



TAMPA BAY
Next



**Tampa Bay has a traffic problem.
We're working on a comprehensive set of solutions.**





Modernize infrastructure

Prepare for the future

Embrace collaboration and innovation



The Program Includes:

Interstate Modernization



Transit



Bicycle/Pedestrian Facilities



Complete Streets



Transportation Innovation



Freight Mobility





INTERSTATE MODERNIZATION

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Defining the Problem

Our two major interchanges are outdated and no longer function properly.



Westshore Area Interchange

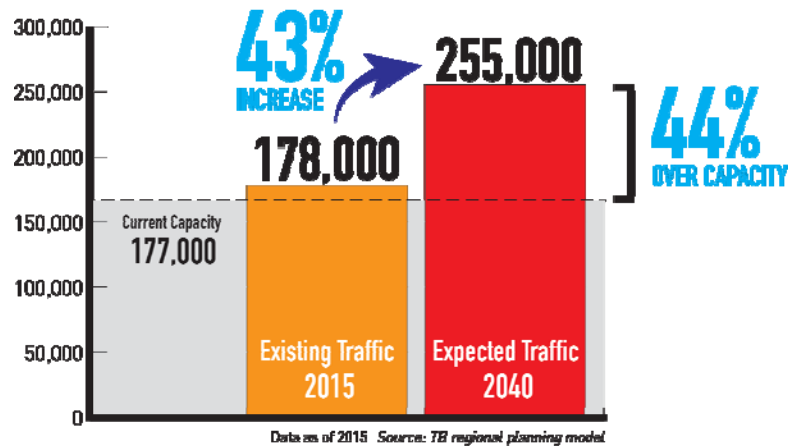


Downtown Interchange

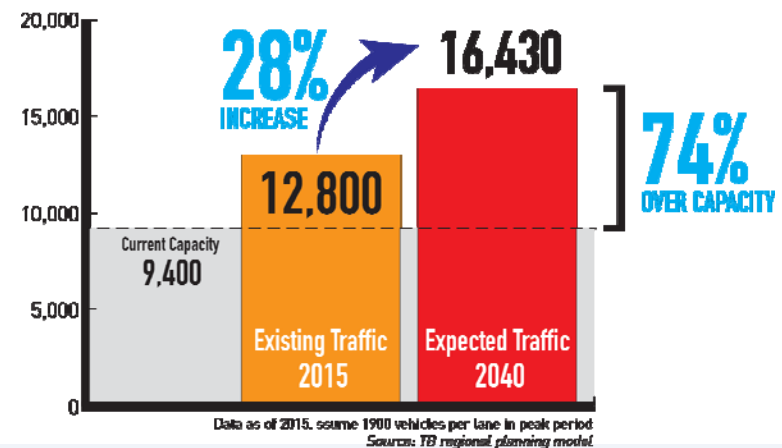
Defining the Problem

Our traffic problem is a MATH problem.

**WESTSHORE AREA INTERCHANGE
Average Daily Traffic:**



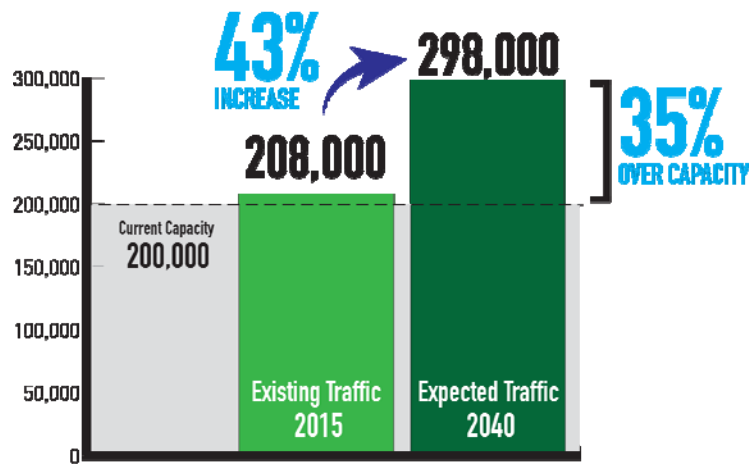
**WESTSHORE AREA INTERCHANGE
Peak Hour Traffic:**



Defining the Problem

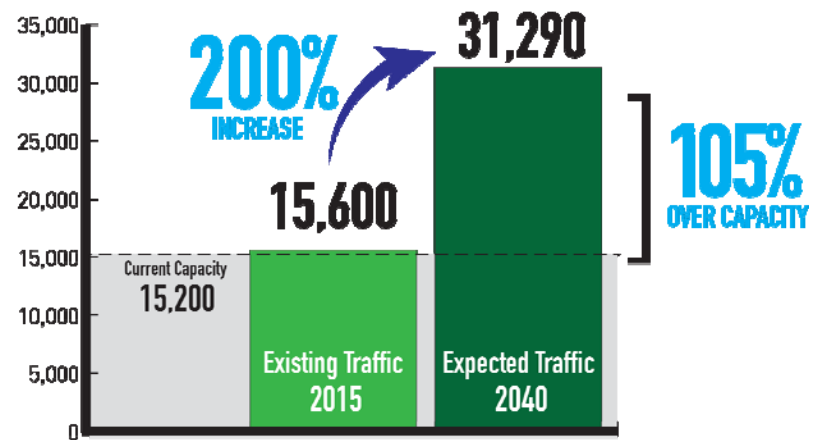
Our traffic problem is a MATH problem.

**DOWNTOWN INTERCHANGE
Average Daily Traffic:**



Data as of 2015 Source: TB regional planning model

**DOWNTOWN INTERCHANGE
Peak Hour Traffic:**

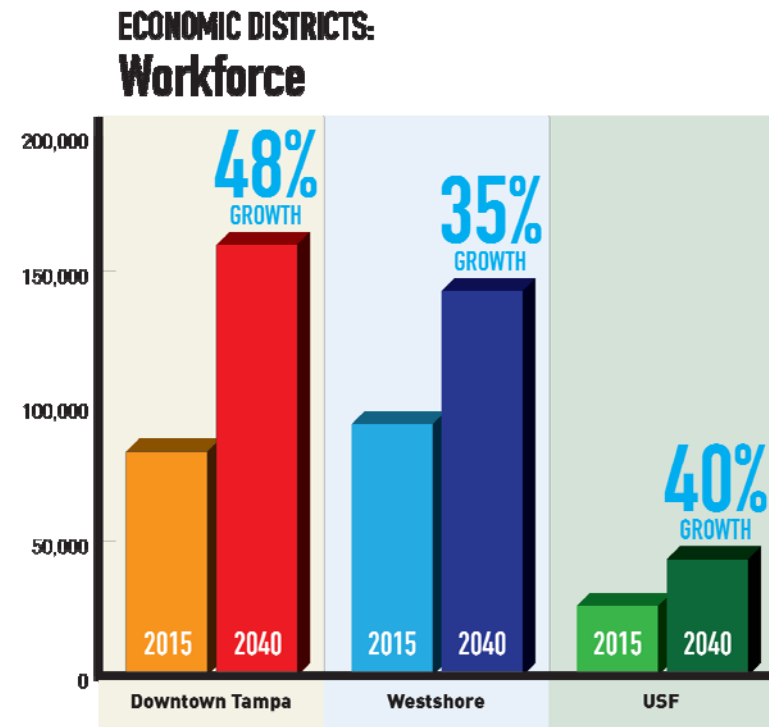


Data as of 2015. Assume 1900 vehicles per lane in peak hour
Source: TB regional planning model

Defining the Problem



Tampa is the 5th fastest growing metro area in the U.S., with almost 5,000 people per month moving here in 2016.



Source: Tampa Bay Regional Planning Model

Interstate Modernization

Project	Public Hearing	Preferred Alternative
Howard Frankland Bridge	Fall 2017	Express Lanes (4 non-tolled)
Westshore Area Interchange (SEIS)	Early 2019	Evaluating Express Lanes and other concepts
Westshore to Downtown Corridor (SEIS)	Early 2019	Evaluating Express Lanes and other concepts
Downtown Interchange (SEIS)	Early 2019	Evaluating Express Lanes and other concepts
I-275 Innovation Corridor	Early 2019	Evaluating Express Lanes and other concepts
I-4 and Connector	October 2015	Express Lanes
I-75 Operational Improvements	TBD	TBD

Interstate Modernization

Other Design Concepts

- Converting I-275 to a Boulevard from the I-4/I-275 interchange to north of Bearss Avenue
- Beltway
- Elevated Lanes
- Reversible Lanes
- Depressed Interstate and Tunneler Options
- Other Managed Lane Options
- Transit Options (*Regional Transit Feasibility Plan, Bus Rapid Transit, Express Bus*)





TRANSIT

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Transit



Tampa Bay needs more mobility options, and FDOT is committed to transit investment.

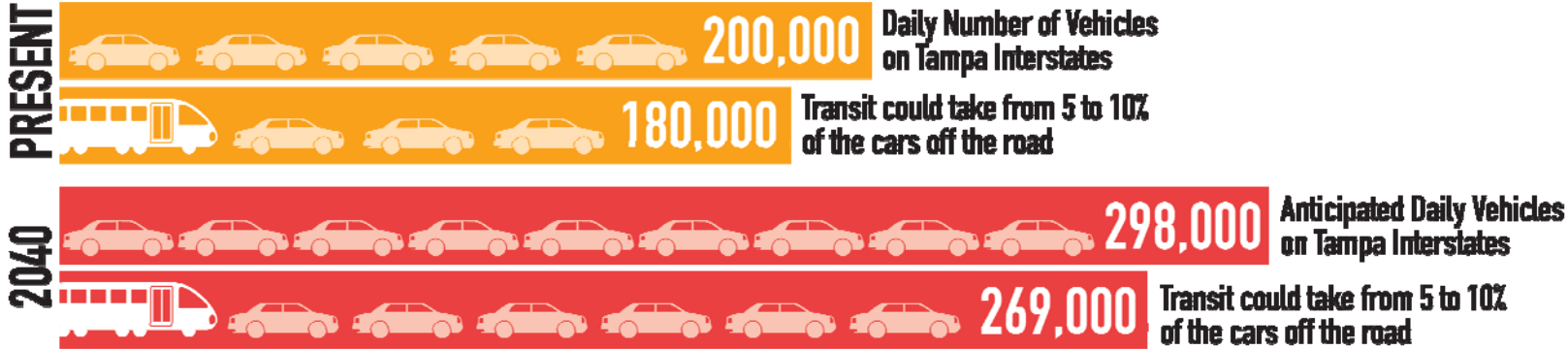
Without transit, more people equals more cars on the road. We need transit to alleviate congestion.



Transit

Transit and roads work together. We need ALL MODES.

Daily Traffic Congestion



Source: U.S. Census Bureau: American Community Survey



Transit

FDOT is moving transit forward. We need regional and local collaboration to make transit a reality.

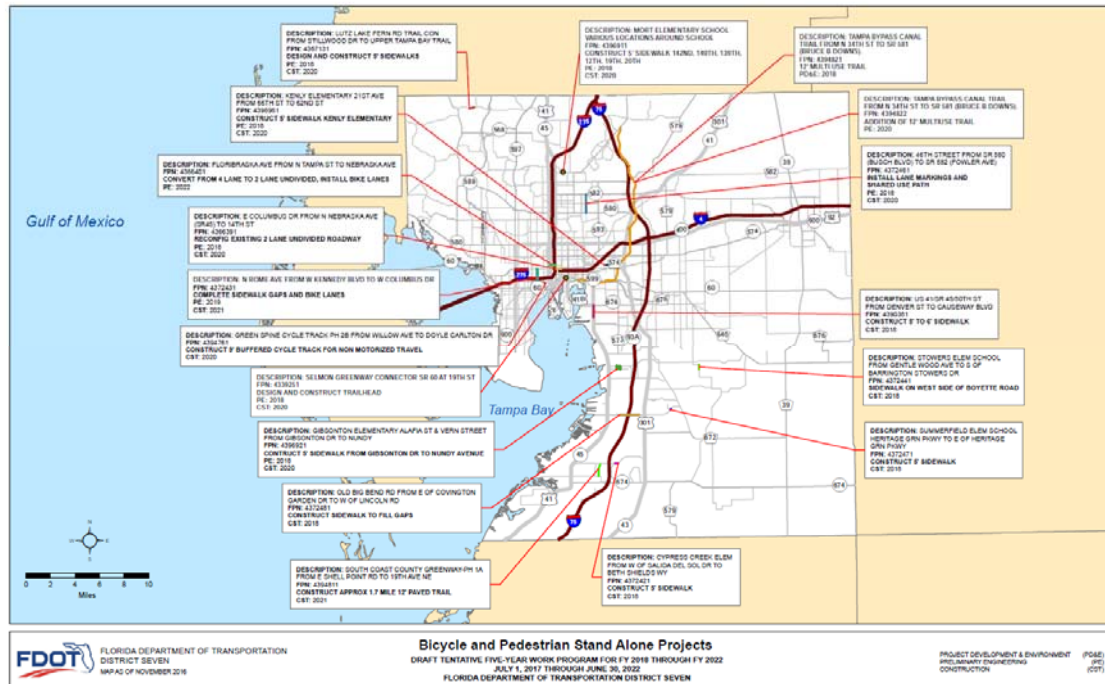




BICYCLE/PEDESTRIAN FACILITIES



Bicycle/Pedestrian Facilities



FDOT is investing millions of dollars in bike/pedestrian facilities over the next 5 years.

Bicycle/Pedestrian Facilities

These facilities enhance

- Safety
- Quality of life
- Mobility options
- Health
- Sustainability





COMPLETE STREETS



Complete Streets



21st/22nd Street Improvements

FDOT is connecting land use and planning by *building the right road in the right place for the right purpose.*

Complete Streets

Context sensitive solutions



TRANSPORTATION INNOVATION

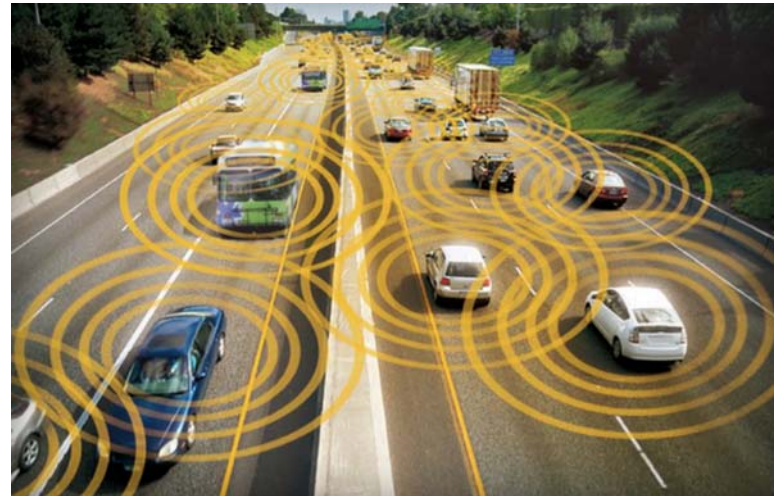


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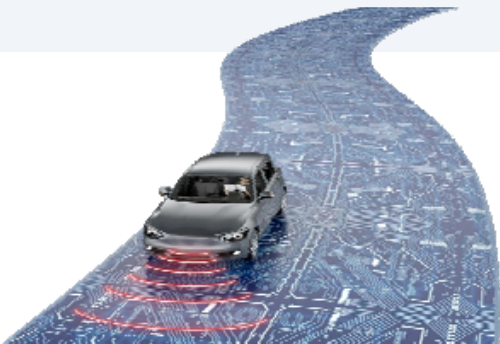
FDOT

Transportation Innovation

- Smart vehicles and smart infrastructure.
- A truly integrated and intelligent transportation network



Transportation Innovation



- SunTrax R&D Facility (Summer 2019)
- Autonomous Shuttle Pilot Project
- Downtowner Shuttle Pilot Project
- Solar Roadways Research Project
- Wrong-way Driving Detection



Transportation Innovation



Adaptive Lane Control



Ramp Metering

- TSM&O
- Ramp Metering
- Adaptive Signal Control
- Adaptive Lane Control
- Variable Speed Limits
- Managed Lanes
- Hard Shoulder Running





FREIGHT MOBILITY

Freight Mobility

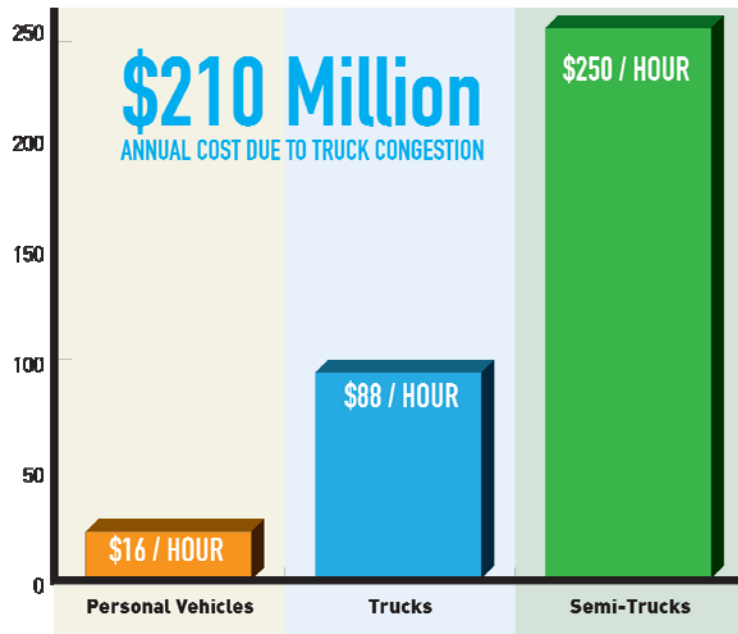
Efficient freight movement results in:

- Affordable goods and products
- Economic growth and business retention
- Domestic and international trade opportunities



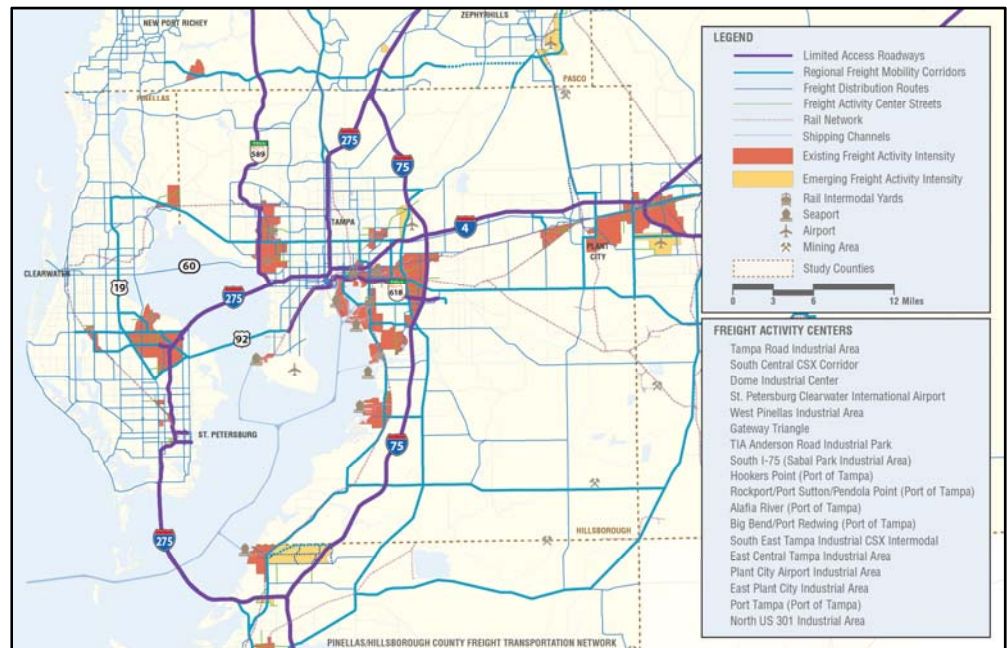
Freight Mobility

ECONOMIC IMPACT IN TAMPA BAY: Average Cost per Hour of Delay



Source: Texas Transportation Institute, Texas A&M University

Freight Activity Centers





Freight Mobility

9,000 
Trucks per day at
Port Tampa Bay

200 SQUARE MILES
of Freight Activity Centers served
by Tampa Bay Interstates

36 MILLION
TONS 
of Freight Annually moves
through Port Tampa Bay

Source: Port Tampa Bay Masterplan Vision 2040



Collaboration and Engagement

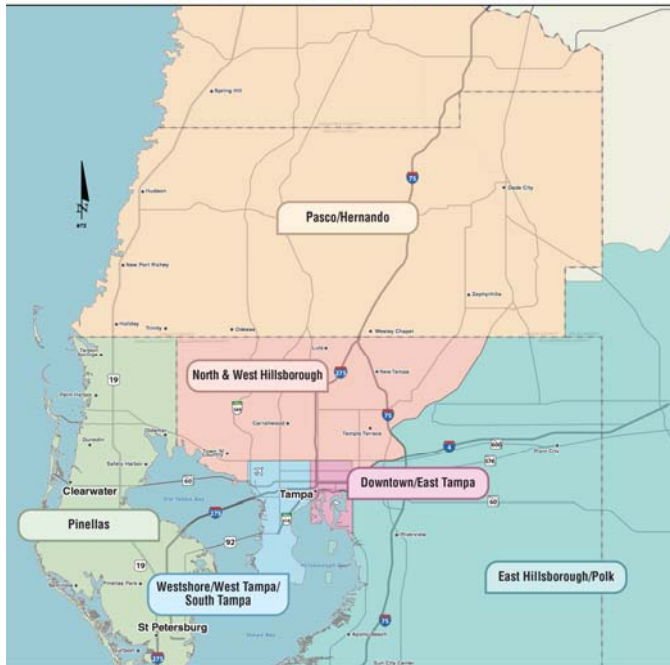
This isn't just a new program. It's a new approach to public involvement, openness, and transparency.



Public Involvement



COMMUNITY WORKING GROUPS



Updated May 2017

6 Community Working Groups

- Downtown/East Tampa
- Westshore/West Tampa/South Tampa
- Pinellas
- North and West Hillsborough
- East Hillsborough/Polk
- Pasco/Hernando



Community Working Groups

We're rolling up our sleeves to turn ideas into action.

We have to build consensus to build solutions.



Public Involvement

**You Talk. We Listen.
Get Involved and Get Results.**



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