Meeting of the Bicycle Pedestrian Advisory Committee
Wednesday, December 12, 2018, 5:30 PM

I. Call to Order

II. Introductions

III. Public Comment - 3 minutes per speaker, please

IV. Approval of Minutes – November 14, 2018

V. Members’ Interests (2 Minutes Each)

VI. Action Items
   A. Multimodal Level of Service Update (Jennifer Musselman, Kittelson & Associates)
   B. FDOT Tentative Work Program & MPO Comments (FDOT Staff)
   C. Calendar Amendment – October 2019 (Wade Reynolds, MPO Staff)

VII. Status Reports
   A. Tampa Bay Next Update (Stephen Benson, FDOT)
   B. How the Media Fails Bicyclists (Julie Bond, CUTR)
   C. FDOT Highlight of Walk/Bike Projects in Work Program (Alex Henry, FDOT)

VIII. Old Business & New Business
   A. Development Impact on Upper Tampa Bay Trail (Wade Reynolds, MPO Staff)
   B. Questions for Elected Officials (Wade Reynolds, MPO Staff)
   C. Noise Wall Best Practices (Wade Reynolds, MPO Staff)

IX. Adjournment

X. Addendum
   A. MPO Meeting Summary & Committee Reports
   B. FDOT Tentative Five-Year Work Program Online Public Hearing and Open House
   C. Correspondence: FDOT Response to W Busch Blvd. Corridor Study
   D. Article: Round is Resilient
   E. Email – Mike Lamarca
   F. Study: Walmart, Fast Food Sites Pose High Risk to Pedestrians
The full agenda packet is available on the MPO’s website, www.planhillsborough.org, or by calling (813) 272-5940.

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I. CALL TO ORDER

Chair Forbes called the meeting to order at 5:34 p.m. in the Plan Hillsborough Room of the County Center Building.


Others present: Wade Reynolds and Lisa Silva - Hillsborough MPO; Sharon Snyder - Planning Commission; Alex Henry and Stephen Benson – FDOT; and Chris Keller – Tindale Oliver

II. PUBLIC COMMENT

Mr. Thornton commented on the passing of the transportation tax. Twelve percent of the 55% will go towards bicycle/pedestrian projects.

III. APPROVAL OF MINUTES

Motion: Approval of the minutes of October 10, 2018. (Thornton - Collins). The motion passed unanimously.

IV. ACTION ITEMS

A. It’s Time Tampa Bay Survey Results & Recommendations (Lisa Silva, MPO)

Ms. Silva presented the It’s Time Tampa Bay Survey Results & Recommendations. She gave a survey snapshot and discussed the 2045 Plan Creation Steps. She explained how the survey was executed through the website, media, TRIM notices, outreach and social media. Survey results showed 17,762 visitors, 9,666 participants and 10,471 comments. The final dataset was 9,575 participants, a MetroQuest record. Ms. Silva also presented survey participation broken down by County, as well as by zip code coverage and demographics.

Ms. Silva presented the priorities, scenarios, and elements ratings. She also explained the breakdown of the 4,012 surveys received in Hillsborough County and the guidance for the 2045 Plan “Hybrid Scenario”.

Discussions followed regarding what the balance is between survey results and evidence based design (plans are developed with data and planner expertise, in addition to survey feedback); how the results will affect TB Next (this will be determined as the hybrid scenario is developed); encouragement for Committee members to remember the results and evidence based design when reviewing the TIP; the need for more density (the results will be presented to the Planning...
Commission on Monday, November 19th; it is encouraging that the public didn’t want to move the urban service area (USA) (Mr. Reynolds clarified the County Commissioners have approved higher density outside the USA, not actually changing the boundaries); how survey results will impact the I-275 Boulevard conversion study (as there’s not much public support at this time, there probably won’t be a lot of effort pursuing this scenario); what the goal was for the number of respondents (the goal always is to have everyone in the county complete the survey, but there were 3 times as many responses this time).

Motion: Approve Guidance for 2045 Plan “Hybrid Scenario” from the It’s Time Tampa Bay Outreach (Thornton – Shirk). The motion passed unanimously.

B. 2019 Committee & MPO Schedule (Wade Reynolds, MPO)

Mr. Reynolds presented the proposed dates for the 2019 BPAC meetings.

A discussion followed regarding the dates for Hillsborough County School District’s spring break (March 18 – 22). The Tri-County Impact dates need to be added to the calendar (Mr. Reynolds will send those dates to the Committee separately). The Hillsborough County Greenway & Trails group meet quarterly. The first meeting is January 29, 2019.

Motion: Review and approve the 2019 MPO and Committee meeting calendar, after adding the Tri-County dates (Collins – Latorre). The motion passed unanimously.

V. STATUS REPORTS

A. Heights Mobility Plan (Stephen Benson, FDOT)

Mr. Benson presented the Heights Mobility Plan. The purpose of the study is to identify improvements throughout the Florida Avenue and Tampa Street/Highland Avenue corridor that provide safe and efficient mobility, complements the character of the surrounding communities, balances local and regional travel needs, and provides mobility options for all modes and users. He discussed the study area, corridor and timeline, explained the coordinating efforts, reviewed the phases, and the community vision. He presented short-term and mid-term improvements.

Mr. Benson discussed the performance measures and criteria, as well as the potential alternatives. He explained the comparative evaluation process of the top performing alternatives and discussed the next steps.

Discussions ensued regarding if there have been conversations between Hart, Kimberly Horn and HDR regarding right-of-way (FDOT won’t finalize the recommended alternative until they determine what they are going to do. FDOT will wait for them to make the call on what the transit alternative will look like.); this plan appears to be headed in the right direction but there is a conflict between moving vehicles and a lovely roadway; suggestion to bring an urban designer/architect/landscape architect onboard early to develop concepts with furniture and landscaping (FDOT’s goal is to move just as many cars but slower and more respectful through the area); the need to design roadways with traffic calming effects; it appears that bicycle lanes have been eliminated from Florida and Tampa, from Violet south (Mr. Benson stated not all of the alternative options have dedicated bike lanes, but there has to be a compromise about what can put added to the limited space. The investment in the bike boulevards will be another option.); the suggestion to add Osborne and Boulevard to the list of possible bike boulevards; the need to improve the roadway on Ola; the possibility of adding a bicycle crossing signal on crosswalks near the school on Ola; is rebuilding sidewalks along Florida Avenue especially
where driveways were and where sections of sidewalk are missing scheduled (repair of the sidewalks is funded for 2024, south of MLK. The remainder of the corridor will need to be funded.); when will lights be installed along Florida, north of Hillsborough (installation of lights south of Hillsborough is funded. The installation of lights north of Hillsborough needs to be funded.); has there been any coordination with TECO about burying power lines? (FDOT is in negotiations with TECO to bury as many as possible); will speed limits be addressed (yes, the redesign will encourage drivers to slow down to a more comfortable speed); and what the context classification is for this roadway (C4 north of Columbus and C5 south of Columbus).

Mr. Thornton commended FDOT on their great work on this project, as well as Jackson Street.

**Motion:** Prioritize the Heights Mobility Plan over the TB Next on the Transportation Improvement Plan (TIP) and the Long Range Transportation Plan (LRTP) (Monk – Miller). The motion passed unanimously.

**VI. MEMBERS INTEREST (2 MINUTES EACH)** – moved to accommodate the meeting schedule

Faye Miller: Why does it take so long to get everything done and why everything has to be studied so much? Can some of the money be used for construction instead of studies? She likes the idea of prioritizing the Heights Mobility Study over every other thing that promotes biking and walking. It’s time to stop talking and start doing. Ms. Miller is tired of studies and talking about studies. She would like to be able to go from Seminole Heights to downtown Tampa on a bike without getting hit, like her friend who was hit at Ola and MLK. Green ARTery is finally making progress. Priorities should be to bike or walk anywhere without getting hit by a car. Ms. Miller wants a BPAC member to serve on the MPO Committee to voice concerns, without the MPO receiving the concerns second hand. Also, Ms. Miller thanked FDOT for the five crosswalks on Hillsborough Avenue which she feels are a much needed improvement.

Diana Ramirez: Agrees with and understands Ms. Miller’s frustrations. Knowing the facts, she finds it very difficult to move too fast, because when we move too fast, we end up doing the wrong thing and we have to redo it again. There should be less bureaucracy and politics and more benefit to the community. Ms. Ramirez likes seeing FDOT move forward and the culture change. The voice is bigger, louder and being heard.

Tim Horst: The direction is a positive change. He is optimistic about the sales tax referendum passing and more money in the transportation pot. Past studies can be implemented.

Lynda Cresentini: FDOT tries to do the right thing but they don’t receive the positive feedback to reinforce the good things happening. The opposition is always there. An example she shared was when FDOT put in sidewalk connections and the outpouring of non-support (“waste of tax dollars”) from the community was overwhelming.

Mara Latorre: Excited to hear Mr. Benson’s presentation about the improvements FDOT is doing and the shift to transit and bike/ped safety countywide. She feels the Committee needs to hold the MPO and jurisdictions accountable to make these changes. She encouraged bike/pedestrian safety in other areas, like east Hillsborough County and Plant City.

Jonathan Forbes: He felt positive after the election. On behalf of BikeWalk Tampa Bay and the BPAC, he gave a presentation at a BikeWalk Tampa Bay popup event on October 30th to discuss the changes this Committee has influenced. He is proud of the Committee’s work and
changes across the county over the last few years. The 2045 LRTP and the voters attitude on November 6th reflect this. He thanked Mr. Benson for the great presentation and design work. There will be a lot of money coming to the MPO and he feels the Committee needs to push to spend the money. Mr. Forbes and Mr. Shirk participated in a bicycle event on Martin Luther King Blvd. in St. Petersburg on Saturday to celebrate the road diet along this roadway. The event was a big success.

Jim Shirk: There is a bike/pedestrian safety program on Friday morning at the Café con Tampa in the Oxford Exchange building and he encouraged everyone to attend. He has read a lot lately about millennials not being interested in privately owning vehicles. There needs to be more emphasis on this when planning.

Alain Watson: He feels the new tax funding places a bigger emphasis on the Committee. The Committee members need to keep this in mind when developing motions and should encourage the MPO to stick to the priorities and values (safety and mobility) of the Committees.

John Marsh: He feels there is a consistent trend of pedestrian safety being placed second to bicycle safety. Pedestrian safety needs to be a priority and wants the BPAC Committee to make a better effort to advocate for pedestrian safety as much as they do for bicyclist safety.

Jaime Rubscha: As a runner, Ms. Rubscha agrees with Mr. Marsh. She stated there will be a Mayor Forum at the WalkBike Tampa event on December 11th. This is a great opportunity to ask questions to the Mayoral candidates, specifically for bike/ped safety. The event is free but tickets are needed. Ms. Rubscha enjoys hearing the presentations but asked how to get this information to the community in a larger forum.

David Payor: Would like to get more commitment from the Mayor candidates on issues this Committee discusses. What is their position to help Committees like ours get the message out? How can we get commitments and their assurance they will follow through on issues such as potholes, etc.?

Richard Johnson: He understands Ms. Miller’s frustration but he feels things have come a long way in the last five or so years. The City, County and FDOT have stepped up. It took a civilian effort to get the tax on the ballot. We need a strong voice on the Transportation Tax Committee that decides how the money is spent. He hopes we can follow through with the results from the survey and we need to hold elected officials accountable.

Ms. Miller asked if the funds from the new sales tax are going through the MPO? Mr. Reynolds’ understanding, from the wording on the ballot, is each municipality will submit their list of projects and the appointed committee will either approve or disapprove the projects. The projects do not need the MPO Board’s approval. Mr. Monk stated the County will refer to their list of projects, which have been prioritized by the MPO, and the Committee will approve or disapprove the projects. The money can’t be used for roadway expansion. Mr. Thornton explained there are five different funding categories: Maintenance/Vulnerability, Congestion Reduction, Safety Improvements, Bicycle/Pedestrian and Any or Other.

VII. OLD BUSINESS & NEW BUSINESS

A. Questions for Elected Officials (Wade Reynolds, MPO)
   Members would like to submit additional questions; please send them via email to Mr. Reynolds before the next meeting. Mr. Reynolds will add an item to the December agenda
so the Committee can come up with the final list of questions. The City of Tampa Council elections are in March 2019 so a timeline will need to be created to provide questions to the candidates.

B. Green ARTery Route (Wade Reynolds, MPO)
Mr. Reynolds reminded the members of the gentleman who spoke of his concerns of the proposal to have the Green ARTery routed come down his street, North Ridge, in Tampa. He doesn't feel this is a good choice of a route due to the steep grade away from the street. Mr. Reynolds conducted a site visit and doesn't feel the grade of the street will affect the trail. It is a brick street. The Civic Association for Riverside Heights is still in favor of the proposed route. Ms. Miller is riding the trail again from start to finish and will report back to the Committee.

C. Gasparilla Children’s Bike Rodeo (Wade Reynolds, MPO)
The Children’s Bike Rodeo is January 19, 2019 from 10:00 a.m. - 2:00 p.m. at Bayshore and Rome. The BPAC Committee assists the City of Tampa Police Department with helmet fittings, free helmet giveaways, safety courses, etc.

D. Noise Wall Best Practices (Wade Reynolds, MPO)
In preparation of further discussions, Mr. Reynolds presented the Noise Wall Best Practices. He explained how noise walls help with pollution as well as noise reduction. There are several studies that show the air quality benefits of noise walls alone, only vegetation or a combination of the two. The studies also compare vegetation on one or both sides of the wall. Roadside barriers affect dispersion of vehicle related emissions in three ways: increase vertical dispersion through additional turbulence generated in the wake of the barrier; induce vertical mixing behind the barrier in the cavity region; and loft the emissions above the barrier.

Discussions ensued regarding the type of tree recommended for planting near noise walls. Mr. Monk explained which trees should be used, especially due to their root systems. In response to a question regarding noise reduction, Mr. Reynolds will bring noise reduction numbers to a future meeting.

VIII. ADJOURNMENT

There being no further business, the meeting was adjourned at 7:35 p.m.
Agenda Item
Multimodal Level of Service Update

Presenter
Sarah McKinley, MPO Staff

Summary
In 2017 the MPO created a White Paper looking into methodologies and best practices in calculating Level of Service (LOS) for bicycle, pedestrian and transit. From the recommendations in that report the MPO has been working with a consultant to update the methodologies used for calculating bicycle and pedestrian LOS. The effort has focused on establishing a Level of Traffic Stress (LTS) standard and apply this to the transportation network. The goal was to have a new minimum standard, and through the database maintained by the MPO, highlight corridors and intersections that could be enhanced for safety.

The MPO currently uses Florida Department of Transportation guidance that was established over 20 years ago. With new minimum design standards, it became time to revisit the methodology. The updated standards will better reflect the new innovations in bicycle and pedestrian facilities.

The task has culminated in the creation of a technical report, the Bicycle Facility Selection Toolkit, and pedestrian crossing guidance.

Recommended Action
Recommend approval of the MMLOS Update to the MPO Board

Prepared By
Sarah McKinley, MPO Staff

Attachments
- Evaluating Bicycle and Pedestrian Quality of Service DRAFT Report
- Bicycle and Pedestrian Toolkit DRAFT
- Pedestrian Crossing Guidance Guide DRAFT
Agenda Item
FDOT Tentative Work Program

Presenter
FDOT Representative

Summary
In preparation for the development of the Fiscal Year (FY) 2020 – 2024 Transportation Improvement Program (TIP), the MPO has the opportunity to comment on the Tentative Work Program which is the projects and phases programed for funding during the next 5-years.

Staff from the Florida Department of Transportation (FDOT) will present the Work Program highlights. The presentation will also highlight the MPO priority projects that have been funded.

Some project highlights include:

- I-75 at Big Bend Interchange improvements
- Vision Zero Corridor Studies for Hillsborough County
- Ola Ave and Central Ave Bikeways
- El Prado Complete Street Improvements
- Urban Corridor Improvement along Nebraska, Florida, Highland, Tampa
- SR 60 Intersection Improvements
- Apollo Beach Road Extension

Recommended Action
Provide comments and recommend approval to the MPO Board.

Prepared By
Sarah McKinley, MPO Staff

Attachments
FDOT Tentative Work Program FY 2020 - 2024
Board & Committee Agenda Item

**Agenda Item**
Tampa Bay Next Quarterly Update

**Presenter**
FDOT Representative

**Summary**
Tampa Bay Next is a program to modernize Tampa Bay’s transportation infrastructure and prepare for the future. FDOT will provide an update on recent activities.

**Recommended Action**
None; for information only

**Prepared By**
Wanda West

**Attachments**
None
Board & Committee Agenda Item

**Agenda Item**
Media Framing of Fatal Bicycle Crashes in Hillsborough County: A Critical Discourse Analysis

**Presenter**
Julie Bond, CUTR

**Summary**
This research seeks to gain an understanding of the complex roles of the media in shaping perceptions of a vulnerable road user group and will help identify effective means to change language in local media reporting for fatal crashes involving bicyclists. Identified patterns include:

- Lack of agency for the motorist
- Framing the deaths as unconnected
- Socioeconomic Status and marginalization

**Recommended Action**
None, for information only

**Prepared By**
Wade Reynolds, MPO Staff

**Attachments**
Streetsblog Article
Conclusive Evidence: How the Media Fails Bicyclists

By Angie Schmitt | Sep 28, 2018 | 17

Media coverage of cycling deaths consistently suggests that the deaths are acceptable and the victims were at fault, a new study shows.

University of South Florida researchers Julie Bond and Erin Sheffels used a scientific technique called “critical discourse analysis” in their review of 189 news reports of 94 bicycling deaths in Hillsborough County, Florida, between 2009 and 2018 — and discovered substantial bias.

The articles, Sheffels said, “reflect an assumption that responsibility for safety lies on the bicyclist.”

Here are some patterns they identified:

Lack of agency for the motorist

Reporters had a habit of distancing the driver from the death. In 111 cases, the accounts referred to the “truck,” “car” or “vehicle” as the actor in the collision.

For example, one account read:

[The cyclist] was standing on the corner of Waters Avenue and Florida Mining Boulevard at 2:14 p.m., when a Mack truck made a sharp right turn and hit [the cyclist], deputies said.

In many cases, driver’s name did not appear in the story at all.

“In almost all the articles motorist agency was eliminated from the story,” Sheffels said Thursday in a webinar explaining the findings.

Sentence constructions were also subtly biased. The reporters often used passive construction to avoid singling out blame: “A bicyclist was hit by a car,” rather than “John Doe stuck the bicyclist with his car.” Other studies have shown that
passive language has a major impact on the way people assign blame in other situations, such as how jury members review sexual assault cases.

**Framing the deaths as unconnected**

Media accounts tended to treat each death as isolated, rather than part of a larger pattern with an identifiable set of causes. Hillsborough County is one of the most dangerous areas in the country for cyclists. But many reports offered no wider framework to understand the deaths, Bond and Sheffels found.

Of the 189 account analyzed, 133 treated the cycling deaths as an isolated event, unconnected from any wider public concerns. “Episodic” coverage — they called it — creates the impression that cycling deaths are “normal,” and to be accepted, rather than part of a wider epidemic.

In addition, these accounts typically reflected “an assumption that responsibility for safety lies on the bicyclist.” This “narrative functioned to remove blame from the motorist,” said Sheffels.

Roughly 30 percent of the stories did connect the death to wider concerns like infrastructure or motorist or cyclist education. News coverage was much more likely to be “thematic,” the study found, in hit-and-run deaths, because then the crash was seen as a crime.

**Socioeconomic status and marginalization**

Cyclists were implicitly blamed for their own deaths in a majority of the media coverage. But Bond and Sheffels found that the socioeconomic status of the cyclist affected how likely they were implicitly blamed.

When the victim was poor — most Hillsborough County cycling deaths were in low-income neighborhoods — he or she was more likely to be characterized as being at fault.

Status wasn’t always apparent, but news reports often carried clues by referring to where a victim lived or his or her profession. Other “identity markers” included attire, gender, age, socioeconomic status.

"All of those traits can stigmatize bicyclists,” Sheffels said.

In cases where the victim had more social capital, coverage tended to be more sensitive, for example, offering accounts from family members.

Media accounts that blame cyclists for their own deaths are a national problem. When 22-year-old Sylvia Bingham was killed by a truck driver in Cleveland in 2009, the **Cleveland Plain Dealer** noted that "she was not wearing a helmet at the time of the accident," even though a doctor said it would not have made a difference.

Often, the media bias stems from insensitive initial information given to the press by police. In New York City, for example, Citi Bike rider Dan Hanegby was blamed by a police spokesperson for “swerving” into traffic before he was hit by a tour bus in 2017. Video footage of the crash released much later showed that Hanegby never veered from his path.

Police even blame cyclists in **non-fatal incidents**, suggesting that drivers have hegemony over the roads. **Many reports** show how the media and local officials conspire to create a “fear of cyclists” that is not supported by any statistical evidence.

A **similar study** earlier this year by MacEwan University Professor Heather Magusin, studying media coverage of pedestrian deaths in Canada, identified...
similar patterns of blame.

Filed Under: Bicycling, Florida, Promoted
Board & Committee Agenda Item

**Agenda Item**
FDOT Highlight of Walk/Bike Projects in Work Program

**Presenter**
Alex Henry, FDOT

**Summary**
FDOT District 7 updates their work program annually. This presentation will focus on projects improving pedestrian and cyclist safety in the upcoming work program.

**Recommended Action**
None, for information only

**Prepared By**
Wade Reynolds, MPO Staff

**Attachments**
None
MPO Board Meeting of Tuesday, October 30, 2018

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Vice Chairman, Councilman Harry Cohen, called the meeting to order with one member short of a quorum at 9:06 a.m. Commissioner Stacy White led the pledge of allegiance and gave the invocation.

The following members attended:


The following members were absent:

Trent Green, Commissioner Ken Hagan, Mayor Mel Jurado, Mayor Rick Lott, David Mechanik, Commissioner Les Miller, and Cindy Stuart.

Vice Chair Cohen read into the record a memo from Chairman, Commissioner Les Miller, stating that he was unable to attend due to a medical procedure.

Some non-action agenda items were taken out of order until the quorum was established.

PUBLIC COMMENT

Mr. Jim Davison requested the following:

1. The value capture analysis report that backs up the response provided to the Citizens Advisory Committee that not enough funds would be raised with this strategy to be considered in any Long Range Transportation Plan.
2. Under what authority the MPO appropriated the entire amount of money remaining in the CIT tax for Plant City, Temple Terrace, and the City of Tampa of which 61% of it was given to the bus category (the transit category).
3. How the tax referendum is going to affect the MPO’s scenario planning, since representatives of All For Transportation and County Administration have stated that this plan will not end congestion and congestion will continue to increase.

Sharon Calvert commented on the five-page charter amendment, All for Transportation, and Ms. Alden’s presentation at the August 23rd Tampa City Council meeting. She feels that Ms. Alden presented wrong and misleading information. Ms. Calvert distributed an article titled “Sales Tax Initiative Would Mostly Fund Maintenance, Not New Mass Transit Options.” She expressed concerns regarding a $16 billion tax hike only funding basic services. She stated that the MPO Board should rein in the bureaucracy if they want to remain credible.

Tom Nocera representing St. Pete Tampa Aerial Transit, LLC and Beach Tran Clearwater, LLC requested the opportunity to go into detail on the plan for a regional solution for traffic congestion that is not tax payer
funded. He would need ten minutes to make the presentation. He presented the information at a Pasco MPO Board meeting and received a resolution for support. On November 6, he is presenting at the Sarasota-Manatee MPO Board. He suggested members view videos on skytram.com and on tampabaytransit.com. He hopes to hear back from the MPO Board regarding an available time to make a presentation.

Chris Vela expressed concerns about the Tampa Bay Next project and requested that his concerns be shared with future MPO Board members.

Following the public comment period, Commissioner White requested MPO staff work with Mr. Davison on the questions that he asked. He also requested Cameron Clark, MPO Attorney, assure that Mr. Davison receives records if his questions turn into a public records request.

**STATUS REPORT**

**A. Brightline Proposal for Rail to Orlando, Miami**

Mr. Bob O’Malley, Brightline’s Vice President of Government Affairs, presented information on the Brightline Proposal for connecting Orlando to Tampa with high-speed rail. Mr. O’Malley offered to make presentations to any group. He invited members to tour Brightline stations and for those who support Brightline to encourage the Florida Department of Transportation to move forward. Members can contact Mr. O’Malley if they have questions or suggestions.

Following the presentation, Councilman Maniscalco inquired about the ticket cost, route and the estimated travel time from Tampa to West Palm Beach.

Commissioner Murman invited Mr. O’Malley to present at a Board of County Commissioners meeting. She will have her staff contact Mr. O’Malley regarding scheduling and for a possible letter of support.

Ms. Janet Scherberger spoke on behalf of Tampa International Airport in support of the concept of having some type of connection between Orlando and Tampa.

Councilman Cohen stated if Mr. O’Malley is not already scheduled to make a presentation to Tampa City Council, he would like to request a presentation as well.

* A quorum was established at 9:32 a.m. upon Commissioner Kemp’s arrival.

Commissioner Kemp arrived at the end of the presentation and thanked Mr. O’Malley. She is excited about the Brightline possibility.

**APPROVAL OF MINUTES – October 2, 2018**

A motion was made by Commissioner Murman to approve the minutes of October 2, 2018. The motion was seconded by Commissioner White and carried unanimously.

**COMMITTEE REPORTS, ONLINE COMMENTS**

Ms. Gena Torres, MPO Staff, presented the committee reports. Committees approved and forwarded to the MPO Board the Transportation Improvement Program (TIP) Amendment for the Bloomingdale Ave/US 301 Intersection and for the HART CAD/AVL bus equipment replacement. In addition, they approved the Autonomous Transit Feasibility Study for the USF Campus for acceptance as a concept. The Citizens Advisory Committee voted 10 to 2, and the nay votes were due to concerns about impacting bicycling and cost effectiveness versus Bull-Runner bus service.
The Policy Committee passed motions for the renewal of the interlocal agreement with TBARTA for organizational and administrative services for the MPO Chairs’ Coordinating Committee on the consent agenda. They also took a position on the federal performance measures, supporting the staff recommendation, with a request that HART send a letter or a representative to the board meeting.

The Bicycle/Pedestrian Advisory Committee approved a motion supporting the reconstruction of the Maydell Avenue Bridge as previously supported by the committee.

The Transportation Disadvantaged Coordinating Board approved the annual report for the countywide coordinated system.

The TBARTA MPO Chairs’ Coordinating Committee Staff Directors discussed making minor adjustments to the regional priority lists; the 2019 Gulf Coast Safe Streets Summit; the public workshop for the Regional Planning Best Practices Study; and confirmed support for renewal of the TBARTA Staff Services Agreement. The committee will meet on Friday, December 14, over lunch, near the I-75/University Pkwy interchange. The meeting is being arranged and hosted by the Sarasota/Manatee MPO.

There were no Facebook comments. Ms. Torres relayed electronic comments received from citizens. Copies of electronic comments were provided in full to board members in their meeting folders.

Commissioner Kemp inquired about the presentation that took place at the BPAC meeting regarding the reconstruction of the Maydell Avenue Bridge. At two County Commission budget meetings, they received significant pushback from several community members not to have the bridge rebuilt. She supports pedestrian access across the bridge and feels that it needs to be explored more. Staff will find out about the BPAC presentation and advise Commissioner Kemp.

CONSENT AGENDA

A. Committee Appointment
B. Renewal of Interlocal Agreement with TBARTA for Organizational & Administrative Services for MPO Chairs’ Coordinating Committee

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

ROLL-CALL VOTES: TIP Amendments Approved by Committees

Commissioner Murman made a motion for approval of the TIP Amendment for the Bloomingdale Avenue and US 301 Intersection. Councilman Maniscalco seconded the motion. Upon a roll call vote, the motion carried nine to zero.

Commissioner Murman made a motion for approval of the TIP Amendment for the HART CAD/AVL Bus Equipment Replacement. Councilman Viera seconded the motion. Upon a roll call vote, the motion carried nine to zero.

ACTION ITEMS

A. MPO Autonomous Transit Feasibility Study for USF Campus

Mrs. Allison Yeh, MPO Staff, introduced the item, which is part of the MPO’s investigation into the potential of new automated-vehicle technologies, as required by a recent Florida law on MPO long-range plans. Mr. Brian Pessaro, Senior Research Associate with CUTR, presented the findings of a study to bring
autonomous shuttles to the USF Campus, which is a good location for a trial because of its controlled environment, low speeds, and parking constraints. Service concepts that would complement the Bull Runner and the new IP circulator, and respond to student preferences, include a night-time shuttle and/or a shuttle to a remote parking lot. USF will consider its next steps.

Following the presentation, Councilman Viera stated that modest ideas like this will yield big results in the future. USF is an area with a tremendous amount of growth potential. He wanted to know if the liability issue was covered under sovereign immunity? Mr. Pessaro was unable to provide an answer to Councilman Viera’s question; however, Commissioner Murman stated if the autonomous shuttle were operated by USF, it is covered.

Commissioner Kemp suggested consideration for the transportation needs of USF staff in addition to students. She also expressed concerns about safety in walkable communities with the operation of the autonomous shuttles. Mr. Pessaro stated these low-speed shuttles are capable of operating in mixed environments.

**A motion was made by Commissioner Murman to approve the USF Autonomous Transit Feasibility Study report. The motion was seconded by Councilman Viera and carried unanimously.**

### B. Board Positions on Federal Performance Measures

Dr. Johnny Wong, MPO Staff, provided an update on the action item that was deferred at the October 2, 2018 meeting. At that meeting, following extensive discussion, board members still had numerous concerns. Staff emailed members and provided an opportunity for them to express concerns and ask additional questions. The comments and questions that members emailed were covered in Dr. Wong’s presentation. The Federal deadline to set the performance targets is November 14, 2018. Staff emailed board members and received responses back from members. Staff also had conversations with the Office of Policy and Planning to clarify concerns expressed by members.

The Florida Department of Transportation (FDOT) oversees collecting all data and reporting to the Federal Highway Administration. FDOT is the lead agency for the performance measures and targets. They set statewide targets for all national highway system roads. FDOT has been measuring mobility performance for over thirty years and does not anticipate that the new performance measures will change funding allocations. FDOT staff suggests that MPOs support the state targets.

The following are the suggested board actions:

- Support FDOT’s statewide performance targets for the NHS and accept transit asset outcomes emerging from the 2018 HART TAM Plan.
- Communicate, in a letter to FDOT:
  - Request NHS bridges continue to be maintained in good state of report.
  - Request funding for bottleneck near-term fixes to improve travel time reliability – ex. ICM, ATMS, ramp changes, and other TSM&O projects on the priority list.
- Communicate to the TMA Leadership Group:
  - HART Maintenance Facility should be a top regional priority.
  - TSM&O projects should also be prioritized at the regional level.

Following the presentation, Commissioner Kemp commented on travel time reliability. She expressed interest in having a future presentation on traffic signal timing to improve traffic flow, and reiterated her previous request for information on the effect on induced travel demand. Dr. Wong stated that he had been unable to find published papers that deal with induced demand resulting from operational improvements as opposed to induced demand resulting from capacity projects.
Mr. Waggoner brought up the impacts on performance reliability measures when improvements to the National Highway System that are in the Long Range Transportation Plan (LRTP) are delayed. Did the MPO look at what happens if the LRTP National Highway System program is not carried out? Ms. Alden showed congestion forecasts from the LRTP. She stated that the travel time reliability forecast, which Dr. Wong showed to illustrate the benefits of advanced traffic management systems (ATMS), assumes that many interstate express lane projects will be implemented by 2040. The MPO evaluated scenarios with and without the express lane projects, and found that the express lane scenario had the smallest increase in traffic congestion, even with outward growth and new office parks around interchanges. Mr. Waggoner wanted to know if the travel time reliability forecast will be updated, using the Strategic Highway Research Program (SHRP2) tool? Ms. Alden stated, if the board agrees, staff would like to complete a similar analysis and utilize the SHRP2 tool again for the update of the LRTP in the coming year. Mr. Waggoner agreed, if the tool can show how other moderate improvements can provide benefit, but the MPO must make sure that capacity is key to our transportation system remaining functional.

Commissioner Murman stated that the action item was discussed quite a bit at the Policy Committee. Road reliability and vulnerability is important to the region. As a Commissioner, she receives daily calls regarding the poor quality of roads.

A motion was made by Commissioner Murman to support FDOT’s statewide performance targets for the National Highway System and accept transit asset outcomes emerging from the 2018 HART Transit Asset Management Plan. In addition, support the Policy Committee’s recommendations for communication to FDOT and the TMA Leadership Group. The motion was seconded by Commissioner Kemp.

Prior to the vote, Mr. Waggoner commented again on travel time reliability, and suggested an amendment to the motion for general support of carrying out the National Highway System improvements in the LRTP. Commissioner Murman and Commissioner Kemp accepted the suggestion of the amendment to the motion.

The motion carried unanimously.

STATUS REPORT

B. Florida MPO Advisory Council Update

Mr. Carl Mikyska, Executive Director of Florida MPO Advisory Council, provided an overview of the MPOAC, transportation funding in Florida, MPOAC Legislative Priorities, and the MPOAC’s weekend institute for elected officials. The dates for the 2019 weekend institute for elected officials are: Orlando (March 29 – 31) and Tampa (May 31 – June 2).

Commissioner Kemp recommended members attend the weekend institute for elected officials if they have not attended. She wanted to know where the MPOAC legislative priorities come from. Mr. Mikyska stated they are determined by 27 members, one from each MPO Board in the state, who vote and adopt the priorities annually.

Mr. Waggoner commented on the SIS recommendation, maintaining capacity, and distracted driver information that was discussed in the presentation. He recommended considering distracting transportation not just distracted driving.

Councilman Cohen acknowledged that Karen Michalski wanted to provide comments during the public comment period regarding combining MPO’s, but she had to leave prior to being called. She stated that she would email her comments. (To date her comments have not been received)
EXECUTIVE DIRECTOR’S REPORT

Ms. Alden stated that yesterday’s workshop on the Regional Planning Best Practices study was very informative. The consulting team has put together three different sets of options for consideration, for strengthening the regional planning process. The information is also available on the TBARTA website. A copy of the information was provided to members in the board folders. She is scheduling a regional workshop tentatively for January 15th for an opportunity to have a discussion with the consulting team.

Later today, staff is meeting with the AETNA Foundation and the American Public Health Association because the Hillsborough MPO is one of the national finalists for a grant to potentially expand the Garden Steps Project.

The next board meeting will be held Tuesday, December 4th on the 26th floor of the County Center. The annual election of officers will take place.

The next Tampa Bay Transportation Management Area Leadership Group will take place on November 2nd and will be held at the Pinellas Suncoast Transit Authority. The process of a rotating chairperson will begin, and Commissioner Murman has agreed to be first chairperson.

OLD & NEW BUSINESS

There was no old or new business.

ADJOURNMENT

There being no further business, the meeting adjourned at 10:51 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on October 10

The committee approved and forwarded to the MPO Board:

✓ TIP Amendments for the Bloomingdale Ave/US 301 intersection and for the HART CAD/AVL bus equipment replacement, by a unanimous vote
✓ The Autonomous Transit Feasibility Study for the USF Campus for acceptance as a concept, by a vote of 10 to 2. The nay votes were due to concerns about impacting bicycling, cost-effectiveness versus Bull-Runner bus service and how to pay for such an autonomous transit service.

The CAC also received reports on:
- The North Alexander Street Corridor Land Use and Marketing Study
- The Brightline Proposal for Rail to Orlando and Miami
- Long Range Transportation Plan Goals
- After an inquiry from the CAC, the Florida Turnpike Enterprise sent a letter stating that they expect to implement dynamic toll pricing following the completion of improvements at the I-275/SR 60/Veterans interchange, which is anticipated by the summer of 2019.

Meeting of the Technical Advisory Committee (TAC) on October 22

The committee approved and forwarded to the MPO Board:

✓ TIP Amendments for the Bloomingdale Ave/US 301 intersection and for the HART CAD/AVL bus equipment replacement – The committee wanted to ensure bicycle facilities and signage would be included in the Bloomingdale/US301 project, and was concerned if there would be a delay in replacing aging buses.
✓ Autonomous Transit Feasibility Study for USF Campus – Interest was sparked as to whether the cost estimate included signal upgrades, and if students living just beyond campus boundaries would be served.

The TAC also received reports on:
- Brightline Proposal for Rail – The committee was interested in the increasing ridership numbers, speeds attained, if the technology was compatible with existing tracks, and the development opportunities.
- MLK Boulevard Operational Improvements (40th Street to I-4) – The committee agreed with the FDOT design ideas to complete sidewalks, add bike lanes, extend turn lanes and reconfigure two intersections. There was interest in having
refuge islands, since medians were not recommended along the two-way left turn section.

- District 7 Freight Plan, Sub Area Study & Local Freight Improvements – Questions arose on how to improve intersection turning radii for trucks without compromising pedestrian safety.
- Long Range Transportation Plan goals update
- SouthShore Transit Study Reevaluation

Meeting of the Policy Committee on October 23

The committee approved and forwarded to the MPO Board:

- TIP Amendments for the Bloomingdale Ave/US 301 intersection and for the HART CAD/AVL bus equipment replacement
- Renewal of the interlocal agreement with TBARTA for organizational and administrative services for the MPO Chairs’ Coordinating Committee
- Board positions on federal performance measures, with the request that HART send a letter or representative to the board meeting

The Policy Committee also received reports on:

- Long Range Transportation Plan goals update

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on October 10

The committee approved a motion supporting the reconstruction of the Maydell Ave. Bridge as previously supported by the committee.

The BPAC received reports on:

- Long Range Transportation Plan goals update – Committee members expressed interest in understanding how air quality and pollution are addressed.
- Eco Districts
- Multimodal Level of Service Evaluation
- Vision Zero Quarterly Report and Nebraska Ave

The committee discussed several ways that they might be able to better advocate for the interests of pedestrians and cyclists. Committee members suggested that submitting questions to the MPO Board about priorities might be an effective path.

Public comment on the Green Artery Trail was submitted by Brad Hissing of Riverside Heights who questioned the route through that neighborhood.

Meeting of the Intelligent Transportation Systems (ITS) Committee on October 11

The committee approved and forwarded to the MPO Board:

- TIP Amendments for the Bloomingdale Ave/US 301 intersection and for the HART CAD/AVL bus equipment replacement
- MPO Autonomous Transit Feasibility Study for USF Campus

The committee also received reports on:

- Connected Traveler Initiative
Meeting of the Livable Roadways Committee (LRC) on October 17

The committee approved and forwarded to the MPO Board:

- Autonomous Transit Feasibility Study for USF Campus – Interest was sparked as to whether the cost estimate included signal upgrades, and if students living just beyond campus boundaries would be served.

The LRC also received reports on:
- District 7 Freight Plan, Sub Area Study & Local Freight Improvements
- Multimodal Level of Service Evaluation

Meeting of School Transportation Working Group (STWG) on October 24

The working group agreed to recess this month.

Meeting of the Transportation Disadvantaged Coordinating Board on October 26

A verbal report will be provided at the board meeting.

Meeting of the TBARTA MPO Chairs' Coordinating Committee (CCC) Staff Directors on October 19

The MPO Chairs' Coordinating Committee will meet on Friday, December 14, over lunch, at a facility near the I-75/University Pkwy interchange, arranged and hosted by the Sarasota/Manatee MPO. Box lunches will be available for a small charge, and RSVP information will be provided.

The CCC is scheduled to make minor adjustments to the regional priority lists for Multi-Use Trails, the Transportation Regional Incentive Program (TRIP), and major regional projects for discretionary funding.

The staff directors also briefly discussed arrangements for the 2019 Gulf Coast Safe Streets Summit, the October 2019 public workshop for the Regional Planning Best Practices Study and confirmed support for renewal of the TBARTA Staff Services Agreement which is on today’s agenda.
JOIN US FOR THE FLORIDA DEPARTMENT OF TRANSPORTATION, DISTRICT SEVEN’S

TENTATIVE FIVE-YEAR WORK PROGRAM

ONLINE PUBLIC HEARING

FISCAL YEAR 2020 TO FISCAL YEAR 2024

VISIT D7WPPH.COM BEGINNING DECEMBER 17, 2018
PUBLIC COMMENTS DUE BY DECEMBER 31, 2018

OR

ATTEND THE OPEN HOUSE ON DECEMBER 20, FROM 9:00AM TO 6:00PM
AT THE FDOT DISTRICT 7 OFFICE, LOCATED AT
11201 N MCKINLEY DR, TAMPA, FL 33612
October 17, 2018

Ms. Beth Alden, AICP  
MPO Executive Director  
Plan Hillsborough  
601 E Kennedy Blvd, 18th Floor  
Tampa FL 33602

Re: West Busch Boulevard Corridor Study (WBCS) (FPN 435908-1-22-01)

Dear Ms. Alden,

I’m in receipt of your letter of September 5, 2018 on the referenced corridor study. Thank you for the feedback as well as the assistance of your staff during this project. Please allow me to address each of the issues raised in your letter:

Design Alternatives
The WBCS includes numerous design alternatives. The purpose of the study is to provide a comprehensive set of feasible options. As a planning exercise, the study will include alternatives that are feasible.

Please note that none of the design alternatives are identified as “recommended”, “preferred” or “suggested”. This signifies that no design decisions have been made; and therefore, the cross-sections and their components are open to revision.

Level of Service (LOS)
Current economic and demographic projections indicate increased travel demand in the study area. We anticipate greater peak period congestion as a result. Vehicular LOS is primarily experienced as delay at traffic signals. That is why the study focused on improvements at signalized intersections. Technical advances may yet provide additional LOS progress.

The study does include Multimodal LOS analyses performed according to FDOT Q/LOS guidelines. I refer you to the Corridor Alternatives and Strategies Report, Appendix G.
Speeds and Context Classification

We fully recognize the connection between vehicle speed, fatalities and injury severity. Safety for all roadway users is the top priority for FDOT.

The WBBCS includes design options based upon a 35-mph posted speed limit. Corridor speed reduction is a subject of active internal discussion. Given the corridor’s safety history, we are looking at implementation strategies.

The Context Classification designations are based upon FDOT Complete Streets policy criteria. Both the “Suburban Residential” (C3R) and “Urban General” (C4) designations permit a 35-mph speed zone. If the goal is speed reduction, reconsideration of the designations is unnecessary.

Land Use and Stormwater

As you suggested, we will coordinate with city and county staff concerning land use and stormwater issues throughout the project.

Beth, thank you again for your input and assistance. We’ll continue working with the MPO to create a safer corridor.

Sincerely,

Richard Moss, P.E.
Director of Development
Florida Department of Transportation
Natural Disaster Recovery and Resiliency
OCTOBER 2018 (ISSN 0015-4032) VOLUME 72, NUMBER 1

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Paul Bertels knew he faced the biggest challenge of his career. Hurricane Charlie had already destroyed parts of Punta Gorda and was headed directly for Clearwater Beach, a barrier island on the west coast of Florida. As the City of Clearwater Traffic Operations Manager, he, somehow, had to pull off a mandatory evacuation of the beach. Hurricane Charlie was the most intense storm to hit Florida since Hurricane Andrew wreaked havoc on South Florida in 1992 and the strongest storm to hit the west coast of Florida in a century.

Bertels knew he could contraflow the westbound lanes of the 4-lane divided highway, Memorial Causeway, that connects Clearwater Beach to the mainland. That would give him enough causeway capacity to safely evacuate the beach population. But the intersection connecting the causeway to the beach roadway network was the Clearwater Beach Entryway Roundabout, a trailblazing modern roundabout in the United States. With a normal daily traffic of about 33,000 vehicles, the beach roundabout operation is tested every Spring Break weekend, when the traffic volume almost doubles to nearly 60,000. The roundabout aces that test every year by controlling Spring Break traffic arriving from the mainland with the first roundabout metering signal in the United States, but how could the roundabout handle mandatory evacuation traffic departing the Beach?

The problem Paul Bertels had to solve was how to double the capacity of the roundabout for the evacuation. Because the roundabout is located mid-island, normally traffic from both North and South Clearwater Beach departs the island by flowing counterclockwise through the south half of the roundabout and directly into the two eastbound lanes of the causeway and on to the mainland. No one had ever attempted to evacuate an island through half a roundabout.
Round is Resilient  continued from page 23

roundabout. Working closely with the police
beach commander Mike Williams, Bertels
devised a plan to contraflow the north half
of the roundabout, so that all North Beach
traffic contraflowed clockwise through the
north half of the roundabout and directly
into the two contraflowed westbound lanes
of Memorial Causeway. Remarkably, very
few resources were needed to contraflow the
roundabout: just one parked police vehicle
to block circulating traffic from entering the
contraflowing section and two patrol officers
on foot to direct North Beach traffic entering
the roundabout to contraflow clockwise,
instead of flowing normally counter-
clockwise.

Networks aren’t networks without
functioning nodes, and that includes the
roadway transportation network. But severe
storms, hurricanes and power outages can
severely curtail the operation of street
intersections and make them dangerous
to cross, adding to woes during and after
disasters.

Modern roundabouts are the most
resilient intersections ever invented. In
normal operation, they provide excellent
operational efficiency and outstanding safety
compared to conventional intersections.
Modern roundabouts operate exactly the
same both in normal times and after disasters
because they require no sensors, signals,
controllers or electricity to operate the same
as they always do. Even if the roundabout
YIELD signs have been blown away by high
winds, the geometry of modern roundabouts
causes all drivers to slow down to 25 MPH
or less—highly desirable behavior during
times of stress.

For roundabouts, there is no lengthy
and very costly post-disaster recovery
period of dangerous, minimally functioning
intersections while repair crews scramble to
repair downed power lines, restore power,
and replace missing signal heads and
damaged controllers. There is no hindrance
to emergency vehicles, no severe crashes,
and no need to divert critically-needed police
forces to manually direct intersection traffic.

Many small and medium-sized
signalized intersections are good candidates
for conversion to modern roundabouts for
safety and operational benefits alone; taking
them off the signal network relieves the
annual signal budget during normal times
and can pay big dividends in time of disaster.
Instead of rebuilding signalized intersections
post-disaster at considerable expense,
some could instead be converted to modern
roundabouts.

An early study by the Insurance
Institute for Highway Safety found that
modern roundabouts reduce fatalities by
more than 90% --thereby closing in on
the goal of Vision Zero for intersections.
Based on 17 years of crash data, a 2018
study by Pennsylvania DOT found modern
roundabouts have reduced both fatalities
and severe injuries by 100% to zero. Minor
injuries were reduced 95%, and possible/
unknown injuries by 92%. Total crashes
went down 47%. The Florida DOT pegs the
comprehensive cost to society of a fatal crash
at $10,660,000 and severe injury crashes at
$599,040.

A 2017 Minnesota DOT study found
modern roundabouts have reduced the fatality crash rate by 86% and the severe injuries rate by 83%. The crash rate for all roundabouts is \( \frac{1}{2} \) the crash rate of high-volume/low-speed signalized intersections and \( \frac{1}{3} \) the crash rate of high-volume/high-speed signalized intersections. The typical 15-25 MPH roundabout speeds and two-thirds fewer pedestrian/vehicle conflict points are a substantial safety benefit for pedestrians, youngsters, oldsters, bicyclists, skaters and transit riders, as well.

Converting signalized intersections to modern roundabouts typically improves peak hour operations a very welcome 30%, and roundabouts flow even better for the roughly 80% of traffic that is off-peak. Late-night vehicles typically encounter no delay at all. The elimination of idling vehicle-hours queued up at red lights typically results in a 30% reduction in the associated fuel consumption, toxic pollution, and greenhouse gas emissions—the last a major contributor to increasing storm severity due to the greater energy input of warming ocean water into storm formation.

In the aftermath of Hurricane Florence, Traffic Management Officer Eric Lippert was directing traffic at an inoperative signalized intersection in Wilmington, NC, when he realized the intersection could better handle the low post-storm traffic volume by itself and without him—if it were converted to a temporary roundabout by means of few traffic cones. His “tactical urbanism” idea worked surprisingly well in rudimentary implementation, so several other Wilmington intersections were also promptly and easily converted to temporary “cone” roundabouts. Wilmington City Traffic Engineer Don Bennett, PE, refined the design and observed that, “Unequivocally, a single lane roundabout works better than four, 5-lane approaches with STOP control. There are capacity issues, but it works much better and everyone complies.” During critical times, each intersection was tying up 12-16 officers for 24-hour operations; the “coneabouts” got that down to just three officers plus a patrol car parked in the center. The officers reset downed cones and the vehicle’s flashing blue light alerts motorists in advance.

Modern roundabouts offer engineers a way to dramatically reduce intersection fatalities and severe injuries while saving society billions of dollars annually. To date,
the United States has built approximately 5,000 modern roundabouts, but to achieve roundabout parity by population with countries such as France or Australia, the U.S. would need to construct some 145,000 roundabouts. The City of Carmel, Indiana, has led the way by eliminating almost all roundabouts—more than one for every 1,000 residents. The equivalent for Tallahassee would be a minimum of 190 roundabouts.

References
1 Crash Reductions Following Installation of Roundabouts in the United States, Insurance Institute for Highway Safety, Bhagwant N. Persaud, Richard A. Retting, Per E. Garder, Dominique Lord, March 2000


3 FDOT KABCO Crash Costs, Table 122.6.2, FDOT Design Manual, Florida Department of Transportation, 1/1/2018


About the Author:
Ken Sides, PE, PTOE, CNU-a, is a Senior Transportation Engineer for Sam Schwartz Transportation Consultants in Tampa, Florida. He is a quadruple hurricane evacuee, having fled ahead of Hurricanes Andrew, Charley, Irma, and Florence. He has been instrumental in several dozen modern roundabouts constructed in Clearwater, Florida, mostly as project manager. Many of the roundabouts are elements of complete street road diet corridor projects. His first roundabout was the pioneering Clearwater Beach Entryway Roundabout in 1998. His roundabout projects have won nine engineering, planning and construction awards.

Mr. Sides is a long-serving member of both the Transportation Research Board (TRB) Roundabout Committee and the Institute of Transportation Engineers (ITE) Roundabout Committee. TRB is an arm of the National Academy of Sciences. He is a certified Professional Transportation Operations Engineer (PTOE), an accredited member of the Congress of New Urbanism (CNU-a), and a certified bicycle safety instructor. His peers have named him Engineer of the Year four times.
Secretary Gwynn,

Good morning.
I am an avid cyclist, living in southern Hillsborough County, who logs around 5,000 miles a year on a bike. Some of those are commute miles, some of those are to go to events in Tampa, some are exercise, and some are just fun miles. Unfortunately, the bike infrastructure in this area is in horrible condition. New roads are built poorly, requiring more maintenance, and old roads don’t get the maintenance they need to keep the bike lanes and shoulders clear. This becomes blatantly apparent when leaving District 7, and heading south into District 1 and District 6. My rides often take me into Manatee County, where the bike lanes are kept clear. This last week, I took my annual trip to Homestead, and rode numerous D6 maintained roads. From SR9336, SR997 (Krome), and US1 down to Islamorada. The bike facilities in that area are clear. Minimal debris. No overgrowth. It was eye-opening. Even last year, two months after Irma, the roads were in better than expected condition. So I drove the scenic route home this time to look around, and stayed on as many state maintained surface roads as I could, from almost the Dade/Monroe line north.

Taking SR997 north out of Homestead/Florida City, and then driving north on US27, all the way up to SR66 to get into Zolfo, cutting up US1 and over to SR64 all the way to Parrish. I then hit a county road over to US301, up to another county road to get over to US41 and back up to Apollo Beach. I do not believe it to be an exaggeration to say I could see more road debris, garbage, poor construction, improper striping, and overgrown bike lanes in the 15-20 mile stretch of US41 from the Manatee County line north to Causeway Blvd, than I saw in the 240 miles of state roads I traversed from south Dade County up to the southern terminus of District 7. If you have a day to waste, drive it and see for yourself.

I have said this to just about everyone whose ear was close enough to hear. How can we continue to build new roads, when we can’t maintain what we have? Even the other month, at the FDOT/Pasco County meeting, you only had to drive from I-75 down to Rasmussen College on SR54 where the meeting was held to see exactly what I am talking about. Poorly striped, debris filled, overgrown bike lanes. Typical FDOT D7.

In my unscientific drive across the state, this problem is very specific to District 7. What challenge does District 7 face that Districts 1 and 6 do not have? What is the difference? What are the other FDOT districts doing that D7 is not? Why does it seem that District 7 is reactive to problems, whereas Districts 1 and 6 are proactive, and can maintain their roads at a higher standard?

Just looking at striping obliteration, there is probably more of that in Hillsborough County than the rest of the state. That may be an exaggeration, but the only obliteration I could see in the 200 miles I rode in Dade and Monroe, was on a county road, Card Sound, and was so light, if you didn’t know what you were looking for, you wouldn’t have known it happened. In Hillsborough County, we can’t seem to stripe anything properly the first time, and always have to mill/blast striping to do it twice.
I know there is a Bike/Ped Safety team in D7, but is looking at google maps all that it takes to give an FDOT Seal of Approval? It would seem to me that requiring this team to actually ride bikes and walk, without yellow safety vests and sheriffs details, like most users do, on the infrastructure is a much better hands on approach to improving the bicycle and pedestrian facilities, than sitting in an office looking at GIS maps. They can fishbone, pareto, or 5 why this to death on a whiteboard, but without going out in the field and looking at, and experiencing, the real problems, Gemba, how are they going to be able to complete the PDCA cycle to improve?

And I am more than willing to play tour guide to any takers willing to ride a bicycle down US41, SR674, US301, and down south into Manatee to see the striking differences. So far, no takers, in the four or five years I have offered. Very telling.

I am to the point of clearing, cleaning, and maintaining the local bike lanes I ride myself, as all this talk I have been doing over the years has given little ROI. Just give me the approval, and a PO. If you need more boots on the ground, all it would take is a white F150 with some flashing ambers, a few power tools, and a paycheck, and I am more than willing to get my hands dirty.

Thank you,

Mike Lamarca
813-380-4890
Study: Walmart, Fast Food Sites Pose High Risk to Pedestrians

By Angie Schmitt | Nov 20, 2018 |

Saving a few bucks may cost you your life.

Walmarts, fast food restaurants and discount stores like Family Dollar are hot spots for injuries.
pedestrian crashes, a new study shows.

Building on existing evidence that low-income neighborhoods are more dangerous for walkers, the new study by the Center for Urban Transportation Research at the University of South Florida [PDF] found that certain kinds of retail stores in low-income areas amplify the danger to pedestrians.

For example, in Florida, Census-designated low-income areas — containing roughly 1,500 residents — with Walmarts had 1.8 more pedestrian crashes over a four-year period on average than low-income areas without.

For each fast food restaurant in a low-income block group, there was an addition 0.69 pedestrian crashes every four years on average. Fast-food joints such as McDonald’s, Wendy’s, Taco Bell were also associated with an increased risk of severe injuries.

Finally, within one mile of discount stores like Family Dollar, Kmart or Big Lots there was an average of 0.26 more pedestrian crashes and an increased risk of severe injury.

Convenience stores and barber shops were also associated with increased risk. But the correlation did not apply to types of quasi-public gathering spaces.

There was no additional risk associated with schools, churches, bars or hotels, the study found.

Pei-Sung Lin, the author of the study, told Streetsblog features such as drive-throughs and large parking lots where cars encounter many pedestrians increase the opportunity for conflicts.

“We need to pay special attention in that area to how pedestrians cross the street and we need to make sure we have adequate pedestrian facilities,” he said.

In addition to safe crossings, special attention should be paid to street lighting, said Lin. One the findings in the study was that the presence of street lights that provided adequate visibility was very important to preventing pedestrian deaths.