Meeting of the School Transportation Working Group
Wednesday, July 25, 2018, 1:30 p.m.
County Center, 18th Floor, Plan Hillsborough Room

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – June 27, 2018

IV. Agenda Items

A. School Bus Law, Tip Card and Public Service Announcement, and FDOT Safety Updates (Ginger Regalado and Peter Hsu, FDOT Staff)

B. 2018 Hillsborough Summer Driver Education Classes (Gary Tait, Tindale-Oliver)

C. Road Diets-Lane Elimination (Gena Torres, MPO)

D. Vision Zero Pop Up Events Overview (Gena Torres, MPO Staff)

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

A.Jurisdiction/FDOT Updates – Farnell Open House Aug 7, 4:30-6:30PM,

B. School District Updates: July 31 2018 School Board Transportation Committee Meeting topics: MPO School Safety Implementation, STWG replacement structure, Directors Non-Funded Florida Statute statewide meeting, Elementary student bus removal and Sherriff Office follow up, July 19 Principals and PTA/PTSA Meeting results, preparation for the new school year open houses with bike/ped safety messages, results of new High School TTT boundary meetings in July 2018, Ms. Stuart attended CTST July 25 9:30 AM.

C. Health Partner Updates

VI. Old Business & New Business

A. Back to School Bash, August 4, 2018, at Buccaneers Stadium-if interested, contact MaryLou Whaley at mwhaley@sdhc.us

B. Special Info BBQ and STWG Luncheon Meeting, August 29, 2018 – Pasco Safety Town-Noon 26th floor

C. Cleveland Painted Intersection event tentatively September 29, 2018 (Amber Dickerson, SDHC)

VII. Potential Future STWG Topics

A. Transit Projects
B. Institutionalize STWG into School District Committee, revisit Pinellas STEPS, (Chris Farkas, SDHC Staff)

C. CTST Involvement (Bob Campbell, CTST Chair, Ginger Regalado, FDOT Staff)

D. Charter Schools (Jenna Hodges and/or non-School District Rep.)

VIII. Adjournment

IX. Addendum
   A. MPO Meeting Summary & Committee Report
   C. Regional Transportation Leadership Workshop #2 – August 27th

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

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Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Johnny Wong, 813-273-3774 x370 or wongj@plancom.org, three business days in advance of the meeting. Also, if you are only able to speak Spanish, please call the Spanish helpline at (813) 273-3774, ext. 211.

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 cerro electronico. 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
The meeting of the School Transportation Working Group (STWG) was held in the Plan Hillsborough Room on the 18th floor of the County Center. Ms. Cindy Stuart called the meeting to order at 1:30 p.m.

PUBLIC COMMENT
There were no public comments.

STWG #23 APRIL 25, 2018 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.

ACTION ITEMS

A. W. Busch Blvd. Corridor Study (Brian Shroyer, FDOT Staff)
Brian Shroyer, FDOT Planning Office, presented the West Busch Blvd. Corridor Study. The study area is roughly 3.3 miles, from Dale Mabry Highway to North Nebraska Avenue, within the city of Tampa and unincorporated Hillsborough County. CSX has railroad tracks that run along the south side of Busch Blvd. There is also a concurrent resurfacing, restoration and rehabilitation (RRR) project from Armenia to west of Florida Avenue. Busch Blvd. is a very important east to west corridor with high traffic flow and high pedestrian/bicycle crashes.

Jacobs started the Project Advisory Group (PAG) to get an idea of what the public thought the corridor should look like, what the issues are for the people that live and drive through there on a daily basis. Jacobs is looking at some typical sections they are working on as alternatives to address these needs. The last Project Advisory Group meeting was May 24th and the Alternatives Public Meeting is July 10th. The Final Corridor Alternatives and Strategies Report will be completed in August 2018.

The new FDOT context classification was utilized for this project. Three different context classifications were used on this project: C3R (Suburban Residential), C4 (Urban General) and C3C (Suburban Commercial). He reviewed the existing conditions in each segment of the project and explained that context classification allows for a varied design speed and other contributing factors to the roadway design to be sensitive to the context. C4, C5 or C6 allows for on-street parking which could benefit speed management and support local businesses, but it would have to be part of the local comprehensive plans before it could be implemented. It is not currently part of the City of Tampa plans.
Mr. Shroyer stated traffic is very high along the corridor, there is a poor level of service at most of the intersections and it is forecasted to get slightly worse through 2040. Crashes are very high, particularly at Dale Mabry and Himes, as well as Twin Lakes Blvd. on the west side of the project. On the east side, Florida Avenue and I-275 ramps terminals are high crash areas. He presented a map with symbols noting fatalities, most of which are on the east end of the project, with 3 of the 6 during the analysis period being pedestrians. There is high bicycle/pedestrian/transit use along the project, although they observed more pedestrians and bikes crossing Busch Blvd., than riding along the roadway. This could be due to the lack of facilities, such as no bike lanes, sidewalk gaps, high traffic volume and high speeds. They also observed people choosing to walk along the railroad tracks to the south of Busch Blvd.

The public offered feedback on issues they felt were most important and safety was the biggest issue. Some improvements requested are crosswalks, safety features for the school areas, bike lanes, and sidewalk gaps.

Mr. Shroyer reviewed the near-term improvements, which include adding raised concrete medians to the two-way turn lanes to deter drivers using them as travel lanes, adding landscaping, intersection enhancements such as patterned texture, lighting, sidewalk gaps between Armenia and North Blvd. on the north side, crosswalks between intersections, radar signs, and signal timing improvements.

A Range of Alternatives was developed for long term improvements. The alternatives are: No-Build (existing condition); 4-Lane (construct 4-lane divided roadway without bike lanes, but with raised median, border width, and wide 8’ sidewalk to accommodate additional pedestrian demand; 5-Lane (construct a 5-lane divided roadway with flush unrestricted median, bike/parking lanes, border width, 6’ sidewalks); or 6-Lane (construct a 6-lane divided roadway with raised medians, bike lanes, border width and 6’ sidewalks). Many variations are possible, but these alternatives provide a good range to receive feedback and further refine the concepts for the corridor vision. They will be presented at the Public Alternatives meeting. The PAG preferred the five-lane alternative.

Mr. Shroyer reviewed renderings of Alternative 1 (4 lanes with median and wide sidewalk on north side), Alternative 2 (4 lanes with center two-way left turn lane and buffered bike lanes) and Alternative 3 (6 lanes with median with buffered bike lanes). He also discussed potential parallel parking option for the segment between North Armenia and North Blvd.

They also had a recommendation to use lower speeds along the corridor; however, this would require further study about how to influence drivers utilizing design to drive the speed limit. The next step is the Alternatives Public Meeting on July 10th. Ms. Silva provided copies of the meeting invitation to the Committee. Ms. Stuart asked Ms. Vega to send the invitation via email to parents whose children attend schools affected by the project study area (particularly Chamberlain High School and Forest Hills).

Discussions were held regarding the impacts of right-of-way purchasing and how it will impact the schedule; the possibility of adding a trail along the railroad tracks; safety issues
around Chamberlain; if there are pedestrian refuges near the schools on the 5-lane alternative; and how the bike lanes will be connected along Busch Blvd. Overall the group preferred the 4 and 5 Lane Options over any others.

Ms. Stuart suggested FDOT presented a visual display of the different options at the July 10th meeting.

Due to several safety issues around Chamberlain High School, Ms. Stuart suggested the Group write a letter to FDOT asking they consider the completed STWG School Safety Study in the work that they are doing along Busch Blvd. She wants it documented that the STWG passed on a FDOT funded Road Safety Audit for the Chamberlain area at FDOT’s suggestion because this project was coming. The Group agreed.

B. Systemic Safety Approach to Crash Prediction (Chad Polk, Jacobs Engineering)
Mr. Robert Paquin, Jacobs, presented the Systemic Approach to Safety in Mr. Polk’s absence. Mr. Paquin began with the Henry Ford quote “If you always do what you’ve always done, you will always get what you always got.” The problem is there are too many crashes with too many lane miles to address and not enough money. One potential solution is the systemic approach to safety, which is the ability to identify at-risk locations based on the presence of characteristics affiliated with severe crashes.

The definition of Systemic Approach, taken from the Florida Highway Association (FHWA) website is: A systemic approach to safety involves widely implemented improvements based on high-risk roadway features correlated with specific severe crash types. The approach provides a more comprehensive method for safety planning and implementation that supplements and compliments traditional site analysis. Takeaways from this definition are (1) this is a data-driven approach, with no pre-conceived solutions, and it’s repeatable and (2) the risks are historical safety performance, have limitations and human health parallel.

Unique benefits to this approach are a defensible list of projects produces proactive and increased success in applying for Highway Safety Improvement Program (HSIP) funding. A HSIP application has been developed for every project on the list and the cost of systemic approach frequently “pays for itself” through increased success in HSIP applications. Jacobs works with agencies to create compliant HSIP applications and develops applications for all projects on the prioritized lists. The systemic approach is very flexible and can target all crashes or specific crash types. It is also scalable and works with numerous jurisdictions. Jacobs holds one day workshops for stakeholder engagement and the focus is on the four Es (Engineering, education, enforcement and emergency medical services). They hope to achieve stakeholder buy-in for the process.

Mr. Paquin reviewed the data driven process and presented a risk example for infrastructure. Typically, road networks are broken up into intersections, segments and horizontal curves because the type and severity of crashes in each are different. He discussed the risk factors analyzed for rural intersections. They run a statistical analysis to determine which risk factors have the strongest correlation to the safety performance.
They rank intersections based on these risk factors, assigning a star for each factor, then the intersections are ranked based on the number of stars, from 0 – 6. He reviewed the implementation priority list. They develop countermeasures which are predominantly low-cost countermeasures that can be applied to the at-risk system, include cost and effectiveness to inform decision-making and provide opportunity to proactively address severe crashes. He reviewed the adopted safety strategies/countermeasures, crash reduction factors and typical cost estimates.

Mr. Paquin explained the Validation exercises Jacobs uses and the formulas used to develop the risk ratings for the rural 2-lane intersections. He explained how a driver is ten times more likely to have a crash at an intersection ranked with 6 stars, then at an intersection ranked with 1 star. In addition, a driver is 40 times more likely to have a severe crash at an intersection ranked with 6 stars than an intersection with a 1-star ranking. The number of intersections ranked with 6 stars are a low percent of all intersections. He also reviewed the Validation example that compares intersection distribution vs. combined risk ratings. The exercise looks for over-representation in which a majority of the crashes occur on a minority of the road network. Sixty-five percent of the severe right-angle crashes and 55% of the severe crashes occur at only 26% of intersections ranked three stars or higher. Clients are beginning to change their policies based on this information. He also reviewed the results of county road safety plans for the state of Minnesota and explained how the reduction in fatality rate corresponded with the widespread deployment of the safety strategies along the county system.

Jacobs Engineering pioneered the process and has analyzed more networks than any other consultants, developed FHWA Systemic Toolbox and developed case study for FHWA on Ped/Bike Systemic. Benefits from the Systemic Approach Planning include defensible project list, increased success in applying for HSIP funding, agency specific safety plans, location prioritization and countermeasure recommendations and stakeholder engagement.

Mr. Paquin presented statistics from between 2012-2015 which shows 20% of the severe ped/bike crashes occur in the Florida Department of Transportation (FDOT) District 7 (Hillsborough/Pinellas), which only has 13% of lane miles in the State. This is some of the methodology used to target areas. When looking at the State as a whole, District 7 would be first, with District 4 (Ft. Lauderdale) second (approximately 17% of severe crashes with 10% of the public road miles), and District 5 (Orlando) third (19% of severe crashes and 19% of the public road miles). They consider a district as “at risk” when the percentage of roads is equal to the percentage of crashes. Florida has the highest percentage of bicycle fatalities (17%) and 11% of the pedestrian fatalities with 6% of the national population.

In closing, Mr. Paquin provided a quote by John Wooden, “Failure is not fatal, but failure to change might be.”
Discussions ensued regarding if the crash data is filtered by any cause (impaired driving, aggressive driving, rear end crashes) factors and further clarification was needed on risk factors on curves.

C. It’s Time Tampa Bay: Outreach on Tri-County Growth Concepts (Johnny Wong, MPO Staff)

Johnny Wong, MPO Staff, presented It’s Time Tampa Bay: Outreach on Tri-county Growth Concepts. Dr. Wong is the Project Manager for the Outreach portion of the 2045 Long Range Transportation Plan (LRTP) update. The LRTP is updated every five years to allow for changing demographics, population, employment, land use changes. It contains the MPO’s major transportation projects and its purpose is to communicate our priorities to the policy makers and Tallahassee. This update will have a strong regional aspect to show how projects in our County connect to a larger vision and vice versa. The Hillsborough County MPO has been working closely on this plan with the Pinellas and Pasco MPOs.

The working group, consisting of land use and transportation professionals from around the region, are using a process called scenario planning. The group was asked to identify what they foresee to be the biggest drivers of change over the next 25 years. They identified a number of major changes which were brought into three exaggerated scenarios. No single future scenario outlined in our long-range plan will become the reality in 2045, but by getting public feedback, the group hopes to identify the most desirable elements from each scenario and use that feedback to produce a more realistic, hybrid scenario for the final LRTP.

To get this feedback, the three MPOs will make presentations at several pop-up events, including the Florida Home Show, participate on a radio show on WQYK, and many other events. They’ve scheduled presentations to nearly 50 community groups just within Hillsborough County and are still adding more. Last week, they shot a 40-second video advertisement to post on the survey website. The primary tool to receive feedback will be through an online survey called MetroQuest which will be presented to the regional TMA group in May. Dr. Wong presented a sample of what the survey will look like. The user will be able to rank their priorities on the second screen. The third screen shows the exaggerated scenarios. Dr. Wong reviewed the three strategies. Screen four allows the users to provide more drill down information and demographic information will be collected on the last screen.

Dr. Wong asked if the School District can push this survey out to parents. Ms. Stuart stated she will discuss with Ms. Simmons on timing of sending the survey out, because there are several surveys that are sent out to parents at the beginning of the school year and she doesn’t want this to be lost.

The outreach period is from the third week of July through October 1st. A midterm evaluation will be conducted to ensure all communities are being reached. The MPOs will encourage a diversity of responses in terms of ethnicity, income, geographical dispersion throughout the County, employment status, etc. If there an area that is
lacking, they will have an opportunity to target resources to get the survey to these areas.

Email addresses are also being collected from the surveys for raffles of Buc and Lightning game tickets.

The survey will go live when it is unveiled at the Regional Transit Forum at the Tampa Airport on July 20th and will run through September 30th. Dr. Wong asked Committee members to share the survey through social media and email.

Ms. Silva suggested bringing I-Pads to the Back to the School Bash for parents to complete the surveys and asked Dr. Wong if someone would be able to take the surveys twice. She suggested adding a message to the email sent to parents, asking them not to complete the survey twice. Dr. Wong and Ms. Silva encouraged members to request someone from the MPO attend their staff meeting, etc. to make a presentation. A “It’s Time Tampa Bay” flyer will also be included in all tax bills sent from the property appraiser’s office.

SHARE SUCCESS STORIES, UPDATES AND RESULTS
Alex Henry, FDOT, updated on the art design contest for the signal box wraps around the District. The City of Jacksonville (District 2) has a successful project and are reporting a crash reduction at some of the intersections where an educational message has been installed on the signal box. District 7’s approach is going to be a little different. One of the Vision Zero action plans is to have a signal cabinet wrap design contest between students in high schools and middle schools along Vision Zero corridors. FDOT has a scope of work approved and has someone on board (Ginger Regalado) to help with the coordination and before and after evaluations for this project. Schools were picked based on their location to a Vision Zero Corridor. Mr. Henry will send the list (Brandon, King, Blake, Hillsborough are a few). Ms. Stuart offered her assistance getting this information to the principals.

Mr. Henry will follow up with Ms. Regalado, reminding her to send the school bus booklet to Operations Communication to be housed at the warehouse. Ms. Silva stated this is on the July agenda. Ms. Stuart reminded members that these resources are available online.

Ms. Stuart commented that Mike Flick has been doing an outstanding job dealing with the sidewalk issues at Farnell, Wharton and Steinbrenner. Ms. Stuart meet with a parent who is very involved at Farnell. The school has a new dismissal plan and site plan for the new school year. The Leading Pedestrian Intervals (LPI) timing is being changed and “no turn on red” signs (during school times) will be installed. Mr. Flick has been very responsive, and Ms. Stuart appreciates it. Walkers and bike riders will dismiss out of the back doors, instead of the front doors, as in the past, to keep students from walking through the parking lot and keep parents from waiting in the Winn Dixie parking lot. Parents will be able to wait in Bryant Elementary School’s parking lot, which will be empty. McKittrick Elementary is also receiving an additional lane into the school because of directional issues.
Ms. Silva announced the County received some FDOT funds for school safety improvements, which frees up County money for other projects.

Ms. Silva received an update from the City on what they are doing to implement the MPO School Safety study. Ms. Silva asked for an update on the County’s approach to implement their projects. Mr. Hudock stated the County is reprioritizing their projects, such as sidewalk gaps, and will set up a meeting with Ms. Dickerson.

Gary Tait is working on summer driver’s education classes and will provide an update at the July meeting. The MPO provided some of the funds for these classes.

Ms. Stuart discussed the Back to School Bash being held on Saturday, August 4th, at Raymond James Stadium. The event is open to the public. The district is organizing all Back to School events into one large event and they are Coordinating with former Buc, Titus O’Neal, and MaryLou Whaley is the District contact. Transportation will be there with buses and will provide school bus safety tips. School Security is partnering with transportation and BayCare. The District is expecting approximately 10,000 kids. Ms. Stuart stated Susan Valdes is still having her big back to school event on August 11th and there are some smaller events happening. BayCare will be doing helmet fittings as well as distributing bike helmets; however, they are looking for additional resources to provide helmets.

Ms. Dickerson reported growth management is holding two attendance boundary meetings for the new high school (TTT), located at the corner of Highway 301 and Balm. The meetings are July 18th from 6:00 pm - 7:30 pm and July 26th from 6:00 pm - 7:30 pm at Shields Middle School. The flow of transportation will change when the new high school opens in 2020. The meetings are being held ahead of time to get as much feedback as possible. The next tentative 5-year plan is going to the school board on July 17th. Ms. Dickerson will send copies to all stakeholders for review.

Ms. Stuart reported on the meeting with the Sheriff’s Office to discuss elementary school unfunded bussing removal and their participation for crossing guards, such as where they are stationed, and Ms. Silva is in the process of working on overlay crossing guards and elementary bus removal. Board members and the transportation team are discussing how to equitably remove transportation in the most affected areas but do so with infrastructure in place, unlike the last time unfunded bussing was removed. They are hoping it will be more strategic and they are receiving good input from the Sheriff’s Office on where their guards are and how they are placed. They have even discussed requesting more funds to hire additional guards and for a pay increase for the crossing guards. This is an important conversation as the District moves forward with removing bussing for the elementary schools in 2019. The Board asked for the Transportation Team to look at where the bussing will be removed and how to be more equitable in the process. A member asked if the new elementary security school guards will be asked to assist with crossing guard duties. Ms. Stuart has not seen the job description, so she
could not answer that. Some school security guards do that as a courtesy, but it isn't currently a requirement.

Ms. Stuart reminded members to mark their calendars for August 29th for the Info BBQ, which begins at noon with lunch. Ms. Silva and others recently visited the Safety Town in Pasco County. Ms. Silva asked if there are rules about crossing county lines for field trips. A member stated the only rule is the buses can't return to the school until after the afternoon bus runs. This will be further discussed on August 29th.

Ms. Dickerson discussed the Cleveland Painted Intersection event scheduled for September 29th. The principal is on board and they are looking for funding opportunities. The students will come up with the design and it will be on a portion of the road the school board owns.

Mr. Porth reminded the Group he is no longer the Chair of the CTST; Bob Campbell has taken over.

There was an update on the Safe Routes to School application for Sulphur Springs.

OLD BUSINESS & NEW BUSINESS

A. STWG Next Meeting: July 25, 2018

Meeting adjourned at 3:24 p.m.
School Bus Safety

Penalties for passing stopped school bus include:

- Moving violation subject to citation;
- Requirement to complete a basic Driver Improvement Course upon conviction;
- Four points on your driver license; and
- Minimum fine of $165, if you pass on the side where children enter and exit, you will receive a minimum fine of $265.

On July 1, 2017, the Cameron Mayhew Act took effect in Florida, which increases the minimum penalty for drivers who illegally pass a stopped school bus, resulting in the injury or death of another person. Cameron Mayhew was killed by a motorist that failed to stop as he was walking to his stopped school bus in 2016.

Penalties for passing a stopped school bus that causes or results in the serious bodily injury or the death of another person include:

- Serving 120 community service hours in a trauma center or hospital;
- Participating in a victim’s impact panel session or if such a panel does not exist, attending a DHSMV approved driver improvement course;
- Six points on your driver license;
- Suspension of license for a minimum of one year; and
- $1,500 fine.
Safety First in Florida - Be Safe, Be Seen and Arrive Alive
Safety Tips for All Road Users

While waiting at bus stops, students should stay away from the curbs and in rural areas students should not sit on berms. Students should remain a safe distance from the road while waiting for school buses.

Always cross 10’ to 12’ feet in front of the bus so the bus driver can see you. Also, wait for the school bus to come to a complete stop before moving toward the bus.

Be visible. Wear bright, reflective colors on your clothes, shoes, belts, and backpacks. When sidewalks are not provided, walk towards the flow of traffic (face the traffic) so you can see oncoming vehicles and walk on the shoulder of the road.

Avoid distractions while driving, walking and cycling. Avoid wearing your headphones, texting, or doing anything that takes your attention away from your surroundings. Pay attention while walking to and from the bus stop.

Motorists - Slow down! Speed is the cause of 32% of all fatal crashes. Pay extra attention to the lower speed limits in school zones. Also, watch for and obey signals from school crossing guards.

Pass bicyclists safely. Allow at least three feet between your vehicle and the bicyclist. It’s the law!

Always use the crosswalk. Push the button to get the walk signal.

“Florida school buses carry precious cargo – our children. Motorists should always be alert and drive with caution around school buses and within school zones.”
(Florida Highway Safety and Motor Vehicles – School Bus Safety)
Board & Committee Agenda Item

**Agenda Item**
2018 Hillsborough Summer Driver Education Classes

**Presenter**
Gary Tait, Tindale-Oliver

**Summary**
The MPO funded the 2018 Hillsborough Summer Driver Education Classes. The Consultant conducted 2-Hour Teen Traffic Safety Seminars at Hillsborough County Summer Drivers Education Classes using materials prepared through the FDOT District 7 Teen Traffic Safety Program. Mr. Tait will provide a briefing to the School Transportation Working Group on those efforts and the results.

**Recommended Action**
None.

**Prepared By**
Lisa K. Silva, AICP, PLA

**Attachments**
2018 Hillsborough Summer Driver Education Classes Schedule
Hillsborough Planning Commission - Vision Zero
2018 Hillsborough Summer Driver Education Classes

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Hillsborough Metropolitan Planning Commission
Teen Traffic Safety Education Presentations
2018 Hillsborough County Summer Driver Educations Classes

June 5 – Bloomingdale High, 20 students (17 Bloomingdale, 1 Plant, 1 East Bay, 1 Tampa Prep)

June 6 – Gaither High, 20 students (17 Gaither, 1 Steinbrenner, 1 Tampa Bay Tech, 1 Hillsborough)

June 6 – Sickles High, 20 students (15 Sickles, 1 Plant, 1 Jesuit, 2 Cambridge Christian, 1 Calvary Christian/Clearwater)

June 7 – Newsome High, 20 students (19 Newsome, 1 Tampa Prep)

June 11 – Hillsborough High, 20 students (13 Hillsborough, 2 Plant, 3 Robinson, 1 Chamberlain, 1 Tampa Prep)

June 11 – Chamberlain High, 20 students (12 Chamberlain, 1 Plant, 1 Robinson, 3 Tampa Catholic, 1 Cambridge Christian, 1 Tampa Prep, 1 Berkeley Prep)

June 12 – Strawberry Crest High, 20 students (14 Strawberry Crest, 1 Armwood, 1 King, 3 Tampa Catholic, 1 Jesuit)

June 12 – Plant City High, 20 students (20 Plant City)

June 19 – Sickles High, 20 students (15 Sickles, 1 Blake, 3 Jesuit, 1 Tampa Prep)

June 20 – Newsome High, 20 students (20 Newsome)

June 21 – Bloomingdale High, 19 students (16 Bloomingdale, 1 Armwood, 1 Strawberry Crest, 1 Home School)
June 25 – Hillsborough High, 20 students (9 Hillsborough, 3 Plant, 2 Robinson, 1 Blake, 3 Jesuit, 1 Academy of Holy Name, 1 Tampa Prep)

June 26 – Plant City High, 15 students (11 Plant City, 1 Strawberry Crest, 1 Seffner Christian, 2 Home School)

July 12 – Chamberlain High, 22 students (1 Chamberlain, 3 Plant, 1 Freedom, 1 Hillsborough, 7 Tampa Catholic, 2 Jesuit, 2 Academy of Holy Name, 1 Tampa Prep, 1 Berkeley Prep, 1 Brooks DeBartolo Charter, 1 Acceleration Academy Charter/Apopka, 1 Home School)

July 16 - Sickles High

July 26 - Chamberlain High
Board & Committee Agenda Item

Agenda Item
Road Diets - Lane Elimination

Presenter
Gena Torres, MPO Staff

Summary
The first road diet project on a state road in Florida was implemented on Nebraska Avenue. The FDOT was planning on resurfacing a 3.2-mile segment of Nebraska Avenue from Kennedy Boulevard to Hillsborough Avenue; with the encouragement from the community, they agreed to reconstruct the four-lane typical section to a three-lane section, one through-lane in each direction and a center, bi-directional turn lane. Construction began in the summer of 2007 and was completed before the Superbowl in January 2009.

Since project completion, fatalities and serious injuries on the corridor have decreased by 60% and countless lives have been saved.

Recommended Action
None. For discussion only.

Prepared By
Gena Torres

Attachments
Road Diet Myth Buster
Road Diet FAQ
Road Diets-Building Safer Routes to School
Debunking Road Diet Myths

Road Diets are an innovative roadway reconfiguration that improves safety, increases livability, and can advance the area’s economic growth. Even after hundreds of successfully implemented Road Diets across the country, many misconceptions still arise. This flyer debunks some of the most common Road Diet myths.

**Myth:** A Road Diet may divert traffic from the area, effecting economic growth.

This is false. A Road Diet can drastically improve a corridor’s quality of life and the appeal or “livability” of an area. Livability is a term used to describe the tie between the quality and location of transportation facilities to broader opportunities such as access to jobs, affordable housing, and safer streets, which all promote economic development. For the majority of Road Diets, the Average Daily Traffic (ADT) remains constant; however, some Road Diets have seen a decrease in vehicular traffic and an increase in bicycle or pedestrian traffic. The Seventh Street Road Diet in Los Angeles, California saw bicycle traffic double as the result of the bicycle facilities provided by the Road Diet.

**Indianapolis’ Cultural Trail**

This 8-mile biking and walking trail system connecting cultural districts, neighborhoods, and the city’s greenway system, was established by implementing Road Diets on several downtown streets. These areas saw over $300 million of new developments within a few years after the Road Diet was implemented.

**Myth:** If you remove a travel lane, then traffic will backup.

This is false. Road Diets typically do not adversely affect travel times within a corridor; rather, clearing clogged travel lanes of left-turning traffic actually improves operations.

For example, when a corridor has numerous access points (driveways), the majority of through traffic tends to utilize the outside travel lanes to avoid being delayed by left-turning vehicles slowing and stopping in the inside travel lanes. These four-lane corridors essentially behave like a three-lane road (see left figure). As such, when these four-lane corridors are converted to a three-lane section, they are unlikely to increase congestion.

Before
A four-lane road behaving like a three-lane road.

After
A Road Diet providing a two-way left-turn lane.
Myth: Road Diets are too narrow for large vehicles.

This is false. Many Road Diets do not narrow existing lanes while others may only narrow lanes slightly. In all cases, engineers ensure that lanes are still wide enough to accommodate large vehicles like freight trucks, school buses, and transit buses. In fact, Road Diets present an opportunity to re-plan the roadway space for large vehicles by including delivery parking areas, improved intersection turning radii, and protected bus pullouts for pickup or drop-off. Road Diets can also incorporate wider shoulders, which increase the space between pedestrians and large vehicles.

Myth: Road Diets delay emergency response times.

This is false. Road Diets can improve emergency response times. Multi-lane undivided roads can be awkward and unsafe for emergency responders, and can slow response times. Drivers are often uncertain about where to go to allow emergency responders to pass. If the outside travel lane has traffic, inside-lane drivers cannot pull over until they see where space remains. Sometimes inside-lane drivers move over only slightly and stop. Emergency vehicle drivers may thread a path somewhere along the center of the roadway if they are able to move at all (“Before” side of the figure). A two-way left-turn lane and wide shoulder areas allow traffic to move aside more quickly. The center turn-lane provides a predictable path for the emergency response vehicle (“After” side of the figure). Left-turning vehicles in the center lane often have the ability to clear the way, by either executing their left-turn or by moving to the right, when other vehicles have stopped. Additional “free space” provided by Road Diets in the form of wider shoulders, bicycle lanes, or parking can also accommodate vehicles yielding to emergency response vehicles.

Tying It All Together

A Road Diet’s primary objective is to improve safety for all roadway users, while increasing livability by creating a bicycle- and pedestrian-friendly environment. This in turn can encourage economic growth by increasing property values and attracting businesses. Road Diets are an opportunity to redesign and reallocate roadway space to better meet the needs of all users and can be tailored to reflect the individual needs and desires of the communities in which they are implemented.
Did You Know a Road Can Go On a Diet? Get the Facts!

**What is a Road Diet?**

A Road Diet is roadway reconfiguration to increase safety and livability at a low cost. Implementing Road Diets improves mobility and accessibility for all users, including pedestrians, bicyclists, and public transportation passengers.

**Is a Road Diet Right for You?**

Transportation agencies that are considering the implementation of a Road Diet should take into account many factors and objectives, including the following:

- Will it improve safety?
- Can it reduce speeding?
- Would it streamline traffic patterns?
- Could it improve the environment for pedestrians?
- Can it improve bicyclist accessibility?
- Would it enhance transit stops?

**In this Road Diet, a four-lane undivided road is converted to a three-lane cross section with two-way left turn lanes. While Road Diets can improve safety and accommodate both vehicles and non-motorized transportation modes, they may not be appropriate or feasible in all locations.**

**What are the Benefits of a Road Diet?**

Road Diets have the potential to improve safety, convenience, and quality of life for all road users. Road Diets consist primarily of restriping and can be relatively low cost if planned in conjunction with reconstruction or simple overlay projects.

For roads with traffic volumes under 20,000 average daily traffic (ADT), there is strong research support for achieving safety benefits through converting four-lane undivided roads to three-lane cross sections with a two-way left turn lane. Operational and design changes associated with Road Diets that promote safety include reduced vehicle speeds and reduced conflicts between vehicles, pedestrians, and bicycles.

**Improved Vehicle Safety**

Based on the history of Road Diet installments, studies indicate a 19 to 47 percent reduction in overall crashes when a Road Diet is installed on an undivided road that was previously four-lanes. Further studies show that Road Diets can also decrease the number of crashes involving drivers younger than 35 years of age or older than 65 years of age.

Road Diets reduce vehicle-to-vehicle conflicts that contribute to rear-end, left-turn, and sideswipe crashes by removing the four-lane undivided inside lanes that serve both through and turning traffic.
Benefits to Drivers

In addition to reducing crashes, Road Diets can also improve the roadway in other ways:

- Separating left turns: Separating left-turning traffic has been shown to reduce delays at signalized intersections.
- Side-street cross-traffic: Vehicles on side-streets can more comfortably enter the mainline roadway because there are fewer lanes to cross. This can also reduce side-street delay.
- Reduced speed differential: Road Diets reduce speed differential, providing more consistent traffic flow and less stop-and-go traffic.

Improved Livability for All Road Users

Road Diets can be particularly beneficial to pedestrians and cyclists. Road Diets often convert vehicle space into bikelanes or sidewalks. These new features can have a tremendous impact on the mobility and safety of both cyclists and pedestrians.

Even the most basic Road Diet (converting a four-lane undivided road into two through lanes and a center two-way left-turn lane) has benefits for pedestrians and bicyclists, regardless of whether sidewalks or bike lanes are added. The three-lane cross-section also makes crossing the roadway easier for pedestrians, as they have one fewer travel lane to cross and are exposed to moving traffic for a shorter period of time.

A livable community binds transportation facilities to broader opportunities, such as access to good jobs, affordable housing, quality schools, and safer streets and roads. Road Diets can be an important part of that picture.

What are the Costs of a Road Diet?

A Road Diet can be a low-cost solution, particularly in cases where only pavement marking modifications are required. In other cases, the Road Diet may be planned in conjunction with reconstruction or simple repaving projects. Under these circumstances, the change in cross-section allocation can be incorporated at no additional cost.

Road Diets may be eligible for all Federal-aid highway programs including, the Surface Transportation Program (STP), the Highway Safety Improvement Program (HSIP), and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) administered by state DOTs and local agencies.

Get more information about Road Diets: [www.safety.fhwa.dot.gov/road_diets](http://www.safety.fhwa.dot.gov/road_diets)
Building Safer Routes to School

Every day, children and their parents walk or ride their bicycles to school. However, busy roads can mean the difference between being able to walk or ride a bike to school or needing to ride in a car.

Children face unique limitations when crossing roads. Because of their small body size and developing minds, they often have difficulty detecting and judging speed and safe gaps in traffic. Speed management is key near schools, parks, and other settings with large numbers of children. Slower speeds give motorists more time to react.

Road Diets can improve roadway conditions near areas children frequent, like schools and parks. In these locations, safety can be drastically improved for motorists by calming traffic and improving the line of sight for children and drivers alike.

Road Diets are a Proven Safety Practice

Road Diets are a proven safety countermeasure that keep traffic flowing while reducing crashes, reducing high-risk speeding, and addressing safety concerns. Implementing a Road Diet is an easy and cost effective way to manage and improve mobility and accessibility for all users, including pedestrians, bicyclists, and those using public transportation. This is done by reconfiguring roadways using pavement marking modifications.

Why go on a Road Diet?

Road Diets have the potential to improve safety, convenience, and quality of life for all road users. These are the most common benefits of Road Diets:

- Increased safety / reduced collisions
- Improved traffic flow
- Improved mobility, connectivity, and access to essential services
Case Study: Santa Monica, California – Ocean Park Boulevard

The City of Santa Monica recently installed a Road Diet on Ocean Park Boulevard with hopes of improving safety for pedestrians and bicyclists, including school motorists, in the area. Extending 1.1 miles, the Road Diet comprised of restriping, bicycle lanes, and on-street parking. The corridor is a transit route and carries approximately 23,000 vehicles per day. The speed limit on the corridor is 35 mph, with a school zone area of 25 mph when children are present.

Addressing Safety Concerns

The Will Rogers Elementary School, John Adams Middle School, and recreational facilities are located near Ocean Park Boulevard. With such a high volume of student activity in this area, vehicles speeding and a recent increase in crashes were a major cause for concern.

Results

In the first 9 months following the reconfiguration, crash data indicated there was a 65 percent reduction in collisions— as compared to the same 9-month period in the year prior to the Road Diet installation. Furthermore, many people appreciated the improved conditions for bicyclists and pedestrians. Read more online: Ocean Park Blvd Road Diet

Funding Road Diets

A Road Diet can be a low-cost safety solution, particularly in cases where only pavement marking modifications are required to make the traffic control change. In other cases, the Road Diet may be planned in conjunction with reconstruction or simple overlay projects, and the change in cross section allocation can be incorporated at no additional cost.

Road Diets are typically eligible for Surface Transportation Program (STP) Set-Aside, Highway Safety Improvement Program (HSIP) or other Federal-aid funds such as any remaining SAFETEA-LU SRST funds. Other funding sources available vary widely from state and local sources, including such sources as Safe Routes to School grants, state DOT pedestrian and bicycle funds, and Federal Transit Administration program grants.

Get more information about Road Diets: www.safety.fhwa.dot.gov/road_diets

The Bullard Family Foundation and the Tampa Bay Buccaneers join hands to support Hillsborough County Public School students with

**BACK TO SCHOOL BASH! 2018**

 Powered by

**Florida Hospital**

*The skill to heal. The spirit to care.*

**Saturday, August 4, 2018**

8:00AM – 2:00PM

**Raymond James Stadium**

The NFL requires all guests and attendees to follow the guidelines for clear bags in the stadium. Details at [www.NFL.com/allclear](http://www.NFL.com/allclear)

This is a FREE event for all Hillsborough County K-12 students.

Parents and guardians can register their child on site to receive FREE:

- School physicals • Immunizations • Eye exams
- School supplies • Food and fun for the whole family • And much more!

**CONTRIBUTING ORGANIZATIONS**

- All4 Kids • City of Tampa • Hillsborough County • Hillsborough Education Foundation • Caspers McDonalds • PDQ
- Hillsborough County Department of Health • Metropolitan Ministries • St. Joseph’s Hospital • Tampa General Hospital • BayCare
- Hillsborough County Sheriff’s Office • Tampa Police Department • Suncoast Credit Union • WellCare • American Heart Association

For information on sponsorship and to register to volunteer for the event visit [www.volunteersuncoast.org/backtoschoolbash](http://www.volunteersuncoast.org/backtoschoolbash)
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!
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.
Regional Transportation Leadership Workshop #2

**We need your Input!**

August 27, 2018 – 10:00 am to 4pm

How we **plan** for and **deliver** transportation projects now will **define** how our region will **grow**……

- Metropolitan Planning Organizations (MPOs) influence every state and federal transportation project and dollar in your community
- The Tampa Region MPOs are examining ways that they can improve the delivery of their transportation services and products right now

**Register by August 8, 2018**

Event Registration:
https://mporegionalworkshop2018.eventbrite.com

Collaborative Labs @ St. Petersburg College
13805 58th Street North
Clearwater, FL 33760
Doors open 9:00 am
Workshop 10:00 am – 4:00 pm