



Howard Frankland Bridge (I-275/SR 93) PD&E Study and Regional Transit Corridor Evaluation

Florida Department of Transportation District Seven



Work Program Item Segment No.: 422799 1
Hillsborough & Pinellas Counties

May 2011

TWO STUDIES ONE BRIDGE CROSSING

PROJECT OVERVIEW

The Florida Department of Transportation (FDOT) has future plans in motion to replace the aging northbound Howard Frankland Bridge which, built in 1960, is approaching the end of its' serviceable life. A Project Development and Environment (PD&E) Study has begun to identify how this replacement will affect the surrounding environment. In addition to the bridge replacement, a key element of the Tampa Bay Area Regional Transportation Authority (TBARTA) Master Plan is to develop a transit connection across the Howard Frankland Bridge that will link Hillsborough and Pinellas counties via transit stations. The linkage provided between Hillsborough County's proposed Westshore Station and Pinellas County's proposed Gateway Station would allow uninterrupted transit movements along the bridge. For this to be possible, however, the corridor must be capable of accommodating the appropriate transit provisions. Therefore, we will also conduct a Transit Corridor Evaluation Study to determine opportunities and constraints of providing a potential transit envelope in conjunction with bridge replacement.

While the primary purpose of the PD&E study is to examine replacement of the bridge without increasing capacity, the transit study offers the opportunity to examine how transit could be included in the bridge replacement construction. The transit study will include an examination of engineering constraints and feasible alternatives to accommodate transit in the design of the replacement bridge, or determine if a new structure would be required. The study will be closely coordinated with the Pinellas County Alternatives Analysis (AA) now being conducted, which is looking at providing premium transit service from Pinellas County to Hillsborough County. The study will also be closely coordinated with the Hillsborough County AA, now being conducted to evaluate a range of alternative ways to address the transportation needs within the study area. The Howard Frankland Bridge corridor must accommodate the appropriate transit provisions to connect all transit systems regionally.

A REGIONAL APPROACH TO TRANSPORTATION

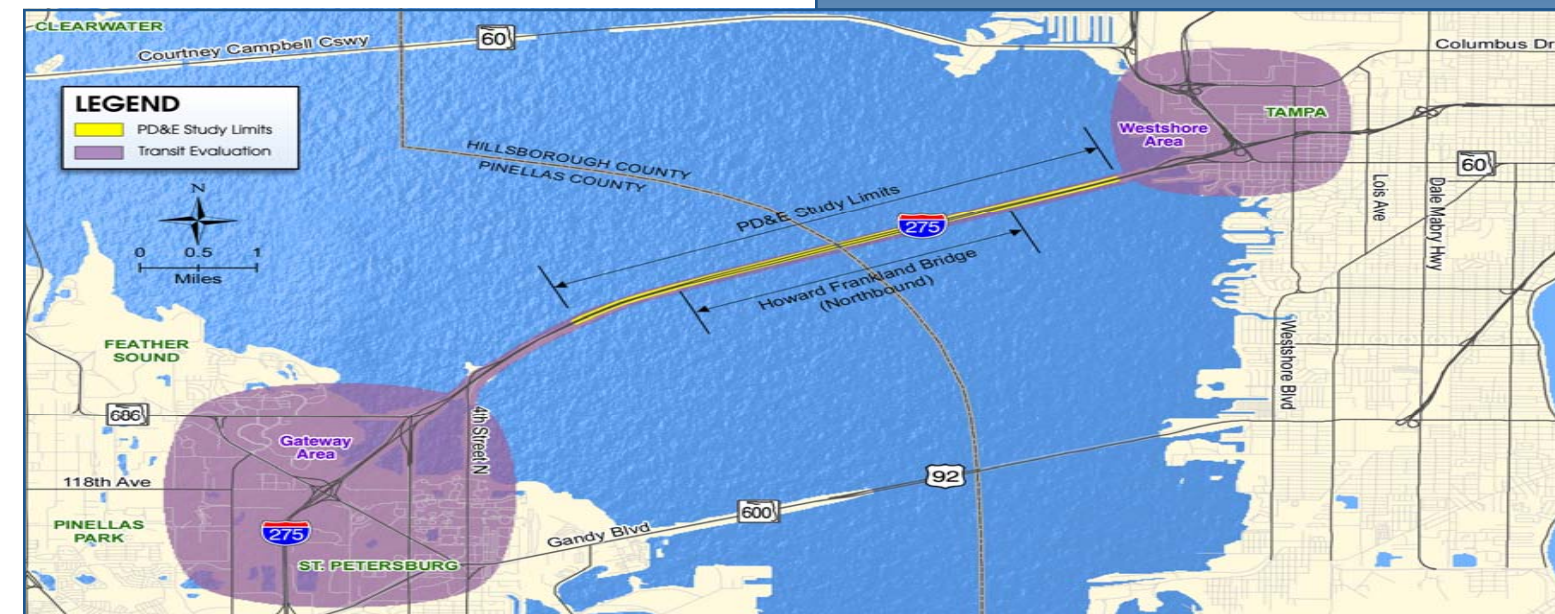
Traffic congestion does not start or stop at county lines, neither should our solutions. Interstate 275 (I-275), being a regional interstate as well as part of the Strategic Intermodal System (SIS), is a major artery of movement of people and goods across Pinellas and Hillsborough counties. The Howard Frankland Bridge carries on average 139,000 vehicles per day across Tampa Bay. That is why TBARTA developed a Transportation Master Plan for Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota counties. By focusing on this regional approach to our transportation issues, it will allow for seamless travel between counties. The Transportation Master Plan is being updated.

As a first step in moving toward implementation of the TBARTA Master Plan, the Hillsborough Area Regional Transit Authority (HART) has undertaken an AA for a light rail transit corridor running from the University of South Florida, through downtown Tampa, to the Westshore area. A second AA is currently being conducted by TBARTA, FDOT, the Pinellas County Metropolitan Planning Organization (MPO) and the Pinellas Suncoast Transit Authority (PSTA) for a premium transit corridor connecting downtown St. Petersburg, through the Pinellas Gateway area, and Clearwater. The Howard Frankland Bridge Transit Corridor Evaluation will be vitally important as it will link these two transportation efforts as it connects Hillsborough and Pinellas counties.



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PROJECT LOCATION MAP



Florida Department of Transportation, District Seven
11201 N. McKinley Drive MS 7-500
Tampa, Florida 33612-6456



CONTACT INFORMATION

We encourage your participation in this Howard Frankland Bridge (I-275/SR 93) PD&E Study and Regional Corridor Evaluation. If you wish to discuss any issues related to this project, schedule a small group meeting, or add your name to the mailing list, please contact **Kirk Bogen, P.E., Project Manager**, by calling (813) 975-6448 or by email to: kirk.bogen@dot.state.fl.us; or **Marian Scorza, Public Information Officer**, by calling (800) 226-7220 or by email to: marian.scorza@dot.state.fl.us.

Written comments may be sent to:

Ming Gao, P.E.
Intermodal Systems Development Manager
Florida Department of Transportation, District Seven
11201 N. McKinley Drive, MS 7-500
Tampa, Florida 33612-6456

Para Preguntas en español

Si usted tiene preguntas o comentarios o si simplemente desea mas informacion sobre este proyecto, favor de ponerse en contacto con el señor **Manny Santos**, al teléfono (813) 975-6173 o correo electrónico manuel.santos@dot.state.fl.us.

NON-DISCRIMINATION LAWS & REGULATIONS

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge) should contact **Lori Snively**, Public Involvement Coordinator, at (813) 975-6405 or (800) 226-7220.

For more information on this study, go to www.mytbi.com, click on "Future Projects," then click on "I-275/Howard Frankland Bridge Replacement PD&E Study & Regional Transit Evaluation"

For more information on TBARTA and their projects, go to: www.TBARTA.com click on "Projects."



A REGIONAL APPROACH TO TRANSPORTATION (Continued)

In addition to the already-mentioned three projects providing transit solutions for Hillsborough and Pinellas counties, there are several additional Regional Transit Corridor Evaluations for other elements of the TBARTA Master Plan, including the Westshore area to Crystal River/Inverness corridor.

Information pertaining to these related projects can be found at the links below:

TBARTA Master Plan:
<http://www.tbarta.com/plan>

Pinellas Alternatives Analysis:
<http://pinellasontrack.com>

HART Alternatives Analysis:
<http://www.gohartaa.org>

WHAT IS A PD&E STUDY?

A **Project Development and Environment (PD&E) Study** is a comprehensive study that evaluates social, cultural, economic and environmental effects associated with the proposed transportation improvements. The PD&E study allows the Department to reach a decision on the type, location and conceptual design of the necessary improvement along the Howard Frankland Bridge to accommodate future users in a safe and efficient manner. It represents a combined effort by transportation and environmental professionals who analyze information and document the best alternative for a community's transportation needs. The PD&E study efforts are accomplished by working in cooperation with other State/Federal agencies and local governments. This coordination allows the Department to better determine the effects a transportation project will have on the natural and human environment.

A PD&E study is conducted to meet the requirements of the National Environmental Policy Act (NEPA). During the study, we determine the location and conceptual design of feasible build alternatives for roadway improvements and their social, economic and environmental effects. A No-Build Alternative, which considers leaving the roadway in its present state with routine maintenance, remains a viable alternative throughout the study. A PD&E study is finalized when the Federal Highway Administration (FHWA), reviews the documentation and recommendations and then provides a Location and Design Concept Acceptance.

WHAT IS A TRANSIT CORRIDOR EVALUATION?

A key element of the TBARTA Master Plan is to provide a transit linkage across the Howard Frankland Bridge (I-275/SR 93) corridor, linking Hillsborough and Pinellas counties. This linkage would run from Hillsborough County's proposed Westshore station to Pinellas County's proposed Gateway station. These stations would not serve as termini, but would allow uninterrupted transit movements from the St. Petersburg and Clearwater areas across the Howard Frankland Bridge (I- 275/SR 93) corridor to and through Tampa's Central Business District (and vice versa). However, for this linkage to be possible, the Howard Frankland Bridge corridor must be able to accommodate the appropriate transit provisions. The Florida Department of Transportation (FDOT) plans to replace the northbound Howard Frankland Bridge in the future since it is approaching the end of its useful service life. Therefore, the FDOT wishes to ensure that this transit study will determine the opportunities and challenges of constructing a potential transit envelope in conjunction with the bridge replacement.



The transit study will help to answer such questions as:

- How can transit be included in the design of the replacement bridge?
- Will a new structure be required for transit?
- What are the transit alternatives that will be considered (i.e. rail alternatives, managed/dedicated lanes, Bus Rapid Transit, Express Bus, others)?

This transit study was not originally conceived as a formal Federal Transit Administration (FTA) Alternatives Analysis. However, this study may evolve into a full formal AA if funding and other circumstances allow.

The major work efforts during this transit corridor evaluation will include development of a purpose and need statement; generation of cost estimates; estimates of future transit ridership; identification of potential economic, social and environmental impacts; and the recommendation of a preliminary Locally Preferred Alternative (LPA).

TYPES OF TRANSPORTATION CHOICES



Bus – Shorter Distance, Frequent Stops
Local buses on fixed routes or Bus Rapid Transit in mixed traffic



Rail – Shorter Distance, Frequent Service
Light Rail, Streetcar/ Trolley or Monorail



Bus – Longer Distance, Limited-Stop
Bus Rapid Transit in exclusive Right-of-Way or Express Bus



Rail – Longer Distance, Limited-Stop
Commuter Rail, Heavy Rail or Diesel Multiple Unit/Electric Multiple Unit



Managed Lanes
High Occupancy Vehicle, High Occupancy Toll or tolling

As part of the Howard Frankland Bridge Transit Corridor Evaluation, the following types of transportation choices will be evaluated for possible inclusion on this corridor:

PROJECT SCHEDULE

Activity	2011				2012			
	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter
Study Kickoff	★							
Data Collection								
Develop/Analyze Bridge & Transit Alternatives								
Alternatives Public Workshop			★					
Select PD&E Recommended Alternative								
Refine/Analyze Transit Alternatives								
Develop/Select Preferred Transit Alternative								
Public Hearing							★	
Finalize PD&E Report and Transit Documents								
PD&E Location & Design Concept Acceptance								

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY PROCESS

Gather information on various social & environmental resources (residences, commercial, public facilities, wetlands, streams/floodplains, protected species, archaeological sites, historical structures).

1

Data Collection

This phase will develop a full array of bridge design alternatives to be considered. The PD&E Study alternatives will also accommodate premium transit for the linkage between Pinellas and

2

Development of Bridge Alternatives

Evaluate the engineering and operational feasibility of proposed alternatives. Perform an analysis of environmental impacts of PD&E Study alternatives consistent with the requirements of a federally

3

Analyze/Assess Potential Impacts of Bridge Alternatives

A preferred PD&E Study alternative will be selected and recommended based on a review and analysis of all engineering, environmental, and public involvement issues related to the project.

4

Select PD&E Recommended Alternative

TRANSIT CORRIDOR EVALUATION PROCESS

Purpose and Need

Establishes problems to be addressed in the study and serves as a basis for developing goals, objectives and evaluation criteria. Also provides a framework for determining which alternatives should be considered.

In this phase we will develop a full array of alternatives to be considered, which will include all reasonable transit alternatives and service options that will help meet the transportation needs of both Hillsborough and Pinellas counties.

Development of Transit Alternatives

Evaluation of Transit Alternatives

In a multi-step process, transit alternatives will be screened and evaluated using multiple criteria including costs, accessibility, capacity, reliability, travel times, environmental benefits and other evaluation criteria.

Select Recommended Locally Preferred Alternative (LPA)

Alternatives will be ranked based on their performance against the evaluation criteria and their effectiveness in achieving the study's goals and objectives. Based on this ranking, we will make a final recommendation on a Locally Preferred Alternative (LPA).

PUBLIC INVOLVEMENT