Meeting of the Livable Roadways Committee
Wednesday, November 17, 2021, 9:00 a.m. – 11:00 a.m.

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

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

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• To view presentations and participate on your computer, tablet or smartphone: https://attendee.gotowebinar.com/register/2962477269394063886
• Register in advance to receive your personalized link, which can be saved to your calendar.
• Presentations, full agenda packet, and supplemental materials posted here, or phone us at 813-756-0371 for a printed copy.
• Please mute yourself after joining the conference to minimize background noise.
• Technical support during the meeting: Jason Krzyzanowski at (813) 836-7327 or JasonK@plancom.org.

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

Call to Order

I. Public Comment - 3 minutes per speaker, please

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

II. Approval of Minutes – October 20, 2021

III. Action Items

A. Brightline SEIS Historic Resource Review (Allison Yeh, TPO Staff)

B. Approval of 2022 Meeting Calendar
C. USF to Green ARTery Trail Study (Jennifer Musselman, Kittelson)

IV. Status Reports
   A. FDOT 56th Street/50th Street Corridor Planning Study (Jennifer Musselman, Kittelson)
   B. Tampa Downtown Partnership Bicycle & Pedestrian Counts (Karen Kress, TDP)

V. Old Business & New Business

VI. Adjournment

VII. Addendum
   A. TPO Meeting Summary and Committee Reports
   B. World Dy of Remembrance Flyer-November 21

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

Chair Citro called the meeting to order at 9:03 AM and led the Pledge of Allegiance.

Members Present In-Person: Councilman Joseph Citro, Cal Hardie, Oona Johnsen, David Hey, Matthew Lewis, Christopher Cochran, Arizona Jenkins, Carlos Ramirez, Sara Hendricks, Matthew Pleasant

Members Present Virtually: Mark Hudson, Peter Syzonenko, Mariann Abrahamsen, Karen Cashon, Chris Thompson, Larry Josephson, Jason Jackman, Catherine Coyle, Robert Frey, Krystina Steffen, Sandra Picirilli

Members Absent: Michael Maurino, Emily Hinsdale, Karen Kress, Roger Menendez, Gus Ingas

Other Attendees: Lisa Silva, Beth Alden, Jason Krzyzanowski, Vishaka Shiva Raman, Amber Simmons, Gena Torres, Allison Yeh, Lizzie Ehrreich, Wade Reynolds, Gail Reese (TPO Staff); Suzanne Monk, Robin Birdsong (FDOT); Billy Hattaway (Fehr and Peers)

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

II. PUBLIC COMMENT – None

III. STATUS REPORTS

A. 2021 State of the System (Vishaka Shiva Raman, TPO Staff)
   • Updated every 2 to 3 years. This time is 3 years.
   • Six Performance Measures
     o Safety o Roadway Level of Service o Transit
     o Non-motorized o Infrastructure o Emissions
   • Gave demo of new site and current data (Urban SDK).
   • Review of Performance Measures
Discussion:

**Sara Hendricks:** Inquired what figure the Vehicle Miles Traveled is.

**Vishaka Shiva Raman:** Annual figure for 2018. Dashboard is a pilot project. Going with basic, federal requirements. We can update the data and produce other reports. This is a living document that will change over time.

**Sara Hendricks:** Thought the VMT figure looked low for an annual figure. Requested to see a trend of VMT over the last five years. Believes it will be an increasing trend. Inquired if the committee members are able to request additional metrics. Would like to suggest travel time to work for motorists, measuring experience. For transit, suggested a report for efficiency and total travel time from leaving the residence to getting to work. This would enable an equal comparison for travel times from motorists and the transit side. Noted the emissions report and that it should be concerning.

**Vishaka Shiva Raman:** The basic ones are what are currently built. Updates will be ongoing and will be able to produce additional information the public would like to see. The VMT trending is a level of service report that can be produced. This is a status update as of now. Will note the suggestions.

**Chair Citro:** Asked who this data is going to be reported to; Hillsborough County only, Tampa Regional, or the state.

**Vishaka Shiva Raman:** The Hillsborough TPO is maintaining regional data for the county.

**Chair Citro:** Inquired when the data will be updated to the fullest.

**Vishaka Shiva Raman:** It is going to the committees in November. Updating things based on suggestions from Status Report. In the processes of developing a quarterly, summary report as well.

**Chair Citro:** Most of the committee is aware of the good and not good things happening with transit. Asked if this dashboard would be available on the Hillsborough County website.

**Vishaka Shiva Raman:** Yes, the dashboard will be embedded into the county website. The host of the dashboard is changing platforms internally, will be able to show that to the public once complete.

**Chris Cochran:** Asked about the transit component, for VMT, and whether is shows any kind of modes such as transit. Believes it would be of value to see transit VMT numbers and look for trends. Inquired if there is a way to capture carbon emissions from a transit standpoint.

**Vishaka Shiva Raman:** Information came out of FDOT reporting. Will look at a way to incorporate transit emissions.
**Arizona Jenkins:** The time consumption for people with disabilities getting on and off the bus, will this be able to help that amount of time?

**Vishaka Shiva Raman:** Does not have an answer for this question. That level of detail is not currently available and has many variables.

**Chair Citro:** Believes this questions leads back to Ms. Hendricks’ question about ridership and travel time for everyone.

**Sara Hendricks:** Looking for measures of customer experience riding public transit. Would like to see the trends to determine how to make riding transit more competitive.

**Lisa Silva:** This is a state of where we are now so we can determine future goals and plans. Brought this presentation to LRC so that partners know this data is available to help them form their goals as well.

**Oona Johnsen:** Thinks comparing motorist and transit is very interesting and brings to mind the bike community. With the network expanding to connect areas, would be interested to see how that travel time compares to other modes of transportation. Would be able to measure the efficiency of the trail systems.

**Chair Citro:** Appreciated the report and questioned the frequency of updates going forward.

**Vishaka Shiva Raman:** Noted that the TPO Policy Committee requested quarterly and will be working on this with supervisors. Noted that doing quarterly updates would allow staff to focus on specific trends.

### IV. APPROVAL OF MINUTES from August 18, 2021

No changes, additions, or deletions noted.

Motion to approve the minutes by Arizona Jenkins; seconded by Matthew Pleasant. Voice vote, motion passed unanimously by those present.

### V. ACTION ITEMS

**A. 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 to the one attached to the agenda
  - Invites members to share this letter with others

Discussion:

**Carlos Ramirez:** Had not heard of this bill. The Florida Engineering Manual includes RRFPs with criteria of when and where they can be used. The county and city must go through additional process to use the devices. Asked for a quick review of changes the bill is requesting.

**Gena Torres:** Three major things: changing the yellow light to red which requires a lot of studies before that can be done; coordinate with the intersection traffic signals, the HAWKS can probably do that, these are not set up that way and would require lots of studies as well; and the mandate to remove them by 2022 or 2024, which is expensive and dangerous.

**Carlos Ramirez:** Agrees that these are efficient, easy to install, and do the job intended. Changing and removing will create a lot of unsafe conditions and extra work that doesn’t need to happen. Supports sending the letter to the Legislature.

**Sara Hendricks:** Fully supports the letter. Particularly likes the section that says... “Rather than legislating against a specific safety device that has been proven effective, the legislature should turn its focus, instead, to other legal remedies to protect vulnerable road users...” Does not believe the funding of education and outreach can be emphasized enough. Did a study along Fletcher after the
RRFPs were installed; were able to measure motorist compliance with stopping up to 97%. Education piece cannot be a one and done; it needs to be consistent and continuous.

**Cal Hardie:** Noted that one of the things asked for was changing the lights to red. The letter says it is a well-meaning suggestion. The flashers don’t change any state laws. Motorists must yield to pedestrians in crosswalks whether or not there is a flasher. The goal is to get pedestrians seen in the crosswalks. The flashers are still relatively new from a federal standard; they are pretty common in this area now. Are now regularly put in with Complete Streets projects. Coordinating them with signals does not make any sense; it is basically putting in signals anywhere there is a crosswalk. Supports the letter. Believes the Legislature has good intentions with the bill due to a fatality. Good intentions that will likely have disastrous results.

**David Hey:** Fully supports the letter.

**Matt Pleasant:** Fully supports the letter.

**Arizona Jenkins:** Asked if the RRFPs come on automatically. The button is often out of reach for disabled.

**Cal Hardie:** Noted that some automatic RRFPs are being tested but most have a push button. Also said that they should be ADA accessible and that it is handled on a case-by-case basis if they are not.

**Carlos Ramirez moves to support the letter to Legislature, seconded by Cal Hardie. Voice Vote: motion passes unanimously by those present in physical quorum.**

**B. 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.d7wpph.com/

Discussion:

Cal Hardie: Commends FDOT for working with the City and making sure safety is considered in the projects.

Chair Citro: Thanked FDOT for the projects. Inquired if there is any way FDOT can help out on things like the extension of the Streetcar. Hillsborough County was hoping for the All for Transportation tax that passed. When it comes to rail, it’s 50% federal, 25% state, 25% local. Local meaning Hillsborough County and HART; neither of which have the money. Asked if FDOT can help if, for some reason, the next All for Transportation tax doesn’t go through.

Suzanne Monk: Noted that FDOT is actively working with the City of Tampa Mayor to identify next steps. Will check; knows it is on FDOTs radar.

Chair Citro: Questioned the comment of asking for something new. Requested clarification is that is new projects or things that have been moving up and down the priority list for some time.

Suzanne Monk: Said that Beth Alden may be better able to speak to this. FDOT is funding off the priority list through cooperative work.

Chair Citro: Is thinking more about a rail from the airport to downtown. It has moved up and down the priority list for a long time. Was wondering if it could become new again.

C. Select GCSSS Award Recipient(s) (Lisa Silva, TPO Staff)
   • Reviewed history of the awards and the criteria of each.
   • Bob the Builder Nominees
     o Bob Frey
   • Vision Zero Nominees
     o Rob Zimprich
     o Joshua Frank
     o Lena Young Green


Discussion:

Chair Citro: Suggested taking a consensus of members present and those online can raise their hand for nominations after.

Cal Hardie: Questioned if there was only one nomination for Bob the Builder award.

Lisa Silva: Correct, one Bob the Builder and the rest are Vision Zero Hero.

Chris Cochran: Inquired the in-person quorum threshold being 10. As he is covering for Justin Willits, recuses himself from this award voting.
Chair Citro: Clarified that the in-person quorum is 9. Noted that all nominations are deserving and that there are problems voting in-person and online. Asked if anyone wanted to start with nominations.

Sara Hendricks: Noted that the one that stood out to her is Lena Young Green. She has many years and an exceptional track record and has done so as a citizen leader. Other applicants, for many, it is part of their professional lives. For Lena Young-Green, she is doing work as a citizen volunteer.

Lisa Silva: Noted that Catherine Coyle, in chat, nominated Ron Zimprich and that Sandra Piccirilli agrees with Lena Young-Green’s nomination.

Chair Citro: Show of hand vote in person: 9 for Ms. Lena Young Green; Mr. Zimprich: 0
Online: Voice vote for Ms. Young Green and Mr. Zimprich: 3 Aye for Ms. Young-Green, 0 Nay; no votes for Mr. Zimprich.

Lisa Silva: Made note of the nomination of Lena Young Green and said that the other nominees could be cycled through in an upcoming year as all are great candidates. Recipient will be recognized and given a certificate at the upcoming Gulf Coast Safe Streets Summing, November 2 – 4, 2021. A generous donation of a gift card from City Bike will also be presented to the award recipient.

VI. OLD BUSINESS & NEW BUSINESS

A. Park Study Trick or Treat Outreach Event (Lisa Silva, TPO Staff)
   • Went over flyer, going to the three parks identified on October 29
   • Asked for participation from the committee members if they are available

B. Vision Zero – recognizing World Day of Remembrance
   • 11/21, Walk of Silence in the New Tampa area
   • Asked committee members to consider participating
   • 173 fatalities thus far in 2021; for this event in 2020, there were 123 fatalities.

Discussion: Arizona Jenkins inquired if there would be bus service to these events. Ms. Silva will ask staff to include transit service available for the Day of Mourning event page.

C. Carlos Ramirez – inquired if public comments were covered. Chair Citro revisited this. None at this time.

VII. ADJOURNMENT Meeting adjourned at 10:22 AM

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

Chat Comments:
Catherine Coyle (to Organizers and Panelists Only):

9:14 AM: are the poor condition bridges on the current 5 year work plan, and do they have construction funded?

Lisa Silva (to All - Entire Audience):

9:15 AM: if you are in the room PLEASE SPEAK UP and identify yourself!!

Lisa Silva (to All - Entire Audience):

9:15 AM: Gail, that was Sara's question

Beth Alden:

9:20 AM The performance measures that are required by FHWA are reported to FDOT, and then FDOT reports to FHWA on behalf of the whole state.

Lisa Silva (to All - Entire Audience):

9:22 AM: Gail Chris Cochran is speaking

Beth Alden:

9:24 AM We should be able to report transit revenue miles based on what is reported to NTD.

Catherine Coyle (to Organizers and Panelists Only):

10:14 AM: Rob Zimprich

Sandra Piccirilli (to Organizers and Panelists Only):

10:14 AM: I agree

Sandra Piccirilli (to Organizers and Panelists Only):

10:15 AM: with young green

Email:

Peter Syzonenko: Notified Lisa Silva and Gail Reese that he is in Listen Only for the meeting. GoToMeeting was not working for him. (Email received at 9:34 AM, 10/20/2021)
Board & Committee Agenda Item

**Agenda Item:**
Brightline SEIS Historic Resource Review

**Presenter:**
Allison Yeh, TPO Staff

**Summary:**

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.

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 TPO is one of the agencies asked to review and identify any historical resources that may be impacted by this project so that FRA can develop a Cultural Resources Assessment Survey which will be followed by public meetings and agency consultation. TPO Staff is drafting a letter to FRA regarding this action and would like to take comments from the LRC regarding potentially impacted historic resources in the Tampa portion of the study.

There was a 2010 Record of Decision on this preferred alternative and for the current propose project has two changes:

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.
**Recommended Action:**
Provide comments and approve letter.

**Prepared By:**
Allison Yeh, AICP, LEED GA

**Attachments:**
SIGNED Brightline Sec106 Initiation SHPO Letter
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:**
Approval of 2022 Meeting Calendar

**Presenter:**
Committee Liaison, TPO Staff

**Summary**
Staff has prepared a calendar of meetings for 2022. We ask that each Transportation Planning Organization (TPO) advisory committee review and approve its meeting dates. Upon approval by the TPO Board, this calendar will be published and posted online to provide the public with ample notice of meeting schedules.

**Recommended Action**
Review and approve the 2022 TPO Board and Committees Meeting Calendar

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

**Attachments:**
2022 Draft Calendar
## 2022 Schedule of Monthly Meetings

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<th>Month</th>
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<th>LRC 9:00 AM</th>
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### Meeting Location

- **(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

### 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
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**Hillsborough TPO**

**Transportation Planning Organization**
Board & Committee Agenda Item

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

**Presenter:**
Jennifer Musselman, Kittelson

**Summary:**
The USF to Green ARTery trail study is evaluating conceptual and new 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 and has 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, in coordination with area property owners and agency partners providing 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:**
- Presentation Slides
- USF to Green ARTery Trail Study on Project Webpage
Board & Committee Agenda Item

**Agenda Item**
FDOT 56th Street/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:**
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
HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING, OCTOBER 13, 2021
DRAFT MINUTES

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
     o Hillsborough County Complete Streets Guidebook
     o Hillsborough County Comprehensive Plan Mobility Section Update
     o Eminent Domain Process
     o 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.
        o Downtown Interchange Safety & Operations Adjustments – 3 Amendments ~$154 mil
        o Westshore Interchange Reconstruction Preliminary Phase – 5 Amendments ~$80 mil
        o 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
        o Will reduce deaths and serious injury through the interchange by nearly half
        o 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: Point of order, the suggestions are listed on page 42 of today’s presentation, for reference.

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 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%.
- RRFB 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 RRFB 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.
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,
Rollcall 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
     - Happy to see SIS funds can be used for safety. Encourage a Vision Zero plan for the SIS.
     - Flexibility of use for SIS funds for parallel transit facilities and connecting roads.
     - 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. Rollcall 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
     - 140 mil square feet of industrial building in Hillsborough County; supports 18.5% of county employment
     - 56 mil tons of imported material annually, with a value of $55 billion
     - 28 mil tons exported with a value of $37 billion
     - 64% by truck, 23% through the seaport, and ~12% through rail
     - Department provides a safe and reliable movement to support the industries and movement
• Updated Freight Priorities
  o District 7 – 2021 Freight Priorities Capacity / Major Investment Needs
    ▪ Truck parking facilities, Corridor or Segment Locations, Tampa Bay Next Corridor Location
  o District 7 – 2021 Freight Priorities Operational / Interim needs
    ▪ 18 Corridor/Segment locations
  o Tampabayfreight.com
• Review of National Highway Freight Program – freight projects from FY 2019 – 2025
  o Apply to the FHWA which gives the state ~$55 mil year
  o 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
  o Have had 14 projects funded for ~71.6 mil; additional 3 projects for ~$25 mil
• Freight Bottleneck Analysis – done on State Roads
  o 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
  o Users able to input issues verbally, email, through website
  o Issues evaluated, validated, prioritize, create concept, and use push-button design/build solutions
  o 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.
  o Sabal Park – had several improvements come out including operational; simple, like striping, and signal timing
  o Drew Park – realignment, safety opportunities, truck parking and staging
• Review of Truck Parking on I-4 – site concept
  o Reduced time of operations for truck drivers
  o Electronic logging devices on the trucks – drivers have to park where they can instead of safe and secure areas with services that they need.
  o Expanding rest areas
  o 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/
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:** Appreciates 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!”
○ 9/16
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
Committee Reports

Meeting of the Livable Roadways Committee (LRC) on September 15

The LRC heard status reports on:
- Hillsborough County Complete Street Guidebooks and HC Mobility Section Update
- Eminent Domain Process
- HART Transit-Oriented Development (TOD) Pilot Project

Meeting of the Technical Advisory Committee (TAC) on October 4

TAC members unanimously approved the TIP Amendment for the Westshore and Downtown Interchanges. It was noted that the Downtown Interchange has been discussed for some time and the operational improvements are much needed. There was a question on the inclusion of noise walls; a suggestion to ensure LPIs or other pedestrian crossing treatments are included at the added turn lanes on Boy Scout, providing access from residential on the south to the International Mall; and to consider the frequent cyclists riding to Cypress Point Park and the Courtney Campbell Causeway Trail when redesigning the on/off ramps on Cypress Street.

The TAC members agreed that the TPO Board should send a letter in regard to the changes proposed to Rectangular Rapid Flashing Beacons in HB1113 and SB1412. They noted these 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 who depend more on walking, biking and transit. It was also not lost on the committee that the family whose child was killed at an RRFB would ideally like to see changes. There is agreement that better defining where they are placed, with engineering guidance, would be a better approach.

Presentations were received on:
- FDOT Freight Update - The presentation was interesting and well received. The redesign of 62nd Street was recognized as complicated in that this is an area with industrial and residential uses. Minimizing impacts to the neighborhood, and enhancing with a wide sidepath, were supported. Also, the location of new truck parking off of County Line Road made sense since the idling trucks would likely not cause emission and noise issues to residents.
- Pasco County Trail Projects Update - Members were appreciative of the growing trail network in Pasco and hope to see connections to Hillsborough County.
- 2021 State of the System - There was a request to continue to monitor and receive newer data (for example, emissions data) for the dashboard. The maps were recognized as helpful in understanding the issues easier, like crash locations.
• TIP Application Process - The City of Tampa representative thanked staff for including their request for prioritizing resurfacing and bridge repair. The Health Department representative was happy to see the application process and prioritization effort are more equitable in allocating funds and ensuring communities of concern were part of the methodology.

Meetings of the Citizens Advisory Committee (CAC) October 6

Lacking a quorum, the CAC did not take action.

There was no objection to transmittal of a proposed Letter on Rapid Flashing Beacons and Crosswalks, and some discussion that these should be deployed on roads with 35 mph or lower speed limits.

The CAC had several suggestions regarding the TIP Amendment for the Westshore and Downtown Interchanges and Traffic Management Technology. These included:

• Consider making the 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.

The CAC also heard status reports on:

• Hillsborough County Comprehensive Plan Mobility Element.
• The Keys to Mode Shift: Transportation Demand Management
• FDOT Freight Update
• 2021 State of the Union Report
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, and HART to honor the 2021 victims of traffic violence in remembrance with their families.

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

We ask that participants carry the Vision Zero banner, hold a Vision Zero sign, or hold a poster with the name and date of death of a traffic victim (provided). Families and friends who know someone hurt or killed in traffic are encouraged to carry a photo of their loved one. The names of 2021 victims 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