Meeting of the Livable Roadways Committee
Wednesday, January 16, 2019, 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 – December 19, 2018

IV. Action Items
   A. Attendance Review and Declaration of Vacant Seats (Lisa Silva, MPO)
   B. Election of Officers (Lisa Silva, MPO Staff)
   C. LRC Committee Appointment (Lisa Silva, MPO)
   D. 2019 Safety Targets (Johnny Wong, MPO)

V. Status Reports
   A. Channelside Drive Design Project (Paula Flores or Rob Rosner, GPI)
   B. Media Framing of Fatal Bicycle Crashes (Julie Bond, CUTR)

VI. Old Business & New Business
   A. LRC Next Meeting: February 20, 2019

VII. Adjournment

VIII. Addendum
   A. MPO Meeting Summary & Committee Report
   B. FDOT-MPO Special Briefing Jan 31

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

The MPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Learn more about our commitment to non-discrimination.

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

Si necesita servicios de traducción, el MPO ofrece por gratis. Para registrarse por estos servicios, por favor llame a Johnny Wong directamente al (813) 273-3774, ext. 370 con tres días antes, o wongj@plancom.org de cerro electrónico. También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al (813) 273-3774, ext. 211.
In accordance with Title 17 U.S.C. Section 107, materials attached are for research and educational purposes, and are distributed without profit to MPO Board members, MPO staff, or related committees or subcommittees the MPO supports. The MPO has no affiliation whatsoever with the originator of attached articles nor is the MPO endorsed or sponsored by the originator. Persons wishing to use copyrighted material for purposes of their own that go beyond ‘fair use’ must first obtain permission from the copyright owner.

If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.
I. CALL TO ORDER

A quorum being established, Chair Green called the meeting to order at 9:03 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, Trent Green, Sara Hendricks, David Hey, Gus Ignas, Jason Jackman, Arizona Jenkins, Christina Kopp, Karen Kress, Michael Maurino, Sandra Piccirilli, Neale Stralow, Charles White and Mike Williams

Others Present: Lisa Silva – MPO; Sharon Snyder – Planning Commission; Alex Henry – FDOT; Paula Flores – Greenman Pedersen, Inc.; Ken Sides – Sam Schwartz Engineering; Jen Musselman – Kittelson; Vik Bhide – City of Tampa

II. PUBLIC COMMENT

There were no public comments.

III. APPROVAL OF MINUTES

Approval of the November 28, 2018 minutes (Kress - Maurino). The motion passed unanimously.

IV. ACTION ITEMS

A. 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.D7wpph.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 about what rigid pavement is (concrete for heavier vehicles); if the reconstruction of the intersection at West Kennedy and Westshore Blvd. will make it more pedestrian friendly (yes, the design has been added for 2023); if the streetcar will be extended on Tyler and Martin Luther King (that will depend on the outcome of the Heights Mobility Study); if the MPO has the ability to add projects to the Work Program (Ms. Silva – no, they do not have the power to add projects, just provide comments on the projects. Ms. McKinley – the MPO can remove projects, but the MPO’s main responsibility is to prioritize projects); are all projects on State roads (no, local roads are included); the need for a plan for Highway 301, north of Bloomingdale and south of Falkenburg, which is a huge interchange with land use changes (Ms. McKinley – there are portions of Highway 301 included in the Work Program); how much of the funds are geared towards safety (Ms. McKinley – the analysis will be brought back to the Committee in May. Mr. Henry – there is overlap on projects); and how much leeway is there to move funds to other categories, such as transit (Mr. Henry will come back to the Committee with the answer).

Motion: Provide comments and recommend approval to the MPO Board (Hey - Kopp). The motion passed unanimously.

B. Multimodal Level of Service Evaluation (Sarah McKinley, MPO)

Ms. McKinley introduced Ms. Musselman 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.

Discussions followed regarding if accessibility (ADA) issues were considered (They looked at two different time parameters for signals, one for an able-bodied pedestrian and one for others. They kept the design features of accessibility separate for this process so they didn’t get lost, but they do rely on local agency’s ADA plans); if the information is for professionals or the
general community and how can the Committee educate the community (Ms. McKinley – this is a guidance tool to identify projects for the Transportation Improvement Plan (TIP) and Long Range Transportation Plan (LRTP) and is also on the Plan Hillsborough website for the public’s use. It will also be promoted through Vision Zero. Ms. Silva – staff uses this tool for prioritizing projects.)

Motion: Recommend approval of the MMLOS update to the MPO Board (Maurino - Stralow). The motion passed unanimously.

C. Speed Management & Safety: A data-driven approach (Paula Flores, GPI)

Ms. Flores presented the Speed Management & Safety proposed study. She will explain why speed management is important, how speed limits are set, what is speed management and how an action plan will be developed. She explained data tells us that 75% of fatal crashes occur on roads with posted speeds of higher than 40 mph and 75% of fatal and serious injury crashes occur on one-third of our roads. She also stated one-third of our roads account for three-fourths of severe crashes. Speeding kills more than 10,000 people a year, which is on par with drunk driving; however, it doesn’t carry the same social consequences.

Ms. Flores explained the higher the speed, the lower the pedestrians’ chance of surviving a crash and she explained the cone of vision. She said speed limits inform motorists of appropriate safe driving speeds under favorable conditions and presented the types of speed limits. Ms. Flores also explained the United States method of setting speed limits. In 2017, the National Traffic Safety Board Study revealed the 85th Percentile Speed Setting process leads to unintended consequences of higher operating speeds and an undesirable cycle of speed escalation and reduced safety. She showed speed limit reduction results in Seattle, New York City and Mexico City and discussed target speeds based on street context.

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. Ms. Flores discussed the goals, desired outcomes, attributes, design-speed management countermeasures and intelligent transportation systems to manage speed. She also discussed supportive enforcement techniques as well as the benefits of speed management.

Ms. Flores explained what goes into developing an action plan and how to measure success. She is asking for a continued commitment to preventing fatalities and serious injuries.

Discussions ensued regarding how to control speed along roads with a higher speed limit like Busch Blvd. (There are a lot of tools used in addition to road diets. Things considered are: if the intersections operating correctly, are there enough crosswalks, who is frequently using the corridor, etc. Ms. Silva stated East Busch Blvd. is on the FDOT Work Program and West Busch Blvd. safety improvements are coming soon. Mr. Bhide explained there is no data that confirms speeding gets you to your destination faster. Narrowing lanes and other designs slows traffic.); the recommendation to revise the study to a comprehensive study/audit; is seatbelt usage considered in the fatality counts (The policies need to be looked at when conducting these studies. Ms. Silva stated this study is focusing on speed management); if adding a traffic signal be considered a countermeasure (it would depend on the problems along the corridor but adding traffic control can be a solution); the importance of the issue of design, particularly for intersections and sidewalk placement; the opinion that continuous right turns can pose hazardous conditions; triple lefts are being designed but the parallel roadways can’t accommodate that purpose; networks need to be expanded to allow longer green time for the
pedestrians; how lane width affects speed management; and the need for timed arterial lights throughout the Tampa Bay region, not just downtown.

**Motion:** Develop a Hillsborough County comprehensive safety and speed management action plan, including safety audits to include speed management and the importance of network connectivity (White - Kopp). The motion passed unanimously.

V. 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 the 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 included if the express lanes will be tolled (yes); if there are still plans for additional connections underneath I-275 (no, there will only be operational improvements made to the existing ones); how many bridges will be along I-275 going north (there will be the same number as there currently are); the need to revise the statement “Enhance Connectivity under the Interstate” to “Enhance Bicycle/Pedestrian Connectivity under the Interstate” (noted); if the hardened shoulders for transit includes van pools (it is wide enough but that would be contingent on future evaluations); and how transit on the inside shoulder will exit the interstate (Ms. Silva – this is part of the Regional Transit Plan and will need to be worked out).

B. Smart Cities Initiatives (Vik Bhide, City of Tampa)

Mr. Bhide, City of Tampa Smart Mobility Division, presented the Smart Cities Initiative, which is the use of technology and data to improve the quality of life. A lot of the studies and action plans are based on static data; using newer technology and connectivity provides real time data to provide a better understanding of how our facilities operate daily. The big difference between Smart Cities and intelligent transportation systems is Smart Cities can tap into a more universal approach, thanks to smart phones, etc. It’s a great opportunity to understand and better design our environment.

Mr. Bhide discussed the Tampa Bay transportation challenges. The context for Smart Cities is urbanization, demographics, climate change, safety and technology. Key technologies are IoT
Mr. Bhide discussed the Tampa Bay Smart Cities Alliance, which is a public, private and academic alliance. It was formed about a year ago in collaboration with USF Center for Urban Transportation Research (CUTR), FDOT, the City of Tampa and major local partners. The focus areas are mobility as a service, regional data platform and reimagining infrastructure. A memo of understanding was signed between the City of Tampa and USF and the Alliance became part of the MetroLab Network, which is a nationwide city-university collective to share data and best practices. Some of the projects include the Advanced Traffic Management System (ATMS) which will rebuild the traffic signal system, Tampa Smart Paint Project (paint with embedded messaging), Solar Traffic Signal Pilot (sidewalk mounted panels), the Tampa LED Streetlight Program and the crowd sourced data. Mr. Bhide briefly discussed the Connected Vehicle (CV) pilot program being conducted by the Tampa Hillsborough Expressway Authority (THEA).

There are many key achievements: The CV Pilot is the first suburban pilot in the US (partnering with THEA, the City of Tampa, USF, HART, FDOT and the Federal Highway Administration {FHWA}); the Smart District is the 1st WELL Certified District (partnering with Strategic Planning Partners and the City of Tampa); the Smart Paint project is the 1st deployment in the US (partnering with the City of Tampa, HART, Lighthouse for the Blind, USF and OSU); and Tampa is the first city in Florida on the Connected Communities Program (CCP) with the Waze project.

Discussions followed regarding what is the WELL certification (This is the Water Street District and the WELL certification looks at the nexus of infrastructure, healthcare and energy and combines the three to make sure the community is smart, healthy and utilizes energy in the most efficient manner.); if the Smart Cities Alliance is coordinating with the long range transportation planning process (Yes, the MPO is part of the Alliance); the need to submit the WELL Certification project when the requests for proposals for the Safe Routes Conference is announced in January (The City of Tampa will work with SPP on submitting the RFP); the connection between the public and private realm – buildings may be able to access the location of a fire and communicate a plan with the fire department; and how the Smart Cities concept can impact every aspect of how a city functions.

C. FDOT Highlights of Walk/Bike Projects in Work Program (Alex Henry, FDOT)

This was included in the FDOT Tentative Work Program & MPO Comments presentation (Action Item A).

VI. OLD BUSINESS & NEW BUSINESS

B. The Cleveland School painting event was postponed due to rain. It is tentatively planned for January 12, 2019. Please watch for further information.
C. There are a few changes to the MPO Meeting Calendar, but not for this Committee. Ms. Silva distributed updated copies of the schedule.

VII. ADJOURNMENT

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

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

**Presenter**
Lisa Silva, 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**
Lisa K. Silva, AICP. PLA

**Attachments**

2018 Attendance Report
<table>
<thead>
<tr>
<th>2018 LRC MEMBER</th>
<th>MPO Member</th>
<th>JAN</th>
<th>FEB</th>
<th>MARCH</th>
<th>APRIL</th>
<th>MAY</th>
<th>JUNE</th>
<th>JULY - Recess</th>
<th>AUGUST</th>
<th>SEPT.</th>
<th>OCT.</th>
<th>NOV.</th>
<th>DEC.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trent Green (Chair)</td>
<td>yes</td>
<td>excused</td>
<td>yes</td>
<td>excused</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>excused</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>Nina Mabilleau/Cal Hardie/Danni Jorgenson</td>
<td>City of Tampa</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
<td></td>
</tr>
<tr>
<td>Neale Stralow/Lea DelTosto</td>
<td>Am. Society of Landscape Architects</td>
<td>yes</td>
<td>excused</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td></td>
</tr>
<tr>
<td>Julie Ham/Mark Hudson</td>
<td>City of Plant City</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
<td>no</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>excused</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
</tr>
<tr>
<td>Chris Weber/Michael Maurino</td>
<td>Westshore Alliance</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td></td>
</tr>
<tr>
<td>Grayson Silver/Melissa Collazo</td>
<td>AIA Member</td>
<td>yes</td>
<td>no</td>
<td>yes</td>
<td>no</td>
<td>excused</td>
<td>yes</td>
<td>yes</td>
<td>excused</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td></td>
</tr>
<tr>
<td>David Hey/Melissa Lienhard (VC)</td>
<td>The Planning Commission</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td></td>
</tr>
<tr>
<td>Trent Green (Chair)</td>
<td>yes</td>
<td>excused</td>
<td>yes</td>
<td>excused</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>excused</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>Nina Mabilleau/Cal Hardie/Danni Jorgenson</td>
<td>City of Tampa</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td></td>
</tr>
<tr>
<td>Neale Stralow/Lea DelTosto</td>
<td>Am. Society of Landscape Architects</td>
<td>yes</td>
<td>excused</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td></td>
</tr>
<tr>
<td>Julie Ham/Mark Hudson</td>
<td>City of Plant City</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
<td>no</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>excused</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
</tr>
<tr>
<td>Chris Weber/Michael Maurino</td>
<td>Westshore Alliance</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td></td>
</tr>
<tr>
<td>Neale Stralow/Lea DelTosto</td>
<td>Am. Society of Landscape Architects</td>
<td>yes</td>
<td>excused</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td></td>
</tr>
<tr>
<td>Julie Ham/Mark Hudson</td>
<td>City of Plant City</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
<td>no</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>excused</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
</tr>
<tr>
<td>David Hey/Melissa Lienhard (VC)</td>
<td>The Planning Commission</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>Trista Brophy</td>
<td>Citizen Advocate for Livable Communities</td>
<td>no</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
<td>no</td>
<td>no</td>
<td>no</td>
<td>no</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>Chris Thompson/Karla Price</td>
<td>Tampa Parks &amp; Recreation Department</td>
<td>yes</td>
<td>excused</td>
<td>yes</td>
<td>excused</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
<td>excused</td>
<td>yes</td>
<td></td>
</tr>
<tr>
<td>Mike Williams/Rob Suess</td>
<td>Hillsborough County Transportation Department</td>
<td>yes</td>
<td>yes</td>
<td>excused</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td></td>
</tr>
<tr>
<td>Karen Kress</td>
<td>Tampa Downtown Partnership</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>excused</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td></td>
</tr>
<tr>
<td>Charles White/John Patrick</td>
<td>Hillsborough County Development Services</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td></td>
</tr>
<tr>
<td>Christopher Cochran/Linda Walker</td>
<td>HART</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>June Farrell</td>
<td>American Planning Association</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>excused</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>excused</td>
<td></td>
</tr>
<tr>
<td>Jason Jackman/Achilleas Kourtillis</td>
<td>USF Environmental Health Services</td>
<td>no</td>
<td>yes</td>
<td>no</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
<td>excused</td>
<td>no</td>
<td>yes</td>
<td></td>
</tr>
<tr>
<td>Catherine Coyle (AL)</td>
<td>Urban Land Institute</td>
<td>yes</td>
<td>excused</td>
<td>yes</td>
<td>excused</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>excused</td>
<td>excused</td>
<td>yes</td>
<td>no</td>
<td></td>
</tr>
<tr>
<td>Arizona Jenkins</td>
<td>Persons with Disabilities</td>
<td>excused</td>
<td>yes</td>
<td>no</td>
<td>no</td>
<td>excused</td>
<td>yes</td>
<td>yes</td>
<td>excused</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td></td>
</tr>
<tr>
<td>Carlos Ramirez/Kris Milster</td>
<td>Institute of Transportation Engineers</td>
<td>yes</td>
<td>no</td>
<td>yes</td>
<td>no</td>
<td>yes</td>
<td>excused</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ray Mensah/Sara Hendricks</td>
<td>New North Tampa Alliance</td>
<td>no</td>
<td>no</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
<td>no</td>
<td>yes</td>
<td>excused</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td></td>
</tr>
<tr>
<td>Christina Kopp/Anna Quinones/Bob Frye</td>
<td>THEA</td>
<td>no</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td></td>
</tr>
<tr>
<td>Gus Ignas</td>
<td>Transit User</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td></td>
</tr>
<tr>
<td>Sandra Piccirilli</td>
<td>City of Temple Terrace</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td></td>
</tr>
<tr>
<td>Vacant</td>
<td>Neighborhood Representative</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vacant</td>
<td>City of Tampa Urban Development Department</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td></td>
</tr>
</tbody>
</table>
Board & Committee Agenda Item

**Agenda Item**
LRC Election of Officers

**Presenter**
Lisa Silva, MPO Staff

**Summary**
The MPO By-Laws requires annual election of officers. The By-Laws also state that the Chairperson will be appointed by the MPO. Planning Commissioner Trent Green has been appointed.

The Vice-Chairperson and Member-at-Large shall be elected by a majority vote of a quorum of the members of the Board present. The Vice-Chairperson and Officer-at-Large shall serve a term of one year starting with the next meeting.

The Officer-at-Large shall, during the absence of both the Chairman and the Vice-Chairman or their inability to act, have and exercise all the duties and powers of the Chairman, and shall perform other duties as may from time to time be assigned by the Chairman.

Currently, the position of Vice Chairperson is held by-David Hey, and the position of Officer-at-Large is Cathy Coyle.

**Recommended Action**
Election of a Vice Chair and Officer-at-Large

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

**Attachments**
None
Board & Committee Agenda Item

**Agenda Item**
Livable Roadways Committee Appointment

**Presenter**
Lisa Silva, MPO Staff

**Summary**
The Livable Roadways Committee (LRC) shall be responsible for integrating Livable Roadways principles into the design and use of public rights-of-way and the major road network throughout Hillsborough County. The LRC seeks to accomplish this responsibility by: making recommendations to create a transportation system that balances design and aesthetics with issues of roadway safety and function; ensuring that public policy and decisions result in a transportation system that supports all modes of transportation, with a special emphasis on pedestrian and bicycle infrastructure and transit infrastructure and service. The following individual has been appointed by their organizations:

- Emily Hinsdale applied for the position of Citizen Advocate for Livable Communities

**Recommended Action**
LRC approve the appointment.

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

**Attachments**
None, Application will be available at meeting.
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 (2019 Year-end Total): 163
- Number of Fatalities (Five-year Rolling Average): 187
- Number of Serious Injuries (Five-year Rolling Average): 1,435
- Number of Nonmotorized Fatalities and Serious Injuries (Five-year Rolling Average): 234
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (MVMT) (Five-year Rolling Average): 1.35
- Rate of Serious Injuries per 100 MVMT (Five-year Rolling Average): 10.43

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**

Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602
Johnny Wong, PhD, MPO Staff

**Attachments**

None.
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
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 impression that cycling deaths are “normal,” and to be accepted, rather than part of a wider epidemic.

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

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

**Socioeconomic status and marginalization**

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

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

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

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

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

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

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

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

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

Filed Under: Bicycling, Florida, Promoted
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
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 agreed.

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.
SPECIAL BRIEFING #1
Community Impacts

FDOT Plans for I-275 and I-4 Interchanges within Tampa's Urban Core

The Hillsborough MPO is hosting a special briefing for the MPO Board, its committees, and the public to learn more about potential community impacts associated with FDOT plans for I-275 and I-4 interchanges within Tampa's downtown and Westshore districts.

FDOT staff will respond to motions issued by the board over the past two years related to community (or human) impacts, such as social concerns, economic impacts, historic resources, parks, and relocations. This briefing will feature an informal, open-house format with displays focused on potential community impacts.

Future MPO briefings will cover safety, bicycle/pedestrian, air quality, and health impacts. Additional information will be available at FDOT public workshops. FDOT plans to hold its next public workshop in late Spring 2019.

PLEASE JOIN US

Thursday
January 31, 2019
4 PM - 6 PM
Conference Rooms A & B
26th Floor
Hillsborough County Center
601 E Kennedy Blvd, Tampa

Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Johnny Wong at 813-273-3774 x370 or wong@plancom.org three business days in advance of the meeting.

También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al 813-273-3774 x211.

The MPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national origin, sex, age, disability, family or religious status.

More about our commitment to nondiscrimination: planhillsborough.org/non-discrimination-commitment/