
Chloe Coney
Richard Moss, P.E.
Sen. Darryl Rouson
Alice Price/Jeff Novotny
Supplemental Environmental Impact Statement (SEIS) Update
FDOT District Seven
I-275 @ I-4 - Highlighted in Orange
Small Group Meetings to date

- **Westshore Palms** – May 3
- **North Bon Air** – Jun 14
- **Tampa Heights** – Jun 26
- **Oakford Park** – Jul 9
- **East Tampa Comm. Partnership** – Jul 10
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**More Scheduled**
- **McFarlane Park/Armory Gardens** – 9/26
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Where Are We In The Process?

SEIS Began January 2017

Public Workshop October 2017

Preparation of Documents Ongoing

Public Workshop December 2018

SEIS Public Hearing Summer 2019

ALL documents remain in DRAFT form and open for public comment until after the Public Hearing in 2019.

*We are here

*A Preferred Alternative will be recommended after the December 2018 Public Workshop.
Tampa Interstate Study SEIS

A project’s environmental impacts, engineering considerations, and public comments aid in the 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 10 & 13, 2018 Public Workshop.

**Sociocultural Effects**
- SCE Tech Memo (includes Environmental Justice and Economic Considerations)
  - Cultural Resources Assessment Survey/Section 106 Case Study
  - Conceptual Relocation Plan

**Natural and Physical Effects**
- Air Quality Tech Memo
- Natural Resources Evaluation
- Noise Tech Memo
- Contamination Screening

**Engineering Considerations**
- Preliminary Engineering
  - Traffic Tech Memo
  - Pond Siting

**Public Outreach**
- Public and Agency Coordination Plan
- Comments and Coordination Tech Memo
- Small Group Meeting
- Public Workshop/Hearing
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:

A
B
C
D
How will we ultimately make a decision?

Follow the Process

Balance the Issues

*No single factor outweighs all others*
Purpose & Need:
- Improve regional connectivity
- Provide multimodal corridor
- Meet future travel demand
- Relieve congestion
- Improve safety
- Improve accessibility
Percentage of Crashes on I-275, I-4, and I-75
Data from July 2014 - July 2017

Lowest %

Highest %

Hillsborough Ave
Osborne Ave
Dr MLK Jr Blvd
N Boulevard
Columbus Dr
Salmon Expwy

Old Tampa Bay
Tampa Bay
Hillsborough Bay
Downtown Tampa Interchange
SEIS Alternatives
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
Various portions have already been approved and constructed.
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)
Reconstructed Interchange without Express Lane Ramps to the North

- 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)
General Purpose Lanes – New Construction
Express Lanes
Collector / Distributor Lanes
Non-Interstate Roadwork
ROW Footprint (60-80 new parcels)
## Sociocultural Effects (SCE)

<table>
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<tr>
<th>Social</th>
<th>Economic</th>
<th>Land Use</th>
<th>Mobility</th>
<th>Aesthetics</th>
<th>Relocation</th>
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<td>• Demographics</td>
<td>• Business &amp; Employment</td>
<td>• Land Use-Urban Form</td>
<td>• Mobility Choices</td>
<td>• Noise/Vibration</td>
<td>• Residential</td>
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<td>• Community Cohesion</td>
<td>• Tax Base</td>
<td>• Plan Consistency</td>
<td>• Accessibility</td>
<td>• Viewshed</td>
<td>• Non-Residential</td>
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<td>• Safety</td>
<td>• Traffic Patterns</td>
<td>• Growth Trends &amp; Issues</td>
<td>• Connectivity</td>
<td>• Compatibility</td>
<td>• Public Facilities</td>
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<td>• Business Access</td>
<td>• Focal Points</td>
<td>• Traffic Circulation</td>
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<td>• Special Needs Patrons</td>
<td>• Special Needs Designations</td>
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<td>• Public Parking</td>
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SEIS Update
½ mile area of influence
Demographic Information from GIS Tool
Percent Minority Population
Demographic Information from GIS Tool

Population Below Poverty

Draft Map
Roundtable Discussion Topics

Discussion #1
- Sociocultural Effects
- Local Access

Discussion #2
- Traffic Operations
- Ramp Access
Evaluating the Impacts

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

Photo 7: I-275/Orange Avenue Interchange Looking Southeast at Mobley Park Apartments
Reconnecting Local Streets & Parks North of Floribraska

- Adalee 26th Ave (ped/bike only)
- Plymouth (ped/bike only)
- Emily

Cannot Reconnect because I-275 will not be reconstructed in this area.
Let’s Get Started
Roundtable Discussion #1
Sociocultural Effects & Local Access
Time to Wrap Up
Roundtable Discussion #1
ACCESS TO INTERCHANGES

I-4 @ 21\textsuperscript{st}/22\textsuperscript{nd}, 14\textsuperscript{th}/15\textsuperscript{th}
I-275 @ FLORIBRASKA
How do you access I-275 & I-4?
There is a “weave” where ramp traffic to/from 21st St 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
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

On ramp > From 21st
On ramp > From LR Selmon
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

2000' (<½ mile) = 25 sec @ 55 mph
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.
Roundtable Discussion #2
Traffic Operations
I-275/I-4 Ramp Access
Time to Wrap Up
Roundtable Discussion #2
Closing Comments
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?

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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

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