

**New North Transportation Alliance (NNTA)
Advisory Board Meeting Minutes
Wednesday, September 10, 2014 8 a.m.
USF Center for Urban Transportation Research**

Attendance

Mark Sharpe	Tampa Innovation Alliance	Nina Mabileau	City of Tampa, Transportation and Stormwater
Stephen Benson	FDOT		
Lisa Montelione	Tampa City Council, MPO Vice Chair	Lynda Crescentini	Hillsborough Area Regional Transit
Christina Caputo	TBARTA	Barbara Donerly	USF Facilities Planning and Construction
Vicki Ahrens	MOSI		
Dan Jurman	University Area Community Development Corporation	Sara Hendricks	CUTR, NNTA Co-Director
		Julie Bond	CUTR, NNTA Co-Director
Fred Zerla	University Square Civic Association and THAN (Tampa Homeowners an Association of Neighborhoods)	Tameika Fraser	CUTR
		Phil Winters	CUTR
		Karen Kress	Tampa Downtown Partnership
Charles Stephenson	City of Temple Terrace	Charles White	Hillsborough County
Raymond Mensah	USF Parking and Transportation Services	Kebreab Ghebremichael	USF Office of Sustainability
		Amy Lester	CUTR

Welcome/Introductions

Dan Jurman, Chair of the NNTA, welcomed attendees and asked for round robin self-introductions of NNTA members and visitors.

Approval of March Minutes

The May meeting minutes were approved.

Presentation, Hillsborough County Commission Chairman, Mark Sharpe, Executive Director, Tampa Innovation Alliance

Commissioner Sharpe described the plans of the Tampa Innovation Alliance, an organization formed by Busch Gardens, Moffitt Cancer Center, University of South Florida, and Florida Hospital Tampa. Their purpose is to rejuvenate the area, attract new businesses, and grow the Tampa Innovation Alliance into something that is large, powerful and has the ability to lobby for its interests. The Alliance wants to build an Innovation District and transform Suitcase City. They are looking at what those District boundaries will be. They want to make this an area where people want to come but there is a visual challenge when you come off the Interstate. Mark spoke of a master plan for the area where developers are involved in shaping it. They want to bring significant resources to the area to improve its appearance and pedestrian safety. They want NNTA to come up with some strong ideas and they will bring the resources, including support from state legislators to help change the area.

Mark Sharpe said that autonomous vehicles will be important in this area. He hopes USF can test and showcase autonomous vehicles in our corridors, bringing in interested parties and businesses. He thinks that our area would be a perfect test site in the State for driverless vehicles, along Fletcher, Fowler, and Busch, particularly as it relates to pedestrian and bicycle safety. Our region has the highest rate of pedestrian fatalities. Autonomous vehicles will have the capability to sense the presence of pedestrians and bicyclists. Mark Sharpe said that the County would be in a position to designate resources.

Sharpe has been working with the County as they begin to think again about funding transportation infrastructure. Revenues are way behind needs. HART has only 174 buses to serve over 1,000 sq. miles, which does not allow for quality transit service. Denver and Seattle both have approx.. 1,200 buses, Dallas has approx. 600 and Cleveland has approx. 300. Westshore is moving forward with an intermodal facility near the airport. With public private partnerships, there are opportunities for linkages from Gateway to Westshore, and from Westshore to downtown where discussions are underway to locate a pharmacy school and medical school. All Aboard is pushing to link Miami to Orlando with high speed rail. They want to bring it to downtown Tampa. There is a rail line along Nebraska that turns and goes past the International Flea Market. CSX is now saying this line is underutilized. Diesel multiple units (DMU) could be used but DMU has to be where there is strong commercial activity. The rail line runs near Busch Gardens, past University Mall and to MOSI. Mark suggests that Fowler can be a test platform for new technologies. When the time is right discussion will be initiated about linking the USF area to downtown.

Lisa Montelione said she has proposed to developers the many properties available in the New North area for redevelopment but it is hard to get developers interested in coming up to the New North area. Lisa does not know of any Class A office space in this area. New North is stuck in the middle between the downtown and Highwood Preserve in New Tampa.

Sharpe talked about how other universities have created innovation zones based upon the talent pool and proximity to medical centers. University of Tampa has extended their reach into the surrounding area and revitalized Kennedy Blvd. Buddy Brew located in the periphery of that area and now students walk in that area. Dan Jurman said that "the elephant in the room" is crime. The UACDC has been selected as a pilot location for a satellite program to reduce crime based upon an innovative and successful program in Chicago. It is based upon a public health model that is now considered best practice. Now the UACDC just needs to find the money to implement the program. Dan has also talked with Mark Sharpe about allowing the people of the community to be part of the innovation that is happening, to connect people to jobs that pay benefits and create change for them now. When people own the change, they will shepherd it. In 2015, the UACDC will be building their first single family homes and beautiful multi-family properties in the area with services attached and all the different providers mapping where the issues are, using the public health model, and going to those specific places for intervention. The UACDC plan is the more the community can be part of the transformation and own it, the more that the blight can be eliminated so that when the developers visit, the area has improved in how it looks, how it feels and how it has changed to be sustainable and for people to be a

part of it. We are asking developers to build homes that are energy efficient to lower the cost for the occupants.

Fred Zerla talked about the efforts of the University Square Civic Association to work with a developer to refurbish homes in the Briarwood neighborhood and build community gardens but they need help. Lisa said this is where the USF Office for Community Engagement and Partnerships can help. Dan said that the Temple Terrace Community Garden was also helpful to the UACDC when they started their garden. UACDC started their community garden piecemeal with the mantra, "Just start, don't wait for perfect."

Presentation, Stephen Benson, District 7 Bicycle & Pedestrian Safety Specialist, Florida Department of Transportation

Mr. Benson talked about buffered bike lanes (BBL) in the context of a Fowler Avenue resurfacing project. He described the two schools of thought regarding provision of bicycle facilities. The first is to get bikes off the road and completely separate them from traffic. The problem with this is that eventually bicyclists must cross a road, but their separation from traffic makes them less cautious and they are not paying attention when they cross roads. The second school of thought is to integrate bicycles with traffic, using bicycle lanes and other facilities.

FDOT is required to consider bike facilities for every state roadway where it is legal to ride a bike because bicycles are vehicles, by state law. This includes providing bicycle facilities on multilane divided highways like Fowler Avenue. FDOT wants to develop a buffered bicycle lane (BBL) standard, as an additional facility design option that improves safety and is feasible and implementable. The Fowler Avenue resurfacing project from Nebraska Avenue to Bruce B. Downs Blvd/30th Street will include a BBL as a pilot project design approved by the FDOT Central Roadway Design Office. It will include a 5-foot designated bicycle lane with a 2-foot striped buffer. The additional space will be taken from the three inside general use lanes by reducing them from 12 feet to 11 feet. Construction is estimated to begin in March 2015. It will take approximately one year to complete for a total project cost of \$4.8 million. FDOT is in discussion with CUTR to do a before and after evaluation of the pilot buffered bicycle lane to see if safety has improved.

There is no standard definition of a BBL because they have been used with different designs and for different purposes. BBLs provide a more protected and comfortable space for bicyclists than a conventional bike lane. BBLs do not have the same barriers to sight lines as cycle tracks do, where a complete separation from the road can block motorists' view due to parked cars or other obstructions. It does not have dedicated traffic control so a bicyclist follows the same signals used by motorists. The purpose of a BBL is to provide an increase in actual and perceived safety. Studies show that safety increases where there is increased passing distance between the bicyclist and motor vehicles. Julie Bond said she rides her bike along Fowler Avenue and says it is welcome to have that extra buffer space, for example, if you must veer around trash in the roadway. Studies also show that most bicycle crashes involve turning movements at intersections and at driveways. Julie Bond finds that a major conflict point is at the intersection of 56th St. and Fowler. The Temple Terrace Bicycle and Pedestrian Committee is concerned about this issue.

Intersections conflicts are why the concept of line of sight is important. On Fowler, the most common crash type involves bicyclists riding on the sidewalk. Wrong way riding (opposite traffic) on a side walk is even worse. The best place for a bicyclist is on the shoulder or in a bike lane where motorists will more likely see you. Bicyclists may legally ride on the sidewalk but the bicyclist then must abide by laws for pedestrians. Most bicyclists do not want to abide by pedestrian law because it slows them down.

Mark Sharpe asked about use of low-cost alternative intersection designs to make them easy to navigate by bicyclists. This might include bicycle boxes and signals for bicyclists that give them a head start before motorists are allowed to move. Lisa suggested that there should be signals specifically for bicyclists, which would help them pay attention to traffic. Dan suggested concrete pylons or planters to provide physical separation. Nina mentioned that an earlier FDOT concept showed a section of colored bike lane along Fowler Avenue at the eastbound approach to 30th Street where the curb separates from the bike lane to accommodate a right turn lane. Kebreab said that he lived in the Netherlands and the bike lanes there are completely painted and it helps visibility. However, striping is less expensive than coloring the lane. Lisa suggested that what is least expensive may not necessarily be the best approach. She suggested to address the problem at the points where we know the problems exist, such as at intersections and driveway cuts.

Lisa also spoke to FDOT Secretary Skelton regarding turning highways into boulevards by designing them in ways that slow cars down. Strategies include landscaping, lighting and art work. She suggested that NNTA partners could set up a maintenance fund to maintain artwork. Nina suggested that instead of maintaining the art work, to rotate it or change it routinely so it does not have to be maintained.

BikeSmart advises students to plan their route to avoid unsafe conditions. Bougainvillea Avenue could serve as an alternative to riding on Fowler Avenue. The City is presently designing improvements to Bougainvillea Avenue, including a 10-foot multi-use path that will connect to bike lanes along 30th Street.

Julie Bond announced that she and Stephen Benson teach ongoing BikeSmart classes to anyone interested in learning bike laws and safe riding techniques. They talk to the people who are actually riding their bikes down Fowler. The next class is October 18 but they schedule new classes continually. Mark Sharpe announced a meeting at University Bicycle Center on October 3rd to discuss making the area safe for bicyclists. The Urban Charrette hosted its first Urbanism on Tap meeting for the public at PJ Dolan's on Bearss Avenue on September 9. Next meeting will be November 18, 5:30 p.m., same place.

Next Meeting

The next NNTA meeting will be Wednesday, November 12, 2014 at CUTR.

Meeting Adjourned at 9:45 a.m.