Meeting of the School Transportation Working Group

Wednesday, January 24, 2018, NEW TIME 1:30 PM
NEW LOCATION 18th Floor, Plan Hillsborough Room

I. Call to Order & Introductions

II. Public Comment - 3 minutes per speaker, please

III. Approval of STWG November 15, 2017 Meeting Summary

IV. Action Items

A. City of Tampa School Related Projects Update (William Porth, City of Tampa Staff)

B. Data-Driven Approaches to Crime and Traffic Safety (DDACTS) and Road Safety Audits (RSA) (Major Alan Hill, Hillsborough County Sheriff Office)

C. Sulphur Springs K-8 Community School Safe Routes to Schools Application (Amber Dickerson, SDHC Staff)

V. Share Success Stories, Updates and Results (Cindy Stuart, Chair)

A. Jurisdiction Updates

B. School District Updates: New Safety Staff introductions and contact info., Cecilia White, Director, Transportation Committee, Legislative issues, USF-SE Balsa Wood Bridge Building Competition (Joe Simmons STEM Coordinator) www.USFBalsaBridge.Weebly.com USF Engineering Expo Feb 16-17, 2018

C. Health Partner Updates

VI. Old Business & New Business

A. STWG Next Meeting: February 28, 2018, 1:30 p.m., 18th Floor

B. Upcoming Potential Topics

1. MPO School Safety Methodology Report and Top Ten Field Review Results Feb and March (Matt Weaver, Element Eng.)

2. Follow up on Crossing Guards Program Studies

3. Hunter Green Circulation Plan (Chris Farkas, SDHC or rep.)

4. School Transportation 2017 Pilot Project Results (Jim Beekman of rep, SDHC)

5. W. Busch Blvd. Corridor Study (Brian Shroyer, FDOT representative)
6. Painted Intersection at Cleveland School (Amber Dickerson, HCPS Staff, Vision Zero Intern support, William Porth, COT Staff))
7. State Safe Routes to Schools and State Crossing Guard Coordinator (Sarita Taylor and Dana Crosby, FDOT Central Office)-March 28, 2018
8. CTST Involvement (William Porth, CTST Chair and City of Tampa Staff)
9. Citrus Park Drive Extension (Tommy Rawls, HC Public Works staff)
10. Transit Projects
11. High School Traffic Box Art Contest Project with Safety Messages (FDOT?)
12. School Interlocal Agreement-Hillsborough County Public Schools Growth Management Report per section 1.1.2 of the School Facilities Planning, Siting and Concurrency (Amber Dickerson or Lorraine Duffy-Suarez, SDHC Staff)
13. CTST Involvement (William Porth, CTST Chair and City of Tampa Staff)
14. Plans Institutionalize STWG into School District Committee, revisit Pinellas STEPS, (Chris Farkas, SDHC Staff)
15. Charter Schools (Jenna Hodges and/or non-School District Rep.)

VII. Adjournment

VIII. Addendum

A. MPO Meeting Summary & Committee Report
B. Gulf Coast Safe Streets Summit Flyer
C. Summary of 2018 Legislative Issues
D. How Washington DC Built a Bike Boom
E. Commuter Challenge Week Flyer

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

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CALL TO ORDER

The meeting of the School Transportation Working Group (STWG) was held on the 26th Floor of the County Center in Conference Rooms A & B.

Ms. Cindy Stuart called the meeting to order at 2:08 p.m. Staff was delayed due to the 1PM School Crossing Guard meeting with Sheriff Dept.

PUBLIC COMMENT

There are no public comments.

STWG #18 OCTOBER 25, 2017 MEETING SUMMARY

The STWG does not vote on or approve meeting summaries; however, if there are any corrections or additions, please inform Lisa Silva or Sharon Snyder. A Chair’s report will be forwarded to the full MPO Board for review, and will be part of the MPO’s agendas.

STATUS REPORTS

A. More Health “On the Road for Safety” (Dina Marshall and Suzanne Baker, More Health Safe Routes to School (SRTS) Coordinator)

Ms. Marshall and Ms. Baker introduced themselves and presented the “On the Road to Safety” model. They are seeking Adult Champions to train Student Ambassadors (high school) to engage in a few activities from their elementary and middle school modules. These are effective, kinesthetic lessons and are easily-implemented service projects for clubs, honor societies and classes. This is also an opportunity for high school students to develop leadership skills, build college resumes and receive volunteer hours needed for Bright Futures scholarships. The training guide was approved by the teen focus group and is easy to understand. The goal of this program is to help reduce pedestrian and bicycle injuries and deaths and promote healthy benefits of walking and biking to school through a sustainable education kit. This pilot has 66 kits to distribute to the top 20 counties in need throughout the state. Hillsborough County is one of the top twenty least safe for bicyclists and pedestrians.

Ms. Marshall and Ms. Baker reviewed some examples of Student Ambassadors presenting the program and had the Group participate in a lesson.

Discussions ensued regarding helping to find Champion candidates at IB and private schools, presenting to the Student Advisory Council (associated with the School Board’s Citizens Advisory Council), if students can be from outside of Hillsborough County, and presenting to the State of Florida Safe Team Coalition at their annual meeting in June.
B. FDOT K-12 Outreach, Workforce Readiness and Apprentice & Training Programs (Ed McKinney, FDOT)

Ms. Silva recently learned FDOT is removing “education” portion of the SRTS program out of their budget next year. It may be moved to the Department of Education.

Mr. McKinney introduced Danielle Moran (Public Involvement Manager, HNTB Corporation Consultant to FDOT) and she presented the FDOT K-12 Outreach, Workforce Readiness and Apprentice & Training Programs. As part of the Tampa Bay Next (TBN) program, FDOT is exploring the following to develop the construction workforce: K-12 Outreach, Workforce Recruitment and Readiness, Apprenticeship and Training Programs, and DBE/SBE/WMBE Business Development. FDOT’s job is to deliver transportation solutions and projects on time and under budget, which can’t be done without a competent workforce. TBN is a program to deliver a modernize infrastructure but to do so, they’ll need a modern workforce. TBN wants to prepare for the future of transportation and prepare better futures for the people of Tampa Bay. To do this, they will need to embrace collaboration and innovation. TBN is a catalyst for economic opportunity. There is a shortage of skilled labor across Tampa Bay. Ms. Moran reviewed the unemployment statistics for construction workers and shared some of the construction workforce needs looking forward across the region.

FDOT would like to partner with local agencies, such as the school districts and non-profits. They are looking for between 650 - 1000 on the job (OJT) trainees. The Federal Highway Administration states there are 13,000 jobs created for every $1 billion in investment. Over the summer, FDOT visited the Missouri DOT to learn the best practices of “the Missouri Model”, the I-64 project where they spent $500 million and created 93 OJTs. FDOT would like to do the same thing in Florida.

Ms. Moran reviewed the Next Opportunity Committee framework. FDOT already invests in workforce and small business development through “Roads to Jobs” and “Onboard 4 Jobs”. She discussed the Conference of Minority Transportation Officials (COMTO) and how they are engaging industry leaders, such as Suncoast Utility Contractor Association (SUCA), Florida Transportation Builders Association and Associated Builders and Contractors, to create training and apprenticeship programs and evaluate best practices in vertical construction.

The Next Opportunity Committee is a partnership-based structure consisting of FDOT’s Central and District Seven offices, FHWA, COMTO, local agencies/schools, industry leaders & representatives, community non-profits and workforce development champions. They will set a common vision, develop a partnership agreement, identify and define performance measures, drive passion and innovation, work collaboratively to ensure success and hold each other accountable. This isn’t just about business, it’s about the opportunity to change thousands of lives, revitalize communities, and prepare better futures for the people of Tampa Bay.

Discussions followed about the time frame to form the Committee and get this program started, how the program will work (company will hire and pay person while they attend school and work, receiving on the job training), critical process of pre-screening and pre-training and the possibility of workforce housing.

C. Walking School Bus Workshop Demo (Kristi Nails, St. Joseph’s)

Ms. Nails presented the Walking School Bus Workshop, developed by the University of Florida Department of Tourism, Recreation and Sport Management. The workshop is for individual schools
who are curious on how a walking school bus program could work for them and can be presented to PTA groups, at school staff meeting or at other parent groups. Ms. Nails reviewed what a walking school bus (WSB) is, the types of WSB, the benefits of the WSB, how to get the WSB rolling, and the safety rules and policies/procedures to consider. She also shared ideas to keep it moving, such as rewarding frequent walker with small incentives and inviting local “celebrities” to walk. The packet also contains sample parent letters, registration forms and resources.

Discussions ensued regarding liability and Mort Elementary School’s Walking School Bus program.

D. **SRTS Safety Materials Demonstration (Lisa Silva, MPO Staff)**
   Tabled until the next meeting.

**SHARE SUCCESS STORIES, UPDATES AND RESULTS**

A. **Jurisdiction Updates**

B. **School District Updates:**
   The majority of the MPO Board meeting on December 5, 2017 (9:00 a.m., 26th Floor) will be dedicated to this Committee and the presentation on the Senate Bill 188, reducing the 2 miles walking radius to 1.5 miles and the costs associated with it. Ms. Stuart extended an invitation to the Committee to attend the Board meeting. She explained who the individuals are who comprise the MPO Board and the importance of the Board hearing what the Committee has done (Busch Blvd., Safe Routes to School, School crossing guards, Tindale long range planning, etc.). The Board also wants to hear updates from the jurisdictions.

   Ms. Silva attended a meeting with School crossing guards, just prior to this meeting. The group hasn’t committed to attending the January meeting.

   The Committee has provided a lot of outreach in the last month, including Parent University and the School Choice Expo, which was attended by 3,000 people.

   Ms. Silva attended the Transportation Committee meeting, and they are interested in applying the prioritized list to the elementary school students, doing the safest schools first.

   Ms. Dickerson has the 40th day of school numbers and she will get them to the IT Department.

C. **Health Partner Updates**

**OLD BUSINESS & NEW BUSINESS**

A. **STWG Next Meeting:** There is a December Recess, so the next meeting is January 24, 2018 at 1:30 p.m. on the 26th Floor.

   Upcoming topics:
   1) Follow up on Crossing Guards Program Studies
   2) Transit Projects
   3) FDOT Projects
Meeting adjourned at 3:29 p.m.
School Transportation Working Group Update
Addressing Needs Locally
Jean Duncan, P.E., Director
City of Tampa Transportation and Stormwater Services Dept.

Meeting of the Hillsborough MPO Board
December 5, 2017
Presentation Outline

• City Traffic Studies and Safety Investigations Team Overview
• School Facilities within City of Tampa Overview
• School Transportation Considerations
  – New School Zone Standards Status
  – Hazardous Walking Conditions
  – Safe Routes to School Program
  – Traffic Circulation/Access Management Issues
• City School Transportation Projects
Traffic Studies and Safety Investigations Team

• Five (5) Staff
  – Supervisor (William Porth)
  – One (1) Transportation Engineer (Carlos Martes)
  – Four (4) Transportation Technicians

• School Transportation-related Coordination
  – Chair of Hillsborough Community Traffic Safety Team (CTST) (William Porth)
  – Representative on MPO School Transportation Working Group (William Porth)
  – Assist in roadside safety audits/inspections
  – Annual coordination on school zone flashing beacon timings
  – Annual inspection of school zones
  – Evaluate traffic circulation/access mgmt. issues
School Locations within City Limits
School Locations within City Limits
School Locations within City Limits

Citywide School Totals

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School Transportation Considerations

• New School Zones and School Crossing Standards (2017)
• Potential new requirements for identification of Hazardous Walking Conditions under SB 2018-188.
• No published or established safe walking routes for Public Schools.
• New Safe Routes to School Program Requirements

• Circulation/Access Management
  – Choice and Magnet Schools require additional traffic pattern considerations
  – Potential Impacts of reduced busing
    • Increased vehicular traffic
    • Need for additional infrastructure improvements to provide safe walking routes.
• Limited funding options available for sidewalk improvements
New School Zones and School Crossings Standards

- FDOT Updated Speed Zoning Manual (Rule 14-15.012, F.A.C.)
- New Chapter 15 covers School Zones and School Crossings
- New Standards (Effective July 30, 2017)
  - Flashing Beacons
  - “Speeding Fines Doubled” signs
  - SCHOOL Pavement Markings placement locations
- Required for public & private elementary & middle schools
New School Zones and School Crossings Standards

• Agencies have five (5) years to install Flashing Beacons and “Speeding Fines Double” signs (July 1, 2022)
• Pavement markings can be updated during resurfacing cycle
• FDOT Statewide Implementation Plan
  – Assistance Program to furnish traffic control devices to Local Agencies
  – Local Agencies to complete School Zone Notification forms for existing zones not meeting new standards (by December 2017)
  – Local Agencies to install and maintain new devices
  – Local Agencies complete Final Inspection and Acceptance of Federal-Aid Project forms.
Hazardous Walking Conditions (F.S. § 1006.23)

• Proposed Changes under SB 2018-188
  – To include all Public Schools instead of only Elementary Schools
  – Reduced posted speeds for minimum 3-ft setback of walking areas from edge of pavement from >= 50 mph to >= 45 mph
  – At uncontrolled crossings number of lanes for Hazardous Crossing Condition reduced from >= 6 lanes to >= 4 lanes
  – Walking distance criteria reduced from 2.0-mile to 1.5-mile
  – Require District Superintendent to request roadway review by Local Agency if parent of student in the school district submits written request.

• Effective July 1, 2018
Safe Paths to Schools Program (F.S. § 335.066)

- Safe Routes to Schools Program (FDOT)
- Eligible Applicants
  - Public and private schools
  - Elementary, middle and high schools
- Eligible Projects
  - Pedestrian Facilities
  - Bicycle Facilities
  - Traffic Control Devices
  - In public right-of-way
- 5 projects per application cycle

- Applicants partner with Maintaining Agency
- Maintaining Agency
  - Enters into LAP Agreement w/FDOT
  - Designs and/or constructs project
  - Maintains completed project
Traffic Circulation/Access Management Issues

CHAMBERLAIN HIGH SCHOOL
- Pedestrians crossing mid-block
- Proximity to Major Arterial (Busch Blvd)
- Vehicles exiting left at the RT-Only exit driveway
- Heavy SB Queue on N. Boulevard
Traffic Circulation/Access Management Issues

ACADEMY OF HOLY NAMES
- Private school
- no busing; traffic pattern primarily drop-off/pick-up
- Queueing extends into Bayshore Blvd and MacDill Ave
Traffic Circulation/Access Management Issues

**BLAKE HIGH SCHOOL**
- Single driveway access at intersection
- Intersects with two (2) collector roads (Main St and Boulevard)
- Heavy walk-up pedestrian traffic

**ROOSEVELT ELEMENTARY**
- Historically, walk-up traffic
- Currently, heavy drop-off/pick-up traffic pattern
- Long queues in PM extending onto El Prado Blvd.
City School Transportation Projects

- City maintains 39 school zones with static signs for a total of 28 public, charter and private schools.
- City submitted initial list to FDOT (Oct 2017)
- City evaluating these school zones to upgrade to flashing beacons
- City submitted 21 final notification forms to FDOT (Nov 2017)
- City to submit additional 9 notifications forms to FDOT (Dec 2017)
- Potential compatibility issues between FDOT furnished equipment and City’s communication equipment specs.

- City maintains 65 school zones with active flashing beacons for 42 public schools
- City reviewing these school zones to bring to compliance with new standards. Primary needs:
  - Speeding Fines Double signs
  - Signs for side streets
City School Transportation Projects

- Continue implementing Walk-Bike Plan projects
- Completed Ped. Safety Impr. Plan
- Sulphur Springs Elementary
  - Potential partnership with Hillsborough County Public Schools on Safe Routes to Schools (SRTS) project.
- Chamberlain High School
  - Conduct RSA
  - Evaluate for mid-block crosswalk
- Prioritize Sidewalk Capital Projects near
  - Robinson HS
  - West Shore Elementary
  - Monroe Middle
  - Lanier Elementary
- Utilize Multi-Modal Fees to fund new sidewalks on City Collector and Arterial roads.
City School Transportation Projects

- Bay to Bay Blvd Complete Streets
  - County Road to be resurfaced (2018)
  - City conducted corridor study (Aug 2017)
  - Evaluated lane reallocation from 4-lane to 3-lane
    - Bicycle lanes and sidewalk gaps
    - Reduce crossing lanes for pedestrian
    - Plans currently in design
    - Benefits Roosevelt Elementary & Plant High Schools
THANK YOU!

QUESTIONS?
Community Traffic Safety Team (CTST) (FDOT)

• Managed by FDOT
• Developed to reduce the number of traffic crashes that occur on Florida roadways.
• Addressing Four “E”s
  – Engineering
  – Enforcement
  – Education
  – Emergency Services
• Monthly meetings began (Jan ‘91)

• Multi-disciplined Federal, State and local government program.
• Supports:
  – Child and Occupant Safety Programs
  – Bike and Pedestrian Safety Programs
  – Work Zone Safety
  – School Bus Safety
  – School Zone Safety
  – Grade Crossing Safety
  – Motorcycle Safety
School Transportation Working Group (MPO)

- Initiated by Hillsborough MPO (February 2016)
- Multi-Agency Partnership to develop/prioritize solutions to school:
  - Traffic circulation
  - Walk-bike safety to schools
  - Transit use
- Monthly meetings began (Apr ‘17)

- Multi-Agency Participation
  - Hillsborough MPO (Host)
  - Hillsborough Public Schools
  - City of Tampa
  - FDOT
  - Planning Commission
  - HART
  - Hillsborough County
Board & Committee Agenda Item

Agenda Item
Data-Driven Approaches to Crime and Traffic Safety (DDACTS) and Road Safety Audits (RSA)

Presenter
Major Alan Hill, Department of Patrol Services

Summary
Major Alan Hill began his career with the Hillsborough County Sheriff’s Office in 1989. He has worked in law enforcement operations while assigned to Uniform Patrol as a Deputy and Traffic Corporal; in the Community Relations Section as a Corporal and Sergeant; was a Lieutenant assigned to District I and the Training Division, and a Captain assigned to both District I and the Criminal Investigations Division. He is assigned to command Patrol District II.

Data-Driven Approaches to Crime and Traffic Safety (DDACTS) is a law enforcement operational model supported by a partnership among the Department of Transportation’s National Highway Traffic Safety Administration and two agencies of the Department of Justice: the Bureau of Justice Assistance and the National Institute of Justice.

DDACTS integrates location-based crime and traffic crash data to determine the most effective methods for deploying law enforcement and other resources. Drawing on the deterrent value of highly visible traffic enforcement and the knowledge that crimes often involve motor vehicles, the goal of DDACTS is to reduce crime, crashes, and traffic violations across the country.

Recommended Action
None

Prepared By
Lisa K. Silva, AICP, PLA

Attachments
None
Sulphur Springs K-8 Safe Routes to School Application

Presenter
Amber Dickerson, AICP, SDHC Staff

Summary
Hillsborough County Public Schools is in the process of submitting a Safe Routes to School Application to the Florida Department of Transportation for Sulphur Springs K-8 Community School located 8412 13th Street, Tampa, FL 33604. Local stakeholders are in the process of providing input including the City of Tampa, City of Tampa Police, Sulphur Springs Neighborhood of Promise, School District Staff, and the School PTA.

The proposed improvements include new and improved crosswalks, sidewalks, lighting, and signage immediately surrounding the school. If funded, the proposed bike and pedestrian safety improvements will not only serve the Sulphur Springs K-8 students, but also the community as a whole. Applications are due on January 30, 2017, and awarded applicants will be notified in the summer of 2018.

For more information: HCPS seeks "Safe Routes to School" grant to support Sulphur Springs K8 School

Recommended Action
Provide input

Prepared By
Lisa K. Silva, AICP, PLA

Attachments
Sulphur Springs Map of Area and Proposed Improvements
Area 1: Sidewalk Connection

- Add sidewalk to south side of E Yukon Street from N 13th Street to connect with existing sidewalk on school site along N 12th Street, which currently terminates (see below).
- Add crosswalk
Area 2: Intersection of E. Yukon and N 12th Ave

- Increase visibility around curve with signage & pavement treatments
- Add Bulb-outs
- Add crosswalks on E Yukon Street from existing sidewalk on north side to new sidewalks on added to south
- Add 3 way stop
- Add improved street lighting
- Pedestrian Crash Identified
Area 3: Safety Improvements of Current Sidewalk

- Address sidewalk that drop off
  - Transition slope, handrails
- New crosswalk paint and transition to connect to N 12th Street to Fairbanks
Area 4: Add Clear Walkway along Waste Access
- Delineate where pedestrians are supposed to travel over large apron
Area 5: Stop Sign, Crosswalk, Resolve Stormwater Drain at N 13th Street and E Seward Street
- Add crosswalk to connect north and south sidewalks on 13th
- Resolve stormwater issue
- Add stop sign
Area 6: Boys & Girls Club Driveway Improvement

• Delineate where pedestrians are suppose to travel over large apron with parking
Area 7: Crosswalks and Apron at N 11th and E Yukon Street

- Delineate where pedestrians are supposed to travel over large apron
- Add crosswalks
- Bicycle Crash Identified
Area 8: Onsite Sidewalk Corral
• Add a feature to keep students on the sidewalk by front gate, instead of walking in drive isle
MPO Board Meeting Summary
Tuesday, December 5, 2017

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

Chairman Les Miller called the meeting to order at 9:00 a.m. He led the pledge of allegiance and gave the invocation. The meeting was convened on the 26th floor of the County Center.

PUBLIC COMMENT

Mr. Sam Gibbons commented on the expansion of the interstate and the Tampa Heights Community Garden. Mr. Gibbons requested the MPO Board consider what FDOT is doing with the interstate expansion and the effects that it will have on neighborhood preservation for generations.

Mr. Chris Vela requested removal of toll revenue set-asides referenced in IV. D of the Consent Agenda (Legislative Positions recommended by Policy Committee). He expressed concerns regarding deriving transit money from tolls and feels that it will create less of an opportunity for local public buy-in.

Chairman Miller requested Ms. Beth Alden, MPO Executive Director, to address Mr. Vela’s comments. Ms. Alden stated that the recommendation from the MPO Policy Committee was about working together to find new funding sources to implement new regionally significant transit. The concern was that longer distance express bus service that crosses county boundaries is expensive, and because of the limited availability of funding for bus service, the group did not want the creation of new regional transit service to come at the expense of the local bus routes which are also needed. The board previously heard from the Director of the Miami-Dade TPO that toll revenue set-aside is something they have used, and it was identified for consideration. There are other funding options to look at, such as inclusion of regional transit in the State’s Strategic Intermodal System, so that those services would qualify for those types of funds. There is also a bill that is currently being circulated that would provide a new matching grant program for regional transit, through TBARTA.

Mr. Vela wanted to know if the MPO Board or the Board of County Commissioners have considered an additional tax to Uber and Lyft rides as a source of revenue? Commissioner Miller stated there has been no discussion.

COMMITTEE REPORTS, ONLINE COMMENTS

Ms. Gena Torres, MPO staff, presented information from the various MPO committee meetings and online comments. The CAC, Technical, BPAC, and Policy Committees approved the consent items: 2018 calendar and the Brandon Corridors & Mixed-Use Centers Study. There were comments about the study: endorsing the transit improvements; not supporting the reversible lane on Bloomingdale; attention needed for Lithia Pinecrest and north-south movements; and there were questions on how development could be incentivized to implement the recommendations for mixed use centers.

The other consent item was proposed by the Policy Committee and there were several recommendations for the Legislative Policy positions.
The TIP Amendment, which is listed as a roll-call vote today, was supported by the committees. The BPAC members emphasized the importance of complete streets and noted the imbalance of funding for capacity projects over safety.

The committees approved the Vision Zero Action Plan that was listed as an Action Item on the board agenda.

The Florida MPOAC Advisory Council met and agreed to create a new working group to improve MPO training opportunities. This group was briefed on: Department of Transportation major projects to be funded by 2045; next steps for the SUNTrail program; State-MPO coordination in setting performance targets; and Florida State Study of Transit Applications for autonomous vehicles.

At the TBARTA MPO Directors’ meeting, several items were discussed for the upcoming MPO Chair’s Coordinating Committee meeting on December 1st: an update on the regional priority projects reflecting the TMA’s and other changes; Measures of Effectiveness report for the Regional Public Participation Program; regional short-term targets for crash reduction; a minor administrative update of the interlocal agreement creating the CCC; and a special meeting on the Regional Planning Best Practices study. The consultant for that study is looking at existing organizational relationships, and describing future options, noting what may or may not require law changes.

Staff did not receive any Facebook comments regarding today’s meeting; however, there was a comment on the Vision Zero page regarding the Bicycle Safety Action Plan and what’s been accomplished since that study was completed several years ago. Staff will follow up on the inquiry. Staff were copied on an email, addressed to Mayor Buckhorn and several others, from Mauricio Rosas regarding hit and run crashes and speeding in Seminole Heights. Staff also received an email from Robert Sawallesh expressing concerns regarding Bruce B. Downs and the entrance to the VA Hospital. Mr. Sawallesh is circulating a petition that is requesting streetlights, crosswalks, signals, and turn lanes. Seven emails were received from Dale Tindall regarding Howard Frankland Bridge congestion extending through downtown and beyond. All online comments were provided in the board folders.

CONSENT AGENDA

A. Approval of Minutes – November 8, 2017
B. 2018 MPO Board & Committees Meeting Calendar
C. Brandon Corridors & Mixed-Use Centers Study
D. Legislative Positions Recommended by Policy Committee

A motion was made by Commissioner Sandra Murman to approve the Consent Agenda. The motion was seconded by Commissioner Pat Kemp and carried unanimously.

ROLL-CALL VOTE

A roll-call vote took place on the TIP Amendments - West Hillsborough Avenue Complete Street Project and I-75 at State Road 60 On-Ramp Improvement.

There was no discussion on the item.

A motion was made by Commissioner Sandra Murman for approval of the TIP Amendments. The motion was seconded by Councilmember Cohen. Motion carried 15-0. (Note: Mayor Rick Lott was not present during the vote.)
**ACTION ITEMS**

A. Election of Officers for 2018

Cameron Clark, MPO Attorney, led the election of officers; all seats were relinquished, and no seconds were required for nominations.

**Councilman Cohen nominated Commissioner Les Miller for Chair of the MPO. Commissioner Murman nominated Councilman Cohen for Vice-Chair.**

There were no other nominations for Chair and Vice-Chair. Mr. Clark congratulated Commissioner Miller and Councilman Cohen on their appointments.

Committee appointments were as follows:

**Policy Committee (5 members minimum):** Councilman Cohen, Commissioner Kemp, Commissioner Murman, Mr. Waggoner, and Councilman Maniscalco; Alternates: Mr. Anderson and Ms. Stuart.

**Tampa Bay TMA Leadership Group:** Councilman Cohen, Commissioner Kemp, Commissioner Murman; Alternates: Mr. Anderson and Mr. Lopano.

**Transportation Disadvantaged Coordinating Board Chair:** Councilman Viera

**Livable Roadways Committee Chair:** Mr. Green

**School Transportation Committee Chair:** Ms. Stuart

**Florida MPO Advisory Council:** Mr. Klug (alternate for Mr. Anderson)

Commissioner Miller thanked members for volunteering and serving for another year.

B. Vision Zero Action Plan and Pledge Drawing

Ms. Gena Torres, MPO staff, provided information on the results of the development of the Vision Zero Action Plan, and thanked the board for their role with the plan. Support has been received from other jurisdictions, but it’s going to take the entire community and even more to implement strategies and get the word out about Vision Zero. There are several people interested in participating in the Speakers Bureau to help get the word out. Ms. Torres recommended members view the One Message, Many Voices Vision Zero video that is available online [http://www.planhillsborough.org/vision-zero/](http://www.planhillsborough.org/vision-zero/) which highlights the lives of victims.

This year, the Vision Zero group painted a bike lane over the bridge in Temple Terrace, and marched for recognition for Alexis Miranda, who was killed while walking to school. The group also obtained maps highlighting the highest crash corridors. A lot of that data is available on the Vision Zero web page. The four action tracks were: (1) One Message Many Voices – outreach and forging relationships; (2) Consistent and Fair – the law enforcement group working with the Community Traffic Safety Team; (3) Paint Saves Lives – pop-up treatments on roads; and (4) Future Not Like the Past – reviewing manuals and operating procedures that could be changed to implement Vision Zero ideas.

Once the board approves the plan, it will be provided to additional organizations within the community.
Commissioner Kemp offered suggestions to be included in the action plan. She would like to see more awareness of the fatality rate in Hillsborough County since it is a continual issue, and we have the second highest fatality rate in the nation. She would like the board to have quarterly updates on the crash data. The Commissioner wants awareness or discussion to take place, twice a year, on vehicles miles traveled and how it’s impacting transportation. She would like to see coordination with the land development code, the MPO, and the FDOT on bus stops in right-of-way; skinny stops are not adequate. In addition, she would like to see coordination between the County, the City, and land development code on crosswalks and mid-street crossing issues. There seem to be agency coordination problems. Gena Torres stated that everything the Commissioner suggested was in line with Vision Zero and is included in the Action Plan.

Commissioner Murman thanked Ms. Torres for her hard work and dedication to Vision Zero. She stated that County staff are already incorporating Vision Zero concepts into major road improvements. She also said that she recognizes changes with the City too, based on newly created bike lanes.

Councilman Cohen voiced concerns about texting while driving, and texting while walking along and crossing the street. There seems to be a view that it’s not going to be possible to get a texting while driving ban through the legislature and he doesn’t understand why. He feels that the board needs to do a better job reminding people to discipline themselves when texting.

Trent Green wanted to know why universities and community colleges were not identified as partners on the coalition page. Ms. Torres stated that the MPO did not intend to forever be the home of the Vision Zero Coalition and in the future another board or a nonprofit would take over and continue to move the project forward. Until that time, she will be the contact person. She stated that she will add USF’s logo and any agency’s logo that would like to be part of the plan. For example, once she officially presents in January to HART and they sign a resolution, their logo will be added as well.

A motion was made by Commissioner Kemp for approval of the Vision Zero Action Plan. The motion was seconded by Ms. Stuart and carried unanimously.

To inform the community about the Vision Zero movement, an ad was placed in the Tampa Bay Buccaneers yearbook, at a rate discounted by the Bucs. That purchase included two tickets to the December 18, 2017 football game. A drawing for the two tickets was held, during the meeting, from individuals who earlier completed the Vision Zero pledge. Margaret Kubilins was the winner.

STATUS REPORTS

A. School Transportation Working Group (STWG) Update With Jurisdictions

A motion was made at the November 8, 2017 board meeting to postpone discussion of this status report to today, and to invite County and City representatives to provide updates on their school safety projects as well. Lisa Silva, the STWG Liaison, provided updates on the progress and successes since the creation of the working group in 2016. The STWG has requested the MPO continue to provide staff support for one more year. After 2018, the intention is to take the working group and institutionalize it as a School District committee.

Commissioner White wanted to know if the structure of the group will be the same when the STWG transitions to the School District. Chris Farkas informed the group that district staff will be included, and they will invite necessary attendees based on planned discussions. They will involve County staff, MPO staff, the Sheriff Department, and will involve municipalities and other jurisdictions as needed. The plan will be to have the right group of people at the table so that decisions can be made quickly. Commissioner White would like for the group to be mindful of the logistical issues around schools as well as the safety of kids; he expressed concerns of cars spilling out onto arterial roads and collector roads near schools and creating major safety issues.
Commissioner Kemp stated that the group should be boisterous with the legislature regarding funding, because of the proposed bill to reduce the 2-mile “parental responsibility” radius to 1.5 miles, so that some of the traffic can be taken off the roads. Commissioner Kemp expressed concerns regarding Florida being the second highest fatality rate in the nation and yet only very few locations are considered as hazardous school walking conditions. Mr. Farkas clarified and stated that he was only providing two examples hazardous locations, and can provide a full list of the different locations.

Chris Keller, MPO Consultant, provided an update on the School Safety Study. The study was a data driven approach to improve safety for all students of Hillsborough County getting to and from school. Based on objective criteria, ten school areas were identified for a detailed safety review.

Ms. Silva informed the group that the City of Tampa’s representative, Milton Martinez, had a scheduling conflict and sent his apologies; however, he provided his PowerPoint slides, available in the board folders. The Cities of Plant City and Temple Terrace have been working with the STWG, but were unavailable to attend as well.

Lucia Garsys, Chief Development and Infrastructure Services Administrator for Hillsborough County, provided an update on their efforts that coincide with Vision Zero and the school safety initiatives. She informed the group that they are working on ensuring that they have staff to attend the multiple committee meetings of the MPO so that ideas continue to be incorporated with their efforts. Commissioner White requested that Ms. Garsys provide specifics on what the County has been doing in conjunction with the School Board and where funding is coming from. In some cases, physical improvements have been funded by the County, and others have been worked on with School Board staff. An item will be presented to the BOCC in January or February regarding funding additional improvements. Commissioner White noted that the MPO does not implement things and that they hand things off to applicable agencies.

Commissioner Miller wanted to know what efforts are taking place with law enforcement regarding School zone violators near Middleton, Ferrell, Young, and Chamberlain? Ms. Silva stated that one effort that is taking place is a State requirement that is making school zones more uniform and easier to identify. She also noted that there is law enforcement staff on the committee and that they will continue to address the issue.

A motion was made by Commissioner Murman to send a letter to the Hillsborough County Sheriff and the City of Tampa’s Police Chief requesting additional support with enforcement of school speed zones. The motion was seconded by Councilman Cohen and carried unanimously.

Chris Farkas, School District staff, provided an update on challenges and coordination efforts on solving school transportation issues. Mr. Farkas informed members that the School District receives forty-five cents of the dollar we get refunded for state funded busing, and this amount is declining. Several board members expressed that they were appalled by the situation in our state. Following Mr. Farkas’s presentation, board members inquired about school capacity and projections.

Commissioner Miller wanted to know if school district staff has been planning for the possible impact if the additional $25,000 homestead exemption passes. Mr. Farkas stated that the school levy is not part of the homestead exemption and it will not impact them as much it will impact other government agencies.

Ms. Stuart thanked the MPO Board for allowing the working group to continue to work for one more year. She also thanked the municipalities, the presenters, and Ms. Silva for the work that she has done for the group.
EXECUTIVE DIRECTOR’S REPORT

Ms. Beth Alden thanked board members for their time in service this year. She also thanked Councilman Cohen, Commissioner Kemp, and Commissioner Murman for their work on the regional planning process and attending the regional MPO Chair’s Coordinating Committee meeting along with the Tampa Bay Transportation Management Leadership Group; these regional groups’ roles are in a state of flux as the role of TBARTA continues to evolve.

The next meeting board was scheduled for January 3, 2018; however, it was recently changed to Wednesday, January 10.

The next Tampa Bay TMA Leadership Group meeting is scheduled for January 19, 2018 at 9:30 a.m. at the Pinellas Suncoast Transit Authority’s administrative office, located at 3201 Scherer Drive in St. Petersburg.

OLD BUSINESS & NEW BUSINESS

Temple Terrace Mayor Mel Jurado expressed concerns regarding an FDOT initiative on elevated lanes over Fowler Avenue. Temple Terrace’s emails and phones have been very busy because their Council was not briefed, and they are not happy. This would divide the City of Temple Terrace in half and would devastate business on the Fowler Corridor. The mayor requested that the initiative cease and that her city is very opposed to the idea.

Ms. Alden stated that she briefed Mayor Jurado on preliminary, exploratory conversations with FDOT about this idea, during the Mayor’s board orientation. She also asked the Mayor for her feedback, and the feedback of her constituents through her, on this idea. Creating elevated lanes similar to what will be built on Gandy could be a way to road-diet the ground level and make it more livable and community-friendly.

Several board members stated that this idea has never been endorsed by the MPO Board. Chairman Miller suggested the City of Temple Terrace have a discussion with FDOT. Mayor Jurado stated that she has met with FDOT and that the concept was shared with the MPO Board at the November 8th meeting, which was her first meeting. Ms. Alden stated that this was mentioned very generically at the board meeting, as FDOT is exploring elevated lanes in general for Tampa Bay Next. Commissioner White requested that FDOT representatives present on the Fowler Avenue concept.

A motion was made by Commissioner White directing staff to schedule a presentation for the February 2018 MPO meeting by FDOT that focuses on the Fowler Avenue/Temple Terrace concept. The motion was seconded by Councilman Maniscalco and carried unanimously.

Ms. Stuart suggested that when FDOT presents new ideas to the board that it should be highlighted to bring to the board’s attention.

A motion was made by Commissioner Kemp for FDOT to present on the Busch Boulevard Corridor as well. The motion was seconded by Councilman Maniscalco and carried unanimously.

Commissioner Miller wished the board a Merry Christmas and Happy Holidays!

ADJOURNMENT

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 11:05 a.m.
Joint meeting of the Citizens and Technical Advisory Committees (CAC - TAC) on December 13

The TAC could not take any action, due to the lack of a quorum.
The CAC held its annual election of officers with the following members elected:

- David Wilson continuing as Chairman
- Bill Roberts continuing as Vice Chairman
- Rick Fernandez as Officer at Large

Hillsborough County Public Works Director John Lyons gave an update on the County’s ten-year transportation plan. CAC members asked about support for transit, how it relates to development entitlements, lane width standards, boulevard designs, and the need for basic signal timing.

MPO attorney Cameron Clark briefed the committees about the requirements of the sunshine and public records laws.

In response to a CAC request, Brandon Campbell with the City of Tampa provided an overview of smart traffic signals. The City bases its signal timing on the time required for pedestrians to cross, and is developing signal timing plans for all 535 intersection that it controls. CAC members highlighted problem intersections such as US 301 and Bloomingdale Ave, Hillsborough Ave and Florida Ave, and Meridian and Twiggs St.

Meeting of the Livable Roadways Committee (LRC) on December 13, 2017

The LRC held its annual election of officers with the following members elected

- David Hey continuing as Vice Chairman
- Cathy Coyle as Officer at Large

MPO attorney Cameron Clark briefed the committees about the requirements of the sunshine and public records laws.

The committee heard presentations on THEA’s Tampa Connected Vehicle Pilot, and the School Transportation Update and School Safety Study. They also participated in the Regional Scenario Planning Survey.

During new business the committee gave stakeholder input on THEA’s request to remove the pedestrian crosswalk at the Selmon Expressway exit ramp at Kennedy.
Blvd. The committee gave several strong reasons, most safety based, for retaining and improving the crosswalk, which staff will share with FDOT.

Transportation Disadvantaged Coordinating Board Meeting of December 9, 2017

The TDCB elected its officers for 2018, reelecting Gloria Mills as Vice Chair and Dr. Fred Barja as Member At Large.

Transportation Disadvantaged Legislative Awareness Day will be held on February 14, 2018 in Tallahassee. This is an opportunity to show support for the Transportation Disadvantaged Program. The TDCB’s annual Legislative Message is included on the MPO Board’s consent agenda today.

Finally, the TDCB reminds the MPO that a growing aging population supports the continued creation of age friendly communities in Hillsborough County. The Board supports the creation of age-friendly walking spaces. This means a focus on improved crosswalk timing and markings, good lighting, places to rest, and sidewalks that are easy to navigate for school children, person with disabilities and our seniors. The Transportation Disadvantaged Coordinating Board further supports the Vision Zero plan to create spaces that are good for people of all ages and abilities.
Encouraging the implementation of Complete Streets that are safe and accessible for all!

This event brings people from across the Gulf Coast to learn about transportation safety from one another and from national leaders. As we elevate our individual efforts, sister communities will work together to create cohesive linkages and make a difference in the region.

All modes.
All ages.
All abilities.

February 27, 2018
8:30am - 6:30pm

Glazer Children’s Museum
110 W Gasparilla Plaza, Tampa 33602

Register for $60
tinyurl.com/gulfcoastsummit

planhillsborough.org/gulf-coast-safe-streets-summit
Join us for the first-ever
Gulf Coast Safe Streets Summit!

Speakers include:

Rick Kriseman, Mayor, St. Petersburg, FL
Leah Shahum, President, Vision Zero Network
Ryan Gravel, Founder, Atlanta Beltline
David Gwynn & L. K. Nandam
FDOT District Secretaries
Melissa Wandall, President, National Coalition for Safe Roads
Laura Cantwell, AARP Florida

Schedule:

08:30 - Optional Walk/Cycle on the Riverwalk, led by Tampa By Bike (TampaByBike.com)
10:00 - Opening Address
10:30 - Mayors Panel
12:00 - Lunch and Keynote
01:30 - Advocates Panel
02:45 - Secretaries Panel
05:00 - Reception & Awards at Franklin Manor, 912 N Franklin Street

planhillsborough.org/gulf-coast-safe-streets-summit
Autonomous Vehicles—HB 353 (Reps. Fischer/Brodeur) and SB 712 (Senator Brandes) Although these bills are not identical, SB 712 would exempt an autonomous vehicle being operated in autonomous mode from a certain prohibition on the operation of a motor vehicle if the vehicle is actively displaying certain content that is visible from the driver’s seat while the vehicle is in motion; authorize a fully autonomous vehicle to operate in this state regardless of whether a licensed human operator is physically present in the vehicle; authorize the Secretary of Transportation to enroll the state in any federal pilot program or project for the collection and study of data for the review of automated driving systems. HB 353 has passed the House Transportation and Infrastructure Subcommittee and will be considered next by the full Appropriations Committee.

Budget—Governor Scott’s Recommended Budget includes: $1 Billion for Transportation System Expansion; $1 Billion for Maintenance and Operations; $616 Million for Resurfacing; $568 Million for Transit Program Improvements; $67.7 Million for Bridge Repairs and Replacement; $186 Million for Safety Initiatives; $151.3 Million for Bicycle & Pedestrian Trails.

Charter County & Regional Transportation System Surtax—HB 243 (Reps. Avila/Perez) and SB 688 (Senator Garcia) While 31 counties are eligible to levy the surtax, it is only levied in Duval and Miami-Dade counties. HB 243 would allow Miami-Dade County to use surtax proceeds for specified purposes related to fixed guideway rapid transit systems and bus systems; would authorize use of surtax proceeds for refinancing existing bonds; and would prohibit use of such proceeds for non-transit purposes. To date, both bills have passed by the first referenced committees.

Community Redevelopment Agencies—HB 17 (Rep. Raburn) and SB 432 (Senator Lee) Although these bills are not identical, HB 17 would provide reporting requirements; revise requirements for operating community redevelopment agencies; prohibit creation of community redevelopment agencies after date certain; would provide phase-out period; create criteria for determining whether community redevelopment agency is inactive; provide hearing procedures; authorize certain financial activity from inactive community redevelopment agencies; revise requirements for use of redevelopment trust fund proceeds; revise county and municipal government reporting requirements. SB 432 would prohibit a person from lobbying a community redevelopment agency until he or she has registered as a lobbyist with that agency; authorize community redevelopment agencies to adopt rules to govern the registration of lobbyists; and would require ethics training for community redevelopment agency commissioners. HB 17 has passed all referenced committees and has been placed on the House Calendar.
Developments of Regional Impact (DRIs)—**SB 1244 (Senator Lee)** would revise statewide guidelines and standards for DRIs, specifying that amendments to a development order for an approved development may not alter the dates before which a development would be subject to downzoning, unit density reduction, or intensity reduction, except under certain conditions; and would require local governments to file a notice of abandonment under certain conditions.

Growth Management—**HB 207 (Rep. McClain)** and **SB 362 (Senator Perry)** These bills would require local governments to address the protection of private property rights in their comprehensive plans; requiring the comprehensive plan to include a private property rights element that sets forth principles, guidelines, standards, and strategies to achieve certain objectives; provide a deadline by which each local government must adopt a private property rights element; require the state land planning agency to approve the private property rights element adopted by each local government if it is substantially in a specified form.

Impact Fees—**HB 697 (Rep. Miller)** and **CS/SB 324 (Senator Young)** **CS/SB 324** was amended to specify that a local government may not collect impact fees prior to the issuance of a building permit and to codify existing case law on the validity of impact fees. **CS/SB 324 will next be considered by the Senate Appropriations Subcommittee on Finance and Tax.**

Local Tax Referenda—**HB 317 (Rep. Ingoglia)** and **SB 272 (Senator Brandes)** Although these bills are not identical, **SB 272** would revise the voter approval threshold required to pass a referendum to adopt or amend local government discretionary sales surtaxes to at least 60% of the electors voting on the ballot when the referendum is held at any date other than a general election. **HB 317 is now in House Ways and Means Committee, and SB 272 is in the Senate Subcommittee on Finance & Tax.**

Metropolitan Planning Organizations—**HB 575 (Rep. Beshears), SB 984 (Brandes), HB 807 (Rep Diamond)** **HB 575** would reduce the maximum number of MPO voting members from 25 to 15 for those MPO’s with populations over 500,000, with the exact number determined on an equitable geographic-population ratio basis, based on an agreement among the affected units of general-purpose local government and the Governor, as required by federal regulations. All MPO’s would be required to comply with changes by July 1, 2019. **SB 984** would provide an incentive to merge MPO’s by removing the cap on the maximum number of voting members (currently twenty-five) while maintaining the base number of voting members (currently five members) serving on the MPO, after July 18, 2018; and would preserve current law with the number determined on an equitable geographic-population ratio basis. **HB 807** is similar to **SB 984**, and would provide an incentive to merge MPO’s by removing the cap on the maximum number of voting members (currently twenty-five) while maintaining the base number of voting members (currently five members) serving on the MPO, after July 18, 2018; would preserve current law with the number determined on an equitable geographic-population ratio basis. **HB 575 has passed by the House Transportation and Infrastructure Subcommittee.**
Private Property Rights—SB 292 (Senator J. Rodrigues) would exempt from the definition of “public utility” a property owner who owns and operates on that property a renewable energy source device with a capacity of up to 2.5 megawatts and who produces and provides or sells renewable energy from that device to users located on the property.

School Hazardous Walking Conditions—SB 188 (Senator Steube) would require district school boards to provide transportation to certain students; revise the speed and road conditions that meet the requirements for a hazardous walking condition; require a district school superintendent to request a review of a hazardous walking condition upon receipt of a written request from a parent of a student.

Smart City Challenge Grant—SB 852 (Senator Brandes) and HB 633 (Rep. Fischer) would create a new program within the Department of Transportation with an appropriation of $15 million to encourage communities to implement technology solutions to the most pressing mobility challenges; would qualify any governmental agency responsible for the movement of goods and services in Florida, including local governments, transportation planning organizations (TPOs) and state universities as eligible for receiving funding. HB 633 is now in the House Transportation and Infrastructure Subcommittee.

Statewide Alternative Transportation Authority—CS/HB 535 (Reps. Avila and J. Grant) and SB 1200 (Senator Young) would rename the Florida Rail Enterprise (FRE) as the Statewide Alternative Transportation Authority; would revise annual allocations for the Transportation Regional Incentive Program (TRIP) beginning FY 2021-22 from FRE to provide the first $60 million in documentary stamp taxes for alternative transportation systems, of which $25 million would be allocated to TBARTA for the design and construction of alternative transportation systems on a local or private fund 50/50 matching basis; and $35 million to the Statewide Alternative Transportation Authority, of which $25 million would be used in Miami-Dade County. The remaining $10 million would be available for use in any county or counties. HB 535 was substantially amended and passed the House Transportation and Infrastructure Subcommittee.

Strategic Intermodal System (SIS)—SB 1188 (Senator Rouson) would authorize rapid bus service operating in express toll lanes on the interstate highway system as an eligible expenditure for SIS funding; would not increase SIS funding for Tampa Bay but would provide a new opportunity to access greater capacity and faster service from existing transportation assets.

TBARTA—HB 2451 (Rep. Gruters) would provide a non-recurring appropriations of $1 million to TBARTA from the State Transportation Trust Fund. HB 2451 is now in the House Transportation and Tourism Appropriations Subcommittee.
Texting While Driving—HB 33 (Rep. Toledo) would strengthen the current ban on texting, emailing, and instant messaging while driving, by changing the current enforcement of the ban from secondary to primary. Any violation of the ban that causes a crash would result in the addition of six points to the offender’s driver license record. HB 33 is comparable to SB 90 (use of wireless communication devices).

Tourist Development Tax—SB 658 (Senator Brandes) and HB 585 (Rep. Fine) would authorize counties imposing the tourist development tax to use revenues from the tax to acquire, construct, extend, enlarge remodel, repair, improve, maintain, operate or finance public facilities if the public facilities are needed to increase tourist-related business activities and are recommended by the county tourist development council. SB 658 is now in the Senate Appropriations Subcommittee on Finance and Tax.

Traffic Infraction Detectors—SB 176 (Senator Hutson), HB 6001 (Rep. Avila), SB 548 (Senator Campbell) would repeal provisions relating to the definitions of “local hearing officer” and “traffic infraction detector,” respectively and relating to the installation and use of traffic infraction detectors to enforce specified provisions when a driver fails to stop at a traffic signal, provisions that authorize the Department of Highway Safety and Motor Vehicles, a county, or a municipality to use such detectors and that cap fines and provide for the deposit and use of fines, and the distribution of penalties. HB 6001 has passed all referenced committees and has been placed on the House Calendar.

Transportation Disadvantaged—SB 770 (Senator Garcia) would authorize community transportation coordinators, in cooperation with the coordinating board, to plan for and use regional fare payment systems under certain circumstances which enhance cross-county mobility for specified purposes for certain persons who are unable to transport themselves or to purchase transportation.

Using Wireless Communication Devices While Driving—SB 90 (Senator Perry) is similar to HB 33 (texting while driving) and would revise the legislative intent relating to the authorization of law enforcement officers to stop motor vehicles and issue citations to persons who are texting while driving; would require deposit of fines into the Emergency Medical Services Trust Fund. SB 90 is now in the Senate Transportation Committee.
How Washington, D.C., Built a Bike Boom

ANDREW SMALL  DEC 26, 2017

The center bike lanes on Pennsylvania Avenue are a key spine of Washington’s downtown network. // Courtesy of the Washington Area Bicyclist Association
Cycling has taken off in the American capital. Nearly 17,000 cyclists regularly rode their bikes to work in Washington, D.C. in 2016, according to Census estimates, which is about 5 percent of the city’s commuters. That’s nearly triple the “mode share” it had in 2006, putting it in second place on the list of top biking cities in the U.S., just behind famously gear-friendly Portland, Oregon.

In absolute numbers, D.C. is still a dwarf compared to, say, New York, where 48,000 people pedal to work every week (which is only one percent of commuters there). But D.C.’s growth has exploded since the city piloted one of the country’s first modern bikeshare programs, and started building an ambitious network of bike lanes.

Cycling numbers may keep climbing, with the recent boom in private companies spreading “dockless” shared bicycles around the city. But there’s no guarantee. Bikes may be a passing trend in a young and transient city. And as housing becomes less affordable, the bike’s advantages as a mode for everyone may have diminishing returns, even as lanes expand.

What shaped D.C.’s bike renaissance? How can it maintain its progress from here?

**The planner: Build infrastructure for everyday people**

When Jim Sebastian joined D.C.’s Department of Transportation in 2001, the city’s master bike plan hadn’t been updated since the 1970s. But with downtown densifying, gas prices peaking, and traffic worsening, “people wanted more bike facilities,” Sebastian, now the associate director for planning and sustainability at DDOT, said.

To hatch fresh bike plans, Sebastian and his colleagues traveled to famously bike-friendly European cities like Amsterdam and Copenhagen. One takeaway from over the pond: treat cycling as an activity for everybody rather than some specialized hobby for everyone else to drive around. “This whole idea of ‘the cyclist’ is almost passé,” said Sebastian. “What we’ve got is people on bikes.” Treating them accordingly meant building lanes that help everyone feel safe, not just the Spandex-clad few.

“The city’s pioneering bike-share program and growing network of lanes was key. So is “human infrastructure.”

“Once some people ride on a separated lane, it gets their confidence up
In 2010, DDOT carved out two key spines of what would become a downtown cycling network: the **center bike lanes on Pennsylvania Avenue** and a protected **cycle track on 15th Street**. This created safe routes for day-trippers near the National Mall and forged a path for daily commuters in neighborhoods close to the urban core. Their effect on biking can be felt throughout the city. “Once some people ride on a separated lane, it gets their confidence up and they become able to ride on unprotected lanes or just the streets in the city,” Sebastian said.

Another key project gave an option to commuters who might want the option of, say, riding a bike to work, but taking Metro home. **Capital Bikeshare**, one of the first **modern bikeshare programs** in the United States, was launched in 2010, drawing about 115,000 trips in its first year. It ballooned from there: By the end of 2017, the program celebrated its 19 millionth trip.

Meanwhile, the city continued to expand bike lanes at about five miles per year. Some neighborhoods have seen their cycling commute share increase to **over 20 percent**. With 80 miles of bike lanes built since 2000, the city has a goal of expanding to 136 miles by 2040, the majority of them fully protected.

**The advocate: D.C. built “human infrastructure”**

It takes people to change behavior, according to Nelle Pierson, a longtime D.C. bike advocate—not just infrastructure, not just policy, but feet on the ground, hands on the handlebars, and faces on the sidewalk. “You have to have a network of people who are showing you that this is normal, and connecting you to the knowledge to overcome barriers to access,” she said. She cites Adonia Lugo’s concept of “human infrastructure” to describe the constellation of repeated small interventions that it takes required to get more people on bikes.

In some cases, this comes from the top. Pierson credits the work of Mayor Adrian Fenty between 2007 and 2011 for dedicating time and resources to make bike plans work. Every day, city politicians have to balance a diversity of citizen interests, including those in direct competition to bikes, like protecting parking spots and road space. But Fenty helped push the lanes through, Pierson said.
Some advocates worry the current mayor, Muriel Bowser, isn’t as strongly committed as previous administrations to making D.C. a bike city. They’ve stepped up their work in the meantime: As a former outreach and events coordinator at the Washington Area Bicycling Association, Pierson created initiatives to reach people beyond the urban core where lanes were getting built, especially in lower-income neighborhoods and suburbs. No program drew more acclaim than Women and Bicycles, which uses workshops, rides, and mentoring programs to draw women to cycling. Pierson said that stubborn perceptions, especially surrounding gender, take concerted effort to dislodge. But the cycling gender gap has decreased: In 2006, women made up less than 30 percent of the city’s bike commuters; today they make up nearly 42 percent.

From left to right: Jim Sebastian, Nelle Pierson, and Sterling Stone.

Capital Bikeshare also helped universalize the image of cycling for more District residents, Pierson said, by opening up convenient rides for suited professionals, students, and baristas alike. Now, the District is charting new frontier in open-access cycling, with a six-month trial for five new “dockless” bike-sharing companies. About 1,850 shared bikes are sprinkled around D.C. streets., unconstrained by stations or docks, but still rentable by smartphone or pre-paid account to all. Pierson, who is now working as the director of external affairs for Jump, one of the companies involved in the pilot, believes dockless bikes can speed up the spread of cycling to more neighborhoods and new riders. “This is where we all benefit from the competition,” she said. “Everyone is seeing this.”

**The shopkeeper: Bikes are still a cultural battlefield**

Clearly, the city has succeeded in getting more bodies on bikes. But there’s one standout statistic that shows D.C.’s cycling boom isn’t reaching everyone: In 2015, only about 2 percent of black commuters biked to work, compared to 8 percent of whites. And surveys show that the city’s black residents are less likely than other groups to view bikes as an ideal mode of transport.
The reasons for this are complicated, and touch on job barriers, class perceptions, and social norms. Sterling Stone thinks it also has something to do with D.C.’s rapid gentrification. “It goes beyond bikes,” he said.

Stone is the executive director of Gearin’ Up Bicycles, a nonprofit shop that refurbishes used bikes to sell and trains local kids as bike mechanics. Bike commuting began to gain prominence in the late 2000s, when an influx of Millennials arrived, he said. Once known as the “Chocolate City” for its majority-black population, D.C. rapidly gentrified during this period, displacing many longtime black families. Bikes became a symbol of the D.C.’s changing demographics, said Stone, who is black and a Pittsburgh transplant himself. New lanes became a rallying point against gentrification for many residents of color. That potent symbolism delayed projects like a protected bike lane in a gentrifying neighborhood, which was vigorously opposed by a local black church.

The city has a ways to go to address the needs of communities of color. African American youth have been especially overlooked, according to Stone, even when riding a bike is a rite of passage for other kids growing up in the city. That doesn’t mean they’re not interested in biking, though. In 2012, as part of the Boys and Girls Club summer program he ran at the time, Stone took a group of local kids a a build-your-own-bike workshop. It was the smash hit of the year.
“It’s still the first thing I hear about when I see the kids,” he said. The idea gave root to Stone’s store, which sits in a former church in the neighborhood of Eckington, near the recently rehabbed Metropolitan Branch Trail. But of the 67 bike shops in the greater Washington region, there are none in the predominately African American Wards seven and eight. This year, Gearin’ Up received a grant from the city to run bike repair clinics in neighborhoods without access to shops.

Stone is encouraged by these kinds of partnerships, but he still worries about the future. The question in his mind is, who will be around by the time a bike network is complete? “It’s hard to tell,” he said. “A lot of the families are already gone. The young people in my store likely won’t be counted later if they can’t afford to live here... even though [it’s where] they learned to bike.”

Displacement touches on race, income, housing access, and many thorny issues—which is to say, it goes way beyond bikes. At the very least, Stone said, if D.C. were more proactive about extending cycling amenities into diverse neighborhoods that aren’t already saturated with Millennials, they might carry less baggage—not to mention reach more people of color. “Advocates are starting to see where there’s more need for infrastructure,” he said. “Once we have a bike trail in one part of the city, people start to say, ‘I want that in my neighborhood, too.’”

About the Author

Andrew Small

Andrew Small is a freelance writer in Washington, D.C. and a former editorial fellow at CityLab.

CityLab is committed to telling the story of the world’s cities: how they work, the challenges they face, and the solutions they need.

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Plan Hillsborough invites you to join us for Commuter Challenge Week 2018. Give your car some time off and challenge yourself to use transportation options other than driving alone to get to and from work and meetings. Join in for a trip, a day, or the entire week. Burn some calories, improve air quality, avoid traffic hassles, and save money!

#CommuterChallenge18