Meeting of the Bicycle Pedestrian Advisory Committee
Wednesday, November 10, 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/43782971487911948
- Register in advance to receive your personalized link, which can be saved to your calendar.
- Dial in LISTEN-ONLY MODE: (213) 929-4212 Access Code 390-361-467
- 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 – October 13, 2021

IV. Action Items

A. Memorandum of Agreement for Bike Ped Counters with FDOT
   (Wade Reynolds, TPO Staff)
B. Comments on FDOT RRR Studies  
(Wade Reynolds, TPO Staff)

C. Review of the 2022 Meeting Calendar  
(Wade Reynolds, TPO Staff)

V. Status Reports
A. FDOT 56th Street/50th Street Corridor Planning Study  
(Sigal Carmenate, Kittelson)
B. City of Tampa Neighborhood Commercial District Plans  
(Stephen Benson, COT)
C. Tampa Downtown Partnership Bicycle and Pedestrian Counts  
(Karen Kress, Downtown Partnership and Wade Reynolds, TPO Staff)
D. US Bicycle Route 15 through Hillsborough County  
(Kerry Irons)

VI. Old Business & New Business

VII. Adjournment

VIII. Addendum
A. TPO Meeting Summary and Committee Reports
B. World Remembrance Flyer

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

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

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

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I. CALL TO ORDER

Chair Forbes called the meeting to order at 5:32 PM

Members Present In-Person: John Marsh, Peter Davitt, Alain Watson, Abigail Flores, Jim Shirk, Tim Horst, Jonathan Forbes, Faye Miller, Sally Thompson

Members Present Virtually: Brentin Mosher, Katrina Corcoran, Ryan Thomas, Richard Ranck, Allison Nguyen, Bill Sapper, John Kubicki

Members Absent: Karla Price, Alan Brasier, Melissa Collazo, Lynda Crescentini, Marcello Tavernari, Wanda Vinson

Others Present: Wade Reynolds, Beth Alden, Vishaka Shiva Raman, Connor MacDonald, Gena Torres, Christopher English, Johnny Wong, Amber Simmons, Gail Reese (TPO Staff); David Aylesworth (Future Committee Member); Suzanne Monk, Mary Lou Godfrey (FDOT)

A quorum was met in-person.

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. Walk with the Mayor (Brentin Mosher)
   - Hosting a 1 mile walk in Temple Terrace
   - Encourage people to sign-up for 5K
   - Meet right in front of Florida College – 913 North River Hills Drive
   - Website: Walk With The Mayor - Temple Terrace

IV. APPROVAL OF MINUTES – August 11, 2021

There being no objections, the minutes were considered Approved.

Sally Thomas inquired if there were any other minutes that needed approved. Wade Reynolds noted that there have not been any changes/objections to minutes noted. Chair Forbes inquired if the Board would prefer that the minutes be approved via vote?
Sally Thomas moved to approve minutes retroactive back to March of 2020; Jim Shirk seconded. Voice Vote: motion passes unanimously.

V. ACTION ITEMS

A. Westshore Interchange Reconstruction Preliminary Phase, and Traffic Congestion Management Technology (Connor MacDonald, TPO Staff)
   - Comes from Governor’s granting of funds for Tampa Bay Projects
   - Consists of 14 amendments requested by FDOT to add funds to FY22.
     - Downtown Interchange Safety & Operations Adjustments – 3 Amendments ~$154 mil
     - Westshore Interchange Reconstruction Preliminary Phase – 5 Amendments ~$80 mil
     - Traffic Congestion Management Technology – 6 Amendments ~$24 mil
   - Near-term benefit: allows traffic to flow reliably and safely during construction; technology will remain after construction to assist in monitoring conditions and responding to incidents.
   - Review I-275 / I-4 Interchange Safety and Operation Improvements
     - Listed in the LRTP as a priority and as part of Vision Zero
     - Will open new access point to Ybor City at 14th/15th Streets, traffic calming is a part of the project
     - Extends Tampa Heights Greenway and connects to Ybor City, Encore, and Green Spine
     - 15th St Improvements will be completed by the City of Tampa as part of the Green Spine project
   - Review 14th and 15th Streets Improvements and costs
   - Review Tampa’s Westshore Interchange Early Works Projects and costs
   - Review Causeway Seawall, Trail and SB I-275 and costs
   - Review Cypress Street at Lasaile Street Intersection and costs
   - Review Kennedy Boulevard at Memorial Highway and costs
   - Review Boy Scout Boulevard at Lois Avenue and costs
   - Review Traffic Congestion Management Technology/ Integrated Corridor Management (ICM)
   - Went over community input from 2017 – 2021 and current public outreach
   - Review Clerical Corrections
   - Review TAC and CAC Suggestions
   - Noted that the TPO Board approved the amendments during their meeting earlier on October 13, 2021.

Presentation: TIP Amendment - 14 Amendments

Discussion:

Abigail Flores: Asked about Kennedy and Memorial and what amenities will be added to accommodate pedestrians, bicyclists, and scooters. Believes Kennedy Boulevard has transit stops and is a transit corridor. Inquired if there will be pedestrian refuges; if this is part of the alignment of bicycle networks; if the land uses are going to continue to be places where micro-mobility user will want to continue to use.
**Tim Horst:** Noted that there should be a shared-use path from West Shore Mall. Putting it down Kennedy seems to be an obvious place for it to go.

**Mary Lou Godfrey:** The plan is in design and pedestrian and bicycle improvements are being reviewed. The Howard Franklin Bridge is under construction and has a shared-use path as part of the bridge. At Reo Street and will be reconnected on both sides. Part of that is a trail that comes from the Howard Franklin into Reo Street and will be connected to Cypress Point Park.

**Tim Horst:** Inquired about connecting from Reo to Kennedy and more details of the improvements being made.

**Mary Lou Godfrey:** Noted that the project design is in process; she is happy to share and take input.

**Abigail Flores:** Inquired about detection for traffic operations at Kennedy and Memorial. Technology that is able to detect pedestrians in addition to vehicles; asked if that type of technology will be incorporated. For the ITS, does that include on and off ramps? How will ITS improve walking and biking efficiency and safety? Will the reliable travel times be reported for pedestrians with the ITS? Inquired how travel times will be communicated to people, what platforms, and will it be provided based on different modes of transportation.

**Mary Lou Godfrey:** Currently in design, does not know how much technology that is not being used currently that will be added. ITS is not included in the on & off ramps at this time. Unsure if pedestrian travel times will be included.

**Jonathan Forbes:** Clarified question. Is the technology communicating travel challenges and times going to be able to transfer to pedestrians and bicyclists via mapping and route locations that cyclists use?

**Tim Horst made a motion for a shared use path along Kennedy connecting shared use path present at Reo Street and SR 60 to the West Shore Mall; seconded by Jim Shirk. Voice Vote: passes unanimously.**

**Abigail Flores made a motion that there be on-street bicycle facilities on Kennedy; share the road with proper signage and marking; Jim Shirk seconded.**

**Discussion:**

**Tim Horst:** Noted that this may be asking too much in this area due to the high volume of traffic and getting an additional on-street bike lane will require additional right-of-way purchase and expense of moving the curb out.

**Abigail Flores:** On-road bicycle facility that has sharrows and signage saying to share the road. The shared use path is generally used by recreational users, less confident users. On-road facilities would be for people who are considering efficient time, quick movement, and making on-road turns. Noted that you can have a shared use at 10’ lanes. (Mary Lou Godfrey noted that the lanes will likely be 12’ in this area.)

**Tim Horst:** Would not, personally, bike on this roadway with the volume.
Abigail Flores: Inquired the speed limit in this area. This facility would be appropriate for 35 mph or less.

Alain Watson: Questioned if this intersection is an area of concern for a history of injury or fatalities for pedestrians and cyclists?

Jim Shirk: Commented that the lanes are going to be 12’ lanes, those encourage speeding. Would like to see lanes that would cut the speed down.

Jonathan Forbes: Inquired if there would be adjustments to the motion.

Abigail Flores: Adjusted motion to include narrowing of lanes unless it is a truck or bus route.

Peter Davitt: Noted he is an active bike rider in the City of Tampa on Thursday nights. Noted that there is no way he would ride his bike on Kennedy. Must be a better street to bring the facility along. Would not support on-road bike facility.

Alain Watson: Would not want to do anything to encourage cyclists to go on a street that is not baselined with speed management.

Abigail Flores: Stated that cyclists already have the rights to be there, it is a connection path.

Chair Forbes called for a Voice Vote which resulted in “Nay” votes. Chair Forbes called for a Hand Raise Vote: 3 to 5 motion does not pass.

Chair Forbes called for a motion on the TIP Amendments as presented. Motion made by Tim Horst; seconded by Jim Shirk. Voice Vote: passes unanimously.

B. Letter on Rectangular Rapid Flashing Beacons at Crosswalks (Gena Torres, TPO Staff)
   - Explained what a RRFB is and how it is effective at a crosswalk.
     - Traffic control device used at crosswalks; to increase driver awareness at the crosswalk
     - Activates when crosswalk button pushed by pedestrian; alerts drivers to someone in the crosswalk and to yield
     - Cheaper alternative than HAWK; which creates a traffic signal that cycles to yellow, then to red, and back to green.
     - RFB is ~ $20K to install; full traffic signal is ~ $200K
   - Hillsborough County has ~ 170 RFBs; Pinellas County, which piloted these 3 years ago, has more than 300
   - Documented to be very effective at influencing motorist’s behavior. Increase to driver yielding to pedestrians in the crosswalk from 18% to 88%.
   - RFB is recommended by FHWA as one of the “Spectacular 7 Counter Measures”
   - Fletcher Avenue near USF, high crash area between Bruce B Downs and Nebraska; since RFB installation at crosswalks, 46% reduction in injury crashes and 60% reduction in deaths.
   - Third time coming before legislature; is a result of a crash that resulted in a young girl losing her life.
   - Florida Legislature bill introduced that would require changes to the Rectangular Rapid Flashing Beacons (RRFBs) used at mid-block crosswalks
- Result of crash on East Coast where girl pressed the button and was killed by a motorist who did not yield.
- Bill says beacons should be removed and converted to traffic signals. If cannot be converted, remove them.
- Removing is costly
- Will be counter to improved pedestrian safety
- Recommended to participate in a letter-writing campaign
  - Letter requests that our legislative representatives not support changes to the RRFB’s proposed in HB 1113 and SB 1412
    - Would like support of committees to transmit a similar letter as the one attached to the agenda
    - Invites members to share this letter with others

**Discussion:**

**Faye Miller:** Inquired if these are the devices on Bay Shore. Noted that there are several on Bay Shore and it has improved safety.

**Tim Horst:** Believes this initiative is silly and what happens when politicians get involved with design standards. Thinks the letter is a good idea and that the BPAC should support the letter.

**Jim Shirk:** Inquired if a motion by the committee would be appropriate.

**Johnathan Forbes:** Inquired about further questions from chat. Asked if the letter dated was September 17 or 23rd.

**Sally Thompson:** Noted that the letter in the agenda packet is a draft from the TPO dated Sept 23rd.

**Jim Shirk moves to support the draft letter of September 23rd from the TPO to the legislature; seconded by Sally Thompson.**

**Discussion:**

**Abigail Flores:** Is this adding our signature to the letter or adding information to it?

**Jonathan Forbes:** Clarifying how to support and move on the letter.

**Chair Forbes calls for a Voice vote: passes unanimously**

**C. Tentative Work Program Comments** (Suzanne Monk, FDOT Staff)
  - Five-Year Work Program FY 2023 to FY 2027
    - Funded from July 1, 2022 to June 30, 2027.
    - Financial plan for all projects being implemented
    - Current is FY 22 to FY 23
  - In tentative stage
Talking about projects for the new, fifth year
  - Submitting to legislature for review then to governor for signature
  - Included in state budget and adopted

- Reviewed Program Development Process
  - Based on regional priority lists
- Bringing up projects that will be in 2027
  - Reviewed Hillsborough TPO projects
  - Bike-Ped is actually more than indicated. The dollar amount listed is for specific Bike-Ped projects. Additional improvements are in other projects.

**Presentation:** FDOT Tentative Five-Year Work Program FY23 to FY27

**Information:** Tentative Work Program Online Public Hearing Notice and Florida’s Turnpike Enterprise Tentative Work Program Summary of Project is attached to the October 13, 2021 Agenda

**Website:** [https://www.d7wpbh.com/](https://www.d7wpbh.com/)

**Discussion:**

**Sally Thompson:** Inquired about how to get the Sun Trail under the funding.

**Suzanne Monk:** Is the Sun Trail coordinator, there is a form to fill out, there is not much money for the project. Pinellas just had an application rejected for a project. Does not believe there is any funding for this cycle.

**Wade Reynolds:** Will coordinate between committee members and FDOT.

**Jim Shirk:** Commented that when roads are repaved, the committee sees it afterwards and will note that there are no bike lanes. Asked if the committee will be able to provide input on the Kennedy Blvd repaving project prior to the work. Inquired if there are any bike lanes going in the project for S Hoover Blvd to Church Ave resurfacing project.

**Suzanne Monk:** Clarified which section and will check with the project manager.

**Wade Reynolds:** Western most part would be the section that Mr. Horst made a motion on from Reo to Kennedy.

**Jim Shirk:** There is a cemetery at Church and Dale Mabry.

**Suzanne Monk:** Will communicate with District 7 to see what can be done.

**Wade Reynolds:** This came before the committee about a year ago. There was a request for an additional mid-block crossing between Lois and West Shore. Will provide that information to FDOT.

**Alain Watson:** Also noted that resurfacing projects end up with no consideration for bike lanes. Hopes this is another opportunity for the BPAC to make comments on design of the resurfacing projects and that, where appropriate, considerations are taken for bicyclists and pedestrians.
**Suzanne Monk:** Will pass the comment along. Recommends going to the website to make comments. Now is the time to be making those comments as they are in design for FY23. That is what the website is there for.

**Abigail Flores:** Requested that, for these projects, FDOT share with BPAC what steps are being taken to be inclusive of bicycle facilities, lane reductions, adding high-visibility crosswalks, adding mid-block crosswalks. Would like to see how these are being implemented into the resurfacing project methodology. Noted that several state DOTs around the country are implementing Complete Streets into the maintenance of infrastructure. Asked how these items can get put into all the resurfacing projects.

**Tim Horst:** Commented that the hope is that the engineer is designing the roadway are making those considerations. They are laid out in the tools. DOT is shifting it’s goals more towards safety. Believes measures are being taken.

**Abigail Flores:** Noted that we do not want to rely on hoping that engineers do the right thing. We need to get them to do a checklist. If they don’t want to put these facilities in, they need to document why and document an appropriate, safe, parallel route. Waiting for them to incorporate it is not the way the industry is going. Need to have FDOT incorporating Complete Streets as the default and then document when they are not able to do so.

**Tim Horst:** Noted that they do have the DOT Safe Streets policy but there is no tracking mechanism to know when that isn’t implemented.

**Suzanne Monk:** Acknowledged that FDOT has the complete streets and those are things they want to include. Cannot speak for how these projects are programmed as some were grouped together; they are working with the TPO to get the environmental documents; it takes a lot of time. Not saying that they don’t have the time to do that; would be interested to know what states are doing this to find out how the tracking is being done.

**Abigail Flores:** California is tracking complete streets and the amount of bike lanes. It is a default with all repaving projects.

**Suzanne Monk:** Willing to reach out to improve the process.

**Tim Horst:** Worth tracking to see the causes of not doing the Complete Streets.

**Jonathan Forbes:** Clarified that this item is comment and not action.

**Wade Reynolds:** Noted BPAC interest from the past in presentation: Fowler to I-75, connects to the Bypass Canal; Bush from Dale Mayberry to Nebraska has had a lot of safety issues over the years, is in a high-injury corridor; Adamo Drive at 26th Street new intersection, is the route of the Green ARTery Trail; Park Road in Plant City; Dale Maberry Hwy from Gandy Blvd north to Sofia Street, undergoing a safety study at this time.

D. **Approval of New Membership** (Wade Reynolds, TPO Staff)
- Victoria Klug
- David Aylesworth
Jonathan Forbes: Requested David Aylesworth to introduce himself and his interest in the committee.

David Aylesworth: Did an introduction a few meetings ago and looks forward to participating.

Abigail Flores: Asked the interest in being on the committee and background.

David Aylesworth: Stated he is a 20-year, South Tampa resident; an active cyclist biking ~15 to 20 miles-per-day; is interested in bicycle/pedestrian safety from his business as well.

Jim Shirk moved to accept David Aylesworth as a committee member, seconded by Sally Thompson. Voice Vote passed unanimously.

Jim Shirk moved to accept application for Victoria Klug, second by Peter Davitt. Voice Vote passes unanimously.

Wade Reynolds noted that the TPO Board must approve the member nominations to the committee before they can count towards quorum, but they should feel free to participate in the meantime.

E. Election of Officers (Wade Reynolds, TPO Staff)

- Current officers: Chair Forbes, VC Shirk, Member At Large: Tim Horst. All three positions are available. All three individuals have expressed there interest to remain on the committee. Mr. Forbes has expressed his interest in lesser responsibility.
- Jim Shirk – has offered his name for a different committee that meets at the same time. Indicated that her will need to withdraw for the coming year. If the day changes, he will stand for re-election.
- Calendar will be available at the next meeting for a vote. Wade Reynolds believes a new week of the month will be considered.
- Chair nominations: Sally Thompson moves to accept the entire slate. Mr. Reynolds noted that Chair Forbes would like to step down from Chair. Jim Shirk nominates Tim Horst for Chair.

Tim Horst asked for explanation on commitment for the position. There was a discussion of duties and how nominations work.

Tim Horst would like time to consider the nomination. Jim Shirk would be the interim Chair until said time as new elections happen in January. Committee’s discretion to keep officers until January.

Sally Thompson moved that Jim Shirk be interim Chair until committee elections in January and that Jonathan Forbes and Tim Horst be Members-at-Large, seconded by Peter Davitt. Voice vote passes unanimously.

VI. STATUS REPORTS
A. Hillsborough County Comprehensive Plan Mobility Element (Katrina Corcoran, Planning Commission Staff)
   • Reviewed background and working group members
   • Implementation
     o Reviewed process
   • Noted key changes to Mobility Section. Last version was in 2008
   • Overview of Goals and Objectives of six sections
     o Equity
     o Vision Zero
     o Maintain System in Good Repair, Preserve Assets, and Improve Resiliency
     o Provide Choices When Not Driving
     o Build a Smart System
     o Ensure Compatibility with Context
   • Implementation and Monitoring – guidance documents and standards forthcoming
   • 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.
   • Planning Commission Public Hearing on November 8th. BOCC Public Hearing on December 16th.

Presentation: Comp Plan - Mobility Section
Website: Mobility Section | Plan Hillsborough

Discussion:

Abigail Flores: What are some of the comments that the Commissioners provided. You described connectivity. Asked for more information.

Katrina Corcoran: BOCC, noted language change under connectivity in Goal 4. Wanted more policy language on that topic and asked that it be elevated to a goal. Received comments on using the term “Transit Dependent” and will be changing to “Transportation Disadvantaged”. Additional, minor wordsmithing from the commissioners.

Abigail Flores: Asked if the connectivity, is that referring to the various modal networks: bike, ped, driver.

Katrina Corcoran: Noted that language is making sure these are not developed alone and are compatible developments. Moving away from having one entrance to communities or neighborhoods.

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

VIII. ADJOURNMENT Meeting adjourned at 7:34 PM

Jim Shirk moved to adjourn, seconded by Sally Thompson. No one opposed. Meeting adjourned.
A recording of this meeting may be viewed at: https://www.youtube.com/watch?v=4H0V1opNwVs

From Chat

**Beth Alden (to Organizers and Panelists Only):**

6:04 PM: Is the shared use path on Reo on the west side or east side?

**Wade Reynolds (to All - Entire Audience):**

6:10 PM: The Reo Path is provided on the West side I believe

**Beth Alden (to Organizers and Panelists Only):**

6:11 PM: Thanks.

**Richard Ranck (to Organizers and Panelists Only):**

6:45 PM: did any bike/ped programs (or those that have bike/ped in them) move up thx to fed stimulus?
Board & Committee Agenda Item

**Agenda Item:**
Memorandum of Agreement for Bike Ped Counters with FDOT

**Presenter:**
Wade Reynolds, TPO Staff

**Summary:**
The TPO is partnering with the Downtown Partnership for a pilot project to count Pedestrians and Cyclists using FDOT owned equipment. This MOA allows for the use of the equipment for a three-week period in February for the first series of counts. These are expected to be repeated on an annual basis.

**Recommended Action:**
Recommend approval to TPO Board

**Prepared By:**
Wade Reynolds, TPO Staff

**Attachments:**
Memorandum of Agreement
FDOT Non-Motorized Traffic Monitoring Program
Short-Term Counting Hardware (or Short-Term Count)

Memorandum of Agreement

This Memorandum of Agreement, hereinafter referred to as the “Agreement” is made and entered into on the last date executed below, by and between the Florida Department of Transportation, an agency of the State of Florida, hereinafter referred to as the “Department”, and the Hillsborough Transportation Planning Organization hereinafter referred to as the “TPO”.

RECITALS:

A. WHEREAS, the Department seeks to establish a statewide Non-Motorized Traffic Monitoring Program (the “Program”) and seeks to continue the expansion of the Program;

B. WHEREAS, the TPO has agreed to participate in the Program by assuming certain responsibilities in the matter and to the extent set out in this Agreement;

C. WHEREAS, the TPO acknowledges that it benefits from the installation of a non-motorized counting device (“Equipment”) in its vicinity;

D. WHEREAS, the Department is authorized under Section 334.044, Florida Statutes, to enter into contracts and agreements;

NOW, THEREFORE, in consideration of the mutual benefits contained in this Agreement, the parties agree as follows:

1. GENERAL PROVISIONS

1.1. The Department may select any vendor with which it has established agreements or contracts and who is qualified and approved to perform the work described in this Agreement. The TPO may delegate the performance of its obligations under this Agreement, upon prior written approval from the Department, to an agent who is qualified and approved by the Department to perform the work, which may include a local government member and/or consultant of the TPO.

1.2. The Department will provide technical oversight to TPO, which may include but is not limited to, site selection and technical assistance with equipment and software. The TPO must provide a primary contact for the program to the Department upon signing this Agreement.

1.3. The Department will work with the TPO and/or its agent to complete the first installation of the non-motorized counter (“Equipment”) as a form of training to the TPO and/or its agent. Any additional Equipment will be installed by the TPO and/or its agent, with installation support from the Department as needed.

1.4. Failure on the part of the TPO to comply with any of the provisions of this Agreement will be grounds for the Department to terminate its participation, regain possession of the Equipment from the TPO.
and if applicable, seek repayment for any damages done to the Equipment beyond standard wear and tear.

1.5. Any amendments to this Agreement or its terms will be agreed upon in writing by all parties prior to being implemented. The Department may delegate the approval of these amendments to the Manager of the Department’s Transportation Data Analytics (TDA) Office.

2. SCOPE OF PROJECT

2.1. The TPO and/or its agent shall be responsible for providing installation approval and access to the proposed short-term count locations. The TPO, at its sole expense, shall install, monitor, and inspect the Equipment. All short-term count locations must be identified and selected in accordance with the Department’s Non-Motorized Traffic Monitoring Program. The TPO will submit a list of potential sites to the Department for written approval prior to the installation of any Equipment. Both parties will provide access to data collected through the Equipment. At the conclusion of the project, the TPO will return the Equipment, and other related hardware, to the Department.

2.2. The Department, at its sole expense, will provide the TPO with the Equipment and other hardware which shall adhere to the following specifications:

- Capture non-motorized travelers using infrared detectors.
- Capture bicycles using bicycle only road tubes.
- Measure the direction of travel of cyclists.
- Transmit data wirelessly or are required to have data downloaded and sent to the Department.
- Do not have any speed restrictions on capturing data.
- Record count data at 1-hour intervals for a minimum of 2 weeks per location.
- May be removed using readily available tools and street maintenance equipment.
- Include necessary supporting installation equipment such as any enclosure box, screws, cables, nails, road tape etc.
- Include an enclosed secure box or structure with key entry or another unlocking device included.
- Include any necessary cords to connect a field computer or other mobile device to the count device.
- Include a minimum 1-year manufacturer’s and/or seller’s warranty for all Equipment and software.
- Include a manual describing installation procedures, specifications, and maintenance instructions.
- The Equipment is contained by a waterproof design.
- The Equipment has a battery life of 2 years minimum.
- The Equipment has data compatibility with Microsoft Office Excel (v2010 or later).

3. ROLES AND RESPONSIBILITIES

3.1. TPO Responsibilities

1. Locate Utilities, if necessary, for Equipment installation.
2. Set up and manage traffic control, if necessary, for Equipment installation.
3. Clean up site.
4. Approve Equipment installation locations.
5. Meet Department staff on site during Equipment installation training and install, inspect, and monitor Equipment according to technical oversight provided by the Department.

6. Provide the Department with pictures of the first Equipment installation and removal procedure and all subsequent Equipment installation and removal performed during the term of this Agreement.

7. Retrieve and submit data to Department in accordance with Department guidelines.

3.2. Department Responsibilities
1. Conduct Equipment test prior to field deployment.
2. Deliver Equipment to be installed to TPO.
3. Test for environmental interference with Equipment.
4. Determine final Equipment placement.
5. Provide Equipment installation and removal training to TPO and/or its agent.
6. Conduct diagnostics/compile logger information after installation.
7. Equipment maintenance which may include battery upkeep and replacement of Equipment parts such as screws, nails, hoses, and roadway tape.

3.3. Responsibilities for both parties during installation of first Equipment
1. Bring installation Equipment, which may include: hammer, tape measure, rake, broom, road tape, cones, safety vests, etc.
2. Provide bicycle for testing during Equipment installation training.
3. Provide laptop for finalizing and testing the Equipment.

4. CONTRACT TERM; TERMINATION

4.1. The useful life of this Equipment may be up to ten (10) years. This Agreement shall be for a period of five (5) years. Either party may terminate this Agreement at any time with a thirty (30) day written notice of intent to terminate.

4.2. In the event of termination, the TPO will return all Equipment, and other related hardware, to the Department within seven (7) calendar days of equipment removal. The TPO shall not be liable for any damage to the Equipment if the TPO has provided the Department with pictures of the Equipment installation and removal and the Department determines the Equipment was installed and removed properly.

5. RIGHT TO INSPECT

5.1. The Department shall have the right to inspect, test, approve or reject, any portion of the work being performed by the TPO or its agent(s) to ensure compliance with the provisions of this Agreement. Any deficiencies inconsistent with the Department’s data collection protocols or Non-Motorized Travel Monitoring Handbook and specifications found during an inspection must be corrected within 48 hours.

6. CONTRACTOR COMPLIANCE

6.1. The “TPO” will be responsible for ensuring that its agent(s) and contractor(s) comply with all terms of this Agreement and any instructions issued by the Department as a result of any review or inspection made by Department representatives.
7. INDEMNIFICATION

7.1. It is specifically agreed between the parties executing this Agreement that it is not intended by any of the provisions of any part of this Agreement to create in the public or any member thereof, a third-party beneficiary under this Agreement, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of this Agreement. The TPO agrees to include the following indemnification in all contracts with contractors/subcontractors and consultants/subconsultants who perform work in connection with this Agreement:

“The contractor/consultant shall indemnify, defend, save, and hold harmless the State of Florida, Department of Transportation, including the Department’s officers and employees, from liabilities, damages, losses and costs, including, but not limited to, reasonable attorney’s fees, to the extent caused by the negligence, recklessness or intentional wrongful misconduct of the contractor/consultant and persons employed or utilized by the contractor/consultant in the performance of this Agreement.”

IN WITNESS WHEREOF, each of the undersigned parties has caused its duly authorized representative to execute this Memorandum of Agreement.

Hillsborough Transportation Planning Organization

SIGNED BY: ____________________________________________________________

TITLE: ______________________________________________________________________

DATE: ______________________________________________________________________

ATTEST TO: Approved as to form:

By: ___________________________ By: ___________________________

FLORIDA DEPARTMENT OF TRANSPORTATION

TRANSPORTATION DATA AND ANALYTICS OFFICE MANAGER:

SIGNED BY: ____________________________________________________________

DATE: ______________________________________________________________________

LEGAL REVIEW: ____________________________________________________________
Board & Committee Agenda Item

**Agenda Item:**
Dale Mabry and Park Road Roadway Resurfacing, Restoration, and Rehabilitation Projects

**Presenter:**
Wade Reynolds, TPO Staff

**Summary:**
Resurfacing, restoration and rehabilitation (RRR) work is defined as work undertaken to extend the service life of an existing highway and enhance highway safety. This includes the placement of additional surface materials and other work necessary to return an existing roadway to a condition of structural and functional adequacy. This chapter contains processes and requirements necessary to evaluate existing roadways for safety and performance.

The following items must be included in each RRR project unless written authorization to deviate from this policy is obtained at a Director level position in the District:

- Safety improvements needed to address crash problems.
- Pavement Resurfacing/Rehabilitation.
- Modifications necessary to Comply with the American's with Disability Act (ADA).
- Paved Shoulders.
- Improvements to roadside barriers and guardrail necessary to meet minimum standards.
- Improvements to bridge rails necessary to meet minimum standards.
- Traffic Signal Mast Arms within the mast arm policy area where existing strain poles require replacement/relocation.

Other improvements may be included with the RRR projects; e.g., lighting, safety and operational improvements, signalization, minor roadway widening.

**Recommended Action:**
Provide Comments to FDOT on 3R Projects

**Prepared By:**
Wade Reynolds, TPO Staff

**Attachments:**
Dale Mabry Concept Board
Park Road Concept Board
# 2022 Schedule of Monthly Meetings

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<tr>
<th>Month</th>
<th>TAC 1:30 PM</th>
<th>CAC 9:00 AM</th>
<th>Policy 8:30 AM</th>
<th>TPO 10:00 AM</th>
<th>LRC 9:00 AM</th>
<th>BPAC 5:30 PM</th>
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**Acronyms**
- **TAC**: Technical Advisory Committee of the TPO Board
- **CAC**: Citizens Advisory Committee of the TPO Board
- **Policy**: Policy Committee of the TPO Board
- **TPO**: Transportation Planning Organization Board
- **LRC**: Livable Roadways Committee of the TPO Board
- **BPAC**: Bicycle-Pedestrian Advisory Committee of the TPO Board
- **ITS**: Intelligent Transportation Systems Committee of the TPO Board
- **TDCB**: Transportation Disadvantaged Coordinating Board
- **TMA**: Tampa Bay Transportation Management Area Leadership Group
- **SCPTA**: Sun Coast Transportation Planning Alliance

**Meeting Locations**
- (a) BOCC Chambers, County Center, 601 East Kennedy Blvd., 2nd Floor
- (b) Plan Hillsborough Committee Room, County Center, 601 East Kennedy Blvd, 18th Floor
- (c) 26th Floor, Rooms A&B, County Center, 601 East Kennedy Blvd
- (d) Planning Commission Boardroom, County Center, 601 East Kennedy Blvd, 18th Floor
Board & Committee Agenda Item

**Agenda Item**
56th/50th Street Corridor Planning Study

**Presenter**
Jennifer Musselman, Kittelson & Associates, Inc.

**Summary**
The FDOT District 7 is studying 56th/50th Street from the Selmon Expressway to Fletcher Avenue to evaluate multimodal solutions to create a corridor that allows for safe travel of all users.

Part of the study limits, from Sligh Avenue to Busch Boulevard, was identified in the Vision Zero Action Plan as one of the top 20 High Injury Corridors in Hillsborough County. The study will determine how best to meet the needs of current and future users and establish a long-term plan to guide evolution of the corridor that appropriately balances land use and transportation planning and lead to the elimination of severe and fatal crashes.

The results of the 56th Street/50th Street Corridor Planning Study will include a range of short-, mid- and long-term solutions that will inform roadway design decision and land development. A preferred concept plan is scheduled to be completed in October 2022.

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

**Prepared By**
Gena Torres, TPO Staff

**Attachments**
Presentation slides.
Board & Committee Agenda Item

**Agenda Item**
City of Tampa Neighborhood Commercial District Plans

**Presenter**
Stephen Benson, Chief Planner, City of Tampa Planning Department

**Summary**
The City of Tampa Planning Department launched an initiative to develop plans to enhance and preserve the quality of the City’s neighborhood commercial districts. Working closely with neighborhood community groups, the planning team set out to build upon and strengthen each district’s unique identity with a focus on the ‘neighborhood commercial corridors’ that exist around the City.

The program started with two neighborhood districts, the Main Street Commercial District located in West Tampa and the Palma Ceia Commercial District located in South Tampa. Today’s presentation will highlight the results of the study and next steps for implementation.

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

**Prepared By**
Gena Torres, TPO Staff

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

**Agenda Item:**
Tampa Downtown Partnership Bicycle and Pedestrian Counts

**Presenter:**
Karen Kress, Tampa Downtown Partnership

**Summary:**
The TPO is partnering with the Tampa Downtown Partnership and FDOT to conduct counts in February 2022 using FDOT equipment. These counts will take place on a number of roadways and trails around the downtown area and at other selected locations. The counts will have a two-week duration and shall be in compliance with FDOT technical standards.

**Recommended Action:**
None, for information only

**Prepared By:**
Wade Reynolds, TPO Staff

**Attachments:**
[FDOT Nonmotorized Counts](planhillsborough.org)
Board & Committee Agenda Item

**Agenda Item:**
Proposed US Bicycle Route 15

**Presenter:**
Kerry Irons, Adventure Cycling Association

**Summary:**
The U.S. Bicycle Route System (USBRS) is a developing national network of bicycle routes connecting urban and rural communities via signed roads and trails. Created with public input, U.S. Bicycle Routes direct bicyclists to a preferred route through a city, county, or state - creating opportunities for people everywhere to bicycle for travel, transportation, and recreation.

This presentation will focus on the proposed route 15, which would pass through eastern Hillsborough County and Plant City along CR39.

**Recommended Action:**
None, for information only

**Prepared By:**
Wade Reynolds, TPO Staff

**Attachments:**
- Adventure Cycling Association
- Proposed Route 15
I. **CALL TO ORDER, PLEDGE OF ALLEGIANCE**

The Chairman, Commissioner Cohen, called the meeting to order at 10:02 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, Vice Mayor Cheri Donohue, Joe Lopano, HART Board Member Melanie Williams, Charles Klug, Karen Kress, Plant City Commissioner Nate Kilton, Councilman Guido Maniscalco, Councilman Joseph Citro, Councilman John Dingfelder

The following members were present virtually: Commissioner Mariella Smith, Gina Evans

The following members were absent: Joe Waggoner, School Board member Jessica Vaughn

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 September 14, 2021 minutes. Councilman Maniscalco so moved, seconded by Councilman Citro. Voice Vote: motion carries unanimously.

IV. **PUBLIC COMMENT** – No public comment

V. **COMMITTEE REPORTS & ADVANCE COMMENTS (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff; Beth Alden, TPO Director)**

A. **CAC – Bill Roberts** (October 6, 2021 meeting) – meeting was virtual, no actions taken

- No objection to transmittal of proposed Letter on Rapid Flashing Beacons in response to HB113 and SB1412; noted that these should be deployed on roads with 35 mph or lower speed limits
- TIP Amendments for the Westshore and Downtown Interchanges and Traffic management Technology Suggestions
  - Consider making noise wall on the west side of I-275 continuous rather than leaving a gap at Robles Park
  - Consider more landscaping along the walls
Consider narrower lanes and wider sidewalks on 14th St, in coordination with the City of Tampa
Implement traffic signal prioritization for buses on the ICM corridors, in coordination with HART
Ensure new fences do not impede walk/bike access opportunities
Refer to the Downtown Interchange as part of the High Injury Network rather than Vision Zero, which, locally, is more closely identified with Complete Streets projects.

- Status Reports included:
  - Hillsborough County Comprehensive Plan Mobility Element
  - The Keys to Mode Shift: Transportation Demand Management
  - FDOT Freight Update
  - 2021 State of the Union Report

Discussion:

Commissioner Overman: Report spoke about noise walls on the west side of the interchange and to have it continue to protect Robles Park. Inquired if there was data showing environmental impact of not having a wall. They are called noise walls and that is one environmental impact; we understand other environmental impacts associated with a highway, pollution, and kids play in this park. Opening that area could potentially funnel more pollution onto the park. Inquired if there were other concerns that supported continuing the walls to Robles Park.

Bill Roberts: There was no data presented as part of the discussion. It seemed more logical that the wall would continue instead of leaving a gap there. That was the gist of the conversation.

Commissioner Overman: Except for the cost savings of continuing the wall, there was no data that supported or refuted the decision to have a wall start and stop.

Bill Roberts: Correct

B. TAC – Davida Franklin, TPO Staff (October 4, 2021 meeting)
- Unanimously approved TIP Amendment for the Westshore and Downtown Interchanges.
  - Noted that Downtown Interchange operational improvements are much needed
  - Questioned inclusion of noise walls
  - Suggested LPIs or other pedestrian crossing treatments be added at the turn lanes on Boy Scout
  - Consider cyclists riding to Cypress Point Park and the Courtney Campbell Causeway Trail when redesigning on/off ramps on Cypress Street
- Agreed on the TPO Board letter being sent opposing the changes to Rectangular Rapid Flashing Beacons in HB1113 and SB1412 ((add more info))
- Presentations Heard:
  - FDOT Freight Update – Recognized redesign of 62nd St as complicated; need to minimize impacts to the neighborhood; new truck parking off County Line Road made sense as idling noise and emissions would likely not cause issues to residents.
  - Pasco County Trail Projects Update – members appreciate the growing trail network in Pasco and hope to see connections to Hillsborough County
2021 State of the System – requested to continue to monitor and receive newer data; maps are helpful in understanding issues
TIP Application Process – City of Tampa thanked staff for including request for prioritizing resurfacing and bridge repair; Health Dept rep. happy to see application process and prioritization effort are more equitable

C. LRC – Davida Franklin, TPO Staff (September 15, 2021 meeting)

- Heard Status Reports
  - Hillsborough County Complete Streets Guidebook
  - Hillsborough County Comprehensive Plan Mobility Section Update
  - Eminent Domain Process
  - HART Transit Oriented Development Pilot Project

D. Policy Committee – Beth Alden, TPO Staff (October 13, 2021 meeting)

- Great discussion about performance-based planning program. In particular, the ongoing monitoring tool we now have available; an online dashboard. Will be creating snapshots out of that dashboard and providing them to the board and public on a periodic basis, quarterly.
- Discussed criteria for prioritizing new projects in the Transportation Improvement Program and tying them back to performance measures. Discussion suggested we continue to focus on our top priority categories of projects of Good Repair and Vision Zero.

E. Public Comments Received Through Email & Social Media – Davida Franklin, TPO Staff

- Noted at the end of the minutes. [Email and Social Media Comments]

VI. CONSENT AGENDA

A. Committee Appointments

- LRC – Krystina Steffen, nominated by THEA as an alternate member

Chair Cohen sought a motion to approve the Consent Agenda. Councilman Maniscalco so moved, seconded by Commissioner Overman; Rollcall vote: motion carries 14 - 0.

VII. ACTION ITEMS

A. TIP Amendments: Westshore Interchange Reconstruction Phase 1; Downtown Interchange Safety & Operations Improvements; and Traffic Congestion Management Technology (Connor MacDonald, TPO Staff; FDOT Representative)

- Consists of 14 amendments requested by FDOT to add funds to FY22. Come from Governor’s announcement for funding of Tampa Bay projects.
  - Downtown Interchange Safety & Operations Adjustments – 3 Amendments ~$154 mil
  - Westshore Interchange Reconstruction Preliminary Phase – 5 Amendments ~$80 mil
  - Traffic Congestion Management Technology – 6 Amendments ~$24 mil
- Near-term benefit: allows traffic to flow reliably and safely during construction; technology will remain after construction to assist in monitoring conditions and responding to incidents.
- Review I-275 / I-4 Interchange Safety and Operation Improvements
  - Will reduce deaths and serious injury through the interchange by nearly half
  - Will open new access point to Ybor City at 14th/15th Streets, traffic calming is a part of the project
- Extends Tampa Heights Greenway and connects to Ybor City, Encore, and Green Spine
- 15th St Improvements will be completed by the City of Tampa as part of the Green Spine project
  - Review 14th and 15th Streets Improvements and costs
  - Review Tampa’s Westshore Interchange Early Works Projects and costs
  - Review Causeway Seawall, Trail and SB I-275 and costs
  - Review Cypress Street at LaSalle Street Intersection and costs
  - Review Kennedy Boulevard at Memorial Highway and costs
  - Review Boy Scout Boulevard at Lois Avenue and costs
  - Review Traffic Congestion Management Technology/ Integrated Corridor Management (ICM)
  - Went over community input from 2017 – 2021 and public outreach
  - Noted Clerical Corrections
  - Reviewed TAC and CAC suggestions

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

**Presentation:** TIP Amendment - 14 Amendments & Aesthetics

**Website:** TIP Amendments for Westshore Interchange Reconstruction Prelim. Phase; Downtown Interchange Safety & Operations Adjustments; Traffic Management Technology | Plan Hillsborough

**Motion to approve the TIP Amendments by Commissioner Myers, seconded by Commissioner Overman.**

**Discussion:**

**Commissioner Kemp:** Was disturbed with the information as some things had changed since this project was first discussed. Noted that walls were supposed to be on both sides from the Downtown Interchange to where the project was being finished. Was stunned that there would be no wall at Robles Park. There have been some traditional policies in the past where there were no walls at parks. Believes this is completely inequitable. Noted that she found out about this omission the previous week. Would only support this with an amendment for the noise wall. Was told that an amendment was not possible. The cost for this wall would be ~$500K. Would like to ask FDOT to fund the wall gap at Robles Park and bring back plans to the Board to do that.

**Commissioner Overman:** In the presentation, there were several suggestions. In the TIP Amendment presentation, this wall is documented as a suggestion. Does not want to jeopardize the amendments. Would like to know how to get this to be absolutely clear.

**Commissioner Cohen:** Suggests taking Commissioner Kemp’s motion on it’s own. And then there may be another motion reiterating all of the points made by the CAC and the TAC in order to get answers as we move through the next year. We will have three separate items and can track them individually.

**Councilman Dingfelder:** Point of order. Suggests flipping the order. Would like to see the motions from Commissioner Kemp and Commissioner Overman before the final motion. Would like to see how those go before we support the TIP Amendment.
**Commissioner Cohen:** Understands the idea and point about not wanting to vote on the final motion until the first two are settled. We will continue the discussion for now.

**Commissioner Smith:** The presentation referenced the outreach effort. Making a point about process and policy moving forward. The TPO, not the Board, put out a press release two weeks ago announcing that the TPO Board would be voting on these amendments today. Announcement made it seem like this was a done deal. Believes that all do believe the amendments will pass unanimously after discussion. Prior to any vote where we are asking for public comment, our press releases should be neutral and be open to comment from all sides. Each of us, as public figures and citizens, can comment however we want in other press and media and public meetings about how excited we are. It seems inappropriate to be pieced in a press release from the TPO before our vote. *(Read part of the press release)* Commented on a quote from the Board Chair that was lifted from a quote in the newspaper. *(Read the quote)* Does not disagree with the statements; believes it should have come after the vote.

**Karen Kress:** Echoed support for the TAC and CAC suggestions. Did not see anything about the Smart Trips Program that the FDOT was talking about before we knew funding was happening. It focuses on Transportation Demand Management strategies during the construction period. Would like to make sure that did not get lost.

**Commissioner Cohen:**Expressed the order of the motions and verified that was OK with Commissioner Myers. Will start with Commissioner Kemp’s motion specifically for the noise walls at Robles Park then move to Commissioner Overman’s motion on the other suggestions and then Commissioner Myers’ main motion.

**Commissioner Kemp:** Noted that this jumped out at her and is not sure of the comfort level of addressing it this way.

**Commissioner Kemp moves to make sure that the wall, for $500K, is built to the same standards as everything else at the park and the wall along I-275.** Would like to ask FDOT to fund the wall gap at Robles Park and report back to us as soon as possible how we move forward to make sure that the wall is built completely on the east and west sides. Seconded by Commissioner Overman.

**Discussion:**

**Secretary Gwynn:** Would like to clarify the wall gap. It wasn’t just excluded from the walls. FDOT is following federal process, based on specific guidelines. Not something there is much discretion on. The wall cannot be part of these projects based on federal funding parameters. Can look, with the TPO, on what can be done. There are other options. Can look at landscaping, trellis walls, and other things that are not going to require federal funds. We have options. Do not want to get too lost in the gap. One of the reasons we have the funding is because of the unified voice sent to Tallahassee in support of these projects. Does not want to see it watered down with something where there are alternate options done through a different process. Asked for the trust to work with the TPO. Believes FDOT has shown that they are trying their best with the community to make this as good as possible. Would like to see show of support and allow FDOT to work with the noise wall as a separate issue.
**Commissioner Cohen:** Clarified that the reason this motion was separated was to not interfere with the amendments. It is giving the Board a way to express the desire that FDOT address this concern at Robles Park.

**Commissioner Overman:** Recognized the expertise Secretary Gwynn’s office has for finding funding to move TPO projects forward. While the motion may not be funded with federal money, has confidence that the motion will be funded through grant or other funding. Given the focus on resilience and the need for public health, we do call them noise walls, but they offer protections related to public health. Is sure that finding the data to support that funding can be found. Does not want to jeopardize the TIP Amendments moving forward, made this motion separately to help the state and other partners, in this resiliency, sustainability, and equity effort, to find the funding to help protect that area of the city that is in need of being protected. The noise wall does more than just noise. The motion makes it clear that the funding is very important to making this be continuous instead of having a break at the park.

**Commissioner Kemp:** Expressed that she would be disturbed if it would be any less quantity and quality than the wall that is planned for the other parts. Stated that she had asked about this repeatedly; not disparaging FDOT due to this but was extremely concerned about this. It has been an issue in Seminole Heights. Had people from Seminole Heights coming to the MPO meetings in 2004 asking for a noise wall to be put up. Is surprised that, with the adding of capacity and the environmental impact, there is no wall there. It provides sound barriers but also protection from air pollution and the kinds of things that watershed studies are showing. Would want to know that there will be the same quality of wall, not a different kind of solution for this one neighborhood. Would like to make it clear where she is with this.

**Councilman Dingfelder:** Appreciates the Secretary’s comments and understands the stringent nature of the federal regulations. The question, federal money was emphasized, does the limitation apply to state money as well?

**Secretary Gwynn:** As a point of order, the Robles Park area is not within the limits of what the TPO is voting on today. It is in a completely separate project that is being constructed now. These TIP Amendments are in a separate project. We cannot fund the noise walls as part of this project. Yes, other funds could be used. We can talk with Ms. Alden about using SU funds, those can be reprioritized. As far as state funds, FDOT tries very hard to follow the federal regulations. Once exceptions are made, it is difficult to enforce them anywhere. Willing to talk with Ms. Alden about ways to reprioritize the money to due the noise walls. Would encourage keeping an open mind to other treatments and solutions that can be funded with state dollars. It may not be a noise wall. Noise walls are going in front of Robles Park, it’s a small part where it is not. Not everything makes logical sense, but FDOT is following the federal guidelines. There are other options where state money can be used; if a noise wall is built, SU funds would have to be reprioritized.

**Councilman Dingfelder:** Asked Commissioner Kemp to consider having staff and Secretary Gwynn come back in a designated time frame, 60 or 90 days, with a report on this issue. It is not part of the TIP Amendments today, but it is important. Will keep moving along until we can do it. Not thrilled with planting trees, and that sort of thing, does not believe it has the impact that a “wall” would have.
**Mr. Lopano:** Agrees with Councilman Dingfelder; sounds like something we should ask the FDOT to evaluate and come back to us. Will need engineering reports to determine the size and scope of the wall that should be built. Cannot mandate that on this day. Additionally, there is a quarter billion dollars-worth of projects in front of us and we are spending an hour on this. Agrees it is important but need to keep perspective and get through this.

**Commissioner Kemp:** Does not know what it will take for FDOT to report back but would like to have an update in 90 days. Initially thought the wall was part of what the Board is funding today. She has been focused on for quite a long time and it was part of a large discussion. Reiterating the motion; and does want to see a wall. Believes it is important to have the same quality and protection at Robles Park as the other construction areas on the interstate. *The motion is: To ask FDOT to fund the wall gap at Robles Park with the same quality as the wall that is everywhere else and to report back to us in 90 days with an update of how we can do this.*

**Commissioner Cohen:** To be clear, this is a separate motion from the TIP Amendments in the main motion.

**Rollcall Vote:** motion passes 14 – 0

**Commissioner Overman:** In light of recent discussion; in the TIP Amendment are suggestions from the TAC and CAC. It will not change today’s TIP Amendment, *moves that FDOT return to the Board, in concert with the presentation for the noise wall, with a presentation and a funding conversation, funding sources, for each of the suggestions that are made by the TAC and CAC so that we can get some certainty whether those suggestions are being included in the design for the amendments that we are considering today; seconded by Councilman Maniscalco.*

**Rollcall Vote:** motion passes 14 – 0

**Commissioner Cohen:** Back to the main motion offered by Commissioner Myers and seconded by Commissioner Overman. *The motion is to approve the TIP Amendments for the Westshore Interchange, the Downtown Interchange, and the Traffic Management Technology.*

**Discussion:**

**Commissioner Kemp:** We are very please with the project as it ended up. Appreciates Secretary Gwynn with the work that has been done. It is important to do this minimized Downtown Interchange project. We saved hundreds of homes from being taken down with this project. It has been a long process working with the community to do the best project possible. Pleased with the Traffic Management, the Smart Technology, particularly the signalization for the bus on Florida and Nebraska Avenue. Happy about the improvements on the parallel, important arterial streets.
**Commissioner Cohen:** The Downtown work is overwhelmingly supportive of what the public wants to see; a less extensive rebuild which was initially suggested but still one that improves traffic flow and safety in the area. To Commissioner Smith’s earlier point, a lot of our enthusiasm was palpable when the announcement was made. Perhaps it got the better of us. The reason, this is going to be transformative to the airport, for commuters, and hopefully make a big difference from a safety point of view as well.

**Rollcall Vote:** the motion passes 14 – 0

**B. Letter on Rectangular Rapid Flashing Beacons at Crosswalks** (Gena Torres, TPO Staff)

- Explained what a RRFB is and how it is effective at a crosswalk.
  - Traffic control device used at crosswalks; to increase driver awareness at the crosswalk
  - Activates when crosswalk button pushed by pedestrian; alerts drivers to someone in the crosswalk and to yield
  - Cheaper alternative than HAWK; which creates a traffic signal that cycles to yellow, then to red, and back to green.
  - RRFB is ~ $20K to install; full traffic signal is ~ $200K
- Hillsborough County has ~ 170 RRFBs; Pinellas County, which piloted these 3 years ago, has more than 300
- Documented to be very effective at influencing motorist’s behavior. Increase to driver yielding to pedestrians in the crosswalk from 18% to 88%.
- RFB is recommended by FHWA as one of the “Spectacular 7 Counter Measures”
- Fletcher Avenue near USF, high crash area between Bruce B Downs and Nebraska; since RFB installation at crosswalks, 46% reduction in injury crashes and 60% reduction in deaths.
- Third time coming before legislature; is a result of a crash that resulted in a young girl losing her life.
- Florida Legislature bill introduced that would require changes to the Rectangular Rapid Flashing Beacons (RRFBs) used at mid-block crosswalks
  - Result of crash on East Coast where girl pressed the button and was killed by a motorist who did not yield.
  - Bill says beacons should be removed and converted to traffic signals. If cannot be converted, remove them.
  - Removing is costly
  - Will be counter to improved pedestrian safety
  - Recommended to participate in a letter-writing campaign
- Letter requests that our legislative representatives not support changes to the RRFB’s proposed in HB 1113 and SB 1412
  - Regional support for this letter
  - Committees support this letter

**Recommendation:** The TPO send the attached letter to state legislators requesting they oppose HB 113 & SB 1412 and, instead, allow local and state agencies to ensure that RRFB’s are installed in proper locations on appropriate roadways.
Letter is attached to the October 13, 2021, Agenda Packet.

Discussion:

Commissioner Overman: The letter in the packet was signed and supported at the most recent Sun Coast Transportation Planning Alliance. It was signed to make sure these are not banned. They play an incredibly important role in creating safety in our communities. There is a recommendation of limiting them in areas of 35 mph or lower, we have areas that are critically important. Rather than go further and ask for more, this is a good way to make sure we have these tools to help create safety. Several examples are used in the letter from the Sun Coast Transportation Planning Alliance. In Hillsborough County, on Bearrs Avenue in front of Mort Elementary, the speed limit is 45 mph. There is a school zone in the area but does not go all the way to the Tampa Health Center. These should be permissible, regardless of speed limit, where there is a two-mile radius protection zone that the state has mandated that children walk to school. This is a great start, and we need to protect these tools.

Commissioner Overman made the motion to approve that a letter be sent from the Hillsborough TPO supporting the use of these beacons, seconded by Mr. Lopano and Councilman Maniscalco.

Discussion:

Councilman Dingfelder: Question in regard to education; a critical component of this is educating not only the driving public but the walking public, including tourists, about the safe way to use these. They are very effective not just in Hillsborough but at the beach. Inquired to Ms. Alden about any educational campaigns hand-in-hand with the construction of these?

Gena Torres: CUTR was asked by the state to do some education. They did extensive education on Fletcher before that project and also on Bush Boulevard; they also hid behind some locations after and did some observations about how pedestrians and drivers behaved. Results were impressive for both pedestrians and drivers. Takes time and effort to do that kind of outreach, but they did. There are other ways: they did pamphlets, chalk on the ground near the RFBs that said, “Push the button here”. There are different things that can be done.

Councilman Dingfelder: Was thinking about to the driving public. It’s a little confusing in terms of exactly how you are supposed to handle that. Do you stop, slow down, look both ways to make sure all pedestrians have passed? Was thinking about public service announcements; a mass campaign.

Beth Alden: With recent installations, there has been signage on the roadside that gives direction to the drivers. There is a sign at the pedestrian push button alerting the pedestrian to check that traffic has stopped before stepping into the street. We are getting better at making sure that people understand what this new tool is.

Commissioner Overman: Would like to make sure that a strategy is developed to reach out to our delegation and state leaders so they understand why it’s so important. That may be an effective way of educating the State Legislature about how important this is to the safety of our citizens and residents. Make sure the legislative support teams from each of the jurisdictions receives a copy of the letter and are aware at how important this is,
Rolcall Vote: motion passes 14 – 0.

C. UPWP Amendment (Allison Yeh and Amber Simmons, TPO Staff)
   • 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: Approve the UPWP Amendment proposed updates and documentation.

Presentation: UPWP Presentation
Additional Information: UPWP Consolidated Documents

Discussion: None

Motion to approve UPWP Amendment, by Councilman Maniscalco, seconded by Commissioner Myers. Rolcall vote: motion passes 13 – 0 with 1 non-vote by Joe Lopano.

VIII. STATUS REPORTS

A. FDOT Freight Update (Brian Hunter, FDOT District 7)
   • Review of FDOT Mission and Vision
     o 140 mil square feet of industrial building in Hillsborough County; supports 18.5% of county employment
     o 56 mil tons of imported material annually, with a value of $55 billion
     o 28 mil tons exported with a value of $37 billion
     o 64% by truck, 23% through the seaport, and ~12% through rail
     o Department provides a safe and reliable movement to support the industries and movement
- Updated Freight Priorities
  - District 7 – 2021 Freight Priorities Capacity / Major Investment Needs
    - Truck parking facilities, Corridor or Segment Locations, Tampa Bay Next Corridor Location
  - District 7 – 2021 Freight Priorities Operational / Interim needs
    - 18 Corridor/Segment locations
  - Tampabayfreight.com
- Review of National Highway Freight Program – freight projects from FY 2019 – 2025
  - Apply to the FHWA which gives the state ~$55 mil year
  - District applies to central office; projects must be on the National Highway Freight Network: all of I-4 & I-275 from the DTI to the West; I-75; a couple of intermodal connectors that connect to the port along Causeway and US 41; and connector point from I-75 to Redwing
  - Have had 14 projects funded for ~71.6 mil; additional 3 projects for ~$25 mil
- Freight Bottleneck Analysis – done on State Roads
  - 10 Group Ranked locations of bottleneck locations and their related county and cause.
    - 6 locations in Hillsborough, 2 in Pinellas, 1 in Pasco, and 1 in Hernando
    - Process can be done quickly – easier to measure improvements and value
- Review of Freight Operation Improvements in 2019 and 2020
  - Users able to input issues verbally, email, through website
  - Issues evaluated, validated, prioritize, create concept, and use push-button design/build solutions
  - Have done 13 of these projects; have $13 mil annual budget for the program; will address another 4 or 5 issues this FY.
- Review of completed projects
- Review of Freight Sub Area Studies – look at established industrial developments to see where they are now, support/improve current conditions, and what happens if/when they are redeveloped; new buildings, increased volume, etc.
  - Sabal Park – had several improvements come out including operational; simple, like striping, and signal timing
  - Drew Park – realignment, safety opportunities, truck parking and staging
- Review of Truck Parking on I-4 – site concept
  - Reduced time of operations for truck drivers
  - Electronic logging devices on the trucks – drivers have to park where they can instead of safe and secure areas with services that they need.
  - Expanding rest areas
  - Construction of new truck parking facility near industrial area on County Line Road.
- Review of 62nd Street – CSX Access – older facility, using SIS Quick Fix program to improve, Complete Streets project
- Safety Message – The NO ZONE of trucks – be aware of the blind spots

Presentation Slides: [FDOT Freight Update](#)
Website: [https://tampabayfreight.com/](https://tampabayfreight.com/)
Discussion:

Commissioner Cohen: In the freight bottleneck analysis, some of the items in the Top 10 list are actually addressed by the TIP Amendments passed today. Hopefully some of those bottlenecks will be improved as a result of those actions.

Charles Klug: Appreciate the update. Important to the port, which has 10K truck moves per day. All the improvements are very important; they increase the efficiency and, more importantly, the safety of the trucks moving.

Karen Kress: Heard on NPR this morning about extreme shortage of truck drivers and possibility of going back to longer drive times. Maybe the new facilities won’t be needed. May make these changes unnecessary. Questioned how removing medians for easier truck turns, which makes sense, but how is this making things safer for pedestrians.

Brian Hunter: Medians have not been removed; they have been modified. Our partner is Traffic Operations. They manage the push-button design process. They focus on safety and bring that to the table when we do this. We make sure we are making it safe for every single roadway user out there.

Karen Kress: Maybe it will come to committees at some point. Does not understand how removing a median makes it safer for pedestrians. May not be an idea worth pursuing but, hates to see new parking lots built for one purpose. Possible to share with another transit agency for a park-and-ride; maybe thinking outside the box and collaborating for other transportation uses.

Commissioner Kemp: One project being followed is grade separation between CSX and the road at the Causeway area. One would-be favorite transit routes. Apparently, US 41 down the coast through Gibsonton, Apollo Beach, and Ruskin have not been used due to the CSX trains several times a day that load and deploy there, sometimes blocking US 41 for 15 to 20 minutes at a time during peak times. Knows that this is why grade separation is a priority but also years away due to funding. Asked for clarification where jurisdiction lies. Understands there are statutory restrictions in terms of CSX or any rail blocking a thoroughfare or road for certain amounts of time. Who has that jurisdiction? There were CSX repairs done in Tampa, no one knew about it, and it caused a huge confusion about jurisdiction and announcements. For that particular place, has heard that US 41 is almost unusable; in lieu of when a grade separation gets built there, who has jurisdiction over that; how is it enforced; are there statutory limitation to the amount of time the road can be blocked? How can that be dealt with?

Brian Hunter: That is outside the realm of his knowledge. Will look into it and provide the information to Ms. Alden.

IX. EXECUTIVE DIRECTOR’S REPORT
A. Thanked Brian Hunter for presentation. Freight and logistics sector is important for wage sector. How do we improve access safely while making it easier for the trucks to get around as well; very important work being done by District 7.
B. Letter that was supported last month with comments on FDOT’s Intermodal Policy Plan has been received in Tallahassee. It was well received. Moving forward with some of the flexibility provisions and requests about looking at context classifications in local government plans for priorities for future roads. They are moving forward with those. Expect to have a draft policy plan out in late 2021 or early 2022. Overall, the staff reaction was very positive. Encouraged about what happens next with our ability to collaborate with FDOT on the Strategic Intermodal System.

C. Regional workshop scheduled on Planning for Rail. Will be at the regular time for Sun Coast Transportation Planning Alliance scheduled for Friday, December 10th at District 7 office. Speakers from FDOT along with coordination from around the region about how to move forward with rail corridors.

D. Monitoring federal funding debate.

E. Shout out to FDOT staff retiring, Ed McKinney. He did a lot of work reshaping what came out of TBX and became Tampa Bay Next. This is the last Board meeting he is participating in and he is in the audience.

**Commissioner Cohen** wished great retirement and thanked him for his many years of service.

X. OLD & NEW BUSINESS –

A. **Commissioner Kemp**: Under new funding that has or may be passed, plan to run Amtrak from Union Station in Tampa to Orlando then to South Florida once a day to three times a day. People talk about Brightline, not highspeed but a luxury rail, and won’t be here for at least ten years. Wondered why we haven’t activated Amtrak and make that something usable. Would like more information to confirm; can we write a letter of support; wonderful, fast, short-term answer for the need of a connection to Orlando.

**Karen Kress**: Working on lot of improvement projects at Tampa Union Station. Took Amtrak to conference in Miami, great way to travel.

**Commissioner Cohen**: The President is a long-time Amtrak rider. Understands that part of this infrastructure bill is the largest investment in Amtrak ever. Has a feeling that is where this is coming from. Is in support of whatever we can do. Noted that Commissioner Myers was shaking her head as well. Knows that Congresswoman Castor is also in support of this. If there are other federal representatives that we can lobby on this issue, believes it would be worth the time to do so.

B. **Next meeting November 10, 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 11:50 AM

The recording of this meeting may be viewed on YouTube: [Meeting Recording](#)

Public Comment via Email & Social Media
Emails

- **10/8**
  Chris Vela asked “How does one get a tip amendment in front of the board and approved from start to end?”

- **10/7**
  Justin Ricke, Vice President of the Tampa Height Civic Association: “I was hoping we could have some help from the county urging FDOT to apply raised grants funds to improve Florida Avenue and Tampa Street with Complete Streets instead of simply paving.”

- **10/7**
  Tim Keeports, President Old Seminole Heights Neighborhood Association: “Is there a document addressing sound walls from the Downtown Interchange north up to Bearrs Avenue?”

- **10/11**
  Lynn Remund, President of Downtown Partnership: sent a letter of support. “We believe the safety and operational improvements to the Downtown Interchange are urgent and imperative for continued growth and safety of Tampa’s Downtown and the Tampa Bay region. As such, we urge you to vote in support of funding this effort and approve the TIP amendments.” Left Voice Mail: “The addition of noise barriers, lighting, signage, walk/bike treatments, landscaping, and aesthetic treatments along the Downtown Interchange will enhance the safety and connectivity between the central business district and Tampa Heights.”

- **NOTE:** There were a few more email that are included in your Agenda Packet and we had social media comments that are included in the packet. None of the social media comments pertained to today’s action items.

Social Media

- **Twitter**
  - **10/9**
    Roc King (in response to a retweet from the Tampa Bay Times about potential state funding for streets and sidewalks near a new stadium)
    “I think our needs are elsewhere.”

  - **9/29**
    Jeff Redding (in response to a tweet about Tampa’s Crosswalks To Classrooms mural project)
    “Did you know 10 #Pedestrians die every month in #Florida at Unmarked Mid-Block Crosswalks?

  - **9/27**
    Jeff Redding (in response to a retweet from FDOT District 7 about their planned safety improvements for drivers and pedestrians)
    “Please hire Engineers that know Utility Posts belong in the Utility Strip and not in the middle of the sidewalk.”
9/27
Roc Kings (in response to a retweet from the City of Tampa about the Green Spine cycle track along Cass St.)
“Now get the vehicles off..”

9/27
Jeff Redding (in response to a retweet from the City of Tampa about the Tampa Bay Citizen’s Academy on Transportation)
“Hi Neighbors, I have a page with a lot of important stuff about #pedestrians in #Florida. - Blinded Vet/Pedestrian Safety Advocate http://pedestriansmatter.org.”

9/24
Jeff Redding (in response to a retweet from the Tampa Bay Business Journal about transportation shortfalls in the County’s Capital Improvement Program)
“#1 way for MPO’s to significantly reduce #Florida #Pedestrian Deaths: Identify and remove Mid-Block Crosswalks that violate these Federal Safety Guidelines.”

9/23
Roc King (in response to a post about of a Tampa Bay Times article that discussed shortfalls of the proposed sales tax referendum)
“Perhaps a sound voice of support for Congressional Infrastructure Legislation would help.”

9/23
Jeff Redding (in response to a retweet about FDOT’s Strategic Intermodal System Virtual Room)
“Since 1/3 #Pedestrians in #Florida are killed in Mid-Block Crosswalks that violate Federal safety Guidelines. STOP VIOLATING FEDERAL SAFETY GUIDELINES!”

9/22
SojournerNow (in response to a retweet from Walk Bike Tampa about the the Macfarlane Park Elementary School Crosswalk to Classroom project)
“No masks, no vaccine... how many children are you going to sacrifice?”

9/17
Jeff Redding (in response to a retweet about FDOT’s Strategic Intermodal System Virtual Room)
“You should also focus on: Non-Compliant Mid-Block Crosswalks, Sidewalk Obstructions, Pedestrian Access to Veteran Medical Clinics.”

9/16
Jeff Redding (in response to a retweet about the Fancy Women Bike Ride)
“I like bikes!”
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Jeff Redding (in response to a retweet from Creative Loafing about a community forum on racism as a public health crisis)
“My Complaints have nothing to with the #ADA, other than how the Government is misrepresenting it: Unmarked Crosswalks, Sidewalk Obstructions, VA Clinic Access. #Florida every month 10 #Pedestrians are killed at Misplaced Curb Cuts. (not #Wheelchair Users, not gators)”

9/14
Don Kostelec (in response to a retweet from 10 Tampa Bay about Tampa’s “FIX IT FAST initiative)
“It would be great to compare that to how long it takes for sidewalk hazards to be repaired after they are reported.”

Return to Minutes
Pertaining to action items in today's agenda:

**TIP Amendments for the Westshore and Downtown Interchanges** - Approved by the Technical Advisory Committee (TAC)

- **Technical Advisory Committee (TAC)**
  - Questioned the inclusion of noise walls
  - Suggested to ensure Leading Pedestrian Intervals (LPIs) or other pedestrian crossing treatments are included at the added turn lanes on Boy Scout Rd.
  - Would like to consider cyclists riding to Cypress Point Park and the Courtney Campbell Causeway Trail when redesigning the on/off ramps on Cypress St.

- **Citizen’s Advisory Committee (CAC) – lacked a quorum; made suggestions**
  - Make the noise wall on the west side of I-275 continuous, leaving no gap at Robles Park
  - Add more landscaping along the walls
  - Coordinate with the City of Tampa to create narrower lanes, wider sidewalks on 14th St.
  - Coordinate with HART to install traffic signal prioritization for buses on ICM corridors
  - Ensure new fences do not impede walk/bike access
  - Refer to the Downtown Interchange as part of the High Injury Network rather than Vision Zero, which locally is more closely identified with Complete Streets project

**Letter on Rapid Flashing Beacons at Crosswalks** - The Citizen’s Advisory Committee and Technical Advisory Committee agreed that the TPO Board should send a letter

- **Citizen’s Advisory Committee**
  - Discussed that beacons should be deployed on roads with 35 mph or lower speed limits.

- **Technical Advisory Committee**
  - Noted changes will not lead to safe pedestrian crossings but likely have the opposite effect and cause hundreds of these proven-effective tools to be removed, many in communities of concern
  - Observed that the family whose child was killed at a Rapid Flashing Beacon would ideally like to see changes
  - Agreed that better defining where they are placed, with engineering guidance, would be a better approach
Other status updates

- **Presentations to the Citizen’s Advisory Committee**
  - Hillsborough County Comprehensive Plan Mobility Element.
  - The Keys to Mode Shift: Transportation Demand Management
  - FDOT Freight Update
  - 2021 State of the Union Report

- **Presentation to the Technical Advisory Committee**
  - FDOT Freight Update
  - Pasco County Trail Projects Update
  - 2021 State of the System
  - TIP Application Process

- **Presentation to the Livable Roadways Committee (LRC)**
  - Hillsborough County Complete Street Guidebooks and Hillsborough County Mobility Section Update
  - Eminent Domain Process
  - HART Transit Oriented Development (TOD) Pilot Project

**Summary of Public Comments – October 2021**

**Emails**

Pertaining to today’s action items:

- **10/7**
  - **Chris Vela**: “How does one get a tip amendment in front of the board and approved from start to end?”
  - **Justin Ricke, Vice President of the Tampa Heights Civic Association**: “I was hoping we could also have some help from the county, urging FDOT to apply RAISE grant funds to improve Florida Ave. and Tampa St. with complete streets, instead of simply repaving.”
  - **Tim Keeports, President of the Old Seminole Heights Neighborhood Association**: Asked if there was document addressing sound walls from the Downtown Interchange north up to Bearss Ave.
Lynda Remund, President of the Downtown Partnership: Sent a letter of support stating, “We believe these safety and operational improvements to the Downtown Interchange are urgent and imperative for continued growth and safety of Tampa’s Downtown and the Tampa Bay region.” Ms. Remund also left a voicemail stating that the addition of noise barriers, lighting, signage, walk bike treatments, landscape and aesthetic improvements along the Downtown Interchange will enhance the safety and connectivity between the Central Business District and Tampa Heights.

Additional emails:

9/16
- Amie Stoner: Requested more lighting and a pedestrian crossing on Gibsonton Dr. by the entrance to Walmart. “Many people jaywalk there, and almost get hit all the time. I already lost a daughter and grandchild there. I don’t want anyone else to have the pain my family has.”

9/17
- Ralph Greenlee: Expressed concerns about a proposed development project in Manatee County that could potentially border Hillsborough County.

9/18
- Cornelius Cosentino of The Florida Air & Surface Transportation Alliance: The organization is leading the campaign to repurpose the Northbound I-275 Howard Frankland Bridge, and they would like to present their Clean Energy & Trail project to the Board.

10/3
- Allison Roberts of the Hillsborough County Citizen’s Advisory Committee: Ed Sherwood, Director of the Tampa Bay Estuary Program, presented to the committee, and he spoke about the “troubles plaguing Old Tampa Bay, including annual algae blooms and frequent red tide events.” Ms. Roberts suggested TPO Citizen’s Advisory Committee should also hear a presentation from Mr. Sherwood.

10/4
- Laura Franks: “A number of us on Nextdoor . . . are concerned about the number of accidents in which Pedestrians are being hit and killed by vehicles. Most recently this occurred at Hillsborough and Sawyer roads but also Sheldon and Linebaugh has been a problem. What are the plans to address this issue?

10/11
- Nikki Depin: Asking for sidewalks across the street from Burnett Middle School. There is no sidewalk from her neighborhood to the crosswalk, so her children’s safest option is to cross in the middle of Kingsway at their own risk.
Twitter

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  Roc King (in response to a retweet from the Tampa Bay Times about potential state funding for streets and sidewalks near a new stadium)
  “I think our needs are elsewhere.”

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173 TRAFFIC DEATHS JANUARY - OCTOBER 2021 in Hillsborough County

#WDoR2021

JOIN US ON

Sunday | 11.21.21 | 9am

FOR A

MOURNING OF REMEMBRANCE

IN MEMORY OF LOVED ONES KILLED IN TRAFFIC CRASHES

Bruce B Downs Trail (meet in old Sweetbay parking lot)

Join neighbors and staff from Plan Hillsborough, City of Tampa, Hillsborough County, FDOT, USF, HART and Bike/Walk Tampa Bay to honor the 2021 victims and families of traffic violence.

Parking in old Sweetbay parking lot at 17605 Bruce B Downs Blvd, Tampa, FL 33647 and walking 0.4 miles to Flatwoods Park and back.

We asked that attendees carry the Vision Zero banner, hold a Vision Zero sign, or poster with name and date of death of a traffic victim (provided). Families or friends who know someone hurt or killed in traffic are encouraged to carry a photo of their loved one. 2021 victims’ names will be read aloud at Flatwoods.

For information about Vision Zero visit:
planhillsborough.org/vision-zero/

Questions: TORRESG@PLANCOM.ORG | 813.334.2341

#VisionZERO813 | facebook.com/VisionZeroHillsborough