



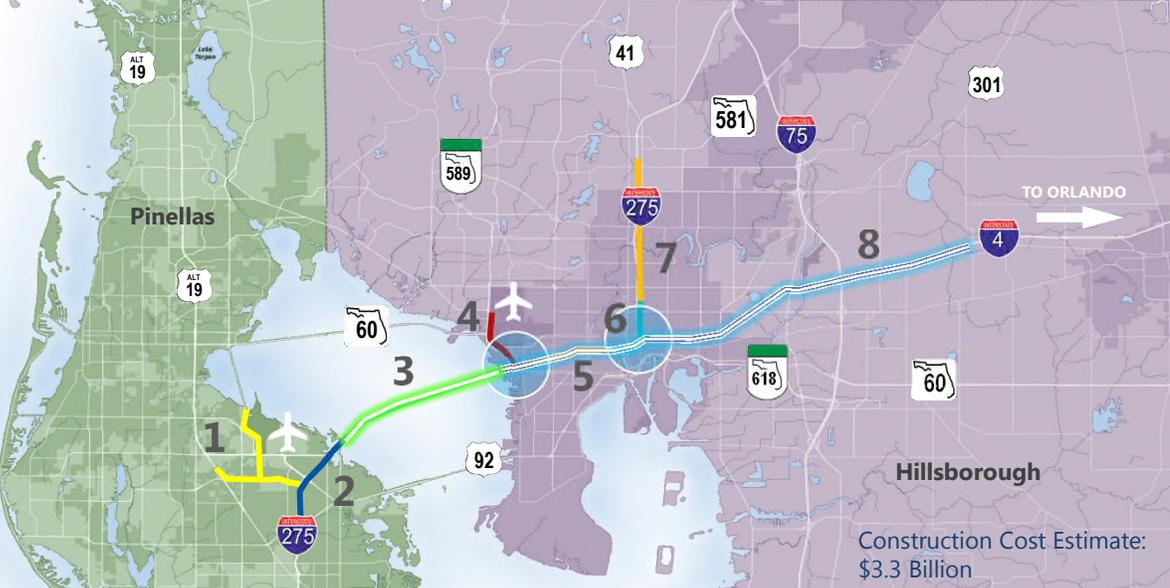
# TAMPA BAY EXPRESS

A NEW CHOICE FOR A BETTER COMMUTE

Tampa Bay Regional Planning Council  
August 8, 2016  
Florida Department of Transportation,  
District Seven

An aerial photograph of a complex highway interchange in Tampa, Florida, with the city skyline and water in the background.

## More than just express lanes



Construction Cost Estimate: \$3.3 Billion

The map shows the project routes (numbered 1-8) connecting Pinellas County to Hillsborough County. Key features include: Pinellas County to the west, Hillsborough County to the east, and an arrow pointing 'TO ORLANDO'. Major highways shown include I-275, I-75, I-4, US-92, US-60, US-589, US-41, and US-301. Airplane icons are placed near routes 1 and 4.

# Existing Congestion

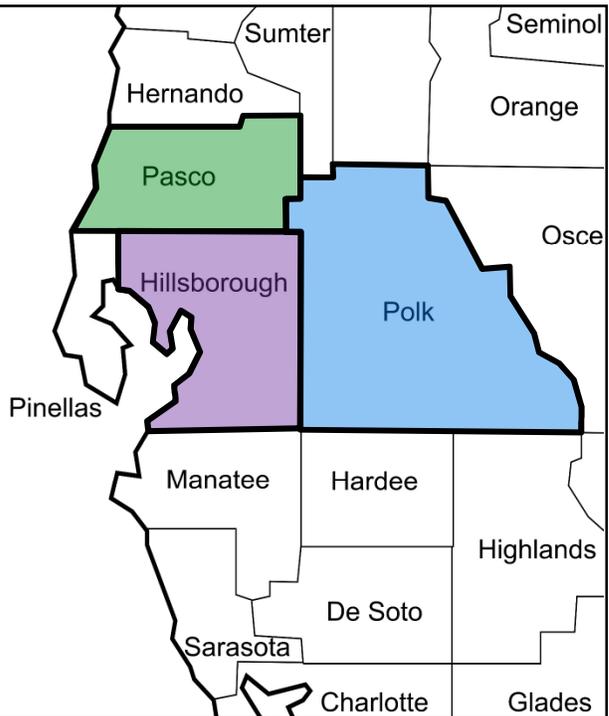
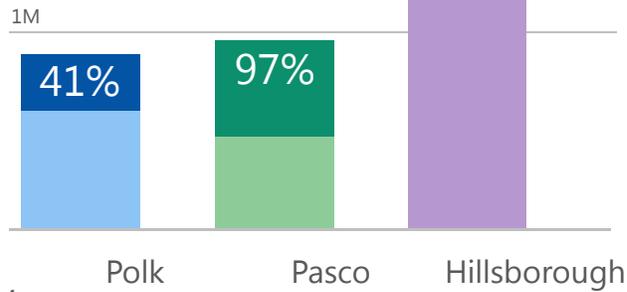


Urban Area	Travel Delay (1000 hrs)	Rank	Excess Fuel (1000 gal)	Truck Congestion (\$Million)	Total Congestion Cost (\$Million)
San Jose, CA	104,559	1	43,972	240	2,230
Minneapolis-St. Paul, MN	99,710	2	38,542	327	2,196
Riverside-San Bernadina, CA	99,058	3	30,732	361	2,201
Denver-Aurora, CA	91,479	4	44,922	319	2,061
Baltimore, MD	87,620	5	38,661	427	2,075
Portland, OR	72,341	6	39,611	375	1,763
Tampa-St. Petersburg, FL	71,628	7	31,654	237	1,589
St. Louis, MO-IL	69,350	8	32,991	328	1,637
San Antonio, TX	64,350	9	28,809	251	1,462
Las Vegas, NV	64,328	10	30,001	158	1,375

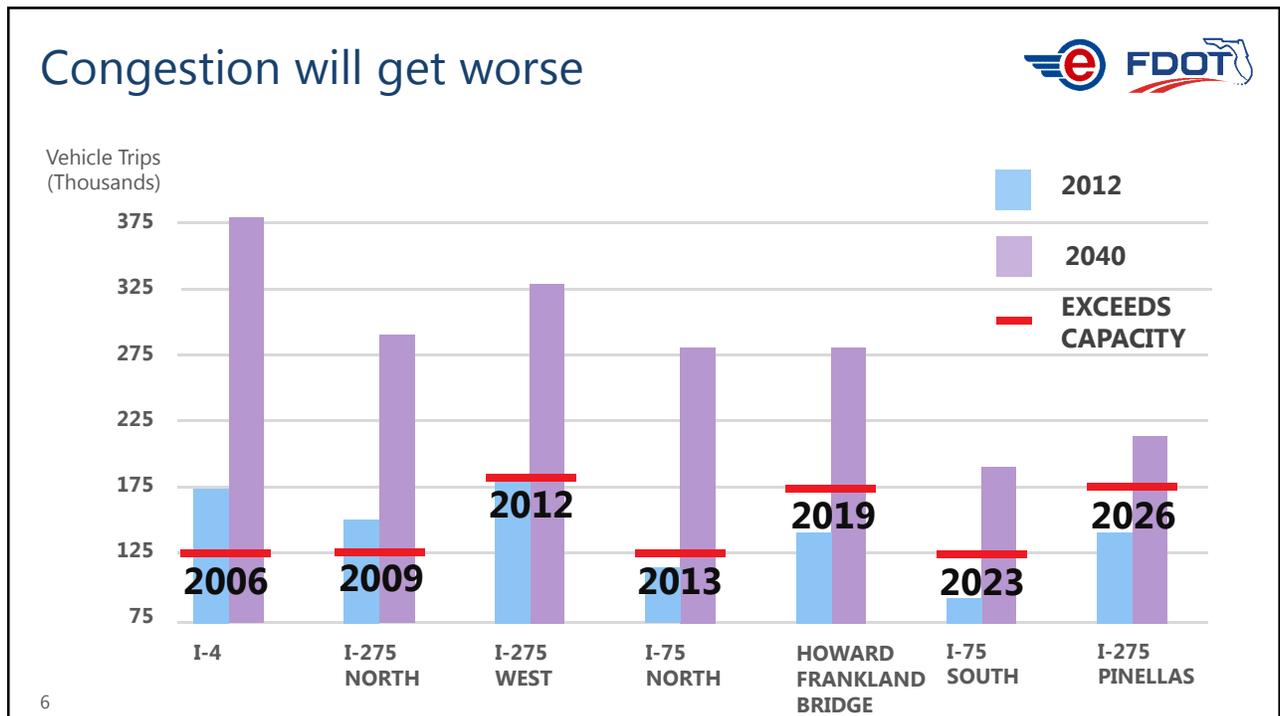
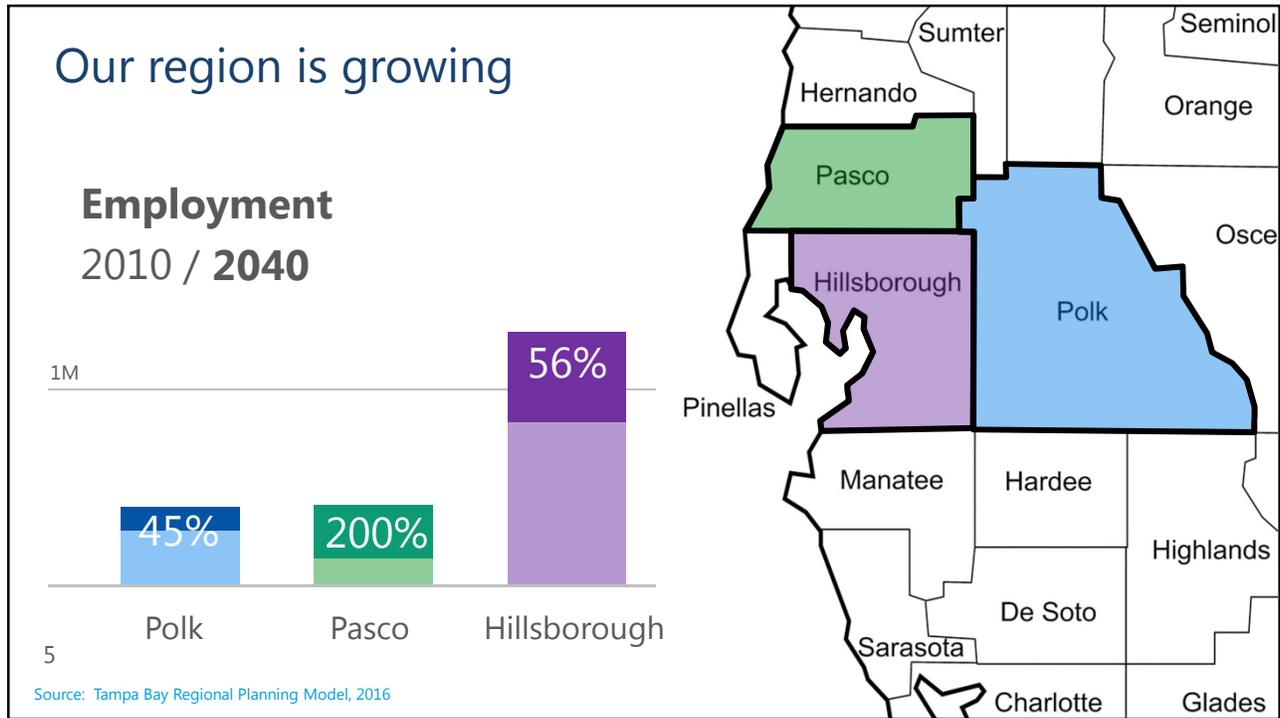
**AVERAGE COMMUTER SPENDS 1 ADDITIONAL WEEK AND \$900 PER YEAR ON DELAY.**

## Our region is growing

### Population 2010 / 2040



Source: Tampa Bay Regional Planning Model, 2016



# What's in it for you?



A choice for drivers



Travel-time reliability



Transit Options



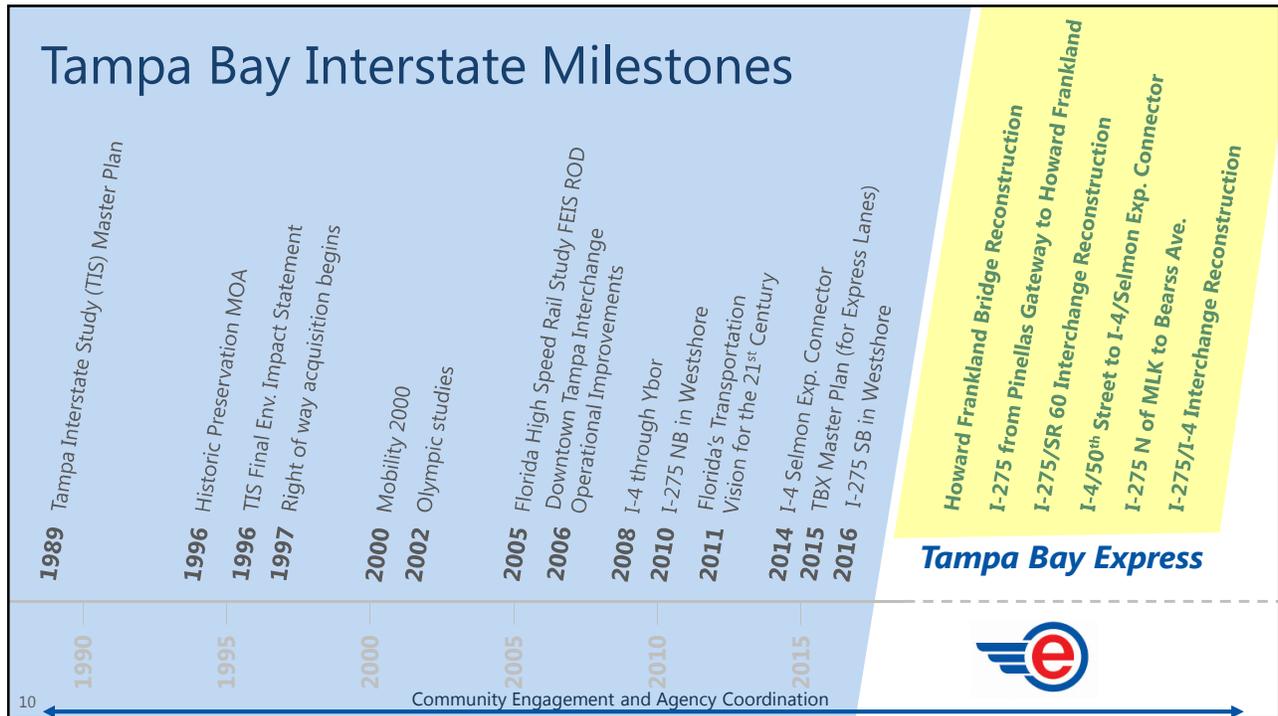
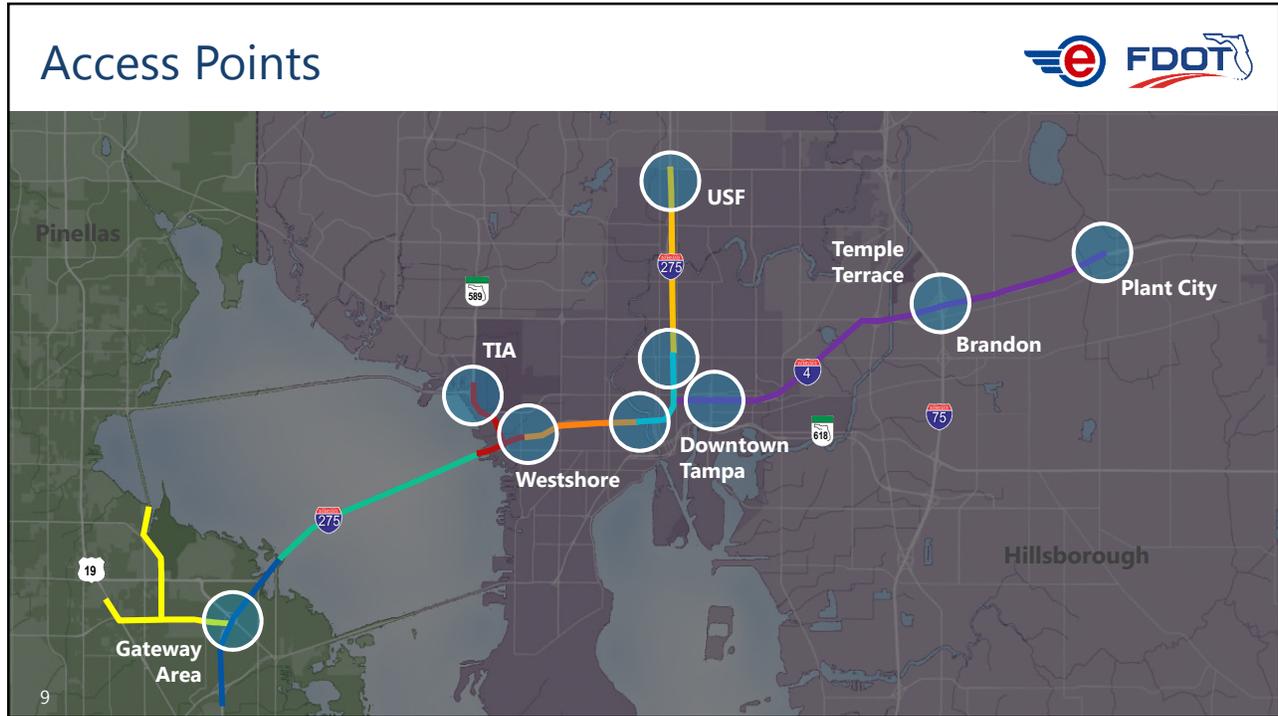
Safety

7

# How does it work?



8

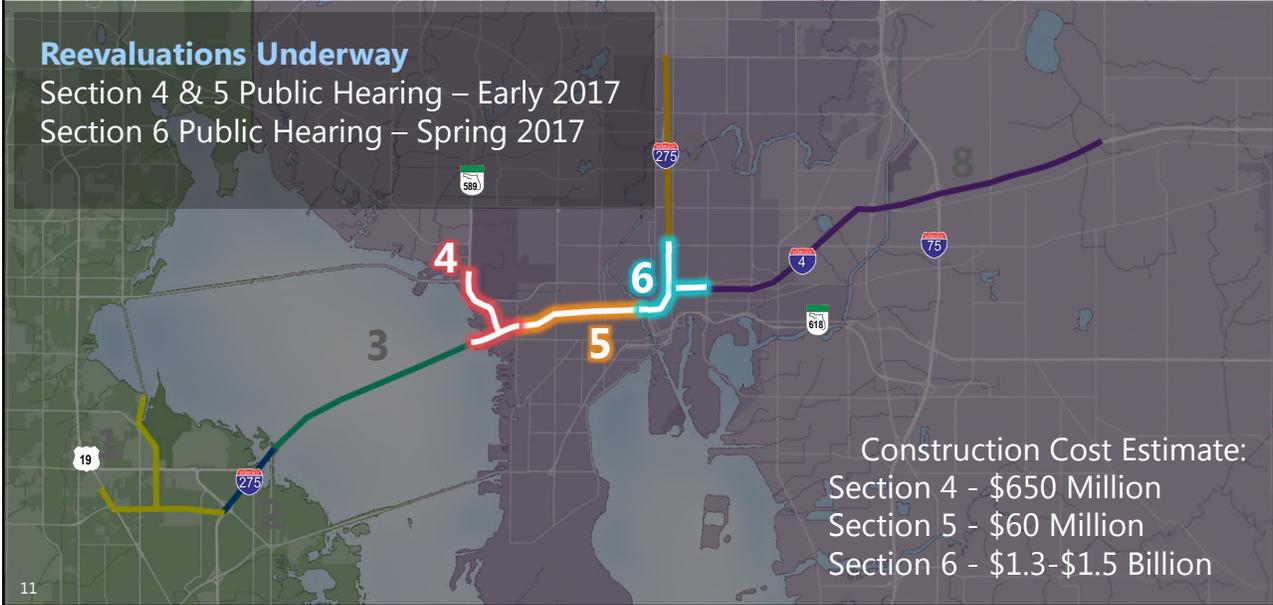


# Section 4, 5, and 6 - Tampa Interstate Study



## Reevaluations Underway

Section 4 & 5 Public Hearing – Early 2017  
Section 6 Public Hearing – Spring 2017



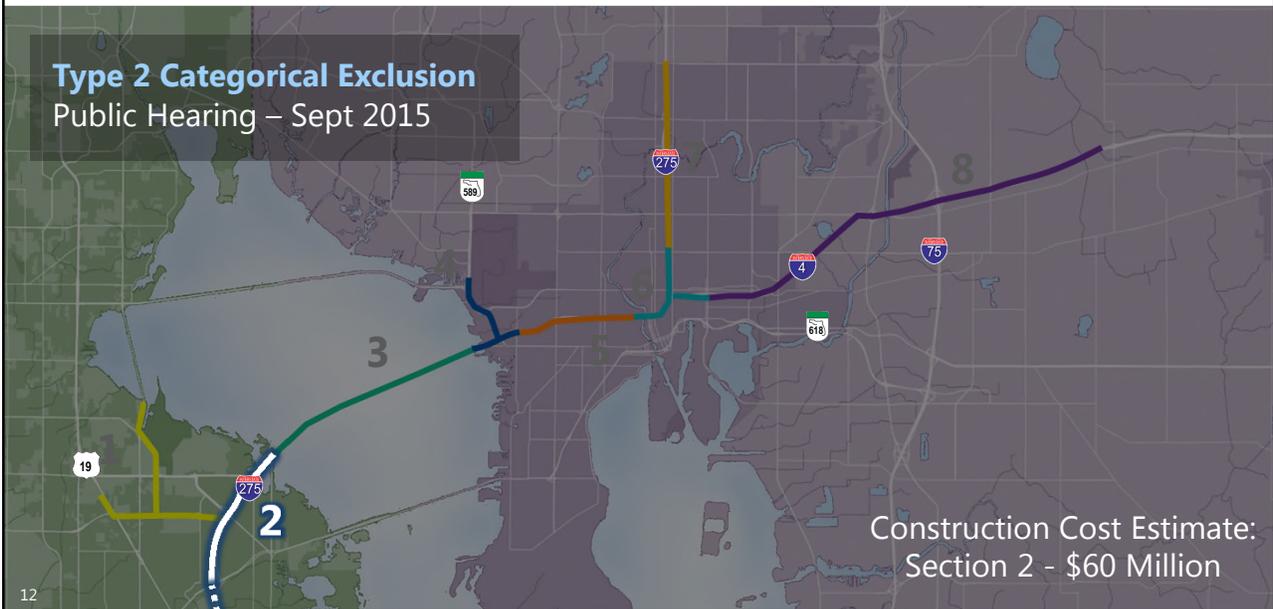
11

# I-275 54<sup>th</sup> Ave S to 4<sup>th</sup> Ave N – Pinellas



## Type 2 Categorical Exclusion

Public Hearing – Sept 2015



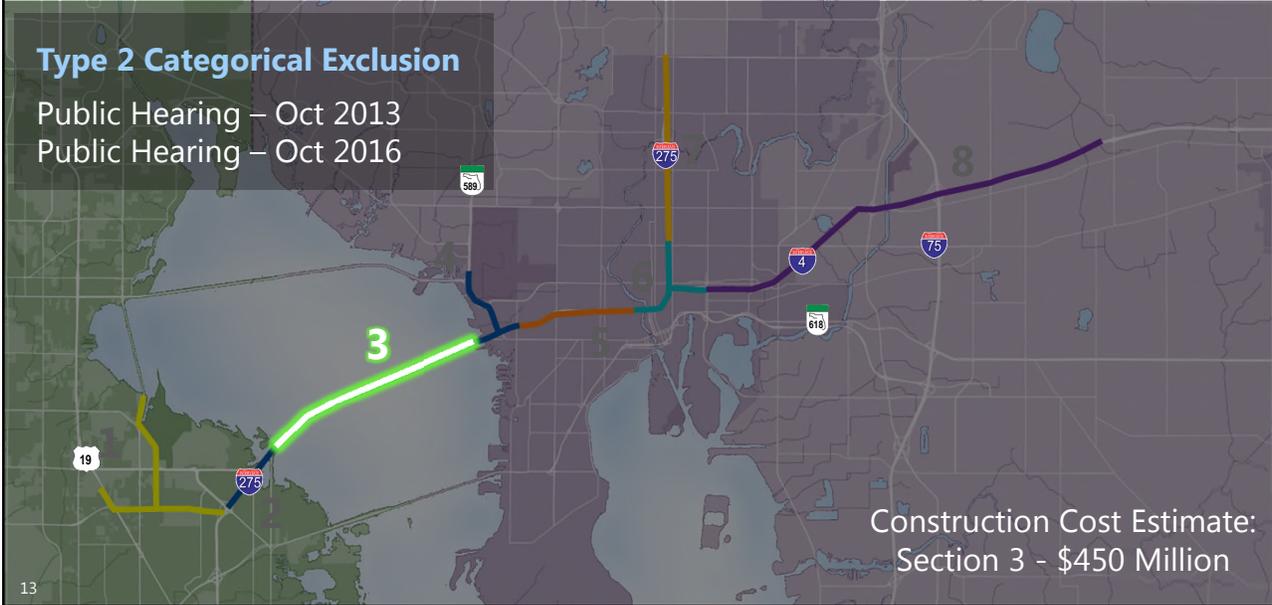
12

## Section 3 – Howard Frankland Bridge



Type 2 Categorical Exclusion

Public Hearing – Oct 2013  
Public Hearing – Oct 2016

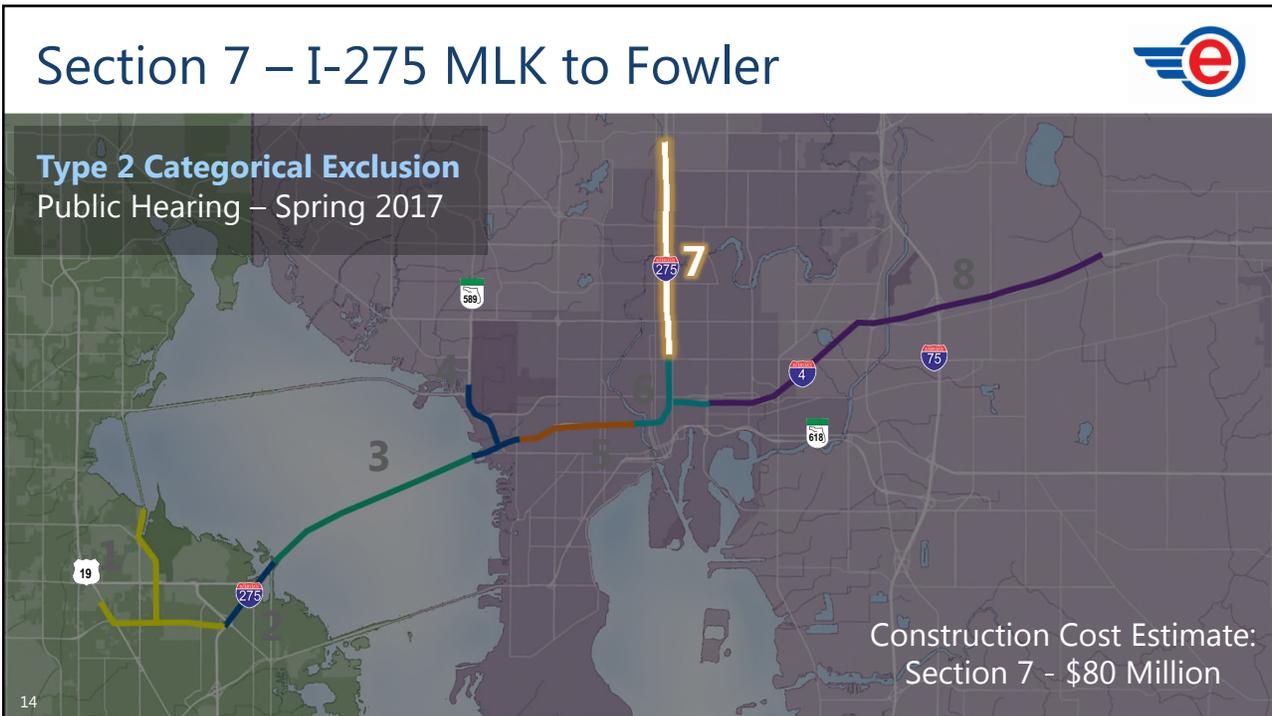


## Section 7 – I-275 MLK to Fowler



Type 2 Categorical Exclusion

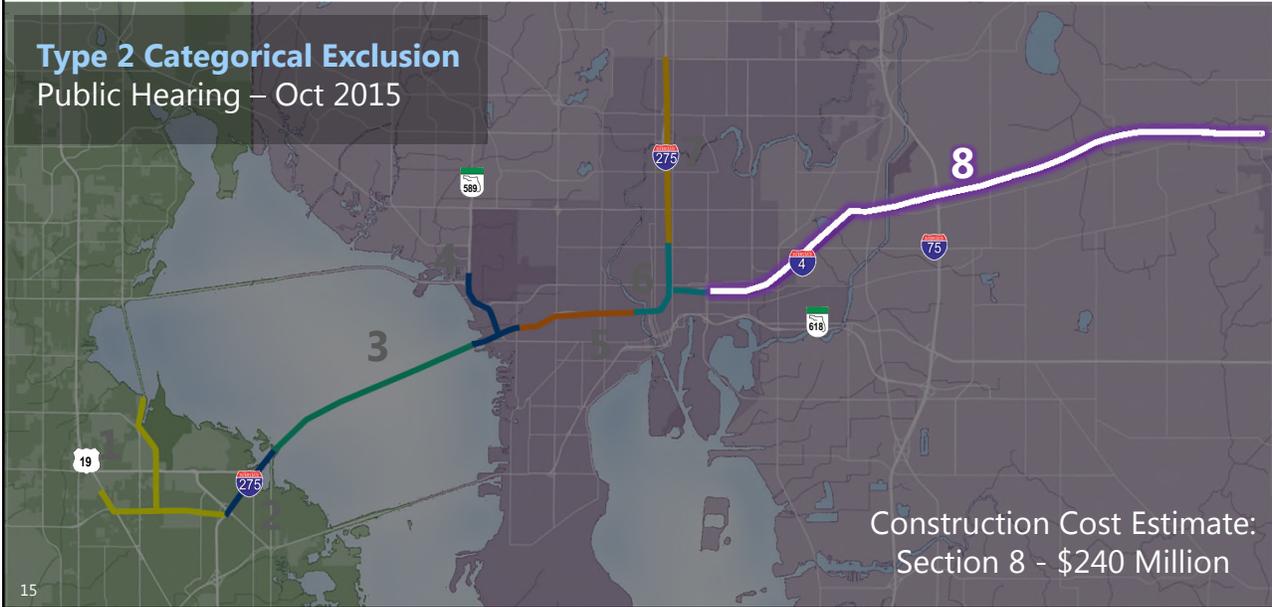
Public Hearing – Spring 2017



# Section 8 – I-4 50<sup>th</sup> Street to Polk Parkway



**Type 2 Categorical Exclusion**  
Public Hearing – Oct 2015



Construction Cost Estimate:  
Section 8 - \$240 Million

## Public Outreach Summary

### 1980s - Tampa Interstate Study Master Plan

- Small Group Meetings
- Citizens Advisory Committee
- Agency Task Force
- Public Workshops
- Newsletters
- Media Outreach

### 1990s – Tampa Interstate Study (TIS) Final Environmental Impact Statement (FEIS)

- Urban Design Community Workshops
- Citizens Advisory Committee
- Agency Task Force
- Relocation Task Force
- Cultural Resource Committee
- Historic Resources Public Meetings
- Newsletters
- Media Outreach
- Public Workshops
- Public Hearings
- Design Review Committee

### 2000s – Final Design Community Outreach

- Newsletters
- Design Open Houses
- Special Presentations and One-on-One Meetings
- Media Outreach
- Cultural Resource Committee
- Design Review Committee

### 2010s – Tampa Bay Express Master Plan

- Project identity graphics
- Video
- Website
- Microsite
- Facebook page
- E-brochure
- E-press kit
- Media Outreach
- Special Presentations and One-on-One Meetings
- Focus Groups
- Radio Spots
- Public Workshops

### Current-Tampa Bay Express PD&E Studies

- Individual project PIPs
- Mailing List
- Newspaper Advertisements
- Press Releases
- Newsletters
- Project Websites\*
- Coordination meetings with stakeholders
- Special presentations
- Public Hearing
- Comments and Coordination Report
- Design Charrettes
- Local Community Outreach Office
- Speaker Circuit/Library Tour
- Media Outreach
- Social Media

Ten-thousands of Newsletters  
Hundreds of Meetings and Presentations  
Hundreds of Ads and Articles in the Newspaper  
Thousand Persons View the Website each Month  
Over 1 Million Impressions on Social Media

# Community Commitments

- Sound Walls
- Urban Design Guidelines
- Historic Preservation
- Tampa Heights Greenway
- Bicycle and Pedestrian
- Construction Techniques
- Multimodal Center
- HART North Terminal\*
- Parks and Rec Facilities\*

*\*Fulfilled or no longer applicable.*

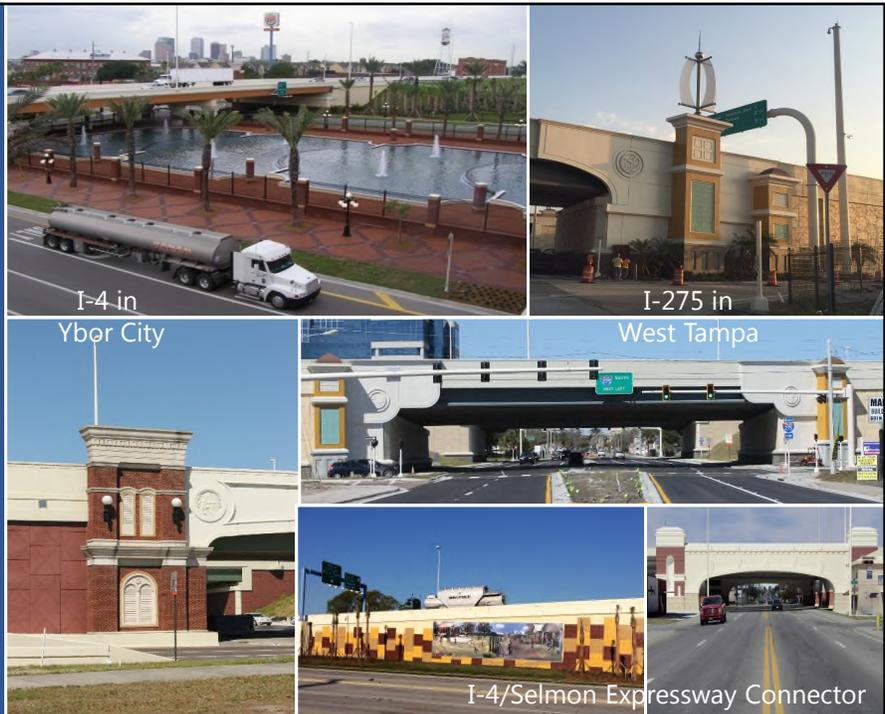
17



# Urban Design Guidelines



18



# Historic Preservation

Before



During



19



After



# Historic Preservation

Before



Interior Renovations



20



After



# Historic Preservation



21

## DOT Bringing New Life To Old Ybor City Houses



### 33 STRUCTURES MOVED, BEING RENOVATED

By SHANNON BEINKEN  
shb@tampabay.com

**YBOR CITY** — When Interstate 4 plowed through neighborhoods four decades ago, much of the historic fabric of Ybor City was destroyed. Bungalows were bulldozed and the neighborhood where cigar workers lived was divided by the highway.

But now that the Florida Department of Transportation is back to widen I-4, it wants to make things right, highway planner Elaine Iles said.

It bought and moved 33 houses in Ybor City. Seven have been restored, and two of those are under contract to be sold. Another seven houses are under construction and the rest will be restored by July 2004.

It is the first time the DOT has undertaken such a preservation project.

The Federal Highway Administration approved \$8 million to move and renovate the houses in an effort to protect Ybor's National Historic Landmark District.

In another unprecedented move, the DOT agreed to deed See HISTORIC HOUSES, Page 16. Renovations match the originals.

As part of its Interstate 4 expansion, the Florida Department of Transportation has bought and moved 33 houses in Ybor City. It plans to have all of them renovated by July 2004.

Tribune photo by JAY CONNER



# Tampa Heights Greenway

Tampa Heights Greenway from Columbus Avenue to Waterworks Park

Connecting gaps through Westshore Business District in partnership with City of Tampa



22

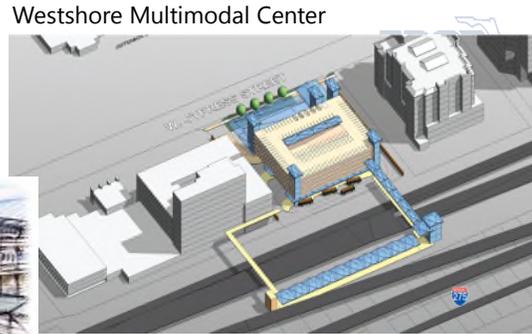
# Multimodal Center

Downtown Tampa – Former Morgan Street Jail property (2006)

Westshore Business District – Double Tree Hotel and Charley’s Steakhouse properties (2015)



Downtown Tampa Multimodal Center



Westshore Multimodal Center



Westshore Public Realm Master Plan

23

*\*Artist's Renderings*

# Reconnecting communities



I-275 at SR 60

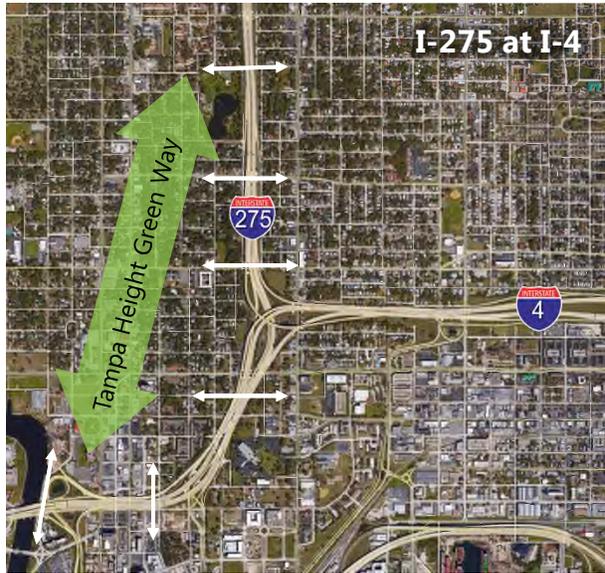
I-275 at I-4

24

# In Westshore



# In Downtown Tampa



## Public Realm Enhancements

New E-W connection between Robles Park and Borrell Park

FDOT stormwater pond as community feature

Vehicle and bicycle/pedestrian connection

Landscaping

Preliminary Concept



27

## Street Corridor Design

Overpass Improvements

Structural Modifications (Straight vs Slanted Walls)

Bicycle/Pedestrian Amenities

Lighting  
Landscaping



\*Artist's Renderings

28

# Public Realm Enhancements

Underpass plaza between northern downtown and Tampa Heights

- Connectivity between Downtown Tampa and Tampa Heights neighborhoods
- Recreation, public art, and commercial opportunities
- Economic Development Opportunity
- Every Place Counts



29

## Public Realm Enhancement-Examples



### 4 Orlando



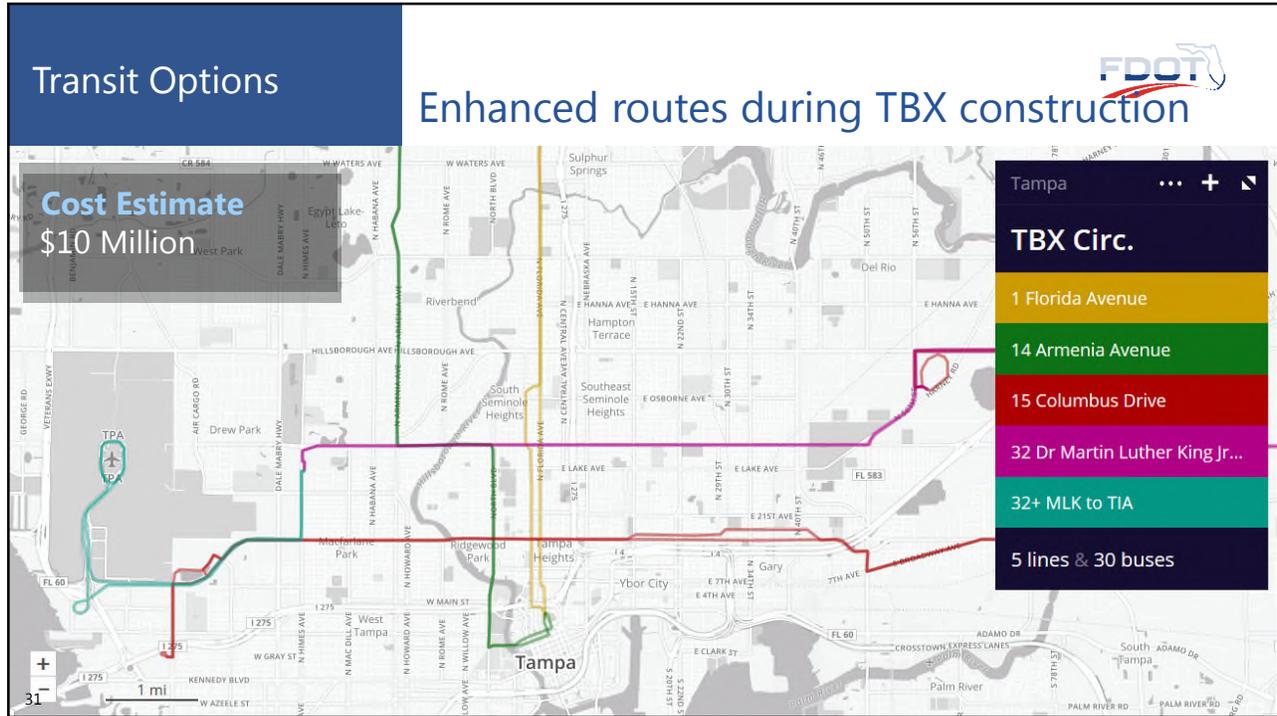
### 10 Jacksonville



### 395 Miami



30



## Stay Involved

<b>Ongoing</b>	Local Outreach Office Tampa Utilities Department (Former German-American Club) Monday – Friday, 10:00am-6:00pm
<b>Aug 2016</b>	Community Engagement Workshop
<b>Sept-Oct 2016</b>	Library Tour-Round 2
<b>2017</b>	Public Hearings for Sections 4, 5, 6, and 7

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

  
**@myFDOT\_Tampa**

  
**FDOT District 7**

  
**FDOT West Central-Tampa Area**

# QUESTIONS?



*Safety doesn't happen by accident.*