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Virtual Meeting of the Technical Advisory Committee
Monday, May 18, 2020 @ 1:30 PM

To view presentations and participate your computer, table or smartphone.  
https://attendee.gotowebinar.com/register/6723523906003257100

Register in advance to receive your personalized link, which can be saved to your calendar.


Agenda packet, presentations, and supplemental materials posted here.

Please mute yourself after joining the conference call to minimize background noise.

I. Committee Soundcheck 15 minutes prior to meeting

II. Call to Order 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.

Comments may also be provided up to one hour before the meeting:
• by leaving a voice message at (813) 273-3774 ext. 369.
• by e-mail to mpo@plancom.org

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

III. Approval of Minutes – April 20, 2020

IV. Action Items

A. Comments on Regional Transit Development Plan  
   (Bill Ball)

B. Public Participation Measures of Effectiveness Report  
   (Wanda West, MPO staff)
C. PPP Update
(Wanda West, MPO Staff)

V. Status Reports

A. Performance Evaluation of E-Scooter Sharing in the City of Tampa
(YuYu Zhang)

VI. Old Business & New Business

VII. Adjournment

VIII. Addendum

A. MPO Meeting Minutes & Standing Committee Reports

B. Vision Zero Quarterly Report - Spring 2020

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

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If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim
record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.
The Metropolitan Planning Organization (MPO), Technical Advisory Committee (TAC), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, April 20, 2020, at 1:30 p.m., held telephonically.

The following members were present:

Jeffrey Sims, Chairman
Rachel Chase
Jay Collins
Charles Andrews for Amber Dickerson
Gina Evans
Anthony Garcia
Mark Hudson for Julie Ham
Danni Jorgenson (arrived at 1:37 p.m.)
Nicole McCleary (arrived at 1:39 p.m.)
Christopher DeAnnuntis for
Brian Pessaro
Jonathan Scott
Michael Williams

Environmental Protection Commission
Florida Department of Health
Planning Commission (PC)
Hillsborough County School District
Hillsborough County Aviation Authority
City of Plant City
City of Tampa (Tampa)
HART
Tampa Bay Area Regional Transportation Authority
Tampa
Hillsborough County

The following members were absent:

Leland Dicus
Michael English
Robert Frey
Troy Tinch

Hillsborough County Development Services
Tampa Historic Streetcar Incorporated
Tampa-Hillsborough Expressway Authority
City of Temple Terrace

I. CALL TO ORDER

Chairman Sims called the meeting to order at 1:43 p.m. Ms. Sarah McKinley, MPO, called the roll and noted a quorum was present.

II. PUBLIC COMMENT - None.

III. APPROVAL OF MINUTES - MARCH 16, 2020

Chairman Sims sought a motion to approve the February 17, 2020, and March 16, 2020, meeting minutes. Mr. Scott moved to approve the minutes, seconded by Ms.
McCleary, and carried twelve to zero. (Members Dicus, English, Frey, and Tinch were absent.)

IV. ACTION ITEMS

A. Transportation Improvement Program (TIP) Amendments

Ms. Vishaka Shiva Raman, MPO, presented the item. Chairman Sims sought clarification on Amendments 16 and 17. Upon discussion, Mr. Collins made a motion to approve the TIP amendment as proposed, seconded by Ms. Chase, and carried twelve to zero. (Members Dicus, English, Frey, and Tinch were absent.)

B. Fiscal Year 2021 and 2022 Unified Planning Work Program (UPWP)

Ms. Allison Yeh, MPO, delivered a presentation. Chairman Sims expressed appreciation for previous committee notes and questioned the potential study and the top five items on the study. Ms. McKinley expounded on the traffic count. Mr. Williams asked about the Interstate 275 conversion study and how the MPO study differed from the Department of Transportation study. Mses. Beth Alden, MPO Executive Director, and Yeh concluded the presentation. Following dialogue, Chairman Sims sought a motion to recommend approval of the draft UPWP moving forward. Ms. McCleary moved approval to recommend the draft to move forward, seconded by Mr. Collins, and carried twelve to zero. (Members Dicus, English, Frey, and Tinch were absent.)

C. Annual Certification of MPO planning process

Dr. Johnny Wong, MPO, expounded on the item. Chairman Sims commented on the outstanding summary and audit of the MPO. Ms. McCleary inquired about survey languages. Mr. Williams moved approval of requested action on the slide; first, finding the MPO was in compliance of federal and State laws; secondly, the committee supported recertification of the MPO; and thirdly, the MPO TAC would support the Chair signing the joint certification statement, seconded by Ms. McCleary, and carried twelve to zero. (Members Dicus, English, Frey, and Tinch were absent.)

V. STATUS REPORTS - Not Addressed.

VI. OLD BUSINESS AND NEW BUSINESS - None.
MONDAY, APRIL 20, 2020

VII. ADDENDUM
   A. MPO Meeting Minutes and Standing Committee Reports
   B. Grow Gardens Flyer

VIII. ADJOURNMENT

▶ There being no further business, the meeting was adjourned at 2:32 p.m.

READ AND APPROVED: ___________________________ 

CHAIRMAN

ATTEST:

PAT FRANK, CLERK

By: ___________________________
   Deputy Clerk

ad
Board & Committee Agenda Item

Agenda Item
Comments on Regional Transit Development Plan (Envision 2030)

Presenter
TBARTA Representative

Summary

As a Regional Transit Authority, TBARTA is charged with developing a Regional Transit Development Plan by July 1, 2020 (per TBARTA legislation) and updating the plan every five years thereafter. This plan, Envision 2030, is intended to serve as a strategic guide for TBARTA over the next 10 years and builds upon previous and ongoing regional transit planning efforts throughout Tampa Bay.

Today, five public agencies provide nearly all transit service within the region. With limited resources available, each agency must prioritize local transit services within their respective county. This leaves little funding to expand regional services that cross county lines or connect different systems. Today, TBARTA leads “Commute Tampa Bay,” a one-stop resource for information on available commuting options. Through commuter services, TBARTA currently operates 170 vanpools throughout the region. As it looks toward Envision 2030, TBARTA aims to expand its role by leading the development and implementation of a more robust and cohesive regional transit system. This will require significant collaboration with each of the five partner agencies.

Tampa Bay’s regional transit vision is a long-term endeavor that requires close coordination between TBARTA and our partners. As the Regional Transit Authority, TBARTA’s is responsible for leading regional projects and services as defined in Envision 2030. However, the vision network would be incomplete without the regionally significant local services and projects led by our partners throughout the region. TBARTA can further its value as a Regional Transit Authority by supporting partner agencies as they pursue funding and implement services that reinforce the regional vision.

Envision 2030 includes three scenarios that represent progress within the next 10 years toward the regional transit vision. These are described on page 22 of the attached Executive Summary:

- **Status Quo Scenario** maintains TBARTA as it is today, assuming that TBARTA will continue to operate in the same manner as today based
on revenues and costs planned over the next 10 years. The only new assumption is the need to complete annual progress reports and a major update of the Regional Transit Development Plan in five years as required.

- **Low Impact Scenario** assumes modest improvements to current regional services by redirecting some existing revenue sources to TBARTA. It builds on the Status Quo Scenario by assuming TBARTA becomes eligible for State Public Transit Block Grant funds after completing *Envision 2030*. It assumes TBARTA will receive formula funds based on the annual vanpool revenue miles and passenger trips it provides through Commute Tampa Bay as well as future regional express bus services, once operational. It also assumes TBARTA will begin operating three FDOT-funded regional express routes (PSTA Routes 100X – Downtown St. Petersburg to Downtown Tampa via I-275 and 300X – Largo to Tampa International Airport Express via I-275, as well as HART Route 275LX – Pasco to Tampa International Airport Express via I-275) and implement the highest-priority short-term regional transit needs: frequency improvements to Routes 100X and 300X. It also assumes that TBARTA will lead a needs study for regional Transportation Disadvantaged (TD) services and that, as determined through this study, some level of regional TD services will be provided over the next 10 years.

- **High Impact Scenario** represents the highest priority regional transit improvements that are feasible to implement within 10 years if funding is available. It builds on the Low-Impact Scenario by assuming an agreement with the five partner agencies to receive a small portion (10%) of the population component of the State Public Transit Block Grant formula funds and required local match portion. This revenue will be used to start funding the 10-year regional transit network or the highest priority projects balanced with geography and system connectivity. The majority of the improvements of the High-Impact scenario are unfunded.

**Recommended Action**

Review and forward committee comments to the MPO Board

**Prepared By**

Rich Clarendon, AICP

**Attachments**

- Presentation Slides
- *Envision 2030 Executive Summary (DRAFT)*
DRAFT
Regional Transit Development Plan (RTDP)
May 2020

TBARTA
Tampa Bay Area Regional Transit Authority
Envision 2030

• What and Why?
• Regional Transit Vision
• Envision 2030 10-Year Plan
• Call to Action and Recommendations
• Next Steps
What is Envision 2030?

Requirement for Funding  
Strategic Blueprint  
Marketing/ Promotional Tool
Why Envision 2030?

- Leverage value provided today
- Improve quality of life with mobility options
- Support economic development, job access, and regional competitiveness
- Provide seamless transit experience
- Improve regional connectivity to major destinations and sporting/cultural events
- Slow congestion growth over time
Defining Regional Transit

Proposed elements:

• Intercounty transit project
• Phase of an intercounty transit project
• Connects regional activity/employment centers

Consensus on Regionalism

• Agreement on high-level definition
• Increase coordination with member governments
• Focus on commuters and premium transit services

TBARTA Board consensus
Regional Transit Vision Network

How were the regional improvements (needs) identified?

Which services should be TBARTA’s responsibility?
Regional Transit Vision

Proposed TBARTA Responsibility:

- Regional Rapid Transit
- Intermodal Centers
- Other Regional Rapid Transit
- Rail Transit
- Passenger Ferry
- Express Bus
Regional Transit Vision

Proposed Local Agency Responsibility:

• Existing & Proposed Regionally Significant Local Routes
Regional Transit Vision

Proposed Responsibility:

• TBARTA
• Local Agency
Envision 2030 10-Year Plan
3 Investment Scenarios

1. Scenario 1: Status Quo
2. Scenario 2: Low-Impact
3. Scenario 3: High-Impact
Envision 2030 10-Year Plan

Status Quo Scenario
Maintain current TBARTA operations

<table>
<thead>
<tr>
<th>Operations</th>
<th>Capital</th>
<th>Planning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agency operations at today’s level</td>
<td>Budgeted capital improvements</td>
<td>Regional Rapid Transit PD&amp;E Study</td>
</tr>
<tr>
<td>Commute Tampa Bay program</td>
<td></td>
<td>Innovative Transit Technology Study</td>
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<tr>
<td></td>
<td></td>
<td>Regional Ferry Service Study</td>
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<tr>
<td></td>
<td></td>
<td>Envision 2030 major update/progress reports</td>
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</tbody>
</table>

Revenue assumptions:
• No new sources assumed
**Envision 2030 10-Year Plan**

**Low-Impact Scenario**

Status Quo Scenario + operate/improve existing express bus routes

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<thead>
<tr>
<th>Operations</th>
<th>Capital</th>
<th>Planning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assume responsibility for existing 100X, 300X, and 275LX services</td>
<td>Buses to operate existing express services</td>
<td>Regional TD Needs Study to inform implementation</td>
</tr>
<tr>
<td>100X + 300X frequency improvements</td>
<td>Buses to improve frequencies</td>
<td></td>
</tr>
</tbody>
</table>

**Revenue assumptions:**

- TBARTA eligible for block grant
- Required local match for block grant
- FDOT Urban Corridor grant funds for existing express services
- Express bus fares
Envision 2030 10-Year Plan

High-Impact Scenario
Low-Impact Scenario + high priority regional services/projects

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<thead>
<tr>
<th>Operations</th>
<th>Capital</th>
<th>Planning</th>
</tr>
</thead>
<tbody>
<tr>
<td>New regional express bus service (6 routes)</td>
<td>Buses for new express routes</td>
<td>Advance planning for transit technologies</td>
</tr>
<tr>
<td>Regional Rapid Transit (Phase 1)</td>
<td>Regional Rapid Transit (Phase 1)</td>
<td>PD&amp;E for RRT extension to Sarasota County</td>
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<tr>
<td>Agency Expansion with Envision 2030</td>
<td>Westshore &amp; Gateway Intermodal Centers</td>
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<tr>
<td></td>
<td>Cross-Bay &amp; MacDill AFB Ferry</td>
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</table>

Revenue assumptions:
- TBARTA receives 10% of the regional population allocation in the block grant
- Required local match for additional block grant funds
- Fares from new express routes
Envision 2030
10-Year Plan

Scenario 3: High-Impact Scenario

Other Regional Projects
• Commute Tampa Bay
• Regional Transportation Disadvantaged (TD)
Major Transit Projects in TBARTA Region

Major Transit Capital Projects in Project Planning or Development (as of January 31, 2020)

Regional Projects
- Cross-Bay Ferry (permanent service)
- MacDill AFB Commuter Ferry
- Regional Rapid Transit (BRT)

Regionally Significant Local Projects
- Central Avenue Bus Rapid Transit (BRT)
- Florida Avenue BRT
- TECO Streetcar Extension
- USF to Downtown CSX Rail Coordination

FDOT Regional Transit Initiatives
- Future Intermodal Centers
- Candidate area for Wesley Chapel Intermodal Center
- Candidate area for University Area Intermodal Center

DRAFT
# Status of Major Transit Projects

## Major Transit Capital Projects in Project Planning or Development

<table>
<thead>
<tr>
<th></th>
<th>Feasibility Study/Initial Coordination</th>
<th>Alternatives Analysis</th>
<th>Concept Design</th>
<th>FTA Capital Investment Grant Application</th>
<th>Preliminary Engineering/Design (30%)</th>
<th>Final Design (60%, 90%, 100%)</th>
<th>In Operation</th>
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</thead>
<tbody>
<tr>
<td><strong>Regional Projects</strong></td>
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<tr>
<td>Cross Bay Ferry (permanent service)</td>
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<tr>
<td>MacDill AFB Commuter Ferry</td>
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<tr>
<td>Regional Rapid Transit</td>
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<tr>
<td><strong>Local Regionally Significant Projects</strong></td>
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<tr>
<td>Central Avenue BRT</td>
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<tr>
<td>Florida Avenue BRT</td>
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<tr>
<td>TECO Streetcar Extension</td>
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<tr>
<td>CSX Corridor (USF to Downtown Tampa)</td>
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<tr>
<td><strong>FDOT Regional Transit Initiatives</strong></td>
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<tr>
<td>Future Intermodal Centers</td>
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</tbody>
</table>
## 10-Year Operating Cost
(millions of $ – 2021-2030)

<table>
<thead>
<tr>
<th></th>
<th>Cost</th>
<th>Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Status Quo</strong></td>
<td>$42</td>
<td>($23)</td>
</tr>
<tr>
<td><strong>Low-Impact</strong></td>
<td>$81</td>
<td>$58</td>
</tr>
<tr>
<td><strong>High-Impact</strong></td>
<td>$181</td>
<td>($97)</td>
</tr>
</tbody>
</table>

### Notes:
- **Cost** represents the total operating expenditure over the 10-year period.
- **Revenue** indicates the income generated during the same period.
- The *Low-Impact* scenario shows a positive revenue of $58 million, while *High-Impact* indicates a loss of $97 million.
10-Year Capital Cost
(millions of $ – 2021-2030)

- **Status Quo**: $5
- **Low-Impact**: $(5)
- **High-Impact**: $16

Cost: $420
Revenue: $(409)
Call to Action/Recommendations

1. **Policy**
   - 4 actions
   - 7 recommendations

2. **Funding**
   - 4 actions
   - 9 recommendations

3. **Commitment/Collaboration**
   - 5 actions
   - 10 recommendations

**Total**
- 13 actions
- 26 recommendations
Policy Call to Action

1. Adopt *Envision 2030*
2. Demonstrate TBARTA’s value
3. Pursue and secure policy support
4. Advance new and emerging transit technologies

Key Recommendations
- Adopt *Envision 2030*
- Present to Partners Annually
- Establish Blue Ribbon Committee
**Funding Call to Action**

1. Become a Designated Recipient
2. Secure dedicated and sustainable funding sources
3. Secure local funding from each of the five counties
4. Leverage local funding

**Key Recommendations**

- Pursue dedicated funding for agency operations
- Secure interlocal agreements with county partners
- Pursue dedicated statutory funding for RRT
- Pursue dedicated regional funding
Commitment/Collaboration

Call to Action

1. Work collaboratively with partners
2. Secure proactive TBARTA champions
3. Secure sustained commitment from Board members
4. Seek formal partner support
5. Inspire business and grassroots support/leadership

Key Recommendations

- Cultivate champions to pursue funding
- Seek resolutions of support from partners
- Present annual progress report to partners
- Establish Blue Ribbon Committee
TBARTA’s Value in the Future

- Leverage value provided today
- Improve quality of life with mobility options
- Support economic developments, job access, and regional competitiveness
- Provide seamless transit experience
- Improve regional connectivity to major destinations and sporting/cultural events
- Slow congestion growth over time
Adoption Process

• Presented Draft to TBARTA Board (April 24)
• Facilitate Public Comment Period (through June 1)
• Present to PSTA and HART Boards
• Present Final to TBARTA Board for Adoption (June)
• Present to County Commissions & Legislative Delegation
**Board & Committee Agenda Item**

**Agenda Item**

**Presenter**
Wanda West, Community Relations Coordinator

**Summary**
Engaging the public is critical to the MPO’s success. Working with the community ensures MPO plans and products better reflect the public’s values and preferences. The Public Participation Plan helps balance the professional and technical expertise brought to projects with the community’s input. It helps the MPO gain the broad support needed to ensure that transportation plans and programs are implemented.

The Public Participation Plan (PPP) describes the MPO’s strategies and techniques to inform and engage the public in transportation planning issues, with the purpose of maximizing participation and effectiveness. At least once every two years, the MPO reviews its public participation efforts, using “measures of effectiveness” that fall into the following categories:

- Visibility & Productivity
- Participation Opportunities
- Public Interest & Feedback
- Input Results

The report reviews the MPO’s public engagement efforts during 2018 and 2019. Recommendations produced in this review will lead to amendments of the PPP and set the stage for engaging the public in the update of the Transportation Improvement Program and 2045 Long Range Transportation Plan.

**Recommended Action**

**Prepared By**
Wanda West

**Attachments**
Board & Committee Agenda Item

Agenda Item
2020 Public Participation Plan Amendments

Presenter
Wanda West, Community Relations Coordinator

Summary
Public participation is essential to good transportation policies, programs and projects. Without meaningful public involvement, there is a risk of making poor decisions or decisions that have unintended negative consequences. More than an agency requirement and more than a means of fulfilling a statutory obligation, meaningful public participation is central to good decision-making. The MPO is responsible for actively involving all affected parties in an open, cooperative and collaborative process that provides meaningful opportunities to influence transportation decisions. The MPO’s strategies for accomplishing this are documented in its Public Participation Plan (PPP).

Since 2006, an updated or amended PPP is being produced at least once every two years. For 2020, MPO staff is proposing an amendment to the PPP to recognize minor updates to tools and added Public Engagement in Emergency Situations.

The draft PPP will be advertised for a 45-day review period prior to action by the MPO at its June 30th public hearing.

Recommended Action
Approve the 2020 amendments to the Public Participation Plan

Prepared By
Wanda West, MPO Staff

Attachments
2020 Public Participation Plan Draft
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.
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
Replacements. 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 April 8
Under Action items, the CAC approved and forwarded to the MPO Board:
✓ Transportation Improvement Program Amendments
✓ FY21 and FY22 Unified Planning Work Program
✓ Annual Certification of MPO Planning Process

Committee members had questions about the cost of the I-4 resurfacing project, and FDOT responded that the segment has over 11 miles of the interstate highway and 16 miles of ramps and frontage roads. The CAC also heard a status report on Plant City Fiscal Analysis.

Meeting of the Technical Advisory Committee (TAC) on April 20
Under Action items, the TAC approved and forwarded to the MPO Board:
✓ Transportation Improvement Amendments
✓ FY21 and FY22 Unified Planning Work Program
✓ Annual Certification of MPO Planning Process

There were no Status Reports this month.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on April 8
The committee heard public comments on the need for a redesign/speed study for Bayshore Blvd. and regarding modifications to 14th and 15th Streets in Ybor City as a result of the TBNext project. In Action items, the BPAC had no objections and forwarded to the MPO Board:
✓ FY21 and FY22 Unified Planning Work Program

The BPAC heard a status report on Sidewalk Stompers’ activities including advocacy, walking school buses, and future direction.

Meeting of the Intelligent Transportation Systems Committee (ITS) on April 9
The ITS Committee did not vote, but had no objections and forwarded to the MPO Board:
✓ FY21 and FY22 Unified Planning Work Program

The Committee also heard status reports on the following topics:
- ITS Capability Maturity Model
- Hillsborough County Air Quality Status
- Vision Zero Speed Management Study
Meeting of the Livable Roadways Advisory Committee (LRC) on April 15

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

✓ FY21 and FY22 Unified Planning Work Program
✓ Annual Certification of MPO Planning Process

The LRC heard a status report on Air Quality Month.

Meeting of the Transportation Disadvantaged Coordinating Board on April 24

The TDCB held their annual workshop and heard an update on the Tri-County Regional Needs for cross-county trips. A summary report on the cross-county trips provided through the Advantage Ride Pilot Program was also given. Board members discussed briefly the pilot program and its implications for future cross-county trip services. The Board also learned that the Advantage Rides Pilot Program and the Sunshine Line’s weekend trips have been provided through the Commission for Transportation Disadvantaged’s M-CORES funding.

Under Action Items TD Board approved:

✓ FY 20-21 Sunshine Line Service Rates
✓ FY21 and FY22 Unified Planning Work Program - Board members noted that the Community Health Impacts, Storm Evacuation Forecasting and Bus Stop Assessment studies would be the most useful for the Transportation Disadvantaged.

A presentation on the USC Section 5310 New Freedom Program reported that $2.4 million was available regionally this year. Hillsborough County agencies are receiving around $1.3 million of these funds to continue providing enhanced mobility for seniors and persons with disabilities.
TRACING 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.

### TRAFFIC DEATHS TREND

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

29,147 TOTAL CRASHES
19,647 INJURIES
226 DEATHS

RESULTED FROM 13,116 CRASHES
RESULTED FROM 214 CRASHES

DISTRIBUTION OF FATAL CRASHES:

- **51** FATALITIES (23% of total fatalities) involved a motorcyclist.
- **104** FATALITIES (46% of total fatalities) involved a vehicle.
- **59** FATALITIES (26% of total fatalities) involved a pedestrian.
- **12** FATALITIES (5% of total fatalities) involved a bicyclist.

- **23** TOTAL IMPAIRED DRIVING CRASHES (alcohol & drugs) resulted in
  - **18** fatalities
  - **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.

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.

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.
COUNTY & MPO UPDATES

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:
  - Waters Ave from Sheldon Rd to Anderson Rd
  - Progress Blvd from Valleydale Dr to Gorma Lake Rd
  - Kinnan St connection at Pasco County Line
  - Parson Rd mid-block crossing at Brandon Hospital
  - Highview Rd and Wheeler Rd roundabout intersection
  - Kings Ave and Ronele Dr intersection

INTERSECTION PROJECTS

- Roundabouts under design or identified as preferred alternative:
  - Three intersections within the Van Dyke Rd widening project
  - New Riverview Regional Park Rd at Riverview Dr
  - Armenia Ave at Barclay Rd
  - Seffner Valrico Rd at Clay Ave
  - Durant Rd at Miller Rd
  - Durant Rd at Little Rd
  - Boyette Rd at Dorman Rd
  - Balm Rd at Boyette Rd (developer)
  - Symmes Rd at East Bay Rd
  - Mango Rd at Pruett Rd
  - Mango Rd at Old Hillsborough Ave
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:
  o 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.
  o 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.
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
4. ML King Blvd from Dale Mabry Hwy to Parson Ave
5. US Hwy 41 from Madison Ave to I-4
6. Big Bend Rd from I-75 to Balm Riverview Rd
7. Busch Blvd from Armenia Ave to 56th Street
8. SR 674 from US Hwy 41 to CR 579
9. I-75 from SR 60 to Fletcher Ave
10. Hillsborough Ave from Florida Ave to Orient Rd
11. Waters Ave from Sheldon Road to Dale Mabry Hwy
12. Fowler Ave from I-275 to I-75
13. US Hwy 301 from SR 674 to Lightfoot Rd
14. I-75 from Big Bend Rd to US Hwy 301
15. SR 60 /Adamo Dr from Orient Rd to Falkenburg Rd
16. Causeway Blvd from 78th St to Providence Rd
17. Waters Ave from Dale Mabry Hwy to Nebraska Ave
18. Progress Blvd from Falkenburg Rd to US Hwy 301
19. Hillsborough Ave from Race Track Rd to Longboat Blvd
20. Memorial Hwy from Hillsborough Ave to Veterans Expwy
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 Brorein 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