Meeting of the Bicycle Pedestrian Advisory Committee
Wednesday, June 13, 2018, 5:30 p.m.

5:00-5:30 – Multi-Modal Level of Service Workshop

I. Call to Order

II. Public Comment – 3 minutes per speaker, please

III. Approval of Minutes – May 9, 2018

IV. Action Items
   A. BPAC Representatives and Alternates (Wade Reynolds, MPO Staff)

V. Status Reports
   A. Riverwalk and Convention Center Changes (Rob Rosner, City of Tampa)
   B. It’s Time Tampa Bay: Outreach on Tri-County Growth Concepts (Johnny Wong, MPO Staff)
   C. Upper Tampa Bay Trail Crossing (Jason Chilson, Hillsborough County Parks Department)
   D. South Coast Greenway Connector (Wade Reynolds, MPO Staff)

VI. Old Business & New Business
   A. Courtney Campbell Causeway Sidewalk (Wade Reynolds, MPO Staff)
   B. July Retreat (Wade Reynolds, MPO Staff)

VII. Adjournment

VIII. Addendum
   A. MPO Meeting Summary & Committee Report
   B. Regional Transit Feasibility Plan Public Input Survey -
      http://tbregionaltransit.com/survey/

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 5:34 p.m. and the meeting was held in the Plan Hillsborough Room of the County Center Building.


Others present: Wade Reynolds, Rich Clarendon, Michele Ogilvie, Lisa Silva - Hillsborough MPO; Sharon Snyder – Planning Commission; Gary Cloyd; Craig Fox - FDOT; Mark Gillette

II. PUBLIC COMMENT

There were no public comments.

III. APPROVAL OF MINUTES

Motion: Approval of the minutes of April 11, 2018. (Thornton-Collins). The motion passed unanimously.

IV. ACTION ITEMS

A. BPAC Membership Applications (Patrick Thorpe, Chair)

The applicant wasn’t present, so this item was tabled.

B. Transportation Improvement Program for FY19 – FY 23 (Public Hearing) (Sarah McKinley, MPO Staff)

Ms. McKinley presented on the Transportation Improvement Program (TIP) for FY 19 – FY 23 and updates for Priorities for FY 23-24. The TIP is the transportation projects to be funded for the next five years and are the first five years of the Long-Range Transportation Plan. She will present the highlights and major changes in the past year. This is reviewed by United States Department of Transportation (USDOT) for projects utilizing for federal funds and locally funded projects are included for informational purposes.

Ms. McKinley explained how the TIP is organized and what the MPO’s role is. She explained the MPO Board can remove federally funded projects but can’t direct how most of the funding is spent. The MPO last updated the priorities in June 2017 and FDOT programmed funding based on those priorities in November and December 2017, creating the “Tentative Work
Program”, which will be approved by Legislature and Governor by July 1st. The MPO will adopt the TIP and priority list (Table 2) at the June 12th Public Hearing. The MPO will submit the TIP to the Florida Department of Transportation (FDOT) for federal and State review by July 15, 2018.

Ms. McKinley reviewed the source of TIP funds, which totals almost $1.6 billion, and the breakdown of the use of funds in the FDOT Work Program by Work Type. In addition, she reviewed the percentages of source revenues by work type, by fiscal year, and the use of funds by local government and partner agencies. Ms. McKinley reviewed projects in the Transportation Alternative (TA) and Surface Transportation Programs (STP) funds allocation, including six walk/bike safety improvements totaling $6.3 million of new or additional funding.

Ms. McKinley reviewed the major project highlights, which are based on the Imagine 2040 Long Range Transportation Plan (LRTP). The performance measures are Preserve System (bridge replacement/improvements, resurfacing and transit), Reducing Crashes & Vulnerability (walk/bike and safety projects), Managing Traffic for Drivers & Shippers (smart technology for traffic), Real Choices when not Driving (bigger transit and trail systems), and Major Capacity Projects for Economic Growth (road widening and capacity projects). Ms. McKinley presented the highlights and funding changes for this year, including those for Tampa Bay Next.

Ms. McKinley reviewed the TIP Priorities for FY 2020-2024, which were last updated on June 13, 2017. The MPO Staff meets with jurisdictions and agencies in February and they provide updated priorities letters to the MPO by March 15th. The MPO Staff then provides a new draft of priority projects and TA grant applications to FDOT by March 31st. The proposed revisions to the priority list are presented to the MPO Committees at their April and May meetings and will be adopted at the public hearing on June 12, 2018.

Priorities are ranked based on the LRTP performance measures. She reviewed the requests from jurisdictions, HART, Port Tampa Bay, and projects from MPO studies and previous Board actions.

Discussions were held regarding what a punch through is; if the MacDill ferry is being considered; the reasons for Mr. Monk’s vote against recommending approval of the TIP; the application process and deadline for TA grant applications; how the investment level and density rating are determined for prioritization criteria; and where the bicycle/pedestrian projects are in the TIP. Mr. Ranck, speaking on behalf of the County, explained the bicycle/pedestrian projects are buried in the projects and are being considered on all roadway projects. Mr. Thornton explained the majority of these funds are generated from gas taxes. As vehicles become more efficient, gas taxes go down. There is a rational nexus for funds for roadways as it is directly related to automobiles. Speaking for the City, he stated 80% of the City of Tampa’s efforts are based on complete streets, bicycle lanes and walk/bike plans. Their goal is to retrofit the whole City with bicycle lanes. However, pedestrian fatality numbers across the country are going up and bike fatalities are going down, so he would like to see more open discussions about walking.

**Motion**: Recommend approval to the MPO Board to adopt the Transportation Improvement Program for FY 2018/19 – FY 22/23 and the Transportation Improvement Program Priorities for FY19/20 – FY 23/24. (Thornton/Ranck). All were in favor, with the exception of one member.

C. Public Participation Plan Amendments (Rich Clarendon, MPO Staff)
Mr. Clarendon presented on the Public Participation Plan, which is updated every four years, with minor amendments in between. The federal government doesn’t tell the MPO how to do public outreach, but they must have a plan. The purpose of the amendments is to recognize and integrate the Title VI Non-discrimination plan updates, update techniques and tools from the public participation Measures Of Effectiveness report and prepare for the 2045 LRTP update outreach.

As it related to discrimination, the MPO has identified Communities of Concern, which are concentrations of people who because of their race, income level, ethnicity, age, disabilities, or a combination of any of these, need special attention and their needs must be considered. They have also identified the limited English proficiency populations and must meet the needs of those whose first language is not English. The MPO translates documents into Spanish and will make provisions to translate into other languages, should there be a need.

Some new measures of effectiveness include the number of people invited to meetings, the total interactions at outreach events and meetings and the tools and technology employed. Other changes include the development of a YouTube channel for MPO and Transportation Management Area (TMA) meeting videos, clarification and streamlining of meetings and an interactive transportation acronym guide.

The 2045 Long Range Transportation Plan update will be done with Pinellas and Pasco County and will be called “It’s Time, Tampa Bay”. Meetings are currently being scheduled with groups, focusing on the Communities of Concern. The Regional Stakeholders meeting is May 17th and a public survey using MetroQuest will be launched in July. In lieu of scheduling meetings with low public turnout, the MPO is hosting pop-up events, becoming fully immersed in the community, placing purchased and earned ads and forming partnerships.

Discussions ensued regarding if the MPO is looking at the social media used by the younger generation; how much more public outreach effort is there for the 2045 LRTP as compared to 2040 LRTP; the need to get the message out through other means besides social media; how does the MPO reach out to the local colleges to get the students involved; how often the public participation plan is updated; and the need for air quality to continue to meet federal standards.

**Motion:** Approve the 2018 Amendments to the Public Participation Plan *(Collins/Thornton).* The motion passed unanimously.

**D. MPO School Safety Study and Top 10 Report (Lisa Silva, MPO Staff)**

Ms. Silva presented the MPO School Safety Top Ten Field Review Results. The purpose of the study was to improve safety for students in the County and the task was to prioritize school areas for multimodal safety and access reviews aimed at identifying opportunities to enhance the safety and comfort of getting to and from school. The result of the study is to develop stakeholder action plans. Ms. Silva explained how the schools were evaluated and the factors that contributed to the rankings.

The study identified enhancements for the highest priority schools and the Consultants are nearing completion of school safety audits, as well as follow up activities. Recommendations for consideration are systemic, site specific and could potentially be included in ongoing projects. Key systemic recommendations include intersection and corridor lighting, connections to adjacent properties, sidewalk connectivity, enhanced signage and crosswalk striping.
The entire report was included in the agenda, so Ms. Silva reviewed a summary of the key systemic recommendations at each of the top ten schools. She also discussed the ongoing projects and opportunities with Hillsborough County, the City of Tampa, the Florida Department of Transportation and the School District of Hillsborough County. The next steps are to finalize the report, present the findings to the School Board and move forward with implementation. Some of these projects have already been included in the TIP.

Discussions ensued regarding problems arising due to the “human issue”; problems caused by the frequent changes to parking and roadways at schools; a suggestion to fly a drone into the circulation pattern to see what drivers are doing; the need to have a statewide discussion regarding crossing guards at middle and high schools; if the improvements are funded after the study is approved by the MPO Board; what has to happen to have a school speed zone approved; how transit for student use could help; the loss of courtesy busing; the need to design neighborhoods to be pedestrian friendly; the possibility of moving the school bus budget to HART; student bus discounts; and a reminder that school buses stop traffic, but HART buses don’t.

As the FDOT District 1 Safe Routes to School Coordinator, Mr. Kubicki commended the School Transportation Working Group for the study.

**Motion:** Recommend approval to the MPO Board *(Thornton/Marsh)*. The motion passed unanimously.

### V. STATUS REPORTS

#### A. Grace Street Trailhead (Craig Fox, FDOT)

Mr. Fox was not able to attend the BPAC meeting last month so Mr. Speese presented for him. There were several questions that Mr. Fox will provide answers to tonight:

1. Can the community use the open space between the parking lot and the interstate for a garden? *Once the project is completed, the property will be transferred to the City of Tampa so it will their decision.*

2. Why is the parking lot fenced? *As a park facility, it must be locked at night. The local residents have also requested a fence to keep any transient population out at night.*

3. Can landscaping be added to the interior of the cul-de-sac? *No, fire trucks must be able to turn around without damaging any of the surrounding properties. Mr. Thornton stated the design came from the National Fire Code.*

4. Has there been community outreach? *Since 2012, there have been updates with the Carver City/Lincoln Gardens community, including September 3, 2016, at which the community was given several different options of what to do with the area. The community chose the cul-de-sac and trailhead in lieu of street connections. The most recent meeting was March 1, 2018 to update them on the second phase. Continuing engagement with the community will include discussions about the addition of an eight-foot perimeter wall on the north side of the trailhead for sufficient separation to ensure the homeowners’ privacy. The homeowners will be given options on the color of the wall.*
Construction should begin in early 2019. Landscaping and lighting will be added to both areas; however, local residents requested that benches and tables not be included. As properties were cleared, as many trees as possible were preserved.

The City had concerns regarding the parking lot. The entry was moved further south and adjusted to eliminate Grace Street. The fence was relocated to surround only the parking lot. Gates will be installed for vehicles and pedestrians and the gates will be closed at night.

The only modification to the cul-de-sac was to expand the diameter to 96' to accommodate first responder vehicles. The existing fence will be replaced with buffered landscaping.

The estimated costs are $817K for the trailhead and $215K for landscaping.

Discussions were held regarding why there is a need for a parking lot; what the neighborhood response was to outsiders coming through their neighborhood; the possibility of using the shopping center’s parking area in lieu of building a parking lot in the neighborhood; and who is responsible for the maintenance plan. Ms. Triplett-Coleman has been actively working with the neighborhood and is concerned that what FDOT says doesn't match what she hears from the community. She will meet with Mr. Fox.

Mr. Thorpe stated that Tampa Heights has a community garden on a dead-end street and doesn’t have issues.

B. Innovation District Subarea – 42nd/46th Street - Study (John Patrick, Hillsborough County Public Works)

Mr. Patrick presented the Innovation District Subarea study. Innovation Place was founded by former Commissioner Mark Sharpe in 2011 and the geographical boundaries are Busch Blvd, Bearss Avenue and interstates 75 and 275. The University of South Florida (USF) is one of the top employers in Hillsborough County. Over 9,600 people come through this area headed to their job. The study’s objectives were to improve safety and efficiency of all modes, determine potential solutions and infrastructure costs for these solutions. There have been several studies conducted within proximity to the study area and all focused on pedestrian safety improvements to the University area, improved auto connections between New Tampa and USF, and recommended transit options. The difference between those studies and this one is there is now funding to fix some of the issues.

The first steps were to determine the study area, the demographics and how are people are using 42nd and 46th Streets. Bruce B. Downs Blvd. is a high traffic area, particularly along 42nd and 46th Streets. They used Big Data to track travel and traffic patterns which reflected a large percentage of people headed to USF. The patterns showed between 33-36% are using 42nd Street but only 9% use 46th Street. They thought it would be the other way around. The golf course is on one side, apartments on the other, mixing a lot of pedestrians with cars. The intersection of 42nd Street at Fletcher Avenue is the entrance to USF, but it is offset, making it even more dangerous.

Public Works reviewed the corridor characteristics and proposed typical sections for both streets. Their draft recommendations are: (1) to widen 46th Street to 4-lanes and extend it to Bruce B. Downs, adding a shared use path on the west side, bus pullout bays and engage a golf course architect to mitigate the potential impact on the golf course; (2) Enhance 42nd Street as a pedestrian oriented street and adding a shared use path on both sides and a roundabout at
42\(^{nd}\) Street and Skipper Road; and (3) suggest the Bull Runner change the direction of service from a counterclockwise service to a clockwise direction once 46\(^{th}\) is widened. There is also discussion about punching out 46\(^{th}\) Street to meet Bruce B. Downs Blvd., but there is an apartment complex in the way, so the engineer would need to work around it. If this option is chosen, drivers can take 46\(^{th}\) Street south to Fletcher from Bruce B. Downs Blvd. and a better bike/pedestrian lane can be installed on 42\(^{nd}\) Street.

Mr. Patrick shared the link to a website which list all of the Innovation District Area Transportation Projects: [https://tinyurl.com/yc7ua8ez](https://tinyurl.com/yc7ua8ez)

The PD&E study on 46\(^{th}\) Street is scheduled to begin this fall and construction should begin in 18-24 months. Sidewalk and midblock crossing improving are being completed along 42\(^{nd}\) Street.

Discussions were held regarding the possibility of extending 56\(^{th}\) Street through the 600 acres to Bruce B. Downs Blvd.; the need to build denser and stop widening roads; and what else can be built if USF is willing to give up golf course land, such as a dedicated transit lane.

C. Vision Zero Update – Corridor Community Engagement & Quarterly Report (Wade Reynolds, MPO Staff)

Tabled due to time.

VI. OLD BUSINESS & NEW BUSINESS

Mr. Thornton requested a presentation by the County and City’s Parks Department Greenways and Trails Committees. Mr. Reynolds will work with the appropriate parties.

Mr. Thorpe announced the MPO did approve the Committee’s request to meet with two members of the MPO Board at the July workshop. Mayor Mel Jurado of Temple Terrace has already volunteered.

VII. ADJOURNMENT

There being no further business, the meeting was adjourned at 8:05 p.m.
Board & Committee Agenda Item

**Agenda Item**
BPAC Representatives and Alternates

**Presenter**
Wade Reynolds, MPO Staff

**Summary**
The MPO has received two changes to the BPAC membership:

- Hillsborough County Public Works
  - Diana Ramirez, P.E.

- Member at Large
  - Holly Simmons

- Florida Department of Public Health in Hillsborough County
  - Member – Alison Nguyen, MPH CHES
  - Alternate – Rachel Chase, MPH

**Recommended Action**
Recommendation of approval to the MPO Board.

**Prepared By**
Wade Reynolds, MPO Staff

**Attachments**
Letter and email from appointing agencies.
May 22, 2018

Ms. Michele Ogilvie
Hillsborough County Metropolitan Planning Organization
601 E. Kennedy Blvd., 18th Floor
Tampa, FL 33602

RE: Health Appointment to Bicycle and Pedestrian Advisory Committee

Dear Ms. Ogilvie:

Please accept Ms. Rachel Chase, MPH, as the Florida Department of Health (DOH) in Hillsborough County alternate representative on your bicycle and pedestrian advisory committee. I will remain as the primary representative attending meetings.

Ms. Chase serves as the Health in All Policies lead for DOH-Hillsborough in the Office of Health Equity. She has a strong background in program planning, evaluation, health communications and health equity, all of which would be assets to the committee and the constituents it serves.

We look forward to our continued work with the MPO exploring the intersection of transportation and health in Hillsborough County. Thank you for allowing us to serve on the bicycle and pedestrian advisory committee in this way.

Sincerely,

Allison Nguyen, MPH, CHES
Program Manager, Office of Health Equity
From: ramirezdp@hillsboroughcounty.org

Subject: BPAC Hillsborough County PW New Point of Contact

Message Body:

Good Morning, My name is Diana Ramirez. I am with Hillsborough County Public Works. Can you please add me as the new point of contact for the BPAC from HC Public Works? Please add me to the BPAC mailing list for future meetings and events which may concern the County. My information is below:
Diana P. Ramirez, P.E. ramirezdp@hillsboroughcounty.org 813-307-1812 Thank you.
Board & Committee Agenda Item

**Agenda Item**  
Riverwalk Changes at Tampa Convention Center

**Presenter**  
Rob Rosner, Manager of Downtown, Channel District, Central Park, Tampa Heights Riverfront Community Redevelopment Areas

**Summary**  
Mr. Rosner will provide an update on upcoming changes to the Riverwalk and associated waterfront areas near the Convention Center intended to improve pedestrian and cycling access along the facility.

**Recommended Action**  
For information purposes only.

**Prepared By**  
Wade Reynolds, MPO Staff

**Attachments**  
None.
Agenda Item
It’s Time Tampa Bay Outreach on Tri-County Growth Concepts

Presenter
Johnny Wong, PhD (MPO Staff)

Summary
The Long Range Transportation Plan (LRTP) provides both a regional and Hillsborough County-specific vision over the next 25 years. The LRTP identifies priorities and directs federal and state dollars toward transportation projects in support of those priorities.

The 2045 update to the LRTP will present three high-level growth concepts to the public, which may accommodate population and job growth across the counties of Hillsborough, Pasco, and Pinellas. To get meaningful feedback from the public related to those growth concepts, we have developed a digital survey tool which will be distributed in mid-July and remain online until the first of October.

An update on the development of those growth concepts, as well as regional and local public outreach strategies will be provided to committees.

Recommended Action
None. For information only.

Prepared By
Johnny Wong, PhD (MPO Staff)

Attachments
None.
Board & Committee Agenda Item

**Agenda Item**
Upper Tampa Bay Trail Crossing

**Presenter**
Jason Chilson, Hillsborough County Parks and Recreation

**Summary**
Due to a proposed development, a road crossing of the Upper Tampa Bay Trail is proposed on the east side of Gunn Highway, just south of Ehrlich Road. Hillsborough County Parks will provide an update on coordination with the developer for the Committee.

**Recommended Action**
For discussion purposes only.

**Prepared By**
Wade Reynolds, MPO Staff

**Attachments**
None.
Board & Committee Agenda Item

Agenda Item
South Coast Greenway Connector Study

Presenter
Wade Reynolds, MPO Staff

Summary
Implementation of the South Coast Greenway Connector Trail will assist in completing a major component of the greenways and trails system in eastern Hillsborough County, and provide additional mobility options for the Palm River, Clair Mel, Progress Village, and Gibsonton areas. The trail is included in the Florida Shared-Use Nonmotorized (SUN) Trail Network and will generally be required to be an off-road multi-use path.

The route of the trail will be from Symmes Road on the south to Adamo Drive on the north, utilizing the Maydell Bridge to cross the Palm River/Tampa Bypass Canal. The current study is to identify the preferred route and possible alternatives. Public meetings were held in March and June 2018. Based on the feedback received, the alternatives are being evaluated for cost as well as the connections to parks, schools, and other attractors in the area.

Recommended Action
Provide feedback on routes.

Prepared By
Wade Reynolds, MPO Staff

Attachments
South Coast Greenway Alternative Routes.
A – Alongside Maydell Drive

B – Alongside canal west of 78th Street

C – TECO powerline path
Board & Committee Agenda Item

**Agenda Item**
Courtney Campbell Causeway Sidewalk

**Presenter**
Wade Reynolds, MPO Staff

**Summary**
At a recent meeting of the Courtney Campbell Scenic Highway Corridor Advisory Committee, the Dana Shores neighborhood requested that the appropriate agencies look at a sidewalk gap on the north side of the causeway. FDOT has an interim signage plan to direct people to the south side of the causeway at an underpass just east of the sidewalk gap.

**Recommended Action**
For discussion only.

**Prepared By**
Wade Reynolds, MPO Staff

**Attachments**
FDOT Courtney Campbell Improvements Summary, Letter from Westshore Alliance, Letter from Dana Shores HOA
Dear Bill,

Thank you again for bringing this to our attention. It’s our understanding that FDOT District 7 has been coordinating with the Westshore Alliance about this issue, and has a proposed strategy to address it. I’ve asked our BPAC Coordinator, Wade Reynolds, to arrange for a discussion of the issue and the proposed remedy at the upcoming Tri-County BPAC meeting on May 23. The Tri-County BPAC has addressed other matters of regional trail connections effectively in the past, such as recommending to the Hillsborough and Pinellas MPOs that a regional trail should be included in the Howard Frankland Bridge reconstruction. We look forward to their review and recommendation.

Please feel free to contact me or Wade’s supervisor, Michele Ogilvie (copied on this), if you have additional questions in the meantime. Michele’s extension is 317.

Sincerely,
Beth
Best wishes,

Bill Jonson, Chair  
Courtney Campbell Scenic Highway CAC  
2694 Redford Court W.  
Clearwater, Florida 33761  
727-786-3075, 727-403-6068 (cell)
May 3, 2018

The Honorable Les Miller, Chairman
Hillsborough Metropolitan Planning Organization
County Center, 18th Floor
601 E. Kennedy Blvd
Tampa FL 33602

Re: Closing Courtney Campbell Scenic Highway Trail Gap at Tidal Gate

Dear Chairman Miller,

The Courtney Campbell Scenic Highway Corridor Advisory Committee voted at its April 20, 2018 meeting to support the completion of the missing Courtney Campbell Scenic Highway Trail segment on the north side of SR 60/ Courtney Campbell Causeway between the Bay Harbor Drive overpass and the Westin Resort driveway.

The Committee reviewed the existing conditions along the north side of SR 60 and is requesting the MPO include project funding for the construction of the missing bridge crossing of the tidal gate, and construction of the trail from the tidal gate to the Westin Resort driveway in the appropriate transportation plan.

This portion of the Courtney Campbell Scenic Highway Trail was originally included in the FDOT 2012 resurfacing project completed in 2013 (FPN 424561-1-52-01, 424561-2-52-01, 424561-1-52-02). I have attached the FDOT Construction Fact Sheet showing the 2012 project’s Sidewalk/Multi-Use Trail elements.

This Trail Tidal Gate Gap has negative impacts on recreational use of the Courtney Campbell Scenic Highway Trail. The neighborhoods to the north of the Courtney Campbell Causeway including Dana Shores have requested this project be undertaken to enhance the accessibility of Rocky Point businesses and the existing trail along the north side.

A map showing the location of the proposed Trail Tidal Gate Gap project is attached to this letter.
The Honorable Les Miller  
Hillsborough MPO  
May 3, 2018

The local communities and the Westshore Alliance support this project and hope to be able to work with the MPO, Courtney Campbell Scenic Highway Corridor Advisory Committee, FDOT, and the City of Tampa to achieve the completion of the trail in this location.

Respectfully,

Bill Jonson  
Chair Courtney Campbell Scenic Highway CAC

CC: Beth Alden, Executive Director, Hillsborough MPO  
Raymond Chiaramonte, Executive Director, TBARTA  
Jean Duncan, Director, City of Tampa, Department of Transportation and Stormwater Services  
David Gwynn, FDOT D7 Secretary  
Sean Sullivan, Executive Director, Tampa Bay Regional Planning Council

Encl: 1. Aerial Map of the Courtney Campbell Trail Gap  
2. FDOT Construction Fact Sheet showing the 2012 project’s Sidewalk/Multi-Use Trail elements.  
3. Photos looking east of the existing condition at this trail gap
Project Description:

Roadway
- Repave Courtney Campbell Causeway (S.R. 60) between the Pinellas County Line and Rocky Point Drive.
  - *Motorists should use caution as the pavement will be rough and the lanes may be uneven during paving activities.*
- Repave the vehicle access road on the north side of SR 60 between the Pinellas County Line and Rocky Point Drive.
  - *It will be closed for construction activities when necessary.*

Sidewalk/Multi-Use Trail
- Build a five foot sidewalk on the north side of S.R. 60 between Bay Harbor Drive and the Westin Resort driveway.
- Build a 12 foot multi-use trail on the south side of the road between the west end of Ben T. Davis Beach and the Bayport Drive exit.

Traffic Signals
- Replace the current signals and poles with hurricane resistant ones at the boat ramp entrance and the Ben T. Davis Beach entrance.

Guardrail
- Replace the guardrail throughout the project.

Lane Closures and Access Road Closures
- This project will require lane closures which may occur between 8:00 pm and 6:30 am.
CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

Chairman Les Miller called the meeting to order at 9:00 a.m. Commissioner Stacy White led the pledge of allegiance and gave the invocation. The meeting was convened on the 26th floor of the County Center.

Commissioner Miller read, for the record, a memo from Councilman Luis Viera informing the Board that he was unable to attend.

PUBLIC COMMENT

Mr. Rick Fernandez, the President of the Tampa Heights Civic Association and Citizens Advisory Committee member commented on Action Item VII. D. Letter of Comment on the Regional Transit Feasibility Plan. Mr. Fernandez was surprised that the Board directed staff to reframe comments more positively, and expressed concerns of the CAC being disrespected when they are asked for input on items brought before the MPO Board and then their comments are not utilized in the final product.

Mr. Gary Cloyd, transit advocate, spoke regarding the criticism that has been going on and how to move forward following the Regional Transit Feasibility Plan.

Ms. Nicole Rice, Citizens Advisory Committee member, voiced concerns regarding public trust and stated that the letter of Comment on the Regional Transit Feasibility Plan in the agenda does not include items discussed and agreed upon at the committee meeting.

Mr. Chris Vela, resident, expressed concerns about prioritizing regional needs over local, appropriate representation of the urban core and undervaluing of the CAC volunteers serving the MPO Board.

Ms. Kimberly Overman, Citizen Advisory Committee member, reiterated everything that other CAC members stated. She urged the MPO Board to reject approval of the letter.

Mr. Taylor Ralph, resident, spoke in opposition of Bus Rapid Transit on the interstate and recommended the board take a look at the numbers and facts on ridership.

COMMITTEE REPORTS, ONLINE COMMENTS

Ms. Gena Torres, MPO staff, read the various MPO Committee reports. Committees approved and forwarded items on the Consent Agenda. She shared online comments received from: Mr. Dale Tindall regarding delays on I-275; Mr. Robert Sawallesh regarding concerns of the intersection near Bruce B. Downs Blvd. and the VA Hospital; Ms. Bardine Hicks about Garden Steps at Williams Park Senior Program providing fresh vegetables; Susan regarding Vision Zero presentation in Seminole Heights. Staff received seven Facebook comments from Ingrid Jacoba, Jason Ball, Michelle Cookson, Amanda Brown, Jim Shirk, Lauren Adriaansen, and Rochell Reebok regarding transit options and the feasibility plan comment letter.
CONSENT AGENDA

A. Approval of Minutes – April 3, 2018
B. Committee Appointments
D. FY17-FY18 Unified Planning Work Program Amendment for Funding Deobligation and FHWA Resilience & Durability Grant

A motion was made by Commissioner Stacy White to remove item IV. C. Health in All Policies Resolution for a separate discussion and vote. The motion was seconded by Councilman Harry Cohen and carried unanimously.

A motion was made by Commissioner Sandra 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 FHWA RESILIENCE & DURABILITY GRANT

A motion was made by Commissioner Murman to approve the Resilience and Durability Pilot Project Grant for inclusion in the TIP. The motion was seconded by Councilman Cohen. Following a roll call vote, the motion passed unanimously. (Note: Councilman Maniscalco, Councilman Viera, Mr. David Mechanik, and Ms. Cindy Stuart were absent)

GUEST SPEAKER, FDOT DISTRICT 7 SECRETARY DAVID GWYNN: QUARTERLY UPDATE

Secretary David Gwynn provided an update on Tampa Bay Next. It has been one year since the process began, and there have been eighty-three community events, twenty community working groups/open houses, seventy-six presentations, and five newsletters with 3,880 active subscribers. Information has been generated based on community input and stakeholders. With the input received, they have removed express lanes from being considered on I-275 north of Downtown, and moved the express lane corridor to I-75. They also have reduced the potential right-of-way impacts of the downtown interchange reconstruction from 170-190 parcels being affected to as few as 30.

On transit, FDOT is not pushing any particular transportation alternative but is awaiting direction from TBARTA, whose role is regional transit. Last year the Tampa Bay Transportation Management Area (TMA) Leadership Group tasked Jacobs Engineering to come up with a regional catalyst project that would be a good candidate for federal funds. FDOT too wants to ensure that any transit project is viable before moving forward with funding. If local support and local funding are present, they are ready to partner. With resolutions and prioritization from Pasco MPO, Pinellas MPO, and Hillsborough MPO, as well as the County Commissions, the region would be in a better position to compete for federal funds. If federal funding is not sought, then that will open other doors; however, that would increase the amount of money that the state and local governments would have to contribute.

FDOT is not opposed to approaching CSX, but they do not feel that it is not the right time for them to get involved in discussion. If there was a project and a funding plan in place, then they would be ready.

Following the update, members inquired about the I-275/SR 60 interchange bottleneck “punch-through” project’s effect on the airport (response: a lot of traffic should be freed up); reinforcing the shoulders of the interstate (response: willing to look at this, even though it is not funded through the statewide emergency evacuation plan); interchange at Big Bend Road - ramp improvements (response: new ramp improvements are a high priority); whether or not transit “spine” projects are part of the regional plan or a local project (response: if it connects, it’s part of the regional system); and a problem with items falling off of trucks on I-75 (response: working with Florida Highway Patrol for increased maintenance).
ACTION ITEMS

A. Bicycle/Pedestrian Advisory Committee (BPAC) Request to Board

Mr. Patrick Thorpe, Chair of the BPAC, presented a request from the committee 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. The annual workshop is usually held in July. There were no questions following the presentation.

A motion was made by Commissioner Murman for designation of MPO Board members to attend the annual BPAC workshop. The motion was seconded by Mayor Mel Jurado and passed unanimously.

B. FY19-FY20 Unified Planning Work Program Draft

Ms. Allison Yeh highlighted information on the biennial update and discussed what has taken place the last two years. A major focus in the next two years is updating the Long Range Transportation Plan, along with assisting some governments and agencies with planning studies they have requested. Another required activity is to coordinate regional performance measure target-setting.

A motion was made by Commissioner Murman to approve the FY19-FY20 UPWP document. The motion was seconded by Commissioner Kemp and passed unanimously.

C. MPO/FDOT Joint Certification

Mr. Rich Clarendon, MPO Assistant Executive Director, summarized notable achievements and recommendations of the annual review, in which the MPO’s planning process is certified as following federal and state rules through a cooperative review conducted by the FDOT District 7 office and MPO staff. There were no corrective actions noted.

A motion was made by Commissioner Murman to support re-certification of the MPO and authorization for the MPO Chairman to sign the Joint Certification Statement. The motion was seconded by Commissioner Kemp and passed unanimously.

D. Letter of Comment on Regional Transit Feasibility Plan

Ms. Beth Alden, MPO Executive Director, presented the letter of comment on the Regional Transit Feasibility Plan. The Plan is currently in a public comment phase.

Commissioner White stated that he is not opposed to sending the letter but feels that some of the issues posed in the letter are premature. On April 18th, the BOCC requested County staff to work with CUTR to convene a panel of experts to review the Plan. He sees value in postponing the letter until substantial information has been received from the panel; which will be early August.

 Commissioner White made a motion to postpone action on the letter of comment on the Regional Transit Feasibility Plan until the August MPO Board meeting, or such time as the information from the panel would be available. The motion was seconded by Commissioner Murman. Following the discussion described below, the motion passed unanimously.

Commissioner Kemp stated she supports the motion and finds the letter disturbing. She has written her own letter and provided copies to board members.
Commissioner Murman stated she brought up the peer review panel under future issues at the Board of County Commissioners’ meeting. Since the review has not taken place, she feels the letter is premature. She suggested staff have TBARTA present information on their role to the MPO Board.

Councilman Cohen stated he supports the motion, however, he is concerned that waiting until August may be too long. He also stated that the group needs to work together and figure out what should be communicated to the TMA, since that group is awaiting a response from Hillsborough County to determine how to move forward. He stated that comments from Secretary Gwynn this morning regarding the express lanes being removed from the I-275 section, between Downtown and USF, show that public comment on major transportation issues is being heard and reacted to.

Mayor Lott was prepared to vote no on the letter, for reasons expressed at the last meeting, but supports the motion. For anything to happen in Hillsborough County, the BOCC must take a leadership role. He respects the County Commission and they work well with the community, but he is ready for them to step up and bring forward a plan to vote on and take action.

Commissioner Kemp spoke regarding opposition that she has heard to interstate BRT. She distributed information to members, and stated that she feels like none of her questions have been answered at any of the forums where she has been. She also stated that the letter should be addressed to Mr. Jeff Seward since Scott Pringle is no longer with Jacobs Engineering.

Commissioner Kemp made a motion to have a presentation at a MPO Board meeting on the market study for the region of the top commuter routes, which has been done at the expense of taxpayers. The motion was seconded by Commissioners White and Murman. Following discussion, the motion was passed unanimously.

Commissioner Kemp suggested the ridership expert from MPO staff present the requested presentation.

Commissioner White stated that MPO staff should decide the appropriate person to make the presentation.

IV. C. Health in All Policies Resolution

This item was pulled from the Consent Agenda by Commissioner White for separate discussion. He voiced concerns about potential impacts on local governments’ capital needs and operations. He would like to see Hillsborough County Administration, administration from the three municipalities, and the Planning Commission review the resolution and share their thoughts. He would like the information to come back to the MPO Board in the form of a report.

A motion was made by Commissioner White to send the resolution to the Hillsborough County Administration, administration from the three municipalities, and the Planning Commission to look at the land use and transportation linkage for potential impacts of costs, growth, and any other implications, and have the resolution come back accompanied by a report on the review for the MPO Board’s consideration. The motion was seconded by Commissioner Kemp and Mr. Joe Waggoner and passed unanimously.

STATUS REPORT

A. Vision Zero Update – Top 20 Corridors Community Engagement & Quarterly Report

Ms. Gena Torres introduced Alana Brasier with Renaissance Planning who provided a quarterly overview of many local activities to move the Hillsborough community towards its goal of zero traffic deaths. A written
summary was provided. In addition, two of the high-crash roadways were chosen as a pilot to see what a coalition of residents, businesses, and others around a corridor could do when they take ownership and work to reduce the alarming numbers of severe crashes. 15th Street (Fowler to Fletcher) and 56th Street (Slight to Busch) are the focus of the current Corridor Community Engagement project. A community event is being organized on each corridor.

**EXECUTIVE DIRECTOR’S REPORT**

**A. Tampa Bay TMA Leadership Group: May 11, 9:30 a.m., Pasco County Utilities Building, 19420 Central boulevard, Land O’ Lakes**

Ms. Alden provided information on upcoming events:

- May 2nd Tampa Bay Smart Cities Alliance Workshop at Collaborative Labs to discuss big data solution
- May 17th Civic and Stakeholder group discussion on growth scenarios
- May 20th Vision Zero Top 20 – Focus on 15th Street
- June 1st – Regional Transportation Leadership Workshop #2
- July 20th – Regional Transit Forum

She also advised members of the MPO’s quarterly report that was provided in their board folders.

The next MPO Board meeting is scheduled for Tuesday, June 12, 2018 at 6:00 p.m. on the 2nd 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 10:45 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on May 9

Due to the resignation of David Wilson, who was CAC Chairman, the committee elected officers to serve for the rest of the year. They elected:

- Bill Roberts as Chairman
- Rick Fernandez as Vice Chairman
- Nicole Rice as Officer at Large.

They recommended approval of the Transportation Improvement Program priorities for FY 20-24, but passed a motion regarding priority #32 to recommend deleting the funding request to reconstruct the SR 60 and Downtown interchanges on I-275, pending re-evaluation of the environmental impact study.

The committee also approved and forwarded to the MPO Board:
- Transportation Improvement Program for FY19-23
- Public Participation Plan Amendments
- School Safety Study and Top 10 Report

The CAC was briefed by:
- FDOT on Tampa Bay Next
- Hillsborough County Public Works on the study of 42nd Street / 46th Street

Meeting of the Technical Advisory Committee (TAC) on May 21

The committee approved and forwarded to the MPO Board:
- Transportation Improvement Program for FY19-23 – The committee asked about the Water Ferry project and learned of Pinellas County taking the lead.
- Public Participation Plan Amendments – A suggestion was made to coordinate with the Autism-Friendly Community initiative.
- School Safety Study and Top 10 Report

The TAC was briefed on:
- Tampa Bay Next – A suggestion was made to pay special attention to the design where the I-4 express lanes will merge with off-ramps from the Selmon-I-4 Connector.
- Hillsborough County Public Works’ Study of 42nd Street & 46th Street
- Systemic Approach to Safety

Members requested an update from the Aviation Authority on the exciting changes at Tampa International Airport.
Meeting of the Policy Committee on May 22

The committee approved and forwarded to the MPO Board:
- Public Participation Plan Amendments
- Tampa Bay Regional Planning Council Interlocal Agreement
- Safe Routes to School Education Support Letter

The committee was briefed by:
- TBARTA on the Regional Coordination & Best Practices Research study which will come up with a scenario for a merger of three MPOs. A public workshop will be held at St. Pete College Collaborative Labs in August or September;
- The MPO Director on strategic directions coming from March’s Plan Hillsborough Joint Boards Retreat.

The committee directed staff to:
- Identify as a priority, in the MPO’s draft TIP Priority List, improvements needed at HART’s transit operations & maintenance facility;
- Schedule presentations for the board on:
  - The I-95 Express Bus service in South Florida, including FDOT’s perspective and how the service is working in the managed toll lanes;
  - Public-private partnerships for joint development at Bus Rapid Transit stations;
- Bring back for future discussion a possible name change, from “Hillsborough Metropolitan Planning Organization for Transportation” to “Hillsborough Transportation Planning Organization.”
- Cancel its June meeting.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on May 9

The committee approved and forwarded to the MPO Board:
- FY19-FY23 Transportation Improvement Program
- Public Participation Plan Amendments
- School Safety Study and Top 10 Report

The BPAC was briefed on:
- Hillsborough County Public Works’ study of 42nd Street / 46th Street

Some members expressed concern about the level of funding in the TIP for single occupant vehicles and related infrastructure, in comparison with transit, pedestrian and cycling infrastructure. It was also suggested that more detail about the resurfacing and intersection projects would help members to better understand the investment levels in those modes.

Meeting of the Livable Roadways Committee (LRC) on May 16

The committee approved and forwarded to the MPO Board:
- FY19-FY23 Transportation Improvement Program
- Public Participation Plan Amendments
- School Safety Study and Top 10 Report

The LRC was briefed on:
- Hillsborough County Public Works’ study of 42nd Street / 46th Street
- A preliminary review of the Maydell Bridge Replacement

Meeting of the School Transportation Working Group

The STWG recessed in May due to conflicts with multiple graduation events.
Tampa Bay Transportation Management Area (TMA) Leadership Group Executive Summary

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

Summary for 5.11.18 meeting

Based on the importance and reach of the conversations that happen at the TMA Leadership Group, we are looking to keep our stakeholders aware of the outcomes of these meetings. The following is a summary of the most recent meeting highlights; you can find the full age. This meeting was also videotaped and is available on YouTube.

The May 11 Tampa Bay TMA Leadership Group meeting was spent in intense discussion of the Regional Transit Feasibility Plan and its place on the regional priority list.

- The draft priority list came into the meeting as follows:
  - Interstate Modernization Projects
  - Regional Transit Catalyst Project(s), which may include:
    - Central Avenue BRT, St. Petersburg downtown to St. Pete Beach
    - Westshore Multimodal Center with fixed guideway connections to downtowns and airports
    - Further development of the Regional Transit Feasibility Plan
    - Regional Express Bus - opportunities include SR 60/Gulf-to-Bay Blvd, the Veterans Exwy/Suncoast Pkwy, the Gandy/Selmon Exwy corridor, the SR 54/56 corridor, and as a part of Tampa Bay Next; and expansion of regional farebox system to adjoining counties
    - Elevated transit in the SR 60 corridor – pilot project from downtown Clearwater to Clearwater Beach
    - CSX Rail Corridors – Funding is requested for right-of-way preservation for development of potential commuter routes
    - Waterborne Transportation Projects – Funding is requested for regional waterborne transportation priority projects, which could include the Cross-Bay Ferry, waterborne service from south Hillsborough County to MacDill Air Force Base, and other regional projects
      - SR 54/56 Corridor, from US 19 to Bruce B. Downs – Funding is requested to complete a Multimodal Concept and Corridor Assessment/Impact Study
      - I-75 Improvements
        - I-75 at Overpass Road – new interchange (funding requested for construction)
        - I-75 at Big Bend Road – interchange reconfiguration
The originally identified catalyst project for the Regional Transit Feasibility Plan - for which the stated purpose was to identify a project competitive for federal funding - was a shoulder-running BRT system along I-275 from St. Petersburg to Wesley Chapel that would coordinate with the Florida Department of Transportation’s planned interstate modernization projects.

- A second catalyst project was using the CSX lines from downtown Tampa to USF for urban commuter rail, but the initial cost-per-trip numbers were not as competitive for Federal Transit Administration funding
- At its meeting the week prior to the TMA meeting, the Hillsborough MPO board had decided to withhold comment on the Regional Transit Feasibility Plan, pending the outcome of a peer review Hillsborough County intends to ask USF’s Center for Urban Transportation Research to perform, and which among other outcomes would determine its benefits and connectivity for Hillsborough County
  - As a result of that decision, Hillsborough MPO Director Beth Alden suggested an addition to item c in the regional catalyst project section of the priority list
    - The addition would prioritize phased implementation of the RTFP project with an initial segment from downtown St. Petersburg to Tampa International Airport/Westshore on I-275 in order for the MPOs to put the project on the regional priority list without waiting for the results of the peer review study

Feelings on the BRT project differed by county, and the priority list required consensus - defined as no member of the group disagreeing strongly enough to block action - to have any changes made.

- From Hillsborough County, Commissioner Pat Kemp said she could not, at this time, support any priority list that advanced the BRT plan’s progression in Hillsborough, while Commissioner Sandra Murman said she supported the RTFP and the process behind it moving forward but also wanted to see the results of the peer review before fully committing to the project as proposed in Hillsborough County
  - Kemp said she would support the addition of phrasing to allow implementation from St. Petersburg to Westshore/TIA
- Among the Pasco County representation, Commissioner Jack Mariano wanted to see more research on the CSX lines as an urban rail alternative, while Commissioner Kathryn Starkey wanted to see the BRT project progress
  - Both commissioners felt it essential that Pasco County be included in any project that goes forward
- Both Forward Pinellas MPO representatives in attendance (County Commissioner Dave Eggers and Dunedin Commissioner John Torgna) uniformly supported the BRT catalyst project, or in the absence of the full group supporting the entire project, they supported advancing a segment of the project from St. Pete to Westshore/TIA
  - County Commissioner Janet Long, in attendance representing the Tampa Bay Regional Planning Council, also strongly supported the plan as proposed
- FDOT District Seven Secretary David Gwynn expressed concern that a phased PD&E study to move into design and engineering for the regional project might not be acceptable for FTA funding and that a full regional show of support would be necessary
  - Gwynn also expressed concern about continuing to set aside $5M for the RTFP PD&E study when there didn’t appear to be regional consensus for the project
In response to a question from Forward Pinellas Executive Director Whit Blanton, Gwynn and other FDOT staff indicated that the PD&E could resolve questions about mode, technology and other aspects as part of its evaluation of the full corridor from St. Petersburg to Wesley Chapel.

Alden felt that a PD&E that is already occurring for Hillsborough MetroRapid in a parallel corridor would overlap with a PD&E specifically for the RTFP.

Despite Secretary Gwynn’s concern about phased implementation of the PD&E effort, there did seem to be group consensus about the addition to item c.

Gwynn noted that, ultimately, the decision about how to go forward with the implementation of the project belongs to the Tampa Bay Area Regional Transit Authority (TBARTA).

He said that phased implementation of the project would be acceptable based on local funding commitments for capital and operating costs, but that the three counties would need to state their policy commitment to supporting the project toward the end of 2018 for it to move into the next phase for the PD&E study.

There was also a brief presentation at the end of the meeting on the MetroQuest survey for the regional Long Range Transportation Plan, which will be rolled out to the public in the coming months to gauge their desires about transportation investments and regional growth.

The next TMA meeting is scheduled for September 7 at FDOT District 7 Headquarters.