Meeting of the Transportation Disadvantaged Coordinating Board (TDCB)
Friday, August 24, 2018, 9:30 a.m.
County Center, 18th Floor – Plan Hillsborough Boardroom

I. **Call to Order and Pledge of Allegiance**

II. **Public Comment** - 3 minutes per speaker, please

III. **Approval of Minutes** – June 22, 2018

IV. **Action Items**
   A. CTC Coordinating Contract Renewals (Karen Smith, Sunshine Line Staff)
   B. West Busch Boulevard Corridor Study Update (FDOT Representative)

V. **Status Reports**
   A. It’s Time Tampa Bay! Launched itstimetampabay.org (Lisa Silva, MPO Staff)
   B. HARTPlus Update (Greg Brackin, HART)
   C. Sunshine Line Report (Scott Clark, Sunshine Line)

VI. **Old Business & New Business**
   A. Comments on FDOT Designation of Strategic Intermodal System Facilities
   B. TDCB Grievance Procedures Clarification
   C. Next Meeting October 26, 2018

VII. **Adjournment**

VIII. **Addendum**
   A. MPO Meeting Summary & Committee Report
   B. Special STWG and Info BBQ Pasco Safety Town
   C. How Air Pollution Causes Diabetes

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

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Si necesita servicios de traducción, el MPO ofrece por gratis. Para registrarse por estos servicios, por favor llame a Johnny Wong directamente al (813) 273-3774, ext. 370 con tres días antes, o wongj@plancom.org de correo electrónico. También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al (813) 273-3774, ext. 211.

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CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chairman, Councilman Luis Viera, called the meeting to order at 9:34 a.m. and began with the Pledge of Allegiance. The meeting was held in the Plan Hillsborough Room on the 18th Floor of the County Center.

Members present: Councilman Luis Viera, Gloria Mills, Leslie Pokres, Craig Forsell, Dave Newell, Kristina Melling, Tom Canham, Mark Harshbarger, Nancy Castellano, Cathy Rodgers, and Artie Fryer.

A quorum was present.

Others present: Michele Ogilvie, Johnny Wong, Wade Reynolds, Wanda West - MPO Staff; Karen Smith, Scott Clark – H.C. Sunshine Line; Jeffrey Huggins, Commissioner Murman’s Legislative Aide; Michael Mueller, Citizen; Kemly Green, HART.

PUBLIC COMMENT

There were no public comments.

APPROVAL OF MINUTES – April 27, 2018

Ms. Gloria Mills made a motion to approve the minutes. The motion was seconded by Mr. Artie Fryer and passed unanimously.

ACTION ITEMS

A. Tri County Cross County Trip Pilot Project

Mrs. Michele Ogilvie, MPO Staff, provided information on the Tri County Regional Pilot Project Proposal to provide regional trips across Hillsborough, Pasco and Pinellas Counties.

Several years ago, the TDCB convened with Pasco and Pinellas and discussed the idea that there was a need for cross county trips; thus, creating the Tri-County Disadvantaged Local Coordinating Board Subcommittee. The committee has affirmed priorities, goals, objectives and needs of the Transportation Disadvantaged Service Plan. Last year, at the October meeting, a decision was made that a technology project might help facilitate trips across and a strength and weaknesses analysis was completed. In December, the CTC’s reviewed the proposal for technology and decided that the idea was not good. Cost was one of the factors and the group was not ready to move forward. Staff from the regions, along with Mr. Newell met and discussed asking the agencies who provide transportation. Regional trips are proposed between Hillsborough, Pasco, and Pinellas for transportation disadvantaged persons. The focus is for a pilot project with a medical and life sustaining trips, and the outcome is that 5310 dollars could be used as the funding source. The guidelines would be that the applicant that would participate in the project would have to be 5310 eligible. Mr. Newell would oversee the process. It is recommended that it would include...
a partnership with at least one provider. Agencies would have to go through the process and have a CTC agreement. The subcommittee is recommending a 2 or 3-year option. 5310 requires a match. Each CTC propose up to 1% of their transportation disadvantaged state dollars that they get for trip and equipment to be set aside in the program for the next fiscal year (2019-2020). All Tri-County Boards would be asked to commit to developing its original regional trip language and adding it to the service plans and take a vote to move forward with the concept that 5310 dollars could be set aside to provide the cross-county trips.

Scott Clark, Sunshine Line Director, voiced concerns about committing tax payers’ dollars to the project, without first determining the need for cross county trips, identifying the cost and the return on investment. He suggested making sure that Hillsborough’s basic needs are met before expanding and get specific information before making a final decision based on facts.

Mr. Clark suggested a two-phase pilot: the first year of the pilot determine the need, cost and return on investment, and establish the operational plan in order to coordinate trips; the second year, implement the plan and perform the actual trips. Measure performance throughout the second year to determine feasibility for continuation.

Mrs. Ogilvie suggested that the item be tabled until after the August regional conversation of the Transportation Disadvantaged Local Coordinating Boards to discuss concerns and ideas about the project.

Following the presentation, there was a lengthy discussion about the project and 5310 funds.

Commissioner Becki Forsell addressed the board and commented on things that are taking place at the state level. She was recently informed that additional funding will not be provided unless counties regionalize. The biggest problem that she sees is staffing. There cannot continue to be three different entities; she suggested TBARTA or an outside entity in control and they can be educated on the need. She suggested conversations take place with the two lead legislatures: Senator Bill Galvano, Representative Chris Sprowls, and Representative Danny Burgess. After the August 21st Tri-County meeting, Commissioner Forsell would like to have a delegate from each of the counties to go and discuss the regional vision. With the Representatives’ help, may more help can be received. She informed board members if they had items for discussion that they would like for her to take to meetings to please let her know.

Board Chair, Councilman Viera, stated that there were a lot of good points made by board members. He pointed out that Pasco and Hillsborough combined would pay less than Pinellas. State and Federal funding is very important for regional planning.

Ms. Gloria Mills made a motion to have the August meeting with Pinellas and Pasco Coordinating Boards. The motion was seconded by Ms. Nancy Castellano and passed unanimously.

Councilman recognized Jeffrey Huggins, Commissioner Murman’s Legislative Aide, attending since Commissioner Murman was unavailable to attend.

B. TDCB By Laws

Mrs. Ogilvie, MPO Staff, gave a brief overview for the TDCB By-Laws annual review and adoption. There were no changes to the By-Laws.

Mr. Artie Fryer made a motion to confirm the bylaws. The motion was seconded by Ms. Nancy Castellano and carried unanimously.
C. TDCB Grievance Procedure Annual Review and Adoption

Mrs. Ogilvie, MPO Staff, provided the overview for the TDCB Grievance Procedure annual review and adoption. The following members serve on the Grievance Subcommittee: Gloria Mills and Nancy Castellano. Commissioner Forsell and Kelly Kelley no longer serve on the subcommittee and the positions need to be filled. Mrs. Ogilvie requested Mr. Canham to fill Ms. Kelley’s previous position and Mr. Harshbarger volunteered for the second vacancy.

Mr. Dave Newell made a motion for confirmation of the grievance procedures and Grievance Subcommittee members. The motion was seconded by Ms. Nancy Castellano and passed unanimously.

Roll-Call Vote: Transportation Disadvantaged Service Plan Update

Mrs. Ogilvie, MPO Staff, provided information on the service plan update. The Transportation Disadvantaged Service Plan is an annually updated tactical plan jointly developed by the Metropolitan Planning Organization and the Community Transportation Coordinator (CTC). The update is required to take place prior to the end of June, every fiscal year.

A motion was made by Mr. Artie Fryer to proceed with a roll-call vote for approval of the 2018 updated Transportation Disadvantaged Service Plan. The motion was seconded by Dave Newell. Following a roll call vote, the motion passed 11-0 to approve the updated service plan.

STATUS REPORTS

A. It’s Time Tampa Bay: Outreach on Tri-County Growth Concepts

Dr. Johnny Wong, MPO Staff, gave an overview of a regional scenario process that will take place mid-July through the first of October. The effort will provide meaningful feedback from the public related to growth across Hillsborough, Pasco, and Pinellas. The 2045 update to the Long Range Transportation Plan will present three high-level growth concepts to the public, which may accommodate population and job growth across the counties.

Following the presentation, Commissioner Forsell inquired about accessibility to the survey for people with disabilities who utilize services. Dr. Wong stated that he has been working on a solution over the past couple of weeks. Unfortunately, html tags could not be added; therefore, the traditional screen reader may not be able to read all of the text. Staff and interns will be available to provide assistance via a hotline. There’s a meeting scheduled with the Lighthouse for the Blind to find out what their clients would need any order to complete the survey. Elements of the survey will all be printed in large print on poster boards for the various community events to assist citizens with vision impairments. Staff will also be available to assist as needed. Commissioner Forsell wanted to know if the survey deadline could be extended to allow people with disabilities to complete the survey for an event that is scheduled on October 6. Dr. Wong will see if accommodations could be made for the request.

Councilman Viera provided Dr. Wong contact information for Raquel at USF, and she will provide staff with training on interacting with people with disabilities.

Ms. Rodgers wanted to know how assistance was going to be provided for others without access. Dr. Wong stated that a consultant will be reaching out to citizens who fall under the Title VI umbrella, the elderly, and people with learning disabilities. Hard copies of the surveys will also be made available.
B. CAC Representative Alternate

Mrs. Ogilvie, MPO Staff, informed members that Ms. Pacifico has been representing the TDCB at the Citizens Advisory Committee (CAC), and she wanted to know if anyone would be interested in attending the CAC meetings when she is unavailable to attend. Ms. Mills and Mr. Harshbarger both agreed to assist Ms. Pacifico. Mrs. Ogilvie will coordinate when necessary.

OLD BUSINESS AND NEW BUSINESS

Councilman Viera suggested that members keep up with the news on the All for Transportation initiative.

ADJOURNMENT

A motion was made to adjourn by Mr. Fryer. The motion was seconded by Mr. Newell and Ms. Rodgers and carried unanimously.

The next meeting is scheduled for August 24, 2018.

There being no further business, the meeting was adjourned at 11:03 a.m.
Agenda Item
CTC Coordinating Contract Renewals

Presenter
Karen Smith, Sunshine Line staff

Summary
The Agency for Community Treatment Services (ACTS) currently has a Coordination Contract with Hillsborough County that is expiring in May. This new contract would replace the expired contract. This agency is a recipient of 5310 funding through the Florida Department of Transportation; FDOT requires all recipients to have a Coordination Contract with the local CTC.

ACTS provides services for chemically dependent juveniles and adults, including veterans, in program locations throughout Hillsborough County. Transportation is provided to VA Treatment, job interviews, school, medical appointments, AA meetings, legal obligations, and social functions for ACTS disabled clients.

Last year ACTS provided 20,737 one-way passenger trips for 1,462 unduplicated clients with 16 vehicles at an average cost of $17.12 per trip.

The CTC is requesting approval to enter into a new Coordination Contract with Agency for Community Treatment Services, Inc. (ACTS).

Recommended Action
Approval of Coordination Contracts

Prepared By
Michele Ogilvie, MPO staff

Attachments
None.
Board & Committee Agenda Item

**Agenda Item**
West Busch Boulevard Corridor Study Update

**Presenter**
FDOT Representative

**Summary**
FDOT District 7 staff will provide an update to the committees on the West Busch Boulevard Corridor Study from Dale Mabry Highway to Nebraska Avenue. The study kicked off earlier in 2017 and is expected to take 18 months to complete. FDOT has prepared a [webpage](#) for the public to learn more and leave comments. Several corridor alternatives have been developed, from no-build to adding lanes.

The attached letter summarizes concerns about expanding West Busch Blvd., and the effect on land use, vehicular speeds, and the safety of walkers and bicyclists.

**Recommended Action**
Support sending the attached letter regarding the study.

**Prepared By**
Gena Torres, MPO staff

**Attachments**
- West Busch Boulevard Presentation
- Draft Letter of concerns
West Busch Boulevard (SR 580) Corridor Study
from North Dale Mabry Highway to North Nebraska Avenue
Hillsborough County, Florida
FDOT Financial Project ID Number: 435908-1-22-01
Local Agency Coordination Meeting

Purpose of this meeting

1. Discuss draft typical section alternatives
2. Gauge agency interest in recommendations for further study which would require inter-agency coordination (JPA, maintenance agreements, etc.)
Agenda

1. Introductions
2. Project Overview
3. Typical Section Alternatives
4. Inter-agency Recommendations (Interim Design)
5. Other Recommendations

Introductions
Project Overview

Project Study Area

- 3.3 miles
- Within the city of Tampa and unincorporated Hillsborough County
- Concurrent RRR project
Study Purpose

Achieve the Corridor Vision:
“The Busch Boulevard corridor offers safe, comfortable and convenient access through and across the corridor for all users and all travel modes.”

PD&E Study Changes
(Implement typical section changes)

Interim Design Project Changes
(Implement spot improvements)

Resurfacing, Restoration and Rehabilitation Project (3R) Changes

Busch Boulevard Corridor Study
(Identify the vision, recommendations & implementation plan)

We Are Here

Updated Study Schedule

• Began in March 2017
• Held Agency Project Kick-off Meeting, 3 Project Advisory Group Meetings, & Public Visioning Workshop
• Meet with local agencies to review draft alternatives and recommendations
• PAG #4 – May 24, 2018
• Alternatives Public Meeting – June 2018
• Final Corridor Alternatives and Strategies Report – August 2018
Long Term Recommendations: Typical Section Alternatives

Currently Developing Range of Alternatives

<table>
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<tr>
<th>Alternative</th>
<th>Description</th>
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<tr>
<td>No-Build</td>
<td>Existing condition</td>
</tr>
<tr>
<td>4-Lane</td>
<td>Construct 4-lane divided roadway without bike lanes, but with raised median, border width, and wide (8') sidewalk to accommodate additional pedestrian demand</td>
</tr>
<tr>
<td>5-Lane</td>
<td>Construct a 5-lane divided roadway with flush unrestricted median, bike/parking lanes, border width, 6' sidewalks</td>
</tr>
<tr>
<td>6-Lane</td>
<td>Construct a 6-lane divided roadway with raised median, bike lanes, border width, 6' sidewalks</td>
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</tbody>
</table>

- Many variations are possible, but these alternatives provide a good range to receive feedback and further refine the concepts for the corridor vision
- To be presented at the Public Alternatives Meeting
- PD&E Alternative(s) could be all, some, or a variation of these alternatives
Context Class:
C3R - Suburban Residential

Unincorporated
Hillsborough County

Existing Conditions (no build)
Segment 1 (4-lane undivided w/sidewalk)

AADT
52,000
49,000
4,000

Unincorporated
Hillsborough County

Context Class:
C4 – Urban General

AADT
42,000
Existing Conditions (no build)
Segment 3
(4-lane w/sidewalk)

Context Class:
C3C - Suburban Commercial

Chamberlin High School
43,000 AADT

Existing Conditions (no build)
Segment 4 (6-lane, median)

Context Class:
C3C - Suburban Commercial
49,000 AADT
Alternative 1: 4 Lanes with Median and Wide Sidewalk on the North Side

Alternative 2: 4 Lanes with Center Two-Way Left Turn Lane and Buffered Bike Lanes
Potential Parallel Parking Option for Segment 2 (North Armenia Ave. to North Blvd.)

South side of Busch Boulevard
466 off-street parking spaces existing
332 on & off-street proposed
29% reduction

Width of parallel parking = buffered bike lane

City of Tampa code does not currently address cross/joint access and discourages commercial access from non-arterial streets (Sec. 27-283.12.(j)(1)).

To address the public interest in these matters, land development regulations include conditions or circumstances where nonconforming access features may be brought into conformance. Such conditions may include:
- when new driveway permits are requested;
- an increase in land use intensity;
- substantial enlargements or improvements;
- significant change in trip generation; and
- as changes to roadway design allow. (p.1-8)

Overlay requirements may address any issues of concern, such as joint access, parking lot cross access, reverse frontage, driveway spacing, and limitations on new driveways. (p. 1-9)

Alternative 3: 6 Lanes with Median and Buffered Bike Lanes

Planning Consistency – 6 Lane Alternative

- **2040 LRTP**
  - Need for 6/7 lanes on “Beyond 2040” Map (pg. 98) from Armenia Blvd. to North Blvd.

- **Tampa Comprehensive Plan (effective date February 20, 2016)**
  - Constrained Roadways (physical constraints)
  - Busch Blvd. from Dale Mabry Blvd. to North Blvd. constrained to 4 lanes
  - “Page 151; MBY (Mobility) Policy 3.2.2: Constrained roadways... shall be eligible for... Dedicated transit lanes…”

- Hillsborough County Corridor Preservation Plan (Map 25) shows preserved for 6 lanes/ 6 lanes enhanced through study limit
Inter-agency Recommendations (Interim Design)

• Safety improvements at Dale Mabry off-ramp
• Turn lane extensions as feasible
• Complete sidewalk gaps
• Add signal and/or mid-block crossing at Rome Circle or Willow Ave.
• Leading pedestrian interval or ped-only phase at North Blvd.
• Add refuge islands or tighten curb radius at North Florida Ave. and North Nebraska Ave.
• Add YOUR SPEED radar sign(s)

Potential additional improvements with local agreements include...
Corridorwide Recommendations

- Add pedestrian lighting

- Interconnect signals to increase platooning
  - Traffic signal speed signs
  - Explore potential of dynamic signal timing and/or setting signals to a 35 mph target speed
  - City and county signals are not interconnected

Florida Friendly/ Pedestrian Deterrent Landscaping in Opportunity Areas

- Opportunity areas defined where:
  - At least one existing driveway per property accessible via left turn
  - At least 50-ft. of turn lane provided in advance of the driveway

Example: 13th Street, Gainesville, FL
High-emphasis pedestrian crossings / hardscape intersections

- Stamped Asphalt Crosswalk
- Colored Concrete Crosswalk
- Colored Concrete Intersection
- Painted Intersection

Gunn Highway Sidewalk Gap

- County jurisdiction
Mossvale Lane Extension + Intersection

- County land-use jurisdiction

Other Recommendations
Recommendations related to future transit/rail plans

• The CSX line runs parallel to the corridor along the south for most of the study limits
• Are there any plans related to transit or the rail corridor that should be documented in this report?

Speed Management along Corridor

• Recommending further study of lowering the speed limit
• Recommend school safety study to explore school zone designation
• Speed reduction can be bolstered by:
  ≈ Urban form changes
  ≈ Increasing police enforcement
  ≈ Parallel parking (requires speed limit of 35 mph or less)
  ≈ Landscaping
• Development/redevelopment requirement to provide landscaping along sidewalk can calm traffic and improve pedestrian environment
Adopt an overlay district to support corridor vision

- Coordinate landscaping opportunities with development code
- Set-back for R/W preservation based on recommended alternative(s)
- Reduced/revised parking requirements
- Form-based code to promote pedestrian environment

City of Tampa Code Sec. 27-238 Westshore Overlay District Table 238.c

Bicycle Master Plan/ Bicycle Network

- Overall regional bicycle connectivity benefits are limited
- Bicycle routes defined at a regional level would help support the potential future investment of bicycle lanes on Busch Boulevard
- Parallel route to Busch Blvd. may be preferable
- MPO/County should lead
Regional origin/destination planning study

- To study the perceived "through traffic" along the corridor between Dale Mabry Hwy and I-275
- Limited east-west corridors and existing congestion suggest the opportunity to address regional travel flows at a more regional level than within the limits of this corridor study
- MPO or FDOT should lead

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Lanes</th>
<th>AADT</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bearss Avenue</td>
<td>4-lane</td>
<td>54,000</td>
<td>3.8 miles north</td>
</tr>
<tr>
<td>Fletcher Avenue</td>
<td>4-lane</td>
<td>23,500</td>
<td>Limited western connectivity</td>
</tr>
<tr>
<td>SR 580</td>
<td>4-lane</td>
<td>50,000</td>
<td></td>
</tr>
<tr>
<td>Waters Avenue</td>
<td>4-lane</td>
<td>27,000</td>
<td>Limited eastern connectivity</td>
</tr>
<tr>
<td>Hillsborough Avenue</td>
<td>6-lane</td>
<td>51,500</td>
<td>2.6 miles south</td>
</tr>
</tbody>
</table>
July 24, 2018

Mr. Richard Moss
Director of Development
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, FL 33612-6403

Subject: West Busch Boulevard Corridor Study (FPN 435908-1-33-02)

Dear Richard,

The MPO has appreciated the opportunity to be a member of the Project Advisory Group for the West Busch Boulevard Corridor Study. We recognize that since the project began, the Department updated the FDOT Design Manual calling for context-based criteria, putting the “right street in the right place.” Applying this new policy to a project already underway is commendable!

The study team has been responsive to our suggestions through the course of the study, such as extending public outreach to more of the community, updating the study website with the latest information, and allowing the discussion to continue regarding reducing speed on the road. We would like to share some additional thoughts.

6-lane alternative. With the City of Tampa Comprehensive Plan constraints, the right of way impacts, and the potential construction costs, the 6-lane option should not be included as an alternative. The MPO’s long range transportation plan (LRTP) is required by Florida law to be consistent with the Tampa Comprehensive Plan to the greatest extent possible, so such a widening will not be included in the LRTP.

5-lane alternative. The center lane in the 5-lane alternative was described at the PAG meetings as not being a continuous, unrestricted, two-way turn lane. The report describes the center lane differently. If, as discussed at PAG meetings, center refuge islands will be considered in locations along the roadway -- preferably at mid-block crossing locations -- it should be noted in the report.

4-lane alternative. If on-road bicycle lanes are not able to be included in the 4-lane section, then the sidewalks/sidewalks should be at least 8-feet on both sides of Busch Boulevard. The reason for this is that bicyclists should travel in the same direction as the adjacent motorized traffic, even if they are using a sidewalk/sidewalk, to prevent an unfortunately common type of crash. Leaving the sidewalk narrow on one side of the road presumes that cyclists will cross the road – which presents its own risks -- to use the wider sidewalk on the opposite side -- and will therefore ride counter-flow to motorized traffic. In addition, it is vitally important that the
sidewalk/sidepath be clearly delineated where it crosses both side streets and driveways.

**No build.** In segments where the lane widths are 12’, reducing to 11’ will give slightly more buffer distance from the roadway for sidewalk users. Leading Pedestrian Intervals at intersections should be installed for safer crossing, and the recommendations around Chamberlain High School, documented in the MPO’s School Safety Study, should be included: improved lighting, curb ramps, signal phasing to disallow permissive left turns, and enhanced crosswalks.

**Level of service.** One of the most influential statements heard at PAG meetings has been that the motor vehicle level of service fails under ALL alternatives. This should be clearly stated in the corridor report. As with most arterials through urban communities, the ability to improve motor-vehicle level of service in the long term is impractical; this constrained condition clarifies why safety and non-motorized modes are an important focus of the study. Data on the level of service for walking, cycling, and transit, now and in the future would be a helpful addition to the report. As mentioned previously, the MPO is happy to supply those data, consistent with FDOT Q/LOS guidelines.

**Speeds and Context Classification.** With speed often being the determining factor between life and death in a crash, a reduction in speed is paramount. Therefore, classification of the *School Segment* from North Boulevard to N. Florida Avenue as Suburban Commercial should be reconsidered as Urban General to allow for the reduction from the current 45mph and 40mph speeds to a 35mph speed. If the context classification is based on the criteria for average block length, the presence of the railroad -- which does not allow for traditional block lengths -- should be a unique exception for this urban community.

**Land use.** We fully agree with the report that an overlay district would help increase opportunities for urban infill and redevelopment. Busch Boulevard to the east has been recognized by the Innovation Alliance as a prime area for creating a hub of education and employment opportunities. A potential gateway has been identified at the interchange of I-275 and Busch Boulevard. These revitalization plans will offer local residents places of employment and commerce in proximity of comfortable walking and cycling trips, putting less burden on the roadway network.

Plan Hillsborough is uniquely situated to coordinate plans for land use, redevelopment and mobility needs. We welcome the opportunity to work with you on solutions. Please let us know how we can be of service.

Sincerely,

Beth Alden, AICP  
MPO Executive Director
CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

Chairman Les Miller called the meeting to order at 6:00 p.m. Commissioner Stacy White led the pledge of allegiance and gave the invocation. The meeting was convened on the 2nd floor of the County Center.

Commissioner Miller read, for the record, a memo from Commissioner Ken Hagan informing the Board that he was unable to attend.

APPROVAL OF MINUTES – May 1, 2018

A motion was made by Commissioner Pat Kemp to approve the May minutes as presented. The motion was seconded by Councilman Guido Maniscalco and carried unanimously.

PUBLIC COMMENTS ON NON-HEARING ITEMS

Mr. Raymond Clark, with Five Star Entertainment Revolution, provided board members information regarding his business endeavors and informed other speakers not to be afraid to stick up for what they believe in.

COMMITTEE REPORTS, ONLINE COMMENTS

Ms. Gena Torres, MPO Staff, presented the committee reports. Committees recommended approval of the items on the June 12 Consent agenda, including the Public Participation Plan Amendments, which included a suggestion to coordinate with the Autism-Friendly Community Initiative. They also approved the School Safety Study and Top 10 Report.

The Citizens Advisory Committee recommended approval of the Transportation Improvement Program (TIP) priorities for FY 20-24, but passed a motion regarding priority #32 to recommend deleting the funding request to reconstruct the SR60 and Downtown interchanges on I-275, pending re-evaluation of the environmental impact study.

The Bicycle/Pedestrian Advisory Committee members expressed concern about the level of funding in the TIP for single occupant vehicles and related infrastructure, in comparison with transit, pedestrian and cycling infrastructure. It was suggested that more details about resurfacing and intersection projects would help members to better understand the investment levels in those modes.

The Policy Committee forwarded for the Board’s approval the Tampa Bay Regional Council Interlocal Agreement. The committee directed staff to identify, as a priority, improvements needed at HART’s Transit Operations and Maintenance Facility. It also directed staff to schedule presentations for the board on: the I-95 Express Bus service in South Florida, including FDOT’s perspective and how the service is working in the managed toll lanes; public-private partnerships for joint development of Bus Rapid Transit stations; a possible name change from Hillsborough Metropolitan Planning Organization for Transportation to Hillsborough Transportation Planning Organization, which will be taken up later in the year.
At the Tampa Bay Transportation Management Area meeting, they talked at length about the Regional Transit Feasibility Plan. A placeholder will remain on the TMA priority list for the catalyst transit project (or projects) pending the outcome of the peer review process.

Ms. Torres provided a summary of the TIP Hotline and online comments that were received, and Board members were provided all comments in full in their meeting folders.

There were no questions following the committee reports and online comments provided by Ms. Torres.

**CONSENT AGENDA**

A. Committee Appointments  
B. Public Participation Plan Amendments  
C. Safe Routes to School Education Support Letter  
D. Tampa Bay Regional Planning Council Interlocal Agreement

A motion was made by Commissioner Kemp to approve the Consent Agenda. The motion was seconded by Councilman Cohen and carried unanimously.

**PUBLIC HEARING TO ADOPT THE TIP FOR OCTOBER 1, 2018 – SEPTEMBER 30, 2023**

A. Transportation Improvement Program (TIP) Update  
Ms. Sarah McKinley, MPO Staff, presented information on the TIP for Fiscal Years 18/19 - 22/23 and the Priorities for Fiscal Years 19/20 – 23/24.

The TIP is a five-year work program that lists funding and source, fiscal year, and project location and phase for projects funded with state and federal dollars in Hillsborough County. The TIP is coordinated and consistent with FDOT’s Work Program.

There were no questions following Ms. McKinley's update.

B. Public Comments

Each person commenting had three minutes, unless they received donated time from another citizen.

1. Zhenya Nichols, voiced concerns regarding Bayshore Blvd Safety.
2. Kent Bailey, Chair of Tampa Bay Sierra Club, voiced concerns regarding public transportation problems.
3. Rick Fernandez, President of the Tampa Heights Civic Association and Vice Chair of CAC, spoke on behalf of the Civic Association, but did not speak to represent the CAC. He received donated time from Debi Johnson, Thomas Bivens, and Connie Rose. Mr. Fernandez voiced concerns on transportation options, the Tampa Bay Next Project, and suggested removal of Priority 32 from the TIP List of Priority Projects.
4. Matthew Suarez commented on documentation over the last three years, information in FDOT Studies, and agreed with Mr. Fernandez on removal of the TIP Priority.
5. Nick Friedman voiced concerns regarding Bayshore Blvd Safety.
6. Michelle Cookson received donated time from Jim Shirk, Mary Hill, and Ann Thomas. She voiced concerns regarding BRT, HART funding, and transit solutions.
7. Mauricio Rosas represented Seminole Heights Dog Park and voiced concerns regarding road safety.
8. Lisa Montelione begged for an increase in funding for HART, public transportation options, reliable transportation for the disadvantaged trying to get to work, and funding priorities.
9. Leslie Mattern voiced concerns regarding making crosswalks available in the urban core, increasing HART funding, and removal of items from Tampa Bay Next that previous speakers referenced.

10. Jaime Rubscha, member of the Bicycle/Pedestrian Advisory Committee, described herself as a Bayshore Statistic, and presented in her individual capacity voicing concerns regarding the dangerous design issues of Tampa roads and pedestrian/bicyclist safety.

11. Sam Gibbons echoed Rick Fernandez’s comments regarding removal of items from the TIP.

12. Kim Overman, member of the CAC, spoke in an individual capacity. Ms. Overman received donated time from Margaret Shepherd and Adam Metz. She commented on investing in the infrastructure to take care of the citizens of Hillsborough County, Heights Mobility Project, and making transit a priority.

13. Ray Clark supported previous speakers and commented on utilizing some of the transportation funds to help homeless, veterans, and single mothers.

14. Rochelle Reback voiced concerns about safe streets, the need for efficient, reliable public transit in Tampa and the need for a transit spine within the County.

15. Chris Vela received donated time from Robert Miley, Ingrid Smith, and Jordan Miller. He voiced concerns regarding road safety, lack of equity in Hillsborough County’s transportation plans, focus on different transportation modes, and suggested the MPO strike the word modernization from the TIP priority list.

16. Connie GeeAbate represented Davis Island residents and voiced concerns about unsafe streets and dangerous crosswalks on Davis Island.

17. Amanda Brown agreed with previous speakers on safety, Bayshore, deadly streets in the area, and Tampa Bay Next. She disagrees with the BRT Proposal and expansion of the interstate and the bridge.

18. Doug Jesseph spoke regarding funding for transit, sprawl, and traffic on I-275.

19. Annie Hipson spoke regarding mass transit.

20. Bill Roberts was not present when called to speak; therefore, did not address the Board.

21. Wanda Janiszewski voiced concerns for accident victims who have perished in traffic fatalities and the need for enforcement of speed limits.

22. Kathy Yates, Secretary for Palma Ceia Neighborhood Association and a member of The Moms of South Tampa, voiced concerns about the need for more sidewalks, traffic calming measures, and more funding towards keeping pedestrians and bicyclists safe.

23. Leslie Forrester, business owner in South Shore, board member of the Greater Riverview Chamber of Commerce, and Mosaic Community Advisory Panel member spoke as a private citizen and expressed concerns about the existing deficiencies in the Big Bend Road area.

24. Bryanna Fox was not present when called to speak; therefore, did not address the Board.

25. Mike Barulic was not present when called to speak; therefore, did not address the Board.

26. Megan Hemmick voiced concerns regarding pedestrian and bicyclist safety.

27. Kevin Thurman was not present when called to speak; therefore, did not address the Board.

28. Topher Morrison, candidate for Mayor of Tampa, recommended when adopting Vision Zero to be sensitive to the community’s needs, not in favor of new roads or widening. He would like to see walkability and advanced public transit solutions. He suggested consideration of Josh Frank’s proposal.

29. Lena Young-Green received donated time from Kareem Young. She commented on gentrification, plans not focusing on the urban core, equitable transportation, encouraged walkability, biking and means of being able to get around without a car, encouraged economic development, focus on safe streets, traffic calming, look at the Boulevard concept, continued support of Vision Zero, and the Green Artery.

30. Dayna Lazarus was not present when called to speak; therefore, did not address the Board.

31. Christopher Gleason, member of Tampa Bay Sierra Club, would like to see prioritized, increased transit, improved transit, safer streets, and long-term transportation solutions for the County.
32. Karen Michalski agreed with items previous speakers mentioned about BRT and highway expansion. She suggested looking at how many fatalities are not reported, the need for solutions to transportation options, investing in urban service area, and getting cars off the roads.

33. Kevin O’Hare spoke against the approval of the TIP and spoke for valuing people first.

34. Nicole Rice, CAC Member, commented on the need for a system that allows for walkability and a transit system that arrives frequently and is consistent. She recommended reevaluation of the transportation priorities, BRT, and FDOT Studies.

35. Nina Tatlock made remarks about sprawl in the area of 19th Avenue in Ruskin, public transportation that is timely and environmentally sustainable now and for the future, electric buses, CSX tracks, safety that puts people first, and reducing cars on the road.

36. Mariella Smith, longtime activist for growth management and transportation and candidate for Hillsborough County Commission, spoke regarding the need for a robust, multi-modal, mass transit system with everything from buses and ferries to trollies and rail. She also expressed concerns about the problem of granting developers variances or design exceptions without providing safety features for pedestrians and bicyclists.

37. Tracy Crocker received donated time from Cory Crocker. Ms. Crocker usually advocates for the homeless, and for those who have no voice. With her daughter’s fatal accident, she requested a traffic signal at the intersection of McIntosh and Hwy 301 in Thonotosassa, so that no one else experiences what she and her family have.

38. Kepra Young, college engineering student, commented on the growth of Hillsborough County and prioritizing more mass transit and walkable options that will lead to a safer, healthier, and more efficient County.

39. Kurt Young received donated time from Sky White and commented on the African American perspective in the transportation discussion and organization in the community for upcoming elections to get the needed results at local, state, and federal levels.

Public Comment concluded at 8:51 p.m. and board discussion and action took place on the TIP.

Councilman Cohen addressed the public comments regarding Bayshore Boulevard. On June 28th the Tampa City Council will have a robust discussion and report about Bayshore. There will be an opportunity for public comment during the meeting. Jean Duncan, P.E., Director of Transportation and Stormwater Services has been working on a multi-faceted analysis of the condition of Bayshore and is looking at a lot of the options that have been publicly mentioned about making Bayshore safer. Prior to the most recent tragedy, the City was already in the process of narrowing the lanes south of Bay to Bay, finishing the bike lane that was started years ago and was in the process of lowering the speed limit to 35 miles per hour. There are three mid-block crossings being planned for the portion of Bayshore north of Howard Avenue, and they are also looking at the possibility of adding additional marked crosswalks south of Howard Avenue to Gandy. They are going to look at lights and a lot of different options for slowing down the traffic. There have been suggestions made about speed cameras, but they are not permitted by law to use them for enforcement purposes. The enforcement situation is robust; however, people are continuing to speed. 5% of the tickets issued in the City of Tampa for speeding are issued on Bayshore Boulevard.

Councilman Cohen also pointed out that the pedestrian and bicycle fatality issues are not just on Bayshore, but it throughout the community. Commissioner Miller agreed with Councilman Cohen and stated that the issue is across the City and the County.

Commissioner Miller asked MPO’s Executive Director, Beth Alden, what is currently in the TIP concerning Tampa Bay Next that can be taken out? Ms. Alden stated there are a number of pending projects (environmental reviews, supplemental environmental impact statement, PD&E Studies) on the priority list. Last month, FDOT offered to remove the express toll lanes on I-275 north of Downtown Tampa from further consideration in these studies. Ms. Alden stated if it was the Board’s direction, that that could be reflected on the priority list. The list currently states only, “pending the outcome of the PD&E Study.”
Chairman, Commissioner Miller passed the gavel to Vice Chairman, Councilman Cohen and made a motion to remove toll lane language from the TIP as described by the Director. The motion was seconded by Commissioner Kemp. There was no discussion on the motion, the motion passed unanimously, and the gavel was returned to Chairman Miller.

Commissioner Kemp thanked Commissioner Miller for making the motion and thanked the citizens for attending the meeting. She would like to see a forum for citizens to have an opportunity to come in the evening to a meeting of the MPO with representatives of the City, County and other transportation agencies to share transit concerns. She thanked Councilman Cohen for his remarks and commented on various transportation projects and tragedies on Bayshore, 40th Street, and all over Hillsborough County. Commissioner Miller reminded Commissioner Kemp that the 41-mile BRT project is not in the TIP.

Mayor Lott thanked everyone in the audience for coming to speak. A lot of the requests are things that the MPO cannot help with; he suggested citizens take their passion and information and present it at their City and County meetings and assure their voice is being heard.

Commissioner Murman made a motion to approve the TIP for October 1, 2018 – September 30, 2023. The motion was seconded by Mr. Lopano. There was no discussion following the motion. Following a roll-call vote, the motion passed with a vote of 14-1, with Councilman Maniscalco voting no.

EXECUTIVE DIRECTOR’S REPORT

Beth Alden provided the Executive Director’s report. The Tampa Bay Regional Planning Council recognized the Gulf Coast Safe Streets Summit, which was organized by the Hillsborough MPO, with a Future of the Region Award. The summit drew attention to the challenges that we have in the region with traffic safety, and what is being done to address those challenges. The next Board meeting will be held on Tuesday, July 31 on the 26th Floor at 9:00 a.m. The annual meeting of the MPO Chairs will be held Friday, July 13 at the Hillsborough Community College Campus in Plant City, and the theme for the meeting is Connecting the Markets. There will be a guest speaker to talk about new and emerging innovative technology from the Hyperloop Transportation Systems. On Friday, July 20, there will be a Regional Transit Forum at the Tampa International Airport. Ms. Alden thanked the airport for hosting the event. The next workshop on the Regional MPO Planning Best Practices study looking at a scenario merger for the three MPO’s has been rescheduled for Monday, August 27 at St. Petersburg College Collaborative Labs.

OLD BUSINESS & NEW BUSINESS

There was no old or new business.

ADJOURNMENT

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 9:14 9.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on June 13

The CAC held a discussion with Hoyt Prindle, who was appointed by Hillsborough County as its representative on the TBARTA CAC. Mr. Prindle gave his views on recent changes to TBARTA’s mission and structure. CAC members had reservations about TBARTA’s effectiveness, absent a funding source dedicated to regional transit, as well as the lack of MPO representation on TBARTA’s CAC (although there is a proposal to change this pending).

There were no action items. The CAC received status reports from:

- TBARTA’s Interim Executive Director on the MPO Regional Best Practices Study;
- MPO staff on the upcoming survey of the public on the 2045 growth scenarios being prepared by the Hillsborough, Pasco and Pinellas MPOs; and
- MPO staff on the South Coast Greenway Study.

Meeting of the Technical Advisory Committee (TAC) on June 18

The TAC’s only action item in June was to provide comments on the FDOT’s West Busch Boulevard Corridor Study. After lengthy discussion on the various alternatives and options for reducing speed, the TAC approved the West Busch Boulevard Corridor study with the recommendation that the MPO school safety study elements identified for George D. Chamberlain High School be incorporated. This item is planned to be presented to the MPO Board at their September 5th meeting.

The TAC received status reports from:

- TBARTA’s Interim Executive Director on the MPO Regional Best Practices Study – the committee asked for a follow up presentation in September 2018
- MPO staff on the upcoming survey of the public on the 2045 growth scenarios. Members asked if survey options were identified from the existing LRTP and how alternative scenarios were decided? Requests were made for presentations to TBARTA and THEA Executive Board. Additional discussion occurred on funding restraints and project prioritization.
- The Tampa International Airport Master Plan Update. Members were very interested asking about office space and project funding.

The Policy Committee recessed in June and July.
Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on June 13 and Special Workshop July 11

The committee approved and forwarded to the MPO Board:

- New members and alternates.

The BPAC was briefed on:

- Changes to the Riverwalk as part of construction on the Convention Center and the Water Street Development.
- Outreach for It’s Time Tampa Bay and Tri-County Growth Concepts
- The South Coast Greenway Connector, from Adamo Drive to Symmes Road.

The July retreat of the BPAC was attended by Councilman Maniscalco and resulted in several ideas for future actions for the Committee to explore. Both committee members and members of the public attended.

Meeting of the Livable Roadways Committee (LRC) on June 20

After public comment, the committee discussed Tampa’s proposed Bay to Bay Boulevard improvements at length and directed staff to request a presentation to the committee at a future meeting.

The committee approved and forwarded to the MPO Board:

- FDOT’s West Busch Blvd Corridor Study - The committee’s first choice for reconfiguring the road was 4-lanes with a median; their second choice was 5-lanes, with a caveat to amend the Tampa Comprehensive Plan. The Committee pointed out two of the three options would require a City of Tampa Comprehensive Plan amendment.

The LRC was also briefed on:

- Systemic Safety Approach to Crash Prediction
- It’s Time Tampa Bay

Meeting of the School Transportation Working Group on June 27 (and July 25)

The working group commented on and forwarded to the MPO Board:

- FDOT’s West Busch Blvd. Corridor Study - The group preferred the 4 and 5 lane options and wanted to ensure that the MPO School Safety Study recommendations for Chamberlain High School were included in the study.

The STWG was briefed on:

- Systemic Safety Approach to Crash Prediction
- It’s Time Tampa Bay - the group discussed potential coordination of outreach through school district processes

The group also discussed back to school events, FDOT signal box wraps, and several jurisdiction coordination successes.

Meeting of the Intelligent Transportation Systems (ITS) Committee on July 12

The committee received a presentation from FDOT staff regarding West Busch Boulevard, and one member asked FDOT staff to review a reversible lane study completed in Los Angeles.

- The committee supported FDOT’s efforts to make Busch a safer roadway.

The ITS Committee was briefed on:

- An initiative in Winter Haven to lease excess cable fiber and use that capital to finance expansion of the fiber network.
o A data standardization project to facilitate data sharing among cities around the world.

Meeting of the Transportation Disadvantaged Coordinating Board on June 22

The Board reviewed and discussed a proposed **Tri-County Regional Pilot Project** for transportation disadvantaged persons to travel door to door between Pasco, Pinellas and Hillsborough. The focus is for a pilot project to provide medical and life sustaining trips, and the outcome is that $5310 could be used as the funding source. The Board discussed and agreed to meet on August 16, 2018 with the Pasco and Pinellas Transportation Disadvantaged Coordinating Boards to further discuss the proposed project.

The Board also approved the annual update of the **Transportation Disadvantaged Service Plan (TDSP)**. Included in this year’s update are the results of the Board’s workshop with Coordinated Contractors held at the April 27, 2018. The Contractors identified many needs of the transportation disadvantaged including a need for safe and affordable housing with access to public transportation, the need for growing bus service so that the demand for door to door service could be reduced and become more sustainable and the need to coordinate land use, human services and transportation services in less urban areas of the county.

Meeting of the TBARTA MPO Chairs’ Coordinating Committee (CCC) on July 13

The CCC reviewed and approved an **annual update to the regional priority lists for Multi-Use Trails as well as the Transportation Regional Incentive Program (TRIP)**. Hillsborough County’s project to improve the I-75/Big Bend Road interchange was approved as #2 on the regional priority list for a TRIP grant, and a new County project was added to the TRIP candidate list: intersection improvements on SR 60 (Brandon Boulevard) to improve safety and traffic flow. Candidate projects on the regional trail system priority list include construction of portions of the South Tampa Greenway, Tampa Bypass Canal Trail, and South Coast Greenway. The meeting followed the MPO’s June public hearing at which Hillsborough citizen comments were received on this year’s priorities. Regionally significant projects are forwarded to the regional level for consideration of funding. The Hillsborough MPO was represented at the July 13 meeting by Mr. Klug.

The CCC then met with the MPO Chairs of the Central Florida Alliance and heard presentations on:

- Economic development initiatives by the Tampa Bay Partnership and Orlando Economic Partnership
- New magnetic levitation technologies for rapid transit being developed by Hyperloop Transportation Technologies, with applicability to inter-city travel in Florida
- A panel discussion, “Connecting the Markets,” with Hillsborough Commission Chair Sandy Murman, Pinellas Commission Chair Ken Welch, and Seminole County Commissioner Bob Dallari.

The CCC and Central Florida Alliance then jointly approved a resolution supporting preservation of the transit envelope in the I-4 corridor.
Make plans to join us & the MPO
School Transportation Working Group
for lunch and a presentation on

PASCO SAFETY TOWN
Tell me, and I will forget...
Show me, and I may remember...
Involve me, and I will understand.

Wednesday
noon - 1p
08.29.18

County Center, Conference Rooms A&B
26th floor, 601 E Kennedy Blvd, Tampa
Under the direction of Cpl. Tim Bullock, Safety Town is a realistic, child-sized town designed to provide complete hands-on safety education for children ages 5 - 8 in grades K-2 on topics including:

- Pedestrian, Bicycle & Seat Belt safety
- Water & Boat safety
- Fire, Smoke & Electrical safety
- The right way to call 911
- Safety around animals
- Stranger Danger
- Severe Weather safety
- Internet & general Household safety
- Drug safety

Truly a community project, Pasco Safety Town has been created through the support and cooperation of many businesses, public and private agencies, and civic organizations.

No need to bring your bag lunch to this FREE event. Thank you to S&ME for graciously providing lunch!

Space is limited, so please RSVP to Sharon: snyders@plancom.org or 813/273-3774 x316
RSVP no later than 10a on Tuesday, August 28!
A Frightening New Reason to Worry About Air Pollution

A massive study solidifies the link between particulates from cars and diabetes.

**OLGA KHAZAN**  JUL 5, 2018

People watch the sunset in Singapore, where the Pollutant Standards Index reached a high of 186 in October 2015  (EDGAR SU / REUTERS)

It’s fairly well known that a bad diet, a lack of exercise, and genetics can all contribute to type 2 diabetes. But a new global study points to an additional, surprising culprit: the air pollution emitted by cars and trucks.

Though other research has shown a link between diabetes and air pollution in the past, this study is one of the largest of its kind, and it’s unique because it both is longitudinal and includes several types of
controls. What’s more, it also quantifies exactly how many diabetes cases in the world are attributable to air pollution: 14 percent in 2016 alone. In the United States, it found, air pollution is responsible for 150,000 cases of diabetes.

The study, published in *The Lancet Planetary Health*, linked data from 1.7 million American veterans who had been followed for a median of 8.5 years with air data from the EPA and NASA. It also aggregated past international research on diabetes and air pollution to devise a model to estimate diabetes risk based on the level of pollution, and it used the Global Burden of Disease study to estimate how many years of healthy life were lost due to this air-pollution-induced diabetes. Globally, 8.2 million years of healthy life were lost in 2016 to pollution-linked diabetes, it showed.

The study authors controlled for things like obesity and BMI, so it wasn’t the case that heavier people simply lived in more polluted neighborhoods and were also more likely to get diabetes.

The particles examined in this study are known as PM$_{2.5}$, or particulate matter that’s 2.5 micrometers big—30 times smaller than a human hair. They are emitted by various types of industry and fuel burning, but in the United States, the biggest source of PM$_{2.5}$ is cars, says Ziyad Al-Aly, the study’s senior author and an assistant professor of medicine at Washington University at St. Louis. When there’s lots of PM$_{2.5}$ in the air, the air might look smoggy or hazy. In lighter concentrations, the particles are invisible.

Scientists are just beginning to understand what exactly makes PM$_{2.5}$ so harmful, but a major reason is that it’s so small and contains toxic metals. Its size allows it to penetrate the lungs and enter the bloodstream. There, it can circulate to different organs and cause inflammation. The inflammation increases insulin resistance. Eventually, this insulin
resistance can become so severe the pancreas becomes unable to pump out enough insulin to compensate, and diabetes can set in.

Previous research has found that Latino children living in areas with more air pollution had a greater risk of developing type 2 diabetes. But other studies on the association between the two have generated mixed results.

This new study makes an even stronger case, suggesting that the current limits on air pollution in the United States might be too high. The EPA’s pollution threshold on particulate matter is 12 μg/m³, or micrograms per cubic meter of air, but this study says the risk of diabetes starts at about 2.4 μg/m³. Among people exposed to between five and 10 μg/m³ of particulate matter, about 21 percent developed diabetes. At the threshold of current “safe” levels, 24 percent do. For each 10 μg/m³ increase in particulate matter, the risk of developing diabetes goes up by 15 percent. This risk is present regardless of whether the individual becomes obese or not.

But this study and others might not lead to a tightening of the PM$_{2.5}$ standards because, under a rule proposed by the Trump administration in April, all studies used by the EPA to make air and water regulations must make their underlying data publicly available. As my colleague Robinson Meyer reported, studies like this and others, which show the detrimental health impacts of pollution, are based on health data that is confidential and cannot be de-anonymized.

That will greatly undermine regulations that have made for cleaner air, says Sanjay Rajagopalan, a cardiologist at University Hospitals Cleveland Medical Center, about the proposed rule. “Documents that have gone into EPA regulations go through rigorous peer review,” he says. “We have some of the cleanest air in the world, and there’s scientific data that this has protected millions of lives and contributed to the longevity of American citizens.”

https://www.theatlantic.com/health/archive/2018/07/a-frightening-new-r...
The consequences of PM$_{2.5}$ are more severe for developing countries that do not have strict limits on air pollution. For example, the study says countries like Afghanistan and Papua New Guinea face a higher risk of lots of air-pollution-related cases of diabetes, while the United States has a moderate risk.

Still, experts told me the connection between PM$_{2.5}$ and various health risks is now so clear that people should try to avoid large amounts of particulates, if they can. “Live away from the major sources of emission. Don’t live right near the 405,” Al-Aly told me, referring to a notoriously congested freeway in Los Angeles. “Short of that, anywhere that’s high in pollution, like some cities in China or India, many people wear masks.”

Tanya Alderete, who studies the connection between air pollution and disease at the University of Colorado at Boulder, says people might rethink biking in heavy traffic, for example. “We shouldn’t be engaging in strenuous physical activity during rush hour or near major roadways,” she says.

But everyone I spoke with said the real answer lies with public policy—stricter limits on fossil-fuel emissions and a move to cleaner energy sources. After all, globally, pollution of all kinds kills three times more people than AIDS, tuberculosis, and malaria combined.

We want to hear what you think. Submit a letter to the editor or write to letters@theatlantic.com.