Meeting of the Livable Roadways Committee
Wednesday, June 19, 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 – May 22, 2019

IV. Action Items
   A. It’s TiME Hillsborough Survey (Lisa Silva, MPO)
   B. Temple Terrace Electric Vehicle Study (Wade Reynolds, MPO)

V. Status Reports
   A. East Fowler Avenue Land Use Study (Pedro Parra, Planning Commission)

VI. Old Business & New Business
   A. LRC Next Meeting: August 21, 2019 (July Recess)
   B. LRC’s May request to add performance measures and establish ambitious targets was included to the TIP.

VII. Adjournment

VIII. Addendum
   A. MPO Meeting Summary & Committee Report

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

The MPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. [Learn more about our commitment to non-discrimination.](http://www.planhillsborough.org)

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

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

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

Chair Green 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, Melissa Collazo, Trent Green, Cal Hardie, Sara Hendricks, David Hey, Gus Ignas, Arizona Jenkins, Larry Josephson, Christina Kopp, Karen Kress, Matt Lewis, Michael Maurino, Roger Menendez, Sandra Piccirilli, Carlos Ramirez, Neale Stralow

Others Present: Beth Alden, Allison Yeh and Sarah McKinley – MPO; Sharon Snyder – Planning Commission; Michelle Cookson; Rick Fernandez; Anna Quinones - THEA

II. PUBLIC COMMENT

Michelle Cookson, Seminole Heights resident, requested a motion be made for the removal of Transportation Improvement Plan (TIP) Items #27 and #28. These items are requesting new funding for I-275 from north of Martin Luther King Blvd. to north of Bearss Avenue and I-275 from I-4 (Downtown Interchange Safety/Operational Improvements). At a meeting in late March, the local residents stated on record their preferred alternative to this is No Build. It is very clear. The Committee will hear at today’s meeting that these items are primarily about safety. Ms. Cookson was at the FDOT meeting last night and saw a rough sketch of the proposed changes, which FDOT stated wasn't meaningful. Ms. Cookson feels these are dramatic changes to the operation of the downtown interchange that haven't been presented to the public. The changes have been slid in and they're just going to ask the Board to go ahead and fund this. She feels people need to be able to look at it and hear more about what it entails as it will dramatically impact the east side of the interchange. The Committee is going to hear that it’s all about safety and there is concern over the backup on the ramp for the I-4 fly-over but they don’t have details yet. FDOT did confirm they are going to put two lanes in on the fly-over eastbound, but what happens at the other end of that stretch? The continued widening is going to impact the local neighborhood at 14th and 15th Street in Ybor. She feels it is imperative FDOT provide more details to the decision makers to understand the impact. The Community overall agreed to tax themselves because they are tired of this perpetual loop of inducing higher demand and they are asking that the things they are doing at a community level not be obliterated further. Ms. Cookson is pleading with the Committee to vote to remove items #27 and #28 from the TIP.

Rick Fernandez, Tampa Heights resident, is the former President of the Tampa Heights Association and now is the Chair of the Transportation Committee of the Association. He also serves as the Vice Chair of the Citizens Advisory Committee (CAC) of the MPO and is the City Council Representative to the Independent Oversight Committee (IOC). He has “a lot of skin in the game” and has made a lot of presentations to the MPO Committees over the last several years. Today, he is speaking on behalf of Tampa Heights. Two months ago, the CAC passed a recommendation for the Boulevard concept study. A couple of the other Committees picked it up without any collusion. The Technical Advisory Committee (TAC) and Bicycle Pedestrian Advisory Committee (BPAC) both recommended the Boulevard study to the MPO and the MPO
approved it. Last week, the CAC reviewed the TIP and recommended removal of both Items #27 and #28. Both of these items represented capacity projects which do not work to solve congestion. They are non-solutions to a long time problem. He feels the recommendation was a message from the CAC that the community is drawing a line in the sand. He asked the Committee to please consider striking those two items from the TIP and deliver the same message to the MPO on June 11th.

III. APPROVAL OF MINUTES

Approval of the April 17, 2019 minutes (Kress - Maurino). The motion passed unanimously.

IV. ACTION ITEMS

A. FY20-24 Transportation Improvement Plan and Priorities (Sarah McKinley, MPO)

Ms. McKinley presented the draft of the Transportation Improvement Program (TIP) for FY20 – FY24 which includes projects programmed by the Florida Department of Transportation (FDOT) based on priorities adopted by the MPO on June 12, 2018. These priorities were based on the adopted 2040 Long Range Transportation Plan.

Ms. McKinley explained what the TIP is, how it is organized and what the MPO’s role is. The MO last updated the priorities in June 2018. FDOT programmed funding based on the priorities in November and December of 2018, creating the Tentative Work Program, which approved by the Legislature and Governor, will be effective July 1, 2019. The MPO will present and adopt the updated 5-year TIP and priority list at the Public Hearing scheduled for June 11, 2019.

Ms. McKinley presented the sources of the TIP funds and the use of the FDOT Work Program funds broken down by work type. She also discussed the percentages of sources revenues by work type and by fiscal year, the use of funds for the local capital improvement programs and the allocation of funds.

Ms. McKinley discussed what is new for the major project highlights which are based on the Imagine 2040 Long Range Plan performance measures: Preserve System, Real Choices when not driving, reduce crashes and vulnerability, major capacity projects for economic growth and minimize traffic for drivers and shippers. She reviewed the highlights and funding changes this year and the new priority requests.

Mr. Hardie provided an update on the Green Artery project. After reviewing the concepts with the engineer, the project has been expanded to harmonize driveways and add sidewalks. The construction phase should be completed in the same time frame but the right-of-way phase doesn’t have to go through the federal process. He also updated the Committee on the project on Spruce Street and Dale Mabry. In the process of going through the scope with the consultant and are looking at closing the ditch on the north side of the road (secondary project).

Discussions followed regarding why the East-West BRT – New Expanded Transit Service (Item #69) continues to move backwards on the list and if there will be opportunity to provide comments to move it higher (This request came from HART because of the change in leadership and the restructuring of priorities due to the surtax. HART is seeking to do projects through their own funding. HART would need to update their requests. Ms. Silva reminded members to attend the June 11th Public Hearing.); if the MPO Board has considered other federal performance measures, particularly the percent of single occupant vehicles (SOV) (Ms. Alden stated the MPO did include several optional performance measures in the State of the
System report. To do the air quality impact studies in non-attainment area requires running a model that created by the US EPA and is a plug on to the regional travel demand model that would require a lot of technical testing and regional collaboration; but, because it's not required, the MPO will not be going to that level of effort. A project by project analysis is required for non-attainment areas for all transportation improvements, but there are no non-attainment areas in the State of Florida; even though the Tampa Bay area currently meets the national standards, Ms. Hendricks suggested the area does generate a lot of air pollutants which prevailing winds blow out to sea, so she suggested the MPO Board consider additional performance measures and establish ambitious targets; Ms. Hendricks also urged the Committee to take a strong leadership role in addressing climate change. With Hillsborough being a non-attainment area, Mr. Hey asked if it's looked at County-wide or broken down by neighborhood as city neighborhoods would probably have more pollutants than suburban ones? Ms. Silva explained Hillsborough County is “in attainment”, which means it means the minimum national criteria. Mr. Menendez explained ten years ago, the major metropolitan areas in the State were the only non-attainment areas and, over time, due to different environmental policies, they've gone away.

Mr. Ignas stated he lives less than 30 feet from the highway, has attended the FDOT meetings and finds a lot of their answers are not correct. They tend to test in areas where they get better answers as opposed to particulate matter to the residents. Just to the north of I-275, in the neighborhoods between Howard/Armenia to MacDill, no testing was done there. Numerous residents of the neighborhoods to the north of I-275 continuously bring up environmental issues that are never addressed. The particulate matter is significant. Mr. Ignas discussed the study conducted by USF students which suggested adding trees and shrubs in addition to the noise barriers to absorb the particulate matter. This study wasn’t mentioned at the FDOT meeting and when he asked about it, was told they don't fund that.

Ms. Silva stated this is the completion of the TIP which the last of the 2040 Long Range Transportation Plan (LRTP) and the update for 2045 LRTP will be presented at a later meeting. She also encouraged members to attend the FDOT workshop on Thursday evening.

Discussions continued regarding the safety improvements brought up by the two citizens during public comment (Ms. McKinley stated FDOT presented maps showing the addition of lanes to the bottlenecks at the intersection of the interstates (I-4 and I-275). These maps are tied to TIP Item #28); these maps indicate new access points at 14th and 15th Avenues in Ybor on existing right-of-way (ROW); Ms. Kopp stated the redesign is necessary to allow for additional ramps; (procedural question) if Items can be removed from the TIP list (Ms. McKinley stated the Committee can recommend removal of an item(s) to the MPO Board); as the lanes they are adding are in the ROW, is the issue brought forth in public comment that citizens don’t want to spend the money on the study (no); Ms. Hendricks feels the issue is the citizens don’t want added capacity of the interstate at a point that isn’t currently experiencing capacity as it affects the local road with new access points; more capacity adds more vehicles which create more pollutants; there is a need for the expanded southbound ramp; the design does increase capacity but it does so by improving the southbound ramp; the exits at 21st and 22nd Streets in Ybor will be closed and the new exit ramps will be at 14th and 15th Streets; the frontage road on 13th Avenue will remain; what the land use impacts are to neighborhoods near 14th and 15th Avenues; Items #27 (I-275 from north of MLK to north of Bearss Avenue) and #28 (downtown interchange) are two separate items and shouldn’t be combined; and Item #27 was the topic of discussion at the Seminole Heights meeting since residents keep requesting transit. Mr. Ignas asked the two citizens from the Heights areas how they got to today's meeting (no response from either citizen). He doesn't feel citizens will use transit due to the extreme heat and the only citizens that will use transit are the ones that have to because they have no other choice.
Ms. Silva thanked Ms. McKinley for breaking down the bicycle and pedestrian projects.

**Motion:** Delete Item #27 from the TIP (Ignas). No second. Motion failed.

**Motion:** Delete Item #28 from the TIP (Ignas). No second. Motion failed.

Mr. Hey requested the MPO and FDOT conducted a study on the potential land use impacts on adjacent properties within proximity to the ROW at 14th and 15th Avenues. Mr. Strawlow added he would like 21st and 22nd Streets included in the study. He is currently working with the City of Tampa and the Planning Commission on a Vision Ybor Plan. The closing of 21st and 22nd Street ramps is new information to him and he feels it is a substantial community identity issue due to the commercial uses along 21st and 22nd Streets. Mr. Lewis requested a study of the land use impacts as a result of the removal of the 21st and 22nd Streets ramps and the addition of ramps at 14th and 15th Avenue. Ms. Silva stated it appears they should request a comprehensive land use analysis of the improvements districtwide. Mr. Josephson stated there is no commercial impact immediately at 14th and 15th Avenues due to three retention ponds. Mr. Hardie also pointed out the Green Spine is on 15th Street.

**Motion:** Work with the MPO and FDOT on a comprehensive review of the I-4 interchange revisions from I-275 to 22nd Avenue, and how these changes impact the land use and adjacent areas of 14th and 15th Street, and 21st and 22nd Avenues and Approve the Transportation Improvement Program for FY20-24 and the Transportation Improvement Program Priorities for FY20-25 (Piccirilli – Maurino). Ms. Hendricks abstained. The motion passed unanimously.

**Motion:** Moves the Livable Roadways Committee draft a letter to the MPO Board to adopt the use of a performance measure that is the percent of non SOV travel and set ambitious targets for its accomplishments; by doing so, they are achieving the other performance measure targets under congestion management and bridge wear and tear and safety (Hendricks – Kress). The motion passed unanimously.

V. **STATUS REPORTS**

A. **2045 Needs Assessment (Wally Blain, Tindale Oliver)**

Ms. McKinley presented the Needs Assessment for Major Projects in Mr. Blain’s absence. She explained the transportation plan is the blueprint for the future, showing systems and projects over the 20+ year time horizon and explained it is not a wish list but shows where the tax dollars will be spent. The plan is created with public involvement, approved by local elected officials and built by state and local agencies. She explained the three steps to developing the plan are (1) how much and where will growth occur, (2) what facilities will be needed and (3) who build or operates what and when. Ms. McKinley explained a 45% growth in population and employment is expected by 2045 and she reviewed the investment choices, including the major projects to support economic growth.

Ms. McKinley presented the 2045 traffic congestion forecast which assumes only the projects in the funded TIP are built and all other projects are the subject of this long range plan analysis. Road segments in yellow, orange or red are all considered “failed” by current level of service measure. Widening all “failed” roads would be astronomically expensive and have tremendous community impact.
The identification of major projects includes roadway widening and expansion, right-sizing in the urban core, new and reconstructed interchanges, fixed guideway transit, and evaluate performance using the Regional Travel Demand Model. Ms. McKinley discussed some of the major projects identified. She explained the Planning Commission Staff reviewed all of the Comprehensive and Community Plans and found the majority of projects generally determined to be consistent with growth patterns and strategies; however, they did note a few potential projects that are not complementary or are in conflict.

The next steps include refinement of the major investment projects, developing project cost estimates, summarizing investment program performance, completion by the public of the online survey in June and July, and preparing cost feasible LRTP based on analysis and public involvement.

Discussions followed regarding if the MPO is looking at creating a grid system in South Hillsborough County (the MPO is working closely with the County to improve existing roadways, including adding connector roads); how are ROWs identified (the County has a ROW preservation map); if there are plans to add or expand bridges over the Alafia River (not been requested to look at the bridges at this time); the County is looking at the jobs and housing balance in the South County; how much interaction is there between the MPO and Pasco County staff regarding facilitating traffic through the employment center (the County is having the same conversations with Pasco County as they did with Polk. The Pasco County residents are opposed to widening roads. MPO can’t dictate how Pasco County operates.); the need for better public transportation; the opinion there are too many apartments along County Road 54 in Pasco County; how to make sure South County doesn’t turn into Pasco County or Brandon and a grid system is built; as part of the socioeconomic update, it is focused on urban infill and the MPO focused on maintaining the urban service boundary and maximizing the developable lands; definition of urbanized areas (land largely within the urban service area where the infrastructure and utilities are to be provided. Ms. Silva explained there is approved development and land use capacity in South County to a certain line and it must compliment the community design features.).

Mr. Hey stated the majority of the development plans were approved a long time ago and were approved against recommendations from the land use planners regarding connections. He feels the County Commissioners are making better decisions today. Mr. Lewis explained the three bridges over the Alafia create a transportation hourglass and the longer commute times diminishes the attractiveness of living in South County and working in downtown or Westshore. He also feels bringing employment opportunities to South County area is a bigger need than the road network for the north/south commute. Ms. Hendricks asked if the no-build plan includes transportation systems management and operations strategy (no, this is looking at the highway capacity projects that are included in the travel plan model as current trends).

B. THEA Connected Vehicle Pilot Phase III (Anna Quinones, THEA)

Ms. Quinones presented the Tampa-Hillsborough Expressway Authority Connected Vehicle Pilot Phase III update and provided a brief introduction and overview for those not familiar with the Pilot. She explained the benefits of connected vehicle communication and how it works infrastructure to vehicle (I2V) communications and vehicle to vehicle (V2V) communications. There are more than 1,000 privately owned vehicles, 10 buses and 8 streetcars equipped with onboard units and 46 roadside units (RSU).

Ms. Quinones explained how the equipment is providing drivers better information with in-vehicle user interface via the rearview mirror and with an audio alert (buses have a tablet) and
displayed the warning graphics. She also explained how the Connected Vehicle apps enhance safety and solve real problems with morning backups, wrong way drivers, pedestrian safety, transit signal priority, streetcar conflicts and traffic progression. She also discussed quantifiable benefits with the Connected Vehicles, such as safety, improved mobility, reduced environmental impact, assist with toll interoperability, and economic impacts.

THEA entered phase 3 in January and their focus is on performance measurements. They are currently in the process of updating participants with the production software for phase 3 and updates are done over the air. The updates are done as the participants are driving area the study area. Ms. Quinones presented some of the travel data collected, the study area coverage, warning events and performance evaluation dashboard.

Chair Green asked Ms. Quinones to make this presentation available to the members and Ms. Silva stated she would send it out.

Discussions ensued regarding if the pilot program will be reopened to get more participants (Ms. Kopp stated THEA is still looking into whether they will incentivize the current participants to stay or do another push to get more vehicles involved. It will depend on project budget, but their biggest priority is to retain those participating through the performance measurement cycle.); and if technology will actually stop the vehicle going the wrong way (It could, if used in connection with an automated feature. The Connected Vehicle feature does not affect the operation of a vehicle. Ms. Kopp stated they are looking into the benefits of putting these features in automatic vehicles. This will allow enormous safety benefits. THEA is working with the USDOT on combining technologies.).

VI. OLD BUSINESS & NEW BUSINESS

A. Next LRC Meeting: June 19, 2019
B. Ms. Silva reminded members of the FDOT Tampa Bay Next meeting on Thursday, May 23rd, at the Westshore Marriott.
C. Mr. Jenkins discussed the new on-demand service, Advantage Rides, which is the same agency that runs the Sunshine Line. Riders must have a disability and the service operates from 7:00 a.m. – 7:00 p.m. He would like the service to be invited to make presentations to the Committees. Ms. Alden suggested they presented to the Transportation Disadvantaged Coordinating Committee. Mr. Jenkins will send Ms. Silva more information.
D. Ms. Kress reminded the Committee that tomorrow is Bike to Work with the Mayor and encouraged everyone to participate.

VII. ADJOURNMENT

There being no further business, the meeting adjourned at 10:55 a.m.
Board & Committee Agenda Item

**Agenda Item**
It’s TIME Hillsborough Survey

**Presenter**
Committee Liaison

**Summary**
This June 2019, the Hillsborough Metropolitan Planning Organization (MPO) kicks off the next phase of its public engagement campaign, collecting input on specific types of projects Hillsborough residents want to see in the county’s 2045 Long Range Transportation Plan.

**Book an It’s TIME Hillsborough presentation now**
We are scheduling presentations now for community groups and neighborhood associations meeting in June and July. May we schedule you?

**Take and share the online survey in June and July**
Contact us, we’ll send you a direct link, along with information to share with your colleagues, friends and neighbors.

You’ll have an opportunity to respond online and at community meetings. Survey found at: www.planhillsborough.org/2045lrtp

Survey participants will be eligible for prizes:
- Tickets to Rays;
- Tickets to Bucs;
- Tickets to Lightning.

If you know someone else who wants to participate, please share the link with your family, friends, neighbors, and local businesses. Together we can create a vision for Hillsborough County.

**Recommended Action**
Take the survey.

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

**Attachments**
Flyer
It’s TIME to tell us your priorities for major transportation projects.

You could win tickets to the Rays, Bucs, or Lightning thanks to our Marketing Partners:

BEASLEY MEDIA GROUP

Take and share the survey at planhillsborough.org/2045lrtp
2045 LRTP UPDATE AT A GLANCE

The Long-Range Transportation Plan (LRTP) directs federal and state dollars towards transportation projects we value. It looks out at least 20 years and is updated every five years. The LRTP, which will be adopted in November 2019, identifies future projects recommended for state and federal funding.

CREATE GROWTH SCENARIOS
Why It's TIME! Tampa Bay is growing up. We feel it every day as traffic congestion worsens and commutes get longer. Add another one million people to the region over the next 20 years, and it's easy to see why It's TIME to address our mobility needs.

ENTRANCE ON FUTURE PROJECTS
How I can share my input?
Take the online survey at planhillsborough.org/2045lrtp/
Share the link with your friends and family.
Book an It's TIME Hillsborough presentation. We are scheduling presentations for community groups in June and July. May we schedule you?

ESTABLISH GOALS AND OBJECTIVES
You spoke, we listened. With input received from nearly 10,000 citizens in the It's TIME Tampa Bay survey, the MPO developed goals and objectives for how we want our region to grow.

IDENTIFY NEEDED IMPROVEMENTS
What is It's TIME Hillsborough? The Hillsborough MPO is collecting input on specific projects people in Hillsborough County want.

PLAN ADOPTION
November 5, 2019 at 6:00 pm
Public Hearing of the Hillsborough MPO Board
Hillsborough County Center
601 E. Kennedy Blvd., 2nd Floor

For more information or to request a presentation for your community group, contact Lisa Silva silva@plancom.org.
Board & Committee Agenda Item

**Agenda Item**
Temple Terrace Low Speed Electric Vehicle Study

**Presenter**
Wade Reynolds, MPO Staff

**Summary**
The City of Temple Terrace, which has historic roots as a golf course centered community, currently allows golf carts on city streets, but is bisected by two state roads. This causes portions of the city to be disconnected from the golf courses and limits the ability of residents to use golf carts for other tasks such as shopping for groceries. Golf cart crossings of state roads are restricted by the Florida Department of Transportation (FDOT) based on speed, volume, number of lanes, and other factors. Based on this need, the City of Temple Terrace requested a study to examine connections for golf carts across state roads.

The Temple Terrace Low Speed Electric Vehicle Study has evaluated the locations of crossings on 56th Street and Fowler Avenue. This study is focused primarily on golf carts and evaluating speed, volume, and crash data to determine whether one or more locations would meet FDOT warrants for a crossing, and if not, what variations to the standards will be required. Seven crossing locations were evaluated with input from Temple Terrace staff and FDOT.

**Recommended Action**
Recommend approval to MPO Board

**Prepared By**
Wade Reynolds, MPO Staff

**Attachments**
Draft Presentation
ELECTRIC VEHICLE STUDY
Project Overview

• Purpose:
  • 7 potential intersections for low speed electric vehicle crossings
    • East Fowler Avenue
    • 56th Street

• Other Florida Examples:
  • Dunedin
  • Sun City

• Fowler Avenue Project
Registered Golf Carts

• CurrentRegistrations:
  • Total: 579 from 2013 - 2019
• Registration Clusters:
  • Whiteway Dr/Druid Hills Rd & Gillette Ave
  • Temple Terrace Golf Course
• City following up with survey
Discussed Crossings

A = Temple Heights Rd at 56th St
B = Mission Hills Dr at 56th St
C = Serena Dr/Druid Hills Rd at 56th St
D = Whiteway Dr at 56th St
E = Raintree Blvd at E Fowler Ave
F = Gillette Ave at E Fowler Ave
G = Hillsborough River at E Fowler Ave
Temple Heights Road at 56th Street

Opportunities:
• Utilize right turn lane as a shared bicycle and golf cart lane
• Consider easement on the east of the intersection
  • Permission from Frontier & Church

Constraints:
• Sidewalks are close to the street near 56th street; pavers on sidewalk
• Drainage concerns
• Lack of a pedestrian crossing on the North side
• Eastbound and westbound travel lanes do not have exclusive left turn lanes
• Steeper grades East and West of intersection
• Church owns property on east side
Main Crash Types for Intersection
- Angle
- Rear End
- Pedestrian
- Sideswipe

*Crashes not shown are located outside of picture boundary

Temple Heights Road at 56th Street

Traffic Counts:
- AM Peak Hour 9:00 AM
  - Eastbound: 143
  - Westbound: 14
- PM Peak Hour 7:30 PM
  - Eastbound: 100
  - Westbound: 7

Crash Data (2014 – 2018)
- Total: 40
- Rear End: 20
- Angle: 6
- Pedestrian: 2
- Sideswipe: 3

Crossing Distance
- Crosswalk measures about 68 feet on 56th Street
- 2 thru lanes & 1 left turn lane on 56th Street
Mission Hills Drive at 56th St

Opportunities:
• Good amount of right-of-way and separation of sidewalk

Challenges
• Utility conflicts at the intersection, less space with utility poles
• Westbound travel lanes does not have exclusive left turn lane
Mission Hills Drive at 56th Street

Traffic Counts:
AM Peak Hour 7:00 AM
- Eastbound: 89
- Westbound: 89
PM Peak Hour 5:00 PM
- Eastbound: 88
- Westbound: 68

Crash Data (2014 – 2018)
- Total: 28
- Rear End: 11
- Angle: 7
- Left-Turn: 5

Crossing Distance
- Crosswalk measures about 73 feet on 56th Street
- 2 thru lanes & 1 left-turn lane on 56th Street

Main Crash Types for Intersection
- Angle
- Rear End
- Left-Turn

*Crashes not shown are located outside of picture boundary
Opportunities:
• Consider RRFB or HAWK for school crossing, not a golf cart crossing

Challenges:
• Would require a mid-block crossing
  • Crossing hasn’t been warranted in the past

Serena Drive/Druid Hills Road at 56th Street

Traffic Counts:
• N/A

Crash Data (2014 – 2018)
• Total: 40
• Bike/Pedestrian: 4
• Angle: 20
• Rear End: 7
• Hit-Fixed Object: 4

Crossing Distance
• No traffic signal or marked crosswalk on 56th street
• Crosswalk measures about 72 feet from curb to curb
• 2 thru lanes & 1 left-turn lane in each direction on 56th street
  • 1 right-turn lane North side

Main Crash Types for Intersection
- Angle
- Rear End
- Hit Fixed Object
- Pedestrian
- Bike

*Crashes not shown are located outside of picture boundary
Whiteway Dr at 56th Street

Opportunities:
• Decrease turn radii
• Good amount of right-of-way and separation of sidewalk
• Connects Greco Softball Complex
  • Additional coordination with the City of Tampa
• Connects to Temple Terrace Family Recreation

Challenges:
• Buffer decreases between sidewalk and roadway at Holland Ave
• Large turn radii

Traffic Counts:
AM Peak Hour 9:00 AM
• Eastbound: 139
• Westbound: 150
PM Peak Hour 7:30 PM
• Eastbound: 148
• Westbound: 89

Constraints:
• None
Whiteway Drive at 56th Street

Traffic Counts:
- AM Peak Hour 9:00 AM
  - Eastbound: 139
  - Westbound: 150
- PM Peak Hour 7:30 PM
  - Eastbound: 148
  - Westbound: 89

Crash Data (2014 – 2018)
- Total: 83
- Bike/Pedestrian: 5
- Angle: 34
- Rear End: 26
- Left Turn: 6

Crossing Distance
- Crosswalk measures about 144 feet on 56th Street
- 4 thru lanes & 2 turn lanes in each direction on 56th Street

Main Crash Types for Intersection
- Angle
- Rear End
- Left-Turn
- Pedestrian
- Bike

*Crashes not shown are located outside of picture boundary
Raintree Blvd and East Fowler Ave

Opportunities:
- Close to several commercial options at E Fowler Ave & 56th Street
- Potential to decrease posted speed
- Good connection to Linwood Park
  - Address missing sidewalks
- Mix golf carts with traffic (on Raintree Blvd)
  - Bicycle lane/shoulder along Raintree Blvd
  - 62nd Street – narrow sidewalks & West side gaps

Challenges:
- Discuss with FDOT ability to run golf carts on sidewalks for approximately 120’
  - Wider multi-use path to accommodate
- No crossings on west side
- AM Peak Hour exceeds 200 vehicles per hour
- Golf Cart crossings not permitted at “T” intersections
- Crossing exceeds more than 5 lanes of traffic
Main Crash Types for Intersection

- Orange Circle: Angle
- Blue Triangle: Rear End
- Red Circle: Bike
- Purple Pentagon: Sideswipe

*Crashes not shown are located outside of picture boundary

Raintree Blvd and East Fowler Ave

**Traffic Counts:**
- AM Peak Hour 7:00 AM
  - Southbound: 256
- PM Peak Hour 4:30 PM
  - Southbound: 137

**Crossing Distance**
- Crosswalk measures about 137 feet across E Fowler Ave
- 4 lanes East and 5 lanes West on E Fowler Ave

**Crash Data (2014 – 2018)**
- Total: 67
- Bike/Pedestrian: 1
- Rear End: 39
- Sideswipe: 6
- Angle: 7
Gillette Ave and East Fowler Ave

Opportunities:
• Consider wide sidewalks on both sides of Gillette
• Potential to decrease posted speed
• Wider crossings along Fowler
  • Extend nose on eastern side of intersection

Challenges:
• Have to cross a 6 lane state roadway
• Southbound traffic does not have exclusive left turn lane
• Crossing exceeds more than 5 lanes of traffic
• Sidewalks don’t meet the 8 foot minimum FDOT requirement
  • Narrow on the west side with columns (3’2’’)
  • Slight buffer between the street and sidewalk (3’6’’)

LOOKING NORTH
DRAFT
Main Crash Types for Intersection
- Angle
- Rear End
- Hit Fixed Object
- Pedestrian
- Left-Turn

*Crashes not shown are located outside of picture boundary

Gillette Ave and East Fowler Ave

Traffic Counts:
AM Peak Hour 7:00 AM
- Northbound: 192
- Southbound: 36
PM Peak Hour 5:00 PM
- Northbound: 142
- Southbound: 30

Crash Data (2014 – 2018)
- Total: 51
- Rear End: 35
- Angle: 5

Crossing Distance
- Crosswalk measures about 118 feet across E Fowler Ave
- 4 lanes East and 4 lanes West on E Fowler Ave
Hillsborough River at Fowler Avenue

Opportunities:
- Connection to 114th Avenue
- Connection to Riverhills Drive
- Potential to decrease posted speed
- Potential underpass underneath Fowler
  - No crossings needed
  - No intersection AADT requirement

Traffic Counts:
- AM Peak Hour 7:00 AM
  - Northbound: 455
  - Southbound: 388
- PM Peak Hour 5:00 PM
  - Northbound: 584
  - Southbound: 353

Challenges:
- Coordination with the County
- Running golf carts on Gail Drive
- Riverhills Drive Connection
- Northbound and southbound AM/PM Peak Hour traffic counts exceed 200 vehicles per hour.
- Analyze feasibility of path underneath bridge
  - Grade to the south of the bridge
April FDOT Meeting Recap

**Overall Comments:**
- Review additional demand data
- City responsibility for all intersection improvements
- All registered golf carts must have a turn signal
- Hillsborough County will need to change its ordinances to allow golf carts on County Roads
- ‘After’ safety study takes place 1 year after installation of improvements.

**56th Street Overall Comments:**
- FDOT to review signal timing plans
- Will need standard golf cart crossing signs on the side streets only
- Propose 1 recommended 56th street crossing proposal be sent to FDOT

**Fowler Avenue Overall Comments:**
- More challenging to cross intersection with golf carts
- Reference the Traffic Engineering Manual for all location crossings
- FDOT would prefer a different crossing location than Raintree Boulevard
## Crossing Matrix

### Golf Cart Crossing and Operation on State Highways

<table>
<thead>
<tr>
<th>Full Signalized Intersection</th>
<th>Warrant A</th>
<th>Warrant B</th>
<th>Warrant C</th>
<th>Warrant D</th>
<th>Warrant E</th>
<th>Warrant G</th>
</tr>
</thead>
<tbody>
<tr>
<td>Temple Heights Rd. at 56th Street</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>X</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Mission Hills Dr. at 56th Street</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>X</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Whiteway Dr. at 56th Street</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Raintree Blvd. at E. Fowler Ave.</td>
<td>X</td>
<td>✓</td>
<td>X</td>
<td>✓</td>
<td>✓</td>
<td>X</td>
</tr>
<tr>
<td>Gillette Ave. at E. Fowler Ave.</td>
<td>✓</td>
<td>✓</td>
<td>X</td>
<td>X</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Hillsborough River at E. Fowler Ave.</td>
<td>X</td>
<td>✓</td>
<td>X</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

*Note: Warrants H and I are considered in design phase and implementation.*

---

### Full Signalized Intersections Criteria

To be considered for a golf cart crossing at a roadway intersection with full signal control, the location along any state road shall meet the following criteria:

- **(A)** Side street maximum vehicular volume 1,500 ADT and AM/PM Peak Hour not to exceed 200 vehicles per hour single direction.
- **(B)** Side street posted speed limit or 85th percentile intersection approach speed is 35 miles per hour or less.
- **(C)** Maximum crossing distance equal to five (5) lanes or less not including any right turn lanes, bike lanes and crosswalks.
- **(D)** Side street approaches should have at least one (1) exclusive left turn lane and at least one (1) exclusive through or shared through-right turn lane.
- Other lane approach configurations will be considered on case-by-case basis.
- **(E)** Side street intersection alignment shall be a 90 degrees (not more than 105 degrees) angle to the mainline tangent. Skewed or offset intersections are not recommended for golf cart crossings.
- **(F)** Golf carts shall not use pedestrian crosswalks or sidewalk ramps for the purpose of crossing the mainline state road.
- **(G)** Golf cart crossings are not permitted at “T” intersections.
- **(H)** For existing signalized “T” intersections, a proposed forth leg approach and receiving lane for the exclusive use of golf cart crossing shall not be permitted.
- **(I)** Approach traffic control signs and pavement markings shall be in accordance to MUTCD and Department’s Standard Plans, Index No. 711-001.
Next Steps

• Origin/destination survey
• Prepare a proposal/concept for 1 crossing on 56th Street
• Coordinate with Hillsborough County on an Ordinance change to allow golf cart crossings
• Coordinate with FDOT on additional required City funded facilities
Board & Committee Agenda Item

Agenda Item
East Fowler Avenue Land Use Study

Presenter
Pedro Parra, Planning Commission Staff

Summary
This study was requested by The Tampa Innovation Alliance, Ip: POTENTIAL UNLEASHED to assist in planning for future land uses along the East Fowler Avenue Corridor between I-275 and I-75, up to the Tampa Bypass Canal that would foster a desirable, robust mixed-use space resulting in a work, play and live environment for a network of innovative and creative companies and associated workforce.

The study looked at other innovation districts, corridors, and centers across the country and compared these to existing development conditions, zoning and future land uses along East Fowler Avenue. The process included discussion of existing development patterns and future land use options in the Cities of Temple Terrace and Tampa and Unincorporated Hillsborough County. Future land use discussions included: mixed-use design, appropriate density, the range of uses, and incentives supporting the Ip and jurisdictional objectives (included in the background section of this report).

The primary recommendations of the study are:
• That the Cities of Temple Terrace and Tampa, and Hillsborough County recognize the portion of the East Fowler Avenue from I-275, up to and including the intersection of North 56th Street, as “special study areas” in each of their adopted Comprehensive Plans to highlight the unique conditions of the area and describe the desired outcomes for the future.
• That future land use designation changes along the corridor be initiated to the Cities of Temple Terrace and Tampa, and Unincorporated Hillsborough County Future Land Use Maps to urban level mixed use categories that support the Ip’s long-range vision and mission.

Recommended Action
None

Prepared By:
Lisa K. Silva, AICP, PLA

Attachments:
East Fowler Study Draft
MPO Board Meeting of Tuesday, April 2, 2019

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:01 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:

Cindy Stuart and Joe Waggoner.

APPROVAL OF MINUTES – March 11, 2019

A motion was made by Commissioner Pat Kemp to approve the minutes of March 11, 2019. The motion was seconded by Councilman Maniscalco and carried unanimously.

RECOGNITION OF OUTGOING BOARD MEMBER HARRY COHEN

It was Councilman Harry Cohen’s last MPO Board meeting. The Board presented Councilman Cohen with a plaque in recognition and appreciation of his exemplary service on the MPO Board as Vice Chairman; MPO Policy Committee Chairman; MPO Chairs’ Coordinating Committee; Transportation Disadvantaged Coordinating Board; and Tampa Bay Transportation Management Area Leadership Group from 2011 until April 2019.

Board members also congratulated MPO Attorney, Mr. Cameron Clark, on the birth of his daughter.

PUBLIC COMMENT

Mr. Chris Vela expressed concerns regarding Segment 7 and toll lanes being added in the West Shore area. He also expressed concerns about a property that was recently lost in his neighborhood as a result to the Tampa Bay Next process. He requested that the Tampa Bay Next Project be killed.

Mr. Rick Fernandez agreed with Mr. Vela’s comments and provided comments on the upcoming annual TIP Hearing being held in June. He would like any remanence of TBNext removed from the TIP. He would like Section 6 from the TIP, reference number 1005 in last year’s TIP document, as well as removal of Section 7.
Mr. Kevin O’Hare spoke in support of the approval of the Interlocal Agreement regarding the Transportation Sales Surtax.

Mr. Ron Weaver wanted to know if by 2045 that I-275 north of Downtown Tampa will be at 245% of capacity. He commented on no additional right of way being taken; and he wanted to know if a boulevard concept would solve some of the problems. He also commented on toll lanes and CSX’s liability and rail.

**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 2018 State of the System Report.

The Policy committee approved and forward the Interlocal Agreement regarding Transportation Sales Surtax on the Consent Agenda and a letter to the Bay Area Legislative Delegation similar to a Forward Pinellas letter.

Committees also heard reports on:

- Tampa’s Smart City Initiative
- The CAC heard a presentation by Joshua Frank on the I-275 Boulevard conversion concept, and members asked how freeway conversion projects have been accomplished in other cities.
- The TAC participated in an activity to identify additional major projects to be included in the regional model for testing the effect on congestion for the 2045 LRTP Needs Assessment.
- The Policy Committee had a similar discussion on the 2045 major projects, plus the multi-use trail projects, and the process for public engagement this summer.
- The Tampa Bay Next I-275 Section 7 update was presented, and BPAC members feel this is an unsustainable project and other alternatives should be considered.

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 Long Range Plan Updates will collaborate with TBARTA 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.

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

- Carmen Monroy, FDOT Director of Policy Planning, complimented the Planning Commission and the MPO on the extensive coordination in creating the 2018 PlanHillsborough Annual Report. She had interest in economic development and resiliency sections.
- Ken Sides submitted public comment on the well-documented effectiveness of roundabouts, with Federal Highway back in 2001 citing 90% reduction in fatalities. PennDOT using 17 years of crash data found modern roundabouts to be 100% effective at eliminating fatalities at intersections.
- Patrick Post shared a proposal for 200-mile solar powered light rail commuter train system with a bike/ped pathway and electric bike/carshare from Marco Island to TIA.
- Mauricio Rosas shared two articles from the Brookings Institute. One article suggested economic success should also measure worker and family well-being like standards of living and household incomes. The more common broad-brush figures on jobs and employment vary dramatically across diverse communities in American’s lives. The second article focused on the importance of shifting to building great places, instead of the attention given to solving traffic congestion.
Mr. Rosas also thanked Secretary Gwynn for his continued cooperation in the face of a frustrated community. He asked for clarification on completion dates for studies such as HART’s Arterial BRT Study and the Heights Study.

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

- Rick Fernandez posted about his review of the Interlocal Agreement and the County Charter Amendment. He noted several conflicts and ambiguities related to the IOC’s powers and duties. Mr. Fernandez also provided comments opposing FDOT’s preferred alternative for Section 7 and advocated for the no build option north of Downtown.
- Mauricio Rosas posted regarding the FDOT hearing on Section 7, offering these points: begin, and establish a completion date, for the HART BRT study for Florida/Fowler/Tampa/Nebraska Avenues; finish the Heights Mobility Study; prioritize CSX studies and projected completion; prioritize all local non-interstate VZ improvements; keep Section 7 as its own separate project; develop boulevard concept as part of long term transit plan; do not add general use lanes; consider reduced speeds on I-275 by time of day; invest in expanding local bus service; and preserve Floribraska exit.

Following the committee reports and online comments, Commissioner Smith asked Mr. Clark about the language in the Interlocal Agreement regarding the Transportation Sales Surtax approving and certifying in reliance upon additional professionals added to the process by MOU, and she wanted to know what happens if the IOC disagrees. Mr. Clark stated that he participated with the attorneys for the implementing agencies in crafting the agreement, and the involved attorneys felt that the language was consistent with the charter amendment and agreeable to all parties. Implementing agencies are utilizing engineers to ensure what is submitted to the IOC is compliant with the intent of the charter amendment.

CONSENT AGENDA

A. Committee Appointments
B. Interlocal Agreement Regarding Transportation Sales Surtax (approved by Policy Committee)
C. February 5, 2019 Minutes Correction
D. Letter to Bay Area Legislative Delegation Requested by the Policy Committee

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

ACTION ITEMS

A. 2018 State of the System Report

Dr. Johnny Wong, MPO Staff, presented information on the State of the System report which is a required element of the Long Range Transportation Plan update. The report analyzes trends related to the performance of the transportation network including infrastructure condition, resiliency, crashes, transit assets, travel reliability, and multimodalism.

Following the presentation, a motion was made by Commissioner Kemp to establish performance as a baseline to assess projects and approve the 2018 State of the System report. The motion was seconded by Mr. Mechanik.

There was discussion following the motion.

Commissioner Kemp inquired about slides that were originally provided; however, were not included in the presentation. In particular, she pointed out the reference to Vision Zero and how seven of the ten of the
most dangerous metro areas in the entire nation are Florida’s cities. She also referenced a slide on the decline in crashes. Ms. Beth Alden stated that the crash data information will be provided in the Vision Zero Quarterly update later in the agenda.

Commissioner Smith mentioned the importance of the MPO working closely with the Planning Commission and the County Commission on growth management.

Mayor Jurado inquired about how access to good bus service was being defined in the report. Dr. Wong stated that it was based on frequency and the wait time of the next bus.

Commissioner Overman provided comments on congestion problems, air quality, crash ratios and it is obvious that if we are not looking at other alternatives like utilizing rail and additional bus services, we are not going to widen ourselves into a solution. She wanted to when do we start looking at a state of the system that includes a concept of including the existing rail lines that run through the County as part of projections. Dr. Wong stated that the passenger load on rail corridors is something that is being looked at for modeling the 2045 Long Range Plan.

There were no additional comments, and the motion carried unanimously.

B. Executive Director’s Annual Evaluation

Mr. Cameron Clark, MPO Attorney, provided the overview for the evaluation. The Policy Committee review the evaluation form and determined to change the format this year. The form utilized came from HART. Mr. Clark sent the forms to board members for rating responses. There were a total of eight categories and board members were asked to rate between 1 to 5. The average score of all board members that submitted a response and comments was provided at the meeting.

Following the overview, a motion was made by Commissioner Kemp to accept the summary and transmit to the Planning Commission Director for consideration of any merit increase consistent with agency standards. The motion was seconded by Councilman Maniscalco.

There was no discussion and the motion carried unanimously.

STATUS REPORTS

A. Plan Hillsborough Annual Report

Mrs. Melissa Zornitta, Executive Director of the Hillsborough County-City Planning Commission, provided an update of projects that have been worked on over the last year.

There we no questions following the update.

(Councilman Maniscalco left at 9:50 a.m.)
(Councilman Cohen left at 10:05 a.m.)
B. Transportation Disadvantaged Services Update

Mrs. Michele Ogilvie, MPO Staff, provided the update on transportation disadvantaged services.

Following the presentation, Commissioner Overman commented on the deficit in opportunities to meet the goals of those who have asked for service, since there is no access to faith-based activities on Sunday and no service after 5:00 p.m.

Commissioner Kemp confirmed that the update was related to Sunshine Line services and inquired about cross county services. Ms. Ogilvie stated that continued research is being done, but there is a need for cross county services.

Commissioner Miller inquired about the cost of service on Sunday. Sunshine Line Director, Mr. Scott Clark, stated that the need would have to be determined and a study would have to be done. Mr. Clark stated that items are being explored to meet the needs of the community.

Commissioner Overman asked about the ridership percentage of wheelchair versus ambulatory. Mr. Clark stated that he can get the information based on Sunshine Line’s client base. Mr. Clark read a card to the group thanking Sunshine Line for their service.

Commissioner Overman wanted to know what percentage of clients utilize Sunshine Line’s service for employment purposes. Mr. Clark stated that it is a small percentage and mentioned that Sunshine Line has a taxi service contract for overflow and after hour services, but they taxi service does not provided the special door-to-door service that Sunshine Line provides at times.

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

C. Vision Zero Quarterly Update

Ms. Gena Torres, MPO Staff, highlighted items under the Vision Zero Action Plan.

Following the presentation, there was brief discussion.

Mayor Jurado requested data on Paint Saves Lives studies. Ms. Torres will follow up.

Commissioner Overman wanted to know if FDOT has provided updates on crashes in the Florida Avenue corridor and the request for the three crosswalks. Ms. Torres will follow up

Commissioner Smith thanked Ms. Torres for her personal commitment to the project. Commissioner Kemp thanked Ms. Torres as well.

EXECUTIVE DIRECTOR’S REPORT

Ms. Alden provided updates. The update on the state legislative session was included in the agenda packet. Copies of the MPOAC update was provided in board member’s folders. Ms. Alden pointed out bills on distracted drivers, e-scooters, impact fees that are moving forward.

The next MPO Board meeting will be held on Wednesday, May 8 on the 2nd Floor. Next month, the board will take a look at the Major Projects Needs Assessment for the 2045 Plan and an update to the Unified Planning Work Program. Ms. Alden will be reaching out to board members individually in preparation of the June Hearing. 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. FDOT will be hosting an open house event at the Seminole Heights Library on the Heights Mobility Study from 6:30 – 8:30 p.m. on April 4. On April 30, from 5:00 – 7:00 p.m. at the Robert Saunders Library, the second open house will be held.
on FDOT plans for I-275 and I-4 in Downtown and Westshore. On June 6, Port Tampa Bay is offering a tour to board and committee members. Members are requested to RSVP.

Following the Executive Director’s report, Mayor Lott inquired about the widening of Hwy 92. He was told that the project is dead since it is not listed as a priority and FDOT is not moving forward. Ms. Alden stated that she believes that there is a misunderstanding and offered to talk to Mayor Lott following the meeting.

OLD & NEW BUSINESS

Commissioner Kemp stated that she would like to see two seats added to the MPO Board: (1) Representation from the Transportation Disadvantaged Coordinating Board and (2) Member from the Citizen Advisory Committee. Mr. Clark stated that state and federal constraints and there is a process. The hurdle would be in order to have a voting member on the MPO Board, the member has to be an elected member of a local government or operate a major mode of transportation; as well as a provision to allow the Planning Commission to have a member. The requested members are already a part of the MPO’s subcommittees and do not meet the requirements but offered to look into have them including as a non-voting member.

Commissioner Miller pointed out that a change to the law would not be easy.

Commissioner Smith would like to see more of a voice at the CAC at the MPO Board and referenced a set time on the agenda where the CAC member can address the Board. She suggested this an interim option, while other options are being considered. Staff can bring back suggestions.

Ms. Alden stated years ago, the CAC’s Chair previously directly addressed the Board. Staff has been providing the reports since the CAC Chair was not available every month. Ms. Alden stated that time can be added back to the agenda for this purpose if the board preferred. Mayor Lott stated that Plant City’s newly appointed member CAC Representative, Mr. Hollenkamp, would be available to make the report if necessary.

ADJOURNMENT

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 10:37 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC)

The CAC met on April 10th. Under public comment, the CAC heard from seven citizens urging the MPO to study the boulevard concept for I-275.

Under action items the CAC supported staff’s recommendation for approval of:

- Two Transportation Improvement Program amendments for FTA grants awarded to HART, one to fund a planning study of transit-oriented development in the City of Tampa, and the other to fund stormwater improvements at HART’s heavy maintenance facility on 21st Ave.
- An amendment to the MPO’s Unified Planning Work Program to adjust line item budgets, add funding from the Healthiest Cities & Counties challenge grant award, and funding anticipated from the charter county surtax approved in last year’s referendum.
- In addition, the CAC also passed a motion recommending that the MPO conduct a study of the boulevard concept for I-275 in next year’s (FY 2020) Unified Planning Work Program.

The CAC also received a status report from FDOT on Tampa Bay Next and the alternatives for the downtown interchange being considered in the Supplemental Environmental Impact Statement. The CAC had several members express strong concerns about disproportionate air quality, toll lane and park impacts.

Under new and old business, the CAC passed a motion recommending that Amy Espinosa and Cliff Reiss be reappointed by the MPO to fill the at-large CAC seats designated for women and neighborhood representatives, respectively.

Last but not least, at the suggestion of several members, last Monday, May 6th the CAC held an evening meeting to enable the CAC to discuss whatever issues are on their minds in an informal setting. Thanks to MPO Chairman Miller for attending and offering his observations to the CAC.

The Citizens Advisory Committee report will also be provided verbally by the CAC Chair.

Meeting of the Technical Advisory Committee (TAC) on April 15

The committee approved and forwarded to the MPO Board:

- UPWP Amendment
✓ TIP Amendment
✓ Annual Joint Certification of the MPO

The TAC also participated in an activity:
  o Interlocal Agreement Regarding Transportation Sales Surtax. Members asked for clarification on how the MPO and agencies will coordinate on assessing project qualification. The TAC agreed to act as a sounding board at any time in the process they are needed.
  o Tampa Bay Next Update
  o Vision Zero Quarterly Report

Chair Jeff Sims announced the EPC's Clean Air Fair will be held May 2nd from 11:30am-1:30pm in Poe Plaza on Franklin Street.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on April 10

The committee approved and forwarded to the MPO Board:
✓ The appointment of Wanda Vinson as Member at Large
✓ Letter requesting the Tampa Police Department to speak to the BPAC regarding their policies on parking on sidewalks and in bicycle lanes.
✓ The BPAC also passed a motion supporting the CAC’s motion that the Boulevard Concept have a formal planning study and its impacts on pedestrians and cyclists examined as part of the study.

The BPAC also heard status reports on:
  o Vision Zero Quarterly Update
    o Members discussed the Tampa Mayoral candidates views on traffic safety and Vision Zero
  o Tampa Bay Next Update
    o Members commented on the proposed aesthetic features on the bridge noting that it is a long area to be exposed without shade. Members also commented on parking locations for the Multi-Use Trail.
    o Regarding the downtown interchange options, members discussed the number of households affected by each alternative, the costs to the community of the project, safety concerns, congestion mitigation concerns (it will still be congested), the provision for rail in the median, traffic in adjacent neighborhoods, and other concerns.

Meeting of the Livable Roadways Advisory Committee (LRC) on April 17

The committee heard status reports on:
✓ Tampa Bay Next Update
✓ Vision Zero Quarterly report

Meeting of the Intelligent Transportation Systems (ITS) Committee on April 11

The committee approved and forwarded to the MPO Board:
✓ Feedback on the 2018 State of the System Report

The ITS Committee also received updates on:
Shared Data and Analytics Platform - several committee members offered suggestions to improve collaboration in the construction of the data platform, including the types of datasets to be ingested and analytical capabilities of the tool. ITS committee members will form a working group to discuss some of these issues during scope development.

- Big Data & Analytics in Transportation
- THEA Connected Vehicle Pilot, Phase 3 - the committee discussed how lessons learned could be incorporated into future CV projects.
- HART’s Transit Signal Priority policies and technologies.

Committee members will be invited to brainstorm ideas for an ITS Master Plan Update at a forthcoming meeting.

Meeting of the Transportation Disadvantaged Coordinating Board TDCB on April 26

Following their annual workshop, the TDCB noted the importance of travel training services to encourage and simplify the use of transit as a viable and cost-conscious option to getting around our community.

The TDCB also approved the 2019/2020 rates per trip for the Sunshine Line. Overall rates per trip effective July 1, 2019 will increase one dollar over the current fiscal year. Customer co-pays are unaffected.

The TDCB also re-approved its Grievance Procedures, noting that also there have been no complaints or disputes in the last 10 years regarding the Sunshine Line’s service.

Meeting of the MPO Chairs Coordinating Committee (CCC) Staff Directors, April 26

The group of six MPO directors discussed an outline of the Regional Chapter of the upcoming Long Range Transportation Plans. Members expressed interest in creating a stand-alone Regional Long Range Transportation Plan document next year, after the Polk and Sarasota/Manatee MPOs have moved forward with their LRTP updates. The regional document will include the tri-county vision created by Hillsborough, Pinellas and Pasco MPOs, and the relationship between the tri-county area and the adjacent MPOs to the north, south, and east.

There was further discussion of the evolving relationship between TBARTA and the MPOs, as TBARTA focuses on its Regional Transit Development Plan. The group discussed using the state template language for Intergovernmental Coordination and Review (ICAR) agreements as a model for updating the interlocal agreement.

The next meeting of the MPO Chairs will be July 19, 2019 at the Florida Hospital Center Ice in Pasco County, with a briefing on the Pasco Connected City project and welcome from Commissioner Kathryn Starkey.