Meeting of the Technical Advisory Committee
Monday, March 16, 2020 @ 1:30 PM
County Center, 18th Floor, Plan Hillsborough Room

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – February 17, 2020

IV. Action Items
   A. HART TIP Amendment (Vishaka Shiva Raman, MPO Staff)

V. Status Reports
   A. Project Development & Environmental Study for TBARTA Regional Rapid Transit (Brian Pessaro, TBARTA)
   B. SR 60/Kennedy Blvd Access Management Study (Kara Van Etten, FDOT)
   C. Advance Notification – Whiting Street and Washington St Extensions (Anna Quinones, THEA)
   D. Induced Traffic (Alvaro Gabaldon, MPO Staff)

VI. Old Business & New Business

VII. Adjournment

VIII. Addendum
   A. MPO Meeting Minutes & Standing Committee Reports
   B. Plant City Bike with The Mayor March 14
   C. Tampa Bike with the Mayor Castor March 12
   D. Temple Terrace Bike with The Mayor
   E. The Ride Hail Utopia Got Stuck in Traffic, Wall Street Journal

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

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If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.
The Metropolitan Planning Organization (MPO), Technical Advisory Committee (TAC), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, February 17, 2020, at 1:30 p.m., in the Plan Hillsborough Committee Room 18th Floor, Frederick B. Karl County Center, Tampa, Florida.

The following members were present:

Jeffrey Sims, Chairman  
Rachel Chase  
Jay Collins  
Vincenzo Corazza  
Charles Andrews for Amber Dickerson  
Robert Frey (arrived at 1:40 p.m.)  
Anthony Garcia  
Mark Hudson for Julie Ham  
Nicole McCleary  
Jonathan Scott  
Michael Williams  

The following members were absent:

Leland Dicus  
Michael English  
Gina Evans  
Danni Jorgenson  
Brian Pessaro  

I. CALL TO ORDER

Chairman Sims called the meeting to order at 1:35 p.m.

II. PUBLIC COMMENT – None.

III. Approval of Minutes – January 27, 2020

Chairman Sims sought a motion to approve the January 27, 2020, meeting minutes. Ms. Sarah McKinley, MPO, commented on an updated membership list. Mr. Scott motion to approve, seconded by Mr. Garcia, and carried ten to zero.
(Mr. Frey had not arrived; Members Dicus, English, Evans, Jorgenson, and Pessaro were absent.)

IV. ACTION ITEMS

A. Transportation Improvement Program (TIP) Amendment

Ms. Vishaka Shiva Raman, MPO, delivered a presentation. Mr. Williams asked if the TIP amendment was for construction or was there a design phase. Mr. Corazza inquired if the project included sidewalks. Chairman Sims clarified the project area. Discussion ensued. Ms. Raman and Mr. Roger Roscoe, Florida Department of Transportation, continued the presentation. Mr. Corazza asked questions regarding the ramp congestion and signaling, which Ms. McKinley addressed. Chairman Sims requested a motion to recommend approval of the item. **Mr. Frey so moved, seconded by Mr. Corazza, and carried eleven to zero.** (Members Dicus, English, Evans, Jorgenson, and Pessaro, were absent.)

B. Resilient Tampa Bay: Transportation Pilot Project

Ms. Allison Yeh, MPO, and Karen Kiselewski, Cambridge Systematics, presented the item. Mr. Frey complimented project findings/exercises. Ms. Yeh and Kiselewski continued the presentation. Mr. Collins asked about feedback from other committees. Mr. Frey offered/suggested language changes and wanted to ensure the action was financially feasible. Dialogue ensued on the requested action, motion wording, and whether other agencies would provide funding to help offset costs. Ms. Yeh concluded presentation.

**Mr. Corazza made a motion that the MPO TAC accept the Resilient Tampa Bay Transportation Pilot Project report and request that the implementing entities strongly consider include mitigation for the highly critical, highly volatile road segments from doing maintenance or other work on the roads, seconded by Mr. Collins, and carried eleven to zero.** (Members Dicus, English, Evans, Jorgenson, and Pessaro were absent.)

V. STATUS REPORTS

A. Transit Major Projects: Next Steps

a. Tampa Streetcar Modernization and Extension Study

Ms. McKinley and Mr. Steven Schukraft, HDR, presented the item. Chairman Sims examined the speed of the cars with the modernization. Mr. Williams expressed concern on the operating expense and CSX crossing. After
responding to questions, Messrs. Schukraft and Milton Martinez, Tampa, expounded on the presentation. Mr. Frey queried what the MPO TAC could do to better compete and seek appropriate project funding. Ms. McCleary and Mr. Corazza commented on ridership. Discussion ensued.

b. Tampa Arterial Bus Rapid Transit Study

Ms. McCleary updated the MPO TAC on the transit study. Queries followed regarding whether stops were near the University of South Florida area transit on non-major roadways, not wanting to purchase additional land for the project, and how bus stops interacted with the Hillsborough County School District.

B. Tampa Interstate Study Supplemental Environmental Impact Study

Ms. Alice Price, FDOT, presented the item. Dialogue ensued on the appropriate signage for Interstate (I) 275 and I-4 for new lane change patterns and exits. Ms. Price summed up presentation.

VI. OLD BUSINESS AND NEW BUSINESS

Chairman Sims noted the next meeting was on March 16, 2020, and advised the Florida Department of Environmental Protection approved grant funding for installation of charging stations along interstate corridors. Mr. Corazza asked the proximity of the charging stations to the interstate.

VII. ADDENDUM

A. MPO Meeting Minutes and Standing Committee Reports

B. Public Hearing Flyer – Tampa Interstate Study Supplemental Environmental Impact Statement

C. Project Fact Sheet for I-275 from Dr. Martin Luther King Jr. Boulevard and Bearss Avenue
MONDAY, FEBRUARY 17, 2020

VIII. ADJOURNMENT

There being no further business, the meeting was adjourned at 3:37 p.m.

READ AND APPROVED: ____________________________

CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: ____________________________

Deputy Clerk

ad
Board & Committee Agenda Item

**Agenda Item**
Hillsborough Area Regional Transit (HART) - Transportation Improvement Program (TIP) Amendments

**Presenter**
Vishaka Shiva Raman, MPO Staff

**Summary**
The following items are amendments to the Fiscal Year FY2019/20 – 2023/24 Transportation Improvement Program (TIP).

**Amendment 12** - 447141-1 HART Human Trafficking Innovations in Transit Public Safety Grant is a grant awarded to HART for creating and implementing a Human Trafficking Awareness Campaign during the months leading up to Super Bowl in 2021. The overall campaign will raise awareness of human trafficking and its negative impacts across the Tampa Bay area by creating an educational and marketing campaign series. The goals of the campaign are to raise awareness and to educate customers and the employees on the signs of abuse through posters, interior bus cards, audio messages and social media. The grant was also awarded to Pinellas Suncoast Transit Authority (PSTA).

**Amendment 13** - 447142-1 HART's Bus and Bus Facilities Discretionary Grant is awarded to HART to replace approximately nine 40’ diesel buses with CNG buses.

**Amendment 14** - 442424-1 HART CNG Duplex Compressor is an existing priority to upgrade the CNG Compressor by advancing $575,000 from the current year bus replacements project; HART - FHWA Surface Transportation Program.

**Amendment 15** - 414963-2 HART - FHWA Surface Transportation Program is for bus replacements and system preservation. $575,000 has been advanced from this project to the first year of the HART CNG Duplex Compressor project.

**Recommended Action**
Approval of the above amendments to the FY2019/20 TIP.

**Prepared By**
Vishaka Shiva Raman, MPO Staff

**Attachments**
- Factsheet for HART Human Trafficking Innovations in Transit Public Safety Grant
- Comparative Reports for the HART TIP Amendments
Factsheet

Human Trafficking Awareness and Public Safety Initiative

Overview

Human trafficking is a modern form of slavery, with nearly 25 million victims worldwide, including in the United States. Traffickers use all modes of transportation to conduct their activities and often use public transit because it is low cost, offers greater anonymity in buying fare cards, and provides less direct interaction with government or transit officials.

FTA’s Human Trafficking Awareness and Public Safety Initiative is a public safety initiative that supports the Department of Transportation’s (DOT) Transportation Leaders Against Human Trafficking initiative through transit-focused industry engagement, education, public awareness and outreach, and research and technical assistance to combat human trafficking in transit. In addition, the program supports FTA’s operator assault and crime prevention efforts. The initiative aims to maximize the transit industry’s collective impact to address human trafficking and other public safety concerns.

Innovations in Transit Public Safety

The Innovations in Transit Public Safety projects are funded through the Public Transportation Innovation Program with the goal of developing innovative projects that assist transit agencies with identifying and adopting specific measures to address public safety in transit systems, including crime prevention, human trafficking, and operator assault.

Grant Awards

On January 28, 2020, Transportation Secretary Elaine L. Chao announced $5.4 million in grant selections as part of FTA’s Human Trafficking Awareness and Public Safety Initiative at an event at U.S. Department of Transportation headquarters. Twenty-four organizations will receive funding for projects to help prevent human trafficking and other crimes on public transportation.
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<td>Hillsborough Transit Authority (HART)</td>
<td>Hillsborough Transit Authority (HART) will receive funding to conduct a public awareness campaign about human trafficking in the months leading up to the Super Bowl in 2021 in Tampa. The campaign will include educational materials for the public and HART employees as well as training in recognizing and reporting human trafficking.</td>
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<td>Pinellas Suncoast Transit Authority (PSTA)</td>
<td>The Pinellas Suncoast Transit Authority (PSTA) will receive funding to develop human trafficking awareness training for employees and outreach materials for the public. PSTA provides bus, trolley and paratransit service in Pinellas County, Florida.</td>
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Comparative Report for HART - Amendments

Transportation Improvement Program (TIP)
FY2019/20 through 2023/24
**FDOT**

5 Year TIP

Hillsborough County, District 7

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**Item Number:** 447141 1  
**Description:** HART HUMAN TRAFFICKING INNOVATIONS IN TRANSIT PUBLIC SAFETY GRANT  
**Extra Description:** Hillsborough Transit Authority (HART) will receive funding to conduct a public awareness campaign about human trafficking  
**LRTP:** Who are Our Partners?, Pg.5-7  
*NON-SIS*

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**Description:** HART’S BUS AND BUS FACILITIES DISCRETIONARY GRANT  
**LRTP:** State of Good Repair, Pg. 31  
**Type of Work:** PURCHASE VEHICLES/EQUIPMENT  
**Extra Description:** HART has been awarded with a Buses and Bus Facilities Program discretionary grant to replace diesel buses with new compressed natural gas buses  

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*NON-SIS*
## FDOT 5 Year TIP
### Hillsborough County, District 7

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**Item Number:** 442424 1  
**Description:** HART CNG DUPLEX COMPRESSOR

**LRTP:** System preservation, p. 161

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### Project Length:
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**5 Year TIP**

*Hillsborough County, District 7*

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Board & Committee Agenda Item

Agenda Item
TBARTA Regional Rapid Transit (RRT) Study

Presenter
Brian Pessaro, TBARTA Staff

Summary
Regional Rapid Transit, or RRT, is a concept developed during TBARTA’s Regional Transit Feasibility Plan. It is essentially a limited-stop bus rapid transit service operating in the I-275 freeway and connecting Downtown St. Petersburg, the Pinellas Gateway (Carillon) area, the Westshore Business District, Downtown Tampa, the USF area, and Wesley Chapel.

This two-year study will determine the amount of the route that is dedicated to buses only (in other words, the bus service uses a lane separate from cars); where the stations will be and what amenities they will have; and how the vehicles will get to the stations. This study will also determine approximately how much the project will cost and how it will be paid for.

To get to these answers, the team will begin with design and engineering, and identify possible impacts to the environment and community and how to address and potentially alleviate the impacts. The team will also identify the best vehicle to use, and how the service will operate, such as how often it will run.

Recommended Action
None; for information

Prepared By
Sarah McKinley, MPO Staff

Attachments
Project webpage
**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 Blvd to Woodlynne Ave (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 has scheduled 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
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/

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/

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 Hillsbough 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 Hillsbough 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,

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 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.

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 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.
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.
Contamination Map

- Area of Interest
- Major Road
- Local Road or Trail
- Toxic Release Inventory
- Dry Cleaning Facility
- Solid Waste Facility
- Hazardous Material Site
- 5 FT Contour
- Brownfield Area
- Power Plant
- Superfund Site
- Nuclear Site
- FDEP Tanks
- Soil Drainage
  - Excessively Drained
  - Well Drained
  - Somewhat Excessively Drained
  - Unclassified
  - Moderately Well Drained

Data Sources: NED/E, US Geological Survey, FL Department of Transportation, FL Department of Environmental Protection, FL Water Management Districts, US Environmental Protection Agency, Natural Resource Conservation Service

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Floodplains Map

- Area of Interest
- Special Flood Hazard Area
- Major Road
- Local Road or Trail
- City Limits

Data Sources:
- NAVTEQ
- US Geological Survey
- Federal Emergency Management Agency

etdm
Environmental Screening Tool

FDOT

9/26/2019

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Historic Resource Map

- **Area of Interest**
- **Year Built**
  - Pre 1970
  - Post 1980
  - 1970 - 1979
- **Parcels w/ no values**
- **Historic Structure**
- **Historic Bridge**
- **State Historic Highway**
- **Historic Cemetery**
- **Historic Resource Group**
- **Cultural Resource Field Survey Area**

**Data Sources:**
- NAVTEQ
- US Geological Survey
- Florida Department of Transportation
- Florida Department of State, Bureau of Archaeological Research

**Note:** Historic properties depicted on this map represent resources listed in the Florida Master Site File excluding archaeological site locations, which, pursuant to Chapter 267.135, Florida Statutes, may be exempt from public record (Chapter 119.07, Florida Statutes). Absence of features on the map does not necessarily indicate an absence of resources in the project vicinity.

- **etdm Environmental Screening Tool**
- **FDOT**

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Board & Committee Agenda Item

**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
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.

https://www.britannica.com/topic/supply-and-demand

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
What Happens When You Increase Supply?

Induced travel occurs when latent demand becomes real demand.

Induced Travel
People travel more because of lower cost.

Latent Demand
If the price were lower, people would consume more.

Increased capacity (supply) means less travel time (cost).

Vehicle Miles Traveled

Cost (time)

S

S'

C

C'

V

V'

FIGURE 2 Supply and demand relationships for induced travel (C = initial cost; C' = new cost; S = initial supply/capacity; S' = new supply/capacity; V = initial VMT; V' = new VMT).

https://www.vtpi.org/gentraf.pdf
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.
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”

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.

What does the Research say?: Duranton & Turner


<table>
<thead>
<tr>
<th>Study</th>
<th>Study Location (study type)</th>
<th>Study Years</th>
<th>Change in VMT/Change in Lane-Miles</th>
<th>Time Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Duranton and Turner (1)</td>
<td>United States (MSAs)</td>
<td>1983–2003</td>
<td>1.03</td>
<td>10 years</td>
</tr>
</tbody>
</table>

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 sources 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.
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 States.  Commissioner

MPO Meeting of February 12, 2020 – Page 2
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 CUTF 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
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 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 reviewed 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

on Saturday

March 14, 2020

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

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!
The Ride-Hail Utopia
Got Stuck in Traffic

Uber and Lyft promised to ease congestion. Instead, they made it worse.

BY ELIOT BROWN

ABOUT 40%
The share of time rides-hailing cars in California and New York City cruise without passengers.

77%
Share of ride-hailing trips that are requested for one party only, rather than pooled, in Chicago's downtown.

309%
The rise in ride-hailing trips starting or ending in downtown Chicago between 2010 and 2018.

Five years ago, Evan Kalachick was so confident that Uber Technologies Inc.'s rides would prompt people to leave their cars at home that he told a tech conference: "If every car in San Francisco were Uber, there would be no traffic."

Today, a mounting collection of studies shows the opposite: Far from easing traffic, Uber and its main rival Lyft Inc. are adding to congestion in numerous U.S. downtowns. Officials in San Francisco, Chicago and New York have cited congestion as the main rationale for new fees they recently enacted on Lyft and Uber rides in each of the cities. Other regulators around the country are considering similar fees. Uber and Lyft no longer pledge ride-hailing will reduce traffic, acknowledging that they add to congestion, though they say some studies overstate their role in the problem.

The app makers initially thought their technology would create seamless trips, with few strangers forming their own cars for a shared ride. Getting edge algorithms, they believed, would steer behavior through pricing and route-matching, letting drivers spend less time between trips. Riders leaving their cars at home would then increasingly hop on buses, bikes or walk in a grab-buck-eating ripple effect. That utopia hasn't come to pass. Most users take their own private Lyft and Uber, shunting pooling even though it costs them more. Rather than the apps becoming a model of algorithms-driven efficiency, drivers in major cities cruise for fares without passengers an estimated 40% of the time.

Multiple studies show that Uber and Lyft have pulled people away from buses, subways and walking, and that the apps add to the overall amount of driving in the U.S.

A study published last year by San Francisco County officials and University of Kentucky researchers in the Journal of Science Advances found that over 60% of the slowdown in traffic speeds in San Francisco between 2010 and 2016 was due to the introduction of the ride-hail companies. In Chicago, the companies have been "creating exponential growth in congestion in the downtown," said Dan Lurie, policy director in Chicago.

Sources: California Air Resources Board; New York City; The City of Chicago; Uber and Lyft; San Francisco County Transportation Authority.
The Traffic Solution That Wasn't

Continued from page 21

the mayor's office. Last month, the city started charging a $2 fee on every ride-hailing trip to subsidize fares.

The reversal of ride-hailing fees would be traffic hero to congestion villains in the short run. This consequence has become a recurring pattern of Silicon Valley disregression.

Companies seeking rapid growth by reinventing the way we do things are delivering solutions that sometimes create more traffic. Facebook Inc. set out to help counter traffic with a ride-sharing app, but also contributed to the spread of disseminating and disinformation.

A company named Taxi Labs Inc. said it could reduce cigarette smoking, but fueled fears of teens using vapor. Encrypted messaging apps designed to boost online privacy have become favorite communities for criminals.

Silicon Valley in particular preys on focusing on potential potential effects of new technologies that have only the promise of increasing the number of phone users.

"It's very much part of the wa-
ter," said Zander.

Taxi firms try to make an engineering film, narrow focus on the economics, and make us all miss the point. However, missing the broader picture as a result, the cars are everywhere, overwhelming the landscape within which your device will be deployed," he said.

"Ride-hailing has dramatically changed transportation in dense cities, with an even a few taps on any of their phones, users can rely on and quickly order a ride, but currently cheaper than a taxi. Uber and Lyft, which account for the vast majority of ride-hailing in the country, did billions of miles of rides in the U.S. last year. But in hindsight, some of the pitfalls—such as canceling an empty ride because passengers—seem obvious.

Uber and Lyft say their effect on congestion is small. According to a study the two companies commissioned last year, they were responsible for 13% of all driving in San Francisco and significantly less in lower U.S. cities. It estimated they accounted for 3% of driving in Chicago's Cook County. The study didn't address congestion.

Researchers say the app's im-
pact on congestion is most significant in major, dense cities where they have large numbers of users. A study by the city of Toronto published last year found no measurable increase in travel times as a result of ride-hailing, but warned that the bigger the companies become in the city, the bigger the likelihood that speeds will slow.

Uber and Lyft now emphasize the ways they steer riders toward alternative means to get around the city by incorporating public-transit options into the apps. They have both launched shared scooters and bikes and have invested heavily in congestion-pricing in cities including New York, so that all cars on the road—just Uber—share the penalties for added traffic.

Uber is "determined to continue our work to improve access to shared and affordable transportation modes, while also doubling down in our efforts to advocate for road pricing," a spokesperson told.

A Lyft spokesperson said the company encouraged shared rides, adding, "The biggest cause of con-
gestion is people driving alone in their own cars."

While Uber and Lyft first focused on the features that could decrease congestion, the factors that add to it are far larger, said Bruce Schaller, a transportation consultant and former New York City official who has studied the topic.

"The math is pretty simple and straightforward," Mr. Schaller said.

In a paper presented last month to the Transportation Research Board, he estimated that for every mile of personal-car driving the companies remove from the road in large U.S. cities, they add 2.5 miles of driving to a ride-hailing app. They have drivers in the Bay Area for the past two years, said some days it can take 30 minutes to get three-quarters of a mile from the finish line to the main interstate highway, and he can get stuck on a bridge with a passenger on a gridlocked street.

"You get really stressed out," he said. "You're making nothing just sitting in traffic."

"Traffic speeds in San Francisco and New York's downtown core fell 21% to 17 miles an hour in 2016, from 24 miles an hour in 2010. Without the addition of Uber and Lyft, traffic speeds would cut to 12% to 16 miles an hour, according to Joe Tucci of the San Francisco police department who was a co-author of the Science Advances study as well as a related analysis.

The Science Advances study, which tracked traffic volume and rate of congestion and ride-hailing, used data on San Francisco for the past three years, as well as data from Uber and Lyft apps in 2016 and 2015 and made estimates about how these changes—like the nearly 100,000 jobs in the city added by ride-sharing—affected traffic.

Uber and Lyft have said the study is flawed, in part because they didn't account for other factors like the growth of e-commerce deliveries.

The main factor that could de-
crease congestion—passenger-sharing rides—hasn't taken off. Re-
searchers and analysts estimate roughly 20% to 30% of rides in major metro areas are pooled. Re-
cently the ride-hailing companies have increased prices for their shared rides, which, Uber Chief Executive Dara Khosrowshahi has said, tend to cost the companies more. Both companies say they are not ride-hailing competitors.

The biggest factor by far is the large amount of time Uber and Lyft drivers spend without any passengers, hunting for fares. A December report by the California Air Resources Board found ride-hailing cars are driving with no passengers in 36% of the time. New York City estimates such cruising at 45%.

Riders also take car trips that wouldn't have happened before Uber and Lyft.

Mr. Schaller said in his paper that surveys in numerous cities found roughly 40% of riders in Uber and Lyft would have walked, walked, taken public transit or stayed home if a ride-hail car hadn't been available.

Many transit-usage has declined overall in the past decade, even as employment has grown. In the 12 months through September, transit ridership in U.S. and Canada was down 7.7% from 2014 peak, ac-
cording to the American Public Transportation Association.

Researchers say some of that is likely due to declines in gas prices as well as cheap auto loans. Car-ownership sales are up and the percent of carless American households, at 5.8% in 2017, has stayed virtually flat since ride-sharing began, according to U.S. Census Bureau estimates.

More people are also working from home, not commuting at all. Lyft said it has seen nearly 500,000 people in the U.S. have given up their personal cars because of ride-sharing.

Many policy makers and re-
searchers say any Uber and Lyft have contributed to the drop in mass-
 transit ridership.

A paper from University of Ken-
 tucky civil-engineering professors presented last year at the Trans-
 portation Research Board esti-
 mates that after Lyft and Uber en-
er a city, bus ridership will decrease by 17% a year and sub-
way ridership by 1.3% a year, based on data from 32 U.S. cities.

However, the research on ride-hailing's effect on mass-transit ride-
er's isn't unanimous and Uber and Lyft have pointed to other studies showing how ride-hailing complement transit use, not displace it to get to a train or a bus. A 2018 paper in the Journal of Urban Economics by a trio of economists found Uber increases ridership by 3% after two years of being intro-
duced in a city.

Lyft for years advertised in sub-
ways and on bus shelters around the country. One New York City subway ad campaign described Lyft as the "most affordable ride in town" Uber's prospectus ahead of its 2019 initial public offering mentioned it competes with public transit for some rides.

In Chicago, city officials blame Uber and Lyft for part of the Chi-
cago Transit Authority's ridership decline in recent years; trips in the city's central Loop fell 9% from 2015 to 2018.

Data on the ride-hailing companies provided to the city show that 77% of trips in downtown are re-
quested by one party, the rest be-
ing shared rides. Ride-hailing trips starting or ending in the down-
town totaled over 154 million miles in 2018, up 300% from 2013, the city found.

The city, weekday, daytime traffic speeds in Manhattan below Central Park fell 11% between 2014 and 2018 to 71 miles an hour, a downturn transportation advocates blame in part on the growth of ride-hailing. The city's estimates ridership decline due to other for-
hire vehicles—excluding taxis—made up only 30% of all traffic south of 60th Street.

On a recent Saturday, Carla Burke was hurrying to make a dinner re-
ervation from her East Village apart-
ment to catch a train. She crossed the subway or walking in the hope of getting on a bus, but "it was just slow," the ride lasted 35 minutes as the car sat stuck in traffic.

"I could have just gotten there for free or for $1.57 in the same amount of time," Ms. Burke says. Her Uber driver was just as frustrated, telling her she should have avoided Brooklyn instead of going to Manhattan.

-Francesca Fornarola contributed to this article.
The Metropolitan Planning Organization (MPO), Technical Advisory Committee (TAC), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, February 17, 2020, at 1:30 p.m., in the Plan Hillsborough Committee Room 18th Floor, Frederick B. Karl County Center, Tampa, Florida.

The following members were present:

Jeffrey Sims, Chairman
Rachel Chase
Jay Collins
Vincenzo Corazza
Charles Andrews for Amber Dickerson
Robert Frey (arrived at 1:40 p.m.)

Anthony Garcia
Mark Hudson for Julie Ham
Nicole McCleary
Jonathan Scott
Michael Williams

The following members were absent:

Leland Dicus
Michael English
Gina Evans
Danni Jorgenson
Brian Pessaro

I. CALL TO ORDER

Chairman Sims called the meeting to order at 1:35 p.m.

II. PUBLIC COMMENT – None.

III. Approval of Minutes – January 27, 2020

Chairman Sims sought a motion to approve the January 27, 2020, meeting minutes. Ms. Sarah McKinley, MPO, commented on an updated membership list.

Mr. Scott motion to approve, seconded by Mr. Garcia, and carried ten to zero.
IV. ACTION ITEMS

A. Transportation Improvement Program (TIP) Amendment

Ms. Vishaka Shiva Raman, MPO, delivered a presentation. Mr. Williams asked if the TIP amendment was for construction or was there a design phase. Mr. Corazza inquired if the project included sidewalks. Chairman Sims clarified the project area. Discussion ensued. Ms. Raman and Mr. Roger Roscoe, Florida Department of Transportation, continued the presentation. Mr. Corazza asked questions regarding the ramp congestion and signaling, which Ms. McKinley addressed. Chairman Sims requested a motion to recommend approval of the item. **Mr. Frey so moved, seconded by Mr. Corazza, and carried eleven to zero.** (Members Dicus, English, Evans, Jorgenson, and Pessaro, were absent.)

B. Resilient Tampa Bay: Transportation Pilot Project

Ms. Allison Yeh, MPO, and Karen Kiselewski, Cambridge Systematics, presented the item. Mr. Frey complimented project findings/exercises. Ms. Yeh and Kiselewski continued the presentation. Mr. Collins asked about feedback from other committees. Mr. Frey offered/suggested language changes and wanted to ensure the action was financially feasible. Dialogue ensued on the requested action, motion wording, and whether other agencies would provide funding to help offset costs. Ms. Yeh concluded presentation. **Mr. Corazza made a motion that the MPO TAC accept the Resilient Tampa Bay Transportation Pilot Project report and request that the implementing entities strongly consider include mitigation for the highly critical, highly volatile road segments from doing maintenance or other work on the roads, seconded by Mr. Collins, and carried eleven to zero.** (Members Dicus, English, Evans, Jorgenson, and Pessaro, were absent.)

V. STATUS REPORTS

A. Transit Major Projects: Next Steps

a. Tampa Streetcar Modernization and Extension Study

Ms. McKinley and Mr. Steven Schukraft, HDR, presented the item. Chairman Sims examined the speed of the cars with the modernization. Mr. Williams expressed concern on the operating expense and CSX crossing. After
responding to questions, Messrs. Schukraft and Milton Martinez, Tampa, expounded on the presentation. Mr. Frey queried what the MPO TAC could do to better compete and seek appropriate project funding. Ms. McCleary and Mr. Corazza commented on ridership. Discussion ensued.

b. Tampa Arterial Bus Rapid Transit Study

Ms. McCleary updated the MPO TAC on the transit study. Queries followed regarding whether stops were near the University of South Florida area transit on non-major roadways, not wanting to purchase additional land for the project, and how bus stops interacted with the Hillsborough County School District.

B. Tampa Interstate Study Supplemental Environmental Impact Study

Ms. Alice Price, FDOT, presented the item. Dialogue ensued on the appropriate signage for Interstate (I) 275 and I-4 for new lane change patterns and exits. Ms. Price summed up presentation.

VI. OLD BUSINESS AND NEW BUSINESS

Chairman Sims noted the next meeting was on March 16, 2020, and advised the Florida Department of Environmental Protection approved grant funding for installation of charging stations along interstate corridors. Mr. Corazza asked the proximity of the charging stations to the interstate.

VII. ADDENDUM

A. MPO Meeting Minutes and Standing Committee Reports

B. Public Hearing Flyer – Tampa Interstate Study Supplemental Environmental Impact Statement

C. Project Fact Sheet for I-275 from Dr. Martin Luther King Jr. Boulevard and Bearss Avenue
MONDAY, FEBRUARY 17, 2020

VIII. ADJOURNMENT

There being no further business, the meeting was adjourned at 3:37 p.m.

READ AND APPROVED: ______________________________

CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: __________________________
Deputy Clerk

ad
Board & Committee Agenda Item

Agenda Item
Hillsborough Area Regional Transit (HART) - Transportation Improvement Program (TIP) Amendments

Presenter
Vishaka Shiva Raman, MPO Staff

Summary
The following items are amendments to the Fiscal Year FY2019/20 – 2023/24 Transportation Improvement Program (TIP).

Amendment 12 - 447141-1 HART Human Trafficking Innovations in Transit Public Safety Grant is a grant awarded to HART for creating and implementing a Human Trafficking Awareness Campaign during the months leading up to Super Bowl in 2021. The overall campaign will raise awareness of human trafficking and its negative impacts across the Tampa Bay area by creating an educational and marketing campaign series. The goals of the campaign are to raise awareness and to educate customers and the employees on the signs of abuse through posters, interior bus cards, audio messages and social media. The grant was also awarded to Pinellas Suncoast Transit Authority (PSTA).

Amendment 13 - 447142-1 HART's Bus and Bus Facilities Discretionary Grant is awarded to HART to replace approximately nine 40' diesel buses with CNG buses.

Amendment 14 - 442424-1 HART CNG Duplex Compressor is an existing priority to upgrade the CNG Compressor by advancing $575,000 from the current year bus replacements project; HART - FHWA Surface Transportation Program.

Amendment 15 - 414963-2 HART - FHWA Surface Transportation Program is for bus replacements and system preservation. $575,000 has been advanced from this project to the first year of the HART CNG Duplex Compressor project.

Recommended Action
Approval of the above amendments to the FY2019/20 TIP.

Prepared By
Vishaka Shiva Raman, MPO Staff

Attachments
- Factsheet for HART Human Trafficking Innovations in Transit Public Safety Grant
- Comparative Reports for the HART TIP Amendments
Factsheet

Human Trafficking Awareness and Public Safety Initiative

Overview

Human trafficking is a modern form of slavery, with nearly 25 million victims worldwide, including in the United States. Traffickers use all modes of transportation to conduct their activities and often use public transit because it is low cost, offers greater anonymity in buying fare cards, and provides less direct interaction with government or transit officials.

FTA’s Human Trafficking Awareness and Public Safety Initiative is a public safety initiative that supports the Department of Transportation’s (DOT) Transportation Leaders Against Human Trafficking initiative through transit-focused industry engagement, education, public awareness and outreach, and research and technical assistance to combat human trafficking in transit. In addition, the program supports FTA’s operator assault and crime prevention efforts. The initiative aims to maximize the transit industry’s collective impact to address human trafficking and other public safety concerns.

Innovations in Transit Public Safety

The Innovations in Transit Public Safety projects are funded through the Public Transportation Innovation Program with the goal of developing innovative projects that assist transit agencies with identifying and adopting specific measures to address public safety in transit systems, including crime prevention, human trafficking, and operator assault.

Grant Awards

On January 28, 2020, Transportation Secretary Elaine L. Chao announced $5.4 million in grant selections as part of FTA’s Human Trafficking Awareness and Public Safety Initiative at an event at U.S. Department of Transportation headquarters. Twenty-four organizations will receive funding for projects to help prevent human trafficking and other crimes on public transportation.
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<td>Hillsborough Transit Authority (HART)</td>
<td>Hillsborough Transit Authority (HART) will receive funding to conduct a public awareness campaign about human trafficking in the months leading up to the Super Bowl in 2021 in Tampa. The campaign will include educational materials for the public and HART employees as well as training in recognizing and reporting human trafficking.</td>
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<td>FL</td>
<td>Pinellas Suncoast Transit Authority (PSTA)</td>
<td>The Pinellas Suncoast Transit Authority (PSTA) will receive funding to develop human trafficking awareness training for employees and outreach materials for the public. PSTA provides bus, trolley and paratransit service in Pinellas County, Florida.</td>
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Comparative Report for HART - Amendments

Transportation Improvement Program (TIP)
FY2019/20 through 2023/24
### HART HUMAN TRAFFICKING INNOVATIONS IN TRANSIT PUBLIC SAFETY GRANT

**Type of Work**
- Extra Description: Hillsborough Transit Authority (HART) will receive funding to conduct a public awareness campaign about human trafficking.

**Related Project:**
- OPERATIONS - Managed by HILLSBOROUGH COUNTY

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**Type of Work:** PURCHASE VEHICLES/EQUIPMENT

**Related Project:** CAPITAL - MANAGED BY HILLSBOROUGH COUNTY

**Extra Description:** *NON-SIS*

**Status:** Amended  
**Amendment Date:** 4/14/2020  
**Amendment Number:** 14

**LRTP:** State of Good Repair, p31

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### FDOT

#### 5 Year TIP

**Hillsborough County, District 7**

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**LRTP:** System preservation, p. 161

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**FDOT 5 Year TIP**  
Hillsborough County, District 7

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### 5 Year TIP

#### Hillsborough County, District 7

**Status:** Adopted  
**Adopted Date:** 6/11/2019

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- **2022:** $4,000,000  
- **2023:** $9,220,000  
- **2024:** $4,000,000  
- **>2024:** $0  
- **All Years:** $69,920,000

Regional Rapid Transit, or RRT, is a concept developed during TBARTA’s Regional Transit Feasibility Plan. It is essentially a limited-stop bus rapid transit service operating in the I-275 freeway and connecting Downtown St. Petersburg, the Pinellas Gateway (Carillon) area, the Westshore Business District, Downtown Tampa, the USF area, and Wesley Chapel.

This two-year study will determine the amount of the route that is dedicated to buses only (in other words, the bus service uses a lane separate from cars); where the stations will be and what amenities they will have; and how the vehicles will get to the stations. This study will also determine approximately how much the project will cost and how it will be paid for.

To get to these answers, the team will begin with design and engineering, and identify possible impacts to the environment and community and how to address and potentially alleviate the impacts. The team will also identify the best vehicle to use, and how the service will operate, such as how often it will run.

Recommended Action
None; for information

Prepared By
Sarah McKinley, MPO Staff

Attachments
Project webpage
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 Blvd to Woodlynne Ave (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 has scheduled 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**
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.

3/1/20

Sincerely,

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 Meridan 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
- Swamps 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

ETDM
Environmental Screening Tool

FDOT

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AOI - Whiting Street 500

Floodplains Map
- **Area of Interest**
- **Special Flood Hazard Area**
- **Major Road**
- **Local Road or Trail**
- **City Limits**

Data Sources:
- NAVTEQ
- US Geological Survey
- Federal Emergency Management Agency

9/26/2019

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AOI - Whiting Street 500

Integrated Wildlife Model Map
- Area of Interest
- Low Habitat Quality
- Medium Habitat Quality
- High Habitat Quality
- Major Road
- Local Road or Trail

Data Sources:
- NAVTEQ
- US Geological Survey
- Florida Department of Transportation
- Florida Fish & Wildlife Conservation Commission

9/26/2019

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Land Use Map

- **Area of Interest**
- **Major Road**
- **Local Road or Trail**
- **Agricultural**
- **Industrial**
- **Institutional**
- **Mining**
- **Open (Not Agricultural)**
- **Other**
- **Retail/Office**
- **Public**
- **Vacant (Residential)**
- **Vacant (Nonresidential)**
- **Right-of-Way**
- **Recreational**
- **Residential**
- **Water**
- **No Date**

Data Sources:
- NAVTEQ
- US Geological Survey
- Florida Department of Revenue
- Florida Department of Transportation
- Florida County Property Appraiser Offices

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.
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.

None – informational briefing

Presented 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
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.
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”

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?: Duranton & Turner**

"The Fundamental Law of Road Congestion: Evidence from US Cities"

**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-Miles</th>
<th>Time Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Duranton and Turner (1)</td>
<td>United States (MSAs)</td>
<td>1983-2003</td>
<td>1.03</td>
<td>10 years</td>
</tr>
</tbody>
</table>
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 sources 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 quantifying the disruptive effects of new transportation investments.
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.
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

MPO Meeting of February 12, 2020 – Page 2
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 targets 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 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
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 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.
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!
The Ride-Hail Utopia Got Stuck in Traffic

Uber and Lyft promised to ease congestion. Instead, they made it worse.

By Eliot Brown

2.5 MILES AN HOUR
Average downtown
San Francisco traffic
speed slowdown
due to ride-hailing
apps between
2010 and 2016

ABOUT 40%
The share of ride-hailing cars in
California and New York City
cruise without passengers

77%
Share of ride-hailing
trips that are requested for one
party only, rather than pooled,
in Chicago's downtown.

309%
The rise in ride-hailing
trips starting or ending in
downtown Chicago
between 2010 and 2016

Five years ago, Travis Kalanick was so confident that Uber Technologies Inc.'s rides would prompt people to leave their cars at home that he told a tech conference: "If every car in San Francisco was Uber, there would be no traffic."

Today, a mounting collection of studies shows the opposite. Far from easing traffic, Uber and its main rival, Lyft Inc., are adding to congestion in numerous U.S. downtowns.

Officials in San Francisco, Chicago and New York have cited congestion as the main rationale for new fees they recently enacted on Lyft and Uber rides in each of the cities. Other regulators around the country are considering similar fees. Uber and Lyft no longer pledge ride-hailing will reduce traffic, acknowledging that they add to congestion, though they say some studies overstate their role in the problem.

The app makers initially thought their technology would create seamless trips, with fewer strangers forming their own cars for a shared ride. Getting edge algorithms, they believed, would steer behavior through pricing and route-matching, letting drivers spend more time between trips. Riders leaving their cars at home would then increasingly hop on buses, bikes or walk in a gridlock-easing ripple effect.

That utopia hasn't come to pass. Most users take their own private Lyft and Uber, commuting even though it costs them more. Rather than the apps becoming a model of algorithm-driven efficiency, drivers in major cities cruise for fares without passengers an estimated 40% of the time.

Multiple studies show that Uber and Lyft have pulled people away from buses, subways and walking, and that the apps add to the overall amount of driving in the U.S.

A study published last year by San Francisco County officials and University of Kentucky researchers in the journal Science Advances found that over 60% of the slowdowns of traffic speeds in San Francisco between 2010 and 2016 was due to the introduction of the ride-hail companies.

In Chicago, the companies have been "creating exponential growth in congestion in the downtown," said Dan Lurie, policy director in the city.
The Traffic Solution That Wasn't

Continued from page 21

The mayor's office. Last month, the city started charging a new fee on every ride-hailing trip to stimulate the service. The renewal of ride-hailing from Uber to congestion will have the same unintended consequence that has become a recurring pattern of Silicon Valley disregard. Companies seeking rapid growth by reinventing the way we do things are delivering solutions that sometimes create new problems.

Facebook Inc. set out to help counter Facebook's, but also contributed to the spread of division and disinformation. In an interview with Axios, Facebook CEO Mark Zuckerberg said it could reduce cigarette smoking, but fueled the tours of vein vamping. Encrypted messaging apps designed to boost online privacy have found their favorite consumers: terrorists and criminals.

Silicon Valley in particular seems to favoring on positive potential effects of new technologies. It gives the cityscape of Silicon Valley, and Fred Turner, a Stanford University communications professor who has written a book on the trend, said he was surprised by the optimism.

"It's very much part of the wa-

ter," Turner said.

Trends companies tend to have an engineering focus, narrow focus on econo
cises, and a culture of innovators, missing the broader picture as a re

tooling. They often imagine the

landscape within which your devices will be deployed," he said.

Ride-hailing has dramatically changed transportation in dense cities, and in a few taps on their phones, users can reliably and quickly get a ride, cheaper and faster than a taxi. Uber and Lyft, which account for the vast majority of ride-hailing in the country, did hundreds of millions of rides in 2010.

In a recent survey, some of the glo

downs—and on crowding, empty spaces between passengers—seems obvious.

Uber and Lyft say their effect on congestion is small. According to a study the two companies commissioned last year, they were responsible for 13% of all driving in San Francisco and significant less in low or medium density cities. It estimated they accounted for 3% of all driving in Chicago's Cook County. The study didn't address congestion.

Researchers say the app's im

duction on congestion is most signi

cant in major, dense cities where they have large numbers of users. A study by the city of Toronto published last year found no measure

able increase in travel times as a result of ride-hailing, but warned

that the bigger the companies be

come in the city, the bigger the likelihood that speeds will slow.

Uber and Lyft now emphasize the ways they steer riders toward alterna
tives to their ride-hailing services, such as incorporating public-transit options into their apps. They have both launched shared scooters and bikes and have offered heavily for congestion pricing in cities includ

ing New York, so that all cars on the road—just Uber, Lyft—are able to choose the fastest route. A spokesman said Uber's "traffic lights" would help drivers.

"As Uber and Lyft first focused on the features that could decrease congestion, the factors that add to it are far larger," said Bruce Schaller, a transportation consultant and for

mer New York City official who has studied the topic. Companies compete for orders, ramping up their services as they try to attract passengers.

"It's very much part of the wa-

ter," Turner said.

"The math is very simple and straightforward," Mr. Schaller said. In a paper presented last month to the Transportation Research Board, he estimated that for every mile of personal-car driving the companies remove from the road in large U.S. cities, they add 3.5 miles of driving to ride-hailing apps. They have driven for Uber in the Bay Area for the past two years, said some days it can take 30 minutes to get to three-quarters of a mile from the financial district to the main inter

state highway, and he can get stuck behind a Lydf

er passenger on a gridlocked street.

"You get very stressed out," he said. "You're making nothing just sitting in traffic."

Traffic speeds in San Francisco's downtown core fell 21% to 15.7 miles an hour, from 19.6 miles an hour in 2010. Without the addition of Lyft and Uber, traffic speeds could have fallen 0.5% to 16.2 miles an hour, according to Joe Linton, a former San Francisco city official who was a co-au

thor of the Science Advances study as well as a related analysis.

The Science Advances study analyzed traffic speeds in the city of congestion and ride-hailing, used data on San Francisco's busiest streets as well as data from Uber and Lyft apps in 2016 and made estimates about how other changes—like the nearly 100,000 jobs the city added in 2016—would affect the city.

Uber and Lyft have said the study understated how much their service didn't account for other factors like the growth of e-commerce deliveries.

The main factor that could de

crease congestion—passengers sharing rides—hasn't taken off. Re

searchers and analysts estimate roughly 20% to 30% of rides in major metro areas are pooled. Re

cently the ride-hailing companies have increased prices for their shared rides, which, Uber Chief Executive Dara Khosrowshahi has

said, tend to cost the companies more. Both companies say they are planning to change the system to get it to a true or better. A 2018 paper in the Journal of Urban Economics by a trio of economists found Uber increases ridership by 5% after two years of being intro

duced in a city.

Lyft for years advertised in sub

ways and on bus shelters around the country. One New York City subway ad campaign described Lyft as "the most affordable ride in town". Uber's prospects ahead of its 2016 initial public offering, it mentioned, it competes with public transport for some rides.

In Chicago, city officials blame Uber and Lyft for part of the Chi

cago Transit Authority's ridership decline in recent years: trips in the city's central Loop fell 5% from 2015 to 2018.

Data from the ride-hailing companies provided to the city showed that 77% of trips in downtown are re

quested by one party, the rest being shared rides. Ride-hailing trips starting or ending in the down

town totaled over 164,000 miles in 2018, up 300% from 2015, the city found.

The city, weekday, daytime traffic speeds in Manhattan below Central Park fell 11% between 2014 and 2016 to 71.7 miles an hour, a slowdown downtown, the city blamed in part on the growth of ride-hailing. The city estimates ridership on many other for

hire-vehicles—including taxis—

make up only 30% of all traffic south of 63rd Street.

On a recent Saturday, Carlos Burke was hurrying to make a dinner res

ervation from her East Village apart

ment, searching the subway or walking in the hope of getting a taxi or Uber. But the ride lasted 35 minutes as the car sat stuck in traffic.

"I could still get there for free or for $5.75 in the same amount of time," Ms. Burke says. Her Uber driver was just as frustrated, telling her she should have stayed in Brooklyn instead of coming to Manhattan.

-Francesca Ponte

 contributed to this article.