

SELMON **EXPRESSWAY**

East Selmon PD&E Study

Public Hearing

**Formal Presentation
Begins at 6:00 p.m.**



April 18, 2024

Purpose of the Public Hearing

- **Purpose is to:**

- Share information related to proposed improvements and alternatives;
- Present potential beneficial and adverse social, economic and environmental impacts upon the community; and
- Express opinions and concerns regarding the project.

- **Three components to tonight's hearing:**

- 1) Open House
- 2) Presentation
- 3) Formal comment period following the presentation

Laws and Regulations

- 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
 - **49 CFR Part 24**, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs
 - **40 CFR Part 1506**, Other Requirements of NEPA

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 their concerns about Title VI may do so by contacting:

Tampa Hillsborough Expressway Authority

Amy Lettelleir, *General Counsel*

1104 East Twiggs Street, Suite 300

Tampa, Florida 33602

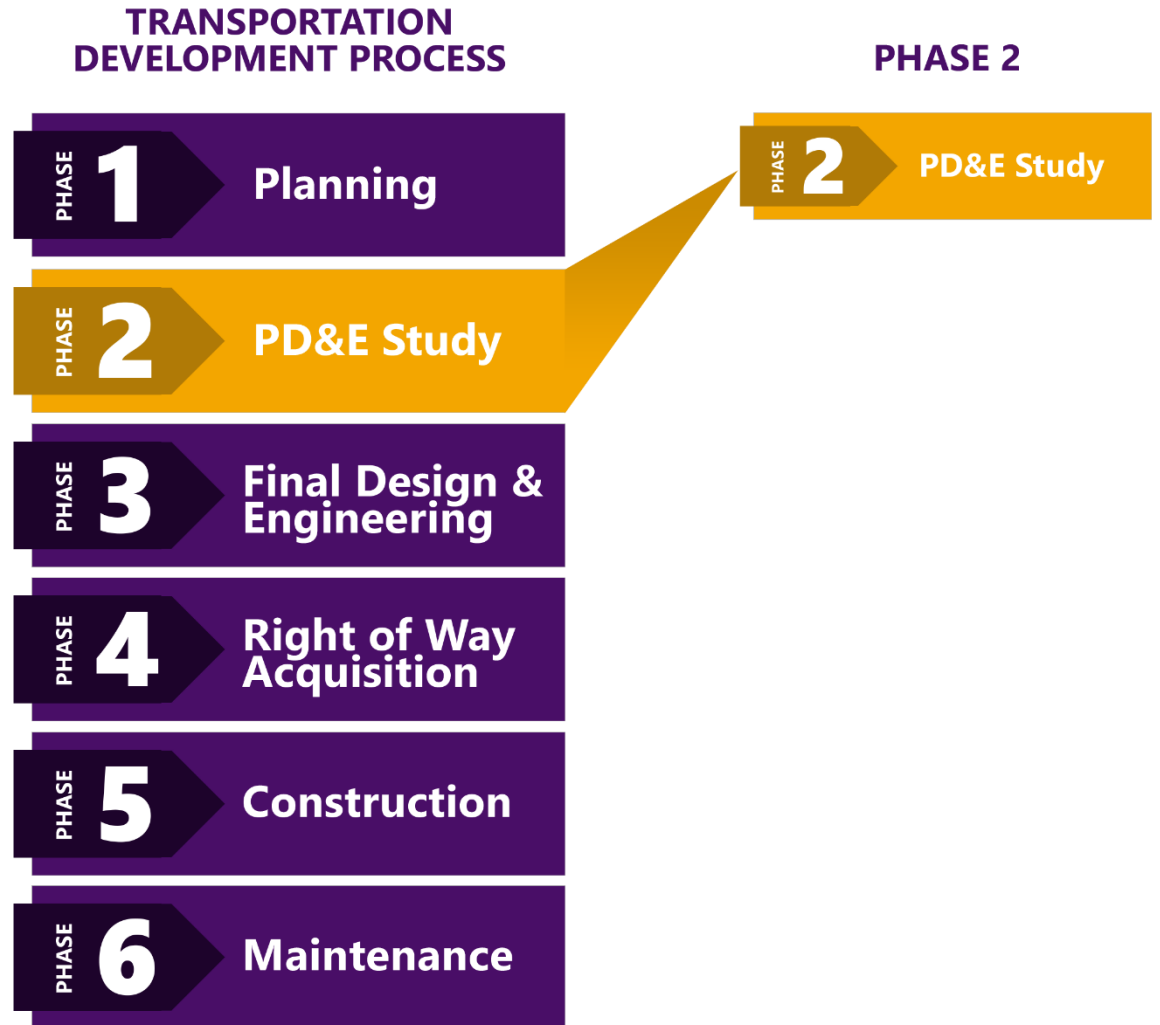
(813) 272-6740

amy.lettelleir@tampa-xway.com

Project Development Process

- **Project Development & Environment (PD&E) Study**

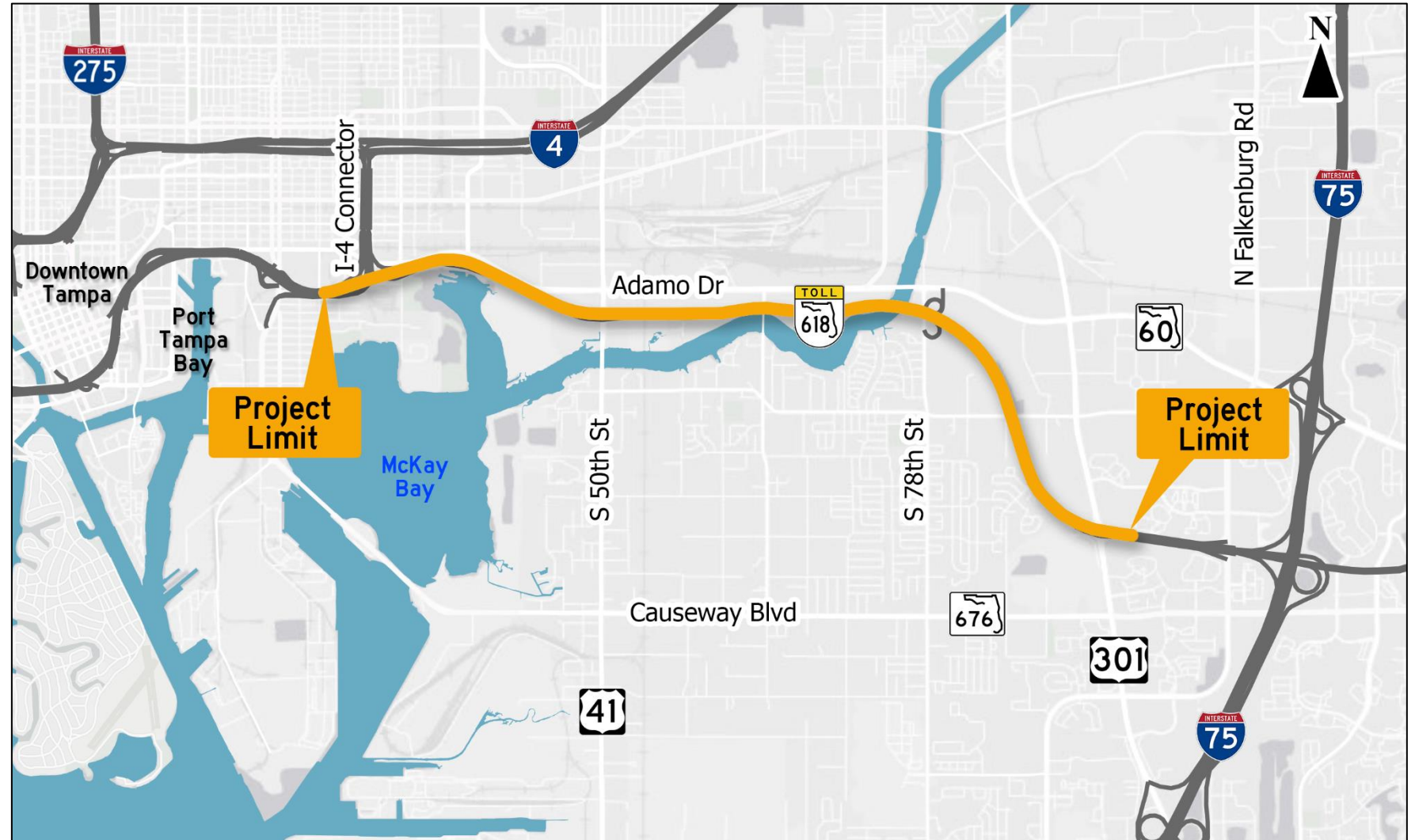
- Process used to evaluate potential social, cultural, natural, and physical impacts
- Involves a wide-range of environmental, engineering, and public involvement activities



Study Limits

FROM:
I-4 Connector

TO:
US 301



Why Are Improvements Needed?



Reduce Congestion

Over 100,000 vehicles per day used the Selmon Expressway in 2022. By 2046, that number is expected to grow to 167,000 vehicles per day. Portions of the Tampa Bay region contributing to traffic on the Selmon Expressway are expected to grow by 85% during the same time period. Traffic will continue to get worse if nothing is done.

No Build Alternative

Advantages

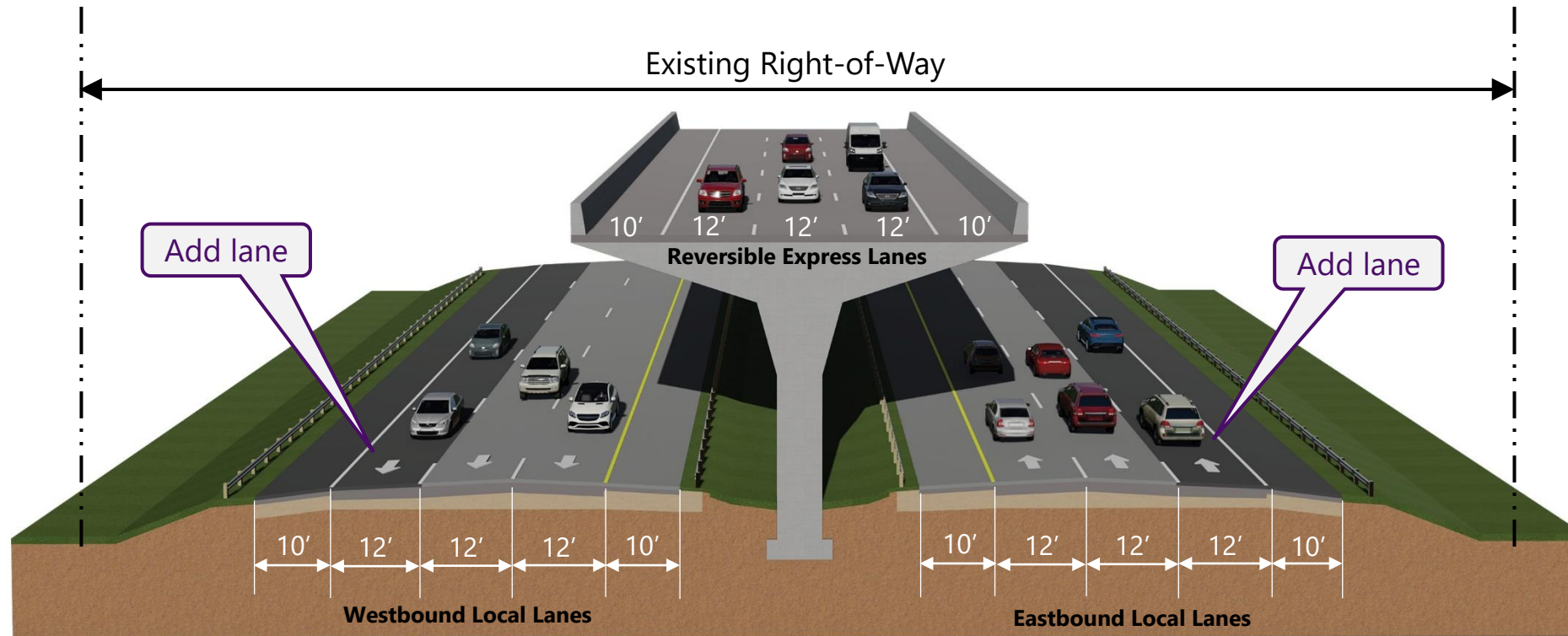
- No new expenditure of funds
- No inconvenience during construction

Disadvantages

- Does not meet Purpose & Need
- Continued degradation of traffic conditions
- Increased congestion on surrounding road network

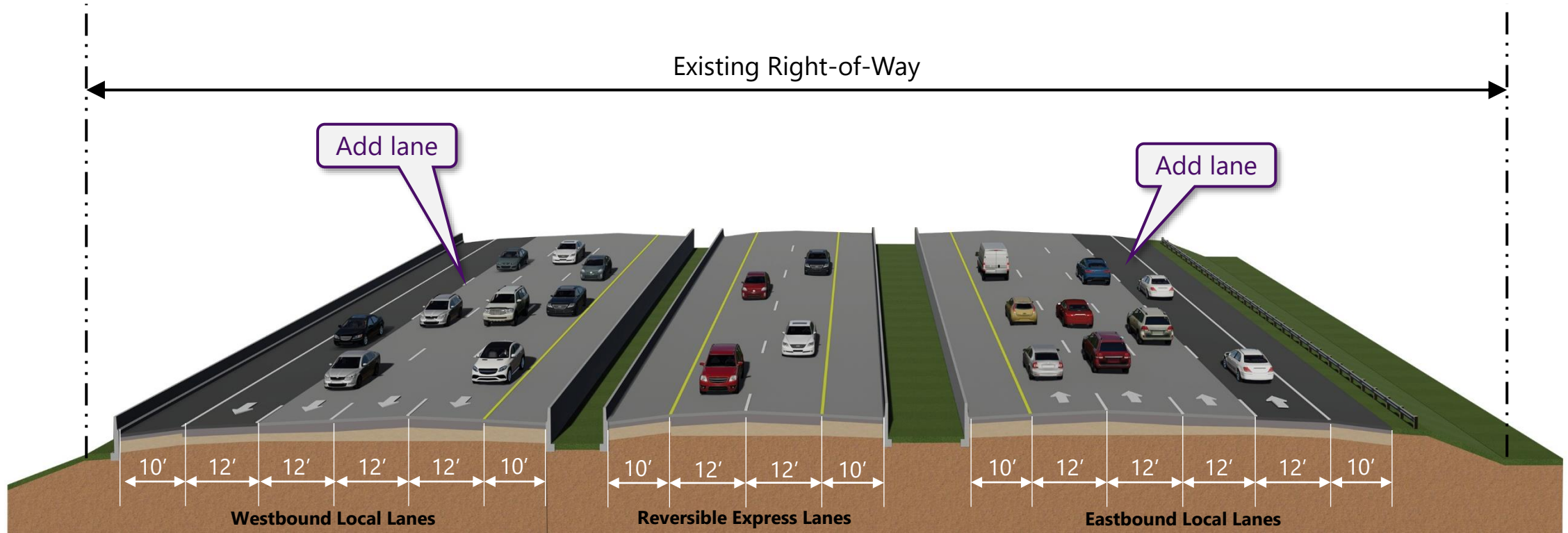


Build Alternative Typical Sections



I-4 Connector to East of 78th Street

Build Alternative Typical Sections



East of 78th Street to US 301

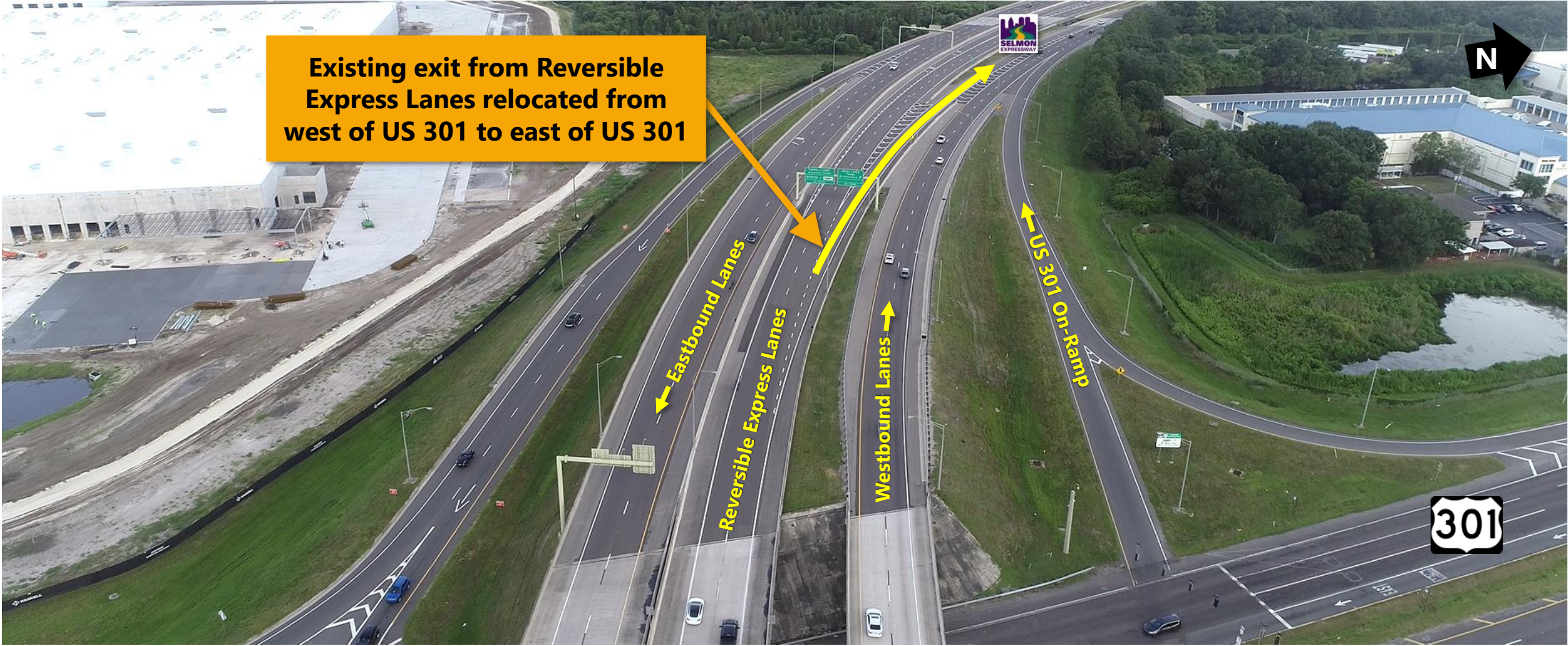
Build Alternative Characteristics



SELMON EXPRESSWAY

East Selmon PD&E Study

Existing exit from Reversible Express Lanes relocated from west of US 301 to east of US 301



Build Alternative Benefits



Improved Capacity

- Serves an additional 28,000 daily trips
- Reduces travel times (48% reduction in the morning)



Improved Ramps

- More efficient traffic operations
- Improved bike/ped crossings at ramp terminals



Improved Safety

- 25% reduction in crashes
- Reduction of rear end crashes
- Reduction of fatal and serious injuries

Environmental Considerations



Social

- Land Use
- Relocations
- Aesthetics
- Mobility
- Consistency with Local Plans



Cultural

- Archaeological Sites
- Historic Properties
- Parks and Recreational Lands
- Trails



Natural

- Wetlands
- Water Quality
- Floodplains
- Essential Fish Habitat
- Protected Habitat and Species



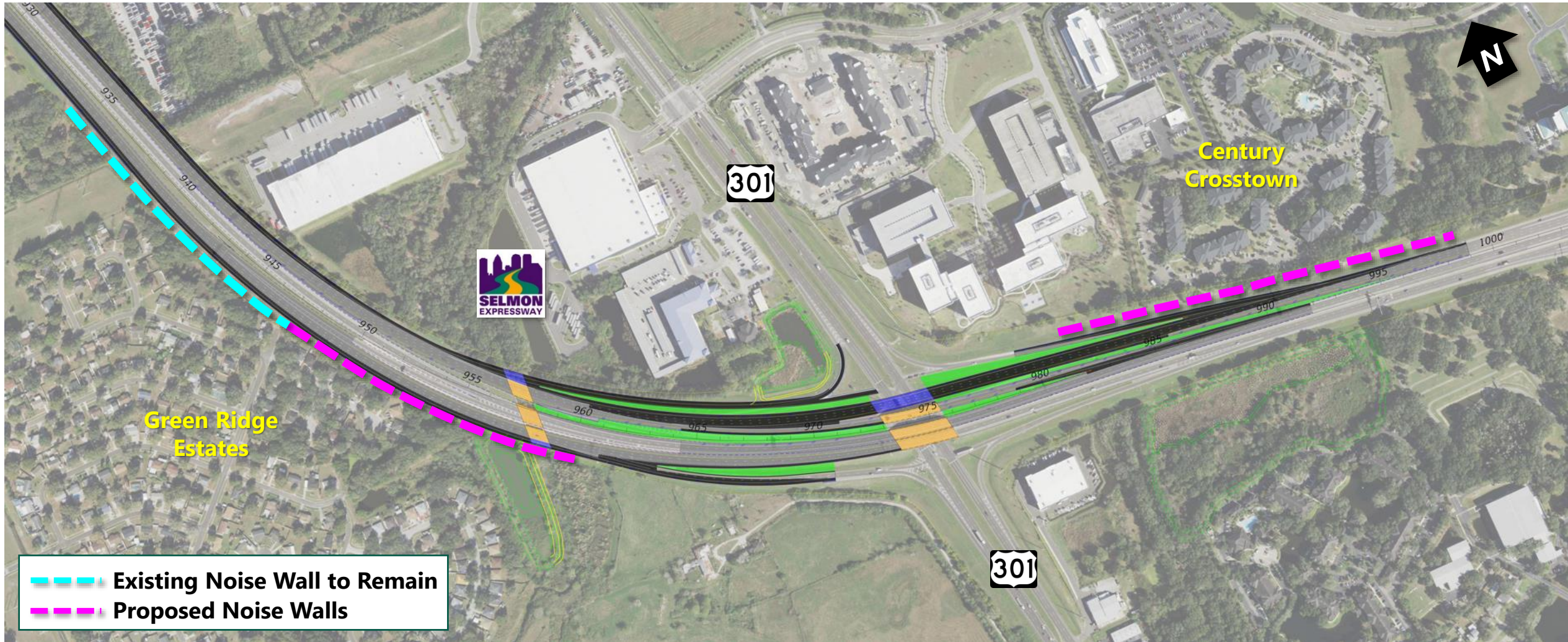
Physical

- Air Quality
- Noise
- Contamination
- Utilities
- Bicycle and Pedestrian Facilities
- Navigation
- Traffic
- Emergency Management

Summary of Potential Impacts

- Social
 - No relocations
- Cultural
 - No potential impacts to historic or archaeological sites
- Natural
 - Minimal impacts to protected species or habitat
- Physical
 - Improves air quality

Noise Walls

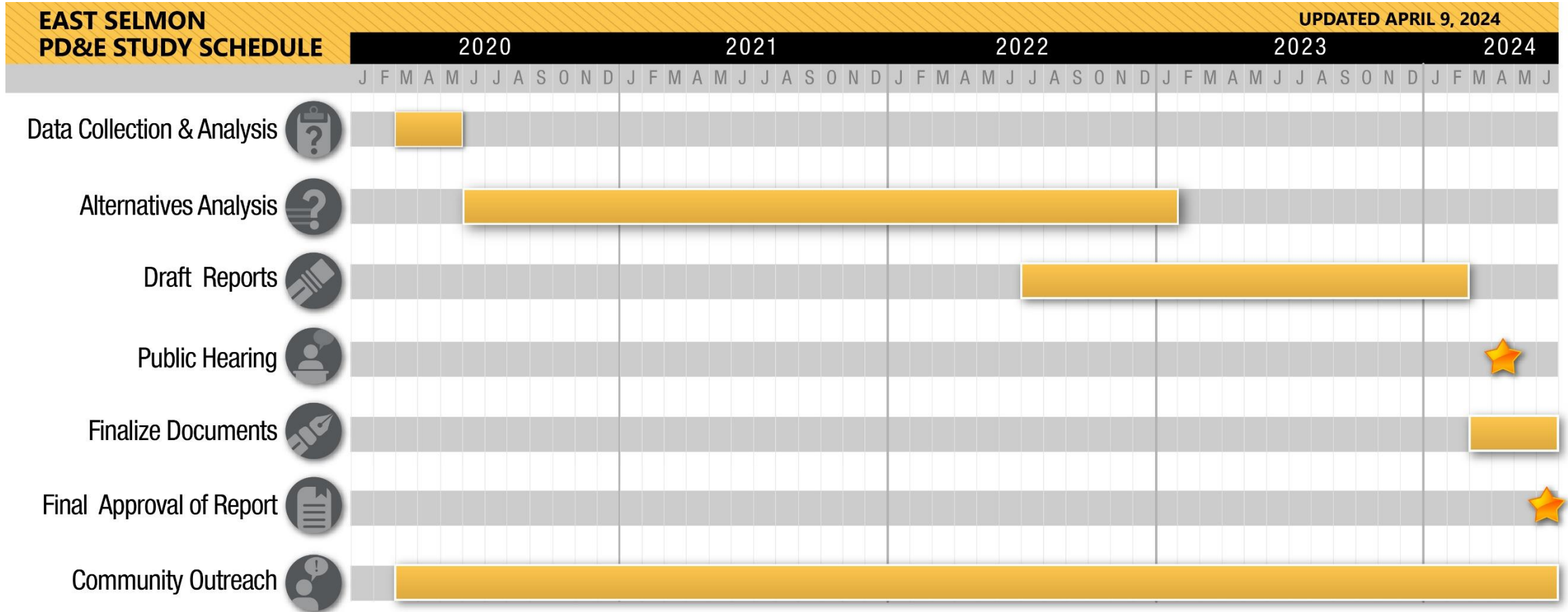


Alternatives Comparison

NO BUILD ALTERNATIVE	BUILD ALTERNATIVE
<ul style="list-style-type: none">• Congestion will continue to increase• Crashes will continue to increase	<ul style="list-style-type: none">• Accommodates future increases in traffic• Reduces congestion• Reduces travel times• Reduces weaving areas thereby improving safety• Reduces crashes
Construction Cost: \$0	Construction Cost: \$350 million

Next Steps

- Receive Public Input
- Finalize Study Documents
- THEA Board Acceptance



A continuous community outreach process is integrated into every step of the Study to ensure that the corridor residents, businesses, the traveling public and other interested parties have meaningful participation in the process.

How to Provide Comments

- Make a statement with the court reporter;
- Write a comment on the provided form and drop in the comment box;
- Submit a comment online at EastSelmonPDE.com or
- Send comments at a later date – mail or email, postmarked by **April 29, 2024.**

Tampa Hillsborough Expressway Authority
c/o Keisha Pickett Boyd
1104 East Twiggs Street, Suite 300
Tampa, Florida 33602

We can answer your questions after the formal hearing. We will provide responses to your questions after the public comment period has closed on April 29, 2024.

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Thank You For Attending

