Meeting of the Bicycle Pedestrian Advisory Committee
Wednesday, April 10, 2019, 5:30 PM

I. Call to Order

II. Introductions

III. Public Comment - 3 minutes per speaker, please

IV. Approval of Minutes – March 13, 2019

V. Members’ Interests (2 Minutes Each)

VI. Action Items

A. Committee Appointments (One Seat)
   1. Victoria Klug
   2. Wanda Vinson
   3. David Allen
   4. Mary Jane Rickles

B. BPAC request to MPO for a letter to TPD on motorists parking in bike lanes (Wade Reynolds, MPO Staff)

VII. Status Reports

A. Vision Zero Quarterly Report (Gena Torres, MPO Staff)
B. Tampa Bay Next Update (FDOT Representative)

VIII. Old Business & New Business

A. Traffic Safety Citizen Board Workshop 5/23/19

IX. Adjournment

X. Addendum

A. MPO Meeting Minutes & Committee Report
B. Tampa Bay Next Open House April 30, 2019
C. Tampa Bay Intersection Control Evaluation User Group meeting – Friday, June 28, 2019

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MINUTES OF MARCH 13, 2019 MEETING

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. Introductions were made.

II. INTRODUCTIONS


Others present: Wade Reynolds, Beth Alden, and Johnny Wong - Hillsborough MPO; Sharon Snyder - Planning Commission; William Sapper; Alex Henry, Kirk Bogen and Ashley Henzel – FDOT; Jeff Hayden – Critical Mass Tampa Bay; Victoria Klug

III. PUBLIC COMMENT

There were no public comments.

IV. APPROVAL OF MINUTES

Motion: Approval of the minutes of February 13, 2019 (Shirk - Thornton). The motion passed unanimously.

V. MEMBERS’ INTERESTS (2 minutes each)

Ms. Latorre announced in celebration of Florida Bike Month, the City of Plant City is participating in the 3rd annual Ride with the Plant City Mayor on March 30th, in conjunction with the Dean’s Ride fundraiser. She distributed flyers for the event.

Mr. Hernandez commented that the City of St. Pete has bike crossing signs in addition to the pedestrian crossing signs and wondered why Hillsborough County doesn't have them. Mr. Reynolds thought it was because State law considers bicycles to follow the same rules as motor vehicles. Mr. Monk stated there are bicycle crossing signs along the trail at I-275 through Tampa Heights. Mr. Collins asked if the signs were located near a bicycle trail in St. Pete, but Mr. Hernandez stated they are just at intersections.

Mr. Shirk just returned from the National Bike Summit. Florida is the 15th best State for bicycling. He met with congressional delegates, including local Congresswoman Castor, Chair of the Climate Change Committee, who asked the Committee to come up with and document ideas on the positive effects of bicycling on carbon emissions and climate change. Please contact Mr. Shirk at shirkje@gmail.com with ideas or questions.
Mr. Monk stated no one has time to go through the Long Range Transportation Plan (LRTP) or the Transportation Improvement Plan (TIP) line-by-line. Last year, he found the majority of the budget is spent on automobile capacity (road widening, intersection/interchange improvements, etc.). As a Committee, he feels the priority needs to be laid out, then measure the items brought before the Committee against the priority. He stated low-density development and moving around in single occupancy vehicles is killing us in every possible way (40K deaths in a vehicle in the USA every year). This doesn’t include those that die as a result of climate change and environmental issues because of automobiles. He can’t get behind spending 70-80-90% of the budget on automobiles and will vote against every recommendation that continues to pour money into that system. Mr. Shirk stated one of the projects being worked on at the National Bike Summit Advocacy program is making the spending on transportation more in line with safety issues. Right now, 2% of the passenger miles are pedestrian and bicycles, and 20% of the fatalities are pedestrian and bicycle. They are asking Congress to have the US Department of Transportation skew the safety money to pedestrian and bicycle safety.

Mr. Horst feels there is a need to change how transportation funds are spent, but the land use also needs to change to accommodate growth.

Mr. Monk feels green space needs to be valued as much as land close to the city and behaviors and attitudes will change when they stop subsidizing growth.

Mr. Shirk stated we could not accommodate the growth projected through the end of the century, especially building everything out in quarter-acre lots.

As a point of order, Mr. Thornton stated the Members’ Interests comments need to be limited to two minutes each and limit their discussions. Mr. Forbes stated it is duly noted.

VI. ACTION ITEMS

A. Committee Appointments (Wade Reynolds, MPO)

Mr. Forbes stated there are two vacancies and three applicants. He asked candidate William Sapper, to introduce himself and share why he would like to serve on the Committee. The other two applicants weren’t present. Mr. Reynolds provided copies of the three applications and stated he has also received two additional applications that he would like to share with the Committee at the April meeting.

Motion: Recommend Committee appointment of William Sapper to the MPO Board (Collins - Marsh). The motion passed unanimously.

Mr. Reynolds explained to Mr. Sapper that his appointment will be confirmed by the MPO Board at their next meeting, but that he is welcome to sit at the table as a non-voting member tonight.

B. 2018 State of the System Report (Johnny Wong, MPO)

Dr. Wong presented the 2018 State of the System Report. This is a biannual update intended to track trends related to safety, congestion, multimodal travel, resiliency and infrastructure conditions within Hillsborough County. Beginning with this update and moving forward, it will also serve as the TIP and LRTP System Performance Report and establish the baseline by which to measure improvements in the future. The MAP-21 legislation requires MPOs to publish a system performance report documenting the targets, conditions, and performance of
the required measures. Each of these measures is intended to address one or more of the seven national goals: Safety, infrastructure condition, congestion reduction, system reliability, freight movement, economic vitality, environmental sustainability, and reduced project delivery delays.

Dr. Wong discussed the performance measurements in the rebranded and reorganized program areas: State of Good Repair and Resiliency, Vision Zero, Smart Cities, Real Choices When Not Driving and Major Projects. He reviewed the goals of each program area. For State of Good Repair and Resiliency the goals are: (1) Maintain pavements in good working conditions; (2) maintain bridges in good working conditions; (3) maintain transit assets in good working condition; and (4) reduce transportation vulnerabilities and enhance resiliency to major storms. The goal of Vision Zero is to reduce fatal and serious injury crashes. The goals for Smart Cities are: (1) alleviate congestion and improve travel time reliability; (2) reduce percentage of population affected by vehicular emissions; and (3) alleviate congestion and improve safety at key intersections. The goal for Real Choices When Not Driving is to provide independence for those who cannot/do not own a car and for Major Projects the goal is to invest in transportation infrastructure to grow our economy.

Discussions followed regarding when a bridge is replaced, is the bridge built transit and pedestrian/bicycle friendly (it would be up to the jurisdiction, and Hillsborough County is building bridges transit and pedestrian/bicycle friendly); if there is funding for outreach and rules of the road training (education is one of the components of the Vision Zero action tracks); how the 80-year resurfacing average for the City of Tampa was developed (Dr. Wong met with City planning staff who provided the annual resurfacing budget, number of lane miles resurfaced and years between previous resurfacing projects. This is the figure that was calculated. Dr. Wong stated the numbers will be recalculated); while the time between resurfacing does seem long, there does appear to be a calculation error; the average life of a road is 20 years; does the road surface material, like brick, make a difference (yes, there are different policies for repaving/replacing brick streets); the brick streets in the City of Tampa were constructed in the 1930s; there were corrections on the air quality page that the EPC conveyed to Dr. Wong; if 88% of the hospitals are accessible by walking, biking or bus (yes, and they overlap); is the Committee taking action on the draft plan or will a final report be presented (no, revisions will be made based on feedback and the revised report will be presented to the MPO Board); can Committee members receive a copy of the report (yes); the possibility of changing the term “real choices when not driving” as it predetermines driving is the primary choice (the MPO is open to suggestions); does Florida give the same rights to bicyclists as drivers (yes); a Committee member is happy to see the integration of public health and environmental concerns; the need for not only real choices, but safe and connected choices; and how does Hillsborough County compared to other areas on loss productivity (Mr. Reynolds stated Hillsborough County is 19th nationwide). One suggestion to replace “real choices when not driving” was “real choices in alternative transportation”.

Mr. Marsh and Mr. Thornton would like feedback on the methodology on the 80 year average for repaving the streets of the City of Tampa. Dr. Wong will follow up with the City staff and forward their explanation to Mr. Reynolds for distribution to the Committee.

Motion: Approve the amended 2018 State of the System Report, to include the corrections provided by the EPC (Shirk – Thornton). The motion passed unanimously.

VII. STATUS REPORTS
A. Tampa Bay Next I-275 Section 7 PD&E (Kirk Bogen, FDOT)

Mr. Bogen presented the Tampa Bay Next I-275 Section 7 PD&E Update. Section 7 is the section north of the I-4 interchange north to Bearss. FDOT is trying to solve safety, traffic operations, congestion and choice in transportation mode issues. This is one of 9 interstate modernization projects in the Tampa Bay area and the purpose of the project is to enhance the corridor capacity, enhance overall safety, enhance the corridor operation conditions, support future transit and accommodate future growth. He discussed the two segments of Section 7, the transition segment from I-4 to Martin Luther King Jr. Blvd., and the PD&E Study segment from Dr. Martin Luther King Jr. Blvd. to north of Bearss Avenue. He presented the preferred typical section which includes four general use lanes with full depth pavement on inside shoulders. Mr. Bogen discussed the benefits of full depth shoulders (hard shoulders) and the operational improvements at Hillsborough Avenue and Bearss Avenue interchanges.

As part of FDOT’s studies, they do consider the effects of their undertakings on the historic properties in the area and there are no anticipated effects on any listed or eligible historic resources within the project area. Mr. Bogen also presented information on the sound walls which FDOT has committed to building as soon as possible to mitigate construction noise.

FDOT is also planning pedestrian friendly underpass improvements to widen sidewalks, enhance lighting, paint bridge sub-structures, cut back walls for improved bike/pedestrian experience, include public art (in cooperation with the City of Tampa) and identify landscape opportunities. Mr. Bogen presented examples of cut-back walls and landscaping and reviewed the evaluation matrix.

Mr. Bogen discussed the public involvement and the public hearing on Tuesday, March 26th, from 5:30 – 7:30 p.m. at Seminole Heights United Methodist Church. He presented the project schedule, showing the project kicked off in Spring 2014 and the PD&E is expected to be complete this summer. He reviewed the Project Cost per segment and the project summary.

Discussions ensued regarding if the residents agree with their findings on historic resources (FDOT coordinates with the State Historic Preservation Officer and the City of Tampa historian and they have held meetings in Seminole Heights); what the increase in vehicle throughput on I-275 is (increasing lanes from 3 to 4 will increase throughput by 33%); air quality is critical in this area and transportation emissions are the largest single source of air quality problems in Hillsborough County, and probably most of Florida; when will FDOT learn that adding traffic causes more emissions, which causes more asthma (Mr. Bogen stated doing nothing will cause emissions to get worse as idling causes worse emissions than actual driving); the need for actual engineering and the need to develop meaningful solutions; with growth, there is a need to amp up fixed guideways; can the same right to drive on shoulders be given to motorcycles as buses (Mr. Bogen will look into that); and if there will be room for a train system on I-275 in five years (it could be built in the median).

Mr. Reynolds stated there is not a transit envelope preservation for the portion of I-275 north of downtown, but the median is reserved for premium transit on I-4 and the portion of I-275 that flows from east to west. The buses running on the shoulders on north and southbound I-275 could count as premium transit. Mr. Reynolds also reminded the Committee there has never been a plan to put a train on I-275 headed north; the plan has always been to extend the streetcar on Florida Avenue and a proposed line to USF on the existing CSX tracks on 30th Street.
Discussions continued asking what a general purpose lane is (non-toll); and will all of the underpasses receive the same improvements (no, all improvements will not be included at every underpass, but lighting will probably be improved at all).

B. 2045 LRTP Trail Needs Assessment (Wade Reynolds, MPO)

Mr. Reynolds provided the 2045 LRTP Trail Needs Assessment. He shared the Greenways and Trails Master Plan Update from 2016, the Hillsborough County priorities and phasing and the Florida Greenways and Trails System Plan (FGTS) which are eligible for SUNTrail funding. There are currently 133 miles of existing trails in Hillsborough County and an additional 335.5 planned, studied or conceptual trails and side paths. Mr. Reynolds discussed the available sources of funding, the average cost per mile of trail and the next steps. The needs assessment is scheduled to be completed by the end of May and outreach will be ongoing from summer through mid-September. The Real Choices technical memo is scheduled for completion by the end of August and the draft of the cost affordable plan is scheduled to be completed by mid-September.

Discussions followed regarding how many lane miles of interstate can be built for $455 million (Mr. Reynolds can come to the Committee with these calculations); are any of these trails eligible for the $0.01 surtax (yes, that is the All for Transportation tax); will the 2045 LRTP include County and City (yes, however there isn’t a specific section for trails); are there trails in the City (yes, and Mr. Reynolds pointed them out on the Master Plan Update map. Some are proposed trails.); is the trail the gentleman from the Swamp Bike Club spoke about a few months ago on the Greenways and Trail Master Plan update (no, these trails are all 12' wide paved trails. The trail he spoke off is unpaved.); SUNTrail requires 12' wide trails for funding but 12' wide trails aren’t feasible in the City limits; if the Committee can make a motion asking the MPO Board to formally request a change in the definition (State Legislature makes the decisions regarding SUNTrail. Mr. Reynolds suggested making a motion to the MPO Board to ask the local State Legislation delegation to amend SUNTrail funding to prioritize urban improvements, etc.).

Mr. Henry stated 12’ is the standard width but there are policies in place for exceptions. Mr. Collins stated trails are off-road facilities and, therefore, cycle tracks are not considered part of the trail, per SUNTrail. Cycle tracks are single mode facilities and do not allow for pedestrian use, per Mr. Reynolds. Mr. Collins also commented the only place in Hillsborough County that allows 12’ are the New Tampa planned communities. Mr. Reynolds said there are applications for the overpass at Big Bend Road, and Dale Mabry and I-275. Mr. Thornton feels there should be consideration on how dollars are spent in the urban core to address the needs. Mr. Monk believes the funds are recreation based which affects how the money is spent in the urban environment and suggested there be another source. Mr. Thornton suggested researching other options for walking/bicycling in the urban core, such as velotrails, but there has to be equity. Mr. Monk suggested maybe the Committee should ask the MPO to ask the Legislature to unencumber the funding, so it doesn’t have to be for multi-use, off-road, or 12’ wide trails. Mr. Horst believes SUNTrail is set up, so communities receive funding based on population. Mr. Collins stated the trail out of Palm River, headed south, might have the population and employment based on the 2045 population projections and it might be used as a way to get to work, etc. Mr. Forbes remembers the Committee providing input to Mr. Reynolds on where the trail should go around Sun City Center for that purpose.

Ms. Latorre asked how Orlando City trails are funded. Mr. Reynolds will get back to her with this information.

VIII. OLD BUSINESS & NEW BUSINESS
A. Traffic Safety Citizen Board Workshop 5/23

Mr. Reynolds announced there is a lot of activity in the Heights area regarding traffic safety; therefore, Councilman Maniscalco is hosting a Traffic Safety Citizen Board Workshop on May 23rd. He will provide more information at the next meeting.

B. Enforcement of vehicles parked in bike lanes

Mr. Reynolds has reached out to the Tampa Police Department to have them attend a Committee meeting to discuss enforcement of vehicles parked in bike lanes.

C. Bay-to-Bay update

Ms. Rubscha thanked Committee members who sent emails to County Commissioners regarding Bay-to-Bay. She spoke at the meeting and approximately 85% of the people in attendance were in support of a safer street design. Close to 600 people emailed or sign a petition in support of a safer street compared to 89 people opposed to it. The result was the fastest resurfacing of a road she has ever seen. The two new Commissioners were in support of resurfacing now and restriping later. Commissioners asked for a status update at the next BOCC meeting and the next City Council meeting. Ms. Rubscha is hoping the new Mayor will address this as the crosswalks are still scary and there are no ADA compliant features. With the Complete Street projects, Ms. Rubscha feels the term “road diet” shouldn’t be used, as it suggests a reduction in the number of lanes. Mr. Forbes sent each Commissioner an email and will forward their responses to Mr. Reynolds for the record. Mr. Thornton suggested forming a Committee, like was successfully done for Bayshore Blvd. Bay-to-Bay needs a community effort to discuss the needed improvements along Bay-to-Bay to improve the quality of life of people living in south Tampa. Once this happens, eventually there will be a nice street with landscaping and nice sidewalks/bike lanes. Even though this street has residential homes on it, most drivers use it as a cut through road. He suggested asking both governments to set up a Bay-to-Bay Task Force to come up with suggestions of what these roads should look like. Ms. Rubscha feels it is bigger than just Bay-to-Bay and all streets in the area need the same attention. Mr. Reynolds stated BikeWalk Tampa Bay, WalkBike Tampa and other organizations are advocating for these improvements but there is a lot of work that needs to be done. Mr. Reynolds will research the dates for the status updates and bring the information back to the Committee. Commissioner Kemp did motion for a postponement to resurfacing but did not receive the second. Ms. Ramirez suggested the repaving could have been completed quickly due to the condition of the pavement.

VIII. ADJOURNMENT

There being no further business, the meeting was adjourned at 7:33 p.m.
Board & Committee Agenda Item

**Agenda Item**
Vision Zero Quarterly Report

**Presenter**
Gena Torres, MPO Staff

**Summary**
Tracking progress toward reducing deaths and serious injuries on our roadways is an important part of the Vision Zero Action Plan. There are several performance measures for each of the action tracks, the most meaningful of which will be the reduction in fatal and incapacitating crashes. Highlights from Vision Zero initiatives completed and underway will be presented.

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

**Prepared By**
Gena Torres

**Attachments**
Board & Committee Agenda Item

**Agenda Item**
Tampa Bay Next Quarterly Update

**Presenter**
FDOT Representative

**Summary**
Tampa Bay Next is a program to modernize Tampa Bay’s transportation infrastructure and prepare for the future. The Florida Department of Transportation will provide an update on the Tampa Bay Next program including project updates on the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) and Howard Frankland Bridge.

**Recommended Action**
None; for information only

**Prepared By**
Wade Reynolds, AICP

**Attachments**
None
TRACKING PROGRESS

It’s been over one year since the MPO Board adopted the Vision Zero Action Plan in December 2017, establishing strategies to end severe crashes in Hillsborough County. This report tracks the progress and accomplishments of the Vision Zero Coalition, which are organized into four action tracks:

- **Paint Saves Lives**: Low cost retrofits and pop-up treatments
- **One Message, Many Voices**: Public awareness & education strategies
- **Consistent and Fair**: Community-oriented law enforcement
- **The Future Will Not Be Like the Past**: Facilitating culture change through policies and programs

The latest crash data available helps us see the full picture of crashes that happened in Hillsborough County during 2018 and compare to prior years.

- Vision Zero efforts are making an impact in Hillsborough County. 2018 saw the lowest total number of traffic deaths over the last six-year period.
- The 2018 crash data revealed that on average there are 12 traffic related fatalities per month.
Vision Zero has a page on the Plan Hillsborough website titled, “Take Action for Vision Zero.” On this web page, visitors can sign the Vision Zero Pledge, share their stories, and learn about upcoming Vision Zero Speakers Bureau training opportunities and community related events. One of the most exciting new features is the ability to book a presentation from a Vision Zero speaker directly through the website:

http://www.planhillsborough.org/take-action-for-vision-zero/

Thank you to all of those who requested Vision Zero presentations throughout 2018:

- Ballast Point Homeowners
- Carrollwood Meadows Homeowners Association
- Cherry Creek Property Owners Associations
- Friends of the Bloomingdale Library
- Hawks Point
- MacFarlane Elementary Parent/Teacher Association and Honor Students
- MacFarlane Elementary School Executive Board
- MacFarlane Park Homeowners Association
- New Tampa Safe Streets
- Northeast Seminole Heights - Block Captains
- Northeast Seminole Heights - Neighborhood Watch Picnic
- Palma Ceia
- Pasco Citizen’s Advisory Committee
- Rotarian Club RCTNT
- Seminole Heights
- Seminole Heights Highways and Byways
- Tampa Heights Civic Association
- Tampa Homeowners Association of Neighborhoods
- Temple Terrace Rotarians
- University Square Civic Association
- Wellswood Homeowners Association

THANK YOU TO ALL OF OUR VISION ZERO HEROES!
PAINT SAVES LIVES

NOTABLE HIGHLIGHTS

GOAL 1: RAISE DRIVER AWARENESS OF PEOPLE WALKING AND BIKING BY USING HIGH-VISIBILITY MARKINGS ON THE TRANSPORTATION NETWORK

- Cleveland Elementary Mural
  - Fourth and fifth graders at Cleveland Elementary have a much larger canvas for their artwork than usual – E. Hamilton Avenue near their school. Following the success of a temporary mural painting on 15th Street in June 2018, the Vision Zero Coalition held another mural painting day to slow down traffic near the school on Saturday, January 12 from 10AM to Noon.
  - Approximately 60 volunteers attended the event. The mural was inspired by Cleveland Elementary student Alex Tavares, who received a bike, helmet, and bike lights courtesy of event sponsor, OnBikes. Other sponsors included the Hillsborough Metropolitan Planning Organization, Hillsborough County Public Schools, American Planning Association Sun Coast Section, and Safe & Sound. These sponsors provided paint, materials, artist costs, and refreshments. Alex’s mural was interpreted by local artist Junior Polo. Junior led volunteers of all ages as they completed the colorful mural in front of the school.

- Tampa Smart Paint Application
  - The Tampa Smart Paint Pilot Project is a public-private, academic partnership between the City of Tampa, Intelligent Material, Tampa Lighthouse for the Blind, and the Ohio State University (OSU) that is working to assist persons with visual disabilities. Partners are providing services and resources with the City of Tampa portion being funded through the Smart Mobility operating budget. The Smart Paint application is intended to comfortably and safely allow users with visual disabilities to traverse crosswalks by using special canes that can detect the smart paint and allow them to stay within crosswalks. The use of smart paint and canes correlates with the City’s mission to serve vulnerable communities and provide an equitable transportation system. The Smart Paint is currently being tested in Tampa, near the Lighthouse for the Blind and adjacent transit facilities located near South Boulevard and Cleveland Street as well as South Boulevard and Platt Street. As the paint is installed over the next couple of months, the City will be working with its partners to test the facility with candidates selected by the Lighthouse of Tampa. Future applications of the smart paint technology include: identifying deboarding areas at transit stops, navigating through crowded spaces like airports and convention centers, and connected / automated vehicle guidance and positioning. Vik Bhide from the City of Tampa noted,
“ Upon completion of testing, we hope to publish our findings and work with the community to identify other uses. We need to ensure that the smart paint product is effective over time and holds up to Tampa’s weather and conditions.”

- **FDOT Traffic Signal Box Art Contest**
  - Local high school students were given the opportunity to make their mark on crosswalks near their school through the FDOT traffic signal box art contest. The contest submittals were due in November and winners were announced in December. The art contest was applied to the outside of the traffic signal boxes at intersections and was to convey crosswalk safety messages.
  - Of the 62 submittals, the top three winners include Shanice Robertson, Julian Catano Perez, and Sarah Jarvis. They received prizes of $250, $150, and $100.
  - The judges included representatives from the following: Hillsborough County School Board, Hillsborough County Public Works, City of Tampa Transportation and Stormwater Services Department, FDOT District 7, FDOT District 7, USF CUTR, and the Hillsborough MPO.

*First Place artwork by Shanice Robertson (Blake High School)*

*Second Place artwork by Julian Catano Perez (Hillsborough High School)*

*Third Place artwork by Sarah Jarvis (Blake High School)*

Volunteers work on the Cleveland Elementary Mural.
GOAL 2: IMPLEMENT LOW-COST TREATMENTS TO IMPROVE THE SAFETY OF THE ROADWAY, PARTICULARLY FOR VULNERABLE USERS

• **50th Street – Raised Crosswalks:** In January, raised crosswalks were installed on 50th Street to help slow down speeders along the busy university-area roadway. The street borders the east side of the University of South Florida campus in Tampa. The roadway is notorious for safety issues. In 2014, a woman was hit and seriously injured while crossing the street. Additionally, a guide dog was struck and injured in 2012. The raised crosswalks are the latest in a string of safety improvements for the hazardous street, including flashing beacons, sidewalks, and reduced speed limits in the area. The raised crosswalks project cost less than $15,000. County officials are hopeful the project, along with the previous enhancements, will bring measurable safety improvements along the roadway.

• **34th Street Roundabouts:** Three roundabouts are planned for a stretch of roadway known for serious, and sometimes fatal, crashes. From 2009 to 2011, 34th Street from Columbus Drive to Hillsborough Avenue had 14 serious crashes. The City of Tampa plans to construct roundabouts at the intersections of E. 21st Avenue, Lake Avenue, and Osborne Avenue beginning in 2019 with completion in 2020. Other proposed improvements in the area include the following: flashing beacons and advanced signage at 26th Avenue; a road diet from Columbus Drive to 21st Avenue; a road diet from Lake Avenue to Dr. Martin Luther King, Jr. Boulevard; and bicycle facilities throughout the corridor.

Raised crosswalks at N 50th Street and USF Holly Drive on the USF Campus. Image courtesy of Hillsborough County

Roundabout planned for the intersection of 34th Street and E. 21st Avenue.
ONE MESSAGE, MANY VOICES

NOTABLE HIGHLIGHTS

GOAL 1: INCREASE AWARENESS OF VISION ZERO TO INFLUENCE SAFER BEHAVIORS ON OUR ROADWAYS

• Getting the message of Vision Zero out through community events:
  - Gasparilla Bike Safety Rodeo was held on January 19. The Vision Zero Coalition and the MPO’s Bicycle Pedestrian Advisory Committee (BPAC) were busy creating awareness for walking, biking, and roadway safety. BPAC assisted the Tampa Police Department with the Gasparilla Children’s Parade Annual Bicycle & Pedestrian Safety Rodeo. A big thanks to St. Joseph's Hospital and Baycare for fitting all participants with free helmets!
  - Vision Zero Coalition Participated in 30th Annual Martin Luther King Jr. Day Parade - Participants celebrated the life and legacy of Dr. King and shared the commitment to safe and equitable transportation for all. Vision Zero would like to extend a special thanks to the University of South Florida SISTUHS and African Students Association for participating in the parade held on January 21, 2019 and spreading the dream of zero traffic deaths in our community.

• Study of Media Messaging and Victim Blaming
  - When it comes to bicyclist safety, researchers have found that how crashes are reported has an impact on how they are viewed by the public. Julie Bond from the Center for Urban Transportation Research (CUTR) recently presented findings from a report titled, “Media Framing of Fatal Bicyclist Crashes in Hillsborough County: A Critical Discourse Analysis” at the Transportation Research Board (TRB) Conference in Washington, D.C. The research team examined 189 media reports of 94 bicyclist traffic fatalities in Hillsborough County from January 2009 to June 2018. They studied how linguistic choices frame the relationship between bicyclists and others involved in fatal crashes. The results of the research showed that reports often focused on the traffic event and the parties involved in the crash typically removed blame from the motorist and highlighted the bicyclist’s actions. For example, many reports state, “A bicyclist was struck by a vehicle...” rather than by a motorist. Ultimately, the study found that this type of reporting strengthens the perception that bicyclists are responsible for their own lack of safety detracting from policy reform that could decrease bicyclist fatalities.

During the Gasparilla Bike Safety Rode, participants learned walking, biking, and roadway safety skills. Those in attendance were all fitted and given free bicycle helmets.

Vision Zero Coalition members, USF SISTUHS, and African Students Association members take time from the parade to show their support for safe and equitable transportation in the community.
GOAL 2: ENGAGE WITH VICTIMS OF TRAFFIC VIOLENCE AND THEIR FAMILIES TO PROVIDE THEM A SUPPORT SYSTEM AND A PLATFORM FOR THEIR VOICES TO BE HEARD

- Families for Safe Streets (FSS) organization was founded in 2014 by families of loved ones who were killed or injured in crashes in New York City as a way to come together and share their stories of love and life lost. Nine other FSS chapters have been established since then in places like Central Texas, Alexandria, Virginia, and Southern California. Vision Zero Hillsborough aims to establish a local FSS chapter in the Tampa Bay region. Anyone interested in championing this endeavor should reach out to Gena Torres (torresg@plancom.org).

REMEMBERING THOSE WHO LOST THEIR LIVES TO TRAFFIC VIOLENCE IN 2018*

Albert Balagun Courtney · Alexis Pacheco · Amanda Bruce · Amanda Cepeda-Duque · Andrew Musty · Angelina Elizabeth Torrey · Armando Christopher Hernandez · Armondo Lopez · Art Leon Holley · Bamnet Narongchai · Bernardino Abbinante · Bradley Broughton · Brandi Eckelstafer · Brandon Wayne Fowler · Brett Thomas Hitchcock · Brian Ray Baxter · Brian William Lester · Carlos Gutierrez · Chanel Smith · Charles Edward Kinsey · Charles Frietsch · Charlie Suave Garcia · Christian Camilo Rozo · Christopher Garcia · Christopher Magdic · Christopher Wade Mayo · Cindy marie Bilardo · Connie Raye Sands · Cory Viricik · Cynthia Porley · Daniel Lee Allmond · David Anthony Counts · David Cecich · David Suarez Gonzalez · Derek McCormick · Donna K. Hurt · Dr. Charles C. Williams Jr. · Dustin Pierce · Erick Miguel Lizardi · Ernesto Lopez Zaragoza · Ever Chavez Romero · Felix Dela Uz · Felix Rubio Camacho · Gerald Erouard Jr. · Gerardo Yslas · Gertrude Minneman · Graham Randy Howell · Gustavo Martinez-Meza · Isabel Triana · Jacquelyn Lindermann · James Richard Barnhardt · Jason Anthony Daniels · Jeff Germain-Rogers · Jerry Walker · Jess Paez · Jesse Lamar Wood · Jessica Reisinger · Lillia Raubenbolt · Jesus De La Torre-Moraless · Jesus Manuel de Jesus · Jesus Navarro Lopez · Joel Mendez · Joery Godson Christophe · John Anthony Cosme-Rivera · John Bryan Garcia · John Dilgard · John Howard Perry · John Michael Mackey · John William Costello · Jose Zertuche-Garcia · Juanita Paulino · Keith Booker · Kenneth Alan Wetherington · Kerry Jason Webb · Lawrence James McKiernan · Lazaro Villareal Santana · Leila Reid · Manuel Patino Villa · Marcelino Romero · Marcia Woodside Rivers · Marco Gonzalez Vargas · Maria Teresa Ortiz Vega · Marsha Dawn Wertz · Martina Aliouxi Beltran · Mary J. Phillip · Matthew MacGregor McCullum · Meghan Alisha Wiggins · Melanie Hoit · Melvin Allen · Michael Lee Nevels · Miguel Alexis Hernandez Jr. · Mikeycha James · Mohamed Su Al Toobi · Moses Carter Jr. · Nayomi Ramos-Perez · Pedro Aguerrereberry · Renard McGriff · Rhonda Darlene Reel · Richard Duignan · Richard Tennent · Richard Thomas Parnell · Ronald Sampson · Ryan James Simpson · Saijan Coleman · Samuel Lougheed · Samuel Thankachan Thomas · Scott Anthony Wolf · Shen Hui Lin · Stephanie LaJune Bennett · Stevel Darrel Drggers · Susan Newhall Henniger · Takeny Ivori James · Taylor Liebe · Theresa Hupp · Thomas Connors · Thomas Miller IV · Tyler James Huseman · Urbine Smith III · Veronica Collins · Vivian Keith Gray · Wilburt Williams · William Delapp · Willmette Baughman · Yasiel Ramirez Guitierrez · Yu Zhen Zhang

*Not all names were available
CONSISTENT & FAIR

NOTABLE HIGHLIGHTS

GOAL 1: LEVERAGE THE CAPABILITIES AND EXISTING RESOURCES OF THE COMMUNITY TRAFFIC SAFETY TEAM (CTST) AS A COMMUNITY LAW ENFORCEMENT PARTNERSHIP

• The 60-day 2019 Florida Legislative Sessions starts on March 5 and is scheduled to end on May 3, 2019. The actions taken during the sessions will have significant public policy impacts for planning, transportation, and other issues of concern for many Floridians.

• Primary Enforcement Against Distracted Driving:
  o House and Senate bills (HB 107/SB 76) propose to make texting or talking on a hand-held phone while driving a primary offense instead of the a secondary offense. This means that officers could pull over and ticket someone for texting or talking. This is not permissible under current law unless another infraction was committed. The bills are known as the “Florida Ban on Wireless Communications Devices While Driving Law”.

  o Other Enforcement Related 2019 Session Bills:
    o A House and Senate bill (HB 71/SB 158) called the “Vulnerable Road User Act” intends to increase the penalty for injuring or killing someone considered a vulnerable road user in a motor vehicle crash. Penalties include requiring the person to pay a fine, serve a period of house arrest, attend a driver improvement course, and/or have their driver’s license revoked for a specified period.

    o A Senate bill (SB 116) proposes to specifically make repetitive racing infractions a felony.

    o A House bill (HB 6003) proposes to repeal the law that allows for traffic infraction cameras.

GOAL 2: ESTABLISH A VISION ZERO “CONSISTENT & FAIR” CORRIDOR PROGRAM

• FDOT has given Tampa Police Department and Hillsborough County Sheriff’s Office $50,000 each towards speed enforcement along Busch, Fowler, and Hillsborough Avenues

  o Tampa city leaders call for traffic improvements along Busch, Fowler, and Hillsborough Avenues following fatal crashes that occurred in December 2018.

• Hillsborough MPO Board approved a motion to commission a Comprehensive Safety Audit Addressing Speed Management

  o The Safety Audit was approved at the January 8th Hillsborough MPO Board meeting. The Safety Audit will focus on the severe-crash corridors in Hillsborough County. The end result will be to develop a Hillsborough County Speed Management Action Plan.
THE FUTURE WILL NOT BE LIKE THE PAST

NOTABLE HIGHLIGHTS

GOAL 1: UPDATE POLICIES, STANDARDS AND PROCEDURES TO FOSTER A CULTURE OF SAFETY IN THE PLANNING AND DESIGN OF THE TRANSPORTATION SYSTEM

• A Mayoral Candidate Forum organized by Walk Bike Tampa on December 11 put Vision Zero’s goal of eliminating severe and fatal crashes center stage. Mayoral hopefuls gathered at Sparkman Wharf for a night of discussion about transportation, safety, and healthy neighborhoods. Vision Zero Hillsborough was represented at the event with a table organized by MPO Executive Planner Gena Torres and Senior Planner Wade Reynolds. The questions answered by candidates included one developed by the Hillsborough County Metropolitan Planning Organization: “A Vision Zero policy has been adopted by both Hillsborough County and the Tampa City Council. Can you explain what Vision Zero means in your own words and what actions your Administration will take to uphold and implement Vision Zero for City of Tampa sponsored infrastructure and transportation projects?”

“Every candidate was there talking and hearing about Vision Zero, and I am not sure there is any other mayoral race in the country right now where that has happened,” said Whit Remer, Walk Bike Tampa’s secretary.

GOAL 2: CREATE A SAFE MULTIMODAL TRANSPORTATION SYSTEM THROUGH GOOD DESIGN, LIGHTING, AND CONNECTED FACILITIES

• All for Transportation revenue could help advance safety-related projects in Hillsborough County

- Hillsborough County voters approved a one-cent sales tax on November 6 to help pay for a range of much-needed transportation improvements. Increasing safety for driving, walking, and biking was a key message of the campaign for the tax.

- The estimated $280 million per year the tax will raise will go to improving transit, maintaining and improving streets, and enhancing the bike and pedestrian network. The charter amendment approved by voters also requires about 15 percent of the revenue be dedicated for safety improvements to existing streets, roads, and bridges.

- Expected improvements include more crosswalks, sidewalks, and bike lanes, which will help fill gaps in the network that currently put vulnerable users at risk.

Audience gathered at the Walk Bike Tampa Mayoral Candidate Forum despite the chilly Florida night / Image courtesy of the Tampa Downtown Partnership.

Mayoral candidates at the Walk Bike Tampa Mayoral Candidate Forum / Image courtesy of the Tampa Downtown Partnership.
Hillsborough MPO identifies Safety Performance Targets for 2019

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

- No. of Fatalities (2019 Year-end Total): No more than 163
- No. of Fatalities (Five-year Rolling Average): No more than 187
- No. of Serious Injuries (Five-year Rolling Average): No more than 1,435
- No. of Non-motorized Fatalities and Serious Injuries (Five-year Rolling Average): No more than 234
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (MVMT) (Five-year Rolling Average): No more than 1.35
- Rate of Serious Injuries per 100 MVMT (Five-year Rolling Average): No more than 10.43

GENERAL UPDATE

New York City Vision Zero Conference

On November 7 and 8, MPO Executive Planner Gena Torres attended the 4th Annual Vision Zero Cities Conference at Columbia University’s Alfred Lerner Hall in New York City. Speakers included Vishaan Chakrabarti (Founder of Practice for Architecture and Urbanism and Associate Professor of Practice at Columbia University); Janette Sadik-Khan (Principal at Bloomberg Associates and Former New York City Transportation Commissioner); and Lisa Bender (Minneapolis City Council). Day two presented small group “in the field” opportunities including bike tours, walking tours, workshops, and site visits.
- **Hillsborough County High Crash Spots**
  - The map below reflects the roadways with the highest number of severe injury crashes per mile. The heat map uses the most recent five years of data (2014-2018) and is overlaid with black lines that represent the Top 20 Severe Injury Crashes per Mile from the data set used in the development of the Vision Zero Action Plan (2012-2016).
  - We will continue to monitor the severe injury network and anticipate crashes will begin to decline as safety investments are made on these roadways. For more detailed look at the corridors and the types and number of crashes, check out the Vision Zero Corridor Profiles on the Vision Zero webpage:
    http://www.planhillsborough.org/vision-zero-action-plan/
RECENT / UPCOMING EVENTS

- 2/28/19 – University of South Florida (USF) Transportation Day/Cyclovia - Alumni Drive was closed to automobile traffic between Beard Drive and the east entrance to Lot 8-C. The goal of the event was to increase the variety of transportation options available for USF students, faculty and staff, and to promote a behavior change away from driving alone in a car. Some of the event activities included: ribbon “closing” ceremony, campus bike ride, USF Police Department bicycle registration, Campus Rec bike tune-ups, a bicycle lane painting activity, and food trucks.

- 3/1/19 – Sixth Annual Bike with the Temple Terrace Mayor - The ride was in celebration of Florida’s Bike Month during March. The first 100 adult bicyclists to arrive received this year’s T-shirt in a new color! The ride with the mayor took participants around scenic Temple Terrace along the river, past historic homes, the Florida College, and back to where it started.

- 3/2/19 – Temple Terrace’s Kids Bike Rodeo & Family Ride - Bike/Walk Tampa Bay and the Hillsborough County Sheriff’s Office hosted a Kids’ Bike Rodeo and Family Ride. A bike rodeo is a way for kids to learn bicycling skills on a fun, safe obstacle course. The event was held at the Temple Terrace Family and Recreation Complex. Free helmets were provided to participants followed by a fun 3.9-mile family ride through Temple Terrace.

- 11/12/19 to 11/14/2019 – National Safe Routes to School Conference at the Hilton Tampa Downtown. The theme is “Active Travel for Equitable and Healthy Communities.”

- 11/14/19 - Gulf Coast Safe Streets Summit at the Hilton Tampa Downtown. A preeminent educational event aimed at encouraging the implementation of Complete Streets along the Gulf Coast of Florida.

HOW CAN YOU GET INVOLVED?

TAKE ACTION FOR VISION ZERO
- Visit: http://www.planhillsborough.org/take-action-for-vision-zero/
- Take the Vision Zero Pledge
- Share your story with us
- Become a Speaker Bureau member for Vision Zero
- Book a Vision Zero Speaker Bureau presentation by submitting a request form on the website

VOLUNTEER FOR UPCOMING EVENTS
- We and our Vision Zero Coalition partners have events throughout the year that give you numerous opportunities to participate in Vision Zero!

FOLLOW US ON FACEBOOK TO STAY IN THE KNOW!
www.facebook.com/VisionZeroHillsborough
Use #VisionZero813 to spread the word on social media!
MPO Board Meeting of Tuesday, March 11, 2019

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:02 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 were present:


The following members were absent:

Mayor Rick Lott, Councilman Harry Cohen, Mayor Mel Jurado, and Trent Green.

APPROVAL OF MINUTES – February 5, 2019

A motion was made by Commissioner Pat Kemp to approve the minutes of February 5, 2019. The motion was seconded by Commissioner Kimberly Overman and carried unanimously.

PUBLIC COMMENT

Mr. Doug Jesseph, representing the Old Seminole Heights Neighborhood Association, commented on the Tampa Bay Next agenda item and its recommended build alternative.

Mr. Rick Fernandez, Chair of the Tampa Heights Transportation Committee and Vice Chair of the CAC, agreed with Mr. Jesseph’s comments, and he commented on the Tampa Bay Next update as well.

Mr. Mauricio Rosas, representing Old Seminole Heights Neighborhood Association, as well as the Heights Transit Traffic Awareness Campaign, requested safety enhancements.

Following public comments Commissioners Kemp and Overman spoke in support of Mr. Rosas’ comments. Chairman Miller congratulated Councilman Maniscalco and Councilman Viera for being re-elected.

COMMITTEE REPORTS, ONLINE COMMENTS

Ms. Gena Torres, Executive Planner, provided a summary of committee reports, email and Facebook comments received from citizens. The full reports from the committees and all emails were provided to members in their board folders.

All of the committees recommended approval of the Transportation Improvement Program amendment to fund a PD&E for the US 41/CSX grade separation project proposed by FDOT.
The committees received information on the following action items:

- The Tampa Bay Next Section 7.
- Shared Mobility Design and Policy discussing what Uber and Lyft will mean for traditional transit.
- The City of Tampa’s Harbour Island Complete Streets project.

The TAC received an update on the 2045 LRTP process and opportunities for the committee to weigh-in. A joint workshop with the Planning Commission is scheduled for May 13 to discuss unique projects in the Needs Assessment and how they each affect land use goals.

The BPAC heard a Demographic Analysis on how pedestrian crashes correlated to race, age, and income as well as proximity to various destinations. They also discussed the 2019 Dangerous by Design report, which places the Tampa Bay area at number nine nationally for pedestrian and cycling danger.

The Transportation Disadvantaged Coordinating Board heard abbreviated results of the annual evaluation of the Community Transportation Coordinator. In addition, they received information on the Advantage Ride pilot project sponsored by the Florida Legislature and Commission for Transportation Disadvantaged. The pilot provides free trips for persons with disabilities in Hillsborough, Pinellas and Manatee.

The Tampa Bay Transportation Management Area (TMA) Leadership Group discussed approaches to regional coordination and the future structure of the group. The group received a brief update on the Regional Long Range Transportation Plan development and heard staff recommendations for the annual priority project list. Staff recommended five top regional priorities to advance immediately:

- SR60/I-275 interchange in Hillsborough County
- I-75 at Overpass Road in Pasco County
- I-75 at Gibsonton in Hillsborough County
- I-275 operational improvements from north of downtown Tampa to the I-275/I-75 apex
- Central Avenue Bus Rapid Transit in Pinellas County

The priority list will be brought back to the group in April for final approval.

The following Facebook remarks were received and provided to board members:

- Michelle Cookson and Dayna Lazarus wrote in support of the "No Build" option for Tampa Bay Next and the interstate segments and suggested an amendment to the 2040 LRTP that removes two tolled express lanes and instead accelerate and prioritize Transit.

The following email remarks were received and provided to board members:

- Michelle Cookson responded to an email from Mauricio Rosas outlining neighborhood driven actions to move several initiatives forward such as: painted street murals, traffic calming, projects planned in the community, and Vision Zero sign waving events.
- Dale Tindell wrote two emails about congestion on the I-275, the Howard Frankland Bridge, and the I-4 interchange.
- Dave Finnigan emailed regarding Transit X – solar powered flying pods.
- Susan Boda wrote thanking Beth Alden for presenting on a transportation panel.
Steve Henley wrote about SkyTran to commercialize aerial transit as a traffic solution in Tampa Bay.

There were no questions following the committee reports and online comments.

CONSENT AGENDA

A. Committee Appointments

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

SPECIAL PRESENTATION: HEALTHIEST CITIES & COUNTIES CHALLENGE GRANT AWARD

Ms. Michele Ogilvie, MPO Staff, congratulated the MPO Board on being recognized as a winner of the Healthiest Cities and Counties Challenge and thanked partners and community members.

Aetna representatives, Ms. Sandra Lozada, Director of Client Management and Wellness, along with Brook Flaherty Tiner, Senior Director, Government Relations presented an award of $50,000 to the Hillsborough MPO.

ACTION ITEMS

A. TIP Amendment for US 41 – CSX Rail Crossing PD & E Study

Ms. Sarah McKinley, MPO Staff, presented a Transportation Improvement amendment for the CSX grade separation project. The amendment would add $1.45 million in funds for Project Development & Environment (PD&E) Study for the grade separation project at US 41 and the CSX tracks near Causeway Blvd.

Following the presentation, members provided brief comments on the project.

A motion was made by Commissioner Smith to approve the TIP Amendment for the US 41/CSX Grade Separation Project Development & Environment Study. The motion was seconded by Councilman Maniscalco and Commissioner Kemp and carried with a roll call vote of 12-0.

STATUS REPORTS

A. School Transportation Working Group Recognition, Annual Report & Transition Steps

Ms. Lisa Silva, MPO Staff, provided a status report on the School Transportation Working Group's recognition, annual report and transition steps.

Following the presentation, Commissioner Kemp expressed concerns about the structure of the work going away since the original working group is no longer needed. Mrs. Cindy Stuart stated that there is still a lot of work to be done and the issues that the group worked on will continue to be addressed by School District staff.

(Commissioner Hagan left at 9:57 a.m.)
(Mr. Waggoner left at 10:10 a.m.)
B. Tampa Bay Next Quarterly Update

Secretary David Gwynn provided the Tampa Bay Next Quarterly Update. FDOT is working on addressing speed management concerns, still in negotiation stages with Brightline, and continue ongoing public involvement meetings. There is an I-275 North Corridor Public Hearing scheduled on Tuesday, March 26 from 5:30 p.m. to 7:30 p.m. at the Seminole Heights United Methodist Church located at 6111 North Central Avenue in Tampa.

Following the presentation, there was brief discussion. Where possible, Commissioner Overman would like to see sloped wall plans removed from all urban core underpasses due to safety concerns. She would also like to see additional signage in the transition areas of I-4 and north of Martin Luther King Junior Boulevard.

(Mr. Mechanik left at 10:33 a.m.)

Commissioner Kemp would like to see better signage at I-275 and Hillsborough Avenue.

C. 2045 Long Range Transportation Plan Revenue Estimates

Ms. Sarah McKinley, MPO Staff, introduced the agenda item and Mr. Robert Peskin, AECOM Representative and MPO Consultant, provided the revenue forecasts.

(Commissioner Miller left at 10:44 a.m.)

Commissioner Kemp chaired the meeting since Commissioner Miller had to leave.

Following the presentation, there was brief discussion.

(Mr. Klug left at 10:57 a.m.)

EXECUTIVE DIRECTOR’S REPORT

Ms. Alden provided updates on House Bill 385, regional coordination, the County Charter Amendment, and review of the Tampa Bay Next Supplemental Environmental Impact Statement for the Downtown Interchange. There will be a special public workshop on April 30 from 5 – 7 p.m. at the Robert W. Saunders, Sr. Public Library, located at 1505 North Nebraska Avenue in Tampa.

The next MPO Board meeting will be held on Tuesday, April 2 and the TMA Leadership Group meeting will be held Friday, April 5 at 9:30 a.m. at the PSTA Headquarters located at 3201 Scherer Drive in Pinellas County.

OLD & NEW BUSINESS

Mr. Cameron Clark reiterated information on House Bill 385. Per discussion at the Policy Committee the form for the Executive Director’s Evaluation is being modified. Mr. Clark will be sending the evaluation out to MPO Board members, and he will present the information at the April board meeting.

Mrs. Cindy Stuart encouraged members to keep an eye on House Bill 675 that has been filed by Representative Beltran regarding hazardous walking conditions.

ADJOURNMENT

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 11:12 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on March 13
The committee approved and forwarded to the MPO Board:
✓ The 2018 State of the System Report, which prompted a wide-ranging discussion of how it addresses Vision Zero, transit service, especially to disadvantaged communities, and traffic congestion, especially in the Southshore area.

The CAC also heard reports on:
  o Tampa’s Smart City initiative from Vik Bhide; several CAC members want it to expand to unincorporated areas such as Brandon
  o The I-275 Boulevard conversion concept presented by Joshua Frank at the CAC’s request; members asked how freeway conversion projects have been accomplished in other cities and pointed out how much lane capacities differ between freeways and arterial roadways.

Meeting of the Technical Advisory Committee on March 18
The committee approved and forwarded to the MPO Board:

The TAC also participated in an activity:
  o 2045 LRTP Needs Assessment Major Projects. The committee weighed in on ideas for major projects (road widenings, extensions, lane reductions, and fixed guideway transit) to include in the regional model for testing the effect on congestion. Jurisdictional and agency staff confirmed that previously discussed suggestions would be included, and suggested changes and additions where needed. A first draft of congestion and ridership forecast results will be available in a few weeks.

Meeting of the Policy Committee on March 26
The committee approved and forwarded to the MPO Board:
✓ Interlocal Agreement Regarding Transportation Sales Surtax

They also heard reports on the process for creating the 2045 LRTP Needs Assessment – including major projects and multi-use trail projects – and the process for public engagement and outreach this summer.

The committee discussed a legislative update, and requested the board send a letter to the legislative delegation similar to a Forward Pinellas letter.
Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on March 13

The committee **approved and forwarded to the MPO Board:**

- Appointment of William Sapper as a Citizen-at-Large member of the committee
- 2018 State of the System Report

The BPAC also heard reports on:

- Tampa Bay Next I-275 Section 7 – Members expressed that it is an unsustainable project and other alternatives should be considered.
- 2045 Trails Needs Assessment – This was a preliminary look at the need for trails including total mileage, cost estimates of recent trails, and an initial look at the funds potentially available for projects.

Members also expressed frustration with the Tampa Police Department’s enforcement of parking in bicycle lanes. Staff will reach out to the Department for comment before the next meeting.

Meeting of the Livable Roadways Committee (LRC) on March 20

The LRC heard public comment on the safety performance of modern roundabouts, and **approved and forwarded to the MPO Board:**

- 2018 State of the System Report

The LRC also was briefed on the Tampa Bay Next I-275 Section 7 PD&E.

Meeting of the MPO Chairs Coordinating Committee (CCC) Staff Directors on March 22

The MPO directors met at the TBARTA office and were briefed on TBARTA’s next steps to develop its Regional Transit Development Plan. The MPOs – most of which are preparing their long-range transportation plans – and TBARTA will collaborate on public outreach and ridership forecasting.

The next meeting of the MPO Chairs will be July 19 in Pasco County. Topics will include regional priorities, revisions to the CCC Interlocal Agreement to streamline the regional process, and an overview of the Pasco Connected City project.
Please join us for
OPEN HOUSE #2

Natural Impacts of

FDOT Plans for I-275 and I-4 interchanges in Downtown and Westshore

The Hillsborough MPO is hosting an open house for the public, the MPO Board, and its committees to learn more about potential environmental and natural impacts associated with FDOT’s interchange plans. This is one in a series of open houses providing a forum for FDOT to respond to MPO Board motions seeking information on Tampa Bay NEXT project impacts.

The informal format is an opportunity for citizens to view large map displays of the interchanges and talk with experts about potential noise, air quality, and water quality impacts.

A third open house addressing traffic impacts will be scheduled this summer.

Tuesday
April 30, 2019
5:00 - 7:00 pm
at

Robert B. Saunders Sr.
Public Library
1505 N Nebraska Ave, 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 at least 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/
E. Columbus Drive from N. Nebraska Avenue to N. 14th Street
LAP Complete Street Project | City Project No: 1001221; FPN: 436639-1

**Project Description**
The E. Columbus Drive Design project provides for the reconfiguration of the existing 2-lane, undivided street to provide bicycle lanes on both sides of the street and an on-street parking aisle on the south side of the street. This 0.4-mile segment of E. Columbus Drive from N. Nebraska Avenue to N. 14th Street is an arterial roadway with one travel lane in each direction and has an average daily traffic volume of 10,210 vehicles. The posted speed is 30 miles per hour.

The E. Columbus Drive Design project is identified as the fourth highest priority project in the Hillsborough County Metropolitan Planning Organization (MPO)-City of Tampa Walk-Bike Plan Phase I - Final Report. The City’s InVision Center City Plan also identified this segment of E. Columbus Drive for road dieting and rebalancing to provide safe, walkable, and bikeable neighborhood connectivity.

**Project Location**
E. Columbus Drive from N. Nebraska Avenue to N. 14th Street
LAP Complete Street Project | City Project No: 1001221; FPN: 436639-1

Project Typical Section

FROM N NEBRASKA AVE (SR 45) TO N 14TH ST
### Summary of Project Costs and Schedule

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**NOTES:**
1. FDOT – Florida Department of Transportation
2. City – City of Tampa