



## Community Working Group Westshore/West Tampa

November 15, 2018  
Real Time Record



## Table of Contents

Open House .....	4
Welcome .....	4
Presentations.....	5
Westshore Alliance Transportation Action Plan Presentation .....	5
Hillsborough Metropolitan Planning Organization (MPO) Update on the West Tampa Multimodal (Bike/Walk) Plan and Long Range Transportation Plan (LRTP) .....	16
2045 Transportation Plan .....	29
Roundtable Discussion #1: MPO .....	32
Presentation: Supplemental Environmental Impact Statement (SEIS) Update .....	37
Sociocultural Effects (SCE) Evaluation .....	53
Roundtable Discussion #2: FDOT.....	62
Closing Comments & Announcements .....	66



## Community Working Group – Westshore/West Tampa

November 15, 2018, 5:30 p.m. – 7:30 p.m.

Four Points by Sheraton  
4400 W. Cypress Street  
Tampa, Florida 33607

<b>Open House (5:30)</b> Information about related studies, projects, etc.
<b>Welcome (6:00)</b>
<b>Presentations (6:10-6:35)</b> <ul style="list-style-type: none"><li>Westshore Alliance Transportation Action Plan Presentation (Ann Kulig)</li><li>Hillsborough MPO Update on the West Tampa Multimodal (Bike/Walk) Plan and Long Range Transportation Plan (LRTP) (Michelle Ogilvie)</li></ul>
<b>Roundtable Discussion #1 – MPO (6:35-6:50)</b> <ul style="list-style-type: none"><li>Do you live or work in the Westshore/West Tampa area?</li><li>With the passing of the one-cent sales tax for transportation, funding will be set aside for transit. What types of transit would you like to see in the LRTP?</li></ul>
<b>Presentation (6:50-7:05)</b> <ul style="list-style-type: none"><li>Supplemental Environmental Impact Statement (SEIS) Update (Alice Price/Adam Purcell)</li></ul>
<b>Roundtable Discussion #2 – FDOT (7:05-7:30)</b> <ul style="list-style-type: none"><li>What do you like/dislike about the proposed reconstruction of the Westshore interchange and improvements in West Tampa?</li><li>What effects will reconstruction have in your community? How can we minimize and/or mitigate those impacts?</li><li>Are there any other groups or organizations we should be reaching out to and if so, who?</li></ul>
<b>Closing Comments/Announcements (7:30)</b>

Comments and questions may be sent to [TampaBayNext.com](http://TampaBayNext.com) or  
call (813) 975-NEXT (6398)

### Open House



### Welcome



**Tina Fischer, Collaborative Labs:** Good evening, everybody. I am from the Collaborative Labs; we are proud to be partners with FDOT. Along with getting your input, we have three short presentations this evening. David, would you like to say a few words?



**David Gwynn, FDOT District Seven Secretary:** Thank you, everyone, for coming out. The information we get from you tonight is important, especially as we do the SEIS. We have an unsolicited proposal from Brightline that could impact things – we want to look at that before we do the workshop, hopefully in February. Next summer, we will move towards public hearing and approval of the study.

Before we get into that process, we have a couple of presentations.

## **Presentations**

### **Westshore Alliance Transportation Action Plan Presentation**



**Ann Kulig, Westshore Alliance:** Thank you, everyone, for coming out. Westshore Alliance is a business group that represents businesses in the Westshore area. We have been around for 35 years. We focus on infrastructure and transportation to make Westshore better from our perspective and our needs in the Westshore district.



#### **The Plan Purpose and Goals**



- Provide strategies to **address mobility needs & maintain economic vitality** of the Westshore Area
- 3 Phase Approach to address needs through 2045:
  - ▣ Phase I: Projects that can be completed in the **next 5 years**
  - ▣ Phase II: Projects that can be completed **during reconstruction of Westshore Interchange**
  - ▣ Phase III: **Ultimate Plan** for network after reconstruction of Westshore Interchange

2

**Ann:** About a year ago, we started the Westshore Transportation Action Plan. We are non-profit. The ways we get around in this county and the roads are controlled by many groups, such as FDOT, HART, the county, and the city. There is no one place where we could lay out everything related to transportation improvements. Once you lay that on a map, you can see where the gaps are. We took it upon ourselves to do that.

I encourage you to visit the website and see the detailed plan. We tried to focus on what could be done in the near-term. FDOT plans to change the Westshore interchange. There will be needs to improve during construction. And long-term, how can we build out.



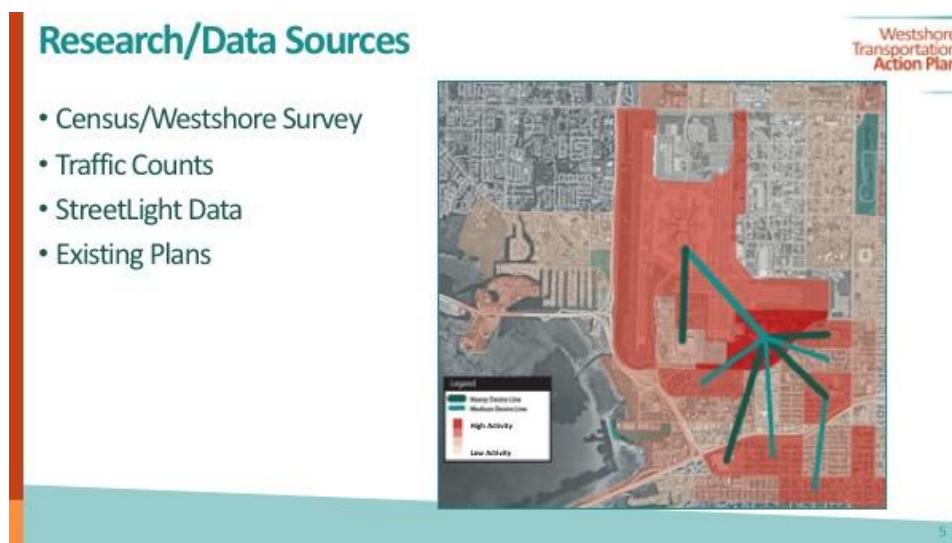
**Ann:** We looked from Hillsborough to Kennedy, from Himes over to the bay. We have about 15,000 residents, and 50,000 people a day in and out of Tampa International Airport. There are lots of students going to Hillsborough Community College. We also have many hotel guests, that I call temporary residents, and two huge regional shopping malls.



**Ann:** Our process was to look at everything that is out there – HART, FDOT, City, County. It was a pretty exhaustive process. There are probably 30-40 existing plans and studies that we

looked at. We also went out into the streets to see, for example, where are sidewalks missing. We have 50+ meetings with government agencies, key stakeholders, businesses, and neighborhoods; we have been meeting with some neighborhood associations for 20 years.

Plan development – we reviewed the draft plan with stakeholders. It was approved; this is the vision for the district.



**Ann:** Then we said, “How are people getting into the district and how are they moving around the district?” We looked at the census, GPS data from cell phones, and traffic light data.



**Ann:** The final plan came up with 104 identified projects or needs in the Westshore district. We looked at all transportation modes. Seventy-six projects are already someone else’s; we

identified 28 new projects. Three quarters of the plans and projects are bike and pedestrian. Some are FDOT, some are smaller things, like a needed traffic signal.





**Ann:** I talked about the phasing – we have these phasing's for every plan.



**Ann:** One of the small things – how about putting a signal on Boy Scout and Manhattan with all the apartment complexes that have gone in. That is one of the types of things in this plan.



[CollaborativeLabs@spcollege.edu](mailto:CollaborativeLabs@spcollege.edu)



**Ann:** Bicycles – there are a lot of people riding bikes in Westshore who just kind of figure out how to get around. There are areas that need obvious improvements – there are 20 we could do immediately.



**Ann:** During phase two, there is more in conjunction with the highway.





**Ann:** Gray Street as Bicycle Boulevard – a lot of people use it today, but it needs clear markings.





**Ann:** There are a lot of pedestrian needs. We did an evaluation ten years ago, and ten miles of new sidewalk were added in the district. Overtime, things can get done.



**Ann:** We are looking at sidewalks on roads and opportunities for trails and connects.

Near Cigar City and Lincoln Gardens, the city owns sidewalk where there is no street, but there is a well-worn path where people are walking through the neighborhood – why not put a small trail or pathway in there to connect over to Lois? It would provide a safe way from the neighborhood to the commercial district.

**Programs and Policies**

my COMMUTE  
Commuting Options for Tampa Bay

Westshore Transportation Action Plan

- Roadway:
  - Vision Zero
  - Transportation Demand Management (vanpool/carpool/rideshare)
  - Roadway Reclassifications
- Transit:
  - Branding at Bus Stops
  - Transit Signal Priority
- Bicycle and Pedestrian:
  - Wayfinding Plan
  - Walk Wise and Bike Wise
  - Bike Share
  - Automated Pedestrian Signals

22

**Ann:** In addition to specific projects, we also addressed lots of other policies and programs; for example, Vision Zero and Transportation Demand Management.

# THANK YOU

23

**Ann:** There is still lots of things left to be done. It is our vision for Westshore, and we hope you will take a look at it.

**Tina:** Next, we will hear from Hillsborough Metropolitan Planning Organization (MPO). If you have questions, we have facilitators at your tables who will be collecting your ideas. We will be putting all these ideas into a Real-time Record that will be on the website after Thanksgiving.



I would like to introduce Michelle Ogilvie, who will discuss the Hillsborough Metropolitan Planning Organization (MPO) Update on the West Tampa Multimodal Plan and Long-Range Transportation Plan (LRTP).

## Hillsborough Metropolitan Planning Organization (MPO) Update on the West Tampa Multimodal (Bike/Walk) Plan and Long Range Transportation Plan (LRTP)



**Michelle Ogilvie:** Good evening, everyone, thank you for this opportunity. Last time we were over on Columbus Drive earlier this year, and we got great feedback from that group. We had just started this, so here is the complete story.



WALK-BIKE PLAN PHASE VI  
WEST TAMPA MULTIMODAL PLAN

Hillsborough MPO  
Metropolitan Planning  
for Transportation  
August 2018

## West Tampa Multimodal Plan- PURPOSE

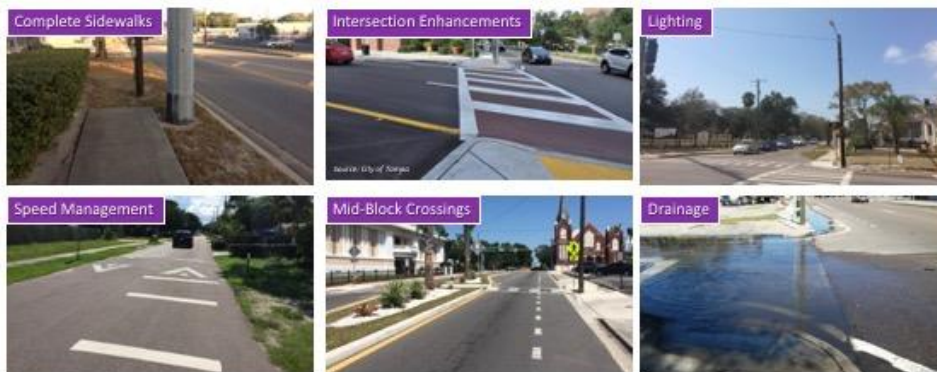
Identify opportunities to *enhance* the multimodal network, *improve* connections, and identify opportunities to *implement* complete strategies throughout West Tampa.



**Michelle:** The purpose of the plan is to enhance, improve, and implement strategies that will make biking and walking better and improve transit.

## West Tampa Multimodal Plan

### Systemic Enhancements



**Michelle:** Systematic enhancements, such as lighting, drainage, and complete sidewalks, contribute to safety.

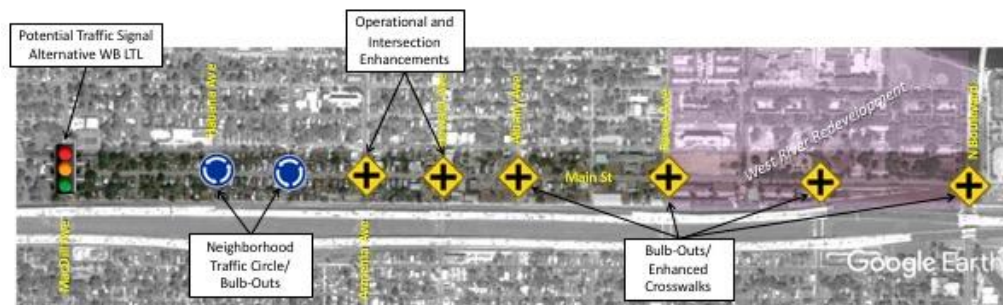
## West Tampa Multimodal Plan

### Complete Street Enhancement – Main Street



## West Tampa Multimodal Plan

### Complete Street Enhancement – Main Street



## West Tampa Multimodal Plan

### Complete Street Enhancement – Main Street

#### Main Street:

- MacDill Ave to Armenia Ave
- Albany Ave to North Boulevard



## West Tampa Multimodal Plan

### Complete Street Enhancement – Main Street, Armenia Ave to Howard Ave



**Michelle:** I have an update on the three main roadways within the West Tampa area, starting on Main Street, from Rome back to MacDill. We are recommending some traffic circles, we are recommending operational enhancements as well. We are looking at recommending along Main Street maintaining parking spaces to support economic opportunities. We also want to allow for safe bicycling and safe throughway for those driving.

## West Tampa Multimodal Plan

### *Complete Street Enhancement – Howard Avenue and Armenia Avenue*

#### General Enhancements:

- Intersection Bulb-Outs
- Enhanced Crossings
- Lighting
- Reduced Speeds
- Bicycle Facilities



*Planned for Resurfacing by Hillsborough County*

## West Tampa Multimodal Plan

### *Complete Street Enhancement – Main Street, Howard Ave to Albany Ave*



**Michelle:** Along Armenia and Howard, we recommend some new changes. Perhaps we can have a trail run through some of those roads in the middle. We may also want to consider greening the area, which Clearwater has done successfully. We recommend some enhanced bulb-outs and lighting bicycle facilities and a proposal of what that could look like in the existing right of way.

## West Tampa Multimodal Plan

### *Complete Street Enhancement – Columbus Drive*

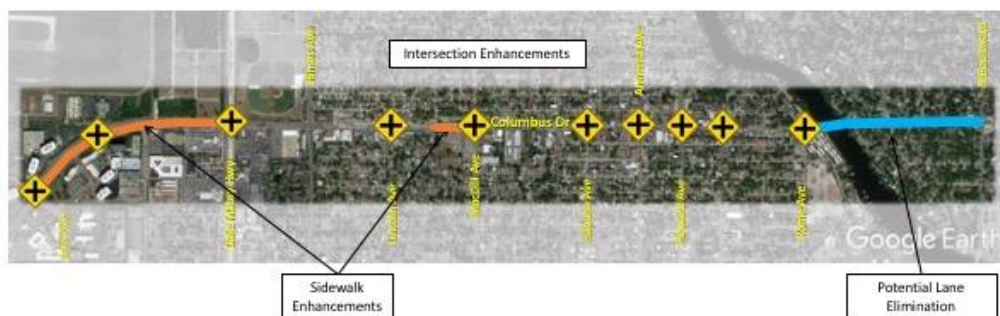
#### General Enhancements:

- Enhanced Crosswalk Markings
- Wider Sidewalks
- Lighting
- Intersection Enhancements
- Lane Elimination between Rome Avenue and North Boulevard



## West Tampa Multimodal Plan

### *Complete Street Enhancement – Columbus Drive*



**Michelle:** Columbus Street Enhancement – Main Street, Howard Ave to Albany Ave: Our consultant recommended enhancing sidewalks in the area where there are not any. We did bleed over into Westshore, because this is about connecting communities. One very important thing along Columbus Drive is safe pedestrian access. As you are probably aware, the historic cemetery at MacDill has had some issues of people passing through on foot. We took a look and found there is some opportunity, perhaps when the city or county comes through, to move the curbing north. That would open up a bit more space for a sidewalk.

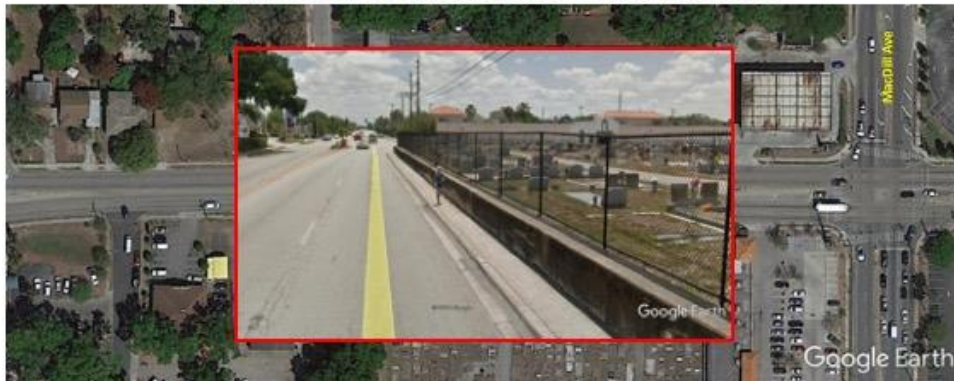
## West Tampa Multimodal Plan

### *Complete Street Enhancement – Columbus Drive*



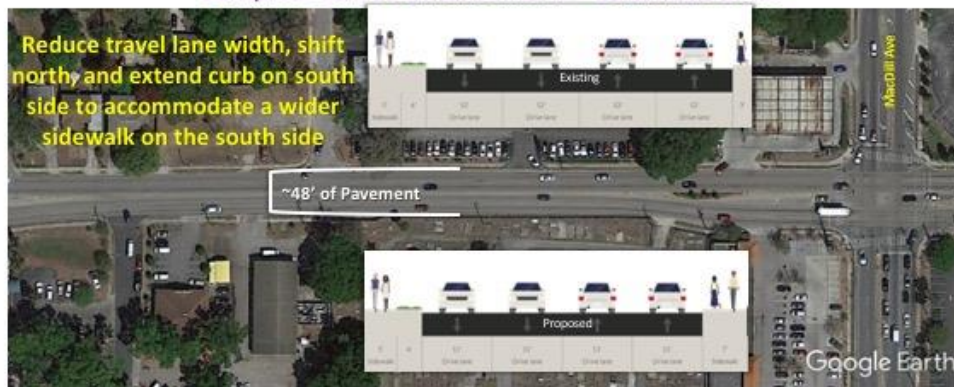
## West Tampa Multimodal Plan

### *Complete Street Enhancement – Columbus Drive*



## West Tampa Multimodal Plan

### Complete Street Enhancement – Columbus Drive



## West Tampa Multimodal Plan

### Complete Street Enhancement – Columbus Drive



## West Tampa Multimodal Plan

### Complete Street Enhancement – Columbus Drive at Rome Avenue



**Michelle:** We looked at Columbus Drive at the river; it has a low average trip count for cars. We recommend the city take a look at that and perhaps enhance the roadway with a roundabout. Looking forward into 2040, that could be a possibility.

## West Tampa Multimodal Plan

### Neighborhood Greenways



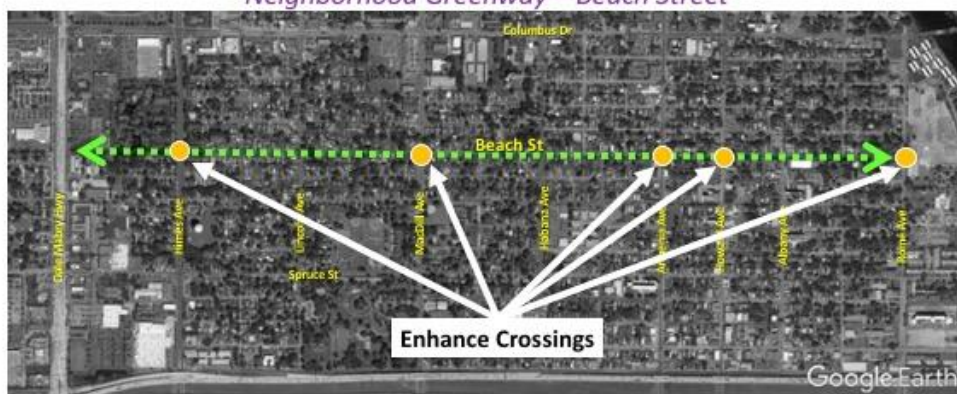
## West Tampa Multimodal Plan

### Neighborhood Greenway – Gray Street



## West Tampa Multimodal Plan

### Neighborhood Greenway – Beach Street



**Michelle:** For neighborhood greenways, we looked at several opportunities. As Ann talked about, Gray Street and Beach Street are two roadways that could become connectors for cyclists to Westshore and eventually Downtown.

## West Tampa Multimodal Plan

### Trail Connections – I-275 Greenway and Green Spine (Cass Street)



## West Tampa Multimodal Plan

### Trail Connections – I-275 Greenway and Green Spine (Cass Street)



## West Tampa Multimodal Plan

### *Trail Connections – I-275 Greenway and Green Spine (Cass Street)*



## West Tampa Multimodal Plan

### *Trail Connections – I-275 Greenway and Green Spine Combined Alternatives*



**Michelle:** We looked at some trail opportunities. Everyone is aware of the statewide plan for transit.

We would like to connect to the Courtney Campbell Causeway and into Downtown Tampa, giving those in the middle ample opportunity to walk or bicycle. We came up with four recommendations, because we are not too sure what will happen on the eastern side of that link. We just completed a great proposal for Dale Mabry, and we hope that will become reality.

## West Tampa Multimodal Plan

### Cost Estimates:

Site Specific Enhancements	Planning Level Cost Estimate
Main Street Enhancements	\$1,699,000
Columbus Drive Enhancements*	\$1,192,000
Howard Avenue and Armenia Avenue Enhancements	\$3,463,000
Gray Street Neighborhood Greenway	\$2,084,000
Beach Street Neighborhood Greenway	\$1,405,000
I-275 Greenway Connections, Alternative 1	\$1,425,000
I-275 Greenway Connections, Alternative 2	\$1,241,000
I-275 Greenway Connections, Alternative 3	\$1,147,000
I-275 Greenway Connections, Alternative 4	\$2,596,000

\*Cost estimate does not include Columbus Drive at Flame Avenue roundabout alternative.

**Michelle:** We gave some cost estimates – none of it is too expensive. As Ann said, you chip away at them.



**Michelle:** Beth Alden was supposed to be the next presenter, but she is stuck travelling, so I will present her part.

## 2045 Transportation Plan



**Michelle:** You may be aware that the long-term transit plan is being updated to 2045. We held outreach and got fantastic participation. Some statewide studies have had less participation.

**It's TIME TAMPA BAY**  
Transportation • Innovation • Mobility for Everyone

# 2045 Transportation Plan

**We Want to Hear from You!**

Hillsborough MPO  
Metropolitan Planning  
for Transportation

FORWARD  
PINELLAS

BEASLEY  
MEDIA GROUP INC.

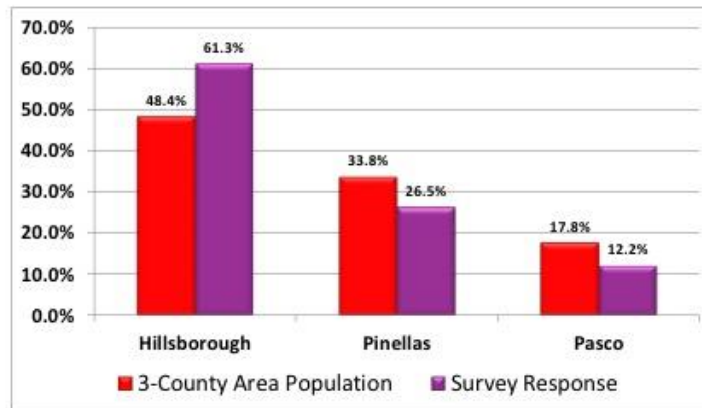
## Survey Results

- July 31<sup>st</sup> to October 1<sup>st</sup>
- Raw Numbers
  - 17,762 visitors
  - 9,666 participants (54.4%)
  - 234,884 data points
  - 10,471 comments
  - Over 5,600 emails
- Clean (Final) Dataset
  - 9,575 participants
- US MetroQuest Record!



27

## Survey Participation (by County)



28

**Michelle:** By county, we did it with Hillsborough, Pinellas, and Pasco. Hillsborough was the number one participant, with 61% of surveys done in Hillsborough County. We are still analyzing much of what came in, but some key themes have emerged.

## Key Themes



### ● Land Use

- Reinvest in neighborhoods
- Strengthen downtowns, create more downtown-like places
- Minimize outward growth

29

**Michelle:** For one, supporting land use reinvestment in what we have.

## Key Themes



### ● Transportation

- Address traffic congestion, provide alternatives to driving
- Strong support for rail, statewide and regional
- Enhance walking & biking opportunities
- Targeted roadway improvements, new and expanded interchange ramps
- Little support for I-275 conversion
- Demonstrate how technology can be implemented, realistically and safely

30

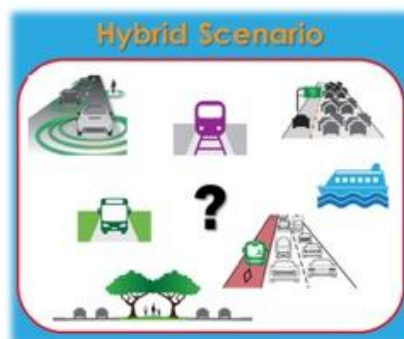
**Michelle:** Transportation components – address traffic congestion, strong support for rail, enhance biking and walking options, technology.

We had a great conversation at the Citizens' Advisory Committee meeting yesterday; they would like to see more about the I-275 conversion.

## NEXT STEPS



- Complete survey analysis
- Finalize key themes/messaging
- Develop Hybrid Scenario for LRTP – November or December?
- Develop LRTP and more outreach 2019



31

**Michelle:** These are the themes we will use to create our next steps, which is to complete the analysis of all the surveys and develop a hybrid scenario for LRTP– it probably will be in January. We need to adopt new plan by end of November 2019. Thank you again for your time.

### **Roundtable Discussion #1: MPO**

**Tina:** As you can see, when you fill out a survey, your input is really taken to heart. I will tell you later about a survey that FDOT would like you to complete.

We are ready to do our first roundtable discussion. There are three questions: (1) Do you live in the Westshore district?; (2) Do you work in the Westshore district?; and (3) With the passing of the one-cent sales tax for transportation, funding will be set aside for transit. What types of transit would you like to see in the LRTP? Hillsborough County MPO really wants to get your input on this last one.

#### **Do you LIVE in the Westshore/West Tampa area and if so, what neighborhood or area?**

1. Westshore area
2. New Tampa
3. Live in Sunset Park
4. Beach Park
5. Live in Westshore Palms
6. Old West Tampa since 1962
7. Seminole Heights (but grew up in Westshore)
8. Work in Westshore, north of Cypress
9. No, I live in Seminole Heights
10. 3 people do not live or work, 3 work in Westshore
11. Do not live, but work on Boy Scout Lane
12. No live, no work
13. No live, no work, moving business to Westshore area, live in Lithia
14. Lives in Westshore Palms, works downtown, takes bus and bike to/from work
15. North Bon Air
16. Town n' Country
17. Carrollwood
18. Beach Park
19. Beach Park
20. Carrollwood
21. Palm River area
22. Westchase
23. Downtown
24. Armenia and De Leon
25. Yes, MacFarland Park neighborhood

#### **Do you WORK in the Westshore/West Tampa area and if so, what neighborhood or area?**

1. Yes throughout the region
2. MacDill

3. Henderson @ Swann
4. Downtown Tampa
5. Kennedy east of Himes
6. No, I work in the Pinellas Gateway
7. Lois and Nassau
8. Downtown
9. Retired :)
10. Westshore and Boy Scout
11. Work in Westshore area, Tampa Bay Business Journal
12. Westshore Palms
13. No, Clearwater
14. No, USF area
15. Drew Park
16. Urban Center (in Westshore)
17. I work all over the state
18. Lois @ Spruce
19. No USF area
20. No, Temple Terrace

**With the passing of the one-cent sales tax for transportation, funding will be set aside for transit. What types of transit would you like to see in the LRTP?**

1. Technology and signal timing improvements
2. Some type of light rail or maybe even monorail system between high density areas like downtown to Westshore/airport
3. Everything we don't have
4. Sales tax needs to be leveraged with everything else. Coordination with FDOT money, sales tax funding, and HART strategic planning efforts.
5. MPO and FDOT do not coordinate enough
6. CSX line to USF, focus on transit-oriented development, focus on local connections first, fixed guideway produces more infill
7. Light rail in New Tampa area to downtown Tampa and airport
8. Light rail from Airport to beaches, St. Pete
9. CSX including the stuff going out west and east, maybe start downtown to airport
10. Autonomous vehicles in their own dedicated lane
11. BRT in dedicated space
12. Need climate-controlled bus stops
13. High-speed anything from St. Pete to Brandon or Plant City (east west)
14. Robust ferry and water taxi system
15. Buses
16. Robust connectivity, walking/biking to transit stops, shaded
17. Service-rich transit hubs (dry cleaners, bike valets, food/beverage)
18. Bike-share
19. Additional multi-modal centers (i.e., Westshore Mall)
20. Computer-timed traffic lights

21. Start CSX to USF area, and then go to airport, but stay out of interstate right of way
22. BRT
23. Priority should be LRT, then BRT....but build BRT if we can't afford LRT
24. BRT
25. Work with existing corridor on interstate if it gets you where you want to go (downtown to Westshore, etc.)
26. Connection from Airport to Westshore multi-modal center - APM
27. Connection from Westshore multi-modal center to Downtown
28. Monorail system
29. Bus first, and then commuter rail, tied into other side of river with Brightline
30. Make sure people can get to Westshore to go to work - with money we need to restore the bus service that we lost with HART - increase routes and frequency. connect CSX lines to existing transit
31. BRT
32. Support for extending streetcar in Tampa Heights, possibly along Cypress
33. Train system from Downtown to Westshore via Kennedy - train or trolley system, AV
34. Need commuter rail to tie airport to downtown, would reduce day-to-day traffic to provide room for other modes. Recreate multimodal pathways of the City
35. Smaller buses that run frequently that address needs of people without cars, disabled, in need or something to address the needs of the populations
36. BRT
37. Automated cars
38. Automated vehicles with ride sharing (sprinter vans)
39. Transit connecting airport to beaches, and other major tourist destinations
40. Transit with technology and mobile apps to connect riders with vehicles - more like personal busses vs. public bus
41. Fleet management apps
42. Sidewalks, lighting, storm water drainage, curbs, curb ramps (ADA compliant)
43. Bus stop enhancements - benches, coverings, lights, raised stops (with BRT system to cut down on time), payment systems at stops or with apps
44. Less bus stops, faster headways
45. Traffic calming on side streets to enhance pedestrian safety
46. Slowing down traffic on major roadways - Hillsborough, Busch
47. Enhance intersections for turning movements
48. High emphasis and safe crosswalks (that can be enforced)
49. Separated cycle tracks - not just sharrows
50. Short term congestion relief
51. Streetcar system going east west might work
52. Micro transit
53. BRT - road capacity to use BRT, in a dedicated surface lane
54. Safety concerns, no matter what is in place safety will be important. Wider sidewalks, in anticipation of motorized scooters
55. Transit ideas will depend on how developers develop communities. Transit has to be considered to address local needs and first mile, last mile needs becoming obsolete so

- transit is easily accessible
56. Shared mini vehicles
  57. Downtowner idea in different neighborhoods
  58. Circulators that are responsive to individuals' needs. On demand service
  59. Don't like having to walk under/near the interstate to get to transit stations/transit stops
  60. Bus bays/pull-offs
  61. Smaller buses that run more frequently. Need covered spots
  62. BRT: Need to look at whole system, to get bus system right. Bus service needs to serve large population areas.
  63. Staggering work hours
  64. Fixed guideway means concrete stations and it definitely means rail in denser areas  
buses are okay out in Brandon and south county areas
  65. Tricycle type scooters that you can use in neighborhoods
  66. Busses are primary transportation for lower socioeconomic populations, need to consider user costs. BRT more for regional trips
  67. Motorized scooters with seats that can be used for short commutes
  68. If you put real infrastructure in for transit, it will help Tampa grow the way we want it to – look at Toronto as an example
  69. HART budget should go toward 60% rapid transit service and 40% local
  70. Electronic bikes or scooters. Some are weather controlled to reduce risk in bad weather
  71. BRT first
  72. Focus on TOD and growth patterns for local connections first and then look at serving commuters later - time to reverse that trend of serving commuters first
  73. BRT: Orlando example, operates for free in dedicated lane. Brings people into CDB. Goes through low- and middle-income neighborhoods. Serves everyone. FTA a part of the process. Dedicated lane contributes to quality and reliability of service. Operates on all local streets
  74. Ideally, you'd have the same technology north-south and east-west, but anything is better than what we have now.
  75. Integrated AI into Transit, potential to cut down on man power and save on operating costs
  76. Now that we have a new funding stream, hopefully, we won't be looking at putting buses in express lanes. We can look at dedicated transit guideway.
  77. Need regional transit spine for everything to tie into that acts as the mainline. It can take you quickly from origin to destination
  78. Mobility as a service (MAAS)
  79. Express bus system could reach out to eastern Hillsborough County to travel into Tampa
  80. Potentially use dedicated travel lane on local streets with transit signal priority - maybe hybrid system of some sort to avoid the interstate for station locations
  81. Hopefully, Brightline would eventually cross the bay. Would be hard to get people to change seats/technologies to cross the bay into Pinellas County.
  82. Bus needs more frequent service, 10 to 15 minutes. Shelters important due to heat and rain in Florida. Bus stop amenities, (Wi-Fi, phone charging, lights). Better amenities would increase ridership- older people, and choice riders more likely to choose transit. Safety

important

83. Look at tying in intermodal systems with existing rail in Channelside

84. Need something in dedicated lane to get into Pinellas County

### Team 1



### Team 2



### Team 3



### Team 4



**Team 5**



**Team 6**



**Team 7**



**Presentation: Supplemental Environmental Impact Statement (SEIS) Update**

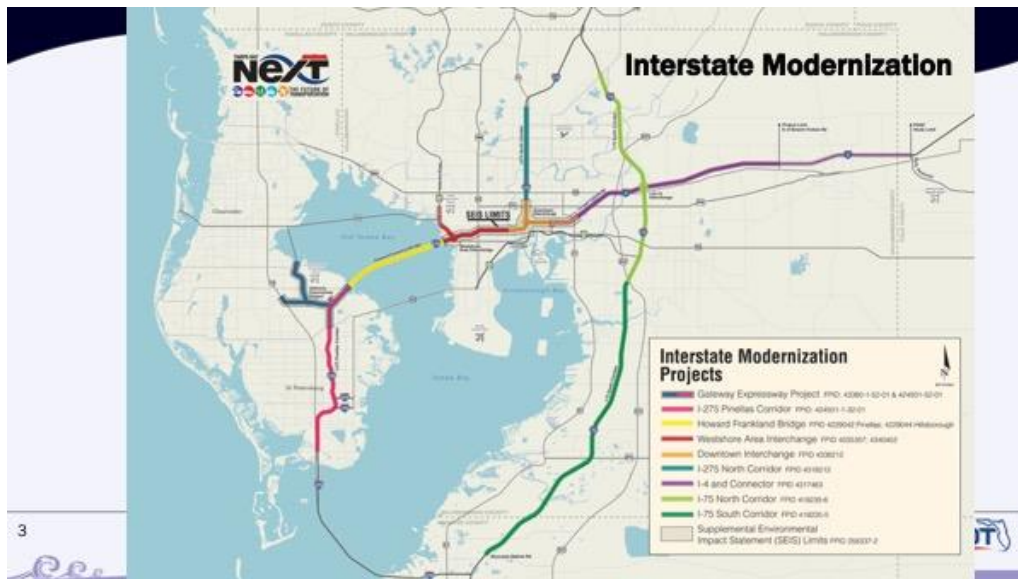
**Tina:** We collected over 80 ideas in that roundtable discussion! Thank you. I would like to introduce Alice Price.



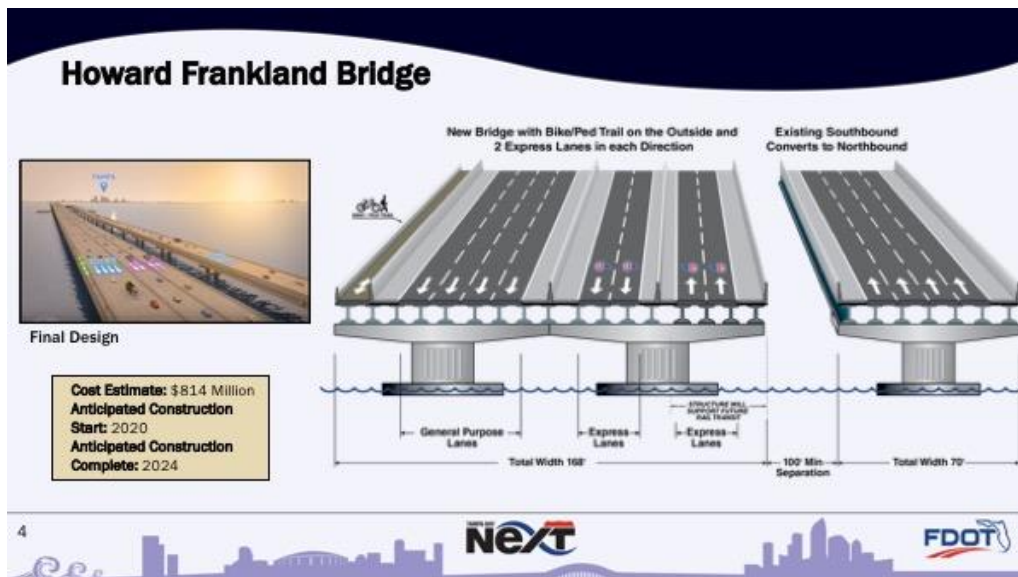
**Alice Price Departments Project Manager, SEIS:** Good evening. Raise your hand if this is your first event for Tampa Bay NEXT FDOT in a while. Thank you, first timers, for being here tonight. To connect back to Michelle's presentation, we are going to focus on interstate modernization; it has pedestrian, transit, and technology.



**Alice:** We have been out to meetings with varying levels of community engagement. This is a community working group – we usually have a neutral facilitator. We have been out in the neighborhoods walking around with our engineers to experience what you experience. This continues to shape our plans. We have done some safety checks; we have also had some smaller neighborhood-level meetings.



**Alice:** This is our big program map. The focus for tonight is the interstate modernization process. We will hone in on the urban core, but I will talk about a couple other relevant areas.



**Alice:** We start construction to replace one bridge span of Howard Frankland in 2020. We will add two express lanes in each direction and a bike/pedestrian facility to connect Westshore trails to the Pinellas Trail. The completion date is 2024.



**Alice:** We realize that we need to do something in the interim in the Westshore area. We have a couple of operational improvements. These are quick improvements – one or two years – to get roadwork ready for the bridge that is coming in.



**Alice:** We have a punch through project that comes right through the Westshore interchange. We will add one additional lane in each direction to help receive traffic for Howard Frankland to SR 60, and we will add another lane through there to accommodate traffic coming from the express lanes off Veterans. These are interim improvements over the next two years that should be in place before the Howard Frankland construction. We still have a need for full reconstruction.

**Alice:** I just realized I did not introduce myself; I am Alice Price, Departments Project Manager on the SEIS.



**Alice:** The core area you see here spans from the Westshore interchange to downtown Tampa. We are doing a SEIS, which is the highest level of environmental analysis.



**Alice:** David mentioned earlier that we have moved our public workshops to accommodate other workshops. We were getting ready to present documents in December; we will now have drafts ready for February. We are looking at February 7 and 11; there is more information to come in future. When we get all this input, that helps us with the decision-making process. We could present our recommendation in a public hearing Fall 2019.

The slide is titled "SEIS Update" in a dark blue header. The main content is on a light blue background. On the left, the text "Tampa Interstate Study (TIS)" and "Supplemental Environmental Impact Statement (SEIS)" is displayed in bold. On the right, under the heading "Purpose & Need:", there is a bulleted list of five items: "Improve regional connectivity", "Provide multimodal corridor", "Meet future travel demand", "Relieve congestion", "Improve safety", and "Improve accessibility". At the bottom of the slide, there is a decorative graphic featuring a city skyline silhouette, the "Tampa Bay NEXT" logo, and the "FDOT" logo.


SEIS Update	
<b>Tampa Interstate Study (TIS)</b>	<b>Purpose &amp; Need:</b>
<b>Supplemental Environmental Impact Statement (SEIS)</b>	<ul style="list-style-type: none"><li>• Improve regional connectivity</li><li>• Provide multimodal corridor</li><li>• Meet future travel demand</li><li>• Relieve congestion</li><li>• Improve safety</li><li>• Improve accessibility</li></ul>

**Alice:** One of the first things we do is take a look at the purpose and need for the project: improve regional connectivity; provide multimodal corridor; meet future travel demand; relieve congestion; improve safety; improve accessibility. A multimodal corridor very important for this region. That is the basis for how well a project will perform.


### What is FDOT considering for the Westshore Interchange?

**Original TIS Preferred Alternative**



**No Further Action**



**Tolled or Non-Tolled Express Lanes**



10



**Alice:** We always look at a no-further-action alternative and compare to a build alternative that could be tolled or non-tolled. We will compare that back to the 20-year study and those impacts that were documented in the original TIS.

### 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	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 &amp; Agency Coordination Plan</p> <p>Comments &amp; Coordination Tech Memo</p> <p>Public Workshops &amp; Hearing</p>

11

**Alice:** We are working on all this documentation you see right here. From sociocultural effects, to air quality, to noise, to contamination – we have basically a 10-page document on everything. These are available for public review in February.



**Alice:** How do we ultimately make a decision? It is not just cheapest, most impactful, or best. We have to put all together all of it and consider what the community thinks; in this case, in concert with FDOT.

## 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

13

**next**

**FDOT**

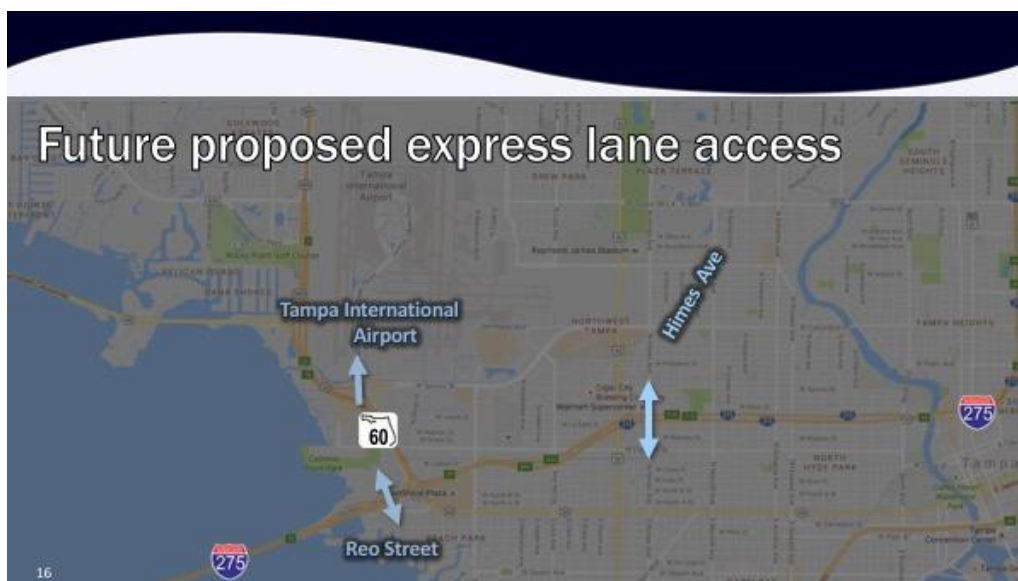
**Alice:** Westshore interchange reconstruction is a potential build alternative. There is not a lot of new information here. The concept includes a multimodal envelope 40 feet throughout corridor. There would be express lanes in the median, but no median after Lois, so there would be more construction.



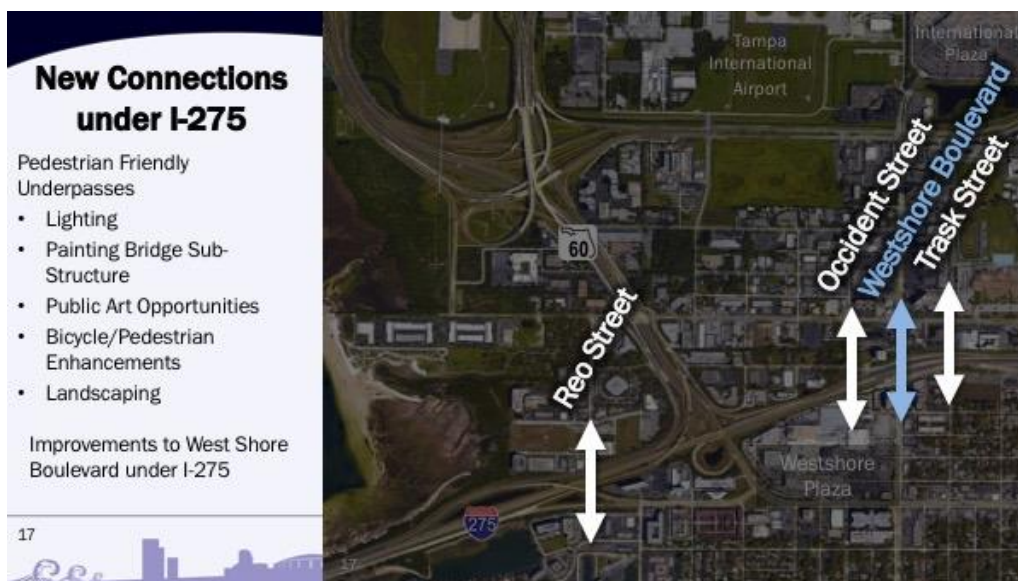
**Alice:** The current general-purpose access would still remain.



**Alice:** The one new point is North Boulevard; we are looking at an access point at North Boulevard.



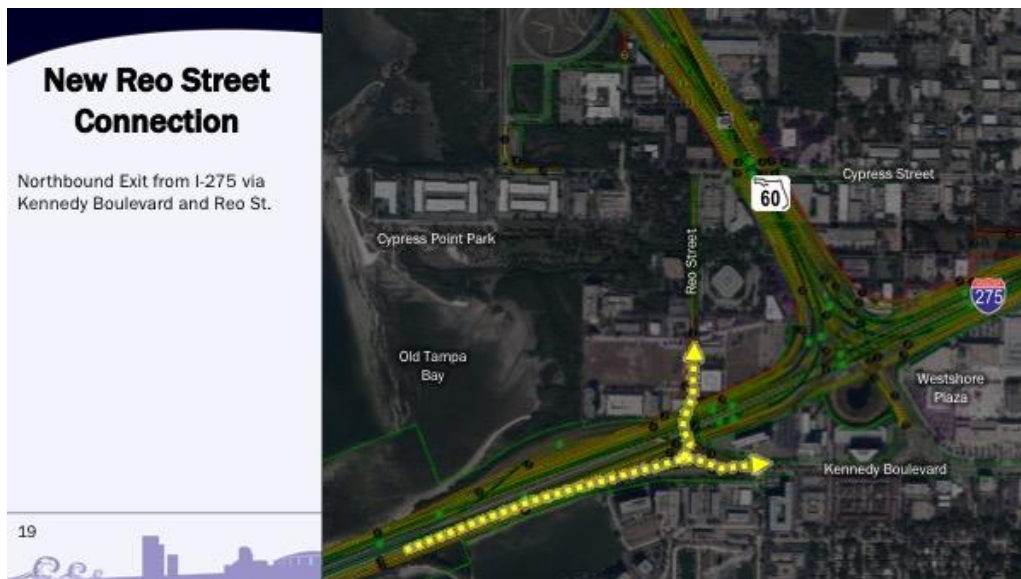
**Alice:** Future express lanes would enter the Westshore area at Reo and at Himes, and a direct express lane would connect to the airport.



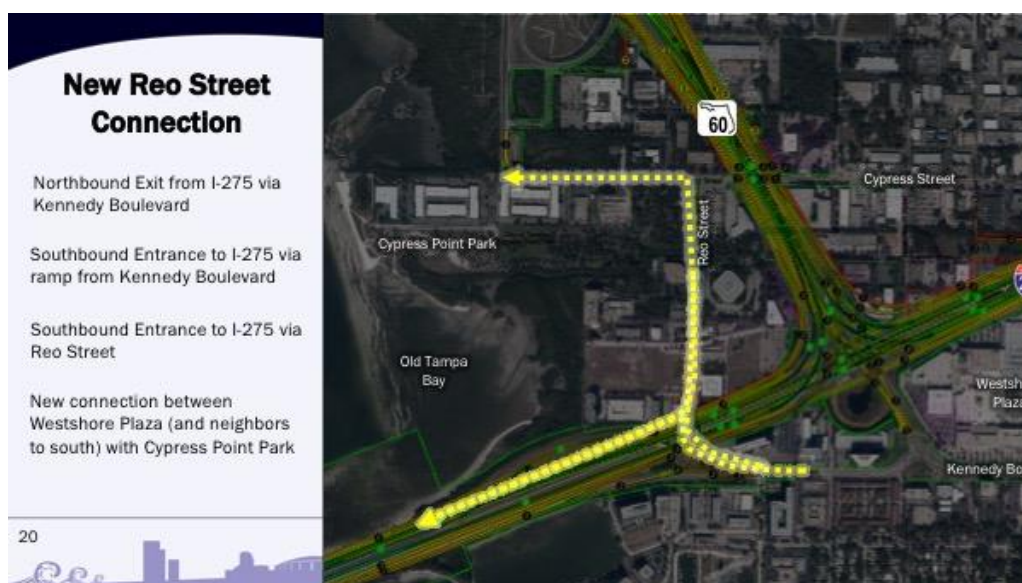
**Alice:** Another feature of the build alternative is where there is not a north-south access today, we would do that at Reo, Occident, and Trask. There are different opportunities under those underpasses for aesthetics and trails. We also look at enhancements on Westshore directly under the interstate.



**Alice:** If you are coming from Pinellas back towards Westshore, you could take an express lane and then have to merge into another lane to access Kennedy and Westshore, or you could continue on the express to downtown and beyond.



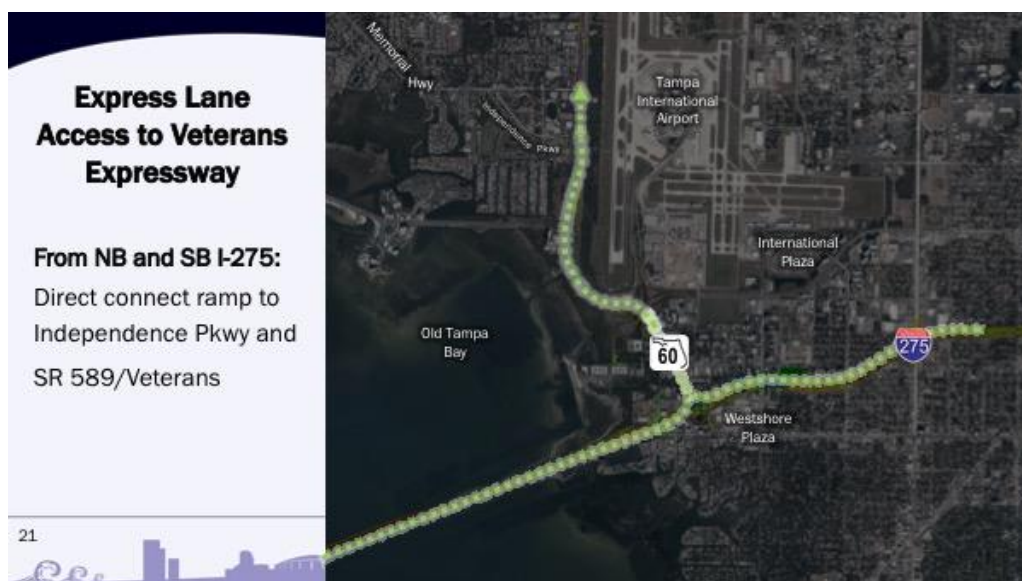
**Alice:** From Reo, you can get on the interstate and head west towards Pinellas. Likewise, you could do the same from Kennedy.



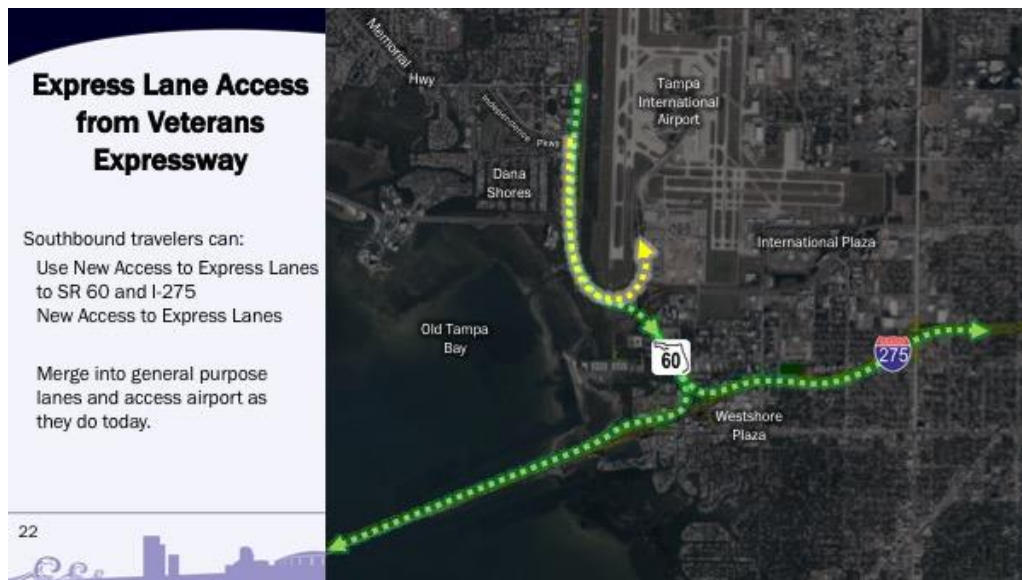
**Alice:** The new connection at Reo Street: the general-purpose access would be the same, but now you could also go north on Reo.

You can also get on Kennedy to the west; that is the same as what you have today. Again, you could make the Reo connection coming from the north.

For Westshore, you now have a north-south connection; you can get up to the Cypress Point Park or come back east towards Westshore.

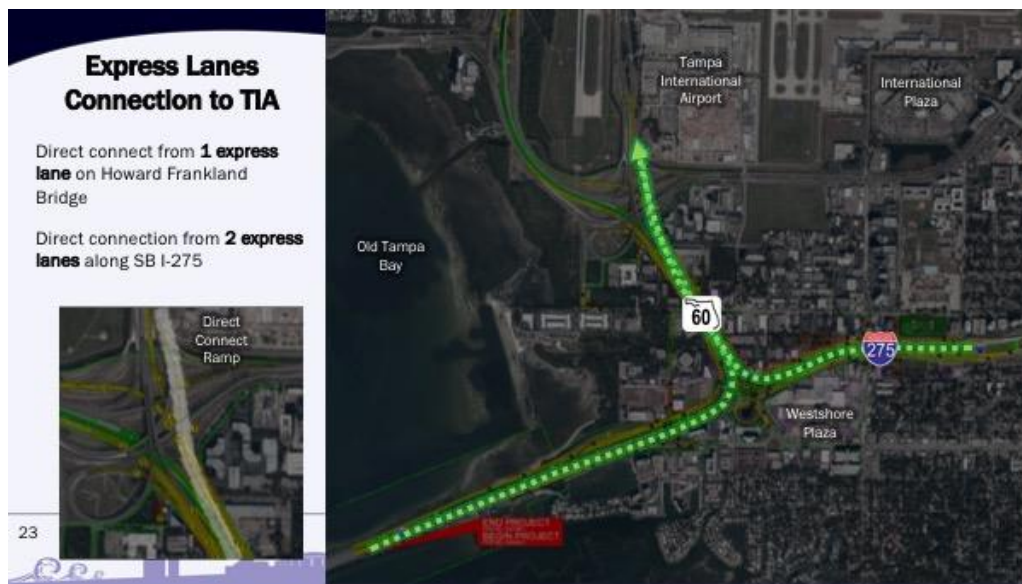


**Alice:** For Veteran Expressway, coming from downtown or Pinellas, the green is an express lane connection.

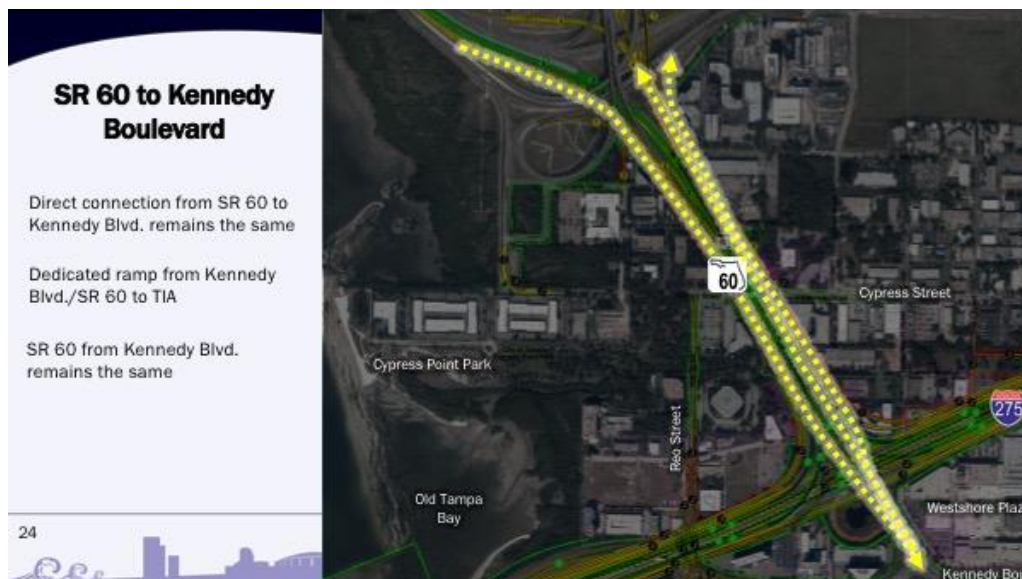


**Alice:** And the reverse, you also have a direct connection from Veterans Expressway that lands into the express lanes going toward downtown or Pinellas.

The tricky thing here is, you would have to merge into the general-purpose lanes and take the same route you do today to get into the airport from the north.



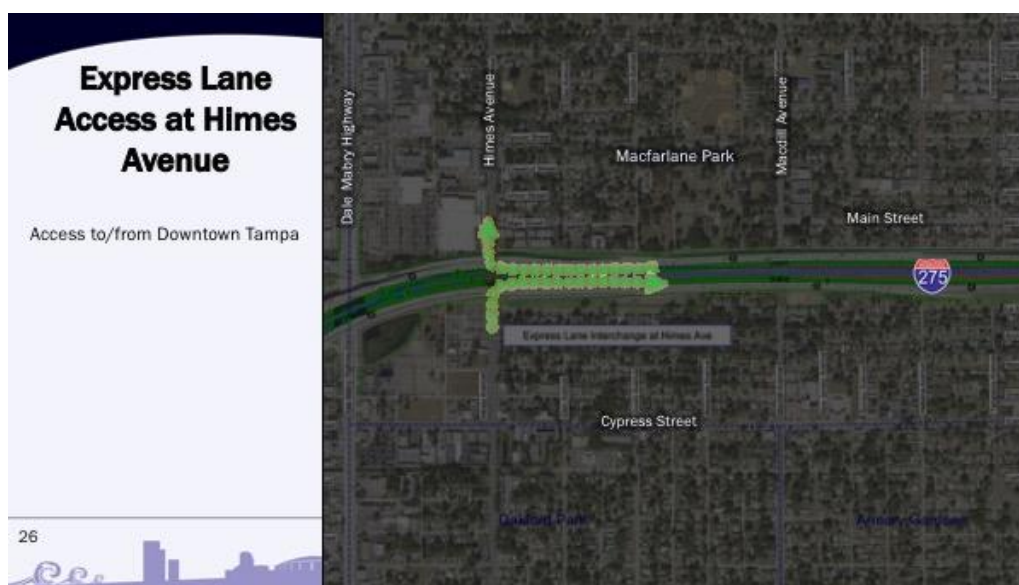
**Alice:** Direct access point to airport – it would go directly from Pinellas into the airport. There would be another coming from downtown directly into the airport.



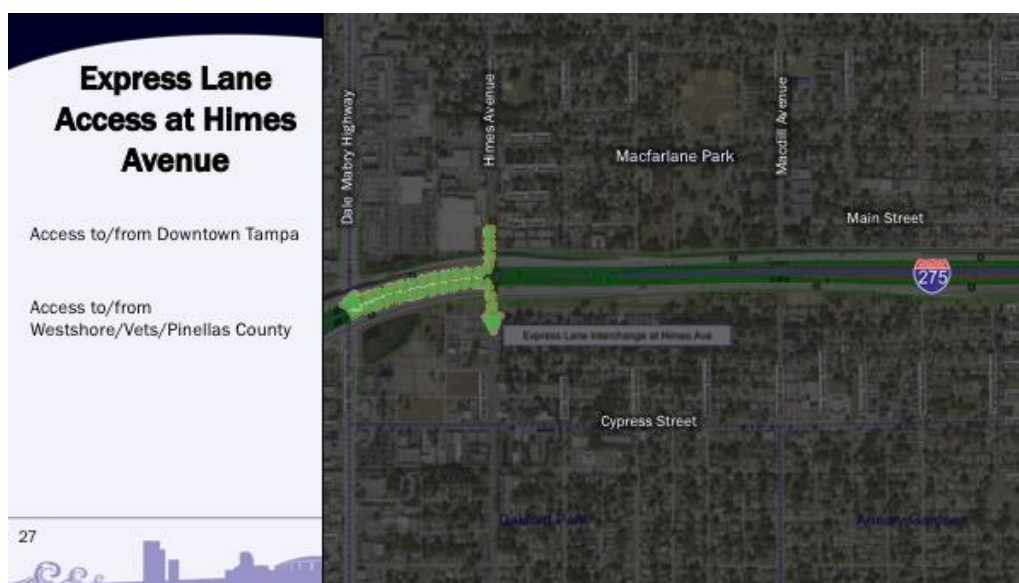
**Alice:** The community asked to maintain these movements: general-purpose lanes coming from SR60. Likewise, the reverse movement would take you general-purpose from Kennedy directly into the airport.



**Alice:** In West Tampa, we have the Westshore interchange and then there is the piece of interstate that has already been widening. We have already bought the right of way for the outer roads, we would just look to add the express lanes in the middle. Westshore has 20 new parcels.



**Alice:** There is a new access point for express lanes at Himes that would give access to downtown. The only complication is, we need to restrict left turn lanes to make it safer.



**Alice:** We looked at multiple interchanges, and Himes seemed to work the best. We are working with the city with the midtown development and how those work together.



**Alice:** We are looking at accommodating transit within the interstate, which is not to preclude the other plans.



**Alice:** Smart technology is not lost on the conversation. There are things we can do to make our plans smarter. DOT partnered with Tampa and USF on the Smart Cities Alliance to identify those synergies and how they interact with county and city roads. We want smooth connections.

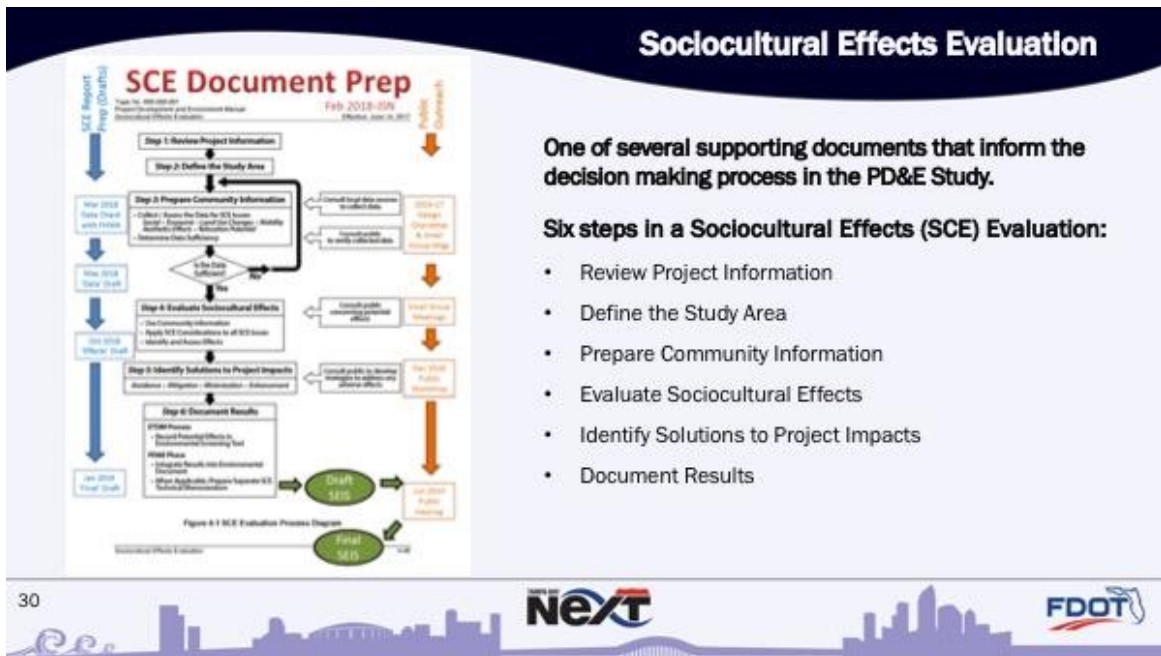


Now, I will introduce Adam Purcell with AECOM. He will talk you through the next section of the discussion, which is sociocultural and community impacts.

### Sociocultural Effects (SCE) Evaluation



**Adam Purcell:** Thank you for this opportunity to talk about the project. A side note – when we go through these types of plans, we do environmental documents. One of those studies is the sociocultural effects evaluation. It looks at how the project will affect the local community and economy and residents. It differs a bit from other FDOT studies in that we come out and ask people for information on the community focal points and important issues.



**Adam:** We ask about effects. How do you think the project will affect your community? Then, we come back in and identify those effects and look to identify solutions. We want to avoid, minimize, or mitigate negative effects. We are in the last four steps of this process.

### Sociocultural Effects Evaluation

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

31

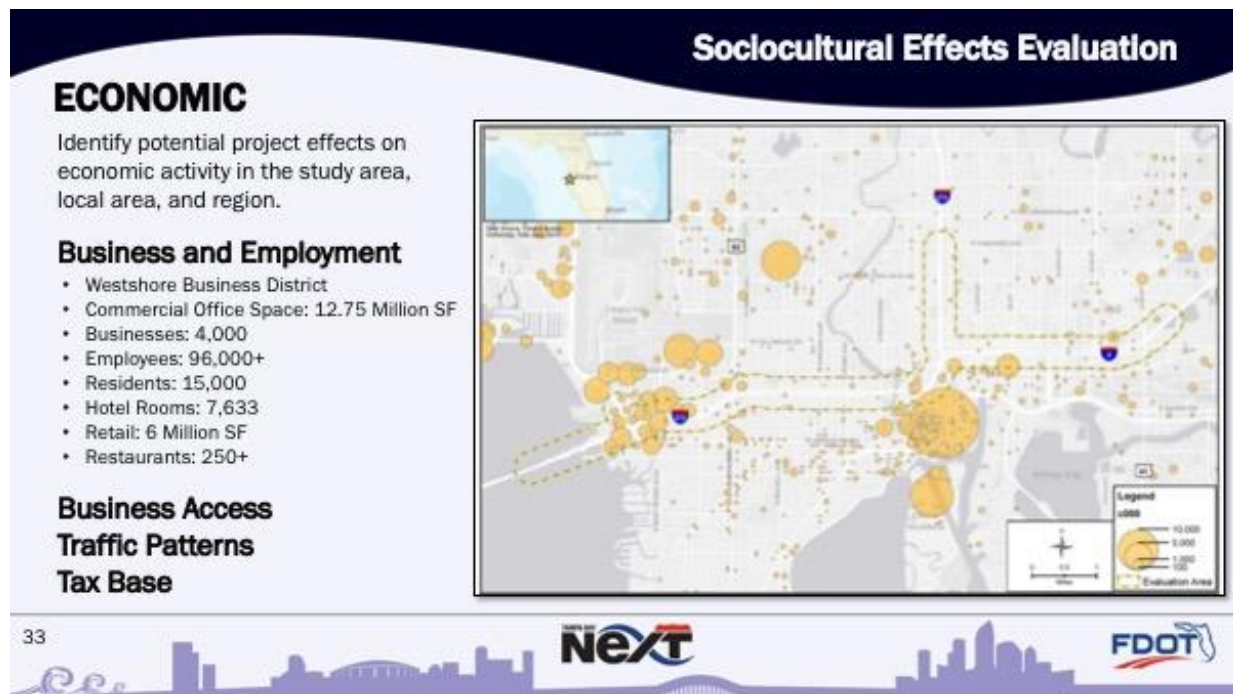
**Adam:** I am here tonight to talk effects and solutions. In the SCE evaluation, the topics discussed are: social, economic, land use, mobility, aesthetics, and relocation. We must be in compliance with the National Environmental Policy Act. These are issues that are key in our discussion.



**Adam:** Social impact – that gets at how you interact with the people and places around you. Will the project change peoples’ daily lives? If it is a negative effect, we want to reduce that. We have been out along the entire project corridor. There are 30 different neighborhoods along the interstate. Tuesday, we were at Beach Park at the Women’s Club.

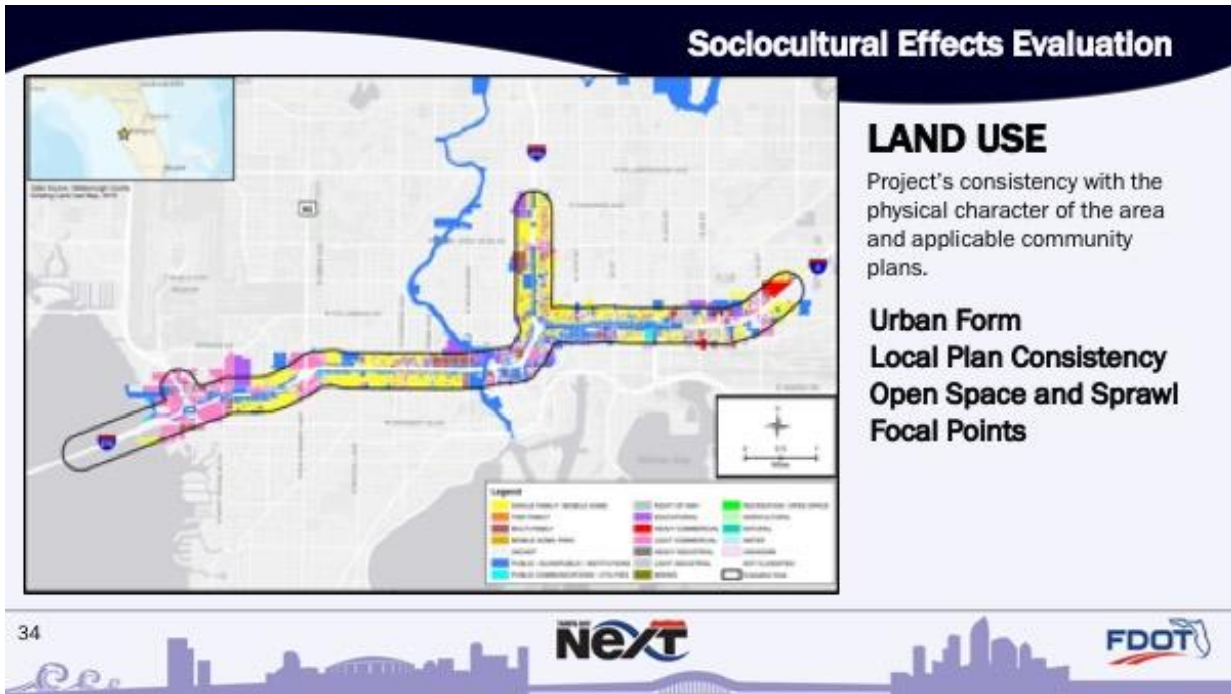
One of the concerns we see is a lot of times when we come in and widen a road, sometimes it has the negative effect of dividing a community. We have looked to mitigate that with the opening of Reo, Occident, and Trask, and the reworking of Westshore. We want to undo some of the access that was cut off in the 1960s. Churches, school, shared identities in neighborhoods – we do not want to have a negative effect on those.

In most of Westshore, we have expanded in the right of way. We believe we are not having an effect on any community focal points. Please let us know if we missed something.



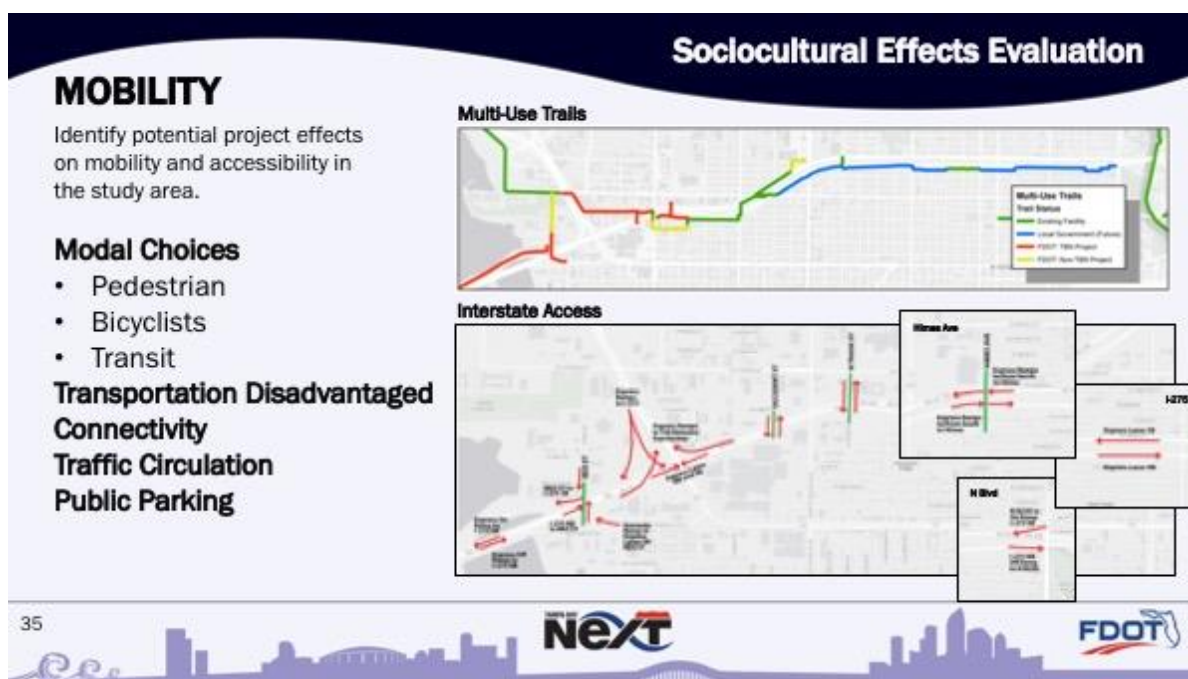
**Adam:** Economics – the Westshore district is a very busy area. The map shows employment density by block. We want to make sure as we implement the project that we do not have a negative effect on how people access those business. One of the goals is to improve access. We are looking at managed lanes, capacity improvement and also trying a different angle to maintain connections. We will look to make sure we do not have a negative impact on traffic patterns.

Finally, we look at tax base. Here in Westshore, there are not a sizable number of potential relocations.



**Adam:** Land use – is the project consistent with the area that surrounds it? We look at the urban form, the local plan consistency, local plans, city plans, and evaluate that the project is consistent with those plans.

Open space and urban sprawl – land use can change immensely around that access point. With this area being a more built environment, it will be a slow process. None of the access points in Westshore are being taken away, but more are being added. The local plans really drive that.

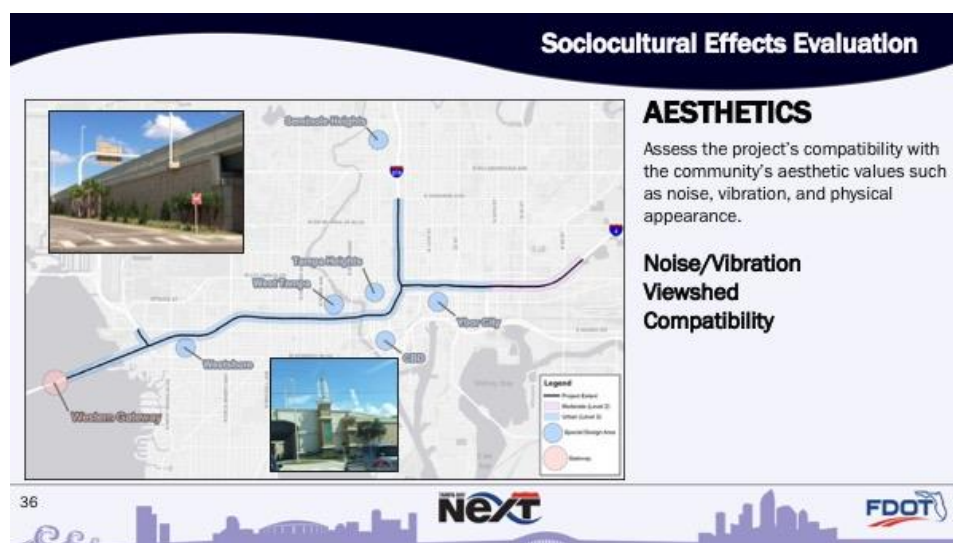


**Adam:** Mobility – This project is focused on the movement of traffic on the interstate; there are 200,000 vehicles a day moving on interstate, and that number will continue to grow. FDOT is finalizing traffic figures; we will look at those later. We are working on improving north-south connectivity and adding some more opportunity to access managed lanes.

Himes – added connection to managed lanes. A lot of focus is moving traffic. We are also looking at other groups, such as the transportation disadvantaged. Transit accommodation provides an opportunity to offset some of that burden.

We are looking at a multi-use train to connect existing trails to the proposed Howard Frankland Bridge trail; we want to connect systems all the way to Pinellas. It would provide an opportunity for people to use something other than a car to make local trips.

We are also looking at modal choices and movement of autos.



**Adam:** Aesthetics – because of some of the impacts that were addressed previously, there have been some aesthetic guidelines created for the entire area; for example: some of the landscaping that has been added to soften the impact of the interstate; noise studies; softening the visual impact. The viewshed is fairly flat, so that is not piece that will be negatively affected. We will look at the urban environment along the existing corridor for compatibility.





**Adam:** The relocations issue is often one of the most impactful issues, especially for small municipalities. As Alice noted, the right-of-way expansion has occurred – it will not be expanded anymore. All the improvements will be in the interior. Some additional impact might be in the interchange area. With a relocation, we have to follow federal law. If a property is relocated, that owner will be compensated for any damages. Right now, the relocation will be fairly limited. That report is still pending.

**Sociocultural Effects Evaluation**

**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?

38



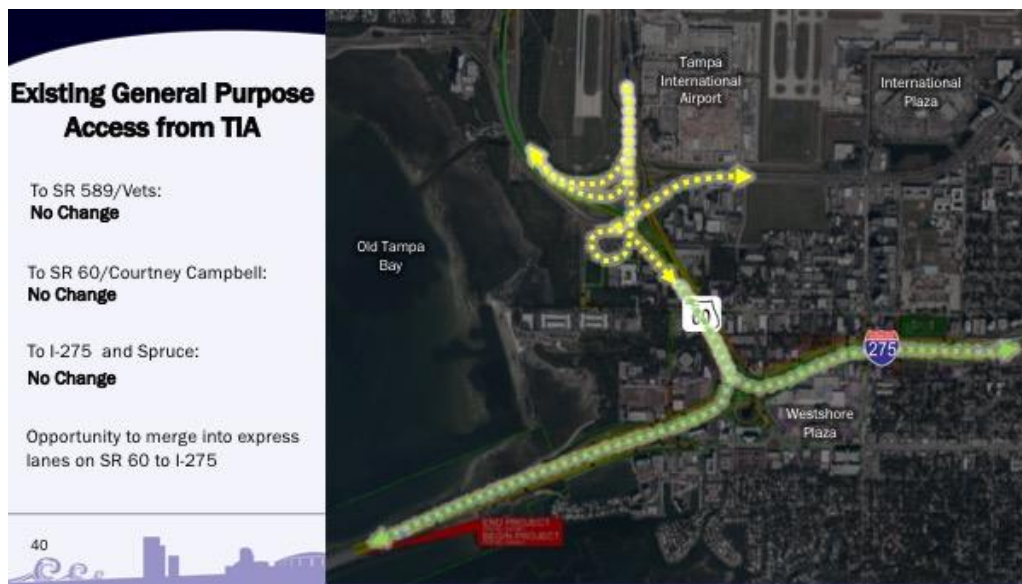
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39





**Adam:** I hope this information spurs more conversation at the small tables.



**Tina:** Thank you, Adam and Alice.

This is the last round of the evening. We want to get you out on time – we have 15 minutes until 7:30 p.m., but you can peruse the display boards some more after that if you would like.

The first question is: What do you like/dislike like about the proposed reconstruction of the Westshore interchange and improvements in West Tampa?

The second question is: What effects will reconstruction have in your community? How can we minimize and/or mitigate those impacts?

The third question is: Are there any other groups or organizations we should be reaching out to and if so, who?

## Roundtable Discussion #2: FDOT



**What do you like/dislike like about the proposed reconstruction of the Westshore interchange and improvements in West Tampa?**

25. Trask connection - taking a residential street and making it a cut through
26. Potential bottleneck at the end of the Howard Frankland Bridge
27. Don't like the use of express lanes - tolled or non-tolled
28. Just fix the bottleneck and do not add express lanes
29. DISLIKE: Multiple projects in one location, costs. Public perception. Construction fatigue.
30. LIKE: Three north-south connections.
31. Gets the connections, but doesn't think they really go anywhere
32. Wait and see how the operational improvements improve traffic and then make a decision if more is needed
33. Super malfunction junction. Not sure how adding in so many lanes and decision points is going to be easy to navigate. Need to segregate decision points early. Minimal ramps and minimal decisions so its interstate connections separate from local road access
34. DISLIKE: Where are the HOV & Transit-Only Lanes?
35. Reo and new through streets are a plus
36. Like the access to the proposed Intermodal Facility
37. Maybe reconstruct the roadway to allow for the connections but do not add the express lanes
38. Like trail system for pedestrians and bike; concerned about piecemeal nature
39. Dislike: need more focus on workforce development, want to hear how the project will promote employment in nearby neighborhoods, noise impacts to the community, environmental impacts from standing traffic (air quality) to community, trail on southside of interstate needs additional safety/security features (cameras, monitoring technology) and regular maintenance
40. Need to reduce decision points. Make decision to access TIA further north near Dale Mabry
41. I think you can fix the bottleneck without adding express lanes.
42. No local road access decisions should be made in this area. Only regional to regional connections.
43. Likes the plan, but wishes Westshore area was separated from the downtown interchange
44. Dislike sharrows as a part of "complete streets"; prefer buffered bike lane
45. Like: engaging the community, committing funding to project
46. Dislike: impacts to traffic during construction
47. Concerned about air quality
48. Access to Trask from local neighborhoods; will Trask be widened
49. Like relieving the bottlenecks off the HFB and SB SR 60 to downtown
50. Like: additional trails and trail connectivity
51. Like that there are flyover ramps for both general purpose lanes and express lanes
52. Love: Gray Street neighborhood greenway
53. Like removal of loop ramp from SR 60 to I-275 NB
54. Like the EL access point at Himes Ave.
55. Like adding in the reconnected streets to enhance local traffic

**What effects will reconstruction have in your community? How can we minimize and/or mitigate those impacts?**

1. Increased traffic, delay, road closures due to construction.
2. Construction always slows traffic down, everyone will take a little bit longer to get thru.
3. More parking will be needed. That would affect the area negatively. Anything besides parking garages/lots would make a community more viable.
4. As we grow, there will be a shift in population and where they live. Density will change.
5. Pre-construction communication - early & often. Alerting people of alternate route, lane closures, construction phasing, etc.
6. Micro-transit and other ways to get people around during construction
7. Shouldn't have to get on the interstate to access TIA. Need access at street level
8. Take into consideration the airport because it helps regional growth. Need good access to get there
9. Impact on Himes with the city development at Midtown. Lighting/signaling
10. There will be impacts on Lois Ave. People will access Lois instead of other exits adding to traffic
11. Balance those using local roads and interstates to access destination points in Tampa
12. Potential noise impacts
13. Westshore Alliance has a few members who would be impacted, but there has not been opposition. New York Life, AMSCOT, etc. are close to the ROW. The reconnections are really important because of the opportunity for redevelopment.
14. Will the traffic report show how it will affect traffic on local streets? (Yes, it will show those effects.)
15. Particulate in air
16. Cut through traffic is a big concern of neighborhoods. Also concerned about sidewalks, safer traffic lights, etc.
17. Construction impacts/wear and tear on local streets
18. Cut through traffic is already an issue in neighborhoods. There is some concern that it could get worse (like Trask area).
19. Noise
20. Express Lane connections at Himes are a concern, because the interchange signal timing already results in traffic queues entering the interstate and the EL ramps could increase the delays.
21. Putting in sidewalks would be beneficial - safety is a major issue in this area.
22. Coordinate with organizations like Walk Bike Tampa to improve tie ins into the community
23. Minimize - health impact assessment which measures air quality and overall asthma/other health concerns, children, and impacts on these populations
24. Four lane general purpose on 275 from the Howard Frankland to Westshore (maintain the same number of GP lanes from the HFB)
25. Project will increase jobs and economic opportunities in the community, but will have adverse environmental and noise impacts
26. Can't minimize or avoid unless you reduce the number of lanes
27. Reconstruction of local streets may impact residents
28. For people who can't afford toll lanes, need to provide service to those people through

- general purpose lanes, transit, etc.
29. Will promote economic development in the community, will create negative traffic impacts during construction
  30. Need to increase transit during construction
  31. Encourage mode shift by adding more transit service during construction
  32. Can we add in circulator routes or increased frequency for transit into Westshore as part of maintenance of traffic during construction - can that be permanent or is that only temporary during construction
  33. Adding back routes and frequency that were taken away during HART Mission Max
  34. It's helpful to mitigate negative impacts. Plant real trees – no more palm trees. Get something that helps with air quality, shade, etc. Shade trees should be the go-to. Helps transit and bike/pedestrians as well.
  35. This doesn't help neighborhoods at all.
  36. Get planners and engineers to walk the actual neighborhoods and see the sidewalks and intersections.
  37. How can we mitigate impacts: Willow, Rome, Howard, Armenia, MacDill, better aesthetics, better lighting, decorative features in historic areas (red brick). Brown signs for West Tampa National Historic District on Interstate. Restrict turns off of Lois to deter cut-through traffic in neighborhoods.

**Are there any other groups or organizations we should be reaching out to and if so, who?**

1. Concerns about pedestrian safety
2. Potentially Westshore Palms due to Trask St. punch through
3. DOH
4. AARP
5. Westshore Baptist Church
6. Carver City/ Lincoln Gardens
7. Civic organizations - neighborhoods, women's club, etc
8. Ridgewood Park (between Columbus and North Blvd along the river)
9. Transportation disadvantaged (McDonald's training center, Housing Authority, etc.)

## **Closing Comments & Announcements**

**Tina:** I would like to tell you about these survey cards. The survey will be open for two weeks. It is a regional survey. FDOT values public outreach and input. As part of this process, we have a survey available right now to collect travel data and help us plan future transportation improvements. If you start the survey by the end of November, you can be entered for a chance to win a \$250 Amazon gift card. The drawing for the gift card will be held in early December.

This is a two-part survey, with the first part gathering general household data and the second part gathering travel data. This postcard invitation will guide you on how to take the survey via our app, or online or by phone, your choice. Thank you and have a good evening!

