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Plan Hillsborough

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Tampa, FL, 33602

Meeting of the Livable Roadways Committee

Wednesday, September 20, 2023, 9:00 a.m. – 11:00 a.m.

County Center, 18th Floor – Plan Hillsborough Committee Room

All voting members are asked to attend in person, in compliance with Florida's Government in the Sunshine Law. Please RSVP for this meeting. Presenters, audience members, and committee members in exceptional circumstances may participate remotely.

Remote participation:

- To view presentations and participate on your computer, tablet or smartphone:
- <https://attendee.gotowebinar.com/register/3589403421449341013>
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- Dial In Listen Only: 1-562-247-8422 Access Code: 951-887-609
- 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](#).

Agenda

- I. **Call to Order & Introductions**
- II. **Roll Call and Declaration of Quorum** (Gail Reese, TPO Staff)
- III. **Public Comment – 3 minutes per speaker, for a maximum of 30 minutes.**

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.

IV. **Approval of Minutes: August 16, 2023**

V. **Action Item**

A. Memorandum of Understanding on Creating Tampa Bay MPO
(Elizabeth Watkins, TPO Staff)

B. 2050 Plan Revenue Forecast (Elizabeth Watkins, TPO Staff)

VI. Status Reports

A. FDOT Resiliency Action Plan (Jennifer Carver, FDOT)

B. Coordinated Planning for Trails and Greenways (Ben Gordon, TPO Staff)

VII. Old Business and New Business

A. HC Community and Infrastructure Letter of Comment on HC
Technical Design Manual

VIII. Adjournment

IX. Addendum

A. TPO Meeting Summary and Committee Reports

B. Press release: Public invited to weigh in on Vision Zero Streets Study of
Waters Ave and Sligh Ave

C. FDOT Project Factsheet – SR 582 E. Fowler Ave from W. of Bruce Downs
Blvd to W. of Riverhills Dr.

D. From Courtney Campbell Scenic Highway Advisory Committee to FDOT
re: Pedestrian Trail

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

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Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Connor MacDonald, (813) 582-7351 o macdonaldc@plancom.org, tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 272-5940 o (813) 273-3774 ext. 1.

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**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
LIVABLE ROADWAYS COMMITTEE (LRC)
HYBRID MEETING OF AUGUST 16, 2023**

I. Call to Order and Roll Call

Councilmember Hurtak called the meeting to order at 9:05 AM and led the Pledge of Allegiance.

Members Present In-Person: Councilmember Lynn Hurtak, Cal Hardie, Yeneka Mills, David Hey, Emily Hinsdale, Larry Josephson, Karen Kress, Rebecca Hessinger, Catherine Coyle, Arizona Jenkins, Gus Ignas, Brynn Dauphinais, Justin Willits

Members Present Virtually: Samantha Flores, Danielle Riffenburg, Christian Leon, Anna Quinones

Members Absent/Excused: Jason Jackman, Glorimar Belangia, Carlos Ramirez, Melissa Collazo

Other Attendees: Lisa Silva, Jason Krzyzanowski, Gena Torres, Elizabeth Watkins, Connor MacDonald, Vishaka Shiva Raman, Amber Simmons, Beneeta Jose, Beth Alden, Johnny Wong, Gail Reese (TPO Staff)

An in-person quorum was met.

II. Public Comment (3 minutes per speaker) (*Timestamp 0:02:37*) – None

III. Approval of Minutes (*Timestamp 0:02:46*) – June 21, 2023.

Gus Ignas moved to approve the minutes of June 21, 2023, seconded by David Hey; the motion passed by voice vote.

IV. Status Reports

A. 2050 Plan Needs Assessment for Equity (Connor MacDonald, TPO Staff) (*Timestamp 0:03:22*)

- Review of the background – new to the 2050 LRTP
- Looked at the focus areas – 13 identified
- Went over the evaluated performance areas – Good Repair/Resiliency, Vision Zero, Smart Cities, Real Choices
 - Briefly went over preliminary findings for greatest disparities
 - Looked at possible recommended projects
- Reviewed the next steps for the needs assessment

Presentation: [2050 Plan Needs Assessment for Equity](#)

Discussion:

It was asked how this is going to influence funding and priority of projects going forward. That has not been determined at this time and are open to taking comments.

Karen Kress made a motion that equity be given high priority when funding decisions are made; seconded by David Hey. The voice vote passed unanimously.

Emily Hinsdale requested adding equity to each evaluation area to the motion, and it was accepted.

Discussion:

Clarification was asked if federal legislation already states that this be addressed in grant-funded projects. That can be stated within specific grants and the TPO Staff runs projects through the equity lens as directed by Nondiscrimination Plan. It was noted that equity has been implemented in the evaluation of projects for quite some time, this is formalizing that. Additional clarification was requested as to what other priorities are in the evaluation of projects. TPO Staff went over the other criteria for TIP projects. It was requested that communities where people don't have cars be prioritized. Further information was provided on how studies bring this into the reports. It was asked what the results of this discussion will be. It is advice for the Needs Assessment project.

B. Hillsborough County Transportation Design Manual Update (Larry Josephson, Hillsborough County Staff) *(Timestamp 0:17:16)*

- Review of introduction and processes – safety analysis.
 - County-specific processes
 - Multimodal safety analysis.
- Design Guidelines
 - Design bulletin development, posted on the Public Works CIP project resources website, incorporated into the design manual during the biannual update
 - Three resources working together: Context-Based Classification map, Complete Streets Guidebook, consult the design manual for specific design details
 - Review of old way vs. new way context classification
 - Went over annual actual fatalities and design guidelines: speed management
- Reviewed highlights from the manual
- Went over the schedule of the manual – draft manual on the website. Will be another request for comments period

Presentation: [Hillsborough County Transportation Design Manual Presentation](#)

Draft Plan: [Hillsborough County - Hillsborough County Transportation Design Manual](#)

CIP Project Resources Website: [Hillsborough County - CIP Project Resources](#)

Discussion:

It was asked which FDOT standards were incorporated. FDM for the arterial collectors and Green Book for local roads. Cal Hardie asked to be pointed at more specific items as the City of Tampa is also updating their manual. It was asked if there are county roads that are urban in the city limits. There are some; when it comes to maintenance, the county defers to the city for design choices. It was brought up that it seems problems could be solved without so much asphalt. It was asked if there was any consultation done with HART about transit for this phase of the manual. There was coordination for bus stop placement. There was a discussion about how the complete street guide is worked into the manual. The manual references the guide. There was discussion around how design features are prioritized and there is road widening to accommodate development but there are no sidewalks. There was a comment about designs around the new roads and schools. New roads are required to use the new criteria. It was noted that posted speed limits could be lowered as most drivers perceive they can go 5 to 10 miles above. An additional conversation was had around fire/safety influencing the road design and that it may not need to be in design manuals. It was asked if the committee could get copies of the public comment. It was asked if there are design criteria for roundabouts in the manual. No, that comes out of FWHA and their manual. It was noted that it seems roundabouts may be better solutions and leave additional funds for pedestrian designs.

C. **2050 Plan Needs Assessment for Major Projects: Brainstorming** (Vishaka Shiva Raman, TPO Staff)
(Timestamp 1:32:08)

- Went over what Major Projects are for the LRTP, the need for identification, how they are screened, and ranking for widening and fixed guideway
- Provided a list of potential projects and a brief look at how they are evaluated
- Requested that committee members submit potential projects via email
- Will be having a workshop for the TPO Board in October, asked for feedback by mid-September

Discussion:

It was asked if it was too early to request to be put on the list. Now is the right time. Propose a new I-75 interchange south of SR 674 in Wimauma. A large new development is being developed in that area. It was asked that the projects be prioritized by how they address Vision Zero. There is another assessment that will be looking at that for smaller projects. It will be included as part of this needs assessment also, but these are much larger projects. It was asked that transit and water transit be prioritized in the Major Projects. Found it interesting that LRC is moving away from road widening but several of the projects in this category are widening. Clarification was made that others are adding projects to this list. It was noted that Fixed Guided Transit be added from Brandon, Downtown, and Westshore. 50th & 56th Corridors to Downtown, add additional BRT. There was discussion around extensive development areas going in on roads that have not been addressed. It was noted that we need to be studying the impact of connecting other streets across the Alafia instead of pushing traffic onto the major roads. Perhaps connecting under and over interstates; such as what is being done in Westshore. The denser areas get, the more connections are needed as opposed to wider roads. Something, other than roads, to move people from South County to Downtown. The route from Westshore to Brandon was shut down but it was an

innovative route. A study for park and rides may be appropriate to establish bus routes. There is an October Workshop for this needs assessment will take place.

V. Old Business & New Business *(Timestamp: 1:53:27)*

- A. Next meeting is on September 20, 2023
- B. Survey on Creating a Tampa Bay MPO
- C. County Garage Access for evening Public Meetings (Lisa Silva, TPO Staff) – The Pierce Street garage will remain open until 6:30 PM on the days we host a meeting in the evening. Staff provided the TPO annual calendar to facilities
- D. Kelly Fearon from Tampa Mobility, looking to renew and refresh its certification as a bicycle-friendly business. Looking for committee volunteers.
- E. The county attorney has provided direction on hybrid meetings.
- F. Future topic request: an update on the Selmon extension across the Gandy, the traffic does not seem to be alleviated in the afternoons.
- G. City of Tampa offered a Quick Build update for a future meeting.
- H. The City of Tampa noted PROAG will be adopted in September. There are some things that differ from the county. Developing training for reviewers to make sure PROAG is being followed in the right-of-way.
- I. An update on micro-mobility could come to a future meeting, there is a significant downturn in service and availability of vehicles. Was noted that this should be reported to the city.
- J. Saturday, September 23rd, inaugural Car Free Day... activities are in Westshore, Downtown, and Ybor.

VI. ADJOURNMENT Meeting adjourned at 11:04 AM

A recording of this meeting can be viewed on YouTube: [Hillsborough County TPO YouTube Channel](#)



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Memorandum of Understanding on Creating a Tampa Bay MPO

Presenter:

Elizabeth Watkins, TPO Staff

Summary:

For about 30 years there has been a periodic discussion about forming a regional metropolitan planning organization (MPO) to serve the Tampa-St. Petersburg urbanized area that comprises most of Pinellas, Pasco and Hillsborough Counties. Whether stemming from the Governor of Florida, the business community, or local elected officials, the impetus for creating a single regional transportation planning body for the Tampa Bay area is to better harness the collective strength of the region to garner more funding from federal, state, and local sources and advance significant transportation projects to better support the region's growth and sustain its quality of life. That notion is often countered by the different needs for transportation based on geography, land use patterns and trends, and distinct socioeconomic considerations among the three counties.

With the dissolution of the Tampa Bay Area Regional Transit Authority and a sense that the Tampa Bay area is not competing effectively for funding with other regions in Florida and elsewhere, there continues to be a push to form a regional planning and decision-making body for transportation. The Florida Legislature passed a law requiring the three MPOs submit a study on the benefits, costs, and process to merging by December 31st.

The three MPOs are considering Creating a Tampa Bay Metropolitan Planning Organization Memorandum of Understanding (MOU) that sets forth a framework and necessary steps for the creation of a regional MPO. The draft MOU puts key provisions and considerations in writing to advance the conversation toward achieving this objective in a reasonable time frame. The Hillsborough TPO, Forward Pinellas, and Pasco MPO will consider executing the MOU in Fall 2023 and the target date for merging the MPOs is July 2027.



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Recommended Action:

Support or not support a Tampa Bay Metropolitan Planning Organization Memorandum of Understanding.

Prepared By:

Elizabeth Watkins, AICP, TPO Staff

Attachments:

1. Creating a Tampa Bay MPO – MOU

2. Presentation Slides

Creating a Tampa Bay Metropolitan Planning Organization

Memorandum of Understanding

Among

The Hillsborough Transportation Planning Organization, The Pasco Transportation Planning Organization and Forward Pinellas

Updated Working Draft

March 27, 2023

Whereas, the Hillsborough Transportation Planning Organization (TPO), the Pasco County TPO and Forward Pinellas (the “Parties”) collectively desire to create a Tampa Bay Metropolitan Planning Organization (MPO) to improve regional transportation planning and define regional transportation priorities by entering into the Memorandum of Understanding (MOU);

Whereas, the Tampa Bay metropolitan area of Pasco, Pinellas and Hillsborough County has a combined population of 3.5 million and is projected to grow by more than one million people over the next 20 years;

Whereas, the Pasco, Pinellas and Hillsborough County MPOs or TPOs all function within the single Tampa-St. Petersburg Urban Area that covers much of the population within all three counties;

Whereas, since 1990 the State of Florida has requested that the three MPOs in the urban area consolidate into a single MPO unless they can sufficiently justify why they need to remain separate due to their complexity, unique conditions, and diversity within the region while also fostering a strong cooperative regional transportation planning process that addresses shared data, identifying regional needs, coordinated project development, and establishment of regional transportation priorities;

Whereas, the West Central Florida Chairs Coordinating Committee ~~is established in state statutes~~ (now doing business as Sun Coast Transportation Planning Alliance or SCTPA) ~~and~~ has interlocal agreements among the six MPOs serving the broader West Central Florida region and a subcommittee known as the Tampa Bay Transportation Management Area Leadership Group (TMA LG) serving the Pasco, Pinellas and Hillsborough MPOs that establish such a regional coordination and prioritization process;

Whereas, the ~~pending~~ sunset of the Tampa Bay Area Regional Transit Authority (TBARTA) will leave a void in regional transportation planning and project development, without dedicated staff and a governing board assigned to advance regional transportation activities and priorities;

Whereas, the process for forming a new regional MPO involved a number of steps to create required establishing planning documents as well as changing the hosting arrangements and MPO boundaries. As there is little precedent in Florida to rely on for guidance regarding de-designating an MPO, it will be important from a federal transportation funding cashflow to have a new MPO fully up and running at such time as existing MPOs are de-designated;

Whereas, MPOs receive federal planning funds through quarterly reimbursement that come with federal and state restrictions on how those funds may be used, there will need to be a substantial and long-term local commitment to provide sustainable and flexible funding for a regional MPO to be effective;

~~Whereas, the Florida Department of Transportation has committed through its approved Planning Funds (PL) distribution formula in 2014 that any MPOs in Florida that merge will continue to receive the base amount of PL due to each MPO prior to the merger.~~

NOW, THEREFORE, IN RECOGNITION OF THE FOREGOING, the involved MPOs hereby jointly understand, agree and commit as follows:

ARTICLE 1. PURPOSE

The purpose of this MOU is to document the mutual understanding between the Parties and to set forth the terms for their cooperation.

ARTICLE 2. AGREEMENTS AND OBLIGATIONS OF THE PARTIES

- A. The Pasco, Pinellas and Hillsborough County MPOs agree to investigate the formation, organizational and governance structure of a new regional MPO to serve the urban area of Pasco, Pinellas and Hillsborough Counties as reflected by the 2020 Census, with the goal of certifying the MPO by July 1, 2027. Other key steps toward formation may occur sooner than that date.

- B. A regional MPO serving these counties will augment and enhance the current functions of the existing MPOs in the urban area as currently represented by the Pasco MPO, Forward Pinellas and the Hillsborough TPO. It is important that while a regional MPO may provide a stronger and more collaborative regional focus and planning process that at the same time the existing long range transportation planning responsibilities be maintained at the county level for sub-regional, jurisdiction-focused projects to avoid creating a local void in planning and technical assistance activities and priorities for funding projects. Mechanisms will be created for the regional MPO to achieve a balance of regionally and locally significant projects in its priority list, such as identifying dedicated funds to expand transit and reduce crash severity with complete streets.

- C. A regional MPO must reflect proportional representation on its governing board based on the population of local governments within the MPO planning boundary, consistent with Florida Statutes that place requirements on the total number of voting members and the percentage that must represent the respective Boards of County Commissioners. As some cities and towns will be too small to have their own seats on the new governing board, a mechanism will be created to include them in the voting and decision-making process for the new MPO.

- D. The governance structure of a regional MPO may include representatives of transportation agencies as voting members, but their inclusion will reduce the number of local government

elected officials as due to the 25-member cap on voting members on the governing board in Florida Statutes.

E. Outreach to all local governments in the Metropolitan Planning Area is an important step in the regional MPO formation process and individual MPOs will develop a coordinated presentation and engagement strategy to fully inform and seek input from all affected local governments. In addition, and consistent with federal regulations concerning MPO designation, the largest incorporated City within each existing MPO in the Tampa-St. Petersburg urbanized area will be provided the opportunity to take formal action on the recommended approach to a regional MPO prior to the respective MPO moving forward with regionalization.

F. Outreach to and engagement with the general public is an essential and mandated part of the MPO planning process. To ensure that citizens across the 2700+ square mile tri-county area will continue to have access to their MPO governing board, the new regional MPO will develop a proactive public participation process that makes use of board member meetings in the community, virtual meeting technology, as well as e-mail and social media channels to expand opportunities for citizens to provide public comments directly to the governing board.

F.G. The formation and certification of a new regional MPO will require the creation and adoption of multiple planning, development and policy documents for the region that are consistent with federal and state laws and regulations, including:

- a. Apportionment Plan that describes to voting representation of the MPO's regional planning boundary and member local governments
- b. Unified Planning Work Program (a two-year budget of planning activities)
- c. Long Range Transportation Plan (20-25 year financially feasible plan for transportation)
- d. Public Participation Plan (how it will involve the public in decision-making)
- e. Transportation Improvement Program (a five-year work plan for transportation projects with funding by phase)
- f. Congestion Management Process (a strategic means of evaluating the causes and strategies for improving traffic congestion)
- g. Title VI process and Continuity of Operations Plan (addressing ADA complaints and emergency operations)
- h. Interlocal agreements and/or staff services agreements with one or more host agencies (if the MPO is not fully independent), and interlocal agreements to receive funding and provide planning services to any number of local governments in the region.

G.H. Those planning products shall reflect the work of the individual MPOs currently in place but will need to be substantially revised and restructured to reflect the new planning boundaries of the MPO as a truly regional entity covering the tri-county urban area.

H.I. The MPOs in their current formation have demonstrated competent leadership and effectiveness in planning for countywide and local transportation needs and priorities in

their respective planning areas, building trust and collaborative partnerships with local community stakeholders and land use planning agencies that will need to be sustained with the formation of a regional MPO. Therefore, the regional MPO will consider staff services agreements with the planning agency in each county to support outreach and engagement as well as coordination on land use, transportation operations and safety.

J. As each existing MPO is currently hosted by another agency, the impacts to those agencies and their staffs should be considered; the interlocal agreements with those organizations will need to be updated. Those existing host agencies may present an opportunity for continuing long range transportation planning at a county or jurisdictional level.

K. There will be substantial start-up costs to form a regional MPO based on case study examples elsewhere in the United States requiring funding to hire staff, secure office space, purchase equipment and produce necessary planning products and administrative documents.

L. A regional MPO will need a recurring local funding source from member agencies or the host local government to develop a budget pay for staff salaries, planning activities, facilities and other related administration costs to augment federal and state funds that are paid on a quarterly reimbursement.

M. To retain and continue to attract quality staff for transportation planning through what may be a multi-year transition period, existing staff at the time of formation of a regional MPO will be offered positions with the new MPO and with their respective county governments/planning agencies.

ARTICLE 3. TERM

The term of this MOU shall commence on the date the last signature is obtained (“Effective Date”) and shall continue in effect until one or more parties terminates the MOU or a new MPO interlocal agreement is in place.

ARTICLE 4. TERMINATION

This MOU may be terminated upon written agreement by the Parties with a 30-day notice.

ARTICLE 5. AMENDMENTS

This MOU may be amended, in writing, at any time if the Parties agree.

ARTICLE 6. NOTICES

If to Hillsborough TPO:

If to Pasco TPO:

If to Forward Pinellas:

~~Beth Alden~~ Executive Director _____

~~Carl Mikyska~~ Executive Director _____

Whit Blanton

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8731 Citizens Drive, Suite 360
New Port Richey, FL 34654

310 Court Street, 2nd Floor
Clearwater, FL 33756

ARTICLE 7. GOVERNING LAW, JURISDICTION AND VENUE

This MOU shall be governed by the laws of the State of Florida. Any action filed regarding this MOU shall be filed in the county of one of the Parties, or if in Federal Court, the Middle District of Florida, Tampa Division.

IN WITNESS WHEREOF AND AS APPROVED BY EACH MPO on the date shown below:

HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION

BY: _____

Commissioner Gwen Myers, Chair

Date: _____

PASCO TRANSPORTATION PLANNING ORGANIZATION

BY: _____

Councilmember Matthew Murphy, Chair

Date: _____

FORWARD PINELLAS

BY: _____

Commissioner Janet Long, Chair

Date: _____



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2050 Plan Revenue Forecast

Presenter:

Elizabeth Watkins, AICP, TPO Staff

Summary:

In preparation for the 2050 Long Range Transportation Plan (LRTP), a report on revenue projections has been generated. Federal regulations require that an LRTP contain a financial plan that estimates funds available to support implementation of the plan. The financial plan shall indicate resources from public and private sources that are reasonably expected to be made available to carry out the plan and recommends any additional financing strategies for needed projects and programs.

The technical memorandum outlines federal, state, and local sources of revenue for funding transportation improvements; describes the methodology and assumptions developed to forecast future revenues; and summarizes anticipated amounts from each revenue source. The purpose of this memorandum is to provide a forecast of reasonably available funding from traditional revenue sources to support transportation investments through 2050, as well as describe new, additional, and potential revenue sources from untapped local funding sources which could be invested in transportation.

Recommended Action:

Approve the 2050 Plan Revenue Forecast and forward to the TPO Board for consideration.

Prepared By:

Elizabeth Watkins, AICP, TPO Staff

Attachments:

1. [2050 Plan Revenue Forecast Technical Memo](#)
2. [Presentation](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

FDOT Resiliency Action Plan

Presenter:

Jennifer Carver, AICP

FDOT Statewide Community Planning Coordinator

Summary:

This Resilience Action Plan (RAP) evaluates the potential impacts of flooding, storms, and sea level rise on the State Highway System, and identifies strategies to improve the resiliency of transportation facilities. The RAP is required by Section 339.157, F.S., which states that FDOT is responsible for developing a resilience action plan for the State Highway System based on current conditions and forecasted future events.

Through the years of experiencing hurricanes and other extreme weather events, FDOT has learned ways to improve the system's resiliency. These lessons learned have helped make the transportation system inherently resilient in many ways. The Resilience Action Plan will help FDOT plan for potential future conditions.

Recommended Action:

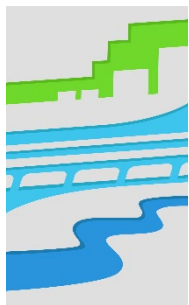
None; for information only

Prepared By:

Allison Yeh, AICP, TPO Staff

Attachments:

[FDOT Resilience Action Plan](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Coordinated Trails Planning in Hillsborough County

Presenter:

Ben Gordon, TPO Staff

Summary:

For almost thirty years, MPOs have led efforts to plan regional trails in the Tampa Bay Area, beginning with the formation of the West Central Florida Chairs Coordinating Committee Multi-Use Trail Committee in 1995. Since then, Hillsborough TPO has played an important role in numerous regional trail initiatives, including the Friendship Trail Bridge, the Courtney Campbell Causeway Trail, and the Gulf Coast Trail.

This presentation provides an overview of these regional initiatives and their connections to more local efforts such as the Tampa Walk Bike Plans. It also identifies gaps in the existing trail network and opportunities for future projects, such as the possibility of trails along TECO and Tampa Bay Water lines.

Recommended Action:

None, for information only.

Prepared By:

Ben Gordon, TPO Staff

Attachments:

1. [Presentation Slides](#)



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COMMUNITY AND INFRASTRUCTURE PLANNING

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DEPUTY COUNTY ADMINISTRATOR


Gregory S. Horwedel

DATE: August 14, 2023

TO: Josh Bellotti, PE, Department Director, Engineering & Operations Department

FROM: John Patrick, AICP, Division Director, Community & Infrastructure Planning Department

SUBJECT: Comments on the Hillsborough County Transportation Design Manual

 08/14/23

The Community & Infrastructure Planning Department (C&IP) reviewed the draft Hillsborough County Transportation Design Manual (HCTDM). Prior conversations and a preview of a piece of the manual indicated that the manual would build on the Complete Streets Guide, which in turn reflects the goals, objectives, and policies of the Hillsborough County Comprehensive Plan. However, in multiple instances, the manual is either in conflict with or is indirectly in conflict with the Hillsborough County Complete Streets Guide (HCCSG).

Notable and transformative efforts and policies have been adopted and completed that enhance and direct a more sustainable multimodal transportation system that will deliver safer intersecting networks for people walking, riding a bike, taking transit, or driving of all ages and abilities. In fact, in the second page of the HCTDM introduction it clearly articulates the intended ecosystem of three resources working together to include the Context Based Classification Map, the Award-Winning HCCSG and the HCTDM. These tandem documents were developed in conformance with the new direction found in the Hillsborough County Comprehensive Plan, Mobility Element, and the Award-Winning Hillsborough County Speed Management Action Plan. In addition, this HCTDM is part of the County's *systemic approach* to enhance transportation systems through design which prioritizes safety, is context sensitive, and integrates multi-modal transportation.

"The HCTDM's intent, along with the Complete Streets Guide, is to change attitudes about appropriate transportation principles and encourage planners and engineers to approach transportation projects in a different way. This will enable transportation decision makers to envision transportation projects as an opportunity to improve public spaces, foster placemaking and to prioritize people movement over vehicle movement where appropriate."

The document also details safety, context, multi-modal goals that are achievable and resemble goals prior documents. Keeping these prior effort's guidance is critical in the proper development of the HCTDM. The BOCC desires to address safety through their commitment to the goal of Vision Zero - that no loss of life is acceptable

on County Roads. The adopted Vision Zero (VZ) resolution establishes a commitment to the continued support of the VZ effort to reduce traffic fatalities and serious injuries; we welcome an overhaul to this manual.

Unfortunately, based on a detailed review of the document, the C&IP Department offers the following comments where it falls short of being consistency with the precursor documents mentioned previously.

HCTDM Application and Jurisdiction - The document introduction pages speak to the use of the HCTDM on all County rights of way; however, multiple times throughout the document it states the HCTDM addresses “only Collector and Arterial Streets” in “unincorporated Hillsborough County”. This is unclear as it relates to local roads and county roadways that are in cities. In addition, if the intent is to streamline and have three new resources (Context Classification, HCCSG, and the HCTDM) available to planners and engineers, why is design for local roads (predominantly lower speeds, neighborhood streets) design deferred to the Florida Department of Transportation (FDOT) Greenbook? The County would be better equipped to identify local road design standards per the numerous approved Community Plans. This would also simplify a complex system of multiple design standards.

We should also consider incorporating the currently separate Transportation Technical Manual (TTM) for Subdivision and Site Development Projects into the HCTDM and note it as such. New roads constructed by developers, that will ultimately be turned over to the County, should also be consistent with the Mobility Element of the Comprehensive Plan, the Context Based Classification, and the HCCSG. It is difficult to review these other documents for consistency if these other documents are referenced but not incorporated in this public review process. This would also help to simplify a complex system of multiple design standards.

The HCTDM takes precedence over the FDOT design criteria. It is stated various times that the HCTDM will specifically designate County standards that supersede the adopted FDOT design criteria with opportunities for flexibility through the Design exception process identified in the document. However, the HCTDM offers less flexibility where it is warranted by the Federal Highway Administration (FHWA) and FDOT at lower speeds.

Target/Design Speed - Speed the most critical design principle, as it controls and regulated the selection of criteria used for design. Studies, including the Speed Management Action Plan, have identified speed to be major factor in the High Injury Network corridors, the deadliest corridors in the County. The HCCSG was developed with this in mind, particularly as it relates to target speeds. The HCTDM falls short of addressing this and current best practices and documents leading up to this HCTDM call for a new attitude to design safer streets. It ignores data driven findings and we should not enable such high target/design speeds to govern the current and future design of roads. This critical element, if ignored will continue the unacceptable rates of fatal and serious injuries in Hillsborough County.

“15% of the top 20 deadliest corridors in Hillsborough County (city, county and state) exhibit posted speeds that are 15-20MPH over national practice.” 70% of the top 20 deadliest corridors in the county exhibit posted speeds that are 5-10MPH above national practice.” Source: Speed Management Action Plan

- Target/design speed ranges are mentioned in various locations and referenced back to the HCCSG; however, such ranges are not displayed in this document. In fact, the target speed ranges in the HCCSG are lower than the target/design speeds shown throughout the HCTDM. (Section 2.1.3.1; 2.1.3.2, etc.)
- The HCTDM states that “[f]or existing corridors: Speed reductions should not be more than 10MPH. Speed reductions greater than 10MPH should be accomplished incrementally over several projects.” When a differentiation of more than 10MPH is identified on a corridor the County should not be

hesitant to completely address it. There are corridors that have greatly experienced growth and land use changes that are now integrated into established community centers and no longer can continue to exhibit the original (high speed) design characteristics. These arterials are the deadliest corridors in HC. They must be redesigned, regardless of the speed reduction is greater than 10MPH. This is a severe restriction on ensuring that safer streets are designed. Neither FDOT nor FHWA suggest such restriction.

- Table 3: Speed Management Strategies to Achieve Desired Operating Speed, (page 2-6) must be revised to reflect the Target Speed ranges documented in the HCCSG. This is the first instance where the document shows the target speed ranges for each Context Based Classification. It shows speeds of 40MPH in C3T (town centers) and C4 (urban roads) which are a contradiction to all best practices in traffic calming, speed management and safe system approach. It has 40-45MPH as a recommended posted speed for suburban residential neighborhood streets (C3R), which is improper. It shows target speed of 50MPH on C1 and C2 regardless of if it's in a neighborhood or activity center, which is unacceptable. A pedestrian hit at 40MPH or higher will have a 10% survival rate.
- Table 5: Design Elements by Context (page 2-16) provides design speeds that are not consistent with the HCCSG nor Table 3 on page 2-6. This table also has wider travel lanes than prescribed in the HCCSG, it has mandatory wide medians (22'-40') medians that may be inappropriate in various contexts and cost/ROW prohibitive. Medians should be an optional element if space and context appropriate. Providing facilities for all users should take a higher preference over wide medians; yet there is no discussion in this document of the tradeoffs that must be considered.
- Table 6: Minimum Retrofit Design Elements by Context (page 2-18), design speed ranges are different and not consistent with prior tables and HCCSG. Again, medians in C3T and C4 are not essential nor recommended and have no bearing on this minimum retrofit table.

Emergency Vehicles (Section 2.1.5.5, page 2-21) - The 15.5-foot (+ gutter) travel lanes required by the HCTDM is inapt, deviates from national, federal, and FDOT design guidelines and is contradictory to all speed management, traffic calming and best practices to manage speed on a road that induces higher speeds resulting in more fatalities and serious injuries.

By statute, drivers are required to pull over to the side of the road, to allow emergency vehicles to bypass. Drivers often proceed forward to a location where they can pull off safely including into adjacent turn lanes (right or left turn lanes). Drivers will pull onto side streets, onto commercial driveways (plazas, etc.) if the width of the road is constrained. In addition, median openings exist as a relief valve.

Emergency vehicle access must be considered as one of the design factors, but it is not the only one. Emergency vehicles are well served by the standard 10 to 12-foot travel lanes widths, just like buses and WB60 trucks are per FHWA. Emergency vehicles are not the "design vehicle" for most roads reflected in the HCTDM. But rather a consideration when installing raised medians in a curb and gutter section. The schematic pictures on page 2-22 are not realistic in the development of a typical section, but rather a consideration on how long raised medians in a curb and gutter section should be. In such conditions:

Vehicle Size and Lane Width:

- Per Florida Statutes 316.515, the maximum width of any vehicle is 102 inches (8.5') excluding mirrors. This is standard for all motor vehicles, car, bus, or truck.
- Literature research indicates that fire trucks are typically between 8' and 8.5' wide. Ambulances are typically 7'-8' wide.

- Ten-foot lanes can easily accommodate fire vehicles. Like other larger vehicles, turning radius considerations are needed. Interventions to manage vehicle speeds include road diets, new uses in curb zone, parking, bicycle facilities, signal timing/synchronization, adding new signals, reducing lane width, add median islands, reduce turning speed, transitions are the nine elements identified by ITE, “Implementing Context Sensitive Design on Multimodal Thoroughfares, A Practitioner’s Handbook.” In this document states *“Lane width is the dimension of a travel lane, as measured from the center of the lane marking to the face of the curb. Travel lanes on walkable streets should measure from 10-11 feet. The wider dimension should be used for lanes that are frequently used by transit or freight. Lane dimensions should total no more than 12 feet.”*
- On divided roadways, special consideration is needed. Considerations could be:
 - Median breaks to allow fire truck to get around stopped traffic, or for traffic to pull off.
 - Use of mountable or traversable curbing on the median or outside shoulder treatment to allow fire truck to traverse.
- Table 7: Minimum Pavement Width (page 2-22) requires a minimum of 15.5-foot travel lanes on two-lane divided roads and 14-foot lanes on Four-lane divided roads (not including the gutter width). These required wide lane widths are excessive and insinuates all existing lane widths are insufficient and a major safety concern at city, county and state levels. Excessively wide lanes have been shown to encourage higher speeds that will result in serious injury and fatal crashes.

Typical Sections (Section 1.3.6 – 1.3.8, pages 1-20 through 1-23 + Appendix B, pages 75-89 pdf) – The typical sections must be aligned with the typologies carefully prepared to address community and multimodal needs in the HCCSG. The typical sections shown are not consistent with the various community contexts and overlooking them will produce a non-responsive design and will be detrimental to addressing safety, context sensitivity and multimodal needs.

- Typical sections are not aligned with the various typologies for each context classifications (residential, activity center, commercial or industrial). In fact, the typical sections are described in traditional vehicular language such as number of vehicle travel lanes, high speeds and volumes that reflect existing characteristics instead of the future land use and community plans. With all the work placed into the development and recognition of all the future land uses and community plans, discounting the needs of communities is counterproductive and dangerous. These typical sections are car centric and do not reflect a safe system approach to eradicate serious and fatal crashes in Hillsborough County.
 - Example Dwg C1 & C2 – 2U (Two lanes, undivided) – most likely will exist in neighborhood settings, where driveways, school bus stops, slower farm equipment will be exhibited. Yet, design speeds on such a small road can be up to 50-55MPH that would result in instant death should a pedestrian be hit. A “footnote” is provided, that if it’s close to a school a sidewalk/shared use path should be provided on both sides.
 - Example Dwg C3-2U-SL (Two lanes, undivided with shared lanes) – Excessive pavement width of over 25’ width marked with shared lane markings will result in excess of 25MPH travel speeds, making the sharrow markings substandard and dangerous for all people riding a bike. While the 10’ lanes will be marked with RPM’s, the additional pavement width that forms a “shoulder” area on both sides within a curb and gutter section will create confusion, additional maintenance (RPMs) and negative safety outcomes. People using bikes will think they are to use the shoulder area outside of the RPMs. Drivers will also think people using bikes should be in the shoulder area, potentially leading to road rage.

- Typical Section package (Section 1.3.6, page 1-20) – The Index TSC-001 package linked in this document needs to adhere to the various context classifications identified in the HCCSG.
- Typical section traffic data requirements (section 1.3.8.5, page 1-23) – The most important information that must be displayed in the typical sections, of higher priority than traffic data, are: context (residential, commercial, industrial), design speed and other required elements versus optional elements per the HCCSG.

Multimodal Safety Analysis (Section 1.2.2, pages 1-7 through 1-14) – The Safe Systems Approach is a best practice supported by FHWA for implementing VZ. There is no mention of Safe System Approach in the analysis intent, process, or considerations beyond simply addressing hot spot crashes. This is in contradiction to our commitment to zero traffic deaths means addressing all aspects of safety through Safe System elements that, together, create a holistic approach with layers of protection for road users: safe road users, safe vehicles, safe speeds, safe roads, and post -crash care. The FHWA Safe System approach is very clear on how to achieve a safe system, and using a reactive approach as documented in these sections will not address the High Injury Network needs our County residents are susceptible to each and every day.

- A Safe System approach is crucial for receiving federal grant funds. Safe System Approach is proactive, indicating where similar conditions may exist along a given corridor and installing similar proven countermeasures to prevent fatalities and serious injuries.
- These sections fail to reference recent guidance and best practices including the FHWA Proven Safety Countermeasures instead of the just the CMF Clearinghouse. In addition, the HCCSG includes many more potential countermeasures related to the County’s roads and other regional street networks. The Award Winning HC Speed Management Action Plan (Noteworthy Practice FHWA-SA-19-015) also includes tool kits of countermeasures for consideration, per various context classes based on the High Injury Network corridor needs.
- There is no heightened attention to addressing vulnerable users in the lengthy Safety evaluation section. Addressing vulnerable users is one of the top focus areas by FHWA. Vulnerable users including our aging populations, our children, the mobility impaired and other categories that solely rely on non-motorized transportation are disproportionately represented in the Fatal/Serious Injury crashes in our county. Closer attention must be paid to the necessary infrastructure near schools, parks, trail connections, transit stops and many other high pedestrian generators.
- The Safety evaluation process hasn’t been sufficiently updated to focus on Vulnerable Users. The field assessment form asks to review “positioning” (geometric characteristics) of the crosswalk but doesn’t ask for the need to install a marked crosswalk where needed based on spacing of safe controlled crossings or land use generators. The field form goes into behavior assessments of users (are they crossing or using facilities illegally), but not identification of gaps in the network. In fact, the form is predominantly focused on vehicular operations and geometric characteristics.

Design Guidelines - Context Based Design (Section 2.1, pages 2-1) – This section should be the first in the HCTDM to provide the Design guidelines, prior to diving into design plan specifications. Without reading through this chapter, engineers will simply only read Chapter 1.

- Context Based Classification (Section 2.1.1) – Reference must be made in this section that various typologies related to the 5 listed Context Based Classifications were developed in the HCCSG. For example, Rural (C1 & C2), there are three typologies (Typical Sections) that were developed “Rural Neighborhood”, “Rural Other”, and “Rural Activity Center”. The suburban classifications address

neighborhoods, commercial corridors (neighborhood versus regional) and industrial. Not all typical sections are the same and are responsive to users, speeds, and land use. Without these differentiations, less than ideal or even inappropriate design elements may be selected.

- Table 4: Arterials & Collectors Typical Section Summary (page 2-15) must be corrected to indicate that “Shared Lane” bicycle facilities must only be considered on roads with speeds of 25MPH or less per FHWA. At higher speeds, a shared lane is not recommended and will put any user at very high risk of serious injury or death.
- Table 5: Design Elements by Context (page 2-16) must be corrected to reflect that “buffered bike lanes” should be installed only on roads posted <35MPH. Buffered Bike Lanes at higher speeds are not recommended and will place users at very high risk of serious injury or death per FHWA. At higher speeds fully protected (vertical separators) or shared use paths are recommended. This must be corrected in other sections including Section 2.1.5.4 Bicycle Lanes (page 2-19).
- Shared Use Path (SUP) (page 2-17) in Suburban C3 context classifications description is not reflective of all the variations in typologies that exist in this classification. There are C3’s that are residential streets, commercial streets, and industrial streets. SUPs are not appropriate on residential streets. SUPs should not be the standard bicycle facility choice in all C3 roads. This misses the intent of the context classification, it causes significant harm in the assumption that the needed right-of-way will exist without providing choices for what will work, and most engineers will simply say, it does not fit, so bicycle facilities will not be provided.
- Table 8: Shared Use Path Typical Section Summary (page 2-23) indicates a width of 12’-15’ + clear area + landscape area. While this may be a desirable width, most likely not feasible in most roadways due to open drainage, utility and right of way limitations. This dimension is also not consistent with all other tables or typical sections.
- Medians in width of 22-40’ are shown in most typical sections and reference tables. Medians of this width in more urbanized settings have increased disbenefits including increasing crossing distances, inadequate right of way, will sacrifice the ability to retrofit bicycle facilities, increase circuitous flow of traffic, severs connectivity to side streets and driveways, may hinder free flow of emergency vehicles; and cause wider travel lanes that increase speeds and lead to more serious injury and fatal crashes. Medians of this width should be minimized in various contexts.
- Lighting (Section 2.4.3, page 2-34) – this section should refer to lighting beyond just intersections, especially in C3 and C4 categories. Lighting should also be provided at transit stops, trail crossings and all midblock crossing locations. Lighting should also be provided on shared use paths for security and safety.

Design Exceptions and Deviations (Section 1.3.5, page 1-16) - This section should be rewritten to clearly stipulate the speed for which the controlling design elements qualify for Design Exceptions and Deviations. The section as written, requires stringent adherence to design elements that are not critical at lower speeds. Reframing per federal and FDOT guidance will allow for **significant** flexibility on local roads (50MPH or less). Controlling Design Elements per AASHTO on streets with speeds greater than or equal to 50 MPH only have two controlling criteria – Design Speed and Loading Structural Capacity. All other criteria do not need to be met nor requires a Design Exception. Roads with speeds above 50MPH, must comply with all 12 design criteria. This section needs to be updated to comply with the American Association of State Highway and Transportation Officials (AASHTO) and FDOT guidance. AASHTO and FDOT guidance provides more flexibility on local road networks to address safety and user needs.

While local municipalities can make design standards stricter, the inflexible nature of the standards in this section, are a hindrance to the goals of creating safer streets. There is such a thing as making conditions worse for all users. For example, Table 3: Speed Management Strategies to Achieve Desired Operating speed (page 2-6) is restrictive to installation of countermeasures. Examples include the inability to install vertical deflection, gateway treatment and street trees on roads with speeds more than 35MPH. There are plenty of streets where these features exist and are effective. In fact, FDOT recommends not using such criteria as a must, but rather a suggestion. How and where these treatments are installed may just warrant a closer look at the geometric features around them.

Additional comments and details on the comments mentioned previously are provided in the attachment. Hillsborough County must have a shared vision on how we perceive, design, and use our transportation infrastructure. To effectively implement this exciting vision we, as engineers and planners, must have the same goals and be 'reading from same page.' C&IP strongly believes that the direction and methodologies in the HCCSG need to be merged accurately into the HCTDM and any inconsistencies be corrected.

cc: Kim Byer, Assistant County Administrator, Public Works

ATTACHMENT

C&IP Comments, Draft Version of the HCTDM, Summer 2023

Comment #	HCTDM Reference Section and Page	Comment
1	1.1.1 Purpose of Manual, Page 1-1	This section references the latest versions of Hillsborough County manuals that are relevant to this manual. The intended audience for this manual is listed as 'professional engineers and other professionals participating in the planning and design....' Also this page lists 'Complete Streets', 'Safety and Mobility', and 'Pedestrian/Bicycle Corridor' projects as transportation projects that this manual is intended as guidance for. Materials from these guides are listed on page 1-2. Based on this the list of referenced manuals, it should include the Context Based Classification Technical Memorandum and the Complete Streets Guide.
2	Three Resources Working Together, Page 1-2	In the first bullet; The links to the Hillsborough County Context Classification Map (GIS) and the Roadway Functional Classification Map (GIS) are incorrect. Second bullet; Why is there no link to the County's Complete Street Guide? Recommend reader go directly to the Comprehensive Plan as well for the official Context Classification and Functional Classification maps.
3	Three Resources Working Together, Page 1-3	Top of the page; "The HCTDM requires..." Should be the "The County requires planners and...."
4	Second paragraph, Page 1-3	The 'change attitudes' take is good but this does not explain Complete Streets. Recommend inserting why we have adopted Complete Streets. Here is the USDOT definition of Complete Streets, "Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient. Complete Street policies are set at the state, regional, and local levels and are frequently supported by roadway design guidelines. Complete Streets approaches vary based on community context. They may address a wide range of elements, such as sidewalks, bicycle lanes, bus lanes, public transportation stops, crossing opportunities, median islands, accessible pedestrian signals, curb extensions, modified vehicle travel lanes, streetscape, and landscape treatments. Complete Streets reduce motor vehicle-related crashes and pedestrian risk, as well as bicyclist risk when well-designed bicycle-specific infrastructure is included. They can promote walking and bicycling by providing safer places to achieve physical activity through transportation. "
5	1.1.3 First bullet, Page 1-4	Context goals go beyond the context (e.g. sustainable transportation modes). These are important to highlight. Equitable development goes beyond urban spaces. Text says that the HCTDM supplements and/or substitutes The first bullet refers to FDOT and Context Based Classification. Should insert text that informs the reader that HC has its own context classification system.
6	1.1.3.1 Hierarchy..., Page 1-5 (and bottom of 1-4)	Where is AASHTO? FDOT, for example, defaults to AASHTO if not specifically covered in the listed technical references. (AASHTO listed on page 1-8, and referenced again on page 1-17 & 1-18, but needs to be included in this section). Also, on the top of Page 1-5, list the Complete Streets Guide.
7	1.1.4 Public Involvement, Page 1-5 & 1-6	Provide a link for procedure and/or manual for a 'Customer Engagement Plan' or 'Community Engagement Plan'. Confirm name of County department involved with Public Involvement. First sentence seems to miss the mark on public involvement - it is more than information-sharing and relationship-building.
8	1.2.1.2 Link in the paragraph, Page 1-7	Link 'Transportation Technical Manual for Subdivision and Site Development Projects' does not link to the manual or a page that hosts the manual.
9	1.2.1.2 Last sentence, Page 1-7	Sentence corrections: 'Any land development transportation improvements affecting <u>a</u> Hillsborough County arterial or collector roads must adhere to the requirements in Section 12 of the TTM <u>in reference to</u> onto a state road right-of-way <u>and</u> must also follow the FDOT Access Connection Permit requirements.' Where is this Multimodal Safety Analysis methodology? Does it account for potential "near misses"?

- 10 1.2.2.1 second to last sentence, Page 1-8 Engineer of Record must submit...' should this include 'signed and sealed'? What is "adverse user behavior"? Crash rates are general and need to be supplemented with severe injury/fatal crashes - PDO crashes should not be treated the same way as these crashes.
- 11 1.2.2.2 First bullet, Page 1-8 Should 'Crash Data Collection and Review' include an item like an Existing Conditions Diagram?
- 12 1.2.2.2.1 Documentation, Page 1-9 Link to 'Hillsborough County Public Work Crash Data Summary Table' is incorrect, should be: <https://www.hillsboroughcounty.org/en/government/county-projects/consultant-cip-project-resources/standard-details-and-project-plan-sheet-templates>. Documentation should include something specifically aimed at addressing severe injury or fatal crashes, which is not reflected in the crash rates.
- 13 1.2.2.2.2 Field Observation, Page 1-10 The link, 'Safety Analysis Field Assessment Form' is incorrect. Past reviews of Haddon Matrices have found this tool can tend to incorporate victim blaming and information that includes definitions that are unclear (for example "normal") or identifies behaviors that are not illegal, but may be unsafe, in a manner that is confusing. Highly recommend providing guidance on this and examples (perhaps what to and not to do).
- 14 1.2.2.2.2 Documentation, Page 1-11 The link, 'Safety Analysis Field Assessment Form' is incorrect.
- 15 1.2.2.2.3 Selection of Countermeasures, Page 1-12 In the first paragraph on page 1-12, a review of the Complete Streets Guide - Hillsborough County should be suggested here for counter measure consideration, especially for intersections, ped crossings, etc. The Complete Streets Guide - Hillsborough County has Appendix D, Speed Management Countermeasure Toolkit which can be very useful here. Also consider how emerging best practices can be implemented, perhaps in a test scenario.
- 16 General for Crash, countermeasures, roundabouts, etc. Why is there no mention of Intersection Control Evaluation (ICE) analysis? Not even in 1.2.3 Roundabout Evaluation?
- 17 Table and footnotes, Page 1-13 Here is another place the Complete Streets Guide - Hillsborough County should be mentioned. And should be included in footnote number 1 & 2 for intersections & Safety and Mobility projects. Also RRR work is a great opportunity to incorporate context driven, complete streets solutions.
- 18 1.2.2.2.3 Documentation and 1.2.2.4 Recommendations, Page 1-13-14 The first or second bullet should include an analysis of whether complete street countermeasures were included. And the mode each countermeasure is targeted for. Under Recommendations there should be some narrative of what Complete Streets solutions, for a project, were/are considered. Has the opportunity to improve all modes that use the project been investigated?
- 19 Project Reviews 1.3.13 Will the project reviews with SharePoint be used for internal and externally managed projects? Does it include all programs?
- 20 General, Overall Comment Check all links. Many are incorrect or send to a general page not the referenced item. **Overall comment - throughout document.**
- 21 1.3.6 Typical Section Package, Page 1-20
1.3.8.5 Typ Sec Sheet Traffic Data, Page 1-23 Number 9, Target Speed. This should reference the Complete Streets Guide - Hillsborough County, Table 3-2, Page 55, Target Speeds by CC. Ensure it is known that the official source for the Context Classification and Functional Classification are the Comprehensive Plan maps.
- 22 1.3.7 S&M for Roundabouts, Page 1-21 Include 'Show all pedestrian and bicycle routing, signage, and markings.'

23	2.1 Context Based Design, Page 2-1	The blue text near the top of the page. Provide a reference for where this is taken from.
24	2.1 Context Based Design, Page 2-1	The three elements in the blue box - needs to also include Design for All Modes.
25	2.1.2 Context Based Design	Functional classification is also in the Comprehensive Plan.
26	2.1.3 Context Based Design	Speed management is not just about improving safety by reducing speed related crashes ... it is about understanding the impact of speed and kinetic energy on surviving a crash
27	2.1.3.1 Speed Definitions, Page 2-3	Target Speed. This should reference the Complete Streets Guide - Hillsborough County, Table 3-2, Page 55, Target Speeds by CC.
28	2.1.3.1 Speed Definitions, Page 2-3	Complete Streets Guide - Hillsborough County states that the target speed, design speed, and posted speed should be the same. This is an important concept which should be explained in this manual. Paragraph two under 2.1.3.2 actually is in conflict with direction in the Complete Streets Guide.
29	2.1.3.1 Speed Definitions, Page 2-3	This sentence in paragraph 3 is incorrect or needs further explanation; "...and Design/Posted Speeds may need to be lowered incrementally over the course of several projects and design interventions". Posted speed is not only based on design but can be changed to match context or for safety reasons. (as the HCTDM alludes to on the bottom of Page 2-4) The text says posted speed will be equal to design speed. What about target speed?
30	2.1.3.2.1 Target Speed and..., Page 2-4	Under 'For new construction'. The statement here is correct, target speed and design speed will be the same. However, this is kind of contradictory to the manual's explanation in the previous section. Under 'For existing corridors' the reader is referred to the Complete Streets manual; "The County's Complete Streets Guide provides guidance on Target speed." Again, this appears contradictory. Would consider revisiting the speed sections and clarify. For existing corridors - this seems limiting for design speed changes. Allow for exceptions if an existing corridor is undergoing a significant change and can be justified
31	Table 3: Speed Management....., Page 2-6 (and Pages 2-7 thru 2-13	This table is in direct conflict with the Complete Streets Guide, Table 3-2 and the Complete Streets Guide also states, "Table 3-2 summarizes the recommended Target Speeds. Design speeds higher than 35 MPH should not be used in Suburban (C3) or Urban General (C4) contexts, or within Rural Neighborhoods and Rural Activity Centers." Each of the 'Strat.' detailed in the HCTDM (Pages 2-7 thru 2-12) appear to be more in line with the Complete Streets Guide, with deviations... but is confusing with the included Table 3.
32	General comment on Design and Speed section of the manual	The speed section of the manual incorporates a lot of the previous engineering techniques that can be contradictory to the direction Hillsborough County has been moving. There is no reference or representation of the Target Speeds by typologies. The Complete Streets Guide includes Table 3-2 which should be referenced or included in the HCTDM. There is reference to context based design, and Page 2-1 makes the statement, "The County has developed a Context Based Design approach to determine key design criteria." However, there is somewhat of a disconnect between statements and the actual process. In addition, the typical sections in the CSG provide for situations when these techniques may be applied to certain situations, for example a rural activity center.
33	Roundabout, Page 2-7	45 mph in a roundabout is too high, revise speeds.
34	Horizontal deflection, Page 2-8	45 mph through a horizontal deflection does not meet the deflection intent to slow speed down, revise speeds.
35	Lane Narrowing, page 2-9	Second bullet, "CR3, C3C (25-445 mph)" the reference of 25-445 should be 25-45, however, 45 mph is probably not acceptable with lane narrowing.
36	General Comment Pages 2-7 thru 2-13	Review all of the speeds listed with the context classification (bulleted) and revise those in direct conflict with the Complete Streets Guide.
37	2.1.3.4 Transitional Context..., Page 2-13	The blue side text states: "TRANSITIONAL CONTEXT DESIGN ELEMENTS MUST BE COORDINATED DURING THE SPEED SELECTION PROCESS". However, there is no mention of this in the speed section of the HCTDM.

- 38 2.1.4 Vision Zero..., Page 2-13 The link to provide the reader with the Top 20 Severe Crashes and the Next 30 is incorrect. The reader is told they must reference these and identify if their project area is included, so important link. Should this vision zero reference and required lookup be in Section 1.2.2.2.1 Crash Data Collection and Review? This is limiting - Vision Zero corridors, by their nature, may change and be re-reviewed, as mentioned towards the bottom. Recommend revising language to provide context (like the TPO corridors) but that soon discussed that these corridors may be updated by the TPO (or the County) in the future.
- 39 Table 4, Page 2-15 Table 4 has speeds listed for each typical section. These speeds do no match the Complete Streets Guide.
- 40 2.1.5.2 Design Elements, Page 2-15 Why is this statement in the Manual? " Utilize the Urban (C4) FDM design standards for Suburban Town (C3T) Context Classification."
- 41 Table 5, Page 2-16 Elements in this table do not match with design criteria in the Complete Streets Guide; Speeds, Sidewalks, lane widths. (See comments on Typ Sections found in Appendix B)
- 42 Design Speed, Lane Widths, Sidewalk widths, Page 2-16 Elements on this page do not match with design criteria in the Complete Streets Guide
- 43 2.1.5.4.1 Design Elements Where does the information on who the users are for bicycle lane selection? For example, that the typical bicyclists type in a rural context is a recreational user? In C3T & C4, shouldn't a shared use path be provided if there is space? Why go straight to the buffered bicycle lane?
- 44 2.1.6 Design Elements Will shared use paths be incorporated into the trail network? If so, consider what elements should be added associated with this. This seems especially relevant given the optional horse path.
- 45 2.3.2 County Local Roads, Page 2-29 There is one sentence in this section: "All County local roads must be designed in accordance with the current edition of the Florida Greenbook. " That conflicts with most of page 1-1. Also, a neighborhood street should be designed with speed management practices. This section should probably be removed. There is a two-lane undivided typical section in this manual and in the Complete Streets Guide.
- 46 2.3.2.2 Sidewalk Configuration, Page 2-30 There should be a reference to the Complete Streets Guide in this section. For example transit integration is important in sidewalk configuration. So are network connectivity, placemaking, street furnishing, shade.... All areas that are covered in the Complete Streets Guide. Most of the HDTDM is about vehicle travel ways. Good sidewalk design should get more than half a page.
- 47 2.4.3 Lighting, Page 2-34 Covers roadway lighting. Can it reference Pedestrian Scale lighting? Are there some standards for different areas? Rules like you can or cannot hang ped lighting on existing poles? Any links?

Comments below are directed at Appendix B: Hillsborough County Typical Sections

- APP B-1 First Table The typical sections table has no title. This does not seem to reflect the CSG typologies.
- App B-2 Drawing number C1&C2-2U The 'Dimension Legend" show speeds above 35. This typical looks like it is for a rural country road.... However C1&C2 2 lane undivided is 'Rural Neighborhood'. The typical calls for 5' shoulders. The Complete Streets Guide calls for 6-8 foot shoulder on C1&C2 2 lane Undivided. This typical is in conflict with Complete Streets Guide Figure 3-2.
- App B-3 Drawing number C1&C2-4D The 'Dimension Legend" show speeds above 45. The typical also allows for 12' lanes. The Complete Streets Guide calls for max speed of 45 with 11' lanes. This typical is in conflict with Complete Streets Guide Figure 3-3.
- App B-4 Drawing number C3-2U-SL The typical shows Sharrows (not very clear ones) and it shows a 12.5' asphalt travel way, which is made up of a 10' lane and a 2.5' strip separated from the travel lane with RPMs. This is to small for a bike lane and there are sharrows for the travel lane. Is this 2.5' correct? Why RPMs vs a stripe?
- App B-5 Drawing number C3-2U The 'Dimension Legend" show speeds above 30 and lanes wider than 10'. There are no Sharrows shown, same RPM separation as C3-2U-SL. This typical is in conflict with Complete Streets Guide Figure 3-4. Why 10' SUP?
- App B-6 Drawing number C3-2D The 'Dimension Legend" show speeds above 35 and lanes wider than 10'. This typical is in conflict with Complete Streets Guide Figure 3-5. Why 10' SUP? (repeat SUP comment)

- App B-7 Drawing number C3-4D Typical shows lanes wider than 10'. This typical is in conflict with Complete Streets Guide Figure 3-5.
- App B-8 Drawing number C3-6D A six lane suburban is unacceptable.
- App B-9 Drawing number C3T-2U- Typical calls for 6' sidewalks and less than or equal to 35 mph. The Complete Streets Guide has no 2 lane undivided for C3T. Other
BL C3T typical call for an 8' or 10' sidewalks and max speed of 25 mph.
- App B-10 Drawing number C3T-2D- Typical calls for 6' sidewalks and less than or equal to 35 mph. This typical is in conflict with Complete Streets Guide Figure 3-11
BL which calls for 8' sidewalks and max speed of 25 mph.
- App B-11 Drawing number C3T-4D- This typical is for a town center. Complete Streets Guide does not include a divided typical. The four lane version is undivided.
BL Typical calls for 6' sidewalks and less than or equal to 35 mph (possible to up to 40 in footnote). This typical is in conflict with Complete Streets Guide Figure 3-10 which calls for 10' sidewalks and max speed of 25 mph.
- App B-12 Drawing number C4-2D- Typical calls for speed less than or equal to 35 mph. This typical is in conflict with Complete Streets Guide Figure 3-11 which calls for
BL a max speed of 25 mph.
- App B-13 General comment on Was this coordinated with CELM?
App. B

**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING AUGUST 9, 2023
DRAFT MINUTES**

I. Call to Order, Pledge of Allegiance *(Timestamp 0:04:51)*

Chair Myers called the meeting to order at 00:00 AM and led the pledge of allegiance. The meeting was held in person and virtually via WebEx.

II. Roll Call *(Gail Reese, TPO Staff) (Timestamp 0:05:47)*

The following members were present in person: Commissioner Gwen Myers, Mayor Andrew Ross, Commissioner Joshua Wostal, Commissioner Henry Cohen, Commissioner Pat Kemp, Councilmember Alan Clendenin, Councilmember Lynn Hurtak, Councilmember Guido Maniscalco, Mayor Nate Kilton, Board Member Jessica Vaughn, Gina Dew, Greg Slater, Scott Drainville, Planning Commissioner Hemant Saria

The following members were present virtually: Charles Klug

The following members were absent/excused: Commissioner Michael Owen

A quorum was met in person.

A. Vote of Consent for Remote Member Participation *(Timestamp 0:47:42)*

Commissioner Wostal moved to allow remote participation, seconded by Commissioner Cohen; the voice vote passed with one Nay vote from Mayor Ross.

Clarification of remote participation was asked about and explained by Cameron Clark.

III. Chair Myers read a memorandum from Commissioner Michael Owen regarding his absence. *(Timestamp 0:06:36)*

Dated August 8, 2023 – Dear Chair, Gwen Myers: I will be unable to attend the TPO Board Meeting tomorrow, August 9, 2023, due to sickness. Please read the reason for my absence into the record.

IV. Approval of Minutes *(Timestamp 0:06:59) – June 14, 2023.*

Chair Myers sought a motion to approve the June 14, 2023 minutes. Councilmember Maniscalco so moved, seconded by Commissioner Cohen; the voice vote passed unanimously.

V. Public Comment On Agenda Items *(Timestamp 0:07:13)* (up to 3 minutes per speaker) Additional comments made via [Social Media](#) and [Email](#) can be found at the end of these minutes.
None at this time

VI. Committee Reports & Advance Comments (Rick Fernandez, CAC Chair and Gena Torres, TPO Staff) *(Timestamp 0:07:27)*

A. CAC

Workshop – July 12, 2023 (Rick Fernandez, CAC Chair)

- 2050 LRTP Revenue Forecasting
 - A presentation was made explaining the Revenue Forecast; how it fits into the LRTP; available funding for surface transportation; the series of Needs Assessments under development: good repair, stormwater, transit, Vision Zero, safety, and trails. Also discussed were local match needs, the limit on operations grants and that new legislation would be needed to increase currently levied tax. Potential Funding Sources were also discussed.
 - Members had questions on funding for maintenance, about potential funding sources like a sales tax, VMT models, CIT funds, ad valorem, vehicle weight tax, exploring public-private partnerships, TIF, and possibly mobility fees. There was an additional conversation about why transit did not have more of a share as well as safety, considering our challenge as one of the most dangerous places in the country. It was asked what happens to assets when they fail. Other discussions included urban expansion, a cushion for natural disasters, and how the Comprehensive Plan will impact the LRTP funding.
- Memorandum of Understanding on Creating a Tampa Bay MPO
 - The presentation reviewed the recent legislation to submit a feasibility report on the consolidation into a single MPO. Pros and Cons of a merger were discussed, and the MOU was summarized – apportionment, governance structure, balancing local and regional needs, funding, outreach, federally required plans and programs, agreements, and existing staff. The proposed timeline was reviewed, and CAC members were encouraged to complete the public survey and share it with others.
 - CAC members had a lively discussion on the business model, and suggestions on different scenarios such as maintaining the MPO and regional staff bring topics to the individual counties, but also that the SCTPA and TMA already serve the function of a regional collaboration body. Clarification was asked about receiving less funding if the merger happens; if non-elected officials would be removed from a regional MPO; if the MOU commits to a merger; the powers the organizations would have; if a merger would dilute the ability to advocate for the needs of Hillsborough County. It was requested that focus groups or some sort of feedback be obtained from the current staff of the existing MPOs.

Meeting – August 2, 2023 (Rick Fernandez, CAC Chair)

- Action Items
 - The Committee unanimously approved a Resolution (18 – 0) Regarding Partner Agency Participation in the CAC process. You may recall previous discussions related to this issue. A version of the Resolution was first discussed several months ago at Committee and reported to this Board. The Resolution is intended to encourage agencies to send well-informed representatives to CAC meetings to present and support requested committee action. A final version of the resolution is being prepared for the Chair’s signature and will be forwarded to the TPO Board and affected agencies in short order.
- Status Report
 - **Hillsborough TPO Electric Vehicle Infrastructure Plan (EVIP).**
An interesting and thorough presentation on the EVIP was received, reviewing the benefits and barriers to electric vehicle deployment in Hillsborough County. Committee

members shared keen interest in the equitable placement of charging stations and suggested retrofitting existing parking spaces or applying them toward the number of required parking spaces in new developments. Any changes to the EVIP based on the CAC's excellent feedback will be shown when the EVIP returns to the CAC for action

- Under New Business we considered and passed a Motion, this time with one dissenting vote, requesting CAC advisory participation in the selection of our new TPO Executive Director:
 - We would like the opportunity to meet with and interview the finalists in a CAC meeting setting. This would allow us the information needed to carry out our role as an advisory committee in support of this critical hiring decision. Given the current timeline, it is suggested that finalists be invited to meet with the CAC during our September 2023 regular meeting.
- Under Old/Unfinished Business staff provided us with a deeper review of the Hillsborough County Bicycle Network Evaluation methodology.
 - This was intended to supplement an action item presentation offered by staff in June 2023. The CAC did not approve this item for recommendation to the Board when it was before us in June. We did not take supplemental action last week. The item is before you for action this morning (VIII.B.).

Other Committee Reports

B. Livable Roadways Committee (LRC) Meeting on June 21

- Status Reports
 - FDOT Kennedy Blvd Projects Update
 - US 301 (Fowler Avenue to SR 56) PD&E Study
 - Parking Policy Ideas from “Shoupista” perspective
 - Vision Zero Streets Study (Hillsborough County Roads in the City of Tampa)

C. Bicycle Pedestrian Advisory Committee (BPAC) Meeting June 28 and Workshop July 26

- Status Reports – June 28th
 - US 301 (Fowler Avenue to SR 56) PD&E.
 - Members commented on the geographic boundaries of the facilities considered in the plan and suggested integrating this evaluation of County-owned facilities within unincorporated Hillsborough and a forthcoming evaluation of County-owned facilities within city limits.
 - Lithia Pinecrest Road PD&E Study Public Comment Period
 - One member noted that this roadway is used by all users and that it crosses a creek, bringing potential environmental impacts.
 - Another stated that this roadway is always congested and in need of improvements.
- Workshop – July 26th on the “Top Ten” Project Finalization
 - Members discussed 26 submissions for the Top Ten Dangerous Locations list.
 - Submissions were widely distributed across the county.
 - Recommendations centered crosswalks, better street lighting, and PHB installation.
 - Members rated the importance of each location on a 1 to 5 scale.
 - Due to time constraints, the last six locations will be discussed in August
 - Staff and the Chair will coordinate to down the list, using the rankings as a guide

D. Intelligent Transportation Systems Committee Meeting (ITS) on July 6

- Approved Action Items

- Hillsborough Electric Vehicle Infrastructure Plan (EVIP)
 - The presentation focused on the existing condition analysis, public outreach findings and the EV needs projection for the future.
 - There were comments on some of the challenges including the replacement cost for charging units and equipment, software and technology upgrades, and consideration for adequate charging spaces.
 - The EVIP was approved and recommended to the TPO Board for approval.
- Memorandum of Understanding on Creating a Tampa Bay MPO
 - This presentation gave a summary of the guidance for an MOU, the principles, voting structure, requirements, and timeline for where we are and where we are going.
 - There were some concerns raised regarding the representation from small cities, balancing the local and regional interests and needs, and potential committee meeting format. Another member raised concern about the proportionate share of funds received for the regional MPO if it were merged. The Committee unanimously approved the MOU summary and supported cohesiveness from an ITS point of view, especially regarding data governance and data sharing.
- Election of Officers
 - The committee elected Bryan Zayas from Hillsborough County was elected as the vice chair.

The ITS Committee heard a status report on the Hillsborough County Transportation Design Manual Update.

E. Technical Advisory Committee (TAC) Meeting on August 7

- Action Items
 - Electric Vehicle Infrastructure Plan (EVIP). Members appreciated the product but had questions on the policy implications of some recommendations and asked that the project be brought back at their September meeting for approval
- Status Reports
 - The Hillsborough County Transportation Design Manual Update – Members appreciated the changes and offered comments
 - 2050 Needs Assessment for State of Good Repair and Resilience
 - 2050 Plan Needs Assessment for Major Projects – The major projects included already were described and agency representatives were requested to provide and additional projects for evaluation by September.
 - Tampa Bay MPO Survey – The committee was asked to take and share the survey with their networks

Please note: Attachments referenced are included in the email Cheryl Wilkening sent to board members on the evening of August 8.

VII. Executive Director Recruitment (Timestamp 0:16:53)

- A. Member request to discuss Executive Director Recruitment Process (Commissioner Wostal)
 - Declined further comment at this time as the appropriate timing has passed
- B. Executive Director Interview Panel Recommendation (Mayor Ross)
 - Stated the interview panel members

- Four candidates were interviewed and three are being recommended to move forward: Wong, Sandanasamy, and Benson. Need the TPO Board to decide whom to interview
- Noted the CAC request to be a part of the process going forward. That was not included in the original scope of the process. Deferred approval to the TPO Board.
- Discussion of candidates:
 - There was a brief discussion regarding the CAC involvement in the selection process. It was noted that moving candidates forward and the CAC involvement are two separate issues.

Councilmember Maniscalco moved to move the three recommendations forward, seconded by Commissioner Cohen. The roll call vote passed 14 – 0

Councilmember Maniscalco moved that the three individuals the TPO Board selected for the next round meet with the CAC, seconded by Board Member Vaughn.

Discussion:

It was noted that out-of-town candidates be interviewed on the same trip as they interview with the TPO Board. It was asked how the CAC will report back to the TPO Board regarding what the Board wants them to do. Meghan Betourney noted the timeline and that we need to be mindful of the candidate's time. Clarification was asked if the TPO Board is going to vote on the candidate at the September 13th meeting. Yes. It was asked if the CAC could meet with the candidates via their online meeting. It was also noted that the CAC could watch the initial interviews. It was brought up that the Interview Panel has already made recommendations. It was noted that adding the CAC to the process may be late in timing and that the panel asked comprehensive questions. The CAC could watch the interviews, discuss, and provide their thoughts after doing so. There have been questions about the transparency of this process, it is important the citizens be involved in this process. Allowing the CAC to participate allows for more transparency and citizen participation. The CAC may have additional questions that the panel did not ask, and it could be done virtually. It was noted that the questions should not be changed with the CAC. The Board members have appointees to the CAC, and they can reach out to them for their opinions. Having the candidates meet with the CAC would be excessive. It was brought up that a big part of the job is public communication. After the discussion during the panel meeting, that is a topic of interest. It was stated that the recordings are not enough and the CAC represents the community.

Commissioner Cohen moved that the Board ask the CAC to conduct Zoom interviews, limited to 30 minutes, at the candidates' option, and provide feedback on their choice prior to the TPO Board's consideration of the three finalists at least 48 hours prior to the September 13th; seconded by Councilmember Hurtak. Councilmember Maniscalco accepted this motion as an amendment to the original motion. The roll call vote did not pass 9 – 7

Discussion:

It was brought up that the term "interview" holds concern, recommend changing it to a meet-and-greet. Whoever is selected, the TPO Board wants the person to succeed. If there is a conflict between the CAC Committee and the TPO Board, this could cause challenges. It was brought up that communication ability is a concern. Having candidates answer more formal questions on the

record will demonstrate some of the communication qualities the Board is looking for. The opportunity for the candidates to talk to as many people as possible is not disrespectful, it is very respectful to provide more platforms to get their message out. The CAC represents the public. Concern was expressed over potential questions being asked and the possible legality of the questions. The candidates were asked specific scripted questions. It was noted that there are a lot of committees in the TPO; not sure that the CAC should have special status over the other committees. Would rather see the TPO Board host a meet and greet for all members of the public to come and dialogue with the candidates. It was suggested that an informal meeting be held on the evening before the September 13th decision and invite the CAC members. It was noted that an open meeting may challenge the legality of questions being asked of the candidates. The legal representative could be there to make sure this does not happen. The CAC are representatives of the TPO Board; the TPO Board members could ask their representatives to provide feedback. It was noted that hearing the opinion of other CAC appointees should be heard by the TPO Board. Board Member Vaughn noted that the School Board does not have representation on all of the TPO Committees. She would like to hear what the other Board member's appointees have to say. There was discussion on the timing of the CAC becoming involved this late in the process. It was asked how many of the CC members were online during the interviews. There is no way of knowing who has viewed the interviews online.

Councilmember Clendenin offered a friendly amendment to Commissioner Cohen's motion . Cameron Clark noted that this motion is part of the motion made by Commissioner Cohen.

Councilmember Hurtak moved to have a public meet and greet on the evening of September 12, 2023, open to the public, in a space provided by the County Commission; seconded by Mayor Ross. The roll call vote passed 14 – 0

VIII. Consent Agenda (Timestamp 0:53:46)

A. Committee Appointments

- LRC – Frank Coughenour, for the City of Plant City and Samantha Flores as alternate; Justin Willits as alternate for HART; Michelle Orton as an alternate for Hillsborough County Schools
- BPAC – Samantha Flores for the City of Plant City and Frank Coughenour as alternate; Corporal Julian Anderson for Hillsborough County Sheriff
- CAC – Matt Sink Green by Councilman Clendenin

B. UPWP Amendment – State Transportation Innovation Council (STIC) Grant for Community Air Quality Monitoring

Motion to approve the Consent Agenda made by Commissioner Cohen, seconded by Councilmember Maniscalco; the voice vote passed unanimously.

IX. Action Items

- ##### **A. Fowler Avenue Studies and TPO Letter of Comment (Craig Fox, FDOT; Jay Collins, Planning Commission; Elizabeth Watkins, TPO Staff) (Timestamp 0:54:06)**
- Introduction of the Fowler Avenue PD&E Study area

- Related studies
- Redevelopment projects
- PD&E Study purpose and improvements being evaluated
 - Went over the existing typical sections
 - Review of the crash history
 - Showed three alternatives resulting from the study: BAT Lanes, Frontage Lanes, Median Guideway
 - Looked at intersection improvements
 - Went over safety strategies being proposed
 - Reviewed the evaluation matrix and estimated project cost
 - Went over the public engagement approach – there will be a public hearing in Spring 2024 if necessary
 - This project is identified in the Hillsborough County TPO Cost Feasible Non-Strategic Intermodal System (SIS) State Roadway Projects for 2020 – 2045
 - Reviewed the funding and schedule – right-of-way is not funded
- HART Next Steps
 - PD&E (August 2023); FDOT Design (September 2023); Vision Plan Open House #2 (September 2023); HART continues Lane Repurposing process
- Fowler Avenue Vision Study – Engagement and policy update
 - Went over the background and purpose of the study
 - Review of the overall schedule and public engagement timeline
 - Looked at the insights gained from the engagements: Community, Development, Infrastructure, safety, Walking/Biking Conditions, Transit, Buildings/Connectivity/Aesthetics
 - Went over the constraints and opportunities
 - Showed the overall corridor vision and redevelopment vision objectives
 - Reviewed the policy recommendations
- Went over the TPO Letter of Comment on this project

Recommended Action: Approve the transmittal of the attached letter of comment.

Presentation: [Fowler Avenue Presentation](#)

FDOT Fowler PD&E: [Fowler Ave \(State Road 582\) PD&E Study](#)

HART's Tampa Arterial BRT: [HART BRT Arterial Study \(gohart.org\)](http://gohart.org)

Plan Hillsborough Fowler Avenue Vision Study: [Fowler Avenue Vision Study - Plan Hillsborough](#)

Discussion:

It was noted that the people of Temple Terrace were asked if they wanted to participate when this study first started. That has since changed. It was noted that the flavor of the road does not change from 52nd to 56th. It was asked that FDOT consider, if feasible, they continue the treatments to 56th. FDOT will doublecheck. It was noted that the technical advisory does include the Temple Terrace planning and engineering; the recommendations will be provided to them. If they would like to implement the recommendations, that can be looked at. Clarification was asked about the term “wide walk” while not hearing anything about bike lanes. Yes, that is combining sidewalks and bike lanes. It was noted that the Tampa City Council is approving a lot of density

adjacent to this corridor and noted that the planning needs to encompass those areas because they are coming.

It was noted that a visitor to the area said that Fowler looks the same as it did 30 years ago. The road needs to be updated to reflect the changing corridor. Clarification was asked which transit lane alternative is the preferred alternative. The letter discourages the choice of the frontage road but does not promote a BAT or Fixed Guide Lane. It was asked if FDOT will announce the preferred alternative in September 2023. Yes. It was noted that there has not been good information at the TPO and with HART about the impacts of the alternatives and ridership. It was noted that if the alternative selected does not include a dedicated bus lane is not much of a vision for the future. Justin Willits from HART noted that their PD&E study only contemplated a BAT lane and a Median Lane Guideway, there was no frontage road concept. HART will be delivering a letter very soon to consider an interim solution in the BAT lane while looking at the frontage and Median Lane Guideway. The cost of a frontage lane is not a good option for HART or FDOT to consider. Will be working with FDOT for the optimal solution and then work on the funding. It was noted that these three alternatives were presented at a Policy Committee Workshop. One of the barriers is funding. There is a good interim strategy and a good long-term vision for change. It was brought up that as this corridor is being reinvented, it needs to be done right the first time to avoid a missed opportunity. If an interim solution is used, the best alternative may go by the wayside.

Mayor Ross moved to approve the transmittal of the TPO Letter of Comment to FDOT; seconded by Councilmember Clendenin. The motion passes unanimously by voice vote.

- B. **Hillsborough County Bicycle Network Evaluation** (Wade Reynolds, TPO Staff) *(Timestamp 1:37:14)*
- Overview of the plan – collaboration between TPO and County
 - Review of Goal
 - Phase 1 – Data Analysis and Prioritization Methodology – Risk Factors, Exposure Factors, Network Factors; used a rating scale of 1 – 5; Scoring and Prioritization
 - Phase 2 – Prioritization and Corridor Selection – very high and high were selected
 - Looked for geographic diversity
 - Selected: Waters Avenue, Causeway Boulevard/W Lumsden Rd; Shell Point Road; Balm Riverview Road
 - Phase 3 – Concept Development: went over the tiers of improvements from the county
 - Review of the corridors selected in their current state
 - Looked at the proposed concepts
 - Next Steps – engineering and design, develop cost estimates, public engagement, identify funding sources
 - Noted the committee approvals and the follow-up with the CAC.

Recommended Action: Approval of the Hillsborough County Bicycle Network Plan and forward it to the TPO Board.

Project Website: [Hillsborough County Bicycle Network Plan](#)

Discussion:

It was asked what the concerns were from the CAC. There were several issues including cost (which can be incremental with implementation), the methodology including equity factors in the process (equity is a factor), and whether or not areas that are rapidly developing were being taken into consideration (yes).

Mayor Ross moved to approve the Hillsborough County Bicycle Network Plan; Commissioner Wostal seconded. The voice vote passed unanimously.

X. EXECUTIVE DIRECTOR'S REPORT *(Timestamp 1:48:02)*

- A. Shout out to Hillsborough County for going over the Bicycle Routes
- B. September 13, 2023 Policy Committee meeting canceled; convene Board at 9 am
- C. Tampa Bay TMA Leadership Group meeting follow-up and [Survey on Creating a Tampa Bay MPO](#)
The issues are starting to be fleshed out and looking for feedback. Sharing the choices with all the members of the TPOs/MPOs. Please take that survey. There is a public survey that is live through the 20th of August.
- D. Plan Hillsborough Strategic Plan Joint Board workshop follow-up. Thanked members who participated. Highlight, continuing need to coordinate transportation and housing as well as collaboration across the jurisdictions. The Policy Committee is an opportunity to talk about joint projects. Possibly change those meetings to a conference room and make it more interactive while maintaining public access.
- E. Safe Streets for All grant application – federal grant in the UPWP. This year, partnering with UCF to do data analysis focusing on the speed management action plan using low-cost strategies. That action plan was acknowledged by the Federal Highway as a best practice.
- F. Several TPO studies are being presented at the APA conference in the fall.

XI. OLD & NEW BUSINESS *(Timestamp 0:00:00)*

- A. The next meeting is September 13, 2023, at 10 AM on the 26th Floor of County Center.
- B. Commissioner Wostal – It was noted that there is an addendum that is missing from the agenda. One is Fact Sheet 301. Feels it is strange that it was not presented with the Fowler Avenue study. A couple of months ago, the BOCC approved a \$55 million CDD on the very end of 301 before you go into Pasco County. It was asked what needs to be done to hear from FDOT about the outcome of the public hearing for the North 301 to Pascoe County project. The US 301 PD&E study was presented to the Board in 2022. The Board sent a letter of comment noting safety concerns, many were added to the TIP and those have now been funded. It is on the list of topics to bring back to the TPO Board. It will be added to a future agenda. Mayor Ross – noted that the discussion at the workshop would be the place for this type of topic to have discussions around.
- C. Councilmember Hurtak – the City of Tampa has been coordinating with HART to begin a premium bus service circular. It mirrors the current Streetcar Extension providing a connection from the terminus of the streetcar at Whiting Street up the Tampa Street Corridor to the Armature Works area, and potentially beyond. This would be an interim step to HART's plan of a BRT from Downtown to USF. The City of Tampa has committed \$400,000 per year for two years to fund the new service. Both are working with FDOT to secure an additional \$400,000 match. In order for the project to be added to the current funding schedule, it must be added to the TPO priority list.

Councilmember Hurtak moved for TPO Staff to bring forward a TIP Amendment for Board consideration to add the Florida Avenue/ Tampa Street Circular Project to the TPO list of priority projects, Table 2 of the TIP based on the adopted prioritization criteria for Real Choices When Not Driving, seconded by Commissioner Kemp.

Discussion:

Ms. Alden stated that staff can do whatever is the Board's pleasure. However, the TPO's list of prioritization was due to FDOT at the beginning of August. The department is in an accelerated work program cycle this year. If it could be added at this point, it is unlikely; this question was asked of FDOT Staff. This topic was surfaced with the HART and Tampa staff earlier. In order to add a project to the project list, this Board would hold a public hearing with advanced notice of 30 days. The soonest a hearing could be held would be mid-September, which is well into the FDOT work program cycle. Even if it were able to be added, there is probably not the funding this year to be able to add dollars to it right now. But, if it is added during the next regular update in the spring, it can be incorporated in the next cycle and you can request funding for any dollars in any earlier years; you don't have to wait until the end of the five years to get the funding, Will continue to work on this. It is coming up now because it is budget season now. There is another option; if the streetcar extension PD&E preferred alternative was changed to a rubber tire solution for the interim, then it would already be on the priority list. Mayor Ross requested that more information be brought to the TPO Board on this topic. It was noted that this was not done earlier because there was no continuity with HART. For clarification, this cannot be done by a TIP amendment. A change to the priority list has a different standard for public engagement. There was a suggestion for the City of Tampa to reserve budget money. Councilmember Hurtak withdrew the motion and requested a future presentation.

XII. ADJOURNMENT – The meeting adjourned at 12:02 PM

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



Committee Reports

Livable Roadways Committee (LRC) Meeting on June 21

The LRC heard status reports on:

- FDOT Kennedy Blvd Projects Update
- US 301 (Fowler Avenue to SR 56) PD&E Study
- Parking Policy Ideas from “Shoupista” perspective
- Vision Zero Streets Study (Hillsborough County Roads in the City of Tampa)

Bicycle Pedestrian Advisory Committee (BPAC) Meeting June 28 and Workshop July 26

The June 28th BPAC meeting heard status reports on:

- US 301 (Fowler Avenue to SR 56) PD&E Study
- Vision Zero Streets Study (Hillsborough County Roads in the City of Tampa)New PlanHillsborough.org Website
- Lithia Pinecrest Road PD&E Study Public Comment Period
 - One member noted that this roadway is used by all users and that it crosses a creek, bringing potential environmental impacts.
 - Another stated that this roadway is always congested and in need of improvements.

The July 26th BPAC workshop was on “Top Ten” Project Finalization

- Members discussed 26 submissions for the Top Ten Dangerous Locations list.
- Submissions were widely distributed across the county.
- Recommendations centered crosswalks, better street lighting, and PHB installation.
- Members rated the importance of each location on a 1 to 5 scale.
- Due to time constraints, the last six locations will be discussed in August
- Staff and the Chair will coordinate to down the list, using the rankings as a guide.

Intelligent Transportation Systems Committee Meeting (ITS) on July 6

The ITS approved action items:

- ✓ Hillsborough Electric Vehicle Infrastructure Plan (EVIP)

- The presentation focused on the existing condition analysis, public outreach findings and the EV needs projection for the future.
- There were comments on some of the challenges including the replacement cost for charging units and equipment, software and technology upgrade and consideration for adequate charging spaces.
- The EVIP was approved and recommended to the TPO Board for approval.
- ✓ Memorandum of Understanding on Creating a Tampa Bay MPO
 - This presentation gave a summary on the guidance for an MOU, the principles, voting structure, requirements and timeline for where we are and where we are going.
 - There were some concerns raised regarding the representation from small cities, balancing the local and regional interest and needs and potential committee meeting format. Another member raised concern for the proportionate share of funds received for the regional MPO if it were merged. The Committee unanimously approved the MOU summary and supported cohesiveness from an ITS point of view especially regarding data governance and data sharing.
- ✓ Election of Officers
 - The committee elected Bryan Zayas from Hillsborough County was elected as the vice-chair.

The ITS Committee heard a status report on the Hillsborough County Transportation Design Manual Update.

Citizens Advisory Committee (CAC) Workshop of July 12

The July 12th CAC Workshop focused on two items:

- 2050 LRTP Revenue Forecasting

A presentation was made explaining the Revenue Forecast; how it fits into the LRTP; available funding for surface transportation; the series of Needs Assessments under development: good repair, stormwater, transit, Vision Zero, safety, and trails. Also discussed were local match needs, the limit on operations grants and that new legislation would be needed to increase currently levied tax. Potential Funding Sources were also discussed.

Members had questions on funding for maintenance, about potential funding sources like a sales tax, VMT models, CIT funds, ad valorem, vehicle weight tax, exploring public-private partnerships, TIF, and possibly mobility fees. There was additional conversation about why transit did not have more of a share as well as safety, considering our challenge as one of the most dangerous places in the country. It was asked what happens to assets when they fail. Other discussions included urban expansion, a cushion for natural disasters, and how the Comprehensive Plan will impact the LRTP funding.

- Memorandum of Understanding on Creating a Tampa Bay MPO

The presentation reviewed the recent legislation to submit a feasibility report on the consolidation into a single MPO. Pros and Cons of a merger were discussed, and the MOU was summarized – apportionment, governance structure, balancing local and regional needs, funding, outreach, federally required plans and programs, agreements, and existing staff. The proposed timeline was reviewed, and CAC members were encouraged to complete the public survey and to share with others.

CAC members had a lively discussion on the business model, suggestions on different scenarios such as maintaining the MPO and regional staff bring topics to the individual counties, but also that the SCTPA and TMA already serves the function of a regional collaboration body. Clarification was asked about receiving less funding if the merger happens; if non-elected officials would be removed from a regional MPO; if the MOU commits to a merger; the powers the organizations would have; if a merger would dilute the ability to advocate for the needs of Hillsborough County. It was requested that focus groups or some sort of feedback be obtained from the current staff of the existing MPOs.

Citizens Advisory Committee Meeting of August 2

During the Chair's Report, a request was made to have staff clarify at an upcoming CAC meeting why it was learned at the TIP Hearing in June that the Westshore Interchange project was noted as being fully funded and removed from Table 2.

The CAC approved the following action item:

✓ **CAC Resolution Regarding Partner Agency Participation in the Committee Process.**

Members reviewed suggested language changes and unanimously approved the resolution which aims to ensure that agencies seeking TPO committee and Board support attend committee meetings when action is being taken. A clean version of the resolution will be prepared, signed by the CAC Chair and forwarded to the TPO Board.

The CAC heard status reports on:

- **Hillsborough TPO Electric Vehicle Infrastructure Plan (EVIP).**

An interesting and thorough presentation on the EVIP was received, reviewing the benefits and barriers to electric vehicle deployment in Hillsborough County. Committee members shared keen interest in the equitable placement of charging stations and suggested retrofitting existing parking spaces or applying them toward the number of required parking spaces in new developments. Any changes to the EVIP based on the CAC's excellent feedback will be shown when the EVIP returns to the CAC for action.

During Unfinished Business, staff provided a deeper review of the **Hillsborough County Bicycle Network Evaluation methodology**. Suggestions for future evaluations include giving more weight to proximity to higher-ridership bus routes, clarifying the role of travel speeds and how improvements can be made without additional, expensive, right of way.

During Members Interest, there were discussions on aggressive driving, traffic calming, the contribution that the size of vehicles play in crash severity, and interest in an update on the transfer of county roads to the city.

Another member's interest item that generated discussion and action, was in allowing the CAC to play a greater role in the hiring of the new TPO Executive Director. Understanding the CAC would not be able to directly vote for a candidate, they would like the opportunity to offer advice to the TPO Board, the following action passed unanimously: **the Transportation Planning Organization of Hillsborough County include the Citizens Advisory Committee in the hiring/recruitment for the Executive Director Position of the TPO which is now held by Ms. Beth Alden. This should include the meeting with the candidate in the CAC meetings but will not include the voting process**

Technical Advisory Committee Meeting of August 7

The TAC had one action item, the Electric Vehicle Infrastructure Plan (EVIP). Members appreciated the product but had questions on the policy implications of some recommendations and asked that the project be brought back at their September meeting for approval.

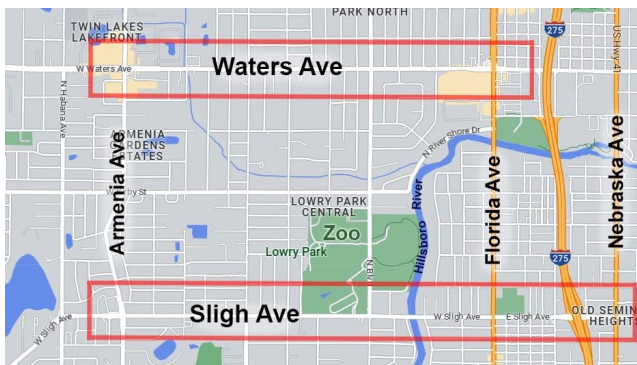
The committee heard status reports on:

- The Hillsborough County Transportation Design Manual Update – Members appreciated the changes and offered comments.
- 2050 Needs Assessment for State of Good Repair and Resilience
- 2050 Plan Needs Assessment for Major Projects – The major projects included already were described and agency representatives were requested to provide and additional projects for evaluation by September.
- Tampa Bay MPO Survey – The committee was asked to take and share the survey with their networks.



FOR IMMEDIATE RELEASE

Public invited to weigh in on Vision Zero Streets Study



Map of the study area

Waters Avenue – Armenia Avenue to Florida Avenue (1.5 Miles)

Sligh Avenue – Armenia Avenue to Nebraska Avenue (2 miles)

Tampa, FL (September 1, 2023) - The Hillsborough Transportation Planning Organization (TPO) has hit the gas on a study that's all about making our streets safer and more vibrant. The study will help increase safety and placemaking along Waters Avenue (Armenia to Florida Avenue, 1.5 miles) and Sligh Avenue (Armenia to Nebraska Avenue, 2 miles). These street segments were identified as high-injury locations as part of the [City of Tampa's Vision Zero Action Plan](#).

The purpose of this study is to:

- Identify patterns and risk factors of severe injury and fatal crashes
- Improve placemaking and increase safety
- Use best practices to reduce the risks of crashes

People who use these roadways are encouraged to [take a brief 10-minute survey](#) and share what they would like to see changed or preserved on these roads. The survey is also [available in Spanish here](#). The feedback from the community, along with a Summary of Existing Conditions report, will help inform the final proposed recommendations. The survey will be open through September 26, 2023.

"We look forward to collaborating with the community to reimagine our largest public asset, our streets, in support of the needs of all," said Lisa Silva, AICP, PLA, Principal Planner, TPO. "It's time to take back the streets and make them great for everyone."

Consistent with the principles of [Vision Zero](#), solutions are intended to increase safety for each segment of these high crash corridors; focusing on addressing crashes where a person was Killed or Severely Injured (KSI) and on crashes involving vulnerable users (pedestrians and people on bikes).

There will be two in-person public meetings. At the September meeting we will be asking for ideas from the community and at the October meeting we will get feedback on our "fix it" suggestions. The community is warmly invited to join the planning team at both meetings to learn about the study and give their feedback. Learn more about the study on the [project page](#).

Public Meeting #1

When: Tuesday, September 12 | 6:30–8 pm

Where: Salvation Army | 1100 W Sligh Avenue Tampa, Florida, 33604

Public Meeting #2

When: Tuesday, October 10 | 6:30–8 pm

Where: Salvation Army | 1100 W Sligh Avenue Tampa, Florida, 33604

- END -

For questions about the study and the survey, please contact:

Lisa Silva, AICP, PLA, Principal Planner | silval@plancom.org | 813.665.1329

Media Contacts:

Caroline Charles, Community Relations Coordinator | charlesc@plancom.org | 813.582.7319

Brynn Dauphinais, Community Relations Coordinator | dauphinaisb@plancom.org | 813.386.5981

Lynn Merenda, Public Relations Strategist | merendal@plancom.org | 813.547.3342

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[Unsubscribe aldenb@plancom.org](mailto:aldenb@plancom.org)

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SR 582/E. Fowler Ave. from West of Bruce B. Downs Blvd. to West of Riverhills Dr.

446270-1-52-01

Project Details	
Work Type	Resurfacing, Traffic Signals, Signing & Pavement Markings, and Lighting. Also included are associated drainage, ADA, and safety improvements.
Phase	Design
Limits	From West of Bruce B. Downs Blvd. to West of Riverhills Dr.
Length	3.524 Miles
City	Tampa Temple Terrace
County	Hillsborough
Road	Fowler Ave
Design Cost	\$1.964M



About

The purpose of this project is to preserve and extend the life of the existing pavement through milling and resurfacing. The work also includes minor drainage improvements, new signal at N 52nd Street, lighting retrofit, bringing ADA features into conformance with current standards, and perform general safety modification work.

Construction is anticipated to begin Fall 2024.

Contact Information	
Design Manager	Eyra Cash, P.E. (813) 975-6164 Eyra.Cash@dot.state.fl.us
Media Contact	Kris Carson (813) 975-6060 Kristen.Carson@dot.state.fl.us



Courtney Campbell Scenic Highway Corridor Advisory Committee

August 14, 2023

Roger Roscoe
Scenic Highway Coordinator
Florida Department of Transportation, District 7
11201 McKinley Drive
Tampa, FL 33612

RE: Courtney Campbell Scenic Highway – Northeast Trail & Service Area

Dear Roger,

We are reaching out regarding the area that runs along the north side of the Courtney Campbell Scenic Highway from the Courtney Campbell boat ramp east to Rocky Point Island. The area is maintained by FDOT. Although from the public's perspective it is part of the Courtney Campbell Trail, it falls outside of the official park areas designated and maintained under MOAs with the Cities of Tampa and Clearwater.

Currently, two sets of gates and barriers to mangrove habitat have been removed or destroyed by the public. A separate set of bollards is also regularly removed and destroyed. When functioning properly, these gates, bollards, and other barriers are used to restrict motorized vehicles from entering the area after sunset, entering the bicycle-/pedestrian-use only section, and entering environmentally sensitive areas. Barriers are routinely compromised, signage is routinely ignored, and enforcement agencies are strapped for resources. Without proper access management, the area is a wellspring of conflicting uses and unlawful activities.

In light of the number and severity of issues raised at the CSHCAC meetings regarding public safety and environmental concerns in this area, this letter serves as a formal request for FDOT's assistance in making relatively inexpensive but critical changes to the access points, extending the pedestrian-/bicycle-only portion of the trail another 1.25 miles and effectively mirroring the southwest section of the Courtney Campbell Trail in Pinellas County. In comparison, the section in Pinellas County offers a safer experience for the public, draws a higher number of trail users, and is subjected to less vandalism of area infrastructure and fewer environmental incursions. The physical characteristics of the land are similar, but the current allowable uses and infrastructure at key access points are drastically different.

Details regarding the area and associated recommendations are provided on the following pages along with supporting photographs. We are available for further comment or to help answer questions.

In addition to the request made on behalf of the CSHCAC, it is important to relay that we met with department representatives for City of Tampa Parks and Recreation (P&R) on March 16 and April 13, 2023. They agree that limiting vehicular access to the Northeast Trail & Service Area will increase safety, improve the trail experience, protect environmental resources, and reduce erosion and other damage. They also recommend limiting access on



the south side of the highway to mirror any limitations on the north, thereby reducing the likelihood that restrictions on the north side of the highway increase unauthorized use in other locations on the south side of the highway.

Since the time of the original drafting of this letter, two people have been shot on the south side of the highway, resulting in injury to a grandfather and the death of his 7-year-old grandson. If FDOT's budget allows, P&R recommends limiting vehicular access throughout the corridor to mitigate the relocation and concentration of unauthorized vehicular access. For additional details related to the south side of the trail or to coordinate proposed improvements, please contact Tony Monk, City of Tampa Parks and Recreation Landscape Architect III, at tony.monk@tampagov.net or 813-416-8788.

Thank you again for your support of the Courtney Campbell Scenic Highway, including your time and consideration of this request.

Sincere regards,

Bill Jonson
Chair, CCSHCAC

Allison Roberts
Vice Chair, CCSHCAC

Attachment: Tampa Audubon Letter of Support [2 pages]

Cc: Fed Revolte, City of Tampa Mobility Department, Parking Division
Ted Fowler, City of Tampa Parks and Recreation
Tony Mulkey, City of Tampa Parks and Recreation
Tony Monk, City of Tampa Parks and Recreation
Amelia Missavage, Florida Fish and Wildlife Conservation Commission
Wade Reynolds, Plan Hillsborough, Transportation Planning Organization
Ann Paul, Tampa Audubon
Sean Sullivan, Tampa Bay Regional Planning Council
Maria Robles, Tampa Bay Regional Planning Council
Captain David Fernandez, Tampa Police Department
Chief Bercaw, Tampa Police Department
Major Ruth Cate, Tampa Police Department

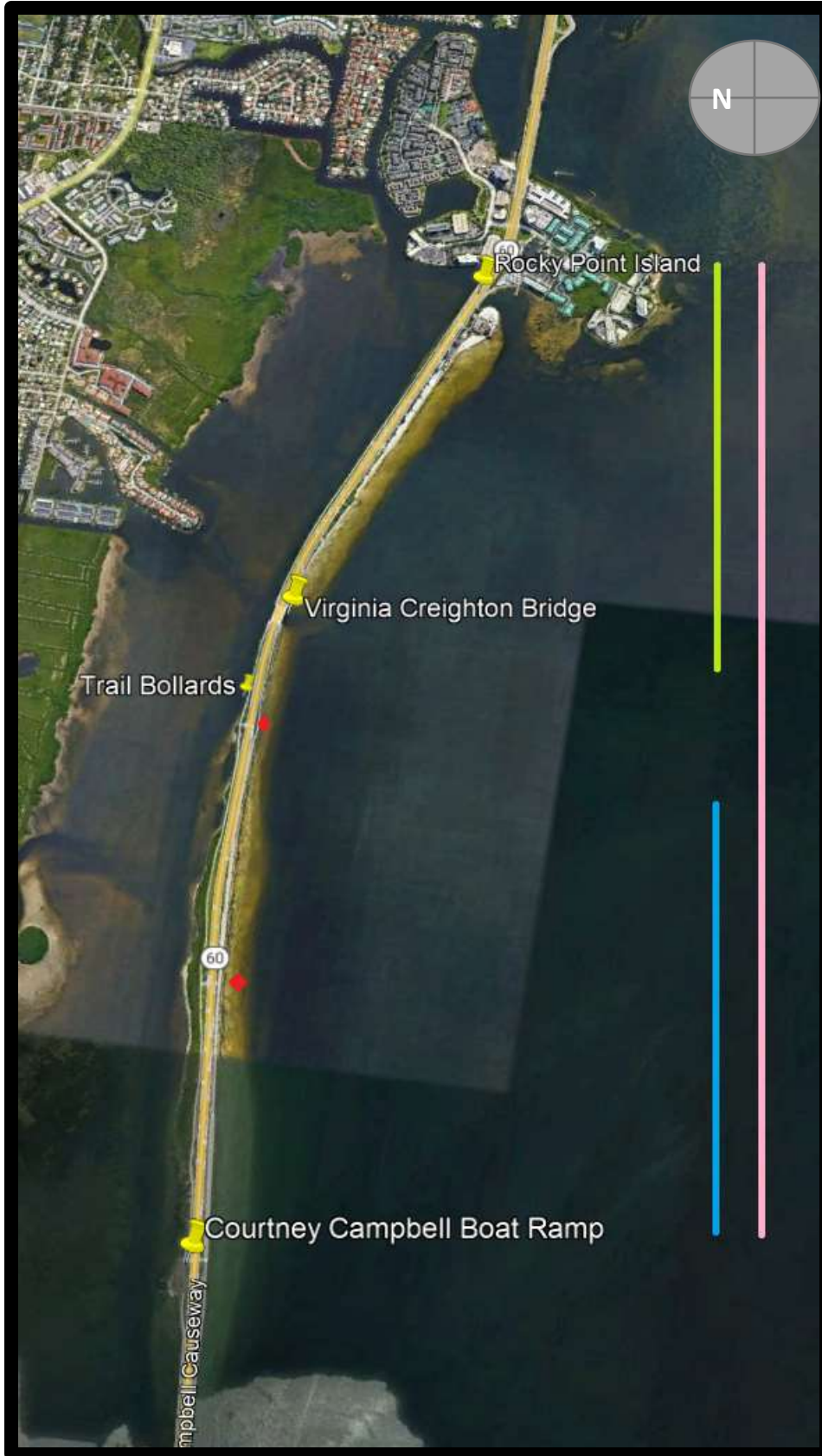


Fig. 1, Subject Area (above). North of the Scenic Hwy in Tampa (east of boat ramp & west of Rocky Point Island)
Fig. 2, Model Area (below). South of the Scenic Hwy in Pinellas County (west of the County line delineator)





Fig 3, General Description



The Subject Area is located within Hillsborough County along the northeast corridor of the Courtney Campbell Scenic Highway and has a 2.5-mile paved path designated as Campbell Causeway Access Rd N (**length of pink segment**).

Access points from the highway are gated to restrict nighttime access (**red points**). Posted signage indicates the area is closed from sunset to sunrise (Fig. 4).

An est. 1.25 linear miles are currently designated for pedestrian/bicycle use only (**lime green segment**). The trail continues another mile east of Rocky Point Island and over a newly added trail connection (FDOT #443577-1-52-01) to the Skyway Connector Trail, which is also dedicated solely to pedestrian/bicycle use and connects the Courtney Campbell Trail to two public parks -- Skyway Sports Complex to the north and Cypress Point Beach to the south.

West of the lime green segment and trail bollards, the remaining 1.25 miles to the boat ramp are marked "full lane" bicycle use and one-way vehicle use.

Out of this 1.25 mile section allowing vehicle use, an est. .95 linear miles is designated as a Conservation Easement (**blue segment**). Posted signage prohibits entry into the easement throughout this entire shoreline. The area also serves as a Protected Bird Nesting Area, which further prohibits entry January - August. Signage also suggests that the Florida Birding Trail runs through this area. (Fig. 5)

Figure 4, Posted Signage Indicating Nighttime Closure



Figure 5, Environmental & Habitat Protections (Along Blue Segment in Figure 3)



During the week and in the AM on weekends, the trail is almost exclusively used by pedestrians and bicyclists. Teams of joggers commonly train along this 2.5-mile stretch (Pink segment in Figure 3), and Rocky Point hotels appear to be working with bike share vendors to promote trail use. However, as shown by the burnout marks, other incompatible uses are also underway (Fig 6).

Figure 6, Public Safety & Environmental Concerns – Roadway Safety



During weekend afternoons (Saturday and Sunday) and holidays, individuals entering this area by vehicle predominantly engage in one of two activities: fishing on the Virginia Creighton bridge, which is prohibited, (Figs. 7, 8, and 9) or tailgating in the conservation easement, which is also prohibited (Figs. 5, 10, and 11).

Figure 7, Public Safety & Environmental Concerns – Fishing from Virginia Creighton Bridge (North Side)

Although it is difficult to make out the parties on the far side of the bridge, the picture below shows 5 people fishing (3 different sets of fishermen). One person was crawling up and down the steep sides of the bridge to fish. The signage shown in this picture is posted at both ends of the bridge.



As shown below, bollards intended to stop vehicular traffic from traveling into the pedestrian-/bicycle-use-only area regularly require repair/replacement. They were again recently repaired. When compromised, individuals drive up the trail and park at the west end of the Virginia Creighton bridge to fish – sometimes almost fully blocking the trail (Fig. 8).

Figure 8, Public Safety & Environmental Concerns – Direct Access to the Virginia Creighton Bridge



Only five (5) designated parking spots exist within the entire Subject Area (Fig. 9). They have a gravel surface, are located immediately west of the bollards, and are almost exclusively used by fishermen who fish from the Virginia Creighton bridge or the pedestrian/bicycle trail, which is an incompatible use due to flying tackle during casting and reeling.

Figure 9, Public Safety & Environmental Concerns – Parking for Fishing at the Virginia Creighton Bridge & Along the Trail



Groups routinely access the restricted conservation areas where they party, park their vehicles, pull up boats / jet skis, grill, play amplified music, litter, etc. These activities are incompatible with environmentally sensitive areas (Fig. 10). Over the past year, the size of the groups has increased significantly, often with +50 people per group.

Figure 10, Public Safety & Environmental Concerns – Weekend Tailgating in Conservation Easement



Figure 11, Public Safety & Environmental Concerns – Holiday Fireworks Directly Over the Protected Bird Nesting Area

The area over the protected bird nesting area has become a hot spot for holiday celebrations and includes significant firework activity on multiple holidays between January and August. This is just one small area showing spent fireworks after the most recent Fourth of July. The picture was not staged and is indicative of much of this area.





FDOT is responsible for maintaining bollards (midpoint along this trail section), two sets of access gates that exist along this path and open to the Courtney Campbell Scenic Highway, and barriers to the Conservation Easement Area. In addition, FDOT maintains gates between the highway and the boat ramp and to the west end of the boat ramp.

The gates restricting nighttime access from the highway (along with the Tampa Police Department's (TPD's) support in opening and closing them each day) have significantly curbed illegal and dangerous activities in this area, which had routinely involved several hundred vehicles and thousands of participants and spectators three or four nights a week street racing, performing car stunts, and engaging in other large-scale nighttime congregations. (Additional photos and videos can be made available upon request.)

The gates and TPD's assistance are vital to reducing public safety issues in this area but challenged due to (a) a significant influx of vehicles and people on the weekends shortly before the gates close and (b) routine destruction of the gates (Fig. 12). FDOT has replaced the gates multiple times at considerable expense and, again, both sets of gates used to access this area from the causeway are currently missing or inoperable. A more fortified solution is required.

Figure 12, Remainder of a Gate Used to Restrict Nighttime Access to the Trail



**** To address the public safety and environmental issues that have been discussed by the committee along with the recurring destruction of gates, bollards, and other barriers, we ask that FDOT consider using a combination of guardrail and heavy-duty removable safety bollards at the two access points along the causeway and the entrance at the boat ramp, securing the area for pedestrian-/bicycle-use only. ****

In consideration of access requirements for emergency and maintenance vehicles, we reached out to FDOT to understand how these needs are addressed on the southwest section of the Courtney Campbell Trail in Pinellas (referenced earlier as a standard we envision mirroring this section after). Bollards exist near the beginning of the trail in Pinellas (at Dr. Kiran C. Patel Blvd) from the beach parking lot and again in 1.75 miles providing direct access from the highway (Fig. 13). FDOT conducted a field review and found that the white bollard in the center of the set shown below is removable. The yellow bollards are cemented in place.

Based on the historical level of vandalism and persistence along the Subject Area, an embassy-class approach may be appropriate – using guardrail to narrow the easternmost highway entrance to a chokepoint where a single fortified bollard and video monitoring could be installed. If modelled after Pinellas, it may be appropriate to fully close off the second highway access point using guardrail. Access would also need to be restricted from the boat ramp parking lot, where either method could be used. Once access is restricted, bollards that currently exist between the Virginia Creighton Bridge and the easternmost causeway entranceway could be removed.

Figure 13, Bollards Providing Vehicles Trail Access from the Hwy. in Pinellas



****As indicated previously, the area currently contains five (5) designated parking spaces. Ben T. Davis Beach exists across the highway from the Subject Area and, with more than 300 metered parking spaces, this public park routinely has available parking. FDOT may also want to work with the City of Tampa Parks and Recreation team to help educate the public about Cypress Point Park, another nearby alternative that offers free parking and access.****

Cypress Point Park is a large public park located 3 miles away from the Subject Area. It offers a beach, trail, sand volleyball court, modern playground, restrooms, disc golf course, paddle board rentals, and shelters equipped with picnic tables and grills. Apart from the trail, none of these amenities are available within the Subject Area. Cypress Point Park also contains a large parking lot (roughly 100 spaces) with ample availability and free access (Figs. 14 – 16).

Figure 14, Cypress Point Park – Picnic Shelters



Figure 15, Cypress Point Park – Playground



Figure 16, Cypress Point Park – Beach





****Were FDOT to fortify the area for pedestrian-/bicycle-use only and be open to such, we would like to use our committee to help engage partners willing to adopt the area in order to enhance its environmental value and increase safe, proper trail usage.****

Based on informal committee member discussions, we believe the area offers great opportunity for public education, increased pedestrian/bicycle use, and environmental improvements.



P.O. Box 320025, Tampa, Florida 33679-2025

May 1, 2023

Roger Roscoe
Scenic Highway Coordinator
Florida Department of Transportation, District 7
11202 McKinley Drive
Tampa, FL 33612

RE: Courtney Campbell Scenic Highway's Northwest Trail & Service Area
usage/access

Hello Roger,

I am writing concerning the paved area and adjacent land areas and mangrove shorelines on the north side of the Courtney Campbell Scenic Highway and the east end, from Ricky Point to the boat ramp, the "Northeast Trail & Service Area". My understanding is that this region is managed by FDOT as it is not part of the park areas included in MOAs with the City of Tampa and the City of Clearwater.

This letter expresses support of the proposal by the Courtney Campbell Scenic Highway Corridor Advisory Committee to restrict vehicle access and allow safer and increased use by bicyclers and pedestrians. The Committee's proposal offers carefully considered recommendations for implementation.

We support the proposal for these reasons:

- Members of the public and nature enthusiasts including bird watchers will be able to safely access this long causeway as it extends halfway across Old Tampa Bay.

- This change will increase the length of the pathway available to the public recreationists, creating a loop to the south side using the underside of the bridge, significantly adding to the exercise and travel experience of bikers and walkers.
- The mangrove shorelines will be protected from physical vehicle damage and improved buffering of oil, gasoline, and other automotive pollutants.
- Old Tampa Bay is an under-performing portion of Tampa Bay itself, with periodic brown tide blooms and declining seagrass coverage. Protection of the causeway area by restricting close approach by vehicles will possibly reduce future deterioration of Old Tampa Bay.
- Using educational signage will enhance the visitor experience and possibly create a sense of community appreciation and support for the environment, Old Tampa Bay, and the more park-like areas of the Courtney Campbell Causeway Scenic Highway.

Please let me know if you have any questions about the support of the Tampa Audubon Society for this reworking of the access road on the Courtney Campbell Causeway Scenic Highway to increase use by bicyclers and pedestrians while improving protection of the natural resources of Old Tampa Bay.

Thank you,

Ann Paul

President
813/624-3149

CC: Allison Roberts, CCSHCAC
Maria Robles, Tampa Bay Regional Planning Council
Sean Sullivan, Tampa Bay Regional Planning Council
Bill Jonson, CCSHCAC
Karla Price, Tony Monk, and Ted Fowler, City of Tampa Parks and Recreation