Meeting of the Bicycle Pedestrian Advisory Committee
Wednesday, December 8, 2021, 5:30 – 7:30 p.m.

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

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

Remote participation:

- To view presentations and participate your computer, tablet or smartphone:
  - https://attendee.gotowebinar.com/register/2106088553969942030
- Register in advance to receive your personalized link, which can be saved to your calendar.
- Dial in LISTEN-ONLY MODE: (415) 930-5321 Access Code 128-344-474
- Presentations, full agenda packet, and supplemental materials posted here, or phone us at 813-756-0371 for a printed copy.
- Please mute yourself after joining the conference to minimize background noise.
- Technical support during the meeting: Chris English at (813) 836-7380.

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

Call to Order

I. **Public Comment** - 3 minutes per speaker, please

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

II. **Members’ Interests**

III. **Approval of Minutes** – November 10, 2021

IV. **SPECIAL PRESENTATION** - Ybor Multimodal Development (Darryl Shaw and Graham Tyrrell, Kettler)

V. **Action Items**
A. USF to Green ARTery Trail Study  
(Jennifer Musselman, Kittelson & Associates)

B. Transportation Improvement Program (TIP) Amendments: Florida Department of Transportation (FDOT) Safety, Operations Lighting, and Railroad Crossing Projects (Connor MacDonald, TPO Staff)

C. Safe Access to Parks Pilot Study  
(Lisa Silva, TPO Staff and Kathrin Tellez)

VI. Old Business & New Business
   A. Scooters Removed from Hillsborough River

VII. Adjournment

VIII. Addendum
   A. TPO Meeting Summary and Committee Reports

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

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I. CALL TO ORDER

Citizen-at-Large Tim Horst called the meeting to order at 5:30 PM


Members Absent: Jonathan Forbes, Marcello Tavernari, Wanda Vinson, Melissa Collazo

Others Present: Wade Reynolds, Christopher English, Amber Simons, Gail Reese (TPO Staff); Sigal Camenate, Ryan Mansfield (Kittelson Assoc.); Brian Shroyer (FDOT); Kerry Irons (Adventure Cycling Assoc.); Billy Hattaway (Fehr and Peers); David Dunigan (UNL)

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

II. PUBLIC COMMENT – None at this time

III. MEMBERS’ INTERESTS

A. Brentin Mosher: Bike/Walk wrapped up their Sprint for Safety at the end of October. Collectively walked or ran over 880 miles. If you participated and requested a medal, it will be sent to you. Currently in the middle of the Love To Ride challenge with FDOT, statewide. Open to join. On Friday, November 5, 2021, we had the Bike/Walk Tampa Bay Annual Summit. Had a good attendance. Will be sending out a recording of the summit.

B. Jim Shirk: Noted that he has a history of bicycling that he is going to send to Wade Reynolds

C. Via email dated November 3, 2021, Jonathan Forbes requested information on the number of rideshare scooters taken from the Hillsborough River. Sited an article from WTSP reporting on 67 electric scooters being recovered from the Hillsborough River: [Dozens of scooters pulled from Hillsborough River | wtsp.com]

IV. APPROVAL OF MINUTES – October 13, 2021
Sally Thompson: on the first page, noted her name is showing as Thomas and needs to be corrected to Thompson. *(This was corrected in the October 13, 2021 minutes on November 18, 2021 by Recording Secretary, Gail Reese)*

Jim Shirk moves to approve with the minutes with the correction noted by Sally Thompson, seconded by John Marsh. Informal motion passes unanimously.

V. ACTION ITEMS

A. Memorandum of Agreement for Bike Ped Counters with FDOT (Wade Reynolds, TPO Staff)

- The TPO is partnering with the Downtown Partnership for a pilot project to count Pedestrians and Cyclists using FDOT owned equipment.
- Memorandum of Agreement allows for the use of the equipment for a three-week period of time in February for the first series of counts.
- These counts are expected to be completed on an annual basis.
- First set of automated, real counts done.

Memorandum: BPAC November 2021 Agenda Packet REV

Discussion:

Jim Shirk: Clarification that this is once in a lifetime or if it will be repeated.

Wade Reynolds: Noted that this is intending to be an annual practice, with FDOT’s help, and hope to expand the program.

Richard Ranck: When Monica Martin was the Trails Planner, she had been working with FDOT on this program. Does not believe it got to the point of a Memorandum of Understanding. There had been discussions of possible locations that would be mostly on the trails to get a better understanding of the trail use. This is great that this is going to be an annual opportunity to get an assessment of bike usage on our systems. Volunteered to coordinate with the correspondence from a while back. Try to locate the map that has the possible locations noted. Would like to coordinate with this program on the locations. Hopes for one or two this year and then expand the locations in the future.

Wade Reynolds: The map that will be presented later in the meeting has locations noted that he believes are the ones proposed by Richard and Monica in the past.

Timothy Horst: Questioned if this is a proposal to maintain a database of pedestrian counts; similar to what is done with traffic counts.

Wade Reynolds: That database does exist in coordination with the map. Planning to do it all through the FDOT central database for statewide information. Showed the statewide map with the count stations. There are a couple of layers of proposed stations, blue dots; and there are green dots that have been further evaluated that will likely be used in February. All will be made available and held in central database.

Timothy Horst: Clarified that this is to create a database of counts on the shared use path network.
**Wade Reynolds:** And to allow us to provide staff resources to set up those counters and to take responsibility for the safety of those counters. Have had conversations and are comfortable with that risk.

**Motion to approve by Jim Shirk, John Marsh seconded. Informal motion passes unanimously.**

**B. Comments on FDOT RRR Studies** (Wade Reynolds, TPO Staff)

- Resurfacing projects. Showed the boards from the study
- **South Dale Mabry**
  - Goes from south of the Selmon Expressway to just north of El Prado.
  - Encompasses a 40 to 45 mph stretch.
  - FDOT has gone through collecting input on these; have held meetings and roadway safety audits, both on-site and virtually to identify possible improvements.
  - There are a number of comments that were provided to the committee including enlarging pedestrian islands, reducing the radius of the turns, extend the southbound turn lane.
  - There have been a couple of crashes at the entrance to Fair Oaks and noted for a possibility for a mid-block crossing or possibly a full signal.
  - Evaluating signal timing, looking at bus pull-outs to make sure they are operating properly.
  - If there are additional comments, they can send to Wade Reynolds to pass along to FDOT
- **Park Road**
  - Goes from I-4 and US 92.
  - Noted striping issues at the railroad crossing.
  - Comments about lighting.
  - There are questions about the number of lanes needed.
- Both studies have been grouped in several areas in the development/recommendation process.
- Is happy to take comments about these studies in the next couple of weeks in order to make sure they are documented.

**Attachment:** Dale Mabry Concept Board
**Attachment:** Park Road Concept Board

**Discussion:**

**Timothy Horst:** Inquired about a third location.

**Wade Reynolds:** There is a third location in Brandon on SR 60. Will be bringing that back to the committee at a later date.

**Jim Shirk:** Has a question regarding Park Boulevard and whether it is connected to the Plant City campus of HCC.

**Wade Reynolds:** Yes, it is. It runs in front of the HCC campus.
Jim Shirk: Asked what is planned for the striping in front of the campus.

Wade Reynolds: There are, currently, no bicycle facilities on this section. It is a six-lane divided section. Does not believe they are proposed.

Jim Shirk: Back in the before times, some organized rides used to be organized at the HCC campus. There would be 2,000 to 3,000 bicyclists riding on Park. Inquired if that is out of the question now.

Wade Reynolds: Does not know if it is out of the question. Asked if that was before this was widened to six lanes.

Jim Shirk: Yes, it was four lanes.

Wade Reynolds: Any facilities would be part of lane elimination which is in the long-term and separate from the repaving project. Stated that the comment could be added to the other project comments.

Jim Shirk: Noted that some people would want to ride their bike to the HCC campus. Right now, it looks like a losing proposition. Commented that not every student has a car.

Robyn Baker: Stated she is from Plant City. Have a bike/ped plan that was conducted by the TPO in 2017. This part of Park Road was planned as part of the bike/ped plan with bike lanes. Working with FDOT in preparation for this project. The city is against any type of lane dieting on this particular road because of development in this area and the vicinity of Park Road is expected to increase by over 6,000 homes in the next five years and around 5 million square feet of non-residential in the immediate vicinity. Looking for other alternatives including a possible trail on one side instead of sidewalks and bike lanes. Something that might accommodate both while keeping the six lanes.

Jim Shirk: Asked for clarification on whether or not a side-path had been eliminated.

Timothy Horst: Requested that Mr. Reynolds send the projects to the committee for review so they could provide further comments.

Wade Reynolds: The links should take individuals to these boards to be able to see them and provide comment. If they do not, he will find another way of getting the detailed information to the committee members.

Jim Shirk moves to forward comments to the TPO Board, seconded by Peter Davitt. Informal motion approved unanimously.

C. Review of the 2022 Meeting Calendar (Wade Reynolds, TPO Staff)
   • The proposed calendar has the BPAC meeting one week later in the month.
• Noted the December 21, 2022 date and March 23, 2022 date as possible conflict for holidays and Spring Break

Attachment: BPAC November 2021 Agenda Packet REV

Discussion:

Jim Shirk: Commented his appreciation.

Jim Shirk moves to support the 2022 calendar, seconded by ???. Informal motion approved unanimously.

VI. STATUS REPORTS

A. FDOT 56th Street / 50th Street Corridor Planning Study (Sigal Camenate, Kittelson; Brian Shroyer, FDOT)
   • Review of project scope
     o Identify safety solutions and countermeasures
     o Improve the corridor
     o Develop vision
     o High crash corridor
   • Overview of study area – 8.5 miles from Selmon Expressway to Fletcher Ave.
   • Went over major milestone – deliverables and public engagement process; approximately 1/3 of the way through the study at this time.
   • PAG Members
     o City of Tampa
     o Temple Terrace
     o Hillsborough County
     o HC TPO
     o HC Planning Commission
     o HART
     o THEA
     o Florida Highway Patrol
     o USF
     o HC Public Schools
   • Review stakeholders
   • Identified opportunities for Multimodal Improvements on the Corridor
     o High multimodal activity area
     o Robust transit corridor
     o School pick-up/drop-off congestion
     o Redevelopment focused within Temple Terrace
     o High posted and operating speeds
     o Serves diverse population
   • Went over draft Purpose statement
   • Review of draft Needs
   • Next steps – hybrid public meeting December 14, 2021, PAG (Project Advisory Group)Meetings in April and August of 2022, further review.

Presentation: FDOT 56th/50th Street Corridor Study
Discussion:

Peter Davitt: Looking at slide 14 of the presentation. Lives in Temple Terrace; rides his bike on 50th and 56th Street. Asked for clarification about opportunities for speed reduction, speeds being set at the 85th percentile, maybe more enforcement is necessary. Questioned if the study is looking to lower the speed limit or raise the speed limit in this area.

Brian Shroyer: Noted that the study is providing information in order to make decisions. People are driving fast and changing speed limits isn’t going to change the issue. Enforcement is being done. The Police Chief of Temple Terrace is part of the Project Advisory Group. Looking at speed management strategies that can be used to change driver behavior.

Peter Davitt: Asked if the plan is to lower the speed limit, get people more in compliance, or both.

Brian Shroyer: Looking to get a speed limit more in target with what is out there. Will try engineering techniques to get the speed a bit lower and in line with the target speed.

B. City of Tampa Neighborhood Commercial District Plans (Stephen Benson, City of Tampa)

- Program originated by motion through City Council to take a look at Commercial Neighborhoods throughout the city and partner with the TPO.
- Defined NCD – picture that pops up in your head when you hear “Main Street”. Businesses and services are focused on serving the neighborhood as well as visitors.
- Two Corridors
  - Palma Ceia (Bay to Bay from Hines to the Selmon and MacDill from the Selmon to San Miguel).
  - Main Street in West Tampa (North Boulevard to Howard Armenia and along Howard Avenue from I-275 to just south of Columbus Drive).
- Team oriented process; done in house; assistance from Planning Commission, TPO, School Board.
- Community Meetings, Focus Groups, Surveys, social media, USF Class Support, Economic Analysis
  - Developed community issues and opportunities.
  - Developed vision and ideas.
  - Took deeper dives into planning needs.
- Palma Ceia Neighborhood
  - Existing Conditions and Trends
    - Population & employment trends.
    - Economic & development trends.
  - Community Engagement – what was heard
    - Study Team: City, Planning Comm., TPO, School Board, USF.
    - 1 Walking audit – USF Architectural & Community Design.
    - 3 virtual public meetings.
    - 1 preliminary survey – 187 completed.
    - 10 Focus groups – residents & businesses.
1 Follow up survey – 49 responses

Issues and Opportunities

- About half of all drivers are exceeding the speed limit
- Community Survey results
  
  i. Wider sidewalks, enhanced crosswalks, on-street parking, bike lanes.
  
  ii. Shade trees, pedestrian scale lighting, Plazas & pocket parks, Outdoor furniture (benches, trash cans, etc.).
  
  iii. Pedestrian & Bicycle safety, reducing speeding, improving transit, reducing red-light running, reducing truck volumes, road noise & lack of parking.

Vision for the Palma Ceia District – A safe, walkable, connected, thriving and beautiful main street where residents and visitors gather and interact.

- Reviewed example of this neighborhood developed by the USF grad students.

Strategies and Solutions – including possible solutions, approximate costs, and potential timeframes.

- Enhance public realm
- Reimagine the roadway
- Focus on more resilient and organized infrastructure
- Public safety
- Urban parking
- Look at land use and design standards

Main Street Neighborhood

- 59 recommendations

- 10 Community Themes
  
  - Appearance
  
  - Vacant Buildings & lots
  
  - Safety & Security
  
  - Preserve history
  
  - Support existing stakeholders
  
  - Image & branding
  
  - Connect to West River
  
  - Involve existing businesses
  
  - Turn alleys into assets
  
  - Parking

- 47.5% of recommendations are underway

  - Examples of recommendations – Similar to Bay to Bay. Streetscape, annual development forum, parking plan, festivals and events.

Status and Lessons Learned

- Status – both plans have been completed, posted on City Planning Website, implementation plans have been drafted, plans have been transmitted to departments for implementation

- Lessons Learned
  
  - Target one plan per year
  
  - Multi-agency planning team had value
  
  - USF SAAD Partnership was beneficial
- Add consulting services to provide needed expertise and reduce time.
- CRAs have built-in implementation mechanisms.
- Seek solutions that have citywide application – build toolbox

- Next study location
  - Used GIS technology to look at land-use around different corridors in the city. Broke those up by Council District.
  - Focused on Council Districts not touched by the prior two studies.
  - Three candidates recommended for study
    - 22nd Street – Marconi Street to Mariner Blvd., Palmetto Beach
    - Nebraska Avenue – Busch to Fowler, North Tampa Community
    - 15th Street – 1_4 to Lake Avenue, VM Ybor
      - Received a $50,000 grant from State of Florida Department of Economic Opportunity
      - Consultant led
      - Anticipated to start early 2022
      - Six-month duration estimated

Resources: [https://www.tampa.gov/city-planning/main-street](https://www.tampa.gov/city-planning/main-street)

Discussion:

Sally Thompson: Requested the weblink

C. **Tampa Downtown Partnership Bicycle and Pedestrian Counts** (Wade Reynolds, TPO Staff)
- Second part of the Memorandum of Agreement with FDOT.
- Several sites that have been proposed in the Downtown area.
  - Riverwalk
  - Corner of Ashley where the Jackson Street Cycle Track starts
  - Cycle Track continuous count station
  - Kennedy, immediately west of County Center – no bicycle facility; may be proposed as a sidewalk count for pedestrian counts as well.
  - Jackson Street Cycle Track before it turns on Nebraska
  - Cass Street Cycle Track
  - Is going to recommend one along Nuccio Parkway
  - North Boulevard in front of J B Lane Park
  - Discussion about a few sites on the other side of the bridges in Downtown to get a sense of where people are coming from
    - Bayshore
    - Existing count station to be repeated on the Courtney Campbell Causeway
    - Rocky Point
    - From Courtney Campbell to Skyway Park
- Can click on sites and see the detailed information

Website: [FDOT Statewide Non-Motorized Traffic Monitoring Program](https://www.fdot.gov/traffic-monitoring)
D. **US Bicycle Route 15 through Hillsborough County** *(Kerry Irons, Adventure Cycling Association)*

- US Bicycle Route System – national system under control of the United States State Highway Officials.
  - Growing national network – almost 18,000 miles
  - Routes approved by state highway transportation agencies
  - Coordinated by Adventure Cycling Association – non-profit; mission to inspire, empower, and connect people to travel by bike
    - 50,000-mile route network + maps + organized tours
    - Adventure Cyclist magazine
    - National advocacy
  - 53,000 members
  - Provided a blueprint for the first U.S. Bicycle Routes
  - Technical support organization to AASHTO for the USBRS
- Currently 17,7000 miles in 31 state + DC.
- Development of U.S. Bicycle Routes in Florida
  - USBR 1 & USBR 90 – designated in 2014, all on state highways, current realignment projects under way to move to quieter streets and roads
  - USBR 15 – north segment designated 2018, connects to USBR 15 in Georgia, 14 miles from Georgia to Madison, FL, proposed extension from Madison to Miami (496 additional miles).
    - Jurisdictional support is required. 19 “road owners” for USBR 15 extension, resolution or letter of support to FDOT signifies support, Adventure Cycling volunteers doing local agency outreach
    - Reviewed map in Hillsborough County
    - Draft route – enters county on FL 39 then moves on to: Paul Buchman Highway, E. Sam Allen Road, N. Park Road, Coronet Road, Frank Moore Road, Nesmith Road, E. Trapnell Road, Old Mulberry Road, County Line Road, then onto Heritage Trail in Polk County. Any changes agreed with Hillsborough will be reflected in the map.
    - FDOT needs to hear from the local agencies that they approve the roads.
  - This is a mapping project not a construction project. No money is available, there is also no cost.
  - Improved routes for bicycle travelers; positive health/ environmental impacts; economic development via bicycle tourism for smaller communities.
- Asking for BPAC to look at the route, make suggested changes and/or support as proposed. After that, it would go to the TPO and the county for support documents. Understand that the BPAC doesn’t own the roads but that the county and Plant City would appreciate opinions and/or support from the BPAC.

**Contact Information:** Kerry Irons, USBR volunteer coordinator, Adventure Cycling Assoc., irons54vortex@gmail.com; 989-513-7871 or 616-298-7883 and Jennifer Hamelman, USBR Coordinator, Adventure Cycling Assoc., jhamelman@adventurecycling.org, 800-755-2453 or 503-867-5729
Website: Adventure Cycling Association
Proposed Route: USBR 15 FL southern section (ridewithgps.com)
Hillsborough County Route: https://ridewithgps.com/routes/3464828

Discussion:

Jim Shirk: Volunteered to take the lead on the approval process with the BPAC.

Kerry Irons: This is Hillsborough County and Plant City. Would be happy to work with Jim.

Jim Shirk: Would like to prepare a statement to be voted on at the next meeting.

Wade Reynolds: Would be happy to set up meetings with Plant City and Hillsborough County prior to that.

Jim Shirk: Asked if Robyn Wright and Wade Reynolds could be involved. Requested a meeting for next week.

Kerry Irons: Noted his contact information is available and volunteered to participate in any way requested.

Jim Shirk: Stated he would send contact information to Kerry Irons and that Wade would set up a meeting.

Kerry Irons: Happy to take any comments from the committee. Noted that the route is proposed and that the jurisdictions would take recommendations from the BPAC.

Jim Shirk: Appears segments have been written by local volunteers.

Kerry Irons: the national representative who coordinates people wanting to ride in Florida has collected lots of information from riders who are riding down the western side of the state. That is where the proposed route comes from. Next deadline for designation application is in April 2022. Not much time to get this done by the Spring. The application process can be done every six months.

Kerry Irons: This is a mapping project. Once all approvals are lined up, it goes to the Federal Government for designation. There could be a signing project, completely separate, funds would have to be identified to do that. This proposal would put this route on the national map.

Sally Thompson: Asked if there may be funds in the new infrastructure bill being signed.

Kerry Irons: Knows that the TAP program, or whatever the next iteration is, will be increased. At one time, back in 2008 or 2009, we had the potential to have a little bit of money set aside. Not aware that any specific funds are available. Funds will flow through the DOT. Not sure how that might look.

VII. OLD BUSINESS & NEW BUSINESS – None

VIII. ADJOURNMENT
Jim Shirk moved to adjourn, seconded by John Marsh. Voice vote: motion passes unanimously.
Meeting adjourned at 7:20 PM
A recording of this meeting may be viewed at:
https://www.youtube.com/channel/UCsojHyZb_mkYlU3o32Tbg4w/videos

From Chat

James Shirk (to Organizers and Panelists Only):
5:28 PM: can you hear me? I can't hear you

Me (to All - Entire Audience):
5:29 PM: No, we can't hear you, Jim

PETER DAVITT (to Organizers and Panelists Only):
5:32 PM: yes

Me (to All - Entire Audience):
5:37 PM: Please make sure to identify yourselves when speaking. Needed for the record

William Sapper (to Organizer(s) Only):
6:05 PM: Please unmute  W Sapper

Christopher English (to All - Entire Audience):
6:12 PM: I can't unmute you, William, you need to unmute yourself.

Christopher English (to All - Entire Audience):
6:12 PM: there you g

Christopher English (to All - Entire Audience):
6:12 PM: go

PETER DAVITT (to Organizers and Panelists Only):
7:05 PM: can we get the ride with gps link again please

Wade Reynolds (to All - Entire Audience):
7:12 PM: https://ridewithgps.com/routes/34634828
PETER DAVITT (to Organizers and Panelists Only):

7:13 PM: thanks

David Dunigan 7:09 PM: When you say there is no money. Then what actually happens?

David Dunigan 7:15 PM: I agree that riding the backroads of Hillsborough County can be considered an adventure
Board & Committee Agenda Item

Agenda Item:
Ybor Multimodal Developments

Presenter:
Graham Tyrrell, Kettler

Summary
Staff will provide a brief update on the Supplemental Environmental Impact Statement (SEIS) for the Brightline extension from Orlando to Tampa.

Then a high-level introduction to Darryl Shaw’s Gas Worx master plan will be provided. The focus of the Gas Worx’s master plan is to create a new urban, walkable mixed-use, multimodal neighborhood in Ybor City near Union Station. The development envisions, placemaking and sustainable open places, a diversity of housing and land uses, transit accessibility (including future Brightline high speed rail), connecting neighborhoods and integrating into the Historic Ybor City District.

The presentation will also share concepts for reestablishing the urban street grid, rethinking Nuccio Parkway, exploring transit opportunities, and prioritizing bike and trail connections.

Due to future Tampa zoning actions, the presenter will limit the discussion to the Planning Commission Comprehensive Plan Amendments and general land use and will not discuss details of the rezoning, such as unit count, parking, and setbacks.

Recommended Action
None; for information

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

Attachments:
1. Presentation slides
2. Federal Railroad Administration letter on Brightline
October 18, 2021

Timothy A. Parsons, Ph.D.
Director, Division of Historical Resources
State Historic Preservation Officer
R.A. Gray Building
500 S. Bronough Street
Tallahassee, FL 32399-0250

RE: Brightline Phase III Supplemental Environmental Impact Statement (SEIS) from Tampa to the Orlando International Airport, Hillsborough, Polk, Osceola, and Orange Counties, Florida

Initiation of National Historic Preservation Act Section 106 Consultation

Dear Dr. Parsons:

By way of this letter, the U.S. Department of Transportation’s Federal Railroad Administration (FRA) is initiating consultation under Section 106 of the National Historic Preservation Act (NHPA) (36 CFR § 800.3) for the Brightline Phase III Project from Tampa to the Orlando International Airport (OIA) in Hillsborough, Polk, Osceola, and Orange Counties, Florida (the Project). The Project consists of the development of a high-speed rail facility between Tampa and Orlando. Maps depicting the Project area are included in Enclosure 1 to this letter.

The FRA, as the lead federal agency, is analyzing this project under NEPA as a Supplemental EIS (SEIS) to the 2009 Florida High Speed Rail (FHSR) Tampa to Orlando Final Environmental Impact Statement (FEIS) for which FRA also served as the lead federal agency. In May 2010, FRA issued a Record of Decision (ROD) for the FHSR project but the project was put on hold and never proceeded to construction. In 2021, Brightline proposed certain alignment modifications to the project. FRA determined that these modifications require preparation of an SEIS. This SEIS will update information provided in the 2009 FHSR FEIS and 2010 ROD and analyze Brightline’s proposed alignment modifications. Your office was consulted as part of the 2009 FEIS. That consultation resulted in conditional no adverse effect findings for five historic resources. Please see Enclosure 2 of this letter for an excerpt from the 2010 ROD which describes the conditional no adverse effect findings in more detail.

Project Background
As the purpose and need states, the Project will enhance intercity passenger mobility in Florida by expanding passenger rail transportation capacity to provide an alternative to highway and air travel. Increased mobility is viewed as essential for the sustained economic growth of the region, as well as the quality of life of the region’s residents and visitors. Presently, passenger mobility in the Tampa-Orlando corridor is provided primarily by highways, particularly I-4. Projected transportation demand and travel growth, as prompted by social demand and economic development and compared to existing and future roadway capacity, show a serious deficit in available capacity. In addition, increasing population, employment, and tourism rates continue to elevate travel demand in the study corridor. The current proposed action differs from the Preferred Alternative detailed in the 2010 ROD (Enclosure 2) in the following ways:
• The new proposed downtown Tampa Station was relocated approximately 0.60 miles east to the
intersection of Nick Nuccio Parkway and Nebraska Avenue, just west of the National Register –
listed Union Station (Amtrak). The resulting project alignment length is also reduced to depart the
I-4 corridor east of the I-4 / I-275 interchange. From the Tampa Station terminus, the alignment
travels north along the western edge of Nick Nuccio Parkway to an elevated interface with the I-4
corridor at the 14th-15th Street interchange. From this location, the alignment transitions into the
median of I-4 and follows the FHSR alignment heading east.

• While but the alignment is consistent with FHSR throughout Polk and Osceola Counties, the new
proposed action does not include the station in the Lakeland area or within Polk County
anticipated by FHSR.

• The new proposed action is planning for up to two (2) station locations in the Orlando area; a new
station adjacent to the I-4 corridor serving Disney and the attractions area, and the existing OIA
station at the eastern project terminus. A possible interface with local commuter rail service at the
OIA station is being contemplated. This would take the form of an extension of SunRail service
from the existing line to OIA, where Brightline and SunRail would interface at the Intermodal
Transfer Facility. The new proposed action is located predominantly within existing
transportation corridors that host rail facilities and roadway/highway infrastructure.

The proposed new station serving the attractions area is to be located northwest of the I-4 / SR
536 interchange, and is proposed to function as a dead end, or pull in/pull out station. The station
site is accessed via the northwest quadrant of the interchange from the north (westbound) side of
I-4. Upon exiting the station, the alignment reenters the I-4 corridor and elevates over the I-4, SR
536 and other roadway infrastructure within the infield of the interchange and exits the I-4 corridor
in the southeast quadrant of the interchange. The alignment traverses an undeveloped corridor and
crosses over S. International Drive before entering the SR 417 ROW approximately one mile
south and east of I-4.

Continuing eastward, the alignment follows the northern edge of the SR 417 ROW to the
interchange with Florida’s Turnpike (SR 91). The alignment tracks adjacent to the southbound to
westbound ramp before crossing over Florida’s Turnpike, and continuing east to S. Orange Avenue
adjacent to an electric transmission utility corridor. The alignment turns north passing under S.
Orange Avenue to the intercept of the Central Florida Commuter Rail (CFCR) rail corridor where
it continues north the OUC rail spur. The alignment follows the OUC spur through the exiting
crossing with Boggy Creek Road, then diverts onto Greater Orlando Aviation Authority property
to access Brightline’s Vehicle Maintenance Facility (VMF) currently under construction. From
the VMF, the alignment utilizes existing the new infrastructure being advanced with Brightline’s
Phase II expansion to access the Intermodal Transfer Facility at OIA adjacent to Airside C.

• The new proposed action will deploy Siemens Charger SCB-40 diesel-electric passenger
locomotives technology, consistent with those currently in use along Brightline’s Miami to West
Palm Beach service corridor. This change from the FHSR action provides cooperability to allow
for sharing of rail infrastructure within the existing SunRail and OUC corridors, eliminating the
need for the separate and dedicated infrastructure anticipated with the original action.

Historic resources within the vicinity of the proposed action include the Ybor City National Historic
Landmark District, the National Register–listed Ybor City Historic District, and the locally designated
Barrio Latino Historic District, including several of their contributing resources, some of which are
individually National Register–listed or –eligible.
Section 106 Consultation
As defined in 36 CFR § 800.16(f), Section 106 consultation "means the process of seeking, discussing, and considering the views of other participants, and where feasible, seeking agreement." FRA will manage the consultation process to ensure the meaningful involvement of all consulting parties while working to seek agreement, where feasible, among all the parties about: why properties are historically significant, and to whom; what historic properties may be affected should the Undertaking advance to construction; and how any adverse effects to historic properties might be avoided, minimized, or mitigated.

As a next step in the Section 106 process, FRA will coordinate with your office and other consulting parties to identify an Area of Potential Effect (APE). Following identification of the APE, FRA will prepare an updated Cultural Resource Assessment Survey (CRAS) to identify any historic properties listed in, determined eligible for, or considered eligible for listing in the National Register of Historic Places (National Register) that may be affected by the proposed Undertaking.

FRA will provide a schedule for Section 106 public involvement and consultation, and invite you to meetings relevant to the Section 106 process for the Undertaking. Consulting parties meetings are anticipated to employ the vehicle of a Cultural Resource Committee (CRC). CRCs have been used effectively to insure Section 106 good faith consultation among affected parties. The long-standing CRC for the Tampa Interstate Study was important in developing and implementing the Section 106 MOA in Historic Ybor City. Public outreach will include outreach to Native American Tribes, agencies, organizations, and individuals to facilitate information exchanges and solicit input during the development and evaluation of alternatives.

Consulting Party Outreach
In accordance with 36 CFR Part 800.2(c), FRA identified parties that may be interested in the proposed Project and FRA’s determination of effects. The following organizations/agencies are copied on this letter to serve as their invitation to participate as Section 106 consulting parties:

1. State Historic Preservation Officer (SHPO)
2. Advisory Council on Historic Preservation (ACHP)
3. Florida Department of Transportation (FDOT) Districts 1, 5, and 7
4. Florida Department of Transportation (FDOT) Florida’s Turnpike Enterprise (FTE)
5. Central Florida Expressway Authority (CFX)
6. FDOT Office of Environmental Management (OEM)
7. National Park Service (NPS) – Interior Region 2
8. City of Tampa Historic Preservation Officer
9. Ybor City Development Corporation
10. Hillsborough Metropolitan Planning Organization
11. Tampa Preservation Inc. (TPI)
12. Hillsborough County Certified Local Government (CLG)
13. Polk County Transportation Planning Organization
14. MetroPlan
15. City of Orlando Historic Preservation Officer
16. Orange Preservation Trust
17. City of Auburndale CLG
18. City of Lakeland CLG
19. City of Plant City CLG

Tribal Contacts (will be invited to participate in Section 106 consultation in a separate letter)
1. Miccosukee Tribe of Indians of Florida
2. Muscogee (Creek) Nation
3. The Seminole Tribe of Florida
4. The Seminole Nation of Oklahoma
5. The Poarch Band of Creek Indians

To understand the role of a consulting party in the Section 106 process, these parties should review *Protecting Historic Properties: A Citizen’s Guide to Section 106 Review* (https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf) for more information. FRA requests response to this consulting party invitation within 30 days from the date on this letter, so that consulting parties can help inform the identification of historic properties.

FRA looks forward to consulting with you on this project. We welcome your input and comments within 30 days from the date on this letter. All responses can be e-mailed to me at Amanda.murphy2@dot.gov. If you have any questions, please contact me at 202-339-7231. Thank you for your cooperation on this important project.

Sincerely,

Amanda Murphy
Environmental Protection Specialist
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

Enclosures: (1) Project Location Maps
(2) Excerpt from 2010 Record of Decision

cc: Alyssa McManus, Division of Historic Resources, Florida Department of State
    Kevin Wright, FRA Environmental Protection Specialist
    Katasha Cornwell, FDOT Office of Environmental Management, State Environmental Process Administrator
    Greg Moore, PE, Brightline, Project Manager – Development & Design
    Marty Peate, AECOM, Project Manager
Enclosure 1: Project Location Maps
(A) Phase III Project Study Area
(B) Corridor A – Tampa Area – changes noted
(C) Corridor E – Orlando International Airport Area – changes noted
Enclosure 2   Excerpt from 2010 Record of Decision

The text below is extracted directly from the 2010 ROD.

The FDOT coordinated the historic resources impact analysis with the Florida State Historic Preservation Office (SHPO) and the Advisory Council on Historic Preservation (Council). The coordination with the SHPO and Council during analysis of the 2005 FEIS Preferred Alternative resulted in a “conditional no adverse effect” on the following five historic resources:

- North Franklin Street Historic District
  Visual impacts
- St. Paul AME Church Parsonage
  Visual impacts
- Oaklawn Cemetery
  Visual impacts, construction vibration
- Ybor City NHLD - Direct taking of two contributing buildings: 8HI4174/916 E. 12th Avenue, and the rear building at 8HI4178/1006 E. 12th Avenue
  Visual, Construction and Vibration
- German American Club
  Visual impacts, construction vibration

The 2009 FEIS Reevaluation Revised Preferred Alternative verified that there are no changes to the impacts identified in the 2005 FEIS. The commitments stated in the 2005 FEIS remain valid.

Since publication of the 2005 FEIS, FDOT began the right-of-way acquisition process for the Tampa Interstate Study (TIS). As a result, many of the historic structures along 12th Avenue in the Ybor City NHLD have been relocated, including the property at 1006 E. 12th Avenue (8HI4178) which was listed as a direct taking in the 2005 FEIS.

It is important to note that these impacts to historic resources were evaluated as part of a Cultural Resource Assessment Survey (July 2003) prepared to identify and evaluate cultural resources (historic structures and archaeological sites) within the project’s Area of Potential Effect (APE). Further, a Section 106 Consultation Case Report (December 2003) was then prepared to evaluate potential effects for the Preferred Alternative and extensive coordination occurred with SHPO. As a result of this coordination, it was determined that the Preferred Alternative, based on a set of stipulated conditions, would have a “conditional no adverse effect” on the resources listed above.

Even though the impacts within the Ybor City NHLD included a direct taking of contributing historic resources, the SHPO determined that there would be no adverse effect because these buildings were previously identified as being acquired by the Tampa Interstate Study Final Environmental Impact Statement and Section 4(f) Evaluation (1996) and are located within the TIS Ultimate ROW. A Memorandum of Agreement (MOA) was prepared at that time to mitigate adverse effects to the Ybor City NHLD.

During the consultations with the SHPO, it was determined that the FHSR project would follow the requirements of this MOA. The mitigation and commitments are consistent with this MOA.
Board & Committee Agenda Item

**Agenda Item:**
USF to Green ARTery Trail Study

**Presenter:**
Jennifer Musselman, Kittelson & Associates

**Summary:**
The USF to Green ARTery Trail Study evaluates connections from the University area to the existing and proposed trail system in Tampa and Hillsborough County. With the redevelopment of the University Mall (RITHYM), expansion of the Veterans Administration, and continuing growth around the University of South Florida, safe nonmotorized spaces are an increasing priority. The study area contains several high-volume roadways, and safe crossings and connections are a primary consideration.

The study kicked off in March 2021 and explored the feasibility of a trail connecting the University of South Florida (USF) and Veterans Hospital with the planned Green ARTery Perimeter Trail and other neighborhoods to the south of Fowler Ave., including proposed safe crossing locations on Fowler and other roadways. This study focuses on the potential alignments for the trail, and in coordination with area property owners and agency partners, provides recommendations on the feasibility of each alignment.

**Recommended Action:**
Recommend Approval of the USF to Green ARTery Trail Study to TPO Board

**Prepared By:**
Wade Reynolds, AICP

**Attachments:**
1. Link to presentation slides
2. USF to Green ARTery Trail Study on Project Webpage
Board & Committee Agenda Item

**Agenda Item**
Transportation Improvement Program (TIP) Amendments: Florida Department of Transportation (FDOT) Safety, Operations, Lightning, and Railroad Crossing Projects

**Presenters**
Connor MacDonald, TPO Staff

**Summary**
The Florida Department of Transportation (FDOT) requested this set of 9 amendments to the 2021/22-2025/26 Transportation Improvement Program to document the addition of state and/or federal funds for safety and operational adjustments. The nine amendments include I-4 and I-75 Safety and Operational Adjustments, State Road 60 and US 301 Lighting Projects, State Road 60 Railroad Crossing Alterations, and S Dale Mabry Pedestrian Safety Modifications. Concept diagrams and/or location maps in the presentation are attached.

Two amendments in this group comprise I-75 lane modifications. These include the addition of auxiliary lanes on northbound and southbound I-75 from south of the Tampa Bypass Canal to south of Fowler Avenue, a southbound distance of 1.29 miles and a northbound distance of 1.43 miles. They include the widening of bridges over Tampa Bypass Canal, Harney Road, and US 401. The purpose of these modifications is to improve safety and operations between the I-4 Interchange and Fowler Interchange by reducing merging and diverging maneuvers.

Two other amendments include I-4 lane modifications by adding an auxiliary lane on westbound I-4 from east of the Seffner weigh station to west of McIntosh Road, a distance of 0.725 miles. The purpose is to improve safety and operations between the I-4 weigh station and McIntosh Road by extending the McIntosh Road westbound I-4 entrance ramp. The goal is to improve the merging length and reduce hazardous maneuvers. It also includes the addition of an auxiliary lane on eastbound I-4 from east of Bethlehem Road to west of Branch Forbes Road, a distance of 0.57 miles. The objective is to improve safety and operations by extending the Branch Forbes Road eastbound exit ramp.

No additional right-of-way is anticipated to be needed for these auxiliary lane projects. These projects also include Integrated Corridor Management (ICM)/traffic congestion management technology. Specific technologies to be used are currently being scoped by FDOT and are to be determined.

This group of amendments also includes street lighting projects SR 60 from west of SR 39 to west of Clarence Gordon Jr Boulevard, US 301 from west of Crescent Park Drive to north of Elm Fair Boulevard, and US 301 from north of Hampton Oaks Parkway to west of Jackson Road. These projects will replace high-pressure sodium fixtures with LED fixtures on existing FDOT light poles.
Another amendment is a railroad crossing project located on SR 60 east of Clarence Gordon Jr Boulevard. The existing crossing will be replaced with a concrete tub and include a sidewalk over the crossing.

Finally, these amendments include the installation of signalized pedestrian crossings on South Dale Mabry Highway at West Mango Avenue, West Wisconsin Avenue, and West Pearl Avenue. These signals will feature pedestrian hybrid beacons with the aim of enhancing connectivity and safety for pedestrians.

To enable the commitment of funds to these projects, the TIP needs to be amended to add a total of $3.55 million in state and/or federal funds.

**Recommended Action**
Approval of the Transportation Improvement Program (TIP) Amendments.

**Prepared By**
Connor MacDonald, TPO Staff

**Attachments**
1. [I-75 Southbound and Northbound Auxiliary Lane Concept Diagrams](#)
2. [I-4 Westbound and Eastbound Auxiliary Lane Concept Diagrams](#)
3. [S Dale Mabry Pedestrian Signals Concept Diagrams](#)
4. [Comparative Report](#)
5. [Presentation](#)
6. [TIP Amendment Webpage](#)
Board & Committee Agenda Item

**Agenda Item:**
Safe Access to Parks Pilot Study

**Presenter:**
Lisa Silva, TPO staff or Kathrin Tellez, Fehr & Peers

**Summary:**
The Safe Access to Parks Pilot Study (formerly Park Speed Zone Pilot Study) developed a process to implement safety countermeasures with a focus on speed management that can be replicated at parks throughout the county. The study looked at the surrounding context and the ability to safely access three different types of parks – local, regional, and linear – so that the findings can then be applied to similar parks elsewhere in Hillsborough County. Building on the 2019 Speed Management Action Plan, a toolbox of safety countermeasures was developed. The project scope included the following tasks:

1. Identify parks to include in the pilot project
2. Conduct a detailed existing conditions assessment of each park location
3. Solicit public feedback
4. Develop a toolbox of safety countermeasures
5. Apply countermeasures to each park location (Fix-It Ideas)

The final report documents the public feedback process and results, the application of Fix-It countermeasures, and those countermeasures recommended for each park location. All project materials are available on the project webpage.

**Recommended Action:**
Recommend approval of the Safe Access to Parks Fix-It Ideas Reports.

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

**Attachments:**
1. [Link to slide presentation](#)
2. [Link to project website](#) with Safe Access to Parks Fix-It Ideas Reports for Copeland, Sulphur Springs, and UTBT
I. CALL TO ORDER, PLEDGE OF ALLEGIANCE

The Chairman, Commissioner Cohen, called the meeting to order at 10:01 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, Councilman Guido Maniscalco, Councilman Joseph Citro, Mayor Andrew Ross, HART Board Member Melanie Williams, Joe Waggoner, Charles Klug, Planning Commissioner Cody Powell, School Board Member Jessica Vaughn

The following members were present virtually: Commissioner Mariella Smith, Commissioner Nate Kilton

The following members were absent/excused: Councilman John Dingfelder, Joe Lopano

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 – October 13, 2021

Chair Cohen sought a motion to approve the October 13, 2021 minutes. Commissioner Kemp so moved, seconded by Commissioner Myers. Voice vote: motion carries unanimously.

IV. SPECIAL PRESENTATION – Vision Zero Hero 2021 (Beth Alden, TPO Director) - deferred

V. PUBLIC COMMENT –

Rick Fernandez: Introduced himself and residence address; thanked the Board. Noted he is the Vice Chair of the CAC but is here as a private citizen. Said he is commenting on Action Item, Agenda Item 8A; the proposed letter from the TPO to FDOT regarding the Tentative Work Program. Has concerns that have been expressed to the Board in writing via Facebook and email. Would like to focus on the item on page 2 of the letter about the noise walls at Robles Park and concerns spanning the entire eastern boarder of Tampa Heights along I-275. Notes from the letter that the Board has expressed concerns about the gap in the noise wall at Robles Park; FDOT does not intend to put sound barriers of any sort along that part. That was confirmed at the CAC meeting on November 3, 2021. Hopes the Board will drill down on this topic. Expressed that, if there aren’t enough deal breakers already, if there are no barriers along that section with the
increase in noise and pollution with the planned capacity increases is not acceptable. Stated that all of the sound walls along Tampa Heights are impacted and affected. Does not believe there are enough discussions in the letter or elsewhere about architectural improvements and landscaping along that area; specifically noted the flyover ramp from I-275 SB to I-4 EB between Floribraska and Columbus. That is not a sound wall, it is little more than a supporting wall/barrier ramping cars above and through the area. When looking up from the ground level, you can see the superstructure. It is not a sound barrier, it is not a berm, it does not protect the neighborhood from noise or pollution. Would hope that it will be addressed to what, exactly, a sound wall means especially along that area of eastern Tampa Heights and the border of the historic district.

VI. COMMITTEE REPORTS & ADVANCE COMMENTS (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff; Beth Alden, TPO Director)
A. CAC – Bill Roberts (November 3, 2021 meeting) – meeting was virtual, no actions taken
   • Heard some of the feedback in Public Comment
   • Heard report on FDOT Tentative Work Program. ((revisit this))
   • Heard report on I-75 Environmental Details on the Express Lanes. ((revisit this))
   • Heard report from HART on AV pilot project ((revisit this))

B. BPAC – Davida Franklin, TPO Staff (October 13, 2021 meeting)
   • Approved the following Action Items:
     o Transportation Improvement Program Amendment: Westshore Interchange and Downtown Interchange Aesthetics. A motion was also approved requesting a side path along the north side of Kennedy Blvd. from REO Street to the Westshore Mall. This would provide a direct route between a major destination and the Howard Frankland Bridge Trail’s terminus at Reo.
     o Rectangular Rapid Flashing Beacons Letter to the Legislature. This was strongly supported by the membership.
     o FDOT Tentative Work Program Comments – The committee supported the comments on the tentative 5-year work program noting that on a resurfacing project on West Kennedy Blvd, a mid-block crossing had previously been proposed between Lois and West Shore. FDOT has since responded that this did not meet crossing warrants.
   • Heard Status Reports on:
     o Hillsborough County Comprehensive Plan Mobility Element

C. ITS – Davida Franklin, TPO Staff (October 14 meeting)
   • Approved the following Action Item:
     o Transportation Improvement Program Amendment: Westshore Interchange and Downtown Interchange – The TIP amendment had already been presented at the October Board; any additional questions were considered. Members heard an update of the comments that the TAC and the CAC committees provided. This was followed by a presentation on one of the things funded by the amendment, the I-275 Integrated Corridor Management Program, and its benefits.
   • Heard Status Reports on:
FDOT Tentative Work Program Comments – The committee supported the projects in the FDOT Tentative Work Program for FY 2023-2027.

Connected Vehicle Performance Measures for Signal Retiming – Metroplan Orlando staff presented their signal retiming program which uses data from Wejo technology.


D. TAC – Davida Franklin, TPO Staff (November 1, 2021 meeting)
- Approved the following Action Item:
  - FDOT Tentative Work Program Comments
- Heard Status Reports on:
  - I-75 PD&E Study – Members received clarification on transition points between express and general lanes; how capacity would be managed on express lanes, which may include tolling; and inquired about maintenance costs. Members noted that if tolled, maintenance costs would be funded in future years.
  - 56th Street/ 50th Street Corridor Planning Study – Members noted that there are many different users and contexts in this corridor, and safety improvements are needed.

E. LRC – Davida Franklin, TPO Staff (October 20, 2021 meeting)
- Approved the following Action Items:
  - Rectangular Rapid Flashing Beacons Letter to the Legislature
  - FDOT Tentative Work Program Comments
  - Select Gulf Coast Safe Streets Summit Award Recipient
- Heard Status Report on
  - State of the System Report

F. TDCB – Davida Franklin, TPO Staff (October 22, 2021 meeting)
- Approved the following action items:
  - Major Update of the Transportation Disadvantaged Service Plan
  - Annual Operating Report of the Community Transportation Coordinator
  - TPO Committee Meeting Calendar for 2022
  - FDOT Tentative Work Program Comments
- Heard Status Reports on:
  - Sunshine Line Update
  - Hillsborough County Comprehensive Plan Mobility Element

G. Policy Committee – Beth Alden, TPO Staff (November 10, 2021 meeting)
- Focused on Fowler Ave corridor.
  - Coordination with roadway improvements with the HART BRT concept.
  - Will invite HART to speak to the board about their recommendation after the HART Board has an opportunity to recommend a preferred concept for that study.
  - Will look to integrate that with the work that FDOT is doing.
- Discussed coordination with land use redevelopment and housing.
  - Great points about the need for affordable housing, labor pool access, and taking another look at the minimum parking requirement.
- Joint conversation with representatives from the City of Tampa, Hillsborough County, and the Planning Commission about a possible, inter-local agreement for a coordinated approach to address those issues.
H. Public Comments Received Through Email & Social Media – Davida Franklin, TPO Staff
   • Comments pertaining to Action Items on today’s agenda were posted online and received by email from Rick Fernandez, who called in and spoke during Public Comment.

VII. CONSENT AGENDA
A. Committee Appointments
   • LRC – Alex Bourne, nominated by the Institute of Transportation Engineers, Greater Tampa Section
   • TDCB – Indihra Chambers, nominated by Careersource Tampa Bay
   • BPAC – Robyn Baker, nominated by Plant City; David Aylesworth and Victoria Klug, nominated by the BPAC as At-Large members
   • TAC – Jennifer Malone, nominated by the Planning Commission

Charles Klug: Recused himself from the Consent Agenda and voting on this matter.

Chair Cohen sought a motion to approve the Consent Agenda. Commissioner Myers so moved, seconded by Councilman Maniscalco. Voice vote: motion carries unanimously with one abstention from Charles Klug.

VIII. ACTION ITEMS
A. Tentative Work Program and Comments (Justin Hall, FDOT)
   • Five-year Work Program – new tentative plan will cover FY 2023 – FY 2027
   • FDOT seeking to preserve existing work program, capture cost estimate updates, add new projects.
   • Reviewed how projects are added./
   • The purpose is to cover what is new. Projects move on priority list, there are adjustments to funding, etc. are some of the reasons projects appear or are removed.
   • Reviewed Hillsborough TPO Priority projects.
   • Showed breakdown of funding. Noted that many improvements, such as bike/ped, are incorporated into other projects and specific funding is not tracked at this time. Working on a way to add identifier for capacity or resurfacing projects where complete streets is being incorporated with fixing sidewalks, closing gaps, adding a trail, etc.
   • Went over schedule.
   • Provided website information; noted that several social media posts had been made based on comments from the CAC.

Presentation: FDOT Tentative Five-Year Work Program FY 2023 - FY 2027
Website: www.fdot.gov/wpph/district7

Letter and Turnpike Tentative Work Program Summary of Projects: November 2021 TPO Board Agenda Packet
Discussion:

Commissioner Overman: Requested clarification on the I-275, SR 93, SR 60 interchange and if it is the Downtown Interchange project.

Justin Hall: Not on the presentation, is in the Work Plan Document. It is the Westshore Interchange.

Commissioner Overman: Asked for clarification on the Downtown Interchange project not appearing and if that is because it has already been approved.

Justin Hall: Correct, that project is funded in the current fiscal year. The Work Program being looked at today starts next fiscal year.

Commissioner Overman: We heard earlier from the CAC regarding the noise walls. Noted that the reason anything is being done on the Downtown Interchange is to increase safety. Knows that improvements are being made under each of the major overpasses for the city intersections. Each of the cross streets are not being addressed. That is missing the mark when it comes to safety. The north side of the southbound lanes, those concerns are not being addressed. FDOT needs to consider doing that in their design.

Beth Alden: Noted that, after the Board discussion is completed, Vishaka Shiva Raman would like to go over the proposed letter of comment to FDOT.

Commissioner Cohen: Clarified that the Board would be able to add comments to that letter.

Mayor Ross: Asked about the resurfacing project of Fowler Avenue between Bruce B Downs and River Hills and how they will fit in with the two re-design projects on Fowler Avenue east and west of 56th Street. Questioned how this resurfacing project fit in with that scheme.

Justin Hall: The redesigns retain their existing pavements. They are reconfiguration with middle sections or outside lanes. The pavement condition needs to be addressed ahead of time; it won’t make it to that project. Have done a lot of coordination with that project on the scope so there is no waisted work.

Mayor Ross: Clarified that the resurfacing will happen before the redesign

TPO Letter of Comment to FDOT:

Vishaka Shiva Raman:

Noted that the Florida Turnpike Enterprise has several projects within District 7 and Hillsborough County. Those are included in the November Agenda Packet.

Letter of comment to the FDOT. Thanked FDOT for bringing the update. Noted the project for the Westshore Interchange has advanced to construction. The Work Program highlights several projects with concern for safety improvements that are moving into construction. Would like to have FDOT’s response to the Fowler Avenue project and extending it. There is additional funding for US 92 and McIntosh Road and at Adamo and 26th Street. It was noted that three projects are urban development; Brandon Boulevard, Park Road, and South Dale Mayberry. The CAC, BPAC, and TDCB expressed interest in additional details for these projects and how decisions were made. The TDCB inquired how decisions are being made considering people with challenges needing to use these
corridors. The letter expresses the desire for FDOT to provide briefings on these concerns in the future. The funding for US 41 grade suppression, did not see funding for that. Asked to see if the TPO could assist to add funding for this project. In addition to these requests, there was a safety project that was proposed as a traffic signal at the intersection of Spruill Street, Boy Scout, and Manhattan Avenue. It was listed as a traffic signal with a lower priority. The letter brings this to FDOT’s attention since there has been two fatal crashes recently. Are requesting this project be given a higher priority under the Vision Zero category. Talked about the Robles Park gap in the noise wall as part of the I-275 reconstruction. Expressed concern in the letter asking FDOT to consider a positive response and address this concern. At this time, would like to add comments from the TPO Board.

**Requested Action:** To approve the letter and transmittal to FDOT.

**Discussion:**

**Commissioner Kemp:** Believes it is a complete letter. Is pleased that the wall is included as the Board unanimously supported it. Noted that Mr. Fernandez talked about a noise wall at the higher level around the interchange. Not sure how to go into that specifically. Another challenge not in the letter but is a concern is I-75 at Gibsonton. I-75, at certain times, is gridlocked. One accident leads to another resulting in people being 30 to 60 minutes late for work. It is good news that this interchange is on the Work Plan. It will be critical to address the pile up of cars at the end of the exit. The capacity of the exit will not be able to be handled on the road. That needs to be a consideration as we move forward before we have another issue.

**Commissioner Cohen:** Noted in Mr. Fernandez’s comments that he made a specific reference to the lack of a sound barrier on the flyover to I-4 from I-275 at Floribraska to Columbus. Would like to have that item, specifically, included in the letter. It should be pointed out exactly where the gaps are that we would like to see filled. This is in addition to what has already been said about Robles Park.

**Justin Hall:** Noted that there are noise walls in that area that are already existing. The new project does not include removing those walls. In a previous request from Mr. Fernandez, he requested that those noise walls be taller. Based on the design guidelines, they are as tall as they can be. The only area in this project where there is a gap is Robles Park. It is something that was gone over at the construction open house; that question has been asked before. The gap at Robles Park is being worked on with TPO Staff and Federal Highway on what can be done there.

**Commissioner Overman:** Requested that the FDOT representative address the section approaching from the north, heading southbound; I-275 being resurfaced to create the additional lanes and safety of the approach to the flyover.

**Justin Hall:** An additional lane is being added and there will be minor resurfacing to tie the new pavement into the existing pavement.

**Commissioner Overman:** In order to add the lane, additional surface is being added. Not necessarily widening but reconstructing the pavement on the approach. A road is being repaved and not being completely fixed. Having the blind lane design, vehicles come over a hill doing 60 mph with traffic stopped on the other side, no matter how many lanes. Without having a straight road, there will
continue to be crashes this construction is trying to avoid. The safety fixes in this project are not addressing one of the core reasons this area is so dangerous. People traveling in the second and third lane are crashing into the people stacking up to go onto I-4. The additional lane will not address the safety issue caused by the rise and fall over every crossing along I-275: Sly, Hillsborough, Hanna, Osbourne, and Floribraska. Requested that this be considered in the planning and design, it would be appropriate; or plan for it in the future when it is determined that what we are doing now is insufficient.

Motion to approve the transmittal of the letter of comment on the FDOT Tentative Work Program made by Councilman Maniscalco, seconded by Commissioner Overman. Rollcall vote: motion passes 14 – 0

B. HART Request for Maintenance Facility Support (Beth Alden, TPO Executive Director; Teri Wright, HART)
   - HART made request at the beginning of November for support of this grant. It is due very soon. A vote on this letter does not constitute an amendment to the Transportation Improvement Program. Will require future, roll call vote, to amend the TIP.
   - HART intends to apply for a Federal Transit Administration grant to fund a major reconstruction of HART’s primary maintenance facility at 21st Ave.
   - For consideration is a request for support for the HART Heavy Maintenance Facility.
     - Current facility is 40 years old and past useful life.
     - Building and surrounding property are in need of enhancement/replacement.
     - Challenges include flooding, sinkholes, failing roof, building not ADA compliant, lack of vertical space to lift vehicles, insufficient storage.
   - HART is requesting that the funds that the TPO has set aside for a number of years for HART’s vehicle replacement program be made available for the heavy maintenance facility project.
   - HART is requesting the TPO Board considers a letter on behalf of HART to the FTA Administrator for HART’s bus and bus program grant application.
   - Effective maintenance of the HART fleet is essential for good repair and reliability of transit service.

   Recommended Action: To approve the transmittal of the letter of support for the grant.

   Letter is attached to the November 10, 2021, [November 2021 TPO Board Agenda Packet](#).

Commissioner Kemp made the motion to approve, seconded by Commissioner Smith.

Discussion:

Commissioner Kemp: Noted that when she was on the HART Board in 2017, it was stated as a dire emergency at the time. It has not gotten any better. This is a $100 million project. The matching funds search has been extensive. HART is the most underfunded system in the nation for a metro area of
this size. It is grossly underfunded and has been for decades. Beyond trying to expand bus service, the building and facilities are in terrible shape. Nothing more critical in the entire region for moving people than the bus and maintenance facility. Is happy this is a top priority for the new CEO of HART. Pleased to have the opportunity to move this forward.

**Commissioner Smith:** As Chair of HART Board, very much hoping that we can get this done. The deadline for the federal grant is November 19, 2021. Important that the Board support this and that local, matching funds are provided. There are several funding sources being lined up from local, state, and federal sources to improve the heavy maintenance facility. It is in dire straits. When it floods, it floods up to the vehicle headlights. There is extensive damage to the ceilings, there is corrosion, there is damage to the braces and brackets. The facility is falling apart and is not going to last. It is in bad shape and does not comply with ADA standards. It does not have the ability to move into the future with electric vehicles and does not have the ability to service the current fleet. This is the top priority of funding need for HART now. It has been put off. We are in a position to put together funding sources. Need the TPO funding that is in place for HART repurposed and prioritized to this project. Asking for everyone’s approval on this item moving forward.

**Commissioner Myers:** Would like to see that the vote on these items is separate. There is a letter of support as one and the redirection of funding as the second. Inquired what plans HART has to come up with to possibly replenish these funds or what they will do if we shift these funds in the grant application.

**Teri Wright:** Met with the FTA privately. Presented the need of the heavy maintenance facility; discussed bus replacement as well as increased frequency. FTA expressed that the new infrastructure package for bus replacement has 25% set aside for CNG busses. 63% of HART fleet is CNG vehicles. That infrastructure and busses are in place which positions HART very well to apply for those moneys. FTA expressed that many facilities are not looking at CNG and are going directly to electric. The pool for the CNG funding will be a smaller one. That is the plan for bus replacement funding that HART hopes to have reallocated to the heavy maintenance facility.

**Commissioner Cohen:** He is the only County Commissioner from the TPO Board not on the HART Board. Had an opportunity to speak with the HART Executive Director on November 9th. She brought this issue up. He had been aware of the challenges with the facility but not the dire nature of the situation. He is in support of this and hopes that is passes.

Chair Cohen asked to start with the motion directing staff to send a letter of support to the FTA for the grant HART is applying for. Councilman Maniscalco so moved, seconded by Commissioner Myers. Rolcall vote: motion passes 14 – 0.

Chair Cohen asked for a motion to begin the process to move the HART allocated funds from the bus replacement pool to the heavy maintenance facility funding for future TIP amendment. Motion originally made at the start of discussion by Commissioner Kemp, seconded by Commissioner Smith. Discussion:
Commissioner Smith: Thanked everyone for supporting the letter of support in the effort to pull together funding for this critical need and priority project. This motion is where we put our money where our mouth is. Noted that it’s one thing to support a letter and another to prioritize it with the funding.

Commissioner Overman: Requested clarification on the amendment if it is going to swap money from bus replacement to the maintenance facility.

Beth Alden: We do not have documentation for a TIP amendment at this time. Will bring that back to the Board for a vote in the future.

Commissioner Overman: Asked if the Board is making this motion to start that process.

Beth Alden: Correct

Rolcall vote: motion passes 14 to 0

IX. STATUS REPORTS

A. FDOT 56th Street/ 50th Street Corridor Planning Study (Jennifer Musselman, Kittelson; Brian Shroyer, FDOT)
   - Review of project scope
     - Identify safety solutions and countermeasures
     - Improve the corridor
     - Develop vision
     - High crash corridor
   - Overview of study area – 8.5 miles from Selmon Expressway to Fletcher Ave.
   - Went over major milestone – deliverables and public engagement process
   - PAG Members
     - City of Tampa
     - Temple Terrace
     - Hillsborough County
     - HC TPO
     - HC Planning Commission
     - HART
     - THEA
     - Florida Highway Patrol
     - USF
     - HC Public Schools
   - Review stakeholders
   - Identified opportunities for Multimodal Improvements on the Corridor
     - High multimodal activity area
     - Robust transit corridor
     - School pick-up/drop-off congestion
     - Redevelopment focused within Temple Terrace
     - High posted and operating speeds
     - Serves diverse population
   - Went over the draft Purpose statement
   - Review of draft Needs
• Next steps – hybrid public meeting December 14, 2021, PAG Meetings, additional reviews and presentations to the committees, board and public.

Presentation: FDOT 56th/50th Street Corridor Study

Discussion:

Commissioner Kemp: Noted that it is interesting to see; this is one of the most major transit ways and there is a lot of opportunity. Questioned if it is known how this area ranks as an employment center or what the size of the number of how many people are employed in this area.

Jennifer Musselman: Do not have that information but it is something that can be looked into.

Commissioner Kemp: Would be very interested in knowing that. That park looks like it has the potential for additional redevelopment.

Beth Alden: That area was identified as one of the county’s top 12 key economic spaces. The cluster was identified at greater than 5,000 and not down at the low end. It is likely around 10,000 to 20,000 level.

A. Future Leaders in Planning Jr. Program (Davida Franklin, TPO Staff)

• Program provides an opportunity for children to see their community through the lens of a planner.
• Started as Vision Zero program in 2019 by Gena Torres. Returned in 2021 and managed by Public Outreach from Plan Hillsborough.
• Acknowledged partners, sponsors, and staff. Served 60 – 80 homes.
• Review of program overview – started as Vision Zero program in 2019.
• Supporting the 2021 Nondiscrimination Plan for the program
• Successes and Lessons Learned
  o Kids learned about bike/ped safety, basics of zoning, transportation options, advocacy, safe spaces/ beautiful places
  o We learned – flexibility, unique challenges, community-centric issues, real life effects of poor road design, community support, resiliency in planning, supports Nondiscrimination Plan
• Opportunities
  o Increasing diverse representation in the Planning field.
  o Civic engagement, Planner field experience, community problem solving, emotional intelligence
  o Creating opportunities for young people to care
  o Partnership and funding opportunities
  o Identified other opportunities for activities, feedback, and getting the word out.

Presentation: FLiP Jr. 2021 Review
X. EXECUTIVE DIRECTOR’S REPORT

A. Welcomed new Board Member, Cody Powell, representing the Planning Commission

B. Sun Coast Transportation Planning Alliance and Tampa Bay TMA Leadership Group Joint Meeting and Workshop on Rail: Friday, December 10, FDOT District 7 office, time to be confirmed. First in the state listening sessions on Passenger Rail Planning. Will be joined by FDOT Assistant Secretary Brad Thoburn. Commissioner Cohen is representing the Board on the SCTPA along with three Board members on the TMA. Hybrid reservation options.

Commissioner Overman: Requested that TPO Staff invite all the TPO Board members since some had to leave before this notification. Would like members to understand the importance of this opportunity to discuss rail. It has been brought up at all of our meetings, would not want any members to miss this opportunity.

C. TPO Staff received an early notification of Supplemental Environmental Impact Statement for the Florida High Speed Rail project between Tampa and Orlando. This invitation is for staff to comment on Historic Resources. There will be additional steps coming up, but it is underway. We have the proposed route in conceptual maps.

Commissioner Kemp: Asked for clarification on “historic” or “legacy” and if that means the Amtrak rail.

Beth Alden: It is part of the National Environmental Policy Act; any major transportation projects need to look at impact. This request is to look at historic buildings; they reached out to the City of Tampa Office for Historic Preservation to make sure there have not been any changes since the original EIS was done in 2005.

Commissioner Kemp: Questioned if this is talking about the connection of Amtrak from Orlando to Tampa.

Beth Alden: This is looking at the former highspeed rail alignment. There was an Environmental Impact Statement for that route which was largely in the I-4 median. The original alignment would have come out of the I-4 median in a flyover very close to the Downtown Interchange on the east side and come into an intermodal station just south of I-275 next to the Marion Transit Center. The new alignment being studied comes out of I-4 around 14th and 15th Streets, comes down Nuccio, and terminates near the Amtrak station. It is different looking at the historic resources. There will be impact that needs to be looked at.

Commissioner Overman: Asked if this is the preempt study that is going to give Brightline a footprint in this direction. This will provide an idea of where Brightline might land.

Commissioner Kemp: Asked who was initiating these steps.
Beth Alden: It is coming out of the Federal Rail Administration.

D. At next month’s Board meeting, we will be providing a legislative update of new opportunities coming out of the recently passed, federal bill. There are new opportunities that we should be able to take advantage of. In particular, one set aside for improving resilience. We have spent a fair amount of time looking at this area, specifically hardening the roadways, we are well positioned to advance some projects with new funding. We will be looking at transit options as well.

E. The annual election of officers will be at the December meeting for the 2022 year. People will have the opportunity to speak up during the meeting if they would like to serve on leadership or one of the committees. If interested or there are any question, please reach out to Beth Alden in advance.

XI. OLD & NEW BUSINESS –

A. Next meeting December 7, 2021, from 10:00 AM – 12:00 Noon.

XII. ADJOURNMENT – The meeting adjourned at 11:41 AM

The recording of this meeting may be viewed on YouTube: Meeting Recording
Committee Reports

Meeting of the Bicycle Pedestrian Advisory Committee (BPAC) on November 10

The BPAC approved action items:

- Memorandum of Agreement for Bike/Ped Counters with FDOT
- Comments on FDOT RRR Studies
  - The Committee heard a report on two resurfacing projects on Dale Mabry and Park Road. Plant City staff provided comments in support of maintaining the 6 lanes currently on Park Road but also supported on-road bike facilities.
- 2022 Meeting Calendar

The BPAC heard status reports on:

- FDOT 56th Street/50th Street Corridor Planning Study
- City of Tampa Neighborhood Commercial District Plans
- Tampa Downtown Partnership Bicycle and Pedestrian Counts
- US Bicycle Route 15 through Hillsborough County
  - This bike route has been identified by the Adventure Cycling Association, which is seeking to engage communities along the proposed route including Hillsborough County and Plant City. Membership offered to work with the Association and Plant City Staff on the proposal.

Meeting of the Livable Roadways Committee (LRC) on November 17

The LRC approved action items:

- Brightline SEIS Historic Resource Review comments
- 2022 Meeting Calendar
- USF to Green ARTery Trail Study - with the suggestion the draft study and alignments be reviewed by the Hillsborough County School District for feedback before finalization.

The LRC heard status reports on:

- FDOT 56th Street/50th Street Corridor Planning Study
- Tampa Downtown Partnership Bicycle and Pedestrian Counts
Board & Committee Agenda Item

**Agenda Item:**
Ybor Multimodal Developments

**Presenter:**
Graham Tyrrell, Kettler

**Summary**
Staff will provide a brief update on the Supplemental Environmental Impact Statement (SEIS) for the Brightline extension from Orlando to Tampa.

Then a high-level introduction to Darryl Shaw’s Gas Worx master plan will be provided. The focus of the Gas Worx’s master plan is to create a new urban, walkable mixed-use, multimodal neighborhood in Ybor City near Union Station. The development envisions, placemaking and sustainable open places, a diversity of housing and land uses, transit accessibility (including future Brightline high speed rail), connecting neighborhoods and integrating into the Historic Ybor City District.

The presentation will also share concepts for reestablishing the urban street grid, rethinking Nuccio Parkway, exploring transit opportunities, and prioritizing bike and trail connections.

Due to future Tampa zoning actions, the presenter will limit the discussion to the Planning Commission Comprehensive Plan Amendments and general land use and will not discuss details of the rezoning, such as unit count, parking, and setbacks.

**Recommended Action**
None; for information

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

**Attachments:**
1. Presentation slides
2. Federal Railroad Administration letter on Brightline