Virtual Meeting of the Bicycle Pedestrian Advisory Committee

Wednesday, May 13, 2020, 5:30 p.m. – 7:30 p.m.

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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 – April 8, 2020

IV. Members’ Interests

V. Status Reports

A. THEA Project Update and PD&E Advance Notification for Whiting St & Washington St Extensions & Selmon Expressway Ramps Reconfiguration
   (Anna Quinones, THEA)
B. Hillsborough Air Quality Update (Alain Watson, EPC)
C. Performance Evaluation of e-Scooter sharing in Tampa (YuYu Zhang, USF)

VI. Old Business & New Business
A. Discussion of Pedestrian and Cyclist Injuries and Fatalities

VII. Adjournment

VIII. Addendum
A. MPO Meeting Summary & Committee Report

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

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HILLSBOROUGH COUNTY
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)
MINUTES OF APRIL 8, 2020 MEETING

I. CALL TO ORDER

Mr. Forbes called the meeting to order at 5:31 p.m. The meeting was held via GoToWebinar. A quorum was present.

Members present: Stephen Benson, Katrina Corcoran, Peter Davitt, Jonathan Forbes, Tim Horst, Jason Jackman, John Kubicki, John Marsh, Karla Price, Diana Ramirez, Richard Ranck, Jaime Rubscha, Bill Sapper, Jim Shirk, Sally Thompson, and Alain Watson

Others present: Beth Alden, Gena Torres, Allison Yeh, and Wade Reynolds – MPO; Lynn Merenda, Chris English, Joshua Barber, Wanda West and Sharon Snyder - Planning Commission; Alex Henry – Florida Department Transportation (FDOT); Monica Martin – Hillsborough County; Anna Quinones – THEA; Emily Hinsdale; Chris Vela; Alexander Engelman; David Bottomley: Jared Garlesky; and Victoria Klug

II. PUBLIC COMMENT

Dr. Alexander Engelman expressed his concerns regarding Bayshore Blvd., after the fourth death in two years on this roadway. His specific request is to add Bayshore Blvd. to the list of dangerous streets for the speed management study. He feels it would provide a unique opportunity for City and County leaders to send two messages - driver behaviors need to change and their commitment to Vision Zero.

Dr. Engelman recently spoke with someone at the City who stated they intend to install temporary traffic control devices and traffic lights along Bayshore at Rome and Euclid. He feels Bayshore should be reclassified as it is currently a major arterial and he doesn’t think that does justice to the fact that it is a residential street and public park. He would like the City and the MPO to consider a long-term redesign of Bayshore as the current identity of a fatal four lane divided highway is not in keeping with what the City wants. The street is an icon in our community and a redesign would signal to areas throughout our County that the intersection of driver and pedestrians does not have to be a conflict. He feels everyone can win as long as they are mindful of their behaviors and mindful in design opportunities. Dr. Engelman reminded the Committee of those who were recently killed on Bayshore and stated the roadway is contributing to the deteriorating identity of the City and to the ranking of Number 2 nationwide in terms of pedestrian deaths per capita. This is a landmark opportunity, a very public and visible opportunity, to send a message throughout our community.

Mr. Shirk added he would love to see the Mayor close the north side of Bayshore.

Mr. Chris Vela spoke regarding how Oklahoma City dismantled their elevated roadway and created a boulevard instead. He is hoping the Committee moves forward with supporting the removal of I-275 and creating a boulevard, having that study being part of a phase study. Mr. Vela also agrees with the comments about reducing the number of lanes on Bayshore. He stated managing public space is not the same as crowd control at a mass event. The solution is to provide more recreational space for people.
Mr. Vela also spoke regarding his opposition to the 14th and 15th Street exits and encouraged Committee members to read the packet he submitted, included in the agenda packet. He discussed the pedestrian deaths and crashes on roadways close to the interstate system and wants the transportation leaders to look at how large road systems impact the local streets.

Mr. Vela also expressed opposition to the Tampa Hillsborough Expressway Authority’s (THEA) proposed improvements on Twiggs Street and Nebraska Avenue. He feels THEA wants to expand the roadways and make them bigger which will impact the cycle track on Jackson Street. It will also cause lane widening on Twiggs. Mr. Vela wants to advocate for the safety of local users on our streets, serving our downtown and places like Bayshore and Ybor City.

Mr. Reynolds reminded members that Mr. Vela’s letter was included as part of the agenda packet and was a link on the website.

III. APPROVAL OF MINUTES

Official approval of the Minutes is postponed until the next in-person meeting. There were no questions or comments regarding the March minutes.

IV. MEMBERS’ INTERESTS

Ms. Thompson asked to discuss the installation of stop lights on Bayshore at Euclid and Rome Avenues. Mr. Forbes asked her if she could please bring this item up under New Business in case any motion activity needs to occur.

V. ACTION ITEMS

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

Ms. Yeh presented the FY21 & FY22 Unified Planning Work Program (UPWP), which is the MPO’s program of projects and budget for the next two fiscal years. A major update is required every two years with amendments as needed between the first and second years. The MPO’s fiscal year runs from July 1st to June 30th of the following year. The UPWP outlines the major tasks, showing funding sources, to coordinate federally funded tasks with HART and FODT. This allows the MPO to coordinate with federal and state rules.

Ms. Yeh discussed the major projects completed in FY19 and FY20 as well as the projects currently underway. The UPWP contains details on the six major work tasks that the MPO and MPO consultants work on. Task 2 is the MPO’s system planning and corridor planning tasks which are the main planning projects at the MPO. She explained the majority of the MPO’s funding comes from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and includes the allocation plus carry forward funds from the previous year.

Ms. Yeh reviewed the MPO Committees’ and the jurisdiction and agency requests. She also discussed the critical path projects and analyses and potential studies with preliminary costs estimates. Due to a funding shortage, Board members were requested to contact staff with their top five preferences, from among these studies or others requested.

The draft document was presented and approved by Committees in April and the final draft was presented to the MPO Board yesterday. If it is adopted, the new UPWP will become effective.
July 1st. The recommended action is to recommend approval of the FY21 and FY22 UPWP and forward to the MPO for adoption.

Discussions followed regarding whether the dollar projections include any of the All for Transportation surtax funds (no, this money is the typical State and Federal allocations. The MPO can’t count on the surtax funds right now, which is one of the challenges, but they wouldn’t have any trouble funding all of the potential projects listed, plus some more, if the surtax funds were included). As there were no other questions or comments, Mr. Reynolds encouraged members to email any further questions or comments regarding the UPWP to him.

The Committee has no objections with moving the UPWP forward to the MPO Board.

VI. STATUS REPORTS

A. Sidewalk Stompers Presentation (Emily Hinsdale, Sidewalk Stompers)

Ms. Hinsdale introduced Sidewalk Stompers (SS) to the Committee. Their mission is to improve student health and safety by increasing the number of student pedestrians through school-based incentive programs, community building and road safety advocacy. The project started in 2016 at one school, became a non-profit in 2018 to better serve many schools and now has a total of ten partner schools. They are always looking to grow. Their goal is to get more kids walking to school. They use the data from the walk to school programs to push for building safer routes to school by seeing where children are walking and how many are walking.

Ms. Hinsdale is the President and one of the five co-founders of SS. She also serves on the Board of Walk Bike Tampa, is a member of the MPO’s Livable Roadways Committee and a member of the Florida Department of Transportation (FDOT) Safety Team. She is a walker, biker and runner. She walked her own children to school when they were younger and grew up walking to school herself. Getting outside, spending time together and starting the day off in a positive way is something that SS would like to share with the community. They are also working on healthy bodies as most children do not get the recommended 60 minutes of daily exercise. Walking becomes a regular exercise and something you continue doing as an adult. A lot of pediatricians recommend that children focus better in school when they start the day with exercise. This Committee understands the impact of living close to a highway, especially a highway where there are a lot of idling cars. Everyone has seen the health problems of people living around Tampa’s “malfunction junction”, and yet every morning and afternoon there are long lines of cars idling outside the schools. This is the air our children breathe.

Ms. Hinsdale explained what a healthy community is, how Walk to School Wednesdays was established and how the students are rewarded for walking to school. These programs require the support from the school administration and staff. The PTA helps with volunteerism, funding and recruiting community partners, such as local hospitals and businesses, who provide funding, volunteers and material. SS also educates and encourages the children.

Data tracking is also an important component of their program because it helps show progress. Volunteers at the school have a data tracking sheet on which they record students walking to school. Each month the classroom with the most walkers is rewarded with a basket of toys for recess (bouncy balls, hula hoops, jump ropes, etc.). At the end of the school year, the class with the overall highest performance receives the Stomping Cup. There is a big ceremony and the Lightning Thunder Bug presents the trophy. The children are very excited.
Ms. Hinsdale explained that each school in the County has different needs as some schools are large and some are smaller; some are in quiet neighborhoods where it is relatively easy for students to walk and some are on pretty dangerous roads in dangerous neighborhoods. The program can be modified to fit each school. She also explained the Walking School Bus where students walk together in a large group to school.

Middle School students often walk or bike to school by themselves, so SS is trying to reinforce some basic safety skills, such as wearing a bicycle helmet, crossing at the light, waiting for a crossing guard, etc. Students that follow the rules are rewarded with a small item, such as a piece of candy.

SS also provides different kinds of safety education with brochures and school Safety Days. St. Joseph’s Hospital provides an education course on walking and biking that they take to different schools.

SS relies on donors and business partnerships for funding to provide prizes. They depend on volunteers to do the data tracking. Older students, referred to as school ambassadors, do the tracking at some of the schools which is a great opportunity for the older students to interact with the younger ones. They also have community volunteers and neighborhood associations that provide volunteers.

The other part of what the SS do is advocate for safe routes to school. They focus mainly on short term wins but have some long-term goals such as sidewalks on every street, especially in school areas. Short term wins were accomplished by meeting with the City of Tampa, followed by a few emails. The wins include school signage, better walk signals at lights, four-way stops, and new paint on the roads that can completely change the flow of traffic around the school. This was done with the City of Tampa and the MPO’s School Transportation Working Group. Their big emphasis is now on sidewalks and they want to see a new city sidewalk plan.

Ms. Hinsdale closed by stating their plans for the next school year. Protecting the youngest users of the road should be a primary focus of the community.

Discussions followed regarding what needs to be done to get this program into more middle schools (Ms. Hinsdale stated she needs the connection and asked members with students in middle school to help her make the connection): and if SS has contacted any private schools (no, they haven’t, but would be open to working with private schools. They are focused on public school because most children live within the school area and private schools draw children from farther distances).

Ms. Ramirez stated the County is working on establishing a Safe Routes to School Advisory Committee which will analyze the needs for safe walking routes at each school. Ms. Hinsdale will be a part of the Committee and Ms. Ramirez thanked her for being a champion in this program.

B. THEA Project Update and PD&E Advance Notification for Whiting St. & Washington St. Extensions & Selmon Expressway Ramp Reconfiguration (THEA Representative)

Due to technical difficulties, Ms. Quinones was not able to present and will be included on the May agenda.

C. Florida Bicycle Legislative Update and Presentation of Florida Bicycle Association 2019 Volunteer of the Year Aware (Becky Alfonso, Executive Director, FBA)
Ms. Alfonso wasn’t present so the update and presentation will be added to a further in-person meeting agenda.

**VII. OLD AND NEW BUSINESS**

Ms. Rubscha asked about adding Bayshore Blvd. to a speed management study. Mr. Forbes remembered a recent motion to the MPO regarding a safe street design or an impact study to consider more of the totality versus just isolating the location on Bayshore. Mr. Reynolds stated the issue has come up before, on multiple occasions, but it can be passed along to the MPO Board again.

Mr. Benson commented the City of Tampa did conduct studies, collecting speed data in 2012, 2019 and again in 2020. Based upon the various improvements that have been done over the years, the greatest reduction was between the 2012 and 2019 time frames when it was up to a 7 miles per hour difference or reduction. The section north of Swann used to be six lanes and was reduced to four about a decade ago. RFBs (rapid flashing beacons) were installed at about a dozen locations. A lot has been done but there is still a lot more the City would like to do. It was mentioned earlier about the additional intersections that the City is looking at to signalize and they are having conversations with the County about doing so right now at Euclid and Rome. They would be temporary, meaning they would be installed faster than doing permanent ones. They won’t be pretty and are typically on wood poles, not galvanized steel poles. These would help break up some of the long stretches where people are not having to stop. Adjusting the signal timing to have people stop at multiple points will also help. However, the tools are not very effective when people are behaving in a manner that is outside of what is legally allowed; a lot of the crashes occurred when people are going above the posted speed so reducing the posted speed is not necessarily going to address that issue. The City is considering everything and any support and ideas by the Committee are welcomed. When asked how quickly the temporary lights could be installed, Mr. Benson responded he can’t say but explained it would be quicker than a typical intersection or typical traffic signal. By temporary, he means it is temporary until a permanent one can be installed. Mr. Benson stated the signal warrant study for Euclid has been done and the City is working on the one for Rome right now. He offered to distribute the latest Bayshore speed management study (2020) when it is finalized.

**VIII. ADJOURNMENT**

There being no further business, the meeting was adjourned at 7:02 p.m.
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**
None.
Board & Committee Agenda Item

Agenda Item
Hillsborough Air Quality Update

Presenter
Alain Watson, Environmental Protection Commission of Hillsborough County

Summary
Air quality in Hillsborough County continues to meet the national health-based standards for principal pollutants from the transportation sector: ozone, nitrogen dioxides, and fine particulates. Concentrations of pollutants from motor vehicles are measured at the EPC's near-road monitoring station, which is located next to the busiest segment of I-275.

This presentation will include an overview of air quality in Hillsborough County.

Recommended Action
None. For information only.

Prepared By
Wade Reynolds, MPO Staff

Attachments
None.
Board & Committee Agenda Item

**Agenda Item**
Performance Evaluation of E-Scooter Sharing in the City of Tampa

**Presenter**
Y. (YuYu) Zhang, Ph.D, University of South Florida.

**Summary**
The City of Tampa started an e-scooter pilot program with four service providers in May 2019. Sponsored by the City, a University of South Florida Team led by Dr. Yu Zhang, performed a research study looking into this real-world testing of e-scooter sharing. The study evaluates the performance of this new type of shared mobility and proposes recommendations of effective regulation if the City determines to move forward with this mobility service. Dr. Zhang will share the research process, major findings, and regulation recommendations from the research.

A draft final report was submitted to the City of Tampa in late April 2020.

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

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

**Attachments**
None.
Virtual Meeting of the MPO Board
Tuesday, April 14th, 2020

Beth Alden reviewed the orientation with the committee members and the public.

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:07 a.m., led the Pledge of Allegiance and gave the invocation. The regular monthly meeting was held as a Virtual Meeting of the MPO Board.

The following members were present:

Commissioner Les Miller, Jr., Commissioner Pat Kemp, Commissioner Ken Hagan, Commissioner Mariella Smith, Commissioner Kimberly Overman, Councilman Joseph Citro, Mayor Rick Lott, Cindy Stuart, Charles Klug, Michael Maurino, Joseph Waggoner, Gina Evans, Joe Lopano, Vice-Mayor Andy Ross

Also present: Attorney Cameron Clark, Beth Alden, Allison Yeh, Bill Roberts, Lesley Miller, Lionel Fuentes, Meghan Betourney, Robert Frey, Vishaka Raman, Wanda West, Chris Vela, Demian Miller, Alexander Engleman

The following members were absent: Adam Harden, Councilman Luis Viera, Councilman Guido Maniscalco.

A quorum was met.

II. APPROVAL OF MINUTES – TUESDAY, MARCH 3rd, 2020

Chairman Miller requested a motion to approve the March 3rd, 2020 minutes. Cindy Stuart so moved; it was seconded by Councilman Citro and adopted after unanimous roll-call of those virtually present.

III. PUBLIC COMMENT

There were three speakers with public comments.

Chris Vela, Tampa, Florida 33605, began by emphasizing his support for the Unified Planning Work Program. He stated that the projects in it are progressive, push for logistics and safety on the roads and options on the roads, but it needs the right management, urging Toole as a qualified list option. Mr. Vela noted that Kathy Castor wrote a letter about the transportation tax, offering his feedback that we can only get the projects done locally if we have the money available for it in order to create jobs and a return on interest to build up a
stronger and more resilient economy. He mentioned the need to be competitive with three other counties who have passed a surtax and are able to compete for federal funding. Mr. Vela asked each Board member, individually, to consider the value in this letter because it is important to reduce the amount of deaths on the roadways and to give people options to connect to places they deserve to access.

Alexander Engleman, Tampa, Florida 33606, thanked the Board for their service and leadership to the community and proceeded to speak about safety options on the roadways, specifically on Bayshore Boulevard. Dr. Engleman sent in a submission on behalf of 8,500 individuals who signed a petition regarding making Bayshore Boulevard safer, that was created approximately two years ago. Dr. Engleman asked the Board to study Bayshore Boulevard, to work with the City to fund long-term redesign changes, to consider reclassifying it away from an arterial roadway, and to add Bayshore Boulevard to the planning work of the MPO.

Demian Miller, Tampa, Florida, thanked the MPO Board for allowing their group to support the MPO staff working on various projects over the last five years through the General Planning Consultant Contract, and they look forward to supporting this organization as the Board considers Action Item C on today’s agenda.

IV. COMMITTEE REPORTS, ONLINE COMMENTS

Bill Roberts, CAC Chair, reported on the last two meetings of the CAC. At the March 11th meeting, the CAC recommended approval of the TIP Amendment for the HART grants, which included Human Trafficking Innovations in Public Transit, Bus and Bus Facilities, as well as the CNG Duplex Compressor. The CAC also added a recommendation that HART let human trafficking survivors lead on messaging and that HART consider adding electric buses.

There were also presentations on coordinating the transportation in land use. The CAC members recognize that land use and transportation are inseparable. During the PowerPoint on the HART’s Arterial Bus Rapid Transit Study, the CAC encouraged HART to advance redevelopment of the transit lines that run every 15 minutes. There was a PowerPoint on TBARTA’s Regional Rapid Transit Study, with comments on the impact of the I-4 interchange, on the operations of a rapid transit line, the cost of service, ridership numbers, and recommendations on public participation. Finally, the CAC had a presentation on CUTRs Transportation Equity Scorecard, and the CAC members had questions on who is funding the study and where it can be accessed after the study is completed.

The second meeting, a virtual meeting of the CAC, held on April 8th, acted by consensus to recommend a transit improvement program amendment, adding three resurfacing projects, and Mr. Roberts voiced the CAC consensus recommendation. The CAC also recommended the
Unified Planning Work Program for the next two fiscal years. There was considerable discussion on the topic about the I-275 conversion study, how much it is likely to cost, FDOT's position, and how the MPO can make progress on it without taking funding away from other needed planning studies. Ultimately, the CAC felt the MPO should ask the FDOT for an opportunity to undertake the study in phases rather than in its entirety for two reasons: budget limitations and some timing limitations. The CAC also recommended the annual certification of the MPO, and those are the recommendations to the MPO.

Mr. Roberts discussed the interesting and enlightening study that CAC Member Steven Hollenkamp presented on his fiscal analysis of Plant City's growth. The CAC will further discuss this topic and would encourage the MPO Board to consider asking Mr. Hollenkamp to come and give this presentation. There were no questions for Mr. Roberts.

Wanda West, MPO staff, relayed that the committee approved and forwarded the HART Transportation Improvement Program Amendments. Other presentations made to committees included Land Use and Transportation Coordination, HART's Arterial Bus Rapid Transit Study, TBARTA's Regional Rapid Transit Project Development and Environmental Study, PD&E Advance Notification of the Whiting Street and Washington Street extensions and other project updates, research on induced traffic and induced demand, the Selmon Greenway Master Plan Update, and CUDR's Transportation Equity Scorecard. At the workshop of the Policy Committee and MPO Board on TIP priorities, status reports were provided on the 2020 surtax project's overview, and Ms. West went over them in detail, along with the committee and public questions and concerns. There were no questions.

V. ACTION ITEMS

A. Committee Appointments

HART has nominated Councilmember Gil Schisler to serve on the Transportation Disadvantaged Committee Board. Staff recommends the confirmation of the appointment.

Chairman Miller sought a motion to confirm the appointment of Councilmember Gil Schisler; Joseph Waggoner so moved; it was seconded by Vice-Mayor Andrew Ross and adopted after unanimous roll-call of those virtually present.

B. TIP Amendments for HART

Ms. Raman presented a detailed PowerPoint of the following four amendments, all for HART, two new and two updates, including the FDOT 5-year TIP: Amendment 12, a new project added, Human Trafficking Innovations in Transit Public Safety Grant; Amendment 13, a new project added, Bus and Bus Facilities Discretionary Grant; Amendment 14, an existing project update, HART CNG Duplex Compressor; Amendment 15, an existing project update, Surface Transportation: Bus
Ms. Raman asked the MPO Board to approve all four amendments, 12 through 15.

Ms. Overman inquired as to the HART amendments, given there's a federal and local match on a couple of the projects, if any of those projects were dependent on revenues associated with the surtax, to which Ms. Alden replied that they're generally for federal funding, so she doesn't believe so. Ms. Overman followed up, stating if they are dependent on surtax dollars for the 2020 and 2025 for Amendment 15, that needs to be addressed, and Ms. Alden responded that they don't know at this time; that when there is a match for the federal grants, it is identified to them as local funding, so they don't actually know the source from another agency.

Chairman Miller sought a motion to approve the TIP amendments for HART; Commissioner Kemp so moved; it was seconded by Commissioner Overman and adopted after unanimous roll-call of those virtually present.

C. General Planning Consultant Procurement

Meghan Betourney, Planning Commission Staff, gave a presentation on the 2020 General Planning Consultant Selection, conducted every five years, which is done to bring in GPCs’ specialized skills and best practices, an outside perspective, specialized data or software, and to make available a broad range of areas of expertise to the Board and its member governments and agencies.

GPC contracts and work orders: They are done every two years. It is a two-year contract, with the possibility of three one-year extensions, with a maximum five-year term. Work orders are generated from the MPO's Unified Planning Work Program. Work orders for specific tasks are negotiated after the general contract is signed. Hourly rates are reviewed against FDOT standards and are then included in the Board packet for approval. When looking for consultants, they must have the ability to perform four core services: Long range transportation systems planning; system/corridor planning; public outreach/participation; document production. The optional services, over 50 specialized areas ranging from data collection to multi-modal planning.

Ms. Betourney apprised the Board of the selection process, starting on January 6th through April 14th, where the nine proposed finalists were brought to the MPO Board. The 11 selection panel members were identified, and she went over the nine proposed finalists. Ms. Betourney is requesting that the Board authorizes the MPO staff to negotiate a contract with the top nine rated firms.

Commissioner Smith commented that at the County Commission, they ran into some big problems with a study from one of the listed consultants. She did not request their removal but asked that the staff thoroughly vet the studies and reports that come from the
consultants because what they ran into at the Board level was that it all came to them, and the County Commissioners and their staff were tasked with digging through and finding the flaws in a report. Commissioner Smith also cautioned and advised staff to completely vet these reports and not just pass them on just because some consultant has provided it.

Chairman Miller sought a motion to authorize the negotiation of a contract with the top nine-rated firms; Commissioner Overman so moved; it was seconded by Joseph Waggoner and adopted after unanimous roll-call of those virtually present.

VI. STATUS REPORTS

A. Unified Planning Work Program

Allison Yeh, MPO staff, commented to the Board that this is a status report, so they will not be asking for action on the Unified Work Plan until the May 13th meeting, even though the committee has received a report for approval, that they're finalizing the document partially based on the comments today. The Unified Work Plan program is a program they are required to update every two years. The biennial update is effective July 1, 2020 and goes through June 30th, 2022. The update outlines all the major tasks the MPO performs; complying with federal and state funding; coordinates federally funded planning tasks performed by the MPO, HART, and FDO; complies with federal and state rules.

Ms. Yeh discussed the 1 through 6 major planning tasks. From left to right they are: Transportation Planning Management, System and Corridor Planning, Long Range Transportation Plan and Data Collection, Transportation Improvement Plan, Public Participation, and Local and Regional Coordination and Planning. There was a PowerPoint presentation on the budget for the next two fiscal years. The first three columns, PL, STP, and FTA, are the federal funding allocation. CTD is the state funding they receive for TP planning. In the first fiscal year, there is approximately $2.8 million for all the activities that MPO does, and for the second fiscal year, approximately $2.3 million. Ms. Yeh gave a snapshot of where all the funding gets used within the six major tasks, and 90 percent of their work goes directly towards planning and public participation, and all the planning-related tasks. There was a brief overview of the major projects completed for Fiscal Years 2019 and 2020.

There are projects underway now that will continue into the next fiscal year, which are the Data Platform—Performance Monitoring and Project Evaluation; Data Portal; Equity Scorecard with CUTR; Plant City Transit Feasibility Plan; Vision Zero Corridor Studies for Unincorporated Hillsborough County; Regional LRTP. In February and March, they went to the MPO Committee and asked them to think about what projects they'd like to see in the work program and to come to a
consensus via motion about what that might be, which included the other requests, BPAC motion; LRC motion; CAC motion; TAC motion.

Ms. Yeh went over, in detail, the Jurisdiction and Agency Project Requests that includes Hillsborough County, Temple Terrace, Plant City (2019 requests) and HART. To accomplish the six tasks listed, there are critical path projects and analyses that need to be accomplished in the next two fiscal years, totaling $615,062. Along with the critical path projects, there are some potential studies that have been suggested along with the other committee and jurisdiction requests given. They did a bid cost estimate which totals $980,000.

So, the MPO staff is asking the Board to take a look at all of the studies proposed. The critical path studies have to stay, but they want the Board members to think of their top five priorities and e-mail Ms. Yeh back within a week with those top five priorities. The work program is amendable, but they are going to adopt it on May 13th, and it will be effective July 1st. So, the schedule is: The MPO Committee’s review draft UPWP - April; MPO adopts final UPWP - May 13th, 2020; new UPWP effective - July 1st, 2020.

Commissioner Overman brought forward that as they begin the discussion of potential studies that have been requested by local jurisdictions and the MPO Advisory Committees, they have to remember that these projects in the studies were originally proposed based on a general plan to implement the use of the surtax that was approved in November of 2018. She continued that it does appear that many of the projects that they're going to do the studies on, should they get an adverse decision from the Supreme Court -- and, as it stands now, they don't have a referendum until 2022, given the Board’s action last week or two weeks ago -- many of the projects can't even move forward. They are asking for critical path projects over the next two years where there may not be, in the future, any of the dollars to do these projects. So, while the critical path projects list that shows $600,000 towards studies in line with what the committees have brought forward, she'd like to know, before they even consider the potential study list, what percentage of those studies that are scheduled in the next two years are dependent on the funding plan that they have approved previously that included surtax dollars. If they get a Supreme Court ruling, they may not have it for a couple of years. So, if these studies are going to be done over the next two years and they don't even know if they have the money to pay for them, to actually implement them, why are they going to do the studies.

Commissioner Overman emphasized they have done a lot of studies where they have never funded the projects because they did not have the money locally to do it. Without the surtax, she suggested they will not have the money to do many of these plans or actual projects. She then asked: What projects on this list of the critical path, as well as the proposed path, have funding or potential funding without the surtax? Beth Alden replied that even on the critical path list, there
are some plans and studies that will take a lot longer to implement without the surtax funding, giving examples of where it is affected.

Ms. Stuart concurred with Commissioner Overman to relook at these critical paths and potential studies based on what they see happening with the surtax and also what they see happening potentially with the economy in Hillsborough County. There are a lot of people out of work right now. Even if they receive the sales tax, they are anticipating a drop in what people are going to spend money on. Ms. Stuart's question centered around the I-275 boulevard, since that's the only project listed under critical and potential that says Phase I. She asked: What is the total cost, and how many phases are there? They are talking about a study to tear down the only system that they have in place, which is an interstate system, and turning it into a boulevard. If the spending on Phase I will be $150,000, what will the total cost of the study be? Was that a staff recommendation or just a CAC recommendation? Beth Alden responded that this was a recommendation from the CAC last year that was incorporated into the Unified Planning Work Program based on a motion from the Board. Phase I of the study would help with determining what the cost would be to do all of the technical analyses that would be needed. Ms. Alden could not give, at this time, an estimate of what that would cost, but ultimately it would be at least a million dollars, probably more than that, to do the technical analyses that would be needed.

Ms. Stuart questioned spending a million dollars to do a study around something that they may not want to do or be able to do and certainly won't be able to fund at this point in time. She continued that she would save her comments on this and put them in writing for the May 13th meeting but opined that would be a potential study that she would request the Board take off the table. She asked how prudent would it be to spend that kind of money right now on something that they don't even have a solid number of what it is going to cost to do the study on tearing down the one interstate system that runs through this community and connects two other counties. Ms. Stuart further emphasized that that is how they need to start looking at some of these studies that are on the table, based on talking about the surtax potentially not coming through in two years, and that the voters may be confused about what is going to happen with this surtax. If they don't lose in the Supreme Court, they're talking about having less funding than they've had in the past when they have a critical need in some other prominent areas in south county they need to be spending money on studies for.

Councilman Citro stated that Commissioner Overman and School Board Member Ms. Stuart asked the same questions that he had, so he had no additional questions.

Commissioner Kemp addressed the on-demand downtown transportation that she saw that keeps coming up again and again.
VII. EXECUTIVE DIRECTOR’S REPORT

Beth Alden thanked everyone for their patience attending via the virtual meetings and gave a brief review of how it has progressed so far. Beth Alden went over news items: They’re monitoring the possibility there will be another federal stimulus that provides additional funding for transportation. The speculation from Washington is that that might be discussed more in Congress in May and that the funding might come through some of the regular channels that they’re used to seeing for the TIP as a way of distributing the funds. All of that is still to be determined, and she will keep them posted. The next meeting is scheduled for the 13th of May. They are making provisions to attend virtually.

VIII. OLD & NEW BUSINESS

A. Status of Executive Director Annual Evaluation

Attorney Clark pointed out that he sent out evaluation forms and, to those who have not already responded, he requests that the responses be sent to him by Friday, May 1st so that he can put them together as a report for the Board to receive at its May 13th meeting.

B. Other Old or New Business

There was no old business or new business.

IX. ADJOURNMENT

The MPO meeting was adjourned at 10:22 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on March 11

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

✓ HART Transportation Improvement Program Amendments

The CAC heard status reports on Land Use & Transportation Coordination, HART’s Arterial Bus Rapid Transit Study, TBARTA’s Regional Rapid Transit Project Development & Environmental Study, and the MPO’s Transportation Equity Scorecard.

Meeting of the Technical Advisory Committee (TAC) on March 16 (virtual)

Under Action items, the TAC had no objections and forwarded to the MPO Board:

✓ HART Transportation Improvement Program Amendments

The TAC heard a status report on SR 60/Kennedy Blvd Access Management Study, and members requested:

- that the FDOT project managers reach out to the elected officials to be briefed on the project prior to implementation.

The TAC also heard status reports on TBARTA’s Regional Rapid Transit Project Development & Environmental Study, THEA’s Advance Notification of the Whiting St and Washington St Extensions, and MPO staff’s research on Induced Traffic Demand.

Workshop of the Policy Committee & Board on TIP Priorities, March 24 (virtual)

The Policy Committee and MPO Board heard status reports on:

- Earmarks in the State Budget – Earmarks do not generally bring additional money to FDOT District 7, but instead shift the available state dollars to projects that may not have been priorities in the past. Staff emphasized the need for earmark requests to be part of the MPO priority list, so that all agencies can speak with one voice about priorities. Committee members requested greater outreach to legislative representatives, such as by holding a legislative forum on priorities.

- 2020 Surtax Projects Overview

- Transportation Improvement Program (TIP) Priorities FY 2022-26 – Staff presented the funding priority requests that have been received from the local governments, agencies, and FDOT, and committee members asked questions about the projects. Several agency representatives gave brief overviews of their project requests. There was debate about moving big-ticket items to the top of the MPO’s priority list, and staff pointed out that small
amounts of funding cannot be assigned to large projects, so when small amounts of funding become available, it is strategic to have lower-cost projects higher on the list. To communicate the importance of the big-ticket projects and seek support from legislators or potential grantors, staff has drafted a one-pager about these projects, for the board’s consideration at the TIP adoption hearing in June.

**Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on March 11**

There were no action items. The BPAC heard status reports on the following topics:

- **SR 60/Kennedy Blvd Access Management Study** – The committee made a motion to request that pedestrian crossings be evaluated at Manhattan Ave. and Grady Ave. Members recommended that one crossing should be between Westshore and Lois, and one between Lois and Dale Mabry, noting the distance between signalized crossings.

- **MPO Transportation Equity Scorecard** – The committee heard an update on this project and members were supportive of the tool.

  The committee also voiced concerns regarding closure of sidewalks during construction. Committee members asked if a Right of Way permitting staff member could discuss with the committee what measures are considered during sidewalk closures. Staff will work to organize this discussion at a future meeting.

**Meeting of the Livable Roadways Committee (LRC) on March 25 (virtual)**

During Public Comment, Chris Vela spoke regarding his concerns about some of the projects included on the agenda, in particular the Tampa Hillsborough Expressway Authority’s (THEA’s) Meridian Ave project.

The LRC heard status reports on the SR 60/Kennedy Blvd Access Management Plan, the Selmon Greenway Masterplan Update, THEA’s Advance Notification of the Whiting St and Washington St Extensions and other project updates, and MPO staff’s research on Induced Traffic Demand.
Summary for 03.06.2020 Meeting

Based on the importance and reach of the conversations that happen at the TMA Leadership Group, we are looking to keep our stakeholders aware of the outcomes of these meetings. The following is a summary of the most recent meeting highlights; you can find the full agenda online. A video of the meeting can be viewed on YouTube at https://youtu.be/CmSY7BYOHe4.

Public Comment:

Tom Nocera made a presentation to the group concerning SkyTran. He reported that on February 5th, SkyTran met with regional leaders, to discuss relocating their world headquarters from California to the Tampa Bay region. Nocera said SkyTran is currently in the process of building a demonstration track, with new technology, in San Antonio. Leaders from Skytran visited two sites, one in Hillsborough (MOSI site) and one in Pinellas, for future locations.

Rick Homans, CEO of the Tampa Bay Partnership, made a presentation in support of two regional transit projects. One is the 41-mile regional bus rapid transit which uses the I-275 corridor, linking St Pete/Tampa to Wesley Chapel, and which depends on two critical factors, a dedicated transit lane for the entire 41 miles, and second community-based stations that connect to county-based transit systems. The other is acquisition of the CSX rail corridor for passenger service linking USF to Downtown Tampa as the first phase of 100+ miles of rail connecting Pinellas, Hillsborough, Pasco and Hernando Counties. Both projects will expand regional transit. The Partnership sent letters of support to the MPOs, and Mr. Homans provided a generic copy of the letter.

Regional Interlocal Agreement Status: Beth Alden

Update: Formalizing the Leadership Group’s status, the interlocal agreement that creates the MPO Chairs Coordinating Committee has now been to all three MPO boards for approval. The updated interlocal agreement now includes a standing committee establishing the status of the TMA Leadership Group as part of the regional framework. The agreement also calls for moving forward with electing a chair and vice chair, establishing leadership for the year.

Nominations for Chair and Vice Chair.

The election of the chair and vice chair was administered by Whit Blanton, who noted that the Legislature has wanted a point person for regional transportation issues and having a chair and vice chair would help with communication efforts. There was a recommendation for one from each MPO, so that a three-person executive committee could be established.
Chair: Pinellas County Commissioner Dave Eggers

- Nominated
- Motion passed unanimously

1st Vice Chair: Pasco Commissioner Jack Mariano

- Nominated
- Motion passed unanimously

2nd Vice Chair: Hillsborough Commissioner Kimberly Overman

- Nominated
- Motion passed unanimously

TB Next SEIS Update: Kirk Bogen, FDOT D7

The SEIS is a supplemental environmental impact study of I-275 from the Howard Frankland Bridge to North of ML King Jr. Blvd, and of I-4 from the Downtown Interchange to 50th St. Public hearings and workshops are being held with communities, to provide results and take comments, and FDOT will go on to develop a final SEIS and hopefully receive a record of decision by the end of the year.

The Department of Transportation has recommended a locally preferred alternative to the Federal Highway Administration, in the draft SEIS document, and also presented it at the public hearings. The recommendation includes the complete reconstruction of the State Road 60 interchange in the Westshore Area, with the addition of two express lanes in each direction from the Howard Frankland Bridge, continuing east towards the river and including a direct connect ramp into Downtown. The recommendation also includes revised safety and operations in the downtown interchange. The state has funded the Westshore portion of the recommended project. All reports are on the website: http://tampainterstatestudy.com/

The project is widely supported, said Beth Alden, citing the Hillsborough MPO’s It’s TIME Hillsborough survey with more than 5000 responses. Ms. Alden asked for information on regional trails and Westshore access. Part of the Florida SUNtrail system, the Gulf Coast Trail corridor runs through this area; specifically, the Courtney Campbell Causeway Trail connects to Cypress Point Park, and the next step is to figure out how to connect to Downtown, running generally alongside I-275.

Kirk gave the latest thinking. There will be bike/ped connections along Reo Street, and then along the south side of the interstate, using local streets. FDOT is working with the City of Tampa. There is a proposed bike/ped overpass at Dale Mabry Hwy, and the connection to Downtown may also use existing trails on the north side of the interstate.

Discussion followed regarding: coordination of several projects and timelines; funding; the need for educating our citizens on the huge investment. Leadership Group members asked the MPO staff directors to draft an op-ed letter and circulate it to the members for comment.
Tampa Streetcar Update: Milton Martinez, City of Tampa

Milton Martinez provided some history of the streetcar system. Tampa’s current Feasibility Study to modernize and extend the current system began in 2016 with a FDOT grant. The study is being conducted by HDR, in two phases: feasibility and project development. The streetcar is currently operating as a free fare system with extended hours of service, with the support of another FDOT grant.

Steve Shukraft, project manager at HDR, gave an overview of the project now, key decisions made and process coordination. The study is a joint project with the City of Tampa, FDOT and HART. The service supports the Downtown’s satellite parking opportunities and provides a connection to regional transit express routes at the Marion Transit Center. There has been an increase in the number of riders with the free fares grant. What we have seen is an increase of two to three times monthly ridership, and we have not seen that decline as if this were kind of a novelty factor with the new service. The preferred alternative route for extension has been defined, along with modernization improvements for the existing line. The project is now at the 30% design phase. All materials are on the website, including from several public workshops. The website is: https://www.tampagov.net/capital_projects/studies/streetcar_extension_study

Phasing of Regional Transit Projects: Sarah McKinley, Hillsborough MPO

To recap, the TMA’s Tri-county Vision plan was developed as part of the 2045 LRTP. The tri-county vision included several transit projects that connect with each other, including bus rapid transit on I-275, reuse of freight tracks, modernizing and extending the Tampa Downtown Streetcar so it connects to the regional system, and several other projects.

TBARTA, the City of Tampa, and HART are independently developing three separate transit projects, but ultimately they will all connect to each other, will serve different travel markets, and the planning for them is being coordinated. Over time, the TMA will consider moving the projects into the regional priority list. Timing and coordination are important for federal funding, so that projects in this region are not perceived to be competing with each other. The Tampa Streetcar project is likely to be the next project that is ready to compete for federal funding, coming after PSTA’s Central Ave BRT project. The TBARTA BRT project will need to compete for funding in the mid 2020s, when it comes closer to the time of construction of the express lanes on I-275.

The group discussed the importance of considering project readiness for moving into the federal grant process, rather than a pre-determined order. It was agreed by the group to revisit the regional transit phasing topic at two TMA Leadership Group meetings each year to ensure all partners were updated on the readiness of various projects and the potential timing of federal and state grant applications to avoid competition internal to the region.

Roundtable Discussion with Tri-County BPAC

Following the completion of the TMA Leadership Group’s main agenda, the chair invited members of the Tri-County Bicycle and Pedestrian Advisory Committee to the table to have a
roundtable discussion of regional trail and supporting bicycle/pedestrian projects. The Tri-County BPAC is comprised of members of each MPO’s BPAC and meets periodically to coordinate inter-county trail projects and related activities.

Wade Reynolds, Hillsborough MPO, presented the most recent list of project priorities for creating a connected network of regional multiuse trails. Whit Blanton gave a presentation on state legislative efforts to turn the yellow Rectangular Rapid Flashing Beacons (RRFBs) red, which would have the likely effect of removing many of those devices and the mid-block crosswalks they support. There was discussion of the regional Multi-Use Trails network and regional bike/ped priorities within each county. Representatives of the Tri-County BPAC expressed a desire to have an interactive on-line and printed map of the regional trail network for distribution. The existing map is maintained by Hillsborough MPO in support of the Chairs Coordinating Committee, and efforts are underway to create an updated map. The discussion also included safety considerations and tying the expanding regional and statewide trail network to regional tourism marketing and promotion.

At the end of the roundtable discussion there was general agreement among Tri-County BPAC members and the TMA Leadership Group members to continue meeting as a group once or twice per year.

Next TMA Leadership Group meeting: July 10th, 2020, Trinkle Center, Hillsborough Community College – Plant City

Other announcements: April 15th, Ribbon Cutting for Starkey Gap Grand Opening
TRACKING PROGRESS

Over two years ago, the MPO Board adopted the Vision Zero Action Plan in December 2017, establishing strategies to end severe crashes in Hillsborough County. This report highlights recent progress and accomplishments of the Vision Zero Coalition partner agencies. The updates highlighted in this report represent projects, programs, or other achievements that occurred during late 2019 and early 2020. The icons below are used throughout the report to note alignment with the Action Plan’s four Action Tracks:

Paint Saves Lives
Low cost retrofits and pop-up treatments

One Message, Many Voices
Public awareness & education strategies

Consistent and Fair
Community-oriented law enforcement

The Future Will Not Be Like the Past
Facilitating culture change through policies and programs

While this report highlights notable achievements happening in Hillsborough County, it is not intended to be a comprehensive documentation of every achievement of every partner agency, but the most relevant to highlight currently.

The latest crash data available helps us see the full picture of crashes that happened in Hillsborough County during 2019 and compare to prior years. While many strides have been made to improve roadway safety in Hillsborough County, there was a 22 percent increase in fatalities over 2018. This reinforces the need to continue to emphasize Vision Zero efforts in Hillsborough County. The following pages highlight recent and upcoming projects to improve safety on our streets.
2019 HILLSBOROUGH COUNTY CRASH UPDATE

DISTRIBUTION OF FATAL CRASHES:

- **51** Fatalities
  - 23% of total fatalities involve a motorcyclist

- **104** Fatalities
  - 46% of total fatalities involve a vehicle

- **59** Fatalities
  - 26% of total fatalities involve a pedestrian

- **12** Fatalities
  - 5% of total fatalities involve a bicyclist

23 TOTAL IMPAIRED DRIVING CRASHES (ALCOHOL & DRUGS) resulted in 18 fatalities and 16 injuries.

HILLSBOROUGH COUNTY 2019 FATAL CRASHES

Source: Florida Highway Safety & Motor Vehicles
FDOT UPDATES

BUSCH BLVD SAFETY IMPROVEMENTS HIGHLIGHTS
For the past few years, FDOT has been working on implementing safety projects on SR 580/Busch Blvd as it is one of its high-priority corridors. FDOT’s safety strategies touch on all four Vision Zero Action Tracks:

PAINT SAVES LIVES
- FDOT has recently completed the following projects, which will help to improve safety:
  - Resurfacing along West Busch Blvd included the addition of seven raised islands to provide pedestrian refuge for people crossing the street, and added four traffic separators to break the continuous two-way left turn lane
  - Speed feedback signs warn drivers when they are exceeding the posted speed
  - LED lighting upgrades provide better clarity at night
- High-Intensity Activated beacons (HAWKS) are planned to be installed at 12th St, Brooks St, Pawnee Ave, and Overlook Dr. These beacons help pedestrians to safely cross the road midblock (a protected intersection).

ONE MESSAGE MANY VOICES
- Bike Walk Tampa Bay, on behalf of FDOT, launched a marketing and education campaign along Busch Blvd in 2019 with in-person and online outreach and surveys.

CONSISTENT & FAIR
- FDOT worked with Hillsborough County Sheriff’s Dept to conduct High Visibility Enforcement (HVE) along Busch Blvd. HVE is an approach that combines high visibility enforcement with a publicity strategy to curb unlawful traffic behaviors.

THE FUTURE WILL NOT BE LIKE THE PAST
- FDOT is setting a target speed of 35 mph and implemented speed management strategies to achieve it (mentioned in Paint Saves Lives section)
- FDOT plans on filling sidewalk gaps for sidewalk continuity

HIGHLAND AVE LANE ELIMINATION BEFORE & AFTER STATISTICS
- Highland Ave south of Chelsea St, a mostly residential street in a walkable neighborhood in central Tampa, experienced 85th percentile speeds before the pilot project of 45 mph. The Highland Ave Speed Management Pilot Project reduced the road from three lanes to two, which is a proven speed management strategy, and the speed limit from 40 mph to 35 mph. The pilot has been successful in driving down speeds. After the pilot study, the 85th percentile speeds are now 39 mph, a decrease in 6 mph from the “before” speed study.

W KENNEDY BLVD SIGNAL WARRANT ANALYSIS
- Kennedy Blvd is lined with stores, restaurants, bus stops, and has walkable neighborhoods connected to it on every side. A few years ago, the MPO sponsored the Kennedy Blvd Multimodal Safety Study to look at making walking along and across this urban main street safer, and recommended adding protected crosswalks. Now FDOT is following up with data collection to see if full traffic signals are warranted at four locations. A signal at Rome Ave is currently under construction.

56TH ST SPEED STUDY
- FDOT has been looking into speed management strategies for 56th St, which runs through the heart of Temple Terrace’s business district. Many bicyclists and bus riders travel the corridor and it is used to connect surrounding residents to the USF campus. FDOT reduced the posted speed from 45 mph to 40 mph. They are now also reducing the posted speed to 40 mph south of Fowler Avenue on a trial basis.
HILLSBOROUGH COUNTY SAFETY UPDATES

Hillsborough County is working on safety improvements on corridors across the county:

SAFE ROUTES TO SCHOOL
• Development of three school safe walking route projects (Alexander Elementary School, Pierce Middle School, and Leto High School) are underway.
• Sidewalk projects under design for Balm Rd (Sumner High School), Fishhawk Blvd (Randall Middle School), and Boyette Rd (Stowers Elementary School/Barrington Middle School).
• Paseo Al Mar Blvd/Gate Dancer Rd intersection being converted to a 4-way stop sign controlled intersection and restriped with high visibility crosswalk markings on all approaches for the August 2020 opening of the new Belmont Elementary School.
• Three new school speed zones being established: Belmont Elementary, Sumner High School, and new charter school along 30th St in Ruskin.
• New marked crossing with Rectangular Rapid Flashing Beacons installed on Waterset Dr at Covington Stone Dr for walkers to and from Collins Elementary.

CORRIDOR SAFETY AND COMPLETE STREETS
• 50th St safety improvements complete, including lowering the speed limit and adding raised crosswalks.
• Bruce B. Downs Blvd: designing new 10 foot sidewalk on east side of road from USF Pine Dr to 131 St and re-stripping road for 7 foot buffered bike lanes from Fowler Ave to Fletcher Ave. Speed limit will be lowered from 45 to 40 mph between Fowler Ave to Bearss Ave.
  • A safety study is underway for Bruce B. Downs Blvd from 138th St to Forest Lake Dr.
  • Design underway to narrow travel lanes on Balm Rd and reduce the posted speed limit from 45 to 40 mph from US 301 to Clement Pride Blvd.
  • 15th St from Fowler Ave to Fletcher Ave and streets near Harvest Hope Community Center under study for quick pedestrian safety projects.

SAFETY LIGHTING
• Bruce B. Downs Blvd from Fowler Ave to Bearss Ave implemented by TECO.
• Work orders issued by County to TECO:
  0 Waters Ave from Sheldon Rd to Anderson Rd
  0 Progress Blvd from Valleydale Dr to Gornto Lake Rd
  0 Kinnan St connection at Pasco County Line
  0 Parson Rd mid-block crossing at Brandon Hospital
  0 Highview Rd and Wheeler Rd roundabout intersection
  0 Kings Ave and Ronele Dr intersection

INTERSECTION PROJECTS
• Roundabouts under design or identified as preferred alternative:
  0 Three intersections within the Van Dyke Rd widening project
  0 New Riverview Regional Park Rd at Riverview Dr
  0 Armenia Ave at Barclay Rd
  0 Seffner Valrico Rd at Clay Ave
  0 Durant Rd at Miller Rd
  0 Durant Rd at Little Rd
  0 Boyette Rd at Dorman Rd
  0 Balm Rd at Boyette Rd (developer)
  0 Symmes Rd at East Bay Rd
  0 Mango Rd at Pruett Rd
  0 Mango Rd at Old Hillsborough Ave
COUNTY & MPO UPDATES, CONT.

VISION ZERO EVENTS
- The MPO participated in the Safe Routes to School National Conference Nov 12-14, which brought school safety experts from all over the country to Tampa for its annual conference.
- This was followed by the Gulf Coast Safe Streets Summit, organized by the Hillsborough MPO. The Summit was held on Nov 14th and brought the region’s transportation agencies together to discuss roadway safety projects.
- To cap off the conference, the MPO held its annual Walk of Silence on Nov 15th to honor those who lost their lives on our roadways. Twenty participants took to the streets of downtown to share street safety messages.
- MPO staff and the Vision Zero Coalition participated in the MLK Day Parade on Jan 20, 2020. They were joined by the African Students Association of USF and the Tampa Bay Lions Club for a total of 50 participants, who carried safe streets messages for spectators.

SHERIFF’S OFFICE WINS Prestigious Awards
- The Hillsborough County Sheriff’s Office (HCSO) was awarded 2 prestigious statewide awards:
  - The HCSO School Crossing Guard Program was awarded the School Crossing Guard Program of the Year award, beating other programs across the entire state of Florida. FDOT stated that it is a model program that cultivates cooperation and teamwork across their agency.
  - Ellen Cipriani, a Crossing Guard for Riverview Elementary School, was awarded the Florida School Crossing Guard of the Year award from FDOT. She is well known in her community for always having a smile on her face while controlling her crossing.

Participants at the MLK Day Parade

Florida School Crossing Guard of the Year, Ellen Cipriani
Source: Fox 13 News
COUNTY & MPO UPDATES, CONT.

VISION ZERO CORRIDOR STUDIES

- Hillsborough County and the MPO are working together to develop safety strategies for these Vision Zero corridors:
  - Sheldon Rd from Hillsborough Ave to Waters Ave
  - Lynn Turner Rd from Gunn Hwy to Ehrlich Rd
  - Gibsonton Dr/Bayette Rd from I-75 to Balm Riverview Rd
  - Bruce B Downs Blvd from Fowler to Bearss Ave
  - Fletcher Ave from Armenia Ave to 50th St
  - CR 579 / Mango Rd from MLK Blvd to U.S.92
  - 15th St from Fowler Ave to Fletcher Ave
  - 78th St from Causeway Blvd to Palm River Rd
  - Big Bend Rd from U.S. 41 to I-75
- It will take funding, coordination, and time for significant changes to occur on these corridors. The MPO is also beginning to look into additional corridors to focus safety efforts on.

SPEED MANAGEMENT STUDY

- The Hillsborough MPO has been leading a Speed Management Study to identify strategies for lowering speeds on high crash corridors. Through this study, the MPO Developed methodology to refresh the top corridors on which injuries and fatalities occur. Looking at crash data from Jan 2014 to Dec 2018, over 30 corridors were identified that now constitute the High Injury Network.
- Next steps for the project include conducting more in-depth studies of the corridors to identify specific speed management strategies to reduce the severity of crashes on these roads.
- The Top 30 High Injury Network Corridors are shown in the map below, with the Top 20 of these listed. These exclude the Top 20 Vision Zero Corridors.
  1. Bloomingdale Ave from US Hwy 301 to Lithia Pinecrest Rd
  2. US Hwy 41 from Gulf City Rd to Riverview Dr
  3. US Hwy 301 from 19th Ave to Bloomingdale Ave
CITY OF TAMPA UPDATES

VISION ZERO COMMITMENT
• On Nov 14, during the National Safe Routes to Schools Conference held in Tampa Mayor Jane Castor held a press conference to announce the City’s commitment to Vision Zero. The city will be developing an Action Plan to eliminate fatalities and severe injuries.

CROSSWALKS TO CLASSROOMS
• Tampa Mayor Jane Castor unveiled her Crosswalks to Classrooms initiative on November 14, 2019 by showcasing the City’s first artistic painted crosswalk at Rampello K-8 Downtown Partnership Magnet School in downtown Tampa. The Crosswalks to Classrooms initiative emphasizes the safety of one of the most vulnerable groups, school children. The second crosswalk was unveiled at Carter Woodson Pre K-8 in February 2020.

SEPARATED BIKE LANE PILOT PROGRAM
• Creating safe and comfortable trails and bicycle lanes that connect Tampa’s neighborhoods is a key part of Mayor Jane Castor’s Transforming Tampa’s Tomorrow (T3) initiative. Over the next year and beyond, the City of Tampa will begin pilot testing new innovative products and application methods for separated bike lanes under a series of pilot projects. The first separated bike lane with flexible delineators (plastic flex posts placed in the buffer zone between the bike lane and vehicle lane) was recently installed on Azeele Street near the SoHo Publix (pictured below). This location was chosen to discourage drivers from parking in the bike lane. Other locations that are currently being studied for protected bike lanes with flexible delineators include:
  - Bayshore Boulevard
  - Cass Street/Green Spine (North Hyde Park)
  - Floribraska Avenue (Tampa Heights and V.M. Ybor)
  - Florida Ave., Tampa St., and Br orein St. (Downtown)
  - Beneficial Drive Bridge (Harbour Island)
CITY UPDATES, CONT.

Motorcycle Safety Class

To address the high number of traffic deaths that occur on motorcycles, the Tampa Police Department is starting a motorcycle safety class. Officer Roy Paz with Tampa Police Departments said the agency started the civilian motorcycle course to mitigate injuries and fatalities related to motorcycles. Participants do not have to live in the city of Tampa to participate.

Floribraska Ave Complete Street Project

The City of Tampa is working on the Floribraska Ave Complete Street project to reduce crashes. The plan is to reconfigure the existing 4-lane undivided roadway to two, 10-foot travel lanes separated by a two-way left turn center lane plus an on-road bidirectional cycle track, with a raised separator on the southern side of the road. The proposed improvements also include raised pedestrian refuge islands within the median at crosswalks.

Small Cities Update

Temple Terrace Curb

The City of Temple Terrace Engineering staff have piloted an innovative way to address pedestrian safety with the introduction of THE TEMPLE TERRACE CURB. The City has proposed a pilot solution to retrofit Miami curbs, which are a concrete gutter that channels the water into a storm drain/curb inlet. The proposed solution is a vertical curb (a header curb or an FDOT Type D curb) which a driver would bump into before driving up onto the sidewalk and hitting a pedestrian. It effectively is your standard curb and gutter (or FDOT Type F curb) but instead of replacing old technology, the city is augmenting what’s already in the ground to retrofit the Miami Curb with the Temple Terrace Curb to mimic the F-Curb for a significant cost savings of 40%. The Temple Terrace Curb was awarded the American Public Works Association Innovation Award for 2019.