



Westshore/West Tampa Community Working Group

November 15, 2018

FDOT in West Tampa



Combined West Tampa Residents Meeting - January 2018

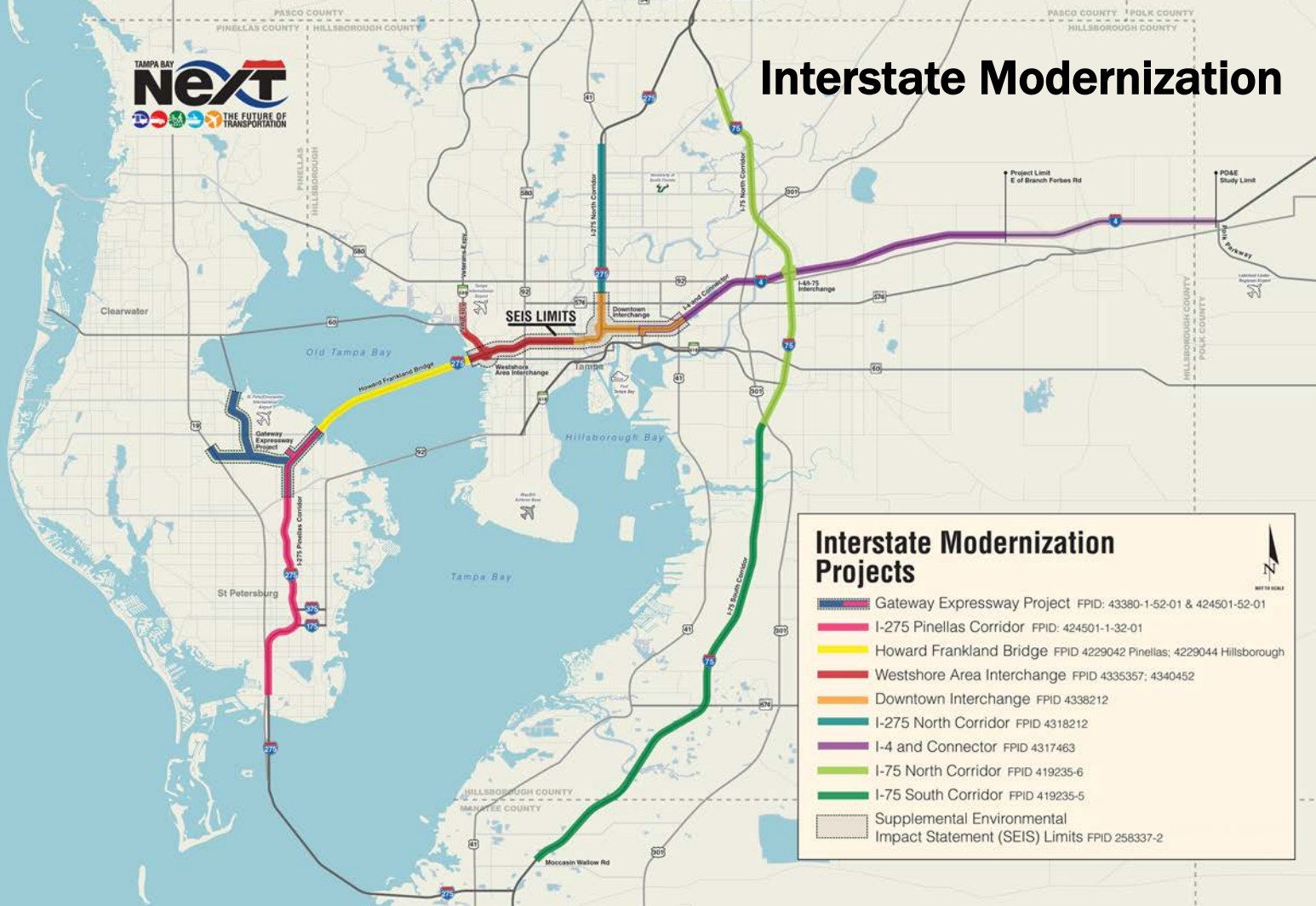


Small Group Meetings - On-going

West Tampa Neighborhood Safety Tour - March 2018



Interstate Modernization

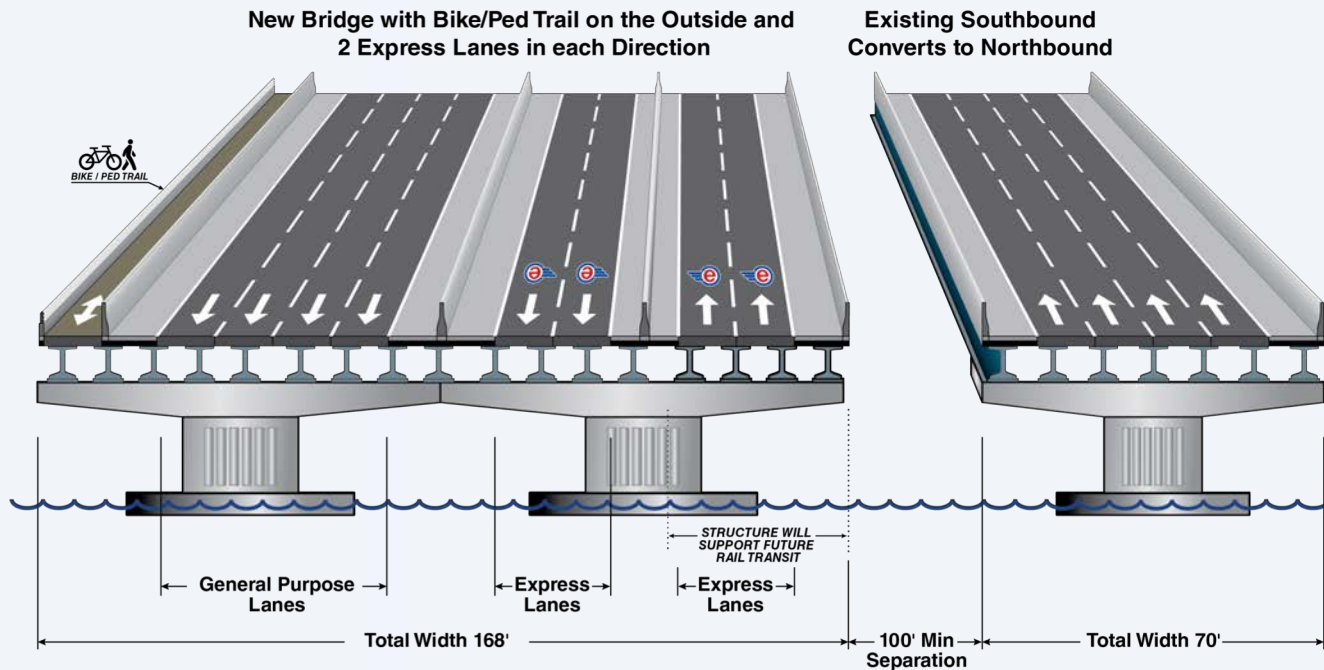


Howard Frankland Bridge

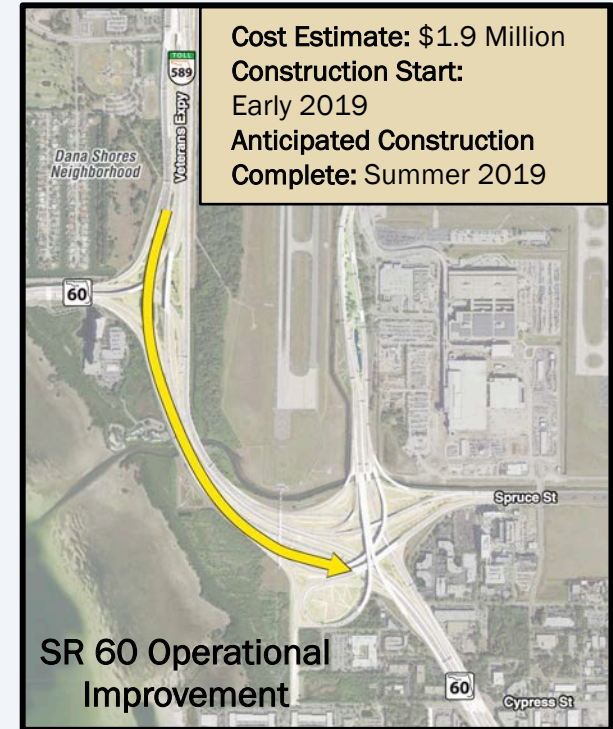


Final Design

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



Operational Improvements

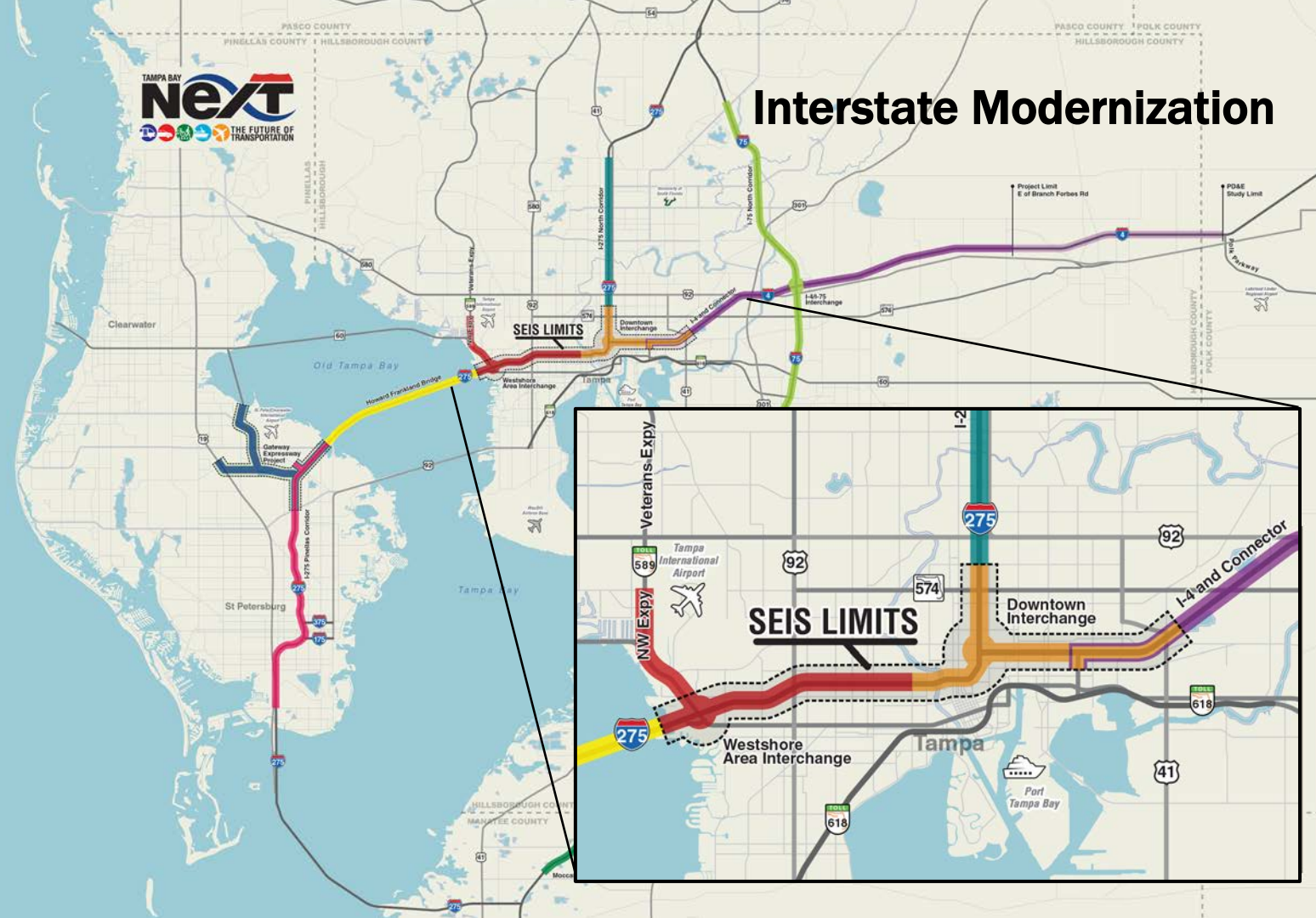




WESTSHORE INTERCHANGE RECONSTRUCTION & WEST TAMPA IMPROVEMENTS



Interstate Modernization



Where Are We In The Process?



We are here



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

SEIS Began
January
2017

Public
Workshop
October
2017

Preparation
of
Documents
Ongoing

Public
Workshop
February
2019

SEIS Public
Hearing
Summer
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

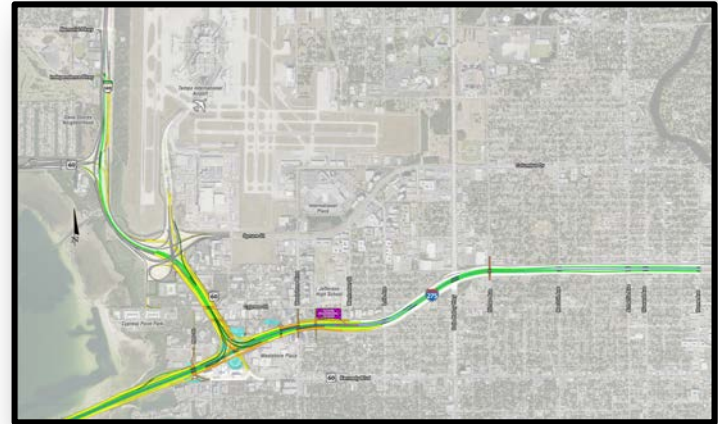
What is FDOT considering for the Westshore Interchange?

**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

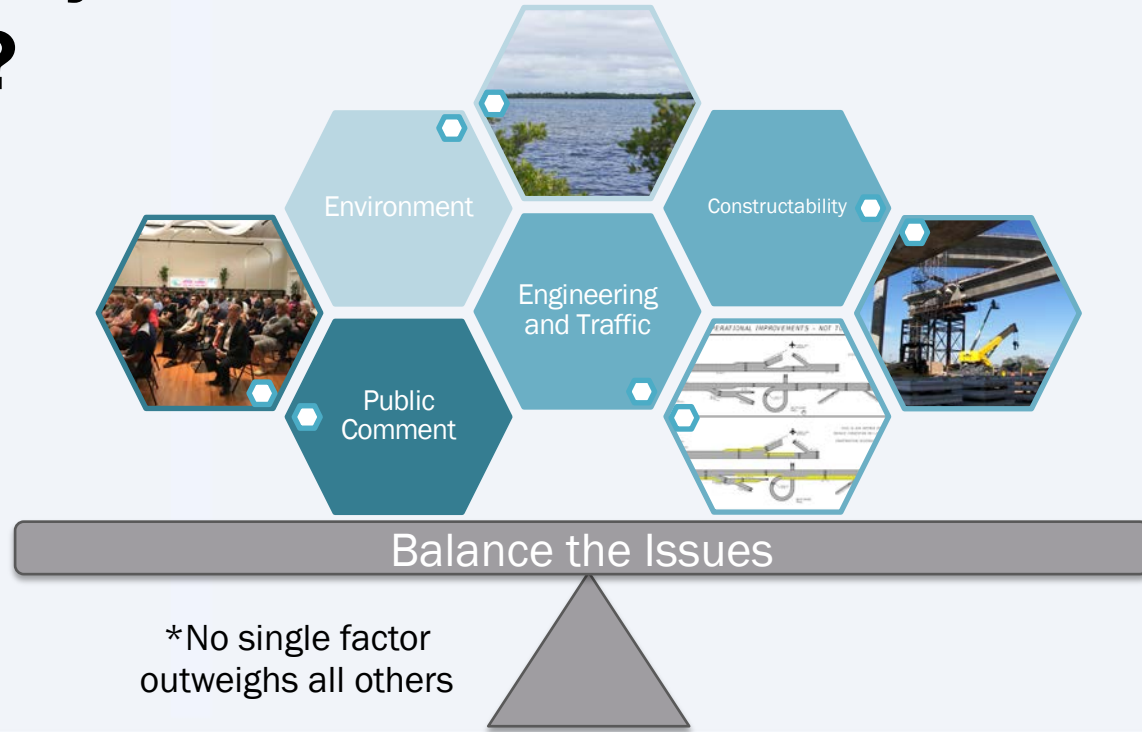
Comments & Coordination
Tech Memo

Public Workshops &
Hearing

How will we ultimately make a decision?

Follow the Process

Balance the Issues

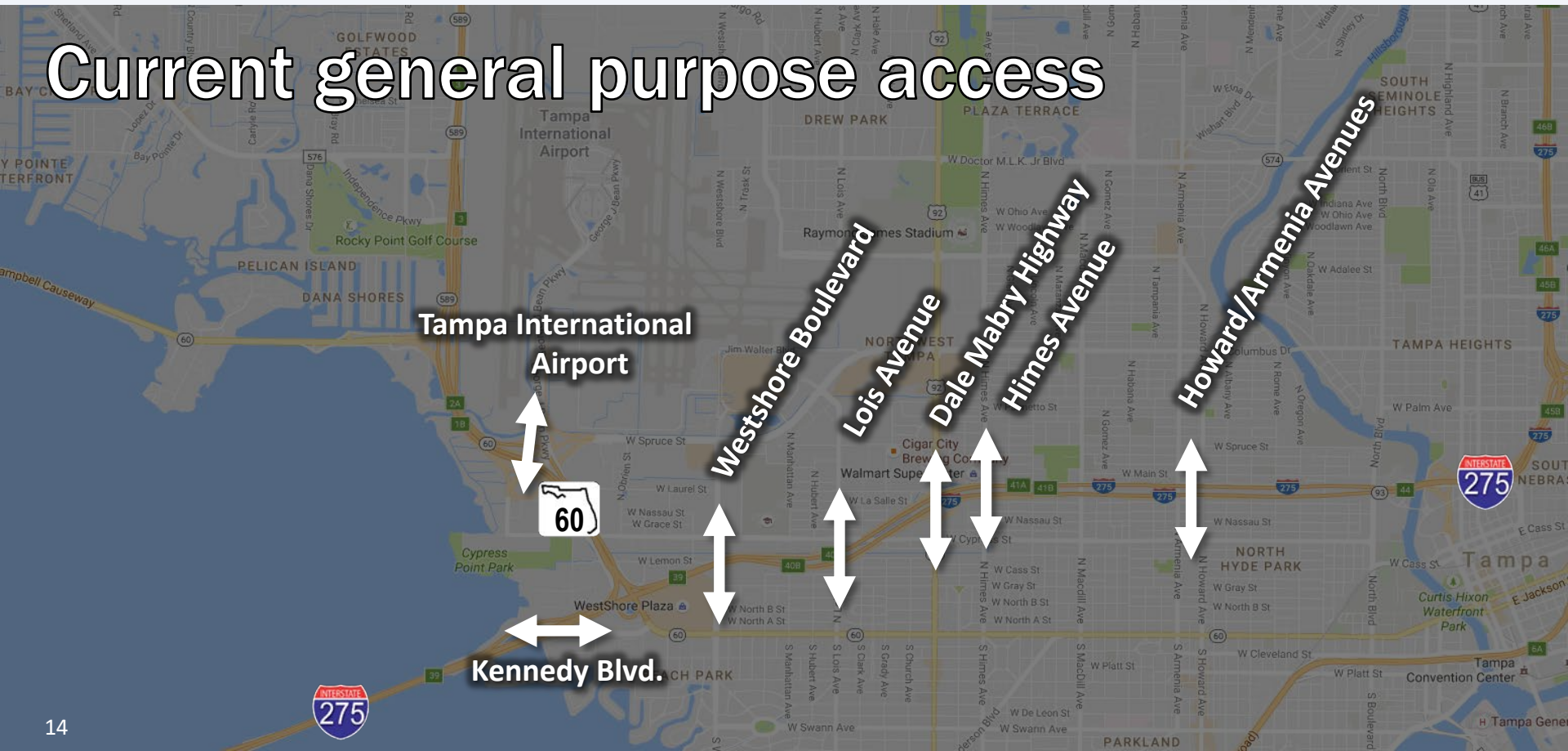


Westshore Interchange Reconstruction

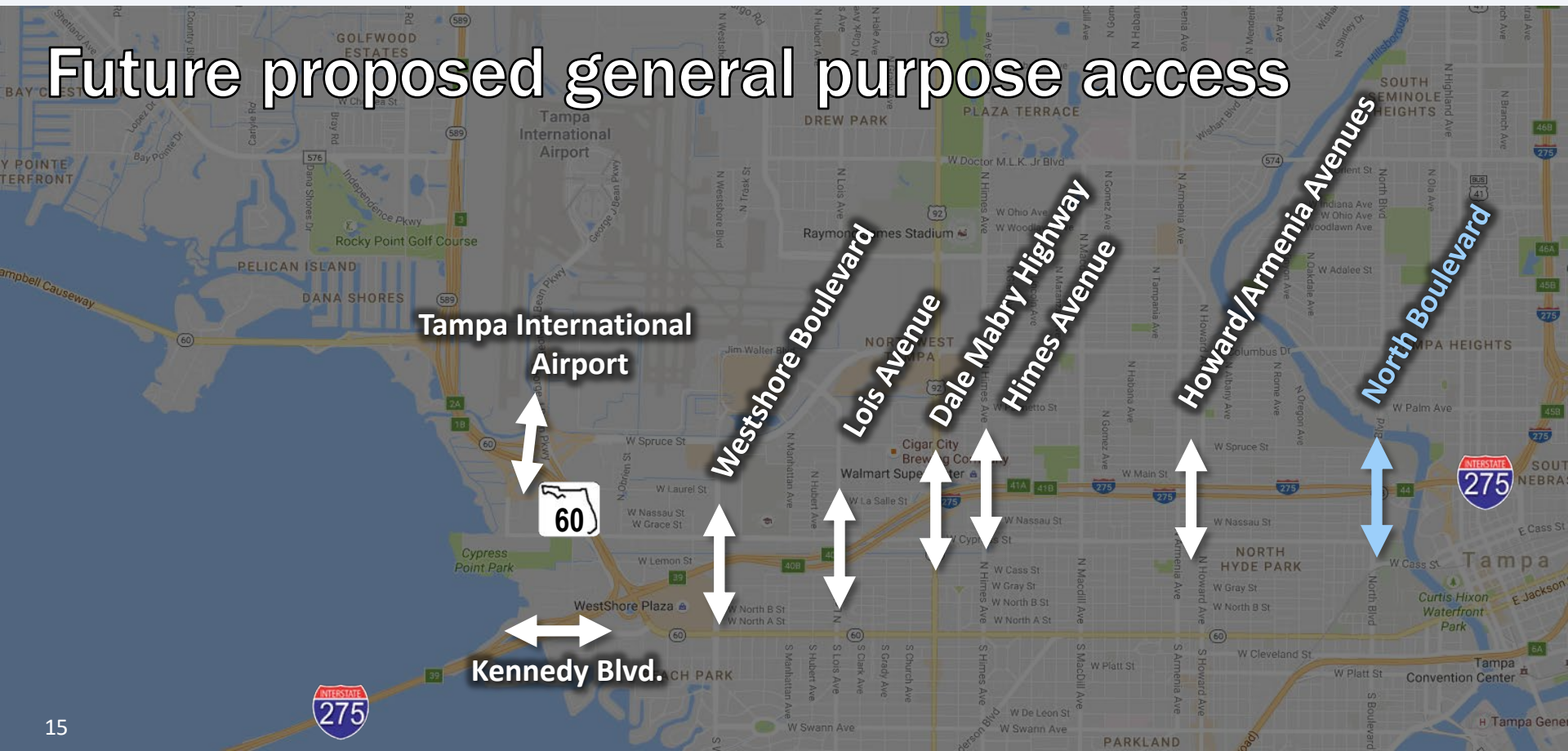
- Reconstructed interchange will alleviate existing bottlenecks
- Adds capacity on I-275 with **3 general purpose** lanes and **2 express** lanes in each direction
- Provides direct **express lane** connection to Tampa International Airport
- **Dedicated ramp** from Kennedy Blvd. to Tampa International 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



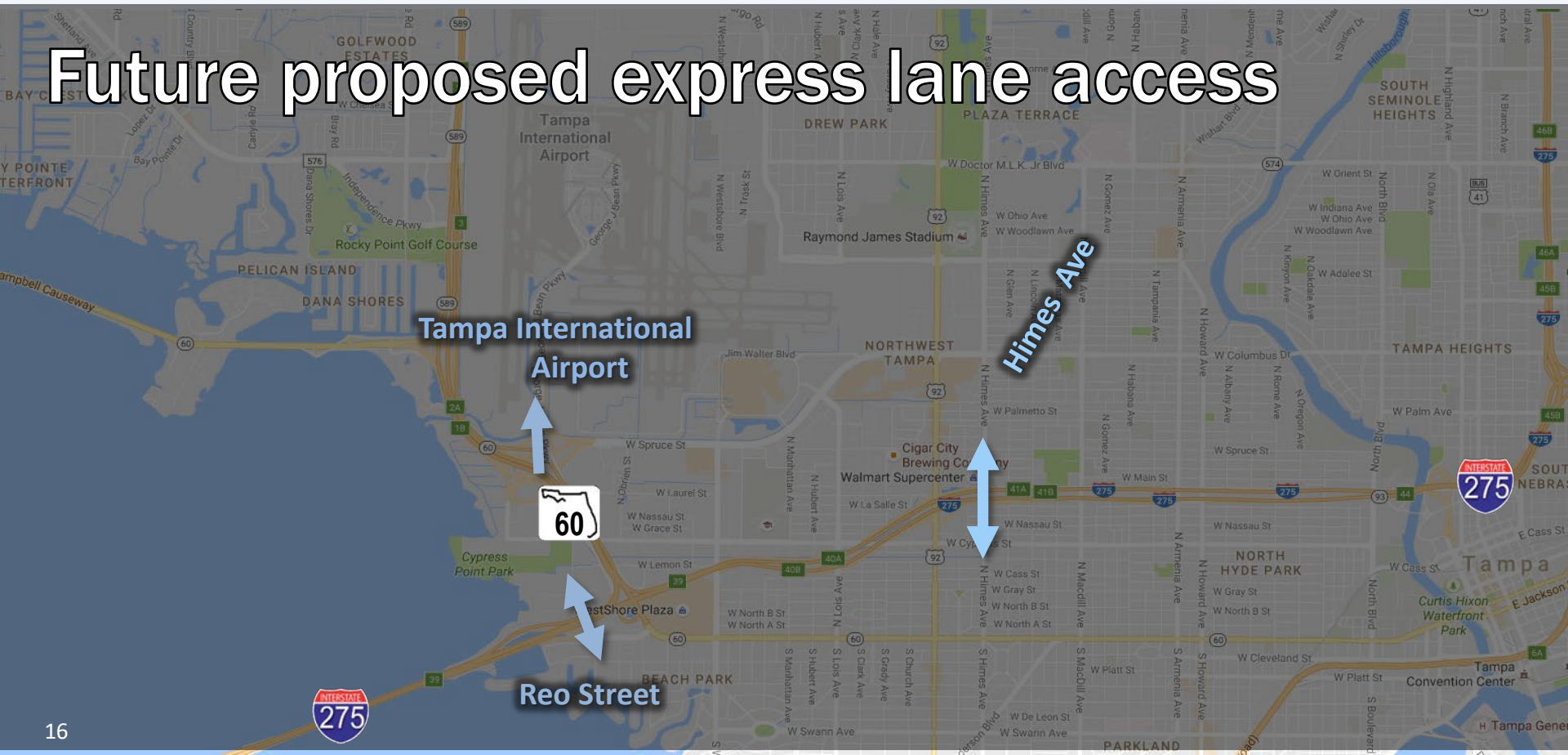
Current general purpose access



Future proposed general purpose access



Future proposed express lane access

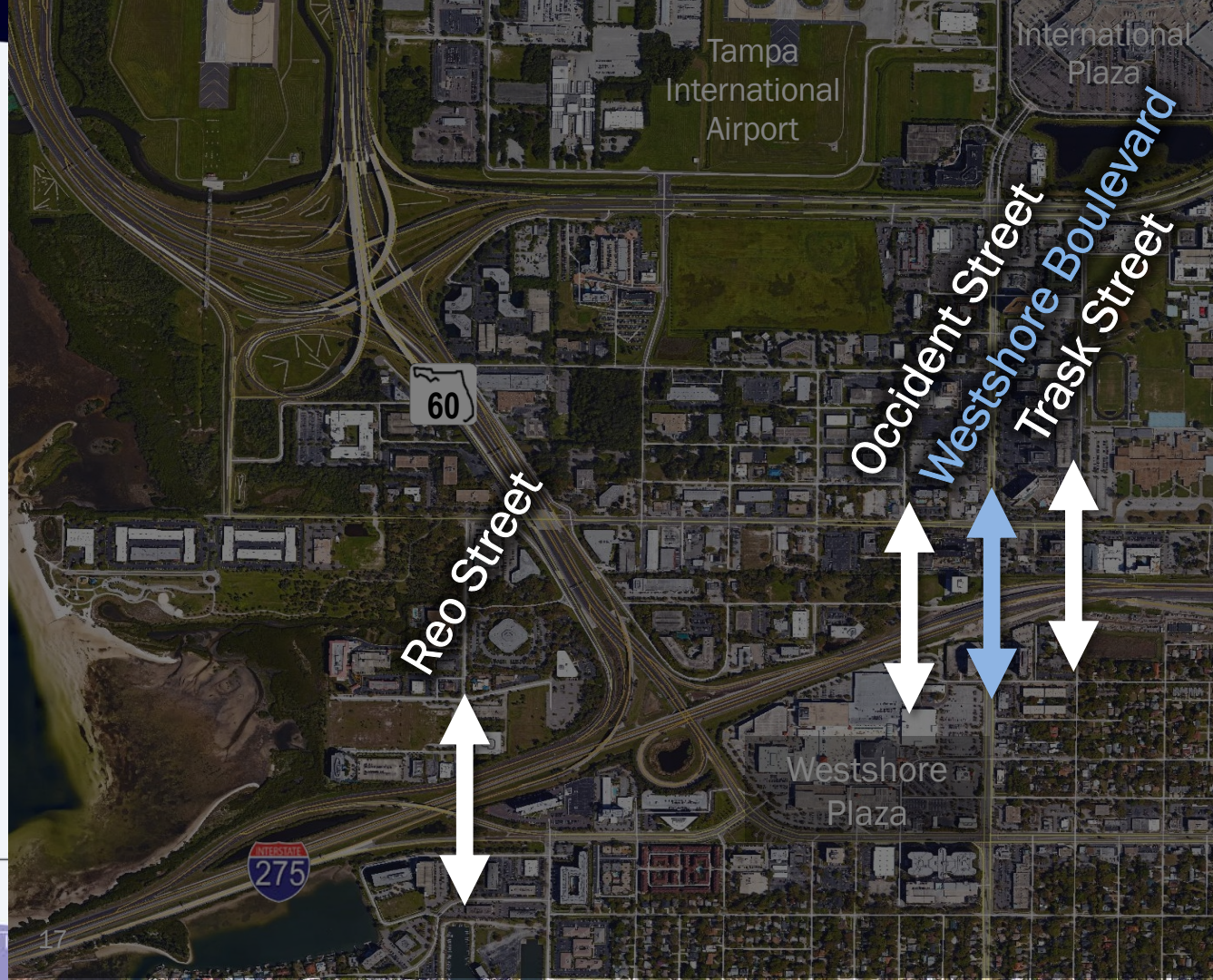


New Connections under I-275

Pedestrian Friendly Underpasses

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

Improvements to West Shore Boulevard under I-275

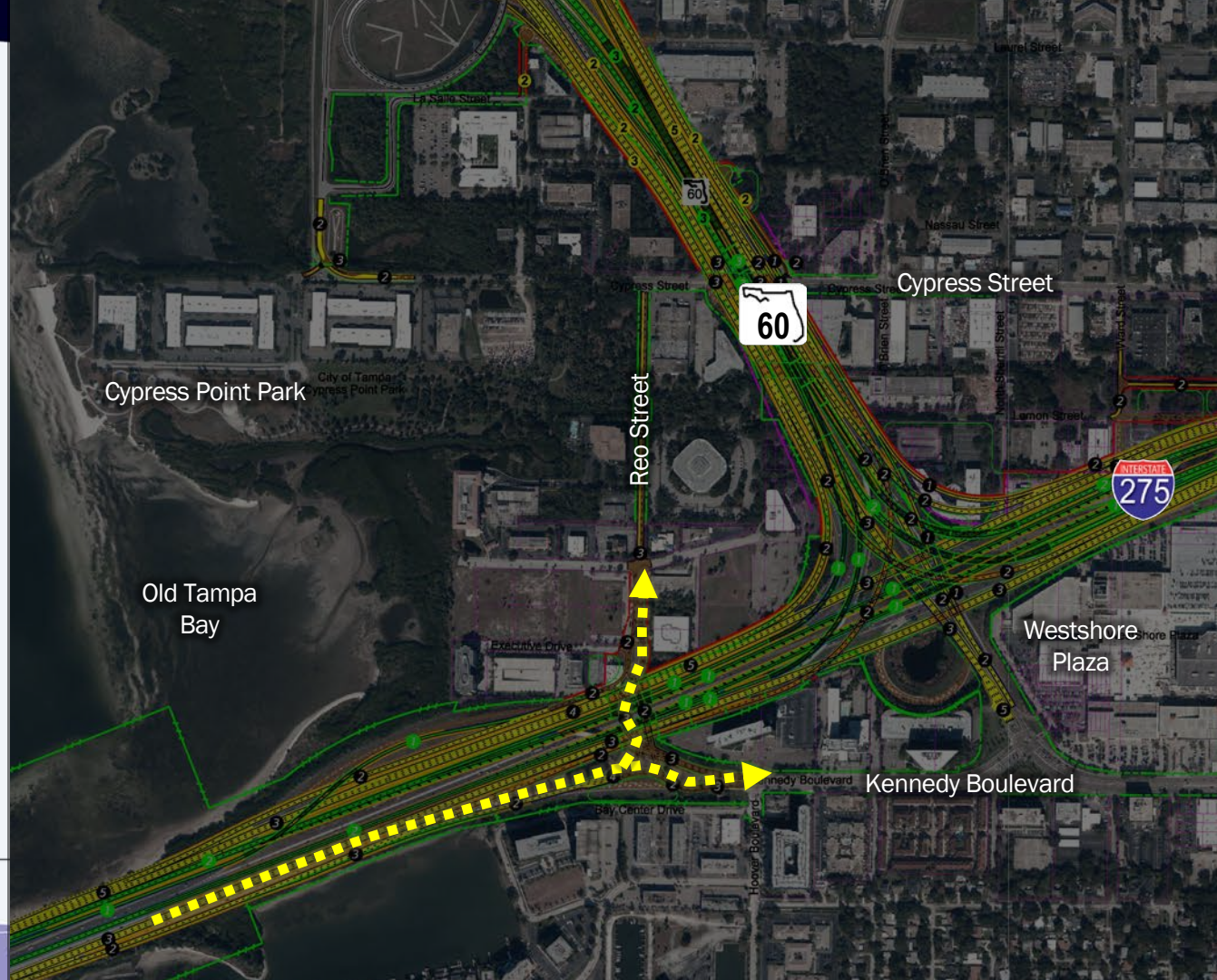


Accessing the express lanes to/from the west



New Reo Street Connection

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



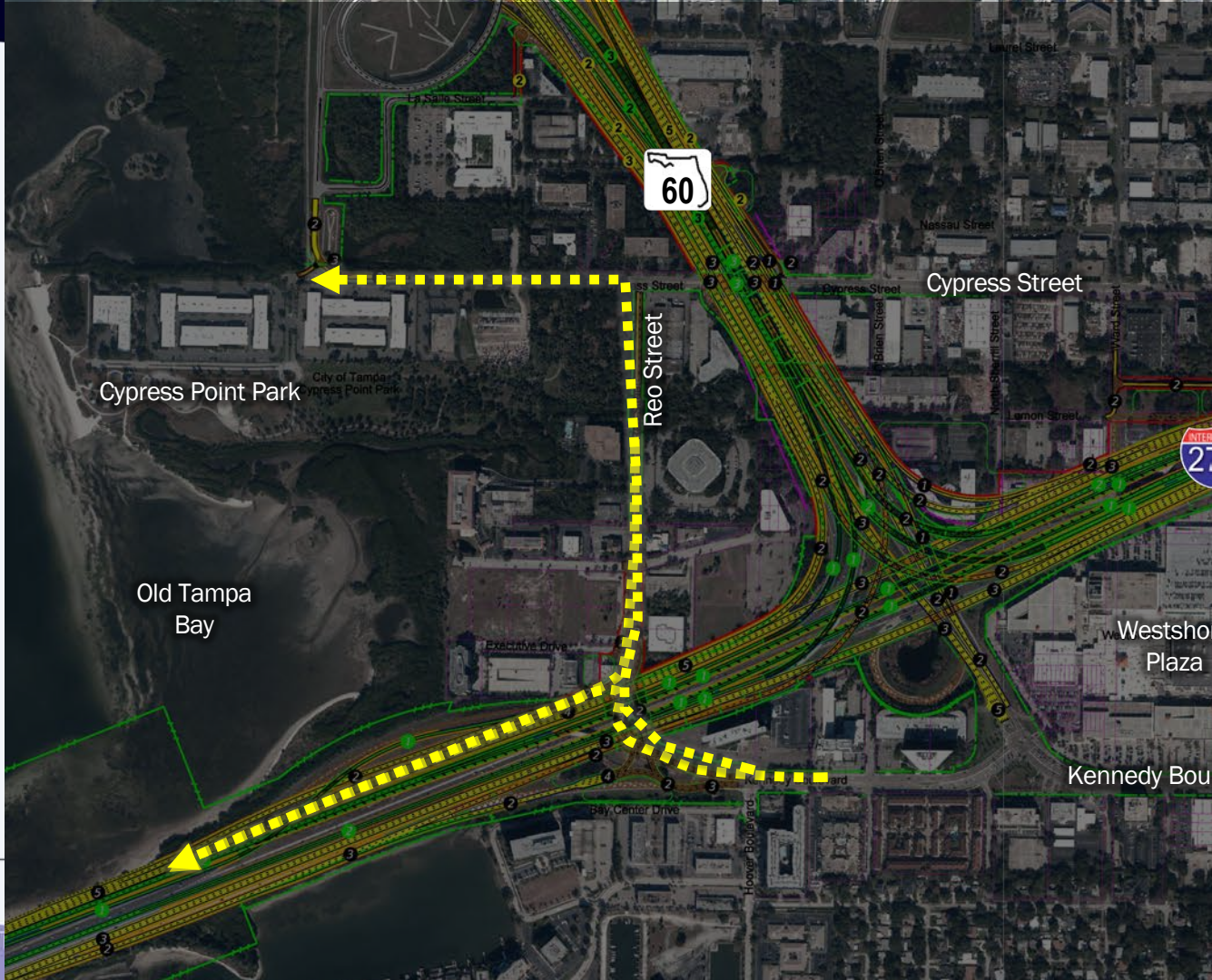
New Reo Street Connection

Northbound Exit from I-275 via Kennedy Boulevard

Southbound Entrance to I-275 via ramp from Kennedy Boulevard

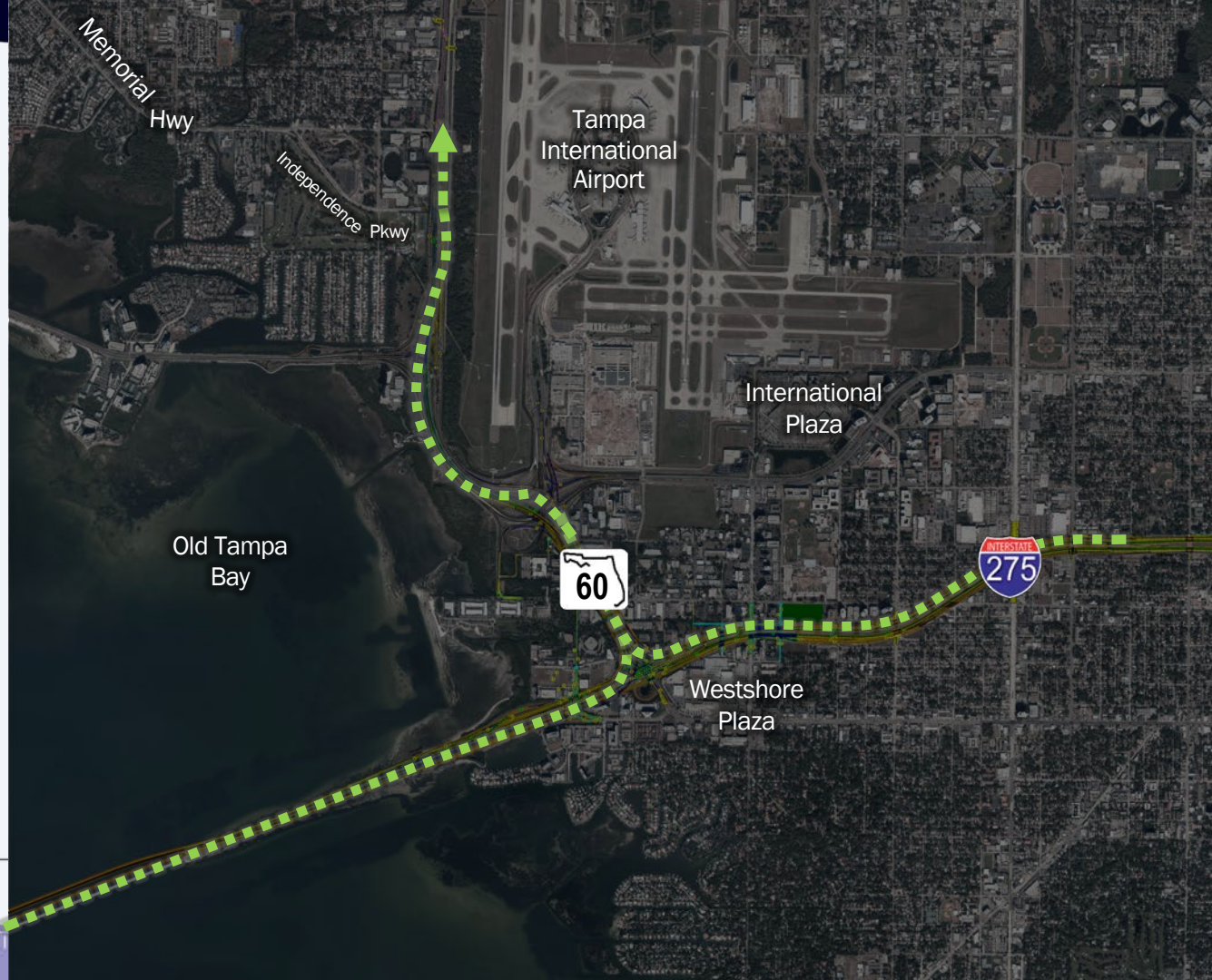
Southbound Entrance to I-275 via Reo Street

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



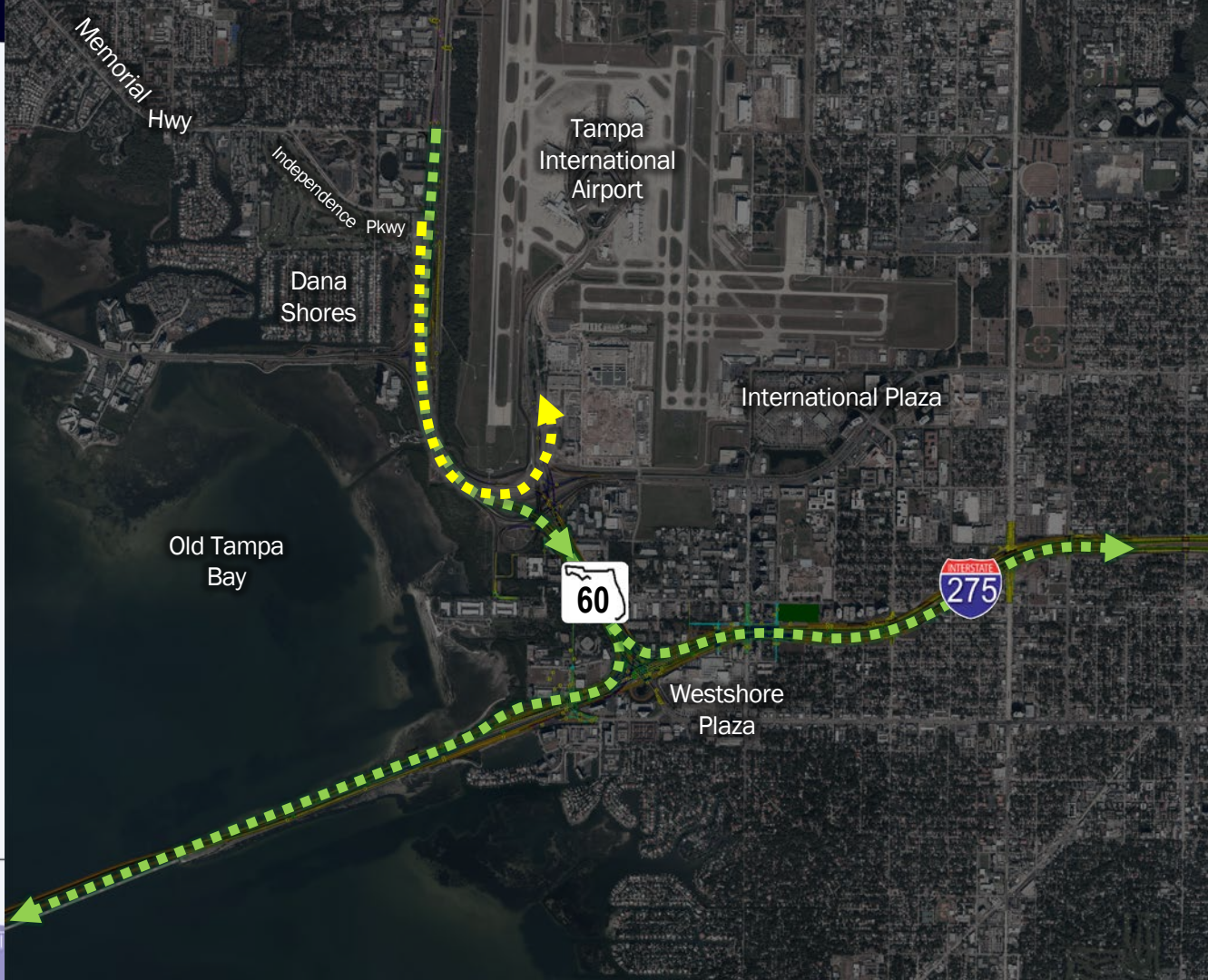
Express Lane Access from Veterans Expressway

Southbound travelers can:

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

- New Access to Express Lanes

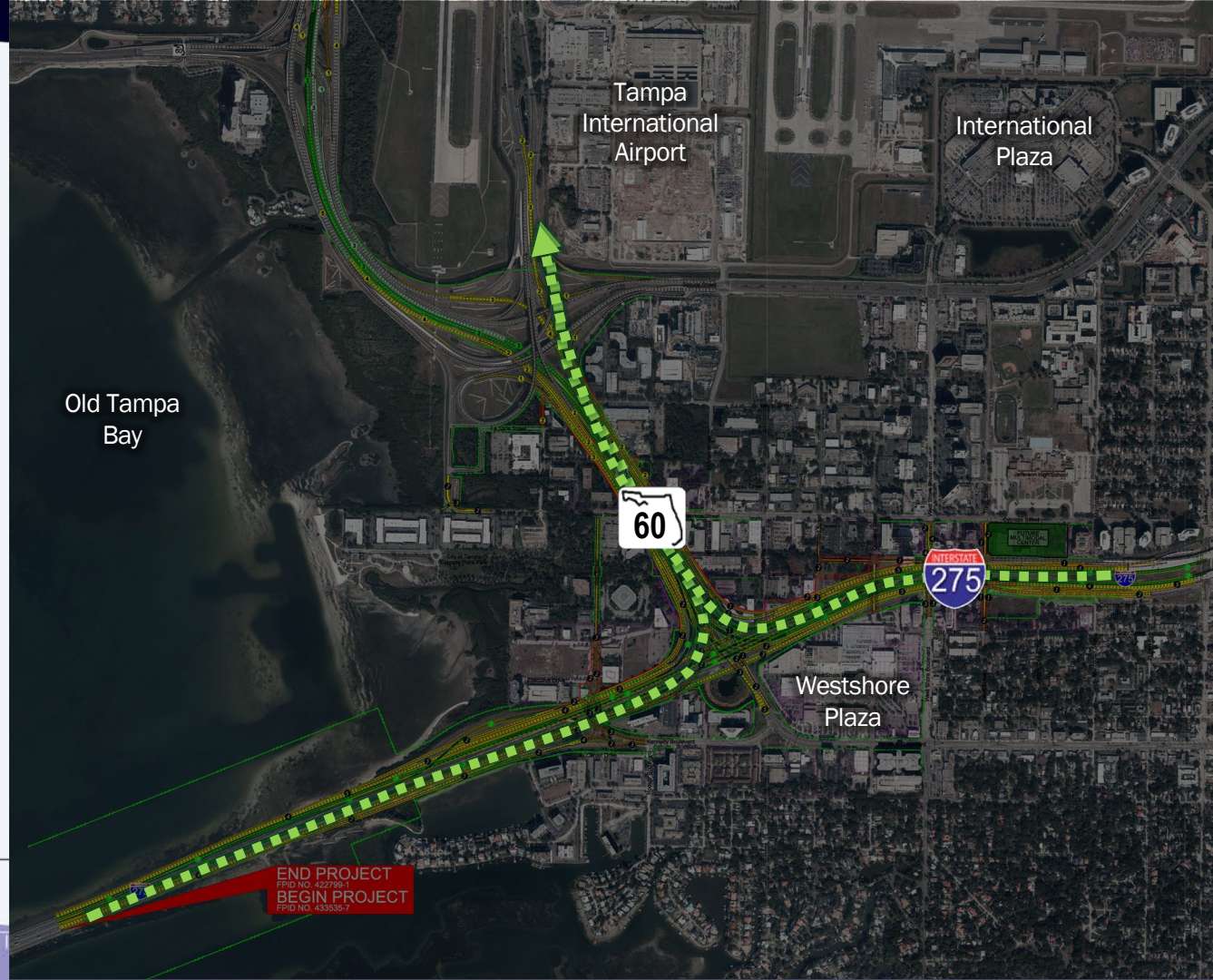
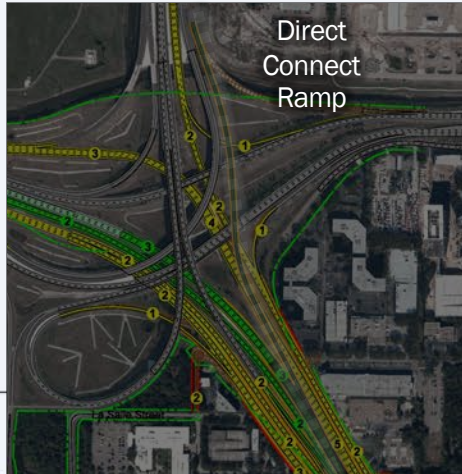
Merge into general purpose lanes and access airport as they do today.



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

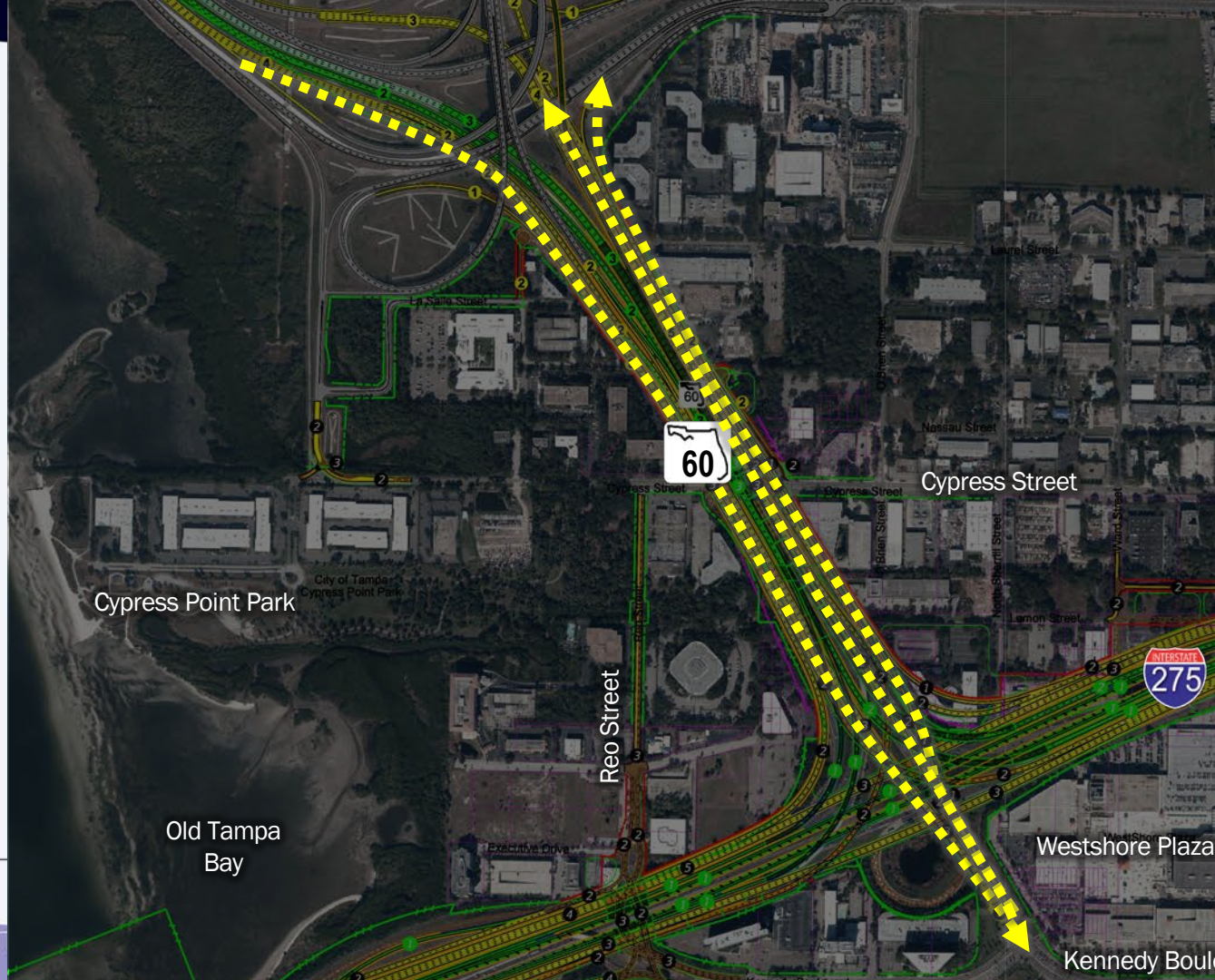


SR 60 to Kennedy Boulevard

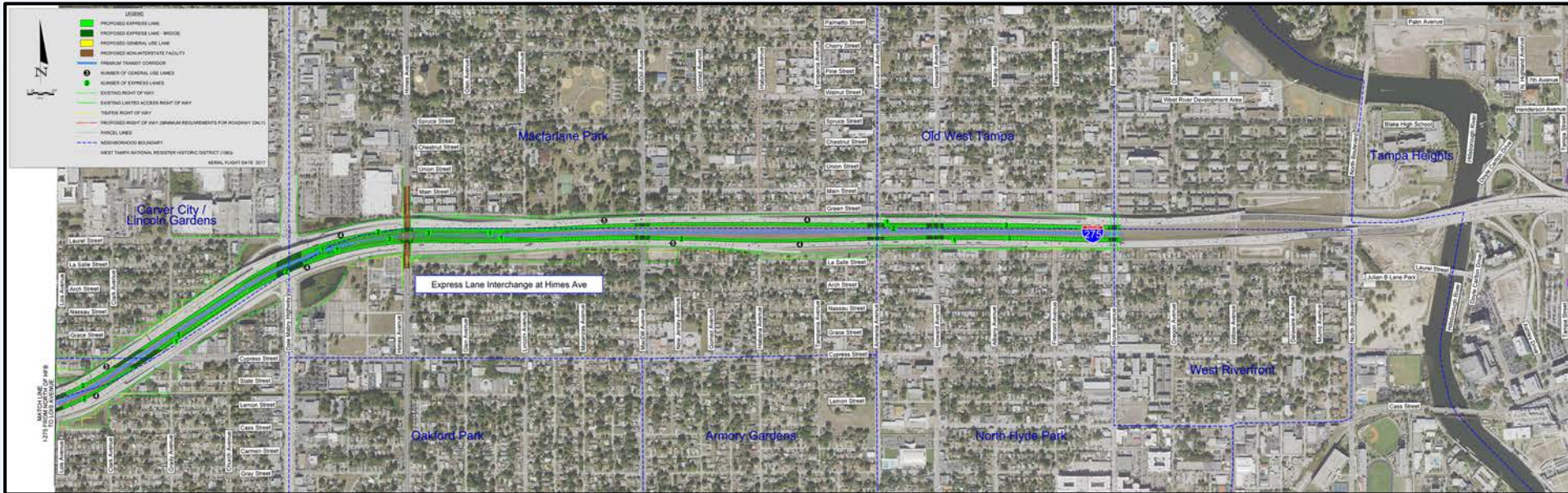
Direct connection from SR 60 to Kennedy Blvd. remains the same

Dedicated ramp from Kennedy Blvd./SR 60 to TIA

SR 60 from Kennedy Blvd. remains the same

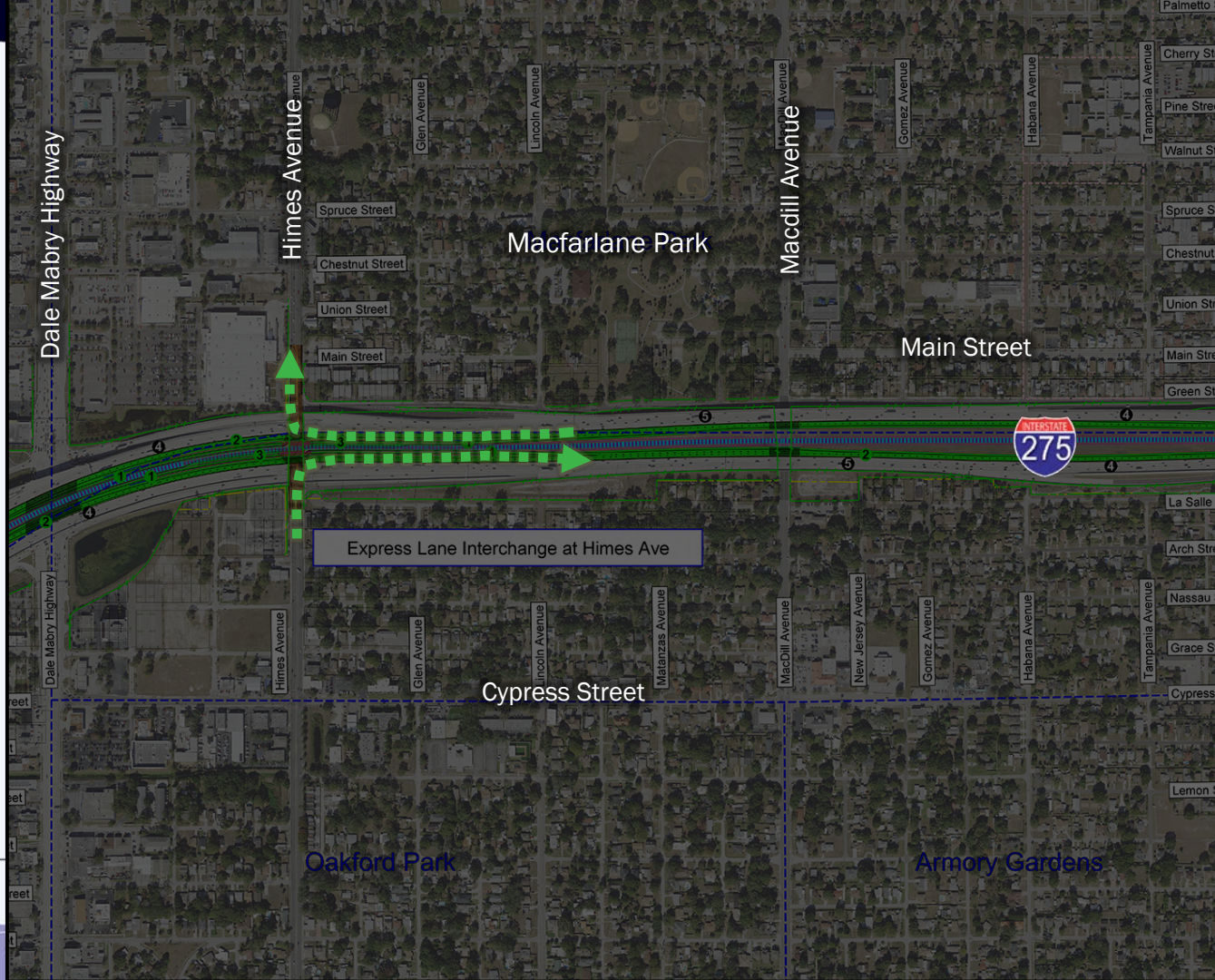


West Tampa Improvements



Express Lane Access at Himes Avenue

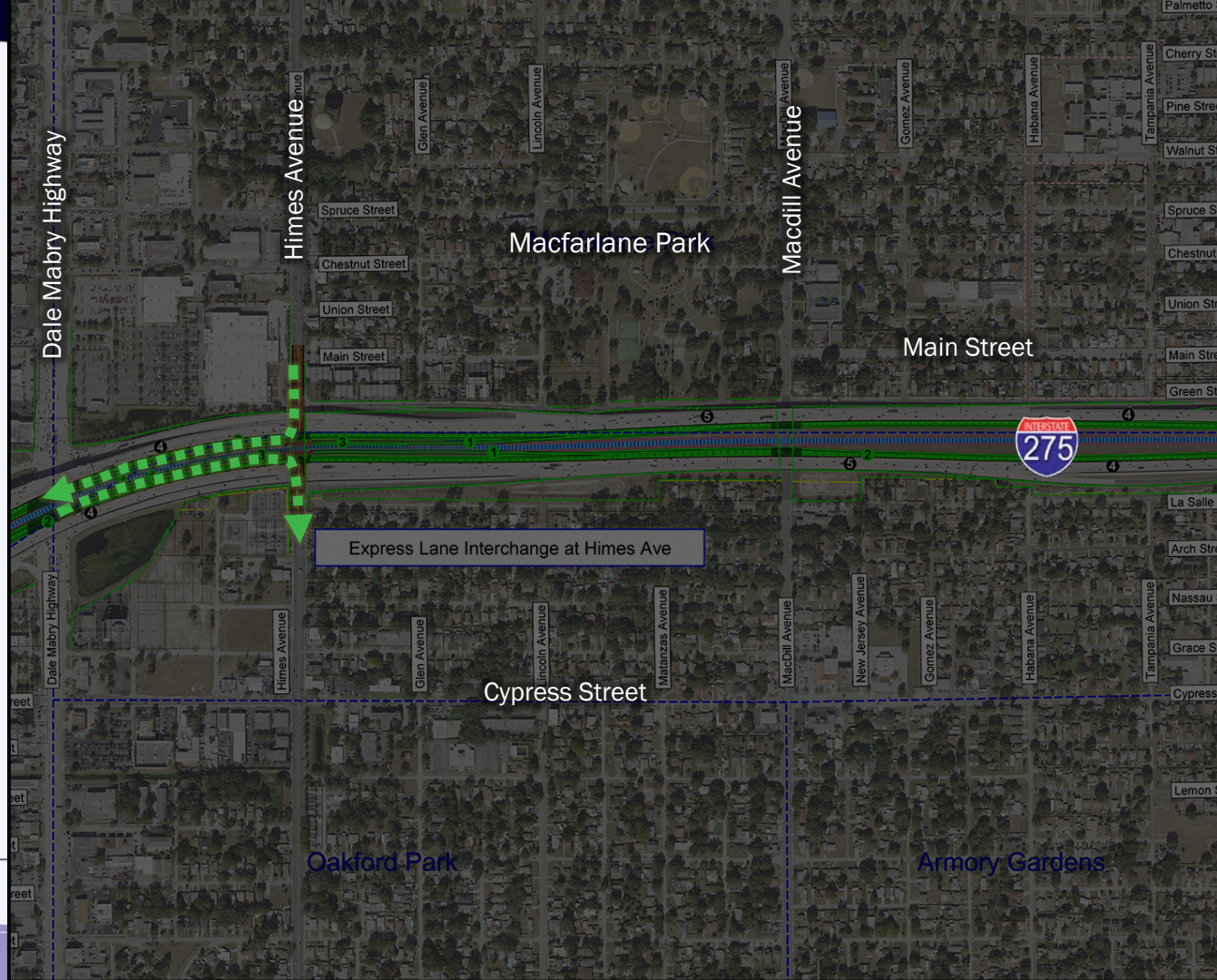
Access to/from Downtown Tampa



Express Lane Access at Himes Avenue

Access to/from Downtown Tampa

Access to/from
Westshore/Vets/Pinellas County

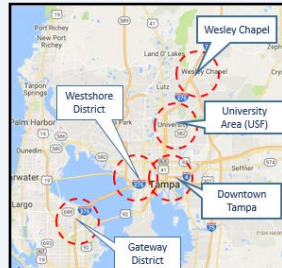


FDOT is a transit partner.

We're working with local agencies to explore ways to integrate transit into the program.



INVISION: 
TAMPA STREETCAR
TRANSFORMING TAMPA'S TRANSIT



**Intermodal
Center Studies**



Working with Smart Cities Alliance to incorporate intelligent mobility priorities.



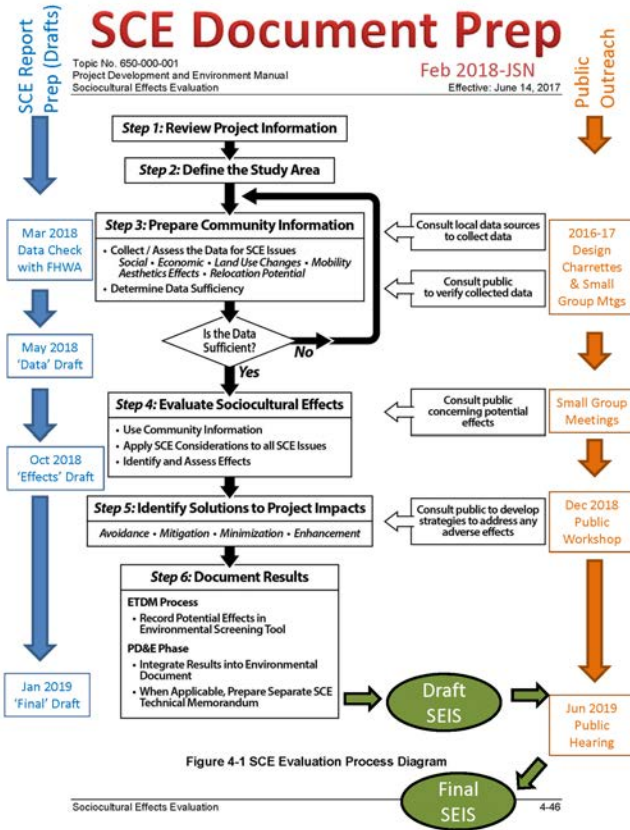
Mobility as a Service
Regional Data Platform
Reimagining Infrastructure

Sociocultural Effects Evaluation

One of several supporting documents that inform the decision making process in the PD&E Study.

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



Sociocultural Effects (SCE)

Social	Economic	Land Use	Mobility	Aesthetics	Relocation
<ul style="list-style-type: none">• Demographics• Community Cohesion• Safety• Community Goals/Quality of Life• Special Community Designations	<ul style="list-style-type: none">• Business & Employment• Tax Base• Traffic Patterns• Business Access• Special Needs Patrons	<ul style="list-style-type: none">• Land Use-Urban Form• Plan Consistency• Growth Trends & Issues• Focal Points	<ul style="list-style-type: none">• Mobility Choices• Accessibility• Connectivity• Traffic Circulation• Public Parking	<ul style="list-style-type: none">• Noise/Vibration• Viewshed• Compatibility	<ul style="list-style-type: none">• Residential• Non-Residential• Public Facilities

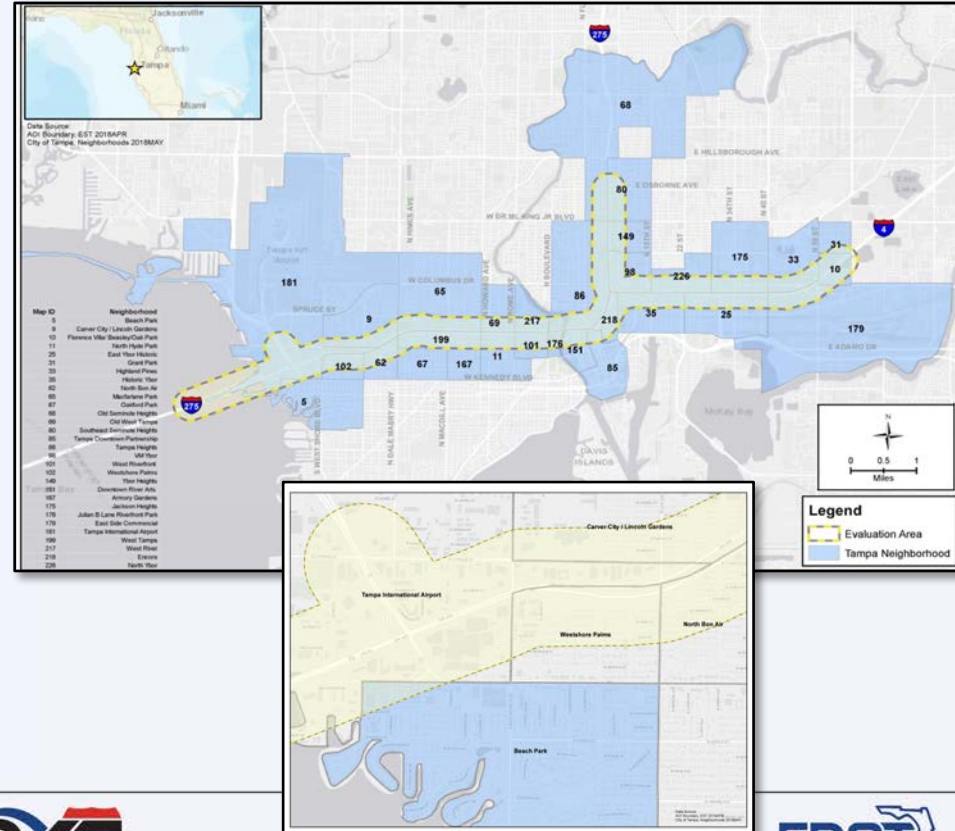
SOCIAL

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



ECONOMIC

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

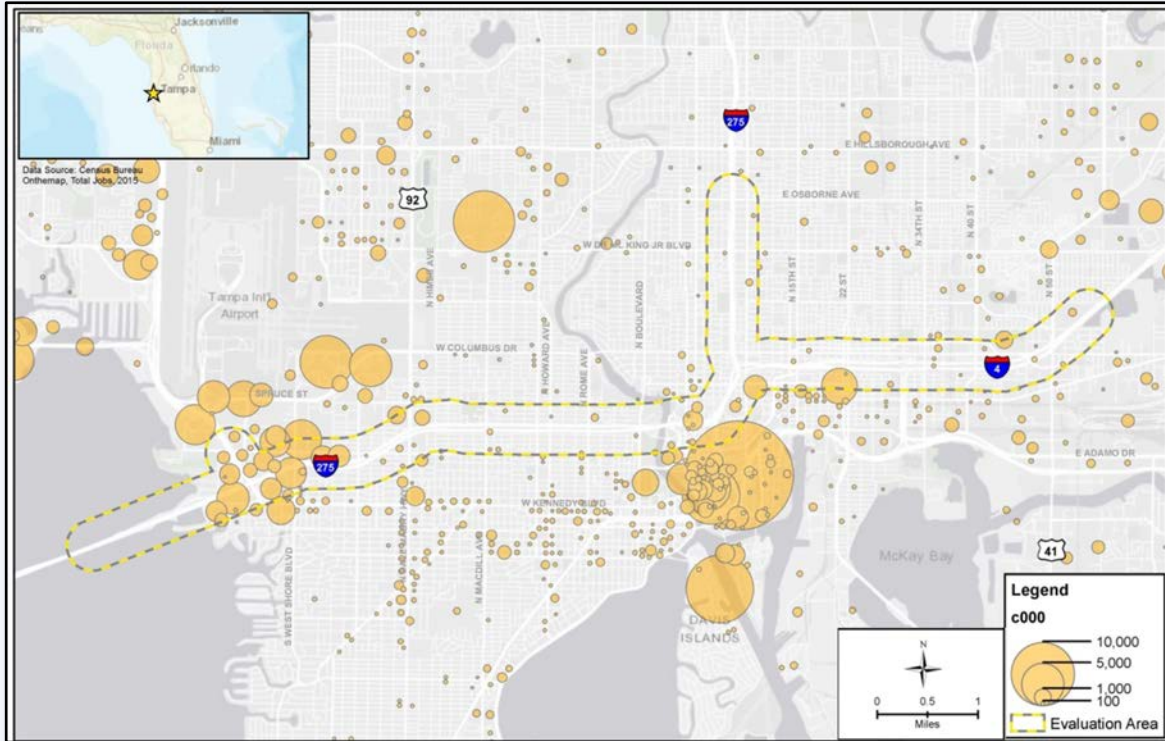
Business and Employment

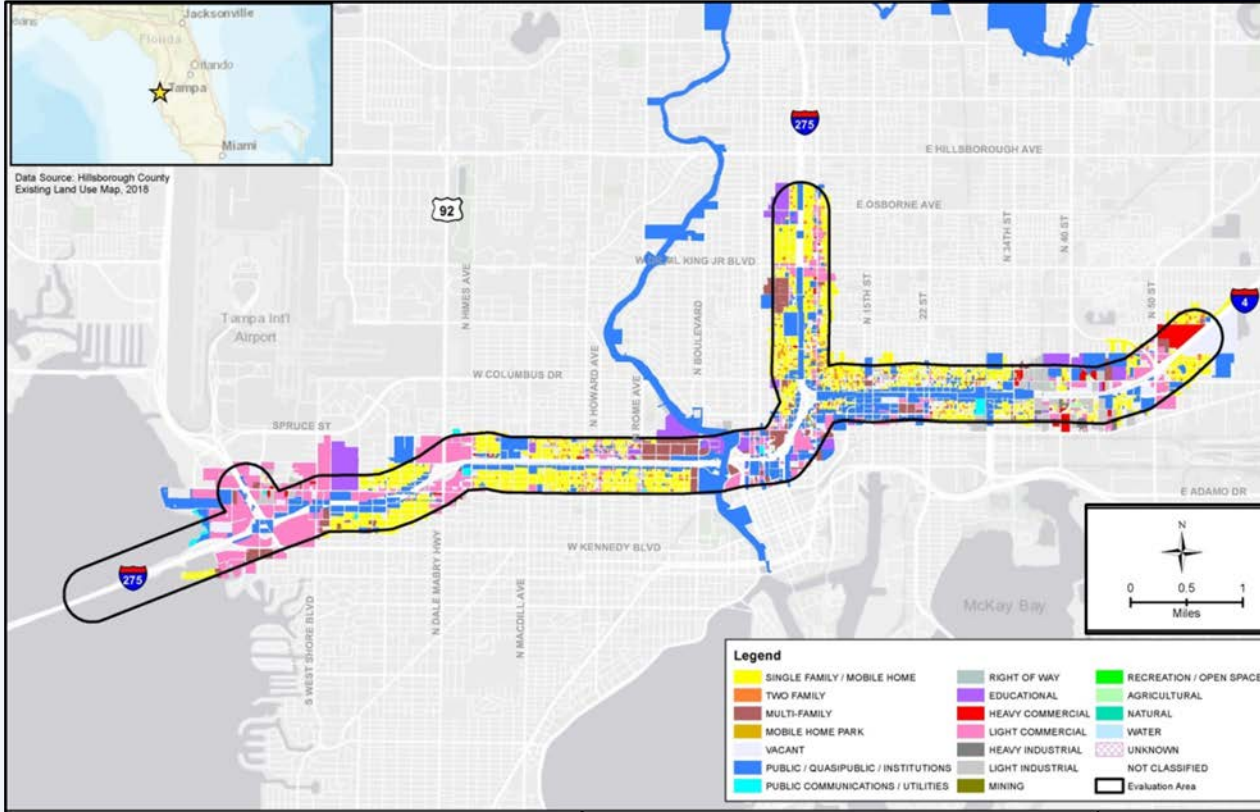
- Westshore Business District
- Commercial Office Space: 12.75 Million SF
- Businesses: 4,000
- Employees: 96,000+
- Residents: 15,000
- Hotel Rooms: 7,633
- Retail: 6 Million SF
- Restaurants: 250+

Business Access

Traffic Patterns

Tax Base





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

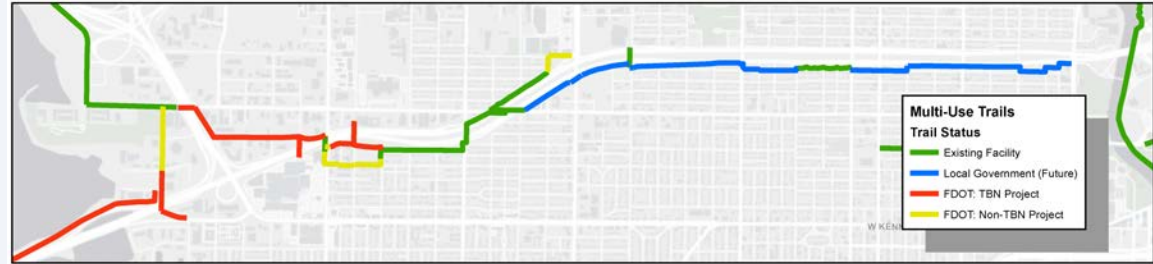
Identify potential project effects on mobility and accessibility in the study area.

Modal Choices

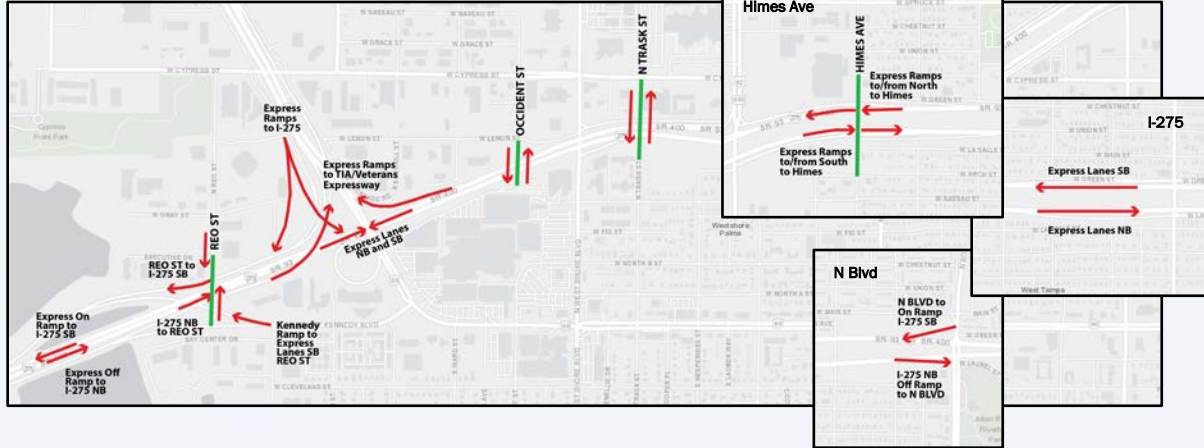
- Pedestrian
- Bicyclists
- Transit

Transportation Disadvantaged
Connectivity
Traffic Circulation
Public Parking

Multi-Use Trails



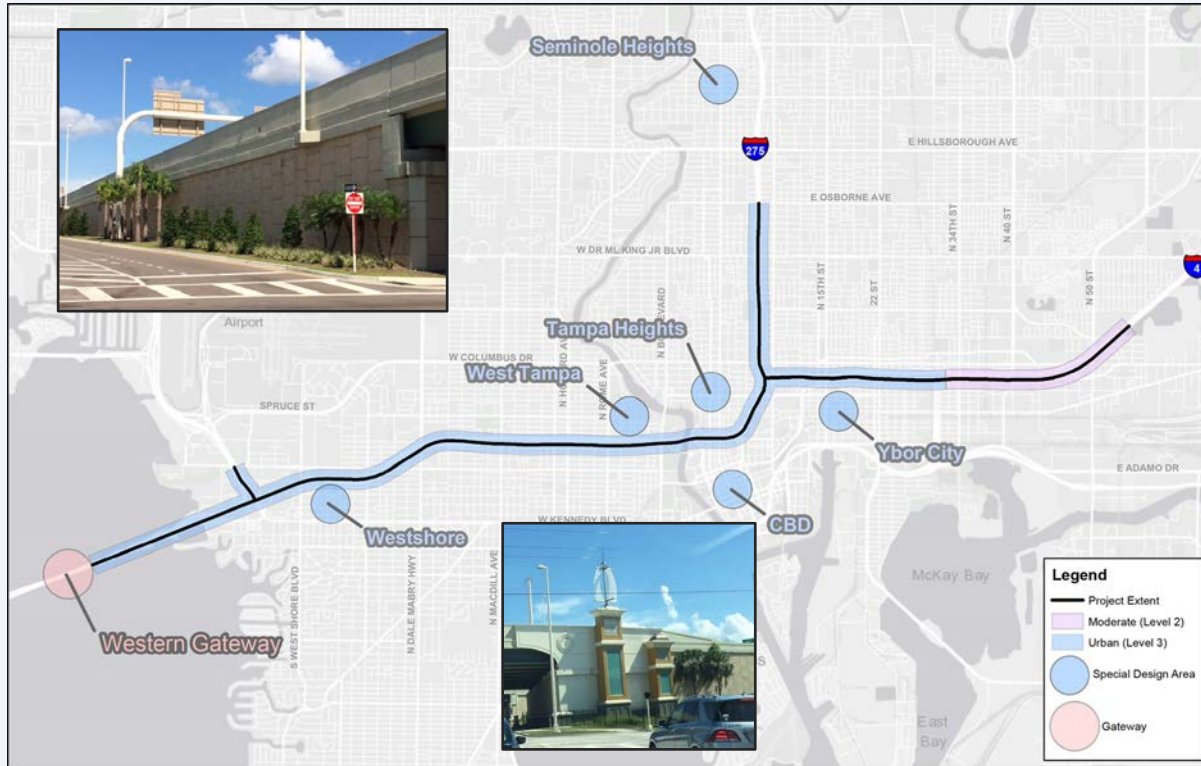
Interstate Access



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

