Tampa Interstate Study
Supplemental Environmental Impact Statement

Comments
August/September 2019

planhillsborough.org
Options

• Westshore Interchange
  ✓ Build
  ✓ No Further Action

• Downtown Interchange
  ✓ Build Options A – D
  ✓ No Further Action
  ✓ Short-Term Safety & Operational “Quick Fix”

DRAFT

Westshore Interchange

Tolled Express Lanes

• Reconstructs I-275/SR 60
• Adds 2 tolled express lanes in each direction
• Connects express lanes on Veterans and Howard Frankland Bridge
• Direct access to TIA
• New underpasses at Kennedy/Reo, Occident, and Trask Streets
• Express lane access at Reo and Himes
• Provides transit envelope on I-275
• 15 additional parcels needed
• Total Cost: $1.6 Billion
Downtown Tampa Interchange – **Build Options A and B**

- Adds 2 tolled express lanes in each direction
- Reconstructs I-275 and I-4
- Largest footprint
- Fixes geometric issues (incl. I-275 ramp to I-4)
- Opportunities to reconstruct underpasses
- Opportunities for public realm improvements at Robles Park, Downtown Tampa, and Julian B. Lane Park
- Accommodates transit envelope in the median
- Construction Cost Estimate: $1.1 – 1.3 Billion

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Downtown Tampa Interchange – **Build Options C and D**

- Adds 2 tolled express lanes in each direction
- Viaduct built alongside the existing interstate
- Smallest footprint (64 – 75 parcels)
- Fixes SB I-275 ramp to I-4
- Does not fix existing other geometric issues
- Opportunities to retrofit underpasses
- Fixed-guideway transit would be a challenge
- Construction Cost Estimate: $710 – 740 Million
  (does not include bridge deck replacement)
Short-Term Operational & Safety “Quick Fix”

- FDOT is evaluating operational improvements for the I-275/I-4 interchange to address the existing bottlenecks that occur
- The improvements will improve traffic flow and safety in the I-275/I-4 interchange
  - 1,073 Crashes in 2016
  - 3,963 Crashes from 2012 to 2016
- 3 operational improvements include:
  - Southbound I-275 to Eastbound I-4
  - Westbound I-4 to Northbound I-275
  - Westbound I-4 to Southbound I-275

These short-term, safety improvements are separate from the SEIS.
Southbound I-275 to Eastbound I-4

- Floribraska Exit Ramp Removed
- 2-Lane On-Ramp to Eastbound I-4
- Widen Existing Flyover Ramp to 2 Lanes
- Relocation of Exit Ramps to Ybor City and East Tampa

Legend:
- Proposed General Use Lane
- Proposed General Use Lane - Bridge
- Removal of Existing Ramp

Concepts are preliminary and subject to change.

Westbound I-4 to Northbound I-275

- Floribraska On-Ramp Removed
- 3 Lane On-Ramp (2 Lanes from Westbound I-4, 1 Lane from 14th Street On-Ramp)
- New On-Ramp from 14th Street to Northbound I-275

Legend:
- Proposed General Use Lane
- Proposed General Use Lane - Bridge
- Removal of Existing Ramp

Concepts are preliminary and subject to change.
How Did We Evaluate the SEIS?

- MPO Motions following Public Hearings
  - 2016 & 2017 Transportation Improvement Program
- Other Observations
  - Review online documents (tampainterstatestudy.com)
  - Briefings
  - Open Houses
**Motion: Human Impact**

- Parcels Needed for Right-of-Way (ROW)
- Relocated Homes & Businesses
- Affordable Housing
Downtown Interchange

Parcels Needed

Relocations
Option A – Full Reconstruction with Express Lanes to North

Option B – Full Reconstruction without Express Lanes to North
Option C – Elevated Express Lanes on South & East Side of Interchange

Option D – Elevated Express Lanes on North & West Side of Interchange
Operational/Safety Quick Fix

• < 10 parcels needed for ROW
• On NE side of Interchange
Motion: Affordable Housing & Displacement

• Nearby Low Income Populations
• Relocation Assistance to Displaced Persons & Businesses Includes
  - Finding Comparable Dwelling
  - Purchase Price Subsidies
  - Moving Cost Reimbursement

• Request: document potentially removed affordable housing & relocations to date

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Motion: Completed Environmental Impact Studies Documenting Impacts

All Segments
- Economic and Fiscal Impact Analysis
- Section 4(f) Parks and Recreational Resources Update
- Project Traffic Analysis
- Sociocultural Effects Evaluation
- Air Quality
- Cultural Resource Assessment Survey Update

Section 6 (Downtown)
- Contamination Screening Evaluation
- Pond Siting
- Natural Resources Evaluation
- Location Hydraulics

Section 4 & 5 (Westshore)
- Alternate Stormwater Management
- Contamination Screening Evaluation
- Location Hydraulics
- Natural Resources Evaluation
- Water Quality Impact Evaluation
Other Potential Impacts (cont’d)

Requests:

• Mitigate Construction Impacts, e.g., build Noise Barriers first
• Consider Smart Work Zones
• Clarify Noise Barrier Locations in Design Phase
• Protect I-275/SR60 Interchange & connection to H. Frankland Bridge against potential floods & damage

Motion: Traffic & Revenue Studies Justifying Toll Lanes

Toll Lane Volumes & as Percent of Total Volumes
Traffic & Revenue Studies Justifying Toll Lanes (cont’d)

Predicted Travel Speeds

<table>
<thead>
<tr>
<th></th>
<th>Average AM/PM Speed (mph)</th>
</tr>
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<tbody>
<tr>
<td>No Further Action</td>
<td>30 38</td>
</tr>
<tr>
<td>General Use Lanes</td>
<td>35 52</td>
</tr>
<tr>
<td>Toll Lanes</td>
<td>53 58</td>
</tr>
</tbody>
</table>

Motion: Traffic & Revenue Studies Justifying Toll Lanes (cont’d)

Predicted Delay per Vehicle Mile
Motion: Traffic & Revenue Studies Justifying Toll Lanes (cont’d)

• Potential impacts electronic tolling to low income populations without credit cards & bank accounts
• Requests:
  ✓ Mitigation thru set-up fee waivers, alternative payment methods, waivers for transit, carpools, vanpools, reinvest excess toll revenue into community
  ✓ Inform MPO of proposed toll rate policy

Motion: Follow-up report on Premium Transit

• Regional Transit Feasibility Plan focused on I-275 & CSX corridors
• TBARTA now doing PD&E Study of I-275 Express Bus System
• Request more robust consideration of CSX lines as “catalyst”
Motion: Status of Federal Civil Rights Investigation

• Dismissed in 2018 by FHWA Civil Rights Office

Motion: Property Tax Revenue Lost Due to Right-of-Way Acquisition

• For Full Build Option
  ✓ Tampa - $491,422
  ✓ County - $1,347,018
• Most of parcels already acquired or under contract in Westshore District
• Analysis prepared for CRAs estimates
  ✓ $14K annual loss in TIF revenue for first four years
  ✓ Annual gains over next four years of $348K rising to $788K

• Request FDOT provide updated estimate for SEIS Final Preferred Alternative
Motion: Cost to City for O&M of Any Community Impact Mitigation

• FDOT working with City on features that could be a local responsibility
• Request that FDOT update the MPO with cost estimates for any proposed landscaping or design features requiring local upkeep during the design phase.

Motion: Impact to Air Quality in Tampa

Carbon Monoxide modeled at 5 interchanges
• Tested Build Options A – D and No Further Action
• All predicted to be under national standard of 35 ppm
• Compared to No Further Action, Build Options predicted to lower CO levels except at:
  ✓ I-275 & MLK Blvd (11.9 vs. 10.5 ppm 1-hr concentration in AM)
  ✓ I-4 & 50th St (10.8 – 11.0 vs. 10.4 ppm 1-hr concentration in PM)
Air Quality Impact (cont’d)

Mobile Source Air Toxics (MSAT)

- Overall emissions decrease as speeds increase
- National tail-pipe standards for new vehicles projected to reduce MSAT by 90% by 2050
Air Quality Impacts (cont’d)

• Higher Incidence of Asthma & Chronic Diseases in SEIS area
• Request that Design Phase address Quality of Life & Health Outcomes, such as
  ✓ Construction Mitigation
  ✓ Green Noise Walls
  ✓ Greater Landscaping

Other Concerns

• High Speed Traffic Encountering Bicyclists & Walkers at Exit Ramps
• Request presentation on new & reconfigured ramps
• Request that Design Phase consider Strategies to slow drivers down, such as:
  ✓ Signage
  ✓ Flashing Beacons
  ✓ Rumble Strips
  ✓ High Visibility Markings

✓ Reo St
✓ W Kennedy Blvd
✓ Hoover Blvd
✓ Trask St
✓ North Blvd
✓ Ashley / Tampa Streets
✓ 14th / 15th Streets
✓ 13th Ave Frontage Rd
Other Concerns (cont’d)

• Prefer No New Ramps on North Blvd
• Request Clarification of Bike/Ped facilities on
  ✓ Reo St
  ✓ Lemon St
  ✓ E Frontage Rd
• Request Design Phase address Closing Gaps in Trails & Greenways, and safety of cyclists & walkers
Other Concerns (cont’d)

Closure of Floribraska Ave Ramps
• City plans to remake as Complete Street
• East Tampa Revitalization Partnership concerns about adverse economic impacts without
  ✓ Improved lighting, signalization, crosswalks, sidewalks, landscaping & gateway treatments
  ✓ On Nebraska, Floribraska, & 21st Ave
  ✓ Request briefing on subsequent discussions w/ ETRP

Other Concerns (cont’d)

• Request timeline for all community enhancements proposed in Heights Mobility Study
• More robust analysis of Induced Traffic
  ✓ Including traffic from outside study area
  ✓ Considering effect on regional land use patterns
Summary of Requests

• Document Removal of Affordable Housing & Where Residents have been Relocated
• Mitigate Construction Impacts
• Consider Smart Work Zones
• Clarify Noise Barrier Locations in Design Phase & Build Them First
• Mitigate Electronic Toll Collection on Low Income & Inform MPO of Toll Rate Policies
• Consider Protection of I-275/SR60 Interchange from Flooding
• More Robust Consideration of Reuse of CSX Lines as “Catalyst”
• Provide updated Tax Loss Estimate for SEIS Final Preferred Alternative
• Update cost estimates for landscaping or design features requiring local upkeep

Summary of Requests (cont’d)

• Design Phase address Quality of Life & Health Outcomes, such as
  ✓ Construction Mitigation
  ✓ Green Noise Walls
  ✓ Greater Landscaping

• Design Phase consideration of Strategies to slow drivers down, such as:
  ✓ Signage
  ✓ Flashing Beacons
  ✓ Rumble Strips
  ✓ High Visibility Markings

• Clarification of Bike/Ped facilities on
  ✓ Reo St
  ✓ Lemon St
  ✓ E Frontage Rd

• Address Closing Gaps in Trails & Greenways in Design Phase
• Brief MPO on Discussions with E Tampa Revitalization Partnership, including Timeline for Enhancements
• More Robust Analysis of Induced Traffic