



**TRI-COUNTY
BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC)
HILLSBOROUGH, PASCO AND PINELLAS COUNTIES**

Wednesday, May 22, 2019, 6:00 PM – 7:30 PM
Oldsmar State Street Center, 127 State Street W,
Oldsmar, FL 34677

**Please feel free to enjoy a ride, jog or stroll on your own
before the meeting in beautiful Oldsmar. Be Safe.
Meeting begins at 6:00 pm.**

AGENDA

1. **CALL TO ORDER & INTRODUCTIONS**
2. **PUBLIC COMMENT** (*Limit to 3 minutes, please*)
3. **APPROVAL OF TRI-COUNTY BPAC MEETING SUMMARY – January 23, 2019**
4. **FLORIDA BICYCLE ASSOCIATION**
Becky Alfonso, FBA Executive Director
5. **Advantage Pinellas: Active Transportation Plan Update**
Rodney Chatman, Forward Pinellas Division Manager
6. **Gulf Coast Trail Wayfinding**
Wade Reynolds, Hillsborough MPO Senior Planner
7. **St. Petersburg Complete Streets Program**
Cheryl Stacks, St. Petersburg Transportation Manager
8. **ROUNDTABLE UPDATES:**
 - Forward Pinellas
 - Hillsborough MPO
 - Pasco MPO
 - FDOT
9. **DISCUSSION ITEMS:**
 - Electric Scooters
 - Gateway Master Plan
10. **NEW BUSINESS | OLD BUSINESS**
11. **NEXT TRI-COUNTY BPAC MEETING – September 25, 2019** (Host: Pasco BPAC)
12. **ADJOURNMENT**

NEXT TRI-COUNTY BPAC MEETING: Wednesday, September 25, 2019

Pasco County BPAC to host (location TBD)



**TRI-COUNTY
BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC)
HILLSBOROUGH, PASCO AND PINELLAS COUNTIES
West Tampa Library, 2312 W. Union Street, Tampa FL 33607**

JANUARY 23, 2019 Meeting Summary

1. CALL TO ORDER & INTRODUCTIONS

The meeting was called to order at 5:35 pm. In attendance: Jonathan Forbes, Wade Reynolds, Rodney Chatman, Ross Kevlin, Joel Jackson, David Feller, Richard Ranck, Sally Thompson, Susan J. Miller, Joan Rice, Jim Wedlake, Tania German, Gunther Flaig, Michele Ogilvie.

2. PUBLIC COMMENT

Public Comment: Written: Christine Acosta: I would like to confirm what David Green said, that TBARTA will not be fulfilling any role with trails going forward. I am extremely disappointed and concerned to hear this, as trails, and all active transport modes, are the key to successful transit systems. Mr. Reynolds explained that TBARTA's role is changing somewhat and that Hillsborough MPO is in discussions to understand what their role will be going forward.

Mr. Jim Wedlake asked about sidewalks and maintenance of traffic during construction, adding that a cardiologist in Orlando had recently been killed while using the street due to a closed trail. He questioned if there was anything to do to keep this from happening. Ms. Joan Rice, Pinellas County Public Works Traffic, discussed their and FDOT's efforts to provide maintenance of traffic for pedestrians and cyclists during construction.

3. APPROVAL OF TRI-COUNTY BPAC MEETING SUMMARY – September 27, 2018

Members accepted the minutes by consensus. Ms. Susan Miller asked that if there were any corrections to please email her.

4. HILLSBOROUGH COUNTY MPO

• Multi Modal Level of Service Update

Mr. Reynolds presented the Multimodal Level of Service (MMLoS) update. In 2017, the MPO prepared a white paper researching methodologies and best practices in calculating Level of Service (LOS) for bicycle, pedestrian and transit. From the recommendations in that report, the MPO has been working with a consultant to update the methodologies used for calculating bicycle and pedestrian LOS. The effort has focused on establishing a Level of Traffic Stress (LTS) standard and applying this to the transportation network. The goal was to have a new minimum standard, and through the database maintained by the MPO, highlight corridors and intersections that could be enhanced for safety. The MPO currently uses FDOT guidance that was established over 20 years ago. With new minimum design standards, it became time to revisit the methodology. The updated standards will better reflect the new innovations in bicycle and pedestrian facilities. The task has culminated in the creation of a technical report, the Bicycle Facility Selection Toolkit, and pedestrian crossing guidance. Discussion followed about how to change FDOT guidelines for what type of facility is appropriate based on adjacent vehicular volume and speed, and how to approach amending FDOT guidelines. It was agreed to continue discussions at the staff level.

• West Tampa Multi-Modal Plan

Mr. Reynolds presented the West Tampa Multi Modal Plan, Phase VI of the Tampa Walk-Bike Plan. The West Tampa Multimodal Plan is an effort to identify opportunities to enhance the multimodal transportation network, improve connections between existing and planned pedestrian and bicycle facilities, and identify opportunities to implement complete streets strategies throughout West Tampa. The study area includes the neighborhoods of North Hyde Park, Old West Tampa, West Tampa, West Riverfront, Macfarlane Park, Armory Gardens, Carver City/Lincoln Gardens, North Bon Air, and Oakford Park. The neighborhoods and study area have a rich historical context and includes a National Historic District and a well-established street grid. The study area is home to a significant amount of historic and contributing structures including the first public library in Hillsborough County, the West Tampa Free Public Library. Enhance the multimodal environment throughout West Tampa will help to reinforce and reestablish a sense of place, create new connections, and improve economic opportunity.

The Plan's Objectives are:

- *Enhance Connections*: Explore opportunities to enhance pedestrian and bicycle connections between existing and planned facilities and to/from destinations within West Tampa.
- *Complete Streets*: Integrate complete streets strategies and develop concept improvements along corridors such as Main Street and Columbus Drive.
- *Bicycle Boulevards*: Explore bicycle boulevard/neighborhood greenway/bikeway opportunities along streets such as Gray Street, Beach Street, and Palmetto Street.

- *Safety and Mobility Improvements*: Identify general safety and mobility improvements that support the City's "Livable City" vision and provide a safe, comfortable, and convenient environment for all users.

Discussion continued about connections with the Westshore Alliance, Howard Frankland Bridge connections, and how these work with the West Tampa Multi Modal Plan

- **All for Transportation**

Mr. Reynolds gave a brief description of the newly passed sales tax in Hillsborough County, how it compared to the 2040 LRTP, and how the different categories would be spent.

5. PASCO COUNTY MPO

Mr. Ross Kevlin, Pasco County MPO, gave an update on Pasco County projects:

- **Coastal Anclote Trail** – Groundbreaking will be held February 6th. This trail will be tied into the trail along U.S. 19. It is anticipated to be open in 2020.
- **Starkey Gap** – They are continuing construction and working through minor issues related to easements and other items. It is expected to be completed in the summer of 2019. Members inquired about the beginning and endpoints of the trail.

6. FORWARD PINELLAS

Ms. Susan Miller, Forward Pinellas, provided updates on the following projects and programs.

- **Forward Pinellas Trail Construction Updates**

Ms. Miller discussed the different jurisdictions' funded projects including the Courtney Campbell Trail overpass, funded by the SUNTrail program. Construction is funded for 2024. The Howard Frankland Bridge Trail is a design-build project expected to start construction in 2020. The trail will be part of the same bridge structure but separated from the vehicular traffic. The Harn Boulevard overpass will go over U.S. Highway 19, scheduled for 2021. It is a pedestrian overpass intended to serve several residential communities nearby. The Pinellas Bayway Bridge, also known as the Tierra Verde Bridge, and trail construction is scheduled for this year, and will include a new bridge, a roundabout, and the Bayway Trail South that will link to Ft. DeSoto Park and trail. The Pinellas Trail Loop North and South gaps are also moving forward. The North Gap is expected to be completed by 2020. The South Gap is currently in design and includes the San Martin Bridge. A portion from Haynes Bayshore to 126th Avenue will be completed first and the remainder is being studied. Discussion continued about the connections to the Howard Frankland Bridge, 4th Street and Ulmerton Road. The Pinellas Trail Loop includes the Duke Energy Trail and portions are funded through Penny for Pinellas. The bridge over Alligator Creek on NE Coachman Road is also being replaced with a new wider bridge, which will include a trail facility. The San Martin Bridge and trail is seeking community input on the bridge and is currently in PD&E phase. The Druid Trail is a City of Clearwater Trail that will connect the Pinellas Trail and the Duke Energy Trail along Druid Road for most of its length, as well as be a great east-west connector across the county, and provide non-motorized access to the beach. It is already being used by a number of children from nearby schools. The Oldsmar Trail is in design along Douglas Avenue, and will connect Tampa Road to Racetrack Road. This is a City of Oldsmar project and construction is scheduled for this year. Lastly, Ms. Miller described a new two-mile trail inside of the Honeymoon Island State Park that has been very popular according to the park supervisor. There was additional discussion on the Tarpon Springs Elfers Trail and its connections between Pasco and Pinellas counties, where a bald eagle's nest has delayed construction of the project.

- **Forward Pinellas Complete Streets Update**

Ms. Miller gave an update on the Forward Pinellas Complete Streets Program. This program provides funding for approved projects for concept planning (\$100,000) and construction projects (\$1 million). The idea is to bring transformative changes to improve the economy, livability, and transportation. The projects submitted include Clearwater, for Ft. Harrison Ave concept planning; St. Petersburg for 18th Avenue South; St. Petersburg for construction on 22nd Street South; and Dunedin for Skinner Blvd/SR 580. Recommendations on which projects should receive funding will go to the Forward Pinellas Board in March. There was additional conversation about the connections between Oldsmar and the Upper Tampa Bay Trail.

7. NEW BUSINESS

Mr. Kevlin questioned what should be considered an appropriate facility for bicycle lanes with regard to high speed and volume roadways. Currently, there are on-street bike lanes in Pasco County, but he considers these facilities generally unsafe for most users. Members discussed buffered bike lanes, separated facilities, and levels of traffic stress associated with roadway types. Discussion continued on how to best approach FDOT to reconsider guidance in their manuals as to appropriate facilities for bicycle lanes. Members discussed the history of state law requiring bike lanes and different examples. Mr. Kevlin suggested attending a 2-day FDOT meeting in March in Orlando to recommend changes to the design manual. Some members were supportive of discussing such changes, and recommended discussing with Mr. Alex Henry, FDOT District 7 Bicycle/Pedestrian Coordinator.

8. ADJOURN

There being no other business, the meeting was adjourned at 7:25 pm.