Meeting of the Livable Roadways Committee
Wednesday, December 19, 2018, 9:00 a.m.
Hillsborough County Center, 601 E. Kennedy Blvd., 18th Floor

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – November 28, 2018

IV. Action Items
   A. FDOT Tentative Work Program & MPO Comments (Alex Henry, FDOT)
   B. Multimodal Level of Service Evaluation (Sarah McKinley, MPO)
   C. Speed Management & Safety: A Data-Drive Approach (Paula Flores, GPI)

V. Status Reports
   A. Tampa Bay Next Update (Alex Henry, FDOT)
   B. Smart Cities Initiatives: Tampa (Vik Bhide, City of Tampa)
   C. FDOT Highway of Walk/Bike Projects in Work Program (Alex Henry, FDOT)

VI. Old Business & New Business
   A. LRC Next Meeting: January 16, 2019

VII. Adjournment

VIII. Addendum
   A. MPO Meeting Summary & Committee Report
   B. Article: Round is Resilient
   C. Email: Mike Lamarca

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

A quorum being established, Chair Green called the meeting to order at 9:05 a.m. and the Pledge of Allegiance took place. The meeting was held in the Plan Hillsborough Room on the 18th Floor of the County Center Building.

Members Present: Melissa Collazo, Cathy Coyle, June Farrell, Trent Green, Cal Hardie, Sara Hendricks, David Hey, Mark Hudson, Arizona Jenkins, Christina Kopp, Karen Kress, Michael Maurino, Sandra Piccirilli, Neale Stralow, Linda Walker, Charles White and Mike Williams

Others Present: Lisa Silva and Wade Reynolds – MPO; Sharon Snyder – Planning Commission; Alex Henry – FDOT; Peter Syzonenko – AIA member; Chris Keller – Tindale-Oliver; Larry Josephson – Hillsborough County Public Works

II. PUBLIC COMMENT

There were no public comments.

III. APPROVAL OF MINUTES

Approval of the October 17, 2018 minutes (Kress - Maurino). 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”. Detailed reports are available at itstimetampabay.org or planhillsborough.org/2045-lrtp.

Discussions followed regarding who were the raffle winners (the winners were drawn at the October 2nd MPO Board meeting and they were contacted immediately after the meeting. A list of winners is available); which areas of the region were in favor expanding the growth area (this is available on the Hillsborough County matrix - students, making less than $45K, Hispanic, African-Americans, other, and live in the Northeast portion of the County); was carpooling included in the expanding ride sharing description or just Uber/Lyft (Uber/Lyft were shown on the slide and some demographics aren’t sold on this form of transportation); is this a reflection of people’s interest in carpooling (Ms. Silva has not had an opportunity to review individual comments so she’s not sure what the discomfort was); what is the minor difference in the
number of participants and the final numbers (duplicate entries from the same IP address were deleted); what the statement “tolls used for congestion management rather than raising revenue” was based on (Ms. Silva feels respondents were concerned revenue would go to general revenue, not to maintain that tolled roadway); when did polling close (September 30th); interested to find out if there were any comments regarding HOV lanes; what happens with the results from here (the positive results are turned into a hybrid model which will go back out to the public for testing before being developed into a long range transportation plan (LRTP)); what happens if the survey results are different than the technical analysis numbers (rational and technical planning are part of the process); how the timing will work with the passing of new tax referendum (it’s all integrated and the timeline was built before the election); will the 2nd survey reflect truer costs (yes).

Motion: Approve the Guidance for 2045 Plan “Hybrid Scenario” from the It's Time Tampa Bay Outreach (Coyle - Hey). The motion passed unanimously.

B. 2019 Committee & MPO Schedule (Lisa Silva, MPO)

Ms. Silva presented the 2019 Committee & MPO Schedule. The Committee agreed to keep meeting on the 3rd Wednesday morning of each month, except for November, due to the Thanksgiving holiday.

Motion: Review and approve the 2019 MPO and Committee Meeting Calendar (Coyle - Kopp). The motion passed unanimously.

C. Health in All Policies Resolution (Michele Ogilvie, MPO)

Wade Reynolds presented the Health in All Policies Resolution, in Ms. Ogilvie’s absence.

Councilman Cohen made a motion to request staff work with the Health Department to research and draft a health in all policies resolution, seconded by Commissioner Murman. The motion carried five to zero. Staff researched what shapes our health. Mr. Reynolds explained the Health in All Policies (HiAP) is a strategy that encourages local government leaders to consider health when making decisions that affect community members. The goal of HiAP is to ensure that leaders are informed about the health consequences of various policy options, and that they consider these consequences, alongside other important factors, when creating policies that affect the community. HiAP is a collaborative way to connect and integrate health considerations in policies or system practices. Energy, transportation, land use, parks and recreation, infrastructure, and economic development can affect health.

Mr. Reynolds explained how planning projects can improve health and how transportation can affect health: safety, active transportation, air quality, connectivity to destinations and equity. Ingredients of our HiAP are active transportation, aging, disability, physical activity and access to jobs, school, health care, healthy food and recreation. Health is considered through Complete Streets, Vision Zero, Health Atlas and the Long-Range Transportation Plan (LRTP) update. Mr. Reynolds shared the Transportation and Health Indicators Matrix.

The MPO’s task is, after sharing potential capital/operating concerns and wanting to see municipals/County/Planning Commission feedback, in May 2018 Commissioner White moved to send that to the County administration, the administration of the three municipalities, and the Planning Commission, to look at the land use and transportation linkage for potential impacts of costs, grown and any other implications, and have that resolution come back accompanied by a report on that review for the MPO’s consideration at the time.
Mr. Reynolds presented the Hillsborough County Health Atlas and explained how access to health and food was analyzed. He explained health, transportation and environmental inequity. As an example, he shared HiAP information in Palm Beach.

Mr. Reynolds also shared the key benefits of HiAP: highlights that health practitioners are not the ONLY ones making decisions that affect community elements of health; policy is more lasting than programmatic collaboration; HiAP helps us think about the healthiest way to plan communities, transport and accommodate people of all abilities and grow the local economy; and creates an environment that helps individuals make health choices. The resolution states the MPO will continue to work with the Florida Department of Health; continue to support healthy outcomes with access to education, jobs, health care services and healthy food and access to safe physical activity (sidewalks, bike lanes, crosswalks and lighting); and consideration of health outcomes in project prioritization through the Health Indicators Matrix is in harmony with current MPO activities.

Discussions ensued regarding if there is a way to quantify and map high emissions which affect air quality (emission reduction strategies such as congestion reduction, transit and walking and biking are the way this is addressed); priority should be given to projects near high emissions roadways (#7 on the Transportation and Health Indicators matrix reads “Population or households adjacent (500 feet) to congested or high volume roads (30,000 ADT or a volume to capacity ratio of 1.0 or greater). The County is currently in compliance with the Clean Air Act.,” if the allowable requirements for emission standards have been reduced (Corporate average fuel standards have been increased); or how emissions standards are related to this policy addressed in this policy (yes, by addressing more efficient vehicles, carpooling, increased access to transit, etc.); how vehicles idling in congested traffic are adding to the high emissions, but air quality doesn’t seem to be as prevalent in the matrix (The indicators are more about health outcomes and access. Considering health is the substance of the resolution. Committee members and elected officials need to consider all health impacts.); the two indicators for minimizing congestion do not address the commuter impacts, such as air quality and to address hypertension and obesity (Staff would be happy to hear thoughts on additional indicators. These indicators are developed from collaboration with the Health Department. Commuters are impacted by the unhealthy air while sitting in traffic on these roadways, but not as much as the local residents. Staff looks at both volume and capacity of roads, so improving throughput on those roadways would improve that indicator (#7). Ms. Silva stated these are the highest priority indicators); how we can facilitate bicycle use for not only essential destination and food deserts, but for banking deserts; how are Communities of Concern measured (census block groups, two or more of six concerns {zero vehicle household, low income, high minority, elderly, young, and limited English proficiency}); how designing healthier communities factor into ranking projects (The jurisdictions and FDOT can use these criteria to assist with ranking their projects. Ms. Silva stated she used the Communities of Concern map when prioritizing the MPO School Safety project.); the State of Florida is moving toward national certification/accreditation of trauma centers and has the issue of access for medical professionals and their ability to get to the medical facility within a certain amount of time been considered (no, only access for citizens to get to medical facilities, but this should be considered, especially for facilities such as Tampa General Hospital); what is the timeline for this resolution (this is scheduled to go to the MPO Board for action); is there an opportunity to refine indicators, such as including the tree canopy study the City of Tampa to help with air quality (yes, this is a baseline); there should be an evaluation process before items are sent to the MPO Board (the resolution request from the MPO was in May and this resolution was presented to Committees in the Spring. If there were concerns from every Committee, the project would be stopped.). Ms. Kopp prefers the list of indicators be corrected to address the Committee’s concerns before sending it to the Board. Mr. Reynolds reminded the Committee the HiAP resolution is for transportation policies. The Committee discussed the factors of concern to be included in the
motion. Mr. Maurino suggested the resolution be amended to read “MPO shall” instead of “MPO will”. Mr. Reynolds noted “will” and “share” are used interchangeably, it’s “may” that is usually the weaker language. Further discussions followed regarding the restrictions on how the transportation tax can be spent; how this resolution will interact in the future with other standards, criteria, and matrixes; and how the staff should use tools to quantify air quality to compare projects.

**Motion:** Recommend to the MPO Board approval of the Health in All Policies resolution, with the consideration of the inclusion of additional quantifiable data indicators for air quality, access to hospitals by medical professionals and urban tree canopy and consider revisiting indicators list for yearly updates *(Coyle - Maurino)*. The motion passed unanimously.

V. **STATUS REPORTS**

A. **Eco District (Sean Baraoidan, Real Building Consultants)**

Mr. Baraoidan, Real Building Consultants (RBC), presented on EcoDistricts, which is a framework for neighborhood development that ensures equity, resilience, and climate protection are integrated into every step of the planning and implementation processes. He discussed who uses EcoDistricts and why they do, and the six priorities. He also explained the EcoDistricts process and presented a relevant case study.

Discussions followed regarding if there are any local initiatives *(There is one in Miami, but none locally. They have talked to a few local organizations but no commitments yet.)*; if Mr. Baraoidan is certified *(yes, he is an EcoDistrict Accredited Professional)*; is this exclusively community driven or can a government agency initiate *(An organization doesn't need public buy in, but it does help)*; can this overlap with a CRA *(yes, would just need the public buy in)*; the Tampa Downtown Partnership is working with Real Building Consultants to ensure downtown is included; how EcoDistricts is distinct from LEED *(LEED has a list of goals; EcoDistricts doesn't care if you reach the goals, they just want you to address your issues. EcoDistrict is more flexible)*; and if an organization can be both *(yes)*.

B. **Heights Mobility Plan (Stephen Benson, FDOT)**

Alex Henry presented the Heights Mobility Plan in Mr. Benson’s absence. 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. Henry 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. Mr. Henry encouraged everyone to visit HeightsMobility.com.

Discussions ensued regarding the visibility issue at the yield sign going north on 15th Street, near I-4 *(Mr. Henry will get more information from Mr. Jenkins after the meeting and will look into this issue)*; how this study is a perfect example to quantify air quality and will it be done as part of this study *(this study is not specifically related to air quality)*; what is a business access transit lane (BAT) and will the public will be able to use the BAT *(It operates as an exclusive transit lane, as well as a right turn lane)*; and if this study focuses only on bus rapid transit (BRT) or will it focus
on other methods of transportation as well (It will either be a BRT lane or another method of transit).

Mr. Harding stated Columbus is scheduled for resurfacing and FDOT should coordinate with the County for bike lanes, etc. on this project.

VI. OLD BUSINESS & NEW BUSINESS

B. Mayor’s Forum on Bike/Walk is December 11th at Sparkman Wharf at 6:00 p.m. Tickets are almost gone.
C. A flyer with details about the Vision Zero event at Cleveland Elementary on Saturday, December 15th from 10:00 am – 12:00 pm, was included as part of the packet.
D. FDOT’s response to the Busch Blvd. Corridor Study comments was included as part of the packet.
E. The Maydell Drive Bridge Replacement Summary report was included as part of the packet.

VII. ADJOURNMENT

There being no further business, the meeting adjourned at 11:00 a.m.
Board & Committee Agenda Item

**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 programmed 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**
Attachment coming from FDOT
Board & Committee Agenda Item

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
Board & Committee Agenda Item

Agenda Item
Speed Management & Safety: A Data-Driven Approach

Presenter
Paula Flores, GPI

Summary
With the concerning numbers of people hurt and killed on the roadways in Hillsborough County, several approaches will be needed to see a reduction in these numbers. Through Vision Zero, there is an acknowledgement that speed plays a significant role in avoiding a crash altogether or at least surviving one.

Reliable data helps point to the most dangerous roadways, causes of crashes, and the most effective technologies and treatments. The data can also be used to determine the appropriate speed, effective roadway design, that along with automated technology and enforcement, set the stage for seeing a significant reduction in injuries and death.

Recommended Action
That the MPO sponsor a study of speed management and safety, focusing on severe crash corridors in Hillsborough County.

Prepared By
Gena Torres

Attachments
Presentation slides.
SPEED MANAGEMENT & SAFETY

Presented by
Paula Flores, FITE
Michael Salatti, P.E., PTOE
of Greenman-Pedersen, Inc.

GPI
for
Hillsborough County Metropolitan Planning Organization
Policy Committee

WHY IS THIS IMPORTANT?

SPEED LIMITS

WHAT IS SPEED MANAGEMENT?

DEVELOPING AN ACTION PLAN
Florida - most dangerous state for pedestrians and bicyclists in recent history

Nations Top 10 metro areas with highest pedestrian fatalities
- Cape Coral
- Palm Bay
- Orlando
- Jacksonville
- Daytona Beach
- Lakeland
- Tampa/St. Petersburg
- Sarasota/Bradenton

WHY IS IT IMPORTANT?

Racing blamed in deadly Bayshore crash
On average, one person is dying on Hillsborough streets every day!
TRAFFIC DEATHS

For every 1 fatal crash...
8 incapacitating injury crashes occur.

WHAT DOES THE DATA TELL US?
**WHAT DOES THE DATA TELL US?**

**FATAL CRASHES**
- 75% occur on roads with posted speeds +40 mph
- 75% of fatal & serious injury crashes occur on one-third of our roads
- 33% of fatal crashes involve aggressive driving
- Pedestrian crashes - one-third result in death or incapacitation

**TOP 20 CORRIDORS**
- 63 miles of roadway
- Comprise 4% of our roads
- 19% severe crashes in five years
- 36% of crashes - Aggressive driving
- 15% of crashes - Ped/Bike crashes

The 2015 deaths made Hillsborough County the most deadly place to walk in Tampa Bay.
"...incremental progress is no longer acceptable given the increasingly rapid advances in technology and the wealth of knowledge about how to prevent crashes...

with the right policies, technologies, and strategy, we could prevent all roadway deaths”

USDOT, National Safety Council

• Speeding kills more than 10,000/year
• On par with drunk driving
• Doesn’t carry the same social consequences
• 30% of all fatal crashes nationwide
• Societal cost = $40 Billion annually
• National problem, effective solutions must be applied locally
SPEED TAKES THE BACK SEAT

Source: FHWA Achieving Multimodal Networks

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SPEED TAKES THE BACK SEAT

Source: FHWA Achieving Multimodal Networks
SPEED MATTERS MOST

WHY IS THIS IMPORTANT?

SPEED LIMITS

WHAT IS SPEED MANAGEMENT?

DEVELOPING AN ACTION PLAN
SPEED LIMITS

- Speed limit review
- Classify roads by function and activity
- Road rules, legislative, and regulatory settings
- Speed enforcement methods and penalties

Speed limits inform motorists of appropriate safe driving speeds under favorable conditions.

Setting speed limits that are safe, consistent, and reasonable is the first step in speed management in order to protect all road users.
TYPES OF SPEED LIMITS

Base speed predicated on:

- 85th percentile speed
  - Based on collective judgement of majority of drivers
  - Posted limits usually set about 5mph lower
  - Method not supported by evidence

- USLIMITS2
  - Considers road, traffic, crash data, access, density, ped/bike activity
  - Median or 50th percentile speed used to set speed limits

- Safe Systems Approach

What is the 85th percentile speed?

Speed at which 85 percent of free-flowing traffic is traveling at or below.
2017 National Traffic Safety Board Study

...leads to unintended consequences of higher operating speeds

and

...an undesirable cycle of speed escalation and reduced safety!

85th PERCENTILE SPEED SETTING

Seattle
- 40% in crashes
- 30% in injury crashes

NYC
- 14% in crashes
- 49% in pedestrian crashes
- 42% in bicyclist crashes

Mexico City
- 18% in crashes

SPEED LIMIT REDUCTION RESULTS

SEATTLE
SPEED LIMITS
ARTERIAL 25
NON-ARTERIAL 20
UNLESS OTHERWISE POSTED
TARGET SPEED

WHY IS THIS IMPORTANT?

SPEED LIMITS

WHAT IS SPEED MANAGEMENT?

DEVELOPING AN ACTION PLAN
WHAT IS SPEED MANAGEMENT?

Speed management is not just about reducing speed, but to a considerable extent about planning and designing the road and network in a way that an appropriate speed is obtained.

GOAL

• Improve public health and safety by reducing speeding-related fatalities and injuries.

DESIRED OUTCOMES

• Reduction in speeding-related fatalities and injuries
• Improved safety experience for all road users - motorists, pedestrians, and bicyclists.
WHAT IS SPEED MANAGEMENT?

SPEED MANAGEMENT ATTRIBUTES:

• Data-driven - crash, roadway, user, landuse data
• Applying road design, traffic operations, & safety measures
• Setting “appropriate/rational/desirable/safe” speed limits
• Institutionalize good practices
• Supportive enforcement efforts
• Effective outreach & public engagement
• Cooperation by traffic safety stakeholders

WHAT IS SPEED MANAGEMENT?

Design - Speed Management Countermeasures

• Road Diet
• Speed Humps / Tables
• Roundabouts
• Raised / Refuge islands
• On-Street Parking
• Street Trees
• Narrow Lane widths
• Horizontal/Vertical Curvature
• Short Blocks/ Midblock Crossings
• Pavement markings and Signs

Source: USDOT, SPEED MANAGEMENT PROGRAM PLAN, MAY 2014
WHAT IS SPEED MANAGEMENT?

Intelligent Transportation Systems to Manage Speed

- Driver feedback signs
- Install signals to maintain an orderly progression
- Time signals for target speed
- Rest in Red signals
- Excessive speeds trigger red signal indication
WHAT IS SPEED MANAGEMENT?

SUPPORTIVE ENFORCEMENT TECHNIQUES

• Automated Speed Enforcement
• Automated Red Light Cameras
• Targeted enforcement on high crash corridors
• Higher fines on high crash corridors
• Radar and Laser Speed Monitoring
• Aerial enforcement

BENEFITS OF SPEED MANAGEMENT?

• Reduction in fatal crashes
• Reduction in crash severity
• Reduction in societal costs
  • Emergency services
  • Lost time at work
  • Medical costs
  • Property damage costs
  • Insurance costs
• Eases congestion related to crash delays
• Encourages non-motorized transportation
• Resulting in safer and healthier communities
WHY IS THIS IMPORTANT?

• Partners and Stakeholders
• Existing Speed Management Practices
• Industry Best Practices
• Establish Speed Management Practices
• Measuring Success
• Pilot Project
SPEED MANAGEMENT ACTION PLAN

Partners & Stakeholders
- Hillsborough County MPO
- Hillsborough County
- City of Tampa
- Law Enforcement
- FDOT
- FHWA
- Department of Health
- Advocacy Organizations
- Other

SPEED MANAGEMENT ACTION PLAN

- Existing Speed Management Practices
- Industry Best Practices
  - Statewide Best Practices
  - National Best Practices

Education  Engineering  Enforcement  Equity  Evaluation
Establish Enhanced Speed Management Practices

- In Conjunction with the Steering Committee
- Select Existing Speed Management Practices to Retain
- Select Statewide and National Best Practices to Adopt
- Generate Enhance Speed Management Practices

MEASURING SUCCESS

Establish Goals:
- Reduce Crash Fatalities
- Reduce Crash Severity
- Reduce Pedestrians/Bicyclist Crashes
- Reduce Average Operating Speed

Performance Measures:
- Establish Key Performance Indices
- Establish Data Requirements
- Establish Dashboards on Status
PILOT PROJECT

- Select corridors
- Different types of roadways/function/context
- Different jurisdictions (City & County)
- Evaluate corridor needs - Baseline
- Identify and Install treatments & strategies
- Evaluate effects
- Identify lessons learned
- Finalize the action plan

WHAT ARE WE ASKING FOR?

- Commitment to preventing fatalities & serious injuries!
- Develop a Hillsborough County Speed Management Action Plan
THANK YOU!

Presented by
Paula Flores, FITE
Michael Salatti, P.E., PTOE
of Greenman-Pedersen, Inc.

GPI
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**
Smart Cities Initiatives: Tampa

**Presenter**
Vik Bhide, City of Tampa

**Summary**
In 2018, the City of Tampa was recognized as one of the “21 Smart Cities to Watch,” by the technology-oriented news site, statescoop. Over the past year, the City has proactively initiated a number of transportation technologies and pilot projects to solve problems ranging from flooding and parking to congestion and safety. Vik Bhide will present a high-level overview of the City of Tampa’s Smart Cities Initiatives.

**Recommended Action**
None. For information only.

**Prepared By**
Johnny Wong, PhD, MPO Staff

**Attachments**
None.
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
CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

Chairman Les Miller called the meeting to order at 9:02 a.m., led the Pledge of Allegiance and gave the invocation. The meeting was convened on the 26th floor of the County Center.

APPROVAL OF MINUTES – September 5, 2018

A motion was made by Commissioner Sandra Murman to approve the September minutes as presented. The motion was seconded by Councilman Guido Maniscalco and carried unanimously.

Commissioner Miller read for the record a memo from Councilman Luis Viera stating that he was unable to attend due to a conflict.

PUBLIC COMMENT

Mr. Gary Cloyd, transit advocate, spoke regarding the Westshore Action Plan, the three transit initiatives, and thanked elected officials for their advocacy as projects move forward.

Mr. Jim Davison commented on the response that the MPO provided to his presentation last month on the comparison of the All for Transportation Petition Category Funding versus the Hillsborough County MPO 2040 Long Range Transportation Plan (LRTP) Category Funding. Mr. Davison provided several handouts regarding funding scenarios and studies.

Ms. Charlotte Greenbarg provided comments on the MPO’s 2045 Plan survey and stated that the MPO should distance itself from the rail tax. She expressed concerns if the proposal passes. She stated voters will see a basket full of empty promises that will never take place. Rail will eat up all of the money and there will not be enough money for operating expenses.

Ms. Sharon Calvert, with Fix Our Roads First, commented on the 2040 LRTP, and the 1% Surtax to fund transportation improvements. She stated that the proposal does not include new technology, and it is a requirement by both State and Federal Agencies. She expressed concerns regarding a presentation that MPO Executive Director, Beth Alden, made at the Tampa City Council. She felt that the presented information was misleading, and she stated that the MPO needs to be credible to the public.

Ms. Josephine Amato, with Safe Bus for Us, provided statistics on safe school bus transportation and holding the school district accountable for the hazardous walking conditions children are being subjected to. Instead of supporting the elimination of school buses, the County should help to solve the problem.

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 Florida Department of Transportation (FDOT) Grant for Streetcar Free Fares. In addition, they approved the TIP Amendment for
Transit Asset Management, Pavement & Bridge, and System Performance Measures. A couple members would like to see more aspirational, definitive plans on how to reach higher targets when the targets are reassessed in a couple of years.

The Policy Committee recommended that HART address how they are going to promote the Free Fare Program.

The Westshore Transportation Action Plan, on the Consent Agenda, was supported at the August committee meetings.

The committees also received reports on Tampa Bay Next, Tri-County Travel Market Analysis, Vision Zero, and Nebraska Avenue.

The MPO’s Attorney, Mr. Cameron Clark, spoke to the Policy Committee in response to questions about providing donated prizes for survey responses. Mr. Clark noted several examples of other public agencies in Florida who provided donated prizes.

The TBARTA MPO Chairs’ Coordinating Committee Staff Directors discussed the performance target setting process that is underway for all MPOs. Once the MPOs have met the requirements of coordinated target setting, discussion can take place regarding regionwide targets. The group also made plans for the December 14th meeting of the MPO Chairs and discussed the MPO Advisory Council position opposing transportation earmarks.

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

There were no questions following the report.

CONSENT AGENDA

A. Committee Appointments
B. Westshore Transportation Action Plan

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

ROLL-CALL VOTE: TIP Amendment for FDOT Grant for Streetcar Free Fares

This item was discussed at the Policy Committee and brought back to the MPO Board for approval. There was no additional discussion.

A motion was made by Commissioner Murman to approve the TIP Amendment for FDOT Grant for Streetcar Free Fares. The motion was seconded by Councilman Cohen and carried with a roll-call vote (Commissioner Kemp, Commissioner Hagan, Councilman Viera, and Mrs. Cindy Stuart were not in attendance during the vote).

ACTION ITEMS

A. TIP Amendment – Transit Asset Management, Pavement & Bridge, and System Performance Measures

Dr. Johnny Wong, MPO staff, provided an overview of the TIP Amendment. MPOs and DOTs are required to establish performance targets for transit asset management, pavement & bridge condition, and system performance. The three rules originate from Federal Law, MAP-21 and the FAST Act. These legislative
acts relate to ensuring government accountability and a push for performance-based planning. The rules prescribe specific performance measures that DOTs and MPOs must track to establish a benchmark baseline to rate performance in three areas and monitor progress as program funding continues for specific projects. The targets are data driven. Once every four years the targets are updated and reported in the TIP.

Following the presentation, Mayor Mel Jurado inquired about Information Technology (IT) not being covered under transit asset management, and she wanted to know how it would impact future justification for system upgrades. Cyndy Zambella, HART Director of Budget, Grants, and Fixed Assets, addressed Mayor Jurado’s concerns and stated that IT was assessed in the measurements. CAD/AVL was excluded from the evaluation because HART knew that it was an imminent need and has an aggressive plan to replace their CAD/AVL system in the upcoming year.

Under pavement and bridges, Mayor Jurado wanted clarification on the logic behind setting a lower goal. If the goal for safe bridges is currently being exceeded, she is uncomfortable with lowering the metric. Dr. Wong stated the reason for supporting the statewide target established by FDOT was because the performance measures are new to the MPOs, and they are not well positioned to see how specific investments by FDOT will improve conditions in such a small geographic area. Mayor Rick Lott agreed with Mayor Jurado that setting goals less than 100% and lower than current conditions does not make sense.

Mayor Jurado inquired about reliability listed under system performance. How can travel time reliability be maintained, progressively pursued, measured, and monitored? Dr. Wong stated that the performance targets for the TIP are based on the improvements that can be expected from transportation projects that were programmed in the past. This process is an initial assessment to set benchmarks. Mayor Lott confirmed that the performance measure information is based on funding decisions made five years ago.

Ms. Beth Alden attempted to provide clarification and stated that funding is already committed to many projects in the TIP to improve performance. The projects in the TIP must be able to show progress towards the MPO’s targets. Setting a higher target means that funds should be allocated differently in the TIP. The Federal Government is setting MPOs up to create an ongoing performance-based planning process, and more information will be brought back during development of the long-range transportation plan (LRTP), as required in the new Federal rules. The Hillsborough MPO was one of four MPO pilots working with FDOT to review data sets for performance measures, and the financial scenarios in the current LRTP show that there is not a lot of progress being made on the performance targets at the existing spending levels. There are a lot of deficiencies in the spending categories.

Mayor Jurado inquired about changing funding in the TIP and wanted to know if funding has been taken away from bridges. Ms. Alden asked Secretary Gwynn if the Department would have any concerns if the MPO established a higher target for bridge conditions in Hillsborough County, for bridges that are on the National Highway System (NHS) and are rated on a statewide basis and dependent on FDOT funding? Secretary Gwynn stated that he would have to check with FDOT’s Bridge Maintenance Department since it is handled statewide. Additional coordination will be done with the FDOT District office and the MPO.

Mr. Waggoner wanted to know if staff coordinated the analysis with FDOT prior to the meeting and expressed concerns about lowering performance measures. He also wanted to know if all of the roads being discussed are owned by FDOT? Secretary Gwynn stated that they are not. Mr. Waggoner wanted to know what portion of the NHS Roadway System is owned by FDOT and their ratings? He stated that this information is important to know if it is going to be used to allocate funds. He also wanted to know what funds will be allocated? Additional information would be helpful in order to make decisions on adopting measures.

Councilman Cohen agreed with the questions that were asked and stated that he would need to know
what funding difference will be made to Hillsborough County if the standards are adopted.

Dr. Wong stated there are no penalties for failing to meet the targets that are set. The targets are set based on current conditions in order to set the bar and establish the status so progress can be tracked in the future.

Commissioner Miller suggested deferring the item to the next board meeting based on numerous concerns expressed by members.

Mr. Mechanik would like to understand whether the requirements are Federal Transit Administration's (FTA) or Federal Highway Administration's (FHWA), and if there are consequences for failing to meet a standard. He would like to understand what the legal framework is before the group votes on the item. He also stated that there are red flags in the presentation. If the information is going to be useful it should be plugged into future decision-making and allocation of funding. He stated that the goal on travel time reliability for truck traffic sounds horrific.

Commissioner Miller spoke with Ms. Alden and a decision was made to postpone the action item until the next meeting. He requested an email be sent out to board members requesting their concerns and questions, so they can be answered and brought back to the next meeting for discussion.

Commissioner Kemp expressed concerns about the importance of HART’s transit operations and maintenance center needing a $40 million update.

Mr. Waggoner stated he does not understand the idea of setting a goal based on where you are going and it is below standard. How does setting a goal of failing promote making better decisions in the future?

Mayor Lott wanted to know if thirty days would be enough time for staff to answer member’s questions in preparation for the next meeting. Ms. Alden will coordinate with staff.

Commissioner White would like to see a sampling of potential budget amendments in which funding is decommitted in certain categories to enhance funding to get metrics up to speed.

Commissioner Murman agreed with comments that were made and stated we should never settle for less than 100%. She suggested a message go back to FDOT’s home office stating the standards are unrealistic and recommended a transcript of the conversation be sent to them.

**STATUS REPORTS**

**A. BRT & Economic Development: Orlando’s Experience**

Ms. Laura Minns, WSP, provided an overview of housing and commercial development around Orlando’s bus rapid transit (BRT) system. Their ridership continues to grow as the area develops.

Following the presentation, Commissioner Kemp thanked Ms. Minns for an excellent presentation and thanked Ms. Alden for scheduling the presentation. Commissioner Kemp encouraged members to visit Orlando and utilize street-level BRT.

Mr. Waggoner inquired about capital cost. Ms. Minns stated the initial investment was $20 million for the first 2½ mile line and then there was an approximate $25 million investment on the Grapefruit and Parramore BRT lines. Approximately $40 million over twenty years was spent. The City pays Lynx a little less than $3 million per year in operating costs. Annual ridership is around 700,000 - 800,000 per year.
B. Smart Cities/Integrated Corridor Management

Dr. Wong introduced Mr. Ron Chin, FDOT’s Chief Traffic Engineer, who provided information on Integrated Corridor Management and operational strategies to improve travel time reliability. Mr. Joe Bugel, FDOT’s Arterials Manager, provided information on current operations and technology that are being added. Corridors of focus include I-4 and I-275, and parallel and connecting major roads.

Commissioner Murman hopes that the technology can quickly be implemented.

Commissioner Kemp wanted to know if the integrated technology will make traffic queue-jumping possible for buses? Mr. Bugel stated it will and transit is a major component in achieving the maximum efficiency and capacity of the system.

Commissioner Kemp also wanted to know if the project includes the ability to read when a road is open and traffic light signaling. Mr. Bugel stated it addresses road maintenance and detectors that may not work properly. When the system is implemented, it will be able to address the source of issues. Sensors and detection devices will be added to the infrastructure so they will have the capability of knowing where volume is.

Mr. Klug wanted to know if there was any way that Port Tampa Bay could coordinate with FDOT on the current project for integrated activity for their trucks. Mr. Chin stated that Port Tampa Bay is a partner on the project.

Mr. Waggoner thanked FDOT for contributing to their connected and automated vehicle pilot project.

EXECUTIVE DIRECTOR’S REPORT

Ms. Alden thanked Mr. Eric Hill with MetroPlan Orlando for attending the meeting. MetroPlan has reached out to other MPOs to collaborate on a mega-regional program to expand Transportation Systems Management and Operations (TSMO) practice, with a focus on supporting the I-4 Corridor effort and linking the three districts along the I-4 Corridor.

The next board meeting will be held Tuesday, October 30th on the 26th floor of the County Center.

The next Tampa Bay Transportation Management Area Leadership Group (TMA) will take place on November 2nd and will be held at the Pinellas Suncoast Transit Authority. The TMA has decided to have a rotating chairperson beginning at the November meeting. The group will discuss options for creating a voting structure at the tri-county level.

Outreach was wrapped up on the tri-county survey for It's Time Tampa Bay. A national record was broken for a MetroQuest-platform survey, with more than 9,600 survey responses. Ms. Alden thanked staff in the audience who conducted outreach at 84 different community meetings and events over the last month. There were over 8,700 attendees at the events.

Ms. Alden also thanked the Tampa Bay Times for donating online impressions and matching the MPO’s by donating $2,000 in print ads. In addition, Florida’s Largest Home Show provided complimentary exhibit space during Labor Day weekend. The Beasley Media Group provided two talk show broadcasts, 30-second public service announcements, distributed rack cards at station events, and donated the Lightning tickets that were raffled off. They also featured the department on their website in several social media campaigns. Ms. Alden also thanked the Property Appraiser’s Office for allowing the insert into their mailers at cost.

She thanked MPO Board members and their local staff for their support during the outreach effort.
The responses to the surveys will be summarized, and the information will be provided to the MPO's advisory committees in November. Ms. Alden will schedule discussions with board members and then the information will be on the agenda for the December Board meeting with recommendations on how to synthesize public preferences into the LRTP update.

Following meeting adjournment, the drawing took place for winners of the donated Lighting tickets.

**OLD & NEW BUSINESS**

Commissioner Kemp invited members to attend a community conversation event that she is hosting on Monday, October 8th from 6:00 to 7:30 p.m. at the Saunders Library, located at 1505 North Nebraska Avenue in Tampa. Dr. Beverly Ward and Professor Taryn Sabia are scheduled to present.

**ADJOURNMENT**

A quorum was maintained for the duration of the meeting. 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.
Natural Disaster Recovery and Resiliency
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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 project that four years earlier had become the first high-profile 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 counterclockwise.

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 ½ the crash rate of high-volume/low-speed signalized intersections and 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 “conebouts” 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, continued on next page
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


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.
From: Mike Lamarca <mlamarca@tampabay.rr.com>
Sent: Monday, November 19, 2018 7:34 PM
To: david.gwynn@dot.state.fl.us; Julie Bond <bond@cutr.usf.edu>; murmans@hillsboroughcounty.org; kempp@hillsboroughcounty.org; Beth Alden <aldenb@plancom.org>; alex.henry@dot.state.fl.us; Lance Grace <lance_grace@dot.state.fl.us>
Subject: Maintenance of bicycle infrastructure in D7

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 US17 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