

## **2050 Vision Workshop**

Taking the opportunity of the I-75 PD&E Studies, the FDOT decided to develop a long-range Vision for the I-75 corridor for the year 2050 and beyond. The I-75 Vision will ensure the FDOT accounts for ultimate needs, above and beyond the shorter PD&E Studies' timeframe of 2035, and that interim actions are consistent with this future vision.

Recognizing the importance of key stakeholder contributions to the Vision, the FDOT held a 2050 Vision Workshop to discuss and receive comments on the I-75 Vision. The Vision Workshop was held on Monday, February 9, 2009 from 6:00 p.m. to 8:30 p.m. at the River of Life Christian Center, 6605 Krycul Avenue in Riverview, Florida.

Stakeholders were invited to attend and participate in the Vision Workshop. Fifty-two individuals were invited to participate. Invited stakeholder groups included:

- Local and state elected officials
- Economic Development Councils
- Hillsborough and Manatee Counties Planning and Growth Departments
- Hillsborough County and Sarasota/Manatee Metropolitan Planning Organizations
- Chambers of Commerce
- Civic and Community Associations
- Tampa and Manatee Port Authorities
- Tampa Bay Regional Planning Council
- Tampa-Hillsborough Expressway Authority
- Hillsborough County Aviation Authority
- Tampa Bay Area Regional Transportation Authority (TBARTA)
- Tampa Electric Company and Florida Power & Light
- Environmental Groups
- Hillsborough Youth Collaborative
- Florida Highway Patrol
- Tampa Bay Partnership
- Florida Trucking Association
- Transportation-related Agencies

The workshop consisted of an opening presentation followed by small group discussions, brainstorming activities, and a ranking exercise to prioritize needs discussed during brainstorming. At the end, the output from the small groups was summarized and presented back to the overall gathering of attendees. Appendix D contains the meeting agenda, the presentation slides, the 2050 Vision Goals and Objectives, the ranking priorities exercise sheets, and the sign-in sheets. A second similar Vision Workshop will be held to discuss the I-75 Corridor Vision with stakeholders in the fall of 2009.

## **Summary of Vision Workshop**

Attendees at the 2050 Vision Workshop numbered 25, with 19 participating in four break-out groups, which commenced following a brief presentation and description of the goals of the evening's exercise. Discussions at each table were led by a facilitator and note taker. Each table was asked to brainstorm and discuss responses to three questions:

**Question 1:** What activity centers and destinations should I-75 connect in 2050?

**Question 2:** What are today's I-75 primary trip patterns?

**Question 3:** What are the highest priority transportation improvements for I-75 you recommend to address 2050's needs?

Many of the responses to the questions were similar between groups. The comments have been grouped into categories and are provided below for each question.

**Question 1:** What activity centers and destinations should I-75 connect in 2050?

**Responses:**

- Regional Connectivity - Connections to I-4, Evacuation
- Regional Distribution of Goods - Port Manatee, Port Tampa
- Airports – Tampa, Tampa Executive (formerly Vandenberg Airport)
- Shopping Areas – Brandon Town Center, South Bend
- Residential – Lakewood Ranch, South Shores, Residential Hills, Sun City
- Employment – various industrial, commercial
- Education – University of South Florida
- Medical – Moffitt Cancer Center, various local hospitals

**Question 2:** What are today's I-75 primary trip patterns?

**Responses:**

- Local – exit hopping, interstate is overused for local trips
- Commuter – local, regional
- Long Distance/Tourist – beaches, Busch Gardens, S/SW Florida, Orlando, seasonal
- Freight – port connections, I-4, local vs. long distance

**Question 3:** What are the highest priority transportation improvements for I-75 you recommend to address 2050's needs?

**Responses:**

- Special Use Lanes – NJ Turnpike, Chicago, Detroit (tolls/managed, transit, express bus (shared, exclusive), truck only)
- Regional Transit
- New Interchanges
- Do not allow new interchanges
- System Improvements, enhancements (interchange operations, park and ride, improved signing, emergency)
- Response, ITS, safety, contra flow
- Utility corridor
- Changes in land use

In addition, some participants noted the need to coordinate with other agencies, such as TBARTA and Hillsborough and Manatee Counties.

At the end of the brainstorming exercise, each group was asked to rank the top three priorities – or challenges – from the list generated during the discussion of Question 3 (see 1). The FDOT will consider these challenges in developing long-range transportation solutions for the I-75 corridor.

**Table 1 Rankings of Challenges by Small Groups**

Rank	Table 1		Table 2		Table 3		Table 4	
	Challenge	Comment	Challenge	Comment	Challenge	Comment	Challenge	Comment
1	Reduce/condense commuter traffic	<ul style="list-style-type: none"> <li>Managed lanes/HOT</li> <li>Bus/ rail on median/shoulder</li> <li>Use tolls/fares to raise funds</li> <li>Park &amp; ride facilities</li> </ul>	Increased managed lanes for regional transit and transit traffic	<ul style="list-style-type: none"> <li>Separate through traffic</li> <li>Bus and HOV</li> </ul>	Congestion/ Delays Traffic Volumes and existing interchange operations	<ul style="list-style-type: none"> <li>Fix existing interchanges</li> <li>build/ improve parallel N/S routes</li> <li>continue E/W feeders</li> </ul>	Provide sufficient capacity for mobility to the year 2050	<ul style="list-style-type: none"> <li>HOT lanes in each direction</li> <li>Freight only lane</li> <li>Envelope in median for rail transit</li> <li>Add general purpose lanes</li> </ul>
2	Alleviate choke points	<ul style="list-style-type: none"> <li>New interchange between CR 674 &amp; Apollo Beach Rd</li> <li>Manage choke points at I-4, SR 60, Apollo Beach Rd, Fletcher Ave, Fowler Ave</li> </ul>	Improve interchanges	<ul style="list-style-type: none"> <li>Improve flow of vehicles to/from I-75</li> </ul>	Moving regional/thru trips and need for additional E/W roadways	<ul style="list-style-type: none"> <li>Express dedicated lanes (Cleveland, OH)</li> <li>transit corridor parallel to I-75 by-pass route from/to I-4 and I-75</li> </ul>	Provide short term improvements for emergency response vehicles	<ul style="list-style-type: none"> <li>Guard rail openings more than every 3 miles</li> <li>Improve turnarounds for emergency vehicles (flatter)</li> <li>Accel/decel lanes for emergency vehicles</li> </ul>
3	Manage freight and goods	<ul style="list-style-type: none"> <li>Port system</li> <li>Tampa Executive Airport (Vandenberg)</li> <li>High occupancy truck lanes</li> </ul>	Regional transit	<ul style="list-style-type: none"> <li>Reduce number of commuter cars on road</li> </ul>	Existing land use patterns	<ul style="list-style-type: none"> <li>Change approach to land use – higher densities and mixed uses</li> </ul>	Improve entering and exiting conditions on the interstate	<ul style="list-style-type: none"> <li>Improve existing interchanges</li> <li>Add new interchanges</li> </ul>
<b>Honorable Mentions</b>	<ul style="list-style-type: none"> <li>Frontage roads</li> <li>Utilities in corridor</li> </ul>		<ul style="list-style-type: none"> <li>Increase truck capacity</li> <li>Increase weight limit</li> </ul>		<ul style="list-style-type: none"> <li>Evacuation</li> </ul>		<ul style="list-style-type: none"> <li>Contra flow operations for evacuation</li> </ul>	