Meeting of the Bicycle Pedestrian Advisory Committee
Wednesday, October 13, 2021, 5:30 – 7:30 p.m.

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

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

Remote participation:

- To view presentations and participate your computer, tablet or smartphone: https://attendee.gotowebinar.com/register/8428299103986903311 Register in advance to receive your personalized link, which can be saved to your calendar.
- Dial in LISTEN-ONLY MODE: (562) 247-8422 Access Code 482-869-041
- Presentations, full agenda packet, and supplemental materials posted here, or 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: Chris English at (813) 836-7380.

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

Call to Order

I. Public Comment - 3 minutes per speaker, please

Public comments are welcome and may be given in person at this teleconference meeting by logging into the website above and clicking the “raise hand” button. Comments may also be provided before the start of the meeting by e-mail to reynolds@plancom.org. Written comments will be read into the record, if brief, and provided in full to the Committee members.

II. Members’ Interests

III. Approval of Minutes – September 8, 2021

IV. Action Items

A. Transportation Improvement Program Amendment: Westshore Interchange and Downtown Interchange Aesthetics (Connor Macdonald, TPO Staff and FDOT Rep)
B. Rectangular Rapid Flashing Beacons – Letter to Legislature
   (Gena Torres, TPO Staff)

c. Tentative Work Program Comments
   (Vishaka Shiva Raman, TPO Staff)

A. Approval of New Membership
   I. Victoria Klug
   II. David Aylesworth

B. Election of Officers

V. Status Reports
   A. Hillsborough County Comprehensive Plan Mobility Element
      (Katrina Corcoran, Planning Commission Staff)

VI. Old Business & New Business

VII. Adjournment

VIII. Addendum
   A. TPO Meeting Summary and Committee Reports
   B. SIS Virtual Room
   C. Washington DC Scooter Law

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

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

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

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I. **CALL TO ORDER**

Chair Forbes called the virtual meeting to order at 5:30 PM


Members Absent: Melissa Collazo, Marcello Tavernari, John Kubicki, Sally Thompson

Others Present: Wade Reynolds, Vishaka Shiva Raman, Sarah McKinley, Christopher English, Lisa Silva, Gail Reese (TPO Staff); David Aylesworth, Victoria Klug; Ginger Regalado, Emmeth Duran (FDOT); Matt Lewis, Sara Caper, Christopher Fellerhoff (Hillsborough County); Paula Flores (GPI); Milton Martinez, Brandie Miklus (City of Tampa); Roger Henderson.

A quorum was met virtually.

II. **PUBLIC COMMENT** – None at this time

III. **MEMBERS’ INTERESTS** – None at this time

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

No adjustments noted

V. **ACTION ITEMS**

A. **TIP Amendment: Tampa Multimodal Network & Safety Improvement** (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

This presentation is for information purposes.

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

**Additional Information:**

Discussion:

**Jim Shirk:** Happy to see this. Noted that it will make it safer for people to bike around the west part of downtown and in the Boulevard homes area.

**Chair Forbes noted a chat question from Ginger Regalado:** How much traffic/feedback did you get via the social media outreach?

**Vishaka Shiva Raman:** Said that she does not have a number at this time. However, public outreach is open until the TPO Board meeting on September 14, 2021.

**Abigail Flores:** Asked what type of multimodal facilities will be put and whether scooters will be permitted on them.

**Milton Martinez** (City of Tampa): Micro-mobility modes are being coordinated for a broader mobility program across the city. Will be looking at where there may need to be some restrictions due to capacity. On Platt Street, there will be a protected bike structure which will allow for micro-mobility. This is also happening on Rome Ave. The entire corridor will have more of a Complete Street feel. This project is a collaboration between Parks and Recreation and Mobility Department. Network is a low-stress, safe corridor for people who chose or need to walk or use mobility devices; it is intended to be a commuter transportation network and not just recreation.

**Abigail Flores:** Believes it needs to be well thought out when micro-mobility is restricted. Rented scooters may have bias versus people who own their own.

**Wanda Vinson:** Wanted information on the date and time for the TIP Hearing on September 14th.

**Jim Shirk:** Is concerned about the segment on Columbus. Wondering what the profile is going to be as it is very restricted and the lanes are very tight.

B. **Approval of New Membership** (Wade Reynolds, TPO Staff) – Tabled until able to obtain an in-person quorum.
   - Victoria Klug
   - David Aylesworth

C. **Election of Officers** (Wade Reynolds, TPO Staff) – Tabled until able to obtain an in-person quorum.
VI. STATUS REPORTS

A. Hillsborough County Complete Streets Guide (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
     o Streets based on economics, neighborhoods, and connecting neighborhoods to each other and to economic centers
     o Roads have mixed purposes within primary use – suburban roads in urban areas
     o Typologies work to extend the land use.
   • Went over Why CS Guide is needed
     o Needs are complex – mobility, health, etc.
     o Area growing
     o 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
     o Introduction – purpose, relation, and definitions
       ▪ no singular design for a complete street
       ▪ provides principles
     o 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
     o Placemaking and Health – design of creative placemaking – walkability, quality of life
     o Street Typologies – unique to the level of users intended
       ▪ tables for all the Typologies including characteristics and services
       ▪ 11 types
       ▪ Allows for retrofitting
     o Intersections and Midblock Crossings
       ▪ Intersections are greatest source of conflict – making them safer for all users
     o Transit Integration
       ▪ Begin as walking trip
       ▪ Contemplate the stops and design
       ▪ Integration option designs to adapt corridors
     o Special Considerations
     o 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:
Chair Forbes: Would like it to be emphasized that this document is taking information from around the country and national standards. That this is an enhancement and showing how the county is developing and changing.

Ginger Regalado: Suggested the community traffic safety teams that are a very diverse group; present this to them for feedback. Thinks it’s really good.

Bill Sapper: Inquired about how the funding sources will be matched up to the guide.

B. Hillsborough County Mobility Section Announcement (Katrina Corcoran, Planning Commission Staff)
- Reviewed website.
- This section of Comp Plan last updated in 2008
- Several partners to revise policy language
- Draft language available for public comment
- Virtual public meetings (September 9 and September 22)
- Planning Commission (September 14)
- BOCC Workshop (September 28)
- Public hearings in November and December
- Adoption anticipated in January 2022
- Ability to sign-up for email updates and meeting notifications

Website: Mobility Section Project Page

Discussion:

Wade Reynolds: Noted that the link to the page is in the chat.

Abigail Flores: Asked what is new in this update. (Katrina did an overview, information in the language on the website)

C. HART Transit Oriented Development 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
  o Streetcar development
  o HART arterial BRT study
• Showed study area – same as arterial BRT study; overlay of land use and development map
  o High growth and Underserved communities overlap
  o Information on TOD opportunities
• Strategies – refresher, getting everyone on the same page
  o Improve safety and facilities
  o Housing affordability
  o Missing middle in housing density
• Potential development areas and they types of opportunities
• Reviewed Next Steps

Presentation Slides: HART Transit Oriented Development Pilot Project
Website: https://goharttod.org/

Discussion:

Ginger Regalado: Asked about the setbacks, is the business to be providing the right-of-way buffer. Questioned if this project has been working with the Department of Transportation and who that might be.

Chair Forbes: Feedback for the consultant. Twenty-seven people on the call, all of whom are pretty familiar with the project zone. Noted that this presentation could be done in fewer slides for most of the audiences. (Sarah McKinley noted that this is meant to be more of a refresher for the upcoming workshops.)

Jim Shirk: Noted the price range that the consultant is using for rental housing is “laughable”. Other cities have increased ADUs if area permits; believes something similar needs to be done in Tampa particularly in really desirable areas, like Seminole Heights. Additionally commented that parking is a challenge for affordable housing; would it be possible to waive parking, at least partially? Something needs to be done fast as there is a housing crisis.

Chair Forbes: Noted parking minimums are a concern.

VII. OLD BUSINESS & NEW BUSINESS – None at this time

VIII. Announcements

A. Moises Rafael Hernandez has resignation from committee due to moving out of country, Adelaide, Australia. He is thanked for his service.
B. Tri-County BPAC, Virtual, September 29th. Wade will follow-up with agenda and other items soon.
C. Handout section of meeting, survey’s on the fliers for Park Speed and USF to Artery.
D. Unexpected death of Steve Diez, Citrus/Hernando County TPO Executive Director. Great advocate for trails.
E. Gulf Coast Safe Streets Hybrid Summit: November 2 – 4, 2021 and Bike Walk Tampa Bay Virtual Summit: November 5, 2021 from 4 – 6 PM.

   Website: Gulf Coast Safe Streets and BWTB 2021 Summits

IX. ADJOURNMENT  Meeting adjourned at 7:11 PM

X. HANDOUTS

A. Flyer for Park Speed Zone Study
B. USF to ARTery Trail Study draft flyer

The video recording of this meeting can be viewed on YouTube: BPAC Meeting September 8 2021 - YouTube

From Chat
This is Vishaka. Can you please move me to a panelist?

Alana Brasier is here but I’m in listen only mode

Wamda Vinson (to Organizer(s) Only):

5:30 PM: 🧡

Ginger Regalado (to Organizers and Panelists Only):

5:40 PM: How much traffic/feedback did you get via the social media outreach?

Wanda Vinson (5:41 PM): Can I get that information on the tip meeting again please –

Ginger Regalado (to Organizers and Panelists Only):

6:07 PM: Has this guide been made available to everyone as of yet?

Ginger Regalado (to Organizers and Panelists Only):

6:16 PM: Would it be possible to get a copy of this presentation?

Ginger Regalado (to Organizers and Panelists Only):

6:20 PM: Well done.
Wade Reynolds (to Organizers and Panelists Only):

6:20 PM: Hi Ginger, I have added it to the handouts tab. Can you see it?

Wanda Vinson (to Organizers and Panelists Only):

6:22 PM: Yes, thanks

Matt Lewis (to Organizers and Panelists Only):

6:23 PM: Thanks Ginger!

Christopher English (to All - Entire Audience):

6:28 PM: searching for "mobility section" does now bring up the project page :)

Wade Reynolds (to All - Entire Audience):

6:30 PM: [https://planhillsborough.org/mobility-section/](https://planhillsborough.org/mobility-section/)

Ginger Regalado (to Organizers and Panelists Only):

6:31 PM: Wow quick and to the point! Good job.

Katrina Corcoran (to Organizers and Panelists Only):

6:35 PM: As Matt and Paula mentioned, the Context Classification system is also a new update to the Mobility Section. I knew I missed something! :) Thank you all and we look forward to seeing you at some of our public meetings if you can make it.

Ginger Regalado (to Organizers and Panelists Only):

6:40 PM: Will this presentation be made available?

Ginger Regalado (to Organizers and Panelists Only):

6:42 PM: Is there going to be some kind of program in place for students to get them to use this system? What about medical staff with the hospitals? Also, thanks for posting Wade!

Ginger Regalado (to Organizers and Panelists Only):

6:46 PM: Are the businesses providing the ROW for the buffer? Also, are you working with businesses to provide any other improvements?

Ginger Regalado (to Organizers and Panelists Only):

6:57 PM: Have you been working with anyone at FDOT? If so, who would that be?
Ginger Regalado (to Organizers and Panelists Only):

7:01 PM: Thank you. Well done.

Jim Shirk (to Organizers and Panelists Only):

7:03 PM: Other cities (Vancouver, Portland OR, etc.) have increased allowable dwelling units to 4 per lot if space permits - can we do that in Tampa? Also, parking is a problem for affordable housing - can that be waived? We must do something and fast, we have a housing crisis - I know, my landlord doubled my rent so I had to move.

Ginger Regalado (to Organizers and Panelists Only):

7:09 PM: Very sad, he was a great human being!!
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 causeway; and pavement rehabilitation and the addition of a westbound general purpose lane 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 Blvd to Bearss Ave, Kennedy Blvd from Memorial Hwy to Ashley Dr, Boy Scout Blvd from the Airport Service Road to Dale Mabry Hwy, MLK Blvd from I-275 to I-4, and Hillsborough Ave 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](#)
Tampa’s Westshore Interchange
Early Works Projects

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

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**Item 445056 1 Totals:** $0 | $26,172,572 | $0 | $0 | $0 | $0 | $0 | $26,172,572 |
## FDOT 5 Year TIP
### Hillsborough County, District 7
### HIGHWAYS

**Status:** Amended  
**Amendment Date:** 10/13/2021  
**Amendment Number:** 8

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**Item 445056 2 Totals:**
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- **2025:** $0
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- **All Years:** $60,469,405
**FDOT 5 Year TIP**  
**Hillsborough County, District 7**

### HIGHWAYS

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<th>Project Length</th>
<th>Extra Description</th>
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**ENVIRONMENTAL - MANAGED BY FDOT**

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**PRELIMINARY ENGINEERING - MANAGED BY FDOT**

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**RAILROAD & UTILITIES - MANAGED BY FDOT**

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**RIGHT OF WAY - MANAGED BY FDOT**

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**Item 445057 Totals:** | $0 | **$66,863,314** | $0 | $0 | $0 | $0 | $0 | **$66,863,314** |
## Item 447107 1

**Description:** SR 60 WB FROM N OF SPRUCE ST/TIA INTERCHANGE TO N OF MEMORIAL HW

**Extra Description:** WESTBOUND EXPRESS LANES TO CCC, INDEPENDENCE, VETERANS

**Related Project:**

**Type of Work:** ADD LANES & RECONSTRUCT

**Project Length:** 1.875

**LRTP:** Westshore Interchange, p. 54

### Fund

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**Totals:** $33,755,598

### DESIGN BUILD - MANAGED BY FDOT

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**Totals:** $150,000

### ENVIRONMENTAL - MANAGED BY FDOT

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**Totals:** $100,000

### PRELIMINARY ENGINEERING - MANAGED BY FDOT

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**Totals:** $100,000

### RAILROAD & UTILITIES - MANAGED BY FDOT

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**Totals:** $100,000

**Item 447107 1 Totals:**

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**SIS**
**FDOT**

**5 Year TIP**

**Hillsborough County, District 7**

**HIGHWAYS**

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<th>Extra Description:</th>
<th>LRTP:</th>
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<td>447534 1</td>
<td>I-275/SR 93 FROM N OF HOWARD FRANKLAND BRIDGE TO S OF SR 60</td>
<td>North Seawall and Trail Project</td>
<td>NORTH SEAWALL AND TRAIL PROJECT</td>
<td>Westshore Interchange, p. 54</td>
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**Type of Work**: PERIODIC MAINTENANCE

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| **ENVIRONMENTAL - MANAGED BY FDOT** | | | | | | | | |
| Added ARPA | $0 | $1,060,000 | $0 | $0 | $0 | $0 | $0 | $0 | $1,060,000 |
| **Totals:** | $0 | $1,060,000 | $0 | $0 | $0 | $0 | $0 | $0 | $1,060,000 |

| **PRELIMINARY ENGINEERING - MANAGED BY FDOT** | | | | | | | | |
| Added DIH | $0 | $6,000 | $0 | $0 | $0 | $0 | $0 | $0 | $6,000 |
| **Totals:** | $0 | $6,000 | $0 | $0 | $0 | $0 | $0 | $0 | $6,000 |

| **RAILROAD & UTILITIES - MANAGED BY FDOT** | | | | | | | | |
| Added DDR | $0 | $2,500 | $0 | $0 | $0 | $0 | $0 | $0 | $2,500 |
| Added ARPA | $0 | $100,000 | $0 | $0 | $0 | $0 | $0 | $0 | $100,000 |
| **Totals:** | $0 | $102,500 | $0 | $0 | $0 | $0 | $0 | $0 | $102,500 |

| Item 447534 1 Totals: | $0 | $36,905,500 | $0 | $0 | $0 | $0 | $0 | $0 | $36,905,500 |
## FDOT 5 Year TIP
### Hillsborough County, District 7

### HIGHWAYS

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**Total: $0 | $2,990,775 | $0 | $0 | $0 | $0 | $0 | $2,990,775**

**ENVIRONMENTAL - MANAGED BY FDOT**

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**Total: $0 | $7,500 | $0 | $0 | $0 | $0 | $0 | $7,500**

**PRELIMINARY ENGINEERING - MANAGED BY FDOT**

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**Total: $0 | $358,466 | $0 | $0 | $0 | $0 | $0 | $358,466**

**RAILROAD & UTILITIES - MANAGED BY FDOT**

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**Total: $0 | $240,000 | $0 | $0 | $0 | $0 | $0 | $240,000**

**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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<td>LRTP: Westshore Interchange, p. 54</td>
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**CONSTRUCTION - MANAGED BY FDOT**

| Added | ARPA | $0 | $125,000 | $0 | $0 | $0 | $0 | $125,000 |
| **Totals:** | | **$0** | **$125,000** | **$0** | **$0** | **$0** | **$0** | **$125,000** |

| Item 447976 2 Totals: | | **$0** | **$2,055,783** | **$0** | **$0** | **$0** | **$0** | **$2,055,783** |
### FDOT

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

**HIGHWAYS**

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<td><strong>Description:</strong> SR 616/BOY SCOUT BLVD AT LOIS AVENUE</td>
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**Totals:** $0   $526,830  $0  $0  $0  $0  $0  $526,830

**Item 447976 4 Totals:** $0   $526,830  $0  $0  $0  $0  $0  $526,830
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<tr>
<td>Related Project:</td>
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<td>Extra Description: INTEGRATED CORRIDOR MANAGEMENT</td>
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<td>Project Length:</td>
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### DESIGN BUILD - MANAGED BY FDOT

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

### HIGHWAYS

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### Item 443445 2

**Description:** SR 60/KENNEDY BLVD FROM WEST OF MEMORIAL HWY TO EAST OF ASHLEY DR

**LRTP:** Smart Cities, p. 39

**Related Project:** DESIGN BUILD - MANAGED BY FDOT

**Type of Work:** ITS COMMUNICATION SYSTEM

**Project Length:** 4.632

**Extra Description:** INTEGRATED CORRIDOR MANAGEMENT

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**Item 443445 2 Totals:** $0, $0, $0, $4,177,573, $0, $0, $0, $4,177,573

### Amended

**Amendment Date:** 10/13/2021

**Amendment Number:** 17

**Description:** SR 60/KENNEDY BLVD FROM WEST OF MEMORIAL HWY TO EAST OF ASHLEY DR

**LRTP:** Smart Cities, p. 39

**Related Project:** DESIGN BUILD - MANAGED BY FDOT

**Project Length:** 4.632

**Extra Description:** INTEGRATED CORRIDOR MANAGEMENT

**Type of Work:** ITS COMMUNICATION SYSTEM

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**Item 443445 2 Totals:** $0, $3,912,207, $0, $0, $0, $0, $0, $3,912,207
## FDOT
### 5 Year TIP
#### Hillsborough County, District 7

**Type of Work:** ITS COMMUNICATION SYSTEM

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### Item 443445 3

**Description:** SR 574/W MLK BLVD FROM EAST OF I-275 TO EAST OF I-4  
**Extra Description:** INTEGRATED CORRIDOR MANAGEMENT  
**Related Project:**  
**Type of Work:** ITS COMMUNICATION SYSTEM  
**Project Length:** 7.541  
**Status:** Amended  
**Amendment Date:** 10/13/2021  
**Amendment Number:** 18  
**LRTP:** Smart Cities, p. 39

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FDOT
5 Year TIP
Hillsborough County, District 7

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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/TPOs from around the state, and many local governments, as cost-effective tools, where appropriately installed, for providing safe pedestrian 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 TPO 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:**
1. Sun Coast Transportation Planning Alliance signed letter
2. Draft letter from TPO
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,

[Signature]

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

Re: Pedestrian Safety and Mid-Block Crossings Legislation

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:

- 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.

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

Presenter
Suzanne Monk, FDOT Staff

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

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

FDOT will also provide additional opportunities for providing comments at the following events.

- Online Public Hearing: October 25-29, 2021
- Public Hearing Open House: October 29, 2021, 9a-6p, at the FDOT District 7 HQ Auditorium, located at 11201 McKinley Dr, Tampa, FL 33612

Further information and Open House details will be available at the FDOT Work Program Website: https://www.d7wpph.com/

Recommended Action
None, for informational purposes only

Prepared By
Vishaka Shiva Raman, TPO Staff

Attachments
Tentative Work Program Online Public Hearing Notice
Florida’s Turnpike Enterprise Tentative Work Program Summary of Projects
TENTATIVE FIVE-YEAR WORK PROGRAM
ONLINE PUBLIC HEARING
FISCAL YEAR 2023 TO FISCAL YEAR 2027

Visit www.fdot.gov/wpph/district7 beginning October 25, 2021
Public Comments due by November 12, 2021

OPEN HOUSE DATE
OCTOBER 28, 2021
FROM 9 AM TO 6 PM

FDOT DISTRICT 7 OFFICE
11201 N. MCKINLEY DR., TAMPA, FL 33612

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Roger Roscoe, at (813) 975-6411, (800) 226-7220 or email: roger.roscoe@dot.state.fl.us.

Si usted tiene preguntas o comentarios o si simplemente desea más información sobre este proyecto, favor de ponerse en contacto con el señor Manuel Flores, al teléfono (813) 975-4248 o correo electrónico manuel.flores@dot.state.fl.us.
DISTRICT SEVEN PROJECT OVERVIEW

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

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Facility</th>
<th>Location</th>
<th>FPN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resurfacing</td>
<td>Suncoast Parkway / SR 589</td>
<td>MP 44.5 to MP 55.2</td>
<td>445913-1</td>
</tr>
<tr>
<td>Interchange</td>
<td>Suncoast Parkway / SR 589</td>
<td>SR 54 (MP 19)</td>
<td>444486-1</td>
</tr>
<tr>
<td>Partnership / Interchange</td>
<td>Suncoast Parkway / SR 589</td>
<td>Ridge Road (MP 26)</td>
<td>258958-1</td>
</tr>
</tbody>
</table>

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

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

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

Summary of Major Project Funding by Project Type

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

<table>
<thead>
<tr>
<th>Project Type</th>
<th>FY 2023</th>
<th>FY 2024</th>
<th>FY 2025</th>
<th>FY 2026</th>
<th>FY 2027</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resurfacing</td>
<td>$7,350,000</td>
<td>$2,044,000</td>
<td>$21,098,000</td>
<td>$0</td>
<td>$0</td>
<td>$30,492,000</td>
</tr>
<tr>
<td>New Road Construction</td>
<td>$88,364,000</td>
<td>$14,020,000</td>
<td>$11,750,000</td>
<td>$202,773,000</td>
<td>$0</td>
<td>$316,907,000</td>
</tr>
<tr>
<td>Total</td>
<td>$95,714,000</td>
<td>$16,064,000</td>
<td>$32,848,000</td>
<td>$202,773,000</td>
<td>$0</td>
<td>$347,399,000</td>
</tr>
</tbody>
</table>
## Summary of Major Projects by County

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

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

### Hillsborough County Projects

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

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

### Pasco County Projects

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

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

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

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

<table>
<thead>
<tr>
<th>Phase</th>
<th>FY 2023</th>
<th>FY 2024</th>
<th>FY 2025</th>
<th>FY 2026</th>
<th>FY 2027</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROW</td>
<td>$1,999,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$1,999,000</td>
</tr>
<tr>
<td>CST</td>
<td>$86,365,000</td>
<td>$2,120,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$88,485,000</td>
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<tr>
<td>Total</td>
<td>$88,364,000</td>
<td>$2,120,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$90,484,000</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>Phase</th>
<th>FY 2023</th>
<th>FY 2024</th>
<th>FY 2025</th>
<th>FY 2026</th>
<th>FY 2027</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROW</td>
<td>$0</td>
<td>$11,900,000</td>
<td>$11,750,000</td>
<td>$7,646,000</td>
<td>$0</td>
<td>$31,296,000</td>
</tr>
<tr>
<td>CST</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$195,127,000</td>
<td>$0</td>
<td>$195,127,000</td>
</tr>
<tr>
<td>Total</td>
<td>$0</td>
<td>$11,900,000</td>
<td>$11,750,000</td>
<td>$202,773,000</td>
<td>$0</td>
<td>$226,423,000</td>
</tr>
</tbody>
</table>
### Summary of Minor Project Funding by Project Type

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

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

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

<table>
<thead>
<tr>
<th>Projects</th>
<th>FY 2023</th>
<th>FY 2024</th>
<th>FY 2025</th>
<th>FY 2026</th>
<th>FY 2027</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minor Projects Total</td>
<td>$32,090,000</td>
<td>$5,320,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$37,410,000</td>
</tr>
<tr>
<td>Major Projects Total</td>
<td>$95,714,000</td>
<td>$16,064,000</td>
<td>$32,848,000</td>
<td>$202,773,000</td>
<td>$0</td>
<td>$347,399,000</td>
</tr>
<tr>
<td>Total</td>
<td>$127,804,000</td>
<td>$21,384,000</td>
<td>$32,848,000</td>
<td>$202,773,000</td>
<td>$0</td>
<td>$384,809,000</td>
</tr>
</tbody>
</table>
Project Development and Environment (PDE) and / or Preliminary Engineering (PE) Projects

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

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

**Agenda Item:**
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/](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. 13, 2021 BPAC Mobility Section Presentation](#)
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
  - 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.
  - 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.
  - 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.
- Advancing pedestrian improvement projects.
- 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
  - 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.
  - 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
  - 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.
  - 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.
  - Recognized targets need 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.
- Complete Streets Guide Update
  - 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 (FDROT) 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
     o Mainly for safety and mobility
     o Includes Complete Streets treatments
     o Connects main downtown areas
     o Includes economic growth and resiliency
   • Showed how funds are being distributed
   • Public Involvement
     o Presented to boards, committees, and local agencies
     o Posted notice signs for September 14th meeting
     o Released notification release referencing information and areas to leave comment/feedback
   • Next Steps – All steps to be completed by the City of Tampa
     o Complete Grant Agreement and Budget Narrative; program local funding match and NEPA clearance
     o Prepare Design Build Contract Package
     o Execute Grant agreement and Design and Construction
     o 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
    - Total Safety Events 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.

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

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.

- **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
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!”

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 Reynolds, 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.”

Return to Minutes
Committee Reports

Meetings of the Citizens Advisory Committee (CAC) September 1

The CAC approved today’s action items:

✓ TIP Amendment: Tampa Multimodal Network & Safety Improvements
  o 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.

✓ Public Transportation Agency Safety Plan Performance Targets

Members requested information about what role speeding vehicles play in HART’s safety events, e.g. how frequently are speeding vehicles crashing into HART buses?

The CAC heard status reports on:

- Hillsborough County Complete Streets Guidebook
  o Members commented on the importance of beautification and transit integration to successfully construct complete streets.
  o Members also stressed the importance of coordinating with FDOT regarding its context classification system.

- Hillsborough County Comprehensive Plan Mobility Section

- HART Transit Oriented Development (TOD) Pilot Project
  o Some members commented that they were impressed and interested in participating in the forthcoming workshops on this topic.

The committee was informed that 32 residents sent emails conveying concern about aesthetic, mobility, connectivity and operational improvements pertaining to the Downtown Interchange project. FDOT is preparing a reply, which will be provided to the committee next month.

Meeting of the Technical Advisory Committee (TAC) on September 13

TAC members passed both of the following action items unanimously, but made the following comments:

TIP Amendment

There was a question about the affect on capacity. City of Tampa staff replied that they are considering the capacity and safety of all modes, not just vehicular. And although the project is still in development with no specific recommendations yet, they will be including the possibility of lane repurposing, lane narrowing, speed management, along with other treatments.
Public Transportation Agency Safety Plan Performance Targets
Members recognized that the targets need to be reasonable even though it is suggested that the acceptable number of expected injuries continues to move downward. There was also some confusion on the reliability target changing and if the increase meant a benefit to safety or not.

Under Status Reports:
**Hillsborough Complete Streets**
There was a question on whether the typologies would be woven into the land use maps in the Comprehensive Plan. It was explained that the context classifications WILL be in the Comprehensive Plan but the Complete Streets Guide is considered the next step in implementation. The Health Department representative appreciated how place making was integrated and recognized for its ability to improve the health of the community. There was discussion on how complete streets guidelines are integrated with limited access highways. The response was that where limited access highways touch down onto the street network, special care needs to be paid that drivers are entering a different place. Consideration of how to help at those transition points could be added to the guide.

**Park Speed Zone Pilot Study**
It was confirmed that county and city parks staff (and others) were directly involved on the stakeholder team, weighing in on prioritization and existing conditions. The name change to something along the lines of Safe Access to Parks Study was supported.

**HART Transit Oriented Development Pilot Project**
This was well-received and noted for being in a prime location. HART staff confirmed that Justin Willits will be the point of contact for the study.

**Bicycle Pedestrian Advisory Committee (BPAC) on August 11 and September 8**
On August 11th, the BPAC met virtually and heard status reports on:
- Park Speed Zone Pilot Study
- Heights Mobility Study Next Steps
A verbal report about September 8 will be provided at the board meeting.

**Meeting of the Transportation Disadvantaged Coordinating Board on August 27**
Under Action Items, the TDCB approved:
- Forming a subcommittee on the proposed Transportation Tax
- Public Transportation Agency Safety Plan (PTASP) Targets
  Because of questions by TDCB members, TPO and HART staff reviewed and made a correction in the performance data, resulting in a revised recommendation to the CAC, TAC, and TPO Board.
- Coordination Contract with ACTS

Under Status Reports, the TDCB was briefed on:
- Sunshine Line Update
- FTA 5310 Grant Program Updates
- Heights Mobility Study Next Steps
Storm Evacuation Forest & Shelter In-Place Scenarios Study

Meeting of the Livable Roadways Committee (LRC) on August 18

Meeting virtually, the LRC heard status reports on:

- Hillsborough County Comprehensive Plan Mobility Section
- Heights Mobility Next Steps
- Park Speed Zone Pilot Study