



Recommended Site - C, Artist Rendering

WELCOME TO OUR PUBLIC HEARING

The Florida Department of Transportation (FDOT), District Seven, welcomes you to the Public Hearing regarding the proposed Westshore Regional Multimodal Center (WRMC). 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. Please see the Project Location Map.

This public hearing is held to allow interested persons the opportunity to provide comments concerning the effects the proposed improvement 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.



Project Location Map

The FDOT completed a feasibility study to identify locations of an intermodal or multimodal center in the Tampa Bay region in December 2004. The Department completed a study to locate a regional multimodal center in the Westshore Business District in February 2012. The "Westshore Multimodal Study and Strategic Transportation Plan" identified four viable site locations (A, C, D, and S).

This Project Development and Environment (PD&E) Study, begun in February 2014, has identified Site C, the redevelopment of a strip of parcels north of I-275 between Trask Street and Manhattan Avenue, as the recommended site for the WRMC. The study will determine the configuration, benefits, costs, and impacts of developing and operating a regional multimodal center at this location. Additional information may be found at the study website: www.fdotd7studies.com.

Department representatives are available to answer questions and discuss the project informally. Draft project documents and other project-related materials are displayed and a PowerPoint presentation is running continuously during the open house. A court reporter is present to receive your comments in a one-on-one setting.

You also may submit written comments or other exhibits, in place of or in addition to oral comments, at this hearing or by mailing your comments to the address preprinted on the back of the attached comment form or enter them on the project website. All comments or other exhibits must be postmarked by Monday, July 28, 2014 to become part of the official public hearing record.

At 6:00 p.m., FDOT representatives will begin the formal portion of the hearing, which will provide an opportunity for you to make formal oral public comments. Following the formal portion of the hearing, the informal open house will resume and continue until 7:00 p.m. FDOT welcomes and appreciates everyone's participation in the study.

YOUR COMMENTS ARE IMPORTANT TO US

We encourage your participation in this PD&E study. We want to hear your concerns and answer your questions. We also encourage you to speak with the Department Project Manager at your convenience to ensure your questions are addressed.

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, FL 33612-6456

If you wish to discuss any issues related to this project, schedule a group meeting, or add your name to the mailing list, please contact Elba Lopez, Project Manager, by calling 813-975-6403 or by email elba.lopez@dot.state.fl.us.

RIGHT-OF-WAY ACQUISITION (ROW) PROCEDURE

We understand when a transportation project proposes the acquisition of private property, you may have questions and concerns. To better educate and inform you about the right-of-way acquisition process and your rights, the Department has created real estate acquisition and relocation brochures. These brochures and other educational materials will be available at the public hearing. Copies of the brochures may also be found on our website:

www.dot.state.fl.us/rightofway/Documents.shtm

NON-DISCRIMINATION LAWS

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 services (free of charge) should contact Lori Marable, Public Involvement Coordinator, by phone at 813-975-6405 or lori.marable@dot.state.fl.us at least seven (7) days prior to the meeting.

Draft project documents and other project-related materials will be available for review at the following locations through Monday, July 28, 2014:

West Branch Tampa Library
2312 W. Union Street
Tampa, Florida 33607
Mon-Sat 10:00 a.m. – 6:00 p.m.

FDOT, District Seven
ISD Office
11201 N. McKinley Drive
Tampa, Florida 33612
Mon-Fri 8:00 a.m. – 5:00 p.m.

WHAT IS A MULTIMODAL CENTER?

The term “multimodal” facility is generally applied to a facility that serves multiple transit operators and/or modes, such as combined bus and fixed premium transit stations. For purposes of this study, the term “multimodal” means not only multiple transit modes and operators, but also a high degree of connectivity and interchange between other transportation modes such as over-the-road buses, bikes, taxis, and Kiss n’ Rides.

A well-designed multimodal facility will facilitate transfers and create a “seamless” transit network. Transfers are optimized by minimizing distances between boarding and alighting points and by providing clearly marked routes for transfers and information. Although difficult to predict increase in intermodal transfers when co-locating transit functions, evidence suggests transfers and ridership increases when the system is easy to use.

A multimodal transportation facility, particularly one offering regional and intercity services, can become a major gateway to the Westshore Business District area. In addition, it creates the first impression of the surrounding community to arriving passengers. Historically, major transportation centers have been signature civic buildings and public spaces celebrating arrival, the city, and mobility.

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, convenience store (as a part of the WRMC joint development effort), 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.

PROJECT NEED

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 and potential for improved express service when FDOT’s express lanes are implemented
- Future population and employment growth
- Projected travel demands within the region, and
- Consistency with local and regional transportation plans

PROJECT GOALS

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 rail 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

RECOMMENDED BUILD ALTERNATIVE

A 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.

The evaluation matrix shown 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 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 costs, 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 below in yellow.

The WRMC would be a 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 artist rendering on page 4 depicts the WRMC and a future I-275 transit platform connection to an elevated pedestrian walkway.

Westshore Regional Multimodal Center Evaluation Matrix	No-Build	Site A	Site C	Site D	Site S
Right-of-Way Effects					
Number of Parcels	0	2	1	1	6
Effects to Natural, Environmental, Social and Physical Resources					
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
Viability of Site (Poor, Fair, Good)					
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
Estimated Total Cost (Year 2025 Cost)					
Total Cost Including R/W and Construction	\$0		\$109 - \$127 Million		