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Plan Hillsborough

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601 E Kennedy Blvd
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Tampa, FL, 33602

Meeting of the Policy Committee: Workshop on the High Injury Network

Wednesday, January 11, 2023, 8:30 AM

Hillsborough County Center, 601 E. Kennedy Blvd., 26th Floor

All voting members are asked to attend in person, in compliance with Florida's Government in the Sunshine Law. Please RSVP for this meeting. Presenters, audience, and members in exceptional circumstances may participate remotely.

This meeting may be viewed on Hillsborough Television (HTV) by visiting Spectrum: 637, Frontier: 22 or live stream from [Hillsborough County's Live YouTube Channel](#) or the County website's [Live Meetings](#) link, also found in the County [Newsroom](#). The agenda packet, presentations, and any supplemental materials are posted on the [TPO's online calendar](#).

Public comment opportunities:

To speak during the meeting - No later than 30 minutes before the meeting, please sign up [here](#) or phone 813-756-0371 for assistance. Provide the phone number you will call in from, so that we can recognize your call in the queue and unmute you when the chair calls on you. You will receive an auto-reply confirming we received your request, along with instructions.

Comments may also be given up to 5pm the day before the meeting:

- by leaving a voice message at (813) 756-0371
- by e-mail to tpo@plancom.org
- by visiting the event posted on the [Facebook page](#).

Advance comments will be provided in full to the board members and verbally summarized during the meeting by TPO staff.

Rules of engagement: Professional courtesy and respect for others at this meeting are expected, and failure may result in dismissal from the meeting. For more information on expectations for participation, please see the TPO's [Social Networking & Media Policy](#).

Agenda

- I. **Call to Order & [Pledge of Allegiance](#)** (Beth Alden, TPO Director)
- II. **Roll Call, Declaration of Quorum, Welcome of Other TPO Board Members** (Gail Reese, TPO Staff)
 - A. Vote of Consent for Remote Member Participation – *if applicable*
- III. **[Election of Committee Officers](#)** (Cameron Clark, TPO Attorney)

IV. Approval of Minutes: October 12, 2022

V. Workshop Presentations

- [Introduction & Purpose of Workshop](#) (Beth Alden, TPO Director)
- FDOT Safety Programs (Peter Hsu, FDOT District 7)
- City of Tampa Vision Zero (Alex Henry, City of Tampa)
- Hillsborough County Update (Abigail Flores, Hillsborough County)
- TPO Update (Gena Torres, TPO Staff)

VI. Discussion on Workshop Presentations (led by Timothy Scheu, Sidewalk Stompers Co-founder)

- Question & answer with presenters and Policy Committee members

VI. Public Comment – 3 minutes per speaker, for a maximum of 15 minutes.

VII. Old & New Business

VIII. Adjournment

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

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Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Joshua Barber, (813) 576-2313 or barberj@plancom.org, three business days in advance of the meeting. If you are only able to speak Spanish, please call the Spanish helpline at (813) 272-5940 or (813) 273-3774 and dial 1.

Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 576-2313 o barberj@plancom.org, tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 272-5940 o (813) 273-3774 ext. 1.

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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Election of Committee Officers for 2023

Presenter

Cameron Clark, TPO Attorney

Summary

The TPO Bylaws require that officers be elected each year. There are no term limits for standing committee officers, therefore they can be re-elected and serve indefinitely. The Bylaws state:

Officers of Standing Committees: The committee shall hold an organizational meeting each year for the purpose of electing a committee chair, a committee vice-chair, and, at the discretion of the committee chair, an officer-at-large. Officers shall be elected by a majority vote of a quorum of the members.

The 2022 Policy Committee officers were:

- Chair Commissioner Pat Kemp
- Vice Chair Councilperson Guido Maniscalco
- Officer-at-large None

Members can nominate themselves or any other member. No second is needed. After all nominations have been received, nominations are closed and each nomination is voted on individually until one member receives a majority of votes for an officer's position.

Recommended Action

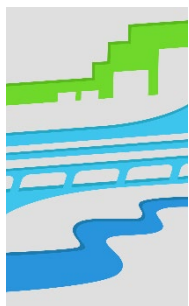
Hold Election of Policy Committee Officers for 2023

Prepared By

Beth Alden, TPO Director

Attachments

None



**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION
POLICY COMMITTEE
MEETING, OCTOBER 12, 2022
DRAFT MINUTES**

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE (*Timestamp 0:00:14*)

Vice Chair Maniscalco called the meeting to order at 8:35 AM and led the pledge of allegiance. The regular monthly meeting was held in person and virtual via WebEx.

II. ROLL CALL OF COMMITTEE MEMBERS & WELCOME TO OTHER TPO BOARD MEMBERS (Gail Reese, TPO Staff) (*Timestamp 0:00:00*)

The following members were present in person: Councilmember Guido Maniscalco, Commissioner Harry Cohen, Commissioner Kimberly Overman, Charles Klug

The following members were present virtually: Commissioner Mariella Smith

The following members were Excused/Absent: Commissioner Pat Kemp

Welcome to other TPO Board Members present: Councilmember Citro

A quorum was met in person.

Vice Chair Maniscalco called for a vote of consent for remote participation. Commissioner Overman so moved, seconded by Commissioner Cohen. The voice vote passed unanimously.

III. APPROVAL OF MINUTES (*Timestamp 0:01:22*) – September 14, 2022

Vice Chair Maniscalco sought a motion to approve the meeting minutes from September 14, 2022. Commissioner Cohen so moved, seconded by Commissioner Overman. Voice vote; motion passes unanimously.

IV. PUBLIC COMMENT (*Timestamp 0:01:39*) – None at this time.

V. ACTION ITEMS

A. Plant City Canal Connector Trail Study (Wade Reynolds, TPO Staff) (*Timestamp 0:02:11*)

- Review of Alignments & Cross Sections.
 - Went over all alternatives.
 - Preferred alternative Zone A: E Baker St., S Lake St., E Alabama St., S Thomas St., W Alsobrook St., Park Trail (alternative 1) and with S Evers St (alternative 4)
 - Preferred alternative Zone B: Park Rd N, Spencer St E, Gordon St N, N Pennsylvania Ave (alternative 1) and with S Frontage Rd, Canal, N Pennsylvania Ave (alternative 3)
 - Preferred alternative Zone C: E Sam Allen Rd, N Park Rd. (alternative 1) and with an extension along E Sam Allen Rd (alternative 2)
 - Preferred alternative Zone D: McIntosh Preserve Trail, Capri Coast Dr

- Review of typical sections
 - Side path on the local roadway (minimum & typical)
 - Independent trail (center aligned & left/right aligned)
 - Trail adjacent to the canal (no railing & with railing)
 - Boardwalk
- Went over cost estimates
- Review of the potential implementation program

Presentation: [Plant City Canal Trail Feasibility Study](#)

Websites: [Plant City Canal Trail Study](#)

Recommended Action: Approve the Plant City Canal Connector Trail Study.

Discussion:

It was asked if the cost analysis was presented to the community. No, not during the public outreach. It was asked what percentage is covered by the state and how much the city and county would be responsible for. Approximately 2 miles out of the entire project could be covered by resurfacing and would need to be asked for. The rest would be on local roads. It was noted that there is a disconnect between what people would like and what we plan for and what the residents understand where that money comes from. It was suggested that the funding solutions and availability be part of future outreach.

Commissioner Overman moved to approve the Plant City Canal Connector Trail Study; seconded by Commissioner Cohen. Roll call vote, the motion passes 5 – 0.

Follow-up, it was noted that it's fine that these are put in the LRTP but, when people are focusing on projects, it is helpful to have the public see the cost and funding sources to make plans happen.

VI. STATUS UPDATE

A. Tampa MOVES Plan Update (Brandie Miklus, City of Tampa) *(Timestamp 0:17:10)*

- Overview – how we got to the present and how we get to the future.
- Review of the City's transportation assets, funding sources (variable), transportation services, noted that current funding is not keeping up with needs (on a 75-year resurfacing schedule), safety issues, congestion and traffic (12th in the US for congestion).
- The last time the gas tax was raised was 1993 and the spending power has decreased by 64%.
- Taking the lead from Mayor Castor to transform the City of Tampa, engaging the public and finding out what the public wants. Infrastructure, options for getting around, more robust transit system, more walkable streets and neighborhoods, protection/ resiliency from storms, equity in decision-making. Has framed the vision for MOVES.
- Went over the gaps and prioritization process.
- Next steps – Town Hall meetings, small group meetings.
- Final Mobility Plan should be done by the end of 2022.

Presentation: [Tampa Moves Outreach](#)

Website: [Tampa MOVES](#)

Discussion:

It was brought up that this is frustrating with the lack of funding and the residents asking for help. The gas tax can be increased by a maximum of five cents by the county, maybe it is time to look at that. Another roadblock was put into place with the All for Transportation ruling. The gas tax is based on per gallon versus a sales tax which is on the dollar value of what is purchased. There are other funding sources being used and some are not available. It was asked if most of the grants require local matching funds. Yes, they do. Without dedicated funding, there is no local match, and grants are missed out on.

B. Wildlife Permeability Along I-4 (Joel Johnson and Brent Setchell, FDOT) *(Timestamp 0:40:50)*

- Report submitted looked at wildlife crossings across I-4.
 - In Hillsborough County – I-4 PD&E study was approved in 2019, 25 miles of widening. Right-of-Way and construction are not funded.
 - In Plant City, there is a point where wildlife prefers to cross that has wildlife reserve on both sides. There is a second west of Plant City.
 - Showed the evaluation of the area around Plant City
 - The FLU for this area is shown as agricultural. The Plant City FLU map shows wetlands in the wildlife areas.
- District 7 did a study from I-75 to the Polk County line for wildlife crossing via video capture.
 - No critical linkages along the Hillsborough section of I-4
 - Limited conservation lands on either side
 - Poor habitat on either side
 - US 92 also has a lane barrier
 - Hillsborough County lies in the critical zone
- Conclusions
 - FDOT is actively pursuing improvements for wildlife corridors and that they need to be preserved.
 - Roadways

Presentation: [I-4 Wildlife Permeability Presentation](#)

Discussion:

It was noted that this is important work to preserve wildlife in the State of Florida by not only preserving habitat but also the connections of these habitats along with migration corridors and wildlife survival genetically. All the wildlife needs to be able to move to other genetic sources themselves. It was pointed out that allowing wildlife passage through FDOT infrastructure, the starting point is important from an engineering standpoint; but, the other agencies, governments, local conservation management, and wildlife experts need to be brought into the equation to come up with better solutions. It was asked if FDOT-developed highway bridges and underpasses are going to be designed to be attractive for wildlife to cross in all of the changes to the highway structure. It was noted that the habitats are there, but the connections do not seem to be present.

It was discussed that there is a broader spectrum that could be looked at especially while I-4 is being designed for additional mobility. FDOT has a requirement that bridges are looked at for wildlife crossing areas.

C. Citizen Concerns regarding I-275 Construction Air Quality (Jason Waters, EPC) (*Timestamp: 59:50*)

- Review of general air quality information for Hillsborough County: near-road monitoring, ozone standards, fine dust, EPA standard v. American Lung Association “Grade”.
- Gave examples of sizes of pollutants.
- I-275 Results
 - Paint on Bridges
 - Dust Sample – collected as a solid and not as a breathable sample
 - Both are below levels and no further action is necessary.
 - Temporary Lead Monitor at Seminole Heights Branch Library – results will be presented at EPC Board Meeting the week of October 17th.
- Non-regulatory Lead Monitoring Cost Estimate - ~ \$245,000.

Presentation: [Citizen Concerns Regarding I-275 Construction Air Quality](#)

Discussion:

The report being presented to the EPC Board was done during the hurricane week, the samples were collected the Sunday and Monday prior to the storm during the bridge demolition night.

VII. OLD & NEW BUSINESS (*Timestamp 1:10:40*)

- **None at this time**

VIII. ADJOURNMENT – The meeting adjourned at 9:45 AM

The recording of this meeting can be viewed at:

<https://www.youtube.com/c/HillsboroughCountyMeetings/videos>



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Introduction & Purpose of Workshop

Presenter:

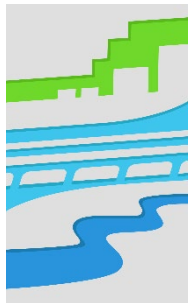
Beth Alden, TPO Director

Summary:

The Federal Highway Administration (FHWA) requires state DOTs and MPOs to adopt performance targets for five safety measures. While achieving zero traffic deaths is the long-term aspirational goal of the Hillsborough TPO and its member governments, the FHWA has encouraged MPOs to select realistic targets based on data analysis.

When reviewing the annual safety performance targets at the February 2022 TPO Board meeting, board members learned that in 2021, Hillsborough County experienced the highest number of traffic fatalities in history, with 257 loved ones killed on our roadways. To reverse this alarming trend, the TPO Board took the following actions:

1. Request responsible agencies focus their efforts on the Top 50 High Injury Network (HIN) corridors – listed in the attached document – and identify countermeasures based on national best practices;
2. Organize a coordinated grant application to design and fund improvements using the new Safe Streets and Roads for All Grant Program;
3. Send a letter to the Board of County Commissioners asking them to identify funds be set aside for safety-focused improvements on the HIN;
4. Request member agencies to identify a public relations staffer to generate at least one Vision Zero related message each month on their social media platforms;
5. Send a letter of support for HB 189 regarding school speed zone automated enforcement cameras;
6. Host a Mini-Safety Summit in November 2022 to highlight progress made on the Top 50 HIN corridors.



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Today's workshop is being held in response to these directives. We will hear from partner agencies on progress made toward implementing Vision Zero, particularly along the HIN; followed by a panel discussion moderated by a citizen advocate for transportation safety, to brainstorm additional bold steps that can be taken to reduce and ultimately eliminate deaths and injuries on our roadways.

Recommended Action:

None; for discussion in preparation of annual review of safety performance at February's TPO Board meeting

Prepared By:

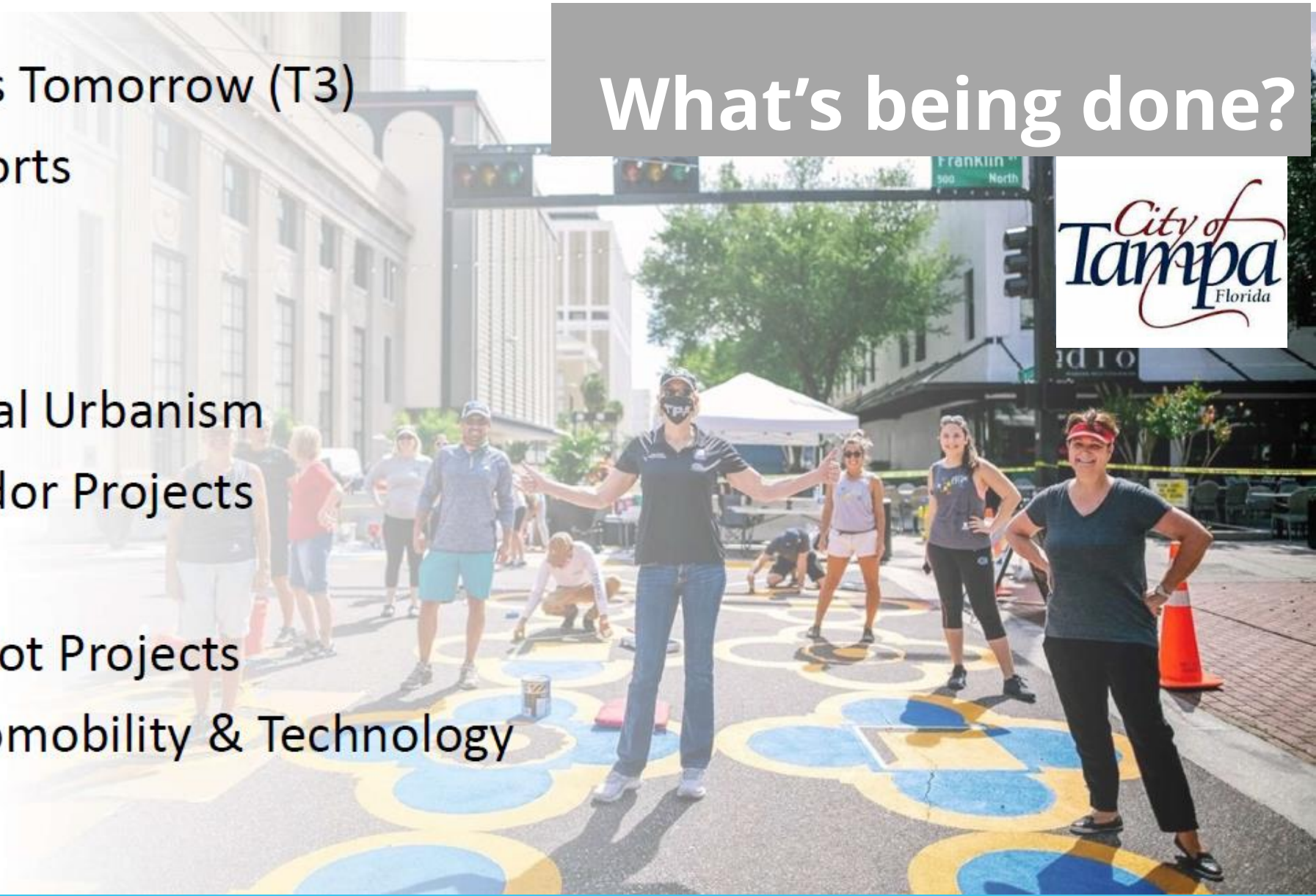
Lisa K. Silva, AICP, PLA, TPO Staff

Attachments:

1. Slides from February 2022 documenting TPO Board actions
2. Follow-up letters from February 2022 TPO Board actions
3. List of the Top 50 High Injury Network roads in Hillsborough County
4. [2023 PowerPoint presentations from each agency will be posted on this page once received.](#)

- Transforming Tampa's Tomorrow (T3)
- Ongoing Planning Efforts
- Vision Zero
- Speed Management
- Placemaking & Tactical Urbanism
- Transportation/Corridor Projects
- Trails & Greenways
- Innovative Tools & Pilot Projects
- Smart Mobility, Micromobility & Technology

What's being done?



- Leading Pedestrian Intervals (LPis)
- Safe Routes to School
- Implementation of improvements on Top 20 High Injury Network corridors
- Trails and Greenways Plan
- Complete Streets Guide

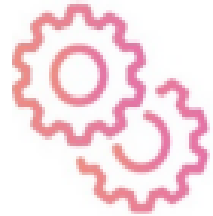
What's being done?



Hillsborough
County Florida



What's being done?



Engineering



Education

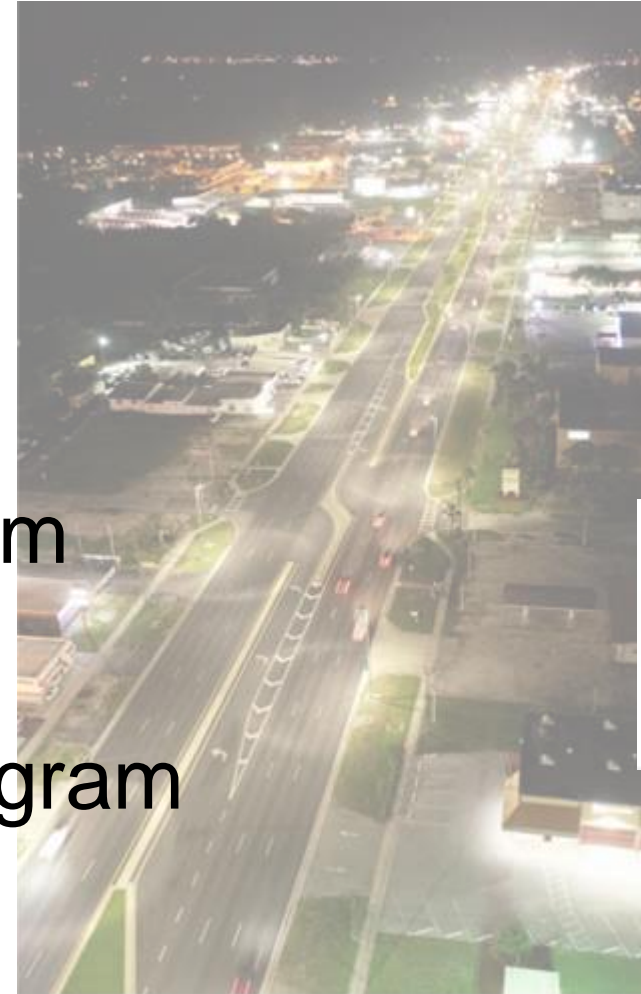


Enforcement

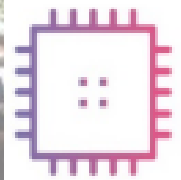


Emergency
Response

- Leading Pedestrian Intervals (LPIs)
- LED Intersection & Corridor Lighting
- Sidewalk Gap Funding Program
- Crossing Safety Program
- Intersection Vital Few Safety Program
- Lane Departure Safety Program
- Target Speed / Complete Street Program
- Work Zone Safety Program



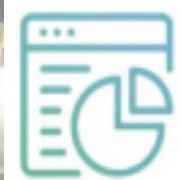
Information
Intelligence



Innovation



Insight into
Communities



Investments
and Policies

Over 50 more people died in 2021, **WHY?**

What we thought it might be:

- Motorist behavior once pandemic subsided

What national reports are saying:

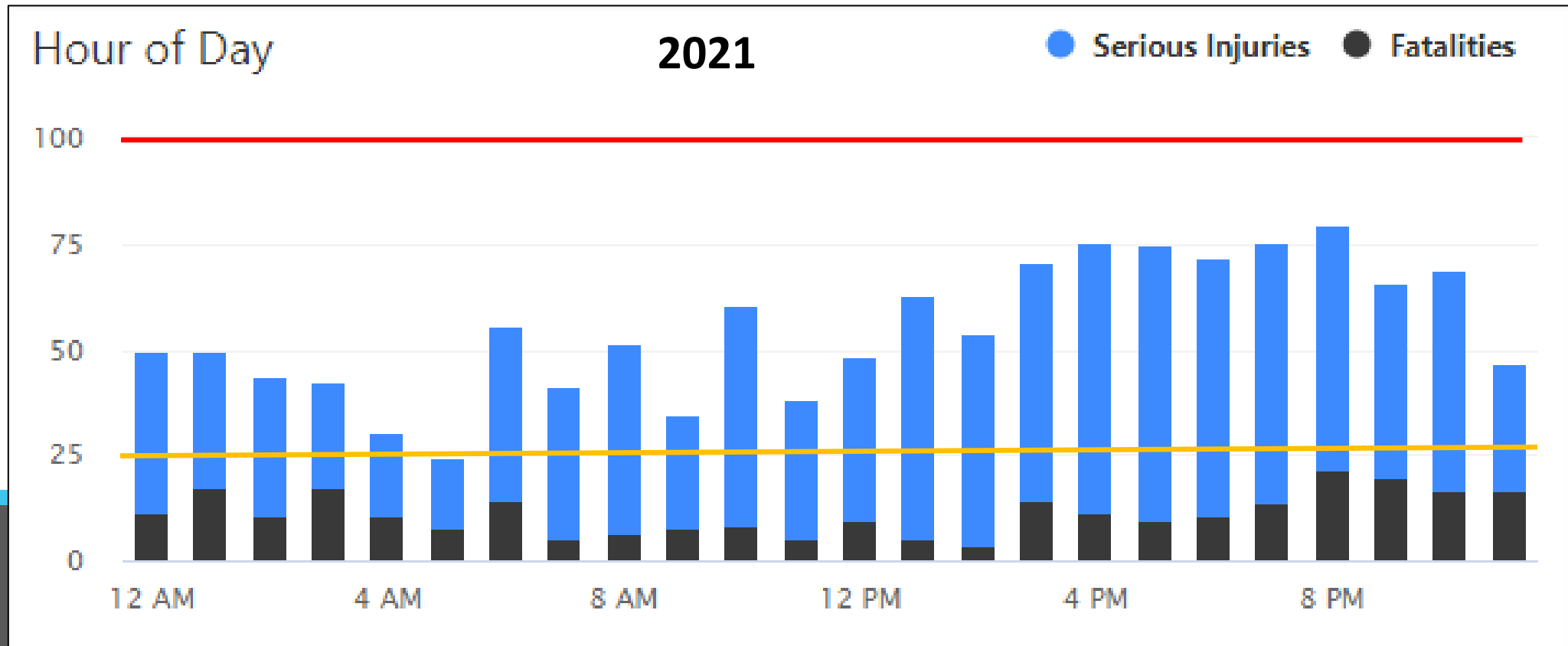
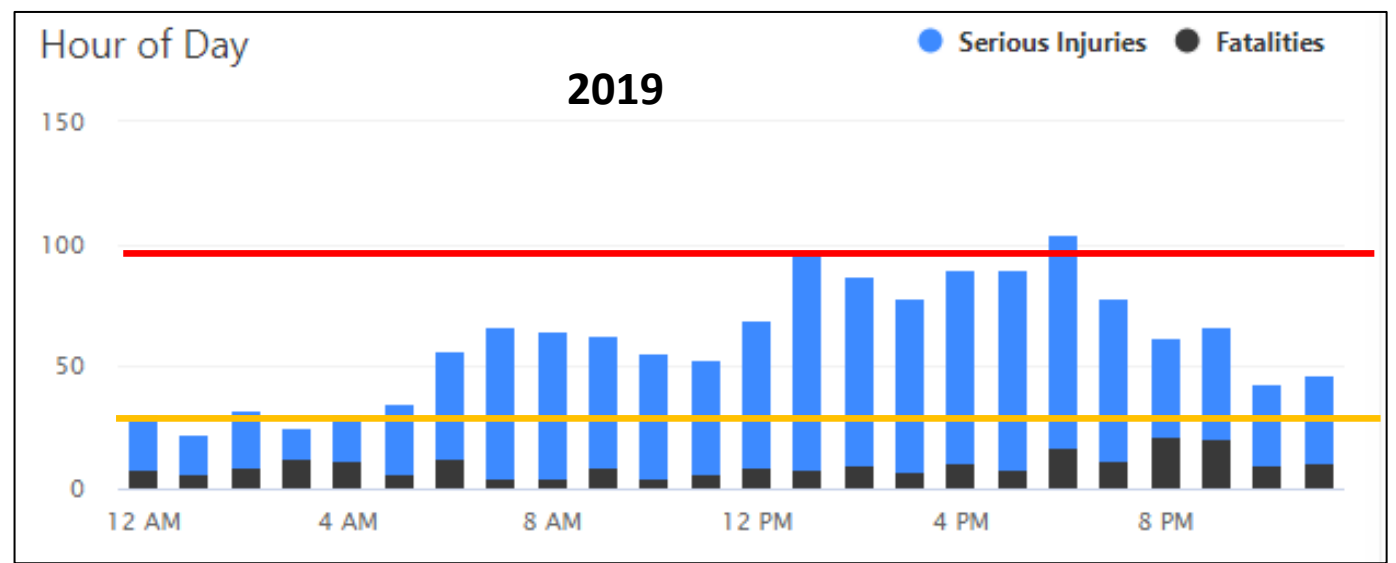
- Seatbelt use down
- Driving under influence
- EMS response rates slower due to high pandemic-related demand – *could mean the difference between a severe injury (rates going down) and a fatality (rates going up)*

Over 50 more people died in 2021, **WHY?**

What the data shows:

- Working from home allowed trips to be taken throughout the day
- Many of those trips on roads designed for peak-hour congestion
- Easier to speed, leading to more severe crashes

- **2019** 2 hours with 100 severe crashes or more and **about 5 hours with 25 or fewer crashes**
- **2021** 0 hours with 100 severe crashes and **only 1 time barely under 25 crashes**



HIN Crash Statistics (2014-2018)

Fatal Crash Characteristics



67%

92%



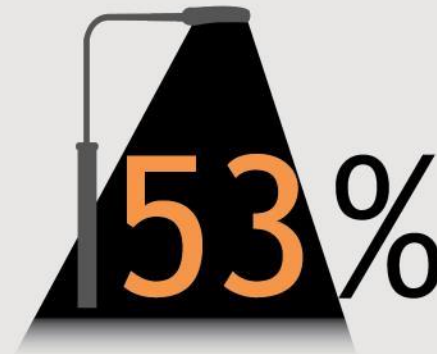
59%



Non-Intersections

Aggressive Driving/Speeding

Erratic Reckless, Aggravated maneuvers, ran off road, exceeded speed limit, ran red light, careless or negligent

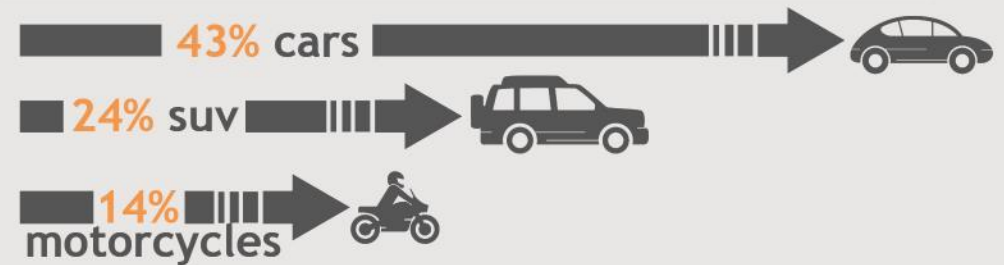


Non-Peak Hours

83%



4 or more travel lanes

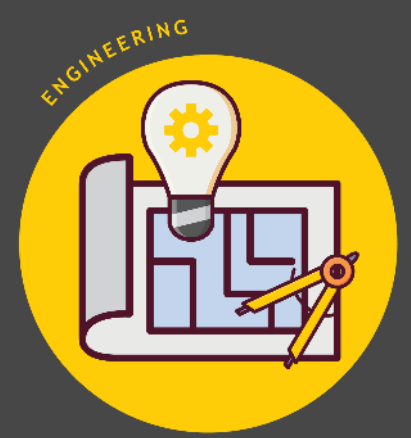


We heard from TPO committees:

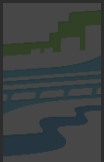
Great discussions with many ideas,
most of which can be accomplished by
**implementing the strategies outlined
in the Speed Management Action
Plan**



Actions and Implementation Strategy - Engineering & Operations



- ★ Action 1 - Develop preliminary recommendations for Top50 High Injury Network corridors.
- Action 2 – Update Design Manuals and Design Standards for roadway construction, operations and maintenance.
- ★ Action 3 – Incorporate design flexibility to reflect national best practices.
- Action 4 – Establish Local Street Design Guidelines
- Action 5 – Traffic Operations Recommendations
- Action 6 – Professional Development and Training
- ★ Action 7 – Fund Improvements to Achieve Speed Management Goals
- Action 8 – Collaborate with law enforcement, firefighting and other emergency response professionals.



Next30 High Injury Corridors

Bloomingdale Ave - US Hwy 301 to Lithia Pinecrest Rd

US Hwy 41 - Gulf City Rd to

US Hwy 301 - 19th Ave to I

M L King Blvd - Dale Mabry

US Hwy 41 - Madison Ave

Big Bend Rd - I75 to Balm

Busch Blvd - Armenia Ave

SR 674 (Sun City Ctr Blvd)

I-75 - SR 60 to Fletcher Ave

Hillsborough Ave - Florida

Waters Ave - Sheldon Road

Fowler Ave - I275 to I75

US Hwy 301 - SR 674 to Lig

I-75 - Big Bend Rd to US Hv

SR 60 /Adamo Dr - Orient

Causeway Blvd - 78th St to

Waters Ave - Dale Mabry I

Progress Blvd - Falkenburg

Hillsborough Ave - Race T

Memorial Hwy - Hillsboro

Hanley Rd - Woodbridge E

Dale Mabry Hwy - Interba

Howard Ave - Kennedy Blv

Dale Mabry Hwy - Kenned

US Hwy 92 - Falkenburg R

Nebraska Ave - Columbus

US Hwy 301 - Stacy Rd to C

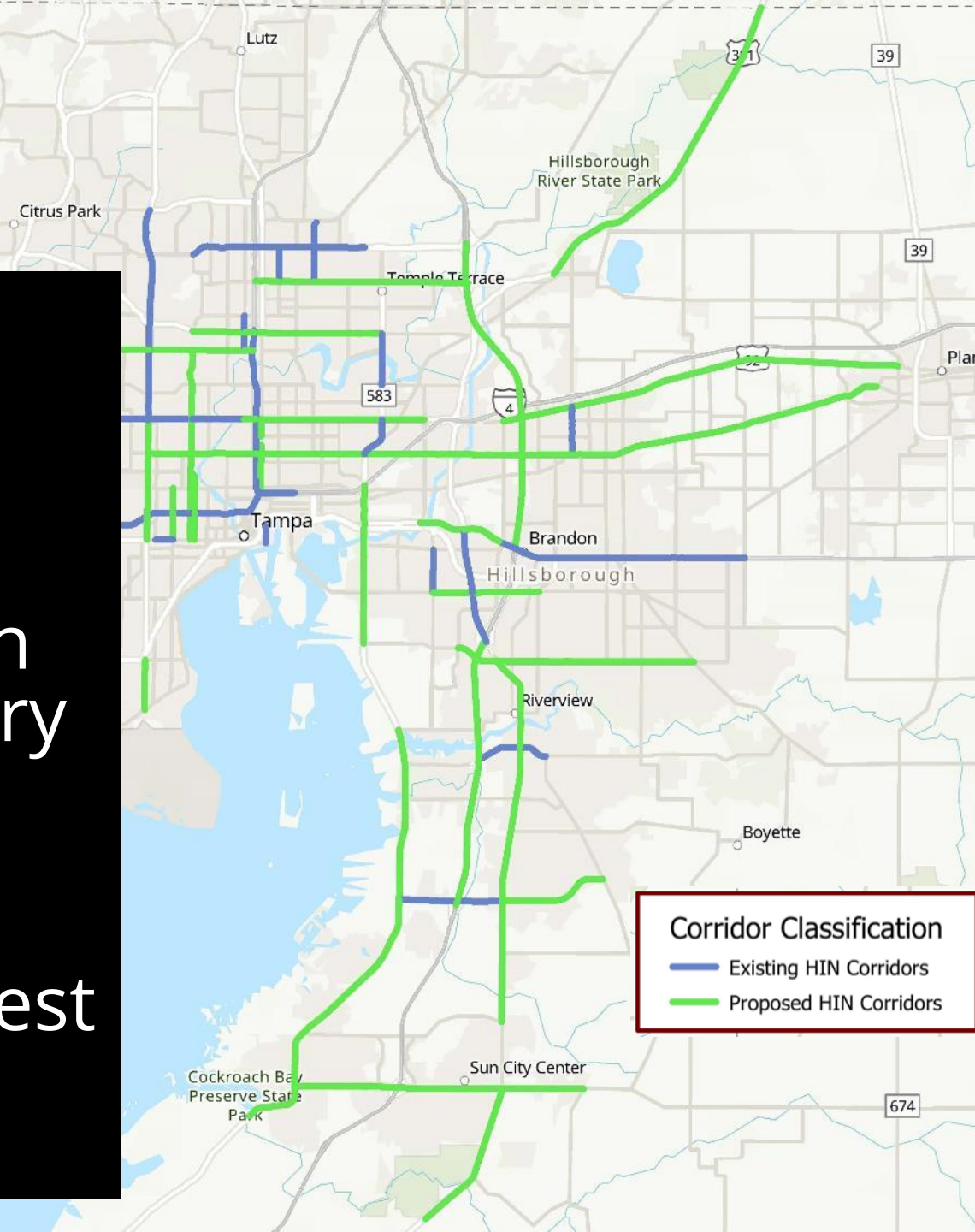
Armenia Ave - Tampa Bay

MacDill Ave - Kennedy Blv

M L King Blvd - McIntosh Rd to Sammon Rd

THE ASK:

That the TPO Board request agencies to focus their efforts on the Top 50 High Injury Network corridors, and identify countermeasures based on national best practices.



Infrastructure Investment and Jobs Act (IIJA)

Safe Streets and Roads for All Grant Program

Promotes “Vision Zero” and comprehensive safety action plans, projects, and evaluation methods.

Funding

- \$1B over five years.
- Federal share is 80%
- A single state may receive a maximum of 15% per fiscal year.

THE ASK:

That TPO Board direct staff to organize a coordinated grant application to design and fund improvements using the new “Safe Streets for All” Grant Program





Vision Zero

Trend Scenario - \$364m or **\$18 m/yr**

- 130 miles of Complete Streets projects
- ~15% reduction in fatal & injury crashes if the projects are on the high-injury roads

Trend + Sales Tax Scenario -
\$1.24b or **\$62 m/yr**

- 350 miles of Complete Streets projects
- 500 miles of streetlights on dark roads
- 1400 miles of sidewalk gaps filled
- >35% reduction in fatal & injury crashes if the projects are on the high-injury roads

THE ASK:

That TPO Board write a letter to the BOCC asking them to specify funds be set aside for safety-focused improvements on the High Injury Network



- **That means ~70 lives saved per year!**

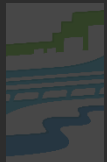
Actions and Implementation Strategy – Education



Action 1 – Educate Public and Elected Officials

Action 2 – Encourage Adoption of Speed Management Policy

★ Action 3 – Develop Education / PSA Messages





Vision Zero Network
5h · 🌐

In the midst of horrific traffic safety trends in the U.S. in (more people dying & injured in preventable crashes), v some reasons for hope in 2022.

We'd like to hear your thoughts: <https://visionzeronetw zero-in-2022.../>



Transportation for America @T4America · Ja
The infrastructure bill passed. Now what? Join @ @Kenmclld, and Sindhu Bharadwaj of @NACTO in moderated by @mayormcginn on Jan. 26. register.gotowebinar.com/register/66076...



1 2



THE ASK:

That representative TPO Board agencies identify a public relations person to generate one Vision-Zero related message each month on their social media platforms



Actions and Implementation Strategy – Policy / Legislation



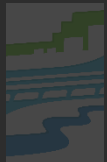
Action 1 – Support Changes to Laws and Regulations as necessary to ensure people are protected to the greatest extent possible.

Action 2 - Set a firm Vision Zero crash reduction Goal.

Action 3 - Develop an inter-agency speed and safety review process to assess land use and transportation plans, designs, and implemented projects.

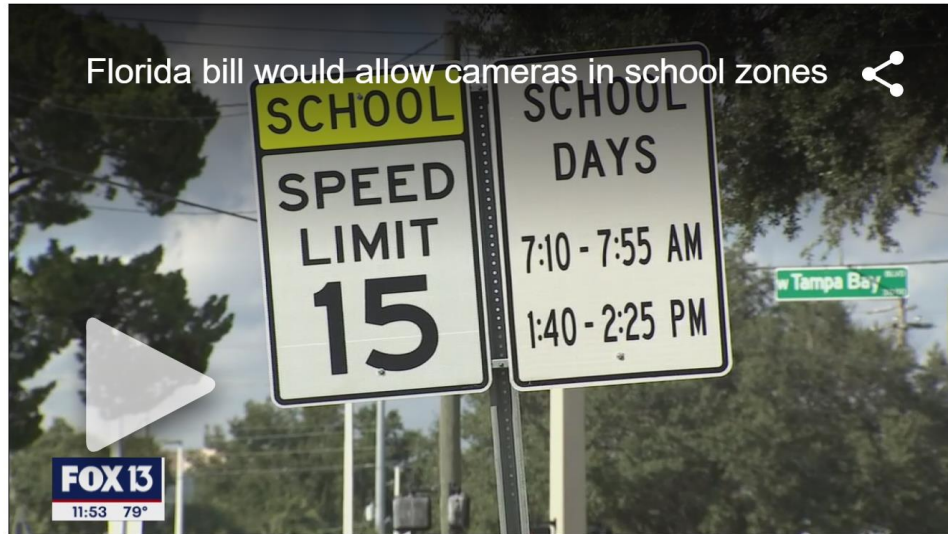
Action 4 – Review and update Land Use Policies to ensure walkable, safe, and healthy communities.

★ Action 5 – Review and Initiate New Traffic Safety Legislation Measures.



Florida lawmakers propose speed detection cameras in school zones

By Catherine Hawley | Published October 28, 2021 | Updated October 29, 2021 | Florida | FOX 13 News

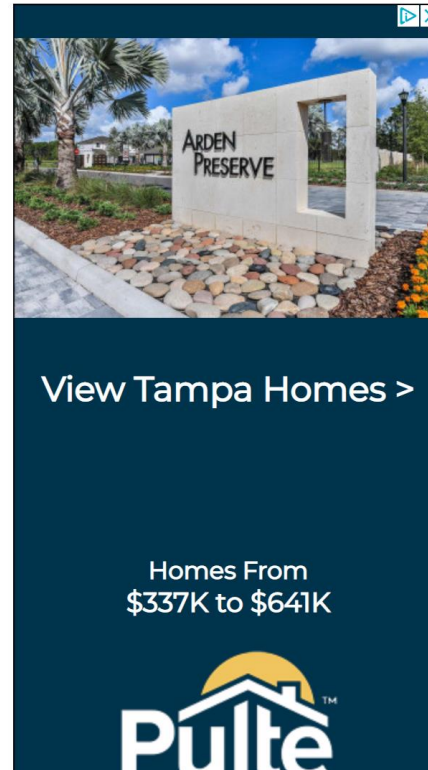


Florida bill would allow cameras in school zones

Florida bill would allow cameras in school zones

Catherine Hawley reports

TAMPA, Fla. - Florida lawmakers want to stop drivers from speeding in school zones. A bill has been filed ahead of next year's legislative session that would



THE ASK:

That the TPO Board send a letter of support for HB 189

Authorizes counties & municipalities to enforce school speed zones through use of speed detection systems



Actions and Implementation Strategy – Plan Evaluation



Action 1 – Develop evaluation metrics and timeframes for plan updates.

- ✓ Establish quarterly updates of the Speed Management Action Plan.
- ★ ✓ Establish post-project evaluation measures with qualitative and quantitative approaches, including:
 - ✓ Quantitative measures: speed reduction, crash reduction, serious injury/fatality reduction, impact on travel time, and number of corridors (proactive and reactive) addressed.
 - ✓ Qualitative measures: user observations, surveys





Mini Safety Summit November 2022



Come hear how the 50 most dangerous roadways in Hillsborough County are being transformed

QUESTIONS: TORRESG@PLANCOM.ORG #VisionZERO813 [facebook.com/VisionZeroHillsborough](https://www.facebook.com/VisionZeroHillsborough)

THE ASK:
That the TPO host a Mini Safety Summit in November 2022 to highlight progress made on the Top 50 High Injury Corridors



2022 Performance Targets

Performance Measure	Target
Annual Actual Fatalities	<=253
Annual Fatalities: 5-Year Rolling Average	<=224
Motorcycle Fatalities: 5-Year Rolling Average	<=36.13
Annual Serious Injuries: 5-Year Rolling Average	<=1,107
Annual Non-Motorized Fatalities and Serious Injuries: 5-Year Rolling Average	<=232
Fatality Rate per 100 M: 5-Year Rolling Average	<=1.59
Serious Injury Rate per 100 MVMT: 5-Year Rolling Average	<=7.49



Recommended actions...

1. Approve the CY2022 safety performance targets
2. Request responsible agencies focus their efforts on the Top 50 High Injury Network corridors and identify countermeasures based on national best practices
3. Organize a coordinated grant application to design and fund improvements using the new Safe Streets and Roads for All Grant Program
4. Send a letter to the BOCC asking them to identify funds be set aside for safety-focused improvements on the High Injury Network
5. Request member agencies to identify a public relations staffer to generate at least one Vision Zero related message each month on their social media platforms
6. Send a letter of support for HB 189 regarding school speed zone automated enforcement cameras
7. Host a Mini-Safety Summit in November 2022 to highlight progress made on the Top 50 High Injury Network corridors



Hillsborough TPO Transportation Planning Organization

Commissioner Harry Cohen
Hillsborough County
MPO Chair

February 28, 2022

Commissioner Pat Kemp
Hillsborough County
MPO Vice Chair

Paul Anderson
Port Tampa Bay

Councilman Joseph Citro
City of Tampa

Secretary David Gwynn
District 7
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, FL 33612-6403

Councilman John Dingfelder
City of Tampa

Commissioner Nate Kilton
City of Plant City

RE: Vision Zero – Actions taken at the February 2022 TPO Board Meeting

Adelee LeGrand
HART

Dear Secretary Gwynn,

Joe Lopano
Hillsborough County
Aviation Authority

As you are probably aware, in 2021 Hillsborough County experienced the highest number of traffic fatalities in history, with 257 loved ones killed on our roadways. In order to reverse this alarming trend, a coordinated effort and commitment by local decision-makers is needed. Looking to the TPO's Vision Zero Action Plan and subsequent Speed Management Action Plan for guidance, the TPO Board took the following actions at their February 2022 Board meeting:

Councilman Guido Maniscalco
City of Tampa

Commissioner Gwen Myers
Hillsborough County

Commissioner
Kimberly Overman
Hillsborough County

1. Request responsible agencies focus their efforts on the Top 50 High Injury Network (HIN) corridors and identify countermeasures based on national best practices

Cody Powell
Planning Commission

The number one proven strategy to reducing serious crashes and fatalities is speed reduction. This is a common denominator that applies to all parts of the system and particularly the HIN. **Reducing speeds by 5-20 mph on the top 50 HIN facilities** in Hillsborough County is encouraged. There are toolkits that offer guidance on effective speed management countermeasures, many of which do not require costly fixes. The list of the Top 50 HIN corridors is attached.

Mayor Andrew Ross
City of Temple Terrace

Greg Slater
Expressway Authority

2. Organize a coordinated grant application to design and fund improvements using the new Safe Streets and Roads for All Grant Program

Commissioner
Mariella Smith
Hillsborough County

TPO staff are reviewing guidance on this grant offered through the Infrastructure Investment and Jobs Act. **We will work with your staff to identify eligible projects** that can be funded this year.

Jessica Vaughn
Hillsborough County
School Board

3. Send a letter to the Board of County Commissioners asking them to identify funds be set aside for safety-focused improvements on the High Injury Network

Beth Alden, AICP
Executive Director

The traffic safety improvements associated with the surtax approved by voters in 2018, would have led to a 35% reduction in serious crashes, or 70 lives saved every year. A letter will be drafted in support of a similar set-aside for safety.



Plan Hillsborough

planhillsborough.org
planner@plancom.org

813 - 272 - 5940
601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602

4. Request member agencies to identify a public relations staffer to generate at least one Vision Zero related message each month on their social media platforms

Please send the name and contact information of a person in your agency's communication team to Davida Franklin franklind@plancom.org. We will work together in posting messages about Vision Zero and in support of changes that will be made on the HIN. Messages like, "did you know your commute time on [roadway with new traffic calming measures] will likely only increase by 1-3 minutes but will lead to lives saved?"

5. Send a letter of support for HB 189 regarding school speed zone automated enforcement cameras **(DONE)**
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Reporting back at the end of the year on progress made toward saving lives will show the community that this epidemic is being taken seriously. TPO staff will work to determine a date and venue.

Thank you for your commitment to putting an end to these preventable injuries and fatalities on our roadways. My staff is available to meet individually to discuss the data, countermeasures, and assist in how to answer the public's questions on why we are choosing safety over speed.

Sincerely,

DocuSigned by:



6C119FD111E9454...

Beth Alden, AICP

Executive Director, Hillsborough TPO

cc: TPO Board Members
Suzanne Monk, FDOT Government Liaison



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Hillsborough County
MPO Chair

February 28, 2022

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Hillsborough County
MPO Vice Chair

Paul Anderson
Port Tampa Bay

Councilman Joseph Citro
City of Tampa

Ms. Jean Duncan, P.E., Administrator
City of Tampa Infrastructure and Mobility
306 W. Jackson Street, 4th Floor East
Tampa, FL 33602

Councilman John Dingfelder
City of Tampa

Commissioner Nate Kilton
City of Plant City

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Jessica Vaughn
Hillsborough County
School Board

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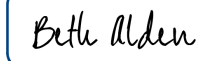
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Executive Director, Hillsborough TPO

cc: TPO Board Members
Suzanne Monk, FDOT Government Liaison



Hillsborough TPO

Transportation Planning Organization

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Hillsborough County
MPO Chair

February 28, 2022

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Port Tampa Bay

Councilman Joseph Citro
City of Tampa

Mr. John Lyons, PE, Administrator
Hillsborough County Public Works
601 E. Kennedy Blvd., 22nd Floor
Tampa, FL 33602

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Sincerely,

Beth Alden, AICP
Executive Director, Hillsborough TPO

cc: TPO Board Members
Suzanne Monk, FDOT Government Liaison

Top 50 High Injury Network Corridors	Jurisdiction
1 Brandon Blvd from Falkenburg Rd to Dover Rd	State
2 Gibson Dr/Boyette Rd from I-75 to Balm Riverview Rd	County
3 Hillsborough Ave from Longboat Blvd to Florida Ave	State
4 Fletcher Ave from Armenia Ave to 50th St	County/State
5 Dale Mabry from Hillsborough Ave to Bearss Ave	State
6 Lynn Turner from Gunn Hwy to Ehrlich Rd	County
7 Meridian Ave from Channelside Dr to Twiggs St	City
8 Bruce B Downs from Fowler Ave to Bearss Ave	County
9 50th/56th St from MLK Blvd to Hillsborough Ave	State
10 15th St from Fowler Ave to Fletcher Ave	County
11 Big Bend Road from US41 to I75	County
12 US301 from I75 to Adamo Dr	State
13 Sheldon Rd from Hillsborough Ave to Waters Ave	County
14 I4 from I275 to 22nd St	State
15 56th St from Sligh Ave to Busch Blvd	State
16 I275 from Howard Frankland Bridge to Busch Blvd	State
17 Kennedy Blvd from Dale Mabry to Ashley Dr	State
18 78th St from Causeway Blvd to Palm River Rd	County
19 CR579/Mango Rd from MLK Blvd to US92	County
20 Florida Ave from Waters Ave to Linebaugh Ave	State
21 Bloomington Ave - US Hwy 301 to Lithia Pinecrest Rd	County
22 US Hwy 41 - Gulf City Rd to Riverview Dr	State
23 US Hwy 301 - 19th Ave to Bloomington Ave	State
24 M L King Blvd - Dale Mabry Hwy to Parson Ave	State
25 US Hwy 41 - Madison Ave to I4	State
26 Big Bend Rd - I75 to Balm Riverview Rd	County
27 Busch Blvd - Armenia Ave to 56th Street	State
28 SR 674 (Sun City Ctr Blvd) - US Hwy 41 to CR579	State
29 I-75 - SR 60 to Fletcher Ave	State
30 Hillsborough Ave - Florida Ave to Orient Rd	State
31 Waters Ave - Sheldon Road to Dale Mabry Hwy	County
32 Fowler Ave -I275 to I75	State
33 US Hwy 301 - SR 674 to Lightfoot Rd	State
34 I-75 - Big Bend Rd to US Hwy 301	State
35 SR 60 /Adamo Dr - Orient Rd to Falkenburg Rd	State
36 Causeway Blvd - 78th St to Providence Rd	State
37 Waters Ave - Dale Mabry Hwy to Nebraska Ave	County
38 Progress Blvd - Falkenburg Rd to US Hwy 301	County
39 Hillsborough Ave - Race Track Rd to Longboat Blvd	State
40 Memorial Hwy - Hillsborough Ave to Veterans Expwy	County
41 Hanley Rd - Woodbridge Blvd to Waters Ave	County
42 Dale Mabry Hwy - Interbay Blvd to Gandy Blvd	State
43 Howard Ave - Kennedy Blvd to Tampa Bay Blvd	County
44 Dale Mabry Hwy - Kennedy Blvd to Hillsborough Ave	State
45 US Hwy 92 - Falkenburg Rd to Thonotosassa Rd	State
46 Nebraska Ave - Columbus Ave to Hillsborough Ave	State
47 US Hwy 301 - Stacy Rd to County Line	State
48 Armenia Ave - Tampa Bay Blvd to Waters Ave	County
49 MacDill Ave - Kennedy Blvd to Columbus Dr	City
50 M L King Blvd - McIntosh Rd to Simmons Rd	State