

WELCOME

SPECIAL BRIEFING

PURPOSE OF THE MEETING

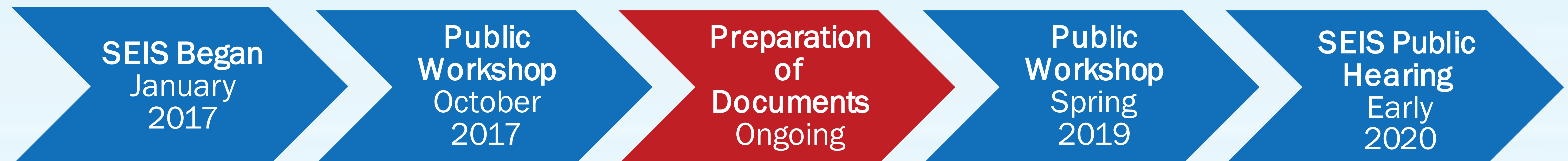
To provide an update to the Hillsborough MPO board and committees on various concerns shared over the past few years.

Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS)



Draft documents will be available at the Public Workshop. Documents will remain in DRAFT form and open for public comment until after the Public Hearing.

We are here



*A Preferred Alternative will be recommended after the Spring 2019 Public Workshop.

Community Commitments

Noise Barriers

Urban Design Guidelines

Historic Preservation

Tampa Heights Greenway

Bicycle and Pedestrian

Multimodal Center

Construction Techniques

Parks and Rec Facilities

HART North Terminal

Additional commitments may be identified as the project progresses.



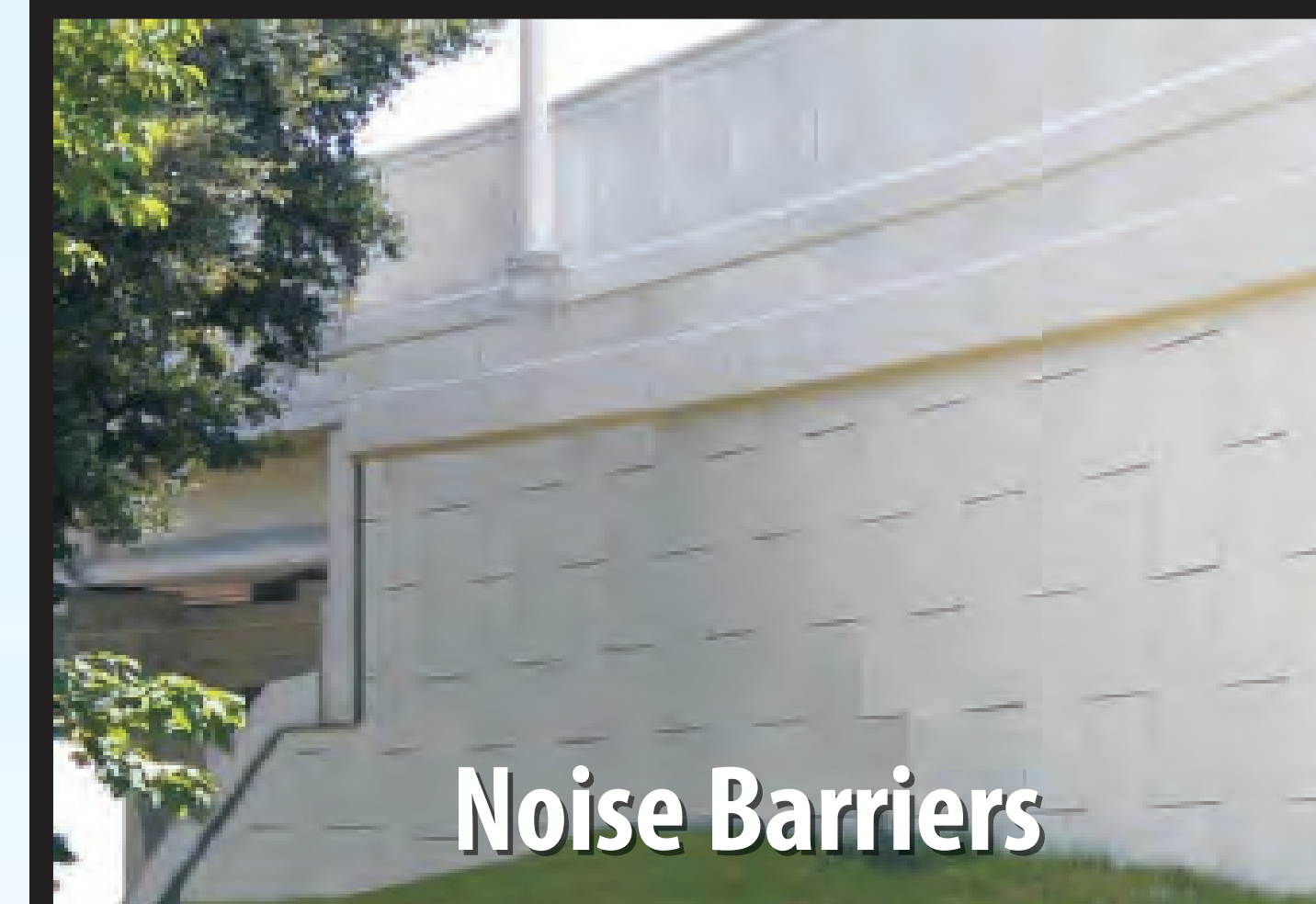
I-275 at Dale Mabry Highway



Pedestrian Connectivity



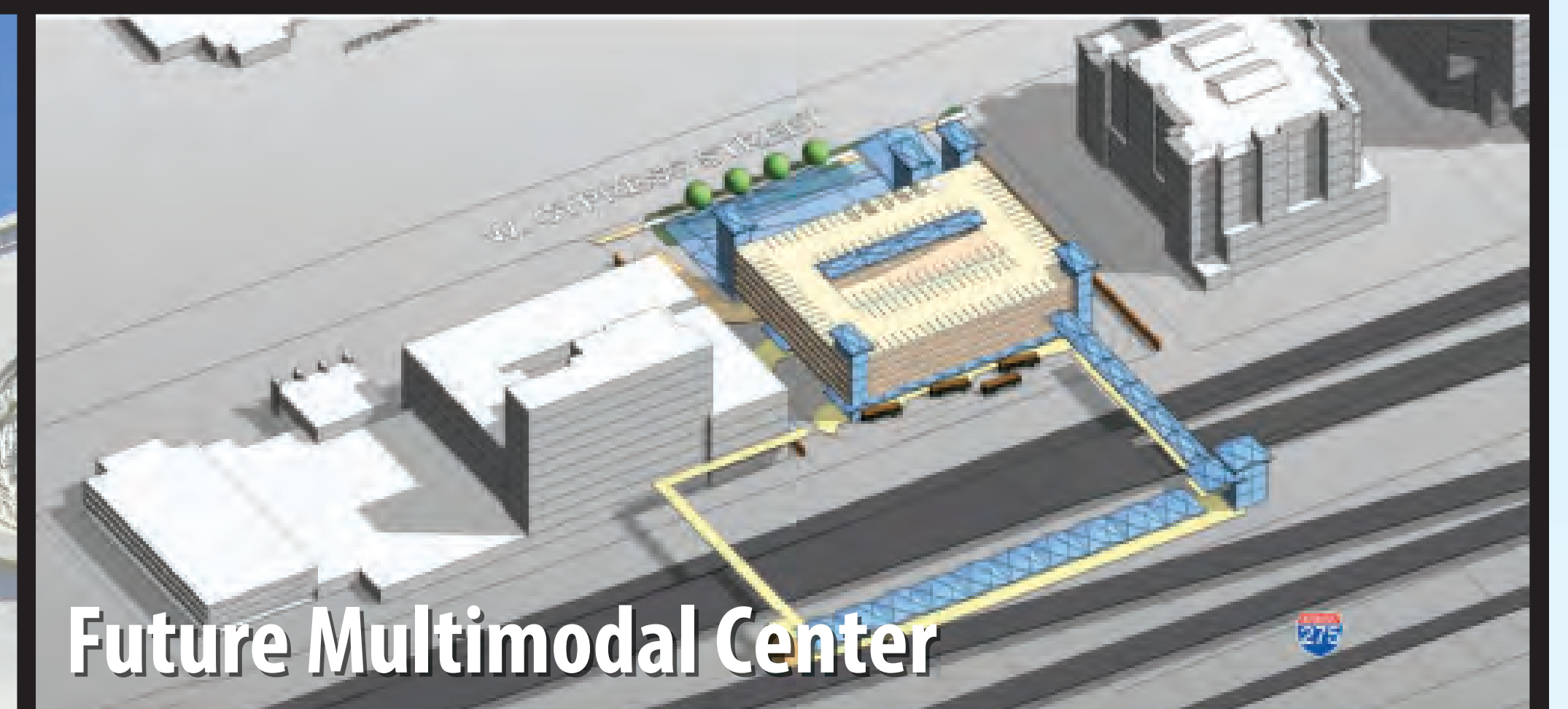
Tampa Heights Greenway



Noise Barriers



Urban Design



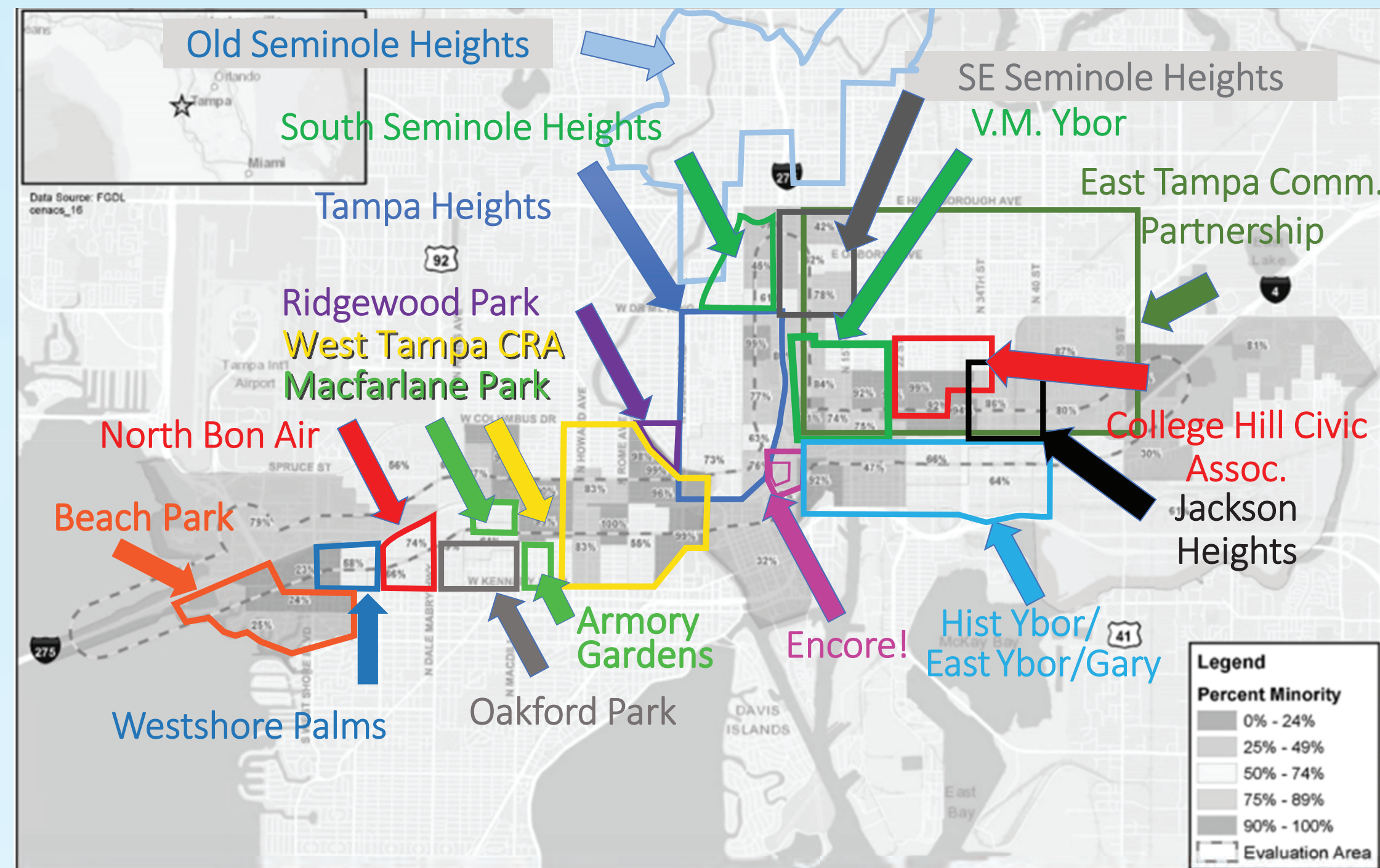
Future Multimodal Center



Relocating Historic Structures

MPO Request: "Establish a Structure of Continuous Feedback"

Small Group Meetings



Community Working Groups



Public Meetings

October 2017
Late Spring 2019 (planned)
Early 2020 (planned)



Public Involvement will continue throughout the life of the project.

Community Engagement



Dedicated phone line and email address
813-975-NEXT
TampaBayNext.com



Sociocultural Effects Evaluation (SCE)

We are Here

Step 1:
Review Project
Information

Step 2:
Define the
Study Area

Step 3:
Prepare
Community
Information

Step 4:
Evaluate
Sociocultural
Effects

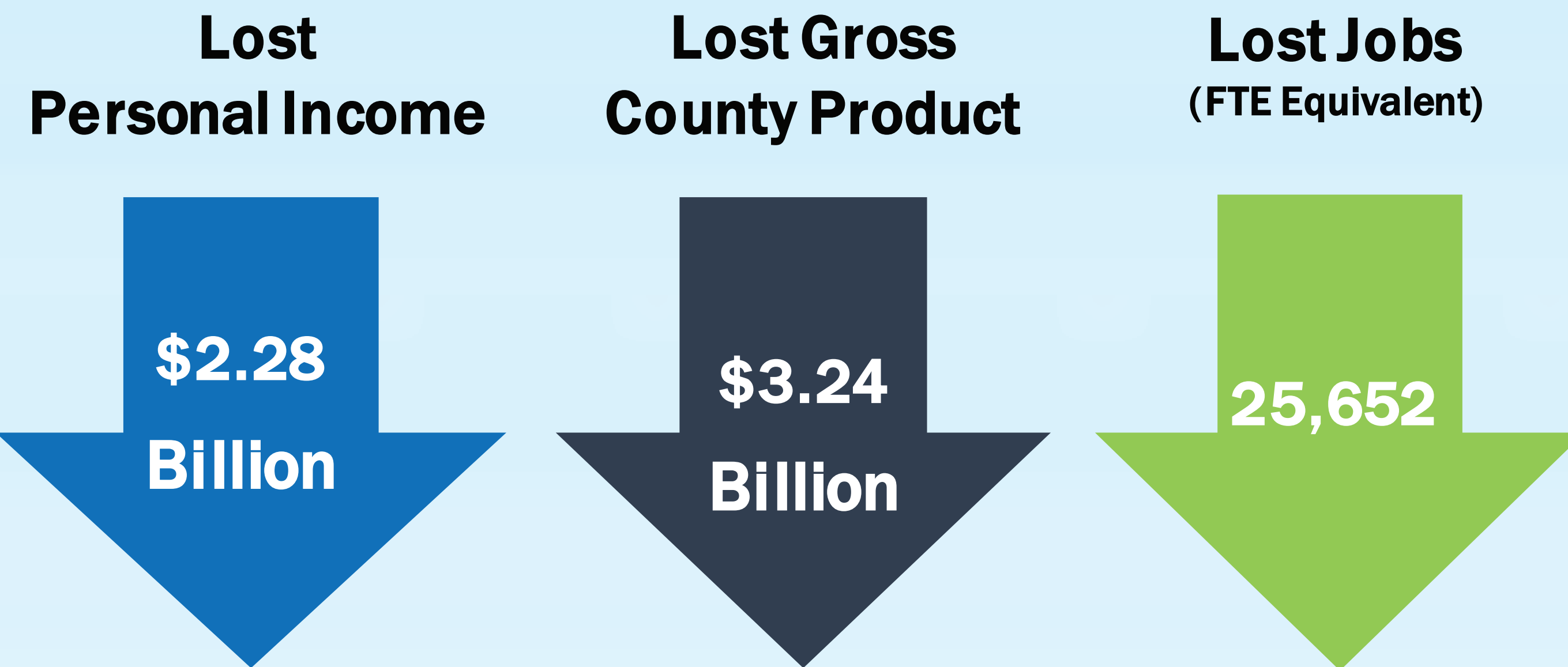
Step 5:
Identify Solutions
to Project Impacts

Step 6:
Document Results

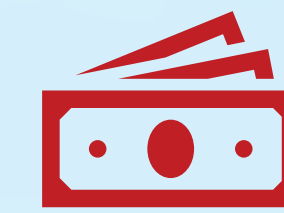
Social	Economic	Land Use	Mobility	Aesthetics	Relocation
<ul style="list-style-type: none"> • Demographics • Community Cohesion • Safety • Community Goals/ Quality of Life • Special Community Designations 	<ul style="list-style-type: none"> • Business & Employment • Tax Base • Traffic Patterns • Business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

Draft SCE Tech Memo underway & will be available at the Public Workshop.

Annual average impact of no further action over 20 years



No Further Action



Doing nothing has a cost



Fewer jobs per year



Increased traffic on arterial road ways impacts adjacent single family properties



Increase in value to some commercial and multifamily properties

Construction and System Performance



Modest net-positive property value growth in CRAs



Gains in TIF Revenue in a growing economy



Overall, positive impacts to jobs, economy, and property values



Some impacts to highway adjacent properties

Impacts During Construction and After

28,773 JOBS

ACROSS ALL INDUSTRIES
DURING CONSTRUCTION

MARKETS GROW

SALES INCREASE, UNIT
COSTS SHRINK

REDUCED LOGISTICS

FEWER DELIVERY VEHICLES, LESS
INVENTORY

GREATER ACCESS

TO JOBS AND BUSINESSES,
INCREASING COMMERCE

LABOR FORCE

MORE ACCESSIBLE SKILLED EMPLOYEES,
BETTER BUSINESS INTERACTION

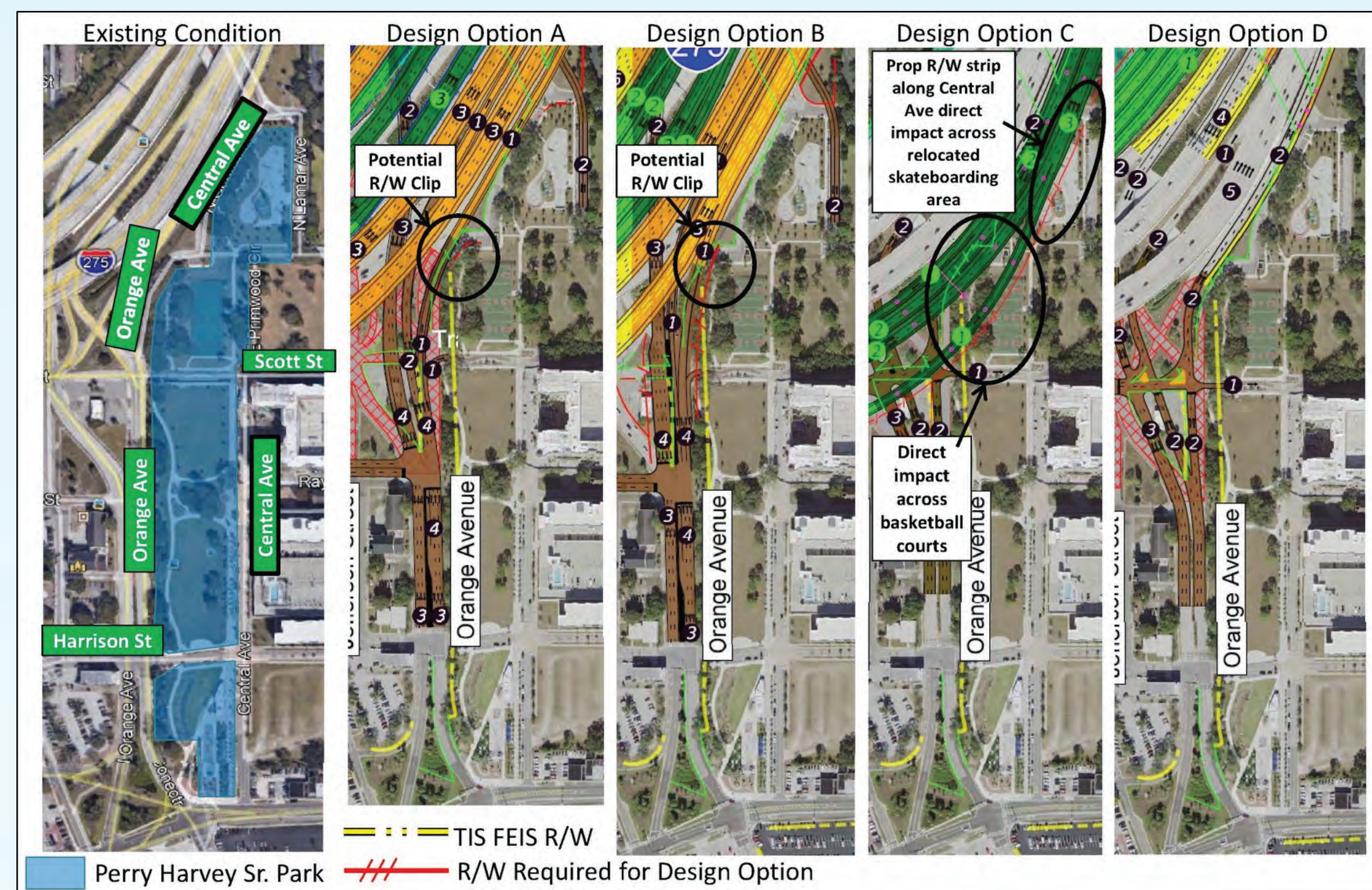
Source: Tampa Urban Core Fiscal Impact Analysis, Tampa Bay Regional Planning Council, Sept 2018

The Economic Study was finalized in September 2018 and presented to the CRA Board and Committees in late 2018.



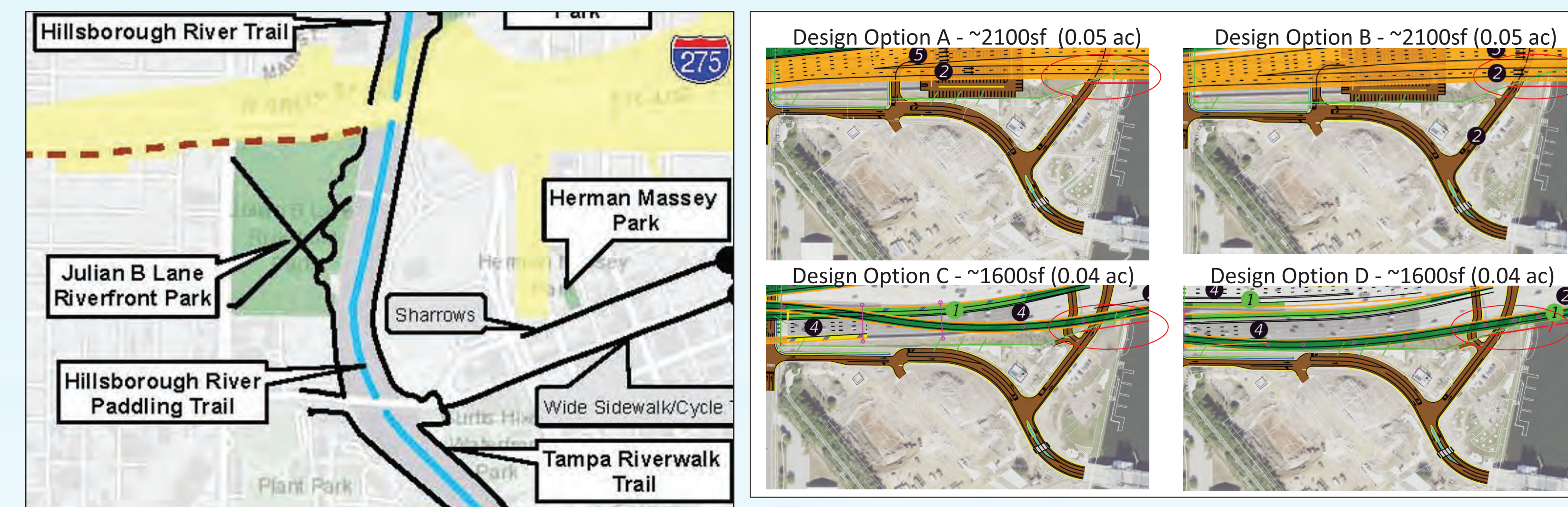
Perry Harvey Sr. Park

- Owner: City of Tampa
- Existing amenities: greenspace, restrooms, skate park, splash pad, and basketball courts
- Direct impacts:
 - **DTI Options A & B** - Potential Right-of-way (ROW) Clip in NW Corner of park.
 - **DTI Option C** - Proposed ROW along former Central Ave and direct impact to basketball courts.
 - **DTI Option D** - None
- Indirect impacts: Unknown noise and visual located adjacent to Jefferson Entrance from I-275/I-4. Access impacted by closing of Orange Ave north of Scott St. and Central Ave along NW edge of park.
- Temporary impacts: Potential partial closures during overhead construction activities.
- Status: On-going coordination with the City of Tampa and the Federal Highway Administration

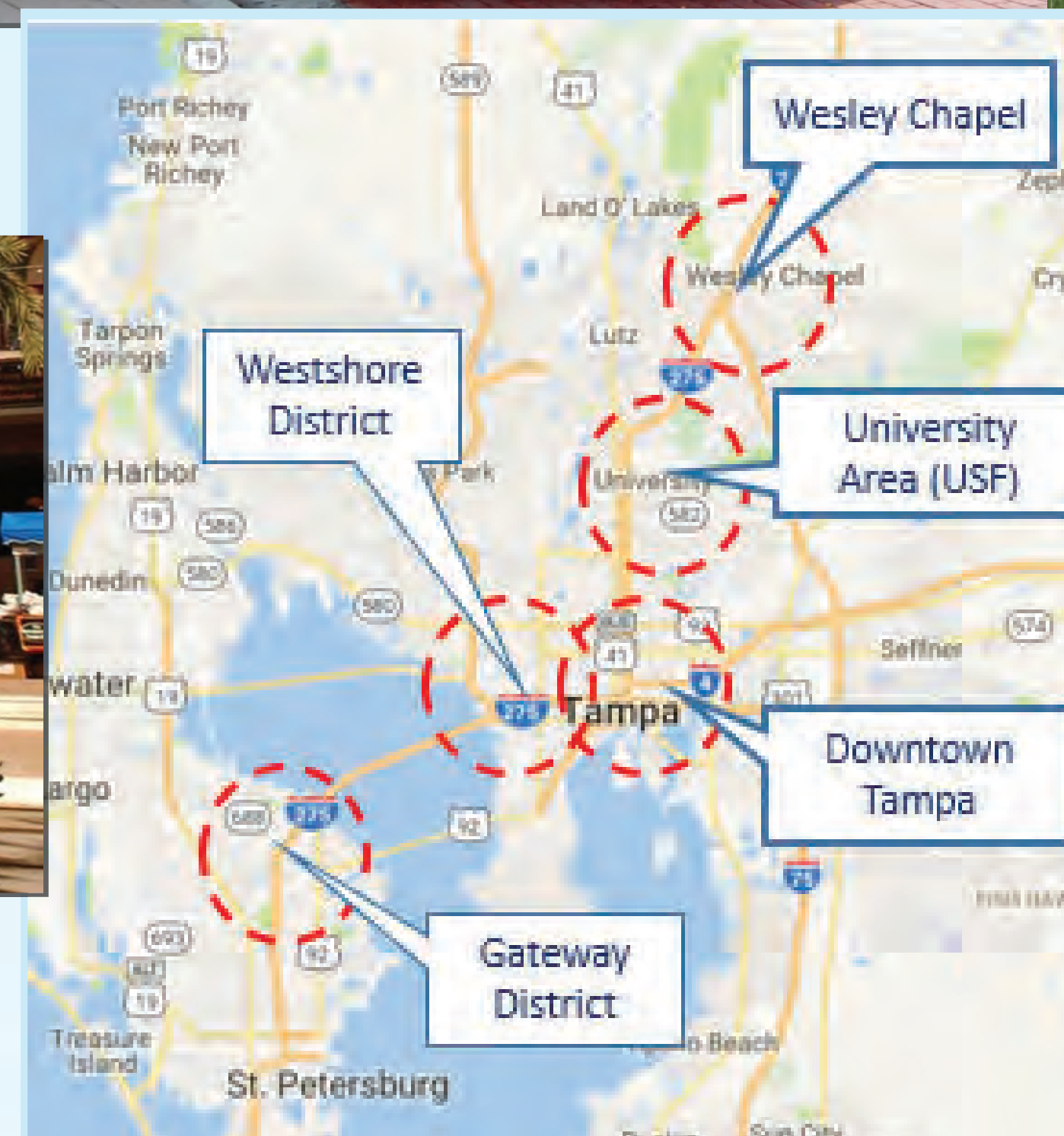


Julian B. Lane Riverfront Park

- Owner: City of Tampa
- Existing amenities: Picnic shelters, grilling areas, playground, restrooms, sports fields, band shell, trail, tennis courts, racquetball courts, and basketball courts.
- Direct impacts:
 - **DTI Options A & B** – Potential clip of 0.05 ac in NE corner
 - **DTI Options C & D** – Potential clip of 0.04 ac in NE corner
- Indirect impacts: Unknown noise, visual, and access impacts (adjacent to Laurel St. that runs as a frontage road along I-275)
- Temporary impacts: Potential partial closures during overhead construction activities.
- Status: On-going coordination with the City of Tampa and the Federal Highway Administration



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



PSTA CENTRAL AVENUE BRT
PROJECT LOCATION AND RECOMMENDED ALTERNATIVE

DRAFT 4/3/2017



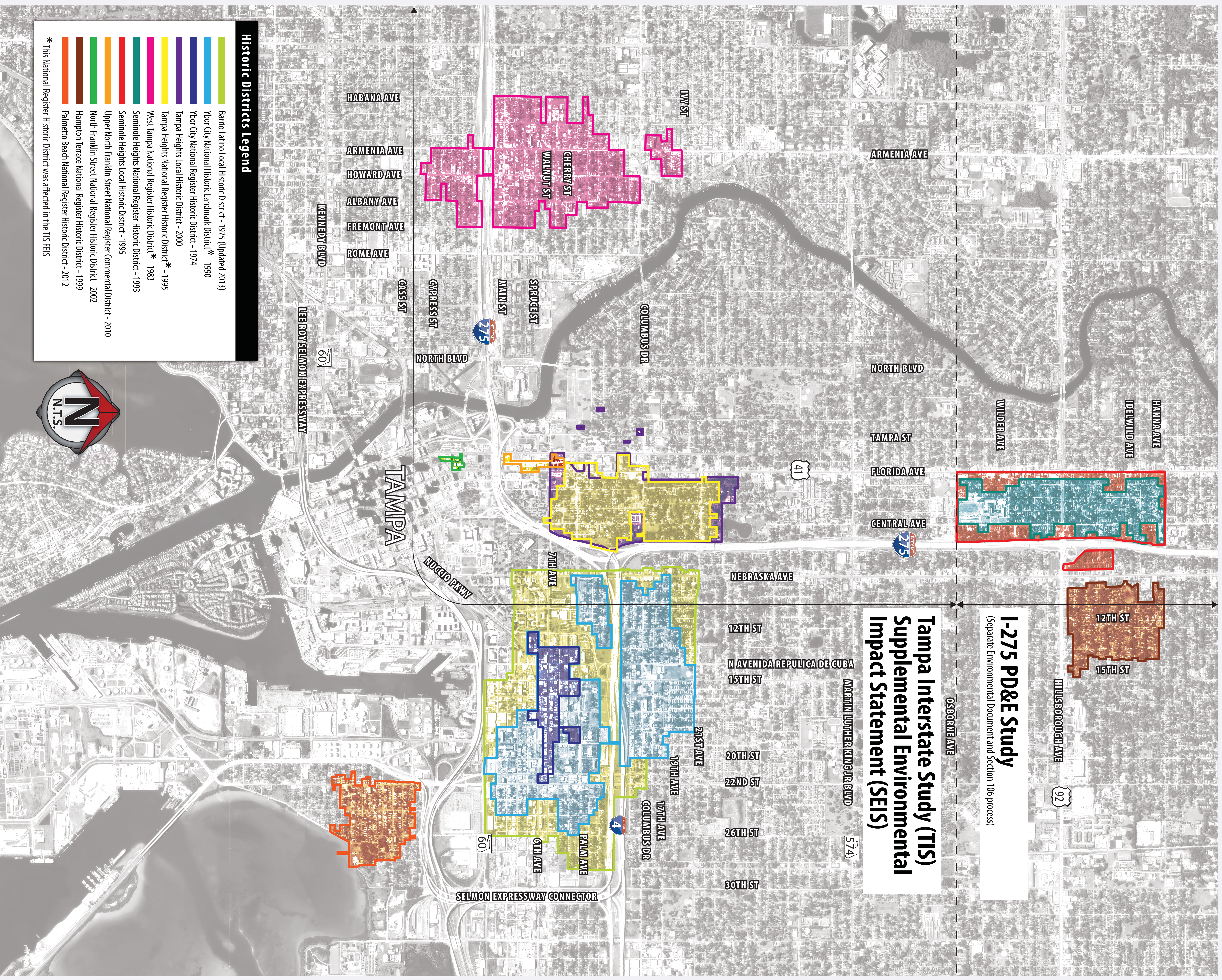
TRANSPORTATION

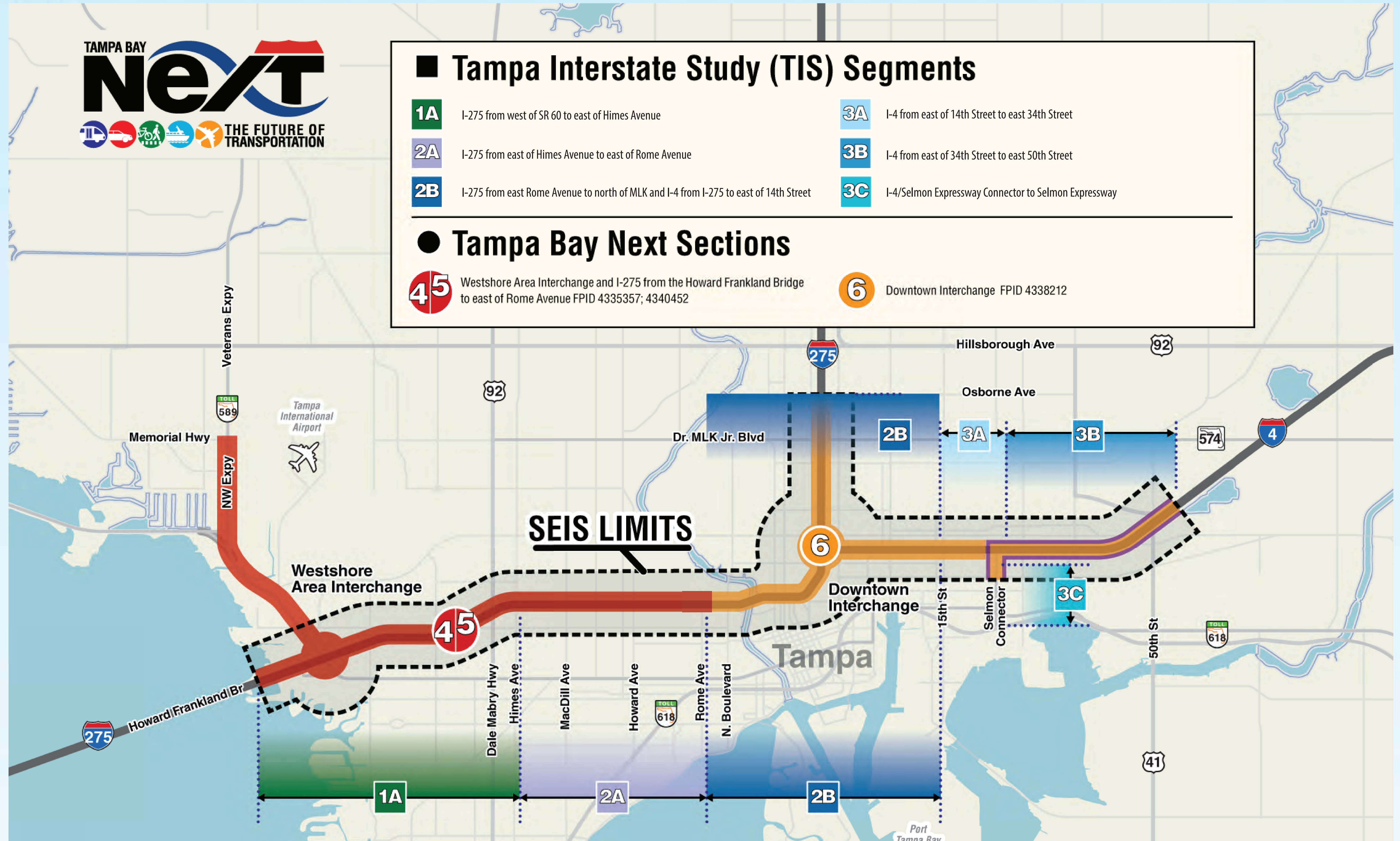
**\$2.6M FDOT grant means
no more Tampa streetcar
fares**

Free fares and longer hours are proving transit success
can happen.

**Intermodal Center
Studies**

Section 106/Cultural Resources Historic Districts



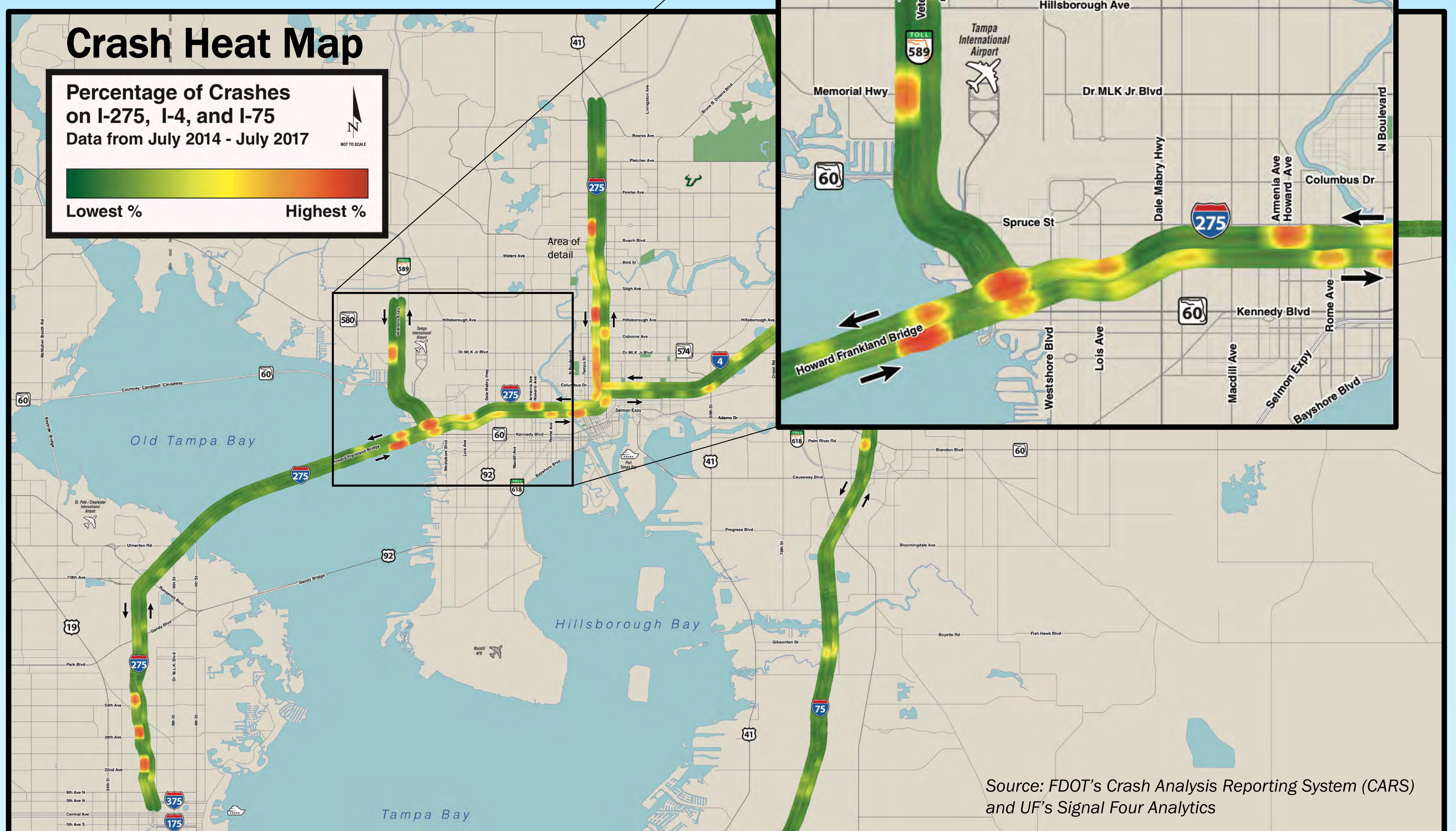


What Problems Are We Trying to Solve?

Safety

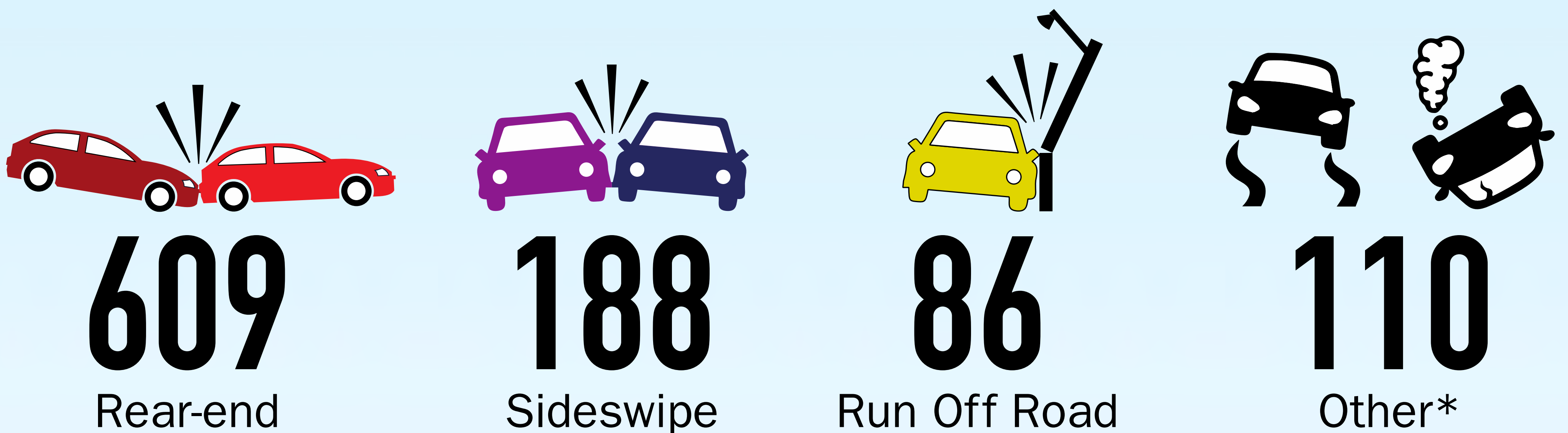
Operational issues and congestion contribute to safety problems.

Sections of I-275 are identified as severe crash corridors in Hillsborough MPO's Vision Zero Action Plan.



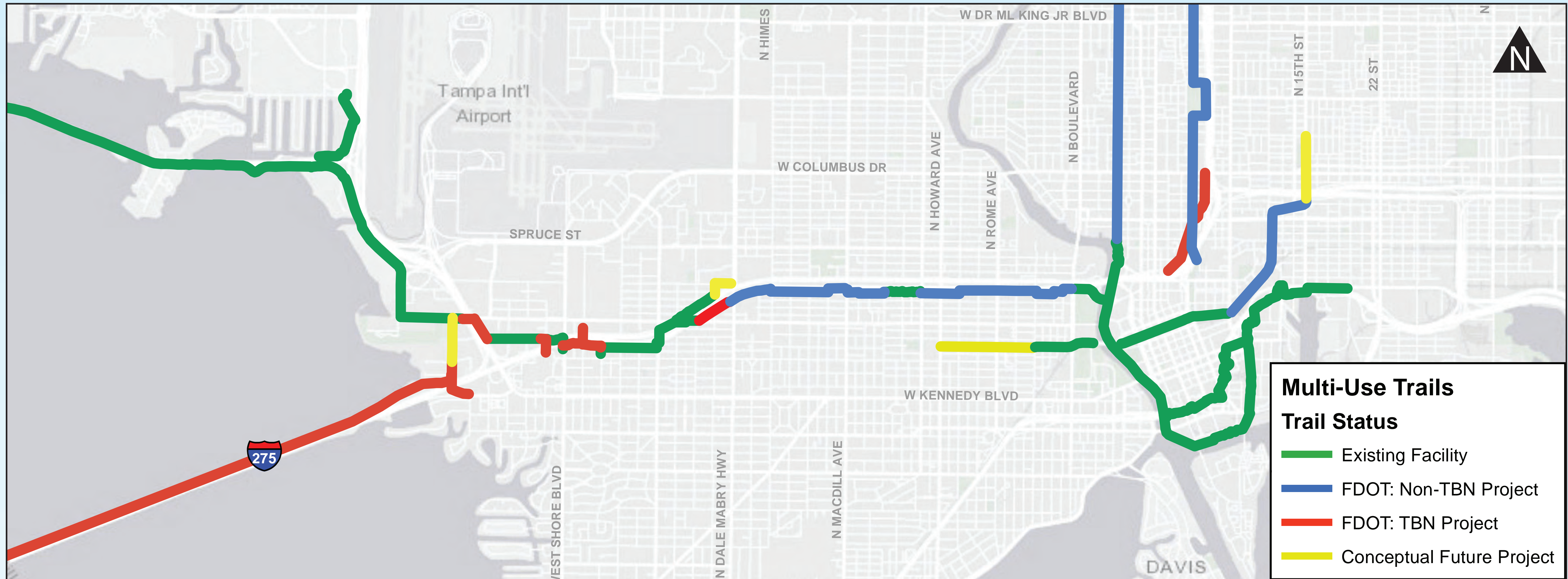
Types of Crashes

I-275 from the Howard Frankland Bridge to N Boulevard, SR60 from I-275 to the Veterans Expressway, and the Veterans Expressway to Hillsborough Ave

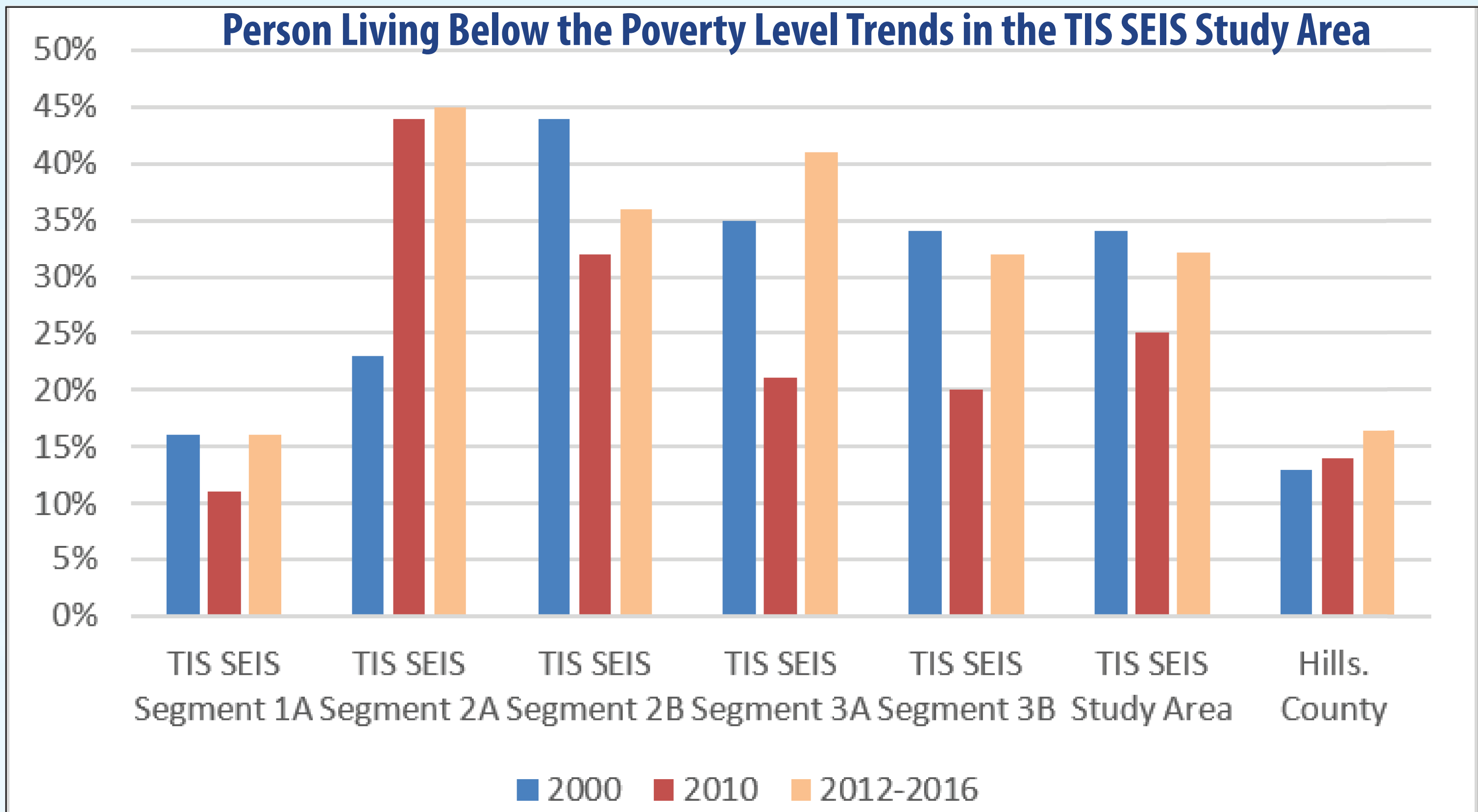
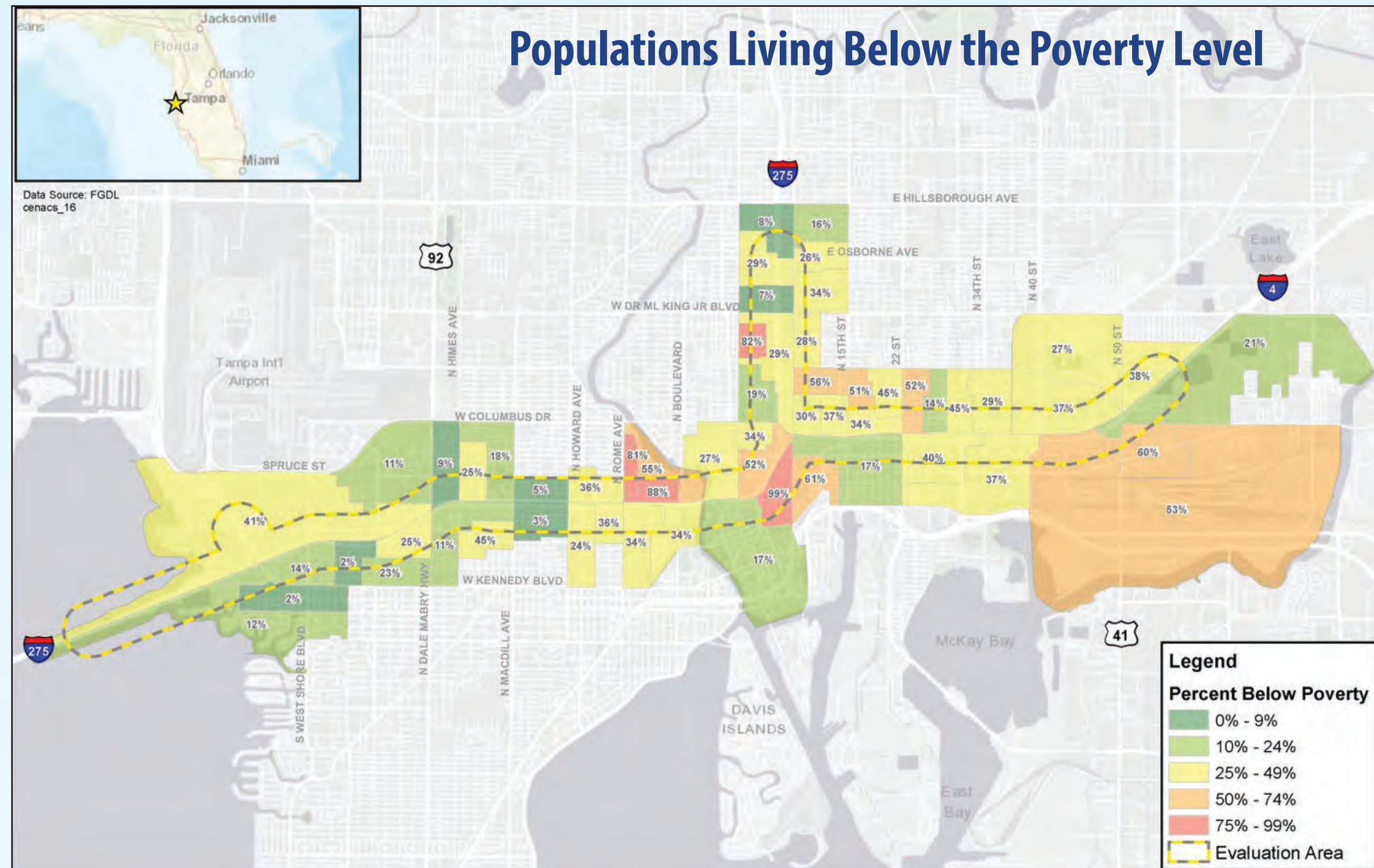
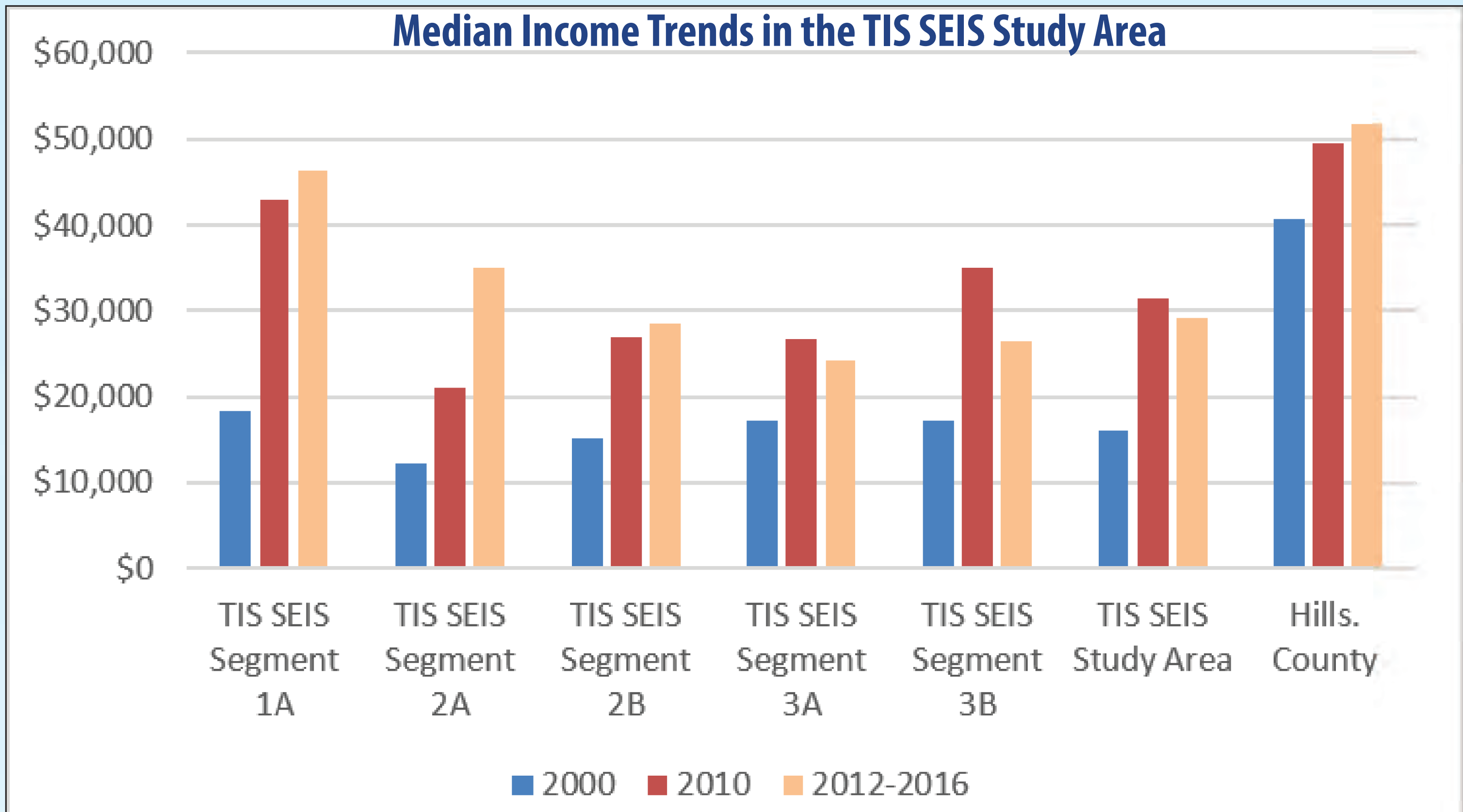
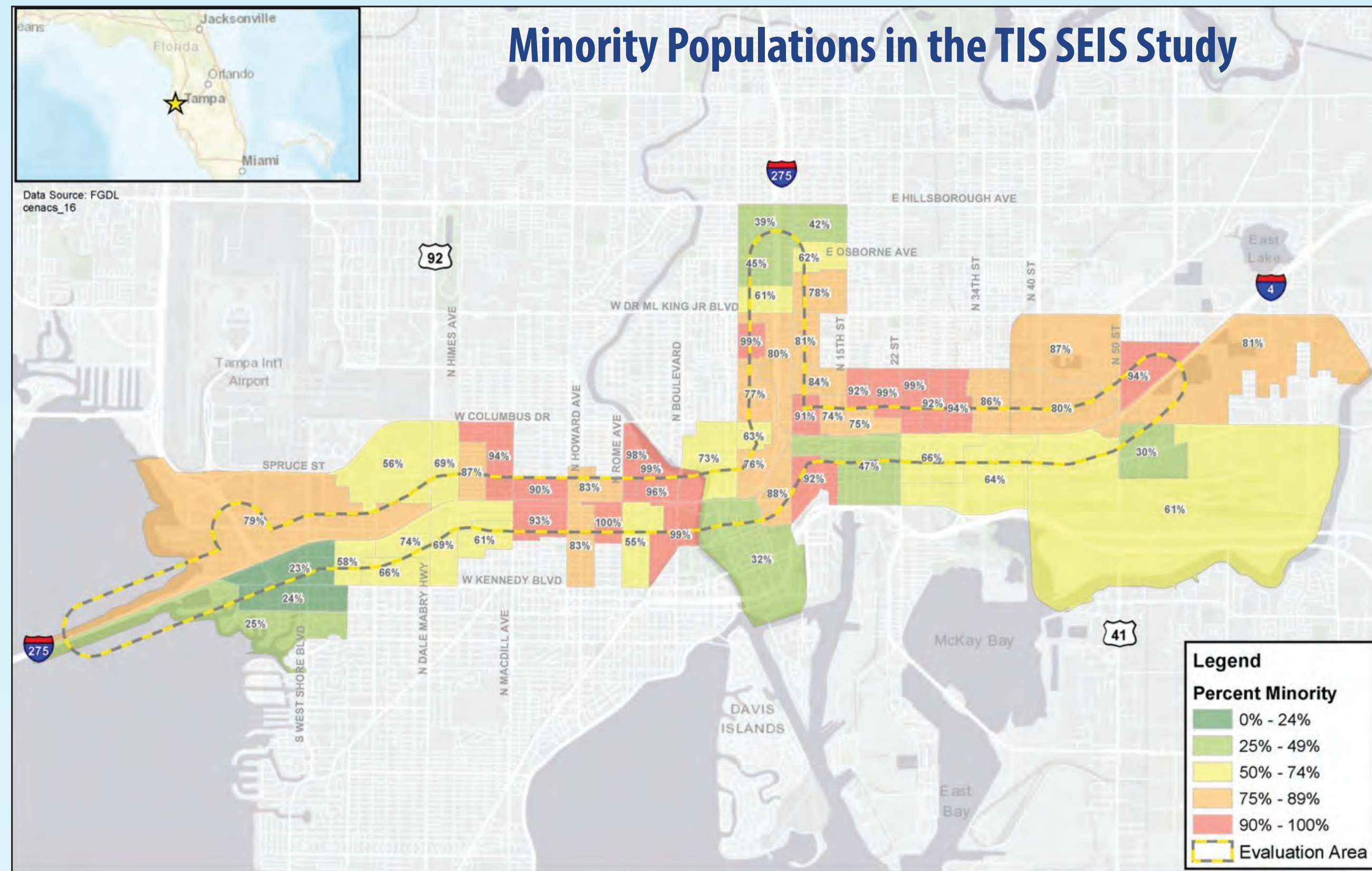


993 Total (2016 crashes)

* Includes angle, animal, bicycle, head-on, left turn, pedestrian, rollover, right turn and unknown crashes
Note, 2016 and 2017 crash data is not currently finalized and the number of crashes may be subject to change.



FDOT will continue to work with the City of Tampa, Hillsborough County, and the local community to evaluate bicycle and pedestrian connections throughout the project. This connectivity will consist of multi-use trails, sidewalk improvements, sharrows, and other connections.



Source: Draft SCE Tech Memo, Jan. 2018

WELCOME TO THE SPECIAL BRIEFING #1

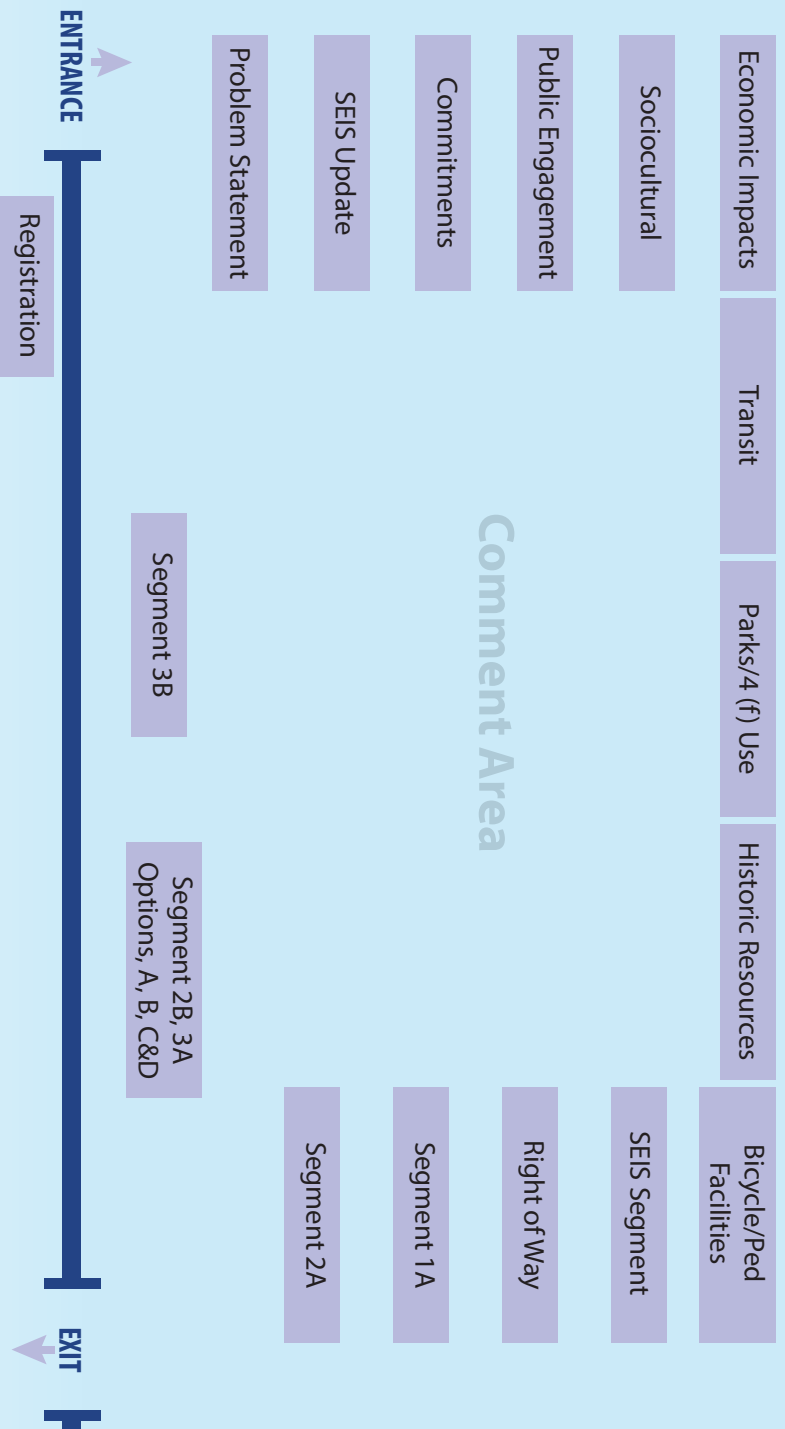


POTENTIAL COMMUNITY IMPACTS

FDOT Plans for I-275 and I-4 within Tampa's Urban Core



January 31, 2019



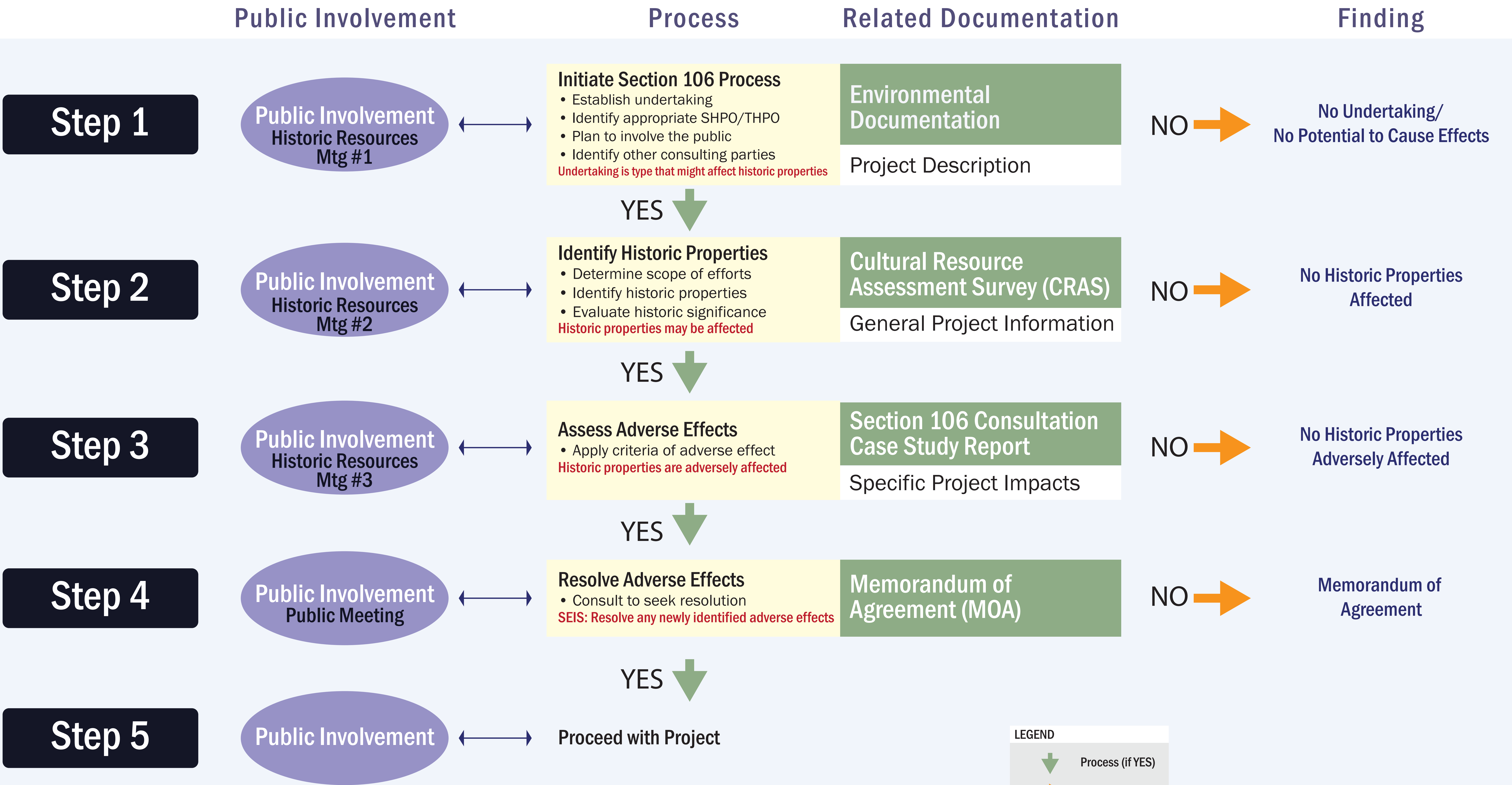
PURPOSE OF THE MEETING

To provide an update to the MPO board and committees on various concerns shared over the past few years.

Welcome to the Hillsborough County Metropolitan Planning Organization's (MPO) Special Briefing #1 on the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS). The MPO has invited the Florida Department of Transportation (FDOT) to participate in a series of special briefings over the next several months in response to motions issued by the board over the past two years. Tonight's briefing will focus on community (or human) impacts. This briefing is an in-formal, open-house format with no formal presentation. The room diagram illustrated above shows the location of various subjects of interest related to potential community impacts. FDOT staff are available to discuss these topics, answer questions, and take your comments.

Future MPO briefings will cover safety, bicycle/pedestrian, air quality, and health impacts. Additional information on potential environmental impacts that will be documented in the TIS SEIS will be available at FDOT's Public Workshops in late spring 2019. For more information, please contact FDOT's Project Manager, Alice Price, AICP, at: 813-975-6482 or alice.price@dot.state.fl.us.

Section 106 Process for Historic Properties



LEGEND

- Process (if YES)
- Outcome (if NO)
- Consultation

SHPO= STATE HISTORIC PRESERVATION OFFICER
THPO= TRIBAL HISTORIC PRESERVATION OFFICER
SEIS= SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

Right of Way (ROW) and Relocations

Tampa Interstate Study (TIS) Section		1A I-275 from Howard Frankland Bridge to east of Himes Ave.		2A I-275 from east of Himes Ave. to east of Rome Ave.		2B I-275 from east of Rome Ave. to north of MLK Jr. Blvd. and I-4 from I-275 to east of 14th St.					3A I-4 from east of 14th St. to east 34th St.		3B I-4 from east 34th St. to east of 50th St.	
Tampa Bay (TB) Next Section		4		5		6								
Alternative and Design Option		No Further Action (Includes outer roadway approved under 1997 & 1999 RODs)	2018 Express Lane	No Further Action (No Build)	2018 Express Lane	No Further Action (No Build)	2018 Express Lane				No Further Action (No Build)	2018 Express Lane	No Further Action (No Build)	2018 Express Lane
							A	B	C	D				
							Reconstructed Interchange with Express Lane Connection to the North	Reconstructed Interchange without Express Lane Connection to the North	Existing Interchange with Elevated Express Lanes (South/East Side of I-275)	Existing Interchange with Elevated Express Lanes (North/West Side of I-275)				
ROW Impacts	Number of Parcel Impacted/Already Purchased/ Remaining to Purchase	41/26/ 15	41/26/ 15	321/321/ 0	321/321/ 0	165/165/ 0	369/160/ 209	338/156/ 182	162/106/ 56	200/133/ 67	270/270/ 0	270/270/ 0	108/108/ 0	116/108/ 8
	Business Relocations Remaining	21	21	0	0	0	52	47	8	17	0	0	0	0
	Residential Relocations Remaining	0	0	0	0	0	336	321	28	96	0	0	0	1

Note: These are preliminary estimates based on the current design concept as of January 2019. Numbers may change as the design progresses. A Conceptual Stage Relocation Plan will be prepared in Summer 2019.

Definitions:

Number of Parcels Impacted – Total number of parcels either partially or fully within the concept footprint.

Already Purchased – Number of parcels within the footprint that FDOT already owns.

Remaining to Purchase – Number of parcels within the footprint FDOT will need to purchase.

Business Relocations – Number of individual businesses that may need to be relocated.

Residential Relocations – Number of residences that may need to be relocated. Assumes one residence per dwelling unit.