Virtual Meeting of the Bicycle Pedestrian Advisory Committee

Wednesday, April 8, 2020, 5:30 p.m.

The County Center and Plan Hillsborough offices are closed to the public in response to the COVID-19 pandemic. Helpful hints for participating remotely are attached, and technical support during the meeting may be obtained by contacting Chris English at (813) 273-3774 ext. 380.

To view presentations and participate from your computer, tablet or smartphone, go to https://attendee.gotowebinar.com/register/3996224895285798412

Live captioning: https://2020archive.1capapp.com/event/hillsborough


Agenda packet, presentations, and supplemental materials posted here.

Public comments are welcome, and may be given in person at this teleconference meeting, by logging into the website above and clicking the “raise hand” button.

Comments may also be provided before the start of the meeting:

- by leaving a voice message at (813) 273-3774 ext. 369.
- by e-mail to mpo@plancom.org
- by visiting the event posted on the MPO Facebook page.

Written comments will be read into the record if brief, and provided in full to the board members.

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

Public comments are welcome, and may be given in person at this teleconference meeting, by logging into the website above and clicking the “raise hand” button.

III. Approval of Minutes – March 11, 2020

IV. Members’ Interests

V. Action Items

A. FY21 & FY22 Unified Planning Work Program (Allison Yeh, MPO Staff)

VI. Status Reports

A. Sidewalk Stompers Presentation (Emily Hinsdale, Sidewalk Stompers)
B. THEA Project Update and PD&E Advance Notification for Whiting St & Washington St Extensions & Selmon Expressway Ramps Reconfiguration (THEA Representative)

C. Florida Bicycle Legislative Update and Presentation of Florida Bicycle Association 2019 Volunteer of the Year Award (Becky Afonso, Executive Director, FBA)

VII. Old Business & New Business

VIII. Adjournment

IX. Addendum

A. MPO Meeting Summary & Committee Report

B. Grow Gardens Flyer

C. Micro-mobility Ridership February 2020

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

The MPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Learn more about our commitment to non-discrimination.

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

Si necesita servicios de traducción, el MPO ofrece por gratis. Para registrarse por estos servicios, por favor llame a Johnny Wong directamente al (813) 273-3774, ext. 370 con tres días antes, o wongj@plancom.org de cerro electronico. También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al (813) 273-3774, ext. 211.

In accordance with Title 17 U.S.C. Section 107, materials attached are for research and educational purposes, and are distributed without profit to MPO Board members, MPO staff, or related committees or subcommittees the MPO supports. The MPO has no affiliation whatsoever with the originator of attached articles nor is the MPO endorsed or sponsored by the originator. Persons wishing to use copyrighted material for purposes of their own that go beyond ‘fair use’ must first obtain permission from the copyright owner.

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

Mr. Forbes called the meeting to order at 5:31 p.m. A quorum was present shortly after the meeting began.

Members present: Katrina Corcoran, Lynda Crescentini, Peter Davitt, Jonathan Forbes, Rafael Hernandez, Tim Horst, John Kubicki, John Marsh, Faye Miller, Karla Price, Diana Ramirez, Jaime Rubscha, Bill Sapper, Jim Shirk, Sally Thompson, and Alain Watson

Others present: Wade Reynolds – MPO; Sharon Snyder - Planning Commission; Alex Henry and Kara Van Etten – Florida Department of Transportation (FDOT); Monica Martin – Hillsborough County; Kristine Williams – USF/CUTR

II. PUBLIC COMMENT

There were no public comments.

III. APPROVAL OF MINUTES

Motion: Approval of the minutes of February 12, 2020 (Shirk - Watson). The motion passed unanimously.

IV. MEMBERS’ INTERESTS

Mr. Hernandez asked what can be done about blocked sidewalks due to construction. Mr. Reynolds replied he can ask someone from the City of Tampa Maintenance Department to attend a meeting to present their traffic control plan. Mr. Marsh stated Debbie Harrington is the head of Right-of-Way and is responsible for the detours. The City pulls standards from the Florida Department of Transportation (FDOT). Mr. Reynolds will contact her to get her on an agenda.

Mr. Horst stated he recently took an advanced traffic control class offered by FDOT and there isn’t a requirement to have a pedestrian element included in traffic control plan. Ms. Thompson asked who is responsible for establishing the traffic control and Ms. Ramirez replied the owner of the right-of-Way is responsible.

V. ACTION ITEMS

None.

VI. STATUS REPORTS

A. SR 60/Kennedy Blvd. Access Management Study (Kara Van Etten, H.W. Lochner)

Ms. Van Etten introduced herself and Alex Henry from the FDOT. They will co-present the SR 60/Kennedy Blvd. (from Westshore Blvd., to Brevard Avenue) Access Management Study, which
is two upcoming projects along Kennedy Blvd., from Westshore Blvd. to Woodlynne Avenue (Project 437644-1), and from Woodlynne Avenue to Brevard Avenue (Project 436489-1).

Ms. Van Etten presented the objectives of Project 437644-1 & -2, which includes access management (median modifications and turn lane extensions) and urban corridor improvements (ADA improvements and signalized intersection improvements). She provided important dates and the project information link (http://www.fdottampabay.com/project/317/437644-1-52-01). To clarify, the public meetings are being held at Everglades University (5010 W Kennedy Blvd, Tampa, FL 33609).

Mr. Henry presented the objectives of Project 436489-1, which are mainly urban corridor improvements and provided the important dates for this project.

Discussions followed regarding improvements needed on Willow and Kennedy, going north (a traffic signal is being installed in the next few months); if the signal at Westshore is being replaced (no, because of the right-of-way need); the need to increase signalized intersections (Mr. Henry stated signalized intersections will be completed at four intersections between Woodlynne and Brevard during the resurfacing project. The traffic counts between Woodlynne and Westshore Blvd. did not show a need for additional pedestrian crossings on Kennedy Blvd. A pedestrian crossing is being installed at Henderson and Kennedy. FDOT will continue to look for pedestrian crossing opportunities along Kennedy but not for this project.); additional signalized crossings at North Manhatten and North Grady Avenue will reduce the length between crossings from 0.6 miles to 0.3 miles; consideration of whether a Rapid Flashing signal, HAWK or coordinated system is warranted; and the importance of keeping pedestrians from needing to cross the road due to construction (Ms. Van Etten will speak to the EOR. Mr. Henry stated the Central FDOT office recently established a task force to look at making the guidance better and clearer.)

Ms. Price thanked Ms. Van Etten and Mr. Henry for considering the City of Tampa’s comments and asked if there will be an opportunity for landscaped medians (Mr. Henry stated that can be reviewed in the pre-coordination meetings with staff). Mr. Reynolds asked if the existing median landscaping between Westshore and Kennedy will stay. Ms. Van Etten replied it will be replaced with sod and landscaping may be considered in the future.

Discussions continued regarding the desired length between pedestrian crossing (Mr. Henry suggested referencing the length that was referenced in the safety study).

Motion: To add signalized intersections at North Grady and North Manhatten Avenue and to add pedestrian crossings in between Westshore Blvd. and Lois Avenue and in between Lois Avenue and Dale Mabry Highway (Horst – Shirk). The motion passed unanimously.

B. Temple Terrace Curb (Vinny Corraza, City of Temple Terrace)

Mr. Reynolds presented in lieu of Mr. Corraza, who has accepted an out-of-state job. Mr. Reynolds stated the City of Temple Terrace has proposed a pilot program to retrofit the existing curbs, known as Miami curbs, with vertical curbs (also known as header or FDOT Type D curbs), which a driver would bump into before jumping the curb and hitting a pedestrian. The base of the sidewalk was raised to the top of the curb to create a reinforced vertical bumper to alert and prevent wayward drivers from crashing into a pedestrian. Instead of replacing what is already in place, the City is augmenting the existing curbs at a cost savings of over $16,000 (40%).
A discussion followed regarding why the City chose to do this. Mr. Reynolds replied his understanding is the City did this to fill sidewalk gaps and to save money doing so. Mr. Forbes stated it is more of a protective barrier for car-hopping than anything else. Mr. Reynolds stated the City did not want to lay sidewalk at grade level and proposed doing this to protect pedestrians.

C. Transportation Equity Scorecard (Kristine Williams, CUTR)

Ms. Williams presented the Transportation Equity Scorecard. She discussed the project background and gave examples for uses for the tool. She explained the equity tool categories, the Communities of Concern (COC) scoring system, beta testing and data sources. Ms. Williams also gave an example of a beta test of the 34th Street North Project.

Mr. Horst commented he loves this project and feels it should be adopted to use as criteria.

VII. OLD AND NEW BUSINESS

Ms. Thompson asked for an update on the Tri-County meeting held on Friday, March 6th. Mr. Shirk stated the meeting focused on regional trails, was well attended, especially by elected officials, and well run. He would like to have more of these meetings during the workday and he feels it is easier to get elected officials to attend during the day. There was a lot of discussions and comments regarding the presentations. Mr. Reynolds stated there were no conclusions made but getting information on issues to the officials helped. An example being that Commissioner Starkey hadn’t heard much about the pedestrian crossing bill but got on the phone during the meeting, stating “she would put a stop to this”. Mr. Shirk suggested using Skype for the next meeting.

Tomorrow, March 12th, is the City of Tampa’s Bike with the Mayor. Additional information for all Bike with the Mayor events was included in the agenda packet.

Mr. Shirk announced CityBike Tampa is having a picnic on Saturday, March 14th, at which anyone can try out a new silly type of bicycle. He will provide the link to Mr. Reynolds for distribution.

Mr. Shirk announced the National Bicycle Summit has been cancelled due to the current public health crisis.

VIII. ADJOURNMENT

There being no further business, the meeting was adjourned at 6:24 p.m.
Board & Committee Agenda Item

Agenda Item
FY21 & 22 Unified Planning Work Program

Presenter
Allison Yeh, MPO Staff

Summary
The MPO's transportation planning functions are supported primarily by federal and state grants. These functions must be identified in advance for two fiscal years and encompass the federally funded surface transportation planning efforts to be undertaken by FDOT, HART, local jurisdictions, and other agencies. These activities, products and budgeted funds are documented in the Unified Planning Work Program (UPWP). The new UPWP for fiscal years 2020/21 and 2021/22 will be effective July 1, 2020 through June 30, 2022.

In February, staff solicited planning project suggestions from partner agencies and MPO committees for consideration in the new UPWP. A draft FY21-FY22 UPWP was then submitted to FDOT on March 13th for a 30-day review period. FDOT comments will be addressed in the final draft when they are available.

There are no major changes to the structure of the new FY21-FY22 UPWP except some expected annual adjustments to budget calculations including the reimbursement rate for indirect expenses. Also, the planning budgets for Task 1-6 and the budget summary tables have been consolidated into one section. The final draft UPWP is being presented for approval to MPO Committees in April and to the MPO Board on May 13th, 2020.

The currently adopted UPWP for FY19-FY20 and draft FY21-22 UPWP are available on the MPO website: http://www.planhillsborough.org/unified-planning-work-program/

Recommended Action
Approve the FY21-22 UPWP document

Prepared By
Allison Yeh, AICP, LEED GA

Attachments
Link to Draft FY21-22 UPWP Document
Board & Committee Agenda Item

**Agenda Item**
Sidewalk Stompers Update

**Presenter**
Emily Hinsdale, Sidewalk Stompers

**Summary**
Sidewalk Stompers was created in the Palma Ceia neighborhood in 2017 to promote safer streets and pathways to school. The organization promotes healthy bodies, healthy minds, safer environments, and stronger communities. The Sidewalk Stompers advocate for safe routes to school: sidewalks, crosswalks, crossing guards, four-way stops, safety signage, flashing beacons in school zones, and a share-the-road approach to road design and planning.

**Recommended Action**
None, for information only

**Prepared By**
Wade Reynolds, MPO Staff

**Attachments**
None.
Board & Committee Agenda Item

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

**Presenter**
THEA Representative

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

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

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

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

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

Rich Clarendon, Hillsborough MPO Assistant Executive Director
Hillsborough County Metropolitan Planning Organization
601 E Kennedy Blvd 18th Floor
Tampa, FL 33602

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

Dear Rich Clarendon:

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

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

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

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

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

Sincerely,

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 (can) - 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

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 DRIs 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.
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.
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:
- NAITEQ
- 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 archeological 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.

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.
AOI - Whiting Street 500

Hydrogeology Map

- Area of Interest
- Recharge Areas of the Floridan Aquifer
- Surface Geology
- Eocene
- Oligocene
- Plio-Pleistocene
- Pliocene
- Pleistocene/Holocene
- Miocene
- Oligocene/Miocene
- Holocene

City Limits
- Discharge 1 to 5
- Discharge > 5
- Discharge < 1
- Recharge 1 to 10
- Recharge > 10
- Recharge < 1

Data Sources:
- NAVTEQ
- US Geological Survey
- Florida Department of Transportation
- South West Florida Water Management District
- Florida Geological Survey

etdm
Environmental Screening Tool

FDOT

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.
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.
Population Density Map

- Area of Interest
- Major Road
- Local Road or Trail

Population Per Acre (2010):
- 0 - 4.9
- 5 - 29.9
- 30 - 99.9
- 100 - 349.9
- 350 - 800
- > 800

Data Sources:
- US Geological Survey
- FL Department of Transportation
- NAVTEQ
- US Census Bureau (2010)

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.
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.
Board & Committee Agenda Item

**Agenda Item**
Florida Bicycle Legislative Update and Presentation of 2019 Volunteer of the Year Award

**Presenter**
Becky Afonso, Florida Bicycle Association

**Summary**
Becky Afonso, Executive Director of the Florida Bicycle Association, will provide an update on the 2020 Florida Legislature and bills that were considered relating to bicycling. The award for 2019 Volunteer of the year will also be presented.

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

**Prepared By**
Wade Reynolds, MPO Staff

**Attachments**
None.
MPO Board Meeting of Tuesday, March 3rd, 2020

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:04 a.m., led the Pledge of Allegiance and gave the invocation. The regular monthly meeting was held at the County Center Building on the 26th Floor, Conference Rooms A & B.

The following members were present:

Commissioner Les Miller, Commissioner Pat Kemp, Commissioner Ken Hagan, Commissioner Mariella Smith, Commissioner Kimberly Overman, Councilman Citro, Councilman Luis Viera, Councilman Guido Maniscalco, Mayor Rick Lott, Cindy Stuart, Charles Klug, Michael Maurino, Joseph Waggoner

Also present: Attorney Clark and Beth Alden

The following members were absent: Mayor Mel Jurado, Adam Harden, Joe Lopano.

A quorum was met.

APPROVAL OF MINUTES – February 12th, 2020

Chairman Miller requested a motion to approve the February 12th, 2020 minutes. Commissioner Maniscalco so moved; it was seconded by Commissioner Overman and adopted.

PUBLIC COMMENT

There were three speakers with public comments.

Chris Vela, Tampa, Florida 33605, stated he's upset about the approval of the sound walls, and that in October of 2019 the board also approved the operational improvements which he mentioned badly hurt his community. The concern is the anticipation of more cars coming off the 14th and 15th Street exits, including the future anticipation of the interstate being widened and additional sound walls put up in urban neighborhoods, more dense areas. Mr. Vela went on to read a quote from the Socioeconomic Impacts, "TBX is unlikely to affect children or older adults or the disabled, once it opens, if they do not use the interstate," stating right off the bat it's a discriminatory use of a federal facility. Mr. Vela opined how his community is impacted by these improvements, giving examples, and stated that local trips could be resolved with walkability, by pet plans, as well as with transit. Mr. Vela spoke to the Business Guild in Ybor City, which is against these exits, just like the YCDC is and just like the neighborhood association is. The Colombia Restaurant, he stated, remembered some opposition against the exits back in the 1980s. Mr. Vela asked the Board to oppose the 14th and 15th Streets on this plan.

Jim Davidson brought to the Board's attention that the LRTP has been submitted to the federal government, and the diagram shows the cost feasibility program was
all done in present-day costs when handed into the State, which has to be done in expenditure dollars, and the public saw this diagram. He urged the Board to read the 2045 LRTP Cost Feasibility Technical Memorandum. Mr. Davidson went over the inconsistencies in calculations, stated he read the Compliance document, and urged the Board to consult their lawyer because of mistakes.

Sharon Calvert also spoke on the 2045 LRTP. The MPO coincidentally changed their format and there are inconsistencies, the numbers don’t match, and there’s missing information. On November 5th, 2019, two appendices, one of which is the major investment costs, were blank. Ms. Calvert stated that she informed the Board that day and that it would be corrected. On February 20th, 2020, it was still blank, but has since been updated. The information provided in 2040, a table for the Cost Feasibility project, is nowhere to be found in the 2045 document, and the key piece is there’s missing information the public did not have at the time of the public hearing. The document has been changed numerous times, and there’s no version control from the public perspective. Speaking on the Fixed Guideway Transit Projects, when looking at the costs, comparing to the 2040 plan, she cannot make heads or tails of where the numbers came from.

COMMITTEE REPORTS, ONLINE COMMENTS

Bill Roberts, CAC Chair, presented an update on the CAC meeting in February of 2020. He reported the CAC voted to approve Terrance Trott for the At Large seat on the CAC, representing the African-American community, and they also welcomed two new members at that meeting -- Jeff Lucas and Christine Acosta. The CAC approved the Garden Steps Action Plan; the Transportation Improvement Program Amendment to the I-75 northbound ramp from US 301 with recommendations. They asked that the signal timing be evaluated during and following the improvements at 301; secondly, they identified changes to minimize the spillback during the evening rush hour from southbound 301 traffic turning onto eastbound Bloomingdale, which blocks that intersection; and, finally, the CAC approved the Resilient Tampa Bay: Transportation Pilot Project. Other actions: The CAC heard a presentation and received research papers on induced travel demand; heard a report on the Streetcar Modernization and Extension Study being conducted by the City of Tampa; heard a presentation on the Tampa Interstate Study/Supplemental Environmental Impact Statement Public Hearings, with much discussion regarding the motion made by the Community Redevelopment Agency in support of prioritizing transit and opposing tolls on the interstate within the City of Tampa. The CAC debated a motion to oppose new variable express tolls within the City limits, mirroring the action of the City of Tampa's CRA. That motion failed by a vote of 6 to 8, with many questions about express lanes, tolled or otherwise, which the CAC expects to have a presentation on in the future to clarify language and what some of its intent is. The CAC, regarding the next Unified Planning Work Program, passed a motion asking the MPO to coordinate between the cities and county to adopt a uniform standard for buffered bike lanes.

Wanda West, MPO staff, relayed the other committees approved three items for action on the agenda: Technical Advisory Committee, making a slight modification to one of the items; the Resilient Tampa Bay: Transportation Pilot Project to accept the report and request implementing entities strongly consider mitigation strategies; and the Transportation Disadvantage Coordinating Board approved the annual evaluation of the community transportation coordinator. Other presentations made to the committee included Induced Demand, Transit Major Project Next Steps, HART - BRT Arterial Study, Tampa Streetcar Modernization and Extension Study, Vision Zero Speed Management Study update, update on Bicycle Friendly Business Program, the Tampa Interstate Study Supplemental Environmental
Impact Study, MPO's Unified Planning Work Program, Call for Projects. Regarding the UPWP Committee's request for consideration to add the following studies: Right Size Parking Calculator, Best Practices in Electric Vehicle Charging, Continue Audits for Remaining School Safety Study, looking at speed humps around parks, and best practices for street sweeping and bicycle lane maintenance.

Online comments: Gary Rector sent an e-mail expressing concerns about FDOT's February 27th public hearing on the Tampa Interstate Study Supplemental Environmental Impact Statement and Environmental Protection of the Hillsborough River, and both MPO and FDOT staff have responded. A records request was received from Sharon Calvert for the major investment projects and assessment and cost feasible plan supplemental tables from LRTP. Requested documents were provided, and a similar request was received from Mr. Jim Davidson. There was correspondence between County Administrator staff and Plan Hillsborough staff regarding use of the conference room on 26th floor. Mike Lamarca wrote regarding the FDOT maintenance workers in the Ruskin/Apollo Beach area who did not utilize laws regarding bicyclist safety, and FDOT thanked him and will follow up with staff.

No Facebook comments were received.

Chairman Miller sought a motion to approve the Consent Agenda. Commissioner Maniscalco so moved; it was seconded by Commissioner Kemp and adopted.

ACTION ITEMS

A. Transportation Improvement Program Amendment

Vishaka Raman, MPO staff, gave a brief summary that this amendment has been brought by the FDOT to add a new project to the current TIP for interchange improvement at U.S. 301 and I-75. It calls for the design and construction of roadway improvements and mainly adds an outside lane to the I-75 outbound ramp, from northbound U.S. 301 to northbound I-75. Other improvements include new concrete pavement, rehabilitation of existing pavement, signage, marking, and lighting, et cetera, and goes with other roadway improvements from north of Lake St. Charles Boulevard to north of Progress Boulevard. From the comparative report, as a new project, it's adding roughly $5 million in advanced construction funds to this project. This project has already gone through the CAC and LTAC, so he requested approval of the amendment.

Chairman Miller sought a motion to approve the amendment. Commissioner Waggoner so moved; it was seconded by Commissioner Kemp, followed by a discussion from Commissioner Smith on the question by the CAC, stating they would like to see a signal timing study added. Ms. Raman relayed that it was added to the recommendations for the study, along with identifying the changes during and after the construction from southbound U.S. 301 to eastbound Bloomingdale because it blocks traffic.

A standing motion moved by Mr. Waggoner, seconded by Ms. Kemp, with a roll call vote and adopted.

B. Garden Steps Action Plan

Michele Ogilvie, MPO staff, gave a brief overview that Garden Steps is a project for which MPO was awarded First Runner-Up in the APHA/Aetna Foundation Healthiest Cities competition, for work in establishing community gardens in areas identified as food deserts and evaluating and improving transportation around
conditions surrounding garden sites, thanks to their partners. They're looking at trends in which obesity has grown in the United States, and they discovered that health is 50 percent of public policy. They affirmed that transportation affects health in the areas of safety, walking, bicycling, and air quality, of which they had numerous conversations about in the last year, including connectivity to destinations so that they can build wealth and health and equity.

What they had missed in this project that they discovered was that food access and the food desert label became part of their daily speech and they created a county health atlas that helped to identify health, environment, transportation, food environment, all layered over the City of Tampa, which was the study area. As a result of all the successes of Garden Steps, they were named First Place winners and were awarded $50,000 and, evidence based and moving forward, Ms. Ogilvie requested that they use the $50,000 to complete new gardens for health and food access, for the purpose of community education, safe and health active transportation, and public policy.

Their request to the Board is to support the Garden Steps Action Plan in your packet, as they have the support indicated from City of Tampa. It was also stated they'll be working at the 22nd Street and Osborne corridor for the next three years and would like to recreate this garden and move forward. Commissioner Kemp and Commissioner Overman congratulated Ms. Ogilvie on the good work and inquired if they're working with County Extension, and they are. Chairman Miller also asked if they're putting one in East Tampa at Middleton High School. He was assured that they were.

Chairman Miller sought a motion to approve the support for the Garden Steps Action Plan. Commissioner Maniscalco so moved; it was seconded by Commissioner Kemp and adopted.

C. Resilient Tampa Bay: Transportation Pilot Program

Allison Yeh, MPO Staff, described that Resilient Tampa Bay is a project that started a little over a year ago when they started the Long-Range Transportation update, and it's an effort between the three, MPOs, Tampa Bay Regional Planning Council, and DOT. Ms. Yeh gave a brief description that the LRTP was mandated to look at resiliency and flooding strategies for this project. She described what went into the LRTP - a.) State of good repair and resilience; b.) Vision zero; c.) Smart cities; d.) Real choices when not driving; e.) Major projects, and this plan had stakeholder participation.

Karen Kiselewski, Technical Consultant, further explained the report has three components to it. It's a vulnerability assessment, has an adaptation toolbox in it, and it has cost information and some return on investment in it, and that all three of those kind of wrap up into identifying potential projects moving forward. She also quickly touched on the three components, showing diagrams of the potential impacts/changes. Ms. Kiselewski, as well, mentioned the Cost of Doing Nothing report.

The recommended action is the Board accept the Resilient Tampa Bay: Transportation Pilot Project Report and request that implementing entities strongly consider mitigation strategies for the highly critical, highly vulnerable road segments when doing maintenance or other work on those roads.

Chairman Miller sought a motion to approve the Resilient Tampa Bay: Transportation Pilot Project Report and request that implementing entities strongly consider mitigation strategies for the highly critical, highly
vulnerable road segments when doing maintenance or other work on those roads Garden Steps Action Plan. Commissioner Kemp so moved; it was seconded by Councilman Citro and adopted.

Discussion went forward by Commissioner Kemp, exclaiming this is a very compelling presentation. She asked about infrastructure issues with the Cat 3 plus sea level rise, and are we addressing that in the projects that are underway now? Her concern is that FDOT said they are now looking at the Howard Frankland Bridge, with a 1.5 foot sea level rise in the plans, but it appears that by 2045 they will be needing 4 feet.

Mr. Gwynn responded that if they raised the Howard Frankland Bridge 8 feet, you wouldn’t be able to get on it and that it would be higher than everything else. Currently, they're looking at the sea level rise, having to balance their options with the surrounding and abutting properties.

Commissioner Overman asked if by approving this report and sending it on for transmittal, does it set specs in order to avoid the additional cost, since we are planning for 2045. She stated they should have these specs in their plan design and questioned if they are required to be added to the design standards in order to mitigate this kind of resilience, because not only is it the economic cost of not doing it now, it is the volume of traffic that would be impeded. Her question was: By approving this report and putting it through, do we adopt or should we or can we adopt the design standards to address this mitigation?

Ms. Yeh responded this is a planning level study, so when you get to, for example, the PD&E phase, there will be additional engineering required to do the design and she thinks they can adopt the concepts and the basic cost estimates. When it goes up to the Federal Highway Administration level, it's going as a final draft. They're going to massage it into a national guidebook, together with all of the other collective pilot projects. Ms. Yeh wanted to note that when they were working with the Department of Transportation, they understood there was quite an extensive study done for Highway 275.

Karen Kiselewski reiterated this was a planning level study, so the tools and strategies in here are at a planning level. She thinks the big takeaway is it helps identify those facilities that are vulnerable to be able to do more detailed studies going forward. So as local governments or DOT do maintenance projects on the facilities, they will look at it more closely in terms of vulnerability, as well, and consider additional strategies based on some of the suggestions in the report. They have found elsewhere if there’s not money set aside to do enhancements for resilience, they sometimes don’t occur. This is a way of trying to start that conversation. Ms. Overman exclaimed that that’s her point, and if they’re estimating the cost of building projects for 2045 now, these standards to address resiliency need to be included in the planning and the design so they can estimate what the costs are going to be at that time. That is why she asked the question and wants to know if they’re even close to including this kind of resilience planning in their estimates for LRTP. Assuming that someone would put them there last-minute, which probably would not happen, she would like to make sure that whatever they, as an MPO need to do, that they reiterate planning for the resiliency that is discovered and studied now in the cost estimates needs to be included in the plan. Ms. Yeh stated stormwater and resurfacing costs are incorporated into one of the performance measures already. To answer Commissioner Overman's question, yes, at the planning level, but for the design level, they may have to defer to individual projects and the engineering because of tweaks, but that these are probably estimated lower since they're preliminary estimates, which is Commissioner Overman's concern.
Chairman Miller sought a motion to approve the report. Commissioner Kemp so moved; it was seconded by Councilman Citro and adopted.

**STATUS REPORTS**

A. Cost of Doing Nothing Report

Randy Deshazo, Tampa Bay Regional Planning Council, gave an overview on how climate is changing the economy, how it has a cumulative effect over time, and that there are considerable risks to our national economy. Since there's not quite as many studies that relate to Florida or certainly to the Tampa Bay area, what the Council has done in recent years is to try to address the gap. The study done a few years ago looked at an increase of the sea level rise of 2.95 feet by 2060. They looked only at the sea level rise and only focused on impacts to property, both inundated residential properties and inundated commercial properties, to get a sense of what property value loss would be and how many coastal jobs would be lost as a result of sea level rise. This was a GIS-focused kind of study. Essentially, their findings were somewhere north of $10 billion in property damage as a result of inundation by 2060 and a cumulative loss of $160 billion from the economy. That is for the four-county area of Hillsborough, Manatee, Pasco, and Pinellas.

Mr. Deshazo further explained what they're going to be doing this coming year is updating that Sea Level Rise Study with funds provided by USEPA to help not only consider what the impacts of the sea level rise are but considerably look at impacts of heat and how that influences our economy and the entire Florida economy, as well. With that, they're taking the recommendation from the Tampa Bay Climate Science Advisory Panel to update their sea level rise projections, that they're no longer looking at under 3 feet of sea level rise by 2060 but about 3.5 feet by that period, because what they're seeing is that the sea level rise appears to be more aggressive than what they thought it was four or five years ago, and presented more detail on the impacts of the cost of hotter days, heat impacts on coastal regions, with a consideration of the synthesis of a wide range of scientific research. The economic model was provided, and they'll continue to use this model throughout the study. The mortality rates of heat exposure and heat mortality impacts was charted and explained. It was noted that science does make assumptions, and this must be kept in mind. He relayed a brief overview on the Next Steps.

B. Plan Hillsborough Annual Report

Melissa Zornitta, Planning Commission, gave a brief presentation on the Plan Hillsborough Annual Report, reporting that the strategic plan the MPO was a part of creating a year and a half ago supports all three boards the agency works for -- the MPO, the Planning Commission, and Hillsborough River Board -- and went over the strategic plan background. The highlights of Linking Land Use and Transportation: Plant City mixed use gateway; proactive planning efforts; incorporating market insight into planning; FSU Department of Urban Planning shared mobility project. She further explained in terms of technology and innovation, their major focus in this area is trying to bring their website up to compliance with the Americans for Disabilities Act. They also have a Transportation Improvement Project Viewer on their website to look at the specific projects in the TIP. Citizen Engagement included community presentations around the It's Time Hillsborough, as well as around Vision Zero.
They've been very active in the 2020 Census Complete Count Committee and participated in a summer camp held in Tampa Heights, as well as Palm River. In terms of planning partnerships, they saw a benefit partnering with the radio stations who helped get the word out about that survey, and they continue to participate in programs like MAPS and FLiP. They also, for the first time, participated in the Civilian Career Day. Enabling Transportation Choices' major focus was completing the LRTP. In addition, they did the Low Speed Electric Vehicle Study and Garden Steps. Opportunities for Regional Collaboration include the Resilient Tampa Bay: Transportation Pilot Program, but a big success was hosting the Safe Routes to Schools National Conference and doing that in conjunction with Gulf Coast Safe Street Summit. Lastly, she went over the Internal Agency Enhancements in terms of focusing on succession planning, that they've had a number of retirements in-house, so they also are focusing a lot on cross-team collaboration to make sure the projects are looked at by all teams in the agency.

EXECUTIVE DIRECTOR'S REPORT

Beth Alden gave the Executive Director's Report. Regarding our next steps in looking at climate change, we are partnering with Hillsborough County and the Environmental Protection Commission on a grant application, hoping to use a portion of the Volkswagen Settlement Funds for electrical vehicle charging stations in HC, with a possible focus on evacuation routes.

Following up on the board discussion last month about how to make progress regarding safety on roadways, we've started putting together a concept for a leadership summit in the August/September time frame to talk about policies that don't necessarily cost a lot of money but that they can go ahead and get started with right now. That would require partnering with the Sheriff's Office and maybe with healthcare providers, getting data and drawing to our community members' attention to what steps they need to take to create safer streets.

Also following up on last month's discussion, Peter Hsu mentioned an upcoming event to celebrate the Fletcher Avenue Complete Streets Project, which will be Monday, the 16th of March, at 9:00 a.m., on Fletcher Avenue. They're to meet in the parking lot of the McDonald's near 22nd Street. One other follow-up item from last month's safety discussion involved the bill in the legislature that would remove the ability to use rapid flashing beacons to draw attention to pedestrian crosswalks. Ms. Alden was pleased to report that as a result of their letter and other outreach that happened through local communities, progress of that bill seems to have slowed in the Senate.

There are a couple of other bills they are monitoring that also affect their work, that include a bill that would extend the funding for the Transportation Disadvantaged Program that the Sunshine Line uses; a bill to focus some funding on cross-county trips. That bill is making progress, has passed the House, and has been referred to the Senate. They talked about changes in their regional planning with TBARTA, refocusing on transit only. There's a bill that would separate the MPO's Chairs Coordinating Committee from TBARTA; it's going to a full-floor vote in both the Senate and the House.

The TMA Leadership Group Meeting is coming up Friday, hosted in Pasco County, and the address is up on the website. Also, they're traveling with HART for a tour of the Sun Rail in Orlando on Thursday. If you need transportation, please let
Ms. Alden know. They're providing a van for board members and need to leave County Center at approximately 7:00 in morning.

Finally, Commissioner Miller was invited to draw a couple of names from the Smiley Face cup for two Lightning tickets for two citizens that came out to march in the Martin Luther King Day Parade as a part of the Zero Vision Coalition.

Commissioner Overman mentioned a concern that recently, when looking at their comprehensive plan for Hillsborough County and other planning that they do, she discovered that the fee structure calculation, cost structure calculation, assumed a Level of Service D as standard operating procedure, and that this is problematic if their priority is safety. And if C is what they get safety with, then they have a disconnect in their policy. She asked for an understanding of when they adopted the Level of Service D as their planning tool in their comprehensive plan and how it impacts their long-range goals of safety and design, because if they're designing for dangerous roads or a level of service that is not delivering what they need, she'd be very interested in finding out how they fix that problem.

OLD & NEW BUSINESS

Cindy Stuart proclaimed her concern with some planning that is happening or not happening both at the MPO level and at the Commission level that is starting to put the brakes on some of the projects that she is involved with. She started with the Balm Road Project. Currently, they have a school opening on Balm Road in August of 2020 that is on a two-lane road with one lane in and one lane out for the school. It's going to max out at capacity, at 3,000 students, on opening day. It's a middle school and high school combined for the first three years because they don't have the money to build the middle school. Ms. Stuart learned a few weeks ago that instead of having other funding sources to fix and repair and improve this road so the residents of this community aren't stuck in front of the high school for hours trying to get in and out of their community, comparing it to Fish Hawk, the request has been made to do a PD&E study from this agency which will take no less than three years to complete and then start improvements, which is a huge issue. She's anticipating getting suddenly slapped with major complaints from the community because of the similar traffic issues with Fish Hawk. She stated they're prohibited from doing traffic improvements or road improvements unless it's on their property. She wants to bring that out into the open as this body meets and as the Commission begins to meet and have these conversations. She continued that they're looking at the purchase of two schools and the roadblocks with that. Ms. Stuart said they have 38 schools, minimum, to build in the next 15 years, and that's at the utilization of 150 percent. That is minimum, with no plan in place for how they move to correct the issues that they have and continue to supply the community with the needs and things our residents deserve. She relayed that two weeks ago they had a rezoning hearing for three schools, and it was a nightmare. She can't build schools fast enough to fill the need, and South County is a problem. She asked the Chair if there is something that can be brought back to this Board to have a different conversation, and she doesn't know if perhaps a committee needs to be formed. She turned to the executive director to ask, "Where do I go now at this point since we have had the conversation at the surface level as elected officials and the decisions being made between the two buildings are not consistent with what the community needs?"
Beth Alden responded that transportation is one piece of the larger puzzle. As a first step, they do have a board workshop scheduled on the 24th of March. The Balm Road project is on their priority list. Ms. Alden stated that federal funding may be five or six years out for the first phase, which would be a PD&E phase, and that is a long way out, going through their process. Ms. Stuart responded that does not work, that she doesn't believe a five-year plan, with a two-lane road, with 3,000 students entering and exiting, works. Ms. Alden relayed there's a meeting on the 24th that would be an opportunity for a dialog with all the implementing agencies about what their community needs are and how to address those needs. Commissioner Kemp mentioned she's glad to have Ms. Stuart raise the point. This is one reason why she's been strong on raising impact fees that have not been raised since 2006 that is holding up the building of schools. They voted to create a two-mile safety zone around schools and spoke about the safety issues that have been occurring. Mayor Lott questioned the ranking of this issue, doesn't this have to be resolved by August, and how do we not fix this between now and August. Cindy Stuart stated that's not the goal. The goal of this agency is to do a PD&E study. That is the plan, and the best plan would be to correct the situation by August. Ms. Alden relayed it cannot be done with federal funds, and Cindy Stuart suggested what she'd like to do is set meetings with commissioners, because she's looking at an agenda item right now that specifically says, The Interlocal Agreement For Public School Facility Planning, Siting and School Consistency has been submitted. The County has responded to the consistency request with additional information and a more in-depth transportation study. This is for her to purchase property to build an elementary and middle school on Bishop Road, which none of that is required. But the on-site approval, which has to come to the commission, is being held up because additional traffic studies and transportation studies are being requested. She's not going to be able to stay on her timeline to build those schools, which ultimately is going to come back on everyone because the houses are there, the kids are there, the building is happening, and they presently can't keep up with it, and now it's going to be delayed. So, she'll schedule individual meetings with commissioners so she can share with the Board what is happening maybe behind the scenes that they are not aware of that staff is handling. Balm Road is one example. When that school opens, it is going to be a traffic nightmare. It's going to very quickly become another Fish Hawk.

Chairman Miller asked if there aren't two additional schools they are looking at on Bishop Road, and Cindy Stuart responded, yes, a $4 million purchase of property only. Chairman Miller said that Bishop Road is a very substandard road and stated there's been some conversations between her superintendent and their staff concerning that property and looking at possible property swaps because of the fact that building a school on Bishop Road will produce major, major traffic jams. Cindy Stuart assured the issue they're having is the price they can afford to purchase, which goes back to impact fees. Most of the roads in that part of the community are substandard and do not meet the level of transportation consistency that you are requiring or asking for. So, they are being handcuffed to do siting because of that problem and she doesn't see a plan in place for how they can move beyond that. She again related she had schedule some meetings with Chairman Miller so they can bring the right people into the room, like the Planning and Growth Department, and they can bring someone also, but she needs 38 schools in that part of the county in 15 years. Mayor Lott questioned if it’s South County and Cindy Stuart confirmed South County. Chairman Miller said to make her phone call.
Commissioner Kemp asked Ms. Alden about her legislature report, something that is actually moving in terms of the State paying on maybe a more permanent basis for transit in between jurisdictions, in between counties? Ms. Alden reiterated this is support for the Transportation Disadvantaged Program, the Sunshine Line.

ADJOURNMENT

The meeting adjourned at 10:32 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on February 19
Under Action items, the CAC approved and forwarded to the MPO Board:

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

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

Meeting of the Technical Advisory Committee (TAC) on February 17
Under Action items, the TAC approved and forwarded to the MPO Board:

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

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

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on February 12
Under Action items, BPAC approved and forwarded to the MPO Board:

✓ Garden Steps Action Plan

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

The LRC approved and forwarded to the MPO Board:

✓ Garden Steps Action Plan

✓ Resilient Tampa Bay: Transportation Pilot Project **Motion:** Strongly recommend that implementing entities evaluate and incorporate wherever possible, in a timely manner.

✓ UPWP Update **Motion:** Recommend consideration of Right Size Parking Calculator; Best Practices in Electric Vehicle (EV) Charging; Continue audits for remaining schools in School Safety Study and Safety/Park Speed Zone.

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

Meeting of the Transportation Disadvantaged Coordinating Board on February 21

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

The TDCB also approved and forwarded to the MPO Board:

✓ Resilient Tampa Bay: Transportation Pilot Project

✓ Garden Steps Action Plan

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

The TDCB also heard status reports on the HART Arterial BRT Corridor Study, and the MPO’s Unified Planning Work Program FY 21 & 22 UPWP Call for Projects.
Join us for important discussions planting the seeds for healthier communities...

Policy ↔ Health ↔ Resources

Tickets are only $15 | garden tour & lunch included
Reserve your seat now:
https://growgardens.eventbrite.com

Friday | May 1 | 6:30p - 8:00p | Welcome Reception with light refreshments
Saturday | May 2 | 9:00a - 3:30p | 2020 GROW Conference

Tampa Heights Youth Development & Community Center | 2005 N Lamar Ave | Tampa | 33603
Motorized Scooters (2400 E-Scooter Program)
May 24, 2019 to February 29, 2020

<table>
<thead>
<tr>
<th></th>
<th>Total Count</th>
<th>984,399 Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total Distance</td>
<td>1,123,597 Miles</td>
</tr>
<tr>
<td></td>
<td>Total Time on Scooters</td>
<td>15,387,966 Minutes</td>
</tr>
<tr>
<td>Average Distance per Trip</td>
<td>1.16 (miles)</td>
<td></td>
</tr>
<tr>
<td>Average Time on Scooters</td>
<td>15 mins. 37 secs.</td>
<td></td>
</tr>
</tbody>
</table>

Motorized Scooters

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Trips</td>
<td>75,484</td>
<td>86,869</td>
<td>86,438</td>
<td>97,688</td>
<td>108,803</td>
<td>116,824</td>
</tr>
<tr>
<td>Total Distance</td>
<td>77,162</td>
<td>92,730</td>
<td>94,606</td>
<td>106,808</td>
<td>114,401</td>
<td>121,458</td>
</tr>
<tr>
<td>Daily Max Available</td>
<td>1608 scooters</td>
<td>1,704 scooters</td>
<td>1,671 scooters</td>
<td>1,744 scooters</td>
<td>1,922 scooters</td>
<td>2,193 scooters</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Trips</td>
<td>105,389</td>
<td>124,391</td>
<td>124,545</td>
<td>13,647</td>
</tr>
<tr>
<td>Total Distance</td>
<td>110,468</td>
<td>131,176</td>
<td>133,996</td>
<td>20,631</td>
</tr>
<tr>
<td>Daily Max Available</td>
<td>1,791 scooters</td>
<td>1,785 scooters</td>
<td>1,555 scooters</td>
<td>731 scooters</td>
</tr>
</tbody>
</table>

- Motorized Scooter Program started operating in the streets on May 24, 2019.