



Hillsborough TPO Transportation Planning Organization

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Beth Alden, AICP
Executive Director

Meeting of the Policy Committee

Wednesday, January 11, 2022, 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 headcount will allow us to plan facilities. People attending in person are required to wear a mask while inside the County Center building consistent with CDC guidance. Some voting members may participate via web conference due to the ongoing national and local states of emergency re: COVID-19.

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

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- by e-mail to tpo@plancom.org
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Advance comments will be provided in full to the board members and verbally summarized during the meeting by TPO staff.

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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: November 10, 2021](#)**



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- IV. Public Comment** – 3 minutes per speaker, please
- V. Action Items**
 - A. Election of Officers for 2022 (Cameron Clark, TPO Attorney)
 - B. USF to Green ARTery Trail Study (Wade Reynolds, TPO Staff, and Jennifer Musselman, Kittelson, TPO Consultant)
 - C. State of the System Report (Vishaka Shiva Raman, TPO Staff)
- 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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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION
POLICY COMMITTEE
MEETING, NOVEMBER 10, 2021
DRAFT MINUTES**

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, Commissioner Kimberly Overman, Councilman Guido Maniscalco, Joe Waggoner, Charles Klug

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 – October 13, 2021

Chair Kemp sought a motion to approve the meeting minutes from October 13, 2021. Councilman Maniscalco so moved, seconded by Commissioner Overman. Voice vote; motion passes unanimously

IV. PUBLIC COMMENT –

Eddie Burch: Emailed comments in as well. Tampa Innovation Partnership has been working on strategic action plans for a couple of years. FDOT is about to start a transformational plan for Fowler Avenue. Real opportunity to turn it into a vibrant boulevard optimized for transit, safer for pedestrians and bicyclists, and an economic development center. Great that the time has been made for the agenda items on the schedule today. Essential that there is coordination between Hillsborough County, City of Temple Terrace, City of Tampa, HART, FDOT, Planning Commission, and TPO so that the engineering of Fowler corridor, the implementation of transit, the walking and biking trails, and the development of the area surrounding the corridor all work together. In five to ten years, Fowler Avenue, if done right, will serve as a gateway to the innovation district and plug Uptown assets into the region. Looking forward to hearing the discussion.

V. DISCUSSION ITEMS

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

- BRT Study
 - Identify corridor from Downtown Tampa to the USF Tampa Campus
 - Looked at recommended BRT Guideways.
 - Bruce B Downs Blvd – 150’ available right-of-way
 - Nebraska Ave – 95’ available right-of-way
 - Fowler & Florida Ave – Median running way, BAT lane or Mixed traffic
 - Median station access would be facilitated by crosswalks, pedestrian median with transit stops, railing barriers, and flanked by bus only lanes.
 - BAT (Business Access and Transit) lane is semi-exclusive, has no physical separation, would not restrict access
 - Review of modern BRT station concepts
 - Compared travel times on Route 1 with heavy congestion, scheduled time, and estimated with improvements along with operation times
- University Area Multimodal Feasibility Study
 - Identify Corridor Needs – Safety, Transit Flexibility, Intersection Efficiency
 - Identify timeframe for actions – short, medium, long
 - Short – FY 2022 to 2024
 - Review of proposed implementation schedule
 - Fowler Avenue Conceptual Designs – to be analyzed in PD&E study and may be revised
 - BAT Lane, Frontage Lane, Median Transitway

Presentation: [Fowler Avenue Refresher](#)

Discussion:

Commissioner Kemp: Requested clarification. In the HART presentation, it was the media transit way presented. Thought that was the decision that was made. Now it is the beginning of the PD&E for FDOT, and they are looking at these options. Questioned how those two things align and how that decision is made.

Beth Alden: The concept for the HART Arterial BRT will have to be adopted by the HART Board. A change in the lane configuration may also need to be an amendment in the Long-Range Transportation Plan.

Justin Willits: Existing thinking is, through our project and the upcoming Board workshop in January or February where the flushed-out concepts and the build alternatives and a more transportation maintenance and low-cost option to the Board, we are going to show a fully developed median concept. Our plan is to have a fully baked concept through the HART project for FDOT to consider in their PD&E. They are the owner of the roadway. HART doesn’t want to get out too far ahead of FDOT but is trying to wrap up their project and let FDOT carry it forward through the PD&E process.

It is HART's preferred alternative. There are issues to work out and coordination to do with business access and some of the median openings and how they will work in the longer-term vision.

Commissioner Overman: This has been a long-standing project that has not moved forward because of the disconnect of what we want to plan for, what HART needs, and what FDOT wants to plan for. This presentation is showing the continued disconnect between these things. It's pretty clear that the median plan is what FDOT should be using in their PD&E study. Understands that there is short-term, long-term, and other phasing with this. Does not like paying for things twice. Have already paid for this eight times. If HART needs to take the first move in January or February to adopt the best implementable strategy to implement the best transit needs of those ridership that would indicate that the frequency is best served with a median, then FDOT's PD&E needs to assume that and move to make that happen as quickly as possible. Recognizes that it requires much more planning and redesign by FDOT in order to develop safe crossings to the median. If we've already identified those stops and crosswalks, and they have been identified with HART transit stops; does not understand why we are looking at the other alternatives shown today. That is incongruent with what the transit needs are. If we are developing a boulevard concept of some type, we are working on business and pedestrian access, need to start the redesign with what transit needs. Otherwise, it is resurfacing a road. Would like to get some guidance at the TPO Policy level of what should be brought to the Board level on supporting HART's design at the median concept in line with HART's recommendation to their Board. Would like an idea of what that timeline looks like.

Commissioner Kemp: Believes that it would be with what the HART Board decides in order for the preferred design from HART to prevail.

Councilman Citro: Asked about concept drawings for people that want to transfer buses moving north and south on 30th Street, Bruce B Downs, 22nd Street, 15th Street, or Nebraska Avenue. Asked how those stations are going to look.

Justin Willits: We can show that more in the January workshop with the more fleshed-out stations and crosswalks to those specifically.

Councilman Citro: It's not crosswalks. Is looking for information on what the transit stations will look like. There is a great plan for east/west; questioned how it will connect north/south.

Justin Willits: The existing stops on the north/south routes that cross at 22nd, 30th, and Nebraska will be crosswalk connected. There may be some slight tweaks to existing stops to share a stations with the BRT, Nebraska would be a good example.

Councilman Citro: Questioned, with the hopeful rise in ridership, if the current stations will be able to handle increased capacity.

Justin Willits: Noted that refining estimates is part of this phase. Increased ridership has been estimated at 7K – 9K.

Commissioner Kemp: Believes all of the committee members are curious as to how this intersects with the rest of the route. Appears as the project is all of Fowler, connecting to Temple Terrace and I-75. Looks like the routes are the center and not ending at USF.

Commissioner Overman: Questioned if there had just been an amendment to add all the way to I-75 on Fowler.

Beth Alden: Will be talking about that as part of the Tentative Work Program. The FDOT PD&E study will go to 56th with an additional study looking at 56th to I-75.

Commissioner Kemp: Expressed that some of that ridership is coming back. This is one of the most important routes; Florida Avenue, Nebraska Avenue, and Hillsborough Avenue are the strongest ridership. Believes we would have to be looking to apply for federal grant money to look at contribution. FDOT contribution is there. Will definitely need more busses and stops. It is interesting and exciting to see.

Commissioner Overman: It has been made clear that with, what we have seen from HART, the median alternative has a quicker turnaround, quicker delivery time, the ability to get people through really bad traffic at a much quicker rate from the northern University area to Downtown and back. Frequency and length of trip is one of the largest indicators of attracting ridership. If there is a 30-minute turnaround time no matter what is happening on I-275, people are going to choose to use the bus. But then we will need more busses. That is a problem we want to have. We want to plan for the best solution for the transit agency that doesn't seem to conflict with the needs for safety in the community. That will require more engineering on Fowler Avenue. More clarity from FDOT on their plans for that redesign will be needed as soon as HART makes their decision.

Beth Alden: We can arrange to have HART back after the HART Board makes their decision.

B. **HART Transit Oriented Development Study** (Jay Collins, Planning Commission Staff; Christopher Cochran) – deferred from October meeting

- HART is the sponsor for the FTA grant and is pleased to announce this update. Able to partner with this grant with the City of Tampa and the Planning Commission.
- FTA grant awarded in 2019 and kicked off in 2020
- HART, City of Tampa, Hillsborough County coordination
- Reviewed study goals
- Went over the progress of the study
- Defined TOD – Transit Oriented Development
 - Walkability and connectivity
 - First mile / Last mile of transit stops
- Completed early research
 - Context assessment of the corridor
 - Market analysis
 - Strategies to move forward

- Simultaneous projects
 - Streetcar development
 - HART arterial BRT study
- Showed study area – same as arterial BRT study; overlay of land use and development map
 - High growth and Underserved communities overlap
 - Information on TOD opportunities
- Strategies – refresher, getting everyone on the same page
 - Improve safety and facilities
 - Housing affordability
 - Missing middle in housing density
- Potential development areas and they types of opportunities
- Reviewed Next Steps

Presentation Slides: [HART Transit Oriented Development Pilot](#)

Project Website: <https://goharttod.org/>

Discussion:

Commissioner Overman: As the Chair of the Affordable Housing Committee for the county and trying to partner with the city of housing related issues, the Planning Commissions work to adopt a TOD strategy that requires affordable housing in the TOD areas is critical. Seeing significant gentrification in this area. Have been talking about doing TOD in this area for five years. All the examples shown in the presentation are market rate property. This has excluded the workforce in the area from living in the area. Without land-use zoning which requires an allocation for affordable housing, which has to be adopted by the Planning Commission, the county, and the city, we aren't going to get ahead of this if it takes two years, three years, or five years to figure out. Areas north of the river have not been rezoned, have not been identified as transit-oriented development that requires affordable housing or workforce housing as they come online. As we look for greater densities, we have affordable housing in the strategy for the county; need to see it in the city. Need to have land code requirements in order to protect those communities from the gentrification we have seen; it is having a huge impact in the area; is having an impact on the redistricting maps right now; it's changing how our cities and counties are operating. Loves the TOD strategy in this particular area; need to look at how it can be incorporated into other work and dense areas that are evolving, such as Bloomingdale. There are jobs and affordable housing, but no TOD zoning that actually requires affordable housing.

Commissioner Kemp: There are jurisdictional challenges. Thinks that anything along this route would be, except for the northern part of Fowler Avenue, the City of Tampa as far as affordable housing goes.

Councilman Citro: If we are going to make this a mass transportation district, the City of Tampa needs to look at the parking minimums. If we are going to promote mass transit, we need to not have as many vehicles along this district. Has asked for that study to be looked at two or three blocks off of Florida and Nebraska Avenue. If we ask developers of multi-family units to put in one-

car garages instead of two-car garages, that's \$50K less, now we are talking affordable housing. We need to change the parking minimum, promote the mass transit, and that way we get more ridership.

Commissioner Cohen: There is another thing happening in the labor force. When businesses complain about being unable to find anyone to work, we need to look at the fact that the lack of availability may be due to people being pushed out of the area. They have made the decision that it is too expensive to get back-and-forth to justify doing the job. There are other ramifications of this in other areas of the economy. There are multiple reasons to follow this strategy.

Commissioner Kemp: One of the premier things on the street are the poles in the middle of the sidewalks for utilities. Would think that there would have to be some eminent domaining of a little bit of frontage in order to achieve what we are looking at. Concerned that some of the development moving in there is making this more and more challenging. North of Fowler Avenue is county road. There is a six-story parking garage that just went up at University and it doesn't match any of the form being talked about. Has seen some good, urban form go in in that area with first floor being commercial, the second floor being a garage, and the remaining floors being other things. Believes we must have approved things that do not meet the vision.

Commissioner Overman: Noted that it is the challenge of delays. Still have to approve projects that are not in good design.

Councilman Maniscalco: Maybe it is too expensive live here and commute here and people are going elsewhere. What do we do with greedy landlords? So many that have received PPP funding and had tenants that paid their rent continue to raise the rents while wages are not going up. The apartment market and what has happened in the last three to six months, what justifies the increase in rents other than the increase in demand? People are making \$30K year yet they are renewing leases at so much more a month. We are pricing ourselves out of our own market. And that's not even talking about the housing market. The real-estate market is ridiculous. When we talk about affordable housing and zoning for developers, what are they going to do when they build a new apartment complex? We are going to allocate 10% to affordable housing, is that enough? Questioned how that meets the demand for people moving here or people who want to stay in their neighborhoods. It's a bigger problem. We are destroying our inner core of our own community.

Commissioner Overman: Without having the restriction or the requirement for 10%, 20% towards affordable housing, we are investing a significant amount of tax dollars to increase walkability, transit access, and opportunity and business investment; we're spending money doing that. But we aren't protecting the citizens who want to take advantage of it. We don't have rent control. Development should be restricted to be inclusive of available housing to the workforce that want to live there.

C. USF Area Walk/Bike Improvements and TPO's USF-to-"Green ARtery" Trail Study (Wade Reynolds, TPO Staff and Jennifer Musselman, Kittelson & Assoc.)

- Several projects in the area
 - Fowler Avenue study from I-75 to I-275.
 - A side path is part of the study that would connect over to Bypass Canal.
 - Shorter term from Nebraska to 30th Street with bicycle and pedestrian improvements at intersections including 15th Street, 22nd Street, Bruce B. Downs, and throughout that corridor.
 - Will hear more about the 56th Street corridor in the Board agenda in your next meeting
 - FDOT has committed to study a side path from City Hall in Temple Terrace, north of Fowler Avenue which will connect to the shared-use path spine going from I-75 to I-275.
 - 46th Street is moving forward to include a number of pedestrian oriented improvements: flashing beacons, new crossings, shared lane markings, new modern roundabout at Linebaugh Avenue at 46th Street, and a side path from Fowler to Bougainvillea Avenue
 - 30th Street and Bruce B Downs
 - Hillsborough County is working on pedestrian facilities on the east side from Fletcher Avenue to Pine Drive. Includes new intersection at Richard Silver Way (entrance to the VA building) and Campus Hill Drive neighborhood.
 - City of Tampa south of Fowler, looking at a reconstruction of that road including a shared-use path on one side, on-road bicycle facilities and traffic calming measure. When combined, would reduce speed limit from 40 and 45 mph to a proposed 35 mph.
 - 15th Street; Hillsborough County recently completed the pedestrian improvements on the north side of Fowler between Fowler and Fletcher. Included traffic calming measures, raised pedestrian crosswalks, RRFBs, and filling in sidewalk gaps at that location. Happens to be the highest traveled, ADA transit route in the county.

Presentation: [USF to Green ARTery Trail Study](#)

Discussion:

Commissioner Kemp: Inquired what was designated as the highest ADA transit location.

Wade Reynolds: 15th Street.

Beth Alden: Will distribute slides via email and make them available on the website. Mr. Reynolds will be back in January to go over the trail feasibility study to connect to the City of Tampa's Green Artery project.

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

- **Ron Barton** (Assistant County Administrator for Economic Prosperity with Hillsborough County) : Noted that the last hour or so conversation illustrated what the group wanted to say. All of us on this call have been engaged in these subjects for many months. Lots of good work. There are multi-jurisdictions, multi-agencies, multi-studies, and lots of good intention. Noted that it was 45 minutes into the conversation before land-use outcomes were mentioned associated with the transportation initiatives. Not because we were remis, but it illustrates HART's primary objective is to run efficient and effective transit system. FDOT's

primary objective is to move cars. They are going to be accommodating on integrating the HART projects, pedestrian and bicycle lanes, and there are a lot of details that need to happen. HART is showing one plan and FDOT is showing three plans. It's not a bad thing. Advocates that the Planning Commission and the TPO combine resources on transportation and land-use to assist with more active coordination and collaboration roles. Recommend that the city and the county enter into an inner-local agreement with the Planning Commission to do that. Would like to formalize this agreement. There tends to be a lot of one-off conversations. These conversations must be knitted together. The TOD study is informative but does not get to the granular level. To make the changes on Fowler, will need to work hard on the details working with HART, FDOT, the Planning Commission, and the property owners. Lots of technical things need to be integrated into the development code, zoning code, and the land-use strategies. Would like the Planning Commission and the TPO to lead the effort.

- **Melissa Zornita:** This is the type of project that the Planning Commission loves to do. A lot of in-house resources to work on the land-use then tie into the transportation piece with Beth Alden and the Transportation Team. Thrilled to partner with the city and the county this way to look at the issues of equity, gentrification, affordable housing, and safety. There is a real opportunity to make sure that the community that lives around this corridor has buy-in to the vision and redevelopment.
- **Rob Rosner:** Agrees with what has been said. Supports the concept of public engagement and the greater plan to have a Fowler Avenue redevelopment plan as the knitted together set of documents. There is a series of opportunities that allow us to work together instead of hoping to work together. When funding is available, that is the time to get things put into place. Time spent planning is worth ten times that of reaction. It is an important time to bring this forward. All the land-use plans are thought through. Corridor used to be rural and is now the epitome of suburbia. The urban edge is reaching out and it will start urbanizing. If it's going to be rethought, now is the time when everyone is ready to go.

Discussion:

Commissioner Overman: Has been sitting in on the TOD meetings with HART. Asked if a template was being built for what a TOD zone needs to look like. What needs to be looked at: land-use, planning, etc. HART goal is transit, that is what they are focusing on. Realized the question was being asked to the wrong person. Coordinating with the Planning Commission, the county, and the city as it relates to land-use, design, limitations for parking, the issue of not enough parking is not an issue when you can't afford more than one car. These things work hand-in-hand. Thrilled to see these three people talking. Looking forward to using some of what was learned in the HART TOD studies and applying it to Comprehensive Planning not only to transportation planning but also land-use planning. Would like to see if a template can be developed. Looking at other areas experiencing growth in urban areas and suburban areas becoming urbanized; a template in place would shift from being behind in gentrified areas.

Commissioner Kemp: Thinks it is wonderful to see the coordination. Feels like there is a missing piece and would like HART to be part of the discussion. More and more grants are going to transit agencies. Transit agencies are able to have access to federal funds; important to have that integrated. HART is the most underfunded transit organization for a metro area this size by hundreds of millions of dollars. One of the issues, every transit agency in the State of Florida except for HART and PSAT are county

departments, and their funding comes from countywide funds. PSAT and HART are chartered independent agencies. They are a mixture of appointees. HART has an exclusive and minimal funding source of ad valorem tax that is very small and barely supports a transit system. Has been used as the full funding source, not the floor to be added to, but the ceiling. Important for HART to be integrated into the conversations as they would be in any other county in the state. Will lose something in how we coordinate if HART is not integrated into this.

VI. OLD & NEW BUSINESS – deferred

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

Recording of this meeting can be viewed at: <https://www.youtube.com/watch?v=y7yXOacytE>



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Election of Officers

Presenter

Cameron Clark, TPO Attorney

Summary

The TPO By-Laws require that committee officers are to be elected each year. There are no term limits for committee officers, therefore they can be re-elected and serve indefinitely. The By-Laws state:

Officers of Standing Committees: The committee shall hold an organizational meeting each year for the purpose of electing a committee chair, a committee vice-chair, and, at the discretion of the committee chair, an officer-at-large. Officers shall be elected by a majority vote of a quorum of the members.

The current Policy Committee officers are:

- Chair Commissioner Pat Kemp
- Vice Chair Councilman Guido Maniscalco

Members can nominate themselves or any other member. No second is needed, and each nomination is voted on individually until one member receives a majority of votes for an officer's position.

Recommended Action

Hold Election of Officers for 2022

Prepared By

Cheryl Wilkening, TPO Staff

Attachments

None





Hillsborough TPO

Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

USF to Green ARTery Trail Study

Presenter:

Jennifer Musselman, Kittelson & Associates

Summary:

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

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

Recommended Action:

Recommend Approval of the USF to Green ARTery Trail Study

Prepared By:

Wade Reynolds, AICP

Attachments:

1. [Link to presentation slides](#)
2. [USF to Green ARTery Trail Study on Project Webpage](#)





Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

2021 State of the System Report

Presenter

Vishaka Shiva Raman, TPO Staff

Summary

The State of the System Report summarizes the performance of the transportation system across Hillsborough County. The report is prepared using a data-driven approach to evaluate performance.

The 2021 State of the System Report analyses trends across the previous three years and summarizes the areas of strength and weakness. This report highlights data collected from various sources and jurisdictions that have been built into an interactive dashboard. This allows users to toggle through the various measures, explore data using maps and charts, and create reports for their needs. The dashboard is the product of a yearlong TPO effort to organize and consolidate data sources into one location and build a platform capable of producing analytics. It will include both the federally required performance measures, and additional data including Functional Classification and Roadway Ownership by Jurisdiction for roads, Trip Length and Duration, Level of Traffic Stress, and Accessibility to grocery stores, hospitals, and schools.

A sample of the performance measures and data to be reported include:

- Crash data
- Reliability
- Non-motorized Travel
- Infrastructure Conditions
- Jobs and Population

At the request of the TPO Policy Committee, the 2021 State of the System Report will represent the first edition of a series of quarterly performance reports, [posted online](#). Production and distribution of these reports will allow for more informed decision-making and prioritization of investments based upon need.

Recommended Action

Approve the 2021 State of the System Report

Prepared By

Vishaka Shiva Raman, TPO Staff

Attachments

2021 State of the System Report Draft



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