Meeting of the Livable Roadways Committee  
Wednesday, September 15, 2021, 9:00 a.m. – 11:00 a.m.

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 masks 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/6801714586588530187
• 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: Jason Krzyzanowski at (813) 836-7327 or JasonK@plancom.org.

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.

Call to Order

I. Public Comment - 3 minutes per speaker, please

Public comments are welcome and may be given in person at this teleconference meeting by logging into the website above and clicking the "raise hand" button. Comments may also be provided before the start of the meeting:

• by leaving a voice message at (813) 273-3774 ext. 6.
• by e-mailing mpo@plancom.org
• By visiting the event posted on the MPO Facebook page.

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

II. Approval of Minutes – August 18, 2021
III. Status Reports
   A. Hillsborough County Complete Streets Guidebook (Matt Lewis, Hillsborough County and Paula Flores, GPI)
   B. Eminent Domain Process (Joe Murphy and Josh Easton, FDOT)
   C. HART Transit Oriented Development (TOD) Pilot Project (Sarah McKinley, TPO Staff)

IV. Old Business & New Business
   A. By-Law Amendment for LRC and BPAC Quorum-September TPO (Lisa Silva TPO Staff)

V. Adjournment

VI. Addendum
   A. TPO Meeting Summary and Committee Reports
   B. Park Speed Zone Outreach Flyer
   C. USF Trail Survey Flyer
   D. Sun Coast Transportation Planning Alliance Website Launch
   E. Bike Walk TB Sprint for Safety Virtual 5K October 2021

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

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

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

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If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.
I. CALL TO ORDER

Chair Citro called the meeting to order at 9:03 AM and led the Pledge of Allegiance.

Members Present In-Person: Arizona Jenkins

Members Present Virtually: Councilman Citro, Christine Crespo Valentin, Oona Johnsen, Mark Hudson, Michael Maurino, David Hey, Emily Hinsdale, Karen Cashon, Larry Josephson, Karen Kress, Matthew Lewis, Justin Willits, Roger Menendez, Jason Jackman, Catherine Coyle, Carlos Ramirez, Sara Hendricks, Anna Quinones, Bob Frey, Matthew Pleasant

Members Absent: Melissa Collazo, Gus Ignas, Sandra Picirilli

Other Attendees: Lisa Silva, Beth Alden, Jason Krzyzanowski, Johnny Wong, Davida Franklin, Connor MacDonald, Gena Torres, Wade Reynolds, Gail Reese (TPO Staff); Katrina Corcoran (Plan Hillsborough Staff); Craig Fox (FDOT); Demian Miller ((Tindale Oliver); Jeffrey Satfield (CPH)

II. PUBLIC COMMENT – None

III. APPROVAL OF MINUTES from June 16, 2021

No changes, additions, or deletions noted.

IV. STATUS REPORTS

A. Hillsborough County Mobility Section Announcement (Katrina Corcoran, Plan Hillsborough Staff)
   • Went over website
     o Project Overview
     o Submit public comment through September 30, 2021
     o Planning Commission briefing September 14, 2021
     o Sign up for email updates
     o Contact information
     o Draft Language
     o Virtual public meetings September 9th and 23rd 2021.
     o Board of County Commissioners Workshop September 28, 2021
     o Future steps

   • Full presentation at September meeting for LRC
   • Relevant to LRC – last update in 2008
Extensive rework of policies around complete streets, vision zero, equity, etc.
- Awareness
- Complete streets design guide coming to LRC at September meeting

Website: Mobility Section - Plan Hillsborough

B. Heights Mobility Study Next Steps (Craig Fox, FDOT)
   - Reviewed the project limits and the purpose of the study
   - Study Focus – FDOT Vital Few – safety and innovation in the projects
   - BRT and Streetcar corridor. Pulled ridership statistics.
   - Extensive coordination efforts
     - Streetcar will accommodate rubber tire 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.
   - 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.
     - Public Workshop (virtual) in September
   - Next steps to start in Fall 2021

Presentation: Heights Mobility Study Update

Discussion:

Gena Torres (9:31 A) – Worth noting that bicyclist can use the busway - I’ve rarely interacted with a bus when cycling from Sem Hts to downtown. Even with increased bus service, there will not be a bus present along a bicycle trip - the bus will be ahead or behind moving at similar speed as the cyclist. *not present at every moment

Sara Hendricks (9:40 A) – Requested a bit more about the shared bike bus lane. Inquired about examples from other cities.
Roger Menendez (9:40 A) – Asked for a copy of the presentation in pdf.

Councilmen Citro – Density is growing around Tampa and Florida Streets. These used to be 41 and Alt 41, those designations seem to be going away. Inquired if there any plan to reduce the speed limit to 30 mph so these types of pedestrian crashes won’t happen in the future. With talk about widening the sidewalks, asked if there is talk about moving or removing the TECO poles. Questioned if there is any plan in the future for No Right On Red or Right Turn Signals Only. There is one on Bayshore that is working out very well helping drivers and pedestrians.

Arizona Jenkins – Is in the office for the meeting. Inquired about moving the poles from the sidewalks. Has to go in the travel lane because he can’t get around the poles. Inquiring when they are going to do the other side of Columbus Drive. Noted that he can’t wait to use the new sidewalks on Columbus.

Cal Hardie – The TECO lines on Columbus, TECO had accepted some shade trees. Had to change it back to palm trees. There is a 30-foot rule about planting near a power line. Most rights-of-way are 60 feet. If there are power lines on one side of the street and power lines and distribution on the other side of the street, you can’t plant anything.

Emily Hinsdale (9:49 A) – Noted that a cheaper alternative to burying power lines that has worked in other areas is having TECO move poles to inside edge of the sidewalk, out of the center.

David Hey (9:53 A) – Inquired if anyone knows when the TECO Franchise agreement is up for renewal?

C. **Park Speed Zone Pilot Study** (Lisa Silva, TPO Staff)
   - Originated in Livable Roadways Committee
   - Part of Vision Zero and Speed Management Implementation Action Plans
   - Develop something that can be replicated over multiple parks
     - Reviewed tasks in development plan
       - Park Selection – 440 parks in Hillsborough County – detailed information on the website
       - Preliminary Existing Conditions – complete – drafts are posted on the website
       - Public outreach – Online feedback (interactive map), Survey, In-person, Companion Initiatives, partner with other programs involving the parks.
       - Countermeasure Toolbox – to be applied to other parks
       - Recommendations

Presentation: [Park Speed Zone Pilot Study](#)
Website: [Park Speed Zone Pilot Study - Plan Hillsborough](#)

Discussion:

Michael Maurino – Karen Kress and Emily Hinsdale, both contributed to this. Emily has the sidewalk stompers. Karen Kress, Hillsborough County has done senior zones, she is working to reduce speeds around senior areas like what is done in school zones. Plan Hillsborough staff has been very helpful in this work. Several other cities have done this and been successful.
Arizona Jenkins – Offered contact information for ADA compliance help in all the parks. They did a study of all the parks for compliance. Suggested using the information for this study as well. Will email the information later.

V. OLD BUSINESS & NEW BUSINESS

A. By-Lay Amendment for LRC and BPAC Quorum – September TPO (Lisa Silva, TPO Staff)
   • Reducing to 9 due to room capacity challenges at this time.
   • If approved, must meet 9 in person to take action on items. Will need 9 to RSVP for in-person

B. Nondiscrimination and Equity Plan (Lisa Silva, TPO Staff)
   • Adopted and passed unanimously at the TPO Board
   • All of the LRC comments from previous meetings were incorporated into the final plan.

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

C. 2021 Idelio Valdes Leadership Award recipient, Arizona Jenkins (Chair Citro, COT Councilman)
   • Councilmen Citro thanked Arizona for all the work he has done for the community for people of all abilities.
   • Arizona Jenkins – do the work because he loves to do it. Loves being on this committee. Wants to make things better for everyone. Thanked everyone

D. Recruiting for 2021 Safe Street Summit Awards
   • Community Members that have worked to getting us to zero to nominate
   • Nominate on the website
   • All nominations will come to the committee for awards, LRC is choosing recipients this year.

E. Arizona Jenkins – Inquired if September meeting will be in person or virtual and what room the meeting will be in. Noted the drop off area at County Center needs improvement from area.
   • Lisa Silva shared information about room set-up. Will send pictures. Individual stations, disinfecting of the room.
   • If anyone has medical concerns, they will contact Lisa Silva directly

VI. ADJOURNMENT Meeting adjourned at 10:17 AM

Chat Comments:

Gena Torres (9:31A): Worth noting that bicyclist can use the busway - I've rarely interacted with a bus when cycling from Sem Hts to downtown. Even with increased bus service, there will not be a bus present along a bicycle trip - the bus will be ahead or behind moving at similar speed as the cyclist.

*not present at every moment
Sara Hendricks (to Organizers and Panelists Only):

9:40 AM: Can you talk a bit more about the shared bike bus lane? Are there examples from other cities?

Roger Menendez (to Organizers and Panelists Only):

9:40 AM: Can we get a copy of the presentation in pdf?

Calvin Hardie (to Organizers and Panelists Only):


Lisa Silva (to Organizers and Panelists Only):

9:44 AM: We have a new practice of including a copy of all presentation will be in minutes.

Sara Hendricks (to Organizers and Panelists Only):

9:45 AM: Thank you! I think shared bike bus lane is a good idea to have multiple alternatives for bicyclists.

Emily Hinsdale (to Organizer(s) Only):

9:49 AM: A cheaper alternative to burying power lines that has worked in other areas is having TECO move poles to inside edge of the sidewalk, out of the center.

David Hey (to Organizers and Panelists Only):

9:53 AM: Does anyone know when the TECO Franchise agreement is up for renewal?

Sara Hendricks (to Organizers and Panelists Only):

10:12 AM: Congratulations, Arizona!

Calvin Hardie (to Organizers and Panelists Only):

10:12 AM: Congrats and well deserved!!!!

Oona Johnsen (to Organizers and Panelists Only):

10:12 AM: Yes, well deserved! Thank you!

CARLOS RAMIREZ (to Organizers and Panelists Only):

10:13 AM: Congratulations, Arizona!!
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 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 a 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:
Presentation slides.
Complete Streets Guide
TPO LRC
9/1/2021

Why do we need a CS Guide?

Table of Contents
1. INTRODUCTION
2. ELEMENTS OF COMPLETE STREETS
3. PLACEMAKING AND HEALTH
4. STREET TYPOLOGIES
5. INTERSECTIONS AND MIDBLOCK CROSSINGS
6. TRANSIT INTEGRATION
7. SPECIAL CONSIDERATIONS

Complete Streets Guide

Context Based Classification

One Land Use, Two Contexts, Three Typologies

Complete Streets Typologies

Future Land Use, Mobility, Livable Communities Level of Resolution

Guidebook Guidance and Refinement

CS Guide

CS Guide Content

Table of Contents

INTRODUCTION

• PURPOSE
• BENEFITS OF COMPLETE STREETS
• PRINCIPLES

CS Benefits

Health Equity Safety Mobility Environmental Economic
## CS Guide Principles

### Mobility Goals

1. Achieve Equitable Outcomes
2. Achieve Vision Zero
3. Maintain System in Good Repair, Preserve Assets, & Improve Resilience
4. Provide Choices When Not Driving
5. Build a Smart System
6. Ensure Compatibility with Context

## CS Guide Content

### Table of Contents

1. INTRODUCTION
2. ELEMENTS OF COMPLETE STREETS
3. PLACEMAKING AND HEALTH
4. STREET TYPOLOGIES
5. INTERSECTIONS AND MIDBLOCK CROSSINGS
6. TRANSIT INTEGRATION
7. SPECIAL CONSIDERATIONS

### Elements of Complete Streets

- PEDESTRIAN REALM
- BICYCLE FACILITIES
- TRAVELLED WAY
- TRAFFIC CALMING
- SMART STREETS
- SPEED MANAGEMENT
- TARGET SPEED = DESIGN SPEED = POSTED SPEED
- ACCESS MANAGEMENT

### Placemaking and Health

- GREENSCAPE / LANDSCAPE
- STREET TREES
- AMENITIES
- PUBLIC ART

### Table of Contents

1. INTRODUCTION
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7. SPECIAL CONSIDERATIONS
CS Guide – Typologies

Typology: Neighborhood Commercial, C3C

- Pedestrian 
- Bicyclist 
- Bicycle 

Design Considerations:

- Use of Street 
- Heads 
- Sidewalks 
- Bicyclists 
- Pedestrians 

Target Speed: 25-35 MPH

- Provide high visibility (ladder or triple-four style), marked crosswalks and pedestrian signals at all approaches of signalized intersections where there is significant pedestrian activity.

CS Guide – Urban Typologies

Table of Contents

1. INTRODUCTION
2. ELEMENTS OF COMPLETE STREETS
3. PLACEMAKING
4. STREET TYPOLOGIES
5. INTERSECTIONS AND MIDBLOCK CROSSINGS
6. TRANSIT INTEGRATION
7. SPECIAL CONSIDERATIONS

Retrofitting Complete Streets

- REDUCE LANE WIDTHS
- REDUCE NUMBER OF LANES
- REMOVE ON-STREET PARKING
- PROVIDE MINIMAL WIDTHS
- ELIMINATE OPTIONAL TREATMENTS
  - MEDIANS
  - DRAINAGE SWALES / ENCLODE DRAINAGE

CS Guide – Suburban Typologies

- INTERSECTIONS
- GEOMETRY
- CROSSWALKS
- RIGHT TURN CHANNELIZATION ISLANDS
- TRAFFIC SIGNAL CONTROL
- BICYCLE INTERSECTION TREATMENTS
- TRANSIT INTERSECTION TREATMENTS
- YIELD AND STOP CONTROLLED INTERSECTIONS
- MIDBLOCK CROSSINGS

CS Guide – Rural & Urban Typologies

- PROVIDE high visibility (ladder or triple-four style), marked crosswalks and pedestrian signals at all approaches of signalized intersections where there is significant pedestrian activity.
With respect to development regulation, continue to create incentives that support transit usage, such as requiring transit amenities and facilities in development projects, and promoting pedestrian-friendly, transit-friendly, and accessible environments in new development projects. (CS Transportation Policy 2.1.4)

### Transit Integration

- **TRANSIT PRINCIPLES**
- **OPTIMIZE ACCESS TO TRANSIT**
- **TRANSIT STOP SPACING**
- **TRANSIT STOP CHARACTERISTICS**
- **TRANSIT AMENITIES**
  - **BUS LANES**
  - **TRANSIT OPERATIONS AND SAFETY**
  - **FUTURE LIGHT RAIL, STREET CARS, AND BUS RAPID TRANSIT**

### Next Steps

**CSG TPO Committee Schedule** (Subject to Change)

- TPO Citizens Advisory Committee Meeting - Sep 1st @ 9:00am – 12:00pm
- TPO Bicycle/Pedestrian Advisory Committee Meeting - Sep 8th @ 5:30pm – 7:30pm
- TPO Technical Advisory Committee Meeting - Sep 13th @ 1:30pm – 3:30pm
- TPO Livable Roadways Committee Meeting - Sep 15th @ 9:00am – 11:00am
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
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.

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

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.
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 IS TOD?

Study Update

Steve Schukraft, HDR

STUDY UPDATE

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

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**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.

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**LAND USE & DEVELOPMENT**
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.

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**HIGH GROWTH**

**UNDERSERVED COMMUNITIES**

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**STUDY UPDATE**
**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.

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**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.

**TOD OPPORTUNITIES**
Opportunities for new development and redevelopment differ greatly by subarea but fall within the three primary categories:

- Suburban Retrofit
- Incremental Infill & Adaptive Reuse
- Urban Infill & Redevelopment

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**Plan Strategies**
Steve Schukraft, HDR
PLAN STRATEGIES

1. Improve walking, biking and access to transit
2. Promote housing affordability and diversity
3. Encourage TOD and protect neighborhood character

IMPROVE WALKING, BIKING & ACCESS TO TRANSIT

1. How can we make it easier and safer to walk and bike along the corridor and to transit stops?

IMPROVING WALKING, BIKING & ACCESS TO TRANSIT

Poor Walkability Along the Corridor
Sidewalks are generally narrow and in poor condition, and there is no barrier 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 streetscapes 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

PROMOTE HOUSING AFFORDABILITY & DIVERSITY

2. How can we protect existing housing affordability, encourage new affordable housing, and increase the diversity of housing options?

PROMOTING HOUSING AFFORDABILITY & DIVERSITY

Understanding Rental Affordability
Completed research to understand market pressures and the potential for displacement as transit investment impacts local and regional accessibility.

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.

- Locally operated programs to build and/or maintain affordable housing
- Local regulations which protect affordability
- Regulatory tools to streamline review processes and increase the supply of affordable units
- Tools that establish funding sources for affordable housing
- Tools that will garner support and partnerships for affordable housing

3. How can we encourage development of underused and auto-oriented sites, bring new uses to the corridor, and ensure projects fit communities?

Missing Middle to Meet Changing Demand
Allow for a range of Missing Middle housing types in walking distance of stops.

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

TOD PLACE TYPES

Downtown

LOCATION
- Downtown Tampa South of I-275

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

Urban Centers

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

Downtown

CORRIDORS & NEIGHBORHOODS

TOD Corridors
TOD Neighborhoods
**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

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**ENCOURAGING TOD & PROTECTING NEIGHBORHOOD CHARACTER**

- Active Ground Floor Uses
- Improved Streetscapes
- Midblock Parking

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**TOD PLACE TYPES**

**TOD Centers**

**LOCATION**
- Primary BRT Stops in Tampa Heights, Seminole Heights, and along Fowler
TOD PLACE TYPES

TOD Centers

ENCOURAGING TOD & PROTECTING NEIGHBORHOOD CHARACTER

OPPORTUNITIES
• Infill along the corridor frontage near primary stops

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

TOD Neighborhoods

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

Closing
Nicole McLeary, HART
CLOSED

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

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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 approves 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

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?
  o 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:
  o Approved Minor Update of the TD Service Plan
  o Approved Annual Bylaws Review
  o Approved Memorandum of Agreement between the FL Commission for the TD and the CTC
• Under Status Reports, the TDCB heard:
  o County School Routes Program Development Process and SRTS Projects
  o 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:
  o Gandy PD&E Study Kick Off
  o Branch Forbes Road and SR 56 ETDM Review
  o FDOT I-275/Downtown Interchange Aesthetics Package
  o 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:
  o Gandy PD&E Study Kick Off
  o FDOT I-275/Downtown Interchange Aesthetics Package
  o Non-Discrimination Plan Public Involvement Findings
  o Discussion on list of roads planned to be resurfaced
  o 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:
  o In-Road Safety Lights
  o Smart Cities Master Plan Update
  o Florida Avenue ITS Project
  o 2021 Title VI and Non-Discrimination Plan
G. Public Comments Received Through Social Media – July/August
• Facebook
  o 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”
  o June 6 - Randy Kranjec [in response to Hillsborough TPO receiving the national ITE Transportation Achievement Award]: “Nice job Gena!”
  o July 14 - Fadia Peterson [in response to a FLiP Jr. learning experience involving a TECO streetcar ride]: “(applause)”
  o 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 & @GPI1966 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** – Expessed 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
Committee Reports

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.
- Non-Discrimination Plan Public Involvement Findings: members expressed appreciation for the depth of this research and are looking forward to the final product.
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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

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The TAC approved one action item:
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Meeting virtually, the BPAC heard status reports on:
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- 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

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Meeting virtually, the ITS Committee heard status reports on:
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- Florida Avenue ITS Project
- 2021 Title VI and Non-Discrimination Plan
Do you feel safe traveling to your Park?

PARK SPEED ZONE STUDY

Tell us the issues that are most important to you, so together we can improve safety on roadways near our parks.

Please place your comment on the interactive map or fill out a quick survey by scanning the code below or visiting: planhillsborough.org/park-study

Got Questions? Contact Lisa Silva at: 813.665.1329 or silval@plancom.org
WE WANT TO HEAR FROM YOU!

Give your input on the USF to Green ARTery Trail Study

Help us explore several options for connecting your neighborhood with the planned Green ARTery Trail. Participating is as easy as:

1. Look at the proposed routes on the connector map
2. Visit www.bit.ly/2Wj2Kjd or use the QR code below
3. Take the survey to tell us what you think

SURVEY CLOSE DATE: SEPT 27TH

SURVEY QR CODE
Scan this code with your smartphone to take the survey.

QUESTIONS?
CONTACT WADE REYNOLDS, AICP
REYNOLDSW@PLANCOM.ORG 813.793.2361