Meeting of the Livable Roadways Committee
Wednesday, March 25, 2020, 9:00 a.m. – 11:00 a.m.

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I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – February 26, 2020

IV. Status Reports

   A. SR 60/Kennedy Blvd. Access Management Plan (Kara Van Etten, H.W. Lochner)
   B. Selmon Greenway Masterplan Update (Anna Quinones, THEA)
   C. THEA Project Update and PD&E Advance Notification for Whiting St & Washington St Extensions & Selmon Expressway Ramps Reconfiguration (THEA Representative)
   D. Induced Demand Briefing (Alvaro Gabaldon, MPO Intern)

V. Old Business & New Business

   A. Mayor’s Position on Tampa Bay Next Exit at 14/15 St Street

VI. Adjournment

VII. Addendum

   A. MPO Meeting Summary & Committee Report

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

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I. CALL TO ORDER

Chair Maurino called the meeting to order at 9:02 a.m. and the Pledge of Allegiance took place. The meeting was held in the Plan Hillsborough Room on the 18th Floor of the County Center Building. A quorum was present at the start of the meeting. Chair Maurino announced the rearrangement of the agenda order. The Resilient Tampa Bay presentation will be given first and the UPWP Call for Projects is being moved to an Action Item.

Members Present: Karen Cashon, Catherine Coyle, Sara Hendricks, David Hey, Emily Hinsdale, Mark Hudson, Gus Ignas, Danni Jorgenson, Larry Josephson, Karen Kress, Matt Lewis, Michael Maurino, Roger Menendez, Sandra Piccirilli, Anna Quinones, and Justin Willits

Others Present: Michele Ogilvie, Allison Yeh, Lisa Silva, and Johnny Wong – MPO; Sharon Snyder – Planning Commission; Sam Becker – USF MURP; Katie Habgood - Jacobs

II. PUBLIC COMMENT

There were no public comments.

III. APPROVAL OF MINUTES

Motion: Approval of the January 22, 2020 minutes (Willits - Menendez). The motion passed unanimously.

IV. 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, since it’s a great idea to plant gardens at the schools, is the Hillsborough County School Board a partner (Ms. Ogilvie replied they are now. Ms. Brown, Principal at Middleton, has been very supportive and opened the doors to the group. Tampa Family Health, near Middleton High School, is now also a partner and is actively seeking funding for a garden on their property, as well); and if there is a garden at Greco Middle School (yes and they are part of the Coalition of Community Gardeners).

**Motion:** Support the Garden Steps Action Plan (Ignas - Coyle). The motion passed unanimously.

**B. Resilient Tampa Bay: Transportation Pilot Project (Allison Yeh, MPO)**

With Karen Kiselewski (Cambridge Systematics) participating via telephone, Ms. Yeh presented the Resilient Tampa Bay: Transportation Pilot Project. The Tampa Bay area has a population of nearly 3 million people and 58% of the population is in flood zones. The regional vulnerability assessment of roadways will be incorporated into Long Range Transportation Plans (LRTP), hazard mitigation plans, emergency management and post disaster recovery plans. This is one of 11 pilot projects looking at integrating into agency practices, tools and resources, or deployment and monitoring.

Ms. Yeh explained the relationship to the LRTP and the study process overview. Stakeholder participation includes the One Bay Resilient Communities Working Group; Hillsborough, Pasco and Pinellas Counties MPO Committees and Local Mitigation Strategy Working Groups; and in coordination with the University of South Florida, the Florida Department of Transportation District 7 and Central offices, the Public Works Departments, Community Vulnerability Study and Pinellas Restore Act Vulnerability Assessment.

Ms. Kiselewski discussed the technical analysis of the program, including how they determined which roads are most vulnerable to flooding, the highly critical and highly vulnerable segments, resilience investments, costs of example strategies, adaption toolbox, stormwater funding trend and need, road surface funding trend and need, and adaption costs. She also discussed the economic impact of the vulnerable roads not being available for use growth over the course of a month. The breakeven point for investing in the most critical roads is approximately 2 ½ weeks and it’s much sooner if the less-expensive improvements are focused on, not including raising profiles.

Discussions followed regarding the wording “strongly consider” being too soft (Ms. Yeh responded the MPO is a recommending agency, not an implementing agency, and is not able to mandate jurisdictions do this. She stated the wording was changed to “strongly consider” based on recommendations from the Citizens Advisory Committee (CAC), the Technical Advisory Committee (TAC) and the Transportation Disadvantaged Coordinating Board (TDCB), all of which have already seen this presentation.); changing the wording to “strongly recommend”; including a sense of urgency; recommendation that projects be prioritized based on the level of mitigation included in them, as they directly relate to the CIP or TIP (The CIP and TIP both have a lot of state projects which require basic environmental analysis be completed during the PD&E); if the scenario of a Category 3 storm with high sea level rise a standard is used by the State to determine if a road is capable of handling such an event or only for the purpose of this project (This scenario is for the purpose of this project. Ms. Yeh is not sure what category of storm the State used but Category 3 is conservative. The Tampa Bay Regional Planning
Council (TBRPC) is having resiliency coalition talks to come to an agreement on what amount of sea level rise to use, etc.; is it possible what is being developed with the TBRPC is ahead of the State standard (It could be. They are coordinating efforts, but they may not be the same.); what time period is the 9” of rainfall scenario for (24 hours of rainfall from any significant rain event); and what methods were planned for strengthening the sub-base (usually done as part of a rehabilitation project as the top layers need to be removed to provide a deeper and different type of aggregate under the road layer); the costs associated with removing the base and structural pavement is an immense cost and extreme measure (It is extreme, but it falls under raising the profile which involves raising the driveways and approaches.) and raising the profile includes redoing the drainage infrastructure.

Motion: (1) Accept the Resilient Tampa Bay: Transportation Pilot Project Report and (2) strongly recommend that implementing entities evaluate and incorporate wherever possible, in a timely manner, mitigation strategies for the highly critical, highly vulnerable road segments when doing maintenance or other work on those roads (Coyle – Kress). The motion passed unanimously.

C. FY21 & FY22 Unified Planning Work Program (UPWP) Call for Projects (Allison Yeh, MPO)

Ms. Silva stated without the transportation surtax funds, the MPO only has $1 million to spend on studies, part of which includes traffic count. The UPWP helps the MPO prioritize.

In addition to including them in the packet, Ms. Silva distributed copies of the ideas submitted and Chair Maurino asked each member who submitted an idea to briefly explain it to the Committee: (1) Ms. Hendricks’ idea is a Right Size Parking Calculator; (2) Ms. Kress’ idea is Best Practices in Electric Vehicle (EV) Charging; (3) Ms. Hinsdale’s idea is building on the School Transportation Working Group’s School Safety Studies, by including connected sidewalks, crosswalks/crossing guards, ADA compliance and finding alternatives or solutions to key risk points; and (4) Mr. Maurino’s idea is for a Park Speed Zone.

Ms. Silva stated she learned at the Safe Routes to School Conference that New York has an automated enforcement in school zones and speeders receive a ticket in the mail. She also announced the City of Tampa has asked her to present the MPO School Transportation Working Group’s School Safety Study at their April 2nd meeting.

Discussions followed regarding Hillsborough County is redoing all of the school zones within the County; school zones are regulated by State Law and have to be uniform statewide by 2023. Additionally, the County is assigning context classifications identification on the roadways, which will possibly lower some design speeds, and set target speeds, which will become the new posted speeds. The parking calculator example in Ms. Hendrick’s example is specifically for multi-family housing and should be broader; Seattle introduced the right size parking calculator after premium transit was put in place; and the need for family friendly safe routes to school (SRTS) maps.

Chair Maurino suggested adding lowering speed limits to Ms. Hinsdale’s idea, then combining their two ideas into one for all public, private and charter schools and early learning. The final project would be School Safety Studies, to include connected sidewalks, crosswalks/crossing guards, ADA compliance, speed analysis, lowering speed limits and study of all public, private and charter schools and early learning facilities and SRTS maps.
Motion: Approve and 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 to the MPO Board (Hey - Coyle). The motion passed unanimously.

V. STATUS REPORT

A. Induced Traffic (Alvaro Gabaldon, MPO Intern) – tabled as presenter was not in attendance.

B. Tampa Arterial Bus Rapid Transit (BRT) 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, including a live survey which Ms. Silva will distribute to the Members. The HART Board anticipates a decision being made in March or April 2020 after which Phase 2 will begin.

Discussions followed regarding the frequency of the buses (15 minutes or better); how long the trip from downtown to USF will take (It should take 30-35 minutes, depending on where the end of the line is downtown. As there will be reliable travel times on the arterial roads, the BRT will be able to avoid I-275 and the interchange. Locking in the dedicated guideway and the streetcar extension are huge benefits); what the vehicle size will be because the standard sized buses are sometimes half empty (the vehicles will be the same size); if using smaller buses for more frequent trips would be more efficient (The efficiency gains aren’t as massive as one would think. Based on the land use HART hopes to see around some of the stations, the average load is probably going to increase.) and what the plan is for the dedicated BRT lane between Sligh and Violet with the mixed traffic issues (Most traffic analysis are assuming a lane elimination between Waters and Hillsborough, which would have one lane in each direction with a center turn lane with a queue jump approaching the intersection.).

C. Painted Intersections/Crosswalks to Classrooms with Rampello Field Trip (Danni Jorgenson, City of Tampa)

Ms. Jorgenson presented the Painted Intersections/Crosswalks to Classrooms project. She explained the guide to painting city intersections, “Paint the Town”. She talked about the Art on the Block project the City of Tampa is working on, creating DIY kits for neighborhoods and other groups that are self-empowered (artist’s direct involvement is not required). Ms. Jorgenson also discussed the “Crosswalks to Classrooms” project which is thanks to a generous donation from Jacobs Engineering. Jacobs donated the supplies for the first crosswalk near Rampello and has agreed to also do the next eight crosswalks. The second unveiling at Carter Woodson Magnet School was yesterday.
Ms. Jorgenson presented examples of intersection murals, painted crosswalks, painted bulb-outs, district themes, signal boxes, painted stormwater inlets, underpass activation, rain art, and pop-up stencil art. She discussed how different structures can be used as art, such as street seats, parklets, bike racks and light poles. She also presented examples of construction items, such as concrete barriers and fence art, and capital projects, like sidewalk cartouches and roundabout art. She discussed plans to design an interactive map of street art locations.

The City of Tampa Arts and Cultural Affairs Department has a 501(c)3 which accepts donations to fund these projects.

Following the meeting the public and committee members went on a field trip to Rampello K-8 Magnet School to learn about the development and installation of the 1st Crosswalk to Classroom. Attendees were able to observe the Vision Zero techniques firsthand.

VI. OLD BUSINESS & NEW BUSINESS

The Tampa Bay Next SEIS Public Hearing is tomorrow evening, February 27th.

The MPO Board approved the creation of the Noise Wall Working Group and FDOT is already working to form a stakeholder technical group.

To keep the Vision Zero movement alive and energized in the community, please let Ms. Silva know of any field trips or presentations you would like to bring to this Committee.

VII. ADJOURNMENT

There being no further business, the meeting adjourned at 10:42 a.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
Board & Committee Agenda Item

**Agenda Item**
Selmon Greenway Master Plan Update

**Presenter**
Anna Quinones, Tampa-Hillsborough Expressway Authority (THEA)

**Summary**
The Selmon Greenway is a 1.7 mile, 15-foot wide multi-use trail located under to the Selmon Expressway right-of-way. The Selmon Greenway completes a key connection from the Hillsborough River at the Riverwalk to just east of 19th Street within a larger, city-wide trails network. The Greenway provides a vital east-west connection across downtown.

THEA has been incrementally implemented the Selmon Greenway Master Plan by adding more green space, and other improvements like outdoor sculptures and shade structures along trail.

In recognition of reconfiguration of the Selmon Expressway on-ramps at Jefferson Street, and off-ramps at Florida Ave/Channelside Drive and the Water Street development the Tampa Hillsborough Expressway Authority has updated the Selmon Greenway Master Plan. At the competition of the Livable Roadways Committee meeting the members are invited on a short field trip of the Selmon Greenway and its amenities.

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

**Prepared By**
Lisa Silva, AICP, PLA

**Attachments**
None
Board & Committee Agenda Item

**Agenda Item**
THEA Project Update and PD&E Advance Notification for Whiting St & Washington St Extensions & Selmon Expressway Ramps Reconfiguration

**Presenter**
THEA Representative

**Summary**
The Tampa Hillsborough Expressway Authority (THEA) will discuss how it is spending a half billion dollars over the next 5 years on transportation and community projects. Additional information can be found at [https://www.tampa-xway.com/](https://www.tampa-xway.com/)

In addition, THEA is announcing the commencement of the Project Development and Environmental Study (PD&E) for the for Whiting St & Washington St Extensions Selmon Expressway Ramps Reconfiguration. They are seeking preliminary comments from the MPO. More information is provided in the attached packet. Specific information on all THEA PD&E projects can be found at [https://selmonstudies.com/](https://selmonstudies.com/)

**Recommended Action**
None; for information only.

**Prepared By**
Allison Yeh, MPO Executive Planner

**Attachments**
Information Packet: Advance Notification for Whiting St & Washington St Extensions & Selmon Expressway Ramps Reconfiguration
February 11, 2020

Rich Clarendon, Hillsborough MPO Assistant Executive Director
Hillsborough County Metropolitan Planning Organization
601 E Kennedy Blvd. 8th Floor
Tampa, FL 33602

SUBJECT: Advance Notification
Whiting Street and Washington Street Extensions and Selmon Expressway Ramps Reconfiguration
THEA Number: HI-0141
Hillsborough County, Florida

Dear Rich Clarendon:

This Advance Notification (AN) Package is being sent to your office to announce the commencement of the Project Development and Environment Study for the subject project. While Federal funds are not being sought for this project, we are distributing the AN Package to local and federal agencies asking that you examine the attached information and provide us with your comments. We will do formal coordination during the permitting process, as needed.

The Tampa Hillsborough Expressway Authority (THEA) will determine what type of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments received through coordination with other agencies.

Your comments should be emailed or mailed to the THEA contact below:

Anna Quiñones, Project Manager
Tampa Hillsborough Expressway Authority
1104 East Twiggs Street, Suite 300
Tampa, Florida 33602
Anna.Quinones@Tampa-Xway.com

Your expeditious handling of this notice will be appreciated. We request that your comments on the project be submitted within forty-five (45) days of this Advance Notification.

Sincerely,

[Signature]

Anna Quiñones
Project Manager

Enclosures
ADVANCE NOTIFICATION MAILING LIST

cc:
Federal Emergency Management Agency-Mitigation Division, Chief
U.S. Department of Housing and Urban Development, Regional Environmental Officer
U.S. Department of the Interior-U.S. Geological Survey, Chief
U.S. Environmental Protection Agency - ETAT Representative
U.S. Department of Interior-U.S. Fish and Wildlife Service - ETAT Representative
U.S. Army Corps of Engineers-Regulatory Branch - ETAT Representative
U.S. Department of Health and Human Services-National Center for Environmental Health
U.S. Department of Interior-Bureau of Indian Affairs-Office of Trust Responsibilities
U.S. Coast Guard -- Seventh District -- Commander (oan) - ETAT Representative
Seminole Tribe of Florida
Miccosukee Tribe of Indians of Florida
Florida Fish and Wildlife Conservation Commission - ETAT Representative
Florida Department of Environmental Protection - ETAT Representative
Florida Department of Environmental Protection - State Clearinghouse
Florida Department of State - ETAT Representative
Florida Department of Economic Opportunity - ETAT Representative
Tampa Bay Regional Planning Council
Southwest Florida Water Management District - ETAT Representative
FDOT Environmental Management Office, Engineer/Manager
Local Government Officials
Whiting Street and Washington Street Extensions
and Selmon Expressway Ramps Reconfiguration
Project Development and Environment Study

Whiting Street from Jefferson Street to North Meridian Avenue
Washington Street from Nebraska Avenue to North Meridian Avenue
Reconfiguration of Selmon Expressway On-ramps at Jefferson Street
and Off-ramps at Florida Avenue and Channelside Drive

Hillsborough County, Florida

Purpose and Need

Project Description

Whiting Street and Washington Street are parallel two-lane roads between Ashley Drive and Channelside Drive in Downtown Tampa. Neither road is continuous. Whiting Street has an approximately 0.1 mile gap between North Brush Street and North Meridian Avenue. Washington Street has two approximately 0.1 mile gaps between North Tampa Street and North Franklin Street and between North Nebraska Avenue and North Meridian Avenue. The project proposes extending both Whiting Street and Washington Street to North Meridian Avenue, as well as improvements and re-alignment of the existing segment of Whiting Street from Jefferson Street to North Brush Street.

The study will also evaluate reconfiguring the on-ramps to the Selmon Expressway at Jefferson Street and the off-ramps at Florida Avenue and Channelside Drive. It is anticipated that the Florida Avenue off-ramp will be widened to two lanes, the Channelside Drive off-ramp will be removed, and the new Whiting Street off-ramp will extend from the Selmon Expressway near Morgan Street to Nebraska Avenue and intersect with the new Whiting Street alignment. These modifications will provide a direct connection from the Selmon Expressway to improve safety, traffic circulation and access to Whiting Street and North Meridian Avenue.

Purpose and Need

The purpose of this project is to provide a direct connection of the Whiting Street and Washington Street corridors to North Meridian Avenue to improve traffic flow and safety for all transportation modes, increase capacity on the adjacent street network, and offer additional connections within the street network. The project will also reconfigure the on-ramps to the Selmon Expressway at Jefferson Street and the off-ramps at Florida Avenue and Channelside Drive to provide a direct connection from the Selmon Expressway to improve safety, traffic circulation and access to Whiting Street and North Meridian Avenue.
The need for the project is based on the following criteria:

SYSTEM LINKAGE
Based upon the Tampa Bay Regional Planning Model (TBRPM) Version 8.2, the existing roadway network will be over capacity by the 2045 design year. Additional network connectivity such as the Whiting Street and Washington Street extensions and ramp reconfigurations, are necessary to provide additional route choice and access to alleviate the congestion.

SAFETY
Safety and operational concerns with the Florida Avenue and Channelside Drive off-ramps include substandard radius and a free-flow merge movement onto Florida Avenue with a sidewalk/crosswalk conflict. The ramp termini onto Channelside Drive terminates into a 5-leg intersection at Channelside Drive and Morgan Street, which is a major pedestrian access point to the Amalie Arena. Six (6) years of data (2013-1018) were reviewed, and 14 crashes have occurred at this ramp. As the Water Street Project builds out to the east of the ramp system, the adverse impact of geometric issues and pedestrian conflicts are expected to be exacerbated. Also, the planned widening of the Selmon Expressway south of the downtown ramps will alleviate congestion issues and result in higher speed, higher volume interactions at this ramp. As such, improving the ramp geometry, eliminating pedestrian conflicts, and redirecting Downtown east traffic beyond the Water Street District is critical to proactively address safety concerns as both the Selmon Expressway and Downtown Tampa continue to develop.

TRANSPORTATION DEMAND
Based upon the Tampa Bay Regional Planning Model (TBRPM) Version 8.2, Jefferson Street (39,000 AADT) and Kennedy Boulevard (AADT 34,000) are expected to reach their operational capacity by 2040. As the Water Street Project develops, the vehicle demand is expected to increase. The proposed connections of both Whiting Street and Washington Street could carry up to 14,800 AADT each, providing valuable route divergence and congestion relief to the parallel facilities.
Whiting Street and Washington Street Extensions
and Selmon Expressway Ramps Reconfiguration
Project Development and Environment Study

Whiting Street from Jefferson Street to North Meridian Avenue
Washington Street from Nebraska Avenue to North Meridian Avenue
Reconfiguration of Selmon Expressway On-ramps at Jefferson Street
and Off-ramps at Florida Avenue and Channelside Drive

Hillsborough County, Florida

Preliminary Environmental Discussion

Social and Economic

Land Use Changes

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the entire 500-foot project buffer area as within the Tampa-St. Petersburg urbanized area. The 2011 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover map identified Commercial and Services (47.36 acres, 38.34%), Transportation (32.49 acres, 26.3%), Open Land (15.91 acres, 12.88%), and Industrial (15.08 acres, 12.21%) as the major existing land uses within the 500-foot project buffer area. The project is located in one Census Designated Place: Tampa. Within the 500-foot project buffer area, there are two Developments of Regional Impact (DRIs) which are The Quad Block (1.65 acre, 1.33%) and Downtown Tampa (108.72 acres, 88.02%); however, there are no Planned Unit Developments (PUDs). The City of Tampa Adopted 2040 Future Land Use Map identifies future land uses along Whiting Street in the project study area as primarily Central Business District, and Regional Mixed Use.

While current development in the project study area is replacing the industrial and open land to commercial and services and residential, minimal changes to surrounding land uses are anticipated as a result of this project.

Social

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the entire 500-foot project buffer area lies within the Tampa-St. Petersburg urbanized area and includes the Census Designated Place of Tampa. Community features present include one civic center (Amalie Arena), the Meridian Trail, the Selmon Greenway Trail (a segment of the Urban Tampa Loop Corridor), and Rampello K-8 Magnet School. There is one archaeological and historic resource identified within the project study area (Fort Brooke).
The Environmental Screening Tool (EST) Sociocultural Data Report (SDR) was used for demographic data (the SDR can be found within the Community Coordination section of the EST). The SDR uses the Census 2017 American Community Survey (ACS) data and reflects the approximation of the population based on a polygon project study area intersecting the Census Block Groups along the project corridor. Using the polygon project study area, the SDR identified the following demographics.

Population and Income

The SDR identified 456 households with a population of 668 people. The median household income is $81,719. Several households are below poverty level (10.96%) and 0.22% of households receive public assistance.

Race and Ethnicity

The minority population makes up 30.24% of the total population comprising of “Hispanic or Latino of Any Race” with 85 people (12.72%), “Asian Alone” with 53 people (7.93%), “Claimed 2 or More Races” with 37 people (5.54%), and “Some Other Race Alone” with 34 people (5.09%) within the project study area. There are 25 people (3.74%) that have a “Black or African American Alone” ethnicity.

To conduct a detailed analysis of minority totals and low-income areas within the Census Block Groups, the 2010 US Census Block Data was utilized since it provides more information than the SDR for this dataset. This data gives totals for the entire Census block and does not reflect the approximation of the population based on the polygon project study area intersecting the Census blocks. This data identified four Census blocks with a total population of 183. The Census blocks had a minority population of 11%.

Age and Disability

In the year 2017, the data reports the median age as 39 and persons ages 22 through 29 comprise 36.98% of the population. There are 21 people (3.45%) between the ages of 20 and 64 that have a disability.

Housing

There are a total of 537 housing units reported in the year 2017. These housing types consist of multi-family units (97%) and single-family units (3%). Of these housing units, 73% are renter occupied, 15% are vacant units, and 12% are owner occupied.
Language

The 2017 data shows that there is only one person that “Speaks English Not at All” and 14 people that “Speaks English Not Well or Not at All”. Additionally, there are 13 people that “Speaks English Not Well”. Based on US DOT Policy Guidance, the FDOT has identified four factors to help determine if Limited English Proficiency (LEP) services would be required as listed in the FDOT Project Development and Environment (PD&E) Manual, Part 1, Chapter 11, Section 11.1.2.2. Based on a review of these factors and the fact that there is 4.27% LEP population for this alternative, LEP services will be required.

Impacts on the social environment and community cohesion are anticipated to be minimal due to the fact that access to proximate residences, businesses, and recreational features could temporarily be affected during project construction. A Sociocultural Effects Evaluation is included in the Project Development and Environment Study scope. A Public Involvement Plan is also included in the Project Development and Environment Study scope.

Relocation Potential

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the entire 500-foot project buffer area as within the Tampa-St. Petersburg urbanized area. The 2011 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover map identified Commercial and Services, Transportation, Open Land, and Industrial as the major existing land uses within the 500-foot project buffer area. There are 5.05 acres (4.09%) of high density residential land use, and no mobile home or RV parks present within the project study area.

Project improvements will be made within an existing corridor with right of way acquisition as necessary. No residences are expected to be relocated. Access to proximate businesses may temporarily be affected and/or modified as a result of the project. Encroachment into surrounding parcels (if necessary) will be coordinated with the appropriate property owners. For these reasons, minimal involvement regarding relocation potential is anticipated. A Sociocultural Effects Evaluation and a Conceptual Stage Relocation Plan are included in the Project Development and Environment Study scope.

Farmlands

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the entire 500-foot project buffer area as within the Tampa-St. Petersburg urbanized area with no prime farmlands present.

The project is expected to result in no involvement with farmlands.
Aesthetic Effects

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the entire 500-foot project buffer area as within the Tampa-St. Petersburg urbanized area. The 2011 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover map identified Commercial and Services, Transportation, Open Land, and Industrial as the major existing land uses within the 500-foot project buffer area.

While current development in the project study area is replacing the industrial and open land to commercial and services and residential, minimal changes to surrounding land uses are anticipated as a result of this project. The proposed project is expected to result in minimal involvement with aesthetic resources and will be analyzed during Project Development.

Economic

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two Developments of Regional Impact (DRI). The two DRI’s identified in the project study area are The Quad Block and Downtown Tampa. According to the 2011 Urban Service Area Capacity Study prepared for the Hillsborough County Planning Commission, the development order for the Quad Block Development has expired. The Downtown Tampa DRI will redevelop the downtown area and offer improvements to connectivity, for both pedestrians and motorists.

This proposed project will enhance economic resources and regional connectivity.

Mobility

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one existing recreational trial (Meridian Trail) within the 500-foot project buffer area. It also identified one Shared-Use Nonmotorized (SUN) Trail Network in Florida, one Office of Greenways and Trails (OGT) Hiking Trail Priority (2018-2022), and one OGT Multi-Use Trail Opportunity which is the Selmon Greenway Trail segment of the Urban Tampa Loop Corridor. Portions of the study area are identified as a Land Trail Priority on the 2018 Florida Greenways and Trails Opportunity and Priority Land Trails Map.

There are 14 bus transit routes that were identified through the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis. There are 12 bus routes and two in-town trolleys. The bus routes included in the analysis are: 02, 04, 08, 09, 12, 19, 22X, 23X, 25X, 27X, 31, and 46. The two trolley routes include 96 and 98. These routes service several areas of Hillsborough County, including Davis Islands, South Tampa, Brandon, and MacDill Air Force Base.

Pedestrian accommodations are provided throughout the project study area including sidewalks, crosswalk striping and crossing beacons. No bicycle lanes are provided on the streets within the
project study area; however, bicycle accommodations are provided with the Meridian Trail and the Selmon Greenway Trail (a segment of the Urban Tampa Loop Corridor).

The proposed project will enhance mobility resources. A Sociocultural Effects Evaluation is included in the Project Development and Environment Study scope.

**Cultural**

**Section 4(f) Potential**

Section 4(f) is not applicable to this project.

**Historic and Archaeological Sites**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified 28 previously recorded archaeological and historic structures located within the 500-foot project buffer area. All but one of the previously recorded archaeological and historic resources within the 500-foot project buffer were either not evaluated by the State Historic Preservation Office (SHPO), deemed ineligible for the National Register Historic Places (NRHP), or had insufficient information. Only the Fort Brooke (HI00013) site was deemed eligible for the NRHP.

There have been 17 surveys conducted within the 500-foot project buffer area, but not a comprehensive Cultural Resource Assessment Survey (CRAS) of the Whiting Street project area. According to the EST GIS, there are several parcels with pre-1970 construction dates located within the 500-foot project buffer area that have not been recorded. There does not appear to be the potential for a historic district.

A CRAS will be prepared for this project and will include an archaeological and historic resources field survey. The proposed project is expected to result in moderate involvement with historic and archaeological sites.

**Recreation Areas**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one park and recreational facility (Washington Street Park) and one existing recreational trail (Meridian Trail) within the 500-foot project buffer area. It also identified one Shared-Use Nonmotorized (SUN) Trail Network in Florida, one Office of Greenways and Trails (OGT) Hiking Trail Priority (2018-2022), and one OGT Multi-Use Trail Opportunity which is the Selmon Greenway Trail segment of the Urban Tampa Loop Corridor. Portions of the study area are identified as a Land Trail Priority on the 2018 Florida Greenways and Trails Opportunity and Priority Land Trails Map.
The proposed project is expected to have moderate involvement with recreation areas.

Natural

Wetlands and Surface Waters

The National Wetlands Inventory (NWI) dataset of the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any wetlands within the 500-foot project buffer area. The Southwest Florida Water Management District (SWFWMD) Wetlands 2011 dataset identified 1.1 acres of freshwater marshes within the 500-foot project buffer area.

A Natural Resources Evaluation Technical Memorandum will be prepared for this project to document any involvement with wetlands.

The proposed project is expected to result in minimal involvement with wetland resources.

Water Quality and Quantity

Within the 500-foot project buffer area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two waterbody ID’s: Hillsborough River (WBID: 1443E) and Ybor City Drain (WBID: 1584A1). The Ybor City Drain (WBID: 1584A1) is a designated Verified Impaired Florida Water for dissolved oxygen and fecal coliform.

The 500-foot project buffer area of this project is within the jurisdiction of the Southwest Florida Water Management District (SWFWMD). Also present within the 500-foot project buffer area are 28 Environmental Resource Permits, one Water Use Permits, and 19 National Pollutant Discharge Elimination System (NPDES) stormwater permits. Throughout the project study area, stormwater runoff drains to a closed storm sewer system via curb and gutter inlets and is conveyed to stormwater ponds. The proposed stormwater management system associated with the project will be developed to meet the design and performance criteria established in the SWFWMD Environmental Resource Permit Applicant’s Handbook - Volumes I and II for the treatment and attenuation of discharges to impaired waters; the design will make every effort to maximize the treatment of stormwater runoff from the proposed roadway improvements. A Storm Water Pollution Prevention Program will also be implemented to control the effects of stormwater runoff during construction. For the above reasons, involvement regarding water quality and quantity resources is anticipated to be minimal. A Water Quality Impact Evaluation is included in the Project Development and Environment Study scope.

Floodplains

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified 8.95 acres (8.58%) in the D-FIRM 100-year floodplain within the 500-foot project buffer area. During Project Development, engineering design features and hydrological drainage
structures will be designed such that stormwater transport, flow, and discharge meet or exceed flood control requirements.

The proposed project is expected to have minimal involvement with floodplain resources.

**Wildlife and Habitat**

Within the 500-foot project buffer area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified that the project is within the Greater Tampa Bay Ecosystem Management Area and the core foraging area of wood storks. There were no Rare or Imperiled Fish reported. Given the relatively low number of wildlife and habitat resources reported within the 500-foot project buffer area and the fact that the 500-foot project buffer area is located within a developing urban environment, minimal involvement regarding wildlife and habitat resources is anticipated. A Natural Resources Evaluation Technical Memorandum will be prepared for this project to document any involvement with wildlife and habitat.

**Coastal and Marine**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not detect any data for Environmentally Sensitive Shorelines within the 500-foot project buffer area. The project is located in the Tampa Bay Estuarine Drainage Area (EDA). No Coastal Barrier Resources were identified within the 500-foot project buffer area.

The proposed project is anticipated to have minimal involvement with coastal or marine resources.

**Physical**

**Noise**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the entire 500-foot project buffer area as within the Tampa-St. Petersburg urbanized area. The 2011 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover map identified Commercial and Services, Transportation, Open Land, and Industrial as the major existing land uses within the 500-foot project buffer area. There are 5.05 acres (4.09%) of high density residential land use, and no mobile home or RV parks present within the project study area. Additional noise sensitive sites identified within the 500-foot project buffer area include the Meridian Trail, the Selmon Greenway Trail (a segment of the Urban Tampa Loop Corridor), Washington Park, the Meridian Condominiums, City Blue Condominiums, Slade at Channelside Condominiums, and Rampello K-8 Magnet School.

A noise analysis will be conducted during Project Development and a Noise Study Report will be completed.
The proposed project is expected to result in minimal involvement regarding noise level issues and predicted noise levels due to implementing the project will be analyzed in detail during Project Development.

**Air Quality**

The project is located in an area that has been designated as attainment of all National Ambient Air Quality Standards established by the Clean Air Act of 1990 and subsequent amendments.

The proposed project is expected to have minimal impact on air quality.

**Contamination**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one Florida Department of Environmental Protection (FDEP) Off Site Contamination Notices, three Hazardous Waste Facilities, one Onsite Sewage sites, eight Petroleum Contamination Monitoring Sites, 13 Storage Tank Contamination Monitoring sites, five Super Act Risk Sources, 19 US Environmental Protection Agency (EPA) National Pollutant Discharge Elimination System (NPDES), one US EPA Regulated Air Emissions Facilities (ICIS-AIR), and eight US EPA Resource Conservation and Recovery Act (RCRA) Regulated Facilities located within the 500-foot project buffer area.

A contamination screening evaluation will be conducted in Project Development and a Contamination Screening Evaluation Report (CSER) will be prepared. Any source identified will be assessed to determine the need for remediation during construction.

The proposed project is expected to result in moderate involvement with potential sources of contamination.

**Infrastructure**

Potential contaminated infrastructure sites are described in the Contamination issue. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis and map review identified eight Federal Aviation Administration (FAA) obstructions, one wireless antenna structure, four electric power transmission lines, two electric substations, and three railroads (2,176 linear feet) were identified within the 500-foot project buffer area.

The proposed project is expected to result in moderate involvement with infrastructure resources.

**Navigation**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any potential navigable waterways along this corridor.
The proposed project is expected to have no involvement with navigation resources.

*Special Designations*

**Outstanding Florida Waters**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any Outstanding Florida Waters within the 500-foot project buffer area.

The proposed project is expected to have no involvement with Outstanding Florida Waters resources.

**Aquatic Preserves**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any Aquatic Preserves within the 500-foot project buffer area.

This proposed project will have no involvement with Aquatic Preserves resources.

**Scenic Highways**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any Scenic Highways within the 500-foot project buffer area.

The proposed project will have no involvement with any Scenic Highway resources.

**Wild and Scenic Rivers**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any Wild and Scenic Rivers within the 500-foot project buffer area.

The proposed project will have no involvement with any Wild and Scenic Rivers.
AOI - Whiting Street 500

Coastal and Marine Map

- City Limits
- Navigable Water Way
- Swamp or Marsh
- Exposed Rocky Platform
- Sand Beach
- Gravel Beach/Riprap
- Exposed Tidal Flat
- Sheltered Tidal Flat
- Mixed Sand And Gravel Beach
- Sheltered Rock/Seawall/Vegetated
- Exposed Vertical Rocky Shore/Seawall
- Coastal Barrier Resource Area
- Non-vegetated Wetland
- Continuous Seagrass
- Discontinuous Seagrass
- Aquatic Preserve
- Vegetated Non-forested Wetland
- Wetland Forested Mixed
- Wetland Coniferous Forest
- Wetland Hardwood Forest

Data Sources: NAVTEQ; US Geological Survey; Florida Marine Research Institute; Florida Department of Transportation; Florida Department of Environmental Protection; National Oceanic and Atmospheric Association; Florida Water Management Districts

9/26/2019

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.
Agenda Item
Induced Demand Briefing

Presenter
Alvaro Gabaldon, USF MPO Fellow

Summary
Induced Demand is an economic term referring to the increase of demand for a good as a result of an increase of supply for that good. This term is popularly applied to transportation in discussions around the effects of widening roads or increasing road capacity. There are many challenges to empirically observe and isolate this phenomenon’s presence in transportation. The papers reviewed in this briefing are among the seminal studies on this topic and can provide context to a term that has become somewhat misappropriated in its application to transportation and discussions around congestion relief.

A key takeaway is that transportation can be thought of as a market where travelers predominantly make cost-based decisions. This requires an understanding of the total cost of traveling which implicates land use, housing, and employment, among other factors, that can drive demand for certain transportation within a certain area.

Recommended Action
None – informational briefing

Prepared By
Alvaro Gabaldon, USF MPO Fellow

Attachments
Presentation Slides
Induced Demand
A LITERATURE REVIEW

Understanding Induced Demand

- Economic context
- Overview of frequently cited academic studies
- Key Takeaways
What is Induced Demand?

- Induced Demand is a phrase used frequently in conversations about widening roads.
- It refers to the application of the theory of Supply and Demand to transportation.
- More broadly, it is an economics term referring to the change of demand within a market after supply changes.

Induced Demand is an Economic Term

- Assumes transportation acts like a “market” governed by supply, demand, and price.

Supply:
refers to the amount of a “good” available

Demand:
refers to how many people want a “good”

Price:
refers to the cost required to consume a “good”
Supply and Demand Seek Equilibrium

- Supply, Demand, and Price exist in an equilibrium.
  - Quantity Supplied = Quantity Demanded
- A shift in one variable causes a reaction in the others.

Supply & Demand Applied to Roads

- Supply = Road capacity
- Demand = People that want to use the road (VMT)
- Price = The cost incurred by using the road

https://www.britannica.com/topic/supply-and-demand
Induced travel occurs when latent demand becomes real demand.
What Does the Research Say?

Researchers attempt to understand how shifts in capacity (supply) affect road usage (demand).

Studies found elasticities of >1 across results.

Elasticity is a measure of the relationship between an independent and dependent variable.

TABLE 1  Impact of Capacity Expansion on VMT (5)

<table>
<thead>
<tr>
<th>Study</th>
<th>Study Location (study type)</th>
<th>Study Years</th>
<th>Change in VMT/Change in Lane-Mile</th>
<th>Time Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Duranton and Turner (1) United States (MBA)</td>
<td>1983-2003</td>
<td>1.03</td>
<td>10 years</td>
<td></td>
</tr>
<tr>
<td>Cervero (3) California (freeway corridors)</td>
<td>1989-1994</td>
<td>0.19</td>
<td>Short term</td>
<td></td>
</tr>
<tr>
<td>Cervero and Hansen (2) California (urban counties)</td>
<td>1976-1997</td>
<td>0.59</td>
<td>Long term</td>
<td></td>
</tr>
<tr>
<td>Noland (5) United States (states—all roadway types)</td>
<td>1984-1996</td>
<td>0.30 to 0.60</td>
<td>Short term (1 year)</td>
<td></td>
</tr>
<tr>
<td>Noland and Cowan (6) United States (metro areas—freeways and arterials)</td>
<td>1982-1996</td>
<td>0.28</td>
<td>Intermediate (5 years)</td>
<td></td>
</tr>
<tr>
<td>Hansen and Huang (4) California (metro areas—state-owned highways)</td>
<td>1973-1990</td>
<td>0.20</td>
<td>Short term</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>0.90</td>
<td>Long-term</td>
<td></td>
</tr>
</tbody>
</table>

What does the Research say?: Cervero

“Road Expansion, Urban Growth, and Induced Travel: a Path Analysis”

- Published in APA Journal, 2003
- Found “short term” congestion relief provided by capacity to reduce over the “long term”

<table>
<thead>
<tr>
<th>Study</th>
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<th>Time Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cervero (J)</td>
<td>California (freeway corridors)</td>
<td>1980-1994</td>
<td>0.10/0.39</td>
<td>Short term/Long term</td>
</tr>
</tbody>
</table>

What does the Research say?: Cervero

“Road Expansion, Urban Growth, and Induced Travel: a Path Analysis”

- Proposed idea of “Induced Growth”
  - Changes in land use development patterns around highway corridors that experienced increased capacity.
  - More-dispersed, low density, auto dependent patterns emerged.
  - Warned of the feedback loop that increased vehicle traffic results in investment in increasing vehicle capacity.
Published in 2011, The American Economic Review

Studied the effect of increased road supply on VMT within every Metropolitan Statistical Area in the United States from 1983 to 2003.

Found no relationship between transit supply and VKT within study areas.

Identified the potential sources of increased driving as:
- Increased household driving: 11%-46%
- Increased commercial driving: 18%-28%
- Migration: 5%-15%
- Diversion of traffic from other routes: 0%-10%
What does the Research say?:
Beaudoin & Lawell

“The Effects of Public Transit Supply on the Demand for Auto Travel”

- Published in Journal of Environmental Economics and Management, 2018
- Tested Duranton & Turner’s conclusion that transit did not relieve congestion

- Observed different effects over time.
  - Short run (0-4 years): The Substitution Effect
  - Medium run (5 years): Induced Travel Effect
  - Long run (>6 years): Induced Travel and "Induced Growth"
What does the Research say?: Beaudoin & Lawell

“The Effects of Public Transit Supply on the Demand for Auto Travel”

- **Short run (0-4 years): The Substitution Effect**
  - Congestion is relieved as drivers replace car trips with transit.
  - Averaged 10% increase in transit supply results in a 0.7% reduction in auto travel.

- **Medium run (5 years): Induced Travel Effect**
  - Road capacity that was initially relieved is filled once again.
What does the Research say?:
Beaudoin & Lawell

“The Effects of Public Transit Supply on the Demand for Auto Travel”

- Long run (greater than 6 years):
  Induced Travel and “Induced Growth”
  - On average, **10% increase** in transit capacity is associated with a **0.4% increase** in auto travel.
  - Like roads, transit investment increases an area’s accessibility which can increase its desirability.

Research Limitations

Researchers have controlled for statistical bias in inconsistent ways.
Diversity of methodologies makes comparing studies difficult.
Most researchers do not isolate specific causes of the additional VMT they observed, the exception being Duranton and Turner (2008).
Studies mostly focus on new roadway construction or road widenings.
There is little to no information on the impact of HOV, toll, or auxiliary lanes or the impact of Transportation Demand Management strategies.
Researchers highlight the difficulty of controlling for disruptive technologies, consumer preferences, and trends.
Some Patterns Have Emerged.

Key Takeaways

Induced vehicle travel effects occur and are measurable.
Key Takeaways

Increasing road capacity relieves congestion in the short term but will diminish overtime.

Key Takeaways

Transportation connectivity and land use development decisions have impact on each other.
Key Takeaways

Economic development, population growth, and trips are attracted to accessible areas.

This can be referred to as "Induced Growth."

Key Takeaways

Cost is a primary influencer of travel behavior.
March 4, 2020

Christopher Vela
924 ½ E. 11th Avenue
Tampa, Florida 33605

Dear Mr. Vela,

Thank you for your message and for your transportation advocacy work in the community.

FDOT is wrapping up their final environmental report (SEIS) on the Tampa Interstate Study. The project limits for this study extend from Westshore to Downtown, even though the only portion that is funded for design and construction is the Westshore Interchange. The City supports the reconstruction of the Westshore Interchange, which is a critical piece of the interstate system. Conceptual plans for both the Westshore Interchange and Downtown Interchange must be submitted to FHWA at the same time for environmental review and approval, prior to FDOT moving forward with design & construction on the Westshore Interchange project.

As you know, my position has always been that we need to consider all types of transportation improvements—including improvements to the interstate system. The previous concepts FDOT proposed for rebuilding the Downtown Interchange and adding new express toll lanes through the area would have impacted hundreds of residents and businesses—which is not the right solution for Tampa’s urban core.

The Downtown Interchange has a very high crash rate, and has been identified by the Hillsborough MPO as a Vision Zero Corridor that needs safety improvements. Ignoring this safety problem in the short-term is not a viable option. I encouraged FDOT to come up with a better approach that focuses more on the safety issue and eliminates or minimizes any impact to the adjacent neighborhoods. FDOT has decided to scale back their original plans and instead make minor shorter-term improvements focused on addressing the crash problems.

I have reviewed FDOT’s plans for the exit at 14th & 15th Streets. I understand that this is needed in order to relieve the bottleneck of vehicles exiting I-275 that causes much of the crash problems. I have also listened to the concerns brought forth by you and others in the community regarding the potential negative impacts to Ybor City and East Tampa.

As you know, we recently transformed 21st and 22nd Streets into complete streets. The FDOT proposal is expected to reduce the number of vehicles that would be funneled onto 21st and 22nd Streets in the future, by spreading the traffic across multiple access points. It would also reduce backtracking that currently occurs along Palm Avenue for HCC students and faculty. Forcing the additional traffic onto 21st & 22nd Streets works against the recent progress we have made on these streets. The additional exit seems to achieve a better balance for the additional traffic that we expect in the future.
However, this should not come at the expense of safety on 13th Avenue, Nuccio Parkway and 14th & 15th Streets. City staff will work with FDOT to develop ideas for traffic calming and safety features to 13th Avenue to ensure that it will function as a safe, low-speed street even with any additional traffic. I have also asked staff to incorporate traffic calming and safety features into the upcoming Green Spine Cycle Track project planned for Nuccio Parkway and 14th/15th Streets. With the heavy amount of walk/bike activity along the corridor, our goal should be maximum vehicle speeds of 30 MPH or less.

In conclusion, the City of Tampa supports the TB NEXT project as it will bring multi-modal improvements to the regional transportation system. The City will continue to work with FDOT to ensure that our Walk-Bike, Vision Zero, and Resiliency initiatives are expressed in the project, and that neighborhood priorities are considered.

Sincerely,

Jane Castor

cc: Jean Duncan, Infrastructure & Mobility Administrator
Vik Bhide, Transportation & Stormwater Services Director
MPO Board Meeting of Wednesday, February 12, 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 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.

ACTION 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 are 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 pf 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 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 in the form of two other letters from MPOs. One 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 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 on how to do 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 have 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 5 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

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.