Meeting of the Bicycle Pedestrian Advisory Committee  
Wednesday, January 9, 2019, 5:30 PM

I. Call to Order  
II. Introductions  
III. Public Comment - 3 minutes per speaker, please  
IV. Approval of Minutes – December 12, 2018  
V. Members’ Interests (2 Minutes Each)  
VI. Action Items  
   A. Multimodal Level of Service Update (Jennifer Musselman, Kittelson & Associates)  
   B. 2019 Safety Targets (Johnny Wong, MPO Staff)  
   C. Attendance Review and Declaration of Vacant Seats (Wade Reynolds, MPO Staff)  
   D. Election of Officers (Wade Reynolds, MPO Staff)  
VII. Status Reports  
   A. How the Media Fails Bicyclists (Julie Bond, CUTR)  
   B. Channelside Drive Design Project (Paula Flores, GPI)  
VIII. Old Business & New Business  
   A. Change Legal Name of Hillsborough MPO to Hillsborough TPO (Beth Alden, MPO Staff)  
   B. AMPO Conference Highlights (Beth Alden, MPO Staff)  
IX. Adjournment  
X. Addendum  
   A. MPO Meeting Summary & Committee Reports  
   B. Flyer – rescheduled Cleveland Elementary mural painting 1/12/19  
   C. Workshop for the MPO Board, Committees, and Public on the TBARTA Regional Planning Best Practices Study

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I. CALL TO ORDER

Chair Forbes called the meeting to order at 5:31 p.m. in the Plan Hillsborough Room of the County Center Building.

II. INTRODUCTIONS

Members present: Jason Chilson, Jay Collins, Jonathan Forbes, Rafael Hernandez, Tim Horst, Richard Johnson, John Kubicki, Mara Latorre, Monica Martin, Faye Miller, Tony Monk, Karla Price, Richard Ranck, Diana Ramirez, Jim Shirk, Sally Thompson and Alain Watson

Others present: Wade Reynolds, Sarah McKinley and Michele Ogilivie - Hillsborough MPO; Sharon Snyder - Planning Commission; Alex Henry - FDOT; and David Bottomley-MetroPlan Orlando

A quorum was established at 5:38 p.m.

III. PUBLIC COMMENT

Mr. Reynolds presented the email response from Lance Grace to Mr. Mike Lamarca regarding the conditions of the shoulders along US 41, US 301 and SR 674 in south Hillsborough County. These areas are being added to the current sweeping contract. In addition, an existing shoulder rework contract will be used to start removing shoulder build up and a new contract concept will be implemented in Summer 2019 which will include sweeping, herbicide and shoulder rework to consolidate work efforts.

Mr. Jose Menendez spoke to inquire as to which MPO Committee he should speak with regarding the non-car market. He is seeking data on non-car committees so he can suggest they work together to increase the non-car market. Mr. Reynolds suggested he contact HART for the transit part. With the All for Transportation tax, HART does have additional funds now to expand their services and increase frequency. From the FDOT perspective, transportation alternatives is the largest funding source for non-motorized transportation. Those projects come to the County and municipalities to fund specific bike lanes, sidewalk and trail improvements, as well as SUNtrail (shared use non-motorized trial) program also run through Department of Environmental Protection (DEP) and are implemented through FDOT. All of these are in different locations and do different things; therefore, there isn’t a central clearing house for non-motorized markets. The Hillsborough Area Regional Transit (HART) is a good starting point and expressing concerns at a MPO Committee meeting is also welcomed. Mr. Menendez asked if anyone knows the size of the non-car market to which Mr. Reynolds responded no. Mr. Shirk commented the non-car market advocates are competing with each other.

IV. APPROVAL OF MINUTES
Motion: Mr. Reynolds requested the correction of Hillsborough Greenway and Trails Committee to Hillsborough Greenways Committee (correction will be made). Approval of the minutes of November 14, 2018. (Shirk - Collins). The motion passed unanimously.

V. MEMBERS' INTERESTS (2 minutes each)

Rafael Hernandez: An important component of bicycle and walking safety is land use/mixed use so people don’t have to get in a vehicle to go places or bike long distances. Is there any way the Committee can be advised of projects going before City Council to make them more walkable or bike friendly? An example is the storage facility being proposed for downtown. It’s single use, doesn’t promote density and encourages driving. If it’s within the scope, Mr. Hernandez would like the Committee to draft a letter asking for modifications for such projects. Mr. Shirk stated he understands this violates City of Tampa standards as they only allow for 60% storage and a storage facility is 91% storage. Mr. Hernandez is concerned a lot of projects are being approved that violate the City’s standards. Mr. Reynolds stated any member can always draft a letter on any topic and bring it to the meeting for discussion. Mr. Shirk stated the City of Minneapolis just passed an extensive modification of their municipal code to look at increased density and multi-use. He suggested encouraging the City of Tampa look at the City of Minneapolis as a model. Mr. Collins suggested a workshop to figure out ways the Committee can enact change. This change is different than the normal conversations at this Committee meeting, when there is talk about encouraging a mix of uses with land use as the forefront and how the BPAC wishes to influence that process. Mr. Reynolds also offered to discuss this issue with Mr. Hernandez to develop a strategy to talk generally about development projects. He doesn’t feel it’s the Committee’s place to advise the City on a project by project basis, but it may be more acceptable in a broad policy direction. He reminded members they are encouraged to attend Council or BOCC meetings. When he speaks at these meetings, Mr. Monk introduces himself as the Vice Chair of the MPO BPAC so they know he has a general understanding of land use, transportation and what’s going on in his community. Mr. Monk explained he just sent emails to the City Council members regarding the text amendment going before Council about the parking reduction. As it isn’t project specific, this Committee could make a motion to support the parking reduction requirements in the City. Mr. Reynolds asked him to introduce this under New Business.

VI. ACTION ITEMS

A. Multimodal Level of Service Update (Jennifer Musselman, Kittelson & Associates)

Ms. McKinley introduced Ms. Musselman and Kaitlin Tobin from Kittelson & Associates. Ms. Musselman presented the Multimodal Level of Service update. The purpose of the study is to evaluate existing multimodal level of service (MMLOS) used by the MPO and to update methodology based on current best practice. For the last twenty years or so, the MPO has used FDOT’s MMLOS methodology. The process is data intensive and does not account for new innovations in multimodal infrastructure, such as cycle tracks. She explained the background and the review of best practices and offered the initial recommendations.

Ms. Musselman explained the evaluation methods and results. She presented a case study in downtown Tampa. Ms. Musselman explained how the Pedestrian Level of Traffic Stress was created. The evaluation steps include the type of facility, speed of roadway, buffer from roadway and ability to cross the street. The evaluation steps of the Bicycle Intersection Evaluation are type of facility, turn conflicts and approach levels of traffic stress (LTS). There are two scores per intersection – one for north/south and one for each/west. Pedestrian
Intersection Evaluation steps include the presence of crossing, turn conflicts, pedestrian delay and pedestrian treatments. Ms. Musselman reviewed the Guidance Documents: Bicycle Facility Toolkit Design Guidance, Facility Selection Tool and Pedestrian Crossing Guidance. The next steps are to collect input from Committees and finalize the report in February.

Mr. Ranck stated he is not in the position to recommend approval. The evaluation methodology is too large of a document for him to review in a week. When the County and the MPO met in May 2018, there was an understanding the two would work together on the methodology. He did receive the Bicycle Facility Toolkit Design Guidance and the draft LTS map, which they provided comments on, but he needs additional time to review the methodology. He’s not sure how it relates to the prioritization process the County is working on with the surtax. He suggested waiting at least a month until he has had time to review the document. Ms. McKinley agreed to meet and needs comments at least two weeks prior to the next meeting (which is January 9, 2019) because this is going to the MPO Board in February.

Discussions followed regarding how this tool is used in prioritization (this is an additional tool and isn’t meant to take over any current prioritization process); these are great tools but they don’t negate the fact that streets are fundamental public open spaces; and if the tools were loaned to FDOT for the Busch Blvd. study (It wasn’t since they were still heavily in the finalization of the criteria while the Busch Blvd. study was being conducted, but they can go back and look at what it looks like now, what they are planning and how it will look after. It will help with the planning process since there are complete data sets.) Mr. Horst commented on how he noticed the issues as he was working on the project as an intern and he feels this is a huge step in the right direction.

Ms. McKinley will work with Hillsborough County Public Works during the next month and bring this item back to the Committee at a later date.

B. FDOT Tentative Work Program & MPO Comments (Alex Henry, FDOT)

Mr. Henry presented the FDOT Tentative Work Program and MPO Comments. The Tentative Work Program for FY2020-FY2024 covers project phases and activities scheduled from July 1, 2019 through June 30, 2024. Year 1 includes the state’s proposed budget (pending Legislative Session and Governor approval) and Years 2 – 5 are commitments for production & financial planning purposes. The work program includes FDOT managed projects and locally managed projects with FDOT involvement.

FDOT’s work program is a five year plan that includes public transit, seaport, airport and rail projects, and transportation planning, intelligent transportation, highway design, right of way acquisition and construction activities. Each year, on June 30th, the current year of the work program ends and Year 2 moves up to become the new current year. At that time, a new 5th year is added to the program and funding is allocated to the next phase of projects programmed in the four prior years. New projects are added into the new 5th year based on FDOT Plan goals, statewide programs and local priorities. This is where FDOT is currently in the process. After the work program is presented to the public for comment, it will be submitted to the Florida Legislature for review and then to the Governor for review and signature.

Mr. Henry explained the Program Development Process and reviewed the Hillsborough County projects. He presented the total funding of $1.6 billion over the five years. He explained there is overlap in the funding category breakdown. An example is if there is a large capacity project,
it could include widening sidewalks and enhancing intersections for bicycle and pedestrian safety.

Mr. Henry shared the online public hearing (www.D7wpbh.com) is December 17-21, 2018 and the District 7 Open House is at District 7 headquarters from 9:00 a.m. – 6:00 p.m. on December 20th. Public Comments are due by December 31, 2018 and MPO Objections are due by January 28, 2019. The Legislature and FTC will review the work program in February and March, and the work program will be adopted on July 1, 2019.

Discussions ensued regarding it there are plans to extend the cycle track over the Platt Street bridge (Ms. McKinley responded feasibility studies were conducted on the Platt Street and Cleveland Street bridges to see if they are at the end of their lives and, if they are, they will move into PD&E for design); if any funding is being offset by the sales tax (Mr. Henry replied there may be projects the local government would like moved forward earlier than planned, but that would be up to their discretion. Ms. McKinley explained there are allotments based on district and population, so the transportation alternative and surface transportation funding will still be coming, along with the sales tax.); a request to receive a more detailed breakdown of the funding before approval; a request to receive a comparasion to last year’s funding to ensure we are moving in the right direction and to also ensure the funding is equitable between motorized and non-motorized (Ms. McKinley explained the analysis is provided to the Committee in May); under which category is a project like the Heights Mobility project listed (urban corridor improvements fall under the bike/ped portion of Complete Streets); the improvements made throughout the area because of this Committee; if the I-4 interchange improvements are in anticipation of the managed lanes (Ms. McKinley explained these improvements are for the facilities underneath in interstate, by adding turning lanes, widening ramps, etc.); when the Heights Mobility study will be available (The first phase just wrapped up and will be on the FDOT website. The second phase will be finished at the end of 2019 or beginning of 2020. The long term recommendations are tied to the results of the BRT study, which is just beginning.); and what does CST stand for (construction).

Ms. McKinley explained the MPO does group the projects into categories, similar to how FDOT does. Projects have different standards now so it’s hard to categorize them. An example is now when a road is resurfaced, design standards require that bicycle lanes be added so it’s hard to pick out the little pieces of bigger projects. The MPO receives the snapshot with possible refinements from FDOT in April, presents to Committees in May for approval by the MPO Board at the Public Hearing on June 11, 2019. Mr. Monk expressed concern about if the bike/walk portion of the funding is increasing or decreasing. Ms. McKinley replied the breakdown of the funding per project will be brought to the Committee in April. Mr. Monk does not support the building of new roads and is concerned about receiving the breakdown information after the January 28th deadline to comment. Ms. McKinley reminded the Committee there are federal requirements on how the monies are spent. The National Highway Fund dictates which projects can or can’t be funded using FDOT funds and a lot of those funds are required to go to roadway improvements. Ms. Ramirez stated every project has standards and designs that include possibly adding sidewalks and bicycle lanes. Mr. Monk is objecting to additional roadways being built, even if they do include sidewalks and bicycle lanes, as he’s not sure if that is good or bad for the community. Mr. Watson stated the Committee is not in the position to stop the Work Program from moving forward and he agrees the Committee can be proactive in making positive changes to the community. Mr. Shirk commented people need to get from point A to point B, but the system is car-centric, and that needs to be changed. Mr. Collins suggested knowing how projects are categorized (capacity, complete streets, etc.) is helpful. Using the Heights Mobility study as an example, some might consider it a capacity
project, but others feel it’s a transit, walk/bike, mixed use project. Committee members want to have as much information as possible to make a decision and the members need to keep asking. Mr. Monk suggested FDOT knows how many lane miles of road they are building and that would be helpful.

Ms. McKinley reminded the Committee the presentation was provided as part of their meeting packet a week prior to the meeting and is also on the Plan Hillsborough website.

Mr. Johnson commented the Committee may not be happy with the funding breakdown, but feels the Committee’s role is to approve the projects, not the funding.

**Motion:** Provide comments and recommend approval of the Draft to the MPO Board. Mr. Collins motioned to support the draft of the FDOT Tentative Work Program, with the understanding that FDOT provided a more detailed breakdown of funding before the revised work program is presented in April. *(Collins – Chilson).* All were in favor, with one exception *(Monk).*

**C. Calendar Amendment – October 2019 (Wade Reynolds, MPO)**

Due to a scheduling conflict with FDOT, the October 2019 meeting date needs to be changed from October 9th to either October 16th or 23rd. The Committee decided on October 16th.

**Motion:** To approve moving the October 2019 meeting date originally scheduled for the 9th to the 16th. *(Collins – Shirk).* The motion unanimously passed.

**VII. STATUS REPORTS**

**A. Tampa Bay Next Update (Alex Henry, FDOT)**

Mr. Henry presented the quarterly Tampa Bay Next update, discussing some of the comments they have heard from the public outreach and what they are doing about it. He presented the purpose and need of I-275 North Corridor PD&E study, which is from Dr. Martin Luther King Blvd. to north of Bearss Avenue. One of the biggest things to come out of the community engagement is the elimination of the plans for express lanes on the section of I-275 north of the I-4 interchange. The I-275 North Corridor Project does not include full reconstruction of the interstate, but does include widening within the existing right-of-way. Proposed improvements include the installation of a fourth general purpose lane, hardened inside shoulders for transit, operational and safety improvements at interchanges and underpasses, and opportunities for landscaping and aesthetic improvements. Mr. Henry presented the recommended proposed typical section, the pedestrian friendly underpass improvements and sound walls. There are 8 total historic resources within the project’s area of potential effects, none of which will be impacted.

In summary, the project will enhance connectivity under the interstate, accommodate potential transit opportunities, identify landscape opportunities and include noise barrier walls, where feasible. It will not require additional right of way to be acquired north of MLK Blvd. to north of Bearss Avenue nor require right of way in the Seminole Heights Historic District. Mr. Henry presented the funding priorities and Community Outreach information.

Discussions followed regarding how people will access the inside transit lanes *(that will be determined through subsequent study efforts like the Regional Transit Feasibility Study)*; and if
the I-275 overpasses are being reconstructed due to age (Mr. Henry replied the overpasses are not being reconstructed, they are just looking for enhancement opportunities underneath the overpasses. Mr. Reynolds stated the overpasses are 15-20 years old).

B. How the Media Fails Bicyclists (Julie Bond, CUTR) – This report was tabled due to Ms. Bond’s absence.

C. FDOT Highlight of Walk/Bike Projects in Work Program (Alex Henry, FDOT) - Covered this status report in Mr. Henry’s earlier report.

VIII. OLD BUSINESS & NEW BUSINESS

Mr. Monk discussed the text amendment for the City of Tampa land development code going before the Tampa Council on December 13th reducing parking from one space per unit to ½ space per unit. Motion: Support the reduction in parking requirements (Monk – Forbes). Discussion followed regarding the reason for the reduction. Mr. Monk believes the law firm is representing a developer that wants to develop smaller units downtown. He doesn’t feel the changes are tied to a specific project instead they want to change the whole land development code. They assume not everyone will have a car. Mr. Hernandez stated the developer has to pay a huge fee, which they pass on to the tenants. Tenants without cars are subsidizing those who do. Mr. Monk suggested members read “The High Cost of Free Parking”. Mr. Hernandez stated free and cheap parking encourages driving, when people can walk or ride a bike. The motion passed unanimously. Mr. Monk can’t attend the hearing so Mr. Reynolds will work with the City of Tampa planners. Mr. Horst asked Mr. Monk if he knows where the text amendment stands to which Mr. Monk replied he doesn’t but all of the Mayoral candidates support Vision Zero and making streets safer for bikers and pedestrians.

A. Development Impact on Upper Tampa Bay Trail (Wade Reynolds, MPO)

Mr. Reynolds presented the site plan for the development proposed at Gunn Highway along the Upper Tampa Bay Trail. He brings this to the Committee to ask if they would like him to draft a letter to the MPO Board asking them to let the BOCC know of the Committee’s support for or against these types of changes to the Trail. Mr. Chilson stated the County had public meetings and the Commissioners said they won’t move forward without the public’s support. This application has been withdrawn.

Motion: To ask the MPO Board to request that all trail related issues be referred to the BPAC (Monk – Hernandez). The motion passed unanimously.

B. Questions to Elected Officials (Wade Reynolds, MPO)

Mr. Reynolds asked the Committee if they were ready to move forward with sending the questions to the Mayoral and City Council candidates as well as the MPO Board. The questions can be emailed, as well as presented in person at debates, etc. Motion: Mr. Reynolds to draft a letter to submit to the Mayoral candidates and MPO Board (Monk – Shirk). Mr. Watson abstained; all other members were in favor.

C. Noise Wall Best Practices (Wade Reynolds, MPO)

Last month, Mr. Marsh asked for further information on Noise Wall Best Practices. This item was postponed until he is in attendance.
VIII. ADJOURNMENT

There being no further business, the meeting was adjourned at 7:19 p.m.
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**
2019 Safety Performance Targets

**Presenter**
Johnny Wong, PhD (MPO Staff)

**Summary**
Under the MAP-21 legislation, the Federal Highway Administration (FHWA) requires state DOTs and MPOs to adopt performance targets for five safety measures. In 2017, the Florida Department of Transportation (FDOT) set a statewide target of zero traffic deaths.

Whereas achieving zero traffic deaths is the long-term aspirational goal of the Hillsborough MPO, the FHWA has encouraged MPOs to select realistic targets based on data analysis. Using a methodology developed for the *Imagine 2040* Long Range Transportation Plan to predict performance based on different investment levels for safety projects, targets have been calculated for calendar year 2019.

For 2019, MPO staff is proposing to set safety performance targets as follows:

- Number of Fatalities: 181
- Number of Serious Injuries: 1,524
- Number of Nonmotorized Fatalities and Serious Injuries: 233
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (MVMT): 1.28
- Rate of Serious Injuries per 100 MVMT: 10.78

These targets represent five-year rolling averages (2013-2017) with a 3.4% crash reduction factor applied. The 3.4% factor represents the annual reduction achievable under the high-investment level identified in the *Reduce Crashes & Vulnerability* investment program in the 2040 Long Range Transportation Plan (LRTP).

The MPO Board prioritizes projects for federal and state funding, many of which meet the criteria for safety projects under the *Reduce Crashes & Vulnerability* program. The 2018-19 Transportation Improvement Program has numerous funded projects that enhance the safety of facilities including: sidewalks connecting to schools, complete streets, and road diets along Himes Avenue, 46th Street and 34th Street. These projects will make progress toward improving safety in future years.

**Recommended Action**
Recommend Approval of 2019 Safety Performance Targets

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

**Attachments**
None
Board & Committee Agenda Item

**Agenda Item**
2018 Attendance Review & Declaration of Vacant Seats

**Presenter**
Wade Reynolds, MPO staff

**Summary**

The MPO By-Laws require that “at a minimum, committee member attendance will be reviewed annually.” The MPO may review, and consider rescinding, the appointment of any member of any committee who fails to attend three (3) consecutive meetings. Members who have exceeded three absences are contacted to determine their intentions regarding committee membership.

If a seat has been unoccupied for an extended period, then the committee may declare it vacant so that it will not be counted in determining a quorum. (However, if the appointing entity appoints someone to fill the vacancy in the future, then the seat will be considered filled and count towards a quorum.)

**Recommended Action**
As deemed appropriate by the committee.

**Prepared By**
Wade Reynolds, AICP

**Attachments**
2018 Attendance Report
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Hillsborough MPO
Metropolitan Planning for Transportation

Board & Committee Agenda Item

**Agenda Item**
Election of Officers for BPAC

**Presenter**
Committee Staff

**Summary**

The MPO By-Laws require that officers are to be elected each year. There are no term limits for officers, therefore they can be re-elected and serve indefinitely. The By-Laws state:

Officers of Standing Committees: The committee shall hold an organizational meeting each year for the purpose of electing a committee chair … a committee vice-chair, and, at the discretion of the committee chair, an officer-at-large. Officers shall be elected by a majority vote of a quorum of the members.

The current BPAC officers are:

- Chairman    Jonathan Forbes
- Vice Chair   Tony Monk
- Member-at-large Jim Shirk

Members can nominate themselves or any other member. No second is needed, and each nomination is voted on individually until one member receives a majority of votes for an officer’s position.

**Recommended Action**
Hold Election of Officers for BPAC

**Prepared By**
Wade Reynolds, AICP

**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
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 impressing 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.

“But 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.
Board & Committee Agenda Item

Agenda Item
Channelside Drive Design Project

Presenter
Paula Flores, GPI and/or Rob Rosner, City of Tampa

Summary
The City of Tampa and the Channel District Community Redevelopment Agency (CRA) are engaging the Channel District community and other interested stakeholders to create a plan for a transformed Channelside Drive.

This input, along with analysis of conditions along Channelside Drive from south of the roundabout at Cumberland Avenue to north of Kennedy Boulevard (SR 60), will be used to create a plan to improve neighborhood safety, mobility, and vibrancy.

The Channel District and surrounding neighborhoods are rapidly evolving. New residents, businesses, institutions, and visitors are coming to the district, ramping up the urban vibe. The project asks the question, "How might we reconfigure Channelside Drive to better serve multiple modes of travel while contributing to the vibrancy of the Channel District?"

Two conceptual design plans for Channelside Drive were featured at a community meeting hosted by the City on November 7, 2018.

For more information visit www.tampagov.net/economic-and-urban-development/channelsidedrive

Recommended Action
None. For information only.

Prepared By
Lisa K. Silva AICP, PLA, MPO Staff

Attachments
Channelside Project Brochure.
CHANNELSIDE DRIVE
E CUMBERLAND AVE TO E KENNEDY BLVD
CONCEPTUAL DESIGN PROJECT
COMMUNITY MEETING
NOVEMBER 7, 2018
FOR MORE INFORMATION VISIT:
http://bit.ly/ChannelsideDrDesign

OR CONTACT:
ChannelsideDrive@tampagov.net

ROB ROSNER, RLA MPA FRA-RA
CRA Manager
rob.rosner@tampagov.net
(813) 274-8812
MPO Board Meeting of Tuesday, December 4, 2018

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:00 a.m., led the pledge of allegiance and gave the invocation. The regular monthly meeting was held at the County Center in the 26th Floor Conference Room.

The following members attended:


The following member was absent:

Mayor Rick Lott.

WELCOME NEW MEMBERS

Chairman Miller welcomed new MPO Board members, Commissioner Kimberly Overman and Commissioner Mariella Smith.

APPROVAL OF MINUTES – October 30, 2018

A motion was made by Commissioner Kemp to approve the minutes of October 30, 2018. The motion was seconded by Councilman Cohen and carried unanimously.

PUBLIC COMMENT

Mr. Joseph Lugo explained an idea, called Tampa Bay Area Regional Connector System (TRACS), that he has for mass transit for the Tampa Bay community.

Following Mr. Lugo’s comments, Chairman Miller requested that Mr. Lugo provide his information in writing to staff.

Ms. Kim DeBosier, Greater Tampa Chamber of Commerce Transportation Council Co-Chair, spoke in support of funding the Tampa Bay Next Westshore Interchange Project.

Mr. Tom Nocera, representing St. Pete Tampa Aerial Transit, LLC and Beach Tran Clearwater, LLC requested again an opportunity to make a presentation at a future meeting on new technology developed by SkyTran. He only needs seven to eight minutes to make the presentation to the board.
Ms. Michelle Cookson, representing Sunshine Citizens and Old Seminole Heights Neighborhood Association, recommended transit now mobility choices, effective transportation solutions and people first as the MPO’s priority for Hillsborough County residents.

Mr. Chris Vela distributed a map of Brightline’s proposal that will impact Ybor neighborhoods and reminded members of the SEIS process for the TB Next Project.

Mr. Rick Fernandez, President of the Tampa Heights Civic Association and Vice-Chair of the MPO’s CAC, brought to the board’s attention an action taken by the CAC regarding agenda item VIII. C. It’s Time Tampa Bay Survey Results. Though the results of the survey currently show low public support for the I-275 boulevard conversion, it is likely due to a lack of understanding by the public and the concept warrants further study.

Following Mr. Fernandez’s comments, Commissioner Kemp asked for clarification of the committee’s vote, which was 12 for approving the survey results and recommendations and 3 against.

Mr. Michael Maurino spoke on behalf of the Westshore Alliance in support of the Westshore Interchange as a regional priority and requested that letters of support be forwarded to FDOT.

Ms. Christine Acosta, representing Walk Bike Tampa the nonprofit advocacy organization, as well as Pedal Power Promoters, and a founding member of the Vision Zero Coalition, urged the board to make the Westshore Interchange the County’s top priority and to make the community transit ready.

Mr. Joshua Frank talked from a personal perspective about the intersection of Adamo Drive and Orient Road, It’s Time Tampa Bay Survey boulevard results, and Commissioner White’s decision to sue to prevent All for Transportation.

Ms. Lena Young Green thanked the board for representing constituents and their interests, and echoed comments regarding the survey and Tampa Heights being considered for interstate boulevard conversion. She requested the board recognize the value of the urban core and continue working on walkable/bikeable communities and Vision Zero.

Ms. Dayna Lazarus, USF Urban Planning Master’s Student and CAC member, would like to see the County put more money into lower income neighborhoods, consistency in HART service, and connection of streets that are usually underfunded. She hopes for investment in light rail.

COMMITTEE REPORTS, ONLINE COMMENTS

Mr. Rich Clarendon, MPO Assistant Executive Director, presented the committee reports for Gena Torres. Committees approved and forwarded to the MPO Board: (1) the 2019 Committees and MPO Board Meeting Schedule, (2) the Transportation Improvement Program (TIP) amendment for HART’s FTA Section 5337 & 5339 funding, (3) MPO comments on the FDOT Strategic Intermodal System 2045 Cost Feasible Plan, with agreement that the I-275/ SR 60 interchange is a top priority; the TAC recommended adding the I-275 to I-4 flyover as a top priority as well; (4) the It’s Time Tampa Bay Survey results and recommendations. The CAC discussed the Boulevard conversion concept, suggesting that it was not being clearly understood by the public, and still warrants further study (motion passed 12-3); other committees asked how the results would be used in developing the 2045 Long Range Transportation Plan (LRTP).

The committees received the following presentations:

- The Health in All Policies Resolution. Questions were raised about how the indicators would be used in the LRTP prioritization process and if additional indicators could be considered such as
air quality, access to hospitals by medical professionals and urban tree canopy. MPO staff is working to address the concerns and the item will be brought to the MPO at a later meeting.

- Southshore Transit Reevaluation
- The Heights Mobility Plan
- MPO Multimodal Level of Service Evaluation
- Gasparilla Children’s Bike Rodeo
- Noise Wall Best Practices

All committees were invited to attend the Cleveland Elementary School mural painting day on Saturday, December 15, being held at 723 East Hamilton Avenue.

The TMA Leadership Group discussed possible restructuring options since there is no longer a facilitator. Discussion included options for voting structure; asking staff to draft bylaws and include a clarification of roles and responsibilities; and to consider a slogan for the group. The It’s Time Tampa Bay MetroQuest regional survey results were reviewed. The MPOs shared their major comments regarding the Strategic Intermodal System Cost Feasible Plan for 2045 and will provide letters to FDOT. Secretary Gwynn requested support the for the Westshore/I-275 Interchange as the number one regional priority. The next Tampa Bay Transportation Management Area Leadership Group will take place on February 8th and will be held in the Planning Commission Board Room on the 18th floor of the County Center.

The Facebook comments and electronic comments received from citizens were also summarized for the board, and copies of the comments in full were provided to board members in their meeting folders.

CONSENT AGENDA

A. Committee Appointments
B. 2019 MPO Board & Committees Meeting Calendar

A motion was made by Councilman Cohen to approve the Consent Agenda. The motion was seconded by Hillsborough County School Board School Member Stuart and carried unanimously.

ROLL-CALL VOTE: TIP Amendment for HART FTA Section 5307, 5309-5337 & 5339 Funding Approved by Committees

There were no questions regarding the item. Upon a roll call vote, the motion carried fifteen to zero.

ACTION ITEMS

A. 2019 MPO Board Officers & Committee Representatives

As a precursor to the discussion, MPO Vice Chair Councilman Cohen announced that he will be rotating off the MPO Board in March, and also will no longer serve on the TMA Leadership Group 2019. He encouraged members to consider serving on the TMA Leadership Group and stressed the importance of the three Hillsborough MPO delegates to attend regularly, to participate and hear from regional partners. Although time consuming, it is important that the Hillsborough voice is heard. Councilman Cohen referenced the lawsuit related to the All for Transportation referendum and was disappointed that the will of Hillsborough County voters could be infringed by that effort. He suggested moving forward with the funding that people overwhelmingly supported.

Chairman Miller thanked Councilman Cohen for his service to the City and Hillsborough County.
Mr. Cameron Clark, MPO Attorney, requested nominations for MPO Chair and Vice Chair.

Commissioner Kemp nominated Commissioner Miller as the MPO Chair, and there were no other nominations. Mr. Clark announced that Commissioner Miller is the MPO Chair.

Mr. Lopano nominated Councilman Viera as Vice Chair. Commissioner Smith nominated Commissioner Kemp as Vice Chair.

*By a show of hands (Lopano, Stuart, Jurado, Viera, Cohen, Mechanik, and Waggoner) there were seven votes for Councilman Viera.*

*By a show of hands (Klug, Maniscalco, Miller, Kemp, Smith, Overman, Hagan, and Green) there were eight votes for Commissioner Kemp.*

Commissioner Kemp was announced as the Vice Chair.

Commissioner Kemp, Councilman Maniscalco, and Joe Waggoner were reappointed to serve on the Policy Committee. Commissioner Smith and Cindy Stuart volunteered to serve on the committee filling the two vacant seats. Commissioner Overman volunteered to serve as an alternate, and Mr. Anderson will continue to serve as an alternate.

Commissioner Kemp, Commissioner Overman, and Councilman Viera agreed to serve on the TMA Leadership Group. The group meets every other month, approximately five times a year, and the meeting location rotates. With there being two alternate seats on the TMA, Mr. Klug wanted to know if membership is now limited to elected officials. Ms. Alden stated that a decision has not been made; however, there was discussion on that topic at the group’s last meeting. Mr. Klug suggested that only elected officials serve as alternates for the leadership group. Attorney Clark stated that if the group changes its makeup, a change could be made at that time; membership is at the MPO Board’s discretion. Following discussion, Mr. Lopano and Mr. Anderson remained in the alternate positions; changes will be made later if necessary.

Councilman Viera was willing and honored to continue serving as the Chair of the Transportation Disadvantaged Coordinating Board.

Planning Commissioner Green was willing to remain the Livable Roadways Committee Chair.

The MPOAC representative, per the bylaws, is the MPO Chair, with the Vice Chair performing those duties in the Chair’s absence. Florida Statute also requires designation of an alternate to the Chair, and currently Mr. Paul Anderson holds the position. Mr. Klug stated that Mr. Anderson is willing to continue to serve as the alternate representative to the MPOAC.

*A motion was made by Councilman Cohen confirming the 2019 MPO Board Officers and Committee Representatives. The motion was seconded by Hillsborough County School Board Member Stuart and carried unanimously.*

**B. Unified Planning Work Program (UPWP) Amendment**

Mrs. Allison Yeh, MPO Staff, provided an overview of the FY 2019 UPWP amendment. The UPWP outlines major planning tasks for federal and state funding effective July 1, 2018 through June 30, 2020 and coordinates federally funded planning tasks performed by the MPO, HART & FDOT. The MPO periodically processes amendments to the UPWP to account for changes to tasks, funding and budget. Today’s amendment is to reconcile the budget estimates with actual grant awards and grant close-out balances from last fiscal year.
Following the presentation, Commissioner Overman wanted to know how the MPO measures the effectiveness of crash data. Ms. Alden stated that staff provides quarterly updates on the Vision Zero initiative to track crash trends over time and supplements that information by looking at the effectiveness of individual improvement projects, using crash modification factor tools that are available from the Federal Highway Administration.

A motion was made by Councilman Maniscalco to approve the FY 19 & FY 20 UPWP Amendment and forward to FDOT for approval. The motion was seconded by Commissioner Overman and carried unanimously.

C. It’s Time Tampa Bay Survey Results & Recommendations

(Commissioner Hagan left at 10:01)

Ms. Lisa Silva, MPO Staff, introduced the action item. Mr. Jim Meyer, AECOM, MPO Consultant gave a presentation on the survey results, which will assist the three MPOs in moving forward to develop a hybrid scenario of future growth and transportation. Next year, there will be additional outreach, with the adoption of the LRTP to come in the fall. The detailed report and PowerPoint is available on the Plan Hillsborough website at http://www.planhillsborough.org/2045-lrtp/, as well as the http://itstimetampabay.org/ website.

Following the presentation, Commissioner Kemp observed that 10,000 surveys were completed. Mr. Meyer stated that just under 10,000 surveys were completed, of which a little over 4,000 were completed for Hillsborough County. Commissioner Kemp felt that with those numbers, the survey was not reflective enough of Hillsborough, as a share of the regional voice. She would like to see Hillsborough’s responses separated out to get a better picture.

Ms. Alden provided a point of clarification and stated that some survey respondents did not provide their zip code. When looking at people who did provide their zip, the percentage of people from Hillsborough County was over-represented in the region.

Commissioner Overman commented on the I-275 boulevard conversion and reinforced the recommendation to revisit the response -- just for Hillsborough -- and see if there would be a different type of weighting. She would like to keep this topic on the agenda going forward.

Mr. Meyer stated that the overall report does show that Hillsborough has a slightly higher approval of the boulevard scenario.

Ms. Alden said that a presentation slide is available, with the counties separated out to show their responses to the transportation elements. Staff will bring the information back if members are interested.

Ms. Cindy Stuart reminded the group that there were a lot of distractions when the survey was conducted. All for Transportation and the School District were running referenda, and she felt that people were not interested in completing another survey; therefore, the results were impacted. She commented that 4,000 surveys representing the entire county was dismal.

Councilman Cohen felt that the survey was done well, and the report is easy to understand. He believes the results should be taken with a grain of salt because when talking with people in the community, there are very different levels of knowledge about transportation options and it is difficult for people to evaluate some of the concepts.

Mayor Mel Jurado echoed Mrs. Stuart’s and Councilman Cohen’s comments. She felt that the data was lacking on school transportation issues, crash mitigation and public safety issues.
Mr. Meyer agreed with the comments and stated that the survey was a regional high-level survey.

(Mr. Mechanik left at 10:26)

Mr. Green echoed previous comments and thanked staff and AECOM for conducting the survey. Mr. Green was concerned that the Livable Roadways Committee’s recommendation from its last meeting was not captured in the report. Ms. Lisa Silva stated that the meeting was after the production of the MPO agenda material, and the committee’s recommendation was provided verbally during the Committee Reports by Mr. Clarendon. Mr. Green stated that some members of the community and he had concerns about the pairing of scenarios in the survey. For example, ferry service and boulevard in Tampa does not register a lot for Pasco County residents.

Mr. Waggoner stated that the survey was a qualitative survey and was not backed by analysis. He looks forward to the analysis being done in the future to provide details of what is needed.

Councilman Viera stated that the overall message from the survey is regardless of where people come from, they want elected officials to make robust investments in transportation options right here and right now.

Following the lengthy discussion, Chairman Miller stated that it is apparent that more information is wanted about Hillsborough County residents’ responses, and he referred the item to the Policy Committee for further review. Staff will email board members to clarify the specific information members would like to receive regarding the It’s Time Tampa Bay Survey results. The information will be provided to the Policy Committee for discussion, and the item will come back to the January MPO meeting. There were no objections to the Chair’s recommendation.

D. MPO Comments on Strategic Intermodal System (SIS) 2045 Cost Feasible Plan

Ms. Sarah McKinley, MPO Staff, presented agency comments on the FDOT SIS 2045 Cost Feasible Plan for the tri-county area of Hillsborough, Pasco, and Pinellas Counties. The SIS network consists of roadways of regional significance. Some of the projects within Hillsborough County include interchange improvements along I-275 north of Downtown Tampa and I-75 at Gibsonton Drive and Big Bend Road. The SR 60/Memorial interchange in the Westshore district is included with construction funding beyond Fiscal Year (FY) 2029. There are capacity projects along US 41 near the Port of Tampa and SR 60 in eastern Hillsborough County.

During committee review, the Technical Advisory Committee recommended to include the I-275 to I-4 Flyover as a top priority for funding sooner. Staff suggests that since the board has not yet seen the SEIS recommendations for the Downtown Interchange, that the comment should be left out for now.

Following Ms. McKinley’s presentation, Chairman Miller asked Secretary David Gwynn if he was involved with the agenda item since his name appeared on the agenda coversheet. Secretary Gwynn stated FDOT will provide a response to the MPO’s comments; a letter will be forthcoming.

Commissioner Kemp wanted to know if the letter would be like the one provided at the HART Board meeting. He stated that it’s not the same letter, it will be a formal response to the MPO’s comments on the 2045 SIS Plan.

Ms. Alden stated that there were two proposed letters in the MPO agenda material.

Secretary Gwynn stated that FDOT has worked with the County to move the Big Bend I-75 interchange project forward, and that the plans for the Gibsonton interchange are being worked out and that information
will be provided in the letter as well.

Mr. Green was going to make a motion to approve the MPO’s two letters for transmittal. Chairman Miller stated we should wait until the response letter is received from Secretary Gwynn. Ms. Alden clarified and stated that staff needs the board’s approval to transmit the comment letter that was included in the agenda material to Secretary Gwynn; it reflects the comments provided in Sarah's presentation. The second proposed letter supports funding the SR 60/I-275 (Westshore) Interchange in an earlier year, as was discussed at the TMA Leadership Group with support for identifying it as a top regional priority.

Mr. Green suggested deferring the letter to Secretary Gwynn and moving forward with the letter to FDOT Secretary Mike Dew regarding the Westshore Interchange Reconstruction.

Chairman Miller asked Secretary Gwynn to provide the Tampa Bay Next update, and then the board will resume discussion of the letters.

Secretary Gwynn offered to meet with new board members if necessary. He provided the quarterly update.

Discussions have taken place with Brightline regarding right of way use for their project. FDOT will meet with Brightline regarding details, and negotiations continue. The Brightline proposal is available on FDOT’s website.

FDOT has continued to meet with the community. There are two operational improvements that are ongoing: (1) the addition of a lane on SR 60 near the Veterans Expressway to assist with a bottleneck, and (2) the punch through project near the Howard Frankland bridge going from four to three lanes and merge lanes are being extended. The Howard Frankland Bridge RFP will be released on December 10, and the construction is scheduled for 2020–2024.

During the presentation, Commissioner Kemp inquired about the outside shoulder merger of the lanes for I-275 north of Downtown Tampa. Secretary Gwynn stated the area has experienced a lot of crashes, and they are trying to clear up the bottlenecks.

Commissioner Kemp wanted to know the percentage the area accounts for in terms of crash issues. Secretary Gwynn did not have the information available.

The Westshore Interchange (I-275/ SR 60) is not currently funded and is not in the five-year work program. The Secretary has received support from the TMA, Pinellas BOCC & Forward Pinellas, Pasco County BOCC & MPO, and HART. PSTA will provide a letter of support soon. FDOT is requesting support from TBARTA as well. The Secretary would like to go to Tallahassee with support stating that the region does not want to wait five years to begin the project. The project will provide direct express lane connection to the Tampa International Airport and can assist in developing a transit corridor. The Secretary asked for support from the Hillsborough MPO on the Westshore Interchange Reconstruction as a number one regional priority.

Questions were taken on Secretary Gwynn’s update.

Councilman Cohen provided a personal commentary about the Howard Frankland Bridge and stated that he felt the original TBX passed because the Howard Frankland Bridge project was included and viewed as critical for the region. He is totally in support of the Westshore Interchange project. He wants the aesthetics of the new bridge to give the region identity and character, similar to the Skyway Bridge. He proposed that Hillsborough and Pinellas compete on design ideas to capture the spirit of the community on each side of the Bay.

Commissioner Overman inquired about AADT growth rates. Secretary Gwynn stated that it was average
daily traffic, how many cars would utilize the road each way daily. Ms. Sarah McKinley stated that the model forecast of future AADT was based on population, employment, and origin and destination data for single occupancy vehicles. Commissioner Overman inquired about where Segment 4 ends. Secretary Gwynn stated that it ends at the Westshore Interchange.

Mr. Lopano stated that the project is critical for the airport to continue to grow.

Commissioner Kemp suggested looking at historical trends for traffic at the Westshore Interchange, and expressed concerns regarding Segment 5. She would like to have a greater comfort level about the project’s implications for Segment 5 before transmitting the letter.

Commissioner Miller asked for confirmation that Secretary Gwynn was requesting a letter of support to for additional funding for the Westshore Interchange Reconstruction. Secretary Gwynn agreed. Secretary Gwynn clarified the lane merger at the Howard Frankland Bridge and stated that he and his staff are willing to meet with any board member and provide clarification about Segment 5. Originally Segments 4 and 5 were planned to be built together, but now only the portion of 5 that is needed to make sure that a bottleneck is not created at Westshore is being built.

Chairman Miller advised Secretary Gwynn if any member of the board would like to meet with him, that he and his staff should sit down with them to address concerns. Secretary Gwynn agree.

Mr. Lopano made a motion to approve and transmit the letter to District 7 Secretary David Gwynn: Comments on SIS 2045 Cost Feasible Plan, and the letter to FDOT Secretary Mike Dew: Westshore Interchange Reconstruction. The motion was seconded by Mr. Joseph Waggoner.

Commissioner Smith pointed out that there is still a SEIS to be completed for Segments 4 and 5. The letter does not commit the group to being unable to make changes to the SEIS. There are still questions regarding how to handle the express lanes regarding tolled or untolled. This will be settled once the SEIS moves forward and is finalized. Secretary Gwynn stated that FDOT will follow the SEIS as approved. Commissioner Smith stated that she likes the MPO’s proposed letters better than HART’s letter because of the sentence that states that further development of the project design will provide the detailed information that is necessary.

Following the discussion, the motion carried unanimously.

EXECUTIVE DIRECTOR’S REPORT

Ms. Alden has been reviewing the language of the County Charter Amendment regarding transportation funding and the MPO’s role. One percent of the proceeds is set aside for planning and development, that the MPO would receive for supporting the work of the implementing agencies and to support the Independent Oversight Committee. A meeting has been scheduled with the implementing agencies for an initial discussion. Ms. Alden will provide an update in February and address how this may affect the budget and work program for the MPO.

There will be a TBARTA MPOs Chairs Coordinating Committee on December 14 in Sarasota to review the regional priority list.

The next board meeting will be held Tuesday, January 8th on the 26th floor of the County Center.

OLD & NEW BUSINESS

Mr. Klug announced a major historical development for Port Tampa Bay, with the addition of COSCO Shipping Gulf of Mexico Express Transpacific service commencing January 28, 2019. COSCO Shipping
is one of the world’s largest container carriers with services calling at 267 ports in 85 countries and regions throughout the globe and will provide weekly direct service from Asia to Tampa.

**ADJOURNMENT**

There being no further business, the meeting adjourned at 11:15 a.m.
Committee Reports

Joint Meeting of the Citizens & Technical Advisory Committees (CAC-TAC) on December 17

The current officers were reelected to serve in 2019:

- CAC Chair – Bill Roberts; Vice Chair – Rick Fernandez; Officer at Large – Nicole Rice
- TAC Chair – Jeff Sims; Vice Chair – Mike Williams; Officer at Large – Amber Dickerson

The committees approved and forwarded to the MPO Board:

- FDOT Tentative Work Program & MPO Comments, with a request from the CAC for more information on projects that are deferred;
- Speed Management & Safety: A Data-Driven Approach, with a recommended action that the MPO sponsor a comprehensive safety audit, addressing speed management, focusing on the severe crash corridors in Hillsborough County;
- Multimodal Level of Service Evaluation, with the CAC suggestion that we monitor the usage of bicycle and pedestrian facilities once they are built.

The CAC-TAC received updates on Tampa Bay Next and Resilient Tampa Bay.

Meeting of the Policy Committee on December 12

The committee approved and forwarded to the MPO Board:

- It’s Time Tampa Bay Survey Results & Recommendations, after a detailed presentation on the responses of Hillsborough County residents specifically, including variations of opinion among demographic segments and geographic sub-areas of the county; there was also a long discussion of the need for more kinds of highway capacity expansion projects than were asked about in the survey, a topic which can be explored later this spring during traffic modeling/forecasting for the 2045 Transportation Plan;
- Speed Management & Safety: A Data-Driven Approach, with a recommended action that the MPO sponsor a comprehensive safety audit, addressing speed management, focusing on the severe crash corridors in Hillsborough County;
- Health in All Policies Resolution

The Policy Committee also was briefed on:

- FDOT Tentative Work Program;
MPO Bylaws Amendment, to add a TDCB seat as required by the State of Florida, and to establish a code of conduct for MPO advisory committee members similar to the Planning Commission’s or Florida Senate’s.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on December 12

The committee approved and forwarded to the MPO Board:

- FDOT Tentative Work Program
- October 2019 Meeting Calendar Amendment

The BPAC also:

- Heard an update on the proposed relocation of a portion of the Upper Tampa Bay Trail, and made a motion offering to review future requests to relocate trails, if the MPO Board or County Commission so desires.
- Approved a list of questions to be submitted to candidates for Mayor of Tampa.

The BPAC received updates on Multimodal Level of Service and Tampa Bay Next.

Meeting of the Transportation Disadvantaged Coordinating Board (TDCB) on December 14

The committee approved and forwarded to the MPO Board:

- Election of officers: reelecting Gloria Mills as Vice Chair and Craig Forsell as Officer At Large;
- By-Laws Amendment to include membership from the Agency for Persons with Disabilities as required by the Florida Administrative Code;
- Continued Coordination Contract with Sunrise Community Inc.; 171 persons with cognitive disabilities were provided with trips to job opportunities, day training programs and social events in the last calendar year at a cost of $14.09 per trip;
- The South Shore Transit Study Reevaluation;
- The Multimodal Level of Service Evaluation

Meeting of the Livable Roadways Committee (LRC) on December 19

The committee approved and forwarded to the MPO Board:

- FDOT Tentative Work Program
- Multimodal Level of Service Evaluation
- Speed Management & Safety: A Data-Driven Approach, with a recommendation to develop comprehensive safety and speed management action plan, including safety audits to include speed management and the importance of network connectivity

The LRC also received reports on:

- Tampa Bay Next Update
- Smart Cities Initiative
Meeting of the School Transportation Working Group (STWG) on December 5

The STWG celebrated its last meeting in this format, with refreshments, and members shared successes. The group members also discussed their transition to working as part of the FDOT Community Traffic Safety Team.

The STWG received status reports on:
- Statewide Directors Sub-Committee meeting – F.S. Hazardous Walking Legislation Proposed Revisions
- Draft Elementary Student Non-Funded Phased Bus Removal TECO Electric Bus Pilot Project
- Draft Elementary Student Non-Funded Phased Bus Removal
- USF Industrial Engineering School Magnet School Transportation Pilot Program
- School District’s Circulation Committee
- Multimodal Level of Service Evaluation

Following the meeting, several members joined the National Safe Routes to Schools Partnership Executive Director, Cass Isidor, for a brainstorming season to generate ideas for the November 2019 national conference in Tampa.
MURAL PAINTING DAY RESCHEDULED!

JANUARY 12th
10 AM - NOON
723 E. Hamilton Ave.

Join us as we paint a mural inspired by student Alex Tavares and interpreted by artist Junior Polo on the street in front of the school!

Refreshments and snacks will be provided.

For further information please contact torresg@plancom.org