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Executive Director

Meeting of the Livable Roadways Committee

Wednesday, March 22, 2017, 9:00 AM

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – February 22, 2017

IV. Status Reports

- A. Dale Mabry Ped Crossing Study (Chris Keller, Tindale-Oliver)
- B. Transportation Disadvantaged Return on Investment (Brandon Berry, MPO Intern)
- C. Tampa Bike Update – Karen Kress, Tampa's Downtown Partnership)
- D. Code Requirements for Replanting of Trees Removed During Site Development (Cathy Coyle, City of Tampa Land Development)

V. Old Business & New Business

VI. Adjournment

VII. Addendum

- A. MPO Committee Report

The full agenda packet is available on the MPO's website, www.planhillsborough.org, or by calling (813) 272-5940.

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**HILLSBOROUGH COUNTY
METROPOLITAN PLANNING ORGANIZATION
LIVABLE ROADWAYS COMMITTEE (LRC)
MEETING OF FEBRUARY 22, 2017**

CALL TO ORDER

Vice-Chair David Hey, called the meeting to order at 9:04 a.m. and the Pledge of Allegiance took place. The meeting was held in the Plan Hillsborough Committee room on the 18th Floor of the County Center Building.

Members Present: Arizona Jenkins, Chris Thompson, Chris Weber, Achilleas Kourtillis, Mark Hudson, Justin Begley, Charles White, David Hey, Nina Mabileau, Laurie Potier-Brown, June Farrell, Hamza Bouloudene, Carlos Ramirez, Karen Kress, Grayson Silver, David Horwitz, Cathy Coyle, and Mike Williams.

Members Excused: Trent Green; Lea DelTosto.

Others Present: Lisa Silva, Rich Clarendon, Johnny Wong, Wade Reynolds, Wanda West, Beth Alden, MPO staff; Chris Speese, Brian Shroyer, FDOT; Danielle Joyce, Shannon Philippus, Greenman-Pedersen (MPO Consultant); Bob Frey, THEA; Milton Martinez, City of Tampa; Trista Brophy, Tampa Bay Water; Margaret Kubilins, VHB.

PUBLIC COMMENT

There were no public comments.

APPROVAL OF MINUTES (January 18, 2017)

Ms. Karen Kress made a motion to approve the January 18, 2017 LRC minutes. The motion was seconded Mr. Chris Weber and carried unanimously.

ACTION ITEMS

A. George Road Health Impact Assessment

Wade Reynolds, MPO Staff, provided a summary of the ongoing assessment that was intended to provide a safe bicycle and pedestrian connection between the Town 'N' Country Greenway and the Courtney Campbell Trail. The report will be presented at the Technical Advisory Committee next month.

Following the presentation, Karen Kress stated that she thought the LRC approved the Health in All Policies a few months ago. Beth Alden informed the group that the study was approved, and the MPO Policy Committee supported the Health in All Policies concept. Staff is currently researching implementation by trying to develop a health metric screening tool for the TIP priority list. This information will be presented in a few months.

Mr. Charles White had a question regarding the recommendation to plant shade trees and wanted to know if Hillsborough County has a policy replacement policy when developers cut down trees. Mike

Williams stated that there is a policy. Cathy Coyle has agreed to talk about the City's policy at the next committee meeting.

Mr. Charles White made a motion to accept the report. The motion was seconded by Ms. Karen Kress and carried unanimously.

STATUS REPORTS

A. How Posted Speed Happens

Ms. Danielle Joyce, MPO Consultant, presented information about speed postings.

Following the presentation, there were several comments regarding operating speeds and safety driven speeds.

Ms. Joyce suggested having a comprehensive look, identifying priority locations, and to take the information and make recommendations and push them up the chain. Community support and buy in and agency support are very important for changes.

Lisa Silva will email the PowerPoint presentation to the committee.

B. Gandy Blvd/Selmon West

Mr. Bob Frey, Planning Director for THEA, gave an update on the project.

Following the presentation, there were questions and comments regarding a toll gate entry, maintenance of the Gandy Corridor, cashless tolling, and decorative lighting.

C. Connected Vehicles Pilot Project

Mr. Frey presented information on THEA's innovative connected vehicle technology pilot project in Tampa's central business district.

Following the presentation, Arizona Jenkins wanted to know if any of the technology will be used in the Transportation Disadvantaged (TD) vehicles. Justin Begley stated that HART is working to see how they can include the TD vehicles in the project. Catherine Coyle wanted to know if the data will be shared with other agencies.

D. Streetcar Extension Study

Mr. Milton Martinez, Chief Transportation Engineer for the City of Tampa, presented information on the two-phase study, and offered to come back and provide updates.

Following the presentation, there were questions regarding the alignment with a previous study, CSX crossings, and public meetings taking place at a time so that people with disabilities are able to attend.

OLD BUSINESS & NEW BUSINESS

Lisa Silva informed the committee that it was Laurie Potier Brown's last meeting due to retirement. Ms. Silva reminded members to respond to the demographic surveys that were distributed. Mr. Williams stated that some of the questions asked in the survey were inappropriate. Ms. Silva announced that Johnny Wong, MPO staff, is the Project Manager for the State Rd 60 Study and informed members that FDOT will be taking another review of the study. Mr. Wong also provided a brief update. Trista Brophy introduced herself to the committee and is awaiting approval from the MPO Board for appointment as the alternate for David Horwitz as the Citizen Advocate for Livable Communities representative.

The letter the committee requested regarding the East Busch Boulevard Corridor Study has been forwarded to the MPO Board for approval. David Hey suggested a future presentation on signal-protected pedestrian crossing standards. He also suggested stronger language and justification regarding this subject in the letter. Karen Kress reminded the group that March is bike month. Mark Hudson informed the committee of Plant City's bike month events.

ADJOURNMENT

There being no further business, the meeting adjourned at 11:00 a.m.



Hillsborough MPO
Metropolitan Planning
for Transportation

Board & Committee Agenda Item

Agenda Item

Dale Mabry Pedestrian Crossing Study

Presenter

Danielle Joyce, Greenman-Pedersen Inc. (MPO consultant)

Summary

The purpose of this study is to develop and assess the feasibility of various alternatives that will connect the existing section of the I-275 trail which currently terminates at Church Street along the north side of I-275, across Dale Mabry Highway, to the MPO's proposed Trail alignment along the south side of I-275 starting at Himes Avenue. The approximate study area for this component of the project will extend the entire I-275 ROW from Cypress Street to Himes Avenue.

The project also studies and identifies conceptual bicycle and pedestrian safety and mobility improvements at the intersection of Spruce Street and Dale Mabry Highway as well as Walk/Bike improvement concepts along Spruce Street from Dale Mabry Highway to Rome Avenue.

Recommended Action

None; for information only.

Prepared By

Michele Ogilvie, MPO staff

Attachments

None





Hillsborough MPO Metropolitan Planning for Transportation

Board & Committee Agenda Item

Agenda Item

Transportation Disadvantaged Return on Investment – Hillsborough Report

Presenter

Brandon Barry, MPO staff

Summary

The Hillsborough County Transportation Disadvantaged (TD) program provides needed transportation to those who do not have the means or ability to transport themselves, and are dependent on others to obtain access to health care, employment, education, shopping, and other life sustaining activities.

It is important that these citizens receive cost-efficient transportation to maintain their independence and quality of life.

While it is generally acknowledged that public dollars invested in such programs do not directly “generate” revenues or returns in the traditional sense, there are nevertheless substantial financial benefits that accrue to the state and county from its investment.

Although one cannot put a price tag on these benefits, it is possible to find some direct and indirect benefits to the state government based on their funding to these transportation disadvantaged programs.

In 2008, the Commission for Transportation Disadvantaged sponsored a study on the Return on Investment to the State. The purpose of this current report is to calculate an updated return on investment generated by funds invested by the state of Florida and Hillsborough County in the local transportation disadvantaged program.



Recommended Action

Review and Comment as needed.

Prepared By

Michele Ogilvie, MPO staff

Attachments

Draft Transportation Disadvantaged Return on Investment – Hillsborough Report

To: Michele Ogilvie, MPO Staff
From: Brandon Berry, MPO Intern
Date: February 15, 2017
Subject: Florida Commission for the Transportation Disadvantaged Update

Dear Ms. Ogilvie,

The FY 2015-2016 update to the Marketing Institute's 2008 *Florida Transportation Disadvantaged Programs Return on Investment Study* for Hillsborough County is attached.

Using the logic employed in the 2008 study along with updated figures, all five categories of trip purpose produce an estimated return higher than the amount spent on the program. FLCTD trips for medical and nutritional needs produce an estimated \$5.07 payback for every \$1 invested. Employment, educational, training and daycare trips produce a payback of \$1.19 for every \$1 invested. This figure's reduction from the 2008 study is a result of rising average trip costs, which increased from \$9.81 in 2008 to \$21.47 in 2016, and our estimate factoring in that a worker, student or parent will require an inbound as well as an outbound trip to reach their site. Trips for life-sustaining or other services produced an estimated payback of \$1.87 for every \$1 spent.

As with the 2008 study, these estimates are conservative. We are assuming that for every trip made, only one traveler receives one of the benefits listed above. The estimates are even more conservative for employment, educational, training and daycare trips, as calculations assume that the traveler is the only one on the trip both to and from the site. While future research may be helpful to provide a more thorough estimate of the value of this program, our current estimates recognize that the program is creating considerable quality-of-life and economic benefits.

Please let me know if you have any questions.

Sincerely,

Brandon Berry
Intern
Hillsborough Metropolitan Planning Organization

FY 2015-2016 Updates to the Marketing Institute's 2008 *Florida Transportation*

Disadvantaged Programs Return on Investment Study – Hillsborough County

Introduction

This report is an update of the Marketing Institute's 2008 study *Florida Transportation Disadvantaged Programs Return on Investment Study*, utilizing fiscal year 2015-2016 values for Hillsborough County only.

Numerical updates account for the rising average trip cost for Hillsborough County, from \$9.81 in 2008 to \$21.47 in 2015-2016, as well as the state increase in the minimum wage from \$6.79 an hour in 2008 to \$8.10 an hour in 2016. An inflation adjustment was applied to the \$20 per-trip spending estimate for the Life-Sustaining/Other category, which is \$22.29 in 2016 dollars. While recent state-level average hospital stay costs are not available through the Healthcare Cost and Utilization Project (HCUP) which provided values for the 2008 study, a 2014 estimate for the average hospital stay cost nationally was substituted, increasing that value from \$7,900.00 in 2008 to \$10,889.00 in 2014 (HCUP Fast Stats, 2016). Finally, an adjustment was made to the equations for Employment trips and Education/Training/Daycare trips, increasing the number of trips required to be made for each value from one to two. This reflects transporting the worker, student or parent both to and from the job, educational or daycare site.

A total of 702,702 trips were made by FLCTD providers in Hillsborough County from July 1, 2015 to June 30, 2016. The cost per trip was \$21.47, and the cost per total mile was \$3.32. Figures were available for five different trip purpose categories in the FY 2015-2016 estimates: Medical, Employment, Education/Training/Daycare, Nutritional, and Life-Sustaining/Other. Estimates for Medical and Nutritional Trips were derived from the assumption employed in the 2008 study, that for every one-hundred trips of either purpose made, one hospital visit would be avoided. Estimates for Employment and Education/Training/Daycare trip benefits assumed that for every two trips taken (one outbound trip and one inbound trip), the traveler would be able to work six hours at a minimum-wage job. Estimates for

Life-Sustaining/Other trip benefits assumed that travelers would spend an average of inflation-adjusted \$20 (\$22.29 in 2016) on products or services they would not have spent otherwise or would have directed out of state. To keep estimates even more conservative, we assumed that each trip would only involve one traveler receiving one of the aforementioned benefits.

Summary

All five categories of trip purpose produce an estimated return higher than the amount spent on the program. Medical and nutritional trips return the highest proportion of benefits-to-costs, with an estimated \$5.07 in benefits being produced for every \$1 spent on transportation to and from these sites. Employment, educational, training and daycare trips produced a modest \$1.19 for every \$1 spent, owing to the two-trip estimate per worker and the significant increase in trip costs from 2008 to 2016 compared to minimum wage increases. Life-sustaining or other trips produced a payback of \$1.87 for every \$1 spent.

Medical

We replicate the logic used for assessing the benefits of medical trips in the 2008 FDOT study, which reasons that for every 100 medical trips made, one hospital stay is avoided (the Marketing Institute, 2008, p. 6). A total of 202,142 medical trips were made in Hillsborough County in FY 2015-2016, with the average trip costing \$21.47. The 2014 average for a hospital stay nationally, according to HCUP, is \$10,889.00 (HCUP Fast Stats, 2016).

At an estimate of one hospital visit avoided for every 100 medical trips provided by the FLCTD, the total benefits of providing medical transportation to the transportation disadvantaged in FY 2015-2016 for Hillsborough County is \$22,011,242.38. The cost of providing these trips is estimated at \$4,339,988.74. These leads to a total return on investment of \$17,671,253.64, or \$5.07 payback for every \$1 spent on the program.

Employment

The Marketing Institute study posits that for every employment trip made, a worker is able to work an average of six hours at minimum wage. The 2008 study did not factor in the cost of returning the worker to their place of residence, so we estimate the benefits of accessing those six hours of employment in relation to the cost of two trips total (one to work, and one to their residence). The Marketing Institute study also adds the benefits of tax revenues generated by employment to the monetary gains of the employee accessing work through the FLCTD, with their calculation shown below:

“[The tax benefit] was calculated by multiplying the money earned from the employment trips (\$228,184.74) by the traditional state economic multiplier (1.7) and then multiplying by the state sales tax rate (6%) by the assumed portion of the benefits spent on taxable items (50%)” (the Marketing Institute, 2008, p. 9).

A total of 54,725 employment trips were made in Hillsborough County in FY 2015-2016, with every two generating the worker \$48.60 ($\$8.10/\text{hr} * 6 \text{ hours}$). The worker benefits of these trips were calculated at \$1,329,817.50, while the tax benefits of these trips were calculated at \$67,820.70, for a total benefit of \$1,397,638.20. The cost of this program was estimated as \$1,174,945.75. This represents a return on investment of \$222,692.45, or payback of \$1.19 for every \$1 spent.

Education/Training/Daycare

Nearly identical to the employment calculations, the 2008 Marketing Institute study estimated that for every education, training or daycare trip made, the student or parent will be able to work six hours at minimum wage. We also made the same adjustment to this calculation, that the traveler would be required to take two trips for each six hours of work.

A total of 111,827 education, training or daycare trips were made in Hillsborough County in FY 2015-2016. The total direct benefit of these trips was calculated as \$2,717,396.10, while the tax benefits were calculated as \$138,587.20, for a total benefit of \$2,855,983.30. The cost of these trips was calculated

as \$2,400,925.69. This represents a return on investment of \$455,057.61, or payback of \$1.19 for every \$1 spent.

Nutritional

The calculation for nutritional trips is identical to that of medical trips, with the 2008 study estimating that one hundred nutritional trips would avert one hospital stay. The number of nutritional trips taken in FY 2015-2016 was 99,942, with benefits equaling \$10,882,684.38. The total cost of these trips was \$2,145,754.74, for a return on investment of \$8,736,929.64. This represents a \$5.07 payback for every \$1 spent on the program.

Life-Sustaining/Other

The 2008 Marketing Institute study estimated that for every life-sustaining/other trip, a traveler spends \$20 locally that they would not otherwise have spent or would have directed out of state. This \$20 estimate was adjusted for inflation, with \$20 in 2008 equaling \$22.29 in 2016. The \$22.29 was multiplied by the state economic multiplier of 1.7, and added to the sales tax revenues generated by these expenditures. As 234,066 life-sustaining trips were made in FY 2015-2016, the estimate for the benefits generated were \$9,401,630.71 ($\$22.29 \times 234,066 \times 1.7 \times 1.06$). The total cost of these trips was estimated at \$5,025,397.02. This resulted in benefits of \$4,376,233.69, or \$1.87 for every \$1 spent.

Conclusion

While benefit estimates in this update are modest in comparison to those reported in the 2008 study, owing to the rising average trip cost and only marginal increases in beneficial inputs over the eight years since it was published, all five trip categories produce benefits above their cost. This is especially pronounced for trips in the medical or nutritional categories. In addition to the quality-of-life benefits this program provides the transportation disadvantaged, in Hillsborough County it provides economic benefits as well.

References

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Hillsborough MPO Metropolitan Planning for Transportation

Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on January 11, 2017

The CAC elected David Wilson as Chairman for 2017 and Adam Fritz as Vice Chair. Mr. Bill Roberts was elected as Officer At-Large. The CAC also reviewed its attendance records for the last year and declared the seats designated for Plant City and Port Tampa Bay vacant.

The CAC reviewed and approved the TIP amendment regarding survey funding as well as the MPO's Northwest Hillsborough Transit Study. They commented on the need to show the anticipated effect on ridership of the recommended transit service improvements.

They also received presentations on the Port Vision 2030 Master Plan, Social Justice in Transportation Planning, and FDOT Corridor Studies on East and West Busch Blvd and West Hillsborough Ave.

Several citizens presented themselves and expressed interest in filling one of the vacant seats on the CAC. Members expect to make a decision at their next meeting and forward nominees to the MPO to fill the vacant at-large seats on the CAC.

Meeting of the Technical Advisory Committee (TAC) on January 23, 2017

A slate of officers was approved, with Charles White and Mike Williams continuing as Chair and Vice-Chair, and Amber Dickerson now serving as Officer at-large. The committee is excited about the addition of a representative from the Florida Department of Health, and **asked that the MPO support adding a seat for the DOH to the committee.**

The **Northwest Transit Study was approved after questions** on route connections to Oldsmar, and public comment on the economic benefits of offering transportation options to customers and employees of the proposed Costco on Sheldon Road. Also, the **TIP amendment was approved** without comment.

An update on three of District 7's urban corridor studies prompted discussion about roadway level-of-service being used to justify not moving forward with multi-modal safety improvements. With almost all urban major roads in our area forecast to reach congestion levels well beyond LOS F by 2040, enabling other ways to safely move around should be on the table. District 7 staff assured the TAC that there would be public involvement opportunities before moving forward.

The Port Master and Strategic Plan update was well received and members expressed interest in seeing the plans move forward.



Meeting of the Livable Roadways Committee (LRC) on January 18, 2017

The LRC reelected David Hey as Vice Chair and Nina Mabileau as Officer at Large. The annual attendance was reviewed and no seats required vacation.

The committee **approved the Northwest Transit Study**, and heard presentations:

- Integrating Equity into Regional Transportation Planning by CUTR
- FDOT Corridor Studies for East Busch Blvd and West Busch Blvd and Hillsborough Ave.

The group observed that the demographic context of FDOT's corridor studies is in heavily transit dependent, minority and low-income areas; and also suggested coordinating with the Innovation Alliance efforts, the school-area Road Safety Audits at Chamberlain High School, and previous City of Tampa studies of Busch Blvd. The LRC noted the older studies did not have the flexibility in creative design solutions that FDOT's Complete Streets Policy allows today.

Meeting of the Bicycle Pedestrian Advisory Committee on January 11, 2017

The BPAC elected Patrick Thorpe as Chair, Tony Monk as Vice Chair, and Jim Shirk as Officer at Large.

The committee heard about How Development Occurs in Hillsborough County from the Planning Commission Director, and discussed how often developments are reviewed for factors like mobility, and whether maintenance costs are considered.

The committee also heard about How Posted Speed Happens, and discussed: formulas relating speed reductions to capacity improvements; how stoplights can be changed to not reward drivers who speed; whether speeds can be lowered during periods of high traffic; and efforts to permanently reduce speed on a road.

TBARTA MPO Staff Directors Meeting of January 13, 2017

The TBARTA MPO Staff Directors were briefed by the Hillsborough MPO on FHWA's MPO Coordination and Planning Area Reform Rule and required target-setting for the Safety Performance Rule. The final MPO Coordination rule included significant changes to the deadline for compliance, which delays the effective date of compliance to approximately 2024. Ensuing discussions focused on the potential for coordinating safety performance "targets" or "goals" across the region; the issue will be revisited at upcoming meetings. The directors were also briefed on FDOT's Regional Models of Cooperation Report, which highlighted some lesser-known efforts by Florida MPOs to coordinate regionally. A discussion ensued regarding the TBARTA Board adopting regional priority projects, recommended by the CCC.

The date to participate in the first Collaborative Labs workshop for regional transportation planning coordination has been set for May 12, 2017 and will be held at the Collaborative Labs facility on the St Petersburg College campus.

TBARTA staff discussed the Gulf Coast Region Trail Summit of January 23, 2017 at the Venice Community Center, and the formation of a staff working group to update the Regional Public Participation Plan Measures of Effectiveness Report, a project sponsored by Hillsborough MPO.

Intelligent Transportation Systems Committee (ITS) Meeting of January 12, 2017

The committee elected its officers for 2017 – Vik Bhide remains Chair; Mike Flick remains Vice-Chair; and Pierre Valles remains member at-large. It reviewed 2016 meeting attendance and declared no seat vacancies.

The committee reviewed the final draft of the FHWA Data Business Plan (DBP) Pilot Project and voted to approve it. The DBP recommendation to create a Regional ITS working group was discussed further, and the committee wanted to extend membership to qualified professionals across the West Central Florida Region. Since then, all members of the MPO's ITS committee have agreed to participate in the working group alongside representatives from across Pinellas, Pasco, Hillsborough, Polk, Hernando, Citrus, Sarasota, and Manatee Counties.

The committee heard a status report from Waycare, an Israeli software firm which has developed a real-time crash prediction and analytical tool. The tool has the ability to assist traffic operations agencies by better predicting where crashes will occur on the network, given current conditions.

Ron Chin, FDOT District 7, provided a status report regarding District 7's Real-Time System Management Information Program (RTSMIP) and reported on an initiative to coordinate diversion timing patterns between freeways and arterials and explore potential diversion routes on US 301 in Brandon and US 92 in Plant City.

Peter Hsu, also of FDOT, reported on the "Mini ROADS" initiative which links the District's crash data management tool with mapping software and various transportation studies. The District believes this initiative will improve data accessibility and information management.

Lastly, the committee was briefed by Angelo Rao of the City of Lakeland about a Leading Pedestrian Interval study that was conducted on 25 Lakeland intersections. The preliminary study concludes strongly that a pedestrian lead time of five seconds at signalized intersections is positively correlated with reduced pedestrian crashes within the study area. The City of Lakeland has offered to assist the City of Tampa to conduct a similar study at signalized intersections in Tampa.