Meeting of the Bicycle Pedestrian Advisory Committee
Wednesday, March 14, 2018, 5:30 p.m.

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – February 14, 2018

IV. Action Items
   A. BPAC Membership Applications
   B. BPAC Policy and Position Statements

V. Status Reports
   A. Invision Tampa Streetcar Study (Milton Martinez, City of Tampa)
   B. National Interscholastic Cycling League (Lucy Gonzalez-Barr, CUTR)
   C. Complete Street Corridor Screening (FDOT Representative)

VI. Old Business & New Business
   A. Committee Chairs Invited to Plan Hillsborough Retreat

VII. Adjournment

VIII. Addendum
   A. MPO Meeting Summary & Committee Report
   B. Special STWG State Coordinators Meeting March 28, 2018

The full agenda packet is available on the MPO’s website, www.planhillsborough.org, or by calling (813) 272-5940.

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I. CALL TO ORDER

Chair Patrick Thorpe called the meeting to order at 5:35 p.m. and the meeting was held in the Plan Hillsborough Room of the County Center Building.

Members present: Jay Collins, Lynda Crescentini, Jonathan Forbes, Moises Hernandez, John Kubicki, Mara Latorre, John Marsh, Faye Miller, Tony Monk (Vice-Chair), Karla Price, Jim Shirk (Member-at-Large), Sally Thompson, Patrick Thorpe (Chair), Alain Watson

Others present: Michele Ogilvie, Wade Reynolds - Hillsborough MPO; Sharon Snyder – Planning Commission; Chris Speese – FDOT District 7; Steve Feigenbaum – HART; Lennox Rumhissoon; Eric Trull – Coast; Ramond Chiaramonte - TBARTA

II. PUBLIC COMMENT

There were no public comments.

III. APPROVAL OF MINUTES

Motion: Approval of the minutes of January 10, 2018 (Collins-Shirk). The motion passed unanimously.

IV. ACTION ITEMS

A. TIP Amendment: HART BRT Proposal (FPN #440742-1) (Sarah McKinley, MPO Staff)

Ms. McKinley presented the TIP Amendment, which is to modify the description of Federal Project Number 440742-1 East-West MetroRapid Project Development & Environmental (PD&E) to reflect a request by Hillsborough Area Regional Transit Authority (HART) to use the $2.5 million in programmed funds to focus on the Fowler Ave/Nebraska Ave/Florida Ave corridor as these funds are no longer needed for the East-West MetroRapid Project. HART requests an evaluation of the corridor between the University Area Transit Center (UATC) and downtown Tampa. The evaluation will analyze existing and future options along these corridors including, but not limited to, exclusive BRT guideway, bus only lanes, queue jump lanes, intersection modifications, traffic signal priority, traffic signal preemption, park and ride locations, station spacing, station location, and cost and ridership projections. HART feels this funding will get them to 70-90% of design and engineering; after which, they will apply for FTA Small Certs and local matches.

Once the TIP Amendment is approved, FDOT will issue the request for proposals. They plan to take the selection to the HART Board in June and the final product will take 18-20 months. The description of the project is the only change to the TIP.
Discussions were held regarding which streets were included in the East-West BRT Corridor Study, how this is affected by the TB Next proposal to include buses on I-275, and what costs are included in the $2.5 million cost.

**Motion:** Recommend approval of the TIP Amendment. *(Monk-Collins).* The motion passed unanimously.

**B. Title VI Non-discrimination Plan Update (Johnny Wong, MPO Staff)**

Dr. Wong, the newly appointed Title VI Coordinator, presented the Title VI non-discrimination plan update. Title VI of the Civil Rights Act requires all recipients and sub-recipients of federal financial funds from discriminating based on race, color or national origin. Executive Order 12898 directs agencies to identify and address disproportionately high and adverse effects on minority and low-income populations. The Hillsborough County MPO takes their non-discrimination plan even further and abides by federal statues such as the American Disability Act, Age Discrimination Act, etc. The Hillsborough County MPO assures that no person shall, on the grounds of race, color, national origin, sex, age, or disability, be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination under any MPO-sponsored program or activity.

The purpose of the Amendments is to reaffirm the MPO’s non-discrimination policy statement; update the data collection, reporting and analysis; create a new appendix to identify community groups that serve these protected populations; identify best practices and update the organizational chart. The MPO identified the environmental justice (EJ) areas, which are the top 20% of low-income, race and ethnicity areas disproportionate to the County median. The MPO also identifies Communities of Concern (low income, persons with disabilities, elderly, limited English proficiency, minorities, and zero vehicle households). The maps show where the protected populations are and what their status is. To engage with these Communities, the MPO maintains a database of neighborhood and civic groups, they go to where these communities are, proactively provide translations of key documents, recruit other language assistance resources, facilitate mobility services and host meetings only at ADA-accessible locations.

The MPO determines the plans are equitable by using the GIS Overlay Analysis or the Tampa Bay Regional Planning Model. They also looked at recent examples of MPO plans and projects to identify what worked well and what could be improved. To identify Title VI issues, before the agency becomes non-compliance, the MPO will explore new analytical tools to demonstrate how investments affect access to jobs and healthcare; consider identifying equity baseline conditions and performance targets into the State of the System report; consider equity as a criterion in the TIP prioritization methodology; and develop a tool for planners to clearly understand the population demographics before beginning a project.

Discussions ensued regarding how a community qualifies to be a community of concern.

**Motion:** Approve the 2018 Title VI Non-discrimination Plan Update. *(Shirk-Collins).* The motion passed unanimously.

**V. STATUS REPORTS**

**A. FY19 & FY20 UPWP – Call for Projects (Allison Yeh, MPO Staff)**
Ms. Yeh presented the FY19 & FY20 Unified Planning Work Program (UPWP), which is updated every two years. This work program will be effective July 1, 2018 through June 30, 2020, documents federal and state funding for MPO, FDOT, HART and Commission for Transportation Disadvantaged (CTD), outlines major planning tasks and complies with federal and state rules.

Ms. Yeh explained the six major planning tasks and reviewed Systems and Corridor Planning (Task 2) and LRTP and Data Monitoring (Task 3). Ms. Yeh presented the development schedule and asked for project thoughts/suggestions by March 15th. Please email Mr. Reynolds or Ms. Yeh with thoughts/suggestions.

Discussion ensued about the structure of MPOs in general and if the State can supersede the local FDOT’s recommendations.

B. Tampa Bay Next Quarterly Update (Chris Speese, FDOT)

Mr. Speese presented the Tampa Bay Next Quarterly Update. He reviewed the public engagements (what they’ve learned), new approaches (what they are doing about it), transit programs and interstate updates. From the beginning, FDOT has said that Tampa Bay Next (TBN) is about engaging the community to better understand what they can do to move transportation forward in Tampa Bay. FDOT has spent the past year going out to neighborhood association meetings, participating in community events, meeting with community members one-on-one, and hosting community working groups, all with the goal of getting a sense for what the community wants. The majority of comments have come from the downtown Tampa/urban core area, followed by the Westshore area. What FDOT has heard is people want help with daily traffic backups and bottlenecks, safety and bike/pedestrian issues, local and neighborhood concerns and transit.

FDOT has begun to take a fresh look at the way they look for transportation solutions and the way they study corridors. Solutions are not a one-size-fits-all and are not solely focused on the interstate system. FDOT has initiated corridor studies on important state roads in the area to expand focus on safety, traffic operations, innovation, complete streets, freight access and transit. FDOT is bringing all of its partners together to look at community needs and how they can best serve the communities. Mr. Speese gave examples of the new approach, using the Downtown/Heights area.

FDOT invests in transit in three ways: funding for studies and research, formula-based grants (ongoing) and competitive grants (project-based).

Mr. Speese provided an update on FDOT owned historic properties. Safety and security checks have been conducted in the neighborhoods around these properties, and FDOT is working with each neighborhood to develop a plan for the properties. FDOT is also developing new downtown interchange options to eliminate/minimize future right of way expansion in historic areas.

Mr. Speese also discussed upcoming events, such as the Downtown/Urban Core Community Working Group (March 8th at Armature Works) and the Heights Mobility Study Workshop (late March/early April).

Discussions ensued about possible studies on how to increase density along transit corridors, that investors may be more inclined to invest in higher density areas, the connectivity between
interstates and local roadways in neighborhoods, what happens, under the boulevard scenario, when the right-of-way ends and private property begins (right now it’s an embankment), and what the plans for Florida Avenue are.

C. Regional Transit Feasibility Plan (Steve Feigenbaum, HART)

Mr. Feigenbaum, Director of Service Development, presented the Regional Transit Feasibility Plan, which was started about a year ago. HART, along with their partners in Pinellas and Pasco Counties, are the Project Managers of the Plan and Jacobs Engineering is the Consultant. The team gathered data from the approximately 60 studies already conducted, defined projects and are in the process of vetting the findings to the public. The questions are: what are the projects to be built, how is it funded and who is responsibility for building and maintaining it. The purpose of the Plan is to define and validate a regional transit vision, identify a catalyst that begins building the vision, and identify a catalyst that has the greatest potential to be built (compete for state and federal grants). The Plan is not another study or a replacement for the Long Range Transportation Plan (LRTP) or a Transit Development Plan. The catalyst is not a replacement for future transit projects or the only transit recommendation for Tampa Bay.

Mr. Feigenbaum reviewed the Regional Transit Vision results, the modes of transportation and the five evaluation alternatives and results, based on cost effectiveness. He discussed the value engineering for the project concepts along the various corridors.

The recommendation is for the I-275 shoulder running rubber tire, based on costs, right-of-way purchase is not needed, except for stations, and the time to construct. This recommendation supports and needs support from local services and plans, such as the PSTA Central Avenue BRT, City of Tampa Streetcar Extension and Modernization, USF and Westshore Circulators, and Wesley Chapel, USF, Tampa, Westshore, Gateway and St. Petersburg Intermodal Centers Study.

The agencies are in the process of the community vetting of the draft plan (spring/summer 2018) and will incorporate public comments to finalize the plan in the summer/fall 2018.

This presentation is available at TBRegionalTransit.com. All outreach activities are also on the website.

Mr. Feigebeum emphasized that HART is managing the plan but is not taking an advocacy position on this plan.

Discussions ensued regarding bicycle capacities on the articulated buses, if there are plans for expanded local services, and travel times along the routes.

D. Coast Bike Share Update (Eric Trull, Coast Bike Share)

Mr. Trull presented the Coast Bike Share highlights and statistics for their third year. He discussed the proposed Florida Legislation for Dockless Bike Sharing (HB 1033 and SB 1304), which is any bike share system that doesn’t require a dock and utilizes public space within city right-of-way. Dockless products are cheaply manufactured and disposable, designed for scale, not safety or comfort, self-locking (not fastened to any rack or object) and challenges for city clutter, pedestrian access, ADA, vandalism and more. The problems for the Cities are it preempts local control over public right-of-way, preempts local control over bikeshare implementation and preempts local control over bikeshare operational requirements. Problems
for the Users are it preempts local control over safety standards, it does not outline sufficient safety standards for share public-use bicycles, and it does not address privacy protection of sensitive customer data. Currently, bike share operators must maintain their bikes and Coast touches their bikes every 72 hours to check brakes, tires, etc. The problems for Operators is it attacks currently operating bikeshare systems that have a proven track record of success, and undercuts the years of hard work, investment, success and resulting culture change. A local government may not impose a tax or require a license nor can they enter into a private agreement containing a provision that prohibits a bicycle sharing company from operating within the jurisdiction of the local government entity or that limits the operation. Bikes don’t have the same self-regulating feature as Uber, which only works if its drivers make money.

Mr. Trull provided examples from Scottsdale, AZ, which has dockless bike share.

The National Association of City Transportation Officials and the North American Bike Share Association have expressed their opposition of these bills. Mr. Trull asked for BPAC’s support in opposing these bills.

Discussions ensued regarding what the outcomes of these bills could be, how dockless bike share companies make a profit and the importance of rebalancing the bike loads.

Mr. Trull recommended goggling “dockless bike share” for more information.

**Motion:** Allow Mr. Trull to present at the MPO Board meeting *(Monk-Shirk)*. The motion passed unanimously.

**VI. OLD BUSINESS & NEW BUSINESS**

**A. BPAC Policy and Position Statements**

Mr. Thorpe and Mr. Reynolds are working on the statements which they are intending to present at the April 3rd BOCC meeting. Approval of the statements will be an action item at the next BPAC meeting.

**VII. ADJOURNMENT**

There being no further business, the meeting was adjourned at 7:32 PM.
Agenda Item
BPAC Position Statement

Presenter
Wade Reynolds, MPO Staff

Summary
Based on discussions over the last year, the BPAC is requesting the participation of MPO Board members in an annual workshop to discuss issues related to nonmotorist safety and investment levels.

Recommended Action
Approval of the statement and motion to allow BPAC Chair Patrick Thorpe to present at the April MPO Board meeting.

Prepared By
Wade Reynolds, MPO Staff

Attachments
BPAC Position Statement
Bicycle Pedestrian Advisory Committee Position Statement

Real Choices When Not Driving

The goal of the Real Choices for Non-Drivers investment program is to expand mobility options in the form of bus service, para-transit service for the transportation disadvantaged (TD), and safe pedestrian and cyclist facilities.

Any time that you can move people without a single occupant vehicle, you are improving the urban fabric for people. Additionally, reducing the total number of single occupant vehicles in an area of interest lessens congestion.

Residents of lower income areas, particularly unincorporated Hillsborough County, have few reliable options other than driving. This creates inequity for residents not directly served by mass transit corridors.

With the elimination of ‘courtesy busing’ it is even more important to create safe spaces on our roads for people of all ages and abilities.

There are no simple answers when discussing mobility, especially across a land mass as large and diverse as Hillsborough County. As a citizen led committee our intent is clear, engage the MPO directly through conversation of issues pertaining to mobility and safety.

Our bylaws state the BPAC shall be responsible for making recommendations to the MPO, Hillsborough County, City of Tampa, City of Plant City, City of Temple Terrace, the Hillsborough County Environmental Protection Commission, the Florida Department of Transportation, the Southwest Florida Water Management District, and others, on matters concerning the planning, implementation and maintenance of a comprehensive bikeway and pedestrian system. In addition, the BPAC shall be responsible for studying and making recommendations concerning the safety, security, and regulations pertaining to bicyclists and pedestrians.

Therefore, the Bicycle Pedestrian Advisory Committee has the following request:

Being one of the only standing MPO committees Committee without direct and continued representation from an MPO Board member, we request to be empowered to meet with two volunteer MPO board members once annually in a workshop format during a regular BPAC meeting in order to develop and inform a continuing narrative that can become actionable items on the MPO agenda to improve the health, safety & welfare of the community, provide real choices when not driving, and prevent inequity in mobility options across our region.
Agenda Item
Invision Tampa Streetcar Study

Presenter
Milton Martinez, P.E., City of Tampa

Summary
The City of Tampa is conducting the InVision: Tampa Streetcar Feasibility Study to evaluate modernizing and extending the Tampa Historic Streetcar system. The study is designed to advance mobility, livability, and economic development goals presented in the InVision: Tampa Center City Plan and build on recent and on-going studies assessing transportation needs in the City and region.

Based on detailed evaluation of seven alignment options and extensive public engagement, the City identified a north-south corridor through the heart of downtown to Marion Transit Center and north to Tampa Heights as the preferred option for the extension of enhanced transit service. The alignment options within the corridor include either Franklin Street or the Tampa St/Florida Avenue couplet. The project also includes modernization of the existing historic streetcar system with upgrades to vehicles, stations, and systems, to allow for the delivery of higher quality and more frequent service.

Next, the City will work with the community to prepare more detailed plans for the preferred corridor, modernization of the existing system, and implementation of improved service quality. As part of this effort, the City will evaluate community and environmental impacts, define funding sources, and a timetable for implementation of the initial phase of investment.

Recommended Action
None; for information only.

Prepared By
Rich Clarendon, AICP

Attachments
Project Handout and Map
Next Steps in the Study

During project development phase of the study beginning in 2018, the City will work with the community to prepare more detailed plans for the preferred corridor, modernization of the existing system, and implementation of improved service quality. As part of this effort, the City will evaluate community and environmental impacts, define funding sources, and a timetable for implementation of the initial phase of investment.

The City also will evaluate alternative vehicle technologies including a comparison between using the existing heritage vehicles, introducing new modern streetcars, using conventional rubber tire vehicles, or replacing the existing fixed rail system with some form of rubber tire conventional or autonomous transit vehicle technology.

The implementation plan and funding strategy will consider integration with other elements of the local and regional transit and mobility network, as well as with the findings and recommendations of the Regional Transit Feasibility Plan, the Heights Mobility Study, the Intermodal Facilities Study, and the Tampa Bay NEXT program.

Contact Information

If you have any questions or comments about the study, please contact:

Milton Martinez, PE.
813.274.8998
streetcar@tampagov.net
www.tampagov.net/streetcar

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**Project Highlights**

**PREFERRED ALIGNMENT OPTIONS**

Modernization and Extension

The City of Tampa is conducting the *InVision: Tampa Streetcar* Feasibility Study to evaluate modernizing and extending the Tampa Historic Streetcar system. The study is designed to advance mobility, livability, and economic development goals presented in the *InVision: Tampa Center City Plan* and build on recent and on-going studies assessing transportation needs in the City and region.

**Preferred Extension & Modernization**

Based on detailed evaluation of seven alignment options and extensive public engagement, the City identified a north-south corridor through the heart of downtown to Marion Transit Center and north to Tampa Heights as the preferred option for the extension of enhanced transit service. (See Map) The project also includes modernization of the existing historic streetcar system, with upgrades to vehicles, stations, and systems, to allow for the delivery of higher quality and more frequent service.

The intent is that the existing system plus the initial extension will be designed to provide a “one seat” trip from start to end, maximize the exclusive transit guideway operations to allow vehicles to bypass congestion, and offer full-day and evening operations with 15-minute frequencies.

**Benefits of Enhanced Transit**

The introduction of enhanced transit service along both the preferred corridor and the existing system offers a number of important benefits to the City, including the following:

- Direct connections between employment destinations in the Downtown Core, rapidly developing areas in the north end of downtown and Tampa Heights, new development at Water Street Tampa, and existing urban neighborhoods in the Channel District, Harbour Island, and Ybor City;
- Convenient connections to popular cultural and entertainment destinations including the Amalie Arena, Tampa Museum of Art, Glazer Children’s Museum, Tampa Aquarium, Tampa Theater, Tampa Convention Center, and the Straz Center for the Performing Arts;
- First mile/last mile connections to local and regional transit service at the Marion Transit Center and the planned site of a regional intermodal center south of the downtown interchange; and
- Improved access to major public spaces and event venues, including Curtis Hixon Park, the Riverwalk, Curtis Hixon Park, Waterworks Park, and the soon to be completed Julian B. Lane Park on the east side of the Laurel Street Bridge.

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**Project Timeline**

**PHASE 1 - PROJECT FEASIBILITY**

Spring to Fall 2017

- Context & Assessment
- Purpose & Need
- Alignment Evaluation
- Preferred Alignment & Modernization

**PHASE 2 - PROJECT DEVELOPMENT**

Winter 2017 to Winter 2018

- Request to FTA for Entry into Project Development
- Transit Mode Evaluation
- Alignment Planning & Design
- Modernization Planning & Design
- Costs & Ridership
- Impact Assessment
- Funding & Implementation

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**Contact Information**

If you have any questions or comments about the study, please contact:

Milton Martinez, PE.
813.274.8998
streetcar@tampagov.net
www.tampagov.net/streetcar

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**Project Information**

Project information is available for review on the City of Tampa website at: www.tampagov.net/streetcar
Preferred Extension & Modernization

Regional Transit Plan Top Performing Project Corridor

Preferred Alignment Options

Potential Future Extensions

Enhanced transit service along the preferred north-south corridor establishes a strong foundation for future extensions of the system. Future extensions could provide connections as follows (see inset map):

- An extension to the west across the Hillsborough River along or within the I-275 corridor could provide a critical regional connection to the Westshore Intermodal Center and potentially to the Tampa International Airport as defined in the Hillsborough MPO’s Imagine Hillsborough 2040 Long Range Transportation Plan and Transit Assets and Opportunities Study;
- Extensions to the east could create a looping service connecting to the existing system in Ybor City or the Channel District; and
- Extensions to the north could provide connections to northern areas of Tampa Heights, Seminole Heights, and potentially further north to the USF Area.

Depending on the outcome of the Regional Transit Feasibility Plan, which is assessing the feasibility of regional connections between Downtown Tampa, Westshore, the USF Area, and other regional destinations, detailed planning and evaluation of extensions beyond the initial extension will be completed.
Board & Committee Agenda Item

Agenda Item
National Interscholastic Cycling League

Presenter
Lucy Gonzalez Barr, Center for Urban Transportation Research (CUTR)

Summary
CUTR is working with the National Interscholastic Cycling Association (NICA), whose Vision it is to create a future where every American youth can build strong body, mind and character through interscholastic cycling.

The NICA provides leadership, services and governance for regional leagues to produce quality mountain bike events, and supports every student-athlete in the development of strong body, strong mind and strong character through interscholastic cycling. NICA also works to:

- Promote athlete skills development, excellence, teamwork, professionalism and respect for the community and the environment;
- Promote the sport of mountain biking and the benefits of mountain biking as a healthy, low impact, outdoor recreational lifestyle;
- Provide national leadership and governance through comprehensive policies, rules and guidelines to establish fair rules of play and codes of conduct;
- Provide comprehensive Coaches Training and Licensing program to establish and maintain national standards and best practices;
- Provide comprehensive risk management guidelines for mountain bike programming to establish and maintain national standards and best practices;
- Provide technical assistance and support for League formation, team formation, races, camps and special events;
- Provide successful models of League development, sustainable fiscal growth, and corporate and individual donor development; and
- Advocate for the environmental conservation of natural areas and parklands, mountain bike trail access, and the development of sustainable trail systems.

Recommended Action
For Informational Purposes.

Prepared By
Michele Ogilvie, MPO Staff

Attachments
None
Agenda Item
Complete Streets Corridor Screening

Presenter
Stephen Benson, FDOT

Summary
FDOT’s goal is to implement a policy that promotes safety, quality of life, and economic development in Florida. Complete Streets serve the transportation needs of users of all ages and abilities, including those walking, bicyclists, transit riders, motorists, and freight handlers. Complete Streets are context sensitive, and the approach provides transportation system design that considers local land development patterns. A transportation system based on Complete Streets principles can help to promote safety, quality of life, and economic development.

In response to the Complete Streets Policy, the recently released Complete Streets Handbook and the FDOT Design Manual (2018) have been developed to provide guidance to planners and engineers in putting the “right street in the right place.” Over the next year, District staff is working to incorporate this approach into existing procedures and project development activities. This presentation is an update on these efforts and discussion on FDOT’s approach to complete streets on the state highway system.

FDOT routinely incorporates standard sidewalks and bike lanes into resurfacing projects and reconstruction projects. In partnership with the MPO, FDOT has expanded the application of complete streets design philosophies into several upcoming key projects (Kennedy Blvd, Hillsborough Avenue and Kennedy Blvd/Jackson Street). FDOT has used these successes to formalize a process for applying complete street design principles to all state administered roadway projects. The goal of this aspect of the Complete Streets program is to generate a greater impact with faster results.

Recommended Action
None. For information only.

Prepared By
Gena Torres, MPO Staff

Attachments
None.
MPO Board Meeting Summary
Tuesday, February 6, 2018

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

Chairman Les Miller called the meeting to order at 9:03 a.m. He led the pledge of allegiance and invocation. The meeting was convened on the 26th floor of the County Center.

APPROVAL OF MINUTES

A motion was made by Councilman Maniscalco to approve the minutes from the January 10, 2018 meeting. The motion was seconded by Councilman Cohen and carried unanimously.

COMMITTEE REPORTS, ONLINE COMMENTS

Ms. Gena Torres, MPO staff, read the various MPO Committee reports. All of the MPO’s advisory committees supported the long range transportation amendment. She also shared email and Facebook comments received from the public.

Chairman Miller closed the regular meeting and opened the public hearing.

PUBLIC HEARING ON LONG RANGE TRANSPORTATION PLAN AMENDMENT FOR I-275 OPERATIONAL IMPROVEMENTS AT HOWARD FRANKLAND BRIDGE

Mr. Rich Clarendon, MPO Assistant Executive Director, provided an overview of the proposed amendment to the 2040 Long Range Transportation Plan.

Public Comment was held.

Ms. Karen Michalski spoke in opposition of express lanes.

Ms. Josephine Amato expressed concerns about the state’s pedestrian death rates and recommended better designs for safer bicycle and pedestrian paths.

Commissioner Stacy White requested that Ms. Alden work with County staff to respond to Ms. Amato’s concerns about pedestrian safety.

Commissioner Sandra Murman requested that Ms. Amato contact her office to receive information on the location to send letters of support in Tallahassee.

The public hearing was closed for board discussion.

Commissioner Pat Kemp pointed out tolling situations that are taking place around the world.
Mr. Trent Green inquired about the width of the bicycle and pedestrian lane that was brought up by Ms. Amato. Mr. Bill Jones, Florida Department of Transportation representative, stated that it would be a 12-foot facility and it would have potential bulb outs at certain points along the bridge. In addition, he stated there would be concrete-separated from the travel lanes. Details are being worked out with Pinellas and Hillsborough Counties.

A motion was made by Mr. Waggoner to approve amending the 2040 Long Range Transportation Plan to include express lane ramps as recommended by staff. The motion was seconded by Mayor Jurado and carried unanimously by a roll call vote.

Chairman Miller re-opened the regular meeting. Public comment was held on non-public hearing items.

Ms. Taryn Sabia spoke regarding the Regional Transit Feasibility Plan. She would like to see the community’s vision met. She suggested that the goals that are reflected in the Imagine 2040 Plan be addressed.

Commissioner Kemp commented on Ms. Sabia’s suggestions and wanted her to provide the group additional remarks on economic development.

Chairman Miller reminded members the purpose of the public comment portion of the agenda.

Ms. Karen Michalski voiced concerns about hazardous walking conditions for children and pedestrians and the need for more school buses and sidewalks.

Ms. Josephine Amato addressed the board with concerns of the makeup of the School Transportation Working Group, which is headed by a School Board Member. She feels that the Chair is running a school district agenda and there should be more parents on the working group. She expressed concerns about the distribution of the school bus assets across the district and commented on safe routes to school.

Commissioner White stated that he wholeheartedly agrees with Ms. Amato and that he too has been very vocal that the elimination of courtesy bus service was a wrong decision. Regarding enhancing pedestrian and bicycle pathways in the FishHawk Community, that were mentioned earlier in the meeting, Commissioner White requested that MPO Staff have a discussion with County Staff about safety issues.

Commissioner Murman requested that Ms. Alden work with staff to have more parents added to the working group and stated that the Chair should be bipartisan. She also stated that Ms. Amato would be a great addition to the School Transportation Working Group.

Chairman Miller requested taking the issue of school hazardous walking conditions back to the Policy Committee for discussion.

Commissioner Kemp referenced the role of mobility fees.

Commissioner Miller reminded members if they have subjects they want to appear on the agenda for discussion to please let Ms. Alden know. He also stated that public comment is not a time for debate or discussion on an issue that a person brings up.

CONSENT AGENDA

A. Committee Appointments
B. MPO Chairs Coordinating Committee Interlocal Agreement Update
C. General Planning Consultant Agreement Amendment.: Kittelson & Associates
D. Letter Requested by Citizens Advisory Committee Thanking Katharine Eagan, former HART CEO
A motion was made by Commissioner Murman to approve the Consent Agenda. The motion was seconded by Councilman Cohen and carried unanimously.

ROLL CALL VOTE: TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT FOR I-4 RESURFACING

There was no discussion on this item.

A motion was made by Councilman Maniscalco for approval of the TIP amendment to increase the funding to resurface I-4 from East of 50th Street to East of McIntosh Road. The motion was seconded by Commissioner Murman and carried unanimously by a roll call vote.

ACTION ITEM

A. Transportation Improvement Program Amendment for Performance Measure Target-Setting: Safety

Mr. Johnny Wong, MPO Staff, provided information on the TIP amendment update that includes five safety performance measures required by FHWA.

Members expressed concerns about the five-year historical data/averages, the numbers being high in comparison with other regions, and making sure not to place an unfunded mandate on the local governments with respect to the target-setting process.

Ms. Alden stated that our number of crashes is increasing as population and traffic grows. In some cities, the rate of crashes is also increasing, faster than traffic growth, because of the rise in distracted driving. Our local governments and FDOT have worked together very hard to raise awareness of safety issues and have been able to hold the rate steady here in Hillsborough County.

Commissioner White urged Ms. Alden to work closely with County staff and assure that everyone understands what this could equate to operationally.

Ms. Alden stated that if a target of zero crashes for 2018 was adopted by the MPO that it would be an unfunded mandate.

Councilman Cohen stated that it is important in setting these types of goals to make it clear that we are not going to congratulate ourselves and pat ourselves on the back if only 177 people die next year instead of 184.

Commissioner Kemp reminded the group that Hillsborough County has, and has repeatedly had, the second most pedestrian crash deaths and bicycle deaths in the nation. She wanted to know if there would be a follow-up presentation on the information that was presented.

Mr. Wong stated that the information will be provided in the quarterly report on the Vision Zero Action Plan.

Commissioner Kemp stated that she would also like included in the information the road elements that are getting the dollars and what kinds of things are being done in different places.

Mr. Green expressed similar concerns as Councilman Cohen and Commissioner Kemp. He stated that he expressed concerns about the numbers at the Livable Roadways Committee meeting and the group has also requested information on how much is being allocated for safety. He would like to see a comparison of the metrics.
A motion was made by Commissioner Kemp for approval of the CY2018 Baseline Safety Performance Targets. The motion was seconded by Councilman Maniscalco and carried unanimously by a roll call vote.

Chairman Miller reminded members to pay close attention to bills and their location in the legislative process.

STATUS REPORTS

A. Tampa Bay Next Quarterly Update

Secretary Gwynn provided an update on recent activities. There has been a lot of public engagement. A downtown/urban core community working group will take place late February/early March. In addition, the Heights Mobility Study Workshop will take place late March/early April.

Councilman Cohen said he was informed that the Streetcar Study is not considered a regional solution; but if it intersects with the proposed BRT at a shared station, wouldn’t that provide regional connectivity to Downtown Tampa? Secretary Gwynn stated that it would be part of a regional system, but all the transit in the region would ultimately become part of the regional system, and typical discussion of regional transit includes more than just within an area of a downtown.

Commissioner Kemp suggested Secretary Gwynn come back and present information on how funding from the State works in terms of transit.

Secretary Gwynn stated that they were meeting with staff following the meeting regarding transit funding.

B. Regional Transit Feasibility Plan

Scott Pringle, with Jacobs Engineering, provided an update on the vision for the region.

Commissioner White referenced a vote at the HART Board on the plan and inquired about stakeholder agencies conducting their own outreach.

Commissioner Kemp voiced concerns about non-endorsement and that the plan should not be moved forward. She distributed several documents in support of her opinion.

Chairman Miller stated that the MPO Board would not be taking any action on the Plan at the February meeting. He also stated that the vote at the HART Board was not an endorsement or non-endorsement of the plan and that staff will be on the sidelines as the outreach is carried forward to the community.

Mayor Lott stated that he hopes his comments do not appear negative, but until the County Commission finds the resolve to get behind a plan, which is a hard decision, the group will continue looking at pieces of paper with drawings on them and talking about numbers. He also stated that any way Plant City can support, they would love to have the conversation.

Mr. Lopano spoke on behalf of the airport and stated that something needs to be done fast.

Chairman Miller confirmed with Mr. Pringle that public comment will be incorporated into the plan by fall of 2018, and that he would be coming back to the MPO Board during that time. Mr. Pringle stated that he plans to be back several times.
EXECUTIVE DIRECTOR’S REPORT

Ms. Alden provided information on the PlanHillsborough Strategic Planning Retreat that is planned to focus attention on comprehensive and long range planning. The retreat will be held on Friday, March 23 from 1:00 until 4:00 p.m. at the Stetson Law Center. A legislative update was included in the meeting packet addendum. The MPOAC met and discussed the recommendations of the Freight Committee of the MPOs of the state; that committee is going to make a recommendation in the spring to FDOT about significant freight projects, and we will participate and submit projects for consideration.

The Livable Roadways Committee made a motion about a bill for dockless bike sharing. The concern is restricting local governments’ ability to regulate the placement of facilities. This could be an issue with sidewalks complying with the Americans with Disabilities Act. There was an amendment to one of the two bills. The MPO Board agreed for Ms. Alden to have a conversation with the sponsors of the bill. The sponsors are Representative Toledo and Senator Young. Ms. Alden also informed the group of the upcoming Commuter Challenge that all board members are invited to participate in during the week of February 19th through the 23rd.

The Tampa Bay TMA Leadership Group added another meeting to their 2018 meeting schedule. The meeting is scheduled for February 9, 2018 at 9:30 a.m. at the Pinellas Suncoast Transit Authority’s administrative office, located at 3201 Scherer Drive in St. Petersburg.

The next MPO Board meeting is scheduled for Tuesday, March 6, 2018 at 9:00 a.m. on the 26th Floor of the County Center.

OLD BUSINESS & NEW BUSINESS

There was no old or new business conducted.

ADJOURNMENT

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 10:50 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on February 14

The committee **approved and forwarded to the MPO Board:**
✓ Title VI Nondiscrimination Plan Update
✓ TIP Amendment for HART’s Fowler/Florida/Nebraska Corridor Study

They also heard reports from:
- Tampa Bay Next – a member asked how it would benefit South County;
- Regional Transit Feasibility Plan – members inquired about how the recommended alternative compared to what was presented before; if any other metro area has implemented BRT as a starter project; the type of vehicles envisioned to be used; and a concern that shoulder lanes don’t function like a transit running in its own dedicated lane like the CSX corridor;
- Unified Planning Work Program (UPWP) Call for Projects – members suggested a number of safety and traffic calming planning studies for the next two years;
- Tampa Bay Partnership on the Regional Indicators Report.

Meeting of the Technical Advisory Committee (TAC) on February 19

The committee **approved and forwarded to the MPO Board:**
✓ Title VI Nondiscrimination Plan Update
✓ TIP Amendment for HART’s Fowler/Florida/Nebraska Corridor Study

The TAC also received presentations on:
- Coast Bike Share
- Tampa Bay Next Quarterly Update
- Regional Transit Feasibility Plan
- The Heights Mobility Plan
- UPWP Call for Projects for FY 2019-20

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on February 14

The committee **approved and forwarded to the MPO Board:**
✓ Title VI Nondiscrimination Plan Update
✓ TIP Amendment for HART’s Fowler/Florida/Nebraska Corridor Study

They also heard status reports on the:
- UPWP Call for Projects for FY 2019-20
- Tampa Bay Next update
- Regional Transit Feasibility Plan
- Coast Bike Share
BPAC members expressed their support for bike share programs generally and for our area’s Coast Bikeshare in particular. With regard to bills under consideration in the legislature, members expressed that some of the dockless bikeshare proposals appear to have less accountability to local governments than do current models.

Meeting of the Livable Roadways Committee (LRC) on February 21

The committee approved and forwarded to the MPO Board:

- Title VI Nondiscrimination Plan Update

They moved to request the following UPWP studies in FY19-20:

- Given that FDOT’s new Complete Street Screening Tool uses adopted local government land use regulations to determine context for each roadway, analyze major roads countywide to determine if additional overlay districts or other land use regulations are needed, to support appropriate context classifications by FDOT;
- A study to determine impacts the proposed Rays Stadium will have on the existing streetcar;
- A study of limited-access highway on/off ramps for additional safety measures to reduce conflicts with non-vehicular traffic;
- A feasibility study for a trail overpass at Courtney Campbell Causeway and Rocky Point Drive.

They also heard status reports on the:

- Tampa Bay Next update
- Regional Transit Feasibility Plan

Meeting of the Transportation Disadvantaged Coordinating Board (TDCB), Feb. 23

The TDCB approved and forwarded to the MPO Board:

- Title VI Nondiscrimination Plan Update
- TIP Amendment for HART’s Fowler/Florida/Nebraska Corridor Study

They also:

- Approved the annual evaluation of the Community Transportation Coordinator, and were pleased to see an increase in the reliability of the Sunshine Line’s fleet, resulting from the Board of County Commissioners’ investment in replacement buses.
- Moved to request the following UPWP studies in FY19-20: a study addressing the mobility of senior citizens.

Meeting of the School Transportation Working Group (STWG) on February 28

The working group heard presentations on:

- Future Leaders in Planning (FLiP)
- Painted Intersections
- School Interlocal Agreement
- MPO School Safety Top Ten Field Review Results

The group’s March 28 meeting will be a Special Meeting with State Coordinators for Safe Routes to School, Crossing Guard Program.
Meeting of the Tampa Bay TMA Leadership Group on February 9

The leadership group heard presentations on:

- Cost estimates for the top two projects recommended by the Regional Transit Feasibility Plan:
  - The I-275 rubber-tire project estimate of $455 million is for 11 vehicles, a BRT vehicle maintenance facility, and 15 stations and 6 intermodal centers with walk/bike and traffic signal access and parking;
  - The CSX urban rail project estimate of $621 million is for 4 vehicles, a rail vehicle maintenance facility, 6 stations and 2 intermodal centers with walk/bike access, and buying or leasing the track from CSX, refurbishing the track and adding modern train control.

- Potential processes for developing a funding strategy – including:
  - incremental investments over time, starting with express bus service as soon as possible;
  - regionwide prioritization for grants; and
  - asking local governments begin setting aside funds for transit in a future budget year;

- Potential roles and responsibilities of TBARTA in implementing the Regional Transit Feasibility Plan;

- Potential outreach by the TMA members, including potential points of group consensus, and potential partnership with the Suncoast League of Cities.

Meeting of the TBARTA MPO Directors on February 23

Informational updates were provided on:

- Tri-county long range transportation plan – development of growth scenarios, including land use, transportation, and performance measure outcomes, and timing of public outreach activities;
- Preparations for the first annual Gulf Coast Safe Streets Summit;
- Regional tasks to be included in each MPO’s UPWP for FY 19-20;
- Board approvals for the CCC Interlocal Agreement update;
- Potential agenda items and speakers for the July 13 CCC Board meeting;
- Transportation Regional Incentive Program funding available, and scheduling of a staff meeting to update the regional project priority list.
Children deserve safe places to walk and bike — starting with the trip to school.

Everyone is welcome to join the Hillsborough MPO’s School Transportation Working Group and our partners Hillsborough County School Board, FDOT’s Community Traffic Safety Team, and the Vision Zero Coalition for a special presentation.

March 28th 1:30 p.m.
26th floor of County Center,
601 E. Kennedy Blvd. Tampa
Free parking at the Pierce St. Garage

Guest Speakers:
Dana Crosby, Florida School Crossing Guard Training Program
Sarita Taylor, FDOT’s State Safe Routes to School Coordinator