

Improved Bicycle Safety: An Attainable Goal

Our temperate climate and flat roads make cycling tempting, but Hillsborough County averages more than 85 severe or fatal cycling crashes per year, one of the worst crash rates in the country. The MPO has teamed up with Hillsborough County, the Florida Department of Transportation (FDOT), and the City of Tampa to identify the most critical issues affecting bicycle safety. The Bicycle Safety Action Plan, currently under development, reviews the last five years of bicycle crashes, looking at the most dangerous locations, frequent kinds of collisions, times of day they occur, demographics, and other factors.



Take our Bicycle Safety Action Plan Survey on page 12. Thanks!

Educating cyclists and drivers about safe behavior and enforcing the traffic laws already on the books are the fastest ways to make a difference. That's where the team intends to start. Other strategies consist of improving the bicycle facilities on roads and trails throughout the county and encouraging new development designed for safer bicycling. The team will also continue to monitor crash trends, and make changes as needed.

Two of the most frequent dangerous behaviors are "wrong way" bicycle riding—that is, cycling on the left side of the road—and nighttime riding without lights. "Wrong way" riding is dangerous whether it is in a vehicle lane, on a shoulder, or on a sidewalk, because drivers often don't look for a vehicle (motorized or otherwise) coming from that direction. Nighttime crashes are usually more severe or even fatal for the cyclist if they are not equipped with lights and reflective gear, because of the driver's inability to see the cyclist in time to avoid a crash.



Wearing a retro-reflective vest, shoes, and helmet stickers helps drivers see you 500 feet ahead at night.

In the first five years, this ambitious plan includes public education about these and other dangerous behaviors, similar to campaigns about seat belts and child car seats. Other ideas include a Tampa Bay Bicycle Trainers Network and bicycle safety and facility improvements on the roads in high crash corridors.

The MPO's Bicycle-Pedestrian Advisory Committee, or BPAC, will review the plan and provide guidance. The BPAC meets the second Wednesday of each month at 5:30pm. For more information on the MPO's crash studies, contact **Gena Torres** at **813/273-3774 x357** or torresg@plancom.org.

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In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Letter from the Executive Director

It's time to push forward, continuing our efforts to make traveling throughout Hillsborough County easier and safer. Although the countywide referendum for a one percent sales tax increase did not pass, we will continue our pursuit of a balanced transportation system that offers choices to our residents and visitors.

A formal survey of voters was conducted to understand the transportation needs of the county and how we can improve the 2035 Plan to better address the community's desires. Those that voted for the referendum did so because they believe the plan is successful in addressing the transportation issues, and the benefits of improved transportation outweigh the individual cost.

Voting against the referendum by no means meant that improving our transportation system is not important. In fact, most that voted against the referendum agreed transportation is a concern; however cited the economy and timing, stating that now is a bad time to raise taxes. Others had questions about the cost, level of detail available, and its ability to fairly address transportation evenly throughout the county.

Based on these results, we plan to formally revisit the Long Range Transportation Plan with renewed energy over the next year. We will be listening to you, the community, through a process that will further engage the public beyond our past efforts. We will conduct public opinion research in different parts of the county to find out the specific needs in each geographic area. We want to make sure everyone benefits from the improvements in the 2035 Plan.



In response to concerns about the cost of the plan, we will consider strategies for reducing the price tag for some of the projects. Another approach will explore alternate funding

and financing approaches, researching resources that are readily available or that have less of an impact on the individual citizen.

This coordinated effort will make the process successful, one that includes both our partner agencies here in the County and potentially our partners in Pinellas and Pasco Counties, as well as the Tampa Bay Area Regional Transportation Authority (TBARTA).

We have so much to offer as a community, and I am proud to call this county home. On behalf of the Metropolitan Planning Organization, I look forward to building upon our past to create a future for Hillsborough County that will make our children proud to live here. We invite you to help us as we take the next steps to continue shaping our transportation future.


Ray Chiamonte
Executive Director
Hillsborough County MPO



News Briefs: Temple Terrace's New Main Street Taking Shape

Temple Terrace is bringing back the American tradition of a "Main Street," a pleasant place to walk and drive through its newly rebuilt downtown. 56th Street between the Hillsborough River and Temple Heights Drive will soon be home to a new town center for Temple Terrace. To complement the design, the City is currently making the streets more inviting by installing a new Gateway Tower, new bus shelters and bus bay, wider sidewalks with decorative pavers, and new landscaping and street lights.



The City of Temple Terrace worked closely with the Hillsborough Area Regional Transit Authority (HART) to ensure the new bus stop locations will be comfortable and safe for passengers, pedestrians, and motorists. A new bus bay, to be built in front of the post office, will allow buses to pull off the main road and passengers to board and exit the vehicles without slowing the traffic along 56th Street.

Another key feature of the plan is burying the overhead utility and power lines. Much of the work is complete, including removal of the unused power poles. This project exemplifies a public-private partnership, with the funding provided locally by the City of Temple Terrace, from the state through Florida Department of Transportation Community Incentive Grant Program funds, federally through the American Recovery and Reinvestment Act of 2009 (identified as a priority of the MPO), and privately by local developer—The Vlass Group. ❖

A Change to Change-free Parking Meters

Have you ever fumbled for loose change to feed the meters in Downtown Tampa? Well, change is here. The City of Tampa Parking Division recently spent \$1.1 million to replace and upgrade their aging parking meters with the latest in street-space management technology. The new pay stations are solar-powered and equipped to take credit and debit cards. But don't worry, they'll still take coins!

Drivers simply note the space number and can pay for parking at any pay station. There is no need to display a ticket in the dashboard. Just pay and go.

The machines are meant to make parking easier, so officials anticipate an uptick in overall on-street parking. Additionally, 55% of users are anticipated to pay using credit or debit cards and 45% to pay with coins, lowering the City's regular parking meter operating and maintenance cost, and providing a return on the investment after three years of operation. For more information about the new parking meters, call the Tampa Downtown Partnership at **813/221-3686** or visit www.tampasdowntown.com. ❖



Calendar: MPO Regular Meetings

Meetings take place on day listed at:
County Center, 601 East Kennedy Blvd.,
Downtown Tampa, unless otherwise noted.

MPO Board

Tuesday, 9:00 a.m., 2nd Floor

March 8
April 5
May 3

Citizens Advisory Committee (CAC)

Wednesday, 1:15 p.m., 18th Floor

March 16
April 13
May 11

Bicycle/Pedestrian Advisory Committee (BPAC)

Wednesday, 5:30 p.m., 18th Floor

March 9
April 13
May 11

Technical Advisory Committee (TAC)

Monday, 1:30 p.m., 18th Floor

March 21
April 18
May 16

Policy Committee

Tuesday, 9:00 a.m., 18th Floor

May 18
June 22
July 27

Transportation Disadvantaged

Coordinating Board (TDCB)

Thursday, 6:00 p.m., 2nd Floor

April 28 (Public Hearing)

Intelligent Transportation Systems (ITS)

Thursday, 4:00 p.m., 18th Floor

March 17
May 19

Joint Citizens Advisory Committee (JCAC)

Tuesday, 3:00 p.m.

Visit www.regionaltransportation.org or contact
Karen Cunningham 727/464-8200 for time and location.

March 1
May 31

West Central Florida MPO Chairs

Coordinating Committee (CCC)

Friday, 11:30 a.m.

Visit www.regionaltransportation.org or contact
Karen Cunningham 727/464-8200 for time and location.

July 15

Livable Roadways Committee

Wednesday, 9:00 a.m., 18th Floor

March 23
April 27
May 25

Meeting agendas, background information
and minutes are available at:

www.hillsboroughmpo.org

We are Listening: Public Participation Plan

Transportation affects everyone, and every person deserves the chance to be part of the decision-making process. Engaging the public in a meaningful dialogue is one of the most important goals of the MPO.

The Public Participation Plan describes the strategies and techniques the MPO uses to inform and engage the community, making the public participation process predictable and easy to understand. In doing so, the MPO strives to provide everyone the information they need to access public engagement opportunities, including low-income individuals, the elderly, persons with disabilities, and persons with limited English proficiency.

In December 2010, the MPO updated the Plan. Some procedures were added



or corrected, meeting notices were defined more clearly, and additional outreach tools were included that have proven to be successful, like Twitter and Town Call meetings. As we move forward, we will continue to find new and exciting ways to make the decision-making process more accessible to everyone.

For more information about how to be involved, or to view the Public Participation Plan, go to www.hillsboroughmpo.org.

For regular updates, follow us on Twitter or find us on Facebook. ❖

Twitter: twitter.com/hillsboroughmpo

Facebook: www.facebook.com/hillsboroughmpo

Is My Project Funded?



Recently, the MPO unveiled a new online tool to view the Transportation Improvement Plan, or TIP. The TIP is a five-year list of upcoming transportation projects in Hillsborough County. The MPO's new interactive website makes it easier for you to search through the projects to obtain information including how they are funded, what area of the county they are in, and the project's current development phase.

Once on the site, users can search by project name or by selecting projects on an interactive map. Viewing the TIP online has other benefits in addition to quick search and update functions. For example, to compare and track projects, users may also review previous versions of the TIP.

For more information, or to view the TIP, visit hillsboroughmpo.org and click on Publications & Maps, Transportation Improvement Program, or go directly to <http://hillsboroughtip.edats.com>. For questions or information, contact **Wally Blain, AICP** at **813/273-3774 x361** or blaing@plancom.org. ❖

Transportation Advocacy Loses a Champion

It is with great sadness that we share the passing of Leonard Plotkin this past October. Mr. Plotkin served our community with a long record of advocacy and volunteerism. His tireless efforts improved the quality of life and raised awareness of issues for persons with disabilities in Hillsborough County and the Tampa Bay region.

Serving on MPO committees since 1994, Leonard championed efforts to improve services for our transportation disadvantaged population. A member of our Transportation Disadvantaged Coordinating Board as well as the MPO Citizens Advisory Committee and the region-wide West Central Florida MPOs' Joint Citizens Advisory Committee, he was an advocate for many years of safe pedestrian access to transit, safe street crossings for the visually and mobility impaired, and efficient and seamless transit services accessible to all. His comments on transportation plans influenced the design of projects on the interstate and major highways, as well as bus and paratransit systems.



Leonard Plotkin with Teri Saltzman and Richard Glorioso at the 2007 Annual Transportation Disadvantaged Legislative Day.



Bob Hunter, AICP, Hillsborough County City-County Planning Commission Executive Director and past American Planning Association (APA) President presented the APA Sun Coast Chapter Outstanding Citizen Planning Advocate Award to Leonard Plotkin.

His passion for spreading the word led the MPO to rework its "Ride Guide" publication to include a broader range of information in a more user-friendly format, and to distribute it more widely. His advocacy efforts also helped to facilitate FDOT's publication of the "White Cane Law" educational bookmark informing drivers about their legal obligations when they approach a crosswalk being used by a blind pedestrian.

We will greatly miss his passion, humor, and commitment to accessibility, the products of which will live on in Hillsborough County as his legacy. ❖

Selmon Expressway Could Be an Important Trail Link

A great idea was brought to the MPO's attention last year during the update of the 2035 Transportation Plan: could the land beneath and adjacent to the Selmon Crosstown Expressway through Downtown Tampa be used for a continuous greenway trail? To help the Expressway Authority and City of Tampa explore this possibility, the MPO commissioned a feasibility study. Now available on the MPO website, the study report lays out a potential route including crosswalks and minimal impact on the existing parking.

The greenway would provide a continuous path for pedestrians and bicyclists from the Hillsborough River to Meridian Avenue, connecting Bayshore Boulevard, the Riverwalk, Franklin Street, the Tampa Convention Center, the St. Pete Times Forum, the TECO Line Streetcar, and Channelside, with a potential future connection to 22nd Street and Ybor City destinations. Plans include green space and enhancements such as pocket parks with benches, water fountains, outdoor exercise equipment, and other park amenities.

Funding to build the greenway as part of an upcoming widening of the Selmon Expressway viaduct is currently being examined. For more information regarding the Selmon Greenway Feasibility Study, contact **Michele Ogilvie** at ogilviem@plancom.org or **813/273-3774 x317**. ❖



Bike Ped NEWS

The Newspaper of the Hillsborough County
Bicycle/Pedestrian Advisory Committee



Issue 47

A Transportation Partner

Winter 2011

Gold Stars for Livable Roads

The MPO's Livable Roadways Committee congratulates Hillsborough County and Tampa on two recent improvements.

Hillsborough County obtained funding through Florida Department of Transportation's (FDOT's) Safe Routes to School program for a sidewalk on Nine Eagles Drive in the Westchase area. The project was put on hold when some parents asked whether school bus service would be cut if there were a safer place to walk. Hillsborough County staff worked with neighborhood residents and the school district to address this concern, which had called into question the viability of future Safe Routes to School grants in our county. In November, the county commission agreed to move forward with the sidewalk, which also connects neighborhoods to local shopping.

In the City of Tampa, there are no sidewalks along Armenia Avenue where it crosses the CSX railroad tracks just south of Busch Boulevard. Disabled residents must operate their wheelchairs in the road to get across the tracks. A bus stop on Busch Boulevard is just north of the tracks, and the Center for Independent Living, which provides assistance to persons with disabilities, is just south, on the other side. The City of Tampa Public Works, in cooperation with CSX Railroad, is installing new sidewalks along Armenia Avenue to ensure safe access for disabled persons to the organizations and businesses that serve them. FDOT will also be constructing sidewalks soon along Busch Boulevard, making further connections. Kudos all around! ❖

Educating Pedestrians to WalkWise

Walkability is a huge component to enjoying all we have to offer in Hillsborough County, and pedestrian safety is key for walkability. As Florida ranks among the deadliest in the nation for pedestrians, safety has become increasingly important. Pedestrian safety isn't just about making roads safe for pedestrians, it is just as important to educate our citizens to be proactive about safety.

WalkWise is doing just that with a pedestrian safety education campaign through the Center of Urban Transportation Research (CUTR) on behalf of the Florida Department of Transportation.

The focus of the program is on how pedestrians can lower their own risk by walking safely. The WalkWise program encourages pedestrians to, literally, walk wise:

- Wear bright colors or reflective clothing.
- Always be alert.
- Look left, right, and left again.
- Know your surroundings.
- Watch for cars in parking lots.
- Impaired walking can be dangerous.
- Stay on sidewalks.
- Expect the unexpected.

The grassroots campaign uses multiple efforts to get the word out, and anyone can become involved. Safety presentations are available upon request, providing information on safety tips and laws and additional topics if needed. Pedestrian safety gear, such as reflective backpacks are distributed at presentations, events, and meetings.

Become a WalkWise Ambassador by signing up at the WalkWise website and take the WalkWise Pledge, and help spread the word of safety. Email **Julie Bond** at bond@cutr.usf.edu or log on to the website at www.walkwisetampabay.com. ❖



New Causeway Trail to Connect Counties

With the closing of the Friendship Trail Bridge in 2010, traveling between Hillsborough and Pinellas Counties by bicycle presents a challenge. A coordinated effort between the Courtney Campbell Scenic Highway Advisory Committee, Hillsborough MPO, Pinellas MPO, West Central Florida MPO Chairs Coordinating Committee, and the Florida Department of Transportation is paving the way to making the trip safer.

A regional multi-use trail is currently being designed along the south side of the Courtney Campbell Causeway (SR 60) to connect the existing trail east of Rocky Point in Hillsborough County to a planned trail near Bayshore Boulevard in Pinellas County. The trail will be completed in five phases, with the portions in Hillsborough County constructed as early as 2012. The Pinellas County portions will follow, and are expected to complete the connection over the next five years. Securing funding for the design and construction of the entire trail could not have been achieved without the coordinated effort of all partners involved.

For more information, contact **Lori Snively**, with FDOT, at **813/975-6405**, or email lori.snively@dot.state.fl.us. ❖



COMMUTER CORNER: As traffic in our region becomes more congested and commuting takes a greater toll on drivers, people like Christopher Chow are discovering the benefits of biking to work. From his home near Busch Gardens to his office near the Veteran's Expressway (just under nine miles), Christopher seeks side streets and recreational paths, crossing the Hillsborough River at least once, to reach his destination. Thirty minutes is all it takes to make the trip, whether by car or by bike—when bicycling he uses a more direct route and avoids busy intersections with lengthy signal cycles.



Christopher encourages anyone with a short enough commute to bike to work on safe routes. He touts the benefits of bicycle commuting: regular morning and afternoon exercise, de-stressing effect after busy days, and a greater enjoyment of scenery not possible while driving a vehicle. He's even stumbled upon a bike race training event near his office—and ended up participating in their event! Safe traveling, Chris! ❖

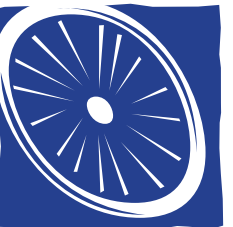
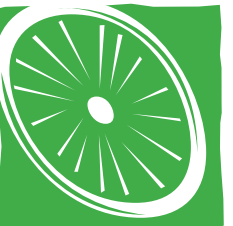
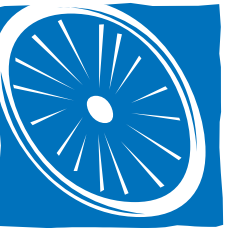
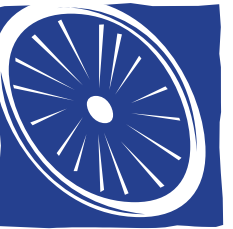
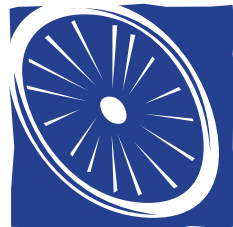
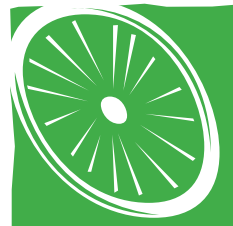
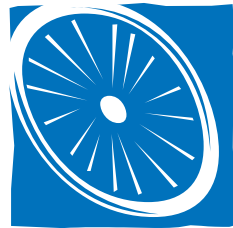
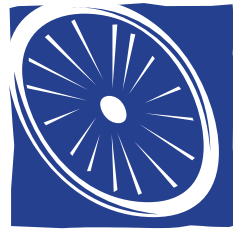
Criterion Races through Downtown Tampa

On March 26th, for the third year in a row, Downtown Tampa's brick streets will become the course for an exciting Criterion-style urban bike race. A unique blend of fitness, skill, and strategy is required to compete in this demanding, fast-paced competition that attracts amateur and professional athletes from all over the southeastern United States.

While watching racers whiz by at 35 mph vying for position, spectators can browse the accompanying street fair, featuring local food vendors, and demonstrations on bike maintenance, healthy cooking, spinning, tai chi, and more. Families

are encouraged to decorate their own bicycles for the Times Family Fun Ride, then watch local area mascots compete on adult tricycles.

Sports enthusiasts, cyclists, families, and foodies will all find something to enjoy at the only event of its kind in the Tampa Bay area, hosted by the Tampa Downtown Partnership. Activities center around Lykes Gaslight Square on Franklin Street. For more information visit www.tampacrit.com or call the Tampa Downtown Partnership at **813/221-3686**. ❖





NATIONAL THINK TANK'S VIEW ON HIGH SPEED RAIL IN FLORIDA

In January, America 2050 released a report evaluating all potential high speed rail corridors around the country on their ability to attract riders based on quantifiable regional characteristics, such as concentrations of jobs, population density, and rail transit networks. Our report drew attention to the fact that Florida's population and jobs are more decentralized and auto-dependent compared to other regions around the country, potentially challenging the state's ability to attract riders to a high speed rail system.



Florida Avenue – Conceptual North View
Courtesy JACOBS/WilsonMiller-Stantec.

Some critics may seize on this evaluation to bolster their claims that Florida should not invest in a high speed rail system. They are misinterpreting the point of our report, which identifies the most promising corridor in each region and points to ways to improve each project's chances for success.

The Tampa-Orlando-Miami corridor is the most promising corridor in Florida, while also possessing several key attributes that make it an excellent project. These include project readiness and public ownership of the right of way for the initial segment. Because of the difficulty in quantifying these important attributes, they were not accounted for in our report scoring system, but of all rail corridors in the nation currently being discussed, Florida's first leg—Tampa to Orlando—leads the nation in feasibility.

The importance of feasibility cannot be overstated. The promise of true high speed rail has yet to be experienced anywhere in the United States, not even in the Northeast Corridor, where Amtrak's Acela Express service falls short of international standards. The Tampa-Orlando segment of Florida's high speed rail corridor will be the first leg in a statewide and national system that can demonstrate the potential of high speed rail to transform intercity travel. This is similar to the role that the first segments in the Interstate Highway System played half a century ago in demonstrating the potential for these highways

to transform late 20th century travel.

Central Florida also possesses a special attribute that distinguishes the region from almost every other: close to 50 million annual visitors to Central Florida destinations like Disney World. Our study did not fully incorporate the impact of these visitors into the evaluation as that situation

is unique to the Florida corridor. If only 5 percent of these visitors take the high speed rail line to connect from the airport to Disney World, they would meet the passenger estimates of 2.4 million for the entire Tampa-Orlando line in the first year of operation. A growing share of Florida's European and Asian visitors also use high speed rail at home and can be expected to travel on Florida's new system, giving the state's vital tourism economy a boost.

But what of Florida's spread-out cities and Floridians' love of their cars, which contributed to the lower ranking? The Orlando region, with its projected 60 percent growth by 2040, has the opportunity to focus future jobs and development around the high speed rail system's stations, as European and Asian countries have done with their own high speed rail lines. In so doing, these station areas have the potential to become magnets for new residents and businesses as the Florida economy recovers. These developments can also help subsidize high speed rail capital and operating costs while boosting ridership on the rail network, further advancing its value to the state's economy and transportation system.

For all these reasons we believe that building the Tampa-Orlando high speed rail line is in Florida's—and America's—best interest. ❖

—Petra Todorovich, Director, America 2050
Reprinted with permission from America 2050.

For up-to-the-minute information, check the MPO's Facebook and Twitter pages
www.facebook.com/hillsboroughmpo
twitter.com/hillsboroughmpo

HART BUS RAPID TRANSIT SERVICE COMING SOON



Riding HART's (Hillsborough Area Regional Transportation Authority's) new bus rapid transit (BRT) service could be a reality as soon as late 2012. Called MetroRapid, ground breaking is expected on the first route later this year. The BRT will connect Fletcher Avenue near I-75, the University of South Florida area, and Nebraska Avenue, to Downtown Tampa.

Some of the exciting features of MetroRapid's premium transit service include state-of-the-art stations at major stops with real-time passenger information displays and ticket vending machines, priority treatment for buses at traffic signals to increase service speed, and improved reliability over the existing local service. A total of 26 stops in each direction will provide access to riders along the route, not including the Marion Street Transitway, Telecom, or Hidden River Corporate Park, which may have multiple stops each.

Nearly \$31 million was allocated for this project through the Hillsborough County Community Investment Tax as part of the HART-Hillsborough County Transportation Grant Agreement. For more information, contact HART at **813/228-6831** or visit www.gohart.org and select Planning and Projects. ❖



Ride Guide

NEED A RIDE? CHECK OUT THE NEW TRI-COUNTY RIDE GUIDE! Transportation is not always easy to find, especially for the elderly, those with physical or mental disabilities, the economically challenged, or children at high risk. The Ride Guide makes it a little

easier by providing a comprehensive list of transportation providers, and for the first time, covers not just Hillsborough County, but Pasco and Pinellas, too.

Since 1990, the Ride Guide has provided transportation information for Hillsborough County's transportation disadvantaged program. With the addition of Pasco and Pinellas counties, the comprehensive listing brings the tri-county area's transportation services together into one resource. The Ride Guide is available at www.hillsboroughmpo.org under Areas of Interest/Transportation Disadvantaged. For more information, contact **Michele Ogilvie** at **813/273-3774 x317** or ogilviem@plancom.org. ❖

TECO LINE STREETCAR OFFICIALLY EXTENDS INTO DOWNTOWN

Taking the TECO Line Streetcar from Downtown Tampa to Ybor City was made a little easier in December. A recent extension brings the streetcar from the Dick Greco Plaza near the Tampa Convention Center northward, closer to the center of Downtown. The extension ends at a new station next to Franklin Street mall, linking Downtown Tampa to residential areas, restaurants and entertainment. The \$5.3 million project was paid primarily through federal funds, prioritized by the MPO and including \$1 million awarded through the American Recovery and Reinvestment Act of 2009.

The official Grand Opening ceremony was held on January 31st. Keynote speaker Peter Rogoff, Federal Transit Administrator, stated, "This project promises to make Tampa a more connected community with greener transit options for its residents and visitors. The extension makes it easier for residents to get around, for tourists to explore the city, and for the business community to keep the economic engine of Tampa moving forward." Even before the extension opened, it was already stimulating economic growth. From condominiums to hotels to entertainment centers, the TECO Streetcar Line has generated more than \$1 billion in economic investment. ❖



Federal Transit Administrator Peter M. Rogoff (left) with MPO Executive Director Ramond A. Chiaramonte at the grand opening of the TECO Line Streetcar extension, January 2011.

Working Together as a Region on Air Quality

Pollution does not stop at the county line, it affects the entire region. That's why the MPOs in West Central Florida are working together on a solution.

New stricter air quality rules are expected this year, reducing the acceptable level of ozone, which has been linked to lung disease and emergency room visits. As part of the 1970 Clean Air Act, the U.S. Environmental Protection Agency, or EPA, regulates the amount of harmful pollutants allowed in the air, from both point sources, like factories and electric power plants, and mobile sources like cars, trucks, airplanes, and even lawn mowers. Under new EPA rules, the Tampa Bay area is expected to no longer meet the federal standard for ozone. This could affect the area's eligibility for federal funding for transportation projects.

The MPOs in the region are addressing this issue collectively. One way to reduce the amount of ozone coming from mobile sources is by increasing the number of trips made by transit, bicycle, and walking. The Hillsborough MPO is leading the effort to reconvene the Air Quality Committee of the West

Central Florida MPO Chairs Coordinating Committee, or CCC. The Air Quality Committee will study the emissions in the multi-county area, and ensure our combined transportation plans will enable our region to comply with federal rules.

The EPA is reviewing comments received regarding the new regulations, and is expected to determine the final new standard for ozone by July 31, 2011. The list of counties not meeting the ozone standard will then be finalized. For more information regarding the CCC's efforts in air quality, contact **Gena Torres** at torresg@plancom.org or **813/273-3774 x357**.



FDOT Work Program Update

This year's update of the Florida Department of Transportation (FDOT) Work Program includes new projects and pushes up funding for several projects previously prioritized by the Hillsborough MPO, including:

- Earlier construction of segments of I-275, between Downtown Tampa and the Howard Frankland Bridge (2013), and between the I-275/I-75 apex and US 41 (2011)
- Earlier construction of SR/CR 39 Alexander Street from I-4 to Knights Griffin Road (2011)
- Construction on US 301 between Sun City Center Boulevard and Balm Road (2014)
- Construction of a new trail along the Courtney Campbell Causeway, including a pedestrian bridge
- Earlier construction of sidewalks on Dale Mabry Highway, from Carrollwood Springs Avenue to Northgreen Avenue (2011)
- Pedestrian safety improvements on Busch Blvd between Florida and Armenia Avenues

The Work Program is a schedule that details which projects will be completed over the next five years, when and where the projects will occur, and how they will be funded. The new Work Program covers the time between July 1, 2011 and June 30, 2016, and also includes funding for resurfacing

(\$165.7 million), public transit (\$115.5 million), aviation, (\$196.6 million) seaports (\$72.0 million), and design and land acquisition for upcoming road projects. The FDOT is committed to a safe transportation system, moving people and goods, enhancing economic prosperity, and preserving quality environment and communities.

For more information, contact **Lee Royal** at FDOT, District Seven at lee.royal@dot.state.fl.us.



Crosstown Connector Construction in Full Swing

Since breaking ground in March 2010, construction crews have been busy working on the new Interstate 4/Selmon Expressway Connector. With tall bridge columns forming a new skyline between Interstate 4 and the Selmon Expressway, the results of a year of heavy construction are becoming more visible. By the end of 2010, 167 bridge segments were formed at the contractor's local casting yard, ten of which were erected just north of the Selmon Expressway. In 2011, drivers will see more changes nearly every week.

Construction activity will continue to have some impact on traffic, particularly on the Selmon Expressway, Interstate 4, State Road 60 and 20th/21st/22nd Streets. Visit www.tampa-xway.com or www.myTBI.com for lane closure and detour information or to sign up for email notices.

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250 children were fitted with helmets and instructed on bicycle safety at the BPAC and HCSO Annual Bike Safety Rodeo before the Gasparilla Children's Parade.

BICYCLE SAFETY ACTION PLAN

Educating cyclists and drivers about safe behavior and enforcing the traffic laws already on the books are the fastest ways to make a difference.

See page 1 for full story.

Survey

1. Pick up to 5 strategies from the list below that will most effectively reduce bicycle crashes and should be top priority for the Bicycle Safety Action Plan.

- Road signs directing cyclists to ride in the direction of traffic
- Posters or billboards educating drivers and cyclists to look out for each other at driveways and side streets
- Posters or billboards educating cyclists about using lights and reflective clothing at night
- Enforce laws for drivers, including passing too close or turning in front of cyclists
- Enforce laws for cyclists, including use of nighttime lights
- Distribute bike lights, reflective vests, and safety information
- Provide bicycle lanes on more streets
- Provide continuous bicycle lanes through intersections
- Narrow vehicle lanes as much as is safe, to discourage speeding
- Mark some lower-volume roads as "shared" with cyclists if there is no room for bike lanes
- Include bike lanes in all future road widening projects, except interstate highways
- Study the highest-crash areas in more detail

2. Do you ride a bicycle more than once a month? ___ Yes ___ No

3. Do you ride a bicycle more than once a week? ___ Yes ___ No

4. Have you ever been involved in a bicycle crash? ___ Yes ___ No

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