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Transportation Planning Organization

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Meeting of the Livable Roadways Committee

Wednesday, March 23, 2022, 9:00 a.m. – 11:00 a.m.

All voting members are asked to attend in person, in compliance with Florida's Government in the Sunshine Law.

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- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.
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Call to Order

Agenda

- I. Call to Order and Roll Call**
- II. Declaration of Quorum & Remote Participation** (Gail Reese, TPO Staff)
- III. Public Comment** - 3 minutes per speaker, please

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

- IV. Approval of Minutes** – January 26 (unknown speaker, page 4) and February 23, 2022

V. Action Items

- A. Project Development & Environmental Study for US 301 from Fowler Ave to SR 56 (Amber Russo, FDOT)

VI. Status Reports

- A. Low-Cost Air Quality Monitoring Pilot Project (Lizzie Ehrreich, TPO Fellow)
- B. FDOT Westshore Interchange Pedestrian/ and Trail Connections (MaryLou Godfrey, FDOT)
- C. Storm Evacuation and Shelter-in-Place Study (Cambridge Systematics)
- D. 2045 Plan Funding Scenarios Refresher (Beth Alden, TPO Executive Director)

VII. Old Business & New Business

VIII. Adjournment

IX. Addendum

- A. [TPO Meeting Summary and Committee Reports](#)
- B. [April 5-6 Regional Resiliency Leadership Summit](#)
- C. [FHWA Active Transportation Funding Toolkit](#)

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

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**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
LIVABLE ROADWAYS COMMITTEE (LRC)
HYBRID MEETING OF JANUARY 26, 2022**

I. CALL TO ORDER

Chair Citro called the meeting to order at 9:07 AM and led the Pledge of Allegiance.

Members Present In-Person: Councilman Citro, Cal Hardie, Oona Johnsen, Michael Maurino, Emily Hinsdale, Karen Kress, Catherine Coyle, Arizona Jenkins, Carlos Ramirez, Sara Hendricks

Members Present Virtually: David Hey, Chris Thompson, Larry Josephson, Matthew Lewis, Bobby Edwards, Jason Jackman, Christine Crespo Valentin, Krystina Steffen, Sandra Picirilli, Christian Leon

Members Absent/ Excused: Julie Ham, Melissa Collazo

Other Attendees: Gena Torres (substitute liaison for Lisa Silva), Jason Krzyzanowski, Johnny Wong, Connor MacDonald, Amber Simmons, Allison Yeh, Joshua Barber, Wade Reynolds, Vishaka Shiva Raman, Gail Reese (TPO Staff); Roger Henderson (TJKM); Jacob Bruynell (Tampa Realtors); Kenneth Boden (TBARTA); Tim Heberlein (City of Tampa)

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

II. PUBLIC COMMENT – None

III. APPROVAL OF MINUTES – December 15, 2021, meeting.

Motion made to approve minutes from December 15, 2021 by Michael Maurino, seconded by Carlos Ramirez. Voice vote passes unanimously.

IV. ACTION ITEMS

A. Election of Officers (Gena Torres, TPO Staff)

- Councilman Citro was appointed by TPO to be Chair
- Michael Maurino nominated David Hey for Vice Chair, no other nominations. Voice vote passes unanimously

- Karen Kress nominated Catherine Coyle for Officer-at-Large, no other nominations. Voice vote passes unanimously

B. Attendance Review and Declaration of Vacant Seats (Gena Torres, TPO Staff)

- Karen Kress moved to vacate the position of Transit User, seconded by Michael Maurino. Voice vote passes unanimously.
- Clarified that the position can be filled at a later date

C. Annual Update of Safety Targets (Connor MacDonald and Johnny Wong, PhD, TPO Staff)

- Review of the measures required by the Highway Safety Improvement Program (HSIP).
 - TPO has elected to track year-end fatality totals and motorcycle fatalities separate.
 - 7th year of setting targets
 - Must set realistic, data-driven targets
- Project the number of crashes for the next given year and subtract the crash reduction benefits achievable given the expected level of investment
 - Projection expects a 1% projection on all crash types
- Went over actual numbers
 - Annual actual fatalities in 2021 = 255 (record number); targets set on 5-year rolling average (2018 – 2022)
- 5-year Rolling Average Targets
 - Total fatalities – target of no more than 253 through 2022; rolling average is 224; showed map of fatality locations – along major roadways
 - Motorcycle Fatalities – target of no more than 36.13
 - Serious Injuries – target of no more than 1107; steadily decreasing
 - Nonmotorized Fatalities + Serious Injuries – target of no more than 232; increase in 5-year average
 - Fatality Rate per 100 million Vehicle Miles Traveled – target no more than 1.59
 - Serious Injury Rate per 100 million Vehicle Miles Traveled – have seen steady decline in trend; target set at no more than 7.49
- Review of Report Card – 3 targets met; 4 targets not met
- Current ways of improving
 - Vision Zero’s 4 Action Tracks
 - Asking the Committee to provide information on what details the TPO Staff can provide to make informed, data-driven decisions and recommendations
 - Review of 2022 Performance Targets for review to aid in recommendations

Presentation Slides: [Safety Targets Presentation](#)

Recommended Actions: Approve the CY2022 safety performance targets and forward to the TPO Board. Submit suggestions to improve performance in high crash areas.

Discussion:

Chair Citro: Noted that the improvements this Committee has sought, have saved lives. One death is too many. We are at unacceptable levels, but what is acceptable to the Committee?

Sara Hendricks: Noted that the reductions are based on “given existing funding” jumped out. Vision Zero gets 6% of allocated funds. Put more funds into driving these numbers down including funding projects in design to reduce speeds. USDOT has noted that speeding is a contributing factor to crashes and fatalities. Shift over into alternatives when not driving and look at managed lanes. Noted in the packet, there are a lot of opportunities to do this.

Arizona Jenkins: Need to have more enforcement of the laws and penalize people who are breaking them.

Karen Kress: Noted that Vision Zero is a goal but the way money is allocated is not showing that. Noted Red-Light Safety Cameras and No Right On Red. May not be politically popular but that should not be a factor when people are dying.

David Hey (from chat): I second Karen’s points!

Cal Hardie: Believes the agencies also do safety features when doing projects in the State of Good Repair and Resiliency area of the funding breakdown. Asked that that be scored as well and taken into consideration when looking at overall providing safer roadways.

Emily Hinsdale: Opportunities when putting in a new water station or making repairs to storm water drains to put in safety features for walkers and bikers (sidewalks). Every time changes are made to the community, should be done looking through the Vision Zero lens.

Oona Johnsen: Noted that any project should start with how it contributes to the Vision Zero plan. What happens if the project doesn’t meet the Vision Zero ideal? Does it stop or move through anyway?

Catherine Coyle: Talking about this at a policy level; must trickle down into the design manuals and the regulations. If the rules are not spelled out, as people leave and new people come in, there is a risk of changing how things get done. Would like to see how the other funding buckets can be measured to include Vision Zero solutions. There is likely more than 6% being spent.

Michael Maurino: Noted the fatality map. Would like to have this data more accessible and zoomed in. There were improvements made on South Dale Mabry and South of Gandy Blvd. that could have included bike lanes, but they were not incorporated. A mid-block crossing was added but the intersection needed a traffic signal. Commuter road was built in a densely populated area with high transit and pedestrian needs. The people who live in that area are not the type of people who go to public meetings.

Carlos Ramirez: Do look at Vision Zero. Challenges are funding and public opposition. In his neighborhood, people didn’t want sidewalks. Often, the designers do what they can with the funding available. Believes that education is key: engineers, planners, leaders; safety is paramount.

Cal Hardie: Noted that construction costs are variable, those costs are going up, and there are labor shortages. Important to add safety when there is a chance. Education of the public is very important. People don’t understand something that isn’t intuitive. People don’t put themselves into the position until it happens to them. Feels it would be a good use of funding.

Karen Kress: Not sure the goal is to make people happy and win them over. We are counting cars, but we are not spending much time counting people. Working on a pilot project to do that.

Gena Torres: This has been the focus of her career for the last few years. Will be taking committee comments to share with the TPO at the February 9th Board meeting. Safe systems approach. Prioritizing projects on the TIP that include Vision Zero solutions. Will be recommending outreach items.

Matt Lewis (from chat and verbal): Vision Zero should be an overriding principal, not a topic area. Each of the other four categories should also be contributing to safety.

Gena Torres: Noted that Equity was added to the TIP categories, perhaps Vision Zero could be the same. Will propose a mini summit at the end of the year; jurisdictions with high injury corridors present what they are doing to lessen the numbers.

Emily Hinsdale: Summarized comments: Vision Zero needs to be applied to every category, safety goals should be evaluated at every level. Vision Zero should not be a category but the goal of all the categories.

Oona Johnsen: Accountability needs to be asked on all the projects and ask why, then go to the next step with the project, instead of Vision Zero being a consideration that was made but not implemented.

Catherine Coyle: A matrix for Vision Zero analysis at the project level should be developed. Otherwise, it looks like an after-thought.

Sara Hendricks: Overriding priority of the TPO is to reduce traffic congestion based on funding. Perhaps looking at it as reducing congestion for freight and commercial uses but not necessarily for private cars. Look at travel time across different modes. Try too hard to deliver high-speed travel and encourage entitlement to vehicle drivers that they have a right to go fast.

Unknown Speaker: Suggested having a group of people from the leadership, including this committee in leadership, that are very good at talking to people go out and explain these types of projects. Let the engineers do their work instead of having to go to public meetings and defending their work.

Larry Josephson: Is responsible for writing and updating the manuals. Take Vision Zero very seriously in the projects they look at and design. Can't design for people who make mistakes on the road. There is an enormous backlog of projects. Trying to put in bike/ped facilities. Takes an enormous amount of money. Without sufficient funding, it will take a long time to make all the improvements that need to be made.

Cal Hardie: Noted that there are opportunities for small projects that can be done that may not be in the pipe for large improvements. Dedicated funding to small things would be useful.

Arizona Jenkins: Believes money, time, and lives are being wasted until people slow down.

Mike Maurino: Noted that measuring more projects with a Vision Zero lens, it may change the prioritization of projects.

Chair Citro: Noted that a constituent called him and asked that her street not be repaved because the through traffic would go up by 10 mph. Agrees with no-right-on-red unless there is an indicator. Can't stop people who do the wrong thing, unfortunately. Does not fault, with any project for public transportation, local governments are responsible for 25% of the funding. The All for Transportation did not pass; with help, it can pass this year. If not, there will have to be an exit strategy for funding for transportations, sidewalks, and roads. In order for more transit in denser areas, must reduce parking minimums.

Motion made by Catherine Coyle to approve the CY 2022 safety performance targets and forward to the TPO Board, seconded by Arizona Jenkins. Voice vote, motion passes unanimously.

Catherine Coyle: Believes that Vision Zero becomes measurable and would like that added to the official comments from the committee.

Emily Hinsdale moved that Vision Zero be an overriding principal, not a topic area; each of the other categories should also include safety; and that, built in, should be metrics for seeing whether Vision Zero goals have been accomplished for each of these items. Seconded by Michael Maurino. Voice vote, motion passes unanimously.

V. OLD BUSINESS & NEW BUSINESS

A. Announcement: Solicitation Projects for New TIP (Johnny Wong, TPO Staff)

- In December 2021, FDOT made it known that there was additional funding available
 - Surface Transportation Block Grant (portion of money that the TPO controls)
 - Transportation Alternatives (alternatives to single occupancy vehicles)
 - Transportation Regional Incentives Program
- Applications for funding need to be submitted to the TPO by March 4, 2022 as the funding cycle closes on March 6, 2022. Gives us two days to complete applications and rank them. Do not have much flexibility in time this year. The new submission website is hosted online in Tallahassee; it closes on March 6. Once closed, it cannot be re-opened.

B. Arizona Jenkins – Asked about the number of scooters on the sidewalks; who they belong to; so he can deliver that information to a person at the ADA. Asking anyone who has the information to assist in this. Provided his email address.

Chair Citro – Would like to introduce to the city a copy mimicking the Miami Ordinance where that, if it is electrical, or fossil fuel, any vehicle that is not ADA compliant, that is motorized, should not be allowed on the sidewalk, including MOPEDs, motorcycles, all-terrain vehicles, EV bicycles. It is his opinion those should not be allowed on the sidewalks. Scooters are mandated to ride in the bike lanes now. It is going to come to a head when someone gets hit by one of these vehicles. Would like to have this as an item on the next agenda or on an agenda further down the line.

Thanked the committee members for their volunteer time to the committee.

C. Next meeting on February 23, 2022

VI. ADJOURNMENT Meeting adjourned at 10:18 AM

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

**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
LIVABLE ROADWAYS COMMITTEE (LRC)
HYBRID MEETING OF FEBRUARY 23, 2022**

I. CALL TO ORDER

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

Members Present In-Person: Councilman Joseph Citro, Cal Hardie, Oona Johnsen, Mark Hudson, Michael Maurino, Emily Hinsdale, Larry Josephson, Karen Kress, Arizona Jenkins, Sara Hendricks, Krystina Steffen

Members Present Virtually: Jason Jackman, Catherine Coyle, Carlos Ramirez, Sandra Picirilli, Matthew Pleasant

Members Absent/Excused: David Hey, Melissa Collazo, Chris Thompson, Scott Drainville

Other Attendees: Lisa Silva, Amber Simmons, Wade Reynolds, Gena Torres, Beth Alden, Jason Krzyzanowski, Davida Franklin, Gail Reese (TPO Staff); Tony Monk (Tampa Parks & Recreation); Christine Acosta (Pedal Power Promoters); Tim Heberlein, Brandie Miklus (City of Tampa); Christopher DeAnnuntis (HART); Kenneth Boden (TBARTA)

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

II. PUBLIC COMMENT – None

III. APPROVAL OF MINUTES (Timestamp: 0:02:35) – January 26, 2022, meeting.

Due to an unknown speaker within the minutes were deferred to the March to allow additional time to address.

Noted update emailed in by Sara Hendricks – in the minutes under the Annual Update of Safety Targets would like to identify the person with the following thoughts:

Suggested having a group of people from the leadership, including this committee in leadership, that are very good at talking to people go out and explain these types of projects. Let the engineers do their work instead of having to go to public meetings and defending their work.

IV. Status Reports

A. **Tampa Bay Citizens Academy on Transportation CUTR and Student Presentation on Morrison Greenway Project** (Jason Jackman, CUTR and Christine Acosta, Pedal Power Promoters)

(Timestamp: 0:04:47)

- TBCAT – eight-week online course dedicated to educating Tampa residents on all areas of transportation.
 - Received funding through National Institute for Congestion Relief (NICR), competed with over 50 other universities. Funding was Spring 2021 – Spring 2022; class was virtual.
 - CUTR and City of Tampa partnership.
 - Course ran from October 13 through December 8, 2021.
 - Review of Goals, Themes and noted that the presenters had expertise in these themes.
 - Marketed the program through social media – successful registration response, 28 students that were consistent each week, no incentives, different topics each week, included a walkabout lab downtown Tampa.
 - Presenters included: City of Tampa, Hillsborough County, HC TPO, HART, FDOT, CUTR, and consultant firms and advocacy groups.
 - Students developed and presented their own transportation projects and analyses. USF students were invited to help the citizens with their projects.
 - Went over course evaluation from citizen students.
 - Have submitted for another round from NICR. Have a continuing partnership with the City of Tampa.
- Proposed neighborhood greenway for Morrison Avenue project
 - Noted that one of the students navigates Tampa with a seeing eye dog, disabled community was represented in the class.
 - Runs parallel to Kennedy Blvd., connects 12 neighborhoods
 - Review of Assets for the street.
 - Review of the challenges of the street – most are signalized.
 - a. Dale Mabry and Henderson are combined and bisect the S Tampa peninsula.
 - b. Henderson and Morrison
 - c. Went on a virtual bike ride along Morrison
 - Did a modal comparison
 - Asks the LRC to help advance LPI's & Auto Recall for ped crossings at each signal.

Discussion:

Intersection of Dale Mabry, Henderson, and Morrison was noted is one that was identified in the Safe Access to School studies in the top 12. Some of the recommendations have been taking place. It was identified as a priority. There was discussion about continuing the project to West Shore; an increase of pedestrian and bicycle traffic around schools on this corridor. A mid-block crossing is being installed at Grady and Kennedy. Grady is an uninterrupted corridor and has potential as another route. The city of Tampa is looking at how to handle the city greenways, identify them on a map first, then enhance as it is feasible. Adjacent corridors are looked at when capital projects are being done. Talked about criteria and potential solutions that are being looked at with the City of Tampa. The committee can

request the TPO write a letter based on these recommendations. The lack of sidewalks on West Shore was talked about and that is a challenge that needs to be addressed.

Karen Kress moves that the TPO and FDOT work together on improved bicycle and pedestrian access at Henderson, Dale Mabry and Morrison with a strong recommendation for the LPIs, seconded by Emily Hinsdale. Voice vote passes unanimously.

Would like more information on other possible greenways in the area and then work with prioritizing them. Noted that the School Safety Study may not have hit this intersection.

B. West River Multimodal Safety & Network Improvements (Cal Hardie) (Timestamp: 0:59:56)

- Applied for a BUILD grant through FDOT, awarded in September.
- Joint project between mobility and Parks and Rec; includes on and off-road. Addresses Mayor's priority. Complete over 12-mile multi-modal path separated from vehicle traffic.
 - Addressing crashes with Complete Streets design
 - Sustainability and Resilience – shoreline restoration
- 44 people killed and 289 severely injured per year in City of Tampa, looking to get to zero.
 - Safer people, streets, speeds, vehicles, post-crash care
- Review of project team
- Divided into six segments – utility and financial project numbers
 - Segment 1 – Platt St to Brorein St
 - Segment 2 – Kennedy Blvd to Palmetto St / Rome Ave
 - Segment 3 – Rome Ave to Bayshore Blvd
 - Segment 4 – Rome Ave from Platt St to Columbus Dr
 - Segment 5 – Columbus Dr. from Rome Ave to N. Boulevard
 - Segment 6 – Ridgewood Park from Columbus to North Blvd.
 - Parks and Recreation are working with Rome Yard on building that out.
- Many other planned multimodal & safety improvements projects
- Using PROWAG guidelines for bicyclists and pedestrians
- Review of public outreach
- Went over BUILD Grant Timeline (December 15, 2021 – December 11, 2026). Funds must be spent by 2027.
- Partners and Agency Stakeholders: Hillsborough County, US DOT, FDOT, HART, Plan Hillsborough, THEA, Tampa Downtown Partnership, League of American Bicyclists, ITE, NACTO.

Project Website: [West River Multimodal Safety & Network Improvements](#)

Discussion:

It was appreciated that there was early engagement with the school district and to keep those talks going to ensure successful vision. It was noted that there is a lot of interaction with school campuses and the Riverwalk in certain areas. Continuing conversations are encouraged for potential joint usage and to address security challenges on and around school property. There was discussion about signaling for this project and making sure this route is as wide as it can be for bike/ped use.

C. Commuter Benefits Ordinance Request Letter (Sara Hendricks, CUTR) *(Timestamp: 1:31:00)*

- Based in the Transportation Demand Management (TDM) set of strategies
 - Move away from single occupancy vehicles.
 - Provide benefits for using alternative modes of transportation such as walking, biking, carpooling, vanpooling, and transit.
 - Offer employees pre-tax dollar savings for transit benefits including vanpools, buses, etc. Also saves the organizations money in taxes. This is part of the tax codes.
- Letter was requested via motion by the CAC
 - Encourages local governments to explore implementation of a commuter benefits ordinance.
 - If approved, the letter would be transmitted by the TPO Board encouraging partner agencies to consider implementation.

Letter and Case Studies may be found in the February 2022 LRC Agenda Packet [posted here](#).

Discussion:

There was discussion on whether or not bicycling is included in this and how the time analysis could be included when using alternative transit. Looked at other groups this could be put in front of for additional support such as SHRM.

Karen Kress moves the LRC support the CAC letter and recommend approval to the TPO recommending a TD ordinance, seconded by Larry Josephson. Voice vote, motion passes unanimously.

Discussion:

The State legislator is entertaining bills that if local government increases the cost of doing business, businesses can file suit against the local government. It was brought up that this could be considered a burden on businesses. There are other bills that would require a business impact study.

D. 2022 Non-Motorized Vehicle Counts (Karen Kress, Tampa's Downtown Partnership or Wade Reynolds, TPO Staff) *(Timestamp: 1:49:21)*

- In February 2022, the TPO partnered with the Tampa Downtown Partnership, Westshore Alliance, City of Tampa, Hillsborough County, and FDOT to conduct bicycle and pedestrian counts utilizing FDOT equipment.
- There were 13 locations identified in Hillsborough County, 7 of which were in the Downtown area. Locations were not advertised to prevent count tampering. The counts had a two-week duration with additional 24-hour video counts at three locations.
- Part of Statewide Non-Motorized Traffic Monitoring Program.
- Looking to see about making this type of counts as a standard operating procedure in the county and have them continuous instead of temporary.
- Look at putting this into the UPWP. Will bring the results back to the committee in a couple of months.

Program Website: [Florida Non-Motorized Traffic Monitoring \(fdot.gov\)](https://fdot.gov)

V. OLD BUSINESS & NEW BUSINESS

A. **Micro-mobility Blocking Sidewalk ADA Access, and Motorized and/or E-vehicles use of Sidewalk** (Cal Hardie) (*Timestamp: 1:53:05*)

- Scooters are still operating under the pilot program. When they switch to the city-wide program, will require scooters to be locked to a docking station when not in use. There will be a fee associated with the scooters when they are not in the docking station. These requirements will initially be implemented in the Downtown, Ybor City, and Hyde Park areas.
- Expect city-wide program to go into effect in approximately 3 to 4 months (May – June timeframe).
- Any time a scooter is seen, there is a website to report this to the city.

B. **March 19, 2022 Tampa Unveiling Vision Zero Quick Build Open Streets Event – 12 – 4 PM.**

C. **March Florida Bike Month Announcements:**

- [Love to Ride Campaign](#) – TPO is sponsoring this along with commuter choices challenge.
- March 11 – [Ride with City of Temple Terrace Mayor](#)
- March 17 – Green Artery Ride with Tampa Mayor

D. **Cal Hardie** – Davis Boulevard is almost complete. Asked people to go use it and check it out. Columbus Drive is almost done as well. Will send Lisa the dates of future mobility project meetings for public input.

E. **Arizona Jenkins** – First weekend in March, you can take buses

F. **Next meeting on March 23, 2022**

VI. ADJOURNMENT Meeting adjourned at 11:05 AM

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

From Chat:

Matthew Pleasant (to Organizers and Panelists Only):

9:49 AM: Thanks Michael, great points. I do agree with more north-south crossings in this area - Wilson Middle in particular has noted some students needing to cross Kennedy Blvd. Hoping upcoming improvements to Kennedy will help with this

Matthew Pleasant (to Organizers and Panelists Only):

10:03 AM: Agreed on LPIs. Thanks Christine

Christine Acosta (to Organizer(s) Only):

10:53 AM: biz don't have to provide anything, they simply have to share transport options

Christine Acosta (to Organizer(s) Only):

10:57 AM: The Dutch Cycling Embassy is advising the FDOT non-motorized count program...doesn't get any better than that.



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Project Development & Environmental Study for US301 from Fowler Avenue to SR56

Presenter:

Amber Russo, FDOT

Summary:

The Florida Department of Transportation (FDOT) is undertaking a Project Development and Environment (PD&E) study to consider roadway improvements along US301 in Hillsborough and Pasco counties. The project begins at Fowler Avenue and extends north to the State Road 56 intersection with US301, a distance of 13.1 miles. The PD&E study involves developing roadway alternatives that widen US301 from two to four lanes. The project team will evaluate the engineering, social and environmental effects of widening the road and compare the effects for each alternative.

The purpose of this project is to provide additional roadway capacity and improve safety on this portion of US301 in unincorporated Hillsborough and Pasco counties. US301 is a major north-south roadway used for travel through Hillsborough and Pasco counties and provides access to many of the area's major roadways including I-4, SR39, SR54, and SR52. It is an important roadway in the overall Tampa Bay area, as it is listed as an emergency evacuation route.

The estimated project cost for design, right-of-way and construction is \$199.5 million. It currently is not a funded project in the TPO's 2045 Long Range Transportation Plan.

A public hearing is scheduled for Thursday, March 24th, beginning at 5:30 PM, and can be attended in person at FDOT's District Headquarters (11201 N. McKinley Dr. in Tampa) or virtually by registering on the [project website](#).

The Efficient Transportation Decision Making (ETDM) comments provide by the Livable Roadways Committee on January 21, 2015, are below:

The Hillsborough County MPO's Livable Roadways Committee commented that this is a scenic corridor that needs to be designated as a scenic highway or renamed as a parkway. More lighting is needed along this corridor in the urbanized (as designated by the future land use) and commercialized areas of this corridor. Fowler Avenue has become a gateway to Temple Terrace. Part of Temple Terrace's annexation area resides in this corridor. Thus, the aesthetic considerations are important to the City. Please note that there is a planned extension of Old Fort King Trail south of the planned Bypass Canal Trail and north from the Hillsborough River State part to connect with the Pasco County Trail system. Multi-use Trail Opportunities should include consideration of side paths to



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allow better access to those using old Fort King Trail as a parallel facility. Note that there could be a conflict at US 301 and John B Sargeant Sr. Park necessitating safe pedestrian crossing consideration. The MPO Livable Roadways subcommittee also commented on the need for wildlife passages across the corridor.

Recommended Action:

Recommend TPO Board approve letter with comments.

Prepared By:

Rich Clarendon, AICP, TPO Staff

Attachments:

[Presentation Slides](#)

Draft Letter of Comments to FDOT



Hillsborough TPO

Transportation Planning Organization

Commissioner Harry Cohen
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Beth Alden, AICP
Executive Director



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March 9, 2022

Amber Russo, P.E.
FDOT District 7
11201 N. McKinley Drive
Tampa, FL 33612-6403

RE: Project Development and Environmental Study for US 301 from Fowler Avenue to SR 56 – Project # 255796-1

Dear Ms. Russo,

The TPO Board and Committees received a presentation on the referenced study. The following concerns have been raised:

- This road widening is outside of the Urban Service Boundary set forth in the adopted Hillsborough County Comprehensive Plan. The surrounding rural community has no plans for increased density and widening will put undue development pressure on the area.
- The project is not in the TPO's 2045 cost-feasible plan and has not been in the needs assessment for the Long Range Transportation Plan since the adoption of the 2040 Plan in 2014, when it was listed as a potential need beyond the 2040 horizon year.
- There are higher priorities, such as safety improvements on the high injury network (HIN). Seventy-eight percent of the Top 50 HIN miles are state roadways. The study shows speeds of 60-65mph and no lighting improvements, both of which may lead to more severe injury and fatal crashes.
- There are important wetlands and preserves on either side, and this corridor intersects with a designated wildlife corridor.
- There are potential conflicts with existing and planned trails, like the extensions of Old Fort King Trail and crossing conflicts at John B Sargeant Sr. Park.

We appreciate the Department allowing us to review this PD&E study. We trust our comments will be addressed in the final report and will inform a decision to not pursue widening of US 301 at this time.

Sincerely,

Beth Alden, AICP
Executive Director

cc: Suzane Monk, FDOT District 7 Liaison
David Gwynn, FDOT District 7 Secretary



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Low-Cost Air Quality Monitoring Pilot Study

Presenter:

Lizzie Ehrreich, TPO Intern/USF Fellow

Summary:

The objective of the Low-Cost Air Quality Monitoring Pilot Study is to research and analyze air quality at a localized level and provide residents and visitors access to air quality data. Additionally, the study will test and evaluate multiple types of monitors and various forms of public engagement. The study team (TPO, USF, EPC and FHWA) is working with local communities to install low-cost air quality monitors and informational displays at pilot community monitoring sites.

The pilot study focuses on a few sites near I-275 and I-4 that have a high proportion of vulnerable residents, including low-income households or historically underserved demographic groups. A focus group was held in February 2022 with community organizations to help select the final locations for community monitoring sites.

Each component of the pilot study will help prepare the project team and the communities to develop methods to accomplish the long-term goal of a larger scale network of community monitors. As the County continues to grow, so do the number of vehicles, construction, air pollutants, and pollutant-related health risks. This study will better prepare the TPO and other agencies to improve the equitable and environmental outcomes of future transportation planning. Additional information can be found at [Low-Cost Air Quality Monitoring Pilot Study | Plan Hillsborough](#).

Recommended Action:

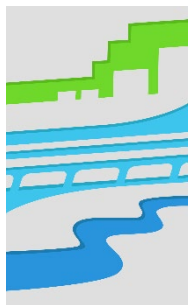
None; for information only

Prepared By:

Lizzie Ehrreich

Attachments:

Low-Cost Air Quality Monitoring Pilot Study Fact Sheet
[Presentation slides](#)



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LOW-COST AIR QUALITY MONITORING PILOT STUDY

RESEARCH AND FUNDING PARTNERS



The goal of this pilot study is to work with communities near I-275 and I-4 to:

- Increase access to air quality data
- Equitably improve air quality
- Inform future transportation planning

To accomplish these goals, we will:

Establish pilot monitoring sites within communities

Collect and share data with communities using monitors with wifi

Develop methods to establish a larger community monitoring network

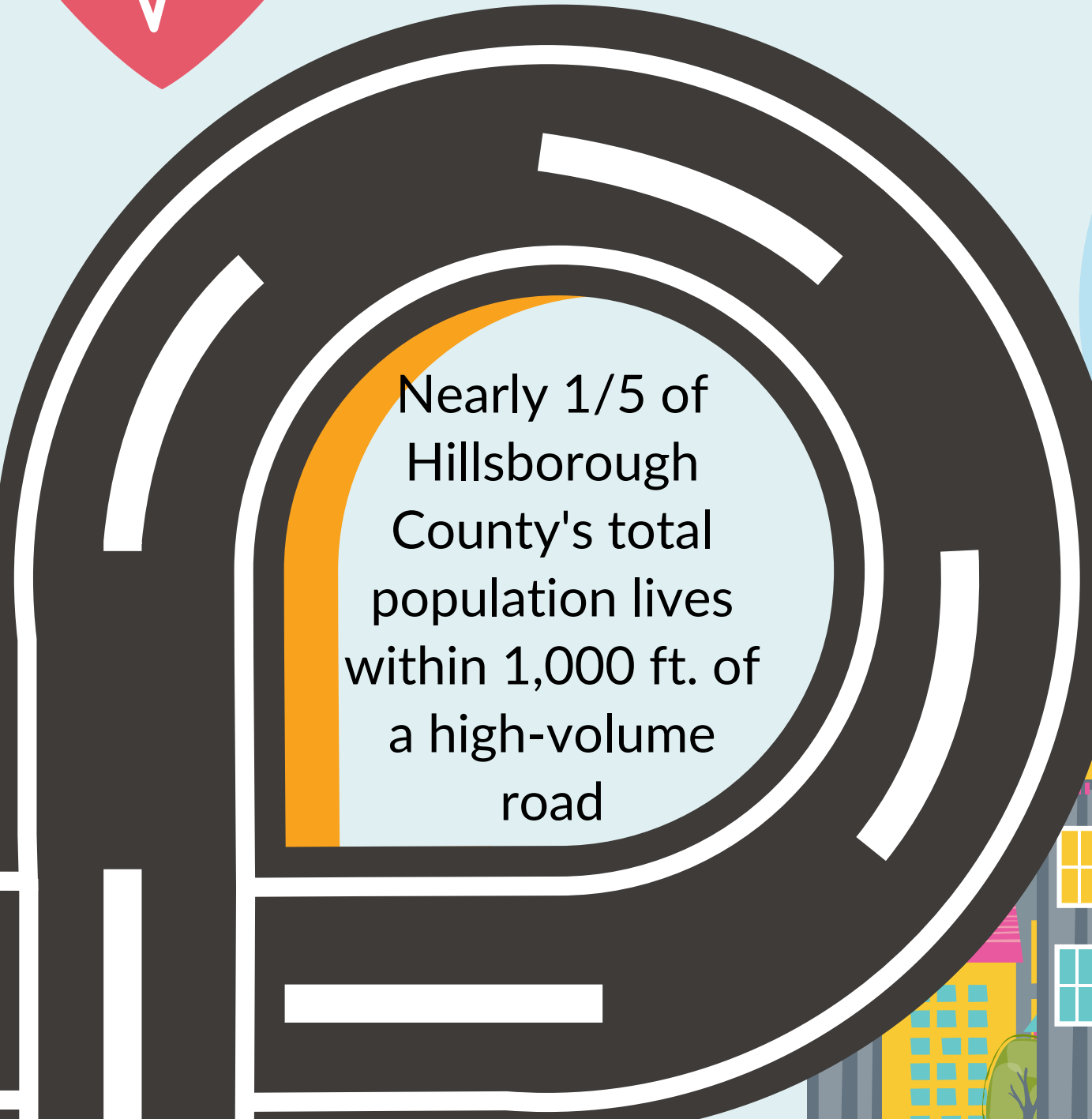


Explore the project page tinyurl.com/TPOAirQuality

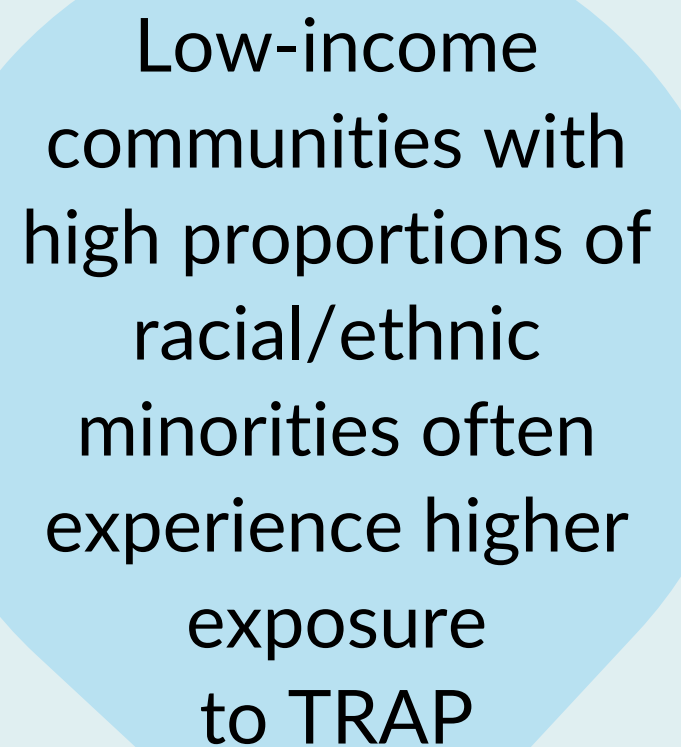


Care about air?

- Air pollution **negatively impacts** our health and our environment
- Traffic-related air pollution (TRAP) **disproportionately affects** people who live, work, and attend school near high-volume roadways
- TRAP-related **health concerns:** increased rates of...
 - heart disease
 - respiratory illnesses, including asthma
 - infant mortality and adverse birth outcomes
 - premature death



Nearly 1/5 of Hillsborough County's total population lives within 1,000 ft. of a high-volume road



Low-income communities with high proportions of racial/ethnic minorities often experience higher exposure to TRAP





Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

FDOT Westshore Interchange Pedestrian and Trail Connections

Presenter:

MaryLou Godfrey, FDOT Staff

Summary:

Along with the construction of the Westshore Interchange, Howard Frankland Bridge, and associated projects connecting to Downtown Tampa, several trail and pedestrian connections are proposed. The reconstruction includes new connections under the interstate at Reo, Occidental and Trask Streets.

Recommended Action:

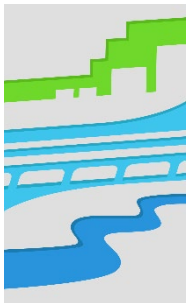
None, for information only

Prepared By:

Wade Reynolds, TPO Staff

Attachments:

<http://www.tampabaynext.com/projects/westshore-area-interchange/>



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Storm Evacuation and Shelter-in-Place Study

Presenter:

Allison Yeh, TPO Staff and Karen Kiselewski, Cambridge Systematics

Summary:

A critical component of transportation agencies' policy and program decision-making is system resilience to disruption. The [TPO's Storm Evacuation Forecast & Shelter-in-Place Scenarios Study](#) will supplement the ongoing work of Emergency Management in the County and Cities by providing a high-level analysis of Hillsborough's evacuation practices today. The study will evaluate best practices in evacuation regionally and nationally, assess potential evacuation enhancement options in Hillsborough County, and develop a set of recommendations and next steps for the TPO and other agencies to consider supporting emergency evacuations in Hillsborough County.

The overall goal of this study is to assess and identify potential strategies to improve evacuation procedures without undertaking expensive road widening projects. The objectives are to enhance the transportation experience to meet evacuation needs safely, efficiently, and effectively for all affected people. This includes evaluating how and where people evacuate, whether by car, transit or on foot to a shelter or out of the county.

The project team will provide a status update on the project and initial issues identified: congestion during evacuations, transportation evacuation operations, event related communications, and behaviors affecting evacuation and sheltering. Hurricane evacuation hotspot locations and potential operational strategies will be discussed, and feedback sought from the committee.

Recommended Action:

None; for information only

Prepared By:

Allison Yeh, AICP, LEED GA

Attachments:

None



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2045 Plan Funding Scenarios Refresher

Presenter:

Beth Alden, TPO staff

Summary:

The “It’s TIME Hillsborough” 2045 Long Range Transportation Plan adopted in 2019 included two funding scenarios, one with and one without the 1% surtax for transportation approved by Hillsborough County’s voters in 2018. The two scenarios were created in order to forecast future-year performance metrics with and without the new funding. With the invalidation of the 2018 surtax and the debate this year about a possible replacement, the refresher on transportation system conditions and performance forecasts is provided for information.

Recommended Action:

None; for information only

Prepared By:

Beth Alden

Attachments:

[Presentation slides](#)



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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING, FEBRUARY 9, 2022
DRAFT MINUTES**

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE (Timestamp 1:32:16)

Commissioner Cohen, called the meeting to order at 10:00 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

II. ROLL CALL (Timestamp 1:32:50) (Gail Reese, TPO Staff)

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Gwen Myers, Councilman Guido Maniscalco, Councilman John Dingfelder, Vice Mayor Cheri Donohue, Commissioner Nate Kilton, Gina Evans, Adalee Le Grand, Greg Slater, Charles Klug, Planning Commissioner Cody Powell

The following members were present virtually: Commissioner Mariella Smith, School Board Member Jessica Vaughn

The following members were absent/excused: Councilman Joseph Citro

A quorum was met in person.

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

III. APPROVAL OF MINUTES (Timestamp 1:33:57) – January 11, 2022

Chair Cohen sought a motion to approve the January 11, 2021 minutes. Commissioner Kemp so moved, seconded by Councilman Maniscalco. Voice vote: motion carries unanimously.

IV. PUBLIC COMMENT (Timestamp 1:34:19) (3 minutes per speaker)

Connie Rose, Life Malcolm, Robert Miley, Doreen Jesseph, Michelle Cookson, Tim Keeports, and Jane Mankins were present and donated their time Rick Fernandez. Mr. Fernandez will have up to 24 minutes; he deferred his time to allow others signed up for public comment to speak first.

Nicole Perry: Expressed opposition to further interstate wall intrusion into Tampa Heights. Asked the TPO Board to support Tampa Heights to protect land, history, and quiet for community enjoyment. Voters voted for measures and representatives to look out for their interests. This includes no more expansion and much needed mass transit, safety measures to existing roads, and a more bikable and walkable city. *(Time expired)*

Dayna Lazarus: Owns a home in North Ybor and is a fifth generation Tampa homeowner. Is respectfully asking the TPO Board to declare a moratorium on the interstate widening happening in Tampa Heights as recommended by the TPO CAC on January 5th per resolution passed 6 to 8 in

favor. Asking that the TPO Board declare a moratorium based on four facts. One: that the people most impacted are upset, protesting, and asking. Two: because the public engagement was such that the aforementioned people did not know that wall movement was happening. Three: the TPO Board passed an equity resolution that explicitly names the racist impact I-275 had and unanimously adopted an equity planning process recommendations that deemphasize car-centric spending, including specifically seeking transportation demand management solutions and alternative multi-modal solutions, before approving widening spending. And Four: in the near future, the Reconnecting Communities Pilot Program will unlock funds for planning and projects aimed at either removing, retrofitting, or mitigating pieces of highway and similar infrastructure that has hampered the connectivity of communities.

Matt Suarez: 406 West Azeel Street, Unit 508, Tampa, FL 33606. Would like the TPOs governing board to make and approve a motion to adopt the Citizens Advisory Committee's resolution passed on January 5, 2022. The purpose of the resolution relates to the following: stop funding the FDOT work program that continues to destroy historic property and nationally recognized historic districts that it's Tampa interstate facilities run through including the Tampa Heights Historic District. Stop the FDOT's intent to expand the I-275 barrier wall movement in Tampa Heights. And declare a temporary moratorium on the FDOT Downtown Interchange Safety Improvement Project to allow for a full vetting including the impact of barrier wall movement. On Monday, January 31, 2022, the structure at 1902 North Lamar Ave., Tampa, FL 33602 was demolished by the FDOT. Mr. Suarez issued a public objection to the demolition based on the evidence that FDOT failed to complete the salvage of the building's historic architectural elements and materials before proceeding with the demolition. It is also suspected that it is not installing steel piles for the I-275 North of Downtown Tampa project in a manner that would both minimize vibration presently being experienced by residents. *(Time expired)*

Josh Frank: Serves as the Hillsborough County representative to TBARTA as well as the Hillsborough County School Board representative to the CAC. Has great respect and admiration for this Board. Knows the members are just as invested as he and other callers are. The developments associated with the DTI expansion and the contributing structure on Lamar are unacceptable. The TIP list is a powerful and completely underutilized tool of the Board. Urging the Board to reassess the way they accept projects before they reach the design phase. Secondly, it should be the TPO Board's focus to remove of trips from our system. Please reassess the way that you allocate your TIP funding and prioritization.

Brian Seel: 313 West Park Avenue, Tampa Heights. Is the President of the Tampa Heights Civic Association. Asking the TPO Board to support the CAC's resolution and to call for a moratorium to address some of the issues already mentioned by the other speakers, and to make a similar case. This boils down to communication from FDOT and the lack there of. In communication from FDOT, we were told that no impacts were going to happen to Tampa Heights. We were not addressed between January 2020 and November 2021. This is a nearly two-year period where FDOT was making plans and did not come back to notify the citizens that it impacts. Similarly, with the demolition of 1902 North Lamar. We find that level of communication unacceptable. We are asking for a moratorium on the work. So that FDOT can take a step back and perform proper

communication as well as listening to the concerns and mitigating the concern of the residents that it impacts. Agrees with previous speakers on the need to focus on alternative modes of transportation, mass transportation, and prioritize those.

Shane Ragiell: 507 East Floribraska Avenue. That is five houses in from I-275 on Floribraska. Comes to share a story and concerns with neighbors regarding the lack of communication from FDOT regarding the construction project as well as the impact to the neighborhood. Tampa Heights has stood firm, active, and against highway expansion. Our neighborhood has not communicated anything differently and I would suggest that, amongst the neighborhoods being impacted by this large, highway construction project in the county, we have also been amongst the most active. FDOT has done nothing to show that they are willing to be a transparent partner with Tampa Heights. Whether you represent Tampa Heights, a city outside Tampa, the port, schools, or airport, if FDOT did this to your constituency, you would be upset. Please support the CAC resolution and support your neighborhood in Tampa Heights.

Lena Young Greene: Stated that her heart was heavy this morning. The building that the community came to the TPO Board about at the January meeting was demolished on January 31, 2022. After years of trying to protect this building and being vigilant and concerned about another landmark in our community, FDOT came in and tore it down. That is not right. In regard to the walls; FDOT is treating us the same way. Asked that the TPO Board support the resolution that the CAC passed and sent to the Board. Asked that the TPO send out staff that could teach the community how to file Title VI. For Robles Park Wall, lives directly across from Robles Park. She hears all the noise from I-275. The noise gets louder and the impact from the dust in the air, the children are at the park all the time. Tampa Heights residents feel that this interstate is forever intruding. The quality of the air, the water impact, the soil impact affects them. We feel that, at the TPO level, we are not getting much support. Asked that the people of Tampa Heights and the surrounding neighborhood is not sacrificed for the benefit of moving other people through their community.

Rick Fernandez: Lives in Tampa Heights, is the CAC Vice-Chair, is speaking as a citizen today. 2906 North Elmore Avenue. Will be talking about the wall's intrusion, FDOT's misrepresentation of the project to the community and to the TPO Board as recently as last month. And the resolution passed by the TPO CAC in January seeking a moratorium on the wall intrusion, a full vetting of the project, and identification of community centric alternatives. He filed detailed, written public comments. They took hours to write and will likely be summarized by TPO Staff in about 30 seconds. Hopes the Board members will or have taken the time to read them.

Noted the amount of time and effort it takes for the community to show up at these meetings. Expressed how dealing with FDOT is like hotly contested litigation. Believes when FDOT gets uncomfortable, they move on and bring in a new team; that they hesitate to share inconvenient truths with the community. Residents are angry. More than angry, they are disappointed and distrustful of a system and those that could approve a project like this without courtesy to the individuals and neighborhoods carrying the burden.

Mr. Fernandez reviewed the timeline of how the community found out about the wall movement. This consisted of maps presented at various meetings since 2018. The timeline is presented in a detailed public comment included in the [Email Public Comment section](#).

Noted that the CAC resolution passed in January will be re-presented today. Also stated that he wrote the resolution with a lot of input. After robust discussion, it was moved forward and adopted by a vote 8 to 6 in favor. It is before the TPO Board for adoption. Summarized the resolution. Asked the Board to support the motion.

Secretary Gwynn (Timestamp 2:23:51):

- Has been in the position for 5 years. Hopes that no one believes he would come in front of the TPO Board to lie or misrepresent for any purpose.
- Did not enjoy the decision to destroy the property at 1902 Lamar. The CRC has met 96 times. Relocated 64 historic homes: 8 in Tampa Heights, 2 in West Tampa, 54 in Ybor City. FDOT relocated all of these properties and rehabilitated 35 and partnered with the City of Tampa to rehabilitate the remaining 29 buildings. The homes were sold to first time home buyers and funds established a revolving trust fund to be used to rehabilitate historic homes. Per the MOA, the remaining homes were eligible for demolition. In 2017, a hold was put on right-of-way acquisition and the demolition of properties until the SEIS was completed.
- Work that has been done with Tampa Heights community. This SEIS was completely different. Worked with the concerns about taking 200 – 300 parcels of property. Tasked the team to not do that. Four alternatives came out of that. All had express lanes coming through, but each had less and less property impact. Tampa Heights didn't want any more right-of-way and had been impacted enough. Tasked the team to address the safety concerns while staying within the right-of-way. This was done late in the process. Things were being added during the process as it was determined what could and couldn't be done. Tampa Heights said that FDOT only cared about the highway. Tasked the team to find projects in Tampa Heights that would help in other areas. Over 5 years, programmed ~\$120 million of projects that have nothing to do with roads other than covering transit, bike/ped facilities, and safety.
- Can always do better on communication. Continuing to try. For the I-275 project, have done way more communication than any other project in District 7. Talked about the public engagement. After an open house with Commissioner Myers, told his team to go out and go door to door with information. Will continue to try and work with the community.

Discussion (Timestamp 2:37:18):

TPO Board recognized the work from the community and FDOT. Would like to have an on-the-ground meeting with public officials. Would like to have the nighttime work addressed sooner rather than later. Discussion about timeframe of work. Talked about issues that come from decisions made decades ago and the interstate going through it. Many people have moved there in recent years due to sense of community and beauty. Community is asking to not be hurt anymore. Different projects are being talked about to try and restore the neighborhood. Talked about current circumstances and getting clarity on what is happening. The TPO Board asked to be copied on communications that go out that are going to affect the people they represent. Would

also like to know what is said at community meetings to be on the same page. Asked for transparency.

FDOT has asked that the Tampa Heights Civic Association come up with a list of concerns and questions and get them to FDOT ahead of time. Once that is done, FDOT is ready to set up the community meeting. Monitoring vibration, within normal expectation. Finding ways to avoid nighttime work when possible. Will be happy to add the TPO Board to the email groups that have signed up for communication around these projects and to copy on other correspondence.

Jessica Vaughn (*Timestamp 2:50:55*): Is the TPO able to move for a moratorium on this project.

Cameron Clark: No, the TPO is a planning organization with the primary function to adopt the Long-Range Transportation Plan and the five-year Transportation Improvement Plan. The project being discussed is on both plans. There is no statutory authority in the MPO statutes that would allow for the MPO to impose a moratorium on construction of roadway projects from FDOT.

Continued discussion on the difference in feedback from public engagement and what is being heard today. Investigate ways to do better in communication so the community doesn't feel misled. Would like to see action items working with the community. Comments of the citizens and the CAC have been appreciated and the hurt feelings are acknowledged. We all need to use this as a learning tool to do better. It is time to work together and come up with real, workable solutions. There is still time to affect the project in the details.

V. COMMITTEE REPORTS & ADVANCE COMMENTS (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff; Beth Alden, TPO Director) (*Timestamp 3:03:40*)

A. CAC – Bill Roberts, CAC Chair (February 2, 2022 meeting)

- Highlights – heard fair amount of public comment regarding FDOT barrier wall, reviewed action item and forwarded to Board on the safety performance targets with a vote of 14 to 1 in favor, also heard three status reports.
- Some of our members did not feel that Chair Roberts accurately represented the CAC committee in regard to the resolution. The CAC has submitted that resolution to a second time.
- The CAC approved a motion to ask the legal counsel for the TPO at what legal actions are available to the CAC and the TPO with regard to action they believe FDOT has taken that may be in violation or inconsistent with TPO actions. This was approved with a 15 to 0 vote in favor.

B. Pertaining to the Consent Agenda Items (Davida Franklin, TPO Staff)

- The CAC and the TAC approved the Safe Access to Parks Study

C. Pertaining to Action Items (Davida Franklin, TPO Staff)

- The TAC supported the Hillsborough County's request for an additional seat on the committee.
- The CAC, LRC, BPAC all approved the 2022 Safety Performance Targets

D. Pertaining Items at Upcoming Meetings (Davida Franklin, TPO Staff)

- There is a report on the Storm Evacuation and Shelter-In-Place Study that will be heard soon. The TAC, ITS, BPAC and LRC have heard the status report on this study.

E. Public Comments Received Through Email & Social Media (Davida Franklin, TPO Staff)

- Heard a lot of the email and social media comments during public comment today.

Detailed [Email](#) and [Social Media](#) are located at the end of the minutes.

F. TPO Policy Committee – February 8, 2022 Meeting (Beth Alden, TPO Executive Director)

- Reviewed the Safe Access to Parks Pilot Study and has forwarded to you for approval.
- Committee directed staff to get going on the Membership Apportionment Plan.
- Staff was asked to bring back a letter about the FDOT policy on Class 2 noise walls.
- Councilman Citro, Chair of the LRC, asked that one of the officers of the LRC briefly address the TPO Board.
 - Catherine Coyle – the motion that was made for more accounting and accountability for the implementation of Vision Zero; in the spending arch in the presentation, the LRC saw Vision Zero as the main or overarching goal to each one of the pieces should have the accounting for Vision Zero.

VI. CONSENT AGENDA (Timestamp 3:12:06)

A. Updated Committee Appointments

- ITS – City of Plant City: Fred Baxter with Paulinne Nunez as alternate
- ITS – City of Temple Terrace: Troy Tinch with Brian McCarthy as alternate
- LRC – HART: Scott Drainville with Bobby Edwards as alternate
- TAC – Port Tampa Bay: Clay Hollis

B. Safe Access to Parks Pilot Study – presented at Policy Committee

Commissioner Kemp moved to approve the Consent Agenda, seconded by Commissioner Overman. Voice vote, motion to approve the Consent Agenda in total passes unanimously.

VII. ACTION ITEMS (Timestamp 3:12:39)

Annual Update of Safety Performance Targets (Johnny Wong, TPO Staff)

A. Performance Measures and Trends (Johnny Wong, TPO Staff)

- Review of the measures required by the Highway Safety Improvement Program (HSIP).
 - TPO has elected to track year-end fatality totals and motorcycle fatalities separate.
 - 7th year of setting targets
 - Must set realistic, data-driven targets
- Project the number of crashes for the next given year and subtract the crash reduction benefits achievable given the expected level of investment
 - Projection expects a 1% projection on all crash types

- Went over actual numbers
 - Annual actual fatalities in 2021 = 255 (record number); targets set on 5-year rolling average (2018 – 2022)
- 5-year Rolling Average Targets
 - Total fatalities – target of no more than 253 through 2022; rolling average is 224; showed map of fatality locations – along major roadways
 - Motorcycle Fatalities – target of no more than 36.13
 - Serious Injuries – target of no more than 1107; steadily decreasing
 - Nonmotorized Fatalities + Serious Injuries – target of no more than 232; increase in 5-year average
 - Fatality Rate per 100 million Vehicle Miles Traveled – target no more than 1.59
 - Serious Injury Rate per 100 million Vehicle Miles Traveled – have seen steady decline in trend; target set at no more than 7.49
- Review of Report Card – 3 targets met; 4 targets not met
- Current ways of improving
 - Vision Zero’s 4 Action Tracks
 - Asking the Committee to provide information on what details the TPO Staff can provide to make informed, data-driven decisions and recommendations
 - Review of 2022 Performance Targets for review to aid in recommendations

Presentation Slides: [Performance Measures and Trends](#)

B. Policy Steps and Target Adoption (Gena Torres, TPO Staff)

- Review of what is being done.
 - City of Tampa programs
 - Hillsborough County programs
 - Additional programs combining Engineering, Education, Enforcement, Emergency Response, Information Intelligence, Innovation, Insight into Communities, Investments and Policies
- Over 50 more people died in 2021, Why?
 - Local thought – motorist behavior once pandemic subsided
 - National Reports
 - Seatbelt use down
 - Driving under the influence
 - EMS response rates slower due to high pandemic-related demand and possibly protocols at hospitals
 - Trips being taken at off-peak times; many roads designed for peak-hour congestion; easier to speed
- Review of 2019 and 2021 hours and crash data
- HIN Crash Statistics from 2014 - 2018
 - 67% involved people over 35 years
 - 53% on “dark-lighted” streets
 - 92% on 40+ speed limit roads
 - 83% in non-peak hours
 - 59% not at intersections

- 50% on roads with 4 or more travel lanes
- 71% involved aggressive driving/speeding
- Types of vehicles
 - 43% cars
 - 24% SUV
 - 14% motorcycles
- Review of TPO committee discussions
 - Overarching – implementing the strategies outlined in the Speed Management Action Plan
- Review of Actions and Implementation Strategy – Engineering & Operations
1 – 3 (short-term, 1-2 years); 4 – 7 (mid-term, 3-5 years); 8 (long-term, 5+ years)
- Review of Actions and Implementation Strategy – Education – short-term (1-3 years)
- Review of Actions and Implementation Strategy – Policy / Legislation
1 – 2 (short-term, 1-2 years); 3 – 5 (mid-term, 3-5 years)
- Review of Action and Implementation Strategy – Plan Evaluation – short-term (1-3 years)

Presentation Slides: [Policy Steps and Target Adoption](#)

Recommended Actions:

- **Approve the 2022 safety performance targets.**
- **Request responsible agencies focus their efforts on the Top 50 High Injury Network corridors and identify countermeasures based on national best practices.**
- **Organize a coordinated grant application to design and fund improvements using the new Safe Streets and Roads for All Grant Program.**
- **Send a letter to the BOCC asking them to identify funds be set aside for safety-focused improvements on the High Injury Network.**
- **Request member agencies to identify a public relations staffer to generate at least one Vision Zero related message each month on their social media platforms.**
- **Send a letter of support for HB 189 regarding school speed zone automated enforcement cameras.**
- **Host a Mini-Safety Summit in November 2022 to highlight progress made on the Top 50 high Injury corridors.**

Discussion (*Timestamp 3:30:37*):

Commissioner Kemp moved to accept, seconded by Commissioner Overman.

Interesting to see with the impact of the pandemic how it has influenced traffic patterns: less congestion and higher speeds. Clarified the numbers and noted a substantial increase from 2022 to 2021. Requested the breakout of bicycle/pedestrian fatalities for future years. Commissioner Smith is unable to support set the annual fatality target at 253 due to poor performance. The bar should not be lowered.

Commissioner Smith made the request to amend the motion to set the annual fatality rate to 212. Amendment to the motion accepted by Commissioner Kemp and Commissioner Overman.

Accepting a target that is unacceptable is not a good idea. The numbers have gone up nationwide, this is not unique to Hillsborough County. The U.S. Department of Transportation, National Highway Safety Administration came out with a report citing four factors contributing to the increase in fatalities: speeding, lack of seatbelt use, driving while not sober, and driving distracted. Recommendation of digging into each of the categories to see how impactful we can be in influencing each and the overall fatality number. Would be helpful to have further data on the specific areas.

TPO Staff is working on getting the data together. New messaging is going around the state. It was noted that the target setting is required by February 28, 2022. An additional meeting of the TPO Board can be set up if there is a desire to continue discussion. Staff will see about getting some breakdown numbers to the Board.

Roll call vote of the amended motion was approved 13 to 0 in favor.

VIII. STATUS REPORTS (Timestamp 3:40:50)

A. I-75 Project Development & Environmental Studies (FDOT Rep) – Deferred until the TPO Policy Committee meeting in March.

B. Bylaws Amendment: Hillsborough County request for an additional seat on the TAC (Gena Torres, TPO Staff)

- Hillsborough County has a new department called County Community and Infrastructure Planning. Believed their membership would benefit the committee.
- It is required to be brought to the TPO twice, this is the status update and will likely be on the Consent Agenda in March.

IX. EXECUTIVE DIRECTOR'S REPORT (Timestamp 3:42:42)

A. Quarterly report is in the Board Folder in the email you received on the evening of February 8, 2022.

B. Congratulate everyone on the outreach in the Fall of 2021 to the legislative delegation regarding the bill making it more difficult to use Rapid Flashing Beacons at existing crosswalks. That bill did not get filed during this legislative session.

C. Discussion a few months ago about sponsoring a workshop through the Florida MPO Advisory Council on rail planning at the statewide level. Slated for Thursday, April 28th in Orlando. Will be working on getting virtual access to that.

X. OLD & NEW BUSINESS (Timestamp 3:43:54)

A. Cancelling November policy and TPO Board meetings due to meeting conflicts surrounding the general election (Beth Alden, TPO Director)

- Do not usually have urgent business during November and should be able to attend to business in December.
- Agreed by the TPO Board

B. Landscaping adjacent to Robles Park wall (Commissioner Myers)

- Clarification on the motion made in January. This Board would like FDOT to construct a wall along Robles Park. Unsure whether the language included landscaping.
- Would like for the community to have input before a final decision is made on this issue.
- Would like FDOT to consider adjacent to Robles Park is the wall and landscaping in coordination with the community members' wishes.

Discussion:

It was noted that the noise wall has to be built with local funds unless the law is changed. The Policy Committee agreed that the law was put into place after the interstate was put into place. There has not been a study to determine the environmental impact as it currently stands. This is going to be recomunicated to the District 7 office. The rules state that when there are no noise receptors in an area, no federal funds can be used to build a noise wall. Last month, FDOT is in agreement to build a visual barrier. Clarifying today that landscaping would also be considered.

It was clarified that FDOT will use state funds to build an eight-foot wall and add landscaping. Commissioner Myers requested that community input be considered as to the aesthetics of the wall and landscaping.

C. Commissioner Overman: All Board members are invited to Hillsborough Day in Tallahassee on February 22, 2022.

D. Next meeting March 9, 2022, from 10:00 AM – 12:00 Noon.

XI. ADJOURNMENT – The meeting adjourned at 12:21 PM

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

Social Media

- **Facebook**
 - **2/6**
Rick Fernandez (commenting on the Feb. TPO Board Meeting event page):
Public Comment for TPO Board Meeting February 9, 2022:

I was asked a few days ago what Tampa Heights wanted out of its current battle with the Florida Department of Transportation (Quick Fix Project with threatened wall intrusion along the eastern boundary of Tampa Heights).

After a few days of Pile Driving, drilling, noise and vibration, a return to peace and quiet sounds pretty good.

While thinking about what to say to the TPO Board on Wednesday, February 9, an idea struck me ... When the final page of this current FDOT saga is written, this is what I hope it will document:

“Tampa and Hillsborough County leadership, together with FDOT, listened to the justified objections of the Tampa Heights community. FDOT plans for the Downtown Interchange have been modified. There will be no further expansion of the Interstate footprint along the eastern boundary of Tampa’s oldest suburb. This means the walls will stay where they are.

“The existing walls between Floribaska Ave and Jefferson Street will stay in place, while multi modal transit options are developed to address traffic volume, pollution, congestion and safety issues. FDOT is pursuing other creative engineering options to improve safety for the DTI itself.

“FDOT and the City of Tampa will work with the Tampa Heights community to mitigate damages and address concerns of long standing, including, but not limited to: installation of robust landscaping along the entire interstate boundary; upgrades to historic district standards for existing walls; installation of context appropriate barrier infrastructure along the eastern boundary of Robles Park and in the gap between Amelia and Ross, adjacent to the community garden; traffic calming for surface streets impacted by exit ramp traffic flow (Floribaska and Elmore Avenues, for example); traffic calming and bike/ped infrastructure development for Florida Ave. and Tampa Street.

“All parties acknowledge Tampa Heights has been among the most negatively impacted communities secondary to Interstate construction and expansion through the city’s urban core. The road to reparations and reconciliation will be long. Today we take the first steps. When next we discuss the relocation of walls, let it be in furtherance of #BoulevardTampa. The Boulevard feasibility study approved by the MPO/TPO Board in 2019, will move forward this year.”

Respectfully Submitted,
Rick Fernandez
2906 N. Elmore Ave
Tampa, FL 33602

- **1/27**
Chris Vela (commenting on a Vision Zero Hillsborough post):

“The Hillsborough TPO is largely driven by # of car crashes with the DTI but the problem are that all fatal crashes during the study period were human behavior. This a specific tax paid studied signed and sealed by our county then state. The problem is we need to overhaul TPOs and get rid of armchair representation.”

○ **1/26**

Chris Vela (commenting on a post shared by the Pinellas Suncoast Transit Authority regarding FDOT funding support for the Central Ave. Bus Rapid Transit Project):

“The money should just go straight to Hillsborough TPO or other TPOs. It is easy if it defaults to the state.”

○ **1/12**

Save the Historic Lamar (in a post that tagged Hillsborough TPO):

“We just wanted to thank everyone who participated in yesterday's public comment period during the Hillsborough TPO Governing Board Meeting!

Collectively, all comments totaled 45+ minutes of speaking time and were in favor of both stopping the demolition of the contributing structure at 1902 N. Lamar Ave. & in protest of the Florida Department of Transportation's plans to further impact Tampa's historic, urban neighborhoods through continued interstate highway expansion.

“With the Governing Board not yet making a motion to put a resolution relating to these items to vote as requested by the TPO Citizens Advisory Committee (CAC) & the community, we must continue with our efforts to get this resolution put up for a vote & passed by continuing to address the Governing Board at its upcoming monthly meetings. #SaveHistoricLamar”

● **Twitter**

○ **2/2**

Tampa Egret Bicycle (regarding a BayNews9 article about the i275 wall in Tampa Heights”

“We need commuter rail, not wider freeways or more freeway lanes. #StopTBX
cc: @tampaheightsmag, @RFexecsearch, @JustinGarciaFL, @WolfColin”

○ **1/29**

Chris Vela (regarding a post about the TPO's Storm Evacuation Study)

“Will do but really this needs to be “managed retreat.” You all know this, why you are not exploring it is beyond me.”

○ **1/28**

Sarah H. (regarding a BizJournals.com article about the Hillsborough tax refund process)

“That tax should have remained. “

○ **1/14**

Tatiana Morales (commenting on a post about the Tampa Hillsborough Expressway Authority's (THEA) Connected Vehicle (CV) Pilot:

“Or we could actually just start reducing and disincentivizing car usage on our roads by investing in public transportation and reducing lanes.”

- **Email**

[February Board folder emails](#)

[\(Return to Minutes\)](#)

DRAFT



Hillsborough TPO

Transportation Planning Organization

Committee Reports

Meeting of the Technical Advisory Committee (TAC) of January 3

The TAC approved action items:

- Safe Access to Parks – unanimously approved. Comments focused on next steps, how to move recommendations forward, who would be responsible. Depending on the countermeasure, it could be the responsibility of a jurisdiction's Transportation Department or Parks and Recreation Department. A suggestion was made to provide the recommended improvements in a GIS format that could be layered on CIP projects, even stormwater, resurfacing, waste, etc. so that all departments would be aware of the needs surrounding a nearby park.
- Hillsborough's Request for an Additional Seat – unanimously supported. The TAC was reminded that the TPO Board will first consider and then approve the bylaws change over two meetings. If approved, Sarah Caper, the candidate representative from HC Community and Infrastructure Planning, was present at the in-person meeting to observe.
- Election of Officers – the current TAC slate of officers was re-affirmed for 2022: Jeff Sims, Chair; Mike Williams, Vice-Chair; Jay Collins, Officer At-Large.
- Attendance Review and Declaration of Vacant Seats – no committee member was in jeopardy of losing their seat due to consecutive absences. The TAC's airport representative, Gina Evans, offered to reach out to her contacts at the Port and the Trucking Industry to make them aware of vacancies on the TAC. A few changes will be made to the assignment of alternates for the current members. The committee was pleased that a HART representative has been assigned, after the position was temporarily vacant.

The TAC heard status reports:

- City of Tampa Neighborhood Commercial District Plans – county staff asked if there was still opposition to a lane reduction on Bay to Bay as previously heard when being resurfaced a few years ago. City staff responded that there were still mixed support/opposition comments regarding removing a lane but that the city would consider a "pilot" project to see how the roadway performed, if the residents felt it was safer, and if sentiments changed.
- Storm Evacuation and Shelter in Place Study – there was agreement that although most residents have, or should have, a plan in place, many new residents are moving into the area and methods of notification of an impending storm are important. Members were

supportive of the suggestions, although there was concern about using the emergency shoulder particularly on overpasses or other areas where the lane is narrow or the shoulder is not continuous. We learned the FDOT has a plan in place for use of emergency shoulders.

Approval of the joint CAC-TAC December minutes were deferred until the February TAC meeting.

Meeting of the Citizens Advisory Committee (CAC) of January 5

The CAC approved action items:

- Election of Officers
- Attendance Review and Declaration of Vacant Seats
- Safe Access to Parks Pilot Study

The CAC heard status reports on:

- City of Tampa Neighborhood Commercial District Plans
- TPO Social Media

During the Unfinished & New Business portion of the agenda, the CAC received an update regarding movement of the I-275 barrier wall along the eastern border of Tampa Heights. After a lengthy discussion, the committee approved a motion, 8-6, to recommend the following resolution to the TPO Board:

- 1. Stop Destruction of Historic Property in Tampa Heights (1902 N Lamar Ave.);**
- 2. Stop Interstate Expansion (barrier wall movement for I-275) in Tampa Heights;**
- 3. Declare Temporary Moratorium and conduct a full vetting of those aspects of the Downtown Interchange Operational and Safety Improvements project related to barrier wall movement along the eastern border of Tampa Heights.**

Since the 1940s, when streetcar lines were removed from Tampa's streets, our neighborhoods have been disconnected and fragmented. After the streetcars were removed, the Interstates (275 and 4) tore through Tampa's urban core, dividing the city, devastating historic neighborhoods, displacing families, destroying homes and businesses. Much of this violence fell upon the shoulders of our minority communities. The destructive practices continue to this day.

1. The latest historic property scheduled for demolition by the Florida Department of Transportation (FDOT) is located in Tampa Heights (TH) at 1902 N. Lamar Ave. This property is a contributing structure supporting the neighborhood's national and local historic designations. It was purchased by FDOT in 2015/2016 as part of its right of way acquisitions supporting the now defunct "Tampa Bay Express" (TBX) project. FDOT has allowed the property to deteriorate for the last six years and would now like to finalize the demolition by neglect with a wrecking ball. FDOT has advised this property is no longer needed for any department related purpose. Due in large part to strong community opposition, there are no (current) plans to sacrifice this land to future highway expansion.

The TH Community objects to this demolition. FDOT has been requested to stabilize and secure the building so as to allow opportunities for repurposing and restoration to active community service.

We, the Citizens Advisory Committee to the TPO Board, call upon FDOT and The City of Tampa, together with all relevant agencies, departments and boards (including the TPO Board and Staff) to take available action in support of these goals.

2. The latest Interstate I-4/I-275 expansion poised to disrupt and damage the Tampa Heights Historic District (THHD) and TH at large, involves outward (intrusive) movement of the Interstate barrier wall along the eastern border of the THHD and TH. The area of concern tracks from a point on N. Elmore Avenue, roughly halfway between Floribruska Avenue and Columbus Drive, along the Interstate's southbound arc, to Scott Street.

Members of the TH community first became aware of this intended wall movement on November 17, 2021, during an informal meeting between the TH Civic Association's Transportation Committee Chair and two members of FDOT's District 7 staff. Since that time, the community has learned the wall movement is allegedly required to enable a portion of the often cited "Downtown Interchange Operational and Safety Improvements" (DTI-OSI) first advanced by FDOT in 2019.

The extent of the wall movement is not clear as of the date of this writing. The Community has only been told a minimum 16-foot buffer will be maintained between the new wall location and the existing FDOT right of way line.

The DTI-OSI concept has been the subject of debate and controversy since its roll out in 2019. Community opposition to FDOT's original TBX project dates back to 2015. Through all that time the TH community has been steadfastly opposed to further expansion of the Interstate through Tampa's Urban core.

While wall movement through TH was most definitely a part of the original TBX plan in 2015, the community was relieved to learn, in 2019, of the supposedly less intrusive footprint anticipated secondary to the DTI-OSI approach. At no time before November 2021 has FDOT formally (or informally) informed the TH community of this intended further intrusion secondary to barrier wall movement. FDOT has also failed to provide specific design details, including the specific amount of wall movement, to the CAC of the Transportation Planning Organization Board. A review of TPO Board meeting materials suggests TPO Board members may have also been uninformed on these details.

As of this writing, FDOT has failed to present detailed information regarding its plans, including but not limited to:

1. An enlarged map with identified boundaries that includes annotations, existing streets, building footprints and property boundaries.
2. Cross-sections that represent each incremental change/change in east-west expansion from Floribruska Avenue to 7th Avenue that extend from the interstate through Central Avenue. These should include dimensions for widths and heights, a scale of 1/8" = 1' to be easily understood.
3. Narrative description and list of options for materials (finishes, fencing, etc.) and landscaping to be discussed with the neighborhood. This should include plans for maintenance agreements.

4. List of all potentially impacted structures and accompanying map. Those structures that may be impacted due to the construction and/or construction vibration. This needs to take into account historic structures within 200 feet of the proposed interstate wall, and should include but are not limited to those structures that line Elmore Avenue, Lamar Avenue, Central Avenue, and Nebraska Avenue. Additionally, those structures located on cross streets should also be listed/shown including Columbus Drive, Floribraska Avenue, Robles Street, Sparkman Avenue, Palm Avenue, Francis Street, Amelia Avenue, Park Avenue, Ross Avenue, Oak Avenue, and 7th Avenue. Also, the process for property owners to get their property/structures/houses added to the list.
5. A schedule available to property owners for structural testing and monitoring before and during construction.
6. Mitigation plans for structural damage to property and structures due to construction. What is the process?
7. Proposed construction schedule including time frame, active construction day/evening/night times.
8. FDOT's plan for engaging the neighborhood in the process beyond presentations after decisions are made. This engagement must take place beforehand.
9. Economic development study which includes the impacts to property value within 300 feet of the edge of the interstate structure. The study should include historic market trends, current values, and five-year projected value.
10. Construction work plan pertaining to the control of air-borne debris associated with construction activities.
11. Construction phasing/staging plans identifying locations for staging/storing construction materials/equipment, parking for contractor personnel, routes relating to receiving material/equipment deliveries, routes to be used for transporting materials/equipment from the project site.

The TH community objects to this proposed Interstate expansion. We, the Citizens Advisory Committee to the TPO Board, call upon FDOT, the Transportation Planning Organization (TPO) Staff, TPO Board and all institutional bodies represented thereon (including but not limited to Tampa City Council, Hillsborough County Board of County Commissioners and Hillsborough County School Board) to declare a temporary moratorium on the DTI-OSI project so as to allow a full vetting of FDOT's plans including impact of barrier wall movement. This vetting to include, but not limited to, thorough study of the information responsive to the above enumerated items together with meaningful, timely and ongoing community engagement.

Meeting of the Intelligent Transportation Systems Committee (ITS) on January 13

The ITS approved action items:

- Smart Cities Mobility Plan Recommendations
- Attendance Review and Declaration of Vacant Seats

The ITS heard status reports on:

- Storm Evacuation and Shelter in Place Study

Meeting of the Livable Roadways Committee (LRC) on January 26

The LRC approved action items:

- December Minutes
- Election of Officers
 - Current officers were re-affirmed for 2022: David Hey, Vice-Chair; Catharine Coyle, Officer At-Large.
- Attendance Review and Declaration of Vacant Seats
 - The seat for a Transit User has been vacant for several months; action was taken to officially vacate the seat until a member can be recruited.
- Safety Performance Targets 2022
 - The Committee moved approval and passed a motion that Vision Zero be an overriding principle, not a topic area; each of the other categories should also include safety; and that, built-in, should be metrics for seeing whether Vision Zero goals have been accomplished for each of these items.

Old Business & New Business:

- Solicitation of Projects for New TIP – TPO staff informed the committee of various funding sources available for transportation projects: Surface Transportation Block Grant (SU), Transportation Alternatives Set-Aside (TA), and Transportation Regional Incentive Program (TRIP).
- Discussion on the appropriate use of sidewalks– concern was expressed about micro-mobility uses interfering with pedestrians on sidewalks.

Meeting of the Bicycle Pedestrian Advisory Committee (BPAC) on January 26

The BPAC approved action items:

- Election of Officers
 - Tim Horst was elected Chair, Jim Shirk Vice Chair, Peter Davitt Officer at Large
- Attendance Review and Declaration of Vacant Seats
- US Bicycle Routes
 - The Committee heard a status report on the designation of us bike route 15 through Hillsborough County and Plant City. discussions are continuing with each local government and the committee will revisit this in March.
- Annual Updates of Safety Targets
 - The Committee approved the 2022 targets while noting the increase in deaths on our roadways and questioning the reasons for the increase.

The BPAC heard status reports on:

- Tri-County Mobile Bike Map
 - The committee heard a status report on the Tri-County Mobile Bike Map. Several members volunteered to test the map and will provide feedback at the March Tri-County BPAC meeting hosted by Pinellas.

Meeting of the Citizens Advisory Committee (CAC) on February 2

The CAC approved action items:

- Meeting minutes from December 2021 and January 2022 - pending some minor revisions and clarifications. Committee members noted that based on the meeting minutes from December, it was unclear what action was taken regarding 9 TIP Amendments. The committee requests that the minutes be elaborate to make clear that some Dale Mabry intersections be considered for redesigns in the future. For the January minutes, the committee requests that a comment be clarified to read that posted speed limits are too high and that it is the responsibility of system owners and operators to correct them. Several points regarding a lengthy discussion about the I-275 DTI project were requested to be clarified or corrected.
- CY2022 Safety Performance Targets – the committee approved, by a vote of 14-1, the proposed safety performance targets for CY2022 and expressed disappointment at the crash performance over the previous year. A lengthy conversation ensued regarding the numerous factors contributing to both high crash rates overall, and specifically regarding fatal crashes. Several committee members remarked that an app for reporting unsafe road conditions may help proactively inform jurisdictions of potential safety problems.

The CAC heard status reports on:

- Low-Cost Air Quality Monitoring Pilot Study – the committee was very excited to hear the presentation and several requested information on how to participate in the study.

TBARTA CSX Study-

- How Should We Create the Monthly Agenda? – the committee heard a presentation and entertained a proposal to democratically determine which agenda topics they would like to receive presentations on during future meetings. The committee requested that urgent or time-sensitive matters be noted and that presentation topics include some supplementary information on their importance to help inform decision-making.
- During the Unfinished & New Business portion of the agenda, the CAC received updates regarding the 2021 State of the System report and a presentation on encouraging transportation demand management (TDM) ordinances. The latter presentation yielded a motion by the committee to begin drafting a letter on behalf of the TPO Board encouraging jurisdictions to explore resources available for incentivizing TDM.
- The committee also passed a motion, 15-0, requesting that the TPO attorney explaining what consequences result if jurisdictions, specifically FDOT, fail to meet their construction obligations as outlined in planning documents. Additional suggestions were

made for the presentation to include information regarding Title VI requirements and the obligation to communicate information about projects.

- Finally, the committee passed a motion, 13-1, requesting that the CAC Chair re-present the committee's January 5, 2022 resolution to the TPO Board during committee reports.