

**New North Transportation Alliance (NNTA)  
Advisory Board Meeting Minutes  
Wednesday, November 12, 2014 8 a.m.  
USF Center for Urban Transportation Research**

**Attendance**

Jonathan Kelly	Busch Gardens	Fred Zerla	University Square Civic Association and THAN (Tampa Homeowners an Association of Neighborhoods)
Raymond Mensah	USF Parking and Transportation Services		
Michele Ogilvie	Hillsborough MPO		
Stephen Benson	FDOT	Barbara Donerly	USF Facilities Planning and Construction
Lisa Montelione	Tampa City Council, Dist. 7 Vice Chair, Hillsborough MPO	Sara Hendricks	CUTR, NNTA Co-Director
Christina Caputo	TBARTA	Julie Bond	CUTR, NNTA Co-Director
Phil Winters	CUTR	Tameika Fraser	CUTR

**Welcome/Introductions**

Raymond Mensah, Vice Chair of the NNTA, welcomed attendees and asked for round robin self-introductions of NNTA members and visitors.

**Approval of September Minutes**

The September meeting minutes were approved.

**Presentation, USF Area Complete Streets Concept Plan**

**Michele Ogilvie, Hillsborough Metropolitan Planning Organization**

Michele Ogilvie shared some design concepts developed to provide pedestrian-friendly improvements to 131<sup>st</sup> Avenue between Bruce B. Downs Blvd. and Nebraska Avenue, and to 46<sup>th</sup> Street/Skipper Road between Fletcher Avenue and Bruce B. Downs Blvd. Illustrations for the Preliminary Framework Analysis for the two roadways, developed by the consultant, Atkins, were shared with the group. A plan to resurface 131<sup>st</sup> Avenue (Livingston to Nebraska) creates an opportunity potentially to stripe bicycle lanes although there is presently no County funding budgeted for other improvements to 131<sup>st</sup> Avenue. The intersection of 131<sup>st</sup> Avenue/USF Holly Drive with Bruce B. Downs Blvd. adjacent to the VA Hospital has been recognized as needing improvements to enhance pedestrian safety and comfort. There is some debate concerning how to provide the right balance between pedestrian enhancements and motor vehicle accommodation to ease traffic congestion along Bruce B. Downs. The Hillsborough MPO is looking for ways to provide better transit service along 131<sup>st</sup> Avenue. Sara mentioned that in 2013 the County was considering designating 131<sup>st</sup> Avenue as a potential transit priority corridor.

Both 131<sup>st</sup> Avenue and 46<sup>th</sup> Street have limited right-of-way. Michele asked for members of NNTA to share comments and concerns about 131<sup>st</sup> Avenue and 46<sup>th</sup> Street. Her email address is [ogilviem@plancom.org](mailto:ogilviem@plancom.org). Improvements being considered are enhanced crosswalks and street lights. Barbara Donerly commented that the proposed increase in development density in the USF area from R20 to R35 and R50 will likely generate more pedestrians. Tampa Councilwoman Montelione who is also

Chair of the Hillsborough MPO Livable Roadways Committee, asked about the public input process for the Complete Streets concepts. Fred Zerla inquired how the VA Hospital is involved in the discussion about roadway improvements, especially since the construction of a large parking garage on the north side of the VA property. NNTA member contacts from VA may be able to assist Michele to obtain VA Hospital input and Sara will share the contact information.

Michele said the USF area has the highest pedestrian counts in the whole county. Barbara Donerly said that a pedestrian crossing count was conducted at the Palm Drive intersection with Fletcher Avenue. The total 2-way daily count was estimated at 3000 crossing Fletcher Avenue.

Michele said that 46<sup>th</sup> Street is used as a shortcut between Fletcher Avenue and Bruce B. Downs. The Complete Streets focus on 46<sup>th</sup> Street resulted from a request by the USF President to the Hillsborough Board of County Commissioners to make improvements to increase pedestrian and bicyclist safety. One of the challenges of the 46<sup>th</sup> Street location is verifying the location of the limited right-of-way boundary. Residential properties are along the west side and the USF Golf Course is on the east side of 46<sup>th</sup> Street. The MPO has inquired with USF about the possibility of bus bays along 46<sup>th</sup> street and a connection to a trail system that would allow bicyclists and pedestrians better access to the University. Pinellas County has an extensive trail system and has recently funded a stretch of trail to connect with Pasco County. Hillsborough County could tie into this system. Lisa Montelione asked about the potential use of a golf cart path for pedestrian use instead of considering a transfer of state property to the County for right-of-way. Michele said the USF Recreation Dept. has so far not expressed objection to either possibility; however, Barbara expressed concern that pedestrians could be hit by golf balls and the process of property transfer of state land is long and complex. Julie Bond suggested that Michele contact residents of the Vieux Carré condominium complex on the west side of 46<sup>th</sup> Street for input.

Michele also said that there is a proposed amendment to the County Future Land Use Map to change the land use designation for the vacant property at the curve in 46<sup>th</sup> street. However, the Transportation Element for the County shows 46<sup>th</sup> Street being considered for widening, which would make the development plan for the vacant property not possible. Michele said that 46<sup>th</sup> Street in its present state reminds some people of "old Florida" with its tree canopy. She said that widening 46<sup>th</sup> Street would eliminate that sense of place that the character of 46<sup>th</sup> Street represents. Lisa Montelione said that the golf course is within the City of Tampa and the City has a strict tree preservation ordinance. The question arose whether 46<sup>th</sup> Street, a County road, is within the City of Tampa limits. Lisa said that widening 46<sup>th</sup> Street would go against efforts to make the USF area walkable and that moving more cars through should not be the goal. Phil Winters added that accommodating more cars will not help to moderate demand for parking at USF and that the focus should be on moving more people along 46<sup>th</sup> Street (walking, bicycling, Bull Runner) and not on moving more cars. Sara said that allowing more diversion of traffic from Bruce B. Downs to 46<sup>th</sup> Street might not be good for businesses along Bruce B. Downs.

Michele said that for the 1000+ square miles of land in Hillsborough County, there is less than \$1 million allocated annually in the County budget. She suggested that a greater focus on sidewalk construction in the USF Area would make the area more attractive to economic development. Barbara Donerly noted

the Tampa Bay Business Journal article about the redevelopment of the parcel on the site of the former Sunset Square Apartments. It will likely attract students and provide an estimated 600 bedroom units where residents share common areas. This might create more pedestrian traffic just across Bruce B. Downs from USF where there is no sidewalk.

**YouTube Video: Protected Intersections for Bicyclists I**

A 6-minute YouTube Video, Protected Intersections for Bicyclists I, was shown at the meeting. This design concept for intersections is presently not part of any adopted standard. It differs from the buffered bike lanes that will be tested by FDOT on Fowler Avenue. One factor that may influence the suitability of a design to safely accommodate bicyclists is the magnitude of motor vehicle traffic volume that the roadway is intended to accommodate. The street in the video appeared to be a downtown city street while Fowler Avenue is a regional thoroughfare where traffic volume may be higher.

**Next Meeting**

Due to a regular conflict in Chair Dan Jurman’s schedule for Wednesdays, we discussed moving the date of the NNTA meeting to Tuesday January 13 or Thursday January 15 but these dates were not good for many NNTA members. We decided to investigate January 20, the third Tuesday of the month, to see if that date will work for the membership. The date was not finalized at the meeting.

**Meeting Adjourned at 9:30 a.m.**