

TAMPA BAY EXPRESS COMMUNITY ENGAGEMENT  
FOR THE DOWNTOWN TAMPA INTERCHANGE I-275 AT I-4

# FINAL REPORT





Photo from one of the Tampa Heights neighborhood workshops



Photo from one of the Seminole Heights neighborhood workshops

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Photo from one of the Tampa Heights neighborhood workshops



Photo from one of the Tampa Heights neighborhood workshops

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Photo from one of the West Tampa Workshops



Photo from one of the Tampa Heights Workshops

# 1.0 INTRODUCTION

The Tampa Bay interstates were originally constructed in the 1960's through the heart of the urban core in Hillsborough County. In the late 1980's, the Florida Department of Transportation (FDOT) began to plan improvements to the aging system. The Tampa Interstate Study (TIS) Final Environmental Impact Statement (FEIS) was approved in 1996 and included additional general purpose lanes, express lanes, and a transit envelope.

FDOT has continued to implement the TIS as funding became available. Improvements in the Downtown Interchange were completed in 2006. I-4 through Ybor City was completed in 2008. The I-4/Selmon Expressway Connector was completed in 2014 and I-275 through West Tampa was completed in 2016. Each of these sections were reevaluated by FDOT and the Federal Highway Administration (FHWA) and were included in the Hillsborough Metropolitan Planning Organization's (MPO) Long Range Transportation Plan (LRTP) and the Transportation Improvement Plan (TIP).

The MPO adopted the Tampa Bay Express (TBX) project into the County's Transportation Improvement Plan on August 4, 2015 and was reconfirmed on June 22, 2016. Elements of the Tampa Bay Express plan were first proposed in the Long Range Transportation Plan in the early 1990s. As part of the Tampa Bay Express reevaluation process, FDOT District VII sought input from neighborhood residents and business owners regarding the impacts that Tampa Bay Express may have on adjacent neighborhoods as well as what mitigation efforts are desired to address neighborhoods concerns.

The Tampa Bay Express consists of 50 miles of roadway improvements including the replacement of the northbound span of the Howard Frankland Bridge, and reconstruction of both the I-275/SR-60 interchange in Westshore and the I-275/I-4 interchange in downtown Tampa. The project also includes dynamically tolled express lanes and an envelope for future transit opportunities.

FDOT is committed to community engagement activities being an important component during the design and development of their projects. FDOT has documented outreach activities since the early 1990's on elements of the Tampa Bay Express project and specifically the I275/I4 downtown interchange. Over the past three years, FDOT has increased engagement activities for the Tampa Bay Express project by conducting focus groups, public workshops, small group presentations, speaker circuits, library tours, and other traditional efforts. In addition to in-person meetings, a dedicated public website ([www.tampabayexpress.com](http://www.tampabayexpress.com)) was created along with postings on the FDOT District Seven Facebook page and Twitter site. FDOT also established a local office with staffing five to six days a week to provide the local community access to a knowledgeable FDOT staffer that can answer questions specific to the Tampa Bay Express project.



To supplement the Project Development & Environment (PD&E) re-evaluation, FDOT contracted with USF FCCD+R to conduct a targeted engagement series with communities adjacent to the project to better define community commitments and enhancements that should be included as part of the Tampa Bay Express project. This effort also provided FDOT the opportunity to bring up-to-date and further develop the community's vision and goals since the last project update.

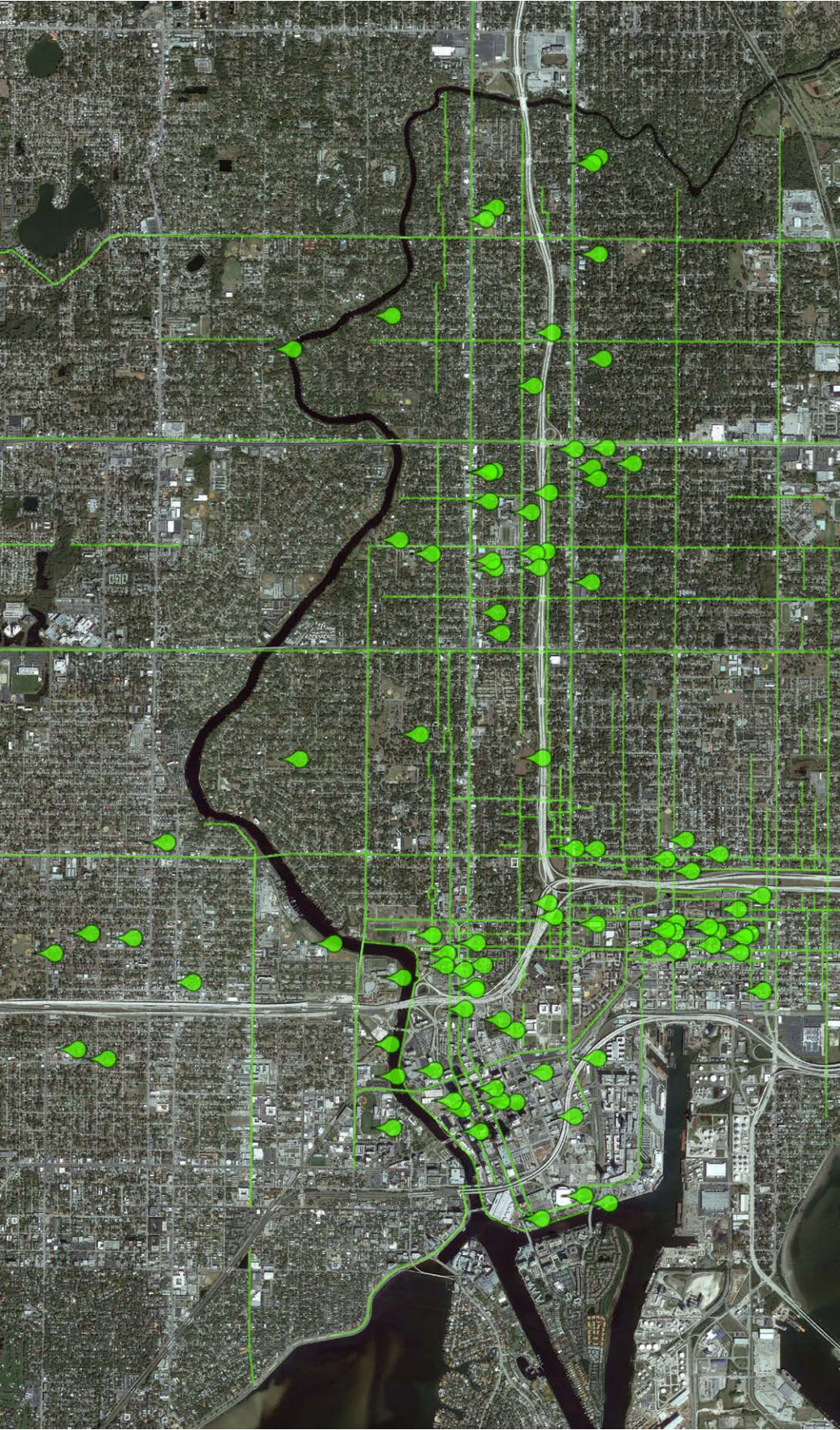
## 1.1 PURPOSE OF THIS DOCUMENT

This report summarizes the findings of the facilitation team's community workshops. It provides schematic design concepts intended to address neighborhood objectives as they relate to the Tampa Bay Express project. These findings and design concepts were compiled with stakeholder input, agency dialogue, and research. The results of these workshops are not intended to represent the final outcome or the final design solution for mitigation, but rather should be used as suggestions to illustrate the desires of the community and inform the design-build process. This report summarizes preliminary design strategies generated through a series of three workshops and is a tool to assist the agencies in making commitments for the mitigation of the Tampa Bay Express project. Several mitigation commitments are already in place, including sound walls, aesthetic treatments, and bicycle and pedestrian opportunities.



DRAFT Tampa Bay Express Segment 6 Master Plan Reconstruction Preliminary Concept





The complete asset mapping of all participating neighborhoods

## 1.2 PROJECT OVERVIEW

The Florida Center for Community Design and Research (FCCDR) assisted FDOT District VII with outreach efforts to the neighborhoods affected by the Tampa Bay Express project. FCCDR served as the Community Engagement Facilitator. The Facilitator helps people understand their common goals and objectives and assists them in planning how to achieve these objectives. The Facilitator remains “neutral,” meaning he/she does not take a particular position in the discussion, but rather assists the group to define their goals and objectives by working together. FCCDR provided method and means to enable agencies, groups, and individuals to craft potential solutions to the challenges posed by the Tampa Bay Express project. FCCDR coordinated with FDOT District VII throughout the engagement process. Three rounds of community engagement meetings were held from October 2015 to June 2016. The community engagement process for the impacted urban core neighborhoods included:

- Site visits and bus tours
- 21 collaborative workshops
- 2 children’s workshops
- 6 public presentations
- Multi-agency participation

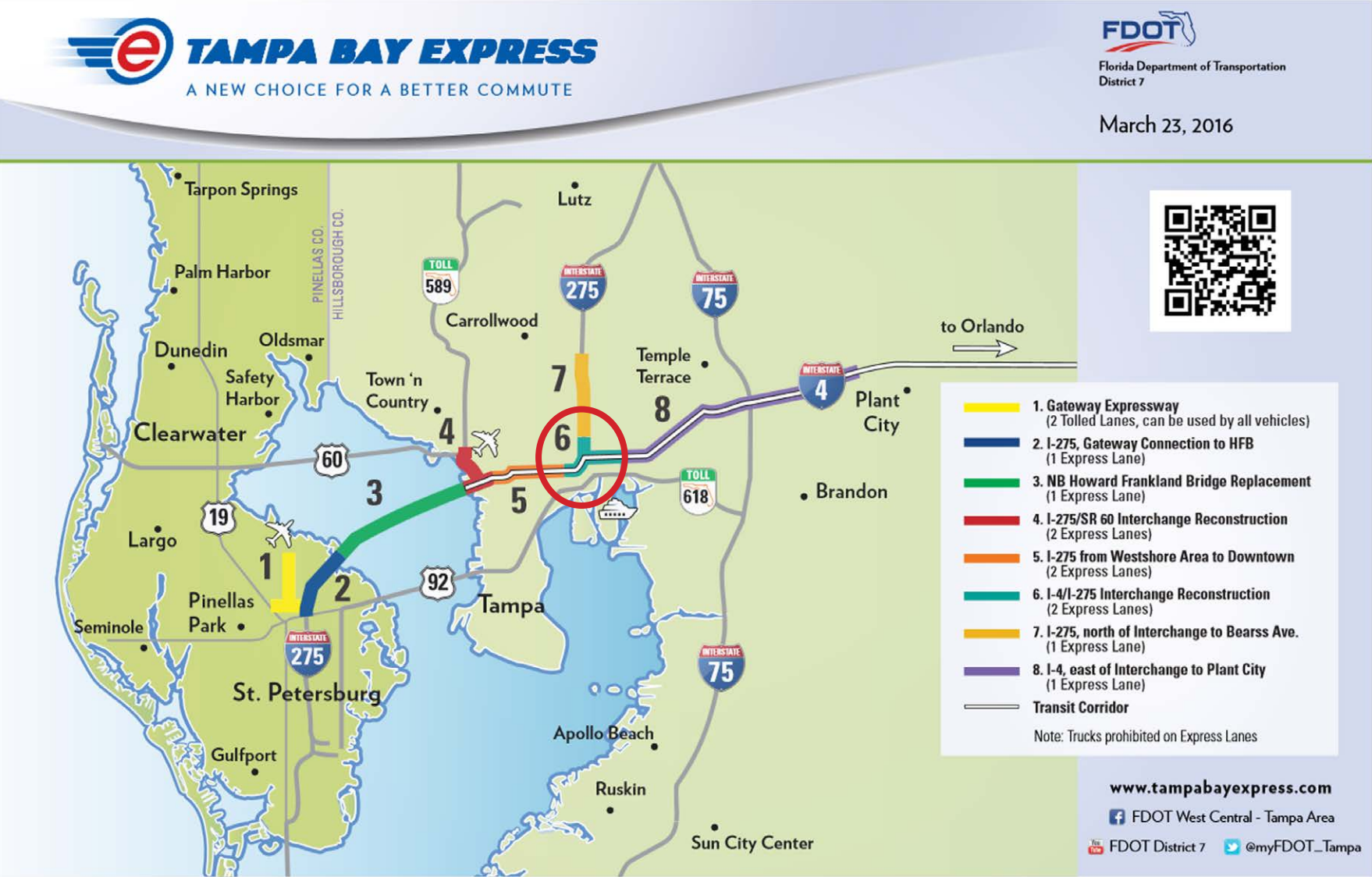
## 1.3 PROJECT OBJECTIVES

FCCDR facilitated numerous meetings and workshops from October 2015 to June 2016 to assist FDOT District VII by:

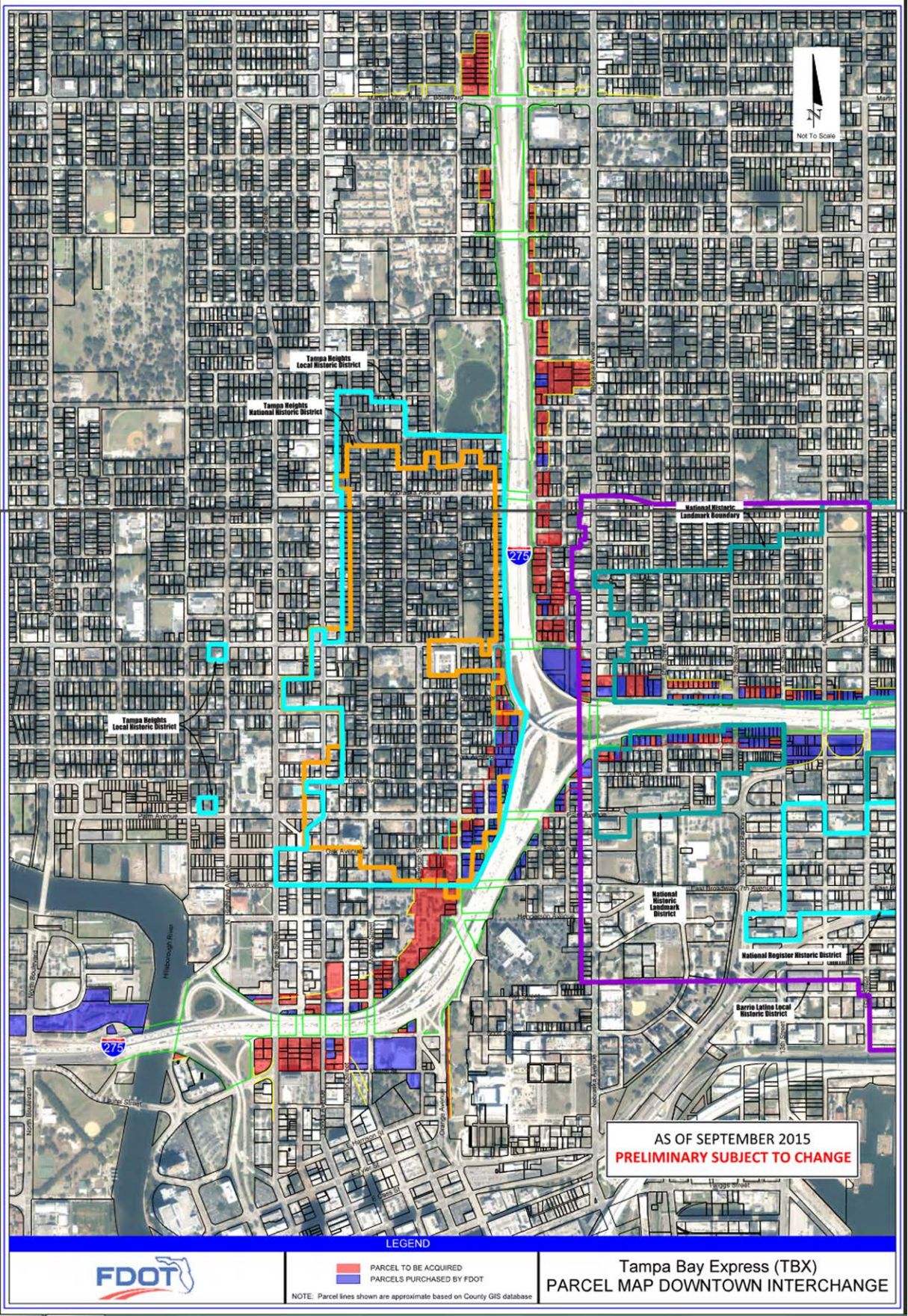
- Developing a common understanding of the neighborhood concerns related to the Tampa Bay Express
- Framing the concerns regarding the Tampa Bay Express project in the context of the community and neighborhoods to determine expectations
- Developing shared goals and objectives addressing the neighborhood needs regarding the Tampa Bay Express project
- Preparing plans and reports to describe the shared goals and objectives that meet neighborhood needs



1.4 LOCATION MAPS



Sections of the Tampa Bay Express project  
In Red: Section 6



Historic Districts Project Footprint



## 2.0 ACKNOWLEDGMENTS

This final report for the Tampa Bay Express project was prepared by a consultant team with assistance from the FDOT District VII. FDOT and the consultant team would like to thank the members of the community for their significant input and collaboration. This included representatives from the following agencies and interests.

### NEIGHBORHOOD ORGANIZATIONS

- American Institute of Architects
  - Business Guild of Seminole Heights
  - City of Tampa Community Partnerships & Neighborhood Engagement
  - Children's Board of Hillsborough County
  - Connect Tampa Bay
  - East Tampa Business and Civic Association
  - East Ybor Historic Civic Association
  - First Baptist Church
  - Greater Tampa Chamber of Commerce
  - The Heights Collective
  - Historic Ybor Neighborhood Civic Association
  - The Housing Authority
  - MPO Citizens Advisory Committee
  - Old Seminole Heights Neighborhood Association
  - Riverside Heights Civic Association
  - Seminole Heights Community Garden
  - Sierra Club
  - Skypoint
  - South Seminole Heights
  - South Seminole Heights Civic Association
  - Southeast Seminole Heights Civic Association
  - Sunshine Citizens
- Tampa Association of Black Affairs
  - Tampa Bay Area Regional Transit Authority (TBARTA)
  - Tampa Bay Times
  - Tampa Community Development Corporation
  - Tampa CRA
  - Tampa Downtown Partnership
  - Tampa Heights Civic Association
  - Tampa Heights Community Garden
  - Tampa Heights Junior Civic Association
  - Tampa Tribune
  - VM Ybor Neighborhood Association & Crimewatch
  - Westshore Alliance
  - West Tampa Chamber of Commerce
  - West Tampa Community Council
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# 3.0 BASIS FOR COMMUNITY ENGAGEMENT

Community engagement is a critical element of every FDOT project. Extensive outreach has taken place throughout the past three decades. However, in the past three years, FDOT conducted focus groups, public workshops, small group presentations, speaker's circuits, library tours and other traditional efforts. There is a dedicated public website ([www.tampabayexpress.com](http://www.tampabayexpress.com)) and numerous postings on the FDOT District Seven Facebook page and Twitter site. In addition, FDOT established a local office with FDOT staffing 5-6 days a week to provide the local community convenient access to a knowledgeable FDOT staffer that can answer questions regarding the Tampa Bay Express project.

To supplement the Project Development & Environment (PD&E) reevaluation, FDOT contracted with USF FCCD+R to conduct special outreach with the communities adjacent to the project to better define the community commitments and enhancements that should be included in the Tampa Bay Express project. This effort also allowed FDOT to identify changes in the community's vision and goals since the last project update.

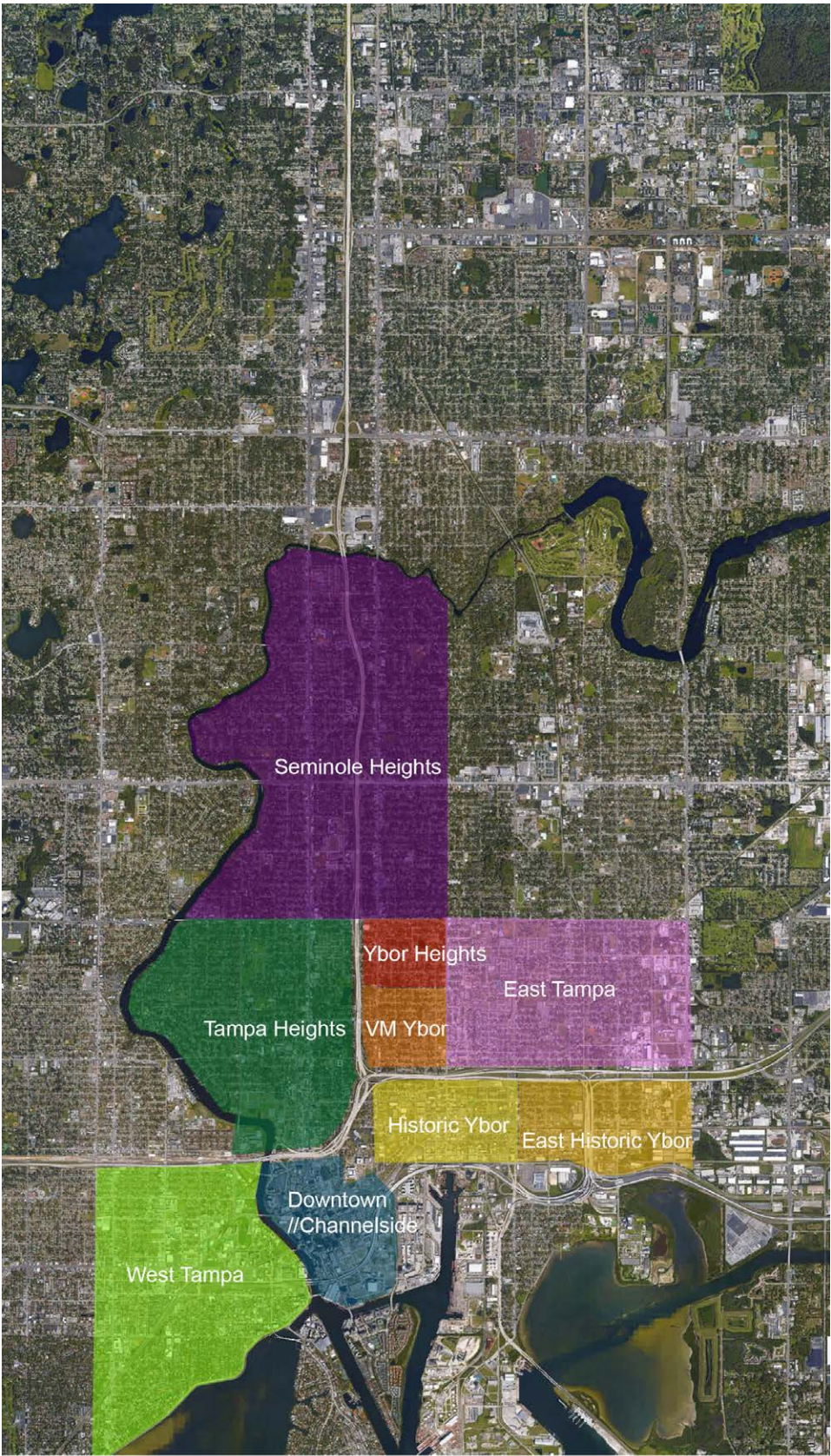
The workshop process focused on community collaboration, multi-agency participation, and context sensitive urban design. The workshops were composed of a three-part series where each workshop built on ideas from the previous series. Each series was comprised of workshops for the adjacent neighborhoods, where citizens participated in small, collaborative groups with design facilitators. Two children's workshops were also part of the series.

During the workshops, each group developed lists of values, concerns, goals and objectives, maps, and sketches of design strategies which they presented to the overall group. In addition to community members, neighborhood association leaders, business owners, and local agencies were present at all of the workshops.

## NEIGHBORHOODS

Asset maps were generated from neighborhood features that community participants identified during the first series of workshops. These assets include such things as historic structures, local businesses, schools, parks, and important corridors. Community members identified important connections within their neighborhoods and from neighborhood to neighborhood. Additionally, transit options and alternatives were prioritized. Participating neighborhoods included:

- Seminole Heights (Old Seminole Heights, South Seminole Heights, Southeast Seminole Heights)
- Tampa Heights
- Ybor (Historic Ybor, Ybor Heights, VM Ybor)
- Downtown
- West Tampa



Neighborhood Map



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## 3.1 COMMUNITY ENGAGEMENT PROCESS

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### WORKSHOP DEVELOPMENT

The first workshop series was used to frame the concerns of the impacted urban neighborhoods regarding the Tampa Bay Express project in the context of those neighborhoods to determine their community needs. Asset maps were created using the neighborhood assets community participants identified during the community workshops. These assets include such things as historic structures, local businesses, schools, parks, and important corridors. The asset maps helped community members frame their concerns about the impact of the Tampa Bay Express project in their neighborhoods and determine a catalog of needs.

Workshop series two identified goals and strategies from community participants for their neighborhoods according to five common themes which emerged during the first series of workshops: Transit Options, Connectivity, Street Corridor Design, Public Realm Enhancements, and Mitigation. Goals were similar across neighborhoods, but each strategy is neighborhood specific, based on location, need, and design opportunity. Residents and business owners in Tampa Heights, Seminole Heights, Ybor City, West River, and downtown expressed concerns regarding the Tampa Bay Express project during the workshops.

In the third workshop series, design strategies were developed in conjunction with mitigation measures. These design strategies will help restore Tampa's diverse urban fabric and benefit the neighborhoods. Models were created to give visual representation of how these enhancements will appear in a human scale.

During the workshops, local citizens emphasized that the impact to the built, social, and economic fabric of their local community will be compromised for regional benefit. This is why they have opposed Tampa Bay Express, particularly the I-275 and I-4 interchange portion of the project. Citizens would like alternatives to Tampa Bay Express, including new and expanded transit services to serve the urban core neighborhoods, supporting connectivity between neighborhoods and to Tampa's urban employment centers during construction of Tampa Bay Express begins. Citizens feel that these services as well as other interstate design improvements will help mitigate impacts to the local community and congestion during the project construction.



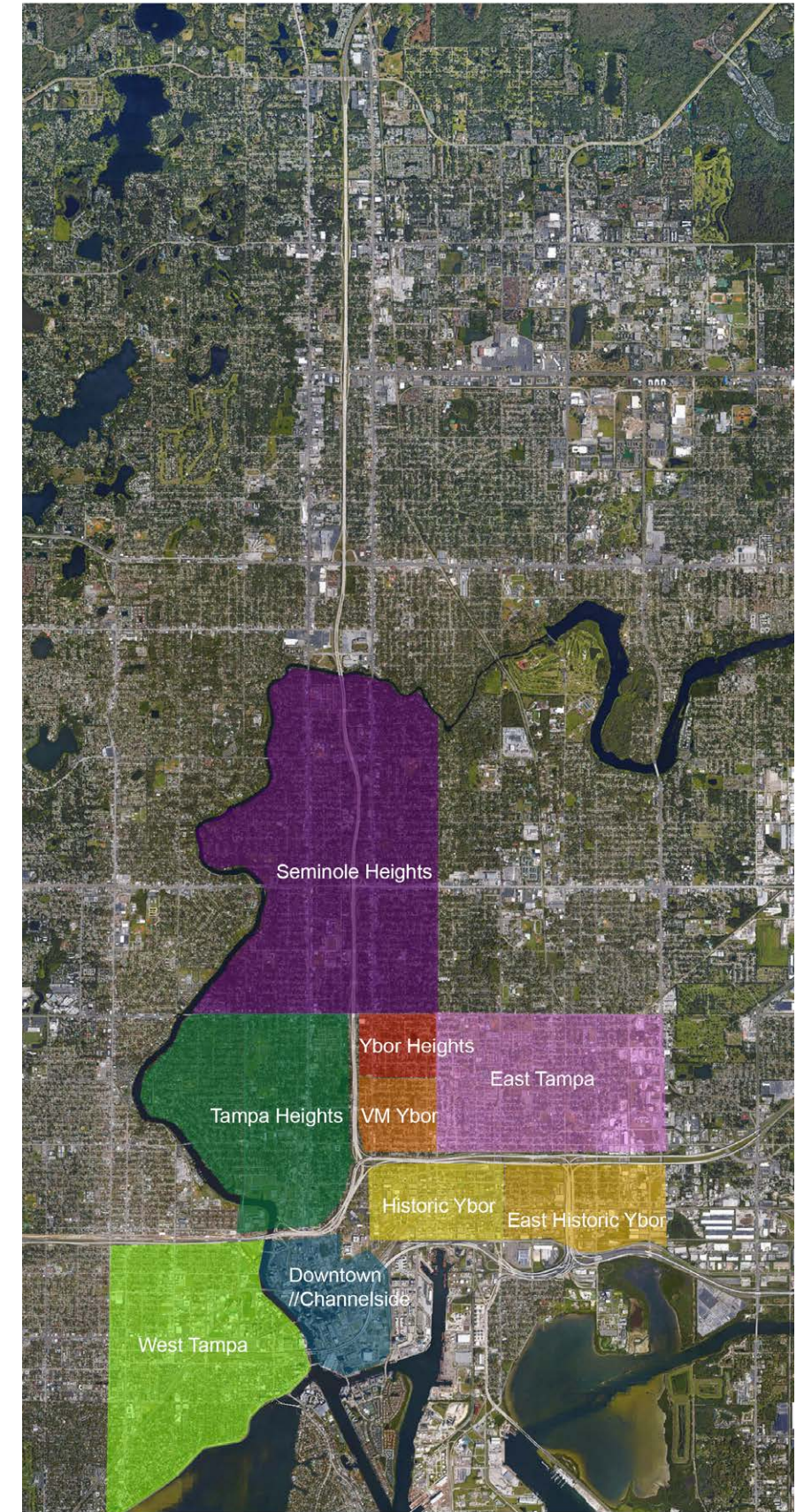
## 4.0 CONTEXT SENSITIVE COMMUNITY DESIGN STRATEGIES

The engagement process was specific to the neighborhoods adjacent to Section 6 of Tampa Bay Express. The neighborhoods impacted by the Downtown Interchange, Section 6 of Tampa Bay Express are the Seminole Heights Neighborhoods including Old Seminole Heights, Southeast Seminole Heights, and South Seminole Heights, Tampa Heights, Ybor City neighborhoods including Ybor Heights, V.M. Ybor, and Historic Ybor, West Tampa, and downtown Tampa. The Tampa Comprehensive Plan defines Tampa as a city of neighborhoods and ensures high quality urban design by enhancing their distinctive natural, historic, and cultural characteristics; strengthening neighborhood connections to urban centers; and reinforcing Tampa's unifying features such as street trees in the tree lawns, parkways, and the grid system of streets (Policy 22.2.6).

Each neighborhood had unique concerns related to their particular geographic areas and characteristics. However a number of concerns and goals were shared across all of the urban core neighborhoods. For example, five common categories emerged from the catalog of needs identified by all of the core neighborhood: *Transit Options*, *Connectivity*, *Street Corridor Design*, *Public Realm Enhancements*, and *Mitigation*. The concerns were centered around:

- Public safety
- Visibility
- Connectivity
- Circulation
- Loss of historic properties and neighborhood businesses
- Increased air pollution
- Disruption due to prolonged construction
- Noise from construction and increased traffic
- Lack of transit options
- Limited or no use of express lanes and express bus services due to lack of access within the urban core neighborhoods
- Decrease in property values and divestments in the neighborhoods
- Emphasis on outlying regions rather than local neighborhoods
- Project cost
- Economic loss

This process shares similar findings with previous planning efforts where neighborhoods value their heritage, celebrate their identity, and work to create a sense of place through cultural, civic, and local business activities. Overall, neighborhoods expressed value in their uniqueness as well as in their connectedness.



Neighborhood Map



# 4.1 IDENTIFIED THEMES

The following themes emerged from the first workshop series. These themes were categorized by the most common needs identified by the community participants for their neighborhoods regarding the Tampa Bay Express.

## 1. TRANSIT OPTIONS

- EXPAND SERVICE
- EXPAND STREETCAR
- INCREASE BUS FREQUENCY
- ESTABLISH LOCAL CIRCULATOR
- ESTABLISH WATER TAXIS
- NEW BUS RAPID TRANSIT (BRT)
- COMMUTER RAIL
- LIGHT RAIL

## 2. CONNECTIVITY

- INTERNAL CONNECTIVITY
- EXTERNAL CONNECTIVITY
- WAYFINDING
- BICYCLE INFRASTRUCTURE
- PEDESTRIAN INFRASTRUCTURE
- TWO-WAY STREETS

## 3. STREET CORRIDOR DESIGN

- NEED DESIGN GUIDELINES
- DEVELOP THE STREET FOR DIFFERENT SCALES
- SHIFT THOROUGHFARES TO COMPLETE STREET

## 4. PUBLIC REALM ENHANCEMENTS

- NEED URBAN DESIGN GUIDELINES
- IMPROVE STREETScape AND BEAUTIFICATION
- NEIGHBORHOOD SCALE SAFETY (LIGHTING AND SIDEWALKS)
- CREATE NEIGHBORHOOD GATEWAYS
- PRESERVE HISTORIC CHARACTER

## 5. MITIGATION FIRST

- AGENCIES COMMIT TO DESIGN AND PLANNING EFFORTS
- AGENCIES COMMIT UPFRONT
- COMPLETION OF STUDIES BEFORE TAMPA BAY EXPRESS IS FINALIZED
- IMPROVEMENTS BEFORE INTERCHANGE CONSTRUCTION OF TAMPA BAY EXPRESS BEGINS



# 4.2 GOALS + OBJECTIVES

Residents and business owners within the neighborhoods of Tampa Heights, Seminole Heights, Ybor, West Tampa, and downtown have expressed concerns regarding the Tampa Bay Express project. These citizens feel that the local impact to the built, social, and economic fabrics of their community will be compromised for regional benefit. This is why they have stated strong opposition to Tampa Bay Express, particularly the I-275 and I-4 interchange.

Citizens would like alternatives to Tampa Bay Express, and at the very least, new and expanded transit services to serve the urban core neighborhoods, supporting connectivity between the neighborhoods and to Tampa's three urban employment centers, before construction of Tampa Bay Express project begins. The citizens feel that these services as well as other interstate design improvements will help mitigate impacts to the local community and congestion due to the project construction. The citizens of these neighborhoods acknowledge that they will not be served by the express lanes or express bus service of the Tampa Bay Express project equal to those neighborhoods outside the urban core and in neighboring counties.

The following goals and objectives were identified by community participants for their neighborhoods under the common themes which emerged during the first series of workshops.

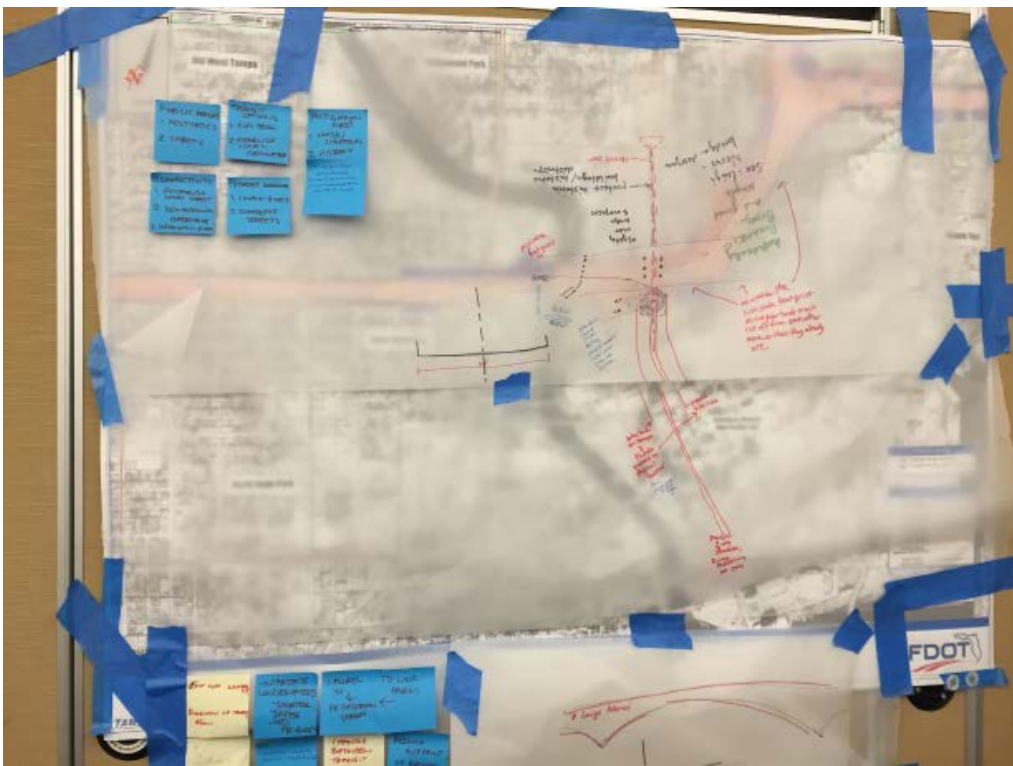
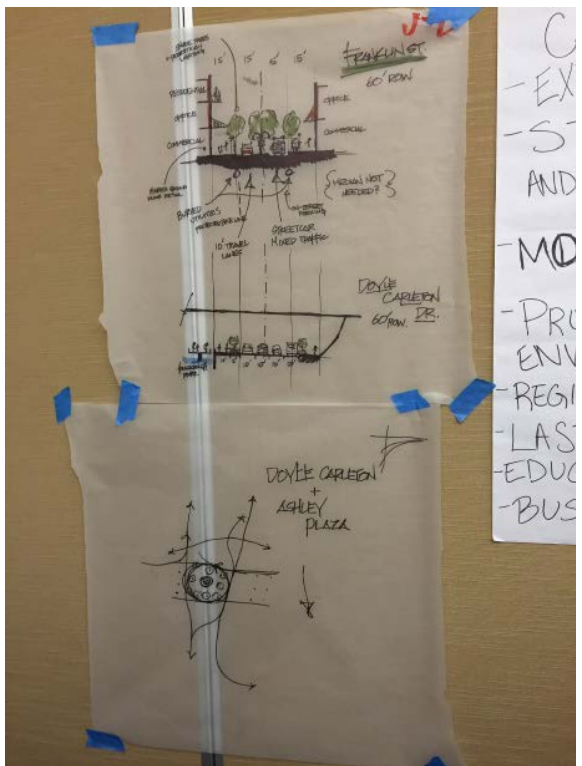


Photo of one of the maps used during the workshop



Photo of one of the maps used during the workshop



Sections drawn during the workshop



## 4.2 GOALS + OBJECTIVES - SEMINOLE HEIGHTS NEIGHBORHOODS

### TRANSIT OPTIONS

- Increase transit options in the area
- Increase public transportation and the frequency of existing transit between urban core areas
- Implement neighborhood circulators
- Increase the frequency and improve the route time of the Nebraska BRT-Metro Rapid
- Locate a multi-modal transit center: suggested location is the dog track

### CONNECTIVITY

- Connect north and south passages underneath the interstate by removing unnecessary berms
- Increase continuity of bicycle lanes and BRT lanes
- Build light rail and expand streetcar instead of implementing Tampa Bay Express

### STREET CORRIDOR DESIGN

- Improve safety beneath underpass by making improvements to:
  - lighting
  - increasing security
  - widening the sidewalks
  - making the areas more walkable and bicycle friendly
  - place emphasis on pedestrians
- Invest in the Green ARTery
- Construct more complete streets

### PUBLIC REAL ENHANCEMENTS

- Improve sidewalks and pedestrian infrastructure
- Preserve or relocate all historic buildings affected by the Tampa Bay Express project
- Reduce the impact on historic houses or relocate them
- Design proper lighting to ensure pedestrian safety
- Branding of Seminole Heights may include: signage and architectural character installments

### MITIGATION FIRST

- Focus on local businesses when assessing economic development not only of the immediate area but for the city as a whole
- Introduce alternatives for noise abatement and pollution
- Adhere to Vision Zero





## 4.2 GOALS + OBJECTIVES - TAMPA HEIGHTS NEIGHBORHOOD

### ACCESS TO TRANSPORTATION SYSTEMS

- Increase public transportation and the frequency of existing transit between the major areas
- Provide access to the interstate from the neighborhood
- Increase frequency and improve route time for the Nebraska BRT-Metro Rapid

### DESIGN BETTER ACCESS TO VM YBOR, YBORCITY, DOWNTOWN

- Make underpasses safer by:
  - adding more lighting
  - increasing security
  - widening the sidewalks
  - making streets more bicycle and pedestrian friendly
- Reconnect the historic fabric
- Reduce the footprint of the highway

### MODERN AND INNOVATIVE DESIGN

- Develop innovative and modern interstate design solutions.
- Reduce traffic speeds on state roads: Tampa Street, Florida Avenue, and Columbus Drive
- Implement complete streets design on state roads
- Increase crosswalks on major streets and commercial areas

### PRESERVE THE JUNIOR CIVIC ASSOCIATION

- Save the building or relocate the building and its amenities to a more suitable location
- Preserve the children's park or relocate it with the Civic Association building

### MAINTAIN HISTORIC CHARACTER

- Preserve or relocate all historic buildings affected by the Tampa Bay Express project
- Reduce the impact on historic houses or relocate them

### MAINTAIN THE TAMPA HEIGHTS COMMUNITY GARDEN

- Move the garden to a better location and increase the size of the garden

### MINIMIZE IMPACTS TO LOCAL BUSINESSES INCLUDING CAFÉ HEY, OCEANIC, LA SEGUNDA

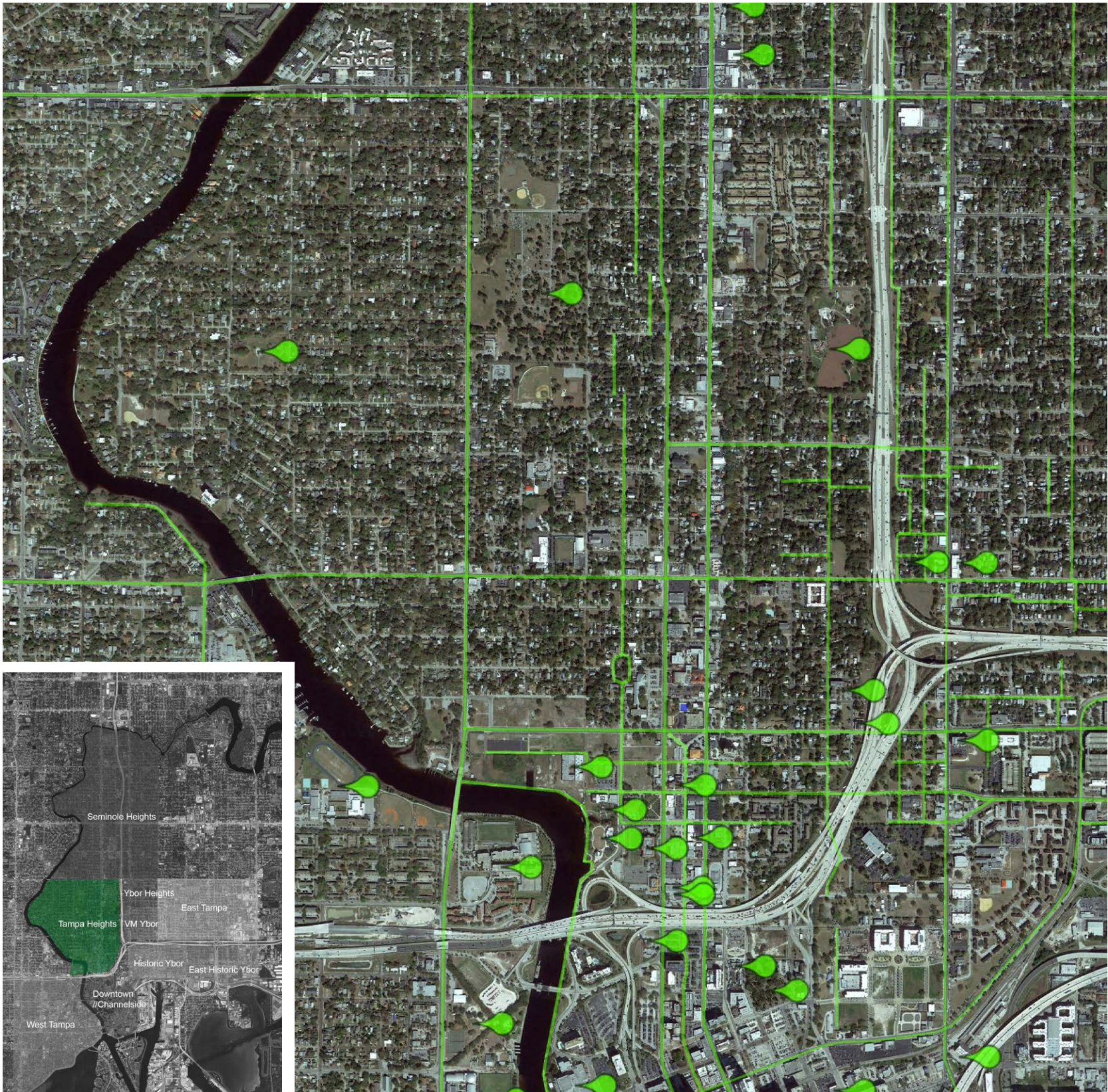
- Enhance the economic environment for local businesses through planning and form-based code

### ENCOURAGE INVESTMENT IN THE URBAN NEIGHBORHOODS THROUGH PUBLIC REALM ENHANCEMENTS

- Enhance the public and private realm so that the property values will increase
- Increase lighting along the commercial corridor, throughout the neighborhood and under the Interstate to create a safer environment
- Redesign the Ashley Drive Interchange so it does not impact Water Works Park and Highland Street access

### MITIGATE HEALTH IMPACTS OF CONSTRUCTION AND TRAFFIC CONGESTION

- Increase walkability in the urban neighborhoods
- Increase the amount of trees planted to reduce pollution and provide shade
- No standing water in ponds, utilize fountains and filtration
- Make neighborhoods a priority
- Coordinate with the InVision Tampa Plan





## 4.2 GOALS + OBJECTIVES - YBOR NEIGHBORHOODS

### REVITALIZE THE COMMERCIAL AREAS OF COLUMBUS DRIVE.

- Lower the speed limit and make the street more pedestrian friendly
- add on-street parking and mixed-use zoning
- Convert Columbus Drive to two-way

### DESIGN TO ACCOMMODATE THE ENVISION TAMPA PLAN

- Redesign the exit ramps at 14th and 15th to Nuccio Parkway to coincide with the InVision Tampa Plan

### CONNECTIONS BETWEEN VM YBOR AND HISTORIC YBOR

- Increase options and opportunities to use public transit

### KEEP CULTURAL CLUBS SIGNIFICANT

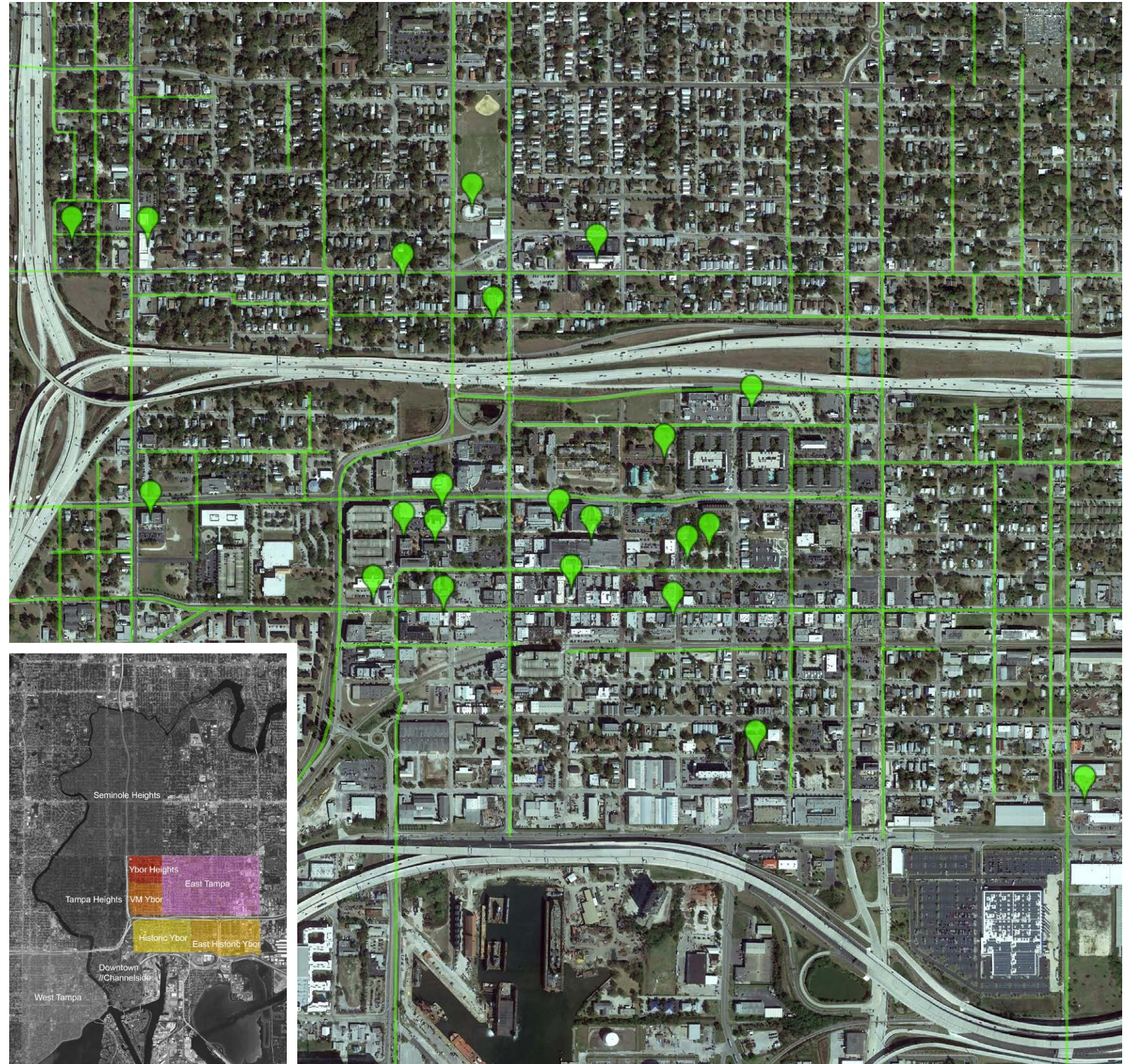
- Revitalize the cultural clubs

### MITIGATE NOISE FROM THE INTERSTATE TRAFFIC AND CONSTRUCTION

- Create a more aesthetically appealing sound wall

### MAKE SAFER PEDESTRIAN AND BICYCLE CONNECTIONS

- Increase lighting and security underneath the interstates and maintain character with the neighborhoods
- Increase the amount of crosswalks, stoplights, and stop signs
- Decrease speed limits
- Use buffers between bike lanes/sidewalks and the street. These can include trees, other foliage, and on-street parking.





## 4.2 GOALS + OBJECTIVES - DOWNTOWN TAMPA

### IMPROVE INTERCHANGE DESIGN AND UTILIZATION OF SPACE (SPECIFICALLY UNDERNEATH INTERCHANGE)

- Designate potential spaces for recreational purposes
- Possible uses under the interchange include: bicycle shop, market area, street car facility, etc.
- Limited or minimize the size of highway barriers to reduce obstructed views of the city
- Incorporate signage and lighting to signal drivers to slow down on exit ramps

### IMPROVE CONNECTIVITY THROUGHOUT THE NEIGHBORHOOD

- Accessibility and safety enhancements within interchange area include: wider sidewalks and designating correct right-of-way
- Shift focus from long-distance commuters to a walkable city center, increasing density through collaborative agency efforts
- Accessibility to multi-modal transit options will increase continuity

### MODERN STREET CORRIDOR DESIGN

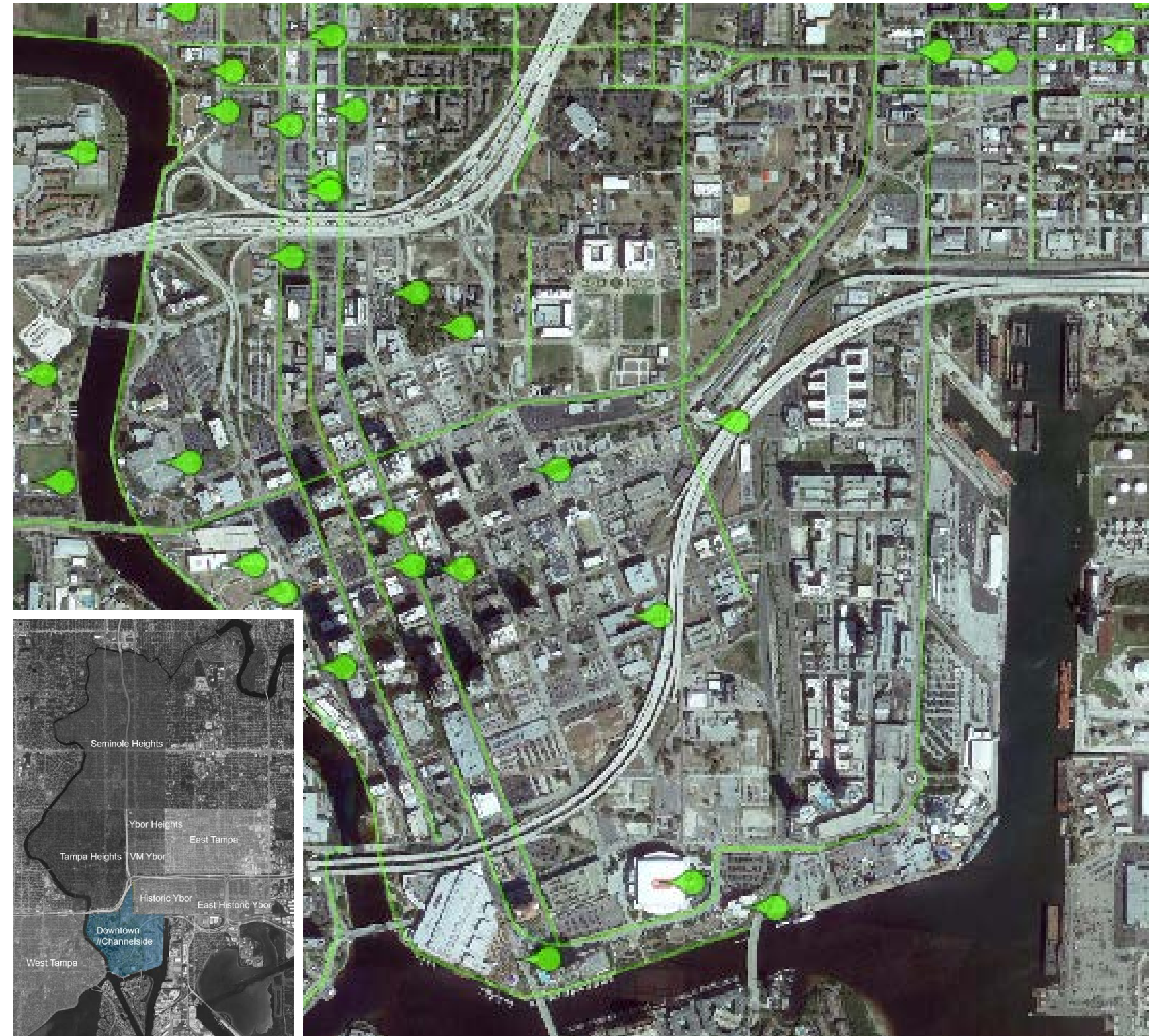
- Improve safety beneath underpass by making improvements to:
  - lighting
  - increasing security
  - widening the sidewalks
  - making the areas safe for pedestrians and bicyclists
- Reconnect the historic fabric
- Reduce the footprint of the highway
- Make enhancements to street design by increasing the width of sidewalks to accommodate the appropriate space and protection for bike lanes and other transportation modes (Ex: Ashley Drive, Orange Avenue, and Jefferson Avenue)
- Transform one-way streets to two-way streets (Tampa Street and Florida Avenue)

### ENHANCE PUBLIC SPACES

- Create a modern gateway into downtown as a means of wayfinding
- Reduce traffic speeds on state roads: Tampa Street, Florida Avenue, and Columbus Drive
- Implement complete streets design on state roads

### MITIGATION OPPORTUNITIES

- Revisit InVision Tampa plan and ensure that the Tampa Bay Express project is incorporated within the plan
- Clarify objectives of "Green Spine" concept
- Address noise abatement issues and high priority community enhancements before construction takes place on I-275





## 4.2 GOALS + OBJECTIVES - WEST TAMPA

### ACCESS TO TRANSPORTATION SYSTEMS

- Increase the public transportation and the frequency of existing transportation between the major areas
- Provide access to the Interstate from the neighborhood
- Increase the frequency and improve the route time of the Nebraska BRT-Metro Rapid

### IMPROVE CONNECTIVITY THROUGHOUT THE NEIGHBORHOOD

- Make underpasses safer by adding:
  - more lighting
  - increasing security
  - widening the sidewalks
  - emphasis on pedestrian and bicycle safety
- Reconnect the historic fabric
- Reduce the footprint of the highway

### MODERN STREET DESIGN

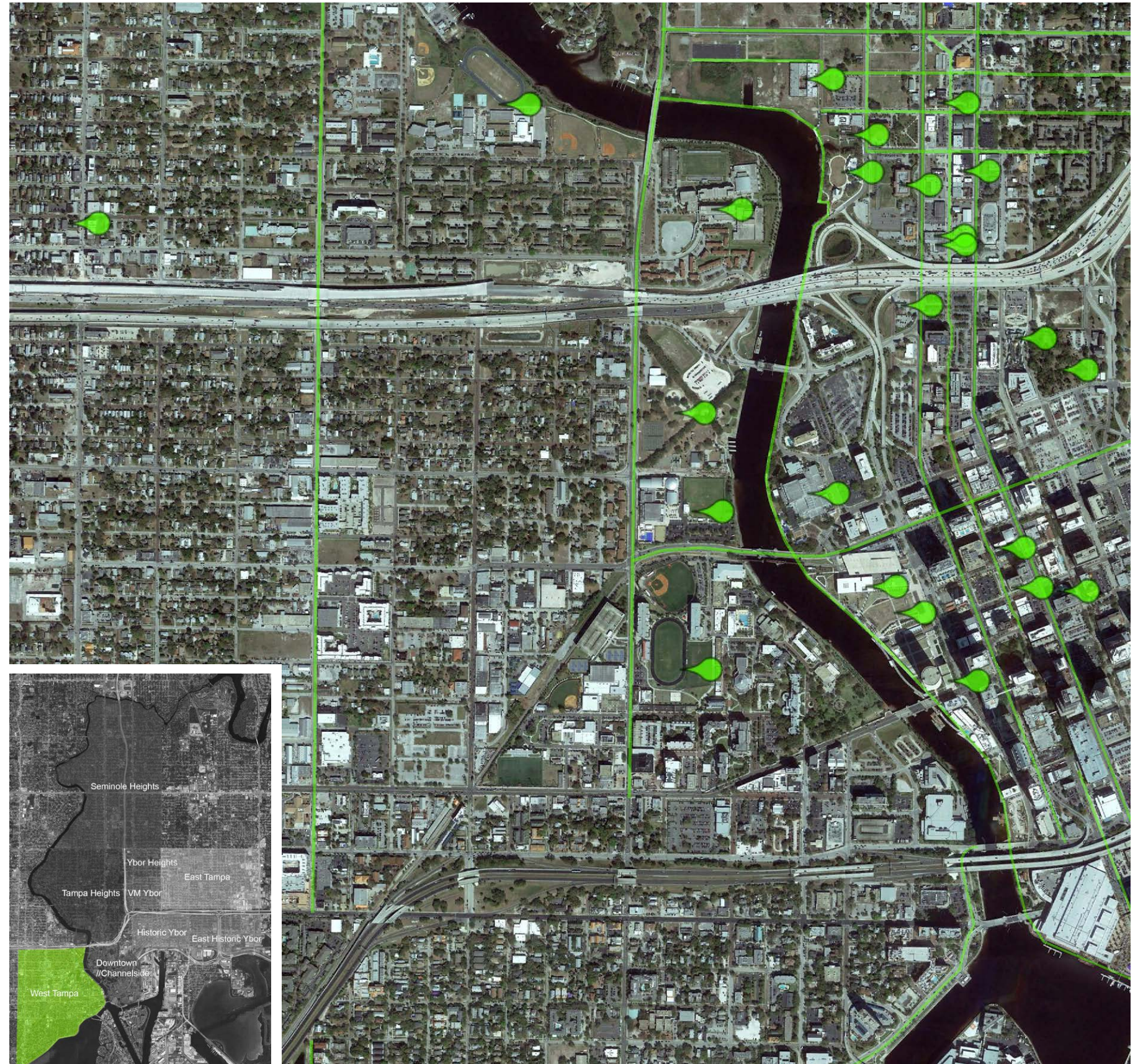
- Develop innovative and modern interstate design solutions
- Reduce traffic speeds on state roads: Tampa Street, Florida Avenue, and Columbus Drive
- Implement complete streets design on state roads
- Increase crosswalks on major streets and commercial areas
- Keep Floribruska on-and-off ramps open for effective connectivity
- Consider ramp placement that does not disturb the surrounding built environment and increases traffic calming

### ENHANCED PUBLIC SPACES

- Find a location for the retention that is not only suitable for the community but is aesthetically pleasing
- Use preventative and innovative measures to counteract noise and pollution with the use of green buffers

### MITIGATION OPPORTUNITIES

- Agencies should collaborate to ensure that the current design-build project reflects the community's goals and strategies and incorporates feedback
- Consider development of a full transportation plan that will accomplish various objectives under the Tampa Bay Express project: additional circulators may include BRT and streetcars
- Study the impacts that pollution from construction will have on the community and implement innovative ways to lessen pollutants and noise





# 5.0 SCHEMATIC DESIGN PROPOSALS

A number of goals were similar across neighborhoods, but each design strategy is neighborhood specific, based on location, need, neighborhood objective, and design opportunity. The Design strategies are intended to address the specific concerns and goals cited by neighborhood community members. The urban core neighborhoods identified several significant objectives that community members expressed are essential to maintaining a rich neighborhood environment and are necessary to improve the impact of the Tampa Bay Express project as it relates to the downtown interchange.

The principle factors that the community would like to see addressed are:

- The design and development of the area below interstate underpasses
- Neighborhood streetscape and storm water design strategies
- Neighborhood gateways
- Programming of the public realm below and adjacent to the interstate
- Pedestrian and bicycle connectivity throughout the urban core
- Development of transit-ready neighborhoods
- Multi-modal access to Tampa's three employment centers
- Interstate design which is sensitive to the urban form
- Consistency with the InVision Tampa Plan and Image 2040 Tampa Comprehensive Plan as well as the MPO's Long Range Transportation Plan
- A mobility plan in which Tampa Bay Express can accommodate future transit and premium transit as a holistic system.

The following design concepts are preliminary ideas intended to illustrate objectives identified by community members during the engagement workshops. These working ideas are under multi-agency review.



Map used during the bus tour to highlight the sites that would be visited and discussed during the tour and the following workshop series. The numbers represent the order in which the sites were visited.



# 5.1 SEMINOLE HEIGHTS NEIGHBORHOODS (OLD SEMINOLE HEIGHTS/SOUTH SEMINOLE HEIGHTS/ SOUTHEAST SEMINOLE HEIGHTS)



## 5.1.A ATTRACTIVE SOUND WALLS

### CONCERNS/NEEDS

- Noise from interstate traffic
- Increased noise due to construction and added traffic
- Air pollution from vehicles, construction, and increased traffic
- Night construction and pile driving

### GOALS/OBJECTIVES

- Reduce noise from the Interstate before construction begins
- Mitigate existing and future air pollution
- Prohibit overnight construction when possible



5.1 SEMINOLE HEIGHTS NEIGHBORHOODS (OLD SEMINOLE HEIGHTS/SOUTH SEMINOLE HEIGHTS/SOUTHEAST SEMINOLE HEIGHTS)





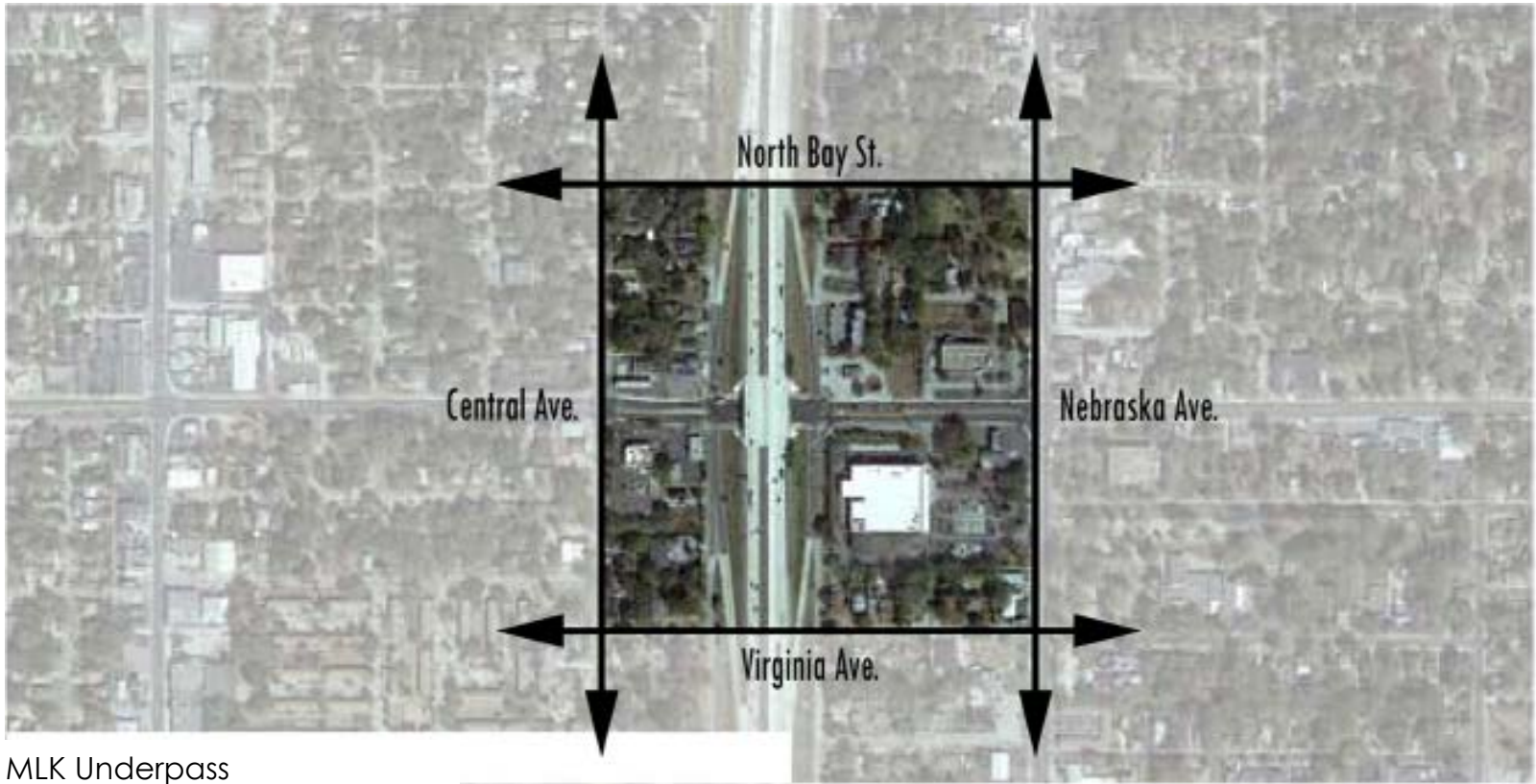
5.1 SEMINOLE HEIGHTS NEIGHBORHOODS (OLD SEMINOLE HEIGHTS/SOUTH SEMINOLE HEIGHTS/  
SOUTHEAST SEMINOLE HEIGHTS)



Concept: Seminole Heights Sound Walls



5.1 SEMINOLE HEIGHTS NEIGHBORHOODS (OLD SEMINOLE HEIGHTS/SOUTH SEMINOLE HEIGHTS/SOUTHEAST SEMINOLE HEIGHTS)



MLK Underpass

5.1.B PEDESTRIAN FRIENDLY UNDERPASS AT MARTIN LUTHER KING JR. BOULEVARD.

CONCERNS/NEEDS

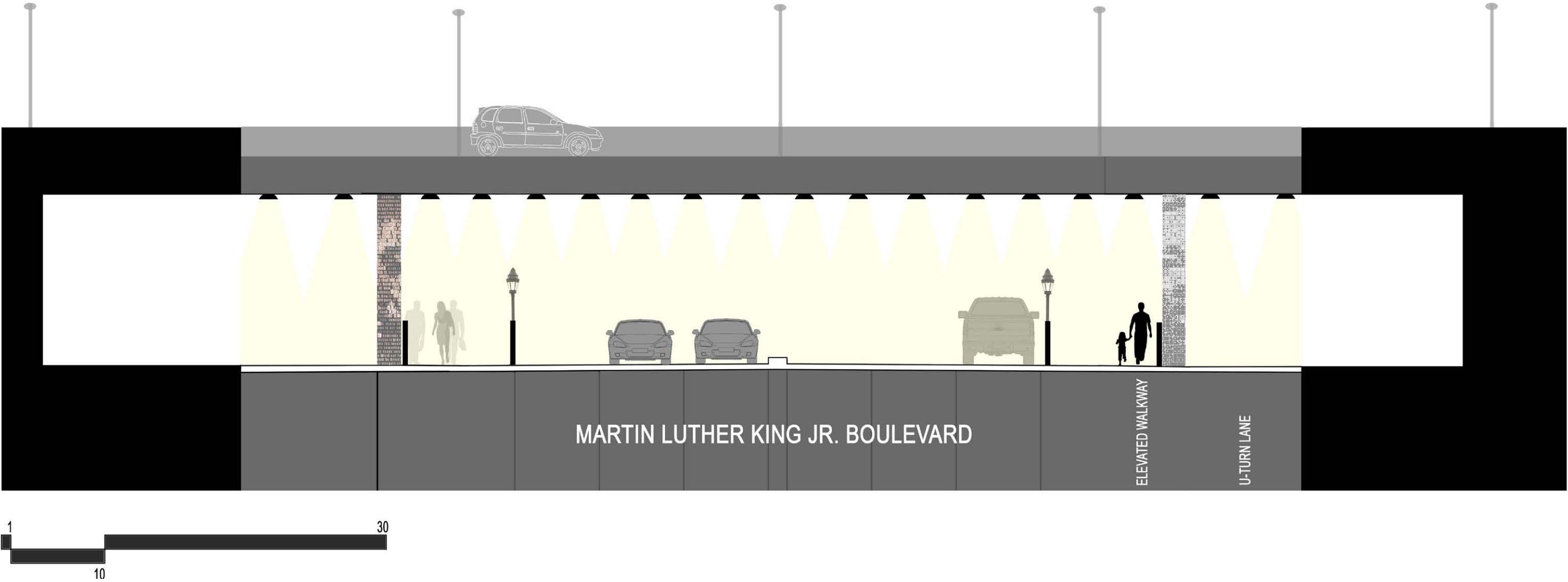
- Underpasses are dark and host criminal activity
- Pedestrian safety at intersections and underpasses
- Poor sidewalk infrastructure

GOALS/OBJECTIVES

- Pedestrian oriented streets which are well lit, have wide sidewalks, and are buffered from traffic
- Remove berm walls and replace with straight walls
- Increase neighborhood connectivity with an activated underpass and green path



5.1 SEMINOLE HEIGHTS NEIGHBORHOODS (OLD SEMINOLE HEIGHTS/SOUTH SEMINOLE HEIGHTS/SOUTHEAST SEMINOLE HEIGHTS)



Concept: Underpass at MLK Boulevard



## 5.1 SEMINOLE HEIGHTS NEIGHBORHOODS (OLD SEMINOLE HEIGHTS/SOUTH SEMINOLE HEIGHTS/SOUTHEAST SEMINOLE HEIGHTS)



Stormwater Park

### 5.1.C LANDSCAPED STORM WATER NEIGHBORHOOD PARK

#### CONCERNS/NEEDS

- Demolition of homes, businesses, and historic properties will harm the neighborhood and local economy
- Loss of a prominent commercial corner to a stormwater pond
- Reduced property values
- Areas adjacent to the Interstate are not well-maintained

#### GOALS/OBJECTIVES

- Preserve existing shade trees and increase the tree canopy
- Preserve or relocate historic houses
- Provide relocation services to displaced families
- Encourage economic development opportunities for local and small businesses
- Improve and increase pedestrian and bicycle infrastructure



5.1 SEMINOLE HEIGHTS NEIGHBORHOODS (OLD SEMINOLE HEIGHTS/SOUTH SEMINOLE HEIGHTS/SOUTHEAST SEMINOLE HEIGHTS)





5.1 SEMINOLE HEIGHTS NEIGHBORHOODS (OLD SEMINOLE HEIGHTS/SOUTH SEMINOLE HEIGHTS/  
SOUTHEAST SEMINOLE HEIGHTS)



Concept: Stormwater Pond at MLK  
Boulevard and Marguerite Street



## 5.2 TAMPA HEIGHTS NEIGHBORHOOD



Robles Park Expansion

### 5.2.A ROBLES PARK EXPANSION AND RECONNECTION OF THE STREET GRID

#### CONCERNS/NEEDS

- Lack of community connectivity due to the Interstate design
- Loss of property value due to construction
- Unsafe underpasses that are dark and lack pedestrian infrastructure
- Homeless people loitering in Interstate underpasses and “living” on berm walls

#### GOALS/OBJECTIVES

- Increase neighborhood connections under the Interstate by reconnecting the street grid
- Create safe, pedestrian-friendly underpasses
- Pedestrian-scaled street lighting that is continued through the underpass
- Preserve neighborhood character
- Remove berm walls and replace with straight walls
- Incorporate a contemporary design into the Interstate itself

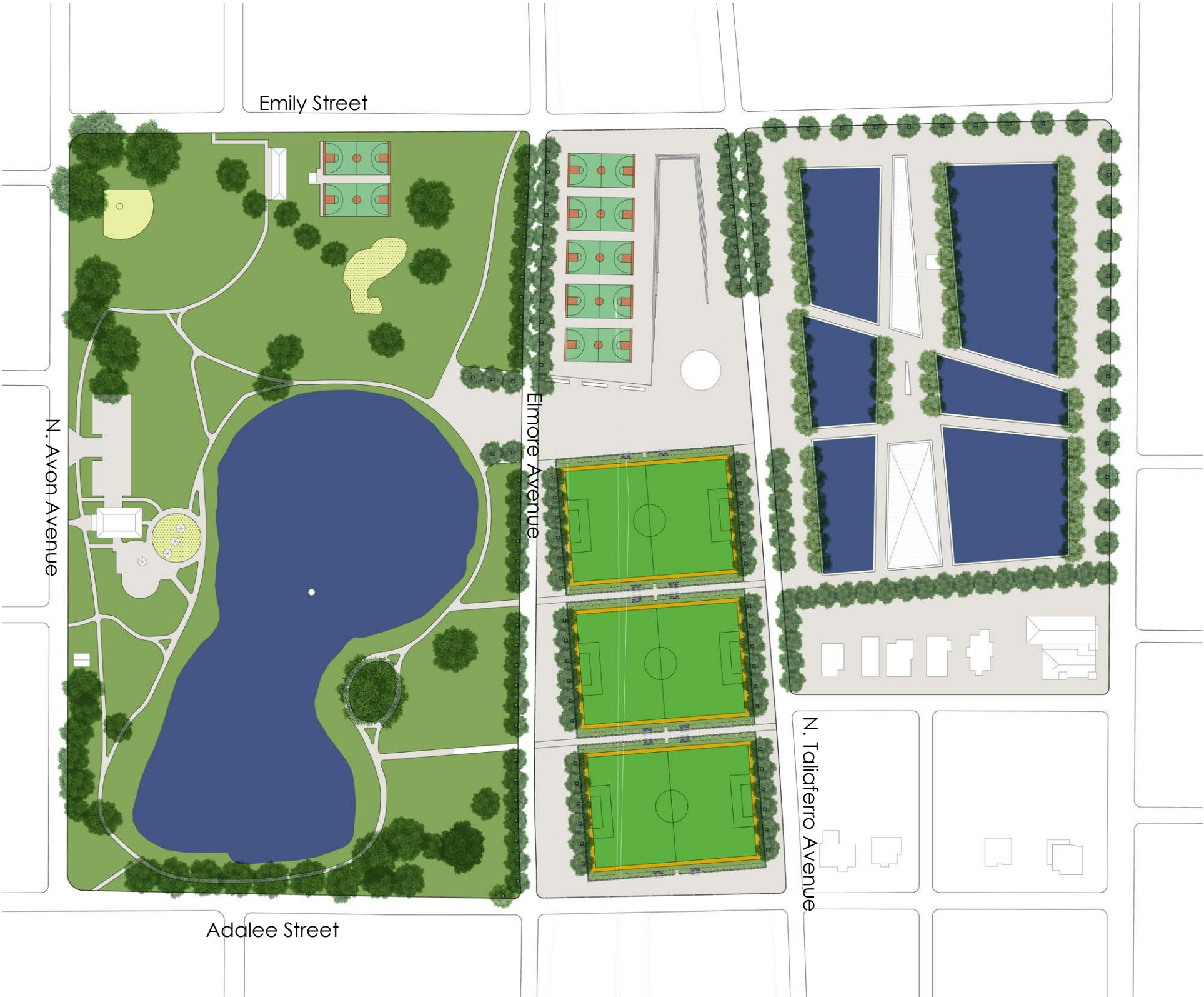


## 5.2 TAMPA HEIGHTS NEIGHBORHOOD

Elevate the Interstate from Lake Street to Floribaska Avenue and expand Robles Park into VM Ybor under the Interstate to connect to the new stormwater pond location on the east side of the Interstate in VM Ybor just south of Ybor Heights. The park can be programmed with recreational activities for the neighborhoods including:

- Play equipment
- Exercise equipment
- Bike share station
- Fountains in the retention area and lake
- Boardwalks through the park
- Shade trees
- Lighting

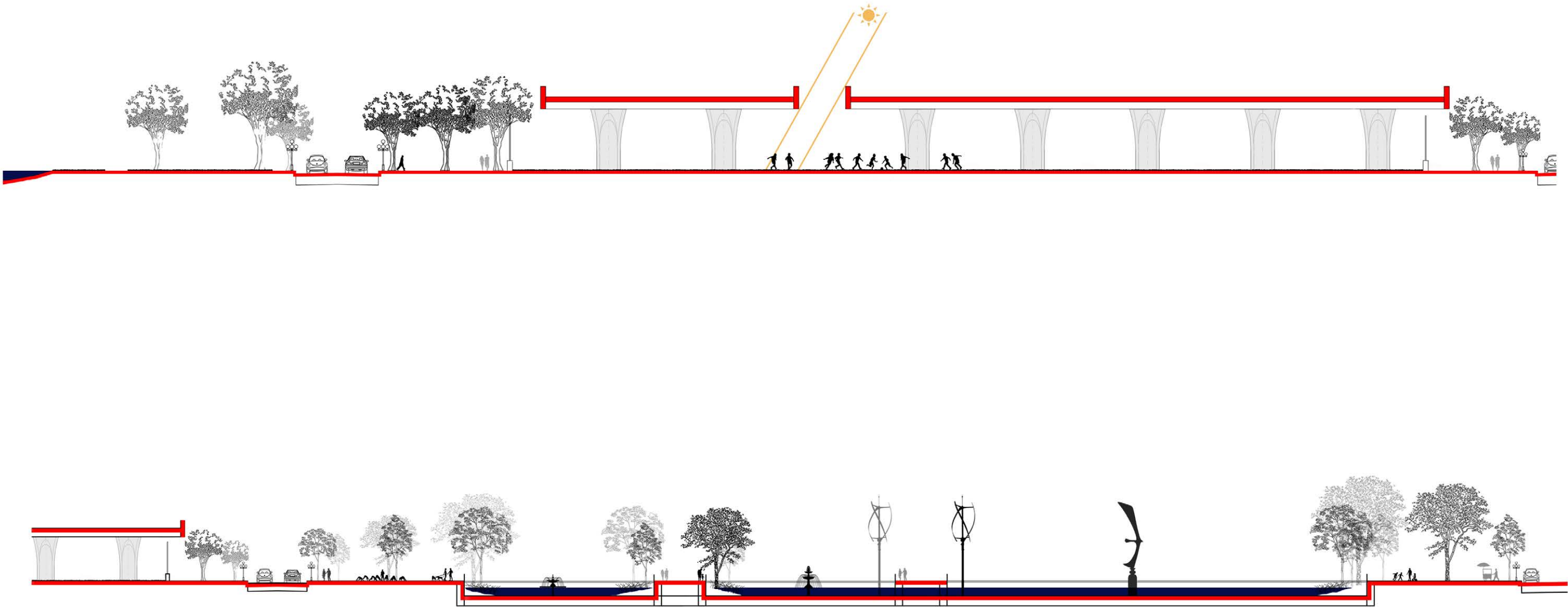
Streets around the park should be reconnected to the existing street grid to improve neighborhood access and interconnectivity.



Concept: Robles Park Underpass



# 5.2 TAMPA HEIGHTS NEIGHBORHOOD



Concept: Robles Park Underpass



## 5.2 TAMPA HEIGHTS NEIGHBORHOOD



Floribraska Avenue Underpass

### 5.2.B PEDESTRIAN FRIENDLY UNDERPASS AT FLORIBRASKA AVENUE

#### CONCERNS/NEEDS

- Lack of community connectivity due to the Interstate
- Unsafe underpasses that are dark and host criminal activity
- Homeless people loitering under Interstate underpasses and “living” on berm walls
- Proposed Interstate width is too wide
- Sidewalks are very narrow at Interstate underpasses

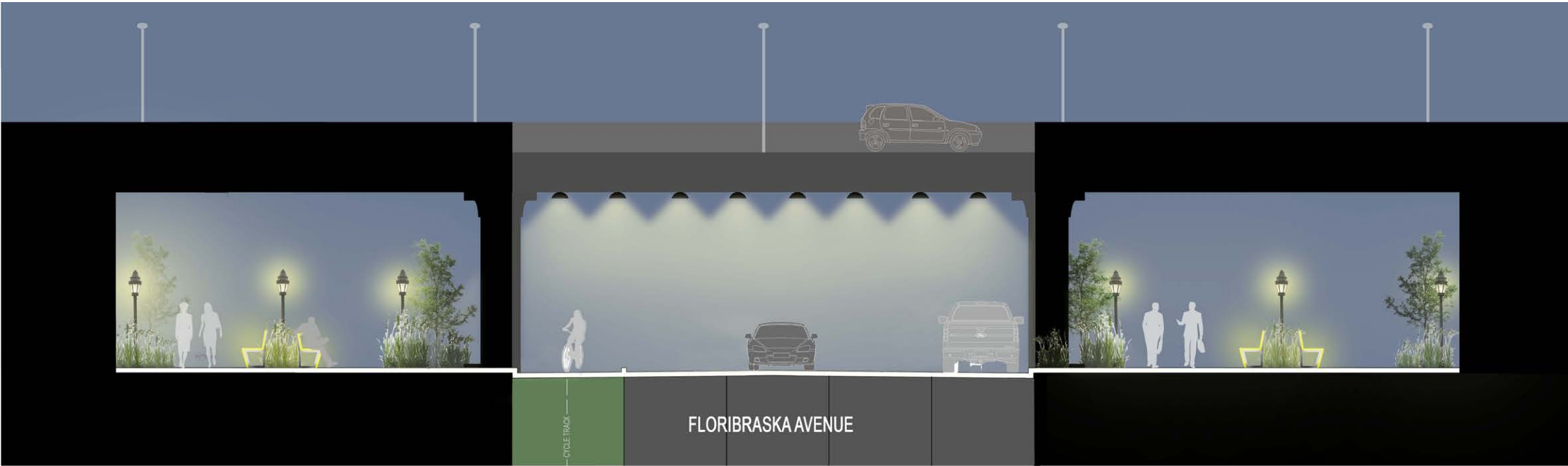
#### GOALS/OBJECTIVES

- Increase neighborhood connections under the Interstate
- Create safe, pedestrian friendly underpasses
- Pedestrian-scaled lighting
- Preserve neighborhood character
- Remove berm walls and replace with straight walls
- Slow traffic through neighborhood
- Incorporate public art



5.2 TAMPA HEIGHTS NEIGHBORHOOD

The underpass should be well lit with pedestrian-scaled street lamps and wide sidewalks that continue all the way through the underpass. The walls of the Interstate should feature culturally significant murals to reflect neighborhood diversity. Landscaping and trees should be planted in the underpass openings and along the street at the underpass approaches.



Concept: Underpass at Floribraska Avenue



## 5.2 TAMPA HEIGHTS NEIGHBORHOOD



Columbus Drive Underpass

### 5.2.C PEDESTRIAN FRIENDLY UNDERPASS AT COLUMBUS DRIVE

#### CONCERNS/NEEDS

- Lack of community connectivity due to the Interstate
- Unsafe underpasses that are dark and host criminal activity
- Homeless people loitering under interstate underpasses and “living” on berm walls
- Proposed Interstate width is too wide

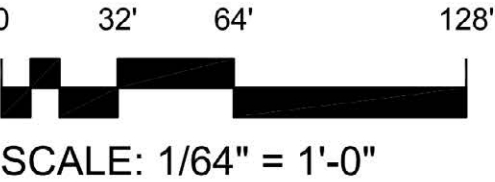
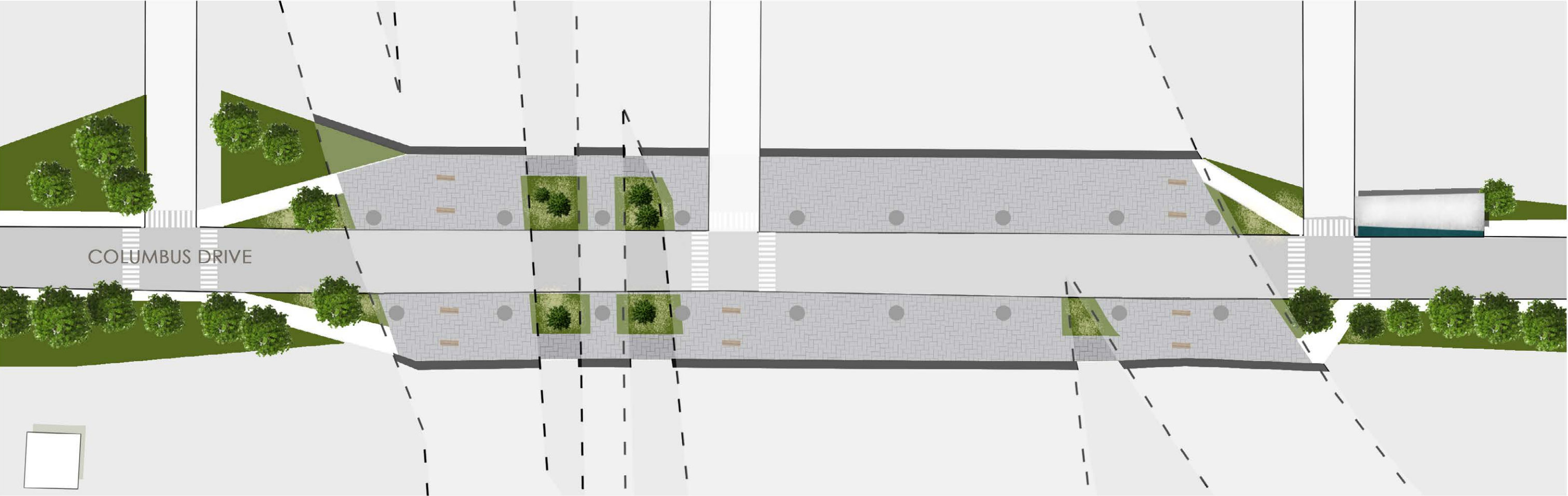
#### GOALS/OBJECTIVES

- Increase neighborhood connections under the Interstate
- Create safe, pedestrian friendly underpasses
- Pedestrian-scaled lighting
- Preserve neighborhood character
- Remove berm walls and replace with straight walls
- Slow traffic through the neighborhood



# 5.2 TAMPA HEIGHTS NEIGHBORHOOD

The underpass should be well lit with pedestrian-scaled street lamps and wide sidewalks that continue through the underpass. The walls of the Interstate should feature culturally significant murals to reflect neighborhood diversity. Landscaping and trees should be planted in the underpass openings and along the street at the underpass approaches.



Concept: Underpass at Columbus Drive



5.2 TAMPA HEIGHTS NEIGHBORHOOD



Concept: Underpass at Columbus Drive



5.2 TAMPA HEIGHTS NEIGHBORHOOD



Concept: Underpass at  
Columbus Drive



## 5.2 TAMPA HEIGHTS NEIGHBORHOOD



Palm Avenue Underpass

### 5.2.D PEDESTRIAN FRIENDLY UNDERPASS AT PALM AVENUE

#### CONCERNS/NEEDS

- Lack of community connectivity due to the Interstate design
- Unsafe underpasses that are dark and host criminal activity
- Homeless people loitering under interstate underpasses and “living” on berm walls
- Proposed Interstate width is too wide
- Loss of the Tampa Heights Community Garden
- Relocation of Junior Civic Association Building and playground
- Unsafe pedestrian crossings along Palm Avenue

#### GOALS/OBJECTIVES

- Increase neighborhood pedestrian and multi-modal connections under the interstate
- Create safe, pedestrian friendly underpasses
- Pedestrian-scaled lighting
- Preserve neighborhood character
- Remove berm walls and replace with straight walls
- Slow traffic through the neighborhood
- Incorporate lighting focused public art

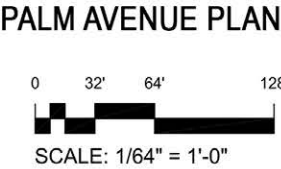


5.2 TAMPA HEIGHTS NEIGHBORHOOD

The underpass should be well lit with pedestrian-scaled street lamps along the street and continues through the underpass. The walls of the Interstate should feature culturally significant public art and lighting installations to reflect the neighborhood diversity. Landscape and trees should be planted in the underpass openings and along the street at the underpass approaches.



Concept: Underpass at Palm Avenue





5.2 TAMPA HEIGHTS NEIGHBORHOOD



10 25 40  
PALM AVE. UNDERPASS : FACING NORTH



Concept: Underpass at Palm Avenue

PALM AVENUE | FACING WEST



5.2 TAMPA HEIGHTS NEIGHBORHOOD



Concept: Underpass at Palm Avenue



## 5.2 TAMPA HEIGHTS NEIGHBORHOOD



7th Avenue Underpass

### 5.2.E PEDESTRIAN FRIENDLY UNDERPASS AT 7TH AVENUE

#### CONCERNS/NEEDS

- Lack of community connectivity due to the Interstate
- Unsafe underpasses that are dark and host criminal activity
- Homeless people loitering under interstate underpasses and “living” on berm walls
- Proposed Interstate width is too wide
- Loss of affordable/low-income housing (Mobley Park)
- Reduced property values
- Areas adjacent to the Interstate are not well-maintained

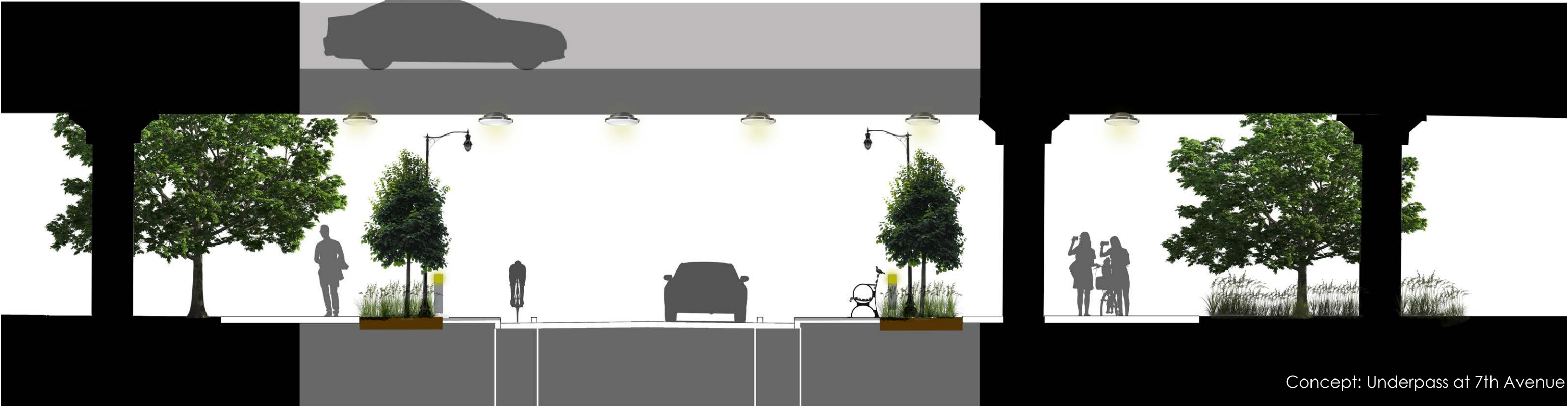
#### GOALS/OBJECTIVES

- Increase neighborhood connections under the Interstate from Ybor City to the Hillsborough River through Tampa Heights
- Create safe, pedestrian friendly underpasses
- Pedestrian-scaled lighting
- Preserve neighborhood character
- Remove berm walls and replace with straight walls
- Slow traffic through the neighborhood
- Bike path connections from Ybor City through Tampa Heights and to the Hillsborough River
- Preserve existing trees



# 5.2 TAMPA HEIGHTS NEIGHBORHOOD

The underpass should be well lit with pedestrian-scaled street lamps which begin along the street and continue through the underpass. The walls of the interstate should feature culturally significant murals to reflect the neighborhood diversity. Landscape and shade trees should be planted in the underpass openings and along the street at the underpass approaches. The Tampa Heights Greenway should continue along 7th Avenue and connect to the Hillsborough River.





5.2 TAMPA HEIGHTS NEIGHBORHOOD



Concept: Underpass at 7th Avenue



## 5.2 TAMPA HEIGHTS NEIGHBORHOOD



Tampa Heights Greenway

### 5.2.F TAMPA HEIGHTS GREENWAY

#### CONCERNS/NEEDS

- Loss of Greenway during construction
- Lack of lighting along the Greenway
- Unsafe crossings, particularly at Palm Avenue
- Dead-end streets along the Interstate
- Air pollution from traffic

#### GOALS/OBJECTIVES

- Maintain and enhance the Tampa Heights Greenway
- Increase the number of shade trees for climate comfort and to reduce air pollution
- Pedestrian and bicycle connections within the neighborhood and between neighborhoods
- Connect Tampa Heights to the Riverwalk
- Buffer the Interstate using shade trees, bamboo, and other landscape
- Utilize the Greenway to remedy dead-end streets along the Interstate for bicycle and pedestrian access
- Add lighted bollards along the path



## 5.2 TAMPA HEIGHTS NEIGHBORHOOD

The Tampa Heights Greenway should be well lit with pedestrian-scaled street lamps and lighted bollards. Landscape and trees should be planted along the path and well-marked crosswalks are needed to connect the Greenway. The Greenway should run north/south adjacent to I-275 and continue along 7th Avenue connecting to the Hillsborough River. The Greenway should connect to future bicycle accommodations on Floribraska Avenue and Tampa Street and connect through Robles Park to VM Ybor.



Concept: Tampa Heights Greenway



## 5.2 TAMPA HEIGHTS NEIGHBORHOOD



HART Maintenance Facility

### 5.2.G HART MAINTENANCE FACILITY CONSTRUCTED UNDER THE I-275 AND I-4 INTERCHANGE

#### CONCERNS/NEEDS

- Large amount of underutilized land under the interchange
- A “dead spot” in the community
- Not accessible to the neighborhood

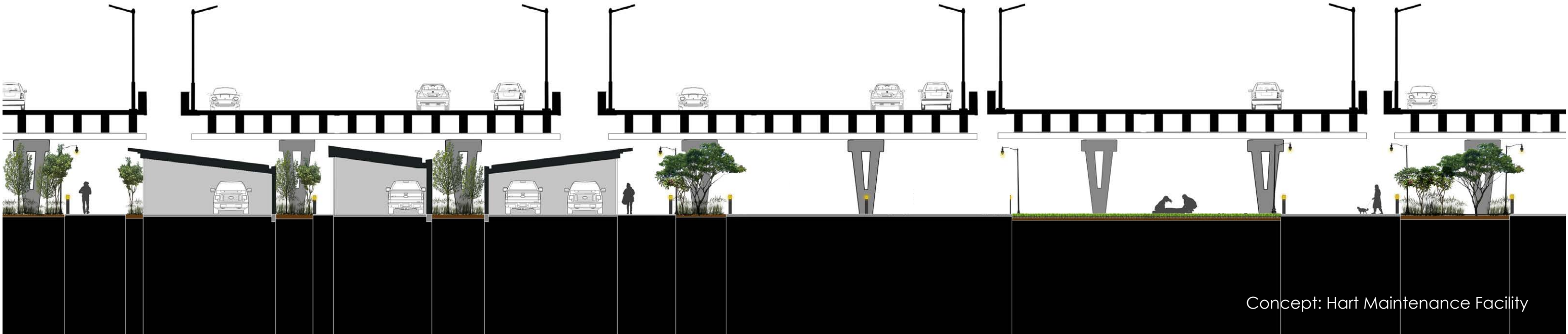
#### GOALS/OBJECTIVES

- Incorporate uses such as transportation services within this underutilized land such as a maintenance facility or multi-modal center
- Enhance access and safety for pedestrians and bicyclists
- Increase landscape in areas around the interchange



# 5.2 TAMPA HEIGHTS NEIGHBORHOOD

A new HART Maintenance Facility could be constructed in otherwise underutilized space below the I-275 and I-4 Interchange. This would provide HART with necessary space for a maintenance facility to accomodate future transit options and provide a central location for transportation connections.





## 5.2 TAMPA HEIGHTS NEIGHBORHOOD



Tampa Street/Florida Avenue Circulator Lanes

### 5.2.H TAMPA STREET & FLORIDA AVENUE TRANSIT CIRCULATOR LANE

#### CONCERNS/NEEDS

- Tampa Street and Florida Avenue one-way pair does not support local businesses because circulation and access is challenged
- Streets are treated as thoroughfares, not neighborhood streets
- Sidewalks are narrow and provide little pedestrian accessibility
- There is a need for designated bike lanes with barriers to protect the bicyclists

#### GOALS/OBJECTIVES

- As an interim phase prior to and during construction of Tampa Bay Express, transform the one-way pair by incorporating a dedicated transit lane (including bus, circulator, and right-turn only traffic)
- Transit access and circulation from downtown to greater USF area
- Improved sidewalks and crosswalks
- Improved streetscape
- Improved pedestrian-scaled lighting
- Better traffic light sequencing
- Future phase, once construction is complete, could include the conversion of the one-way pair to complete streets with added pedestrian facilities and reduced traffic speeds



## 5.2 TAMPA HEIGHTS NEIGHBORHOOD

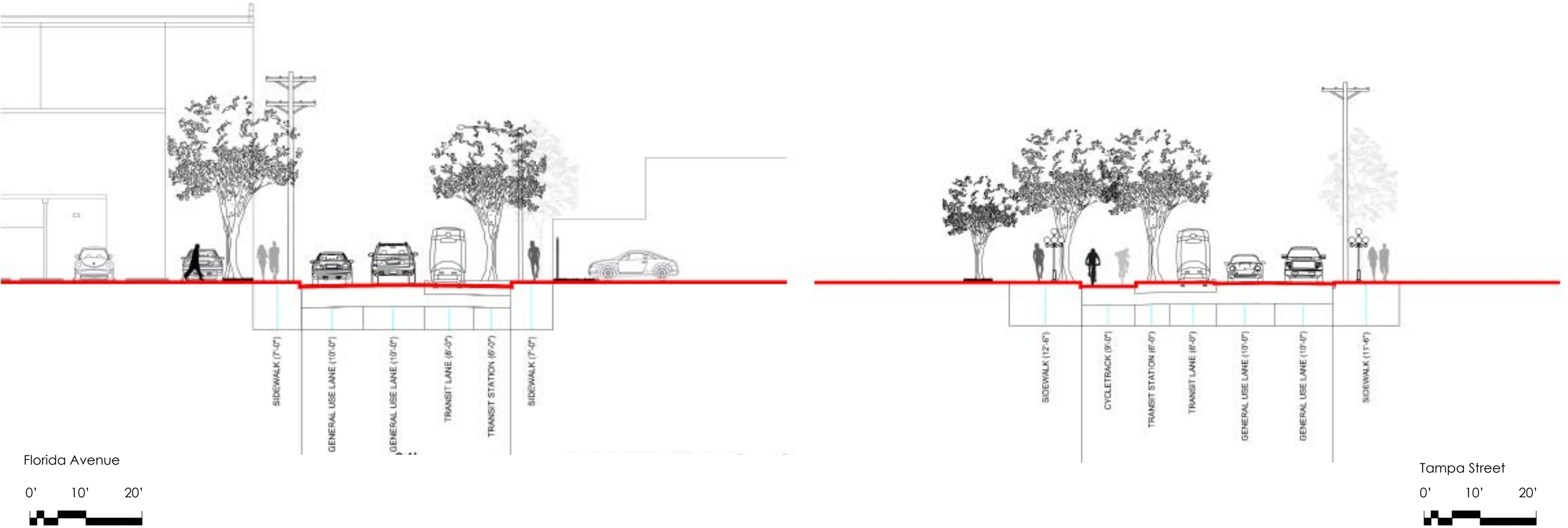
The future transformation of Tampa Street and Florida Avenue to complete streets or one-way pair with transit would take place after the Tampa Bay Express is built. The one-way pair will be necessary to manage congestion during construction; however, an interim step towards the transformation to complete streets could be taken. This could include dedicating one lane on Tampa Street and one lane on Florida Avenue for bus, a local transit circulator and right-turn-only traffic. Lanes should be identified through re-striping and colored paint to designate the use. The complete street plan could be designed while Tampa Bay Express is under construction. Tampa Street and Florida Avenue would then be reconstructed in accordance with the MPO complete street study currently underway.



Concept: Tampa Street/Florida Avenue Transit Circulator Lanes



5.2 TAMPA HEIGHTS NEIGHBORHOOD



Concept: Tampa Street/Florida Avenue Transit Circulator Lanes



## 5.2 TAMPA HEIGHTS NEIGHBORHOOD



Tampa Heights Neighborhood Business District

### 5.2.1 TAMPA HEIGHTS NEIGHBORHOOD BUSINESS DISTRICT

#### CONCERNS/NEEDS

- Lack of economic development opportunities in the commercial corridor between Tampa Street and Florida Avenue
- Disruption to local businesses
- Removal of local businesses and commercial properties as a result of an expanded Interstate
- Further separation of Tampa Heights from downtown due to the width of the Interstate acting as a barrier

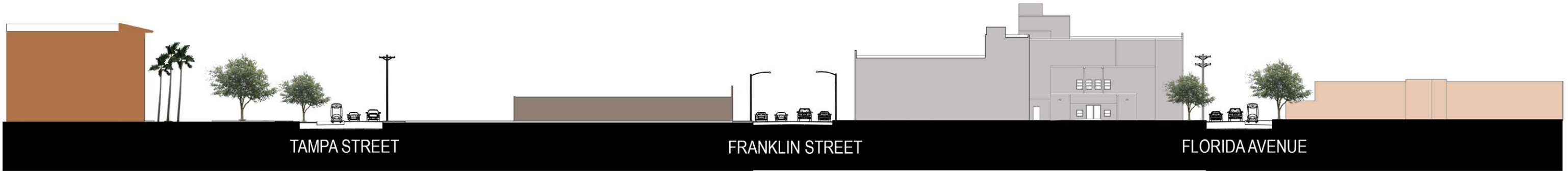
#### GOALS/OBJECTIVES

- Create a Tampa Heights Neighborhood Business District and establish incentives for local businesses
- Encourage the City of Tampa to provide opportunities for businesses who would like to relocate to a newly formed Neighborhood Business District
- Establish a Facade Improvement Program to revitalize the corridor
- Make street improvements that support the local economic corridor in the neighborhood
- Make it accessible by transit, pedestrians, bicyclists, and automobiles



## 5.2 TAMPA HEIGHTS NEIGHBORHOOD

The Economic Neighborhood Business District is intended to assist in the revitalization of the Tampa Heights commercial core and the North Franklin District in downtown. The business district would require the creation of a Special Assessment District by the City of Tampa and could include a number of programs such as: Façade Improvement Programs and local business incentives particularly for Tampa Street, Franklin Street, and Florida Avenue between the Interstate and Palm Avenue. As these corridors redevelop, policy incentives would help solidify the local economic sustainability of Tampa Heights, and for the City of Tampa. These incentives could help encourage business relocation to this corridor. Collaboration with other agencies and organizations would be necessary.



Concept: Tampa Heights Economic Corridor



## 5.3 YBOR NEIGHBORHOODS



### 5.3.A UNDERPASS AT 14TH STREET AND 15TH STREET

#### CONCERNS/NEEDS

- Declining property values as a result of Tampa Bay Express
- Areas adjacent to the Interstate are not well-maintained
- Lack of community connectivity due to the Interstate design
- Unsafe and dark underpasses
- Lack of pedestrian and bicycle infrastructure
- Air pollution from traffic, future construction, and future congestion

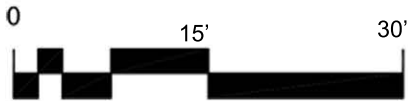
#### GOALS/OBJECTIVES

- Create a welcoming, comfortable plaza at the entrance to downtown
- The area under the Interstate needs to be safe. Incorporate pedestrian-scaled lighting, landscaping, wide sidewalks, and buffers from traffic
- The area under the Interstate needs to be inviting. Incorporate public art and a plaza-like material palette
- Maintain the historic character of the neighborhood through materials and the use of pedestrian-scaled light posts located in Ybor City
- Continue consistent streetscape designs under the Interstate



### 5.3 YBOR NEIGHBORHOODS

The 14th and 15th Streets' underpasses should be well lit with pedestrian-scaled street lamps and where consistent streetscape is continued all the way through the underpasses. The walls of the Interstate should feature culturally significant murals to reflect the neighborhoods' history. Landscape and trees should be planted in the underpass openings and along the street at each approach. The material palette should reflect the neighborhood's historic character such as those used for 21st and 22nd Streets.



14th/15th Street (Facing South)

Concept: Underpasses at 14th and 15th Streets



5.3 YBOR NEIGHBORHOODS



Concept: Underpasses at 14th and 15th Streets



## 5.3 YBOR NEIGHBORHOODS



Ybor Greenway

### 5.3.B YBOR GREENWAY AND CONNECTION TO A FUTURE GREEN SPINE

#### CONCERNS/NEEDS

- Declining property values as a result of the Tampa Bay Express
- Areas adjacent to the Interstate are not well-maintained
- Lack of community connectivity due to the Interstate design
- Unsafe and dark underpasses
- Lack of pedestrian and bicycle infrastructure
- Air pollution from traffic, future construction, and future congestion

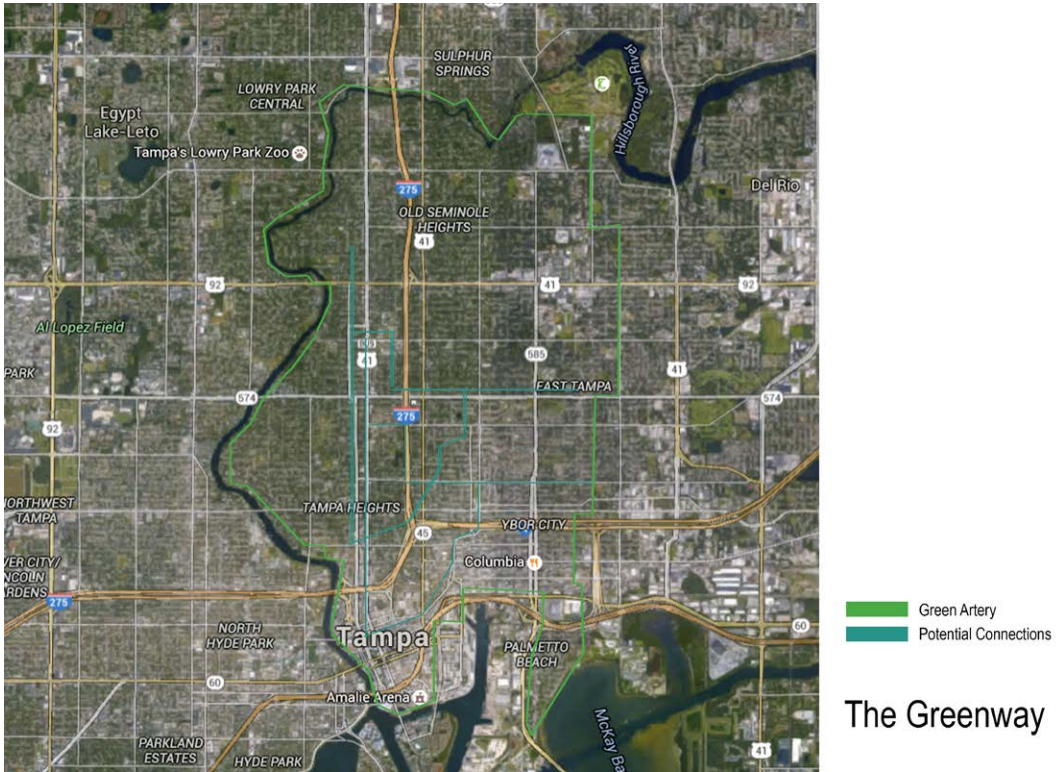
#### GOALS/OBJECTIVES

- Increase the number of shade trees for climate comfort and to reduce air pollution
- Construct more pedestrian and bicycle connections within the neighborhood and between neighborhoods
- Connect Ybor City to Tampa Heights and downtown
- Buffer the Interstate using shade trees and other landscaping
- Utilize the Tampa Heights Greenway to remedy dead-end streets along the Interstate for bicycle and pedestrian access
- Add light bollards along the greenway
- Work with the City of Tampa on the proposed "Green Spine" and use a new Ybor Greenway to connect to it and the Tampa Heights Greenway



### 5.3 YBOR NEIGHBORHOODS

The proposed Green Spine along Nuccio Parkway would provide a safe connection for pedestrians and bicyclists between Ybor City and downtown. The Ybor City stakeholders would like to see a greenway that not only connects to the Green Spine, but continues through all of the Ybor neighborhoods and connects to the Tampa Heights Greenway.



Concept: Ybor Greenway



## 5.3 YBOR NEIGHBORHOODS



Columbus Drive 2-Way Conversion

### 5.3.C TWO-WAY CONVERSION OF COLUMBUS DRIVE

#### CONCERNS/NEEDS

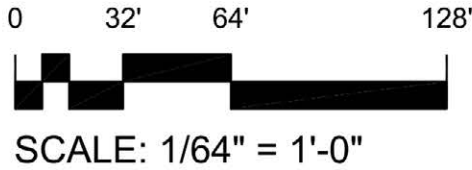
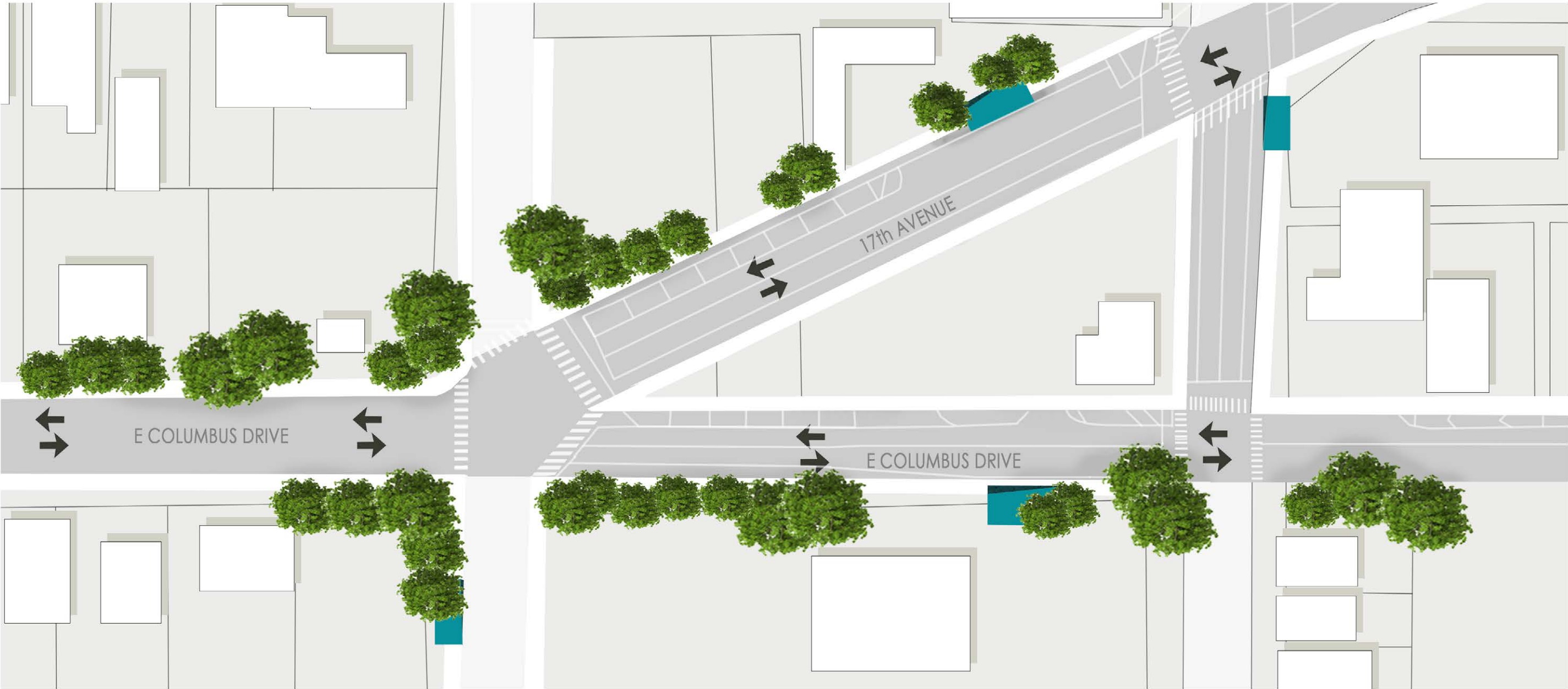
- Traffic speeds on Columbus Drive are too fast for the neighborhood
- Lack of and unsafe pedestrian crossings along Columbus Drive
- One-way in some locations is problematic because it limits connectivity within the neighborhood

#### GOALS/OBJECTIVES

- Convert all streets to two-way within the neighborhood
- Slow traffic through the neighborhood
- Enhance crosswalks for pedestrian safety
- Include pedestrian-scaled lighting along Columbus Drive



# 5.3 YBOR NEIGHBORHOODS



Concept: Two-Way Conversion of Columbus Drive



## 5.4 DOWNTOWN TAMPA



Underpass Plaza

### 5.4.A UNDERPASS PLAZA

#### CONCERNS/NEEDS

- The underpass is low, tunnel-like, dark, has no pedestrian-scaled lighting, and feels unsafe
- The underpass is very noisy
- The Interstate divides downtown from Tampa Heights
- The Interstate design limits opportunities for greater community connectivity
- Homeless people loiter under the Interstate

#### GOALS/OBJECTIVES

- Create a welcoming, comfortable plaza at the entrance to downtown
- The area under the instate needs to be safe. Incorporate pedestrian-scaled lighting, landscaping, wide sidewalks, and buffers from traffic
- The area under the Interstate needs to be inviting. Incorporate public art and a plaza-like material palette
- The area under the Interstate needs to be useful. Incorporate transit stops, bike share stations, some parking, a market space, and recreational areas



5.4 DOWNTOWN TAMPA



Concept: Downtown Underpass Plaza



5.4 DOWNTOWN TAMPA

At the north boundary of downtown from Tampa Street to Jefferson Street, the underpass should be a recreational amenity with spaces for the downtown market, rental kiosks, and play equipment in the setting of well lit plazas with water fountains.

- Features:
- Bike lockers, bike share, parking, playground, exercise equipment, market booths, fountains, pedestrian scaled lighting and landscaping.



Concept: Downtown Underpass Plaza



5.4 DOWNTOWN TAMPA



Concept: Downtown Underpass Plaza



5.4 DOWNTOWN TAMPA



5.4.B SIGNATURE GATEWAY STRUCTURE

CONCERNS/NEEDS

- Lack of downtown Tampa presence
- Other Florida cities have signature bridges

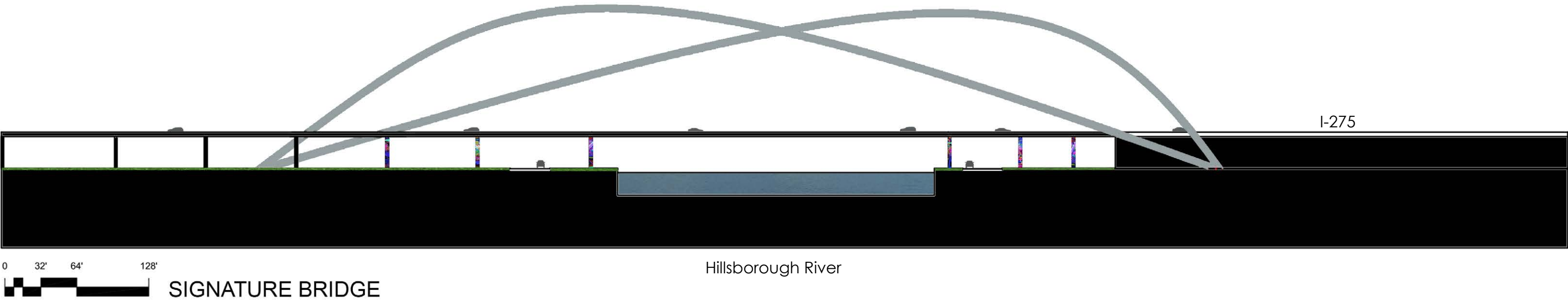
GOALS/OBJECTIVES

- Create a “view” of downtown from the Interstate
- Design a gateway feature



# 5.4 DOWNTOWN TAMPA

Bridge structure to span I-275 and create a signature gateway feature at the Hillsborough River and entry into downtown Tampa.



Concept: Gateway Structure



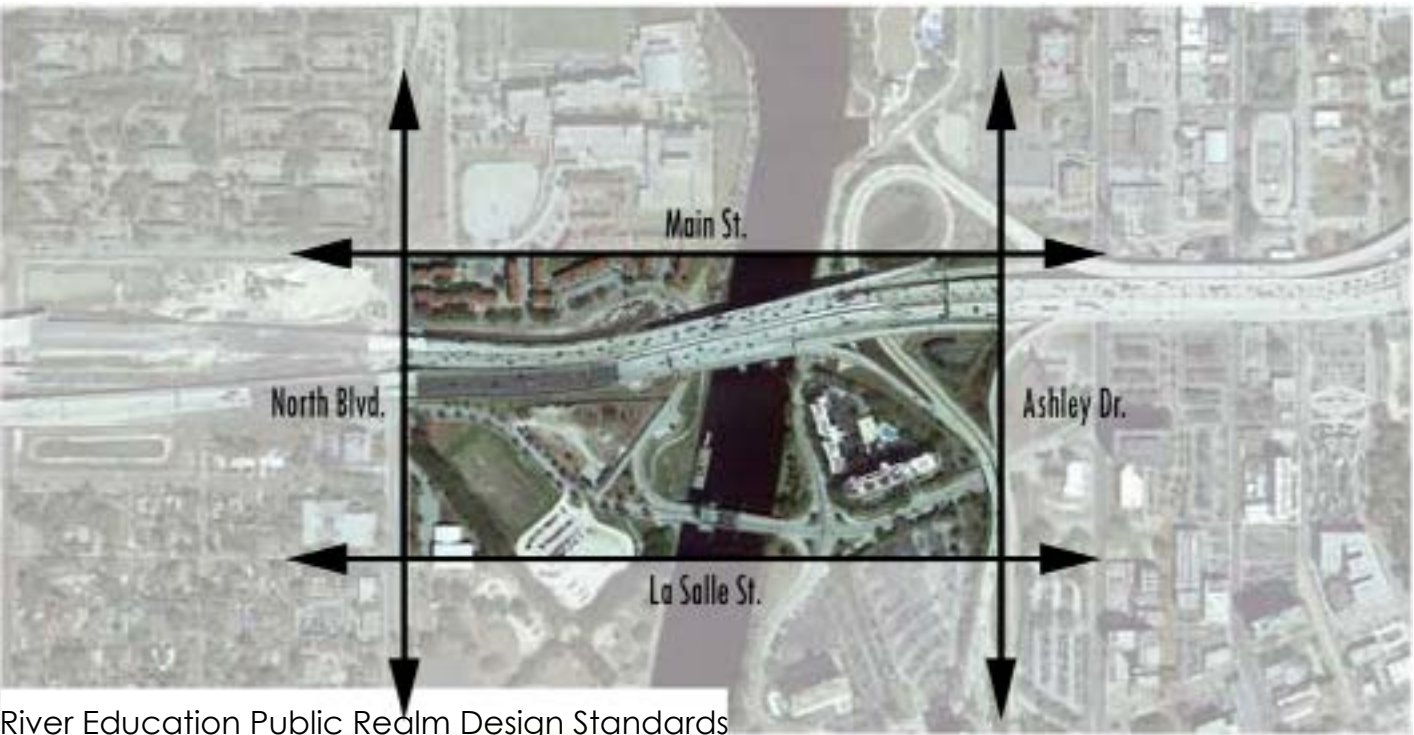
## 5.4 DOWNTOWN TAMPA



Concept: Gateway Structure



## 5.5 WEST TAMPA



River Education Public Realm Design Standards

### 5.5.A RIVER EDUCATION PUBLIC REALM DESIGN STANDARDS

#### CONCERNS/NEEDS

- The Interstate limits opportunities for greater community connectivity
- Unsafe and dark underpasses
- Lack of pedestrian and bicycle infrastructure
- Many students walk and utilize bus stops along North Boulevard and a proposed Tampa Bay Express ramp location
- Traffic exits the Interstate at North Boulevard at fast speeds
- Heavy traffic at the North Boulevard on-and-off ramp locations

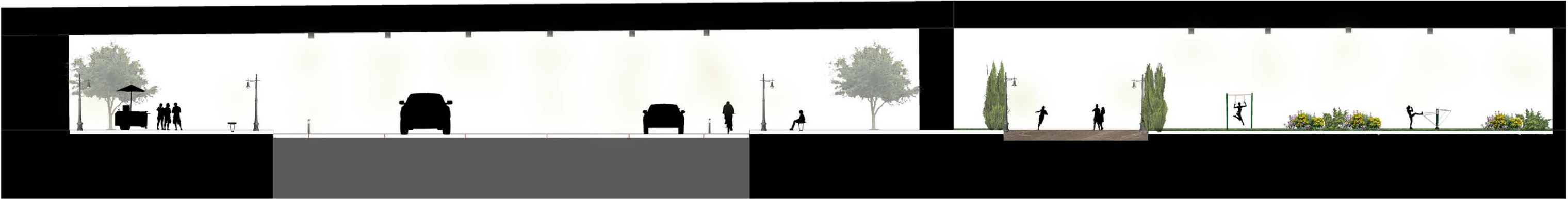
#### GOALS/OBJECTIVES

- Establish a wide pedestrian path alongside North Boulevard under the elevated Interstate
- The path needs to be safe and buffered from the street traffic
- Pedestrian-scaled lighting should be installed along the entire length of the North Boulevard Underpass
- Enhance all crosswalks and signals on North Boulevard
- Vehicular signage for pedestrian safety
- Establish River Education Public Realm Design Standards
- Include shade trees along the entire green path adjacent to North Boulevard



# 5.5 WEST TAMPA

North Boulevard is an important corridor because it connects a number of elementary, middle, and high schools along the Hillsborough River. The new “River Education Public Realm Design Standards” for North Boulevard and all intersections should include enhanced pedestrian connections, bicycle, and pedestrian paths, shade trees, and increased lighting. Elevating the interstate from Willow Avenue across the Hillsborough River will help to facilitate the installation of pedestrian amenities. The path should connect Stewart Middle School, Blake High School, The Boys and Girls Club, Julian B. Lane Park, Tampa Prep, and the University of Tampa.



NORTH BOULEVARD (RIVER ED. DISTRICT)

Concept: River Education District



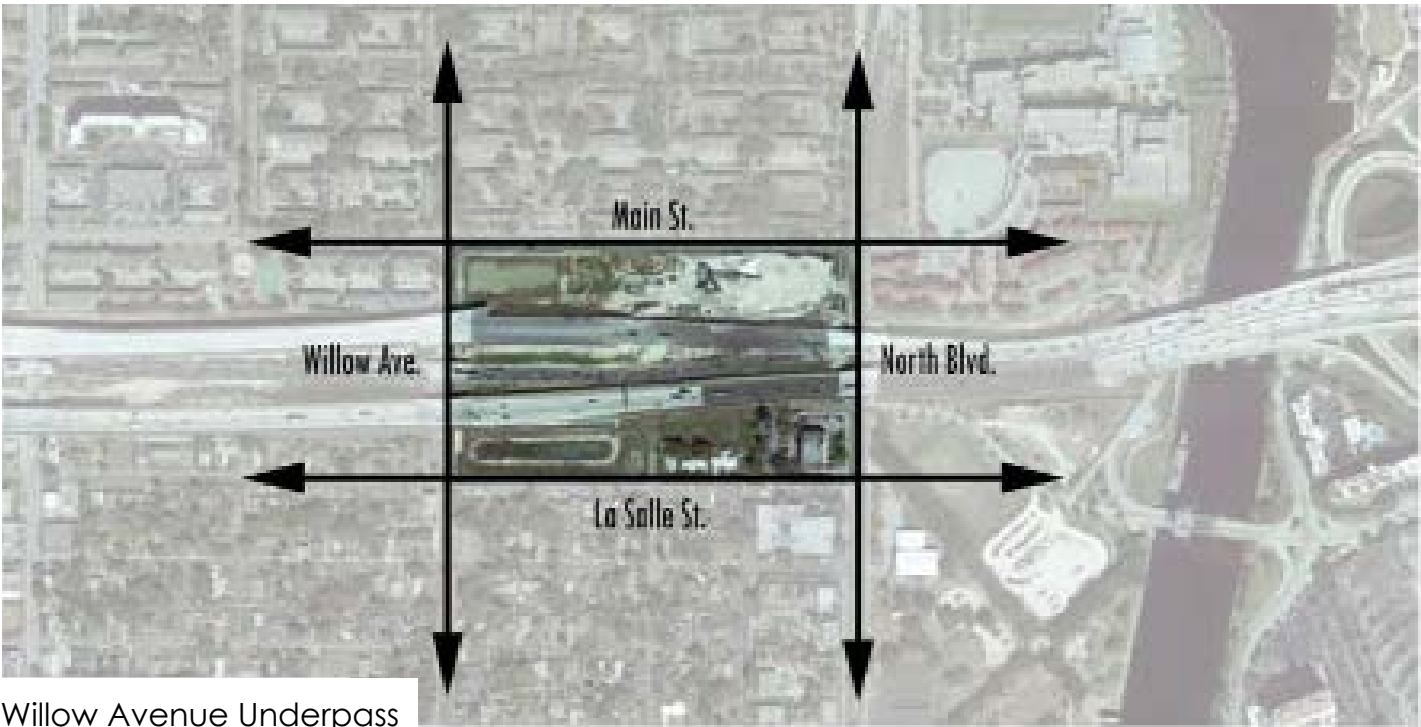
5.5 WEST TAMPA



Concept: River  
Education District North  
Boulevard Underpass



# 5.5 WEST TAMPA



## 5.5.B UNDERPASS AT WILLOW AVENUE

### CONCERNS/NEEDS

- Lack of community connectivity due the Interstate design
- Unsafe and dark underpasses
- Underpasses feel disconnected and tunnel-like

### GOALS/OBJECTIVES

- Continue the streetscape through the underpass
- Include public art murals
- Add pedestrian-scaled lighting
- Eliminate sloped walls
- Plant shade trees at Interstate openings



# 5.5 WEST TAMPA

The underpass should be well lit with pedestrian scaled street lamps and where streetscape elements are continued all the way through the underpass. The walls of the Interstate should feature culturally significant murals to reflect the neighborhoods' diversity. Landscaping and trees should be planted in the underpass openings and along the street at each approach.



Concept: Underpass at Willow Avenue



5.5 WEST TAMPA

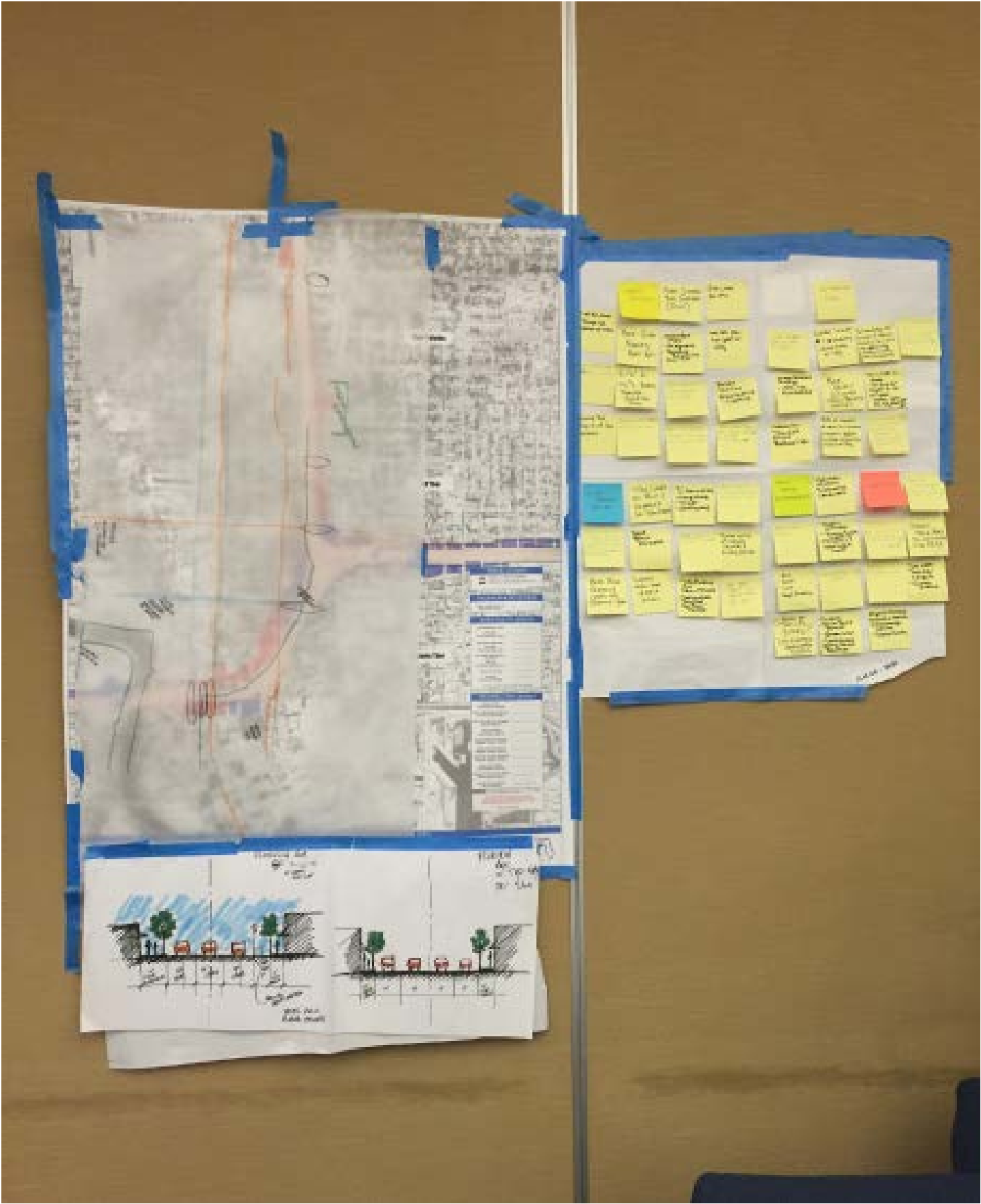


Concept: Underpass  
at Willow Avenue



# 6.0 OVERARCHING GOALS

A number of goals were similar across neighborhoods, but each neighborhood came up with specific design strategies based on location, need, neighborhood objective, and design opportunity. The agencies involved in the workshop series also identified their goals and strategies for each neighborhood, revealing the “overarching goals” and opportunities for the design strategies to be implemented. Most commonly, the need for local transit was viewed as a high priority in order to connect the neighborhoods within as well as to downtown and other local neighborhoods. Community members and agencies were both worried about the construction period and the potential noise and damage to houses located near the interstate. Community-sensitive construction methods, such as augger piling instead of drilling, should be implemented.





## OUTREACH EFFORTS

The design charrette process is a part of a comprehensive outreach program that has spanned the life of the Tampa Bay Express project. A variety of public outreach opportunities will continue for the duration of the project. Future engagement efforts planned by FDOT include a follow-up community engagement workshop in late August 2016; another series of library tours beginning in September 2016; public hearings for the various Interstate segments in the upcoming months; small group presentations; and a speaker's circuit.

FDOT established a local office in VM Ybor (Former German American Club at 2015 N. Nebraska Avenue) that is open Monday through Friday from 10:00 AM to 6:00 PM. FDOT staff were also available on Saturdays at the Robert Saunders Library (3105 N. Nebraska Avenue) from 10:00 AM to 1:00 PM during the months of April through June 2016.

The project website, [www.tampabayexpress.com](http://www.tampabayexpress.com), has more information on the project as well as notifications of upcoming outreach activities. Interested persons can also follow FDOT on Facebook (FDOT West Central-Tampa Area) and Twitter (@myFDOT\_Tampa).



Photo from one of the Ybor neighborhood workshops



Photo from one of the Seminole Heights neighborhood workshops



# 7.0 NEXT STEPS

FDOT is reviewing the information from the design charrettes to identify feasible design elements, cost estimates, and maintenance strategies. This will require extensive coordination with local agencies, such as the City of Tampa and the Hillsborough Area Regional Transit Authority (HART), to build consensus on the design elements and clarify responsibilities in terms of design, construction, and maintenance. Ultimately, these commitments will be included in the contract documents for the Tampa Bay Express. The follow-up community engagement meeting (August 2016) will update the public on the status of each of the potential community enhancements. Commitments will be presented at the public hearing for each of the project segments.



Picture from one of the workshops for the Downtown neighborhood



Picture from the kick-off meeting in October 2015



Picture from one of the workshops for the Tampa Heights neighborhood



# **APPENDIX A**

## *WORKSHOP SERIES 1 SUMMARY REPORT*





Florida Department of Transportation  
District VII  
Tampa Bay Express

Community Engagement Facilitation October-December 2015

Deliverable #4: Summary Report of Neighborhood Workshops Series One



Principal Investigator: Taryn Sabia, Visiting Research Associate Professor

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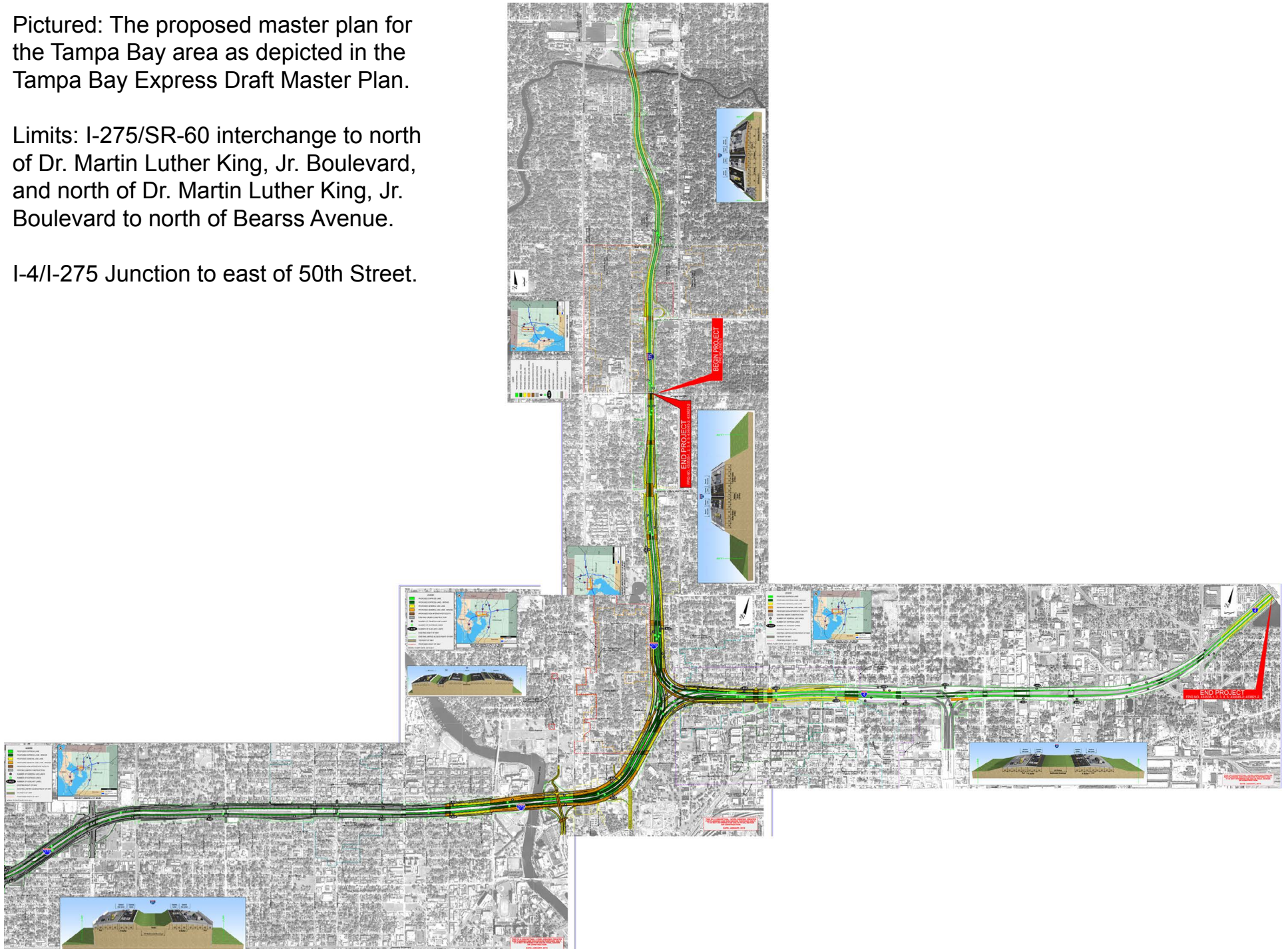
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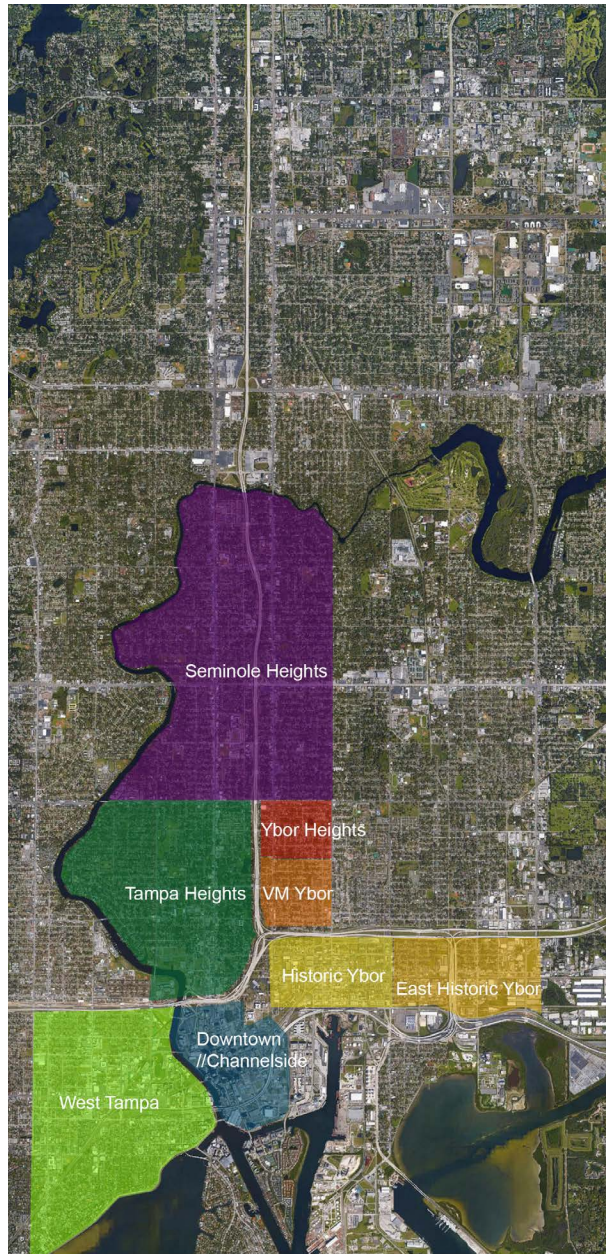
Pictured: The proposed master plan for the Tampa Bay area as depicted in the Tampa Bay Express Draft Master Plan.

Limits: I-275/SR-60 interchange to north of Dr. Martin Luther King, Jr. Boulevard, and north of Dr. Martin Luther King, Jr. Boulevard to north of Bearss Avenue.

I-4/I-275 Junction to east of 50th Street.







## About the Community Engagement Process

### Background Statement

The Hillsborough Metropolitan Planning Organization (MPO) recently adopted the Tampa Bay Express (TBX) project into the County's Transportation Improvement Plan (TIP). As part of the TBX planning process, Florida Department of Transportation (FDOT) District VII is seeking input from neighborhood residents and business owners regarding how TBX will impact adjacent neighborhoods and what mitigation efforts are desired to meet the neighborhoods' needs.

### Project Objectives

The Florida Center for Community Design and Research (FCCDR) is uniquely suited to assist FDOT District VII to reach out to those neighborhoods affected by the TBX project. FCCDR will serve as the Community Engagement Facilitator. The community engagement facilitator helps a group or groups of people understand their common objectives and assists them to plan how to achieve these objectives; in doing so, the facilitator remains "neutral," meaning he/she does not take a particular position in the discussion, but rather helps the group define and reach their goals by working together. FCCDR will provide method and means to enable agencies, groups, and individuals to craft solutions to complex issues facing their community regarding the TBX project. FCCDR will report back to FDOT District VII throughout the facilitation process.

The FCCDR will facilitate numerous meetings/workshops to help them:

- Develop a common understanding of the neighborhood concerns related to the TBX project
- Frame the concerns regarding the TBX project in the context of the community/neighborhoods to determine neighborhood needs
- Develop shared goals and objectives addressing the neighborhood needs regarding the TBX project
- Put together plans/reports to clarify and visualize the shared goals and objectives that meet neighborhood needs





I hope this invitation finds you well. I (through the Florida Center for Community Design at USF) will be leading the community engagement facilitation for the TBX project for FDOT District 7 over next several months. The effort will include more than 25 community workshops. The charrette workshops will be broken into a three-part series with multi-agency participation from FDOT, Hillsborough County, the City of Tampa, and HART. |

The focus of the first workshop series is to identify and develop a common understanding of the neighborhood concerns related to the TBX project. The workshop will include asset mapping and identify neighborhood needs as they relate to the identified assets.

Please respond with your intent to attend the \_\_\_\_\_ Charrette for workshop series 1. Space will be limited, but there will be additional opportunities for community members to participate throughout the engagement process.

The date, time and location are below. Please RSVP via email to me with your name your organization or neighborhood. If you are unable to attend, please also send the name and contact information of the person you would like to serve in your place. You are receiving this invitation because of your current community leadership or interest. Others from the community may attend, but our first seats will be reserved for you. I ask that you participate for the full two-hour workshop.

Date:

Time: 5:30pm-7:30pm (doors will open for sign-in at 5:15pm)

Location: John F. Germany Library Auditorium

If you have questions, please email me or call me at 813-974-6262. I look forward to seeing you soon.

Thank you,

Taryn

Florida Center from Community Design and Research

The Florida Center is an interdisciplinary research center within the School of Architecture and Community Design at the University of South Florida. It was founded in 1984 as a statewide research center to address urban and regional problems related to both natural and built environments and to provide design expertise, technical assistance, and applied research to assist Florida's growing communities.

## Getting Engaged

This is an example letter of those emailed to neighborhood organizations, community leaders, business owners, and other residents to invite and encourage attendance at the TBX community workshops during series one. Additional advertisements for the workshops were distributed through 22,000 mailers and in local newspapers. Social media was also used to inform community groups about the workshop locations, dates, and times, particularly utilizing Facebook posts and messages. Informational outreach of this nature will continue throughout the workshop engagement process for Series 2 and 3.



# Example Agenda

Example Agenda for workshops in Series 1.  
Participant lists can be found in Appendix A.  
Workshops were held over several weeks and the first workshop series concluded with a community presentation.

Neighborhood	Date
Downtown	November 2, 2015
West River	November 3, 2015
Seminole Heights	November 17, 2015
Children's	December 5, 2015
Tampa Heights	December 7, 2015
Ybor	December 8, 2015

Participating community members were asked to identify characteristics and positive attributes about their neighborhoods. In teams, participants prioritized these attributes to describe the special qualities that define their neighborhood. With the help of facilitators, the participants then mapped important assets within their neighborhoods. Creating the Asset Maps provided a basis of discussion for community members to determine overall needs in the neighborhoods and their concerns about the potential impacts of the TBX project. Included with the asset maps are lists of attributes, assets, and needs. Teams categorized their needs and provided requests for studies to accompany the TBX projects.



**Florida Center for Community Design and Research**  
School of Architecture and Community Design  
University of South Florida

## **TBX Community Engagement**

Monday, November 2, 2015  
5:30pm-7:30pm, John F. Germany Library Auditorium

### **AGENDA**

Type of Meeting: Community Engagement Workshop  
Meeting Facilitator: Taryn Sabia, Florida Center of Community Design + Research

5:30pm-5:40pm	<b>Welcome</b> Charrette Ground Rules
5:40pm-5:50pm	<b>Introductions</b> Florida Center for Community Design + Research Represented Agencies
5:50pm-6:00pm	<b>Project Briefing</b> Large Group Overview
6:00pm-6:15pm	<b>Charrette Workshop</b> (Large Group exercise) Tell us about your neighborhood
6:15pm-7:00pm	<b>Charrette Workshop</b> (Small Group exercise) Neighborhood Vision and priorities Neighborhood Assets and mapping Neighborhood needs in context
7:00pm-7:20pm	<b>Workshop Report Back</b> Tell us about...
7:20pm-7:30pm	<b>Closing</b>

### **Florida Center for Community Design and Research**

The Florida Center is an interdisciplinary research center within the School of Architecture and Community Design at the University of South Florida. It was founded in 1986 as a statewide research center to address urban and regional problems related to both natural and built environments and to provide design expertise, technical assistance, and applied research to assist Florida's growing communities.



## Attributes

- Museums
- Lots of potential
- Curtis Hixon Park
- Bayshore
- Street cars
- History
- Multicultural
- Blank slate
- Some nice architecture
- Friends
- Great schools
- Vinik's Wellness Declaration
- Tampa Theater
- Friends of Riverwalk
- Cultural assets
- Fairly affordable

## Assets

- La Segunda
- Tampa Heights Jr. Civic Assn.
- Café Hey
- Oceania Market
- Sunshine House Day School
- Franklin Street
- Vault
- Tampa Theater
- Tampa Firefighter Museum
- Stetson
- Ulele
- Rialto
- FMOPA Building
- Straz
- Parks (Curtis Hixon, Water-Works)
- Convention Center
- Amalie Arena
- Tampa Bay History Center
- University of Tampa
- Tampa Union Station



Downtown Charrette  
Group Responses  
11.02.15



## 1. Neighborhood/Urban Core

- Encourage live-work-play lifestyle
- Make locals the priority
- Create a gateways into downtown
  - o From Ybor
  - o From Tampa Heights
  - o From the interstate

## 2. Sense of Identity and Place

- Keep historic buildings
- Encourage local businesses
  - o Café Hey
  - o Oceania Market
  - o Ulele
  - o La Segunda

### 3. Connectivity and Cohesion

- Bike Pedestrian Path
- Reduce size of Ashley Dr. Exit ramps
- Make pedestrians a priority
- Safer crosswalks
- Better sidewalks
- Wayfinding Mechanisms
- East-West Corridors (Cass St., Kennedy)
- North-South Access (Tampa, Florida, Nebraska, Ashley)
- Connections across the Hillsborough river

## 4. Public Realm Enhancements

- Parks are a priority
  - Access to parks
  - Maintenance
- Start up and Protect Existing
  - Curtis-Hixon Park
  - Waterworks Park
  - Julian B. Lane

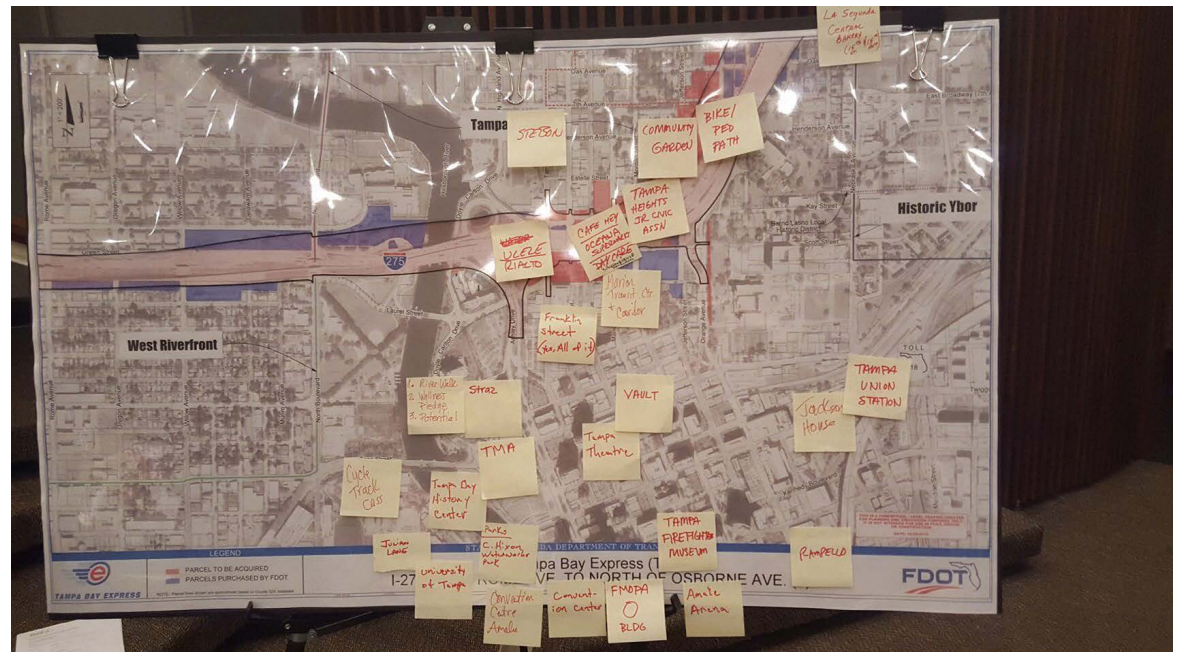
- o Franklin Street revitalization
- Riverwalk continuation
  - o Create nodes along River

## 5. Transit Alternatives to TBX

- Concern about increased traffic
- Expand street car
- Trolley line

## Concerns

- Induced demand/increased traffic
- Exit volume onto local streets
  - Increased traffic on Ashley Dr., Orange Ave, Jefferson Ave.
  - Exit speeds
- Florida Avenue and Tampa Street one-way pairs
- Waterworks Park impact and design of Ashley on/off ramps
- Conflicts with InVision Tampa's dispersed access plans for Ashley Dr. and Jefferson Ave.





**1. Riverfront**

- Activate nodal points
- Shade
- Water transit

**2. Character**

- Create gateways into downtown
- Integrate current InVision Plan
- Live, Work, Play, Shop

**3. Culture**

- Preserve/integrate historic character
- Preserve historic sites

**4. Potential Opportunity**

- Mixed use
- Core circulators
- Tree shade
- Maintain human scale
- Rails to Trails
- Cycle Tracks
- Expand Street car
- 2-way Tampa/Florida
- Attract small, local businesses
- Make other transit options available

**5. Connected Core**

- Downtown circulation
- Safer Pedestrian crosswalks
- Wide sidewalks
- Better cycling exits
- Better Lighting
- No High Speed Traffic
- Connection to neighborhoods
- Make connections cohesive
- Wayfinding Mechanisms
- Street Diets

**Concerns**

- Design of I-4/I-275 interchange and the space beneath it (crime, disconnected from neighborhoods)
- Accessibility under the interstate
- Views to downtown from interstate
- Exit ramps and speeds
- Conflicts with InVision
  - o Ashley Exit
  - o Green Spine
- Focus needs to be on a walkable city center rather than long distance commutes
- Outdated design/lack of gateway to downtown
- Connectivity under interstate
- Lack of safe bicycle infrastructure
- Tampa St. and Florida Ave. one way pairs

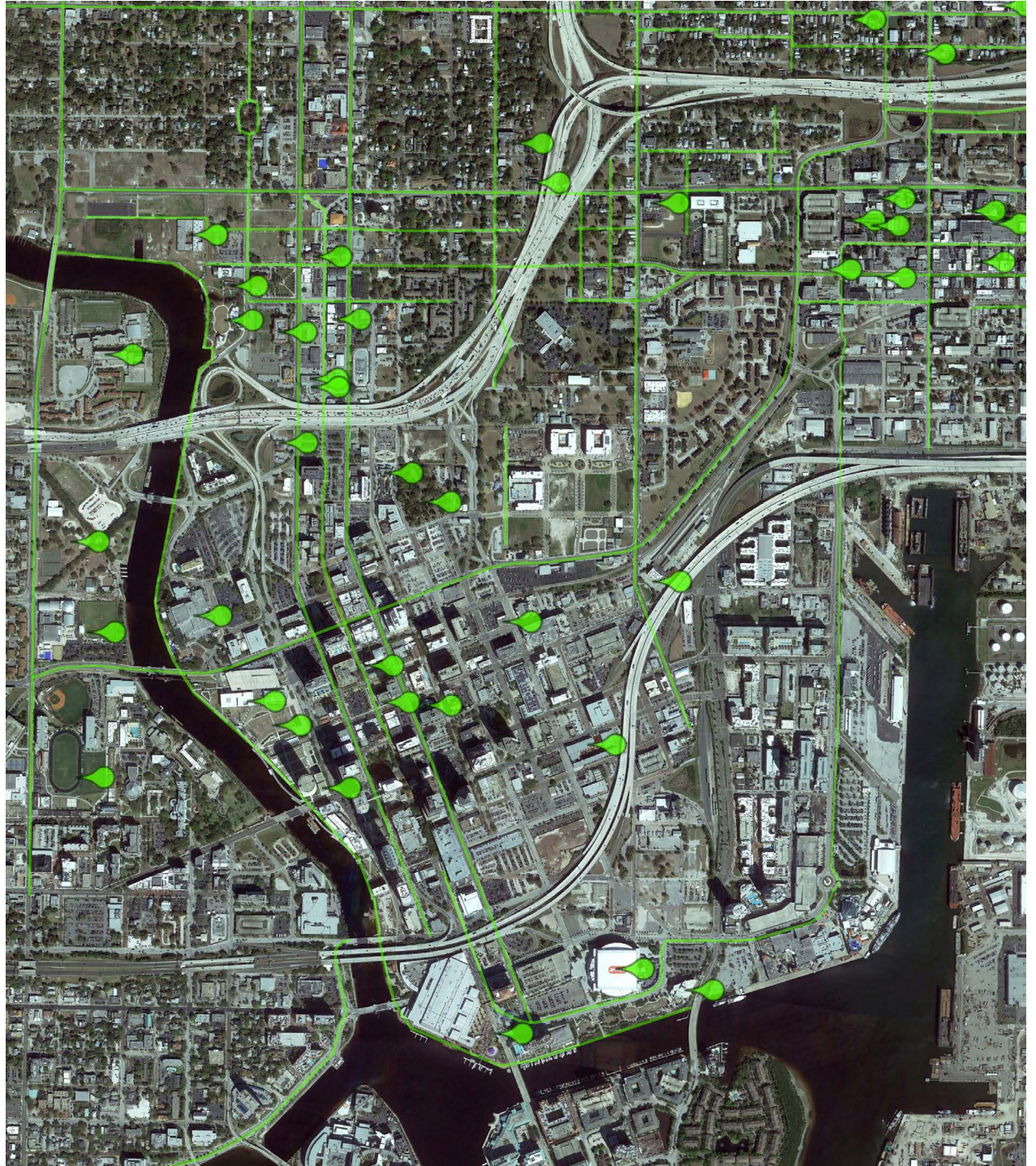




## Requested Studies

- Coordination with InVision Tampa
- Land use plan to accompany TBX
- Economic Development Plan to show impacts of TBX
- Streetcar Expansion Study
- Transit plan- could this reduce the scale of TBX?

## Asset Mapping Downtown





## Attributes

- Latin/Immigrant ties
- Grid System
- Bikeable
- Existing Green Space
- River Access
- Sense of Neighborhood
- Friendly
- Old-Rooted Community
- Cuban Food and Culture
- Bus Access
- Local business presence
- Easy Airport access
- Multi-Cultural
- Close to Downtown
- Historical Buildings
- Sense of Neighborhood
- Access to Amenities
- Don't need to use Highway
- Centrally located
- Landmark Architecture
- Small Tradesman work shops

## Assets

- Cigar Factories
- Hillsborough River
- University of Tampa
- Blake High School
- Stuart Middle School/Tampa Prep
- West River Walk
- St. Josephs' Catholic Church
- La Teresita
- Rollin Oats Grocery
- Julian Lane Park
- West Tampa Little League
- Main Street
- Howard Avenue
- Carnegie Library on Howard
- Cigar Factories
- West Tampa Elementary
- Small Tradesman Workshops
- Alessi
- Florida Bakery
- Historic Ball Field



West River Charrette  
Group Responses  
11.03.15



**Priority Characteristics**

1. Historic
2. Multicultural populations
3. Public transportation within community
4. Good local scale
5. Convenient thoroughfare

**Needs and Enhancements****1. Preservation**

- Historic preservation
- Preserve neighborhood streets
- The people/community
- Expanding current historic designations

**2. Interactions with the Interstate**

- Smart design could produce amenities for residents
- Human scale
- Lighting
- Porous
- Better bus shelters
- Learning from Las Vegas as an example
- People more important than infrastructure
- Pedestrians > cars
- Pedestrian connection enhancement
- Seamless transitions
- Right of way for pedestrians
- Safer crosswalks

**3. Mobility possibilities**

- On street parking
- Dedicated bus lanes
- Local roads should not be thoroughfares
- More local buses (x2)
- Buffer from traffic
- Laurel connections

- Convert one-way streets to two-way streets
- Public transit (local & regional)
- Water taxi - Columbus to Downtown/TGH
- More effective distribution of vehicular traffic
- Remove Willow off-ramps

**4. Streetscape conditions**

- Shade trees instead of palm trees
- Curb cuts
- Beautiful landscape
- Rezone for mixed use
- More effective queueing of cars
- Variety of materials to designate cross-walks
- Trees that provide shade
- No drag strips
- Road narrowing
- Seamless connections
- Scaled gateway to the neighborhood
- Assessment of sidewalks
- Utilities in alleys, not on sidewalks
- Less encroachment

**5. Compliance**

- Construction traffic mitigation (not at community's expense)
- Updating traffic studies before engineering
- Ensure community input in design, construction and opportunities
- Update studies based on existing plans- InVision Tampa, MPO 2040
- No expansion

**Concerns**

- Lack of pedestrian focus
- Ease of access to downtown and Tampa Heights
- Commitment to community-based design strategies
- Lack of coordination with existing plans



**Priority Characteristics**

1. Accessibility and Connectivity
2. Sense of Community
3. Historic Fabric and Historic Character
4. Importance of Local businesses
5. Transit Options

**Needs and Enhancements****1. Maintain historical character**

- Complete a Historical Asset Study
- Willow Street needs to be its own historical district
- Keep historic buildings

**2. Connectivity**

- Complete a Feasibility Study for transit possibilities
- Create a West River Walk
- Establish water taxi
- Designated Bike Lanes on street
- Complete Streets
- Safer pedestrian path under the interstate
  - o Lighting
  - o Landscaping
  - o Wide sidewalk

**3. Maintain Sense of Community**

- Encourage local businesses
- Wayfinding

**4. Better Urban Design**

- Commit to the InVision Plan and find solutions that do not negate the work done on the plan
- Complete street strategy
- More shade (Oak Trees)
- Walkability: make pedestrians a priority
- Major corridors in need of redesign (Rome St., Cass St., North Blvd.)

- More access points from West River to East River, and from North and South of I-275
  - o Enhance
  - o Safe
  - o Pedestrian Friendly

**5. Transit options**

- Street car extension into West Tampa
- Local circulator
- Light rail for commuting
- No highway expansion

**Concerns**

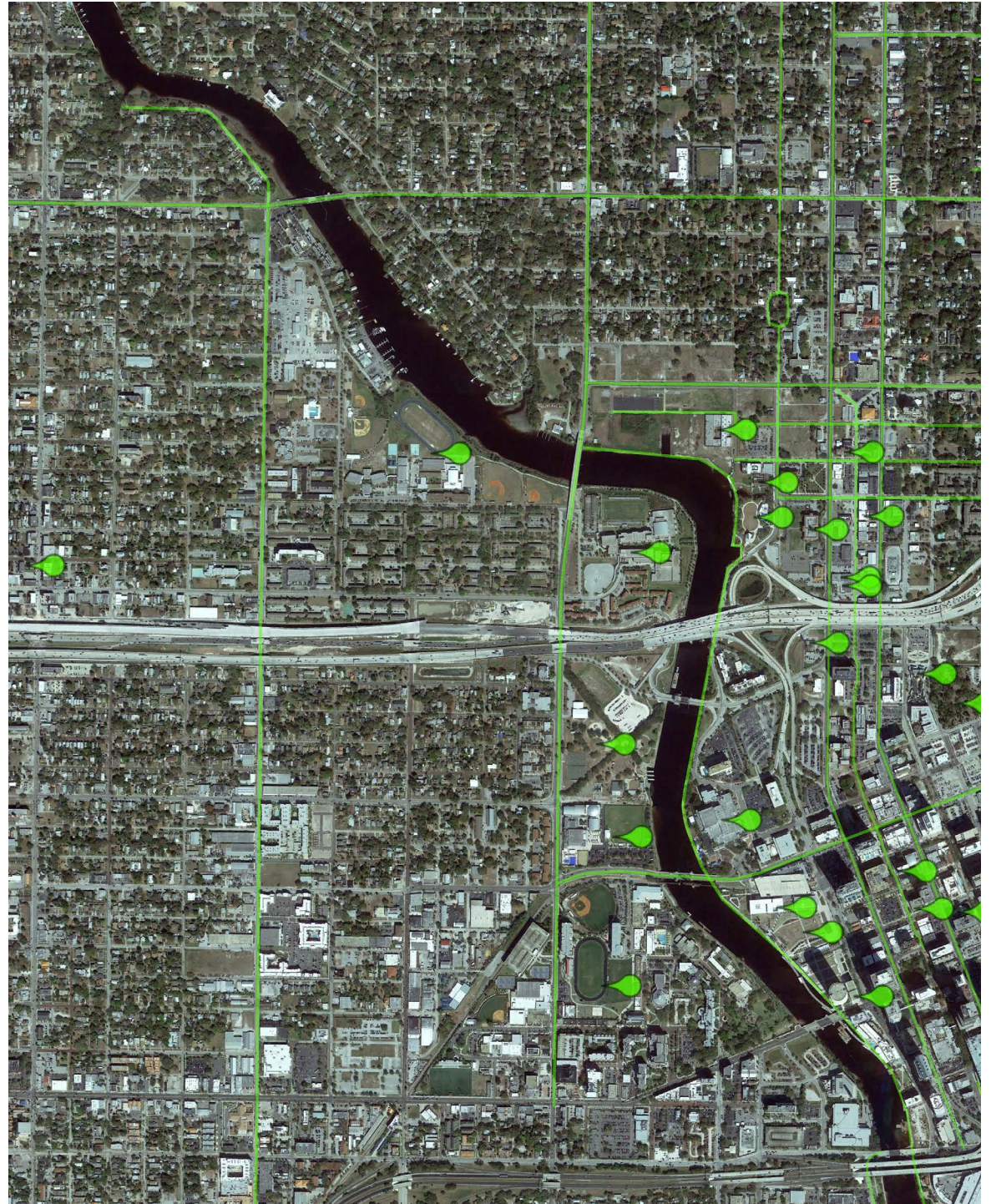
- Lack of economic development plan to encourage small, local businesses
- Unsafe passage under the interstate to connect North and South
- Lack of pedestrian safety on corridors



## Requested Studies

- Historical Asset Study
- Complete a transit options feasibility study
- Complete street strategy plan/guide
- Economic development study
- Urban design guidelines

## Asset Mapping West River





## Attributes

- Sense of community
- Central location
- Proximity to Downtown
- Access to other neighborhoods
- Diversity
- Walkable
- Bike-able
- Safe
- Quiet
- Friendly
- Eclectic Style
- Open-minded
- Innovative
- Small Town feel
- Porch Parties
- Diverse buildings
- Activist community
- Friendly neighbors
- Many new businesses
- Local businesses
- Emerging hip culinary scene

## Assets

- Good schools
- Parks
- Small blocks
- Ella's
- Bungalow houses
- Local churches
- Seminole Heights Library
- Rivercrest Park
- Public River fronts
- Sunday Morning Market
- The Independent
- Craft Breweries
- Bo's Ice Cream
- The Refinery
- Southern Wine
- Cuban bakery
- Figure 8 art supplies
- Hillsborough River
- Hillsborough Ave Bridge
- Seminole Heights pool (when reopened)
- Access to interstate

## Seminole Heights Charrette Group Responses 11.17.15





**Priority Characteristics**

1. Streets well-planned for multimodal transportation/walking
2. Historic
3. Small/local businesses
4. Location & proximity
5. Diversity

**Needs and Enhancements****1. Transit Options**

- Buses: higher capacity, more frequency
- Light rail/streetcars
- Trains

**2. Upfront Commitment**

- Should not be a design-build project
- Studies, Maps, Proposals
- Don't build TBX until county makes a full transportation plan
- Raise property values through neighborhood improvements

**3. Connectivity**

- More access points, Fix existing access points (repave)
- Keep the Floribraska access on/off ramps
- Make FDOT Highways more pedestrian-friendly/two-way, crosswalks, etc.
- More bike lanes
- Elevated reversible lanes (Lee Roy Selmon)
- No toll lanes

- Fix Hillsborough exit at I-275

**4. Street Enhancement**

- Complete streets
- Nebraska & Florida Extremely important to revitalization, convert to complete streets
- Synchronize lights on Hillsborough
- Raise as much of I-275 as possible (just like downtown)
- Two-way Tampa Street and Florida Avenue
- Road diets on corridors

**5. Public Realm Enhancements**

- Need to keep historic character of buildings
- Need to keep/maintain parks, green space
- Shade trees around corridors
- Hide interstate, keep and beautify exits, better urban design
- Encourage local businesses
- Noise abatement (via trees, plants, bamboo hedges, aesthetically pleasing walls)

**Concerns**

- Location of proposed retention pond
- Design-build project may not reflect the community-agency design goals and strategies
- A full transportation plan could reduce TBX
- Removing the Floribraska on/off ramps
- Lack of good urban design at exits from interstate
- Noise
- Pollution

### Priority Characteristics

1. Community Connectivity
2. Centrally Located
3. Historic Character
4. Small Businesses
5. Parks/Green Spaces

#### 1. Transit Options

- Trolley
- Detour Sensibility
- Frequent Mass Transit
- Alternative Transportation
- BRT
- No build

#### 2. Safety

- Lights On Hillsborough Avenue Underpass
- Slow Down Traffic
- Crossing on Sligh Ave
- Safer Pedestrian Crossings on Hillsborough Avenue
- Street Furniture
- Wider Sidewalks
- Lighting
- Wider Bike Lanes

#### 3. Fostering A Main Street Environment

- Two way streets before Highland Ave.
- Gateways
- Convert Highland Ave., Florida Ave., and Tampa St. to Two Way streets
- Support independent businesses
- User friendly right of way
- More nodes
- Encourage local businesses
- Main street feel on Florida and Central

- Implement facade grants for businesses
- Make the underwild underpass connected
- Pedestrian Scale
- Pedestrian Crosswalks
- More Traffic Lights
- Better lighting on major thoroughfares
- Keep historic character
- Places To Stop And Rest

#### 4. Environment

- Plants and trees that filter sound and pollutants
- Storm water mitigation other than ponds
- Benches/Trash Cans
- Landscaping
- Editing Traffic Maneuvers
- Re-Routing Management
- Central Becoming the Main Street
- Linear Park Along I-275 (Greenway)
- Park/River Access

#### 5. Recreational & Pedestrian Connections

- Bike Trails
- Green Artery
- Trail Path Along Right of Way of I-275
- Lighting
- Green Line On Nebraska

#### 6. Community Viability

- Noise Abatement
- Vertical Walls Underpasses
- East - West Connectors
- More Connectivity
- Elevated Connectors
- Brick Details That Reflect The Area
- Addition to sound walls: plants and trees to reduce pollution

#### 7. Welcoming Real Community

- Enhancing The Streets

- Artwork and Murals
- Iron Ballards
- Brick Wall on Hillsborough Avenue
- Signage on each bridge
- Wayfinding

#### Concerns

- Lack of pedestrian-scale safety on state roads
- Noise from I-275
- Pollution and particulates from traffic and construction
- Location of storm water pond



### **Priority Characteristics**

1. Connected Community
2. Historic Character
3. Local businesses
4. Green Spaces/Parks
5. Location

### **Needs and Enhancements**

#### **1. Connectivity and Accessibility**

- Dedicated bicycle lanes
- Wider Sidewalks
- Transit options
  - o Trolley system
  - o Rail
  - o Streetcar expansion
- Connections underneath the interstate
  - o Make them safer
  - o Lighting
  - o Artwork
  - o Landscaping

#### **2. Historic**

- Map all historic assets
- Keep the integrity of the character

#### **3. Unique Character**

- Require some designs to reflect historic aspect of neighborhood
- Encourage local businesses
  - o Ella's
  - o Southern Brewing
  - o Maurico Faedo Bakery
  - o Nicko Tempest Disco Dolls
  - o Southern Wine and Brewery
- Culinary Scene

#### **4. Streetscape Enhancements**

- Two-way all streets
- Adequate storm water management
- More crosswalks
- Creative solutions to abate highway noise
- Traffic calming measures
- Redevelop Nebraska Avenue, Tampa Street, Florida Avenue, and MLK Boulevard for multiple scales: car, pedestrian, businesses
- Build and maintain parks that are accessible
  - o River Crest Park
  - o Epps Park
  - o Giddens Park

#### **5. Urban Design Guidelines**

- Reduced lane width
- Maximize low impact development
- Environmental protection of river
- Write strict guidelines to ensure the design is not lost during the construction process
- No highway expansion

#### **Concerns**

- Traffic calming on neighborhood streets
- Noise from I-275
- Environmental degradation
- Loss of design in the construction process



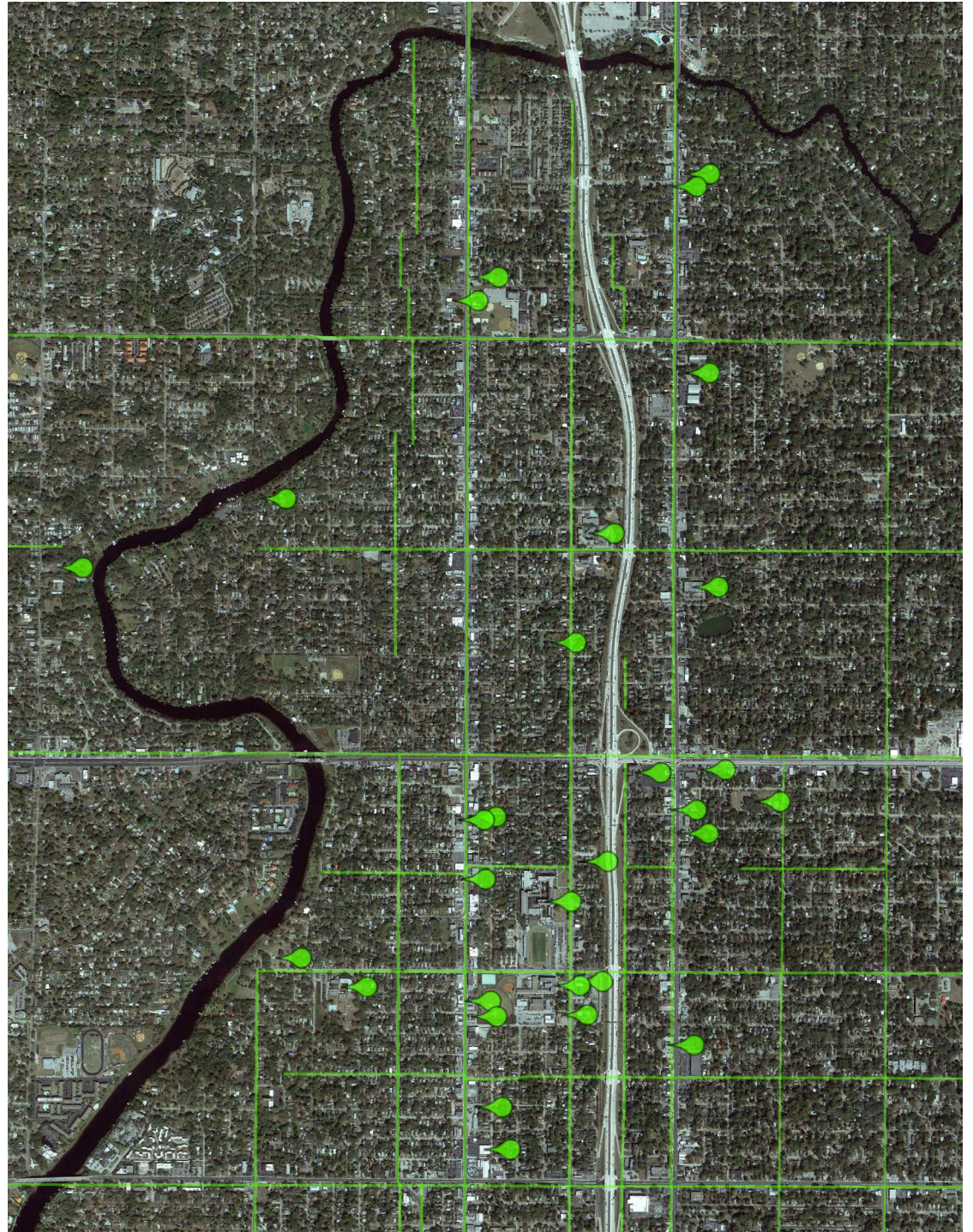
Seminole Heights Charrette  
Pictures  
11.17.15



## Requested Studies

- Transportation plan for the county and then revisit TBX
- Study of elevated reversible lanes for TBX like the Selmon Expressway
- Complete Streets Plan
- Main Street Plan to accompany form-based code
- Parking study for commercial areas
- Greenway to continue from Tampa Heights through Seminole Heights along I-275
- Street Corridor Design Guidelines
- Urban Design Guidelines
- Historical Asset Mapping

## Asset Mapping Seminole Heights







## Children's Charrette

12.05.15

### Common Themes

- Friendships with neighbors
- Houses are close to one another
- Friends are near
- Multi Story homes
- Lots of parks
- Schools
- Light Colored houses
- Trees
- Historic houses
- Family
- Parks nearby
- Sidewalks
- Neighbors
- Community

### Enhancements

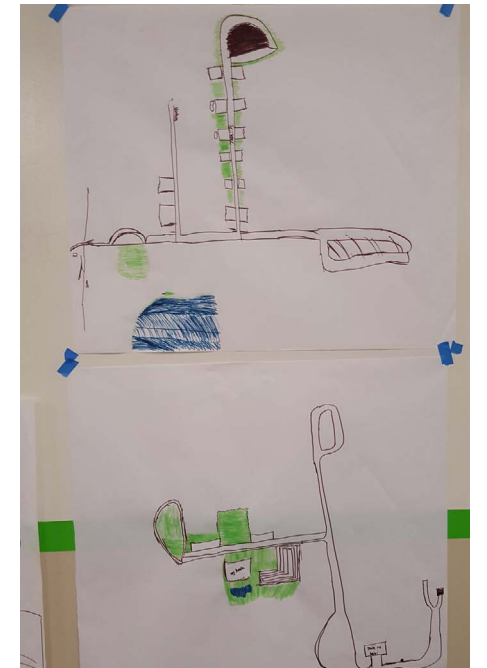
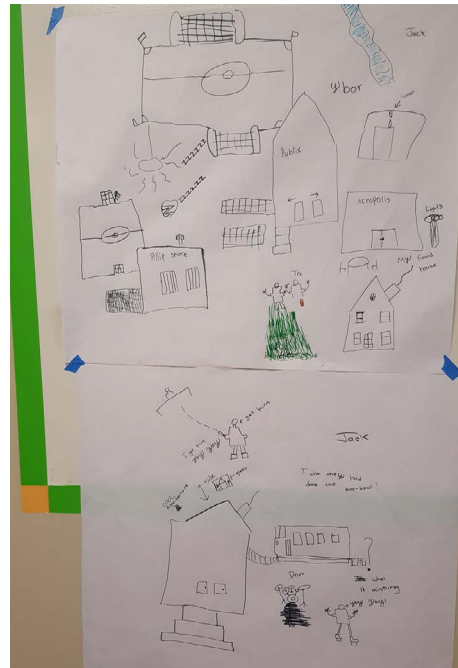
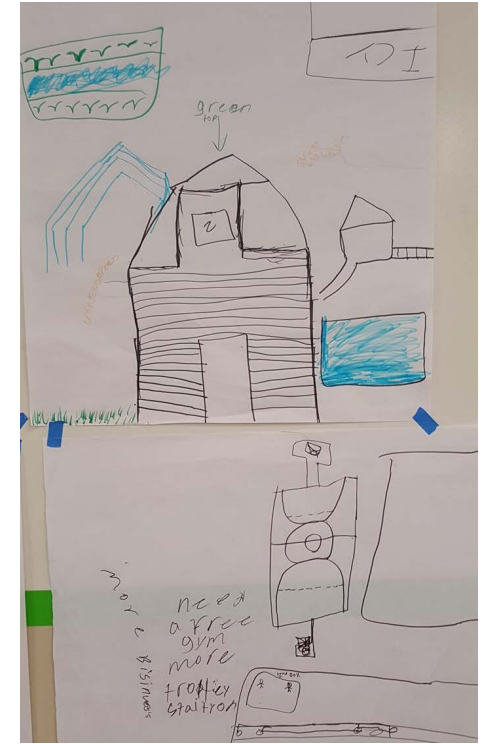
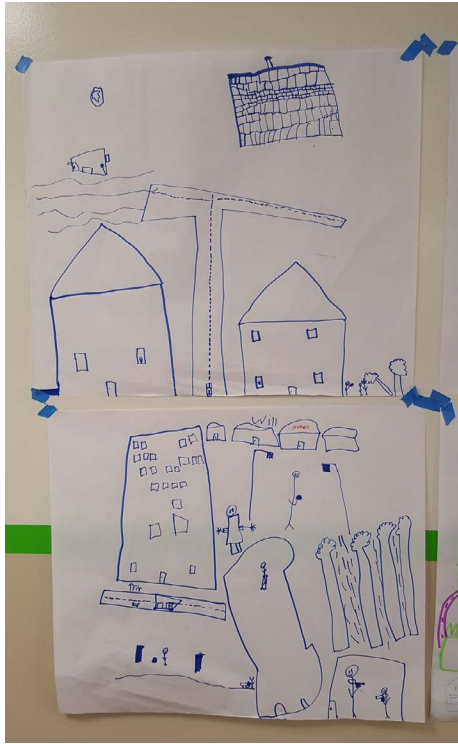
- Civic center enhancements
- Lights/lighting
- Trees/parks
- Sports
- Streetcar
- Keep/restore historic buildings
- Community closeness

### Concerns

- Losing friends who have to move
- Not being able to walk in their neighborhood

Children's Charrette  
Responses  
12.05.15





The children drew pictures of their neighborhoods, and then drew pictures of something they would like to have in their neighborhood that is not there now.

# Children's Charrette Pictures 12.05.15

## Attributes

- Tree Canopy
- Family friendly neighborhood
- Committed Residents
- Strong neighborhood organization
- Culturally Diverse
- Recreation options
- Mixed Income
- Walkable Streets
- Historic Architecture
- National Register Designated historic district
- Access to Highway
- Access to Transit
- Connectivity through street-grid
- Green Spaces

## Assets

- Tampa Heights Junior Civic Association
- Tampa Heights Civic Association
- Tampa Heights Garden
- Sacred Heart School
- Tampa Free Library
- Waterworks Park
- Sanctuary Lofts
- Trolley Barn
- Ulele Building
- Oceanic Market Building
- Palm Avenue (multimodal/mobility)
- Seventh Avenue (historic)
- Franklin Streets (historic focus)
- Columbus Drive (multimodal/mobility)
- Florida Avenue (multimodal/mobility)
- Floribraska (multimodal/mobility)
- Tampa Street (multimodal/mobility)

## Tampa Heights Charrette Group Responses 12.07.15





### **Priority Characteristics**

1. Historic Character
2. Connectivity
3. Diversity
4. Tree Canopy
5. Community

### **Needs and Enhancements**

#### **1. Connectivity**

- Maintain and Enhance Multimodal Connectivity
- Enhance and protect greenways/pedestrian/Bike
- Trail Connections
- Extend the Tampa Heights Greenway from river to north
- Connect to Green Artery
- Bike connections – preserve/enhance bicycle facilities
- Potential new connections by elevating the interstate near Robles Park
- Connection from Tampa Heights to Perry Harvey Park
- Maintain and Enhance connections to adjacent neighborhoods:
  - o Ybor City
  - o Downtown
  - o Seminole Heights
  - o River

#### **2. Preserve History**

- Historic Preservation
- Protect and enhance national and local historic districts
- Create database of historic structures
  - o Historic Street Grid
  - o Historic Districts
  - o Tampa Heights Historic District
  - o Tampa Heights – Local Historic District
  - o Upper North Franklin Street Commercial District
  - o Historic Buildings
  - o Tampa Heights Junior Civic Association Building

- o Sacred Heart School (Florida Avenue)
- o Tampa Free Library
- o Trolley Barn
- Local Businesses
  - o Ulele
  - o Oceanic Market

#### **3. Redevelopment Corridors**

- No Two-way streets
- Encourage redevelopment along mixed use corridors:
  - o Update the comprehensive plan to encourage mixed use redevelopment
  - o Develop redevelopment Guidelines and standards for mixed use corridors (Form Based Code, etc.)
  - o Implement Road diets/complete streets
- Encourage / incentivize Economic development
  - o Palm Avenue
  - o Seventh Ave
  - o Franklin Street
  - o Columbus Drive
  - o Florida Avenue
  - o Floribaska
  - o Tampa Street

#### **4. Frontloading**

- Neighborhoods should be the priority—fund, build, and complete neighborhood projects before interstate construction
- Existing Adopted Plans
- Tampa Heights Neighborhood Plan (Adopted)
- InVision Tampa (Adopted)
- Strong Neighborhood Organizations
  - o Tampa Heights Junior Civic Association
  - o Tampa Heights Civic Association
  - o Tampa Heights Garden
- RFP Process instead of Design-Build
- Ensure that new development/infill respects adjacent historic structures/fabric

## **5. Enhancements**

- Bridge / Highway Design
- National/international Design competition
- Excellent contemporary design is a must
- Preserve/protect existing canopy
- Add to the tree canopy
- Landscaping

## **Concerns**

- Loss of Junior Civic Association Building
- Loss of Children's park at the Junior Civic Association Building
- Loss of community garden
- Loss of homes/historic houses
- Demolition of historic buildings
- Loss of local businesses including Café Hey, Oceanic, La Segunda
- Removal of Floribaska on/off ramps
- Limited access to toll lanes for Tampa Heights residents
- Decrease in property value and disinvestment in the neighborhood due to interstate expansion
- Width of interstate
- Condition and un-safe nature of underpasses
- Lack of access to VM Ybor, Ybor City, Downtown
- Destroy the historic fabric of the neighborhood
- Losing part of Water Works park and Highland Street access
- Traffic speeds on state roads: Tampa Street, Florida Avenue, Columbus Drive
- Nebraska BRT is too slow
- Neighborhoods are not the priority
- Lack of coordination with InVision Tampa and other adopted plans
- Lack of innovative/modern interstate design



**Priority Characteristics**

1. Historic
2. Diverse
3. Walkable
4. Urban Neighborhood
5. Connection to River

**Needs and Enhancements****1. Youth Development Center**

- Art Program for youth
- Relocate historic buildings upfront
- Need to make improvements/relocate/etc. before construction. The youth development center is vital to the community and will suffer from what-ifs/unknowns. Move the center so the attention can turn back to the children.

**2. History**

- Landmarks-architectural acknowledgment
- Historic preservation
- Move structures
- Revisit criteria to determine historic assets

**3. Walkability**

- Palm and Franklin underpass improvements
- Green Parkway (connect to downtown)
- Improved crosswalks (more pronounced)
- Two-way Florida Avenue and Tampa Street prior to TBX construction
- Slow traffic
- Connection to West Tampa
- Revitalize Florida Avenue and Columbus Dr.
- Wider sidewalks
- Improve Palm Avenue
- Robles Park connection east of interstate to VM Ybor

**4. Connectivity**

- Commuter Rail
- BRT
- Transit needed East/west on Columbus
- Some type of local connector
- Streetcar (or some type of public transit) on Florida Ave./Tampa St.
- Give Tampa St. and Florida Ave. back to the neighborhoods
- Connect 7th Ave.
- Bring branding of 7th Ave. West
- Keep the Floribraska exit
- Improved exits-lights/visual cues
- Gateway

**5. Poised for Improvement**

- Redevelop Robles Park
- Franklin Street
- Create an Art District (i.e. Wynwood)
- Green wall (along interstate)
- Landscaping along interstate
- Improve interstate wall aesthetics
- Florida/Columbus intersection-epicenter for Tampa Heights
- Connecting more streets through interstate
- Have interactive art
- Canvas for public art
- Benches along sidewalks
- Better sidewalks
- Improve underpasses with lighting and art
- Improvements to underpasses
- More trees/keep trees
- Transit feasibility studies
- Improved aesthetics
- Landscaping

**Concerns**

- Demolition of historic buildings
- Loss of Junior Civic Association and playground
- Loss of Community Garden
- Homeless under the interstate
- Tampa St. and Florida Ave. one-ways, speed of traffic
- Columbus Drive speed limit too high
- Metro Rapid too slow
- Removal of Floribraska on/off ramps
- Lack of lighting
- Lack of crosswalks

## Prioritized Characteristics

1. Historic
2. Connections
3. River and access to Riverwalk
4. Green Spaces: Parks (Water Works and Robles)
5. Commercial along Franklin

### 1. Historic Preservation

- Keep historic districts
- Save or relocated historic buildings
- Historic Asset Mapping

### 2. Connectivity

- Transit/Trolley
- Pedestrian/Bike bridge across River
- Lighting/Art around interstate
- Interstate Regional Model Transit Center
- Bike Lanes-Protected
- Safety
- Green Artery Connection
- Connections through Corridors
- No 2-way streets
- Expanded Bus Routes 1 (4,539 Riders a day)
- Current entrance/exit to 275 via Floribraska

### 3. Transit Options

- Extend Trolley North and East to make for a longer line
- Expand hours and frequency of an extended North Trolley
- Pedestrian Bridge across the river
- Safe transportation options that reduce pedestrian deaths
- Non-automobile transit solutions that don't encourage driving/don't lead to pedestrian deaths
- Transit/Trolley maintenance facility
- Intermodal transit center for downtown with which Tampa Heights could connect

## 4. Public Amenities and Enhancements

- Franklin Steet: Commercial Revitalization
- Protected bike lanes on major connection streets
- Lighting and Art under interstate

## 5. Frontloading

- Design BEFORE build
- Updated "No Build" Statistics for use
- Updated statistics upon which FDOT must use to justify TBX
- Preserve the Junior Heights Civic Association Building
- Construction mitigation plan in detail
- Information on expanded impacts on value and health
- Add enhancements and needs to RFP
- Regional fixed transit to provide sustainable transportation alternatives
- Provide transportation alternatives first before solving problems through and auto-centric mentality
- Keep Floribraska Exit
- Hand over all FDOT streets for local control
- Fixed transit into Tampa Heights to other major areas
- Full "No Build" Public hearing
- Update impact projections

## Concerns

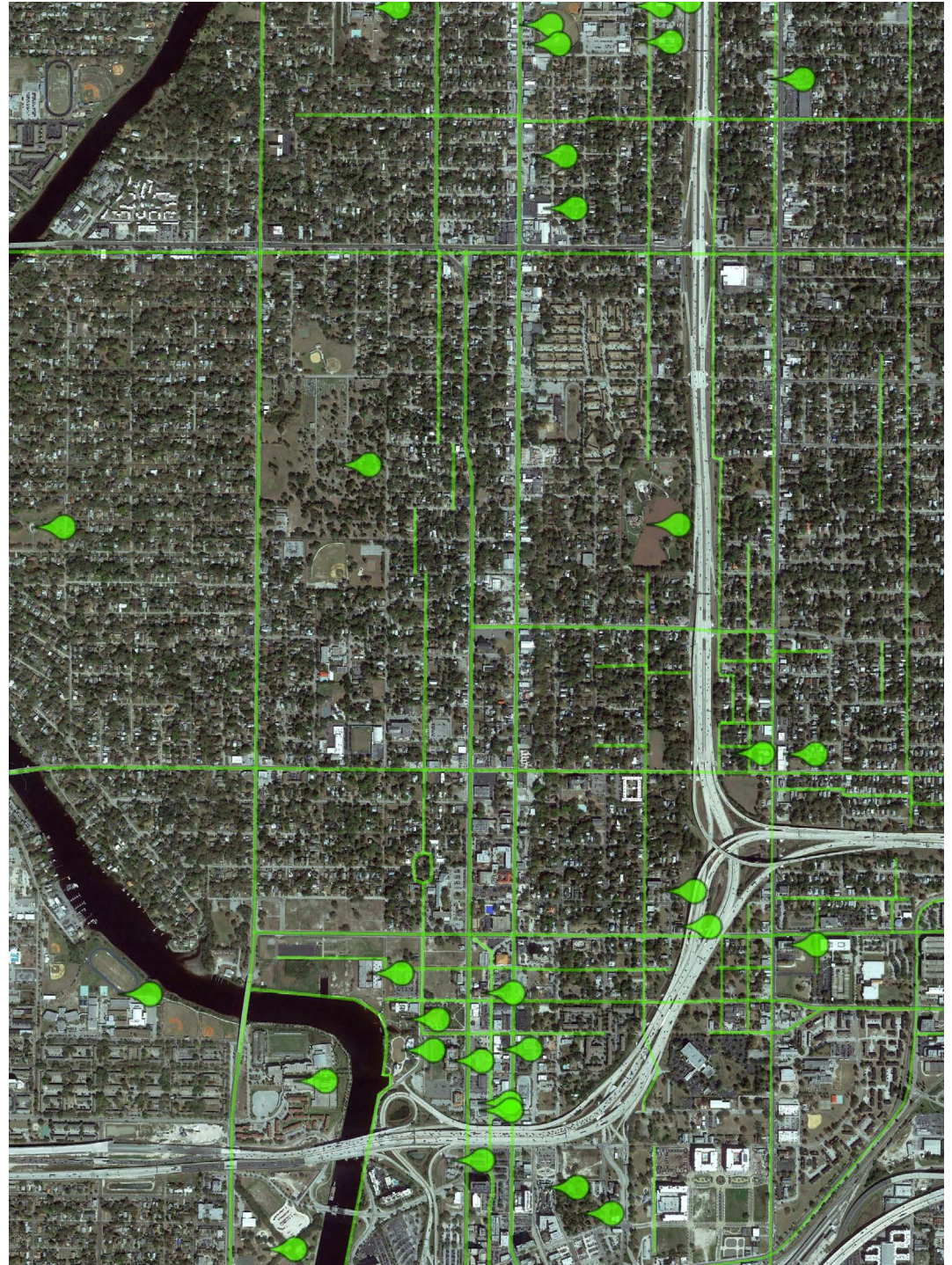
- Design-Build Process
- Junior Civic Association and Building
- Pedestrian fatalities
- TBX encourages driving and lack of transit options
- Removal of Floribraska exit
- Health impacts of construction and traffic congestion
- Decrease in property value due TBX
- Disinvestment in Tampa Heights stunting revitalization



## Requested Studies

- Land use/transportation plan
- Transit plan/studies
- Economic development study related to transportation and land use
- Urban design guidelines
- Street corridor design guidelines
- Redevelopment guidelines for mixed-use corridors
- Form-based code
- Update comprehensive plan to encourage mixed-use development
- Update impact projections of TBX
- Design competition of I-275 gateways and elevated interstate design
- Complete street and transit study on Tampa Street and Florida Avenue
- Revisit criteria to determine historic structures
- Historic Asset Map
- Construction Mitigation Plan

## Asset Mapping Tampa Heights





## Attributes

- Historic Character
- Historic Businesses
- Walkable
- Multi-Cultural
- Diverse
- Social Clubs
- Historic Grid
- Tampa History
- Proximity Downtown
- Proximity To Tampa Heights
- Festivals
- Destination
- Nightlife
- Unique Local Business
- Small Business
- Main Street feel
- Authentic
- Historic District
- Historic Streets

## Assets

- Cigar Factory
- Copper Tail
- Cuban Club
- Italian Club
- German American Club
- Our Lady of Perpetual Hope Church
- Old Centro Asturiano Hospital
- JC Newman
- Centennial Park
- Sociedad La Union Marti Maceo
- Children's Board
- Centro Ybor
- Jose Marti Park
- Historic Trail Trolley
- Tropical Brewing
- Spring
- Ybor Square
- Castle
- E St. Clair
- E. Robces
- Bryan St.
- E. Forest
- 15th Street
- Nebraska
- 21st
- La Segunda Bakery
- HCC
- Athena House
- Post Office
- Cuscaden Park
- Philip Shore
- Firehouse No.2
- Patrick Catholic School

Ybor Charrette  
12.08.15





## Priority Characteristics

1. Cultural Diversity
2. Community
3. Connectivity
4. Historic
5. Sense of Place

### 1. Potential for Growth

- Understand Right of Way needed to plan current development around it
- Restitch the Grid
- Stronger connection under I-275/I-4
- Two-way all streets
- Improvements of Columbus Dr.
  - o Before TBX
  - o On street parking
  - o Mixed use properties
  - o Make pedestrian friendly
- Revitalize Nebraska
- Improvements to thoroughfares
- Need for Storm water management

### 2. Walkability

- Pedestrian connection to Encore/Channelside
  - o Wider/safer sidewalks on Channelside/4th
- Expansion of the Street Car
- Bike Paths
  - o Dedicated lane
  - o Along interstate
  - o Shade
- Better underpass maintenance
  - o Lighting
  - o Art

- o Wider pedestrian right of way
- o Landscaping
- Connection to Seminole Heights
  - o Nuccio Parkway Expansion North
  - o Bike paths
- 14th/15th Street walkway from VM to Historic Ybor
- Create a more human scale
- Pedestrian Safety
  - o Sidewalk improvements
  - o Wider sidewalk
  - o Shade
- Robles Park Connection under interstate

### 3. Access to Public Space

- Connection between VM Ybor/Tampa Heights through Robles Park (green artery)
- Attractive and useable retention ponds with trail and decorative details
- Provide transportation solutions that create minimal impact

### 4. History

- Historic Preservation
- Do not de-certify historic buildings
- Need to move/relocate

### 5. Sense of Community

- Keep all cultural clubs
- Visual impact with character of Ybor
- Keep character and decorative noise abatement
- Create a gateway to downtown (Adamo/Channelside)
- Gateway on Nebraska
- Everything built needs to add to the sense of place

### 6. Transportation

- 2-way all streets
- High speed rail corridor for public transit

- Better bike infrastructure
- Connection under inter state somewhere between Nebraska and 50th
- Expansion of streetcar
- Green path (dedicated bike lane)

### Concerns

- Redevelopment on Columbus Drive
- Exit ramps at 14th and 15th to Nuccio- conflicts with InVision Tampa Plan
- Relocation of historic buildings
- Connections between VM Ybor and Historic Ybor
- Cultural Clubs, significant
- Noise from interstate

## **Priority Characteristics**

1. Character
2. Historic Fabric
3. Local Business
4. Multi-Cultural
5. Walkable

## **Needs and Enhancements**

### **1. Connectivity**

- Access to 7th Avenue under interstate
- Utilize underpasses—make them better and safer
- Keep Floribraska entrance/exit

### **2. Pedestrian/Bicyclist Priority**

- Safer for Cyclist and Pedestrians
- Walkability
- Better crosswalks
- Wider sidewalks

### **3. Historic Fabric**

- Keep historic character of Ybor
  - o Cigar Factories
  - o La Segunda
  - o Local breweries
  - o Historic Trail Trolley
  - o Cuscaden Park
  - o Centennial Park
  - o Multi-cultural buildings
  - o Avenida Republica de Cuba
  - o Sociedad La Union Marti Maceo

### **4. Public Realm Enhancements and Beautification**

- Respect to Architectural Design
- Lighting
- Better sidewalks
- More trees/Keep trees
- Artwork

- Create more parks
- Landscaping

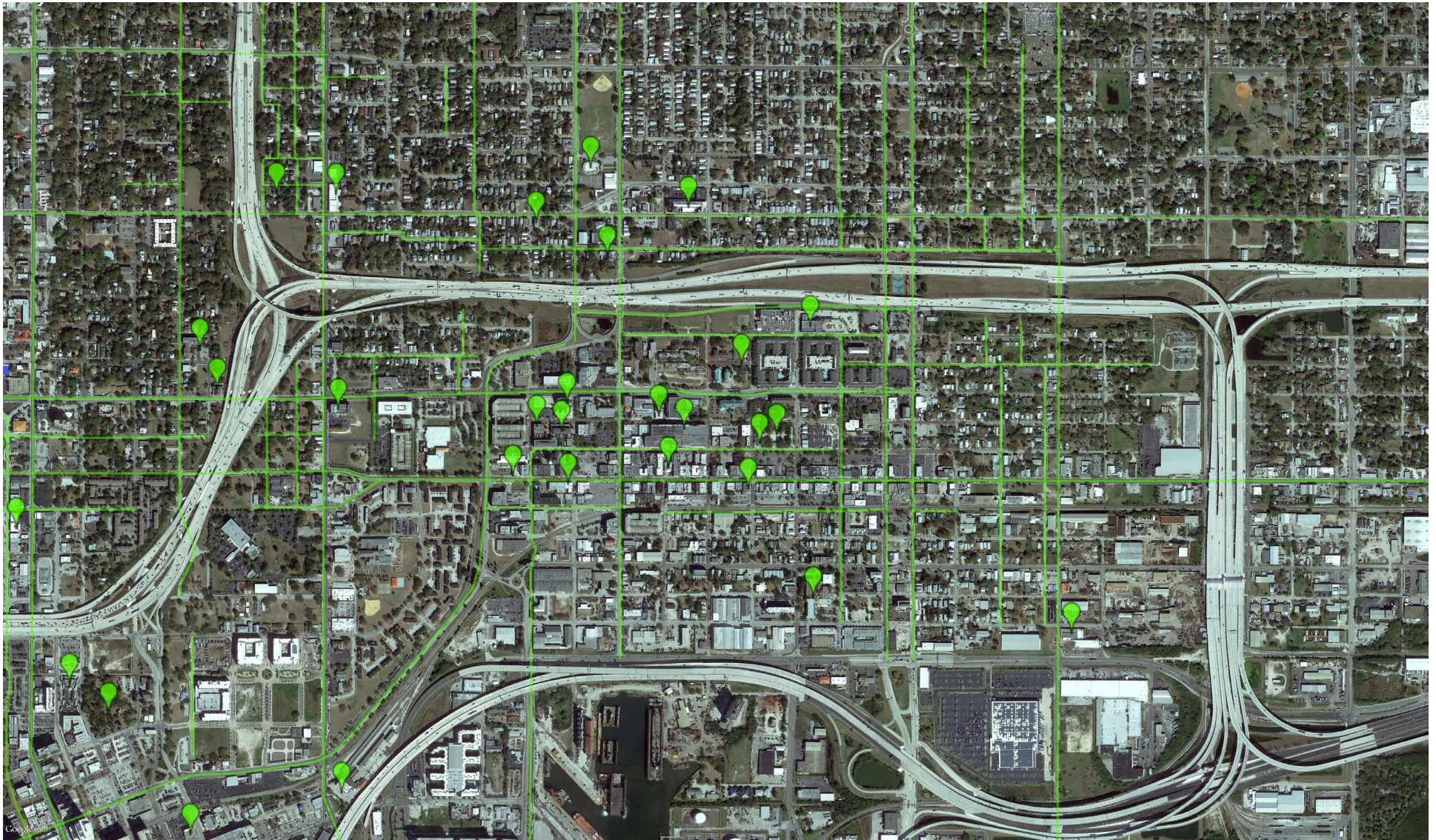
### **5. Urban Design**

- 2-way all streets
- Road Diets
- Revitalize Nebraska and Columbus
- Redevelop Columbus Dr., Floribraska, 14th Street, 15th Street, 21st Street, 22nd Street

### **Concerns**

- Crime and safety issues under interstate
- Limited access between Tampa Heights, VM Ybor, Historic Ybor, and Downtown
- Lack of crosswalks
- Lack of Pedestrians and Cyclist Safety
- Highest concentration of sexual offenders and predators in the county
- Unmaintained Interstate edges





### **Requested Studies**

- Urban design guidelines
- Street Corridor/Mixed Use Corridor Design Guidelines
- Historic Asset mapping
- Bike/Pedestrian Plan
- Stormwater Mitigation Plan
- Transit Study

- Streetcar Expansion Study

# Ybor Charrette Asset Mapping



## Summarizing the Charrette Process

Once the first series of the charrette process was complete, the Florida Center for Community Research and Design recorded and analyzed all of the responses from the community. A total of 112 community members participated.

From there, neighborhood concerns were summarized and compared with other neighborhood responses and five main categories began to emerge:

**Transit Options:** The community wants to have multiple transit options, both for local service and longer trips. They feel that these other options will mitigate traffic and create a more sustainable neighborhood environment.

**Connectivity:** One of the biggest concerns within the neighborhoods was the internal and external connectivity. Residents want to be connected to other neighborhoods, especially under the interstate, and they want those connections to be fostered and built up. Wayfinding will create a cohesive environment, and safer pedestrian and bicycle infrastructure will provide multiple ways to navigate through the neighborhoods.

**Street Corridor Design:** The neighborhoods want the local streets to shift from thoroughfares to complete streets. By designing for the pedestrian, the storefront owner, the bicyclist, and the car driver, the street will become safer and more cohesive.

**Public Realm Enhancements:** The neighborhoods want urban design guidelines to ensure that everything that is being built, and will be built in the future, will be up to their standards. Streetscape enhancements include landscaping and beautification efforts and make the neighborhood more attractive. Safety is a primary issue and should be addressed through lighting under the overpasses, wider sidewalks, and safer crosswalks.

**Mitigation:** The neighborhoods want to ensure that all of their previous design and planning efforts are not being erased, have been heard, and will be committed to by the agencies. The communities also want to see the completion of necessary studies before the TBX plan is finalized, as well as neighborhood improvements before TBX construction begins.

Summary of  
Workshop  
Series One



# Series One Themes

## **1. Transit options**

- a. Expand service
- b. Expand streetcar
- c. Increase bus frequency
- d. Establish local circulator
- e. Establish water taxis
- f. New BRT lines
- g. Commuter rail

## **2. Connectivity**

- a. Internal connectivity
- b. External connectivity
- c. Wayfinding
- d. Bicycle infrastructure
- e. Pedestrian infrastructure
- f. One-way streets to Two-way streets

## **3. Street Corridor Design**

- a. Design guidelines
- b. Develop the street for different scales
- c. Shift from thoroughfares to complete streets

## **4. Public Realm Enhancements**

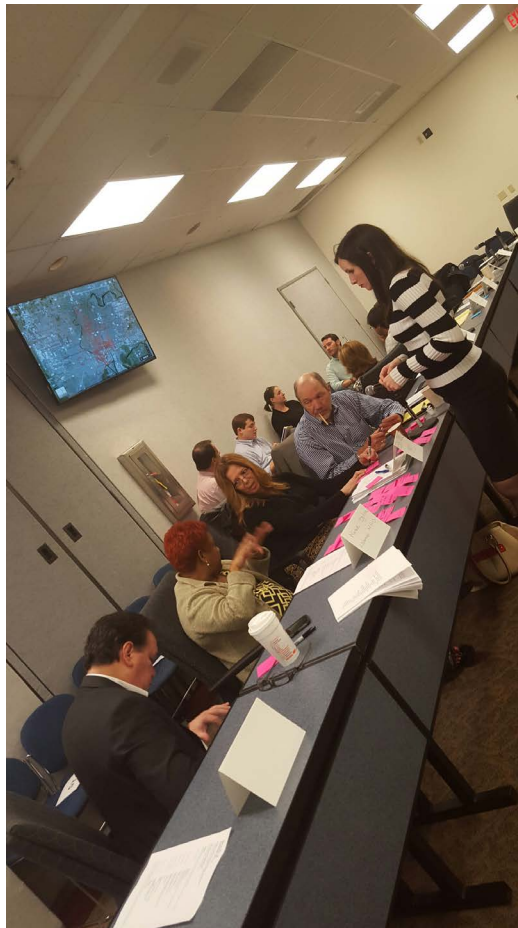
- a. Urban design guidelines
- b. Improved streetscape and beautification
- c. Neighborhood scale safety
  - i. Lighting
  - ii. Sidewalks
- d. Create neighborhood gateways
- e. Preserve historic character

## **5. Mitigation**

- a. Agencies commit to design and planning efforts
- b. Agencies commit upfront
- c. Completion of studies before plan is TBX plan is finalized
- d. Improvements before interchange construction of TBX begins

# Inter-agency Charrette

The inter-agency charrette brought together FDOT Division VII, Hillsborough MPO, Planning Commission, Hillsborough County, City of Tampa, and HART to review the themes from the first workshop series. Agencies shared goals and planning efforts for the impacted neighborhoods. Using the themes, the Agencies explored overarching strategies that aligned with identified neighborhood needs. These overarching strategies are points of discussion for the charrettes in the second workshop series.





# Hillsborough County, City of Tampa Group

## Goals

### Downtown

- Multimodal connectivity
- InVision plan (implement)
- River as center
- Fostering mixed use (diversify economic engine)
- Pedestrian safety + Accessibility
- Public safety (safe + inviting public realm)
  - o Safe and Inviting Public realm
  - o Safe and Accessible multimodal connectivity
  - o Keeping the river as center with a diverse economic engine

### West River

- Implement the Comprehensive Redevelopment Plan (CRA)
- Single family
- Establish identity
- Connectivity (transit)
- Re-establish economic corridor
- Public realm improvements (Riverwalk)
  - o Implement CRA
  - o Improve connectivity inc. transit
  - o Protect historic assets
  - o Public realm improvements (including Riverwalk and riverfront parks)

### Seminole Heights

- Connectivity to transit
- Internal circulation
- Improved final mile connectivity
- Lighting + safety under interstate at connections
- Complete Street implementation
- Implementing Community
  - o Support + Sustain the neighborhood identity
  - o Improve safety in public realm (lighting under I-275)
  - o Promote economic development

### Tampa Heights

- Traffic mitigation during construction
- Enhance underpass connections
- Reestablish main streets (commercial)
- Promote connectivity to downtown
- Diversity of economic activities

### Ybor

- Keep trucks out of Ybor
- Maintain community feel
- Preserve and enhance connections
- Public realm theme
  - o De-clutter
  - o Safer

# MPO

## Goals

### Downtown

- Bicycle-friendly businesses
- Tampa-Florida Corridor Study
- Columbus/17-18-19
  - One-way to two-way
- Reduce parking maximums downtown
- Design that allows for repurposing structured parking
- Parking requirements
  - Efficient use of existing parking
  - Apps showing availability
- Complete Street
  - East 7th Ave
  - Columbus
  - Floribraska
  - Franklin
- Lane Operations
  - Temporal parking
- Speed reduction
- Tampa Comprehensive Plan Mixed Use Corridors
- Walk-Bike Plans
  - Connectivity
- East-West transit Circulator

### West River

- Tampa-Hillsborough Greenway Plan
  - Spruce St. to Lois Ave. to River
- Streetcar Extension
  - Stop at Howard/Armenia
- Walk-Bike Plan
  - Willow Boulevard

### Seminole Heights

- Sidewalk conditions and lack of cross walk locations
- Walk-Bike II
  - Osborne, Hanna, Central
- Greenway along I-275 Row
- Connected Gardens
  - Seminole Heights to Temple terrace
- Hillsborough Ave Constrained

- Safety Analysis (E. Hillsborough Ave)
  - Nebraska, Walk-Bike II
- 21st/22nd Complete Street
- Green Artery
- Walk-Bike Plan
- River South to Ybor
- Seminole Heights Community Plan
  - Form-based Code

### Tampa Heights

- Green Artery
- Tampa Heights Neighborhood Plan
  - Greenways, Mixed Use, 1st City to be adopted
- Connected Gardens
  - Tampa Heights to Seminole Heights to Temple Terrace
- Walk-Bike II
  - Central, Palm, and Floribraska
- Potential for Streetcar Ext.
  - ie. Central, Florida, Tampa, etc

### Ybor

- Cycle Track
  - Cass, Tyler
- Selmon Greenway
- Green Artery
  - Palmetto Beach, Connecting to Ybor, further north to River
- Streetcar
  - Downtown Ybor, Tampa Heights, Palm, and Nuccio
- Connected Gardens
  - Palmetto, Tampa Heights



# FDOT Group

## Goals

### Downtown:

- Interstate access to Downtown
- SR 60 E/W through Downtown, Florida & Tampa N/S
- Bike/Ped, Park/Lighting under the viaduct
- Safety for bike/ped along corridor
- Support infill development
- Connectivity, local streets under the viaduct
- Freight movement

### West River:

- Connectivity to Interstate
- Mobility options
- Bike/Ped. Infrastructure
- Median transit corridor
- Connectivity to Riverwalk

### Tampa Heights:

- Connection to Ybor
- Greenway
- Cul-de-sac vs. dead-ends
- Providing space for community garden
- Community activities
- Trail connection with Robles Park

### Seminole Heights:

- Noise wall
- Access to toll lanes South to West Shore/St. Pete just North of MLK
- Enhance landscaping at interchanges
- Minimize vegetation impacts
- Minimize ROW impacts
- Latent demand to the Interstate

### Ybor:

- Connection to Tampa Heights under viaduct
- Bike/Ped under via-duct
- Community activities
- New access at 14th/15th

## **Next Steps:**

### **Charrette Series 2: Goal Setting.**

Facilitators introduce major themes and goals between residents and agencies that were brought up in the first round of charrettes. Major themes include: transit, connectivity, public realm enhancements, street corridor design, and mitigation. During round 2, residents will draw/write out goals for their neighborhoods according to the themes listed. This process will influence the design of the proposed TBX project as well as inform agencies what the current and foreseen needs of the neighborhoods are.

### **Charrette Series 3: Design.**

Taking the resident goals from round 2 and the combined efforts of the agencies to address these goals, residents will be able to re-design the major issues addressed: main corridors, underpasses, streetscapes, transit options, etc. Residents will work with the facilitators and agencies to be able to visualize the aesthetic and design needs related to the goals.

### **Completion.**

This charrette process allows for a productive dialogue between the neighborhoods and agencies that focuses on the goals for each neighborhood and prioritizes the needs and enhancements required to achieve this potential. By addressing these needs, enhancements, and goals, the neighborhoods and agencies find overarching themes that will help provide detailed design concepts to be emphasized within the proposed TBX project and throughout plans and strategies with other involved agencies.

# Next Steps



## **Appendix A:**

Sign-in Sheets for:

- Downtown
- West River
- Seminole Heights
- Children's Charrette
- Tampa Heights
- Greater Ybor

## **Appendix B:**

- FAQ's  
Questions and Responses

Name	Organization/Neighborhood	Email
------	---------------------------	-------

1. Michael English		
2. Karen Kress		
3. Chris Vela		
4. Kent Bailey		
5. Michael Hatchett		
6. Jeff Zampitella	SKPOINT	mySKYpoint@gmail.com
7. David Hugglestone		
8. Jessie Stehlik		
9. Eileen Pope		
10. Jim Shimberg		
11. Brandon Hicks		
12. Michelle Kropewnicki		
13. Scott Hebert		
14. Brenda Dohring Hicks		
15. Maryann Frenec		
16. Andre Callen		
17. Kristin Mora		
18. Leroy Moore		
19. Michelle Buckley		
20. Gloria Jean Royster		
21. Susannah Smith		
22. Bob Whitecotton		
23. Vinny Tafuro		
24. Lew Sibert		
25. Michelle Deatherage		
26. Brent Deatherage		
27. Michael Maurino		
28. Christine Burdick	Downtown Partnership	
29. Greg Minder		
30. Jason Collins	ADENS Q	jcollins@adens-q.com
31. Kostas Stoilas	CBRE	ks@cbre.com



Name	Organization/Neighborhood	Email
32. Frank Grebowski	<i>FRG</i>	
33. Christine Acosta	<i>Christine Acosta</i>	
34. Omar Garcia	<i>Omar Garcia</i>	
35. Linda Saul Sena	<i>Linda Saul Sena</i>	
36. Patrick Thorpe	American Institute of Architects	
37. Taryn Sabia <i>TS</i>	USF	
38. Genevieve Frank <i>Genevieve</i>	USF FCDTR	
39. Josh Frank <i>JP</i>		
40. Kayla Baker <i>Kayla Baker</i>	USF	
41. Steven Arrubla-Ruiz <i>SA</i>		
42. Laura Calderon <i>LC</i>		
43. Danielle Barozinsky <i>DB</i>	USF	
44. Lee Beasley		
45. Debbie Hunt	<i>DBH</i>	
46. Catherine Hartley		
47. Jeff Novothy <i>Jeff Novothy</i>		
48. Roger Roscoe <i>Roger Roscoe</i>		
49. David Bredahl		
50. Viil Bhide		
51. Tony Garcia <i>TG</i>		
52. Ed Wickinney		
53. Mike Williams		
54. Milton Martinez		
55. Calvin Hardie		
56. Kirk Bagen		
57. Lucia Garsys		
58. Amy Neidringhous		
59. Ruth Burckard	<i>Ruth Burckard</i>	
60. <del>BRANDON BURCKARD</del>		
61. <del>BRIAN WILLIS</del>		
62. <del>Greg Beckin</del>	<i>Greg Beckin</i>	
63. STEVE GORDILLO	PB	GORDILLOS@PBWORLD.COM

Name	Organization/Neighborhood	Email
64. Justin Willett	Tampa Heights - Downtown Partnership	jwillett@tablediver.com
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✓ Doug Jessph	OSMNA
✓ Mary Woelfelbanger	The Tampa Tribune
✓ Ed McKinney	FDOT
✓ Craig Fox	FDOT
✓ Lee Beasley	FDOT
✓ Patty Parsons	Self Sem Haight
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19. LAURA	SACD	
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34. Beth Alden	Hills. MPO	
35. UBurdick	Downtown Ptusky	
36. Craig Fox	FBOI	
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# **APPENDIX B**

## *WORKSHOP SERIES 2 SUMMARY REPORT*





Florida Department of Transportation  
District VII  
Tampa Bay Express

Community Engagement Facilitation January-March 2016

Deliverable #5: Summary Report of Neighborhood Workshops Series Two

**Principal Investigator:** Taryn Sabia, Visiting Research Associate Professor

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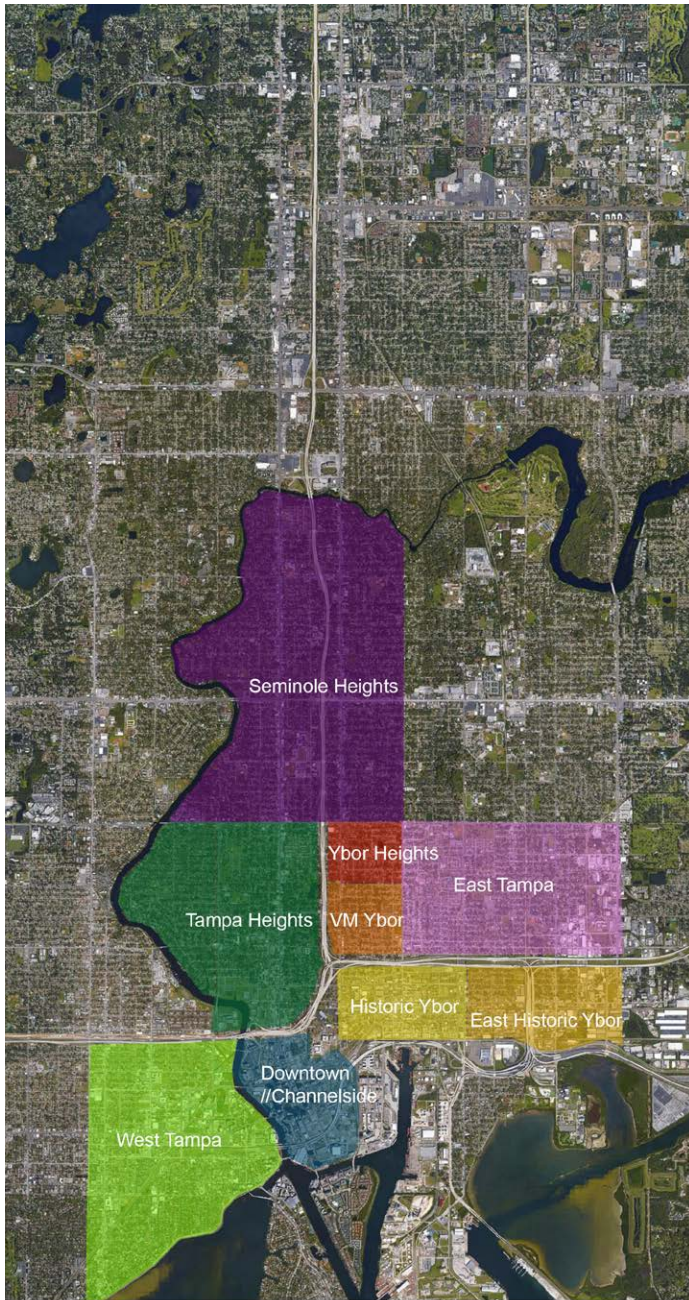
Pictured: The proposed master plan for the Tampa Bay area as depicted in the Tampa Bay Express Draft Master Plan.

Limits: I-275/SR-60 interchange to north of Dr. Martin Luther King, Jr. Boulevard, and north of Dr. Martin Luther King, Jr. Boulevard to north of Bearss Avenue.

I-4/I-275 Junction to east of 50th Street.







## Background Statement

The Hillsborough Metropolitan Planning Organization (MPO) recently adopted the Tampa Bay Express (TBX) project into the County's Transportation Improvement Plan (TIP). As part of the TBX planning process, Florida Department of Transportation (FDOT) District VII is seeking input from neighborhood residents and business owners regarding how TBX will impact adjacent neighborhoods and what mitigation efforts are desired to meet the neighborhoods' needs.

## Project Objectives

The Florida Center for Community Design and Research (FCCDR) is uniquely suited to assist FDOT District VII to reach out to those neighborhoods affected by the TBX project. FCCDR will serve as the Community Engagement Facilitator. The community engagement facilitator helps a group or groups of people understand their common objectives and assists them to plan how to achieve these objectives; in doing so, the facilitator remains "neutral," meaning he/she does not take a particular position in the discussion, but rather helps the group define and reach their goals by working together. FCCDR will provide method and means to enable agencies, groups, and individuals to craft solutions to complex issues facing their community regarding the TBX project. FCCDR will report back to FDOT District VII throughout the facilitation process.

The FCCDR will facilitate numerous meetings/workshops to help them:

- Develop a common understanding of the neighborhood concerns related to the TBX project
- Frame the concerns regarding the TBX project in the context of the community/neighborhoods to determine neighborhood needs
- Develop shared goals and objectives addressing the neighborhood needs regarding the TBX project
- Put together plans/reports to clarify and visualize the shared goals and objectives that meet neighborhood needs

# About the Community Engagement Process

# Getting engaged



# Workshop Series 2

The purpose of workshop series 2 was to identify goals and strategies from community participants for their neighborhoods according to the five common themes which emerged during the first series of workshops. Goals were similar across neighborhoods, but each strategy is neighborhood specific, based on location, need, and design opportunity.

## Identified Community Priorities

Residents and business owners within the neighborhoods of Tampa Heights, Seminole Heights, Ybor City, West River, and Downtown have expressed concerns regarding the Tampa Bay Express project. These citizens feel that the local impact to the built, social, and economic fabrics of their community will be compromised for regional benefit. This is why they have stated strong opposition to Tampa Bay Express, particularly the I-275 and I-4 interchange.

The citizens would like alternatives to Tampa Bay Express, and at the very least, new and expanded transit services to serve the urban core neighborhoods, supporting connectivity and circulation between the neighborhoods and to Tampa's three urban employment centers – before construction of Tampa Bay Express begins. The citizens feel that these services as well as other interstate design improvements will help mitigate impacts to the local community and congestion due to the project construction.



# Example Agenda

Example Agenda for workshops in Series 2.  
Participant lists can be found in Appendix A.  
Workshops were held over several weeks and the second workshop series concluded with a community presentation.

Neighborhood	Date
Downtown	January 25, 2016
West River	February 2, 2016
Children's	February 13, 2016
Tampa Heights	February 22, 2016
Seminole Heights	February 29, 2016
Ybor	March 1, 2016



## Florida Center for Community Design and Research

School of Architecture and Community Design  
University of South Florida

### TBX Community Engagement

Monday, February 29, 2016  
5:30pm-7:30pm

#### AGENDA

Type of Meeting: Follow-Up Community Engagement Meeting  
Meeting Facilitator: Taryn Sabia, Florida Center of Community Design + Research

5:30pm-5:40pm	<b>Welcome</b> Introductions Florida Center for Community Design + Research Represented Agencies Charrette Ground Rules
5:40pm-5:45pm	<b>Workshop Series 1 Summary</b> Major Themes Warm Up Activity
5:45pm-5:55pm	<b>Shared Goals and Objectives</b> What are the neighborhood's goals in regards to the major themes?
5:55pm-7:15pm	<b>Design Strategies</b> How can the neighborhood's needs be addressed and implemented?
7:15pm-7:30pm	<b>Teams Report Back</b>
7:30pm	<b>Closing</b>

#### Florida Center for Community Design and Research

The Florida Center is an interdisciplinary research center within the School of Architecture and Community Design at the University of South Florida. It was founded in 1986 as a statewide research center to address urban and regional problems related to both natural and built environments and to provide design expertise, technical assistance, and applied research to assist Florida's growing communities.

# DOWNTOWN

January 25, 2016





## **Downtown (Group 1)**

Goals according to Top 5 themes:

### Transit Options

- Streetcar
- Transit Envelope
- Transit Options (MPO)
- Streetcar Modernization and Extension
- Regional Premium Transit Study
- Last Mile Connectivity
- MOT (test of traffic safety)

### Connectivity

- Re-establish Local Streets Connectivity (Ashley Drive)
- Greenway to River
- Downtown Interchange
- Focus Pedestrian Bicycle

### Street Corridor Design

- Re-establishing Main Street (Ashley)
- Entrepreneurship
- One-way/Two-way Streets
- Complete Streets
- Localized Economic Development
- Corridor Enhancement

### Public Realm Enhancements

- Under Interstate Safety
- Safety Improvements
- Cohesive and Unique Neighborhood Aesthetics

### Mitigation

- Enhance Neighborhood Landscaping Character
- Efficient Connections (Bike, walk)
- Support for current unfunded improvements
- Mitigate Noise/Lighting

### Additional Comments:

- Make park + rides along interstate really work; e.g. slip ramps from parks onto interstate
- Two-way Florida and Tampa South of Interstate Downtown
- Two-Way Kennedy + Jackson thru Downtown

## Downtown (Group 1)

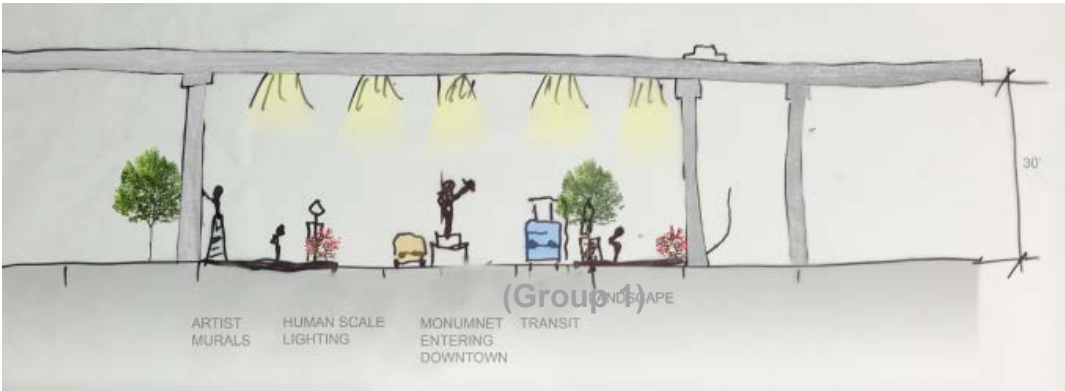
### Concerns

1. Design of I-4/I-275 interchange and the space beneath it (crime, disconnected from neighborhoods)  
*Solution:* Assign those spaces to be utilized as possible recreational purposes and allocate ways to inhabit those areas (bicycle shop, market area, street car depot ...etc)
2. Accessibility under the interstate  
*Solution:* Wider sidewalks, correct assignment of cross walks, better lighting, and corrected right of ways to allot space for bikes, pedestrians, and transit.
3. Views to downtown from interstate  
*Solution:* Abstain from over building the barriers around the highway within the vicinity of downtown.
4. Exit ramps and speeds  
*Solution:* Slow down the cars by placing signage and placing lights.
5. Conflicts with InVision
6. Ashley Exit  
*Solution:* Adhere to the InVision plan and innovate a solution that can work.
7. Green Spine  
*Solution:* State a clear goal across all agencies based on what's feasible to adhere to the InVision plan as much as possible.
8. Focus needs to be on a walkable city center rather than long distance Commutes  
*Solution:* Place attention to the local condition and enhance density with the help of all agencies present.
9. Outdated design/lack of gateway to downtown  
*Solution:* Gateways to be implemented as a means of wayfinding to be placed by all agencies capable of such a project.
10. Connectivity under interstate  
*Solution:* Wider sidewalks, bike lanes, better lighting, safe pedestrian crosswalks, and accessibility for multi-modal use in order to establish a sense of continuity.
11. Lack of safe bicycle infrastructure  
*Solution:* Enhance the street width in order to allocate the appropriate bike lanes. Provide a buffer between the bike lanes and the other forms of transportation.
12. Tampa St. and Florida Ave. one way pairs  
*Solution:* Allow these to become two way streets in order to slow cars down as well.
13. Induced demand/increased traffic  
*Solution:* Adhere to noise abatement and community enhancements before the construction on 275 begins.
14. Increased traffic on Ashley Dr., Orange Ave, Jefferson Ave.  
*Solution:* Slow the traffic down and enhance buffers between the pedestrians and the vehicles.
15. Community prefers a no build option or an option to only build within the existing footprint

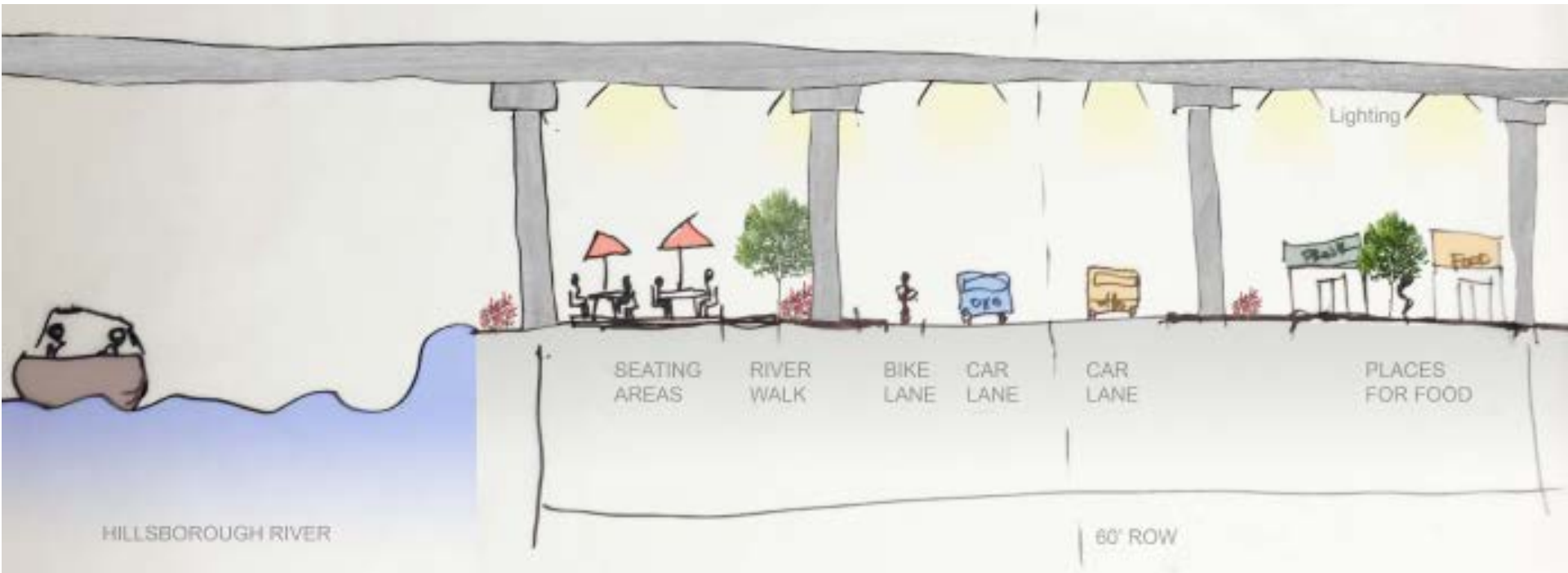




Downtown (Group 1) - Goal Street Sections



TIME - TABLE FOR TRANSIT  
VARIETY OF SHADING OPTIONS  
WATER FEATURES





## **Downtown (Group 2)**

Goals according to Top 5 themes:

### Transit Options

- Bus Frequency
- Establish local circulator
- Change between transit modes
- Transit stop: Airport, USF
- Transit running through middle of Franklin (street car)

### Connectivity

- Re-establish local street
- Well-designed/improved Downtown interchange (reduce footprint)
- Greenway-River
- Exit onto Laurel St, direction of traffic flow
- Maintain local street connections
- Improved bridges

### Street Corridor Design

- 1-way to 2-way
- Complete streets
- Laurel re-design

### Public Realm

- Aesthetics (beautification of streets, sidewalks and structures)
- Pedestrian & bike safety
- Interstate underpasses: shorter, safer and pedestrian friendly
- Transform Laurel street into pedestrian street (to link parks)
- Neighborhood scale

- Cohesive and unique neighborhoods that are NOT divided by the Interstate
- Aesthetic of columns of Interstate, or raise it higher
- More benches

### Mitigation

- Noise abatement/ Improved lighting on sidewalks and underpass
- Maintain and preserve historic character of Downtown buildings
- Reduce footprint of bridge itself

Downtown Notes (Group 2):

Transit Options:

- Implement transit option first before building TBX
- (for example railed laid before)
- Must expand streetcar north to make it useful to N Down town residents
- Increased frequency of public transit is important
- New circulator that has regular day/weekend hours (better than current trolley) would be helpful
- Establish local circulation in downtown
- Established intermodal transportation system
- Reestablish of street pattern

Connectivity

- Don't let the interstate divide the neighborhoods.
- (These are historically connected areas)
- We shouldn't have to focus on connecting neighborhoods if you didn't divide them so much (have to walk under interstate from one neighborhood to the other.)
- One way streets into two way streets
- Pedestrian infrastructure
- Greenway leads to downtown and River
- Make downtown interchange not a barrier to neighborhood.
- Utilize underside of downtown interchange

Street Corridor Design

- Complete streets are essential, but not just along the interstate. They must be complete streets throughout and/or into the neighborhoods
- Aesthetic Design
- Complete streets

Public Realm Enhancements

- Neighborhood scale safety
- Lighting
- Sidewalks
- Cohesive
- Safety for pedestrians near the interstate and surrounding neighborhoods

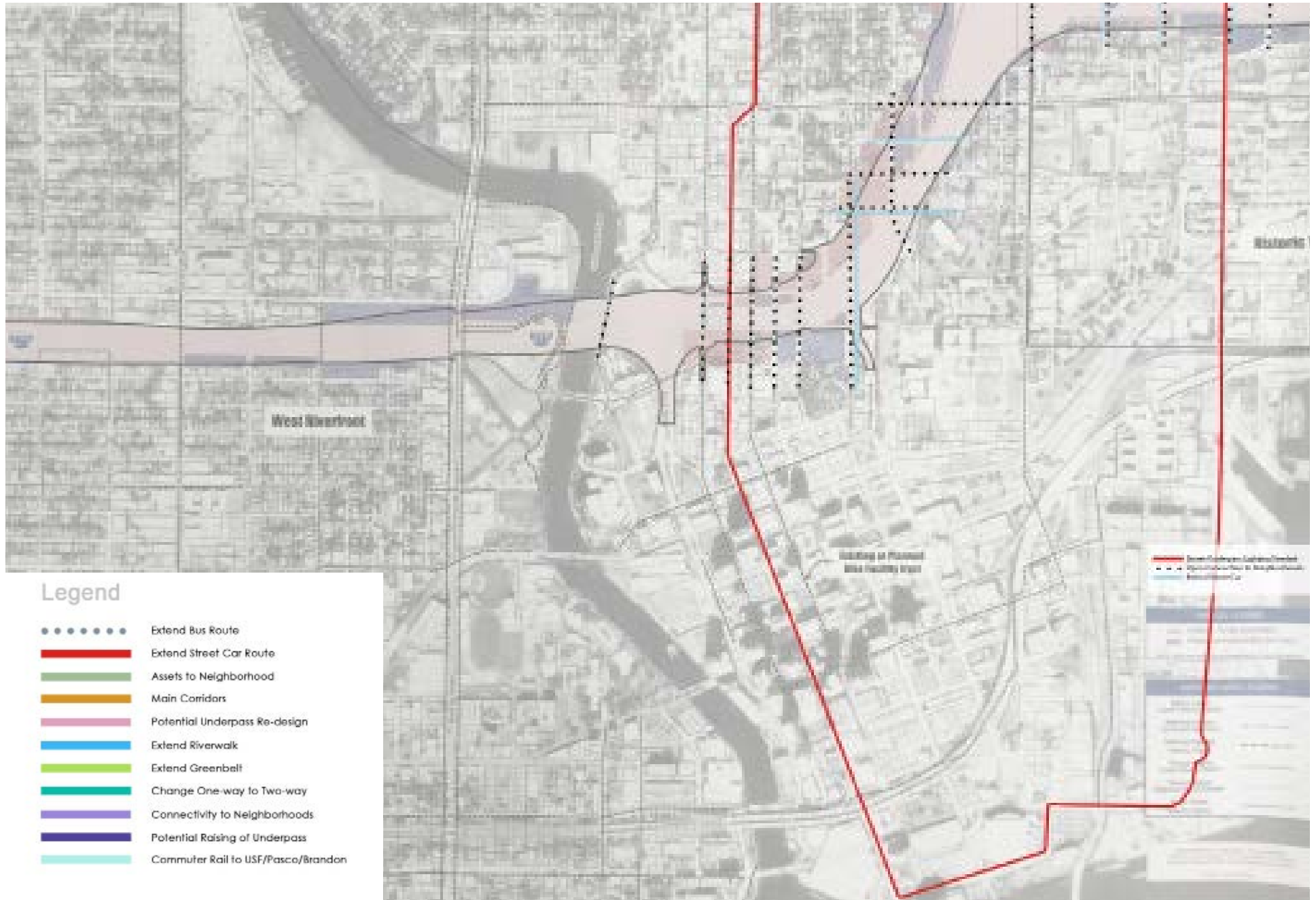
- Mitigate noise
- Provide lighting under overpasses
- Moving and preserving historic structure rather than demolish
- Divert efforts from those encouraging cars only
- Stop the induced demand and direct funds
- Step away from car-attention projects
- Mitigation Prior to Construction
- "I cannot provide support for initiatives to fund currently unfunded improvements when you don't tell me under what realm/scope/jurisdiction the improvements fall.
- Stop making the interstate so wide

Bullet Points of the presentation:

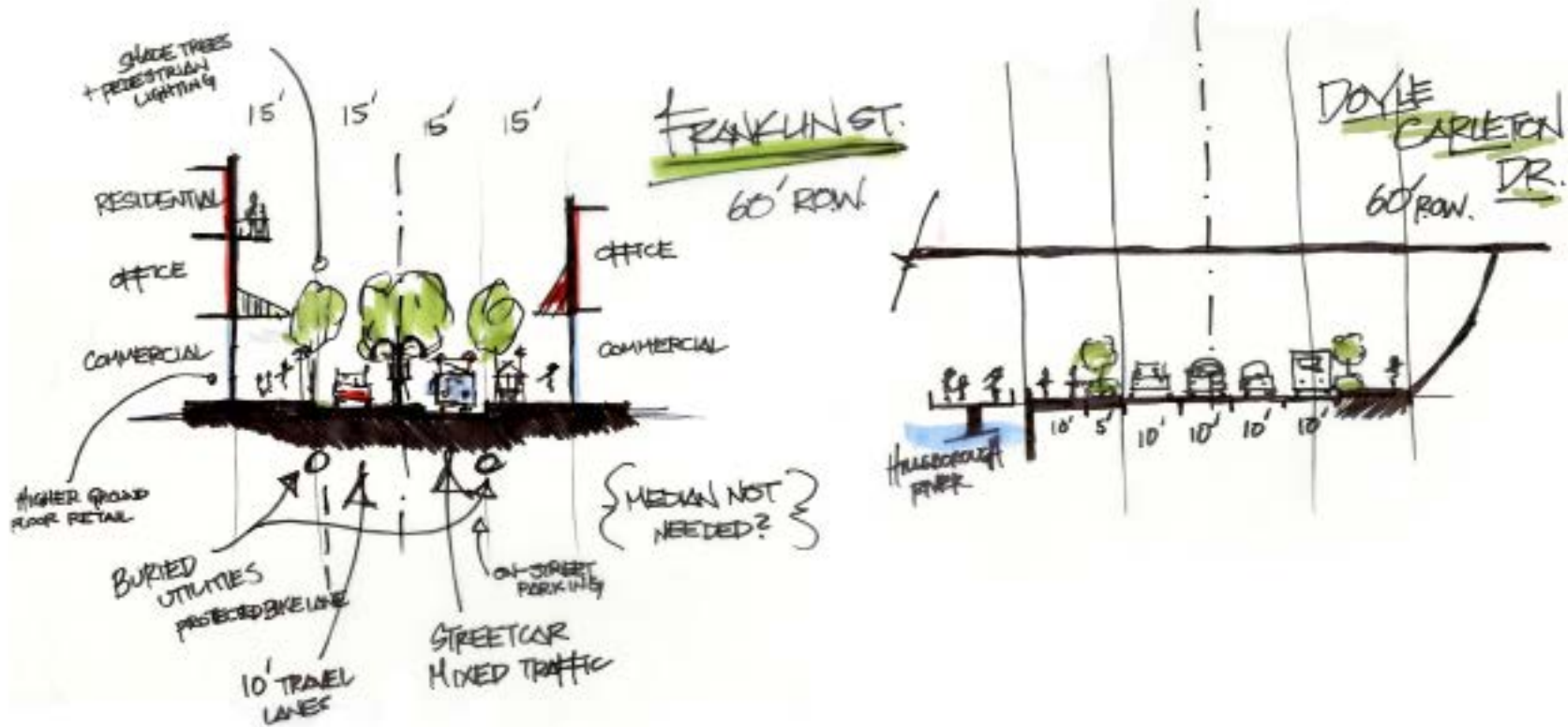
- Minimize footprint of interstate- don't let it dominate the neighborhoods
- Aesthetic design of interstate itself
- Consider design of Luigi Nervi and Michael Fitzpatrick
- Connect street car on Franklin Street all the way to Palm Like 16th Street in Denver
- Complete Streets are essential
- Connectivity under the interstate
- Lighting along street, sidewalk and under interstate
- Landscape and scenery important
- Two-way Florida and Tampa streets- Also make complete streets to encourage pedestrian/bikers near interstate
- Pedestrian connectivity across Laurel Street
- Mitigation
- Noise and lighting
- Continue to preserve historic homes instead of demolition
- Design guidelines - should not just "paste" on aesthetics, begin with structure itself.



Downtown (Group 2) - Goal Mapping



Downtown (Group 2) - Goal Street Sections





## **Downtown** (Group 3)

Goals according to Top 5 themes:

### Mitigation

- Garner Community
- Support for initiatives to fund currently unfunded improvements
- Efficient Connections (Trains, sidewalks, access points)
- Enhance Neighborhoods landscaping, character
- (Mitigate) Noise, Lighting
- Noise Mitigation Seminole Heights

### Public Realm Enhancements

- Under Interstate
- Public Realm
- Safety Improvements
- De-clutter R/W (UTL, etc)
- Cohesive & Unique neighborhood aesthetic

### Street Corridor Design

- Florida Avenue /Tampa Street
- Corridor Enhancements
- One-way to Two-way streets
- Re-establish Main streets
- Localized economic development/entrepreneurship
- Columbus – 2-way
- Complete streets: 22nd, 21st, 7th
- Floribaska, Palm
- Street Design

### Connectivity

- Greenway DTI – Riverwalks - Route TBD
- Focus on pedestrian/Bicycle Access
- Downtown interchange
- Reestablishing local street connectivity
- Tampa/Florida/Columbus Corridor
- Green Artery (Walk Bike V)
- Tampa-Hillsborough Greenways & Trails Plan
- Wayfinding: Greenway as major pedestrian connection

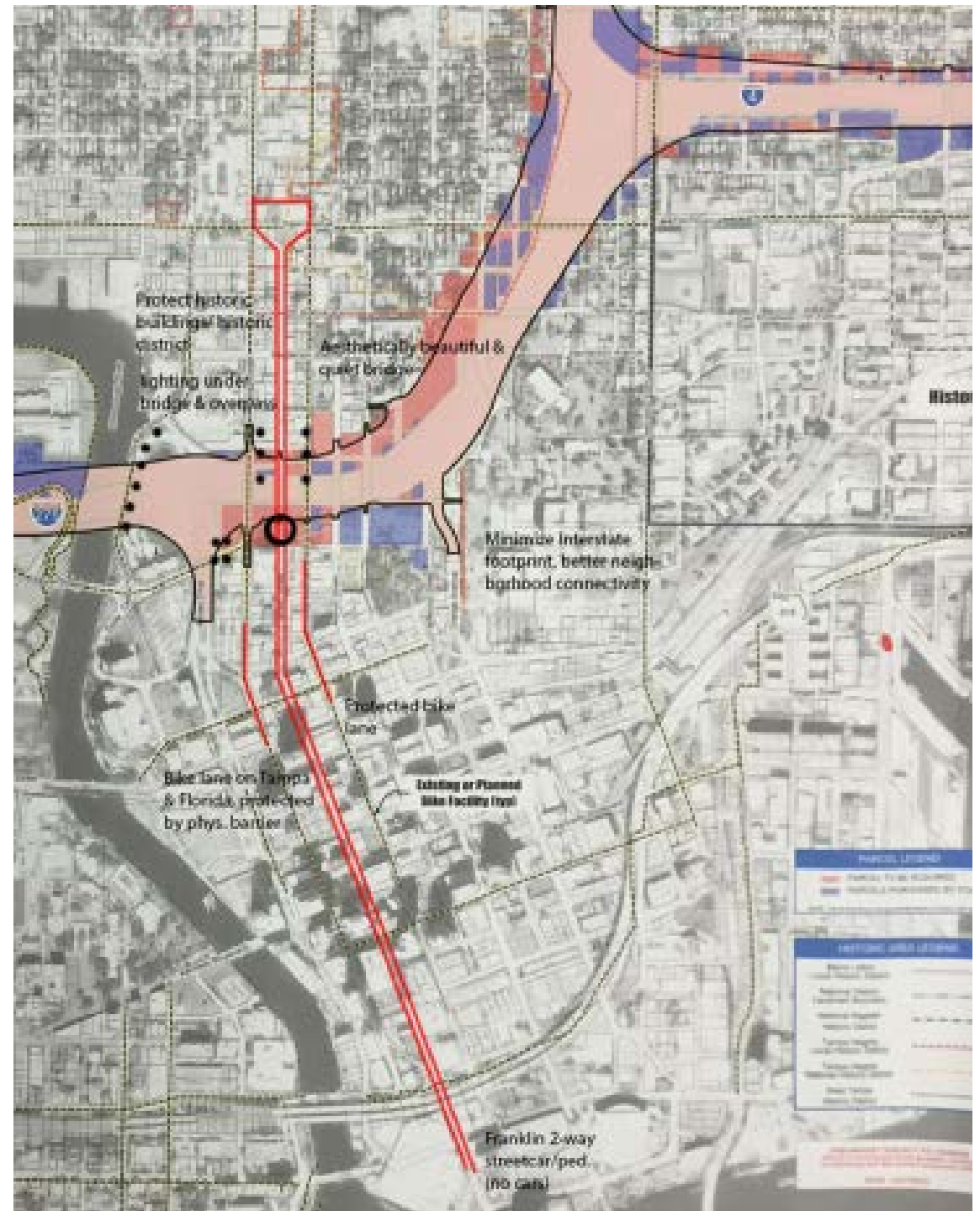
### Transit Options

- Downtown Intermodal Center
- Downtown Transit Assets
- Streetcar modernization and extension
- Access for transporting disadvantaged
- Para-transit service costs
- Protected premium transit envelope
- Electric shared-ride for downtown circulations
- Increase other transit options during construction
- Street Car extension and modernization (Ext. to Tampa Heights)
- Express lanes to be used by transit
- Regional premium transit study- HART
- Last mile connectivity
- Educate neighborhoods “how transit fits”
- Transit options (MPO)
- Bus stop safety audit with HART and FDOT

Downtown (Group 3) - Goal Mapping

### Legend

- • • • • Extend Bus Route
- Extend Street Car Route
- Assets to Neighborhood
- Main Corridors
- Potential Underpass Re-design
- Extend Riverwalk
- Extend Greenbelt
- Change One-way to Two-way
- Connectivity to Neighborhoods
- Potential Raising of Underpass
- Commuter Rail to USF/Pasco/Brandon





Downtown (Group 3) - Goal Street Sections



# WEST RIVER

February 2, 2016





## West River

Goals according to Top 5 themes:

### Transit Options

- Roads of interest: Columbus, Howard, Armenia, Kennedy, Cass, Nebraska, Albany, Main St.
- How do you move Downtown?
- Hart line – down Cypress and Main, need bus routes on Howard
- Street Car – Needs expansion to go down Main St. and North Blvd, connect West Tampa to Tampa Heights and Seminole Heights
- Need water taxi from Channel side, up the entire Downtown River

### Connectivity

- Existing destinations: UT, Boys and Girls Club, Water Works Park, Blake High School, Ulele
- Connection to small local restaurants and businesses
- Improve connections between Ulele and Water Works leading to Downtown apartments, library, Curtis Hixon, etc.
- Better connection to senior center on Julian B Lane

### Street Corridor Design

- North Blvd. needs redesign
- Lighting
- On-street parking
- Efficient parking, not just lots
- Beautification
- Less car traffic
- Bike Lanes

- Austin TX Study
- Use parallel parking to separate traffic and bike lanes
- LED lighting
- Control flooding

### Public Realm Enhancements

- Under the Interstate
- Lighting
- Human-scale lighting (not overhead)
- Wider sidewalks, Handicap accessible
- Artistic columns
- Study Miami for lighting
- Flat sidewalks (not angled)
- Look at Austin, TX for Interstate design
- Green, safe, open, occasional police, clean
- Riverwalk improvements under Interstate
- Trees – Oaks for shade
- Gateways
- Sense of identity and safety
- Signage on Exit 42, Columbus and Main St.
- Details
- Local Artist design
- Unique character
- Relate to Tampa's heritage
- Multicultural nature of each neighborhood

## West River

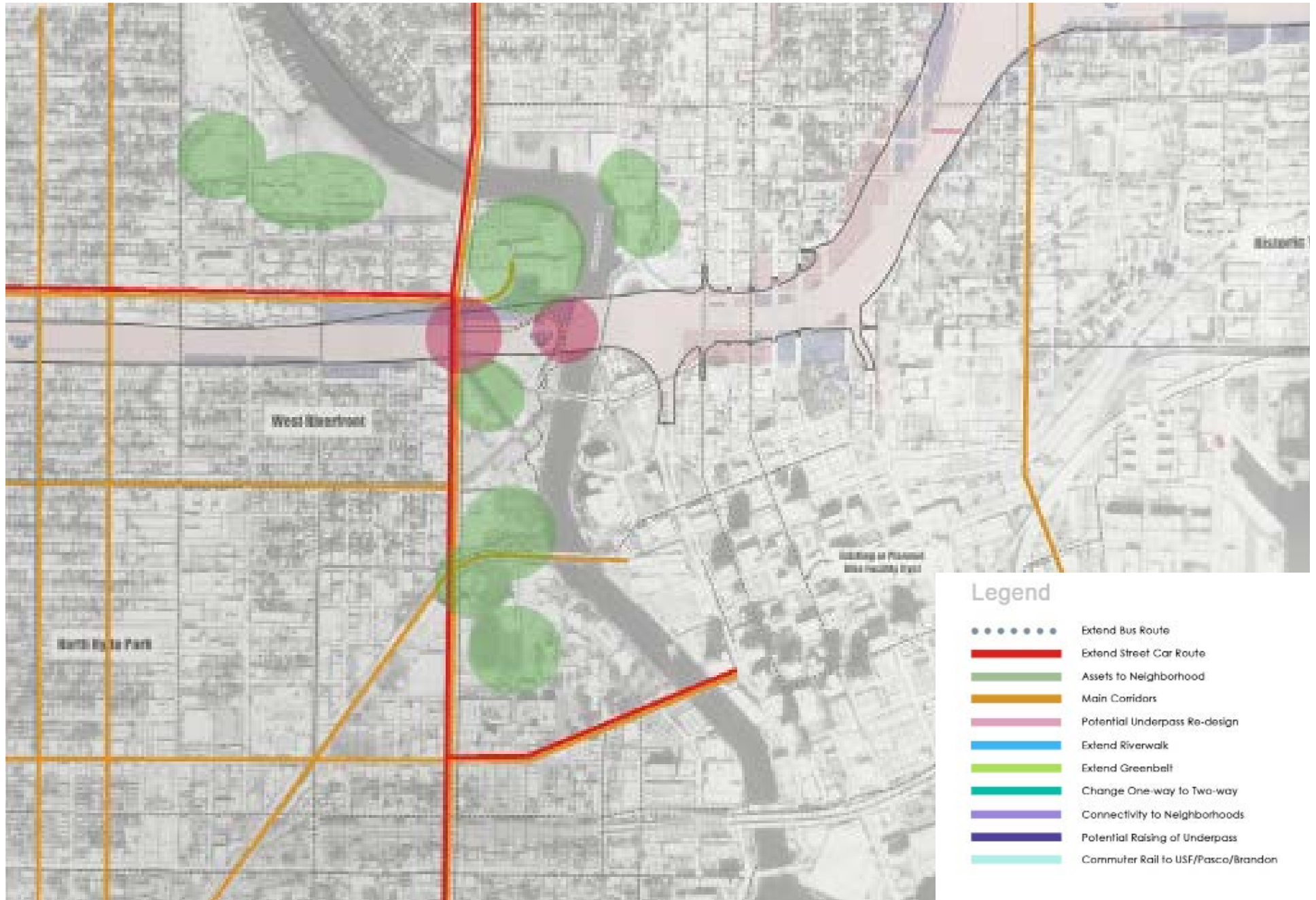
- Show/represent small businesses in the area
- River Enhancements
- Clean for paddle boarding and other water sport activities
- Boat rentals from Water Works Park
- Clean, quiet, artistic and simple

### Mitigation

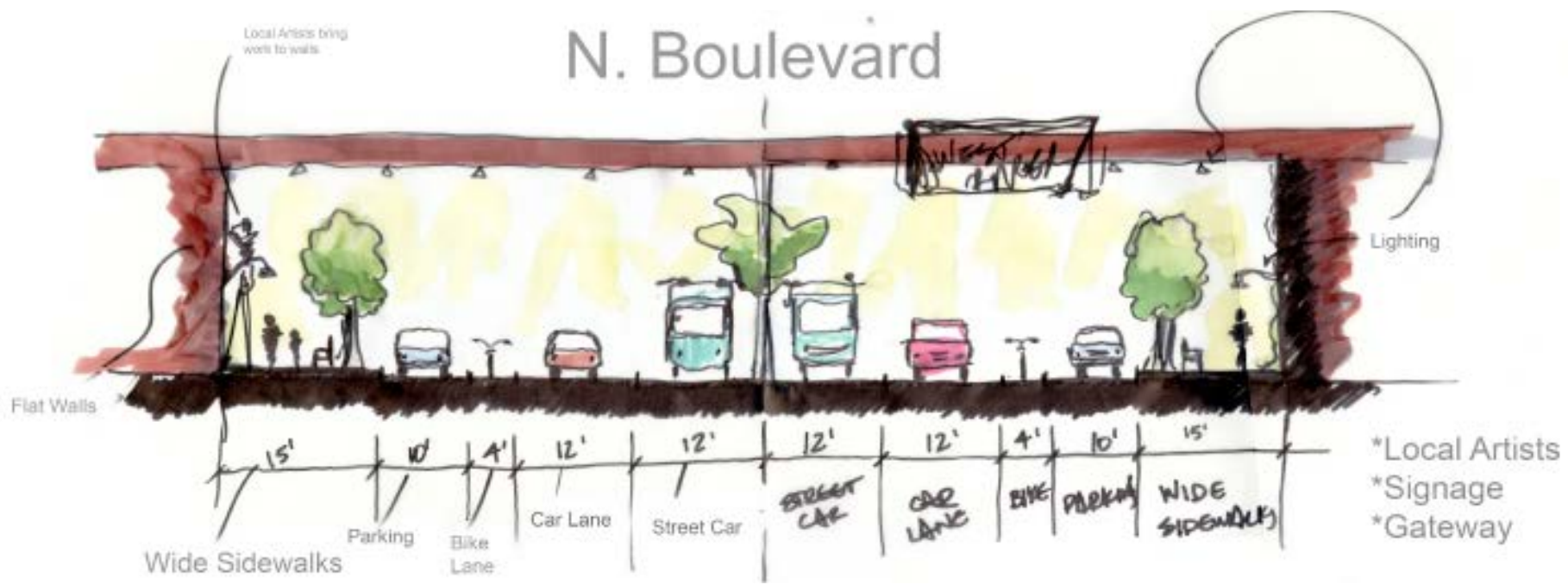
- Research to clean water – involve local schools
- Bring housing agency to these discussions
- There is a disconnect between developers and homeowners
- Clarify how people can continue to be included in further development
- A variety of economic backgrounds should be able to access the new real estate on the river
- Mosquito, insect and rat control



West River (Group 1) - Goal Mapping

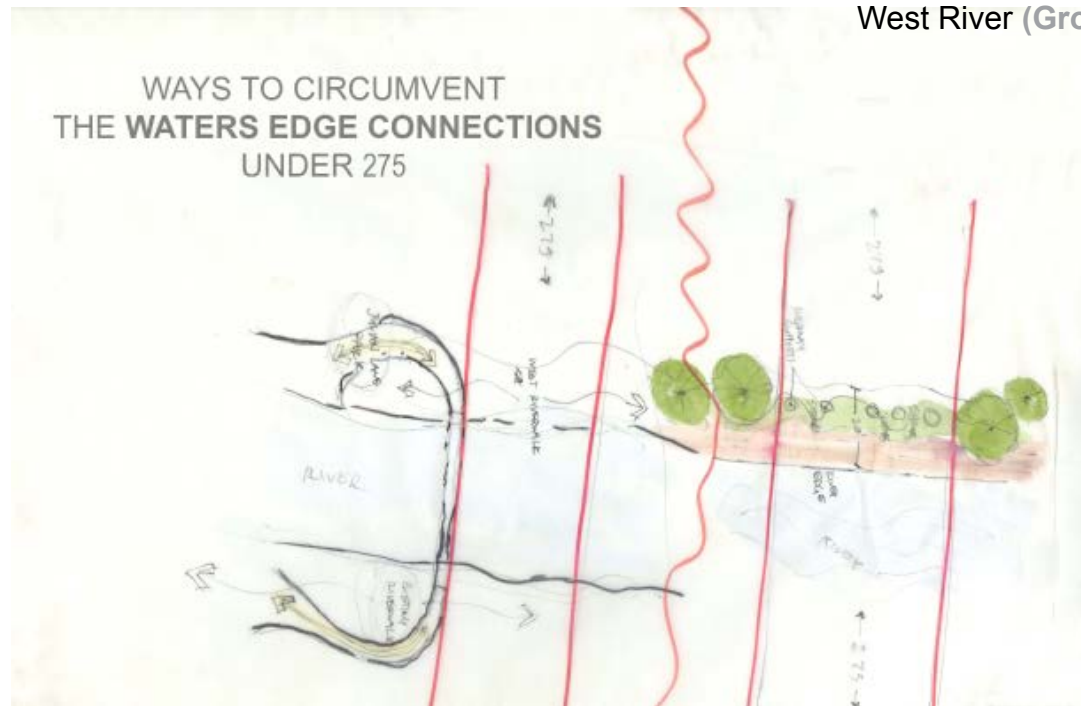


West River (Group 1) - Goal Street Sections





WAYS TO CIRCUMVENT  
THE **WATERS EDGE CONNECTIONS**  
UNDER 275



FACADE GRANTS



# SEMINOLE HEIGHTS

February 16, 2016



## Seminole Heights (Group 1)

### Group Warm-Up

- Easy to bike in
- Close to Downtown
- Neat Historical Houses/Architecture
- High and Dry (no floods)
- Culturally Diverse
- Neighborhood-y
- Diverse
- Bungalows
- Revitalization
- Community Friendly
- United/Unity
- Convenience
- Historical Features
- Local Businesses
- Trees
- Close to everything (Downtown/USF)
- Interesting recent businesses
- Breweries and Tap Houses
- Restaurants
- Multi-aged groups now
- Unique Stores

### Goals according to Top 5 themes:

#### Transit

- Less one-way roads
- Improved bus services
- Streetcars returned
- No one-way streets
- Improved sidewalks (especially on Florida Avenue)
- Longer left-turn signal on Hillsborough-Central, Sligh-Central, MLK - Central
- Bike Routes
- Two-Way Roads implemented instead of One-way
- Light rail
- More Bus Lanes
- Bike Lanes and parks
- Improved bus transport
- More mass transit city-wide
- Longer turn lights
- Eliminate one-way roads
- Streetcar on Central Avenue
- Interstate Access light on Hillsborough

#### Connectivity

- Pedestrian Crosswalks in the new commercial areas of Florida Avenue
- Chelsea underpass is scary
- Connectivity E to W
  - improved
  - safer
- Safer crosswalks/more crosswalks
- Crosswalks for Highland Avenue and Florida Ave.
- More Street Lighting on Central Avenue

Seminole Heights (Group 2)

Street Corridor Design

- Complete incomplete sidewalks (makes neighborhood more walkable)
- Rain in center of Interstate between S/N bound
- Safe sidewalks on Florida Avenue

Public Realm Enhancements

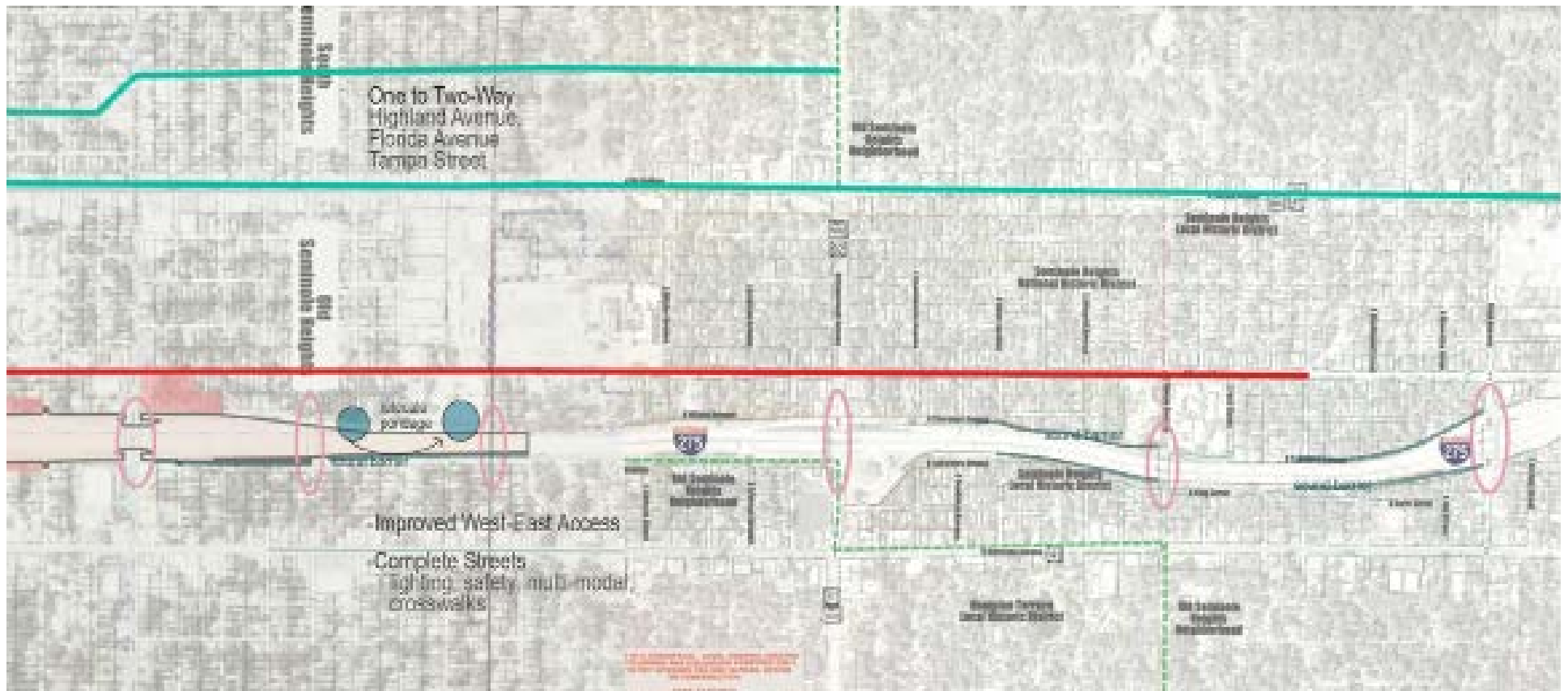
- Retention Pond where pool is located
- No destruction to Central Avenue
- Speed Limit on Florida Avenue vs. walking on side walks close to cars
- LED Lighting where possible
- East/West Hillsborough needs more connectivity and especially lighting
- Limiting billboard sizes and number of billboards on roadways
- Make retention pond look like a park
- Beautify Florida Avenue
- Landscaped bike paths
- More street lighting
- Gas-lit type designed street lights on neighborhood streets

Mitigation

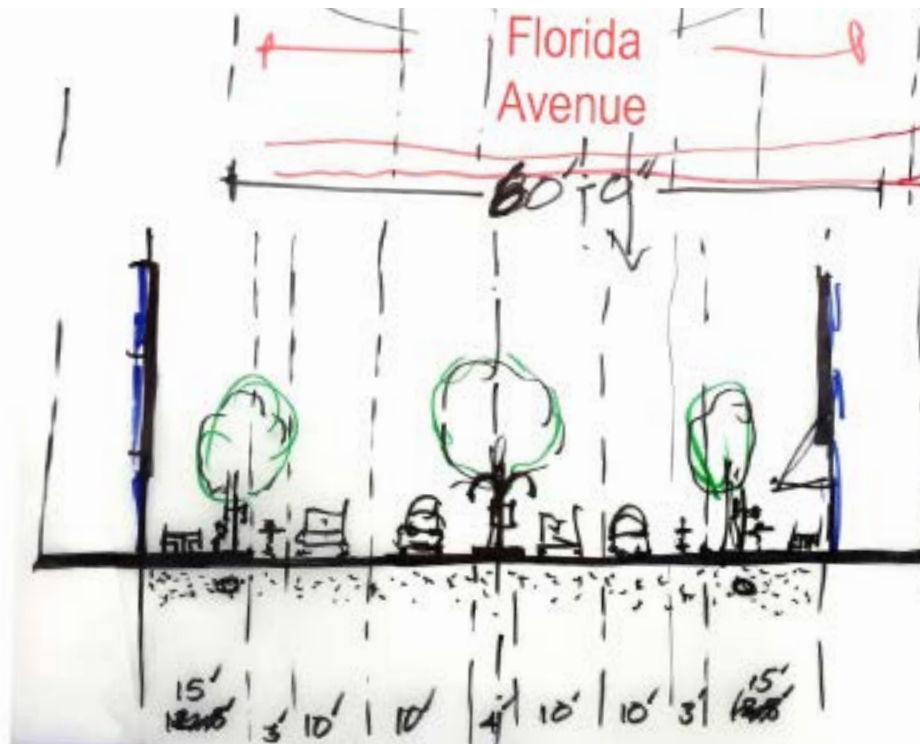
- Mosquito Mitigation
- Sound Mitigation
- Retention area vaulted
- Solar powered speed signs
- Better, safer sidewalks on Florida Avenue



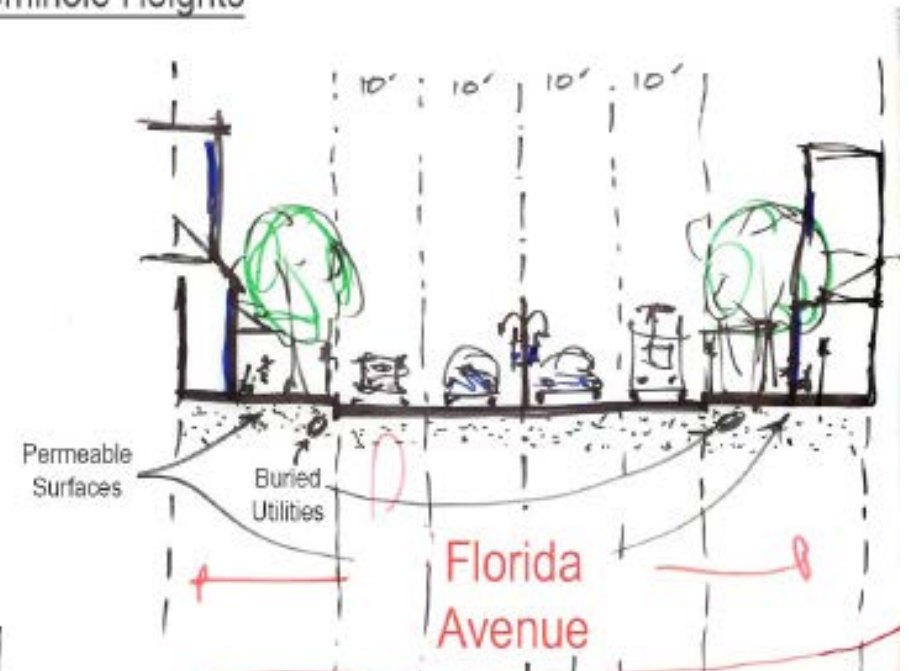
## Seminole Heights (Group 1) - Goal Mapping



## Seminole Heights (Group 1) - Goal Street Sections



## Seminole Heights





## **Seminole Heights** (Group 2)

### Group Warm-Up [order of importance]

- Transit Options
- Street Corridor Design
- Connectivity
- Mitigation

### Goals according to Top 5 themes:

#### Protect:

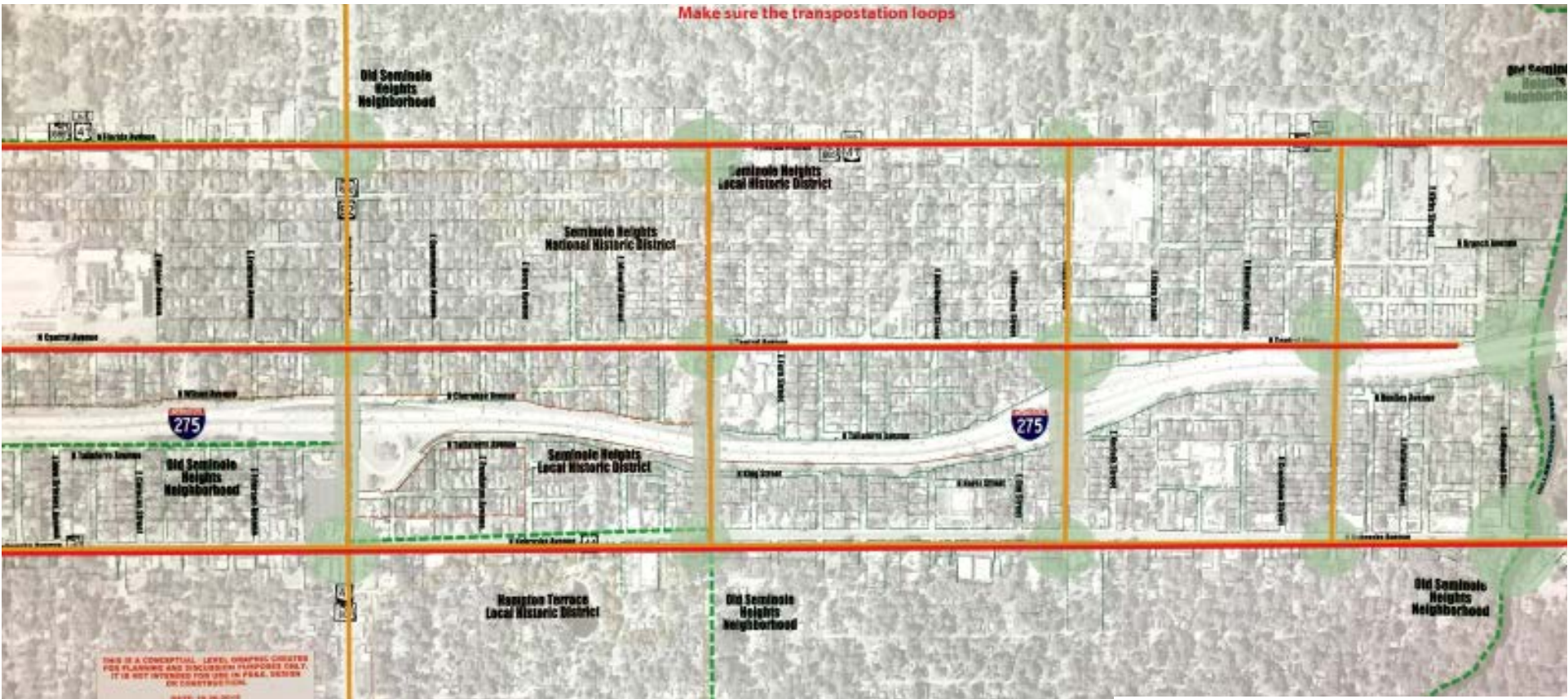
- Historical Elements.
- Protect neighborhood from traffic cutting through.
- Grand Oaks and wildlife.
- Better timed lights on Florida and Tampa.
- 15th Street Pedestrian protection.
- Beautification, Maintaining the existing.
- Brick / Wrought Iron Details.
- Increased Traffic on local roads.
- Florida, Nebraska, and Osborne.
- Environmental Study / Mitigation.
- Air quality.
- Provided shade.
- keep Floribaska exit.
- Distinction between Commercial and residential.
- Maintain existing churches, schools, houses, etc..
- Design as well as engineer around the idea of “integrity of neighborhood”

#### Enhance:

- Widen sidewalk buffer to protect pedestrians.
- Hillsborough Exit going South.
- Slow cars exiting Ramp.
- Green spaces.

- Sound barriers with multiple layers.
- Skateboards, Scooters, and Wheelchair access.
- Benches / Street furniture.
- Elements incorporated into the barrier between people and vehicles.
- Green spaces.
- Chelsea, Hanna, and Sligh.
- More shade from objects and trees.
- Time the lights on Dale Mabry and Florida Ave.
- Parking on the back of buildings.
- Pet friendly areas with trash cans.
- Wrought Iron, Signage, balustrade, and Brick.
- Water features.
- Slow down speeding cars.
- Complete the streets for neighborhood feel.
- Fixed rail system.
- Local circulator that is conscious of rush hour.
- Air Quality.
- Beautification.
- Historical elements.
- Public Transportation
- Bike Lanes
- Trolley
- Fix the local internal projects of the city before the interstate

Seminole Heights (Group 2) - Goal Mapping



- Legend
- Extend Bus Route
  - Extend Street Car Route
  - Assets to Neighborhood
  - Main Corridors
  - Potential Underpass Re-design
  - Extend Riverwalk
  - Extend Greenbelt
  - Change One-way to Two-way
  - Connectivity to Neighborhoods
  - Potential Raising of Underpass
  - Commuter Rail to USF/Pasco/Brandon



## **Seminole Heights** (Group 3)

Goals according to Top 5 themes:

### Top Categories

- Connectivity and expansion of local transportation
- Historic preservation
- Complete Streets
- No Design/Build RFP
- Update research for the project

### Transit Options

- Options other than driving
- Continuity of public transit
- Extend Trolley
- Downtown to Hyde Park and Seminole Heights
- Westshore
- Want a Modern Streetcar
- Commuter Rail
- Bicycle Trails and lanes

### Connectivity

- Don't "Dead End" Public transportation
- Connect downtown to all neighborhoods
- Bike Connectivity
- Expand Greenway
- Expand Bus Routes down Florida Avenue and connect to Nebraska
- More Frequency
- Continuity
- Multimodal Center for all transit

### Street Corridor Design

- One-way to Two-way Streets
- Pedestrian Bridge over interstate
- Orlando Study
- Complete Streets
- Pedestrian Friendly

### Complete Sidewalks

- Crosswalks more frequent and safer
- Branding
- Signage specific to neighborhood
- Made from local artists
- Welcoming
- Stand out

### Public Realm Enhancements

- Under Interstate enhancements
- Lighting
- Landscaping
- Widen Sidewalks
- Make Safe
- Public Art
- Barrier between Pedestrians and Cars
- More Shade Trees
- Safe
- Benches
- Revitalize Public Realm and businesses
- Investment in greenway
- Parks
- Bike Friendly

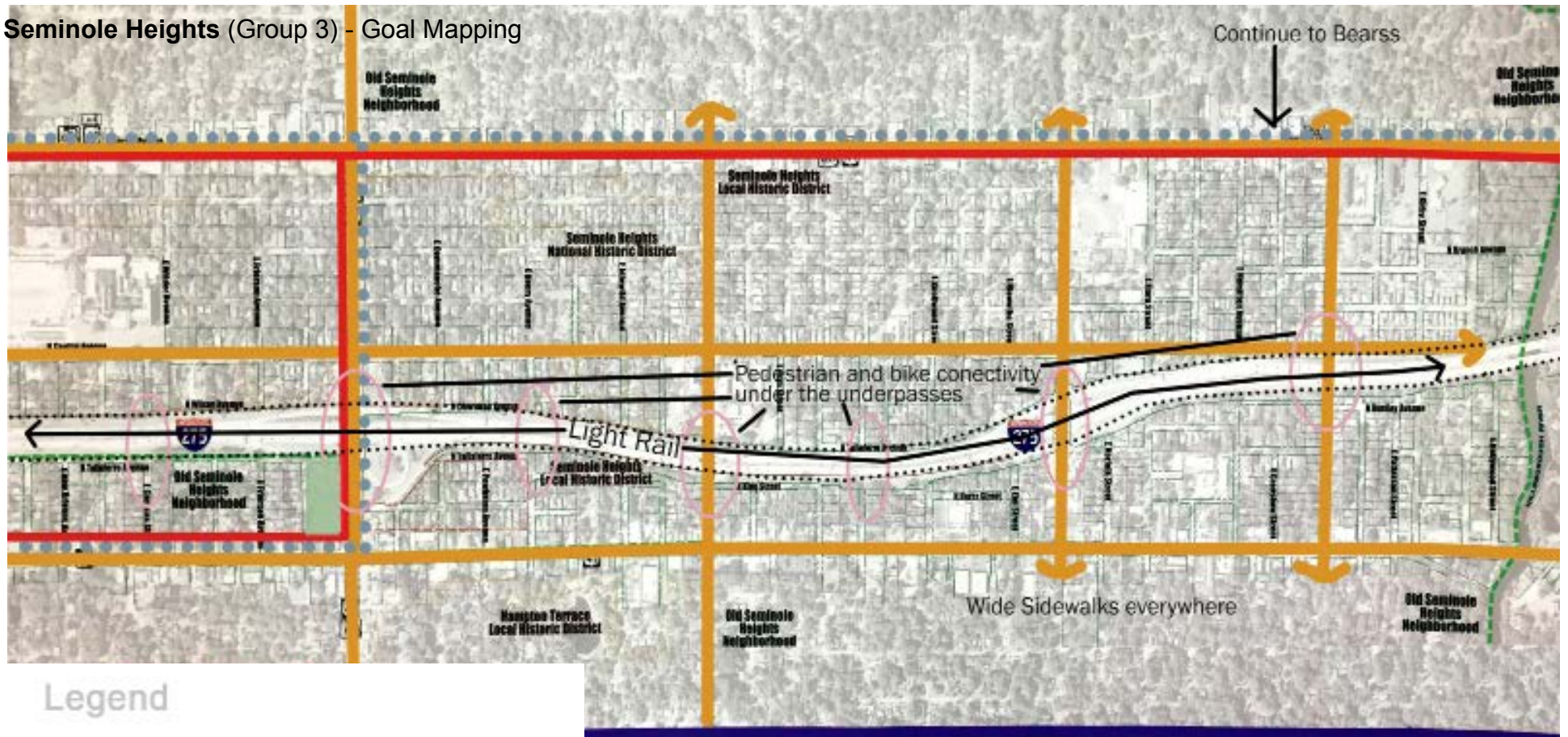
**Seminole Heights (Group 3)**

**Mitigation**

- Demographic Study
- Who has been impacted in the past from interstate building and expansion
- Demand other studies on impacts
- Economic
- Environmental
- No Design/Build
- Options for Multimodal center options
- Update all research and maps
- Full Disclosure before anything begins



## Seminole Heights (Group 3) - Goal Mapping



### Legend

- • • • • Extend Bus Route
- Extend Street Car Route
- Assets to Neighborhood
- Main Corridors
- Potential Underpass Re-design
- Extend Riverwalk
- Extend Greenbelt
- Change One-way to Two-way
- Connectivity to Neighborhoods
- Potential Raising of Underpass
- Commuter Rail to USF/Pasco/Brandon

## Seminole Heights Alternate Tables led by Community Members

### Group 4:

#### Transit Options

- Dedicated lanes for only
- Buses
- Rail Line
- Would like to not own a car
- Train System
- Transform the highway into a Boulevard
- Park and Ride Lots
- Commuter Rail
- For Suburban Residents
- Have Transfer Stations
- Mini Buses
- More Frequency for Buses

#### Connectivity

- Connectivity from neighborhoods to downtown
- Modern Street Cars
- Tampa Heights to Seminole Heights to East/West Tampa
- Biking
- Expand Bike Share program
- Protected Bike Lanes by parked cars
- Complete bike trails along green spine
- Bring to Riverwalk
- Safe walking trails
- Connect all neighborhoods
- Decrease need for roads
- Alternate route for rush home

#### Street Corridor Design

- Complete Street Design
- Widen Sidewalks
- Public Realm Enhancements
- Landscaping

- Shade trees
- Offset Carbon Footprint
- Move Utilities underground
- More Parks
- In conjunction with any infrastructure and pay for maintenance of these public realm spaces
- More Crosswalks
- Enhance existing underpass
- Light
- Landscape
- maintain
- Lower Speed limits
- Speed Humps

#### Mitigate

- Funding for 15 years of increased HART Bus service
- Funding in town transit

### Group 5

#### Transit

- Commuter Rail
- Local Circulator Routes
- Expanded Bus service hours
- Bicycle/Car sharing Routing
- Expand
- Bus Route
- Trolley/Street Car

#### Connectivity

- Sidewalks/Ride Sharing
- Park and Ride Spaces
- Street Corridor Design
- More Sidewalks/Crosswalks



- Reduce car centric corridors
- Two-way streets
- Design for Bike and Pedestrian Safety

#### Public Realm Enhancements

- Preservation of historic spaces and homes
- Trees
- Overpass amenities needed

#### Mitigate

- Carpooling Lane
- Positive Transit Experience
- Complete Agreed Upon term to meet community needs
- Prior to funding
- Study Impact
- Property Values
- Tax Revenue Loss

### Group 6

#### Transit Options

- Bike paths
- Dedicated bike way
- More bike paths
- Continuous
- Trolley
- Light Rail
- Bus Frequency
- Later hours on Weekends
- Have Public transportation on Florida Ave. after 10 pm
- Continuous sidewalks

#### Connectivity

- Connect Riverwalk to Hillsborough
- Synchronize traffic lights
- Smart Lights
- Two Way Streets
- Pedestrian pathway over 275

#### Street Corridor Design

- Redesign Florida Ave.
- Reopen Access Points
- Roundabouts
- Pedestrian Friendly

#### Public Realm Enhancement

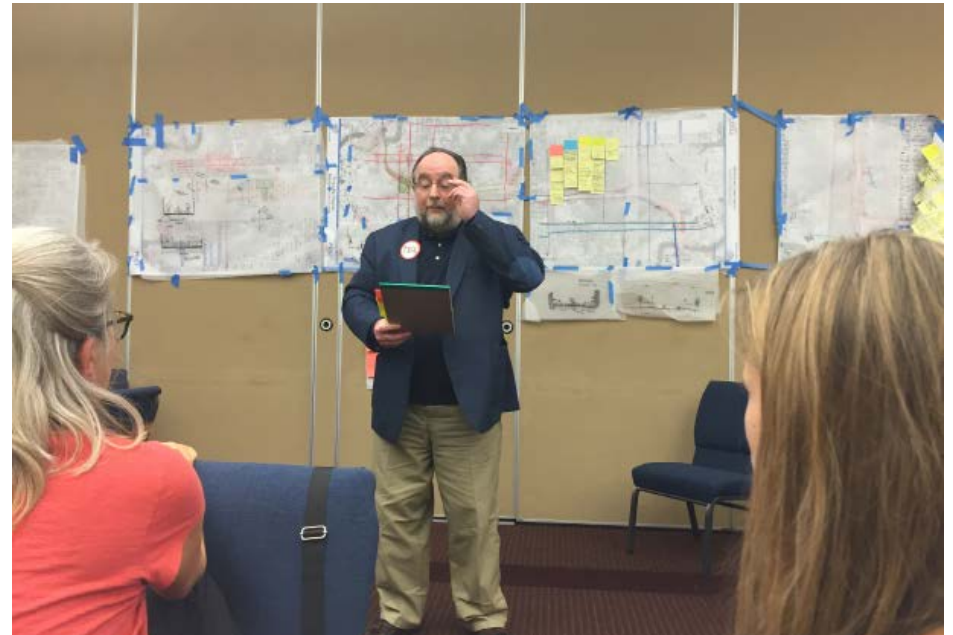
- Public Art
- Safe Streets
- Police
- Emergency Call Boxes
- Sound Buffering
- Landscaping
- Parking Garage
- Complete Streets
- Lightning
- Benches
- More Trees
- Bus Shelters
- Public Restrooms
- Control Litter
- More places to throw Garbage/Recycle

#### Mitigate

- Activate the buss/trolley first
- Concern about removal of historic areas/buildings
- Look into Lite Transit
- Address the issues of residents as first priority
- Look into Boulevard

# TAMPA HEIGHTS

February 22, 2016





## Tampa Heights (Group 1)

What we love about Tampa Heights – Warm-up activity:

- Older style homes
- Large trees
- Quiet streets for homes
- Waterworks park and riverwalk connecting south
- Historic
- Developing over past 10 years
- Recent city improvements i.e. Waterworks
- Easy access to get anywhere < Interstate and Streets: Nebraska, Columbus
- Franklin street business, restaurants and bars e.g. Café Hey, Hidden Springs Ale Works
- Trees, river, central access to all points of City/County, WW Park, Green spaces
- Lee's grocery THJCA building
- Brick streets
- Ulele
- Indie Flea
- Rialto
- Historic homes/buildings
- Connectivity with other neighborhoods
- Community garden
- Tampa Heights Junior Civic Association and Community Center (on Palm Avenue)

Goals according to Top 5 themes:

### Transit Options

- Bus:  
More covered bus shelters (rain)  
More Bus stops and improve frequency  
Broader Schedule A.M.-P.M.
- Bike:  
Bike lanes/Bike Share  
More bike trails  
Safer bike lanes (lighting)  
Less on-street share rides for bikes
- More River Ferries; Boat Taxi's
- High Speed Rail
- Trolley
- E/W and N/S buses, trolleys, elevated rail
- Extend Riverwalk north
- Extend the Streetcar through Tampa Heights into Seminole Heights
- Safer sidewalks for walking
- Florida Avenue/Tampa Street – Make two-way
- Less two-way streets (to avoid demolition of houses)

### Connectivity

- Keep the current greenbelt where it is and extend it north and south
- Reduce the footprint of the interstate as it expands; it deepens the divide between our communities: Downtown to Tampa Heights/Tampa Heights to VM Ybor
- Green Space/Bike in conjunction with Railroad Crossings
- Keep the Floribruska entrance/exit to I-275

### Tampa Heights (Group 1)

- Do not raise height of interstate
- Expand transit starting north (Hillsborough County/ Pasco County)

#### Street Corridor Design

- Turn lanes on Palm and Nebraska (or turn arrows)
- Sidewalks completed, wider and continuous
- More crosswalks on Tampa Street/Florida Avenue (Make them more visible)
- Save brick street
- Remove parking lots between sidewalks and building facades
- More bike friendly lanes on existing roads
- Protected bike lanes with physical divisions
- Wayfinding for semi-trucks
- Designated routes for semi-trucks
- Off street parking for patrons along Florida Avenue

#### Public Realm Enhancements

- Maintain historic character, sidewalks and landmarks
- Better street lighting
- Public artworks
- Human scale lighting
- Gas light look
- More brick
- Sconces
- Underpass beautification
- More greenery artworks
- Design of Trolley Stops (Not elevated/handicap access)

#### Mitigation

- Reducing the footprint of the interstate
- Work on local streets before TBX starts on interstate
- Consider “no-build” in conducting updated studies on TBX
- Acknowledge the concept of induced demand (don’t build TBX- it will simply encourage more congestion)
- More frequent studies – 1991 Plan outdated
- More recent studies (Miami, Portland, Seattle)
- FDOT and SHPO to develop “out-of-the-box” mitigation for loss of historic structures, rather than buy, rehab, move and sell
- Work on transit first before TBX
- Build and implement streetcar/bus extension and expansion before any more construction related to TBX

#### Concerns

Reduce pollution: don’t build TBX and thereby encourage more driving and pollution. There are few/no public realm enhancements that prevent me from inhaling the additional exhaust fumes that TBX will create  
I’ve seen the effects of toll lanes in South Florida. They do not work – use another strategy beside TBX



## Tampa Heights Group 1 Notes

### Transit Options

- more options; rail
- better transit schedules
- safety for all option
- better E/W corridors/routes
- River ferry
- Extend streetcar routes
- Existing interstate footprint divides our communities
- Extend the trolley from Ybor

### Connectivity

- more connections from Tampa Heights to lead East
- more continuous sidewalks
- repair broken sidewalks
- redesign to keep Floribruska open

### Public Realm Enhancements

- Public artworks
- designed trolley stops
- better underpass for cars and pedestrians
- highway sound barrier
- more brick

### Street corridor design

- completed streets and sidewalks
- more crosswalks
- protected bike lanes

### Mitigation

- re-evaluate 1996 studies
- include more recent studies
- Transit options first
- Tampa Bay Express is not progress

Tampa Heights (Group 1) - Goal Mapping

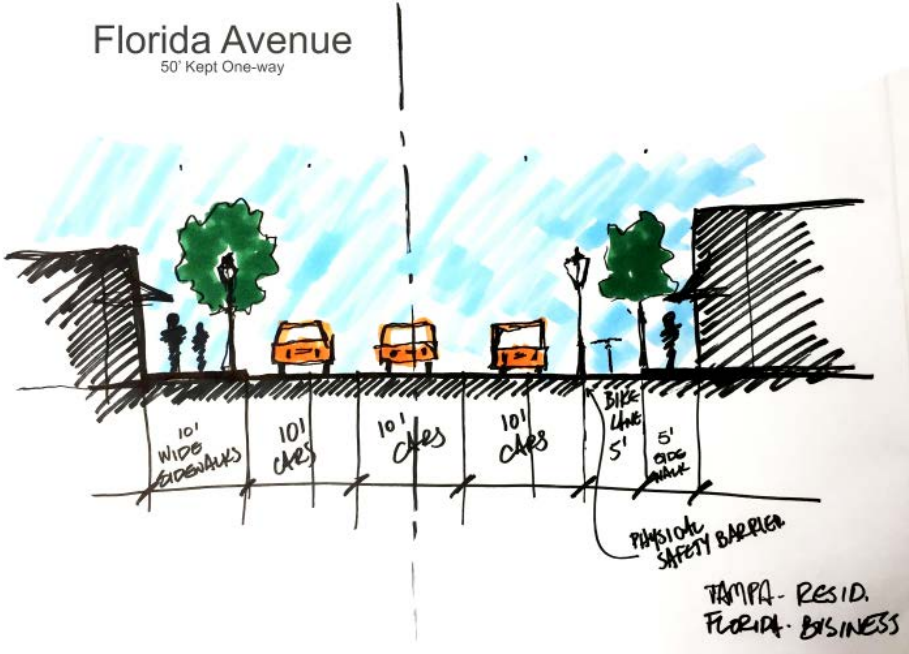
Legend

- Extend Bus Route
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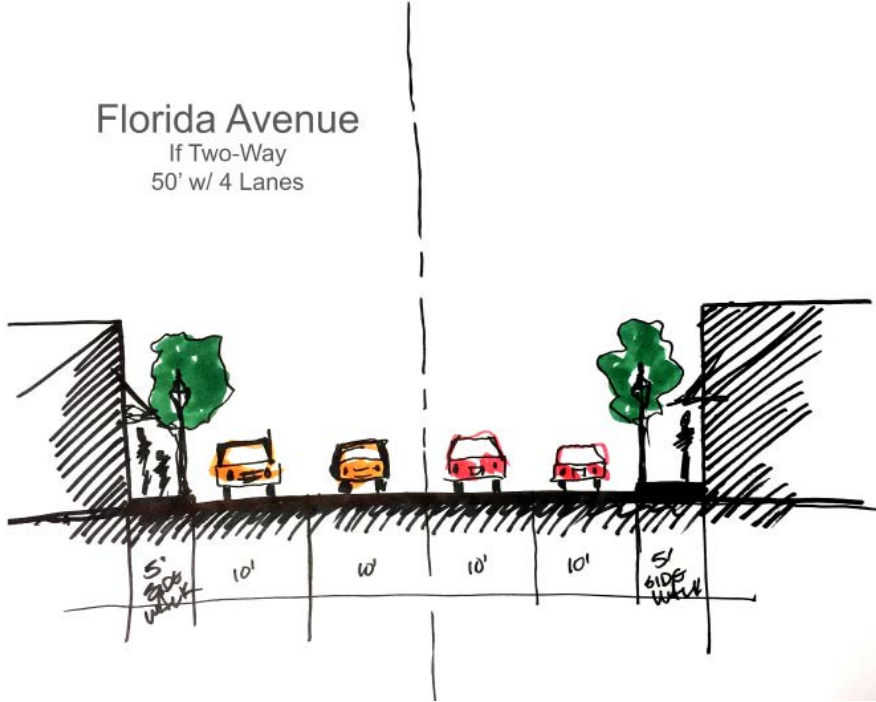




Florida Avenue  
50' Kept One-way



Florida Avenue  
If Two-Way  
50' w/ 4 Lanes



## Tampa Heights (Group 2)

Goals according to Top 5 themes:

### Transit Options:

- Trolley line through Central ave.
- Rubber tire Trolleys to reduce sound.
- Need for good design.
- Concern about the noise along the trolley route, because there are homes nearby.
- Ybor / Highland + 7th / MLK + Seminole heights.
- Transit stops w/ 5 min walking radius
- Trolley for internal traffic
- Convenience of use for local transportation.
- Accessibility.
- Trolley system enlarged to its pre existing footprint Ybor to Tampa.
- Light rail along highway.

### Connectivity

- Program spaces under underpasses like farmers markets, playgrounds.
- Underpasses / Pedestrian overpasses.
- Green connector w/ the storm water park.
- Mini commercial nodes under highway.

### Street Corridor Design:

- Florida turned into a two-way.
- Protected bike lanes both sides.
- Landscape divisions / protection.
- Attractive lighting, historic gas lamps.
- 7th Ave. needs to be re-straightened under highway.
- Need for places for rest and shade.
- Covered transit stops (bus stops)

- Street furniture.
- Pedestrians and bike lanes protected from traffic.
- Bike racks at the dedicated parking area.
- Complete streets. Ammenitied for all uses (biking, walking, parking, buffer, and vehicles.)
- High Speed Street should have a buffer for bike and pedestrians.
- Parking / dedicated off street modular
- Protected transit stops
- Storm water treatment should be a greenway
- Franklin and Palm Ave intersection pocket park
- Florida and Columbus roundabout
- Less lights
- Bio filtration – Stormwater
- Franklin Street revitalization
- More trees
- Pocket Parks
- Handicap accessible
- More trees
- Utilize roundabouts only in some places.
- Public realm enhancements
- Lights and cameras under the underpasses
- Trees and benches
- Brick details / brick crosswalks
- Keep Floribraska exit / in separate lane
- Wider right of way
- Green wall
- Green columns covered in foliage
- Landscaping



**Tampa Heights** (Group 2)

- Neighborhood markets.
- 7th and Palm should be a green connector.
- Room to bike and walk under green underpasses.
- Artwork on the experience of the green underpass.
- Surveillance.
- Local art / artists.
- Oak trees.
- Well-lit green underpass.
- Florida friendly landscaping.
- Crosswalks on all intersections.
- Benches.
- Covered transit stations.

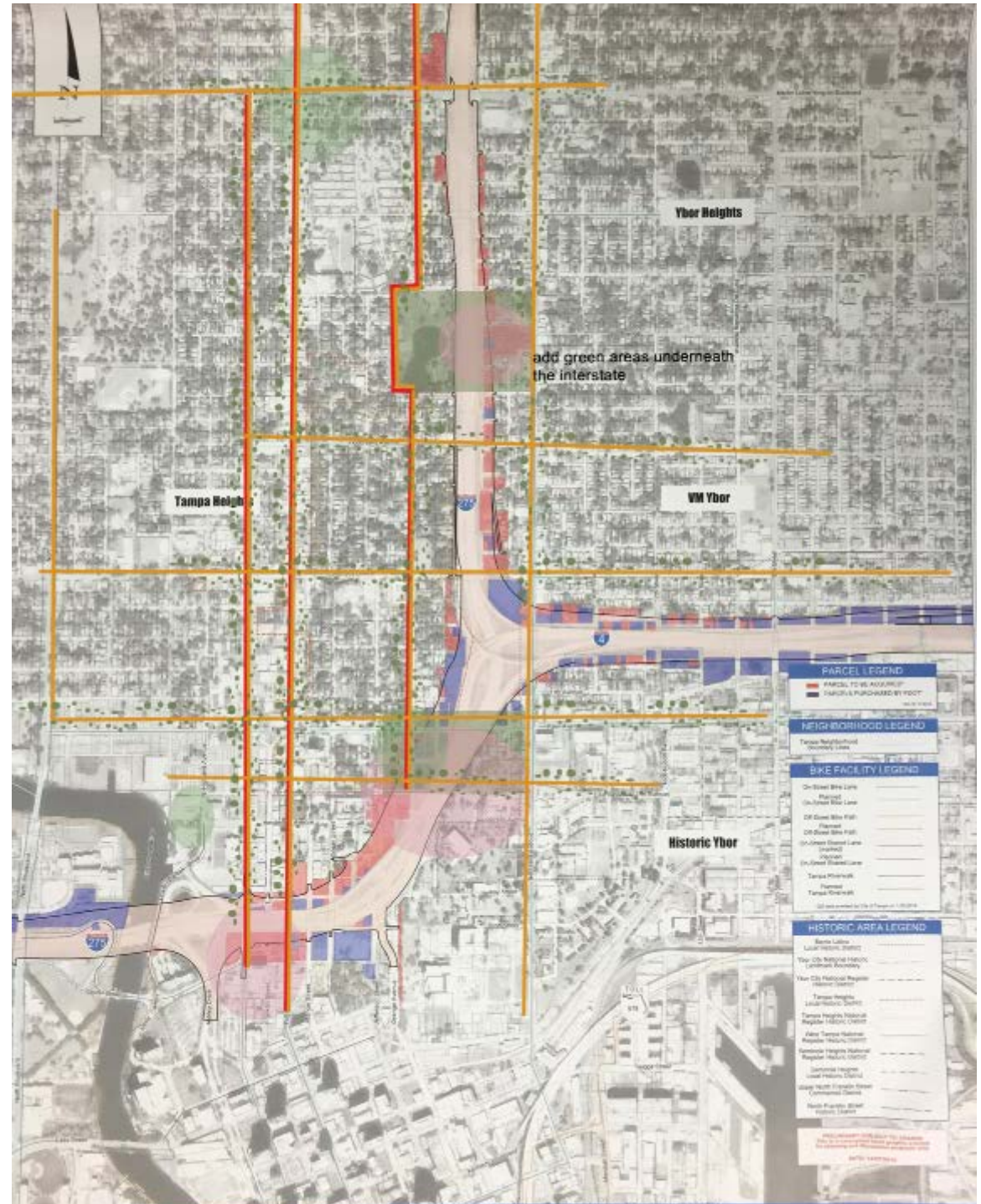
Mitigation:

- Level all of 275 from Bears to Westshore.
- Make it grade level boulevard.
- Make it stay within the footprint.
- Maintain railway and community parking.
- Traffic circles.
- Public parking spaces between all of the mayor intersections.
- Beltway around the city / not through the city.
- Light rail to Brandon/Wesley chapel.
- Front-end loaded fixtures for neighborhoods first.
- Grand Boulevard through the city, beltway through the outside.
- More mitigation studies.
- Request a forum with the MPO just about TBX.
- Light rail that comes from Tampa international airport to USF.
- Update the studies on environmental impact.

## Tampa Heights (Group 2) - Goal Mapping

### Legend

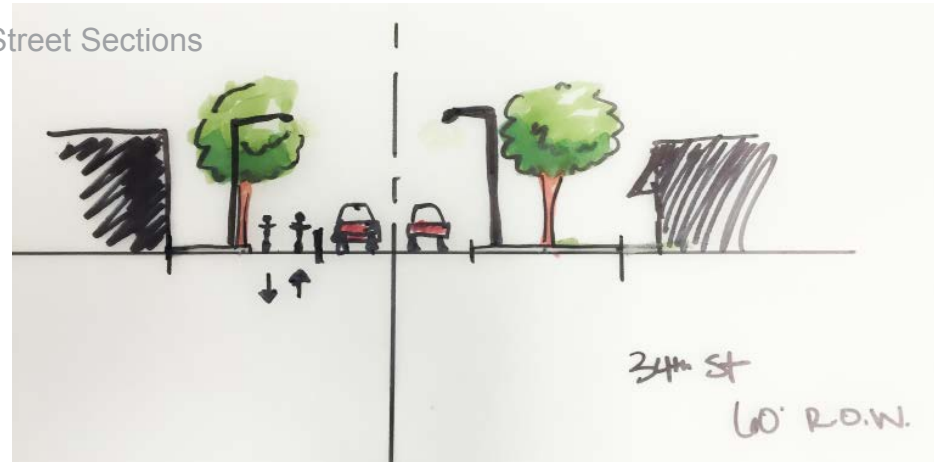
- |   |                                    |
|---|------------------------------------|
|  | Extend Bus Route                   |
|  | Extend Street Car Route            |
|  | Assets to Neighborhood             |
|  | Main Corridors                     |
|  | Potential Underpass Re-design      |
|  | Extend Riverwalk                   |
|  | Extend Greenbelt                   |
|  | Change One-way to Two-way          |
|  | Connectivity to Neighborhoods      |
|  | Potential Raising of Underpass     |
|  | Commuter Rail to USF/Pasco/Brandon |





## Tampa Bay Express - Workshop Series 2

### Tampa Heights (Group 2) - Goal Street Sections



## **Tampa Heights** (Group 3)

Goals according to Top 5 themes:

### Transit

- Bus
- Express
- Helps to reduce car trips
- Have long routes/trips
- Increase frequency
- Fix current transit schedules
- Current ones are confusing
- Extend the street car

### Connectivity

- Advanced complete street corridor
- Close Floribaska Access
- More bike lanes
- Protected
- Improve Safety
- More sidewalks
- Wider
- Improved
- Bus Circulator
- Ybor and Tampa Heights
- To Seminole Heights

### Street Corridor Design

- Lighting for crossings
- Can also act as Gateway
- Bridge aesthetics
- Lane Reduction
- Columbus Ave
- Complete street
- Business incentives to enhance North Franklin

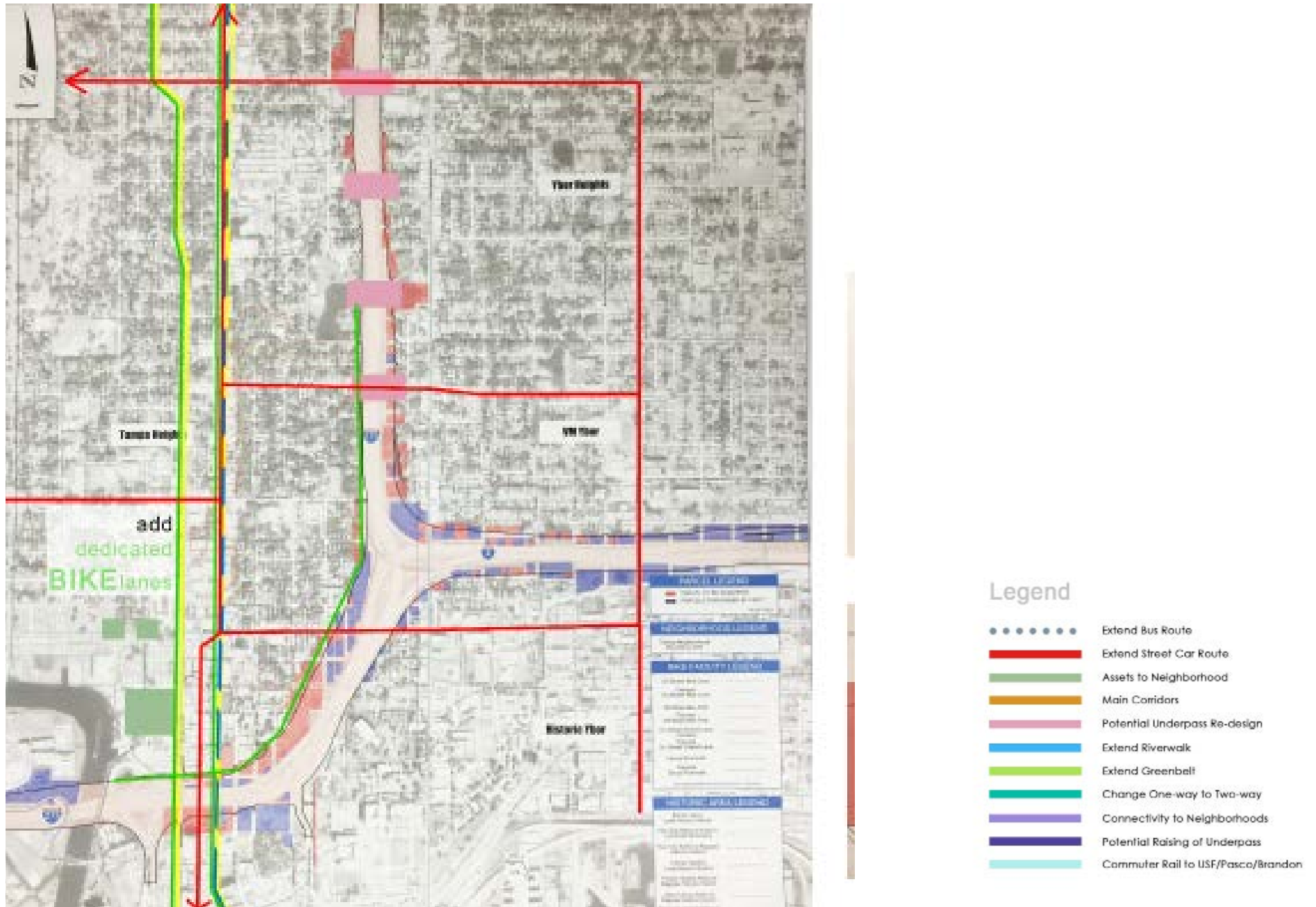
### Public Realm Enhancements

- Sculpting Garden
- Public Art under interstate
- Taco Stands
- Public restrooms
- Move all Historic Buildings
- Preserve
- Native vegetation for our public realm
- Laurel Street Pedestrian Crossing
- Riverwalk to Julian B Lane
- Park Space
- Slides
- Basketball Courts
- Shaded

### Mitigate

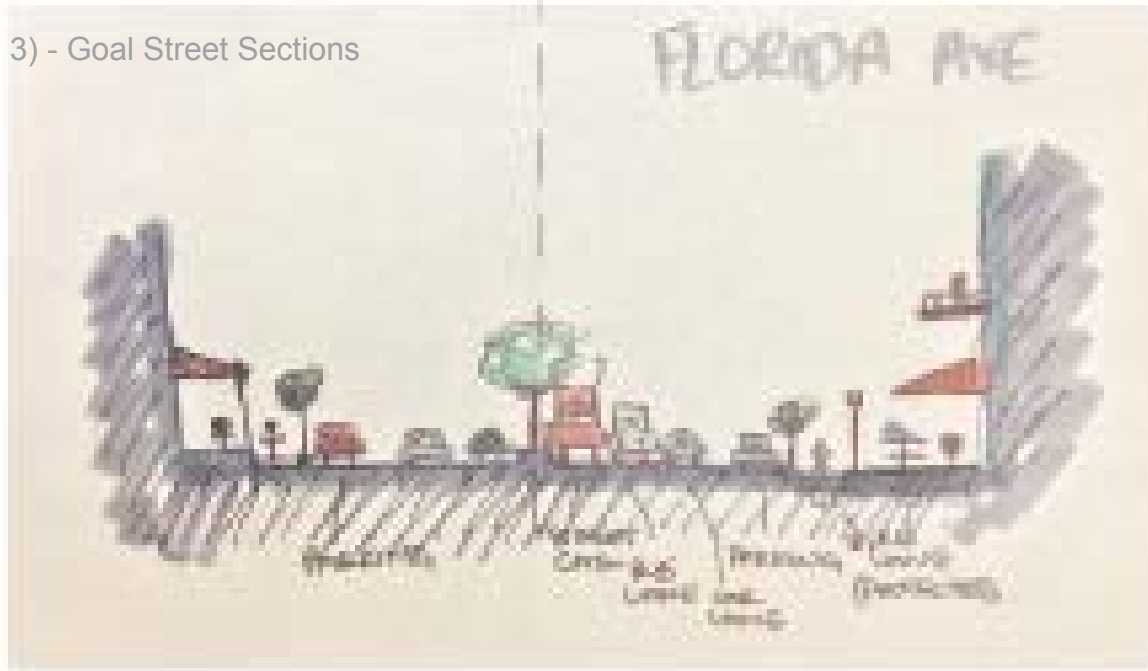
- Street Corridor improvements are a priority
- Bike/Pedestrian improvements priority
- Need protection of businesses
- Important for economic development





## Tampa Bay Express - Workshop Series 2

## Tampa Heights (Group 3) - Goal Street Sections





Tampa Heights (Group 4)

Transit Options

- Light rail
- Streetcar
- Express bus/lanes
- Commuter rail

Connectivity

- Integrate external neighborhoods
- Bus/train to streetcar intermodal station
- Improved bicycle infrastructure
- External bike lanes
- Study old grid and reincorporate streetcars
- Reconnect neighborhoods – clean up dead ends.
- Redesign of Floribruska after exit closing
- One way streets to two ways.

Street Corridor Design

- Improve existing vision
- Neighborhood scale safety
- Streetscape beautification
- Brick streets
- Timed lights
- More bike friendly lanes on existing roads
- Protected bike lanes with physical divisions
- Wayfinding for semi-trucks
- Designated routes for semi-trucks
- Off street parking for patrons along Florida Avenue

Public Realm Enhancements

- Preserve historic character of neighborhood
- Murals and artwork under interstate
- Parks around storm water facilities
- Preserve Tampa Heights Junior Civic Association
- Landscape dead ends that butt the interstate
- Use Borrel Park
- Underpass lighting
- Perpendicular walls instead of sloped walls
- Urban Design Guidelines

Mitigation

- Excess noise issues from both construction and proximity
- Provide an adult community center location for the homeless – during the day. Daytime activities/bathroom facilities.
- Impact to Waterworks Park
- Expand Streetcar service
- One-way streets to two-way streets
- Improvements before interchange construction of TBX begins
- Establish local transit circulator
- Turn over Tampa Street, Florida Avenue, and Nebraska Avenue to the City of Tampa
- Cure affected parcels before construction
- Form-based code for Tampa Heights
- Bicycle infrastructure
- Alternatives to widening
- Concerns

Tampa Heights (Group 4)

Concerns:

Design/Build not in downtown area. We need to see details before bids are awarded.

Process is very frustrating – meetings are supposed to be about TBX, not we are talking about neighborhoods. And yes “not build” is not on the table.

TBX is supposed to be a regional solution but no alternative regional solutions are discussed – and how would alternatives impact neighborhood

This meeting was supposed to give us more details about TBX but absolutely no new information was supplied about TBX.

This is not a TBX meeting. It is a discussion about how to improve Tampa Heights. There needs to be a separate set of meetings about TBX.

How will this affect the neighborhoods and businesses which have blossomed in this area in the last few years? People have moved into the homes and started successful businesses along the corridors. Don't take it away from us again like in the 60's.



## Tampa Heights (Group 4) - Goal Mapping



# YBOR

March 1, 2016



## Ybor (Group 1)

What do you love about Ybor?

Walkable

History

Culture

Location (Central/Access to transportation)

Grids and Alleys

Small Blocks

Cigar Factories and Schools

Bike Lanes

Liveable

Family Oriented

Thriving again

Education

Centro Ybor

Night life

Transit Access

Preservation

History

Restaurant

Houses

Street Grid

Native's Roots

Food

Architecture

Historic Character

Mix of race and incomes

Goals according to Top 5 themes:

### Transit

- Light Rail
- Ample Mass Transit
- 21st Century Transit
- Monorail
- Elevated Streetcar
- Modern Street Car
- Electric Buses with much better East/West and North/West connections
- Commuter Rail to Brandon, Plant City, and Lakeland
- Nebraska Ave. as main transit corridor North
- Streetcar to Tampa Heights and Ybor

### Connectivity

- Bike and Extend Greenway to Seminole Heights
- 18th Street connectivity access
- Bike Extend 15th Street or 22nd/Central Avenue
- One way to Two-way (E) Columbus Drive and 17th Avenue (W)

### Street Corridor Design

- Shade and Trees
- Landscaping Columbus Avenue
- Granite Curbs
- Buffered Bike Lanes
- Wider Sidewalks
- Pavers
- Continue with current character (benches, receptacles, 5-globe lights) Esp. on Nebraska
- Blend Columbus with Ybor City

Ybor (Group 4)

Public Realm Enhancements

- Park and Ride to Mass Transit options
- Sample Rail Line and then expand
- YC-1 Parking
- Alternative Parking solutions

Mitigation

- Fix Downtown Interchange first
- Save and move historic properties
- Do not close 21st and 22nd street

Additional Community Notes:

Transit

- Modern streetcar (loop Central and Palm)
- Nebraska as main transit artery
- Commuter rail East and West
- No transit ( use light rail/street car/BRT) in median of Interstate

Connectivity

- Bike/Ped trail to Seminole Heights
- Two-way Columbus Dr. and 17th/18th/19th Ave.
- Street Corridor Design
- Open up 18th St. Underpass

Public Realm Enhancements

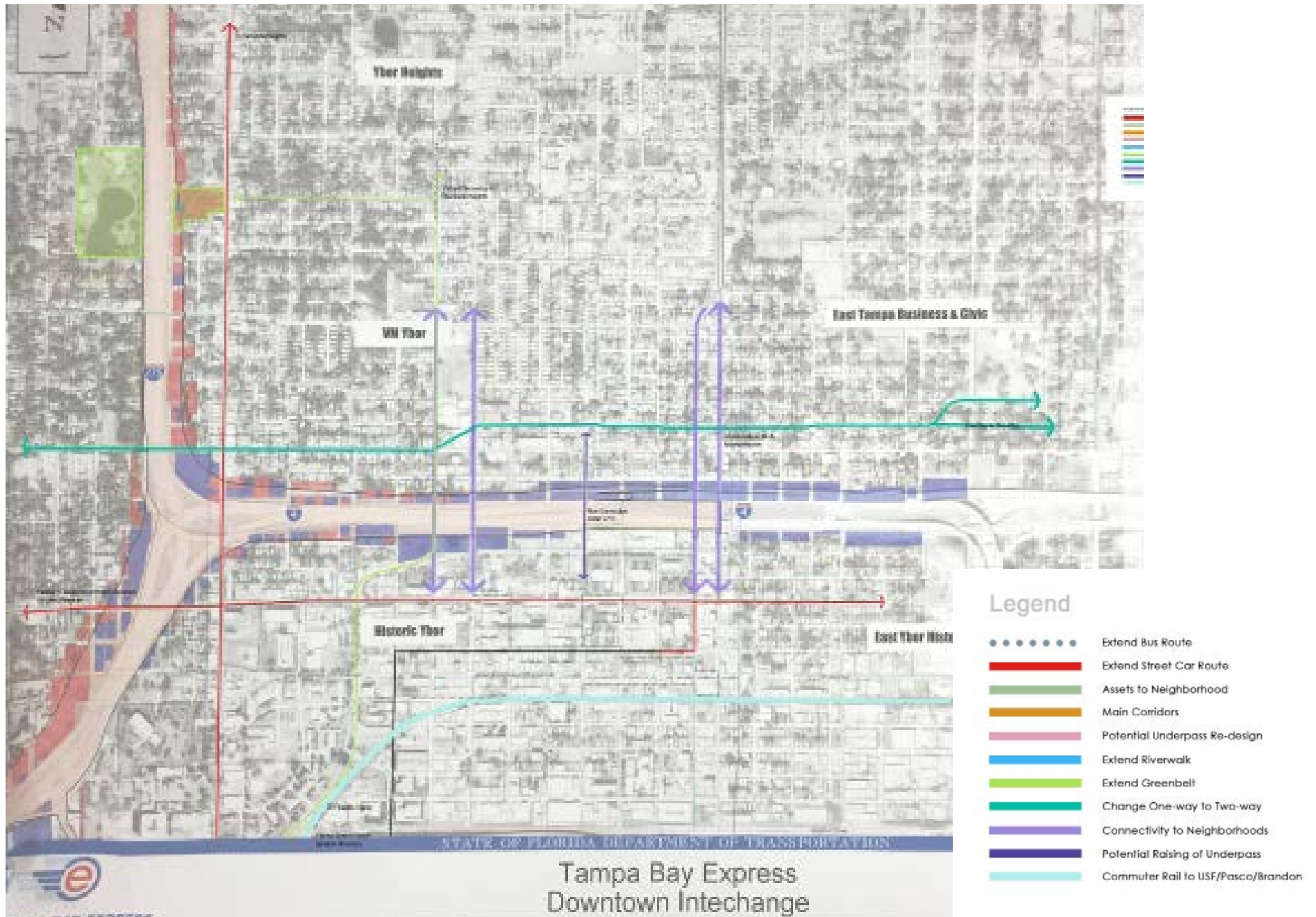
- Shade trees for major corridors
- 5-globe lights along Nebraska
- Buffered bike lanes throughout
- No palm trees

Mitigation

- Fix interchange – no toll lanes
- Extend Historic Boundary along Nebraska Ave.
- Dedicate more funding to City of Tampa planning staff to create form based code and neighborhood plans



## Ybor (Group 1) - Goal Mapping







## Ybor (Group 2)

Goals according to Top 5 themes:

### Transit

- Increase local circulator regularity.
- East to West trolley on Columbus and Florida.
- Trolley on Nebraska up to Hillsborough.
- Transit options.
- Columbus bike lane.
- 34th bicycle lane needed.
- Order of buffer: Landscaping, Parking, Cars.
- On-street parking for Columbus.
- Sheltered bicycle stand.
- Biking pit stops under the underpasses.

### Connectivity

- Al Barnes connector, bike lane on 34th.
- Green spine going from Republica de Cuba to Downtown through Nuccio.
- Keep Floribaska exit.

### Public realm enhancements

- 2-way Columbus.
- No more parks for Ybor.
- Walkway crossing for Nuccio.
- Beefing up 14th and 15th with protected crossings.
- Cuscadan Park, Borell Park, and Reagan park enhancements.
- Historic Character of the North part of Ybor across the highway.
- Low-maintenance landscaping.
- Gateway under I-4 15th / 14th.
- Columbus to be complete street (bike, bus, trolley)
- Columbus to have 12' sidewalks.
- Dedicated bike lane on Columbus/ Floribaska.

### Street corridor & design

- Tall lighting with Ybor flavor (wrought iron with large glass balls)
- Wrought iron balustrades.
- Wrought Iron details.
- Buffer between people sidewalks and main streets.
- Keeping the underpasses clean.
- Columbus to have two lanes of traffic.
- Columbus to have two bike lanes.
- Columbus to have landscape buffering.
- 34th street to have bus service.
- 34th street to have protected bike lanes.
- 34th street to have better sidewalks.
- Two-way bike lane for 34th street.
- Shaded bike lane (trees) to West Tampa.
- Trees as a part of sidewalks to shade pedestrians.
- Shrink Columbus to make it a complete street.
- Looping streetcar, Palm to Downtown.
- Complete sidewalks on Columbus.
- Oak trees.
- Road diet for Palm.
- Branding / Clear gateways.
- Design Columns.
- Floribaska road diet.
- Slow down North to South traffic.
- No berming under 275.
- Green median under 275 @ Columbus.
- Local art / well-lit underpasses.
- Better lighting.
- Where 14th street becomes 1-way, needs to be more safe.

**Ybor 2 (Group 2)**

- Nebraska to become a complete street.
- Turn lights inward underpasses to light dark corners.
- Same quality of aesthetics from the south Ybor brought to North of 275.
- Columbus, palm, 34th street, and
- Nebraska all need better landscaping.

**Mitigation**

- Circumvent 275 because people really use 75 south for regional access.
- Make 275 a boulevard and make 75 the toll lanes.
- Can anything else be relocated along purchased lots (interstate trust fund)
- Green linear park buffer between neighborhood and I-4 and 275.
- Layer 275 like the Selmon.
- Vm Ybor, reevaluate the moved and the moving of new homes.
- Update visuals for the public to see a consensus.



Ybor Heights

Ybor

Historic Ybor

East Ybor Historic

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

Tampa Bay Express Downtown Int interchange

FDOT

**Ybor** (Group 3)

Goals according to Top 5 themes:

Transit options

- More public transportation
- Expand streetcar – study and use old grid
- \$30 monthly streetcar pass
- Bus and streetcar passes or a circulator
- Timed express buses for efficiency
- More bus frequency/ BRT lines
- Create commuter rail

Connectivity

- Pedestrian accessibility & infrastructure
- Urban design guidelines
- Internal & external connectivity
- Reconnect neighborhoods – open up dead ends

Street Corridor Design

- Lighting on sidewalks
- Brick streets and granite curbs
- Protect sidewalks imprints
- Safe bicycle pathways – Bike lanes from pool to Amalie Arena/Riverwalk
- Timed lights
- Switch from thoroughfares to complete streets

Public Realm Enhancements

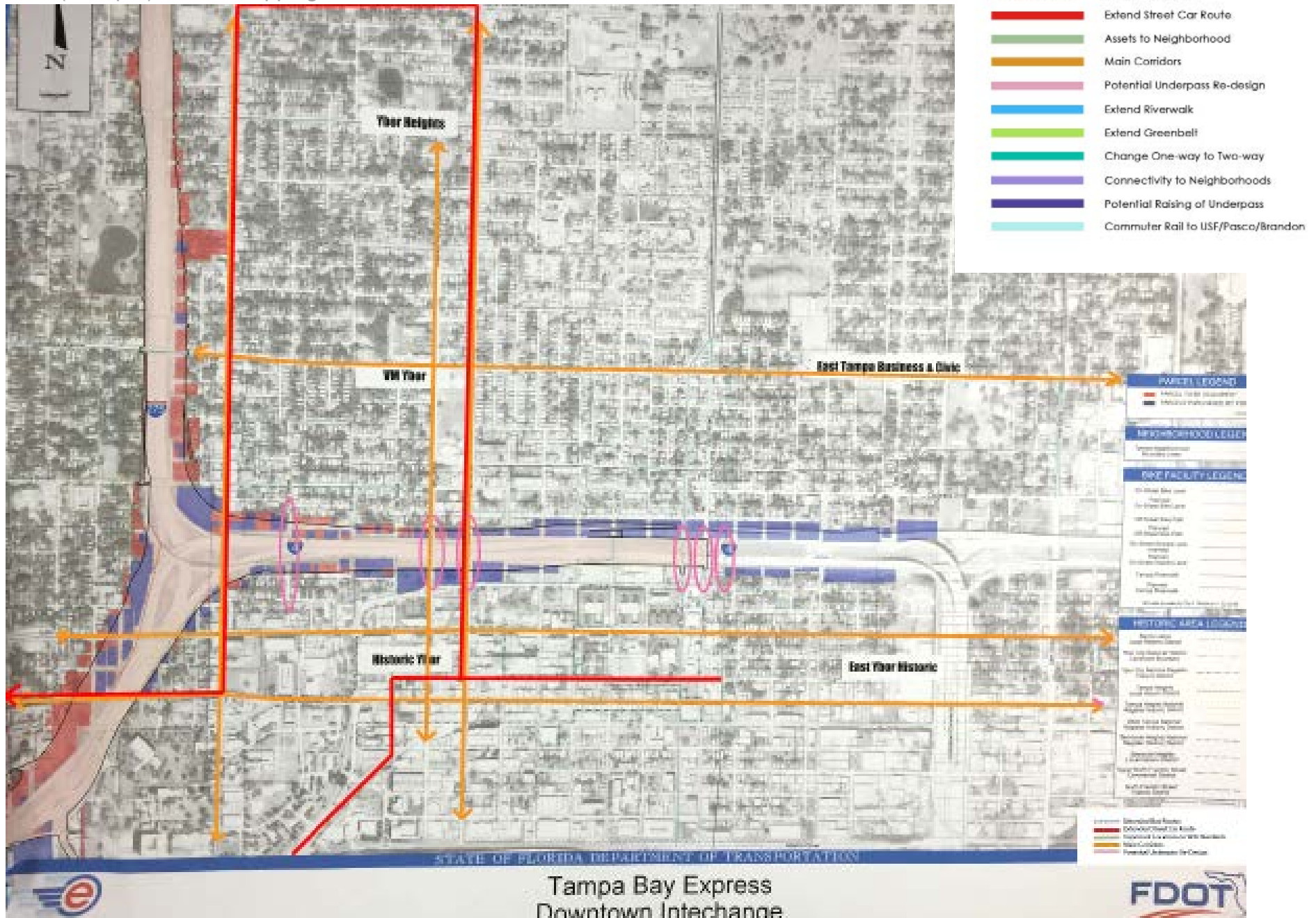
- Streetscape beautification
- Neighborhood-scale safety
- Preserve historic character
- Landscape dead ends that butt the interstate
- Perpendicular underpass walls instead of sloped walls
- Underpass lighting, more security
- Provide an adult community center location for home less – daytime activities & bathroom facilities, use Borrel Park

Mitigation

- Study cost of public transportation
- Find alternatives to road widening
- Study how neighborhoods and local businesses will be affected
- People have moved into the neighborhoods and started successful businesses along the corridors, please don't take it away from us like in the 60s
- Completion of studies before TBX plan is finalized

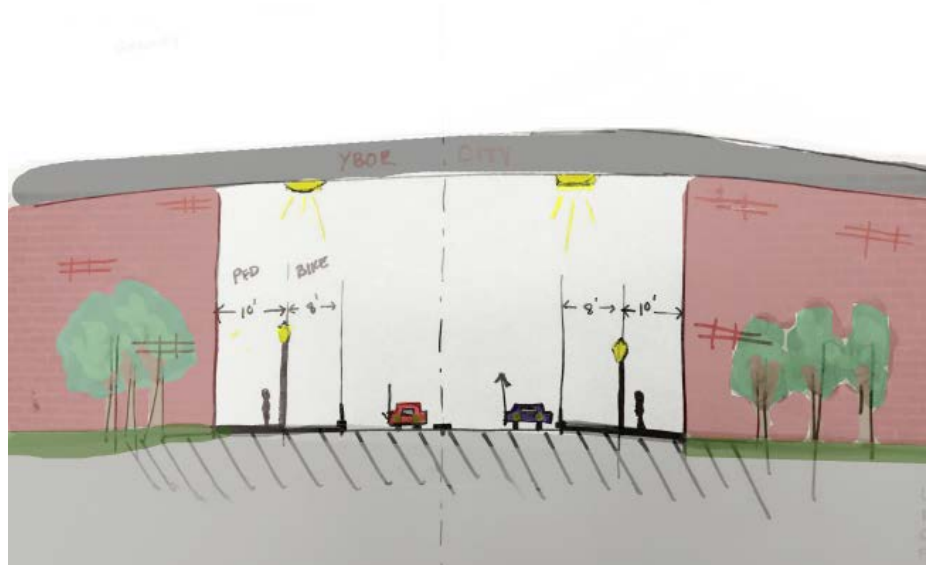


## Ybor (Group 3) - Goal Mapping



## YBOR CITY INTERSTATE UNDERPASS

Ybor (Group 3) - Goal Street Sections



## COMPLETE STREET YBOR NEBRASKA AVE





# Children's workshop

February 13, 2016

We asked the kids to draw what enhancements (or things they liked) they wanted for their neighborhood and where.

Protect:

- Trolley.
- Bike paths.
- Completed Sidewalks.
- Parks.
- Trees.
- Community gardens.
- Fields to play sports.
- Mobile car speedways.
- Art.
- Playgrounds.
- Interactive.
- Neighborhood feel.
- Gateways.
- Water features.
- Civic center.
- Learning/ Educational.



# Next Steps



# Staying Engaged

## Charrette Series 3:

### Design.

Taking the resident goals from round 2 and the combined efforts of the agencies to address these goals, residents will be able to re-design the major issues addressed: main corridors, underpasses, streetscapes, transit options, etc. Residents will work with the facilitators and agencies to be able to visualize the aesthetic and design needs related to the goals.

### Completion.

This charrette process allows for a productive dialogue between the neighborhoods and agencies that focuses on the goals for each neighborhood and prioritizes the needs and enhancements required to achieve this potential. By addressing these needs, enhancements, and design concepts to be emphasized within the proposed TBX project and throughout plans and strategies with other involved agencies.

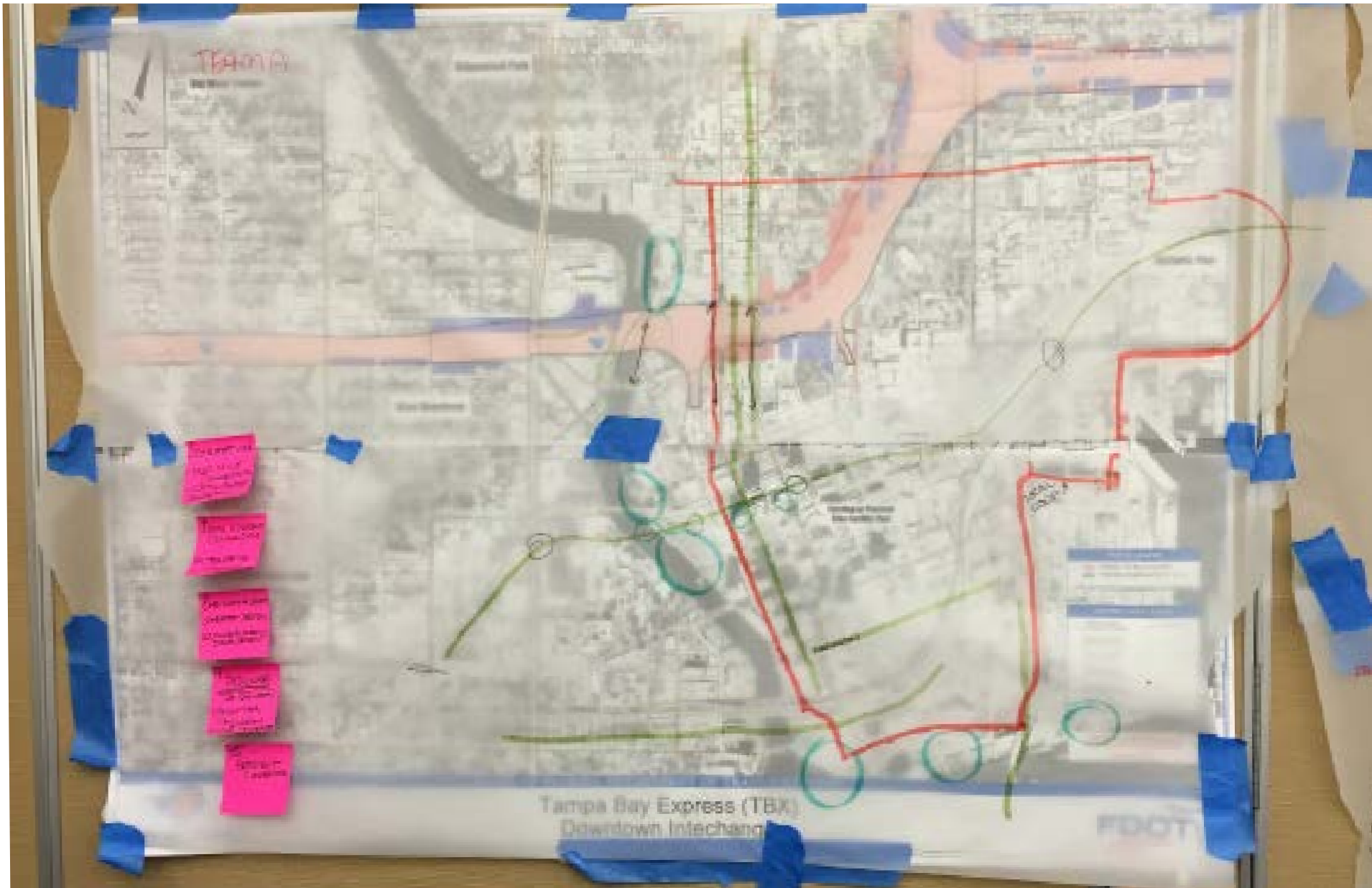
# Appendix A

## Workshop Product



Downtown - January 25, 2016

Original maps and sticky notes from Round 2 Community Workshops





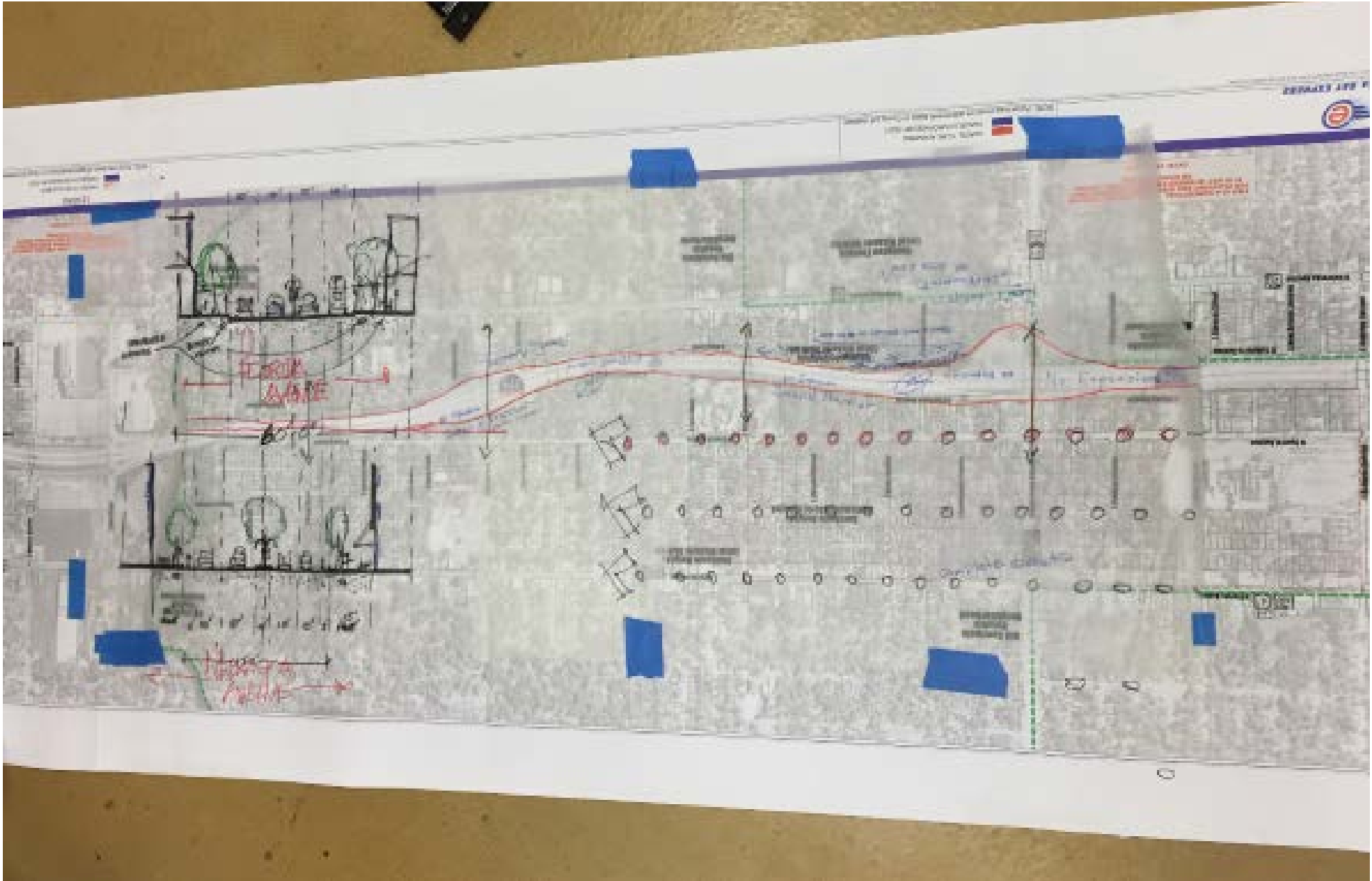








Seminole Heights - February 16, 2016



\* MAKE SUB-TRANSPORTATION LOOPS

SH

MAIN CORRIDORS

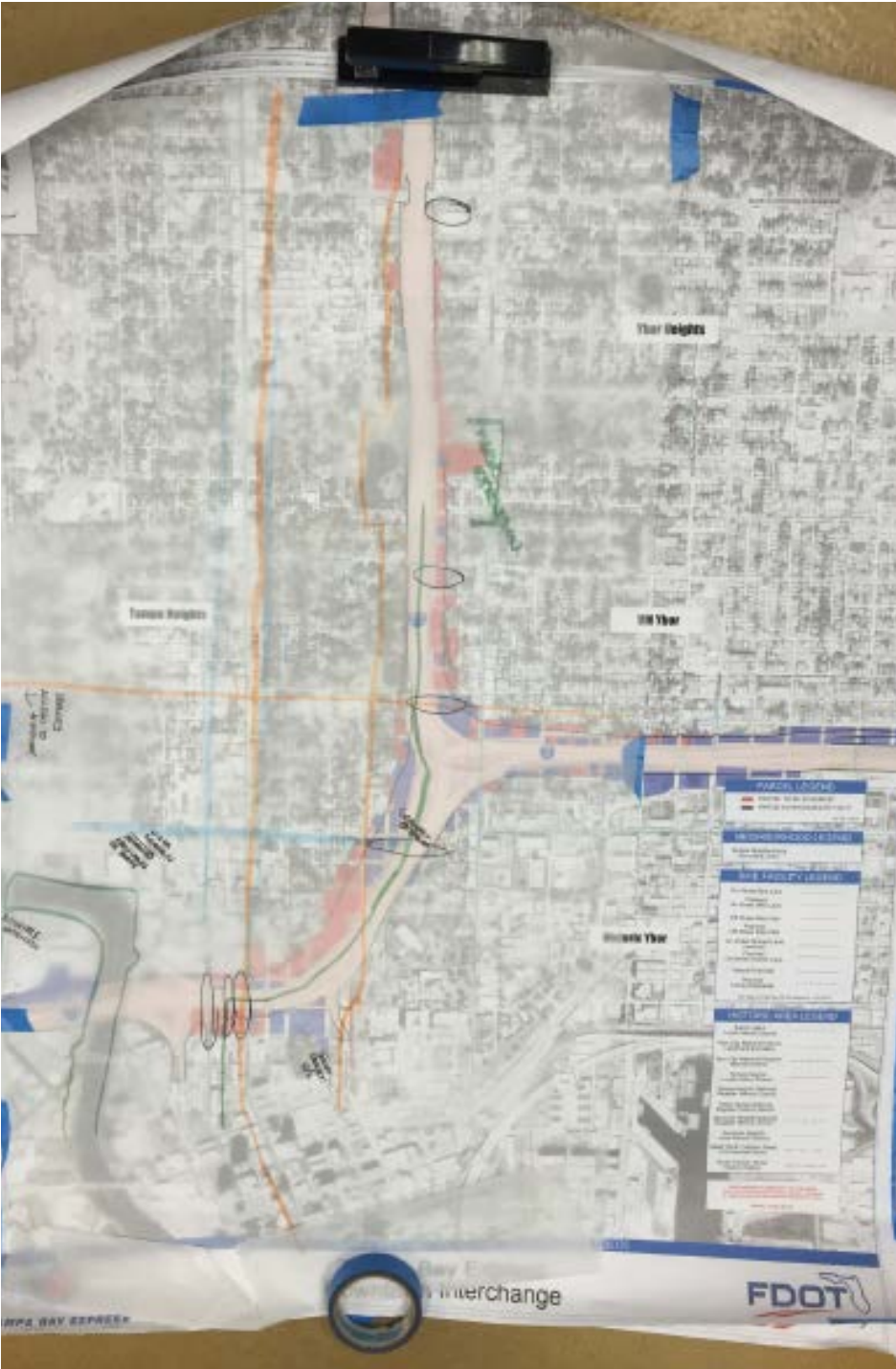
EXTENDED STREET-BASE

LOCAL TRANSPORTATION

METRO TRANSPORTATION









Tampa Heights - February 22, 2016

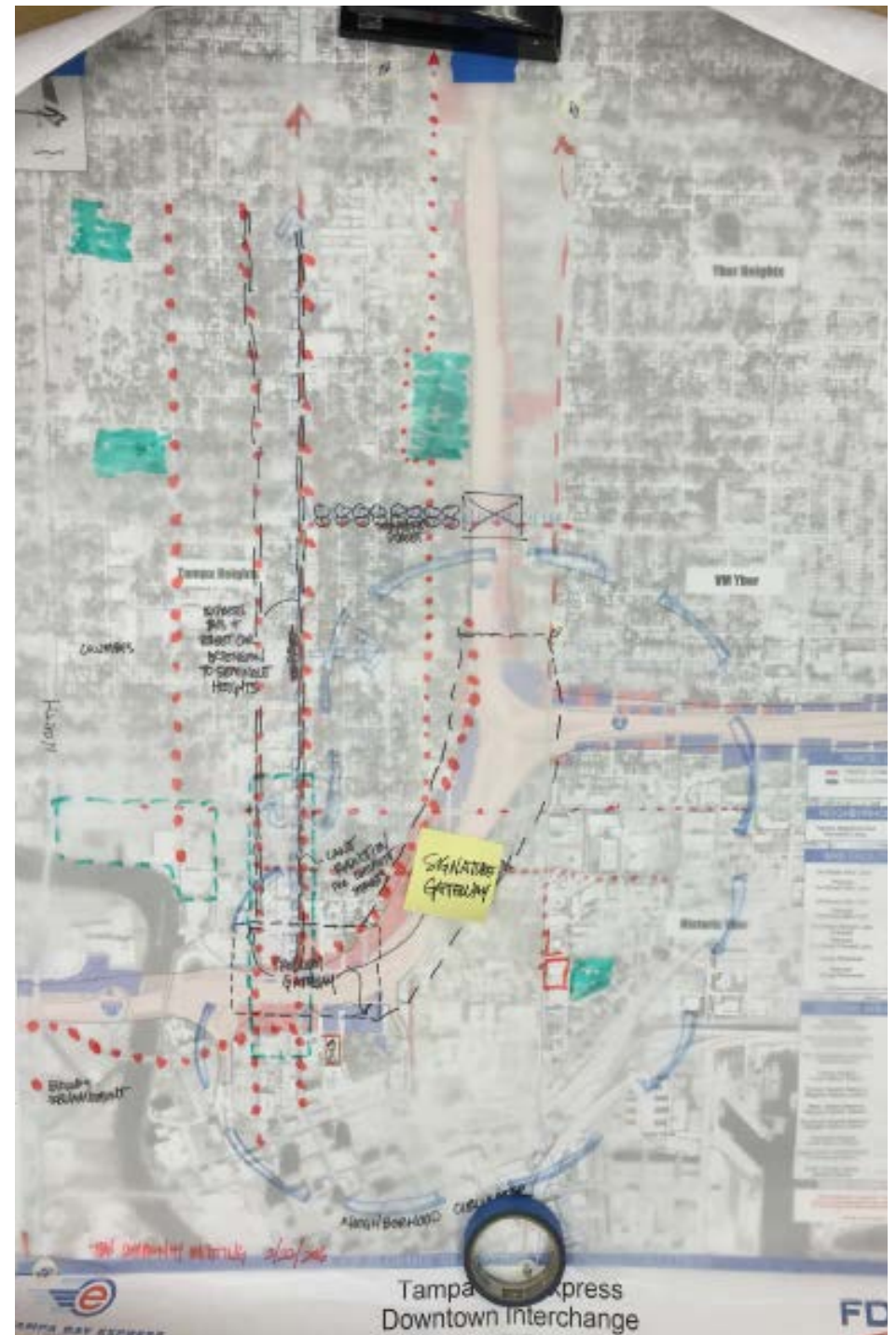


## Tampa Heights - February 22, 2016

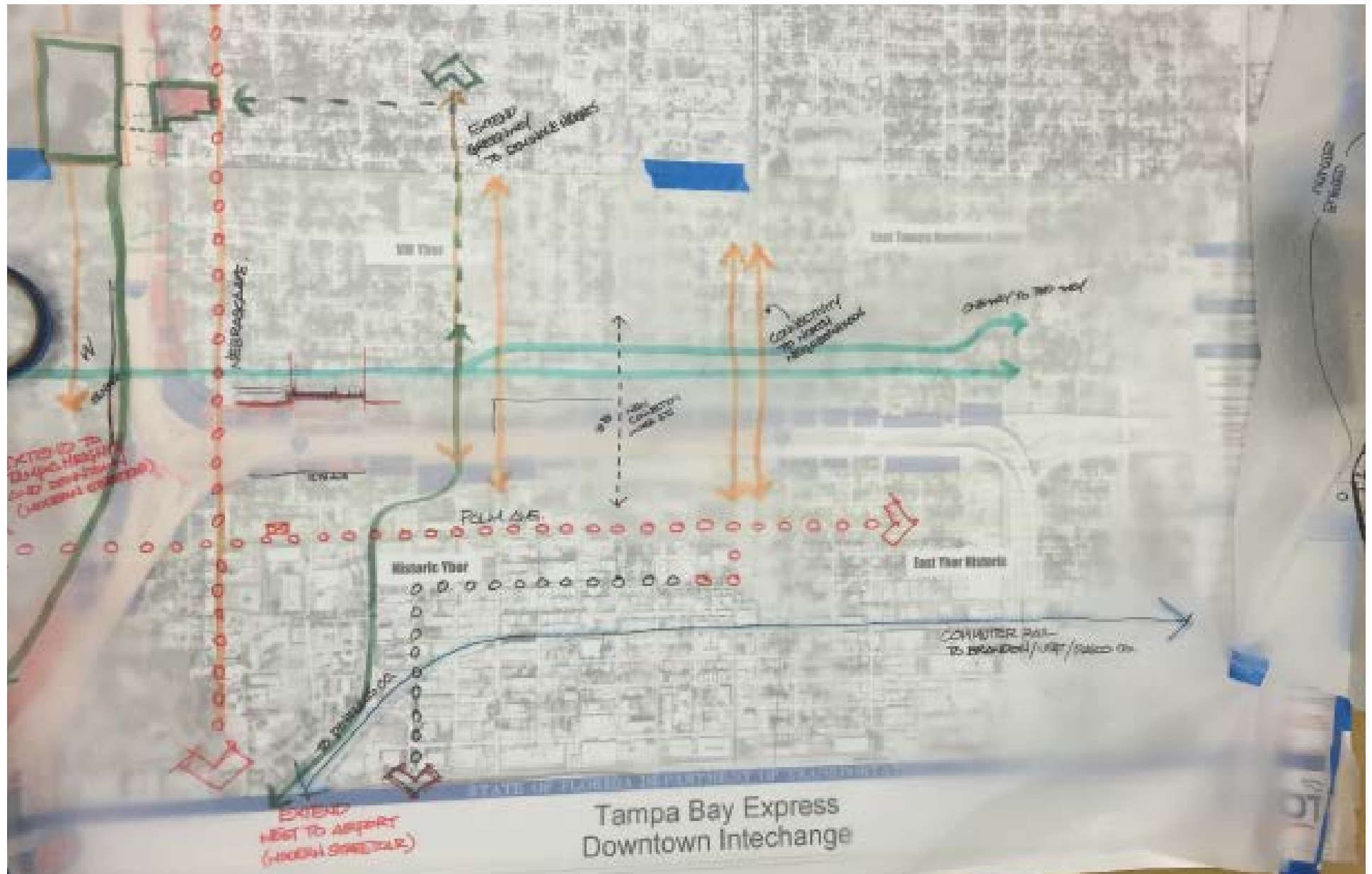




## Tampa Heights - February 22, 2016



Ybor - February 29, 2016





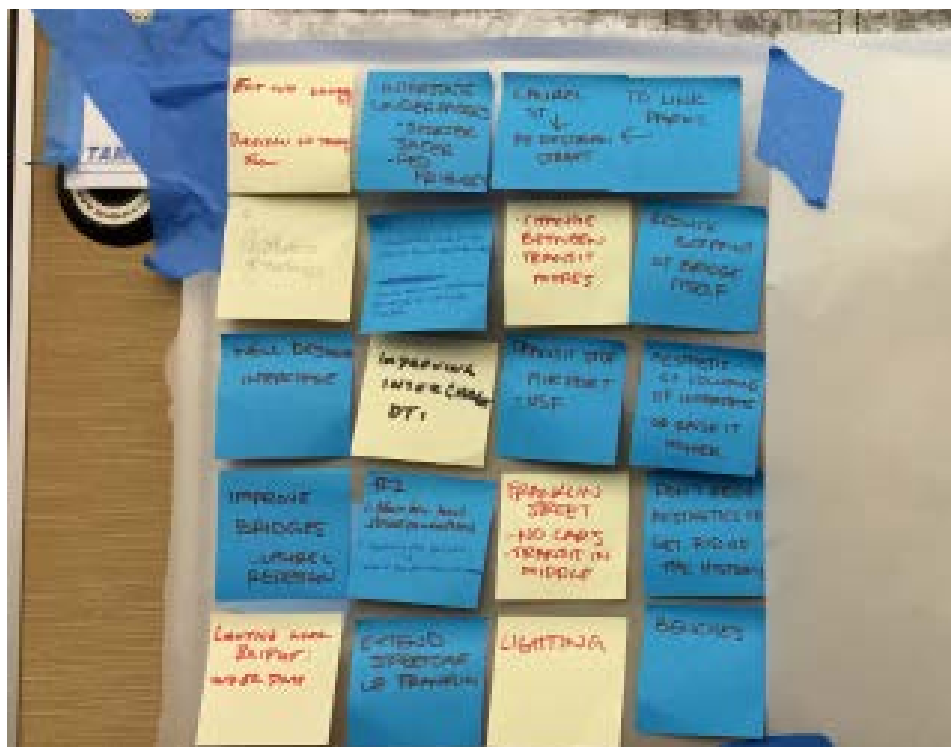
Ybor - February 29, 2016













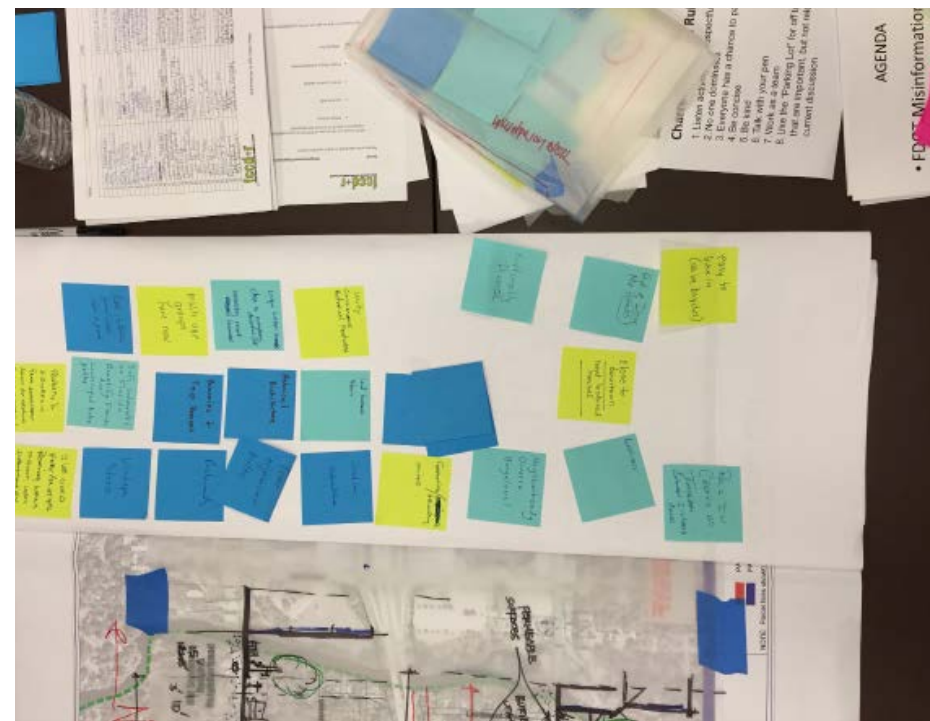
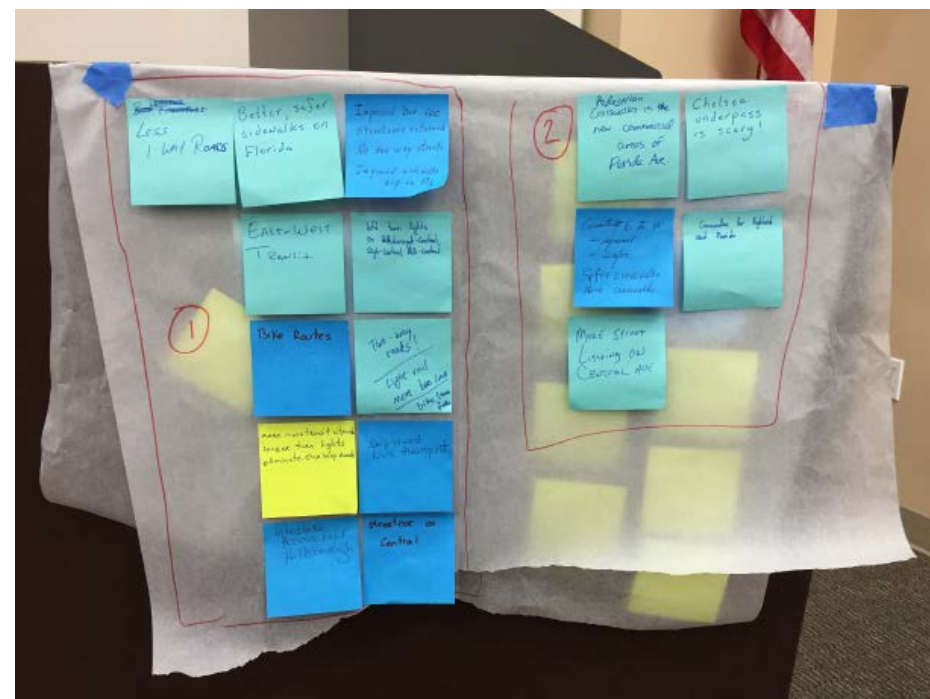
Four walls (Ground floor) - Urban - Urban - Urban	KID FRIENDLY	WELLNESS PLEDGE	VINIK	History- Year	Urban Parks	HISTORIC ORIGINAL BUILDINGS	UT	Quiet	WAS AFFORDABLE
Character of Personality	Cool Food + Beverage	Live Music	PARKS - TOLSON LANE	Old Tampa Book	Libraries	BICYCLABLE	HISTORIC BALL FIELD	HISTORIC	& PARKING WALKABILITY
QUIET ZONES Downside	Public Art	Performing Arts	RIVER WALK	Riverfront	Diverse Food Choices	Riverside	DIVERSE	HISTORIC	POCKET N'HOOD
Tropical Environment	LIVE WEEK PLAY	Bike-able	Progressive Arts Communities	RIVER	Artistic Brick Paved Streets	Foodie Paradise	ST. JOSEPH'S CATHEDRAL Chapel	ACCESS TO AMENITIES	Food choices delicious!
Nice Churches	STREET TREES	Scenic	Mom & Pop Stores & Cafes	CULTURE	Day Family	Concealed Others	GRID STREETS	BRICK STREETS	
Bayshore- Conviction etc.	Greenway	DUCKWEED	Artistic Greenway	Public on Bayshore	Charming	Fishermen Street	JULIAN LANE PARK	MASTHEAD TRAIL	West Tampa Landscape
History Factor	Bayshore	Central Garden	Lightning	Xero in The City	Character	Healthy Xero/ Vibor	BOLLIN CATS Cafeteria	Good trees	OAK TREES
	Cozy Mix	Open Green space	TRANSIT OPTIONS	HISTORY	Private Investment Cafeteria	Queers Historic Thru	Bike Share		

EXPANDING CURRENT HISTORICAL DESIGNATION	BICYCLABLE	Grid system	CULTURAL ASSETS	Tampa Theatre	BEANS FOR WHEEL USE	SOME NICE ARCHITECT URE
River access	Bayshore	Curtis Atxon Park	MUSEUMS	Vinik's Wellness Declaration	THE EFFECTIVE QUESTIONS OF CARS	Blank Slate
DON'T NEED/ USE HIGHWAY	PRESERVE NEIGHBORHOOD STREETS	LOTS of Potential	THE PEOPLE	NO PAVING TREES	VALENTY OF INTERIORS	History Multicultural
Ties to cigar history/ manufacture	HISTORIC PRESERVATION	PRESERVATION	Latin/ Immigrant ties	CURB CUTS	TREES THAT PROVIDE SHADE	Street cars
EXISTING GREEN SPACE	Fairly Affordable	ADVISORY OF STREETS	Friends of Riverwalk	LANDSCAPE	NO DEAD STREETS	
UTILITIES IN PLACE NOT VISIBLE	SCALED GATEWAY	SEAMLESS CONNECTION	ROAD DIET	GREAT SCHOOLS	Friends	

Columbus down the main road to the river	Looping STREETCART Pathway Downside	Strolling on Columbus	CONNECTIVITY	AL BARRAS connector Bike lane on 74th	green-paint going from Barras to Columbus Columbus Columbus	Keep Historical Columbus	PUBLIC realm ENHANCEMENTS	Easy Columbus	NO MORE PARKS FOR 14th	Walking Columbus 14th 14th 14th
Grounding/ clear pathway Designed columns	Lead diet for Palm	South traffic						Columbus place Barras Barras	Historic year	Get Columbus 14th 14th
No Parking under 27th	green median under 27th Columbus	Local art/ well lit						Columbus place Barras Barras	Low maintenance Landscaping	Get Columbus 14th 14th
Columbus Palm 27th Barras (Landscaping)	Program under 27th Barras	turn lights inward underpasses to light dark corners						Columbus place Barras Barras	Low maintenance Landscaping	Get Columbus 14th 14th
			UTILITIES FIRST							
			TRANSIT OPTIONS							
			STREET CLOSURE DESIGN							

Franklin Street Revitalization	Youth Center	Proximity	great restaurants	HISTORIC APARTMENTAL PROPERTIES	MIXED INCOME	CENTRALIZED	CONNECTIVITY (GRID)
Culturally diverse community	Mobility	Mixed	Resident	History - stories	historical infra- structure (curbs, etc.)	Historic Structures	Walkable Connected Streets
Historic	Opportunity for great future	Streetscar + Suburban Design	ADJACENT + CONNECTION 100% + SEMI-PRIVATE HEIGHTS	HISTORIC	Community Garden	RIVER FRONT	Street grid
Proximity to downtown	Connection to downtown	historic houses	redevelop- ment potential	ACCESSIBLE	COMMUNITY GARDEN	proximity to floor	First Suburb
rehabilitate + improve	Historic	7th floor connection to floor	Station Barras	Bike TRAIL options	MIX OF USES	TREE COVER	
	Historic	Sanctuary Lofts	RIVERFRONT	UNIQUE youth program	Upper N. Franklin St. Historic District	TAMPA/FLORIDA AVE POTENTIAL	pedestrian scale





# Appendix B

## Sign-In Sheets



# Downtown - January 25, 2016

Name	Organization/Neighborhood	Email
1. ED MACKEE	FDOT	
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7. TYLE COLEMAN	HC FUTURE TRANS. COMMUNITY	
8. DANIELLE		
9. KAYLA		
10. TARYN	USF	
11. GENEVIEVE	FCCDR	
12. JOSH		
13. KC		
14. ZORTH		
15. KIM		
16. MARY MCCABAN	Resident - Leeward	
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# Downtown - January 25, 2016

\*

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# West River - February 2, 2016

Name	Organization/Neighborhood	Email
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2. LAURA	USF	
3. STEVEN		
4. LEAH		
5. GENEVIEVE		
6. TARYN		
7. KAYLA		
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28.		
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30.		
31.		



# Seminole Heights - February 16, 2016

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27. Todd Bogner	FDOT	
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**fccd+r**

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SIGN IN February 16, 2016 5:30pm-7:00pm

# Seminole Heights - February 16, 2016

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44. Susan Ladika	SESH	sladika9 @ gmail. com
45. Garrett Tozier	Heights	
46. Chris Berr	City of Tampa	christopher. berr @ tampa gov. net
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58. Cinda Hitchcock	OSHNA	kildover1 @ yahoo. com
59. Karen White	OSHNA	karenw693 @ gmail. com
60. Heidi Remo	Seminole Heights - St Paul Lutheran Church	heremo @ veriz
61. Josh Bergman	OSHNA & River Bend	jtberg @ hotmail. com
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# Seminole Heights - February 16, 2016

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66. Linda Graham	Seminole Heights	graham2450@gmail.com
67. Rick Fifer	Seminole Heights (Land Use Chain) Brian	rfifer@tampabay.rr.com
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69. James Shirk	Sunshine Citizens	shirkjc@gmail.com
70. FRED HEFFY	RIVERSIDE HEIGHT CIVIC	LFREDHEFFY@GMAIL.COM
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92. STEPHEN		
93. LAUREL		
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95. KAYLA		

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Florida center for community design and research



# Seminole Heights - February 16, 2016

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65. Steve Gordillo	FDOT	
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68. Lauren Lawson	SESH MPO-CAC	
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73. Sam Allen	Town Trail	
74. SEIMOUS	SESH FOUNDATION (SESH)	sgenalarisimous@gmail.com
75. J. Ferguson	HART	fergusonj@hart.com
76. Kirk Bogert	FDOT	
77. Milane Evans	Seminole Heights	mbevans@earthlink.net
78. Matthew SAREZ	Seminole Heights Citizens	sarez.matthew@outlook.com
79. Melissa Zorn	Planning Commission	Zornmat@planning.org
80. Carla Samper	South Seminole Heights	
81. Guido Maniscalco	" " "	
82. Frank Ender		
83. MIKE WILLIAMS	HILLS Co	
84. Aage Schroder	Stokes Creative Group	aschroder@stokescg.com
85. SUSAN LONG	Seminole Heights Pktn.	SUSAN@swlong.com
86. Smith Inga	Seminole Hts	Inga.Smith@stokescg.com
87. patty parsons	SESH Homeowners	patty754@hotmail.com
88.		
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## Seminole Heights - February 16, 2016

Name	Organization/Neighborhood	Email
96. JOSH	↑	
97. LEAH		
98. TARYN SABIA	USF	
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# Tampa Heights - February 22, 2016

Name	Organization/Neighborhood	Email
1. ZORTH	USE ↓	
2. KC		
3. GENEVIENG		
4. JOSH		
5. KAYLA		
6. LAURA		
7. KIM		
8. STEVEN		
9. TARYN SABIA		
10. DANIELLE		
11. Adam METZ	Sunshine Citizens	ADAM.METZ@ALUMNI.VCU.EDU
12. Annie Childs		
13. Mary Trotman		
14. RICHARD PETERKA	TH	RICK@RPETERKA.COM
15. Justin Willits	TH	justin.gwillits@gmail.com
16. Garrett Tozier	TH	garrett.a.tozier@gmail.com
17. SLAKE COUNTS	TH	slakecounts@yahoo.com
18. Meg Whitmer	TH	meg@megwhitmer.com
19. Robert Miley	Sunshine Citizens	op292@gmail.com
20. Heather Frankel	THCA	
21. Jim HARTNETT	THCA	
22. Mary McCahon		
23. Brian Maki		
24. Ed Schneider	Stop TBX Coalition	eschneider1965@gmail.com
25. Faith Wind	THCA	faithlinda.wind@gmail.com
26. Rick Fernandez	THCA	
27. Connie Rose	THCA	constance.rose@gmail.com
28. Chris Ahern	Tampa Heights Resident	cpahern@yahoo.com
29. STUART ROGERS		stuartrogers@yahoo.com
30. <del>STUART ROGERS</del>		
31. Alana Brasier	THCA	alana.brasier@gmail.com

**fccd+r**

florida center for community design and research

25

22. H.P. LEWIS

THCA & THCA

SIGN IN February 22, 2016 5:30pm-7:00pm

H. THOM LEWIS @ GMAIL.



# Tampa Heights - February 22, 2016

Name	Organization/Neighborhood	Email
32. Doug Jessup	OSHWA	
33. Jeff Novotny	PROT/AMERICAN	
34. Alice Price	FDOT / Atkins	
35. John Tennison	THCA	
36. Vivian Salazar	Sanctuary	
37. Susan Boleman	SEMINOLE HEIGHTS	
38. Mary Ann Rozencars	MROZENCARS@STOKESCG.COM	
39. MENNA YASSIN	FDOT	
40. Craig For	FDOT	
41. Glenn Brown	Children's Board	browning@childrensboard.org
42. Margaret Shepherd	OSHWA	
43. <del>Jeff Novotny</del>	Seminole Heights	
44. Carl Johnson	Tampa Heights	
45. Karla Price	C.O.H	Karla.Price@tampabay.net
46. Frank Heck	Plant City	B.heckfr@gmail.com
47. Mike Williams	Hills Co.	
48. Kevin O'Hare	Connect TB/Dunedin/Volusia	Kevin.Ohare@rocketmail.com
49. Matthew Sarez	SUNSHINE CITIZENS	Sarez-matthew@att.net
50. Tony Green	PUTNAM CO. COMMISSION	
51. JUSTIN RICKE	THCA	JURICKE@GMAIL.COM
52. EVAN JOHNSON	THCA	ejohnson37@gmail.com
53. LAURA BESTMAN CLARK	THCA	laura.BBCLARK@GMAIL.COM
54. LEO ALBURY		LEO_ALBURY@YAHOO.COM
55. Sheila E. Blount		
56. Elaine C. Dicks	elaine@totalinvolvement.com	Stblount30@uphoo.com
57. Roger Collier	FDOT	
58. Calvin Thornton	City of Tampa	Calvin.Thornton@Tampabay.net
59. M. ROSSAS	Sunshine	402-461-1000
60. Mary Lou G. Adley	FDOT	
61. Pam Adderley	resident of Tampa Heights	ptheadley@uphoo.com
62. Charles Adderley	" " " "	
63.		

resident →

**fccd+r**

Florida center for community design and research

## Tampa Heights - February 22, 2016

Name	Organization/Neighborhood	Email
64. MICHELLE SAWYER	Tampa Heights	michelle.a.sawyer@gmail.com
65. Tony Kral	"	mergerculture@me.com
66. Patrick Sneed	Tampa Heights Jr.	
67. Sara Michel	"	
68. Greg Gall	Tampa Heights	greggall@gmail.com
69. Helen Anne Travis	Tampa Heights	helenanne.travis@gmail.com
70. Dave Urena	Tampa Heights	daveurena@msn.com
71. Vicki Walker	Riverside Heights	vicki.lamingo@yahoo.com
72. Sheldon Wind	THCA	sheldonwind@aol.com
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**fccd+r**

Florida center for community design and research



Ybor - February 29, 2016

Name	Organization/Neighborhood	Email
1. Aage G. Schroder	Stokes Creative Group, Inc.	aschroder@stokescg.com
2. Mary Hargis	Ybor Heights	
3. Mary Hargis	Ybor Heights	
4. Craig For	FDOT	
5. MENNA YASSIN	FDOT	
6. Jeff Novofny	FDOT / AMERICAN	
7. E. Wickham	FDOT	
8. STEVE OTTO	Tampa Tribune	sotto@tampatrib.com
9. Crystal Clark	FDOT	
10.		
11. <del>Steve Fickel</del>		
12. <del>Steve Fickel</del>	HART	
13. MARI ANNE ROZENGARD	STOKES CREATIVE GROUP INC	MARZENEGARD@STOKESCG.COM
14. Courtney Lee	YCDC	
15. Dennis Ferdinandez	COT	
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17. Ben Wayton	HNTB	BWAYTON@HNTB.COM
18. Linda Hunt	Davis Island	lsaulsen@gmail.com
19. Sandra Gonzalez	FDOT - Project Management	
20. SUSAN G. LEE	OLD SEMINOLE HEIGHTS	equality@tampabay-rr.co
21. Frank Heck	Plant City	heckfr@gmail.com
22. Rick Fernandez	Tampa Heights	
23.		
24. MATTHEW SAEZ	SUNSHINE CITIZENS	saez.matt@earthlink.net
25. Patrick Manteliga	La Gorda	pmanteliga@gmail.com
26. Sheila E. Blount		sblount30@yahoo.com
27. Elaine C. Tills		elaine@totalindependence.com
28. Trent Green	USE	
29. Ruby Gadson	Community Interest	rhgadson24@yahoo.com
30. Allice Price	FDOT	aliceprice@dot.state.fl.us
31.		



# Ybor - February 29, 2016

Name	Organization/Neighborhood	Email
32. Josephine G. Natti	V.M. Ybor	urnmajed50@gmail.com
33. Bryan Ingersoll	J.M. Ybor	gatorbryan@mail.com
34. Tony LaCelle	Historic Ybor Neighborhood	
35. MARIO ZACCHINI	V.M. YBOR	MZACCHINI1007@GMAIL.COM
36. JUDY GREER	V.M. YBOR	judyg6264@yahoo
37. FRAN COSTANTINO	EYABA	FRANREN@AOL.COM
38. Kary Headland	V.M. Ybor	kheadland@verizon.net
39. Judy Greer	V.M. YBOR	Gerlcarse@aol.com
40. Lizz Cannon	V.M. Ybor	lizz@lizzcannonlaw.com
41. Rev Ruben Sledge	Community 14 Church	Ruben.Sledge@Ymail.com
42. Carolyn Stewart	Comma Theta Omega	
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# **APPENDIX C**

## *WORKSHOP SERIES 3 SUMMARY REPORT*





Florida Department of Transportation  
District VII  
Tampa Bay Express

Community Engagement Facilitation March-April 2016

Deliverable #6: Summary Report of Neighborhood Workshops Series Three



Principal Investigator: Taryn Sabia, Visiting Research Associate Professor

University of South Florida  
Center for Community Design and Research

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Tampa, FL 33620

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DSR Administrative Contact: Ray Charles

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Project Manager: Chris Speese, Public Involvement & Bicycle/Pedestrian Coordinator

FDOT District VII

11201 N. McKinley Drive, MS 7-500  
Tampa, FL 33612

Email address: [Christoher.speese@dot.state.fl.us](mailto:Christoher.speese@dot.state.fl.us)  
Phone number: 813-975-6405

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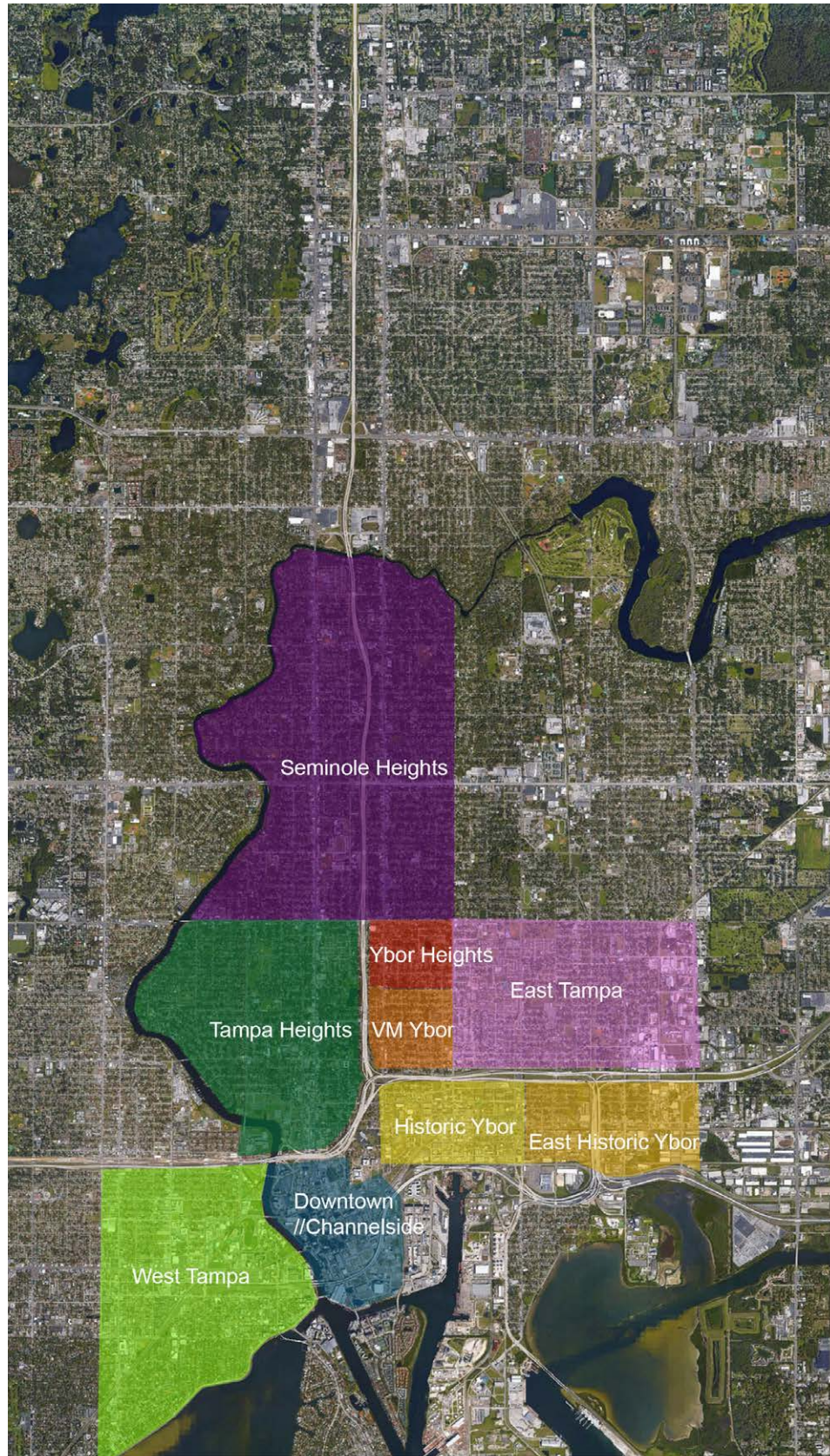
Pictured: The proposed master plan for the Tampa Bay area as depicted in the Tampa Bay Express Draft Master Plan.

Limits: I-275/SR-60 interchange to north of Dr. Martin Luther King, Jr. Boulevard, and north of Dr. Martin Luther King, Jr. Boulevard to north of Bearss Avenue.

I-4/I-275 Junction to east of 50th Street.







## About the Community Engagement Process

### Background Statement

The Hillsborough Metropolitan Planning Organization (MPO) recently adopted the Tampa Bay Express (TBX) project into the County's Transportation Improvement Plan (TIP). As part of the TBX planning process, Florida Department of Transportation (FDOT) District VII is seeking input from neighborhood residents and business owners regarding how TBX will impact adjacent neighborhoods and what mitigation efforts are desired to meet the neighborhoods' needs.

### Project Objectives

The Florida Center for Community Design and Research (FCCDR) is uniquely suited to assist FDOT District VII to reach out to those neighborhoods affected by the TBX project. FCCDR will serve as the Community Engagement Facilitator. The community engagement facilitator helps a group or groups of people understand their common objectives and assists them to plan how to achieve these objectives; in doing so, the facilitator remains "neutral," meaning he/she does not take a particular position in the discussion, but rather helps the group define and reach their goals by working together. FCCDR will provide method and means to enable agencies, groups, and individuals to craft solutions to complex issues facing their community regarding the TBX project. FCCDR will report back to FDOT District VII throughout the facilitation process.

The FCCDR will facilitate numerous meetings/workshops to help them:

- Develop a common understanding of the neighborhood concerns related to the TBX project
- Frame the concerns regarding the TBX project in the context of the community and neighborhoods to determine neighborhood needs
- Develop shared goals and objectives addressing the neighborhood needs regarding the TBX project
- Put together plans/reports to clarify and visualize the shared goals and objectives that meet neighborhood needs



Neighbors, Friends, Community Leaders:

I hope this invitation finds you well. I (through the Florida Center for Community Design at USF) will be leading the community engagement facilitation for the TBX project for FDOT District 7 over next several months. The effort will include more than 25 community workshops. The charrette workshops will be broken into a three-part series with multi-agency participation from FDOT, Hillsborough County, the City of Tampa, and HART.

The focus of the third workshop series is to develop design strategies which address the neighborhood concerns and goals that were identified in the two previous workshops series as they relate to the Tampa Bay Express project. Community members will work with facilitators to create schematic drawings and vignettes to illustrate specific design interventions.

Space at the tables will be limited and priority will be given to residents/business owners within this neighborhood, however, we will accommodate as many community members as possible and provide opportunity for feedback. There will be additional opportunities for community members to participate throughout the engagement process, attend library tours, or visit the FDOT community outreach office located in Ybor City.

The date, time and location are below. Please RSVP via email to me with your name your organization or neighborhood if you would like to reserve a seat at the tables, otherwise, seats are first come first served. Please also share this information with your organization or neighbors. You are receiving this invitation because of your current community leadership or interest. We ask that you participate for the full two-hour workshop.

Date: Monday, March 28, 2016

Time: 5:30pm-7:30pm (doors will open for sign-in at 5:15pm)

Location: Children's Board of Hillsborough County located on Palm Avenue

If you have questions, please email me or call me at 813-974-6262. I look forward to seeing you soon.

Thank you,

Taryn Sabia  
Florida Center for Community Design and Research

**Florida Center from Community Design and Research**

The Florida Center is an interdisciplinary research center within the School of Architecture and Community Design at the University of South Florida. It was founded in 1986 as a statewide research center to address urban and regional problems related to both natural and built environments and to provide design expertise, technical assistance, and applied research to assist Florida's growing communities.

## Getting Engaged

This is an example letter of those emailed to neighborhood organizations, community leaders, business owners, and other residents to invite and encourage attendance at the TBX community workshops during series one. Additional advertisements for the workshops were distributed through 22,000 mailers and in local newspapers. Social media was also used to inform community groups about the workshop locations, dates, and times, particularly utilizing Facebook posts and messages. Informational outreach of this nature was used throughout the workshop engagement process for Series 3.



# Example Agenda

Example Agenda for workshops in Series 3.  
Participant lists can be found in Appendix A.  
Workshops were held over several weeks and the second workshop series concluded with a community presentation.

Neighborhood	Date
Downtown	March 28, 2016
Seminole Heights	March 29, 2016
West River	April 11, 2016
Tampa Heights	April 12, 2016
Ybor	April 18, 2016

A series of design strategies were developed based on contributions made at several community workshops, in conjunction with mitigation measures to accommodate for potential execution of the Tampa Bay Expressway project. The design strategies that have been cultivated are believed to truly help restore Tampa’s diverse urban fabric. These enhancements will greatly benefit the community regardless of expansion of interstate development. Models have been rendered to give visual representation of how these enhancements will appear from a human scale.

## Florida Center for Community Design and Research

School of Architecture and Community Design  
University of South Florida

### Tampa Bay Express Community Engagement

5:30pm-7:30pm

#### AGENDA

Type of Meeting: Follow-Up Community Engagement Design Workshop  
Meeting Facilitator: Taryn Sabia, Florida Center of Community Design + Research

5:30pm-5:40pm	<b>Welcome</b> Introductions Florida Center for Community Design + Research Represented Agencies Workshop Ground Rules
5:40pm-5:45pm	<b>Workshop Series 2 Summary</b> Major Themes and Goals Warm Up Activity
5:45pm-5:55pm	<b>Design Strategies</b> What design strategies will meet the neighborhoods' goals and shared objectives?
5:55pm-7:00pm	<b>Design Concepts</b> What do the design strategies visually look like in the neighborhoods?
7:00pm-7:20pm	<b>Teams Report Back</b>
7:20pm-7:30pm	<b>Open house questions and Closing</b>

#### Florida Center from Community Design and Research

The Florida Center is an interdisciplinary research center within the School of Architecture and Community Design at the University of South Florida. It was founded in 1986 as a statewide research center to address urban and regional problems related to both natural and built environments and to provide design expertise, technical assistance, and applied research to assist Florida's growing communities.

# Downtown Charrette

03.28.16

## Group 1

### Underpass Enhancements

- Beautification underneath interstate
  - Incorporation of local artwork
  - Create gateways between neighborhoods
- Pedestrian-scaled lighting (sconces, posts, ground lighting)
- Comfortable walking-width
- Increase the height of the interstate (or elevate when possible) to allow more day light
- Design
  - Keep the local style: minarets, bricks, lighting
  - Strategically place columns to allow for wider open spans
- Use Solar panels on sound walls
- Commercial Plaza under interstate (Tampa Street to Florida Avenue)
- Use kiosks/public restrooms to anchor spaces under interstate
- Plant trees in openings between interstates. Incorporate greenery

### Integration of Transit

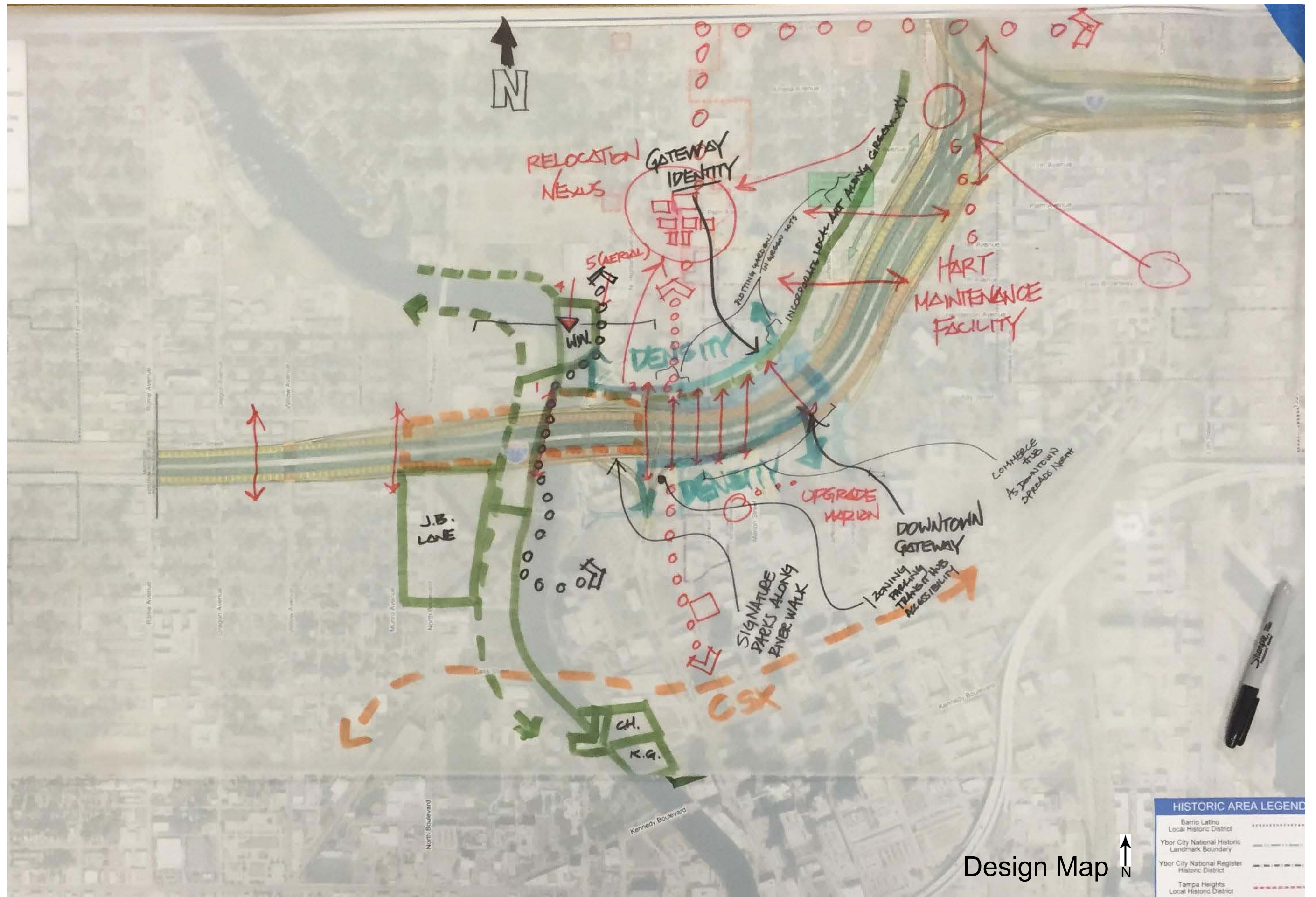
- Establish CSX Regional Commuter Transportation
- Address traffic increase during construction
  - During detours, prevent streets from bearing the brunt of all traffic
  - Add additional bus routes and frequency
- Streetcar line
  - Connect to Tampa Heights and further north
  - More frequent, faster

### Public Realm Enhancements

- Incentivize relocation to Economic Corridor (Tampa St., Franklin St., Florida Ave.)
- Build Marion Pavilion using solar panels
- Passive versus active spaces: design for a balance
- Change zoning for high-density parking, fewer surface lots and more structured parking
- 







Design Map





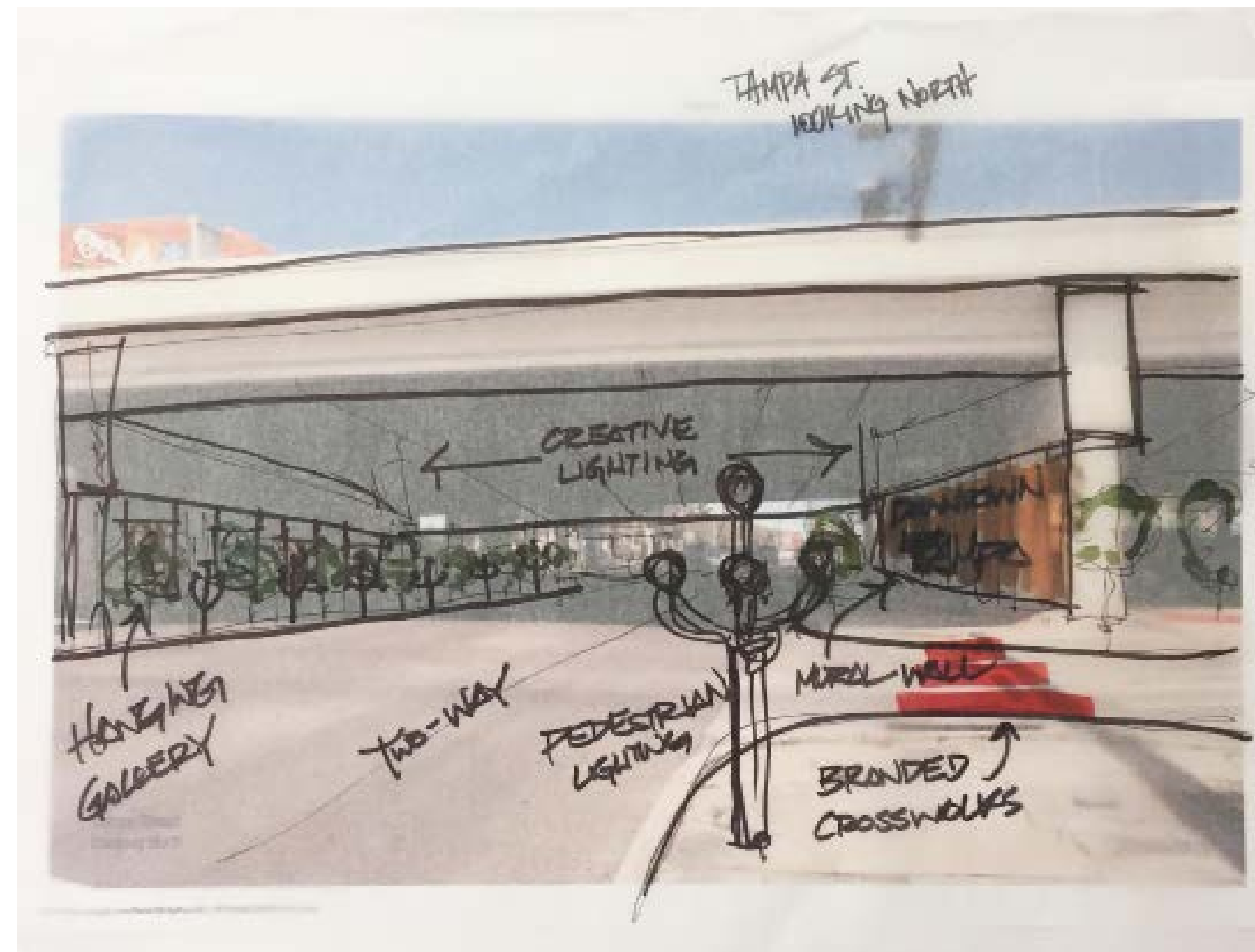
Downtown Tampa Aerial

This sketch focuses on the connection between Downtown and Tampa Heights. The interstate is elevated and completely open underneath, allowing the opportunity for a “Solar Avenue” and a Walk/Bike/Ride trail. Art can be incorporated in the plaza, and commercial businesses can line each side of the interstate. An Urban Plaza and Market would be a wanted addition. The Cass Street Bridge should be treated as a “gateway” into Tampa.



Downtown Tampa Aerial

This sketch shows the current park space and what the leftover area around the new Ashley Interchange should be converted to. This new green space would help the flow of the River Walk.



Tampa Street Looking North: Urban Plaza and Market

Tampa Street needs to be more pedestrian friendly and open. The interstate is elevated, but the street is still very dark. LED or colored lights would brighten up the street, and pedestrian scale lighting would help people feel safer. More crosswalks need to be added for pedestrian safety, and the crosswalks could be branded with a new "Downtown Tampa" theme.





River Walk: Water Taxi and Gateway Bridge

This sketch shows the opportunity for a gateway bridge into downtown Tampa. The water taxi would help circulation throughout the downtown area and into the adjacent neighborhoods.



Doyle Carlton Underpass

Doyle-Carlton is an important underpass because it is adjacent to the river and the river walk. The interstate is elevated, providing the opportunity for hanging lights and artwork. Landscaping should be added as much as possible.



# Downtown Charrette

## 03.28.16

### Group 2

#### Underpass Enhancements

- Wider sidewalks
- Buffer in between pedestrians and cars
- Lighting
  - o Brighter overhead lights
  - o Pedestrian scaled lighting

#### Integration of Transit

- Multimodal Transit facility under Downtown Interchange
- Streetcar Extension
  - o Modernize the street car
  - o Extend into neighborhoods
- Implement Rail or CSX Commuter Rail
- Have an east-west connection between downtown and West River, Ybor

#### Public Realm Enhancements

- Relocate historic properties and local businesses
  - o Preserve houses near the boundary, and create an aesthetic buffer during/after construction
  - o Ensure businesses get a fair payout if they cannot stay
  - o Incentivize relocation to Franklin St., Tampa St., Florida Ave. (Economic Corridor)
  - o Protect historic buildings
- "Paint Your Heart Out" Weekend (locals paint and decorate public spaces)
- Plant shade trees, not palm trees
  - o Oaks provide shade, absorb storm water, filter air pollution
- Green buffers between vehicle traffic and pedestrians, bicyclists
- Keep view of downtown unimpeded from interstate walls







Tampa Street looking North

The Tampa Street underpass is the gateway between Tampa Heights and Downtown. The underpass is open and can become a park space. Trees should be planted in the openings between the interstate lanes, The park will extend from Tampa Street to Florida Avenue and will create an inviting, open public space.



Doyle Carlton Underpass

Doyle-Carlton is an important underpass because it is adjacent to the river and the river walk. The interstate is elevated, providing the opportunity for hanging lights and artwork. Landscaping should be added as much as possible, specifically shade trees.



# Seminole Heights Charrette

## 03.29.16

### Group 1

#### Underpass Enhancements

- Create safe pedestrian scale
- Implement plenty of lighting (use colors at night)
- Safer bike lanes

#### Integration of Transit

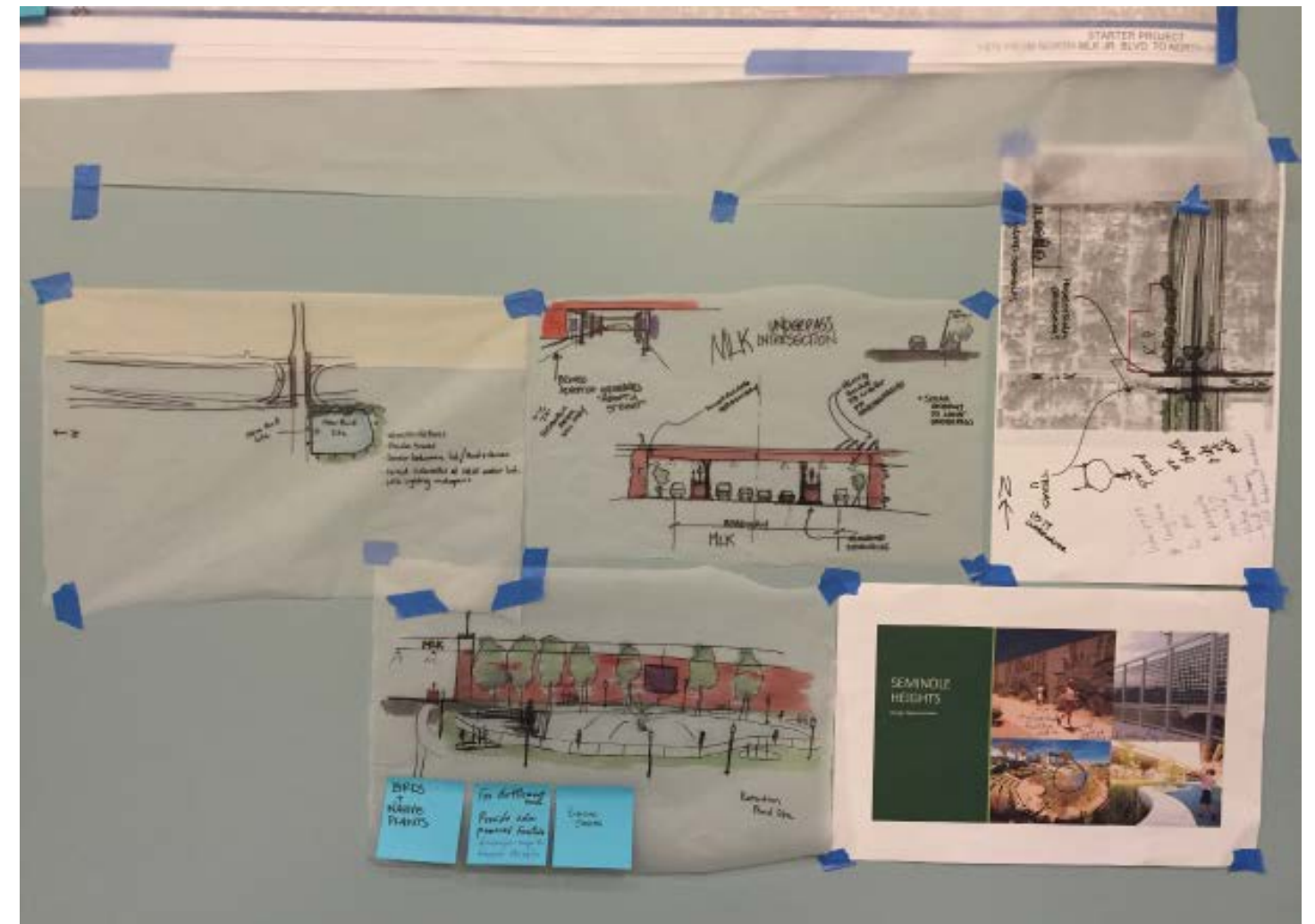
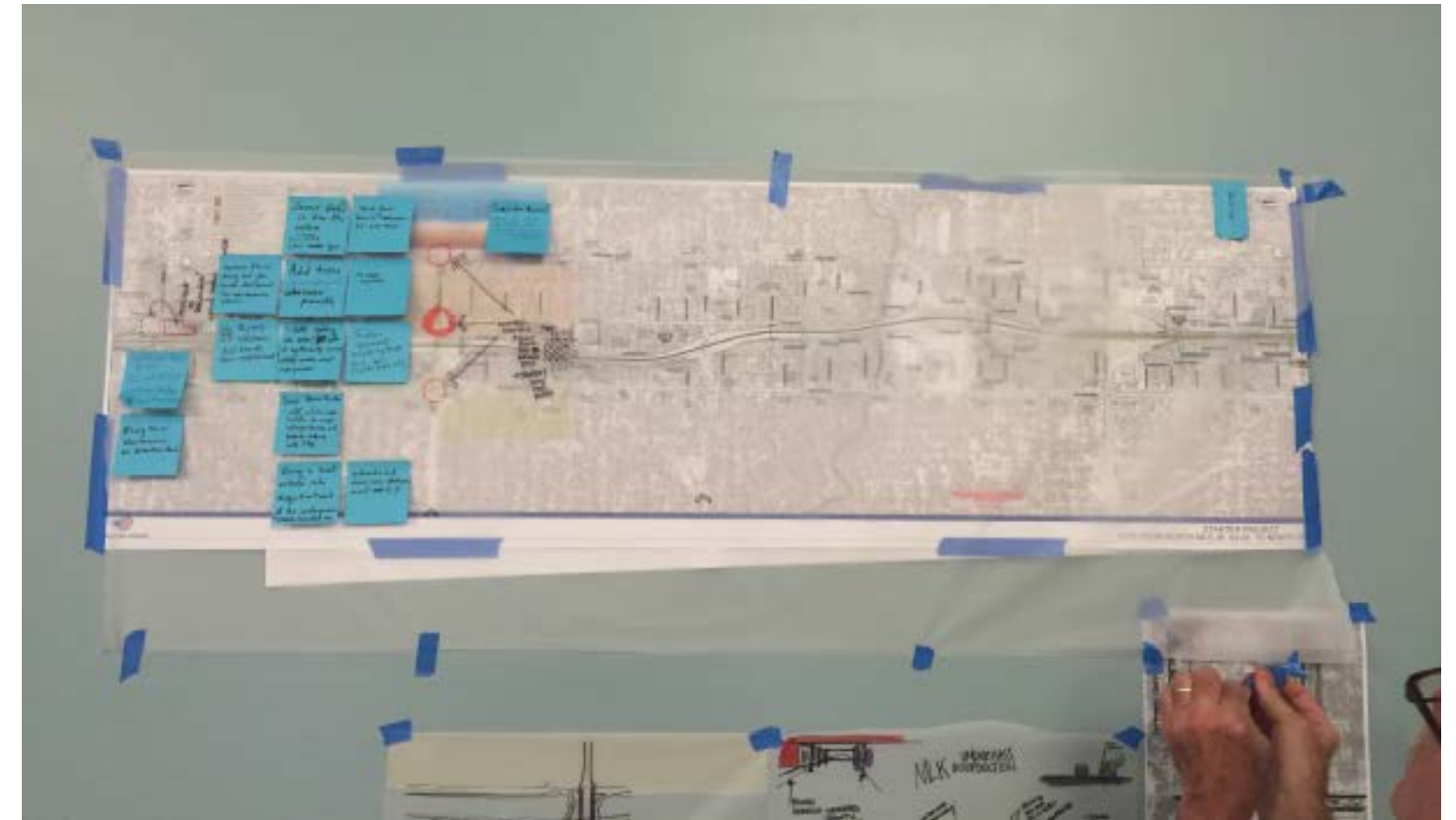
- Bus Rapid Transit on Tampa St. and Florida Ave.
- Expand and modernize streetcar
  - o Create a Multi-modal transit station at the defunct Greyhound Track
  - o Connect to Ybor and Downtown
- Complete all streetcar and transit studies before building TBX

#### Public Realm Enhancements

- Synchronization of traffic lights
- Buffer bike lanes with landscape
- More Oak trees for shade and pollution mitigation
- Better wayfinding with signs and streetscape
- Have parallel parking separating the bike lane from traffic
- Increase frequency of crosswalks on busy streets
- Add speedbumps
  - o Especially on Laurel
- Turn I-275 into a boulevard on the North/South segment
- Save cultural places: Café Hey, Jr. Civic Association Building

#### Mitigation

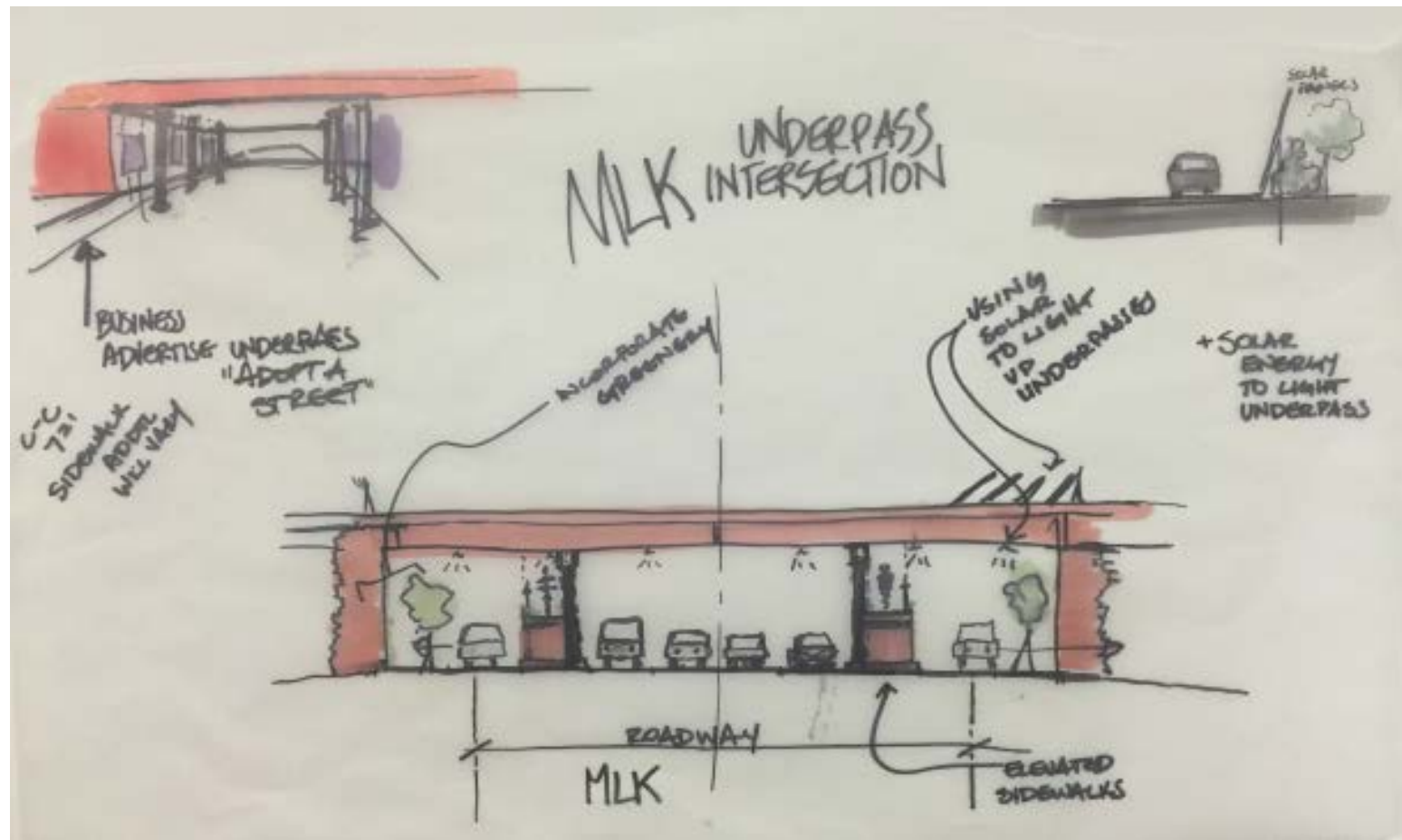
- Reevaluate the plan
- Place emphasis on premium transit
- Prevent the destruction of homes and businesses before TBX is approved
- Install sound walls





Design Map <sup>N</sup> →





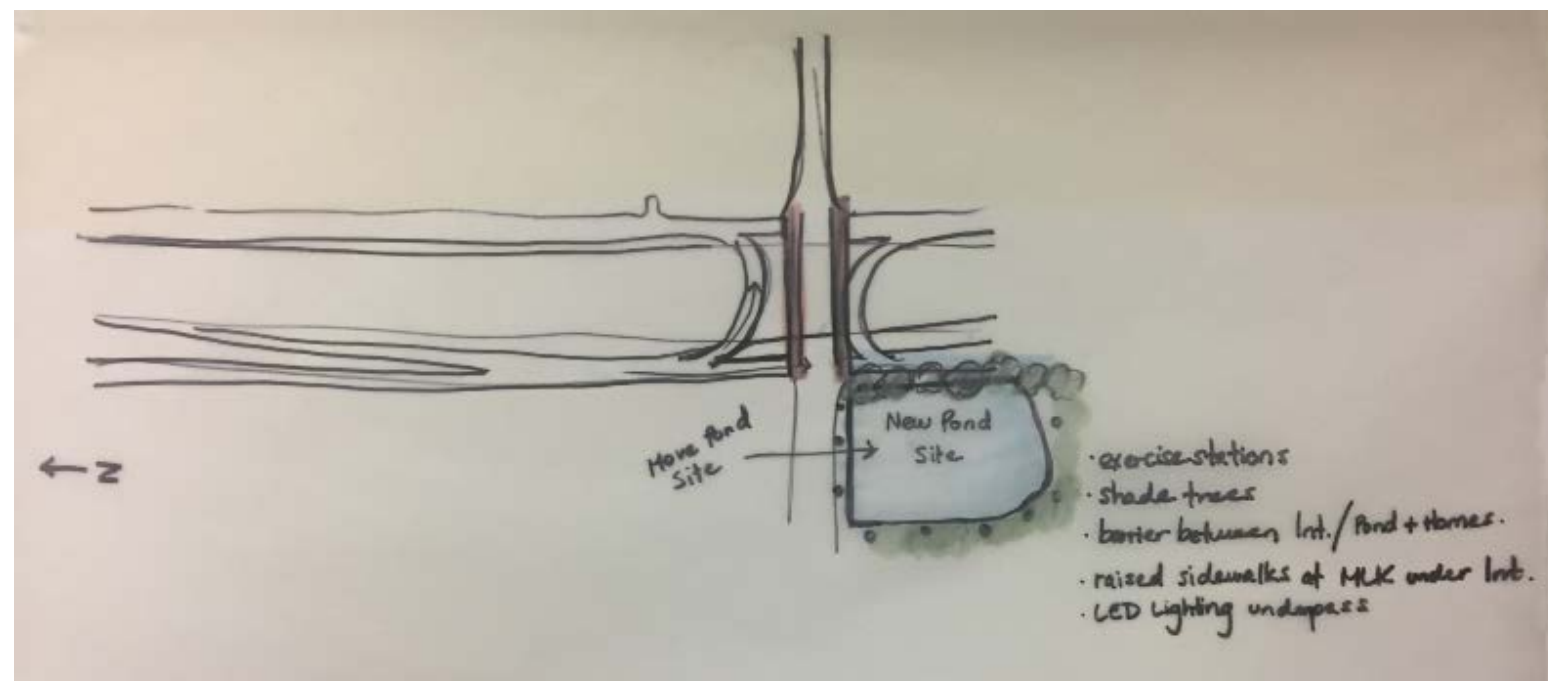
MLK Underpass

By removing the berms, the MLK underpass becomes much wider and allows more room for a pedestrian walkway. Some residents suggested elevating the sidewalks to separate the pedestrians from traffic. Trees should be planted between the interstate lanes, and solar panels can line the edge to create energy.



Retention Pond Park

The retention pond needs to be treated as an amenity for the community and not just be a "hole in the ground." By adding a water feature, shade trees, and a boardwalk, the pond can become a public gathering space that brings the community together.



Retention Pond Site

The residents want the retention pond site to be moved across the street from its current proposed location. The pond would create a barrier between the interstate and homes. The pond can be included in the green trail and have exercise stations around the park.



# Seminole Heights Charrette

## 03.29.16

### Group 2

#### Underpass Enhancements

- Pedestrian scale lighting
- No berms on interstate
- Lots of artwork
- Green space: incorporate trees, plants, and flowers along interstate
- Brick façade treatment to blend in with historic neighborhood feel
- Bicycle Amenities
  - o Bike Share Hub
  - o Bike Lockers

#### Integration of Transit

- Expand streetcar into Seminole Heights
- Bus Rapid Transit with a dedicated lane on Tampa St., Florida Ave., and MLK
- Convert the Greyhound Race Track into a transit center
- Solar powered toll gantries
- Establish a local circulator to serve neighborhoods and local businesses

#### Public Realm Enhancements

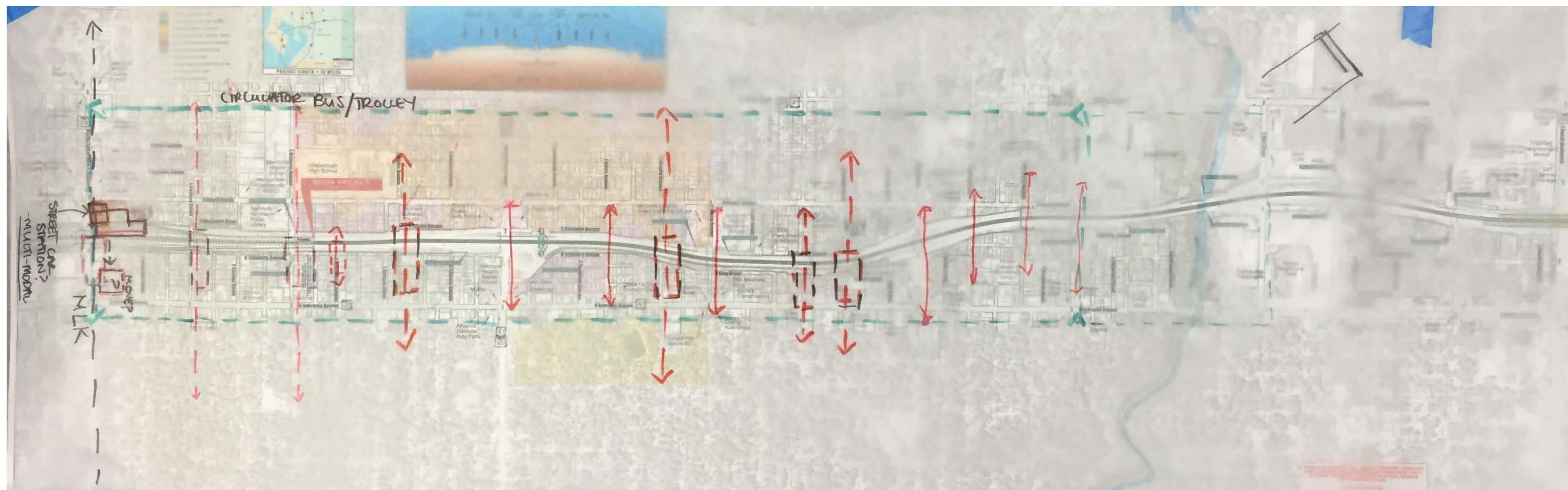
- Raised walkways in new retention pond park
- Bright lighting around the pond
- No chain link fences
- Bury storm water in a vault and create community parking on top
- Add street parking along new side-streets

#### Mitigation

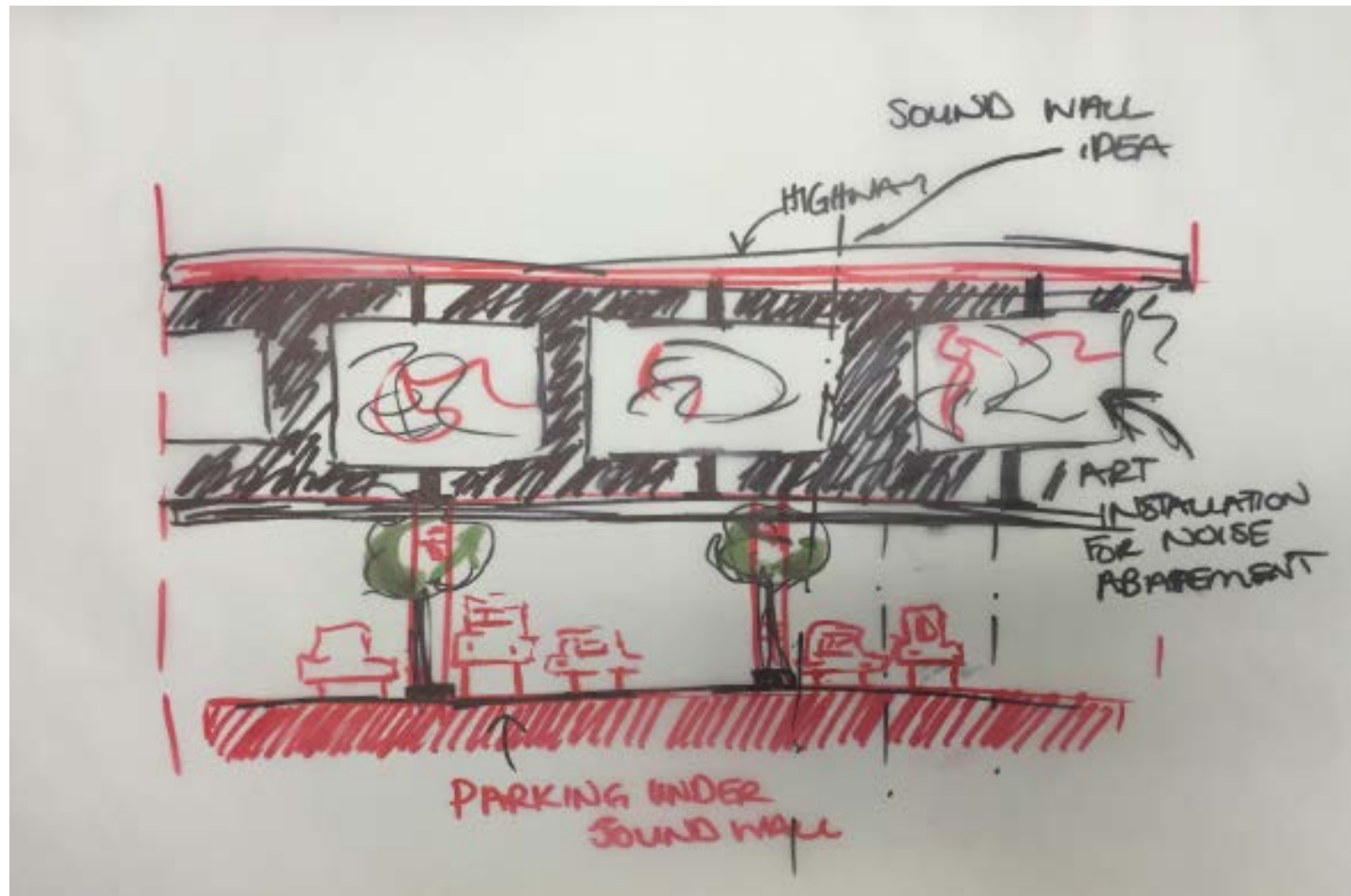
- Noise abatement
  - o Aesthetically pleasing soundwalls: add art and design
  - o Use oak trees or bamboo to filter pollution and noise
- Preserve and protect homes: the goal should be no demolition
- Don't tear down or acquire houses until TBX has been approved
- Use existing parks for stormwater
- Design a "no-build" option or an alternative to the current TBX plan





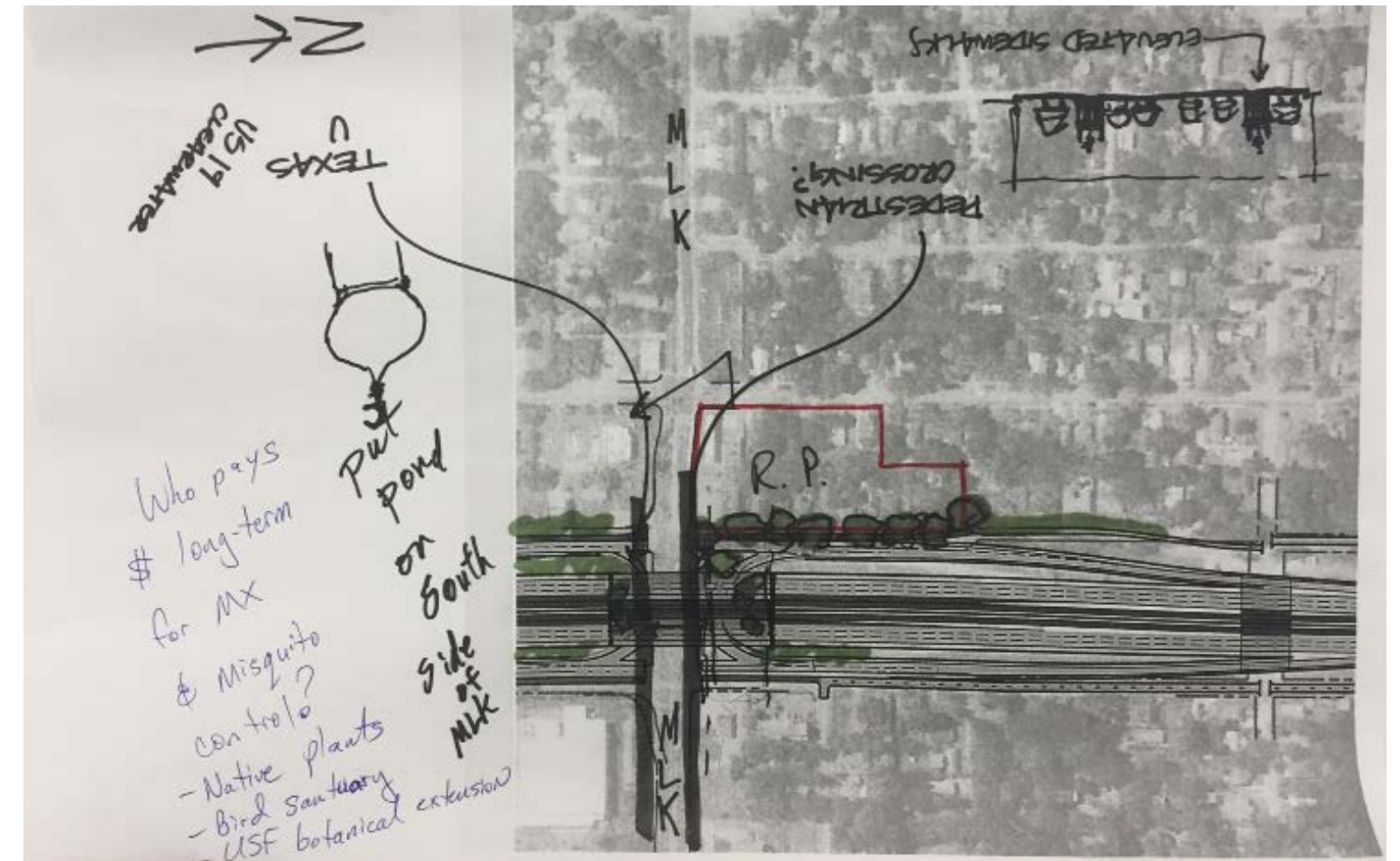


Design Map <sup>N</sup> →



## Sound Wall

The residents do not want a standard concrete wall along the interstate. The wall should reflect the character of the neighborhood. Oak trees should be planted along the wall to filter pollutants. Parking can be accommodated under the sound wall.



Retention Pond Site

The retention pond needs to be treated as an amenity for the community and not just be a “hole in the ground.” By adding a water feature, shade trees, and a boardwalk, the pond can become a public gathering space that brings the community together.



# Seminole Heights Charrette

## 03.29.16

### Group 3

#### Underpass Enhancements

- The overpasses should be designed to reflect Tampa Heritage (Look at 21st and 22nd in Ybor)
- Safer crosswalks and traffic light-timing at MLK underpass and off ramp locations
- There is a need for more dog parks: put them under the interstate where it is shaded
- Landscaping along the interstate
- Wide, walkable sidewalks
- Accommodate ADA on sidewalks
- LED lighting in interstate fixtures
- Pedestrian-scaled lighting

#### Integration of Transit

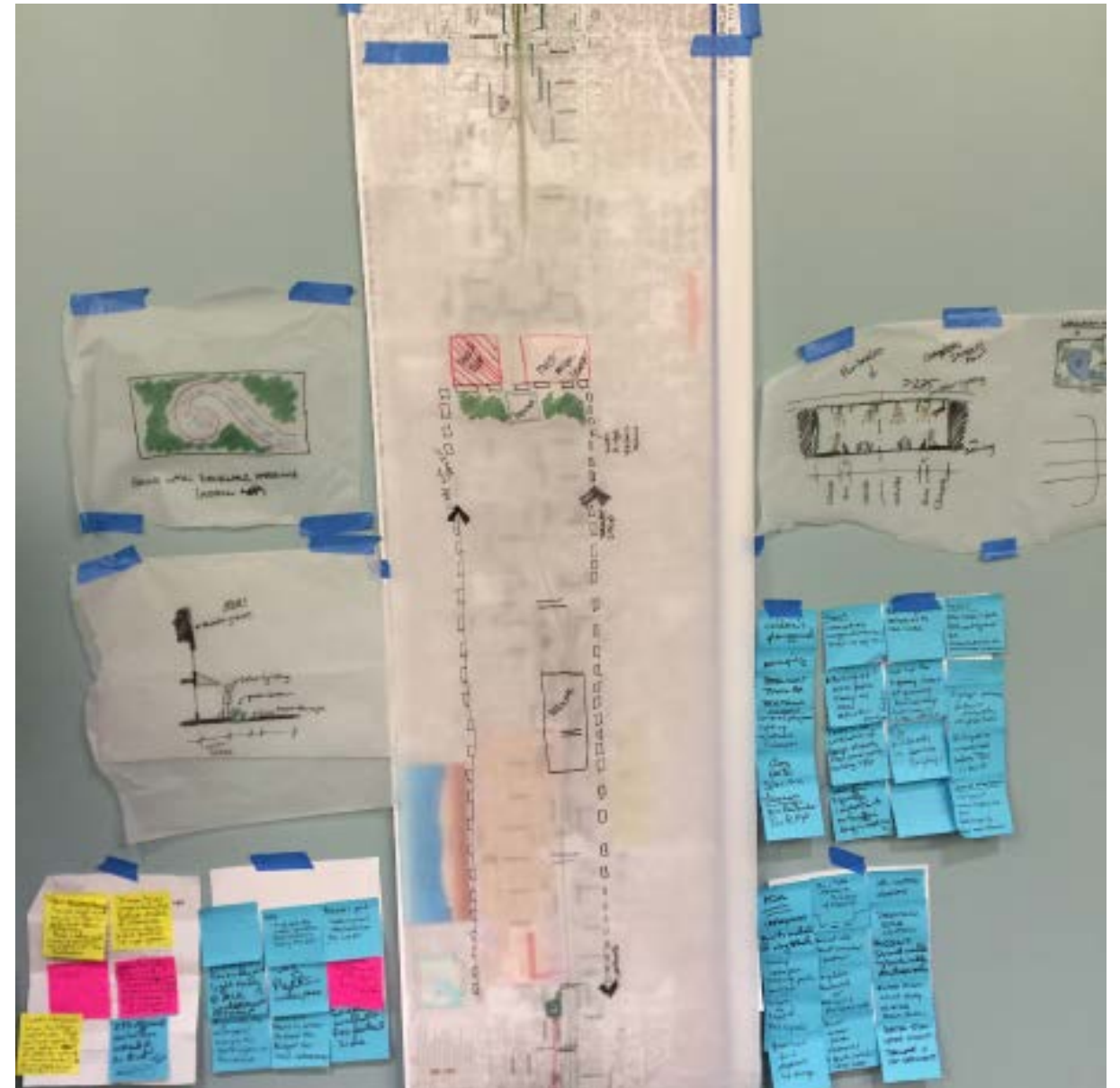
- Connected transportation infrastructure and network
- Bus Rapid Transit with a dedicated lane along Tampa St/Fl Ave and MLK
- Implement Light Rail
- Create a multi-modal transit station at the Dog Track on Busch

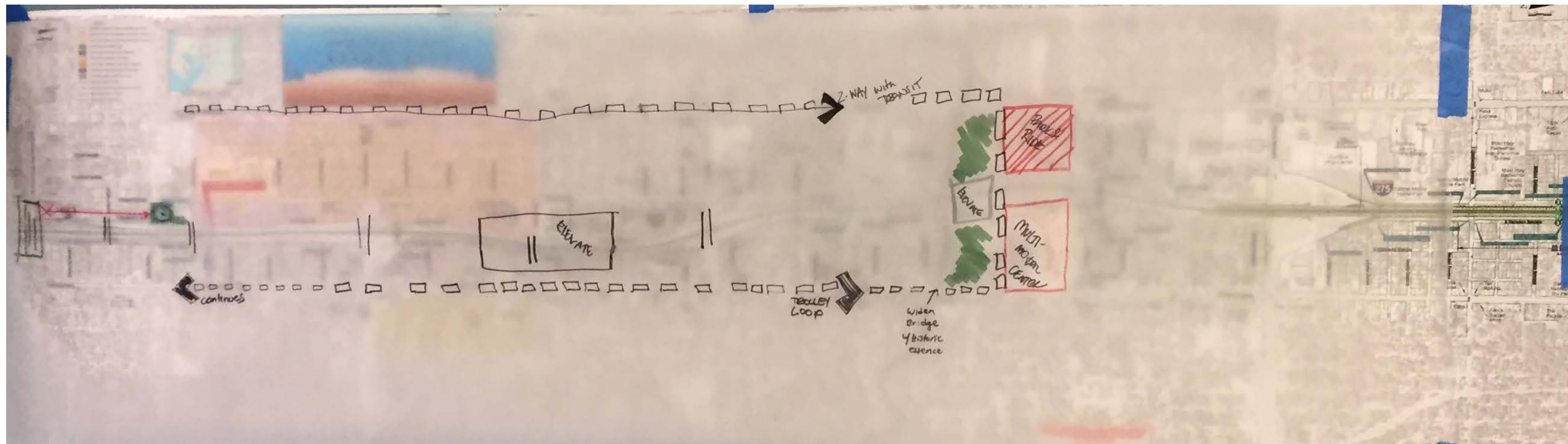
#### Public Realm Enhancements

- Dense green landscaping along entire interstate
  - Flowers, shrubs, bushes, low/high foliated greens (Precedent: Autobahn)
- Plant Oak trees to absorb water, filter chemicals, and filter air pollution
- Retention pond park
  - Boardwalk
  - Running Trail
  - Fountains for aeration
  - Landscaping and trees for shade
- Children's playground

#### Mitigation

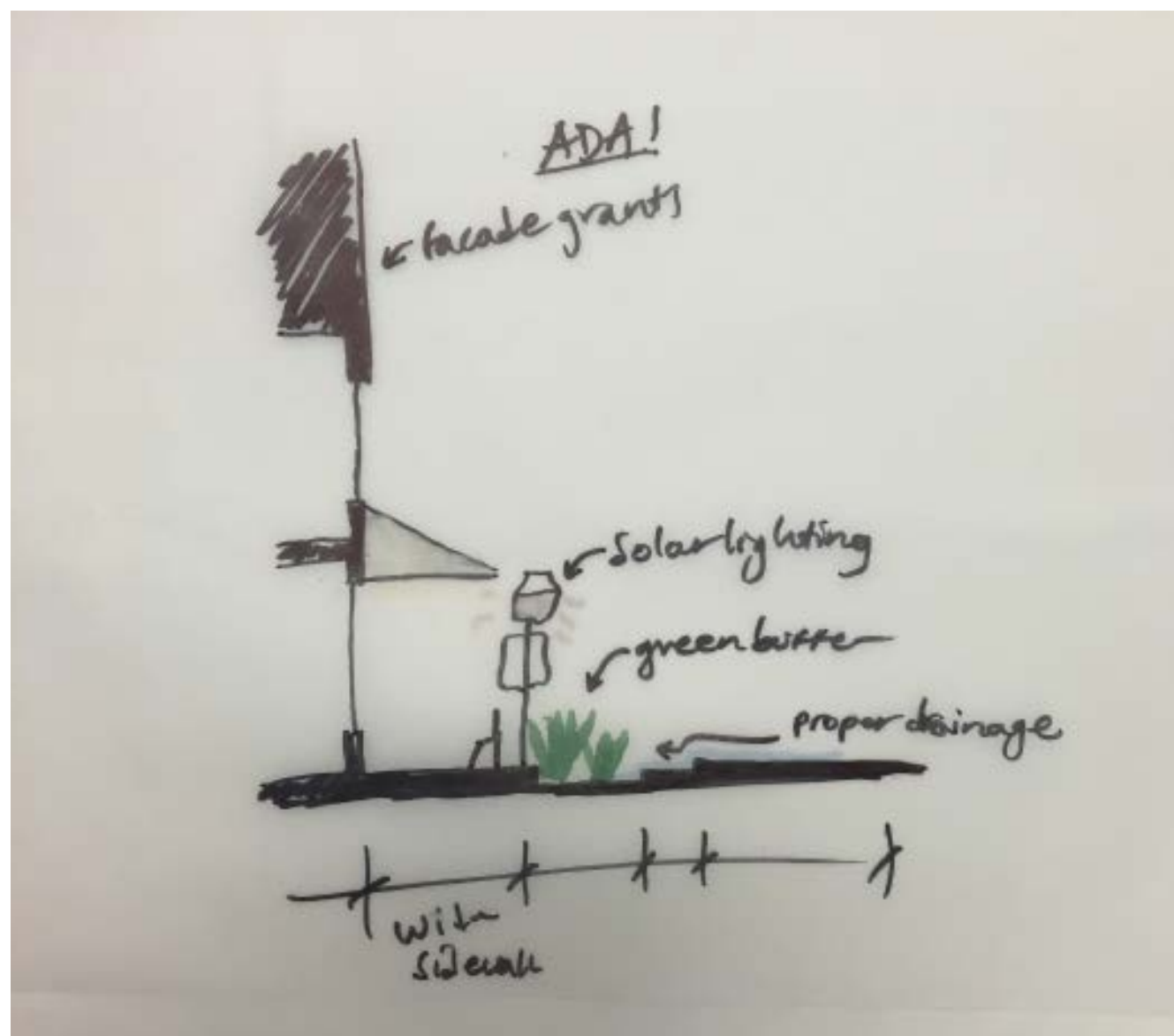
- Reduce the environmental impact on Robles Park and other green spaces (Impact of construction, etc.)
- Sound abatement measures that are not standard walls
  - Use recyclable materials or other sustainable measures such as solar panels
- Air quality and aeration of retention pond need to be addressed
- Local/fixed transit should be built prior to TBX construction
- Consider using the parking lot next to the public library as a new retention pond.
- Pass a signage ordinance to protect the neighborhood from visual congestion
- Have a design team work with the engineers
- Pay attention to other transit plans or studies (streetcar, HART). The designs need to be cohesive & integrated
- Renew historic asset study
- Better contemporary storm water management plan





Design Map  $N \rightarrow$





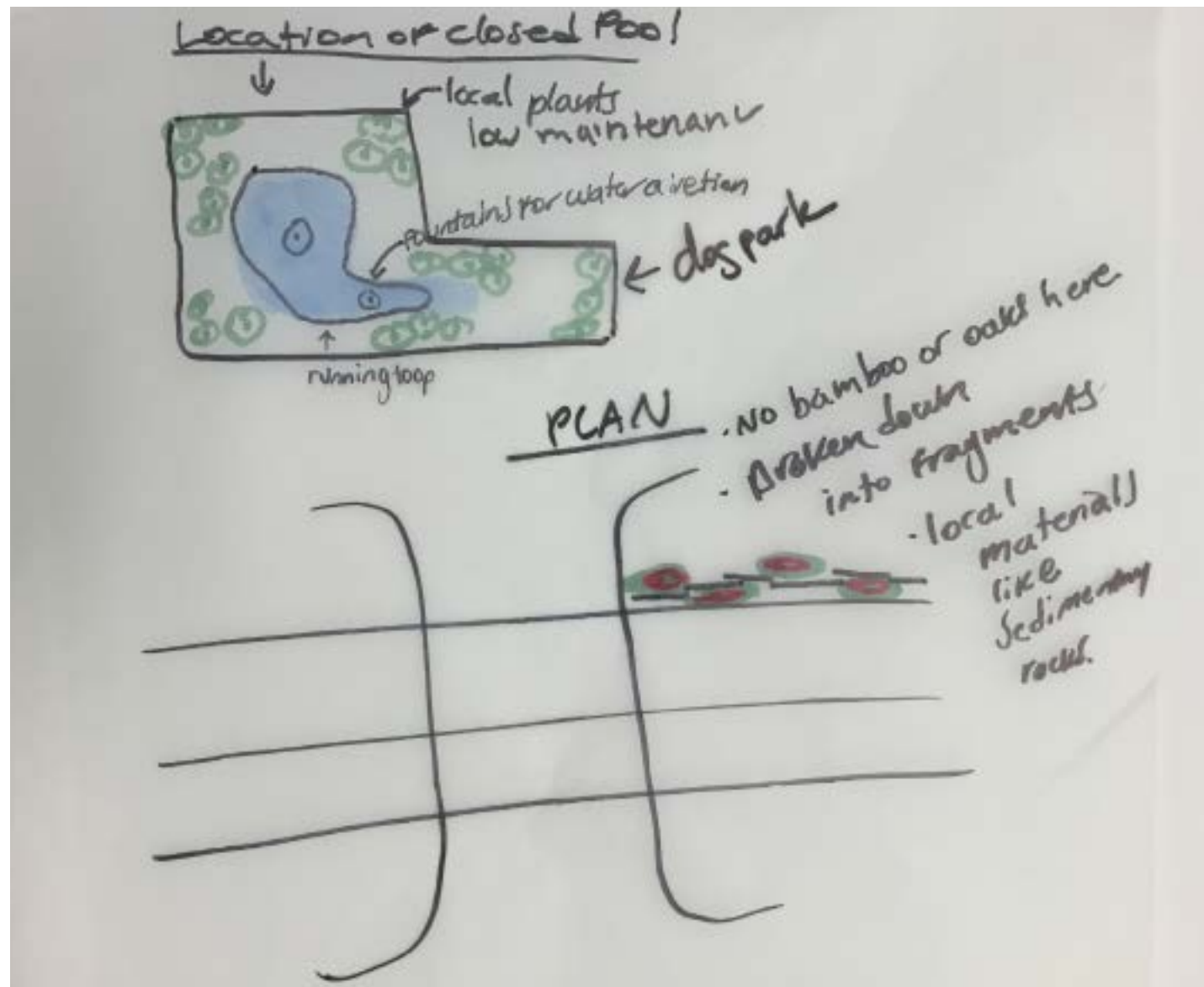
Complete Street

The residents want complete streets wherever possible. These streets have enough space for every mode of transit. There should be a green buffer between pedestrians and traffic. These green buffers can be bioswales to help with stormwater management. Pedestrian-scaled lighting is necessary, and facade grants should be given to revitalize the street.



Floribrasca Underpass

By removing the berms, more space can be allocated to pedestrian activities. The residents want the underpass to create a gateway in between neighborhoods. Solar lighting, at both the car and pedestrian scales, will brighten the underpass at all times. Landscaping and art should be incorporated.



Retention Pond Park

The location of the pond is very contested, and alternatives should be considered before homes are bought and demolished. The retention pond needs to be treated as an amenity for the community and not just be a "hole in the ground." By adding a water feature, shade trees such as oaks, and a boardwalk, the pond can become a public gathering space that brings the community together.



Sound Wall

The residents do not want a standard concrete wall along the interstate. The wall should reflect the character of the neighborhood. Oak trees should be planted along the wall to filter pollutants. Sustainable materials, such as solar panels, could be added to the wall. Artwork or murals could be painted on panels near exits to create a gateway into the neighborhood.



# West River Charrette

## 04.11.16

### Group 1

#### Underpass Enhancements

- More lighting (car and pedestrian scale)
- Encourage pop-up markets and small retail vendors to activate space
- Make the underpasses a continuous link to connect students in neighborhood
  - Allow students to paint and create art to include nearby schools
- Incorporate trees and landscaping
- Bike storage building (Bike Share)
- Elevate interstate to Willow from Jefferson Ave.

#### Integration of Transit

- Streetcar Expansion
  - Cypress
  - Rome
  - Franklin
  - Tampa
  - Florida
- Connection across river to Tampa Heights and Downtown
- Increase bike lanes (North Boulevard)
- Implement CSX commuter rail
- Design Tri-Modal Cypress Bridge

#### Public Realm Enhancements

- Create a better storm water management plan. Look into alternatives besides ponds
- Program events under the interstate and along river
- Create a signature bridge!
- Extension of cycle track to Willow Ave.
- On street parking (slows down traffic, buffer from pedestrians)
- More trees (oak, not palm)
- Expansion of Riverwalk and River Arts

#### Mitigation

- Sound abatement walls
- Traffic mitigation during construction
  - BRT routes North/South and East/West
  - Streetcar/Trolley





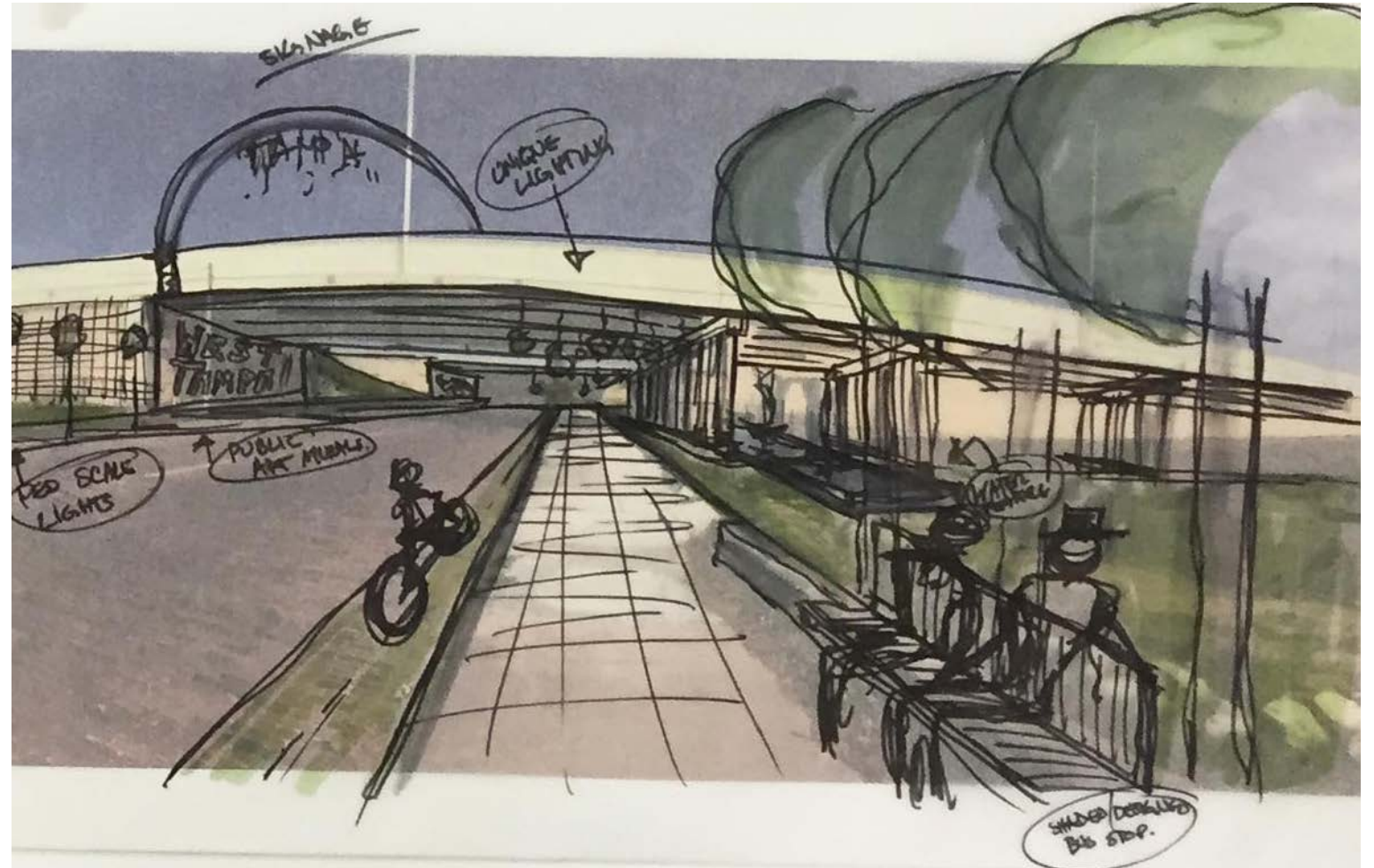




Green Street looking North

Green Street runs adjacent to the river. It is one of the two main streets that connects the middle school, high school, elementary school, and Boys and Girls Club. The street needs to be safe for pedestrians and bicyclists of all ages. Street trees, pedestrian-scaled lighting, and wide sidewalks are necessary. Kiosks and vendors can activate the space, and the street should have a direct connection to the riverwalk.





Willow Underpass

The Willow Underpass is an important connection in the West River neighborhood. The street is part of the “River Education District” and needs wide sidewalks, seating, landscaping, and pedestrian scaled lighting. The underpass should be safe and accessible during all times of the day.



# Tampa Heights Charrette

## 04.12.16

### Group 1

#### Underpass Enhancements

- Light-up sidewalks for underpasses
- Colorful light tubes
- Sidewalk lights at pedestrian scale
- Wider sidewalks
- No berms on the interstate

#### Transit

- Expansion of streetcar (into Tampa Heights, Downtown)
- BRT with a dedicated lane North/South and East/West
- Implement light rail and commuter rail

#### Public Realm Enhancements

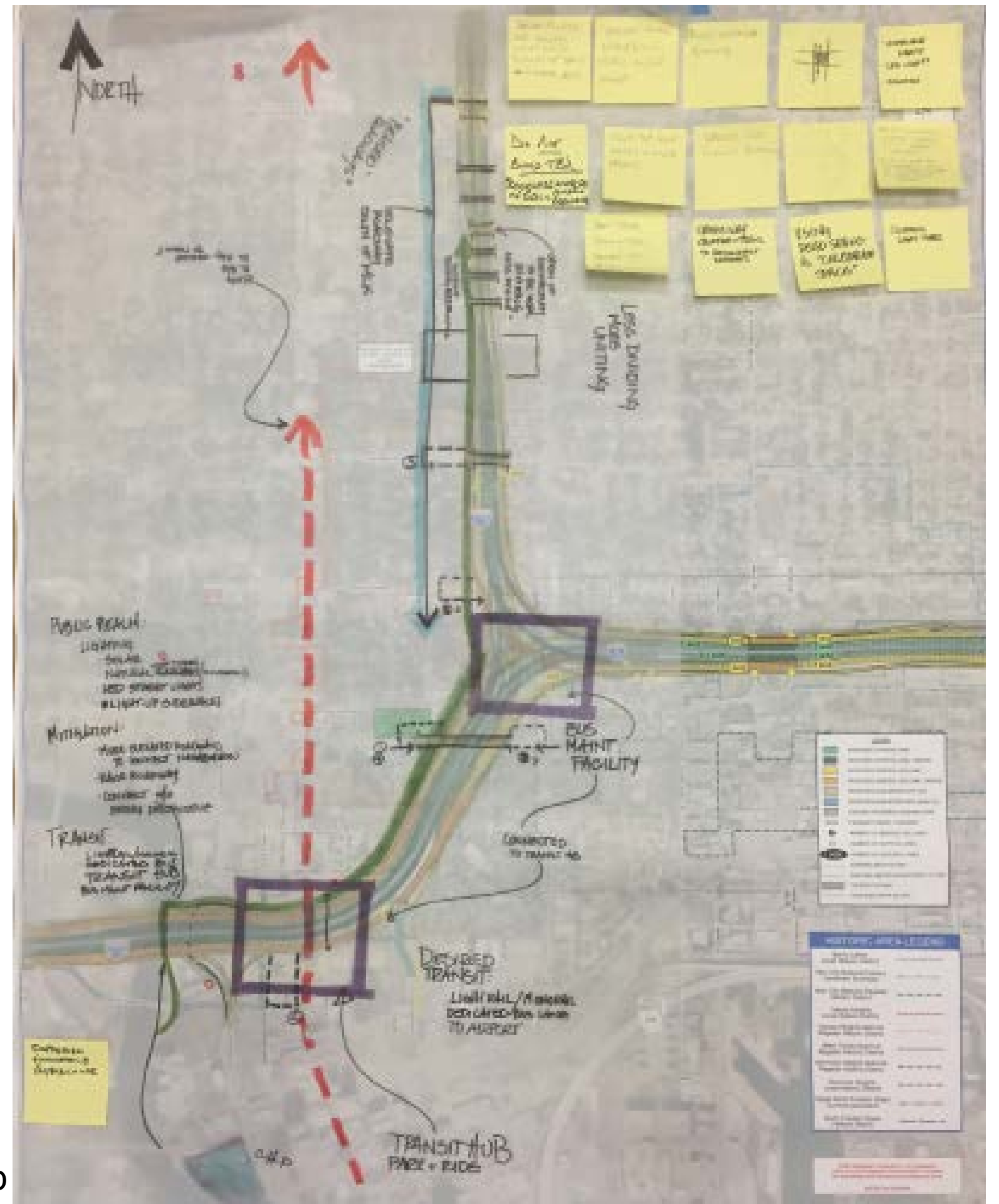
- Solar panels
- Natural light tubes to light up space in underpass
- Design the greenway as a major connection between neighborhoods and streets with shade trees and lighting
- Utilize current “dead space” for new plant growth or solar energy pavilions
- Signage and wayfinding
- More elevated roadways
- Two-way Tampa St. and Florida Ave.
- Spaces for transit station under interchange
- Maintain community garden
- Reconnect streets around Robles Park, elevating the interstate

#### Mitigation

- Use funding for project for alternative transit options
- Leave the churches and historic buildings on Palm preserved
- Eliminate bermed walls under interstate
- Provide opportunity for businesses to relocate in neighborhood



↑  
N Design Map







Columbus Underpass

By removing the berms, more space can be allocated to pedestrian activities. The residents want the underpass to create a gateway in between Tampa Heights and Ybor. Solar lighting, at both the car and pedestrian scales, will brighten the underpass at all times. Landscaping and art should be incorporated.



Palm Underpass

Residents want Palm Avenue to become a complete street to make it more pedestrian and bicycle friendly. Lighting at the pedestrian scale is necessary, and trees and other landscaping should be planted in between the interstate lanes.



Franklin Street looking North

Franklin Street is part of the Economic Corridor that also includes Tampa Street and Florida Avenue. Because the interstate is completely elevated through this portion, it creates a unique opportunity. The residents proposed the idea of an “Underpass Plaza” that utilizes the mostly vacant, under-utilized space. This plaza would connect all three streets and not only provide a safe connection for pedestrians and bicyclists, but would foster a public space that could host events, markets, and other activities that would keep the space activated. Hanging lights, colorful artwork, and landscaping would add to the feel and make it inviting.



# Tampa Heights Charrette

## 04.12.16

### Group 2

#### Underpass Enhancements

- Floribaska Underpass needs lighting and safety features
- Add lighting, art and remove berms to open up space
- Add pavers and architectural detail to underpass structures

#### Transit

- Have the streetcar line run on Florida Avenue, Floribaska Avenue and 7th Avenue
- Implement a transit facility on Columbus Drive or Nebraska Avenue
- Use CSX lines for commuter rail

#### Public Realm Enhancements

- Place a transit maintenance facility under I-4 interchange
- Design the greenway as a connection on Columbus Drive to Ybor to Downtown, MLK and Water Works Park
- Keep gardens throughout Tampa Heights and have walkable access to them from other neighborhoods
- Extend Robles Park east of interstate
- Use a buffer between bike lanes and car lanes
- Keep Tampa one-way with designated cycle track
- Complete Streets
  - o Floribaska Avenue
  - o Columbus Drive
  - o Palm Avenue
  - o 7th Avenue

#### Mitigation

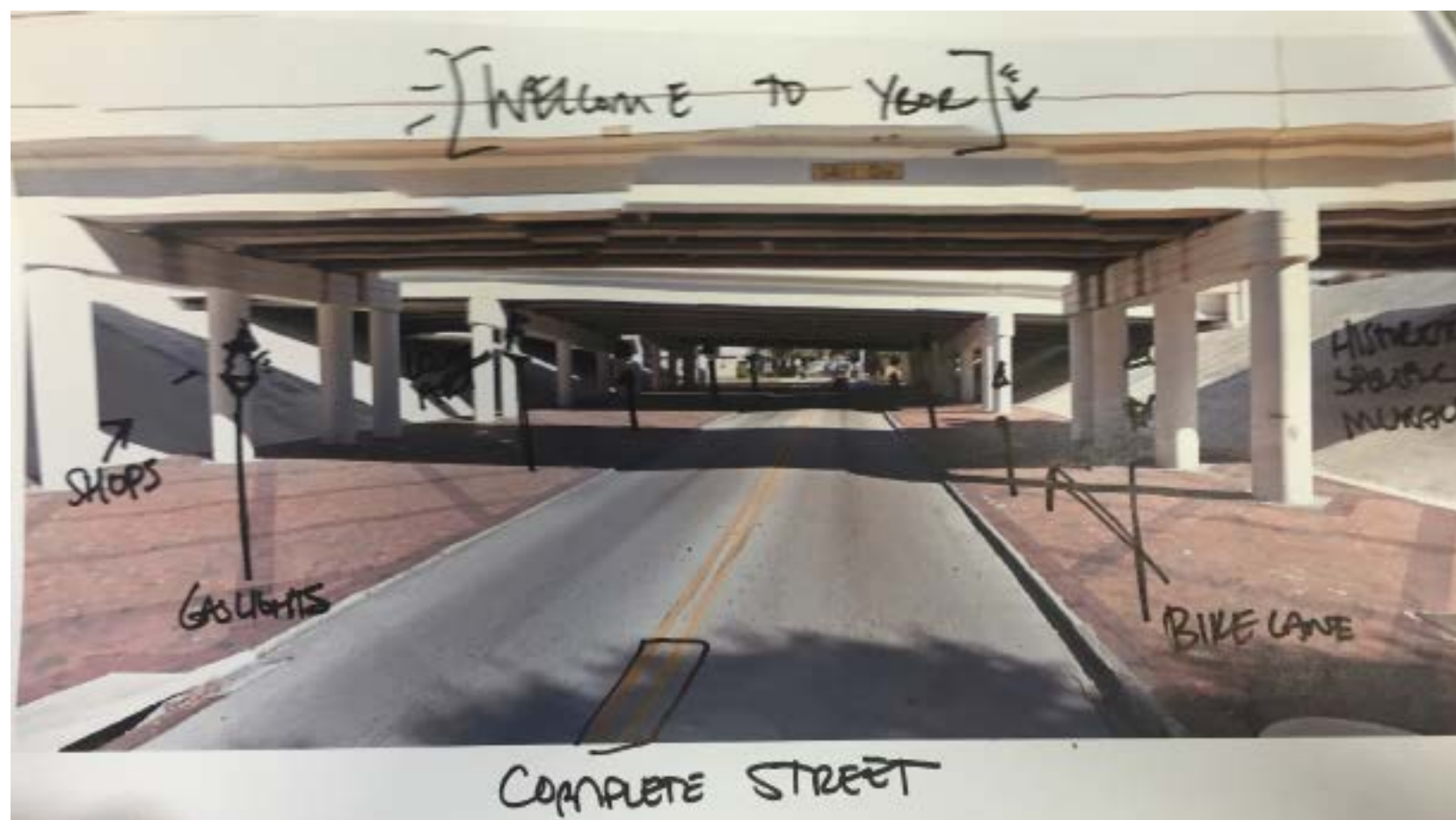
- Traffic control lights needed on Floribaska
- Design Floribaska as a complete street
- Keep Floribaska Exit
- Design must accommodate the pedestrian first
- Tampa Heights Junior Civic Association should be relocated to safe location
- Studies that show alternative transit options as an alternative to TBX





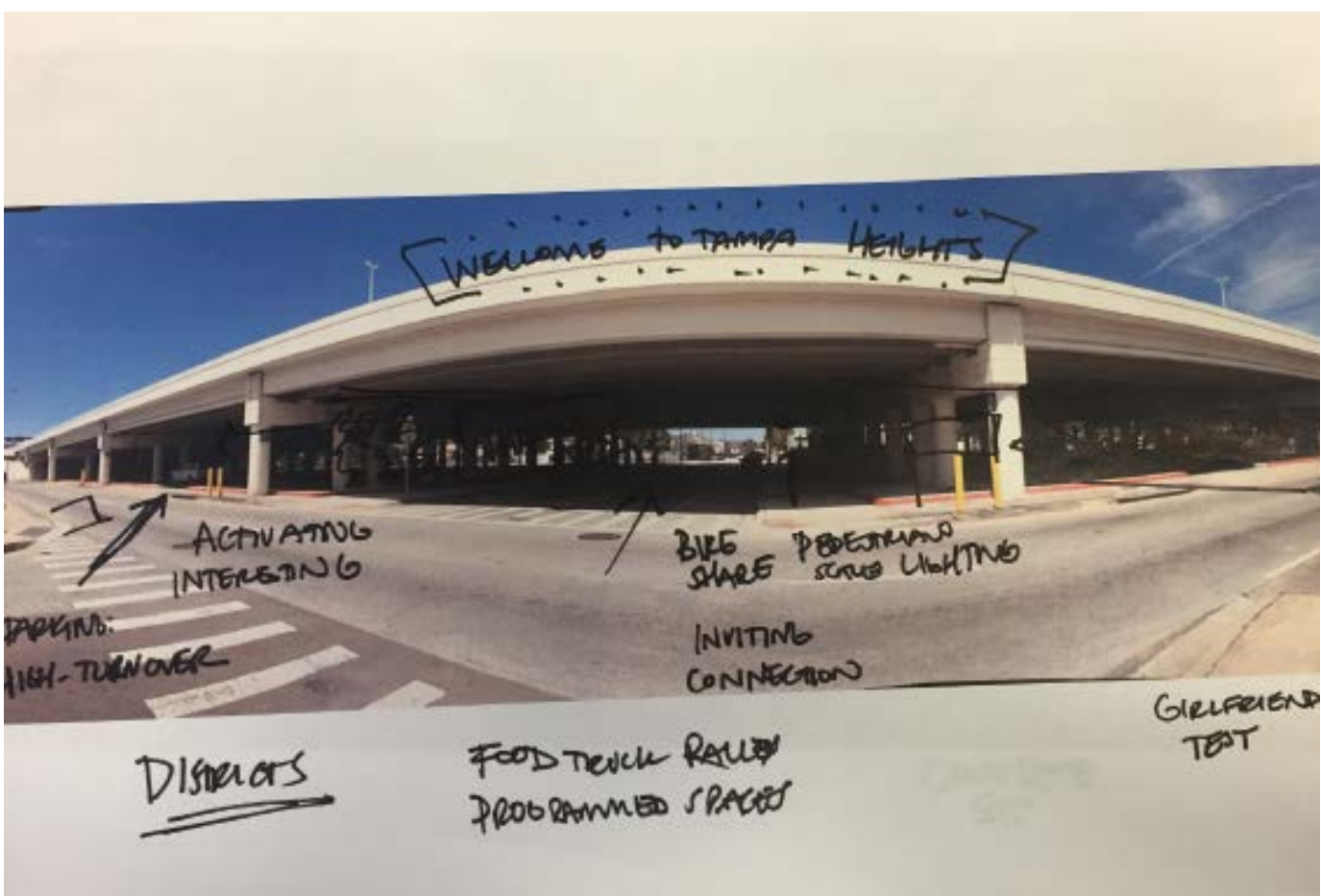
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N Design Map





Columbus Underpass

By removing the berms, more space can be allocated to pedestrian activities. The residents want the underpass to create a gateway in between Tampa Heights and Ybor. Solar lighting, at both the car and pedestrian scales, will brighten the underpass at all times. Landscaping and art should be incorporated.



Franklin Street looking North

Franklin Street is part of the Economic Corridor that also includes Tampa Street and Florida Avenue. Because the interstate is completely elevated through this portion, it creates a unique opportunity. The residents proposed the idea of an “Underpass Plaza” that utilizes the mostly vacant, under-utilized space. This plaza would connect all three streets and not only provide a safe connection for pedestrians and bicyclists, but would foster a public space that could host events, markets, and other activities that would keep the space activated. Hanging lights, colorful artwork, and landscaping would add to the feel and make it inviting.



# Tampa Heights Charrette

## 04.12.16

### Group 3

#### Underpass Enhancements

- Add lots of lighting and colorful lights
- Bring in greenery and trees
- Add buffered bike lanes for safer riding

#### Integration of Transit

- Expand and modernize the streetcar and send it northbound and west towards the airport
- Extend the streetcar
- Create a multi-modal transit station under Downtown Interchange
- Bike share hubs along the green spine

#### Public Realm Enhancements

- Expand greenway for wayfinding throughout neighborhoods
- Crosswalk signs with lights to keep pedestrians safe
- Buffered bike lanes to keep bikers safe
- Add crosswalks to streets with high traffic
  - o Laurel Street
  - o Tampa Street
  - o Florida Avenue

#### Mitigation

- Avoid demolition until TBX is approved
- Protect important and historic establishments (Café Hey and Junior Civic Association)
- Pollution solution to make underpasses safe for pedestrians and establishments
- Look into implementing a boulevard in place of interstate





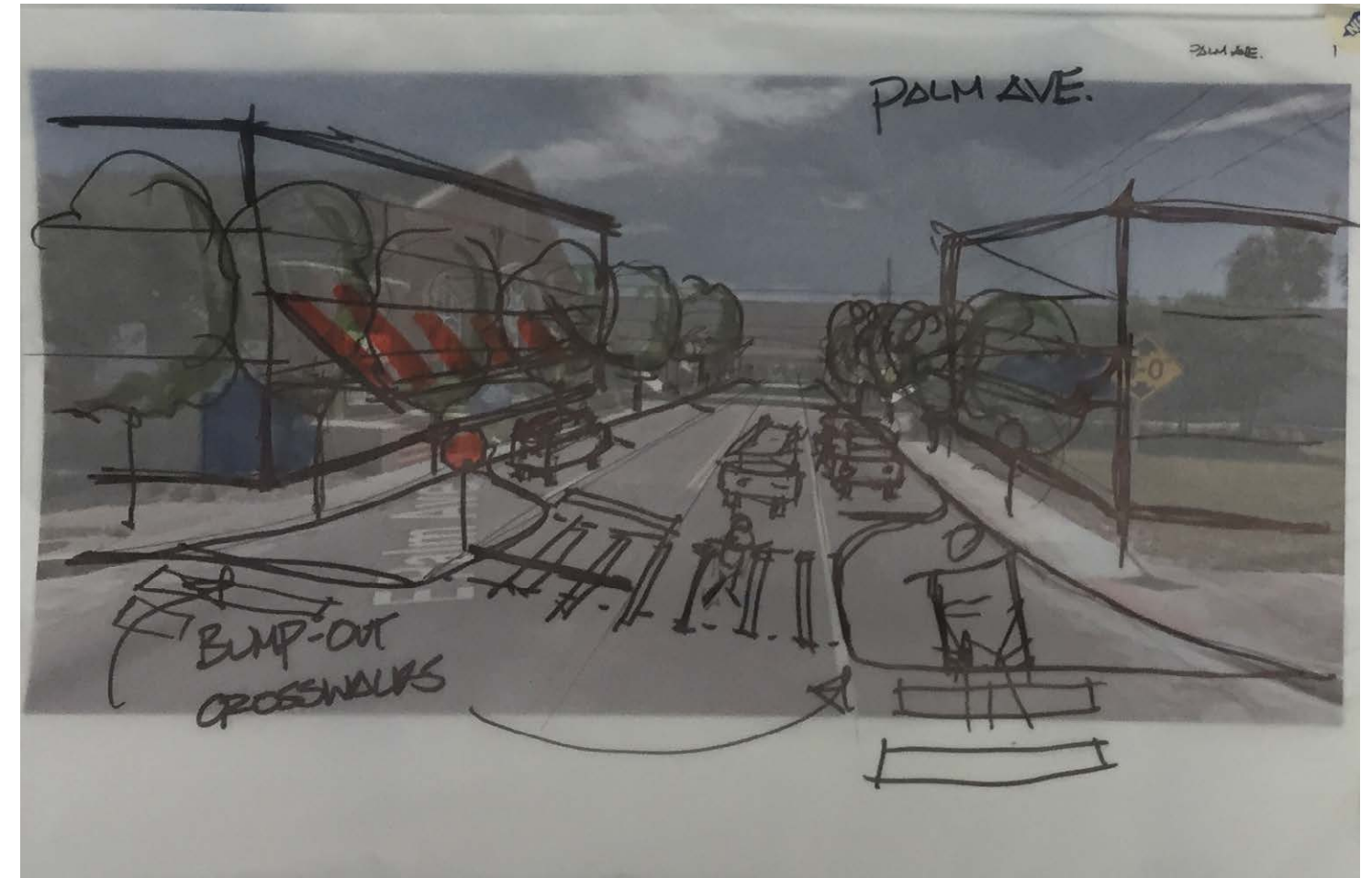


Design Map



Franklin Street looking North

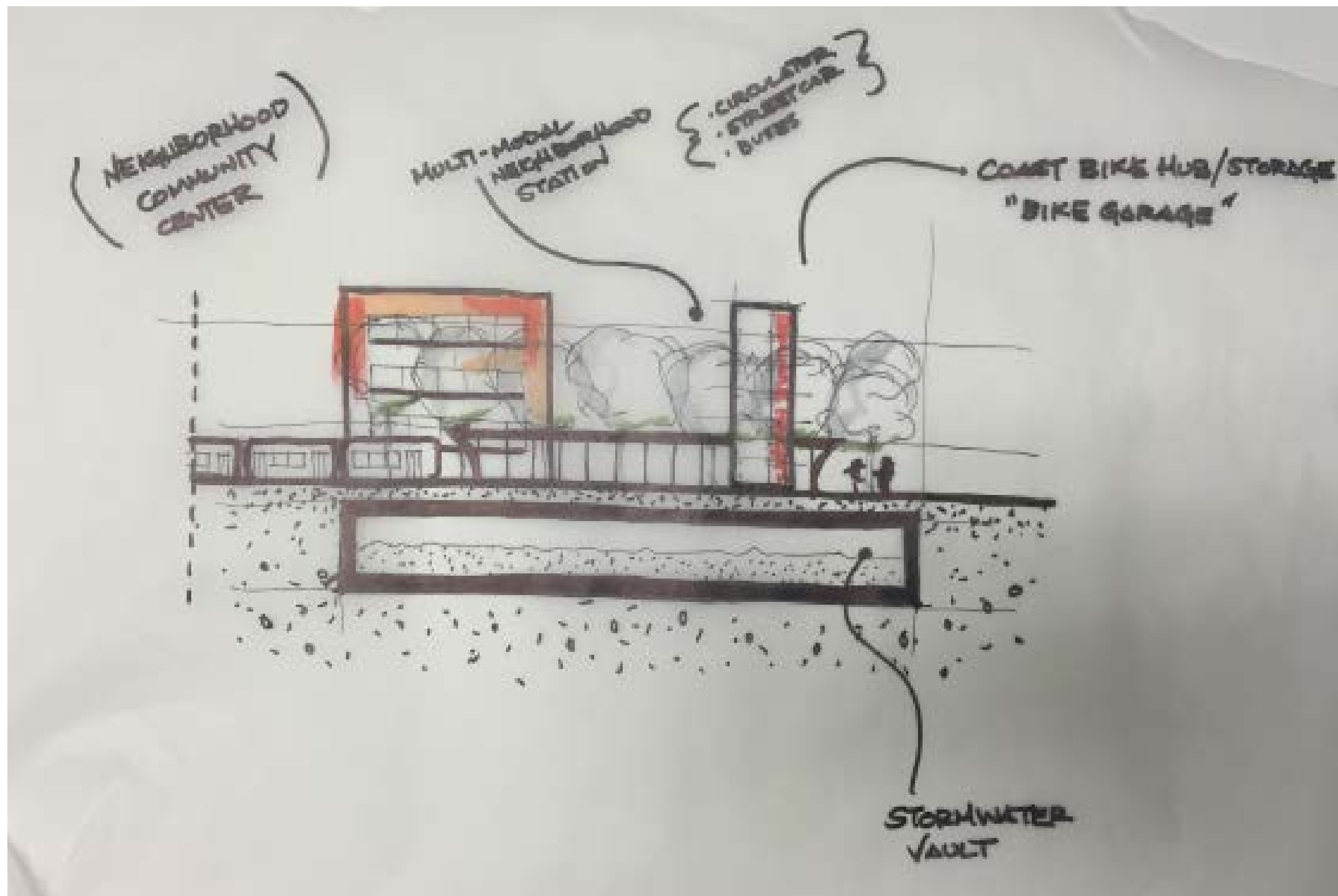
Franklin Street is part of the Economic Corridor that also includes Tampa Street and Florida Avenue. Because the interstate is completely elevated through this portion, it creates a unique opportunity. The residents proposed the idea of an “Underpass Plaza” that utilizes the mostly vacant, under-utilized space. This plaza would connect all three streets and not only provide a safe connection for pedestrians and bicyclists, but would foster a public space that could host events, markets, and other activities that would keep the space activated. Hanging lights, colorful artwork, and landscaping would add to the feel and make it inviting.



Palm Avenue

Palm Avenue is an important East-West connector street. The residents want to see economic development occur, and facade grants and safer pedestrian infrastructure will help spur development. Shade trees, such as oaks, better lighting, and enhanced, bump out crosswalks will make the street pleasant to walk on.





Stormwater Park

An option that the neighborhoods discussed was stormwater vaults. These vaults would be buried beneath the surface and would allow for development to occur above. This alternative solution would prevent open ponds from becoming mosquito breeding grounds or dump grounds.



# Ybor Charrette

04.18.16

## Group 1

### Underpass Enhancements

- Maintain cleanliness, add lots of lighting and cameras for safety, and remove berms
- Add bike lanes and wide sidewalks
- Maintain street character

### Integration of Transit

- Transit options
  - o Offer courtesy cars for government workers to promote carpooling
  - o Implement regional bus system
  - o Active streetcar loop for commuting
- Local transit improvements requested
  - o Higher frequency
  - o More flexible hours from early morning through late evenings
  - o BRT on 21st and 22nd streets
- Connections
  - o Connect bus systems between counties.
  - o CSX for commuting
  - o Seminole Heights, Florida to the river, trolley-shuttle-bus
  - o Nebraska should go from Seminole Heights to Ybor via fluid transit systems

### Public Realm Enhancements

- Plant more shade trees (not more palms)
- Make the interstate look like part of Ybor (brick facade, etc.)
- Create gateways at underpasses

### Mitigation

- Auger pile construction methods to protect properties from damage
- Construction methods should be sensitive to the historic fabric and community
- Make the space for future development in the center of highway on the side for people to access
- Sound walls with architectural character
- Create a fund for maintenance paid by toll lane fees







14th Underpass

14th and 15th Street are one-way pairs that provide one of the connections between VM Ybor and Historic Ybor. By removing the berms, more space can be allocated to the pedestrians, Sconces or street lamps in the style of Historic Ybor will add character to the space and make it feel like part of the neighborhood.



14th Street looking West

14th Street will be elevated to 15th Street, and this new underpass provides a unique opportunity for the Ybor Neighborhood. Residents suggested activating the space with skate parks and vendors.





14th Street looking West

14th Street will be elevated to 15th Street, and this new underpass provides a unique opportunity for the Ybor Neighborhood. Residents suggested activating the space with skate parks and vendors.



# Ybor Charrette

## 04.18.16

### Group 2

#### Underpass Enhancements

- Amenities to use where underpass is wide, such as workout equipment
- Eliminate the columns for better visuals
- Widen the underpasses by eliminating the berms
- Add security cameras and lighting for safety

#### Integration of Transit

- Express lane tolls must pay for maintenance of all amenities
- FDOT lot at Columbus and Nebraska should be a multi-modal facility
- Expansion of streetcar to connect to other neighborhoods

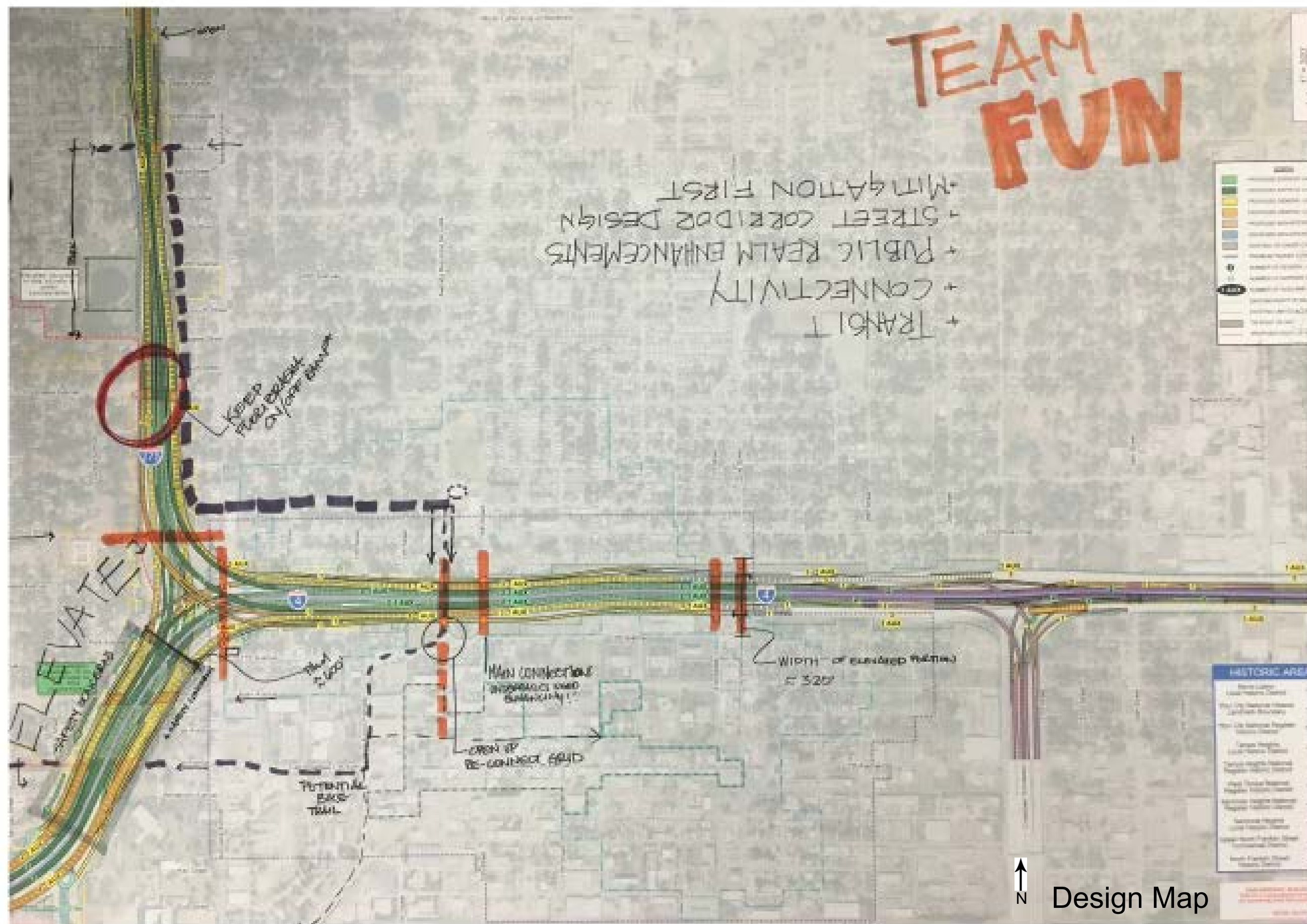
#### Public Realm Enhancements

- Material Usage
  - o Earth friendly materials
  - o Continue the use of bricks
- Improvements for current projects
  - o Fix the pond at 14th ave and Republica de Cuba
  - o Make 14th and 15th street two-way
  - o Safety features such as better lighting and security cameras
  - o Add street post lighting
  - o Clearer zoning/Parking and add bump outs for on-street parking
  - o Widen sidewalks (Columbus, 14th, 15th)
- Landscaping
  - o Add as many trees as possible for beautification, shade, and pollution reduction
- Amenities
  - o Dog pooper-scooper stations
  - o Signs for pedestrian crosswalks
  - o Add "Do Not Litter" signs throughout VM Ybor
  - o Bike Racks at current streetcar stops

#### Mitigation

- Save the historic properties
- Avoid taking properties until removal of them is necessary
- Studies should be done to see where money can be better allocated before TBX (Transit options)
- Road diets on Floribaska Avenue and Columbus Drive - slower speeds
- Deliver more transit options before widening the interstate
- Preserve affordable housing at Mobley Park
- Keep Floribaska Exit







14th Street looking West

14th Street will be elevated to 15th Street, and this new underpass provides a unique opportunity for the Ybor Neighborhood. Residents want to see a bike trail that connects to other neighborhoods and landscaping.



14th Street Underpass

14th and 15th Street are one-way pairs that provide one of the connections between VM Ybor and Historic Ybor. By removing the berms, more space can be allocated to the pedestrians, Sconces or street lamps in the style of Historic Ybor will add character to the space and make it feel like part of the neighborhood. Brick facades and local artwork will make the space inviting.



# Ybor Charrette

## 04.18.16

### Group 3

#### Underpass Enhancement

- More lighting at the pedestrian scale (Lamp posts, sconces)
- Wider sidewalks
- Remove berms!
- Landscape with shade trees

#### Integration of Transit

- Use existing CSX line to connect transit
- Modernized extended streetcar with additional stops
  - o Ybor
  - o VM Ybor
  - o E Tampa
  - o Floribraska
  - o 22nd St
  - o Existing loop on 8th Ave.
- Express lanes subterranean tunnel to West Tampa

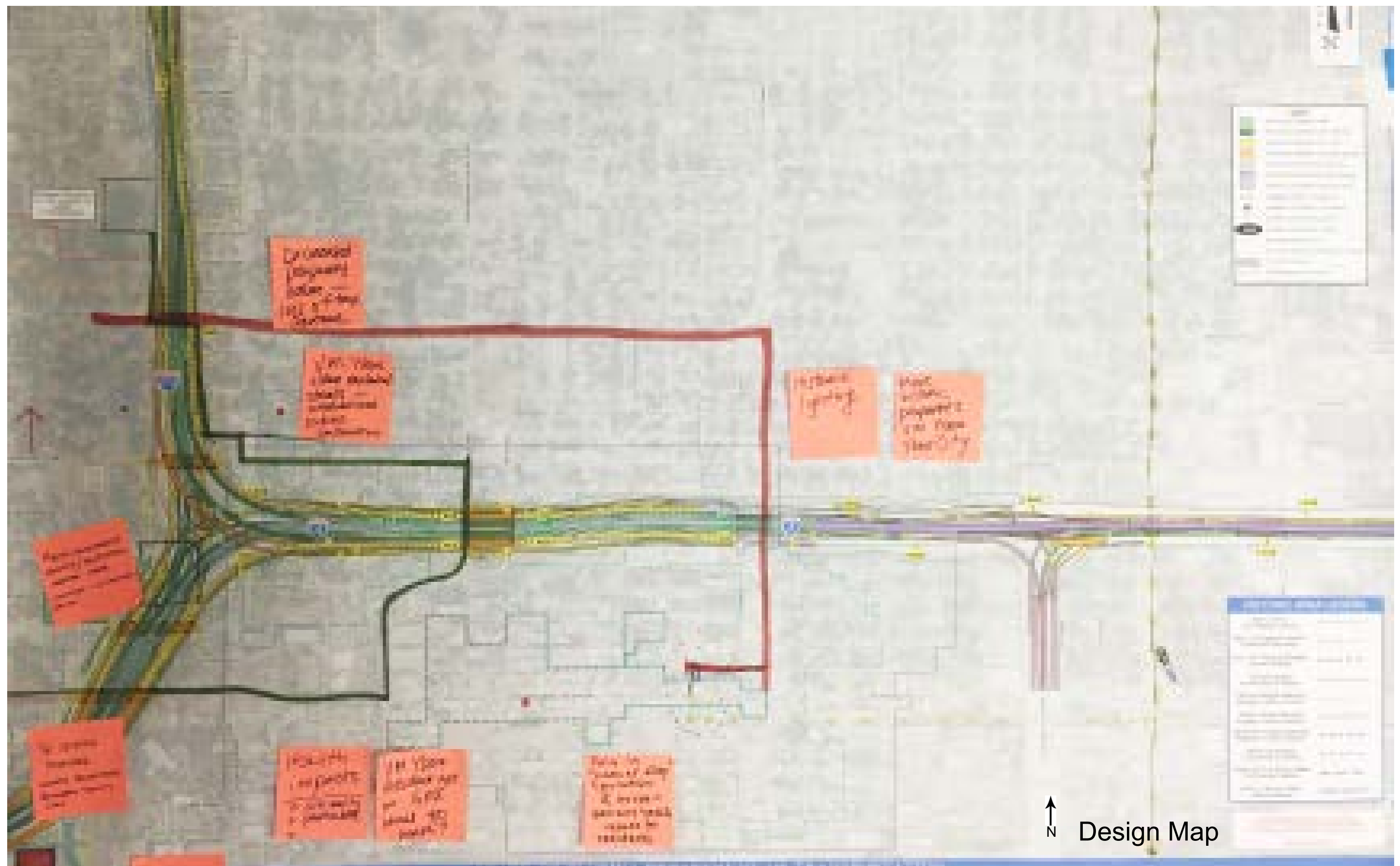
#### Public Realm Enhancement

- Establish a transit maintenance facility underneath the interchange
- Better lighting (quality)/ lighting fixtures
- Convert lifted highways to viaducts
- Create narrower streets to discourage high speeds and traffic
- Maintain character

#### Mitigation

- As alternative transit study should be completed before adopting the TBX plan
- Remove the TBX plan from the TIP
- General use lanes should be converted to surface lanes, such as a boulevard
- Devise a plan to direct flooding due to construction
- Add foliage to reduce deck noise and pollution
- Address health impacts as a result of construction and added traffic emissions









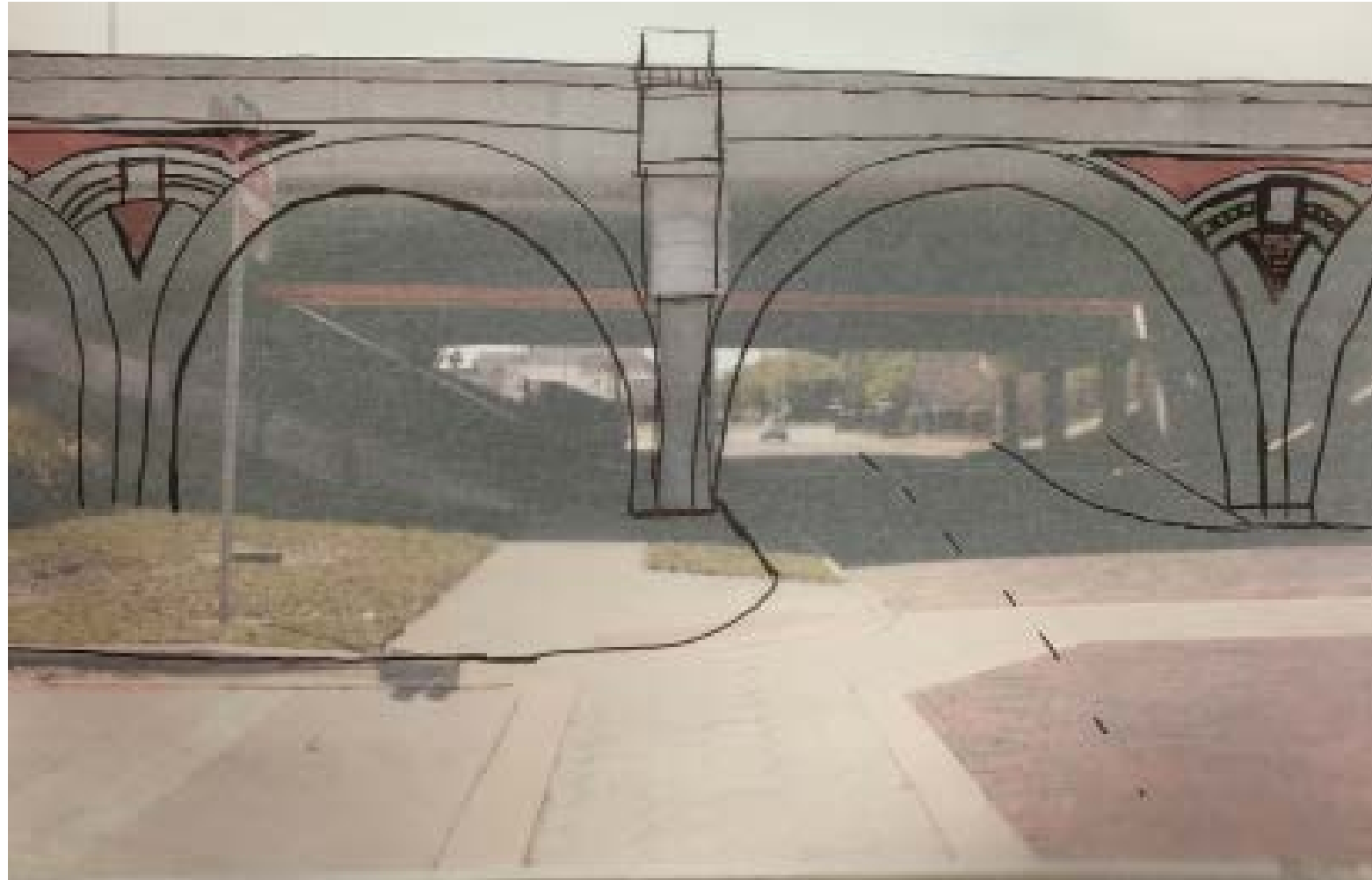
14th Street Underpass

The 14th Street Underpass is narrow, dark, and uninviting. By removing the berms, adding artwork, pedestrian-scaled lighting, and aesthetically pleasing columns, more people will utilize this connection.



14th Street looking West

14th Street will be elevated to 15th Street, and this new underpass provides a unique opportunity for the Ybor Neighborhood. Residents want to see a bike trail that connects to other neighborhoods and landscaping.



14th Street Underpass

14th and 15th Street are one-way pairs that provide one of the connections between VM Ybor and Historic Ybor. By removing the berms, more space can be allocated to the pedestrians, Sconces or street lamps in the style of Historic Ybor will add character to the space and make it feel like part of the neighborhood.



14th Street looking West

14th Street will be elevated to 15th Street, and this new underpass provides a unique opportunity for the Ybor Neighborhood. Residents suggested activating the space with skate parks and vendors. Barriers such as bamboo and trees will provide a separation between the nearby houses and the traffic on the interstate.



# Downtown 3/28

Name	Organization/Neighborhood	Email
1. JEFF NOVOTNY	FDOT/American Cons.	JNovotny@acp-fl.com
2. CHAS SPASSO	FDOT	
3. STEVE RICE	SEMINOLE Heights	Steve4119@hotmail.com
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5. TARYN	USF FCLDR	
6. GENEVIEVE		
7. JOSH		
8. DANIELLE		
9. KIM		
10. LAURA		
11. STEVEN		
12. KAYLA		
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14. ROSA	Semin Hts	micosas100@msc.com
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17. JERRY	H.A.H.T	
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20. DANIELLE	USF	
21. LAURA		
22. GENEVIEVE		
23. STEVEN		
24. KIM		
25. JOSH		
26. TARYN		
27. KAYLA		
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30. IRLY Overm	OSH BGOSH	
31.		

**fccd+r**

25 florida center for community design and research

SIGN IN March 28, 2015 5:30pm-7:00pm

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1/27



Name	Organization/Neighborhood	Email
1. <del>IRVING</del>	USF FCCDR	
2. <del>GERARDINE</del>		
3. <del>JOSH</del>		
4. <del>LAURA</del>		
5. <del>DANIELLE</del>		
6. <del>STEVEN</del>		
7. <del>VAULA</del>		
8. <del>LISAH</del>		
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14. Kimberly Finn	OLD Seminole Heights	
15. Edmund March	OLD Seminole Heights	eddie-boyz1@hotmail.com
16. Tyler McMahon	BGO SH / I Love Seminole Heights	IloveSeminoleHeights@gmail.com
17. <del>S. Feriz &amp; Son</del>	HART	
18. Andy & Julie Harris	Seminole Heights	esiotrot59@yahoo.com
19. Kirk Bogen	FDOT	
20. Natske Besomani	River Bend.	
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23. Frank Heck	Plant City	fheck@gmail.com
24. Karen White	Seminole Heights	KarenK693@gmail.com
25. Maurice Rosas	Seminole Heights	
26. Donna Stark	South Seminole Heights Civic Association	southseminoleheightsca@gmail.com
27. Calvin Thornton	City of Tampa	Calvin.Thornton@Tampagov.net
28. Karen Smith	Seminole Heights	Kss32@verizon.net
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30.		
31.		

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3/29

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25 florida center for community design and research

SIGN IN March 29, 2015 5:30pm-7:00pm



# SEMINOLE HEIGHTS 3/29/16

Name	Organization/Neighborhood	Email
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65. Michelle Cookson	OSHANA	upcity.gal@mac.com
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76. Doug Joseph	OSHANA	
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# WEST RIVER

4/11

Name	Organization/Neighborhood	Email
1. TARYN	USF FCDR	
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4. JOSH		
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6. DANIELLE		
7. KAYLA		
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9. Brant	NHRA	
10. Roger Roscum	FOOT	
11. LEAH	USF FCDR	
12. Sam Thomas	North Hyde Park	
13. Shawn Lamare	North Hyde Park	
14. NEVEEN NAWAWY	HART	NawawyNgghart.org
15. Frank Heck	Plant City	heckfr@gmail.com
16. TONY MONK	LANDSCAPE ARCHITECT, WEST TAMPA	TONYMONKDESIGN@GMAIL.COM
17. C. Burdick	Downtown Partnership	
18. MENNA YASSIN	FDOT	
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21. Nina Mabileau	City of Tampa	on file
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23. Ed McKinney	FDOT	
24. Kirk Bogen	FDOT	
25. Lachon Dock	COT	lachon.dock@tampabay.net
26. Eric Accime	Pinnacle Group	EACCLimp@pghdevelopment.com
27. Jamaal Chatman	Channelside	jamaalchatman@hotmail.com
28. Frank DeBose	Pinnacle Group	FDeBose@ADL.com
29. Tim Schock	County Commission Candidate	Tim@TimSchock.com
30. MIKE WILLIAMS	HILLSBOROUGH Co.	WILLIAMSM@HILLSBOROUGHCOUNTY.ORG
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**fccd+r**

25 Florida center for community design and research

SIGN IN April 11, 2015 5:30pm-7:00pm

# WEST RIVER

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# TAMPA HEIGHTS 4/12/16

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2. TAREK	USF FCCDR	
3. GENEVIEVE		
4. STEVEN		
5. LAURA		
6. DANIELE		
7. XANIA		
8. JOH		
9. LEAN		
10. ROCHELLE GON	THCA	
11. RILEY FERNANDEZ	THCA	
12. ROY ROSCOE	FDOT	
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16. Garrett	DT/T Heights	
17. Lori Buck		lbuck005@gmail
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23. MENNA YASSIN	FDOT	
24. Aliq Pricp		
25. ELAN JOHNSON	ICES -TH	
26. <del>James Rodriguez</del>	HART	
27. Michael Kidde	FDOT	Michael.Kidde@dot.state.fl.us
28. Nina Mabillean	City of Tampa	on file
29. Jeff Novotny	FDOT American	on file
30. Elaine C.ILES		elaine@totalinvolvement.com
31. Anthony Matonti	TBARTA	

**fccd+r**

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SIGN IN April 12, 2015 5:30pm-7:00pm

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Name	Organization/Neighborhood	Email
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1. Danielle B.	USF / FCCD+r	
2. Steven A.	"	
3. Genevieve F.	"	
4. Josh E.	"	
5. Kim	"	
6. TARYN S.	"	
7. KAYLA	"	
8. Hunter	Old Sem Hts	
9. Adam Metz	Downtown	
10. Leah A.	USF / FCCD+r	
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22. Rick Fernandez	Tampa Heights	file
23. Michelle Cookson	OSHNA	file
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SIGN IN April 18, 2016 5:30pm-7:00pm

AQUA VOIRS



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**APPENDIX D**  
*DESIGN STRATEGY MATRIX*

	Community Identified			
Design Strategy Opportunities	Concern/Needs	Goals/Objectives	Agency Roles	Timeframe
Seminole Heights				
Attractive sound walls which incorporate landscape such as large shade trees and bamboo	<ul style="list-style-type: none"><li>Noise from interstate traffic</li><li>noise from construction</li><li>increased noise due to construction and added traffic,</li><li>air pollution from vehicles, future construction, and increased traffic</li><li>No construction at night (pile driving)</li></ul>	<ul style="list-style-type: none"><li>Reduce noise from the interstate before construction begins</li><li>Mitigate existing and future air pollution</li></ul>	-Landscaping on backside of walls: FDOT will determine how much space is available on the backside of walls -Discuss issue with owners who abut the walls -Meeting with owners -Funding -Space—section	Can trees be planted sooner?
Pedestrian friendly underpass at MLK BLVD	<ul style="list-style-type: none"><li>Underpasses are dark and not safe</li><li>Pedestrian safety</li><li>Poor sidewalk infrastructure</li></ul>	<ul style="list-style-type: none"><li>Pedestrian oriented streets which are well lit, have wide sidewalks, buffers from traffic,</li><li>No sloping walls</li><li>Increase neighborhood connectivity</li></ul>	-FDOT: Fencing -Omega -Frames chain link -Minimize ROW acquisition for Central Ave. (DRC)	
Landscaped storm water neighborhood park at MLK BLVD and I-275 (NW Quadrant)	<ul style="list-style-type: none"><li>Demolition of homes, businesses, and historic properties will harm the neighborhood and local economy</li><li>Loss of a prominent commercial corner to a storm water pond</li><li>Loss of property value</li><li>Areas adjacent to the Interstate are not maintained</li></ul>	<ul style="list-style-type: none"><li>Preserve existing shade trees and increase the tree canopy</li><li>Preserve/move historic houses</li><li>Provide relocation services to families</li><li>Encourage the blooming economic growth of small businesses</li><li>Improve and increase pedestrian and bicycle infrastructure</li></ul>	-Minimize ROW impact for ponds -Leave Central Ave intact -Omega Fencing from original TIS study -DRC to finalize fencing type	
Tampa Heights				
Elevate interstate from Lake Street to Floribraska Ave. expanding Robles Park into VM Ybor under the interstate	<ul style="list-style-type: none"><li>Lack of community connectivity due to the interstate</li><li>Loss of property value</li><li>Unsafe underpasses</li><li>Homeless people loitering under interstate underpasses</li></ul>	<ul style="list-style-type: none"><li>Increase neighborhood connections under the interstate</li><li>Safe, pedestrian friendly underpasses</li><li>Pedestrian-scaled lighting</li><li>Preserve neighborhood character</li><li>Remove berm walls and replace with straight walls</li><li>Incorporate a contemporary design into the interstate itself</li></ul>	-FDOT will elevate the interstate in the area of Robles Park -Path/Trail -Reconnect Streets: Emily, Adalee Bike/Ped only: Connection: Plymouth -Trail/Path will connect the Park with the Pond -Revisit other Street connections -Need prioritized list of	



			connections	
Pedestrian friendly underpass at Columbus Drive	<ul style="list-style-type: none"> <li>• Lack of community connectivity due to the interstate</li> <li>• Unsafe underpasses</li> <li>• Homeless people loitering under interstate underpasses</li> <li>• Proposed interstate width is too wide</li> </ul>	<ul style="list-style-type: none"> <li>• Increase neighborhood connections under the interstate</li> <li>• Safe, pedestrian friendly underpasses</li> <li>• Pedestrian-scaled lighting</li> <li>• Preserve neighborhood character</li> <li>• No sloping walls</li> <li>• Slow traffic through neighborhood</li> </ul>	FDOT HART Bus Pull off (New row) COT complete streets study of Floribaska underway Straight walls Ped scale Lighting	
Pedestrian friendly underpass at Palm Avenue	<ul style="list-style-type: none"> <li>• Lack of community connectivity due to the interstate</li> <li>• Unsafe underpasses, very dark</li> <li>• Homeless people loitering under interstate underpasses</li> <li>• Proposed interstate width is too wide</li> <li>• Loss of community garden</li> <li>• Relocation of Junior Civic Association Building and playground</li> </ul>	<ul style="list-style-type: none"> <li>• Increase neighborhood connections under the interstate</li> <li>• Safe, pedestrian friendly underpasses</li> <li>• Pedestrian-scaled lighting</li> <li>• Preserve neighborhood character</li> <li>• No sloping walls</li> </ul>	FDOT Straight walls Ped scale Lighting	
Pedestrian friendly underpass at Floribaska Ave.	<ul style="list-style-type: none"> <li>• Lack of community connectivity due to the interstate</li> <li>• Unsafe underpasses, very dark</li> <li>• Homeless people loitering under interstate underpasses</li> <li>• Proposed interstate width is too wide</li> </ul>	<ul style="list-style-type: none"> <li>• Increase neighborhood connections under the interstate</li> <li>• Safe, pedestrian friendly underpasses</li> <li>• Pedestrian-scaled lighting</li> <li>• Preserve neighborhood character</li> <li>• No sloping walls</li> </ul>	FDOT Straight walls Ped scale Lighting	
Pedestrian friendly underpass at 7 <sup>th</sup> Avenue	<ul style="list-style-type: none"> <li>• Lack of community connectivity due to the interstate</li> <li>• Unsafe underpasses, very dark</li> <li>• Homeless people loitering under interstate underpasses</li> <li>• Proposed interstate width is too wide</li> <li>• Loss of affordable/low income housing (Mobley Park)</li> <li>• Loss of property value</li> <li>• Areas adjacent to the Interstate are not maintained</li> </ul>	<ul style="list-style-type: none"> <li>• Increase neighborhood connections under the interstate</li> <li>• Safe, pedestrian friendly underpasses</li> <li>• Pedestrian-scaled lighting</li> <li>• Preserve neighborhood character</li> <li>• No sloping walls</li> <li>• Bike path connections from Ybor City through Tampa Heights, to the river</li> </ul>	FDOT Straight walls Ped scale Lighting	
Tampa Heights Greenway	<ul style="list-style-type: none"> <li>• Need the Greenway to remain</li> <li>• Lack of lighting along Greenway</li> <li>• Unsafe crossings, particularly at Palm Ave.</li> <li>• Dead-end streets along the interstate</li> <li>• Air pollution from traffic</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain and enhance the Greenway</li> <li>• Increase the number of shade trees for climate comfort and to reduce air pollution</li> <li>• Pedestrian and bicycle connections within the neighborhood and between neighborhoods</li> <li>• Connect to the Riverwalk</li> <li>• Buffer the interstate using shade trees,</li> </ul>	-FDOT -Will be relocated and rebuilt -Will connect to the Riverwalk - Other landscaping (Hillsborough County Tree Guide and TECO)	



		<div>bamboo and other options</div> <ul style="list-style-type: none"><li>Utilize the Greenway to remedy dead-end streets along the interstate for bike/ped access</li></ul>		
Community Garden Relocation	<ul style="list-style-type: none"><li>Loss of the Community Garden</li><li>Loss of community programming and educational programs</li><li>Loss of access to healthy food</li></ul>	<ul style="list-style-type: none"><li>Relocate the community garden, near the Junior Civic Association</li><li>Increase access to healthy food</li><li>Maintain community programs</li><li>Implement community spaces and neighborhood amenities in left over areas adjacent to the interstate and use the spaces as an alternative to dead-end streets</li></ul>	<div>-FDOT/City</div> <div>-Contingent on available ROW</div> <div>-Implement community spaces and neighborhood amenities in left over areas adjacent to the interstate and use the spaces as an alternative to dead-end streets</div> <div>-contingent on ROW being available</div>	
Junior Civic Association (Lamar Church) and playground Relocation	<ul style="list-style-type: none"><li>Loss of the THJCA program space/building</li><li>Loss of funding needed to provide services within the neighborhood</li><li>The interstate footprint is too wide</li><li>Re-design the interchange to consume less land and not more land/properties</li><li>Loss of property value due to removal of community spaces and amenities</li></ul>	<ul style="list-style-type: none"><li>Recognizer the community effort that has gone into the renovation of the space which demonstrates its value to the neighborhood and community</li><li>Preserve the building</li><li>Relocate the building</li><li>Maintain all programs during relocation</li></ul>	<div>-Was addressed during last legislative session</div>	
HART Maintenance Facility constructed under the I-275 – I-4 Interchange	<ul style="list-style-type: none"><li>Large amount of underutilized land under the interchange</li><li>Currently a “dead spot” in the community</li><li>Not accessible</li></ul>	<ul style="list-style-type: none"><li>Incorporate necessary services such as transportation services into this underutilized land – maintenance facility or multi modal center</li><li>Enhance access and safety</li></ul>	<div>FDOT/HART will provide specifics on spacing, height and cost for facility</div>	
<div>Transformation of Tampa Street and Florida Avenue to complete streets or one-way pair with transit</div> <div>*Tampa Street Florida Avenue Transit Circulator Lane</div>	<ul style="list-style-type: none"><li>Current one-way pair does no support local business</li><li>Traffic is fast moving</li><li>Sidewalks are narrow and provide little pedestrian amenity</li><li>Not viewed as “neighborhood” streets</li></ul>	<ul style="list-style-type: none"><li>Transform the one-way pair by incorporating a lane of dedicated transit such as BRT or streetcar</li><li>Transit access and circulation from downtown to greater USF area</li><li>Improved sidewalks and crosswalks</li><li>Improved streetscape</li><li>Improved pedestrian lighting</li><li>Better traffic light sequencing</li><li>Make improvements before construction begins to maintain neighborhood value</li></ul>	<ul style="list-style-type: none"><li>FDOT/MPO currently studying Tampa St./Florida Ave.</li><li>HART will look into purchasing a smaller vehicle</li><li>Consider interim modification to Tampa St./Florida Ave. to convert right lane (N/S) to Right Turn Only &amp; Bus Lane</li><li>HART to provide cost to provide 2 additional</li></ul>	



			E/W & N/S routes to cut frequency in half <ul style="list-style-type: none"><li>Potential for FDOT to program Design prior to TBX; MPO could program project directly after TBX is completed</li></ul>	
Streetcar expansion north to Floribaska	<ul style="list-style-type: none"><li>Streetcar expansion needs to be a priority</li><li>The streetcar does not go far enough into the neighborhoods</li><li>Not currently a transit option</li></ul>	<ul style="list-style-type: none"><li>Utilize the streetcar as a transit option by completing the loop</li><li>Reconnect urban core neighborhoods to downtown</li><li>Implement the streetcar expansion as an economic development tool</li><li>Accommodate the streetcar expansion in the Tampa Bay Express Plan</li></ul>	City of Tampa study looking at openings in Northern section (study will only go to Marion Transit Center)	
Tampa Heights Economic Corridor designation or overlay district	<ul style="list-style-type: none"><li>Lack of economic development in the commercial corridor between Tampa Street and Florida Ave.</li><li>Disruption to local businesses</li><li>Removal of local businesses and commercial properties</li><li>Further separation from downtown due to width of interstate</li></ul>	<ul style="list-style-type: none"><li>Create a Tampa Heights Economic Overlay District</li><li>Establish a Façade Grant program to revitalize the corridor</li><li>Relocate businesses to the corridor to spur revitalization</li><li>Make street improvements that support the local economic corridor in the neighborhood</li><li>Make it accessible by transit, pedestrians, bicyclists, and automobiles</li></ul>	-City will work with State -Economic Development Services	
<b>Downtown</b>				
Pedestrian oriented and inviting connection to Riverwalk at Doyle Carlton under the interstate just west of the Ashley Drive ramps	<ul style="list-style-type: none"><li>Lack of lighting</li><li>Unsafe for pedestrians and bicyclists</li><li>Impacts on current Riverwalk construction</li></ul>	<ul style="list-style-type: none"><li>Carry the street through the underpass</li><li>Include public art murals</li><li>Add pedestrian-scaled lighting</li><li>Connect to and highlight the Riverwalk</li></ul>	-Pedestrian scale lighting and art in progress (complete in June) -No impacts to Waterworks, Riverwalk and Ulele (move to Tampa Heights) -Art -Underway complete in June	
Underpass Plaza at the north boundary of downtown from Tampa Street to Jefferson Street	<ul style="list-style-type: none"><li>Interstate is low and tunnel-like</li><li>The underpass is dark and has no pedestrian-scaled lighting</li><li>It is very noisy under the interstate currently</li><li>The interstate currently divides downtown from Tampa Heights</li><li>Lack of community connectivity due to the interstate</li></ul>	<ul style="list-style-type: none"><li>Create a welcoming, comfortable plaza at the entrance to downtown</li><li>The area under the instate needs to be safe – pedestrian-scaled lighting, landscaping, wide sidewalks, buffers from traffic</li><li>The area under the interstate needs to be inviting – public art, plaza-like material palette</li></ul>	-Ped scale Lighting -Upgrades -Park type amenities being considered....	



	<ul style="list-style-type: none"> <li>• Unsafe underpasses, very dark</li> <li>• Homeless people loitering under interstate underpasses</li> </ul>	<ul style="list-style-type: none"> <li>• The area under the instate needs to be useful – transit stops, bike share stations, some parking, market space, recreational areas</li> </ul>		
Expansion of the streetcar	<ul style="list-style-type: none"> <li>• Streetcar expansion needs to be a priority</li> <li>• The streetcar does not go far enough into the neighborhoods</li> <li>• Not currently a transit option</li> </ul>	<ul style="list-style-type: none"> <li>• Utilize the streetcar as a transit option by completing the loop</li> <li>• Reconnect urban core neighborhoods to downtown</li> <li>• Implement the streetcar expansion as an economic development tool</li> <li>• Accommodate the streetcar expansion in the Tampa Bay Express Plan</li> </ul>	City (Copy final language from above streetcar metion)	
Gateway structure at downtown Tampa	<ul style="list-style-type: none"> <li>• Lack of downtown Tampa presence from the interstate</li> </ul>	<ul style="list-style-type: none"> <li>• View of downtown from the interstate</li> <li>• Design a gateway feature</li> </ul>		
<b>West River</b>				
River Ed District and bike/ped path - Elevate the interstate from Willow Ave. across the river (North BLVD at minimum) to create pedestrian amenities. The path should connect Stewart Middle School, Blake High School, the Boys and Girls Club, Julian B. Lane Park, Tampa Prep, and the University of Tampa	<ul style="list-style-type: none"> <li>• Lack of community connectivity due to the interstate</li> <li>• Unsafe underpasses, very dark</li> <li>• Lack of pedestrian and bicycle infrastructure</li> <li>• Many students walk and have bus stops along North BLVD and proposed ramp location</li> <li>• Fast moving traffic exiting the interstate at North BLVD</li> <li>• Heavy traffic at North BLVD on/off ramp location</li> </ul>	<ul style="list-style-type: none"> <li>• Establish a wide pedestrian path alongside North BLVD under the elevated interstate</li> <li>• The path needs to be safe, buffered from the street and traffic</li> <li>• Pedestrian-scaled lighting should run the entire length</li> <li>• Enhance all crosswalks and signals</li> <li>• Signage for pedestrian safety for vehicle traffic</li> <li>• Establish an Education Overlay District to ensure student safety</li> <li>• Include shade trees along the entire path</li> </ul>	<ul style="list-style-type: none"> <li>-West River Trail</li> <li>-Safe pedestrian access along North Blvd.</li> <li>-Continue to look to improve ped safety/access</li> <li>-West River Trail will be available as an option as well</li> </ul>	
Underpass at Willow Ave.	<ul style="list-style-type: none"> <li>• Lack of community connectivity due to the interstate</li> <li>• Unsafe underpasses, very dark</li> <li>• Disconnected feeling, tunnel-like</li> </ul>	<ul style="list-style-type: none"> <li>• Carry the street through the underpass</li> <li>• Include public art murals</li> <li>• Add pedestrian-scaled lighting</li> <li>• No sloping of walls</li> </ul>	FDOT	
	•			
<b>Ybor City/VM Ybor</b>				
Underpass at 14 <sup>th</sup> and 15 <sup>th</sup> Street	<ul style="list-style-type: none"> <li>• Loss of property value</li> <li>• Areas adjacent to the Interstate are not maintained</li> <li>• Lack of community connectivity due to the interstate</li> <li>• Unsafe underpasses, very dark</li> <li>• Lack of pedestrian and bicycle infrastructure</li> <li>• Air pollution from traffic, future construction, and future congestion</li> </ul>	<ul style="list-style-type: none"> <li>• Create a welcoming, comfortable plaza at the entrance to downtown</li> <li>• The area under the instate needs to be safe – pedestrian-scaled lighting, landscaping, wide sidewalks, buffers from traffic</li> <li>• The area under the interstate needs to be inviting – public art, plaza-like material palette</li> <li>• Maintain the historic character of the</li> </ul>	FDOT	



		neighborhood through materials and the pedestrian-scaled light posts in Ybor City <ul style="list-style-type: none"><li>• Carry the street through under the interstate</li></ul>		
Connection to Tampa Heights at Robles Park	<ul style="list-style-type: none"><li>• Keep Floribaska on and off ramps</li><li>• Many dead-end streets</li><li>• Lack of connectivity between neighborhoods</li></ul>	<ul style="list-style-type: none"><li>• Elevate the interstate in the Robles Park area from Lake Drive to Floribaska to connect VM Ybor to Tampa Heights</li><li>• Carry the park under the interstate to create a larger community amenity</li><li>• Incorporate the storm water pond site into the park design</li><li>• Connect the park to the Tampa Heights Green way and a new Ybor Greenway</li></ul>	<ul style="list-style-type: none"><li>-FDOT will elevate the interstate in the area of Robles Park</li><li>-Reconnect Streets: Emily, Adalee</li><li>Bike/Ped only: Connection: Plymouth</li><li>-Trail/Path will connect the Park with the Pond</li><li>-Revisit other Street connections</li><li>-Need prioritized list of connections</li></ul>	
Ybor Greenway and connection to the Green Spine	<ul style="list-style-type: none"><li>• Lack of connections to other neighborhoods that are safe</li><li>• Lack of bicycle infrastructure</li></ul>	<ul style="list-style-type: none"><li>• Establish an Ybor Greenway adjacent to the interstate similar to the Tampa Heights Greenway</li><li>• Connect Greenway to Robles Park, 7<sup>th</sup> Avenue, and the Green Spine at Nuccio Parkway along 14<sup>th</sup> Street</li></ul>	<ul style="list-style-type: none"><li>-Connection to River on Columbus Dr.</li></ul>	
Two-way conversion of Columbus Drive	<ul style="list-style-type: none"><li>• Traffic is too fast for the neighborhood</li><li>• Unsafe to cross for pedestrians</li><li>• One-way in some locations</li></ul>	<ul style="list-style-type: none"><li>• Convert to two-way within the neighborhood</li><li>• Slow traffic</li><li>• Enhance crosswalks</li><li>• Maintain landscaping</li><li>• Include pedestrian-scaled lighting</li></ul>	Complete street study	
Streetcar expansion	<ul style="list-style-type: none"><li>• Streetcar expansion needs to be a priority</li><li>• The streetcar does not go far enough into the neighborhoods</li><li>• Not currently a transit option</li></ul>	<ul style="list-style-type: none"><li>• Utilize the streetcar as a transit option by completing the loop</li><li>• Reconnect urban core neighborhoods to downtown</li><li>• Implement the streetcar expansion as an economic development tool</li><li>• Accommodate the streetcar expansion in the Tampa Bay Express Plan</li></ul>	City of Tampa, HART Study for expansion is planned	
<b>Over Arching</b>				
Transit across Neighborhoods and the City of Tampa	<ul style="list-style-type: none"><li>• Added traffic to local streets in the neighborhoods due to construction</li><li>• Added traffic wanting to “cut-through” is unsafe for pedestrians, bicyclists, and school children</li><li>• Disruption to local businesses</li></ul>	<ul style="list-style-type: none"><li>• Establish neighborhood circulators before construction begins to mitigate congestion and support local travel</li><li>• Provide efficient transit options to connect the urban core neighborhoods to the three employment centers – downtown, West</li></ul>	<ul style="list-style-type: none"><li>• Will be addressed in Tampa St. &amp; Florida Ave. transformation (see above)</li><li>• HART will investigate potential to provide an</li></ul>	

	<ul style="list-style-type: none"><li>• Mass transit could alleviate traffic congestion and therefore reduce the Tampa Bay Express Plan</li></ul>	<p>Shore, and USF area</p> <ul style="list-style-type: none"><li>• Support and encourage local business development on Florida Ave. &amp; Tampa St. by providing access for local residents</li></ul>	improved service at a reasonable cost	
Community sensitive construction methods	<ul style="list-style-type: none"><li>• Noise due to construction</li><li>• Historical property damage</li><li>• Added dust and air pollution due to construction</li><li>• Vacant land/property left unmaintained</li></ul>	<ul style="list-style-type: none"><li>• Utilize auger piles instead of traditional pile driving</li><li>• Plant trees before construction begins in areas where appropriate</li><li>• Do not purchase properties maintain community cohesion and values until the plan is finalized in order</li></ul>		
Maintenance	<ul style="list-style-type: none"><li>• Will areas adjacent to the interstate and improvements be maintained</li></ul>	<ul style="list-style-type: none"><li>• Utilize a portion of the toll funds to pay for maintenance</li></ul>		