Tampa Bay Express (TBX)

Hillsborough County Citizens Advisory Committee-May 11, 2016
Florida Department of Transportation
District Seven
Howard Frankland Bridge

Construction Cost Estimate: $3.3 Billion
Why is TBX needed?

- Roadway Congestion and Delay
- Population and Employment Growth
- Limited Capacity
- Aging Infrastructure
- Transit Options
Why is TBX needed?

The Forecast With Half a Million More Residents
Hillsborough County

Why is TBX needed?
A Growing Region

- Population
  - Hillsborough: +48%
  - Pasco: +97%
  - Polk: +41%

- Employment
  - Hillsborough: +56%
  - Pasco: +200%
  - Polk: +45%

Source: Tampa Bay Regional Planning Model, 2016
Implementing the Imagine 2040 Plan

**A. Suburban Dream**
Expand the growth boundary to make room for new suburbs. Extend roads & water lines, rebuild major intersections.

**Growth Scenarios:**

**B. Bustling Metro**
Create new town centers in older commercial areas. Add rapid bus, rail, circulator shuttles, walk/bike connections.

**C. New Corporate Centers**
Create new corporate parks along major highways. Add new express toll lanes in the interstates (I-4, I-75, I-275)
## Transportation & Land-Use Trade-offs

### Traffic Delay

More people and jobs mean more cars on the road for a longer period of time, unless some trips are on bus or rail, or are shorter because homes and destinations are less spread out.

<table>
<thead>
<tr>
<th>Worse Than Today</th>
<th>Better Than To</th>
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<tbody>
<tr>
<td>A</td>
<td>Suburban Dream</td>
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<tr>
<td>C</td>
<td>New Corp. Centers</td>
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### Available Bus or Rail Service

Public transit offers choices to access jobs, health care, and other activities for those who cannot or prefer not to drive.

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### Job Creation

Part of growing and attracting new businesses is having places ready for business growth.

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### Access to Jobs from Under-employed Communities

Moderately priced housing may be a longer drive or bus ride from a living-wage jobs.

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Transit Impact on Highway Traffic

• Nationwide, 5-6% of commuters take transit
• 200,000 vehicles/day travel I-275 and I-4
• Even if 10% took transit (20,000 vehicles)
• We would still be CONGESTED.

WE NEED IT ALL!!
What are the benefits?

• Connectivity
• Congestion Management
• Commuter Choice
• Transit Opportunities
• Trip Reliability
• Economic Development
FDOT Investment in Transit

$275 MILLION

- Median Transit Corridor on I-4 and I-275
- Express Bus in Express Lane Study ($200K)
- HART’s Express Bus Service in Express Lanes ($3M/5 Year)
- Downtown Tampa Multimodal Site ($3.9M in 2006)
- TIA’s Automated People Mover ($194M in 2013)
- Westshore Regional Multimodal Site ($45M in 2016)
- HART’s Regional Premium Transit Feasibility Study ($1.5M)
- Tampa’s TECO Line Streetcar Extension Study ($1M)
- HART’s Kennedy Blvd. Metro Rapid Corridor Study ($2.5M)
- State Block Grant to HART ($24.2M/Five Year)
Tampa Bay Interstate System

Original Studies
- 1989: I-4 South Study
- 1994: I-4 South Study
- 1996: I-4 South Study
- 1997: I-4 South Study
- 2000: I-4 South Study
- 2002: I-4 South Study
- 2005: I-4 South Study
- 2006: I-4 South Study
- 2008: I-4 South Study
- 2010: I-4 South Study
- 2011: I-4 South Study
- 2014: I-4 South Study
- 2015: I-4 South Study
- 2016: I-4 South Study

Previous Reevaluations
- 2002: I-4 South Study
- 2005: I-4 South Study
- 2006: I-4 South Study
- 2008: I-4 South Study
- 2010: I-4 South Study
- 2011: I-4 South Study
- 2014: I-4 South Study
- 2015: I-4 South Study
- 2016: I-4 South Study

Community Engagement and Agency Coordination

CONDUCTED AT LEAST 6
REEVALUATIONS
What does a Reevaluation do?

- Updates traffic
- Refines design concept
- Reevaluates environmental impacts
- Updates commitments and plan consistency
- Additional public outreach
Where are we today?
Where are we today?
Community Commitments

• Urban Design Guidelines
• Historic Resources
• Bicycle/Pedestrian
• Tampa Heights Greenway
• Multimodal Center
• Construction Techniques
• Noise Barriers
Urban Design Guidelines

• Fulfilled or Nearly Fulfilled
  – I-4 through Ybor City
  – I-4/Selmon Expressway Connector
  – I-275 through West Tampa

• To be fulfilled
  – Downtown Tampa
  – Tampa Heights
  – Seminole Heights
  – Westshore
Historic Preservation

Before

Interior Renovations

After
Greenways and Trails

- Tampa Heights Greenway from Columbus Avenue to Waterworks Park
- Connecting gaps through Westshore Business District in partnership with City of Tampa
Multimodal Centers

- Downtown Tampa – Former Morgan Street Jail property (2006)
- Westshore Business District – Double Tree Hotel and Charley’s Steakhouse properties (2015)
Ten-thousands of Newsletters
Numerous Ads and Articles in the Newspaper
Hundreds of Meetings and Presentations
Thousands of Persons View the Website each Month
Community Design Charrettes

• USF Florida Center for Community Design and Research (FCCD+R)
• Downtown Tampa, Tampa Heights, West River, VM Ybor, and Seminole Heights
• Round 1: Oct 2015-Jan 2016 (9 sessions)
• Round 2: Jan 2016-Mar 2016 (8 sessions)
• Round 3: Mar 2016-Jun 2016 (7 sessions)
Neighborhood Concerns and Goals

Transit Options

Connectivity

Public Realm Enhancements

Street Corridor Design
Reconnecting Communities

- I-275 at SR 60 Interchange in Westshore
  - Reo Street
  - Occident Street
  - Trask Street
- I-275 at I-4 in Downtown Tampa
  - Design Charrettes to identify opportunities for connectivity
Reconnecting Communities

• Robles Park
  – Working with the City of Tampa
Street Corridor Design

• Enhanced pedestrian connectivity and safety under some overpasses

• Landscaping/Trees
  – Working with City of Tampa

- Non-standard Fencing
- Straight vs. Slanted Walls
- I-4 over 26th Avenue - Example Features
- Bicycle/Pedestrian Amenities
- Pedestrian Lighting
- Landscaping
Enhanced Transit Service

- Working with HART
  - Route 1 (Florida Avenue)
  - Route 14 (Armenia and North)
  - Route 15 (Columbus)
  - Route 32 (MLK Jr. Blvd)
  - Route 32Plus (Express service to TIA)

- Express buses and public school bus have toll-free access to express lanes
Public Realm Enhancements

**PREVIOUS POND CONCEPT AT I-275 AND MLK JR. BLVD.**

- 15 PARCELS REQUIRED
  - 12 lots with homes
  - 3 vacant lots

**REVISED POND CONCEPT AT I-275 AND MLK JR. BLVD.**

- 10 PARCELS REQUIRED
  - 7 lots with homes
  - 3 vacant lots

Add ponds under bridge to offset reduced volume of off-site pond.
Public Realm Enhancements

• Underpass plaza between northern downtown and Tampa Heights
  – Working with City of Tampa
  – Connectivity between downtown Tampa and Tampa Heights neighborhoods
  – Economic Development Opportunity

• Relocation of Community Garden
  – Working with City of Tampa to identify property
Tampa-Florida Corridor Study

- HCMPO study underway
  - Explored several multi-modal concepts
  - Reduced number of travel lanes
- HCMPO to work with FDOT, community, and stakeholders to identify preferred concept
Moving Forward

• Commitments documented in PD&E
• Commitments carried forward into design-build contract
• Design Review Committee
Stay Involved

• Local Outreach Office-Open since 3/28/16
• Community Design Charrettes: Public Summary Meeting-June 7, 2016
• Library Tour-May 2016
• Small Group Presentations-May-June 2016

www.tampabayexpress.com
## Upcoming Library Tour Session

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<thead>
<tr>
<th>Library</th>
<th>Date</th>
<th>Time</th>
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<tbody>
<tr>
<td>Robert W. Saunders, Sr. Public Library</td>
<td>5/10/2016</td>
<td>5:30pm-7:30pm</td>
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<tr>
<td>Robert W. Saunders, Sr. Public Library</td>
<td>5/12/2016</td>
<td>5:30pm-7:30pm</td>
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<tr>
<td>West Tampa Branch Library</td>
<td>5/17/2016</td>
<td>5:30pm-7:30pm</td>
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<tr>
<td>West Tampa Branch Library</td>
<td>5/19/2016</td>
<td>5:30pm-7:30pm</td>
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<tr>
<td>C. Blythe Andrews, Jr. Public Library</td>
<td>5/24/2016</td>
<td>5:30pm-7:30pm</td>
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<tr>
<td>C. Blythe Andrews, Jr. Public Library</td>
<td>5/26/2016</td>
<td>5:30pm-7:30pm</td>
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<tr>
<td>John F. German Public Library</td>
<td>6/9/2016</td>
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Robert W. Saunders, Sr. Public Library
Every Saturday from 10am-1pm
SAFETY DOESN’T HAPPEN BY ACCIDENT.