Community Working Group
East Tampa

September 25, 2018
Real Time Record

CollaborativeLabs
St. Petersburg College
Facilitated Solutions. Immediate Results

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Open House





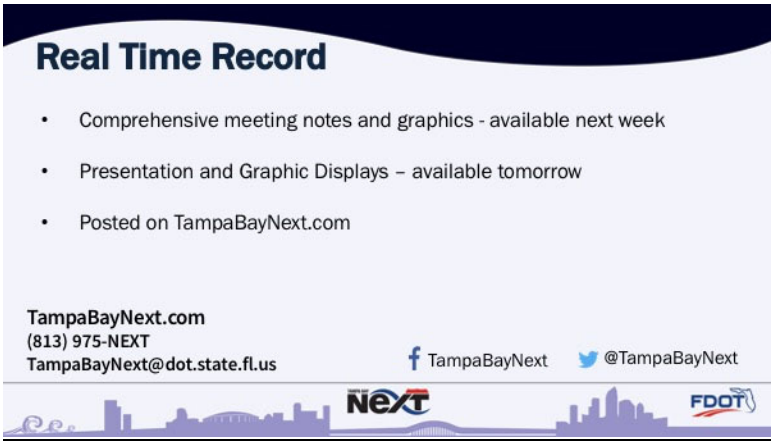

Welcome and Objectives

Tina Fischer, Collaborative Labs: Welcome to the East Tampa Community Working Group. Thank you for taking time to give us input this evening; public input is so important.

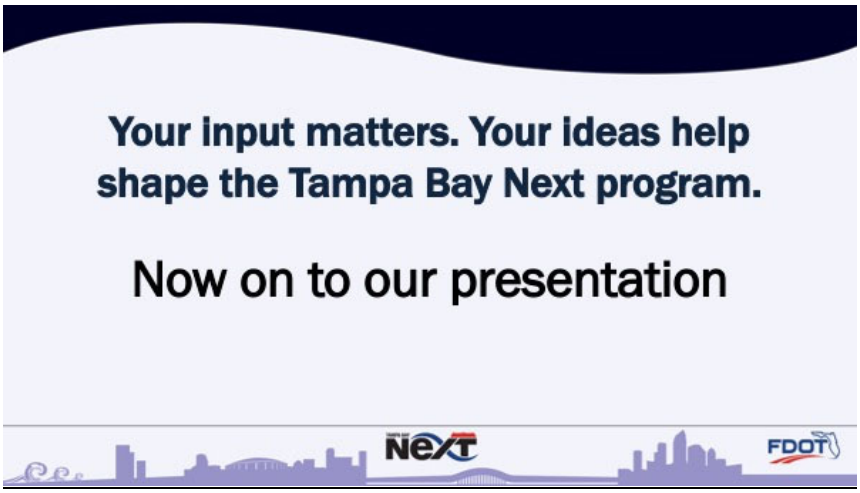
I am Tina Fischer with the SPC Collaborative Labs. We are proud to be partners with the FDOT as a neutral facilitator for these Community Work Group meetings. My job is to facilitate and keep us on track with the agenda. We want to respect your time and get you out of here by 8 p.m., although there will be some people around after 8 p.m. to answer additional questions.

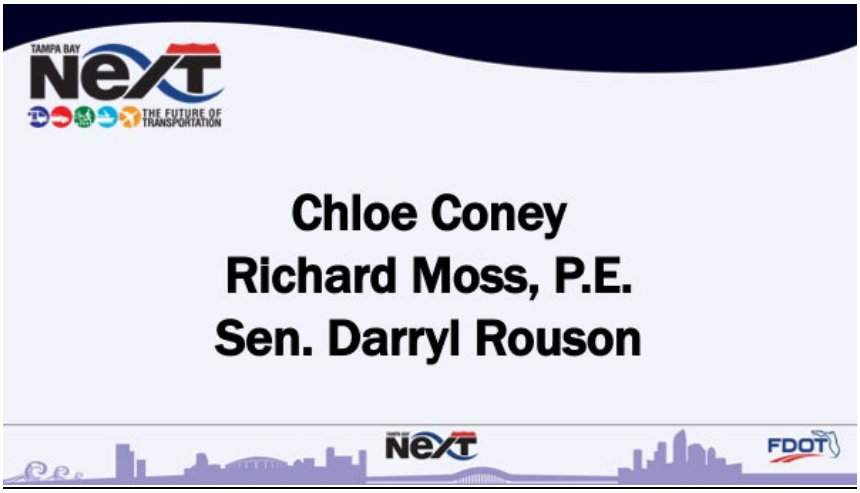
Tina: The open house will be ongoing. Options A, B, C, and D – you will be hearing a lot about those this evening. The roundtable discussions are the most important part of this evening. We have some questions that we want to get your input on. We have some folks at your tables with keyboards that will enter your ideas.

We produce what is called a Real-time Record. Jenica is our documenter, all the notes and ideas you input will be in the Real-time Record, and all the slides. You will be able to see this on TampaBayNext.com.



Tina: All the graphic displays will be available tomorrow on TampaBayNext.com. I would like to first introduce Chloe Coney.





Chloe Coney: Welcome. East Tampa is home to me. I have been involved in the community for many years. I am glad to be in East Tampa. Give yourselves a round of applause! *Applause.*

I want to recognize Senator Darryl Rouson. We have several other elected officials here tonight. East Tampa, you have the elected officials here to listen to you, and they are interested.

I have been working with Tampa Bay Next and FDOT. We have had meetings all over Tampa – every neighborhood. As I tell everybody, you have got to sit at the table. Ask the folks from FDOT and Tampa Bay Next questions.

Chloe: Now, I would like to introduce Richard Moss; he is the head man here tonight, so make sure you ask all your questions to him. *Laughter.*

Richard Moss: I do not know if I have much else to say! This program started about three or three-and-a-half years ago. What we heard from the community is why we are here. We have four options, and there are little nuances in all of them. We want to know what you feel is important in this project. We need good feedback from the community to guide us to a decision.

We have been working with Chloe on workforce development. We have heard a lot of that from the community – what will that look like? How will it affect our lives?

There is a big shortage in the workforce right now. This is an opportunity for Tampa to improve with better transportation. We have worked with the community on fixing issues where neighborhoods were cut off from the original highways.

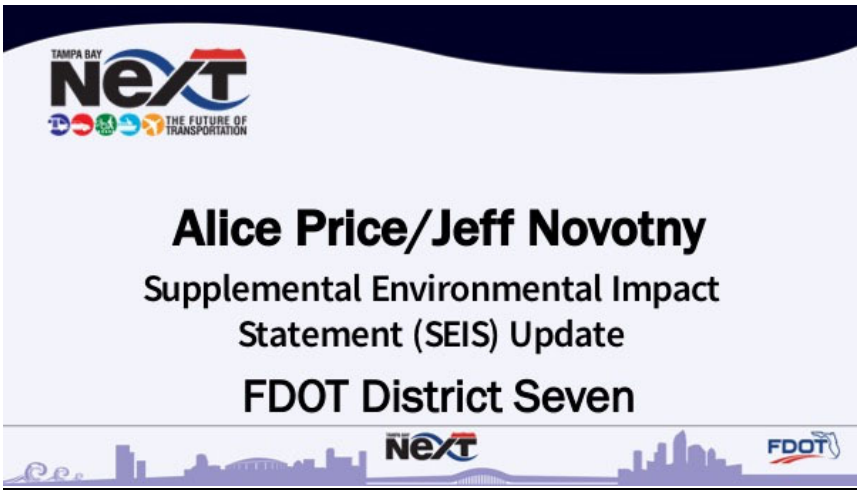
There are little nuances among the options; we want to get feedback as far as impact. For example, the impact on Perry Harvey Park. If we do something different, it will affect something else. We want to get it right. That is why we are here tonight.

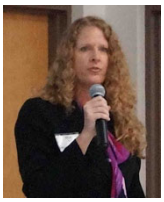
Senator Darryl Rouson: Good evening, welcome to Senate District 19. Of the seven senators in Tampa Bay, I know why they made me the chairman of the transportation committee – because I am the only one who has to choose between Gandy, Howard Frankland, and Courtney Campbell to get around my district.

I am excited that we are having these meetings and that the community is coming out to them. I would not be happy if the community did not feel heard and if FDOT did not react in positive ways to the feedback. That unhappiness would translate into an attitude when it comes to funding. The options have not been funded; that means you have the opportunity to rework them and give your input. When they come to us in the next round, I am the balance and the check on funding. Be transparent, be candid, be pointed in your questions.

I want to congratulate all of you for coming together. I do have to leave tonight. This is National Recovery Month. I have been traveling the state visiting places where they are dealing with the opioid epidemic. So, I have a group of those recovering waiting for me back in St. Pete; that is the only reason I am leaving tonight.

Please, be candid and open. FDOT will listen; talk.





Alice Price: Good evening, I see a lot of familiar faces; thank you for coming back. I am the FDOT Project Manager for the Tampa Interstate Study Supplemental Environmental Impact Statement (SEIS). This is why you are here tonight, to put in that good input that shapes our interstates. Jeff Novotny will come in a few minutes and talk to you.

We are looking at the downtown interchange, where I-4 and I-275 connect, leading into the Lee Roy Selmon Expressway. This is a big community.

We have been doing many levels of working groups. We have also gone out in communities in small groups. We want to capture all the different communities that are here tonight.

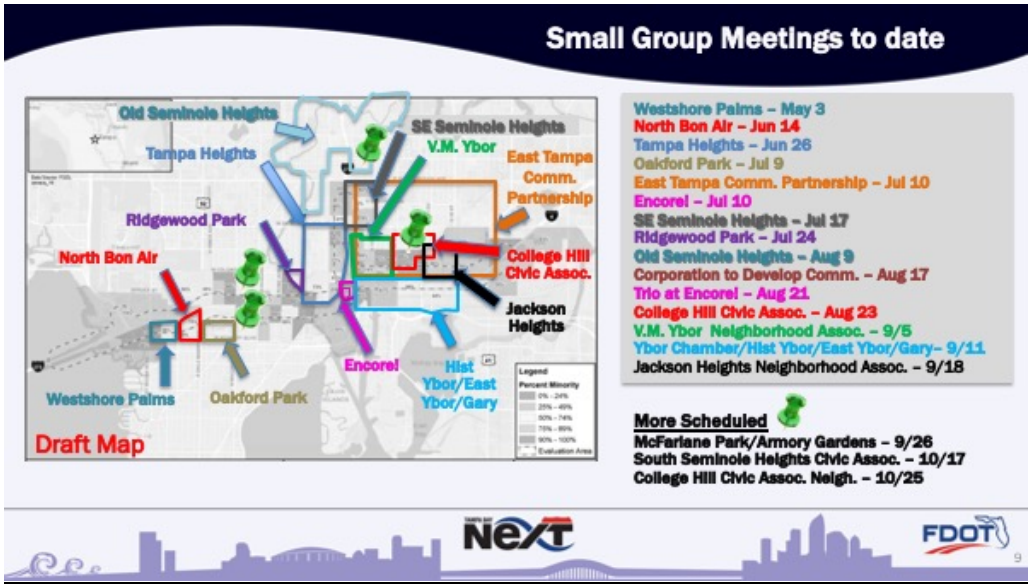
Alice asked participants to share where they are from. Responses included Sulfur Springs, the Northeast Community, North Ybor, and the East Tampa Business Association.

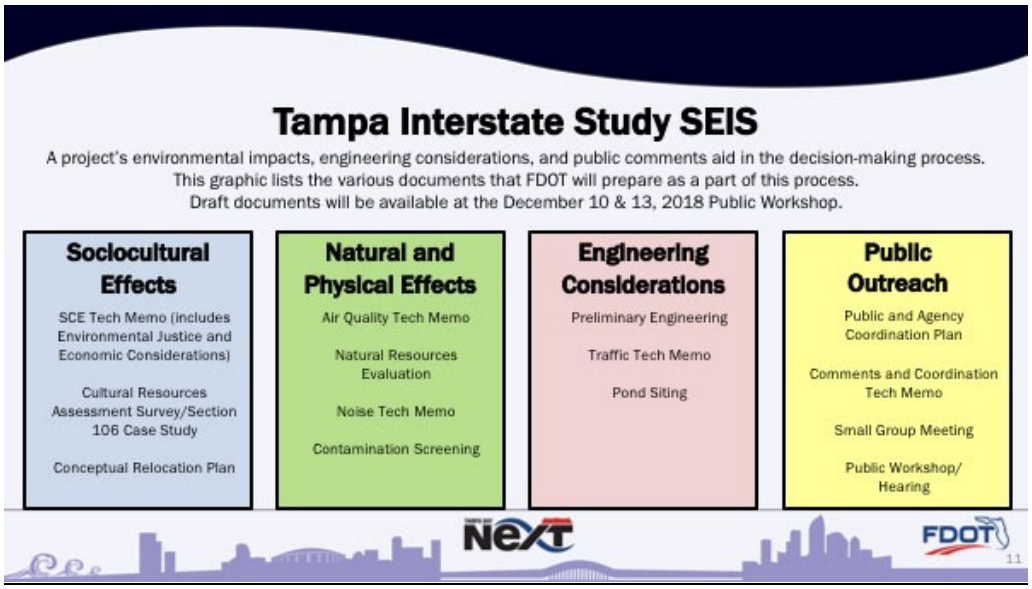
What East Tampa Neighborhoods are represented at the table?

- College Hill
- North Ybor
- Seminole Heights
- East Tampa Civic Bus Association
- Sulphur Springs
- East Tampa Community Redevelopment Area (CRA)
- NE Community
- Temple Terrace
- USF Engineering
- Seminole Heights
- Old Seminole Heights
- Bethesda Ministries Communities Development Corporation
- Jackson Heights Area

Alice: As you can see, we have a good cross section today. Please reach out to us if you want to come out and visit your group one-on-one.

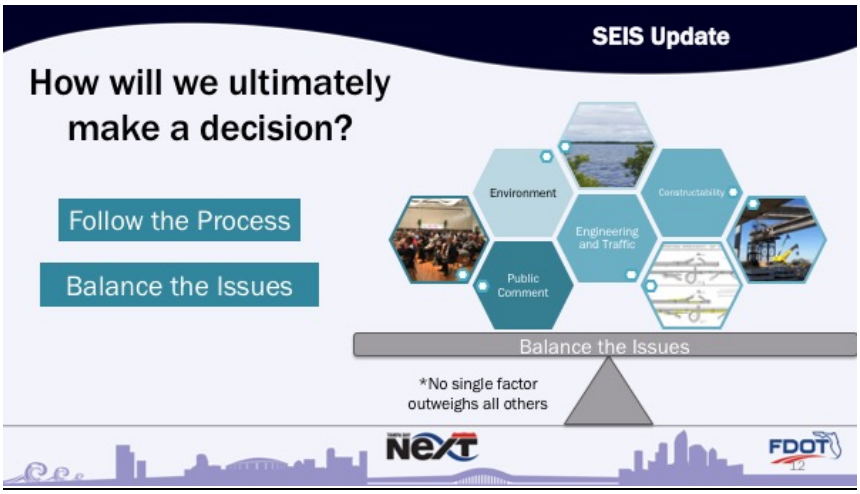
The SEIS process began in 2017. The community told us then that they wanted to hear about community impacts: noise, air effects, etc. We have been pulling together documentation. We held a set of public workshops last October. We have pulled a lot of information that will be ready for a December workshop. All those impacts on all those options will be documented there. We will take all that information and make a recommendation. We would present that at a public hearing next summer. We are probably at least a year out on this.

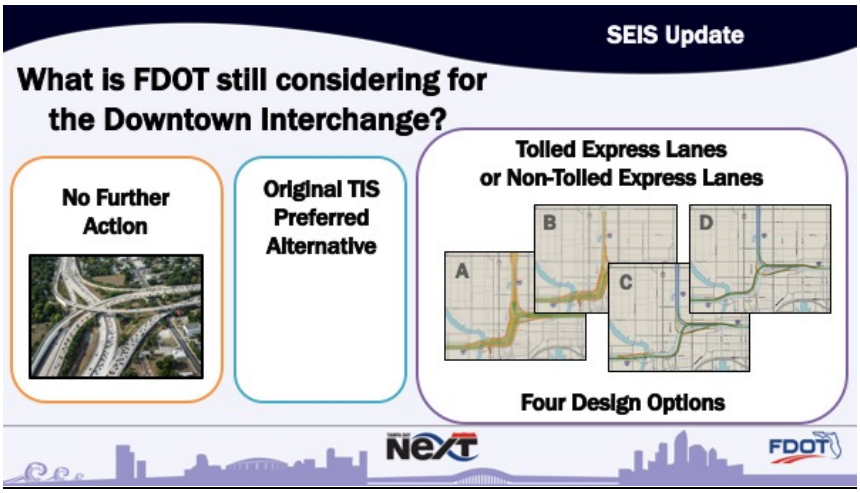




Alice: This is a listing of all the different documentation we collect. It is a good example of how we work with the Federal Highway Administration – we have to prepare at this level of detail for all of our projects.

In addition to the options on the table, we also look at a No Further Action option; that has impacts, too. We will compare that to the 30-year-old Original Tampa Interstate Study (TIS) Preferred Alternative. We will look at that as it has been updated throughout the years. Options A, B, C, and D are Build Options. Jeff will go through them in a bit more detail, and then we will dive into them at the tables. Ask your questions, walk back and forth to the boards, and get all your questions answered.





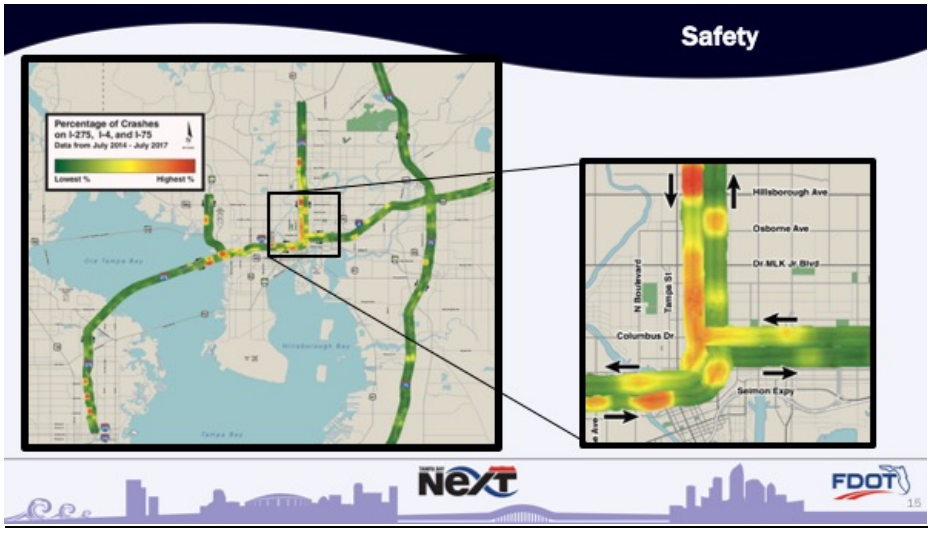
Alice: So, how do we ultimately make a decision? We balance all the considerations and ultimately follow our process to pick one; your public comment is part of that process.

I am going to bring Jeff up here, because one of the first things we have to do with a study like this is figure out why we are doing it.

Jeff Novotny: The first question we have to ask is, is there a need for improvement? This project was originally approved over 20 years ago. Many of the needs from then have not changed. An interstate system connects people regionally; improving that was an important element. Providing a multimodal corridor for buses, bikes, and any future modes of transportation, such as light rail, was also an important element.

We look out sometimes 40 years to what future traffic will be and at how we can relieve congestion today. We know we have problems with the current system.

Jeff: We also want to provide improved safety. There are accidents every day, which effects travel time, safety, quality of life.



Jeff: In terms of safety, I want to show you a heat map. What you see on the right-hand side is blown up showing the downtown area. The heat map shows you where historically there have been safety issues on the interstate. Some areas may be a very small spot, and some are spread out. The spread-out areas indicate a congestion problem in addition to a safety issue.

The first option is No Further Action. Parts and pieces from the study from 20 years ago have already taken place, so we are calling it No Further Action. There are some improvements that have been on the books for years and will still take place. With that, we would not need to construct anything, it would not require any property acquisition, it would not relieve congestions, it could decrease the air quality, increase noise, does not provide a multimodal corridor or improve regional connectivity. We could still come through and make minor improvements, but the big picture would be no further improvements.

Downtown Tampa Interchange SEIS Alternatives

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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**

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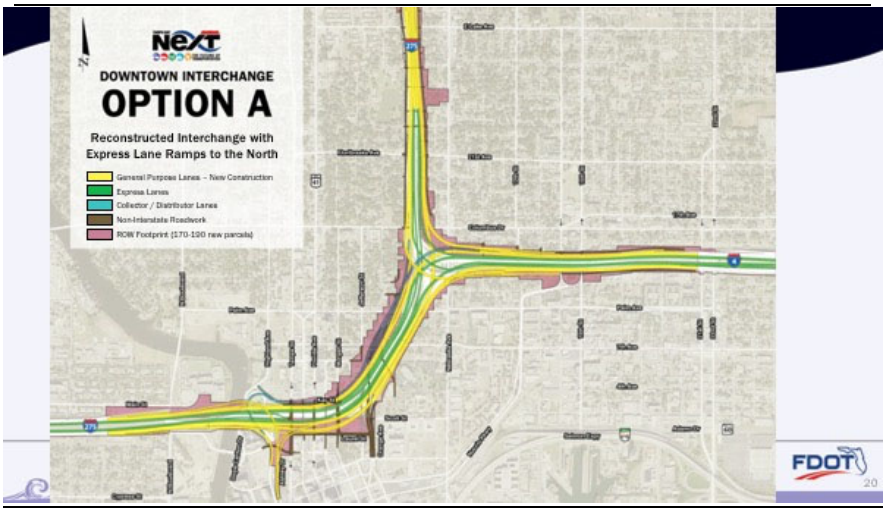
1996 Long Term Preferred as updated

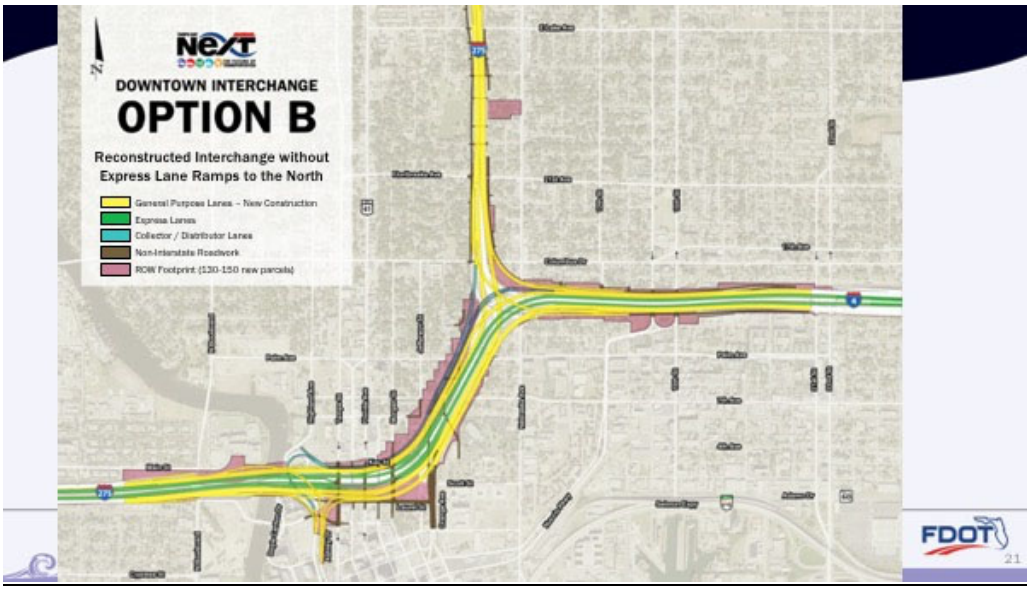
Various portions have already been approved and constructed

18

Jeff: Some of the construction we have already done, for example, the connection to the Selmon Expressway. As we are providing expansion of I-4, parts of that were already improved. The balance of that study would be not doing anything, or the four options. In all four options, we would add lanes to the interstate system. Those might be tolled or not tolled express lanes; it has not been decided yet.



Jeff: There are four options. Options A and B have a lot of similarities. For Option A, in yellow, you can see that we would be reconstructing the general lanes that are there today. We would move them out to make room for the green express lanes, as well as the connection of ramps to feed into those express lanes. The whole space between the lines is a 45-foot-wide area reserved for buses, light rail, etc. It continues through the Westshore interchange and into the Howard Frankland bridge. In rose color, that would be the land needed to construct. In some areas, the rose color bumps out a bit. Those are areas we would need to handle storm water. Option A is the largest footprint. It is about 180 different parcels that would be needed.



Jeff: The difference between Option A and Option B is the connection going north. There is no express lane connection in from I-275. What that does is reduce the footprint; it is much less. It would be 140 parcels or so required. Of course, there will be some differences in access, because you would not have direct access into the express lanes. This is one of the things we looked at for reducing the footprint of the project.

Jeff: C and D are totally different. Rather than reconstructing the lanes in yellow – those lanes in white are what are there today. There is very little needed to be done to those. However, there is no place to put the express lanes. As we get to the river, we will hug the river and the outside and work its way back into the center going down I-4. We would only need about 40 parcels with this.

Jeff: Option D shifts the express lanes to the other side of the interstate. Instead of coming South and hugging East, we are coming North and hugging West. It would be about 70 parcels. I will walk you through a few more prominent differences in a minute. There is a problem ramp we all know about. As you are coming from 275 to I-4, it always backs up. All four options will take this ramp from two lanes to four.

Attendee/Speaker: Adding the double lane for the I-4 exit – does that mean you will close the Floribraska ramp?

Jeff: We will get into that.

Attendee/Speaker: You are essentially having two ramps that go to I-4, but that it is frontage road. Will this be the same?

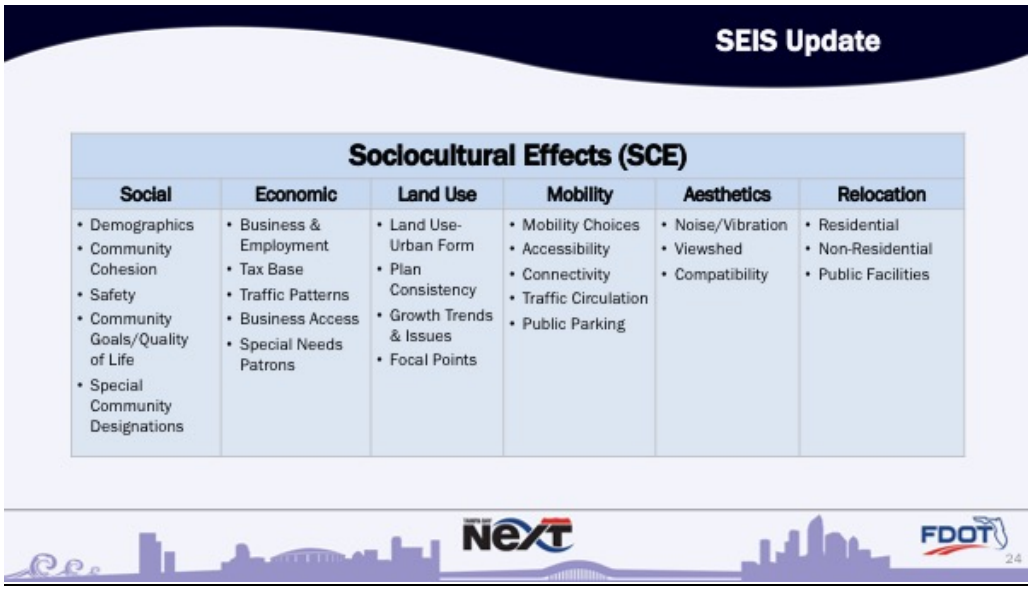
Jeff: We will show you that in a minute.

Attendee/Speaker: So, it still has traffic lights?

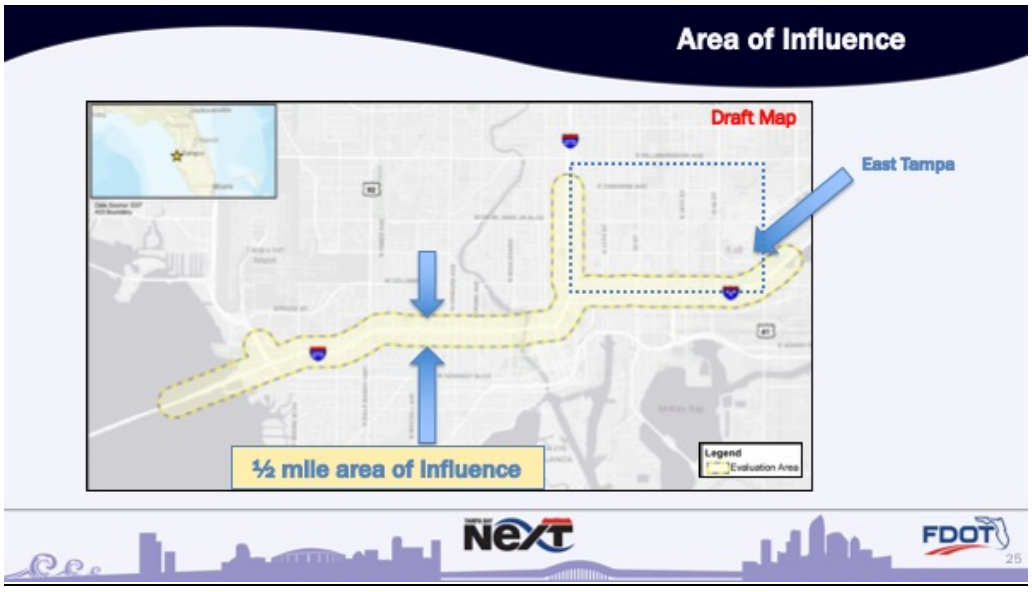
Jeff: Yes, I will get into that.

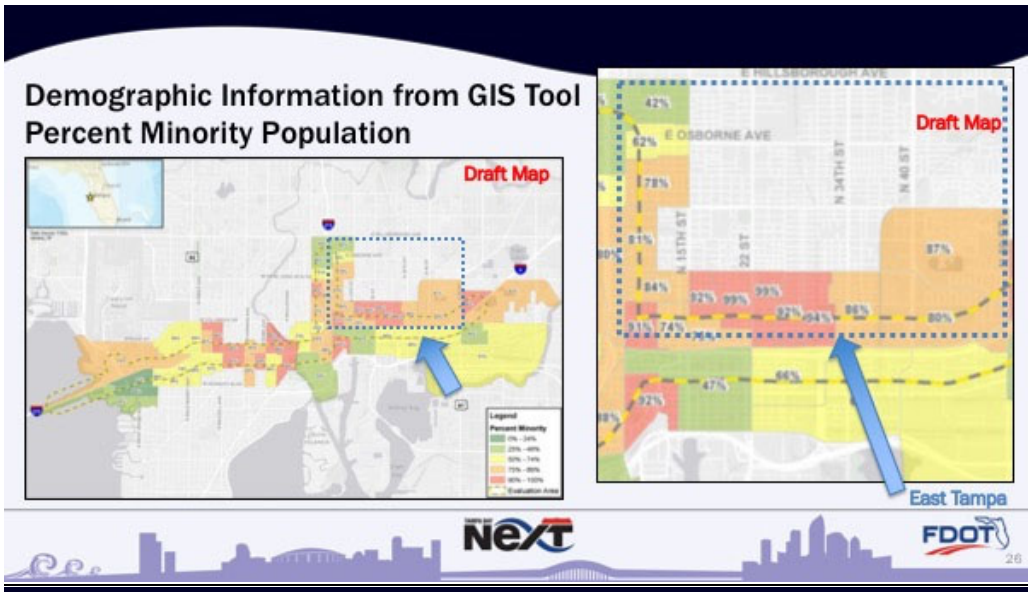
Attendee/Speaker: By the federal government, we need to have Option E – No Build. We do not have that document on the table. This is something I have brought up to the federal government. Do not mislead these people or anybody is this county.

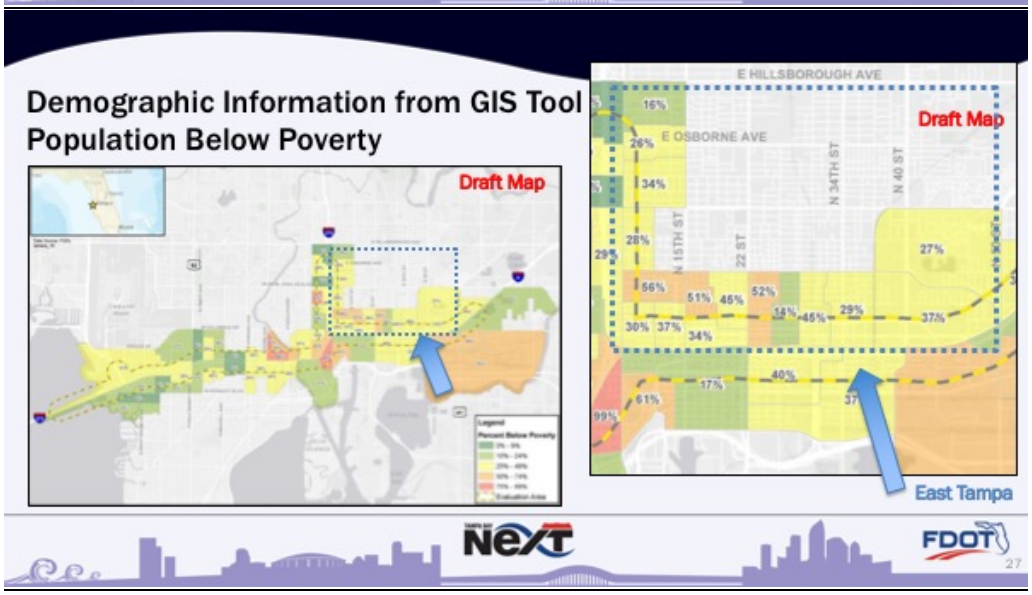
Jeff: One of the elements we look at is not necessarily the traffic, but the effects on the community We are looking at very closely social impacts.

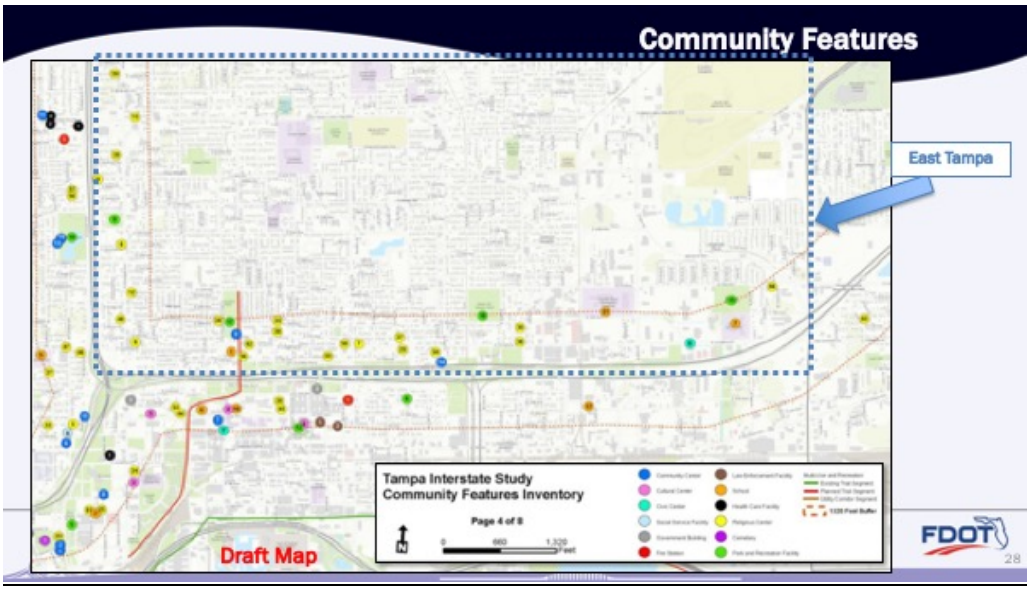


Jeff: As we look at these community impacts, we have identified areas that are particularly impacted. In these areas, we are looking at different components. We are looking at those neighborhoods that have a higher minority population and need than others. They may provide us with an indication that there are resources they need or that they communicate in different ways. We looked at how do we better the community. One of the ways is these small meetings. We also look at what services communities need connection to. We have a map on the back that indicates a lot of public services to understand if we need to provide a connection or if there will be an impact.




Demographic Information from GIS Tool
Percent Minority Population
Draft Map
Draft Map
East Tampa
E OSBORNE AVE
E HILLSBOROUGH AVE
N 34TH ST
N 40 ST
N 15TH ST
22 ST
NEXT
FDOT
26


Demographic Information from GIS Tool
Population Below Poverty
Draft Map
Draft Map
East Tampa
E OSBORNE AVE
E HILLSBOROUGH AVE
N 34TH ST
N 40 ST
N 15TH ST
22 ST
NEXT
FDOT
27


Community Features
East Tampa
Tampa Interstate Study
Community Features Inventory
Page 4 of 8
Draft Map
FDOT
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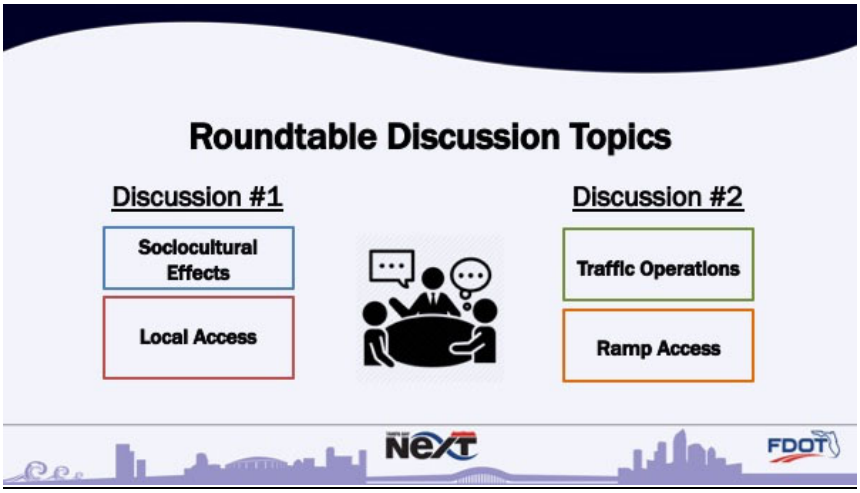
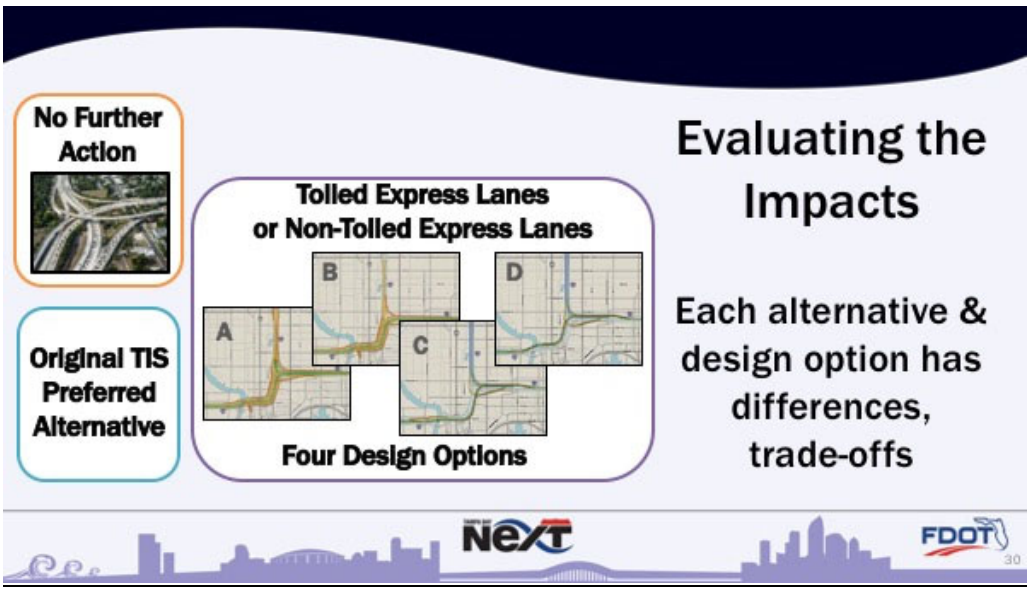
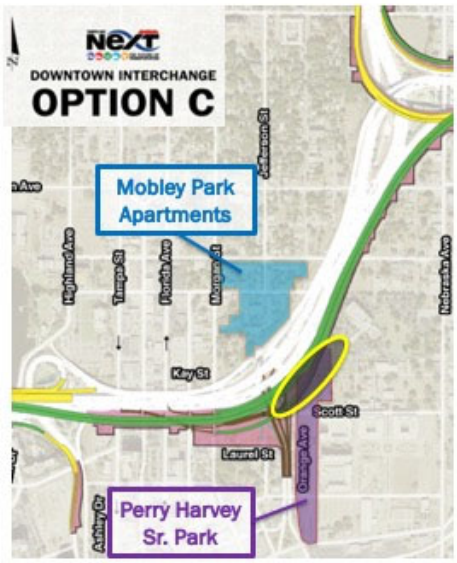
Roundtable Discussion #1: Sociocultural Effects & Local Access – Perry Harvey Sr Park, Mobley Park Apartments, and Local Access

Jeff: Our first discussion with focus on sociocultural effects and local access.

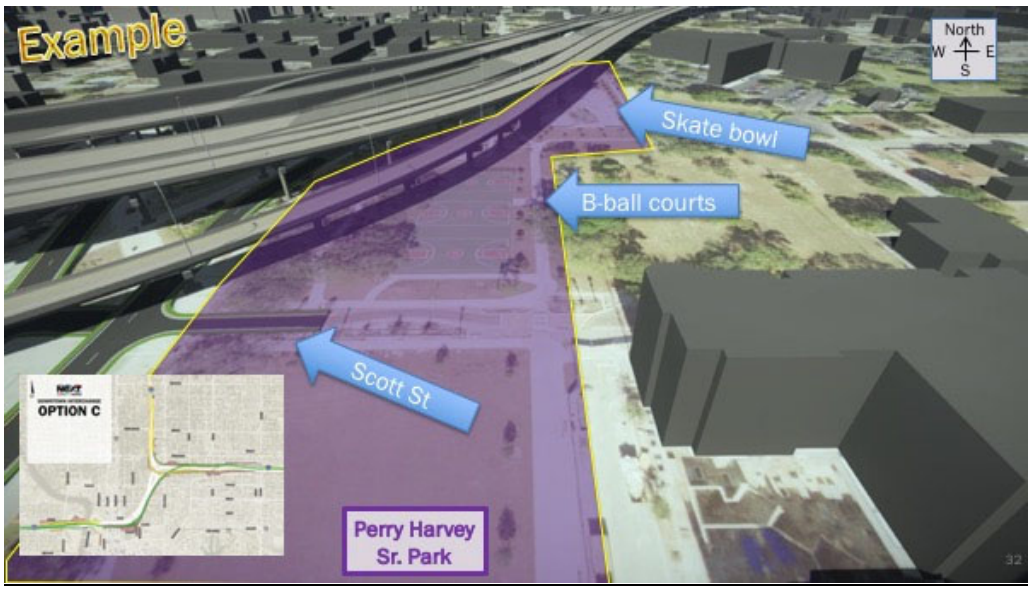


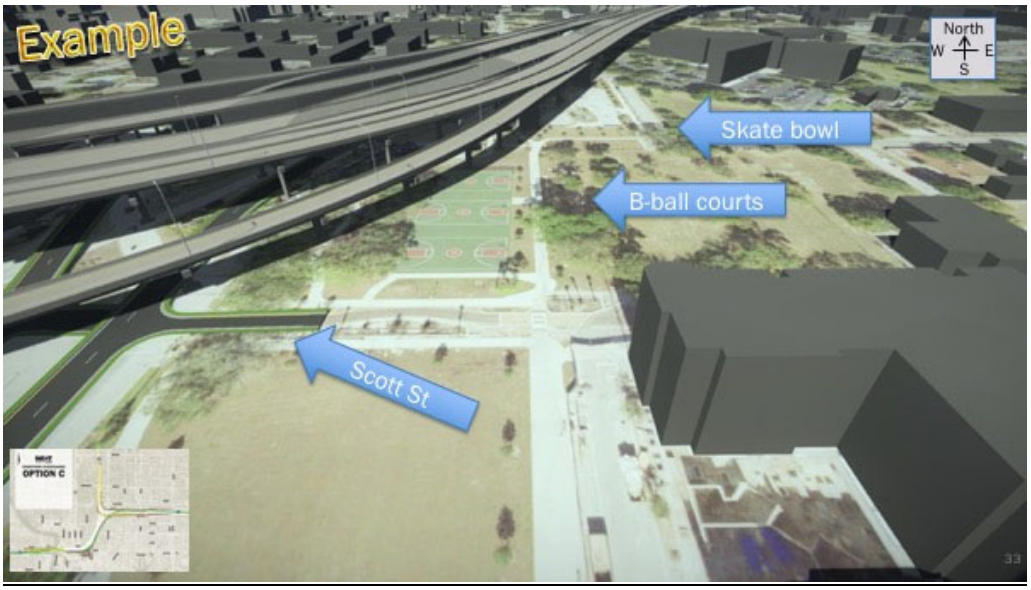
Jeff: The first one, we will look at all the options. There are differences with all the options. For example, when we compared Options C and D, we were looking at putting the express lanes on the North side or the South side. In Option C, the park would be impacted, but in Option D, Mobley would be impacted. We have shown in purple the area that will be impacted. The baseball courts and the skate park would be shadowed by the ramps. There will be specific questions about what you think about the impacts to the park.




NEXT
DOWNTOWN INTERCHANGE
OPTION C
Mobley Park Apartments
Perry Harvey Sr. Park
Jefferson St
Highland Ave
Tampa St
North Ave
Morgan St
Nebraska Ave
Kay St
Scott St
Laurel St
Orange Ave
Ashley Dr


NEXT
DOWNTOWN INTERCHANGE
OPTION D
Similar in A & B
Mobley Park Apartments
Perry Harvey Sr. Park
Jefferson St
Highland Ave
Tampa St
North Ave
Morgan St
Nebraska Ave
Kay St
Scott St
Laurel St
Orange Ave
Ashley Dr
31


Example
North
W
E
S
Skate bowl
B-ball courts
Scott St
Perry Harvey Sr. Park
OPTION C
32



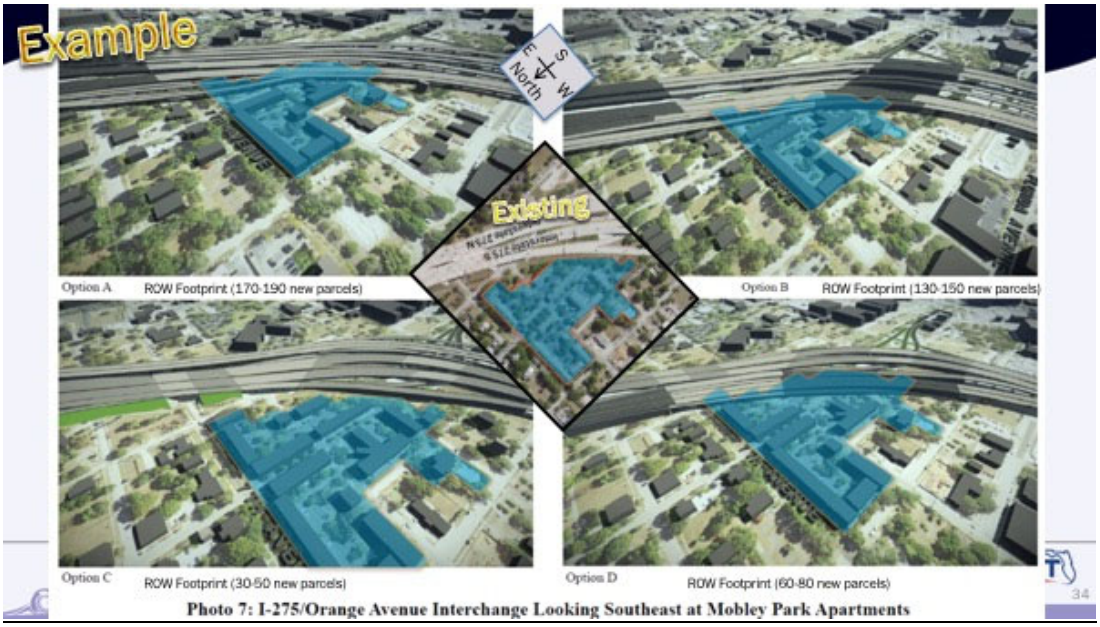
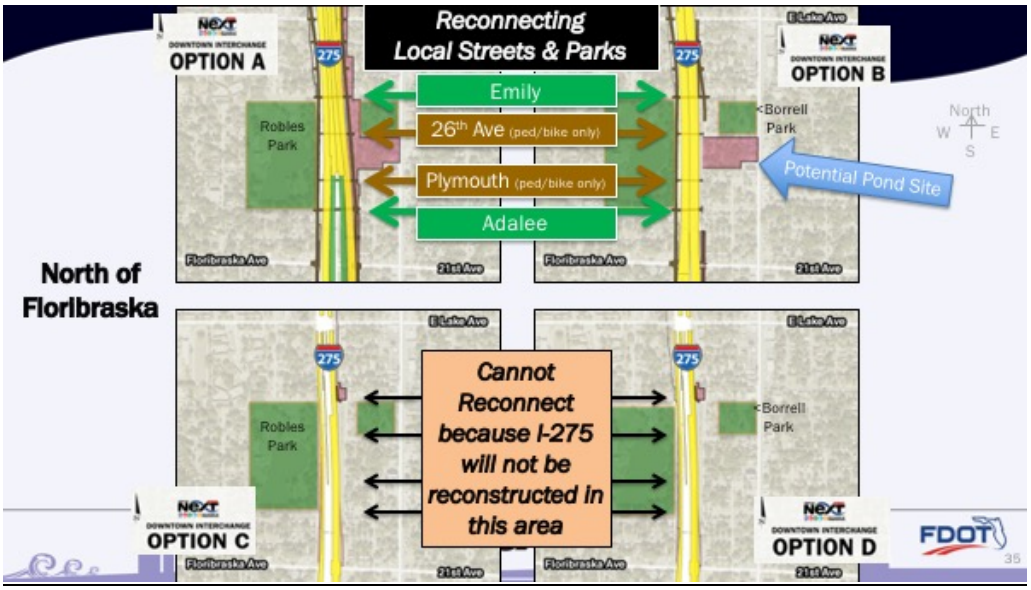


Photo 7: I-275/Orange Avenue Interchange Looking Southeast at Mobley Park Apartments

Jeff: In Option C, there would be no impact to the apartment complex. However, in Options A, B, and D, the complex would be impacted.

The other question we will ask you of this has to do with reconnecting streets. With Options A and B, we have the options to reconnect four streets that were disconnected back in the 50s. We can also provide more pedestrian and bike connections.



Jeff: With C and D, and No Further Action, since we are not reconstructing the interstate, we cannot create a bridge underneath.

Jeff: With that, I will let the tables split off and work on these questions.

Potential Impacts to the Perry Harvey Sr Park

How do you feel about potential impacts to the Perry Harvey Sr Park? (Option C has the greatest impact, minor impact with Options A & B, no impact with Option D)

- Option C provides shade which is a good thing. Children could stay out there longer in the shade.
- Something needs to be done (not No Further Action), however you need to mitigate and restore whatever is impacted in a well-designed way for whatever is done.
- Major or significant impact, however, with engineering creativity, that could be a good thing. Could shade and have creative seating.
- What would happen during construction?
- How could it be used to some degree during construction?
- Noise could be a big issue. Could make the experience less enjoyable in the park.
- Pillars supporting roadway itself could be used as a benefit - maybe public art - the roadway becomes part of the park - possibly like Miami.
- Would like for the Downtown Interchange to be removed.
- Would like Central Ave to be reconnected continuously - from south portion of interchange to north portion.
- Would like to see Orange Ave removed entirely.
- Restoration of grid can't happen with project.
- Would like Kay Street reconnected east to west.
- Do not think could straighten out. Destroy historical and local neighborhoods. Need to see what lots are going to be taken.
- Object to overpass of Perry Harvey Park. Do not cover. Cause blighted area.
- An impact to the park may make it appear as a second-class park.
- Do not agree with neighborhoods to be destroyed.
- Can you expand the park as mitigation to impacting the park?
- Do not want the park impacted or Mobley Park impacted. Do not want East Tampa impacted at all. Impact West Shore properties.
- Option C would discourage usage of the park due to the shadows of the overpass.
- ROW impacts would severely impact the function of the park, to the point of shutting it down.
- Prefer option C - if it goes, prefer impacts to Perry Harvey Park - puts more demands on FDOT to get it right from an engineering perspective.
- As an outside observer (from Pinellas County), impact to the park is less impactful than Mobley Park.
- Shading over Perry Harvey park could be a good thing, as long as there are no construction impacts that are unattractive or disrupt the park function, and the change benefits the community.

- The shadows caused by options A, B, & C would cause us to not want to play basketball on the courts within the park.

Potential Impacts Related to Relocations

How do you feel about potential impacts related to relocations such as Mobley Park Apartments? (Options A, B, and D have the greatest impact and Option C has no impact)

- Need more information on the specific impacts (number of impacts of units, families, etc.) to make a clear judgement when compared to the impact of the park.
- Concern is navigating malfunction junction - if we have to purchase some of the apartment complex, would we be able to better navigate the interchange?
- How will affected people be notified? How long to be able to move? Will they be paid?
- Some people in Mobley Park might have been impacted by the original expansion of the interstate.
- If I am able to improve execution of the interchange, I am willing to purchase those apartments.
- We don't have enough places to move 170 families.
- Agree that relocation would be okay if interchange can be fixed.
- Talked to Mobley Park apartment residents - not in support of any relocations.
- Don't want them to relocate.
- Big inconvenience. Lasting years.
- Why can't we go up?
- Personally, when it comes to the apartment complex, when it comes to connecting the entire community, the larger may outweigh the smaller. No matter what happens, there will be an inconvenience to some.

- College Hill and Robles Park - black people established businesses and taking Perry Harvey Park. It is historical. It is not just the park. Feel like they are being displaced.
- Something needs to be done (not No further Action), however you need to mitigate and restore whatever is impacted in a well-designed way for whatever is done.
- Will FDOT relocate people within the city limits or displace them all over Tampa or further?
- FDOT should replace the apartment complex with another complex. Not just scatter the residents and break up the community.
- Would the residents be relocated outside of the neighborhood if impacts to Mobley Park with affordable housing?

Local Access Along North I-275

Local Access along North I-275 (Emily St, Adalee St, 26th Ave, Plymouth St) - (Design Options A/B, not in Options C/D) - opportunity to potentially raise I-275 and reconnect streets and parks. What are the negative effects to this change? What are the positive benefits to this change?

- Prefer options A or B over C or D to leave the median available for multi-modal (if it's actually used for public transportation).
- No build - agree that we do need access. In support of removing the interstate in that area. Concerned about retention pond in Robles Park area - everything is still flooding.
- Raising and reconnecting could be pretty invasive - not sure it would have an impact.
- Would have to walk the area and learn more.
- Makes sense to reconnect, but is it worth how invasive it might be to do the construction?
- Yes, yes, yes...needs to be reconnected, especially for bike and pedestrians to restore it back to before the interstate was constructed.

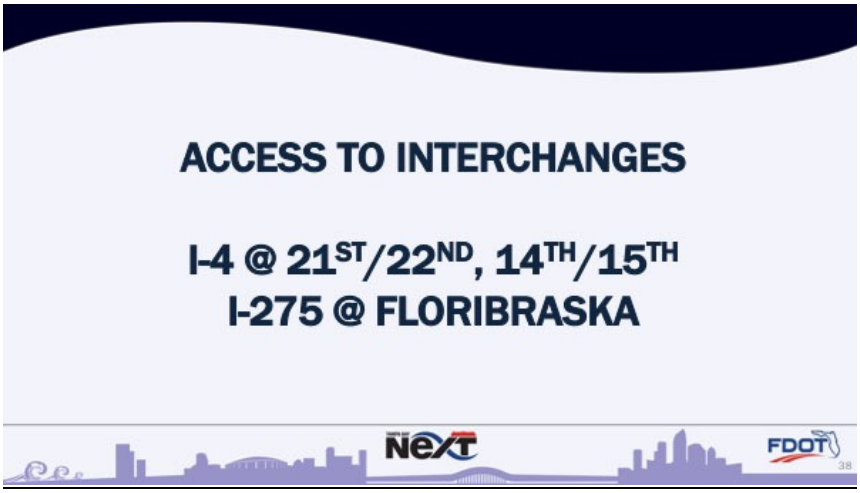
- Cons: cost Pros: ped/bike connectivity
- Changes are to benefit Ybor City. Not our side.
- Maintain ponds.
- City ponds flood badly when rains.
- Prefers options A and B because it provides safer streets, connectivity, provides an overall benefit to community.
- Not familiar with the area.
- No further action is the best decision.
- No further action on the project.
- Need to see 3D renderings of the improvements like Robles Park connection to accurately evaluate the impacts.
- Nothing that impacts Perry Harvey Park. Perry Harvey Park is more important than the connection. Already divided.

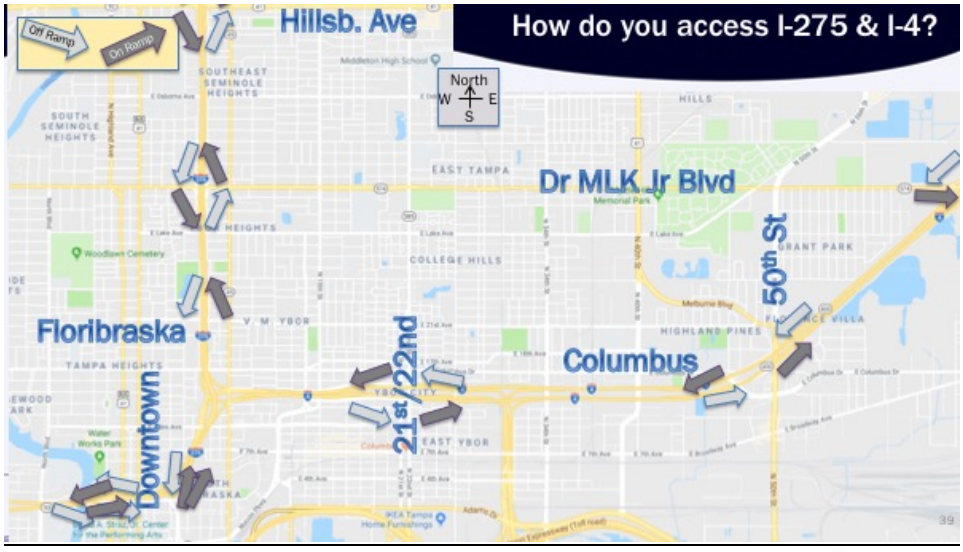
Chloe introduced Dianne Hart and Mike Suarez, City Councilman. Tina announced that there are surveys called It'sTimeTampaBay.com outside for you to take from the Metropolitan Planning Transportation – the survey will be open until Sunday, September 30th.

Roundtable Discussion #2: Sociocultural Effects & Local Access – I-275 & I-4 Ramps

Jeff: As you can see, there are different tradeoffs with the different options; it is not a simple decision to make.

With this second roundtable, we want to talk about access from the interchanges. About a month ago, some information got out that the 21st and 22nd street interchange was going away; that is just not true. The original project 20 years ago was going to relocate the interchange of 21st Ave and 22nd Ave; that was with the Selmon Connector. But we had an opportunity to rework that to keep those open.

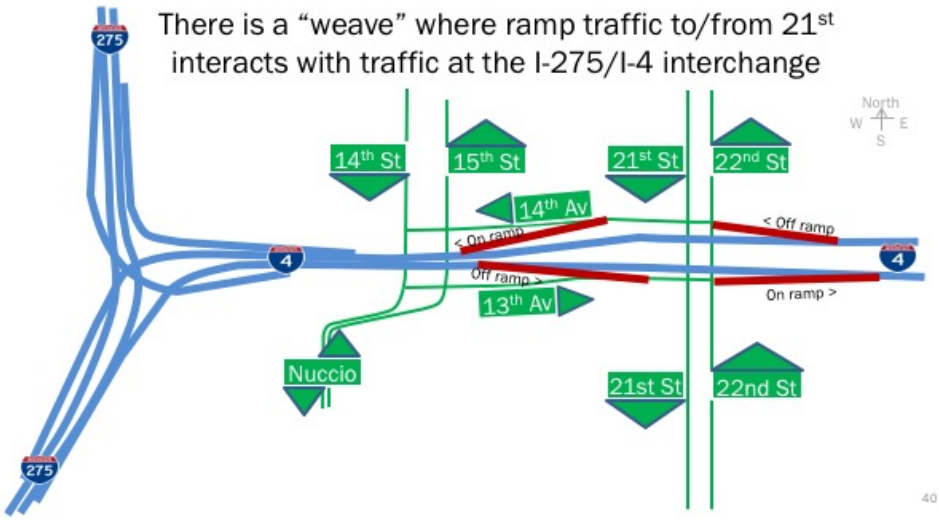




Jeff: We will ask you, how do you access the interstate? Is it through the downtown exits for I-275? And how do you access I-4? That is important for us to understand.

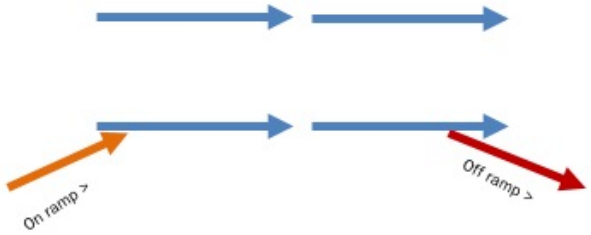
In terms of 21st, 22nd, 14th, and 15th, we have I-275 working its way north, and then I-4. There is an off-ramp in red in both directions and off-ramps as well. This is a full-access interchange. In addition, there are frontage roads on either side of I-4 that connect you to I-4 that will still remain.

A traffic operational issue called a weave is what I want to explain. When there is an on-ramp coming on and an off-ramp further downstream, a weave starts to form when traffic is coming in and exiting. We have traffic coming in and causing conflicts. When this distance is very short, the weave becomes a problem.



What is a traffic weave?

Basically - Entrance (On-ramp) followed by an exit (Off-ramp)



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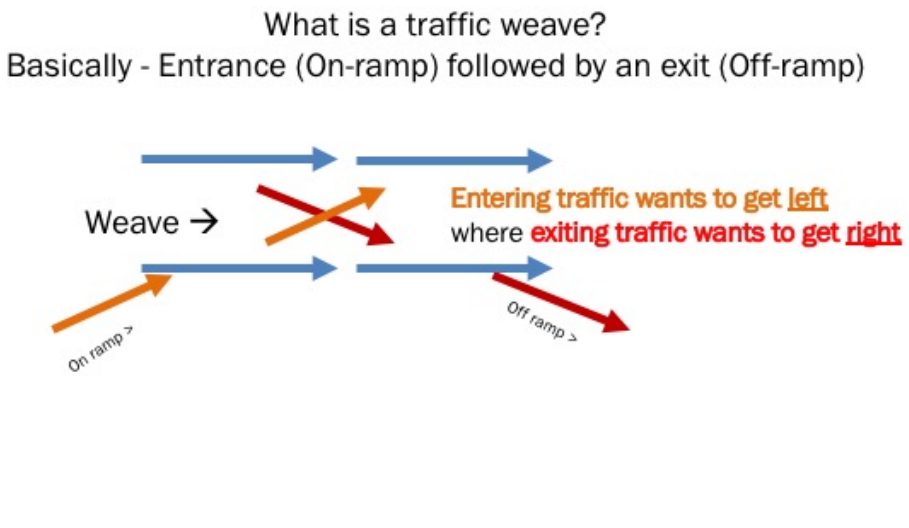

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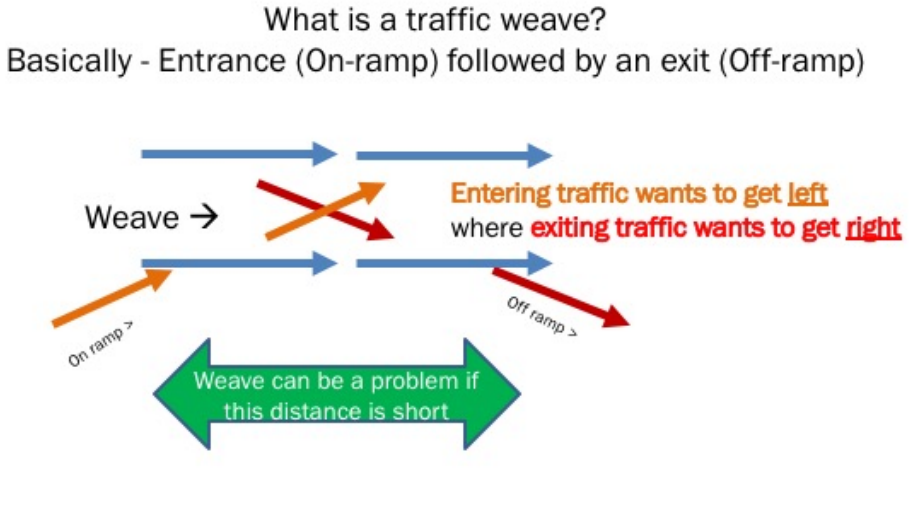

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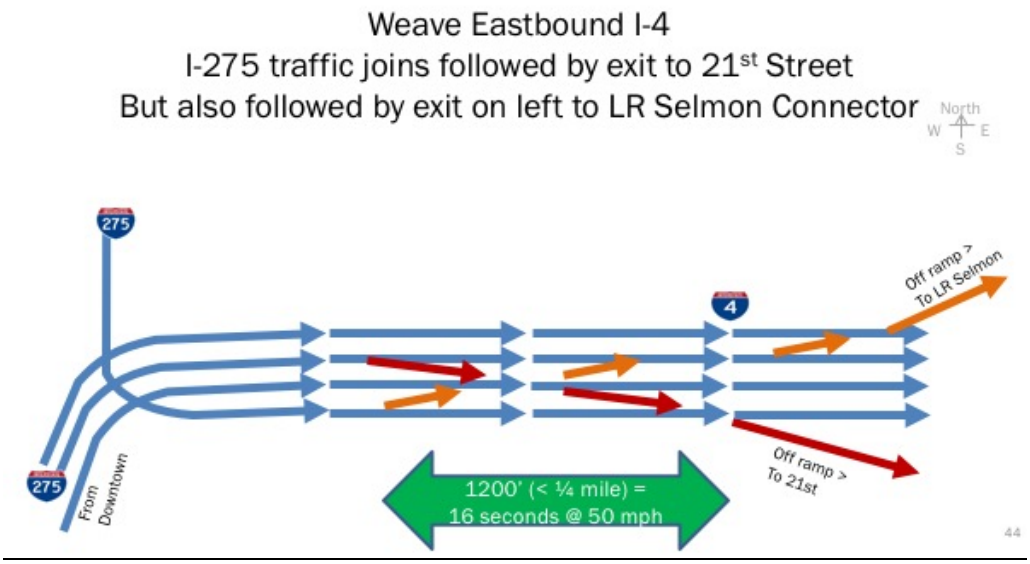
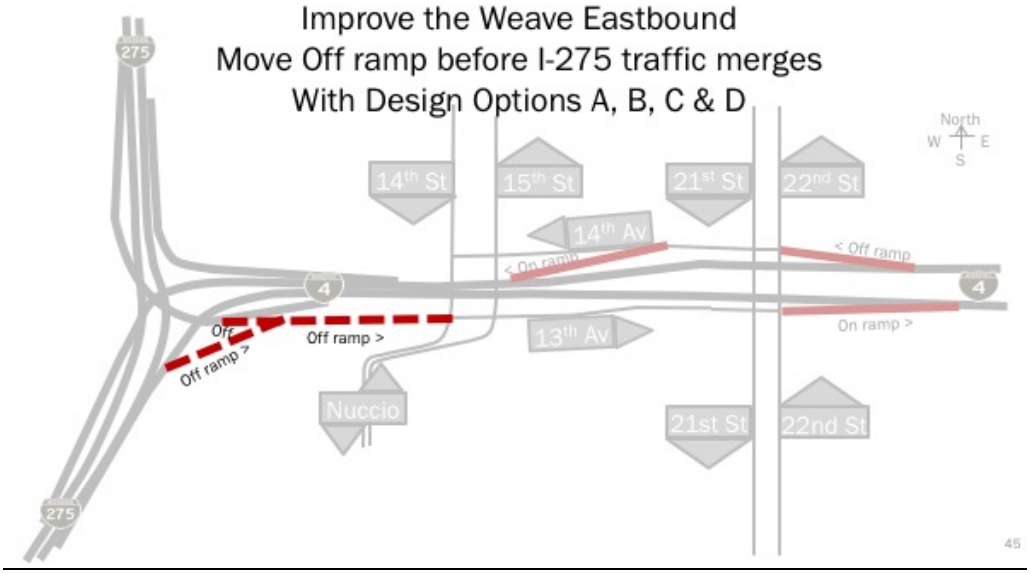
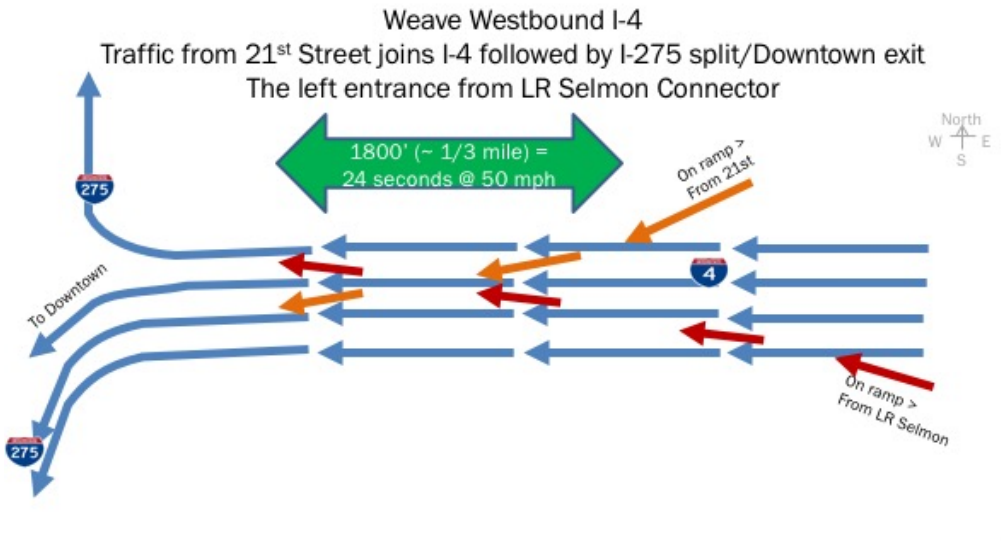
Jeff: From the downtown area, these lanes are coming together today, and you have traffic that wants to exit to 21st, and there is roughly a quarter mile from where everyone comes together to where it separates. At 50 mph, that is about 16 seconds to make that maneuver.

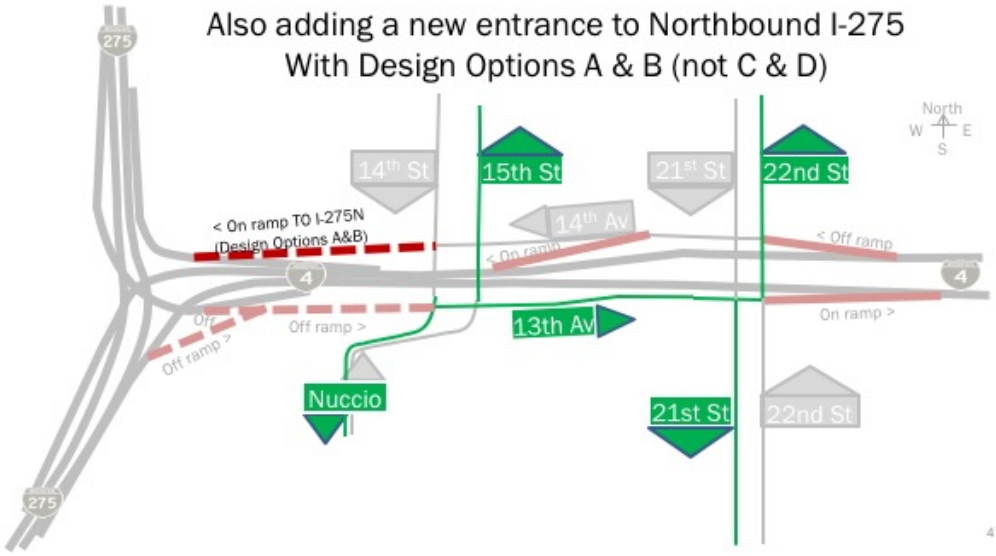


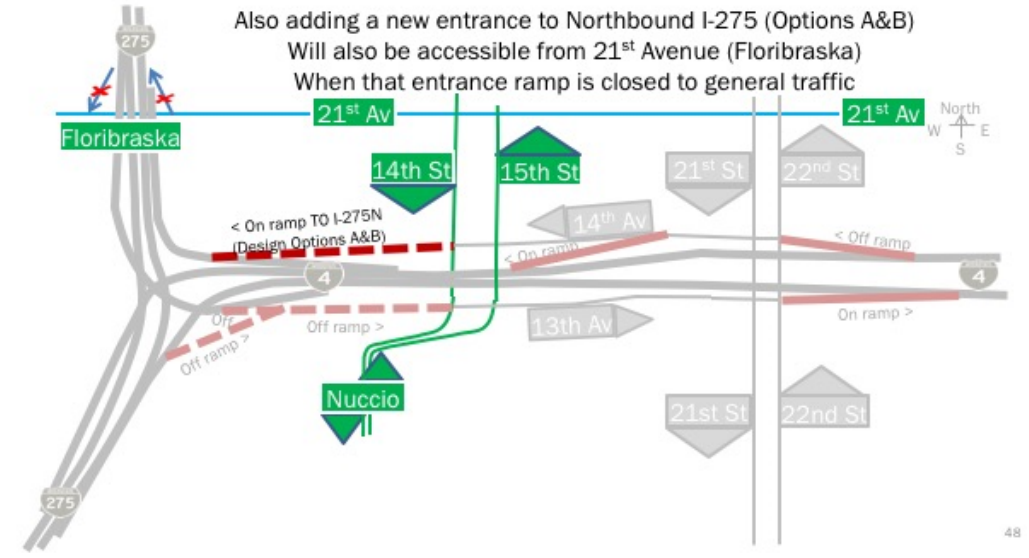
Jeff: What we have done to help alleviate the weave issue is we have relocated the exit ramp to 21st, so instead of traffic coming together first, we are going to pull you off before everyone comes together. We will have a ramp coming off of that flyover bridge we talked about at 14th and 15th. We will have signalized frontage roads. We pull you off first, so we eliminate the weave. As this flyover ramp goes from one lane to two lanes, there will be more traffic, which will make the weave even worse.

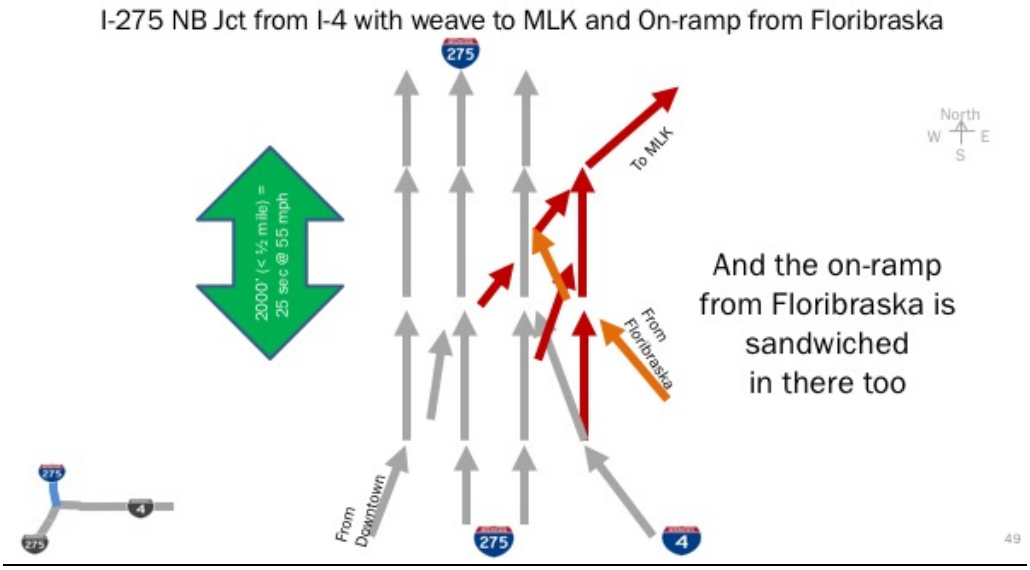


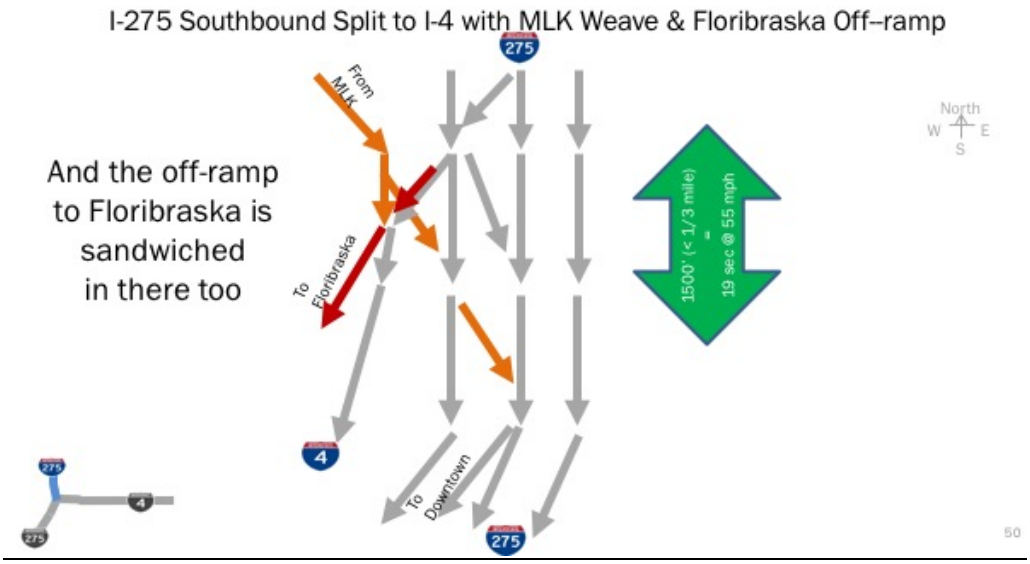


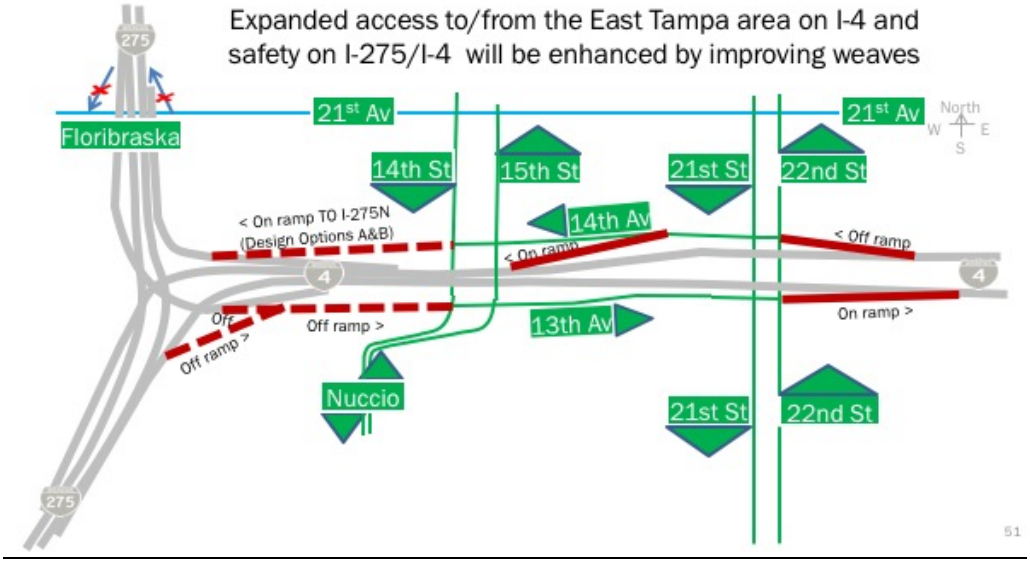
Jeff: In the opposite direction, we have the same issue with traffic entering from 21st and needing to get in the proper lane in about a third of a mile. In order to alleviate this one, we looked at something a little different. In Options A and B, we are able to add a connection-ramp directly from 14th onto I-275. It provides access to and from the North from 14th. This on-ramp will stay, but we will be able to decrease some of the traffic and the weave. Options C and D would not do anything about this.




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
Floribraska
21st Av
21st Av
14th St
15th St
21st St
22nd St
North
W E
S
< On ramp TO I-275N
(Design Options A&B)
14th Av
< Off ramp
On ramp >
Off ramp >
13th Av
Nuccio
21st St
22nd St
48


I-275 NB Jct from I-4 with weave to MLK and On-ramp from Floribraska
2000' (< ½ mile) =
25 sec @ 55 mph
To MLK
From Floribraska
From Downtown
North
W E
S
And the on-ramp from Floribraska is sandwiched in there too
49





Jeff: A question came up about Floribraska. In all four options, we need to eliminate the access ramp from Floribraska. Adding these connections will help alleviate issues by eliminating Floriabraska access.

The exit to Martin Luther King Jr. Blvd. (MLK) only gives about half a mile. It is an even shorter distance from Floribraska. If you remember the heat map we showed, these areas historically have about four times greater safety issues. The same is true in the opposite direction. It creates an unsafe condition and a complicated weave. We are looking at an option to possibly provide an access to Floribraska for buses. Back 20 years ago, Floribraska was planned to be closed. In general, we have the exit ramp to 14th, relocating the access to 21st, and adding the options to go north, and closing Floribraska.

Interchange Used to Access I-275

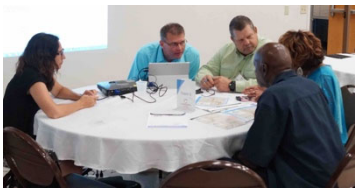
Which interchange do you use to access I-275? (to/from the north and south)

- 21st St
- Floribraska
- Hillsborough
- South MLK
- south 21st
- Bird
- Hillsborough
- Floribraska exit and entrance
- Busch heading north
- Martin Luther King Jr. Blvd.
- Fowler/Fletcher
- Support closure of Floribraska
- Floribraska is a convenience from all of the congestion on N Martin Luther King Jr. Blvd. and allows easier movement to Ybor City and downtown.
- Floribraska and Martin Luther King Jr. Blvd.
- Floribraska going north
- Avoid interstate
- Kay Street and Tampa from south
- (1 person) Floribraska and downtown exits; (2 persons) tries not to use the interstate because it is too dangerous; (1 person) doesn't use the exits, lives in Pinellas.
- Depends on time of day and traffic
- Floribraska

Interchange Used to Access I-4

Which interchange do you use to access I-4? (to/from the east and west)

- East 21st/22nd St.
- East Hillsborough Ave.
- East Martin Luther King Jr. Blvd.
- Whatever has less traffic
- Hillsborough all ways
- (1 person) 21st/22nd; (2 persons) tries not to use the interstate because it is too dangerous; (1 person) doesn't use the exits, lives in Pinellas.
- 50th Street is main I-4 access because it avoids most of the traffic in Ybor City
- Problems for pedestrians around 21st/22nd
- Avoid I-4 and take Busch instead to Thonotosassa.
- 21/22nd St
- 50th St
- 21/22nd St
- From downtown: Selmon Expressway
- Would like to see I-4 removed from 50th to I-275 and I-275 removed from Howard/Armenia to Martin Luther King Jr. Blvd.
- Not normally used (I-4) but when accessed it is via 50th street
- 21st and 22nd St
- 21st/22nd St
- Want light rail on I-4



Change to Relocate I-4 Exit Ramp from 21st Street to 14th Street

Will the change to relocate the I-4 exit ramp from 21st Street to 14th Street cause any inconvenience? Will it provide a benefit? (applies to Options A, B, C, D)

- Great idea. Benefit. Absolutely.
- Like that idea.
- it's dangerous the way it is now - I need to look at the plan a little closer.
- Doesn't affect me because I don't use it.
- Opposed to it because 14th was a residential street - don't want to convert it to part of the interstate system.
- It's a good solution to eliminate the weave as long as it does not impact any additional historic structures. It also allows additional access to Nuccio Parkway and West Ybor and East Tampa to the North.
- The change to 14th and 15th is a good access and increases safety.
- It will be a benefit by reducing congestion and increase overall safety when you go from one interstate to the next as long as there are not many displacements.
- Not a problem with new location for exit.

Change to Add Entrance Ramp from 14th Street to I-275 North

Will the change to add an entrance ramp from 14th Street to I-275 North in Options A & B cause an inconvenience? Will it provide a benefit?

- Mostly concerned that it's a residential area - I was born right in that little curve. The mango trees are one of the few places we have left with fantastic mango trees. I have a personal interest in it. What we have is terrible - just not sure if this is the best answer.
- Trucks taking shortcuts through the neighborhoods, 15th street to 21st to access highway. Safety issue.
- Good. Agree.
- It's a good solution to improve the weave as long as it does not impact any additional historic structures.
- No to 14th
- It will provide a benefit, I LOVE it.

Change to Eliminate the I-275 Ramps at Floribraska

Will the change to eliminate the I-275 ramps at Floribraska cause an inconvenience? Will it provide a benefit? (applies to Options A, B, C, D)

- Expand road where pond is to exit on Floribraska and get to I-4
- Instead of disrupting Floribraska, widen on outside.
- Get on Martin Luther King Jr. Blvd. and off Floribraska. If don't do that, then go all the way to Ybor and come back to house. Inconvenience many people.
- Two lanes going to downtown aren't used as much. More people get off at Martin Luther King Jr. Blvd.
- Somewhat personal inconvenience, but more importantly, it has a negative impact for access to East Tampa. When access is further cut off, it causes more blight because it is cutting off commercial traffic. However, it is noted the weave is dangerous. Concern of commercial viability along Nebraska if Floribraska access is eliminated.
- Support closure of Floribraska - safety issue.
- When it comes to safety, something has to be done - unsure how I feel about it.
- Prefer interstate be removed to become a Boulevard.
- Most important issue. Will not support any option because closes Floribraska.
- Floribraska closing off community.
- No access.
- Will support light rail.
- Both convenient and inconvenient, will cause more traffic on other roads like Martin Luther King Jr. Blvd.
- Would like the exit to be more neighborhood-friendly than it is now.
- Causes inconvenience but make sense as a business decision.

- Will use the new 14th/15th exit instead of Floribraska coming south. Would use 14th entrance instead of Floribraska (A & B) and MLK instead of Floribraska (C & D). (Lives in NE quadrant of interchange.)

Any Other Groups or Organizations We Should Reach Out To

Are there any other groups or organizations we should be reaching out to?

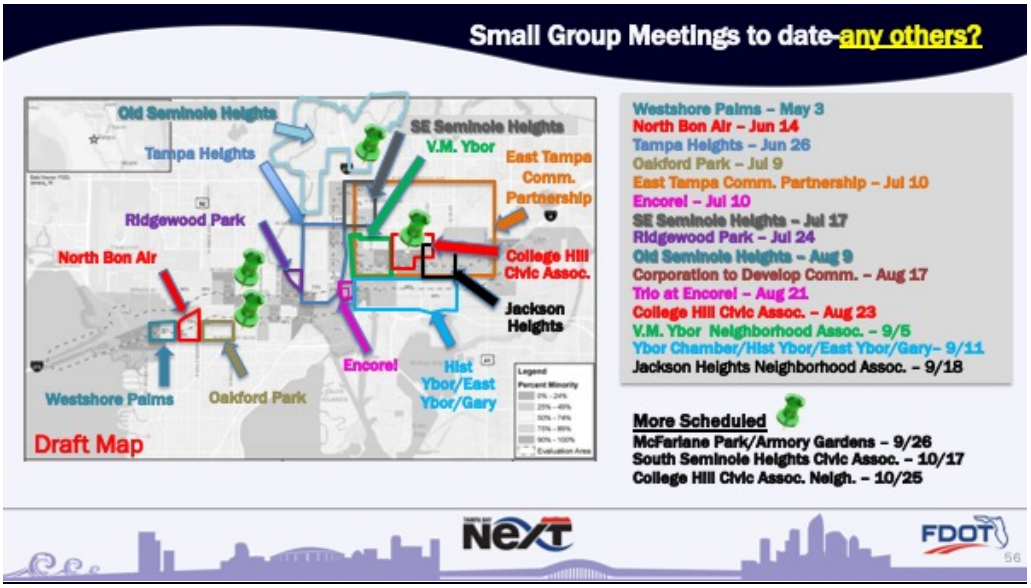
- Have information at grocery stores.
- Would be nice to have nice sophisticated video of all the options - hard to look at the spaghetti maps - like with Gateway Expressway project.
- Go to Perry Harvey Park and have meetings there, go to the Florida Sentinel.
- Shoot some video of going down the interstate toward Floribraska and explain how it is and then show what you're proposing - people are visual.
- Perry Harvey Park community event with information available.
- See a list of all the different locations.
- Highland Pine.
- Have information at grocery stores since all community members have it available.
- Sulphur Springs Neighborhood of Promise - we work through the churches - working with Sulphur Springs Action League. Ruth Fleming – president.
- Rainbow Heights.
- Want separate meeting for Sulphur Springs seniors at Bartholomew Center (about 25 people).
- At the grocery stores have digital displays with 3D imagery so folks can easily visualize it.
- Need visuals at these meetings - real, live visuals or virtual reality.
- North Ybor Community Organization.
- People are uncomfortable, make it more comfortable by meeting with churches on Tuesday/Wednesday at their regular meetings. Group multiple churches together so more folks come out. Have 3D diagrams available also.
- Where park at Cuban Club.
- Be sure to have meetings for communities outside of the downtown area also.

Public Comment

None.

Closing

Jeff: Thanks again, Tina. Hopefully tonight you had a chance to understand the differences between the options being considered. We have tried to enhance our ability to communicate with the public. Normally, we have public hearings and public workshops. We have added these community working groups to be able to get into more details.



Jeff: We have met with a number of small groups over the past few months to describe the differences. We can schedule one-on-one meeting. Is there a better way for us to communicate with you? We have email, social media, we could do church and community posting, door-to-door, as well as the news media.

Attendee/Speaker: You should have something at the grocery stores.

Attendee/Speaker: Neighborhood paper.

Attendee/Speaker: We know this is high-level engineering stuff. It would be nice to see a high-level, sophisticated video to see everything three dimensional. Looking at these maps and spaghettis, it is hard to communicate intent.

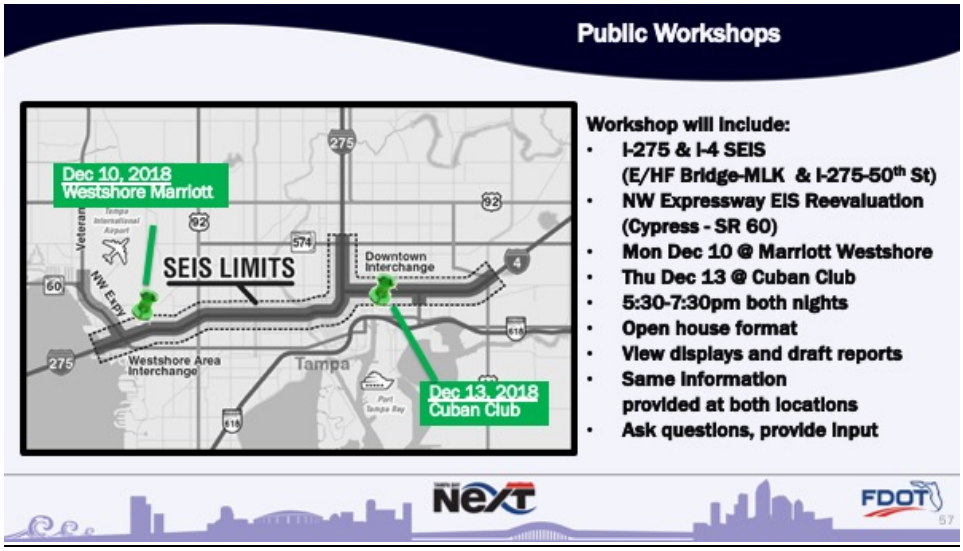
Jeff: We are working on a series of photo images – we are taking pictures of what it looks like today and show what it would look like after. We are redoing those same images from 20 years ago. Some of that will show up at the public workshop, so you can get a sense of what it looks like form specific areas.

Attendee/Speaker: What about going to parks and doing an event or informational seminar, placing notifications in the Florida Sentinel.

Attendee/Speaker: When he was talking about making this truly visible, would you consider shooting some video, coming down the interstate, towards the Floribraska, and then shoot video that would show you what it would look like if the road was not there.

Attendee/Speaker: I told you, people are visual. With the diagrams, most people will not understand. You have to break it down.

Jeff: Are there any other small groups that you belong to that we have not met with that you would like us to meet with? We have been to homeowners' associations, church groups, etc. Answer to your table if you think there are any other small groups you should meet with.



Jeff: As we indicated before, there will be a public workshop in December where we will go into detail about these options again. We will also have the documents available that we have been preparing that outlines impacts, cost, number of relocations. The workshop will be held twice, at the Marriott Westshore on December 10th and at the Cuban Club on December 13th. They will be identical, so you do not need to attend both.

Tina: Make sure if you wrote down any comments that you give those to someone in blue. They will be scanned in and included on the Tampa Bay Next website.


Thank you!
Our website will have all materials and information from tonight's Community Working Group meeting and more.
Please also visit TampaInterstateStudy.com
TAMPA BAY NEXT
THE FUTURE OF TRANSPORTATION
TampaBayNext.com
(813) 975-NEXT
TampaBayNext@dot.state.fl.us
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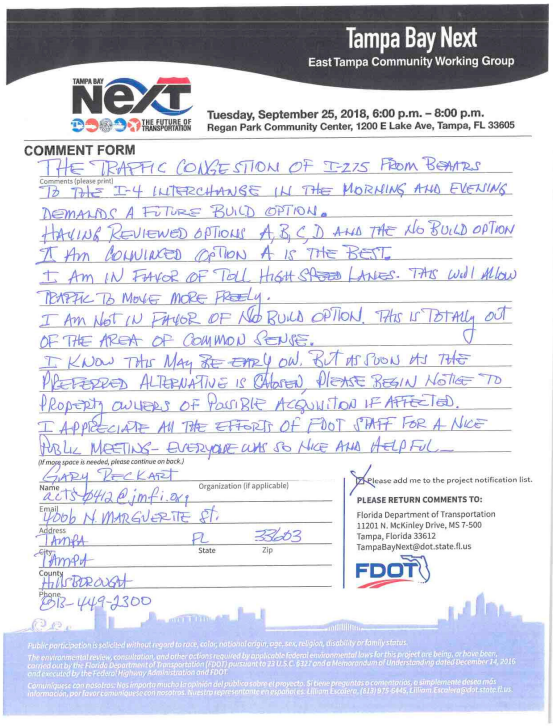
Comment Cards



Tampa Bay Next
East Tampa Community Working Group

Tuesday, September 25, 2018, 6:00 p.m. – 8:00 p.m.
Regan Park Community Center, 1200 E Lake Ave, Tampa, FL 33605

COMMENT FORM

Comments (please print)

THE TRAFFIC CONGESTION OF I-275 FROM BEARSS TO THE I-4 INTERCHANGE IN THE MORNING AND EVENING DEMANDS A FUTURE BUILD OPTION.
HAVING REVIEWED OPTIONS A, B, C, D AND THE NO BUILD OPTION I AM CONVINCED OPTION A IS THE BEST.
I AM IN FAVOR OF TOLL HIGH SPEED LANES. THIS WILL ALLOW TRAFFIC TO MOVE MORE FREELY.
I AM NOT IN FAVOR OF NO BUILD OPTION. THIS IS TOTALLY OUT OF THE AREA OF COMMON SENSE.
I KNOW THIS MAY BE EARLY ON. BUT AS SOON AS THE PREFERRED ALTERNATIVE IS CHOSEN, PLEASE BEGIN NOTICE TO PROPERTY OWNERS OF POSSIBLE ACQUISITION IF AFFECTED.
I APPRECIATE ALL THE EFFORTS OF FDOT STAFF FOR A NICE PUBLIC MEETING– EVERYONE WAS SO NICE AND HELPFUL.

(If more space is needed, please continue on back.)

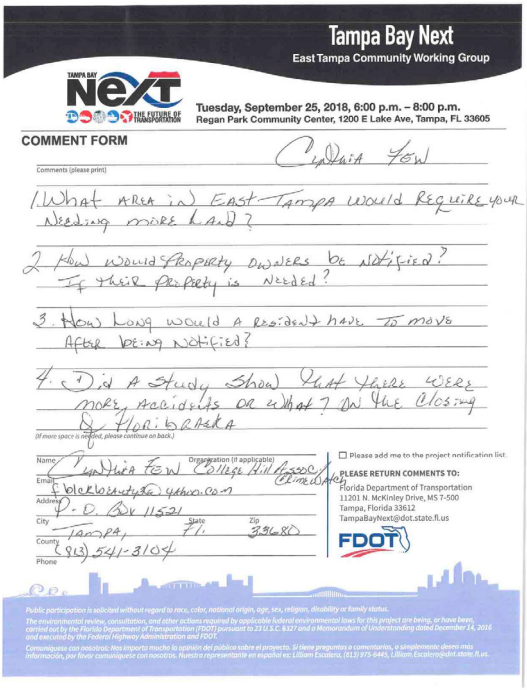
Name: GARY BECKART
Organization (if applicable):
Email: GCTS@TAMPA.RR.COM
Address: 7008 N. MARGUERITE ST.
City: TAMPA State: FL Zip: 33603
County: HILLSBOROUGH
Phone: 813-449-2300

☒ Please add me to the project notification list.

PLEASE RETURN COMMENTS TO:
Florida Department of Transportation
11201 N. McKinley Drive, MS 7-500
Tampa, Florida 33612
TampaBayNext@dot.state.fl.us

FDOT

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.
The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.
Comuníquese con nosotros: Nos importa mucho la opinión del público sobre el proyecto. Si tiene preguntas o comentarios, o simplemente desea más información, por favor comuníquese con nosotros. Nuestro representante en español es: Lillian Escalera, (813) 975-6445, Lillian.Escalera@dot.state.fl.us.



Tampa Bay Next
East Tampa Community Working Group

Tuesday, September 25, 2018, 6:00 p.m. – 8:00 p.m.
Regan Park Community Center, 1200 E Lake Ave, Tampa, FL 33605

COMMENT FORM

Comments (please print)

Cynthia Few

1. What area in East Tampa would require your needing more land?
2. How would Property owners be notified? If their property is needed?
3. How long would a resident have to move After being notified?
4. Did a study show that there were more accidents or what? On the closing of Floribraska

(If more space is needed, please continue on back.)

Name: Cynthia Few
Organization (if applicable): College Hill Assoc. (Former Pres.)
Email: blackbeauty52@yahoo.com
Address: P. O. Box 11521
City: Tampa State: FL Zip: 33680
County:
Phone: (813) 541-3104

☐ Please add me to the project notification list.

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Tampa, Florida 33612
TampaBayNext@dot.state.fl.us

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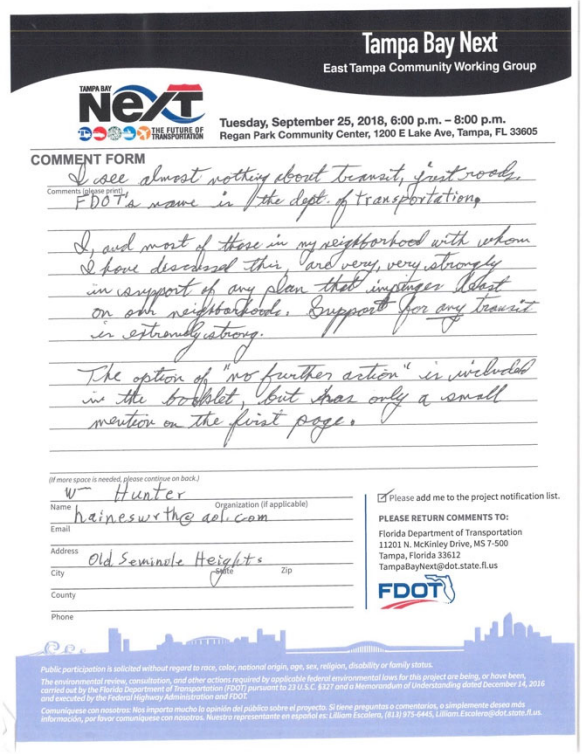
Comment Sheet #1

- The traffic congestion of I-275 from Bearss to the I-4 interchange in the morning and evening demands a future build option.
- Having reviewed Options A, B, C, D and the No Build Option, I am convinced Option A is the best.
- I am in favor of toll high speed lanes. This will allow traffic to move more freely.
- I am not in favor of No Build Option. This is totally out of the area of common sense.
- I know this may be early on. But as soon as the preferred alternative is chosen, please begin notice to property owners of possible acquisition if affected.
- I appreciate all the efforts of FDOT staff for a nice public meeting – everyone was so nice and helpful.

Comment Sheet #2

1. What area in East Tampa would require your needing more land?
2. How would property owners be notified? If their property is needed?
3. How long would a resident have to move after being notified?
4. Did a study show that there were more accidents or what? On the closing of Floribraska.



Tampa Bay Next
East Tampa Community Working Group

Tuesday, September 25, 2018, 6:00 p.m. – 8:00 p.m.
Regan Park Community Center, 1200 E Lake Ave, Tampa, FL 33605

COMMENT FORM

Comments (please print)

I see almost nothing about Transit, just roads. FDOT's name is the dept. of transportation.

I, and most of those in my neighborhood with whom I have discussed this, are very, very strongly in support of any plan that infringes least on our neighborhoods. Support for any transit is extremely strong.

The option of "no further action" is included in the booklet, but has only a small mention on the first page.

(If more space is needed, please continue on back.)

Name V Hunter Organization (if applicable)
Email haineswr1@aol.com
Address
City Old Seminole Heights State Zip
County
Phone

☑ Please add me to the project notification list.

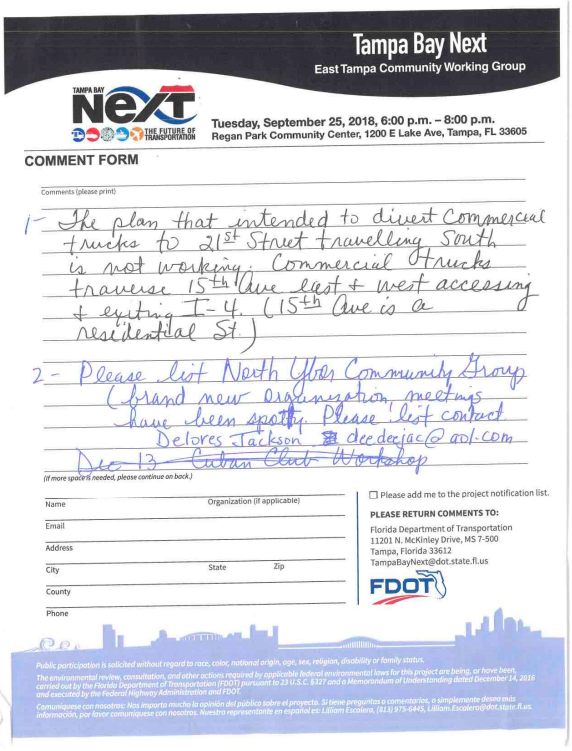
PLEASE RETURN COMMENTS TO:
Florida Department of Transportation
11201 N. McKinley Drive, MS 7-500
Tampa, Florida 33612
TampaBayNext@dot.state.fl.us

FDOT

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.
The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.
Comuníquese con nosotros: Nos importa mucho la opinión del público sobre el proyecto. Si tiene preguntas o comentarios, o simplemente desea más información, por favor comuníquese con nosotros. Nuestro representante en español es: Lilliam Escalera, (813) 975-6445, Lilliam.Escalera@dot.state.fl.us.

Comment Sheet #3

- I see almost nothing about transit, just roads. FDOT's name is the Dept. of Transportation.
- I, and most of those in my neighborhood with whom I have discussed this, are very, very strongly in support of any plan that infringes least on our neighborhoods. Support for any transit is extremely strong.
- The option of "no further action" is included in the booklet, but has only a small mention on the first page.



Tampa Bay Next
East Tampa Community Working Group

Tuesday, September 25, 2018, 6:00 p.m. – 8:00 p.m.
Regan Park Community Center, 1200 E Lake Ave, Tampa, FL 33605

COMMENT FORM

Comments (please print)

1- The plan that intended to divert Commercial trucks to 21st Street travelling South is not working. Commercial Trucks traverse 15th Ave east + west accessing + exiting I-4. (15th Ave is a residential St.)

2- Please list North Ybor Community Group (brand new organization, meetings have been spotty. Please list contact Delores Jackson deedeejac@aol.com

Dec 13 Cuban Club Workshop

(If more space is needed, please continue on back.)

Name Organization (if applicable)
Email
Address
City State Zip
County
Phone

☐ Please add me to the project notification list.

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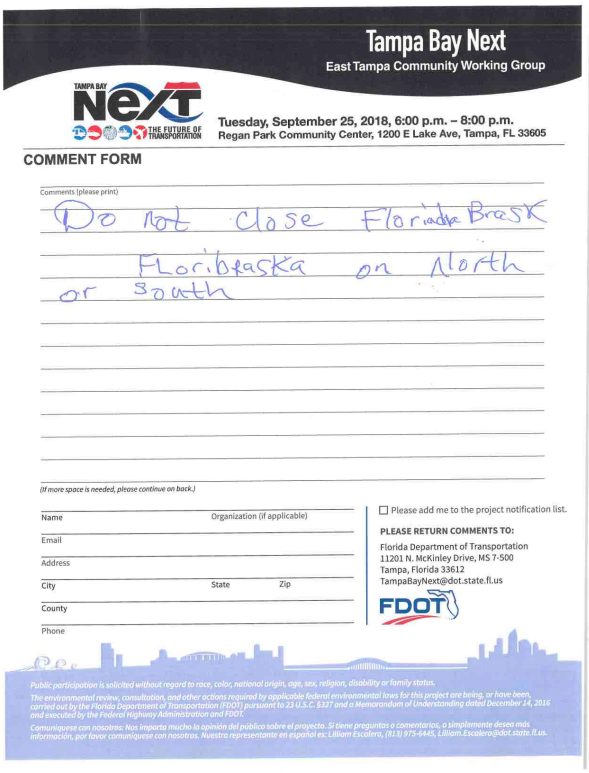
Comment Sheet #4

1. The plan that intended to divert commercial trucks to 21st Street travelling south is not working. Commercial trucks traverse 15th Ave east and west accessing and exiting I-4. (15th Ave is a residential street.)
2. Please list North Ybor Community Group (brand new organization, meetings have been spotty. Please list contact Delores Jackson, deedeejac@aol.com



Tampa Bay Next
East Tampa Community Working Group

Tuesday, September 25, 2018, 6:00 p.m. – 8:00 p.m.
Regan Park Community Center, 1200 E Lake Ave, Tampa, FL 33605

COMMENT FORM

Comments (please print)

Do not close Floriadka Brask Floribraska on North or South

(If more space is needed, please continue on back.)

Name Organization (if applicable)
Email
Address
City State Zip
County
Phone

☐ Please add me to the project notification list.

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Comment Sheet #5
Do not close Floribraska on North or South