



# Public Workshops Scrapbook

**Tampa Interstate Study Supplemental Environmental Impact Statement - WPI Segment No. 258337-2**  
**Northwest Expressway Design Change Reevaluation - WPI Segment No. 258736-1**  
**Tampa Interstate Study Historic Resources Meeting**



**Tampa Marriott Westshore**  
1001 N. Westshore Boulevard, Tampa, FL  
*October 9, 2017*

**Hilton Tampa Downtown**  
211 N. Tampa Street, Tampa, FL  
*October 10, 2017*



COMPILED NOVEMBER 2017



[www.TampaBayNext.com](http://www.TampaBayNext.com)

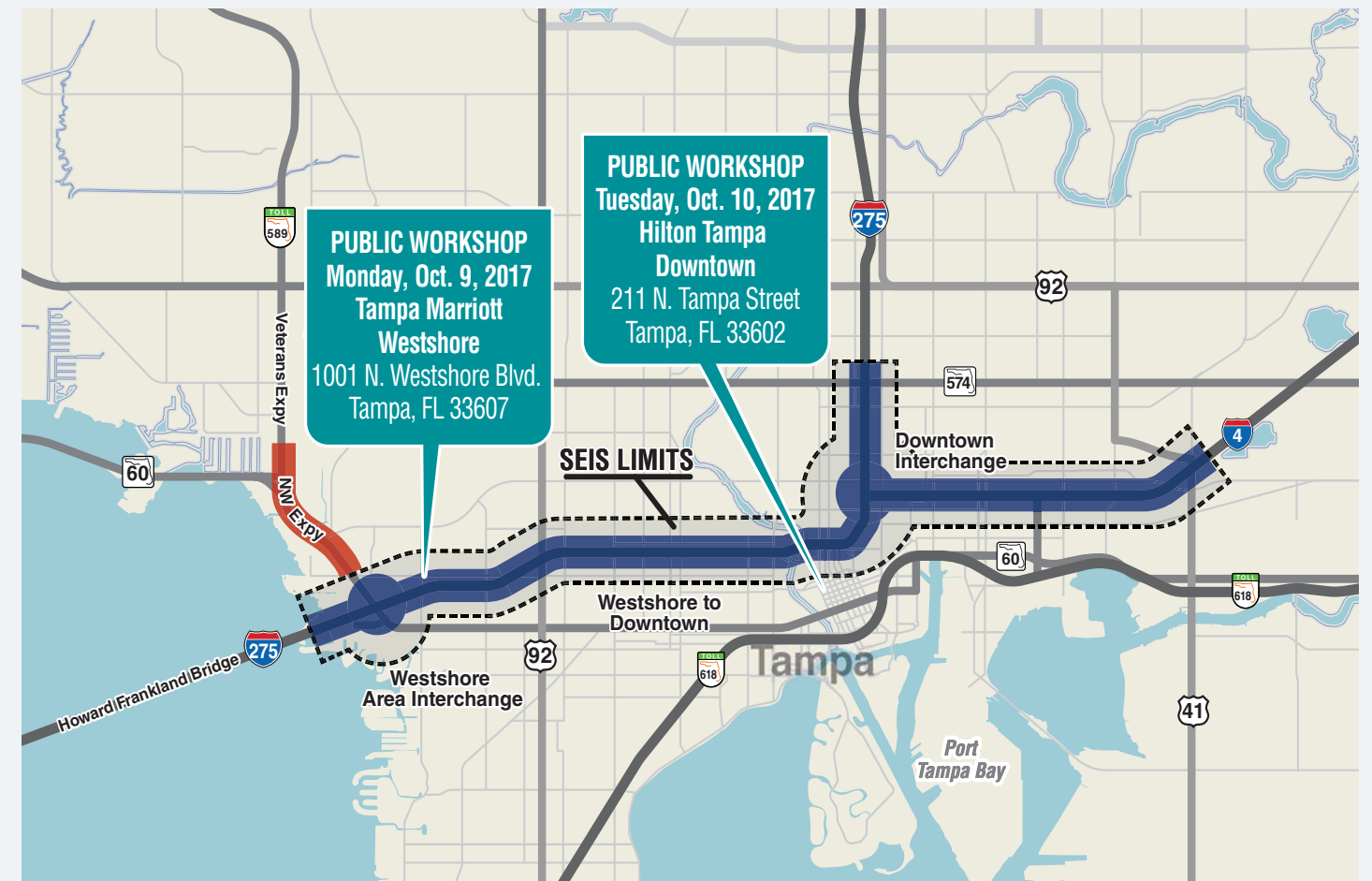


Public Participation ss Solicited Without Regard to Race, Color, National Origin, Age, Sex, Religion, Disability or Family Status.

# Table of Contents

## Content

Introduction	1
Advertisements and Notifications	2
Handouts and Comment Forms	7
Sign-in Sheets	13
Display Boards	16
Section 106 Historic Resources Informational Meeting	29
Video Presentation (with Script)	32
Public Meeting Photos	35
Comments Received	38
DVD - Inside Back Cover	





Alternatives Public Workshop Scrapbook

Alternatives Public Workshop Scrapbook

The purpose of this Scrapbook is to document the workshop notification process and the information that was presented at the Alternatives Public Workshops for the Tampa Interstate Study Supplemental Environmental Impact Statement and the Northwest Expressway Design Change Reevaluation. This document includes the following information:

- Advertisements and notifications;
- Description of the proposed improvements;
- Display graphics presented;
- Citizen sign-in sheets;
- Public Workshop handouts; and
- Powerpoint/video presentation with script.

Also, a DVD is included containing electronic files of this scrapbook as well as the video presentation shown at the workshop and copies of the display boards.

Project Description

The Florida Department of Transportation (FDOT), District Seven, is preparing a Supplemental Environmental Impact Statement (SEIS) for the Tampa Interstate Study (TIS) Final Environmental Impact Statement (FEIS). The SEIS is a fresh look at the long-standing plan to improve and modernize Tampa’s interstate system, originally called the TIS. The SEIS will focus on the downtown Tampa and Westshore interchanges, and the section of I-275 between those areas.

The FDOT is also preparing a Design Change Reevaluation for improvements to SR 60/Memorial Highway from north of Cypress Street to Memorial Highway, a portion of the Northwest Hillsborough Expressway (NWE) also known as the Veterans Expressway. The reevaluation will evaluate and document engineering changes and assess the environmental impacts that would differ from those noted in the NWE FEIS and subsequent reevaluations for the design segments being advanced.

The purpose of the workshops was to involve the public in the preparation of the SEIS for the TIS, and the Design Change Reevaluation for the NWE. A separate Historic Resources Meeting was held in conjunction with the Alternatives Workshop. The purpose of this meeting was to provide information to residents, local public officials, and interested persons and organizations relative to the process and schedule for identifying and evaluating historic resources, determining significant historic properties, and eventually evaluating potential impacts to significant historic properties.

The meetings were held in an informal open house format. There was no formal presentation. During the meeting, representatives of the FDOT were available to discuss the process, answer questions, and receive comments specific to these studies.

The Florida Department of Transportation (FDOT), District Seven, conducted public workshops on October 9 and 10, 2017 for the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) and the Northwest Expressway Design Change Reevaluation. FDOT held this public workshop on two separate dates and locations to allow for maximum participation. The information displayed at each workshop was identical.

On September 22, 2017, workshop notifications were mailed to 9,255 property owners and other stakeholders (including homeowner associations, civic groups and neighborhood associations). Elected officials and agencies were notified of the public workshops by email. Advertisements for the public workshops were published in the Tampa Bay Times, La Gaceta, and the Florida Sentinel; and an ad was also published in the Florida Administrative Register. Public meeting materials were posted to the project website, [www.tampabaynext.com](http://www.tampabaynext.com), following the workshops.

Below are the dates, locations, numbers of attendees, and number of comments received for each workshop.

SESSION 1 - WESTSHORE DISTRICT



DATE: October 9, 2017  
TIME: 4:00 pm to 7:00 pm  
WHERE: Tampa Marriott Westshore, 1001 N. Westshore Boulevard, Tampa, FL  
ATTENDEES: 122 attendees signed-in (not including project/FDOT staff)  
COMMENTS: 36 written comments

SESSION 2 - DOWNTOWN TAMPA



DATE: October 10, 2017  
TIME: 4:00 pm to 7:00 pm  
WHERE: Hilton Tampa Downtown, 211 N. Tampa Street, Tampa, FL  
ATTENDEES: 110 attendees signed-in (not including project/FDOT staff)  
COMMENTS: 35 written comments

An additional 10 comments were mailed or emailed to Ashley Henzel, P.E., PD&E Senior Project Manager, Florida Department of Transportation, MS 7-500, 11201 N. McKinley Drive, Tampa, FL, 33612, during the comment period following the workshops.

# Advertisements and Notifications





## Florida Department of Transportation

RICK SCOTT  
GOVERNOR

11201 N. McKinley Drive, Tampa, FL 33612-6456  
Phone (813) 975-6000 1-800-226-7220

MIKE DEW  
SECRETARY

September 22, 2017

Re: Tampa Interstate Study (TIS)  
Supplemental Environmental Impact Statement (SEIS)  
I-275 from the Howard Frankland Bridge to north of Dr. Martin Luther King Jr. Boulevard  
and I-4 from I-275 to east of 50<sup>th</sup> Street  
Work Program Item Segment Number: 258337-2  
**and**  
Northwest (Veterans) Expressway Design Change Reevaluation  
From north of Cypress Street to north of Independence Parkway  
Work Program Item Segment Number: 258736-1  
Hillsborough County, Florida  
Alternatives Public Workshop & Section 106 Historic Resources Information Meeting

Dear Property Owners, Business Owners, and Interested Persons:

The Florida Department of Transportation (FDOT), District Seven, invites you to attend and participate in a public workshop for the above referenced studies. FDOT is holding this public workshop on two separate dates and locations to allow for maximum participation. The information at each workshop will be identical. The dates and locations are as follows:

<b>Date:</b> October 9, 2017	<b>October 10, 2017</b>
<b>Place:</b> Tampa Marriott Westshore 1001 N. Westshore Blvd. Tampa, FL 33607	<b>Hilton Tampa Downtown</b> 211 N. Tampa St. Tampa, FL 33602
<b>Time:</b> 4 p.m. – 7 p.m.	<b>4 p.m. – 7 p.m.</b>

*Hilton Tampa Downtown Parking:* Fort Brooke Garage, 107 North Franklin Street, Tampa, FL 33607. Whiting Street entrance. From the parking garage take the elevator to the third floor and use the walk over bridge to One City Center and the Hilton Hotel. Parking voucher will be provided at workshop sign-in table.



### RESCHEDULED

#### Historic Resources Information Meeting

I-275 from the Howard Frankland Bridge to north of Dr. Martin Luther King Jr. Blvd. and I-4 from I-275 to east of 50<sup>th</sup> Street  
WPI Segment Number: 258337-2  
The purpose of this meeting is to provide information to residents, local public officials, and interested persons and organizations relative to the process and schedule for identifying and evaluating historic resources, determining significant historic properties, and eventually evaluating potential impacts to significant historic properties.

Tampa Interstate Study (TIS)  
Supplemental Environmental Impact Statement (SEIS)  
September 22, 2017  
Page 2

The purpose of this workshop is to involve the public in the preparation of the Supplemental Environmental Impact Statement (SEIS) that will be prepared for the Tampa Interstate Study (TIS). The SEIS will focus on the downtown Tampa and Westshore interchanges, and the section of I-275 between those areas. The SEIS is a fresh look at the long-standing plan to improve and modernize Tampa's interstate system, originally called the TIS. The workshop will also serve as an opportunity for the public to provide comments on the design changes to the Northwest Expressway as part of the Northwest (Veterans) Expressway Design Change Reevaluation.

Please understand this is an informal meeting, not a public hearing, and the first of several to be included throughout the process. The meetings will be held in an informal open house format. There will be no formal presentation. During the meeting, representatives of the FDOT will be available to discuss the process, answer questions, and receive comments specific to these studies. Written or emailed comments not received at the meeting must be postmarked or emailed by October 31, 2017 to be included in the official meeting record. Written comments can be mailed to: Ashley Henzel, P.E., PD&E Senior Project Manager, Florida Department of Transportation, MS 7-500, 11201 N. McKinley Drive, Tampa, FL, 33612, or emailed to: Ashley.Henzel@dot.state.fl.us. See the map on the first page showing the meeting locations.

A Historic Resources Meeting will be held in conjunction with the Alternatives Workshop. This meeting was rescheduled due to hurricane Irma. The purpose of this meeting is to provide information to residents, local public officials, and interested persons and organizations relative to the process and schedule for identifying and evaluating historic resources, determining significant historic properties, and eventually evaluating potential impacts to significant historic properties.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act to participate in this informational meeting, or persons who require translation services (free of charge) are asked to notify the agency at least seven (7) days prior to the meeting by contacting: Chris Speese, at Christopher.Spees@dot.state.fl.us, (800) 226-7220 or (813) 975-6405.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

Comuníquese con nosotros: Nos importa mucho la opinión del público sobre el proyecto. Si tiene preguntas o comentarios, o simplemente desea más información, por favor comuníquese con nosotros. Nuestra representante en español es: Lilliam Escalera, Lilliam.Escalera@dot.state.fl.us or (813) 975-6445.

If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, (800) 955-8771 (TDD) or (800) 955-8770 (Voice).

Sincerely,

Kirk Bogen, P.E.  
District Seven Environmental Management Engineer

KB/ps



**CONCRETE MASONRY EDUCATION COUNCIL**

The Florida Concrete Masonry Education Council announces a public meeting to which all persons are invited.

DATE AND TIME: October 3, 2017, 9:00 a.m.

PLACE: 6353 Lee Vista Boulevard, Orlando, FL

GENERAL SUBJECT MATTER TO BE CONSIDERED: Joint Apprenticeship Taskforce meeting with the Masonry Apprentice Educational Foundation.

A copy of the agenda may be obtained by contacting: mweber@fmsworks.com.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 1 day before the workshop/meeting by contacting: mweber@fmsworks.com. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

For more information, you may contact: mweber@fmsworks.com.

**ATKINS - BARTOW**

The Florida Department of Transportation (FDOT), District Four, is hosting a Public Kick-off Meeting as part of the Feasibility Study for two segments of Shared-Use Nonmotorized (SUN) Trail Program, the Historic Downtown Fort Pierce Retrofit segment and Historic Highwayman Trail Gap segment in Fort Pierce, St. Lucie County. FDOT invites all members of the public to attend.

DATE AND TIME: Tuesday, October 10, 2017, 5:00 p.m. – 7:00 p.m.

PLACE: Old City Hall, 315 Avenue A, Fort Pierce, FL 34950

GENERAL SUBJECT MATTER TO BE CONSIDERED: This public meeting offers the community the opportunity to express their views about the location, conceptual design, and social, economic, and environmental effects of constructing the trails on both proposed segments. The study limit for the Historic Downtown Fort Pierce Retrofit segment is from Georgia Avenue to North A1A; Financial Project ID 440033-1. The study limit for the Historic Highwayman Trail segment is from Indian Hills Drive to Georgia Avenue; Financial Project ID 440034-1.

FDOT will provide an overview of both project segments, any potential issues of concern, and display information about the potential alternatives to be developed during the Feasibility Study. The meeting will be an open house format where people can ask questions and provide comments to FDOT representatives in a one-on-one setting. Written comments will be accepted.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

People requiring special accommodations under the Americans with Disabilities Act or who require translation services (free of charge) should contact: Lisa Maack, project manager, at (954)717-2253, toll-free 1(866)336-8435, lisa.maack@dot.state.fl.us, at least seven (7) days prior to the meeting.

If you are hearing or speech impaired, please contact FDOT using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

For more information about the project or the Public Kick-off Meeting, please contact: Lisa Maack or visit the SUN Trail website: [www.FloridaSUNTrail.com](http://www.FloridaSUNTrail.com).

**AECOM**

The Florida Department of Transportation, District Seven announces meetings to which all persons are invited.

DATES AND TIMES: October 9, 2017, 4:00 p.m. – 7:00 p.m.; October 10, 2017, 4:00 p.m. – 7:00 p.m.

PLACES: October 9, 2017: Tampa Marriott Westshore, 1001 N. Westshore Blvd., Tampa, FL 33607. October 10, 2017: Hilton Tampa Downtown, 211 N. Tampa St., Tampa, FL 33602 (Hilton Tampa Downtown Parking: Fort Brooke Garage, 107 North Franklin Street, Tampa, FL 33607; Whiting Street entrance. From the parking garage take the elevator to the third floor and use the walk over bridge to One City Center and the Hilton Hotel. Parking voucher will be provided at workshop sign-in table.)

GENERAL SUBJECT MATTER TO BE CONSIDERED: The Florida Department of Transportation (FDOT), District Seven, invites you to attend and participate in a public workshop for the above referenced studies. FDOT is holding this public workshop on two separate dates and locations to allow for maximum participation. The information at each workshop will be identical.

The purpose of this workshop is to involve the public in the preparation of the Supplemental Environmental Impact Statement (SEIS) that will be prepared for the Tampa Interstate Study (TIS). The SEIS will focus on the downtown Tampa and Westshore interchanges, and the section of I-275 between those areas. The SEIS is a fresh look at the long-standing plan to improve and modernize Tampa's interstate system, originally called the TIS. The workshop will also serve as an opportunity for the public to provide comments on the design changes to the Northwest Expressway as part of the Northwest (Veterans) Expressway Design Change Reevaluation.

Please understand this is an informal meeting, not a public hearing, and the first of several to be included throughout the process. The meetings will be held in an informal open house format. There will be no formal presentation. During the meeting, representatives of the FDOT will be available to discuss the process, answer questions, and receive comments

4237

specific to these studies. Written or emailed comments not received at the meeting must be postmarked or emailed by October 31, 2017 to be included in the official meeting record. Written comments can be mailed to: Ashley Henzel, P.E., PD&E Senior Project Manager, Florida Department of Transportation, MS 7-500, 11201 N. McKinley Drive, Tampa, FL 33612 or emailed to: [Ashley.Henzel@dot.state.fl.us](mailto:Ashley.Henzel@dot.state.fl.us).

A Historic Resources Meeting will be held in conjunction with the Alternatives Workshop. This meeting was rescheduled due to Hurricane Irma. The purpose of this meeting is to provide information to residents, local public officials, and interested persons and organizations relative to the process and schedule for identifying and evaluating historic resources, determining significant historic properties, and eventually evaluating potential impacts to significant historic properties.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act to participate in this informational meeting, or persons who require translation services (free of charge) are asked to notify the agency at least seven (7) days prior to the meeting by contacting: Chris Speese, at [Christopher.Speese@dot.state.fl.us](mailto:Christopher.Speese@dot.state.fl.us), 1(800)226-7220 or (813)975-6405.

For more information you may contact: Ashley Henzel, P.E., PD&E Senior Project Manager, Florida Department of Transportation, MS 7-500, 11201 N. McKinley Drive, Tampa, FL 33612, [Ashley.Henzel@dot.state.fl.us](mailto:Ashley.Henzel@dot.state.fl.us).

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

## Section VII Notice of Petitions and Dispositions Regarding Declaratory Statements

DEPARTMENT OF BUSINESS AND PROFESSIONAL  
REGULATION

Florida Building Commission

RULE NO.: RULE TITLE:

61G20-1.001 Florida Building Code Adopted

NOTICE IS HEREBY GIVEN that the Florida Building Commission has issued an order disposing of the petition for declaratory statement filed by Faour Glass Technologies on May 19, 2017. The following is a summary of the agency's disposition of the petition:

Petitioner requested an answer to the following question regarding the application of the Florida Building Code to the frameless curtainwall systems it manufactures: for future testing to be compliant with TAS 201 and sections 1609.1.2, 1625.2.5, and 1626.2.5.2 of the 5th Edition (2014) Building Code, Building, are large missile impacts required at the structural silicone joint? On September 26, 2017, the Commission issued an order stating that the answer to the question is yes, pursuant to Section 1626.2.5 of the 5th Edition (2014) Florida Building Code, Building, large missile impacts are required on the structural silicone joint.

A copy of the Order Disposing of the Petition for Declaratory Statement may be obtained by contacting: Agency Clerk's Office, Department of Business and Professional Regulation, 2601 Blair Stone Road, Tallahassee, Florida 32399, (850)921-0342, [AGC.Filing@myfloridalicense.com](mailto:AGC.Filing@myfloridalicense.com).

DEPARTMENT OF BUSINESS AND PROFESSIONAL  
REGULATION

Florida Building Commission

RULE NO.: RULE TITLE:

61G20-1.001 Florida Building Code Adopted

NOTICE IS HEREBY GIVEN that the Florida Building Commission has issued an order disposing of the petition for declaratory statement filed by Elite Consulting SWFL on May 24, 2017. The following is a summary of the agency's disposition of the petition:

Petitioner requested answers to the following questions regarding the application of the Florida Building Code to its project: 1. Are bathroom facilities located within a private membership clubhouse considered to be open to the public? Specifically, does the verbiage qualifying the applicability of section 403.1.3 apply to the facility? 2. For the project in question, once the minimum number of required plumbing fixtures is provided in accordance with section 403.1 and section 403.1.3 of the 2014 Florida Plumbing Code based on the occupant load for the building, does the ratio established by potty parity have to be maintained for the additional fixtures provided in excess of the minimum requirements? On September 26, 2017, the Commission issued an order stating that the answer to question 1 is yes, pursuant to Sections 202 and 403.3, Florida Building Code, Plumbing, 5th Edition (2014), bathroom facilities located within the building in question are subject to the provisions applicable to public or public utilization plumbing fixtures. The answer to question 2 is no; since the minimum number of required plumbing fixtures is provided in accordance with Sections 403.1 and 403.1.3, Florida Building Code, Plumbing, 5th Edition (2014), the ratio established by potty parity is not required to be maintained for the additional fixtures.

4238



**Publisher's Affidavit**  
**Florida Sentinel-Bulletin**  
PUBLISHED SEMI-WEEKLY  
Tampa, Hillsborough County, Florida

State of Florida  
County of Hillsborough, ss.

Before me the undersigned authority personally appeared S. A. WELLS.....  
who on oath says she is Publisher of the Florida Sentinel-Bulletin, a semi-weekly  
newspaper published in Tampa, in Hillsborough County, Florida; that the attached  
copy of advertisement

being a **PUBLIC NOTICE**

in the matter of AECOM  
Florida Department of Transportation Public Workshop & Meeting .....  
in the .....

Court, was published in said newspaper in the issues of September 26, 2017 .....  
.....  
.....

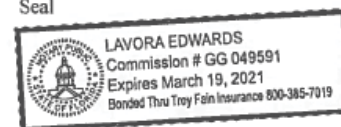
Affiant further says that the said Florida Sentinel-Bulletin is a newspaper published  
in Tampa, in Said Hillsborough County, Florida, and that the said newspaper has  
heretofore been continuously published in said Hillsborough County, Florida, twice  
each week and has been entered as second class mail matter at the post office in  
Tampa, in said Hillsborough County, Florida, for a period of one year next  
preceding the first publication of the attached copy of advertisement; and affiant  
further says that she neither paid nor promised any person, firm, or corporation  
any discount, rebate, commission or refund for the purpose of securing this  
advertisement for publication in the said newspaper.

.....  
.....  
.....

Sworn to and subscribed before me, this 26<sup>th</sup> ...day

of ... **SEPTEMBER** .A.D. 2017

Seal



**Publisher's Affidavit**  
**LA GACETA**

PUBLISHED WEEKLY  
Tampa, Hillsborough County, Florida

**State of Florida**  
**County of Hillsborough,**  
Before the undersigned authority personally appeared

Patrick Manteiga

who under oath says he is the Publisher of La Gaceta, a weekly newspaper  
published in Tampa, Hillsborough County, Florida, that the attached copy of  
advertisement, being a

**PUBLIC NOTICE**

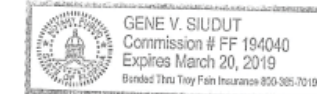
in the matter of **FDOT PUBLIC WORKSHOP**

In the Thirteenth Judicial Circuit Court, was  
published in said newspaper in the issues of 09/29/2017

Affiant further says that the said La Gaceta is a newspaper published in Tampa, in said  
Hillsborough County, Florida, and that the said newspaper has heretofore been continuously  
published in said Hillsborough County, Florida, each week and has been entered as second class  
mailing matter at the post office in Tampa, in said Hillsborough County, Florida, for a period of  
one year preceding the first publication of the attached copy of advertisement; and affiant  
further says that he has neither paid nor promised any person, firm or corporation any discount,  
rebate, commission or refund for the purpose of securing this advertisement for publication in the  
said newspaper.

.....  
personally known sworn to and subscribed before me  
on this 29TH day of **SEPTEMBER** , A.D. 2017

.....  
.....



Legal Advertisement  
Attached To  
Reverse Side



529358

**Tampa Bay Times**  
Published Daily

STATE OF FLORIDA } ss  
COUNTY OF

Before the undersigned authority personally appeared **Deirdre Almeida** who on oath says that he/she is **Legal Clerk** of the **Tampa Bay Times** a daily newspaper printed in St. Petersburg, in Pinellas County, Florida; that the attached copy of advertisement, being a Legal Notice in the matter **RE: Public Workshop** was published in **Tampa Bay Times**: 9/24/17, in said newspaper in the issues of **A Section**

Affiant further says the said **Tampa Bay Times** is a newspaper published in , Florida and that the said newspaper has heretofore been continuously published in said , Florida, each day and has been entered as a second class mail matter at the post office in said , Florida for a period of one year next preceding the first publication of the attached copy of advertisement, and affiant further says that he/she neither paid not promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

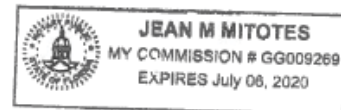
Signature of Affiant

Sworn to and subscribed before me this 09/24/2017.

Signature of Notary Public

Personally known \_\_\_\_\_ or produced identification

Type of identification produced \_\_\_\_\_



## LEGAL NOTICE



Florida Department of Transportation  
**Alternatives Public Workshop &  
Section 106 Historic Resources Information Meeting**  
Hillsborough County, Florida

**Tampa Interstate Study (TIS), Supplemental  
Environmental Impact Statement (SEIS)**  
I-275 from the Howard Frankland Bridge to north of  
Dr. Martin Luther King Jr. Boulevard and  
I-4 from I-275 to east of 50th Street  
Work Program Item Segment Number: 258337-2

**and**  
**Northwest (Veterans) Expressway  
Design Change Reevaluation**  
From north of Cypress Street to north of  
Independence Parkway  
Work Program Item Segment Number: 258736-1

The Florida Department of Transportation is holding this public workshop on two separate dates and locations to allow for maximum participation. The information at each workshop will be identical. The dates and locations are as follows:



October 9, 2017  
**Tampa Marriott Westshore**  
1001 N. Westshore Blvd., Tampa, FL 33607  
4 p.m. – 7 p.m.

October 10, 2017  
**Hilton Tampa Downtown**  
211 N. Tampa St., Tampa, FL 33602  
4 p.m. – 7 p.m.

Hilton Tampa Downtown Parking: Fort Brooke Garage, 107 North Franklin Street, Tampa, FL 33607. Whiting Street entrance. From the parking garage take the elevator to the third floor and use the walk over bridge to One City Center and the Hilton Hotel. Parking voucher will be provided at workshop sign-in table.

The purpose of this workshop is to involve the public in the preparation of the **Supplemental Environmental Impact Statement (SEIS)** that will be prepared for the **Tampa Interstate Study (TIS)**. The SEIS will focus on the downtown Tampa and Westshore interchanges, and the section of I-275 between those areas. The SEIS is a fresh look at the long-standing plan to improve and modernize Tampa's interstate system, originally called the TIS. The workshop will also serve as an opportunity for the public to provide comments on the design changes to the Northwest (Veterans) Expressway as part of the **Northwest Expressway Design Change Reevaluation**.

Please understand this is an informal meeting, not a public hearing, and the first of several to be included throughout the process. The meetings will be held in an informal open house format. There will be no formal presentation. During the meeting, representatives of the FDOT will be available to discuss the process, answer questions, and receive comments specific to these studies. Written or emailed comments not received at the meeting must be postmarked or emailed by October 31, 2017 to be included in the official meeting record. Written comments can be mailed to: Ashley Henzel, P.E., PD&E Senior Project Manager, Florida Department of Transportation, MS 7-500, 11201 N. McKinley Drive, Tampa, FL, 33612, or emailed to: Ashley.Henzel@dot.state.fl.us. The meeting locations are shown on the map above.

A Historic Resources Meeting will be held in conjunction with the Alternatives Workshop. This meeting was rescheduled due to hurricane Irma. The purpose of this meeting is to provide information to residents, local public officials, and interested persons and organizations relative to the process and schedule for identifying and evaluating historic resources, determining significant historic properties, and eventually evaluating potential impacts to significant historic properties.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act to participate in this informational meeting, or persons who require translation services (free of charge) are asked to notify the agency at least seven (7) days prior to the meeting by contacting: Chris Speese, at Christopher.Speese@dot.state.fl.us, (800) 226-7220 or (813) 975-6405.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

Comuníquese con nosotros: Nos importa mucho la opinión del público sobre el proyecto. Si tiene preguntas o comentarios, o simplemente desea más información, por favor comuníquese con nosotros. Nuestra representante en español es: Lilliam Escalera, Lilliam.Escalera@dot.state.fl.us or (813) 975-6445.

If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, (800) 955-8771 (TDD) or (800) 955-8770 (Voice).

09/24/17

529358-1

# Handouts and Comments Form





### What is Tampa Bay Next?

*Tampa Bay Next is a program to modernize Tampa Bay's transportation infrastructure and prepare for the future.*

### The Program Includes:

- Interstate Modernization
- Transit
- Bike/Pedestrian Facilities
- Complete Streets
- Transportation Innovation
- Freight Mobility

### Tampa Bay Next Priorities:

- Move people and goods safely and efficiently
- Build a comprehensive regional transportation system
- Create meaningful opportunities for public input
- Balance regional needs with community concerns
- Commit to sustainable infrastructure decisions

## Transportation Improvement in the Tampa Bay Region

### Tampa Bay Next is:

- a program to modernize Tampa Bay's transportation infrastructure.
- a process of working collaboratively with the community.
- a conversation about transportation across our region.
- your opportunity to participate in shaping the future of transportation in your community.
- a way for FDOT to provide the public a more open and transparent view into the planning process.
- the chance for us to share ideas on how transportation projects can be improved.

FDOT has been working with local partners for two decades on a long-standing plan to improve mobility and reduce congestion on I-275 and I-4. We're reevaluating that plan to ensure it meets modern needs, and we're engaging the community in the evaluation process.

FDOT understands that Tampa Bay wants transit options in addition to roadway improvements, so we're integrating multimodal opportunities into our planning, and we're investing in transit initiatives across the region.

Modernizing infrastructure and preparing for the future means embracing new technologies and transportation innovation that could transform what mobility means for each of us. With Tampa Bay Next, FDOT is looking for ways to maximize existing infrastructure and lay a foundation for cutting-edge, smart technology.



FDOT will host local and regional opportunities to participate in developing meaningful transportation solutions. For more project specific information and to get involved:

[www.TampaBayNext.com](http://www.TampaBayNext.com)  
[TampaBayNext@dot.state.fl.us](mailto:TampaBayNext@dot.state.fl.us)  
(813) 975-NEXT



Like us on Facebook: /TampaBayNext  
Follow us on Twitter: @TampaBayNext



071417



## Tampa Bay Has a Traffic Problem

Congestion has become a daily part of life on our roadway system, costing our community time and money. Our traffic problem is a combination of four distinct problems:



### DESIGN

We need a **new design** to fix the daily bottlenecks occurring at the Westshore and Downtown interchanges. These interchanges were designed in the 1960s and have only had operational improvements throughout the years. They need to be redesigned to meet modern standards and improve mobility.



### DEMAND

Traffic **demand is outstripping our supply**. We are the 5th fastest growing metropolitan area in the U.S., and we have almost 40 million visitors a year. This is great for our economy as long as we can plan for smart growth and accommodate increasing demand.



### CHOICE

We lack transportation choices and need to add **more options for getting around** regionally and locally. This means providing meaningful transit options and leveraging technology and innovation to move people more efficiently.



### CONSENSUS

We need to come together as a community to determine a clear path forward. If we want **significant transportation investment** in Tampa Bay - both for roads and transit - we need to build consensus across a broad range of stakeholders and community members.



### Regional Transit Feasibility Plan

FDOT is funding a Regional Transit Feasibility Plan, administered by Hillsborough Area Regional Transit (HART), to move transit forward in Tampa Bay. The plan will identify projects that

- have the greatest potential to be funded
- are the most forward thinking and make the best use of today's technology
- best serve our region today while supporting tomorrow's growth.

For more information or to participate in that plan, visit: [tbregionaltransit.com](http://tbregionaltransit.com).

### Get Involved

Please visit the website for up to date event information: [TampaBayNext.com/get-involved/](http://TampaBayNext.com/get-involved/)

Would you like FDOT to present information at your community or neighborhood event?

Please email us at [TampaBayNext@dot.state.fl.us](mailto:TampaBayNext@dot.state.fl.us)



071417



[www.TampaBayNext.com](http://www.TampaBayNext.com)







## Northwest Hillsborough Expressway Final Environmental Impact Statement Reevaluation From north of Cypress Street to Memorial Highway

FPID NO.: 433535-7 FAP No.: N/A September 2017

The Florida Department of Transportation, District Seven is conducting a design change reevaluation for improvements to SR 60/Memorial Highway from north of Cypress Street to Memorial Highway. The reevaluation will evaluate and document engineering changes and assess the environmental impacts associated with the provision of new tolled express lanes on I-275 connecting with the Veterans Expressway tolled express lanes that would differ from those noted in the Federal Highway Administration (FHWA) Northwest Hillsborough Expressway Final Environmental Impact Statement (NWE FEIS) and all of their subsequent reevaluations for the design segments being advanced. The class of action has been determined to be an FEIS reevaluation. The NWE FEIS shares a common boundary with the Tampa Interstate Study (TIS) FEIS at Cypress Street (See map on back.). The two projects were approved under separate FEIS documents, however, they are part of the same expressway system and will be constructed as part of one overall project.

### BACKGROUND

In 1987, the FHWA signed the Final Environmental Impact Statement (FEIS) for the Northwest Hillsborough Expressway (currently known as Veterans Expressway) for improvements from Cypress Street south of Tampa International Airport to Dale Mabry Highway (SR 597), a distance of approximately 16.9 miles. The Northwest Hillsborough Expressway was proposed as a major, divided, limited-access roadway to serve local traffic in the north and northwest areas of Hillsborough County in the vicinity of Tampa, Florida. The expressway involved improving Eisenhower Boulevard to six and eight lanes and the addition of interchanges between I-275 and Hillsborough Avenue. The remainder of the expressway was a new four-lane divided roadway with interchanges to the local road system from north of Hillsborough Avenue to Dale Mabry Highway.

In 1989, the Tampa-Hillsborough County Expressway Authority submitted the Northwest Hillsborough Expressway Master Plan Report (Design Section 1, Phase 1A) to the FDOT for expansion of the Expressway to include interchanges with I-275, Spruce Street, Tampa International Airport, SR 60 (Courtney Campbell Causeway), Independence Parkway and Memorial Highway.

In 1992, the FHWA signed the Design Change Reevaluation of the Northwest Hillsborough Expressway FEIS to authorize design of all eight segments of the roadway between I-275 from Cypress Street to Dale Mabry Highway (SR 597). Following the approval, the Tampa-Hillsborough Expressway Authority initiated construction of the expressway; however, they were unable to complete the project.

Subsequently, Florida's Turnpike Enterprise (FTE) assumed responsibility for the project. FTE purchased the necessary right of way and used the existing design to complete construction of the expressway, renaming it Veteran's Expressway (SR 589). Construction of the segment from Memorial Highway to Dale Mabry Highway (SR 597) was completed in October 1994. The interchanges located between I-275 and Memorial Highway, including new access to Tampa International Airport, Spruce Street and SR 60 at Courtney Campbell Causeway, were reconstructed by FDOT between 2005 - 2010.



The purpose of this design change reevaluation is to update the FEIS based on the addition of tolled express lanes and other mobility improvements within the NWE corridor as part of the Tampa Bay Next (TBN) initiative.

The reevaluation will document compliance with new federal laws, identify any changes that may have occurred on a project since the approval of the original environmental document and subsequent reevaluations as well as assess the impacts of any new alternative options and compare them to the previously approved improvements.

Highway (SR 597) was completed in October 1994. The interchanges located between I-275 and Memorial Highway, including new access to Tampa International Airport, Spruce Street and SR 60 at Courtney Campbell Causeway, were reconstructed by FDOT between 2005 - 2010.



### For additional information regarding this project, contact:

Ashley Henzel, P.E.  
FDOT District Seven  
11201 N. McKinley Drive Tampa, FL 33612  
813-975-6433  
[ashley.henzel@dot.state.fl.us](mailto:ashley.henzel@dot.state.fl.us)



[www.TampaBayNext.com](http://www.TampaBayNext.com)





# Public Outreach Events



Date	Time	Event Name	Location
Friday, September 22	12:00 p.m.	<b>Citizens Transportation Academy</b> Regional Transportation Roles and Responsibilities	Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612
Monday, September 25	6:30 p.m. – 8:30 p.m.	Downtown/East Tampa <b>Community Working Group</b> - Meeting #2	Barrymore Hotel (near Straz) 111 Fortune St., Tampa, FL 33602
Thursday, October 5	5:30 p.m. – 7:30 p.m.	Westshore/West Tampa/South Tampa <b>Community Working Group</b> - Meeting #2	Centre Club, 8th Floor 123 S. Westshore Blvd, Tampa, FL 33609
Friday, October 6	12:00 p.m.	<b>Citizens Transportation Academy</b> Metropolitan Planning Process	Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612
Monday, October 9	4:00 p.m. – 7:00 p.m.	<b>Tampa Interstate Study, SEIS Public Workshop</b> - Westshore	Marriott Westshore 1001 N. Westshore Blvd., Tampa, FL 33607
Tuesday, October 10	4:00 p.m. – 7:00 p.m.	<b>Tampa Interstate Study, SEIS Public Workshop</b> - Downtown Tampa	Hilton Downtown Tampa 211 N. Tampa Street, Tampa, FL 33602
Friday, October 13	12:00 p.m.	<b>Citizens Transportation Academy</b> Introduction to Transportation Project Development	Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612
Friday, October 20	12:00 p.m.	<b>Citizen Transportation Academy</b> Introduction to Transit: Transit Modes and How They Work	Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612
Friday, October 27	12:00 p.m.	<b>Citizen Transportation Academy</b> How Transportation Projects are Funded	Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612
Thursday, November 2	12:00 p.m.	<b>Citizen Transportation Academy</b> Congestion Management Strategies	Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612
Tuesday, November 14	5:30 p.m. – 7:30 p.m.	Howard Frankland Bridge <b>Public Hearing</b>	Tampa Marriott Westshore 1001 N. Westshore Blvd., Tampa, FL 33607
Thursday, November 16	5:30 p.m. – 7:30 p.m.	Howard Frankland Bridge <b>Public Hearing</b>	Hilton-St. Pete Carillon Park 950 Lake Carillon Dr., St. Petersburg, FL 33716

To attend the **Citizens Transportation Academy** online webinars, visit [TampaBayNext.com/CitizensTransportationAcademy](http://TampaBayNext.com/CitizensTransportationAcademy) or attend at The Florida Department of Transportation, 11201 N. McKinley Drive, Tampa, FL 33612. Please note that recorded versions of the webinars will be available online the afternoon of each session.

The second round of **Community Working Groups** are being scheduled for Pinellas, Pasco/Hernando, North and West Hillsborough County, and East and South Hillsborough/Polk Counties. An update will be provided immediately as dates, times and locations are confirmed.

For more information, please call **(813) 975-NEXT** or email us at [TampaBayNext@dot.state.fl.us](mailto:TampaBayNext@dot.state.fl.us).

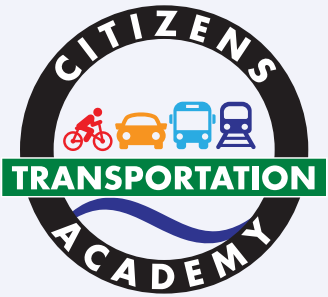


Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act to participate in this informational meeting, or persons who require translation services (free of charge) are asked to notify the agency at least seven (7) days prior to the meeting by contacting: Christopher Speese, Public Involvement Coordinator, at [Christopher.Speese@dot.state.fl.us](mailto:Christopher.Speese@dot.state.fl.us), 1 (800) 226-7220 or (813) 975-6405.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1 (800) 955-8771 (TDD) or 1 (800) 955-8770 (Voice).

Comuníquese con nosotros: Nos importa mucho la opinión del público sobre el proyecto. Si tiene preguntas o comentarios, o simplemente desea más información, por favor comuníquese con nosotros. Nuestra representante en español es: Lilliam Escalera, (813) 975-6445, [Lilliam.Escalera@dot.state.fl.us](mailto:Lilliam.Escalera@dot.state.fl.us).



# CITIZENS TRANSPORTATION ACADEMY

Interested in learning more about how transportation is planned, developed, funded, and implemented? Join the Florida Department of Transportation’s Citizens Transportation Academy!

## WEBINAR COURSES

<b>September 22</b>	Regional Transportation Roles and Responsibilities
<i>Note: There will be no session on Sept. 29 due to the TMA Leadership Meeting</i>	
<b>October 6</b>	Metropolitan Planning Process
<b>October 13</b>	Introduction to Transportation Project Development
<b>October 20</b>	Introduction to Transit: Transit Modes and How They Work
<b>October 27</b>	How Transportation Projects are Funded
<b>November 2</b>	Congestion Management Strategies

The online series is free and open to the public. For more information on how to participate or view previous sessions, please visit: [TampaBayNext.com/CitizensTransportationAcademy](http://TampaBayNext.com/CitizensTransportationAcademy).

If you do not have computer access or prefer to participate in person, please join us at FDOT District Seven Headquarters, 11201 N. McKinley Dr, Tampa, FL 33612

Questions? Contact [TampaBayNext@dot.state.fl.us](mailto:TampaBayNext@dot.state.fl.us) or call **(813) 975-NEXT (6398)**



Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act to participate in this informational meeting, or persons who require translation services (free of charge) are asked to notify the agency at least seven (7) days prior to the meeting by contacting: Christopher Speese, Public Involvement Coordinator, at [Christopher.Speese@dot.state.fl.us](mailto:Christopher.Speese@dot.state.fl.us), 1 (800) 226-7220 or (813) 975-6405.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1 (800) 955-8771 (TDD) or 1 (800) 955-8770 (Voice).

Comuníquese con nosotros: Nos importa mucho la opinión del público sobre el proyecto. Si tiene preguntas o comentarios, o simplemente desea más información, por favor comuníquese con nosotros. Nuestra representante en español es: Lilliam Escalera, (813) 975-6445, [Lilliam.Escalera@dot.state.fl.us](mailto:Lilliam.Escalera@dot.state.fl.us).

101717



[www.TampaBayNext.com](http://www.TampaBayNext.com)



## COMMENT FORM

Comments (please print)

[illegible]

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

Name \_\_\_\_\_

Address

City, State, Zip Code

County

Email

Phone

☐ Please add me to the project notification list.

PLEASE RETURN COMMENTS TO:

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



www.TampaBayNext.com



## COMMENT FORM

Comments (please print)

This image shows a blank sheet of primary-ruled paper. It features ten sets of horizontal lines spaced evenly down the page. Each set includes a solid top line, a dashed middle line, and a solid bottom line, providing a guide for letter height and placement. The paper is otherwise completely blank, with no text or other markings.

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

Name \_\_\_\_\_

Address

City, State, Zip Code

County

Email

Phone

☐ Please add me to the project notification list.

**PLEASE RETURN COMMENTS TO:**

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





**COMMENT FORM**

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

Name \_\_\_\_\_

Address

City, State, Zip Code

County

Email

Phone

☐ Please add me to the project notification list.

PLEASE RETURN COMMENTS TO:

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



www.TampaBayNext.com

**COMMENT FORM**

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

Name \_\_\_\_\_

Address

City, State, Zip Code

County

Email

Phone

☐ Please add me to the project notification list.

**PLEASE RETURN COMMENTS TO:**

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



# Sign-in-Sheets




[illegible][illegible]

**Tampa Marriott Westshore**  
1001 N. Westshore Boulevard  
Tampa, FL  
October 9, 2017




Tampa Interstate Study (TIS)  
 Supplemental Environmental Impact Statement (SEIS) WPID: 256373-2  
 Northwest (Veterans) Expressway WPID: 256783-1



**Next**  
FOR THE  
COMMUNITY

**Tuesday, October 10, 2017, 4:00 pm - 7:00 pm.**  
**Hilton Tampa Downtown, 211 N. Tampa Street, Tampa, FL 33602**



**FDOT**  
FLORIDA DEPARTMENT OF TRANSPORTATION

**(Please Print)**



Name (Last, First)	Organization of Origin (Last, First)	Project Abbreviation (Last, First)	Job Title	Address	City	State	Zip	County	Phone Number (Area Code, Number)	E-mail Address (Last, First, Initial)
Johnnie Sue Smith	Shenkar				Alhambra				413-715-6494	j.smith@shenkar.com
Bonnie Holmester	Shenkar				Alhambra				352-552-5494	bonnie.holmester@shenkar.com
Charles Walker				3305 E. 124 Ave	Tampa	FL	33605			charleswalker@comcast.net
Robert Holmester				1425 W. 44th St	Tampa	FL	33607			robert.holmester@gmail.com
John Baker	Trunkline									
Joseph S. Robinson	RHCA			1104 SWS	Tampa	FL	33622	Hillsborough	813-255-0000	jrobinson@rhca.com
Karen Morawski		X		2702 N. W. 11th Ave	Tampa	FL	33637			karen.morawski@tampa.gov
Charlotte Glaser		X		2102 W. 11th St	Tampa	FL	33617			charlotte.glaser@tampa.gov
Jim Davison		X		1782 S. Hurlingham Pl.	Tampa	FL	33647	Hillsborough	813-966-2000	jdavison@tampa.gov
Karen Briggs	TDP	X		on file					214 3480	
Marvin Williams	FHWA	X		3500 Kennedy & Plaza	Tallahassee	FL	32310	Leon	904-355-2222	Marvin.williams@dot.fl.gov
Sharon McCracken	KCA	X		2000 Kennedy & Plaza	Tampa	FL	33613	Hillsborough	813-871-5571	
Albert Lawson				5051 Alhambra Ave	GA		30281	Fulton	770-571-1477	calbertlawson@gmail.com
Julie Parris				10131 Old City Rd	Fluorine	FL	33598	Hillsborough		
Erin Harty				2105 Old Harts	Tampa	FL	33609	Hillsborough	813-946-9242	
Julie Davis				4016 Central Ave	Tampa	FL	33603	Hillsborough	813-971-5571	edavis@tampa.gov
Brian Sparks	AW			1100 Ave A	Tampa	FL	33604		813-247-1500	brian@awhwy.com

Public participation is an active and ongoing effort to seek out, understand, and address the needs, concerns, and other issues raised by stakeholders. Public involvement for this project will be ongoing, carried out by the Florida Department of Transportation (FDOT) pursuant to 215 C.S. 827 and the Memorandum of Understanding dated December 14, 2014 and executed by the Florida Highway Department and FDOT.

Comments can be made by e-mail to the public input e-mail address. E-mail responses are confidential, a complete record of all comments, and comments are not subject to public release. Comments are not subject to public release.

Tampa Interstate Study (TIS)  
Supplemental Environmental Impact Statement (SEIS) WPID: 2587337-2  
Northwest (Veterans) Expressway WPID: 2587336-1

Tuesday, October 10, 2017, 4:00 p.m. - 7:00 p.m.  
Hilton Tampa Downtown, 211 N. Tampa Street, Tampa, FL 33602



(Please Print)

Name	Organization	Project Introduction Presentation	Project Introduction Meeting	Address	City	State	Zip	County	Phone Number (Area Code) Number	Email Address (Email Address)
Chandra Arnold				510 East Gas St	Tampa	FL	33602	Hills	813 282 5522	
Cathy Kusbak	FLTA			3200th Avenue	Tampa	FL	33607	Hills	813 877 7418	
William Williams				101 N. Magnolia St	Tampa	FL	33602	Hills		
Ruth Harper				3321 N. Howard Ave	Tampa	FL	33606	Hills	813 970 9122	
Shirley Day Wilson										
Bob										
Matt Marone	FDOT-DEM			605 Summer St	Tallahassee	FL	32303	Leon		
PRIMA RAY				1355 SE						
Kimberly German	HUCC	X	X	4610 N Central	Tampa	FL	33607	Hillsborough	813 445 3922	
Amya Navier				4016 N Central	Tampa	FL	33607	Hillsborough	813 877 7712	
Jeff Navier	Hyattsville			1715 W. LaSalle St	Tampa	FL	33607	Hills	813 877 7555	jeffrey.navier@hyattsville.com
Matt Ney	Lechner	X	X		Tampa	FL		Hills	813 244 6810	matthew@lechner.com
Mark Esley	ICFA			201 N Franklin	Tampa	FL	33602	Hills	813 874 5757	mark.esley@icfa.com
Joel Baum	SWFWMD	X		3205 N Highland Ave	Tampa	FL	33607	Hills	352 572 5722	joel.baum@swfwmd.com
Adam Myers	Tampa FDC			101 N. Broadway Blvd	Tampa	FL	33602	Hills	813 458 2610	adam@tampafdc.com
Jonathan	SEI	X		3605 Exchange St	Tampa	FL	33606	Hills		
Paula Schott				1001 N Tampa	Tampa	FL	33604	Hills		
Nicholas Johnson	Sanjour	X		1001 N. Sanjour	Tampa	FL	33604	Hills		Have on file

Public participation is solicited through the use of social media, website postings, open house, subject availability or being present at public meetings, consultation, and other activities requested by the responsible federal governmental agency for the project. The project is being held in-house, controlled by the Florida Department of Transportation (FDOT) pursuant to 22 D.C. 8327 and a Memorandum of Understanding dated December 14, 2010 and executed by the Federal Highway Administration and FDOT.

Consent to participate does not require FDOT to consider the public use of property. It does not constitute a commitment, a stipulation, does not include information, nor does it constitute a commitment. Mature participants are required to be 18 years of age, have a valid driver's license, and be a resident of the State of Florida.

[illegible]

Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) WPID: 2568337-2 Northwest (Veterans) Expressway WPID: 258736-1										
 										
Tuesday, October 10, 2017, 4:00 p.m. - 7:00 p.m. Hilton Tampa Downtown, 211 N. Tampa Street, Tampa, FL 33602										
(Phone Print)	Name	Organization (if applicable)	Project Information TIS ID#	Address	City	State	Zip	County	Phone Number	Email Address
	JOCA CARLIER									
	Dick Lombardi	N/A	75518	2000 N. RUSSELL	Boston	FL	33870	Pinellas	681-9979770	786-288-8586 / RAIL 447 t-lombardi@aol.com
	Joan Partridge	HCCounty		401 Kennedy Blvd	Tampa	FL	33601	HC	813-285-3450	joanpartridge@hccol.org
	Gregory Dierker			509 River Blvd	Tampa	FL	33605	FL		
	Down Macneil	KCCS		201 N. BOSTON ST	Tampa	FL	33602	Hills		
	John Melander	Stokes	SEIS	2210 Oaklawn Ave	Tampa	FL	33626	Hills	813-892-7200	johnmelander@stokes.com
	Channing Beale	City of Tampa		3000 Gandy St	Tampa	FL	33602	Hills	813-496-2070	
	William Beale	FL		114 N. 2nd Ave	Tampa	FL	33605	Hills		william.beale@fla.gov
	Joseph Somas	Lecher		4350 N. Gandy St	Tampa	FL	33607	Hills	813-937-5750	jsomas@lecher.com
	Alicia Fernandez	Tampa Heights		2206 N. Florida	Tampa	FL	33602	Hills	781-632-8000	
	Tommy Spaul	KCCS		201 N. Franklin St	Tampa	FL	33607	Hills	813-871-5138	tskinner@lecher.com
	Scott Gorman	Lecher		600 E. Central	Tampa	FL	33602	FL	813-292-0900	
	Shiff Coward			2800 Central Ave	TPAD	FL	33602	"		tskinner@lecher.com
	Maria McCallan	SEIS		4110 N. Central Ave	TPA	FL	33613	"	813-456-5816	tskinner@lecher.com
	Steph Rice	SEIS		2010 Gandy Blvd	Tampa	FL	33602	FL	813-537-5000	ap212-julie@lecher.com
	Angela Jiles	FL		2010 Gandy Blvd	Tampa	FL	33602	FL	813-537-5000	ap212-julie@lecher.com
	Mike Williams	Hillsborough		601 Kennedy	Tampa	FL	33601	Hills	813-871-5138	williams@lecher.com
	New Snyder	TIS		1000 N. Gandy St	Tampa	FL	33602	Hills	813-292-0900	tskinner@lecher.com

Tampa Interstate Study (TIS)  
 Supplemental Environmental Impact Statement (SEIS) WPID: 256373-2  
 Northwest (Veterans) Expressway WPID: 256735-1

Tuesday, October 16, 2017, 4:00 p.m. - 7:00 p.m.  
 Hilton Tampa Downtown, 211 N. Tampa Street, Tampa, FL 33602

(Please Print)

Name (Last, First)	Organization or Affiliation (Last, First)	Project Address (City, State, Zip)	Address (City, State, Zip)	Phone (Area Code, Number)	Cell (Area Code, Number)	County	Phone Number (Area Code, Number)	Email Address (Last, First, Initial)
Glenn Young			5102 Ross Ave Tampa FL 33602 Hills 813-262-1174					
Danay Lopez			7016 Virginia Ave Tampa FL 33602 Hills 813-910-4802					
Eric Lott			10000 5th St S Tampa FL 33602 Hills 913-282-2797					
Willie Bailey			1307 N. Russell St Tampa FL 33602 Hills 813-444-0687					
Valencia Warner			1101 N. Lewis St Tampa FL 33602 Hills 971-351-3821					
Suzanne Jackson			401 Lewis St Tampa FL 33602 Hills 1111111					
Leanne Wilson			1301 Lewis St Tampa FL 33602 Hills 1111111					
Seah Woods			6003 Irvine Dr Tampa FL 33537 Hills 813-626-2216					
Laura Lawson			30414/14541 Tampa FL 33603 Hills 813-732-6663					
Ray Jackson			3514 Alcala Ave Tallahassee FL 32304 Leon 850-232-6266					
Scott Gribble			WSP Tallahassee FL 32304 Leon 813-282-8879					
Kevin Thurman			701 S 24th Ave Tampa FL 33603 Hills 813-446-1493					
Joe Fawell			2018 Eagle Ridge Dr Tampa FL 33617 Hills 813-770-9194					
Adam Moore			777 N. Ashley Ave Tampa FL 33602 Hills 941-365-1120					
Rob Powers			55405 " " 724-785-52					
Ward Price			2305 S Central Ave " " 913-299-7412					
Colin Kemp			23632 " " 409-998-9823					
David Jackson			1102 1/2 10th St N Tampa FL 33612 Hills 813-446-1517					

Public participation is a critical element of the NEPA process. National origin, race, sex, religion, disability or family status.  
 The environmental review, consultation, and other actions required by applicable federal environmental laws for the project are being or have been carried out by the Florida Department of Transportation (FDOT) pursuant to 20 USC § 802 and a Memorandum of Understanding dated January 14, 2013 and executed by the Federal Highway Administration and FDOT.  
 Comments are requested. This Request for Proposals is open to the public for a period of 30 days. Comments should be submitted to the project manager, Mr. [Name], at [Address], [City, State, Zip]. Comments should be submitted to the project manager, Mr. [Name], at [Address], [City, State, Zip].

[illegible][illegible][illegible]

**Hilton Tampa Downtown**  
211 N. Tampa Street  
Tampa, FL  
October 10, 2017



# Display Boards





# Welcome

Florida Department of Transportation

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

**&**

**Northwest Hillsborough Expressway  
(Veterans Expressway) Re-evaluation**

**Workshop**



TampaBayNext.com | f TampaBayNext | t @TampaBayNext

## Why are we here?

We need your input to determine the best option for improving these sections of Tampa's interstate.



www.TampaBayNext.com



www.TampaBayNext.com





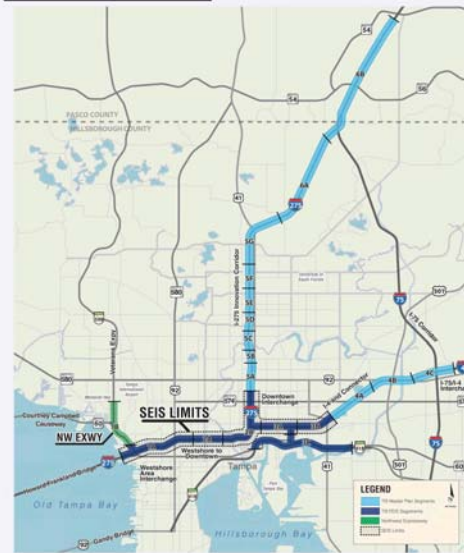
# How did we get here?

## Station 1

## History of the Tampa Interstate Study

### HISTORY

#### Tampa Interstate Study (TIS) Master Plan and Environmental Impact Statement Milestone Events



- FHWA Accepts Tampa Interstate Study (TIS) Master Plan August 1995
- HART Accepts TIS Major Investment Study September 1995
- FHWA/Hillsborough MPO Accepts TIS Major Investment Study December 1995
- Hillsborough County MPO Adopts TIS into 2015 L RTP November 1996
- FHWA Signs TIS Final Environmental Impact Statement (FEIS) January 1997
- FHWA Signs TIS Record of Decision (ROD) June 1999

### HISTORY

#### Tampa Interstate Study (TIS) ALTERNATIVES CONSIDERED Tiers 1, 2, 3, and Master Plan (1988-1999)

Alternative Description	Tier 1 Alternatives November 1988	Tier 2 Alternatives January 1989	Tier 3 Alternatives November 1989	Tampa Interstate Study Master Plan November 1999
1. Building System: 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right
2. Building System: 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right
3. Building System: 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right
4. Building System: 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right
5. Building System: 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right
6. Building System: 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right
7. Building System: 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right
8. Building System: 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right
9. Building System: 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right
10. Building System: 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right	See alternatives with 10.5 PM, High Right

### HISTORY

- TIER 1 - ALTERNATIVES
- TIER 2 - ALTERNATIVES
- TIER 3 - VIABLE ALTERNATIVES
- TAMPA INTERSTATE STUDY MASTER PLAN

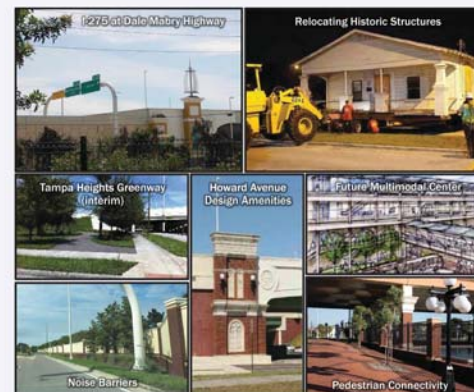
#### Tampa Interstate Study Final Environmental Impact Statement (FEIS) Project Re-evaluations

FPID No	Project Description	Approved
258399-1	I-275 Right of Way from Himes Ave to the Hillsborough River	01-05-00
258643-1	I-275/I-4 Right of Way from N of Hillsborough River to Downtown	01-05-00
258401-1	I-4 Right of Way from W of 14 <sup>th</sup> St to E of 50 <sup>th</sup> St	01-05-00
258402-1	I-275/I-4 Construction from N of Hillsborough River to Downtown	06-26-01
258401-1	I-4 Construction Eastbound from 14 <sup>th</sup> St to E of 50 <sup>th</sup> St	06-26-01
258402-1	I-4 Right of Way Westbound from 14 <sup>th</sup> St to E of 50 <sup>th</sup> St	06-26-01
258398-1	I-275 Right of Way for following segments: - Howard Frankland Bridge to Himes Ave	06-11-02
258399-1	- Himes Ave to Hillsborough River	
258401-1	I-4 Construction Eastbound from 14 <sup>th</sup> St to E of 50 <sup>th</sup> St	06-11-02
258401-1	I-4 Construction Eastbound from 14 <sup>th</sup> St to E of 50 <sup>th</sup> St	01-16-03
258388-1	I-275 Construction for following segments: - Howard Frankland Bridge to Himes Ave	01-24-06
258398-2	- Himes Ave to Hillsborough River	
258399-1	- Himes Ave to Hillsborough River (drainage)	
412531-3	I-275 Construction Northbound Exit Ramp to SR60	11-13-08
258415-1	I-4/Selmon Connector Construction for following segments: - Lee Roy Selmon Expressway to 7 <sup>th</sup> Ave	11-13-08
258415-2	- 7 <sup>th</sup> Ave to I-4	
258415-3	- Z-Movement	
258398-5	I-275 Construction from SR60 to Himes Ave (Segment 2A)	11-19-09
258399-2	I-275 Construction from Himes to Hillsborough River (Segment 1A)	11-19-09
258398-5	I-275 from SR60 to Himes Ave (Segment 2A) - Design Change for Noise Walls	10-17-13
258399-2	I-275 from Himes to Hillsborough River (Segment 1A) - Design Change to remove noise walls	02-20-15

### HISTORY

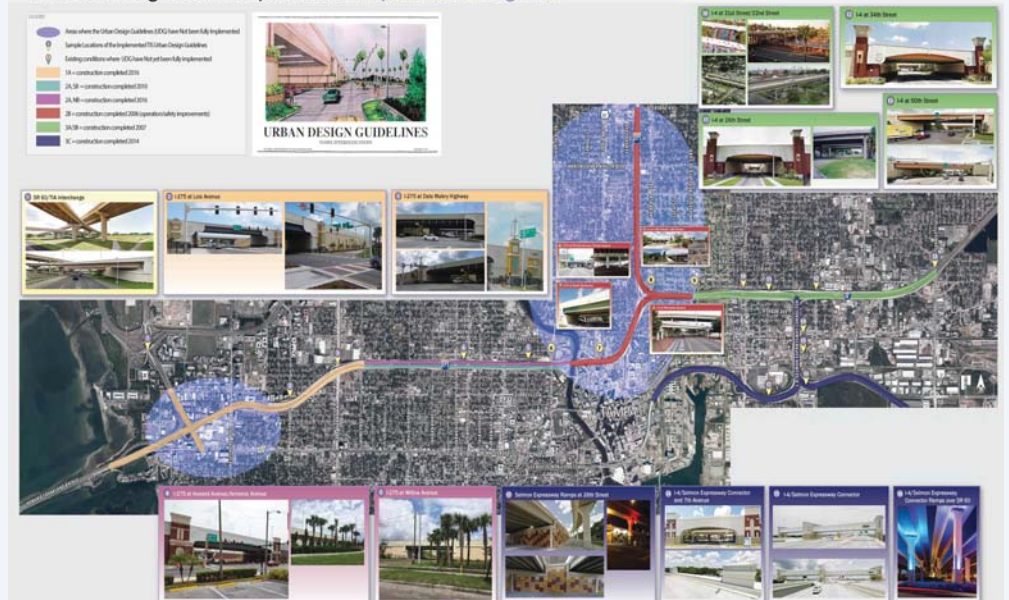
#### Tampa Interstate Study (TIS) Final Environmental Impact Statement (FEIS) Commitments

- Bicycle and Pedestrian
- Construction Techniques
- HART Northern Transit Terminal
- Historic Resources
- Multimodal Terminal/Parking Garage
- Noise Barriers
- Parks and Rec Facilities
- Tampa Heights Greenway
- Urban Design Guidelines



### HISTORY

#### TIS Urban Design Guidelines/Aesthetics Implemented Mitigation



### HISTORY



# Station 1

## Tampa Interstate Study Milestones



### HISTORY

## Public Outreach During Design and Construction of Previous Sections

- ▶ 60% Design Public Workshops (8)
  - ▶ 90% Design Public Workshops (8)
  - ▶ ROW Public Meetings (2)
  - ▶ Public Hearing
  - ▶ Annual Public Meetings (4)
  - ▶ Special Presentations and Community Meetings (50)
  - ▶ Agency Coordination Meetings (50)
  - ▶ Quarterly Design Review Committee Meetings
  - ▶ Construction Open House Meetings (5)
- (#) = Number of meetings



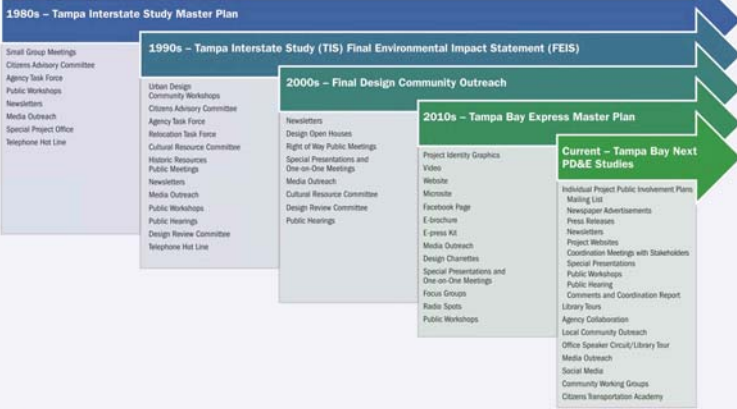
## Tampa Bay Express Master Plan

- ▶ Starter Projects on I-275, I-4, and I-75
- ▶ Ultimate Projects on I-275, I-4, and I-75
- ▶ January 2015 Public Meetings and Draft Report
- ▶ September 2016 Final Report
- ▶ Project "Reset" Announced December 2016



### HISTORY

## Public Outreach Summary



### HISTORY



## PUBLIC INVOLVEMENT

# How can you be involved?

## Station 2

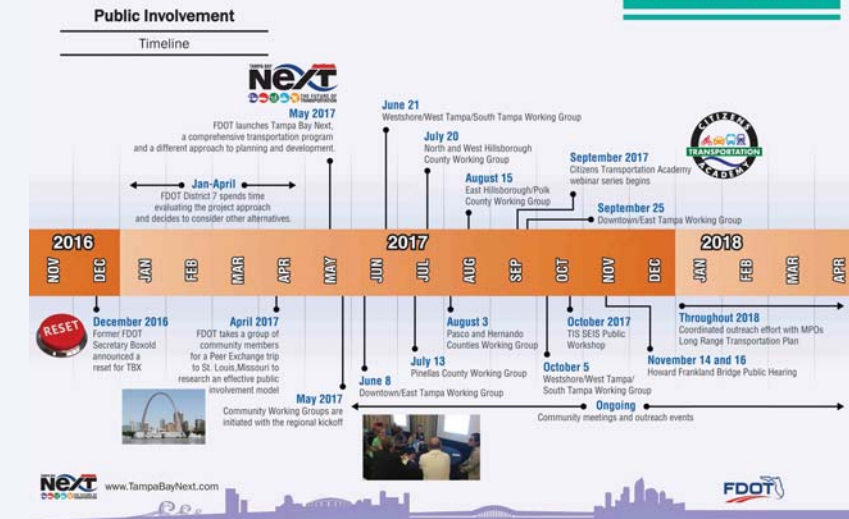
## Public Involvement Tampa Bay Next

**Next** [www.TampaBayNext.com](http://www.TampaBayNext.com)



**TAMPA BAY Next** [www.TampaBayNext.com](http://www.TampaBayNext.com)  
THE FUTURE OF TRANSPORTATION

## PUBLIC INVOLVEMENT



## PUBLIC INVOLVEMENT

### Public Involvement

#### A New Approach

**Visionary.** We are approaching interstate improvements as part of a broader vision for truly integrated, multimodal regional transportation solutions.

**Collaborative.** We are working together across the region with transportation agencies, government organizations, residents, and citizens in general.

**Transparent.** We are opening the doors to the planning process, and inviting the community to participate as we develop and examine a variety of alternatives.

**Innovative.** We are developing new ideas and initiatives based on community feedback.

### Peer Exchange - April 2017

As a part of our commitment to best practices, FDOT and FHWA partnered to conduct a peer exchange visit to St. Louis with the Missouri DOT. FDOT is committed to the following **Best Practices**:

- Focus on each community's values and transportation needs
- Create inclusive opportunities for feedback
- Engage in candid but sensitive conversations with affected communities
- Develop context sensitive solutions that meet both local and regional needs
- Adjust project plans whenever feasible to respect the values and concerns of local communities
- Explore opportunities for workforce development, DBE, and STEM education programs
- Continually solicit feedback regarding the effectiveness of public involvement products and activities

### Community Working Groups

We are rolling up our sleeves and turning IDEAS into ACTION. FDOT's goals for the Community Working Groups are to:

- Engage Tampa Bay in collaborative, productive conversation to develop a regional action plan for transportation.
- Ensure two-way dialogue with the community on FDOT's current projects and provide a new mechanism for incorporating community feedback into the planning process.

### Citizens Transportation Academy

You talk. We listen. In the first round of Community Working Groups, we heard that there needs to be additional platforms for information sharing. Members of the public want better opportunities to learn about transportation planning so they can participate in informed and productive methods.

DATE/TIME	ACTIVITY
September 22	Regional Transportation Board and Reauthorization
October 6	Metropolitan Planning Process
October 13	Introduction to Transportation Project Development
October 20	Introduction to Transit, Tunnel Modes and How They Work
October 27	How Transportation Projects are Funded
November 2	Cooperative Management Strategies

All FDOT events are free and open to the public. For more information about these programs, visit [TampaBayNext.com](http://TampaBayNext.com) or call our dedicated telephone line (813) 975-NEXT (6396).

**Next** [www.TampaBayNext.com](http://www.TampaBayNext.com)



## PUBLIC INVOLVEMENT

### Public Involvement

#### FDOT in the Community

FDOT is making it easier than ever for community members to engage in transportation discussions.

We are going into the community to meet with people where they live, work, and gather.



**Next** [www.TampaBayNext.com](http://www.TampaBayNext.com)

**FDOT**





## SEIS

# What are we trying to accomplish?

## Station 3

## Supplemental Environmental Impact Statement (SEIS)

## SEIS

### Tampa Interstate Study Supplemental Environmental Impact Statement (SEIS) Study Limits



www.TampaBayNext.com

FDOT

## National Environmental Policy Act (NEPA)

### Overview

#### What is NEPA?

- National Environmental Policy Act - 1969
- Requires consideration of environmental effects and reasonable alternatives
- Environment
  - Natural, Human, Physical
- Applies when:
  - Federal funds will be used
  - Permits are required from Federal Agencies (Army Corp, EPA, etc.)
  - Project requires review or approval by a Federal Agency (FHWA)
- Council on Environmental Quality
  - Ensures that Federal Agencies meet obligations under NEPA



#### An Integrated Decision Making Process



#### Other Laws and Regulations

- Section 401 of the U.S. Department of Transportation (DOT) Act of 1966 modified in 23 USC 3303 and 23 USC 3338
- Parks, Recreation Areas, Historic, Wildlife and Waterfowl Refuges
- Section 601 of the Land and Water Conservation Fund Act (16 USC 4601-4 to 4601-11 et seq)
  - Land and Water Conservation Areas
- Section 7 of the Endangered Species Act (ESA) of 1973 (16 USC 1531-1544)
  - Rare, Threatened, Endangered Species
- Section 506 of the National Historic Preservation Act of 1966 (16 USC 470)
  - Historic Properties
- Section 404 of the Clean Water Act 33 (USC 1251 et seq)
  - Fill material into waters including wetlands
- Executive Order 11988 Floodplain Management
- Executive Order 11990 Protection of Wetlands
- Executive Order 12896 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations
- Environmental Justice

## SEIS

### NEPA Basics

- Consider consequences of federal actions on the human and natural environment, including trade-offs
- Evaluate alternative courses of action that could achieve purpose and need
- Discuss situation with interested and affected parties
- Document decisions and outcomes



### Types of Documents

- Transportation projects vary in type, size and complexity, and potential to affect the environment.
- An Environmental Impact Statement (EIS) is prepared for projects where it is known that the action will have a significant effect on the environment.
- An Environmental Assessment (EA) is prepared for actions in which the significance of the environmental impact is not clearly established. Should environmental analysis and interagency review during the EA process find a project to have no significant impacts on the quality of the environment, a Finding of No Significant Impact (FONSI) is issued.
- Categorical Exclusions (CEs) are issued for actions that do not individually or cumulatively have a significant effect on the environment.

### NEPA Roles

- Cooperating and Participating Federal and State Agencies
- Stakeholders
- Public

#### What can FDOT Do?

- Avoid, minimize, or mitigate disproportionately high and adverse effects
- Enhance public participation activities
- Be proactive in the planning process from the start

www.TampaBayNext.com

FDOT

## SEIS

### National Environmental Policy Act (NEPA) Umbrella

Full range of potential effects are evaluated during environmental impact review process.



- Transportation
- Land Use & Zoning
- Land Acquisitions & Relocations
- Socioeconomics & Economic Development
- Environmental Justice
- Neighborhoods & Community Facilities
- Parks & Recreational
- Historic & Archeological
- Noise & Vibration
- Visual & Aesthetics
- Air Quality
- Energy
- Water
- Ecologically Sensitive Areas
- Hazardous Materials
- Safety & Security
- Utilities
- Temporary Construction Impacts
- Indirect & Cumulative Effects

www.TampaBayNext.com

FDOT

### SEIS Process Overview

#### WE ARE HERE



www.TampaBayNext.com

FDOT

www.TampaBayNext.com

## SEIS

### Project Purpose

- The SEIS Purpose and Need is to provide congestion relief that improves accessibility, mobility, travel times, and system linkages and multimodal connections, while supporting regional economic development goals and enhancing quality of life for Tampa Bay residents and visitors.
- It is consistent with the 1996 TIS FEIS Purpose and Need



www.TampaBayNext.com

FDOT

www.TampaBayNext.com

FDOT

www.TampaBayNext.com

FDOT



## Tampa Interstate Study

### Purpose & Need

- Vital connections to regional transportation network consistent with long range plans
- Multimodal transportation corridor to complement surrounding community from transportation, economic and social aspect
- Meet future travel demand generated by population and employment growth
- Congestion relief that reduces travel times and duration of congestion
- Safer, more efficient transportation system for increased traffic in existing transportation corridor
- Efficient and convenient access to economic activity centers to support regional growth



## SEIS

## SEIS Alternatives

### Screening Process



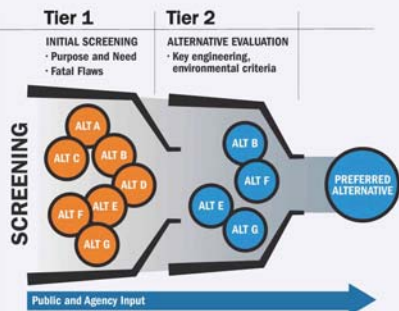
www.TampaBayNext.com

## SEIS

## SEIS Alternatives and Screening Process

### Alternatives

- No Build
- Tampa Interstate Study FEIS (non-tolled express lanes)
- Beltway
- Boulevard
- Tolled Express Lanes



www.TampaBayNext.com

# Station 3

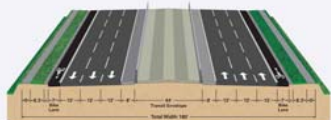
## SEIS Alternatives

### Typical Sections

## SEIS



Two Express Lanes in Each Direction with Transit in Median



Boulevard with Transit in Median

### SEIS Alternatives Screening

#### Tier 1 - Purpose and Need Screen

Factor	Measure	Alternative	1-275	2030 No Tolls	2050 No Tolls	2050 Tolls	2050 No Tolls
4.1.1	Does not meet the TIS SEIS Purpose and Need	Does not meet the TIS SEIS Purpose and Need					
4.1.2	Does not enhance capacity nor improve travel times in the TIS SEIS study area	Does not enhance capacity nor improve travel times in the TIS SEIS study area					
4.1.3	Does not help to alleviate traffic congestion	Does not help to alleviate traffic congestion					
4.1.4	Would not reconnect or provide new connections for neighborhoods, and would further bisect other neighborhoods along its proposed alignments	Would not reconnect or provide new connections for neighborhoods, and would further bisect other neighborhoods along its proposed alignments					
4.1.5	Would not help to improve transit service within the TIS SEIS study area	Would not help to improve transit service within the TIS SEIS study area					
4.1.6	Would not improve freight mobility	Would not improve freight mobility					
4.1.7	Not consistent with local plans	Not consistent with local plans					

Factor	Measure	Alternative	1-275	2030 No Tolls	2050 No Tolls	2050 Tolls	2050 No Tolls
4.2	Does not meet the TIS SEIS Purpose and Need	Does not meet the TIS SEIS Purpose and Need					
4.3	Does not enhance capacity nor improve travel times in the TIS SEIS study area	Does not enhance capacity nor improve travel times in the TIS SEIS study area					
4.4	Potential to degrade system capacity along mainline and support network because of the numerous at-grade intersections and multimodal conflict points	Potential to degrade system capacity along mainline and support network because of the numerous at-grade intersections and multimodal conflict points					
4.5	Would not help to improve freight mobility	Would not help to improve freight mobility					
4.6	Reduced traffic operations would greatly affect regional travel	Reduced traffic operations would greatly affect regional travel					
4.7	Not consistent with local plans	Not consistent with local plans					

Note: The Boulevard and other alternatives are still under investigation for I-275 north of the Downtown Tampa Interchange. That study will be shown in a separate public hearing.

www.TampaBayNext.com

FDOT

www.TampaBayNext.com

FDOT

www.TampaBayNext.com

FDOT

www.TampaBayNext.com

FDOT



# How is the SEIS connected to the Veterans Expressway?

## Station 4

# Northwest (Veterans) Expressway Re-evaluation





# What are some other projects in the area?

## Station 5

## Adjacent Projects

### ADJACENT PROJECTS

#### I-275 Project Development & Environment (PD&E) Study

From North of Dr. Martin Luther King, Jr. Boulevard to North of Bearss Avenue



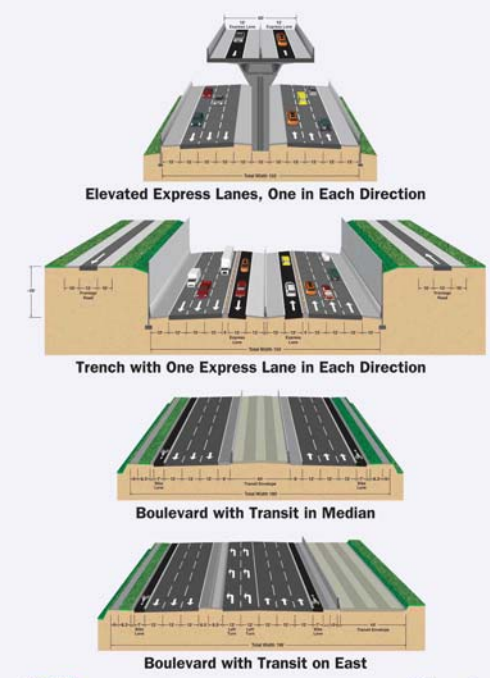
### ADJACENT PROJECTS

- Alternatives Under Consideration**
- No Build
  - Boulevard
  - Express Lane (Tolled, Non-Tolled)
  - At-Grade (One lane in each direction)
  - Elevated (One lane in each direction)
  - Reversible (Two Lanes)
  - General Purpose Lane (One lane in each direction)
  - Trench
- Study Schedule**
- Start Date - January 3, 2013
  - Workshop Date - Early 2018
  - Public Hearing Date - Mid 2018
  - Completion Date - Late 2018

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2018 and executed by the Federal Highway Administration and FDOT.

#### I-275 Project Development & Environment (PD&E) Study

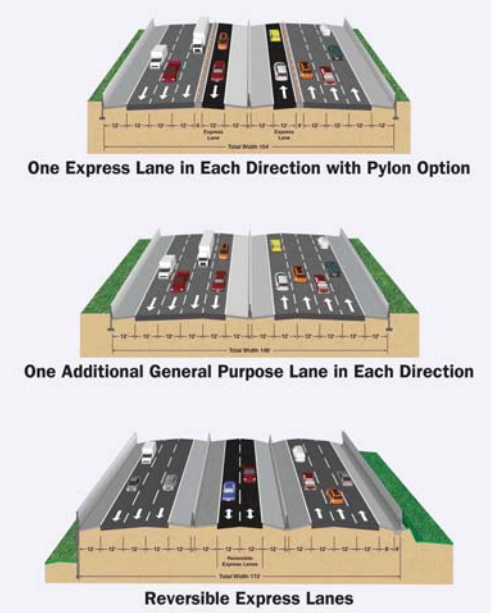
Alternatives Under Consideration



The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2018 and executed by the Federal Highway Administration and FDOT.

#### I-275 Project Development & Environment (PD&E) Study

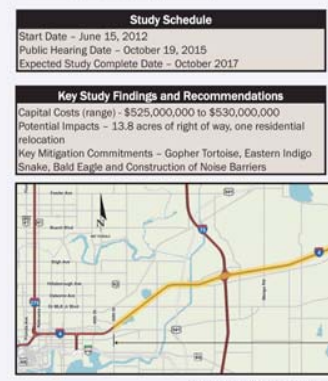
Alternatives Under Consideration



The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2018 and executed by the Federal Highway Administration and FDOT.

#### I-4 Project Development & Environment (PD&E) Study

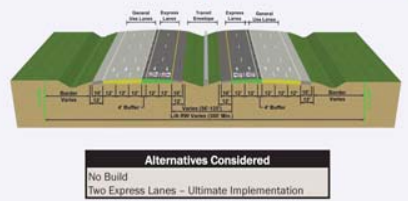
From East of 50th Street to the Polk Parkway



- Study Schedule**
- Start Date - June 15, 2012
  - Public Hearing Date - October 19, 2015
  - Expected Study Complete Date - October 2017
- Key Study Findings and Recommendations**
- Capital Costs (range) - \$525,000,000 to \$530,000,000
  - Potential Impacts - 13.8 acres of right of way, one residential relocation
  - Key Mitigation Commitments - Gopher Tortoise, Eastern Indigo Snake, Bald Eagle and Construction of Noise Barriers

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2018 and executed by the Federal Highway Administration and FDOT.

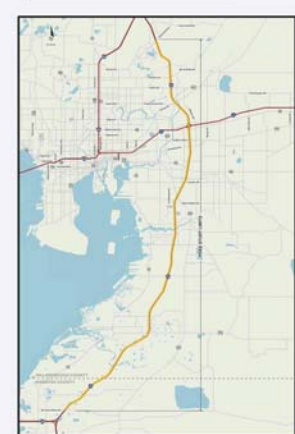
### ADJACENT PROJECTS



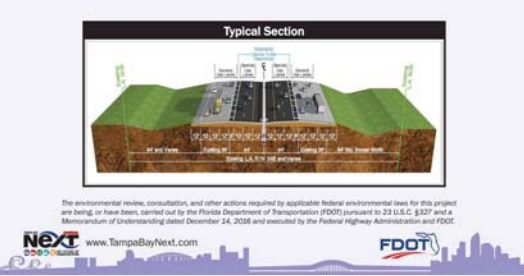
- Alternatives Considered**
- No Build
  - Two Express Lanes - Ultimate Implementation

#### I-75 Project Development & Environment (PD&E) Study

From Moccasin Wallow Road in Manatee County to North of Bruce B. Downs Boulevard in Hillsborough County



- Alternatives Under Consideration**
- No Build
  - Two Express Lanes (Two tolled lanes in each direction)
  - Interchange Modernization (Improvements to all interchanges in the project study area)
- Study Schedule**
- Start Date - April 30, 2007
  - Public Hearing Date - Summer 2019
  - Completion Date - Fall 2019



The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2018 and executed by the Federal Highway Administration and FDOT.



# Station 5

## Transit

### Study Overviews

#### Regional Transit Feasibility Plan

This is a regional (Hillsborough, Pasco, Pinellas Counties) transit plan that began with a review of the more than 55 transportation plans and studies already completed by Tampa Bay area agencies over the past 30 years to determine where the strongest corridors are for possible transit options and what those projects would look like.

**The Result:** A short list of five connections that will be looked at in greater detail to choose the one that is the most competitive for federal and state funding, the most forward-thinking, and makes the best use of today's technology. This short list is truly regional - including connections between Tampa, Wesley Chapel, St. Petersburg, Clearwater and Brandon.

**What's Next:** Now we must prioritize these project connections for implementation.

#### Westshore to Airport Automated People Mover

The Automated People Mover (APM) options depicted are for demonstration purpose only. They are consistent with recommendations made in previous studies that are independent of the Tampa Bay Next program.

The APM route is to provide connectivity between the Future Westshore Multimodal Center and the Tampa International Airport ConRAC facility. Other transit technologies may also be considered for these routes in addition to APM.

Previous studies include:

- 2012 Westshore-Multimodal Study and Strategic Transportation Plan
- May 2014 Tampa International Airport / Westshore Multimodal Center Technical Feasibility Study

## ADJACENT PROJECTS

### Tampa Streetcar

The City of Tampa and FDOT are partnering to conduct the Tampa Streetcar Study to evaluate the potential extension of the streetcar system from its current western terminus at Whiting Station through downtown and potentially to Tampa Heights.

Considerations will include existing vehicles and facility modernization and alternatives to improve ridership, operations, cost effectiveness and overall quality of service.

The project is coordinating with the Regional Feasibility Study and is identifying how it may enable future transit connections to other parts of the City and region.

The planning process will consist of two distinct phases of work. Phase 1 will identify a limited number of alternatives for extensions and modernization and culminate with the submittal of a request letter to the Federal Transit Administration (FTA) for entry into the Small Starts Project Development phase.

Subject to FTA approval, Phase 2 will define the Locally Preferred Alternative for extension and modernization and complete project development activities, including: public involvement to establish community support; conceptual plans, environmental study; finance plan; and completion of grant applications.

### Intermodal Center Feasibility Study

FDOT is developing concepts for multiple intermodal centers of varying sizes and capacities within the Tampa Bay region. The general locations include Westshore, Downtown Tampa, USF area, Pasco County, and Pinellas County. Each of the study areas are being analyzed independently in the context of each other and major support infrastructure along the regional spine and FDOT interstate facilities (I-275 and I-75).

Note: For more information on these projects, please visit other information stations to discuss with project representatives.



## Transportation System Management Transportation Demand Management

### Strategies

The TSM/TDM strategies are relatively low capital cost options. The TSM options are facility improvements that increase safety and enhance highway operation. TDM strategies focus on system demand and ways to change drivers' behavior. Options include park and ride lots, flexible work hours, and transit subsidies. TDM strategies are most effective on a regional basis and are commonly implemented through private employers. One or more of these options could be combined with other alternatives to increase their effectiveness.

#### Park and Ride Lots



#### Automated/Connected Vehicles



#### Ramp Metering

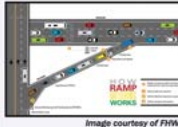
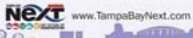


Image courtesy of FHWA

### OTHER TDM STRATEGIES

- Trip Reduction Ordinances** - Regulation which require employers to reduce vehicle trips by employees.
- Employer TDM Program/On-Site Coordinator** - Employers can organize to develop strategies to reduce single-occupant-vehicle (SOV) trips. These strategies can include an on-site coordinator, a marketing program, ridesharing incentives, and on-site services such as dry cleaners, banking, etc.
- Employer Rideshare/Carpool, Vanpools** - Employers implement incentives/disincentives and/or subsidize related capital and operating costs of car/van pools.
- Telecommuting** - Employees are allowed to fulfill all or part of their work tasks from home or a satellite facility.
- Compressed Work Week** - Employees can work more hours over a fewer number of days and reduce number of work-related trips.
- Staggered Work Hours/Flex Time** - Employees are allowed to arrange their work schedule to avoid peak hour congestion.
- Employer Parking Supply/Pricing** - These strategies can include free or reduced parking costs for car/vanpools, elimination of free parking, and parking surcharges for peak periods.
- Parking Management** - A wide variety of strategies related to parking can be used by employers or local governments to help reduce vehicular traffic including differential parking pricing (different rates for car/vanpools and per time of day), reducing or eliminating the supply of parking, and providing/subsidizing Park-and-Ride Lots.

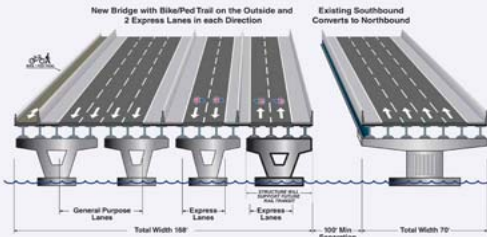


## I-275 Howard Frankland Bridge Project Development & Environment (PD&E) Study

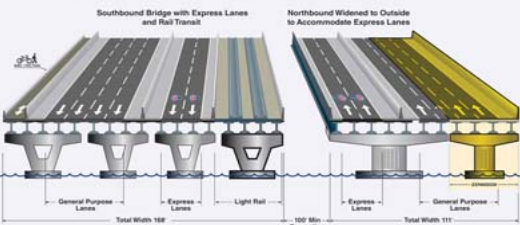
## ADJACENT PROJECTS

### Recommended Alternative

This is what we are proposing to build in 2020.



This is how we would accommodate rail transit in the future.



## Gateway Expressway Design / Construction

### Overview



## ADJACENT PROJECTS

### Project Description

This project will create two new 4-lane elevated tolled roadways that will provide direct connections with no intersections between US 19 and I-275 and between the Bayside Bridge and I-275.

I-275 will be widened to add one toll lane in each direction next to the existing freeway lanes from south of Gandy Boulevard to 4th Street North.

**Tolling:**  
Non-Interstate: Fixed Amount 24 hours-per-day  
Interstate: Variable Amount based on traffic volume in the express lanes.

### Quick Facts

**Construction Start:** January 2018  
**Anticipated Completion:** Late 2021  
**Cost:** \$545 Million  
**Contractor:** Archer Western - de Moya Joint Venture



## I-275 Howard Frankland Bridge Project Development & Environment (PD&E) Study

### Project Overview

#### You Talked. We Listened.

The community has made it clear that they want:

- infrastructure that can accommodate transit, with flexibility across modes
- safety to be a top priority, including incident management and evacuation preparedness
- transportation improvements that anticipate future demand and are cost effective
- more bicycle and pedestrian options across the entire region



### New Design Benefits

- The new design will improve incident management in emergency response situations, which addresses safety concerns raised by the community during our outreach process.
- Hurricane evacuation plans can utilize all the lanes. In the aftermath of Hurricane Irma, this is particularly important for coastal Pinellas County, the most densely populated county in Florida.
- The new design would provide improved operations of Express Bus Service and better accommodate the possibility of future transit.
- The new design includes a bicycle/pedestrian trail, which accommodates requests from both the Hillsborough MPO and Forward Pinellas and reflects the increased emphasis the community has asked us to place on bicycle/pedestrian facilities. In order to accommodate light rail in the future, we would not have to construct a third bridge as called for in the previous plan. We would only need to widen the existing southbound bridge and shift some of the travel lanes to the widened bridge, which would be more cost efficient and less impactful to the environment.
- This new design would accommodate future demand at a much lower cost than adding lanes as part of future construction. The additional express lane in each direction will better prepare the Howard Frankland Bridge for the potential of autonomous vehicles. Experts believe that initially autonomous vehicles (passenger and transit) may operate in dedicated lanes.

### Study Schedule

**Study Start Date:** September 30, 2010  
**Public Hearing Dates:** November 14 & 16, 2017  
**Expected Study Complete Date:** April 2018

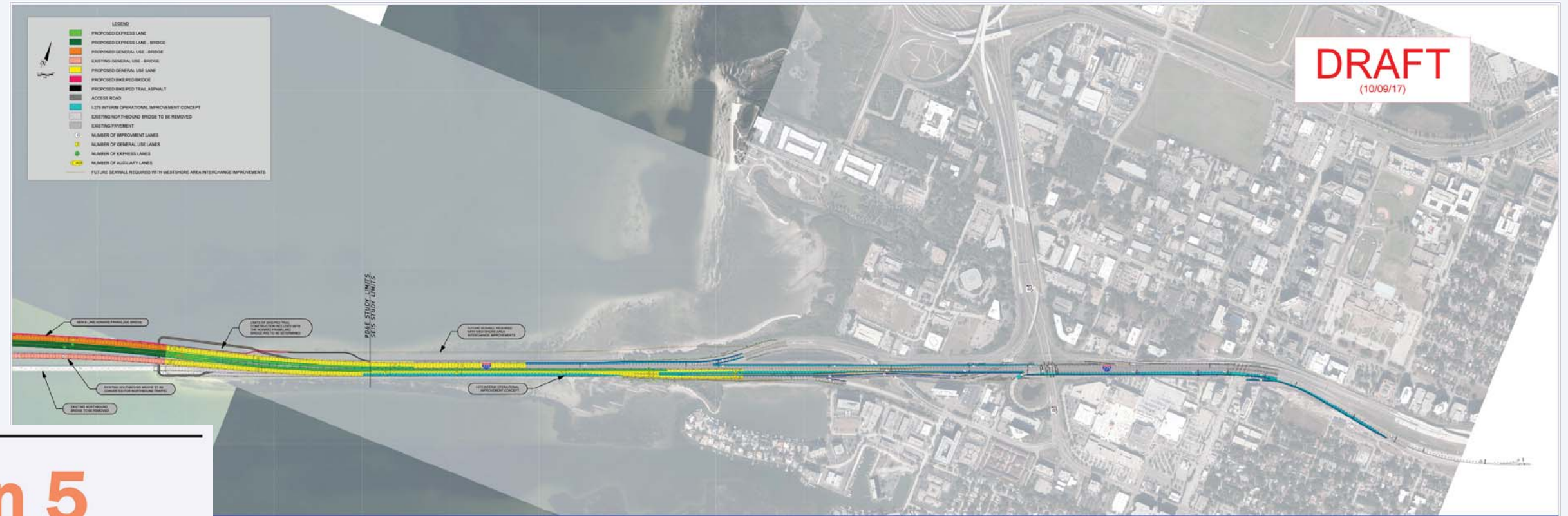
The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2008 and executed by the Federal Highway Administration and FDOT.



www.TampaBayNext.com







# Station 5

Howard Frankland Bridge- Lane Transition to the I-275 Operational Improvement Project



I-275 OPERATIONAL IMPROVEMENT

FPID NO. 441111-1 FDOT



SR 60 OPERATIONAL IMPROVEMENT





## CONCEPT PLANS

# What do the plans look like?

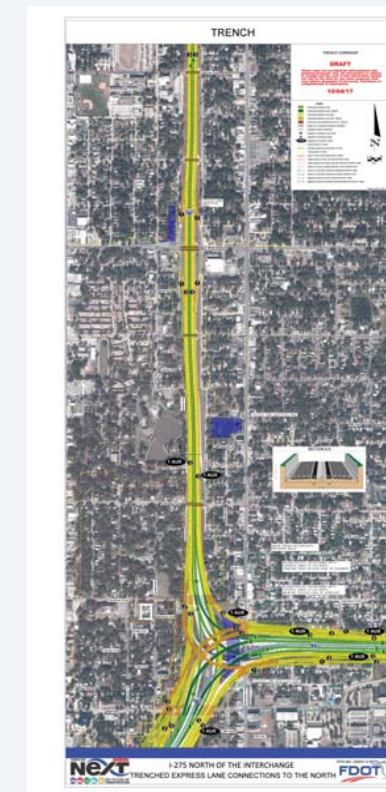
## Station 6

## Concept Plans





# Station 6





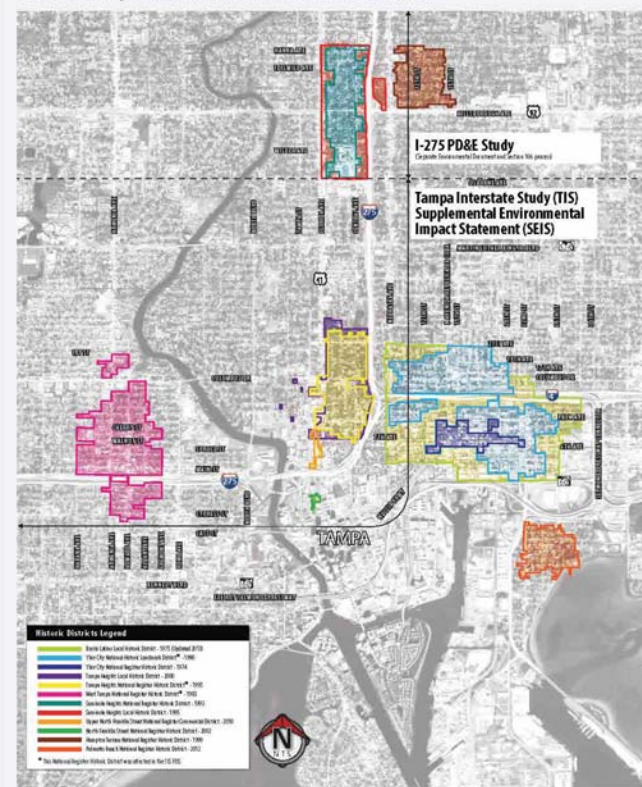
# Section 106 Historic Resources Informational Meeting



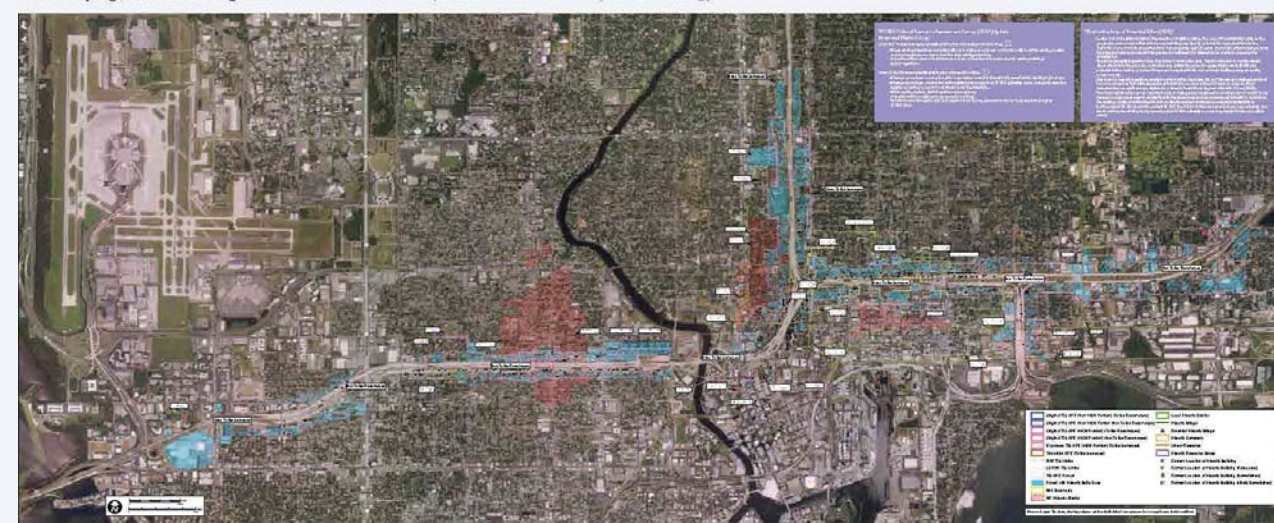
## TIS Urban Design Guidelines/Aesthetics Implemented Mitigation



## Section 106/Cultural Resources Historic Districts



## Identifying and Protecting Historic Resources – Proposed TIS SEIS Survey Methodology



## Identifying and Protecting Historic Resources - Proposed TIS SEIS Survey Area and Historic Build Dates



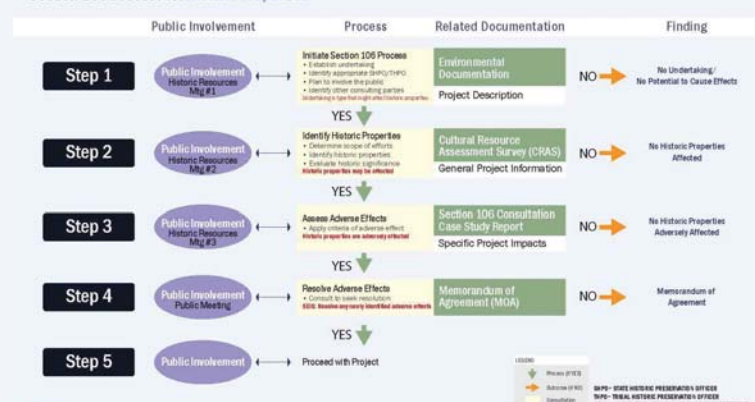
## Identifying and Protecting Historic Resources - Proposed TIS SEIS Survey Area and Historic Build Dates



## Identifying and Protecting Historic Resources - Proposed TIS SEIS Survey Area and Historic Build Dates

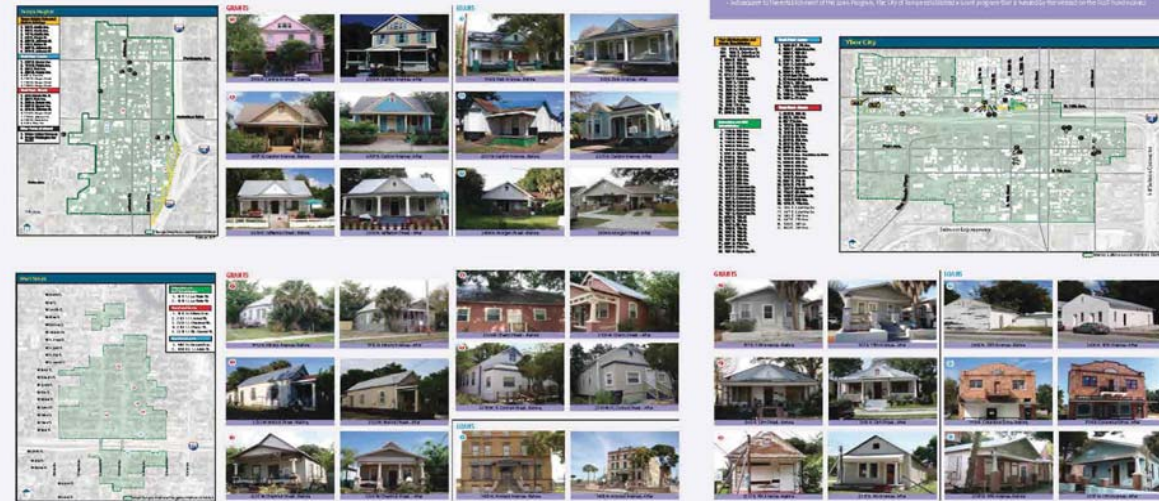


## Section 106 Process for Historic Properties





## Section 106/Cultural Resources Interstate Trust Fund

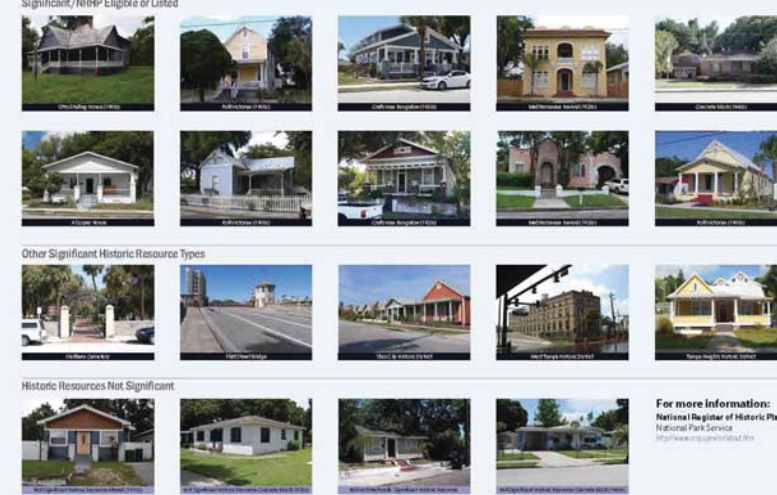


Next www.TampaBayNext.com

FDOT

## Section 106/Cultural Resources Historic Resources

What is a Historic Property per Section 106 of the National Historic Preservation Act?



**Section 106 of the National Historic Preservation Act**

The National Historic Preservation Act (NHPA) is a law that requires federal agencies to take into account the effects of their actions on historic properties. The act is designed to protect historic properties and ensure that they are preserved for future generations.

**What is the National Register of Historic Places (NRHP)?**

The National Register of Historic Places (NRHP) is a list of the nation's historic places worthy of preservation. It is a list of historic properties that are recognized by the National Historic Preservation Act (NHPA) and are eligible for the National Historic Preservation Act (NHPA).

**NHPA Criteria for Evaluation**

The National Historic Preservation Act (NHPA) is a law that requires federal agencies to take into account the effects of their actions on historic properties. The act is designed to protect historic properties and ensure that they are preserved for future generations.

**KEY TERMS**

**Historic Resource**: A historic resource is a property that is listed on the National Register of Historic Places (NRHP) or is eligible for listing on the NRHP.

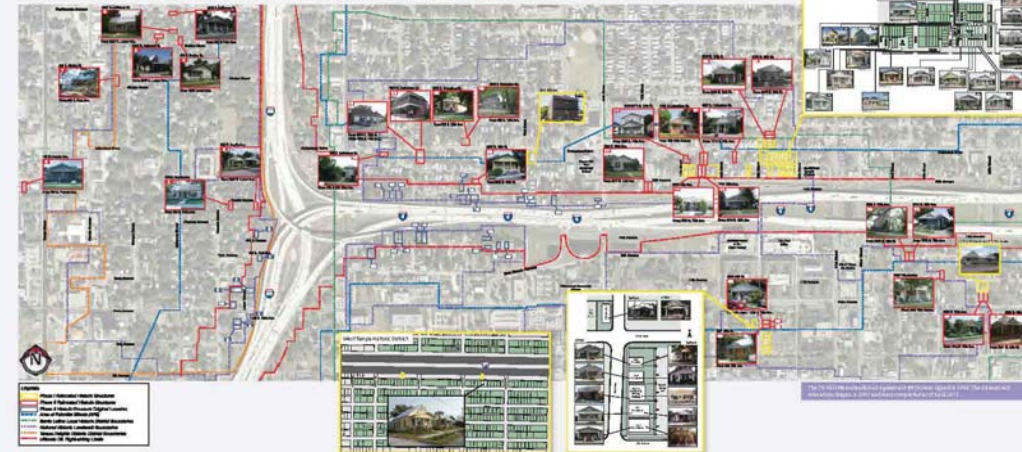
**Historic Property**: A historic property is a property that is listed on the National Register of Historic Places (NRHP) or is eligible for listing on the NRHP.

**Historic Structure**: A historic structure is a structure that is listed on the National Register of Historic Places (NRHP) or is eligible for listing on the NRHP.

Next www.TampaBayNext.com

FDOT

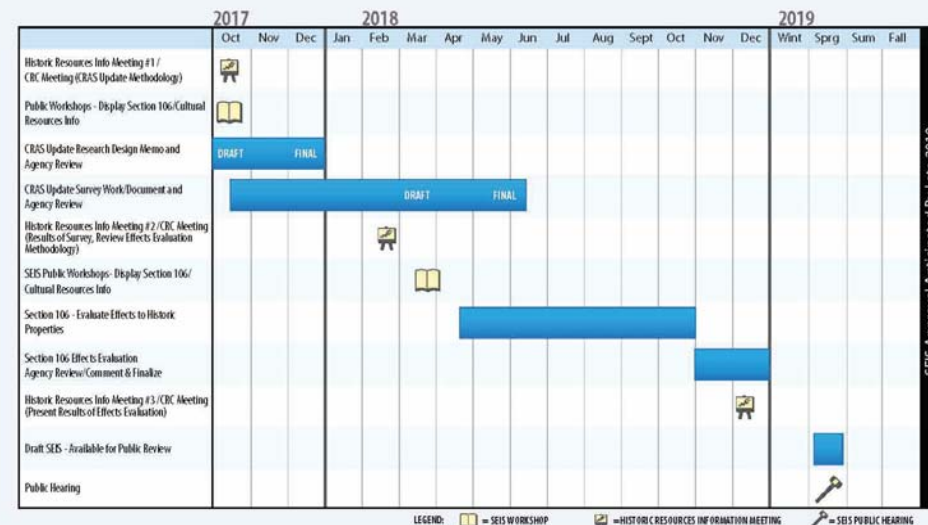
## Tampa Interstate Study (TIS) Memorandum of Agreement (MOA) Relocation of 64 Historic Structures



Next www.TampaBayNext.com

FDOT

## TIS SEIS Section 106/Cultural Resources Tentative Schedule



Next www.TampaBayNext.com

FDOT



# Video Presentation (with Script)





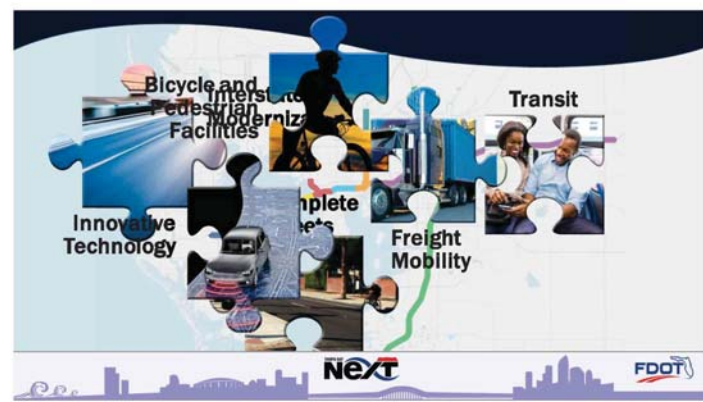
Tampa Bay Next. The Future of Transportation.  
Tampa Bay Next is the Florida Department of Transportation's program to modernize the transportation system here in Tampa Bay.



Tampa Bay's transportation system is a complex puzzle.



Our region has already identified these interstate projects as major pieces of that puzzle... but there are many more pieces needed to ensure a viable network of multimodal transportation services.



Tampa Bay Next is a new approach to solving this transportation puzzle.



As a program Tampa Bay Next includes these interstate projects... and also serves as a process of collaboratively working with the community and agency partners to identify the necessary pieces and fit them together.



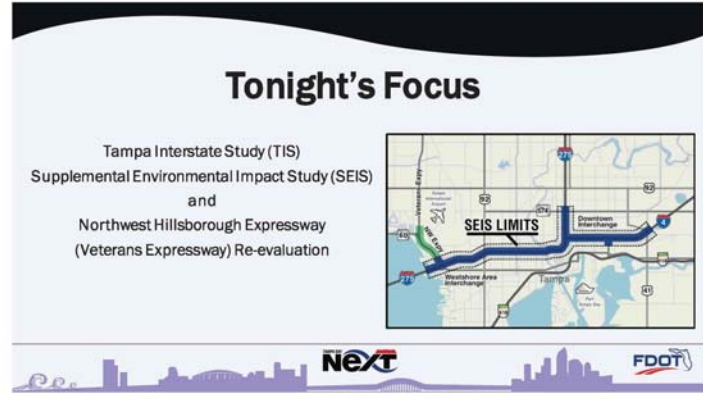
Tampa Bay's transportation system has many needs.



Tampa Bay Next is many things. It is not just a program...it's also a process of collaboration and innovation and is a new approach to a comprehensive integrated transportation system.



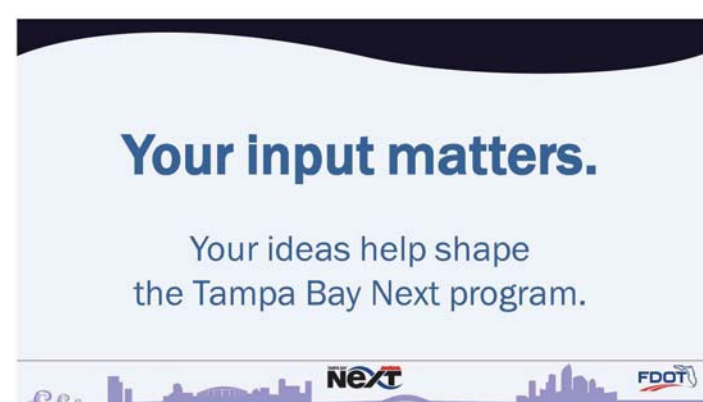
Tonight's workshop is focused on a critical piece of the transportation puzzle - the Tampa Interstate Study and Northwest, or Veterans, Expressway Re-evaluation.



The Tampa Interstate Study, also called the TIS, covers the area on I-275 from the Howard Frankland Bridge to north of Dr. Martin Luther King Jr. Boulevard and on I-4 from I-275 to east of 50th Street. We're preparing a Supplemental Environmental Impact Statement, also known as an SEIS, for this study.



A Design Change Reevaluation on the Northwest Expressway, also known as the Veterans Expressway, is from north of Cypress Street to north of Independence Parkway.

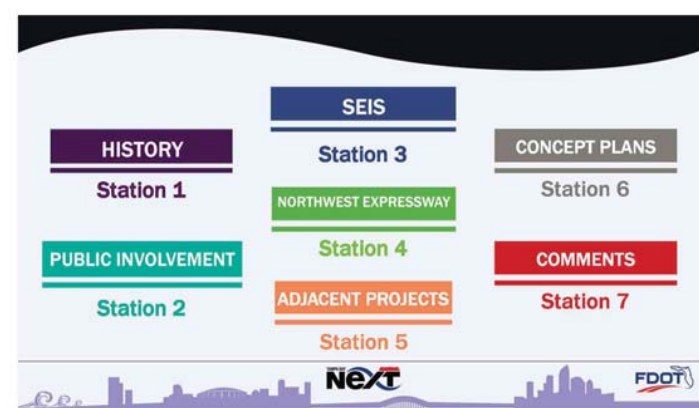


Also being held here tonight is the Section 106 Historic Resources Public Information Meeting.

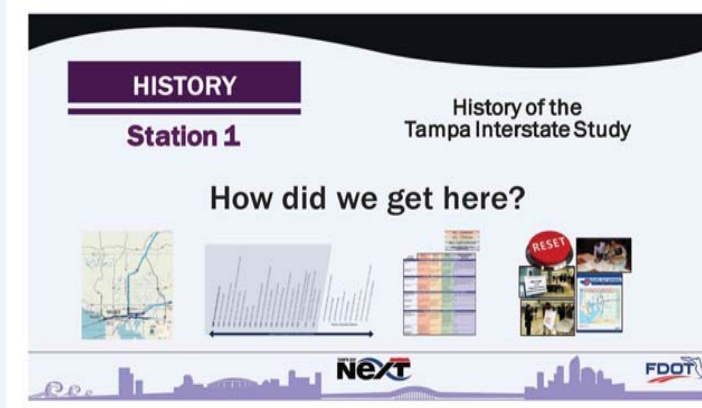


So, why are we here this evening? We're seeking community input to determine the best option for improving these sections of Tampa's interstate. Together, we're taking a fresh look at a long-standing plan to improve and modernize Tampa's interstate system.

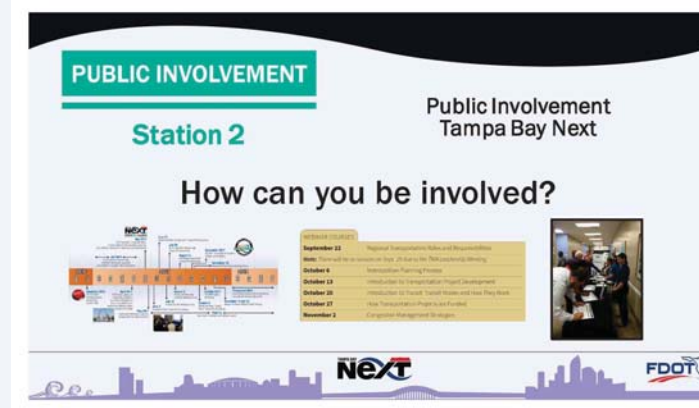




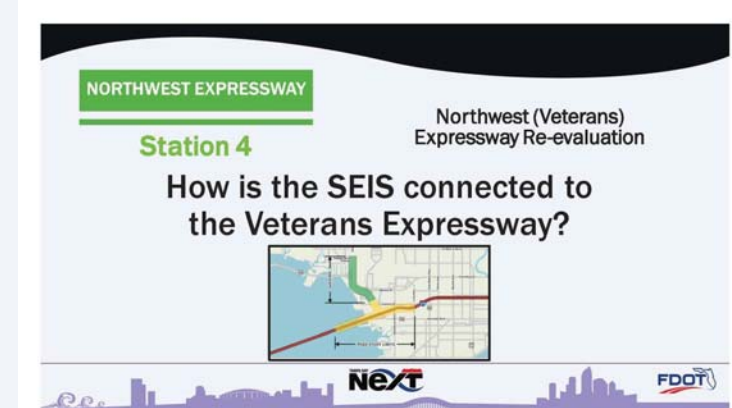
This evening we have seven stations, each staffed by representatives of the FDOT available to discuss the process, answer questions and receive comments specific to these studies.



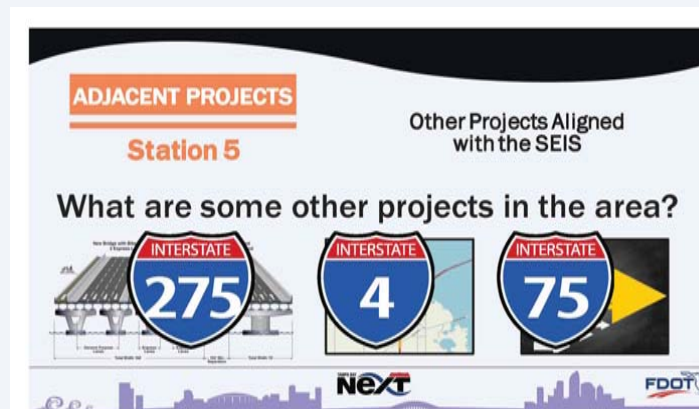
At Station 1, you will find information about the History of the Tampa Interstate Study, including key milestones throughout the years.



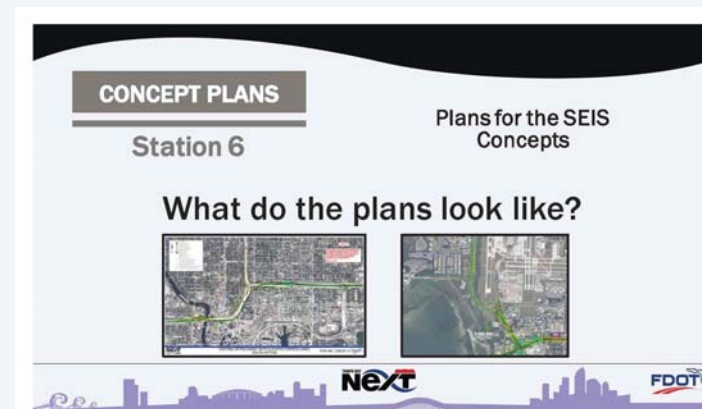
Station 2 provides you details about how you can be involved in the process through things like our Community Working Groups and Citizens Transportation Academy.



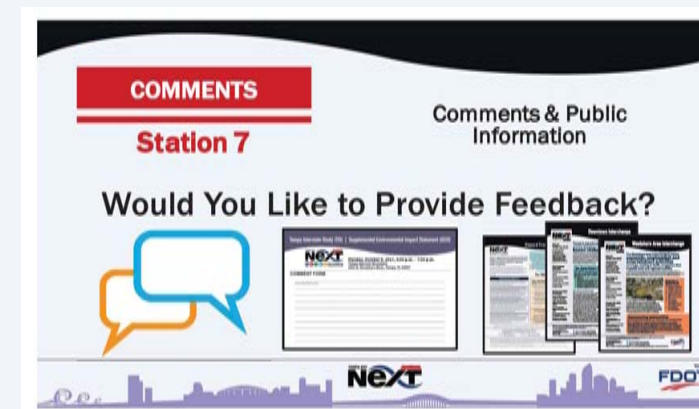
Station 5 provides an overview of other projects in the area, including Project Development & Environment Studies for other segments of I-275, I-4, and I-75.



Station 5 provides an overview of other projects in the area, including Project Development & Environment Studies for other segments of I-275, I-4, and I-75.



Tonight's workshop is focused on a critical piece of the transportation puzzle - the Tampa Interstate Study and Northwest, or Veterans, Expressway Re-evaluation. This station also features information about the Howard Frankland Bridge, the Gateway Expressway, Transit and more.



At Station 7, please stop by to contribute comments and pick up information, fact sheets and learn more about opportunities to engage through Tampa Bay Next.



Thank you for participating in this public workshop. Visit TampaBayNext.com for more details on opportunities to stay involved.



# Public Meeting Photos



**Tampa Marriott Westshore**  
1001 N. Westshore Boulevard  
Tampa, FL  
October 9, 2017







**Hilton Tampa Downtown**  
211 N. Tampa Street  
Tampa, FL  
October 10, 2017



# Comments Received



Event Name/ Inquiry Source	First Name	Last Name	Keyword Subject	Section	Comments/Inquiry
Westshore SEIS Public Workshop	Maurice	Hall	Road;#General;#SEIS	6	The South Draft options dated 10/4/17 provide no access to I-275 while using the express lanes.
Westshore SEIS Public Workshop	Jerry	Balloon	Road;#General;#SEIS	7	I-275 north of the I-4 / I-275 Exchange: I would suggest the lanes from I-275 to I-4 be in the inside to clear the traffic away from MLK Blvd. exit. It is very hard to get on I-275 heading south at Hillsborough Avenue because of traffic back-up as far north as Fowler Ave. My other suggestion is for an elevated road from Bearss Ave. to the Howard Frankland Bridge. This would remove traffic from the local travelers.
Westshore SEIS Public Workshop	Linda	Robinson Wilcox	Road;#General;#SEIS	NA	Build the best one and get it over with once and for all! We are the next Big City!
Westshore SEIS Public Workshop	Dale	Tindale	Road;#General;#SEIS	4&5	Comment 2 - Add a lane for 3/4 of a mile. The I-275 Northbound bridge for Westshore should be expanded by two lanes immediately and provide four lanes from I-275 at SR 60 to Dale Mabry so FDOT's bottle neck that impacts Howard Frankland parking lot, Veterans Expressway, and Clearwater Courtney Campbell Causeway traffic. This should be FDOT's top priority project to be completed in 2018.
Westshore SEIS Public Workshop	Neal	Suarez	Road;#General;#SEIS	4&5	Oppose Option C - Express lane interchange south side of MacDill Ave. and north side of Himes Ave (via fly over ramps). Reason - Noise level and possible take over 3210 W. LaSalle Street in West Tampa's historic section (Lincoln to MacDill Ave.).
Westshore SEIS Public Workshop	Dale	Tindale	Road;#General;#SEIS	7	Comment 3 - Already built and paid for! 275 north bound north of I-4. Use existing concrete lane that is available now and restripe to 4 lanes to Busch Blvd. This will help when accidents occur and help the flow of traffic at all times.
Westshore SEIS Public Workshop	Terry	Hoft	Road;#Transit;#General; #Funding;#SEIS	4&5	I live in a townhouse on Gray St. between Lois & Westshore Blvd. I am pleased with your plans in the Westshore area. Mainly: Future multimodal Center and Transit Platform and Trask Extension through I-275 to Cypress and Occident/Lemon St. extension to Westshore Plaza and Reo St. extension through 275. All these improvements will make travel around the Westshore area so much easier with access to Cypress and beyond with these new extensions. I and all the people will be able to walk to the Transit Center and Platform to catch public transit - HOPEFULLY TRAINS to downtown Tampa and St. Petersburg. So we don't have to drive and park there. I'm all for inter-city public mass transit like Phoenix, Atlanta, Charlotte, etc. And whatever tax it takes.
Westshore SEIS Public Workshop	Sheryl	West	Road;#General;#Rail;#SEIS	NA	From what I've seen this afternoon everything looks great. And if we get the rail that is needed badly it will be wonderful for the Tampa Hillsborough area.
Westshore SEIS Public Workshop	Jessica	Merced	Road;#General;#SEIS	4&5	Oppose Option C - Express lane in south side at MacDill Ave. and North side at Himes Ave. (Via fly over ramps) Reason, Noise levels intruding West Tampa Historic District.
Westshore SEIS Public Workshop	Wayne	Roberts	Road;#General;#SEIS	NA	This is a much needed upgrade to our interstate system through Tampa Bay. FDOT is doing a good job with outreach and trying to get the public onboard but ultimately something must be built to keep up our transportation needs.
Westshore SEIS Public Workshop	Kanenne	Levy	Road;#General;#SEIS	4&5	Changes- Reo will improve the traffic flow for our organization currently getting to Westshore on Cypress after 5 p.m. is difficult
Westshore SEIS Public Workshop	Alex	Alicea	Road;#General;#SEIS	4&5	Oppose Option C - Express Lane Interchange Southside at MacDill Ave. and North side at Himes Ave. The fly over ramps will be extremely close to the neighborhood and the noise and vehicle emissions will be an issue.
Westshore SEIS Public Workshop	Maria	Gonzalez	Road;#General;#SEIS	4&5	Oppose Option C - fly over ramp to interstate because noise level too high. Save LaSalle Street which is historic district.
Westshore SEIS Public Workshop	Jerry M.	Soles	Road;#General;#ROW; #SEIS	4&5	Please email me a stripped down model of the potential expressway project and close (dimensions) to my property (700 N. Westshore Blvd. Tampa, FL 33609. I was speaking with Brad Flom.
Westshore SEIS Public Workshop			Road;#General	4&5	Great progress! Thanks for hosting these events. Very eager to see how one premium transit study integrates into Tampa Bay Next. Please construct the punch-throughs on Trask/Occident/Reo as soon as possible. These are essential to the Westshore area.
Westshore SEIS Public Workshop	Dale	Tindale	Road;#Transit;#General; #Rail;#SEIS	NA	Comment 1 - How about a train/rail from Citrus Park mall to Westshore?
Westshore SEIS Public Workshop	Garrett	Tozier	Road;#Transit;#General; #SEIS	6	Comment 2 - The SEIS still focuses too heavily on level of service metrics, which will harm our region's transportation network by encouraging more sprawl (induced demand). This SEIS should be stopped and reevaluated with more reliance on vehicle miles travelled and changing development patterns through transit-oriented development rather than assumptions that sprawl will continue. Put this process on hold while the region improves their transit system and development codes, and then reevaluate whether such expansion is still necessary. You can do the operational improvements on I-275 west of Rome and improve the SR 60 and Howard Frankland Bridge Log jam in the interim to improve flow in the Westshore area without harming communities in central downtown/Tampa. The downtown interchange option will not alleviate ROW acquisition because they do not consider future high speed rail possibilities. Work with us at the local level first to improve transit, then reevaluate whether so much road expansion is needed. ☹



Event Name/ Inquiry Source	First Name	Last Name	Keyword Subject	Section	Comments/Inquiry
Westshore SEIS Public Workshop	George	Niemann	Rail;#SEIS	NA	A dilemma: City of Tampa can not do own referendum Growth does not pay for itself. Developers should contribute more to impact fees. Meeting location- requesting Brandon Greater concentration of people *In addition, the number of meetings in East and South County should be in proportion to the number of meetings in Downtown. Recommending Sun City or Apollo Beach/Ruskin Feels East Hillsborough and South Hillsborough have a different focus. Must put heavy focus on existing roadways, adding mass transit, especially rail should be secondary. Feels the cost factor should be part of the public involvement process, because cost is an influencing factor. Requests the sign in sheets from this meeting. ☹️
Westshore SEIS Public Workshop	JoAnn	Crain	Road;#General;#Rail;#SEIS	6	Leave 275 as is, do not make it a Blvd. When I want to leave Tampa for a trip going North, it is the best way and fastest way to get out of town. Also to remove 275 and add a new structure is a waste of money. Add to it but please do not remove our 275. (between downtown and before Westshore) Looking to the future of high speed rail between Disney and Tampa, even better, all the way to the East Coast. ☹️
Westshore SEIS Public Workshop	Alfredia	Davis	Road;#General;#SEIS	NA	I am totally against putting elevated walk through from Central Avenue to Taliaferro Avenue. First of all, you all will be putting all the crime from Robles Park Project at my front door. And if the through-street will be for walkers and bike riders. It's just another avenue for all of the people trying to get away from the police. And if you all are planning to expand on the sides I feel I live close enough to the interstate. The dust and noise is loud enough. I have health problems from the dust already. I would like for someone to please call me. I'd rather move than to live there with houses you all plan to put, I didn't work to pay for my property to have the drugs dealer running up in my house from the police.
Westshore SEIS Public Workshop	Chik C.	Chang	Road;#General;#ROW; #SEIS	6	Thank you for your staff today, they are very helpful. We will appreciate that you give us update whenever available that affects our property that's at the corner of MLK Blvd and I-275. (My property is South to MLK Blvd.
Westshore SEIS Public Workshop	Sheila	Blount	Road;#General;#SEIS	NA	Keep working on project to include beautiful sound wall and keeping open communications with updates, changes. Thank you for listening to concerns and a positive outcome. ☹️
Westshore SEIS Public Workshop	Nelson	Guagliardo	Road;#General;#SEIS	NA	Thank you for this information. It was a great format. Very well done.
Westshore SEIS Public Workshop	Yolanda	Durassaint	Road;#General;#Rail;#SEIS	NA	Build the best one and get over, express rail too.
Westshore SEIS Public Workshop	Andrew	Diaz	Road;#General;#SEIS	NA	Build the project as shown in the original TBX. It is critically needed. Traffic is horrible. Fix it.
Westshore SEIS Public Workshop	Brian	Roberts	Road;#Safety;#General; #SEIS	4&5	Changes to on and off ramps "ADDL operational" improvements look great. "Punch through" on 275- coming out (East bound) on ramp looks like a good idea. My major concerns are no the road that we connect to.... For example memorial and independence to Hillsborough Ave. from Veterans. This bottleneck is not changing and must to take advantage of improved interstate/highway systems (am&pm). Please install noise and speed monitorial and tracking along these stretches of road. Street racing and non-muffled vehicles make it unsafe and unbearable living near interstate system.
Westshore SEIS Public Workshop	Allison	Roberts	Road;#Technology;#Safety; #General;#SEIS	4&5	We love the changes proposed for the following: -Veterans at Independence -Operational improvements near the airport -Modified exchange at Westshore <del>Changes to the Veterans Exchange Bridge</del>
Westshore SEIS Public Workshop	Darryl	Creighton	Road;#General;#SEIS	4&5	Regarding the intersection of the Southbound Reo St to the proposed I-275underpass, a dedicated, non-signalized right turn lane needs to be provided on I-275 southbound traffic. This is especially true if the I-275 SouthBound access from Cypress St. is eliminated.
Westshore SEIS Public Workshop	Karen	Jaroch	Road;#General;#Commute; #SEIS	6&7	I live in northwest Hillsborough County and I frequently get on I-275 at Bearss Ave and head Southbound. I support the full reconstruction of the Downtown interchange with express lane Connections to the North. I fully support express managed lanes with congestion pricing on tolled lanes. I do not support removing any section of I-275 in order to build a "boulevard." I believe the full reconstruction of Downtown interchange with express lane connections to north will alleviate problems I encounter trying to navigate from I-275 Southbound to I-4. ☹️
Westshore SEIS Public Workshop	Dave	Sobush	Road;#General;#SEIS	7	I am in support interstate capacity improvements and interchange enhancements that will: 1. Reduce the bottleneck on NB I-275. 2. Improve local road connections in the Westshore area. 3. Preserve a transit envelope
Westshore SEIS Public Workshop	Lorena	Ludarici	Road;#General;#Commute; #SEIS	4&5	This project needs to move forward. Traffic getting to, getting from and within Westshore is a nightmare. Something needs to be done to move traffic more efficiently to, from, and through Westshore. I could even head East on Cypress when leaving my office, drive to the back up on Cypress and back of North South Needs (build Reo Street!) Getting to Westshore from St. Pete is horrible, especially if heading North to Veterans. Let's get this done.
Westshore SEIS Public Workshop	Noah	Cook	Road;#Transit;#Tolls	4&5	I'm a homeowner on 4024 W. LaSalle St., Tampa FL 33607. I am in favor of the tolls as long as the roads are maintained. I love my location because everything is close to me. I also use public transit on a daily basis and I am looking forward to improvements there as well. I want to thank FDOT for giving my community the opportunity to know what's going on in my neighborhood. Good luck on the project and Godspeed.
Westshore SEIS Public Workshop	Gloria	Beauchamp	Road;#General;#Commute; #SEIS	4&5	Plans look interesting, good to see projecting and planning for future. Please remember "the needs of the many outweigh the needs of the few or one." – Mr. Spock 🙏 If funding is cut it should be reduced from the cycling lane, first and so on.  Please consider timelines in construction w/ traffic management. How long before construction from I-275 east to Gandy will be complete before you break ground and start changing traffic on HFB. Please consider this. There are a lot of commuters from Sarasota and South Pinellas that go in to Tampa. Please study how many people get on I-275 from Veteran's only to get over and never get off on Lois Ave or Dale Mabry, may be an option to bypass traffic. Consider "blindners to reduce rubbernecking to emergencies on opposite side of road.



Event Name/ Inquiry Source	First Name	Last Name	Keyword Subject	Section	Comments/Inquiry
Downtown SEIS Public Workshop	Mary	McCahan	Road;#General;#Funding; #SEIS	6	Comment 1 - Purpose and Need should be funded on specific problems to be solved (supported so public understands them, agrees that they are real problems, etc.) No community buy-in on what's solving for is going to be hard. Try following guidance in AASHTO's Practitioner's Handbook #7. You really need to build local support and buy-in with solving real problem is the effective way to do it. You need community agreement by their understanding real problems.
Downtown SEIS Public Workshop	Andrew	Stastny	Road;#Transit;#General; #Funding;#SEIS	NA	Thank you for involving the public (road users) in the Tampa Bay Next planning while I would prefer HOV lanes (Phoenix, AZ has HOV lanes with certain hybrid vehicles eligible plus bus rapid transit can use), the express lane concept with express lanes on I-275 North and I-4 east in the median (raised or at grade acceptable like Selmon) would be most beneficial to regional/commuter traffic. Direct connections from the I-4 Connector/Selmon to I-4 express lanes could utilize the existing "ramps to nowhere." Including transit envelope is crucial, as well as funding for transit (light rail Gateway to Westshore to TIA Airport to South Tampa to downtown to Ybor to USF would be most profitable/highest ridership route). If FDOT could partner with local (City/County/MPO) funding for transit with a regional vision (Hillsborough/Pinellas/Pasco) that would be best for the most people. I would support 1% sales tax for transportation (transit) FDOT and FTA should help fund too.
Downtown SEIS Public Workshop	Garrett	Tozier	Road;#Transit;#General; #Rail;#SEIS	NA	Comment 1 - As a downtown resident of Tampa Heights employee, please do not put transit stations in the middle of the interstate. I've ridden on such systems and my daily walk under I-275 confirms that such stations are not pleasant. Also, the width of the interstate limits the amount of destinations to which one can walk within ¼ of ½ mile of the station. -The metrics used in SEIS still do not consider safe travel. It is listed as a need, but not incorporated as a metric for deciding how to proceed. This is most obvious because express lanes apparently meet this need, but a Boulevard with complete streets do not? What a joke. How is TampaBayNext any different than TBX? Especially considering how you double down on Level-of-Service measurements, which might be required but without any additional research in alternatives like vehicle miles traveled (or anything else that does not promote sprawl)! -Please stop this study until Tampa expands the streetcar we have.
Downtown SEIS Public Workshop	Alex	Wind	Road;#General;#Tolls;#SEIS	7	I want FDOT to consider the CSX corridor in the alternate analysis for I-275 north of downtown. I-275 north of downtown should not be further widened. Historic homes should not be removed. The interchange north of downtown should not be expanded to accommodate a dual infrastructure – this is –toll lanes to the north as well as east-west.
Downtown SEIS Public Workshop	Laura	Lawson	Road;#Transit;#Rail;#SEIS	NA	Comment 1 - CSX must be considered as an alternative corridor as part of this study. Running rail along the tracks would provide local and regional public transit options. The right of way maybe used, then the tracks themselves or adjacent land for transit options that make important connections.
Downtown SEIS Public Workshop	Laura	Lawson	Road;#General;#Funding;#Tolls;#SEIS	NA	Comment 2 - Any highway improvements to the interstate in the Central part of the City of Tampa must make every effort to have these areas better off than they are now. This means not seeking mitigation but providing better transportation options in these areas. The only way to accomplish that is if FDOT will fund local/public not regional express lanes transportation operations interstate and bicycle and pedestrian improvements. Tolledd express lanes provide a benefit to wealthy exurbanites. Such a huge investment of tax payer dollars in their control should not come at the expense of Central Tampa and residents and businesses.
Downtown SEIS Public Workshop	Jeff	Zampitella	Road;#Transit;#General; #SEIS	6	1. Very confusing and at the end of the day how much has really changed? 2. Ashley Ave. in invasion proposed at grade and with N/S connections when is that proposed? 3. Transit platform in the middle of the highway, really?
Downtown SEIS Public Workshop	Maya	Trotz	Transit, pedestrian,	NA	For SEIS Screening Criteria 1. Accommodates transit--Add to measure: a. Provide safe bikeways b. Promotes walkability 2. Provide new direct across to business--Add to measure: a. East Tampa b. Small business in USF area 3. Improves system capacity operations--Add to measure: a.Improved stormwater use in neighborhoods
Downtown SEIS Public Workshop	A.	Brown	Road;#Transit;#General;#Tolls;#SEIS	NA	Comment 2 -A) I'm still very confused by the process is TB Next and how it ties into this SEIS design alternative phase. I'm only seeing 5 options on the screening board (No build, toll separated lanes, non-tolled, separated lanes and the boulevard) However the maps show a trench option and several other configurations. Please provide the trench, non-separated lanes with hard shoulder transit option and Boulevard going all the way down to Cross Street. B) How is the Beltway part of the SEIS when it is not within the geographic boundaries of the SEIS? C) Where/What is the transit? How can we design transit options before the transit study is complete?
Downtown SEIS Public Workshop	Julie	Harris	Road;#General;#SEIS	NA	The alternatives need to be presented with human impact identified for each. How many (and which) homes and businesses must be taken in each scenario? What are the pros and cons of each? Neighborhoods are being destroyed by FDOT's purchase of properties that "might" be needed in the future (yes, I know there has been a decrease THANK GOOD!)
Downtown SEIS Public Workshop	Mary	McCahan	Road;#General;#Commute; #SEIS	NA	Comment 2 - 1. Close Floribaska interchange now. Crash history is bad – brings the traffic (run around) into residential area. I will gladly drive farther to use another/different interchange! 2. Rebuild DT viaduct- made good contemporary design. Will support that even if a few buildings are lost/demolish to facilitate aesthetic redo. What in place is detriment to neighborhood – give us an appropriate gateway to the city, riverfront and Tampa Heights. Thank you.
Downtown SEIS Public Workshop	Kevin	Thurman	Road;#Transit;#General; #SEIS	4	Separate and build Westshore interchange changes now. Review and remodel all the transit concepts. Transit within. Remove transit from the center of the interstate as it will reduce use and cost more per rider. Model this. Rework all the alternatives to include transit as describes on the BLVD and trench are the only options. That include multi-modal. The existing transit modes only provide limited access to the community with only 2 stations over the 30 square miles. In the same area there are 12 on/off ramps. Why does the interstate design serve 1/6 of the same amount transit riders as drivers?
Downtown SEIS Public Workshop	Lewis	Snyder	Road;#General;#SEIS	NA	Properties with potential eminent domain impacts to parking should have first rights to mitigation in the form of alternative parking. Several plans show aerial encroachment over numerous parking areas of my condominium complex. I was told FDOT is "speaking with the city" about underpass area usage. I'm fairly confident that the city of Tampa has not included ART CENTER LOFTS in such conversations. Please pass this message to the appropriate City of Tampa contact.
Downtown SEIS Public Workshop	Henry	Smith	Road;#General;#SEIS	6	No alternative which does not increase I-4 Westbound to I-275 NB to two or more lanes would be unacceptable. Most of the options for I-275 Southbound to I-4 eastbound show two lanes.
Downtown SEIS Public Workshop	Wilton	Day	Road;#General;#ROW; #SEIS	6	I have property at 3321 N. Taliaferro Ave. 33606. Please keep informed where the Right-of-Way line will be drawn so I can plan my future for my family. This property is a rental/lease. Please send me any response to Wilton L. Day, 6122 Galleon Way, Tampa, FL 33615.



Event Name/ Inquiry Source	First Name	Last Name	Keyword Subject	Section	Comments/Inquiry
Downtown SEIS Public Workshop	Wilton L and Shirley	Day	Road;#General;#ROW; #SEIS	6	Wilton L. and Shirley Day own 3321 Taliaferro St. Tampa, FL 33608. Would like for the highway to be widen and take the property.
Downtown SEIS Public Workshop	Jeff	Long	Road;#General;#SEIS	6	A priority is the (North I-275) to I-4 corridor – currently one lane in each direction, these corridor are always backed up, causing mile(s) long start and stop on the interstates. Several of your models show 2 lanes, but some still have one lane.
Downtown SEIS Public Workshop	John	Kochendorfer	Road;#General;#SEIS	6	Every single option or course of action to decongest the 275 and the 275/I-4 interchange are to cram in more lanes in roughly the same footprint or otherwise infringing on establishing communities/buildings. Why no ideas to shunt traffic around and away from that dense 275 area? You are forcing drivers and now even more drivers into that area even though they may want to go north, east or south of downtown. Also I live at One Laurel Place adjacent to the 275 where it crosses the Hillsborough River. You mean to tell me that you essentially want to double the number of traffic lanes right next to my house...especially with no noise or pollution abatement?
Downtown SEIS Public Workshop	Mike	Schutt	Road;#Transit;#General; #SEIS	NA	The process of evaluating multiple transportation and transit segments in isolation of each other seems to lead to inefficient and sub-optimal holistic solutions. This further increases the likelihood of stakeholder pushback on any single segment approach, as there will be uncertainty as to what will be decided on future segments (and frankly fear that those will be adverse as well). Many of these items currently being studied need to be shown as integrated options, and potentially using the various decisions to address different stakeholder concerns (but importantly all shown/decided together on same timelines so that uncertainty/fear do not arise). I.E. 1. SEIS Express, 2. 275 N, 3. Florida Ave./Tampa St. 4. Streetcar 5. Regionals Transit. All of those need to be considered and solved in tandem. Doing so will significantly improve likelihood of stakeholder buy-in.
Downtown SEIS Public Workshop	A.	Brown	Road;#Safety;#General; #SEIS	4	Comment 1 - I didn't really understand that this is a meeting for two separate projects. I'm against widening the Veterans' Interchange it is too large for me to safely travel through.
Downtown SEIS Public Workshop	Karen	Kress	Road;#Transit;#Tolls; #SEIS	NA	Ok to proceed without Boulevard or Beltway concepts. Big supporter of tolls if there is lane widening. Prefer ways to minimize neighborhood impacts. Concerned about options that only allow one ramp choice for downtown. Maximize transit success – don't preclude future options.
Downtown SEIS Public Workshop	Sharon	Calvert	Road;#Transit;#General; #Tolls;#SEIS	7	Reject boulevard and beltway concepts. Prefer reconstructed interchange with managed express lanes North. Support toll lanes for added capacity. Evacuation routes must be considered. Follow the data because we must have congestion relief remain flexible to be able to optimize new and future technologies and innovation must have added vehicle capacity on I-275 north of Downtown. Transit will never be able to provide congestion relief in Tampa Bay. ☹️
Downtown SEIS Public Workshop	Willie	Williams	Road;#General;#Rail;#SEIS	NA	Due to limit space the overhead lanes are a great plan. Having a bypass around or over Tampa would lessen the problem if you don't need to go into Tampa. The rail is a good idea to take people off the road making sure there are enough stops and the price is right.
Downtown SEIS Public Workshop	Peter	Kretmar	Road;#General;#SEIS	7	Cloverleaf ramps at Countyline Road & I-275 – there are no exits between Bearss and RT56 (12 miles between exits) put some ramps on Countyline Road – there are no houses to take down and no buses to relocate. There will be access to both E&W sides.
Downtown SEIS Public Workshop	Curtis	Walker	Road;#General;#SEIS	NA	After reviewing the future changes to the interstate, I would like to see the Beltway process be included.
Downtown SEIS Public Workshop	Mark	Grosenbaugh	Road;#General;#SEIS	NA	I just want to make sure that additional vehicle capacity is accomplished.
Downtown SEIS Public Workshop	Adam	Metz	Road;#Transit;#General; #TBN Presentation;#SEIS	NA	Please remove the Tampa Bay Next project (formerly known as Tampa Bay Express) from the Transportation Improvement Plan. This project is a tremendous waste of money and should be permanently cancelled. This project will also be ruinous to the urban core of the City of Tampa. Long-term planning should begin to remove I-275 and I-4 in Tampa city limits entirely. The alternative is to build a true beltway around the city and build a real urban transit system inside the city.
Downtown SEIS Public Workshop	Christopher	Vella	Road;#General;#SEIS	NA	As of resident of historic Ybor I reject any proposal plans today by FDOT. I reject the process of TBNext itself.
Downtown SEIS Public Workshop	Cornelia Y.	Smith	Road;#General;#SEIS	NA	No favorite plan for now.
Downtown SEIS Public Workshop	Joe	Farrell	Road;#General;#Funding; #SEIS	NA	I-275 is vital for moving people through and about Tampa Bay. The express lane concept, Westshore Interchange, and downtown interchange are vital to our community. All should be funded for improvement, immediately.
Downtown SEIS Public Workshop	Anonymous		Road;#General;#SEIS	NA	Reject all Suncoast projects, turnpike enterprise projects. No work on Veterans or Suncoast Parkway too.



Event Name/ Inquiry Source	First Name	Last Name	Keyword Subject	Section	Comments/Inquiry
Downtown SEIS Public Workshop	Anonymous		Road;#Transit;#Safety; #General;#Rail;#SEIS	7	Concern with some I-275 north of Tampa options running thoughts coming out of Regional Transit Study. A "boulevard" kills effective "Express" transit in the middle of the preferred St. Pete to Wesley Chapel route (whether rubber tire or rail). Similarly, how does the I-275 "trench" look after flooding" from occasional rain events or hurricanes? Like a "ditch" I suspect, for a regionally significant supply route normally immune from surge issues. Time to get ready and disappoint some fringe supporter of fringe ideas. Let's whittle these choices to the few workable options for a long-standing artery feeding this regional center.
Downtown SEIS Public Workshop	Joseph W.J.	Robinson P.E.	Road;#General;#SEIS	4&5	Special thanks to Mrs. Chloe Coney's help and encouragement to attend. Great presentations. Option A is the best solution for the West Tampa CRA area. Workforce needs to be included in FDOT's plan since the interstate is an Economic Engine and the local surrounding neighborhoods could use the training and employment opportunities. The environmental and hazardous plan at Rome Ave. and I-275 overpass which is moving north of Rome Ave. towards Tampa Housing Authority Project in West Tampa needs to be dealt with by FDOT. The interstate traffic needs to be able to access by old West Tampa (Main St.) businesses with the future West Tampa CRA that has just been created. FDOT needs to keep diversity in mind when having consultants and others to make these plans come to fruition.
2017 SEIS Public Workshops, Emailed to Ashley	Zachary	Liszt	Transit;#General;#SEIS	4&5	Dear Ms. Henzel,  While I hope to attend one of the public workshops next week regarding the above-referenced subject, I am not sure that I will be able to do so at this time. I am therefore writing to provide you with my comments. As a resident of South Tampa with a long term office lease in place in the Westshore submarket, I am very excited about this project and hope it alleviates the major traffic that builds up on a daily basis. In addition, I think the following are important components that will hopefully be included in FDOT's plans:  Creating more North/South pass-throughs under or over the highways for better vehicular circulation (i.e. at Trask and Occident Streets, extending Reo St.) Preserving and potentially adding to the East/West thoroughfares for better vehicular circulation (i.e. retaining Lemon Street between West Shore Blvd. and Occident Street) Preservation (and hopefully even incorporation) of multimodal/transit options within the project limits including dedicated space within the Interstate Right of Ways I look forward to seeing FDOT's plans and sincerely hope these comments will be taken into consideration.  Kind regards,  Zachary A. Liszt
SEIS Public Workshop - Mailed In	Raymond	Veal	Road	4&5	I am glad to see that you are fixing the traffic mess of the western end of Cypress St. There is one thing that could be done immediately at low cost to improve things. There is heavy vegetation on the North side of Cypress adjacent to ramp to US 60. If this vegetation was removed traffic would flow better. Much of the land of that corner is owned by the airport authority.
SEIS Public Workshop - Emailed In	Ed	Ellsasser	SEIS	4&5	I am writing to you regarding the Tampa Interstate Study SEIS. I am pleased to see the Westshore Interchange plans allow for new road connections under the Interstate at Reo, Trask and Occident Streets. I encourage you to keep these in the plan. These new local street connections are vital to help improve circulation within Westshore. My business is on Laurel Street and it is extremely challenging for my team to get in and out of the area during the morning and evening rush hours. Extending these streets would help tremendously.
SEIS Public Workshop - Emailed In	Chris	Pettersen	SEIS	4	I am writing to you regarding the Tampa Interstate Study SEIS. As a part of the hospitality industry in the Westshore area, it is important to me that my hotel guests and clients enjoy ease of travel throughout their stay both in/out of Tampa and during their time here.  I am pleased to see the Westshore Interchange plans allow for new road connections under the Interstate at Reo, Trask and Occident Streets. I encourage you to keep these in the plan. These new local street connections are vital to help improve circulation within Westshore.  I like the Westshore Interchange plans and am glad to see they include opportunities to incorporate future transit options and a connection to the future Westshore Multimodal Center. As Florida's population continues to rise and as travel/tourism to Tampa increases, transit options become more important than ever.  Thank you for your consideration, CHRIS PETERSON
SEIS Public Workshop - Emailed In	Andrew	Diaz	SEIS	4	Dear Ashley,  The purpose of this email is in regards to the Tampa Interstate Study SEIS.  Traffic in the Westshore area is a mess. I am pleased to see the proposed Westshore interchange includes new road connections under the interstate at Reo, Trask and Occident. PLEASE keep those plans. These connections are needed. Circulation through this area is horrible. With the new connections circulation will be much improved.
SEIS Public Workshop - Emailed In	Dan	Woodward	SEIS	4	I am writing to you regarding the Tampa Interstate Study SEIS. I recently had the opportunity to attend the FDOT open house on October 9 and I am pleased to see the Westshore Interchange plans allow for new road connections under the Interstate at Reo, Trask and Occident Streets. I encourage you to keep these in the plan. These new local street connections are vital to help improve circulation within Westshore. Additionally, the plans I saw to accommodate future transit opportunities, particularly as it applies to linkages with the planned Westshore multimodal site, are encouraging.  As a major office building owner in Westshore, Highwoods Properties is optimistic that our community, with FDOTs help, can provide the future infrastructure necessary to continue to support our customers and residents in Westshore and promote the region's future economic prosperity.  Thank you,  Dan Woodward Vice President - Tampa  Office 813.673.6020   Mobile 813.857.5326  Highwoods Properties 3111 West Dr. M.L. King Blvd., Suite 100   Tampa, FL 33607  highwoods.com   NYSE: HIW
SEIS Public Workshop - Emailed In	Catherine	Dunn	SEIS	4	I am writing to you regarding the Tampa Interstate Study SEIS. I like the Westshore Interchange plans and am glad to see they include opportunities to incorporate future transit options and a connection to the future Westshore Multimodal Center. As Florida's population continues to rise, transit options become more important than ever and are an ever-growing concern for our clients and our residents. ☐



Event Name/ Inquiry Source	First Name	Last Name	Keyword Subject	Section	Comments/Inquiry
SEIS Public Workshop - Emailed In	Andrew	Aubery	SEIS, Transit, Bridge	4 and 5	<p>This community has been talking about mass transit for decades. At every turn, we are criticized for not having options. More roads will not do much especially if you keep building them like you've done in the past. 10-20 years too late and short of money. We need a plan that includes mass transit from the very beginning. Our community will only continue to grow. I 275 is the life blood of this area and it needs to start being treated as such. We need to redesign Westshore and malfunction junction completely. No more quick fixes, we need to think long-term. Take it all down and re-design something that will actually work. Also, no more merge lanes that end abruptly, we no longer drive 5 miles an hour. We need lanes that continue on and cannot cross into the through lanes. That's one of the biggest causes of slowdown on our area. No toll lanes either. We already pay enough for the roads through the gas tax. If you built them better you would not need additional money to manage them. Create longer stretches of highway to not allow exists every mile. That's what local are for. Highways are meant to go longer stretches. Many people that come to our area want to go to the beaches. We need a more direct way for them to get there. Something like the elevated lanes on the Selmon that would start before malfunction junction on I275 and I4 that would dump you off on Howard Frankland / State Road 60. This would elevate most of our current issues.</p>
SEIS Public Workshop - Emailed In	Jay	Botsch	SEIS, Transit, Bridge	4	<p>Thank you for educating and engaging with the local community. I appreciate the effort and the opportunity to share our thoughts.</p> <p>Regarding the Tampa Interstate Study SEIS, WestShore Plaza is encouraged to learn that current plans still accommodate important projects to improve transportation in the WestShore Business District including the following:</p> <ul style="list-style-type: none"><li>•Providing interstate openings/overpasses to allow the extensions of Reo, Trask and Occident Streets.</li><li>•Retaining Lemon Street from West Shore Blvd. to Occident Street, which serves as an alternate route for traffic entering the West Cypress area.</li><li>•Maintaining space within the Interstate footprint for future transit opportunities</li><li>•Examining mass public transportation opportunities as well as connectivity for the future Westshore Multimodal Center</li></ul> <p>Though a completely separate project, WestShore Plaza also appreciates your assistance identifying the future configuration of the SR 60 @ Kennedy Blvd. interchange. Defining this intersection's future movement directly impacts our redevelopment plans – some of which are already in discussion.</p> <p>As you area aware, each of these projects greatly impact WestShore Plaza and the surrounding business district ... now hosting an increased residential population. Thank you for your continued focus and support on these projects.</p>
SEIS Public Workshop - Emailed In	Ann	Kulig	SEIS, Transit, Bridge	4	<p>October 31, 2017</p> <p>Ashely Henzel, P.E. PD&amp;E Senior Project Manager Florida Department of Transportation – MS 7-500 11201 N. McKinley Drive Tampa, FL 33612 Dear Ms. Henzel,</p> <p>This letter is to provide comments on behalf of Westshore Alliance for the Tampa Interstate Study SEIS. The Westshore Alliance appreciates the opportunity to add our input to this project which is vital to improving mobility and fostering economic development in the Westshore business district.</p> <p>Following are the Westshore Alliance's comments regarding the proposed Tampa Interstate improvements that are subject of the SEIS. Our primary focus is on the Westshore Interchange portion of the planned improvements.</p> <p>1.Reo Street, Trask Street and Occident Street Extensions.</p> <p>a.The Reo Street connection to Kennedy Boulevard is the Westshore Alliance's top priority. In addition to generating significant economic development, the connection to Kennedy Boulevard will provide a critical corridor to improve circulation in the Westshore area, provide access to the West Cypress Street area and assist in relieving traffic congestion on West Shore Boulevard. We are glad to see the plan the Reo Street extension to include two-way general-purpose vehicle and pedestrian connections to Kennedy Boulevard to and from the east, as well as an I-275 general purpose vehicle connection to and from the west. We fully support this movement.</p> <p>b.We believe it is critical that the planned Interstate openings for the Trask Street and Occident Street extensions be included in the ultimate construction of this project. These improvements will provide critical north-south connections and improved circulation for both vehicles and transit Along with the Reo Street improvements, these extensions will provide the transportation options necessary for the implementation of the West Shore Boulevard complete streets project.</p> <p>c.We request that overpass at Reo, Occident and Trask Streets be clear spans.</p> <p>2.West Shore Boulevard. As we previously discussed with the Department, the West Shore Boulevard overpass should be clear span. The open span is important aspect of the planned West Shore Boulevard complete streets project affording an enhanced pedestrian environment and corridor aesthetics.</p> <p>3.Selmon Street. Please verify that Lemon Street will remain open westbound from West Shore Boulevard to Occident Street and two-way for the remainder of the roadway segment. This connection provides an important alternative for traffic entering or exiting West Cypress area.</p> <p>4.Cypress Street Bike Lane project. The elimination of Frontage Road and relocation of Lemon Street identified in the proposed project plan to create a gap in the recently completed Cypress Street Bike Lane project. Please provide plans to replace this important bike/pedestrian connection Cypress Point Park and Courtney Campbell Trail.</p> <p>5.Reconfiguration of West Cypress at Southbound at SR 589 Ramp. With the proposed configuration of this intersection, it appears there will be changes required to ensure safe crossings for pedestrians and bicyclists accessing the U-path and Cypress Point Park. We request that FDOT add details to the plans to ensure clear signage and safety crossings are provided for pedestrians and bicyclists in this area.</p> <p>6.Connections to proposed Howard Frankland Bridge Trail. As plans progress to FDOT's recently announced proposal to add a pedestrian/bike trail to the Westshore Interchange be included on future renderings. We also ask the FDOT provide plans for a safe pedestrian/bike connection from the trail to Cypress Point Park and Kennedy Boulevard.</p> <p>7.Transit and Multimodal Center Development.</p> <p>a.We are glad to see the dedicated space within the interstate footprint for future transit development, including the transit platform with a connection to the planned Westshore Multimodal Center.</p> <p>b.We would like to see graphical renderings and a description of a pedestrian walkway from the transit platform to the Westshore Multimodal Center.</p> <p>c.As the project design continues, we would like to see the Tampa Airport Connector (TAC) from the Westshore Multimodal Center to Tampa International Airport's Consolidated Rental Car (conRAC) facility incorporated into the plan. Several alternative routes were analyzed in FDOT's International Airport/Westshore Multimodal Center Technical Feasibility Report in May 2014. This connection will eventually serves as a vital local and regional corridor and necessitate close coordination with internal traffic circulation plans in Westshore.</p> <p>8.Express ramps at Himes and/or MacDill. We are aware of the options presented but reserve comment until there is further study of these options. Himes Avenue is the eastern boundary of the Westshore district and currently provides a good north/south alternative to heavily congested Dale Mabry Highway.</p> <p>9.Right-of-Way Requirements. We understand additional right-of-way will be necessary for the completion of the project. Given the effects this will on the Westshore business district we encourage the department to minimize these impacts as much as possible within the project design parameters.</p> <p>Thank you for the opportunity to provide comments on what will be a transformative project Westshore and the Tampa Bay area. We are committed to being an active stakeholder in this process and look forward to continuing to work the Department as the plans further developed.</p> <p>Sincerely, Ann Kulig Executive Director</p>





[www.TampaBayNext.com](http://www.TampaBayNext.com)

