

New North Transportation Alliance (NNTA)
 Advisory Board Meeting Minutes
 Wednesday, January 13, 2021
 USF Center for Urban Transportation Research

Attendance by video conference or phone:

Julie Bond	NNTA/Center for Urban Transportation Research
Kenneth Boden	Tampa Bay Area Regional Transit Authority
Marie Bowen	USF Parking & Transportation Services
DeWayne Brown	Hillsborough Area Regional Transit Authority
Lynda Crescentini	Hillsborough Area Regional Transit Authority
Rob Cursey	Tindale Oliver
Christine Epps	NNTA/Center for Urban Transportation Research
Ming Gao	Florida Department of Transportation
Ray Gonzalez	USF Facilities Management
Sara Hendricks	NNTA/Center for Urban Transportation Research
Chaddy Hanwisai	USF Facilities Management
Rebecca Hessinger	Hillsborough County Economic Development
Arlinda Karuli	Commute with Enterprise
Katina Kavouklis	Florida Department of Transportation
Karen Kress	Tampa Downtown Partnership
Celeste Lau	City of Temple Terrace
Nina Mabileau	City of Tampa
Bruce Metts	James A. Haley VA Hospital
Richard Piccininni	USF Facilities Management
Matthew Pleasant	School District of Hillsborough County
Shayna Rodriguez	James A. Haley VA Hospital
Amber Russo	Florida Department of Transportation
Phil Winters	NNTA/Center for Urban Transportation Research
Fredric Zerla	University Square Civic Association
Rob Zimprich	University Area Community Development Corporation

Welcome/Introductions

The meeting was called to order at 8:31 a.m. by Co-Director Sara Hendricks, who welcomed members and visitors. The meeting was held by videoconference. Instruction was given on how to participate in the meeting. Each person introduced themselves. The video recording will be posted on the NNTA website.

Approval of Minutes

There was a motion and second to approve minutes from the NNTA meeting held on November 4, 2020. The minutes were approved with no changes.

University Area Intermodal Center Potential Site Identification Study

Presenter: Robert E. Cursey, Jr., AICP, Principal Director of Multimodal Transportation Planning Solutions, Tindale Oliver

Mr. Cursey provided an update of the intermodal center studies being conducted by Tindale Oliver. While there are 5 intermodal center studies in the Tampa Bay area, Mr. Cursey provided information concerning the University area. The major tasks of the study include determining facility size and needs, selection of preferred locations, and preliminary site concepts.

Mr. Cursey noted that their study considered the TBARTA study and HART light rail study results.

The purpose of the study is to improve all modes and economic development in the area and help regional transit and local transit work together.

FDOT already has completed the site acquisition for the Westshore area, so that intermodal center site is further ahead in the process. All the other projects are at the same stage of progress.

The study for the intermodal center included a screening process that defined areas that would not be optimum for an intermodal center, then 5 zones were selected. The existing and further land use was also considered. An optimal site would employ mixed use including an employment center, culture, existing and future transit. Mr. Cursey described the 4-phase screening process that reduced the possible sites to three candidates.

He described that the facility needs a minimum size of 2 acres and would include 16 bus bays, parking spaces, Uber/Lyft spaces, retail, bike racks, and pedestrian accessibility. The structure needs ticketing, and possibly a rest area, restrooms, and concession. The site also may accommodate a future rail line.

The three possible site options include locations within USF Research Park, the Rithm at Uptown Research Village redevelopment, and the southeast corner property at Fowler Ave. and Nebraska Ave. Mr. Cursey shared the pros and cons of the top 3 sites and showed a conceptual site plan for each possible location of the intermodal center. Mr. Cursey described the opportunities as future rail service, proximity to the existing University Area Transfer Center, and joint development opportunities. Mr. Cursey further described the challenges, including funding and the broad geographic area to be served.

Next steps include coordinating with property owners, identifying partners, selecting a site, and defining implementation strategies.

The Co-Director opened the floor for questions. One member asked about the advantages and disadvantages of a site that is farther from I-275 noting that there are obvious benefits for people who want to park & ride. Mr. Cursey indicated that for premium transit, a good, quick, reliable transit location is needed. He indicated that many major employment centers and attractions are further away from I-275. The Nebraska Ave. location is the closest to the future regional rapid transit, but further from employment centers. It is a trade-off. If the Nebraska Ave. site is chosen, it may spur more development.

Another member asked if Tindale Oliver is working with TBARTA since they want to set up stations. Mr. Cursey indicated that they are coordinating with TBARTA. He stated that they took TBARTA study results into consideration for all 5 intermodal centers across the Tampa Bay area.

One member noted that in Orlando, reThink developed a Workplace Connector program that provides vanpools to SunRail riders to get to their final destination and perhaps Commute Tampa Bay could provide that service as well. Mr. Cursey agreed and stated that they have found in their studies that most transit programs that do not work are the ones that do not provide first mile/last mile solution. Mr. Cursey stated that we need all partners working together toward the goal of easy, convenient, and more fun than driving your car.

A member suggested that we may need a circulator because a bus cannot go to every employer. It is possible that the proposed Uptowner Circulator could fill this role in the future. The member asked how it would be possible to reduce the number of vehicles travelling on Fowler Avenue with more growth in that area. Mr Cursey stressed the importance of good transit, a circulator, and an intermodal site. He indicated that the concept is not set in stone and could include other elements.

Lastly, one member noted that there are many new projects in the University area, including the Complete Streets project on 30th Street and a designated Opportunity Zone in University area.

NNTA member round robin updates on activities and announcements

Sara Hendricks, CUTR, shared information and invited NNTA member to participate in Best Workplaces for Commuters (BWC), the BWC Telework Certificate program for employers and their employees, and the Love to Ride bicycle encouragement campaign.

Nina Mabileau, City of Tampa, gave an update on two Complete Streets projects south of Fowler Avenue. These include 46th Street that will feature a roundabout at Bougainvillea Avenue, the addition of bike facilities between Busch Blvd. and Fowler Ave., Rectangular Rapid Flashing Beacons at pedestrian crosswalks and improved lighting. It should take 460 days of construction. Another future Complete Streets project is the 30th Street corridor from Yukon Avenue to Fowler Avenue. The project is currently in the scoping and design phase. This would include roundabouts, signals, a multipurpose trail on the west side, raised medians for pedestrian safety, transit stops and landscaping. Due to the delayed Florida Supreme Court ruling on the constitutionality of the Hillsborough County sales surtax for transportation, as well as due to the pandemic, funding is uncertain.

Arlinda Karuli, Commute with Enterprise, noted that most Enterprise vanpools are continuing to operate despite COVID-19. To maintain social distancing, there are fewer vanpoolers per van. Most riders are healthcare and essential workers. Commute with Enterprise plans to add new vanpools. Ms. Karuli provided information about two webinars about vanpooling. Recordings have been posted to the TBARTA website at <https://www.tbarta.com/en/commute-tampa-bay/webinars/>. These recorded webinars include Response to COVID: Being in a Vanpool; Intro Clean Car Kit; and New Rider Benefits.

Ray Gonzalez, USF, gave an update of three construction projects in progress at USF. The Judy Genshaft Honors College is under construction next to the College of Business, as well as the Student Wellness Center across from the Yuengling Center at USF. There is an indoor practice facility for sports programs

being constructed off USF Sycamore Drive. Mr. Gonzalez indicated that USF is now updating the USF Campus Master Plan, which was held up for one year due to USF consolidation of campuses.

Rob Zimprich, UACDC, announced that they had 100 volunteers for the “Paint your Town” event. UACDC appreciated that the County is adding street lights and sidewalks around the University area.

Lynda Crescentini, HART, announced that the Flamingo Fare collection system has been piloted across counties including Hernando, Pasco, Pinellas and Hillsborough. The outreach to customers may begin now that pilot was successful. The fare collection system helps facilitate the ride with no money exchange by refilling fare cards at retail stores. The fare money is in account, not the card, so if you lose your card you don’t lose your money in the account. The next step will be to start a training program for customers.

Sara Hendricks, CUTR, noted that Julie Bond successfully created Pedestrian Hybrid Beacon Public Service Announcements. BikeWalk Tampa Bay has a new chairman, Dave Andreychuk, former Tampa Bay Lightning player and Stanley Cup winner. The BikeWalk Tampa Bay newsletter highlights 21 women bicyclists and why they bicycle.

Announcements

There were no further announcements from members.

Adjournment

The meeting was adjourned at 9:47 a.m.

Next Meeting

The next NNTA meeting will be held March 10, 2021.