Meeting of the Livable Roadways Committee
Wednesday, October 20, 2021, 9:00 a.m. – 11:00 a.m.

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

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

Remote participation:
• To view presentations and participate on your computer, tablet or smartphone:
  https://attendee.gotowebinar.com/register/3492521038309238030
• Register in advance to receive your personalized link, which can be saved to your calendar.
• 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: Jason Krzyzanowski at (813) 836-7327 or JasonK@plancom.org.

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

Call to Order

I. Public Comment - 3 minutes per speaker, please

Public comments are welcome and may be given during this hybrid 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 silval@plancom.org. Written comments will be read into the record, if brief, and provided in full to the committee members.

II. Approval of Minutes – September 15, 2021

III. Action Items

A. Rectangular Rapid Flashing Beacons Letter to Legislature (Gena Torres, TPO Staff)
B. Tentative Work Program Comments (Vishaka Shiva Raman, TPO Staff)
C. Select GCSSS Award Recipient(s) (Lisa Silva, TPO Staff)

IV. Status Reports
   A. 2021 State of the System (Vishaka Shiva Raman, TPO Staff)

V. Old Business & New Business
   A. Park Study Trick or Treat Outreach Event (Lisa Silva, TPO Staff)

VI. Adjournment

VII. Addendum
   A. TPO Meeting Summary and Committee Reports
   B. SIS Virtual Room link

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

The TPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Learn more about our commitment to non-discrimination.

Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Joshua Barber, (813) 576-2313 or barber@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 barber@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.

In accordance with Title 17 U.S.C. Section 107, materials attached are for research and educational purposes, and are distributed without profit to TPO Board members, TPO staff, or related committees or subcommittees the TPO supports. The TPO has no affiliation whatsoever with the originator of attached articles nor is the TPO endorsed or sponsored by the originator. Persons wishing to use copyrighted material for purposes of their own that go beyond ‘fair use’ must first obtain permission from the copyright owner. The TPO cannot ensure 508 accessibility for items produced by other agencies or organizations.

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

Chair Citro called the meeting to order at 9:07 AM and led the Pledge of Allegiance.

Members Present In-Person: Joseph Citro, Danni Jorgenson, Oona Johnson, Michael Maurino, Peter Syzonenko, David Hey, Emily Hinsdale, Karen Kress, Roger Menendez, Arizona Jenkins

Members Present Virtually: Christine Crespo Valentin, Mark Hudson, Larry Josephson, Matthew Lewis, Justin Willits, Jason Jackman, Catherine Coyle, Sara Hendricks, Brian Ramirez, Sandra Picirilli, Matthew Pleasant

Members Absent: Karen Cashon, Carlos Ramirez, Gus Ignas

Other Attendees: Lisa Silva, Jason Krzyzanowski, Sarah McKinley, Amber Simmons, Beth Alden, Katrina Corcoran, Rich Clarendon, Wade Reynolds, Christopher English, Gail Reese (TPO Staff); Paula Flores (GPI); Joe Murphy, Josh Easton, Ginger Regalado, Emmeth Duran (FDOT); Jillian Ward, Anthony Vallon (Hillsborough County); Tim Heberlein (City of Tampa); Christian Leon (Axial Point); Bill Hattaway (Fehr and Peers); Jeffrey Diemer (WSP); Pamela Gomez (Wimauma CDC)

There is an in-person quorum. Some members are participating virtually because of medical reasons and the local declaration of emergency.

II. PUBLIC COMMENT – None

III. APPROVAL OF MINUTES from August 18, 2021

No changes, additions, or deletions noted.

Motion to approve the minutes by Michael Maurino; seconded by Roger Menendez. Voice vote, motion passed unanimously.

IV. STATUS REPORTS

A. Hillsborough County Complete Streets Guide and Mobility Section Update (Matt Lewis, Hillsborough County; Paula Flores, GPI, Katrina Corcoran, Plan Hillsborough)
• 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:

Danni Jorgenson: Noted her appreciation for the guidebook and that the city and county are planning to put these measures into place. Is excited about the potential.
David Hey: Expressed that the guidebook is excellent work and that it is a culmination of years the county has been working on this. Important to talk about right-of-way, good that is talked about. Did notice it seemed silent on the utilities issue. Sometimes have to make sacrifices due to utilities. Under the context classification system are utilities addressed so that more street trees and other amenities can be put into place?

Paula Flores: Noted that there will need to be a conversation with all the agencies involved. It is clear that no utilities should be right in the middle of a pedestrian or bicycle zones.

Matt Lewis: Indicated that this could apply to everything from resurfacing to a full road. It may be difficult to get the utilities in the right place all of the time due to budget.

David Hey: In the county, we have large plan amendments. How will this impact when a land-use is changed? Will it change the map?

Matt Lewis: Noted that this will be more than a map amendment. The context classification will be dependent on the land-use change and the corridor context.

Karen Kress: Concerned that public comment can throw things out the window when people call to complain. Questioned if there are triggers and whether these are standards or guidelines. Are there safeguards in place to mitigate the public who want to drive faster?

Matt Lewis: Indicated that these are guidelines that are designed to influence the standards.

Paula Flores: This is a guide. Recommendations are for critical elements that make for a complete street. Everything else is flexible.

Arizona Jenkins: Is there guidance on not only for the disabled but everyone to be able to navigate the city streets and will it be in different languages?

Paula Flores: Noted that the needs of all users, particularly the most vulnerable, will be able to get around safely. Will talk to Hillsborough County about having the guide available in other languages.

Oona Johnsen: Appreciates the flexibility of the guidebook. Is wondering if the street activity could be brought in as extra activation. There are more parklets and median gardens appearing; dog parks are needed; would like to see these incorporated as a more complete street option.

Arizona Jenkins: Where would guides be placed if they are going to be available on the street?

Chair Citro: Noted that he and Ms. Kress have introduced a new navigation tool for the City of Tampa. It is like a big phone that you can scroll through that will tell you how to get to different things including transit, dining, points of interest, etc. This is for all people in the city.
Michael Maurino: Liked to see four-lane road turned into three-lane roads. Noted the study about the speed of roads, the posted versus what it should be. Questioned if the speed limits will reflect when road context classification changes and narrowing lanes with paint are low hanging fruit to implement this guidebook.

Paula Flores: Yes, those are part of the vision. Any time streets come up for something, the designers should go to the guidebook. Noted that the technical manuals will be updated to reflect these changes and changes from the Speed Management plan.

Emily Hinsdale: Inquired about the recommendations for park and school zones; has that been implemented into the plan.

Paula Flores: There is no section specifically around children. However, the focus is on all users.

Larry Josephson: Appreciates the effort on the guidebook. Noted that implementing these types of changes is very difficult due to existing infrastructure. It will take many years. Hillsborough County is already doing some of these in small steps. Noted several projects. Commented on utility placement and infrastructure and how placement impacts budget on repairs.

Peter Syzonenko: Questioned the update process of the guidebook once it is published based on new information and studies being available.

Lisa Silva: Reviewed chat comments. (see end of minutes)

B. Mobility Section Update (Katrina Corcoran)
   - Reviewed background and working group members
   - Implementation
     - Reviewed process
   - Noted key changes to Mobility Section. Last version was in 2008
   - Overview of Goals and Objectives of six sections
     - Equity
     - Vision Zero
     - Maintain System in Good Repair, Preserve Assets, and Improve Resiliency
     - Provide Choices When Not Driving
     - Build a Smart System
     - Ensure Compatibility with Context
   - Implementation and Monitoring
   - Project page for review of draft language and provide comment, review project presentations, listed upcoming meeting dates.
   - Reviewed briefings to several committees for the county and the city. BOCC on September 28th.
   - Planning Commission Public Hearing on November 8th. BOCC Public Hearing on December 16th.
Discussion:

David Hey: In the City, have had struggles between land-use and mobility. Struggle is connecting the development to the corridor. Appears easy for vehicular connections but seem to force people to walk through drive areas to get to use. Wondering if there is a section bridging with the land-use and mobility in the county plan?

Katrina Corcoran: There is a bit of that language in the plan. Expects further language in the future land-use update which is forthcoming at this time.

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

Presentation: Right Of Way Process

Discussion:

Lisa Silva: In a prior life, was a consultant for the Department of Transportation and private property owners. Represented the department and the private sector. There are a lot of impressive steps and services available to property owners in this process.

Roger Menendez: Used to work for the FDOT, usually, the department will pay more than what the property is actually worth.

Chair Citro: Questioned if there is a statute of limitations on which the entity that is owned by FDOT before it is turned back to the community. Noted that there are several properties around I-275 and I-4 that have been there for 30+ years that could be turned into prime, affordable housing.
Joe Murphy: The department owns the property. The length of time is the same as any property owner.

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

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

Discussion:

One person expressed that this presentation should have gone first.

V. OLD BUSINESS & NEW BUSINESS
A. TPO approved modified quorum, must meet the nine-person going forward. Chair Citro requested that a notice be sent out today requesting confirmation of attendance in-person at the October meeting.

B. This committee is selecting the Gulf Coast Safe Streets Vision Zero Hero and/ or Bob the Builder award for the Hillsborough TPO for the Regional Gulf Coast Summit. That deadline is online and is September 17th. Requested submissions. Will be on agenda in October. Chair Citro requested an email be sent to the members as a reminder.

C. Park speed zone flyer is now active, request that it be pushed out:
   Flyer for Park Speed Zone Study
D. Trail alignment flier is now active, request that it be pushed out:
USF to ARTery Trail Study draft flyer

VI. ADJOURNMENT Meeting adjourned at 11:01 AM

A recording of this meeting can be viewed on YouTube: Hillsborough County TPO YouTube Channel

Chat Comments:

Me (to All - Entire Audience):
9:06 AM: For recording purposes, please make sure to identify who is speaking.

Christopher English (to All - Entire Audience):
9:12 AM: Larry J is here. Jason could you unmute him? He’s having trouble.

Jason Krzyzanowski (to Organizers and Panelists Only):
9:13 AM: I made him a panelist and he should have control to mute/unmute.

Ginger Regalado (to Organizers and Panelists Only):
9:38 AM: Is there consideration for businesses paying for any of the pedestrian features as they are built. This should be considered as they are being given permits.

Ginger Regalado (to Organizers and Panelists Only):
9:44 AM: The TEM and MUTCD would have to be followed.

Sara Hendricks (to Organizers and Panelists Only):
9:53 AM: I like that idea of the neighborhood taking ownership and stewardship of their complete street. Such as Adopt-a-Bus-Shelter.

Justin Willits (to Organizers and Panelists Only):
10:13 AM: Just wanted to share the photos (sent to Lisa) of Midtown Tampa and their minimum bust stop investment with concrete at the front and rear doors of the bus. I think this is a good example of the minimum that also allows for vegetation between the landing ares as we deal with resiliency issues and stormwater. I think it’s a pretty good low cost complete street example.

Justin Willits (to Organizers and Panelists Only):
10:14 AM: Sorry a bit late with the comment...

**Ginger Regalado (to Organizers and Panelists Only):**

10:25 AM: Are you going to be able to address the scooter issues that have been occurring and how they are used throughout the City?

**Lisa Silva (to Organizers and Panelists Only):**

10:26 AM: I'll forward Justin's photos to LRC and HC consultant after mtg.

**Jason Jackman (to Organizers and Panelists Only):**

10:28 AM: Bike Walk Tampa Bay and FDOT D7 would like to invite everyone to join the virtual "Sprint for Safety." Registration is now open and FREE. This is a fun 5k run/walk to celebrate Pedestrian Safety Month during October. For more information and to register visit: https://raceroster.com/events/2021/50457/sprint-for-safety-2021

*(return to minutes)*
Board & Committee Agenda Item

Agenda Item:
Letter on Rapid Flashing Beacons at Crosswalks

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,

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
October 13, 2021

Dear Representative/Senator _________

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

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

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

- 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.

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

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

Sincerely,

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

**Agenda Item**
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.d7wpwh.com/](https://www.d7wpwh.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/wpwh/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 mas informacion sobre este proyecto, favor de ponerse en contacto con el señor Manuel Flores, al telefono (813) 975-4248 o correo electronico manuel.flores@dot.state.fl.us.
Florida’s Turnpike Enterprise
Tentative Five-Year Work Program - FY 2023 through FY 2027
Summary of Projects
FDOT District Seven

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>Preliminary Engineering</td>
</tr>
<tr>
<td>ROW</td>
<td>Right of Way</td>
</tr>
<tr>
<td>CST</td>
<td>Construction</td>
</tr>
</tbody>
</table>

Summary of Major Project Funding by Project Type

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

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

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

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

Hillsborough County Projects

Resurface the Veterans Expressway Spur / SR 568 from MP 0 to MP 3
FPN: 445885-1,-2

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

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fiscal Year</th>
<th>5 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>CST</td>
<td>$7,350,000</td>
<td>$7,350,000</td>
</tr>
<tr>
<td>Total</td>
<td>$7,350,000</td>
<td>$7,350,000</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>ROW</th>
<th>Fiscal Year</th>
<th>CST</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FY 2023</td>
<td>FY 2024</td>
<td>FY 2025</td>
<td>FY 2026</td>
</tr>
<tr>
<td>ROW</td>
<td>$1,999,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>CST</td>
<td>$86,365,000</td>
<td>$2,120,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Total</td>
<td>$88,364,000</td>
<td>$2,120,000</td>
<td>$0</td>
<td>$0</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>ROW</th>
<th>Fiscal Year</th>
<th>CST</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FY 2023</td>
<td>FY 2024</td>
<td>FY 2025</td>
<td>FY 2026</td>
</tr>
<tr>
<td>ROW</td>
<td>$0</td>
<td>$11,900,000</td>
<td>$11,750,000</td>
<td>$7,646,000</td>
</tr>
<tr>
<td>CST</td>
<td>$0</td>
<td>$0</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>
</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>
Florida’s Turnpike Enterprise
Tentative Five-Year Work Program - FY 2023 through FY 2027
Summary of Projects
FDOT District Seven

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

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

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

**Agenda Item:**
Select Gulf Coast Safe Streets Summit Award Recipient

**Presenter:**
Lisa Silva, TPO Staff

**Summary:**
Each year at the [Gulf Coast Safe Streets Summit (GCSSS)](https://planhillsborough.org), the Hillsborough TPO acknowledges the outstanding contributions towards traffic safety of one (or two) of our community members, by presenting a “Vision Zero Hero” and/or “Bob the Builder” award.

The 2021 Summit will be held November 2-4, 2021. Hosted by Forward Pinellas, it will include a combination of virtual sessions and in-person mobile workshops.

The TPO’s Livable Roadways Committee is selecting this year’s recipient(s) from the nominations for our 2021 award recipient(s).

**Recommended Action:**
Select the Bob the Builder and/or Vision Zero Hero award recipient(s)

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

**Attachments:**
GCSSS Nominations
Tell Us About Who You're Nominating

Nominees will be recognized in person at their local MPO/TPO Board meeting in October. A virtual acknowledgement during the Gulf Coast Safe Streets Summit will be scheduled as the Summit schedule is finalized.

Nominee Name *
Rob Zimprich

Title *
Chief Financial Officer

Email *
rzimprich@uacdc.org

Phone number
(813) 558-5212 Ext. 207

Nomination Information
Which award are you submitting your nominee for?

- Bob the Builder Award
- Vision Zero Hero Award

Why should this nominee receive this award and how did they meet the award criteria?
*Please see award criteria on the website

Rob is a true Vision Zero Hero. He is the Vice Chair of the Bike/Walk Tampa Bay Advisory Board and has served in this volunteer role since 2015. He is also the CFO of the University Area CDC where his primary focus is the redevelopment and sustainability of the at-risk areas surrounding the Tampa campus of the University of South Florida. He has created many initiatives and events for bicyclist and pedestrian safety while serving on the BWTB board. His latest efforts brought the iCan Bike camp to the Tampa Bay community during June of 2021. iCan Bike provides camps for kids and young adults with disabilities where they learn how to ride bicycles. The results were life changing for 23 children/young adults and their parents as they learned how to ride bikes. Rob made all the arrangements for the facility for the camp (gym and pavilion), helped recruit over 75 volunteers, provided refreshments, and was there every day himself serving as a rider volunteer plus cheering on the parents and riders. When campers needed bicycles he put out a call to the community and was able to find donated bikes. He is always willing to help at a moments notice for programs related to making our community safe for walking and biking.

Please Tell Us About Yourself

Your Name

Julie Bond

Title

Senior Research Associate
Email
jmbond@usf.edu

Phone number
813.974.9799

This content is neither created nor endorsed by Google.

Google Forms
Tell Us About Who You're Nominating

Nominees will be recognized in person at their local MPO/TPO Board meeting in October. A virtual acknowledgement during the Gulf Coast Safe Streets Summit will be scheduled as the Summit schedule is finalized.

Nominee Name *

Joshua Frank, CNU-A

Title *

Project Director & Urban Designer/Town Planner

Email *

jfrank@doverkohl.com

Phone number

7277097202

Nomination Information
Which award are you submitting your nominee for?

- Bob the Builder Award
- Vision Zero Hero Award

Why should this nominee receive this award and how did they meet the award criteria?
*Please see award criteria on the website

In addition to his years of advocacy for urban design, planning, and transportation as well as serving on numerous community boards, Josh has also been the urban designer of record for several ongoing Vision Zero projects. This includes "The Peninsularium" - a mixed-use arts and brewery experience on Nebraska Avenue in Tampa. As the lead site urban designer, Josh and his team sought and were approved for: a 35% parking reduction, the inclusion of over 30 bike racks, and the closure of two existing curb cuts. Josh also oversaw the design of newly constructed, Vision Zero pedestrian crossings for the City of Tampa along Davis Islands Boulevard, a road diet for the City of Dunedin, and the pedestrian and cyclist-oriented reconfiguration of a mixed-use planned development for the UACDC. Josh currently serves as a champion for Vision Zero and urban design on the Walk Bike Tampa board, the Ybor City Community Development Corporation board, the Tampa Bay Area Regional Transit Authority CAC, and the Hillsborough County TPO CAC.

Please Tell Us About Yourself

Your Name

Title
Email

Phone number

This content is neither created nor endorsed by Google.

Google Forms
Tell Us About Who You're Nominating

Nominees will be recognized in person at their local MPO/TPO Board meeting in October. A virtual acknowledgement during the Gulf Coast Safe Streets Summit will be scheduled as the Summit schedule is finalized.

Nominee Name *

Lena Young-Green

Title *

Founder and Board Chair - Tampa Heights Junior Civic Association

Email *

Lenayoung211@yahoo.com

Phone number

813.538.3219

Nomination Information
Which award are you submitting your nominee for?

- Bob the Builder Award
- Vision Zero Hero Award

Why should this nominee receive this award and how did they meet the award criteria?

*Please see award criteria on the website

Saying Lena is simply a civic activist does not give justice to the many years she has single-handedly provided a voice to the residents, children, and businesses in the historically underserved community of Tampa Heights...and to similar neighborhoods throughout the city and county. Besides the monumental feat of working with FDOT to preserve the Tampa Heights Community Center which offers the area children a safe place to learn and play, she has pursued grants and agency assistance to create Summer Camp programs in Tampa Heights, Palm River and Town & Country. One of Lena’s main concerns was to include in the curriculum, safety lessons aimed at giving the children skills to survive when walking and biking, as many of their families are zero-auto households.

Lena has been a leader in the coalition of Community Gardens and partnered with the TPO on the Healthiest Cities and Counties Challenge on Garden Steps. Her vision is expanding access to healthy food through the creation and support of community gardens and provision of safe access to these spaces. This project has led to the creation of the Hillsborough Health Atlas, collaborations with schools, and the establishment of multiple community gardens and front yard planter gardens. The 22nd St. Demonstration Garden continues to offer classes to the public and serves as a focal point for the neighborhood.

As if that weren’t enough to keep this proud mother, grandmother, and great grandmother busy, her desire to have safe ways to navigate the city/county on foot or bicycle led her to play a key role in the development of the Green ARTery – a perimeter trail that will eventually create 22 miles of trails connecting dozen of Tampa's parks, green spaces, and neighborhoods. Lena participated in outreach to many of the neighborhoods along the Green ARTery Trail and has been a continuing advocate to fund this citizen led initiative.

Over the years, Lena has engaged as a stakeholder in TPO studies and the Long-Range Transportation Plan updates, attending committee and Board meetings to share her support and voice concerns.

Please Tell Us About Yourself
<table>
<thead>
<tr>
<th><strong>Your Name</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Naya Young</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Title</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Executive Director - Tampa Height Junior Civic Association</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Email</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><a href="mailto:yougnaya@yahoo.com">yougnaya@yahoo.com</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Phone number</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>(813) 559-1768</td>
</tr>
</tbody>
</table>
Tell Us About Who You're Nominating

Nominees will be recognized in person at their local MPO/TPO Board meeting in October. A virtual acknowledgement during the Gulf Coast Safe Streets Summit will be scheduled as the Summit schedule is finalized.

Nominee Name *

Bob Frey

Title *

Director of Innovation and Planning at the Tampa Hillsborough Expressway Authority (THEA)

Email *

BobF@tampa-xway.com

Phone number

8132726740, ext 203

Nomination Information
Which award are you submitting your nominee for?

- [ ] Bob the Builder Award
- [ ] Vision Zero Hero Award
Why should this nominee receive this award and how did they meet the award criteria?

*Please see award criteria on the website

We submit Bob Frey, Director of Innovation and Planning at the Tampa Hillsborough Expressway Authority (THEA), for the "Bob the Builder Award." Under Bob's leadership, every THEA project has the direction to go above and beyond the standard guidelines for walkability and pedestrian safety. In addition, he ensures that design-build teams are looking for ways to integrate improvements that help the city accomplish Vision Zero priorities.

The Selmon Greenway was Bob's first project with THEA. From the inception of a 1.9-mile bare-bones mobility trail, Bob and his team have spearheaded the growth and beautification of this urban spine with safety-conscious designs and planning. Over the last six years, Bob has implemented and deployed plans for five pocket parks, including the Memorial Deputy Kotfila Dog Park and the Lee Roy Selmon Commemorative Park. The dog park is enjoyed by about 50,000 people throughout the year, offering a green space retreat for neighbors and their doggies to mingle and relax under the shade of the Selmon Expressway. The Greenway will be expanding with a more developed plaza, connections, and wayfinding tools with an upcoming project thanks to Bob's focus on multimodal travel solutions.

Meridian Avenue is another example of design being deployed in a community-minded approach. Since THEA's roadway and streetside improvements, the avenue has become a corridor of growth and has been instrumental in enhancing the Channelside neighborhood. Residents and visitors can enjoy high-visibility crosswalks, pedestrian refuge islands, raised medians with landscaping, a 15-foot shared-use path/sidewalk, and enhanced pedestrian lighting for safer evening walks to neighborhood businesses and parks.

On any given night, you'll see pedestrian traffic heading to the gym, the dog park, and frequenting businesses like the brand-new N. Meridian Avenue Publix. Bob's team conducted safety studies when residents asked about pedestrian improvements, and THEA implemented the recommendations within a year. Bob's efforts and vision address the transportation safety needs now using forward-thinking ideas that are cognizant of the long-term urban goals for the corridor to uphold a safe and accessible transportation system for all.

The $230 million project, the Selmon Extension, opened this year as a regionally significant transportation facility and connection for commuters traveling between Hillsborough and Pinellas County. It was important to Bob that the structure of this roadway had an iconic design to provide a true gateway into the county that also fit into the neighborhood's aesthetics.

He advocated for the design that you see today in the median of Gandy Boulevard, which has gotten overwhelming support from the local community and businesses. Those local neighborhood and business organizations have also expressed their pleasure in the reduction of traffic through their neighborhood streets since the Extension opening.

Significant projects are currently in the works that invest in the community with updates that will make pedestrian safety a priority. Bob challenges his engineering teams not just to consider the Selmon Expressway or the roadway project needed to meet capacity needs but to include what will also improve walkability and the community's lifestyle.
For example, Twiggs Street in downtown Tampa will have expanded sidewalks to improve shared use for pedestrians and bicyclists, pedestrian countdown heads at every signalized crosswalk, protected right-turn phasing where the most common pedestrian crashes occur, expanded signage to warn drivers of pedestrians for the right-turn conflict point along Twiggs Street, high-visibility striped crosswalks and patterned pavement crosswalks to increase visibility. Willow and Euclid Avenues will also have additional pedestrian safety priorities included in upcoming design plans that are outside of the agency requirements.

THEA was the only agency to participate in the MPO’s Climate Change Resiliency Study. Not only did THEA participate, but they also executed and deployed the recommendations. Bob ensures that he is carrying out THEA’s core mission of being a good community partner and investing back into the community when possible with safer, smarter streets and roadways.
Millions of people are positively affected by Bob’s team leadership in projects all over Hillsborough County and beyond.

Please Tell Us About Yourself

Your Name
Sarah Lesch

Title
Account Executive

Email
sarah@playbookpublicrelations.com

Phone number
8137274077
Board & Committee Agenda Item

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

**Presenter**
Vishaka Shiva Raman, TPO Staff

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

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

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

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

**Attachments**
Presentation slides
State of the System 2021

- Tracks the usage and performance of the transportation system
- Reports data trends over the years
- Evaluates the investment for each program by jurisdiction
- Helps to evaluate the performance and make progress towards safer and efficient transportation system
Performance measures

- SAFETY
- ROADWAY LEVEL OF SERVICE
- TRANSIT
- NON-MOTORIZED
- INFRASTRUCTURE CONDITIONS
- EMISSIONS
Data Sources

Urban SDK interactive online platform to track the measures and create reports

- Safety
  - Signal 4 analytics

- Roadway LOS
  - FDOT MPM
  - ACS Census
  - Here (Speed, Travel Time)

- Non-Motorized
  - Plan Hillsborough-sidewalk, bikelanes

- Infrastructure
  - Bridge
  - Pavement

- Transit
  - National Transit Database

- Emissions
  - FDOT
  - Plan Hillsborough
Safety Trends

- Average Annual Fatalities and Fatality Rates
- Average Annual Serious Injuries and Serious Injury Rates
- Average Annual Non-Motorized Fatalities and Serious Injuries
- Total Number of Crashes by Year
- Total Number of Fatalities and Serious Injuries by Year
- Total Number of Non-Motorized Fatalities & Serious Injuries by Year
Safety Trends - Map
Roadway Level of Service

- Total Daily Hours of Delay (Vehicle Hours)(2018)
- Vehicle Miles Traveled (VMT)(2018)
- Mean Travel Time to Work by Year
Roadway Level of Service

13,606,801 miles

Vehicle Miles Traveled
Vehicle Miles Traveled (VMT) (2018)

Travel Time to Work
Mean Travel Time to Work by Year

planhillsborough.org
Transit Performance

• Transit Ridership – Passenger Trips as a rolling average
• Average Trip Length for 2020
• Passengers per revenue mile – bus, streetcar and demand response
• Passengers per revenue hour - bus, streetcar and demand response
• Average Fleet Age in Years - bus, streetcar and demand response
Transit Data

**Passengers per Revenue Mile**
Number of Passengers Per Mile

**Passengers per Revenue Hour**
Number of Passengers Per Hour

**Average Fleet Age**
Average Fleet Age in Years
Non-Motorized Travel

- Total miles of sidewalk by year (2018-2020)
- Total miles of paved trails and shared use paths (2020)
- Total miles of bike lanes by year (2018-2020)
- Accessibility to schools, grocery stores and hospitals
Infrastructure Conditions

Pavement Conditions
Total Roads by Condition

Bridge Conditions
Total Bridges by Condition

planhillsborough.org
Emissions From Automobiles

Carbon Dioxide (CO2) Emissions (KG) by year

Total Carbon Dioxide (CO2) Emissions (KG)

- CO2: 53.4%
- NOx: 28.8%
- VOC: 17.9%
Questions and Comments

Vishaka Shiva Raman
shivaramanv@plancom.org
Direct - (813) 793-2350
planhillsborough.org
COME TO THE PARK BY BROOM, BIKE, OR FEET FOR A QUICK SURVEY AND TRICK OR TREAT

FRIDAY, OCTOBER 29
RAIN DATE: SATURDAY, NOVEMBER 13

9 - 11 AM
Upper Tampa Bay Trail
Channel Park Pavilion
9201 W. Waters Ave.

3 - 5 PM
Copeland Park
Copeland Pool Area
11001 N. 15th St.

3 - 5 PM
Sulphur Springs Park
Sulphur Springs Pool
701 E. Bird St.

Candy and giveaways! But sorry, no tricks! We just want to come up with a fix. Slow down traffic? Fix crosswalks? Add sidewalks too? We can’t make plans without you!

For more info, visit planhillsborough.org/park-study
Got Questions? Contact Lisa Silva at: 813-665-1329 or silval@plancom.org
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
     o TIP Amendments - Committee members were interested in learning about how performance will be evaluated and the details about scooter accessibility, streetcar extension, and bike and pedestrian improvements.
     o Safety Plan Performance Targets - Members requested information about what role speeding vehicles play in HART’s safety events, e.g., how frequently speeding vehicles crash into HART buses.
   • Status Reports – Complete Streets Guide, HART Transit Oriented Development Transit Corridor, Hillsborough County Comprehensive Plan Mobility Section
     o Complete Streets Guidebook - Members commented on the importance of beautification and transit integration to successfully construct complete streets; stressed the importance of coordinating with FDOT regarding its context classification system.
     o HART TOD - Some members commented that they were impressed and interested in participating in the forthcoming workshops on this topic.
   • Thanked Commissioner Smith for the committee appointment on agenda today.

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

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

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

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

C. **TDCB** – Davida Franklin, TPO Staff (August 27, 2021 meeting)

- Recommended the Safety Plan Performance Targets.
- Formed a subcommittee on the proposed Transportation Tax
- Approved the Coordination Contract with ACTS.
- Heard status reports on Heights Mobility Study next Steps, Sunshine Line Update, FTA 5310 Grant Program, and the Storm Evaluation Forecast & Shelter In-Place Scenarios Study.

D. **BPAC** – Davida Franklin, TPO Staff (September 8, 2021 meeting)

- Meeting virtually
- Hillsborough Complete Streets Guide
  - Requested clarification on which roads or sections the guide could be applied to based on commercial or residential context and whether it represented local standards or national best practices (it represents national best practices).
  - Federal Department of Transportation (FDPOT) staff suggested bringing this item to the Community Traffic Safety Team.

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

- Heard update on Heights Mobility Study Next Steps, Hillsborough County Comprehensive Plan Mobility Section.

E. **Policy Committee** – Beth Alden, TPO Staff

- Held workshop on rail and bus rapid transit projects in Hillsborough County and their status. Detailed slide presentation available in the [Policy Committee Agenda Packet](#).
- Discussion talked about how corridors will support future growth; identify and prioritize best opportunities; and connecting the corridors to provide seamless transfers.

F. **Public Comments Received Through Email & Social Media** – July/August – Davida Franklin, TPO Staff

- Noted at the end of the minutes. [Go](#)
VI. CONSENT AGENDA
A. Committee Appointments
   • CAC – Christina Bosworth, nominated by Commissioner Smith

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

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

VII. ACTION ITEMS
A. TIP Amendment: Tampa Multimodal Network & Safety Improvement (Vishaka Shiva Raman, TPO Staff)
   • West River District Build Multimodal Improvements
   • Six amendments requested by FDOT
   • City of Tampa project
   • Reviewed TIP Amendments, design build, and funding for FY 21 – 22
   • Showed the funding with a 20/80 split between grants and local funds
   • Showed project location with the six phases
   • Explained needs and benefits
     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
    - Safety Event Rate per 100k VRM
    - System Reliability (average distance between mechanical failures)
  - Defined safety concerns as set forth in the government rules.
    - Fatalities are counted any time there is a resulting death.
Injuries are counted if any person must be transported to a medical facility and they are hurt within a transit vehicle, facility, or station.

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

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

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

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

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

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

Discussion:

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

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

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

C. Strategic Intermodal System Policy Plan Update and TPO Letter of Comment (Rich Clarendon, TPO Staff; XXX, FDOT Representative)

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

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

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

Discussion:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Discussion:**

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

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

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

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

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

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

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

VIII. **STATUS REPORTS**

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

**Presentation:** Job Access Study

**Discussion:**

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

IX. **EXECUTIVE DIRECTOR’S REPORT**

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

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

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

The recording of this meeting may be viewed on YouTube:  

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

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

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

**Social Media**

**Facebook**

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

**Twitter**

• **8/23**
  Tampa Hillsborough Expressway Authority *(in response to a post highlighting the Selmon Extension)*
  “Thanks for sharing!”

• **8/21**
Axel Clauberg (in response to a retweet about proposed Amtrak routes through the State of Florida)
“Love this. @HillsboroughMPO let’s start planning on how to improve the Tampa Train station for connections to the airport with incoming Amtrak and High-Speed Rail. Maybe a total redesign of that area with shops and transportation hub.”

8/17
Roc King (in response to the Resilient Tampa Bay video featuring Beth Alden)
“30%+ roads and trans systems down. It can happen. Galveston, New Orleans, east coast predictors of our potential disaster. Well done, succinct and prophetic. More of the same on commercial tv during prime time, during an injury break football game.”

8/16
T. Ralph (in response to a retweet of a Tampa Bay Business Journal article on the monetary costs Tampa Bay commuters will endure when returning to the office)
“Why doesn’t it take into account those costs? It should.”

Return to Minutes
Summary of Committee Reports and Public Comments – Sept. 2021

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

Pertaining to action items in today’s agenda:

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

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

Other approvals:

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

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

Other status updates:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Social Media

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

- Twitter
  - 8/23
    Tampa Hillsborough Expressway Authority (in response to a post highlighting the Selmon Extension)
    “Thanks for sharing!”

  - 8/21
    Axel Clauberg (in response to a retweet about proposed Amtrak routes through the State of Florida)
    “Love this. @HillsboroughMPO let’s start planning on how to improve the Tampa Train station for connections to the airport with incoming Amtrak and High-Speed Rail. Maybe a total redesign of that area with shops and transportation hub.”

  - 8/17
    Roc King (in response to the Resilient Tampa Bay video featuring Beth Alden)
    “30%+ roads and trans systems down. It can happen. Galveston, New Orleans, east coast predictors of our potential disaster. Well done, succinct and prophetic. More of the same on commercial tv during prime time, during an injury break football game.”

  - 8/16
    T. Ralph (in response to a retweet of a Tampa Bay Business Journal article on the monetary costs Tampa Bay commuters will endure when returning to the office)
    “Why doesn’t it take into account those costs? It should.”

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