Meeting of the Bicycle Pedestrian Advisory Committee
Wednesday, March 11, 2020, 5:30 p.m. – 7:30 p.m.
County Center, 18th Floor, Plan Hillsborough Room

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – February 12, 2020

IV. Members’ Interests

V. Action Items

VI. Status Reports
   A. SR60/Kennedy Blvd. Access Management Study (Kara Van Etten, H.W. Lochner)
   B. Temple Terrace Curb (Vinny Corraza, City of Temple Terrace)
   C. Transportation Equity Scorecard (Kristine Williams, CUTR)

VII. Old Business & New Business

VIII. Adjournment

IX. Addendum
   A. MPO Meeting Summary & Committee Report
   B. Plant City Bike with the Mayor – March 14, 2020
   C. Tampa Bike with the Mayor – March 12, 2020
   D. Temple Terrace Bike with the Mayor – March 27, 2020

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**CALL TO ORDER**

Mr. Forbes called the meeting to order at 5:32 p.m. A quorum was present.

**Members present:** Stephen Benson, Katrina Corcoran, Lynda Crescentini, Peter Davitt, Jonathan Forbes, Richard Johnson, John Marsh, Faye Miller, Allison Nguyen, Diana Ramirez, Richard Ranck, Jaime Rubscha, Bill Sapper, Jim Shirk, Holly Simmons, Sally Thompson, Wanda Vinson, and Alain Watson

**Others present:** Michele Ogilvie and Gena Torres - Hillsborough MPO; Jiwuan Haley and Sharon Snyder - Planning Commission; Alex Henry – Florida Department of Transportation (FDOT); Monica Martin – Hillsborough County; Christine Acosta – Pedal Power Promotions; and Steven Schukraft - HDR

**PUBLIC COMMENT**

There were no public comments.

**APPROVAL OF MINUTES**

**Motion:** Approval of the minutes of January 15, 2020 (Shirk - Davitt). The motion passed unanimously.

**ACTION ITEMS**

**A. Garden Steps Action Plan (Michele Ogilvie, MPO)**

Ms. Ogilvie presented the Garden Steps Action Plan. Garden Steps is a community partnership to establish community gardens in areas identified as food deserts and to evaluate and improve transportation conditions surrounding garden sites. The MPO partnered with the Florida Department of Health, the City of Tampa Economic Development, the Coalition of Community Gardens, HART, the Planning Commission and the City of Tampa Parks Department.

Ms. Ogilvie discussed what shapes our health, trends, how planning projects can improve health, and how transportation affects health. She explained the Hillsborough County Health Atlas, which is a public tool to help communities evaluate the interconnectivity of health, environment, transportation, food environment and emergency preparedness. She presented the indicators that were noted in the beginning: health inequity, environmental inequity and transportation inequity.

Working with the City of Tampa, five signs were installed to encourage people to walk or bike to their local community gardens. Two videos were created to discuss the importance of community gardens as an access to healthy foods. A pilot community garden was planted along 22nd Street, south of Osborne. Other events included food tastings and an open house at which they made grow gardens. As a result of all this work, there are new gardens and new partners. The Hillsborough MPO was 1st runner up last year in the Healthiest Cities and Counties Challenge,
winning $50,000 for use towards expanding the project with a teaching garden in East Tampa, working with Middleton High School students to install artwork along fencing to brighten the corridor, etc.

Discussions followed regarding if beneficiaries of the 22nd Street garden are able to walk or bike to them (yes, the garden is located near HART Route #12 and there are sidewalks and walkways nearby) and if an urban farm is being built on Nebraska near Cass (yes, near the Encore project. Ms. Ogilvie stated it is part of the Coalition of Gardens).

**Motion:** Support the Garden Steps Action Plan (Shirk – Marsh). The motion passed unanimously.

V. **STATUS REPORTS**

A. **HART Arterial BRT Corridor Study (Justin Willits, HART)**

Mr. Willits stated the purpose of the HART Arterial BRT Corridor Study is to identify a corridor, using some combination of Florida, Nebraska and/or Fowler Avenues to connect Downtown Tampa to the University of South Florida (USF) Tampa campus. The goals of the study are to improve safety and transit operating conditions, improve connectivity for east-west routes, and improve local transit access for communities between USF and Downtown Tampa, including bicycle and pedestrian connectivity and signalized crossing improvements. The identified transit needs include expanded 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 plan for denser redevelopment and long-term economic growth.

Mr. Willits reviewed the timeline, coordinating efforts, initial alternatives and screenings, initial BRT alignment, and long-term BRT alignment. He discussed the Committees, the December 2019 workshop and the next steps. The HART Board anticipates a decision being made in March or April 2020.

Discussions ensued regarding if HART is incorporating capacity for bicycles on the vehicles (it will depend on the type of vehicle selected); if bike lockers are being considered (no); and, after Board approval, when do they anticipate Phase 2 beginning (it depends on the Board’s recommendation, but if they go through the Federal process, they will probably line up behind the Streetcar study).

B. **Tampa Streetcar Modernization and Extension (Milton Martinez, City of Tampa)**

Steve Schukraft, HDR, presented in Mr. Martinez’s absence.

Mr. Schukraft presented the goals of the Tampa Streetcar Modernization and Extension project, which are to modernize and extend the existing system, improve access across the core of the City, connect premier cultural and entertainment destinations, educational institutions and revitalizing urban neighborhoods, deliver first/last mile connectivity and set the stage for future extensions. He discussed the project team, project context, project status, public engagement and project coordination. He also discussed the project development, modernization and extension, extension alignment and guideway, “best lane” determination, vehicle technology, stop concepts, existing system modernization, project costs and funding, project schedule and next steps.
Discussions followed regarding what the person per hour capacity of existing versus expansion is (the vehicles have about double the current capacity and an additional 1.3 miles of track will be added); if this presentation is available on the City of Tampa website (no, it was prepared strictly for this meeting); if there will be secure bicycle parking at the stations (They’re not that far into the design but improvements will be looked at); the example of vehicles in the presentation show interior bike parking (interior configuration will be determined when the manufacturer is selected); has there been involvement from individuals with mobility issues (Some citizens with mobility issues have attended meetings. New vehicles will be easier to access.); will the BRT and Streetcar schedules be synchronized (working on synchronizing the schedules so riders can use both); if the State will pick up half of the non-federal portion if HART doesn’t receive the FTA Small Starts grant (yes, they pay half if there’s no federal funding received); if it is possible to add another extension to the list, like to the Westshore area (yes, the All for Transportation money would help fund extensions faster than if they had to request federal funding).

C. Vision Zero Speed Management Study Update (Gena Torres, MPO)

Ms. Torres provided the Vision Zero Speed Management Study Update. Florida is the most dangerous state for pedestrians and bicyclists in recent history, having eight of the nation’s Top Ten most dangerous metro areas for pedestrian fatalities. On average, a person is dying on Hillsborough streets every other day. This is unacceptable and preventable!

Ms. Torres reviewed the data results and the speed management action plan. She explained that speed management plans are data-driven, apply road design, include traffic operations and safety measures, set “appropriate/rational/desirable/safe” speed limits, institutionalize good practices, support enforcement efforts, have effective outreach and public engagement and cooperation by traffic safety stakeholders. She also explained the US method of setting speed limits and the results of speed limit reductions. Ms. Torres reviewed an example of posted speed and context class assessments and the speed management countermeasures, such as road diet, speed humps, roundabouts, raised/refuge islands, intelligent transportation systems, supportive enforcement techniques, etc.

Ms. Torres discussed corridor prioritization and how the Top 20 High Injury Corridors were evaluated. Some of the prioritization factors include posted speed versus context classification, regional equity, crash history, and proximity to schools. She reviewed the crash statistics between 2014 and 2018 as well as the priority matrix. Task 4 will be to identify the next top 30 High Injury Corridors. The next step is to finalize the Action Plan.

Ms. Torres briefly touched on the design of Bayshore Blvd. While Ms. Torres is proud of the work the City is doing along Bayshore, since it’s considered a linear park, her recommendation is to design it like a park. She would like to see the passion about Bayshore Blvd. spread to other communities that have troubled roadways.

Discussions followed regarding whether ticket pricing should be based on the jurisdiction where it is received (Ms. Torres feels that may be considered profiling and stated speed cameras don’t profile drivers); if we should follow other countries’ examples of installing speed limit signs per lane; where is the fatal and serious injury crash data for the next top 30 matrix from (it is from the same source as the top 20 and is based on the number of fatal or serious injuries per mile gathered from five years of crash data); based on the latest red light camera article, has the MPO had conversations with the Sheriff’s office (the MPO hasn’t taken a stand on red light cameras, but Ms. Torres will bring the subject up at the next Community Traffic Safety Team (CTST) meeting); and an explanation on automated speed enforcement technology (Similar to
red light cameras, drivers receive a ticket due to cameras detecting them speeding on roadways; however, this technology is currently not allowed in Florida.)

D. Update on Bicycle Friendly Businesses (Christine Acosta, Pedal Power Promotions {PPP})

Christine Acosta updated the Committee on the Bicycle Friendly Businesses in Tampa. The League of American Bicyclists recently announced Tampa is #2 in the nation on the list of Bicycle Friendly Businesses, just behind Ft. Collins, CO. She announced that Tampa International Airport (TIA) has been awarded a bronze Bicycle Friendly Business and it is the first airport in the nation to receive this designation. The airport is a huge employment center for Tampa, with over 10,500 employees who make over 2.6 million trips to the airport on an annual basis. The airport is very keen on sustainability and resiliency. Along with their healthcare plan, PPP found the airport to be an exceptional fit and they received a tremendous amount of support from Mr. Lopano and the executive team.

PPP conducted a bicycle parking study which showed uncovered parking with no shade and access from Hillsborough Avenue. In addition to providing an update on the work that is happening, Ms. Acosta thanked Mr. Reynolds for participating in the airport’s bike safety event. Mr. Reynolds provided a map of Hillsborough County so employees could correlate their home to the airport, showing the connectivity that isn’t yet in place, but is coming. The Bike Rack Improvement Plan in the employee parking lot was approved by the airport. Riders can access the secured, restricted access Bike Rack from Hillsborough Avenue or Cargo Road and take the shuttle bus to the main terminal. Riders will now have sheltered bicycle parking and a repair station, thanks to the Florida Department of Transportation (FDOT). Two prime parking spots were displaced to allow for parking for 16 bicycles, which is pivotal and cause to celebrate that major influencers in our community are beginning to realize the need for multimodal transportation and support the dignity of those that don’t have a choice of transportation.

Discussions followed regarding how passengers would get to the terminal, should they choose to ride their bicycle (Bicyclists can park at the rental car facility and take the people mover or the shuttle bus) and how many bicycles were on sight during the study (approximately 25-30 so they knew there was a need. They started with a 16-bike rack but have the potential to do a vertical or double decker rack).

Ms. Acosta also shared a custom bike mapping of Avion Park where they recently certified four hotels. Park owner McKibbon Hospitality is a hotel management company and is a huge sponsor of OnBikes, a local nonprofit. Because of that, PPP works with them to garner additional support for their employees and their guests in support bicycle tourism.

VI. OLD AND NEW BUSINESS

A. BPAC 2019 Attendance Review (Wade Reynolds, MPO)

The Committee members are meeting their attendance requirements. There currently are no vacancies to declare and there was a quorum at every meeting last year. Mr. Forbes thanked the Committee for their attendance.

B. BPAC UPWP Motion (Wade Reynolds, MPO)
Mr. Reynolds addressed last month’s motion regarding a best practices study on road maintenance and stated the Committee can’t compel the City of Tampa, Hillsborough County or FDOT road maintenance staff to make a presentation; however, they can be interviewed, asked what they are doing with the resources they have and what they may be able to do in the future in terms of frequency of sweeping, what sweeping can and can’t accomplish, what the best practices are for different types of roadways, etc. The original motion was to request a study be conducted on the maintenance plans, equipment and facilities (flexible delineators, rumble strips, etc.) and schedule for street cleaning for Hillsborough County (inclusive of municipalities), to include presentations from Hillsborough County and the City of Tampa street maintenance departments. The only part that can’t be done is to request presentations if the agencies choose not to. Mr. Reynolds wants to make sure all have the same understanding.

C. OurStreets App (Wanda Vinson)

Ms. Vinson informed the Committee of the OurStreets app, which works with the League of American Bicyclists and gives the general population the opportunity to anonymously report different issues, such as a bike lane is blocked, not enough accessible parking for disability, distracted driving, red light runners, etc. Users send the report through the app and the app communicates the information to the appropriate stakeholder. If enough people use the app, planners could design the infrastructure around these reports and change the planning of the City.

Ms. Vinson would love to see the City communicate with OurStreets, because OurStreets is trying to communicate with the City as they receive these reports. The more people that use the app, the better information they will get.

Mr. Reynolds stated both the City of Tampa and Hillsborough County have their own reporting system for roadway and other issues, but he doesn’t know the compatibility of their systems with other systems. Mr. Vinson feels the benefit of using OurStreets is it is one place to submit a report and they contact the appropriate stakeholder. Mr. Ranck hasn’t heard any discussion within the County about using this app but does see the benefit of it. The County’s reporting system is more for maintenance issues, such as potholes and street sweeping, not for infractions likes parking in the bicycle lanes. Ms. Vinson will reach out to OurStreets to ask if there is a way for the company to make a presentation to City Council.

D. Tri-County BPAC Meeting (Wade Reynolds, MPO)

Beth Alden, Executive Director of the Hillsborough MPO, and Whit Blanton, Director of Forward Pinellas, would like more involvement at the Tri-County BPAC from elected officials. As the meetings are currently held on Wednesday evenings, it was suggested to have the meetings coincide, once a year or on an as-needed basis, with the Transportation Management Area (TMA) Leadership Group meetings, which are from 11:30 AM – 1:00 PM. The meetings may be at the County Center, or in Pinellas or Pasco County. An informal poll was conducted, and 13 members were interested in moving the meeting time. Mr. Reynolds will work with officials in Pinellas and Pasco Counties to schedule one of the next meetings in conjunction with the TMA meeting.

Mr. Shirk announced Tina Russo is now working for Pinellas County.

VII. ADJOURNMENT

There being no further business, the meeting was adjourned at 7:23 p.m.
Board & Committee Agenda Item

**Agenda Item**
SR 60 / Kennedy Blvd. Access Management Plan

**Presenter**
Kara Van Etten, FDOT GEC Project Manager

**Summary**
Florida Department of Transportation (FDOT) will provide an overview of the Kennedy Boulevard project, an access management and urban corridor improvement project from Westshore Boulevard to Woodlynne Avenue (437644-1-52-01). This presentation will review median modifications and urban corridor improvements along Kennedy Blvd. Improvements include 6’ sidewalks, intersection lighting, intersection geometry, driveways, ramps and crosswalks.

Additionally, a brief overview and timeline of upcoming a new traffic signal at Rome Street, a resurfacing, restoration and rehabilitation (RRR) project along the Kennedy Blvd corridor (West Shore Blvd. to Church Street) and another to the east (Woodlynne Ave to Brevard Ave) will be provided.

These projects implement some recommendations of the SR60/Kennedy Boulevard Multimodal Safety Review approved in 2017.

FDOT is hosting a public workshop on March 25, 2020 from 3:30 PM to 6:30PM at Everglades University, 5010 W Kennedy Blvd., Tampa FL 33609. A Virtual Public Hearing will be held in May.

**Recommended Action**
None; for information

**Prepared by**
Lisa Silva, AICP, PLA

**Attachments**
SR 60 Kennedy Blvd Access Management Project map
SR 60 (KENNEDY BLVD) FROM WEST SHORE BLVD TO WOODLYNNE AVE
MEDIAN IMPROVEMENTS
Board & Committee Agenda Item

**Agenda Item**
Temple Terrace Curb

**Presenter**
Vinny Corraza, P.E., Temple Terrace City Engineer

**Summary**

Many city streets have *Miami Curbs*, also known as a Florida Department of Transportation (FDOT) Drop Curb, which look like a concrete gutter and channel the water into a storm drain/curb inlet. These were popular in the past to allow driveway connections anywhere along a neighborhood road. With the increase of technological distractions in today’s world, Miami Curbs do little to protect pedestrians from getting hit by distracted drivers who may accidentally swerve off the road.

The City has proposed a pilot solution to retrofit these Miami curbs with a vertical curb (a header curb or an FDOT Type D curb) which a driver would bump into before driving up onto the sidewalk and hitting a pedestrian. It effectively is your standard curb and gutter (or FDOT Type F curb) but instead of replacing old technology, the city is augmenting what’s already in the ground.

**Recommended Action**

None. For information only.

**Prepared By**

Wade Reynolds, MPO Staff

**Attachments**

Article – Temple Terrace Curb
What is a Temple Terrace Curb? – Bike/Walk Tampa Bay

In today’s technology-driven environment, drivers are more distracted due to their attachment to smart devices. According to the Center for Disease Control, approximately nine people are killed and more than 1,000 are injured in reported crashes involving a distracted driver every day in the United States. In 2016, almost 6,000 pedestrians were killed by distracted drivers, averaging one pedestrian death every 1.5 hours.

As a signatory of the Tampa Bay region Vision Zero Hillsborough, the Temple Terrace City Council has set a goal of reducing traffic fatalities and serious injuries to zero. Under that guidance, the City of Temple Terrace Engineering staff has piloted an innovative way of addressing pedestrian safety with the introduction of **THE TEMPLE TERRACE CURB**.

Curb diagrams courtesy of City of Almonte Springs (FL) Public Works Engineering.

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The City has proposed a pilot solution to retrofit these Miami curbs with a vertical curb (a header curb or an FDOT Type D curb) which a driver would bump into before driving up onto the sidewalk and hitting a pedestrian. It effectively is your standard curb and gutter (or FDOT Type F curb) but instead of replacing old technology, the city is
augmenting what’s already in the ground.

A sample retrofit was installed with the construction of a new sidewalk on East 113th Avenue that allows access to the Temple Terrace Soccer Fields and provides an additional pathway to and from Greco Middle School. The base of the sidewalk was raised to the top of the curb to create a reinforced vertical bumper to alert and prevent wayward drivers from crashing into a pedestrian.

Initially, the City was averse to laying in new sidewalk at grade/level with the vehicular travel lane even though there would be a landscape strip/buffer. The plans for this project called for installing a standard curb and gutter (FDOT Type F Curb) to provide a 6” vertical curb. However, after discussions with contractors during the bidding period, the city decided to revise the quote package to retrofit the Miami Curb with the Temple Terrace Curb to mimic the F-Curb for a significant cost savings of 40%.

### City of Temple Terrace Curb Comparison

<table>
<thead>
<tr>
<th></th>
<th>Average Bid Price with Temple Terrace Curb</th>
<th>Initial Plan Estimated Cost with F-Curb</th>
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</thead>
<tbody>
<tr>
<td>Temple Terrace Curb</td>
<td>790 LF</td>
<td>$25,256.30</td>
</tr>
<tr>
<td></td>
<td>Remove and Replace with Type F Curb</td>
<td>790 LF</td>
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<tr>
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<td>$41,870.00</td>
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**Temple Terrace Cost Savings:** $16,613.70 (40%)

Demonstrated savings to tax payers by using this modified curb approach.

The Temple Terrace curb is a cost-effective retrofit that provides a vertical barrier separating the vehicular traffic from the pedestrian traffic that did not exist with the Miami curb. To pursue the goal of Vision Zero by reducing traffic fatalities and serious injuries to zero, a new Engineering tool can be deployed.
Agenda Item
Transportation Equity Score Card

Presenter
Kristine Williams and Tia Boyd, CUTR

Summary
Metropolitan planning organizations (MPOs) use a variety of methods to ensure that regional transportation plans and projects meet regional transportation needs. Increasingly, MPOs are also evaluating proposed projects from an equity perspective. Equity is a representation of fairness and requires the equitable distribution of benefits and burdens. The Federal Highway Administration (FHWA) describes equity in transportation as follows (FHWA, 2019):

“Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members. A central goal of transportation equity is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved... An equitable transportation plan considers the circumstances impacting a community's mobility and connectivity needs and this information is used to determine the measures needed to develop an equitable transportation network.”

MPOs examine projects for equity impacts in the context of issues such as access to opportunity, safety, mobility, affordability, health, and the environment. Some MPOs are moving beyond traditional project prioritization and are using equity measures to identify projects of benefit to transportation disadvantaged populations, referred to here as communities of concern (COCs). COCs may include any persons who may be considered transportation disadvantaged, including low-income, minority, elderly, young, disabled, zero-vehicle, Limited English Proficiency (LEP), single-parents, and rent-burdened households. The term “equity areas”, as used in this report, refers to locations with a high proportion of COCs or areas having special needs that could be partly addressed through transportation investments, such as areas with high instances of asthma, obesity, diabetes, or other health concerns.

Methods used by MPOs to identify and prioritize projects of benefit to COCs vary in scope and effectiveness. Therefore, MPOs can benefit from a project screening and prioritization tool focused on equity that builds upon national best practices. This technical memorandum summarizes important factors for such a project evaluation tool. The factors are grouped into categories of importance to equity assessments,
including access to opportunity, health and environment, safety and security, affordability, mobility, and other important impacts. An additional category, burdens, measures potential adverse impacts on COCs, including cumulative or disproportionate impacts, barrier effects, and noise or emissions. These categories form the basis for a project equity scorecard, to be developed in subsequent tasks.

The scoring system for this tool is based on the concentration of COCs.

**Recommended Action**
Review and Comment as needed

**Prepared By**
Michele Ogilvie, MPO staff

**Attachments**
None
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 18th Floor, Planning Commission Board Room.

The following members were present:

Commissioner Les Miller, Commissioner Pat Kemp, Commissioner Ken Hagan, Charles Klug, Councilman Joseph Citro, Michael Maurino, Commissioner Kimberly Overman, Janet Scherberger, Commissioner Mariella Smith, Mayor Rick Lott and Joe Waggoner.

The following members were absent: Cindy Stuart, Mayor Mel Jurado, Councilman Luis Viera, Councilman Guido Maniscalco and Adam Harden.

A quorum was met.

APPROVAL OF MINUTES – January 7, 2020

Chairman Miller sought a motion to approve the January 7, 2020 minutes. Commissioner Kemp so moved; it was seconded by Commissioner Overman and adopted.

PUBLIC COMMENT

There were two public comments. Laurel Urena, who lives in North Ybor, spoke in opposition of the proposed ramp to 14th/15th Streets from I-4. She is a small business owner and her background is in environmental engineering. She emphasized that the North Ybor area is not designed for capacity that would be pushed on the community by the building of a ramp to I-4. For the safety and health of the community she is asking to prioritize the stakeholders and citizens.

Chris Vela from Ybor City spoke about the environmentally friendly noise walls white paper. He pointed out that most of the walls in the report are not in the U.S. and very theoretical. These walls are not restorative to the neighborhood. If they build these walls it will permit large roads. He personally does not want TIF funds to go into a wall for an interstate.

COMMITTEE REPORTS, ONLINE COMMENTS

Bill Roberts, CAC Chair, presented an update from the CAC. The committee had its annual election of officers and he was re-elected as Chairman for another year. Rick Fernandez was elected as Vice Chair and Steven Hollenkamp was elected Officer at Large. The attendance report was reviewed and it was determined there need be no seats declared vacant on the CAC. Under action items, the CAC has
approved and forwarded to the board a few items. The environmentally sensitive noise walls white paper was reviewed and discussed at length and they recommend the following amendments. First, they ask that the MPO Board consider traffic noise at its origin. The CAC also added the benefit and cost analysis of solar panels which could be attached to the noise walls to offset the cost. Finally, the CAC asked that you consider the impact 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 in the next week’s meeting. There are two new appointments and two re-appointments on the agenda today for the CAC members, and they encourage the MPO Board to help fill out the CAC membership. The members expressed interest in a couple of items. There was a request to get further data on roundabouts and traffic patterns in and throughout Hillsborough County. Mr. Fernandez asked for an update on the status of the Boulevard study. Finally, Rick Richmond, our Hillsborough CAC representative to TBARTA’s CAC, gave a brief report of the status on the ongoing Regional Rapid Transit (RRT) Study project. The RRT project has scaled down to 12 or 13 stations along the proposed route.

Wanda West, MPO Staff, reported on behalf of the other committees. She said that last month the committees held their annual elections of officers and member attendance. The TAC re-elected Jeff Sims as Chair, Mike Williams as Vice Chair and Tony Garcia as Officer at Large. The BPAC re-elected Jonathan Forbes as Chair and Jim Shirk as Vice Chair. LRC re-elected David Hey as Vice-Chair and Cathy Coyle as Officer at Large. The ITS Committee elected Brandon Campbell as Chair, Brian Gentry as Vice Chair and Jeff Sims 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.

The committees reviewed and recommended approval of the 2020 Safety Performance Targets and the Environmentally Friendly Noise Walls White Paper which are action items on your agenda today. The LRC approved the White Paper, supported transmittal, and strongly encouraged forming a noise wall working group; the LRC volunteered to participate with this working group. They also received a refresher on Roberts Rules of Order and received a status report on FY 21 & 22 Unified Planning Work Program Call for Projects; the LRC will revisit this item at their next meeting. The ITS Committee dedicated its meeting to host a workshop discussing the recently launched Clear Guide Data and Analytics Platform.

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

Consent Agenda

Chairman Miller sought a motion to approve the Committee Appointments. Commissioner Overman moved; it was seconded by Commissioner Kemp and adopted.

ACTIONS ITEMS

A. Environmentally Friendly Noise Walls White Paper

Michele Ogilvie presented the research paper on Environmentally Friendly Noise Walls. There was research showing that noise affects public health. Noise walls are used to buffer homes and other sensitive land uses. Noise walls can reduce traffic noise as much as half, are most effective within 200 feet of a highway, and reduce noise levels for people living next to the highway. Noise sensitive land uses include homes, schools, parks and churches. Noise does affect human health with things like sleep disorders, heart disease, hypertension, cognitive impairment and hearing loss. The Health In All Policies resolution that this MPO has adopted asks us to consider air quality.

The white paper has a great deal of discussion on air quality including traffic emission impacts and health risks. Walls can do more than just reduce noise; they do provide some health benefits and reduce pollution concentration. In our data, there is a prevalence of asthma that appears higher in the general vicinity of I-
4 and I-275. There are other technologies that the white paper suggests. One of them is a SMOGSTOP Barrier which is used in Canada and United Kingdom. Some of the mitigation suggestions in the white paper are trees that mature to a height taller than the height of the barrier and thereby act as a vertical extension, improving the capability to reduce air pollutants. Other opportunities are solar panels and living barriers.

There were a few comments from the committees. The Citizens Advisory Committee asked for three things: to consider mitigation of noise and speed at their origins; look at a benefit and cost analysis of solar panels; and consider impacts to the natural environments. In addition, the Livable Roadways Committee supports the formation of a Noise Wall Working Group to follow up on the paper’s recommendations.

The recommendation is to 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 address the other MPO committee’s requests with this LRC subcommittee.

Commissioner Overman questioned if FDOT would pay for the noise walls and if these noise walls have been deemed reasonably priced. As part of the SEIS it would be a recommendation that these be implemented to protect our citizens. Commissioner Kemp noted the importance of walls absorbing the pollution on neighborhoods and questioned the use of solar panels on the walls. She is supportive of the noise walls but opposed to neighborhoods funding the noise walls.

Chairman Miller sought a motion to approve the Environmentally Friendly Noise Walls White Paper along with the committee recommendations. Commissioner Smith so moved; it was seconded by Commissioner Kemp and adopted.

B. 2020 Safety Performance Targets

Johnny Wong, MPO Staff, stated he will recap the 2019 crash performance and present the 2020 safety performance targets. The target setting process is required every year. This is the third year we are doing it. There are four things that have occurred since the 2019 safety target adoption. There was a comprehensive speed management study; there have been some high-impact safety improvements put on our high crash corridors; transportation sales surtax project plans were approved; and the It’s Time Hillsborough 2045 LRTP was adopted. There is a process and schedule for Safety Target-setting. On September 5, 2019, the FDOT submitted to the FHWA a calendar-year 2020 target of ZERO for all five safety performance measures. No later than February 27, 2020 the MPO must establish safety targets for calendar-year 2020, i.e. within 180 days after the state establishes targets. FHWA will assess whether the state met or made significant progress toward meeting the targets and will report findings by March 31, 2021. Toward the end of 2019, we hosted a workshop in our office and there were a number of MPO’s in attendance, FHWA staff, DOT staff as well nationally recognized vision zero experts, and we shared what our target-setting methodology has been over the past three years. Following that workshop, FHWA informed us that they are going to nominate us for our target setting methodology to be a best practice. To calculate the expected safety performance for 2020, we look at ten years of performance crash data and compose a linear projection to forecast what our performance will be in future years. Once we have the number, we apply a crash reduction factor that we generated from our 2045 Plan needs assessment work, and that gives us what the expected performance will be at the end of the year based on a certain level of safety funding. We calculated that if a certain level of safety funding holds through the year 2045, the impact that we can expect to have will be to reduce crashes by 35 percent, by putting down safety features on our high crash corridors. This is an annual crash reduction of 2.1 percent. The Fletcher Avenue and 50th Street safety improvement projects proved to be highly effective according to our crash performance data. The annual fatalities target projected thru 2020 is less than 209. The fatalities target on a 5-year rolling average is fewer than 204. The motorcycle fatalities target on a 5-year rolling average is
44.50. This is a new, optional target we’re proposing due to the fact that motorcycle fatalities have increased. The serious injuries target is required by FHWA, and the 5-year rolling average is 1255. The nonmotorized fatalities and serious injuries target is required also, and the 5-year rolling average is 222. Another required target is the fatality rate per 100MVMT and the 5-year rolling average is 1.41. The last required target is the serious injury rate per 100MVMT and the 5-year rolling average is 8.70. Dr. Wong provided a report card on performance measure. The recommended action based on the adopted methodology is to approve the calendar-year 2020 safety targets.

Commissioner Smith commented on how to make these targets more ambitious, and asked if we could bring this back next month for consideration with a more ambitious target. Gena Torres commented on Vision Zero and then pointed out that they will share some effective projects that you can see the reduction on serious fatalities in the status report presentations. Commissioner Kemp inquired if the MPO can continue to work on these targets. Beth Alden agreed Commissioner Smith brought up very important points that don’t require a lot of capital investment; they will however need cooperation from other groups. Ms. Alden suggested a summit to talk to leadership who could make a difference with these kinds of policies. Commissioner Kemp commented that to bring down the vision zero rate you need to increase transit. Mayor Lott stated we need to do everything we can and to add in all categories to get to zero. Mayor Lott does not see great improvements in the Tampa Bay Area as he does in the areas of the state. Commissioner Miller commented that the improvements in other areas are from the political leadership in Tallahassee. He questioned the motorcycle fatalities. Commissioner Smith stated she is fine with accepting the report for a 5-year average but we should not accept a target to expect the same results.

Chairman Miller sought a motion to approve 2020 Safety Performance Targets. Mayor Lott so moved; it was seconded by Mr. Waggoner and the Motion carried nine to two. Commissioner Smith and Commissioner Kemp voted no.

C. New Legislative Positions

Beth Alden, MPO Executive Director, pointed out in the packet a copy of a letter that was transmitted last year to our legislative delegation. Since that time, two potential legislative positions for consideration have recently come forward. They are in the form of two other letters from MPOs. One letter is from Forward Pinellas and it is about Senate Bill 1000 and House Bill 1371 on Traffic and Pedestrian Safety, which would tie the hands of our traffic safety engineers, who would no longer be able to use rapid flashing beacons as a safety treatment to improve the safety of pedestrian crosswalks. Ms. Alden would like to bring to consideration that we would take a position similar to Forward Pinellas in asking the legislature to not tie the hands of our safety engineers to continue to allow us to use rapid flashing beacons where they are deemed appropriate to our engineers. The second position is from the Miami Dade TPO. They are proposing that there be a change to the statute about the use of toll revenue from high occupancy toll or express lanes. Today the Florida Statute allows that toll revenues can be used for express bus service on the highway where the tolls are collected, after other priorities have been paid off. Miami Dade TPO is proposing that the language be broadened a little to transit in general, not just limited to express bus service operating on that highway. Ms. Alden seeks direction on whether Hillsborough MPO should take either or both positions. Commissioner Kemp questioned broadening the use of toll revenues beyond express buses.

Chairman Miller sought a motion to approve the new Legislative Positions. Commissioner Smith so moved; it was seconded by Commissioner Hagan and the Motion carried ten to one. Commissioner Kemp voted no.
STATUS REPORT

A. Making Progress on Safety

Gena Torres, MPO Staff, introduced the series of presentations about how to make more progress towards the vision of zero deaths.

Bob Campbell, Transportation Engineer for Hillsborough County, introduced the history of Fletcher Ave. The MPO in 2010 recognized this as the highest severe-crash corridor in Hillsborough County. Based on that study Hillsborough County decided to do a study on Fletcher from Nebraska Avenue to Bruce B Downs. As a result of this they also developed a project with three critical components in roadway safety: engineering, enforcement and education. The Hillsborough County Sheriff’s department was actively involved because they wanted to improve the safety problem on one of the roads, so they were involved in the inception of this project, and implementation after the project was completed, including the education and enforcement component. The University of South Florida, through CUTR, also helped with education. District 7 was involved in the inception of this project and helped get the funding. Also, at their request, this project incorporated a number of innovative and creative ideas safety. These ideas are now incorporated in various manuals statewide as well as Federal Highway Administration publications. Wade Reynolds will now present the result of this particular project.

Wade Reynolds, MPO Staff, explained Fletcher Avenue Complete Street Before and After Study. The research objectives on Fletcher Avenue were how individuals use crosswalks along Fletcher Avenue. The willingness of individuals to properly use the crosswalks, opinions about crosswalks, including motivators and barriers to using crosswalks as designed, and barriers individuals experience related to not properly using the crosswalks. This study was done in November and December 2018, and a number of observations came out of this study. The December 2018 observation showed 83.4 percent of people use the crosswalk to cross the street and almost 90 percent push the crosswalk signal button. The observation also showed very few bicyclists wore a helmet and most are biking on the sidewalk. While looking at the mode of transportation, almost 78 percent were pedestrians and only 9 percent of the pedestrians and bicyclists were distracted. Almost 98 percent of motorists yielded at the mid block crossings. The intercept surveys showed the top reasons for traveling along Fletcher Avenue were retail, and to and from work. 66 percent of the people were within one mile of their destination. Mr. Reynolds went over the barriers to using crosswalks and perceptions of crossing Fletcher Avenue, trustworthy people, knowledge of Florida Traffic Laws, reasons for not using crosswalks, safe and unsafe feelings and reasons associated with crosswalks. In conclusion, more pedestrians and bicyclists were observed using the crosswalks and pushing the crosswalk button compared to previous years, less distraction, felt safer yet there are still people that cross outside crosswalk. The interviews indicated more crosswalks, police intervention, and education would make people more likely to use the crosswalks.

The complete streets improvements were as follows: 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 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 and education of the public and high visibility enforcement. On average, the daily traffic volumes on Fletcher Avenue have increased since the completion of the project, the average speeds of vehicles decreased within the study segment and the average travel time 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 were 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 and bicycle crash rate decreased. The severity of the pedestrian and bicycle crashes was also reduced within the project area.
Commissioner Kemp commented on the am and pm travel and increased speed.

Peter Hsu, FDOT Traffic Safety Engineer, announced on March 16th at 9am DOT and county will welcome a high-level USDOT official. They are going to use Fletcher Avenue to talk to the nation about to address ped bike safety. Mr. Hsu followed up on Johnny Wong’s presentation on the 2020 Safety Performance Targets and said the numbers of fatalities this January has reduced more than 15 percent in Hillsborough county and 30 percent total in District 7 compared to last January.

Mr. Hsu presented the safety improvements on Busch Boulevard from Dale Mabry Hwy to N 56th St. Busch Blvd is a principal arterial and it has mix of context classifications like suburban residential and commercial and urban general. There needs to be a balance between safety and operations. The multi approach to safety is engineering, education and enforcement. The Bike Walk Tampa Bay launched a marketing and education campaign along Busch Boulevard in 2019. There was a speed enforcement grant from FDOT on Busch Blvd and recently completed resurfacing project on West Busch Blvd and also included corridor wide safety enhancements. FDOT is exploring the feasibility of incorporating context classification corridor timing along Busch Boulevard. There is upcoming project on East Busch Blvd where they are adding a raised median and pedestrian-hybrid beacons (PHB) for pedestrian crossings. PHBs has yielded positive results showing crashes went down significantly after construction was completed. Upcoming corridor improvements will include speed management strategies for target speed of 35 mph on West Busch Blvd, access management and fill in sidewalk gaps. Additional actions will include exploring potential PHB installation at W. Busch Blvd and North Rome Circle and reducing curb radii at North Nebraska Avenue. Studies found that the addition of raised medians, speed feedback sign and increased enforcement resulted in an average speed reduction of 4.5 MPH on West Busch Blvd. Anticipated benefits to East Busch Blvd are that speeds will be reduced by at least 5 MPH which will eliminate approximately 13 crashes annually.

Michael Maurino inquired about the contact classifications and where on the corridors is 3C, 3R and C4. Commissioner Kemp commented on the lack of funding and what can we do to get more funding. Beth Alden responded this is what will be covered in the MPO Board Workshop next month.

Paula Flores, MPO Consultant, presented an update on the Speed Management Study. The first goal is to update policies, standard and procedures to foster a culture of safety in planning and design of the transportation system. The second goal is to create a safe multimodal transportation system through good design, lighting and connected facilities. This is important because Florida is the most dangerous state for pedestrians and bicyclists in recent history. The data tells us that 75 percent of fatal crashes occur on roads with posted speeds of 40mph, 75 percent of fatal and serious injury crashes occur on one-third of our roads, 33 percent of fatal crashes involve aggressive driving and one-third of pedestrian crashes result in death or incapacitation. Speeding kills more than 10,000 a year. The goal of this study is to improve public health and safety by reducing road fatalities and serious injuries. The desired outcomes are to improve safety experience, increase awareness, institutionalize good practices, identify supportive policies, programs and infrastructure improvements to meet safety goal and to obtain cooperation and support of stakeholders. The speed management action plan is stakeholder involvement, speed management practices, corridor prioritization, next 30 high injury corridors and speed management action plan. Ms. Flores reviewed the crash statistics and communities of concern. They started with the top 20 crash corridors and prioritized according to the performance level. They were able to identify the next 30 and prioritize the next 30 high injury corridors and priority matrix. The next step will be to establish a speed management action plan.

Commissioner Kemp noted other cities have reduced their speed. Commissioner Smith thanked MPO Staff and consultants for the surprise take-aways from today’s reports, which can help with policy decisions. Gena Torres stated they will bring the next steps to the Policy Committee for action.
Executive Director’s Report

Beth Alden noted the next MPO Board meeting is on March 3rd at 9am, followed by the HART/MPO Joint Board Meeting: Tour of Sun Rail on March 5th at 8am. The Tampa Bay TMA Leadership Group Meeting is on March 6 at 9:30am. The MPO has found some great speakers to attend the upcoming Managed Lanes Workshop including Stantec, Todd Littman with Victoria Transport Policy Institute, and Kate Mattice with the Northern Virginia Transportation Commission. The workshop will have to be postponed from May 29 and a new date will be proposed soon. On March 24, there is a TIP Priority board workshop in the Plan Hillsborough Room.

OLD & NEW BUSINESS

Roger Roscoe, FDOT Staff, pointed out the public notice on the Tampa Interstate Supplemental Environmental Impact Statement. There are two public hearings in February. Session one is February 25 5-7pm at HCC Dale Mabry Campus and Session 2 is on February 27 at Port Tampa Bay Cruise Terminal #6 5-7pm.

Cameron Clark, MPO Attorney, will be presenting the Annual Evaluation of the Executive Director in the April meeting.

Mr. Maurino commented on TDM strategies for the I-275 interchange and Ms. Alden responded that the TIP manager will be in touch to discuss.

ADJOURNMENT

The meeting adjourned at 11:14 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on February 19

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

✓ Garden Steps Action Plan
✓ Transportation Improvement Program Amendment: Roadway Improvements to I-75 Northbound on-ramp from US 301 Northbound
✓ Resilient Tampa Bay: Transportation Pilot Project

The CAC heard status reports on Induced Demand and Transit Major Projects: Next Steps.

Meeting of the Technical Advisory Committee (TAC) on February 17

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

✓ Transportation Improvement Program Amendment: Roadway Improvements to I-75 Northbound on-ramp from US 301 Northbound
✓ Resilient Tampa Bay: Transportation Pilot Project – After some discussion, the TAC recommended approval with slight modifications to the wording of the action. The revised language was to ACCEPT the report and to request that implementing entities STRONGLY CONSIDER mitigation strategies.

The TAC heard status reports on Transit Major Projects Next Steps, and on the Tampa Interstate Study Supplemental Environmental Impact Study. The Committee had some discussion of the new proposed exit ramps at 14th and 15th Streets.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on February 12

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

✓ Garden Steps Action Plan

The BPAC heard a status reports on Induced Traffic, the HART Arterial BRT Corridor Study, the Tampa Streetcar Modernization and Extension, the Vision Zero Speed Management Study, and on the Bicycle Friendly Business program.
Meeting of the Livable Roadways Advisory Committee (LRC) on February 26

The LRC approved and forwarded to the MPO Board:

✓ Garden Steps Action Plan
✓ Resilient Tampa Bay: Transportation Pilot Project Motion: Strongly recommend that implementing entities evaluate and incorporate wherever possible, in a timely manner.
✓ UPWP Update Motion: Recommend consideration of Right Size Parking Calculator; Best Practices in Electric Vehicle (EV) Charging; Continue audits for remaining schools in School Safety Study and Safety/Park Speed Zone.

The LRC heard status reports on Induced Demand, the HART Arterial BRT Corridor Study, and their upcoming Painted intersections/Crosswalks to Classrooms Field Trip.

Meeting of the Transportation Disadvantaged Coordinating Board on February 21

The TDCB reviewed and approved the Annual Evaluation of the Community Transportation Coordinator. The Coordinator met all standards of the evaluation. The most notable accomplishment is Road Calls - the standard has been met for the first time since 2013. This is a positive result of the Board of County Commissioners' investment in replacement buses. The service also received an overall satisfaction rating of 98% from its clients!

The TDCB also approved and forwarded to the MPO Board:

✓ Resilient Tampa Bay: Transportation Pilot Project
✓ Garden Steps Action Plan

The TDCB also learned that use of Saturday service is growing rapidly; it now averages 60 trips a day. The TDCB noted that this is a "million percent increase" from zero trips. They thanked the MPO for their support and the BOCC for their funding of the new service.

The TDCB also heard status reports on the HART Arterial BRT Corridor Study, and the MPO's Unified Planning Work Program FY 21 & 22 UPWP Call for Projects.
The City of Plant City is gearing up for our annual celebration of...

Join us for

**Bike with the Mayor**

Rick Lott

Meet up | 6:30a
Ride with Mayor Lott | 7:30a

on Saturday
March 14, 2020

This FREE event is a 3.5 mile ride that will start and end at the John R. Trinkle Center, 1206 N Park Road, on the Plant City HCC campus.

Helmets are strongly encouraged for all participants. **Helmets are required for participants under age 16.**

For more information, contact Plant City Parks and Recreation Department at 813.659.4255.

This year’s ride is being held in conjunction with the Plant City YMCA’s annual Dean’s Ride fundraiser.

**FREE T-Shirt**

for the first 50 Mayor’s ride registrants!