



Hillsborough CTST – February 22, 2023

Meeting started at 9:33 am

I. Welcome and Introductions

Introductions were given.

II. Business Updates

Pedestrian/Bicycle/Motorcycle Safety Updates

Brentin Mosher (CUTR): On Friday, March 17th, they are doing their 9th Annual Temple Terrace, Bike with the Mayor. It will start at 8:00am at the Temple Terrace Recreation Center Complex. They will be giving away t-shirts for this four-mile bike ride.

Sgt. Reiser (TPD): TPD is working with the State to verify that officers are issuing proper citations to motorcycles that are not licensed. They are getting the word out on the Motorcycle Safety Smart Programs. TPD started their Smart Program for 2023 in partnership with the FDOT grant. Their first class was in February and 15 people graduated. There is a waiting list as of this time. TPD is hoping to offer seven classes for motorcycle safety through September 30th. Motorcycle fatalities were up in the City of Tampa last year. Sgt. Reiser is hopeful they can make an impact. In terms of pedestrian safety, TPD is continuing to work in partnership with the Institute of Police Technology and Management (IPTM) and the University of North Florida on the pedestrian safety initiatives. So far this year there has been three fatalities in the City of Tampa.

Janice Martinez (LEL): HCSO conducted a multi-agency mobilization. The Sheriff's Office is trying to stop street racers. They are distributing tip cards from the safety office that incorporates the consequences of not only racing but being a spectator or a driver in a car who attends these street racing events. Gena Torres asked if there are racetracks where people can race, instead of on the streets. Discussion followed. Sgt. Reiser stated the closest racetrack is in Bradenton and they may lose that in the coming years. There is a push for the developers to rezone the property because there are residential developments going in that area. Sgt. Reiser explained the dangers of street racing. Discussion followed.

Abigail Flores (HC): This year, Hillsborough County is updating the methodology for evaluating pedestrian improvements. Their program identifies corridors that can be retrofitted with enhanced pedestrian access and safety. This year HC is taking that program which currently has over 100 pedestrian projects identified and applying the methodology to the entire unincorporated Hillsborough County roadway network. The methodology evaluates risk, exposure, and network quality. Then they will rank the roadway corridors on how friendly they are to pedestrians. It helps with the equity to determine what areas need improvements the most.



Education

Brentin Mosher (CUTR): Last Thursday, CUTR staff were at Valencia Lakes in Wimauma, and provided a walk, bike, and drive safety presentation and a helmet fitting for seniors. USF just executed a contract with the FDOT that has federal flow-through funding from the Hillsborough TPO for the high injury network. There are seven of the HC Vision Zero high injury corridors that are included in the scope and some innovative ways to help reduce crashes on those roadways.

Gena Torres (Hillsborough TPO): The TPO has been looking at how to reduce crashes on the top 50 corridors with the highest fatalities and serious injuries. SR 60 in Brandon is the most dangerous. Geofencing is a good approach because it is hard to get messages out generally to make motorists aware of the unsafe conditions, or to expect pedestrians and cyclists sharing the roadway.

Brentin Mosher (CUTR): CUTR is also doing a geofencing project in combination with the road resurfacing that is in progress on SR 39, Paul Buchman Highway from Knights Griffin Road to the Pasco County Line. The project includes resurfacing, restriping, adding turn lanes, and doing some workforce awareness geofencing to go along with it. This will start sometime in the middle of March and run for about a month.

Michael White (TPD): For golf carts in the City of Tampa, they are restricted to Davis Island. Golf carts can't exceed the speed limit of 20 mph and they are only allowed to ride around Davis Island. The City ordinance is that you must be 16 years of age to drive one. The State law is 14, but the City law is stricter, unless you have a permit, which would be 15 years old and then you're allowed to drive a golf cart. The carts are permitted to cross over other roads to get from Point A to Point B if there's a golf course. Golf carts are not required to have lighting or brake lights and drivers are not required to have a license unless you are driving them at night. On the other hand, low-speed vehicles must have everything a car has. They must be registered and be licensed. Their speeds are greater than 20 mph but are limited to roads with a speed of 35 mph or less. Drivers of low-speed vehicles are subject to DUI arrests if they are driving drunk or impaired. Discussion followed. Melissa Shepherd, of JMT, stated this golf cart topic was brought up in December at the in-person meeting. A lady was worried because she saw a golf cart with several people in it, along with a baby. She was worried about the whole situation, such as what is the law concerning a baby carrier not strapped in. Discussion followed. Sgt. Reiser said he recalled that conversation. The child was riding on the mother's lap in the golf cart on MacDill Avenue. It is illegal and not permitted to be operating in that area. Call the police if you see that. Officers need to educate those drivers right there and state that they are exposing themselves to injury, and potential problems with interactions with other vehicles on the road.

Michael White (TPD): His DUI unit does extensive education with all the public schools in the City. Their DUI education is fantastic, and it makes a huge difference with the kids - drinking and driving leads to crashes and fatalities. They have never done trainings at private schools within the City, but they are making a big push now to try and get in with the private schools. TPD will be doing education at the Academy of Holy Names. They are trying to get into Jesuit as well. From there, they will try Tampa Catholic



and Tampa Prep to start holding DUI education in those schools as well. This will be yearly event and supported through the FDOT grant. Discussion followed.

Enforcement-Crash Statistics

Janice Martinez (LEL): Year to date for 2023, Hillsborough County has had 5,147 total crashes – with 129 serious injuries and 20 fatalities. There has been a significant number of pedestrian fatalities. For the Central Breath Testing (CBT) statistics for January 2023, there were a total of 325 arrests that came through CBT. Of those 325, 161 tested and 164 refused. They have a 44% refusal rate. The average BAC was 0.141. The highest age group is between 21 and 34. Of the 325, 163 were in that 21 to 34 age range.

Gena Torres (Hillsborough TPO): Every February, the TPO Board of elected officials, including County Commissioners, Tampa City Councilpersons, and the Mayors of Temple Terrace and Plant City are asked to adopt the Safety Target. The TPO tracks the five-year rolling average of fatalities along with other statistics. Board members were curious if the increase in fatalities was due to a decrease in law enforcement pullovers. Janice Martinez stated for the highway patrols, statewide, every traffic stop that is conducted has a traffic stop data report that is completed. It records why a person is pulled over, what they were wrote up for, if there was an arrest, if the vehicle was searched, if so, why was the vehicle searched – consent, smell, etc. They also record the sex and race of the driver. This started 20 plus years ago as a study. This data can be pulled at the state level. Sgt. Reiser said 2020 total crashes were way off from the five-year average, compared to going back to 2015 to 2019. But the fatalities in the City stayed the same between 2019 and 2020. Discussion followed. In 2021 there was a huge spike in fatalities. The crashes went up to pre-pandemic levels. The pandemic years will be challenging for comparison purposes for a while. DUI's went way up in 2021 also.

Engineering

Kelly Fearon (City of Tampa): The City was awarded a new federal grant to improve the Ashely Drive Interchange. They are excited to partner with FDOT on this project. It is still in the early stages, as they just found out the news. It will be a big project that the City is going to undertake.

Abigail Flores (HC): She stated the Vision Zero, Mango Road project is furthest along in the Hillsborough County Safety Program. Mango Road is on the high injury network and is at 30% design. They would like to complete the design this year. The number one crash type in Hillsborough County is angle crashes, which predominately happens at intersections. The County has an unsignalized intersection safety program which ranks thousands of County unsignalized intersections. There are quick treatments that HC wants to identify that they can deploy systemically. They started working with 30 locations to do project development. They completed their tool for the selection of target speeds.

Fred Baxter (City of Plant City): Plant City is looking at the possibility of putting power outage emergency beacons at 22 intersections, like that of Hillsborough County. They have done some intersection improvements at 11 intersections. Of those 11 intersections, they were converted to “all way” intersections along with markings and pedestrian upgrades. Plant City is also in the process of designing their first raised crosswalk. It will be installed at Waller Avenue, where the Boys and Girls Club is, and crosses over to



Snowden Park, which is a high pedestrian area. The City has always had an ongoing policy of not installing speed humps or raised crosswalks, so this is a big step forward for Plant City. There are a lot of crashes occurring at South Frontage Road and North Frontage Road that intersects with Charlie Taylor Road.

Lisa Silva (Hillsborough TPO): They are getting ready to kick off, with City of Tampa and Hillsborough County, two more Vision Zero street studies. The TPO and partner agencies are making progress on the high injury network and zooming in to do some detailed reviews. Recommendations will include ways to manage speed and provide quality facilities for people walking and bicycling.

School Transportation Items

Lisa Silva (Hillsborough TPO): They received two awards for Safe Streets for All due to some of the school recommendations which were fed into those grant applications. The East Tampa CRA approached the TPO to participate in a community event that included a painted mural intersection. Potter Elementary is going to receive several of those low cost “Paint Saves Lives” recommendations implemented through a partnership with the CRA. If anyone wants a detailed presentation of the Tampa School Safety Study, Lisa offered to present at a future meeting.

HSIP Updates

Mahshid Arasteh (American Quality Consultants): They are working on material requests from cities and counties. If you have any material requests, please email Mahshid and Bill Riha. Melissa and some others from JMT have been working on the portal, so that should be up soon. Mahshid has also been working on some Safe Strides to Zero Intersections that are currently under review.

Vision Zero Updates

Kelly Fearon (City of Tampa): The City of Tampa is excited about the grant opportunity they received from FHWA for Safe Streets to All. It is a \$20million federal grant with 75% of the funds going to disadvantaged community areas. There is a project map and more information on their website. They are still in the early stages of the scope, but projects are lining up for construction, such as 14th Street in Ybor and Main Street that focus on pedestrian safety and safer speeds.

Abigail Flores (HC): Abigail displayed the Hillsborough County’s Driven Equitable Transportation Safety Programs Map. They have 22 projects for pedestrian corridor retrofits to improve that area for pedestrian safety access. This includes midblock crosswalks, some raised crosswalks, reducing the turning radius, adding LPIs, etc. They want to make sure at intersections that drivers slow down so that pedestrians can safely access the intersection. The other program is the Safe Access to Transit. Even with limited transit, HC wants to make sure that people can access the stops safely. That will include pedestrian and bicycle improvements because they want to know how people walking and cycling are getting to the transit stops. Wayfinding can help along with midblock crosswalks. Hillsborough County is also focused on Vision Zero which includes all road users. Lastly, the County is working on their Safe Routes to School projects, which are in design for Leto High, Pierce Middle, and Alexander Elementary Schools. Other schools are in project development.



III. Calendar Updates / Activity Reports

Janice Martinez (LEL): The highway safety grant concept papers are open through the end of the month. HCSO is getting a new bat mobile, which is going to be on this grant cycle. The concept papers that are being written now will not go into effect until October 1st.

IV. Open Forum / Announcements

January 2023 minutes were approved and at the end of the meeting by Janice Martinez and Sgt. Reiser.

Next Meeting will be March 22, 2023, at 9:30 am and will be an in-person meeting.

V. Adjourn

Meeting adjourned at 10:48 am.

In attendance: Kevin Amig, Mahshid Arasteh, Fred Baxter, Susan Boda, Anthony Chaumont, George Edmiston, Swara Farheen, Kelly Fearon, Scott Freidman, Abigail Flores, Emily Hinsdale, Charles Kane, Melissa Kinchloe, Dawn Lewis, Janice Martinez, John Merine, Brentin Mosher, Dave O'Neil, Lori Palaio, C. Perez, Keith Pippin, Sgt. Jim Reiser, Jessica Rohr, Melissa Shepherd, Lisa Silva, Ellen Snelling, Gena Torres, Michael White