Meeting of the Livable Roadways Committee
Wednesday, December 15, 2021, 9:00 a.m. – 11:00 a.m.

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

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

Remote participation:
- To view presentations and participate on your computer, tablet or smartphone: https://attendee.gotowebinar.com/register/322252983716381710
- 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 – November 17, 2021

III. Action Items
A. Safe Access to Parks Pilot Study (Lisa Silva, TPO Staff)
IV. Status Reports
   A. City of Tampa Neighborhood Commercial District Plans (Frank Hall, City of Tampa Planning Staff)

V. Old Business & New Business

VI. Adjournment

VII. Addendum
   A. Brightline SEIS FRA letter
   B. TPO Meeting Summary and Committee Reports

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

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I. **CALL TO ORDER**

Chair Citro called the meeting to order at 9:02 AM and led the Pledge of Allegiance.

Members Present In-Person: Councilman Joseph Citro, Cal Hardie, Michael Maurino, Peter Syzonenko, David Hey, Emily Hinsdale, Karen Kress, Roger Menendez, Arizona Jenkins, Alex Bourne, Krystina Steffen

Members Present Virtually: Christine Crespo Valentin, Oona Johnsen (Alt), Mark Hudson, Larry Josephson, Matthew Lewis, Justin Willits, Jason Jackman, Sara Hendricks, Sandra Picirilli, Matthew Pleasant

Members Absent: Karen Cashon, Catherine Coyle, Gus Ignas

Other Attendees: Lisa Silva, Jason Krzyzanowski, Gena Torres, Amber Simmons, Allison Yeh, Gail Reese (TPO Staff), Brian Shroyer, Emmeth Duran (FDOT), Jennifer Musselman, Sigal Carmenate, Leyi Zhang (Kittelson Assoc.), Gil Martinez (Enterprising Latinas), Tim Heberlein

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

Welcome to new member, Alex Bourne.

II. **APPROVAL OF MINUTES** – October 20, 2021, meeting.

Sara Hendricks sent an email clarifying a discussion on efficiency measures. Change made per the email to the October 20, 2021, minutes on November 23, 2021.

Motion made to approve minutes with clarifying comment from Sara Hendricks by Roger Menendez, seconded by Michael Maurino. Voice vote passes unanimously.

III. **PUBLIC COMMENT** – None

IV. **ACTION ITEMS**
A. **Brightline SEIS Historic Resource Review** (Allison Yeh, TPO Staff)

- Brightline highspeed rail project from Tampa to Orlando.
- FRA initiating consultation under Section 106 of the National Historic Preservation Act.
- Record of Decision (ROD) in 2010 for previous alignment showed no adverse effects.
- New alignment moves downtown station from Old Scott Jail (near Marion Transit Station) to Nuccio Parkway & Nebraska Ave (Union Station).
  - Travels north along the western edge of Nick Nuccio Parkway to elevated interface with the I-4 corridor at the 14th-15th Street interchange. Transitions into I-4 median and follows the FHSR alignment heading east.
  - Alignment follows FHSR corridor thru Polk, Osceola, and Orange Counties to Orlando International Airport.
- This is the beginning of the process. National Historic Preservation Act – Section 106 Consultation.
  - Seek, discuss, and consider views, and seed agreement where feasible.
  - Identify an Area of Potential Effect (APE)
  - FRA prepares Cultural Resource Assessment Survey (CRAS) to identify historic properties listed or eligible for listing in the National Register of Historic Places (ex. Union Station).
  - FRA will then provide public involvement and consultation schedule relevant to the Section 106 process through a Cultural Resources Committee (CRC).
- After the meeting, Lisa Silva will be drafting a letter that will contribute to the Cultural Resources Assessment Survey.
- Adverse effect – Project may alter characteristics that qualify a specific property for inclusion in the National Register in a manner that would diminish the integrity of the property.
  - Physical destruction or damage
  - Alteration inconsistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties
  - Relocation of the property
  - Change in the character of the property’s use or setting
  - Introduction of incompatible visual, atmospheric, or audible elements
  - Neglect and deterioration
  - Transfer, lease, or sale of historic property out of federal control without adequate preservation restrictions.
- Showed map of historical areas and structures – 7th Avenue is designated as one of Americas Great Streets
- Land Use Considerations
  - Project alignment travels through the Ybor City Urban Village – area is trending towards a mixed-use development pattern.
  - Tampa Comprehensive Plan seeks to ensure that redevelopment projects in mixed use corridors & urban villages are designed for pedestrian traffic and connect and support citywide transit system.
  - Segment travels through Ybor City Local Historic District which is under the purview of the Barrio Latino Commission (BLC)
• BLC issues Certificates of Appropriateness prior to the City of Tampa’s issuance of a building permit.
• Plan amendments within the local district are also reviewed by the BLC prior to proceeding to the City Council.
• Tampa Comp Plan has a number of areas that speak to Historic Resources
  o 16.1 – Looks to preserve Tampa’s historic resources
  o 16.1.2 – Support historic preservation in neighborhoods
  o 19.1.2 – Review development requests that may have an adverse effect on the historic character of the historic district, building, site, or object...
  o 19.1.9 – The Architectural Review Commission shall review all applications for alterations, demolition, relocation and new construction in historic districts...
• Historical Neighborhood Context
  o Black and Hispanic Residents of Ybor City, V.M. Ybor, and Tampa’s Downtown neighborhoods have been seriously impacted by public works projects and attempts at redevelopment in the area.
  o Urban Renewal in the “Scrub” neighborhood and Ybor City led to significant displacement of Black and Hispanic residents from the area, coupled with significant displacement as a result of the construction of the Interstate Highway System.
  o These historic and ongoing impacts to the residents of these neighborhoods, particularly Black and Hispanic residents, must be seriously considered and addressed if any potential exists for displacement as a result of this project.

Requested Action: Provide comments and approve letter to the Federal Railroad Administration (FRA) that includes all the information seen and additional comments.

Discussion:

Roger Menendez: Inquired as to who is doing the CRAS for this project.

Allison Yeh: The Federal Railroad Administration is taking the comments.

Chair Citro: This discussion is about the historical nature of this area and Brightline’s terminal. Inquired if there has been any thought to a multimodal HUB that will connect Brightline with any other transportation in the future or coming soon, such as the streetcar. Asked how people coming from Disney with their family and luggage are going to get to the airport.

Allison Yeh: On the Tampa end, Union Station has not been called out in the letter received from the FRA. There is a plan, locally, for a multimodal station. In the documentation the committee received, they mention that there will be two stops in Orlando: one in Disney and one at Orlando International Airport. That will be connected to the Brightline network. They are using the diesel units, so there will be future compatibility with the highspeed rail network.

Chair Citro: Wants more and more people to come to Tampa for many things. Seems there should be some connectivity and if it was in the plan for the future.

Arizona Jenkins: Is this Brightline terminal going to be ADA compliant?

Allison Yeh: It will have to be.
Arizona Jenkins: With Amtrak, you have to call ahead and reserve for a wheelchair. Asked if this will be like that or availability of roll-on service.

Allison Yeh: Currently, we have the alignment. This is going through federal review.

Arizona Jenkins: There are two different ADA compliances; one has wheelchairs locked down and one where you have to hold onto a pole. Asked if the wheelchairs will be strapped down.

Allison Yeh: We can add this concern to the letter and ask that it be addressed as part of the consultation process.

David Hey: Noted that he has ridden Brightline and that they are level entry. The website says that if a passenger is using a wheelchair, it needs to be added to the reservation, so they know if you are using one of their chairs or remaining in yours. Everything he saw was level.

Cal Hardie: The station would need to be consistent. So, anything they are using over there, they would need to use here.

Allison Yeh: Noted that they are using the same trains as Brightline. That should be consistent. Personal experience with highspeed trains has been level surface.

Michael Maurino: Questioned the portion that Brightline is doing between I-4 and Union Station, whether it is new rail and will have to be constructed; new Right-of-Way and new track. Once you get to there, the only east/west line is Polk Street. If any line is to go east/west, they would need all new rail line.

Allison Yeh: The letter did not specify that portion. Will ask about this. This is about a letter for Historic Review of moving the former proposed station to the new proposed station. Will also ask about when there will be public hearings.

Lisa Silva: Noted that the letter from the FRA asked for a Historical Resources Impacts shifting from the old, proposed location to the new, proposed location. That is the extent of our review and what we know currently. Acknowledge the interest in local connections; that will be put on a future agenda. Noted that Christine Crespo Valentin asked about public hearings and public input in the chat. We do not have those dates currently. Said that Wade Reynolds posted about the ADA access in the chat.

Chair Citro: Noted that the committee should prepare itself now for questions it will be asked later and giving fore warning, which is fair warning, to people who will be asking where the Brightline is going to drop people off, this will prepare them for the future.

Arizona Jenkins: Inquired to the cost of the ride.

Allison Yeh: Not at this time. Likely what Brightline will be currently charging. Addressed Ms. Valentin's question about public input. We are identifying a potential effect now. Once the FRA prepares a Cultural Resource Assessment, they will come up with a schedule which is typically through the Cultural Resources Committee. Suggested that any organizations and/or individuals that we want included could be noted in the letter. Asked if everyone was OK with the identified resources. Pointed out the Jackson House that was used to house African American travelers during the time of segregation. It is an important building right across from Union Station. The letter is due tomorrow.
Lisa Silva: Another opportunity that is related is a presentation on multimodal projects and Brightline in the Ybor area confirmed for the December meeting.

Arizona Jenkins: Asked if the future meeting is going to be in Ybor.

Lisa Silva: No, it will be at the December LRC meeting. There is a developer proposing a development near this station. They are confirmed as a guest for the December LRC, TPO Board, and BPAC meetings. This will be more on multimodal and transit in this area.

Lisa Silva: Asked Melissa Collazo’s question from chat. “I realize the review found negative cultural effects; did we find adverse effects to historical properties/building?”

Allison Yeh: That will be part of the Cultural Resources Assessment. We are identifying potential areas of impact. In the 2010 ROD, there were a few properties identified; final findings indicated no conditional effects. It was the North Franklin Street Historic District as well as the St. Paul AME church that had visual impacts. Noted that this information is in the Agenda Packet. The Historic Ybor District, there were two direct takings there; they were addressed. The German American Club had noted some visual effects and vibration effects. Believes these will be common issues addressed as part of this process. We are noting where the historic properties are. The map will be included with the letter.

Cal Hardie: Noted that area of 14th and 15th are splitting a portion of Ybor now. It should be noted, when they come in as an elevated train, we don’t want to create more barriers. The rail will come in up high. Do not want to add additional walls around creating more barriers and walling people into that one section. It will shut that area off more from the rest of Ybor than it already is.

Michael Maurino: The proposed station is just west of Union Station. If Union Station is not going away and the new station is going to be right next to it, there has to be some incorporation of aesthetics or architecture reflecting the neighborhood. It needs to match the neighborhood as opposed to something ultra-modern that doesn’t fit in the area.

Christine Crespo Valentin (from chat): “It is difficult to read the map in certain areas, however, can you confirm if Perry Harvey Park is included under the local historical landmarks?” Sees Kidd Mason Center which is across from the park. This center is very important in the community. The children that attend daycare at Kidd Mason Center use Perry Harvey Park beyond a lot of other activities that happen at the park. This is a historical, cultural point of significance.

Allison Yeh: That’s probably not noted right now but will note it as a potential, historic landmark. Perry Harvey Park is a little bit newer but the structures around it are and within the Encore Community.

Cal Hardie: Acknowledge that the station will need to match the area aesthetics but so should any structures; they should try to match and not stand out. Character should be brought into the structure and not just have a concrete pier.

David Hey: The map is showing the national historic districts and not the local historic districts. The local goes west of Nuccio.

Allison Yeh: We will look at the local historic districts.

Arizona Jenkins: Inquired if this will be using the Amtrak tracks, where the new station and tracks are.
Chair Citro: Requested that language be included about looking to the future for a multimodal hub in that area.

Motion to compose letter by Michael Maurino, seconded by Cal Hardie. Voice vote, motion passes unanimously.

B. Approval of 2022 Meeting Calendar (Lisa Silva, TPO Staff)
   • Shifting the schedule to the fourth Wednesday of each month unless there is a TPO conflict.
   • Request committee members look at the dates and express any challenges.

   Recommended Action: Approve the calendar as presented.

   Motion made by Karen Kress to approve calendar, seconded by Roger Menendez. Voice vote, motion passes unanimously.

C. USF to Green ARTery Trail Study (Jennifer Musselman, Kittelson)
   • Study area review
     o USF/Veterans Hospital to Planned Green ARTery Trail
     o Determine feasibility
   • Three proposed alignments
     o Alt 1: 12th Street/Lantana Avenue – Primarily serves Communities of Concern which are concentrated in the western part of the study area
       ▪ Treatments – slow vehicles with traffic circles, diverters for through travel, speed humps, separated facilities on higher speed roads
     o Alt 2: 22nd Street – Serves some Communities of Concern
       ▪ Recommendation is to have a separated trail the entire way, raised crossings, trail indications, major intersection improvements
     o Alt 3: 30th Street – City of Tampa is already looking at this and may be advancing in the near term.
       ▪ Treatments – separated trail
   • Goals – Improve safety, increase low-stress network connectivity, improve access for Communities of Concern, Leverage Uptown Master Plan, improve walk and bike access to high frequency transit routes, attract users of all ages and abilities.
   • Alternatives evaluated based on goals
     o Alt 1: only alternative meeting needs of Communities of Concern, lowest risk to implement
     o Alt 2: meets goals of study the best, it goes up the middle, riskiest to implement due to major changes
     o Alt 3: meets four of six goals and is relatively low risk to implement
   • Key Partners
     o City of Tampa  o Hillsborough County  o FDOT
     o IP Tampa Innovation Partnership  o Rithm At Uptown  o USF
     o Veterans Hospital  o University Mall  o CSX
     o Campus Hill Dr. Neighborhood
   • Focus Group – feedback on trail alignment
- Recommended shift from 15th St to Lantana Ave.
- 22nd St would require utility coordination
- High traffic volume and speed may make 30th St uncomfortable even with a trail
- Take future development into consideration
- Public Survey – open for six weeks, focused outreach to Communities of Concern, incorporated flyer distribution, in person outreach, paid ad on Facebook
  - Key partners assisted in reaching their organizations
  - 77 responses, 1/3 from Communities of Concern
  - Over ½ described themselves and “interested but concerned”
  - Health and fitness most common motivation
  - Most participants want to connect USF, University Mall, Rowlett Park, and University Square Neighborhood.
- Public Preference – 45% prefer alignment on 30th Street, 36% on 22nd Street
  - Respondents would prefer a separated trail on 22nd St, would not feel comfortable with on-street facilities.
- Recommended Alternative – move forward with Alt 1 and Alt 3. Alt 3 is a continuation of what City of Tampa has started. Alt 1 is consistent with the TPO’s Real Choices When Not Driving Needs Assessment.

**Recommended Action: approve recommendations in the report.**

**Discussion:**

**David Hey:** Asked how lighting or lack of lighting was taken into account when deciding these potential routes, particularly the ones that are sharing the roads with vehicles.

**Jennifer Musselman:** Did not take existing lighting into account. With alternatives moving forward, lighting would be a consideration in design and enhance lighting where needed.

**Arizona Jenkins:** Questioned if this will go through 12th Street and Linebaugh.

**Jennifer Musselman:** Yes, will be on Linebaugh for just a bit.

**Arizona Jenkins:** This is a dangerous area.

**Jennifer Musselman:** We have made recommendations for improvements to make it safer.

**Michael Maurino:** Questioned what feedback was received from the School Board.

**Jennifer Musselman:** The School Board was not engaged directly.

**Michael Maurino:** Sulphur Springs Elementary is specifically mentioned. It is K – 8; there is one more K – 8 and two elementary schools that are in this segment. The scoring for Alternative 2 noted needed access to schools, parks, and businesses. Understands that 22nd St has safety challenges. 22nd Street has two schools, three parks, and a middle school. This is why I asked what the school board thought. For the alternatives not chosen, will there be any follow-up to see what can be done if it is not a good route for a green artery.

**Jennifer Musselman:** The criteria is connecting communities of concern with the destination. 22nd Street does not go through the communities of concern. 22nd Street does not get people from
communities of concern to the schools and parks. The study has shown that all three of these options have merit and could be developed at funding becomes available. These are the two alternatives that being recommended to move forward more quickly.

**Cal Hardie:** City of Tampa and FDOT are looking at improvements on 22nd Street. Was identified as a 2020 surtax project. It is currently an unfunded project on the priority list. 30th is past 60% design. There are projects ready, waiting for funding. Both are prioritized.

**Matt Pleasant:** Noted that the School Board is always open to engagement. It is typical that they are not engaged. The School Board has a lot to offer.

**Christine Crespo Valentin:** When Alt 1 was investigated, understands it is a lower speed roadway. Questioned if any consideration was given to having a separated facility on that route.

**Jennifer Musselman:** Did not consider a separated trail. Part of the study was to provide lower cost options. Lantana is a good opportunity to do this. The existing street on 12th, there are no existing sidewalks. It would take quite a bit of property owner coordination to get something in there. Thought a neighborhood greenway would be a good option.

**Christine Crespo Valentin:** Thinks Alt 1 is a fantastic option. Would caution to providing the lowest financial risk as the alternative that best suits the Communities of Concern. If we are trying to provide services to those communities, providing the lowest cost is not always the best option. The question was asked about preference for shared or separate facility. Most people will go with the separate facility for safety. If there is an opportunity to look into a separate facility with Alternative 1, the community would be best served with an investment in it that achieves the needs of the community.

**Chair Citro:** Clarified the recommended action. Noted that we heard from the School Board. Is this time sensitive.

**Wade Reynolds:** This is going to the Board in January. Would be happy to engage with the School Board between now and January.

Emily Hinsdale made the motion to move forward with alternatives recommended with the condition that the School Board is engaged for input on students reaching schools prior to final recommendations to the TPO Board, seconded by Roger Menendez. Voice vote, motion passes unanimously.

V. **STATUS REPORTS**

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

Presentation: [FDOT 56th/50th Street Corridor Study](https://www.fdotd7studies.com/projects/56thstreetcorridor/)
Website: [https://www.fdotd7studies.com/projects/56thstreetcorridor/](https://www.fdotd7studies.com/projects/56thstreetcorridor/)

Discussion:

Emily Hinsdale: Questioned if this was being coordinated with the Hillsborough County Safe Routes to School study at King High School that is kicking off now.

Jennifer Musselman: Will be looking to coordinate with that. There was a roadway safety study done a few years ago, we have that information. Asked who was leading the Safe Routes to School.

Emily Hinsdale: It is not the TPO.

Hillsborough County Representative: Noted the project manager is Abigail Flores.

Jennifer Musselman: Abigail Flores in in the project advisory group.

Sara Hendricks: Expressed that she would like to be more involved in this project. Knows there is a need for more bicycle and pedestrian crossing at 56th Street east to west and west to east. Have been improvements on 56th Street north of Fowler such as RRFBs. In spite of these improvements and the lowering of the speed limit, there are still problems in that area.

Larry Josephson: Usually FDOT forwards projects involving county roads to the county. Imagines that a more finalized draft of the study will be forwarded for review. If not, asked Jennifer Musselman to forward the study to the review group.

Sandra Piccirilli (in chat): Noted there is a charter school on 56th Street.
Larry Josephson: On both projects, the bikeways and so forth, should come through them as well. They would distribute to Abigail Flores for review.

Lisa Silva: Noted that the School District has a Site Circulation Committee, would be good to engage them early in the comment gathering stage.

Christine Crespo Valentin: Is a resident of Temple Terrace, lives at the intersection of 56th and North Riverhills Drive. Appreciates this study being done. Expressed that she will be participating in the December 14th meeting. This is a complicated corridor with a lot of different people using it. The ones using it for bicycle and pedestrian are not doing so recreationally.

B. Tampa Downtown Partnership Bicycle & Pedestrian Counts (Karen Kress, TDP)
- Partnering with TPO Staff, the City of Tampa, Hillsborough County, and FDOT
- Trying to get counts done on bicycle and pedestrian use in key areas.
- Stars are continuous count stations – one is in Downtown on the Jackson Street Cycle Track
- Purple dots are short term count stations – currently on the Courtney Campbell Causeway Trail, the Selmon Greenway, and Riverwalk
- FDOT has evaluated several locations
- There are several proposed locations – North Blvd., Cass Street Cycle Track, Kennedy, Ashley Drive, another location on Riverwalk, near Dana Shores that connects to Skyway Park from the Courtney Campbell Causeway, and several sites on the Upper Tampa Bay Trail or adjacent to it including on the Town and Country Greenway.
- This is something that the FDOT is offering throughout the state. Several count locations done earlier in 2021 in Pascoe County.
- Offering TPO training in February and then the count stations will be out for continuous counts over the following three-week period.
- Are looking forward to baseline data and are excited about this partnership.
- Memorandum of Agreement to use FDOT’s equipment is going to the TPO Board for approval in December.
- Would like comments and any proposed locations for future counts.

Website: FDOT Nonmotorized Counts

Discussion:

Lisa Silva: WI was in recent discussion with Matthew Pleasant at the School District about the dire need for bike/ped counts in and around schools. Questioned if any of the counters could be used to assist in that in the future.

Wade Reynolds: Hoping to make this an ongoing, annual process with FDOT. For motorized counts, 1/3 of the locations are done annually; a full count happens every three years. There is a possibility of doing something similar. Happy to work in any locations near schools.

Lisa Silva: Requested information on where the information will be stored for future use.
Wade Reynolds: Noted that the map is part of the Florida Statewide Data Repository. You can click on any one throughout the state and it provides a link to the count data.

VI.OLD BUSINESS & NEW BUSINESS

A. Reminder of World Day of Remembrance on Sunday, November 21st. We are in the 200’s for this year already. Will be in the New Tampa Area.

B. Justin Willits next week is his last week at HART and this will be his last LRC meeting.

VII. ADJOURNMENT Meeting adjourned at 10:41 AM

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

Chat Comments:

Me (to All - Entire Audience):

8:55 AM: Reminder for everyone in person, please speak up and identify yourself when speaking; this is for recording purposes. Thank you

Oona Johnsen (to Organizers and Panelists Only):

9:08 AM: I see it!

Christine Crespo Valentin (to Organizers and Panelists Only):

9:20 AM: Will there be a public hearing/input process as part of the comments collected?

Wade Reynolds (to Organizers and Panelists Only):

9:22 AM: From their website: While boarding or alighting (aka exiting the train), passengers in wheelchairs can seamlessly roll on or off the train via the “gap filler,” which is a retractable gap filler that extends to meet the platform when the train is in the station.

Passengers in wheelchairs may travel from train car to train car once on board due with extra wide aisles. Each train coach has an ADA-accessible bathroom.

Melissa Collazo 9:28 AM: I realize the review found negative cultural effects, did we find adverse effects to historical properties/building?
Christine Crespo Valentin (to Organizers and Panelists Only):

9:35 AM: It is difficult to read the map in certain areas however, can you confirm if Perry Harvey Park is included under the local historical landmarks?

Christine Crespo Valentin (to Organizers and Panelists Only):

10:01 AM: Was consideration given to providing a separate bike/trail facility along 12th St/Lantana Ave? Was the community asked if they had a preference for a separated facility along 12th and Lantana?

Matthew Pleasant (to Organizers and Panelists Only):

10:11 AM: Wade, that'd be great. Much appreciated!

Christian Leon (to Organizers and Panelists Only):

10:18 AM: Excellent meeting. Very impressed with Ms. Mussellman's work.

Christian Leon (to Organizers and Panelists Only):

10:19 AM: unfortunately, must log off. Looking forward to December's presentation.

Sandra PICCIRILLI (to Organizers and Panelists Only):

10:27 AM: Lisa I have a comment

Sara Hendricks (to Organizers and Panelists Only):

10:29 AM: I have a comment as well.

Sandra PICCIRILLI (to Organizers and Panelists Only):

10:29 AM: I can be heard, but there is a charter school on 56th street

Christine Crespo Valentin (to Organizers and Panelists Only):

10:31 AM: The charter school is Woodmont Charter School 10402 N 56th St, Temple Terrace, FL 33617

Lisa Silva (to All - Entire Audience):

10:31 AM: Thanks Sandra
Board & Committee Agenda Item

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

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

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

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

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

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

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

**Attachments:**
1. Link to slide presentation
2. Link to project website with Safe Access to Parks Fix-It Ideas Reports for Copeland, Sulphur Springs, and UTBT
Board & Committee Agenda Item

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

**Presenter**
Frank Hall, City of Tampa Planning Department

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

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

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

**Prepared By**
Gena Torres, TPO Staff

**Attachments**
None.
November 18, 2021

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

Re: Brightline SEIS Historic Resources Review

Dear Ms. Murphy,

Thank you for the opportunity to provide feedback on the Brightline Supplemental Environmental Impact Statement (SEIS) Historic Resources Review as part of consultation under Section 106 of the National Historic Preservation Act.

The Transportation Planning Organization (TPO) and its advisory committees would like to stay closely involved as the SEIS progresses, and want to offer the following comments for the Federal Railroad Administration (FRA) consideration now:

- **Historic Resources:** On the Hillsborough County and Ybor City Historic District Maps (attached), both local and national sites are identified. The Ybor map outlines the historic district boundaries and identifies several contributing structures within proximity of the project, that may be eligible for a historical designation. Ron Vila with the City’s Architecture Review and Historic Preservation office may be able to offer more insight on these structures. You can reach him at 813-274-3100 Option #3 or ron.vila@tampagov.net.

Additional historic structures not shown on the map include:

- Jose Marti Park at 8th Ave & 13th Street – owned by Cuba and commemorating a Cuban national hero
- Cuban Club building at Palm Ave & 14th St
- Ybor City Plan – list of historic structures
- Perry Harvey Park – adjacent to another resource, Kids Mason Center, this park commemorates a largely destroyed historically black community

Further, we recommend including the Barrio Latino Commission (Barrio Latino Commission | City of Tampa) whose responsibilities are described below in this review process.

- **Land Use Considerations:** There are several policies in the City of Tampa’s Comprehensive Plan that promote the preservation of historic structures. The project alignment travels through the Ybor City Urban Village. The Comprehensive Plan seeks to ensure that redevelopment projects in Mixed Use Corridors and Urban Villages are
designed for pedestrian traffic and connect and support a citywide transit system. The segment also travels through the Ybor City Local Historic District. The Ybor City Local Historic District is under the purview of the Barrio Latino Commission. The Barrio Latino Commission issues Certificates of Appropriateness prior to the City of Tampa’s issuance of a building permit if the work meets its design standards. Additionally, plan amendments within the local district are also reviewed by the Barrio Latino Commission prior to proceeding to City Council.

There are several land uses along this segment including parcels recognized under the Light Industrial, Community Mixed Use-35, Community Commercial-35, Urban Mixed Use-60, and Regional Mixed Use-100 designations. Overall, this area is trending to more of a mixed-use development pattern. The project alignment travels through the Ybor City Urban Village. The Comprehensive Plan seeks to ensure that redevelopment projects in Mixed Use Corridors and Urban Villages are designed for pedestrian traffic and connect and support a citywide transit system.

Below are historic preservation policies from the Comprehensive Plan that may also be useful. Tampa Comprehensive Plan-Historic Resources Goals, Objectives and Policies:

**LU Objective 16.1:** Preserve Tampa’s historic resources.

**LU Policy 16.1.2:** Support historic preservation in neighborhoods.

**LU Policy 19.1.2:** Review development requests that may have an adverse effect on the historic character of the historic district, building, site or object, including those requests along the periphery of an historic district due to the fact that development that is in close proximity to historic resources and is incompatible with those resources can have a negative impact on the historic integrity of the resource.

**LU Policy 19.1.9:** The Architectural Review Commission shall review all applications for alterations, demolition, relocation, and new construction in historic districts and for rehabilitation, demolition, relocation or additions to individually designated landmarks or historic sites. In the Ybor City Historic District, where this process is under the jurisdiction of the Barrio Latino Commission, the Barrio Latino Commission shall issue Certificates of Appropriateness prior to the City of Tampa’s issuance of a building permit, if the work meets its design standards.

**LU Policy 19.2.2:** The Architectural Review Commission and Barrio Latino Commission shall continue to review requests for Certificates of Appropriateness for historical structures on a case by case basis and utilize the new procedures adopted for historic resources in the City of Tampa Code.

**Equity Considerations:** Black and Hispanic Residents of Ybor City, V.M. Ybor, and Tampa’s Downtown neighborhoods have been seriously impacted by previous public works projects and attempts at redevelopment in the area. Urban Renewal in the “Scrub” neighborhood and Ybor City led to significant displacement of Black and Hispanic residents from the area, coupled with significant displacement because of the construction of the interstate highway system. These historic and ongoing impacts to the residents of these neighborhoods, particularly Black and Hispanic residents, must be seriously considered and addressed if any potential exists for displacement because of this project.
The TPO’s Livable Roadways Committee added the following comments and inquiries:

- Ensure the station platforms, ingress/egress and rail cars are fully Americans with Disabilities Act (ADA) compliant.
- Provide notice of future public meetings and opportunities for public comment.
- Provide more information about the actual alignment, how Brightline would tie into multimodal local transportation/transit system and details of how any east-west rail alignment would connect.
- Request that new station and elevated structure incorporate the historic aesthetics of Union Station and the Ybor neighborhood. The design should not be ultra-modern; structures need to match the historic context.
- Concern was raised that Nuccio Parkway already divides the neighborhood. When the elevated train structures are designed, take care to mitigate further impacts to the neighborhood.

Thank you again for the opportunity to comment. Please contact me or Allison Yeh, yeha@plancom.org, if further information is needed.

Sincerely,

Beth Alden, AICP
Executive Director

Cc: Martin (Marty) A. Peate, AICP, AECOM

Attachments: Hillsborough County Historic Resources Map
Ybor City Historic District Maps
I. CALL TO ORDER, PLEDGE OF ALLEGIANCE

The Chairman, Commissioner Cohen, called the meeting to order at 10:01 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

II. ROLL CALL (Gail Reese, TPO Staff)

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Gwen Myers, Councilman Guido Maniscalco, Councilman Joseph Citro, Mayor Andrew Ross, HART Board Member Melanie Williams, Joe Waggoner, Charles Klug, Planning Commissioner Cody Powell, School Board Member Jessica Vaughn

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

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

A quorum was met in person.

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

III. APPROVAL OF MINUTES – October 13, 2021

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

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

V. PUBLIC COMMENT –

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

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

A. CAC – Bill Roberts (November 3, 2021 meeting) – meeting was virtual, no actions taken
   • Heard some of the feedback in Public Comment
   • Heard report on FDOT Tentative Work Program.
   • Heard report on I-75 Environmental Details on the Express Lan
   • Heard report from HART on AV pilot proj

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TPO Letter of Comment to FDOT:

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

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

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

Discussion:

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

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

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

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

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

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

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

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

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

   Letter is attached to the November 10, 2021, November 2021 TPO Board Agenda Packet.

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

Discussion:

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

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

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

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

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

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

Chair Cohen asked for a motion to begin the process to move the HART allocated funds from the bus replacement pool to the heavy maintenance facility funding for future TIP amendment. Motion originally made at the start of discussion by Commissioner Kemp, seconded by Commissioner Smith.

Discussion:
Commissioner Smith: Thanked everyone for supporting the letter of support in the effort to pull together funding for this critical need and priority project. This motion is where we put our money where our mouth is. Noted that it’s one thing to support a letter and another to prioritize it with the funding.

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

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

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

Beth Alden: Correct

Rolcall vote: motion passes 14 to 0

IX. STATUS REPORTS

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

**Presentation:** [FDOT 56th/50th Street Corridor Study](#)

**Discussion:**

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

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

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

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

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

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

**Presentation:** [FLiP Jr. 2021 Review](#)
X. EXECUTIVE DIRECTOR’S REPORT

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

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

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

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

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

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

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

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

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

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

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

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

XI. OLD & NEW BUSINESS –

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

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

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

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

The BPAC approved action items:

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

The BPAC heard status reports on:

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

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

The LRC approved action items:

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

The LRC heard status reports on:

- FDOT 56th Street/50th Street Corridor Planning Study
- Tampa Downtown Partnership Bicycle and Pedestrian Counts