

Tampa Bay Applications Group – Bring Your Lunch Meeting

Multimodal Transportation Studies to Improve Regional Connectivity in Tampa Bay

May 24, 2012

FDOT District Seven Office from 12:00 p.m. to 2:00 p.m. (Auditorium Opens at 11:30 a.m.)



Westshore Intermodal Center Study

*Randy Kranjec, Hillsborough County MPO and
Alice Price, Atkins*

The *Westshore Multimodal Study and Strategic Transportation Plan* identified viable site(s) for an Intermodal Center within the core Westshore area that will provide regional connectivity for all existing and future planned modes.

The Intermodal Center would facilitate improved connections between Hillsborough and Pinellas Counties maximizing the effectiveness of the transit in both counties and maximizing regional multimodal connectivity. The Westshore Intermodal Center would also help to revitalize the area(s) adjacent to the site(s) through Transit Oriented Development.

Four viable sites were identified that meet the spirit of the guiding principles and offer short-term and long-term opportunities for development. Keeping all four sites as viable options for a multimodal center offers a flexible solution for future decisions and provides multiple alternatives for a future environmental study (required to secure federal funding).

A purpose and need statement will need to be submitted into the Efficient Transportation Decision making (ETDM) process and the state's Environmental Technical Advisory Team (ETAT) will review and provide comments on the project. This presentation will provide an overview and proposed schedule for the Study.

An Update on the Pinellas Alternatives Analysis (AA)

*Sarah Ward, Pinellas County MPO and
Scott Pringle, Jacobs*

Through a collaborative effort of the Pinellas County MPO, PSTA, TBARTA and the FDOT, an Alternatives Analysis (AA) study for premium transit service connecting three major activity centers (e.g. downtown Clearwater, the greater Gateway area and downtown St. Petersburg with a connection to Hillsborough via the Howard Frankland Bridge) was approved in January, with the selection of a Locally Preferred Alternative (LPA). The AA included a detailed look at travel markets and activity centers; how they can be better connected; and how they will integrate with the region's other major centers of employment.

Technical analyses as well as stakeholder and citizen engagement are on-going and have successfully provided information that will complete the first step in the FTA project development process. Ultimately, the AA will allow Pinellas County to apply for FTA New Starts funding, as well as inform a county-wide package of projects and possible pursuit of a local funding source.

This presentation will provide an update on the AA schedule. It will address how the Pinellas MPO and its partnering agencies are engaging the public and how the project will provide a connection to other studies in the Tampa Bay area.

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

Jeff Novotny, American Consulting Professionals

The FDOT, District 7 is conducting a PD&E study to evaluate replacement of the northbound Howard Frankland Bridge over Old Tampa Bay. The project spans the bay and includes approaches in Pinellas and Hillsborough Counties. This aging bridge structure was originally constructed in 1959 for two-way traffic before being converted for exclusively northbound I-275 traffic in the 1990s. At this important bay crossing, I-275 carries nearly 140,000 vehicles per day. Future traffic forecasts indicate I-275 may serve greater than 200,000 vehicles per day in the next 25 years.

In addition to evaluating replacement options for the northbound bridge, this study is considering reservation of a future transit envelope. The transit evaluation serves as a regional segment of the Pinellas AA and considers options for providing a future direct link from the Gateway area in Pinellas with the Westshore area in Hillsborough. This corridor is identified as an important component for improved regional mobility in the TBARTA Master Plan. Important agency stakeholders include transit agencies (PSTA and HART) and the respective MPOs on both sides of the Bay.