Meeting of the Bicycle Pedestrian Advisory Committee  
Wednesday, April 11, 2018, 5:30 p.m.

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – March 14, 2018

IV. Action Items

A. BPAC Membership Applications (Patrick Thorpe, Chair)

B. FY19 & FY20 Unified Planning Work Program Draft (Allison Yeh, MPO Staff)

C. Health in All Policies Resolution Draft (Michele Ogilvie, MPO Staff)

D. BPAC Policy and Position Statement (Wade Reynolds, MPO Staff)

V. Status Reports

A. I-75 Interchange Diverging Diamond (Waddah Farah, FDOT Staff)

B. Grace Street Trailhead (Craig Fox, FDOT Staff)

C. Vision Zero Update – Corridors Community Engagement & Quarterly Report (Gena Torres, MPO Staff)

VI. Old Business & New Business

VII. Adjournment

VIII. Addendum

A. MPO Meeting Summary & Committee Report

B. Regional Transit Forum

C. Tampa Bay Next – Community Open House

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

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I. CALL TO ORDER

Vice Chair Tony Monk called the meeting to order at 5:40 p.m. and the meeting was held in the Plan Hillsborough Room of the County Center Building.

Members present: Kyla Booher, Jay Collins, Mara Latorre, Faye Miller, Tony Monk, Allison Nguyen, Jim Shirk, Sally Thompson.

A quorum was not established.

Others present: Wade Reynolds - Hillsborough MPO; Sharon Snyder – Planning Commission; Milton Martinez – City of Tampa; Jaime Rubscha; R. Eric Pages; Steve Brown; Chris Fellerhoff – Landis Evans; Stephen Benson - FDOT

II. PUBLIC COMMENT

Mr. Steve Brown, a Hillsborough County resident and avid cyclist, spoke regarding debris in bicycle lanes and asked how he can report this issue to the City and County as it is a huge safety issue, especially in the Westchase area along Sheldon Road. Mr. Monk asked Mr. Reynolds to schedule presentations from the City and County on how bike lanes are maintained.

Mr. Brown also stated after potholes were filled along Countryway, between Linebaugh and Racetrack, the extra debris was swept into the bike lanes. Mr. Shirk stated that is sloppy workmanship and should be reported to Public Works. Mr. Monk feels there needs to be more funds set aside for road maintenance. Mr. Monk stated the Committee will elevate his concerns to the MPO Board and Mr. Shirk suggested Mr. Brown contact the BOCC Commissioners. Mr. Brown asked if the County owns street cleaners or if the work is contracted out. Mr. Reynolds will send a request to Hillsborough County Public Works asking about the street cleaners and will keep Mr. Brown informed.

Mr. Shirk discussed the National Bike Summit he recently attended in Washington DC, along with Christine Acosta, Lacey Nichols and Becky Alfonso. Elaine Chao, Secretary of Transportation, spoke at the Summit. There was also a congressional lobby day and they received some good responses. Ms. Alfonso has the full report; Mr. Shirk can provide her email address to those who would like a copy.

Mr. Eric Pages, disability advocate, asked for an update on Armenia and Howard revisions because the areas south of Columbus and north of Swann do not have proposed bike lanes yet and the ADA compliant curb cuts have not been done. Mr. Pages stated one area of concern is on Armenia, on the northwest corner of Cypress. There are no curb cuts so the sidewalk isn’t accessible to the disabled. Mr. Pages also commented that there are few ADA routes to and from bus stops on these and many other corridors in the City and County. Mr. Pages stated that these issues have been reported as early as 2006. Mr. Reynolds asked Mr. Martinez if he can
provide an update. Mr. Martinez stated these are County Roads and Howard Avenue, from Kennedy to Columbus, is scheduled for FY19 and Armenia, from Kennedy to Columbus, is scheduled for FY20. Mr. Monk asked if they are just resurfacing or upgrading the pedestrian ramps as well. Mr. Martinez stated if the resurfacing touches the pedestrian ramps, they are required to upgrade the ramps as well. The City will also coordinate with the County to include bike lane striping when restriping the road surfaces. Mr. Monk asked if the County has a Complete Streets policy? Mr. Reynolds replied they don’t. Mr. Monk would like to see the public advocate for improvements to the whole roadway, in addition to resurfacing. Mr. Monk asked Mr. Reynolds to request the City present this project to BPAC when they are to the point of design and ready to present it to the public. Mr. Pages expressed his appreciation to BPAC.

III.  APPROVAL OF MINUTES

Motion: Approval of the minutes of February 14, 2018. A quorum was not established.

IV.  ACTION ITEMS

A. BPAC Membership Applications
A quorum was not established; therefore, this item was tabled until the next meeting.

B. BPAC Policy and Position Statements
A quorum was not established; therefore, this item was tabled until the next meeting.

V.  STATUS REPORTS

A. InVision Tampa Streetcar Study (Milton Martinez, City of Tampa)
Mr. Martinez presented the InVision: Tampa Streetcar Feasibility Study which the City of Tampa is conducting 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 the 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 Street/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.

Benefits of the enhanced transit include direct connections between employment destinations in the downtown core, rapidly developing areas in the north end of the downtown and Tampa Heights, new development at Water Street Tampa, and existing urban neighborhoods in the Channel District, Harbour Island and Ybor City. The service will also be the first mile/last mile connection 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.
Mr. Milton encouraged members to visit the website at [www.tampagov.net/streetcar](http://www.tampagov.net/streetcar) or send questions to him at streetcar@tampagov.net.

A discussion ensued regarding if the tracks are separate or in traffic, if all of the tracks will be double or just sections, if modernizing the streetcars will include new cars that can accommodate more passengers, if the streetcars will travel at higher speeds, there will be more frequent trips, hours of operations will be extended, how many cars the City currently owns, can the project be cancelled if the federal government doesn't feel it is attractive enough, how the City will determine if the streetcar project is a success and how the City is handling transit oriented development.

**B. National Interscholastic Cycling League (Lucy Gonzalez-Barr, CUTR)**

Mr. Reynolds will reschedule as Ms. Gonzalez-Barr wasn’t at the meeting.

**C. Complete Street Corridor Screening (Stephen Benson, FDOT)**

Mr. Benson presented an update on the FDOT’s implementation of their Complete Street policy, which was developed with assistance from Transportation for America, Smart Growth America, and the National Complete Street Coalition. Complete Streets are context sensitive and the approach provides transportation system designs 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.

Mr. Benson provided an overview of the ranges of acceptable design speeds for a corridor. The recently released Complete Streets Handbook and the FDOT Design Manual 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 will work to incorporate this approach into existing procedures and project development activities.

FDOT routinely incorporates standard sidewalks and bike lanes into resurfacing projects and reconstruction projects. They have expanded the application of complete street design philosophies into several upcoming key projects.

Mr. Benson explained the system preservation program. Pavement quality and performance are monitored annually. Five to ten new projects are budgeted annually per County, and projects have a short lifecycle, lasting no longer than three years, from conception to construction. Milling and resurfacing are the priority work types. New traffic signals are being added where needed, and FDOT is reviewing speed limits, street lighting, curb adjustments, lane widths, etc. The new screening tool will look at traffic operations and safety, bike and pedestrian accommodations, enhancements and streetscape improvements, safety issues and ADA concerns. FDOT will also coordinate with other agencies on resurfacing projects. Screenings will be conducted similar to a road safety audit and will include the assistance of planners, engineers, etc. Mr. Benson presented examples of screenings conducted on Highway 301 north of Dade City, 40th Street in Tampa and Jackson Street in downtown Tampa.

Discussions ensued regarding the improvements along Highway 301, the need for better bike lane buffers especially when speed limits are 40 MPH or higher, if these design standards are only for FDOT state roads, if these concept designs will automatically be included in any resurfacing projects or do local governments need to request them, what is the rationale for not including bike lanes on both sides of the road or on resurfaced roads, the “push” to use the move over rule for vulnerable road users, if the context classification will have a land use
aspect, how this is a tremendous tool for FDOT but cities need to get vehicles to slow down, how the Dade City project was approved when there was a resolution against it, the need for comfort along the sidewalk and trails, and if the sidewalk widths are the minimum or maximum allowed.

VI. OLD BUSINESS & NEW BUSINESS
Ms. Rubscha introduced herself and explained why she is interested in joining the BPAC.

Ms. Booher, alternate for Jason Chilson, introduced herself to the Committee.

Mr. Reynolds explained that due to the lack of quorum, new committee members will be voted on at the next meeting.

A. Committee Chairs Invited to Plan Hillsborough Retreat – Mr. Reynolds stated Committee Chairs have been invited to participate in the Plan Hillsborough Retreat on March 23 at Stetson Law Center.

B. Legislative Update – Mr. Reynolds stated the pre-exemption of local bike sharing regulation was defeated. This Committee passed a motion to not support the bill. The bill to make texting while driving a primary offense did not pass, so it is still a secondary offense.

C. Plant City Bike with the Mayor – Ms. Latorre distributed flyers for the “Bike with the Mayor” event on Friday, March 30, at 7:30 a.m. at Gilchrist Park in Plant City. Mr. Reynolds will publish the event on the MPO and Vision Zero facebook pages.

D. South Coast Greenway Connector Public Meetings – The trail will run from Symmes Road, over the Maydell Bridge, to connect with the Selmon Greenway trails. Mr. Reynolds announced the dates of the public information meetings are April 3rd (78th Street Community Library) and 4th (Gardenville Recreation Center). More information is on the MPO section of the Plan Hillsborough website.

VII. ADJOURNMENT
There being no further business, the meeting was adjourned at 7:17 PM.
Board & Committee Agenda Item

**Agenda Item**
Unified Planning Work Program FY18/19 & FY19/20 – Call for Projects

**Presenter**
Allison Yeh, MPO Staff

**Summary**
The MPO’s transportation planning functions are supported primarily by federal and state grants. These functions must be identified in advance for two fiscal years and encompass the surface transportation planning efforts to be undertaken by FDOT, HART, local jurisdictions, and other agencies. These activities, products and budgeted funds are documented in the Unified Planning Work Program (UPWP). The new UPWP for FY18/19 & FY19/20 will become effective July 1, 2018 and cover the next two fiscal years.

This month, staff is soliciting planning tasks from our partner agencies and citizen groups. Projects will be considered for inclusion in a draft document to be submitted to FDOT by March 15th. In April/May, a final document will be presented for approval to the MPO committees and Board. The currently adopted UPWP for FY 16/17 & FY 17/18 is available on the MPO website. [http://www.planhillsborough.org/unified-planning-work-program/](http://www.planhillsborough.org/unified-planning-work-program/)

The UPWP planning task categories eligible for candidate projects are System & Corridor Planning; Long Range Transportation Plan & Data Monitoring; Transportation Improvement Program; Public Participation; and Local & Regional Coordination and Planning.

**Recommended Action**
None; for information only

**Prepared By**
Allison Yeh, AICP, LEED GA

**Attachments**
None
Board & Committee Agenda Item

Agenda Item
Health in All Policies Matrix and Resolution

Presenter
Michele Ogilvie, MPO Staff

Summary
There is an increasing recognition that the environments in which people live, work, learn, and play has a tremendous impact on their health. Re-shaping people’s economic, physical, social, and service environments can help ensure opportunities for health and support healthy behaviors. Health is influenced by the social, physical, and economic environments, collectively referred to as the “social determinants of health.”

Health in All Policies is a collaborative approach to improving the health of all people by incorporating health considerations into decision-making across sectors and policy areas.

Health in All Policies, at its core, is an approach to addressing the social determinants of health that are the key drivers of health outcomes and health inequities.

MPO staff has worked with Health Department staff to research and draft a Health in All Policies Matrix and Resolution that will implement this approach in certain work program areas of transportation.

Recommended Action
Review and comment as needed

Prepared By
Michele Ogilvie, MPO Staff

Attachments
Draft Health in All Policies Matrix and Resolution
<table>
<thead>
<tr>
<th>MPO PRIORITY AREA</th>
<th>INDICATORS</th>
<th>HEALTH PRIORITY AREA*</th>
<th>MPO PROGRAM</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Crash &amp; Vulnerability Reduction/Investment for Economic Growth</td>
<td>Recovery time for critical transportation links after a Category 3 storm</td>
<td>All</td>
<td>Regional Scenario</td>
</tr>
<tr>
<td>2. Crash &amp; Vulnerability Reduction</td>
<td>Total crashes reduced, fatal crashes reduced, bicycle/pedestrian crashes reduced</td>
<td>HE, LHL, AC, CD</td>
<td>TIP, LRTP</td>
</tr>
<tr>
<td>3. Crash &amp; Vulnerability Reduction</td>
<td>Number street lights installed in high crash corridors</td>
<td>HE, LHL, AC, CD</td>
<td>TIP</td>
</tr>
<tr>
<td>4. Crash &amp; Vulnerability Reduction</td>
<td>Number of miles of sidewalk present in high pedestrian crash areas/complete network</td>
<td>HE, LHL, AC, CD</td>
<td>TIP</td>
</tr>
<tr>
<td>5. Crash &amp; Vulnerability Reduction</td>
<td>Pedestrian intersection improvements (example-high visibility crosswalks, ADA compliant sidewalks, median pedestrian refuge and bulb-outs) 1/4 mile from transit stops</td>
<td>HE, LHL, AC, CD</td>
<td>TIP</td>
</tr>
<tr>
<td>6. Minimize Congestion</td>
<td>Pedestrian friendly intersections for Communities of Concern</td>
<td>HE, LHL, AC, CD</td>
<td>TIP</td>
</tr>
<tr>
<td>7. Minimize Congestion</td>
<td>Population or households adjacent (500 feet) to congested or high-volume roads (30,000 ADT or a volume to capacity ratio of 1.0 or greater)</td>
<td>CD, HE, LHL</td>
<td>Regional Scenario</td>
</tr>
<tr>
<td>8. System Preservation/Investment for Economic Growth</td>
<td>Span and frequency of transit service</td>
<td>HE, LHL, AC, CD</td>
<td>TIP; LRTP</td>
</tr>
<tr>
<td>9. System Preservation/Investment for Economic Growth</td>
<td>Highway centerline miles within 1/2 miles of major healthcare (hospitals), recreation (regional parks, entertainment venues), education (universities and colleges)</td>
<td>BH, CD, HE</td>
<td>Regional Scenario; LRTP</td>
</tr>
<tr>
<td>10. Investment for Economic Growth/Real Choices</td>
<td>Transit and sidewalk coverage to areas of Essential Services</td>
<td>HE, LHL, AC, CD</td>
<td>TIP; LRTP</td>
</tr>
<tr>
<td>11. Investment for Economic Growth/Real Choices</td>
<td>Ratio of sidewalk and/or bicycle lanes to roadway miles in the Urban Service Area</td>
<td>HE, LHL, AC, CD</td>
<td>LRTP</td>
</tr>
<tr>
<td>12. Real Choices when Not Driving</td>
<td>Miles of sidewalk and trails present within 1/4 mile of populations identified with high rates of behavioral health and chronic disease conditions</td>
<td>AC, IM, BH, CD</td>
<td>TIP</td>
</tr>
<tr>
<td>13. Real Choices when Not Driving</td>
<td>Sidewalk coverage (both side of street) within 1/4 mile of transit stops</td>
<td>LHL, HE</td>
<td>LRTP; TIP</td>
</tr>
<tr>
<td>14. Real Choices when Not Driving</td>
<td>Sidewalk coverage (both side of street) for block groups within 1/4 mile of restorative and social activities, e.g. parks, recreation, and community centers</td>
<td>LHL, CD, BH, HE</td>
<td>Regional Scenario; TIP; LRTP</td>
</tr>
<tr>
<td>15. Real Choices when Not Driving</td>
<td>Transit service route miles within 1/4 miles of high proportion of elderly population (over 500 per square mile)</td>
<td>HE, LHL, AC, CD</td>
<td>LRTP; TIP</td>
</tr>
<tr>
<td>16. Real Choices when Not Driving</td>
<td>Percent of Environmental Justice population living within 1/4 mile of a trail/path</td>
<td>HE, LHL, AC, CD</td>
<td>LRTP; TIP</td>
</tr>
<tr>
<td>17. Real Choices when Not Driving</td>
<td>Transit and sidewalk coverage within designated USDA Food Deserts</td>
<td>HE, LHL, AC, CD</td>
<td>LRTP; TIP</td>
</tr>
<tr>
<td>18. Real Choices when Not Driving</td>
<td>Percent of Community of Concern population living within 1/4 mile of transit service</td>
<td>HE, LHL, AC, CD</td>
<td>LRTP; TIP</td>
</tr>
</tbody>
</table>

*AC- Access to Care; BH- Behavioral Health; CD- Chronic Disease; HE- Health Equity; LHL- Long Healthy Life; IM- Infant Death

DRAFT
RESOLUTION establishing a Health in All Policies approach to Transportation Planning.

WHEREAS, the Hillsborough County Metropolitan Planning Organization (MPO) is the designated and constituted body responsible for the transportation planning and programming process for Hillsborough County; and

WHEREAS, the MPO desires to promote, maintain and enhance the livability of unincorporated Hillsborough County, Plant City, Tampa and Temple Terrace; and

WHEREAS, policy, planning and programming decisions made by non-health agencies significantly impact social and environmental factors and health, and can have a disproportionate impact on vulnerable populations; and

WHEREAS, Health in All Policies is a cross-sector collaborative approach that incorporates health into the decision-making process of government agencies; and

WHEREAS, an individual’s zip code and conditions in the environment where they live, work, learn and play have a greater impact on an individual’s health and quality of life than their genetic code; and

WHEREAS, making community conditions more equitable, including roadway safety and connectivity to resources and public transportation, improves health equity; and

WHEREAS, communities of color, lower income individuals, older adults, persons with disabilities, children at risk and individuals and communities who are pedestrian, bicycle and public transportation-dependent experience higher rates of health disparities, preventable differences in health status and outcomes resulting from social and environmental factors and historic policy decisions; and

WHEREAS, the Hillsborough County Metropolitan Planning Organization seeks to provide transportation system wide choices for all users including motorists, bicyclists, pedestrians, and transit users, and to make unincorporated Hillsborough County, Plant City, Tampa and Temple Terrace more livable, healthy, and economically robust.

NOW, THEREFORE BE IT RESOLVED by the Hillsborough Metropolitan Planning Organization that:

1. The Hillsborough County MPO will continue to work with the Florida Department of Health in Hillsborough County (DOH-Hillsborough) to implement Health in All Policies strategies taking into account the health impacts of MPO decisions that include but are not limited to chronic and acute health outcomes, mental and physical wellbeing, health behaviors such as physical activity, measures of social cohesion and community connectedness, access to healthcare, employment and educational opportunities and the environment.

2. The MPO will consider the health outcomes/impacts in the project prioritization process based on the Transportation and Health Indicators Matrix (attached)
Board & Committee Agenda Item

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 May 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.
Board & Committee Agenda Item

**Agenda Item**
I-75 Diverging Diamond Interchange

**Presenter**
Waddah Farah, FDOT - District 7

**Summary**
The new diverging diamond traffic pattern, the first in Florida, opened at the University Parkway and Interstate 75 interchange. Unlike a typical highway roadway intersection, the diverging diamond pattern shifts both directions of University Parkway traffic to the opposite sides of the road for the short section where the thoroughfare meets the interstate. The swap creates free-flowing left-turn lanes onto the interstate — just like the right-hand turns to on-ramps now — instead of the lengthy queues at the existing left-turn arrow signals.

Plans are underway for installing diverging diamonds on other I-75 interchanges.

**Recommended Action**
None; for discussion only.

**Prepared By**
Gena Torres

**Attachments**
Link to FDOT I-75 University Parkway Diverging Diamond Interchange
Board & Committee Agenda Item

**Agenda Item**
Grace Street Trailhead

**Presenter**
Craig Fox, FDOT

**Summary**
FDOT has proposed a trailhead for the I-275 trail at Grace Street, East of Lois Ave. This location is a part of the Carver City/Lincoln Gardens neighborhood. The I-275 trail is a segment of the Gulf Coast Trail, which will connect from the Courtney Campbell Causeway through downtown Tampa and to the South County Greenway, which will connect to Manatee County.

**Recommended Action**
For informational purposes only, no action is required.

**Prepared By**
Wade Reynolds, MPO Staff

**Attachments**
Trailhead Plans
WE HAVE A CRISIS IN HILLSBOROUGH COUNTY.

No loss of life is acceptable. Between 2005 and 2016, there were 2,100 traffic-related deaths and 93,262 traffic-related injuries in Hillsborough County. Each one of these resulted in untold pain and suffering for the victims and their families. Moreover, every one of these was preventable.

Hillsborough County has the dubious distinction of being one of the highest traffic injury and death locations in the US. Certain corridors represent a large proportion of these severe crashes, which are defined as crashes involving a fatality or incapacitating injury. Crash data from 2012 to 2016 was analyzed to identify the corridors with the greatest occurrences of severe crashes per mile. These corridors comprise four percent of road miles in Hillsborough County, yet they account for 19 percent of the severe crashes.

VISION ZERO CORRIDOR COALITIONS

To continue its efforts towards eliminating serious injuries and fatalities on the roads, the Hillsborough MPO is facilitating the creation of corridor coalitions along two of the Top 20 Severe Crash Corridors: 15th Street and 56th Street. The Corridor Coalitions will be comprised of agency and organization partners, along with residents, business owners, and other stakeholders on or near the corridor. To spark the creation of the Corridor Coalitions, the MPO is engaging the coalitions in planning and holding a half-day event on the corridor to highlight and bring awareness to the safety issues. The Vision Zero Coalition is continuing its efforts by engaging stakeholders on two of these corridors. Please consider joining our cause to strengthen our voices for safe streets now!
Severe Crash Corridor #10
15th St From Fowler Ave to Fletcher Ave
Total Severe Crashes: 18 (17.6 per mile) | Length: 1.02 miles
Posted Speed: 30 mph | Number of Through Lanes: 2 | VMT: 10,458
Bus Route: Yes | School-Age Student High-Crash Area: Yes

During 2012 to 2016, a total of 18 severe crashes occurred on 15th Street, two of which resulted in fatalities and 16 resulted in incapacitating injuries.

Compared to countywide severe crash averages, severe crashes along 15th St were more likely to occur at night; involve bicyclists and pedestrians; and involve intoxication as a cause.

Severe Crash Corridor #15
56th St (CR 583) From Sligh Ave to Busch Blvd
Total Severe Crashes: 23 (15.2 per mile) | Length: 1.51 miles
Posted Speed: 45 mph | Number of Through Lanes: 4 | VMT: 64,930
Bus Route: Yes | School-Age Student High-Crash Area: Yes

During 2012 to 2016, a total of 23 severe crashes occurred on 56th Street, three of which resulted in fatalities and 20 resulted in incapacitating injuries.

Compared to countywide severe crash averages, severe crashes along 56th St were more likely to involve pedestrians; involve left turns or improper turns; failure to yield, and intoxication as causes.

VISION ZERO.
No more traffic-related deaths.
No more pedestrians killed trying to cross the street.
No more bicyclists and motorcyclists hit by unaware drivers.
Safe streets for everyone.

IT’S AMBITIOUS. IT’S OUR MOTIVATION. IT’S OUR DRIVE.

JOIN OUR CAUSE.
We need your help to get the word out, identify solutions, and advocate for investments in traffic safety. Join us to make Vision Zero a reality.

Please contact us if you would like to join either of the Vision Zero Corridor Coalitions!
Gena Torres, Hillsborough MPO, torresg@plancom.org or 813.273.3774 x.357

You can learn more about Vision Zero on our website at
http://www.planhillsborough.org/vision-zero/

Follow us on Facebook at Vision Zero Hillsborough
MPO Board Meeting Summary
Tuesday, March 6, 2018

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

Chairman Les Miller called the meeting to order at 9:01 a.m. Commissioner Stacy White led the pledge of allegiance and invocation. The meeting was convened on the 26th floor of the County Center.

Commissioner Miller read, for the record, a memo from Commissioner Kemp informing the Board that she was unable to attend. He also informed presenters not to be extensively long, because a quorum will be lost around 10:15 or 10:20.

PUBLIC COMMENT

Mr. Rick Fernandez said that at this time last year, he and several others present were part of FDOT’s trip to St. Louis, Missouri for a peer exchange with the Missouri Department of Transportation on best practices. He stated that the same mistakes that were made with TBX are being made with the Regional Transit Feasibility Study. He asked for a deep-dive analysis of rail, and suggested that the new managed lanes on the Veteran’s Expressway will demonstrate how these lanes really work.

COMMITTEE REPORTS, ONLINE COMMENTS

Ms. Gena Torres, MPO staff, read the various MPO Committee reports. She also shared online comments received from Ms. Amato (thanking Ms. Alden and Ms. Silva for adding parent advocates to the School Transportation Working Group); Mr. Tindall (expressed concerns regarding congestion on the Howard Frankland Bridge and I-275); Mr. Vela (corresponded with FDOT Secretary regarding the BRT proposal, TBARTA’s role, regional planning, and the lack of innovative funding); and Mr. Rosas (shared two articles on sprawl without necessary transit infrastructure). There were no Facebook comments received.

CONSENT AGENDA

A. Approval of Minutes – February 6, 2018  
B. Committee Appointments  
C. Community Transportation Coordinator Annual Evaluation Report

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 HART FOWLER AVE/NEBRASKA AVE/FLORIDA AVE CORRIDOR STUDY

Commissioner Murman wanted to know if staff had considered moving this study and the corridor study for the Brandon BRT east-west under the Regional Transit Feasibility Plan. Ms. Alden stated that the
amendment was the result of a request from HART to repurpose funds that were set aside to look at the East-West MetroRapid corridor. Commissioner Murman also wanted to know how much money was set aside? Sarah McKinley, MPO Staff, stated that $2.5 million was set aside. Ms. Alden stated that staff will continue to work with HART. Commissioner Murman referenced ways to enhance the Regional Transit Feasibility Plan and stated that she will bring her question about use of these funds to the HART Board.

A motion was made by Commissioner Murman for approval of the TIP amendment for the approval of the description change for the Fowler/Nebraska/Florida Corridor Analysis. The motion was seconded by Mr. David Mechanik and carried unanimously by a roll call vote.

Commissioner Kemp, Mayor Lott, Councilman Maniscalco, and Cindy Stuart were absent for the roll call vote.

ACTION ITEM

A. 2018 Title VI Nondiscrimination Plan Update

Mr. Johnny Wong, MPO Staff, provided highlights of the Title VI Plan. Title VI of the Civil Rights Act of 1964 protects people from discrimination based on race, color, or national origin by agencies and programs which receive federal financial assistance. Under the umbrella of Title VI and related statutes and executive orders, the Hillsborough MPO extends additional protections such that no one will be discriminated against due to sex, age, disability status, family or religious status, income, or English proficiency. There were no questions following the presentation.

A motion was made by Councilman Cohen for approval of the 2018 Title VI Nondiscrimination Plan Update. The motion was seconded by Mr. Mechanik and carried unanimously.

STATUS REPORTS

A. CUTR Update & Autonomous Vehicle Transit Feasibility Study for USF Campus

Mr. Robert Bertini, Director of the Center for Urban Transportation Research (CUTR), and Professor of Civil and Environmental Engineering at the University of South Florida, provided an update on CUTR’s current research initiatives and collaborations with local jurisdictions. In addition, he provided information about the MPO’s on-going project with CUTR to examine the feasibility, legality and potential uses of Autonomous Transit service on the University of South Florida campus. Information on the study can be found at http://www.planhillsborough.org/usf-campus-autonomous-transit-feasibility-study/.

Cindy Stuart arrived at 9:26 a.m.

Following the presentation, Mr. Joe Waggoner stated that he has worked with CUTR and recognizes them as a group with a national reputation with great resources. He encouraged the Board to make use of them whenever there is an opportunity to.

B. FDOT Environmental Programs Update

Mr. Daniel Lauricello, FDOT Representative, provided an update on FDOT’s environmental programs.

During the presentation, Councilman Cohen stated that he thought the Upper Peninsula Watershed Drainage Improvements Project in South Tampa had already started. Mr. Lauricello stated the City is working on segments one through six, and following that, FDOT will begin construction of the improvements that are on Dale Mabry Highway itself.

Following the presentation, Commissioner White stated that he was glad to see FDOT’s focus on Old Tampa Bay, and he appreciates the partnership with FDOT. He mentioned that Ms. Alden is working with
his legislative aide on an effort to have Ed Sherwood, the Executive Director with the Estuary Program, come for a presentation to a MPO committee and then have a report come back to the Board afterwards. Ms. Alden stated that Mr. Sherwood will speak to the MPO’s Technical Advisory Committee, which is chaired by an Environmental Protection Commission (EPC) staff representative. Commissioner White also mentioned that Mr. Sherwood has also expressed interest in engineering tweaks when the Howard Frankland Bridge gets redone. Commissioner White reminded FDOT that he would like to see coordination with the EPC’s Artificial Reef Program when demolition materials are available from the bridges.

Mr. Lopano inquired about the third bridge of the Courtney Campbell Causeway. Mr. Lauricello stated that he would have to check on that information.

Mr. David Mechanik wondered if one bridge could improve the circulation for the whole Old Tampa Bay. Mr. Lauricello stated that the improvements will flush the area west of Ben T. Davis Beach, which has been a problematic area for many years.

C. MPO Unified Planning Work Program (UPWP) FY19 & FY20 – Call for Projects

Ms. Allison Yeh, MPO Staff, provided information on the biannual update. The new UPWP for FY18/19 & FY 19/20, will become effective July 1, 2018 and will cover the next two fiscal years.

Following the presentation, Commissioner White inquired about the Hillsborough County staff contact person and process for requesting MPO projects. Ms. Alden stated that the MPO typically receives a letter from the County Administrator and the contact is Mr. John Lyons, the Public Works Director. Commissioner White requested Ms. Alden have Mr. Lyons reach out to him regarding involving the BOCC with projects.

Mr. Lopano inquired about the request from one of the committees to study bicycle lanes’ physical separation from vehicle lanes. Ms. Yeh stated that the idea to physically separate the striped bike lane, to improve safety, was from a CAC member. Mr. Lopano stated that he supported the idea.

Commissioner Murman inquired about traffic counts and expressed concerns about the review process for identifying projects. The list of projects should be vetted through the Commissioners. The process has gotten a little better, but it is not where she would like it to be. Ms. Alden responded to Commissioner Murman’s inquiry. Commissioner Miller reminded the other Commissioners that projects come from County Commission staff and Public Works. Commissioner White requested that Ms. Alden inform Mr. Lyons of the discussion that took place regarding the process of requesting MPO projects.

EXECUTIVE DIRECTOR’S REPORT

Ms. Alden provided information on bills that have been making their way through the legislature that would affect the structure of MPO Boards. If the bills pass, Commissioner Murman requested that staff provide a report at the next meeting.

The First Annual Gulf Coast Safe Streets Summit was held on February 27, 2018. Ms. Alden thanked Policy Committee members for leading the Vision Zero efforts. The event was sold out and all presentations are posted on the MPO website. Staff will be working with Sarasota/Manatee MPO to host next year’s event.

Ms. Alden referenced correspondence from FHWA, which was included in the addendum of the agenda packet, for the Federal Highway Resilience to Extreme Weather Pilot Program federal grant of $250,000 that was awarded to us to work with our regional partners on how to address vulnerabilities in our transportation system and advance corrective measures. Allison Yeh was the project manager.
PlanHillsborough’s Board Strategic Planning Retreat will be held March 23, 2018 at the Stetson Law Center from 1:00 p.m. to 4:00 p.m.

The Tampa Bay TMA Leadership Group meeting will be held on Friday, March 9, 2018 at TIA and the Policy Committee will meet March 27th.

The 2nd Collaborative Labs Workshop for the MPO Regional Planning Best Practices Study (the MPO merger study) will be held June 1st at the St. Pete College Collaborative Labs.

Commissioner Murman asked Ms. Alden if staff is looking at the map from the Regional Transit Feasibility Plan to make sure that the corridors and connections are included in the Transportation Improvement Plan. She also wanted to know if it should come through County staff or MPO staff. Ms. Alden stated that MPO staff can bring the information back in terms of studying more connected corridors in more detail and agreed that Commissioner Murman bring it up with HART as well.

Commissioner White requested that MPO staff work with County staff on the recent direction from the BOCC with respect to the Extreme Weather Pilot Program. County staff will conduct a peril-of-flood assessment. MPO staff should ensure that there are no duplicative activities. Ms. Alden agreed.

Mr. Cameron Clark reminded members to provide comments to him on the Executive Director’s evaluation by the end of the week. He will send out a reminder email for members that are absent. The information will be presented at the Policy Committee and then at the April MPO Board meeting.

Councilmember Maniscalco arrived at 9:54

The next MPO Board meeting is scheduled for Tuesday, April 3, 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.

ADJOURNMENT

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 10:01 a.m.
Committee Reports

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

The committee approved and forwarded to the MPO Board:

✓ Public Participation Plan Measures of Effectiveness Report, including a recommendation to expand accessibility with real-time engagement such as more live streaming of meetings;

✓ Comments and questions on the Regional Transit Feasibility Plan.

They also heard reports from:

- The Tampa Bay Regional Planning Council on hurricane evacuation and resiliency to climate change;
- The City of Tampa on the Invision Tampa Streetcar study; members asked how this project relates to the Regional Transit Feasibility Plan.

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

The committee approved and forwarded to the MPO Board:

✓ Letter of support for Upper Tampa Bay water quality enhancements in conjunction with the Howard Frankland Bridge Project.
  - TAC members were interested in the potential acreage of seagrass recovery, and that Tampa Bay Estuary Program already has a working relationship with FDOT on this effort.

✓ Comments on the Regional Transit Feasibility Plan
  - Members asked if having to choose between steel-wheel transit or BRT was necessary, and for more information the study schedule.

✓ Public Participation Plan MOE Report
  - Supportive of using Instagram and other social media tools.

The TAC also received presentations on:

- Invision Tampa Streetcar Study – there was interest in how the extension of the streetcar was coordinated with TBNext, The Heights Mobility Plan and the MPO’s study of Tampa/Florida.
- I-75 Diverging Diamond Interchanges – members were impressed with the safety and congestion benefits of diverging diamonds.

The TAC chair was invited to participate in the Plan Hillsborough Retreat on March 23rd at Stetson Law School.

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

The committee heard status reports on the:
Invision Tampa Streetcar Study – comments and questions from committee members included the hours of operation, speed of the new vehicles, headways and the process to secure funding.

Complete Street Corridor Screening from FDOT – members asked questions relating to the new design of FDOT road sections; speed limits; the need for greater separation on higher speed roadways; and the process for context classification.

BPAC members also received public comments on the need for bike lane maintenance in the Town N’ Country area, on Sheldon Road and adjacent roadways. These have been forwarded to the proper maintenance authorities.

Meeting of the Livable Roadways Committee on March 21
A verbal report will be provided at the board meeting.

Meeting of the Policy Committee on March 27
The committee approved and forwarded to the MPO Board:
✓ Memorandum of Understanding between TBARTA, FDOT, HART, PSTA, & MPOs – with one dissenting vote.
✓ MPO Advisory Council 2018 Call for Freight Projects
✓ MPO Executive Director’s Annual Evaluation

They received a presentation on potential Comments on the Regional Transit Feasibility Plan, and after extensive discussion, concluded that this is a good round-up of questions, but asking questions is only the first step. The MPO should help with pulling answers together. Some answers may be available already; other answers will require information and responses from multiple agencies, and regional collaboration will be needed to develop the right path forward for Tampa, Hillsborough, and the region.

Meeting of the School Transportation Working Group (STWG) on March 28
A verbal report will be provided at the board meeting.

Meeting of the TBARTA MPO Directors on March 23
The directors focused on the agenda for the July 13 joint meeting of the TBARTA MPO Chairs with the Central Florida MPO Alliance, which will be held at Hillsborough Community College’s Plant City campus, beginning at 10am. Topics may include connecting the Tampa and Orlando markets; how Brightline got started; and the Tampa Bay TMA’s tri-county growth scenarios, allowing with the annual updates of regionally significant project priorities.
The group heard several updates on the status of Regional Express Bus initiatives, and other topics relating to transit connections

- Members had stated at a previous meeting that they would like to see more regional express bus routes developed as soon as possible
- Starting in June, PSTA will extend its existing express route from the Gateway to Tampa International Airport via the Howard Frankland Bridge, and will extend another express route from downtown St. Petersburg to downtown Tampa via the Gandy
  - The services will run during peak travel times with the intent to seek funding to expand
- HART discussed its planned park-and-ride express route from Wesley Chapel to Tampa International Airport
  - There was some confusion about the overlap between this route and the planned BRT route in the RTFP
- The City of Tampa presented its plans for the new streetcar route study, which identified a preferred north-south extension from Tampa Heights through the center of downtown, serving numerous businesses and city parking garages
  - The city is requesting approval into FTA’s Small Starts Project Development this month
- FDOT discussed its intermodal studies throughout the region, which look to identify ideal transfer points between various modes of transportation
  - Also mentioned was an FDOT pilot study of shoulder-running express bus in Pinellas County that is nearing completion

An initial discussion of transportation project priorities for funding in the coming year was taken up and final decisions on priorities will be made at the May meeting

- Group members discussed whether to take off projects that were funded, or leave the projects on the list until construction is complete
- The group also discussed how to define priorities
The MPO directors noted that the priority list has been integrated into the priority lists of the MPOs, and that list is transmitted to the Florida Department of Transportation for funding.

However, there were members who felt the priorities should include big-picture vision projects and also legislative asks that may not be under the purview of FDOT.

The group tentatively agreed to put both the CSX project and the BRT project from the Regional Transit Feasibility Plan on the priority list, although the scale/phasing and order of those projects will be determined in May.

Scott Pringle of Jacobs, the consultant for the Regional Transit Feasibility Plan, provided a response to requests for information group members had made at the previous meeting in February.

For the past few months, the Regional Transit Feasibility Plan discussion has revolved around two possible catalyst projects:

- Shoulder-running bus rapid transit along the I-275 Corridor including Wesley Chapel, USF, Tampa, Gateway, St. Petersburg
  - This was the consultant’s suggested catalyst plan due to cost effectiveness and coordination with Tampa Bay Next interstate modernization.
- Commuter rail in the northern corridor following the CSX rail line, from Downtown Tampa to USF
  - This project is preferred by some members due to its potential for passenger rail service linking Hernando and Pasco County with Tampa, and transit-oriented development possibilities along the route.

At the March meeting, Pringle brought back information in response to several requests, but two main ones: To look at the US 41 corridor and a 41-mile CSX route to be able to compare to the 41 miles along the I-275 corridor, and to look at a 12-mile CSX project with a connection directly to USF.

- Original CSX suggested route (downtown Tampa to USF)
  - 9-mile route
  - $620 million estimated capital cost
  - 3.6 million annual ridership
  - $11 cost per trip
- Tampa with direct connection to USF
  - 11.2-mile route
  - $780 million estimated capital cost
  - 3.7 million annual ridership
  - $11 cost per trip
- Tampa to SR 54 near US 41
  - 16-mile route
  - $1.19 billion estimated capital cost
  - 4.6 million annual ridership
  - $13 cost per trip
- Tampa to Brooksville
  - 45-mile route
  - $2.62 billion estimated capital cost
  - 4.7 million annual ridership
- $28 cost per trip
  - Tampa to Oldsmar, Clearwater, and St. Petersburg
  - 50-mile route
  - $3.32 billion estimated capital cost
  - 7.8 million annual ridership
  - $22 cost per trip

- Pringle also clarified the full costs from various funding sources in the I-275 concept, which includes between $920M and $1.15B in money that FDOT would spend in the future interstate modernization projects to accommodate shoulder-running BRT.

- The discussion that resulted from this presentation focused mainly on how relevant the numbers from the CSX routes were to the eventual actual costs.
  - Pasco Commissioner Jack Mariano felt that the numbers should take the possibility of private investment and resulting development around rail stations into account.
  - Pringle noted that the study had requested that the projects be looked at using criteria for funding established by the Federal Transit Administration to compare applications from across the country, and that the FTA criteria was what he focused on.
  - FDOT District 7 Secretary David Gwynn clarified that the formula for FTA funding was very specific and is only calculated based on the elements that Pringle had looked at.

**Pasco MPO Director Craig Casper and Hillsborough MPO Director Beth Alden discussed right-of-way for CSX and interstate transit, respectively**

- A few highlights of the CSX presentation:
  - There are two major CSX subdivisions that are up for sale:
    - One from Hernando County to Busch Boulevard in Tampa
    - One from Busch Boulevard west to Clearwater and curving south into St. Pete
    - There may be additional available subdivisions, including one in South Tampa, but that remains unknown.
  - The CSX line cannot accommodate light rail within existing right-of-way, only commuter rail and CSX would retain usage of the tracks for freight service.
  - Gwynn noted that, were the region to agree on the need to purchase CSX right-of-way, that would not be within FDOT’s purview and would need an act of the state legislature.
    - He also noted the legislature wouldn’t make that purchase without a project to go with it.
  - Alden’s presentation focused on how right-of-way on the interstate has been handled in other communities:
    - Communities included South Florida and Minneapolis/St. Paul.
      - In South Florida, express bus service was added in managed lanes on I-95 between Miami and Ft. Lauderdale, and ridership increased 22% year-over-year.
      - In the Twin Cities, bus-only shoulders (of which there are now 334+ miles constructed) provided 9 minutes of travel time savings on average. Ridership also increased 9 percent over two years.

**TBARTA Executive Director Ray Chiaramonte gave an update on the MPO Regional Coordination Best Practices Study**

- The study is moving from Phase I, which examined existing conditions and directions, to Phase II, which will identify best practices from peer regions and develop case studies.
• A second workshop will be held June 1 at Collaborative Labs, and a third workshop is tentatively planned for September
• The study is scheduled for completion in December

The group also decided to meet in Pasco at the next meeting May 11
From: Beth Alden
Sent: Wednesday, April 4, 2018 12:43 PM
To: Sharon Snyder; Wanda West
Subject: Agenda packets

Would you please include this as an Addendum item in the MPO committee agenda packets this month?
Thanks,
Beth

From: Miklus, Brandie L. <Brandie.Miklus@jacobs.com>
Sent: Tuesday, April 3, 2018 5:00 PM
To: Miklus, Brandie L. <Brandie.Miklus@jacobs.com>
Cc: Pringle, Scott R. <Scott.Pringle@jacobs.com>; Straw, Jennifer <Jennifer.Straw@jacobs.com>
Subject: Save the Date! Regional Transit Forum - July 20th
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons with disabilities who require accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Christopher Speese, by phone at 813-975-6247, or via email at christopher.speese@dot.state.fl.us at least seven (7) days prior to the meeting. If you are hearing or speech impaired, please contact us by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

Comuníquese Con Nosotros: Nos importa mucho la opinión del público sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, por favor comuníquese con nuestra representante, Lilliam Escalera, 813-975-6403, Departamento de Transportación de Florida, 11201 N. McKinley Dr., Tampa, FL 33612, lilliam.escalera@dot.state.fl.us

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