SELMON EXPRESSWAY

Whiting Street PD&E Study

Comments & Coordination Report

April 2022

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1.0 Project Summary

The Tampa Hillsborough Expressway Authority (THEA), in coordination with the City of Tampa, is conducting a Project Development and Environment (PD&E) Study (Study) to evaluate the needs, costs and effects of extending Whiting Street and reconfiguring the on-ramps of the Selmon Expressway at Jefferson Street and off-ramps at Florida Avenue and Channelside Drive.

1.1 Project Description

The Study considers extending Whiting Street to North Meridian Avenue and includes improvements and realignment of the existing segment of Whiting Street, from Jefferson Street to North Brush Street. The extension will provide a direct connection of the Whiting Street corridor to North Meridian Avenue which will improve traffic flow and safety for all transportation modes and offer additional connections within the street network.

The Study also evaluates reconfiguring the on-ramp 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, and Channelside Drive off-ramp will be removed, and a 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 to provide a direct connection from the Selmon Expressway.

Figure 1.1 shows the project location.

Figure 1.1: Project Location Map



1.2 Proposed Action

THEA has committed to provide a new connection to North Meridian Avenue, by extending Whiting Street between Brush Street and North 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 North Meridian Avenue will offer an additional connection within the street network, providing additional route choice and providing additional routes and congestion relief.

The Preferred Alternative proposes improvements to existing ramp configurations and the existing street network at multiple locations in the Downtown/Channelside area. The improvements can be divided 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 railroad tracks. The preferred alternative proposes to extend Whiting Street, from Brush Street to North Meridian Avenue, with a new signal at the T-intersection of Whiting Street and North Meridian Avenue. The proposed typical section for the Whiting Street extension includes two 11-foot-wide travel lanes in each direction, a 15-foot-wide raised median, curb and gutter, and 10-foot-wide sidewalks on both the north and south sides of the road. The eastbound approach to North Meridian Avenue includes two 11-foot-wide dedicated left turn lanes and one 11-foot-wide dedicated right turn lane. If necessary, the proposed 15-foot-wide raised median can be converted to

an additional dedicated left turn lane in the future. The existing grassed median on North Meridian Avenue will be split in order to accommodate the proposed signalized intersection. The Preferred Alternative includes the addition of a southbound dedicated right turn lane and a northbound dedicated left turn lane. The Preferred Alternative does not propose any other improvements to North 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 much need of repair. The Preferred Alternative proposes to widen/reconstruct Whiting Street from two to four lanes with two 11-foot-wide travel lanes in each direction, curb and gutter, and 10-foot-wide sidewalks on both the north and south sides of the road. The Preferred Alternative also includes installing two new traffic signals; one at the intersection of Whiting Street and the terminus of the proposed Whiting off-ramp, just east of the Selmon Expressway, and the other at the intersection of Whiting Street and Brush Street. A dedicated eastbound left turn lane is proposed 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. The short, tight curve provides little room for vehicles to slow down and queue if there is any backup when trying to merge onto Florida Avenue. The preferred alternative proposes widening the ramp from one to two lanes as well as lengthening the ramp to provide a wider curve. The loop ramp terminates at Florida Avenue at a proposed signalized intersection. The proposed loop ramp includes two 12-foot-wide ramp lanes and will remain on structure beyond the existing exit Ramp 6B to provide an open area underneath for mixed use and to promote pedestrian travel. Approximately 300 feet north of Florida Avenue, the ramp widens to three lanes to provide more vehicle storage and efficient queue dispersion onto Florida Avenue. The increased ramp length as well as the additional lanes will minimize backup and potential vehicle queueing onto the Selmon Expressway. The Preferred Alternative includes a 10-foot-wide sidewalk that will be constructed parallel to the inside of the ramp. The sidewalk will be separated from traffic by a barrier wall and will cross underneath the ramp at the location of the existing exit Ramp 6B. Pedestrians will also have the ability to cross at the end of the loop ramp, to access Channelside Drive, at a proposed crosswalk at the signalized intersection. No right-of-way is required to construct the proposed loop ramp.

1.3 Project Purpose and Need

The purpose of this project is to provide a direct connection of the Whiting Street corridor to North 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 on-ramps to the Selmon Expressway at Jefferson Street and the off-ramps at Florida Avenue and Channelside Drive 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 on the Tampa Bay Regional Planning Model (TBRPM) Version 8.2, the existing roadway network will be over capacity by 2046. Additional network connectivity such as the Whiting Street extension 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 a 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 (2013-2018) were reviewed, and 14 crashes have occurred at this ramp. As the Water Street Project builds out to the east of the ramp system, 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 TBRPM Version 8.2, Jefferson Street (39,000 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 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 5.1: Stakeholder Coordination Meetings

Date	Participants	Topic/Purpose
12/12/2019	Representatives from Strategic Property Partners (SPP) and Stantec Professional Services (Stantec)	Future development plans north of Cumberland Avenue
1/10/2020	Representatives from HDR, Inc.	Coordination on graphics and document consistency with South Selmon Expressway Project
2/18/2020	Representatives from SPP and Stantec	Coordination with ongoing planning efforts
3/5/2020	Public and project stakeholders	Virtual Town Hall Meeting regarding all of THEA's ongoing projects
4/16/2020	City of Tampa	Review of traffic analysis of study area
8/24/2020	City of Tampa	Review comments from City of Tampa on traffic analysis
9/10/2020	Port Tampa Bay	Project background, schedule, and progress
10/5/2020	WSP Global	Coordination with Mobility Hub and Vision Zero efforts
10/5/2020	Mayor Jane Castor	Project background, schedule, and process
10/27/2020	City of Tampa	Proposed improvement alternatives
11/13/2020	SPP	Proposed improvement alternatives
12/2/2020	SPP	Proposed improvement alternatives, preliminary design concepts
2/17/2021	SPP	Proposed improvement alternatives, preliminary design concepts

3/2/21	FDOT District 7	Presentation to the District Interchange Review Coordinator (DIRC)
3/8/21	SPP	Proposed improvement alternatives, preliminary design concepts
4/19/22	SPP and Stantec	Proposed improvement alternatives, Preliminary design concepts

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.whitingstreetpde.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.

- **Tampa Bay Times:** THEA published the meeting notice in the Tampa Bay Times on May 6 and 13. The advertisement is included in **Appendix E**.
- **Elected Officials Email:** THEA sent out an email to the elected and appointed officials on May 6, 2021.
- **THEA Newsletter:** THEA included the meeting announcement in the agency's digital newsletter on May 18, 2021.
- **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, as well as area SunPass account holders. In total, the post cards were sent to 255 households. The post card is included in **Appendix E**.
- **Website:** THEA posted a notice about the meeting on the main THEA website (selmonstudies.com) and the Whiting Street project website (www.whitingstreetpde.com). A screenshot of the Whiting Street website at the time of the meeting is provided in **Appendix B**.
- **Facebook:** The THEA Facebook page was used to announce the meeting on May 6, 11, 13, and 20. In addition, THEA created an event for people to RSVP on Facebook. A sample post is included in **Appendix E**.
- **Twitter:** THEA promoted the meeting on their Twitter page (@THEASelmon) on May 6, 11, 13, and 20. Plan Hillsborough (the Hillsborough County Transportation Planning Organization) and the City of Tampa retweeted the meeting notices. A sample tweet is included in **Appendix E**.

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 8.1: Public Hearing Summary

Date	February 22, 2022
Time	5:00 pm-7:00 pm 5:00 pm-6:00 pm open house 6:00 pm formal presentation
Location	THEA Administrative Office Lobby/Board Room 1104 E Twiggs Street Tampa, Florida 33602
Attendees	21 public (signed in) 6 staff (consultants and THEA)
Comments	0 verbal 0 written 1 website form 4 emails (whiting@selmonstudies.com)

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:

- Purpose of the hearing
- Background of THEA
- Study process
- Conditions and constraints
- Preferred Alternative
- Evaluation results
- Ways to provide comments
- Next steps

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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Appendix A

Public Involvement Plan

SELMON EXPRESSWAY

Whiting Street PD&E Study

Public Involvement Plan



January 2020

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.

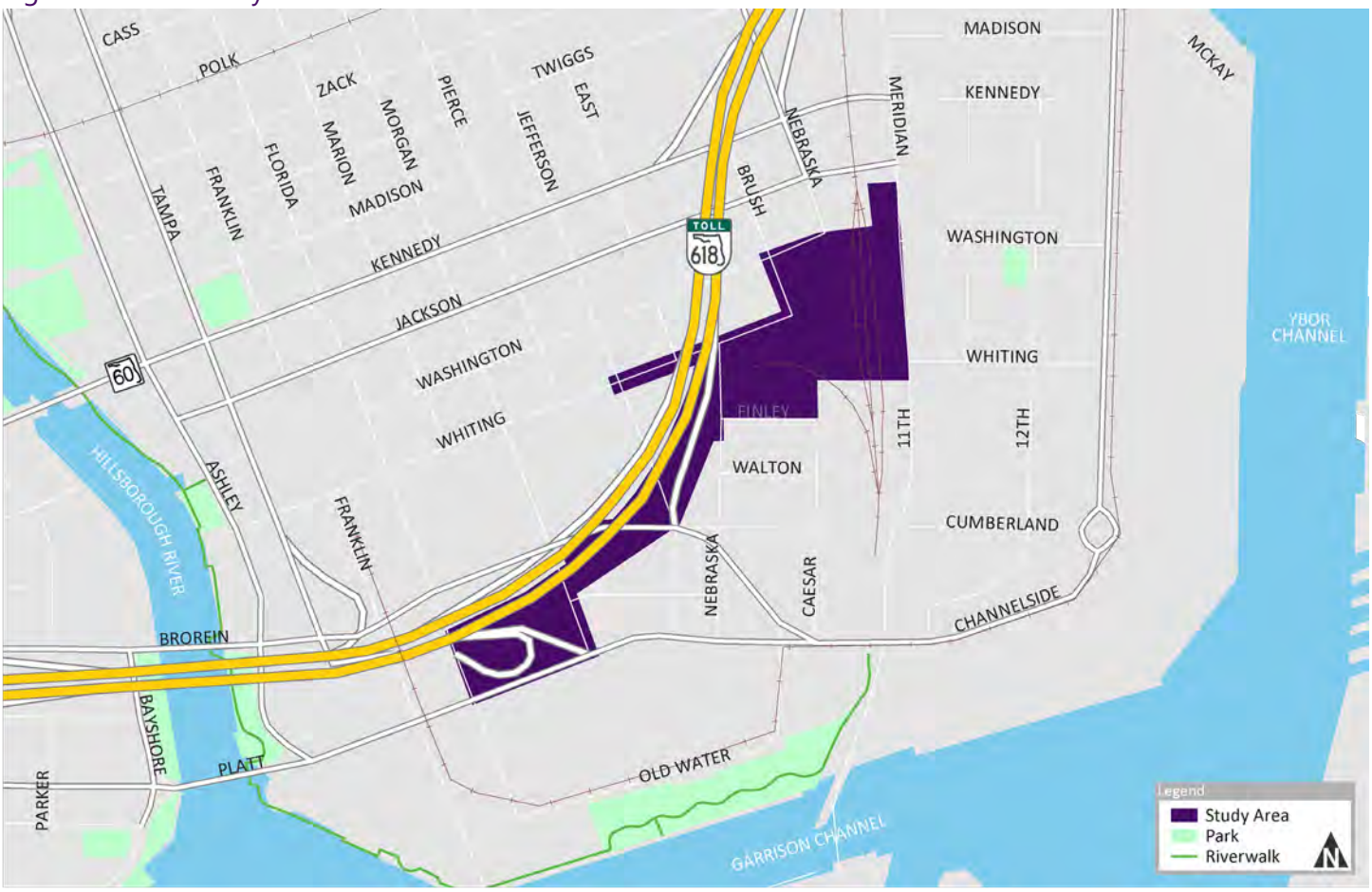
1.2 Project Background

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.

Figure 1: PD&E Study Area



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.

Bob Frey
Tampa Hillsborough Expressway Authority
Director of Planning and Innovation

813-272-6740 Ext. 203
bobf@tampa-xway.com

1104 E Twiggs Street, Suite 300
Tampa, FL 33602

Anna Quiñones
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THEA Project Manager

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Bill Howell, PE
HW Lochner, Inc.
Consultant Project Manager

813-357-3750
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Tampa, FL 33607

Don Skelton, PE
HW Lochner, Inc.
Consultant Deputy Project Manager

813-357-3750
dskelton@hwlochner.com

4350 W Cypress Street, Suite 800
Tampa, FL 33607

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.

Figure 2: Downtown Tampa Neighborhoods



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

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

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

4.2.2 Elected and Appointed Officials

- Florida State Senators
  - State Senator, District 18
  - State Senator, District 19

- Florida State Representatives
  - State Representative, District 60
  - State Representative, District 61

- Hillsborough County
  - County Commissioner, District 1
  - County Commissioner, District 2
  - County Commissioner, District 3
  - 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

  - Tampa Port Authority Port Director
  - Tampa-Hillsborough Expressway Authority Executive Director
  - Hillsborough County City-County Planning Commissioner
  - Hillsborough County School Board Representative
- Hillsborough Metropolitan Planning Organization (MPO) Staff
  - Executive Director
  - MPO Assistant Executive Director
  - Executive Planner

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:

- Tampa Bay Times
- Centro Mi Diario and/or La Gaceta
- Florida Sentinel
- Tampa Bay Online
- Tampa Bay Business Journal
- University of South Florida Oracle
- Florida Administrative Register

5.5 Project Website

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 is 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.

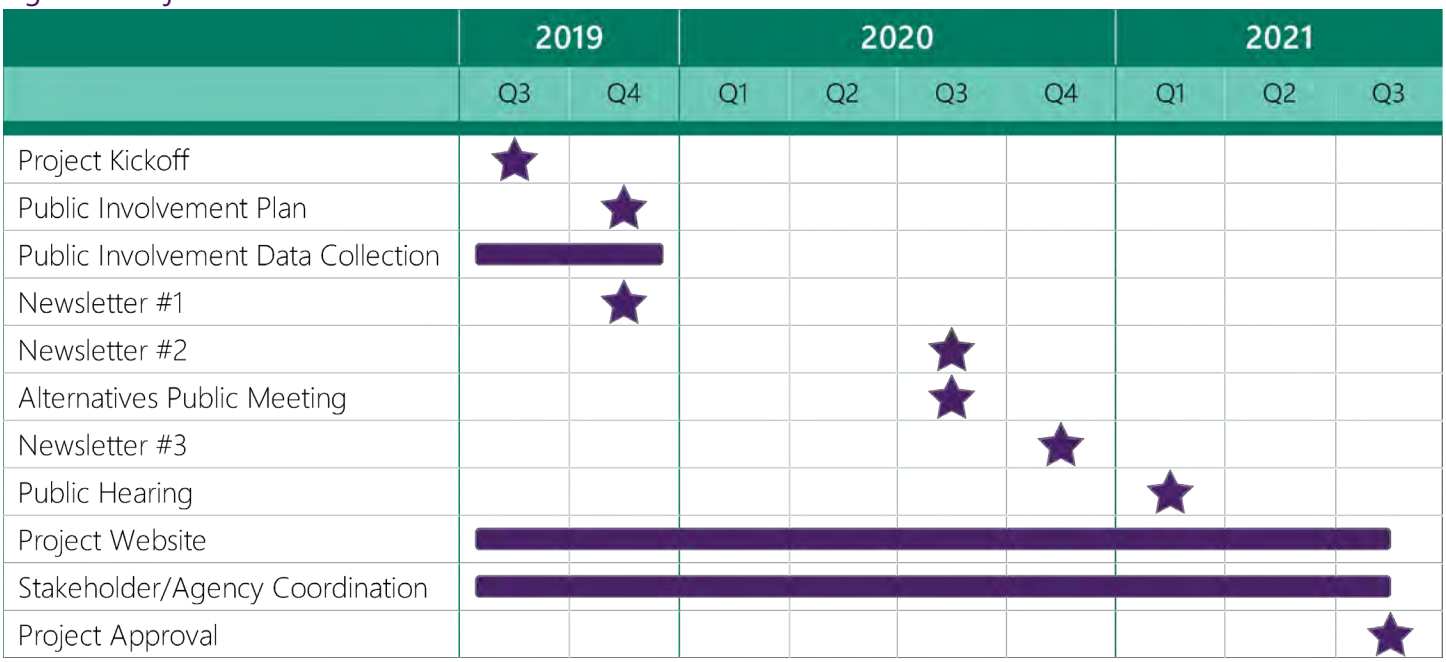
The purpose of environmental justice is to allow everyone the same degree of protection from environmental and health hazards, while also providing equal access to the decision-making process to have a healthy environment in which to live, learn, and work. Environmental justice ensures that:

- 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



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

Website Screenshot 5/21/21



Whiting Street PD&E Study

View the May 20, 2021 Public Meeting Materials

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 .



Expand All

- **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 Con Agra flour mill was no longer located in downtown Tampa, we would remove the railroad tracks and help to restore 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, completing these connections to Meridian Avenue will provide a better grid-style road network in

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

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.



View East-West Connectivity Map

planned widening of the Selmon Expressway south of the downtown exit ramps will alleviate congestion along the Selmon. However, the existing exit ramps currently do not hold enough vehicles to accommodate the anticipated increase in traffic that is projected in the future.



View the No Build Map

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.



Location A: Whiting Street from Meridian Avenue to Brush Street



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



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



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



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

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
2 Evaluate Alternatives
3 Gather Public Comments
4 Select Preferred Alternative

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 THEA. 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.

4 Select Preferred Alternative

4 Select Preferred Alternative

Once we collect and review all public comments, the team will work to refine the alternatives and identify the Locally Preferred Alternative, which may be one of the two alternatives, a combination of the two, or the No Build Alternative. The Locally Preferred Alternative will be identified before the public hearing, planned for fall 2021, so that the community can review and provide additional comments prior to the plan being finalized in late 2021.

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, where it 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 east of Meridian Avenue, this configuration allows for better operation and enhanced efficiency. Finally, Alternative 2 allows for 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.



Alternative 1, Location A: Whiting Street from Meridian Avenue to Brush Street



Alternative 2, Location A: Whiting Street from Meridian Avenue to Brush Street

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 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 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.



Alternative 1, Location B: Whiting Street from Brush Street to Jefferson Street and the Intersection at the End of the New Whiting Street Exit Ramp



Alternative 2, Location B: Whiting Street from Brush Street to Jefferson Street and the Intersection at the End of the New Whiting Street Exit Ramp

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

At this location, there is only one Build Alterative. 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 eastbound Selmon Expressway would move to the north to make room for moving Exit 6B. And a connection between Nebraska Avenue and Finley Street would be constructed.





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

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

At this location, there is only one Build Alterative. 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 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.



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

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 looks at the 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 study options that would not cause disproportionate impacts to the community, and we are confident neither alternative 1 or 2 would.

Alternative	No Build	Alternative 1	Alternative 2
How much does the alternative **enhance operations?**	Because traffic is expected to increase, this alternative would have no benefit to the roadway level of service	New connection to Meridian Avenue would operate at **level of service E in the morning and D** in the afternoon peak times	New connection to Meridian Avenue would operate at **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

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 curved roadway connecting into the existing intersection) would operate at a level of service E 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 queueing 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.

The Alternative 2 Whiting Street connection at Meridian Avenue (straighter 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 queueing 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.

Alternative	No Build	Alternative 1	Alternative 2
How much does the alternative **enhance pedestrian safety?**	Because there would be no improvements made for pedestrians, this alternative would have no benefit to pedestrian safety	This alternative includes **several** pedestrian enhancements (6' sidewalks and bike lanes, better east-west pedestrian connections)	This alternative includes **several** pedestrian enhancements (10' sidewalks, better east-west pedestrian connections, additional crosswalk)

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.

Alternative	No Build	Alternative 1	Alternative 2
How much **right of way would be acquired? What is impacted?**	0 acres 0 parcels 0 business 0 residential	0.24 acres 4 parcels 2 businesses 0 residential	0.24 acres 4 parcels 2 businesses 0 residential

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.

Alternative	No Build	Alternative 1	Alternative 2
How much **is each alternative estimated to cost?** (includes design, acquiring right of way, and construction)	$0	$42.8 million	$48.7 million

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 costs include engineering and design, acquisition 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 official comment period for the Alternatives will close at 5pm on June 10, 2021.

Official comment period for the Alternatives will close at 5pm on June 10, 2021.

First Name:

Last Name:

Email Address:*

Telephone:

Street Address:

City:

State:

FL

Zip Code:*

Affiliation:

< Please select >

Comment:*

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Submit

Email comments

Send email to whiting@selmonstudies.com

Mail comments

Communications Department
Tampa Hillsborough Expressway Authority
1104 East Twiggs Street
Suite 300
Tampa, FL 33602

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Website Screenshot 2/23/22



Whiting Street PD&E Study

Thank you for attending the public hearing! If you missed it, meeting materials are available for review.

View Public Meeting Materials →

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 .



Expand All

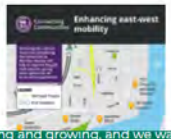
- **Improvement Location A: Whiting Street from Meridian Avenue to Brush Street**
- **Improvement Location B: Whiting Street from Brush Street to Jefferson Street and the Intersection at the End of the New Whiting Street Exit Ramp**
- **Improvement Location C: Jefferson Street Entrance Ramp and the New 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 Con Agra flour mill was no longer located in downtown Tampa, we would remove the railroad tracks and help to restore 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.

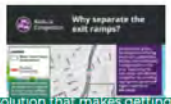
Improve the Grid Road Network

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, 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 the downtown exit ramps will alleviate congestion along the Selmon. However, the existing exit ramps currently do not hold enough vehicles to accommodate the anticipated increase in traffic that is projected in the future.



about how downtown is changing and growing, and we want to be part of the solution that makes getting around safer and easier.

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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 the downtown exit ramps will alleviate congestion along the Selmon. However, the existing exit ramps currently do not hold enough vehicles to accommodate the anticipated increase in traffic that is projected in the future.



the New Whiting Street Exit Ramp



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



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

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
2 Evaluate Alternatives
3 Gather Public Comments
4 Select Preferred Alternative

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).

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 THEA. The public information

meeting held in May 2021 allowed members of the community to review the alternatives and their potential impacts, and provide comments and ask questions about the project.

4 Select Preferred Alternative

All public comments received thus far were used to help the team refine the alternatives and identify the preferred alternative. The preferred alternative is described below.

The public hearing on February 22, 2022, and the subsequent comment period is the final opportunity to provide comments before the preferred alternative is taken to the THEA Board of Directors and the study is finalized. All comments received by March 8, 2022, will be included in the public record for the project. Comments may be submitted using the options highlighted in the "Submit a Comment" tab.

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 for a pedestrian connection between the Selmon Greenway 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 restricted 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) 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. And a 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. Please note, improvements for

Locations B and C are shown together.

Click on the image below to see an artist rendering of the new ramp to Whiting Street and the shifted entrance from Jefferson Street.





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 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.

A wall would be constructed between the ramp and the sidewalk to separate pedestrians and bicyclists from traffic exiting the Selmon Expressway.

A traffic signal with 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 that need to turn right onto Brorein 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 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. 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 walk 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.







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

connect to Whiting Street. The differences are described below.

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 6B 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

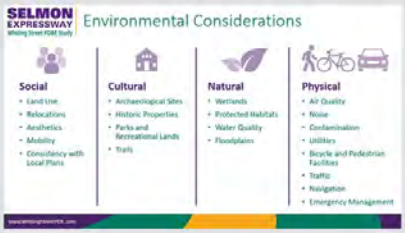
Alternative 2 would bring Whiting Street from 2 lanes to 4 lanes, with 10-foot-wide sidewalks instead of bike lanes. The intersection at Whiting Street and the new Exit Ramp 6B would be constructed with three lanes coming off the ramp. One lane would turn left (west) onto Whiting Street and two lanes 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 looked at 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 study 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?

Criteria	No Build	Preferred Alternative
How much does the alternative **enhance operations?**	Because traffic is expected to increase, this alternative would have no benefit to the roadway level of service	New connection to Meridian Avenue would operate at **level of service C in the morning and B** in the afternoon peak times

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 at Meridian Avenue would operate at a level of service C in the morning and B 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?

Criteria	No Build	Preferred Alternative
How much does the alternative **enhance pedestrian safety?**	Because there would be no improvements made for pedestrians, this alternative would have no benefit to pedestrian safety	This alternative includes **several** pedestrian enhancements (wider sidewalks, additional crosswalks)

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 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?

Criteria	No Build	Preferred Alternative
How many **historic sites may be impacted?**	Because there would be no improvements, this alternative would not include impacts to any historic sites	This alternative **may impact 2 historic sites**, the Ardent Mills property which is moving within the year and the railroad tracks

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 Ardent Mills property and the railroad tracks. Ardent Mills plans to build a new facility on Port Tampa Bay property To mitigate for these impacts, THEA 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 Ardent 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?

Criteria	No Build	Preferred Alternative
How much **right of way would be acquired? What is impacted?**	0 acres 0 parcels	0.52 acres 4 parcels

Because the No Build Alternative would not include any improvements, no right of way would be needed.

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)

Criteria	No Build	Preferred Alternative
How much **is each alternative estimated to cost?** (includes design, acquiring right of way, and construction)	$0	$55.3 million

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



Resources and Reports

Air Quality Technical Memo (DRAFT)

Contamination Screening Evaluation Report (DRAFT)

Cultural Resources Assessment Survey (DRAFT)

Cultural Resources Assessment Survey - Pond Addendum (DRAFT)

Cultural Resources - Determination of Effects Case Study Report (DRAFT)

Cultural Resources - Concurrence Letter

Interchange Modification Report (DRAFT)

Location Hydraulic Report (DRAFT)

Natural Resources Evaluation (DRAFT)

Noise Study Report (DRAFT)

Pond Siting Report (DRAFT)

Preliminary Engineering Report (DRAFT)

Project Environmental Impact Report (DRAFT)

Project Traffic Analysis Report (DRAFT) Appendix A-C Appendix D-K

Sociocultural Effect 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





Public Information Meeting (May 20, 2021)

View the presentation recording from the May 20, 2021 Public Information Meeting



View questions and answers from the May 20, 2021 Public Information 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 official comment period for the Public Hearing closes at 5:00PM on March 8, 2022.

First Name:

Last Name:

Email Address:*

Telephone:

Street Address:

City:

State:

FL

Zip Code:*

Affiliation:

< Please select >

Comment:*

I'm not a robot

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Email comments

Send email to whiting@selmonstudies.com

Mail comments

Communications Department
Tampa Hillsborough Expressway Authority
1104 East Twiggs Street
Suite 300
Tampa, FL 33602

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Appendix C

Advanced Notification Package

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

Purpose and Need

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.

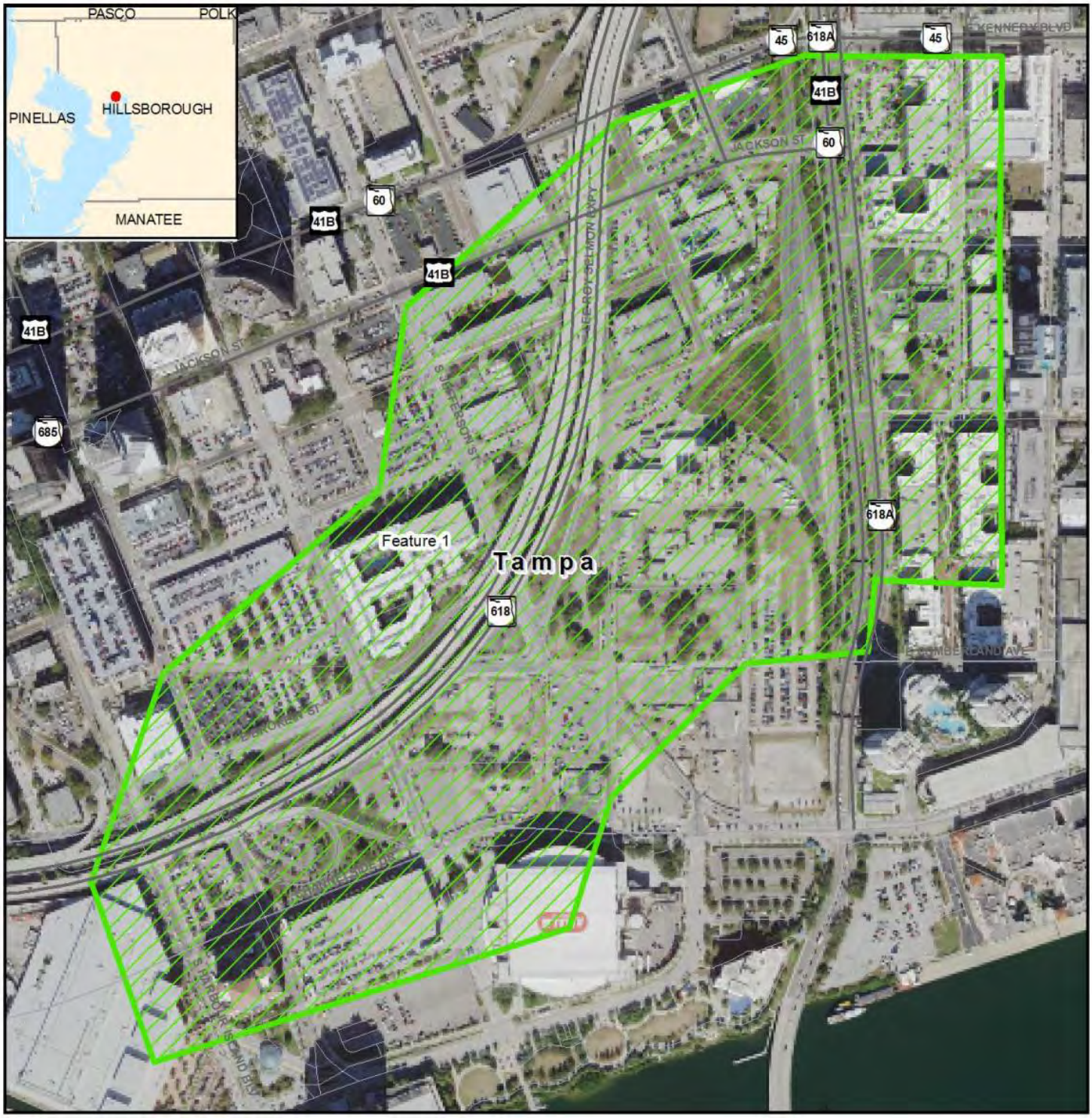
The proposed project will have no involvement with any Scenic Highway resources.

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



Project Aerial Map

Area of Interest
Major Road
Local Road or Trail

Data Sources:
Highways - NAVTEQ
Digital Orthophotograph - ArcGIS Online

0 0.03 0.06 0.12 Miles

N

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FDOT

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AOI - Whiting Street 500



Project Base Map

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

Data Sources:
NAVTEQ
US Geological Survey
US Census Bureau
County Property Appraisers
Florida Natural Areas Inventory

0 0.025 0.05 0.1 Miles

N

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AOI - Whiting Street 500



Age Distribution Map

Area of Interest
Major Road
Local Road or Trail

Median Age
0 - 18
18 - 30
30 - 65
> 65

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

0 0.02 0.04 0.08 Miles

N

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AOI - Whiting Street 500



Coastal and Marine Map

- City Limits
- Navigable Water Way
- Swamp or Marsh
- Exposed Rocky Platform
- Sand Beach
- Gravel Beach/Riprap
- Exposed Tidal Flat
- Sheltered Tidal Flat
- Mixed Sand And Gravel Beach
- Sheltered Rock/Seawall/Vegetated
- Exposed Vertical Rocky Shore/Seawall
- Coastal Barrier Resource Area
- Continuous Seagrass
- Discontinuous Seagrass
- Aquatic Preserve
- Non-vegetated Wetland
- Vegetated Non-forested Wetland
- Wetland Forested Mixed
- Wetland Coniferous Forest
- Wetland Hardwood Forest

N

0 0.025 0.05 0.1 Miles

Data Sources: NAVTEQ; US Geological Survey; Florida Marine Research Institute; Florida Department of Transportation; Florida Department of Environmental Protection; National Oceanic and Atmospheric Association; Florida Water Management Districts

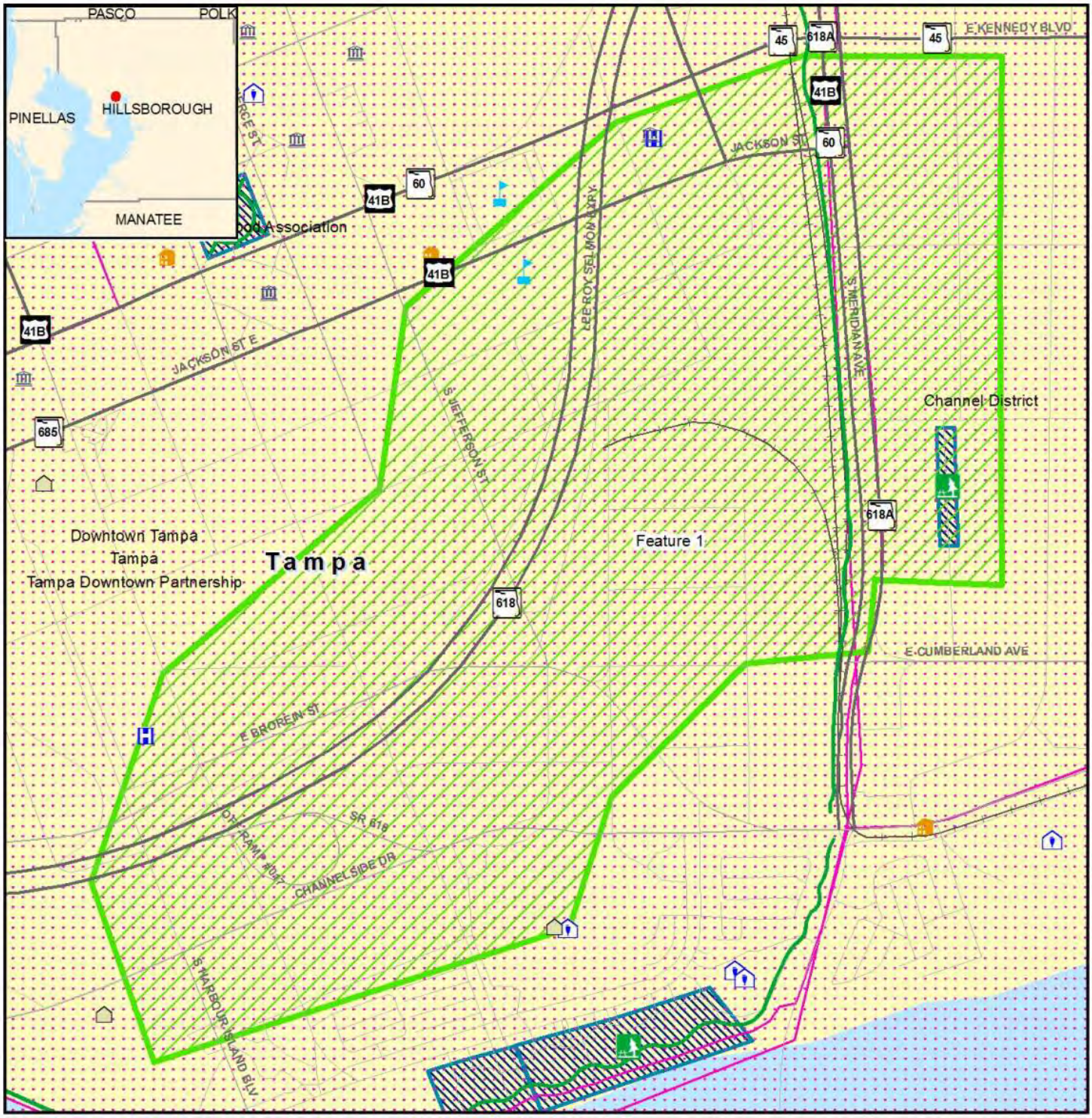
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AOI - Whiting Street 500



Community Services Map

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

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

0 0.025 0.05 0.1 Miles

N

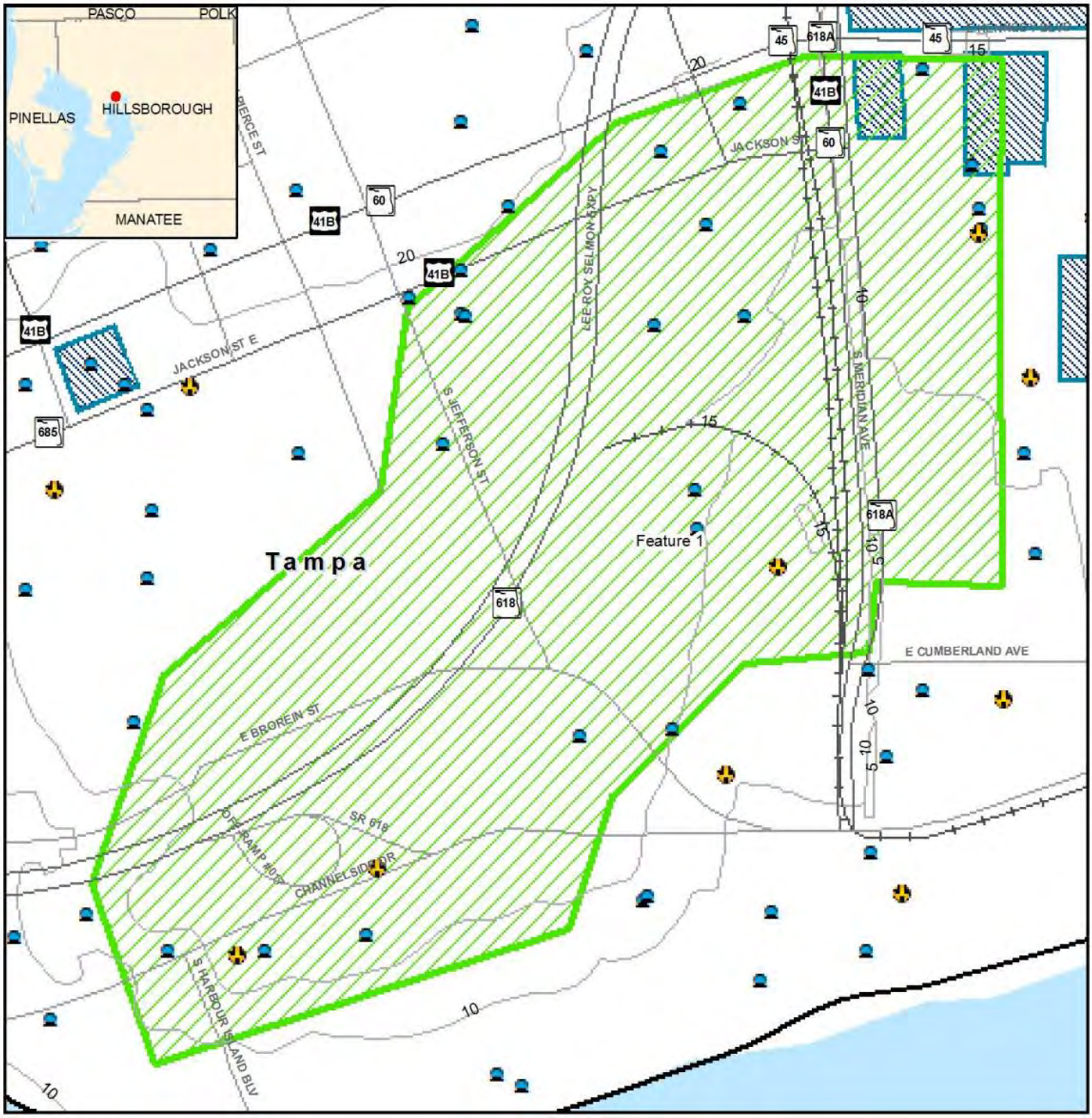
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AOI - Whiting Street 500



Contamination Map

- Area of Interest
- Major Road
- Local Road or Trail
- Toxic Release Inventory
- Dry Cleaning Facility
- Solid Waste Facility
- Hazardous Material Site
- Power Plant
- Superfund Site
- Nuclear Site
- FDEP Tanks
- 5 FT Contour
- Brownfield Area

Soil Drainage

- Excessively Drained
- Well Drained
- Somewhat Excessively Drained
- Moderately Well Drained
- Somewhat Poorly Drained
- Poorly Drained
- Very Poorly Drained
- Unclassified

0 0.025 0.05 0.1 Miles

N

Data Sources:NAVTEQ; US Geological Survey; FL Department of Transportation; FL Department of Environmental Protection; FL Water Management Districts; US Environmental Protection Agency; Natural Resource Conservation Service

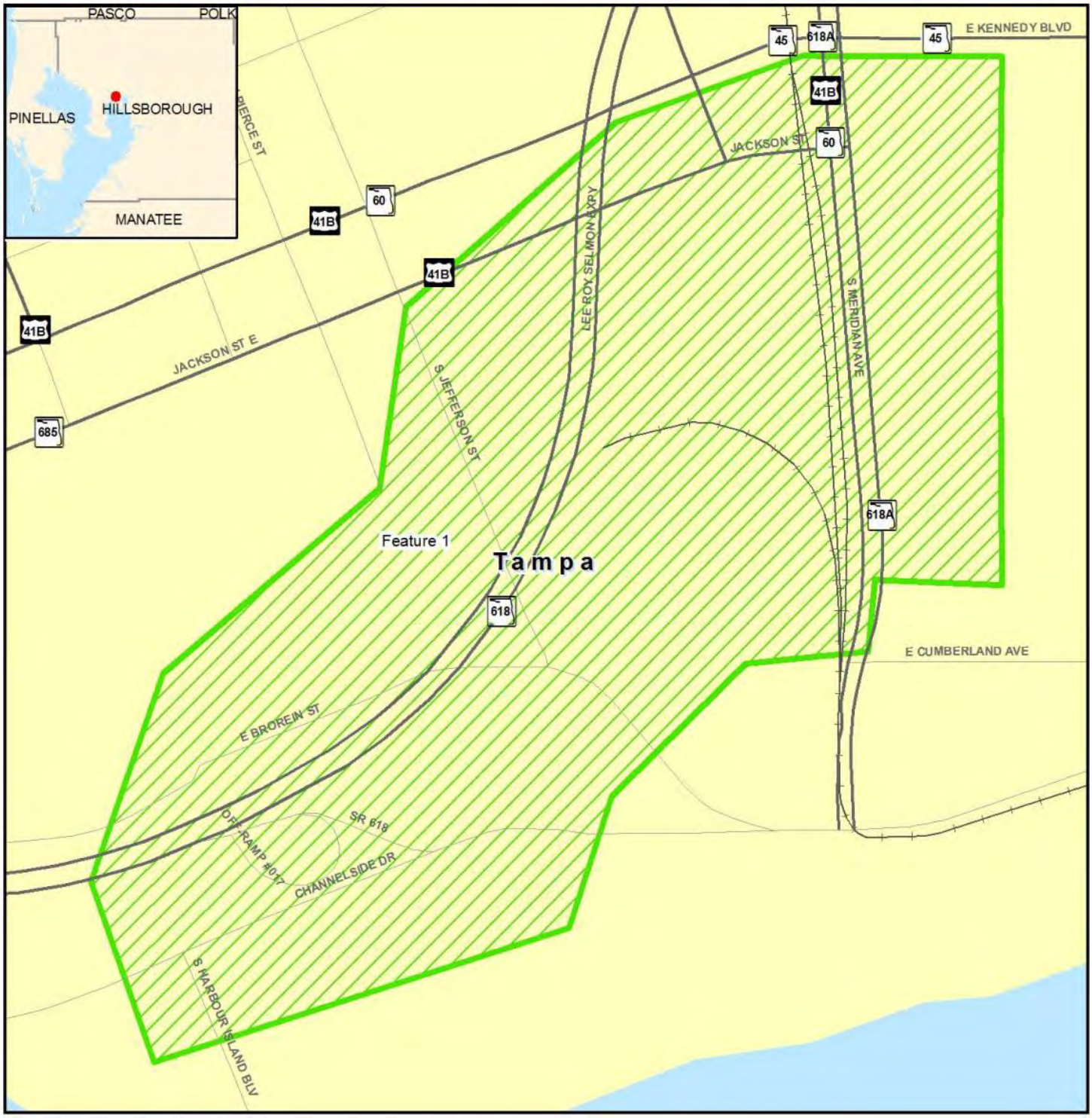
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AOI - Whiting Street 500



Farmlands Map

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

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

0 0.025 0.05 0.1 Miles

N

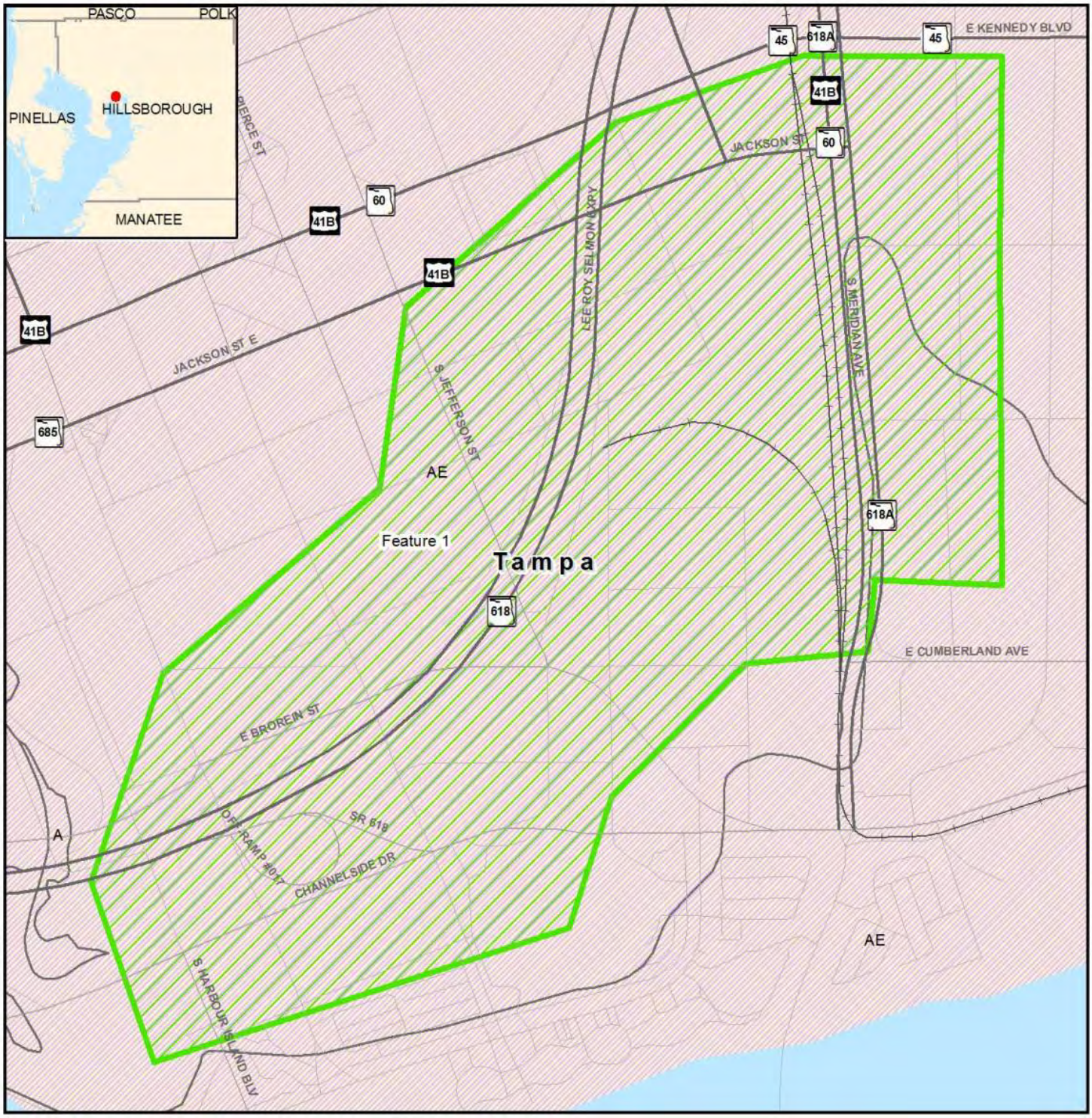
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AOI - Whiting Street 500



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

0 0.03 0.06 0.12 Miles

N

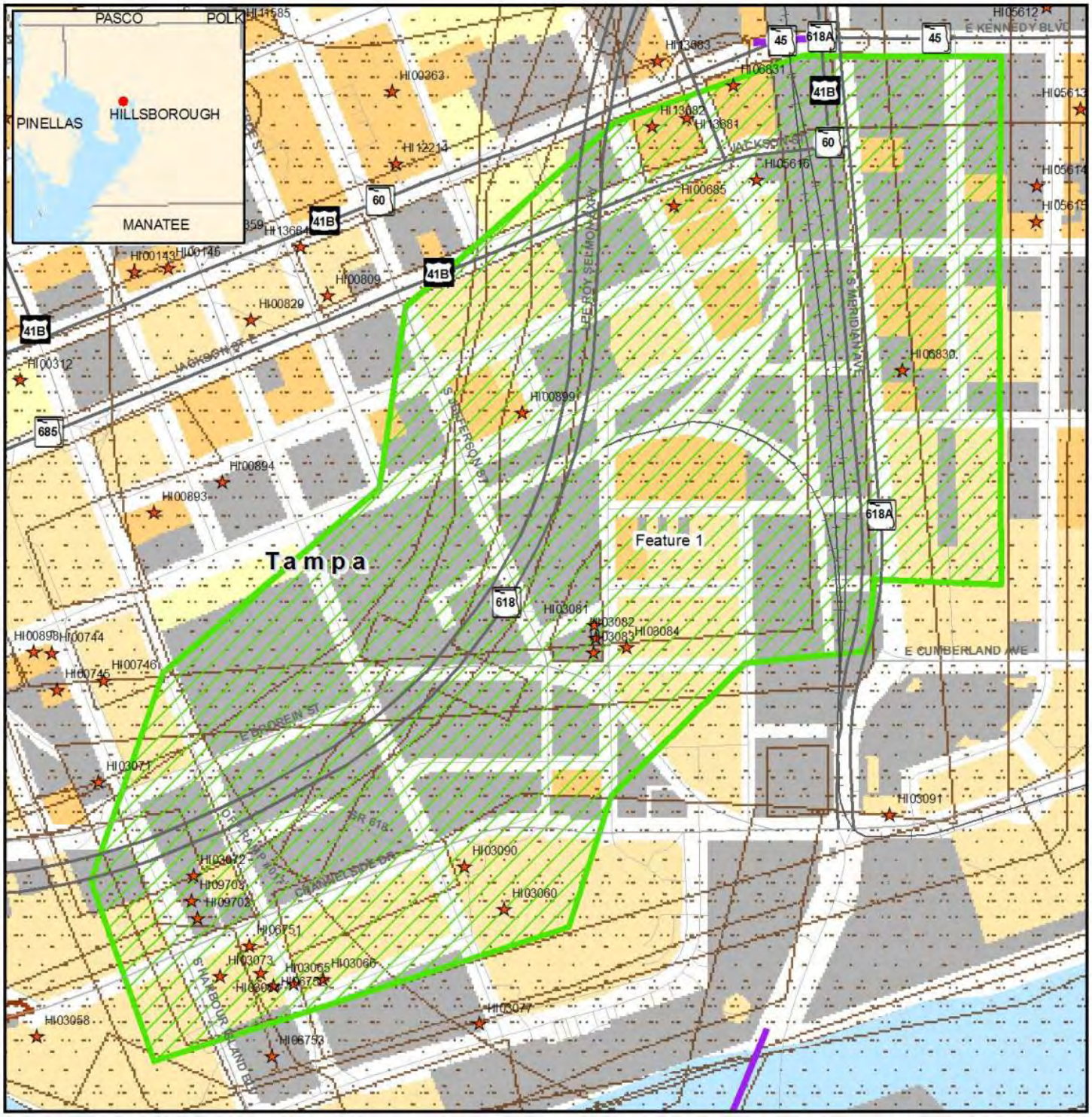
9/26/2019

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AOI - Whiting Street 500



Historic Resource Map

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

Year Built
- Pre 1970
- Post 1980
- 1970 - 1979
- Parcels w/ no values

- Historic Structure
- Historic Bridge
- State Historic Highway
- Historic Cemetery
- Historic Resource Group
- Cultural Resource Field Survey Area

Data Sources:
NAVTEQ
US Geological Survey
Florida Department of Transportation
Florida Department of State,
Bureau of Archaeological Research

Note: Historic properties depicted on this map represent resources listed in the Florida Master Site File excluding archeological site locations, which, pursuant to Chapter 267.135, Florida Statutes, may be exempt from public record (Chapter 119.07, Florida Statutes). Absence of features on the map does not necessarily indicate an absence of resources in the project vicinity.

0 0.03 0.06 0.12 Miles

N

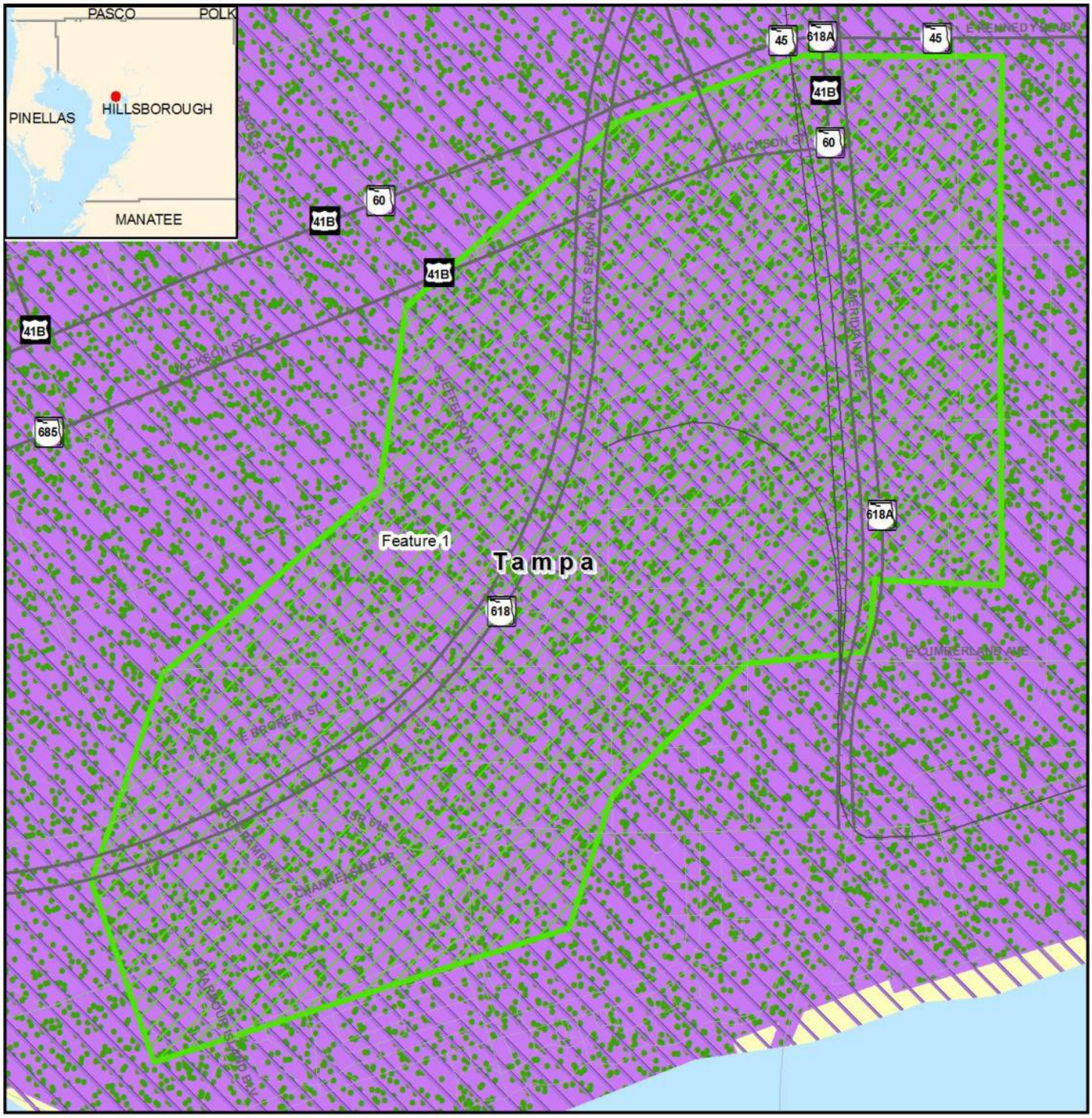
etdm Environmental Screening Tool

FDOT

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AOI - Whiting Street 500



Hydrogeology Map

Area of Interest
City Limits

Recharge Areas of the Floridan Aquifer
- Discharge 1 to 5
- Discharge > 5
- Disharge < 1
- Recharge 1 to 10
- Recharge > 10
- Recharge < 1

Surface Geology
- Eocene
- Miocene
- Miocene/Pliocene
- Oligocene
- Oligocene/Miocene
- Pleistocene
- Holocene
- Pleistocene/Holocene
- Pliocene
- Pliocene/Pleistocene

N

0 0.025 0.05 0.1 Miles

Data Sources: NAVTEQ; US Geological Survey
Florida Department of Transportation
South West Florida Water Management District
Florida Geological Survey

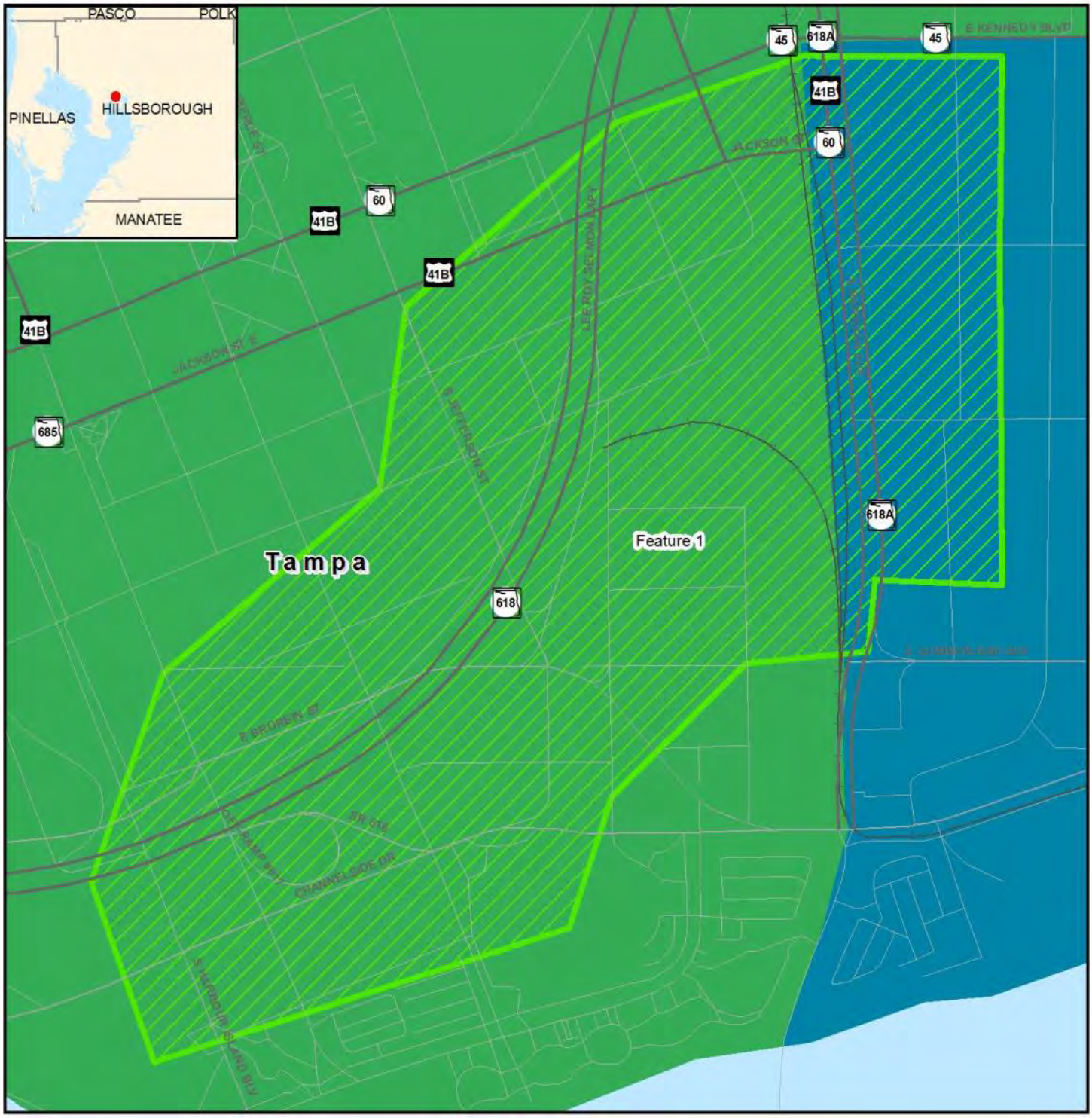
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FDOT

9/26/2019

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AOI - Whiting Street 500



Income Map

- Area of Interest
- Major Road
- Local Road or Trail
- > 20% Below Poverty

Median Household Income

- 0 - 10,000
- 10,001 - 29,999
- 30,000 - 49,999
- 50,000 - 79,999
- 80,000 - 125,000
- > 125,000

0 0.03 0.06 0.12 Miles

N

9/26/2019

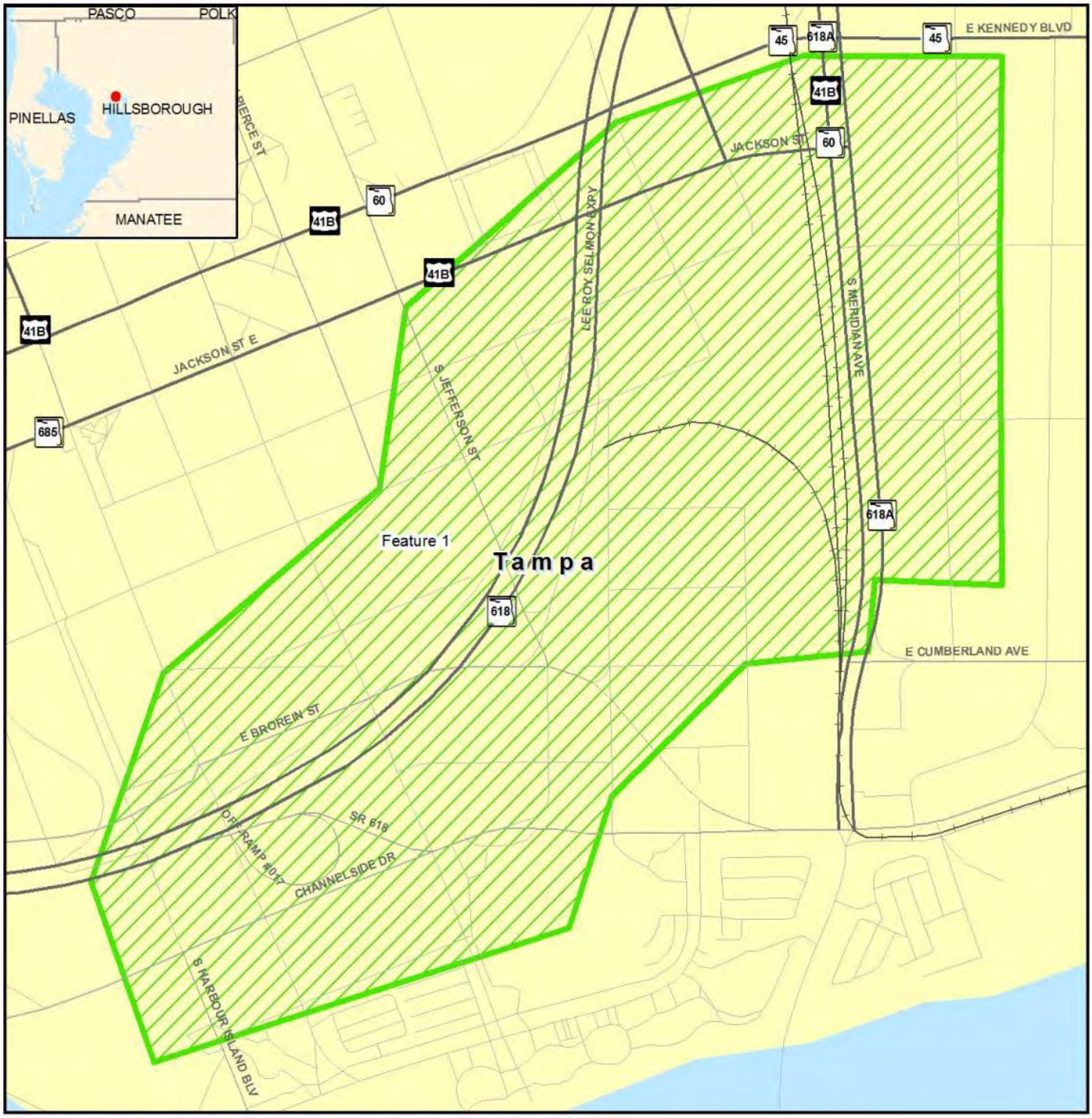
Data Sources:
US Geological Survey
FL Department of Transportation
NAVTEQ
US Census Bureau (2010)

etdm Environmental Screening Tool

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AOI - Whiting Street 500



Integrated Wildlife Model Map

- Area of Interest
- Major Road
- Local Road or Trail
- Low Habitat Quality
- Medium Habitat Quality
- High Habitat Quality

Data Sources:
NAVTEQ
US Geological Survey
Florida Department of Transportation
Florida Fish & Wildlife Conservation Commission

0 0.03 0.06 0.12 Miles

N

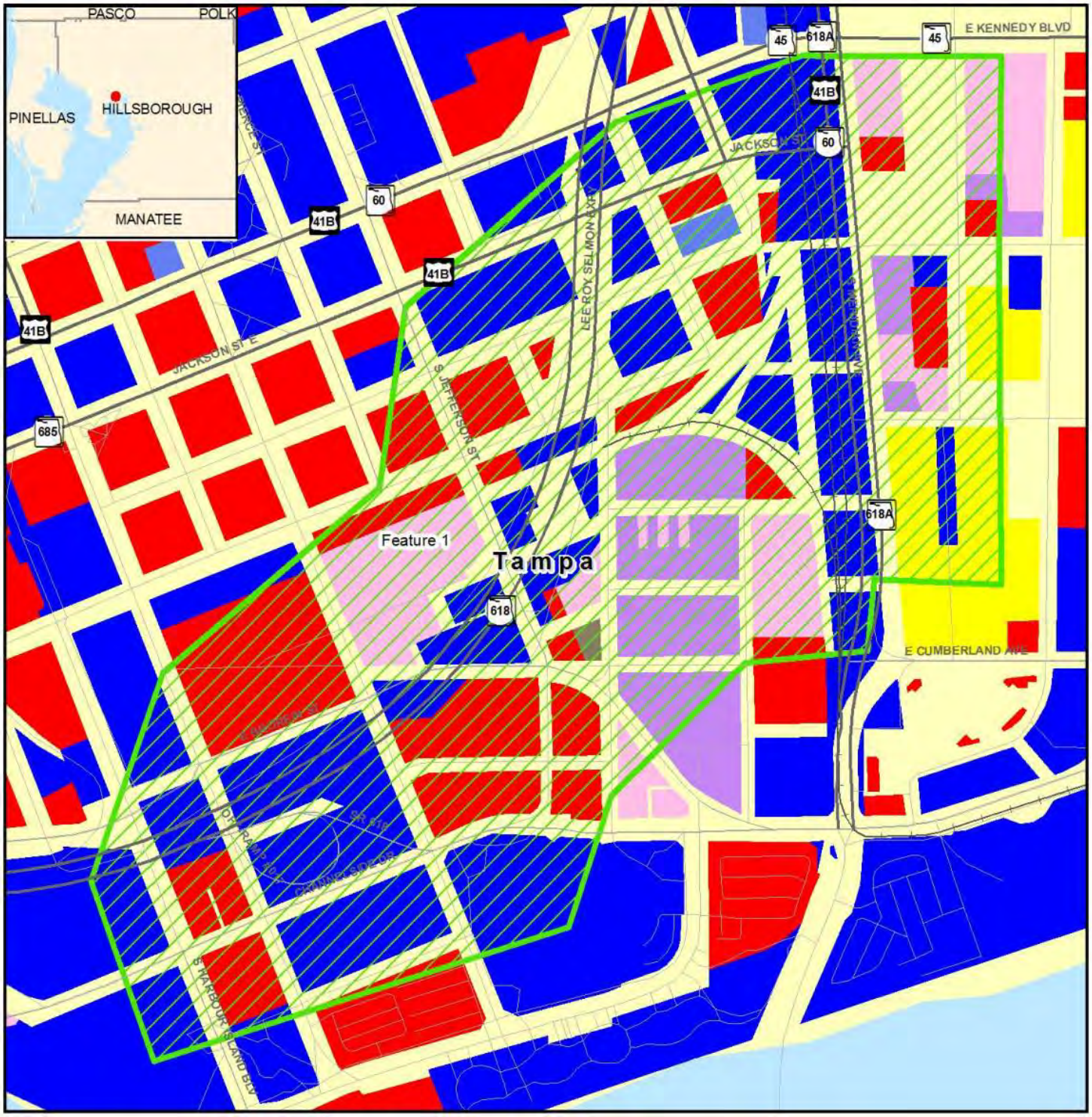
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AOI - Whiting Street 500



Land Use Map

- Area of Interest
- Major Road
- Local Road or Trail
- Agricultural
- Industrial
- Institutional
- Mining
- Open (Not Agricultural)
- Other
- Public
- Right-of-Way
- Recreational
- Residential
- Retail/Office
- Vacant (Residential)
- Vacant (Nonresidential)
- Water
- No Data

Data Sources:
NAVTEQ
US Geological Survey
Florida Department of Revenue
Florida Department of Transportation
Florida County Property Appraiser Offices

0 0.03 0.06 0.12 Miles

N

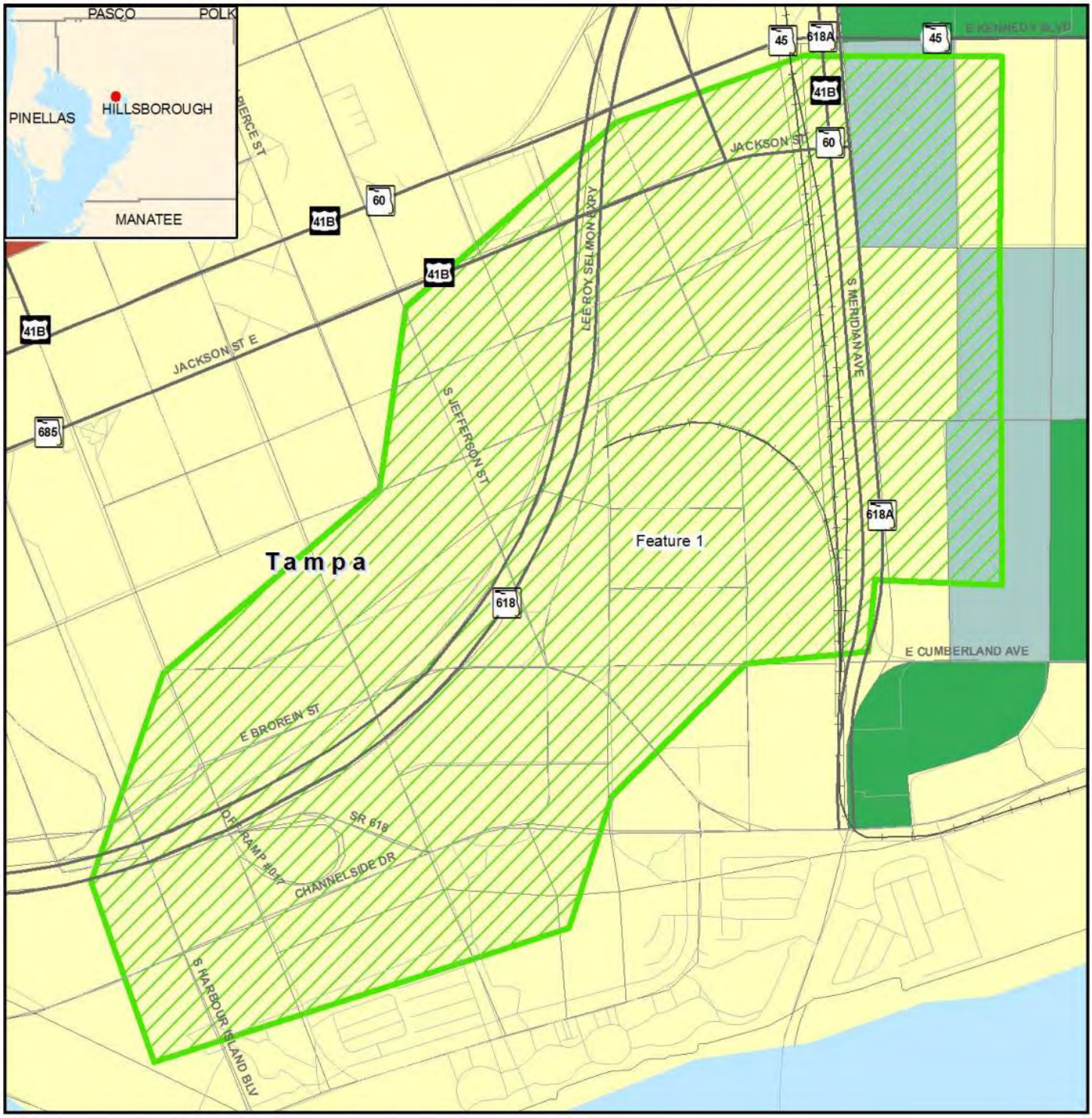
9/26/2019

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AOI - Whiting Street 500



Minority Population Map

Area of Interest
Major Road
Local Road or Trail

Percent Minority Population (2010)

0 - 6 | 7 - 20 | 21 - 40 | 41 - 60 | 61 - 85 | 86 - 100

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

0 0.03 0.06 0.12 Miles

N

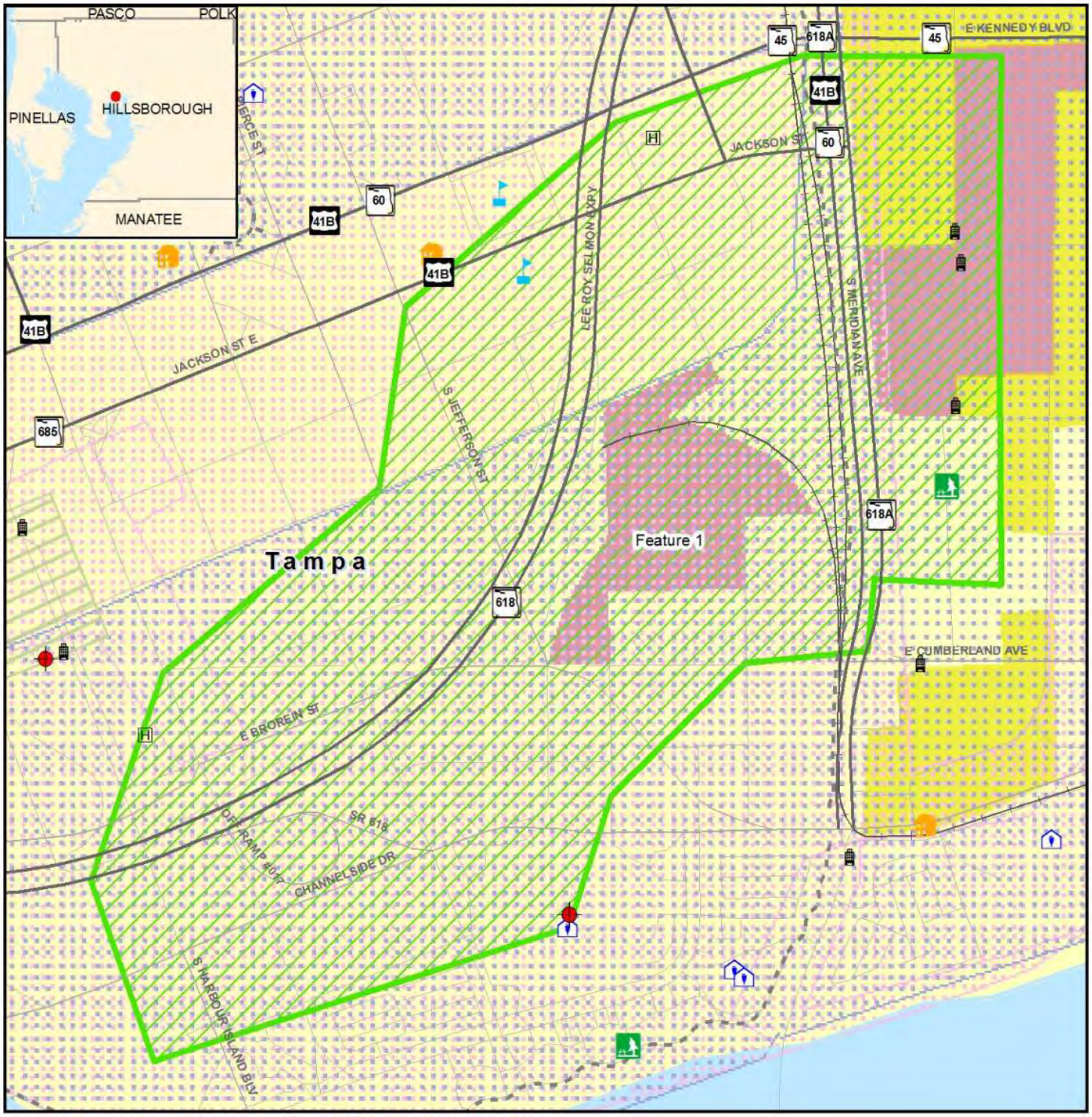
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AOI - Whiting Street 500



Noise Map

- Area of Interest
- City Limits
- Noise Barriers
- Existing Trails
- Condo Owners Associations
- Hospitals
- Laser On-site
- Group Care Facilities
- Cemetery
- Community Center
- Cultural Center
- Health Care
- Park
- Place of Worship
- School
- Historic Cemetery
- Planned Unit Developments
- Wildlife Refuges
- National Parks
- National Park Projects
- Marine Sanctuaries
- Military Installations
- Industrial
- Residential
- HUD Renewal
- Nat'l Estuarine Reserves
- Enterprise Zones
- DRI

0 0.025 0.05 0.1 Miles

N

Data Sources:
GeoPlan Center, US Geological Survey, US Census Bureau, HUD, Florida DOT, US Fish and Wildlife, National Park Service, NOAA, National Estuarine Research, Enterprise Florida

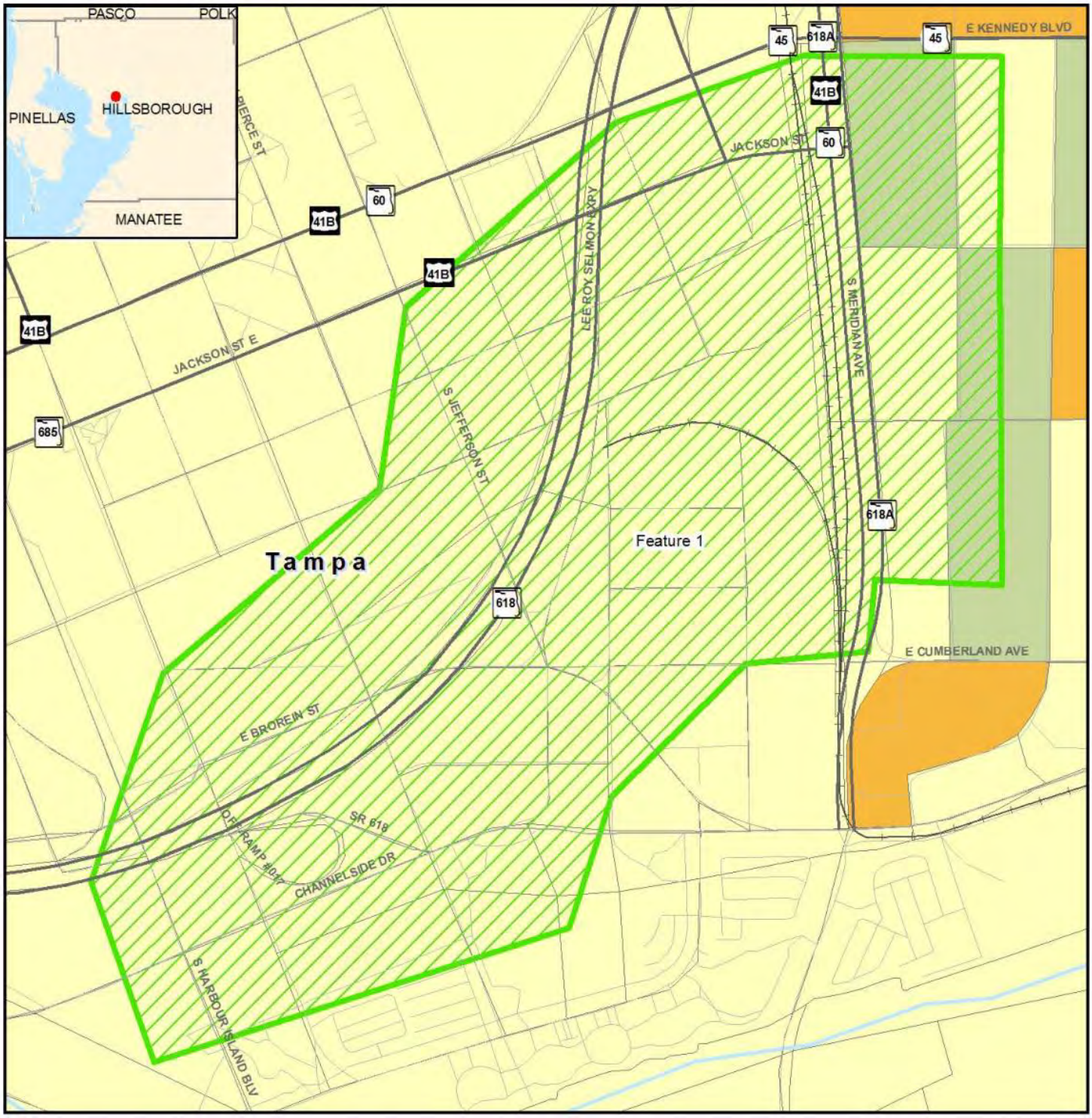
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FDOT

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AOI - Whiting Street 500



Population Density Map

Area of Interest
Major Road
Local Road or Trail

Population Per Acre (2010)

0 - 4.9 | 5 - 29.9 | 30 - 99.9 | 100 - 349.9 | 350 - 800 | > 800

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

0 0.01 0.02 0.04 Miles

N

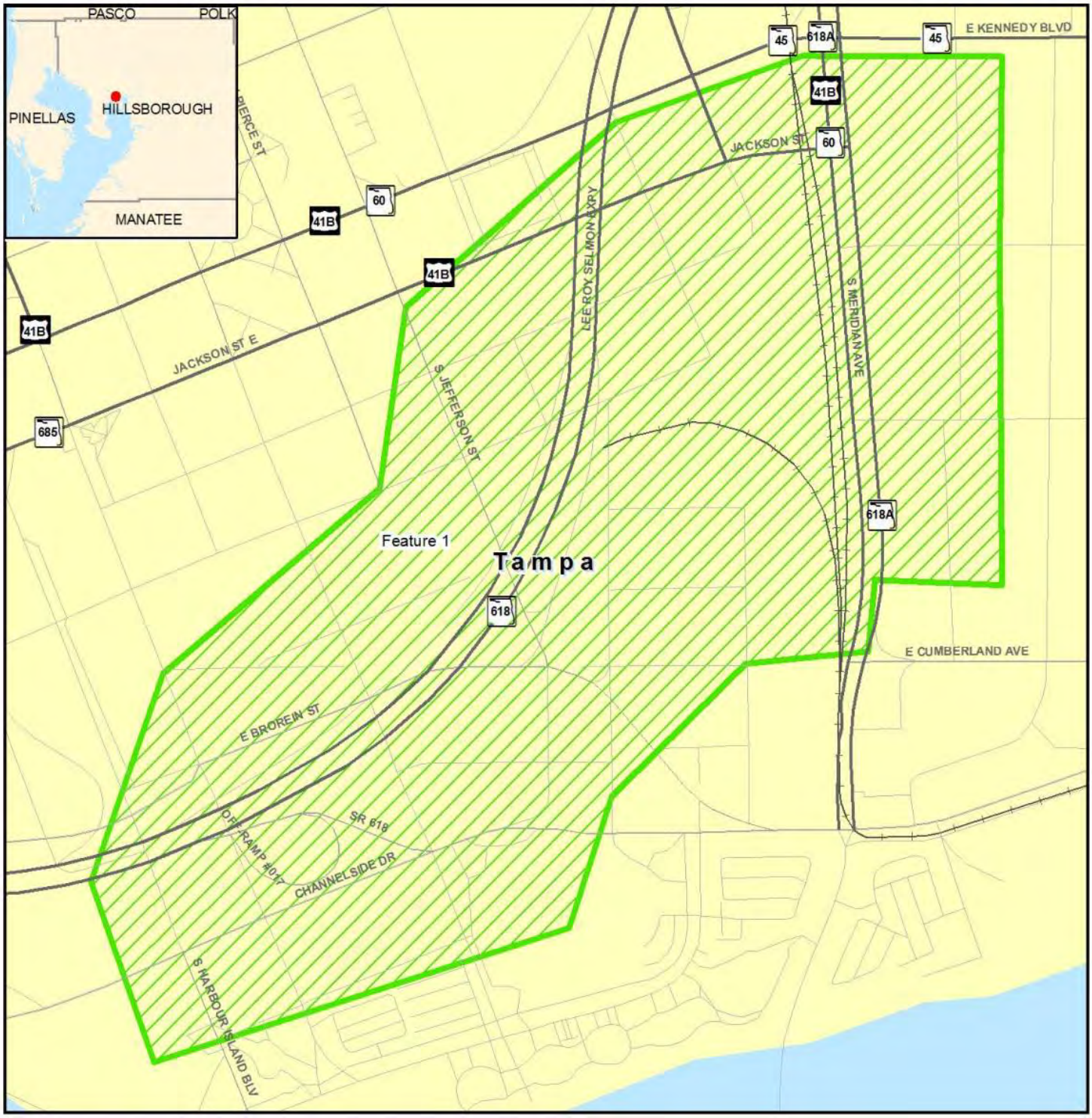
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AOI - Whiting Street 500



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

0 0.03 0.06 0.12 Miles

N

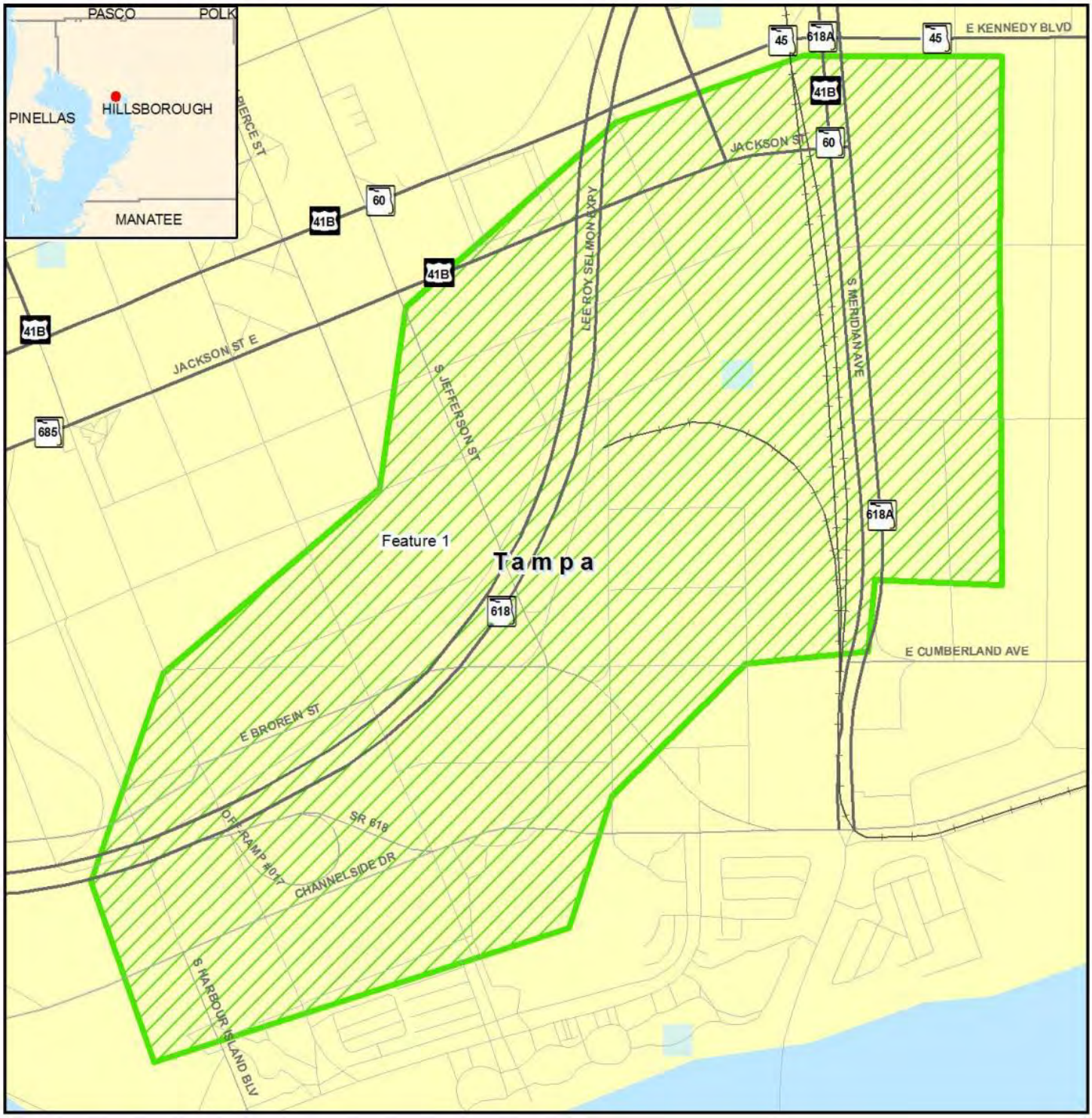
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AOI - Whiting Street 500



Species Potential Map

Area of Interest
Major Road
Local Road or Trail
City Limits

Potential Habitat Richness

1 - 2 Species
3 - 5 Species
6 - 8 Species
9 - 10 Species
11 - 13 Species

Data Sources:
NAVTEQ
US Geological Survey
Florida Department of Transportation
Florida Fish & Wildlife Conservation Commission

0 0.03 0.06 0.12 Miles

N

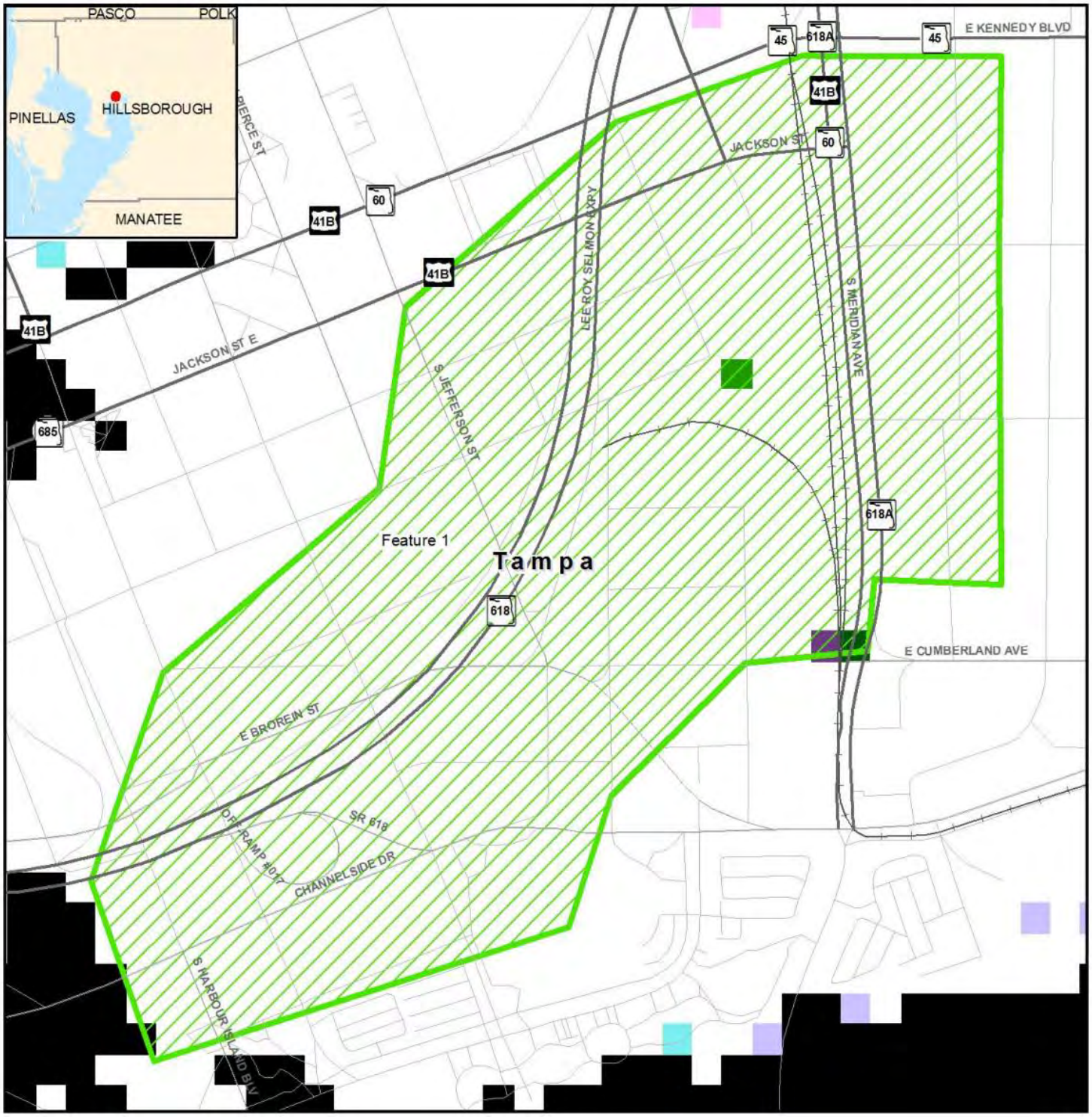
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AOI - Whiting Street 500



Vegetation Map

Area of Interest	Mixed Hardwood-pine Forest	Shrub Swamp	Salt Marsh	Improved Pasture	Melaleuca
Not Classified	Hardwood Hammocks and Forests	Bay Swamp	Mangrove Swamp	Unimproved Pasture	Brazilian Pepper
Coastal Strand	Pinelands	Cypress Swamp	Scrub Mangrove	Sugarcane	High Impact Urban
Sand/Beach	Cabbage Palm-live Oak Hammock	Cypress/Pine/Cabbage Palm	Tidal Flats	Citrus	Low Impact Urban
Xeric Oak Scrub	Tropical Hardwood Hammock	Mixed Wetland Forest	Open Water	Row and Field Crops	Extractive
Sand Pine Scrub	Freshwater Marsh and Wet Prairie	Hardwood Swamp	Shrub and Brushland	Other Agriculture	
Sandhill	Sawgrass Marsh	Hydric Hammock	Grassland	Exotic Plants	
Dry Prairie	Cattail Marsh	Bottomland Hardwood Forest	Bare Soil/Clearcut	Australian Pine	

0 0.03 0.06 0.12 Miles

N

Data Sources: NAVTEQ; Florida Department of Transportation; Florida Fish and Wildlife Conservation Commission

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AOI - Whiting Street 500



Water Resource Map

- Area of Interest
- Major Road
- Local Road or Trail
- City Limits
- 1st Magnitude Spring
- River, Stream or Canal
- Navigable Water Way
- SFWMD Canals
- Drainage Basin
- Outstanding Florida Water
- Surface Water Class I
- Surface Water Class II
- Water Body
- Swamp/Marsh

Data Sources:
NAVTEQ
US Geological Survey
Florida Department of Transportation
Florida Department of Environmental Protection
Florida Geological Survey
US Bureau of Transportation Statistics

0 0.03 0.06 0.12 Miles

N

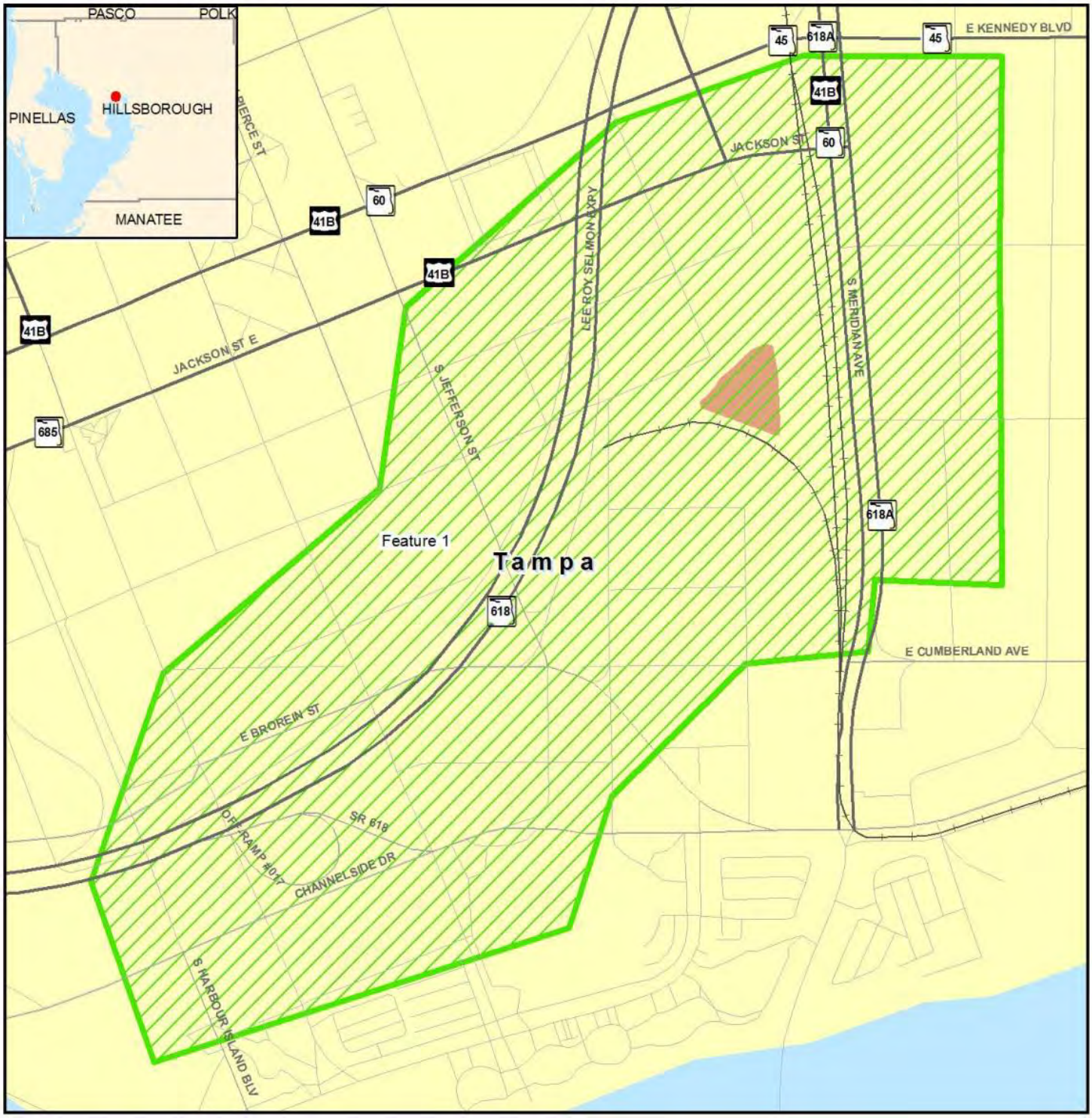
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AOI - Whiting Street 500



Wetlands and Surface Waters Map

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

Data Sources:
NAVTEQ
Florida Water Management Districts
US Geological Survey

0 0.03 0.06 0.12 Miles

N

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Appendix D

Mailing List (at time of Public Hearing)

Local and Regional Elected Officials

Name	Office/Position	Organization
Rick Scott	US Senator	United States Senate
Marco Rubio	US Senator	United States Senate
Kathy Castor	US Representative, District 14	United States House of Representatives
Janet Cruz	State Senator, District 18	Florida State Senate
Jackie Toledo	State Representative, District 60	Florida House of Representatives
Dianne Hart	State Representative, District 61	Florida House of Representatives
Darryl Ervin Rouson	State Senator	State Senator, District 19
Cindy Stewart	Clerk of Court	Hillsborough County Clerk of Court
Harry Cohen	County Commissioner	Hillsborough County Commissioner, District 1
Ken Hagan	County Commissioner	Hillsborough County Commissioner, District 2
Gwen Myers	County Commissioner	Hillsborough County Commissioner, District 3
Stacy White	County Commissioner	Hillsborough County Commissioner, District 4
Mariella Smith	County Commissioner	Hillsborough County Commissioner, District 5, Countywide
Pat Kemp	County Commissioner	Hillsborough County Commissioner, District 6, Countywide
Kimberly Overman	County Commissioner	Hillsborough County Commissioner, District 7, Countywide
Bob Henriquez	Property Appraiser	Hillsborough County Property Appraiser
Julianna Holt	Public Defender	Hillsborough County Public Defender
Stacy Hahn	Board Vice Chair	Hillsborough County School Board, District 2
Chad Chronister	Sheriff	Hillsborough County Sheriff
Craig Latimer	Supervisor of Election	Hillsborough County Supervisor of Elections
Nancy Millan	Tax Collector	Hillsborough County Tax Collector
Jane Castor	Mayor	City of Tampa
Joseph Citro	Council Chair Pro Tem	City of Tampa Council Member, District 1, At-Large
Charlie Miranda	Council Member	City of Tampa Council Member, District 2, At-Large
John Dingfelder	Council Member	City of Tampa Council Member, District 3, At-Large
Bill Carlson	CRA Board Vice Chair	City of Tampa Council Member, District 4,
Orlando Gudes	CRA Board Chair	City of Tampa Council Member, District 5
Guido Maniscalco	Council Chairman	City of Tampa Council Member, District 6
Luis Viera	Council Member	City of Tampa Council Member, District 7
Andy Ross	Mayor	City of Temple Terrace
Rick Lott	Plant City	City of Plant City

Local and Regional Appointed Officials

Name	Office/Position	Organization
Joel Brown	Government Affairs Regional Manager	Southwest Florida Water Management District, ETAT Representative
Sean Sullivan	Executive Director	Tampa Bay Regional Planning Council
David Green	Executive Director	Tampa Bay Area Regional Transit Authority
John Bennett	Chief of Staff	City of Tampa
Ashley Bauman	Director of Marketing & Communications	City of Tampa
Dennis Fernandez	Manager	City of Tampa Barrio Latino Commission
Michael Perry	Budget Officer	City of Tampa Budget Office
Janelle McGregor	Manager	City of Tampa Community Partnerships and Neighborhood Engagement
Carole Post	Administrator	City of Tampa Development and Economic Opportunity
Tom Magnuson	Lead Emergency Planner	City of Tampa Emergency Management
Nick LoCicero	Fire Chief	City of Tampa Fire Rescue
Carole Post	Deputy Administrator	City of Tampa Infrastructure & Utilities
Jean Duncan	Administrator	City of Tampa Infrastructure & Mobility
Miray Holmes	Manager	City of Tampa Neighborhood Engagement
Shirley Foxx-Knowles	City Clerk	City of Tampa Office of the City Clerk
Sherisha Hills	Interim Director	City of Tampa Parks and Recreation
Abbye Feeley	Director	City of Tampa Planning and Development
Brad Suder	Superintendent	City of Tampa Planning and Urban Design Division
Eric Cotton	Manager	City of Tampa Planning and Urban Design Division
Brad Baird	Infrastructure Administrator	City of Tampa Public Works and Utility Services
Dennis Rogero	Director & Chief Financial Officer	City of Tampa Revenue and Finance
Mark C Wilfalk	Director	City of Tampa Solid Waste
Vik Bhide	Director	City of Tampa Transportation and Stormwater Services
Rob Rosner	Downtown	City of Tampa Urban Development Manager (Channel District Community Redevelop
Chuck Weber	Director	City of Tampa Water Department
Bonnie Wise	County Administrator	Hillsborough County
Melissa Zornitta	Executive Director	Hillsborough County City-County Planning Commission
Forest Turbiville	Director	Hillsborough County Conservation and Environmental Lands Management
Lindsey Kimball	Director	Hillsborough County Economic Development
Timothy Dudley, Jr	Director	Hillsborough County Emergency Management
Janet Dougherty	Executive Director	Hillsborough County Environmental Protection Commission
Dennis Jones	Fire Chief	Hillsborough County Fire Rescue
Frances Luna	Program Manager	Hillsborough County Hispanic Liaison, Hispanic Services Council
Beth Alden	Executive Director	Hillsborough County Metropolitan Planning Organization
Rich Clarendon	Assistant Director	Hillsborough County Metropolitan Planning Organization
Gena Torres	Executive Planner	Hillsborough County Metropolitan Planning Organization

Local and Regional Appointed Officials

Name	Office/Position	Organization
Wanda Sloan	Manager	Hillsborough County Neighborhood Relations
Rick Valdez	Director	Hillsborough County Parks and Recreation
James Hudock	Director of Capital Programs	Hillsborough County Public Works
Josh Bellotti	Director of Engineering & Operations	Hillsborough County Public Works
Addison Davis	Superintendent	Hillsborough County School Board
Kimberly Byer	Director	Hillsborough County Solid Waste
Eric Hart	President/CEO	Tampa Sports Authority
Adelee Le Grand	Chief Executive Officer	Hillsborough Area Regional Transit Authority
Morgan Greif	Planning and Development Department	Hillsborough Aviation Authority
Tony Mantegna	Land Use Manager	Hillsborough Aviation Authority
Paul Anderson	Director	Port Tampa Bay
Joseph Waggoner	Executive Director	Tampa-Hillsborough Expressway Authority

Federal and State Elected and Appointed Representatives, Tribe Representatives

Name	Office/Position	Organization
Gracia Szczech	Regional Administrator	Federal Emergency Management Agency, Region IV
Cathy Kendall	Planning Team Leader	Federal Highway Administration
Jamie Christian	Division Administrator	Federal Highway Administration Florida Division
Bren George-Nwabugwu	District Transportation Engineer	Federal Highway Administration Florida Division
Yvette Taylor, Ph.D.	Regional Administrator	Federal Transit Administration, Region 4
Colonel Andrew Kelly	District Commander	US Army Corps of Engineers
Mindy Hogan-Charles	Chief Tampa Field Office	US Army Corps of Engineers
Rear Admiral Eric C. Jones	Commander – Seventh District	US Coast Guard
David Dale	Fishery Biologist	US Department of Commerce, National Marine Fisheries Service
Bob Vogel	Regional Director, Southeast Region	US Department of Interior, National Park Service
Larry Williams	South Florida Ecological Office, State Supervisor	US Department of Interior, US Fish & Wildlife Service
Mary Walker	Regional Administrator	US Environmental Protection Agency, Region 4
Leopoldo “Leo” Miranda	Regional Director	US Fish & Wildlife Service, Region 4
Erin Albury	Director, Florida Forest Service	Florida Department of Agriculture and Consumer Services
Mario Rubio	Director of Community Development	Florida Department of Economic Opportunity
Dane Eagle	Executive Director	Florida Department of Economic Opportunity
Mary Yeargan	Director, Southwest District	Florida Department of Environmental Protection
Dr. Timothy Parsons, PhD, RPA	Director & State Historic Preservation Officer	Florida Department of State, Division of Historical Resources
Jared Moskowitz	Director	Florida Division of Emergency Management
Scott Sanders	Office of Conservation Planning Services	Florida Fish & Wildlife Conservation Commission
Major Joseph Franza	Troop Commander	Florida Highway Patrol
Kevid Donaldson	Environmental Specialist	Miccosukee Tribe Indians of Florida
Billy Cypress	Chairman	Miccosukee Tribe Indians of Florida
David Hill	Principal Chief	Muscogee (Creek) Nation
RaeLynn Butler	Historic & Cultural Preservation Department Manager	Muscogee (Creek) Nation Cultural Preservation
Larry Kaikey	Tribal Historic Preservation Officer	Poarch Band of Creek Indians
Stephanie Bryan	Chair	Poarch Band of Creek Indians
Gregory Chilcoat	Principal Chief	Seminole Nation of Oklahoma
Brigita Leader, MS	Interim Director, Tribal Historic Preservation	Seminole Nation of Oklahoma
Marcellus W. Osceola	Chairman	Seminole Tribe of Florida
Bradley Mueller	Tribal Historic Preservation Officer	Seminole Tribe of Florida

Property Owners (within 300 feet of Study Area)

Folio #	Site Address	City2	Zip2
1852150000	602 E WHITING ST	TAMPA	33602
1852190000	707 WASHINGTON ST	TAMPA	33602
1852210000	701 E WASHINGTON ST	TAMPA	33602
1852220000	702 WHITING ST	TAMPA	33602
1852240000	102 N JEFFERSON ST	TAMPA	33602
1852280000	801 E WASHINGTON ST	TAMPA	33602
1852290000	802 E WHITING ST	TAMPA	33602
1852300000	901 E WASHINGTON ST	TAMPA	33602
1852310000	1001 E WASHINGTON ST	TAMPA	33602
1852330000	109 N BRUSH ST	TAMPA	33602
1852360000	1107 E JACKSON ST	TAMPA	33602
1852380000	1101 E JACKSON ST	TAMPA	33602
1852390000	205 N BRUSH ST	TAMPA	33602
1852400000	1005 E JACKSON ST	TAMPA	33602
1852410000	802 E WASHINGTON ST	TAMPA	33602
1852420000	202 N GOVERNOR ST	TAMPA	33602
1852520000	0 WASHINGTON ST	TAMPA	33602
1852600000	901 E KENNEDY BLVD	TAMPA	33602
1852630000	1011 E KENNEDY BLVD	TAMPA	33602
1852650000	1105 E KENNEDY BLVD	TAMPA	33602
1852650010	313 N NEBRASKA AVE	TAMPA	33602
1852690000	1115 E KENNEDY BLVD	TAMPA	33602
1852970000	515 E WHITING ST	TAMPA	33602
1852980000	601 E WHITING ST	TAMPA	33602
1852990000	611 E WHITING ST	TAMPA	33602
1853000000	701 E WHITING ST	TAMPA	33602
1853010000	705 E WHITING ST	TAMPA	33602
1853020000	709 E WHITING ST	TAMPA	33602
1853030000	711 E WHITING ST	TAMPA	33602
1853040000	809 E WHITING ST	TAMPA	33602
1853050000	819 E WHITING ST	TAMPA	33602
1853080000	712 E BELL ST	TAMPA	33602
1853090000	711 E WHITING ST	TAMPA	33602
1853100000	0 CROSSTOWN EXPY	TAMPA	33602
1902300012	1212 WHITING & 12TH ST 101	TAMPA	33602
1902300014	1212 WHITING & 12TH ST 102	TAMPA	33602
1902300016	1212 E WHITING ST 201	TAMPA	33602
1902300018	1212 E WHITING ST 202	TAMPA	33602
1902300020	1212 E WHITING ST 203	TAMPA	33602
1902300022	1212 E WHITING ST 204	TAMPA	33602
1902300024	1212 E WHITING ST 205	TAMPA	33602
1902300026	1212 E WHITING ST 206	TAMPA	33602
1902300028	1212 E WHITING ST 207	TAMPA	33602
1902300030	1212 E WHITING 301	TAMPA	33602
1902300032	1212 E WHITING ST 302	TAMPA	33602
1902300034	1212 E WHITING ST 303	TAMPA	33602
1902300036	1212 E WHITING ST 304	TAMPA	33602
1902300038	1212 E WHITING ST 305	TAMPA	33602
1902300040	1212 E WHITING ST 306	TAMPA	33602

Property Owners (within 300 feet of Study Area)

Folio #	Site Address	City2	Zip2
1902300042	1212 E WHITING ST 307	TAMPA	33602
1902300044	1212 E WHITING ST 401	TAMPA	33602
1902300046	1212 E WHITING ST 402	TAMPA	33602
1902300048	1212 E WHITING ST 403	TAMPA	33602
1902300050	1212 E WHITING ST 404	TAMPA	33602
1902300052	1212 E WHITING ST 405	TAMPA	33602
1902300054	1212 E WHITING ST 406	TAMPA	33602
1902300056	1212 E WHITING ST 407	TAMPA	33602
1902300058	1212 E WHITING ST 408	TAMPA	33602
1902300060	1212 E WHITING ST 409	TAMPA	33602
1902300062	1212 E WHITING ST 410	TAMPA	33602
1902300064	1212 E WHITING ST 501	TAMPA	33602
1902300066	1212 E WHITING ST 502	TAMPA	33602
1902300068	1212 E WHITING ST 503	TAMPA	33602
1902300070	1212 E WHITING ST	TAMPA	33602
1902300072	1212 E WHITING ST A	TAMPA	33602
1902300074	1212 E WHITING ST B	TAMPA	33602
1902300076	1212 E WHITING ST C	TAMPA	33602
1902300078	1212 E WHITING ST D	TAMPA	33602
1902300080	1212 E WHITING ST E	TAMPA	33602
1902300082	1212 E WHITING ST F	TAMPA	33602
1902300084	1212 E WHITING ST G	TAMPA	33602
1902300086	1212 E WHITING ST	TAMPA	33602
1902360000	112 N 12TH ST	Tampa	33602-
1902380000	1101 E WASHINGTON ST	TAMPA	33602
1902400000	110 N 11TH ST	TAMPA	33602
1902420000	108 N 11TH ST	TAMPA	33602
1902450000	101 N MERIDIAN AVE	TAMPA	33602
1902480000	111 N MERIDIAN AVE	TAMPA	33602
1902510010		TAMPA	33602
1902770000	1190 E WASHINGTON ST	TAMPA	33602
1902780000	1155 E KENNEDY BLVD	TAMPA	33602
1902840000	211 N MERIDIAN AVE	TAMPA	33602
1903030000	230 N MERIDIAN AVE	TAMPA	33602
1903040000	202 N MERIDIAN AVE	TAMPA	33602
1903060000	201 N NEBRASKA AVE	TAMPA	33602
1903080000	1205 E JACKSON ST	TAMPA	33602
1903110000	0 S MERIDIAN AVE	TAMPA	33602
1903120000	0 NEBRASKA & WASHINGTON	TAMPA	33602
1903130000	101 N NEBRASKA AVE	TAMPA	33602
1903210000	902 E WHITING ST	TAMPA	33602-
1903230000	0 E WHITING ST	TAMPA	33602
1903240000	101 S MERIDIAN AVE	TAMPA	33602
1903270000	0 E CAESAR ST	TAMPA	33602
1903280000	110 S NEBRASKA AVE	TAMPA	33602
1937120000	509 E WHITING ST	TAMPA	33602
1937130000	114 S JEFFERSON ST	TAMPA	33602
1937140000	704 E BELL ST	TAMPA	33602
1937150000	124 S MORGAN ST	TAMPA	33602

Property Owners (within 300 feet of Study Area)

Folio #	Site Address	City2	Zip2
1937210000	601 E CUMBERLAND AVE	TAMPA	33602
1937270000	317 S JEFFERSON ST	TAMPA	33602
1937280000	606 E CUMBERLAND AVE	TAMPA	33602
1937290000	608 E CUMBERLAND AVE	TAMPA	33602
1937300000	701 E BELL ST	TAMPA	33602
1937350000	217 S NEBRASKA AVE	TAMPA	33602
1937360000	806 E ALMA PL	TAMPA	33602
1937380000	300 S JEFFERSON ST	TAMPA	33602
1937390000		TAMPA	33602
1937760000	124 S FRANKLIN ST	TAMPA	33602
1937930000	410 W BRORIEN ST	TAMPA	33602
1938000000	401 S MORGAN ST	TAMPA	33602
1938010000	0 S MORGAN ST	TAMPA	33602
1938120000	624 EUNICE AVE	TAMPA	33602
1938150000	603 E CUMBERLAND AVE	TAMPA	33602
1938160000	308 S MORGAN ST	TAMPA	33602
1938170000	304 S MORGAN ST	TAMPA	33602
1938210000	609 CUMBERLAND AVE	TAMPA	33602
1938310000	0 CHANNELSIDE AVE	TAMPA	33602
1938420000	0 BROREIN AVE	TAMPA	33602
1938460000	401 S FLORIDA AVE	TAMPA	33602
1938470000	220 S FRANKLIN ST	TAMPA	33602
1938480000	228 S FRANKLIN ST	TAMPA	33602
1938490000	238 S FRANKLIN ST	TAMPA	33602
1938500000	411 S FLORIDA AVE	TAMPA	33602
1938510000	205 S FRANKLIN ST	TAMPA	33602
1938590000	327 S FRANKLIN ST	TAMPA	33602
1938640000	513 S FLORIDA AVE	TAMPA	33602
1938670000	601 S FLORIDA AVE	TAMPA	33602
1938720000	340 S FRANKLIN & ICE PALACE DRIVE ST	TAMPA	33602
1938730000	301 CHANNELSIDE DR	TAMPA	33602
1938930000	613 S MORGAN ST	TAMPA	33602
1938930005	510 WATER ST	TAMPA	33602
1963052292		TAMPA	33602
1963052298	1011 CUMBERLAND	TAMPA	33602
1963052308	301 S NEBRASKA AVE	TAMPA	33602
1963052310		TAMPA	33602
1963052314		TAMPA	33602
1963052316		TAMPA	33602
1963052318		TAMPA	33602
1963052322		TAMPA	33602
1963052324		TAMPA	33602
1963052326		TAMPA	33602
1988680000	927 E FINLEY ST	TAMPA	33602
1988700000	0 E FINLEY ST	TAMPA	33602
1988720000	909 E FINLEY ST	TAMPA	33602
1988740000	905 E FINLEY ST	TAMPA	33602
1988750000	200 S NEBRASKA AVE	TAMPA	33602
1988860000	200 S CAESAR ST	TAMPA	33602

Property Owners (within 300 feet of Study Area)

Folio #	Site Address	City2	Zip2
1988870000	0 S MERIDIAN AVE	TAMPA	33602
1988890000	302 S CAESAR AVE	TAMPA	33602
1989220000	1226 E CUMBERLAND AVE	TAMPA	33602
1990020000	401 CHANNELSIDE DR	TAMPA	33602
1992942258	101 S 12TH ST 101	TAMPA	33602
1992942260	101 S 12TH ST 102	TAMPA	33602
1992942262	101 S 12TH ST V103	TAMPA	33602
1992942264	101 S 12TH ST 104	TAMPA	33602
1992942266	101 S 12TH ST 202	TAMPA	33602
1992942268	101 S 12TH ST 301	TAMPA	33602
1992942270	101 S 12TH ST 302	TAMPA	33602
1992942272	101 S 12TH ST 303	TAMPA	33602
1992942274	101 S 12TH ST 304	TAMPA	33602
1992942276	101 S 12TH ST 305	TAMPA	33602
1992942278	101 S 12TH ST 306	TAMPA	33602
1992942280	101 S 12TH ST 307	TAMPA	33602
1992942282	101 S 12TH ST 308	TAMPA	33602
1992942284	101 S 12TH ST 309	TAMPA	33602
1992942286	101 S 12TH ST 310	TAMPA	33602
1992942288	101 S 12TH ST 311	TAMPA	33602
1992942290	101 S 12TH ST 312	TAMPA	33602
1992942292	101 S 12 ST 314	TAMPA	33602
1992942294	101 S 12TH ST 315	TAMPA	33602
1992942296	101 S 12TH ST 316	TAMPA	33602
1992942298	101 S 12TH ST 317	TAMPA	33602
1992942300	101 S 12TH ST 318	TAMPA	33602
1992942302	101 S 12TH ST 320	TAMPA	33602
1992942306	101 S 12TH ST 322	TAMPA	33602
1992942308	101 S 12TH ST 324	TAMPA	33602
1992942310	101 S 12TH ST 326	TAMPA	33602
1992942312	101 S 12TH ST 328	TAMPA	33602
1992942314	101 S 12TH ST 401	TAMPA	33602
1992942316	101 S 12TH ST 402	TAMPA	33602
1992942318	101 S 12TH ST 403	TAMPA	33602
1992942320	101 S 12TH ST 404	TAMPA	33602
1992942322	101 S 12TH ST 405	TAMPA	33602
1992942324	101 S 12TH ST 406	TAMPA	33602
1992942326	101 S 12TH ST 407	TAMPA	33602
1992942328	101 S 12TH ST 408	TAMPA	33602
1992942330	101 S 12TH ST 409	TAMPA	33602
1992942332	101 S 12TH ST 410	TAMPA	33602
1992942334	101 S 12TH ST 411	TAMPA	33602
1992942336	101 S 12TH ST 412	TAMPA	33602
1992942338	101 S 12TH ST 414	TAMPA	33602
1992942340	101 S 12TH ST 415	TAMPA	33602
1992942342	101 S 12TH ST 416	TAMPA	33602
1992942344	101 S 12TH ST V 417	TAMPA	33602
1992942346	101 S 12TH ST V418	TAMPA	33602
1992942348	101 S 12TH ST 420	TAMPA	33602

Property Owners (within 300 feet of Study Area)

Folio #	Site Address	City2	Zip2
1992942350	101 S 12TH ST 422	TAMPA	33602
1992942352	101 S 12TH ST 424	TAMPA	33602
1992942354	101 S 12TH ST 426	TAMPA	33602
1992942356	101 S 12TH ST 428	TAMPA	33602
1992942358	101 S 12TH ST 430	TAMPA	33602
1992942360	101 S 12TH ST 601	TAMPA	33602
1992942362	101 S 12TH ST 602	TAMPA	33602
1992942364	101 S 12TH ST 603	TAMPA	33602
1992942366	101 S 12TH ST 604	TAMPA	33602
1992942368	101 S 12TH ST 605	TAMPA	33602
1992942370	101 S 12TH ST V 606	TAMPA	33602
1992942372	101 S 12TH ST 607	TAMPA	33602
1992942374	101 S 12TH ST V 608	TAMPA	33602
1992942376	101 S 12TH ST 609	TAMPA	33602
1992942380	101 S 12TH ST 612	TAMPA	33602
1992942382		TAMPA	33602
2900000158		TAMPA	33606
1992942200			
1992942202	101 N 12TH ST 101	TAMPA	33602
1992942204	101 N 12TH ST 102	TAMPA	33602
1992942206	101 N 12TH ST 103	TAMPA	33602
1992942208	101 N 12TH ST 104	TAMPA	33602
1992942210	101 N 12TH ST 200	TAMPA	33602
1992942212	101 N 12TH ST 201	TAMPA	33602
1992942214	101 N 12TH ST 202	TAMPA	33602
1992942216	101 N 12TH ST 203	TAMPA	33602
1992942218	101 N 12TH ST 204	TAMPA	33602
1992942220	101 N 12TH ST 205	TAMPA	33602
1992942222	101 N 12TH ST 206	TAMPA	33602
1992942224	101 N 12TH ST 207	TAMPA	33602
1992942226	101 N 12TH ST 300	TAMPA	33602
1992942228	101 N 12TH ST 301	TAMPA	33602
1992942230	101 N 12TH ST 302	TAMPA	33602
1992942232	101 N 12TH ST 303	TAMPA	33602
1992942234	101 N 12TH ST 304	TAMPA	33602
1992942236	101 N 12TH ST 305	TAMPA	33602
1992942240	101 N 12TH ST UNIT 307	TAMPA	33602
1992942242	101 N 12TH ST 400	TAMPA	33602
1992942244	101 N 12TH ST 401	TAMPA	33602
1992942246	101 N 12TH ST 402	TAMPA	33602
1992942248	101 N 12TH ST 403	TAMPA	33602
1992942250	101 N 12TH ST 404	TAMPA	33602
1992942252	101 N 12TH ST 405	TAMPA	33602
1992942254	101 N 12TH ST 406	TAMPA	33602
1992942256	101 N 12TH ST 407	TAMPA	33602

Interested Parties

Name	Office/Position	Business/Organization Name
Alix Miller	Vice President	Florida Trucking Association
Steve Morey	Senior Vice President, Economic Development	Tampa Hillsborough Economic Development Council
Nicholas Glover	Vice President, Advocacy	Greater Tampa Chamber of Commerce
Karen Kress	Director of Transportation and Planning	Tampa Downtown Partnership
		Aurora Apartments
		Embarc Collective
Justin Youmans	Principal	Sam Rampello Downtown Partnership School
Brad Cooke	Vice President, Development	Strategic Property Partners
		Tampa Bay Lightning

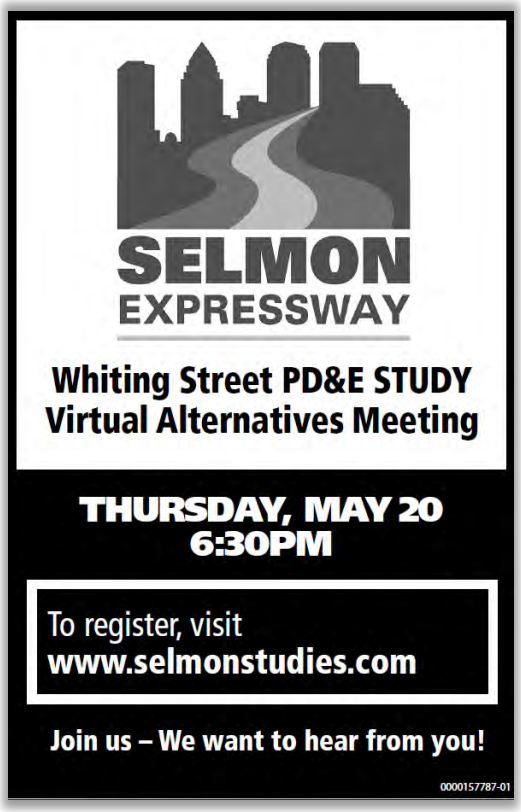
Appendix E

Public Information Meeting Materials

- *Advertisements*
- *Post Card*
- *Presentation Slides*
- *Attendees List*
- *Public Comments Received*

Advertisements

Newspaper Ad:



Sample Facebook Post:



Sample Tweet:



Post Card


SELMON EXPRESSWAY | Whiting Street PD&E Study
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.
Planned Improvements
Park
Riverwalk
The Whiting Street PD&E Study is exploring options to:
Improve travel times
Enhance east-west mobility
Improve safety
Reduce congestion
Accommodate increased traffic
Join us for the Virtual Alternatives Update Meeting for the Whiting Street PD&E Study
May 20, 2021 at 6:30pm


SELMON EXPRESSWAY | Whiting Street PD&E Study
Register for the virtual meeting:
SelmonStudies.com
During the meeting, you can:
Learn about the study process
Explore maps and other information about the preliminary alternatives under consideration
View information regarding estimated project costs
Provide your comments to the project team
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.
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TAMPA, FL
PERMIT NO. 1839

Presentation Slides

SELMON EXPRESSWAY
Whiting Street PD&E Study

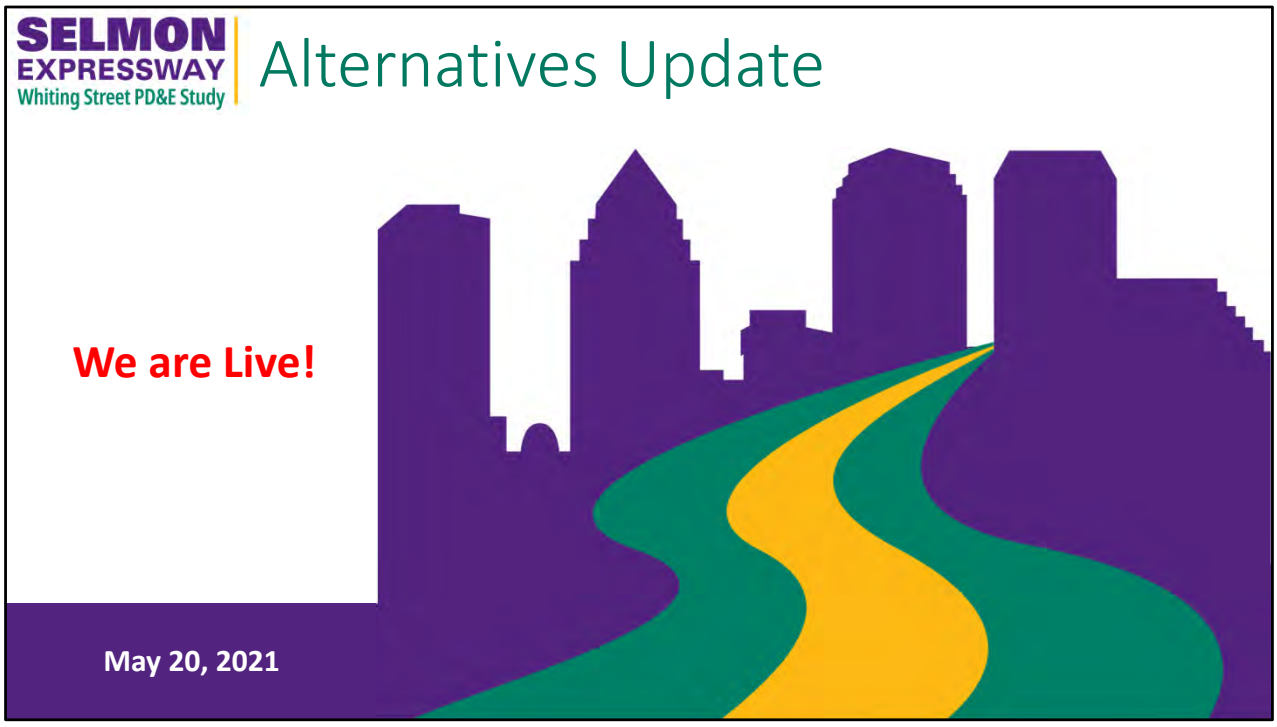
Alternatives Update



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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

Agenda

- About the Meeting Platform
- About THEA
- Study Process
- Background of the Study
- Study Area
- Current Conditions, Constraints & Considerations
- Alternatives being Considered
- Next Steps

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

SELMON EXPRESSWAY
Whiting Street PD&E Study

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.

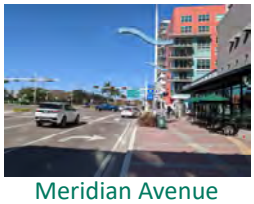
SELMON EXPRESSWAY
Whiting Street PD&E Study

Tampa Hillsborough Expressway Authority

- **Local, public transportation agency**
  - No tax funding
  - Supported by user tolls
  - Financed through toll revenue and bonds
- **Seven-member local board**
  - 4 citizens appointed by Governor
  - 2 local elected officials
  - FDOT District Secretary

THEA owns and operates:


Selmon Expressway


Meridian Avenue

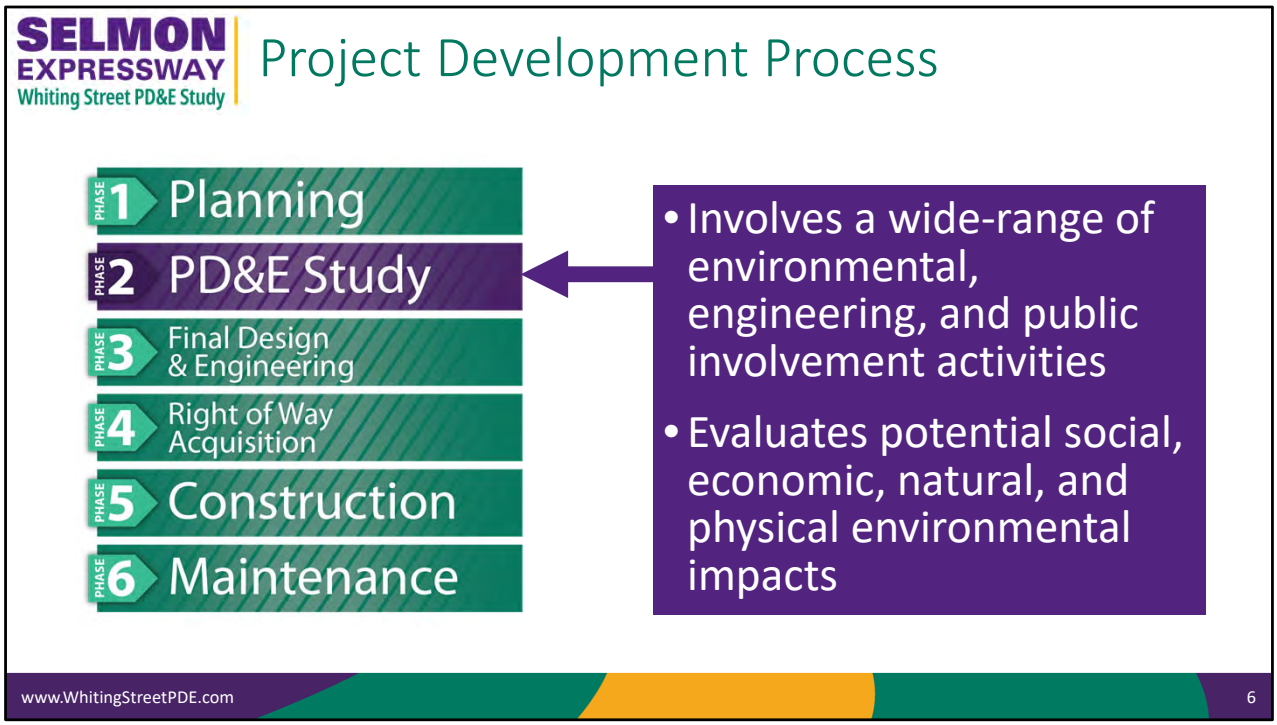

Selmon Greenway


Brandon Parkway

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.



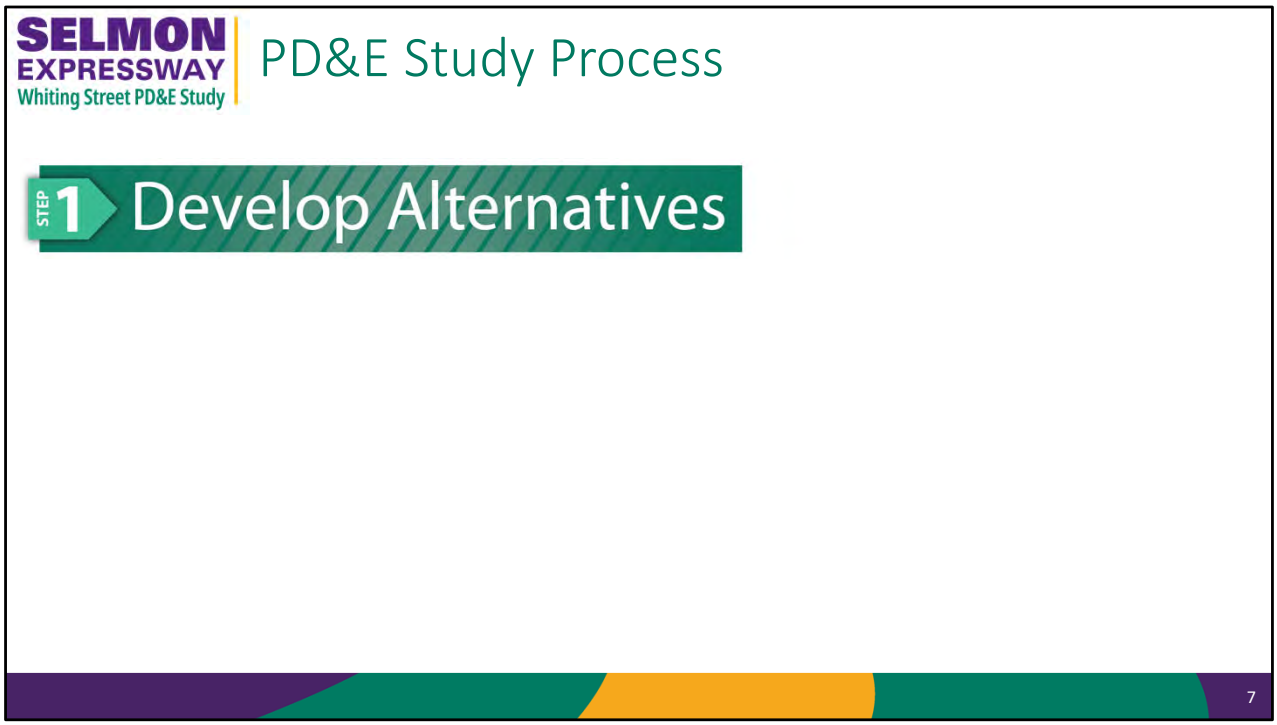
Let's talk about how a project is put together. Whenever an agency thinks about doing a project, there is a process it must follow.

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 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.

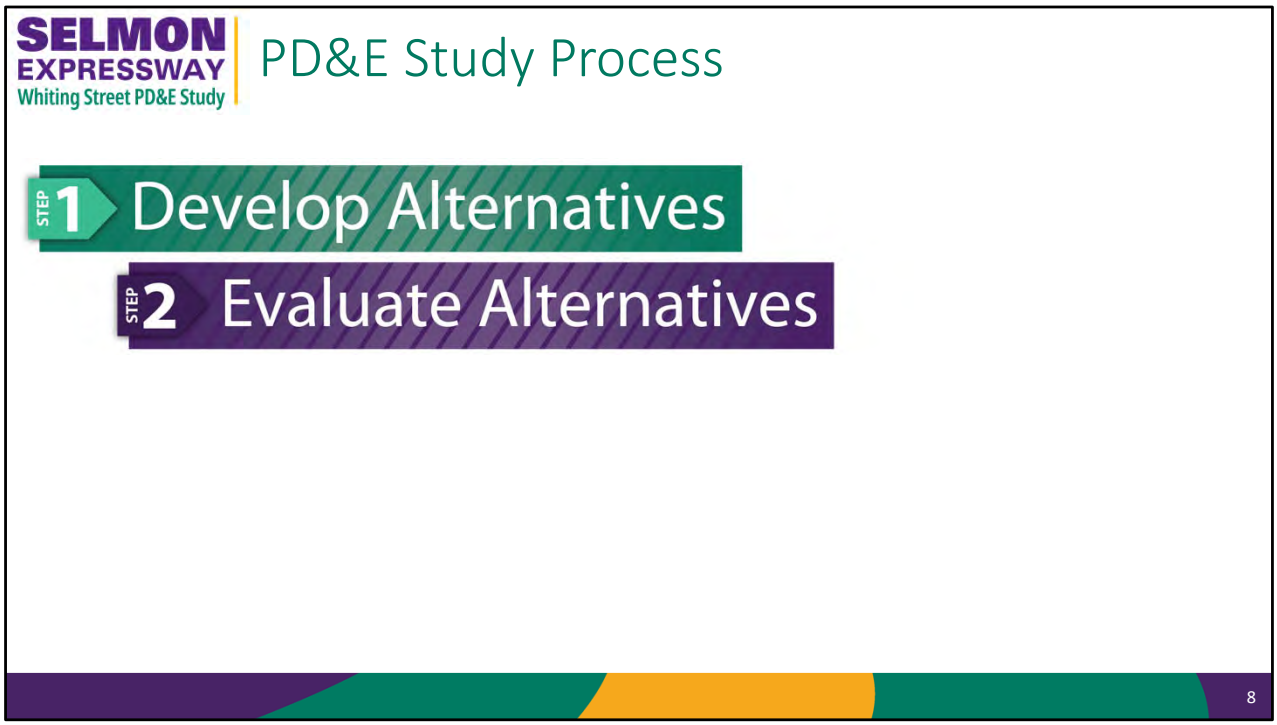
After the study is completed, the THEA Board will determine if it wishes to continue with

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.

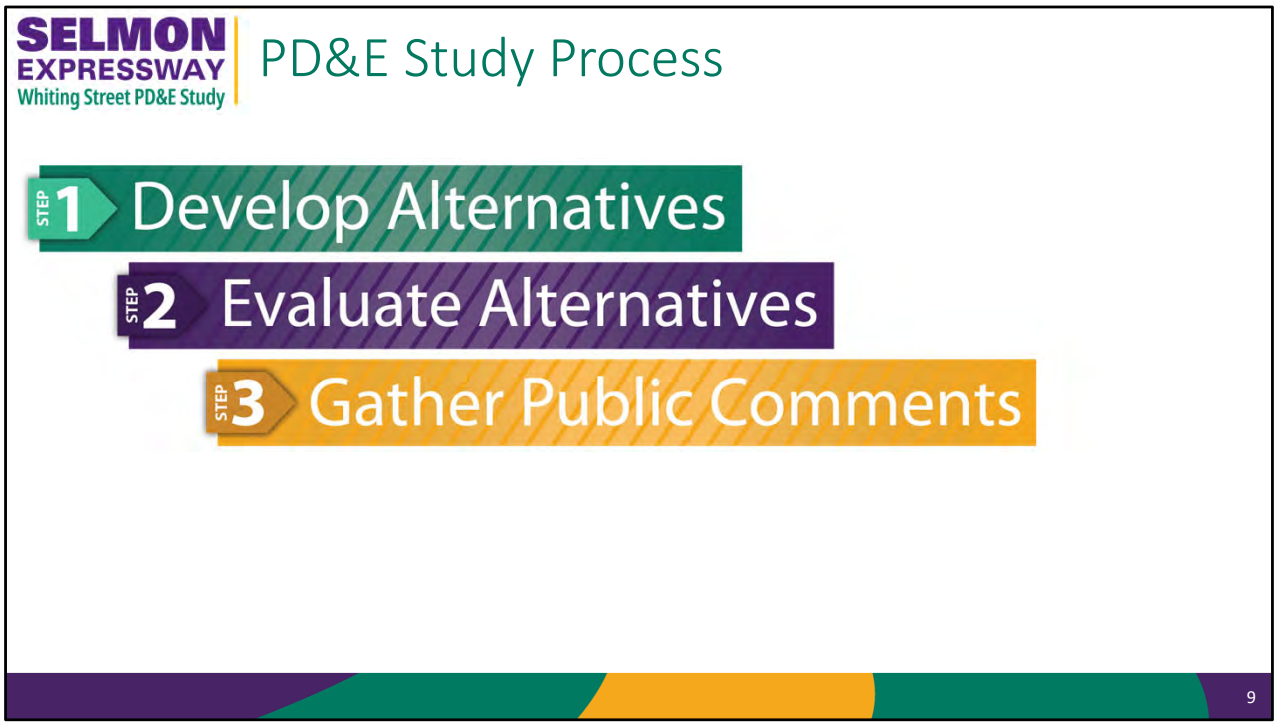


As I said, we are in the Project Development and Environment stage. In the PD&E process, there are four steps.

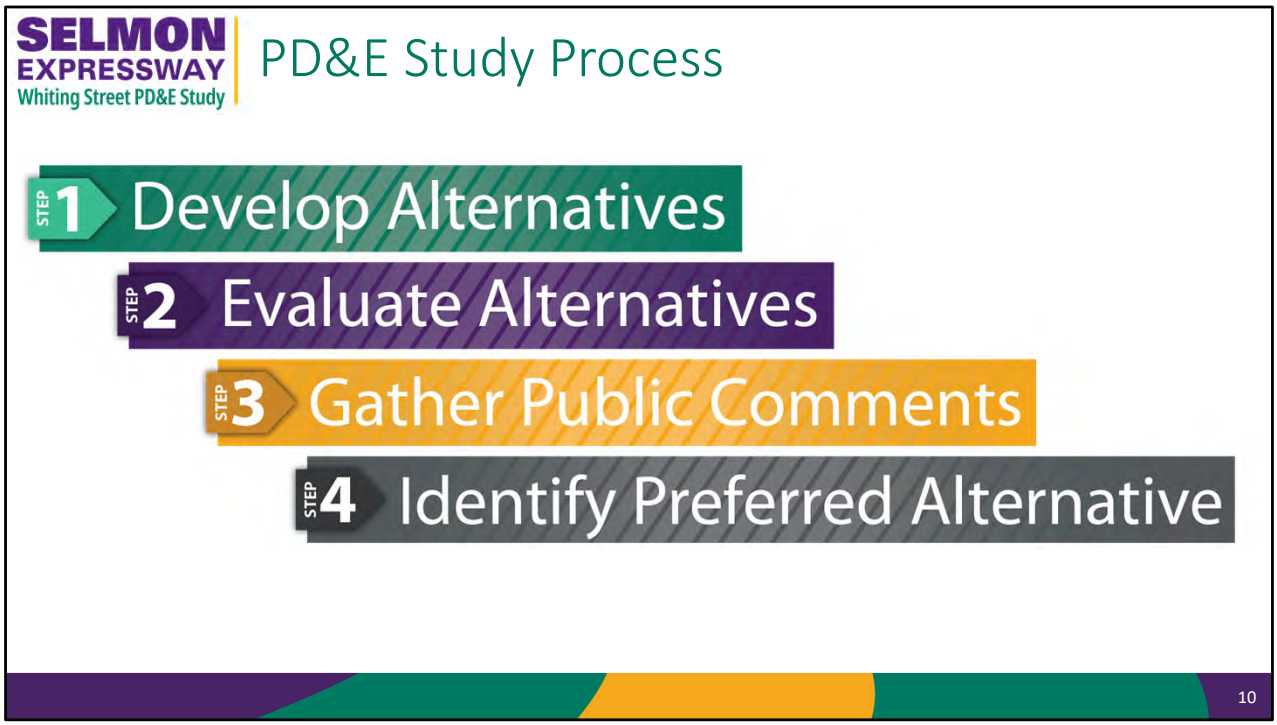
The first step is to develop ideas to address the purpose and need of the project. We call these preliminary alternatives. A No Build alternative is always considered. The No Build is just that, what happens if we don't make any improvements at all.



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.



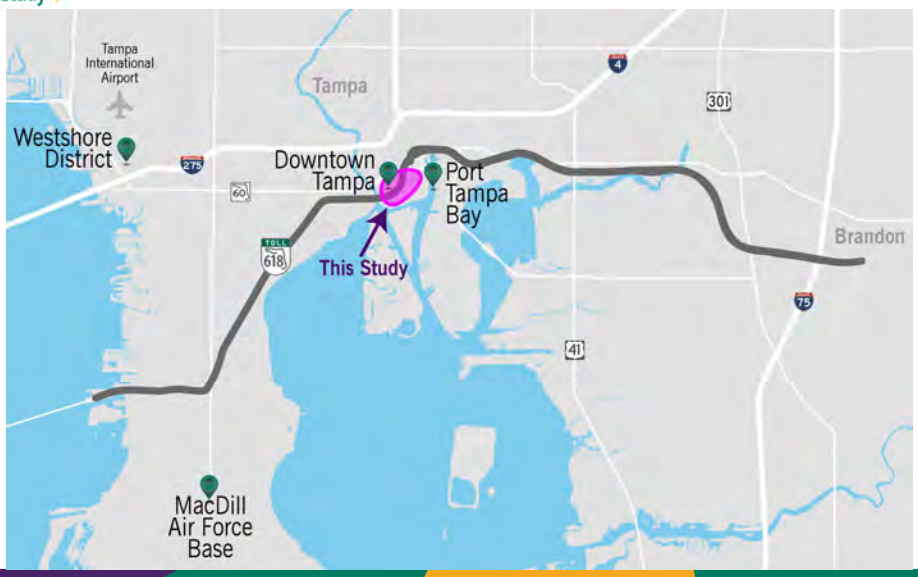
Next, we present the alternatives and their potential impacts and gather comments from the public. That's what we're doing tonight and for the next two weeks.



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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

PD&E Study Area



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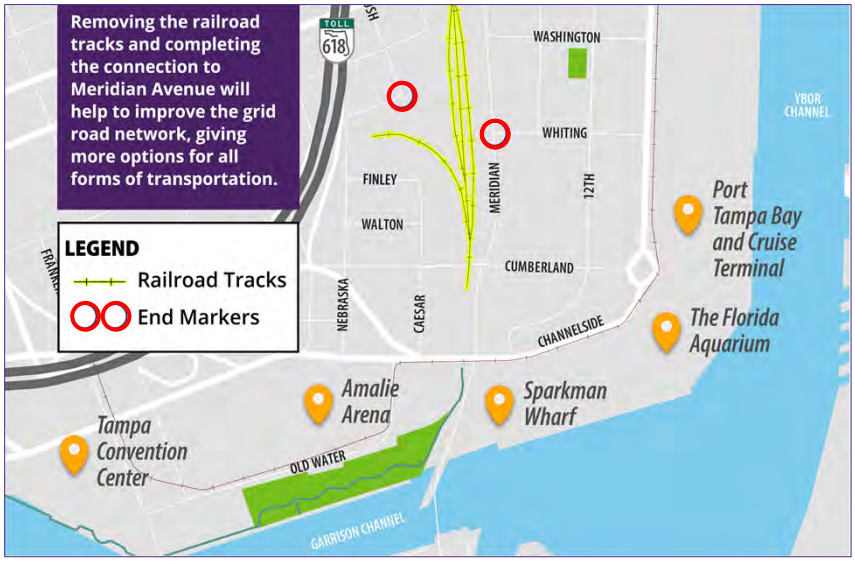
Let's talk about the PD&E Study Area.

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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

THEA's Community Commitment

- Enhance East-West Mobility
- Railroad tracks currently create barrier
- Enhance pedestrian safety & walkability
- Improve the grid network



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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

Study Area Includes:



- **A** Whiting Street from Meridian Avenue to Brush Street
- **B** Whiting Street from Brush Street to Jefferson Street and 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

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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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

Conditions, Constraints, & Considerations

Location A: Whiting Street from Meridian Avenue to Brush Street

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



View looking east at Whiting Street toward 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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

Conditions, Constraints, & Considerations

Location A: Whiting Street from Meridian Avenue to Brush Street

Whiting Street ends, cutting off the grid network



View looking east at Whiting Street toward Meridian Avenue

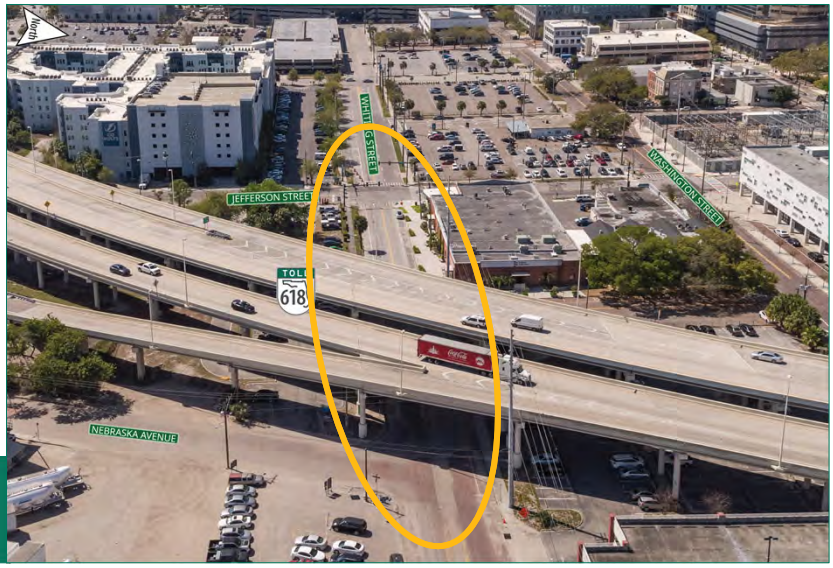
Currently, Whiting Street ends at Brush Street west of the railroad tracks, shown towards the bottom of the image, and Meridian Avenue east of the railroad tracks, shown at the top of the image.

SELMON EXPRESSWAY
Whiting Street PD&E Study

Conditions, Constraints, & Considerations

Location B: Whiting Street from Brush Street

Whiting Street currently ends at Brush Street, it is only two lanes and, east of the Selmon Expressway is a brick road in need of repair



View looking west at Whiting Street toward Jefferson Street

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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.

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Whiting Street PD&E Study

Conditions, Constraints, & Considerations

Location D: Reconstruction of Exit Ramp 6A

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



View looking north at eastbound downtown Tampa exit ramp to northbound Florida Avenue

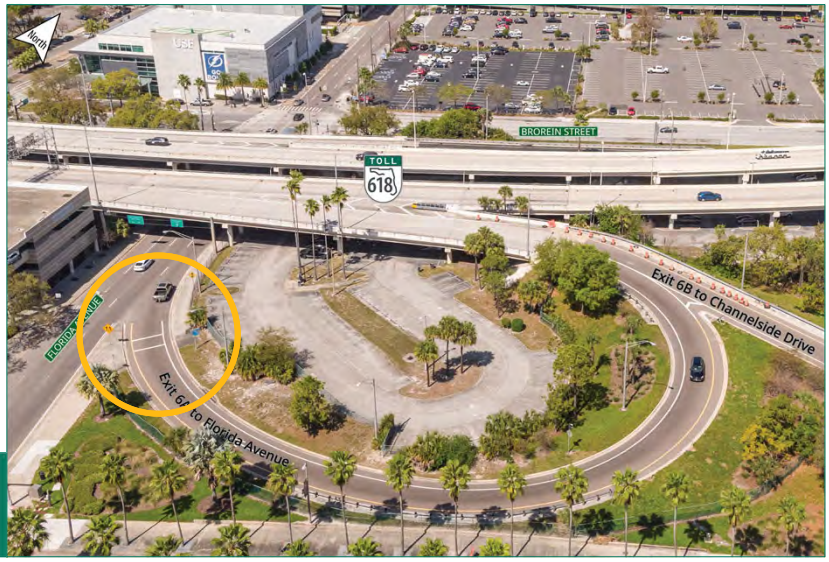
Location D – Reconstruction of the Florida Avenue Exit ramp. Here you see Exit 6A. The tight radius of the loop ramp makes vehicles slow down quickly. Because the ramp is only one lane and it has a tight radius with no real vehicle storage, it can cause a backup onto the Selmon Expressway.

SELMON EXPRESSWAY
Whiting Street PD&E Study

Conditions, Constraints, & Considerations

Location D: Reconstruction of Exit Ramp 6A

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



View looking north at eastbound downtown Tampa exit ramp to northbound Florida Avenue

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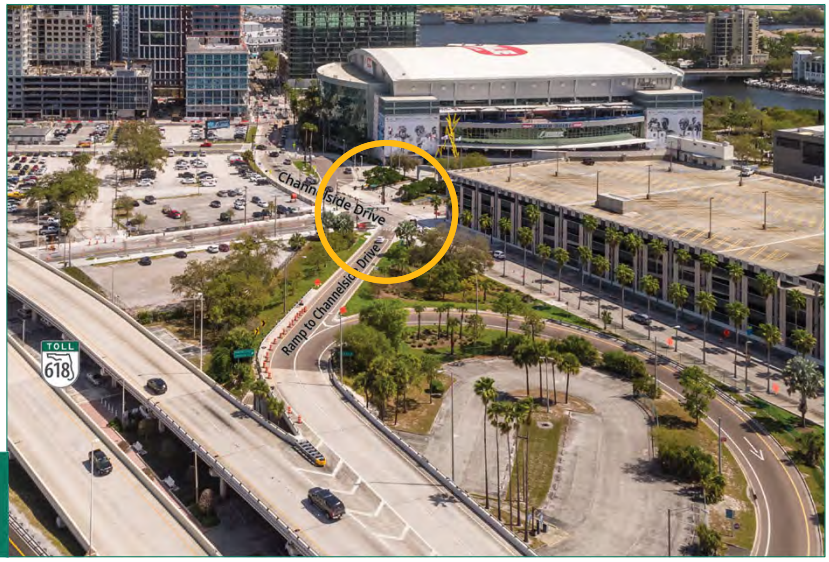
In addition, the end of the ramp is a free-flow intersection that can be challenging for pedestrians trying to cross at the end of the ramp, and for drivers that are trying to merge onto Florida Avenue.

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Conditions, Constraints, & Considerations

Location D: Removal of Exit 6B (Channelside Drive)

The existing diagonal ramp ends in 5-legged intersection, making area challenging for pedestrians and drivers



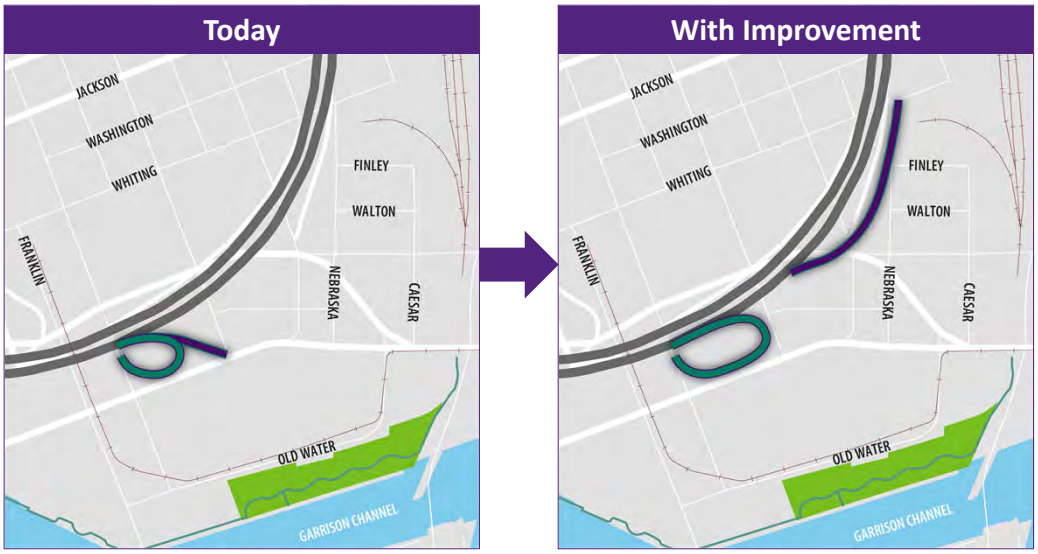
View looking east at eastbound downtown Tampa exit ramp to eastbound Channelside Drive

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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

What's the plan?



20

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.

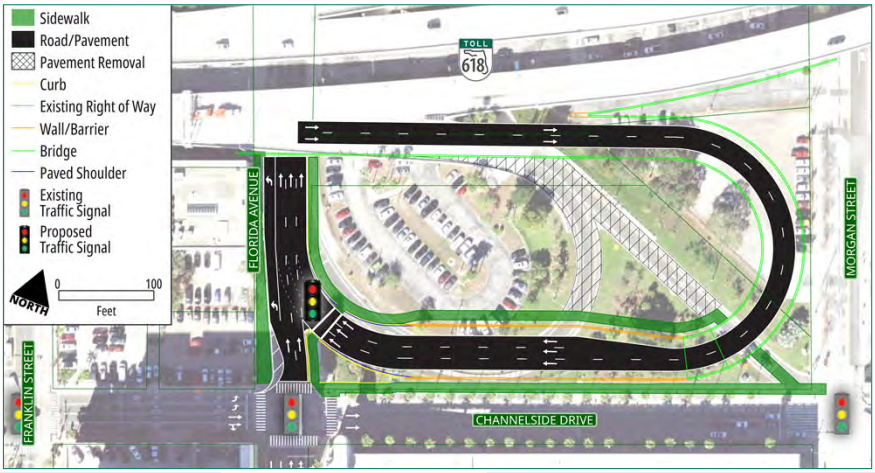
Today the exits are close together. We will be moving the exits further apart and create an "oval" Florida exit ramp. This would basically get rid of the Channelside five-legged intersection and create a new Whiting exit ramp.

SELMON EXPRESSWAY
Whiting Street PD&E Study

Planned Changes

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

- Remove the pavement for the existing exit ramp for 6B
- Lengthen the loop ramp to make room for more vehicles
- Build the loop ramp on an elevated structure with piers to open up the area underneath to pedestrians and make the area brighter and more open



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.

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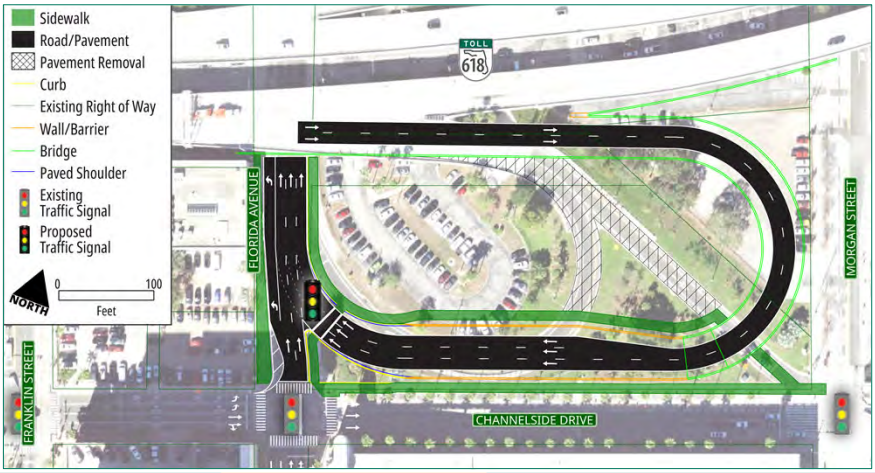
Planned Changes

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

Widen ramp two lanes through the curve and three lanes at the intersection

Install a new traffic signal at the end of the ramp to make it safer for pedestrians and the turning vehicles entering northbound Florida Avenue

Include a pedestrian crosswalk at the new signal and keep the sidewalk on the east side of Florida Avenue



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.

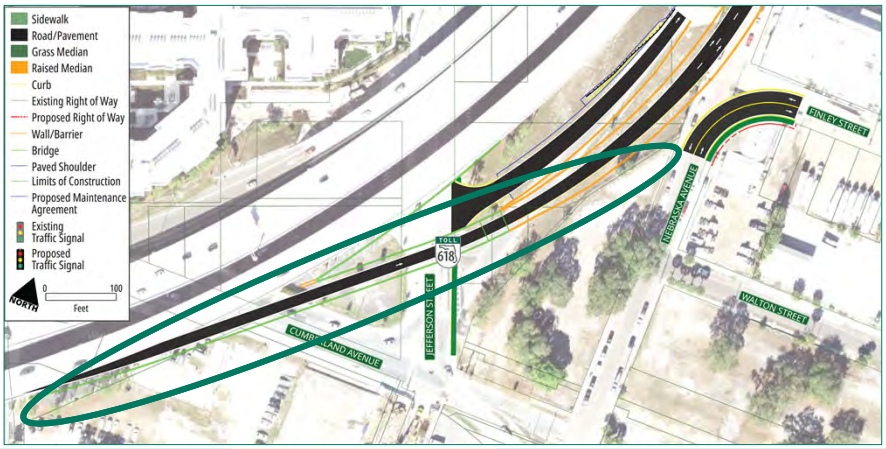
A crosswalk will be installed at the new traffic signal and the sidewalk on the east side of Florida Avenue will remain.

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Whiting Street PD&E Study

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



The other changes that we are making include a new Whiting Street ramp (this will become the new 6B).

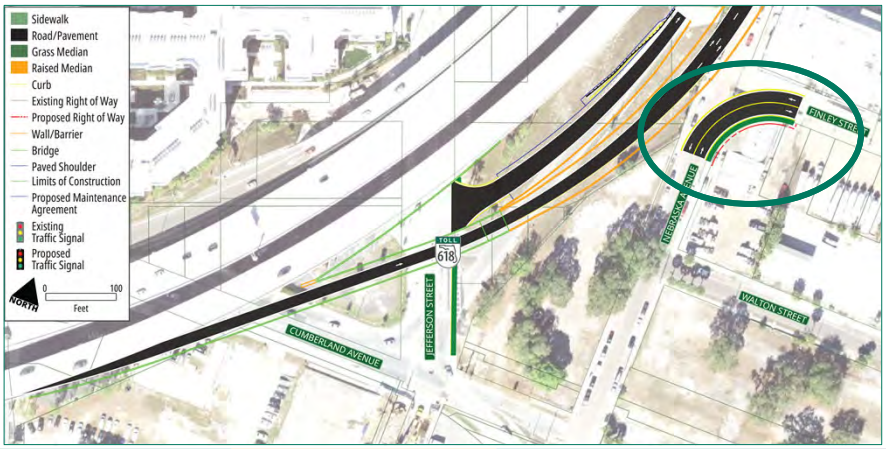
SELMON EXPRESSWAY
Whiting Street PD&E Study

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



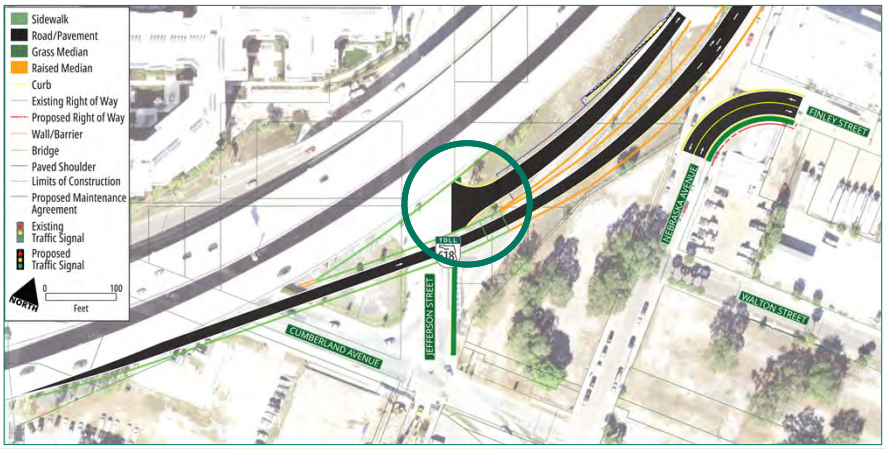
When this new ramp is constructed, it will cut off Nebraska to the north, so we will have to construct a connection from Nebraska Avenue to Finley Street.

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Whiting Street PD&E Study

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

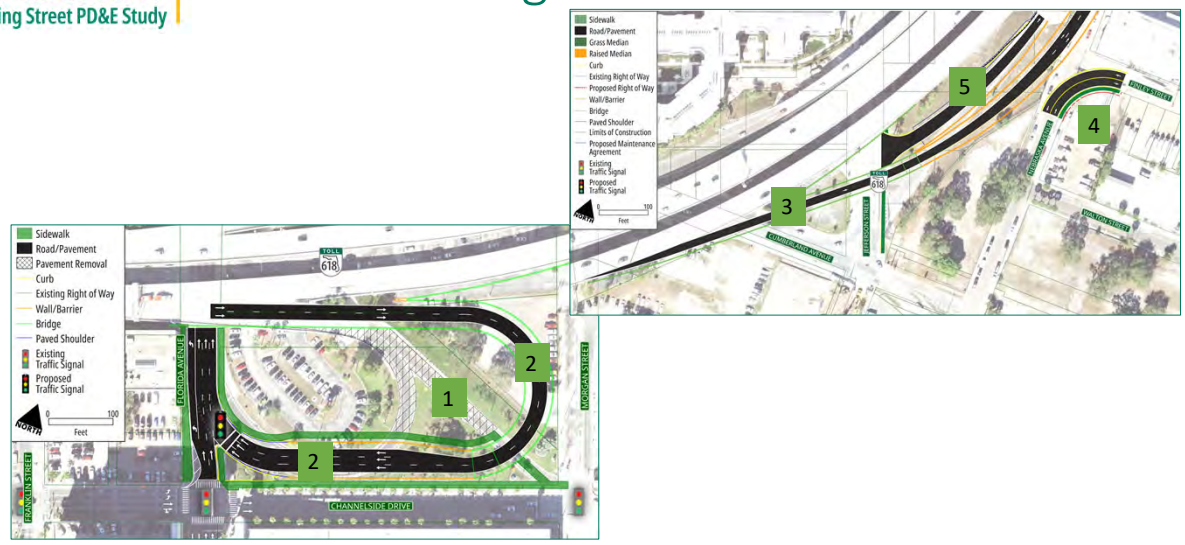


25

Finally, with the new Whiting Street ramp, we'll have to move the Jefferson Entrance Ramp to the North just a bit.

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Whiting Street PD&E Study

Planned Changes



26

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

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Whiting Street PD&E Study

Study Area Includes:



27

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.

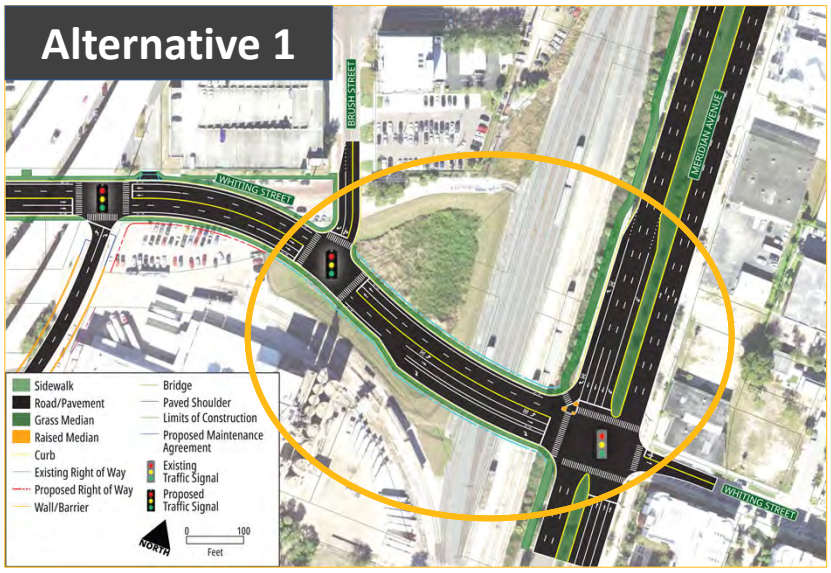
We'll start with Location A – the Whiting Street connection to Meridian.

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Whiting Street PD&E Study

Alternatives Considered

Location A: Whiting Street from Meridian Avenue to Brush Street

Connect Whiting Street between Meridian Avenue and Brush Street, **connecting at the existing Whiting Street intersection**



28

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.

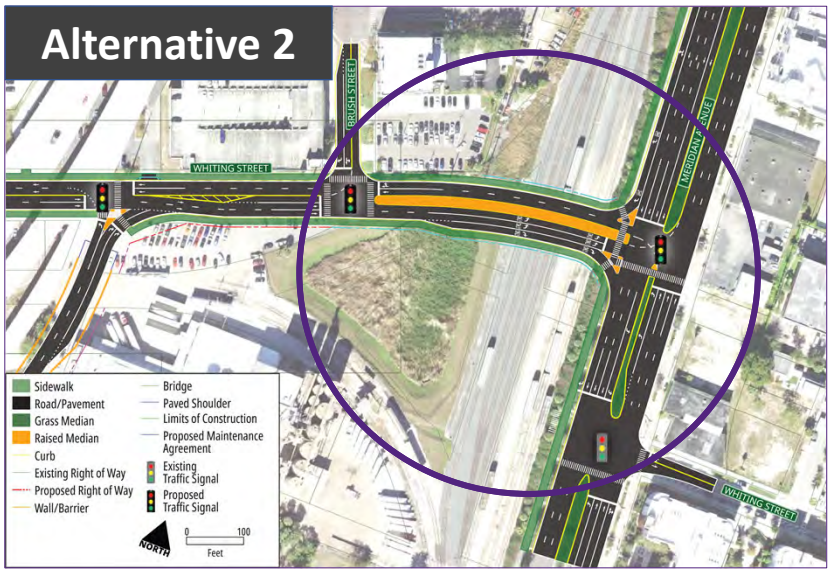
Alternatives 1 and 2 provides for a signal at Brush Street

SELMON EXPRESSWAY
Whiting Street PD&E Study

Alternatives Considered

Location A: Whiting Street from Meridian Avenue to Brush Street

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



29

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

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Whiting Street PD&E Study

Location A – Alternatives 1 & 2



Alternative 1



Alternative 2

30

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

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Whiting Street PD&E Study

Study Area



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

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.

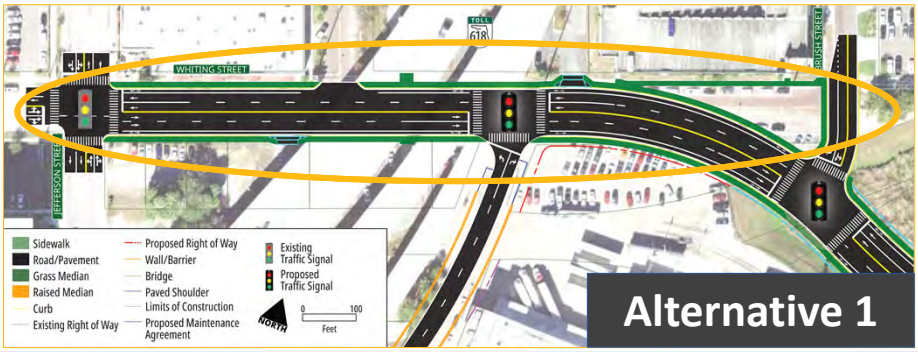
SELMON EXPRESSWAY
Whiting Street PD&E Study

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 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



32

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.

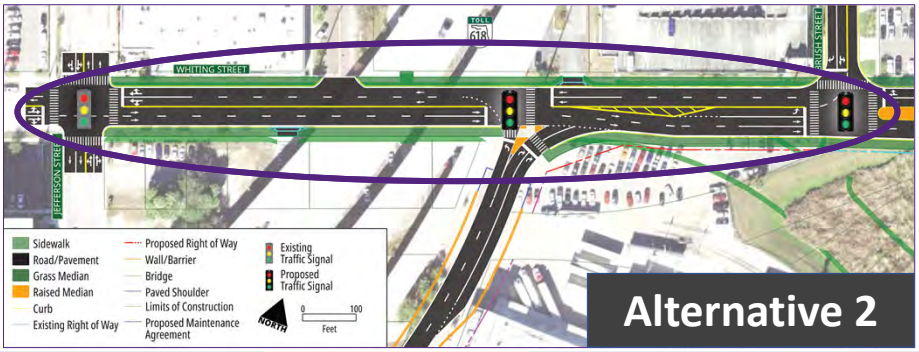
SELMON EXPRESSWAY
Whiting Street PD&E Study

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

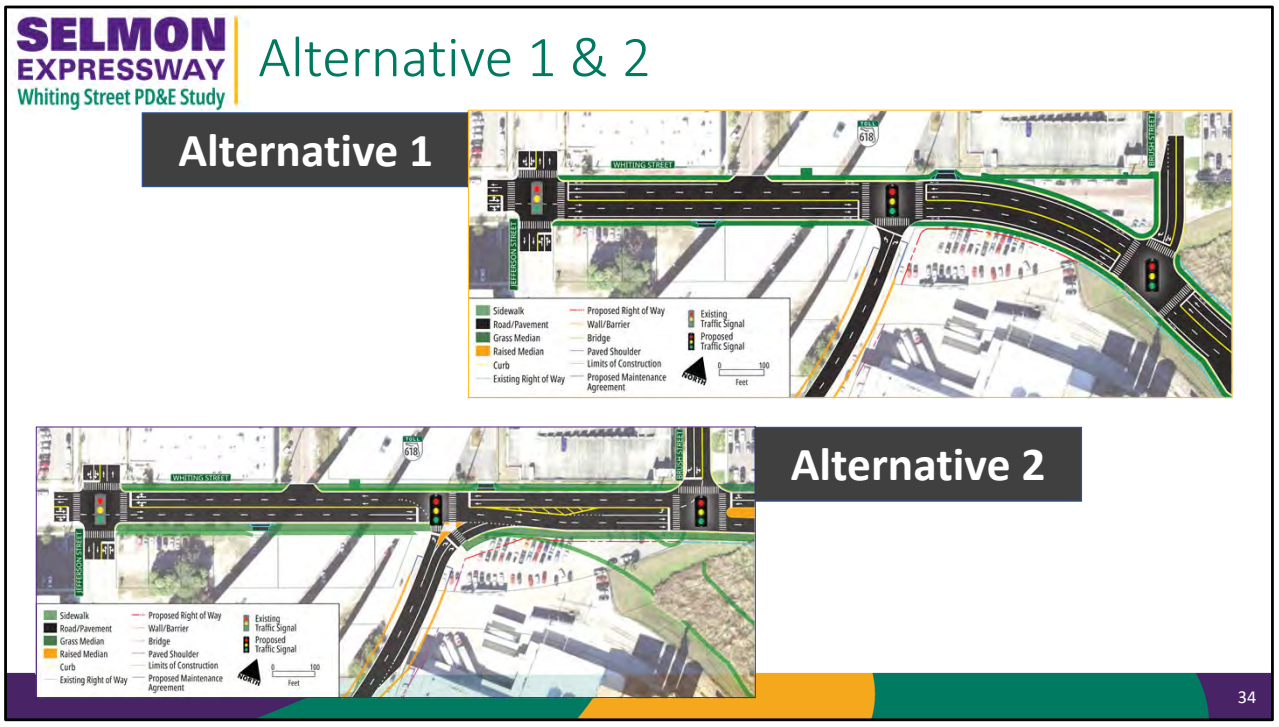
Intersection at New Whiting Street exit ramp would have 3 lanes coming from ramp



33

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.

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Whiting Street PD&E Study

Study Area Includes:



A Whiting Street from Meridian Avenue to Brush Street

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

C Jefferson Street Entrance Ramp and New Whiting Street Exit Ramp

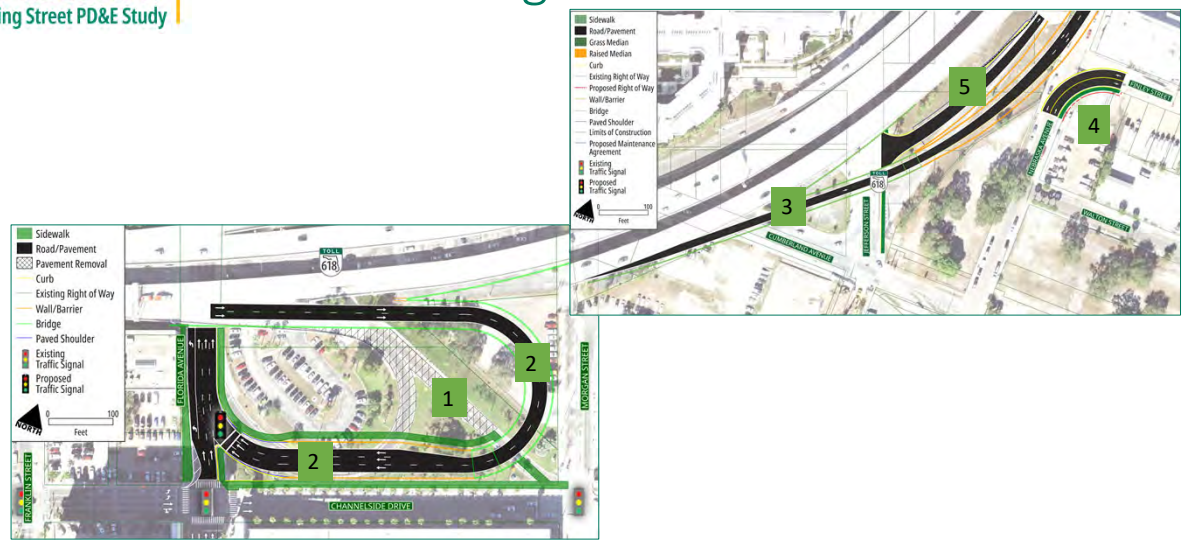
D Removal of Exit Ramp 6B and Reconstruction of Exit Ramp 6A

35

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.

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Planned Changes



36

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

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Whiting Street PD&E Study

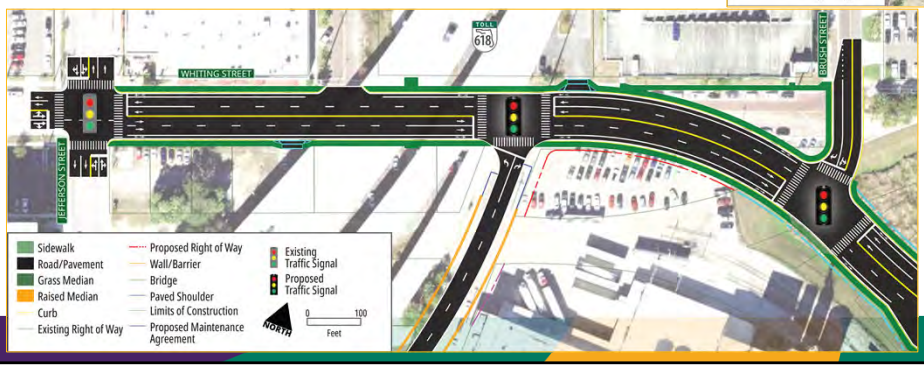
Alternative 1

Connect Whiting Street between Meridian Avenue and Brush Street, **connecting at the existing Whiting Street intersection**

Widen Whiting Street 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





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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

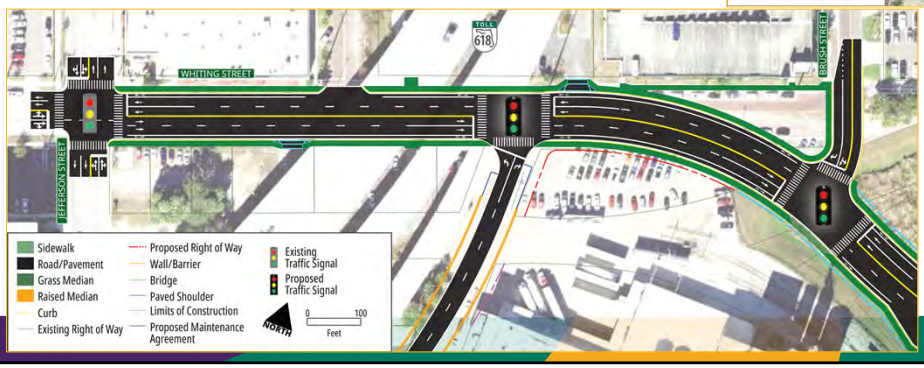
SELMON EXPRESSWAY
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Alternative 1

Right of Way Impacts:
- 0.24 acres
- 4 parcels
- 2 businesses

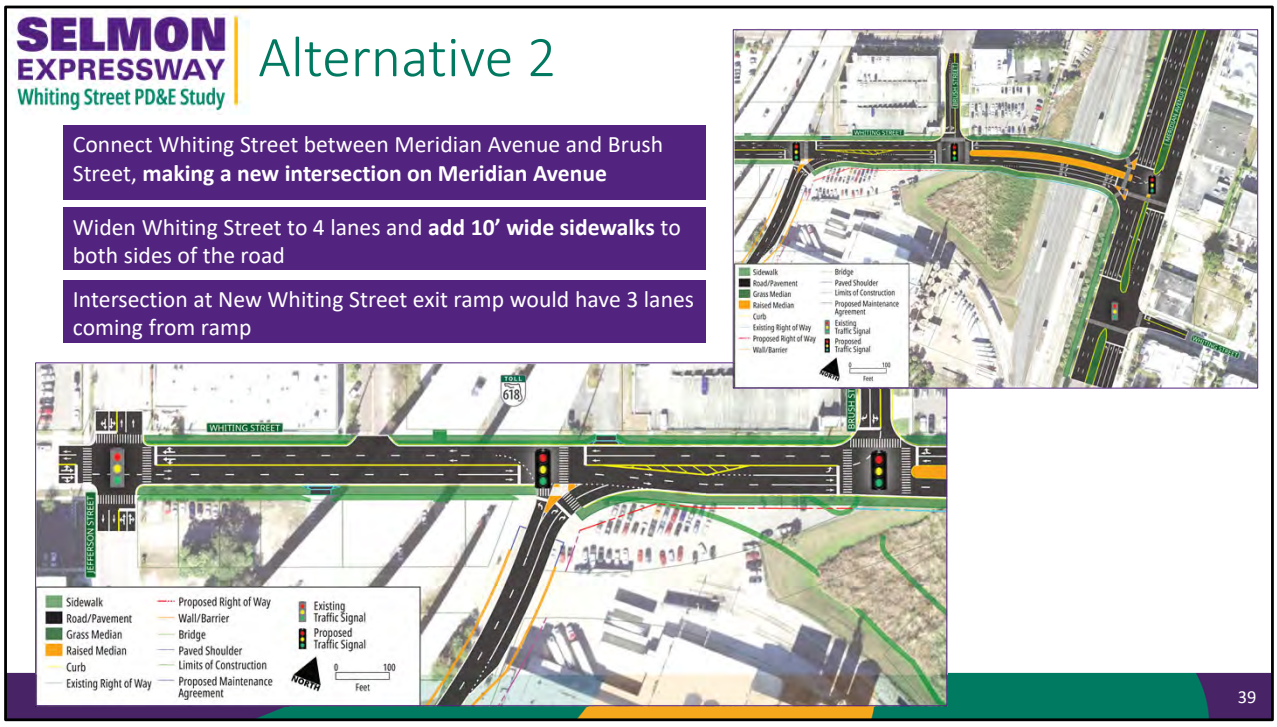
Overall Cost includes Design, Right of Way, and Construction:
- **$42.8 M**



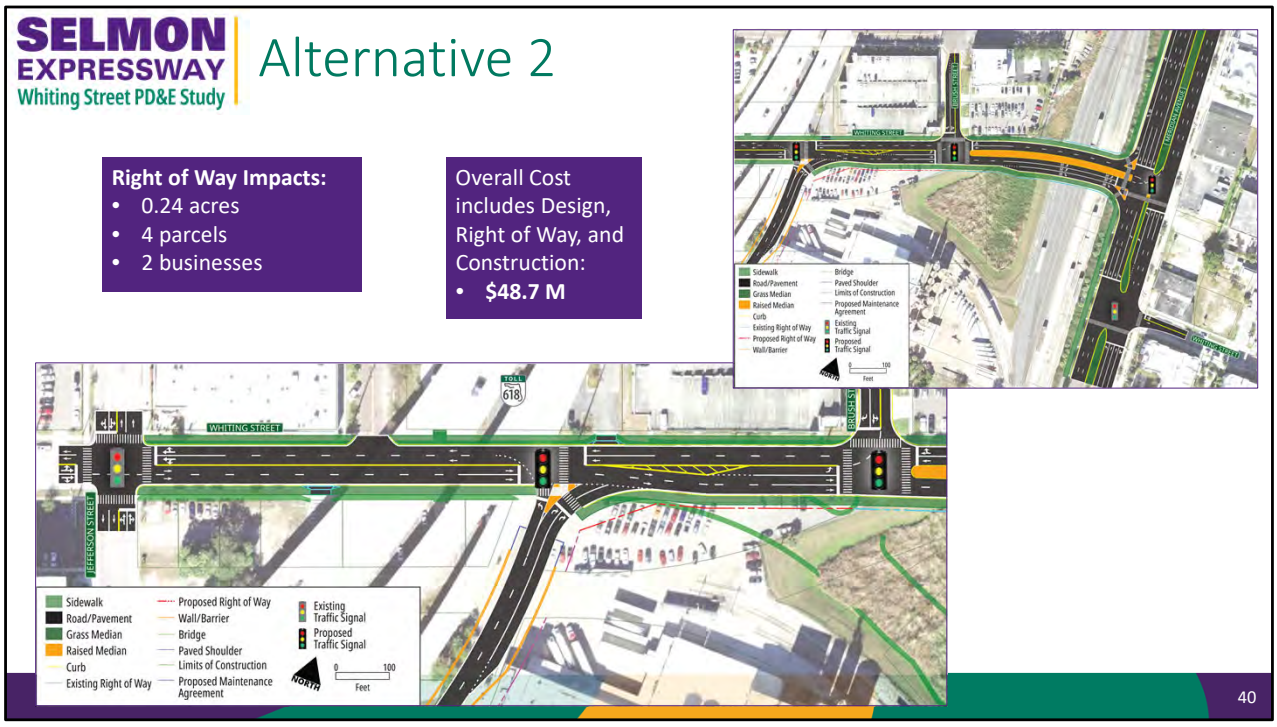


38

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.

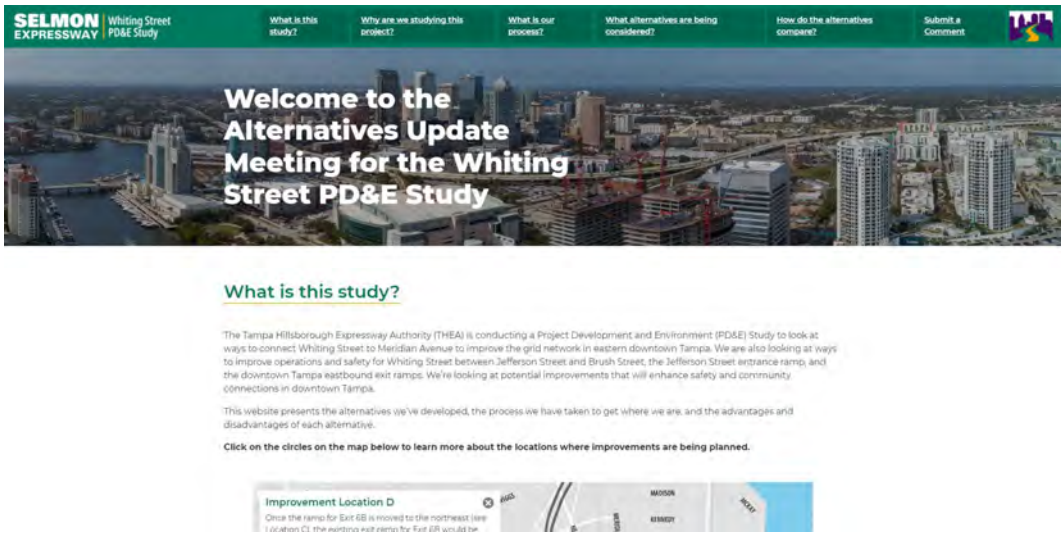


Alternative 2 would require purchase of just under a quarter acre of land, which includes 4 parcels, two of which are businesses. The overall cost for the project, which includes design, right-of-way acquisition, and construction is estimated to be 48.7 million dollars.

HOLD FOR A FEW SECONDS

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WhitingStreetPDE.com



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.

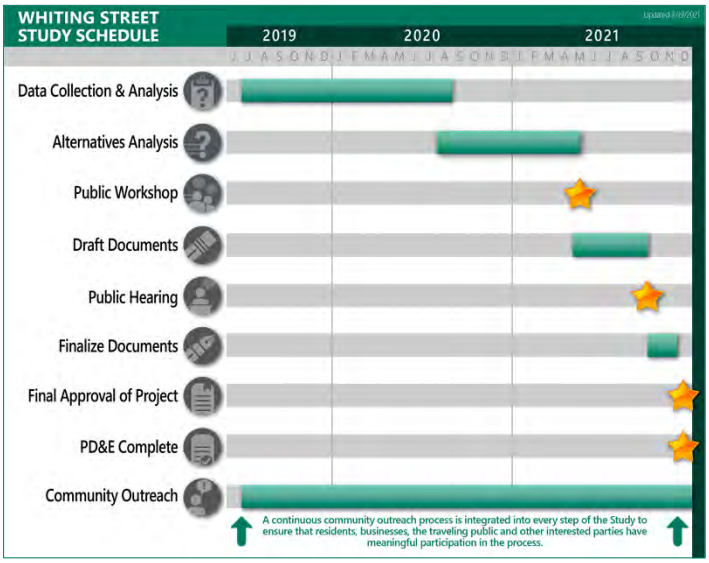
We also have aerial graphics with detailed conceptual design plans at each of the locations discussed.

The website also includes a comment form so that you can submit a comment to our team.

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Schedule

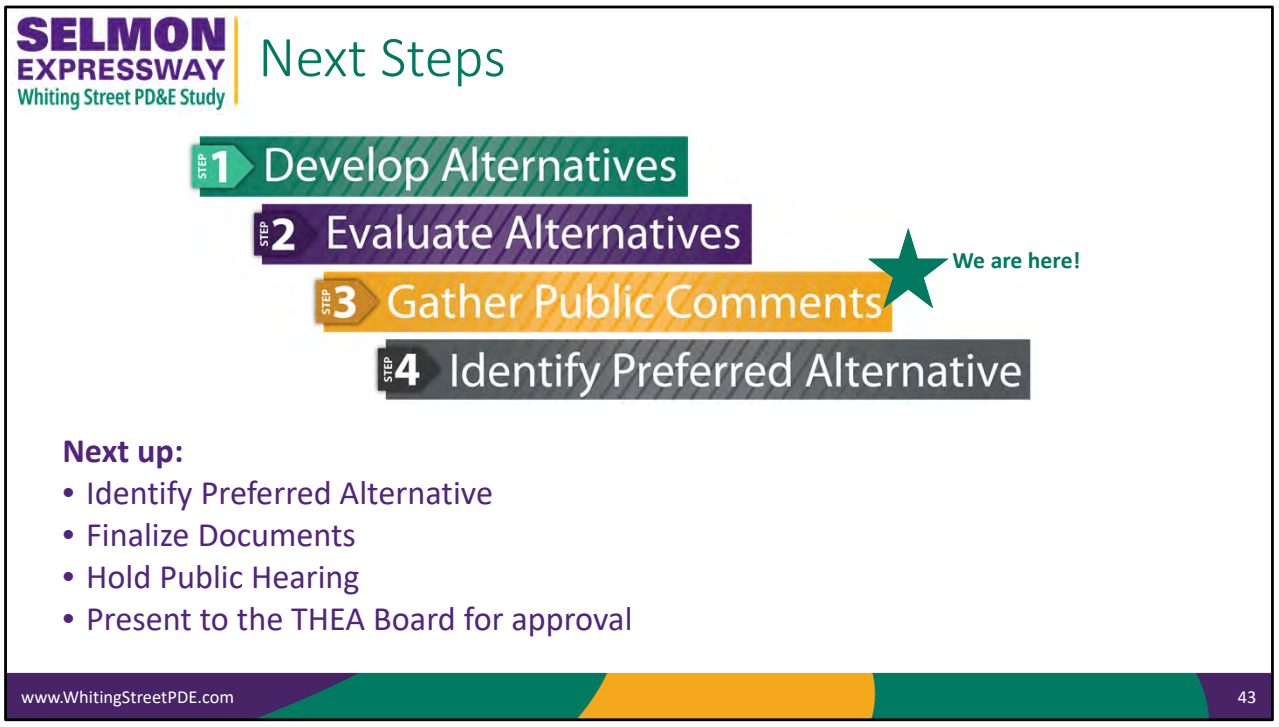
- **Public hearing planned for fall 2021**
- **Project complete late 2021**
- **Community outreach throughout life of study**



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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.

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Whiting Street PD&E Study

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.

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Whiting Street PD&E Study

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

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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

First Name	Last Name	Email
Cris	Acosta	cacosta@mail.usf.edu
Craig	Bazarsky	craigbazarsky@gmail.com
Mattias	Ciabatti	mciabatti@hwlochner.com
Ralphael Marie	Clarke	rclarke@acra-inc.com
richard	Clarke Jr	rsclarkejr@gmail.com
Richard	Clarke Sr	rsclarke1950@gmail.com
Brad	Cooke	bcooke@spprealestate.com
Robert	Creighton	rcreightoniii@hotmail.com
Lea	Del Tosto	leadeltosto@gmail.com
Steve	Ferrell	steve.ferrell@hdrinc.com
Jay	Highsmith	jbhighsmith@gmail.com
Haron	Housman	haron.housman@gmail.com
JEFFREY	JANKIEWICZ	jeffjank3@yahoo.com
Charles	Kasbeer	ckasbeer@consoreng.com
Christina	Kight	christina.kight@wsp.com
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Darren	Morse	dmorse@spprealestate.com
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Andy Joe	Scaglione	ajstally@aol.com
Mark	Siebenaller	msiebenaller@yahoo.com
Alphonse	Stewart	astewart@hntb.com
Samuel	Thomas	samuelgregorythomas@gmail.com
Greg	Vannette	gvannett@usf.edu
Justin	Willits	willitsj@gohart.org
Samuel	Ziss	sziss@hntb.com
Melissa	Zornitta	zornittam@plancom.org

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 prefered 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: Ralphael 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*

Advertisements

Newspaper Ad:

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.

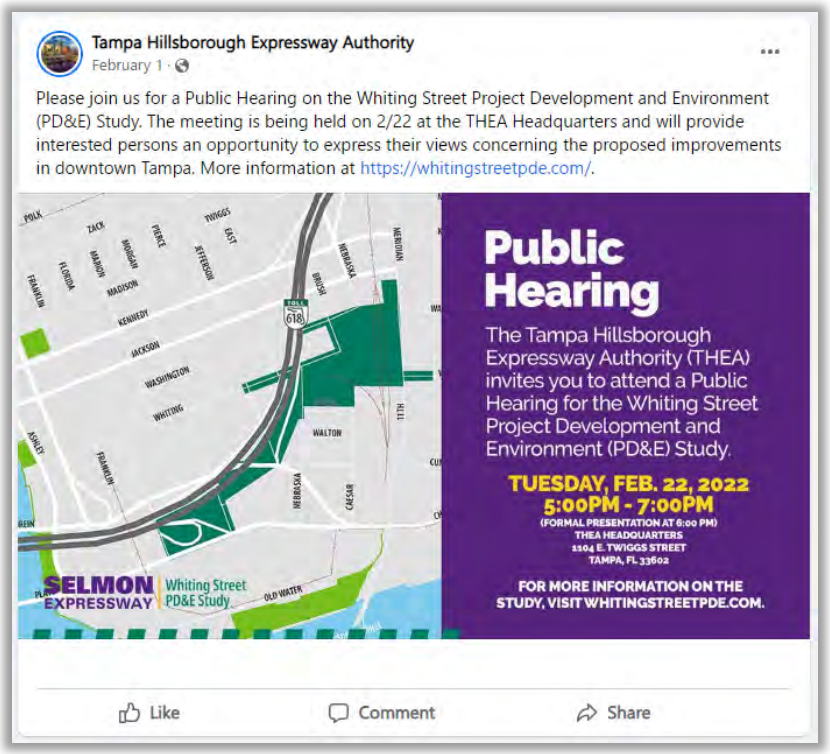
Comments can also be sent to Sue Chrzan at THEA, 1104 E Twiggs St #300, Tampa, FL 33602, or email to info@selmonstudies.com. Written comments must be postmarked by March 8, 2022, to become part of the public hearing record.

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.

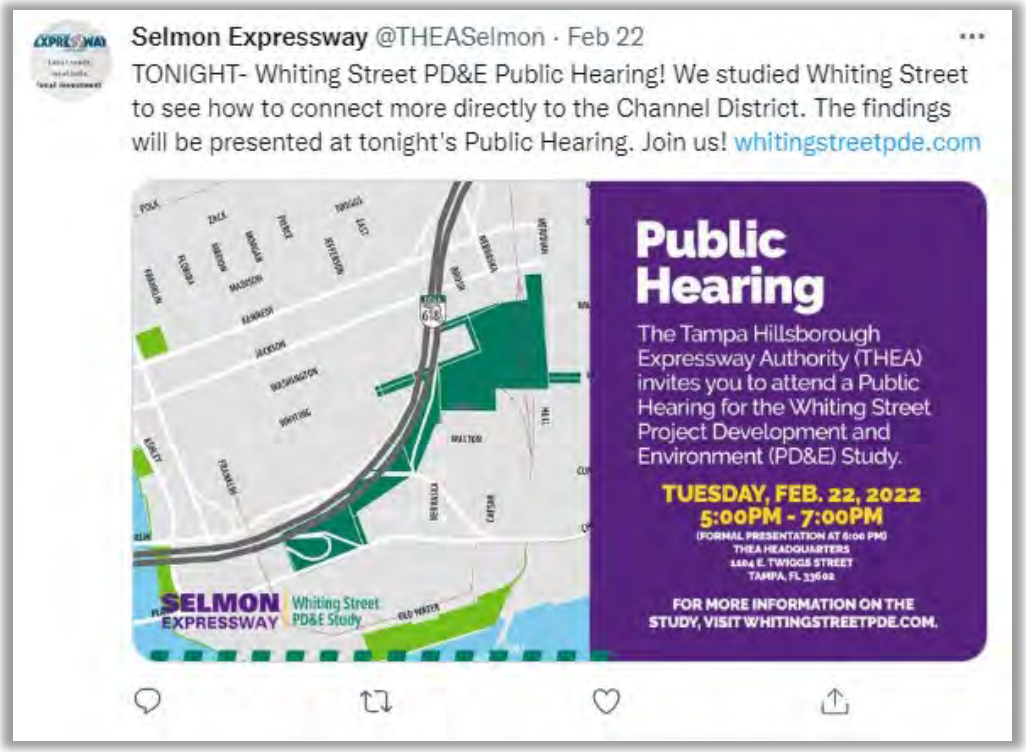
Persons who require accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact Anna Quinones by phone at (813) 272-6740 ext.124 or via email info@selmonstudies.com at least seven (7) days prior to the meeting. If you are hearing or speech impaired, please contact us using the Florida Relay Service, by dialing 7-1-1, 1-800-955-8771 (TYY) 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 Lettelleir, THEA's General Counsel, by email amy.lettelleir@tampa-xway.com.

02/02/2022, 02/13/2022 (204499)

Sample Facebook Post:



Sample Tweet:



Post Card


SELMON EXPRESSWAY | Whiting Street PD&E Study
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 Chrzan at THEA, 1104 E Twiggs St, Tampa, FL 33602; on the project website, WhitingStreetPDE.com; 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.
Legend
Planned Improvements
Park
Riverwalk
Persons who require accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact Anna Quiñones, AICP, at 813-272-6740 ext. 124 or 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 (TYY) 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 contact Amy Lettelleir, THEA's General Counsel, by emailing amy.lettelleir@tampa-xway.com.
Draft project documents can be viewed from February 1 to March 8, 2022, at:
THEA Office Lobby
1104 E Twiggs St
Tampa, FL 33602
Mon-Fri 9am - 5pm
Sat-Sun Closed
John F Germany Library
900 N Ashley Dr
Tampa, FL 33602
Mon-Tues 10am - 6pm
Wed-Sat 10am - 9pm
Sun Closed
Documents, plans, project information, and animation are available at WhitingStreetPDE.com. You may also request additional information by contacting Sue Chrzan 813-272-6740 ext. 130 or emailing info@selmonstudies.com. Public Hearing materials will be posted to the website on February 23, 2022.


SELMON EXPRESSWAY | Whiting Street PD&E Study
Join us for the Public Hearing for the Whiting Street Project Development and Environment (PD&E) Study
Tuesday
February 22, 2022
Open House: 5:00 pm
Presentation: 6:00 pm
Open House & Comments: until 7:00 pm
THEA Office
1104 E Twiggs St, Tampa
TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY
To view or download meeting materials, visit:
WhitingStreetPDE.com
Follow us
@TampaHillsboroughExpresswayAuthority
Follow us
@THEASelmon
PRSRT STD
U.S. POSTAGE
PAID
TAMPA, FL
PERMIT NO. 1839
295051
RESERVED FOR MAILING

Handout

SELMON EXPRESSWAY | Whiting Street PD&E Study

WhitingStreetPDE.com

WELCOME

TO THE WHITING STREET PD&E PUBLIC HEARING

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 Chrzan 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
- **B** Whiting Street from Jefferson Street to Brush Street including an Intersection at the End of the 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



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)

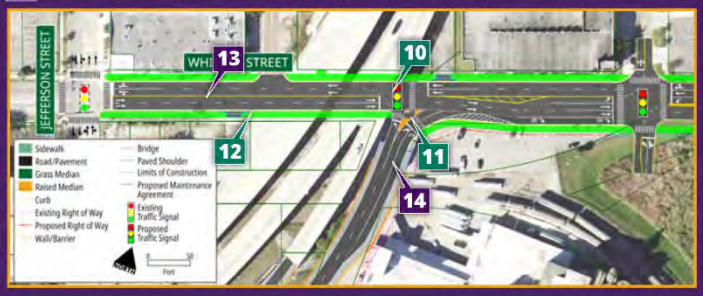
A Whiting Street from Brush Street to Meridian Avenue

- **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



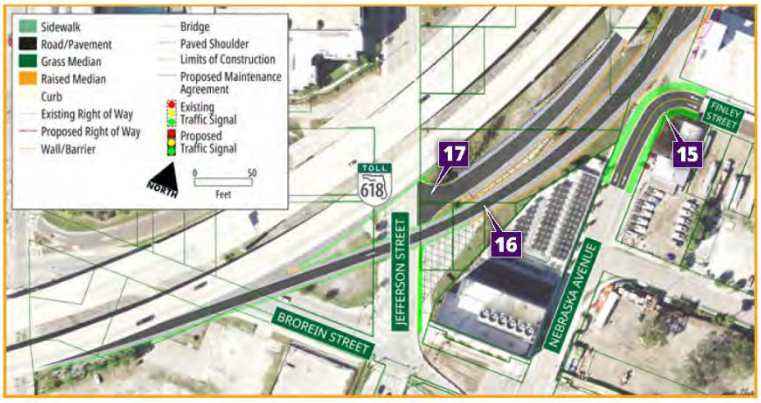
- **12** Add signs to communicate to drivers and bicyclists that Whiting Street is bicycle-friendly
- **11** Add a refuge point to give pedestrians a place to safely stop if they need to cross in two stages
- **10** Install a new traffic signal at the end of the exit ramp to improve safety for pedestrians and bicyclists

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



Artist rendering of the new loop ramp from the intersection of Channelside Drive and Florida Avenue



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



Follow us
@TampaHillsboroughExpresswayAuthority

Follow us
@THEASelmon

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

How do the alternatives compare?

	No Build Alternative	Preferred Alternative
Traffic Demand		
Maintains Level of Service	No	Yes
Accommodates Future Travel Demand	No	Yes
Improves System Linkage	No	Yes
Improves User Safety	No	Yes
Environmental Effects		
Right-of-Way Impacts (acres)	0	0.5
Parcel Impacts	0	4
NRHP Eligible Hist. & Arch. Sites Impacted	0	2
Potential Contam./Hazardous Waste Sites	0	26 High 37 Med.
Noise Receptor Impacts	0	42
Utilities Potentially Relocated	0	6
Estimated Total Project Costs (in millions)	$0	$55.3 M
Right-of-Way	$0	$5.4 M
Project Design	$0	$4.0 M
Construction Engineering & Inspection	$0	$6.0 M
Construction	$0	$39.9 M

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



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 Sat-Sun	9 am - 5 pm Closed
John F Germany Library 900 N Ashley Dr Tampa, FL 33602	Mon-Tues Wed-Sat Sun	10 am - 6 pm 10 am - 9 pm Closed

Documents, plans, project information, and animation are available at **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.

Presentation Slides



Welcome to the Whiting Street project development and environment, or P-D-and-E Study public hearing.



<<ANIMATION NOTES: START SLIDE WITH ALL BULLETS>>

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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

Laws and Regulations

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

<<NO ANIMATION ON THIS SLIDE>>

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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

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.

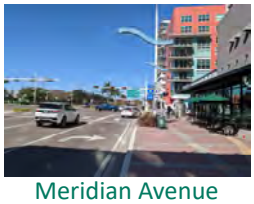
SELMON EXPRESSWAY
Whiting Street PD&E Study

Tampa Hillsborough Expressway Authority

- **Local, public transportation agency**
  - No tax funding
  - Supported by user tolls
  - Financed through toll revenue and bonds
- **Seven-member local board**
  - 4 citizens appointed by Governor
  - 2 local elected officials
  - FDOT District Secretary

THEA owns and operates:


Selmon Expressway


Meridian Avenue


Selmon Greenway


Brandon Parkway

www.WhitingStreetPDE.com 6

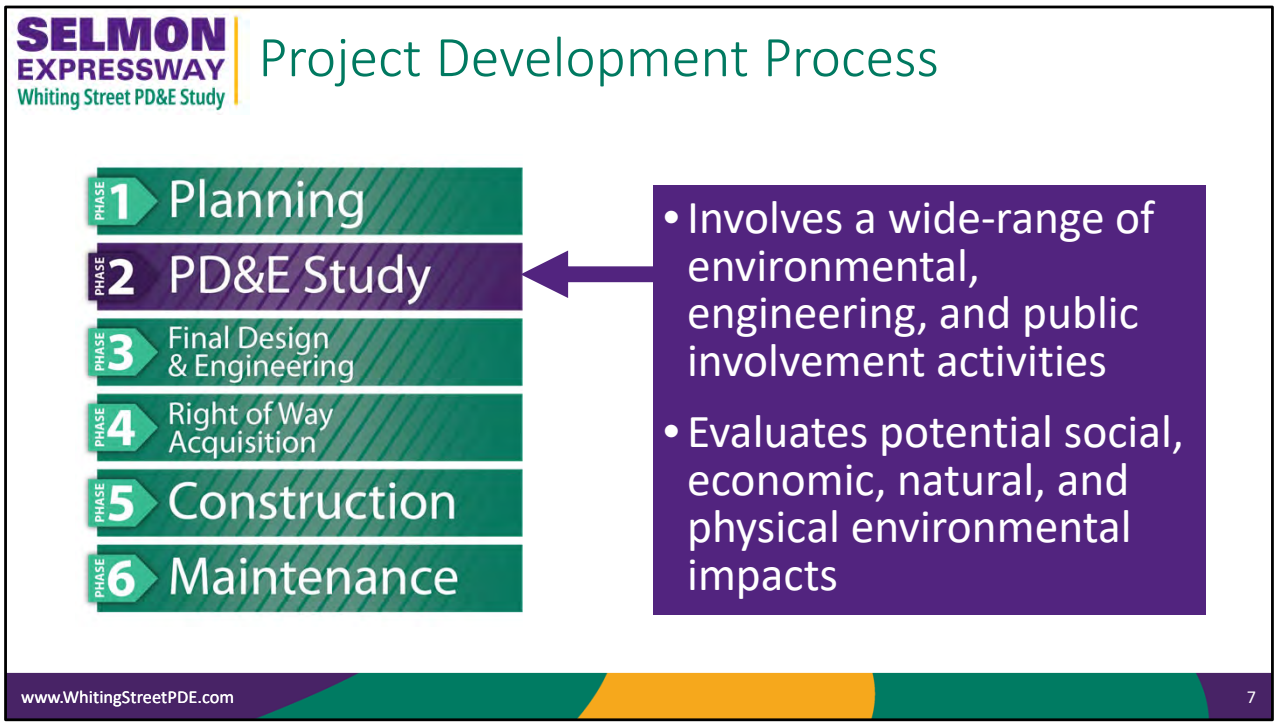
<<ANIMATION NOTE: HAVE THESE BULLETS SHOW UP AS THEY ARE EXPLAINED>> THEA is an independent transportation agency of the state. We receive no tax funding for the operations, maintenance, renewal, and replacement of our properties. New projects are funded with a combination of our toll revenues and toll bonds. The tolls collected on the Selmon Expressway stay in Hillsborough County.

<<ANIMATION NOTE: HAVE THESE BULLETS SHOW UP AS THEY ARE EXPLAINED>> 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.

<<ANIMATION NOTE: HAVE THE IMAGES/CAPTIONS SHOW UP AS THEY ARE LISTED>> 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.



<<ANIMATION NOTE: HAVE ONLY IMAGE ON LEFT SHOW WHEN SLIDE STARTS, THEN HAVE PURPLE BOX SHOW UP AS THE NARRATOR STARTS>>

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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

Engagement Snapshot

Group/Association	Dates
Strategic Property Partners	12/12/19 2/18/20 11/13/20 12/2/20 2/17/21 3/8/21
South Selmon Coordination	1/10/20
City of Tampa	4/16/20
Port Tampa Bay	9/10/20
Florida Department of Transportation	3/2/21

Public Meeting	Date
Virtual Public Information Meeting	**5/20/2021**
Public Hearing	**2/22/2022**

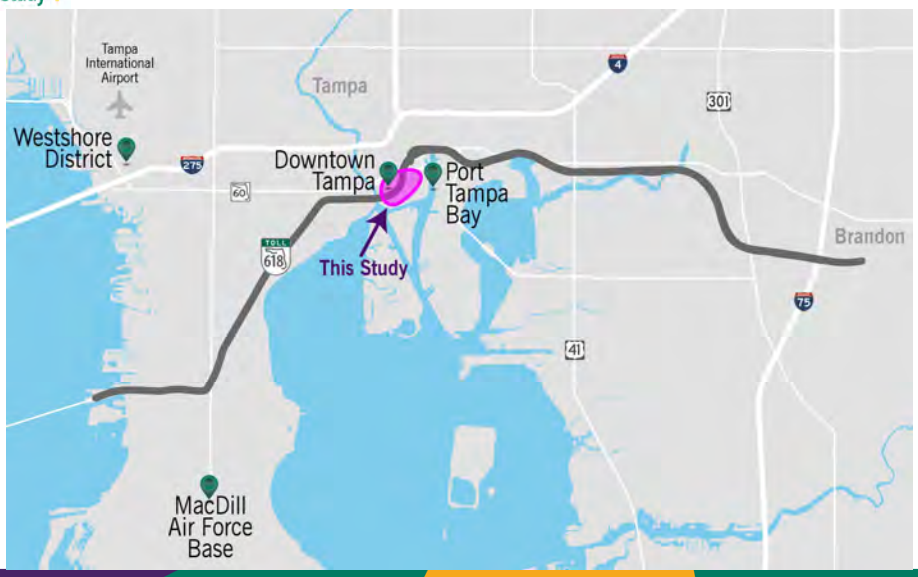
Additional briefings to Hillsborough County Commissioners, Tampa City Council, and Mayor Castor

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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

PD&E Study Area



www.WhitingStreetPDE.com 9

<<NO ANIMATION THIS SLIDE>>

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.

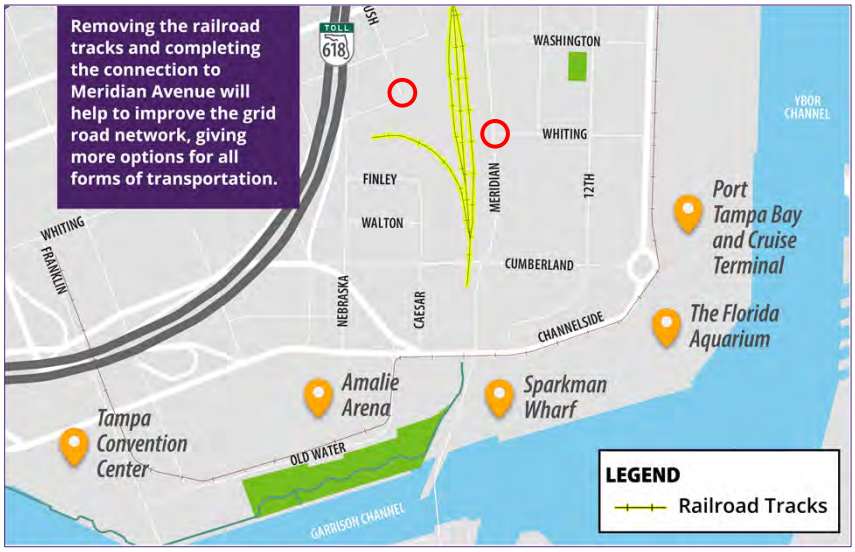
The study area for the Whiting Street P-D-and-E study is in downtown Tampa.

SELMON EXPRESSWAY
Whiting Street PD&E Study

THEA's Community Commitment

Purpose of the Study

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



www.WhitingStreetPDE.com 10

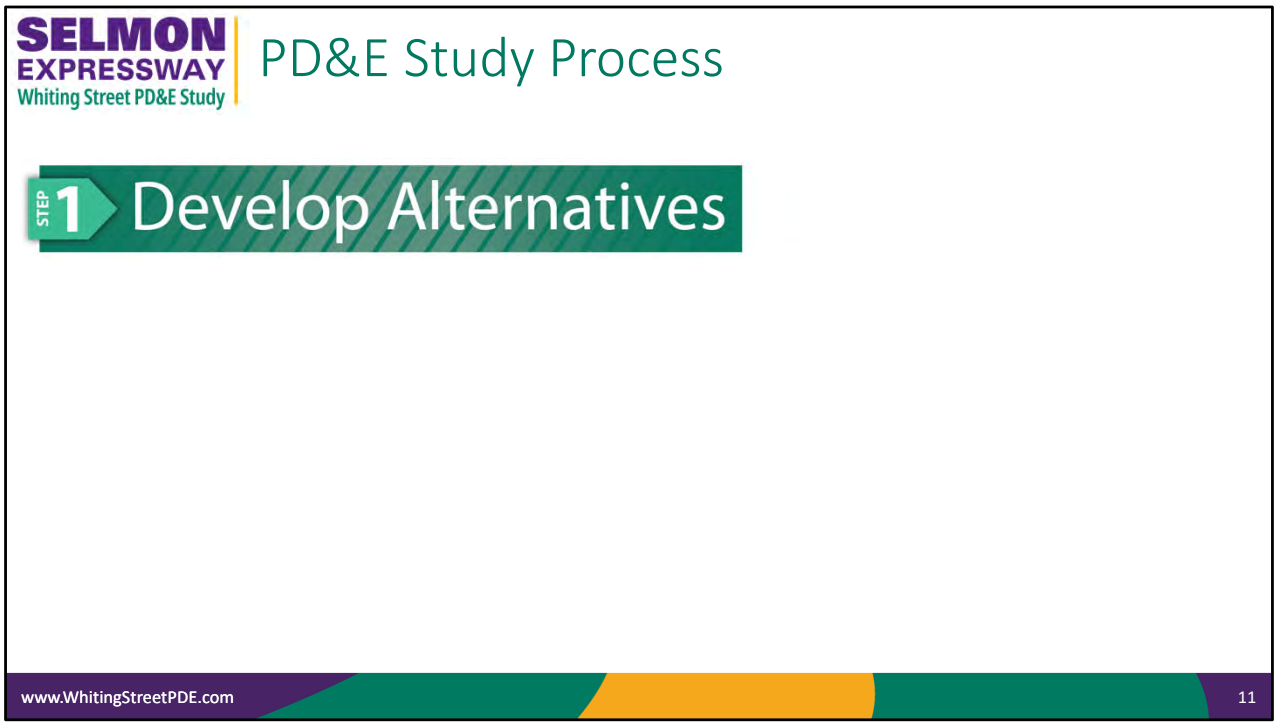
<<ANIMATION NOTE: START WITH EVERYTHING EXCEPT RED CIRCLES>>

<<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.



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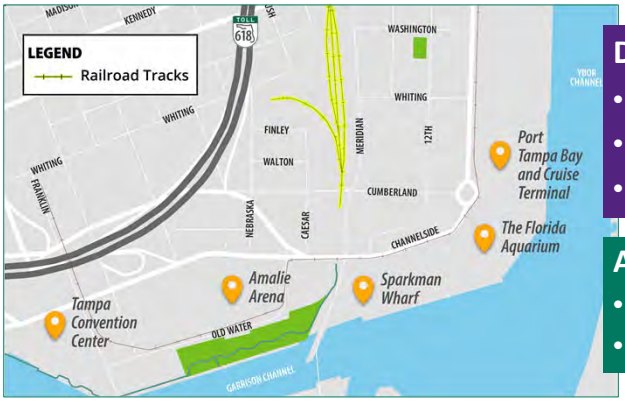
We used a 4-step process to develop, screen, and refine the alternatives for evaluation.

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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

No Build Alternative

STEP 1 Develop Alternatives



Disadvantages

- Does not meet purpose and need of the project
- Grid network remains unfinished
- Pedestrian network remains disconnected

Advantages

- No additional cost beyond maintenance
- No inconvenience due to construction

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<<ANIMATION NOTE: PLEASE HAVE GREEN BAR IMAGE AND MAP ON SLIDE WHEN STARTS, THEN ADD IN PURPLE BOX DURING FIRST PARAGRAPH AND GREEN BOX DURING SECOND PARAGRAPH>>

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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

PD&E Study Process

STEP 1 Develop Alternatives

2 Build Alternatives were considered

- **Alternative 1**
  - Widen Whiting Street to 4 lanes with bike lanes
  - Connect Whiting Street to Meridian Avenue at the existing Whiting Street intersection

Alternative 1



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<<ANIMATION NOTES: PLEASE HAVE GREEN BAR IMAGE AND “2 BUILD ALTERNATIVES WERE CONSIDERED” ON SLIDE WHEN STARTS, THEN ADD IN BULLETS AS THEY ARE SAID>>

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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

PD&E Study Process

STEP 1 Develop Alternatives

2 Build Alternatives were considered

- **Alternative 2**
  - Widen Whiting Street to 4 lanes with 10' sidewalks and no bike lanes
  - Connect Whiting Street to Meridian Avenue at a new intersection north of the existing Whiting Street intersection

Alternative 2

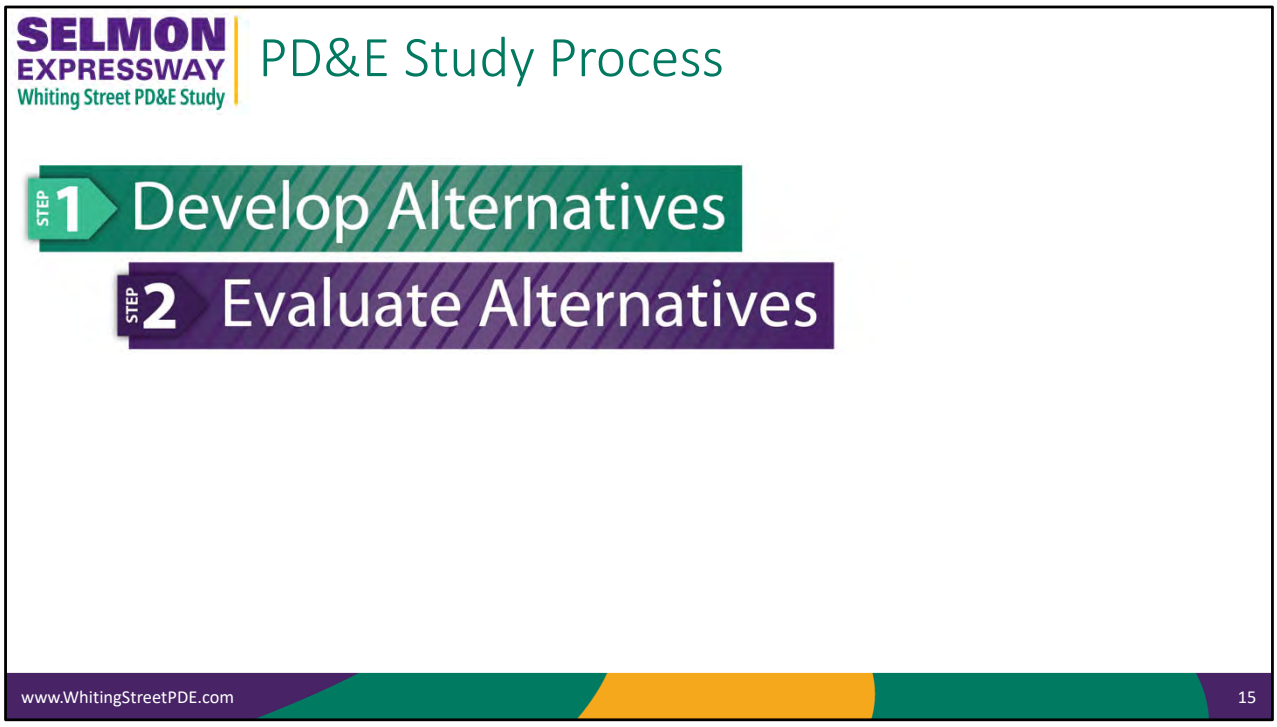


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<<ANIMATION NOTES: PLEASE HAVE GREEN BAR IMAGE AND "2 BUILD ALTERNATIVES WERE CONSIDERED" ON SLIDE WHEN STARTS, THEN ADD IN BULLETS AS THEY ARE SAID>>

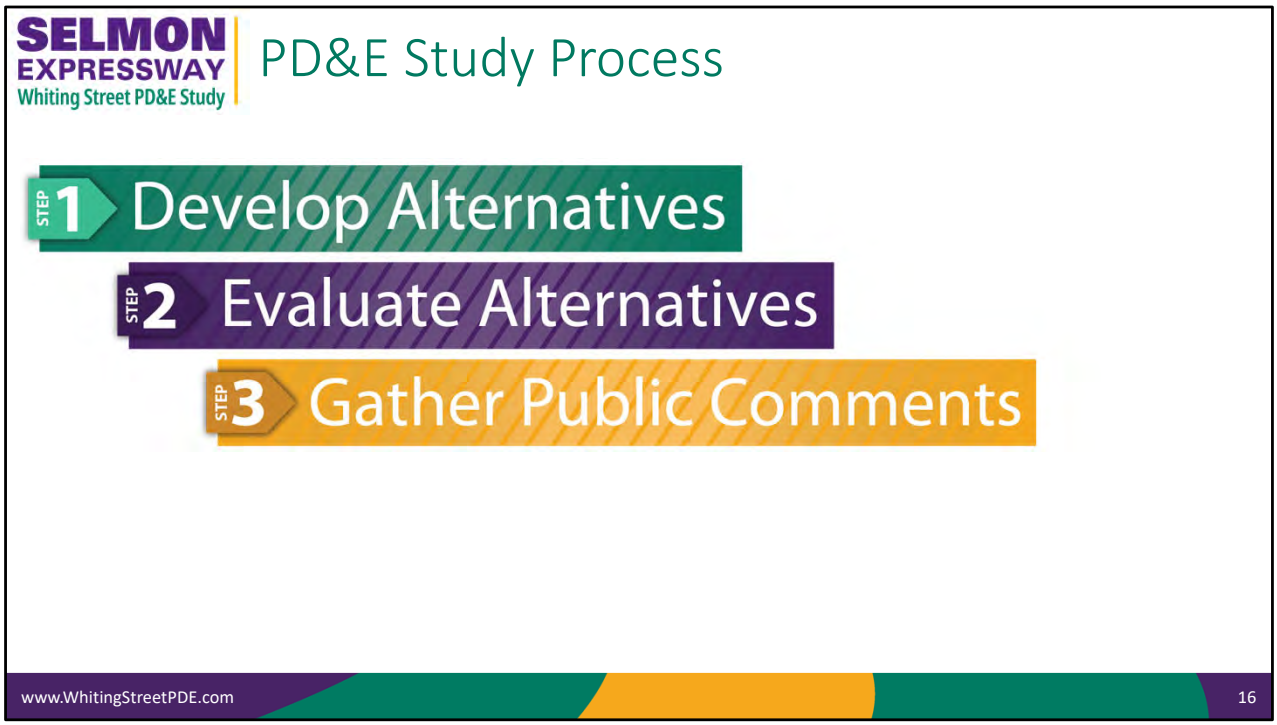
Alternative 2 would widen Whiting Street to 4 lanes also, but instead of bike lanes, this alternative would include 10-foot sidewalks. This would create a connection between the Selmon Greenway and the Meridian Greenway on the south side of Whiting Street and would encourage cyclists to use the new bike 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.



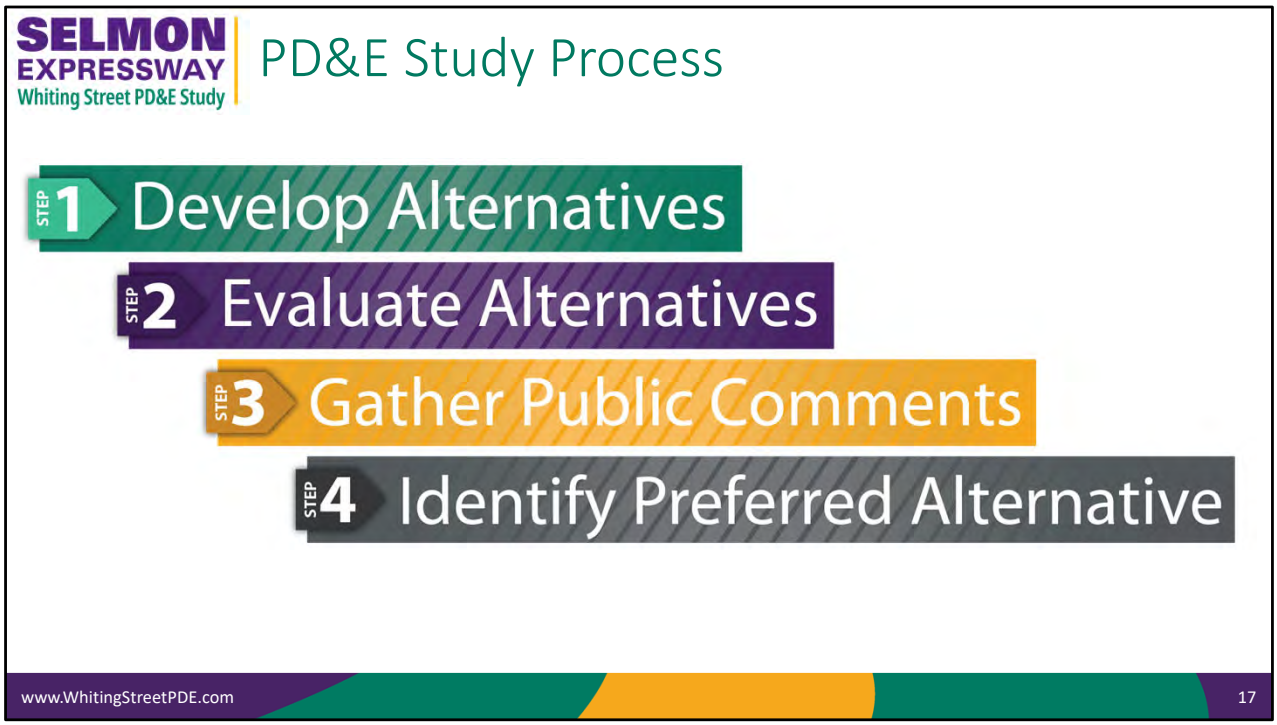
<<NO ANIMATION THIS SLIDE>>

Once the alternatives were developed, the team evaluated each alternative to determine how well it addressed the purpose and need of the project.



<<NO ANIMATION THIS SLIDE>>

Next, we presented the alternatives and their potential impacts, and gathered comments from the public at our Alternatives meeting on May 20, 2021.



<<NO ANIMATION THIS SLIDE>>

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.

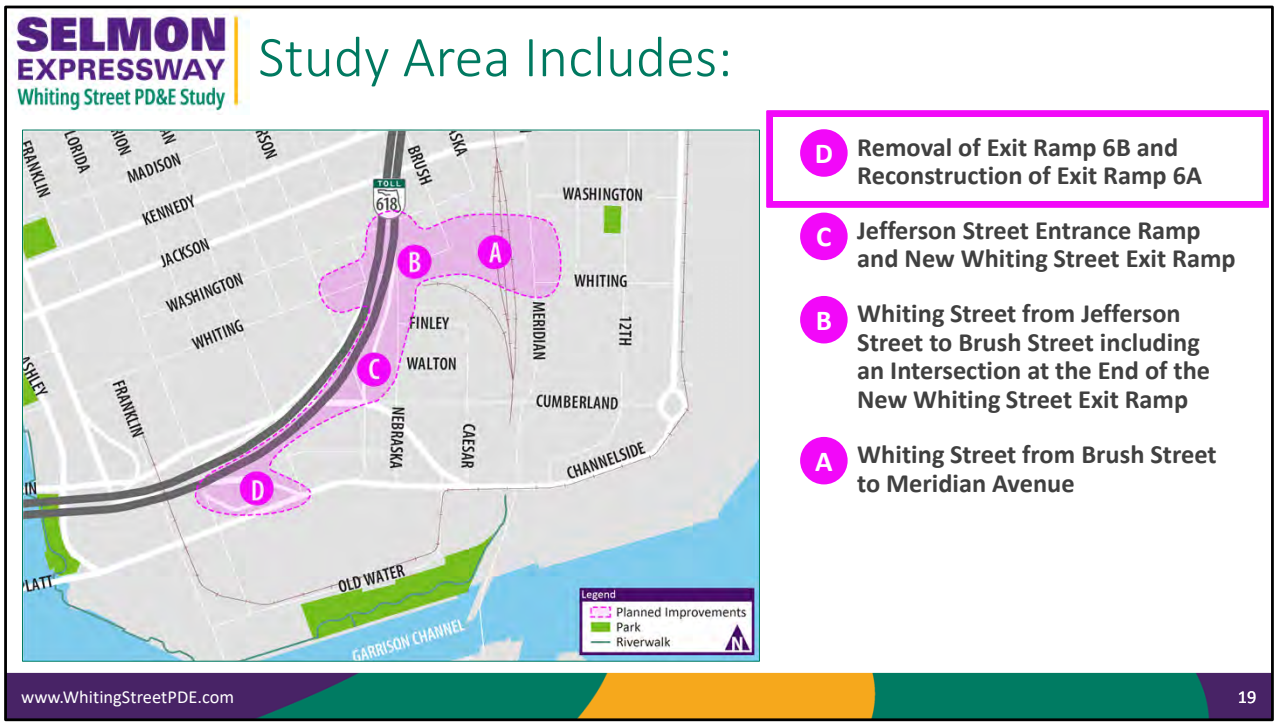
Tonight's public hearing is being held to present the details of that Preferred Alternative. We plan to finalize the study in the next few months.

Now let's talk more about the preferred alternative.

SELMON EXPRESSWAY
Whiting Street PD&E Study

Animation Video

MAKE SURE VIDEO AUTO-PLAYS



<<ANIMATION NOTES: START WITH JUST MAP>>

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.

<<ANIMATION NOTES: ADD IN LETTERS/BULLETS AS THEY ARE SAID (CAN WE ALSO HAVE IT HIGHLIGHT ON THE MAP?)>>

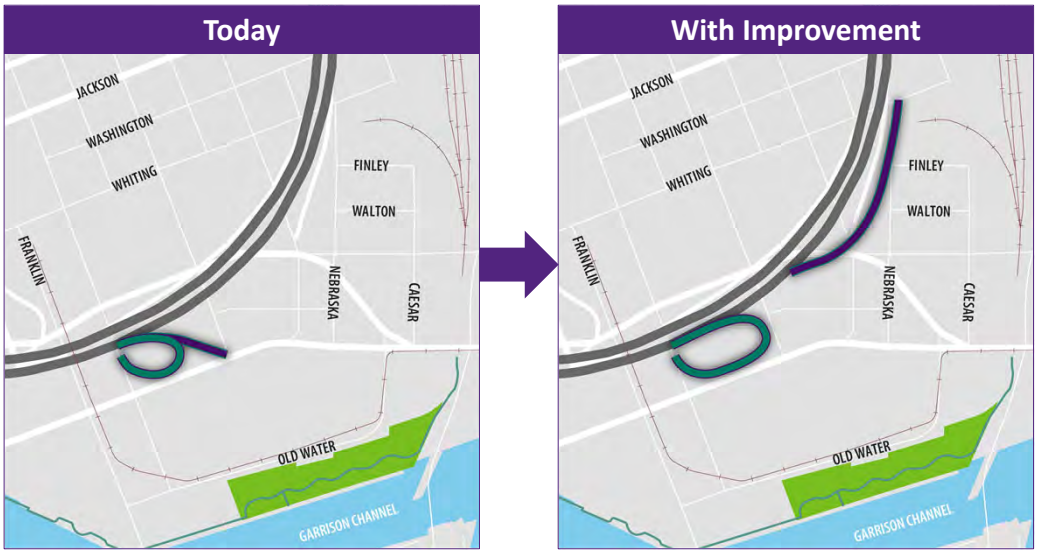
Location D is the Reconstruction of Exit Ramp 6A for Florida Avenue, and the Removal of Exit Ramp 6B, which currently gives access to Channelside Drive.
Location C is the Jefferson Street Entrance Ramp to the Selmon Expressway and a new Whiting Street Exit Ramp.
Location B includes Whiting Street from 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.

<<ANIMATION NOTES: ADD PINK BOX AS NARRATOR BEGINS TO SPEAK NEXT PART>>

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.

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Whiting Street PD&E Study

Preferred Build Alternative



<<ANIMATION NOTES: START WITH MAP ON THE LEFT>>

Today the eastbound downtown exits are close together.

<<ANIMATION NOTES: ADD ARROW, THEN MAP ON RIGHT>>

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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

Preferred Build Alternative

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

Remove pavement for existing Exit Ramp 6B



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

First, we would remove the existing diagonal ramp for Exit 6B.

SELMON EXPRESSWAY
Whiting Street PD&E Study

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



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

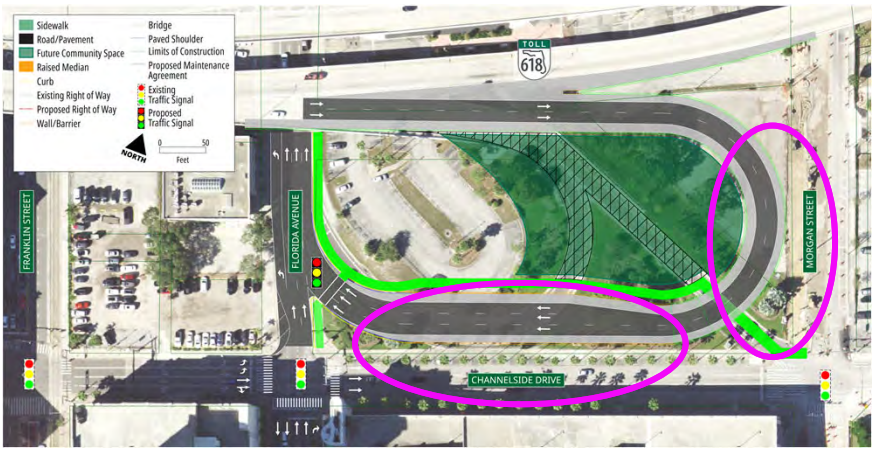
When we remove the ramp, we will lengthen the loop ramp that connects to Florida Avenue, which is exit ramp 6A, and realign it by widening the curve. This would make more room for vehicles that need to queue at the new signal at the end of the ramp and allow vehicles a longer distance to slow down before reaching Florida Avenue.

SELMON EXPRESSWAY
Whiting Street PD&E Study

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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

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
- 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>>

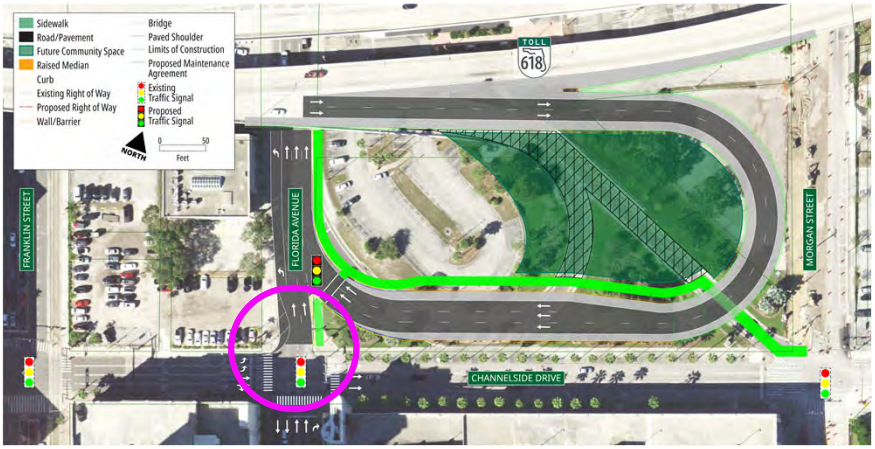
At the end of the ramp, a traffic signal would be installed to make it safer for pedestrians, and for the vehicles merging onto northbound Florida Avenue. This would also make it easier for drivers already on Florida Avenue that need to turn right onto Brorein Street so they don't have to weave with 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.

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Whiting Street PD&E Study

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



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

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.

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Whiting Street PD&E Study

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



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

A wall will be constructed between the ramp and sidewalk to separate pedestrians and bicyclists from traffic exiting the Selmon Expressway.

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Whiting Street PD&E Study

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.

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Whiting Street PD&E Study

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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

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

Improve sidewalks and add high visibility crosswalks to make Morgan Street/Channelside Drive intersection safer for pedestrians



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

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.

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Preferred Build Alternative

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





Artist rendering, for illustrative purposes only

<<NO ANIMATION THS SLIDE>>

This view shows an artist rendering of the new elevated loop ramp from the intersection of Channelside Drive and Morgan Street looking northwest.

SELMON EXPRESSWAY
Whiting Street PD&E Study

Preferred Build Alternative



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

C Jefferson Street Entrance Ramp and New Whiting Street Exit Ramp

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

A Whiting Street from Brush Street to Meridian Avenue

<<ANIMATION NOTES: START WITH EVERYTHING EXCEPT PINK BOX, THEN ADD PINK BOX AS NARRATOR BEGINS TO SPEAK>>

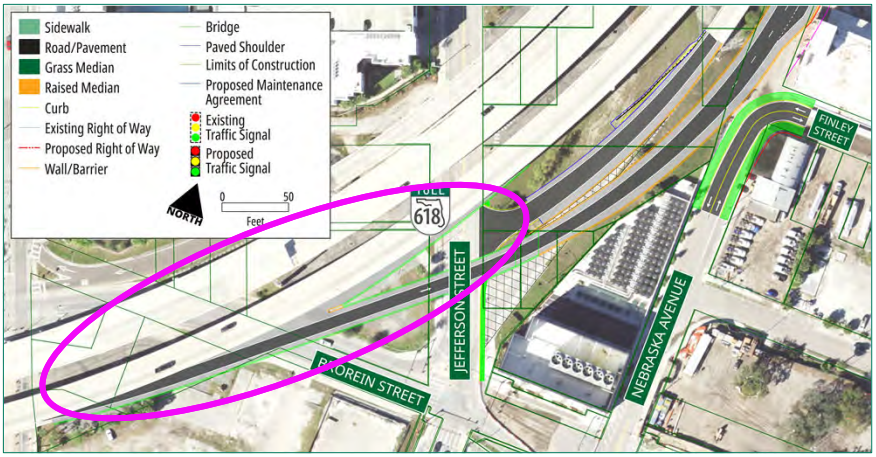
Let's move to location C, the Jefferson Street Entrance Ramp to the Selmon Expressway and a new Whiting Street Exit Ramp.

SELMON EXPRESSWAY
Whiting Street PD&E Study

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



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

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.

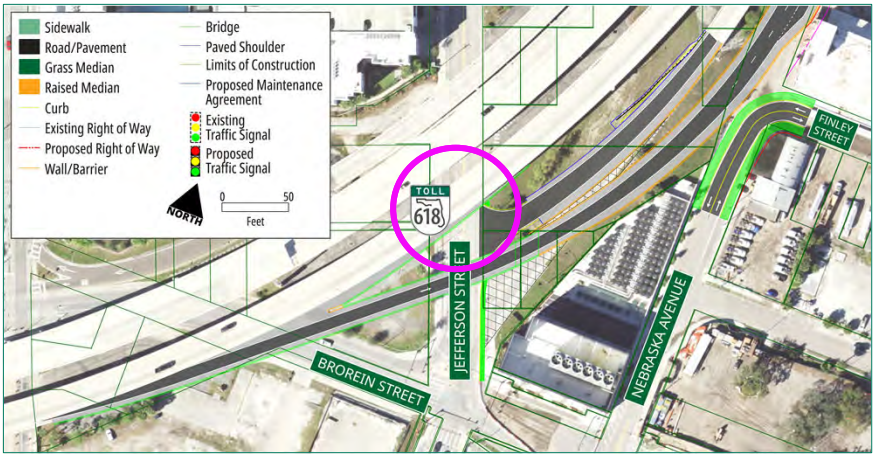
SELMON EXPRESSWAY
Whiting Street PD&E Study

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



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

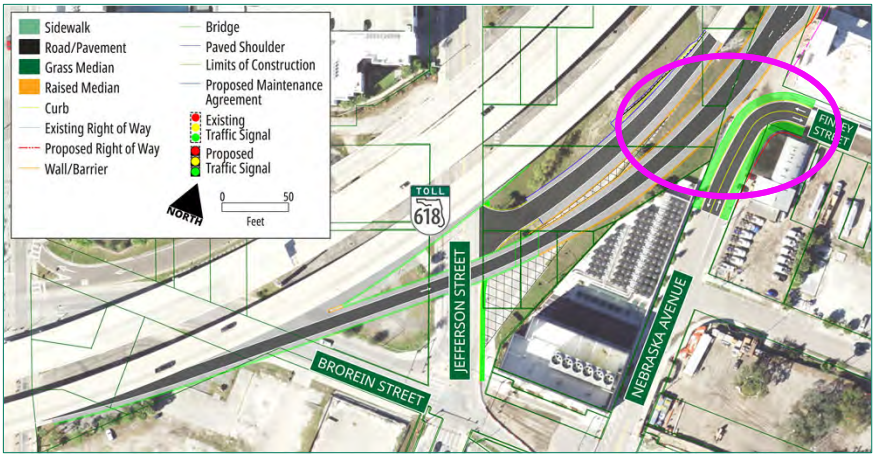
When this new ramp is constructed, we'll have to move the Jefferson Entrance Ramp to the North just a bit.

SELMON EXPRESSWAY
Whiting Street PD&E Study

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
- Create new connection between Nebraska Avenue and Finley Street



<<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 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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

Preferred Build Alternative



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

C Jefferson Street Entrance Ramp and New Whiting Street Exit Ramp

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

A Whiting Street from Brush Street to Meridian Avenue

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<<ANIMATION NOTES: START WITH EVERYTHING EXCEPT PINK BOX, THEN ADD PINK BOX AS NARRATOR BEGINS TO SPEAK>>

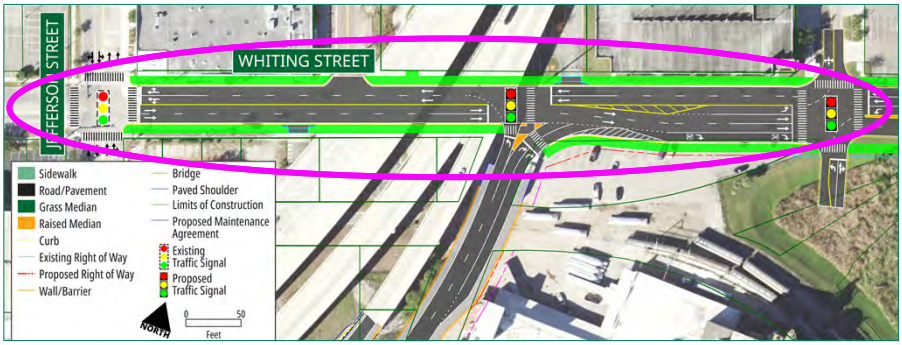
Now let's move to location B, Whiting Street from Brush Street to Jefferson Street, including the intersection at the end of the Whiting Street Exit ramp.

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Whiting Street PD&E Study

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



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

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.

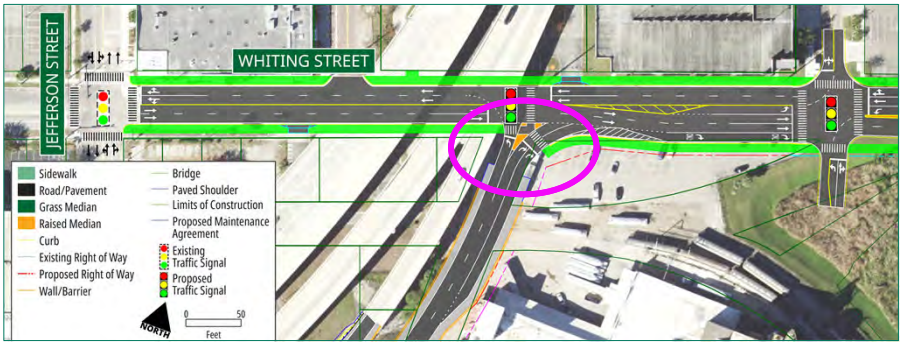
SELMON EXPRESSWAY
Whiting Street PD&E Study

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



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

The Whiting Street exit ramp would have three lanes – with a dedicated left and two right turn lanes to help traffic to flow better

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Whiting Street PD&E Study

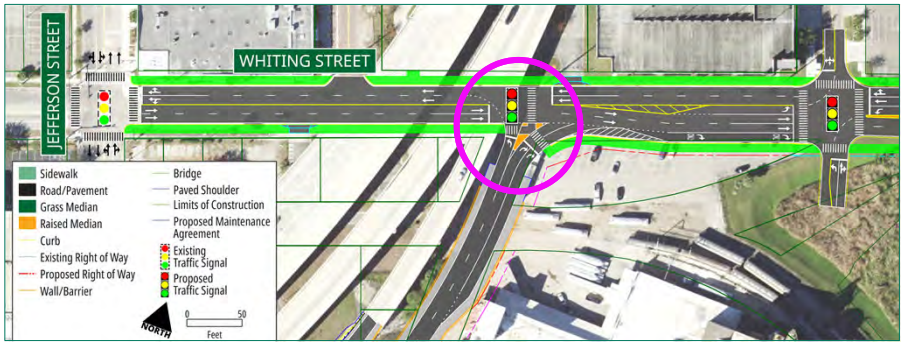
Preferred Build Alternative

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



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<<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>>

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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

Preferred Build Alternative

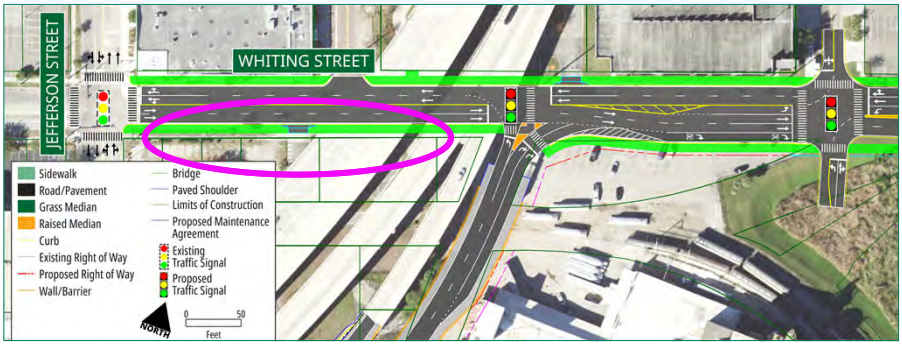
Location B: Whiting Street from Jefferson Street to Brush Street including an Intersection at the End of the New Whiting Street Exit Ramp

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 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



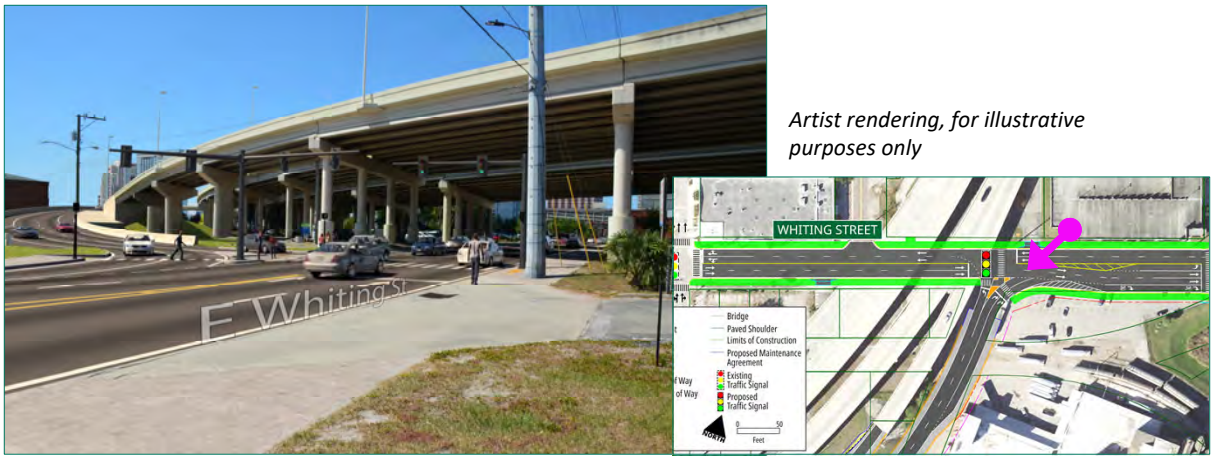
<<ANIMATION NOTES: START WITH MAP AND FIRST/SECOND/THIRD GREEN BOX, THEN FADE IN/ADD NEW GREEN BOX AND PINK CIRCLE AS NARRATOR BEGINS TO SPEAK>>

increase awareness to

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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

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<<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.

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Whiting Street PD&E Study

Preferred Build Alternative



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

C Jefferson Street Entrance Ramp and New Whiting Street Exit Ramp

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

A Whiting Street from Brush Street to Meridian Avenue

<<ANIMATION NOTES: START WITH EVERYTHING EXCEPT PINK BOX, THEN ADD PINK BOX AS NARRATOR BEGINS TO SPEAK>>

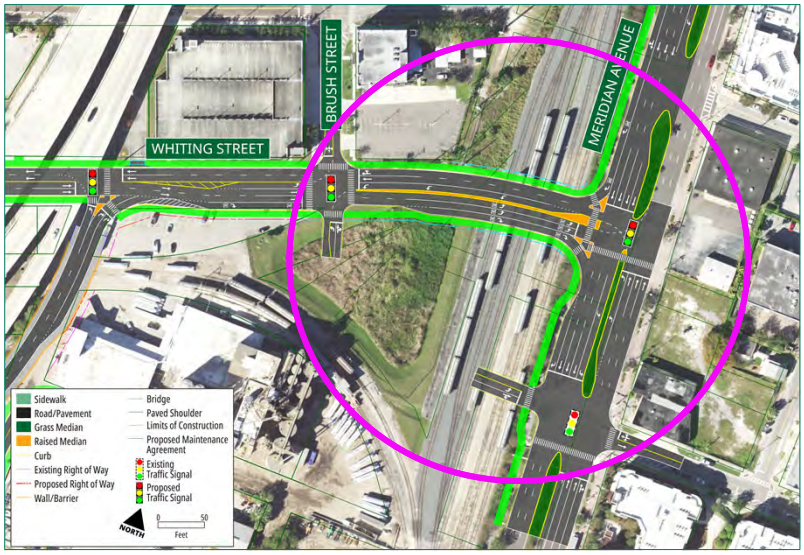
Last, we'll head to the new connection at Meridian Avenue, Location A.

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Whiting Street PD&E Study

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



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

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.

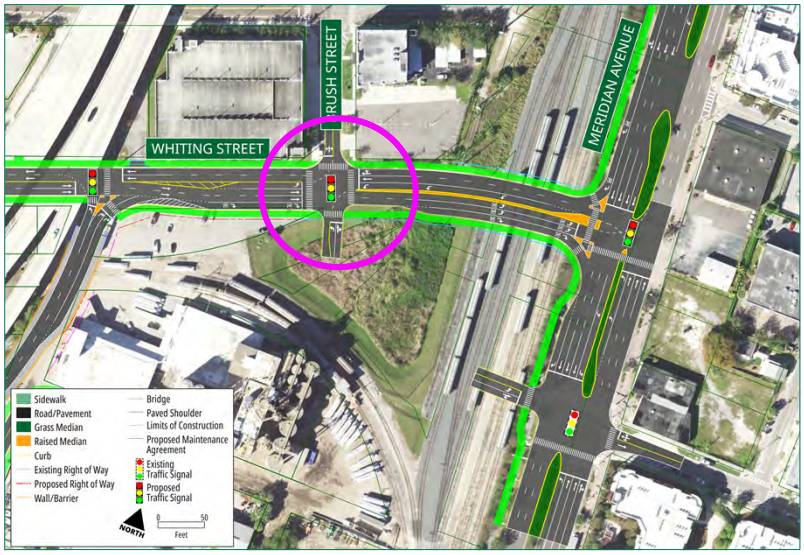
SELMON EXPRESSWAY
Whiting Street PD&E Study

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 traffic signal at Brush Street



www.WhitingStreetPDE.com 45

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

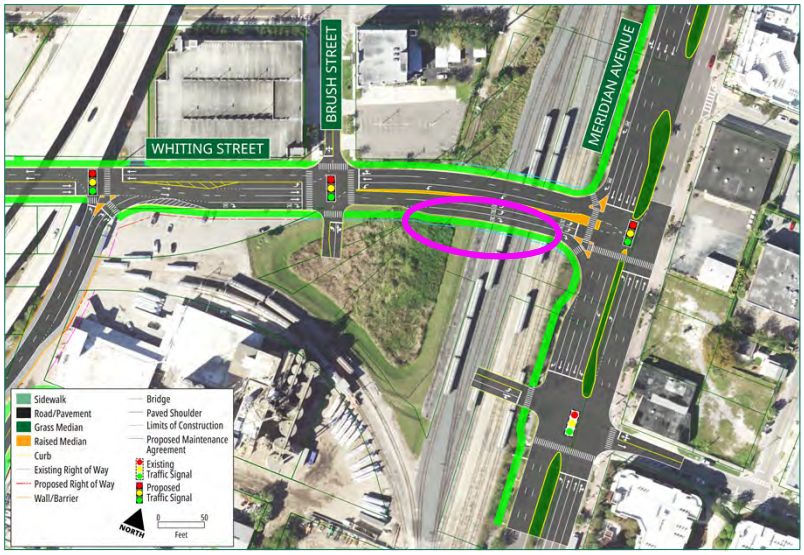
Then we'll install a new traffic signal at the Brush Street intersection to improve safety for pedestrians and bicyclists.

SELMON EXPRESSWAY
Whiting Street PD&E Study

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



www.WhitingStreetPDE.com 46

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

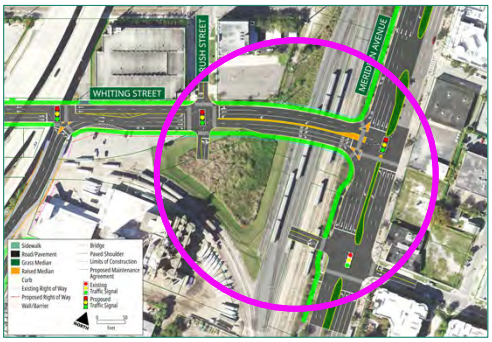
We'll construct wide sidewalks for a safe connection between the Selmon Greenway and Meridian Avenue Greenway.

SELMON EXPRESSWAY
Whiting Street PD&E Study

Preferred Build Alternative

Location A: Whiting Street from Brush Street to Meridian Avenue





Artist rendering, for illustrative purposes only

www.WhitingStreetPDE.com 47

<<ANIMATION NOTES: START WITH EVERYTHING EXCEPT PINK BOX, THEN ADD PINK BOX AS NARRATOR BEGINS TO SPEAK>>

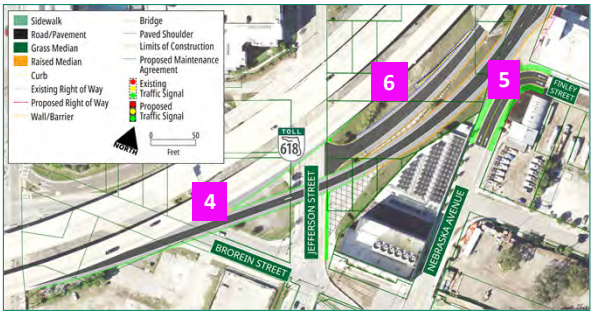
This view shows an artist rendering of the new portion of Whiting Street, on the left side of the image, and how it would connect to Meridian Avenue at the top of the image.

SELMON EXPRESSWAY
Whiting Street PD&E Study

Preferred Build Alternative – Summary

1. Remove the Channelside Drive ramp
2. Lengthen the loop to make room for more vehicles and provide longer distance for vehicles to slow down
3. Add traffic signal and pedestrian features to end of loop ramp and surrounding area





4. Construct a new Exit Ramp 6B to Whiting Street
5. Move the Jefferson Street entrance ramp slightly to the north
6. Construct a new connection between Nebraska Avenue and Finley Street

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

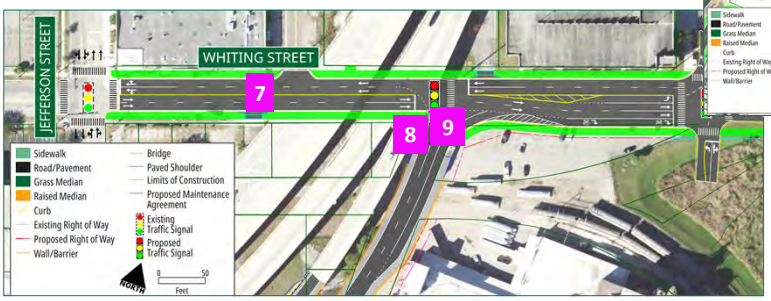
Now that you've seen the recommended improvements, let's summarize:

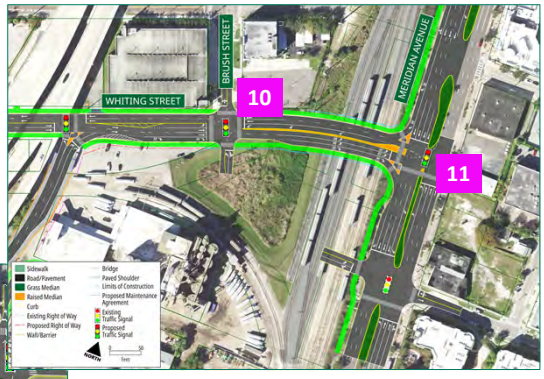
<<NARRATOR NOTE: DO NOT SAY NUMBERS OUT LOUD FOR THESE>>
(1) We would remove the diagonal ramp for Exit Ramp 6B that now connects to Channelside Drive.
(2) We would then lengthen and add capacity to the Florida Avenue ramp, improving driver safety and sightlines.
(3) We would add a traffic signal and 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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

Preferred Build Alternative – Summary

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



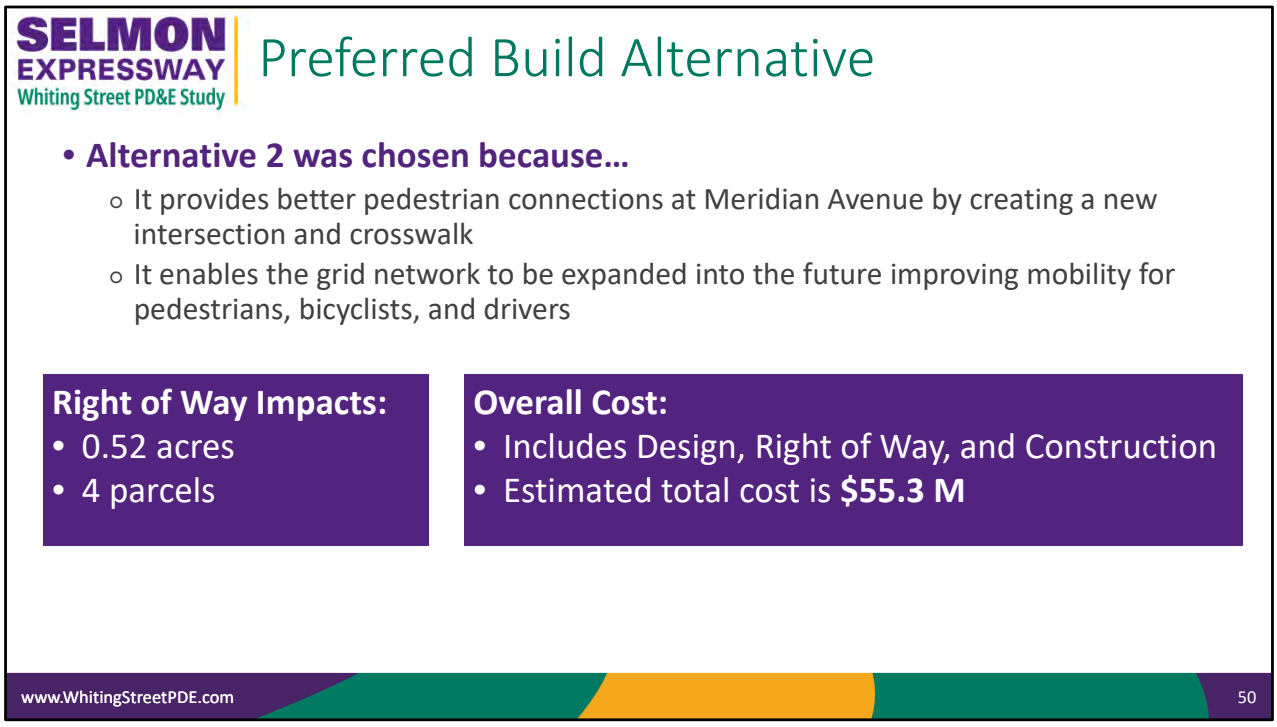


10. Add traffic signal at Brush Street
11. Connect Whiting Street to Meridian at a new intersection

www.WhitingStreetPDE.com 49

<<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.



<<ANIMATION NOTES: START WITH JUST THE PURPLE TEXT, THEN ADD BULLETS AS THEY ARE SAID>>

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.

<<ANIMATION NOTES: ADD BOXES WITH BULLETS AS THEY ARE SAID>>
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

SELMON EXPRESSWAY
Whiting Street PD&E Study

Environmental Considerations



Social

- Land Use
- Relocations
- Aesthetics
- Mobility
- Consistency with Local Plans



Cultural

- Archaeological Sites
- Historic Properties
- Parks and Recreational Lands
- Trails



Natural

- Wetlands
- Protected Habitats
- Water Quality
- Floodplains



Physical

- Air Quality
- Noise
- Contamination
- Utilities
- Bicycle and Pedestrian Facilities
- Traffic
- Navigation
- Emergency Management

<<ANIMATION NOTES: START WITH JUST THE ICONS, THEN DROP IN THE CATEGORY AND BULLETS AS EACH IS STATED>>

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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

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>>

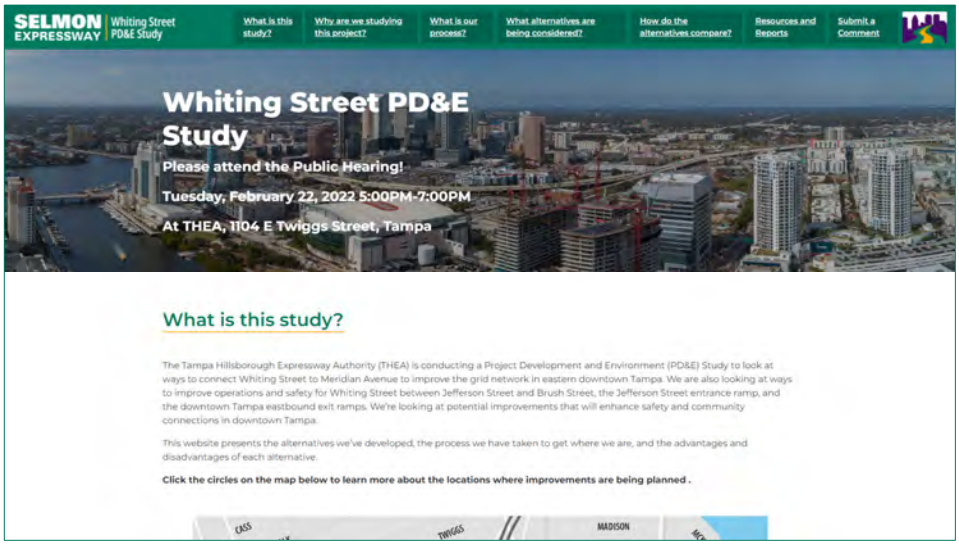
A summary of the potential impacts resulting from the preferred alternative are shown here. This project:

- 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.

SELMON EXPRESSWAY Whiting Street PD&E Study

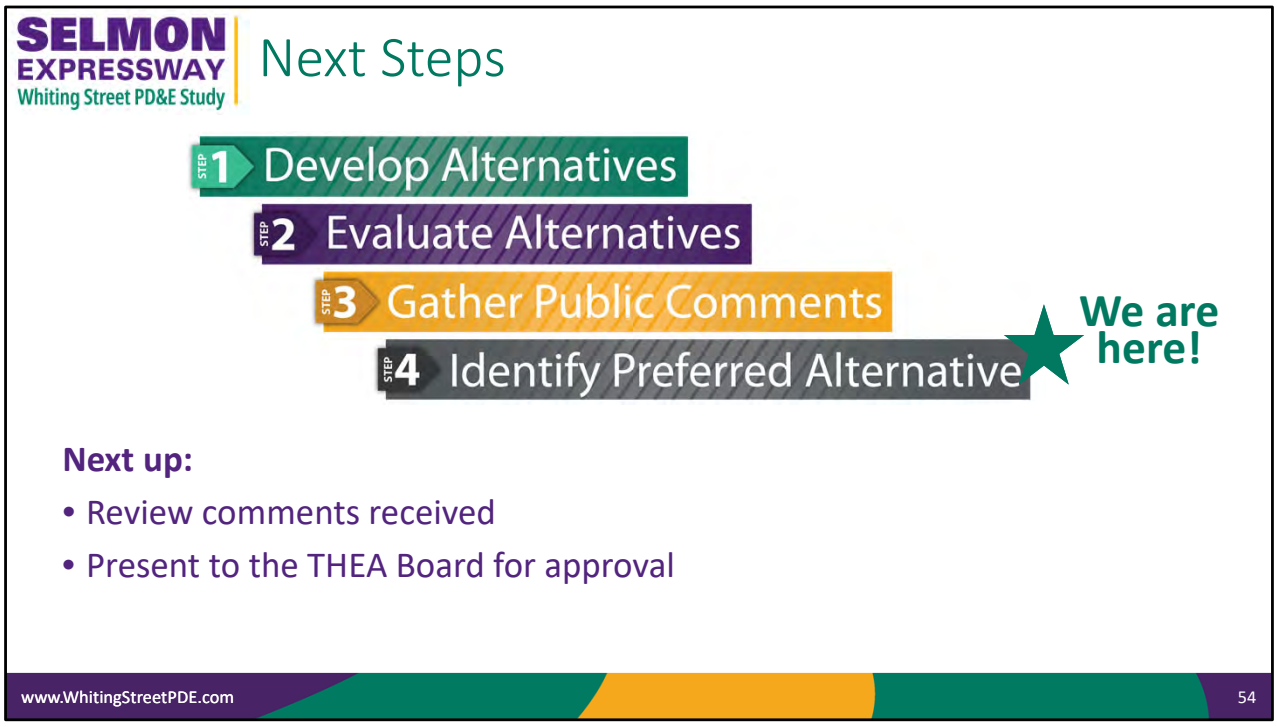
WhitingStreetPDE.com



<<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.



<<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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

We want your feedback!

Please submit all comments by March 8, 2022

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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

THANK YOU!



<<NO ANIMATION THIS SLIDE>>

Thank you for attending tonight's public hearing.

Display Boards

SELMON EXPRESSWAY
Whiting Stree: PD&E Study

WELCOME

to the **Public Hearing** for the

Whiting Street PD&E Study

SELMON EXPRESSWAY
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

SELMON EXPRESSWAY
Whiting Stree: PD&E Study

Project Location

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



SELMON EXPRESSWAY
Whiting Street PD&E Study

THEA's Commitment

Purpose of the Project

- Enhance East-West Mobility
- Enhance pedestrian safety & walkability
- Improve the grid network



SELMON EXPRESSWAY
Whiting Street PD&E Study

WHITING STREET IMPROVEMENTS

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



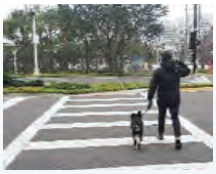
THEA offers safe mobility alternatives for bicyclists and pedestrians from crosswalks, to the Meridian Trail, Selmon Greenway, and Brandon Parkway.

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.

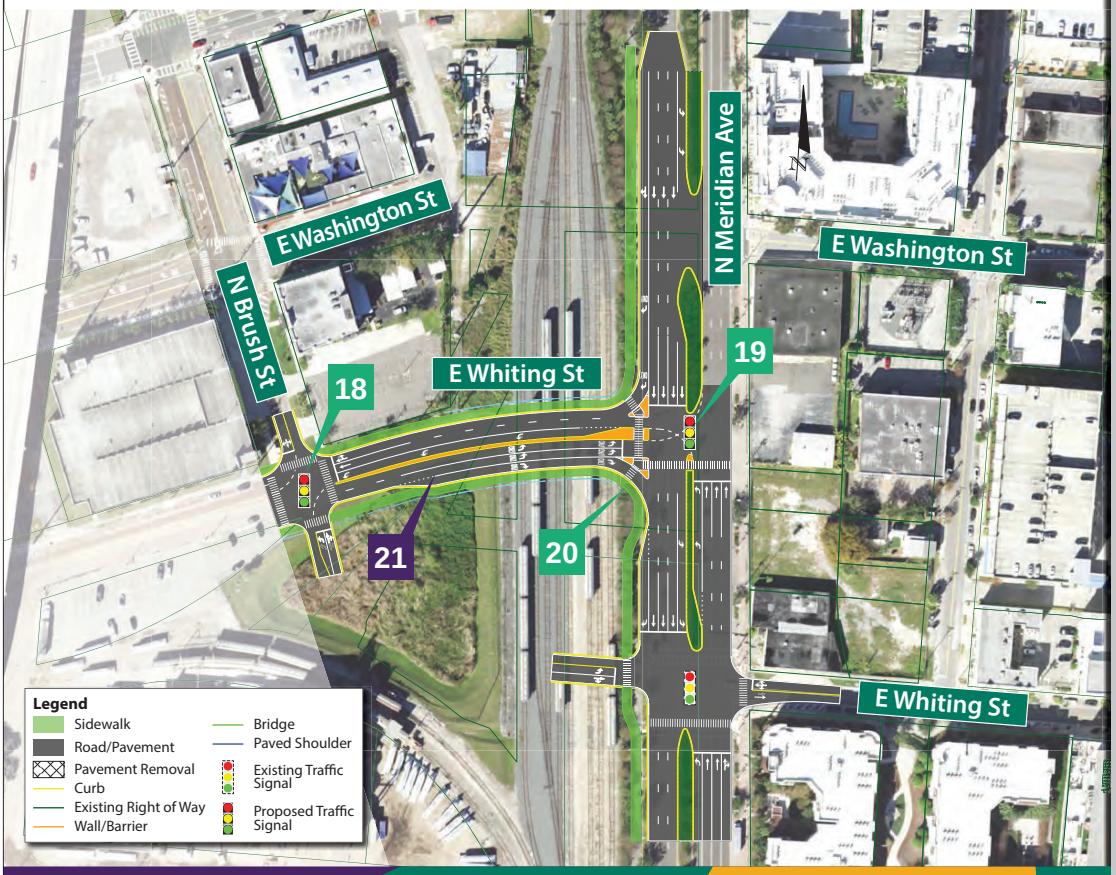
Evaluation



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.

SELMON EXPRESSWAY
Whiting Street PD&E Study

SECTION A IMPROVEMENTS



VISION ZERO

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

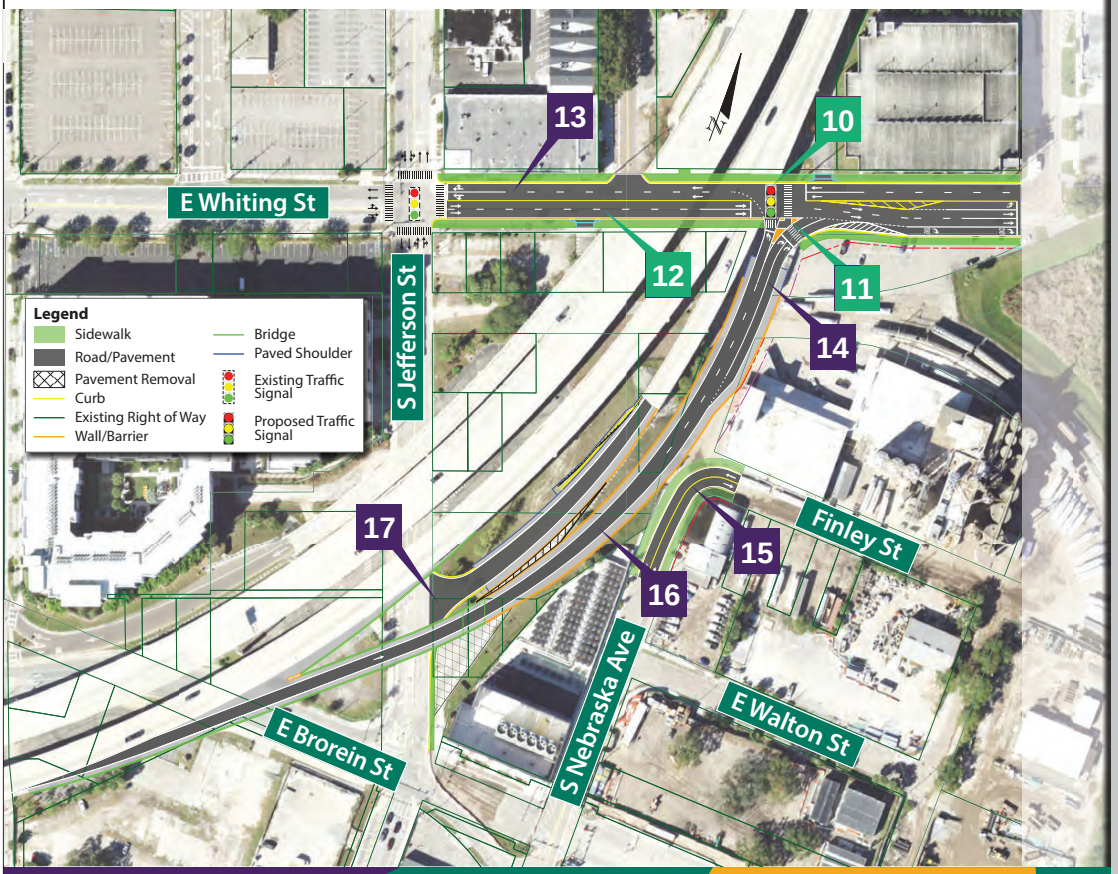
19 Install a new traffic signal to increase mobility and improve safety for pedestrians and bicyclists at Meridian Avenue

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

SELMON EXPRESSWAY
Whiting Street PD&E Study

SECTION B&C IMPROVEMENTS



VISION ZERO

10 Install a new traffic signal at the end of the exit ramp to improve safety for pedestrians and bicyclists

11 Add a refuge point to give pedestrians a place to safely stop if they need to cross in two stages

12 Add signs to communicate to drivers and bicyclists that Whiting Street is bicycle-friendly

13 Widen the road to improve mobility and connectivity between Downtown Tampa and the Channel District

14 Construct two right turn lanes from the Selmon Expressway

15 Construct a connection between Nebraska Avenue and Finley Street

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

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

SELMON EXPRESSWAY
Whiting Street PD&E Study

SECTION D IMPROVEMENTS



VISION ZERO

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

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

SELMON EXPRESSWAY Whiting Street PD&E Study

Evaluation Matrix

Evaluation Criteria	No Build Alternative	Preferred Alternative
Traffic Demand		
Maintains Level of Service	No	Yes
Accommodates Future Travel Demand	No	Yes
Improves System Linkage	No	Yes
Improves User Safety	No	Yes
Environmental Effects		
Sociocultural Effects		
Right-of-Way Impacts (acres)	0	0.5
Parcel Impacts	0	4
Community Facilities Impacts	0	0
Cultural Resources		
Park and Recreational Facilities Impacts	0	0
Native American Lands Impacted (acres)	0	0
NRHP* Eligible Historic & Arch. Sites Impacted	0	2
Natural Resources		
Wetland Impacts (acres)	0	0
Other Surface Waters Impacts (acres)	0	0
Essential Fish Habitat Impacts (acres)	0	0
Floodplain Impacts (acres)	0	0
Protected Species (potential for occurrence)	Low	Low
Critical Habitat Impacts (acres)	0	0
Physical Resources		
Potential Contamination/Hazardous Waste Sites	0	26 High/37 Medium
Noise Receptor Impacts	0	42
Utilities Potentially Relocated	0	6
Estimated Total Project Costs	**$0**	**$55.3 M**
Right-of-Way	$0	$5.4 M
Project Design	$0	$4.0 M
Construction Engineering & Inspection	$0	$6.0 M
Construction	$0	$39.9 M

SELMON EXPRESSWAY Whiting Street PD&E Study

Schedule and Costs

Project Schedule

Project Phase	Anticipated Completion
Project Kick-off	July 2019
Virtual Information Meeting	May 20, 2021
Stakeholder Meetings & Analysis	Ongoing
Public Hearing	February 22, 2022
Finalize PD&E Documents	Spring 2022
PD&E Approval	Mid 2022

Estimated Costs

Project Phase	Estimated Cost (in millions)
Right-of-Way	$5.4 M
Project Design	$4.0 M
Construction Engineering & Inspection	$6.0 M
Construction	$39.9 M
Total Estimated Cost	**$55.3 M**

SELMON EXPRESSWAY Whiting Street PD&E Study

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

SELMON EXPRESSWAY | Whiting Street PD&E Study

WhitingStreetPDE.com

WELCOME

TO THE WHITING STREET PD&E PUBLIC HEARING

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

PLEASE SIGN IN

Add to Mailing List	Name (Please print clearly)	Mailing Address (Please print clearly)	Representing: Area Resident or Visitor	Elected Official	Federal/ State Agency Staff	Regional/ Local Agency Staff	Other
☐	Carolyn Holland	1120 E Twiggs St # 412 Tampa, FL 33602	X				
☐	Lisa Propps	1212 E. Whiting St., Unit D Tampa, FL 33602	✓				
☑	Andrew Diaz	2001 W. Cypress St. Tampa, FL 33607	✓				
☐	Steve Pralle	1212 E. Whiting #403 Tampa, FL 33602	✓				
☑	Rob Rosner	306 E. Jackson St 33602				X	
* ☐	Garth Arevalo	109 N Brush St #400 Tampa 33602	X				
☐	Braxton Anderson	201 N. Franklin St. Tampa, FL 33602	X				
☑	Brandie Miklus	107 N Franklin St 3rd Floor Tampa, FL 33602				✓	
☐	Chris Rasents	4810 W. Beachway Drive	✓				
☐	Pat Serpas	1135 Lisa Ln Bartow, FL 33830	✓				

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

SELMON EXPRESSWAY | Whiting Street PD&E Study

WhitingStreetPDE.com

WELCOME

TO THE WHITING STREET PD&E PUBLIC HEARING

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

PLEASE SIGN IN

Add to Mailing List	Name (Please print clearly)	Mailing Address (Please print clearly)	Representing: Area Resident or Visitor	Elected Official	Federal/ State Agency Staff	Regional/ Local Agency Staff	Other
☐	Jim Shimberg	615 Channelside Drive Suite 204	Resident	NO			
☐	DAVID AYLESWORTH	1208 E KENNEDY BLVD #820	RES	NO	NO	NO	
☐	Mike MCEneen	802 E. Whiting St, T101					✓
☐	Matt LeRette	4905 W Laurel St.					✓
☐	Alex Bourne	1715 N Westshore Blvd. 33607 Ste. 600	RESI				✓
☐	Darren Morse	615 Channelside Dr. St 204	✓				
☐	Mike Callahan	306 E Jackson St. 33602 Tampa				✓	
☐	BRAD COCKE	615 CHANNELSIDE DR STE 204 TAMPA FL 33602	✓	NO	NO	NO	✓
☐	Amy Slattery	13948 Circa Crossing Dr. #214 Lithia, FL 33547	✓	no	no	no	✓
☐	Cathy Hofmann	211 Nob Hill Circle Longwood,	✓				

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

SELMON EXPRESSWAY | Whiting Street PD&E Study

WhitingStreetPDE.com

WELCOME

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

PLEASE SIGN IN

Add to Mailing List	Name (Please print clearly)	Mailing Address (Please print clearly)	Representing				
			Area Resident or Visitor	Elected Official	Federal/ State Agency Staff	Regional/ Local Agency Staff	Other
☐	Karen Kropsi		X				
☐							
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TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

Public Hearing Transcript

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

I N D E X

Page

Opening Remarks..... 3

Audio/Visual Presentation..... 4

Closing Remarks..... 5

Certificate of Reporter..... 7

Concordance Index..... 8 - 9

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.)

C L O S I N G R E M A R K S

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

SELMON EXPRESSWAY | Whiting Street PD&E Study

WhitingStreetPDE.com

WELCOME

TO THE WHITING STREET PD&E PUBLIC HEARING

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.

Please provide your information below.

Name: _____ Email Address: _____

Mailing Address: _____

Please add me to the mailing list ☐

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

(Tape Loose Edges)

Fold Here

Place Stamp Here

Communications Department
Tampa Hillsborough Expressway Authority
1104 E Twiggs Street, Suite 300
Tampa, Florida 33602

Fold Here

(Tape Loose Edges)

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/provencountermeasures 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.

Hillsborough County
City-County
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Melissa E. Zornitta, AICP
Executive Director

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* (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.

Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602

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/biking 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

TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY

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