Revised Meeting of the Citizens Advisory Committee

Wednesday, November 3, 2021, at 9:00 AM

All voting members are asked to attend in person, in compliance with Florida’s Government in the Sunshine Law. Please RSVP for this meeting. An accurate headcount will allow us to plan facilities. People attending in person are required to wear a mask while inside the County Center building, consistent with CDC guidance. Some voting members may participate via web conference due to the ongoing national and local states of emergency re: COVID-19.

Audience members, presenters, and any others are asked to participate remotely, to minimize the potential for transmitting illness.

Remote participation:
• To view presentations and participate on your computer, tablet or smartphone:
  https://attendee.gotowebinar.com/register/2782478419679664398

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


Presentations, full agenda packet, and supplemental materials are posted here. Please phone us at 813-756-0371 for a printed copy.

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

• Technical support during the meeting: Michael Rempfer 813-273-3774.

Rules of engagement:

Professional courtesy and respect for others at this meeting are expected. Failure to do so may result in dismissal from the meeting. For more information on expectations for participation, please see the TPO’s Social Networking & Media Policy.

I. Call to Order & Introductions

II. Chairman’s Request: Per the TPO Bylaws, all speakers are asked to address only the presiding Chair for recognition; confine their remarks to the question under debate; and avoid personalities or indecorous language or behavior.

III. Public Comment - 3 minutes per speaker, please

Public comments are welcome and may be given at this meeting virtually by logging onto the website above and clicking the “raise hand” button. Staff will unmute you when the chair recognizes you.

IV. Members’ Interests
V. Approval of Minutes (September 1 & October 6, 2021) 9:25

VI. Action Items
A. Tentative Work Program and Comments 9:30
   (Justin Hall, FDOT)

VII. Status Reports
A. I-75 PD&E Studies 10:30
   (Ashley Henzel, FDOT)
B. HART Autonomous Vehicle Pilot Project 10:50
   (Dan Rodriguez, HART)
D. FDOT 56th Street/50th Street Corridor Planning Study 11:10
   (Sigal Carmenate, Kittelson)
F. Future Leaders in Planning Jr. (FLiP Jr.) Recap 11:30
   (Davida Franklin, TPO Staff)

VIII. Unfinished Business & New Business 11:50
A. Data Requests Status Update
B. Next Joint Meeting of TAC and CAC: December 15, 2021

IX. Adjournment

X. Addendum
A. TPO Meeting Summary and Committee Reports
B. World Day/Mourning of Remembrance on 11-21-21 @9am @ BBD Trail
C. Why Some Lights Are Colored Purple
D. FDOT Vacant Property Update

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

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I. **Call to Order & Introductions**

Chair Roberts called the meeting to order at 9:06 AM

Members Present in Person: David Bailey (in at 9:50A), Hoyt Prindle, Meaza Stewart (in at 9:20A), Steven Hollenkamp, Alexis Boback, Christine Acosta, Bill Roberts

Members Present Virtually: Nicole Rice, Artie Fryer, Nicholas Glover (in at 9:39A), Don Skelton Jr., Jeff Lucas, Cliff Reiss, Sharon Gaumond, Ricardo Fernandez, Terrance Trott (in at 9:36A), Rick Richmond, Joshua Frank

Members Absent: Carolyn Brown, Aiah Yassin, Jonathan Knudsen, Amy Espinosa

Others Present: Rich Clarendon, Vishaka Shiva Raman, Johnny Wong, Cheryl Wilkening, Sarah McKinley, Katrina Corcoran (TPO/PC Staff); Matt Lewis (HC), Paula Flores (GPI), Milton Martinez (City of Tampa), Dwayne Brown (HART), Nicole McCleary (HART)

II. **Chairman’s Request:** Per the MPO Bylaws, all speakers are asked to address only the presiding Chair for recognition; confine their remarks to the question under debate; and avoid personalities or indecorous language or behavior.

III. **Public Comment** – See end of minutes for Public Comment emails and video link.

IV. **Members’ Interests**

A. **Christine Acosta** – commented that the video’s audio was not clear; asked if the public comment letters were related to the video.

B. **Hoyt Prindle** – commented that our infrastructure needs are substandard in our area compared to other major metro areas in the country. Noted that there is a robust transit and freeway system in Arizona. He would like to see funding comparison for different states. Questioned how many roundabouts in the City of Tampa currently has and how many are planned.

C. **Rick Fernandez** – similarly concerned about the issues identified in the video, would define as a presentation from FDOT outlining mitigation plans for areas impacted for the DTI, particularly items added to the TIP by amendment in May 2021. Would like a formal presentation. Noted he also had challenges with audio. That was the voice of an FDOT employee from a 2019 workshop explaining various options for interchange and mitigation plans and promises.
D. **Nikki Rice** – individual areas are sold on improvements. Would like to find a way to hold FDOT accountable, before approving highway projects, local and arterial funding projects get completed first. So, on the ground, can move people. Noted how light replacements around the county are now purple and are impeding night sight; it is a safety concern. Would like to know who is responsible, is concerned. Noted that there is a filament issue with the lights; they were sold to other cities from a company out of Ohio. Is concerned about visual impairment due to the lighting. Has the understanding that it is going to be two years before it can be addressed. Concerned that the strength of the lights is also light pollution and is upsetting people where they are located. People who live near them before the filament issue were spraying them with paint to tone them down. Along corridor of Nebraska and Florida, HART has not removed pre-exiting stations that have become safety issues and are being used by homeless. Why are the stations being allowed to remain? Believes that the voting board for the TPO needs to be restructured. (Rich Clarendon noted that the lights would be put on a future agenda)

E. **Alexis Boback** – concurred with the lighting issue.

F. **Sharon Gaumond** – recognized the lights being purple as well.

V. **Status Reports**

A. **Hillsborough County Compete Streets Guidebook** (Matt Lewis, Hillsborough County; Paula Flores, GPI)
   - Comprehensive Plan update will include a context-based classification system.
   - Reviewed Context Classification system – take major roadways and assign a context based on what the communities really want for that area.
   - Reviewed Complete Streets Typologies
     - Streets based on economics, neighborhoods, and connecting neighborhoods to each other and to economic centers
     - Roads have mixed purposes within primary use – suburban roads in urban areas
     - Typologies work to extend the land use.
   - Went over Why CS Guide is needed
     - Needs are complex – mobility, health, etc.
     - Area growing
     - Provides approach to providing more choices, connected areas, encourage more walking and rolling, reduce carbon emissions, and encourage healthy outcomes.
   - CS Guide has 7 chapters
     - Introduction – purpose, relation, and definitions
       - no singular design for a complete street
       - provides principles
     - Elements of Compete Streets – not just what happens curb to curb but how it connects to adjacent land uses.
       - Physical
       - Graphical nature from national best practices
     - Placemaking and Health – design of creative placemaking – walkability, quality of life
Street Typologies – unique to the level of users intended
  - tables for all the Typologies including characteristics and services
  - 11 types
  - Allows for retrofitting

Intersections and Midblock Crossings
  - Intersections are greatest source of conflict – making them safer for all users

Transit Integration
  - Begin as walking trip
  - Contemplate the stops and design
  - Integration option designs to adapt corridors

Special Considerations
  - Developed from national guidance from several sources as well as more local sources

Next Steps – more presentations to committees, will be looking for support. Will be going through the BOCC

Presentation: [Hillsborough County Complete Streets Guide](#)

Discussion:

Terrance Trott: commented that this is really good, Complete Streets program is really important to make where we live nice to be in.

Christine Acosta: Didn’t notice images of transit integration until transit chapter, perhaps bring it in earlier. Inquired whether any source material included AARP and the materials that support “aging-in-place”. Asked about how this can be used to help people understand Future Land Use implications.

David Bailey: Inquired about the GIS integration and if they are available for public use. (located on the county AGOL site)

Steven Hollenkamp: Asked if the work was done in conjunction with what ESRP is doing with FDOT. They are a contractor working on different configurations.

Chair Roberts: Commented that the Future Land Use component is important.

Josh Frank: Questioned if any considerations made for more alternate options such as curb-less streets, paseos, bike/ped only.

VI. **Approval of Minutes (August 4, 2021)** – No changes noted

Steven Hollenkamp moved to approve the minutes from the August 4th meeting as written; seconded by David Bailey. Voice vote passes unanimously.

VII. **Action Items**
A. **TIP Amendment: Tampa Multimodal Network & Safety Improvements** (Vishaka Shiva Raman, TPO Staff)
   - West River District Build Multimodal Improvements
   - Requested by FDOT
   - City of Tampa project
   - Reviewed TIP Amendments, design build, and funding for FY 21 – 22
   - Showed project location
   - Explained needs and benefits
     - Mainly for safety and mobility
     - Includes Complete Streets treatments
     - Connects main downtown areas
     - Includes economic growth and resiliency
   - Showed the money with a 20/80 split between grants and local funds
   - Public Involvement
     - Presented to boards and committees
     - Posted notice signs for September 14th meeting
     - Released fliers with reference information and areas to leave comment/feedback
   - Design build project

**Recommended Action:** Approve the Amendment to the FY 2021/22 TIP and recommend approval to the TPO Board.

**Presentation:** [TIP Amendment: Tampa Multimodal Network & Safety Improvement](https://www.tampa.gov/tss/west-river-build)

**Additional Information:** [https://www.tampa.gov/tss/west-river-build](https://www.tampa.gov/tss/west-river-build)

**Discussion:**

**Christine Acosta:** Noted that the project is very important and transformative. Inquired if it will be required to install counting devices. They have been installed on the East Side Riverwalk. Asked what the shared micro-mobility device platform will be; will they be permitted on the West Riverwalk. Questioned if there is connection between East and West on the Northern Loop at the Columbus Street Bridge.

**Milton Martinez (City of Tampa):** One requirement of grant program is pre and post data collection to show results including volume (counting). May be supplemental if not included in the grant funds. Will also be looking at severe crashes in the project area. Going from pilot program to city wide micro-mobility program. Will need to follow-up on what portions will be accessible to micro-mobility. Incorporating East and West, other improvements are going on in conjunction. Coordinating with Hillsborough County with resurfacing, including Columbus. Looking at safety improvement, enhanced crosswalks. Looking at funding for the Columbus Drive project and do as part of the resurfacing to add protected bicycle lanes on that crossing. Similar to Platt Street corridor. One grant agreement between the city and USDOT, broke out into six segments, easier to clear each project as categorical exclusions and approve as independent facility. Utilizing one design build.
Nikki Rice: Inquired who the private investor is in this project. (That is how the initial funding was sought. At this time, it will be fully funded by the city.) Priority for the city, is hearing transportation alternative for bicycle or pedestrian over 12 miles as more recreation than transit. Would like to see protected bike lanes and not paint. Would like to see how the swaths of Right-of-Way portioned for the bike lanes be incorporated with streetcar expansion into these areas. Did not hear about connecting downtown, West Shore, and the airport (Cypress) areas in this plan. Expressed the need to protect Cypress to have a corridor to bring people to downtown and work. Requested clarification re: construction on Columbus. Is it separate, the beginning of the project? Does not want to see work being done twice. Inquired if the streetcar expansion can be put into the design instead of primary recreation for the proposed 12 miles. Would like to see it shown as connective.

Milton Martinez: The County's resurfacing from Dale Mabry to Nebraska has not started yet. It could be some type of utility and not roadway construction. Intended to be non-vehicle centric project. “Riverwalk” is not in the project name and it will not have the same feel. Intended to be low-stress alternative to get to destinations. Aware of the opportunity that Cypress Street affords. It is being looked at for Complete Streets improvements and preserving transit opportunities.

Chair Roberts: called for a motion to approve the recommended TIP Amendment

Christine Acosta made the motion to approve; seconded by Rick Richmond. Voice vote passes unanimously.

B. Public Transportation Agency Safety Plan Performance Targets (Johnny Wong, TPO Staff)

- Transit safety is one of several transportation measure the TPO is required to track.
- All measures originate from MAP-21 legislation (FTA)
  - Required to set targets for measure for project planning in hopes of achieving targets at a future time.
  - Rule require setting targets and measure for:
    - Total Fatalities
    - Total Injuries
    - Total Safety Events
    - Fatality Rate per 100k VRM
    - Injury Rate per 100k VRM
    - Safety Event Rate per 100k VRM
    - System Reliability (average distance between mechanical failures)
  - Fatalities are any incident resulting in death
  - Injuries are counted if any person must be transported to a medical facility, and they are hurt within a transit vehicle, facility or station.
- TBARTA, HART and FDOT are required to track and set targets as well.
  - Sunshine Line was given a delay. Once they have a plan, they will need to set targets. TPO will need to take those into consideration in a future year.
- Rule published in 2018: slow rollout, COVID delays
- Final deadline for TPO to set targets and transmit to DOT is September 30, 2021
  - Late in the year, targets set for CY 2021
In future years, anticipates targets will be set early in the year by transit agencies. TPO has 180 to follow.

Every time the TIP and LRTP are amended, the targets will need to appear in those documents.

- Reasons for setting and measuring targets
  - Coordination: requires agencies to work together and collaboratively propose targets for the Board to adopt. Keeps all agencies on same page.
  - Safety Investments: reviewing data annually will provide metrics to see if the investments are getting desired results.
  - Accountability: goals will be put into TPO processes; projects approved for funding will take transit safety into account.

- Reviewed CY2021 Performance & Targets by Mode. Targets prepared by a consultant responsible for producing Safety Plan. The numbers may not be the same moving forward.
  - All modes across five years were zero
  - Proposed targets will also be zero
  - Streetcar – most common safety challenge are vehicles making incorrect turns, riding on the line, and hitting the streetcar.

- Next steps:
  - Take comments from committees and boards to the TPO Board for approval
  - Report PTASP targets to FDOT
  - Develop performance methodology to evaluate impacts on transit safety targets for TIP and LRTP

**Recommended Action:** Approve the CY2021 transit safety targets and make recommendation to the TPO Board.

**Presentation:** Public Transportation Agency Safety Plan Targets

**Website:** Transportation System Performance | Plan Hillsborough

**Discussion:**

**Christine Acosta:** Commented on speed analytics and inquired about the relationship between crashes in HART and speed of street or roadway. Requested that this data be put on a future agenda.

**Chair Roberts:** Requested Dr. Wong to bring that data in an update to a future meeting.

**Chair Roberts** asked for a recommended action to approve the safety targets and forward to the TPO Board.

**Nicholas Glover made the motion to approve; seconded by Steven Hollenkamp. Voice vote passes unanimously.**

**VIII. Status Reports (Return)**

**A. Hillsborough County Comp Plan Mobility Section Public Meetings (Katrina Corcoran, PC Staff)**

- Reviewed project website.
o Includes project and scope
o Comp Plan going through phased update
o Includes draft language – subject to update and open for public comment and up for agency review
o Reviewed timeline
  ▪ Virtual public meetings
  ▪ Planning Commission briefings
  ▪ BOCC briefing
  ▪ Public hearings
  ▪ Public engagement – sign up for email updates and register for public meetings
o Shared documents area
o Shared contact information
• Will be returning with a more in-depth presentation closer to public hearings.

Website: Mobility Section Project Page

Discussion:

Chair Roberts: As part of the Comp Plan, inquired if the project is looking at all forms of mobility.

Christine Acosta: Asked about information about mobility and access to jobs.

B. HART Transit Oriented Development (TOD) Pilot Project (Sarah McKinley, TPO Staff)
• FTA grant awarded in 2019 and kicked off in 2020
• HART, City of Tampa, Hillsborough County coordination
• Reviewed study goals
• Went over the progress of the study
• Defined TOD – Transit Oriented Development
  o Walkability and connectivity
  o First mile / Last mile of transit stops
• Completed early research
  o Context assessment of the corridor
  o Market analysis
  o Strategies to move forward
• Simultaneous projects
  o Streetcar development
  o HART arterial BRT study
• Showed study area – same as arterial BRT study; overlay of land use and development map
  o High growth and Underserved communities overlap
  o Information on TOD opportunities
• Strategies – refresher, getting everyone on the same page
  o Improve safety and facilities
  o Housing affordability
  o Missing middle in housing density
• Potential development areas and they types of opportunities
IX. Unfinished Business & New Business

A. Bus Stop Maintenance and Improvements – Topic that came up at previous meeting about bus stop maintenance.

Dwayne Brown (HART): Basic Infrastructure Project Manager
- Addressed benches disappearing – benches outside of the shelters are not owned by HART, owned by Creative Outdoor and are permitted by the city and county. HART does not have any say on how/when they are moved. Benches inside shelters along Nebraska Ave., there is a bigger homeless community on the corridor. BRT shelters are being used as homes. HART has been trying to relocate the homeless via signs and law enforcement. Safety concern and it take time to go through the process. HART is trying to make it uncomfortable for homeless to stay there.
- Addressed stops in Progress Village where there are benches only and no shelters. That is Route 8. In November and December of 2020, HART approached by a company being used by Hillsborough County to do some improvements. Gave needs for improvement. There are going to be some road improvements made. In order to put in a shelter, need to look at ridership, space, and availability of shelters. 20 or more riders in a day is the threshold for putting in a shelter. Would like to have shelters everywhere, not possible right now. Some areas there is not enough space (FDOT, HART, and ADA). Last, current shelter inventory is old, in the process of
getting new shelters. They have 600 shelters to cover 2057 stops. The corridor between Causeway and Progress and Progress to 301, they have about 30% covered, which matches availability. If there is a particular stop, send it in and they can assess the stop.

B. **Hillsborough Mobility Report** (Rich Clarendon, TPO Staff) – Came up at the July meeting via attachment as an addendum to the packet. Information that FDOT puts together for all the MPOs in the state. It is limited in that the data is up through 2019 and covers roadways that are on the state or national highway system. It does provide good information across the state to see how Hillsborough County is performing in comparison.

C. **Eminent Domain Process Follow-Up re: TIP TOW Estimates** (Rich Clarendon, TPO Staff) – Follow-up to the process. Amy Espinosa asked what happens if the estimated cost is higher. The agency has to go back and find the money. It could come from another project. FDOT has an involved process and that their estimates are pretty accurate.

D. **Next Meeting**: October 6, 2021

X. **Adjournment**  Meeting adjourned at 12:06 PM

XI. **Handouts**

A. **Section 7 DTI Aesthetics 2021**
B. **MPO STWG Modern Roundabouts September 2017**

A recording of this meeting can be viewed on the TPO YouTube Channel:  
https://www.youtube.com/watch?v=ymbIWoWE0yQ

**From Chat:**

*Rick Fernandez (to Organizers and Panelists Only):* 9:19 AM: is the audio better at your end, Johnny? wondering if we could have this video sent to CAC members (link)

*Beth Alden (to Organizers and Panelists Only):* 9:26 AM: Maricopa County (Phoenix) voters approved a one-cent sales tax for transportation more than a decade ago.

*Beth Alden (to Organizers and Panelists Only):* 9:30 AM: For info on transportation projects in City of Tampa, and to make comments, visit: https://www.tpamoves.org/ Note there is a tab for their Vision Zero Action Plan.

*Beth Alden (to Organizers and Panelists Only):* 9:35 AM: Nikki, can you email us specific locations you’re concerned about?

*Joshua Barber (to Organizers and Panelists Only):* 9:35 AM: i think the purple lighting are defective lights

*Beth Alden (to Organizers and Panelists Only):* 9:45 AM: Just FYI, Nikki's question about the voting members of the TPO Board will be evaluated when we update the Apportionment Plan, after the 2020 Census Data is released. It may be six months before you receive a presentation on that topic.

*Johnny Wong (to Organizers and Panelists Only):* 10:34 AM: Chair - we need to wrap up this presentation in about 5mins to stay on track for time.

*Rick Fernandez (to Organizers and Panelists Only):* 12:06 PM: thank you

*Rick Fernandez (to Organizers and Panelists Only):* 12:07 PM: thank you
Public Comment email:

The following email text was received from the listed individuals.

“Please add to the CAC agenda FDOT’s many promises made to community members in its 2019 alternative public workshop regarding areas impacted by the new targeted construction from 15th Street to Hillsborough Avenue. The presentation included everything from reconnecting certain streets, sound walls, bike trails, and artful treatments at overpasses. Somehow these issues have been overlooked during recent discussions related to the Downtown Interchange Operational Improvements.

The CAC should add the following recommendations:

1. Reconnect Robles Park at Emily and Adalee.
2. Build a walk/bike pass at Plymouth Street and 26th Avenue.
3. Create a greenway on the west side parallel to I-275.
4. Rebuild the 14th Street bridge.
5. Fund additional buses for Florida Avenue and Nebraska Avenue to ease the traffic impact from the construction.
6. Create a greenway along Taliaferro Road.
7. Create a greenway along 14th Avenue parallel to I-4.
8. Repave and enhance Chelsea Avenue damage from previous construction.

Thank you for your consideration,”

• Amy Rust – Citizen of Old Seminole Heights
• Ashley Messer
• Becky Gleason – 5709 N Branch homeowner
• Brad Rentfrow – added: “SOUND WALLS, SOUND WALLS, SOUND WALLS, SOUND WALLS, SOUND WALLS! Not to mention it keeps cars from flying into our yards from the highway – YES, it happens about once a month or so.”
• Brenton Wiernik
• Cara Davis
• Christy Gore
• Cindy Horton – 711 W Idlewild Avenue, Tampa
• Cori Toler
• Doreen Jesseph – added: “P.S. There is no chance that FDOT will honor these promises unless pressured to do so. Sadly, they have a terrible track record of keeping commitments that they make to communities disrupted by invasive road construction. The elected members of the TPO/MPO have been similarly disappointing in failing to keep their promises and cannot be counted on to hold FDOT accountable. Please try.”
• Jena Alfonso, RN
• Jennifer Bosson – Seminole Heights resident
• Jennifer Grubb
• Joshua Crockett
• Jude McCormick
• Julia Irwin
• Karl Petersen, Ph.D., 123 W. Hollywood Street, Tampa
• Katrin Pesch
• Kelly O’Neill
Ken Hacek
Matt Tack
Mauricio Rosas – added: Please include this video on YouTube https://youtu.be/60PmAYAqV20 as part of my submission. 118 West Mohawk Ave, Tampa
Mike Pearson – zip: 33604
Rachel and Ryan Grannan
Robert and Ann Delach – 5405 N. Seminole Ave, Tampa
Sharlene Hartford – President of South Seminole Heights Civic Assn., - added: “Improve surface and safety on 100-400 West Chelsea St from damage from previous construction AND repeated water main breaks, which elevated the road and causes standing water and inadequate drainage. AND complete the promised pedestrian crosswalk at West Chelsea St and Highland Ave”
Tim Keeports – President, Old Seminole Heights Neighborhood Association – added: “I am writing this morning concerning the continued FDOT expansion plans along I-275 north of the DTI. For multiple iterations and years past, FDOT has "offered" and "promised" our community that expansion would remain within the existing envelope and improvements would be made including those listed below. We NEED reconnected streets which I-275 severed and negatively impacted our neighborhood and businesses, the addition of functional and decent-looking sound walls, bike trails, and improvements to the interstate underpasses that are in alignment with our historic neighborhood with decent lighting. Many if not all of these have been included and promised in the past, yet the construction "budgets" always fall short and are not implemented -- WHY?
Will Peterson
William Hunter

From: Mackensie Haverkamp
To: Johnny Wong
Subject: Preparing funding with new infrastructure bill - exploring fit
Date: Thursday, August 26, 2021 4:53:09 PM
Hi Wong,
I hope you don’t mind my reaching out. I’m Mackensie with mySidewalk, a community data company, and work with organizations in transportation. I’m reaching out to get your reaction to the new infrastructure bill that the US Senate just passed, as it pertains to Hillsborough County MPO.
The pour of over $1 trillion into community infrastructure green-lights overdue projects requiring new criteria: strong community use cases for funding. Our data library is the biggest bank of community data to capture this.
Funds are abundant but not unlimited and I’m wondering if you have a plan for allocation? Here is an example of a custom transportation dashboard we created for a transportation planning agency to engage outcomes with public interest. I’d love to share another strong example if you can take a call? This link is synced to my calendar.
Thank you,
Mackensie

FDOT Responses:

From: Hall, Justin
Good morning Johnny,

FDOT understands that you have received several comments regarding our efforts to modernize I-275 through and north of Downtown Tampa. We know that the community has participated in numerous meetings over the past 5 years, and they are aware of our conversations throughout the environmental study processes. We would like to be very clear about the “mitigating factors” that residents have mentioned in their comments. In late 2015/early 2016, we collected many community ideas during our three rounds of design charettes that were facilitated by Florida Center for Community Design and Research from USF. Those ideas were collected in the context of a full reconstruction of the I-275/I-4 interchange, which would have required a large footprint and the purchase of around 200 additional properties. Through much coordination with the community, FDOT selected a preferred alternative that consists of only safety and operational improvements to the I-275/I-4 interchange, which has a much smaller footprint, including the purchase of less than 10 additional properties. Because FDOT scaled back the improvements to the interchange, there are fewer opportunities to mitigate. However, we have continued to look for ways to incorporate the spirit of the community ideas into the plans. We have now progressed into the design phase and have more details on the underpass improvements, landscape opportunities, and bicycle and pedestrian trail connectivity in the project.

We have prepared the following response to the public inquiries:

1. Reconnect Robles Park at Emily and Adalee / Build a walk/bike pass at Plymouth Street and 26th Avenue.

   The Robles Park area falls within the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS), which was approved in September 2020. The Final SEIS preferred alternative consists of safety and operational improvements that require very little roadwork and no right of way in the Robles Park area. The preferred alternative does not include local street reconnections at Robles Park, because we are no longer reconstructing the interstate in this area. Therefore, the interstate in this area will remain relatively unchanged from a community perspective. Early in the SEIS, we did look at more complex options (e.g. Options A & B) which required full reconstruction of the interstate in this area allowing for reconnection opportunities and requiring additional right of way, but this option was not favored by the community.

2. Create a greenway on the west side parallel to I-275.

   The Tampa Heights Greenway was constructed in 2006 and currently runs parallel to I-275 on the west side from 7th Avenue to Amelia Avenue in Tampa Heights. As a part of the Downtown Tampa Interchange (I-275/I-4) Safety and Operational Improvements, FDOT is planning to extend the trail from Amelia Ave. north to Columbus Drive, relocate the existing trail from Palm Ave. south to 7th Avenue and extend the trail from 7th Avenue to Perry Harvey Park. We have attached a concept development plan that illustrates the location of the planned trails. Beyond the extensions referenced above, state right-of-way west of I-275 is constrained and therefore any further trail extension would need to be undertaken by the City of Tampa.

3. Rebuild the 14th Street bridge.

   FDOT is planning underpass improvements at I-275 and 14th/15th Streets. The sloped walls will be cut back and replaced with a 5-ft half-wall to allow for a 15-foot-wide walk along each side of 14th and 15th Streets. In addition to the wide walks, this plan also accommodates the north-south
connection of the Green Spine from Historic Ybor to VM Ybor. Aesthetic treatments (matching the existing interstate façade/pedestrian treatments) and lighting enhancements will also be added. FDOT also conducted a roadway safety audit (RSA) in the 14th/15th Street area to identify other safety improvements that could be incorporated along 14th/15th Streets. Two new signals will be added along 13th Avenue at 14th and 15th Streets (on the south side of I-275) and two new signals will be added along 14th Avenue at 14th and 15th Streets (on the north side of I-275). In addition, traffic calming, new signage, and pavement markings are being incorporated on 14th and 15th Streets.

4. Fund additional buses for Florida Avenue and Nebraska Avenue to ease the traffic impact from construction. 

SafeTRIP is FDOT’s comprehensive approach to maintaining traffic during construction, which includes four key elements: Traffic management, regional demand strategies (including transit), Innovation, and public information. FDOT is working with HART to identify opportunities to enhance transit during construction. We are working with TBARTA to further promote strategies like teleworking, alternative work schedules, car/vanpooling, etc. In addition, we have identified several corridors that will likely see more traffic as a result of construction, and we are adding roadway improvements and new technologies along these corridors prior to construction to actively manage traffic during construction and beyond.

5. Create a greenway along Taliaferro Road / Create a greenway along 14th Avenue parallel to I-4.

The Downtown Tampa Interchange (I-275/I-4) Safety and Operational improvements do not require additional right of way along the east side of I-275 north of Forest Ave. Therefore, the interstate footprint along the majority of Taliaferro Rd. will remain relatively unchanged. As shown on the attached plans, FDOT will construct a shared use path parallel to the north side of I-4 from Columbus Dr. to 15th Street and parallel to the south side of I-4 from Nebraska Avenue to 21st Street. On the east side of I-275, the shared use path will be constructed from 7 Avenue to Nebraska Avenue. The shared use path will be 12 feet wide except for areas of constrained right-of-way that only allow for a 10-foot-wide path. The path will have pedestrian scale lighting and several new signalized crossings. FDOT is committed to working with the City of Tampa and the local communities to identify other community uses of the buffer areas on the north and south sides of I-4 in the VM Ybor and Historic Ybor communities.

6. To repave Chelsea damaged by previous FDOT projects. 

FDOT is unaware of previous damage mentioned in your comment. The current plans do not include repaving Chelsea Street.

However, FDOT will improve the I-275 underpasses from Floribraska Avenue to Hanna Avenue, as a part of Section 7-Phase I (transition project), which was recently awarded for construction. FDOT will widen the sidewalks and add lighting to enhance pedestrian use and improve safety. Aesthetic treatments to I-275 within the Seminole Heights Historic District will be consistent with treatments included in other historic districts including brick-patterned panel faces on the interstate walls. The City of Tampa will also install public art following the completion of construction at the Osborne Avenue and Hillsborough Avenue underpasses. The attached presentation, given by FDOT to the Hillsborough TPO in June 2021, provides information related to project aesthetics. FDOT is making significant investments at the community level given constrained right-of-way. We haven’t been making as many presentations lately, because we are uncertain of which projects will be funded in the near-term as a part of a federal stimulus or authorization bill. We hope to have more definitive answers on what will be programmed within the next month. Then community outreach will resume to a more active pace. If you have any questions regarding these
improvements, please reach out to me or the TB Next Program Manager, Mary Lou Godfrey at: 813-975-6621 or marylou.godfrey@dot.state.fl.us.
Sincerely,
Justin Hall
D7 Government Liaison Administrator
Office: (813) 975-6427

From: Hall, Justin
Sent: Friday, August 27, 2021 1:33 PM
To: Beth Alden <aldenb@plancom.org>; Johnny Wong <WongJ@plancom.org>; Roscoe, Roger <Roger.Roscoe@dot.state.fl.us>; Monk, Suzanne <Suzanne.Monk@dot.state.fl.us>
Cc: Clarendon, Rich <ClarendonR@plancom.org>
Subject: RE: Comments re: DTI
We will edit the previous response to include responses to the new questions.
Thank you,
Justin

From: Beth Alden <aldenb@plancom.org>
Sent: Thursday, August 26, 2021 12:21 PM
To: Johnny Wong <WongJ@plancom.org>; Hall, Justin <Justin.Hall@dot.state.fl.us>; Roscoe, Roger <Roger.Roscoe@dot.state.fl.us>; Monk, Suzanne <Suzanne.Monk@dot.state.fl.us>
Cc: Clarendon, Rich <ClarendonR@plancom.org>
Subject: RE: Comments re: DTI
EXTERNAL SENDER: Use caution with links and attachments.
It looks like some of these questions are similar to the ones raised earlier by Mauricio Rosas and answered by Ed M. – but there are some new ones.

From: Johnny Wong <wongj@plancom.org>
Sent: Thursday, August 26, 2021 12:16 PM
To: Hall, Justin <Justin.Hall@dot.state.fl.us>; Roscoe, Roger <roger.roscoe@dot.state.fl.us>; suzanne.monk@dot.state.fl.us
Cc: Beth Alden <aldenb@plancom.org>; Rich Clarendon <clarendonr@plancom.org>
Subject: Comments re: DTI
Hi Justin et al.,
I’m writing to let you know that we have received the following comment from approximately a dozen or more residents (and counting) regarding the DTI. Prior to the CAC meeting, I will package them all up and transmit to you for your records but, in the meantime, I’d like to share in case anyone would like to prepare a response during the committee meeting.

Please add to the CAC agenda FDOT's many promises made to community members in its 2019 alternative public workshop regarding areas impacted by the new targeted construction from 15th Street to Hillsborough Avenue. The presentation included everything from reconnecting certain streets, sound walls, bike trails, and artful treatments at overpasses. Somehow these issues have been overlooked during recent discussions related to the Downtown Interchange Operational Improvements.

The CAC should add the following recommendations:
1. Reconnect Robles Park at Emily and Adalee.
2. Build a walk/bike pass at Plymouth Street and 26th Avenue.
3. Create a greenway on the west side parallel to I-275.
4. Rebuild the 14th Street bridge.
5. Fund additional buses for Florida Avenue and Nebraska Avenue to ease the traffic impact from the construction.
6. Create a greenway along Taliaferro Road.
7. Create a greenway along 14th Avenue parallel to I-4.
8. Repave and enhance Chelsea Avenue damage from previous construction.

Again, thank you for your time and consideration,
This has been my response to all commenters:
Thank you for submitting your comment regarding the Downtown Interchange and its impacts. The Citizens Advisory Committee will meet next Wednesday, 1 September @ 9a. More information can be found here about how to attend and participate.
If you’re unable to attend, I will be happy to share your comments with the committee during the public comment portion of the meeting for their consideration. I will also pass it to our administrative staff to record this in the meeting minutes. Thanks, and please contact me if I can be of further assistance. Best,

Best,
Salaam=peace,
Johnny Wong, PhD
Executive Planner
wongj@plancom.org • 813.699.7370
planhillsborough.org

All incoming and outgoing messages are subject to public records inspection.

He/him
I. **Call to Order & Introductions**

Chair Roberts called the meeting to order at 9:02 AM

Members Present In-Person: Carolyn Brown

Members Present Virtually: Bill Roberts, Hoyt Prindle, Christina Bosworth, Meaza Morrison, Steven Hollenkamp, Alexis Boback, Christine Acosta, Aiah Yassin, Artie Fryer, Nicholas Glover, Don Skelton, Jr., Cliff Reiss, Sharon Gaumond, Eric Lam, Ricardo Fernandez, Rick Richmond, Joshua Frank

Members Absent: David Bailey, Nicole Rice, Jeff Lucas, Jonathan Knudsen, Terrance Trott, Amy Espinosa

*Quorum is not met in person. Virtual meeting.*

Others Present: Rich Clarendon, Johnny Wong, Beth Alden, Connor MacDonald, Vishaka Shiva Raman, Michael Rempfer, Christopher English, Lisa Silva, Joshua Barber, Amber Simmons, Lizzie Ehrreich, Allison Yeh, Davida Franklin, Wade Reynolds, Gail Reese (TPO Staff); Katrina Corcoran (Planning Commission Staff); Mary Lou Godfrey, Brian Hunter, Siaosi Fine, Ashley Henzel, Suzanne Monk, Roger Roscoe (FDOT); Sara Hendricks (CUTR); Abigail Flores (Hillsborough County); Kenneth Boden (TBARTA); Genet Stewart (Children’s Board); Chris Vela, Brian Sayers

II. **Chairman’s Request:** Per the TPO Bylaws, all speakers are asked to address only the presiding Chair for recognition; confine their remarks to the question under debate; and avoid personalities or indecorous language or behavior.

III. **Approval of Minutes** – September 1, 2021

Rick Fernandez – page 1, under C, his name, 2012 should be 2021 (Corrected October 6, 2021)

IV. **Public Comment**

A. Chris Vela – Is hoping the CAC does not have a quorum and would like the CAC to delay Agenda VI, B, the TIP Amendments. He would like people to have more time to understand what is going on. He is opposed to expansion and anything that goes along with it. Asked the CAC to question why the TPO is recommending this. The Non-discrimination Plan was just adopted; Vision Zero programs have been launched; other equity and land use programs tied to transportation have been launched. Questioned how these amendments fit into the context of those programs. Vision Zero, to him, is a street that is under 30 mph and all people can use the road. That ability is not true of the interstate. Does not believe this is a Vision Zero corridor and will never be. Freight
lobbies Washington, DC to go above 50 mph; that speed will kill somebody. Pedestrians are not allowed to be on the interstate system. Does not understand how FDOT is framing this as Vision Zero. Does not understand why the TPO Staff is recommending this. It is in conflict with all their other programs. For the past six years, this discussion about the interstate system has been had. Said the committee knows what is going on with blight, pollution, and so forth. The Westshore Interchange is actually connecting streets across their system; FDOT is keeping the neighborhoods broken and divided. The amendments do not go towards a non-discrimination plan. Believes it needs to be funded but not go forward. Requested to delay the action and have more conversations with TPO staff about this.

V. Action Items (for information, comment and suggestions by the committee)

A. Letter on Rapid Flashing Beacons (RFB) at Crosswalks (Beth Alden, TPO Staff)
   - Explained what a RRFB is and how it is effective at a crosswalk.
     - Traffic control device used at crosswalks; to increase driver awareness at the crosswalk
     - Activates when crosswalk button pushed by pedestrian; alerts drivers to someone in the crosswalk and to yield
     - Cheaper alternative than HAWK; which creates a traffic signal that cycles to yellow, then to red, and back to green.
     - RFB is ~ $20K to install; full traffic signal is ~ $200K
   - Hillsborough County has ~ 170 RFBS; Pinellas County, which piloted these 3 years ago, has more than 300
   - Documented to be very effective at influencing motorist’s behavior. Increase to driver yielding to pedestrians in the crosswalk from 18% to 88%.
   - RFB is recommended by FHWA as one of the “Spectacular 7 Counter Measures”
   - Fletcher Avenue near USF, high crash area between Bruce B Downs and Nebraska; since RFB installation at crosswalks, 46% reduction in injury crashes and 60% reduction in deaths.
   - Florida Legislature bill introduced that would require changes to the Rectangular Rapid Flashing Beacons (RRFBs) used at mid-block crosswalks
     - Result of crash on East Coast where girl pressed the button and was killed by a motorist who did not yield.
     - Bill says beacons should be removed and converted to traffic signals. If cannot be converted, remove them.
     - Removing or converting is costly
     - Will be counter to improved pedestrian safety
     - Recommended to participate in a letter-writing campaign
   - Letter requests that our legislative representatives not support changes to the RRFB’s proposed in HB 1113 and SB 1412
     - Would like support of committees to transmit a similar as the one attached to the agenda
     - Invites members to share this letter with others

Discussion:
**Rick Fernandez:** Supports the request. Inquired if there is a speed limit in areas where there are beacons. Hypothetical, if there is a 2 mile stretch of a 45-mph speed limit, is there a reduction of speed leading up to an installed beacon? Believes having the beacons is irresponsible where vehicles are moving at 45, 50, 55, or 60 mph. Drivers routinely exceed the speed limit. If people can be in a crosswalk where the speed limit is sufficiently low and the human has a chance to survive, that would make sense. Asked if there is a lobbying effort to support the removal and, if so, who is behind the effort.

**Beth Alden:** DOT guideline is to have beacons in areas 35 mph or less. Noted that regional discussion shows support for speed reduction and that may be a way to move forward with the legislature. Could trigger a discussion about reducing a speed limit in an area where it may be appropriate. Bill filed by Randy Fine; young girl was killed in his area. No lobbying group specifically identified.

**Christine Acosta:** Is also in favor of retaining the RRFBs. Positive outcome of RRFBs is that motorists who use the corridor begin to anticipate that they might need to slow down. The ongoing speed reduction and awareness on these routes is the long-term benefit. Appreciates the success but noted that 20% failure is still high. Understands that some feel it is a band-aid but feels that it is necessary to keep the tool. Asked if four-way stops could be used as a more cost-effective measure as opposed to full signal.

**Beth Alden:** Four-way stops are less expensive. Many locations are on four-lane roads with a predominate traffic direction. Typical four-way stops are used at intersecting two-lane roads that may not have a predominate traffic flow. Engineers would like to tailor the strategy based on the context. The point of the coalition is to keep the tool in the box to manage speed appropriately.

**Josh Frank:** Important to remember that this is a tool, one of many, used where roads are over-engineered. Create a safe pedestrian environment when there is not a safe environment. Need less beacons and make safer roads in the first place. Keep the engineering in mind for the bigger picture.

**Rick Fernandez:** Noted the Spectacular 7 Counter Measures and inquired what the other six are.

**Beth Alden:** FHWA has a program where states share information. One is called Safe Transportation for Every Pedestrian. Bundled together things that have proven to have a benefit to safety: RRFB, Leading Pedestrian Interval (light for pedestrian crossing comes on just a moment before the light turns green for the drivers), Road Diets, Raised Crosswalks, Refuge Islands, HAWK, crosswalk lighting and signage.

**Chair Roberts:** Likes the beacons. Have been very effective along Fletcher Avenue and has personal experience. Anything that can give the pedestrian a slight delay before the pedestrian steps out is good. Is in favor of keeping them and supporting the resolution. Would like to report to the TPO Board, although no action is taken, the committee did not express objection. Committee approved.
B. TIP Amendments: Downtown Interchange Safety & Operations Adjustments and Aesthetics, Westshore Interchange Reconstruction Preliminary Phase, and Traffic Congestion Management Technology (Mary Lou Godfrey, FDOT and Connor MacDonald, TPO Staff)

- Review of aesthetics replacement at 14th and 15th Streets
- Consists of 14 amendments requested by FDOT to add funds to FY22.
  - Downtown Interchange Safety & Operations Adjustments – 3 Amendments ~$154 mil
  - Westshore Interchange Reconstruction Preliminary Phase – 5 Amendments ~$80 mil
  - Traffic Congestion Management Technology – 6 Amendments ~$24 mil
- Near-term benefit: allows traffic to flow reliably and safely during construction; technology will remain after construction to assist in monitoring conditions and responding to incidents.
- Review I-275 / I-4 Interchange Safety and Operation Improvements
  - Listed in the LRTP as a priority and as part of Vision Zero
  - Will open new access point to Ybor City at 14th/15th Streets, traffic calming is a part of the project
  - Extends Tampa Heights Greenway and connects to Ybor City, Encore, and Green Spine
  - 15th St Improvements will be completed by the City of Tampa as part of the Green Spine project
- Review 14th and 15th Streets Improvements and costs
- Review Tampa’s Westshore Interchange Early Works Projects and costs
- Review Causeway Seawall, Trail and SB I-275 and costs
- Review Cypress Street at LaSalle Street Intersection and costs
- Review Kennedy Boulevard at Memorial Highway and costs
- Review Boy Scout Boulevard at Lois Avenue and costs
- Review Traffic Congestion Management Technology/ Integrated Corridor Management (ICM)
- Went over community input from 2017 – 2021 and current public outreach
- Reviewed Clerical Corrections

Recommendation: Approve the Amendments to the FY 2021/22 TIP and recommend approval to the TPO Board.

Presentation: TIP Amendment - 14 Amendments & Aesthetics

Discussion:

Chair Roberts: Clarified time for meeting as this is going to go in front of the TPO Board for the October 13 meeting.

Rick Fernandez: Introduced himself and the fact that he lives in the shadow of the Downtown Interchange. Noted that he is opposed to the amendment process outside of the annual review and that a TIP review just ended in June of this year. These amendments are elaborate and extensive. Inquired as to what we know now, in October 2021, that we didn’t know during the review in June of 2021 that would have precluded these presentations at that time when they would have had more public scrutiny.

Johnny Wong: Noted that there is nothing new known at this point. The amendment indicates that state and federal funds have been directed towards these projects that were not allocated earlier.
Projects were already in the priority list. The Governor’s office found money, made it available, and can be directed towards these projects.

**Rick Fernandez:** Inquired about the DTI aesthetics. Concerned with the stretch of I-275 from MLK to Columbus being impacted by capacity. Did not hear anything about the aesthetics in that section of the corridor. The frontage road, Elmore from Floribraska to Columbus and the border of Robles Park to the east; did not hear anything about improving aesthetics to that area. Full disclosure, this is the street where he lives.

**Mary Lou Godfrey:** There is a project that just entered construction phase in that area adding additional noise barriers; DTI improvements compliment that project. That section is considered a transition area. Would be happy to show more; it is included in the Section 7 aesthetics and already under construction. That section is not up for vote in these amendments.

**Rick Fernandez:** Inquired what mitigation is being done at Robles Park and Elmore, as general information.

**Mary Lou Godfrey:** There are noise barriers, not at Robles Park as that was not indicated as a generator during the FHW analysis. Anything on either side has been covered with noise barriers as part of the project. All of the Tampa Interstate guidelines are being followed.

**Rick Fernandez:** Is concerned about noise barriers along Robles Park and Floribraska to Columbus. There are no noise barriers at Robles Park. The barriers along Floribraska are the walls of the flyover; it is white, reflective of heat, reflective of noise, and is a detriment to the neighborhood. Would like to discuss landscaping opportunities and the facing opportunities for those walls. Believes those concerns would be shared in VM Ybor and Historic Ybor City. Will follow-up directly with Mary Lou Godfrey.

**Josh Frank:** Asked about the first section of the TIP Amendment, ~$154 mil; how this is a project for Vision Zero.

**Johnny Wong:** Vision Zero is ranked using the number of injuries and deaths per center line mile. Does not believe pedestrian access is a criterion used to identify the high-injury network.

**Beth Alden:** Identification of high-injury network based on the density of crashes resulting in death or incapacitating injury. This interchange area, specifically I-275 in the vicinity of I-4, was in the top 20 segments of the county.

**Josh Frank:** From his perspective, Vision Zero is not adding capacity to the interstate. Vision Zero is reducing trips and not adding trips to the network. Believes it is borderline offensive to the Vision Zero movement. Segment for 14th and 15th Streets, similar to other conversations around Vision Zero, seeing this with 11’ lanes and 5’ or 6’ sidewalks is also inadequate towards achieving Vision Zero and having a decent street section. Tampa is working on 15th and adding a bike path there and those have 10’ lanes. This needs to be Ybor City and not FDOT standards. Ybor City does not want these exits and does not want inadequate exits. Asked Chair Roberts to include that sentiment to the TPO Board. Questioned the Nebraska Avenue ITS portion and whether or not it is going to give Metro Rapid any signal prioritization that was promised a decade ago. Would be beneficial for FDOT to put this into the project. Would like to see that promise fulfilled.
Johnny Wong: Have been working with project managers to come to the ITS Committee and give further detail. Projects are received in fairly simple terms and could be a range of implementations. Not sure which corridors are getting the treatments.

Chair Roberts: Inquired to FDOT representatives on the call if they know the answer to the signal timing on this corridor.

Justin Hall: Looking into this right now. Will let the committee know as soon as he hears from the project manager. FDOT has been working with the City of Tampa on the 14th Street section. Recommends feedback go to them as well. Open to calming traffic on that road.

Christine Acosta: Question for Mary Lou, chain link and fencing that goes around the projects; the installation precludes access for disabled, pedestrians and cyclists getting to other street crossings. Asked that sensitivity be given to sidewalk access for pedestrians in the traffic flow. West Shore has examples where a cul de sac was created cutting off the flow for vehicles but inadvertently cut off the flow for people walking and biking.

Justin Hall: Yes, meeting with HART is set up for signal prioritization in response to Josh Frank.

Rick Fernandez: Asked for clarification of the survey results broken down as presented today; people who live in the DTI area, their preference was for the No-Build option.

Johnny Wong: Slide is second phase of LRTP survey. The No-Build received highest scores from people who live in the DTI area. Other area responses were mixed.

Rick Fernandez: For those who live in the immediate area was No-Build; for those in the rural area, the preference was Full Rebuild; the average for the area was the Quick-Fix.

Johnny Wong: Not an unfair summary but the responses from the immediate area showed support across all responses.

Rick Fernandez: Questioned what the total number of responses where to this survey.

Johnny Wong: 5200

Bill Roberts: Would like to give the TPO Board a sense of this committee. Significant questions are being raised and there is much territory covered in these 14 amendments. There is no consensus to support or not support the amendments as presented.

Christine Acosta: Would be fair to include the public comment and that several CAC members ask that the Vision Zero terminology be removed.

Johnny Wong: We are still collecting comments, if any members feel strongly that their concerns have not been addressed, they can contact TPO staff and comments will be given to the TPO Board.

VI. Members’ Interests

A. Cliff Reiss: Intersection Improvement for Balm-Riverview and Symmes, where they intersect. Noted a public engagement from Hillsborough County. Most favor installing a traffic signal instead of a roundabout. The county is in favor of the roundabout. Lower cost; the roundabout will not
impact residences except a right-of-way acquisition (mostly vacant property and a little of one residential property). The roundabout proposal includes sidewalks, striping, pedestrian islands, bike lanes, etc. Reached out to project manager and asked about the roundabout capacity. A single lane that can handle 2200 vehicles per day is proposed. He is more concerned about high traffic volume. Asked for feedback on: driver entering has a yield, Florida drivers tend to not use turn signals and they do not know how to use roundabouts. Is concerned about the size of the roundabout for throughput and the heavy traffic during morning and evening rush hours.

Christine Acosta: Is disappointed that price was the primary reason for choosing the roundabout. They are safer and more environmentally friendly. Has used roundabouts all around the world. Once you get the hang of it, it has slower speeds and better sightlines. The decision moment will fade after time of use.

B. Rick Fernandez: Had opportunity for road trip to Vermont and back. Tried to avoid interstates. Was struck by the effect of walls and landscaping between what he saw up the East Coast and what he sees in Tampa. The word “tree” has not come up. The sound walls are almost universally bordered by 20 – 25 ft trees. Is asking the extent to which the corridor is being considered for trees or some variation. Would like a presentation on the amenities considered from MLK to Columbus and to the Westside of the interstate. The Eastern border of the Tampa Heights neighborhood. Would like detailed aesthetics plan.

Chair Roberts: Asked if this could be addressed at the next meeting.

VII. Status Reports

A. Hillsborough County Comprehensive Plan Mobility Element (Katrina Corcoran, PC Staff)
   - Reviewed background and working group members
   - Implementation
     - Reviewed process
   - Noted key changes to Mobility Section. Last version was in 2008
   - Overview of Goals and Objectives of six sections
     - Equity
     - Vision Zero
     - Maintain System in Good Repair, Preserve Assets, and Improve Resiliency
     - Provide Choices When Not Driving
     - Build a Smart System
     - Ensure Compatibility with Context
   - Implementation and Monitoring – guidance documents and standards forthcoming
   - Project page for review of draft language and provide comment, review project presentations, listed upcoming meeting dates.
   - Reviewed briefings to several committees for the county and the city.
   - Planning Commission Public Hearing on November 8th. BOCC Public Hearing on December 16th.
Discussion:

Josh Frank: Questioned if this is entirely different from design plan in the Comp Plan. If not, is there going to be a design plan in the Comp Plan update?

Katrina Corcoran: The design component will be included in the Future Land Use section tentatively planned to be updated in 2022. Some of the language did come from the Future Land Use. County is in the process of updating design and technical manuals as well.

Josh Frank: One section that caught eye is FL Statute 336.045.6. Tool to give the County and/or TPO more power on how to construct facilities. Second question, revisit slide for equitable outcome, noticed the photograph. It is an interstate exit with improvements but inequitable on the local network. Important to point out level of dissidence in the FDOT portion of the meeting between what is described as Vision Zero elements and Equity. But what is happening are poorer outcomes. Suggests that #1 & #2 are brought in in a bigger way.

Christina Bosworth: Asked about the equity side, wants to ensure the definition of underserved communities are not just urban but rural areas as well.

Katrina Corcoran: Noted that there is a map on the project page at the very bottom. The underserved communities map is included in there. They are draft at this time. More information plan can be found on the non-discrimination plan.

Rich Clarendon: Wimauma is one of the communities.

Artie Fryer: One of the items mentioned is identifying and correcting past injustices. Is curious about what has been done about identifying those with disabilities and ethnic or racial injustices. What process has been done to identify so as not to repeat in rural or urban areas.

Katrina Corcoran: Worked closely with the planners that developed the Non-discrimination Plan to develop the language. Regarding past injustices, considering highway expansion impacting neighborhoods traditionally and historically and looking at specific policy language for priorities in underserved communities.

Rich Clarendon: Appreciates the question. There are a couple of different answers. The most prominent example of past injustices is where decisions have been made to put highways through existing urban fabric and overlooking communities. Ms. Bosworth referenced Wimauma, that community is on the urban fringe and developed in a haphazard manner. “Streets” have not been accepted by the county and are substandard, people live on them, the county’s hands are tied as those are privately owned streets. Receives phone calls on what can be done. It is an area where we can do better. The whole point to the goal to achieve equity is to be sensitive to those historic actions and avoid repeating them. Reaching out to the community to find out the needs prior to developing.
B. **Introduction of Christina Bosworth** – appointed by Commissioner Smith; lives in Wimauma and has been in Hillsborough County for 10 years; has not been involved in transportation but is an avid bike rider; was involved in the Wimauma Village plans. Is retired but has history in movement and logistics.

C. **The Keys to Mode Shift: Transportation Demand Management** (Sara Hendricks, CUTR; Christine Acosta, Pedal Power Promoters; Ken Boden, TBARTA)
   - We all benefit from understanding how the projects we review and discuss and how they play a part in achieving the goals.
   - Defined what Transportation Demand Management (TDM) is – how things are applied to community in which you are working with. Remove barriers to people meeting their transportation needs. Focuses on travel decisions prior to them starting their journey.
   - Review of how many miles trips consist of – 45% are 3 miles or less
   - Worked on a project – West Tampa Redevelopment Area
     - Land-use is being prepared where TDM is concerned
     - Have the potential to affect modal changes with incoming residents.
     - Looked for TDM solutions around the country and globally
       - Short and Long-Term bike parking
       - Curb Management – include commerce in first and last mile, prioritized preferential choices
       - Technology and Programming – real-time screens that exist for users to have up-to-date information on transportation modes.
   - Work with employers for commuter alternatives
     - Employers want to package a transportation benefit for employees to obtain corporate goals
       - Vanpool is an example; four or more people volunteer to ride in a van to and from work. TBARTA offers a $400/ month subsidy cost.
       - Report vanpool numbers to NTD which establishes transit funding for the region.
       - Vanpool qualifies for pretax benefit; up to $270/ month per vanpool occupant.
       - 161 vanpools in the region: 71 to James A Haley, 54 to MacDill, 7 to TPA in Hillsborough
         - In August, saved 757K vehicle miles, average one-way trip is 31 miles, longest trip is ~86 miles. These services are not easily accommodated by local transit operators.
         - CAC can advocate for Vanpools through the TPO to seek funding.
   - Revisit the Tax Code information, Section 132 – allows employers fringe benefits including a transportation benefit, that is the $270 per employee; reduces income tax for the employee and the FICA tax for the employer.
   - What would be a good starting point for the TPO? Staff to look into a commuter benefits ordinance at the local level. 7 different cities already doing this. Would require the employers to set aside the $270.
   - TDM is a part of the Comp Plan Mobility Section. People and organizations either do things because they want to or because they have to. Need a framework to measure the goals.

**Presentation:** [Transportation Demand Management](#)
Discussion:

Chair Roberts: if there is a draft or sample ordnance that can be provided to staff, that would be a good starting point.

Johnny Wong: Clarify what the suggestion is to the TPO Staff; research what a commuter benefit ordinance would look like or if one already exists.

Sara Hendricks: The TPO Staff to better understand what it is and how it has been applied across the US. Better sense of what it could potentially do in Hillsborough. Become comfortable with it being a possible recommendation to the TPO to advance to the local governments to consider implementing.

D. FDOT Freight Update (Brian Hunter, FDOT)

- Review of FDOT Mission and Vision
  - 140 mil square feet of industrial building in Hillsborough County; supports 25K jobs
  - 56 mil tons of imported material with a value of $55 billion
  - 28 mil tons exported with a value of $37 billion
  - 648% by truck, 23% through the seaport, and ~12% through rail
  - Department provides a safe and reliable movement to support the industries and movement

- Updated Freight Priorities
  - District 7 – 2021 Freight Priorities Capacity / Major Investment Needs
    - Truck parking facilities, Corridor or Segment Locations, Tampa Bay Next Corridor Location
  - District 7 – 2021 Freight Priorities Operational / Interim needs
    - 18 Corridor/Segment locations
  - Tampabayfreight.com

- Review of National Highway Freight Program – freight projects from FY 2019 – 2025
  - Apply to the FHWA which gives the state ~$55 mil year
  - District applies to central office; projects must be on the National Highway Freight Network: all of I-4 & I-275 from the DTI to the West; I-75; a couple of intermodal connectors that connect to the port along Causeway and US 41; and connector point from I-75 to Redwing
  - Have had 14 projects funded for ~71.6 mil; additional 3 projects for ~$25 mil

- Freight Bottleneck Analysis – done on State Roads
  - 10 Group Ranked locations of bottleneck locations and their related county and cause.
    - 6 locations in Hillsborough, 2 in Pinellas, 1 in Pasco, and 1 in Hernando
    - Process can be done quickly – easier to measure improvements and value

- Review of Freight Operation Improvements in 2019 and 2020
  - Users able to input issues verbally, email, through website
  - Issues evaluated, validated, prioritize, create concept, and use push-button design/build solutions
  - Have done 13 of these projects; have $13 mil annual budget for the program; will address another 4 or 5 issues this FY.
• Review of completed projects
• Review of Freight Sub Area Studies – look at established industrial developments to see where they are now, support/improve current conditions, and what happens if/when they are redeveloped; new buildings, increased volume, etc.
  o Sabal Park – had several improvements come out including operational; simple, like striping, and signal timing
  o Drew Park – realignment, safety opportunities, truck parking and staging
• Review of Truck Parking on I-4 – site concept
  o Reduced time of operations for truck drivers
  o Electronic logging devices on the trucks – drivers have to park where they can instead of safe and secure areas with services that they need.
  o Expanding rest areas
  o Construction of new truck parking facility near industrial area on County Line Road.
• Review of 62nd Street – CSX Access – older facility, using SIS Quick Fix program to improve, Complete Streets project
• Safety Message – The NO ZONE of trucks – be aware of the blind spots

Presentation Slides: FDOT Freight Update
Website: https://tampabayfreight.com/

Discussion:

Christine Acosta: Asked if this presentation is being given at the West Shore Alliance. Would like to suggest it for the Drew Park area.

E. 2021 State of the System Report (Vishaka Shiva Raman, TPO Staff)
• Updated every 2 to 3 years. This time is 3 years.
• Six Performance Measures
  o Safety  o Roadway Level of Service  o Transit
  o Non-motorized  o Infrastructure  o Emissions
• Urban SDK – building online platform to see the data sources, publicly available.
• Review of Performance Measures

Presentation: 2021 State of the System
Website: https://dashboards.urbansdk.com/dashboards/hillsborough-SoS/Safety

Discussion:

Josh Frank: Expressed curiosity for the transit data as far as map data in comparison to other indicators in presentation. Would like to see ridership per route on a map to equity impact. Inquired if it has been looked into to add that into a more graphic map format. This data is valuable and difficult to find. Also looking for information on who owns what roadways and where jurisdictions start and stop; having one place for that information may be beneficial.
Vishaka Shiva Raman: This is a work in progress. Can look into it. Went with federal measures required. Can work with HART to try and incorporate. Have the roadway data; it is being displayed differently at this time. Can look into additional levels of measure including jurisdictional.

Johnny Wong: Noted that this is just Hillsborough Counties program. Have been working regionally to get everyone on the same platform. The vendor has other jurisdictions around the state on the platform. Looking at bringing all the MPO/TPO’s onto this platform to have a statewide picture. Are in early stages but seems very promising.

VIII. Unfinished Business & New Business

A. Transportation Surtax Joint Subcommittee with TDCB (Joshua Barber, TPO Staff)
   • Looking for volunteers to join the subcommittee
   • Ultimately looking for support for a new surtax
   • Volunteers – Rick Fernandez and Carolyn Brown

B. Next Meeting: November 3, 2021; Chair Roberts will be unavailable, meeting will be led by Vice-Chair Fernandez.

IX. Adjournment Meeting adjourned at 12:04 PM

A recording of this meeting can be viewed on the TPO YouTube Channel: https://www.youtube.com/watch?v=ymblWoWE0yQ

From Chat:

Rick Fernandez (to Organizers and Panelists Only):

9:00 AM: I'm here

Michael Rempfer (to Organizers and Panelists Only):

9:08 AM: Mr Vela's audio is now connected for public comment

Rick Fernandez (to Organizers and Panelists Only):

9:47 AM: Chair ... I will have questions ... Fernandez

Christine Acosta (to Organizer(s) Only):

10:20 AM: Did we do new member intro for Christina Bosworth?

Rick Fernandez (to Organizers and Panelists Only):
10:31 AM: thank you

**Beth Alden (to Organizers and Panelists Only):**

10:52 AM: The photo Mr. Frank pointed out of the street missing a sidewalk shows a street that is not owned by FDOT.

**Josh Frank (to Organizers and Panelists Only):**

10:54 AM: FSS 336.045 (6) If the governing body or a county or municipality has adopted a design element as part of its comprehensive plan pursuant to part II of chapter 163, the department shall consider such element during project development of transportation facilities. The design of transportation facilities constructed by the department within the boundaries of that county or municipality must be consistent with that element to the maximum extent feasible.

**Rich Clarendon (to Organizers and Panelists Only):**

11:14 AM: Just a brief note on Josh Frank's comment on the comp plan mobility section. While we brought this to the CAC for your info and input, I'd like to make clear that it's the County's plan and will go the Board of County Commissioners for adoption.

**in person Presenter (to Organizers and Panelists Only):**

12:04 PM: Carolyn Brown would like to serve on that committee
Board & Committee Agenda Item

Agenda Item
Florida Department of Transportation (FDOT) Tentative Work Program FY 2023-2027

Presenter
Justin Hall, FDOT Staff

Summary
The Florida Department of Transportation (FDOT) staff will present a status update on the projects listed in the FDOT Tentative Work Program for the Fiscal Year (FY) 2022/23-2026/27. The Transportation Improvement Program (TIP) lists all projects by phase and year funded in the FDOT Work Program. The Work Program highlights will focus on the important projects proposed to be funded in the FDOT Work Program through FY 2027.

This presentation will provide an overview of the new projects included in the FY 2023-2027 TIP, which will be adopted at a public hearing in June of 2022. FDOT staff will also provide an update on the priority projects from the current TIP FY 2022-2026 that will be added to the new work program effective July 1, 2022.

FDOT hosted an online public hearing from October 25-29, 2021, and an open house on October 29, 2021, at the District 7 Head Quarters, to provide opportunities for the public to provide inputs on the work program.

After the public comment period ends the Tentative Work Program will be reviewed by the Florida Legislature and the State Governor and will be adopted on July 1, 2022.

Further information regarding the FDOT Work Program will be available at the following website https://www.d7wpph.com/

Recommended Action
Approve transmittal of the letter of comment on the FY 2023-2027 Tentative Work Program.

Prepared By
Vishaka Shiva Raman, TPO Staff

Attachments
Draft Letter of Comment
Florida’s Turnpike Enterprise Tentative Work Program Summary of Projects
October 25, 2021

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

Dear David,

Re: FY2023-2027 Tentative Work Program

We would like to thank you and your staff for presenting the list of projects in the Tentative Work Program to the Hillsborough Transportation Planning Organization (TPO) committees during October and November 2021. The TPO Committees have reviewed the highlights of the projects and presented their comments, which will be transmitted to the TPO board on November 10, 2021, for their approval.

We are excited about the Governor’s recent announcement to reinstate funding for the reconstruction of the Westshore and Downtown Interchanges, and we offer our full support for these projects. These vital projects have been the region’s top priority and the improvements will help alleviate traffic and provide safety to the users.

At the same time, we are disappointed to see that the funding for construction for the US 41/CSX Grade Separation (FPN 440749-1) has not been advanced in the Tentative Work Program. This project was a request from the Port Tampa Bay to evaluate the feasibility of providing a grade separation of US 41 and the CSX railroad crossing to improve mobility and safety along the US 41 corridor and relieving traffic congestion for drivers. We request you to restore funding to the construction of this project.

We would also like you to advance the traffic signal at the intersection of Spruce St/ Boy Scout Road at Manhattan Ave and prioritize funding for the project. This was initially categorized as a traffic signal project, but after analyzing the crash reports at the intersection, it was found that there was a safety concern resulting in two fatal crashes at the intersection. This project could be categorized as a Vision Zero project and moved higher on the TPO’s priority list due to the crash records. Hence, we would like to reevaluate the project and request funding for the project under the Vision Zero category.

The following comments were provided by the Committee members following the Tentative Work Program presentation and we would like to provide a summary for the Department’s perusal.

- The Bicycle Pedestrian Advisory Committee (BPAC) expressed interest to understand the process adopted by the Department to provide bicycle and pedestrian facilities when designing a resurfacing project. They were particularly interested to know whether FDOT analyses the feasibility of adding bike lanes, sidewalks, high visibility crosswalks, mid-block crossing etc., as part of the resurfacing project proposal. We would like to request the Department to give a short presentation about this at an upcoming BPAC meeting.
• We also offer support to the recent Urban Corridor Improvements that have been proposed as part of resurfacing. We would like to know the considerations for funding these following projects along with the resurfacing projects:
  o SR 60 from E Buckingham Pl to Lithia Pinecrest (FPN 441662 -1, 441662-2)
  o SR 553/N Park Rd from US 92/ E Baker St to I-4/SR 400 (FPN 441664 -1, 441664-2)
  o US 92/S Dale Mabry Highway from Gandy Blvd to Sevilla St (FPN 443781 -1, 443781-2)

• The TPO Board expressed concern over the funding of the noise walls. It was believed that the noise walls would be provided on either side of the downtown interchange when the project was initiated. The TPO Board would like the Department to consider funding of the noise walls and avoid the gap that is currently existing near Robles Park.

• Some of the other noteworthy projects that deserve special mention are the SR582/Fowler Ave feasibility study from 56th St to I75, corridor improvements at SR 580/ Busch Blvd from Dale Mabry Highway to Nebraska Ave and traffic signal at SR 60/Adamo Dr and 26th St.

We appreciate the Department’s continued support to fund these projects that will fulfill the TPO’s vision for providing a safe and efficient transportation system through its State of Good Repair, Vision Zero and Smart Cities projects.

We look forward to working with you and your staff as you move towards finalizing the FDOT Work Program and funding these key projects to meet the needs of the community.

Sincerely,

Beth Alden, AICP
Executive Director
DISTRICT SEVEN PROJECT OVERVIEW

In FY 2021 and FY 2022, Florida’s Turnpike Enterprise funded construction of various major transportation infrastructure improvements in District Seven, totaling over $33 million. Notable projects include:

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Facility</th>
<th>Location</th>
<th>FPN</th>
</tr>
</thead>
<tbody>
<tr>
<td>R</td>
<td>Resurfacing</td>
<td>Suncoast Parkway / SR 589</td>
<td>MP 44.5 to MP 55.2</td>
</tr>
<tr>
<td>I</td>
<td>Interchange</td>
<td>Suncoast Parkway / SR 589</td>
<td>SR 54 (MP 19)</td>
</tr>
<tr>
<td>P</td>
<td>Partnership / Interchange</td>
<td>Suncoast Parkway / SR 589</td>
<td>Ridge Road (MP 26)</td>
</tr>
</tbody>
</table>

Florida’s Turnpike Enterprise continues to make project investments in District Seven. In FY 2023 through FY 2027, Turnpike projects with construction funding total over $385 million within Hillsborough, Pasco, Hernando, and Citrus Counties.

The following summarizes project phase information that is referenced in subsequent project tables:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Funding Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>31, 32</td>
</tr>
<tr>
<td>ROW</td>
<td>41, 43, 45, 4B</td>
</tr>
<tr>
<td>CST</td>
<td>52, 53, 54, 58, 61, 62</td>
</tr>
</tbody>
</table>

Summary of Major Project Funding by Project Type

The table below summarizes the funding programmed for the major Turnpike projects in the Tentative Five-Year Work Program (FY 2023 through FY 2027) that are located in District Seven.

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Fiscal Year</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FY 2023</td>
<td>FY 2024</td>
</tr>
<tr>
<td>Resurfacing</td>
<td>$7,350,000</td>
<td>$2,044,000</td>
</tr>
<tr>
<td>New Road Construction</td>
<td>$88,364,000</td>
<td>$14,020,000</td>
</tr>
<tr>
<td>Total</td>
<td>$95,714,000</td>
<td>$16,064,000</td>
</tr>
</tbody>
</table>
Summary of Major Projects by County

The major Turnpike project expenditures by county in the Tentative Five-Year Work Program are shown in the following table.

<table>
<thead>
<tr>
<th>County</th>
<th>FY 2023</th>
<th>FY 2024</th>
<th>FY 2025</th>
<th>FY 2026</th>
<th>FY 2027</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hillsborough</td>
<td>$7,350,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$7,350,000</td>
</tr>
<tr>
<td>Pasco</td>
<td>$0</td>
<td>$2,044,000</td>
<td>$21,098,000</td>
<td>$0</td>
<td>$0</td>
<td>$23,142,000</td>
</tr>
<tr>
<td>Citrus</td>
<td>$88,364,000</td>
<td>$14,020,000</td>
<td>$11,750,000</td>
<td>$202,773,000</td>
<td>$0</td>
<td>$316,907,000</td>
</tr>
<tr>
<td>Total</td>
<td>$95,714,000</td>
<td>$16,064,000</td>
<td>$32,848,000</td>
<td>$202,773,000</td>
<td>$0</td>
<td>$347,399,000</td>
</tr>
</tbody>
</table>

Hillsborough County Projects

Resurface the Veterans Expressway Spur / SR 568 from MP 0 to MP 3
FPN: 445885-1,-2
The project resurfaces the Veterans Expressway Spur / SR 568 from MP 0 to MP 3. Work includes milling and resurfacing, guardrail installation, lighting improvements, and signing and pavement marking improvements.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fiscal Year</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>CST</td>
<td>$7,350,000</td>
<td>$0</td>
</tr>
<tr>
<td>Total</td>
<td>$7,350,000</td>
<td>$0</td>
</tr>
</tbody>
</table>

Pasco County Projects

Resurface the Suncoast Parkway / SR 589 from MP 17.5 to MP 28.5
FPN: 447702-1,-2
The project resurfaces a segment of the Suncoast Parkway / SR 589 from MP 17.5 to MP 28.5. Work includes milling and resurfacing, guardrail installation, and signing and pavement marking improvements.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fiscal Year</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>$0</td>
<td>$2,044,000</td>
</tr>
<tr>
<td>CST</td>
<td>$0</td>
<td>$21,098,000</td>
</tr>
<tr>
<td>Total</td>
<td>$0</td>
<td>$23,142,000</td>
</tr>
</tbody>
</table>
Citrus County Projects

**Construct Suncoast Parkway 2 / SR 589 – SR 44 to CR 486**
FPN: 442764-1

The project constructs a section of Suncoast Parkway 2 / SR 589 from SR 44 to CR 486. The proposed 3-mile roadway will be a four-lane, divided, limited-access facility that will feature an all-electronic tolling (AET) system. The project also includes extending the Suncoast Trail from SR 44 to CR 486. The goal of the Suncoast Parkway 2 is to serve the future traffic needs of Citrus County as well as the public traveling to and from the Tampa area through Citrus County. It will also assist with evacuation and recovery in the event of a hurricane or other emergency.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fiscal Year</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FY 2023</td>
<td>FY 2024</td>
</tr>
<tr>
<td>ROW</td>
<td>$1,999,000</td>
<td>$0</td>
</tr>
<tr>
<td>CST</td>
<td>$86,365,000</td>
<td>$2,120,000</td>
</tr>
<tr>
<td>Total</td>
<td>$88,364,000</td>
<td>$2,120,000</td>
</tr>
</tbody>
</table>

**Construct Suncoast Parkway 2 / SR 589 – CR 486 to CR 495**
FPN: 442764-2

The project constructs a section of Suncoast Parkway 2 / SR 589 from CR 486 to CR 495. The proposed 6-mile roadway will be a four-lane, divided, limited-access facility that will feature an all-electronic tolling (AET) system. The project also includes extending the Suncoast Trail from CR 486 to CR 495. The goal of the Suncoast Parkway 2 is to serve the future traffic needs of Citrus County as well as the public traveling to and from the Tampa area through Citrus County. It will also assist with evacuation and recovery in the event of a hurricane or other emergency.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fiscal Year</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FY 2023</td>
<td>FY 2024</td>
</tr>
<tr>
<td>ROW</td>
<td>$0</td>
<td>$11,900,000</td>
</tr>
<tr>
<td>CST</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Total</td>
<td>$0</td>
<td>$11,900,000</td>
</tr>
</tbody>
</table>
Florida’s Turnpike Enterprise
Tentative Five-Year Work Program - FY 2023 through FY 2027
Summary of Projects
FDOT District Seven

Summary of Minor Project Funding by Project Type

Minor projects may include bridge paintings / rehabilitations, intelligent transportation systems (ITS) upgrades, signing / pavement markings, guardrail / safety improvements, landscaping, and other miscellaneous types. The table below summarizes the funding programmed for minor projects for Turnpike facilities throughout the District.

<table>
<thead>
<tr>
<th>Project Type</th>
<th>FY 2023</th>
<th>FY 2024</th>
<th>FY 2025</th>
<th>FY 2026</th>
<th>FY 2027</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>ITS Upgrades</td>
<td>$23,650,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$23,650,000</td>
</tr>
<tr>
<td>Signing / Pavement Markings</td>
<td>$650,000</td>
<td>$5,320,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$5,970,000</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>$7,790,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$7,790,000</td>
</tr>
<tr>
<td>Minor Projects Total</td>
<td>$32,090,000</td>
<td>$5,320,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$37,410,000</td>
</tr>
</tbody>
</table>

Summary of All Project Funding with Construction in the Tentative Five-Year Work Program

<table>
<thead>
<tr>
<th>Projects</th>
<th>FY 2023</th>
<th>FY 2024</th>
<th>FY 2025</th>
<th>FY 2026</th>
<th>FY 2027</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minor Projects Total</td>
<td>$32,090,000</td>
<td>$5,320,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$37,410,000</td>
</tr>
<tr>
<td>Major Projects Total</td>
<td>$95,714,000</td>
<td>$16,064,000</td>
<td>$32,848,000</td>
<td>$202,773,000</td>
<td>$0</td>
<td>$347,399,000</td>
</tr>
<tr>
<td>Total</td>
<td>$127,804,000</td>
<td>$21,384,000</td>
<td>$32,848,000</td>
<td>$202,773,000</td>
<td>$0</td>
<td>$384,809,000</td>
</tr>
</tbody>
</table>
Florida’s Turnpike Enterprise
Tentative Five-Year Work Program - FY 2023 through FY 2027
Summary of Projects
FDOT District Seven

5 – As of September 21, 2021
Project Development and Environment (PDE) and / or Preliminary Engineering (PE) Projects

The table below provides a summary of the projects in District Two that have funding for Project Development and Environment (PDE) and / or Preliminary Engineering (PE) phases but are not currently funded for construction in the Tentative Five-Year Work Program (FY 2023 through FY 2027). The projects listed below are not included in the previous funding tables or map.

<table>
<thead>
<tr>
<th>FPN</th>
<th>County</th>
<th>Project Type</th>
<th>Location / Limits</th>
<th>Phase</th>
<th>FY</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>448068-1</td>
<td>Hillsborough, Pasco</td>
<td>Add Lanes</td>
<td>Widen Suncoast Parkway / SR 589 from South of Van Dyke Road / CR 685A to SR 52 (MP 13 to MP 27)</td>
<td>PDE</td>
<td>2024</td>
<td>$3,000,000</td>
</tr>
<tr>
<td>442665-1</td>
<td>Hillsborough</td>
<td>Add Lanes</td>
<td>Widen Suncoast Parkway / SR 589 from Van Dyke Road / CR 685A to SR 54 (MP 13.5 to MP 19.75)</td>
<td>PE</td>
<td>2027</td>
<td>$4,560,000</td>
</tr>
</tbody>
</table>
Board & Committee Agenda Item

**Agenda Item:**
I-75 Project Development & Environmental Studies

**Presenter:**
Ashley Henzel, FDOT

**Summary:**
Consistent with the TPO's 2045 Long Range Transportation Plan, FDOT is conducting two Project Development & Environmental (PD&E) studies on I-75.

The northern study covers the segment of I-75 from south of US 301 to north of Bruce B. Downs Blvd. The companion southern study looks at the segment of I-75 from Moccasin Wallow Rd (in Manatee County) to US 301.

As shown in the attached slides, FDOT proposes adding:
- Two 12-foot express lanes in each direction in the median of I-75
- Noise walls where needed and feasible
- Ramp modifications and/or new ramps at interchanges
- Right-of-way for stormwater facilities and some interchange modifications.

FDOT will hold a hybrid public hearing on December 16 from 5:30 – 7:30 PM at the Hilton Garden Inn, 4328 Garden Vista Drive, Riverview. The public will also be able to attend virtually via GoToWebinar by registering ahead of time through the project website (https://www.fdotd7studies.com/i75/index.html).

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

**Prepared By:**
Rich Clarendon, AICP

**Attachments:**

Presentation slides
Board & Committee Agenda Item

**Agenda Item:**
HART Autonomous Vehicle Pilot Project

**Presenter:**
Dan Rodriguez, HART

**Summary:**
HART will present this item at the request of the Citizens Advisory Committee after it was brought up under members’ interests.

HART partnered with FDOT and Beep (a private provider of autonomous mobility technology) to operate a self-driving shuttle in downtown Tampa. Originally deployed along the Marion Street Transitway, the shuttle is being moved to operate near the Tampa Riverwalk, connecting Armature Works in Tampa Heights with the Straz Center for the Performing Arts.

This presentation will focus on lessons learned and HART’s plans for future deployment of autonomous transit.

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

**Prepared By:**
Rich Clarendon, AICP

**Attachments:**
- AV (gohart.org)
- Hillsborough Area Regional Transit | HART | Beep (ridebeep.com)
Board & Committee Agenda Item

**Agenda Item**
56th/50th Street Corridor Planning Study

**Presenter**
Jennifer Musselman, Kittelson & Associates, Inc.

**Summary**
The FDOT District 7 is studying 56th/50th Street from the Selmon Expressway to Fletcher Avenue to evaluate multimodal solutions to create a corridor that allows for safe travel of all users.

Part of the study limits, from Sligh Avenue to Busch Boulevard, was identified in the Vision Zero Action Plan as one of the top 20 High Injury Corridors in Hillsborough County. The study will determine how best to meet the needs of current and future users and establish a long-term plan to guide evolution of the corridor that appropriately balances land use and transportation planning and lead to the elimination of severe and fatal crashes.

The results of the 56th Street/50th Street Corridor Planning Study will include a range of short-, mid- and long-term solutions that will inform roadway design decision and land development. A preferred concept plan is scheduled to be completed in October 2022.

**Recommended Action**
None. For informational purposes only.

**Prepared By**
Gena Torres, TPO Staff

**Attachments**
Presentation slides.
Board & Committee Agenda Item

Agenda Item
Future Leaders in Planning Jr. (FLiP Jr.) Recap

Presenter
Davida Franklin, TPO Staff

Summary
In 2019, Plan Hillsborough received a special call-to-action to join other planning partners in serving 40 participants enrolled in the Tampa Heights Junior Civic Association (THJCA) summer program. As a result, the agency launched its first ever summer series of planning and transportation safety workshops geared towards elementary and middle school-aged children.

When given the opportunity to partner with THJCA again this year, organizers drew inspiration from Future Leaders in Planning (FLiP), Plan Hillsborough’s highly acclaimed teen program. The result was FLiP Jr., a workshop series designed with younger children and their families in mind.

The goal of FLiP Jr. was to give children the knowledge and hands-on experience that would help them serve as planning and transportation safety ambassadors in their homes and community. This year’s program spanned eight weeks and served 60 participants across three locations in Tampa Heights, Palm River, and Town ‘n’ Country. Workshops involved various topics such as bike safety and city planning. The highlight of the experience was an outdoor beautification project at THJCA that involved landscape restoration and the creation of a mural.

Recommended Action
None; For informational purposes only

Prepared By
Davida Franklin, TPO Staff

Attachments
Presentation slides
I. **CALL TO ORDER, PLEDGE OF ALLEGIANCE**

The Chairman, Commissioner Cohen, called the meeting to order at 10:02 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

II. **ROLL CALL** (Gail Reese, TPO Staff)

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Gwen Myers, Vice Mayor Cheri Donohue, Joe Lopano, HART Board Member Melanie Williams, Charles Klug, Karen Kress, Plant City Commissioner Nate Kilton, Councilman Guido Maniscalco, Councilman Joseph Citro, Councilman John Dingfelder

The following members were present virtually: Commissioner Mariella Smith, Gina Evans

The following members were absent: Joe Waggoner, School Board member Jessica Vaughn

A quorum was met in person.

*Some members are participating virtually because of medical reasons and the local declaration of emergency.*

III. **APPROVAL OF MINUTES – August 11, 2021**

Chair Cohen sought a motion to approve the September 14, 2021 minutes. Councilman Maniscalco so moved, seconded by Councilman Citro. Voice Vote: motion carries unanimously.

IV. **PUBLIC COMMENT** – No public comment

V. **COMMITTEE REPORTS & ADVANCE COMMENTS** (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff; Beth Alden, TPO Director)

A. **CAC – Bill Roberts** (October 6, 2021 meeting) – meeting was virtual, no actions taken

- No objection to transmittal of proposed Letter on Rapid Flashing Beacons in response to HB113 and SB1412; noted that these should be deployed on roads with 35 mph or lower speed limits
- TIP Amendments for the Westshore and Downtown Interchanges and Traffic management Technology Suggestions
  - Consider making noise wall on the west side of I-275 continuous rather than leaving a gap at Robles Park
  - Consider more landscaping along the walls
- Consider narrower lanes and wider sidewalks on 14th St, in coordination with the City of Tampa
- Implement traffic signal prioritization for buses on the ICM corridors, in coordination with HART
- Ensure new fences do not impede walk/bike access opportunities
- Refer to the Downtown Interchange as part of the High Injury Network rather than Vision Zero, which, locally, is more closely identified with Complete Streets projects.

- Status Reports included:
  - Hillsborough County Comprehensive Plan Mobility Element
  - The Keys to Mode Shift: Transportation Demand Management
  - FDOT Freight Update
  - 2021 State of the Union Report

**Discussion:**

**Commissioner Overman:** Report spoke about noise walls on the west side of the interchange and to have it continue to protect Robles Park. Inquired if there was data showing environmental impact of not having a wall. They are called noise walls and that is one environmental impact; we understand other environmental impacts associated with a highway, pollution, and kids play in this park. Opening that area could potentially funnel more pollution onto the park. Inquired if there were other concerns that supported continuing the walls to Robles Park.

**Bill Roberts:** There was no data presented as part of the discussion. It seemed more logical that the wall would continue instead of leaving a gap there. That was the gist of the conversation.

**Commissioner Overman:** Except for the cost savings of continuing the wall, there was no data that supported or refuted the decision to have a wall start and stop.

**Bill Roberts:** Correct

**B. TAC – Davida Franklin, TPO Staff (October 4, 2021 meeting)**

- Unanimously approved TIP Amendment for the Westshore and Downtown Interchanges.
  - Noted that Downtown Interchange operational improvements are much needed
  - Questioned inclusion of noise walls
  - Suggested LPIs or other pedestrian crossing treatments be added at the turn lanes on Boy Scout
  - Consider cyclists riding to Cypress Point Park and the Courtney Campbell Causeway Trail when redesigning on/off ramps on Cypress Street
- Agreed on the TPO Board letter being sent opposing the changes to Rectangular Rapid Flashing Beacons in HB1113 and SB1412 ((add more info))
- Presentations Heard:
  - FDOT Freight Update – Recognized redesign of 62nd St as complicated; need to minimize impacts to the neighborhood; new truck parking off County Line Road made sense as idling noise and emissions would likely not cause issues to residents.
  - Pasco County Trail Projects Update – members appreciate the growing trail network in Pasco and hope to see connections to Hillsborough County
2021 State of the System – requested to continue to monitor and receive newer data; maps are helpful in understanding issues
TIP Application Process – City of Tampa thanked staff for including request for prioritizing resurfacing and bridge repair; Health Dept rep. happy to see application process and prioritization effort are more equitable

C. LRC – Davida Franklin, TPO Staff (September 15, 2021 meeting)
- Heard Status Reports
  - Hillsborough County Complete Streets Guidebook
  - Hillsborough County Comprehensive Plan Mobility Section Update
  - Eminent Domain Process
  - HART Transit Oriented Development Pilot Project

D. Policy Committee – Beth Alden, TPO Staff (October 13, 2021 meeting)
- Great discussion about performance-based planning program. In particular, the ongoing monitoring tool we now have available; an online dashboard. Will be creating snapshots out of that dashboard and providing them to the board and public on a periodic basis, quarterly.
- Discussed criteria for prioritizing new projects in the Transportation Improvement Program and tying them back to performance measures. Discussion suggested we continue to focus on our top priority categories of projects of Good Repair and Vision Zero.

E. Public Comments Received Through Email & Social Media – Davida Franklin, TPO Staff
- Noted at the end of the minutes. [Email and Social Media Comments]

VI. CONSENT AGENDA
A. Committee Appointments
- LRC – Krystina Steffen, nominated by THEA as an alternate member

Chair Cohen sought a motion to approve the Consent Agenda. Councilman Maniscalco so moved, seconded by Commissioner Overman; Rollcall vote: motion carries 14 - 0.

VII. ACTION ITEMS
A. TIP Amendments: Westshore Interchange Reconstruction Phase 1; Downtown Interchange Safety & Operations Improvements; and Traffic Congestion Management Technology (Connor MacDonald, TPO Staff; FDOT Representative)
- Consists of 14 amendments requested by FDOT to add funds to FY22. Come from Governor’s announcement for funding of Tampa Bay projects.
  - Downtown Interchange Safety & Operations Adjustments – 3 Amendments ~$154 mil
  - Westshore Interchange Reconstruction Preliminary Phase – 5 Amendments ~$80 mil
  - Traffic Congestion Management Technology – 6 Amendments ~$24 mil
- Near-term benefit: allows traffic to flow reliably and safely during construction; technology will remain after construction to assist in monitoring conditions and responding to incidents.
- Review I-275 / I-4 Interchange Safety and Operation Improvements
  - Will reduce deaths and serious injury through the interchange by nearly half
  - Will open new access point to Ybor City at 14th/15th Streets, traffic calming is a part of the project
Extends Tampa Heights Greenway and connects to Ybor City, Encore, and Green Spine

15th St Improvements will be completed by the City of Tampa as part of the Green Spine project

- Review 14th and 15th Streets Improvements and costs
- Review Tampa’s Westshore Interchange Early Works Projects and costs
- Review Causeway Seawall, Trail and SB I-275 and costs
- Review Cypress Street at LaSalle Street Intersection and costs
- Review Kennedy Boulevard at Memorial Highway and costs
- Review Boy Scout Boulevard at Lois Avenue and costs
- Review Traffic Congestion Management Technology/ Integrated Corridor Management (ICM)
- Went over community input from 2017 – 2021 and public outreach
- Noted Clerical Corrections
- Reviewed TAC and CAC suggestions

Recommended Action: Approval of the Transportation Improvement Program (TIP) Amendments.

Presentation: TIP Amendment - 14 Amendments & Aesthetics

Website: TIP Amendments for Westshore Interchange Reconstruction Prelim. Phase; Downtown Interchange Safety & Operations Adjustments; Traffic Management Technology | Plan Hillsborough

Motion to approve the TIP Amendments by Commissioner Myers, seconded by Commissioner Overman.

Discussion:

Commissioner Kemp: Was disturbed with the information as some things had changed since this project was first discussed. Noted that walls were supposed to be on both sides from the Downtown Interchange to where the project was being finished. Was stunned that there would be no wall at Robles Park. There have been some traditional policies in the past where there were no walls at parks. Believes this is completely inequitable. Noted that she found out about this omission the previous week. Would only support this with an amendment for the noise wall. Was told that an amendment was not possible. The cost for this wall would be ~$500K. Would like to ask FDOT to fund the wall gap at Robles Park and bring back plans to the Board to do that.

Commissioner Overman: In the presentation, there were several suggestions. In the TIP Amendment presentation, this wall is documented as a suggestion. Does not want to jeopardize the amendments. Would like to know how to get this to be absolutely clear.

Commissioner Cohen: Suggests taking Commissioner Kemp’s motion on it’s own. And then there may be another motion reiterating all of the points made by the CAC and the TAC in order to get answers as we move through the next year. We will have three separate items and can track them individually.

Councilman Dingfelder: Point of order. Suggests flipping the order. Would like to see the motions from Commissioner Kemp and Commissioner Overman before the final motion. Would like to see how those go before we support the TIP Amendment.
**Commissioner Cohen:** Understands the idea and point about not wanting to vote on the final motion until the first two are settled. We will continue the discussion for now.

**Commissioner Smith:** The presentation referenced the outreach effort. Making a point about process and policy moving forward. The TPO, not the Board, put out a press release two weeks ago announcing that the TPO Board would be voting on these amendments today. Announcement made it seem like this was a done deal. Believes that all do believe the amendments will pass unanimously after discussion. Prior to any vote where we are asking for public comment, our press releases should be neutral and be open to comment from all sides. Each of us, as public figures and citizens, can comment however we want in other press and media and public meetings about how excited we are. It seems inappropriate to be pieced in a press release from the TPO before our vote. *(Read part of the press release)* Commented on a quote from the Board Chair that was lifted from a quote in the newspaper. *(Read the quote)* Does not disagree with the statements; believes it should have come after the vote.

**Karen Kress:** Echoed support for the TAC and CAC suggestions. Did not see anything about the Smart Trips Program that the FDOT was talking about before we knew funding was happening. It focuses on Transportation Demand Management strategies during the construction period. Would like to make sure that did not get lost.

**Commissioner Cohen:** Expressed the order of the motions and verified that was OK with Commissioner Myers. Will start with Commissioner Kemp’s motion specifically for the noise walls at Robles Park then move to Commissioner Overman’s motion on the other suggestions and then Commissioner Myers’ main motion.

**Commissioner Kemp:** Noted that this jumped out at her and is not sure of the comfort level of addressing it this way.

**Commissioner Kemp moves to make sure that the wall, for $500K, is built to the same standards as everything else at the park and the wall along I-275. Would like to ask FDOT to fund the wall gap at Robles Park and report back to us as soon as possible how we move forward to make sure that the wall is built completely on the east and west sides. Seconded by Commissioner Overman.**

**Discussion:**

**Secretary Gwynn:** Would like to clarify the wall gap. It wasn’t just excluded from the walls. FDOT is following federal process, based on specific guidelines. Not something there is much discretion on. The wall cannot be part of these projects based on federal funding parameters. Can look, with the TPO, on what can be done. There are other options. Can look at landscaping, trellis walls, and other things that are not going to require federal funds. We have options. Do not want to get too lost in the gap. One of the reasons we have the funding is because of the unified voice sent to Tallahassee in support of these projects. Does not want to see it watered down with something where there are alternate options done through a different process. Asked for the trust to work with the TPO. Believes FDOT has shown that they are trying their best with the community to make this as good as possible. Would like to see show of support and allow FDOT to work with the noise wall as a separate issue.
Commissioner Cohen: Clarified that the reason this motion was separated was to not interfere with the amendments. It is giving the Board a way to express the desire that FDOT address this concern at Robles Park.

Commissioner Overman: Recognized the expertise Secretary Gwynn’s office has for finding funding to move TPO projects forward. While the motion may not be funded with federal money, has confidence that the motion will be funded through grant or other funding. Given the focus on resilience and the need for public health, we do call them noise walls, but they offer protections related to public health. Is sure that finding the data to support that funding can be found. Does not want to jeopardize the TIP Amendments moving forward, made this motion separately to help the state and other partners, in this resiliency, sustainability, and equity effort, to find the funding to help protect that area of the city that is in need of being protected. The noise wall does more than just noise. The motion makes it clear that the funding is very important to making this be continuous instead of having a break at the park.

Commissioner Kemp: Expressed that she would be disturbed if it would be any less quantity and quality than the wall that is planned for the other parts. Stated that she had asked about this repeatedly; not disparaging FDOT due to this but was extremely concerned about this. It has been an issue in Seminole Heights. Had people from Seminole Heights coming to the MPO meetings in 2004 asking for a noise wall to be put up. Is surprised that, with the adding of capacity and the environmental impact, there is no wall there. It provides sound barriers but also protection from air pollution and the kinds of things that watershed studies are showing. Would want to know that there will be the same quality of wall, not a different kind of solution for this one neighborhood. Would like to make it clear where she is with this.

Councilman Dingfelder: Appreciates the Secretary’s comments and understands the stringent nature of the federal regulations. The question, federal money was emphasized, does the limitation apply to state money as well?

Secretary Gwynn: As a point of order, the Robles Park area is not within the limits of what the TPO is voting on today. It is in a completely separate project that is being constructed now. These TIP Amendments are in a separate project. We cannot fund the noise walls as part of this project. Yes, other funds could be used. We can talk with Ms. Alden about using SU funds, those can be reprioritized. As far as state funds, FDOT tries very hard to follow the federal regulations. Once exceptions are made, it is difficult to enforce them anywhere. Willing to talk with Ms. Alden about ways to reprioritize the money to due the noise walls. Would encourage keeping an open mind to other treatments and solutions that can be funded with state dollars. It may not be a noise wall. Noise walls are going in front of Robles Park, it’s a small part where it is not. Not everything makes logical sense, but FDOT is following the federal guidelines. There are other options where state money can be used; if a noise wall is built, SU funds would have to be reprioritized.

Councilman Dingfelder: Asked Commissioner Kemp to consider having staff and Secretary Gwynn come back in a designated time frame, 60 or 90 days, with a report on this issue. It is not part of the TIP Amendments today, but it is important. Will keep moving along until we can do it. Not thrilled with planting trees, and that sort of thing, does not believe it has the impact that a “wall” would have.
Mr. Lopano: Agrees with Councilman Dingfelder; sounds like something we should ask the FDOT to evaluate and come back to us. Will need engineering reports to determine the size and scope of the wall that should be built. Cannot mandate that on this day. Additionally, there is a quarter billion dollars-worth of projects in front of us and we are spending an hour on this. Agrees it is important but need to keep perspective and get through this.

Commissioner Kemp: Does not know what it will take for FDOT to report back but would like to have an update in 90 days. Initially thought the wall was part of what the Board is funding today. She has been focused on for quite a long time and it was part of a large discussion. Reiterating the motion; and does want to see a wall. Believes it is important to have the same quality and protection at Robles Park as the other construction areas on the interstate. The motion is: To ask FDOT to fund the wall gap at Robles Park with the same quality as the wall that is everywhere else and to report back to us in 90 days with an update of how we can do this.

Commissioner Cohen: To be clear, this is a separate motion from the TIP Amendments in the main motion.

Rollcall Vote: motion passes 14 – 0

Commissioner Overman: In light of recent discussion; in the TIP Amendment are suggestions from the TAC and CAC. It will not change today’s TIP Amendment, moves that FDOT return to the Board, in concert with the presentation for the noise wall, with a presentation and a funding conversation, funding sources, for each of the suggestions that are made by the TAC and CAC so that we can get some certainty whether those suggestions are being included in the design for the amendments that we are considering today; seconded by Councilman Maniscalco.

Rollcall Vote: motion passes 14 – 0

Commissioner Cohen: Point of order, the suggestions are listed on page 42 of today’s presentation, for reference.

Commissioner Cohen: Back to the main motion offered by Commissioner Myers and seconded by Commissioner Overman. The motion is to approve the TIP Amendments for the Westshore Interchange, the Downtown Interchange, and the Traffic Management Technology.

Discussion:

Commissioner Kemp: We are very please with the project as it ended up. Appreciates Secretary Gwynn with the work that has been done. It is important to do this minimized Downtown Interchange project. We saved hundreds of homes from being taken down with this project. It has been a long process working with the community to do the best project possible. Pleased with the Traffic Management, the Smart Technology, particularly the signalization for the bus on Florida and Nebraska Avenue. Happy about the improvements on the parallel, important arterial streets.
Commissioner Cohen: The Downtown work is overwhelmingly supportive of what the public wants to see; a less extensive rebuild which was initially suggested but still one that improves traffic flow and safety in the area. To Commissioner Smith’s earlier point, a lot of our enthusiasm was palpable when the announcement was made. Perhaps it got the better of us. The reason, this is going to be transformative to the airport, for commuters, and hopefully make a big difference from a safety point of view as well.

Rollcall Vote: the motion passes 14 – 0

B. Letter on Rectangular Rapid Flashing Beacons at Crosswalks (Gena Torres, TPO Staff)

- Explained what a RRFB is and how it is effective at a crosswalk.
  - Traffic control device used at crosswalks; to increase driver awareness at the crosswalk
  - Activates when crosswalk button pushed by pedestrian; alerts drivers to someone in the crosswalk and to yield
  - Cheaper alternative than HAWK; which creates a traffic signal that cycles to yellow, then to red, and back to green.
  - RRFB is ~ $20K to install; full traffic signal is ~ $200K
- Hillsborough County has ~ 170 RFBs; Pinellas County, which piloted these 3 years ago, has more than 300
- Documented to be very effective at influencing motorist’s behavior. Increase to driver yielding to pedestrians in the crosswalk from 18% to 88%.
- RRFB is recommended by FHWA as one of the “Spectacular 7 Counter Measures”
- Fletcher Avenue near USF, high crash area between Bruce B Downs and Nebraska; since RRFB installation at crosswalks, 46% reduction in injury crashes and 60% reduction in deaths.
- Third time coming before legislature; is a result of a crash that resulted in a young girl losing her life.
- Florida Legislature bill introduced that would require changes to the Rectangular Rapid Flashing Beacons (RRFBs) used at mid-block crosswalks
  - Result of crash on East Coast where girl pressed the button and was killed by a motorist who did not yield.
  - Bill says beacons should be removed and converted to traffic signals. If cannot be converted, remove them.
  - Removing is costly
  - Will be counter to improved pedestrian safety
  - Recommended to participate in a letter-writing campaign
- Letter requests that our legislative representatives not support changes to the RRFB’s proposed in HB 1113 and SB 1412
  - Regional support for this letter
  - Committees support this letter

Recommendation: The TPO send the attached letter to state legislators requesting they oppose HB 113 & SB 1412 and, instead, allow local and state agencies to ensure that RRFB’s are installed in proper locations on appropriate roadways.
Letter is attached to the October 13, 2021, Agenda Packet.

Discussion:

**Commissioner Overman:** The letter in the packet was signed and supported at the most recent Sun Coast Transportation Planning Alliance. It was signed to make sure these are not banned. They play an incredibly important role in creating safety in our communities. There is a recommendation of limiting them in areas of 35 mph or lower, we have areas that are critically important. Rather than go further and ask for more, this is a good way to make sure we have these tools to help create safety. Several examples are used in the letter from the Sun Coast Transportation Planning Alliance. In Hillsborough County, on Bearrs Avenue in front of Mort Elementary, the speed limit is 45 mph. There is a school zone in the area but does not go all the way to the Tampa Health Center. These should be permissible, regardless of speed limit, where there is a two-mile radius protection zone that the state has mandated that children walk to school. This is a great start, and we need to protect these tools.

**Commissioner Overman made the motion to approve that a letter be sent from the Hillsborough TPO supporting the use of these beacons, seconded by Mr. Lopano and Councilman Maniscalco.**

Discussion:

**Councilman Dingfelder:** Question in regard to education; a critical component of this is educating not only the driving public but the walking public, including tourists, about the safe way to use these. They are very effective not just in Hillsborough but at the beach. Inquired to Ms. Alden about any educational campaigns hand-in-hand with the construction of these?

**Gena Torres:** CUTR was asked by the state to do some education. They did extensive education on Fletcher before that project and also on Bush Boulevard; they also hid behind some locations after and did some observations about how pedestrians and drivers behaved. Results were impressive for both pedestrians and drivers. Takes time and effort to do that kind of outreach, but they did. There are other ways: they did pamphlets, chalk on the ground near the RFBs that said, “Push the button here”. There are different things that can be done.

**Councilman Dingfelder:** Was thinking about to the driving public. It’s a little confusing in terms of exactly how you are supposed to handle that. Do you stop, slow down, look both ways to make sure all pedestrians have passed? Was thinking about public service announcements; a mass campaign.

**Beth Alden:** With recent installations, there has been signage on the roadside that gives direction to the drivers. There is a sign at the pedestrian push button alerting the pedestrian to check that traffic has stopped before stepping into the street. We are getting better at making sure that people understand what this new tool is.

**Commissioner Overman:** Would like to make sure that a strategy is developed to reach out to our delegation and state leaders so they understand why it’s so important. That may be an effective way of educating the State Legislature about how important this is to the safety of our citizens and residents. Make sure the legislative support teams from each of the jurisdictions receives a copy of the letter and are aware of how important this is,
C. UPWP Amendment (Allison Yeh and Amber Simmons, TPO Staff)

- Set out in State Law as Florida’s top priority network of transportation facilities important to moving people and freight, linking Florida’s regions. Includes largest and most significant airports, public seaports, the space port, freight rail terminals, passenger rail and inter-city bus terminals, railways, walkways, and highways.
- Plan is updated every five years.
- FDOT has asked for TPO review and comment.
- This plan does not include specific facilities for improvements, that is done later. This is the start of the update. There will be a five-year plan, a second five-year plan, it goes out twenty years, and includes an unfunded section.
- Showed video
- Highlights from letter
  - Happy to see SIS funds can be used for safety. Encourage a Vision Zero plan for the SIS.
  - Flexibility of use for SIS funds for parallel transit facilities and connecting roads.
  - Strongly urge that the SIS plan not only encourage inter-regional connection of cities and regions but also intra-regional connecting the Tampa Bay region to adjacent cities and counties including corridors and not just stations.

Recommended Action: Approve the UPWP Amendment proposed updates and documentation.

Presentation: UPWP Presentation
Additional Information: UPWP Consolidated Documents

Discussion: None

Motion to approve UPWP Amendment, by Councilman Maniscalco, seconded by Commissioner Myers. Rollcall vote: motion passes 13 – 0 with 1 non-vote by Joe Lopano.

VIII. STATUS REPORTS

A. FDOT Freight Update (Brian Hunter, FDOT District 7)

- Review of FDOT Mission and Vision
  - 140 mil square feet of industrial building in Hillsborough County; supports 18.5% of county employment
  - 56 mil tons of imported material annually, with a value of $55 billion
  - 28 mil tons exported with a value of $37 billion
  - 64% by truck, 23% through the seaport, and ~12% through rail
  - Department provides a safe and reliable movement to support the industries and movement
• Updated Freight Priorities
  o District 7 – 2021 Freight Priorities Capacity / Major Investment Needs
    ▪ Truck parking facilities, Corridor or Segment Locations, Tampa Bay Next Corridor Location
  o District 7 – 2021 Freight Priorities Operational / Interim needs
    ▪ 18 Corridor/Segment locations
  o Tampabayfreight.com
• Review of National Highway Freight Program – freight projects from FY 2019 – 2025
  o Apply to the FHWA which gives the state ~$55 mil year
  o District applies to central office; projects must be on the National Highway Freight Network: all of I-4 & I-275 from the DTI to the West; I-75; a couple of intermodal connectors that connect to the port along Causeway and US 41; and connector point from I-75 to Redwing
  o Have had 14 projects funded for ~71.6 mil; additional 3 projects for ~$25 mil
• Freight Bottleneck Analysis – done on State Roads
  o 10 Group Ranked locations of bottleneck locations and their related county and cause.
    ▪ 6 locations in Hillsborough, 2 in Pinellas, 1 in Pasco, and 1 in Hernando
    ▪ Process can be done quickly – easier to measure improvements and value
• Review of Freight Operation Improvements in 2019 and 2020
  o Users able to input issues verbally, email, through website
  o Issues evaluated, validated, prioritize, create concept, and use push-button design/build solutions
  o Have done 13 of these projects; have $13 mil annual budget for the program; will address another 4 or 5 issues this FY.
• Review of completed projects
• Review of Freight Sub Area Studies – look at established industrial developments to see where they are now, support/improve current conditions, and what happens if/when they are redeveloped; new buildings, increased volume, etc.
  o Sabal Park – had several improvements come out including operational; simple, like striping, and signal timing
  o Drew Park – realignment, safety opportunities, truck parking and staging
• Review of Truck Parking on I-4 – site concept
  o Reduced time of operations for truck drivers
  o Electronic logging devices on the trucks – drivers have to park where they can instead of safe and secure areas with services that they need.
  o Expanding rest areas
  o Construction of new truck parking facility near industrial area on County Line Road.
• Review of 62nd Street – CSX Access – older facility, using SIS Quick Fix program to improve, Complete Streets project
• Safety Message – The NO ZONE of trucks – be aware of the blind spots

Presentation Slides: FDOT Freight Update
Website: https://tampabayfreight.com/
Discussion:

**Commissioner Cohen:** In the freight bottleneck analysis, some of the items in the Top 10 list are actually addressed by the TIP Amendments passed today. Hopefully some of those bottlenecks will be improved as a result of those actions.

**Charles Klug:** Appreciates the update. Important to the port, which has 10K truck moves per day. All the improvements are very important; they increase the efficiency and, more importantly, the safety of the trucks moving.

**Karen Kress:** Heard on NPR this morning about extreme shortage of truck drivers and possibility of going back to longer drive times. Maybe the new facilities won’t be needed. May make these changes unnecessary. Questioned how removing medians for easier truck turns, which makes sense, but how is this making things safer for pedestrians.

**Brian Hunter:** Medians have not been removed; they have been modified. Our partner is Traffic Operations. They manage the push-button design process. They focus on safety and bring that to the table when we do this. We make sure we are making it safe for every single roadway user out there.

**Karen Kress:** Maybe it will come to committees at some point. Does not understand how removing a median makes it safer for pedestrians. May not be an idea worth pursuing but, hates to see new parking lots built for one purpose. Possible to share with another transit agency for a park-and-ride; maybe thinking outside the box and collaborating for other transportation uses.

**Commissioner Kemp:** One project being followed is grade separation between CSX and the road at the Causeway area. One would-be favorite transit routes. Apparently, US 41 down the coast through Gibsonton, Apollo Beach, and Ruskin have not been used due to the CSX trains several times a day that load and deploy there, sometimes blocking US 41 for 15 to 20 minutes at a time during peak times. Knows that this is why grade separation is a priority but also years away due to funding. Asked for clarification where jurisdiction lies. Understands there are statutory restrictions in terms of CSX or any rail blocking a thoroughfare or road for certain amounts of time. Who has that jurisdiction? There were CSX repairs done in Tampa, no one knew about it, and it caused a huge confusion about jurisdiction and announcements. For that particular place, has heard that US 41 is almost unusable; in lieu of when a grade separation gets built there, who has jurisdiction over that; how is it enforced; are there statutory limitation to the amount of time the road can be blocked? How can that be dealt with?

**Brian Hunter:** That is outside the realm of his knowledge. Will look into it and provide the information to Ms. Alden.

**IX. EXECUTIVE DIRECTOR’S REPORT**

**A.** Thanked Brian Hunter for presentation. Freight and logistics sector is important for wage sector. How do we improve access safely while making it easier for the trucks to get around as well; very important work being done by District 7.
B. Letter that was supported last month with comments on FDOT’s Intermodal Policy Plan has been received in Tallahassee. It was well received. Moving forward with some of the flexibility provisions and requests about looking at context classifications in local government plans for priorities for future roads. They are moving forward with those. Expect to have a draft policy plan out in late 2021 or early 2022. Overall, the staff reaction was very positive. Encouraged about what happens next with our ability to collaborate with FDOT on the Strategic Intermodal System.

C. Regional workshop scheduled on Planning for Rail. Will be at the regular time for Sun Coast Transportation Planning Alliance scheduled for Friday, December 10th at District 7 office. Speakers from FDOT along with coordination from around the region about how to move forward with rail corridors.

D. Monitoring federal funding debate.

E. Shout out to FDOT staff retiring, Ed McKinney. He did a lot of work reshaping what came out of TBX and became Tampa Bay Next. This is the last Board meeting he is participating in and he is in the audience.

Commissioner Cohen wished great retirement and thanked him for his many years of service.

X. OLD & NEW BUSINESS –

A. Commissioner Kemp: Under new funding that has or may be passed, plan to run Amtrak from Union Station in Tampa to Orlando then to South Florida once a day to three times a day. People talk about Brightline, not highspeed but a luxury rail, and won’t be here for at least ten years. Wondered why we haven’t activated Amtrak and make that something usable. Would like more information to confirm; can we write a letter of support; wonderful, fast, short-term answer for the need of a connection to Orlando.

Karen Kress: Working on lot of improvement projects at Tampa Union Station. Took Amtrak to conference in Miami, great way to travel.

Commissioner Cohen: The President is a long-time Amtrak rider. Understands that part of this infrastructure bill is the largest investment in Amtrak ever. Has a feeling that is where this is coming from. Is in support of whatever we can do. Noted that Commissioner Myers was shaking her head as well. Knows that Congresswoman Castor is also in support of this. If there are other federal representatives that we can lobby on this issue, believes it would be worth the time to do so.

B. Next meeting November 10, 2021, starting with the Policy Committee at 8:30 AM with the Board meeting from 10:00 AM – 12:00 Noon.

XI. ADJOURNMENT – The meeting adjourned at 11:50 AM

The recording of this meeting may be viewed on YouTube: Meeting Recording

Public Comment via Email & Social Media
Emails

- **10/8**
  Chris Vela asked “How does one get a tip amendment in front of the board and approved from start to end?”

- **10/7**
  Justin Ricke, Vice President of the Tampa Height Civic Association: “I was hoping we could have some help from the county urging FDOT to apply raised grants funds to improve Florida Avenue and Tampa Street with Complete Streets instead of simply paving.”

- **10/7**
  Tim Keeports, President Old Seminole Heights Neighborhood Association: “Is there a document addressing sound walls from the Downtown Interchange north up to Bearrs Avenue?”

- **10/11**
  Lynn Remund, President of Downtown Partnership: sent a letter of support. “We believe the safety and operational improvements to the Downtown Interchange are urgent and imperative for continued growth and safety of Tampa’s Downtown and the Tampa Bay region. As such, we urge you to vote in support of funding this effort and approve the TIP amendments.” Left Voice Mail: “The addition of noise barriers, lighting, signage, walk/bike treatments, landscaping, and aesthetic treatments along the Downtown Interchange will enhance the safety and connectivity between the central business district and Tampa Heights.”

- **NOTE**: There were a few more email that are included in your Agenda Packet and we had social media comments that are included in the packet. None of the social media comments pertained to today’s action items.

Social Media

- **Twitter**
  - **10/9**
    Roc King (in response to a retweet from the Tampa Bay Times about potential state funding for streets and sidewalks near a new stadium)
    “I think our needs are elsewhere.”

  - **9/29**
    Jeff Redding (in response to a tweet about Tampa's Crosswalks To Classrooms mural project)
    “Did you know 10 #Pedestrians die every month in #Florida at Unmarked Mid-Block Crosswalks?

  - **9/27**
    Jeff Redding (in response to a retweet from FDOT District 7 about their planned safety improvements for drivers and pedestrians)
    “Please hire Engineers that know Utility Posts belong in the Utility Strip and not in the middle of the sidewalk.”
9/27
Roc Kings (in response to a retweet from the City of Tampa about the Green Spine cycle track along Cass St.)
“Now get the vehicles off..”

9/27
Jeff Redding (in response to a retweet from the City of Tampa about the Tampa Bay Citizen’s Academy on Transportation)
“Hi Neighbors, I have a page with a lot of important stuff about #pedestrians in #Florida. - Blinded Vet/Pedestrian Safety Advocate http://pedestriansmatter.org.”

9/24
Jeff Redding (in response to a retweet from the Tampa Bay Business Journal about transportation shortfalls in the County’s Capital Improvement Program)
“#1 way for MPO’s to significantly reduce #Florida #Pedestrian Deaths: Identify and remove Mid-Block Crosswalks that violate these Federal Safety Guidelines.”

9/23
Roc King (in response to a post about of a Tampa Bay Times article that discussed shortfalls of the proposed sales tax referendum)
“Perhaps a sound voice of support for Congressional Infrastructure Legislation would help.”

9/23
Jeff Redding (in response to a retweet about FDOT’s Strategic Intermodal System Virtual Room)
“Since 1/3 #Pedestrians in #Florida are killed in Mid-Block Crosswalks that violate Federal safety Guidelines. STOP VIOLATING FEDERAL SAFETY GUIDELINES!”

9/22
SojournerNow (in response to a retweet from Walk Bike Tampa about the the Macfarlane Park Elementary School Crosswalk to Classroom project)
“No masks, no vaccine… how many children are you going to sacrifice?”

9/17
Jeff Redding (in response to a retweet about FDOT’s Strategic Intermodal System Virtual Room)
“You should also focus on: Non-Compliant Mid-Block Crosswalks, Sidewalk Obstructions, Pedestrian Access to Veteran Medical Clinics.”

9/16
Jeff Redding (in response to a retweet about the Fancy Women Bike Ride)
“I like bikes!”
9/16
Jeff Redding (in response to a retweet from Creative Loafing about a community forum on racism as a public health crisis)
“My Complaints have nothing to with the #ADA, other than how the Government is misrepresenting it: Unmarked Crosswalks, Sidewalk Obstructions, VA Clinic Access. #Florida every month 10 #Pedestrians are killed at Misplaced Curb Cuts. (not #Wheelchair Users, not gators)"

9/14
Don Kostelec (in response to a retweet from 10 Tampa Bay about Tampa’s “FIX IT FAST initiative) 
“It would be great to compare that to how long it takes for sidewalk hazards to be repaired after they are reported.”
Committee Reports

Meeting of the Livable Roadways Committee (LRC) on September 15

The LRC heard status reports on:
- Hillsborough County Complete Street Guidebooks and HC Mobility Section Update
- Eminent Domain Process
- HART Transit-Oriented Development (TOD) Pilot Project

Meeting of the Technical Advisory Committee (TAC) on October 4

TAC members unanimously approved the TIP Amendment for the Westshore and Downtown Interchanges. It was noted that the Downtown Interchange has been discussed for some time and the operational improvements are much needed. There was a question on the inclusion of noise walls; a suggestion to ensure LPIs or other pedestrian crossing treatments are included at the added turn lanes on Boy Scout, providing access from residential on the south to the International Mall; and to consider the frequent cyclists riding to Cypress Point Park and the Courtney Campbell Causeway Trail when redesigning the on/off ramps on Cypress Street.

The TAC members agreed that the TPO Board should send a letter in regard to the changes proposed to Rectangular Rapid Flashing Beacons in HB1113 and SB1412. They noted these changes will not lead to safe pedestrian crossings but likely have the opposite effect and cause hundreds of these proven-effective tools to be removed, many in communities of concern who depend more on walking, biking and transit. It was also not lost on the committee that the family whose child was killed at an RRFB would ideally like to see changes. There is agreement that better defining where they are placed, with engineering guidance, would be a better approach.

Presentations were received on:
- FDOT Freight Update - The presentation was interesting and well received. The redesign of 62nd Street was recognized as complicated in that this is an area with industrial and residential uses. Minimizing impacts to the neighborhood, and enhancing with a wide sidepath, were supported. Also, the location of new truck parking off of County Line Road made sense since the idling trucks would likely not cause emission and noise issues to residents.
- Pasco County Trail Projects Update - Members were appreciative of the growing trail network in Pasco and hope to see connections to Hillsborough County.
- 2021 State of the System - There was a request to continue to monitor and receive newer data (for example, emissions data) for the dashboard. The maps were recognized as helpful in understanding the issues easier, like crash locations.
TIP Application Process - The City of Tampa representative thanked staff for including their request for prioritizing resurfacing and bridge repair. The Health Department representative was happy to see the application process and prioritization effort are more equitable in allocating funds and ensuring communities of concern were part of the methodology.

Meetings of the Citizens Advisory Committee (CAC) October 6

Lacking a quorum, the CAC did not take action.

There was no objection to transmittal of a proposed Letter on Rapid Flashing Beacons and Crosswalks, and some discussion that these should be deployed on roads with 35 mph or lower speed limits.

The CAC had several suggestions regarding the TIP Amendment for the Westshore and Downtown Interchanges and Traffic Management Technology. These included:

- Consider making the noise wall on the west side of I-275 continuous rather than leaving a gap at Robles Park.
- Consider more landscaping along the walls.
- Consider narrower lanes and wider sidewalks on 14th St, in coordination with the City of Tampa.
- Implement traffic signal prioritization for buses on the ICM corridors, in coordination with HART.
- Ensure new fences do not impede walk/bike access opportunities.
- Refer to the Downtown Interchange as part of the High Injury Network rather than Vision Zero, which locally is more closely identified with Complete Streets projects.

The CAC also heard status reports on:
- Hillsborough County Comprehensive Plan Mobility Element.
- The Keys to Mode Shift: Transportation Demand Management
- FDOT Freight Update
- 2021 State of the Union Report
Hillsborough County Transportation Planning Organization  
601 E. Kennedy Boulevard, 18th Floor  
Tampa, FL 33602  

RE: UPDATE on Vacant Buildings Owned by FDOT in the Downtown Tampa area

As a continuing effort to keep our partners apprised of activities undertaken by the Florida Department of Transportation (FDOT), I am providing you an update on vacant buildings since our last memorandum in March 2018 when FDOT owned three buildings in VM Ybor and two building in Tampa Heights. Since the time of our last memo, FDOT sold the building located at 1018 14th Ave in VM Ybor and the building that was located at 604 Frances Avenue in Tampa Heights. The property owner relocated the latter building to 602 Frances and rehabilitated the building in 2019/2020.

VM Ybor neighborhood area
In late 2018, FDOT advertised the two historic buildings located at 2506 N. Avenida Republica de Cuba and 1306 E. 14th Avenue and contracted with potential buyers that were planning to relocate and rehabilitate the buildings. Unfortunately, in late 2019 those contracts fell through. This past summer, 2506 N. Avenida was awarded to a new interested party who hopes to relocate the building within the next several months. District staff continue to work with neighborhood representatives and real estate professionals to locate an interested party willing to relocate and rehabilitate 1306 E. 14th Ave.

Tampa Heights neighborhood area
FDOT purchased the building at 1902 Lamar Avenue in 2015 and provided information to several interested parties throughout the years, but no offers to purchase were received until earlier this year. Unfortunately, after about six months that contract to relocate 1902 Lamar also fell through. Police reports show that the building has had a long history of criminal mischief even before the FDOT acquired the building and although boarded and secured numerous times, continues to be a nuisance for the area. Police have been called 41 times primarily for misdemeanor trespassing, but also a few arrests have been made for more serious crimes such as drug possession, battery, and arson. FDOT has completed the required HABS documentation and anticipates being ready to begin demolition as early November 2021.

I will continue to update you on project activities and progress. As always, I am happy to discuss this or other transportation related matters. I can be reached at Richard.Moss@dot.state.fl.us or 813-975-6133.

Sincerely,

Richard Moss, P.E.  
District 7 Transportation Development Director
Join neighbors and staff from Plan Hillsborough, City of Tampa, Hillsborough County, FDOT, USF, HART and Bike/Walk Tampa Bay to honor the 2021 victims and families of traffic violence.

Parking in old Sweetbay parking lot at 17605 Bruce B Downs Blvd, Tampa, FL 33647 and walking 0.4 miles to Flatwoods Park and back.

We asked that attendees carry the Vision Zero banner, hold a Vision Zero sign, or poster with name and date of death of a traffic victim (provided). Families or friends who know someone hurt or killed in traffic are encouraged to carry a photo of their loved one. 2021 victims’ names will be read aloud at Flatwoods.

For information about Vision Zero visit: planhillsborough.org/vision-zero/
LOCAL NEWS

Why are some street lights in Tampa tinted purple? TECO explains
TAMPA, Fla. (WFLA) — It’s something you might not notice unless you’re out in the early morning hours or after sunset.

Viewers have noticed a number of purple street lights in the Tampa area. 8 On Your Side reached out to the City of Tampa to ask why they were purple. They referred us to Tampa Electric.

We thought that was a pretty bright idea, so we called them up and got answers.

“Some of those lights, a few versions that were manufactured in 2019, are having some issues where the light might appear purple,” TECO spokeswoman Cherie Jacobs explained. “It’s an issue with the filters.”

Each streetlight comes with three filters that are red, yellow and blue, the primary colors. The yellow filters will sometimes malfunction, and the leftover filters will...
can distort the color of the light,” Jacobs said.

Crews are working to replace the bulbs and are asking for the public's help in finding all the defective lights.

You can report defective lights just like you would a bulb that has gone out, by filling out a form on TECO’s website. You’ll be asked to write down the intersection closest to the light and the 10-digit number found on the pole. The light will be changed within five days after the form is submitted.

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People on Medicare Are Getting a Big Surprise This Month
Balanced Finance