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1.0 Project Summary

1.1 Project Description

In July 2019, the Tampa Hillsborough Expressway Authority (THEA), in coordination with the City of Tampa, began a Project Development and Environment (PD&E) Study to evaluate the needs, costs, and effects of extending East Whiting Street (Whiting Street) and reconfiguring the eastbound on-ramp of the Selmon Expressway at North Jefferson Street (Jefferson Street) and eastbound off-ramps at South Florida Avenue (Florida Avenue) and Channelside Drive. The study considered extending Whiting Street to North Meridian Avenue (Meridian Avenue) and included improvements and realignment of the existing segment of Whiting Street, from Jefferson Street to North Brush Street (Brush Street). The extension would provide a direct connection of the Whiting Street corridor to Meridian Avenue, thereby improving traffic flow and safety for all transportation modes and offer additional connections within the street network.

It was anticipated that the Florida Avenue off-ramp would be widened to two lanes, the Channelside Drive off-ramp would be removed, and a new Whiting Street off-ramp would extend from the Selmon Expressway, near Morgan Street, to Nebraska Avenue and intersect with the new Whiting Street alignment to provide a direct connection from the Selmon Expressway. See Figure 1-1 for the project location map.
On February 22, 2022, a Public Hearing was held at the THEA boardroom to present the project’s preferred alternative to the general public, project stakeholders, and other interested parties. Based on comments received during this hearing, and during subsequent meetings with project stakeholders such as the City of Tampa, it was determined that the project preferred alternative should be revised to only address proposed improvements to Whiting Street and its connection to Meridian Avenue, and the removal of the eastbound Channelside Avenue off-ramp and replace it with a ramp connecting to Whiting Street. Widening of the Florida Avenue off-ramp to two lanes would no longer be proposed. However, rectangular rapid flash beacon (RRFB) pedestrian signals would be installed at the ramp’s connection with Florida Avenue.

These modifications to the project’s preferred alternative also resulted in the need to revise the project’s purpose and need to reflect the vision of project stakeholders. The revised purpose and need for the project are provided in Section 1.2 below.

1.2 Proposed Action

THEA has committed to provide a new connection to Meridian Avenue, by extending Whiting Street between Brush Street and Meridian Avenue. In order to construct the extension of Whiting Street, the existing railroad tracks will need to be removed. Removing the railroad tracks and completing the extension to Meridian Avenue will offer an additional connection within the street network, providing additional route choices and alleviating congestion. The improvements can be broken up into four distinct locations. See Figure 1-2 for each location of proposed improvements.

Figure 1.2: Proposed Improvement Locations
Location A

Whiting Street currently ends at Brush Street, west of the existing railroad tracks. The preferred alternative proposes to extend Whiting Street, from Brush Street to Meridian Avenue, with a new signal at the T-intersection of Whiting Street and Meridian Avenue. The proposed typical section for the Whiting Street extension includes two 11-foot-wide travel lanes in the eastern direction, one 11-foot-wide travel lane in the western direction, a 10-foot-wide cycle track separated from the north side of the westbound travel lane by a four-foot traffic separator, curb and gutter, and 10-foot-wide sidewalks on both the north and south sides of the road. The eastbound approach to Meridian Avenue includes one 11-foot-wide dedicated left turn lane and one 11-foot-wide left/right turn lane. The existing grassed median on Meridian Avenue will be split in order to accommodate the proposed signalized intersection. The preferred alternative includes the addition of a northbound dedicated left turn lane from Meridian Avenue to Whiting Street and the opening of the median to feed a southbound left turn lane from Meridian Avenue to Whiting Street. The preferred alternative does not propose any other improvements to Meridian Avenue.

Location B

Whiting Street is currently a two-lane roadway with on-street parking on both the north and south sides of the road. East of the Selmon Expressway, Whiting Street is a brick road in need of repair. The preferred alternative proposes to widen/reconstruct Whiting Street from two to three lanes with two 11-foot-wide travel lanes in the eastern direction, one 11-foot-wide travel lane in the western direction, a 10-foot-wide cycle track separated from the north side of the westbound travel lane by a four-foot traffic separator, curb and gutter, and 10-foot-wide sidewalks on both the north and south sides of the road. The 10-foot-wide cycle track will extend to Jefferson Street. The preferred alternative also includes the installation of a new traffic signal at the intersection of Whiting Street and Brush Street.

Location C

The existing exit Ramp 6B provides users the ability to travel east along Channelside Drive, towards Amalie Arena and the Florida Aquarium. The preferred alternative proposes relocating exit Ramp 6B approximately 700 feet north and providing a direct connection to Whiting Street. The proposed ramp includes a single 15-foot-wide ramp lane, which will remain on structure beyond the existing Jefferson Street on-ramp. From this point, the ramp profile begins to decrease and the ramp will be supported by a Mechanically Stabilized Earth (MSE) wall, which ends approximately 100 feet south of Whiting Street. The ramp widens to three 12-foot-wide lanes at the intersection, with one dedicated left turn lane and two dedicated right turn lanes. The proposed ramp will cut off access north, along Nebraska Avenue, and therefore requires a horizontal curve to connect Nebraska Avenue to Finley Street. The existing Jefferson Street on-ramp entrance will be shifted to the north to accommodate the new Whiting Street off-ramp.

Location D

The current configuration of exit Ramp 6A includes a tight single lane loop ramp that merges onto Florida Avenue under a free-flow condition. While modifications to this ramp are not proposed as part of this project, safety improvements, including the addition of RRFB pedestrian signals at the ramp’s connection with Florida Avenue, and removal of existing landscaping within the inside of the ramp loop to improve sight distance are proposed.
1.3 Project Purpose and Need

The purpose of this project is to provide a direct connection of the Whiting Street corridor to Meridian Avenue to improve traffic flow and safety for all transportation modes and offer additional connections within the street network. The project will also reconfigure the eastbound on-ramp to the Selmon Expressway at Jefferson Street and remove the eastbound off-ramp from the Selmon Expressway to Channelside Drive and replace it with a ramp connection to Whiting Street. These improvements will improve safety, traffic circulation, and access to Whiting Street and Meridian Avenue.

The need for the project is based on the following criteria:

Roadway System Linkage

Based on volume forecasts found in the Tampa Bay Regional Planning Model (TBRPM) Version 8.2 and the proposed additional development associated with the Water Street Development plan and future development plans at the former Ardent Mill site, traffic demand and congestion along the capacity constrained Channelside Drive and Cumberland Avenue corridors are expected to significantly increase by the design year (2046). The proposed extension of Whiting Street to Meridian Avenue will provide a parallel route for these facilities which would better distribute vehicular demand, promote safety, and improve traffic operations along these corridors. Additionally, the Whiting Street extension will also support the City of Tampa's accessibility objectives through grid network enhancement.

Multimodal Linkage

The Tampa Center City Plan envisions Tampa as a community of livable places and connected people. One of the "building blocks" for this future is livable connections for "safe pedestrian and bicycle access around town". Proposed improvements along Whiting Street include the addition of a 10-foot-wide two-way cycle track and 10-foot-wide sidewalks on both the north and south sides of the roadway. These improvements will provide safe travel facilities for both pedestrians and bicyclists, as well as a connection between the Selmon Greenway Trail and Meridian Avenue Trail, and to the Riverwalk via City of Tampa’s proposed “Quick Build” cycle track along Whiting Street west of Jefferson Street, which will further enhance multimodal linkages.

Safety

The Channelside Drive off-ramp terminates into a 5-leg intersection at Channelside Drive and Morgan Street, which is a major pedestrian access point to the Amalie Arena. This creates both safety and operational concerns at this location. Six (6) years of data (2013-2018) were reviewed, and 14 crashes have occurred at this ramp. As the Water Street Project builds out to the east of the ramp system, pedestrian conflicts are expected to be exacerbated. Also, the planned widening of the Selmon Expressway south of the downtown ramps will alleviate congestion issues and result in higher speed, higher volume interactions at this ramp. As such, eliminating pedestrian conflicts, and redirecting Downtown East traffic beyond the Water Street District is critical to proactively address safety concerns as both the Selmon Expressway and Downtown Tampa continue to develop.
**Transportation Demand**

Based upon the Tampa Bay Regional Planning Model (TBRPM) Version 8.2, East Jackson Street (39,000 average annual daily traffic (AADT) and Kennedy Boulevard (34,000 AADT) are expected to reach their operational capacity by 2040. As the Water Street Project develops, the vehicle demand is expected to increase. The proposed connection of Whiting Street could carry up to 14,800 AADT, providing valuable route divergence and congestion relief to the parallel facilities.

**1.4 Selection of Preferred Alternative**

The Preferred Alternative was selected for its ability to:

- Provide opportunity for future connections through an expanded grid network
- Provide operational efficiency at the ramp locations
- Provide additional safe pedestrian and bicycle crossing opportunities
- Provide a connection between the Selmon Greenway and the Meridian Greenway

**1.5 Report Purpose**

This Comments and Coordination Report documents the Public Involvement Plan (PIP), agency coordination efforts, public involvement activities, and comments received during the study.
2.0 Public Involvement Plan

Public involvement was carried out throughout the PD&E study (Study). At the onset of the Study, a PIP was created to outline the strategies to be used to engage the public. The PIP focused on strategies to solicit stakeholder and community participation and was developed and implemented as part of the Study. The program was prepared in compliance with the FDOT PD&E Manual Part 1, Chapter 11 and approved by THEA in January 2020. The purpose of the PIP was to provide a guide for implementing stakeholder and community involvement for the Study with an emphasis on the communities adjacent to the study area and users of the Selmon Expressway. The PIP was used as a blueprint for defining methods and tools to reach, educate, and engage all stakeholders in the decision-making process. The strategies outlined in the PIP were designed to be comprehensive, and to ensure stakeholders and members of the community were provided multiple opportunities to be informed and engaged as the Study progressed.

The primary goal of the PIP was to actively seek the participation of communities, agencies, individual interest groups, and the public throughout the PD&E process. The following outlines the steps of the PIP:

- Identify stakeholders and target audiences
- Anticipate issues and key messaging
- Outline outreach methods
- Detail public involvement activities
- Establish comment management protocols
- Provide a structure for documenting the PIP and closing out the study

The PIP is included in Appendix A.

2.1 Strategies Used to Engage the Public

The following strategies were used to engage the public throughout the study.

- **Project Website**: A project website (www.whitingstreetpde.com) was developed at the onset of the Study and updated at key project milestones. The initial launch included the background of the project, the project’s purpose and need and schedule, and the opportunity to send email comments. The first major update coincided with the Public Information Meeting. The second major update coincided with the Public Hearing. The website is discussed in Section 3.0.
- **Social Media**: THEA has active social media accounts on Twitter and Facebook. THEA staff provided project updates and announced public meetings on both social media accounts.
- **Articles in THEA Newsletter**: THEA sent out regular e-newsletters to their active mailing list. Newsletter articles covered an array of topics; updates about this Study were sent out in the regular e-newsletters, including meeting and Public Hearing announcements.
- **Stakeholder Coordination**: Several stakeholder meetings were held over the course of the Study to meet with public officials, agencies, residences, and interested stakeholders. Stakeholder coordination is discussed in Section 5.0.
- **THEA Virtual Town Hall**: The Whiting Street PD&E Study was introduced to the public on March 5, 2020, during a Virtual Town Hall. The Virtual Town Hall was conducted by THEA to provide status updates on several ongoing THEA projects. This Virtual Town Hall can be found at https://selmonstudies.com/vthm.
- **Public Information Meeting**: The Public Information Meeting was held May 20, 2021, virtually using Zoom meeting software. The Public Information Meeting is discussed in Section 7.0.
- **Public Hearing**: The Public Hearing was held in person on February 22, 2022 at the THEA Administrative Offices. The Public Hearing is discussed in Section 8.0.
3.0 Project Website

A website (www.whitingstreetpde.com) was created and maintained throughout the study to provide project information to the public and stakeholders, and to solicit comments through the comment form. The initial website provided high level information on the background of the project, a map of the study area, study schedule, and contact information for those looking to request additional information.

The first major update to the website coincided with the Virtual Public Information Meeting held in May 2021. At that time, the website was expanded to include more detail regarding the background of the Study, study area (with map), constraints and conditions that influenced the alternatives identified, study process, alternatives developed (including graphics depicting the alternatives and their elements), evaluation results of the alternatives comparison, and project schedule, in addition to contact information and comment form.

At the time of the Public Hearing in February 2022, the website was updated to include the preferred alternative, updated alternatives evaluation results, and draft project documents for public review.

The website will be updated again following approval of the locally preferred alternative (LPA).

Appendix B includes screenshots of the website following the Public Information Meeting (May 2021) and following the Public Hearing (February 2022).
4.0 Advance Notification

THEA initiated early project coordination through distribution of the Advance Notification (AN) package. Through this process, the THEA informed state, regional, and local agencies of this project and its scope of anticipated activities. The AN Package was mailed to the Florida State Clearinghouse on January 23, 2020. On the same date, a separate letter and copy of the AN Package was also sent to the five Indian tribes listed below. Copies of the AN Package and agency responses received are included in Appendix C. The following agencies were included on the mailing list for the AN Package:

State Agencies
- Florida House of Representatives, Representative Jack Toledo, District 60
- Florida House of Representatives, Representative Dianne “Dee” Hart, District 61
- Florida Senate, Senator Janet Cruz, District 18
- Florida Senate, Senator Darryl Ervin Rouson, District 19

Regional Agencies
- Tampa Bay Regional Planning Council
- Tampa Bay Area Regional Transit Authority
- Southwest Florida Water Management District - ETAT Representative
- FDOT, District Seven

Local Agencies
- City of Tampa – Emergency Management
- City of Tampa – Parks and Recreation
- City of Tampa – Police
- City of Tampa – Solid Waste
- City of Tampa – Mayor
- City of Tampa – City Council
- City of Tampa – City Clerk
- City of Tampa – Economic and Urban Development
- City of Tampa – Fire Rescue
- City of Tampa – Barrio Latino Commission
- City of Tampa – Community Partnerships and Neighborhood Engagement
- City of Tampa – Planning and Development
- City of Tampa – Public Works
- City of Tampa – Transportation and Stormwater Services
- City of Plant City
- City of Temple Terrace
- Hillsborough Area Regional Transit Authority
- Hillsborough County – Environmental Protection
- Hillsborough County – Conservation and Environmental Lands
- Hillsborough County – Emergency Management
- Hillsborough County – Public Works
Hillsborough County – Solid Waste
Hillsborough County – County Commission
Hillsborough County – Property Appraiser
Hillsborough County – County Administrator
Hillsborough County – Supervisor of Elections
Hillsborough County – Tax Collector
Hillsborough County – Public Defender
Hillsborough County – Development and Infrastructure Services
Hillsborough County – Legislative Affairs
Hillsborough County – Financial Administration
Hillsborough County – Economic Development
Hillsborough County – Hispanic Liaison
Hillsborough County – Parks, Recreation, and Conservation
Hillsborough County – Fire Rescue
Hillsborough County – Sherriff
Hillsborough County Aviation Authority
Hillsborough County City-County Planning Commission
Hillsborough County Public Schools
Hillsborough Transportation Planning Organization
Tampa Port Authority
Tampa Sports Authority

Native American Tribal Officials

Poarch Band of Creek Indians of Alabama
Muscogee (Creek) Nation of Oklahoma
Seminole Tribe of Florida
Miccosukee Tribe of Indians of Florida
Seminole Nation of Oklahoma

No comments were received in response to distribution of the AN package.
5.0 Stakeholder Coordination

Throughout the Study, THEA coordinated with a variety of stakeholders to elicit review and comments on alternatives presented as part of this Study, including property owners/tenants, business owners/tenants, local leaders, elected and appointed officials, agency staff, other interested stakeholders, and the traveling public. THEA continued to participate in additional stakeholder coordination meetings throughout the Study.

Stakeholders for this study included:

- Elected and appointed officials
- City and county government and transportation agencies (City of Tampa, Hillsborough County, Hillsborough TPO, Hillsborough County City-County Planning Commission, FDOT)
- Environmental agencies and coalitions
- Special interest groups (tourists, trucking industry, seasonal populations)
- Business owners and tenants
- Public interest groups (neighborhood and business associations)
- Transportation system users
- Chambers of commerce and business organizations
- Residents and tenants

Table 5.1 lists the meetings held during the study.

<table>
<thead>
<tr>
<th>Date</th>
<th>Participants</th>
<th>Topic/Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/12/2019</td>
<td>Representatives from Strategic Property Partners (SPP) and Stantec Professional Services (Stantec)</td>
<td>Future development plans north of Cumberland Avenue</td>
</tr>
<tr>
<td>1/10/2020</td>
<td>Representatives from HDR, Inc.</td>
<td>Coordination on graphics and document consistency with South Selmon Expressway Project</td>
</tr>
<tr>
<td>2/18/2020</td>
<td>Representatives from SPP and Stantec</td>
<td>Coordination with ongoing planning efforts</td>
</tr>
<tr>
<td>3/5/2020</td>
<td>Public and project stakeholders</td>
<td>Virtual Town Hall Meeting regarding all of THEA’s ongoing projects</td>
</tr>
<tr>
<td>4/16/2020</td>
<td>City of Tampa</td>
<td>Review of traffic analysis of study area</td>
</tr>
<tr>
<td>8/24/2020</td>
<td>City of Tampa</td>
<td>Review comments from City of Tampa on traffic analysis</td>
</tr>
<tr>
<td>9/10/2020</td>
<td>Port Tampa Bay</td>
<td>Project background, schedule, and progress</td>
</tr>
<tr>
<td>10/5/2020</td>
<td>WSP Global</td>
<td>Coordination with Mobility Hub and Vision Zero efforts</td>
</tr>
<tr>
<td>10/5/2020</td>
<td>Mayor Jane Castor</td>
<td>Project background, schedule, and process</td>
</tr>
<tr>
<td>10/27/2020</td>
<td>City of Tampa</td>
<td>Proposed improvement alternatives</td>
</tr>
<tr>
<td>11/13/2020</td>
<td>SPP</td>
<td>Proposed improvement alternatives</td>
</tr>
<tr>
<td>12/2/2020</td>
<td>SPP</td>
<td>Proposed improvement alternatives, preliminary design concepts</td>
</tr>
<tr>
<td>2/17/2021</td>
<td>SPP</td>
<td>Proposed improvement alternatives, preliminary design concepts</td>
</tr>
<tr>
<td>Date</td>
<td>Organization</td>
<td>Event Description</td>
</tr>
<tr>
<td>--------------</td>
<td>--------------</td>
<td>--------------------------------------------------------</td>
</tr>
<tr>
<td>3/2/2021</td>
<td>FDOT District 7</td>
<td>Presentation to the District Interchange Review Coordinator (DIRC)</td>
</tr>
<tr>
<td>3/8/2021</td>
<td>SPP</td>
<td>Proposed improvement alternatives, preliminary design concepts</td>
</tr>
<tr>
<td>4/19/2022</td>
<td>SPP and Stantec</td>
<td>Proposed improvement alternatives, preliminary design concepts</td>
</tr>
<tr>
<td>7/20/2022 &amp; 7/21/2022</td>
<td>City of Tampa</td>
<td>Discussed a modified alternative during a two-day workshop</td>
</tr>
<tr>
<td>9/13/2022 &amp; 9/15/2022</td>
<td>City of Tampa</td>
<td>Discussed improvement alternatives, preliminary design concepts</td>
</tr>
<tr>
<td>9/28/2022</td>
<td>City of Tampa</td>
<td>Discussed improvement alternatives, preliminary design concepts</td>
</tr>
<tr>
<td>11/8/2022</td>
<td>City of Tampa</td>
<td>Discussed improvement alternatives, preliminary design concepts</td>
</tr>
<tr>
<td>8/24/2023</td>
<td>City of Tampa</td>
<td>Discussed a modified preferred alternative</td>
</tr>
</tbody>
</table>
6.0 Mailing List

A mailing list was developed at the beginning of the Study and updated throughout the effort. The mailing list includes:

- Property owners and/or tenants whose property lies, in whole or part, within 300 feet of the Study limits; the property owner list was based on information obtained from the Hillsborough County property appraiser’s database. This list was updated prior to the Public Information Meeting and again prior to the Public Hearing
- Elected and appointed public officials; this list was updated prior to the Public Information Meeting and again prior to the Public Hearing
- State, regional, and local agencies as described in Section 3.0 (AN Package)
- Public and private groups, organizations, agencies, and businesses that have an interest in the project
- Individuals or groups who requested to be placed on the project mailing list

At the close of the Study, the property owner mailing list included 241 homeowners and/or tenants. The official, agency, and interested party mailing list contained 119 people. Individuals requesting to be added to the mailing list were included as they were received. The mailing list was used to disseminate project information and announce public meetings. Post cards for the Public Information Meeting and Public Hearing were mailed to all those on the mailing list. The mailing list at the time of the Public Hearing is included in Appendix D.
7.0 Public Information Meeting

THEA held a Public Information Meeting on Thursday, May 20, 2021, starting at 6:30 pm to present the alternatives being considered, including the No Build Alternative. Due to the COVID-19 pandemic, this meeting was held virtually through the Zoom Webinar platform. The opportunity to register for the meeting was provided on the www.selmonstudies.com and www.whtingstreetpde.com websites. Once registered, the meeting link was sent to the email address provided. The meeting was also available through a link on both websites.

The virtual meeting format consisted of an online presentation by THEA to present the alternatives identified and discuss the comparison of the alternatives. The virtual format allowed THEA to give the presentation and the attendees to watch the presentation and provide written comments in the chat box. After the presentation, THEA staff stayed on the webinar to answer questions and respond to comments submitted. The recording of the presentation was posted to the project website on May 21, 2021, along with a list of the comments and questions received.

During the meeting, participants were able to review the project materials on the interactive website (www.whtingstreetpde.com). In total, 79 stakeholders registered for the workshop. The virtual workshop was attended by 25 stakeholders as well as THEA and consultant staff (total 6). Attendees were presented a slideshow consisting of:

- Overview of the Study
- Need to improve the Selmon Expressway Ramps and local streets
- PD&E study process to develop, screen and refine alternatives for additional evaluation
- Two build alternatives under consideration (developed based on the project purpose and need)
- Evaluation results of the comparison between the two Build Alternatives and the No Build Alternative
- Methods for the public to provide feedback on the alternatives under consideration, including a comment form, email address, and mail-in option

After the presentation, citizens were able to submit questions real-time in the online meeting platform and receive responses during the workshop. Four citizens submitted six questions during the virtual workshop. The meeting summary was posted to the website the following week, and included a summary of the comments and questions received, as well as the responses given by THEA staff during the meeting.

7.1 Meeting Notification

Post Card

On April 30, 2021, and May 7, 2021, a post card was sent via direct mail to everyone on the mailing list, including homeowners and/or tenants, elected officials, agency representatives, and interested citizens. The post card is included in Appendix E.

Advertisements and Announcements

Notifications of the public information meeting were sent in a number of ways:

- Florida Administrative Register: The meeting notice was announced in the Florida Administrative Register on May 6, 2021.
7.2 Comments Received

During the project’s 21-day comment period, 272 unique visitors viewed the online meeting. Comments that were submitted to THEA by 5:00 pm on June 10, 2021, were responded to and taken into consideration by THEA during the selection of the Preferred Alternative.

Five written comments from three citizens were received online or via email during the 21-day Public Information Meeting comment period. Most comments received at the meeting and online addressed trails and bicycle lanes, or requested information on property takes and their locations.

Information regarding the Public Information Meeting, including advertisements, notices, presentation slides, attendees, and public comments, can be found in Appendix E.
8.0 Public Hearing

The Public Hearing was held in person in the lobby and executive board room of the THEA administrative offices on February 22, 2022. Table 8.1 summarizes the Public Hearing.

<table>
<thead>
<tr>
<th>Date</th>
<th>February 22, 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Time</td>
<td>5:00 pm-7:00 pm</td>
</tr>
<tr>
<td></td>
<td>5:00 pm-6:00 pm open house</td>
</tr>
<tr>
<td></td>
<td>6:00 pm formal presentation</td>
</tr>
<tr>
<td>Location</td>
<td>THEA Administrative Office Lobby/Board Room</td>
</tr>
<tr>
<td></td>
<td>1104 E Twiggs Street</td>
</tr>
<tr>
<td></td>
<td>Tampa, Florida 33602</td>
</tr>
<tr>
<td>Attendees</td>
<td>21 public (signed in)</td>
</tr>
<tr>
<td></td>
<td>6 staff (consultants and THEA)</td>
</tr>
<tr>
<td>Comments</td>
<td>0 verbal</td>
</tr>
<tr>
<td></td>
<td>0 written</td>
</tr>
<tr>
<td></td>
<td>1 website form</td>
</tr>
<tr>
<td></td>
<td>4 email (<a href="mailto:whiting@selmonstudies.com">whiting@selmonstudies.com</a>)</td>
</tr>
</tbody>
</table>

8.1 Meeting Format

The Public Hearing was held to inform stakeholders and other interested parties and allow those interested the opportunity to provide comments and express views concerning the preferred alternative and the anticipated project impacts. The hearing consisted of an open house from 5:00 pm to 6:00 pm, followed by a formal presentation.

Upon arrival, attendees were provided a handout that summarized the information on the display boards and a comment form.

During the open house, display boards with project information were placed around the room, and staff was available to discuss the project with attendees. The following display boards were available:

- Welcome
- Federal and state requirements followed
- Purpose of the project
- Project location and background
- Vision Zero plan views
- Evaluation matrix summarizing evaluation between No-build and Preferred Alternative
- Project schedule and funding
- How to provide comments

At 6:00 pm, the consultant project manager welcomed everyone in attendance and opened the Public Hearing portion of the meeting. He provided a brief description of the purpose of the hearing and played a prerecorded presentation. The presentation summarized the project and included:
Following the presentation and formal portion of the hearing, the open house resumed.

A court reporter was available for the duration of the meeting for attendees wishing to make verbal comments.

The materials presented at the hearing, including the display boards, comment form, handout, and prerecorded presentation were posted to the project website (www.whitingstreetpde.com) on February 23, 2022. These materials are provided in Appendix F.

### 8.2 Draft Documents on Display

The following draft documents were available for members of the public to review prior to, at, and following the Public Hearing:

- Air Quality Technical Memo
- Contamination Screening Evaluation Report
- Cultural Resources Assessment Survey
- Cultural Resources Assessment Survey - Pond Addendum
- Cultural Resources - Determination of Effects Case Study Report
- Cultural Resources - Concurrence Letter
- Interchange Modification Report
- Location Hydraulic Report
- Natural Resources Evaluation
- Noise Study Report
- Pond Siting Report
- Preliminary Engineering Report
- Project Environmental Impact Report
- Project Traffic Analysis Report
- Sociocultural Effect Evaluation

The draft project documents were uploaded to the project website and printed and placed on display for public review from February 1, 2022, through March 8, 2022, at the following locations:

- THEA Office Lobby
  1104 E Twiggs Street
  Tampa, FL 33602
- John F Germany Library
  900 N Ashley Drive
  Tampa, FL 33602
8.3 Public Hearing Notification

Advertisements and Announcements

The following advertisements and announcements were made to publicize the Public Hearing:

- **Tampa Bay Times:** The hearing advertisement was published in the Tampa Bay Times on February 2, 2022, and February 13, 2022. The advertisement is included in Appendix F.
- **Elected Officials Email:** An email was distributed to elected and appointed officials on January 26, 2022.
- **SunPass Account Email:** An email was distributed to approximately 63,000 SunPass users on February 2, 2022.
- **Post Card:** On January 28, 2022, and February 11, 2022, a post card was sent via direct mail to everyone on the mailing list, including homeowners and/or tenants, elected and appointed officials, agency representatives, and interested citizens, as well as SunPass account holders. The post card is included in Appendix F.
- **THEA Newsletter:** THEA included the hearing announcement in the agency’s digital newsletter on February 17, 2022.
- **Website:** The hearing was advertised on the project website beginning February 3, 2022.
- **Social Media:** The hearing announcement was shared through THEA’s social media platforms and shared by other agencies and organizations leading up to the hearing. Sample posts are provided in Appendix F.
- **Partner Organization Newsletters:** The hearing announcement was included in the newsletters for the Tampa Downtown Partnership and Channelside Neighborhood Association newsletter.
- **Property Managers Email:** THEA sent the Public Hearing announcement via email to Downtown property managers on February 7, 2022.

8.4 Public Hearing Transcript

The court reporter created a transcript of the Public Hearing. The transcript is provided in Appendix F.

8.5 Public Hearing Comments Received

Comments and questions were accepted by THEA for the Public Hearing record until 5:00 pm on March 8, 2022. Comments seeking responses were responded to by THEA via email. All comments and questions received were considered before finalizing the recommended alternative.

Five comments were received from four citizens. Four of the comments were received via email and one was received via the online form on the Whiting PD&E Study website during the 21-day review period. No verbal comments were given to the court reporter at the hearing. The comments received covered multiple topics, including:

- Vision Zero/bicycle and pedestrian safety
- Bicycle and pedestrian facilities (e.g., sidewalks, bike lanes, and sharrows)
- Speed limit on Whiting Street
- Number of lanes on Whiting Street
- Community space at Florida Avenue ramp
• Stormwater management pond locations
• Street connections (e.g., grid network and Nebraska Avenue)
• Additional public involvement request

The comments received and the responses given (as applicable) are provided in Appendix F.
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  February 2022
Appendix C: Advanced Notification Package
Appendix D: Mailing List (at time of Public Hearing)
Appendix E: Public Information Meeting Materials
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  Sign-in Sheets
  Public Hearing Transcript
  Comment Form
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Appendix A

Public Involvement Plan
Public Involvement Plan

**Project Name:** Whiting Street Ultimate – Whiting Street and Washington Street Extension and Ramps Project Development and Environment Study

**Project Limits:** Whiting Street from Jefferson Street to North Meridian Avenue and Washington Street from Nebraska Avenue to North Meridian Avenue Including Reconfiguration of Selmon Expressway on-ramps at Jefferson Street and off-ramps at Florida Avenue and Channelside Drive

**County/State:** Hillsborough County, Florida

**THEA Number:** HI-0141

Submitted by: Bill Howell, PE
Project Manager

HW Lochner, Inc.
Consulting Firm

Date: January 21, 2020

Approved by: Anna Quiñones, AICP
THEA Project Manager

Date: January 21, 2020
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1.0 Project Overview

The Tampa Hillsborough Expressway Authority (THEA) is conducting a Project Development and Environment (PD&E) Study to evaluate the needs, costs, and effects of extending Whiting Street and Washington Street and reconfiguring the eastbound on-ramp of the Selmon Expressway at Jefferson Street and eastbound off-ramp at Florida Avenue and Channelside Drive. The study will consider extending Whiting Street and Washington Street to Meridian Avenue and include improvements to and re-alignment of the existing segment of Whiting Street from Jefferson Street to North Brush Street. The extension will provide a direct connection of Whiting Street to Meridian Avenue to improve traffic flow and safety for all transportation modes, increase capacity on the adjacent street network, and offer additional connections within the street network. The study area is shown in Figure 1.

1.1 Study Objective

The Whiting Street PD&E will analyze the extension/new alignment of the Whiting Street corridor, extending to Meridian Avenue, including improvements and realignment of the existing portion of the Whiting Street corridor between Jefferson Street and Brush Street, as well as the extension of Washington Street from Nebraska Avenue to Meridian Avenue. The study also will analyze reconfiguring the eastbound on-ramp to the Selmon Expressway at Jefferson Street and the eastbound off-ramp at Florida Avenue, removing the off-ramp at Channelside Drive, and adding a new eastbound off-ramp to Whiting Street.

1.2 Project Background

The purpose of this project is to improve safety, accessibility and circulation along the Selmon Expressway and throughout to the downtown and Channel District. The extensions of Whiting and Washington Streets will provide capacity improvements, while complementing the City’s street grid network. Significant development throughout the City and Channel District, alongside anticipated traffic demand on the Selmon Expressway, has further spurred the need to improve downtown accessibility and circulation options, as well as enhance the safety and traffic flow along the Selmon Expressway.

The extension of Whiting Street is a commitment from THEA to the City of Tampa related to the Selmon Expressway Reversible Express Lanes (REL) project. Once ConAgra (Ardent Mills) vacates the property in the Channel District, CSX rail lines currently serving the flour mill will be removed to allow for the re-alignment and extension of Whiting Street.

The Whiting Street PD&E will be conducted in close coordination with the South Selmon PD&E and Selmon East PD&E to study capacity needs along the entire Selmon Expressway.
2.0 Public Involvement Plan Overview

2.1 Purpose
Involving and listening to the public will ensure the PD&E Study recommendations have stakeholder and community support. This Public Involvement Plan (PIP) is a strategic guide for the public involvement approach that will be used while conducting the PD&E to inform the public how they can be involved in the process. This PIP is in accordance with Part 1, Chapter 11 of the Florida Department of Transportation (FDOT) PD&E Manual.

The following describes the potentially affected communities, stakeholders, and audiences, the general goals and guiding principles, and the means and methods that will be used to most effectively notify, engage, and ensure the involvement of the public and stakeholders. The PIP will be modified and updated throughout the process as needed.

2.2 Study Contact Information
All public materials will include a statement about providing additional comments or requesting more information with contact telephone and email address for the THEA Project Manager and Director of Public Affairs and Communications. The consultant project manager and deputy project manager will be the internal contacts for the study. In addition, a project email will be set up for the public to provide comments and ask questions specific to the project. The following provides the contact information and roles of the key staff during the PD&E study.
3.0 Branding

The project team, in coordination with THEA, will create a brand and look to provide a consistent visual representation of the project to increase public recognition of project outreach materials and tools. This branding package will include the following materials:

- PowerPoint templates
- Web content
- Meeting agendas and summaries
- Handouts
- Sign-in sheets
- Comment forms
- Exhibit and display boards
- Document templates and covers
- Press and media releases
- Letters, memos, and transmittals
4.0 Identification of Stakeholders and Interested Parties

A variety of stakeholders are anticipated to have interest in this study, including property owners/tenants, business owners/tenants, state and local officials, special interest groups, and motorists who use this roadway. Stakeholders for this study may include, but not be limited to:

- Elected and appointed officials
- City and county government and transportation agencies (City of Tampa, Hillsborough County, Hillsborough MPO, Hillsborough County City-County Planning Commission, FDOT)
- Environmental agencies and coalitions
- Special interest groups (tourists, trucking industry, seasonal populations)
- Business owners and tenants
- Public interest groups (neighborhood and business associations)
- Transportation system users
- Chambers of commerce and business organizations
- Residents

At the beginning of the study, coordination with local leaders, elected officials, agency staff, and other stakeholders will assist in identifying individuals, businesses, organizations, community leaders, and others that have an interest in the project. Additional stakeholders and interested parties will be identified through research and review of past and ongoing efforts. All interested parties will be added to the study contact database and included in relevant study communications.

4.1 Study Area Demographics

The study area is completely within the southern portion of downtown Tampa, within the Community Redevelopment Area of the Tampa Downtown Partnership. Immediately adjacent to the east, the Channel District neighborhood borders Meridian Avenue. Southeast of the study area, the Port Tampa Bay district borders the Ybor Channel and Garrison Channel. Figure 2 shows the neighborhoods in the downtown area.

The Census tracts that include the study area have approximately 28,685 employees and 4,546 residents, of which less than one percent are zero-car households, approximately five percent are over the age of 65, and 11 percent have limited English proficiency. Water Street, currently under development south and east of the project, is located within the three downtown districts and will change the demographics of the area surrounding the study area significantly over the next 10 years. However, for the purposes of this PIP, the study team will focus on the existing demographics for outreach efforts.
4.2 Identification of Agencies and Affected Public

This project will be constructed within downtown Tampa, completely within the City of Tampa. The local, regional, state, or federal agencies having a concern in this project due to jurisdictional review or expressed interest are listed below. The agencies and tribes will be contacted by THEA through the Advance Notification process in accordance with the PD&E Manual, Part 1, Chapter 3, Preliminary Environmental Discussion and Advance Notification. As other concerned public agencies are identified throughout the study, they will also be listed and contacted.

4.2.1 Agencies and Tribes

- Regional Agencies
  - Southwest Florida Water Management District, ETAT Representative
  - Tampa Bay Regional Planning Council
  - Tampa Bay Area Regional Transit Authority
  - Environmental Protection Commission of Hillsborough County

- Local Agencies
  - City of Tampa Barrio Latino Commission
  - City of Tampa Community Partnerships and Neighborhood Engagement
  - City of Tampa Economic and Urban Development
  - City of Tampa Emergency Management
  - City of Tampa Fire Rescue
o City of Tampa Parks and Recreation
o City of Tampa Planning and Development
o City of Tampa Planning and Urban Design Division
o City of Tampa Police
o City of Tampa Public Works and Utility Services
o City of Tampa Solid Waste
o City of Tampa Transportation and Stormwater Services
o City of Tampa Utilities
o Hillsborough Area Regional Transit Authority
o Hillsborough County City-County Planning Commission
o Hillsborough County Conservation and Environmental Lands Management
o Hillsborough County Economic Development
o Hillsborough County Emergency Management
o Hillsborough County Environmental Protection Commission
o Hillsborough County Fire Rescue
o Hillsborough County Hispanic Liaison
o Hillsborough County Metropolitan Planning Organization
o Hillsborough County Neighborhood Relations
o Hillsborough County Parks and Recreation
o Hillsborough County Public Works
o Hillsborough County Sheriff
o Hillsborough County Solid Waste
o Port Tampa Bay
o Tampa International Airport
o Tampa Sports Authority

• Native American Tribal Officials
  o Miccosukee Tribe of Indians of Florida
  o Muscogee (Creek) Nation of Oklahoma
  o Poarch Band of Creek Indians
  o Seminole Nation of Oklahoma
  o Seminole Tribe of Florida

4.2.2 Elected and Appointed Officials
• Florida State Senators
  o State Senator, District 18
  o State Senator, District 19

• Florida State Representatives
  o State Representative, District 60
  o State Representative, District 61

• Hillsborough County
  o County Commissioner, District 1
  o County Commissioner, District 2
  o County Commissioner, District 3
  o County Commissioner, District 4
- County Commissioner, District 5, Countywide
- County Commissioner, District 6, Countywide
- County Commissioner, District 7, Countywide
- County Commissioner, County Administrator

- Constitutional Officers
  - Sheriff
  - Property Appraiser
  - Supervisor of Elections
  - Tax Collector
  - Public Defender

- County Management
  - Deputy County Administrator
  - Fire Chief
  - Chief Communications Officer
  - Chief Development & Infrastructure Services Administrator
  - Operations & Legislative Affairs Officer
  - Chief Financial Administrator

- City of Tampa
  - Mayor
  - Council Member, District 1, At-Large
  - Council Member, District 2, At-Large
  - Council Member, District 3, At-Large
  - Council Member, District 4,
  - Council Member, District 5
  - Council Member, District 6
  - Council Member, District 7

- City Management
  - Chief of Staff
  - Manager of Community Partnerships & Neighborhood Engagement
  - Administrator of Economic and Urban Development
  - Director of Marketing & Communications
  - Director of Planning & Development
  - Administrator of Public Works & Utility Services Administrator
  - Director of Transportation & Stormwater Services
  - Urban Development Manager (Channel District Community Redevelopment Area)
  - Hillsborough Area Regional Transit Authority (HART) CEO

- Hillsborough Metropolitan Planning Organization (MPO) Board
  - 5 Hillsborough County Commissioners
  - 3 City of Tampa Councilmembers
  - City of Temple Terrace Mayor
  - City of Plant City Mayor
  - HART Board of Director Representative
  - Tampa Aviation Authority CEO
4.2.3 Neighborhoods, Businesses, and Other Associations

- Tampa Downtown Partnership
- Greater Tampa Chamber of Commerce
- South Tampa Chamber of Commerce
- Tampa Bay Partnership
- Channel District Community Alliance
- Port Tampa Bay
- Strategic Property Partners

Those whose property lies, in whole or part, within the adjoining area (1,000 feet on either side of the corridor), as well as other local citizens who may be impacted by the construction of this project, will be notified. This portion of the mailing list will be developed using GIS data based on the Hillsborough County Property Appraiser database. Interested people outside of the notification area will be added to the mailing list at their request.

5.0 Outreach Activities and Meetings

Various outreach methods will be used to notify the stakeholders and interested parties by the project team to promote interest in the proposed project and to solicit public input into the PD&E process. In addition to distributing information, THEA staff will hold public meetings and initiate and lead discussions with affected stakeholders, partner agencies, and the community to share study progress and address issues as they arise. All outreach activities involving the public and stakeholders will be logged in a master public outreach activity database. The database will include mailings, presentations, meetings, briefings, events, workshops, and the public hearing. To the extent feasible, the database will include the location, time, presenter, number of attendees, and other pertinent information.

5.1 Mailing List

A mailing list will be developed and maintained to support public meeting invitations, newsletter distribution and direct public contact. Contact information will consist of email addresses, which will be added to (or removed from) the list as available or requested. The mailing list will be updated/maintained throughout the study through ongoing outreach, sign-in sheets (attendees to meetings can note if they would like to be added to the mailing list), the project website (by clicking on the link to be added to the mailing list), and other methods. The mailing list will include:
• Affected landowners
• Federal, State, and Local officials
• Special interest groups
• Resource agencies
• Businesses and business organizations
• Members of the public within 1,000 feet of the corridor
• Other interested individuals

Anyone expressing interest in the project will be added to the project mailing list and will be able to participate in the PD&E process through various public outreach opportunities. The mailing list will be created and housed on Zoho, a web-based comment management system already in use by THEA. The mailing list will be updated and maintained throughout the duration of the study.

5.2 Letters
Individuals on the mailing lists will be contacted by direct mail or email and provided a letter for project information and meetings. Notification letters will be prepared by THEA and sent to property owners and public officials/agencies at least 14 days before public meetings.

• **Property Owner Letters.** THEA will mail letters to those whose property lies, in whole or part, within 1,000 feet on either side of the centerline of each project alternative (Section 339.155 F.S.). This portion of the mailing list will be based on the County Property Appraiser’s records.

• **Public Officials and Agency Letters.** THEA will send letters or emails to local elected and appointed public officials and agencies. For those who do not have an available email address, notices will be sent by U.S. Mail.

• **Other Interested Parties.** THEA will send notices by mail and/or email to public and private groups, organizations, businesses and/or individuals who request to be placed on the mailing list for this project.

5.3 Newsletters
Newsletters will be distributed by email, mail, or in-person to elected and appointed officials, agencies, business owners/tenants, property owners/tenants, and identified interested individuals or groups. Newsletters will also be posted on the project website. Newsletters will be emailed and mailed at least 10 days before the meetings serving as notice of the public meetings, and will provide an overview of the project, updates on the study activities, a summary of the findings or recommendations, next steps, opportunities to be involved in the project, and contact information for the project team.
To distribute PD&E Study information, newsletters will be made available to organizations such as neighborhood/civic groups, churches, Hillsborough County, and the City of Tampa, to publish in existing newsletters and web sites. Three newsletters will be distributed during the study process:

1. Notification of the Alternatives Public Meeting
2. Notification of the Public Hearing
3. Announcement of the results of the study

5.4 Public Notices/Display Ads
Meeting notifications will be placed in local newspapers to announce each public meeting and invite people to attend. Public advertisement will consist of a legal display advertisement published in the Tampa Bay Times newspaper before the Alternatives Public Meeting (10-14 days prior to meeting) and the Public Hearing twice prior to the public hearing (15-20 days prior to the hearing and 7-10 days prior to the hearing). The ads will be placed in the following publications:
THEA will develop and maintain a project website throughout the PD&E Study to serve as a user-friendly and informative site available for the public and agency staff to retrieve, review, and comment on study information and materials. The website will provide access for individuals to submit their comments and questions. Project Information available on the website will include:

- Project background information
- Project documents and reports
- Project schedule
- Project location map
- Public involvement activities
- Meeting announcements
- Link to submit comments
- Link to sign up for the mailing list
- Contact information

5.6 Social Media
Social Media (social networking sites such as Facebook and Twitter, and media sharing sites such as YouTube) can be a major component for fostering community engagement, discussion, and study ownership by the public, as well as providing feedback and comments. Social Media activities should be integrated with other communication activities of the PIP and focus on building an engaged and active community. Social media allows for easy sharing of information, networking across various social and professional groups, adding to the reach of the project. It also allows the study team to understand how the public feels about the project and the team to determine whether there is a need to focus on new messaging or change or add public outreach methods.

THEA social media will be used to distribute content that promotes upcoming events, and make periodic announcements about the study including advertisements of the public meetings, or key milestones.

5.7 Visualizations, Renderings, and 3D Animation
Visual materials such as renderings or 3D animation can have had a dramatic impact at public presentations. 3D maps, graphics, renderings, and animation will help communicate the design elements for a broad audience.

5.8 Scheduled Public Meetings
5.8.1 Online Alternatives Public Meeting
An online/virtual Alternatives Public Meeting will be held to provide the opportunity for the public and stakeholders to review the study alternatives and provide comments. Citizens may comment on the alternatives presented and suggest additional alternatives or recommendations. The meeting will be advertised and conducted as an online informational meeting. To advertise the meeting, THEA will publicize the meeting through social media, newsletters, press or media releases, and newspaper display ads.
Because the format of the meeting is online, participants can review the materials at their convenience. Materials will include a presentation (PowerPoint or similar) that discusses the project description and background, goals and objectives, purpose and need, existing conditions, preliminary project alternatives, and methodology for evaluating the alternatives. Typical sections, aerials, renderings, charts, and graphs will be used to communicate the alternatives and the potential benefits, impacts, and challenges.

Participants will be able to provide comments through the virtual meeting or through the project website. All comments received within 10 days of the meeting will be collected as part of the alternatives meeting and will be considered prior to developing the alternatives to be carried forward into the analysis.

5.8.2 Public Hearing

In compliance with the PD&E Manual, 23 CFR 771 and Section 339.155, Florida Statutes, a public hearing will be conducted to provide members of the public the opportunity to formally comment on the recommendations of the study. The following outlines the process for holding the public hearing.

Public Hearing Site. The Public Hearing will be held at an appropriate facility convenient to the study area. The proposed locations will be visited in advance of the Public Hearing to locate and reserve a facility that accommodates the anticipated number of attendees and meets the requirements outlined in the Americans with Disabilities Act (ADA). Potential locations include:

- Tampa Hillsborough Expressway Authority Headquarters
  1104 E Twiggs Street
  Tampa, FL 33602
- John F Germany Public Library
  900 N. Ashley Drive
  Tampa, FL 33602

Public Advertisement. A legal display advertisement will be published twice in the area newspaper with the largest daily circulation, Tampa Bay Times newspaper, once between 15 and 30 days and once between seven 7 and 10 days prior to the public hearing. All advertisements to local newspapers will be sent via email or by registered mail, returned receipt requested. In addition, an announcement of the public hearing will be published in the Florida Administrative Register at least 7 days prior to the public hearing.

Letters of Invitation. Newsletters and/or notification letters will be sent to all property owners as required by Section 339.155 Florida Statues, and to local elected and appointed government officials notifying them of the upcoming public hearing. Letters will be emailed to elected officials notifying them of the Public Hearing. Letters will also be sent to all addresses on the contact list that expressed interest in receiving project updates.

Hearing Preparation. A narrated PowerPoint presentation will be prepared, as well as project corridor aerial maps, graphics, and handouts will be prepared to supplement the presentation.

Transcript. A verbatim transcript of the Public Hearing will be prepared by a court reporter. The transcript package will include oral comments received at the hearing received by the court reporter, during both the informal and formal portions of the hearing. All Public Hearing documentation (handouts, presentation, graphics, etc.) will be included in a Public Hearing Scrapbook.

Documents for Public Review. Environmental and engineering reports to support the PD&E Study evaluation will be available for public review at least 21 calendar days prior to the Public Hearing date.
Locations of Documents for Public Review. Public notice will be provided in the public hearing advertisement and by mailed invitational newsletters/letters listing where the study documents are located for public review. Documents to be provided include any documents that discuss how the alternatives analysis was conducted, the results of the analysis, and the recommendation of the study. The documents will be available for review at the following locations:

- Tampa Hillsborough Expressway Authority Headquarters
  1104 E Twiggs Street, Suite 300
  Tampa, FL 33602
- John F Germany Public Library
  900 N. Ashley Drive
  Tampa, FL 33602

Title VI and Related Statute. Information regarding the Title VI Program and the Relocation Assistance Program, which complies with Title VIII, will be provided in the letters, handouts, signage, the presentation, and through staff at the public hearing.

Americans with Disabilities Act Compliance. Notification of the THEA’s intent to comply with the ADA will be provided in the advertisements for the public hearing, in the notification letters/newsletters to property owners/tenants and local officials, in handouts, and by selection of a public hearing location that meets all ADA requirements.

Assistance for Spanish-Speaking Attendees. Spanish language assistance will be provided in the study handouts and applicable websites throughout the duration of the study.

Public Comments. Participants will be able to provide written comments and formal verbal comments at the public hearing, and written, email, or telephone comments following the public hearing. All comments received within 10 days of the hearing will be included in the public hearing record and will be considered prior to preparing the final recommendation of the study.

Public Hearing Follow-up. The following procedures will occur after the Public Hearing.

- Responses. Responses to letters and comments received as part of the hearing and questions and comments not answered at the public hearing will be made in writing if deemed necessary
- Recommendation Notice. A legal notice announcing the approval of the final document and recommendations will be published in the Tampa Bay Times newspaper. In addition, news items detailing the Department’s recommendations will be provided to local media. A newsletter announcing the approval of the final document and recommendations will be prepared and distributed to those on the mailing list.

Public Hearing Transcript Package. A transcript package will be produced and submitted following the public hearing. The transcript package will include a verbatim hearing transcript prepared by an approved court reporter, an errata sheet detailing any transcript discrepancies, a copy of all correspondence received by THEA as part of the public hearing record, and affidavits of publication for newspaper ads advertising the hearing.

5.9 Unscheduled Public Meetings
In addition to scheduled public meetings, additional meetings with the public, elected officials, special interest groups, homeowners’ associations, or public agencies may be needed to communicate the project alternatives and ultimately the project recommendations to ensure they represent the needs of the community and are supported by stakeholders and the public.
5.10 Environmental Justice

Environmental justice is the fair treatment and involvement of all people regardless of race, ethnicity, national origin, or income with respect to the development, implementations and enforcement of environmental laws, regulations and policies. No group of people should bear a disproportionate share of the negative environmental consequences from industrial, governmental, and commercial operation or policies under fair treatment.

The purpose of environmental justice is to allow everyone the same degree of protection from environmental and health hazards, while also providing equal access to the decision-making process to have a healthy environment in which to live, learn, and work. Environmental justice ensures that:

- All people have an opportunity to participate in decisions about activities that may affect their environment and/or health;
- The public’s contribution can influence the regulatory agency’s decision;
- Concerns of the local stakeholders will be considered in the decision-making process; and
- The decision makers seek out and facilitate the involvement of those who are potentially affected.

5.11 Public Outreach Activity Schedule

The project schedule is illustrated below.

**Figure 3: Project Schedule**

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<thead>
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<th>Activity</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
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<td>Q3</td>
<td>Q4</td>
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<td>Project Kickoff</td>
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<td>Public Involvement Plan</td>
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<td>Public Involvement Data Collection</td>
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<td>Newsletter #1</td>
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<td>Alternatives Public Meeting</td>
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<td>Newsletter #3</td>
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<tr>
<td>Project Approval</td>
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</tbody>
</table>

6.0 Comment Management

The public and stakeholders will be able to provide comments several ways, such as online through the website or other digital format (as applicable), by mail, by email, by telephone, or in-person at events face-to-face or by comment form. Comments received throughout the study will be housed on Zoho, a web-based comment management system currently being used by THEA on other projects. This powerful tool provides a searchable electronic record of public participation, manages public and agency participation, houses a contact database mailing list, and contains meeting attendance records. The tool also has a robust reporting function to allow for analysis of outreach activities and can be used to house and generate distribution lists.
6.1 Responding to Comments
Each comment received will be reviewed by the project team and logged in the master Zoho comment database and categorized or coded. Information logged will include (as available or applicable) the date received; format of comment (email, survey, etc.); name of the person making the comment; agency or organization the person represents; contact information, such as physical address, email, phone number; comment; category or code; and other information as applicable. Comments requiring a response will be assigned to the appropriate staff to develop the response. The response will be logged into the Zoho database as well, including the responder’s name, date of the response, response, and other information as applicable. Responses should be sent within 7 days of receipt of the comment, unless the response will take additional time to provide.

7.0 Evaluation of the Public Involvement Plan
To measure the effectiveness of the public engagement efforts, an evaluation process will be defined and used throughout the PD&E study. This will allow the study team to identify opportunities to make changes to the strategies in place or add additional strategies to reach additional members of the community as needed.

7.1 Public Involvement Summary Report (PISR)
A Public Involvement Summary Report (PISR) will be created and submitted at the conclusion of the study. The PISR will contain, at a minimum, all documentation regarding public participation performed throughout the study. This report will include:

- All comments received from the public and the responses provided
- All comments received as part of the Advance Notification process
- List of coordination meetings with local officials and agencies
- Record of public meetings, including all materials provided and sign-in sheets
- Record of the public hearing, including sign in sheets, handouts, display materials, presentation script and slides, and verbatim transcript of formal portion of the public hearing
- Proof of publication of legal ads

The PISR will be submitted with the final engineering documents.
Appendix B

Website Screenshots

May 21, 2021
February 23, 2022
What is this study?

The Tampa Hillsborough Expressway Authority (THEA) is conducting a Project Development and Environment (PD&E) Study to look at ways to connect Whiting Street to Meridian Avenue to improve the grid network in downtown Tampa. We are also looking at ways to improve operations and safety for Whiting Street between Jefferson Street and Brush Street, the Jefferson Street entrance ramp, and the downtown Tampa eastbound exit ramps. We’re looking at potential improvements that will enhance safety and community connections in downtown Tampa.

This website presents the alternatives we’ve developed, the process we have taken to get where we are, and the advantages and disadvantages of each alternative.

Click the circles on the map below to learn more about the locations where improvements are being planned.

- Improvement Location A: Whiting Street from Meridian Avenue to Brush Street
- Improvement Location B: Whiting Street from Brush Street to Jefferson Street and the intersection at the end of the new Whiting Street exit ramp
- Improvement Location C: Jefferson Street entrance ramp and the new Whiting Street exit ramp
- Improvement Location D: Removal of exit ramp 6B and Reconstruction of exit ramp 6A

Why are we studying this project?

When THEA reconstructed Meridian Avenue, we made a commitment to the community that once the Carr Agra flour mill was no longer located in downtown Tampa, we would remove the railroad tracks and help to re-wire the grid road network, connecting the center portion of downtown Tampa to the east, now that the flour mill is moving, we are following through on that commitment. We are excited about how downtown is changing and growing, and we want to be part of the solution that makes getting around safer and easier.

- Improve the Grid Road Network
  The railroad tracks that run parallel to Meridian Avenue currently cut off Whiting Street from connecting to the east. Once the railroad tracks are removed, connecting these connections to Meridian Avenue will create a better walkable environment.
- Accommodate Increased Traffic
  New development is underway and bringing exciting changes to the southern portion of downtown Tampa. These changes will bring more people to the area, which means more cars, pedestrians, bicyclists, and trucks. In addition, the
What are the conditions out there today that helped guide the study?

Click on the images below to see the conditions, considerations, and constraints that went into developing the two preliminary build alternatives.

What is our process?

For a project to be constructed, there is a process it must follow. Right now we are in the PE&E Study phase. A PE&E Study is an environmental and engineering process developed by the Florida Department of Transportation to look at the social, economic, natural, and physical environmental impacts of different alternatives in an effort to address a transportation challenge or need. The PE&E process is conducted openly to ensure there are no disproportionate impacts to the community.

The PE&E Study process includes four steps —
1. Develop Alternatives
2. Evaluate Alternatives
3. Gather Public Comments
4. Select Preferred Alternative

Read through each of the four steps below to see our process, a summary of the alternatives that are being considered, and how the Preferred Alternative will be identified. Please note, a No Build alternative is being considered throughout this study process.

1. Develop Alternatives

Two preliminary alternatives have been developed based on the conditions out there today and to address the purpose and need of the project, including the anticipated conditions in the future (discussed above).

More details about the alternatives are provided in the section "What alternatives are being considered?"

2. Evaluate Alternatives

Now that two alternatives have been developed, the team is evaluating each to determine how well they address the purpose and need of the project.

3. Gather Public Comments

Working with the community to ensure the best possible outcome of this study is of utmost importance to TIAA. This public information meeting allows members of the community to review the alternatives and their potential impacts, and ultimately provide comments and ask questions about the project. All comments received will be considered. Comments may be submitted until June 10 using the options highlighted in the "Submit a Comment" tab.
What alternatives are being considered?

We will continue to consider the No Build Alternative, which is just that: what will happen if we do not make any improvements. The following describes the two build alternatives under consideration. The information is organized by the locations above. The differences between the alternatives are noted below. Each location and alternative includes a plan view map with the changes highlighted as well.

Location A: Whiting Street from Meridian Avenue to Brush Street

At this location, we will fulfill our commitment to the community to restore the grid network. Both alternatives call for constructing a new portion of Whiting Street between Meridian Avenue and Brush Street, which currently ends, to complete the connection. The differences between the two alternatives are shown below.

Alternative 1
Alternative 1 would construct a new portion of Whiting Street between Meridian Avenue and Brush Street with a curved roadway connecting to the existing intersection of Whiting Street and Meridian Avenue. This alternative creates a four-way intersection at Meridian Avenue but limits the ability to expand the grid network in the future.

Alternative 2
Alternative 2 would construct a new portion of Whiting Street between Meridian Avenue and Brush Street, connecting more directly to Meridian Avenue, north of the existing intersection of Whiting Street and Meridian Avenue. This would improve the grid network for this area and allow for the grid to be expanded in the future. In addition, because most of the traffic using the new portion of Whiting Street will be turning right or left, and not continuing on Whiting to the west of Meridian Avenue, this configuration allows for better operation and enhanced efficiency.

Alternative 2 also offers an additional crosswalk opportunity, which would improve pedestrian convenience and safety. The new signal at Meridian Avenue would be coordinated to operate with the existing signal on the south to ensure efficient flow of traffic.

Location B: Whiting Street from Brush Street to Jefferson Street and the intersection at the End of the New Whiting Street Exit Ramp

Once Whiting Street connects between Meridian Avenue and Brush Street, it will become an important east-west connection. Both alternatives call for widening Whiting Street between Brush Street and Jefferson Street. Both alternatives also call for a new traffic signal at the intersection at the end of the new Whiting Street exit ramp. The differences are shown below.

Alternative 1
Alternative 1 would widen Whiting Street from 2 lanes to 4 lanes. This alternative includes bike lanes and 6-foot sidewalks on both sides of the road.

The intersection at Whiting Street and the new 6B exit ramp would be constructed with two lanes coming off the ramp. One lane would turn left (west) onto Whiting Street, the other would turn right (east) onto Whiting Street.

Alternative 2
Alternative 2 would also widen the road from 2 lanes to 4 lanes, but with 10-foot wide sidewalks instead of bike lanes. This would encourage bicyclists to use the two-way cycle track. The City of Tampa has planned Cumberland Avenue. This also provides for a pedestrian connection between the Sullivant Greenway and the Meridian Greenway, safely across the south side of Whiting Street.

The intersection at Whiting Street and the new 6B exit ramp would be constructed with three lanes coming off the ramp. One lane would turn left (west) onto Whiting Street, two lanes would turn right (east) onto Whiting Street.

Location C: Jefferson Street Entrance Ramp and the New Whiting Street Exit Ramp

At this location, there is only one Build Alternative. Here, the exit ramp for Exit 6B would be moved to the northeast to connect into Whiting Street. Moving the ramp for Exit 6B would require two modifications to what is out there today. The beginning of the entrance ramp from Jefferson Street to the southwest would be expanded to move to the north to make room for moving Exit 6B. And a connection between Nebraska Avenue and Priole Street would be constructed.

Build Alternative
Location C: Removal of Exit Ramp 6B and Reconstruction of Exit Ramp 6A

At the location, there is only one Build Alternative. Right now, both eastbound downtown exits, Exit 6A and 6B, leave the Expressway at the same point. With traffic expected to increase considerably in the coming years, some exiting vehicles would back up onto the travel lanes on the Expressway if we don’t create more space on the ramp for vehicles. Separating the exit ramps and moving Exit 6B to the northeast will give us more room to lengthen both ramps.

Here, once the exit ramp for Exit 6B moves to the northeast, the existing pavement for the diagonal ramp would be removed.

In addition, the loop ramp would be lengthened and realigned by widening the curve. This would make more room for vehicles that need to queue at the end of the ramp and allow vehicles a longer distance to slow down before reaching Florida Avenue. The ramp would be widened to two lanes through the curve and three lanes at the intersection.

The loop ramp would be built on an elevated structure from the Selmon Expressway to west of the corner of Channelside Drive and Morgan Street. This would create a larger open area under the loop ramp for pedestrians to pass from the parking and open areas in the interior of the loop ramp to points of interest on Channelside Drive and Morgan Street, such as Amalie Arena.

A traffic signal would be installed at the end of the ramp to make it safer for pedestrians, and for the vehicles using the exit ramp to merge onto northbound Florida Avenue. This would also make it easier for drivers that need to turn right onto 15th Street through the intersection.

A crosswalk will be included at the new traffic signal and the sidewalk on the west side of Florida Avenue will remain.

How do the alternatives compare?

The two build alternatives are being compared to the No Build Alternative and to each other. The study team developed a set of evaluation criteria to compare the potential benefits and impacts of the two preliminary alternatives and the No Build alternative which is what would happen if no improvements are made. The criteria look at the environmental and engineering factors, as well as the benefits and impacts each alternative would have on the community. We continue to make sure only study options that would not cause disproportionate impacts to the community, and we are confident neither alternative 1 or 2 would.

<table>
<thead>
<tr>
<th>Alternative</th>
<th>No Build</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>How much does the alternative enhance operations?</td>
<td>Because traffic is expected to increase, this alternative would have no benefit to the roadway level of service</td>
<td>New connection to Meridian Avenue would operate at a level of service C in the morning and D in the afternoon peak times</td>
<td>New connection to Meridian Avenue would operate at a level of service C in the morning and B in the afternoon peak times. This alternative also improves delay by more than 50 seconds per vehicle better than Alternative 1</td>
</tr>
</tbody>
</table>

The table above shows how the alternatives would enhance operations.

Because the No Build Alternative would not include any improvements to the roadway network, operations would decline in the future.

The Alternative 1 Whiting Street connection at Meridian Avenue (with the current roadway connecting into the existing intersection) would operate at a level of service C in the morning and D in the afternoon peak times.

The Alternative 1 two-lane exit ramp to Whiting Street would improve delay by more than 3 minutes per vehicle and reduce queuing by more than 80 percent, bringing it from the current level of service F to level of service B in the morning and A in the afternoon peak times.

The Alternative 2 Whiting Street connection at Meridian Avenue (straight connection, with new intersection) would operate at a level of service C in the morning and B in the afternoon peak times. This alternative would also improve delay by more than 50 seconds per vehicle better than Alternative 1.

The Alternative 2 three-lane exit ramp to Whiting Street would also improve delay by more than 3 minutes per vehicle and reduce queuing by more than 80 percent, bringing it from the existing level of service F to level of service B in the morning and A in the afternoon peak times.

Because there is only one build option at locations C and D, the following describes the benefits of these improvements.

The proposed improvements for the Florida Avenue loop ramp would improve delay by 20 seconds per vehicle, bringing it from the existing level of service C to level of service A.

<table>
<thead>
<tr>
<th>Alternative</th>
<th>No Build</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>How much does the alternative enhance pedestrian safety?</td>
<td>Because there would be no improvements made for pedestrian, this alternative would have no benefits to pedestrian safety</td>
<td>This alternative includes several pedestrian enhancements (6’ sidewalks and bike lanes, better east-west pedestrian connections)</td>
<td>This alternative includes several pedestrian enhancements (10’ sidewalks, better east-west pedestrian connections, additional crosswalks)</td>
</tr>
</tbody>
</table>
The table above shows how the alternatives would enhance pedestrian safety.

Because the No Build Alternative would not include any improvements to the roadway network, pedestrian safety would not improve.

Alternative 1 would enhance pedestrian safety by improving sidewalks and adding bike lanes along Whiting Street and by connecting Whiting Street to Meridian Avenue, giving pedestrians another path to travel east and west.

Alternative 2 would also enhance pedestrian safety improving sidewalks along Whiting street and by connecting Whiting Street to Meridian Avenue, giving pedestrians another path to travel east and west. However, the sidewalks along Whiting Street would be wider in Alternative 2, and the new intersection at Meridian Avenue would give pedestrians an additional crosswalk.

Because there is only one build option at locations C and D, the following describes the benefits of these improvements.

The proposed improvements would enhance pedestrian safety by building the Florida Avenue ramp on elevated structure and adding a crosswalk at the end of the exit ramp.

<table>
<thead>
<tr>
<th>Alternative</th>
<th>No Build</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>How much right of way would be acquired? What is impacted?</td>
<td>0 acres</td>
<td>0.24 acres</td>
<td>0.24 acres</td>
</tr>
<tr>
<td></td>
<td>0 parcels</td>
<td>4 parcels</td>
<td>4 parcels</td>
</tr>
<tr>
<td></td>
<td>0 businesses</td>
<td>2 businesses</td>
<td>2 businesses</td>
</tr>
<tr>
<td></td>
<td>0 residential</td>
<td>0 residential</td>
<td>0 residential</td>
</tr>
</tbody>
</table>

The table above shows the right of way impacts anticipated by the alternatives.

Because the No Build Alternative would not include any improvements, no right of way would be needed. Both alternatives are expected to require 4 parcels, 2 of which are businesses.

<table>
<thead>
<tr>
<th>Alternative</th>
<th>No Build</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>How much is each alternative estimated to cost? (includes design, acquiring right of way, and construction)</td>
<td>$0</td>
<td>$42.6 Million</td>
<td>$48.7 million</td>
</tr>
</tbody>
</table>

The table above summarizes the estimated costs of the alternatives.

Because no improvements would be made for the No Build, there is no cost associated. The cost include engineering and design, acquisitions of right of way (land), and construction. These are planning level cost estimates and are subject to change as the project proceeds.

View the full evaluation matrix →

What is the schedule?

The study will be complete in early 2022. The schedule shows the efforts involved and the timeline of when they are expected to be complete.

Public meeting materials

May 20, 2021
Meeting Recording

View questions and answers from the meeting →

Submit a Comment

You may send a comment using the form below, by emailing us, or by mailing a comment. While you can send comments anytime, the comments received after the comment periodCLOSED date and time of May 20, 2021 will not be considered.
First Name:  
Email Address*:  
Telephone:  
Street Address:  
City:  
State:  
Affiliation:  
< Please select >  
Zip Code*:  
Comment:*  

Submit

Email comments
Send email to: webmaster@tbxauthority.com

Mail comments
Communications Department
Tampa Hillsborough Expressway Authority
1904 East Twigg Street
Suite 300
Tampa, FL 33602

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What is this study?

The Tampa Hillsborough Expressway Authority (THEA) is conducting a Project Development and Environment (PD&E) Study to look at ways to connect Whiting Street to Meridian Avenue to improve the grid network in eastern downtown Tampa. We are also looking at ways to improve operations and safety for Whiting Street between Jefferson Street and Brush Street, the Jefferson Street entrance ramp, and the downtown Tampa eastbound exit ramps. We're looking at potential improvements that will enhance safety and community connections in downtown Tampa.

This website presents the alternatives we've developed, the process we have taken to get where we are, and the advantages and disadvantages of each alternative.

Click the circles on the map below to learn more about the locations where improvements are being planned.

- Improvement Location A: Whiting Street from Meridian Avenue to Brush Street
- Improvement Location B: Whiting Street from Brush Street to Jefferson Street and the intersection at the end of the new Whiting Street Exit Ramp
- Improvement Location C: Jefferson Street Entrance Ramp and the new Whiting Street Exit Ramp
- Improvement Location D: Removal of Exit Ramp 6B and Reconstruction of Exit Ramp 6A

Why are we studying this project?

When THEA reconstructed Meridian Avenue, we made a commitment to the community that once the Can Agra flour mill was no longer located in downtown Tampa, we would remove the railroad tracks and help to restore the grid network, connecting the central portion of downtown Tampa to the east. Now that the flour mill is moving, we are following through on that commitment. We are excited about how downtown is changing and growing, and we want to be part of the solution that makes getting around safer and easier.
What is our process?

For a project to be constructed, there is a process it must follow. Right now we are in the PD&E Study phase. A PD&E Study is an environmental and engineering process developed by the Florida Department of Transportation to look at the social, economic, natural and physical environmental impacts of different alternatives in an effort to address a transportation challenge or need. The PD&E process is conducted openly to ensure there are no disproportionate impacts to the community.

The PD&E Study process includes four steps –

1. Develop Alternatives
2. Evaluate Alternatives
3. Gather Public Comments
4. Select Preferred Alternative

Read through each of the four steps below to see our process, a summary of the alternatives that are being considered, and how the Preferred Alternative will be identified. Please note, a No Build alternative is being considered throughout this study process.

1. Develop Alternatives

Two preliminary alternatives have been developed based on the conditions we face today and to address the purpose and need of the project, including the anticipated conditions in the future (discussed above).

2. Evaluate Alternatives

After the two preliminary build alternatives were developed, the team evaluated each to determine how well they address the purpose and need of the project.

3. Gather Public Comments

Working with the community to ensure the best possible outcome of this study is of utmost importance to THCA. The public information...
What is the preferred alternative?

The following describes the preferred build alternative. The information is organized by the four locations above (A-D). Each location includes a plan view map with the improvements highlighted.

**View the project concept**

**Location A: Whiting Street from Meridian Avenue to Brush Street**

At this location, we will fulfill our commitment to the community to restore the grid network. Right now, Whiting Street is cut off by the railroad tracks that run north-south next to Meridian Avenue. The preferred alternative would construct a new portion of Whiting Street to connect Brush Street to Meridian Avenue north of the existing intersection of Whiting Street and Meridian Avenue.

This would improve the grid network for this area and allow for the grid to be expanded in the future. This also provides an additional crosswalk opportunity, which would improve pedestrian convenience and safety. The new signal at Meridian Avenue would be coordinated to operate with the existing signal to the south to ensure efficient flow of the traffic.

A new traffic signal would be installed at the intersection of Brush Street and Whiting Street and wide sidewalks would be constructed along Whiting Street to provide a pedestrian connection between the Selmon Expressway and the Meridian Avenue Greenway.

Click on the image below to see all of the improvements in this location as part of the preferred alternative.

Click on the image below to see an artist rendering of the new portion of Whiting Street, on the left side of the image, and how it would connect to Meridian Avenue at the top of the image.

**Location B: Whiting Street from Jefferson Street to Brush Street including an Intersection at the End of the New Whiting Street Exit Ramp**

The preferred alternative would bring the existing portion of Whiting Street from 2 lanes to 4 lanes. Left turns from Jackson Street would be reduced to improve safety and traffic flow.

The existing ramp for Exit 6B would be moved to the north to connect to Whiting Street instead of Channelside Drive (see Location D). This would create a new intersection where the new 6B exit ramp would connect to Whiting Street.

The new ramp would have three lanes where it meets Whiting Street. One lane would turn left west onto Whiting Street and two lanes would turn right east to onto Whiting Street. An enhanced crosswalk with a refuge point between the turn lanes would give pedestrians a place to safely stop if they need to cross in two stages.

Click on the image below to see all of the improvements in this location as part of the preferred alternative. Please note, improvements for Locations B and C are shown together.

Click on the image below to see an artist rendering of the intersection at the end of the new ramp to Whiting Street.

**Location C: Jefferson Street Entrance Ramp and the New Whiting Street Exit Ramp**

As part of the preferred alternative, the existing ramp for Exit 6B would be moved to the north to connect to Whiting Street instead of Channelside Drive (see Location D). Moving the ramp for Exit 6B would require two modifications to what is out there today. The beginning of the entrance ramp from Jefferson Street to the eastbound Selmon Expressway would move to the north to make room for moving Exit 6B. A new connection between Nebraska Avenue and Finley Street would be constructed.

Click on the image below to see all of the improvements in this location as part of the preferred alternative.
**Location D: Removal of Exit Ramp 6B and Reconstruction of Exit Ramp 6A**

Right now, both eastbound downtown exits, Exit 6A and 6B, leave the Expressway at the same point. With traffic expected to increase considerably in the coming years, some exiting vehicles would back up into the travel lanes on the Expressway. If we don’t create more space on the ramp for vehicles, separating the exit ramps and moving Exit 6B to the northeast will give us more room to lengthen both ramps.

Here, once the exit ramp for Exit 6B moves to the northeast, the existing pavement for the diagonal ramp would be removed.

In addition, the loop ramp would be lengthened and realigned by widening the curve. This would make more room for vehicles that need to queue at the end of the ramp and allow vehicles a longer distance to slow down before reaching Florida Avenue. The ramp would be widened to two lanes through the curve and three lanes at the intersection.

A sidewalk would be constructed between the ramp and the sidewalk to separate pedestrians and bicyclists from traffic utilizing the Salmon Expressway.

A traffic sign and a crosswalk would be installed at the end of the ramp to make it safer for pedestrians, and for the vehicles using the exit ramp to merge onto northbound Florida Avenue. This would also make it easier for drivers who need to turn right onto Sorenson Street, so they don’t have to weave with vehicles coming off the exit ramp.

At the corner of Channelside Drive and Florida Avenue, the curb would be extended to reduce the distance it takes for pedestrians to cross Channelside Drive.

The loop ramp would be built on an elevated structure from the Salmon Expressway to west of the corner of Channelside Drive and Morgan Street. This would create a larger open area under the loop ramp for pedestrians to pass from the parking and open areas in the interior of the loop ramp to points of interest on Channelside Drive and Morgan Street, such as Amalie Arena. Optimizing this ramp will also provide an opportunity for a vibrant community space within the open area the ramp encompasses.

In addition, pedestrian-focused improvements at the intersection of Channelside and Morgan would include improved sidewalks, high visibility crosswalks, and enhanced crosswalk signals.

Click on the image below to see all of the improvements in this location as part of the preferred alternative.

Click on the image below to see an artist rendering of the new loop ramp from the intersection of Channelside Drive and Florida Avenue.

Click on the image below to see an artist rendering of the new elevated loop ramp from the intersection of Channelside Drive and Morgan Street.

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**What were the preliminary build alternatives?**

The following describes the differences between the two build alternatives initially considered and presented to the public at the May 20, 2021, virtual informational meeting. Locations C and D were the same for both alternatives, and are described above. The differences between the alternatives at Locations A and B are noted below.

**Location A: Whiting Street from Meridian Avenue to Brush Street**

Both alternatives would construct a new portion of Whiting Street to connect Brush Street to Meridian Avenue.

**Alternative 1**

Alternative 1 would construct the new portion of Whiting Street with a curved roadway connecting to the existing intersection of Whiting Street and Meridian Avenue. This alternative would create a four-way intersection at Meridian Avenue.

**Alternative 2**

Alternative 2 would construct the new portion of Whiting Street more directly to Meridian Avenue, north of the existing intersection of Whiting Street and Meridian Avenue. This would create an additional intersection at Meridian Avenue.

**Location B: Whiting Street from Brush Street to Jefferson Street and the Intersection at the End of the New Whiting Street Exit Ramp**

Both alternatives would bring Whiting Street from 2 to 4 lanes between Jefferson Street and Brush Street. Both alternatives would also include a new traffic signal at the intersection where the new Whiting Street exit ramp (see Location C) would...
Alternative 1
Alternative 1 would bring Whiting Street from 2 lanes to 4 lanes with bike lanes and 6-foot sidewalks on both sides of the road. The intersection at Whiting Street and the new Exit Ramp 68 would be constructed with three lanes coming off the ramp. One lane would turn left (west) onto Whiting Street, the other would turn right (east) onto Whiting Street.

Alternative 2
Alternative 2 would bring Whiting Street from 2 lanes to 4 lanes, with 10-foot-wide sidewalks instead of bike lanes. The intersection at Whiting Street and the new Exit Ramp 68 would be constructed with three lanes coming off the ramp. One lane would turn left (west) onto Whiting Street and two lanes would turn right (east) onto Whiting Street.

How did we evaluate the alternatives?

The preferred build alternative was compared to the No Build Alternative (what would happen if no improvements are made) to understand the potential benefits and impacts of the alternatives. The alternatives were compared based on criteria that took into account environmental and engineering factors and costs, as well as the benefits and impacts each alternative would have on the community. We continue to make sure to only identify options that would not cause disproportionate impacts to the community, and we are confident the preferred alternative would not.

The following describes the key considerations when evaluating the alternatives.

How much does the preferred alternative enhance operations?

<table>
<thead>
<tr>
<th>Criteria</th>
<th>No Build</th>
<th>Preferred Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>How much does the alternative enhance operations?</td>
<td>New connection to Meridian Avenue would operate at level of service C in the morning and D in the afternoon peak times.</td>
<td></td>
</tr>
<tr>
<td>Because traffic is expected to increase, this alternative would have no benefit to the roadway level of service.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Because the No Build Alternative would not include any improvements to the roadway network, operations would decline in the future.

For the Preferred Alternative, the Whiting Street connection to Meridian Avenue would operate at a level of service C in the morning and D in the afternoon peak times. The proposed improvements for the Florida Avenue Loop ramp would improve delay by 20 seconds per vehicle over what is out there today, bringing it from the existing level of service C to level of service A.

How much does the preferred alternative enhance pedestrian safety?

<table>
<thead>
<tr>
<th>Criteria</th>
<th>No Build</th>
<th>Preferred Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>How much does the alternative enhance pedestrian safety?</td>
<td>The alternative includes several pedestrian enhancements (underground sidewalks, additional crosswalks).</td>
<td></td>
</tr>
<tr>
<td>Because there would be no improvements made for pedestrians, this alternative would have no benefit to pedestrian safety.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Because the No Build Alternative would not include any improvements to the roadway network, pedestrian safety would not improve.

The Preferred Alternative would enhance pedestrian safety by improving sidewalks along Whiting Street and by connecting Whiting Street to Meridian Avenue, giving pedestrians another path to travel east and west. In addition, the new intersection at Meridian Avenue would give pedestrians an additional crosswalk. The preferred alternative would also enhance pedestrian safety by building the Florida Avenue Loop ramp on an elevated structure, adding a crosswalk at the end of the exit ramp, and improving pedestrian amenities at the corner of Channelside Drive and Morgan Street.

How many historic sites may be impacted?

<table>
<thead>
<tr>
<th>Criteria</th>
<th>No Build</th>
<th>Preferred Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>How many historic sites may be impacted?</td>
<td>This alternative may impact 2 historic sites, the Arden Mills property which is moving within the year and the railroad tracks.</td>
<td></td>
</tr>
<tr>
<td>Because there would be no improvements, this alternative would not include impacts to any historic sites.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Because the No Build Alternative would not include any improvements, no historic sites would be impacted.

The Preferred Alternative may impact two historic sites, the Arden Mills property and the railroad tracks. Arden Mills plans to build a new facility on Port Tampa Bay property. To mitigate these impacts, TFRPA will be installing decorative and informative plaques in the area where the sites are located to commemorate their history. In addition, a recorded history of the Arden Mills site will be captured through photos and video testimonials from existing and past employees of the mill.

How much right of way would be acquired? What are the anticipated impacts?

<table>
<thead>
<tr>
<th>Criteria</th>
<th>No Build</th>
<th>Preferred Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>How much right of way would be acquired? What is impacted?</td>
<td>0 acres</td>
<td>0.02 acres</td>
</tr>
<tr>
<td>Because the No Build Alternative would not include any improvements, no right of way would be needed.</td>
<td>0 parcels</td>
<td>4 parcels</td>
</tr>
</tbody>
</table>
The preferred alternative is expected to require 4 parcels. The parcels are located along the southern edge of Whiting Street.

What is the estimated cost? (includes design, acquiring right of way, and construction)

<table>
<thead>
<tr>
<th>Criteria</th>
<th>No Build</th>
<th>Preferred Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hourly rental rate &amp; estimated cost to build? (includes design, acquiring right of way, and construction)</td>
<td>$0</td>
<td>$53.3 million</td>
</tr>
</tbody>
</table>

Because no improvements would be made for the No Build Alternative, there is no cost associated.

The costs for the preferred alternative include engineering and design, acquisition of right of way (land), and construction. These are preliminary level cost estimates and are subject to change as the project proceeds.

View the full evaluation matrix.

What is the schedule?

The study will be complete in Q2 2022. The schedule shows the efforts involved and the timeline of when they are expected to be complete.

Resources and Reports

- All Public Technical Memo (DRAFT)
- Contaminant Screening Evaluation Report (DRAFT)
- Cultural Resources Assessment Survey (DRAFT)
- Cultural Resources Assessment Survey - Pond Addendum (DRAFT)
- Cultural Resources - Paleontology of Florida Case Study Report (DRAFT)
- Cultural Resources - Concurrency Letter
- Interchange Modification Report (DRAFT)
- Location Hydraulic Report (DRAFT)
- Natural Resources Evaluation (DRAFT)
- Noise Study Report (DRAFT)
- Pond Stabilization Report (DRAFT)
- Preliminary Engineering Report (DRAFT)
- Project Environmental Impact Report (DRAFT)
- Project Traffic Analysis Report (DRAFT)
- Report Addenda A, C, Appendix D, K
- Scenic/Visual Impact Evaluation (DRAFT)

Public Information Materials

Public Hearing (February 22, 2022)

Thank you for attending the February 22, 2022 public hearing. The materials and videos presented at the meeting are provided below.

Click here to view the handout given at the hearing

Click here to view the Display Boards shown at the hearing

View the project concept shown at the February 22, 2022 Public Hearing

View the presentation shown at the February 22, 2022 Public Hearing
Submit a Comment

You may send a comment using the form below, by emailing us, or by mailing a comment. While you can send comments anytime, the official comment period for the Public Hearing closes at 5:00 PM on March 8, 2022.

First Name: 
Last Name: 
Email Address: 
Telephone: 
Street Address: 
City: 
State: FL 
Zip Code: 
Affiliation: 
Comment: 

I'm not a robot

Submit

Email comments
Send email to: comment@tampaexpressway.com

Mail comments
Communications Department
Tampa Hillsborough Expressway Authority
1801 East Tamiami Trail
Suite 300
Tampa, FL 33602

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Appendix C

Advanced Notification Package
Project Description

Whiting Street and Washington Street are parallel two-lane roads between Ashley Drive and Channelside Drive in Downtown Tampa. Neither road is continuous. Whiting Street has an approximately 0.1 mile gap between North Brush Street and North Meridian Avenue. Washington Street has two approximately 0.1 mile gaps between North Tampa Street and North Franklin Street and between North Nebraska Avenue and North Meridian Avenue. The project proposes extending both Whiting Street and Washington Street to North Meridian Avenue, as well as improvements and re-alignment of the existing segment of Whiting Street from Jefferson Street to North Brush Street.

The study will also evaluate reconfiguring the on-ramps to the Selmon Expressway at Jefferson Street and the off-ramps at Florida Avenue and Channelside Drive. It is anticipated that the Florida Avenue off-ramp will be widened to two lanes, the Channelside Drive off-ramp will be removed, and the new Whiting Street off-ramp will extend from the Selmon Expressway near Morgan Street to Nebraska Avenue and intersect with the new Whiting Street alignment. These modifications will provide a direct connection from the Selmon Expressway to improve safety, traffic circulation and access to Whiting Street and North Meridian Avenue.

Purpose and Need

The purpose of this project is to provide a direct connection of the Whiting Street and Washington Street corridors to North Meridian Avenue to improve traffic flow and safety for all transportation modes, increase capacity on the adjacent street network, and offer additional connections within the street network. The project will also reconfigure the on-ramps to the Selmon Expressway at Jefferson Street and the off-ramps at Florida Avenue and Channelside Drive to provide a direct connection from the Selmon Expressway to improve safety, traffic circulation and access to Whiting Street and North Meridian Avenue.
The need for the project is based on the following criteria:

**SYSTEM LINKAGE**
Based upon the Tampa Bay Regional Planning Model (TBRPM) Version 8.2, the existing roadway network will be over capacity by the 2045 design year. Additional network connectivity such as the Whiting Street and Washington Street extensions and ramp reconfigurations, are necessary to provide additional route choice and access to alleviate the congestion.

**SAFETY**
Safety and operational concerns with the Florida Avenue and Channelside Drive off-ramps include substandard radius and a free-flow merge movement onto Florida Avenue with a sidewalk/crosswalk conflict. The ramp termini onto Channelside Drive terminates into a 5-leg intersection at Channelside Drive and Morgan Street, which is a major pedestrian access point to the Amalie Arena. Six (6) years of data (2013-1018) were reviewed, and 14 crashes have occurred at this ramp. As the Water Street Project builds out to the east of the ramp system, the adverse impact of geometric issues and pedestrian conflicts are expected to be exacerbated. Also, the planned widening of the Selmon Expressway south of the downtown ramps will alleviate congestion issues and result in higher speed, higher volume interactions at this ramp. As such, improving the ramp geometry, eliminating pedestrian conflicts, and redirecting Downtown east traffic beyond the Water Street District is critical to proactively address safety concerns as both the Selmon Expressway and Downtown Tampa continue to develop.

**TRANSPORTATION DEMAND**
Based upon the Tampa Bay Regional Planning Model (TBRPM) Version 8.2, Jefferson Street (39,000 AADT) and Kennedy Boulevard (AADT 34,000) are expected to reach their operational capacity by 2040. As the Water Street Project develops, the vehicle demand is expected to increase. The proposed connections of both Whiting Street and Washington Street could carry up to 14,800 AADT each, providing valuable route divergence and congestion relief to the parallel facilities.
Whiting Street and Washington Street Extensions
and Selmon Expressway Ramps Reconfiguration
Project Development and Environment Study

Whiting Street from Jefferson Street to North Meridian Avenue
Washington Street from Nebraska Avenue to North Meridian Avenue
Reconfiguration of Selmon Expressway On-ramps at Jefferson Street
and Off-ramps at Florida Avenue and Channelside Drive

Hillsborough County, Florida

Preliminary Environmental Discussion

Social and Economic

Land Use Changes

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the entire 500-foot project buffer area as within the Tampa-St. Petersburg urbanized area. The 2011 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover map identified Commercial and Services (47.36 acres, 38.34%), Transportation (32.49 acres, 26.3%), Open Land (15.91 acres, 12.88%), and Industrial (15.08 acres, 12.21%) as the major existing land uses within the 500-foot project buffer area. The project is located in one Census Designated Place: Tampa. Within the 500-foot project buffer area, there are two Developments of Regional Impact (DRIs) which are The Quad Block (1.65 acre, 1.33%) and Downtown Tampa (108.72 acres, 88.02%); however, there are no Planned Unit Developments (PUDs). The City of Tampa Adopted 2040 Future Land Use Map identifies future land uses along Whiting Street in the project study area as primarily Central Business District, and Regional Mixed Use.

While current development in the project study area is replacing the industrial and open land to commercial and services and residential, minimal changes to surrounding land uses are anticipated as a result of this project.

Social

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the entire 500-foot project buffer area lies within the Tampa-St. Petersburg urbanized area and includes the Census Designated Place of Tampa. Community features present include one civic center (Amalie Arena), the Meridian Trail, the Selmon Greenway Trail (a segment of the Urban Tampa Loop Corridor), and Rampello K-8 Magnet School. There is one archaeological and historic resource identified within the project study area (Fort Brooke).
The Environmental Screening Tool (EST) Sociocultural Data Report (SDR) was used for demographic data (the SDR can be found within the Community Coordination section of the EST). The SDR uses the Census 2017 American Community Survey (ACS) data and reflects the approximation of the population based on a polygon project study area intersecting the Census Block Groups along the project corridor. Using the polygon project study area, the SDR identified the following demographics.

**Population and Income**

The SDR identified 456 households with a population of 668 people. The median household income is $81,719. Several households are below poverty level (10.96%) and 0.22% of households receive public assistance.

**Race and Ethnicity**

The minority population makes up 30.24% of the total population comprising of “Hispanic or Latino of Any Race” with 85 people (12.72%), “Asian Alone” with 53 people (7.93%), “Claimed 2 or More Races” with 37 people (5.54%), and “Some Other Race Alone” with 34 people (5.09%) within the project study area. There are 25 people (3.74%) that have a “Black or African American Alone” ethnicity.

To conduct a detailed analysis of minority totals and low-income areas within the Census Block Groups, the 2010 US Census Block Data was utilized since it provides more information than the SDR for this dataset. This data gives totals for the entire Census block and does not reflect the approximation of the population based on the polygon project study area intersecting the Census blocks. This data identified four Census blocks with a total population of 183. The Census blocks had a minority population of 11%.

**Age and Disability**

In the year 2017, the data reports the median age as 39 and persons ages 22 through 29 comprise 36.98% of the population. There are 21 people (3.45%) between the ages of 20 and 64 that have a disability.

**Housing**

There are a total of 537 housing units reported in the year 2017. These housing types consist of multi-family units (97%) and single-family units (3%). Of these housing units, 73% are renter occupied, 15% are vacant units, and 12% are owner occupied.
Language

The 2017 data shows that there is only one person that “Speaks English Not at All” and 14 people that “Speaks English Not Well or Not at All”. Additionally, there are 13 people that “Speaks English Not Well”. Based on US DOT Policy Guidance, the FDOT has identified four factors to help determine if Limited English Proficiency (LEP) services would be required as listed in the FDOT Project Development and Environment (PD&E) Manual, Part 1, Chapter 11, Section 11.1.2.2. Based on a review of these factors and the fact that there is 4.27% LEP population for this alternative, LEP services will be required.

Impacts on the social environment and community cohesion are anticipated to be minimal due to the fact that access to proximate residences, businesses, and recreational features could temporarily be affected during project construction. A Sociocultural Effects Evaluation is included in the Project Development and Environment Study scope. A Public Involvement Plan is also included in the Project Development and Environment Study scope.

Relocation Potential

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the entire 500-foot project buffer area as within the Tampa-St. Petersburg urbanized area. The 2011 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover map identified Commercial and Services, Transportation, Open Land, and Industrial as the major existing land uses within the 500-foot project buffer area. There are 5.05 acres (4.09%) of high density residential land use, and no mobile home or RV parks present within the project study area.

Project improvements will be made within an existing corridor with right of way acquisition as necessary. No residences are expected to be relocated. Access to proximate businesses may temporarily be affected and/or modified as a result of the project. Encroachment into surrounding parcels (if necessary) will be coordinated with the appropriate property owners. For these reasons, minimal involvement regarding relocation potential is anticipated. A Sociocultural Effects Evaluation and a Conceptual Stage Relocation Plan are included in the Project Development and Environment Study scope.

Farmlands

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the entire 500-foot project buffer area as within the Tampa-St. Petersburg urbanized area with no prime farmlands present.

The project is expected to result in no involvement with farmlands.
Aesthetic Effects

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the entire 500-foot project buffer area as within the Tampa-St. Petersburg urbanized area. The 2011 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover map identified Commercial and Services, Transportation, Open Land, and Industrial as the major existing land uses within the 500-foot project buffer area.

While current development in the project study area is replacing the industrial and open land to commercial and services and residential, minimal changes to surrounding land uses are anticipated as a result of this project. The proposed project is expected to result in minimal involvement with aesthetic resources and will be analyzed during Project Development.

Economic

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two Developments of Regional Impact (DRI). The two DRI’s identified in the project study area are The Quad Block and Downtown Tampa. According to the 2011 Urban Service Area Capacity Study prepared for the Hillsborough County Planning Commission, the development order for the Quad Block Development has expired. The Downtown Tampa DRI will redevelop the downtown area and offer improvements to connectivity, for both pedestrians and motorists.

This proposed project will enhance economic resources and regional connectivity.

Mobility

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one existing recreational trial (Meridian Trail) within the 500-foot project buffer area. It also identified one Shared-Use Nonmotorized (SUN) Trail Network in Florida, one Office of Greenways and Trails (OGT) Hiking Trail Priority (2018-2022), and one OGT Multi-Use Trail Opportunity which is the Selmon Greenway Trail segment of the Urban Tampa Loop Corridor. Portions of the study area are identified as a Land Trail Priority on the 2018 Florida Greenways and Trails Opportunity and Priority Land Trails Map.

There are 14 bus transit routes that were identified through the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis. There are 12 bus routes and two in-town trolleys. The bus routes included in the analysis are: 02, 04, 08, 09, 12, 19, 22X, 23X, 25X, 27X, 31, and 46. The two trolley routes include 96 and 98. These routes service several areas of Hillsborough County, including Davis Islands, South Tampa, Brandon, and MacDill Air Force Base.

Pedestrian accommodations are provided throughout the project study area including sidewalks, crosswalk striping and crossing beacons. No bicycle lanes are provided on the streets within the
project study area; however, bicycle accommodations are provided with the Meridian Trail and the Selmon Greenway Trail (a segment of the Urban Tampa Loop Corridor).

The proposed project will enhance mobility resources. A Sociocultural Effects Evaluation is included in the Project Development and Environment Study scope.

**Cultural**

**Section 4(f) Potential**

Section 4(f) is not applicable to this project.

**Historic and Archaeological Sites**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified 28 previously recorded archaeological and historic structures located within the 500-foot project buffer area. All but one of the previously recorded archaeological and historic resources within the 500-foot project buffer were either not evaluated by the State Historic Preservation Office (SHPO), deemed ineligible for the National Register Historic Places (NRHP), or had insufficient information. Only the Fort Brooke (HI00013) site was deemed eligible for the NRHP.

There have been 17 surveys conducted within the 500-foot project buffer area, but not a comprehensive Cultural Resource Assessment Survey (CRAS) of the Whiting Street project area. According to the EST GIS, there are several parcels with pre-1970 construction dates located within the 500-foot project buffer area that have not been recorded. There does not appear to be the potential for a historic district.

A CRAS will be prepared for this project and will include an archaeological and historic resources field survey. The proposed project is expected to result in moderate involvement with historic and archaeological sites.

**Recreation Areas**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one park and recreational facility (Washington Street Park) and one existing recreational trial (Meridian Trail) within the 500-foot project buffer area. It also identified one Shared-Use Nonmotorized (SUN) Trail Network in Florida, one Office of Greenways and Trails (OGT) Hiking Trail Priority (2018-2022), and one OGT Multi-Use Trail Opportunity which is the Selmon Greenway Trail segment of the Urban Tampa Loop Corridor. Portions of the study area are identified as a Land Trail Priority on the 2018 Florida Greenways and Trails Opportunity and Priority Land Trails Map.
The proposed project is expected to have moderate involvement with recreation areas.

**Natural**

**Wetlands and Surface Waters**

The National Wetlands Inventory (NWI) dataset of the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any wetlands within the 500-foot project buffer area. The Southwest Florida Water Management District (SWFWMD) Wetlands 2011 dataset identified 1.1 acres of freshwater marshes within the 500-foot project buffer area.

A Natural Resources Evaluation Technical Memorandum will be prepared for this project to document any involvement with wetlands.

The proposed project is expected to result in minimal involvement with wetland resources.

**Water Quality and Quantity**

Within the 500-foot project buffer area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two waterbody ID’s: Hillsborough River (WBID: 1443E) and Ybor City Drain (WBID: 1584A1). The Ybor City Drain (WBID: 1584A1) is a designated Verified Impaired Florida Water for dissolved oxygen and fecal coliform.

The 500-foot project buffer area of this project is within the jurisdiction of the Southwest Florida Water Management District (SWFWMD). Also present within the 500-foot project buffer area are 28 Environmental Resource Permits, one Water Use Permits, and 19 National Pollutant Discharge Elimination System (NPDES) stormwater permits. Throughout the project study area, stormwater runoff drains to a closed storm sewer system via curb and gutter inlets and is conveyed to stormwater ponds. The proposed stormwater management system associated with the project will be developed to meet the design and performance criteria established in the SWFWMD Environmental Resource Permit Applicant's Handbook - Volumes I and II for the treatment and attenuation of discharges to impaired waters; the design will make every effort to maximize the treatment of stormwater runoff from the proposed roadway improvements. A Storm Water Pollution Prevention Program will also be implemented to control the effects of stormwater runoff during construction. For the above reasons, involvement regarding water quality and quantity resources is anticipated to be minimal. A Water Quality Impact Evaluation is included in the Project Development and Environment Study scope.

**Floodplains**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified 8.95 acres (8.58%) in the D-FIRM 100-year floodplain within the 500-foot project buffer area. During Project Development, engineering design features and hydrological drainage
structures will be designed such that stormwater transport, flow, and discharge meet or exceed flood control requirements.

The proposed project is expected to have minimal involvement with floodplain resources.

**Wildlife and Habitat**

Within the 500-foot project buffer area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified that the project is within the Greater Tampa Bay Ecosystem Management Area and the core foraging area of wood storks. There were no Rare or Imperiled Fish reported. Given the relatively low number of wildlife and habitat resources reported within the 500-foot project buffer area and the fact that the 500-foot project buffer area is located within a developing urban environment, minimal involvement regarding wildlife and habitat resources is anticipated. A Natural Resources Evaluation Technical Memorandum will be prepared for this project to document any involvement with wildlife and habitat.

**Coastal and Marine**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not detect any data for Environmentally Sensitive Shorelines within the 500-foot project buffer area. The project is located in the Tampa Bay Estuarine Drainage Area (EDA). No Coastal Barrier Resources were identified within the 500-foot project buffer area.

The proposed project is anticipated to have minimal involvement with coastal or marine resources.

**Physical**

**Noise**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the entire 500-foot project buffer area as within the Tampa-St. Petersburg urbanized area. The 2011 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover map identified Commercial and Services, Transportation, Open Land, and Industrial as the major existing land uses within the 500-foot project buffer area. There are 5.05 acres (4.09%) of high density residential land use, and no mobile home or RV parks present within the project study area. Additional noise sensitive sites identified within the 500-foot project buffer area include the Meridian Trail, the Selmon Greenway Trail (a segment of the Urban Tampa Loop Corridor), Washington Park, the Meridian Condominiums, City Blue Condominiums, Slade at Channelside Condominiums, and Rampello K-8 Magnet School.

A noise analysis will be conducted during Project Development and a Noise Study Report will be completed.
The proposed project is expected to result in minimal involvement regarding noise level issues and predicted noise levels due to implementing the project will be analyzed in detail during Project Development.

**Air Quality**

The project is located in an area that has been designated as attainment of all National Ambient Air Quality Standards established by the Clean Air Act of 1990 and subsequent amendments.

The proposed project is expected to have minimal impact on air quality.

**Contamination**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one Florida Department of Environmental Protection (FDEP) Off Site Contamination Notices, three Hazardous Waste Facilities, one Onsite Sewage sites, eight Petroleum Contamination Monitoring Sites, 13 Storage Tank Contamination Monitoring sites, five Super Act Risk Sources, 19 US Environmental Protection Agency (EPA) National Pollutant Discharge Elimination System (NPDES), one US EPA Regulated Air Emissions Facilities (ICIS-AIR), and eight US EPA Resource Conservation and Recovery Act (RCRA) Regulated Facilities located within the 500-foot project buffer area.

A contamination screening evaluation will be conducted in Project Development and a Contamination Screening Evaluation Report (CSER) will be prepared. Any source identified will be assessed to determine the need for remediation during construction.

The proposed project is expected to result in moderate involvement with potential sources of contamination.

**Infrastructure**

Potential contaminated infrastructure sites are described in the Contamination issue. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis and map review identified eight Federal Aviation Administration (FAA) obstructions, one wireless antenna structure, four electric power transmission lines, two electric substations, and three railroads (2,176 linear feet) were identified within the 500-foot project buffer area.

The proposed project is expected to result in moderate involvement with infrastructure resources.

**Navigation**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any potential navigable waterways along this corridor.
The proposed project is expected to have no involvement with navigation resources.

**Special Designations**

**Outstanding Florida Waters**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any Outstanding Florida Waters within the 500-foot project buffer area.

The proposed project is expected to have no involvement with Outstanding Florida Waters resources.

**Aquatic Preserves**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any Aquatic Preserves within the 500-foot project buffer area.

This proposed project will have no involvement with Aquatic Preserves resources.

**Scenic Highways**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any Scenic Highways within the 500-foot project buffer area.

The proposed project will have no involvement with any Scenic Highway resources.

**Wild and Scenic Rivers**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any Wild and Scenic Rivers within the 500-foot project buffer area.

The proposed project will have no involvement with any Wild and Scenic Rivers.
AOI - Whiting Street 500

Age Distribution Map

- Area of Interest
- Median Age
- Major Road
- Local Road or Trail

Data Sources:
US Geological Survey
FL Department of Transportation
NAVTEQ
US Census Bureau (2010)

etdm
Environmental Screening Tool

FDOT

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AOI - Whiting Street 500

Community Services Map

- Area of Interest
- Government
- Major Road
- Civic Center
- Local Road or Trail
- City Limits
- Cemetery
- Social Service
- Law Enforcement
- Place of Worship
- Cultural Center
- Community Center
- Health Care
- School
- Recreational Trail
- Conservation or Recreation Area

Data Sources:
US Geological Survey; FL Department of Transportation; NAVTEQ; FL Property Appraisers; FL Natural Areas Inventory

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AOI - Whiting Street 500

Farmlands Map
- Area of Interest
- Cropland/Pastureland
- Prime Farmland Soils
- Major Road
- Nurseries/Vineyards
- Local Road or Trail
- Specialty Farms
- Tree Crops
- Rural Open Lands

Data Sources:
- NAVTEQ
- Florida Water Management Districts
- US Geological Survey
- Natural Resources Conservation Services

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Floodplains Map

- Area of Interest
- Special Flood Hazard Area
- Major Road
- Local Road or Trail
- City Limits

Data Sources:
- NAVTEQ
- US Geological Survey
- Federal Emergency Management Agency

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Recreational Areas Map

- Area of Interest
- Conservation or Recreation Area
- Major Road
- Local Road or Trail
- City Limits

Data Sources:
- NAVTEQ
- US Geological Survey
- Florida Natural Areas Inventory

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Wetlands and Surface Waters Map

- **Area of Interest**
- **River, Stream or Canal**
- **Major Road**
- **Water Body**
- **Local Road or Trail**
- **Swamp/Marsh**
- **City Limits**
- **Non-vegetated Wetland**
- **Vegetated Non-forested Wetland**
- **Wetland Forested Mixed**
- **Wetland Coniferous Forest**
- **Wetland Hardwood Forest**

Data Sources:
- NAITEQ
- Florida Water Management Districts
- US Geological Survey

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Appendix D

Mailing List (at time of Public Hearing)
# Local and Regional Elected Officials

<table>
<thead>
<tr>
<th>Name</th>
<th>Office/Position</th>
<th>Organization</th>
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<tbody>
<tr>
<td>Rick Scott</td>
<td>US Senator</td>
<td>United States Senate</td>
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<tr>
<td>Marco Rubio</td>
<td>US Senator</td>
<td>United States Senate</td>
</tr>
<tr>
<td>Kathy Castor</td>
<td>US Representative, District 14</td>
<td>United States House of Representatives</td>
</tr>
<tr>
<td>Janet Cruz</td>
<td>State Senator, District 18</td>
<td>Florida State Senate</td>
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<tr>
<td>Jackie Toledo</td>
<td>State Representative, District 60</td>
<td>Florida House of Representatives</td>
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<td>Dianne Hart</td>
<td>State Representative, District 61</td>
<td>Florida House of Representatives</td>
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<tr>
<td>Darryl Ervin Rouson</td>
<td>State Senator</td>
<td>State Senator, District 19</td>
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<tr>
<td>Cindy Stewart</td>
<td>Clerk of Court</td>
<td>Hillsborough County Clerk of Court</td>
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<tr>
<td>Harry Cohen</td>
<td>County Commissioner</td>
<td>Hillsborough County Commissioner, District 1</td>
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<tr>
<td>Ken Hagan</td>
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<td>Gwen Myers</td>
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<td>Stacy White</td>
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<td>Mariella Smith</td>
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<td>Pat Kemp</td>
<td>County Commissioner</td>
<td>Hillsborough County Commissioner, District 6, Countywide</td>
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<td>Kimberly Overman</td>
<td>County Commissioner</td>
<td>Hillsborough County Commissioner, District 7, Countywide</td>
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<td>Bob Henriquez</td>
<td>Property Appraiser</td>
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<td>Julianna Holt</td>
<td>Public Defender</td>
<td>Hillsborough County Public Defender</td>
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<tr>
<td>Stacy Hahn</td>
<td>Board Vice Chair</td>
<td>Hillsborough County School Board, District 2</td>
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<tr>
<td>Chad Chronister</td>
<td>Sheriff</td>
<td>Hillsborough County Sheriff</td>
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<tr>
<td>Craig Latimer</td>
<td>Supervisor of Election</td>
<td>Hillsborough County Supervisor of Elections</td>
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<tr>
<td>Nancy Millan</td>
<td>Tax Collector</td>
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<tr>
<td>Jane Castor</td>
<td>Mayor</td>
<td>City of Tampa</td>
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<tr>
<td>Joseph Citro</td>
<td>Council Chair Pro Tem</td>
<td>City of Tampa Council Member, District 1, At-Large</td>
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<tr>
<td>Charlie Miranda</td>
<td>Council Member</td>
<td>City of Tampa Council Member, District 2, At-Large</td>
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<td>John Dingfelder</td>
<td>Council Member</td>
<td>City of Tampa Council Member, District 3, At-Large</td>
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<tr>
<td>Bill Carlson</td>
<td>CRA Board Vice Chair</td>
<td>City of Tampa Council Member, District 4,</td>
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<tr>
<td>Orlando Gudes</td>
<td>CRA Board Chair</td>
<td>City of Tampa Council Member, District 5</td>
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<tr>
<td>Guido Maniscalco</td>
<td>Council Chairman</td>
<td>City of Tampa Council Member, District 6</td>
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<tr>
<td>Luis Viera</td>
<td>Council Member</td>
<td>City of Tampa Council Member, District 7</td>
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<tr>
<td>Andy Ross</td>
<td>Mayor</td>
<td>City of Temple Terrace</td>
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<tr>
<td>Rick Lott</td>
<td>Plant City</td>
<td>City of Plant City</td>
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<tr>
<td>Name</td>
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<tr>
<td>Joel Brown</td>
<td>Government Affairs Regional Manager</td>
<td>Southwest Florida Water Management District, ETAT Representative</td>
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<tr>
<td>Sean Sullivan</td>
<td>Executive Director</td>
<td>Tampa Bay Regional Planning Council</td>
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<tr>
<td>David Green</td>
<td>Executive Director</td>
<td>Tampa Bay Area Regional Transit Authority</td>
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<tr>
<td>John Bennett</td>
<td>Chief of Staff</td>
<td>City of Tampa</td>
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<tr>
<td>Ashley Bauman</td>
<td>Director of Marketing &amp; Communications</td>
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<tr>
<td>Alix Miller</td>
<td>Vice President</td>
<td>Florida Trucking Association</td>
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<td>Steve Morey</td>
<td>Senior Vice President, Economic Development</td>
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<td>Nicholas Glover</td>
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<td>Karen Kress</td>
<td>Director of Transportation and Planning</td>
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<td>Justin Youmans</td>
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<td>Brad Cooke</td>
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<td>Strategic Property Partners</td>
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Appendix E

Public Information Meeting Materials
Advertisements
Post Card
Presentation Slides
Attendees List
Public Comments Received
Advertisements

Newspaper Ad:

Whiting Street PD&E STUDY
Virtual Alternatives Meeting

THURSDAY, MAY 20
6:30PM

To register, visit
www.selmonstudies.com

Join us – We want to hear from you!
Sample Facebook Post:

Tampa Hillsborough Expressway Authority

May 6

Please join us for our Whiting Street PD&E Virtual Town Hall Meeting. In the presentation, we will share the findings of our Whiting Street study and the alternatives available to make this section of downtown Tampa more connected and safer. Register now! https://bit.ly/3uKONgg

Sample Tweet:

Selmon Expressway @THEASelmon - May 20, 2021

The Whiting Street PD&E Virtual Alternatives is starting soon! Join us tonight as we present information about our study and plan to help the city with the grid network. The PD&E includes Whiting Street & the Expressway ramps at Florida and Morgan. selmonstudies.com
Downtown Tampa is growing!

As downtown Tampa continues to grow and evolve, the Tampa Hillsborough Expressway Authority (THEA) is studying options to make the roads in downtown safer for all users, from drivers to cyclists and walkers. This exciting project brings improvements that will change the Selmon Expressway’s eastbound downtown Tampa exit ramps to make them safer, realign the Jefferson Street entrance ramp, and extend Whiting Street and Washington Street to connect with North Meridian Avenue.

Please join us **Thursday, May 20, 2021 at 6:30pm for a virtual Alternatives Update Meeting** as we discuss the project. We’ll talk about the options being considered to make these improvements and their benefits.

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 or persons who require translation services (free of charge) should contact 813.272.6740 ext. 111 at least seven (7) days prior to the meeting.

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**Whiting Street PD&E Study**

**Comments & Coordination Report**

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**Register for the virtual meeting:**

**Virtual Alternatives Update Meeting**

**Thursday, May 20, 2021 at 6:30pm**

Follow us: @TampaHillsboroughExpresswayAuthority

If you do not have access to a computer or smartphone, please call 813.272.6740, ext. 111 to discuss other ways to view the meeting materials and provide comments.
The formal presentation will begin at 6:30 pm

Make sure the volume is turned up on your computer

May 20, 2021
Welcome to the Whiting Street Project Development and Environment, or PD&E, Study Alternatives Update. This Alternatives Update is being conducted by the Tampa Hillsborough Expressway Authority – known as THEA. THEA owns and operates the Selmon Expressway. Thank you all for attending!

We are holding this meeting virtually to follow health guidance for large gatherings and to ensure the greatest ability to attend and to learn about this study.

The information presented in this meeting is the same as if the meeting were held in-person. In addition, we are recording the presentation. The presentation and the question and answers from this evening will be on the Selmon Studies website by close of business Friday, May 21.
Here is our agenda for this evening’s meeting. We’ll begin with a discussion on how to use the question-and-answer feature of zoom, then a quick slide on THEA – who we are and how we operate.

Then we’ll step through the study process, the constraints and considerations that we’re working with, and the areas of the study and the Alternatives we’re considering. Finally we’ll go over the next steps for the study.

We will also provide time for questions and answers at the end of the presentation.

A recording of the presentation and a copy of the questions and answers will be available on the Selmon Studies dot com website.
About Tonight’s Meeting

- Please hold all questions until the end
- Meeting will remain open for an additional 30 minutes after the presentation is complete
- Presentation recording will be posted to the website (www.selmonstudies.com)
- All questions and answers will be posted to the website (www.selmonstudies.com)

We’re probably all zoom experts by now, but the webinar features are a little different. I would ask you to hold your questions until the end, because, hopefully, we’ll answer your questions as we go through the presentation.

The chat feature has been disabled. The Q&A button is at the bottom of your screen to type in your question. Open up the Q&A Box to type your question. Once a question has been answered, everyone on the webinar tonight will be able to see the name of the person who asked the question and the question and answer.

Again, I ask that you hold your questions until the end of the presentation. We will keep the meeting open for 30 minutes following the end of the presentation to answer as many questions as possible. All questions and answers, along with the recording of this meeting will be posted to the website, selmonstudies.com by tomorrow close of business.
The Tampa Hillsborough Expressway Authority, or THEA, is an independent transportation tolling agency of the state. We receive no tax funding for the operations, maintenance, renewal and replacement of our properties. New projects are funded with a combination of with our toll revenues and/or toll bonds. The tolls collected on the Selmon Expressway stay in Hillsborough County.

We have a 7 member local board of directors. Four local citizens appointed by a Governor – Vince Cassidy, Bennett Barrow, Daniel Alvarez and John Weatherford; 2 local elected officials, City of Tampa Mayor Jane Castor and County Commissioner Ken Hagan; and the District 7 Secretary of Transportation, Secretary David Gwynn.

Our main asset is the Lee Roy Selmon Expressway, a toll road that connects Brandon to Downtown Tampa and Downtown Tampa to the Gandy Bridge and Pinellas County. We just opened the Extension of the Expressway on Gandy Boulevard. This connection will allow a vehicle to go from south 275 in St Petersburg to I-75 in Tampa with only one stop light. THEA also owns several Bicycle and Pedestrians path in Hillsborough County. Meridian Avenue in Tampa, and Brandon Parkway in Brandon are feeder roads to the Reversible Express Lanes as well as well-maintained bicycle and pedestrian paths. THEA also owns the Selmon Greenway, a bicycle and pedestrian path under the Selmon Expressway in downtown Tampa.
Let’s talk about how a project is put together. Whenever an agency thinks about doing a project, there is a process it must follow.

We first plan for a project. The project need could be operational – something needs to change to make the system work better. It could be capacity – something needs to be added to make the system work better. In this case, when THEA built Meridian Avenue that basically opened up the east side of downtown, we pledged to the city that we would connect Whiting Street to Meridian Avenue, once the flour mill moved. Ardent Mills has committed to moving the flour mill next year, so we are starting looking at ideas on how to make the system – the Selmon Expressway and the downtown streets – function better for drivers and pedestrians.

We are currently in the PD&E study part of the process. A PD&E study – PD&E stands for Project Development and Environment – is an environmental and engineering process developed by the Florida Department of Transportation to look at the social, economic, natural, and physical environmental impacts of the different ways to build a project. This process was put in place in the 70s to openly address a transportation challenge or need, to ensure there are no disproportionate impacts to any part of the community.

After the study is completed, the THEA Board will determine if it wishes to continue with
the project. If so, Design and Engineering, Finance, and Right of Way acquisition follows. The project is then put out to bid for construction. And of course, there’s always a maintenance phase.
As I said, we are in the Project Development and Environment stage. In the PD&E process, there are four steps.

The first step is to develop ideas to address the purpose and need of the project. We call these preliminary alternatives. A No Build alternative is always considered. The No Build is just that, what happens if we don’t make any improvements at all.
Once the alternatives are developed, the team evaluates each alternative to determine how well it addresses the purpose and need of the project. The alternatives are refined until they are ready to present to the public.
Next, we present the alternatives and their potential impacts and gather comments from the public. That’s what we’re doing tonight and for the next two weeks.
Once all comments are collected and reviewed, the next step is to refine the alternatives and recommend a Preferred Alternative. We will then hold a public hearing, which is planned for this fall 2021, to present the recommended Preferred Alternative. At that meeting, you can review the preferred alternative and provide additional comments. Then, we hope to finalize the study in late 2021.
Let’s talk about the PD&E Study Area.

The Selmon Expressway provides a critical connection within our community and region. It serves as an alternate route to the interstate and is a key component of the state’s Strategic Intermodal System. It also serves as a designated evacuation route. Over 200,000 daily travelers use this portion of the road.
I talked about our commitment to connect Whiting Street to Meridian Avenue. We would have to remove the railroad tracks. That alone would help to restore the grid road network in this area. But City of Tampa is a Vision Zero city and THEA is always looking for ways to help with the Vision Zero initiative. The Alternatives were developed with pedestrian safety and walkability in mind, in addition to connecting the center portion of downtown Tampa to the east. We are excited about how downtown is changing and growing, and we are committed to being part of the solution that makes getting around safer and easier.
To honor our commitment to connect Whiting Street to Meridian Avenue, we have to reconfigure some ramps and realign others.

There are four locations that we’ll look at tonight.

Those locations are – Whiting Street from Meridian Avenue to Brush Street – Location A
Whiting Street from Brush Street to Jefferson Street, including the intersection of Whiting Street Exit ramp – Location B
Jefferson Street Entrance Ramp to the Selmon Expressway AND a new Whiting Street Exit Ramp – Location C
And the Reconstruction of Ramp 6A (Florida Avenue) and the Removal of Exit Ramp 6B (Channelside Drive) – Location D

Tonight, we are presenting the alternatives we’ve developed, the process we have taken to get where we are, and the advantages and disadvantages of each alternative. We will take the comments we receive tonight to refine the alternatives and move to the next stage of the study.

As we’re looking at this area, there are several conditions and constraints that we took into consideration.
Location A: Whiting Street from Meridian Avenue to Brush Street

Railroad tracks create a barrier for Whiting Street between Brush Street and Meridian Avenue

For Whiting Street - In this image, you can see the railroad tracks that create a barrier for people traveling between the central and eastern portions of downtown.
Location A: Whiting Street from Meridian Avenue to Brush Street

*Whiting Street ends, cutting off the grid network*

Currently, Whiting Street ends at Brush Street west of the railroad tracks, shown towards the bottom of the image, and Meridian Avenue east of the railroad tracks, shown at the top of the image.
For location B
Just looking at Whiting Street, it’s currently only 2 lanes, and east of the Selmon Expressway, Whiting is a brick road that is in need of repair.

For location c – there is currently no Whiting Street exit ramp, so there is no condition or constraint to discuss.
Location D: Reconstruction of Exit Ramp 6A

The short loop ramp causes vehicles to slow down quickly before fully exiting the Selmon Expressway.

Location D – Reconstruction of the Florida Avenue Exit ramp. Here you see Exit 6A. The tight radius of the loop ramp makes vehicles slow down quickly. Because the ramp is only one lane and it has a tight radius with no real vehicle storage, it can cause a backup onto the Selmon Expressway.
Location D: Reconstruction of Exit Ramp 6A

The free-flow intersection can be challenging for pedestrians and drivers trying to merge onto Florida Avenue.

In addition, the end of the ramp is a free-flow intersection that can be challenging for pedestrians trying to cross at the end of the ramp, and for drivers that are trying to merge onto Florida Avenue.
Location D – Removal of the 6B Exit Ramp

The ramp is a diagonal ramp, which ends at a 5-legged intersection. This can be challenging for pedestrians and drivers. It’s also closed during all Amelia Arena events – causing operational issues on the Selmon Expressway.
Because of these conditions and constraints, there are 5 things that we will be doing to help with our original goal of connecting Whiting Street to Meridian Avenue in a safe manner for both pedestrians and vehicles.

Today the exits are close together. We will be moving the exits further apart and create an “oval” Florida exit ramp. This would basically get rid of the Channelside five-legged intersection and create a new Whiting exit ramp.
Let’s start with the improvements at Location D, we would remove the existing 6B exit ramp. When we remove the ramp, we would lengthen the loop ramp and realign it by widening the curve. This would make more room for vehicles that need to queue at the end of the ramp and allow vehicles a longer distance to slow down before reaching Florida Avenue.

By changing the loop ramp, we would be able to build it on an elevated structure. This would create a larger open area under the loop ramp for pedestrians to pass from the parking to points of interest on Channelside Drive and Morgan Street, such as Amalie Arena.
This would also widen the ramp to 2 lanes through the curve and 3 lanes as it approaches Florida Avenue.

A traffic signal would be installed at the end of the ramp to make it safer for pedestrians, and for the vehicles using the exit ramp to merge onto northbound Florida Avenue. This would also make it easier for drivers that need to turn right onto Brorein Street so they don’t have to weave with vehicles coming off the exit ramp.

A crosswalk will be installed at the new traffic signal and the sidewalk on the east side of Florida Avenue will remain.
The other changes that we are making include a new Whiting Street ramp (this will become the new 6B).
Planned Changes

Location C: Jefferson Street Entrance Ramp and new Whiting Street Exit Ramp

Move the exit ramp for 6B to the northeast to connect to Whiting Street

Create a new connection between Nebraska Avenue and Finley Street

When this new ramp is constructed, it will cut off Nebraska to the north, so we will have to construct a connection from Nebraska Avenue to Finley Street.
Finally, with the new Whiting Street ramp, we’ll have to move the Jefferson Entrance Ramp to the North just a bit.
Here’s the five planned changes in one slide:

1. Remove the Channelside ramp (ramp 6B)
2. Elongate and add capacity and pedestrian safety and sightlines to the Florida Avenue ramp (ramp 6A)
3. Construct a new Whiting Street ramp (the new 6B)
4. Construct a connection for Nebraska and Finley
5. Move the Jefferson on ramp slightly to the north
Those slides were about the changes we’re going to be making at Locations D and C.

In the remaining two locations – A and B – we have two alternatives for each location.

We’ll start with Location A – the Whiting Street connection to Meridian.
For location A – How do we extending Whiting Street to Meridian Avenue, we have two proposed Alternatives.

Alternative 1 would extend Whiting Street to Meridian Avenue, with a curved roadway connecting at the existing Whiting Street intersection to the south. Alternative 1 creates a four-way intersection but limits the ability to expand the grid network in the future.

Alternatives 1 and 2 provides for a signal at Brush Street
Alternative 2 would extend Whiting Street to Meridian Avenue more directly, connecting north of the existing Whiting Street intersection. This would improve the grid network for this area and allow for the grid to be expanded in the future. In addition, because most of the traffic using Whiting Street here will be turning right or left, and not continuing straight on Whiting, this configuration allows for better operation and enhanced efficiency. Finally, since both signals work together, Alternative 2 allows for an additional crosswalk opportunity, which would improve pedestrian convenience and safety.

Again, both Alternatives provide for a signalized intersection at Brush Street.
Let’s look at the two alternatives side by side.

Alternative 1 – a four-way intersection with limited grid expansion opportunities

Alternative 2 – a new intersection where the signals work together and an additional pedestrian crossing on Meridian Avenue is added

These are the two Alternatives for Location A
Moving to Location B, - Whiting Street between Jefferson Street and where it currently ends at Brush Street and the intersection of the new Whiting Street exit ramp.
Location B: Whiting Street from Brush Street to Jefferson Street and Intersection at End of New Whiting Street Exit Ramp

**Widen Whiting to 4 lanes and add bike lanes and 6’ sidewalks on both sides of the road**

Intersection at New Whiting Street exit ramp would have 2 lanes coming from ramp

Alternative 1 would widen Whiting Street from 2 lanes to 4 lanes. It would provide bike lanes and 6-foot sidewalks on both sides of the road.

The Whiting Street exit ramp would have two lanes – a dedicated left and a dedicated right.
Alternatives Considered

Location B: Whiting Street from Brush Street to Jefferson Street and Intersection at End of New Whiting Street Exit Ramp

Widen Whiting Street to 4 lanes and add 10’ wide sidewalks to both sides of the road

Intersection at New Whiting Street exit ramp would have 3 lanes coming from ramp

Alternative 2 would also widen the road from 2 lanes to 4 lanes, but with 10-foot wide sidewalks instead of bike lanes. This would encourage bicyclists to use the two-way cycle track the City of Tampa has planned for Cumberland Avenue. This also provides for a pedestrian connection between the Selmon Greenway and the Meridian Greenway using the south side of Whiting Street.

The Whiting Street exit ramp would have three lanes – with a dedicated left and two right turn lanes. In addition to helping traffic flow with dual right turns, Alternative 2 would have a pedestrian refuge at the intersection between the two right lanes and the one left lane.
Let’s compare the alternatives side by side:

Alternative 1 is a two-lane ramp with six-foot sidewalks and bicycle lanes.
Alternative 2 is a three-lane ramp with ten-foot sidewalks and a pedestrian refuge at the intersection. Alternative 2 would encourage bicyclists to use the cycle track currently planned for Cumberland Avenue to the south.
Here again is the study area. We’ve talked about the planned changes and the alternatives at Locations A & B. Let’s recap what we talked about.
Here’s the five planned changes in one slide:

1. Remove the Channelside ramp (ramp 6B)
2. Elongate and add capacity and pedestrian safety and sightlines to the Florida Avenue ramp (ramp 6A)
3. Construct a new Whiting Street ramp (the new 6B)
4. Construct a connection for Nebraska and Finley
5. Move the Jefferson on ramp slightly to the north
For Alternative one, we would connect Whiting Street to Meridian at the current Whiting intersection. This would limit the ability to expand the grid network in the future. We would widen Whiting to 4 lanes with 6 foot sidewalks and marked bike lanes. The Whiting exit ramp intersection would be two lanes – one left turn and one right turn.
Alternative 1 would require purchase of just under a quarter acre of land, which includes 4 parcels, two of which are businesses. The overall cost for the project, which includes design, right-of-way acquisition, and construction is estimated to be 42.8 million dollars.
For alternative 2, we would connect Whiting Street to Meridian at a new intersection, which would allow the grid network to be expanded later and would give an additional pedestrian crossing on Meridian. The traffic lights at both intersections would work together for smoother traffic flow – and safer pedestrian crossings. Alternative 2 would widen Whiting to 4 lanes with 10 foot sidewalks on both sides of the road. Bike lanes would be provided just south of Whiting at Cumberland with the City’s planned Cycle Track.
Alternative 2 would require purchase of just under a quarter acre of land, which includes 4 parcels, two of which are businesses. The overall cost for the project, which includes design, right-of-way acquisition, and construction is estimated to be 48.7 million dollars.

HOLD FOR A FEW SECONDS
We’ve shown a lot of information tonight. You can find all of the information presented tonight on the Whiting PD&E website, Whiting Street PDE.com

This presentation and tonight’s question and answers will be on the website by close of business tomorrow.

We also have aerial graphics with detailed conceptual design plans at each of the locations discussed.

The website also includes a comment form so that you can submit a comment to our team.
We will take the comments we receive as part of this step of the study to create the recommended preferred alternative. In fall of this year, we will hold a public hearing to show the recommended alternative and again ask for comments to make sure that the alternative is supported by the community.

We hope to have the study complete at the end of 2021.
Once the comment period ends, we will work to select an alternative to advance for further study. The study will conclude with a recommendation to advance either a preferred build or No Build Alternative. We will hold a public hearing in fall of this year to show you what we’ve identified to move forward. You will again have the chance to review and comment before any final decisions are made.

Please go to the website to sign up for the Selmon Studies newsletter to keep informed about this and other studies that THEA has underway.

The final step is to take the recommendation from this study to the THEA board for approval.
Let us know your questions!

- We will keep the Q&A open for 30 minutes.
- This presentation and the entire Q&A will be posted on the website, Friday, May 21, 2021.

We will keep the Q&A open for the next 30 minutes to answer your questions. Please enter your questions into the comment form provided as part of the meeting interface. Unless you ask your questions separately, we will share your questions with the entire group.
We want your feedback!

Submit a comment on the website:
www.WhitingStreetPDE.com

Email your comments to:
whiting@selmonstudies.com

Mail in your comment to:
Communications Department
Tampa Hillsborough Expressway Authority
1104 E Twiggs Street
Tampa, FL 33602

We want to hear what you think of the alternatives. We have 3 ways to provide your comments.

You may visit the website and submit your comment using the comment form there. You can also email your comment to whiting@selmonstudies.com Or you can mail us your comment at the address shown here.

In additional, all the questions from tonight will be included in the official document.

While you can send comments anytime, the official comment period for the Alternatives will close at 5pm on June 10th.
## Public Information Meeting Attendees

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Public Information Meeting Comments Received
The following lists the questions received and answers during the meeting, verbatim to what was submitted.

**Question 1:**
**Does alternative 2 remove the bicycle lane?**
Alternative 2 does not provide a bicycle lane. Rather, it encourages bicycle travel on Cumberland, which is the planned City cycle track. Cumberland also ties into the Selmon Greenway. In exchange for the bike lane, 10 ft. sidewalks are provided in Alternative 2.

Asker Name: Charles Kasbeer
Asker Email: ckasbeer@consoreng.com

**Question 2:**
**Can you attempt to keep the trail (and width) flowing through the new crosswalks so it doesn’t lose the feel of an actual trail?**
We will evaluate providing a crosswalk width that is compatible with the width of the trail.

Asker Name: Justin Willits
Asker Email: willitsj@gohart.org

**Question 3:**
**Why is an exit ramp from the Selmon Expressway onto Florida Ave. necessary?**
To provide safe and efficient access into downtown Tampa and the northbound Florida Avenue major artery.

Asker Name: Robert Creighton
Asker Email: rcreightoniii@hotmail.com

**Question 4:**
**What 4 properties are targeted for acquisition?**
The four parcels are owned by two property owners, and THEA has been in communication with both owners.

Asker Name: Ralphael Marie Clarke
Asker Email: rclarke@acra-inc.com

**Question 5:**
**Will THEA be responsible for street trees along new sidewalks? If so, will THEA plant shade trees to provide pedestrians with a comfortable walking condition?**
Yes, THEA will be responsible for meeting the City of Tampa’s landscaping and tree ordinances.

Asker Name: Robert Creighton
Asker Email: rcreightoniii@hotmail.com
Question 6:
Will new bike lanes be protected?
While they will not be buffered they will be similar to the Platt Street bike lanes.
Asker Name: Robert Creighton
Asker Email: rcreightoniii@hotmail.com

Questions and Answers Received after Meeting

Question 1:
Hi! I'm really sorry I missed this presentation. I was down for the count with reactions from my second vaccine. Is there any way to view a recording of this presentation?
You can view the presentation here scroll all the way down), https://whitingstreetpde.com/ or here https://selmonstudies.com/alternatives-virtual-meeting-may-20/. Please let us know if you need anything else.
Asker Name: Oona Johnsen
Asker Email: oona@ojlandscapearchitecture.com

Question 2:
I attended the PD&E public meeting, and during the meeting the narrator said the information for the alternatives would be online (I believe). If the information is online already could you send a link or let me know when it will become available? Thank you for the awesome meeting!
Thank you for attending the virtual alternatives meeting. You can find all the information about the Whiting Street PD&E study here, https://whitingstreetpde.com/. Please let us know if you have any other questions.
Asker Name: Charles Kasbeer
Asker Email: ckasbeer@consoreng.com

Question 3 (multi-part):
What are the folio’s numbers of the 4 properties that will be acquired for the two preferred alternatives? Most concerned as our property is under contract!
Thank you for your interest in the study. The four parcels are owned by two property owners, and THEA has been in communication with both owners.
Thank you for your response. Is it possible to more closely review the technical drawings that will be studied on the Two Alternatives of the Whiting St expansion between Brush St and Jefferson St.?
Could you please let me know what specific information you are interested in? We will have more details when a Locally Preferred Alternative is selected later this year.
My Family owes 701,705,and 709 Whiting Street which is presently under contract and in its 90 day due diligence period. I am specifically asking to see the technical drawings of what is proposed in BOTH alternatives directly in front of this property.
Ms. Clarke,

As requested, attached are two graphics showing our conceptual improvements in front of your parcels at 701, 705 and 709 E. Whiting Street (one for Alternative 1 and one for Alternative 2). Please note that both of these conceptual improvements can be constructed within the existing roadway right-of-way and will have no direct impacts to your parcels.

- Alternative 1 proposes two travel lanes in each direction along Whiting Street with 4-foot bicycle lanes and 6-foot sidewalks on both sides.
- Alternative 2 proposes two travel lanes in each direction along Whiting Street with no bicycle lanes and 10-foot sidewalks on both sides.

Please let us know if you have additional questions or need additional information.

(attachments: Alignment Alternative 1, Alignment Alternative 2)

Asker Name: Raphael Marie Clarke
Asker Email: rclarke@acra-inc.com
Appendix F

Public Hearing Materials
   Advertisements
   Post Card
   Handout
   Presentation Slides
   Display Boards
   Sign-in Sheets
   Public Hearing Transcript
   Comment Form
   Public Comments Received
PUBLIC HEARING NOTICE – Whiting Street Project Development and Environment (PD&E) Study

The Tampa Hillsborough Expressway Authority (THEA) invites you to attend a public hearing for the Whiting Street Project Development and Environment Study. The purpose of the study is to evaluate how to connect Whiting Street to Meridian Avenue to improve the grid network on the east side of downtown Tampa, while also looking at improvements for operations and safety on the city streets, the Jefferson Street entrance ramp, and the downtown Tampa eastbound exit ramps of the Selmon Expressway. THEA is looking at these potential improvements to enhance safety and community connections in downtown Tampa.

The public hearing will be held on Tuesday, February 22, 2022, and will consist of information stations and a pre-recorded presentation. The public is invited and encouraged to attend the meeting at THEA Headquarters, 1104 E. Twiggs Street, Tampa, FL 33602. There will be an open house from 5:00 - 6:00 pm, where attendees may review project displays and documents, speak with project team members, and make public comments. The presentation will start at 6:00 pm. Following the presentation, the open house will resume until 7:00 pm.

A court reporter will be available to receive comments in a one-on-one setting. You may also submit written comments at the hearing.

Comments can also be sent to Sue Chrzan at THEA, 1104 E Twiggs St #300, Tampa, FL 33602, or email to info@selmonstudies.com. Written comments must be postmarked by March 8, 2022, to become part of the public hearing record.

Draft project documents and plans will be available for public review from February 7 to March 8, 2022, at the THEA Office Lobby, 1104 E Twiggs Street, Tampa, FL 33602, from 9:00 am - 5:00 pm Monday through Friday. Documents, plans, and animation are also available at https://whitingstreetpde.com/. You may also request additional information by contacting Sue Chrzan (813) 272-6740 ext. 130 or email info@selmonstudies.com.

Persons who require accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact Anna Quinones by phone at (813) 272-6740 ext.124 or via email info@selmonstudies.com at least seven (7) days prior to the meeting. If you are hearing or speech impaired, please contact us using the Florida Relay Service, by dialing 7-1-1, 1-800-955-8771 (TTY) or 1-800-955-8770 (Voice). Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express their concerns relative to THEA’s compliance with Title VI may do so by contacting Amy Lettelleri, THEA’s General Counsel, by email amy.lettelleri@tampaxway.com.

02/02/2022, 02/13/2022 (204499)
Sample Facebook Post:

Please join us for a Public Hearing on the Whiting Street Project Development and Environment (PD&E) Study. The meeting is being held on 2/22 at the THEA Headquarters and will provide interested persons an opportunity to express their views concerning the proposed improvements in downtown Tampa. More information at [https://whitingstreetpde.com/](https://whitingstreetpde.com/).

Sample Tweet:

TONIGHT- Whiting Street PD&E Public Hearing! We studied Whiting Street to see how to connect more directly to the Channel District. The findings will be presented at tonight’s Public Hearing. Join us! [whitingstreetpde.com](http://whitingstreetpde.com)
Public Hearing Notice

The Tampa Hillsborough Expressway Authority (THEA) invites you to attend a public hearing for the Whiting Street Project Development and Environment (PD&E) Study. The purpose of this project is to enhance safety and community connections in downtown Tampa by changing the Selmon Expressway’s eastbound downtown-Tampa exit ramps, realigning the Jefferson Street entrance ramp, and extending Whiting Street to connect with Meridian Avenue to complete the grid network in the east side of downtown Tampa.

The public hearing will be held on Tuesday, February 22, 2022 at 5:00 pm at THEA’s office, 1104 E Twiggs St, Tampa, FL 33602. The hearing will consist of information stations and a pre-recorded presentation. An open house will be held from 5:00 - 6:00 pm, where attendees may review project displays and documents, speak with project team members, and submit public comments. The pre-recorded presentation will start at 6:00 pm. Following the presentation, the open house will resume and in-person comments may be submitted until 7:00 pm.

A court reporter will be available to receive comments in a one-on-one setting. You may also submit written comments at the hearing; by mail to Sue Chrzak at THEA, 1104 E Twiggs St, Tampa, FL 33602; or by email to info@selmonstudies.com. To become part of the public hearing record, mailed comments must be postmarked and email and website comments must be received by March 8, 2022.

Due to COVID-19, the public hearing will be held via Zoom. The meeting link will be posted to the project website, WhitingStreetPDE.com, on the day of the hearing. Participants must register in advance. To register, please visit WhitingStreetPDE.com and click on “Register to Participate.”

Documents, plans, project information, and animation are available at WhitingStreetPDE.com. You may also request additional information by contacting Sue Chrzak at 813-272-8746, ext. 100 or emailing info@selmonstudies.com. Public Hearing materials will be posted to the website on February 23, 2022.

To view or download meeting materials, visit: WhitingStreetPDE.com
Public Hearing Agenda
5:00 pm Open House Begins
- Review project displays and study documents
- Watch the animation video
- Speak with project team members
- Provide a comment to the court reporter
- Provide a handwritten comment using the attached comment form
6:00 pm Presentation Begins
- Watch the presentation about the Whiting Street PD&E Study to learn more about the preferred alternative
6:20 pm Open House Resumes
7:00 pm Open House Ends

All materials presented at tonight’s Public Hearing will be posted to the website, WhitingStreetPDE.com, on February 23, 2022.

You may also request additional information by contacting Sue Chrzaz 813-272-6740 ext. 130 or emailing whiting@selmonstudies.com.

About the Project
The Tampa Hillsborough Expressway Authority (THEA) is conducting the Whiting Street Project Development and Environment (PD&E) Study to evaluate the best way to enhance safety and community connections in downtown Tampa. The project looked at ways to change the Selmon Expressway’s eastbound downtown Tampa exit ramps, realign the Jefferson Street entrance ramp, and extend Whiting Street to connect with Meridian Avenue to complete the grid network in the east side of downtown Tampa.

Purpose of the Project

Improve the Grid Road Network
The railroad tracks that run parallel to Meridian Avenue currently cut off Whiting Street from connecting to the east. Once the railroad tracks are removed, completing these connections to Meridian Avenue will provide a better grid-style road network in this area. Enhancing the east-west connectivity by connecting streets that are now cut off will make moving around the area safer and easier, and give more options for drivers, pedestrians, and bicyclists.

Accommodate Increased Traffic
New development is underway and bringing exciting changes to the southern portion of downtown Tampa. These changes will bring more people to the area, which means more cars, pedestrians, scooters, and bicycles. In addition, the planned improvements to the Selmon Expressway south of downtown will alleviate congestion along the Selmon. However, the existing exit ramps currently cannot hold enough vehicles to accommodate the anticipated increase that is projected in the future.
What is the Preferred Alternative?
There are four areas where improvements are recommended in the study area. The map to the right shows the areas, labeled A-D. The descriptions below outline improvements included in the preferred alternative.

A. Whiting Street from Brush Street to Meridian Avenue
   21 Connect Whiting Street to Meridian Avenue at a new intersection to improve access to east downtown Tampa, allowing grid network to be expanded later
   20 Construct a wide sidewalk to improve pedestrian and bicycle connectivity between the Selmon Greenway and the Meridian Avenue Greenway
   19 Install a new traffic signal to increase mobility and improve safety for pedestrians and bicyclists at Meridian Avenue
   18 Install a new traffic signal to increase mobility and improve safety for pedestrians and bicyclists at the intersection with Brush Street

B. Whiting Street from Jefferson Street to Brush Street including an Intersection at the End of the New Whiting Street Exit Ramp
   14 Construct two right turn lanes from the Selmon Expressway
   13 Widen the road to improve mobility and connectivity between Downtown Tampa and the Channel District
   12 Add signs to communicate to drivers and bicyclists that Whiting Street is bicycle-friendly
   11 Add a refuge point to give pedestrians a place to safely stop if they need to cross in two stages
   10 Install a new traffic signal at the end of the exit ramp to improve safety for pedestrians and bicyclists

Please note the following improvement numbering coincides with the display boards at the public hearing
# Green box denotes Vision Zero features (improvement enhances bicycle and pedestrian safety)
**C Jefferson Street Entrance Ramp and New Whiting Street Exit Ramp**

17. Shift entrance ramp from Jefferson Street to eastbound Selmon Expressway north to make room for the Whiting Street exit ramp.

16. Construct a 700-foot exit ramp to ensure no backups onto the Selmon Expressway and vehicles can access east downtown Tampa.

15. Construct a connection between Nebraska Avenue and Finley Street.

---

**D Removal of Exit Ramp 6B and Reconstruction of Exit Ramp 6A**

9. Reconstruct the exit ramp to have a wider curve, making more room for vehicles and providing a longer distance for vehicles to slow down; the ramp would be two lanes through the curve and three at the intersection.

8. Add a sensor to the ramp that communicates with the traffic signals at Channelside Drive and Brorein Street to help clear the roads and allow traffic from the ramp to flow better.

7. Remove the pavement for the existing exit ramp.

6. Build the loop ramp on an elevated structure with piers (instead of a solid wall) to open up the area underneath for pedestrians.

5. Improve the sidewalks, add high visibility crosswalks, and enhance the walk signals to improve pedestrian connectivity and make the area safer to get to Amalie Arena.

4. Create a community space to make the area more inviting.

3. Add a wall between the ramp and sidewalk to separate pedestrians and bicyclists from traffic exiting the Selmon Expressway.

2. Extend the curb to improve safety for pedestrians and bicyclists by reducing the distance to cross the street.

1. Install a new traffic signal at the end of the ramp to make it safer for pedestrians and bicyclists crossing, and the turning vehicles entering northbound Florida Avenue.
How do the alternatives compare?

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<th>Traffic Demand</th>
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<th>Preferred Alternative</th>
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<tbody>
<tr>
<td>Maintains Level of Service</td>
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<tr>
<td>Accommodates Future Travel Demand</td>
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<tr>
<td>Improves System Linkage</td>
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<td>Yes</td>
</tr>
<tr>
<td>Improves User Safety</td>
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<td>Utilities Potentially Relocated</td>
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No impacts are anticipated to community facilities, park and recreation facilities, surface water, wetlands, floodplains, protected species, or critical habitats.

PD&E Study Schedule

The study kicked off in summer 2019 and is expected to be complete in the second quarter of 2022. Following the public hearing and comment period, the preferred alternative will be presented to the THEA Board of Directors in the coming months and a preferred alternative will be selected and approved. Following THEA Board approval, the PD&E Study will be finalized.

Once the PD&E Study is complete, the project may be planned as a Design Build project, where the selected team will be responsible for completing final design and construction of the project. Construction is anticipated to begin in 2023.

How to Provide Comments

We want to hear what you think. We have several ways to provide your comments.

- Place form in the comment box or give to staff here tonight
- Make a verbal comment here tonight to the court reporter
- Enter comments online at: [www.WhitingStreetPDE.com](http://www.WhitingStreetPDE.com)
- Mail comments to: Sue Chrzan, Tampa Hillsborough Expressway Authority, 1104 E Twiggs Street, Tampa, FL 33602

To be included in the public record, comments must be received or postmarked by: March 8, 2022

Title VI Compliance

Public participation is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express concerns about Title VI may do so by contacting Amy Lettelleir, Tampa Hillsborough Expressway Authority, 1104 E Twiggs Street, Suite 300, Tampa, FL 33602, 813-272-6740, amy.lettelleir@tampa-xway.com.

Review Project Materials

Draft project documents can be viewed until March 8, 2022, at the following locations:

- **THEA Office Lobby**
  - 1104 E Twiggs St
  - Tampa, FL 33602
  - Mon-Fri 9 am - 5 pm
  - Sat-Sun Closed

- **John F Germany Library**
  - 900 N Ashley Dr
  - Tampa, FL 33602
  - Mon-Tue 10 am - 6 pm
  - Wed-Sat 10 am - 9 pm
  - Sun Closed

Documents, plans, project information, and animation are available at [WhitingStreetPDE.com](http://WhitingStreetPDE.com). You may also request additional information by contacting Sue Chrzan 813-272-6740 ext. 130 or emailing whiting@selmonstudies.com. Public Hearing materials will be posted to the website on February 23, 2022.
Welcome to the Whiting Street project development and environment, or P-D-and-E Study public hearing.
First, we’ll discuss the purpose of the Public Hearing in the PD&E process, how to provide comments, the laws and regulations surrounding the Hearing, and our commitment to Title VI Compliance.

Then we’ll take a moment to talk about the Tampa Hillsborough Expressway Authority, or THEA; who we are, and how we operate.

Then we’ll step through the study process, the constraints and considerations that we’re working with, and the Preferred Build Alternative we’re recommending. Finally, we’ll go over the next steps for the study.

A recording of the presentation will be available on the Whiting Street P-D-E dot com website tomorrow.
About the Public Hearing

**Purpose of the Hearing**
- Show the preferred alternative for the proposed improvements
- Present anticipated benefits of the improvements
- Discuss potential social, economic, and environmental impacts on the community
- Provide opportunity for the public to express opinions and concerns about the project

**How to Provide Comments**
- Write your comment on the form provided and place in comment box
- Make a verbal comment here tonight to the court reporter
- Mail in comments (address provided later in presentation)
- Enter comments online at www.WhitingStreetPDE.com

<<ANIMATION NOTES: SHOW EACH BULLET ON THIS SLIDE AS IT’S SPOKEN>>

The purpose of tonight’s hearing is to present the preferred alternative and the improvements included in that alternative;
To present the anticipated benefits and any social, economic, and environmental impacts on the community;
And the hearing serves as the official forum for the members of the public to talk to staff about the project and provide opinions and concerns about the preferred alternative.

There are many ways to provide comments on this project:
- Tonight, you may write your comments on the form provided and place the form in the comment box.
- Tonight, you may speak to the court reporter, one-on-one, to give a verbatim verbal public comment.
- At your convenience, you can mail the comment forms to the address on the comment form provided here tonight.
- Or you can enter your comments any time, using the comment form on the Whiting Street P-D-and-E website.
This public hearing is being held in accordance with:

- Section 120.525, F.S. – Meetings, Hearings, and Workshops
- Section 286.011, F.S. – Government in the Sunshine Law
- Section 335.199, F.S. – Transportation Projects Modifying Access to Adjacent Property
- Section 339.155, F.S. – Transportation Planning
- Americans with Disabilities Act of 1990 (ADA)
- Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws

This study has been conducted in compliance with all applicable federal and environmental laws, and pursuant to 23 U-S-C Subsection 327. This hearing is being held to give the public an opportunity to provide comments on this project. This hearing was advertised consistent with the federal and state requirements shown on the slide.
Title VI Compliance

Public participation is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express concerns about Title VI, may do so by contacting:

Amy Lettelleir, THEA’s General Counsel
Tampa Hillsborough Expressway Authority
1104 E Twiggs Street, Suite 300
Tampa, FL 33602
813-272-6740
amy.lettelleir@tampa-xway.com

<<NO ANIMATION ON THIS SLIDE>>

Public participation at this hearing is solicited and encouraged without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express concerns about Title 6 may do so by contacting THEA. The contact information is provided here.
THEA owns and operates:
- Selmon Expressway
- Meridian Avenue
- Selmon Greenway
- Brandon Parkway

THEA is an independent transportation agency of the state. We receive no tax funding for the operations, maintenance, renewal, and replacement of our properties. New projects are funded with a combination of our toll revenues and toll bonds. The tolls collected on the Selmon Expressway stay in Hillsborough County.

We have a 7-member local board of directors. Four local citizens are appointed by the Governor – Vince Cassidy, Bennett Barrow, Daniel Alvarez and John Weatherford; the 2 local elected officials are the City of Tampa Mayor Jane Castor and County Commissioner Ken Hagan; and the District 7 Secretary of Transportation, Secretary David Gwynn.

Our main asset is the Lee Roy Selmon Expressway, a toll road that connects Brandon to Downtown Tampa and Downtown Tampa to the Gandy Bridge which connects to Pinellas County. Last year, we opened the Extension of the Expressway on Gandy Boulevard.

Meridian Avenue in Tampa and Brandon Parkway in Brandon are feeder roads to the Reversible Express Lanes and have well-maintained bicycle and pedestrian paths.
THEA also owns the Selmon Greenway, a bicycle and pedestrian path under the Selmon Expressway in downtown Tampa.
A P-D-and-E study is an environmental and engineering process developed by the Florida Department of Transportation to look at the social, economic, natural, and physical environmental impacts of the different ways to build a project. This process was put in place in the 70s to openly ensure there are no disproportionate impacts to any part of the community, while still addressing a transportation challenge or need.

After the study is completed, the THEA Board will determine if it wishes to continue with the project. If so, Design and Engineering, Finance, and Right of Way acquisition follow.
Engagement Snapshot

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<table>
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</tr>
<tr>
<td>Public Hearing</td>
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Additional briefings to Hillsborough County Commissioners, Tampa City Council, and Mayor Castor

There have been many opportunities throughout the study for the public to provide comments and input on the alternatives, including the virtual Alternatives public meeting held on May 20th, 2021. <<ANIMATION NOTE: HAVE “VIRTUAL PUBLIC INFORMATION MEETING” LINE HIGHLIGHT WHEN NARRATOR MENTIONS THE MEETING>>

Based on the comments and questions received from the alternatives meeting, and the analysis completed during the P-D-and-E study process, a preferred alternative has been developed and is being presented here tonight. The comments received tonight and through the comment period will be taken into consideration before finalizing the alternative for this study.
Let’s talk about the study.

The Selmon Expressway provides a critical connection within our community and region. It serves as an alternate route to the interstate and is a key component of the state’s Strategic Intermodal System. The Expressway connects Brandon to St. Petersburg and allows people to live outside of the core downtown, and still commute to work and events in downtown Tampa. It also serves as a designated evacuation route. In fact, the Selmon Expressway carries over 200,000 travelers daily.

The study area for the Whiting Street P-D-and-E study is in downtown Tampa.
THEA’s Community Commitment

Purpose of the Study

- Enhance east-west mobility
- Enhance pedestrian safety and walkability
- Improve the grid network

<<ANIMATION NOTE: START WITH EVERYTHING EXCEPT RED CIRCLES>>

<<ANIMATION NOTE: HAVE RED CIRCLES (RED CIRCLES ARE SEPARATE SHAPE IN SLIDE) COME IN RIGHT AS NARRATOR IS SAYING “WHITING STREET DOES NOT CONNECT”>> Right now, Whiting Street does not connect to Meridian Avenue because of the railroad tracks that run north-south just west of Meridian Avenue.

<<ANIMATION NOTE: HAVE YELLOW HIGHLIGHT OF RAILROAD TRACKS BRIGHTEN/SOMEHOW DRAW ATTENTION WHEN NARRATOR SAYS “RAILROAD TRACKS”>>

The railroad tracks serve the Ardent Mills plant. When THEA built Meridian Avenue, we pledged to the city that we would connect Whiting Street to Meridian Avenue once the flour mill moved. Ardent Mills has committed to moving the flour mill in the coming year, so we started looking at ideas on how to make the system – the Selmon Expressway and the downtown streets – function better for all modes of travel: cars, trucks, transit, bicyclists, and pedestrians.

Since the City of Tampa is a Vision Zero city, THEA is always looking for ways to help with the Vision Zero initiative. The Alternatives were developed with pedestrian safety and walkability in mind, in addition to connecting the center portion of downtown Tampa to the east. We are excited about how downtown is changing and growing, and we are committed
to being part of the solution that makes getting around safer and easier.
We used a 4-step process to develop, screen, and refine the alternatives for evaluation.

The first step was to develop ideas to address the purpose and need of the project. We call these preliminary alternatives. A No Build alternative is always considered. The No Build is just that, what happens if we don’t make any improvements at all.
The No Build retains the existing configuration of the ramps and Whiting Street and assumes routine maintenance will continue into the future. Although the No Build alternative does not meet the needs of the project, nor does it address any growth that will happen in this area, it does provide a baseline to measure the potential effects of the Build alternative.

The No Build has some advantages, including no additional cost beyond maintenance and no inconvenience due to construction.
We also evaluated 2 build alternatives. While many of the improvements in the two alternatives will be the same, the main differences were, how to reconfigure Whiting Street between Jefferson Avenue and Brush Street, and where to connect the new portion of Whiting Street to Meridian Avenue. We’ll show the preferred alternative in detail later, but here are the highlights of the differences.

Alternative 1 would widen Whiting Street to 4 lanes with bike lanes but keep the sidewalks the way they are now. It would also connect the new portion of Whiting Street to Meridian Avenue at the existing intersection where the east end of Whiting Street now meets Meridian Avenue.
Alternative 2 would widen Whiting Street to 4 lanes also, but instead of bike lanes, this alternative would include 10-foot sidewalks. This would create a connection between the Selmon Greenway and the Meridian Greenway on the south side of Whiting Street and would encourage cyclists to use the new bike lanes on Cumberland Avenue being installed as part of the City’s planned Cycle Track.

This alternative would connect the new portion of Whiting Street to Meridian Avenue at a new intersection, which would allow the grid network to be expanded later and would give an additional pedestrian crosswalk to cross Meridian Avenue. The traffic lights at both intersections would work together for smoother traffic flow – and safer pedestrian crossings.
Once the alternatives were developed, the team evaluated each alternative to determine how well it addressed the purpose and need of the project.
Next, we presented the alternatives and their potential impacts, and gathered comments from the public at our Alternatives meeting on May 20, 2021.
We used those comments to review the alternatives. Mainly because of the benefits of connecting Whiting Street at a new intersection, Alternative 2 was refined before being identified as the preferred alternative.

Tonight’s public hearing is being held to present the details of that Preferred Alternative. We plan to finalize the study in the next few months.

Now let’s talk more about the preferred alternative.
Animation Video

MAKE SURE VIDEO AUTO-PLAYS
Now that you’ve seen the scope of what we’re recommending, let’s go through the improvements individually.

There are four locations included in the preferred Alternative. We’ll go backwards through our lettering as we describe the improvements.

Location D is the Reconstruction of Exit Ramp 6A for Florida Avenue, and the Removal of Exit Ramp 6B, which currently gives access to Channelside Drive.

Location C is the Jefferson Street Entrance Ramp to the Selmon Expressway and a new Whiting Street Exit Ramp.

Location B includes Whiting Street from Jefferson Street to Brush Street and the intersection of the end of the new Whiting Street exit ramp.

And finally, Location A is the new portion of Whiting Street from Brush Street to Meridian Avenue.
Let’s start in the west at Location D where we will make several improvements to help with our original goal of connecting Whiting Street to Meridian Avenue in a safe manner for both pedestrians and vehicles.
Today the eastbound downtown exits are close together.

The improvement would move the exits further apart and create an “oval” Florida Avenue exit ramp. This will remove the Channelside five-legged intersection and allow for a new Whiting exit ramp.
First, we would remove the existing diagonal ramp for Exit 6B.
When we remove the ramp, we will lengthen the loop ramp that connects to Florida Avenue, which is exit ramp 6A, and realign it by widening the curve. This would make more room for vehicles that need to queue at the new signal at the end of the ramp and allow vehicles a longer distance to slow down before reaching Florida Avenue.
Preferred Build Alternative

Location D: Removal of Exit Ramp 6B and Reconstruction of Exit Ramp 6A

- Remove pavement for existing Exit Ramp 6B
- Lengthen loop to make room for more vehicles and provide longer distance for vehicles to slow down
- Widen ramp to two lanes through curve and three lanes at intersection

<<ANIMATION NOTES: START WITH MAP AND FIRST/SECOND GREEN BOX, THEN FADE IN/ADD NEW GREEN BOX AND PINK CIRCLE AS NARRATOR BEGINS TO SPEAK>>

We would also widen the ramp to 2 lanes through the curve and 3 lanes as it approaches Florida Avenue.
Location D: Removal of Exit Ramp 6B and Reconstruction of Exit Ramp 6A

- Remove pavement for existing Exit Ramp 6B
- Lengthen loop to make room for more vehicles and provide longer distance for vehicles to slow down
- Widen ramp to two lanes through curve and three lanes at intersection
- Install new traffic signal at end of ramp to make it safer for pedestrians and turning vehicles

<<ANIMATION NOTES: START WITH MAP AND FIRST/SECOND/THIRD GREEN BOX, THEN FADE IN/ADD NEW GREEN BOX AND PINK CIRCLE AS NARRATOR BEGINS TO SPEAK>>

At the end of the ramp, a traffic signal would be installed to make it safer for pedestrians, and for the vehicles merging onto northbound Florida Avenue. This would also make it easier for drivers already on Florida Avenue that need to turn right onto Brorein Street so they don’t have to weave with vehicles coming off the exit ramp. A sensor at the ramp would communicate with the signals at Channelside Drive and Brorein Street to help clear the roads and allow traffic from the ramp to flow better.
Another element that will improve pedestrian safety and comfort is extending the curb along Florida Avenue so that the crossing distance for Channelside Drive is shorter.
A wall will be constructed between the ramp and sidewalk to separate pedestrians and bicyclists from traffic exiting the Selmon Expressway.
Preferred Build Alternative

Location D: Removal of Exit Ramp 6B and Reconstruction of Exit Ramp 6A

- Extend the curb to improve pedestrian safety and comfort by reducing the distance to cross Channelside Drive
- Construct a wall between the ramp and sidewalk to separate pedestrians from exiting traffic
- Create a community space within the center of the ramp

<<ANIMATION NOTES: START WITH MAP AND FIRST/SECOND GREEN BOX, THEN FADE IN/ADD NEW GREEN BOX AND PINK CIRCLE AS NARRATOR BEGINS TO SPEAK>>

The longer ramp will also provide an opportunity to create a community space.
Preferred Build Alternative

Location D: Removal of Exit Ramp 6B and Reconstruction of Exit Ramp 6A

Artist rendering, for illustrative purposes only

<<NO ANIMATION THIS SLIDE>>

This view shows an artist rendering of the new loop ramp from the intersection of Channelside Drive and Florida Avenue looking northeast.
Preferred Build Alternative

Location D: Removal of Exit Ramp 6B and Reconstruction of Exit Ramp 6A

Build loop ramp on elevated structure with piers to open up the area underneath for pedestrians.

<<ANIMATION NOTES: START WITH MAP, THEN FADE IN/ADD GREEN BOX AND PINK CIRCLE AS NARRATOR BEGINS TO SPEAK>>

By changing the loop ramp, we would be able to build it on an elevated structure to create a larger open area underneath for pedestrians to pass from the parking areas to points of interest such as Amalie Arena.
For the many pedestrians that use the intersection of Channelside Drive and Morgan Street to get to Amalie Arena, we would improve the sidewalks, add high visibility crosswalks, and enhance the walk signals to improve pedestrian connectivity and make the area safer.
Preferred Build Alternative

Location D: Removal of Exit Ramp 6B and Reconstruction of Exit Ramp 6A

Artist rendering, for illustrative purposes only

<<NO ANIMATION THIS SLIDE>>

This view shows an artist rendering of the new elevated loop ramp from the intersection of Channelside Drive and Morgan Street looking northwest.
Let’s move to location C, the Jefferson Street Entrance Ramp to the Selmon Expressway and a new Whiting Street Exit Ramp.
This graphic shows where we’ll move the exit ramp 6B to. The new location will connect to Whiting Street. The ramp will be approximately 700 feet to ensure there are no backups on the Selmon Expressway.
Preferred Build Alternative

Location C: Jefferson Street Entrance Ramp and new Whiting Street Exit Ramp

Move Exit Ramp 6B to northeast to connect to Whiting Street

Shift eastbound entrance ramp from Jefferson Street to north to make room for Whiting Street exit ramp

<<ANIMATION NOTES: START WITH MAP AND FIRST GREEN BOX, THEN FADE IN/ADD NEW GREEN BOX AND PINK CIRCLE AS NARRATOR BEGINS TO SPEAK>>

When this new ramp is constructed, we’ll have to move the Jefferson Entrance Ramp to the North just a bit.
The new Whiting Street ramp will also cut off Nebraska Avenue to the north, so we will construct a connection from Nebraska Avenue to Finley Street.
Preferred Build Alternative

Location C: Jefferson Street Entrance Ramp and new Whiting Street Exit Ramp

Artist rendering, for illustrative purposes only

<<NO ANIMATION THIS SLIDE>>

This view shows an artist rendering of the new ramp to Whiting Street and the shifted entrance from Jefferson Street looking west.
Now let’s move to location B, Whiting Street from Brush Street to Jefferson Street, including the intersection at the end of the Whiting Street Exit ramp.
The Preferred Build Alternative would widen the road from 2 lanes to 4 lanes, with wide sidewalks. This provides for a pedestrian connection between the Selmon Greenway and the Meridian Greenway using the south side of Whiting Street.
The Whiting Street exit ramp would have three lanes – with a dedicated left and two right turn lanes to help traffic to flow better
Preferred Build Alternative

Location B: Whiting Street from Jefferson Street to Brush Street including an Intersection at the End of the New Whiting Street Exit Ramp

Widen Whiting Street to 4 lanes and add wide sidewalks to both sides of the road

Intersection at New Whiting Street exit ramp would have 3 lanes coming from ramp, 2 right turn lanes and 1 left turn lane

Add a traffic signal at the end of the exit ramp with a crosswalk that has a refuge point to give pedestrians a place to safely stop if they need to cross in two stages

A new traffic signal would be installed at the end of the exit ramp to improve safety for pedestrians and the crosswalk would include a pedestrian refuge at the intersection between the right lanes and the left lane to make crossing safer for pedestrians that need to cross over two stages of the signal's cycle.
Preferred Build Alternative

Location B: Whiting Street from Jefferson Street to Brush Street including an Intersection at the End of the New Whiting Street Exit Ramp

- Widen Whiting Street to 4 lanes and add wide sidewalks to both sides of the road
- Add a traffic signal at the end of the exit ramp with a crosswalk and refuge point to give pedestrians a place to safely stop if they need to cross in two stages
- Add signs to communicate that Whiting Street is bicycle-friendly

Intersection at New Whiting Street exit ramp would have 3 lanes coming from ramp, 2 right turn lanes and 1 left turn lane

Increase awareness to
Preferred Build Alternative

Location B: Whiting Street from Jefferson Street to Brush Street including an Intersection at the End of the New Whiting Street Exit Ramp

Artist rendering, for illustrative purposes only

<<NO ANIMATION THIS SLIDE>>

This view shows an artist rendering of the intersection at the end of the new ramp to Whiting Street looking southwest.
Last, we’ll head to the new connection at Meridian Avenue, Location A.
The Preferred Build Alternative would extend Whiting Street to Meridian Avenue directly, connecting north of the existing Whiting Street intersection. This would improve the grid network for this area and allow for the grid to be expanded in the future. The new signal will work with the existing signal to the south, allowing for an additional crosswalk opportunity, which will improve pedestrian convenience and safety.
Location A: Whiting Street from Brush Street to Meridian Avenue

Connect Whiting Street between Meridian Avenue and Brush Street, making a new signalized intersection on Meridian Avenue

Install new traffic signal at Brush Street

<<ANIMATION NOTES: START WITH MAP AND FIRST GREEN BOX, THEN FADE IN/ADD NEW GREEN BOX AND PINK CIRCLE AS NARRATOR BEGINS TO SPEAK>>

Then we’ll install a new traffic signal at the Brush Street intersection to improve safety for pedestrians and bicyclists.
Preferred Build Alternative

Location A: Whiting Street from Brush Street to Meridian Avenue

- Connect Whiting Street between Meridian Avenue and Brush Street, making a new signalized intersection on Meridian Avenue
- Install new right traffic signal at Brush Street
- Construct wide sidewalks to improve connectivity between the Selmon Greenway and Meridian Avenue Greenway

<<ANIMATION NOTES: START WITH MAP AND FIRST GREEN BOX, THEN FADE IN/ADD NEW GREEN BOX AND PINK CIRCLE AS NARRATOR BEGINS TO SPEAK>>

We’ll construct wide sidewalks for a safe connection between the Selmon Greenway and Meridian Avenue Greenway.
<<ANIMATION NOTES: START WITH EVERYTHING EXCEPT PINK BOX, THEN ADD PINK BOX AS NARRATOR BEGINS TO SPEAK>>

This view shows an artist rendering of the new portion of Whiting Street, on the left side of the image, and how it would connect to Meridian Avenue at the top of the image.
Now that you’ve seen the recommended improvements, let’s summarize:

(1) We would remove the diagonal ramp for Exit Ramp 6B that now connects to Channelside Drive.
(2) We would then lengthen and add capacity to the Florida Avenue ramp, improving driver safety and sightlines.
(3) We would add a traffic signal and pedestrian features.
(4) We would move Exit Ramp 6B to the north to connect to Whiting Street.
(5) To fit the new ramp, we would move the Jefferson Street entrance ramp slightly to the north.
(6) And we would construct a connection between Nebraska Avenue and Finley Street.
7. Make Whiting Street 4 lanes and widen sidewalks
8. Add signal at end of Whiting Street exit ramp, with 1 left turn and 2 right turn lanes
9. Add crosswalk with pedestrian refuge

10. Add traffic signal at Brush Street
11. Connect Whiting Street to Meridian at a new intersection

<<ANIMATION NOTES: START WITH MAPS, ADD IN LIST AND PINK MARKERS AS THEY ARE SAID>>

<<NARRATOR NOTE: DO NOT SAY NUMBERS OUT LOUD FOR THESE>>

(7) Whiting Street would be widened to 4 lanes with 10-foot sidewalks on both sides of the road.
(8) We would add a traffic signal at the new intersection at the end of the exit ramp at Whiting Street, with 1 left turn and 2 right turn lanes.
(9) Add a crosswalk at the end of the ramp with a pedestrian refuge between the turn lanes.
(10) We would add a traffic signal at the Brush Street intersection.
(11) And finally, Whiting Street would be extended to connect to Meridian Avenue.
Preferred Build Alternative

- **Alternative 2 was chosen because...**
  - It provides better pedestrian connections at Meridian Avenue by creating a new intersection and crosswalk
  - It enables the grid network to be expanded into the future improving mobility for pedestrians, bicyclists, and drivers

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<th>Right of Way Impacts:</th>
<th>Overall Cost:</th>
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<td>• 0.52 acres</td>
<td>• Includes Design, Right of Way, and Construction</td>
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<tr>
<td>• 4 parcels</td>
<td>• Estimated total cost is $55.3 M</td>
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Alternative 2 was chosen because it provides better connections at Meridian Avenue by creating a new intersection, which includes an additional crossing opportunity for pedestrians, and because it allows for the grid network to be expanded into the future. This will make getting around by foot, bike, or car easier.

The preferred alternative would require us to purchase just over a half acre of land, which includes 4 parcels. The overall cost for the project, which includes design, right-of-way acquisition, and construction is estimated to be 55.3 million dollars.

HOLD FOR A FEW SECONDS
An important element of this P-D-and-E Study was to evaluate the potential environmental impacts and benefits. A wide range of resources were evaluated.
--social features, including land use and mobility
--cultural, which includes historic sites, parks, and trails
--natural, which includes wetlands and floodplains
--and physical, which includes air quality, noise, contamination, and traffic.
Summary of Potential Impacts

- **Social**
  - 0.52 acres of right-of-way to acquired involving 4 parcels

- **Cultural**
  - 2 historic sites potentially impacted

- **Natural**
  - Low potential for occurrence of protected species

- **Physical**
  - 6 utility replacements
  - 42 noise receptors
  - 26 high-ranked contaminated sites
  - 37 medium-ranked contaminated sites

<<ANIMATION NOTES: START WITH PURPLE BULLETS, THEN ADD IN THE SUB-BULLETS AS EACH ARE SAID>>

A summary of the potential impacts resulting from the preferred alternative are shown here. This project:

- Would require the acquisition of approximately one-half acre of right-of-way, which includes 4 parcels
- May impact 2 historic sites, the Ardent Mills facility which is moving in the coming year, and the railroad tracks
- Has low potential for the occurrence of protected species
- And may require 6 utility replacements

In addition, within the area of potential impact, there are 42 noise receptors, 26 contamination sites with a high-risk ranking, and 37 contamination sites with a medium-risk ranking.
<<NO ANIMATION THIS SLIDE>>

You can find all of the information presented tonight on the Whiting PD&E website, Whiting Street PDE.com

This presentation will be on the website by close of business tomorrow.
Next Steps

1. Develop Alternatives
2. Evaluate Alternatives
3. Gather Public Comments
4. Identify Preferred Alternative

Next up:
• Review comments received
• Present to the THEA Board for approval

<<ANIMATION NOTES: START WITH EVERYTHING EXCEPT THE GREEN START/"WE ARE HERE" AND ADD THOSE IN AFTER THE NARRATOR STARTS SPEAKING>>

We are nearing the end of the study.
Once the comment period ends, we will review all comments received and finalize the study.
The final step is to take the recommendation to the THEA board for approval.
We want your feedback!

How to Provide Comments

In-person tonight:
- Write your comment on the form provided and place in comment box
- Make a verbal comment here tonight to the court reporter

On your own time:
- Mail in comments
  Communications Department
  Tampa Hillsborough Expressway Authority
  1104 E. Twiggs Street
  Tampa, FL 33602
- Enter comments online at www.WhitingStreetPDE.com
- Email comments to whiting@selmonstudies.com

<<ANIMATION NOTES: START WITH JUST “HOW TO PROVIDE COMMENTS” AND ADD IN AS THEY ARE LISTED>>

We want to hear what you think. We have several ways to provide your comments.

You may fill out a comment form here tonight and drop in the comment box before you leave.
You can make a verbal comment in a one-on-one setting with the court reporter here tonight.

Or on your own time, you can mail us your comment at the address shown here.
You may visit the website and submit your comment using the comment form there.
Or you can email your comment to whiting@selmonstudies.com.

<<ANIMATION NOTES: ADD BOX WITH DEADLINE AS NEXT SENTENCE IS SAID>>

To become part of the public hearing record, mailed comments must be postmarked and email and website comments must be received by March 8th, 2022.
Thank you for attending tonight’s public hearing.
Display Boards
Welcome to the Public Hearing for the Whiting Street PD&E Study

Federal and State Requirements

This public hearing is being held in accordance with:

- **Section 120.525, F.S.** – Meetings, Hearings, and Workshops
- **Section 286.011, F.S.** – Government in the Sunshine Law
- **Section 335.199, F.S.** – Transportation Projects Modifying Access to Adjacent Property
- **Section 339.155, F.S.** – Transportation Planning
- **Americans with Disabilities Act** of 1990 (ADA)
- **Title VI** of the Civil Rights Act of 1964 and other nondiscrimination laws
The study area includes:

A. Whiting Street from Brush Street to Meridian Avenue

B. Whiting Street from Jefferson Street to Brush Street including intersection at end of new Whiting Street exit ramp

C. Jefferson Street entrance ramp and new Whiting Street exit ramp

D. Removal of Exit Ramp 6B and reconstruction of Exit Ramp 6A

THEA’s Commitment

Purpose of the Project

➢ Enhance East-West Mobility

➢ Enhance pedestrian safety & walkability

➢ Improve the grid network
THEA’s Vision Zero Practices:

Vision Zero is a goal to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. THEA is committed to prioritizing safety for all roadway users and the surrounding community to reach its Vision Zero goals.

Education
THEA regularly engages with the community to educate about the importance of safety.

Equity
THEA offers safe mobility alternatives for bicyclists and pedestrians from crosswalks, to the Meridian Trail, Selmon Greenway, and Brandon Parkway.

Engineering
THEA continually invests in safety on the Selmon Expressway, intersections and local streets.

Encouragement
THEA regularly encourages community safety by implementing Vision Zero improvements such as protected crossings, bicycle markings and multi-use trails.

Evaluation
THEA prepares a Biennial Safety report to assess the safety of their facilities. This effort serves to identify deficiencies so that THEA can promptly address them.

SECTION A IMPROVEMENTS

18. Install a new traffic signal to increase mobility and improve safety for pedestrians and bicyclists at the intersection with Brush Street.

19. Install a new traffic signal to increase mobility and improve safety for pedestrians and bicyclists at Meridian Avenue.

20. Construct a wide sidewalk to improve pedestrian and bicycle connectivity between the Selmon Greenway and the Meridian Avenue Greenway.

21. Connect Whiting Street to Meridian Avenue at a new intersection to improve access to east downtown Tampa, allowing grid network to be expanded later.
SECTION B&C IMPROVEMENTS

1. Widen the road to improve mobility and connectivity between Downtown Tampa and the Channel District.
2. Construct a 700-foot exit ramp to ensure there are no backups onto the Selmon Expressway and vehicles can access east downtown Tampa.
3. Construct two right turn lanes from the Selmon Expressway.
4. Construct a connection between Nebraska Avenue and Finley Street.
5. Shift the entrance ramp from Jefferson Street to eastbound Selmon Expressway to the north to make room for the Whiting Street exit ramp.
6. Install a new traffic signal at the end of the exit ramp to improve safety for pedestrians and bicyclists.
7. Add a refuge point to give pedestrians a place to safely stop if they need to cross in two stages.
8. Add signs to communicate to drivers and bicyclists that Whiting Street is bicycle-friendly.
9. Widen the road to improve mobility and connectivity between Downtown Tampa and the Channel District.
10. Install a new traffic signal at the end of the exit ramp to improve safety for pedestrians and bicyclists.
11. Add a sensor to the ramp that communicates with the traffic signals at Channelside Drive and Brorein Street to help clear the roads and allow traffic from the ramp to flow better.
12. Remove the pavement for the existing exit ramp.
13. Shift the entrance ramp from Jefferson Street to eastbound Selmon Expressway to the north to make room for the Whiting Street exit ramp.
14. Reconstruct the exit ramp to have a wider curve, making more room for vehicles and providing a longer distance for vehicles to slow down; the ramp would be two lanes through the curve and three at the intersection.

SECTION D IMPROVEMENTS

1. Install a new traffic signal at the end of the ramp to improve pedestrian and bicyclist safety.
2. Extend the curb to improve safety for pedestrians and bicyclists by reducing the distance to cross the street.
3. Add a wall between the ramp and sidewalk to separate pedestrians and bicyclists from traffic exiting the Selmon Expressway.
4. Create a community space to make the area more inviting for walking and bicycling.
5. Improve the sidewalks, add high visibility crosswalks, and enhance the walk signals to improve pedestrian connectivity and make the area safer to get to Amalie Arena.
6. Build the loop ramp on an elevated structure with piers (instead of a solid wall) to open up the area underneath for pedestrians.
7. Remove the pavement for the existing exit ramp.
8. Add a sensor to the ramp that communicates with the traffic signals at Channelside Drive and Brorein Street to help clear the roads and allow traffic from the ramp to flow better.
9. Reconstruct the exit ramp to have a wider curve, making more room for vehicles and providing a longer distance for vehicles to slow down; the ramp would be two lanes through the curve and three at the intersection.
Schedule and Costs

Project Schedule

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<th>Project Phase</th>
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<tr>
<td>Project Kick-off</td>
<td>July 2019</td>
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<td>Virtual Information Meeting</td>
<td>May 20, 2021</td>
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<td>Stakeholder Meetings &amp; Analysis</td>
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<td>Public Hearing</td>
<td>February 22, 2022</td>
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<td>Finalize PD&amp;E Documents</td>
<td>Spring 2022</td>
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Estimated Costs

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How to Comment

Place form in the comment box or give to staff here tonight

Make a verbal comment here tonight to the court reporter

Enter comments online at:
www.WhitingStreetPDE.com

Mail comments to:
Sue Chrzan
Tampa Hillsborough Expressway Authority
1104 E Twiggs Street
Tampa, FL 33602

Please submit all comments by March 8, 2022 to be included in the final document
Sign-in Sheets
# WELCOME
TO THE WHITING STREET PD&E PUBLIC HEARING

TUESDAY | FEBRUARY 22, 2022 | 5:00PM-7:00PM

## PLEASE SIGN IN

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<td></td>
<td>Alex Bourne</td>
<td>1715 N Westshore Blvd. 3360 T Ste. 600</td>
<td>Resident</td>
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<td>Mike Callahan</td>
<td>306 E Jackson St. 33602</td>
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<td>Brad Cooke</td>
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<td>Cathy Holman</td>
<td>211 Nob Hill Circle Longwood</td>
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WHITING STREET

PROJECT DEVELOPMENT & ENVIRONMENT STUDY

____________________________________________________

PUBLIC HEARING

____________________________________________________

DATE: Tuesday, February 22, 2022
TIME: 5:00 p.m. - 7:00 p.m.
PLACE: Tampa Hillsborough
       Expressway Authority
       1104 East Twiggs Street
       Tampa, Florida 33602

REPORTED BY: CATHY J. JOHNSON MESSINA
              Stenographic Court Reporter
              Notary Public, State of Florida
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O P E N I N G  R E M A R K S

MR. HOWELL: Good Evening. The Tampa Hillsborough Expressway Authority (or THEA) would like to welcome you to the public hearing for the Whiting Street Project Development and Environment, or PD&E, Study.

The purpose of the study is to evaluate how to enhance east-west mobility, enhance pedestrian safety and walkability, and improve the grid network in Downtown Tampa. The study limits are along Whiting Street from Jefferson Street to Brush Street and from Brush Street over to Meridian Avenue, a short segment of Meridian Avenue north of Whiting Street, Nebraska Avenue from Channelside Drive to Whiting Street, Exit Ramps 6A and 6B from the Selmon Expressway, and the Jefferson Street Entrance Ramp to the Selmon Expressway.

My name is Bill Howell with H.W. Lochner and I am the Consultant Project Manager for this project. Thank you for coming this evening. Here with me tonight are Sue Chrzan, THEA's Director of Public Affairs and Communications; Bob Frey, THEA'S Director of Planning and Innovation; and Anna Quinones, THEA's Project Manager for this project.

We also have additional project staff members here this evening who are available to answer questions you may have on the materials presented.
A transcript is being made of all oral proceedings and will be part of the public record for this project. You can also find all of this information on our project website at www.WhitingStreetPDE.com.

We will now begin the presentation.

(An audio/visual presentation was shown to the attendees.)
CLOSING REMARKS

MR. HOWELL: Anyone desiring to make an oral statement regarding the location, conceptual design or social, economic and environmental effects of the improvements will now have an opportunity to do so by speaking to the court reporter.

Written statements may be presented in lieu of or in addition to oral statements. We have comment forms available here tonight for your convenience, which can be completed and placed in the comment box here tonight or mailed in later. All written material received at this public hearing and at the Tampa Hillsborough Expressway Authority office located at 1104 East Twiggs Street, Suite 300, Tampa, Florida, 33602, must be postmarked no later than March 8th, 2022, to become a part of the public record for this hearing. All written comments should be addressed to the Communications Department. Comments may also be emailed to whiting@selmonstudies.com or entered online at www.WhitingStreetPDE.com.

Thank you for attending this public hearing and for providing your input into this project. It is now 6:27 p.m. I hereby officially close this portion of the public hearing for the Whiting Street Project Development and Environment Study.
Thank you again and have a good evening.

(There were no oral comments made to the court reporter.)
CERTIFICATE OF REPORTER

I, CATHY J. JOHNSON MESSINA, Stenographic Court Reporter and Notary Public in and for the State of Florida at large, hereby certify that the proceedings were recorded in Stenotypy by me and that the foregoing pages constitute a true and correct transcription of my recordings thereof.

I FURTHER CERTIFY that I am neither an attorney nor of counsel for the parties to this cause nor a relative or employee of any attorney or party connected with this public hearing and that I have no interest in the outcome of this action.

WITNESS my hand and seal this 8th day of March, 2022.

Cathy J. Johnson Messina
CATHY J. JOHNSON MESSINA
Stenographic Court Reporter
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Comment Form
You have 3 ways to provide comments on your time.
We want to hear what you think. We have several ways to provide your comments besides here tonight.

Fill out this comment form and mail in to the pre-printed address on the back of this form.
Enter comments online at:
www.WhitingStreetPDE.com
Email your comments to:
whiting@selmonstudies.com

To be included in the public record, comments must be received or postmarked by March 8, 2022

Please provide your comments below.
Let us know what you think of the preferred alternative.

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Please provide your information below.
Name: __________________________ Email Address: __________________________
Mailing Address: __________________________

Please add me to the mailing list □
Public Comments Received

The following lists the comments and questions received during the Public Hearing comment period and the responses provided.

Comment/Question 1:
It is my sincere hope that the city will prioritize pedestrian and bicycle access and safety in this project, to ensure that Tampa can be a more walkable and safe city for all residents and businesses. Any solution that removes safe bicycle and pedestrian access limits opportunity for fewer cars on the road and better local mobility.

Thank you for your comment.

Comment/Question 2:
Yes with all the inflation I've been very busy to take care of all the circumstances but I’m very concerned about everything that’s happening in today’s society always remember Republican for which is stands I will always be

Thank you for your comment.

Comment/Question 3:
I am a resident of Channel District and my business, CeVe, is a member of Embarc Collective on Whiting St. I reviewed the material on https://whitingstreetpde.com, including the presentation material from the February 22nd Public Hearing, which I also attended. I am excited about the connectivity of Whiting St to Meridian Ave but I have a few additional questions that I can’t find answers to.

The website mentions 10 foot sidewalks on Whiting St but the presentation specifically calls out the south side of Whiting St for bicyclist. Will both the north and south sidewalks be 10 feet, or will one of them be narrower or wider?

Both the north and south sides of Whiting Street will have 10’ paths.

The website mentions “Add signs to communicate to drivers and bicyclists that Whiting Street is bicycle-friendly.” What exactly are these signs? Are these Shared Lane Markings (“sharrows”) on the vehicle lanes, or something else?

Specific signage will be determined during the project design phase.

Will there be any changes to the width (widening or narrowing) of the existing Meridian Greenway path?

No changes to the width of the Meridian Greenway path are proposed as part of this project.

What is the proposed speed limit for Whiting St?

The posted speed will be equal to or less than 30 MPH.

Did your studies include the future pedestrian and bicycle traffic demand and impact of the additional lanes on injuries to vulnerable road users?

Project design is based on anticipated 2045 traffic demand and incorporates pedestrian and bicycle design safety standards found within the FDOT Design Manual and/or the Florida Greenbook Design Standards for this type of facility.
Are all relevant FHWA safety countermeasures from https://safety.fhwa.dot.gov/provenceountermeasures being implemented in the proposed changes, including appropriate speed limits, crosswalk visibility enhancements, bicycle lanes, and road diets?

Appropriate FHWA safety countermeasures have been incorporated into the proposed design and will be further detailed during final project design.

Also, it doesn’t appear that any of the 100+ Embarc Collective member companies were notified about the public hearing, only Embarc Collective staff, who didn’t pass the information on to members. Would you consider a brief meeting with interested member companies to discuss the project and answer questions?"

We are sorry you were not aware of the meeting. Public hearing notices were sent to the owners of the properties surrounding the project. The owner of Embarc was notified through a notice sent in the mail. The meeting was also included in the Downtown Partnership and Channelside Neighborhood Association newsletters. In addition, the meeting was advertised in the Tampa Bay Times and on THEA’s social media. Please contact Krystina.Steffen@Tampa-Xway.com to schedule a meeting.

Comment/Question 4:
My comments are posed as a series of questions but please interpret them as suggestions. The grid connections and bike/ped safety considerations are both greatly appreciated and needed.

1. Is there a way to discourage cut-through traffic as part of this project? This has been an issue for years. It seems that adding a toll at each of the downtown exits would help. Anecdotally we know some westbound drivers want to save the toll by exiting downtown then drive down Bayshore Blvd.

2. How will the green space be turned into a community gathering space? Will the space under the elevated Selmon also be considered for improvements/activation? Seems like a great opportunity to integrate with the Selmon Greenway. Will pedestrians be able to enter this space from all sides?

3. At the public hearing I saw a reference to retention ponds that does not appear in most of the material. I found the “pond-siting report” online and see that a few are proposed, which is surprising for such an urban area. Are there no other alternatives (like underground vaults)? At a minimum can these be turned into public park-like settings with access to them? (I heard from the City’s resilience officer that the state is interested in this and has funding allocated).

4. Nebraska is evolving as a main corridor to new developments like Encore and GasWorx. What is the suggested n/s connection since it will be bifurcated by the new ramp?

5. What is the proposed speed limit? Will it be consistent with the streets around it?

6. Materials stated that Whiting Street will be widened to 4 lanes but the renderings show 6 lanes for most of it (including the turn lanes). What is the width of these lanes? Will Vision Zero safety strategies such as ample time to cross, No Right on Red and leading pedestrian intervals be implemented?

7. Is there advance warning on the ramps to alert drivers to watch out for bike/ped?

8. How is the corridor going to accommodate bikes (other than the placement of signs declaring it bike friendly)? Varying speeds on sidewalks can be dangerous for pedestrians.

9. Will continuous bike/ped counters be part of the project?
10. Overall, can Water Street’s public realm standards and design be replicated in these adjacent streets? They have set a high bar for the rest of downtown!

As always, please let me know how we can help advance these projects. For the record, this has not been reviewed by our board of directors.

Thank you for your comments and for your interest in the project.

Comment/Question 5:
As a resident of Channel District who works at Embarc Collective on Whiting St, I look forward to using this new connection into the downtown grid, both as a pedestrian and a cyclist. My main request is to do everything you can to maximize the facilities for pedestrians, cyclists, wheelchairs, scooters, and other micro-mobility options. As Channel District and Water Street developments grow, and car ownership in younger populations declines, there should be significantly more residents and workers choosing active transportation.

The proposed 10-foot sidewalks are appreciated but really minimal given that there are no dedicated bike lanes. Without bike lanes, we’ll have bicycles and scooters (active and electric) sharing the sidewalks with pedestrians and traveling at significantly different speeds in both directions. I would like to see dedicated bike/scooter lanes or a wider path (14 feet), at least on one side of the road. We also know that sidewalks are often obstructed by light poles, traffic control cabinets, benches, trash cans and other treatments that effectively limit their use (just see Meridian Ave and Kennedy Blvd as examples of this). I saw a comment about directing cyclists to a future Cumberland cycle track extension, but I would argue that active transportation should be prioritized because drivers (who are not impacted in the same way by weather conditions) are better suited to take longer alternative paths.

I would prefer for Whiting St to be 3 lanes with a center turn lane. This is consistent with FHWA road diet recommendations being implemented around the country, and provides for better safety for pedestrians crossing the street. With the additional turn lanes, Whiting St will grow from 2 lanes (today) to 6 (at the new intersections), which significantly increases the risks for pedestrians crossing the street.

I would also like to see Whiting St narrowed to fewer lanes rather than widened with an additional turn lane. Meridian Ave and Twiggs St are among the worst to cross and navigate as a pedestrian or cyclist downtown, so Whiting St presents an opportunity to improve the status quo. I would also love to see the Meridian Greenway widened to 14 feet or more.

I hope the Whiting St speed limit remains at 30 miles per hour like the rest of the downtown grid.

As I stated in my previous questions below, Embarc Collective members (over 100 companies) were apparently not notified about the study or public hearing, and the ones I’ve spoken to would be grateful for a meeting to discuss this project.

Thank you for the opportunity to provide feedback.

(responses provided above)

We are sorry you were not aware of the meeting. Public hearing notices were sent to the owners of the properties surrounding the project. The owner of Embarc was notified through a notice sent in the mail. The meeting was also included in the Downtown Partnership and Channelside Neighborhood Association newsletters. In addition, the meeting was advertised in the Tampa Bay Times and on THEA’s social media. Please contact Krystina.Steffen@Tampa-Xway.com to schedule a meeting.
Memorandum

April 27, 2022

To: Greg Slater, THEA Executive Director/CEO
   Bob Frey, AICP, THEA Director of Planning and Innovation
   Anna Quinones, AICP, THEA Project Manager

From: Melissa E. Zornitta, FAICP, Executive Director

Re: Selmon Expressway Whiting Street PD&E Study – Final Project Environmental Impact Report

Thank you for the opportunity to review and comment on the Selmon Expressway Whiting Street PD&E Study Final Project Environmental Impact Report. Planning Commission staff is providing feedback on this document as it relates to the Imagine 2040: Tampa Comprehensive Plan.

The Tampa Comprehensive Plan provides guidance as follows:

Land Use Section

Policy 3.2.2: Provide a link between the various activity centers in the CBD by creating a system of attractive ground level pedestrian connections.

Policy 4.3.2: Direct connections between destinations, especially for adjacent parcels, to create walking and bicycling connections between neighborhoods and neighborhood (activity) centers. Potential conflicts between pedestrians and motor vehicles should be minimized.

Neighborhood/Community Plans Section

Policy 1.3.6: The physical layout of a neighborhood should encourage walking, bicycling and transit use, be safe, family friendly, usable by people of all ages, encourage interaction between people and be a sense of pride.

Mobility Section

Objective 1.2: Prioritize and implement roadway and intersection improvements consistent with the City’s growth projections, land use plan, and urban infill and redevelopment demand.
GOAL 2: Provide a safe, accessible, and efficient walk/bike network to facilitate walking and bicycling trips within and between neighborhoods, and village employment centers.

Objective 2.1: Increase the mileage of on-street bicycle lanes, off-street trails and side-paths, and designated shared-lane bikeways and safe, comfortable and connected pedestrian walkways.

Policy 2.1.7: Support the inclusion of appropriate bike facilities on all new or reconstructed arterial and collector roadways as demonstrated in the walk/bike plans.

Policy 2.1.8: Develop a bicycle network that is continuous, closes gaps in the existing system, and provides access to employment and village centers.

Policy 2.2.3: Strive to achieve greater connectivity in the street system through implementing a grid or modified grid street system. Site plans for private development should bring the street grid into the project.

Goal 4: Preserve neighborhood livability and protect the natural environment through management of roadway traffic and consideration of the impacts of roadway capacity improvements.

Policy 4.2.5: The scale and character of surrounding land use and potential walk/bike opportunities shall be considered in the design and construction of new roadways and the widening of existing roadways.

Objective 4.3: Provide an opportunity for public input including neighborhoods, businesses, and other interested groups in all aspects of transportation planning and implementation.

Policy 6.1.2: Consider a range of improvements such as wider sidewalks, more visible pedestrian crossings, enforcement, pedestrian lighting, bicycle lanes, pedestrian trails, and educating children on traffic safety.

Policy 6.1.3: Coordinate with implementing agencies to ensure that roadway capacity improvements will increase pedestrian or bicyclist exposure (i.e., travel-lane additions along roadway segments or turn lane additions at intersections).

Staff Analysis and Comments

The purpose and need for this project include system linkage, transportation demand, and safety. Planning Commission staff have a few general comments on the project:

- When considering the project's mobility impacts, the plans to extend Whiting to Meridian supports the principle of making needed connections and enhancing the downtown grid (Mobility Objective 1.2, Mobility Policy 2.2.3). The reconfiguring of the off-ramps also has merit, such as removing the Channelside off-ramp to improve pedestrian safety in front of Amalie Arena (Land Use Policy 3.2.2, Mobility Policy 6.1.2).

- As more residents move to this area, traffic models may show the need to support more vehicle trips. However, this area is one of the best examples of urban development in Tampa and should support multimodal options. Overall, the design of the project appears to be more suburban than urban in its design. The opportunities for residents and visitors
to work, shop, and play without being car dependent should be considered. (*Land Use Policy 4.3.2, Neighborhood/Community Plan Policy 1.3.6, Mobility Goal 2, Goal 4, and Policy 4.2.5*).

- The Selmon off-ramp lanes to Florida Avenue may alleviate motorist backup onto the expressway but may place greater risk for anyone walking/bicycling on Florida Avenue, especially considering that two lanes are proposed to move to three at this location. The proposed traffic signal may help, but if pedestrians or bicyclists cross without waiting or motorists do not come to a full stop, there are safety concerns for navigating that additional lane (conflicting with *Land Use Policy 4.3.2, Neighborhood/Community Plan Policy 1.3.6, Mobility Goal 2 and Policy 6.1.3*).

- Whiting Street is currently two lanes with on-street parking. The proposed design for the new, extended section calls for four lanes, no median in locations, and no bike facilities. There are concerns over this design, especially given the close location to the Rampello Downtown Partnership School and students walking, biking, or being picked up or dropped off in this area. Additionally, the loss of on-street parking may be detrimental to traffic calming. Staff would recommend consideration of appropriate and safe bicycle facilities in this area (*Mobility Objective 2.1, Policy 2.1.7, and Policy 2.1.8*) and considering neighborhood livability/safety impacts of widening a roadway near a school (*Land Use Policy 4.3.2, Neighborhood/Community Plan Policy 1.3.6, Mobility Goal 4*).

- The intersection with the popular shared-use path on Meridian will require trail users to cross several lanes with turning movements from all directions. Staff would recommend consideration of appropriate and safe bike facilities in this area (*Mobility Objective 2.1, Policy 2.1.7, and Policy 2.1.8*) and considering the safety impacts of users crossing at this intersection (*Land Use Policy 4.3.2, Neighborhood/Community Plan Policy 1.3.6, Mobility Goal 4 and Policy 6.1.3*). The project should ensure minimal impacts on the Meridian Greenway and its users.

- The report states that public input received was focused on the safety of cyclists, pedestrians, and scooter riders. The Planning Commission staff supports ensuring the interests of all modes are met and would support THEA in evaluating the items enumerated above to support safe travel of all modes (*Mobility Objective 4.3*).

**Conclusion**

The Planning Commission appreciates this opportunity to comment on the Selmon Expressway Whiting Street PD&E Study Final Project Environmental Impact Report. Please contact me if the Planning Commission can provide any additional information or if you have any questions.

Sincerely,

Melissa E. Zornitta, FAICP
Executive Director
May 9, 2022

Melissa E. Zornitta, FAICP, Executive Director
HILLSBOROUGH COUNTY CITY-COUNTY PLANNING COMMISSION
601 E. Kennedy Boulevard, 18th Floor
Tampa, FL 33602

Re: Selmon Expressway Whiting Street PD&E Study – Final Project Environmental Impact Report

Ms. Zornitta,

Thank you for the review and comments provided by the Planning Commission on the Whiting Street Final Project Environmental Impact Report.

As the project moves forward into the Design phase, THEA will continue to look for opportunities to incorporate the items included in your memorandum dated April 27, 2022, to better support safe travel for all modes in the downtown area.

We look forward to future collaboration.

Sincerely,

Bob Frey, AICP
Director of Planning and Innovation
TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY (THEA)
1104 E. Twiggs Street, Ste. #300
Tampa, FL 33602

Cc: Greg Slater, THEA Executive Director / CEO
    Sue Chrzan, THEA Director of Public Affairs
    Anna Quiñones, AICP, THEA Project Manager