

WELCOME

to the **Public Hearing** for the

Whiting Street PD&E Study

This public hearing is being held in accordance with:

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

The study area includes:

- A** Whiting Street from Brush Street to Meridian Avenue
- B** Whiting Street from Jefferson Street to Brush Street including intersection at end of new Whiting Street exit ramp
- C** Jefferson Street entrance ramp and new Whiting Street exit ramp
- D** Removal of Exit Ramp 6B and reconstruction of Exit Ramp 6A



Purpose of the Project

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



THEA's Vision Zero Practices:

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

Education



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

Equity



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

Engineering



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

Encouragement



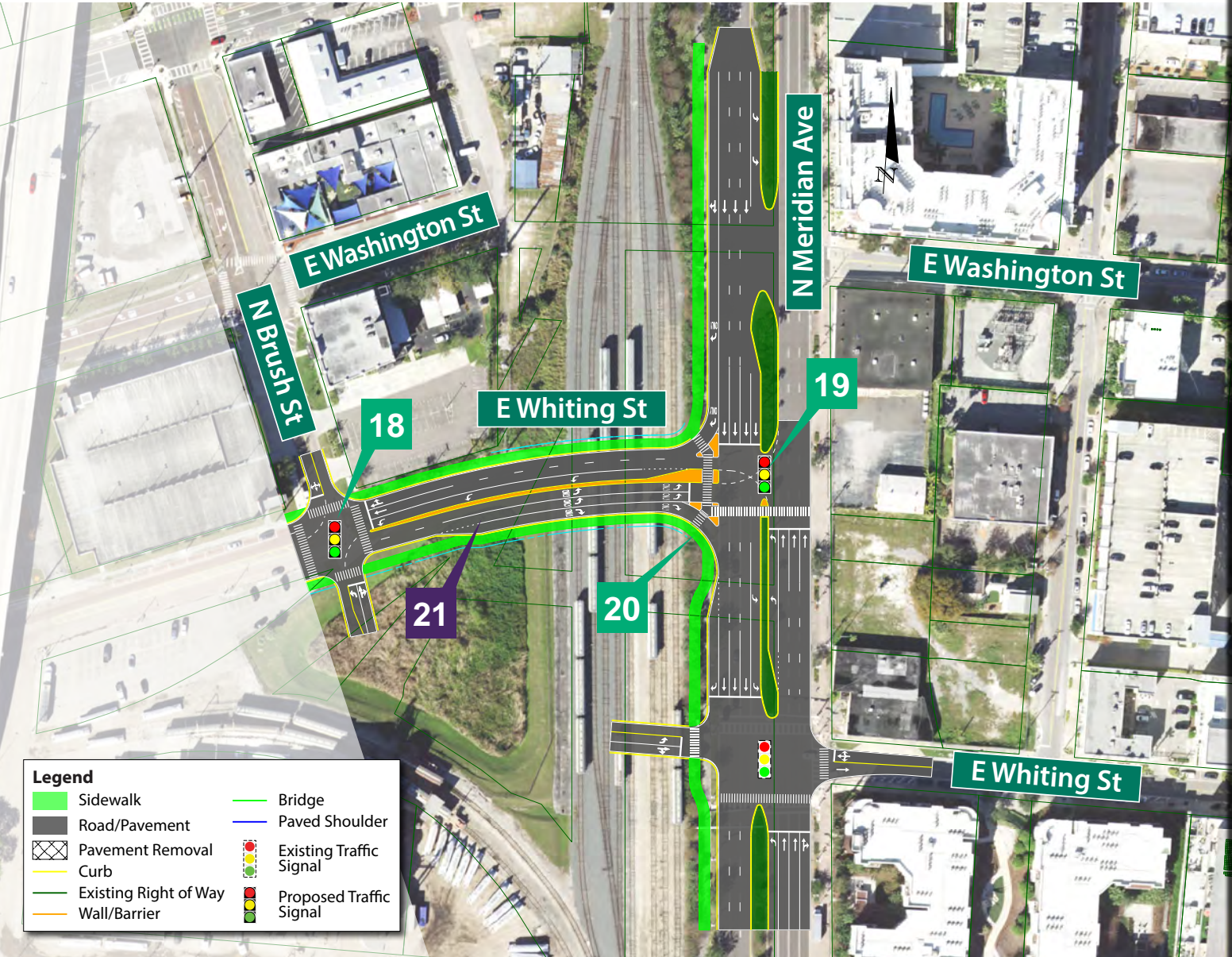
THEA regularly encourages community safety by implementing Vision Zero improvements such as protected crossings, bicycle markings and multi-use trails.

Evaluation



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

SECTION A IMPROVEMENTS



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

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



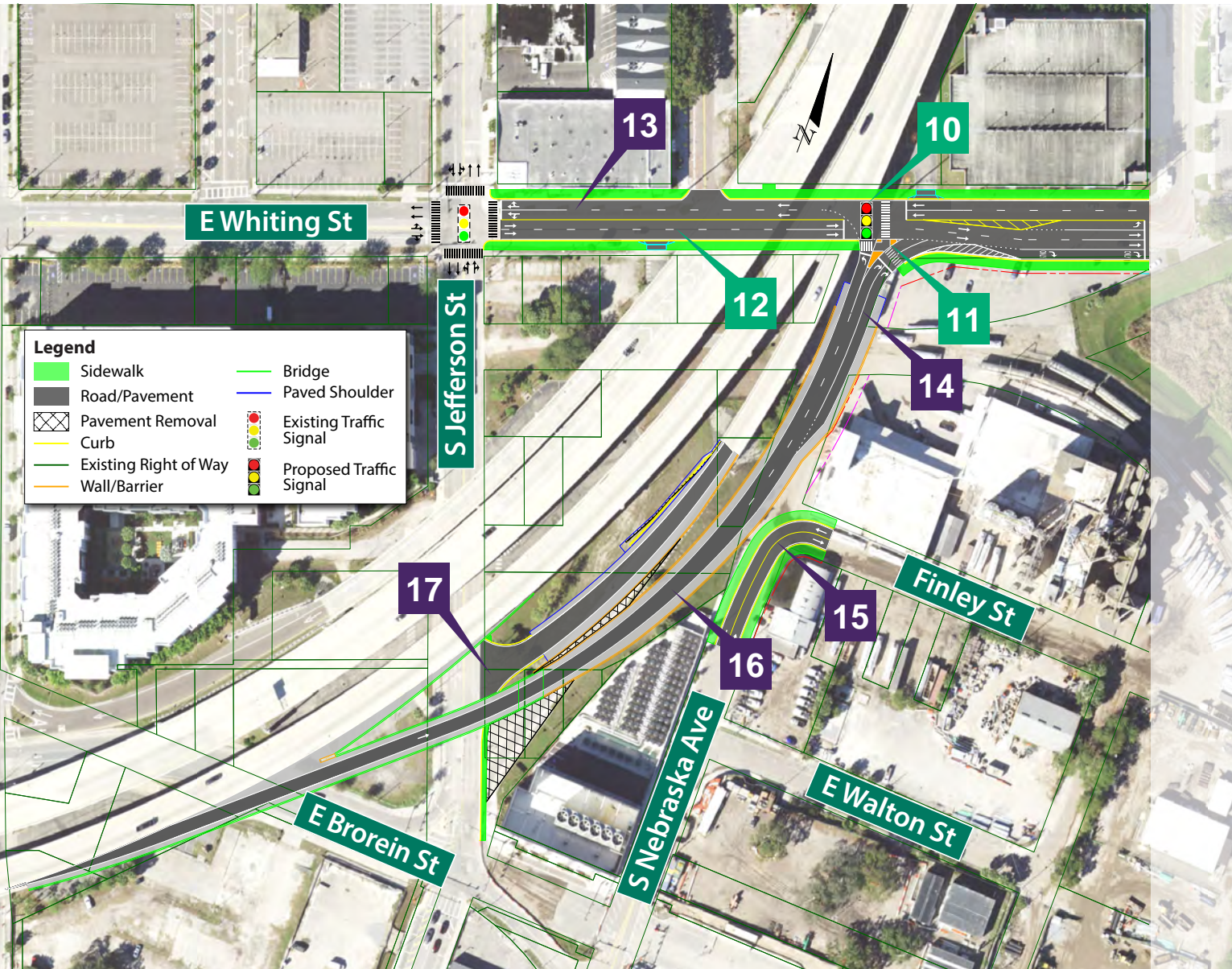
20 Construct a wide sidewalk to improve pedestrian and bicycle connectivity between the Selmon Greenway and the Meridian Avenue Greenway



21 Connect Whiting Street to Meridian Avenue at a new intersection to improve access to east downtown Tampa, allowing grid network to be expanded later

Legend	
	Sidewalk
	Road/Pavement
	Pavement Removal
	Curb
	Existing Right of Way
	Wall/Barrier
	Bridge
	Paved Shoulder
	Existing Traffic Signal
	Proposed Traffic Signal

SECTION B&C IMPROVEMENTS



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

SECTION D IMPROVEMENTS



Legend

	Sidewalk		Wall/Barrier
	Road/Pavement		Bridge
	Pavement Removal		Paved Shoulder
	Future Community Space		Existing Traffic Signal
	Curb		Proposed Traffic Signal
	Existing Right of Way		



- 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



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

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

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