



# LAKELAND INTERMODAL CENTER

## FEASIBILITY STUDY



# Alternatives Public Meeting #2

November 21, 2019

Financial Project ID (FPID) No.: 442569-1

# Title VI and the Civil Rights Act of 1964

Public participation is 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 at the table located at the entrance or by contacting either:

## District One

Florida Department of Transportation

District One Title VI Coordinator  
Cynthia Sykes  
801 N. Broadway Avenue  
Bartow, Florida 33830  
(863) 519-2287 or  
[Cynthia.Sykes@dot.state.fl.us](mailto:Cynthia.Sykes@dot.state.fl.us)

## Central Office

Florida Department of Transportation

State Title VI Coordinator  
Jacqueline Paramore  
605 Suwannee Street, MS 65  
Tallahassee, Florida 32399-0450  
(850) 414-4753 or  
[Jacqueline.Paramore@dot.state.fl.us](mailto:Jacqueline.Paramore@dot.state.fl.us)

# Purpose of Tonight's Meeting

- ▶ Present information
- ▶ Inform the public of progress
- ▶ Receive and catalog any public input.



# Meeting Notifications and Public Outreach

- ▶ Advertised:
  - ▶ News Chief on November 1, 2019 and November 14, 2019
  - ▶ Florida Administrative Register (FAR) website on November 14, 2019
  - ▶ **City of Lakeland's website**
- ▶ Elected officials, Appointed officials, and various public interest groups were notified.
- ▶ Press release sent out by FDOT
- ▶ Notices mailed out to more than 150 property owners **located within 500' of either site**
- ▶ Flyers were distributed through the City of Lakeland

# What is an Intermodal Center?

- ▶ Multiple modes of travel:
  - Local Buses
  - Inter-City Buses
  - Inter-City Rail
  - Bicycles
  - Pedestrians
  - Automobiles
  - Ride-Sharing Services
- ▶ Community centralized
- ▶ Enhanced connectivity
- ▶ Designed for the future
- ▶ Ability to grow
- ▶ Economic development

## Study Purpose

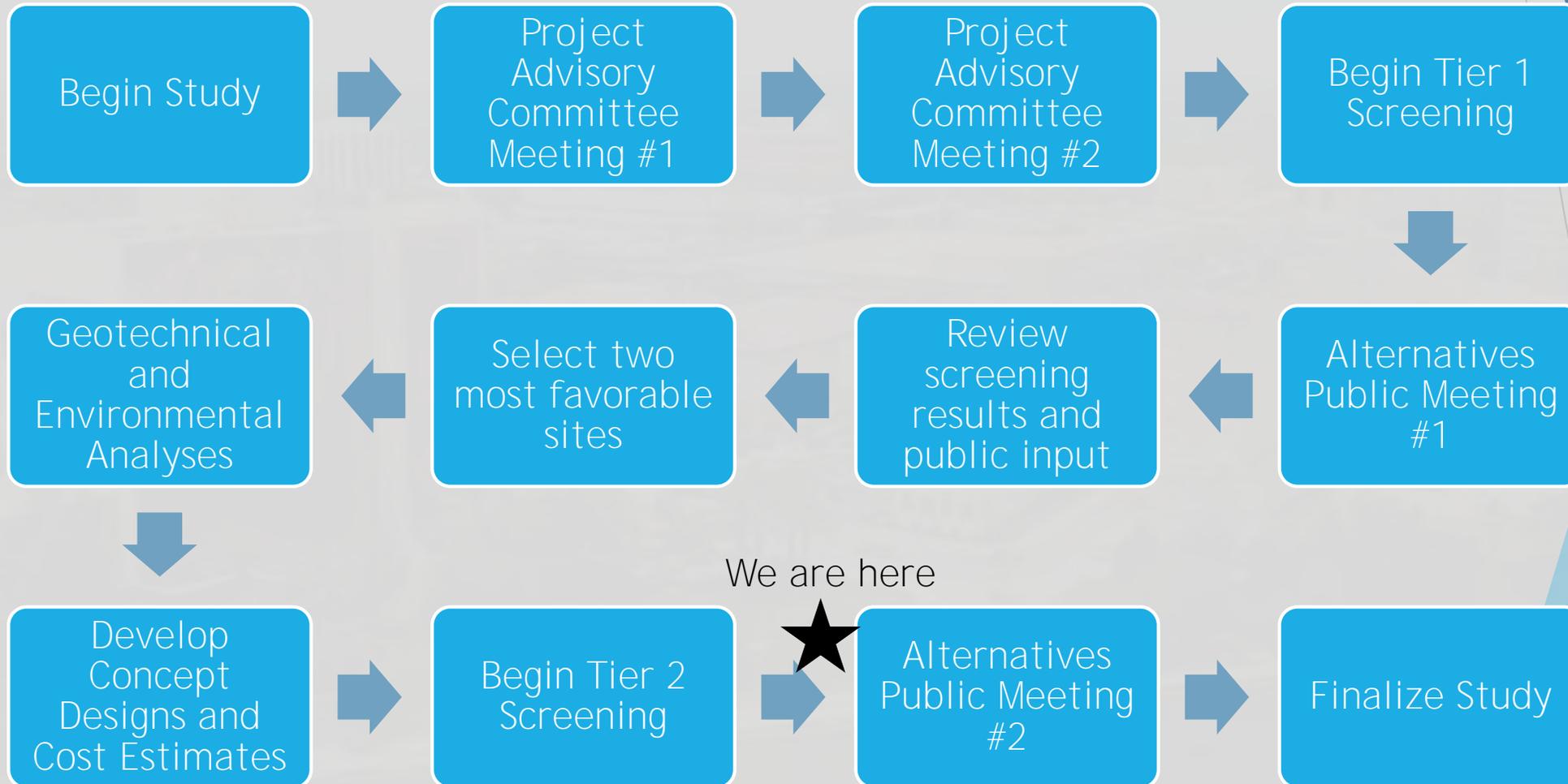
The purpose of this study is to identify and evaluate potential sites for a new transportation **“hub” in Lakeland. This “hub” would facilitate** connectivity between all modes of travel and access including: local bus, intercity bus, intercity rail, bicycles, pedestrians, carpooling, ridesharing, taxis and transportation network companies (Uber, Lyft), vehicle sharing, and bicycle sharing among others.

The Lakeland Intermodal Center would serve as a **“mobility center” for the region.**

# Project Schedule

Task	2019 Q1	2019 Q2	2019 Q3	2019 Q4
Public Outreach		★		★
Data Collection & Literature Review				
Identify Facility Requirements and Potential Sites				
Develop Screening Criteria / Conduct Tier 1 Screening				
Refinement & Ranking of Site Alternatives				
Preliminary Environmental Analysis & Concept Design				
Cost Estimating & Financing Strategies				

# Steps of the Study

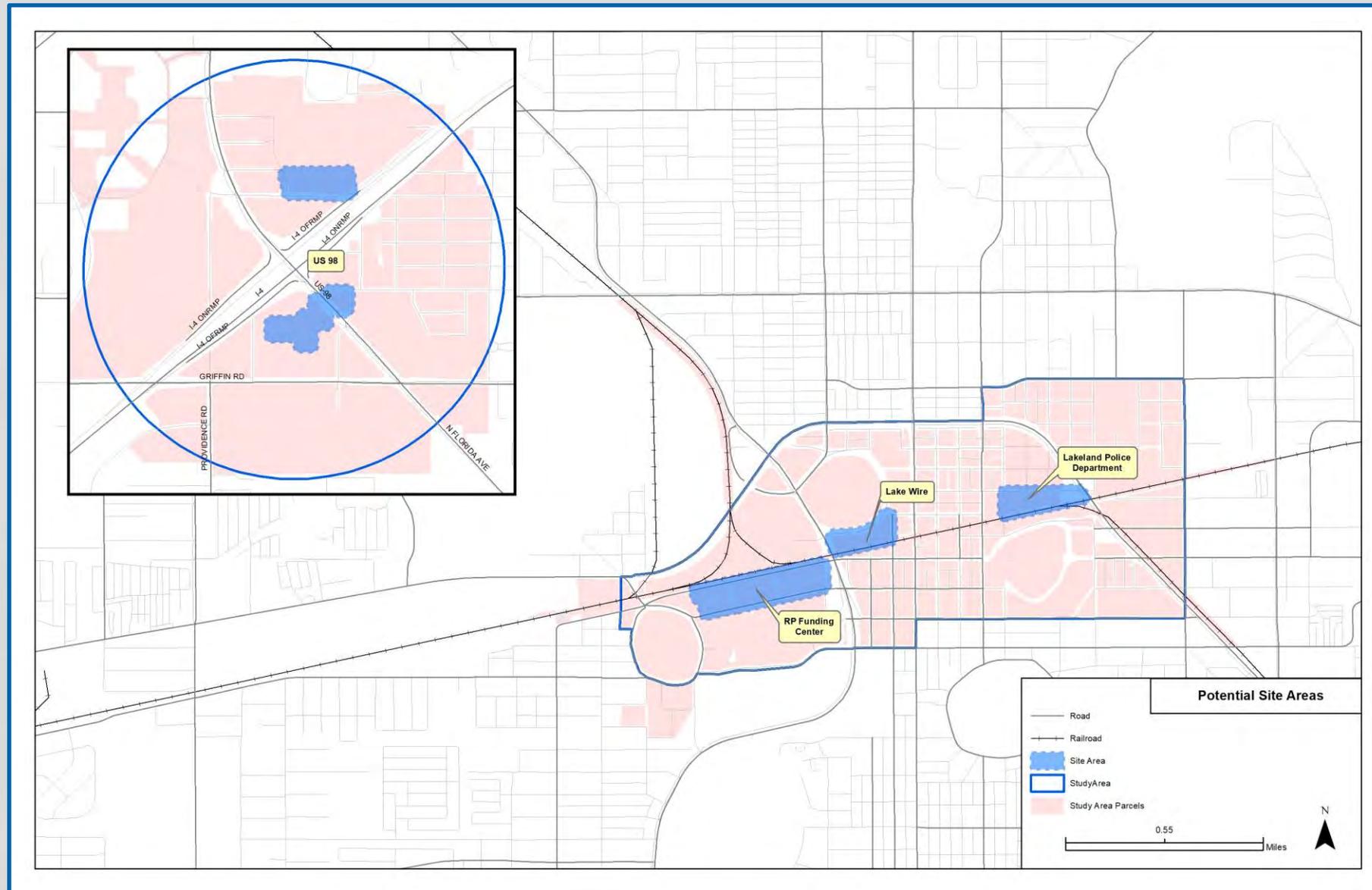


## Current Lakeland Downtown Bus Terminal

- ▶ Approximately 1 acre with 16 bus bays
- ▶ No consolidated location
- ▶ Only one travel mode
- ▶ Safety concerns
- ▶ Amtrak facility is separate structure
- ▶ Future growth prohibited
- ▶ The City of Lakeland is committed to future growth and advancement of the Downtown Area.



# Tier 1 Potential Sites



# Tier 1 Screening Evaluation Measures

Criteria	Description
<b>Evaluation Measure 1:</b> Connectivity w/ other modes	Ease of providing maximized connections with local, regional, and intercity transit services
<b>Evaluation Measure 2:</b> Regional accessibility (vehic.)	Access to/from potential site and regional roadway and highway network, including potential for on-site parking
<b>Evaluation Measure 3:</b> Local accessibility (bike/ped)	Access to/from potential site and local destinations via walking, bicycling, & other short-distance travel methods
<b>Evaluation Measure 4:</b> Ability to create sense of place	Opportunity to develop a design that complements City aesthetic and encourages people gathering
<b>Evaluation Measure 5:</b> Site design constraints	Size, configuration, and or regulations of potential site that limit design options
<b>Evaluation Measure 6:</b> Transit-supportive land uses	Intensity of existing transit-supportive uses within proximate distance of potential site
<b>Evaluation Measure 7:</b> Economic Development Potential	Opportunity to maximize return-on-investment through additional nearby private development
<b>Evaluation Measure 8:</b> Safety & Security	Visibility of potential site and extent of design considerations needed to ensure secure operations
<b>Evaluation Measure 9:</b> ROW acquisition / relocations	Potential need to acquire right-of-way for station development and/or relocate existing uses
<b>Evaluation Measure 10:</b> Potential Construction Costs	Prospective site costs, including need for structured parking, station components, and vertical elements

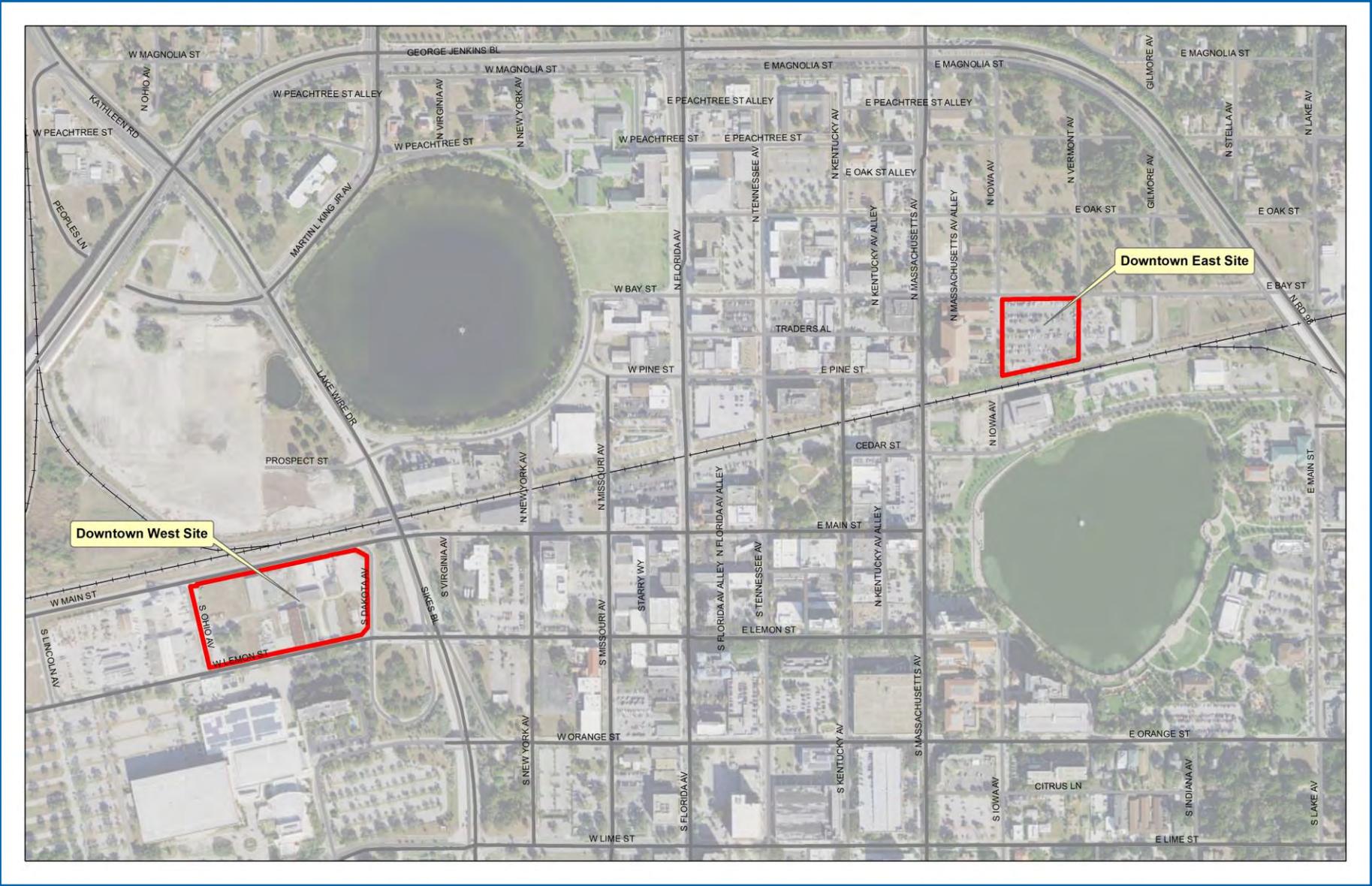
# Tier 1 Screening Results

- Each criteria scored 1 to 4
- Weights of 1-3, total of 20
- Max technical score = 80
- Public vote worth 20%
- Public scores calculated by votes at meeting
- Max public score = 20
- Sites 1 and 3 tied on technical score
- Site 3 ranked higher after public vote

Legend		
Symbol	Desirability	Points
	Least	1
		2
		3
	Most	4

Lakeland Intermodal Center - Screening Criteria		Site 1 Lakeland Police Dept	Site 2 Lake Wire Site	Site 3 RP Funding Center	Site 4 US 98 @ I-4 North	Site 5 US 98 @ I-4 South	Initial Weight
Criteria	Description						
<b>Evaluation Measure 1:</b> Connectivity w/ other modes	Ease of providing maximized connections with local, regional, and intercity transit services						3
<b>Evaluation Measure 2:</b> Regional accessibility (vehic.)	Access to/from potential site and regional roadway and highway network, including potential for on-site parking						2
<b>Evaluation Measure 3:</b> Local accessibility (bike/ped)	Access to/from potential site and local destinations via walking, bicycling, & other short-distance travel methods						2
<b>Evaluation Measure 4:</b> Ability to create sense of place	Opportunity to develop a design that complements City aesthetic and encourages people gathering						1
<b>Evaluation Measure 5:</b> Site design constraints	Size, configuration, and or regulations of potential site that limit design options						3
<b>Evaluation Measure 6:</b> Transit-supportive land uses	Intensity of existing transit-supportive uses within proximate distance of potential site						2
<b>Evaluation Measure 7:</b> Economic Development Potential	Opportunity to maximize return-on-investment through additional nearby private development						2
<b>Evaluation Measure 8:</b> Safety & Security	Visibility of potential site and extent of design considerations needed to ensure secure operations						1
<b>Evaluation Measure 9:</b> ROW acquisition / relocations	Potential need to acquire right-of-way for station development and/or relocate existing uses						2
<b>Evaluation Measure 10:</b> Potential Construction Costs	Prospective site costs, including need for structured parking, station components, and vertical elements						2
<b>Score</b>		65	54	65	37	37	80
<b>Public Score</b>		14	13	17	9	8	20
<b>Total Score</b>		79	67	82	46	45	100

# Refined Sites



# Current Surroundings - Downtown East Site



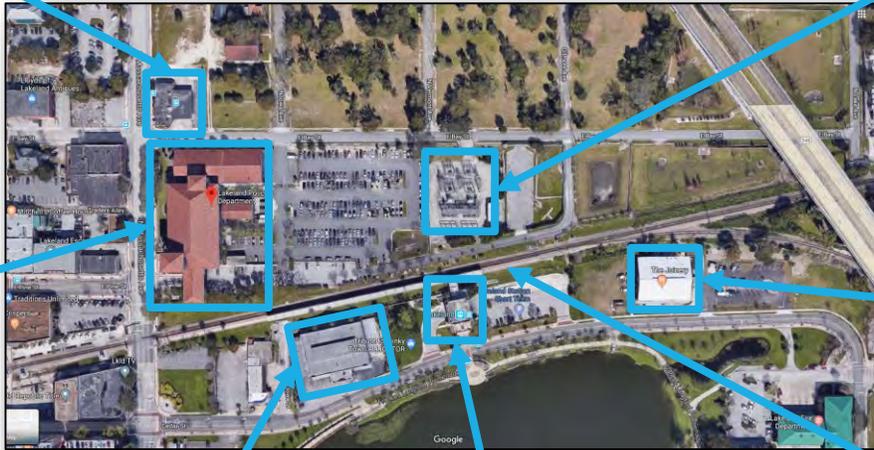
Former Greyhound Station



Power Plant



Lakeland Police Department



The Joinery - Restaurant



New Construction



Current Lakeland Station



Existing Rail







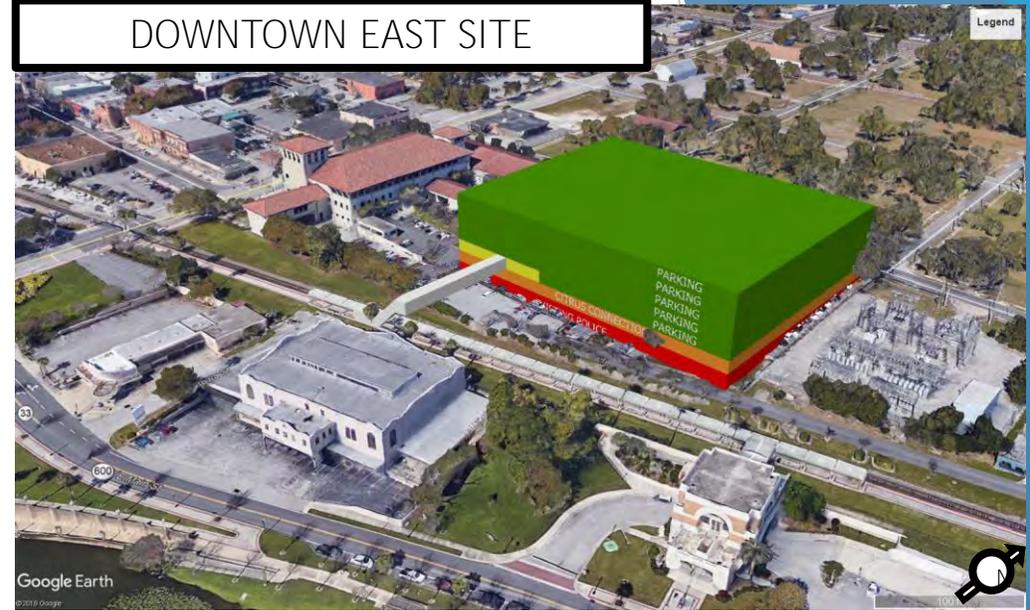




DOWNTOWN EAST SITE



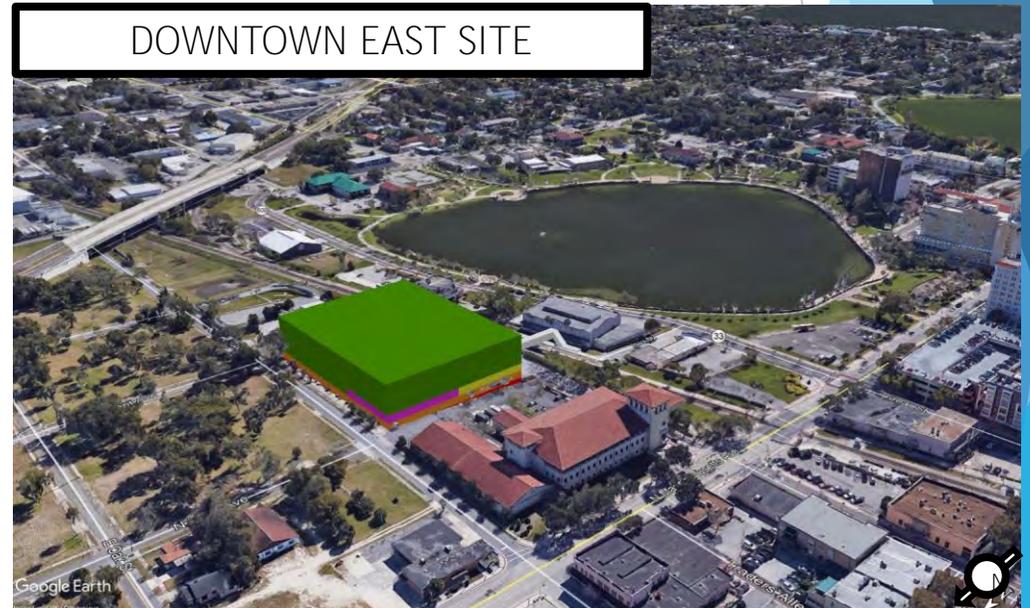
DOWNTOWN EAST SITE



DOWNTOWN EAST SITE

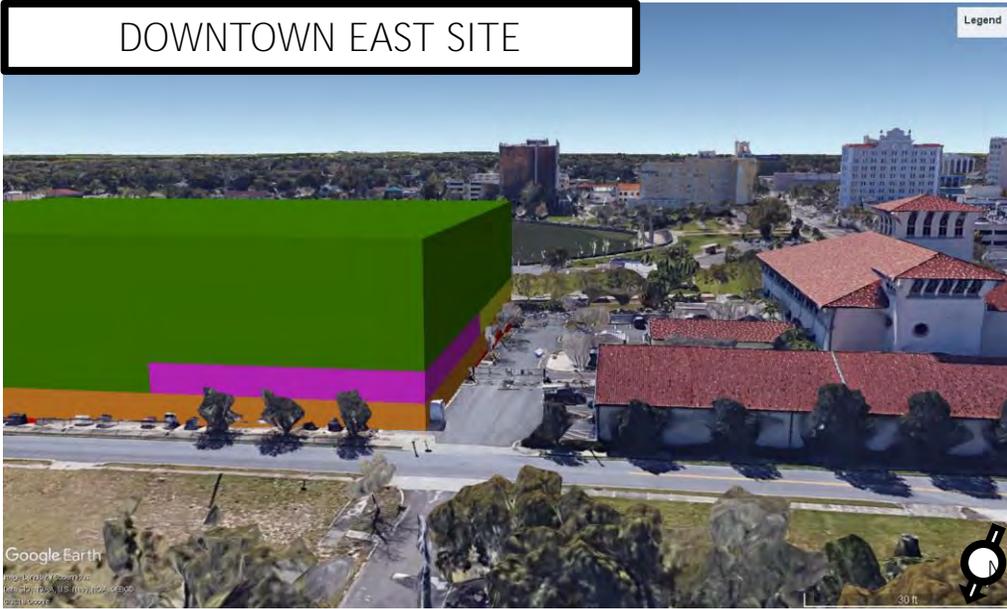


DOWNTOWN EAST SITE



Legend

DOWNTOWN EAST SITE



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DOWNTOWN EAST SITE



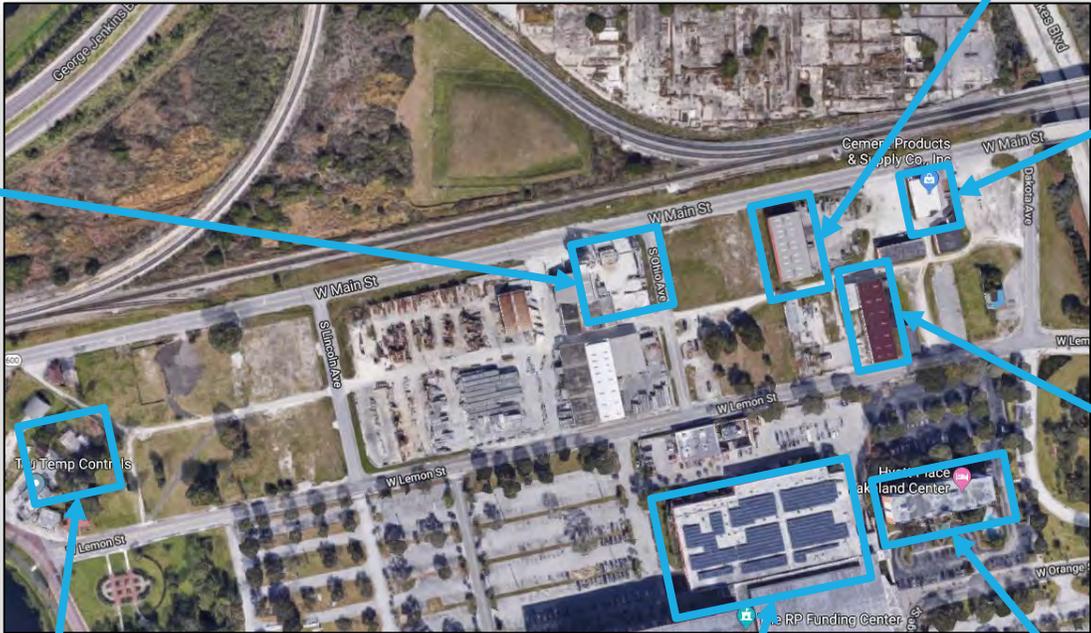
# Current Surroundings - Downtown West Site



Warehouse



Cement Products & Supply Co



Cement Products & Supply Co



Historic Building (Abandoned)



Auto body shop and gas station



RP Funding Center



Hyatt Place









DOWNTOWN WEST SITE  
OPTION A



DOWNTOWN WEST SITE  
OPTION B



DOWNTOWN WEST SITE  
OPTION A



DOWNTOWN WEST SITE  
OPTION B



DOWNTOWN WEST SITE  
OPTION A



DOWNTOWN WEST SITE  
OPTION B



DOWNTOWN WEST SITE  
OPTION A



DOWNTOWN WEST SITE  
OPTION B



# Tier 2 Screening Process

- Maximum raw score = 16
- Public vote on screening criteria will help determine which matter most
- Public ranking of sites will also be included in scoring process
- Scores will be reviewed by Study Advisory Committee
- One preferred site/option will be selected

Lakeland Intermodal Center Feasibility Study Tier 2 Screening Criteria			DOWNTOWN EAST SITE (Lakeland Police Department)		DOWNTOWN WEST SITE (RP Funding Center)	
Criteria	Score	Measure	Option A	Option B	Option A	Option B
Total Bus Bays	2	More than 18 bays				
	1	Between 15 and 18 bays				
	0	Less than 14 bays				
Bus Bay Configuration	1	Pull In/Out Primary				
	-1	Pull In/Back Out Primary				
Automobile Parking Spaces	2	More than 500				
	1	Between 250 and 500				
	0	Less than 250				
First Floor Square Footage	2	More than 8,000				
	1	Between 4,000 and 8,000				
	0	Less than 4,000				
Total Building Square Footage	2	30,001 or more				
	1	Between 20,000 and 30,000				
	0	Less than 20,000				
Amtrak Station Relocation	1	No				
	-1	Yes				
Environmental Impacts	0	10 or less potential contaminated sites within 500' radius				
	-1	More than 10 potential contaminated sites within 500' radius				
Historic Resources Impacts	2	No known structures				
	0	Structures can be avoided				
	-2	Potential structures				
Total Cost	2	Less than \$25 million				
	0	Between \$25 and \$35 million				
	-2	More than \$35 million				
Economic Development Potential	2	High Potential				
	1	Medium Potential				
	0	Low Potential				
<b>Total</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# We want to hear from you!

- ▶ Public input is the most valuable resource for any project; so please let your voice be heard!
- ▶ Provide input on the screening criteria boards using the dots provided.
- ▶ The potential sites that were presented in this slideshow are also shown on boards throughout the room.
- ▶ Provide comments and rank the sites on the comment sheets.
- ▶ Ask Us!

# Contact Us

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(863) 519-2388

Or visit our website at:

[www.swflroads.com/lakelandintermodal](http://www.swflroads.com/lakelandintermodal)

Thank you for your participation!

