Meeting of the MPO Board
Wednesday, February 12, 2020, 9:00 a.m.
Hillsborough County Center, 601 E. Kennedy Blvd., 26th Floor

Watch the live stream. Send comments in advance on Facebook.*

I. Call to Order, Pledge of Allegiance & Invocation

II. Approval of Minutes – January 7, 2020

III. Public Comment - 3 minutes per speaker, 30 minutes total; as needed, additional time may be provided later in the agenda.

IV. Committee Reports & Online Comments (Bill Roberts, CAC Chair and Gena Torres, MPO Staff)

V. Consent Agenda
   A. Committee Appointments

VI. Action Items
   A. Environmentally Friendly Noise Walls White Paper (Michele Ogilvie, MPO)
   B. 2020 Safety Performance Targets (Johnny Wong, MPO)
   C. New Legislative Positions (Beth Alden, MPO)

VII. Status Reports
   A. Making Progress on Safety (Gena Torres, MPO)
      1. Fletcher Ave Complete Street Before & After (Bob Campbell, Hillsborough County and Wade Reynolds, MPO)
      2. Busch Blvd and Hillsborough Ave Enhancements (FDOT Rep.)
      3. Speed Management Study Update (Paula Flores, MPO Consultant)

VIII. Executive Director’s Report
   - HART/ MPO Joint Board Meeting: Tour of SunRail, March 5, 8am
   - Tampa Bay TMA Leadership Group Meeting: March 6, 9:30am
   - Board workshop on managed lanes: May 29, 9am-Noon

IX. Old & New Business
   A. Tampa Interstate Study Supplemental Environmental Impact Study Public Hearing (FDOT Representative)
   B. Process for Annual Evaluation of Executive Director (Cameron Clark, MPO Attorney)
X. Adjournment

* Public comments are welcome, and may be given in person at this meeting; or, until 3pm the day before the meeting, via e-mail to mpo@plancom.org or by visiting the event posted on the MPO Facebook page. Written comments will be provided in full to the board members.

XI. Addendum

A. Announcements
   - USF Transportation Day Flyer February 27, 2020
   - Public Hearing Flyer – Tampa Interstate Study Supplemental Environmental Impact Statement

B. Project Fact Sheets & Other Status Reports
   - Project Fact Sheet for I-275 from MLK to Bearss
   - FL MPO Advisory Council Legislative News

C. Correspondence
   - From FDOT District Secretary on Traffic Fatalities Dec 18 - 31
   - From FDOT District Secretary on Traffic Fatalities Jan 1-16

D. Articles Relating to MPO Work
   - “Garden Steps Celebration” in Connect & Propel Tampa Bay newsletter
   - Five things to look for at Tiger Bay forum with Jane Castor, Rick Kriseman, and George Cretekos | Florida Politics | 01.09.20
   - Florida Supreme Court to hear ‘All for Transportation’ case on Wednesday | ABC Action News | 02.04.20
   - Florida Supreme Court will hear first oral arguments in All for Transportation case | Florida Politics | 02.03.20
   - Florida Supreme Court should uphold Hillsborough transportation sales tax | University of South Florida Oracle | 01.29.20
   - HART studying potential commuter bus service from Plant City to downtown Tampa and Polk County | ABC Action News | 01.28.20
   - County wants feedback from Gibsonton residents on area’s strengths and weaknesses | ABC Action News | 01.28.20
   - Rep. Mike Beltran talks All for Transportation concerns for south east Hillsborough County | Spectrum Bay News 9 | 01.27.20
   - Are speed cameras the answer for Tampa’s Bayshore? | Tampa Bay Times | 01.21.20
   - Is Tampa’s Bayshore Boulevard really that dangerous? | Tampa Bay Times | 01.21.20
   - Court to hear transportation tax case | ABC Action News | 01.19.20
   - Tampa Bay’s big-city mayors agree transit is a priority. What are they doing about it? | Tampa Bay Times | 01.17.20
   - Transportation tax heads to Supreme Court | ABC Action News | 01.16.20
   - USF-to-downtown bus rapid transit in the works | USF Oracle | 01.12.20

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

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MPO Board Meeting of Tuesday, January 7, 2020

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

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

The following members were present:

Commissioner Les Miller, Commissioner Pat Kemp, Commissioner Ken Hagan, Charles Klug, Councilman Citro, Councilman Viera, Councilman Guido Maniscalco, Mayor Mel Jurado, Michael Maurino, Commissioner Kimberly Overman, Janet Scherberger, Commissioner Mariella Smith, and Joe Waggoner.

The following members were absent: Cindy Stuart, Mayor Lott and David Mechanik.

A quorum was met.

APPROVAL OF MINUTES – December 3, 2019

Chairman Miller sought a motion to approve the December 3, 2019 minutes. Commissioner Kemp so moved; it was seconded by Commissioner Overman and adopted.

PUBLIC COMMENT

There were no public comments.

COMMITTEE REPORTS, ONLINE COMMENTS

Bill Roberts, CAC Chair, presented an update for the CAC and TAC Joint meeting on December 16th. Under action items, both committees reviewed and forwarded to the MPO Board the Hillsborough Greenway and Trails Plan Update. Both committees heard status reports on the Agency Project Plans for 2020 for Transportation Surtax; Fletcher Avenue Complete Street; Government in the Sunshine and Public Records Refresher and Robert’s Rules of Order.

Gena Torres, MPO Staff, gave a brief report on the action items of the other committees. The BPAC and LRC committees approved the changes to the Greenways and Trails Plan maps, for action on your agenda today. The Transportation Disadvantaged Coordinating Board elected its officers for 2020, re-electing Gloria Mills as Vice Chair and Craig Forsell as Officer At Large. Other presentations to committees included agency project plans for 2020 using the Transportation Surtax; Fletcher Avenue Complete Street Before and After; Government in the Sunshine and public records refresher; Robert’s Rules of Order; and Smart Cities Alliance. The Transportation Disadvantaged Legislative Awareness Day will be held on February 11 in Tallahassee, and the annual Legislative Message is included as an addendum in your packet. The
MPO Chairs Coordinating Committee approved and forwarded to the MPO Board the 2020 CCC Interlocal Agreement and Operating Procedures, which is on your agenda for action today, as well as the Regional Transportation Priorities Update, adding support for HART to negotiate with CSX. The CCC heard status reports on the Florida Transportation Plan, Regional Transit Development Plan and Tampa Bay TMA Leadership Group Update.

We received emails from Mike Lamarca who is concerned with the lack of maintenance in bicycle lanes, citing both Bayshore Blvd and US 41. Lena Young Green encourages our continued efforts in safe route connections between schools, after-school activities, and community gardens. She also requested regular presentations on Vision Zero to Dowdell Middle School in Palm River. Emails were exchanged with a teacher at Wharton H.S. and the County Public Works Department about a sidewalk in front of a school, that contractors had closed while working on Bruce B Downs. County staff were quick to respond and alert the contractors that the sidewalk needed to remain open during and after school. Peter Hsu from District 7 shared his appreciation of the ClearGuide data portal to include a crash prediction model. We received no Facebook posts.

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

**ACTION ITEMS**

A. Tampa-Hillsborough Greenways and Trails Plan Update

Gena Torres presented the Greenways Master Plan Update, showing maps of the changes. There were proposed changes to Harney Road, Flatwoods Park, US 41 at Alafia River, US 301 at Manatee County Connection, SR 674 Addition, Van Dyke Road Addition, Memorial Highway, and the Gandy and Howard Frankland Bridges. Ms. Torres requested approval of the changes to the Tampa-Hillsborough Greenways and Trails Master Plan maps. Commissioner Overman questioned if there was a connection on the Memorial Highway map, and Ms. Torres clarified that there is.

Chairman Miller sought a motion to approve the changes to the Tampa-Hillsborough Greenways and Trails Master Plan Map. Commissioner Overman so moved; it was seconded by Commissioner Smith and adopted.

B. Updates to the Interlocal Agreement for the MPO Chairs Coordinating Committee

Beth Alden, MPO Director, reviewed the changes to the interlocal agreement for the MPO Chairs Coordinating Committee. This was presented last month. There was one minor correction since then, to delete reference to the Withlacoochee Regional Planning Council which no longer exists. With this correction, we are bringing the updated interlocal agreement to the board for approval. The scope of the changes reflect that TBARTA now serves a smaller geographic area and focuses specifically on transit. The role of the MPOs now is to take the lead in coordinating regional multimodal transportation planning and priorities. The changes to the agreement also establish the TMA Leadership Group as a sub committee of the Chairs Coordinating Committee, and document some of the operating procedures for the TMA Leadership Group such as electing an annual chair.

Chairman Miller sought a motion to approve the updates to the Interlocal Agreement for the MPO Chairs Coordinating Committee. Commissioner Overman so moved; it was seconded by Commissioner Kemp and adopted.
STATUS REPORT

A. Healthy Mobility Model

Michele Ogilvie, MPO Staff, gave context to the next presentation, stating that one year ago on January 8, 2019 the MPO Board adopted a Health in All Policies Resolution, supporting and acknowledging the power of complete streets. Since then, the MPO Board was recognized by the Healthiest City and County Challenge for the work done enhancing human health by creating a health atlas and supporting active transportation and healthy food connections in the Garden Steps project. Ms. Ogilvie introduced Curtis Ostrodka, to expand the possibilities and utility of data in a Health in All Policies approach.

Curtis Ostrodka with VHB presented research conducted over the past two years that would be supportive of Health in All Policies Resolution. Every good transportation project starts with a purpose and need statement. They developed a model which they hope to analyze land use, urban design and health and mobility factors all together to better understand the effects on community health. We can use this model to establish a baseline for measurement over time so this can be very useful for long range planning. Where health data is not available their model is good for forecasting outcomes, identifying and prioritizing improvements that can contribute to better community health, and can leverage big data and applied technology into a scalable model that is transferrable. The healthy mobility model inputs include the US Census Data, the Centers for Disease Control and Prevention 500 Cities Data, and planning data.

Keith Smith with VHB discussed two tiers of analysis. The first tier is risk assessment. The statistical testing allowed for the entire state to be analyzed. This process allows the Healthy Mobility Model to be used where health data is not available countywide. The Healthy Mobility model estimates the percent of population affected by each of the 6 health criteria and establishes an output Health Rise Score. The second tier is community health strategies. After risk is identified, there are recommended solutions to improve community health.

Commissioner Kemp commented about the difficulty to get data. Commissioner Overman pointed out we have a lot of data and inquired if they have access to this data.

B. Transit Major Projects: Next Steps

Sarah McKinley, MPO Staff, introduced the next steps for fixed guideway transit. There are three projects that have the potential to seek federal transit capital investment grants. The purpose of the presentation and discussion is to build the consensus of the board to what we would like to bring to the region for support. The Tampa Streetcar Extension could seek these grants at early as this year. The BRT and RRT could seek grants as early as 2021.

Milton Martinez, City of Tampa, introduced the Tampa Streetcar Modernization and Extension Study. He explained this study was made possible with a FDOT grant. The intent is to make the Streetcar system a more viable means of transportation for visitors, residents and employees of the area.

Steve Schukraft, Project Manager for HDR, who is the main consultant for the project, presented the streetcar project update. The project goals are to modernize and extend the existing system, improve access across the core of the City, connect cultural and entertainment destinations, educational institutions and urban neighborhoods, deliver first/last mile connectivity, and set the stage for future extensions. The project team consists of the City of Tampa, FDOT and HART. The FDOT grant has increased ridership. The first years they improved frequency, extended service hours and free fares. The project development is underway with completion scheduled for Spring 2020. Spring 2020, thirty percent of the design will be initiated, and FTA Small Starts program ratings will be submitted August 2020. There have been 5 large scale public workshops and extensive stakeholder outreach events. As part of the coordination, they have
worked closely with the related projects such as the Heights Mobility Study, North-South BRT, Regional Rapid Transit, Intermodal Center Study and Virgin/Brightline Tampa Extension. During project development they looked at how to deliver high quality and accessible service, maximize travel time reliability and minimize impacts. The modernization of the streetcar would be to introduce modern vehicles, reconstruct tight turns, improve stops for level boarding, expand the streetcar barn and upgrade traction power. The system extension would be north on Florida Avenue, turn west on Palm Avenue, south on Tampa Street and east on Whiting. The extension overview is a 1.3 mile extension in exclusive guideway except northern portions of Florida Avenue and the southern two blocks of Tampa Street, and also includes right side stops on islands and sidewalks. The evaluation of the modern streetcar showed it has larger capacity, ease of accessibility and longer service life of the vehicle. The typical stops would be on an island and three sidewalk stops require right-of-way. All platforms are on the right side of the vehicle to allow stops to be shared with buses. The project costs include $104,684 for modernization and $132,331 for the extension. The system operations and maintenance will be eight million a year. The preliminary funding plan is $100,000 from the FTA Capital Investment Grant (CIG) Small Starts program, $68,508 from the FDOT New Starts program, and $68,508 in local and other funding sources. The project development and design would start Spring 2020; Small Starts rating submittal and design and engineering continue Summer 2020; full funding grant agreement 2022-2023; construction and vehicle procurement 2022-24; and start of service 2024-25.

Commissioner Overman verified we would need $100 million from FTA in 2021. Commissioner Kemp inquired who would pay the 8 million a year to operate. Commissioner Kemp is concerned about the streetcar crossing the CSX tracks. Mr. Waggoner asked if the 8 million a year in operations includes system preservation.

Justin Willits, Senior Planner with HART, presented the Tampa Arterial Bus Rapid Transit (BRT) Study. The purpose is to identify a corridor, using a combination of Florida, Nebraska and/or Fowler Avenues, to connect Downtown Tampa to USF Tampa Campus. The goals of this project are to improve safety and transit operating conditions and connectivity for east-west routes. Also, to improve local transit access for communities between USF and downtown Tampa, including bicycle and pedestrian connectivity and signalized crossing improvements. They have identified transit needs which are: expand transit options for new and existing riders; better connectivity between USF and downtown Tampa; and premium transit service to support the City of Tampa’s plans for denser redevelopment and long-term economic growth. They held a preliminary public workshop in December and are getting ready for the “recommended alternative” public workshop in February. Phase 2 would begin in April 2020. They coordinated with the Heights Mobility Study, Tampa Streetcar Extension, Regional Rapid Transit, Fowler Avenue Multimodal Corridor Study, University Area Intermodal Center Study, Downtown Intermodal Center Study and US 41 improvements. The Heights Mobility Study is consistent with concepts that propose a Business Access Transit lane or mixed traffic north of Violet Street; lane reduction and transit lane south of Violet Street; and nonmotorized enhancements. There were seventeen alternatives identified, and then the study went through a two-phase screening process. The alternatives mainly looked at different roads the BRT route could use to get from Florida Ave to Nebraska Ave. The highest scoring potential routes were Palm Avenue, Waters Avenue and Linebaugh Avenue. They removed Palm Avenue due to the overlap with MetroRapid North/South. The CEO and staff reviewed and agreed that Linebaugh Avenue made the most sense for potential future land use and operations. The Linebaugh Avenue option resulted in a 66% dedicated guideway for the BRT, and the benefits are a higher opportunity for infill and redevelopment, higher existing transit and land use and greater potential for transit travel time savings. HART’s long-term preference is to remain on Florida Avenue to Fowler Avenue. Key issues to be addressed are land uses at the north end of Florida Avenue and at the intersection with Fowler Avenue, ability to provide a dedicated lane under I-275 and efficiency of connectivity with a potential University Area Intermodal Center. The next steps for the project include a public outreach survey, identify supporting transit and nonmotorized projects, develop project prioritization approach for supporting projects, develop recommended alternative and implementation plan, hold the next public workshop in late February 2020, HART Board decision in March/April 2020 and then begin Phase 2.
Councilman Viera will have his office reach out regarding support from the Forest Hills, USF and Copeland Park areas. Commissioner Overman confirmed the date for applying for Small Starts is 2022 and the goal is to bypass Palm Avenue due to the fact the streetcar is turning around there. Mayor Jurado would like citizen input from the Temple Terrace area. Commissioner Kemp questioned the Fowler Avenue schedule from FDOT. Ms. Scherberger wanted to clarification on how the BRT and Streetcar connect to the Regional Rapid Transit. Mr. Maurino questioned will they get new ridership.

Brian Pessaro who is the Principal Planner with TBARTA and is the staff project manager for the Regional Rapid Transit (RRT) study is here with Scott Pringle from WSP, who is the consultant for this project. They are there to present the Regional Rapid Transit Study. The Regional Rapid Transit was identified in the Regional Transit feasibility study and this plan was adopted in 2018. The primary purpose is to provide all-day modern mobility that provides quick, safe, reliable, frequent, and regional rapid service. The study began in Spring 2019 and hope to have it wrapped up in Summer 2021. The study has five major milestones. Milestone one involved the number of station areas and amount of dedicated lanes. Milestone 2 will begin in May working towards 10 percent design to define alignment and station types. During this milestone they will narrow down the alternatives to one recommended milestone and request entry into project development. Once FTA gives permission to enter into project development phase and then they will begin work on environmental analysis. At Milestone 3 Fall/Winter 2020, the environmental analysis will be mostly complete and then they can label the preferred local alternative. Milestone 4 in Spring 2021 will be the completion of the 30 percent design and request a decision from FTA on the environmental analysis. In the summer of 2021 they will be at Milestone 5 and then send the application to FTA for a project rating. This will determine if they will be a new start or small start project. If a new start, FTA will have to rate the project again. This study involves 13 station areas to move forward. Mr. Pessaro showed a map with the route overlay of RRT, HART BRT and the streetcar extension. He reviewed the BRT Terms Florida Bus-shoulder, FTA Business Access and Transit Lane and FTA Freeway (Dedicated) BRT. The baseline and no build involve no investment and this is not eligible under the FTA Capital Investment Grant Program. The only difference between Alternative 1 and no build you do have station investment and is not eligible for new start but possible small starts if the project cost is less than $300 million and less than $100 million in CIG funds. Alternative 2 recommended by the Regional Transit feasibility plan and there are 60% dedicated bus lanes. Alternative 3 is the same as Alternative 2 except this includes freeway BRT lanes on 275 North of Bearss Avenue and 80% dedicated lanes. Alternative 4 is the same as Alternative 2 except 85% of the dedicated lanes includes the Howard Frankland Bridge. Alternative 5 is 100% dedicated.

Commissioner Overman inquired about Alternative 2 stopping in Seminole Heights and how will the FTA application in 2021 involve the identification of local match from what agencies? Ms. Scherberger followed up on her question about HART BRT Nebraska and Fowler and if there are opportunities to join forces for cost savings. Commissioner Kemp commented that there is no money to support this system and our sales tax will fund this system. The Public Hearing for the preferred alternative will be the end of February.

**Executive Director’s Report**

A Board Workshop on priorities for the Transportation Improvement Program will be on March 24th. We are celebrating an active year in 2019, with successes and highlights in the new wall calendar for 2020.

**OLD & NEW BUSINESS**

There was no old or new business.

**ADJOURNMENT**

The meeting adjourned at 10:47 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on January 15

The CAC held its annual election of officers. Bill Roberts and Rick Fernandez were re-elected as Chairman and Vice Chairman, respectively. Steven Hollenkamp was elected as Officer-at-Large. The CAC also reviewed attendance for 2019; no seats were declared vacant.

Under Action items, the CAC approved and forwarded to the MPO Board:

✓ 2020 Safety Performance Targets, with a request to also calculate the crash rates per capita.
✓ Environmentally Sensitive Noise Walls White Paper, with the following recommendations:
  o Consider mitigation of noise and speed at their origins (e.g., motorcycles and braking of large trucks) as a public health issue;
  o Adding a benefit and cost analysis of solar panels, and how they could help offset the cost of constructing and maintaining noise walls;
  o Consider impacts to the natural environment as well as the human environment.

The CAC heard a status report on the FY 21 & 22 Unified Planning Work Program Call for Projects, and will revisit this topic next month.

Meeting of the Technical Advisory Committee (TAC) on January 27

Jeff Sims, Chair, and Mike Williams, Vice Chair were reelected to serve in 2020. Tony Garcia was elected as Officer-at-Large.

Under Action items, the TAC approved and forwarded to the MPO Board:

✓ Environmentally Friendly Noise Walls – White Paper
✓ 2020 Safety Performance Targets

The TAC heard a status report on the FY 21 & 22 Unified Planning Work Program Call for Projects.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on January 15

Johnathan Forbes, Chair, and Jim Shirk, Vice Chair, were reelected to serve in 2020.

Under Action items, BPAC approved and forwarded to the MPO Board:

✓ Environmentally Sensitive Noise Walls White Paper

BPAC heard a status report on the FY 21 & 22 Unified Planning Work Program Call for Projects.
**Meeting of the Livable Roadways Advisory Committee (LRC) on January 22**

David Hey, Vice Chair and Cathy Coyle, Officer-at-Large were reelected to serve in 2020.

The LRC approved and forwarded to the MPO Board:

- 2020 Safety Performance Targets
- Environmentally Sensitive Noise Walls White Paper – the Committee strongly encouraged the formation of the proposed Noise Wall Working Group, and agreed to volunteer participation with the working group.

The LRC heard status reports on Robert’s Rules of Order and on the FY 21 & 22 Unified Planning Work Program Call for Projects, and will revisit that topic next month.

**Meeting of the Intelligent Transportation Systems Committee (ITS) on January 9**

Brandon Campbell, City of Tampa, was elected as Chair; Brian Gentry, Hillsborough County, as Vice-Chair; and Jeff Sims, Environmental Protection Commission, as Officer at Large. HART is seeking a replacement for Shannon Haney, who previously served as the primary appointee to the ITS Committee. Until a replacement is found, Chris Cochran will serve as primary and Justin Willits will serve as alternate.

Under status reports, the ITS committee:

- Dedicated its meeting to host a workshop discussing the recently launched ClearGuide data and analytics platform;
- Committee members discussed data governance principles, identified additional datasets to add, analytical capabilities, and next steps.
Board & Committee Agenda Item

Agenda Item
Committee Appointment -REVISED

Presenter
None – Consent Agenda

Summary

The Technical Advisory Committee (TAC) shall be responsible for considering safe access to schools in the review of transportation project priorities, long-range transportation plans and transportation improvement programs and shall advise the MPO on such matters. In addition, the TAC shall be responsible for assisting in the development of transportation planning work programs; coordinating transportation planning and programming; review of all transportation studies, reports, plans and/or programs, and making recommendations to the MPO that are pertinent to the subject documents based upon the technical sufficiency, accuracy, and completeness of and the needs as determined by the studies, plans and/or programs. The following individuals have been nominated to represent the Planning Commission and Temple Terrace (respectively):

- Tatiana Gonzalez (alternate)
- Troy Tinch (alternate)

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

- Representing Florida Suncoast Section American Planning Association (APA) Cayce Dagenhardt, alternate
The Citizens Advisory Committee (CAC) shall be responsible for providing information and overall community values and needs into the transportation planning program of the MPO; evaluating and proposing solutions from a citizen’s perspective concerning alternative transportation proposals and critical issues; providing knowledge gained through the CAC into local citizen group discussions and meetings; and establishing comprehension and promoting credibility for the MPO Program. CAC members serve two-year terms, and the following current members have been nominated:

- Representing CAC as Commissioner Miller’s appointee: Ricardo Fernandez
- Representing CAC as Councilman Citro’s appointee: Christine Acosta
- NEW - Representing CAC as Councilman Maniscalco’s appointee: Nicole Rice

The purpose of the Transportation Disadvantaged Coordinating Board (TDCB) is to assist the MPO in identifying local service needs and providing information, advice, and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged pursuant to Section 427.0157, Florida Statutes. The following persons have been appointed to the TDCB:

- John E. Pelkey, Representing Local Veterans
- Emily Hughart, Representing Florida Agency for Health Care Administration
- Cassandra Blaylock, Representing Economically Disadvantaged

**Recommended Action**
That the MPO confirm the above appointments

**Prepared By**
Cheryl Wilkening

**Attachments**
None
Board & Committee Agenda Item

**Agenda Item**

Environmentally Friendly Noise Walls – White Paper

**Presenter**

Michele Ogilvie, MPO Staff

**Summary**

Traffic related noise continues to place a burden on properties that are adjacent to the roadway. In addition to noise, community members in these neighborhoods are also affected by vehicle emissions and other traffic-related pollutants. Transportation agencies have become increasingly aware of such issues and as a result, have put great efforts into attenuating both.

To reduce noise levels, noise walls are typically recognized as the most effective method by the Federal Highway Administration (FHWA). Various types of noise barriers and materials achieve different levels of noise attenuation. Solid cement walls are the most common, providing reliable noise reduction at the most economic price.

However, other materials and designs can achieve broader goals. New technological innovations or greening aspects can be integrated into the design with the intention of improving air quality. Impacts on roadside environments can be minimized with living barriers and other landscaping. Including native and self-sustaining species adapted for the local environment enhances the physical appearance, minimizes maintenance, and provides additional social and environmental benefits.

This white paper identifies best practices for the design of noise walls that have been most successful in achieving broad environmental goals. The paper identifies a range of opportunities and improvements in noise wall design and construction.

Two types of initiatives should be considered to focus available resources on promoting environmentally friendly noise wall design; one focused on process and the second on technical matters. From a process perspective, the paper recommends the MPO consider developing a Noise Wall Implementation Strategic Plan that would identify opportunities to bridge funding gaps for desired noise wall design elements not eligible for federal funding as a noise attenuation strategy.

The white paper has been reviewed and supported by the MPO’s advisory committees, whose members made comments such as:

- Consider mitigation of noise and speed at their origins (e.g., motorcycles and braking of large trucks) as a public health issue;
- Look at a benefit and cost analysis of solar panels regarding how they could help offset the cost of constructing and maintaining noise walls;
Consider impacts to the natural environment, such as impacts on wildlife corridors.

In addition, the Livable Roadways Committee supports the idea of forming a Noise Wall Working Group of some kind to follow up on the paper's recommendations.

**Recommended Action**

Accept the report and transmit it to potential implementing agencies for consideration in future projects, particularly in high density population areas and communities of concern. Additionally, establish an MPO Noise Wall Working Group as a subcommittee of the Livable Roadways Committee, and share the other MPO committees' comments with this LRC subcommittee.

**Prepared By**

Michele Ogilvie, MPO staff

**Attachments**

Environmentally Friendly Noise Walls White Paper
Potential Best Practices for Environmentally Friendly Noise Walls

White Paper | December 2019
SECTION 1: EXECUTIVE SUMMARY

As urban populations and the amount of highway drivers increase, traffic related noise continues to place a burden on properties adjacent to the roadway. In addition to noise, community members in these neighborhoods are also affected by vehicle emissions and other traffic-related pollutants. Transportation agencies have become increasingly aware of such issues and as a result, have put great efforts into attenuating both. To reduce noise levels, noise walls are typically recognized as the most effective method by the Federal Highway Administration (FHWA). Noise walls are generally capable of reducing noise levels by 5-10 decibels (dBa) for nearby properties. Since the dBa scale is logarithmic, achieving a 10-dBa decrease in noise is the same as cutting noise levels in half. Furthermore, noise walls can provide other visual and environmental benefits, which is why they have become such a common practice around the country. The design and construction of noise walls provides opportunities to improve the sustainability of transportation projects by addressing the social, economic, and environmental concerns of the implementing agencies and community members. Throughout this White Paper, the term sustainability is used to reflect the balancing of social, environmental, and fiscal objectives over a long-time horizon:

- The social benefits of noise walls include their primary purpose as noise attenuators, but this paper also recognizes the potential for noise wall design elements to address other potential societal benefits such as providing healthier air, improving privacy, and contributing to community identity,
- The environmental benefits of noise walls include improved air quality and energy generation, depending on selected design elements, and
- The fiscal considerations associated with noise walls revolve around the affordability of the design elements that provide social and environmental benefits, as well as the direct or indirect economic benefits such as property tax revenue that can be associated with those benefits.

Sound barriers have been used around the world, and extensive literature exists documenting their effects and identifying best practices. Substantial research on sound barriers have been conducted in the United States as well as abroad in nations such as the Netherlands, Denmark, Germany, England, and Australia. The topics covered include policy and regulations around noise and vibration impacts, the effectiveness of different noise attenuation materials and designs, innovative abatement strategies, and general practices for roadside noise barriers. Issues of noise and air pollution are the same for affected
communities, but the ideas and methods to alleviate the effects vary in nature. This White Paper analyzes global best practices for environmentally friendly noise walls and offers recommendations for the transferability of lessons learned globally to applications in Hillsborough County, particularly considering the planning and design processes used by the Florida Department of Transportation (FDOT). This White Paper defines "potential best practices" as a continuum of practices, programs, and policies that range from emerging, promising, and leading to those best practices that have been extensively evaluated and proven effective, as indicated in Figure 1 (Spencer et al., 2013). A challenge exists in defining a bright line between established best practices and emerging, promising, and leading practices; a limiting definition might argue that best practices are defined by current noise wall regulations. Yet, as the public health industry demonstrates, the continuum of practices is in a constant state of flux. The upshot of this white paper is that noise walls can be effective in providing a range of community benefits beyond noise reduction, yet the current regulatory environment inhibits the application and evaluation of potential best practices, requiring innovative partnerships and funding to both achieve, and document, the greatest environmental benefits.

**NOISE WALLS CAN DO MORE THAN ATTENUATE NOISE**

This evaluation revealed improvements can be made in each of the areas listed above. Various types of noise barriers and materials achieve different levels of noise attenuation. Solid concrete walls are the most common, providing reliable noise reduction at the most economic price. However, other materials and designs can achieve broader goals. New technological innovations or greening aspects can be integrated into the design with the intention of improving air quality. Alternative noise wall designs may increase pollutant dispersal abilities while others absorb or break down harmful pollutants themselves. Impacts on roadside environments can be minimized with living barriers and other landscaping considerations. Including native and self-sustaining species adapted for the local environment enhances the physical appearance, minimizes maintenance, and provides additional social and environmental benefits.

The same design characteristics used to improve air quality will have lasting effects on the health of adjacent neighborhoods. Noise walls reduce roadside air pollution concentrations by up to 50 percent, reducing associated risks such as cardiovascular or respiratory illnesses. Special considerations should be given to disadvantaged community members along the area that are disproportionately burdened by
impacts of traffic noise and pollution. Inhabitants within 200 meters of a busy roadway are exposed to the highest concentrations of air pollution and are often society’s most vulnerable populations. Since barriers will be additions to their communities, the residents should be able to easily participate in the decision-making processes. This paper also addresses the concern to minimize disturbance from construction processes.

Other technological advancements offer chances to generate electricity as well as attenuate noise. Agencies have experimented with incorporating solar panels to produce renewable energy. Others have attempted to make small wind turbines powered by vehicular turbulence a feasible addition. Both methods provide opportunities to harness the benefits of private-public partnerships that ultimately improve local communities. Proactive thinking regarding landscaping can result in numerous environmental and health benefits.

REGULATORY “SILOS” CAN HINDER BEST PRACTICES IMPLEMENTATION

An analysis of FDOT’s current practices found the focus of noise barrier design has remained on better modeling noise impacts/benefits independent of other environmental benefits. This focus is a result of continued federal regulatory focus on noise reduction for sensitive receptors as the sole criterion regarding barrier cost-effectiveness, and therefore funding eligibility. As the industry’s knowledge base increases over time, so too has the consideration of a wide range of environmental effects on the surrounding community. However, both federal and state funding regulations have limited the degree to which noise walls have become accepted practice. This White Paper describes the best practices in noise wall treatments pertaining to the following areas of interest: noise attenuation, air quality, public health, disadvantaged populations, energy generation, landscaping and aesthetics, and construction impact mitigation. This paper also suggests opportunities for advancing these practices within the current regulatory environment.

This White Paper discusses sustainable practices that are applicable to noise walls throughout Florida. These practices include strategies to reduce air pollution, generate electricity, and enhance roadside environments. Case studies also introduce the use of non-typical materials to reduce the project’s carbon footprint. The contents of this White Paper are intended to assist FDOT and local communities by providing information on innovative strategies that merge noise abatement with sustainable practices.

FINDINGS AND OPPORTUNITIES

The memorandum provides several recommendations for noise wall implementation generally divided into two categories: one category focused on lessons learned for noise attenuation purposes and another set considering the potential for cross-disciplinary benefits beyond the primary noise attenuation purpose. For further pursuit within both categories the paper proposes establishment of an interagency
Noise Wall Working Group to collaboratively explore opportunities to advance the types of practices described in the following pages.
SECTION 2: PURPOSE AND SCOPE

The purpose of this White Paper is to describe best practices for the design of environmentally friendly noise walls. The paper is based on a review of academic studies and industry sources for national and global noise wall design practices and an assessment of the applicability of the identified design applications for the Florida context.

The bulk of this paper identifies best practices for the design of noise walls that have been most successful in achieving broad environmental goals. In addition to literature research using key word searches, the following other resources were scanned: the Transportation Research Board database (TRID), professional associations (such as the Institute of Transportation Engineers, National Association of City Transportation Officials, etc.), and various FHWA sites. FDOT District 7 staff provided helpful context from their local experience and guidance requested through the Department’s participation in the American Association of State Highway and Transportation Officials (AASHTO) Noise Work Group.

Based on this research, the White Paper identifies completed and planned projects involving environmentally friendly noise walls and notes key features, descriptions, and characteristics. In addition, the White Paper research assessed the noise wall applications to identify demonstrated project success in achieving environmental goals and innovative project elements.

Based on the practices identified through literature research, the White Paper describes and clarifies the environmental benefits achieved or expected from the best practices. This includes answering the following questions, where supporting information is available:

- What makes this project truly successful from an environmental perspective? What are the estimated environmental benefits?
- What are the best practices that were employed for project success? What challenges were faced in the implementation of the noise wall application?
- What are the lessons learned?
- What is the applicability of the noise wall application in the Florida context?

SECTION 3: EFFECTS OF BEST PRACTICES

Roadside noise barriers, acoustical barriers, sound walls, noise walls and sound barriers are all synonyms for any physical structure placed between noise sources and noise-sensitive receptors. These ‘obstructions’ may serve a multitude of purposes in addition to noise attenuation, and in recent decades have been used to help achieve broader environmental goals. Noise barriers have become an increasingly common component of road infrastructure as communities have grown around highways and new roads are constructed near neighborhoods. This section discusses existing best practices for noise wall designs that attenuate noise, improve air quality and public health, address the concerns of disadvantaged populations, and even generate energy.
3.1 - NOISE ATTENUATION

Traffic noise is reported to be the most common source of noise affecting urban populations, and this trend will likely continue as both urban population and road traffic increases. Sources of traffic noise are vehicle motors, vehicular exhaust systems, and tires interacting with road surfaces. The diagram in Figure 2 shows how noise generation is affected by vehicle speed, traffic volume, and the type/size of vehicles.

Literature shows there are numerous problems resulting from traffic noise. Although the level of noise generated by vehicular traffic is not high enough to directly damage ear functions, long-term noise exposure has been linked to physical stress and health problems. Stressors such as annoyance, communication interferences, sleep disturbance, and reduced efficiency at completing tasks can induce physical problems such as high blood pressure, insomnia, and fatigue (Bluhm et al., 2004; Griefahn et al., 2000; Ohrstrom and Skanberg, 2004).

While it is possible to begin addressing the problems at their sources, the most common solution for reducing traffic noise is to construct roadside sound barriers. The Federal Highway Administration has a vast amount of resources on noise barriers covering the topics of abatement, acceptance criteria, design and construction, inventory, and research. Their research has shown noise barriers can reduce the measured acoustic noise by as much as half if it is designed properly by following current best practices.

Design guidelines ensure that the height and length of the barrier are sufficient to minimize sound that gets diffracted over the edge. To achieve a 5-dBA reduction, the barrier must be taller than the line-of-sight (each additional meter in height reduces sound by approximately 1.5-dBA) and four times the length of the distance between barrier and receiver (FHWA (d), 2017). Two basic, yet effective noise barriers are noise walls or earthen berms, with each having their own advantages and disadvantages. Common materials for walls include concrete, steel, aluminum, timber, safety glass, and acrylic. Most existing walls are constructed out of precast concrete due to its relatively low price and maximum noise reduction properties. Berms are an alternative to walls that simply consist of earthen materials and offer opportunities for natural landscaping. For design considerations, the slope of berms should be no more than 2H:1W (WSDOT, 2016). Therefore, the extra space requirements can often rule out the option of berms where there are right-of-way constraints. Any of these treatments (noise walls, earth berms, or combinations of the two) are appropriate solutions to effectively mitigate noise impacts. However, the
choice of which to use depends on the local context, particularly the right-of-way constraints for using berms.

A 2004 pilot study in Japan described an innovative strategy to reduce noise at the receptor. Along National Route 43 in the Hyogo Prefecture, existing noise walls did not reduce ambient traffic noise to allowable limits. In response, the Hyogo National Highway Office decided to build an additional noise barrier in front of an elementary school adjacent to the roadway. The 4.5-meter wall would have been surmounted with speakers that generated anti-phase sounds, reducing noise levels by about 4-dBa in experimental stages (JPS, 2004). The speakers contained microphones that picked up traffic noise and emitted a noise that counteracted and eliminated some of the noise from reaching the school. However, the article published by Japan for Sustainability (2019) which discussed this project was published prior to the construction, and as of October 2019, Japanese officials have yet to report their conclusions on monitored effectiveness or the durability of the devices. This study proposes an innovative strategy to reduce noise impacts, but the technology currently available is most effective at reducing noise at the receptor.

3.2 - AIR QUALITY

Air quality is a function of a variety of characteristics of both the natural environment (related to climatologic elements such as topography and prevailing winds) and built environments (including stationary and mobile emissions sources). Within the Tampa Bay region, the Hillsborough Environmental Protection Commission reports on air quality non-attainment areas per standards maintained by the US Environmental Protection Agency. In 2018, two non-attainment areas for lead and sulfur dioxide, in the vicinity of industrial land uses including the CSX Yeoman Yard and in East Tampa, were redesignated as achieving attainment.

Heavy vehicular activity on major highways and interstates also generates concentrated air pollutants. Traffic related pollutants emitted by motor vehicles include greenhouse gases or particulate matter, which can be further broken down to include ultrafine particulates (UFP), black carbon, nitrogen and sulfur oxides, hydrocarbons and carbon monoxide (Brugge et al., 2007). The areas within 200 meters of major highways are often identified as pollution zones where people are much more likely to be exposed to the harmful pollutants.

Projects including field studies, laboratory experiments, and computer simulations have been conducted to link the exposure to traffic-related air pollutants to health problems. Short-term exposure can exacerbate existing health conditions and long-term exposure can greatly increase the risk of developing diseases and early mortalities (Pope and Dockery, 2012). Ultrafine particles of hydrocarbons and metals (iron and nickel) pose serious health risks to some of the most vulnerable community members: children, teenagers, the elderly, and those with pre-existing conditions. Environmental justice issues must also be noted because vulnerable, low-income or minority communities also tend to live alongside busy roads (Rowangould, 2013). The American Lung Association has compiled research concluding these populations are more likely to be faced with the onset of childhood asthma, impaired lung function, poor cognition,
adverse birth outcomes, dementia, and others such as cardiovascular and respiratory diseases and chronic obstructive pulmonary disease [COPD] (ALA, 2018). To mitigate the effects of air pollution at the receptor, building designers can take extra steps to increase the quality of indoor air. Renovations to clean and reseal air ducts, adding new windows, and installing air-intake systems with maximum ability to capture particulates will help protect their vulnerable inhabitants.

Roadside noise walls also serve as barriers to air pollution. Studies have demonstrated the ways in which this occurs and the effectiveness of dispersion by the walls. Brechler and Fuka (2014) conducted a study which determined that noise barriers affect the dispersion of highway pollutants in three ways. Models display that walls increase vertical dispersion, induce vertical mixing (in the air cavity behind the wall), and loft emissions above the barrier itself (Brechler and Fuka, 2014).
Furthermore, research led by Hagler et al. (2011), analyzed the vertical distribution effects of near-road pollutant concentrations from sounds barriers of different heights. The results of this study are shown in Figure 3, concluding that a 3 meter barrier (described as half-height) reduced downwind concentrations by roughly 20%, and an 18 meter barrier (described as 3x height) reduced concentrations by as much as 70% compared to no barrier at all (Hagler et al., 2011).

A 2016 study by Baldauf et al. highlighted the influence of noise walls: downwind concentrations of pollutants were reduced by up to 50 percent behind the barrier. These reductions extended up to 300 meters from the road (984 feet), with the highest reductions within the first 50 meters (164 feet) of the road.

Figure 3: Vertical distribution of near-road pollutants of sound barriers of various heights, Vertical distribution of normalized concentrations ($\chi$) at 20 m/3.3H (a), 50 m/8.3H (b), 150 m/25H (c), and 300 m/50H (d) from the edge of the roadway under perpendicular winds, for barriers of 3 to 18 m (9.8 to 59 feet) compared with a no-barrier scenario. The barrier is located 9.5 m (approximately 31.2 feet) from the road edge (Source: Hagler et al., 2011).
road. This finding suggests that road barriers produce a gradient of air quality improvement with the greatest improvement benefiting the same sensitive receptors that noise walls are designed to protect.

Dense foliage by itself has also been shown to be effective in reducing pollutants with canopies over 16 feet (five meters) in height to sufficiently intercept most mobile source pollutants (EPA, 2016). The benefits of foliage can provide additional air quality improvements when combined with sound barriers. The California Air Resources Board (CARB) has developed a landscaping model for design practitioners based on research by Paulson et al. (2017) showing that addition of foliage (trees or tall bushes) that extend substantially above an adjacent noise wall is effective in reducing downwind pollutants, particularly during calm wind periods. In the case of height restricts or limitations for sound walls, taller trees can be incorporated into the landscape design, as shown in Figure 4. These findings have been incorporated into landscaping design guidance for vegetative barriers both with and without sound walls (SAQMD, 2017).

In recent years, technological innovations have produced walls that are more capable of reducing the amount of traffic pollutants reaching nearby communities. The underlying concept has been to integrate designs which absorb pollutants, which has been done by using porous barriers or catalytic coatings. The SmogStop Barrier (produced by a partnership between Western University, the University of Guelph, and the UK company GRAMM Barrier Systems) uses a “two-pronged approach” to enhance dispersion. Utilizing aerodynamics, this wall functions to generate wind vortices and enhance vertical mixing. The main proponents are two walls with a patented photocatalytic coating in which air flow is funneled between, breaking down harmful pollutants such as nitrous oxides and volatile organic compounds (VOCs) into harmless gases and water. Currently used along some stretches of highway in Ontario, field studies have supported their claims that the SmogStop can reduce traffic emissions by 58 percent and nitric oxide and nitrogen dioxide levels by 37 percent before reaching downwind neighborhoods, however further supporting research will be necessary (GRAMM Barriers, 2018). Similarly, a project conducted by EU-LIFE titled the Sound and Particle Absorbing System (SPAS) used particulate filters in the form of installable panels to remove air pollutants.

Figure 4: Trees that mature to a height taller than the height of the barrier act as a vertical extension, improving the capability to reduce air pollutants. (Source: Matthew Murray Landscape Design)
The results of this study were mixed, concluding that particulate matter (PM) concentrations were reduced, but the extent of the reduction is dependent on wind direction and pressure. The pollutants must be blown into the filter and field tests revealed the pressure generated by passing trucks was enough to overcome the filter resistance, however passing cars generated insufficient pressure (Schulte and Venkatram, 2013).

### 3.3 - PUBLIC HEALTH/CHRONIC DISEASE RATES

The effects of traffic-related air pollution on the public health of nearby communities are well documented (ALA, 2018; Brugge et al., 2007; Pope and Dockery, 2012; & Rowangould, 2013). Adverse health impacts from vehicular emissions can be addressed at the source (vehicles and roadways), at the receptor (buildings and neighborhoods), and in between. The research paper authored by Pope and Dockery included an insightful analysis and the section below provides valuable help with closing the gap in scientific knowledge about PM exposure and chronic cardiovascular disease:

*Long-term PM exposure has been associated with increased cardiovascular mortality, various blood markers of cardiovascular risk, histopathological markers of subclinical chronic inflammatory lung injury, and subclinical atherosclerosis. Short-term exposures have been associated with cardiovascular mortality and hospital admissions, stroke mortality and hospital admissions, evidence of pulmonary and systemic inflammation and oxidative stress, altered cardiac autonomic function, arterial vasoconstriction, and more. There has also been substantial research exploring potential biological mechanisms or pathophysiological pathways that link PM exposure and cardiopulmonary disease and death. (Pope and Dockery, 2012)*

Due to near-road populations having greater exposure to harmful pollutants, there are subsequent economic impacts when medical treatment is necessary. Multiple studies have suggested communities with elevated levels of pollutant exposure coincide with more emergency doctor visits and hospital admissions (Zhang and Batterman, 2014). Market impacts occur as a result of changes in labor productivity (due to absence of work for illness) as well as increased health expenditures (OECD, 2016). The cost of treating patients affected by air pollution poses a burden on stakeholders including insurance companies and employers in addition to the patients themselves. Along the same lines, public programs such as Medicare/Medicaid may benefit substantially if air quality is improved in problematic areas, such as within the first few hundred meters of busy roadways (Romley et al. 2010). Although noise barriers will not be a feasible solution to improving city or region-wide air quality, they can decrease pollution levels of nearby properties, reducing the number of incidences requiring hospital care.
Figure 5 shows the percentage of Hillsborough County residents with asthma, obtained from the Hillsborough County Health Atlas. The prevalence of asthma appears higher in the general vicinity of I-4 and I-275. This observation does not mean that asthma is directly related to vehicular exhaust; correlation does not imply causation. A number of environmental and economic relationships have contributed over many years to the pattern of asthma sufferers. Nevertheless, the correlation does indicate the sensitivity of communities in these portions of the County to health concerns.

Another risk to take note of is lead contamination. Although lead is a naturally occurring element, it is also a pollutant that was emitted by vehicle exhaust until lead additives to gasoline were phased out in 1978. Nevertheless, lead contamination is still present in soils along many long-standing roadways and can become airborne when disturbed by roadway maintenance activities. High concentrations of this heavy metal can be toxic if consumed or inhaled, with the risk heightened for communities with urban gardens alongside congested or heavily trafficked highways. Pediatric lead poisoning is a common occurrence, as children are more vulnerable to exposure. The effects can lower intelligence and slow neurological development but can often be prevented by taking simple steps such as checking the property’s history, testing the soil, and taking extra gardening precautions (Moss, 2018). The consumption of lead-contaminated produce is rarely the cause of poisoning but blocking dust (which may contain lead particles) is another benefit to be considered when adding barriers between highways and near-road communities.

3.4 - CONCERNS OF DISADVANTAGED POPULATIONS

The level of noise pollution is dependent on several factors such as number, type, and speed of vehicles, the material of the road, and time of year. Despite this variability, disadvantaged populations frequently deal with traffic noise and other nuisances associated with proximity to highways. Regarding noise, Nega et al. (2013) studied the Twin Cities Metro Region and found the association between “noise levels and household income, median household value, the percentage of non-white residents, and the percentage of the population less than 18 years of age”. As with noise, Shrestha et al. (2016) concluded that communities with higher socioeconomic vulnerabilities were disproportionately burdened with PM and nitrous oxide (NO₂) pollutants. Similarly, Chakraborty (2009) analyzed the Tampa Bay area and highlights the correlation between areas with high concentrations of vehicular air pollutants and the locations of predominantly in low-income communities.
It is debatable whether the relationship between adverse traffic impacts and disadvantaged populations is caused by intentional planning or market forces. Instances of both causes have been well documented and analyzed in recent years. Some cases show that highways, interstates, and expressways have been constructed nearby or through disadvantaged communities due to the cost of land and inequities in the ability to influence decision makers across urban areas. Others show that market forces were at play when new communities were built near the roads because the land was cheaper, making the housing stock more affordable. Either way, low-income and minority populations are often the ones affected by inequalities associated with noise and pollution exposure.

Attention should be given to addressing the issues of environmental justice. Fortunately, there are many opportunities for public participation throughout the process of designing and constructing sound barriers. Before making any decisions, stakeholders need to be identified and included in discussions. The final decisions on the characteristics of the wall, the features of its design, and whether the community wants a noise wall will be influenced by the participation of those that will be directly and/or indirectly affected. Some neighborhoods may want a sound wall to attenuate traffic noise, but there may also be groups of people adamantly opposed for several reasons: a wall may make them feel isolated or may block their view. If decisions have been made to move forward with concrete barriers, there are a variety of patterns and textures that community members can add that will create a local identity and a sense of place around/for the barrier.

### 3.5 - ENERGY GENERATION

Although the main function of a sound barrier is to attenuate traffic noise, interest has been growing in deploying photovoltaic systems to generate electricity as well. Energy usage is increasing as urban areas expand throughout the country and many see it necessary to meet growing demands with renewable sources. Dual-purpose photovoltaic noise barriers (PVNBs) offer a partial solution to producing energy in areas while reducing the effects of highway traffic noise.

There is great potential in the state of Florida and throughout the US to implement PVNBs at a large scale. A case study from Wadhawan and Pearce (2017) made the following conclusions: (1) there is no inherent tradeoff between using solar panels and the effective sound abatement of noise walls, (2) the total potential for power generation from existing noise barriers across the country ranges from 7-9 GW, (3) national implementation can produce 700 GW hours per year, enough to sufficiently power over 50,000 households, 4 national savings can total more than $66 million in annual electricity savings through the use of this method. Uncertainty with this calculation is credited to soil and shading losses, which can be minimized by using different directional orientation and mountings, such as cassette (f) and zigzag (e) configurations shown in Figure 6. According to the FWHA, the most common approach to PVNBs globally is to retrofit an existing noise wall with a top-mounted PV system as it offers the highest surface area per linear meter of noise wall (FHWA (b), 2017). Advancements have increased the appeal of PVNBs: costs for installation have declined in recent years and trials have assured the safety and low maintenance of PVNBs as well (FHWA (b), 2017). Additional benefits can be gained as widespread usage of photovoltaic systems...
becomes more common. This evolution suggests that less electricity will need to be generated by burning conventional fossil-fuels, offsetting pollution that may impact human health and the environment (Prehoda and Pearce, 2017). Researchers Gu et al. (2012) determined that the payback period to offset the construction costs of PVNB installations to be 5.4 years. The barrier they analyzed used 8-kilowatt peak (kWp) along 360 meters of barrier beside a Chinese metro line and factored in savings from air quality improvements from avoiding emissions (Gu et al., 2012).

Figure 6: Various configurations of photovoltaic noise barriers: a) top mounted, b) top and side shingles, c) covering the vertical surface, d) bifacial surfaces, e) zigzag configuration, and f) cassettes. (Source: Wadhawan and Pearce (2017).)

When considering retrofitting or designing noise walls to support PVNBs, the leading agency must consider the angle at which the panels are set. Wadhawan and Pearce (2017) show that panels tilted at a 30-degree angle capture the most solar irradiation, although this should be calculated with details of the local latitude and weather conditions. Regarding the implementation of PVNBs, there are three identified impediments to implementing utility-purposed, large scale photovoltaic systems. First, literature reviews have shown the U.S. lacks progressive governmental policies supporting large scale use compared to other countries (Mabee et al. 2011; Moosavian et al. 2013; Solangi et al. 2011). Secondly and along the same lines, there are insufficient financing options (Alafita and Pearce 2014; Overholm 2015). Finally, Margolis and Zuboy (2006) discussed the difficulty of overcoming established energy systems, and that some communities hold a poor perception of the aesthetics of PV systems (Margolis and Zuboy, 2006).

Another electricity-generating option open to further research involves traffic powered wind turbines. Turbines that have been designed to be small, efficient, and powered by low speeds have been placed around the country alongside arterial roadways with high speed moving vehicles. Using the turbulence of passing cars, a windmill is rotated to turn kinetic energy into mechanical energy. This is small-scale energy
generation and is limited to powering streetlights or signs over highways. However, since noise walls are placed a distance away from the road, turbines may not receive adequate turbulence and therefore may not be the most feasible or reasonable addition to invest state or federal funds into.

3.6 - CONSIDERATIONS FOR LANDSCAPING AND AESTHETICS

The main goal of a noise wall is to reduce noise to an acceptable level. These walls can be constructed with a variety of materials, obviously creating a variety of possible appearances. The design process should recruit the assistance of interdisciplinary professionals, including planners, landscape architects, highway engineers, acoustic engineers, and structural engineers from the beginning to ensure that each element is being achieved. This section focuses on the visual quality of landscapes, and the importance of creating a barrier that is visually appealing to the community in which it stands.

Stakeholder input into noise wall design is important to both address the community context and manage expectations regarding the benefits and limitations of the final product. The FHWA has reported that complaints have included a restriction of views, a feeling of confinement, a loss of air circulation, a loss of sunlight and lighting, and poor maintenance of the barrier. Motorists have sometimes complained of a loss of view of scenic vistas and a feeling of being “walled in” when traveling and others have complained poor visual designs “seem out of place, visually oppressive, and overly dominant” when compared to the surrounding environment (FHWA (d), 2017). In areas where viewsheds are important from either perspective (towards or away from the roadway), acrylic walls may be an appropriate solution, although a scan of state DOTs (El-Rayes, 2018) indicated that the high cost and associated maintenance with acrylic barriers makes them a solution only where their visual benefits are paramount.

The most effective way to get the public involved is through public meetings or citizen groups. These events offer a chance to educate community members on noise abatement principles, methods, and benefits/adverse impacts. They also provide the opportunity for the community to give their input on what type of barrier, what materials, and what colors/patterns they would like to see. After all, the noise wall will be a noticeable addition to their environment and should reflect the desires of residents that will view it on a daily basis.

From a design standpoint, noise walls can either blend in with the surroundings or stand out as a visible addition to the neighborhood. To achieve the latter, an increasingly common method is to design a structure that acts as a piece of artwork as well. Examples exist all around the world. In Australia, the Sound Tube over Melbourne’s CityLink Tollway is a multi-purpose project that is used to mitigate noise pollution and act as an iconic piece of local infrastructure. The flashy artistic component was not an initial function; enhancements were made later by adding controllable, alternating LED lights to the structure. Starting as the sunlight fades, different colors and themes illuminate the highway for drivers passing through while minimizing the noise to surrounding apartments. In terms of noise abatement, tunnel structures are one of the highest ranked types in social and technical performance that an agency can consider (Oltean-Dumbrava and Miah, 2016). For another example in Australia, manufacturing company Hebel takes pride that their sound barriers along Sydney’s M4 Motorway (as seen in Figure 7)
are also designed to reduce the monotony of long stretches of roadways. Fragmented into multiple sections, each wall is painted a separate color that links to the surrounding landscape and creates an identity and a sense of place (Hebel, 2017).

To help the wall harmonize with its surrounding, rustic materials or colors found in nature can be used to give the wall a natural sentiment. Likewise, landscaping with native plants in available space provides numerous benefits. According to the Florida Department of Environmental Protection (FDEP), even in dense urban areas, landscaping in tight spaces helps improve the site’s appearance, connect the area back to the natural environment, improve human health and well-being, create micro-habitats, slightly mitigate the effects of urban heat islands, and can even assist with stormwater management (FDEP, 2006). The same document authored by FDEP staff lists and discusses nine Florida-friendly landscaping principles: putting the right plant in the right place, efficient watering, appropriate fertilization, mulching, attraction of wildlife, responsible management of yard pests, recycling yard waste, reduction of stormwater runoff, and waterfront protection (FDEP, 2006).

The creation of living barriers is another method promoting sustainable practices by directly integrating vegetation into the designs. Behind noise reduction, the secondary function of a green/vegetated noise barrier is a mitigative measure to reduce the visual impacts. Creating a forested strand to reduce noise is possible, but the measured noise reduction is limited, and the trees/shrubs used must be sufficiently dense, tall, and wide. However, meeting these criteria, especially in urban areas, is difficult and often impractical (FHWA (d), 2017). With living structures, the entire structure can consist of hardened soil and vegetation or it can have a wired net frame such as a trellis to support vegetation separated from the structures itself.
However, for noise abatement purposes, solid barriers are the most effective (recommended) compared to vegetative barriers because of the non-continuity allowing sound and pollutants to make their way through the openings. As shown in Figure 8, incorporating greening to a solid noise barrier has advantages such as softening the hard structure’s appearance and purifying the air. This trellis approach separating natural plant material from the load-bearing infrastructure provides an opportunity to achieve air quality and aesthetic benefits while reducing maintenance concerns associated with plants burrowing directly into walls or pillars. This concept can be applied to a variety of vertical infrastructure, although care must be taken to ensure the ability to conduct periodic inspections and maintenance of the infrastructure behind the trellis.

![Figure 8: Two applications of trellises produced by Greenscreen, a manufacturer of modular trellis systems. The photo on the left includes a trellis mounted along the side of the Houston Memorial Hospital, and the right photo covers a barrier (Source: Greenscreen)](image)

Another innovative way to leverage the environmental benefits of a noise wall is to fuse noise abatement and stormwater retention. District Seven is currently exploring plans to harvest rainwater to ease landscape maintenance and make the process more cost-effective. The concept is to create a gravity-fed system that will provide reliable irrigation for tree establishment and supplemental watering during droughts on highway overpass side slopes. Rainwater is siphoned from an overpass catch basin to a cistern that uses gravity in place of pumps and controllers to supply water directly to the roots of trees, shrubs, and ground cover. During the dry season, water trucks will be able to replenish the cisterns if the area lacks enough rainfall. This system could be applied to offer reliable irrigation for a landscaped noise wall that is both water and energy efficient. More importantly, it demonstrates innovative thinking in advancing best practices, a concept explored further in Section 4.
Maintenance and accessibility are two important considerations in noise wall design. Access points may be necessary for a variety of reasons, including structural or landscaping maintenance or emergency access. Regarding the maintenance on noise barriers along highways, topics that need be considered include the availability of replacement parts, access for extended stretches of barriers, deterioration (from moisture, ultraviolet light exposure, graffiti/vandalism, and loss of painted coatings), landscaping, and litter. The FHWA also identifies snow as a considerable factor but this does not pose a sufficient threat within Florida. To address concerns over access, existing solutions from the FHWA and various state departments of transportation have used overlapping barriers, access doors, removable panels for utilities personnel. For instances where the fire department requires or desires access, techniques may include installing hose couplers, panel mounted valves, or small covered openings (FHWA (d), 2017).

3.7 - CONSTRUCTION IMPACT MITIGATION

During the construction phase for highways and noise walls alike, workers may need to use certain techniques or take special actions to address and reduce the noise they produce. In the Construction Noise Handbook, the FHWA has identified various methods of mitigating construction noise. Special provisions include setting time constraints, using the quietest practical equipment, attending training programs, and including incentives/disincentives for participation (FHWA (e), 2017).

As with general noise nuisances, there are opportunities to mitigate construction noise at different points from the source, along the path, and at the receiver. Managing noise at the source can be done by using less noisy machinery, adequate muffler systems, enclosures, temporary walls, and utilizing existing features like berms/noise barriers (FHWA (a), 2017). If the project site is adding a sound barrier in addition to road construction, there is the option to construct the barrier first to minimize sound disturbance as the remaining construction continues. The FHWA has identified that controlling noise at the receiver’s end should be used as a last alternative, as the other methods include techniques that are more effective. Acoustical window treatments, such as interior or exterior glass sashes, temporary interior clear vinyl curtains, or full acoustical window installation have been implemented successfully (FHWA (a), 2017). Due to the multitude of construction-related factors and the advantages/disadvantages of each option, an individual evaluation should be done before a selection is made.

Construction project managers should take each option into consideration when determining which is best suited for their project. Other considerations to be included are “the amount of reduction needed, local noise ordinances, length of construction period, cost and effectiveness of control strategies, the feasibility of each mitigation measure, any problems with implementing the measure, and the practicality of each method” (FHWA (a), 2017).
SECTION 4: CHALLENGES FOR CURRENT FUNDING AND IMPLEMENTATION

Current noise walls and noise abatement measures may use federal funds as long as the following requirements are met: (1) a traffic noise impact has been identified, (2) the noise abatement measures will reduce the traffic noise impact, and (3) the overall noise abatement benefits are determined to outweigh the overall adverse social, economic, and environmental effects and the costs of the noise abatement measures. (FHWA (e), 2017). One challenge faced by communities in the United States arises from the threshold for noise levels requiring noise abatement. The FHWA requires that measures must be taken to address excessive noise if the levels exceed 67 dBA in residential areas or where schools, hospitals, and places of worship exist, whereas the World Health Organization’s noise value is set at 55 dBA (FHWA (f) 2019; WHO 1999). As a result of these standards, communities in the US are left to deal with higher levels of noise before regulations require abatement considerations. In conjunction with forecasted noise levels, a noise wall will only be implemented if both reasonable and feasible. The criteria by which FDOT considers a noise barrier to be feasible and reasonable are outlined in Chapter 18 (Highway Traffic Noise) of the Project Development and Environment Manual. For instance, areas in which houses are spread apart may have high noise levels that could be mitigated by a wall, but the additional length needed to adequately reduce the noise level may impede on the project’s reasonability.

State and federal regulations divide noise walls into two types. Type I projects are required to mitigate increased noise resulting from highway construction or reconstruction. As this is a required mitigative measure, federal funds can be used to cover most of the costs. Type II projects are those that are built independently from highway construction. Type II projects are retrofit noise walls that are not a DOT requirement, therefore making the standards to receive federal funding much more restrictive. Policy initiatives such as BUILD Grants have been an additional source of funding for noise walls. In 2018, a BUILD Grant was awarded in Louisiana’s St. Tammany Parish to cover $25,000,000 of the total $36,000,000 needed for the I-12 widening and rehabilitation project, which included the construction of a sound barrier to reduce the anticipated noise levels (USDOT, 2018). Any landscaping around noise walls, however, is funded by both the state and the local jurisdiction. Per Section 334.044 (26) of the 2019 Florida State Statutes: “No less than 1.5 percent of the amount contracted for construction projects shall be allocated by the department for the purchase of plant materials” that enhance the roadside environment.

The FDOT stormwater harvesting initiative discussed in Section 3 demonstrates a proactive and progressive approach to furthering best practices, bridging the gap between allowable costs and actual costs. A similar approach could be pursued to develop noise wall designs that surpass minimum requirements and offer multiple benefits to the environment or local community. Such innovative pilot projects can also inspire third party contributors to participate in the project.

Another gap FDOT is attempting to bridge is between the project funding sources. Noise walls are typically funded by state/federal funds. In Florida, these funds are not applicable to barriers not deemed reasonably/feasibly priced. Noise barriers designed to have additional benefits may cost more up front, but this opens the door to third party funding. It can be offset by county or city partners that are willing to financially contribute, or noise walls have an opportunity to be funded by tax increment financing (TIF). TIFs are a method of public financing used as a subsidy for infrastructure projects. Pursuing TIF-funded
projects may provide opportunities for communities to build noise walls that may not have been built without funding assistance. Local governments may consider that the benefits of noise walls may include the effect of an increased tax-base independent of a formal TIF. Ozdenerol et al. (2015) used traffic noise mapping to show traffic related nuisances have a negative effect on housing values. The researchers identified trends showing that housing values depreciate as traffic related nuisances increase. Noise walls can increase housing values, and consequentially, property tax revenue, providing local governments a direct interest in partially funding noise walls to offer a return on investment. Additionally, project sponsors can seek funding for noise walls with special design features that improve air quality. The Federal Transit Administration offers funding for projects that improve air quality in areas that are determined to be current/former nonattainment areas in which the standards for ambient air quality for ozone, carbon monoxide, and particulate matter are not met (TDOT, 2019). Consideration should be given to innovative technologies such as catalytic coatings and absorptive materials as discussed in Section 3.2. These techniques may be considered as experimental pilot projects, for which Congestion Management and Air Quality (CMAQ) funding can cover 80 percent of project costs, leaving the remaining 20 percent of capital costs to be matched by local governments, who often are also required to assume maintenance responsibilities.

SECTION 5: OPPORTUNITIES

The range of opportunities and improvements in noise wall design and construction is encouraging. Two types of initiatives should be considered to focus available resources on promoting noise wall design; one focused on process and the second on technical matters.

From a process perspective, the MPO should consider developing a Noise Wall Implementation Strategic Plan that would identify opportunities to bridge funding gaps for desired noise wall design elements not eligible for federal funding. The Strategic Plan would ideally be developed through collaboration in a Noise Wall Working Group of representatives of state, regional, and local agencies involved in environmental quality for transportation projects, and consisting of two geographic components:

- A statewide component to leverage emerging tools and lessons learned from FDOT Central Office, FDOT Districts, and MPOs; particularly regarding success stories and lessons learned statewide and innovative practice successes through similar groups such as the AASHTO Noise Work Group
- A regional component to identify both technical and geographic areas of greatest need within Hillsborough County, identify and cultivate technical and funding champions and innovative funding sources including third party contributions and federal grant opportunities.

From a technical perspective, FDOT could collaborate through the Noise Wall Working Group to review and consider changes to noise wall guidelines and processes. The concepts of sustainability described in the literature can be incorporated into both design and process components to help reinforce the synergies and tensions among the societal, environmental, and fiscal elements of noise barrier treatments. The literature suggests several recommendations for advancing potential best practices in
planning and designing noise walls that may provide a useful starting point, including consideration of both the primary purpose of noise attenuation and the secondary pursuit of cross-disciplinary benefits.

For the purposes of noise attenuation:

- Dark colors are strongly discouraged and light, neutral colors are highly recommended.
- If constructing an earth berm, paving the top for a pedestrian/bike paths should be avoided as the material will reflect noise from that surface.
- If conditions exist to create limits on the height of noise walls, research finds that incorporating a T-top design is equivalent to adding one meter in height of a straight wall.
- Planting at the base of a noise wall can help the wall’s height appear less imposing.
- Depending on the length of the barrier and the need for future maintenance, doorways or gates can be incorporated at reasonable intervals to provide access to either side for both pedestrians and wildlife. To minimize and reductions to the noise walls acoustic performance, an additional parallel barrier in front of the access point which is several times the length of the opening should be installed.
- Brick noise walls are generally less effective than concrete walls, considering total project costs and feedback from contractors and suppliers; bricks can be considered for decorative purposes if they provide context-sensitive value offsetting costs.
- For concrete noise barriers, using the same color and texture for each segment is recommended to reduce costs and ease production processes.

Considerations for exploring additional community benefits beyond noise attenuation include:

- For aesthetic and air-purifying purposes, plant-based greening should be incorporated into noise wall design wherever practical, considering external partnerships for maintenance. As one option, a wire cage can act as a trellis to keep plants away from the wall surface.
- Landscaping with native species should prioritize at-grade planting as opposed to (but not ruling out) planting on the slope of a berm or directly on the barrier. This provides more soil volume, better moisture retention, and more space facilitating sustainable plant growth and allowing greater flexibility when selecting plant species and spatial design. FDOT should continue to prioritize landscaping with native species that connect the project back to the local environment, create micro-habitats, and offer additional environmental benefits.
- Landscape architects should be consulted to select native species that provide habitat opportunities, are low-maintenance, and are best for phytoremediation and carbon-sequestration.
  - Phytoremediation is the practice of plants to remove harmful contaminants in soil, air, or water through accumulation in root systems and plant tissues and is accepted as an environmentally friendly and cost-efficient method to decontaminate brownfield or other contaminated sites (Ansari et. al., 2018).
  - The USDA Forest Service defines carbon sequestration as “the process by which atmospheric carbon dioxide is taken up by trees, grasses, and other plants through
photosynthesis and stored as carbon in biomass (trunks, branches, foliage, and roots) and soils (USDAFS, 2016).

- Oltean,-Dumbrava and Miah (2016) analyzed the sustainability of various types of barriers. The results are based on performances are shown below, some of which can be seen in the photos/diagrams in Figure 9.
  - The top five overall structures: earth barrier (mound/berm), gabions (wire cage filled with graded stones), steel support structure and concrete panels, self-supporting concrete/brick system, and steel support structure and transparent modules.
  - Top five social performances: earth barrier, tunnel with transparent panels, green barrier (containing vegetation), steel and transparent modules, and gabions.
  - Top five technical performances: tunnel-concrete structure, earth barrier, tunnel-steel structure, gabions, and steel support structure and timber panels.

Top five environmental performances: steel and concrete panels, steel and transparent modules, steel and plastic panels, self-supporting concrete/brick system, and gabions.

Figure 9: Various types of noise walls. Each is made of different materials, offering not only a different look, but different levels of noise attenuation and prices for construction and maintenance. (Sourced by photo)

The Noise Wall Working Group would provide an appropriate forum for further review and collaboration on the opportunities described in this technical memorandum.
REFERENCES


Board & Committee Agenda Item

Agenda Item
2020 Safety Performance Targets

Presenter
Johnny Wong, PhD, MPO Staff

Summary
Under the MAP-21 legislation, the Federal Highway Administration (FHWA) requires state DOTs and MPOs to adopt performance targets for five safety measures. Since 2017, the Florida Department of Transportation (FDOT) has set a statewide target of zero traffic deaths each year. Safety targets must be reviewed and updated every year.

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 It's Time Hillsborough 2045 Long Range Transportation Plan to predict performance based on different investment levels for safety projects, crashes have been projected for calendar year 2020.

For 2020, MPO staff is proposing to set safety performance targets as follows:

- Number of Fatalities (2020 Year-end Total): no more than 209
- Number of Fatalities (Five-year Rolling Average): no more than 204
- Number of Motorcycle Fatalities (Five-year Rolling Average): no more than 44.50
- Number of Serious Injuries (Five-year Rolling Average): no more than 1,255
- Number of Nonmotorized Fatalities and Serious Injuries (Five-year Rolling Average): no more than 222
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (MVMT) (Five-year Rolling Average): no more than 1.41
- Rate of Serious Injuries per 100 MVMT (5-yr Rolling Average): no more than 8.70

These targets represent five-year rolling averages (2016-2020) with a 0.93% crash reduction factor applied. The 0.93% factor represents the annual reduction achievable given existing funding, as identified in the Vision Zero investment program in the 2045 LRTP.

The MPO Board prioritizes projects for federal and state funding, many of which meet the criteria for safety projects under the Vision Zero program. Both the 2019-20 Transportation Improvement Program and 2020 Transportation Surtax Project Plans have numerous funded projects that enhance the safety of facilities on the high-injury network. Upon implementation, these projects will make progress toward improving safety in future years.
**Recommended Action**
Recommend Approval of 2020 Safety Performance Targets

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

**Attachments**
Presentation slides
2020 Safety Performance Targets

MPO Board
February 12, 2020
What has occurred since 2019 safety target adoption?

- Comprehensive speed mgmt. study
- High-impact safety improvements
- Transportation sales surtax project plans

*It’s Time Hillsborough 2045 LRTP adoption*
Performance Management Measures for the Highway Safety Improvement Program (HSIP)

- Number of Fatalities
- Number of Serious Injuries
- Rate of Fatalities per 100M Vehicle Miles Traveled (MVMT)
- Rate of Serious Injuries per 100MVMT
- Number of Nonmotorized Fatalities and Serious Injuries

*All measures calculated using a 5-yr rolling average*
**Process and Schedule for Safety Target-setting**

*TIPs and LRTPs adopted or amended after February 27, 2020 are required to report safety targets*

- **State Targets**
  - September 5, 2019
  - FDOT submitted to FHWA a CY2020 target of ZERO for all five safety performance measures

- **MPO Targets**
  - No later than February 27, 2020
  - MPOs must establish safety targets for CY2020 within 180 days after the state establishes targets

- **FHWA Review**
  - Anticipated December 2020
  - FHWA will assess whether the state met or made “significant progress” toward meeting the targets and will report findings by March 31, 2021

**Schedule**

- **2019**
  - September 5, 2019
- **2020**
  - Today
- **2021**
  - FHWA Review
- **2022**
  - FHWA Review
Forecasting Future Performance ‘26–’45

It’s TIME survey: provide Alternatives to driving * use Technologies * reduce Congestion
Forecasting Future Performance ‘26-’45

**State of Good Repair and Resiliency**
- Resurface all roads every 17 years
- 3 major & 11 minor bridge rehabilitation/replacements annually
- Reduce average fleet age from 9 years to 7 years
- Reduce bus breakdowns by 50%
- Protect 250 miles of highly vulnerable and critical roads from heavy rain with shoreline protection, pavement hardening, and stormwater drainage improvements.

**Vision Zero**
- Install streetlights on 500 miles of unlit major roads
- Complete streets treatments on 350 miles of high crash roads
- Reduce crashes by 35%

**Smart Cities**
- Reduce delay from future traffic growth by 80%
- Improve travel time reliability by 30%

**Real choices when not driving**
- Improve bus frequency on approximately 800 miles of roads
- Build 150 miles of trails
- Transition 34% of paratransit trips to fixed-route
How to Reach 35% Reduction by 2045

- 1400 sidewalk miles, for continuous coverage on at least one side of all major roads
- 500 miles of new standard streetlights, including operational costs for 20 years
- 370 miles of Complete Streets treatments, covering high-crash corridors and more
Hillsborough MPO 2045 Goal
REDUCE TOTAL CRASHES

by

35%

That's an annual crash reduction of 2.1%
Fletcher Avenue

Segment was constructed in 2014

- Auto traffic vol ↑
- Avg speed ↓
- Bike & ped vols ↑
- Serious injuries ↓46%
- Fatal crashes ↓60%

Surtax revenue could fund approx. 7 of these projects each year
50\textsuperscript{th} Street

Segment now includes
- raised crosswalks
- flashing beacons
- sidewalks
- reduced speed limits
Annual Fatalities target, projected thru 2020

<table>
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<th>Year</th>
<th>Fatalities</th>
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<tr>
<td>2014</td>
<td>158</td>
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<tr>
<td>2018</td>
<td>182</td>
</tr>
<tr>
<td>2019</td>
<td>211</td>
</tr>
<tr>
<td>2020</td>
<td>209</td>
</tr>
</tbody>
</table>
Fatalities target, 5-yr Rolling Average

Yearly fatalities from 2010 to 2020:
- 2010-2014: 161
- 2011-2015: 168
- 2012-2016: 184
- 2014-2018: 190
- 2015-2019: 200
- 2016-2020: 204
Motorcycle Fatalities target, 5-yr Rolling Average

![Graph showing the trend of motorcycle fatalities over a 5-year rolling average, with values from 2010-14 to 2016-20. The graph indicates a steady increase in fatalities, with a peak of 44.50 fatalities in 2016-20.](image-url)
Serious Injuries target, 5-yr Rolling Average

1922
1752
1618
1536
1408
1304
1255

1100
1200
1300
1400
1500
1600
1700
1800
1900
2000
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019
2016-2020
Fatality Rate per 100MVMT target, 5-yr Rolling Average

- 2010-2014: 1.27
- 11-15: 1.31
- 12-16: 1.40
- 13-17: 1.39
- 14-18: 1.38
- 15-19: 1.42
- 16-20: 1.41
Fatalities & VMT Increase

![Graph showing Fatalities & VMT Increase over years 2010 to 2020. The graph indicates an increase in both fatalities and VMT over the years.]
Serious Injury Rate per 100MVMT target, 5-yr Rolling Average

<table>
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<td>10.27</td>
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<tr>
<td>15-19</td>
<td>9.27</td>
</tr>
<tr>
<td>16-20</td>
<td>8.70</td>
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</table>
Serious Injuries Decrease Despite VMT Increase
## Report Card

<table>
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<th>Performance Measure</th>
<th>2019 Target</th>
<th>Actual</th>
<th>Met Target?</th>
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<tr>
<td>Fatalities</td>
<td>163</td>
<td>211</td>
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<td>Fatalities (5yr)</td>
<td>188</td>
<td>200</td>
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<td>1,354</td>
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<td>Nonmotorized Fatalities &amp; Injuries (5yr)</td>
<td>229</td>
<td>223</td>
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<tr>
<td>Fatalities per VMT (5yr)</td>
<td>1.33</td>
<td>1.42</td>
<td>NO</td>
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<tr>
<td>Serious Injuries per VMT (5yr)</td>
<td>9.55</td>
<td>9.27</td>
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</table>
Board & Committee Agenda Item

Agenda Item
New Legislative Positions

Presenter
Beth Alden, MPO Director

Summary
Ms. Alden will discuss two legislative positions recently taken by other MPO’s in Florida, for discussion and consideration by the board.

Recommended Action
Based on board discussion

Prepared By
Cheryl Wilkening, MPO Staff

Attachments
- Letter regarding SB 1000 and HB 1371 on Traffic and Pedestrian Safety from Forward Pinellas
- Letter regarding Use of Toll Revenue from High Occupancy Toll or Express Lanes from Miami-Dade TPO and others
- Background information: Legislative position letter sent by Hillsborough MPO in 2019
January 28, 2020

Representative Randy Fine
222 The Capitol
402 South Monroe Street
Tallahassee, FL 32399-1300

RE: SB 1000 and HB 1371 – Traffic and Pedestrian Safety

Dear Representative Fine:

Forward Pinellas – the metropolitan planning organization for Pinellas County – has reviewed the proposed House Bill, “HB 1371” referred to as the “Turn the Flashing Yellow Crosswalks Red” bill, and the associated Senate Bill, “SB 1000,” and want to express our strong opposition. We are concerned that the proposed legislation removes local decision-making on the use of a pedestrian and bicycle safety device that is proven effective at reducing injuries and fatalities for our most vulnerable road users. If signed into law, this bill would undermine local and regional decision-making using legislative fiat to drastically curtail one of the most effective tools in the toolbox for safety.

The use of Rectangular Rapid Flashing Beacons (RRFBs) originated in Pinellas County almost 15 years ago as an experimental traffic control countermeasure to reinforce safe mid-block crossings in locations where signalized intersections are too far apart. In recognition of their effectiveness at increasing motorist yield rates when people are using crosswalks and their significant safety benefits,¹ the Federal Highway Administration and Florida Department of Transportation have authorized and endorsed their use in a variety of settings. The FHWA lists the RRFBs as the top countermeasure for its Safe Transportation for Every Pedestrian (STEP) 2.0 initiative.

These yellow flashing beacons provide higher driver yield rates for pedestrians as demonstrated by the City of St. Petersburg’s analysis in 2010 and by the Texas A&M Transportation Institute (TTI)² in 2016. Factoring in appropriate design considerations and location, the 2016 TTI study and compliance with FHWA conditions, RRFBs increase pedestrian safety at uncontrolled marked crosswalks by 98 percent. In St. Petersburg, motorist compliance increased from two percent prior to installation of RRFBs to more than 90 percent afterwards. They have since been deployed throughout Pinellas County and many other jurisdictions across the state and country.

Requiring the conversion of yellow RRFBs into a coordinated traffic signal device (red signal phase) would be a step backwards for safety and accessibility. Traffic control devices, such as full traffic signals and High Intensity Activated Crosswalk (HA WK) beacons, must meet a higher standard and create a longer delay for motorists. These devices are not interchangeable or equal. Unlike RRFBs, which allow vehicles to continue once a pedestrian clears the travel lane, motorists may not continue until the signal returns to green. Because of these standards and additional delay caused to vehicle traffic, coupled with a significant unfunded mandate, FDOT and local governments will likely remove most of the RRFBs and not replace them with a red-phased signal.

Finally, the Pinellas Crash Data Management System we maintain shows far higher rates of pedestrian and bicyclist injuries and fatalities at fully signalized intersections than at mid-block crossings with RRFBs. Signalized intersections are prone to crashes involving pedestrians when drivers fail to yield while turning. We also have a high rate of red light running throughout Florida, leading to a significant problem for pedestrian safety at our intersections, not the mid-block crosswalks. The current design and implementation of RRFBs saves lives by physically highlighting the existing legal requirements for cars to yield for people in crosswalks.

Forward Pinellas is committed to safety for all roadway users in Pinellas County, and RRFBs are a key part of the solution. I urge you to consider the negative consequences, both direct and indirect, of this proposed bill. This legislation will reduce safety for pedestrians and bicyclists. It will force the costly removal or conversion of nearly 400 RRFBs in Pinellas County alone with neither funding nor commensurate replacement designs options, and it reinforces a culture of speed that is a principal factor in Florida’s dangerous roadways. A much more effective approach would be to increase funding for education and enforcement of traffic laws, such as making High Visibility Enforcement a year-round activity.

Please contact me at 727-464-8712 if you would like clarification on the Forward Pinellas policy position.

Respectfully,

Whit Blanton, FAICP
Executive Director

cc: Pinellas County Legislative Delegation
Forward Pinellas Board
Date:

The Honorable Senate President Bill Galvano
305 Senate Building
404 South Monroe Street
Tallahassee, FL 32399-1100

The Honorable Speaker of the House José R. Oliva
420 The Capitol
402 South Monroe Street
Tallahassee, FL 32399-1300

Subject: Use of Toll Revenue from High Occupancy Toll or Express Lanes

Dear Senate President Galvano and Speaker Oliva:

We are writing to seek your help regarding a change to state law that could enhance transportation mobility in urban areas by allowing flexibility in the use of toll revenue remaining after bond debt payments, operations and maintenance for transit projects within counties where revenues were collected.

Currently, section 338.166, Florida Statutes, allows for the toll revenues to be used for roads on the State Highway System and for express bus service on the facility where the toll revenues have been collected. A comprehensive approach to addressing the mobility needs in our communities and throughout the state should include not only roads and bus service, but also other modes of transportation, including public transit systems. Allowing for toll revenues to be used for transit would provide regional decisionmakers greater flexibility in addressing the problems of congestion and the need for transportation options.

As such, we seek to amend section 338.166(3) to allow toll revenues to be used not only for roads and express bus service, but also for public transit priorities as defined through the metropolitan planning process.

Thank you for your consideration, please don’t hesitate to contact us if you have any questions.

Sincerely,

Oliver G. Gilbert III
Chairman
Miami-Dade TPO

Lesley “Les” Miller
Chairman
Hillsborough MPO

Shirley Groover Bryant
Chairwoman
Sarasota/Manatee MPO

Dave Eggers
Chairman
Forward Pinellas MPO

Danny Leeper
Chairman
North Florida TPO

Bob Dallari
Chairman
MetroPlan Orlando
February 5, 2019

The Honorable Sen. Darryl Rouson, Chairman
Hillsborough County Legislative Delegation
535 Central Ave, Suite 302
St. Petersburg, FL 33701

Dear Senator Rouson:

The Hillsborough Metropolitan Planning Organization (MPO) voted on Tuesday, February 5th, to support the following positions for the 2019 legislative session:

- We strongly support FDOT District 7’s request for full funding of the I-275/SR 60 interchange reconstruction, an essential crossroads of the Tampa Bay region;

- We strongly oppose legislation that restricts citizen participation in key decisions, by eliminating seats on our MPO board, or by restricting the use of voter-approved Charter County Transportation Surtax proceeds to a narrow set of eligible expenditures;

- We urge the Legislature to take all possible steps to reduce Florida’s high traffic death rate, such as statute changes that allow officers to enforce existing laws about cell phone use while driving, that increase penalties for injuring pedestrians or for repeat drag-racing, or that allow local governments to appropriately regulate motorized scooters;

- We support raising the standards for determining school hazardous walking conditions, and urge the State to continue to share the cost burden of the required school bus service.

Please contact me or MPO Executive Director Beth Alden if further information is needed. Best wishes for a successful session.

Sincerely,

[Signature]

Hillsborough County Commissioner Lesley “Les” Miller, Jr.
Chairman, Hillsborough MPO

Cc: Hillsborough County Legislative Delegation members
Jim Taylor, Hillsborough County Intergovernmental Relations
Deborah Stevenson, City of Tampa Intergovernmental Relations
Bill McDaniell, Plant City City Manager
Charles Stephenson, Temple Terrace City Manager
Whit Biantorn, Forward Pinellas Executive Director
John Villeneuve, Pasco MPO Manager
Board & Committee Agenda Item

**Agenda Item**
Making Progress on Safety

**Presenter**
Gena Torres, MPO Staff

**Summary**
The Federal Highway Administration documents the effectiveness of safety enhancements that have been added to roads across the country. Local agencies have consulted this research, and two examples will be presented today where such treatments have been implemented on high severe-crash roads in Hillsborough County.

A number of additional safety projects are proposed by the local governments to be funded with the new transportation sales tax. Information on the agencies’ project plans is posted at [www.independentoversight.org](http://www.independentoversight.org).

A status report on the study of MPO’s speed management -- requested by the board last year -- will also be provided.

**Recommended Action**
None, for information only

**Prepared By**
Cheryl Wilkening, MPO Staff

**Attachments**
None
Board & Committee Agenda Item

**Agenda Item**
Fletcher Avenue Complete Street – Before & After

**Presenter**
Bob Campbell, Hillsborough County and Wade Reynolds, MPO Staff

**Summary**
Two much-anticipated before-and-after studies have been completed on Fletcher Avenue: a review of the traffic-related results of the complete street conversion and a behavioral assessment of road users. As the MPO allocates funds to study and build complete streets, studies like these support why redesigning roads can be successful at slowing traffic without necessarily diverting drivers to adjacent roads or causing excessive delay. The added look into whether there is compliance by the users – cyclists using the bike lane, pedestrians crossing in designated locations and pushing the button, and motorists stopping as required was helpful to confirm that changing behaviors is possible and a needed complement to the infrastructure changes in reducing serious and fatal crashes.

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

**Prepared By**
Gena Torres, MPO staff

**Attachments**
Presentation slides
BEFORE/AFTER ANALYSIS
Fletcher Avenue Complete Streets Project
BEFORE/AFTER ANALYSIS
Traffic Volumes, Pedestrian/Bicycle Crossings, Travel Times, and Safety Before/After Analysis
Fletcher Avenue Complete Streets Project

SARA BERESHEIM, PE, PTOE
Agenda

• Complete Streets Improvements
• Traffic Volume Data
• Pedestrian & Bicycle Crossing Locations
• Pedestrian & Bicycle Crossing Data
• Travel Time Data
• Crash Analysis
• Before/After Conclusions
Complete Streets Improvements

• Construction began in 2014; officially opened in February 2015

• Fletcher Avenue Complete Streets Project – From Nebraska Avenue to Bruce B. Downs Boulevard

• Notable changes/improvements:
  • five mid-block pedestrian crossings added with overhead and ground-mounted RRFBs
  • one mid-block pedestrian crossing with a traffic control signal
  • LED lighting added at pedestrian crossings
  • Raised pedestrian refuge islands and raised traffic separators installed
  • Landscaping features incorporated into median
  • Bicycle lanes added to both sides of road
  • Speed limit reduced from 45 mph to 35 mph
  • Media outreach & education of the public
  • High visibility enforcement
Complete Streets Improvements

- Added Bicycle Lanes
- Added Raised Traffic Separators
- Replaced Two-Way Left Turn Lanes (TWLFL)
- Added Ped Refuge Islands & Mid-Block Crosswalks
Traffic Volume Data

- **Portable Traffic Monitoring Site AADT Data:**
  - +2% on Fletcher Ave and Bearss Ave
  - +7% on Fowler Ave
  - +9% on Busch Blvd
Pedestrian & Bicycle Crossing Count Locations
Pedestrian & Bicycle Crossing Data

Compliancy per Zone with Controlled Mid-Block Crossings

<table>
<thead>
<tr>
<th>Study Zone</th>
<th>Traffic Control</th>
<th>People Crossing Within Crosswalk</th>
<th>People Within Crosswalk That Used Pushbutton</th>
<th>Vehicles Yielding For People Within Crosswalk</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>RRFB</td>
<td>74 (81%)</td>
<td>95%</td>
<td>96%</td>
</tr>
<tr>
<td>4</td>
<td>RRFB</td>
<td>123 (87%)</td>
<td>95%</td>
<td>96%</td>
</tr>
<tr>
<td>5</td>
<td>RRFB</td>
<td>131 (66%)</td>
<td>92%</td>
<td>96%</td>
</tr>
<tr>
<td>7</td>
<td>RRFB</td>
<td>188 (75%)</td>
<td>90%</td>
<td>95%</td>
</tr>
<tr>
<td>8</td>
<td>RRFB</td>
<td>137 (77%)</td>
<td>88%</td>
<td>89%</td>
</tr>
<tr>
<td>9</td>
<td>Mid-Block Traffic Signal</td>
<td>358 (76%)</td>
<td>87%</td>
<td>83%</td>
</tr>
<tr>
<td><strong>Total Average</strong></td>
<td><strong>168.5 (77%)</strong></td>
<td><strong>89.5%</strong></td>
<td><strong>92.5%</strong></td>
<td></td>
</tr>
</tbody>
</table>
Travel Time Data

Before Project Construction

After Project Construction

Average Speed - Eastbound

Location (Length Between Nodes)

AM Average Speed  MD Average Speed  PM Average Speed

Location (Length Between Nodes)

AM Average Speed  MD Average Speed  PM Average Speed
Travel Time Data

Before Project Construction

After Project Construction

Average Speed - Westbound

<table>
<thead>
<tr>
<th>Location (Length Between Nodes)</th>
<th>Before AM Average Speed</th>
<th>Before MD Average Speed</th>
<th>Before PM Average Speed</th>
<th>After AM Average Speed</th>
<th>After MD Average Speed</th>
<th>After PM Average Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>886 220 FT (START)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LIVINGSTON AVE (119 FT)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N-2ND ST (132 FT)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N-1ST ST (178 FT)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEBRASKA AVE (1774 FT)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Location (Length Between Nodes)

AM Average Speed | MD Average Speed | PM Average Speed
### Travel Time Data

<table>
<thead>
<tr>
<th>Peak Time</th>
<th>Before (Seconds)</th>
<th>Average</th>
<th>After (Seconds)</th>
<th>Average</th>
<th>Average Difference (Seconds)</th>
<th>Percent Difference (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Eastbound</td>
<td>Westbound</td>
<td>Average</td>
<td>Eastbound</td>
<td>Westbound</td>
<td>Average</td>
</tr>
<tr>
<td>7 AM – 9 AM</td>
<td>289 (4.8 min)</td>
<td>216 (3.6 min)</td>
<td>253</td>
<td>268 (4.5 min)</td>
<td>219 (3.7 min)</td>
<td>244</td>
</tr>
<tr>
<td>11 AM – 1 PM</td>
<td>214 (3.6 min)</td>
<td>268 (4.5 min)</td>
<td>241</td>
<td>240 (4.0 min)</td>
<td>281 (4.7 min)</td>
<td>261</td>
</tr>
<tr>
<td>4 PM – 6 PM</td>
<td>247 (4.1 min)</td>
<td>399 (6.7 min)</td>
<td>323</td>
<td>334 (5.6 min)</td>
<td>430 (7.2 min)</td>
<td>382</td>
</tr>
</tbody>
</table>

- Predominant direction in AM Peak is eastbound
  - EB travel time decreased (-21 sec avg)
  - WB travel time remained about the same (+3 sec avg)
- No predominant direction in Midday Peak
- Predominant direction in PM Peak is westbound
  - EB travel time increased (+87 sec avg)
  - WB travel time increased (+31 sec avg)
Crash Analysis

Before:
- 632 total crashes
- 319 rear ends
- 119 left turns
- 31 pedestrian crashes
- 20 bicycle crashes
- Avg crash rate = 6.697 crashes/MVM

After:
- 602 total crashes (-5%)
- 308 rear ends (-3%)
- 62 left turns (-48%)
- 34 pedestrian crashes (+10%)
- 23 bicycle crashes (+15%)
- Avg crash rate = 6.402 crashes/MVM (-4%)
Crash Analysis

Severe Crashes

➢ Before:
  • 73 non-incapacitating injuries
  • 37 incapacitating injuries
  • 5 fatalities

➢ After:
  • 46 non-incapacitating injuries (-37%)
  • 20 incapacitating injuries (-46%)
  • 2 fatalities (-60%)
**Crash Analysis**

- Ped/Bike crashes increased by 6 total (3 ped, 3 bike)
- Ped/Bike volumes increased by 13% (186 additional crossings per day)
- Ped/Bike non-incapacitating injuries were reduced by 10% (20 > 18)
- Ped/Bike incapacitating injuries were reduced by 18% (11 > 9)
- Ped/Bike fatalities were reduced by 50% (4 > 2)
Conclusions

- Average daily traffic volumes on Fletcher Avenue have increased since the completion of the project, but at a lower rate than other parallel roadways.
- Overall, the average speeds of vehicles decreased within the study segment and the average travel times increased.
- Pedestrian and bicyclist volumes along the corridor also increased after the project was completed.
- A majority of the pedestrians, bicyclists, and vehicles utilize the installed facilities properly.
- Overall total number of vehicle crashes was reduced as well as crash severity.
- There was an increase in pedestrian and bicycle crashes. However, taking into account the additional volume of pedestrian and bicycle activity, the pedestrian/bicycle crash rate decreased.
- The severity of the pedestrian and bicycle crashes was also reduced within the project area.
A QUALITATIVE STUDY OF PEDESTRIAN AND BICYCLIST ATTITUDES, PERCEPTIONS, AND BEHAVIORS AFTER A COMPLETE STREETS PROJECT

Presented by:
Julie Bond, MPA
Senior Research Associate
Research Objectives

Research of pedestrians and bicyclists who regularly travel on Fletcher Avenue was used to clarify

(1) how individuals use crosswalks along Fletcher Avenue;
(2) the willingness of individuals to properly use the crosswalks;
(3) opinions about crosswalks, including motivators and barriers to using crosswalks as designed; and
(4) barriers individuals experience related to not properly using the crosswalks (e.g., motorist yielding, safety, time).
Methods

• Observations
• On-the-Spot Surveys
• In-Depth Interviews

Nov./Dec. 2018
Observations
<table>
<thead>
<tr>
<th>Observed Behavior Pedestrians and Bicyclists</th>
<th>Observations Aug 2014 (n = 867)</th>
<th>Observations Feb 2015 (n = 1,198)</th>
<th>Observations Dec 2018 (n = 1,183)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Count</td>
<td>%</td>
<td>Count</td>
</tr>
<tr>
<td><strong>Bicyclists and Pedestrians</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Use Crosswalk to Cross Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yes</td>
<td>664</td>
<td>76.6%</td>
<td>871</td>
</tr>
<tr>
<td>No</td>
<td>203</td>
<td>23.4%</td>
<td>327</td>
</tr>
<tr>
<td>Push Crosswalk Signal Button</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yes</td>
<td>381</td>
<td>57.4%</td>
<td>613</td>
</tr>
<tr>
<td>No</td>
<td>283</td>
<td>42.6%</td>
<td>258</td>
</tr>
<tr>
<td>Bicyclists Only</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aug 2014 (n=245)</td>
<td>6</td>
<td>2.4%</td>
<td>13</td>
</tr>
<tr>
<td>Feb 2015 (n=282)</td>
<td>239</td>
<td>97.6%</td>
<td>269</td>
</tr>
<tr>
<td>Dec 2018 (n=248)</td>
<td>217</td>
<td>88.6%</td>
<td>231</td>
</tr>
<tr>
<td>Wearing Bike Helmet</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yes</td>
<td>6</td>
<td>2.4%</td>
<td>13</td>
</tr>
<tr>
<td>No</td>
<td>239</td>
<td>97.6%</td>
<td>269</td>
</tr>
<tr>
<td>Biking on Sidewalk</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yes</td>
<td>217</td>
<td>88.6%</td>
<td>231</td>
</tr>
<tr>
<td>No</td>
<td>28</td>
<td>11.4%</td>
<td>51</td>
</tr>
</tbody>
</table>
Pedestrian and Bicyclist Distraction

- **2018**: 91.0% Not distracted, 9.0% Distracted
- **2015**: 85.8% Not distracted, 14.2% Distracted
- **2014**: 81.9% Not distracted, 18.1% Distracted

Legend:
- Blue: Not distracted
- Red: Distracted
Motorist Yielding Behavior

- Did not yield: 2.8%
- Yielded: 97.2%
Intercept Surveys
Reasons for Traveling on Fletcher Avenue

- **2018**
  - Retail: 45.2%
  - To/From Work: 11.8%
  - Errands: 6.8%
  - Health care: 4.5%
  - Bus stop: 3.6%
  - Exercise: 3.2%

- **2015**
  - Retail: 30.6%
  - To/From Work: 13.3%
  - Errands: 17.3%
  - Health care: 10.4%
  - Bus stop: 9.8%
  - Exercise: 4.1%

- **2014**
  - Retail: 36.4%
  - To/From Work: 11.6%
  - Errands: 15.0%
  - Health care: 6.9%
  - Bus stop: 7.5%
  - Exercise: 5.8%
Proximity of Home to Fletcher Avenue

- **2018**: 66.2% Within 1 mile, 32.8% Over 1 mile
- **2015**: 55.2% Within 1 mile, 44.8% Over 1 mile
- **2014**: 49.3% Within 1 mile, 40.7% Over 1 mile

Legend:
- Blue: Within 1 mile
- Grey: Over 1 mile
I feel safer crossing outside of the marked crosswalk
It takes too long for the traffic signal to change
I always use the crosswalk on Fletcher Avenue

Barriers to using Crosswalks

- Not located where I want to cross
- I feel safer crossing outside of the marked crosswalk
- It takes too long for the traffic signal to change
- I always use the crosswalk on Fletcher Avenue
- Other

2014
2015
2018
Perceptions of Crossing Fletcher Avenue

2018
- Very safe: 9.7%
- Safe: 46.2%
- Unsafe: 21.5%
- Very unsafe: 22.6%

2015
- Very safe: 13.1%
- Safe: 44.0%
- Unsafe: 26.9%
- Very unsafe: 16.0%

2014
- Very safe: 15.8%
- Safe: 44.4%
- Unsafe: 22.2%
- Very unsafe: 17.5%
In-Depth Interviews
<table>
<thead>
<tr>
<th></th>
<th>2015 (n=98)</th>
<th></th>
<th>2018 (n=100)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mode</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Count</td>
<td>%</td>
<td>Count</td>
<td>%</td>
<td></td>
</tr>
<tr>
<td>Pedestrians</td>
<td>83</td>
<td>84.6%</td>
<td>73</td>
<td>73%</td>
</tr>
<tr>
<td>Bicyclists</td>
<td>14</td>
<td>14.2%</td>
<td>24</td>
<td>24%</td>
</tr>
<tr>
<td>Wheelchair</td>
<td>1</td>
<td>1.2%</td>
<td>3</td>
<td>3%</td>
</tr>
<tr>
<td><strong>Gender</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Count</td>
<td>%</td>
<td>Count</td>
<td>%</td>
<td></td>
</tr>
<tr>
<td>Female</td>
<td>26</td>
<td>26.5%</td>
<td>41</td>
<td>41%</td>
</tr>
<tr>
<td>Male</td>
<td>72</td>
<td>73.5%</td>
<td>59</td>
<td>59%</td>
</tr>
<tr>
<td><strong>Residence Distance from Fletcher Avenue</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Count</td>
<td>%</td>
<td>Count</td>
<td>%</td>
<td></td>
</tr>
<tr>
<td>Within ½ mile</td>
<td>50</td>
<td>51.1%</td>
<td>61</td>
<td>61%</td>
</tr>
<tr>
<td>Greater than ½ mile</td>
<td>40</td>
<td>40.8%</td>
<td>39</td>
<td>38%</td>
</tr>
<tr>
<td>Homeless</td>
<td>8</td>
<td>8.1%</td>
<td>1</td>
<td>1%</td>
</tr>
<tr>
<td><strong>Access to a Private Vehicle</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Count</td>
<td>%</td>
<td>Count</td>
<td>%</td>
<td></td>
</tr>
<tr>
<td>Yes</td>
<td>32</td>
<td>32.6%</td>
<td>17</td>
<td>17%</td>
</tr>
<tr>
<td>No</td>
<td>66</td>
<td>67.4%</td>
<td>83</td>
<td>83%</td>
</tr>
</tbody>
</table>
Reasons for not using crosswalks

- Feel crosswalks are unsafe: 16 (2018), 18 (2015)
- No cars coming: 8 (2018), 0 (2015)
- Infrastructure issues (bus stops, lights, etc.): 7 (2018), 3 (2015)
- Don't know the rules: 17 (2018), 1 (2015)
Safe Feelings and Reasons Associated

Unsafe Feelings and Reasons Associated

- **Feel unsafe**: 41 (2018), 45 (2015)
- **Cars not yielding**: 36 (2018), 23 (2015)
- **Cars speeding**: 5 (2018), 2 (2015)
- **Cars turning**: 3 (2018), 1 (2015)
- **Low visibility**: 3 (2018), 1 (2015)
- **Crash experiences**: 8 (2018)
Conclusions

The findings of this research are significant as they provide support for the concept that built environment improvements such as Complete Streets change pedestrian and bicyclist behavior.

- More pedestrians and bicyclists were observed using the crosswalks and pushing the crosswalk button compared to previous years.
- Observed incidence of pedestrian and bicyclist distraction while crossing in crosswalks continues to be low, showing a decline from 2014.
- Perhaps even more notably, 77 of those interviewed said they felt safe crossing Fletcher Avenue in the crosswalk an increase of 16% from 2015.
- Although crosswalk use is high, observations indicated that there are still people who will cross outside of the crosswalk on Fletcher Avenue.
- Interviewees indicated that more crosswalks, police intervention, and education would make themselves and others more likely to use the crosswalks.
Questions
Board & Committee Agenda Item

**Agenda Item**

Busch Blvd and Hillsborough Ave Enhancements

**Presenter**

FDOT Representative

**Summary**

Because of the frequency of severe crashes on Hillsborough Avenue in East Tampa, and on both East and West Busch Boulevard, the MPO and FDOT have conducted several studies of crash reduction strategies. Several enhancements have now been implemented by FDOT or are coming soon. FDOT representatives will provide a status report.

**Recommended Action**

None; for information only.

**Prepared By**

Beth Alden, MPO Director

**Attachments**

- West Busch Boulevard Corridor Study (2017-18, FDOT)
- East Hillsborough Avenue Corridor Study (2013, MPO)
- Busch Boulevard Accessibility Evaluation (2006, MPO)
Board & Committee Agenda Item

**Agenda Item**
Speed Management Study Update

**Presenter**
Gena Torres, MPO Staff or Paula Flores, GPI

**Summary**
With the concerning numbers of people hurt and killed on roadways in Hillsborough County, several approaches will be needed to see a reduction in injuries and deaths. Through Vision Zero, there is an acknowledgement that speed plays a significant role in avoiding a crash altogether or at least surviving one. One of the strategies outlined in the MPO’s Vision Zero Action Plan specifically calls for looking at setting target speeds suitable to the surrounding context of land uses.

The MPO Board agreed to sponsor a study of speed management and safety, focusing on severe crash corridors in Hillsborough County. Stakeholder meetings have been held to help guide how to prioritize and treat roads where excessive speed was a factor in the crash history. An update will be given on the methodology used, the identification of corridors that would benefit from speed reduction, and recommended treatments to reduce a driver’s tendency to speed.

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

**Prepared By**
Gena Torres

**Attachments**
None.
Experience being CAR FREE for a day & explore your options for commuting to & around campus!

Thur 2•27•20 10:30am-3pm
9:30-10:15 am
Pre-Event Campus Nature Walk
10:30 am
Event opens w/Welcoming Remarks & Ribbon Closing
11 am
Campus Bike Ride (following Ribbon Closing)
3pm
Event Ends

THANKS TO OUR PARTNERS

MAKE YOUR MOVE

bikewalktampabay.org/event/usf2020/
Tampa Interstate Study Supplemental Environmental Impact Statement Schedule

The Study is anticipated to be completed by Fall 2020.

Phase

Anticipated Completion

Project Kick Off/Notice of Intent to Prepare SEIS

January 2017

Concept Development

Spring/Summer 2017

1st Public Workshop

October 2017

Concept Refinement

Winter 2017/2018

2nd Public Workshop

May 2019

FHWA Approves Draft SEIS/Notice of Public Availability

January 27, 2020

Public Hearing

February 25 & 27, 2020

Finalize SEIS Documents

Spring/Summer 2020

NEPA Complete (Final SEIS/Record of Decision)

Fall 2020

Beginning at 5:00 p.m., FDOT representatives will be available to answer questions and discuss the project. Project materials and exhibits showing the proposed improvements will be available. A PowerPoint presentation will run continuously during the open house. The formal portion of the public hearing will begin at 6:00 p.m. and will provide the opportunity for oral public comments.

A court reporter will be available to receive comments in a one-on-one setting before and after the formal portion of the hearing. You may submit written comments at the hearing, mail your written comments to the address pre-printed on the back of the enclosed comment form, or on the project website. All comments must be postmarked or emailed by Thursday, March 12, 2020 to become part of the official public hearing record.

FDOT welcomes and appreciates everyone’s participation. If you have questions about the project or the hearing, please contact Alice Price, AICP, PD&E Project Manager, at (813) 975-6482 or alice.price@dot.state.fl.us or visit the project website at www.tampainterstatestudy.com. You may also visit the project website at www.tampainterstate.com.
A PD&E Study is a comprehensive evaluation of social, cultural, economic, and environmental effects associated with proposed transportation improvements. The objective of this PD&E Study is to assist the FDOT and the Federal Highway Administration (FHWA) in deciding the type, location, and conceptual design of the proposed improvements for the Westminster Area Interchange, the Downtown Tampa Interchange, and the section of I-275 inside the City of Tampa. The PD&E Study satisfies all applicable requirements, including National Environmental Policy Act (NEPA), for this project to qualify for federal-aid funding of subsequent development phases (right of way, design, and construction).

The purpose of the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS) is to upgrade the safety and efficiency of the existing I-275 and I-4 corridors that service the Tampa Bay region while maintaining access to the surrounding community. The project also intends to provide traffic congestion relief that improves accessibility, travel times, system linkages, and multimodal connections, while supporting regional economic development goals and enhancing the quality of life for residents and visitors.

Project History

The Tampa Bay region interstate system was originally constructed in the early 1960s. In 1983, FDOT began to study potential improvements to the Tampa Interstate System, which was originally constructed in the early 1960s. These improvements included potential short-term solutions, design changes, and long-term high-occupancy vehicle (HOV) related improvements to accommodate growing traffic volumes and address congestion. The 1983 study considered all transportation needs within the study area, including concurrent highway, rail, and/or transit improvements.

Using the 1983 study as a base, FDOT began Phase I of the TIS in 1987. The purpose of the Phase I study was to produce a Master Plan to identify alternatives and make recommendations regarding the preferred type and location of multi-lane improvements, HOV facilities, transit facilities, traffic management techniques, and traffic surveillance and control systems. FDOT published the TIS Master Plan Report, and the Federal Highway Administration (FHWA) approved the Plan in 1989.

Following completion of the TIS Master Plan Report, FHWA, in cooperation with FDOT, began the preparation of an Environmental Impact Statement (EIS) in 1991 and the supporting documentation necessary for state and federal approvals and subsequent funding of the TIS Master Plan Report concepts. The EIS evaluated impacts associated with various alternatives, addressed agency and citizen concerns, and identified ways to minimize impacts.

FHWA approved the TIS Final Environmental Impact Statement (FEIS) in November 1996, issued the Record of Decision (ROD) in 1997, and an amended ROD in June 1999. The 1997 and the 1999 RODs are the documents that have governed the development of all improvements to I-275 and I-4 and provide a roadway system that includes general use lanes, separated express lanes in each direction, as well as a future transit corridor. The intent of the FHWA and FDOT has been to construct the 1996 TIS FEIS Long-Term Preferred Alternative as funding becomes available. Since issuance of the 1997 ROD and the amended 1999 ROD, FDOT has taken several major steps to advance the project.

The TIS has been re-evaluated several times to advance various elements of the project, many of which have been constructed, including portions of TIS Segments 1A, 2A, 3A, 3B, and 3C (see map).

TIS Limits

PD&E Study

The purpose of the TIS Supplemental Environmental Impact Statement (SEIS) is to upgrade the safety and efficiency of the existing I-275 and I-4 corridors that service the Tampa Bay region while maintaining access to the surrounding community. The project also intends to provide traffic congestion relief that improves accessibility, travel times, system linkages, and multimodal connections, while supporting regional economic development goals and enhancing the quality of life for residents and visitors.

Right-Of-Way Procedure

When a transportation project proposes the acquisition of private property, you may have questions and concerns. To better educate and inform you about the right-of-way acquisition process and your rights, the FDOT has created real estate acquisition and relocation informational brochures. These brochures and other education materials will be available during the public hearing. Copies of the brochures are available on our website at: https://www.fdot.gov/rightofway/documents.shtm. We would like to hear your concerns and answer your questions. We also encourage you to speak with the FDOT Right-of-Way Representative at your convenience either at the hearing or at 800-226-7220.

Project Phase

FDOT Tentative Five-Year Work Program (FY 2020/2021 - FY 2024/2025)

**Design**

- **In Construction**
- **Not Currently Funded**

**Right-Of-Way**

- **Fund**
- **Not Currently Funded**
- **Funded**
- **No Further Improvements Included in LPA**

**Construction Start**

- **Fund (2020/2021 – 2023/2024)**
- **Not Currently Funded**
- **Funded**
- **No Further Improvements Included in LPA**

**Funding**

- **Utility murdering opportunities**
- **Maintain Transit Corridor**
- **Support Existing and Planned Services**

**Neighborhood Connections**

- **Yes**
- **No**
- **Yes**
- **No**
- **Yes**
- **Yes**
- **Yes**
- **Yes**

**Cultural Resources**

- **Historic Buildings within the Footprint**
- **Historic Properties Adjacent to the Footprint**
- **Archaeological Sites (Number Impacted)**

**Parcels and Recreational Areas**

- **Resources Potentially Directly Impacted**
- **Community Resources Directly Impacted**

**Natural Resources**

- **Wetlands/Seagrasses (acres)**
- **Pond/Pans (Potential for Encroachment)**
- **Surface Water (acres)**
- **Threatened & Endangered Species (Probability of Effect - Low-Medium-High)**

**Physical Resources**

- **Noise Sensitive Sites (Number)**
- **Construction (Number Rated High or Medium Risk)**
- **Residential (Number Rated High or Medium Risk)**

**Right-Of-Way Impacts**

- **Number of Parcels Impacted/Already Purchased/ Remaining to Be Purchased**
- **Business Relocations**
- **Residential Relocations**

- **N/A = Not Applicable, TBD = To Be Determined**
Alternatives

Since the TIS SEIS kicked off, FDOT engaged with numerous neighborhoods, coordinated with local agencies, participated in community events, and held Community Working Groups within and outside of the SEIS study area. FDOT also hosted public workshops in October 2017 and May 2019 and had a Public Involvement Office in Ybor City. These outreach activities have presented opportunities for the public to learn more about the project and provide feedback on proposed alternatives and design options. Following the evaluation of potential effects of proposed alternatives and input from the community and stakeholders, a Locally Preferred Alternative has been identified and recommended to the FHWA for approval. The No Further Action Alternative will continue to remain a viable alternative throughout the PD&E Study process. Descriptions of these alternatives are provided below.

No Further Action Alternative

The No Further Action Alternative is defined as the existing transportation system plus the improvements approved in the 1997 and 1999 RODs. These improvements include the construction of the general use lanes (outer roadways) and associated ramps within the I-275/SR 60 Interchange (Westshore Area Interchange) in TIS Segment 1A, which were approved under the 1997 ROD. Within the TIS SEIS study area, all other improvements approved in the 1997 and 1999 RODs have already been built.

Locally Preferred Alternative (LPA)

The LPA includes the following specific proposed improvements.

TIS Segments 1A and 2A – The full reconstruction of the Westshore Area Interchange would include three general purpose lanes and two new tolled express lanes in each direction, connecting the Howard Frankland Bridge and Westshore area to Downtown Tampa along I-275. The tolled express lanes would be constructed to the inside of the roadway. A transit corridor in the median would be preserved to accommodate future transit.

The tolled express lanes would also provide direct connections from I-275 to the Veterens Expressway, Independence Parkway, Courtney Campbell Causeway, Tampa International Airport via the I-275/SR 60 Interchange, Reo Street, and Himes Avenue. Himes Avenue would be an express lanes interchange with direct express lane ramps constructed to the south side, providing drivers from northbound I-275 access to Himes Avenue and drivers on Himes Avenue access to southbound I-275.

Local street improvements to enhance mobility would include the reconnection of Reo Street, Occident Street, and Trask Street under I-275 providing additional north-south connectivity. A new on-ramp from Reo Street to southbound I-275 would provide direct express lane access. A diverging diamond interchange at Reo Street will provide new connections between Kennedy Boulevard and Cypress Street.

TIS Segments 2B and 3A – Improvements to TIS Segment 2B include tolled express lanes that are a continuation from the Westshore area (TIS Segments 1A and 2A). Tolled express lanes would extend to Ashley Drive/Tampa Street via direct connect ramps, providing drivers direct access from northbound I-275 to Downtown Tampa via Ashley Drive only and to southbound I-275 from Downtown Tampa via Tampa Street and Ashley Drive. Improvements in this segment would also enhance safety and traffic operations within the I-275/I-4 interchange by addressing the existing bottlenecks that occur. Improvements do not include tolled express lanes. In addition, access to Floribraska Avenue would be maintained. No interstate access at North Boulevard is proposed.
Additional details are below:

- **Southbound I-275 to Eastbound I-4** – The southbound I-275 to eastbound I-4 improvements would include widening the existing one lane flyover ramp to two lanes. Access to the local community would be provided via the existing exit ramp to Floribraska Avenue and a relocated ramp to 14th/15th Streets from 21st/22nd Streets, for both northbound and southbound traffic on I-275. This new exit location would allow drivers access from I-275 meaning they will not need to merge onto I-4 to exit to Ybor City and East Tampa. Access to 21st/22nd Streets will be maintained from the relocated 14th/15th Street exits via E13th Avenue (frontage road), which will be widened to two lanes towards the inside.

- **Westbound I-4 to Northbound I-275** – The westbound I-4 to northbound I-275 improvements would include widening the existing one lane exit to northbound I-275 to two lanes. Additional merge lanes on northbound I-275 would be provided and the existing one lane exit ramp to Dr. Martin Luther King Jr., Boulevard would be widened to two lanes.

- **Westbound I-4 to Southbound I-275** – The westbound I-4 to southbound I-275 improvements would include widening the southbound I-275 ramp from two lanes to three lanes through the interchange. The three lanes would join the two lanes from southbound I-275 to provide five lanes for traffic to combine onto southbound I-275 before merging back to the existing four lanes at Jefferson Street. The exit to downtown would be relocated to improve the spacing of decision points between the split between northbound and southbound I-275 and the exit to downtown. Shoulders would be widened on southbound I-275 between Palm Avenue and Jefferson Street to improve safety.

**TIS Segment 3B** – There are no improvements proposed within TIS Segment 3B as part of the LPA.
PUBLIC HEARING COMMENT FORM

Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS)
I-275 from the Howard Frankland Bridge to north of Dr. Martin Luther King Jr. Boulevard and I-4 from I-275 to east of 50th Street
(Work Program Item Segment No. 258337-2)

Comments may be provided the following ways: mail comments to the address on the back of this form, complete the form at one of the hearing sessions and place in the “Comments” box, email comments to D7-TIS@dot.state.fl.us, or visit the website at www.tampainterstatestudy.com.
Comments must be submitted or postmarked by March 12, 2020 to become part of the official public hearing record.

PUBLIC HEARING ATTENDED:

☐ Public Hearing Session 1
Tuesday, February 25, 2020
Hillsborough Community College
Dale Mabry Campus
Student Services Building
4001 W Tampa Bay Boulevard
Tampa, FL 33614

☐ Public Hearing Session 2
Thursday, February 27, 2020
Port Tampa Bay Cruise Terminal #6
1331 McKay Street
Tampa, FL 33602

Note: This is a public record. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.
Comuníquese con nosotros: Nos importa mucho la opinión del público sobre el proyecto. Si tiene preguntas o comentarios, o simplemente desea más información, por favor comuníquese con nosotros. Nuestro representante en español es: Manuel Flores (813) 975-4248 o manuel.flores@dot.state.fl.us.
Florida Department of Transportation - District Seven
TIS SEIS PD&E Study Public Hearing
Attn: Kirk Bogen, PE, Environmental Management Engineer
11201 N. McKinley Drive, MS 7-500
Tampa, FL 33612
The Florida Department of Transportation (FDOT) concluded the Project Development and Environment (PD&E) Studies on I-275 from I-4 to north of Dr. Martin Luther King, Jr. Boulevard (SR 574) and from north of Dr. Martin Luther King, Jr. Boulevard to north of Bearss Avenue (SR 678/CR 582). Both projects are in Hillsborough County, Florida.

The PD&E studies evaluated potential social, cultural, economic, and environmental effects of the proposed transportation improvement. FDOT worked with federal, state, and local agencies to determine the effects the projects may have on the natural and human environment. This analysis, with public input, determined the location and future design of the proposed improvements.

The environmental review, consultation, and other actions required by applicable federal environmental laws for these projects are being, or have been, carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding (MOU) dated December 14, 2016 and executed by Federal Highway Administration (FHWA) and FDOT.

On October 22, 2019, FDOT granted Location and Design Concept Acceptance (LDCA) for the Type II Categorical Exclusion for I-275 from north of Dr. Martin Luther King, Jr. Boulevard to north of Bearss Avenue. The proposed improvements add one general purpose lane in each direction and provide transit accommodations on the inside shoulders, and operational improvements at the Hillsborough Avenue interchange. The Bearss Avenue interchange bridge will be replaced and entrance and exit ramps improved.

On October 8, 2019, FDOT approved the environmental document for operational improvements on I-275 from I-4 to north of Dr. Martin Luther King Jr., Boulevard in which one dedicated auxiliary lane will be added in each direction.

Contact Information

If you wish to discuss any issues related to the completed environmental phase of this project, please contact:

Ashley Henzel, P.E.
Senior Project Manager | FDOT District Seven
11201 N. McKinley Drive, MS 7-500 | (813) 975-6433
ashley.henzel@dot.state.fl.us

For issues related to final design of this project, please contact:

Mary Lou Godfrey, P.E.
Senior Project Manager | FDOT District Seven
11201 N. McKinley Drive, MS 7-500 | (813) 975-6621
marylou.godfrey@dot.state.fl.us

For all other issues related to this project, please contact:

Kris Carson
Public Information Officer | FDOT District Seven
11201 N. McKinley Drive, MS 7-500 | (800) 226-7220
kristen.carson@dot.state.fl.us

En Español

Si usted tiene preguntas o commentaries o si simplemente desea mas información sobre este Proyecto, favor de ponerse en contacto con el señor Manuel Flores, al teléfono (813) 975-4248 o correo electrónico manuel.flores@dot.state.fl.us.

Non-Discrimination

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who need special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge), please contact Alex Henry, Public Involvement Coordinator by phone (813) 975-6405 or (800) 226-7220, or by email alex.henry@dot.state.fl.us.

Right of Way Acquisition Procedure

When a transportation project proposes acquiring private property, you may have questions and concerns. To better inform you about the right of way acquisition process and your rights, FDOT created real estate acquisition and relocation informational brochures. These brochures and other education materials will be available during the public hearing. Copies of the brochures are available on our website: www.dot.state.fl.us/rightofway/Documents.shtm. We would like to hear your concerns and answer your questions. We encourage you to speak with the FDOT Project Manager or a Right of Way Representative at your convenience, by calling 1-800-226-7220.
Public Involvement

A public hearing was held Tuesday, March 26, 2019, at Seminole Heights United Methodist Church, 6111 N Central Avenue, Tampa, FL 33604. The hearing informed and allowed residents, business owners, tenants, and those interested to comment and express views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed project. The hearing included an open house at 5:30pm and a formal portion beginning at approximately 6:30pm. In total, 239 members of the public signed in.

Planned Improvements

The Preferred Build Alternative consists of adding one 12-foot general purpose lane in each direction on I-275 for a total of four 12-foot general purpose lanes in each direction. Improvements also include a 15-foot inside shoulder to accommodate transit, a 12-foot outside shoulder, and a 2-foot concrete barrier separating each direction of travel. The mainline I-275 improvements would be constructed within the existing right of way. Approximately 3.4 acres of right of way will be required for stormwater management facilities near the Bearss Avenue interchange.

Selected Alternative

Following the public hearing, the Preferred Build Alternative was selected as the Locally Preferred Alternative (LPA) based on a determination that the No Build Alternative did not meet the purpose and need of the project to increase capacity and relieve congestion along the corridor. Adding roadway capacity will reduce future traffic congestion and improve traffic operations and safety along I-275.

Preferred Build Alternative Typical Section

FDOT Draft 5-Year Tentative Work Program, FY 2020/21 - FY 2024/25

<table>
<thead>
<tr>
<th>Phase</th>
<th>Right of Way</th>
<th>Design</th>
<th>Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>From I-4 to north of Dr. Martin Luther King, Jr. Boulevard (WPI 443770-1)</td>
<td>N/A</td>
<td>Underway</td>
<td>FY 2021</td>
</tr>
<tr>
<td>From north of Dr. Martin Luther King, Jr. Boulevard to north of Hillsborough Avenue (WPI 431821-2)</td>
<td>N/A</td>
<td>Underway</td>
<td>FY 2021</td>
</tr>
<tr>
<td>From north of Hillsborough Avenue to south of Bearss Avenue (WPI 431821-3)</td>
<td>N/A</td>
<td>Design/Build - Not Currently Funded</td>
<td></td>
</tr>
<tr>
<td>Bearss Avenue Interchange (WPI 431821-4)</td>
<td>Not Currently Funded</td>
<td>Design/Build - Not Currently Funded</td>
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Greetings once again on this beautiful Saturday! This week MPOAC held quarterly meetings in Orlando and it was great to see everyone. At the meetings we reviewed some of the pieces of legislation and from comments received there are some changes in red in the back of the newsletter.

Earlier this week I had the opportunity to visit with the Governor’s Director of Legislative Affairs, Ms. Stephanie Kopelousos. For those of you who have been in transportation for some time, you will remember this name, she was the Secretary of Transportation previously. In the room was also the Florida League of Cities, the Florida Association of Counties and representatives of local government. The talk really seemed to focus on the short-term rentals bill, teacher pay and local preemption efforts by the legislature. Transportation was not a big topic, we are comfortably not in the spotlight.

Last week we mentioned SB 1000 and HB 1371, the bills addressing safety at mid-block crossings. Both bills passed a committee this week. In fact the bills passed easily, so they both seem to be moving along. The Senate staff analysis stated that in two projects where Florida DOT installed mid-block crossings with full signals the costs were $368K for one signal at a crossing and at another location a project with 5 signals along a corridor, the installation costs were $1M. The financial impact to local governments, and Florida DOT, could be very substantial. My compliments to Mr. Jeff Branch, who testified in the Senate Committee meeting and asked that engineering reviews be used to determine if a full signal is appropriate. Senator Perry, the bill sponsor in the Senate, sounded agreeable to this approach. We are anxiously awaiting to see an amendment and how that amendment is worded.

Something always important to each legislative session is the budget. It is a core function of the legislature. Both the House and Senate released their proposed budgets this week. The Senate version is larger than the House version at a proposed $92.8B. That is about $1.8B more than the current year budget. The House version comes in at $91.3B. These two budget proposals are fairly close to each other and that is a positive sign that differences can be worked out between the two chambers. We will have to watch this and see what agreements are reached.

I would add more to this week’s newsletter, but the Florida DOT building is testing the fire alarms this Saturday morning. It is good to do such things when the building is not full of employees, but for the very few of us here, it is terribly distracting and annoying. Let’s make this a short read this fine Saturday. Make sure you get out early and grab your snacks for tomorrow’s Super Bowl. Even if you don’t have a team playing on the field, watching for the humorous commercials is entertaining.
Several transportation related bills are up in committee this week, details are shown with each bill on the following pages, look for the text in RED. The regular session began on January 14\textsuperscript{th} and our capitol is a busy place once again. Bills appearing before a committee are shown in the bill details in RED. All new bills and any updates to bills shown below will be shown in RED so you can quickly distinguish between updates and old news. Your MPOAC Legislative Update will keep you apprised of newly filed bills and changes to existing bills.

Grab a cup of coffee and enjoy this edition of the MPOAC Legislative Update.

<table>
<thead>
<tr>
<th>Important Dates for the 2020 Legislative Session</th>
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<tbody>
<tr>
<td>o August 01, 2019 – Deadline for filing claim bills.</td>
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<tr>
<td>o November 22, 2019 - Deadline for submitting requests for drafts of general bills and joint resolutions, including requests for companion bills.</td>
</tr>
<tr>
<td>o January 10, 2020 - Deadline for approving final drafts of general bills and joint resolutions, including companion bills.</td>
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<tr>
<td>o January 14, 2020 - Regular Session convenes, deadline for filing bills for introduction.</td>
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<tr>
<td>o February 29, 2020 - All bills are immediately certified, motion to reconsider made and considered the same day.</td>
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<tr>
<td>o March 03, 2020 – 50\textsuperscript{th} day of Session. Last day for regularly scheduled committee meetings.</td>
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<tr>
<td>o March 13, 2020 – 60\textsuperscript{th} day - Last day of Regular Session.</td>
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This is a summary of transportation related bills filed and published on the legislature’s website as of January 31, 2020. More bills will be filed during the 2020 session and as they are made available the newly filed transportation bills will be added to this list. The bills are listed in numerical order for your convenience. As the session progresses and the number of bills tracked in this newsletter grows, this ordering of bills will make it easier to follow the status of any bill you are tracking. All new bills and any updates to bills shown below will be shown in RED so you can quickly distinguish between updates and old news.

**HB 37: School Bus Safety** – *(Zika; Co-Introducers: DiDeglie; Grieco)* – Identical Bill SB 290 by Hooper. Revises civil penalties for certain violations relating to stopping for a school bus. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. Favorable by Transportation and Infrastructure Subcommittee; YEAS 13 NAYS 0. Now in Transportation and Tourism Appropriations Subcommittee. Favorable by Transportation and Tourism Appropriations Subcommittee; YEAS 10 NAYS 0. Now in State Affairs Committee. Passed State Affairs Committee, YEAS 23 NAYS 0, next stop House Floor for a full vote.

**SB 76: Transportation Disadvantaged** – *(Book)* – Similar to HB 551 by Jenne. Requiring community transportation coordinators, in cooperation with the coordinating board, to plan for and use any available and cost-effective regional fare payment systems that enhance cross-county mobility for specified purposes for the transportation disadvantaged; requiring each coordinating board to evaluate multicounty or regional transportation opportunities to include any available regional fare payment systems that enhance cross-county mobility for specified purposes for the transportation disadvantaged, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Infrastructure and Security, 01/27/20, 4:00 pm, 110 Senate. Favorable by Infrastructure and Security; YEAS 7 NAYS 0. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development.

**SB 126: Sales and Use Tax** – *(Gruters; Co-Introducers: Hooper; Gainer; Baxley; Perry; Harrell; Albriton)* – Similar to HB 159 by Clemons. Revising the definition of the term “retail sale”; renaming the term “mail order sale” to “remote sale” and revising the definition; revising conditions under which certain dealers are subject to sales tax levies and collection; providing that certain marketplace providers are subject to registration, collection, and remittance requirements for sales taxes, etc. This bill will require a sales tax to be collected on online purchases that are delivered to a Florida address and the bill requires that both a state sales tax and the local option surtaxes to be collected by online retailers. Referred to Commerce and Tourism; Finance and Tax; Appropriations. Favorable by Commerce and Tourism; YEAS 5 NAYS 0. Now in Finance and Tax.

**HB 133: Towing and Immobilizing Vehicles and Vessels** – *(McClain)* – Similar to SB 1332 by Hooper. Authorizes local governments to enact rates to tow vessels on private property & remove & store vessels; prohibits counties or municipalities from enacting ordinances that impose costs or penalties on owners, persons in control, or lienholders of vehicles or vessels or that require wrecker operators or towing businesses to accept specified form of payment; authorizes persons to place liens on vehicles or vessels to recover fees or charges; removes requirement regarding notices & signs concerning towing or removal of vehicles & vessels & liability for attorney fees; authorizes court to award damages, attorney fees, & court costs in
certain cases. Filed in the House. On Committee agenda-- Local, Federal and Veterans Affairs Subcommittee, 10/23/19, 9:00 am, 12 HOB. Favorable by Local, Federal and Veterans Affairs Subcommittee; YEAS 9 NAYS 5. Now in Business and Professions Subcommittee. Favorable by Business and Professions Subcommittee; YEAS 10 NAYS 2. Now in State Affairs Committee. Passed State Affairs Committee; YEAS 16 NAYS 7. Next stop is a full House Floor vote.

SB 158: Child Restraint Requirements – (Perry) – Identical Bill HB 533 by Beltran. Increasing the age of children for whom operators of motor vehicles must provide protection by using a crash-tested, federally approved child restraint device; increasing the age of children for whom a separate carrier, an integrated child seat, or a child booster seat may be used, etc. Referred to Children, Families, and Elder Affairs; Infrastructure and Security; Rules. Favorable by Children, Families, and Elder Affairs; YEAS 6, NAYS 0. Now in Infrastructure and Security.

HB 159: Sales and Use Tax – (Clemons) – Similar to SB 126 by Gruters. Revises conditions under which certain dealers are subject to sales tax; deletes exemption for certain dealers from collecting local option surtaxes; provides that certain marketplace providers are subject to registration, collection, & remittance requirements for sales taxes; requires marketplace providers to provide certification to marketplace sellers; specifies requirements for marketplace sellers; requires marketplace providers to allow DOR to audit books & records; provides that marketplace seller is liable for sales tax collection & remittance; authorizes marketplace providers & marketplace sellers to enter into agreements to recover certain taxes, interest, & penalties; grants DOR settlement & compromise authority for marketplace sales; deletes authority of DOR to negotiate collection allowance with certain dealers. Referred to Ways and Means Committee; Commerce Committee; Appropriations Committee.

SB 178: Public Financing of Construction Projects – (Rodriguez) – Identical to HB 579 by Aloupis. Prohibiting state-financed constructors from commencing construction of certain structures in coastal areas without first conducting a sea level impact projection study; requiring the Department of Environmental Protection to develop by rule a standard for such studies; requiring the department to enforce certain requirements and to adopt rules, etc. Referred to Environment and Natural Resources; Infrastructure and Security; Appropriations Subcommittee on Agriculture, Environment, and General Government; Appropriations. Favorable by Environment and Natural Resources; YEAS 5 NAYS 0. Now in Infrastructure and Security. Favorable CS by Infrastructure and Security; YEAS 7 NAYS 0. Now in Appropriations Subcommittee on Agriculture, Environment, and General Government.

HB 179: Safety Belt Usage – (Slosberg) – Requires each passenger in a motor vehicle or autocycle to be restrained by a safety belt or child restraint device. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee.

SB 216: Assistance for Micro Businesses – (Rodriguez) – Authorizing certain local governments to set aside up to a specified percentage of funds for procuring personal property and services for the purpose of entering into contracts with micro businesses; providing eligibility for micro businesses under the Microfinance Loan Program; providing eligibility for micro businesses under the Department of Transportation’s highway project business development program, etc. Referred to Innovation, Industry, and Technology; Infrastructure and Security; Appropriations.
HB 249: Use of Wireless Communications Devices While Driving – (Slosberg) - Revises short title & legislative intent; prohibits operation of motor vehicle while holding or touching wireless communications device; provides exceptions; revises circumstances under which certain information may be admissible as evidence in proceeding to determine whether violation has been committed; revises procedures for collection & reporting by DHSMV of information recorded on citation; conforms provisions relating to use of wireless communications devices in school & work zones. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee.

HB 279: Local Government Public Construction Works – (Smith, D.; Co-Introducers: Sabatini) - Similar to SB 504 by Perry. Requires local governing board to consider estimated costs of certain projects when making specified determination; requires local government that performs project using its own services, employees, & equipment to disclose costs of project after completion to Auditor General; requires Auditor General to review such disclosures as part of routine audits of local governments. Referred to Oversight, Transparency and Public Management Subcommittee; Business and Professions Subcommittee; State Affairs Committee. Passed Oversight, Transparency and Public Management Subcommittee; YEAS 11 NAYS 3. On Committee agenda-- Business and Professions Subcommittee, 02/04/20, 12:00 pm, Webster Hall.

SB 290: School Bus Safety – (Zika; Co-Introducers: DiDeglie; Grieco) – Identical Bill HB 37 by Zika. Revises civil penalties for certain violations relating to stopping for a school bus. Filed in the Senate. Referred to Infrastructure and Security; Judiciary; Rules. On Committee agenda-- Infrastructure and Security, 01/21/20, 4:30 pm, 110 Senate Building. Favorable by Infrastructure and Security; YEAS 7 NAYS 0. Now in Judiciary. On Committee agenda-- Judiciary, 02/04/20, 12:30 pm, 110 Senate Building

SB 308: Traffic Offenses – (Baxley) – Similar to HB 455 by McClain. Citing this act as the "Vulnerable Road User Act"; providing criminal penalties for a person who commits a moving violation that causes serious bodily injury to, or causes the death of, a vulnerable road user; requiring that the person who commits the moving violation pay a specified fine, serve a minimum period of house arrest, and attend a driver improvement course; requiring that the court revoke the person’s driver license for a minimum specified period, etc. Filed in the Senate. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

SB 368: Tampa Bay Area Regional Transit Authority – (Rouson) - Similar to HB 503 by Diamond. Authorizing certain mayors who are members of the governing board of the Tampa Bay Area Regional Transit Authority to appoint a designee to attend a board meeting to act in his or her place with full voting rights on all issues; requiring the designee to be an elected official of the governing body of the mayor’s municipality, etc. Referred to Infrastructure and Security; Community Affairs; Rules. On Committee agenda-- Infrastructure and Security, 01/27/20, 4:00 pm, 110 Senate. Passed Infrastructure and Security; YEAS 7 NAYS 0. Now in Community Affairs

HB 377: Motor Vehicle Rentals – (Latvala) - Identical to SB 478 by Perry. Motor Vehicle Rentals; Requires specified surcharges to be imposed upon lease or rental of certain motor vehicle if facilitated by car-sharing service, motor vehicle rental company, or peer-to-peer vehicle-sharing program under certain circumstances; provides financial responsibility & insurance requirements; requires notification of implications of lien; provides recordkeeping requirements; provides responsibility for equipment; provides requirements relating to automobile safety recalls; provides driver license verification and retention requirements. Referred to Transportation and Infrastructure Subcommittee; Ways and Means Committee; State
SB 378: **Motor Vehicle Insurance – (Lee)** – Similar to HB 771 by Grall. Repealing provisions which comprise the Florida Motor Vehicle No-Fault Law; revising the motor vehicle insurance coverages that an applicant must show to register certain vehicles with the Department of Highway Safety and Motor Vehicles; revising garage liability insurance requirements for motor vehicle dealer applicants; revising minimum liability coverage requirements for motor vehicle owners or operators, etc. APPROPRIATION: $83,651. Referred to Infrastructure and Security; Banking and Insurance; Appropriations. On Committee agenda-- Infrastructure and Security, 01/21/20, 4:30 pm, 110 Senate Building. Favorable by Infrastructure and Security; YEAS 6 NAYS 1. Now in Banking and Insurance

HB 395: **Transportation – (Andrade)** - Similar to SB 1172 by Albritton. Revises requirements for determining salaries of secretary of DOT & assistant secretaries; revises time period during which sealed bids, proposals, or replies received by DOT are exempt from public records requirements; authorizes certain vehicles to show or display certain lights; requires certain contractors to be certified by DOT as qualified; revises financial statements required to accompany an application for certification; specifies conditions under which limitation on liability of DOT for personal injury, property damage, or death applies; authorizes Governor to suspend payment of tolls when necessary to assist emergency evacuation & override automatic reinstatement of tolls. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee, 01/28/20, 12:00 pm, Reed Hall. Passed Transportation and Infrastructure Subcommittee; YEAS 13 NAYS 0.

SB 452: **Electric Vehicle Charging Stations – (Rodriguez)** - Identical to HB 943 by Daley. Similar to SB 7018 – Committee Bill. Requiring the Department of Transportation, in coordination with the Office of Energy within the Department of Agriculture and Consumer Services and the Florida Clean Cities Coalitions, or other appropriate entities, to develop and adopt by a specified date a master plan for electric vehicle charging stations on the state highway system, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations’

HB 455: **Traffic Offenses – (McClain)** – Similar to SB 308 by Baxley. Provides criminal penalties for a person who commits a moving violation that causes serious bodily injury to, or causes the death of, a vulnerable road user; requires person to pay a specified fine, serve a minimum period of house arrest, and attend a driver improvement course; requires court to revoke the person’s driver license for a minimum specified period; defines “vulnerable road user.” Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Criminal Justice Subcommittee; State Affairs Committee.

HB 465: **High-Speed Passenger Rail Safety – (Sirois)** – Identical to SB 676 by Mayfield. Provides for regulation of railroad companies; requires training for local emergency services under certain circumstances; provides requirements for railroad company reporting & DOT website publication; provides minimum safety standards for high-speed passenger rail; designates responsibility for maintenance of certain safety improvements; provides safety inspection requirements; requires certain fencing; provides liability for failure to construct or maintain fencing; provides for enforcement. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State.
SB 478: Motor Vehicle Rentals – (Perry) - Identical to HB 377 by Latvala. Motor Vehicle Rentals; Requires specified surcharges to be imposed upon lease or rental of certain motor vehicle if facilitated by car-sharing service, motor vehicle rental company, or peer-to-peer vehicle-sharing program under certain circumstances; provides financial responsibility & insurance requirements; requires notification of implications of lien; provides recordkeeping requirements; provides responsibility for equipment; provides requirements relating to automobile safety recalls; provides driver license verification and retention requirements. Filed in the Senate. Referred to Innovation, Industry, and Technology; Banking and Insurance; Appropriations. On Committee agenda-- Innovation, Industry, and Technology, 01/27/20, 1:30 pm, 110 Senate Building. Passed Innovation, Industry, and Technology; YEAS 9 NAYS 0. On Committee agenda-- Banking and Insurance, 02/04/20, 12:30 pm, 412 Knott Building

HB 503: Tampa Bay Area Regional Transit Authority Governing Board – (Diamond) – Similar to SB 368 by Rouson. Authorizes mayor's designated alternate to serve as member of board; provides membership requirements; specifies designated alternate's right to vote; authorizes members to attend meeting physically, telephonically, or electronically in order to constitute quorum; provides requirements for telephonic or electronic attendance. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee, 02/04/20, 12:00 pm, Reed Hall

SB 504: Local Government Public Construction Works – (Perry) – Similar to HB 279 by Smith. Requiring the governing board of a local government to consider estimated costs of certain projects using generally accepted cost-accounting principles that account for specified costs when the board is making a specified determination; prohibiting a local government from performing a project using its own services, employees, and equipment if the project requires an increase in the number of government employees or an increase in certain capital expenditures, etc. Filed in the Senate. Referred to Community Affairs; Governmental Oversight and Accountability; Rules. Favorable by Community Affairs; YEAS 5 NAYS 0. Now in Governmental Oversight and Accountability. Passed Governmental Oversight and Accountability; YEAS 5 NAYS 0. Now in Rules. CS by Governmental Oversight and Accountability read 1st time

HB 533: Child Restraint Requirements – (Beltran) – Identical to SB 158 by Perry. Requires sea level impact projection study of state-financed coastal structures before construction begins; requires DEP to develop study standards, publish studies on its website, enforce requirements, & adopt rules. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Children, Families and Seniors Subcommittee; State Affairs Committee. On Committee agenda- Transportation and Infrastructure Subcommittee, 02/04/20, 12:00 pm, Reed Hall

HB 551: Transportation Disadvantaged – (Jenne; Co-Introducer Eskamani) – Similar to SB 76 by Book. Requires increase & support of programs that enhance cross-county mobility for specified purposes for transportation disadvantaged; requires evaluation of multicounty or regional transportation opportunities to increase & support such programs; requires Commission for Transportation Disadvantaged to develop disability sensitivity training program & A Ride Away Program; provides program requirements; requires possession of certain identification issued by commission; requires motor vehicles used to provide transportation disadvantaged services to be equipped with cameras & GPS.. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. Passed Transportation and Infrastructure Subcommittee; YEAS 15 NAYS 0. Removed reference to Transportation and Tourism Appropriations Subcommittee.
Referred to State Affairs Committee. Now in State Affairs Committee. Passed State Affairs Committee; YEAS 22 NAYS 0. Next stop is a full House Floor vote.

HB 579: Public Financing of Construction Projects – (Aloupis) – Identical to SB 178 by Rodriguez. Requires sea level impact projection study of state-financed coastal structures before construction begins; requires DEP to develop study standards, publish studies on its website, enforce requirements, & adopt rules. Filed in the House. Referred to Agriculture and Natural Resources Subcommittee; Appropriations Committee; State Affairs Committee. On Committee agenda-- Agriculture and Natural Resources Subcommittee, 02/04/20, 12:00 pm, 12 HOB.

HB 585: Pay-for-success Contracts – (Ausley) – Identical to SB 1182 by Montford. Authorizing a state agency to enter into a pay-for-success contract with a private entity under certain conditions, subject to an appropriation and specified language in the General Appropriations Act; authorizing cancellation of the contract under specified circumstances; specifying services and programs eligible for funding under the contract; prohibiting a private entity from viewing or receiving certain information that is otherwise confidential and exempt from public records requirements, etc. Referred to Oversight, Transparency and Public Management Subcommittee; Appropriations Committee; State Affairs Committee.

HB 657: Transportation Network Companies – (Plasencia) – Authorizes person to establish TNC account & add authorized users to such account; provides requirements; requires TNC & TNC driver to send certain notifications to person requesting prearranged ride on behalf of authorized user; allows authorized user to view notifications; prohibits authorized user from changing certain information; requires TNC to provide human trafficking awareness training & education to employees; provides training & education requirements; limits liability of TNC in cases of human trafficking; authorizes DFS to seek court order to require TNC to comply with certain provisions; provides legislative intent & construction.. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Criminal Justice Subcommittee; State Affairs Committee. Withdrawn.

SB 676: High-Speed Passenger Rail Safety – (Mayfield) – Identical to HB 465 by Sirois. Provides for regulation of railroad companies; requires training for local emergency services under certain circumstances; provides requirements for railroad company reporting & DOT website publication; provides minimum safety standards for high-speed passenger rail; designates responsibility for maintenance of certain safety improvements; provides safety inspection requirements; requires certain fencing; provides liability for failure to construct or maintain fencing; provides for enforcement. Filed in the Senate. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Infrastructure and Security, 01/21/20, 4:30 pm, 110 Senate Building. Passed Infrastructure and Security; YEAS 7 NAYS 0. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development.

HB 717: Space Florida Financing – (Sirois) – Similar to SB 1070 by Wright. Specifies bonding provisions to which Space Florida is subject; revises powers of Space Florida regarding bond issuance; removes provisions regarding presentation of bond proposals to, & approval of bond issuance by, Governor & Cabinet; revises provisions relating to securing issuance of revenue bonds; repeals provisions relating to pledging assessments & other revenues & properties as additional security on bonds, issuance of bond anticipation notes, & short-term borrowing; revises provisions relating to lien of pledges; revises bond maturity date requirements; authorizes Space Florida to validate bonds pursuant to certain provisions. Referred to Workforce Development and Tourism Subcommittee; Ways and Means Committee;
Favorable by Workforce Development and Tourism Subcommittee; YEAS 14 NAYS 0. Now in Ways and Means Committee. On Committee agenda-- Ways and Means Committee, 01/27/20, 3:30 pm, Morris Hall. Favorable by Ways and Means Committee; YEAS 15 NAYS 0. Now in Commerce Committee.

HB 771: Motor Vehicle Insurance – (Grall) – Similar to SB 378 by Lee. Repeals provisions relating Florida Motor Vehicle No-Fault Law; revises garage liability insurance requirements; revises minimum coverage requirements for proof of financial responsibility for motor vehicles; revises amount of certificate of deposit required to elect certain method of proof of financial responsibility; revises excess liability coverage requirements; revises financial responsibility requirements for owners or lessees of for-hire passenger transportation vehicles; revises coverages of motor vehicle policy which are subject to stacking prohibition; revises insurance requirements for transportation network company drivers. APPROPRIATION: $83,651. Filed in House. On Committee agenda-- Insurance and Banking Subcommittee, 02/04/20, 8:00 am, Sumner Hall

HB 829: Express Lanes – (Avila) – Similar to SB 1090 by Diaz. Prohibits S.R. 826 from having any express lane or toll; requires express lanes that exist on such road to be immediately opened to public; requires tolls that exist on such road to be immediately removed; prohibits charges from being imposed for use of such road. Filed in House.

HB 915: Commercial Service Airports – (Avila) – Similar to SB 1258 by Diaz. Directs Auditor General to conduct specified audits of large-hub commercial service airports; requires governing bodies of such airports to comply with certain financial disclosure requirements; requires governing body of municipality, county, or special district that operates commercial service airport to establish & maintain website & post certain information; requires such airports to comply with certain contracting requirements; requires governing body members & employees of such airports to comply with certain ethics requirements; requires governing body members to complete annual ethics training; requires annual reports to DOT, Governor, & Legislature; prohibits expenditure of certain funds unless specified conditions are met. Filed in House. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. Passed Transportation and Tourism Appropriations Subcommittee, 01/22/20, 12:30 pm, Sumner Hall. Favorable by Transportation and Tourism Appropriations Subcommittee; YEAS 11 NAYS 0. Now in State Affairs Committee

HB 943: Electric Vehicle Charging Stations – (Daley) – Identical to SB 452 by Rodriguez. Comparable to SB 7012 by Infrastructure and Security Committee. Defines "master plan for electric vehicle charging stations" or "master plan"; requires DOT, in coordination with Office of Energy within DACS & Florida Clean Cities Coalitions, or other appropriate entities, to develop & adopt by specified date master plan for electric vehicle charging stations on state highway system; specifies goals & objectives of master plan; requires master plan to be updated annually by specified date. Filed in House. On Committee agenda-- Transportation and Infrastructure Subcommittee, 01/28/20, 12:00 pm, Reed Hall. Favorable by Transportation and Infrastructure Subcommittee; YEAS 11 NAYS 0. Now in Appropriations Committee

HB 951: Assaults on Specified Persons – (Beltran) – Similar to SB 1416 by Perry. Requires public transit providers to post specified sign concerning assaulting transit operators; requires public transit providers to create & implement risk reduction program; revises reclassification of offense of assault on specified persons. Referred to Transportation and Infrastructure
HB 969: Broadband Internet Service – (Drake – Co-Introducers: Ausley) – Similar to SB 1166 by Albritton. Designates DEO as lead state agency to facilitate expansion of broadband Internet service in this state; requires department to work collaboratively with certain entities; creates Florida Office of Broadband within DEO; provides purpose & duties of office. Referred to Energy and Utilities Subcommittee; Transportation and Tourism Appropriations Subcommittee; Commerce Committee. Favorable by Energy and Utilities Subcommittee; YEAS 14 NAYS 0. On Committee agenda-- Transportation and Tourism Appropriations Subcommittee, 02/03/20, 3:00 pm, Reed Hall

HB 971: Electric Bicycles – (Grant, M) – Identical to SB 1148 by Brandes. Provides for rights & privileges of electric bicycles & operators; provides that electric bicycles are vehicles to same extent as bicycles; exempts electric bicycles & operators from specified provisions; requires certain labeling of electric bicycles; prohibits tampering with or modifying electric bicycles for certain purposes; requires electric bicycles to comply with specified provisions & operate in certain manner; authorizes operators to ride electric bicycles where bicycles are allowed; authorizes municipalities, counties, & agencies to regulate operation of electric bicycles under certain conditions. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee, 01/28/20, 12:00 pm, Reed Hall. Passed Transportation and Infrastructure Subcommittee; YEAS 12 NAYS 0. On Committee agenda-- Transportation and Tourism Appropriations Subcommittee, 02/03/20, 3:00 pm, Reed Hall

SB 1000: Traffic and Pedestrian Safety – (Perry) – Similar to HB 1371 by Fine. Requiring a pedestrian crosswalk on a public highway, street, or road which is located at any point other than at an intersection with another public highway, street, or road to be controlled by traffic control signal devices and pedestrian control signals that conform to specified requirements; requiring, by a specified date, the entity with jurisdiction over a public highway, street, or road with a certain pedestrian crosswalk to ensure that the crosswalk is controlled by coordinated traffic control signal devices and pedestrian control signals, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourist, and Economic Development; Appropriations. On Committee agenda-- Infrastructure and Security, 01/27/20, 4:00 pm, 110 Senate Building. Passed Infrastructure and Security; YEAS 6 NAYS 1. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development

SB 1070: Space Florida – (Wright) – Similar to HB 717 by Sirois. Clarifying that Space Florida is subject to a specified provision of law; revising Space Florida’s authorization to issue bonds; revising the revenue sources by which revenue bonds may be secured or repaid; reducing the term of years for which Space Florida may issue bonds, etc. Referred to Military and Veterans Affairs and Space; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Military and Veterans Affairs and Space, 01/22/20, 8:30 am, 37 Senate Building. Passed Military and Veterans Affairs and Space; YEAS 7 NAYS 0. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development.

SB 1090: Express Lanes – (Diaz) – Similar to HB 829 by Avila. Prohibiting express lanes and tolls on a specified state road; requiring the Department of Transportation to remove all existing express lanes and the imposition of tolls, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development;
SB 1148: Electric Bicycles – (Brandes) – Identical to HB 971 by Grant. Revising definitions relating to the Florida Uniform Traffic Control Law; requiring the driver of a vehicle overtaking an electric bicycle to pass the electric bicycle at a certain distance; expanding exceptions to a prohibition on persons driving certain vehicles on sidewalks and bicycle paths; providing electric bicycle regulations; requiring electric bicycles to comply with specified provisions of law; authorizing operators to ride electric bicycles where bicycles are allowed, etc. Referred to Infrastructure and Security; Community Affairs; Rules. On Committee agenda-- Infrastructure and Security, 02/03/20, 4:00 pm, 110 Senate Building

SB 1166: Broadband Internet Service – (Albritton) – Similar to HB 969 (Drake). Authorizing certain funds within the State Transportation Trust Fund to be used for certain broadband infrastructure projects within or adjacent to multiuse corridors; designating the Department of Economic Opportunity, and not the Department of Management Services, as the lead state entity to facilitate the expansion of broadband Internet service in this state; creating the Florida Office of Broadband within the Division of Community Development within the Department of Economic Opportunity, etc. Filed in Senate. Referred to Commerce and Tourism; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Commerce and Tourism, 01/28/20, 1:30 pm, 110 Senate Building. Passed Commerce and Tourism; YEAS 3 NAYS 0. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development

SB 1172: Transportation – (Albritton) – Similar to HB 395 by Andrade. Revising requirements for determining the salaries of the secretary of the Department of Transportation and assistant secretaries; requiring certain contractors to be certified by the department as qualified; specifying conditions under which the limitation on liability of the department applies for personal injury, property damage, or death; authorizing the Governor to suspend payment of tolls when necessary to assist emergency evacuation, etc. Filed in Senate. Referred to Infrastructure and Security; Judiciary; Appropriations

SB 1182: Pay-for-success Contracts – (Montford) – Identical to HB 585 by Ausley. Authorizing a state agency to enter into a pay-for-success contract with a private entity under certain conditions, subject to an appropriation and specified language in the General Appropriations Act; authorizing cancellation of the contract under specified circumstances; specifying services and programs eligible for funding under the contract; prohibiting a private entity from viewing or receiving certain information that is otherwise confidential and exempt from public records requirements, etc. Filed in Senate. Referred to Governmental Oversight and Accountability; Appropriations Subcommittee on Agriculture, Environment, and General Government; Appropriations

SB 1192: Tax on Aviation Fuel – (Gruters) – Comparable to HB 6061 by Roach, McClure. Repealing provisions relating to definitions, the tax on aviation fuel, refunds for certain air carriers, administration of the tax, disclosure of price, distribution of proceeds, refunds to carriers, commercial air carrier registration and reporting, and a tax exemption for federal entities, etc. Filed in Senate. Referred to Commerce and Tourism; Finance and Tax; Appropriations. Favorable by Commerce and Tourism; YEAS 4 NAYS 1. Now in Finance and Tax.
HB 1219: Electric Vehicles – (Toledo; Slosberg) – Similar to SB 1230 by Brandes. Requires DOT to establish Electric Vehicle Infrastructure Grant Program; provides for distribution of grants to certain entities to install electric vehicle charging infrastructure; provides grant requirements; provides requirements for equipment installed; requires DOT to review emerging research, policies, & standards; authorizes DOT to develop model plan for local governments; requires DOT to develop master plan for charging stations; provides appropriation.
APPROPRIATION: $5,000,000. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee

SB 1230: Electric Vehicles – (Brandes) – Authorizing the Department of Transportation to adopt rules; requiring that certain funds be used for specified purposes relating to the Electric Vehicle Infrastructure Grant Program, beginning in specified years; requiring the department to establish the Electric Vehicle Infrastructure Grant Program; providing for the distribution of grants to certain entities to install electric vehicle charging infrastructure; providing grant requirements, etc. APPROPRIATION: $5,000,000. Filed in Senate. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations

HB 1239: Electric Vehicle Charging State Infrastructure – (Diamond; Daley) – Requires PSC, in consultation with other agencies, to recommend to Governor and Legislature a plan for development of electric vehicle charging station infrastructure along State Highway System; provides goals & objectives of plan; requires PSC to file status report with Governor & Legislature by specified date. Referred to Energy and Utilities Subcommittee; Government Operations and Technology Appropriations Subcommittee; State Affairs Committee.

SB 1258: Commercial Service Airports – (Diaz) – Similar to HB 915 by Avila. Requiring the Auditor General to conduct specified audits of certain airports; requiring members of the governing body of a large-hub commercial service airport to comply with certain financial disclosure requirements; requiring the governing body of a municipality, county, or special district that operates a commercial service airport to establish and maintain a website; requiring commercial service airports to comply with certain contracting requirements, etc. Referred to Infrastructure and Security; Community Affairs; Rules. On Committee agenda-- Infrastructure and Security, 01/27/20, 4:00 pm, 110 Senate Building. Favorable by Infrastructure and Security; YEAS 7 NAYS 1. Now in Community Affairs.

HB 1315: Transportation – (Fetterhoff) – Please see the 01/18/2020 edition of the MPOAC Legislative Newsletter for a write-up on this bill. Revises DOT organization & responsibilities; revises provisions relating to distribution of certain moneys; revises time period within which disclosure of beneficial interests must be submitted to state or certain local governmental units; revises provisions relating to notice delivery; removes scheduled repeal of certain provisions; requires vehicle operator to take certain actions when road & bridge maintenance or construction vehicle is on roadside; requires airport protection zoning regulations to require certain permit applicants to submit final valid determination from FAA; revises date by which M.P.O. must submit list of project priorities to DOT district. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee, 02/04/20, 12:00 pm, Reed Hall

HB 1371: Traffic and Pedestrian Safety – (Fine) – Identical to SB 1000 by Perry. Requires pedestrian crosswalk on public highway, street, or road which is located at any point other than at intersection with another public highway, street, or road to be controlled by traffic control signal devices & pedestrian control signals that conform to specified requirements; provides
coordination requirements for such devices & signals; requires entity with jurisdiction over public highway, street, or road with certain pedestrian crosswalk to ensure that crosswalk is controlled by coordinated traffic control signal devices & pedestrian control signals; authorizes such entity to alternatively remove any such crosswalk. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee, 01/28/20, 12:00 pm, Reed Hall. Passed Transportation and Infrastructure Subcommittee; YEAS 13 NAYS 0. Now in Transportation and Tourism Appropriations Subcommittee.

**SB 1332: Towing and Immobilizing Vehicles and Vessels – (Hooper)** – Similar to HB 133 by Business and Professions Subcommittee. Authorizing local governments to enact rates to tow or immobilize vessels on private property and to remove and store vessels under specified circumstances; prohibiting counties from enacting certain ordinances or rules that impose fees or charges on authorized wrecker operators or towing businesses; authorizing certain persons to place liens on vehicles or vessels to recover specified fees or charges; deleting requirements regarding notices and signs concerning the towing or removal of vehicles or vessels, etc. Referred to Community Affairs; Infrastructure and Security; Rules. On Committee agenda-- Community Affairs, 01/21/20, 4:30 pm, 301 Senate Building. Community Affairs; YEAS 3 NAYS 0. Now in Infrastructure and Security.

**SB 1416: Assaults on Specified Persons – (Perry)** – Similar to HB 951 by Beltran. Requiring public transit providers to post a specified sign concerning assaulting a transit operator; requiring public transit providers to create and implement a risk reduction program; revising the reclassification of the offense of assault on specified persons, etc. Referred to Criminal Justice; Judiciary; Rules. On Committee agenda-- Criminal Justice, 01/28/20, 1:30 pm, 37 Senate Building – Temporarily Postponed. On Committee agenda-- Criminal Justice, 02/04/20, 9:00 am, 37 Senate Building

**HB 6061: Aviation Fuel Tax – (Roach; McClure)** – Comparable to SB 1192 by Gruters. Deletes aviation fuel tax & provisions related to administration of the tax program. Referred to Ways and Means Committee; Appropriations Committee.

**HB 6083: Traffic Infraction Detectors – (Rodriguez, A.)** – Identical to SB 1148 by Brandes. Repeals provisions relating to Mark Wandall Traffic Safety Program & authorization to use traffic infraction detectors; repeals provisions relating to distribution of penalties, transitional implementation, & placement & installation; conforms cross-references & provisions to changes made by act. Referred to Transportation and Infrastructure Subcommittee; Appropriations Committee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee, 02/04/20, 12:00 pm, Reed Hall

**SB 7018: Electric Vehicle Charging Stations – (Infrastructure and Security Committee)** – Comparable to SB 452 by Rodriguez and Comparable to HB 943 by Daley. Requiring the Public Service Commission, in consultation with the Department of Transportation and the Office of Energy within the Department of Agriculture and Consumer Services, to develop and recommend, by a specified date, to the Governor, the President of the Senate, and the Speaker of the House of Representatives a plan for the development of electric vehicle charging station infrastructure along the State Highway System; requiring the plan to include recommendations for legislation; authorizing the plan to include other recommendations as determined by the commission, etc. Submitted as Committee Bill and Reported Favorably by Infrastructure and Security; YEAS 7 NAYS 0. Filed in Senate. Referred to Appropriations Subcommittee on Agriculture, Environment, and General Government; Appropriations
SB 7020: Emergency Staging Areas – (Infrastructure and Security Committee) –
Authorizing the Department of Transportation to plan, design, and construct staging areas as part of the turnpike system for the intended purpose of staging supplies for prompt provision of assistance to the public in a declared state of emergency; requiring the department, in consultation with the Division of Emergency Management, to select sites for such areas; requiring the department to give priority consideration to placement of such staging areas in specified counties, etc. Submitted as Committee Bill and Reported Favorably by Infrastructure and Security; YEAS 7 NAYS 0. Filed in Senate. Referred to Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 01/29/20, 11:00 am, 110 Senate Building. Favorable by Appropriations Subcommittee on Transportation, Tourism, and Economic Development; YEAS 8 NAYS 0 -SJ 216. Now in Appropriations.
In the final two weeks of the year December 16th – 31st 2019, there were (24) twenty-four fatalities - twelve (12) or 50% were vulnerable road users (7 pedestrians, 3 bicyclist, 2 motorcyclists). Sadly to report, this last month was a historical high for District Seven in 2019.

We tragically had a fatality that included an unborn child - A mother lost a most precious gift before he even had the opportunity to come into this world. In addition, two other young lives were also taken in crashes over the holidays - along with all other tragic losses on our report. We believe the hard work and efforts ongoing by all will ultimately show a reduction in numbers for year 2020. However, we embrace giant strides in working toward our commitment to a Vision of Zero.

Thank you all for what you do each and every day!

**Move Over Month from January 1st – 31st**

Florida law requires you to **Move Over** a lane — when you can safely do so — for stopped law enforcement, emergency, sanitation, utility service vehicles and tow trucks or wreckers.

- If you can’t move over — or when on a two-lane road — slow to a speed that is 20 mph less than the posted speed limit.
- Slow down to 5 mph when the posted speed limit is 20 mph or less.

When you fail to Move Over, you put yourself and others at risk; you could crash into a vehicle or worker.

Violating the Move Over law will result in a fine, fees, and points on your driving record. For more information, see [section 316.126, Florida Statutes](https://www.fldot.gov/About-Us/Legal-Resources/Laws-and-Regulations/Florida-Statutes/316-126).

David W. Gwynn, P.E.
District Seven Secretary
Florida Department of Transportation
**Safety in Seven**

*District Seven’s Bi-Weekly Crash Report Update - A Summary of Traffic Fatalities that has occurred on public highways in the Tampa Bay Region. For more information, please note names of victims highlighted in blue are hyperlinked to news stories as published by the media and text highlighted in green are hyperlinked to obituaries as available. “Safety Doesn’t Happen by Accident.” Suggestions and/or ideas to enhance safety are welcomed here or by contacting Edith Wong at 813-975-6256 or Edith.Wong@dot.state.fl.us. Please note the word “here” is hyperlinked to District Seven’s Innovation Share Point Site.*

**December 16, 2019**

Name Withheld: “Due to Florida Statute 316.066 (2)(d)”: A motorist was traveling westbound along Central Avenue, when it was struck by another vehicle. The motorist was taken to a local hospital, where they later died from injuries sustained in the crash. The motorist is survived by family and friends.

**December 18, 2019**

**Shanda Lanae Cypress, 24, Riverview:** Shanda was traveling eastbound on Lumsden Road at a high rate of speed when she struck a concrete barrier, hit an excavator, and then struck a motor-grader. Shanda died at the scene. Shanda is survived by her family and friends.

**Ernest LeBlanc, 80, Clearwater:** Ernest was crossing Gulf-to-Bay Blvd. near Fernwood Avenue when he was struck by a vehicle. Ernest was taken to Mease Countryside Hospital where he later died from injuries sustained in the crash. Ernest is survived by his son, family and friends.

**December 20, 2019**

Uk Ethridge-Lucas, Unborn Fetus, Hudson: Uk was the unborn fetus of Makala Marie who was traveling north on US 19 just south of SR 52 when a driver in another vehicle failed to stop for slowing traffic and triggering a multicar collision. Sadly, Makala, underwent a cesarean section at a local hospital several weeks after the crash and her baby was pronounced deceased due to injuries sustained in the crash. Uk is survived by his mother, family and friends.

**December 21, 2019**

**Star “Michael” Rajdl, 38, Spring Hill:** Michael had a green signal at US 19 and Applegate Drive when another vehicle failed to stop for the signal and struck his vehicle at a high rate of speed. Michael died at the scene of the crash. Michael was kind hearted, witty, intelligent, generous and honorable man. Michael is survived by his wife, daughter, mother, sister, family, and friends.
Safety in Seven

December 22, 2019

**Name Withheld: “Due to Florida Statute 316.066 (2)(d)”**: A pedestrian was attempting to cross 20th Avenue South and 49th Street South when she was struck by a vehicle. The woman was taken to Bayfront Health St. Petersburg, where she later died from injuries sustained in the crash. She is survived by her family and friends.

December 23, 2019

**Name Withheld: “Due to Florida Statute 316.066 (2)(d)”**: A pedestrian was attempting to cross E. Hillsborough Avenue near 15th Street when he was struck by a vehicle. The man was taken to a local hospital, where he later died from injuries sustained in the crash. He is survived by his family and friends.

**Name Withheld: “Due to Florida Statute 316.066 (2)(d)”**: Two motorists were traveling southbound in a nine-passenger van on Mott Road approaching the intersection of Gavin Road. The van they were in failed to stop and collided with another vehicle before overturning. Both motorists died at the scene of the crash. Both motorists are survived by their families and friends.

**Liamar Matos-Gonzalez**, 17, St. Petersburg: Liamar was walking on the sidewalk along 3rd Avenue North near the intersection of Martin Luther King Junior Blvd. North, when two vehicles that collided drove onto the sidewalk and struck her. Liamar died at the scene of the crash. Liamar is survived by her family and friends.

**Yury Raul Sarria, Jr., 19, Tampa**: Yury was traveling northbound on I-275 north of Fowler Avenue when for unknown reasons he lost control of his vehicle, collided with a barrier wall, and his vehicle overturned. Yury was not wearing a seatbelt and was ejected from the vehicle and died at the scene of the crash. Yury is survived by his mother, siblings, family, and friends.

**Michael Anthony Burroughs, 23, St. Petersburg**: Michael was traveling west on 38th Avenue near 40th Street when he struck another vehicle and was ejected from his motorcycle. Michael was taken to Bayfront Health St. Petersburg, where he later died from injuries sustained in the crash. Michael is survived by his parents, sister, grandparents, family, and friends.

December 24, 2019

**Amalia Gomara**, 62, Hialeah, **Clara Gorrin**, 86, Hialeah, and **Nilda Cordovi**, 85, Pembroke Pines: Amalia, Clara and Nilda were traveling southbound on County Road 581 just south of E. Amy Lane when a vehicle entered their lane colliding with them head on. Amalia, Clara and Nilda died at the scene of the crash. Amalia is survived by her family and friends. Clara is survived by family and friends. Nilda is her survived by family and friends.
Safety in Seven

Mark Dexter MacDonald, 59 Crystal Beach: Mark was attempting to cross Palm Harbor Boulevard near Maryland Avenue when a vehicle struck him. Mark was taken to Advent Health Hospital where he later died from injuries sustained in the crash. Mark is survived by his family and friends.

December 25, 2019

William Paul Rinestine, 64, Hernando: William was riding his bike east on East Spruce Drive attempting to cross SR 200, when he collided with a vehicle attempting to cross the same intersection. William died at the scene of the crash. William is survived by his family and friends.

Meagan Thi Baytarian, 31, Tampa: Meagan was traveling west on SR 60 when another motorist from the eastbound lane lost control of their vehicle, crossed the median and collided with Meagan’s vehicle. Meagan died at the scene of the crash. Meagan is survived by her family and friends.

December 27, 2019

Donn Mosier, 70, Vandalia: Donn was traveling west on Lynbrook Drive near Old Lakeland Highway when his vehicle was struck by another vehicle that failed to yield at a stop sign. Upon impact, Donn’s vehicle overturned and Donn was ejected from his vehicle. Donn was taken to Lakeland Regional Medical Center where he later died from injuries sustained in the crash. Donn proudly served in the U.S. Marine Corps during the Vietnam War. He was an avid golfer, loved deer hunting and fishing, but cherished his family most. Donn is survived by his wife, two daughters, grandchildren, great-grandson, sister, brother, family, and friends.

Nora Anne Casson, 35, Homosassa: Nora was traveling on US 19 near New York Avenue outside of a crosswalk when she was struck by a vehicle. Nora died at the scene of the crash. Nora is survived by her family and friends.

Name Withheld: *Due to Florida Statute 316.066 (2)(d)*: A motorcyclist was traveling south on N. 50th Street near the intersection of the Selmon Expressway at a high rate of speed when it struck a semi tractor-trailer as it was making a turn onto the Selmon Expressway. The motorcyclist died at the scene of the crash. The motorcyclist is survived by his family and friends.

Name Withheld: *Due to Florida Statute 316.066 (2)(d)*: A pedestrian was attempting to cross Gibsonton Drive near Gloria Street when he was struck by a vehicle. The pedestrian died at the scene of the crash. The pedestrian is survived by family and friends.
December 28, 2019

Marissa Berry, 22, Coldwater, MI: Marissa was crossing Williams Road just north of Martin Luther King Jr. Blvd. when she was struck by a Hillsborough County Sheriff’s Deputy responding to a call. Marissa died at the scene of the crash. Marissa is survived by her family and friends.

December 30, 2019

Gregory Pierce Blackwell, 55, Spartanburg, SC: Gregory was traveling north on Dale Mabry Highway near County Line Road when he was struck from behind by a vehicle. Gregory was taken to St. Joseph’s Hospital where he later died from injuries sustained in the crash. Gregory is survived by his family and friends.
In the past two weeks there have been fourteen fatalities on our roadways which included nine (9) vulnerable road users: five pedestrians, 1 bicyclist, and 3 motorcyclists. Although we are encouraged this number is down from the previous two weeks; we must remain vigilant in our efforts to reach Zero fatalities on our roadways. Sadly, two innocent lives where taken by drivers that decided to drive while they were impaired. In addition, a pedestrian who was a Vietnam Veteran tragically lost his life because a motorist decided he wanted to know what it would feel like to take another person’s life.

It bears repeating that all road users (motorists, motorcyclists, bicyclists, and pedestrians) need to focus on the road and follow the laws put in place to help keep Tampa Bay safe. In addition, be patient, and leave a few minutes early so you don’t have to rush - your trip will be a better experience. Be reminded to be alert and cautious as we move around this weekend in the Downtown and Bayshore Boulevard areas for the Gasparilla festivities.

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Safety in Seven

District Seven’s Bi-Weekly Crash Report Update - A Summary of Traffic Fatalities that has occurred on public highways in the Tampa Bay Region. For more information, please note names of victims highlighted in blue are hyperlinked to news stories as published by the media and text highlighted in green are hyperlinked to obituaries as available. “Safety Doesn’t Happen by Accident.” Suggestions and/or ideas to enhance safety are welcomed here or by contacting Edith Wong at 813-975-6256 or Edith.Wong@dot.state.fl.us. Please note the word “here” is hyperlinked to District Seven’s Innovation Share Point Site.

January 3, 2020

_Lastarza D. Johnnies_, 49, Tampa: Lastarza was crossing US 41 just south of Norvell Bryant Highway when he was struck by a vehicle. Following the collision with the first vehicle, Lastarza was struck by a second vehicle. Lastarza was transported to Citrus Memorial Hospital, where he later died from injuries sustained in the crash. Lastarza is survived by his family and friends.

_Name Withheld: “Due to Florida Statue 316.066 (2)(d)”: A pedestrian was walking across the westbound lanes of SR 52 when they were struck by a vehicle. The pedestrian was transported to a local hospital, where they later died from injuries sustained in the crash. The pedestrian is survived by family and friends._

January 4, 2020

_Robert Septor_, 75, Land O’ Lakes: Robert was driving northbound on Nebraska Avenue near Bearss Avenue when another vehicle attempted to overtake his at a high speed, colliding with the rear of his vehicle causing him to depart the roadway and collide with a traffic signal post. Robert died at the scene of the crash. Robert is survived by his family and friends.

January 5, 2020

_Terry Martin_, 16, Brandon: Terry was riding his bike across Parsons Avenue just south of Clemons Road when he was struck by a vehicle traveling northbound. Terry died at the scene of the crash. Terry is survived by his family and friends.

January 7, 2020

_Aviance M. Torres Guzman_, 33, Brandon: Aviance was traveling northbound on I-75 just south of Bruce B. Downs Blvd. when she failed to yield for stopped traffic and collided with the rear of a box truck. Aviance was transported to Advent Health Hospital, where she later died from injuries sustained in the crash. Aviance is survived by her family and friends.

_Henry Strachel_, 76, Holiday: Henry was driving southbound on US 19 when a car turning left from Darlington Road onto US 19 entered his path and collided with the front of his vehicle. Henry was transported to Advent Health Hospital, where he later died from injuries sustained in the crash. Henry, aka “Hawk,” is survived by his brother, nephew, family, and friends.
January 9, 2020

George Williams Gage III, 70, Tampa: George was walking northbound on Bayshore Boulevard near W. Julia Street when a drunk driver traveling in the same direction on Bayshore Blvd., The vehicle left the roadway and struck him, the impact caused George to go over the balustrade and into the Hillsborough Bay. George was transported to Tampa General Hospital, where he later died from injuries sustained in the crash. George was a wealth manager by profession, and he spent his life serving his community. He served as the chairperson of the University of Tampa's Board of Counselors, he also served on the board of directors of the H.B. Plant Museum and the Child Abuse Council. He was an active volunteer at Ronald McDonald House, as well as, a Sunday School facilitator/usher at the Hyde Park United Methodist Church. In his spare time, George enjoyed hiking, playing golf, learning piano, swimming laps, and cooking. George is survived by his loving wife of 45 years, two daughters, grandchildren, family, and friends.

January 10, 2020

Name Withheld: *Due to Florida Statute 316.066 (2)(d)*: A pedestrian was walking along the side of Aripeka Road when the driver of the vehicle made a U-turn and purposefully struck the pedestrian. The pedestrian was a Vietnam War Veteran and he died at the scene of the crash. The pedestrian is survived by his family and friends.

January 11, 2020

Anthony F. Talotta, 26, New Port Richey: Anthony was attempting to cross Little Road south of Heritage Lakes Boulevard when he was struck by a vehicle traveling northbound on Little Road. The driver fled the scene of the crash. FHP are looking for the Hit and Run driver. Anthony died at the scene of the crash. Anthony is survived by his sons, parents, sister, family, and friends.

Debra Beltramea, 46, Lutz: Debra was making a U-turn from US 41 northbound at Sunset Lane when she entered the path of another vehicle traveling southbound on US 41. Debra died at the scene of the crash. Debra is survived by her family and friends.

Dwayne M. Bastress, 55, Largo: Dwayne was driving westbound on Ulmerton Road when a vehicle turned right off Coral Way and entered his path. Dwayne was transported to Bayfront Hospital, were he later died from injuries sustained in the crash. Dwayne is survived by his family and friends.

January 12, 2020

Name Withheld: *Due to Florida Statute 316.066 (2)(d)*: A motorcyclist was traveling westbound on County Line Road approaching the intersection of Farnsworth Boulevard when they failed to negotiate a lane change and collided with the center concrete median at high speed. The motorcyclist died at the scene of the crash. The motorcyclist is survived by their family and friends.
Ernest Cwornover, 19, Eaton: Ernest was driving westbound on SR 52 approaching I-75 when for unknown reasons his vehicle left the roadway and collided with the entrance ramp sign to the interstate. Ernest died at the scene of the crash. Ernest was a graduate of Windsor High School and attended Saint Leo University where he was a lacrosse player. Ernest is survived by his parents, three sisters, brother, great grandfather, grandparents, family, and friends.

Michael James Scott, 69, Crystal River: Michael was traveling northbound on Commercial Way behind a school bus when he failed to yield when the bus stopped at a crosswalk so a pedestrian could cross. Michael collided with the rear of the bus at the intersection of Commercial Way and Bourassa Boulevard. Michael died at the scene of the crash. Mike proudly served in the United States Marines and was a Vietnam Veteran. The founder of Mike Scott Plumbing, Scott has been an industry leader amongst small businesses in the state. Michael was known as a staunch supporter of youth programs for education, athletics, and was a committed member of the communities he served. Michael is survived by his wife of 51 years, three children, sister, brothers, grandchildren, great grandchildren, family, and friends.