Meeting of the Policy Committee

Wednesday, November 10, 2021, 8:30 AM

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 head-count 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. This meeting may be viewed on Hillsborough Television (HTV) by visiting Spectrum: 637, Frontier: 22 or live stream from Hillsborough County's Live YouTube Channel or the County website's Live Meetings link, also found in the County Newsroom. The agenda packet, presentations, and any supplemental materials are posted on the TPO's online calendar.

Public comment opportunities:
To speak during the meeting - No later than 30 minutes before the meeting, please sign up here or phone 813-756-0371 for assistance. Provide the phone number you will call in from, so that we can recognize your call in the queue and unmute you when the chair calls on you. You will receive an auto-reply confirming we received your request, along with instructions.

Comments may also be given up to 5pm the day before the meeting:
- by leaving a voice message at (813) 756-0371
- by e-mail to tpo@plancom.org
- by visiting the event posted on the Facebook page.

Advance comments will be provided in full to the board members and verbally summarized during the meeting by TPO staff.

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.

Workshop on Fowler Ave Area Planning

Agenda

I. Call to Order & Pledge of Allegiance

II. Roll Call of Committee Members & Welcome of Other TPO Board Members (Gail Reese, TPO Staff)
III. Approval of Minutes: October 13, 2021

IV. Public Comment – 3 minutes per speaker, please

V. Discussion Items

A. Refresher on Fowler Ave Transit & Roadway Concepts (Beth Alden, TPO Director, and HART Representative)

B. HART Transit Oriented Development Study (Jay Collins, Planning Commission Staff) - deferred from October meeting

C. USF Area Walk/Bike Improvements and TPO’s USF-to-“Green ARTery” Trail Study (Wade Reynolds, TPO Staff, and Jennifer Musselman, Kittelson & Assoc.) - deferred from August meeting

D. A Coordinated Approach & Vision for the Fowler Corridor (Ron Barton, Hillsborough County, Rob Rosner, City of Tampa, and Melissa Zornitta, Planning Commission)

VI. Old & New Business

VII. Adjournment

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

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

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I. CALL TO ORDER, PLEDGE OF ALLEGIANCE

Chairman Kemp, called the meeting to order at 8:30 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

II. ROLL CALL OF COMMITTEE MEMBERS & WELCOME TO OTHER TPO BOARD MEMBERS (Gail Reese, TPO Staff)

The following members were present in person: Commissioner Pat Kemp, Commissioner Harry Cohen, Councilman Guido Maniscalco, Commissioner Kimberly Overman, Charles Klug (in at 8:39 AM)

The following members were present virtually: Commissioner Mariella Smith

Welcome to other TPO Board Members present: Councilman Joseph Citro

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 – September 14, 2021

IV. PUBLIC COMMENT – No public comment

V. DISCUSSION ITEMS

A. Purpose of Today’s Workshop (Beth Alden, TPO Director)
   
   • Focused on Performance Based Planning Process
     o Ongoing monitoring to how we are doing – State of Good Repair, crash rates, travel time reliability
     o Setting targets and annually reviewing progress in making improvements
     o Setting priorities for our dollars annually with the TIP Priority list
   
   • Last month, talked about setting safety performance targets. Comes through on a deadline basis set by Federal Government.
   
   • Today
     o State of the System: Monitoring has been done as a static report; shifting to online dashboard to be shared
     o Prioritization criteria for the TIP. Usually comes out of LRTP, may be time to make some changes based on actions taken by the TPO Board in recent years.
B. **2021 State of the System** (Vishaka Shiva Raman, TPO Staff)

- Updated every 2 to 3 years. This time is 3 years.
- Six Performance Measures
  - Safety
  - Roadway Level of Service
  - Transit
  - Non-motorized
  - Infrastructure
  - Emissions
- Gave demo of new site and current data (Urban SDK).
- Review of Performance Measures

**Presentation:** [2021 State of the System Report](#)

**Website:** [https://dashboards.urbansdk.com/dashboards/hillsborough-SoS/Safety](https://dashboards.urbansdk.com/dashboards/hillsborough-SoS/Safety)

**Discussion:**

**Beth Alden:** Noted that Chair Kemp had shown past interest in how many vehicle miles are on our roadways every year. We have the overall number but can also produce per capita and can show trends over time. Asked the committee what numbers strike them as most compelling to the public. We have the ability to take snapshot and provide for public viewing. Looking for feedback.

**Commissioner Overman:** This provides the data necessary to adopt and prioritize policies. Noted numbers around areas of safety, it provides confirmation on things we know. Load of Service was interesting; shows that maybe I-75 needs more help than I-275. Having the Load of Service and Infrastructure data are very valuable. Gives information on where the greatest need is; where the transportation dollars need to be augmented, supported, or moving forward. Seeing ridership in real-time helps us understand the value of the riders but it shows us where people are going. For those of us that sit on EPC, making decisions on how we prioritize our transportation goals and policies have a direct impact on emissions. The real-time nature helps the citizens understand the decisions that we are being asked to consider and make. Makes the information transparent and makes it easier to make the arguments necessary to help our community.

**Commissioner Kemp:** Confirmed interest in vehicle miles traveled and vehicle miles per capita. Thought it would be something the TPO talked about every month when she first came on the Board. Across the country, vehicle miles traveled dropped dramatically during the recession time. It has climbed up but not to the degree we had before. We have a greater population so there are more vehicle miles traveled and we do poorly with transit. The vehicle miles per capita is dropping. Younger people are not willing to do the big haul from an hour and a half away. It’s not the lifestyle. Understands things closer in are more expensive but it’s a matter of cost and a matter of cost to your life. That is a really important measure of what we do. Appreciates what Commissioner Overman noted about I-75. Noted that every night from 4P to 6:30 or 7P, I-75 turns orange and red from I-4 to Sarasota in mapping programs. In the morning, it is orange at Big Bend, which is where we know there is a problem. On I-275, there is a small issue, relatively speaking, as you go north out of downtown, in the evenings, it’s easy to go most of Florida Avenue until you hit Hillsborough Avenue. Does not understand all the focus on I-275, it is not the misery of I-75, which is getting worse. Is anticipating some changes that were put off for a decade; developers at Waterset were to
provide $50 mil for roads and that was excused. Had to wait until other projects were done to get that money, which is just now starting to happen.

**Beth Alden:** Offered to provide snapshots of these performance measures and maps as an addendum to the agenda, quarterly.

**Commissioner Kemp:** Noted the amount of screens in Secretary Gwynn’s office. He watches the traffic all around the region. Asked him about the bridge and West Shore and the decisions to shrink the 4 general purpose lanes to 3. They are extending 2 lanes to the airport. He has daily visual to base the decision on. With the sophisticated tracking and information, we have a great tool. Seeing the Vision Zero fatalities, you can see right where they are. You can see the build-up. Noted she was trying to cross Florida Avenue with a baby in a stroller, there was no place to cross. There are no crosswalks in about ½ mile to the north or the south, north of Hillsborough Avenue; cars and trucks are speeding; it’s very dangerous. It is an attractive nuisance; new housing, restaurants, buildings, people living there and having to cross the street; for most of the time, it’s a drag raceway. Those are the kind of things that need to be focused on and looked at. These are amazing tools. Noted that she saw the carbon on the presentation. Inquired if carbon tracking or air pollution has been done. Brought up studies that show if you live within ½ mile of an interstate, you are getting very toxic air and are in higher rates for heart disease, asthma, childhood asthma, cancer, dementia. Inquired to the tracking on that.

**Beth Alden:** There are a number of air pollutants that we have the ability to track and to estimate based on vehicle emissions. We can report on those things.

**Commissioner Smith:** Very glad that we have the data to back-up the anecdotal reporting of the commute up and down I-75 from South County to anywhere in Tampa job center area. The system is stretched to the breaking point. The level of service is at it’s maximum capacity during rush hour times. If there is one accident, the system cannot handle one accident. If there is one accident, it turns into more than one with people driving at speeds that close. Inquired about air quality impacts of the highways and local roads; those emissions are why the Tampa Bay area has a bad score on air quality and child asthma. It has been studied for people who live near highways; but what about people who drive on highways. Are the air conditioners filtering out the pollutants or cycling that into commuter air?

**Beth Alden:** Does not know but said the staff can look into that.

**Commissioner Kemp:** The studies that have been read is air shed, that goes out approximately ½ mile away from the highways. It has proven to be damaging. The tracking and mapping are at the American Lung Association website. Does not know about the vehicles.

**Commissioner Smith:** There has been some talk, one way of mitigating is by getting the traffic moving through faster, so it doesn’t back up and idle. The reason I-75 is clogged at rush hour is that people are sitting in that for an hour to an hour and a half a day. Would be interested to see if that has an impact on drivers as well as residents in the area.
**Commissioner Kemp:** If we get more cars through faster to spew more carbon does not seem like it would help the problem. Would like to see the study that shows this would improve things.

**Commissioner Cohen:** This data is going to unlock a lot of mysteries. Inquired how COVID has affected the commuting and economic patterns across the last 18 months or so. How are businesses operating differently? It is affecting what happens on our roads and corridors. How has the economy and the commuting patterns changed? This data will have an impact on decisions in transportation, land use and development in the city and the county. We are going to have to have some data that shows conclusively how the pandemic has changed how people work. Things have changed, we don't have a handle on what changes are going to last and which are temporary.

**Commissioner Overman:** If this data gives us information that vehicle miles traveled declined due to investment in safe streets, sidewalks, walkability, transit, telecommuting; all of those decisions and changes in behavior, in people’s choices to move into the city due to these improvements and living and breathing Vision Zero. All of that plays a direct impact to equity decisions when it comes to policy. When individuals drive shorter distances, their insurance rates should fall. Auto insurance is a major expense to most households. When they can’t afford it and don’t have it, it causes other kinds of fallouts. So, our vehicle miles traveled may show confirmation that our decisions for walkability, trails, and bike lanes matter. The data will help us see how things shift when we’ve made investments in certain areas. It may not be universal across the entire county. There is valuable opportunity to looking at how we are making decisions and working with all of the partners to provide a safer community. It does matter when we look at the broader picture and how it plays in the equity priorities.

C. **TIP Prioritization Criteria Adjustments** (Johnny Wong, TPO Staff)

Another story about the dashboard, it is a regional success. Worked with the other regional TPO/MPO staffs for six months on this data. District 7 came in at the last minute and decided to fund the entire project. It kicked off in September.

- TIP Prioritization methodology is a work in progress
  - Adjust to add Equity, Resilience, Technology, and some federally required performance measures.
- Reviewed equity and how it can impact the TIP prioritization
- Reviewed resilience
- Reviewed technology solutions
- Reviewed Public Transit and Safety
- Process Changes – all, except the very last one, have been discussed with agency partners and met with positive feedback
  - Adjust the timeline – need more time to go through process. Solicit earlier and have more time to evaluate in a more robust way. Have created an application form for all projects received.
  - State of Good Repair and Resilience – don’t currently look at performance metrics. Have typically allocated $4 mil to replace busses. Shifting to measured impacts.
- Vision Zero – seeking feedback from committee on addition criteria
- Smart Cities – traditional and modern approaches, new map will become part of the Smart Cities Vision Map (utilize for criteria), looking to add a way to evaluate tech for projects.
- Real Choices When Not Driving – add equity criteria
- Major Projects – add equity criteria relying heavily on partner agency public engagement

- Reviewed Long Long-Range Allocation of All Future Transportation funding, TPO share of funds is a small fraction.
- Receive guidance from TPO Policy Committee – proposal to evenly divide funds across four categories or stagger funds.

**Presentation: TIP Prioritization Update**

**Discussion:**

**Commissioner Overman:** Looking at the Long-Range allocations, asked for clarification on which percentage chart is the current method. Inquired how the difference between historical allocation and proposed allocation plays out with the new information we have with the dashboards.

**Beth Alden:** The arc in the Long-Range Plan does include the sales tax for transportation. The portion that comes from grant funding is much smaller. Asked if the TPO Policy Committee would like to provide any further direction with how the grant funds are allocated. Tend to run out of funding by the time it gets to Smart Cities. Working with FDOT on funding as well. Seeking feedback on how the federal dollars that we have direct control over are allocated by going down the list (current method) or by more even split of funding projects.

**Commissioner Overman:** Asked for clarification on the percentage breakdown and if that is the grant funding receiving county matching dollars. Noted that in the goal for equity there is value in investing in technology but also in Vision Zero where we can see where we are going. Asked for help understanding the impact of the two different allocation methods to policy goals.

**Beth Alden:** In the current model, Vision Zero is receiving ~6% ($2 billion) in year of expenditure. That is inflated and the target of the funding is between 2026 – 2045. The TPO receives ~$20 mil per year x 20 years, add a bit of inflation, ~$500 mil. That is ¼ needed for Vision Zero without touching the other programs. Challenging to find a rational approach for using the grant dollars with such a shortfall in funding the basic programs.

**Commissioner Smith:** The numbers of $2 billion between now and 2045, questioned if that is counting having a penny sales tax and dividing it up over the 25 years. It’s great to have that wish list plan but is counting chickens before they are hatched. The $15 – $20 mil per year, is what we have without the sales tax. It’s very little money. The state of good repair are the most expensive projects and get the most bang for the buck out of bike paths and sidewalks compared to road repair.

**Johnny Wong:** Tough to say which projects move the needle the most. Do not currently evaluate projects to any specific performance criteria. We know that there is a tremendous backlog, especially for HART. HART is given money for bus replacements, maintenance facilities, and bus stop repair each year.
**Commissioner Smith:** With what we are giving them, if it was divided up in quarters, what would be given to HART and shared with Good Repair projects? Is that a drop in the bucket of buying a bus or even repairing a bus stop? The Smart Cities, to understand what it is worth to put money into that versus a new bike lane; the long-range goal of the technology is to improve travel time reliability by 20%. That is not the same as improving travel time by 20%, it’s improving the travel time reliability by 20%.

**Johnny Wong:** Correct. Far more expensive to achieve that kind of goal. The Major Investments category is more suitable. The Smart Cities program is a slightly less expensive way of achieving, perhaps, the same outcome. Rather than claiming we are going to reduce a ton of traffic on the network, we would rather improve the way it flows; clear out some bottlenecks.

**Commissioner Smith:** Improving travel time reliability by 20%, if I have an hour-long commute, that’s not bringing my commute down to 48 minutes; if I have an hour commute that is occasionally longer or shorter, it will be an hour more often.

**Johnny Wong:** Yes. It could also be, you travel to work five days a week and one day is currently unreliable; if we improve travel time reliability by 20%, that will mean the commute time would be reliable all five days in the week.

**Commissioner Smith:** But it’s still an hour. When we are looking at so little money, ~$20 mil a year and four different buckets, where we are at today, the measure of success is Smart Cities is more reliable travel time but the measure of success in Vision Zero is maybe saving a life or debilitating, traumatic injuries. Given that the State of Good Repair, it doesn’t move the needle, but Vision Zero is more bang for the buck. It is a way to think about these buckets, the measures of success, and making sure enough money is put in the life-saving Vision Zero repair/improvements would be a priority of mine.

**Commissioner Kemp:** Noted that $15 to $20 mil is a drop in the bucket. It’s been focused on the State of Good Repair, basically buying buses. That is needed. Vision Zero has been the second. Smart Cities and Real Choices has been down there; can’t really think about those unless we get more money. Even $32 mil a year isn’t going to be that much more changing. Believes current allocation is the right thing to do.

**Councilman Maniscalco:** This shows us the importance of having a dedicated sales tax. Many people are moving here and it’s not helping. We are so backlogged due to lack of funding. Thanks to the County Commission, a road in a neighborhood was paved after waiting for four years; the last time it was paved was 25+ years ago. Constituents ask when are you going to fix the roads, HART stops and bus transit are lacking, pedestrian safety. We need the dedicated funding, and this shows the urgency.

**Commissioner Kemp:** How do you judge the equity of something? It was defined as low-income, minority communities. If you judge, for instance, the regional parking garages. If we are looking at a commuter coach bus versus desperately needed local service; if you judge one without the other, there is no alternative analysis. Desperately needed to note that it hasn’t come in as a factor the costly, long-range service that serves wealthier communities solely for commuting into work and not for service all the time. That is something we need to be thinking about.
Commissioner Overman: Addressing the comment about the equity and the decisions, we are not able to discern the methodology previously used for funding the LRTP and the financial impact versus going to an equal allocation. The LRTP has been done, we have the goals, we don’t have the surtax, which is unfortunate. We have made decisions for the future in previous allocations. If we go to an even divided plan, what, in the previous plan, is going to lose? How is that going to impact the LRTP; what are we going to have to give up? What does the new allocation model do? Will need guidance on that before being able to provide further guidance on how to make allocations.

Beth Alden: Short answer is less money going towards Vision Zero and Good Repair projects. We are able to move the needle a bit in those areas. If we were to shift money, we would not have as much impact.

Commissioner Kemp: Noted importance of having time between Policy and Board meeting. Time is not permitting on the next presentation, listed as “if time permits”

D. Transit Oriented Development on the Streetcar & HART Arterial BRT Corridors – if time permits (Sarah McKinley, TPO Staff) – deferred

VI. OLD & NEW BUSINESS – Bring Transit Oriented Development presentation to next meeting as first item.

VII. ADJOURNMENT – The meeting adjourned at 9:54 AM

Recording of this meeting can be viewed at: https://www.youtube.com/watch?v=YIcI0TLHRxw
Board & Committee Agenda Item

**Agenda Item:**
Refresher on Fowler Ave Transit & Roadway Concepts

**Presenter:**
Beth Alden, TPO Director, and HART Representative

**Summary:**
The University area is one of our county’s top three large clusters of jobs and activity, and Fowler Ave is central to it. As the area continues to grow, its development pattern and transportation system ideally will evolve from suburban to more urban, providing more choices to residents, students and businesses.

As a preface to day’s discussion of the next steps in planning for this gradual change, staff will briefly review two planning studies which have been presented in the past: HART’s ongoing Bus Rapid Transit (BRT) study for the Florida Ave and Fowler Ave corridors; and FDOT’s multimodal feasibility study for Fowler Ave. Both studies lay the groundwork for a PD&E study of Fowler Ave which FDOT is scheduled to kick off in Spring 2022.

Consistent with the TPO’s adopted priorities, FDOT’s subsequent phases for Fowler Ave, design/engineering and construction phases, are also funded within the following five years.

**Recommended Action:**
None; for information and discussion

**Prepared By:**
Beth Alden, AICP

**Attachments:**
Presentation slides (excerpts of previous presentations)
Board & Committee Agenda Item

**Agenda Item:**
HART Transit Oriented Development (TOD) Pilot Project

**Presenter:**
Jay Collins, Planning Commission

**Summary:**
In March 2020, HART, with the City of Tampa, Planning Commission, and MPO staff kicked-off a Federal Transit Administration (FTA) sponsored study to review and update the City’s TOD related policies. The study focuses on the Florida Avenue corridor, in coordination with the HART BRT Study, the Tampa Streetcar Extension and station area planning for the Palm Avenue Streetcar Station to look at Comprehensive Plan Policies to promote and incentivize TOD. The study will conclude in recommending new policies that will be applied to the corridor and throughout the City and Hillsborough County.

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

**Prepared By:**
Sarah McKinley, TPO Staff

**Attachments:**
1. Presentation Slides
2. Project Website: [https://goharttod.org/](https://goharttod.org/)
WELCOME!

HART and our partners at the City of Tampa and Hillsborough County are studying land use and development along the planned corridors for improved transit service connecting Downtown Tampa and USF.

Study Goals

- Protect and improve community character, livability, and resilience.
- Encourage a diverse mix of transit-supportive uses—housing, workplaces, shops, and supportive services.
- Create complete, safe, walkable, and bikeable streets and street networks.
- Ensure context sensitive buildings and public spaces.
- Improve walk, bike, and transit access to local and regional destinations.

Study Progress

- Studying conditions along the corridor
- Meeting with Working Group
- Exploring strategies to guide development, meet community needs, and take full advantage of planned transit projects

What’s TOD?

Steve Schukraft, HDR

“TOD” stands for Transit Oriented Development. TODs are places designed to capitalize on access to enhanced transit.

Walkable & Connected

Walkability is a key feature of successful TODs. TODs are places that encourage walking, with pedestrian-friendly streets, buildings, and public spaces. TODs offer travel choices, from walking and biking and local and regional transit to last mile mobility like bike share, car share, and emerging forms of micro-mobility.

WHAT IS TOD?

Walkable & Connected

- People within a half-mile radius are 5 times as likely to walk to a major transit stop than others.

Study Update

Steve Schukraft, HDR
**Planned Transit Investment**

**HART ARTERIAL BRT STUDY**
- Improve safety and transit operating conditions
- Improve connectivity for east-west routes
- Improve access for communities between USF and Downtown Tampa

**TAMPA STREETCAR EXTENSION**
- Modernization of the existing system
- Extension through Downtown to Palm Avenue along Florida Avenue and Tampa Street
- Frequent service, expanded service hours and level boarding

**COMPLETED EARLY RESEARCH**

**STUDY UPDATE**

**STUDY AREA**
The project corridor extends from Downtown Tampa to USF along Florida Avenue, Nebraska Avenue, and Fowler Avenue. The area includes sites fronting the Streetcar and BRT routes as well as areas within a short walk of planned stops.

**LAND USE & DEVELOPMENT**
Understanding the diversity of conditions and contacts is a critical early step in the planning process. A very wide range of land uses and development conditions exist within the study area, from highly urban and walkable places Downtown to more auto-oriented locations along North Florida and Fowler Avenues.

**HIGH GROWTH**

**UNDERSERVED COMMUNITIES**

**PERCENT BELOW POVERTY LEVEL**
Transit investment improves access to employment, education, and community services for neighborhoods with high concentrations of lower income residents.

**ZERO VEHICLE HOUSEHOLDS**
Improved transit is designed to benefit communities with low levels of access to private vehicles.

**FORM & CHARACTER**
The corridor represents a microcosm of the development story of American cities, from traditional patterns of development Downtown to more auto-oriented suburban patterns to the north.

**TOD OPPORTUNITIES**
Opportunities for new development and redevelopment differ greatly by subarea but fall within the three primary categories:

- **URBAN INFILL & REDEVELOPMENT**
- **INCREMENTAL INFILL & ADAPTIVE REUSE**
- **SUBURBAN RETROFIT**

**STUDY UPDATE**

**STUDY UPDATE**

**STUDY UPDATE**
Plan Strategies
Steve Schukraft, HDR

PLAN STRATEGIES
1. Improve walking, biking, and access to transit
2. Promote housing affordability and diversity
3. Encourage TOD and protect neighborhood character

 IMPROVING WALKING, BIKING & ACCESS TO TRANSIT

1. How can we make it easier and safer to walk and bike along the corridor and to transit stops?

IMPROVE WALKING, BIKING & ACCESS TO TRANSIT

Distance Between Protected Crossings
Distance between traffic signals and pedestrian crossings contributes to high-speed driving and makes it difficult to safely cross the corridor.

POOR WALKABILITY ALONG THE CORRIDOR
Sidewalks are generally narrow and in poor condition, and there is no separation between sidewalks and travel lanes.

PLANNED
EXISTING

STRATEGIES FOR IMPROVEMENT

- Explore signal timing adjustments and other “speed management” techniques to slow travel speeds
- Add additional mid-block crossings
- Improve crosswalk pavement markings and lighting
- Provide high quality streetscape and shelter improvements at streetcar and BRT stops
- Prioritize improvements at stop locations

BICYCLE FACILITIES
- Improve connections to existing and planned trails
- Encourage expansion of bike share and micromobility options

DEVELOPMENT REGULATION
- Require modest front setbacks to allow for wider sidewalks
- Limit front parking and minimize driveway cuts

PROMOTE HOUSING AFFORDABILITY & DIVERSITY

2. How can we protect existing housing affordability, encourage new affordable housing, and increase the diversity of housing options?

PROMOTING HOUSING AFFORDABILITY & DIVERSITY

Understanding Rental Affordability
Completed research to understand market pressures and the potential for displacement as transit investment impacts local and regional accessibility.

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LOCALLY RESTRICTED AFFORDABLE HOUSING (LRAH)
NATURALLY OCCURRING AFFORDABLE HOUSING (NOAH)
HIGHER RENT HOUSING (RRAH)
Affordability at Risk

- Limited presence of NOAH units in Downtown, Tampa Heights, and Seminole Heights.
- The limited number of NOAH units in Seminole Heights are at risk of displacement due to strong market performance and recent price increases.
- The highest percentages of renter occupied units and NOAH units are in neighborhoods north of the Hillsborough River.
- Areas north of the river are at the greatest risk of declining affordability and displacement as market conditions improve.

Addressing Affordability

Crafting tools to address the deficit of affordable housing, including development of anti-displacement strategies and programs to protect naturally-occurring affordable housing and develop new affordable housing.

- Locally operated programs to build and/or maintain affordable housing
- Local regulations which protect affordability
- Regulatory tools to streamline review processes and increase the supply of affordable units
- Tools that establish funding sources for affordable housing
- Tools that will garner support and partnerships for affordable housing

Missing Middle to Meet Changing Demand

Allow for a range of Missing Middle housing types in walking distance of stops.

TOD Place Types

- A planning tool to guide development and redevelopment
- Foundation for comprehensive plan policies and zoning standards
- Guidance about the appropriate form and scale of buildings
- Tailored to fit different communities and contexts

TOD Place Types: Downtown

LOCATION
- Downtown Tampa South of I-275

OPPORTUNITIES
- The most “transit rich” place in the region.
- Continued infill and redevelopment of full and partial blocks

ACTIVITY/USE
- Regional employment center and destination for entertainment, culture, sports, and education
- Mixed uses including office, residential, civic, and educational

BUILDING FORM
- Tall buildings with structured parking
- Active storefronts along priority pedestrian streets
- Walkable streets and streetscapes
**TOD PLACE TYPES**

**Urban Centers**

**LOCATIONS**
- North of Downtown to Palm Ave
- Suburban Retrofit Sites @ Waters and University Mall
- Employment Intensive Locations @ USF & the VA

**OPPORTUNITIES**
- More intensive development in locations with large blocks of vacant and underutilized sites
- Plan for phased development of larger sites and those with weaker market potential

**ACTIVITY/USE**
- Community centers for commercial activity, higher density housing, education, and employment

**BUILDING FORM**
- Midrise buildings with active ground floor uses
- Improved streetscapes
- Parking behind buildings

Local Examples: The Pearl, Heights Union & Midtown Tampa

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**TOD PLACE TYPES**

**TOD Centers**

**LOCATION**
- Primary BRT Stops in Tampa Heights, Seminole Heights, and along Fowler

**OPPORTUNITIES**
- Infill along the corridor frontage near primary stops

**ACTIVITY/USE**
- Community centers for commercial activity, higher density housing, education, and employment
- Missing Middle housing transitioning to neighborhood
- Mix of ground floor uses

**URBAN FORM**
- Three to five story buildings aligned along sidewalks
- Surface and structured parking behind buildings
- Scale of buildings limited by lot sizes
- Lower building heights close to neighborhoods
- Improved sidewalks along the project corridor and side streets

Local Example: The Hites

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**TOD PLACE TYPES**

**TOD Centers**

**OPPORTUNITIES**
- Infill along the corridor frontage near primary stops

**ACTIVITY/USE**
- Community centers for commercial activity, higher density housing, education, and employment
- Mix of ground floor uses

**URBAN FORM**
- Three to five story buildings aligned along sidewalks
- Surface and structured parking behind buildings
- Scale of buildings limited by lot sizes
- Lower building heights close to neighborhoods
- Improved sidewalks along the project corridor and side streets

Local Example: The Hites
ENCOURAGING TOD & PROTECTING NEIGHBORHOOD CHARACTER

TOD PLACE TYPES

TOD Corridors
LOCATION
• Smaller sites fronting Florida, Nebraska, and Fowler between Centers
OPPORTUNITIES
• Incremental infill and redevelopment of auto-oriented and underutilized sites directly on the corridor
• Missing Middle housing transitioning to neighborhood
ACTIVITY/USE
• Neighborhood supporting uses and diverse housing
URBAN FORM
• Two to four story buildings aligned along sidewalks
• Lower building heights close to neighborhoods
• Mix of ground level uses
Local Examples: The Avenue Lofts

TOD Neighborhoods
OPPORTUNITIES
• Vacant and underutilized sites within walking distance of planned stops
ACTIVITY/USE
• Missing middle housing types including small lot single family, accessory dwelling units, and attached single family
BUILDING FORM
• Two to three story scaled to fit neighborhood context

CLOSING
Next Steps
• Refine strategies and recommendations
• Workshop with Planning Commission and TPO Cmts - Oct 2021
• Prepare Plans for Palm Avenue Station Area
• Finalize Plans in Fall 2021
Project updates will be sent to all workshop participants

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Board & Committee Agenda Item

Agenda Item:
USF to Green ARTery Trail Study

Presenter:
Wade Reynolds, TPO staff

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; 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 to TPO Board

Prepared By:
Wade Reynolds, AICP

Attachments:
Presentation
Project Webpage
Board & Committee Agenda Item

**Agenda Item:**
A Coordinated Approach and Vision for the Fowler Corridor

**Presenter:**
Ron Barton, Hillsborough County, Rob Rosner, City of Tampa, and Melissa Zornitta, Planning Commission

**Summary:**
Staff of Hillsborough County, the City of Tampa, and the City-County Planning Commission are working together to consider the recommendations of the HART Transit Oriented Development study and identify future directions in land use, zoning, and economic development for the University area. The next steps will be coordinated with the transportation planning processes that are ongoing or upcoming, and could be guided by a broader visioning effort, with input and participation from the many stakeholders in the University area.

**Recommended Action:**
None; for information and discussion

**Prepared By:**
Beth Alden, AICP

**Attachments:**
None