Hillsborough TPO
Transportation Planning Organization

Meeting of the Citizens Advisory Committee
Wednesday, September 1, 2021, at 9:00 AM

All voting members are asked to attend in person, in compliance with Florida’s Government in the Sunshine Law. Audience members, presenters, and any others are asked to participate remotely to minimize the potential for transmitting illness.

In-person participation:
• 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.

Remote participation:
• To view presentations and participate on your computer, tablet or smartphone: https://attendee.gotowebinar.com/register/7718882106232217103 Register in advance to receive your personalized link, which can be saved to your calendar.
• 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

IV. Members’ Interests
V. Approval of Minutes (August 4, 2021)
VI. Action Items
A. TIP Amendment: Tampa Multimodal Network & Safety Improvements (Vishaka Shiva Raman, TPO Staff)
B. Public Transportation Agency Safety Plan Performance Targets 10:05
   (Johnny Wong, TPO Staff)

VII. Status Reports

A. Hillsborough County Complete Streets Guidebook 10:35
   (Hillsborough County, Rep)

B. Hillsborough County Comp Plan Mobility Section Public Meetings 11:00
   (Katrina Corcoran, PC Staff)

C. HART Transit Oriented Development (TOD) Pilot Project 11:25
   (Sarah McKinley, TPO Staff)

VIII. Unfinished Business & New Business 11:50

A. Bus Stop Maintenance and Improvements
B. Hillsborough Mobility Report
C. Eminent Domain Process Follow-Up re: TIP ROW Estimates
D. Next Meeting: October 6, 2021

IX. Adjournment

X. Addendum

A. TPO Meeting Summary and Committee Reports
B. Sun Coast Transportation Planning Alliance Website Launch
C. Park Speed Zone Pilot Study

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

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HILLSBOROUGH METROPOLITAN PLANNING ORGANIZATION  
CITIZENS ADVISORY COMMITTEE (CAC)  
HYBRID MEETING, AUGUST 4, 2021  
DRAFT MINUTES

I. **Call to Order & Introductions**

Chair Roberts called the meeting to order at 9:05 AM

Members Present in Person: Hoyt Prindle, Alexis Boback, Bill Roberts, Nicholas Glover, Don Skelton Jr., Beatriz Zafra, Terrance Trott, Amy Espinosa, David Bailey

Members Present Virtually: Meaza Morrison, Steven Hollenkamp, Nicole Rice (in at 9:12 AM), Eric Lam (Alternate, in at 9:10 AM), Rick Fernandez, Barbara Kennedy Gibson, Carolyn Brown

Members Absent: Christine Acosta, Aiah Yassin, Artie Fryer, Jeff Lucas, Cliff Reiss, Rick Richmond

Others Present: Rich Clarendon, Dayna Lazarus, Joshua Barber, Allison Yeh, Michael Rempfer, Gena Torres, Vishaka Shiva Raman, Gail Reese (TPO Staff); Craig Fox, Joe Murphy (FDOT), Josh Eaton (IAA embedded with FDOT)

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** – None at this time

IV. **Members’ Interests**

A. Amy Espinoza – seats at bus stops have disappeared, would like to understand why. Mostly on Nebraska Ave.

B. Terrence Trott – HART, Progress Village area is only a bench and no covers. Stops need to have some sort of comfortable shelter. Would like to know the program for this.

V. **Approval of Minutes (June 2 & July 14, 2021)**

Amy Espinosa moved to approve minutes, seconded by Beatriz Zafra. Voice Vote: Minutes approved unanimously.

VI. **Action Items**

A. **Non-Discrimination and Equity Plan** (Joshua Barber and Dayna Lazarus, TPO Staff)
   - Review background of plan and requirements to receive federal money
     - Expanded to Plan Hillsborough as a whole for this update. Planning Commission is a beneficiary of federal dollars, there is a staff services agreement with the TPO, shared staff between TPO and Planning Commission
o Six Acts, Executive Orders, Subsequent regulations to carry out the acts and orders issued by USDOT and modal agencies

• Nondiscrimination Assurances
  o Spelled out in the plan

• Nondiscrimination Plan Purpose
  o Compliance, advance processes above and beyond Federal and State requirements within the agency

• Review of Report Outline
  o Sections one through three demonstrate compliance
  o Sections four through six are the advancement above and beyond requirements

• Components Part I
  o One – Community overview and maps; provided examples: demographic, income, and intersections of these groups
  o Two – Engagement, Access, and Representation; must include demographic information of the representation of each of the committees
  o Three – Evaluating Equity Needs and Outcomes: balancing and not creating groups benefiting or assuming burden
  o Four – Evaluating Outreach Effectiveness: make sure everyone has an opportunity to participate, find areas of improvement.
  o Five – Organizational staffing and structure

• Components Part II – Equity Work in TPO Program areas
  o Provided TPO Highlights of the last three years

• Components Part III – Equity Work in Planning Commission Programs
  o Shared Planning Commission Highlights

• Components Part IV – Framework for Equity
  o Current Paradigm: focus of Title VI is equality and distribution of benefits and burdens
  o New framework covers much more, including recognition of historical and current inequities

• Components Part V – History of Discriminatory Planning
  o Staff did a deep dive

• Components Part VI – Public Engagement
  o Detail how this process was done.
  o Reviewed the results and the relation to ITS.

• Components Part VII – Recommendations for Advancing Equity
  o Split into three areas
  o Several items based in past, present, and future.

Recommended Action: Adopt the 2021 Nondiscrimination and Equity Plan and forward on to the TPO.

Presentation: Nondiscrimination and Equity Plan 2021
Website: Title VI and Nondiscrimination Plan | Plan Hillsborough

Discussion:

Amy Espinosa – Inquired how plan measurements are going to be taken. It is important to understand what doesn’t work along with what is working. That should be part of the plan.
**Terrance Trott** – Is there any plan to follow-up with people who have participated to see how things have changed over time? We know things will be happening, but are those things actually going to be making an impact?

**Rick Fernandez** – Inquired about committee and board representation, specifically about the technical seats on the various boards and on the “big board” as well. Would like that to be explained in more detail. Questioned if it ever came up to add a citizen seat to the TPO Board, even a non-voting seat?

**Chair Roberts** – Would welcome recommendations on how the CAC could be improved. Likes the idea of an annual update to see how things are going with things happening.

**Terrance Trott** moved to approve the Non-Discrimination and Equity Plan, seconded by David Bailey. Voice Vote: passed unanimously.

### VII. Status Reports

#### A. Gandy PD&E Study Kickoff (Craig Fox, FDOT)
- From 4th Street in Pinellas County to Westshore Boulevard in Hillsborough County.
- Reduce traffic congestion and improve bicycle/pedestrian travel.
- Widening and reconstruction; safe routes crossing Gandy Blvd.
- Three segments:
  - Seg 1 – Pinellas Co.: 3.6 miles from 4th St. to Gandy Bridges on commercial, residential, and recreational land use areas.
  - Seg 2 – Gandy Bridges: 2.6 miles of Gandy Bridges over Old Tampa Bay.
  - Seg 3 – Hillsborough Co.: 1.0 mile from Gandy Bridges to Westshore Blvd on commercial and residential land use areas.
- Provided Alternative and Concept Development for all segments.
- Included milestones in presentation.

**Presentation:** [Gandy PD&E Study](#)

**Website:** [FDOT’s Gandy PDE project study page](#)

**Discussion:**

**Chair Roberts** – this committee has consistently supported bike and pedestrian and hope that it is included in the plan. Requested that the design keep in mind transit for the Gandy Bridge.

**Terrence Trott** – Inquired if the project website is integrated with the TPO website and not just on the FDOT website. Asked if there is a priority for the Hillsborough side of the Gandy Bridge.

**Hoyt Prindle** – Asked about the time frames on this. FDOT just recently did work on I-275 and that this project seems to be an extension of it; why the 10-year gap? Wanted clarification on why it was funded on the Pinellas side. Inquired about access to the beach areas. Commented about the bicycle and pedestrian facility, asked if it could be kept in mind for the design to make it like the one
on the Courtney Campbell trail so there is separation of pedestrians and bicyclists from vehicular traffic.

Eric Lam – Inquired about this being a raised roadway on the Pinellas side, how much is that going to be taking away from businesses. Is that being looked at for the Hillsborough side?

B. Heights Mobility Study Next Steps (Craig Fox - FDOT, Cal Hardie – City of Tampa, and Justin Willits – HART)

- Mr. Fox reviewed the project limits and the purpose of the study
- Study Focus – FDOT Vital Few – safety and innovation in the projects
- Mr. Willits went over the BRT and Streetcar corridor. Pulled ridership statistics.
- Extensive coordination efforts
  - Streetcar will accommodate rubber-tire transit as well
  - Will stay on the same side of the road as the streetcar
- Vetted 17 alternatives to land on Linebaugh
- Public Engagement – 2017 to 2019, evaluated for the five most desired outcomes
- Short-Term Improvements
  - Florida Ave – FY 22
  - Tampa St – FY 22
  - Nebraska Ave – FY 24
  - Ola Ave – FY 21 & 22
  - Central Ave – FY 22 & 24
- Reviewed other alternatives that were not chosen
- Went over preferred long-term alternative
- Reviewed Level of Service impacts
- This project is going to be addressing drainage improvements
- Construction is partially funded but does not include drainage. That portion has been submitted for grant funding.
- Mr. Hardie gave the Pilot project overview with the City of Tampa – doing in-house design as part of this project.
  - Advancing bus service along this corridor
  - Provided general overview of bus only lane with BRT right-side running, take out a lane for transit space, accommodating existing lane uses.
- Next steps to start in Fall 2021

Presentation: Heights Mobility Study Update
Website: Heights Mobility Study – Defining the Future of Transportation in The Heights

Discussion:

Amy Espinosa – Resident of Seminole Heights. Would like to understand why the Nebraska Publix crossing is not a higher priority.

Hoyt Prindle – Inquired about access to transit lanes and whether taxis and ride-share will be able to access the transit lanes. Recommends that taxis and ride-share be given consideration for
access. Asked about going to two-lane conversions; which section of Tampa is the two-lane proposed?

**Alexis Boback** – On Florida Ave slide, the shared bus and bike lane transition to a right turn lane, concerned about potential conflict. Inquired if there a justification from lower speed or a matter of constrained right-of-way.

C. **Eminent Domain & Relocation Process** (Joe Murphy and Josh Eaton, FDOT)
- Governed by US Constitution and outlines due process
- Main document – Uniform Relocation Assistance and Real Property Acquisition Policies Act (URAR) of 1973
- Acquisition Fundamentals – go to the people who will be impacted
- Went over Right of Way Cost Estimates – look at value, listing of similar properties, each one is individual, overhead costs, relocation costs.
- Overview of process – At-A-Glance
- Demonstrated timeline of the Downtown Interchange
- Must follow URAR so citizens understand the process and that those being affected are not hurt in the process.
- Relocation Assistance
  - Planning – different for business and residential; each parcel is looked at individually.
  - Notices – starts in advance
  - Relocation Advisory Services – working with the individuals to see who they are, what are their needs, where they want to go
- Relocation Payments – not considered income by IRS, different for owners and tenants
- Relocation Appeal – some people will appeal to Tallahassee what has been decided on at the District level

**Presentation:** Right Of Way Process

**Discussion:**

**David Bailey** – Asked about the appraisal process: is it done by 3rd party or in-house for FDOT; is it a resale appraisal or for acquisition; issues with result of appraisal in communities of concern being lower than others, is there any internal check on this; are appraisals up for challenge; clarified if the state covers independent appraisal?

**Amy Espinosa** – Said that she did independent research, used Zillow, and talked to real estate experts. Noted that she did not understand how the amount was put into the TIP amendment before the appraisals had been done and that the homeowner can challenge the amount. $2.5 million does not seem like there will be enough if residents challenge the appraisals. Inquired what happens if there is not enough money to purchase the properties. Does the budget include attorney’s fees if the homeowner contests? Mr. Fernandez brought up that FDOT owns homes that are boarded up and have the potential to be rehabilitated. Is there a possibility to help owners purchase a home that needs rehabilitation?
Nicholas Glover – Questioned the appraised value, some owners bought the homes several years ago, offer being made in an area where there is very low inventory within a one- or two-mile radius; inquired how the family being made whole if the appraisal doesn’t work for them. In a traditional purchase, the bank does the appraisal and is good for approximately 90 days, inquired if that is the same for acquisition. Asked that homeowners affected be made aware of areas that are slated for improvement in the next few years, let the people impacted aware of those plans so they are able to make the best decision possible.

Rick Fernandez – Asked about collateral properties adjacent to the properties targeted for Right-of-Way, that property value is diminished, construction challenges, what rights does that homeowner have? Can they ask FDOT to take their home as well? Has the state purchased these properties before? Asked about who would be contacted if a person wanted to sell their house? Mr. Murphy responded that they can call him at 813-975-6228.

David Bailey – Is there an incentive or a limit on how much above the appraisal value would be available to relocate into a new home?

Amy Espinoza – If the estimate of the Right-of-Way in the TIP amendment is in excess of actual cost, what happens to that money?

D. Storm Evacuation Forecast & Shelter-in-Place Scenarios Study (Allison Yeh, TPO Staff)
   • Provided website information
   • Have been working on data collection
     o Working with Emergency Management, jurisdictions, and Regional Planning Council
   • August 25, 2021, Virtual Open House from 4:30 – 6:30 P
     o Provides background information
     o Launches an online survey
   • Requesting CAC Members look at the information and pass on to others
     o Information email that can be forwarded is available

Website: Storm Evacuation Forecast & Shelter-in-place Scenarios Study | Plan Hillsborough

VIII. Unfinished Business & New Business

A. Beatriz Zafra informed members that this is her last meeting due to new job conflict. Thanked the Committee.

B. Mr. Clarendon noted Projects Not Subject to Review and Change in TIP – projects that are in the design phase – a list is included in August 2021 Agenda Packet

C. Mr. Clarendon also noted Justin Willits’ chat comment regarding HART infrastructure, in response to members’ interests in bus stops and shelters

IX. Adjournment Meeting adjourned at 12:05 PM
From Chat:

**Justin Willits (to Organizers and Panelists Only):**

9:13 AM: Bus stop infrastructure presentations should flow through our Project Management Office (PMO). You can reach out to Lynda Crescentini <CrescentiniL@gohart.org> to have her staff update the committee on where we are as an agency with regards to bus shelters.

**Eric Lam (to Organizers and Panelists Only):**

9:17 AM: Have him turn off his webcam. It takes bandwidth on his internet

**Gail Reese (to All - Entire Audience):**

11:10 AM: Please make sure to identify yourself for recording

A video recording of this meeting is available at: [https://youtu.be/DBkJXFJ-PRY](https://youtu.be/DBkJXFJ-PRY)
Agenda Item
Transportation Improvement Program (TIP) Amendment: Tampa Multimodal Network & Safety Improvements

449008-1 Phase 1 West Riverwalk from Platt Street to Brorein Street
449008-2 Phase 2 West Riverwalk from Kennedy Blvd to Palmetto St/Rome Ave
449008-3 Phase 3 Platt Street from Rome Avenue to Bayshore Boulevard
449008-4 Phase 4 Rome Avenue from Platt Street to Columbus Drive
449008-5 Phase 5 Columbus Drive from Rome Avenue to North Boulevard
449008-6 Phase 6 Ridgewood Park from North Boulevard to Columbus Drive

Presenters
Vishaka Shiva Raman, TPO Staff

Summary
This set of amendments was requested by the Florida Department of Transportation (FDOT) to add construction funds to the City of Tampa for multimodal network and safety improvements. The City of Tampa received notice of a $24 million award from the U.S. Department of Transportation under the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program in Fall 2020, which will fund 80 percent of the project with the remaining 20 percent to be covered by the City. There are 6 projects in this amendment that will be added to the Transportation Improvement Program (TIP) FY 2021-22 for the City to receive the funding.

A primary goal of the project is to provide safe walk/bike connections to Downtown Tampa from adjacent neighborhoods, including North Franklin Street/"Yellow Brick Row", Hyde Park, North Hyde Park, West Tampa, Riverside Heights, Bowman Heights, and Ridgewood Park. This will be achieved through the multiuse trail that is being constructed in 6 phases.

The grant will be used towards completing the 12-mile multiuse pathway and installing enhanced crossing features at major roadways. In addition to the multiuse trail, the City of Tampa will construct ‘complete street’ enhancements on adjacent street routes through the surrounding neighborhoods to improve access and provide additional, safe transportation alternatives. The adjacent city streets will also be enhanced to include sidewalks, signalized crosswalks, lane arrow markings, and curb bulb-outs, which will expand connections and provide a variety of safe mobility options for pedestrians and bicyclists throughout the neighborhoods that make up the West River area.

In order for the funds to be transmitted, the TPO Board is being asked to amend the TIP to reflect that the City of Tampa has been awarded the $24 million grant.

More information can be found at the City of Tampa’s website at https://www.tampa.gov/tss/west-river-build
**Recommended Action**
Approval of the Transportation Improvement Program (TIP) Amendment: 449008 1 through 449008 6

**Prepared By**
Vishaka Shiva Raman, TPO Staff

**Attachments**
Project Detail Sheet
Project Location Map
Comparative reports
Tampa Multimodal Network and Safety Improvements

(West River BUILD Grant Project)

City Project No: 1002096

Project Location

Project Description

This project provides for approximately 12 miles of contiguous multi-modal path separated from vehicle traffic, with complete streets and traffic calming improvements. The project will connect downtown Tampa, the University of Tampa, West Tampa, Tampa Heights, Bayshore, Hyde Park and Ybor City with multimodal paths, complete streets and under bridge/over water segments, site work, new pavement, guard rails, lighting, landscaping, and seawall repair. This project will improve safety in an area experiencing a high number of pedestrian and bicycle crashes by completing segmented sidewalks, signalized crosswalks, lane arrow markings, and curb bulb-outs. The project supports quality of life and economic competitiveness by providing a dedicated pedestrian and bicycle link between the disadvantaged communities in the project area, downtown employment centers, and essential services. The improvements will support environmental sustainability by reducing debris and runoff into Hillsborough River. Seawall repair and restoration of native shoreline will also increase wildlife rehabilitation, filter stormwater runoff, and increase resiliency to high tides, storms and hurricanes.
### Additional Project Information

![Aerial view of Tampa Multimodal Network and Safety Improvements]

### Project Costs and Schedule

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Figure 1 - Project Map
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Tigr - TIGER/ Build Highway Grant
### Item Number: 449008 3  
**Description:** TAMPA MULTI-MODAL NETWORK & SAFETY IMPROVEMENTS BUILD - PHASE 3  
**Extra Description:** PLATT STREET FROM ROME AVENUE TO BAYSHORE BOULEVARD  
**Type of Work:** BIKE PATH/TRAIL  
**Status:** Amended  
**Amendment Date:** 09/14/2021  
**Amendment Number:** 3  
**LRTP:** Choices When Not Driving, p. 43  

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### Item Number: 449008 4  
**Description:** TAMPA MULTI-MODAL NETWORK & SAFETY IMPROVEMENTS BUILD - PHASE 4  
**Extra Description:** ROME AVENUE FROM PLATT STREET TO COLUMBUS DRIVE  
**Type of Work:** BIKE PATH/TRAIL  
**Status:** Amended  
**Amendment Date:** 09/14/2021  
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**LRTP:** Choices When Not Driving, p. 43  

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**Amendment Date:** 09/14/2021  
**Amendment Number:** 6

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Board & Committee Agenda Item

Agenda Item
Public Transportation Agency Safety Performance (PTASP) Targets for 2021

Presenter
Johnny Wong, PhD, TPO Staff

Summary
Under a new federal rule, the Federal Transit Administration (FTA) is requiring public transit agencies, state DOTs and MPO/TPOs to adopt performance targets for four transit safety measures. 2021 is the first year of an ongoing effort for which performance must be tracked and targets must be established. Moving forward, transit safety targets must be reviewed and updated every year.

The FTA has neither specified how transit providers must set their targets nor established a required methodology. While guidance has not been prescribed, FTA has suggested that agencies may choose to select targets based on either the previous year’s performance, or several years of available data, or benchmarking performance against peer agencies. Because this is a new rule and guidance has not been prescribed, the methodologies employed by HART and TBARTA to determine their targets have not been coordinated.

The four safety categories for which targets must be established are fatalities, injuries, safety events, and system reliability. Fatalities are deaths due to collision, suicide, derailment, fire, hazardous material spills, Acts of God (i.e. natural hazards), or other safety events. Injuries are defined as any harm to a person requiring that person to be transported from the scene of an incident to a hospital or medical facility. Safety events include collisions, derailments, fires, hazardous material spills or evacuations. System reliability means any major mechanical failure preventing a vehicle from completing or starting a schedule trip.

For 2021, TPO staff is proposing to set transit safety performance targets in accordance with what both the HART and TBARTA governing boards have established. HART’s Streetcar targets were developed by benchmarking safety performance against peer agencies while targets for Fixed Route and HARTFlex/HARTPlus modes were determined according to organizational goals and objectives. TBARTA has established a target of 0 for all performance measures and these were determined in consideration of five years of historical data.

The TPO Board prioritizes projects for federal and state funding but currently does not have a program dedicated to funding projects that can enhance the safety of the transit system. This topic should be revisited in advance of the next Transportation Improvement Program update & Long Range Transportation Plan update.
**Recommended Action**
Approval of Public Transportation Agency Safety Performance Targets for 2021

**Prepared By**
Johnny Wong, PhD, TPO Staff

**Attachments**
Public Transportation Agency Safety Plan Targets
Board & Committee Agenda Item

**Agenda Item:**
Hillsborough County Complete Streets Guide

**Presenter:**
Hillsborough County Representative

**Summary:**
Hillsborough County is evolving the transportation element of its Comprehensive Plan into a Mobility Section, with a renewed focus on safety, equity, multimodal choices, and context sensitive road design. The evolution includes a county-wide Context Classification System that translates the future land use and livable communities' elements into the mobility chapter in order to further the county’s vision for its future built environment.

To ensure that these policy directions are implemented at the street construction and project levels, the parallel creation of Complete Streets Guide provides interpretive direction for the plan. The guide provides a means to refine the Context Classification System to better reflect project specific conditions in the area through which the road traverses. In doing so, road design is calibrated with the safety needs of vulnerable users.

This is an update on the progress that has been made on the Complete Streets Guide.

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

**Prepared By:**
Rich Clarendon, AICP

**Attachments:**
None.
Board & Committee Agenda Item

**Agenda Item**
Hillsborough County Mobility Section Announcement

**Presenter**
Katrina Corcoran, AICP, Planning Commission Staff

**Summary**

The Mobility Section revamps what was formerly known as the Transportation Element of the Unincorporated Hillsborough County Comprehensive Plan. This Section provides a renewed focus on safety, equity, multimodal choices, resiliency, technology, and context-sensitive road design. Transportation maps within the Comprehensive Plan are also being updated as part of this process.

By establishing goals and providing policy direction, the Mobility Section will help ensure that the transportation system:

- Supports needs of all users to access necessities, opportunities, and each other
- Encompasses Vision Zero and prioritizes safety for all roadway users
- Is maintained in good repair with the ability to evacuate via the roadway system
- Utilizes technology to build a smart system
- Protects historical, cultural, natural assets when considering roadway changes

The update is a collaboration between the Planning Commission and staff from the County's Community & Infrastructure Planning Department, Public Works, and the Hillsborough Area Regional Transit Authority (HART).

**Recommended Action**
None. For Information Only.

**Prepared By**
Katrina Corcoran, AICP, Planning Commission Staff

**Attachments**

- Mobility Section Project Page

Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
19th floor
Tampa, FL, 33602
Board & Committee Agenda Item

**Agenda Item:**
HART Transit Oriented Development (TOD) Pilot Project

**Presenter:**
Sarah McKinley, TPO

**Summary:**
In March 2020, HART, with the City of Tampa, Planning Commission, and MPO staff kicked-off a Federal Transit Administration (FTA) sponsored study to review and update the City’s TOD related policies. The study focuses on the Florida Avenue corridor, in coordination with the HART BRT Study, the Tampa Streetcar Extension and station area planning for the Palm Avenue Streetcar Station to look at Comprehensive Plan Policies to promote and incentivize TOD. The study will conclude in recommending new policies that will be applied to the corridor and throughout the City and Hillsborough County.

This presentation is a status update in preparation of a joint workshop to be held in October.

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

**Prepared By:**
Sarah McKinley, TPO Staff

**Attachments:**
1. Presentation Slides
2. Project Website: [https://goharttod.org/](https://goharttod.org/)
Thank you for joining us for the HART TOD Public Workshop!

We’ll get started in a few minutes.
HART and our partners at the City of Tampa and Hillsborough County are studying land use and development along the planned corridors for improved transit service connecting Downtown Tampa and USF.
Study Goals

Protect and improve community character, livability, and resilience.

Encourage a diverse mix of transit-supportive uses—housing, workplaces, shops, and supportive services.

Create complete, safe, walkable, and bikeable streets and street networks.

Ensure context sensitive buildings and public spaces.

Improve walk, bike, and transit access to local and regional destinations.
Study Progress

• Studying conditions along the corridor
• Meeting with Working Group
• Exploring strategies to guide development, meet community needs, and take full advantage of planned transit projects
Presentation

Steve Schukraft, HDR
Format

- Presentation will last 30 minutes.
- We’ll take short breaks to answer questions entered into the Chat.
- Think of questions and comments to share during the discussion session.
What’s TOD?

Steve Schukraft, HDR
WHAT IS TOD?

“TOD” stands for Transit Oriented Development. TODs are places designed to capitalize on access to enhanced transit.
Walkable & Connected

Walkability is a key feature of successful TODs. **TODs are places that encourage walking, with pedestrian-friendly streets, buildings, and public spaces.** TODs offer travel choices, from walking and biking and local and regional transit to last mile mobility like bike share, car share, and emerging forms of micro-mobility.

People within a half-mile radius are 5 times as likely to walk to a major transit stop than others.

—Transit-Oriented Development: Factors and Elements of Success, Center for Transit Oriented Development.
What does new transit service mean for communities along the corridor?
STUDY UPDATE

COMPLETED EARLY RESEARCH
Planned Transit Investment

HART ARTERIAL BRT STUDY
• Improve safety and transit operating conditions
• Improve connectivity for east-west routes
• Improve access for communities between USF and Downtown Tampa

TAMPA STREETCAR EXTENSION
• Modernization of the existing system
• Extension through Downtown to Palm Avenue along Florida Avenue and Tampa Street
• Frequent service, expanded service hours and level boarding
STUDY UPDATE

STUDY AREA

The project corridor extends from Downtown Tampa to USF along Florida Avenue, Nebraska Avenue, and Fowler Avenue. The area includes sites fronting the Streetcar and BRT routes as well as areas within a short walk of planned stops.
Understanding the diversity of conditions and contexts is a critical early step in the planning process. A very wide range of land uses and development conditions exist within the study area, from highly urban and walkable places Downtown to more auto-oriented locations along North Florida and Fowler Avenues.
STUDY UPDATE

HIGH GROWTH

Overall, the HART TOD Pilot Project corridor is projected to experience an 88% increase in residents and a 71% increase in employees from 2020 to 2045.

Based on projections reflected in the latest regional planning model, the study area is projected to have approximately 70,700 residents and 114,000 employees in 2020, and by 2045, these numbers are expected to increase to 133,000 residents and 195,500 employees.

The highest concentrations of jobs and housing in the future are expected to be concentrated in Downtown Tampa, on vacant and underutilized sites north of the Hillsborough River, and in the vicinity of USF. More modest increases are projected for the Tampa Heights and Seminole Heights neighborhoods.

RESIDENTS 88% 70,700 in 2020 133,000 in 2045
EMPLOYEES 71% 114,000 in 2020 195,500 in 2045

UNDERSERVED COMMUNITIES

Several communities along the corridor have concentrations of low income and transit dependent residents. While these residents may benefit from enhanced transit, they may also be more vulnerable to changes in local market conditions and housing costs and availability.

To understand the relative differences in advantages for communities in the study area, an equity analysis was completed. This equity analysis included an evaluation of the following socio-economic indicators:

- Population Below Poverty Level
- Minority Population
- Limited English Proficiency
- Population Over 65
- Population Under 18
- Zero-Vehicle Household
- No Car Commute

Areas with the highest “Equity Score” are those with the highest concentrations of underserved and disadvantaged populations.

As the HART TOD Pilot Project effort proceeds, strategies will be developed to improve access to transit, minimize displacement caused by rapid gentrification, diversify land uses, and ensure walking and biking are safe and convenient means of travel.

Source: 2020 American Community Survey (ACS)
PERCENT BELOW POVERTY LEVEL
Transit investment improves access to employment, education, and community services for neighborhoods with high concentrations of lower income residents.

ZERO VEHICLE HOUSEHOLDS
Improved transit is designed to benefit communities with low levels of access to private vehicles.
FORM & CHARACTER

The corridor represents a microcosm of the development story of American cities, from traditional patterns of development Downtown to more auto-oriented suburban patterns to the north.
Opportunities for new development and redevelopment differ greatly by subarea but fall within the three primary categories:

1. **TOD OPPORTUNITIES**
2. **SUBURBAN RETROFIT**
3. **URBAN INFILL & REDEVELOPMENT**
4. **INCREMENTAL INFILL & ADAPTIVE REUSE**

**STUDY UPDATE**
Plan Strategies

Steve Schukraft, HDR
1. Improve walking, biking and access to transit
2. Promote housing affordability and diversity
3. Encourage TOD and protect neighborhood character
1. How can we make it easier and safer to walk and bike along the corridor and to transit stops?
Poor Walkability Along the Corridor

Sidewalk are generally narrow and in poor condition, and there is no between sidewalks and travel lanes.
Distance Between Protected Crossings

Distance between traffic signals and pedestrian crossings contributes to high-speed driving and makes it difficult to safely cross the corridor.
IMPROVING WALKING, BIKING & ACCESS TO TRANSIT

STRATEGIES FOR IMPROVEMENT

SPEED MANAGEMENT
• Explore signal timing adjustments and other “speed management” techniques to slow travel speeds

PEDESTRIAN FACILITIES
• Add additional mid-block crossings
• Improve crosswalk pavement markings and lighting
• Provide high quality streetscape and shelter improvements at streetcar and BRT stops
• Prioritize improvements at stop locations

BICYCLE FACILITIES
• Improve connections to existing and planned trails
• Encourage expansion of bike share and micromobility options

DEVELOPMENT REGULATION
• Require modest front setbacks to allow for wider sidewalks
• Limit front parking and minimize driveway cuts
2. How can we protect existing housing affordability, encourage new affordable housing, and increase the diversity of housing options?
Understanding Rental Affordability
Completed research to understand market pressures and the potential for displacement as transit investment impacts local and regional accessibility.

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Affordability at Risk

- Limited presence of NOAH units in Downtown, Tampa Heights, and Seminole Heights.
- The limited number of NOAH units in Seminole Heights are at risk of displacement due to strong market performance and recent price increases.
- The highest percentages of renter occupied units and NOAH units are in neighborhoods north of the Hillsborough River.
- Areas north of the river are at the greatest risk of declining affordability and displacement as market conditions improve.
Addressing Affordability
Crafting tools to address the deficit of affordable housing, including development of anti-displacement strategies and programs to protect naturally-occurring affordable housing and develop new affordable housing.

- **Housing Programs**
  - Locally operated programs to build and/or maintain affordable housing

- **Regulatory Options**
  - Local regulations which protect affordability

- **Zoning Tools**
  - Regulatory tools to streamline review processes and increase the supply of affordable units

- **Funding Mechanisms**
  - Tools that establish funding sources for affordable housing

- **Capacity Building**
  - Tools that will garner support and partnerships for affordable housing
Missing Middle to Meet Changing Demand

Allow for a range of Missing Middle housing types in walking distance of stops.
3. How can we encourage development of underused and auto-oriented sites, bring new uses to the corridor, and ensure projects fit communities?
ENCOURAGING TOD & PROTECTING NEIGHBORHOOD CHARACTER

TOD Place Types

• A planning tool to guide development and redevelopment
• Foundation for comprehensive plan policies and zoning standards
• Guidance about the appropriate form and scale of buildings
• Tailored to fit different communities and contexts
ENCOURAGING TOD & PROTECTING NEIGHBORHOOD CHARACTER

CENTERS
- Downtown
- Urban Centers
- TOD Centers

CORRIDORS & NEIGHBORHOODS
- TOD Corridors
- TOD Neighborhoods
ENCOURAGING TOD & PROTECTING NEIGHBORHOOD CHARACTER

TOD PLACE TYPES

Downtown

LOCATION

• Downtown Tampa South of I-275
ENCOURAGING TOD & PROTECTING NEIGHBORHOOD CHARACTER

TOD PLACE TYPES

Downtown

OPPORTUNITIES
- The most “transit rich” place in the region.
- Continued infill and redevelopment of full and partial blocks

ACTIVITY/USE
- Regional employment center and destination for entertainment, culture, sports, and education
- Mixed uses including office, residential, civic, and educational

BUILDING FORM
- Tall buildings with structured parking
- Active storefronts along priority pedestrian streets
- Walkable streets and streetscapes
ENCOURAGING TOD & PROTECTING NEIGHBORHOOD CHARACTER

TOD PLACE TYPES

Urban Centers

LOCATIONS
- North of Downtown to Palm Ave
- Suburban Retrofit Sites @ Waters and University Mall
- Employment Intensive Locations @ USF & the VA
ENCOURAGING TOD & PROTECTING NEIGHBORHOOD CHARACTER

TOD PLACE TYPES

Urban Centers

OPPORTUNITIES
• More intensive development in locations with large blocks of vacant and underutilized sites
• Plan for phased development of larger sites and those with weaker market potential

ACTIVITY/USE
• Community centers for commercial activity, higher density housing, education, and employment

BUILDING FORM
• Midrise buildings with active ground floor uses
• Surface and structured parking behind buildings
• Walkable streets & streetscapes

Local Examples: The Pearl, Heights Union & Midtown Tampa
ENCOURAGING TOD & PROTECTING NEIGHBORHOOD CHARACTER

SUBURBAN RETROFIT

New Buildings along Corridor
Midblock Parking
Phased Development of Streets and Blocks
ENCOURAGING TOD & PROTECTING NEIGHBORHOOD CHARACTER

TOD PLACE TYPES

Urban Centers
ENCOURAGING TOD & PROTECTING NEIGHBORHOOD CHARACTER

TOD PLACE TYPES

TOD Centers

LOCATION

- Primary BRT Stops in Tampa Heights, Seminole Heights, and along Fowler
ENCOURAGING TOD & PROTECTING NEIGHBORHOOD CHARACTER

TOD PLACE TYPES

TOD Centers
OPPORTUNITIES
• Infill along the corridor frontage near primary stops

ACTIVITY/USE
• Community centers for commercial activity, higher density housing, education, and employment
• Missing Middle housing transitioning to neighborhood
• Mix of ground floor uses

URBAN FORM
• Three to five story buildings aligned along sidewalks
• Surface and structured parking behind buildings
• Scale of buildings limited by lot sizes
• Lower building heights close to neighborhoods
• Improved sidewalks along the project corridor and side streets

Local Example: The Hites
ENCOURAGING TOD & PROTECTING NEIGHBORHOOD CHARACTER

TOD PLACE TYPES

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OPPORTUNITIES
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ENCOURAGING TOD & PROTECTING NEIGHBORHOOD CHARACTER

TOD PLACE TYPES

TOD Corridors
ENCOURAGING TOD & PROTECTING NEIGHBORHOOD CHARACTER

TOD PLACE TYPES

**TOD Corridors**

**LOCATION**
- Smaller sites fronting Florida, Nebraska, and Fowler between Centers

**OPPORTUNITIES**
- Incremental infill and redevelopment of auto-oriented and underutilized sites directly on the corridor
- Missing Middle housing transitioning to neighborhood

**ACTIVITY/USE**
- Neighborhood supporting uses and diverse housing

**URBAN FORM**
- Two to four story buildings aligned along sidewalks
- Lower building heights close to neighborhoods
- Mix of ground level uses

*Local Examples: The Avenue Lofts*
OPPORTUNITIES
• Vacant and underutilized sites within walking distance of planned stops

ACTIVITY/USE
• Missing middle housing types including small lot single family, accessory dwelling units, and attached single family

BUILDING FORM
• Two to three story scaled to fit neighborhood context
ENCOURAGING TOD & PROTECTING NEIGHBORHOOD CHARACTER

**CENTERS**
- **Downtown**
- **Urban Centers**
- **TOD Centers**

**CORRIDORS & NEIGHBORHOODS**
- **TOD Corridors**
- **TOD Neighborhoods**
Closing
Nicole McLeary, HART
Next Steps

- Survey on website through June 18, 2021
- Refine strategies and recommendations
- Prepare Plans for Palm Avenue Station Area
- Finalize Plans in Fall 2021

Project updates will be sent to all workshop participants
Share Your Voice. Shape Your Future.

Welcome to go HART TOD, a website designed to make it easy for the community to participate in planning for Transit Oriented Development (TOD) in the City of Tampa and Hillsborough County. TOD describes places designed to benefit from, and support investment in enhanced public transportation.

Through go HART TOD, Hillsborough Area Regional Transit (HART) will listen to your feedback, provide project updates and report back about how your input has contributed to the project.

Please register to share comments and suggestions and receive future updates about the project.
Contacts

Nicole McCleary, HART
McClearyN@gohart.org

Christopher Cochran, HART
CochranC@gohart.org

Steve Schukraft, HDR
Steve.Schukraft@hdrinc.com

Michelle Zehnder, HDR
Michelle.Zehnder@hdrinc.com

www.goHARToD.org
Board & Committee Agenda Item

**Agenda Item:**
Eminent Domain & Relocation Process

**Presenter:**
Joe Murphy & Josh Eaton, FDOT

**Summary:**
The Citizens Advisory Committee has recently asked about right-of-way acquisition, particularly associated with the downtown interchange project.

This presentation will give an overview of FDOT's process for purchasing property under eminent domain procedures, as well as relocating occupants after FDOT has acquired property.

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

**Prepared By:**
Rich Clarendon, AICP

**Attachments:**
None
HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING, AUGUST 11, 2021
DRAFT MINUTES

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE

The Chairman, Commissioner Cohen, called the meeting to order at 10:00 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 Cohen, Commissioner Kemp, Commissioner Myers, Mayor Ross, Joe Lopano, HART Board Member Johnson, Charles Klug, Bob Frey, Derek Doughty, Commissioner Kilton, Councilman Maniscalco, Councilman Citro, Councilman Dingfelder (arrived at 9:15), School Board Member Vaughn

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

A quorum was met in person.

III. APPROVAL OF MINUTES – June 9, 2021

Chair Cohen sought a motion to approve the June 9, 2021 minutes. Commissioner Kemp so moved, seconded by Councilman Maniscalco. Voice Vote: motion carries unanimously.

IV. SPECIAL PRESENTATION – Safety and Advocacy Awards (Lisa Silva, TPO Staff)

- 2020 Gulf Coast Safe Streets Summit (GCSSS) Hillsborough TPO’s “Bob the Builder Award
  - Awarded to Robert Campbell, PE, Section Manager, Transportation Engineering, Hillsborough County Public Works Department, presented by Commissioner Cohen

- 2021 Idello Valdes Leadership Advocacy Award
  - Awarded to Arizona Jenkins, Livable Roadways Committee member representing Americans with Disabilities, presented by Councilman Citro

- 2021 International Institute of Transportation Engineers (ITE) Transportation Achievement Award in Planning
  - Awarded to Hillsborough TPO, presented by Paula Flores, P.E.

V. PUBLIC COMMENT

- Kisha Linebaugh – Resident of Hillsborough County, uses transit, attempts to use bicycle, commenting on Transportation Equity Plan. Noted that it is dangerous to be a pedestrian or cyclist in the county. Was run off Bay Shore Drive before more safety measures implemented. Currently lives in Seminole Heights area where there are struggles with sidewalks. Has a hearing disorder that prevents hearing traffic. Speaking for self and community about bringing equity to transit options to be able to enjoy the city without the necessity of a car. Requested that the TPO Board approve the Nondiscrimination & Equity Plan of 2021. It will put Tampa in the right direction to make the city a walkable city.
- **Dyma Abu Oleim** – Stated support for the Hillsborough County Nondiscrimination & Equity Plan and encouraged the TPO Board to vote to approve it. Comforted by the team that led the plan, particularly Dayna Lazarus. Dayna recognized the challenges of systemic racism in Hillsborough County. The team, including Executive Director Melissa Zornitta, has made it a mission to hear the under-represented in the community. They made the extra effort to bring in people of different backgrounds in the community, specifically the Muslim community that she represents. Stated that the leadership has the interest of all members of the community at heart. It makes the good plan, great.

VI. **COMMITTEE REPORTS & ADVANCE COMMENTS** (Bill Roberts, CAC Chair & Davida Franklin, TPO Staff)

A. **CAC**
- On July 14th, the CAC met virtually and heard status reports on:
  - USF Green ARTery Trail Study: CAC members asked about speed reduction along state roads, need for safe crossings, especially the need for the Green ARTery getting across the Hillsborough River safely.
  - I-275 Boulevard Study: members expressed interest in reviving this study.
  - Non-Discrimination Plan Public Involvement Findings: members expressed appreciation for the depth of this research and are looking forward to the final product.
  - Transportation Demand Management: members heard a brief overview and asked for an in-depth presentation at a future meeting.
- On August 4th, the CAC approved one action item: Non-Discrimination & Equity Plan
- The CAC heard status reports on:
  - Gandy PD&E Study Kickoff
  - Heights Mobility Study Next Steps
  - Eminent Domain & Relocation Process
  - Storm Evacuation Forecast & Shelter In-Place Scenarios Study
  - Support the appointment to the CAC on the TPO Board agenda today. Encourages Commissioner Smith to make a new appointment as soon as possible.

B. **Meeting of the Technical Advisory Committee (TAC) on August 2**
- The TAC approved one action item:
  - Non-Discrimination & Equity Plan
  - One member of the public, Rob Nelson, spoke during public comment in support of the Non-Discrimination Plan and in particular, Ms. Lazarus’ efforts at outreach.
  - TAC members praised the work that went into developing the Plan and noted the many benefits of hearing the history of discrimination and being able to apply lessons learned in their own profession. One suggestion was to provide any future surveys in Spanish.
- The TAC heard status reports on:
  - Heights Mobility Study Next Steps - The presentation was well received. Members appreciated the cross-collaboration between HART, the City of Tampa, and FDOT. Two questions were posed:
On Florida Avenue south of Hillsborough Avenue the road has a slight curve near the bakery, which serves to slow traffic - would the curve be maintained?

Would this project be eligible for funding under the new infrastructure bill?

- Storm Evacuation Forecast & Shelter In-Place Scenarios Study

C. Meeting of the Transportation Disadvantaged Coordinating Board (TDCB) on June 25

- Under Action Items, the TDCB approved:
  - Approved Minor Update of the TD Service Plan
  - Approved Annual Bylaws Review
  - Approved Memorandum of Agreement between the FL Commission for the TD and the CTC

- Under Status Reports, the TDCB heard:
  - County School Routes Program Development Process and SRTS Projects
  - Non-Discrimination Plan Public Involvement Findings

D. Meeting of the Livable Roadways Committee (LRC) on June 16

- Meeting virtually, the LRC heard status reports on:
  - Gandy PD&E Study Kick Off
  - Branch Forbes Road and SR 56 ETDM Review
  - FDOT I-275/Downtown Interchange Aesthetics Package
  - Non-Discrimination Plan Public Involvement Findings

E. Bicycle Pedestrian Advisory Committee (BPAC) on June 16 and July 14

- Meeting virtually, the BPAC heard status reports on:
  - Gandy PD&E Study Kick Off
  - FDOT I-275/Downtown Interchange Aesthetics Package
  - Non-Discrimination Plan Public Involvement Findings
  - Discussion on list of roads planned to be resurfaced
  - Ideas for future presentations and discussion topics

F. Meeting of the Intelligent Transportation System (ITS) Committee on July 8

- Meeting virtually, the ITS Committee heard status reports on:
  - In-Road Safety Lights
  - Smart Cities Master Plan Update
  - Florida Avenue ITS Project
  - 2021 Title VI and Non-Discrimination Plan

G. Public Comments Received Through Social Media – July/August

- Facebook
  - June 28 - Dayna Lazarus [in response to a post thanking her for leading a FLiP (Future Leaders in Planning) Jr. workshop]:
    “It was my pleasure! I hope we left the kids thinking about how everything around them is planned, and how THEY have the power to influence what gets built in their neighborhoods! Planting seeds”

  - June 6 - Randy Kranjec [in response to Hillsborough TPO receiving the national ITE Transportation Achievement Award]: “Nice job Gena!”

  - July 14 - Fadia Peterson [in response to a FLiP Jr. learning experience involving a TECO streetcar ride]: “applause”

- Twitter
6/13
- **Tampa Sports Girl** (in response to HART service changes) “What a joke... we'll be a mediocre city as long as we don't take mass transit seriously.”
- **Amy Leigh** (in response to HART service changes) “Awful.”

6/14 - **Fadia Peterson** - “The latest version of @MUTCD (Manual for Uniform Traffic Control Devices) has drawn criticism for failing to consider non-automotive road users. Municipalities across the U.S. including @HillsboroughMPO have asked for an overhaul of the manual.”

7/16 - **Orla Pease** (in response to the Fancy Women Bike Ride on Sept. 19) - “I never heard of this. Very fun!”

7/18 - **Roc King** (in response to an invitation to the FLiP Jr. mural reveal event) - “The cover is fantastically beautiful. ART”

7/22 - **Paula Flores** (in response to Hillsborough TPO receiving the national ITE Transportation Achievement Award): “Congratulations to the @HillsboroughMPO & @GP1966 winner of the #ITE2021 Transportation Achievement Award - Planning for the TPO's visionary leadership in development of a “Speed Management Action Plan””

7/26 - **Roc King** (in response to Broward MPO’s panel discussion about climate change and its impact on transportation planning featuring Beth Alden): “One hour of concentrated expertise setting course for the future. Thanks.”

8/10 - **Roc King** (in response to the Aug. 12 Active Transportation Working Group Webinar): “No better person to lead (applause emojis) Gena”

H. **Policy Committee**
   - Detailed discussion on three studies under way, will provide briefings to TPO Board members on request.

VII. **CONSENT AGENDA**
A. **Committee Appointments**
   - CAC – Joshua Frank, nominated by Hillsborough County School Board
   - ITS – Margaret Kubilins, nominated by City of Tampa

B. **Interlocal Agreement with USF for Air Quality Monitoring Project**
   - Full agreement included in the August 11, 2021 Agenda

Chair Cohen sought a motion to approve the Consent Agenda. Councilman Maniscalco so moved, seconded by Commissioner Myers, Voice Vote: motion carries unanimously.

VIII. **ACTION ITEMS**
A. **Federal Quadrennial Certification of TPO** (Teresa Parker, Federal Highway Administration)
   - Reviewed summary of findings
     - Overview – review team site visit, January 21, 2021
     - Hillsborough Noteworthy Practices Review
       1. Transportation Performance Measures – Safety Target and Methodology
          a. FHW Headquarters, FHW Division, FDOT, and other MPOs in the State of Florida, November 2019.
          b. MPO commended for topics shared at the 2018 Peer Exchange.
2. Transit
   a. Brandon Corridors and Mixed-Use Centers Study for collaboration.

3. Outreach and Participation – Public Participation Plan
   a. Public Participation Plan
      i. Assessable by topic
      ii. Strategically uses topic photos
      iii. Readability in both English and Spanish

4. Outreach and Participation – Data Collection
   a. Commends MPO for the collection and use of raw data.

5. Long Range Transportation Plan (LRTP) – Resilient Tampa Bay Project
   a. Commends the project as a lead.

6. LRTP – 2020 Excellence Award
   a. To the Resilient Tampa Bay Study.

7. LRTP – It’s Time Hillsborough 2045 Plan
   a. Elevated current needs and future investments in five key areas: Good Repair and Resilience, Vision Zero, Smart Cities, Real Choices When Not Driving, Major Investments for Economic Growth.
      o Hillsborough Recommendation:
        1. LRTP – Fiscal Constraint/Cost Feasible Plan
           a. Need to note State versus Federal funds to achieve more transparency.

**Presentation:** Summary of Findings

**Discussion:**

**Councilman Dingfelder** – Looks like we can all take some credit but especially Beth and the staff.

**Commissioner Kemp** – Inquired about the recommendation and what it means. Ms. Alden said it had been addressed already by adding a note in the LRTP.

**Chair Cohen** sought a motion to accept the report. Councilman Maniscalco so moved, seconded by Councilman Citro. Voice Vote: motion carries unanimously.

**B. Nondiscrimination & Equity Plan** (Joshua Barber and Dayna Lazarus, TPO Staff)
   - Review background of plan and requirements to receive federal money
     o Expanded to Plan Hillsborough as a whole for this update. Planning Commission is a beneficiary of federal dollars, there is a staff services agreement with the TPO, shared staff between TPO and Planning Commission
     o Six Acts, Executive Orders, Subsequent regulations to carry out the acts and orders issued by USDOT and modal agencies
   - Nondiscrimination Assurances
     o Spelled out in the plan
   - Nondiscrimination Plan Purpose
     o Compliance, advance processes above and beyond Federal and State requirements within the agency
• Review of Report Outline
  o Sections one through three demonstrate compliance
  o Sections four through six are the advancement above and beyond requirements

• Components Part I
  o One – Community overview and maps; provided examples: demographic, income, and intersections of these groups
  o Two – Engagement, Access, and Representation; must include demographic information of the representation of each of the committees
  o Three – Evaluating Equity Needs and Outcomes: balancing and not creating groups benefiting or assuming burden
  o Four – Evaluating Outreach Effectiveness: make sure everyone has an opportunity to participate, find areas of improvement.
  o Five – Organizational staffing and structure

• Components Part II – Equity Work in TPO Program areas
  o Provided TPO Highlights of the last three years

• Components Part III – Equity Work in Planning Commission Programs
  o Shared Planning Commission Highlights

• Components Part IV – Framework for Equity
  o Current Paradigm: focus of Title VI is equality and distribution of benefits and burdens
  o New framework covers much more, including recognition of historical and current inequities

• Components Part V – History of Discriminatory Planning
  o Staff did a deep dive, presented in the spring.

• Components Part VI – Public Engagement
  o Detailed how this process was done.
  o Made recommendations.

• Components Part VII – Recommendations for Advancing Equity
  o Split into three areas.

• TPO Recommendations
  o Evaluate existing transportation conditions, and the impacts of TPO plans and projects in Title VI and EJ areas.
  o Prioritize projects in Title VI and Environmental Justice areas in TPO project areas.
  o Focus Vision Zero efforts on infrastructure and design policies – minimize and equitably guide enforcement.
  o Evaluate representation on TPO Advisory Committees.
  o Support multimodal transportation projects and agencies.

**Recommended Action: Adopt the 2021 Nondiscrimination and Equity Plan.**

**Presentation:** [Nondiscrimination and Equity Plan 2021](#)

**Website:** [Title VI and Nondiscrimination Plan](#)

**Discussion:**

**Councilman Maniscalco** – Thanked Josh Barber and Dayna Lazarus, these are the highlights. Discriminatory planning stood out, goes back a long time here and across the country. Most destructive
would be in the 1950’s with the interstate system. Has spoken to many people in Hillsborough County that have been affected. People started leaving the Urban Center for various reasons; they came back decades later to find Urban Renewal, the interstate, etc. In his six years, has voted against projects continuing to impact these neighborhoods. It appears like new anti-discrimination policies are in place, but the old policies continue under different names. We have to be careful not to continue the discriminatory planning with what we vote for. Need to be careful moving forward not to harm and destroy neighborhoods.

**Commissioner Overman** – Thanked Councilman Maniscalco, Josh Barber, and Dayna Lazarus. Has reached out to the consultant working with the Board of County Commission that has been contracted to address our equity and inequity on our policy framework where our policies would create inequities. Has sent them the links to the study and to benefit from the outreach already done. Would like to see the overall board see the benefits of the research already done in concert with what the County has started in terms of our analysis. This work can move this region forward in terms of transportation and moving us forward.

**Commissioner Kemp** – Expressed that this is one of the most important pieces that has come forward. It is addressing our legacy and the legacy of the past. It still exists and reinforces what has happened in the past which destroyed communities with Urban Renewal and highways along with land uses. There is toxic air quality around the interstates with several diseases. Thanked Josh Barber and Dayna Lazarus. Would like to see the Board do an entire rethink what we are doing as a board and what the advisory boards are doing. Busses, they are the number one thing we can provide. Looking at the bicycle things we can provide. We need to work better, beef up transit system (bus based) and not focus on “white collar” and choice ridership. Hillsborough County has the youngest and most diverse population of all the counties near. This drives choices and desires, also look at how we protect affordable housing, this raises a lot of thoughts and policies that lead to the future of what we can do. Hopes to move to a new future.

**Commissioner Myers** – Pointed out a few things discussed in the report: housing and transportation. Progress Village, East Tampa, West Tampa... historic neighborhoods. Grew up in West Tampa. West Tampa looks the same; East Tampa looks the same. Are we coming back into the community to make a difference? We can talk about it and put it on paper, but we have to work with the community. Would like to see other organizations engaged with. What the staff has done is excellent, but there are opportunities to make sure the story is told. We didn’t talk about inclusion; the inclusion of the African Americans has to be there as well, adding groups like the Urban League and Pastors on Patrol. As District 3, I want to make sure that our voices are heard in the information and the process.

**School Board Member Vaughn** – Thanked fellow Board members. Is inspired working with this group. Things that stuck out from community engagement: access and powerlessness. Communities feel they are powerless to engage in the policies we make and feel there is very little access to reach out. Loved the recommendations on how to engage the community. Noted having a member from the NAACP on the Citizen Advisory Committee. The School Board is now forming their Citizen Advisory Committee and there are places held for people to represent those organizations and groups to have a voice so that they don’t have to be nominated and appointed to the board. Would like to use this presentation for the School Board to form their policies. Noted that not only transportation needs to be considered for the
disabled but that hiring practices and within all the decisions being made. Disabled community and advocates need to be represented.

**Commissioner Cohen** – This is a high-level summary; the full report is on the website. Most of the members of this board serve in other capacities as well. This study is not just about transportation, it bleeds into the work that we all do. The Council and Commissioners make a lot of land use decisions, the School Board touches all different parts of our life, looking at people that serve from the airport, HART, and the Port Authority, the Expressway Authority, the things in this study have an impact on all of it. The composition of the committees, each of us makes appointments to the different committees, thinking about those appointments in a new paradigm may go a long way towards moving us to equitable representation. Not necessary to appoint someone to a committee that agrees with you. Maybe appoint someone with a different point of view so you can have a robust dialogue. A lot to think about. Thanked Joshua Barber and Dayna Lazarus and the staff for all the hard work that went into the report.

**Motion to approve the Nondiscrimination and Equity Plan 2021 by Councilman Maniscalco, seconded by Board Member Vaughn and Commissioner Myers. Voice Vote, motion passes unanimously.**

**IX. STATUS REPORTS**

A. **Gandy PD&E Study Kickoff** (Kirk Bogen, FDOT)  
   - From 4th Street in Pinellas County to Westshore Boulevard in Hillsborough County.  
   - Reduce traffic congestion and improve bicycle/pedestrian travel.  
   - Widening and reconstruction; safe routes crossing Gandy Blvd.  
   - Three segments:  
     - Seg 1 – Pinellas Co.: 3.6 miles from 4th St. to Gandy Bridges on commercial, residential, and recreational land use areas.  
     - Seg 2 – Gandy Bridges: 2.6 miles of Gandy Bridges over Old Tampa Bay.  
     - Seg 3 – Hillsborough Co.: 1.0 mile from Gandy Bridges to Westshore Blvd on commercial and residential land use areas.  
   - Review of current status and safety information.  
   - Provided Alternative and Concept Development for all segments.  
   - Included milestones in presentation.

   **Presentation:** [Gandy PD&E Study](#)  
   **Website:** [FDOT’s Gandy PDE project study page](#)

**Discussion:**

**Commissioner Kemp** – Asked for clarification on the lanes on the Gandy corridor; if limited access lanes will be tolled (they will not); clarify side-lane access for the bridge and if they are high enough for anticipated sea-level rise.

**Commissioner Overman** – Concerns regarding language, controlled access, clarify that these lanes are not tolled and would not interfere with local street traffic; clarify the accident report and speeds, interface with local traffic at either end of the bridge, controlled access lanes will be interfacing with the
local lanes on the land sides and still be subject to crashes; concerned about capacity and emergency response on the bridge; requested equity of the solution and make sure the design is not creating the same situations with crashes.

Commissioner Cohen – The board has pushed for many years to have bike and pedestrian access on the bridges. Clarified that the controlled access lanes will not be tolled. Noted two choke points - Gandy and Manhattan and Gandy and Westshore. They have been reconfigured and are vastly improved. Make sure that these intersections stay functioning.

X. EXECUTIVE DIRECTOR’S REPORT

- The Board has a copy of the TPO’s quarterly report.
- A new business item: please consider a change to the bylaws for Livable Roadways Committee and Bicycle Pedestrian Advisory Committee to reduce the quorum requirement to 9. The room capacity is not there to hold the current quorum of 12-13 unless the plexiglass is removed, which we had hoped to do but does not seem advisable now with the Delta variant. The BPAC and LRC have not been able to vote since October or November of 2020. If there are no objections, we will bring the quorum change for them back for a vote in September. No objections were raised.
- At our TIP Hearing in June, the discussion on I-275 North of Hillsborough Ave, regarding noise walls being constructed without additional lanes, District 7 provided information for clarification. Statewide DOT policy is holding this back, not federal or state law. Sent letter to central office of FDOT requesting reconsideration of this policy.
- The board also requested a Workshop on CSX Rail Corridors., Want to establish baseline knowledge of fixed-guideway planning. Dedicate September Policy Committee meeting to refresh on where we are with the planning and the steps to move that forward in our county. Follow-up with reaching out to the rest of the region. FDOT, statewide, is going to be updating the State Rail Plan, they are reaching out to the MPOs and asking for participation. Work with the Florida MPO Advisory Council to convene a workshop so MPO leaders from around the state can weigh in on what is important, from a metropolitan perspective, in the State Rail Plan.
- Vision Zero Project Manager, Gena Torres, is a member of the National Association of MPOs, the Active Transportation Work Group. Organized a webinar on August 12, 2021, with Justin Hall, FDOT District 7, talking about multi-agency collaborations for improving multimodal safety, in particular, focusing on the Fowler Avenue project.

XI. OLD & NEW BUSINESS – None

XII. ADJOURNMENT – The meeting adjourned at 11:56 AM
Meetings of the Citizens Advisory Committee (CAC) July 14 and August 4

On July 14th, the CAC met virtually and heard status reports on:
- USF Green ARTery Trail Study: CAC members asked about speed reduction along state roads, need for safe crossings, especially the need for the Green ARTery getting across the Hillsborough River safely.
- I-275 Boulevard Study: members expressed interest in reviving this study.
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On August 4th, the CAC approved one action item:
- Non-Discrimination & Equity Plan

The CAC heard status reports on:
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- Storm Evacuation Forecast & Shelter In-Place Scenarios Study

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Meeting virtually, the BPAC heard status reports on:
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- Discussion on list of roads planned to be resurfaced
- Ideas for future presentations and discussion topics

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Meeting virtually, the ITS Committee heard status reports on:
- In-Road Safety Lights
- Smart Cities Master Plan Update
- Florida Avenue ITS Project
- 2021 Title VI and Non-Discrimination Plan
Board & Committee Agenda Item

Agenda Item:
Park Speed Zone Pilot Study

Presenter:
Lisa Silva, TPO staff

Summary:
The Park Speed Zone Pilot Study will develop a process that can be replicated at parks throughout Hillsborough County to implement safety countermeasures with a focus on speed management. A toolbox of safety countermeasures will be developed as part of the process. The pilot project will include three different types of park facilities in Hillsborough County, including local and regional park facilities whose context and transportation safety issues broadly represent other facilities in the region such that the findings from this pilot project can be applied elsewhere in the County.

During the first step we identified park facilities to include in the pilot project. Based on a quantitative process that considered equity and transportation safety metrics, the three park locations selected for inclusion in the pilot are **Copeland Park, the Upper Tampa Bay Trail (UTBT), and Sulphur Springs Park**. For more on the evaluation criteria see Park Selection Process and Park Prioritization (attached).

Once the three pilot project locations were identified, a detailed existing conditions assessment was conducted to document the transportation networks in the park vicinity, prevailing travel patterns including speeds, and collisions. (attached)

Feedback from the public will be an important component of the project to identify safety concerns that might not be readily apparent with the data. We will then develop a countermeasure toolbox that can be applied to subsequent projects. We are seeking your assistance in providing input and getting the word out.

Recommended Action:
Feedback only.

Prepared By:
Lisa K. Silva, AICP. PLA, TPO Staff

Attachments:
Project website with:
- Interactive crowdsourcing map for comments
- Park Selection Process
- Park Prioritization
- Existing Conditions Assessments-Copeland, Sulphur Springs and UTBT
PARK SPEED ZONE STUDY

Lisa K. Silva, PLA, AICP
August/September 2021
Speed Management Implementation
SPEED MANAGEMENT IMPLEMENTATION - Park Speed Zone Scope

- Task 1 – Park Selection
- Task 2 – Preliminary Existing Conditions
- Task 3 – Public Outreach
- Task 4 – Countermeasure Toolbox
- Task 5 – Recommendations
Task 1 - Park Selection

Data Driven Process

- Define different types of parks within the County
- Develop Evaluation criteria
- Initial Ranking
- Final Selection - 3 parks
Define Park Types

- Local
- Passive
- Active Regional
- Linear
## Evaluation Criteria

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Max Points/ Category</th>
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<tbody>
<tr>
<td>1. Within a community of concern</td>
<td>35 / Equity</td>
</tr>
<tr>
<td>2. Limited prior investment</td>
<td>5 / Equity</td>
</tr>
<tr>
<td>3. Within a half mile of a Top 50 Corridor</td>
<td>20 / Safety</td>
</tr>
<tr>
<td>4. Number of Bike/Ped KSIs within a half mile</td>
<td>15 / Safety</td>
</tr>
<tr>
<td>5. Proximity to more than 50 hard braking events in a month</td>
<td>5 / Safety</td>
</tr>
<tr>
<td>6. Density of residents within a half mile</td>
<td>5 / Other</td>
</tr>
<tr>
<td>7. Density of jobs within a half mile</td>
<td>5 / Other</td>
</tr>
<tr>
<td>8. Within a half mile of a school/library/community activity hub</td>
<td>5 / Other</td>
</tr>
<tr>
<td>9. Ease of public engagement during project time frame</td>
<td>5 / Other (allocated after initial ranking)</td>
</tr>
</tbody>
</table>
Local Park Selection

- Borrell Park (78 points)
- **Sulphur Springs Park** (74 points)
- Water Works Park (73 points)

- With the selection of Sulphur Springs, we were also able to include the neighboring River Tower Park, the third ranked Passive Regional park.
Active Regional Park

- University Area Park and Community Center (79 points)
- Copeland Park (77 points)
- Blake Trail/Julian B Lane Riverfront Park (76 points)
Tampa Riverwalk (77 points)
Fremont Linear Park (68 points)
Upper Tampa Bay Trail (63 points)
TASK 2 - Existing Conditions

- Park Setting
- Transportation Setting
  - Collisions
  - Catchment Area
  - Speed
  - Comfort
- Other Area Studies
Key Findings

- Most people come from within a 1 to 3-mile radius of the park
- Inconsistent and uncomfortable pedestrian facilities connecting to the park
- No bicycle facilities connect to the park
- Barriers to walking and bicycling are created by Fowler Avenue and railroad crossings
Key Findings

- Most people come from within a 1-mile radius of the park
- Inconsistent and uncomfortable pedestrian facilities connect to the park
- No bicycle facilities connect to the park
- Opportunities to reallocate right-of-way to enhance bicycle and pedestrian connections
- Opportunities to reduce speed limits without appreciably changing overall corridor travel times
Upper Tampa Bay Trail

Key Findings

- Regional destination
- Non-motorized connections from surrounding area can be limited and uncomfortable
- Most trailheads designed for vehicle access, not bicycling and pedestrian access from street network
- Opportunities to improve trailhead access, trail crossings, and slower travel speeds on roadways connecting to trail crossings
TASK 3 - Public Feedback

- On-line Feedback (English and Spanish)
- Survey
- Companion Initiatives (trail, master plan, etc)
- In-person Outreach
Next Steps

Please help us solicit feedback from the community!

www.planhillsborough.org/park-study/

Lisa Silva, silval@plancom.org or 813 665-1329