

## 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](mailto: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)

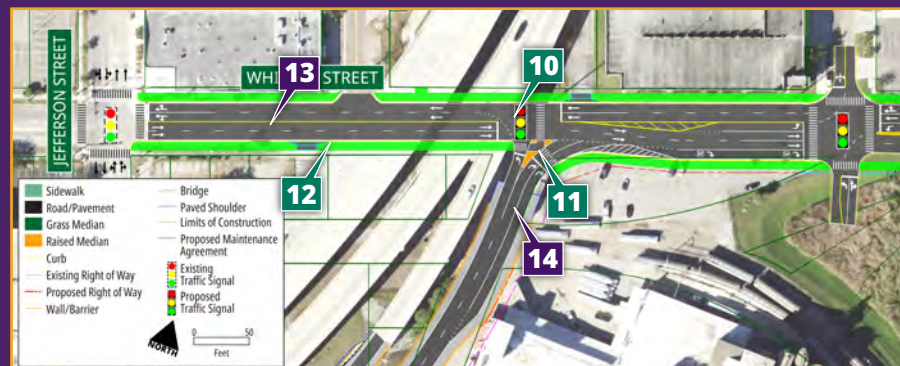
## A Whiting Street from Brush Street to Meridian Avenue

- 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

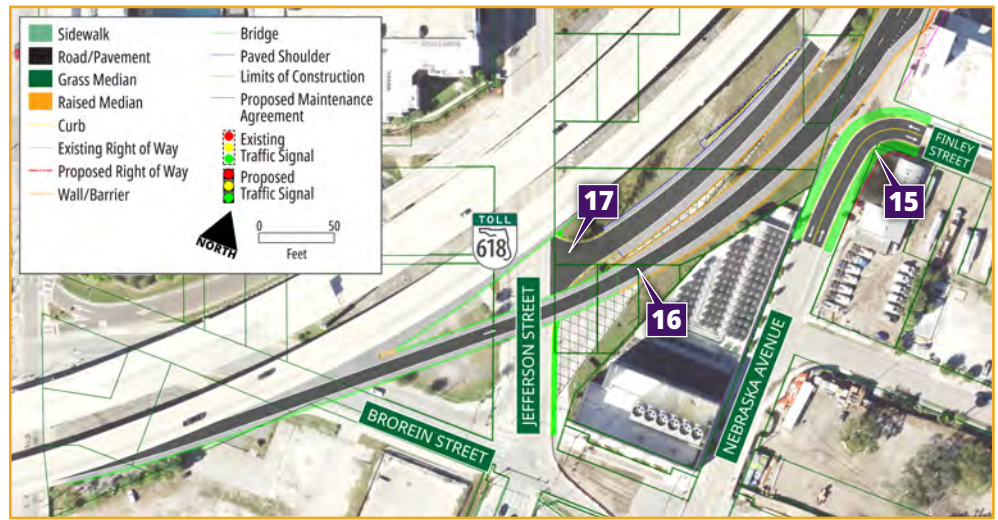
- 14** Construct two right turn lanes from the Selmon Expressway
- 13** Widen the road to improve mobility and connectivity between Downtown Tampa and the Channel District



- 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

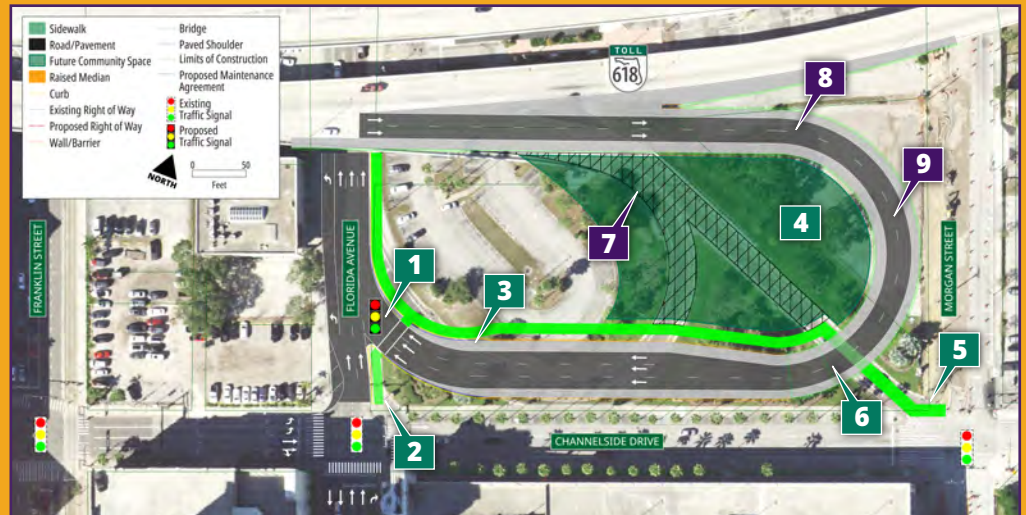
## C Jefferson Street Entrance Ramp and New Whiting Street Exit Ramp

- 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 Borein 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



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## How do the alternatives compare?

	No Build Alternative	Preferred Alternative
<b>Traffic Demand</b>		
Maintains Level of Service	No	Yes
Accommodates Future Travel Demand	No	Yes
Improves System Linkage	No	Yes
Improves User Safety	No	Yes
<b>Environmental Effects</b>		
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
<b>Estimated Total Project Costs</b> (in millions)		
Right-of-Way	\$0	\$55.3 M
Project Design	\$0	\$5.4 M
Construction Engineering & Inspection	\$0	\$4.0 M
Construction	\$0	\$6.0 M
	\$0	\$39.9 M

No impacts are anticipated to community facilities, park and recreation facilities, surface water, wetlands, floodplains, protected species, or critical habitats.

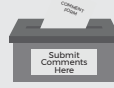
## PD&E Study Schedule

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](http://www.WhitingStreetPDE.com)



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

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

**March 8, 2022**

## Title VI Compliance

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

## Review Project Materials

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

### THEA Office Lobby

1104 E Twiggs St  
Tampa, FL 33602

Mon-Fri 9 am - 5 pm  
Sat-Sun Closed

### John F Germany Library

900 N Ashley Dr  
Tampa, FL 33602

Mon-Tues 10 am - 6 pm  
Wed-Sat 10 am - 9 pm  
Sun Closed

Documents, plans, project information, and animation are available at [WhitingStreetPDE.com](http://WhitingStreetPDE.com). You may also request additional information by contacting Sue Chrzan 813-272-6740 ext. 130 or emailing [whiting@selmonstudies.com](mailto:whiting@selmonstudies.com). Public Hearing materials will be posted to the website on February 23, 2022.