Meeting of the Bicycle Pedestrian Advisory Committee
Wednesday, September 12, 2018, 5:30 p.m.

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – August 8, 2018

IV. Action Items
   A. Election of Chair
   B. Committee Appointments – Tim Horst

V. Status Reports
   A. North Alexander Street Corridor Land Use & Marketing Study (Jay Collins, Planning Commission)
   B. It’s Time Tampa Bay: Committees weigh in; Outreach progress report (Lisa Silva, MPO)
   C. TB Next Quarterly Update (FDOT rep)
   D. Bicycle Friendly Businesses Update (Christine Acosta, Walk Bike Tampa)

VI. Old Business & New Business
   A. Members’ Interests

VII. Adjournment

VIII. Addendum
   A. MPO Meeting Summary & Committee Reports
   B. Streetcar Updates flyer
   C. Thanks to Comprehensive Street Design, Vancouver Sows for the Future

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

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I. CALL TO ORDER

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

Members present: Rachel Chase, Jay Collins, Jonathon Forbes, Moises Hernandez, Richard Johnson, John Kubicki, John Marsh, Tony Monk, Brentin Mosher, David Payor, Karla Price, Diana Ramírez, Jim Shirk, Holly Simmons, Sally Thompson, Calvin Thornton, Patrick Thorpe, and Alain Watson

Others present: Wade Reynolds, Michele Ogilvie - Hillsborough MPO; Sharon Snyder – Planning Commission; Michael Maurino – Westshore Alliance; Lauren Brooks – AECOM; Chris Keller – Tindale Oliver; Channing Bickford – AECOM; Alex Henry – FDOT; Wiatt Bowers - Atkins

II. PUBLIC COMMENT

Wade Reynolds encouraged members to take the It's Time Tampa Bay survey and to distribute the rack cards to their friends, co-workers, etc.

III. APPROVAL OF MINUTES

Motion: Approval of the minutes of June 13, 2018 and July 11, 2018. (Thornton - Shirk). The motion passed unanimously.

IV. ACTION ITEMS

A. West Tampa Multimodal Plan (Chris Keller, Tindale Oliver)

Mr. Keller presented the Walk Bike Plan Phase 6, also known as the West Tampa Multimodal Plan. He explained the purpose of the plan, the study area boundaries, and the safety and mobility enhancements. He also presented the enhancements for Main Street, Columbus Drive and along Howard Avenue and Armenia Avenue; Neighborhood Greenway Opportunities at Gray Street and Beach Street; and the I-275 Greenway Trail Connections. He provided the details of the four alternatives for the Greenway Trail Connections and discussed the next steps.

Discussions ensued regarding the need for a roundabout at Rome and Columbus, the possibility of converting Howard and Armenia into one-way streets, if Tindale Oliver has talked with the developers of Mid-Town, thoughts on moving pedestrian crossing on Gray at Himes, the need to work closely with the County due to their scheduled resurfacing project on Armenia and Howard, the possibility of a traffic circle at Himes, how safe a bicyclist feels using a traffic circle, and how storm water plays a part in this plan. Mr. Thornton stated the City has increased the
storm water assessment fee to be based on home’s square footage and these monies will help to fix flooding issues. They are finding storm water pipes are filled with oyster shells and they are being cleaned out for better storm water drainage. Some of the intersection enhancements will also address flooding issues.

**Motion:** Support for the Plan’s recommendations and forward to the MPO Board for approval (Collins - Shirk). The motion passed unanimously.

**B. South Coast Trail Connector Feasibility Study (Wiatt Bowers, Atkins)**

Mr. Bowers presented on the South Coast Greenway Connector Trail Alignment Study, which is being presented to the Committee this month for editing before being presented to the MPO Board in September. He described the South Coast Greenway and presented the proposed routes. Mr. Bowers reviewed the concept designs and challenges for all three sectors and presented the construction costs.

Discussions were held regarding if the clearance under the existing bridge at Causeway is high enough for the trail to go under, the responses to the County’s comments, the potential of a right-of-way alignment on 76th Street, and the portion of the trail on Maydell from Causeway to Palm River is a historic trail.

**Motion:** Recommend acceptance to MPO Board. (Thornton – Thompson). The motion passed unanimously.

**C. West Busch Blvd. Multimodal Safety Study Letter of Comment (FDOT Staff)**

Mr. Reynolds presented the letter written by MPO Executive Director, Beth Alden, in response to the presentation by FDOT. As the letter was part of the agenda packet, Mr. Reynolds discussed the highlights of Ms. Alden’s letter.

Discussions ensued regarding how close is the FDOT to finalizing the report, the City wants the community to pick what they feel is best for them, the community needs guidance from this committee, the eastern end of the corridor is economically disadvantaged and a lot of the community has no choice but to ride bicycles or walk, and priority needs to be given to those that have to use the corridor.

Mr. Thornton would like on-road bicycle lanes included on the 4-lane alternative for the bicyclist’s safety. Drivers can’t see bicyclists riding on sidewalks as easy as they can see them riding on the roadway. On the 4-lane alternative, Mr. Monk would like to remove the center median, moving the landscaping to the side of the road for the safety and comfort of the walkers/bicyclists and the addition of a concrete curb to protect the on-street bicyclists. Mr. Monk moves supporting the letter, with the addition of studying the removal of center median and relocating the landscaping. Mr. Shirk would like to add requiring FDOT to do additional outreach with the bike/pedestrian community.

Mr. Henry, FDOT, stated additional studies have been conducted along East Busch Blvd. and FDOT is moving forward with some pedestrian safety improvements that were identified from those studies.

**Motion:** Support sending the attached letter, with Mr. Monk and Mr. Shirk’s suggestions, regarding the study. (Monk – Hernandez). The motion passed unanimously.
D. Westshore Mobility Plan (Michael Maurino, Westshore Alliance)

Mr. Maurino, Director of Transportation Planning, introduced himself, Lauren Brooks and Channing Bickford with AECOM, who put the plan together. He explained the purpose of the action plan and the responsibilities of Westshore Alliance. He explained the proposed improvement for each of the four modes, broken down by phase, and how the next steps of the Action Plan are to get the support of this Committee now and the MPO in September.

Discussions ensued regarding the agreement with the idea of the punch throughs, the percentage of employees and visitors who arrive to the District in single occupancy vehicles, and if a study has been conducted on parking in the Westshore District.

Motion: Approve resolution of support for the Westshore Transportation Action Plan (Shirk – Collins). The motion passed unanimously.

V. STATUS REPORTS

A. Complete Streets Crash Modification Factors (Stephen Benson, FDOT)

Margaret Kubilins, VHB, presented in place of Mr. Benson. She reviewed the purpose and goals of Complete Streets and presented the before and after case studies for Nebraska Avenue and 40th Street. Ms. Kubilins explained the major tool used when predicting corridor improvements is the crash modification factors (CMFs). A crash modification factor (CMF) is a multiplicative factor that indicates the proportion of crashes that would be expected after implementing a countermeasure. A crash reduction factor of less than one is more effective in reducing crashes. She explained the CMF selection is very detailed oriented and requires a lot of detailed reading before it is applied. Ms. Kubilins displayed lists of highly effective countermeasures for all crashes and for bike/ped crashes and explained how they help reduce crashes.

Discussions were held regarding how skateboarders, roller-bladers, etc. are counted in crash reports, if it’s too simplistic to assume you can multiple the CMFs, if this methodology is applied in reverse and does FDOT estimate how many people will be injured or killed if they do a project to increase road capacity, how the Highway Safety Manual is incorporated into PD&E studies, and the belief that FDOT is taking a more proactive approach towards Complete Streets. Members feel the change towards Complete Streets is hopeful.

VI. OLD BUSINESS & NEW BUSINESS

A. Response to letter on Courtney Campbell Causeway Sidewalk gap (Wade Reynolds, MPO Staff)

Mr. Reynolds provided an update on the Courtney Campbell Causeway sidewalk gap on the north side. The signs are in for the short-term fix, directing people to the south side from the Dana Shores area. The project has been scoped to rehabilitate the existing maintenance drive along the north side, to convert it to non-motorized use, reducing the shoulder width as you cross the water opening and installing a guard rail for the new path which may be up to 12’. In addition, a complete sidewalk will be constructed from the current terminus east of Rocky Point Drive and the maintenance road. Total construction costs, including engineering and survey, is just over $500,000. It is currently unfunded. This is a project the MPO could prioritize in the
next TIP but that would put it at greater than five years out for construction. This project is a result of the work of the Westshore Alliance, Courtney Campbell Causeway Scenic Highway Committee, Dana Shores group advocacy and the advocacy of this Committee.

B. How Air Pollution Causes Diabetes

Ms. Chase thanked Mr. Reynolds for including this article in the packet. She feels the article does a great job explaining how pollution can potentially create diabetes and some of the challenges working within the EPA standards. Her understanding of how the MPO approaches air quality is related to the EPA standards of 24 micrograms per cubic liter. Ms. Chase feels the Committee has a responsibility to be more proactive than looking at the reactive potential of not reaching attainment status. She would like to have a discussion of what the Committee can do or what flexibility the MPO has in addressing air quality below the EPA attainment levels. A discussion ensued regarding setting a goal, where the air quality levels are measured, how changes around major roadways affect the communities surrounding them, environmental injustice and automobile emissions.

C. Patrick Thorpe

Due to personal reasons, Mr. Thorpe resigned as Chair and from the BPAC, effective immediately. He thanked the Committee for the opportunity to serve as Chair and hopes they got the ball rolling towards more representation on the MPO Board. Mr. Thorpe explained elections will be done at the September meeting and he recommends Jonathan Forbes as Chair.

VII. ADJOURNMENT

There being no further business, the meeting was adjourned at 8:08 p.m.
Board & Committee Agenda Item

**Agenda Item**
North Alexander Street Corridor Land Use and Marketing Study

**Presenter**
Jay Collins, Planning Commission staff

**Summary**
Plant City strives to grow as a community in a thoughtful, efficient way, and to do so while maintaining the charm, character, and natural environment that makes the city unique. With a new 2-mile roadway now connecting the northern end of Alexander street to Paul Buchman Highway, benefits have immediately been seen for truck and vehicle traffic flow. There are also opportunities over time to see new retail and residential, planning for that vision is what was accomplished in conducting this Land Use and Marketing Study.

**Recommended Action**
None. For information only.

**Prepared By**
Gena Torres, MPO staff

**Attachments**
Link to North Alexander Street Corridor – Land Use & Marketing Study
Board & Committee Agenda Item

**Agenda Item**
It's Time Tampa Bay Outreach

**Presenter**
Committee Liaison

**Summary**
The Hillsborough Metropolitan Planning Organization (MPO) is partnering with Pinellas and Pasco Counties to develop a Regional Transportation Plan. This Plan will be a blueprint for the future – helping to identify and implement transportation projects to shape smart growth. To create this vision, we must look at how we will grow and how we want our communities connected today and in the future. Staff will as we will take the survey and you tell us what the future should be like for our children and grandchildren.

Survey found at: **ItsTimeTampaBay.org**

Survey participants will be eligible for prizes:
- One pair of tickets to Bucs vs Saints (lower bowl);
- Five drawings for a pair of Lightning tickets (premium seats).

If you know someone else who wants to participate, please share the [http://itstimetampabay.org/](http://itstimetampabay.org/) link with your family, friends, neighbors, and local businesses. Together we can create a vision for the future.

**Recommended Action**
Take the survey.

**Prepared By**
Lisa K. Silva, AICP, PLA (MPO Staff)

**Attachments**
None.
Agenda Item
Tampa Bay Next Quarterly Update & Regional Transit Feasibility Plan

Presenters
FDOT Representative and Scott Pringle, Jacobs Engineering

Summary
Tampa Bay Next is a program to modernize Tampa Bay’s transportation infrastructure and prepare for the future. FDOT will provide an update on recent activities.

HART has the Regional Transit Feasibility Plan (RTFP), funded by FDOT. The purpose of this plan is to identify the three best transit projects for the Tampa Bay region that can compete for funding at the federal level. A draft RTFP has been released and will go through an extensive public review before concluding by September 2018.

Recommended Action
None; for discussion only.

Prepared By
Rich Clarendon, AICP

Attachments
- Regional Transit Feasibility Plan Presentation (1/19/18 TMA Corrected)
Board & Committee Agenda Item

**Agenda Item**
Bike Friendly Business Update

**Presenter**
Christine Acosta, Pedal Power Promoters/ Walk Bike Tampa

**Summary**
Bike friendly businesses are defined by the facilities they provide for both customers and employees. In addition to having safe facilities for bike parking, facilities for employees who bike to work to shower can be necessary in some industries. Additionally, repair facilities and access to a safe bike network can be critical to encourage patrons and employees to consider bicycling to a business.

In 2015, the Tampa Downtown Partnership contracted with Pedal Power Promoters to create a Bicycle Friendly Business (BFB) program in Tampa. The program now ranks in the top 5 nationally and is spreading throughout the Tampa Bay region. The League of American Bicyclists created this opportunity for businesses as part of its mission to create a Bicycle Friendly America. Applicants must demonstrate and document support of bicycling as a mode of transportation for their employees, customers, and the community at large. Standard transportation E’s are used in the League’s more-than-100-question application: Education, Engineering, Encouragement, and Evaluation. Christine Acosta, Founder of Pedal Power Promoters, has been recognized nationally for her BFB and advocacy work.

**Recommended Action**
None, for information only.

**Prepared By**
Wade Reynolds, MPO Staff

**Attachments**
Bicycle Friendly Business Fact Sheet
The Bicycle Friendly BusinessSM (BFB) program recognizes businesses for their efforts to increase ridership and foster a positive bicycling culture in the workplace. Businesses complete an online application and are evaluated in 4 categories known as ‘the four E’s.’ The following outline summarizes the criteria and guidelines for each BFB award level.

The 4 E’s
To be recognized as a Bicycle Friendly Business, applicants must demonstrate success in all four of the following categories:

ENGINEERING: Physical amenities, such as bike parking, changing facilities, showers, lockers, bike maintenance tools, as well as ease of access to the business via bicycle.

ENCOURAGEMENT: Bicycle culture, events, incentives, promotion, advocacy, and recognition, both within and beyond of the business.

EDUCATION: Classes, educational bike rides, communications, and information sharing about bicycle safety, maintenance, access, and local resources.

EVALUATION & PLANNING: Goals, metrics, tracking, budget, dedicated staff, and outcomes around bicycling ridership and participation.

Award Levels
No Award
Not every business that applies to the Bicycle Friendly Business program will receive recognition. A business must demonstrate significant achievements in each of the four ‘E’ categories above to be considered for an award. Every applicant, regardless of award level, receives a feedback report to help them improve.

Honorable Mention
Applicants who receive Honorable Mention are just starting to address the needs of bicyclists in their workplace. There are likely a small percentage of employees, often very experienced riders, who are bicycling to work. Businesses that do not yet exhibit the characteristics of a BFB may be recognized with an Honorable Mention designation if:

• The business demonstrates a dedication to corporate social responsibility and recognizes bicycling as a legitimate mode of transportation, but has yet to act on these values.
• The business has a remarkable single project or program, but the impact or influence of the program has yet to extend throughout the business.
• Efforts to become bicycle-friendly are limited to the work of a few staff, and are not yet institutionalized as a permanent part of the business operations or culture.
• The business has shown efforts in some, but not all four ‘E’ categories listed above.

(Over)
Bronze
A Bronze-level Bicycle Friendly Business exhibits a strong commitment to bicycling that is still in its beginning stages. While there is room for improvement in every category, steps are being made in each of the 4 ‘E’ categories, often with particular achievements in one of the four categories listed above. Bronze BFBs often have good bike parking, participate in an annual Bike to Work Day event, or support an employee bike club, but still may not feel very welcoming to all bicyclists.

Silver
A Silver-level Bicycle Friendly Business is often particularly strong in 2 of the four ‘E’ categories, and has begun to see the results of these efforts through increased ridership and participation among employees. A Silver BFB feels welcoming to most bicyclists, but may not be reaching the full range of people who would like to bike commute, but don’t yet feel comfortable doing so.

Gold
A Gold-level Bicycle Friendly Business has a strong bike culture and institutionalized policies and practices that promote and encourage bicycling. The impact of these practices may not be fully realized yet, but the business is well on its way to increasing ridership and encouraging new riders, as well as supporting bicycle advocacy efforts in their community. Gold-level BFBs are typically impressive in 3 of the four ‘E’ categories of their application.

Platinum
A Platinum Bicycle Friendly Business typically shows excellence across the board. These businesses have excellent bike parking, end-of-trip facilities, incentives and support programs to get new people riding, great bike education programs and events, and a strong internal biking culture.

Diamond
A Diamond-level Bicycle Friendly Business scores higher than the average Platinum, and is heavily focused on the big picture of bicycle-friendliness: not just reaching employees within their business, but improving conditions in their community and beyond. A Diamond BFB has invested significantly in both internal and external bike improvements, and has impressive outcomes in ridership, commuter satisfaction, and other bike-related metrics.

Learn more about the Bicycle Friendly Business program at [http://bikeleague.org/business](http://bikeleague.org/business)

Apply online at [http://apply.bikeleague.org](http://apply.bikeleague.org)
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.

APPROVAL OF MINUTES – June 12, 2018

A motion was made by Councilman Guido Maniscalco to approve the June minutes as presented. The motion was seconded by Councilman Harry Cohen and carried unanimously.

PUBLIC COMMENT

Mr. Chris Vela advocated for removing the downtown interchange, and commented on traffic counts, average daily traffic and redistributing traffic.

Mr. Jim Davison provided a handout and described his alternative transportation revenue plan that would not involve raising taxes. He spoke against tearing down I-275 and making a boulevard out of it.

Ms. Sharon Calvert invited members to attend a Transportation Solutions in Tampa Bay event, hosted by the American Dream Coalition, being held on August 4th from 9:30 a.m. to 3:00 p.m. at the Holiday Inn located at 3535 Ulmerton Road in Clearwater.

COMMITTEE REPORTS, ONLINE COMMENTS

Ms. Gena Torres, MPO Staff, presented the committee reports. Committees approved and forwarded to the MPO Board the committee appointments provided on the Consent Agenda.

The Technical Advisory, Livable Roadways, and School Transportation Working Group acted on FDOT’s West Busch Blvd. Corridor study at their June meetings. The Citizens Advisory, Bicycle/Pedestrian Advisory, and Transportation Disadvantaged committees are scheduled to discuss the study at their August meetings, after which comments will be consolidated into a letter for the Board’s consideration at the September 5th meeting.

The Citizens Advisory received an update on recent changes to TBARTA’s mission and structure. Members had reservations about TBARTA’s effectiveness, due to the absence of a funding source dedicated to regional transit; they also discussed the lack of MPO representation on TBARTA’s CAC.

The BPAC held a retreat in July; Councilman Maniscalco was in attendance. Several ideas for future action were generated.
The Transportation Disadvantaged Coordinating Board (TDCB) discussed a proposed Tri-County Regional Pilot Project to provide door-to-door life-sustaining trips across Pasco, Pinellas and Hillsborough county lines. They will meet on August 16th with the Pasco and Pinellas Transportation Disadvantaged Coordinating Boards for further discussion. The TDCB also approved the annual update of the Transportation Disadvantaged Service Plan.

The TBARTA MPO Chairs’ Coordinating Committee reviewed and approved an annual update to the regional priority lists for Multi-Use Trails and the Transportation Regional Incentive Program. Hillsborough County’s project to improve the I-75/Big Bend Road interchange was approved as #2 for a TRIP Grant, and a new County project was added to the candidate list: intersection improvements on Brandon Boulevard to improve safety and traffic flow. Candidate projects on the trails priority list include portions of the South Tampa Greenway, Tampa Bypass Canal Trail, and South Coast Greenway.

The CCC also met with the MPO Chairs of the Central Florida Alliance and heard presentations on:
- Economic development initiatives by the Tampa Bay Partnership and Orlando Economic Partnership
- New magnetic levitation technologies with applicability to inter-city travel
- A panel discussion on “Connecting the Markets,” with Commissioner Murman

The CCC and Central Florida Alliance jointly approved a resolution supporting preservation of the transit envelope in the I-4 corridor.

Ms. Torres provided a summary of all comments that were received from citizens. Board members were provided copies of all comments in full in their meeting folders. No Facebook comments were received. There were no questions following the committee reports and online comments provided by Ms. Torres.

**CONSENT AGENDA**

A. Committee Appointments
B. USF Fellowship Contract Renewal

A motion was made by Commissioner Murman to approve the Consent Agenda. The motion was seconded by Councilman Maniscalco and carried unanimously.

**ACTION ITEMS**

A. MPO School Safety Study and Top 10 Report

Ms. Lisa Silva, MPO Staff introduced the agenda item of a study conducted on multimodal safety and walk/bike access reviews aimed at identifying opportunities to improve safety for students in Hillsborough County.

Mr. Chris Keller with Tindale Oliver noted the study was completed in two phases and provided information on potential enhancements and ongoing efforts. Mr. Matt Weaver with Element Engineering Group provided a list of recommended enhancements to roads in the top ten school areas for consideration. The next step is implementation with agencies cooperating through the School Transportation Working Group. The cost estimate for short-term, mid-term, and long-term recommendations was $12M.

Following the presentation, members inquired about a recommended midblock crossing; kids riding bikes to school; timed signals; Charter Schools crossings and sidewalks; decreasing speed limit on Busch Blvd. and flashing lights. Mr. Weaver noted that some of the issues that Board members expressed concerns about are being addressed.
A motion was made by Councilman Maniscalco to approve the School Safety Study. The motion was seconded by Commissioner Pat Kemp and carried unanimously.

B. Plan Hillsborough Strategic Plan – Resolution of Support

Ms. Beth Alden, MPO Executive Director, provided an overview of the Strategic Plan for Plan Hillsborough, the agency which provides staff support to the Hillsborough County City-County Planning Commission, the Hillsborough Metropolitan Planning Organization, and the Hillsborough River Interlocal Planning Board. The River Board has passed a resolution of support, and the MPO is invited to do so as well, prior to the Planning Commission considering adoption of the plan.

Following the presentation, Mr. Mechanik wanted to know how the gap will be bridged for recommendations on land use decisions and transportation decisions? Ms. Alden stated this is why it makes sense for the MPO to be housed with the Planning Commission, because the Planning Commission’s land use planners are in touch with local government development review decisions on a day to day basis, and it is easy for the transportation team to stay coordinated with the land use team.

A motion was made by Commissioner Kemp to approve the Plan Hillsborough 2018-2023 Strategic Plan, resolution, and letter. The motion was seconded by Councilman Maniscalco and carried unanimously.

STATUS REPORTS

A. Bus Rapid Transit (BRT) Topics & Emerging Technology

Mr. Robert Bertini, Director of USF’s Center for Urban Transportation Research (CUTR), and Mr. Dennis Hinebaugh, CUTR’s Transit Research Program Director presented information on the peer review process, BRT and emerging technology.

Commissioner Kemp inquired about controlled street level corridors, dedicated corridors, buses on shoulders, managed lanes, and elevated lanes for BRT.

B. Transit in Florida’s Managed Lanes

Ms. Jennifer Fortunas, FDOT’s State Managed Lane Engineer, provided information on FDOT’s Policy and Planning Guidelines for buses in express lanes and the department’s role in express bus planning. In addition, she stated that park-and-ride lots are important to making the bus rapid transit successful on I-95. Multiple agencies must work together and there’s no one solution to the congestion problem in the region.

Following the presentation, Commissioner Kemp inquired about the types of managed lanes. She noted that Hillsborough County is the only place in the country that is not allowing for HOV Lanes.

C. Travel Markets in Tampa Bay and TBARTA’s Evolving Role

This item was deferred.

EXECUTIVE DIRECTOR’S REPORT

Beth Alden provided the Executive Director’s report.
The ItsTimeTampaBay.org website is live and is seeking input on three very different transportation and growth scenarios. Everyone is encouraged to look at the website. The online survey will be available until September 30th.

Staff has participated in two grant applications.

The Quarterly Report was provided in Board member’s folders.

On August 27th the regional workshop on the potential merger of the MPOs will take place at the Collaborative Labs at St. Petersburg College, located at 13805 58th Street North in Clearwater. Doors will open at 9:00 a.m. and the workshop will take place from 10:00 a.m. until 4:00 p.m.

Over the next few weeks, staff will receive information on a potential national conference highlighting road safety.

Ms. Alden introduced new hire, Vishaka Shiva Raman. Ms. Raman previously worked with FDOT District 1 as a Complete Streets Planner and is one of the MPO’s former USF Fellows.

**OLD & NEW BUSINESS**

The next Board meeting will be held on Wednesday, September 5th on the 2nd floor of the County Center.

The Tampa Bay Transportation Management Area Leadership Group meeting will take place on Friday, September 7th at 9:30 at the FDOT District 7 office, located at 11201 North McKinley Drive.

**ADJOURNMENT**

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 10:30 a.m.
Meeting of the Citizens Advisory Committee (CAC) on June 13

The CAC held a discussion with Hoyt Prindle, who was appointed by Hillsborough County as its representative on the TBARTA CAC. Mr. Prindle gave his views on recent changes to TBARTA’s mission and structure. CAC members had reservations about TBARTA’s effectiveness, absent a funding source dedicated to regional transit, as well as the lack of MPO representation on TBARTA’s CAC (although there is a proposal to change this pending).

There were no action items. The CAC received status reports from:

- TBARTA’s Interim Executive Director on the MPO Regional Best Practices Study;
- MPO staff on the upcoming survey of the public on the 2045 growth scenarios being prepared by the Hillsborough, Pasco and Pinellas MPOs; and
- MPO staff on the South Coast Greenway Study.

Meeting of the Technical Advisory Committee (TAC) on June 18

The TAC’s only action item in June was to provide comments on the FDOT’s West Busch Boulevard Corridor Study. After lengthy discussion on the various alternatives and options for reducing speed, the TAC approved the West Busch Boulevard Corridor study with the recommendation that the MPO school safety study elements identified for George D. Chamberlain High School be incorporated. This item is planned to be presented to the MPO Board at their September 5th meeting.

The TAC received status reports from:

- TBARTA’s Interim Executive Director on the MPO Regional Best Practices Study – the committee asked for a follow up presentation in September 2018
- MPO staff on the upcoming survey of the public on the 2045 growth scenarios. Members asked if survey options were identified from the existing LRTP and how alternative scenarios were decided? Requests were made for presentations to TBARTA and THEA Executive Board. Additional discussion occurred on funding restraints and project prioritization.
- The Tampa International Airport Master Plan Update. Members were very interested asking about office space and project funding.

The Policy Committee recessed in June and July.
Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on June 13 and Special Workshop July 11

The committee approved and forwarded to the MPO Board:
  ✓ New members and alternates.

The BPAC was briefed on:
  o Changes to the Riverwalk as part of construction on the Convention Center and the Water Street Development.
  o Outreach for It’s Time Tampa Bay and Tri-County Growth Concepts
  o The South Coast Greenway Connector, from Adamo Drive to Symmes Road.

The July retreat of the BPAC was attended by Councilman Maniscalco and resulted in several ideas for future actions for the Committee to explore. Both committee members and members of the public attended.

Meeting of the Livable Roadways Committee (LRC) on June 20

After public comment, the committee discussed Tampa's proposed Bay to Bay Boulevard improvements at length and directed staff to request a presentation to the committee at a future meeting.

The committee approved and forwarded to the MPO Board:
  ✓ FDOT’s West Busch Blvd Corridor Study - The committee’s first choice for reconfiguring the road was 4-lanes with a median; their second choice was 5-lanes, with a caveat to amend the Tampa Comprehensive Plan. The Committee pointed out two of the three options would require a City of Tampa Comprehensive Plan amendment.

The LRC was also briefed on:
  o Systemic Safety Approach to Crash Prediction
  o It’s Time Tampa Bay

Meeting of the School Transportation Working Group on June 27 (and July 25)

The working group commented on and forwarded to the MPO Board:
  ✓ FDOT’s West Busch Blvd. Corridor Study - The group preferred the 4 and 5 lane options and wanted to ensure that the MPO School Safety Study recommendations for Chamberlain High School were included in the study.

The STWG was briefed on:
  o Systemic Safety Approach to Crash Prediction
  o It’s Time Tampa Bay - the group discussed potential coordination of outreach through school district processes

The group also discussed back to school events, FDOT signal box wraps, and several jurisdiction coordination successes.

Meeting of the Intelligent Transportation Systems (ITS) Committee on July 12

The committee received a presentation from FDOT staff regarding West Busch Boulevard, and one member asked FDOT staff to review a reversible lane study completed in Los Angeles.
 ✓ The committee supported FDOT’s efforts to make Busch a safer roadway.

The ITS Committee was briefed on:
  o An initiative in Winter Haven to lease excess cable fiber and use that capital to finance expansion of the fiber network.
Meeting of the Transportation Disadvantaged Coordinating Board on June 22

The Board reviewed and discussed a proposed **Tri-County Regional Pilot Project** for transportation disadvantaged persons to travel door to door between Pasco, Pinellas and Hillsborough. The focus is for a pilot project to provide medical and life sustaining trips, and the outcome is that $5310 could be used as the funding source. The Board discussed and agreed to meet on August 16, 2018 with the Pasco and Pinellas Transportation Disadvantaged Coordinating Boards to further discuss the proposed project.

The Board also **approved the annual update of the Transportation Disadvantaged Service Plan (TDSP)**. Included in this year’s update are the results of the Board’s workshop with Coordinated Contractors held at the April 27, 2018. The Contractors identified many needs of the transportation disadvantaged including a need for safe and affordable housing with access to public transportation, the need for growing bus service so that the demand for door to door service could be reduced and become more sustainable and the need to coordinate land use, human services and transportation services in less urban areas of the county.

Meeting of the TBARTA MPO Chairs’ Coordinating Committee (CCC) on July 13

The CCC reviewed and approved an **annual update to the regional priority lists for Multi-Use Trails as well as the Transportation Regional Incentive Program (TRIP)**. Hillsborough County’s project to improve the I-75/Big Bend Road interchange was approved as #2 on the regional priority list for a TRIP grant, and a new County project was added to the TRIP candidate list: intersection improvements on SR 60 (Brandon Boulevard) to improve safety and traffic flow. Candidate projects on the regional trail system priority list include construction of portions of the South Tampa Greenway, Tampa Bypass Canal Trail, and South Coast Greenway. The meeting followed the MPO’s June public hearing at which Hillsborough citizen comments were received on this year’s priorities. Regionally significant projects are forwarded to the regional level for consideration of funding. The Hillsborough MPO was represented at the July 13 meeting by Mr. Klug.

The CCC then met with the MPO Chairs of the Central Florida Alliance and heard presentations on:

- Economic development initiatives by the Tampa Bay Partnership and Orlando Economic Partnership
- New magnetic levitation technologies for rapid transit being developed by Hyperloop Transportation Technologies, with applicability to inter-city travel in Florida
- A panel discussion, “Connecting the Markets,” with Hillsborough Commission Chair Sandy Murman, Pinellas Commission Chair Ken Welch, and Seminole County Commissioner Bob Dallari.

**The CCC and Central Florida Alliance then jointly approved a resolution supporting preservation of the transit envelope in the I-4 corridor.**
The service options below are contingent upon $50k additional funding from each CRA.

**OPERATING HOURS:**
- Friday: 7 hours x 52 days = 364 annual hours
- Saturday: 14 hours x 52 days = 728 annual hours
- Total = 1,092 hours

Even with the above changes, HART would have 100 hours remaining to spend that could potentially be used for added special events such as Ybor – Channelside – Downtown events or Gasparilla, Guavaween, Sant’ Yago Night Parade, St. Patrick’s Day Parade, or Polar Express.
THANKS TO COMPREHENSIVE STREET DESIGN, VANCOUVER SOWS FOR THE FUTURE

The would-be “Greenest City” is completing its busier and denser areas with trees and plants.

Author: David Goldberg
On August 8, 2018 at 6:30 am

This article is part of the series Growing Safe Streets

Editor’s note: This is Part 2 in a four-part series on how trees and plants help to slow traffic, ameliorate climate change impacts and make growing cities more livable. Read Part 1 here.

When it comes to cultivating plants and walkability together, Vancouver, BC, over the last two decades has reaped a harvest of low-hanging fruit on its residential streets. Today, though, the city is looking to plow new ground by taking on its busier streets in more crowded areas.

In the late 20th century, the city began to use traffic circles and curb bulges — or bulbs, as they’re known stateside — to slow traffic in residential areas, and quickly learned that the new spaces provided an opportunity for gardening. Vancouver’s popular Green Streets program recruits volunteers to tend gardens in the traffic calming spaces, with the city paying for the initial planting. In the 1990s, the city began converting side streets into “bike boulevards” and pursued a “greenways” plan that tore out asphalt and concrete in some places to make park-like streets where biking and walking were comfortable. Today, the city has 108 miles of such corridors.

The city was several years behind Seattle and Portland in formally adopting a complete streets policy, waiting until April 2017 to embrace a framework for improving the opportunities for walking, biking and transit throughout its street network. But with the explicit goal of including natural elements and green infrastructure, Vancouver has an especially comprehensive take
on the notion of “complete.”

The new framework builds on a Renewable City action plan from 2015 that called for a complete streets approach, and a Greenest City action plan from 2012. It comes as the city moves to address anticipated effects of climate change with an integrated rainwater management plan that leans heavily on best practices in street design for its goal of capturing 90 percent of stormwater runoff.

“We are trying to look at streets holistically, bringing land use, green infrastructure, public space and transportation together as seamlessly as possible,” said Rich Carmona, a senior Complete Streets planning engineer with the City of Vancouver. As the city begins to rethink its busiest corridors in dense areas, he added, “We need to show more comprehensive benefits.”

**Green paint plus greenspace equals calmer travel**

During the current decade, Vancouver has become the clear North American leader in bicycle transportation through dramatic steps to expand the city’s “all ages and abilities” cycling network — or triple A in local parlance. Not only did the city complete a downtown grid of protected bike lanes, in 2014 Vancouver became the first on the continent to build a “protected intersection” for people on bikes.

The confluence of Burrard Street and Cornwall Avenue at the south end of the Burrard Bridge was an auto-scape of swooping
lanes for high-speed vehicle turns that was a terror for people on foot or bicycle. Traversing the intersection on foot required crossing 15 lanes of traffic at five different locations. The new design created a more conventional T intersection, reducing the pedestrian crossings to two, and added green paint and signals to create safer turns and crossing for the intersecting protected bike lanes.

“Part of calming that intersection, beyond normalizing the turning space, was adding 120 street trees,” said Dale Bracewell, manager of transportation planning for the City of Vancouver.

The city’s planners took lessons from that experience to the north end of the Burrard bridge at the intersection with Pacific Street, a busy bike route that had the second highest collision rate in the city. In building the protected intersection there recently, they not only added safer, separated routes for walking and biking, they also designed around a well-established cypress tree and planted 60 others trees there and along adjacent blocks.

(Note: This post and this NACTO presentation feature some before and after photos of both intersections. Both pieces also feature the video below, which shows through inset video how the streets looked before Vancouver made all these improvements.)
While Portland is the acknowledged leader in green stormwater infrastructure, Vancouver is making a strong bid. In response to a mandate from the provincial government, Vancouver in 2016 adopted an integrated rainwater plan that seeks to capture and clean 90 percent of stormwater as close to where it falls as possible. The Complete Streets framework adopted last year, which calls for integrating green infrastructure with plans to rebuild streets to make them calmer and safer for all, was “one of our early implementation measures,” said Cameron Owen, the city’s green infrastructure planner.

“We want to make it so that every time we build a street or laneway (alley), add a bike lane or traffic calming,” Owen added, “we look for the opportunity to put in a rain garden, tree trench or structural soils that collect water and support tree growth.”

Construction and planting of an early example, at 63rd Avenue and Yukon Street, wrapped up this spring. In conjunction with an adjacent development project in the high-growth Cambie corridor, the city is carving a triangular mini-park out of the wide, paved right-of-way. Along with a new sidewalk and bikeway, the park space includes new street trees, benches, a water fountain, and rain gardens to collect run-off from adjoining streets.

“Beyond water volume and quality, we also are trying to reduce the urban heat island effect,” Owen said, describing the tendency of paved and built-over areas to disrupt weather patterns so that summers are hotter and drier than normal. “To do that we need to reduce impervious surfaces and boost the tree canopy.”

The city has an ambitious goal to promote that canopy by planting 150,000 trees. The rub, however, is that this needs to happen even as the city grows. “In really urban areas we don’t have room for large swales and rain gardens, so we have to do subsurface treatments underneath that absorb and hold water to support the urban forest,” Owen said.

The city is applying that strategy in creating the 10th Ave. bikeway, converting a parking strip into a protected lane serving one of the busiest cycling routes connecting destinations such as Vancouver General Hospital. “In order to support large street trees we are putting perforated pipe and subsurface storage under the
bikeway,” Owen said. “This will provide a source of water and expand the rooting zone so they can grow to full size and maintain better health. When trees are in a little box by the side of the road it’s amazing when they grow at all.”

Cycling the Seawall in Olympic Village by Paul Krueger used under CC BY 2.0

**From healthy trees to healthy streets**

Recent research in Vancouver indicates that streets that support healthier trees can also boost the health of human beings and the earth’s climate. In 2012 the city began work on transforming the east-west Comox-Helmcken corridor through the densely settled West End into a “triple A” greenway. The $5 million, 1.6-mile project adds corner bulges and diverters to slow traffic — and provide gardening space — along with trees and street furniture and mini-park spaces that also serve a stormwater function.

In 2016, two studies of the corridor, including one at the University of British Columbia, found that “improved access to walking, cycling and opportunities for local connection” were associated with a 16 percent increase in residents’ daily exercise and a small but measurable drop in days of poor mental and physical health. In addition, researchers saw a rise in cycling trips and a drop in auto trips, with an associated decline in vehicle emissions.

“For the little bit of money that they spent, they got multiples of positive impact,” said researcher Dr. Lawrence Frank, professor in sustainable transport and director of the Health and Community Design Lab at UBC. He noted that the UBC study compared results
with a control group of residents who also lived in the dense area but more than 300 meters from the corridor. “Even in an urban environment where many people walk, when it became more inviting and possible for people to be active and outside, we saw physical activity go up and emissions down.”

Removing cars from the equation

The vast majority of efforts to reallocate the street right-of-way and make it greener and more complete come down to maintaining plenty of space for cars while slowing them down. But what if cars aren’t part of the mix? Just such a scenario is unfolding in Vancouver with the design of the Arbutus greenway.

The Arbutus corridor is an opportunity to reimagine a decommissioned rail line, acquired in 2016, as a green transportation corridor — with a series of gardens, swales and other green infrastructure alongside walking and biking trails and a streetcar running on rails through the grass. The one mode it won’t have is cars. It runs 9 km (5.6 miles) from South False Creek near the Granville Street Bridge to the Fraser River, near the Arthur Laing Bridge. The design proposal, based on feedback from a long public engagement process was unveiled in late April. It envisions eight “character zones”, from a “Harvest Table” segment planted with edibles to a pastoral “Woodland Bend” and a more urban-feeling “Electric Alley,” ranging in length from a third to one and a quarter miles. The design will be vetted and refined over the next several months before funding begins to be identified and construction phased.

“This is an exciting time,” Bracwell said. “It will be very interesting to see where slowing and making complete streets, incorporating green stormwater infrastructure and growing the tree canopy intersect, and how they are funded in our next capital plan.”

Portland and Seattle got the jump on their Canadian counterpart
in adopting goals for complete streets and stormwater infrastructure. But look for Vancouver to leapfrog ahead by merging ambitious stormwater and tree canopy goals with deep experience in greenways and all-ages-and-abilities design.

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Tagged in: complete streets vancouver, Green stormwater infrastructure, green streets, Greenways, neighborhood greenways

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