Meeting of the Livable Roadways Committee

Wednesday, April 17, 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 – March 20, 2019

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

V. Old Business & New Business
   A. LRC Next Meeting: May 22, 2019

VI. Adjournment

VII. Addendum
   A. MPO Meeting Summary & Committee Report
   B. Tampa Bay Next Open House - April 30, 2019
   C. City of Tampa Public Notice - E. Columbus Drive Meeting Invitation and Fact Sheet

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

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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 wonj@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.

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I. CALL TO ORDER

Vice Chair Hey called the meeting to order at 9:00 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. A quorum was present at the start of the meeting.

Members Present: Christina Buchanan, Karen Cashon, Cathy Coyle, Cal Hardie, Sara Hendricks, David Hey, Mark Hudson, Gus Ignas, Jason Jackman, Larry Josephson, Matt Lewis, Michael Maurino, Roger Menendez, Sandra Piccirilli, Anna Quinones, and Peter Syzonenko

Others Present: Beth Alden, Wade Reynolds, Johnny Wong and Gena Torres – MPO; Sharon Snyder – Planning Commission; Ken Sides – SSE; Alex Henry, Ashley Henzel and Alice Price - FDOT

II. PUBLIC COMMENT

Ken Sides, an Engineer with Sam Schwartz Engineering, stated he previously presented to the LRC in February 2015 and participates with Vision Zero both as a volunteer and a consultant. He provided an update on his previous presentation on modern roundabouts, which have decreased fatalities more than 90% since 2001, according to the Federal Highway Administration. While a good start, it’s not a reduction to zero fatalities. France and Australia have built thousands of roundabouts (30 times more than the USA, based on population), which have been very successful. The Pennsylvania Department of Transportation recently completed a study based on 17 years of crash data, which found that modern roundabouts reduce fatalities by 100%, achieving the Vision Zero goal. Serious injuries were also reduced by 100% but minor injuries were only reduced by 95%. The city of Carmel, IN, has built one modern roundabout for every 1,000 residents. The equivalent for Tampa is 377 modern roundabouts. There are many opportunities to reduce intersection fatalities to zero. We cannot wait for modern roundabouts to reduce fatalities to 200-300%, as that is mathematically impossible. Mr. Sides discussed the addition of art to modern roundabouts.

A discussion followed regarding the need to emphasize the operational improvements of roundabouts in addition to the safety improvements.

III. APPROVAL OF MINUTES

Approval of the February 20, 2019 minutes (Maurino - Josephson). The motion passed unanimously.

IV. ACTION ITEMS

A. 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 and 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 goals for State of Good Repair and Resiliency 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 for 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 percent 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 or do not own a car and for Major Projects the goal is to invest in transportation infrastructure to grow our economy.

Discussions ensued regarding the difference between good and poor road assessments *(Dr. Wong stated it is measured as a percentage of the pavement that suffers from rutting and deterioration.* Mr. Hardie explained the rating scale provided on the side and the rating is determined after an assessment of road conditions); how is it measured *(Mr. Hardie stated by Light Detection and Ranging (lidar) or foot on the ground inspections)*; how many bridges are closed due to their rating *(2)*; has a study by a safety economist ever been completed to determine the value of a statistical life *(no, but the MPO is working on a new speed management study that should address this)*; Mr. Lewis read a study by the Transportation Research Board that quantified the economic impact of a life; Mr. Reynolds stated he believes FDOT has done a study which determined the value of a life at $10 million; Temple Terrace mostly has residential roads without a lot of truck traffic, which causes most of the damage, and Hillsborough County has a lot of arterial and collector roads with heavy truck traffic which requires more frequent repaving *(jurisdictions determine their pavement condition index (PCI) value)*; PCI was initially used for airport runways and aprons; Dr. Wong feels it would be helpful to coordinate the standard for jurisdictions.

Mr. Hardie explained the City of Tampa is currently at a 80 year funding level. The last system analysis was in 2016 and the City's PCI was 71, which is good compared to other areas in the State. The City's yearly resurfacing budget is $5 million; however, resurfacing is also done through capital projects. Approximately $2.6 million is allocated for resurfacing neighborhood roads and the remainder is for road maintenance, such as fixing potholes. The City is anticipating $4 - 5 million additional from the new surtax for resurfacing projects. The next is anticipated to be approximately 20-25 years after that.

Ms. Coyle stated the multilevel impact fees are at 1986 rates, which is between 20-23% less than that the present need. As a result of no policy requiring the resurfacing of the entire road segment, the City will resurface a road where developers cut the pavement for service laterals or roadway connections that will result in patched roads. As there isn't a policy that requires them to resurface the entire segment. As a result, Ms. Coyle would like to see a requirement policy in place for the repaving of the entire segment between intersections.
Mr. Hardie said the current $2.6 million budget repaves two neighborhoods each year. The reason it’s so expensive is because of the trees uplifting the roadway or removing trees to allow for drainage.

Discussions continued regarding how brick streets are measured on this scale (Dr. Wong hasn’t received the information from the City of Tampa. There are 2,500 lane miles and approximately 20 lanes miles are brick. Mr. Hardie stated the brick street program is mainly for low level maintenance, however there is one area in a highly industrial area in East Ybor that has been identified for brick resetting.); if there is a target for connectivity (Dr. Wong stated a target hasn’t been established but it is of interest. Mr. Josephson stated there is urgent need to develop a system for connectivity in south County where there isn’t a grid system. In his opinion, if something isn’t done immediately, there won’t be a place to build roads and the County be gridlocked forever. Ms. Coyle feels they also need to focus on health issues by zoning in on trails and sidewalk connectivity. Mr. Reynolds stated that will be identified in the need assessment of the 2045 Plan.); and Mr. Hardie emphasized the need to plan for a future sidewalks or bike trails when planning a roadway.

Motion: Approve the 2018 State of the System Report (Coyle – Maurino). The motion passed unanimously.

V. STATUS REPORTS

A. Tampa Bay Next I-275 (Section 7) PD&E update (Ashley Henzel, FDOT)

Ms. Henzel, FDOT PD&E Project Manager for Section 7, presented the Tampa Bay Next I-275 (Section 7) update. Section 7 is the section north of the I-4 interchange north to Bearss Avenue. FDOT is trying to solve safety, traffic operations, congestion and choice in transportation mode issues. This is one out of nine 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. She 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. She presented the preferred typical section which includes four general use lanes with full depth pavement on inside shoulders. Ms. Henzel 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 nor eligible historic resources within the project area. Ms. Henzel 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 an improved bike/pedestrian experience, include public art (in cooperation with the City of Tampa) and identify landscape opportunities. Ms. Henzel presented examples of cut-back walls and landscaping and reviewed the evaluation matrix.

Ms. Henzel 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. She presented the project schedule, showing the project kicked off in Spring 2014 and the PD&E is expected to be completed this summer. She reviewed the project cost per segment and the project summary.
Discussions followed regarding the plan to paint underpasses and add public art/mural (Ms. Coyle stated the City has a public art commission and a public art manager. The artwork has to be from a commissioned artist to be considered art); how will bus drivers know when they can use the hardened shoulders (FDOT will need to coordinate with HART so they can alert the drivers); if any thought has been given to allowing carpools or vanpools to use the hardened shoulders when there isn’t congestion (FDOT can look into this); if there is a shoulder maintenance program to remove debris (not that Ms. Henzel is aware of); concern about the pedestrian crossings at the Hillsborough Avenue interchange (these will continue to be signal controlled); how buses will handle a broken down vehicle on the shoulders (the buses will have to merge back into general use traffic); what the current level of service (LOS) for the interstate is (Ms. Henzel will share the report with Mr. Reynolds so he can distribute to members, but they can also visit the FDOT District 7 studies website.)

VI. OLD BUSINESS & NEW BUSINESS

A. The next LRC Meeting is Wednesday, April 17, 2019.

VII. ADJOURNMENT

There being no further business, the meeting adjourned at 10:06 a.m.
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
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 allows 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.
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.
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 Rodeo, 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 Eckelstaefer · 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 Virick · 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 Lizard · 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-Morales · 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 Alexiou Beltran · Mary J. Phillip · Matthew MacGregor McCullum · Meghan Alisha Wiggins · Melanie Hoitt · Melvin Allen · Michael Lee Nevels · Miguel Alexis Hernandez Jr. · Mikeycha James · Mohamed Su Al Toobi · Moses Carter Jr. · Nayomi Ramos-Perez · Pedro Aquerreberry · Renard McGriff · Rhonda Darlene Reel · Richard Duignan · Richard Tennent · Richard Thomas Parnell · Ronald Sampson · Ryan James Simpson · Saijan Coleman · Samuel Lougheed · Samuel Thanhkchan Thomas · Scott Anthony Wolf · Shen Hui Lin · Stephanie LaJune Bennett · Steve Darrel Driggers · Susan Newhall Henninger · Takeny Ivori James · Taylor Liebe · Theresa Hupp · Thomas Connors · Thomas Miller IV · Tyler James Hussenan · Urbane Smith III · Veronica Collins · Vivian Keith Gray · Wilbur Williams · William Delapp · Willmette Baughman · Yasiel Ramirez Guittierrez · 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:**
  - 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”.

- **Other Enforcement Related 2019 Session Bills:**
  - 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.
  - A Senate bill (SB 116) proposes to specifically make repetitive racing infractions a felony.
  - 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**
  - 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**
  - 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.
• 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/
• 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.

RECENT / UPCOMING EVENTS

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!

VISION ZERO QUARTERLY MEETINGS
• The next quarterly meeting will be held in May 2019. Time and Location To Be Determined.

BE A VISION ZERO HERO
Being a Vision Zero Sponsor is a valuable means to show support for the safety of Hillsborough County.

By participating as a sponsor you can advance the Vision Zero message and gain visibility and recognition as a leader focused on improving the quality of life for all modes of transportation in our county.

If you or your organization would like to become a sponsor, contact Gena Torres (torresg@plancom.org) or Amanda Chornoby (achornoby@ci.tampagov.com) to learn more!

FOLLOW US ON FACEBOOK TO STAY IN THE KNOW!

www.facebook.com/VisionZeroHillsborough
Use #VisionZero813 to spread the word on social media!
Board & Committee Agenda Item

Agenda Item
Tampa Bay Next Quarterly Update

Presenter
FDOT Representative

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

Please note that the MPO and FDOT have scheduled the second of three public open houses on the Supplemental Environmental Impact Study (SEIS) currently underway for the Downtown & Westshore Interchanges. It is open to the public but designed specifically for MPO members and its committees.

This event is scheduled for 5 to 7 PM on April 30 at the Robert B. Saunders Library, 1505 N. Nebraska Ave. It will focus on the potential impacts of FDOT’s plans for these interchanges on the natural environment. More information is available in the attached flyer.

Recommended Action
None; for information only

Prepared By
Rich Clarendon

Attachments
Flyer announcing April 30th Open House
Please join us for OPEN HOUSE #2

FDOT plans for I-275 and I-4 in Downtown and Westshore impact on the Natural Environment

The Hillsborough MPO invites you to an open house with the MPO Board and its committees to learn more about potential environmental and natural impacts associated with FDOT’s interstate modernization plans. This is the second in a series of open houses and briefings providing a forum for FDOT to respond to MPO Board motions as well as MPO committee and public comments on the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS).

The informal format is an opportunity to view large map displays of the concepts and talk with experts about potential environmental impacts, including health, air quality, noise, and water management.

A third open house addressing traffic impacts will be scheduled this summer. In addition, FDOT will provide more details at public workshops to be held later this spring. Learn more at: tampabaynext.com

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.

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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/
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 February 13

The CAC met on February 13th and recommended for MPO approval:

✓ An amendment to the Transportation Improvement Program (TIP) to fund a Project Development & Environmental (PD&E) study for the US 41/CSX grade separation project proposed by FDOT.

The CAC was also briefed on:

 o The Tampa Bay Next Section 7 PD&E study recommendation to add two general purpose lanes to I-275 north of downtown Tampa to Bearss Ave. Members asked how this project would affect the Boulevard conversion proposal for I-275, the southbound to eastbound fly-over, how to improve bicycle and pedestrian safety around the interchanges, and the express bus lanes proposed by TBARTA.

 o The Shared Mobility Design and Policy Studio project being conducted by the FSU Dept. of Urban and Regional Planning and the Planning Commission. Members were impressed by the level of knowledge presented by the urban planning graduate students and had lots of questions about what shared ride mobility like Uber and Lyft will mean for traditional transit, how users can navigate through the system, drop off and pick up zones around venues such as Amalie Arena, and how citizens can get involved.

Meeting of the Technical Advisory Committee on February 25

The committee approved and forwarded to the MPO Board:

✓ An amendment to the TIP to fund a Project Development & Environmental (PD&E) study for the US 41/CSX grade separation. Members acknowledged this as one of the highest priority congested intersections and are interested in hearing more about the design alternatives as the project moves forward.

The TAC also heard reports on:

 o 2045 LRTP update and ways for the TAC to weigh-in. The members were interested in moving the date of their May or June regularly-scheduled meetings to coincide with a joint workshop with the Planning Commission to further explore ways to coordinate and influence the 2045 LRTP update.
- Tampa Bay Next Section 7 PD&E study. There were questions on the design – suggestion extra care given to marking crosswalks at the Hillsborough Avenue on and off ramps; the appreciation for noise walls; and for the other TBN Sections, the timeline for completing the SEIS and receiving an update on ROW acquisitions.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on February 13

The committee approved and forwarded to the MPO Board:

✓ An amendment to the TIP to fund a Project Development & Environmental (PD&E) study for the US 41/CSX grade separation.

The BPAC also heard reports on:

- The Application of Demographic Analysis to Pedestrian Safety by Dr. Pei-Sung Lin of CUTR. The presentation focused on the demographics of pedestrian victims of traffic crashes, and how those are correlated to race, age, and income as well as proximity to destinations such as bars, schools or stores.

- The City of Tampa’s Harbour Island Complete Streets project, which will reduce speed limits and add safety features for pedestrians and cyclists.

- A Shared Mobility Project underway by FSU Master’s of Urban and Regional Planning students focusing on transit, ridesharing, and other types of shared mobility.

The BPAC also discussed the 2019 Dangerous by Design report, which placed the Tampa Bay area at number 9 nationally for pedestrian and cycling danger. The committee also heard public comment in favor of a road diet on Bay to Bay Blvd. in Tampa.

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

The committee approved and forwarded to the MPO Board:

✓ Whii Remer as alternate Advocate for Livable Communities;
✓ TIP Amendment to fund a PD&E study for the US41 CSX Grade Separation.

The LRC also heard reports on:

- The City of Tampa’s Harbour Island Complete Streets.

Meeting of the Transportation Disadvantaged Coordinating Board (TDCB) on February 22

The committee approved:

✓ The abbreviated results of the annual evaluation of the Community Transportation Coordinator. Clients reported 99 percent satisfaction for the Sunshine Lines’ service.

✓ The Legislative Message for the 2019 Transportation Disadvantaged Legislature Day scheduled for March 20th in Tallahassee.
The TDCB also heard reports 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. There are no limitations on the trip type or destination.

- The Tampa Bay Next Workforce Development program piloted by the Florida Department of Transportation. The purpose of the program is to:
  1. To build productive, sustainable relationships with regional and local stakeholders and community members;
  2. To provide direct economic benefits to communities where FDOT is constructing infrastructure projects, specifically targeting low-income, and high-unemployment areas; and
  3. To help address the construction labor shortage by recruiting and building a pipeline of workers for infrastructure projects in the Tampa Bay region and increasing the likelihood of FDOT projects staying on time and within budget.
Tampa Bay Transportation Management Area (TMA) Leadership Group Executive Summary

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

Summary for 2.8.19 meeting

Based on the importance and reach of the conversations that happen at the TMA Leadership Group, we are looking to keep our stakeholders aware of the outcomes of these meetings. The following is a summary of the most recent meeting highlights; you can find the full agenda online. A video of the meeting can be viewed on YouTube.

The vast majority of the meeting discussion was devoted to approaches to regional coordination and the future structure of the TMA Leadership Group

- Hillsborough MPO Executive Director Beth Alden presented a number of options for how regional coordination could proceed in future
  - The staff recommendation was to continue the current TMA meeting schedule this year, and in 2020 use the TBARTA MPO Chairs Coordinating Committee (CCC) as a base group for regional coordination and restart quarterly CCC meetings
    - The CCC has a voting structure and existing processes for dispute resolution, joint approval of plans, sharing of financial resources among MPOs to create regional documents, and public participation, as well as an existing interlocal agreement
    - In addition, it includes Hernando/Citrus MPO, Polk County TPO, and Sarasota/Manatee MPO as members
  - Staff recommended that after the Tri-County LRTP approval in late 2019, the TMA could move to annual meetings, with supplemental joint board meetings among at least two MPO boards as needed
    - In 2020, the regional plan could also be expanded to the larger CCC area
- The consensus among the group was that members found value in continued regular meetings as a core three-county region, with the TMA potentially structured as a named subcommittee of the CCC to eliminate redundancies and unnecessary bureaucracy
  - Using the CCC structure could streamline the number of interlocal agreements needed, manage the overall number of regional groups, and allow the TMA to use existing CCC processes
    - It would eliminate the need for new interlocal agreements
    - A formal interlocal agreement for regional planning coordination is federally required not only among the TMA MPOs but also between the Pasco and Hernando/Citrus MPOs and between Hillsborough MPO and both Polk TPO and (soon) Sarasota/Manatee MPO
    - The existing CCC Interlocal Agreement satisfies the federal requirements
    - To streamline the number of regional meetings, the TMA could in 2020 meet on the same days as the CCC, immediately before or after the CCC, adding focus to the core area of this mini-super-region
○ There was discussion of the CCC’s relationship with TBARTA, which has evolved over time
  ■ The CCC predated TBARTA, but CCC members agreed to merge with TBARTA when the two groups’ missions and geographic areas were nearly identical
  ■ In 2017, the legislature revised TBARTA’s mission and area to be narrower than the CCC’s
  ■ There were differing opinions about whether TBARTA or the MPOs – through the CCC – should lead regional multimodal planning
○ There was significant discussion of the need to speak with one voice as a tri-county region to successfully pursue funding for the federally recognized urbanized area of Hillsborough/Pasco/Pinellas
  ■ There was also some discussion of how to balance local needs vs. regional needs, and of whether regional coordination was necessary to advance the needs of local communities
  ■ The Central Avenue BRT was cited as a local project that is on a path to success in its quest for federal funding because it was supported by the region as a whole
• There was also recurring discussion of the merits of the Regional Transit Feasibility catalyst project, which has not thus far received consensus of support among the group, but that was ultimately tabled to a future meeting after concerns were raised about Tampa core neighborhoods
  ■ The project will be studied further by TBARTA in an upcoming PD&E study, and can be considered by the TMA as a potential priority when it has been better defined

Hillsborough MPO Executive Planner Allison Yeh presented on the Regional Vulnerability Assessment
• The pilot program is a joint project between Hillsborough MPO, Forward Pinellas, Pasco County MPO, Tampa Bay Regional Planning Council and FDOT District 7.
  ○ It is funded by a Federal Highway Administration Resilience and Durability to Extreme Weather Grant, one of 11 awarded throughout the country
• The program addresses FAST Act requirements for long-range planning, including improving the resilience and reliability of the transportation system
  ○ The program’s findings will be incorporated into the 2045 LRTP, with a final report being issued later this year
  ○ 29% of the region’s lane miles are affected by a Category 3 storm and sea level rise
• Each county picked two representative corridors to analyze for vulnerability because a region-wide analysis is daunting
  ○ Hillsborough: Big Bend Rd from US-41 to I-76; Gandy Blvd from 4th St to Dale Mabry Hwy
  ○ Pasco: US 19 from SR 54 to SR 52; SR 54 from US 19 to Suncoast Pkwy
  ○ Pinellas: Gulf Blvd. from Bath Club Cir. to 125 Ave. & Tom Stuart Cswy Bridge; Roosevelt Blvd/SR 686 from Ulmerton Rd/SR 688 to Gandy Blvd.
  ○ 11 factors went into the selection of those critical projects, including evacuation route, projected traffic volume, proximity to activity centers, projected population density, and more
• The project is currently in the adaptation strategies phase, which examines how the region can adapt its physical assets, natural landscapes, and water management to mitigate sea level rise and land loss
  ○ Next steps include econometric modeling, another round of stakeholder engagement, and incorporating the findings into the LRTP
• Members thanked Yeh for her presentation and emphasized the importance of the project
The group heard staff recommendations for the annual priority project list

- Previous priorities have been inconsistently defined in the past, and often were not specific projects that could be advanced
- 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 group received a brief update on the Regional Long Range Transportation Plan development

- Next steps for the plan development include regional modeling for travel demand and project selection, cost/revenue estimates, cost feasibility for projects, and local outreach by each MPO this summer

For future agenda items, group members requested a presentation on the mechanics of how transportation/transit funding occurs at the state level, and that the group revisit a voting structure as members had not come to a
Please join us for OPEN HOUSE #2

FDOT plans for I-275 and I-4 in Downtown and Westshore impact on the Natural Environment

The Hillsborough MPO invites you to an open house with the MPO Board and its committees to learn more about potential environmental and natural impacts associated with FDOT’s interstate modernization plans. This is the second in a series of open houses and briefings providing a forum for FDOT to respond to MPO Board motions as well as MPO committee and public comments on the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS).

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CITY OF TAMPA

Bob Buckhorn, Mayor

TRANSPORTATION AND STORMWATER SERVICES DEPARTMENT

Jean W. Duncan, P.E., Director

PUBLIC MEETING NOTICE
TRANSPORTATION PROJECT

306 East Jackson Street • Tampa, Florida 33602 • (813) 274-7427 • FAX: (813) 274-7410

April 3, 2019

RE:  E. COLUMBUS DRIVE from N. NEBRASKA AVENUE TO N. 14TH STREET; CIP NO: 1001221

Dear Residents, Property and Business Owners, and Interested Individuals:

The City of Tampa Transportation and Stormwater Services Department will conduct a public meeting for the presentation of the conceptual design plans for the E. Columbus Drive Design project. The project consists of reconfiguration of the existing 2-lane undivided roadway to provide bicycle lanes on both sides of the roadway and on-street parking aisle on the south side of the roadway. The 0.4-mile segment of E. Columbus Drive from N. Nebraska Avenue to N. 14th Street is a 2-lane (one travel lane in each direction) arterial roadway with a posted speed of 30 miles per hour and has an average daily traffic volume of 10,210 vehicles per day. This project was prioritized as number four in the MPO-City of Tampa Walk-Bike Plan Phase I – Final Report. The City’s InVision Center City Plan also identified this segment for road dieting and rebalancing to provide safe, walkable and bikeable neighborhood connectivity.

There will be a formal presentation and City representatives will be available to answer project-related questions and concerns. Project boards and other materials will also be available for viewing by the public and a Spanish interpreter will be provided. The meeting details are as follows:

Location: Hillsborough County Children’s Board
Address: 1002 E. Palm Avenue, Tampa, FL 33605
Day/Date: Wednesday / April 17, 2019
Time: 5:30-7:30 pm

In accordance with the Americans with Disabilities Act (“ADA”) and Section 286.26, Florida Statutes, persons with disabilities needing special accommodations to participate in this public hearing or meeting should contact the City of Tampa’s ADA Coordinator at least forty-eight (48) hours prior to the date of the public hearing or meeting by phone at (813) 274-3964; by e-mail at TampaADA@tampagov.net; by following the instructions provided on the City of Tampa’s website at https://www.tampagov.net/about-us/tampagov/accessibility; or, by visiting the City of Tampa’s Online Customer Service Center at https://apps.tampagov.net/appl_customer_service_center/ and using the ADA Accommodation Request Service. Should you have any questions regarding the E. Columbus Drive Design project, please contact Nina Mabilleau, E.I., Project Manager, at (813) 274-8542 or by e-mail at Nina.Mabilleau@tampagov.net.

Sincerely,

Calvin Hardie, P.E., Capital Projects Manager
City of Tampa Transportation & Stormwater Services Dept.

Enclosure – Project Fact Sheet

Cc: Mayor Bob Buckhorn
Tampa City Council Members
Dennis Rogero, Chief of Staff
Jean Duncan, P.E., Transportation
& Stormwater Services Dept. Director
File (____-19-CH.LET)

Miray Holmes, Manager-Community Partnerships and Neighborhood Engagement
Nina Mabilleau, E.I., Project Management Engineer
Brad L. Baird, P.E., Public Works & Utility Services Administrator
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
E. Columbus Drive from N. Nebraska Avenue to N. 14th Street
LAP Complete Street Project | City Project No: 1001221; FPN: 436639-1

Visualization of E. Columbus Dr. with Proposed Improvements

Summary of Project Costs and Schedule

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<th>PHASE</th>
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<th>COST</th>
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<td>TBD</td>
<td>~278,800 +$231,500</td>
<td>FDOT¹ + City²</td>
<td>June 2020 - September 2021</td>
</tr>
<tr>
<td>Const. Eng. Inspection</td>
<td>FDOT¹</td>
<td>~$16,900</td>
<td>FDOT¹</td>
<td></td>
</tr>
<tr>
<td>Contingency</td>
<td>City²</td>
<td>~$20,600</td>
<td>City²</td>
<td></td>
</tr>
</tbody>
</table>

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