Meeting of the Citizens Advisory Committee

Wednesday, October 6, 2021, at 9:00 AM

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

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

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• To view presentations and participate on your computer, tablet or smartphone: https://attendee.gotowebinar.com/register/6224013585694817035

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


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

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

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

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

I. Call to Order & Introductions 9:00

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. 9:05

III. Public Comment - 3 minutes per speaker, please

Public comments are welcome and may be given at this meeting virtually by logging onto the website above and clicking the “raise hand” button. Staff will unmute you when the chair recognizes you. 9:05

IV. Members’ Interests 9:15

V. Approval of Minutes (September 1, 2021) 9:30

VI. Action Items
A. Letter on Rapid Flashing Beacons at Crosswalks 9:35  
   (Gena Torres, TPO Staff)

   (Mary Lou Godfrey, FDOT and Connor Macdonald, TPO Staff)

VII. Status Reports

A. Hillsborough County Comprehensive Plan Mobility Element 10:30  
   (Katrina Corcoran, PC Staff)

B. The Keys to Mode Shift: Transportation Demand Management 10:50  
   (Sara Hendricks, CUTR & Christine Acosta, Pedal Power Promoters)

C. FDOT Freight Update 11:10  
   (Brian Hunter, FDOT)

D. 2021 State of the System Report 11:30  
   (Vishaka Shiva Raman, TPO Staff)

VIII. Unfinished Business & New Business 11:50

A. Transportation Surtax Joint Subcommittee with TDCB

B. Next Meeting: November 3, 2021

IX. Adjournment

X. Addendum

A. TPO Meeting Summary and Committee Reports

B. DTI Aesthetics Treatments PPT slides from June 2021

C. SIS Virtual Room

D. SIS Policy Plan Update

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

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I. **Call to Order & Introductions**

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

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

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

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

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

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

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

IV. **Members’ Interests**

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

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

C. **Rick Fernandez** – similarly concerned about the issues identified in the video, would define as a presentation from FDOT outlining mitigation plans for areas impacted for the DTI, particularly items added to the TIP by amendment in May 2012. Would like a formal presentation. Noted he also had challenges with audio. That was the voice of an FDOT employee from a 2019 workshop explaining various options for interchange and mitigation plans and promises.
D. **Nikki Rice** – individual areas are sold on improvements. Would like to find a way to hold FDOT accountable, before approving highway projects, local and arterial funding projects get completed first. So, on the ground, can move people. Noted how light replacements around the county are now purple and are impeding night sight; it is a safety concern. Would like to know who is responsible, is concerned. Noted that there is a filament issue with the lights; they were sold to other cities from a company out of Ohio. Is concerned about visual impairment due to the lighting. Has the understanding that it is going to be two years before it can be addressed. Concerned that the strength of the lights is also light pollution and is upsetting people where they are located. People who live near them before the filament issue were spraying them with paint to tone them down. Along corridor of Nebraska and Florida, HART has not removed pre-exiting stations that have become safety issues and are being used by homeless. Why are the stations being allowed to remain? Believes that the voting board for the TPO needs to be restructured. (Rich Clarendon noted that the lights would be put on a future agenda)

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

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

V. **Status Reports**

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

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

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

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

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

Presentation: Hillsborough County Complete Streets Guide

Discussion:

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

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

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

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

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

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

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

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

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

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

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

**Discussion:**

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

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

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

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

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

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

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

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

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

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

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

**Presentation:** [Public Transportation Agency Safety Plan Targets](#)

**Website:** [Transportation System Performance | Plan Hillsborough](#)

**Discussion:**

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

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

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

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

**VIII. Status Reports**

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

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

Website: Mobility Section Project Page

Discussion:

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

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

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

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

Dwayne Brown (HART): Basic Infrastructure Project Manager

- Addressed benches disappearing – benches outside of the shelters are not owned by HART, owned by Creative Outdoor and are permitted by the city and county. HART does not have any say on how/when they are moved. Benches inside shelters along Nebraska Ave., there is a bigger homeless community on the corridor. BRT shelters are being used as homes. HART has been trying to relocate the homeless via signs and law enforcement. Safety concern and it take time to go through the process. HART is trying to make it uncomfortable for homeless to stay there.

- Addressed stops in Progress Village where there are benches only and no shelters. That is Route 8. In November and December of 2020, HART approached by a company being used by Hillsborough County to do some improvements. Gave needs for improvement. There are going to be some road improvements made. In order to put in a shelter, need to look at ridership, space, and availability of shelters. 20 or more riders in a day is the threshold for putting in a shelter. Would like to have shelters everywhere, not possible right now. Some areas there is not enough space (FDOT, HART, and ADA). Last, current shelter inventory is old, in the process of
getting new shelters. They have 600 shelters to cover 2057 stops. The corridor between Causeway and Progress and Progress to 301, they have about 30% covered, which matches availability. If there is a particular stop, send it in and they can assess the stop.

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

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

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

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

XI. **Handouts**

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

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

From Chat:

Rick Fernandez (to Organizers and Panelists Only): 9:19 AM: is the audio better at your end, Johnny? wondering if we could have this video sent to CAC members (link)
Beth Alden (to Organizers and Panelists Only): 9:26 AM: Maricopa County (Phoenix) voters approved a one-cent sales tax for transportation more than a decade ago.
Beth Alden (to Organizers and Panelists Only): 9:30 AM: For info on transportation projects in City of Tampa, and to make comments, visit: https://www.tpamoves.org/ Note there is a tab for their Vision Zero Action Plan.
Beth Alden (to Organizers and Panelists Only): 9:35 AM: Nikki, can you email us specific locations you're concerned about?
Joshua Barber (to Organizers and Panelists Only): 9:35 AM: i think the purple lighting are defective lights
Beth Alden (to Organizers and Panelists Only): 9:45 AM: Just FYI, Nikki's question about the voting members of the TPO Board will be evaluated when we update the Apportionment Plan, after the 2020 Census Data is released. It may be six months before you receive a presentation on that topic.
Johnny Wong is (to Organizers and Panelists Only): 10:34 AM: Chair - we need to wrap up this presentation in about 5mins to stay on track for time.
Rick Fernandez (to Organizers and Panelists Only): 12:06 PM: thank you
Rick Fernandez (to Organizers and Panelists Only): 12:07 PM: thank you
Public Comment email:

The following email text was received from the listed individuals.

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

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

Thank you for your consideration,”

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

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

FDOT Responses:

From: Hall, Justin
Good morning Johnny,

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

We have prepared the following response to the public inquiries:

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

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

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

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

3. Rebuild the 14th Street bridge.

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

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

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

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

The Downtown Tampa Interchange (I-275/I-4) Safety and Operational improvements do not require additional right of way along the east side of I-275 north of Forest Ave. Therefore, the interstate footprint along the majority of Taliaferro Rd. will remain relatively unchanged.

As shown on the attached plans, FDOT will construct a shared use path parallel to the north side of I-4 from Columbus Dr. to 15th Street and parallel to the south side of I-4 from Nebraska Avenue to 21st Street. On the east side of I-275, the shared use path will be constructed from 7 Avenue to Nebraska Avenue. The shared use path will be 12 feet wide except for areas of constrained right-of-way that only allow for a 10-foot-wide path. The path will have pedestrian scale lighting and several new signalized crossings. FDOT is committed to working with the City of Tampa and the local communities to identify other community uses of the buffer areas on the north and south sides of I-4 in the VM Ybor and Historic Ybor communities.

6. To repave Chelsea damaged by previous FDOT projects.

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

However, FDOT will improve the I-275 underpasses from Floribraska Avenue to Hanna Avenue, as a part of Section 7-Phase I (transition project), which was recently awarded for construction. FDOT will widen the sidewalks and add lighting to enhance pedestrian use and improve safety. Aesthetic treatments to I-275 within the Seminole Heights Historic District will be consistent with treatments included in other historic districts including brick-patterned panel faces on the interstate walls. The City of Tampa will also install public art following the completion of construction at the Osbourne Avenue and Hillsborough Avenue underpasses. The attached presentation, given by FDOT to the Hillsborough TPO in June 2021, provides information related to project aesthetics.

FDOT is making significant investments at the community level given constrained right-of-way. We haven’t been making as many presentations lately, because we are uncertain of which projects will be funded in the near-term as a part of a federal stimulus or authorization bill. We hope to have more definitive answers on what will be programmed within the next month. Then community outreach will resume to a more active pace. If you have any questions regarding these
improvements, please reach out to me or the TB Next Program Manager, Mary Lou Godfrey at: 813-975-6621 or marylou.godfrey@dot.state.fl.us.

Sincerely,

Justin Hall
D7 Government Liaison Administrator
Office: (813) 975-6427

From: Hall, Justin
Sent: Friday, August 27, 2021 1:33 PM
To: Beth Alden <aldenb@plancom.org>; Johnny Wong <WongJ@plancom.org>; Roscoe, Roger <Roger.Roscoe@dot.state.fl.us>; Monk, Suzanne <Suzanne.Monk@dot.state.fl.us>
Cc: Clarendon, Rich <ClarendonR@plancom.org>
Subject: RE: Comments re: DTI

We will edit the previous response to include responses to the new questions.
Thank you,
Justin

From: Beth Alden <aldenb@plancom.org>
Sent: Thursday, August 26, 2021 12:21 PM
To: Johnny Wong <WongJ@plancom.org>; Hall, Justin <Justin.Hall@dot.state.fl.us>; Roscoe, Roger <Roger.Roscoe@dot.state.fl.us>; Monk, Suzanne <Suzanne.Monk@dot.state.fl.us>
Cc: Clarendon, Rich <ClarendonR@plancom.org>
Subject: RE: Comments re: DTI

EXTERNAL SENDER: Use caution with links and attachments.
It looks like some of these questions are similar to the ones raised earlier by Mauricio Rosas and answered by Ed M. – but there are some new ones.

From: Johnny Wong <wongj@plancom.org>
Sent: Thursday, August 26, 2021 12:16 PM
To: Hall, Justin <Justin.Hall@dot.state.fl.us>; Roscoe, Roger <roger.roscoe@dot.state.fl.us>; suzanne.monk@dot.state.fl.us
Cc: Beth Alden <aldenb@plancom.org>; Rich Clarendon <clarendonr@plancom.org>
Subject: Comments re: DTI

Hi Justin et al.,

I’m writing to let you know that we have received the following comment from approximately a dozen or more residents (and counting) regarding the DTI. Prior to the CAC meeting, I will package them all up and transmit to you for your records but, in the meantime, I’d like to share in case anyone would like to prepare a response during the committee meeting.

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

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

Again, thank you for your time and consideration,
This has been my response to all commenters:
Thank you for submitting your comment regarding the Downtown Interchange and its impacts. The Citizens Advisory Committee will meet next Wednesday, 1 September @ 9a. More information can be found here about how to attend and participate.
If you’re unable to attend, I will be happy to share your comments with the committee during the public comment portion of the meeting for their consideration. I will also pass it to our administrative staff to record this in the meeting minutes. Thanks, and please contact me if I can be of further assistance. Best,
Best,
Salaam=peace,
Johnny Wong, PhD
Executive Planner
wongj@plancom.org • 813.699.7370
planhillsborough.org
All incoming and outgoing messages are subject to public records inspection.
He/him
Board & Committee Agenda Item

*Agenda Item:* Rectangular Rapid Flashing Beacons – Letter to Legislature

*Presenter:* Gena Torres, TPO Staff

*Summary:* Florida Legislature has introduced bills that would require changes to the Rectangular Rapid Flashing Beacons (RRFBs) used at mid-block crosswalks, that if not made would force them to be removed, leaving mid-block crossings unprotected and less safe for users.

These beacons are recognized by the Florida Department of Transportation, MPOs from around the state, and many local governments, as a cost-effective tool, where appropriately installed, for providing safe pedestrians crossings. In a state that leads the country in pedestrian deaths, installing RRFBs increases the visibility of people crossing a roadway and alerts drivers that someone is at an approved crossing location.

The attached letter requests that our legislative representatives not support changes to the RRFB’s proposed in HB 1113 and SB 1412 as those changes will not likely receive federal approval and lead to the costly removal of hundreds of currently installed devices around the Tampa Bay area. Instead, we will work together to ensure that RRFB’s are installed in appropriate locations on roadways based on sound professional engineering.

*Recommended Action:* That the MPO send the attached letter to state legislators requesting they oppose HB 1113 & SB 1412 and instead allow local and state agencies to ensure that RRFB’s are installed in proper locations on appropriate roadways.

*Prepared By:* Gena Torres, TPO Staff

*Attachments:* Letter to local legislators regarding HB 1113 & SB 1412
September 17, 2021

**RE: Pedestrian Safety and Mid-Block Crossings Legislation**

To Whom it May Concern:

During the last two sessions, the Florida Legislature has introduced and advanced bills that purport to be about pedestrian safety by restricting use of certain safe crossing devices at mid-block crosswalks. These bills actually run counter to improving pedestrian safety, using a tragic fatality to keep Florida’s roadways “dangerous by design” and inaccessible for everyone needing to use a public roadway. Introduced as HB 1113 and SB 1412 in the 2021 Session, they would require certain lighting and location changes to mid-block crosswalks, or state and local governments would be forced to remove the protective flashing beacon devices, thus leaving mid-block crossings unprotected and less safe for users.

Known as Rectangular Rapid Flashing Beacons (RRFBs), the yellow flashing pedestrian crossing devices increase the visibility of people crossing a roadway to make vehicle drivers aware of their legal right and presence at an approved crossing location. The RRFBs are a recommended practice in the Federal Highway Administration’s (FHWA) Everyday Counts Safety Program and acknowledged as an effective safety device in the Manual on Uniform Traffic Control Devices (MUTCD). Federal approval to change the lights from yellow to red is extremely unlikely, despite formal requests for pilot treatments. They are recognized by FHWA, the Florida Department of Transportation, the state’s MPOs and many local governments as a cost-effective tool in the transportation safety toolbox to help combat Florida’s nationally recognized status as the least safe state for people walking or bicycling.

On behalf of our partners in state and local government across the Tampa Bay region, we urge you to consider the following points in your consideration of potential legislation concerning mid-block crossings and RRFBs:
• Since their start in 2004, RRFBs have proven to increase motorist response to people using crosswalks from 18% to 88%. Their success starting in Pinellas County has led to more than 300 devices located throughout the County on state and local roadways, 170 in Hillsborough County, and hundreds more in counties large and small across Florida and the U.S.

• The unfunded mandate of removing these devices will be an enormous fiscal burden on state and local governments. The human cost will be much greater. Bicycle and pedestrian fatalities on our roadways are rising rapidly, and while no traffic control device is 100% capable of preventing serious injuries and fatalities, RRFBs have a proven safety record of reducing fatalities and crashes by 47 percent. They save lives every day, but that doesn’t make the press.

• On Fletcher Avenue, which serves the University of South Florida area, RRFBs at mid-block crossings have helped to create a dramatic transformation. Prior to installation, Fletcher Ave. was the highest fatality corridor in Hillsborough County. In 2014, RRFBs and other safety measures were installed. The post-construction study competed in 2019 demonstrated a 46% reduction in serious injuries and 60% reduction in fatalities.

• The FDOT and many local governments in Florida have adopted Vision Zero goals of no traffic deaths on our roadways. The use of RRFBs as approved is one part of the solution involving engineering, education, and enforcement to meet those goals and defined safety targets.

• Restricting these RRFBs and removing mid-block crossings is an equity concern because data show that underserved and minority communities bear an outsized burden of fatal and serious crashes involving vulnerable road users (people on foot, bicycle or motorcycle). In these neighborhoods, residential areas are often separated from commercial areas by higher speed multi-lane roads.

The prior legislation has brought greater awareness to the issue of mid-block crossings, RRFBs and pedestrian safety in general. We agree that there should be some restrictions on the location of mid-block crossings with RRFBs based on sound professional engineering. FDOT’s Traffic Engineering Manual calls for RRFBs to be limited to roadways with marked, special emphasis crosswalks, four or fewer through lanes (with a refuge island required on five lane facilities with two-way left turn lanes), and a posted speed limit of 35 MPH or less. It is not a simple measure for state or local governments to change the posted speed limit on a roadway without supporting data and analysis that follows specified criteria.

But rather than legislating against a specific safety device that has been proven effective, the Legislature should turn its focus instead to other legal remedies to protect vulnerable road users, fund educational efforts adequately and provide more flexible transportation funding options to regions and communities. Those measures would go a much longer way toward improving safety on our roadways.
Thank you for your interest and concern. Please contact me or the following individuals if you have any questions or would like to have a dialogue.

Sincerely,

Hillsborough County Commissioner Kimberly Overman
Chair, Tampa Bay TMA Leadership Group
A committee of the Sun Coast Transportation Planning Alliance

Policy and Technical Contacts:
Whit Blanton, Forward Pinellas  wblanton@forwardpinellas.org
Beth Alden, Hillsborough TPO  aldenb@plancom.org
Pete Yauch, ITE Puerto Rico and Florida  pyauch@iteris.com
Evan Mory, City of St. Petersburg  Evan.Mory@stpete.org
Danni Jorgenson, City of Tampa  danni.jorgenson@tampagov.net
Tom Washburn, Pinellas County  twashburn@co.pinellas.fl.us
Charles Barmby, City of Lakeland  Charles.Barmby@lakelandgov.net
September 23, 2021

Dear Representative/Senator __________ –

During the last two sessions, the Florida Legislature has introduced and advanced bills that purport to improve pedestrian safety by restricting use of certain safe crossing devices at mid-block crosswalks. These bills actually run counter to improving pedestrian safety, using a tragic fatality to keep Florida’s roadways “dangerous by design” and inaccessible for everyone needing to use a public roadway. Introduced as HB 1113 and SB 1412 in the 2021 Session, they would require certain lighting and location changes to mid-block crosswalks, or state and local governments would be forced to remove the protective flashing beacon devices, thus leaving mid-block crossings unprotected and less safe for users.

Known as Rectangular Rapid Flashing Beacons (RRFBs), the yellow flashing pedestrian crossing devices increase the visibility of people crossing a roadway to make vehicle drivers aware of their legal right and presence at an approved crossing location. The RRFBs are a recommended practice in the Federal Highway Administration’s (FHWA) Everyday Counts Safety Program and acknowledged as an effective safety device in the Manual on Uniform Traffic Control Devices (MUTCD). Federal approval to change the lights from yellow to red is extremely unlikely, despite formal requests for pilot treatments. They are recognized by FHWA, the Florida Department of Transportation, the state’s MPOs and many local governments as a cost-effective tool in the transportation safety toolbox to help combat Florida’s nationally recognized status as the least safe state for people walking or bicycling.

On behalf of our partners in state and local government across the Tampa Bay region, we urge you to consider the following points in your consideration of potential legislation concerning mid-block crossings and RRFBs:

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- The unfunded mandate of removing these devices will be an enormous fiscal burden on state and local governments. The human cost will be much greater. Bicycle and
pedestrian fatalities on our roadways are rising rapidly, and while no traffic control device is
100% capable of preventing serious injuries and fatalities, RRFBs have a proven safety record of
**reducing fatalities and crashes by 47 percent.** They save lives every day, but that doesn’t make
the press.

- On Fletcher Avenue, which serves the University of South Florida area, RRFBs at mid-block
crossings have helped to create a dramatic transformation. Prior to installation, Fletcher Ave.
was the highest fatality corridor in Hillsborough County. In 2014, RRFBs and other safety
measures were installed. The post-construction study competed in 2019 demonstrated a **46%**
reduction in serious injuries and **60%** reduction in fatalities.

- The FDOT and many local governments in Florida have adopted Vision Zero goals of no traffic
deaths on our roadways. The use of RRFBs as approved is one part of the solution involving
engineering, education, and enforcement to meet those goals and defined safety targets.

- Restricting these RRFBs and removing mid-block crossings is an equity concern because data
show that underserved and minority communities bear an outsized burden of fatal and serious
crashes involving vulnerable road users (people on foot, bicycle or motorcycle). In these
neighborhoods, residential areas are often separated from commercial areas by higher speed
multi-lane roads.

The prior legislation has brought greater awareness to the issue of mid-block crossings, RRFBs and
pedestrian safety in general. We agree that there should be some restrictions on the location of mid-
block crossings with RRFBs based on sound professional engineering. FDOT’s Traffic Engineering Manual
calls for RRFBs to be limited to roadways with marked, special emphasis crosswalks, four or fewer
through lanes (with a refuge island required on five lane facilities with two-way left turn lanes), and a
posted speed limit of 35 MPH or less. It is not a simple measure for state or local governments to change
the posted speed limit on a roadway without supporting data and analysis that follows specified criteria.

Rather than legislating against a specific safety device that has been proven effective, the Legislature
should turn its focus instead to other legal remedies to **protect vulnerable road users**, fund educational
efforts adequately and provide more flexible transportation funding options to regions and
communities. Those measures would go further toward improving safety on our roadways.

Thank you for your interest and concern. Please contact me, or our Executive Director Beth Alden, if you
have any questions or would like to have a dialogue.

Sincerely,

Councilman Harry Cohen
Chair, Hillsborough TPO
Board & Committee Agenda Item

Agenda Item
Transportation Improvement Program (TIP) Amendments: Downtown Interchange Safety & Operations Adjustments, Westshore Interchange Reconstruction Preliminary Phase, and Traffic Congestion Management Technology

Presenters
Mary Lou Godfrey, FDOT and Connor MacDonald, TPO Staff

Summary
The Florida Department of Transportation (FDOT) requested this set of 14 amendments to the 2021/22-2025/26 Transportation Improvement Program to document the addition of state and/or federal funds for regionally significant safety and congestion improvements. The 14 amendments comprise 3 major projects identified in the TPO’s TIP Priority List and Long Range Transportation Plan, including the Westshore Interchange, Downtown Interchange, and various Integrated Corridor Management projects.

This TIP Amendment includes funding for a TPO priority listed in the Major Investments for Economic Growth category. The project comprises three turn movements of the Downtown Interchange: the westbound I-4 ramp to I-275 northbound, the westbound lanes of I-4 to I-275 southbound, and the I-275 southbound to I-4 eastbound ramp. The “quick fix” safety and operational improvements are anticipated to significantly improve safety along this Top 20 Vision Zero Corridor by reducing lane weaving and speeding, reducing congestion in vehicles lining up for exits, and making it easier to get to exits. The presentation will address questions about the incorporation of noise walls, landscaping and walk/bike treatments through this segment.

The Westshore Interchange Reconstruction project has been the region’s top priority for many years and is currently a priority of the TPO in the Major Investments for Economic Growth category. When the project is complete, the reconstruction will reduce congestion and weaving at the interchange of I-275 and SR60 and enhance the local street network by reconnecting Reo, Occident, and Trask Streets. Complementing the Howard Frankland Bridge reconstruction, this project will ultimately provide on/off connections to the bridge’s new express lanes. Today’s amendments are a first step toward completing the larger project. This phase of construction includes funding for an intersection reconfiguration at Cypress and LaSalle Streets; turn lane improvements at the intersection of Kennedy Blvd and Memorial Highway and the intersection of Boy Scout Blvd and Lois Ave; seawall and trail construction on the Howard Frankland Bridge; and pavement rehabilitation and the addition of westbound express lanes along Memorial Highway connecting to the Courtney Campbell Causeway and Veterans Expressway. Additional funding will be needed to complete the full reconstruction of the interchange.
Finally, the amendments also include funding to deploy traffic congestion management technology, known as integrated corridor management (ICM) strategies, along several key corridors, including Florida and Nebraska Avenues from Kennedy Boulevard to Bearss Avenue, Kennedy Boulevard from Memorial Highway to Ashley Drive, MLK Blvd from I-275 to I-4, and Hillsborough Avenue from I-275 to I-4. These projects are currently prioritized in the TPO’s Smart Cities investment program. Throughout the multi-year construction of both interchanges, these ICM projects intend to make work zones safer, reduce delay along key corridors, and improve travel time reliability through advanced live-monitoring technology. Specifically, the ICM projects will include traffic signal upgrades, new controllers, Bluetooth sensors, roadside units, advanced detection, dynamic message signs, CCTV, and additional fiber-optic connections.

In order for the funds to be transmitted, the TPO Board is being asked to amend the TIP to reflect that FDOT District 7 has been awarded $257 million in state and/or federal funds.

**Recommended Action**

Approval of the Transportation Improvement Program (TIP) Amendments.

**Prepared By**

Connor MacDonald, TPO Staff

**Attachments**

1. Westshore Interchange Preliminary Phase Concept Diagram
2. Integrated Corridor Management Concept Diagram
3. Downtown Interchange “Safety and Operational Improvements” Concept Diagram
4. Comparative Report
5. [TIP Amendment Webpage](#)
WB SR 60 from N of Spruce Street to Memorial Highway
FPID 447107-1

Boy Scout Blvd at Lois Ave Right Turn Lane Addition
FPID 447976-4

Cypress St at LaSalle St Intersection Reconfiguration
FPID 447614-1

Causeway Seawall, Trail and SB I-275
FPID 447534-1

SR 60/Kennedy Blvd at SR 60/Memorial Hwy Turn Lane Improvements
FPID 447976-2

Tampa’s Westshore Interchange Early Works Projects
Integrated Corridor Management (ICM) projects:

- Will allow FDOT to actively manage traffic flow based on near real time traffic conditions
- Will maintain traffic along diversion routes during interstate construction
- Will upgrade technology along key corridors to reduce delays, improve travel time reliability, and enhance safety
Safety and operational improvements to the I-275/I-4 interchange

1. Southbound I-275 to Eastbound I-4 (FPID 445057-1)
   - Widen existing 1 lane flyover ramp to EB I-4 to 2 lanes
   - Modify exit ramps to Ybor City/East Tampa from 21st/22nd Streets to 14th/15th Streets
   - Widen EB I-4 existing frontage road to 2 lanes

2. Westbound I-4 to Northbound I-275 (FPID 445056-1)
   - Widen existing 1 lane ramp from I-4 to NB I-275 to 2 lanes
   - Additional merge lanes on NB I-275 from the interchange to the Dr. MLK Jr., Blvd exit

3. Westbound I-4 to Southbound I-275 (FPID 445056-2)
   - Widen 2-lane ramp from I-4 to SB I-275 to 3 lanes
   - Widen shoulders on SB I-275 from Palm Ave. to Jefferson St.
   - Downtown exit ramp shifted to the west
Transportation Improvement Program (TIP) FY 2021/22 – 2025/26 Amendments - October 2021

Downtown Interchange Safety & Operations Improvements
- 445056-1 Phase 1 I-4 westbound at I-275
- 445056-2 Phase 2 I-275 ramp to westbound I-4
- 445057-1 Phase 1 I-275 southbound off-ramp to eastbound I-4

Westshore Interchange Reconstruction Preliminary Phase
- 447107-1 Phase 1 SR 60 from Spruce St. to Memorial Highway
- 447534-1 Phase 1 -275 from Howard Frankland Bridge to Kennedy Blvd.
- 447614-1 Phase 1 On/off-ramp near Cypress Point Park
- 447976-2 Phase 2 Kennedy Blvd. by Memorial Highway
- 447976-4 Phase 4 Boy Scout Blvd. at Lois Ave.

Traffic Congestion Management Technology
- 443444-2 Phase 2 Florida Ave./Tampa St. corridor
- 443444-3 Phase 3 Nebraska Ave. corridor
- 443445-2 Phase 2 Kennedy Blvd. corridor
- 443445-3 Phase 3 East Martin Luther King Blvd. corridor
- 443445-4 Phase 4 West Hillsborough Ave. corridor
- 443445-5 Phase 5 Spruce St. corridor
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**Amended FY 2021/22- 2025/26 TIP**

**FDOT**

**Status:** Amended  
**Amendment Date:** 10/13/2021  
**Amendment Number:** 7

**Item Number:** 445056 1  
**Description:** I-4/SR 400 WB TO I-275/SR 93 NB FR W OF 14TH TO FLORIBRASKA AVE  
**LRTP:** S-4

**Related Project:**  
**Extra Description:** WIDEN LANES, WIDEN RAMP AND ADD LANES, ADD BRT RAMPS

**Project Length:** 0.777  
**Type of Work:** INTERCHANGE - ADD LANES

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## FDOT
### 5 Year TIP
#### Hillsborough County, District 7

**HIGHWAYS**

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**RAILROAD & UTILITIES - MANAGED BY FDOT**

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**Item 445056 2 Totals:**

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### FDOT 5 Year TIP
#### Hillsborough County, District 7

**FDOT HIGHWAYS**

**Status:** Amended  
**Amendment Date:** 10/13/2021  
**Amendment Number:** 9  
**Item Number:** 445057 1  
**LRTP:** S-4  
**Type of Work:** INTERCHANGE - ADD LANES

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**Item 445057 1 Totals:**  
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### FDOT

#### 5 Year TIP

**Hillsborough County, District 7**

**HIGHWAYS**

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<td>WESTBOUND EXPRESS LANES TO CCC, INDEPENDENCE, VETERANS</td>
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**Type of Work**: ADD LANES & RECONSTRUCT

**Project Length**: 1.875

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<p>| Item 447107 1 Totals: | $0 | $36,752,188 | $0 | $0 | $0 | $0 | $36,752,188 |</p>
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### HIGHWAYS

#### Status
- Amended
- Amendment Date: 10/13/2021
- Amendment Number: 11

#### Item 447534 1

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### 5 Year TIP
### Hillsborough County, District 7
### HIGHWAYS

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**Item 447614 1 Totals:** $0 | $3,596,741 | $0 | $0 | $0 | $0 | $0 | $3,596,741
### FDOT 5 Year TIP
Hillsborough County, District 7

**HIGHWAYS**

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**PRELIMINARY ENGINEERING - MANAGED BY FDOT**

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**Item 447976 2 Totals:**

| Item 447976 2 | $0 | $2,055,783 | $0 | $0 | $0 | $0 | $0 | $2,055,783 |
| **Item 447976 2 Totals:** | | $0 | $2,055,783 | $0 | $0 | $0 | $0 | $0 | $2,055,783 |
### FDOT
#### 5 Year TIP
**Hillsborough County, District 7**

**HIGHWAYS**

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**Item Number:** 447976 4  
**Description:** SR 616/BOY SCOUT BLVD AT LOIS AVENUE  
**LRTP:** Westshore Interchange, p. 54  
**Related Project:**  
**Extra Description:** ADD RIGHT TURN LANE FROM EB SR616 TO SB LOIS AVE  
**Type of Work:** ADD RIGHT TURN LANE(S)  
**Project Length:** 0.107  
***NON-SIS***

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**5 Year TIP**

**Hillsborough County, District 7**

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**Status** | **Amended** | **Amendment Date: 10/13/2021** | **Amendment Number: 15**

| Item Number: | 443444 2 | Description: USB 41/SR 685/FLORIDA AVE/TAMPA ST FROM KENNEDY BLVD TO BEARSS AVE |
| LRTP: | Smart Cities, p. 39 |
| Related Project: | Extra Description: INTEGRATED CORRIDOR MANAGEMENT |
| Project Length: | 12.871 |
| Type of Work: ITS COMMUNICATION SYSTEM |

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## FDOT 5 Year TIP
### Hillsborough County, District 7
### HIGHWAYS

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### Amended FY 2021/22-2025/26 TIP

#### Hillsborough County, District 7

**HIGHWAYS**

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**Adopted Date:** 06/09/2021

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# FDOT
## 5 Year TIP
### Hillsborough County, District 7

### HIGHWAYS

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### HIGHWAYS

#### Item Number: 443445 4

**Description:** US 92/SR 580/SR 600/HILLSBOROUGH AVE FROM I-275 TO WEST OF I-4  
**LRTP:** Smart Cities, p. 39  
**Extra Description:** INTEGRATED CORRIDOR MANAGEMENT  
**Type of Work:** ITS COMMUNICATION SYSTEM

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Item 443445 5 Totals: $0 $1,568,623 $0 $0 $0 $0 $0 $1,568,623
Agenda Item:
Hillsborough County Comprehensive Plan – Mobility Element

Presenter:
Katrina Corcoran, AICP, PC Staff

Summary:
The Mobility Section updates what is currently adopted as the Transportation Element of the 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 the 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 improved resiliency to climate change;
- Utilizes technology to build a smart system; and,
- Protects historical, cultural, and 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, the Public Works Department, and the Hillsborough Area Regional Transit Authority (HART). For more information on the Mobility Section, please visit the project webpage: https://planhillsborough.org/mobility-section/. Public comment on the Mobility Section is open until October 15.

Recommended Action:
None. For information only.

Prepared By:
Johnny Wong, TPO Staff

Attachments:
1. [Oct. 6, 2021 CAC Mobility Section Presentation](#)
Board & Committee Agenda Item

**Agenda Item:**
The Keys to Mode Shift: Transportation Demand Management (TDM)

**Presenter:**
Sara Hendricks, CUTR and Christine Acosta, Pedal Power Promoters

**Summary:**
Today’s Transportation Demand Management (TDM) strategies are not the same as the versions that sprung to life out of the 1970s oil embargo. Instead, TDM is a growing methodology which simply focuses on moving people instead of cars.

Cities and regions using TDM principles (we will provide specific examples) are seeing meaningful mode-shifting away from single occupancy vehicles (SOVs) and toward greener, more equitable, and less space-consuming transportation options.

The presenters will explain how technology is both an equalizing and enabling force for people to plan their daily trips using alternative transportation modes. The presenters will further discuss:

1. What is TDM? (knowing the acronym is not enough)
2. How does TDM pair facilities and services with programming to move the non-car needle?
3. Who benefits from utilization of robust TDM tools?
4. What TDM practices are already in place in our region?
5. How does Tampa Bay compare to other regions in its pursuit of increasing safe and equitable access to jobs? (in other words, how does TDM = economic prosperity for all?)

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

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

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

**Agenda Item:**
FDOT Freight Update-Drew Park, 62nd Street, Strategic Plan

**Presenter:**
Brian Hunter, FDOT Staff

**Summary:**
Florida Department of Transportation’s Freight Coordinator, will provide a brief update on the following freight related topics:

- Updated freight priorities
- National Highway Freight Program
- Freight Bottleneck Analysis
- Freight Operational Improvements
- Freight Sub Area Studies
- Truck Parking
- 62nd Street

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

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

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

**Agenda Item**
2021 State of the System Report

**Presenter**
Vishaka Shiva Raman, TPO Staff

**Summary**
The 2021 State of the System Report demonstrates performance trends across a three-year period from 2018 to the end of 2020. The performance evaluation includes measures related to infrastructure condition, resiliency, crashes, transit assets, travel reliability, and mobility. The report is typically updated bi- or triennially to assess the impact of our transportation investments across these key areas.

Whereas previous versions of the State of the System report were static, the new report will be presented in an interactive dashboard which allows users to toggle through the various measures and explore the report in a new way. The dashboard is a product of a yearlong TPO effort to organize and consolidate the county’s data sources into one location and build a platform capable of producing analytics. The data and analytics platform is called Urban SDK; and the presentation will guide users to visualize the tool and export tables, charts and maps for their use.

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

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

**Attachments**
None
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 Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Gwen Myers, Mayor Andrew Ross, Gina Evans, Charles Klug, Derek Doughty, Commissioner Nate Kilton, Councilman Joseph Citro, Councilman John Dingfelder

The following members were present virtually: Commissioner Mariella Smith, HART Board Member Melanie Williams, Bob Frey, Board Member Jessica Vaughn

The following members were absent: Councilman Guido Maniscalco

A quorum was met in person.

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

III. APPROVAL OF MINUTES – August 11, 2021

Chair Cohen sought a motion to approve the August 11, 2021 minutes. Commissioner Kemp so moved, seconded by Commissioner Overman and Commissioner Myers. Voice Vote: motion carries unanimously.

IV. PUBLIC COMMENT
A. Secretary Gwynn (FDOT)
   • Gov DeSantis announced significant funding for Tampa Bay Region
   • Next month, will be coming back for TIP Amendments
      o Westshore Interchange project which is funded for 2026 is being shifted to Summer 2023. Advertising for a contractor in 2022 and awarded in two years.
      o Downtown Interchange projects, Gov DeSantis announced that he is providing $150 mil for that project in this FY. Will be under contract by June 2022.
      o Early Work projects will start later in 2021 that will help to build additional capacity by adding technology solutions to a number of corridors along area of Westshore Interchange and areas that may take traffic during construction.
      o Advancing pedestrian improvement projects.
      o Advancing resurfacing of SR 60 from Turkey Creek to Countyline Road.
• The fact that we spoke as a region and with one voice went a long way in increasing our chances for the extra funds.
• It gives us hope that if we speak as a region for other major projects, such as rail, it will go a long way with the State Legislature.

Discussion:

Commissioner Cohen: Many of these projects have been worked on by the TPO for many years.

Commissioner Kemp: Asked for Secretary Gwynn to speak to Florida Avenue between Kennedy and Bearrs.

Secretary Gwynn: This is part of managing traffic during construction of major projects. It is using advanced technology including video and other types of data collection and the ability to actively manage the signals along the corridors that will be carrying more traffic. Instead of normal day and weekly plans to match the day of the week, will be able to actively change those conditions on a real-time basis.

Commissioner Kemp: Has been wondering when something would be done in real-time. Living near Florida and Hillsborough, sees areas open and approaching streets unable to move due to traffic signals. Will this address that? If a road is open that the other lanes would move traffic through?

Secretary Gwynn: Yes, it could. We have started implementing technology in other areas in the district. One challenge is that it requires a lot of data collection in real-time. This will allow us to put a lot of this out there.

Commissioner Overman: How does this coordinate with the system that the City of Tampa is working on? Is the data shared? Is it coordinated?

Secretary Gwynn: We are working closely with the City of Tampa. On the State Road System, we typically work with the signal maintenance agency. This will be augmenting that capability.

Commissioner Cohen: As the Howard Franklin Bridge and the Westshore Interchange gears up, there is going to be more pressure on Gandy. Gandy is basically finished and running smooth. Is there any of this technology being deployed down there in anticipation of the upcoming construction? The Gandy and Westshore corridor area.

Secretary Gwynn: We can look at that, not on this list. We will be able to keep an eye on it.

Mayor Ross: Questioned about the release of unexpected funds. Does this allow for a cascade down to free up other funds that may serve to accelerate the Fowler Avenue projects?

Secretary Gwynn: This is a multiphase process that we are following right now. The legislature had allocated an additional $1.6 bil to the State Transportation Trust Fund for FY 22 and FY 23. That is
the money we are talking about today. The projects we are talking about were programmed for FY 24, 25, & 26. Next will be looking at backfilling those years where we have freed-up revenue to advance other project. We are not talking about federal funds that may be able to advance projects at this time. We continue to see more revenues being generated into the Transportation Trust Fund. Has the feeling that over the next few months, more projects will be given the opportunity to be moved further in the Work Program.

Councilman Dingfelder: Acknowledged that there will likely be additional questions as things evolve over the next several months. Gave a Thank You to Secretary Gwynn for the hard work to get the money and get these projects moving.

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

A. CAC – Bill Roberts (September 1, 2021 meeting)
   • Echoed Councilman Dingfelder
   • Made 2 recommendations to the board, TIP Amendments and Safety Plan Performance Targets
     o TIP Amendments - Committee members were interested in learning about how performance will be evaluated and the details about scooter accessibility, streetcar extension, and bike and pedestrian improvements.
     o Safety Plan Performance Targets - Members requested information about what role speeding vehicles play in HART’s safety events, e.g., how frequently speeding vehicles crash into HART buses.
   • Status Reports – Complete Streets Guide, HART Transit Oriented Development Transit Corridor, Hillsborough County Comprehensive Plan Mobility Section
     o Complete Streets Guidebook - Members commented on the importance of beautification and transit integration to successfully construct complete streets; stressed the importance of coordinating with FDOT regarding its context classification system.
     o HART TOD - Some members commented that they were impressed and interested in participating in the forthcoming workshops on this topic.
   • Thanked Commissioner Smith for the committee appointment on agenda today.

B. TAC – Davida Franklin, TPO Staff (September 13, 2021 meeting)
   • Recommended the Safety Plan Performance Targets.
     o Recognized targets need to be reasonable even though the acceptable number of expected injuries continued to move downward.
     o There was also some confusion on the reliability target changing and if the increase meant a benefit to safety or not.
   • Complete Streets Guide Update
     o Asked whether the typologies would be woven into the land use maps in the Comprehensive Plan. They confirmed that the context classifications WILL be in the Comprehensive Plan, but the Complete Streets Guide is considered the next step in implementation.
Also, the Health Department’s representative appreciated how place-making was integrated into the guide, recognizing its ability to improve the health of the community.

Discussed how complete streets guidelines are integrated with limited access highways. The response was that where limited access highways touch down onto the street network, they’ll pay special attention to drivers that are entering a different place, and consideration of how to help at those transition points could be added to the guide.

- **HART TOD**
  - The project was well-received by the Technical Advisory Committee for being in a prime location
  - HART staff also confirmed that Justin Willits will be the point of contact for the study.

- **Park Speed Zone Pilot Study**
  - Confirmed that county and city parks staff (and others) were directly involved on the stakeholder team, weighing in on prioritization and existing conditions.
  - Supported the name change to the Safe Access to Parks Study.

C. **TDCB** – Davida Franklin, TPO Staff (August 27, 2021 meeting)
   - Recommended the Safety Plan Performance Targets.
   - Formed a subcommittee on the proposed Transportation Tax
   - Approved the Coordination Contract with ACTS.
   - Heard status reports on Heights Mobility Study next Steps, Sunshine Line Update, FTA 5310 Grant Program, and the Storm Evaluation Forecast & Shelter In-Place Scenarios Study.

D. **BPAC** – Davida Franklin, TPO Staff (September 8, 2021 meeting)
   - Meeting virtually
   - Hillsborough Complete Streets Guide
     - Requested clarification on which roads or sections the guide could be applied to based on commercial or residential context and whether it represented local standards or national best practices (it represents national best practices).
     - Federal Department of Transportation (FDPOT) staff suggested bringing this item to the Community Traffic Safety Team.
   - HART TOD
     - Noted the need for additional crossings in the area and asked whether Right of Way is being taken for expanded sidewalks.
     - Members also noted that the rent numbers used in the study may have substantially increased, and they noted the need for Accessory Dwelling Units and the reduction of parking requirements.
   - Heard update on Heights Mobility Study Next Steps, Hillsborough County Comprehensive Plan Mobility Section.

E. **Policy Committee** – Beth Alden, TPO Staff
   - Held workshop on rail and bus rapid transit projects in Hillsborough County and their status.
     - Detailed slide presentation available in the Policy Committee Agenda Packet.
   - Discussion talked about how corridors will support future growth; identify and prioritize best opportunities; and connecting the corridors to provide seamless transfers.

F. **Public Comments Received Through Email & Social Media** – July/August – Davida Franklin, TPO Staff
   - Noted at the end of the minutes. **[Go]**
VI. **CONSENT AGENDA**

A. **Committee Appointments**
   - CAC – Christina Bosworth, nominated by Commissioner Smith

B. **Bylaws Amendment for BPAC and LRC Quorum**
   - Reducing the quorum size for each committee to 9 in-person due to capacity restrictions and COVID-19 protocols in the specified meeting room.

Chair Cohen sought a motion to approve the Consent Agenda. Commissioner Overman so moved, seconded by Councilman Citro; Roll-call vote: motion carries 15 - 0.

VII. **ACTION ITEMS**

A. **TIP Amendment: Tampa Multimodal Network & Safety Improvement** (Vishaka Shiva Raman, TPO Staff)
   - West River District Build Multimodal Improvements
   - Six amendments requested by FDOT
   - City of Tampa project
   - Reviewed TIP Amendments, design build, and funding for FY 21 – 22
   - Showed the funding with a 20/80 split between grants and local funds
   - Showed project location with the six phases
   - Explained needs and benefits
     - Mainly for safety and mobility
     - Includes Complete Streets treatments
     - Connects main downtown areas
     - Includes economic growth and resiliency
   - Showed how funds are being distributed
   - Public Involvement
     - Presented to boards, committees, and local agencies
     - Posted notice signs for September 14th meeting
     - Released notification release referencing information and areas to leave comment/feedback
   - Next Steps – All steps to be completed by the City of Tampa
     - Complete Grant Agreement and Budget Narrative; program local funding match and NEPA clearance
     - Prepare Design Build Contract Package
     - Execute Grant agreement and Design and Construction
     - Hillsborough County TPO is conducted public outreach through road signs and social media posts. Completed on 8/31/2021, 14 days prior to meeting.

Recommended Action: Approval of the Transportation Improvement Program (TIP) Amendment: 449008 1 through 449008 6.
Motion to approve the TIP Amendment 449008 1 through 449008 6 by Commissioner Overman, seconded Councilman Citro.

Discussion:

Commissioner Cohen: Believes this is a transformative project that will connect sections that need to be connected. This is putting together several years of work by many different agencies, offices, and individuals.

Commissioner Kemp: Is very happy to see these projects moving forward. Curious on the process. Does the City of Tampa have a hearing on this as well? Was surprised to see the signs put up by TPO.

Beth Alden: Signs, press release, and social media post are part of the TPO expanded involvement being tested for TIP Amendments. This is as a result of talking about shortening the notification timeframe from 3 weeks to 2 weeks and offsetting that by our outreach by targeting the particular demographics and areas impacted. We have not shortened the timeframe at this time. Will report back in the spring with some results. This amendment has received comments and some news coverage.

Councilman Dingfelder: The City does not have anything formal. The City of Tampa and the Mayor are doing a lot of outreach. For formal things, there is $6 mil in budget for this. When the contracts are being made, that is a time when the public can express input. There is nothing else formal.

Commissioner Cohen: There are a lot of people that ride their bikes along Bayshore Blvd and connect to the Riverwalk. The bridge over is a bit treacherous. This is going to be transformative. It will allow for people to go all the way up the Hillsborough River, down to Bayshore with a huge continuous stretch.

Roll Call Vote, motion passes 14 to 0 with 1 Non-Vote by HART Board Member Melanie Williams.

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

- Transit safety is one of several transportation measure the TPO is required to track.
- All measures originate from MAP-21 legislation (FTA)
  - Required to set targets for measure for project planning in hopes of achieving targets for the coming calendar year.
  - Rule require setting targets and measure for seven measure across each transit system which results in a total of 28 different measures:
    - Total Fatalities
    - Total Injuries
    - Total Safety Events
    - Fatality Rate per 100k VRM
    - Injury Rate per 100k VRM
    - Safety Event Rate per 100k VRM
    - System Reliability (average distance between mechanical failures)
  - Defined safety concerns as set forth in the government rules.
    - Fatalities are counted any time there is a resulting death.
Injuries are counted if any person must be transported to a medical facility and they are hurt within a transit vehicle, facility, or station.

Safety Events – include collisions, fire/smoke, derailments, evacuations

System Reliability and Function – distance traveled by a vehicle between vehicle failures

**Commissioner Overman** questioned System Reliability not including crashes as they dramatically impact the roads, and they fail.

**Johnny Wong** – Records are maintained by how HART reports them. Collision will be reported as a safety event or possibly other system failures. Will have to check with the HART Safety Officer to see how they are reported.

- Noted that this is not how targets are planned to be set in the future. Hoping to bring alongside Vision Zero targets.
- TBARTA, HART and FDOT are required to track and set targets as well.
  - Sunshine Line was given a delay. Once they have a plan, they will need to set targets. TPO will need to take those into consideration in a future year.
- Rule published in 2018: delays, slow rollout, COVID delays
- Final deadline for TPO to set targets and transmit to DOT is September 30, 2021
  - Late in the year, targets set for CY 2021
  - In future years, anticipates targets will be set early in the year by transit agencies. TPO has 180 to follow.
  - Every time the TIP and LRTP are amended, the targets will need to appear in those documents.
- Reasons for setting and measuring targets
  - Coordination: requires agencies to work together and collaboratively propose targets for the Board to adopt. Keeps all agencies on same page.
  - Safety Investments: reviewing data annually will provide metrics to see if the investments are getting desired results.
  - Accountability: goals will be put into TPO processes; projects approved for funding will take transit safety into account.
- Reviewed CY2021 Performance & Targets by Mode. Targets prepared by a consultant responsible for producing Safety Plan. The numbers may not be the same moving forward. Average of five-year period 2016 through 2020.
  - Streetcar trending down.
  - Busses have been generally consistent.
  - HARTFlex/HARTPlus have been generally consistent.
  - TBARTA has not yielded any safety events that would show up in a graph. Will revisit the target for next year target setting.
- Next steps:
  - Report PTASP targets to FDOT
  - Develop performance methodology to evaluate impacts on transit safety targets for the investments prioritized in the TIP and LRTP.

**Recommended Action:** Approval of the Public Transportation Agency Safety Performance Targets for CY2021.
Presentation: Public Transportation Agency Safety Plan Targets
Website: Transportation System Performance | Plan Hillsborough

Discussion:

Bob Frey: Asked to clarify that HART was involved in this reporting and setting the targets.

Johnny Wong: Clarified that TBARTA and HART were involved in the reporting. Coordinated with the HART Safety Officer to revisit the numbers and methodology. Provided support with the targets. Have been working closely with this report.

Motion to approve the Public Transportation Agency Safety Performance Targets for 2021 by Commissioner Myers, seconded by Commissioner Kemp. Roll-call vote, motion passes 15 – 0.

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

Recommended Action: Authorize the Executive Director to sign and transmit letter of comment

Letter of comment draft attached to September 14, 2021 Agenda
Presentation: SIS Policy Plan Update

Discussion:

Commissioner Kemp: Liked the suggestions and comments. Questioned whether or not the SIS takes the CSX tracks into consideration.

Justin Hall, FDOT District 7: As part of the policy update, those are they types of conversations being had. That is the point of the letter, to direct FDOT to look at some of those alternatives. Regional
significance either relieves congestion from a regional route or a regional facility. Noted the Heights project as an example. The CSX rails are part of this update and is in discussion now.

**Commissioner Kemp:** Asked for clarification if the CSX tracks around the state are under the SIS.

**Justin Hall, FDOT District 7:** Some of the other transit projects throughout the State are under the SIS. This District is having the conversation now.

**Commissioner Kemp:** Noted that the state has talked about setting up electric charging stations. Seems as though those should be private. Why would we intercede instead of private sector?

**Rich Clarendon:** State has structured an electric vehicle infrastructure master plan. Some would be along major highways, such as rest stops to encourage more adoption of EVs.

**Justin Hall, FDOT District 7:** EV plan would be a combination of public/private partnership much like the vendor contract with the vending machines providing and other food service.

**Commissioner Kemp:** Commented that, at this time, state statute says we allocate 50% of transportation funding to the SIS. Is that accurate? We, as a state, out due what is required. Asking because she believes there has been a focus on the SIS to the detriment of the arterial roads which could use investment. Is asking about the requirement and what we do above and beyond.

**Justin Hall, FDOT District 7:** The funding percentage is accurate. This is the beginning of the policy update process. MPO and TPO feedback statewide is very important to see what the State should focus on. At the beginning of the SIS, there were more projects than fundings. There is now an open conversation outside of the interstate system that benefits the region.

**Commissioner Overman:** We have a better understanding of how the funding can be used. Looking at how this SIS evolves, should include staging and planning out how transit fits in to this plan. Important to recognize that if it transit isn’t in the SIS, alternate types of transit won’t be able to move forward, such as expanding our ground transit system or incorporating a rail system. CSX moves freight around, but it has the potential to move people around safely. Safety and Vision Zero are a priority in the SIS, there is no conflict. The SIS sets the stage for several years, we need to set the agenda to set a timeline to prioritizing a potential passenger rail. If we know it’s in the plan, we can make sure we make strides on it.

**Commissioner Smith:** Asked to go back to the slide addressing improving rural mobility and connectivity. Would have liked to have had the presentation ahead of time. That slide heavily stresses rural mobility and connectivity and emphasizes controlled access and context classification. We are currently working on context classification for the county since the State looked at it. Concerned about how we do context classification and what it is going to say about roads through rural areas. This Board has voiced opposition to roads that would be sprawl magnets and opposing funding such roads over urban infrastructure and needs. Noted that the SIS priorities in five areas. The letter highlights the fourth element of urban mobility and connectivity. It does not highlight the fifth which is rural
mobility and connectivity. Rural is listed on par with urban mobility and connectivity. The State notes requesting feedback for how to support rural revitalization, economic development, and facilitate emergency evacuation and response while supporting environmental goals and community vision. The concern is that the goal could mean different things to different people. It could be agriculture or it could be housing. In the letter, noted the first bullet point. Recommends adding a caveat, yes, we support urban mobility and connectivity though we remain concerned about extending roads through rural areas in ways that attract sprawl development. Requested to hear from Ms. Alden about that while considering making a motion to add that language to the letter.

**Commissioner Cohen:** Would like to raise the concern about the environmental impacts on rural areas. That was one of the major objections at the Board of County Commissioners. Was thinking a motion may be appropriate to amend the letter.

**Beth Alden:** Perhaps add to the letter an additional bullet point addressing concerns adding roads through rural areas that attracts sprawl and creates environmental impacts. And perhaps supporting the context classification approach to strategies for rural mobility. The local comprehensive plans and local governments be consulted.

**Commissioner Smith:** Noted that context classification has been done on a State basis; the time for supporting that is past. The County has begun a context classification on county roads. Keep it simple with our concerns about roads in rural areas on both attracting sprawl and environmental impact.

**Motion to amend letter language by Commissioner Smith; Seconded by Commissioner Kemp and Commissioner Overman.**

**Discussion:**

**Commissioner Kilton:** Asked for definition on what is meant by rural. Would like to understand the impact to Plant City. Asked Ms. Alden to clarify that there would be consultation with the local Comprehensive Plan in this matter.

**Beth Alden:** That would be the suggestion. Clarified that there is an initial determination of context classification; FDOT will be updating that initial assessment, particularly when they look at specific corridors. Will take a look at the context classification for each road as they take a look at it. Noted that it is valuable to ask FDOT to consult with the local government before they make a determination of the context class.

**Commissioner Smith:** Agrees that the local government and Comprehensive Plan be part of the process.

**Commissioner Kemp:** Thanked Commissioner Smith for bringing this up. Have voted twice, unanimously, against the program “toll roads in the wilderness”. There was $200 mil spent over years on it. It is important that we feedback in the overarching discussion.
Voice vote on Commissioner Smith’s motion, passes unanimously.

**Commissioner Overman:** Does not see important element in the SIS, significant research has been done at the local level on equity.

Moved to add language regarding equity in funding and decisions be taken into consideration for those communities that are underserved or have been disregarded as projects are approved through as it pertains to transportation. Seconded by Councilman Dingfelder. Voice Vote passes unanimously.

Motion to transmit the letter of comment on the SIS Policy Plan, as amended, by Commissioner Overman, seconded by Commissioner Myers. Roll-call vote, motion passes 14 to 0 with 1 Non-vote by THEA Representative, Bob Frey.

VIII. **STATUS REPORTS**

A. **Economic Impact of Bus System Expansion** (Dave Sobush, Tampa Bay Partnership)
   - Went over the Overview of study. 2011 Study, although not completely transferable to methodology, ranked Tampa 93 out of 100 of the largest metros in terms of people being able to access jobs within a 90-minute transit commute.
   - Took information across several agencies and modeled.
   - Four scenarios in comparison, they build on each other from basic to visionary.
   - Reviewed each scenario.
   - Reviewed how an Equity Lens was used in the study including COVID-Affected and High Poverty/ Few Vehicles
   - Showed current and future state where Tampa would rank with investment of Scenario D.
   - Key Takeaways include Job access, local bus service (work horse), regional rapid transit (show horse), Envision 2030.

**Presentation:** Job Access Study

Discussion:

**Commissioner Kemp:** The focus of every transit system except New York and DC is the bus. Appreciates it being highlighted. Noted that the typical standard metric she has seen is 45 minutes instead of 1 hour.

IX. **EXECUTIVE DIRECTOR’S REPORT**
A. Job Access Expansion presented is consistent with the bus system expansion that was proposed with the transportation surtax.
B. Reiterated Secretary Gwynn’s announcement. Monitoring federal legislation.
C. Friday morning, TMA Leadership Group meeting, 930 AM, Pinellas Transit Authority Office, information is on the website. Suncoasttpa.org

X. **OLD & NEW BUSINESS –**
Next meeting October 13, 2021 starting with the Policy Committee at 8:30 AM with the Board meeting from 10:00 AM – 12:00 Noon.

XI. **ADJOURNMENT** – The meeting adjourned at 12:04 PM

The recording of this meeting may be viewed on YouTube: [Transportation Planning Organization - 09.14.21 - YouTube](https://www.youtube.com/watch?v=Q5Y0DQOyOw)

Public Comment via Email & Social Media

**Emails**

- **Aug. 11**
  Jesse Schein (re: Mathog Traffic during school pick up/drop off)
  “I am frustrated . . . takes at least 20 minutes or longer to drive the last quarter mile into my neighborhood due to KCC parents illegally parked on Mathog Road.”

  TPO Principal Planner Lisa K. Silva, AICP, PLA addressed the concern per Board Member Jessica Vaughn’s request.

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  Megan Johnson (re: the Plan Hillsborough Nondiscrimination and Equity Plan)
  “Plan Hillsborough’s Nondiscrimination & Equity Plan Has reach many different people for the chance to have their voices heard. The work the team put in is extraordinary and should be put in high consideration.”

- **Aug. 23**
  Edward McKinney, FDOT District 7 Planning and Environmental Administrator (re: The Downtown Interchange)
  Prepared a response to Mauricio Rosas’ request to reconnect streets and provide pedestrian friendly pavement as part of the I-275/I-4 interchange project. The response addressed five items, and it included maps.

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  “I currently live in Largo, but I would love to be able to take some form of rail transit to Downtown Tampa or Downtown St Petersburg from Largo.”

- **Sept. 4**
  Mauricio Rosas (re: The Downtown Interchange)
  “I will continue to push for all the underpasses along our corridor and more bike-walk paths joining east to west . . . it’s in our community’s interest to create more safety enhancements along a highway corridor with so many schools within a half-mile radius.”
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Senoia Brantley (re: West Riverwalk Extension TIP amendment)  
“...wholeheartedly support the expansion of the Riverwalk in the West Tampa neighborhood. This will ensure a safe modality for walkers and bikers while connecting surrounding communities. Thank you!”

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“Always for bicycle/pedestrian improvements ... may we also not ignore the many benefits of connecting the southern end of the Riverwalk to Bayshore.”

Wade Reynold, AICP responded with a map showing, per the City of Tampa, improvements to Bayshore Blvd. as part of Phase I of the Riverwalk extension.

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Mauricio Rosas (re: FDOT’s response to his concerns about The Downtown Interchange)  
“I’m encouraged to read improvements will be made to all the underpasses within the corridor up to and including Hanna. . . Recommendation: Consider ramp signaling on the flyover to help prevent back-ups. . . bottlenecks (happen) before entering the flyover . . . Increasing the lane capacity is not enough.”

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“Please expand the Riverwalk with the $24million from that grant. It will make it even better! Thank You!”

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“Thanks for sharing!”

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“Love this. @HillsboroughMPO let’s start planning on how to improve the Tampa Train station for connections to the airport with incoming Amtrak and High-Speed Rail. Maybe a total redesign of that area with shops and transportation hub.”

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Roc King (in response to the Resilient Tampa Bay video featuring Beth Alden)
“30%+ roads and trans systems down. It can happen. Galveston, New Orleans, east coast predictors of our potential disaster. Well done, succinct and prophetic. More of the same on commercial tv during prime time, during an injury break football game.”

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T. Ralph (in response to a retweet of a Tampa Bay Business Journal article on the monetary costs Tampa Bay commuters will endure when returning to the office)
“Why doesn’t it take into account those costs? It should.”
Summary of Committee Reports and Public Comments – Sept. 2021

Please note: This summary includes notes from the September 8th Bicycle Pedestrian Advisory Committee meeting and the September 13th Technical Advisory Committee meeting. Board packets did not include notes from these committee meetings at the time of distribution.

Pertaining to action items in today’s agenda:

✓ **Public Transportation Agency Safety Plan (PTASP) Targets**- approved by The Citizen’s Advisory Committee (CAC), Technical Advisory Committee (TAC) and Transportation Disadvantaged Coordinating Board (TDCB)

  o **Citizen’s Advisory Committee**
    - Members requested information about what role speeding vehicles play in HART’s safety events, e.g., how frequently speeding vehicles crash into HART buses.

  o **Technical Advisory Committee**
    - Recognized that the targets needed to be reasonable even though the acceptable number of expected injuries continued to move downward.
    - There was also some confusion on the reliability target changing and if the increase meant a benefit to safety or not.

✓ **Transportation Improvement Plan (TIP) Amendment for the West Riverwalk Extension**- approved by the Technical Advisory Committee and Bicycle Pedestrian Advisory Committee (BPAC)

  o **Bicycle Pedestrian Advisory Committee**
    - Gave input on the current conditions along Columbus Drive.
    - Received clarification about the proposed path types.
    - Commented on the allowance of micro-mobility devices on different paths and equity concerns with some devices.

  o **Technical Advisory Committee**
    - Asked the City of Tampa about the project’s effect on capacity. City staff said they’re considering capacity and safety of all modes, not just vehicular.
    - The City also said that although the project is still in development with no specific recommendations yet, they will include the possibility of lane repurposing, lane narrowing, speed management, and other treatments.

Other approvals:

✓ The Citizen’s Advisory Committee approved the **TIP Amendment: Tampa Multimodal Network & Safety Improvements**; Committee members were interested in learning about how
performance will be evaluated and the details about scooter accessibility, streetcar extension, and bike and pedestrian improvements.

✓ The Transportation Disadvantaged Coordinating Board formed a subcommittee on the proposed Transportation Tax, and they approved the Coordination Contract with ACTS

Other status updates:

- Hillsborough Complete Streets Guide
  - Citizen’s Advisory Committee
    - Members commented on the importance of beautification and transit integration to successfully construct complete streets.
    - Members also stressed the importance of coordinating with FDOT regarding its context classification system.
  - Bicycle Pedestrian Advisory Committee
    - Requested clarification on which roads or sections the guide could be applied to based on commercial or residential context and whether it represented local standards or national best practices (it represents national best practices).
    - Federal Department of Transportation (FDPOT) staff suggested bringing this item to the Community Traffic Safety Team.
  - Technical Advisory Committee
    - Asked whether the typologies would be woven into the land use maps in the Comprehensive Plan. They confirmed that the context classifications WILL be in the Comprehensive Plan, but the Complete Streets Guide is considered the next step in implementation.
    - Also, the Health Department’s representative appreciated how place-making was integrated into the guide, recognizing its ability to improve the health of the community.
    - Discussed how complete streets guidelines are integrated with limited access highways. The response was that where limited access highways touch down onto the street network, they’ll pay special attention to drivers that are entering a different place, and consideration of how to help at those transition points could be added to the guide.

- HART Transit Oriented Development (TOD) Pilot Project
  - Bicycle Pedestrian Advisory Committee
    - Noted the need for additional crossings in the area and asked whether Right of Way is being taken for expanded sidewalks.
Members also noted that the rent numbers used in the study may have substantially increased, and they noted the need for Accessory Dwelling Units and the reduction of parking requirements

- Technical Advisory Committee
  - The project was well-received by the Technical Advisory Committee for being in a prime location
  - HART staff also confirmed that Justin Willits will be the point of contact for the study.

- Citizen’s Advisory Committee
  - Some members commented that they were impressed and interested in participating in the forthcoming workshops on this topic.

- Park Speed Zone Pilot Study
  - The Technical Advisory Committee
    - Confirmed that county and city parks staff (and others) were directly involved on the stakeholder team, weighing in on prioritization and existing conditions.
    - Supported the name change to the Safe Access to Parks Study.

- Hillsborough County Comprehensive Plan Mobility Section - presented to the Citizen’s Advisory Committee, Bicycle Pedestrian Advisory Committee, and Livable Roadways Committee (LRC)

- Heights Mobility Study Next Steps - presented to the Bicycle Pedestrian Advisory Committee, Transportation Disadvantaged Coordinating Board and Livable Roadways Committee

- Sunshine Line Update, FTA 5310 Grant Program Updates, and the Storm Evacuation Forest & Shelter In-Place Scenarios Study – presented to the Transportation Disadvantaged Coordinating Board also heard status updates on the

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    “I am frustrated . . . takes at least 20 minutes or longer to drive the last quarter mile into my neighborhood due to KCC parents illegally parked on Mathog Road.”

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This concludes my report. Ms. Alden will give a quick report on the Policy Committee meeting that just
occurred.
Summary of Committee Reports and Public Comments – Sept. 2021

Please note: This summary includes notes from the September 8th Bicycle Pedestrian Advisory Committee meeting and the September 13th Technical Advisory Committee meeting. Board packets did not include notes from these committee meetings at the time of distribution.

Pertaining to action items in today’s agenda:

✓ Public Transportation Agency Safety Plan (PTASP) Targets- approved by The Citizen’s Advisory Committee (CAC), Technical Advisory Committee (TAC) and Transportation Disadvantaged Coordinating Board (TDCB)
  o Citizen’s Advisory Committee
    ▪ Members requested information about what role speeding vehicles play in HART’s safety events, e.g., how frequently speeding vehicles crash into HART buses.
  o Technical Advisory Committee
    ▪ Recognized that the targets needed to be reasonable even though the acceptable number of expected injuries continued to move downward.
    ▪ There was also some confusion on the reliability target changing and if the increase meant a benefit to safety or not.

✓ Transportation Improvement Plan (TIP) Amendment for the West Riverwalk Extension- approved by the Technical Advisory Committee and Bicycle Pedestrian Advisory Committee (BPAC)
  o Bicycle Pedestrian Advisory Committee
    ▪ Gave input on the current conditions along Columbus Drive.
    ▪ Received clarification about the proposed path types.
    ▪ Commented on the allowance of micro-mobility devices on different paths and equity concerns with some devices.
  o Technical Advisory Committee
    ▪ Asked the City of Tampa about the project’s effect on capacity. City staff said they’re considering capacity and safety of all modes, not just vehicular.
    ▪ The City also said that although the project is still in development with no specific recommendations yet, they will include the possibility of lane repurposing, lane narrowing, speed management, and other treatments.

Other approvals:

✓ The Citizen’s Advisory Committee approved the TIP Amendment: Tampa Multimodal Network & Safety Improvements; Committee members were interested in learning about how
performance will be evaluated and the details about scooter accessibility, streetcar extension, and bike and pedestrian improvements.

✓ The Transportation Disadvantaged Coordinating Board formed a subcommittee on the proposed Transportation Tax, and they approved the Coordination Contract with ACTS

Other status updates:

- **Hillsborough Complete Streets Guide**
  - **Citizen's Advisory Committee**
    - Members commented on the importance of beautification and transit integration to successfully construct complete streets.
    - Members also stressed the importance of coordinating with FDOT regarding its context classification system.
  - **Bicycle Pedestrian Advisory Committee**
    - Requested clarification on which roads or sections the guide could be applied to based on commercial or residential context and whether it represented local standards or national best practices (it represents national best practices).
    - Federal Department of Transportation (FDPOT) staff suggested bringing this item to the Community Traffic Safety Team.
  - **Technical Advisory Committee**
    - Asked whether the typologies would be woven into the land use maps in the Comprehensive Plan. They confirmed that the context classifications WILL be in the Comprehensive Plan, but the Complete Streets Guide is considered the next step in implementation.
    - Also, the Health Department’s representative appreciated how place-making was integrated into the guide, recognizing its ability to improve the health of the community.
    - Discussed how complete streets guidelines are integrated with limited access highways. The response was that where limited access highways touch down onto the street network, they’ll pay special attention to drivers that are entering a different place, and consideration of how to help at those transition points could be added to the guide.

- **HART Transit Oriented Development (TOD) Pilot Project**
  - **Bicycle Pedestrian Advisory Committee**
    - Noted the need for additional crossings in the area and asked whether Right of Way is being taken for expanded sidewalks.
Members also noted that the rent numbers used in the study may have substantially increased, and they noted the need for Accessory Dwelling Units and the reduction of parking requirements.

- **Technical Advisory Committee**
  - The project was well-received by the Technical Advisory Committee for being in a prime location
  - HART staff also confirmed that Justin Willits will be the point of contact for the study.

- **Citizen’s Advisory Committee**
  - Some members commented that they were impressed and interested in participating in the forthcoming workshops on this topic.

- **Park Speed Zone Pilot Study**
  - **The Technical Advisory Committee**
    - Confirmed that county and city parks staff (and others) were directly involved on the stakeholder team, weighing in on prioritization and existing conditions.
    - Supported the name change to the Safe Access to Parks Study.

- **Hillsborough County Comprehensive Plan Mobility Section** - presented to the Citizen’s Advisory Committee, Bicycle Pedestrian Advisory Committee, and Livable Roadways Committee (LRC)

- **Heights Mobility Study Next Steps** - presented to the Bicycle Pedestrian Advisory Committee, Transportation Disadvantaged Coordinating Board and Livable Roadways Committee

- **Sunshine Line Update, FTA 5310 Grant Program Updates, and the Storm Evacuation Forest & Shelter In-Place Scenarios Study** – presented to the Transportation Disadvantaged Coordinating Board also heard status updates on the

**Summary of Public Comments – Sept. 2021**

**Emails**

- **Aug. 11**
  - Jesse Schein (re: Mathog Traffic during school pick up/drop off)
    - “I am frustrated . . . takes at least 20 minutes or longer to drive the last quarter mile into my neighborhood due to KCC parents illegally parked on Mathog Road.”

  TPO Principal Planner Lisa K. Silva, AICP, PLA addressed the concern per Board Member Jessica Vaughn’s request.
Aug. 11
Megan Johnson (re: the Plan Hillsborough Nondiscrimination and Equity Plan)
“Plan Hillsborough’s Nondiscrimination & Equity Plan Has reach many different people for the chance to have their voices heard. The work the team put in is extraordinary and should be put in high consideration.”

Aug. 23
Edward McKinney, FDOT District 7 Planning and Environmental Administrator (re: The Downtown Interchange)
Prepared a response to Mauricio Rosas’ request to reconnect streets and provide pedestrian friendly pavement as part of the I-275/I-4 interchange project. The response addressed five items, and it included maps.

Aug. 28
Andrew Morris (re: Passenger Use of the CSX-owned Freight Rail Corridors through Tampa)
“I currently live in Largo, but I would love to be able to take some form of rail transit to Downtown Tampa or Downtown St Petersburg from Largo.

Sept. 4
Mauricio Rosas (re: The Downtown Interchange)
“I will continue to push for all the underpasses along our corridor and more bike-walk paths joining east to west . . . it’s in our community’s interest to create more safety enhancements along a highway corridor with so many schools within a half-mile radius.”

Sept. 7
Senoiia Brantley (re: West Riverwalk Extension TIP amendment)
“. . . wholeheartedly support the expansion of the Riverwalk in the West Tampa neighborhood. This will ensure a safe modality for walkers and bikers while connecting surrounding communities. Thank you!”

Sept. 9
Frank Miller (re: West Riverwalk Extension TIP amendment)
“Always for bicycle/pedestrian improvements . . . may we also not ignore the many benefits of connecting the southern end of the Riverwalk to Bayshore.”

Wade Reynold, AICP responded with a map showing, per the City of Tampa, improvements to Bayshore Blvd. as part of Phase I of the Riverwalk extension.

Sept. 12
Mauricio Rosas (re: FDOT’s response to his concerns about The Downtown Interchange)
“I’m encouraged to read improvements will be made to all the underpasses within the corridor up to and including Hanna. . . Recommendation: Consider ramp signaling on the
flyover to help prevent back-ups... bottlenecks (happen) before entering the flyover...
Increasing the lane capacity is not enough.”

- Sept. 13
  Kim Magic [re: West Riverwalk Extension TIP amendment]
  “Please expand the Riverwalk with the $24million from that grant. It will make it even better! Thank You!”

Social Media

- Facebook
  - Aug. 3
    Chris Vela [in response to the West Riverwalk Extension TIP Amendment]:
    “I rather the TIP amendment be the removal of current and planned interstate projects. Then, work on a Racial Impact Statement as a vetting tool for FDOT’s projects and yours.”

- Twitter
  - 8/23
    Tampa Hillsborough Expressway Authority [in response to a post highlighting the Selmon Extension]
    “Thanks for sharing!”
  - 8/21
    Axel Clauberg [in response to a retweet about proposed Amtrak routes through the State of Florida]
    “Love this. @HillsboroughMPO let’s start planning on how to improve the Tampa Train station for connections to the airport with incoming Amtrak and High-Speed Rail. Maybe a total redesign of that area with shops and transportation hub.”
  - 8/17
    Roc King [in response to the Resilient Tampa Bay video featuring Beth Alden]
    “30%+ roads and trans systems down. It can happen. Galveston, New Orleans, east coast predictors of our potential disaster. Well done, succinct and prophetic. More of the same on commercial tv during prime time, during an injury break football game.”
  - 8/16
    T. Ralph [in response to a retweet of a Tampa Bay Business Journal article on the monetary costs Tampa Bay commuters will endure when returning to the office]
    “Why doesn’t it take into account those costs? It should.”

This concludes my report. Ms. Alden will give a quick report on the Policy Committee meeting that just occurred.
Section 7 Aesthetics

June 2021
Projects Constructed to Date
Follow Urban Design Guidelines

• Downtown Interchange
  • 2001-2006 interim improvement/ limited aesthetics

• I-4 (14th to 50th)
  • 2003-2007

• Airport Interchange
  • 2004-2010

• NB I-275 from Himes Ave. to the Hillsborough River
  • 2006-2010

• I-4/Selmon Expressway Connector Project
  • 2010-2014

• I-275 DB
  • 2011-2016
• Widening for 1 additional lane in each direction
• Wide outside shoulders to accommodate transit
• Interchange improvements that include ped/bike enhancements
• **Aesthetics and noise walls**
• No ROW required
Signs and Interstate Lighting

Ground Mount Single Post

Monotube Span

Interstate Lighting
Underdeck Lighting For Roadway Surface

Back of Pier Cap Lighting for Pedestrian Side

Color will be Grey
Specialty Fencing

- Highly visible areas – black Omega-type/wire welded
- Sloped areas – black vinyl coated chain link
- Gates – swing gates, black Omega-type/wire welded
Fencing Summary

- 8’ and 14’ noise barrier along shoulders prevent access to I-275
- Fencing removed:
  - Along frontage roads
  - Inside shoulder of ramps
- Existing fencing to remain
  - Adjacent to private property
  - Replace damaged sections of existing fence (to match existing chain link)
- Fencing to be added
  - Along crossroads
  - To prevent access along the LA R/W between private property and I-275
Noise Barriers Locations

Example of 8’ and 14’ Concrete Barrier/Noise Wall
Noise Barriers Locations

Example of 8' and 14' Concrete Barrier/Noise Wall
Noise Barriers Locations

Example of 8’ and 14’ Concrete Barrier/Noise Wall

Existing Noise Barrier
Proposed 14’ Noise Barrier
Proposed 8’ Noise Barrier
MSE Wall and Public Art Locations

Legend

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>443770-1-52-01</td>
<td>Shell/Coral Panel Face RAL 1013</td>
</tr>
<tr>
<td>431821-2-52-01</td>
<td>Brick Texture Panel Face Aurora Brown</td>
</tr>
</tbody>
</table>

Areas of City of Tampa Art
• Retaining walls along I-275 shoulder:
  • Shell/Coral Panel Face

• Gravity walls under bridge
  • Widened concrete sidewalk
  • Omega-type/wire welded fence along top

Picture does not accurately depict bridge widening and noise barrier on bridge shoulder.
• Retaining wall under bridge
  • Sloped pavement under bridge to be removed and replaced with a full height retaining wall
  • Widened concrete sidewalk

Picture does not accurately depict bridge widening.
• Retaining walls along I-275 shoulder:
  • Brick texture Panel Face
• Gravity walls under bridge
  • Widened concrete sidewalk with sawcut pattern
  • Omega-type/wire welded fence along top
• City of Tampa to stamp concrete sidewalk panels
  • One 5’ x 10’ panel of concrete sidewalk on the north side of Osborne Ave.
  • One 5’ x 10’ panel of concrete sidewalk on the south side of Osborne Ave.
• Location of panels TBD by the City of Tampa
• City of Tampa to add art on the face of the gravity wall

Picture does not accurately depict bridge widening and noise barrier on bridge shoulder.
• Retaining walls along I-275 shoulder:
  • Brick texture Panel Face
• Sloped pavement under bridge to be removed and replaced with a full height retaining wall
• Widened concrete sidewalk with sawcut pattern
• City of Tampa to stamp concrete sidewalk panels
  • One 5’ x 10’ panel of concrete sidewalk on the north side of Hillsborough Ave.
  • One 5’ x 10’ panel of concrete sidewalk on the south side of Hillsborough Ave.
  • Location of panels TBD by the City of Tampa
• City of Tampa to add art on the face of the retaining wall

Picture does not accurately depict bridge widening and noise barrier on bridge shoulder.
Section 7 Schedule

Schedule

• Construction
  • Awarded to Contractor: May 26, 2021
  • Begin Construction: Summer 2021
  • Anticipated Construction Completion: Late 2024

• Landscape to be completed following construction

• Public Art to be installed following construction
Stay Safe This Summer

- Check for recalls at NHTSA.gov/recalls.
- Replace worn wipers.
- Replace cloudy headlights.
- Make sure battery is fully charged.
- Ensure tires are properly inflated and damage free. Don’t forget the spare!
- Check fluid levels.
- Check that brakes are in good condition.
Thank You
PUBLIC QUESTION FORM

The Florida Department of Transportation encourages public inquiries. This form is subject to public records law.

Name: ____________________________________________

Organization: ________________________________

Contact Information: ________________________

Date or Meeting Attended: ______________________

The FDOT is currently answering questions. Please make your question(s) as specific as possible and offer suggestions to address your concerns. You may continue on the back, if necessary. This form is part of the public record.

QUESTION(S): ______________________________________

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Please give your completed form to FDOT Staff or email to Lori Marable, D7 SIS Coordinator, lori.marable@dot.state.fl.us. If you wish to mail your question form please send to: Lori Marable, Florida Department of Transportation, MS 7-500, 11201 N. McKinley Dr., Tampa, Florida, 33563.

In addition to the comments received via this form, FDOT will provide a public comment period in late 2021 to receive comments on the draft SIS Policy Plan.

Please visit www.fdot.gov/planning/sis, for more information on the plan update.