

# Westshore Regional Multimodal Center PD&E Study PUBLIC HEARING

July 17, 2014

*Linking transportation choices to improve regional mobility*



The Florida Department of Transportation , or the FDOT, District Seven, welcomes you to the public hearing for the Westshore Regional Multimodal Center Project Development and Environment or PD&E Study.

## Regional Transportation Network

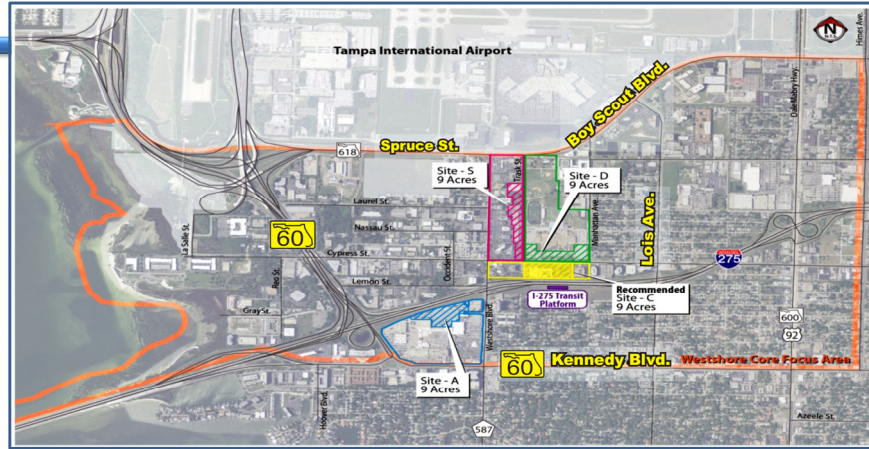


Locating a regional transportation hub that links as many of the current local and regional transportation projects is very important to the Tampa Bay region. Such projects would likely include the:

- Express Lanes Studies on I-275, I-4 and I-75
- Express Bus in Express Lanes and other regional transit initiatives
- Howard Frankland Bridge replacement project
- I-275 and SR 60 Interchange project, and
- Transit connection to the Tampa International Airport - to name a few.



## Westshore Regional Multimodal Center



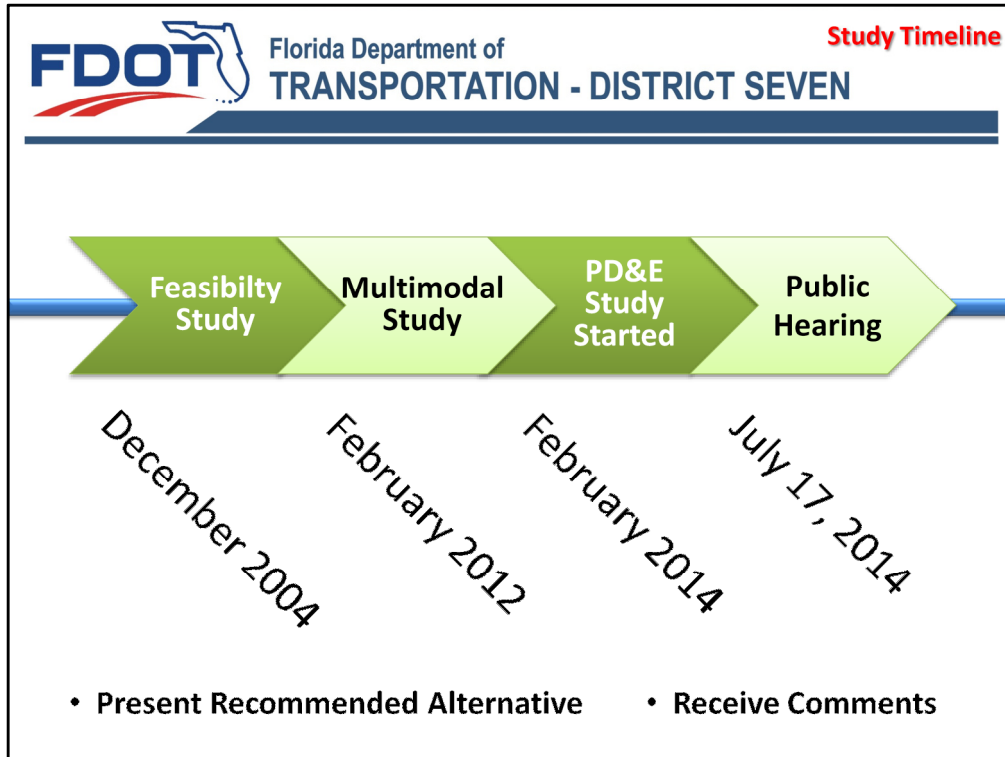
The limits for this study are within the Westshore Business District of Tampa, Florida and are bounded by Spruce Street/Boy Scout Boulevard to the north; Lois Avenue to the east; SR 60/Kennedy Boulevard to the south; and SR 60 to the west.



### **PD&E Study Process**

- **Evaluation of proposed multimodal center and effectiveness of potential operations of each site**
- **Evaluations**
  - **Traffic**
  - **Socio-Cultural**
  - **Economic**
  - **Natural**
  - **Physical**

The PD&E study process includes an evaluation of the proposed regional multimodal center shown on the displays presented tonight. The P D and E process includes a comprehensive evaluation of the effects the proposed improvements may have on the traffic and socio-cultural, economic, natural and physical environments in the area. This includes consideration of possible effects on the community and the quality of life of its citizens.



The FDOT completed a feasibility study to identify locations of an intermodal or multimodal center in the Tampa Bay region in December 2004. A study to locate a regional multimodal center in the Westshore Business District was completed in February 2012.

The FDOT started this PD&E study in February 2014. The purpose of tonight’s hearing is to present the recommended site for the multimodal center and to provide interested persons the opportunity to review and comment on the proposed improvement and associated effects.



**Draft documents on display from  
Thursday, June 26, 2014 – Monday, July 28, 2014**

**West Tampa Branch Library**

2312 Union Street

Tampa, FL 34602

10:00 a.m. to 6:00 p.m. (Monday – Saturday)

**Florida Department of**

**Transportation**

**District Seven**

11201 N. McKinley Drive

Tampa, FL 33612

8:00 a.m. to 5:00 p.m. (Monday – Friday)

All draft reports regarding this PD&E study, as well as copies of the feasibility and multimodal study reports, are available for review at this hearing and have been on public display at the West Tampa Branch Library, and the FDOT District Seven Headquarters. The display period began on Thursday, June 26, 2014 and will continue through Monday, July 28, 2014. Please refer to the hearing handout for information regarding the location and hours of operation to view these documents.



FEDERAL AND STATE REQUIREMENTS	
Requirement	Description
<b>FEDERAL REQUIREMENTS</b>	
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) - August 25, 2005
ISTEA	Intermodal Surface Transportation Efficiency Act - 1991
TEA-21	Transportation Equity Act for the 21st Century - June 9, 1998
23 CFR, Chapter 1, Part 450	Planning Assistance and Standards
23 CFR, Part 771, Section 771.111	Environmental Impact and Related Procedures - Early Coordination, Public Involvement, and Project Development
40 CFR, Chapter 1, Part 93.105	Environmental Protection Agency, Transportation Conformity, Rule Amendment - Consultation
40 CFR, Volume 31, Chapter V, Parts 1500-1508	Council on Environmental Quality Regulations (NEPA Requirements)
49 CFR, Subtitle A, Part 24	Uniform Relocation Assistance and Real Property Acquisition Policies Act
23 USC, Section 109(h)	Highways - Economic, Social, and Environmental Effects
23 USC, Section 128	Public Hearings
23 USC, Section 135	Statewide Planning
42 USC, Chapter 126, Section 12101	Americans with Disabilities Act of 1990, Titles I and V
42 USC, Subchapter V, Sections 20004-20006-7	Public Health and Welfare - Title VI of the 1964 Civil Rights Act and Related Statutes
42 USC, Title 42, Chapter 65, Section 4321	National Environmental Policy Act of 1969 (NEPA)
Executive Order 12898	Environmental Justice - Avoidance of actions that can cause disproportionately high impacts on minority and low income populations
Executive Order 13166	Improving access to services for persons with limited English proficiency (LEP)
Technical Advisory 65-40.8A	Guidance for preparing and processing Environmental and Section 4(f) documents - October 30, 1987
<b>STATE REQUIREMENTS</b>	
Florida Statute 120.525	Meetings, Hearings, and Workshops
Florida Statute 286.011	Government-in-the-Sunshine Law
Florida Statute 339.135	Public Hearings during the development of the Florida Transportation Plan
Florida Statute 339.155	Transportation Planning
Florida Statute 339.175	Public Transportation Finance and Planning
Florida Statute 335.02(1)	Public Transportation, State Highway System
Florida Statute 479.106, Amendment - HB 273	Outdoor Advertising Signs / Noise-Attenuation Barrier
<b>LOCAL REQUIREMENTS</b>	
Florida Statute 163.3181(2)	Public Participation in the Comprehensive Planning Process; Intent, Alternative Dispute Resolution

*Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.*

This Public Hearing was advertised in the following publications:  
 Tampa Bay Times - Hillsborough edition: June 26 & July 10, 2014  
 La Gaceta - June 27 & July 11, 2014  
 Florida Sentinel Bulletin - June 27 & July 8, 2014  
 Florida Administrative Register (FAR) - July 10, 2014

This hearing is conducted in accordance with all federal, state, and local requirements. These regulations are listed on a Citations board near the Sign-In table.



### **PROJECT NEED**

- **Future regional connectivity**
- **Premium transit options**
- **Future population/employment growth**
- **Projected travel demands within the region**
- **Consistency with local and regional transportation plans**

The need for the Westshore Regional Multimodal Center is based on:

- Future connectivity in the Tampa Bay region in general and within the Westshore Business District project area specifically
- Premium transit options
- Future population and employment growth
- Projected travel demands within the region, and
- Consistency with local and regional transportation plans.





## **PROJECT GOALS**

- **Enhance regional mobility and local accessibility**
- **Expand the effectiveness of transit services within the region**
- **Provide a cost-effective and financially feasible way of connecting the system**
- **Encourage transit-supportive land use**
- **Economic development**
- **Encourage preservation of established communities**

The goals of the Westshore Regional Multimodal Center include:

- Enhancing connections between local and regional transportation systems including airports, seaports, highways, and transit services, such as premium and intercity bus service and future fixed guideway systems
- Expanding the effectiveness of transit services within the region
- Providing a cost-effective and financially feasible way of connecting the system between Hillsborough, Pinellas and surrounding counties
- Encouraging land uses to support transit
- Economic development, and
- Encouraging the preservation of our established communities.



### **INTERMODAL**

- **Enter by one transportation mode (on foot, by bicycle, car, bus or fixed guideway)**
- **Leave by a different transportation mode**

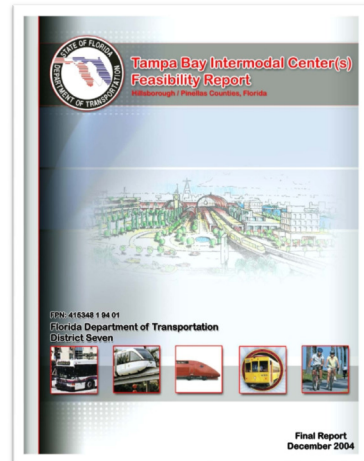
### **MULTIMODAL**

- **Serves multiple modes of transportation (combined bus and fixed premium transit stations)**
- **High degree of connectivity among modes**

In our studies, we have used the terms “intermodal” and “multimodal” interchangeably. Typically, an “intermodal” center is a facility where people enter by one mode of access (on foot, bicycle, car, bus or fixed guideway) and leave by another.

A “multimodal” center serves multiple modes of transportation like bus and fixed premium transit stations. For purposes of this study, the term “multimodal” means not only multiple modes, but a high degree of connectivity among the modes.

- **Tampa Bay Intermodal Center(s) Feasibility Report – December 2004**
  - “Need for connectivity of FDOT District Seven region’s transportation system and SIS components.”
  - “Will provide the opportunity for connections between local and regional transportation systems including airports, seaports, highways, and transit services.”

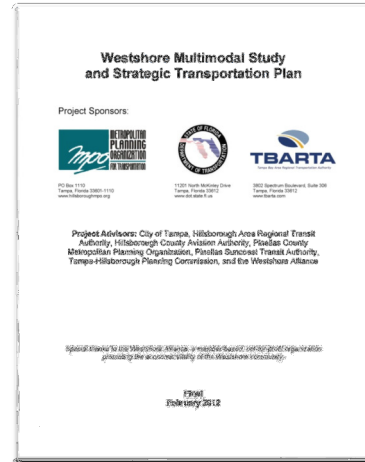


The effort to identify locations of an intermodal or multimodal center in the Tampa Bay region began in 2004. The *Tampa Bay Intermodal Center(s) Feasibility Report*, completed in December 2004, first identified the need for a regional multimodal center in the Westshore Business District. The study revealed the “need for connectivity of the FDOT-District Seven region’s transportation system and Strategic Intermodal System components.”

The study noted a regional multimodal center “will provide the opportunity for connections between local and regional transportation systems including airports, seaports, highways, and transit services.” As a result, the center will enhance existing and planned transportation systems including transit linkages between Hillsborough, Pinellas and surrounding counties.

- **Westshore Multimodal Study and Strategic Transportation Plan – February 2012**

- Locate a regional multimodal center in the Westshore Business District
- Provide connectivity for existing/future modes of transportation
- Improve the quality of the intermodal passenger connection in Tampa Bay
- Four sites identified as viable locations for WRMC

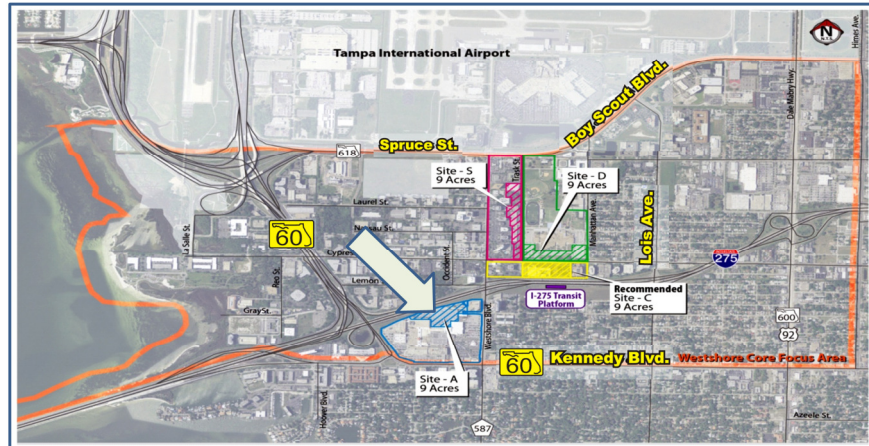


The task of locating a regional multimodal center in the Westshore Business District was completed in February 2012, with publication of the “*Westshore Multimodal Study and Strategic Transportation Plan.*” The project was sponsored by FDOT District Seven, Hillsborough County Metropolitan Planning Organization and Tampa Bay Area Regional Transportation Authority, or (TBARTA).

The initial purpose of the study was to locate a multimodal site(s) within the core Westshore Business District area that would provide connectivity for all existing and future modes of transportation in the Tampa Bay region and to improve the quality of the intermodal passenger connection in Tampa Bay so that regional mobility and accessibility by means other than personal motor vehicles are significantly increased.

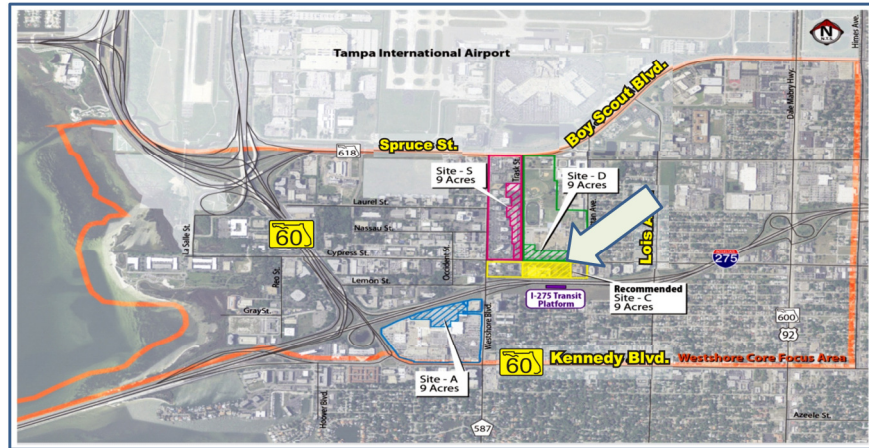
The site evaluation and screening process involved a quantitative analysis, as well as a qualitative assessment of each of ten candidate sites. Based on the study evaluation process and community coordination, four sites (A, C, D and S) were identified as viable locations for the future WRMC.

**SITE "A"**



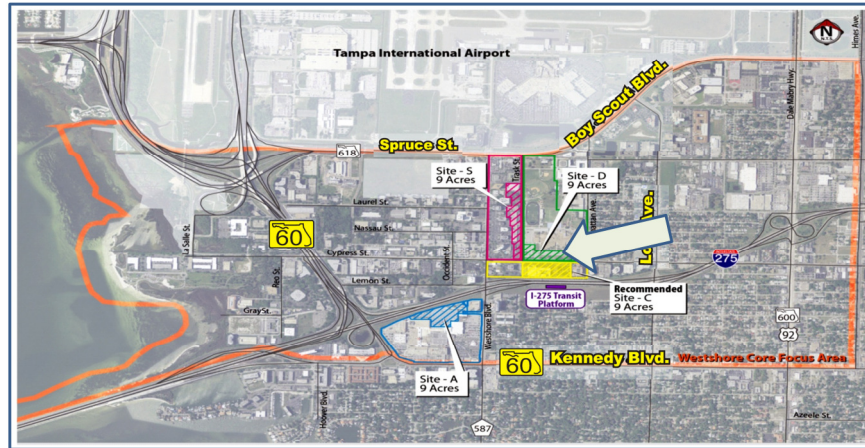
**Site A:** The proposed WRMC would be located in the northeast corner of the WestShore Plaza shopping mall, which is located south of I-275 and west of Westshore Boulevard. The area is predominantly commercial with numerous office spaces and restaurants. The mall also abuts the Westshore Palms, North Bon Air, and Beach Park neighborhoods.

**SITE "C"**



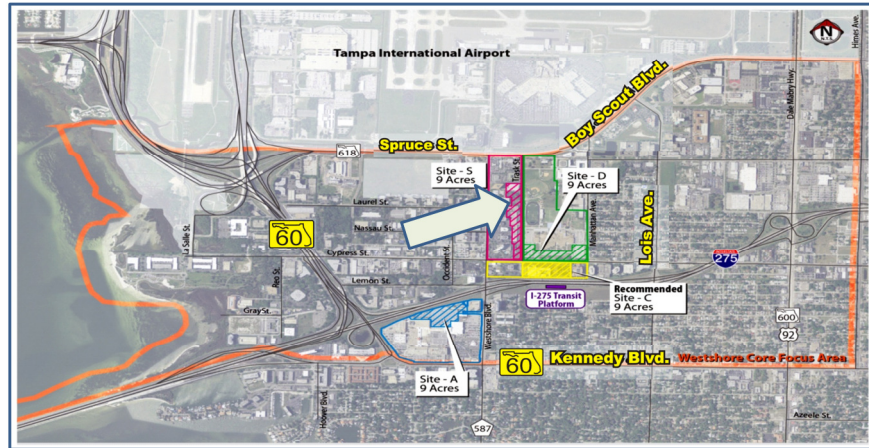
**Site C:** This site would be part of a redevelopment of the strip of parcels north of I-275 between Trask Street and Manhattan Avenue. Site C would utilize the parcel where the DoubleTree Hotel and Charley’s restaurant are currently located. The WRMC and a future I-275 transit platform would be connected by an elevated pedestrian walkway.

**SITE "D"**



**Site D:** The site is located between Trask Street and Manhattan Avenue along Cypress Street. It uses the Jefferson High School front parking area for the placement of the WRMC. To replace parking being taken from the school, a parking garage would be built on the east side of the school (Manhattan Avenue and Cypress Street) where currently a surface parking lot exists. The front of the school would be relocated to the east side of the building facing the adjoining neighborhood.

**SITE "S"**



**Site S:** This site would utilize the parking garages on the west side of Trask Street behind the Austin Property buildings. The WRMC would be located at the corner of Trask Street and Cypress Street. The WRMC and a future I-275 transit platform would be connected by an elevated pedestrian walkway located on the west side of Trask Street.





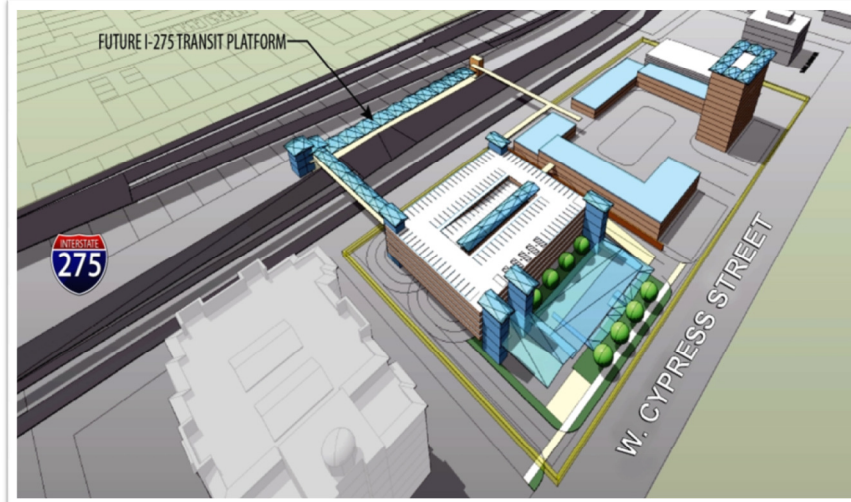
Westshore Regional Multimodal Center Evaluation Matrix	No-Build	Site A	Site C	Site D	Site S
<b>Right-of-Way Effects</b>					
Number of Parcels	0	2	1	1	6
<b>Effects to Natural, Environmental, Social and Physical Resources</b>					
Species/Habitat	None	Minimal	Minimal	Minimal	Minimal
Potential Contamination Sites	0	0	1	0	0
Wetlands	None	Minimal	Minimal	Minimal	Minimal
Archaeological and Historic Sites	0	0	0	0	0
Potential Noise Sensitive Sites	0	0	1	11	2
Community Services	0	0	1	1	1
Bicycles and Pedestrians	None	Minimal	Minimal	Minimal	Minimal
Community Cohesion	None	None	None	Significant	Minimal
Existing Business Community	None	Minimal	Minimal	Minimal	Significant
<b>Viability of Site (Poor, Fair, Good)</b>					
Proximity to I-275 Transit Platform	N/A	Poor	Good	Poor	Poor
Potential for Connection to Airport	N/A	Fair	Good	Poor	Fair
Potential for Transit Oriented Development	N/A	Poor	Good	Poor	Fair
Traffic Effects	N/A	Poor	Fair	Fair	Fair
Site Entrance/Exit	N/A	Poor	Good	Good	Fair
Bicycle Access	N/A	Poor	Good	Good	Good
Pedestrian Access	N/A	Poor	Good	Good	Good
Site Configuration	N/A	Poor	Good	Fair	Fair
Future Expansion Potential	N/A	Poor	Good	Poor	Poor
<b>Estimated Total Cost (Year 2025 Cost)</b>					
Total Cost Including R/W and Construction	\$0		\$109 - \$127 Million		

The evaluation, or comparison, matrix shown is also included in your handout. It provides a detailed comparison of the four viable multimodal sites and the no-build alternative. The no-build alternative, or do-nothing alternative, does not provide for any improvements. Although this is not consistent with local transportation plans, the no-build alternative is considered a viable alternative and will remain so for the duration of this study.

In addition to identifying preliminary cost estimates, the matrix shows the comparison between each alternative's potential effects to the social and natural environments and cultural resources. Based on the results of the evaluation, Site C is the recommended site for the Westshore Regional Multimodal Center and is highlighted in yellow.



**SITE "C" - RECOMMENDED SITE** (Artist rendering – subject to change)



This is an artist rendering of the Westshore Regional Multimodal Center at Site "C" and is subject to change.



### **WESTSHORE REGIONAL MULTIMODAL CENTER**

- **Central hub for public and private local and regional transportation services (local fixed premium transit, buses, taxis, hotel shuttles, bicyclists and pedestrians)**
- **Plans may include park-and-ride facility, bus layover zone, auto drop-off and pick-up facilities, operations control center, operator lounges, police substation, public restrooms**
- **Customer service center could provide information about local and regional public and private transportation services, as well as sell transit passes**
- **Opportunities for private development**

The WRMC will be a central hub for public and private local and regional transportation services, including: local fixed premium transit, buses, taxis, hotel shuttles, bicyclists and pedestrians. Plans for the multimodal center may include a park-and-ride facility, bus layover zone, auto drop-off and pick-up facilities, operations control center, operator lounges, police substation, and public restrooms.

A customer service center could provide information about local and regional public and private transportation services, as well as sell transit passes. Plans also include opportunities for private development as part of the WRMC joint development effort.



## **Ask questions and offer comments**



Tonight's hearing is an opportunity for you to ask questions and offer comments on this project. FDOT representatives are available to address questions concerning the recommended site and its potential effects. In addition, staff are here to address questions related to traffic, access management, right-of-way acquisition, and environmental effects.




## **Provide verbal comments to court reporter**



There are several ways to make a comment as part of the public hearing record. During the informal portion of the hearing, you can speak directly to the court reporter who is present this evening.



**Provide comments during public forum  
starting at 6:00 pm**

 **FLORIDA DEPARTMENT OF TRANSPORTATION**  
WESTSHORE REGIONAL MULTIMODAL CENTER (WRMC)  
PUBLIC HEARING  
WPI SEGMENT NO. 415348-1  
**REQUEST FOR OPPORTUNITY TO SPEAK**  
Please print clearly

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Organization (if applicable): \_\_\_\_\_

**Note:** In order to allow all persons the opportunity to speak, please limit your comments to 3 minutes. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.



The court reporter will also record comments stated during the formal portion of the hearing that begins at 6:00 pm. The FDOT will moderate this formal public comment session. If you wish to speak publicly, please complete a speaker's card and hand it to an FDOT representative at the sign-in table.



**Public Hearing**  
**Westshore Regional Multimodal Center (WRMC)**  
**Project Development & Environment**  
**(PD&E) Study**  
WPI Segment No. 415348-1



**Comment Form**  
Thursday, July 17, 2014

General Comments:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

If you did not receive notice of this Public Hearing, but would like to be included on the mailing list for this project, please check.

**NAME:** \_\_\_\_\_

**ADDRESS:** \_\_\_\_\_

**NOTE:** Please complete and place in the "Comments" box or mail to Ming Gao, P.E. at the address on the back of this comment form, by **Monday, July 28, 2014**. All comments are part of the project record and are available for viewing by the public and the media.

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 American with Disabilities Act or persons who require translation services (free of charge) should contact Lori Marable, Public Involvement Coordinator at (813) 975-6405, 800-226-7220, or [lori.marable@dot.state.fl.us](mailto:lori.marable@dot.state.fl.us) at least 7 working days in advance of the Public Hearing.

**Please complete a  
comment form and...**



**...drop it in the box**

You can complete the Comment Form provided in the brochure and drop it in one of the "Comment" boxes today; or



Public Hearing  
Westshore Regional Multimodal Center (WRMC)  
Project Development & Environment  
(PD&E) Study  
WPI Segment No. 415348-1



**Comment Form**  
Thursday, July 17, 2014

General Comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

If you did not receive notice of this Public Hearing, but would like to be included on the mailing list for this project, please check.

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

NOTE: Please complete and place in the "Comments" box or mail to Ming Gao, P.E. at the address on the back of the form and are

Public Hearing  
status. For  
more info  
975-8405  
Hearing

**Please complete a  
comment form and...**

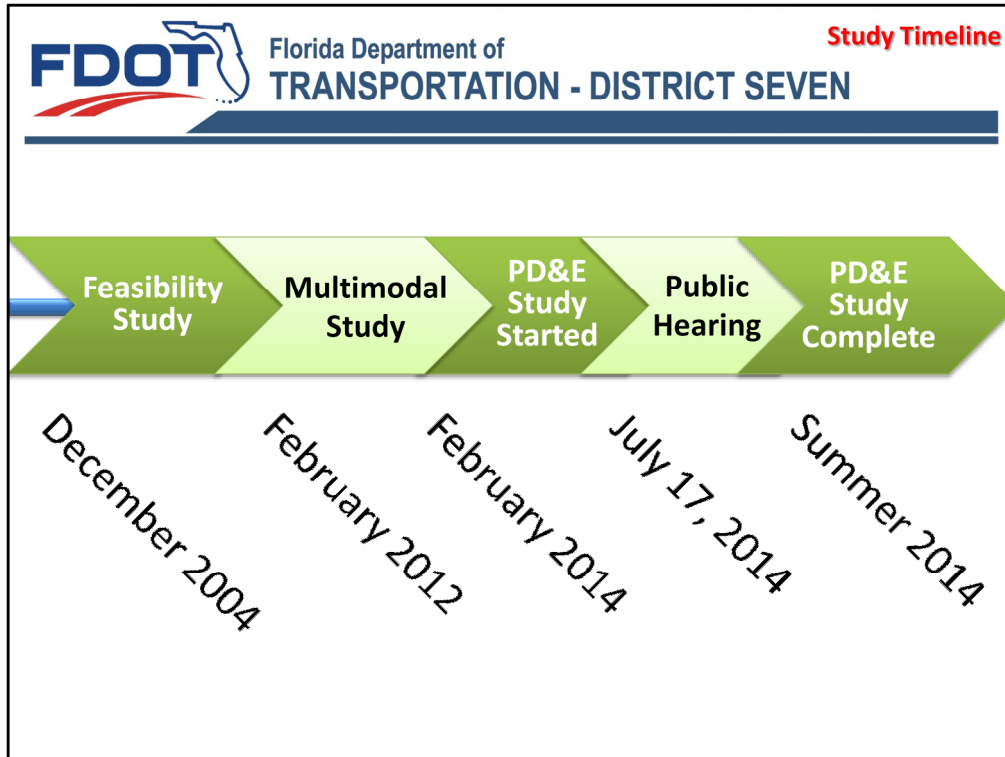
Ming Gao, P.E.  
Intermodal Systems Development Manager  
Florida Department of Transportation, District 7  
MS 7-500  
11201 N. McKinley Dr.  
Tampa FL, 33612-6456

**...mail it to the address  
on the back of the form**

**Must be postmarked by Monday, July 28, 2014  
to become part of the public hearing record**

You can mail written comments to the address listed on the back of the form. All comments received, regardless of how they are submitted, will be reviewed and considered in the study analysis. We ask that you return this form postmarked by **Monday, July 28, 2014** so your comments can become part of the official public hearing record.





Following the hearing, the project team will review all public input. The recommended multimodal center site will then be documented, the study documents finalized and the PD&E study completed. The project can then move forward into the design phase when it becomes funded.

**Thank You for  
Participating!!!**



This concludes our presentation. We, at the Florida Department of Transportation, thank you for participating in tonight's public hearing and for your interest in this project. Please continue to view the displays and talk with our staff.

Be Alert Today Alive Tomorrow – Safety doesn't happen by accident.

**THE NEXT  
PRESENTATION  
WILL BEGIN IN  
APPROXIMATELY  
3 MINUTES**

**THE NEXT  
PRESENTATION  
WILL BEGIN IN  
APPROXIMATELY  
2 MINUTES**

**THE NEXT  
PRESENTATION  
WILL BEGIN IN  
APPROXIMATELY  
1 MINUTE**