Westshore/West Tampa
Community Working Group
November 15, 2018
Howard Frankland Bridge

Final Design

Cost Estimate: $814 Million
Anticipated Construction Start: 2020
Anticipated Construction Complete: 2024
Operational Improvements

I-275 Operational Improvement

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

SR 60 Operational Improvement

Cost Estimate: $1.9 Million
Construction Start: Early 2019
Anticipated Construction Complete: Summer 2019
WESTSHORE INTERCHANGE RECONSTRUCTION & WEST TAMPA IMPROVEMENTS
Where Are We In The Process?

SEIS Began January 2017

Public Workshop October 2017

Preparation of Documents Ongoing

Public Workshop February 2019

SEIS Public Hearing Summer 2019

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

* A Preferred Alternative will be recommended after the February 2019 Public Workshop.
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
What is FDOT considering for the Westshore Interchange?

- Original TIS Preferred Alternative
- No Further Action
- Tolled or Non-Tolled Express Lanes
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 February 2019 Public Workshops.

**Sociocultural Effects**
- SCE Tech Memo (includes Environmental Justice and Economic Considerations)
- Cultural Resources
- 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 & Agency Coordination Plan
- Comments & Coordination Tech Memo
- Public Workshops & Hearing
How will we ultimately make a decision?

Follow the Process

Balance the Issues

*No single factor outweighs all others
Westshore Interchange Reconstruction

- 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

Cost Estimate: $1.5 Billion
Construction Date: To be Determined
Anticipated Construction Duration: ~5 years
Current general purpose access

- Tampa International Airport
- Westshore Boulevard
- Lois Avenue
- Dale Mabry Highway
- Himes Avenue
- Howard/Armenia Avenues
- Kennedy Blvd.
Future proposed general purpose access
Future proposed express lane access
New Connections under I-275

Pedestrian Friendly Underpasses
- Lighting
- Painting Bridge Sub-Structure
- Public Art Opportunities
- Bicycle/Pedestrian Enhancements
- Landscaping

Improvements to West Shore Boulevard under I-275
Accessing the express lanes to/from the west
New Reo Street Connection

Northbound Exit from I-275 via Kennedy Boulevard and Reo St.
New Reo Street Connection

Northbound Exit from I-275 via Kennedy Boulevard

Southbound Entrance to I-275 via ramp from Kennedy Boulevard

Southbound Entrance to I-275 via Reo Street

New connection between Westshore Plaza (and neighbors to south) with Cypress Point Park
Express Lane
Access to Veterans Expressway

From NB and SB I-275:
Direct connect ramp to Independence Pkwy and SR 589/Veterans
Express Lane Access from Veterans Expressway

Southbound travelers can:

Use New Access to Express Lanes to SR 60 and I-275
New Access to Express Lanes

Merge into general purpose lanes and access airport as they do today.
Express Lanes Connection to TIA

Direct connect from 1 express lane on Howard Frankland Bridge

Direct connection from 2 express lanes along SB I-275
SR 60 to Kennedy Boulevard

Direct connection from SR 60 to Kennedy Blvd. remains the same

Dedicated ramp from Kennedy Blvd./SR 60 to TIA

SR 60 from Kennedy Blvd. remains the same
West Tampa Improvements

Project Estimate: Approx. $150M
Construction Date to be Determined
Express Lane Access at Himes Avenue

Access to/from Downtown Tampa
Express Lane Access at Himes Avenue

Access to/from Downtown Tampa

Access to/from Westshore/Vets/Pinellas County
FDOT is a transit partner.

We’re working with local agencies to explore ways to integrate transit into the program.
Working with Smart Cities Alliance to incorporate intelligent mobility priorities.
Six steps in a Sociocultural Effects (SCE) Evaluation:

- Review Project Information
- Define the Study Area
- Prepare Community Information
- Evaluate Sociocultural Effects
- Identify Solutions to Project Impacts
- Document Results

One of several supporting documents that inform the decision making process in the PD&E Study.
## Sociocultural Effects (SCE)

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**Sociocultural Effects Evaluation**
Sociocultural Effects Evaluation

SOCIAL

Community Cohesion
Can differ from neighborhood to neighborhood or even from street to street, but centers on shared experience.

Community Focal Points

- Schools
- Religious Facilities
- Community Centers, Parks and Cemeteries
- Fire Stations
- Social Service Facilities
- Law Enforcement Facilities and Government Buildings
- Healthcare Facilities
- Cultural Facilities and Civic Centers
- Historic Places
Sociocultural Effects Evaluation

ECONOMIC

Identify potential project effects on economic activity in the study area, local area, and region.

Business and Employment
- Westshore Business District
- Commercial Office Space: 12.75 Million SF
- Businesses: 4,000
- Employees: 96,000+
- Residents: 15,000
- Hotel Rooms: 7,633
- Retail: 6 Million SF
- Restaurants: 250+

Business Access
Traffic Patterns
Tax Base
Sociocultural Effects Evaluation

LAND USE

Project’s consistency with the physical character of the area and applicable community plans.

Urban Form
Local Plan Consistency
Open Space and Sprawl
Focal Points
MOBILITY
Identify potential project effects on mobility and accessibility in the study area.

Modal Choices
- Pedestrian
- Bicyclists
- Transit

Transportation Disadvantaged Connectivity
Traffic Circulation
Public Parking

Sociocultural Effects Evaluation

Multi-Use Trails

Interstate Access

Multi-Use Trails Trail Status
- Local Government (FUTURE)
- FDOT TBN Project
- FDOT: Non-TBN Project
Sociocultural Effects Evaluation

AESTHETICS

Assess the project’s compatibility with the community’s aesthetic values such as noise, vibration, and physical appearance.

Noise/Vibration
Viewshed
Compatibility
RELOCATIONS
Identify residences, businesses, and institutional or community facilities that may require relocation to accommodate the project.

Residential
Non-Residential
Public Facilities
How you can help with the SCE Evaluation...

• How will this project affect your community?
• What do you like about the project, and why?
• What do you not like about the project, and why?
• How can the plan be improved?
• How can we avoid, reduce, or minimize negative effects?
Questions/Discussion

www.tampainterstatestudy.com
Existing General Purpose Access from TIA

To SR 589/Vets: No Change

To SR 60/Courtney Campbell: No Change

To I-275 and Spruce: No Change

Opportunity to merge into express lanes on SR 60 to I-275