

Board of Directors Meeting

February 26, 2024



Whiting Street PD&E Study

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Presentation Purpose:

- Provide project update
- Request Board approval of Consensus-Modified Preferred Alternative 2 in advance of approval of Project Environmental Impact Report (PEIR)

PROJECT STUDY COMPONENTS AND SEQUENCING



1st

WHITING STREET

- Extend Whiting Street to Meridian Avenue
- Improve existing roadway typical section

2nd

RAMP 6B (RELOCATED)

- Construct new exit Ramp 6B

3rd

EXIT RAMPS 6A/6B

- Improve existing exit Ramp 6A
- Remove old exit Ramp 6B

WHY ARE IMPROVEMENTS NEEDED?

Removing the railroad tracks and completing the connection to Meridian Avenue will help to improve the grid road network, giving more options for all forms of transportation.

LEGEND

-  Railroad Tracks
-  End Markers



ENHANCE EAST-WEST MOBILITY

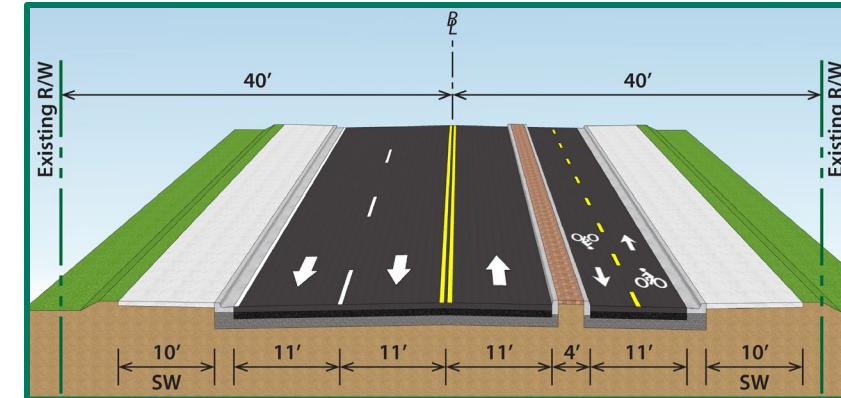
ENHANCE PEDESTRIAN SAFETY AND WALKABILITY

IMPROVE THE GRID NETWORK



CONSENSUS-MODIFIED PREFERRED ALTERNATIVE 2 (CURRENT CONCEPT)

TYPICAL SECTION



ADVANTAGES

- Bi-directional cycle track on the north side of Whiting Street. Connects to the proposed City of Tampa “quick-build” cycle track, west of Jefferson Street to Riverwalk.
- Shorter pedestrian crossings at each signalized intersection
- Increased pedestrian/bicycle mobility

RAMP 6B (RELOCATED)

CONSENSUS-MODIFIED PREFERRED ALTERNATIVE 2 (CURRENT CONCEPT)

COMPONENTS

- One dedicated left-turn lane
- Two dedicated right-turn lanes

ADVANTAGES

- Tight turning radii slows vehicular speeds at the intersection
- Simpler/direct pedestrian crossing at ramp terminal
- Two pedestrian crossings of Whiting Street

DISADVANTAGES

- Tighter turning radius cause vehicular movements to stretch into intersection. Requires stop bars along Whiting to be farther apart
- Improved visibility of pedestrians as vehicles approach intersection



RECOMMENDATIONS TO BE CONSIDERED DURING FINAL DESIGN

- High Friction Surface Treatment
- Rumble Strips
- Speed Reduction Markings
- Advisory Speed Sign
- Speed Feedback Sign (along tangent of Ramp 6B)

EXIT RAMPS 6A/6B



CONSENSUS-MODIFIED PREFERRED ALTERNATIVE 2 (CURRENT CONCEPT)

COMPONENTS

1. Extend painted gore at Ramp 6A terminal
2. Install barrier protection along horizontal curve of Ramp 6A
3. Remove existing Ramp 6B to Channelside Drive
4. Remove landscaping along inside of loop ramp

ADVANTAGES

- Increased deceleration distance from gore point to horizontal curve
- Increased queue storage along the ramp
- **Improved sight distance along horizontal curve**
- **Low construction cost and can be implemented quickly with minimal road closures**

DISADVANTAGES

- **Maintains existing tight horizontal curve**
- **Maintains existing merge condition at Florida Avenue**

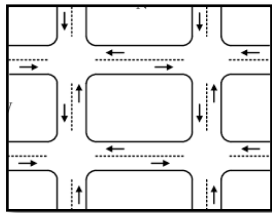
RECOMMENDATIONS TO BE CONSIDERED DURING FINAL DESIGN

- High-Friction Surface Treatment
- Rectangular Rapid Flashing Beacon (RRFB) Pedestrian Signals
- RRFB Advanced Warning Flashing Signs
- Speed Feedback Sign (along Tangent of Ramp 6A)
- Removal of existing vegetation/visual barriers

REVISED PREFERRED ALTERNATIVE BENEFITS

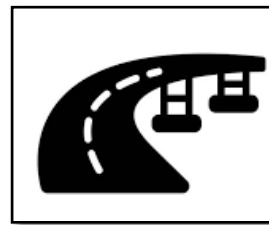
ENHANCES GRID NETWORK

- Enables the grid network to be expanded into the future, improving mobility for pedestrians, bicyclists, and drivers
- Provides better pedestrian connections at Meridian Avenue by creating a new intersection and crosswalks



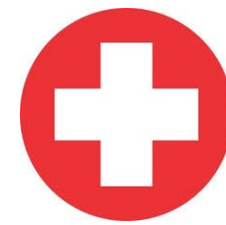
IMPROVED RAMPS

- Relocation of Ramp 6B eliminates 5-legged intersection at Channelside Drive and Morgan Street
- New Ramp 6B provides access to Whiting Street and east-west through Downtown/Channelside
- Increased deceleration distance for Ramp 6A



IMPROVED SAFETY

- Shorter crossing distances for pedestrians at street crossings and intersections
- Better protection for bicyclists with cycle track
- Safety enhancements proposed along both Ramp 6A and Ramp 6B





Whiting Street PD&E Study

Requested Action:

Approval of Consensus-Modified Preferred Alternative 2 and direct staff to complete the Whiting Street PD&E Study.