



# Hillsborough TPO

## Transportation Planning Organization

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### ***Meeting of the Bicycle Pedestrian Advisory Committee***

Wednesday, September 28, 2022, 5:30 – 7:30 p.m.

County Center, 18<sup>th</sup> 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 your computer, tablet or smartphone:
- <https://attendee.gotowebinar.com/register/7212393182951539980>
- Register in advance to receive your personalized link, which can be saved to your calendar.
- Dial in LISTEN-ONLY MODE: 1-914-614-3221 Access Code: 632-640-273
- 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: Chris English at (813) 836-7380.

#### Rules of engagement:

Professional courtesy and respect for others at this meeting are expected, and failure may result in dismissal from the meeting. For more information on expectations for participation, please see the TPO's [Social Networking & Media Policy](#).

## **Agenda**

### **I. Call to Order and Introductions**

### **II. Roll Call and Declaration of Quorum (Gail Reese, TPO Staff)**

#### **A. Vote of Consent for Remote Member Participation – *if applicable***

### **III. Public Comment - 3 minutes per speaker, please**

*Public comments are welcome and may be given in person at this teleconference 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 [reynoldsw@plancom.org](mailto:reynoldsw@plancom.org). Written comments will be read into the record, if brief, and provided in full to the Committee members.*

### **IV. Members' Interests**

### **V. [Approval of Minutes – August 24, 2022](#)**

## **VI. Action Items**

- A. Approval of New Members (Wade Reynolds, TPO Staff)
  - a. Peter Davitt
  - b. David Cellitti
- B. Health Impacts of Complete Streets LRTP (Joshua Barber, TPO Staff)
- C. Plant City Canal Connector Trail Study (Wade Reynolds, TPO Staff)

## **VII. Old Business & New Business**

## **VIII. Adjournment**

## **IX. Addendum**

- A. TPO Meeting Summary and Committee Reports
- B. [FL Transportation Plan Implementation Element](#)
- C. Fact Sheet: Nebraska Avenue Pedestrian Upgrades
- D. Announcement: Gulf Coast Safe Street Summit November 3<sup>rd</sup>
- E. Announcement: Tampa Bypass Canal Trail PD&E open house Oct. 11 and online public engagement Oct 11-24

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

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Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 576-2313 o [barberj@plancom.org](mailto:barberj@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  
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE  
HYBRID MEETING OF AUGUST 24, 2022**

**I. CALL TO ORDER**

Chair Horst called the meeting to order at 5:35 PM

Members Present In-Person: Tim Horst, Katrina Corcoran, Faye Miller, Peter Davitt, Sally Thompson, Alain Watson

Members Present Virtually: Jim Shirk, Jonathan Forbes, David Aylesworth, John Kubicki, John Marsh, Karla Price, Christopher Fellerhoff, Victoria Klug, Martin Santiago, Kelly Fearon, Savana Vidal

Members Absent/ Excused: Lynda Crescentini, Jason Jackman, Robyn Baker, Allison Nguyen, Abigail Flores, Marcello Tavernari, Wanda Vinson

Others Present: Wade Reynolds, Christopher English, Gail Reese (TPO Staff); Brian Shroyer, Emmeth Duran, Jensen Hackett, Suzanne Monk (FDOT); Jennifer Musselman (Kittleson)

***An in-person quorum was not met in person.***

**II. PUBLIC COMMENT (3 minutes per speaker) (Timestamp 0:03:25)**

**None.**

**III. MEMBERS' INTERESTS (Timestamp 0:03:56)**

- A.** Peter Davitt – Bike's four to five days a week. Starbucks has changed its side of the street. Traffic is having to do U-Turns to get in and out of the store. When they stop, they are stopped on the crosswalks and blocking it. Would like to see a Stop Here sign before the crosswalk.
- B.** Jim Shirk – Bike Rodeo is being organized for October 15 at 9:30 AM. Is looking for volunteers from the committee. It is at Woodland Park.

**IV. APPROVAL OF MINUTES (Timestamp 0:07:45) – June 22, 2022 – deferred**

**V. ACTION ITEMS - Deferred**

**VI. STATUS REPORTS**

**A. 56<sup>th</sup>/50<sup>th</sup> Street Corridor Planning Study** (Jennifer Musselman, Kittleson; Brian Shroyer, FDOT)  
*(Timestamp 0:08:05)*

- Review the study corridor.
- Milestones: deliverables and public engagement process.
- Purpose of the study – Target Zero
- Issues and Opportunities
  - Existing transit conditions – some of HART’s most robust service
  - Safety concerns – high crash corridor
  - Review of how the corridor is service drivers
  - Went over who lives and travels the corridor
- Public Engagement
- Project Advisory Group, Stakeholder Interviews, 12/14/21 Public Meeting

<input type="radio"/> Safety	<input type="radio"/> Bike/Ped
<input type="radio"/> Transit	<input type="radio"/> Land Use

- Showed potential intersection changes – specific examples on Hillsborough Avenue and Sligh Avenue
- Showed potential section changes – 4 options

<input type="radio"/> Two-Way separated bike lanes maintain curb	<input type="radio"/> 12’ Widewalk separated
<input type="radio"/> One-way separated bike lanes w/ wider sidewalk	<input type="radio"/> 12’ Widewalk

- Review of segment operations analysis – six-lane and four-lane typical segments, feasibility of changing
- Next Steps
  - TPO Committees and Board - now
  - Meet with the public – August 2022
  - Select final alternative – Summer 2022
  - Corridor Development Plan – final PAG Meeting, Fall 2022

**Presentation:** [56th and 50th Street Corridor Planning Study Presentation](#)  
**Website:** [56th and 50th Street Corridor Planning Study](#)

**Discussion:**

It was asked if roundabouts were suggested for any of the minor intersections. They were looked at as potential but are not preferred by the community. It was noted that roundabouts may not be possible in that area due to the type of traffic. It was asked what plans are considered for the bridge over the Hillsborough. There are no plans at this time, hoping to get the speeds down with other changes to make it more comfortable to ride. There is a belief that this corridor should be moving towards shared use paths separated from the roadway. It was asked if there is a target speed. 35 mph for the majority and dropping it down to 30 in the downtown Temple Terrace area. It was asked if there was a count of the number of driveways in particular sections. No, but they are a consideration. It was noted that the users are the ones who really need to determine where the bike lanes should go. This could be done by getting bike/ped counts and through outreach. It was brought up that the majority of pedestrian crashes occur when pedestrians are crossing outside of the crosswalks in midblock crossings. Right now, there is nothing in downtown Temple Terrace and it is not a good idea to ride in this area. If the bridge isn’t done, it doesn’t make a lot of sense to build something to use and then not be able to cross the bridge. This bridge is also a

popular fishing spot. There is no way to get around people on it. The same is true trying to pass other pedestrians and/or bikes. If the target speed for the Temple Terrace part of the corridor is 25, needs to allow additional conflict and access points for the drivers. It would also be a good idea to combine driveways. It was noted that a lot of people are scared to ride on 56<sup>th</sup> due to speeding. A separate bike path would be better. The bigger project is possible with a bit more investment, prioritization, and resurfacing planning. It was noted that this area would be better served with a curb and gutter as well.

**B. Plant City Canal Connector Trail Study** (Wade Reynolds, TPO Staff) *(Timestamp 0:46:15)*

- Review of Alignments & Cross Sections.
  - Went over all alternatives.
  - Preferred alternative Zone A: E Baker St., S Lake St., E Alabama St., S Thomas St., W Alsobrook St., Park Trail (alternative 1) and with S Evers St (alternative 4)
  - Preferred alternative Zone B: Park Rd N, Spencer St E, Gordon St N, N Pennsylvania Ave (alternative 1) and with S Frontage Rd, Canal, N Pennsylvania Ave (alternative 3)
  - Preferred alternative Zone C: E Sam Allen Rd, N Park Rd. (alternative 1) and with an extension along E Sam Allen Rd (alternative 2)
  - Preferred alternative Zone D: McIntosh Preserve Trail, Capri Coast Dr
- Review of typical sections
  - Side path on the local roadway (minimum & typical)
  - Independent trail (center aligned & left/right aligned)
  - Trail adjacent to a canal (no railing & with railing)
  - Boardwalk
- Review current facilities
- Went over outreach and survey.

**Presentation:** [Plant City Canal Trail Feasibility Study](#)

**Website:** [Plant City Canal Trail Study](#)

**Discussion:**

It was asked if there is a budget for this and whether the existing facilities could be used. The parks do have parking and the costs have not been determined yet. It was asked if these options connect to other trails. This is an area that is lacking in connection points. Hope to get it linked to Tampa better and potentially Lakeland. The survey is open until September 16<sup>th</sup>. The project area is four to five miles. This is not related to US Bike Route 15; it needs to be considered separate from the Canal Trail. The eastern part of the county doesn't have much in the way of bike facilities. USBR 15 has been put on hold for the moment as Pasco County does not want to use SR 39; waiting until Pasco makes some decisions.

**C. Hillsborough County Bicycle Network Evaluation** (Wade Reynolds, TPO Staff) *(Timestamp 1:06:45)*

- Evaluate existing networks; prioritize segments based on a variety of factors.
  - Looking at the overall usability.
  - Existing facilities, connectivity, equity & social justice, crash history, activity generators, activity centers, and proximity to transit.
- Next Steps

- Scoring of segments (completed)
- Evaluation of top scoring segments (4) – underway
- Longer term – this prioritization can be used to help build out the network and prioritize critical links

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

**Discussion:**

It was asked what was meant by high-risk transit stops. Highest risks of crashes around the stops.

**VII. OLD BUSINESS & NEW BUSINESS** (*Timestamp 1:12:02*)

**A. Next meeting is on September 28, 2022.**

**VIII. ADJOURNMENT**

Meeting adjourned at 6:46 PM

**A recording of this meeting may be viewed at:**

[https://www.youtube.com/channel/UCsojHyZb\\_mkYIU3o32Tbg4w/videos](https://www.youtube.com/channel/UCsojHyZb_mkYIU3o32Tbg4w/videos)



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item:

Health Impact Assessment of 2045 LRTP Complete Street Projects

### Presenters:

Joshua Barber, TPO Staff and Curtis Ostrodka, VHB

### Summary:

Building upon several major health planning initiatives, including the Health in All Policies Resolution and Hillsborough County Health Atlas, the TPO commissioned a health impact assessment of the complete streets projects in the 2045 Long-Range Transportation Plan in early 2022. The major project goal is to explore and evaluate how implementation of Complete Street treatments would impact public health conditions, potentially reduce risk levels, and provide recommendations for implementation. The impact assessment is composed of five basic parts:

- Collect data, and using VHB's Healthy Mobility Model establish a baseline health risk map for Hillsborough County.
- Evaluate the relationship between mobility variables and health outcomes
- Choose sample roadways based on context classification and identify a set of "typical" treatments for each
- Apply "typical" treatments to the top 350 miles of high-crash roadways and evaluate the impacts to health.



To date, staff have received drafts of the baseline health risk map for Hillsborough County, the statistical analysis of mobility variables and health outcomes, "typical" treatments based on roadway context, as well as recommendations for prioritization and treatment principles. The health impacts of the proposed typical treatments to the top 350 miles of high-crash roadways are pending but will not impact the study recommendations.

### Recommended Action:

Approve the recommendations and draft technical memorandums and forward to the TPO Board.

### Prepared By:

Joshua Barber, TPO Staff

### Attachments:

DRAFT [Health Risk Assessment Technical Memorandum](#)

DRAFT [Statistical Analysis and Scenario Planning Technical Memorandum](#)





# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Plant City Canal Connector Trail Study

### **Presenter:**

Wade Reynolds, TPO Staff

### **Summary:**

The Canal Connector Trail was identified as one of three catalyst projects in the Plant City Walk-Bike Plan prepared by the Hillsborough Transportation Planning Organization (TPO) in 2018. Introducing an iconic trail has been known to activate community space and place, provide connectivity for residents to community-based programs, and support the use of alternative transportation modes for exercise, shopping and commuting to work. The planned Canal Connector Trail will extend the on-street system and connect residential communities, commercial areas, and other points of interest for pedestrians and cyclists. This trail is proposed to extend south of Downtown Plant City to McIntosh Preserve, north of Interstate 4.

### **Recommended Action:**

Recommend Approval to TPO Board

### **Prepared By:**

Wade Reynolds, TPO Staff

### **Attachments:**

[Project Web Page](#)



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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD  
HYBRID MEETING AUGUST 10, 2022  
DRAFT MINUTES**

**I. CALL TO ORDER, PLEDGE OF ALLEGIANCE\_***(Timestamp 1:34:38)*

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

**II. ROLL CALL\_** (Gail Reese, TPO Staff) *(Timestamp 1:35:10)*

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Councilmember Guido Maniscalco, Councilmember Lynn Hurtak, Mayor Nate Kilton, Gina Evans, Adalee Le Grand, Greg Slater, Charles Klug, Planning Commissioner Cody Powell

The following members were present virtually: Commissioner Mariella Smith

The following members were absent/excused: Councilmember Joseph Citro, Mayor Andrew Ross, School Board Member Jessica Vaughn

A quorum was met in person.

**A. Vote of Consent for Remote Member Participation.**

**Voice vote, motion passes unanimously.**

**III. APPROVAL OF MINUTES\_** *(Timestamp 1:37:06)* – June 8, 2022

**Chair Cohen sought a motion to approve the June 8, 2022 minutes. Commissioner Myers so moved, seconded by Commissioner Overman. Voice vote: motion carries unanimously.**

**IV. PUBLIC COMMENT ON ITEMS OTHER THAN THE TIP** *(Timestamp 1:37:28)* (30 minutes total, with up to 3 minutes per speaker) Additional comments made via [Social Media](#) and [Email](#) can be found at the end of these minutes.

- Ron Weaver – It was noted that the three lane movements of the Downtown Interchange, he is in favor of those movements. Understands that this item has been moved to the September meeting at Mayor Ross' request. Is very concerned about the safety of this intersection and the volume of crashes. Would like to see that the 3.2 million people who are dependent on that interchange are served.
- Rick Fernandez – Donated his time to Candace Savitz.
- Candace Savitz – Is opposed to the I-275 project. The project is toxic. Some of the project has already been done but other are still on the horizon. Damage has been done and people are at risk. Drives by the six underpasses every day. The neighborhood never wanted the project and it is hurting the people. On August 9<sup>th</sup>, at Martin Luther King at 8:45 PM, took a video of

jackhammering putting a plume of toxic dust into the air. There was no dust mitigation. Stated that the dust being created from the lead-laden highway is 1 million times more toxic than what is allowed under the provisions of the Clean Air Act. Has a lab sample and does not believe it should be classified as a soil sample. The dust is in the wind and being created by the construction. Pointed out that the residents of Robles Park Village have window air conditioners. This toxic dust is going into their homes from the AC units. Has a list of professionals who will attest to the toxicity, poor construction practices, and lack of adherence to the OSHA safety standards with regard to the removal of lead from an existing structure. They include a doctor, a civil engineer from New York who has viewed photos, and an EMT who is certified in OSHA toxic removal. Stated she would like to see the documentation regarding that. Ms. Savitz noted that she has been harassed by the workers in the common, public areas and right-of-way while she is taking photos and videos. It was said that FDOT is jackhammering so that the rebar can be used for the expansion. Reusing the rebar is not good practice. Has letters from FDOT dated May 22<sup>nd</sup> and June 22<sup>nd</sup> stating that a wet saw would be used to cut the barrier edge, but that did not happen. Asked that the TPO Board prioritize people over the cars and not worry about the 14 minutes being saved by people driving from Lutz to Downtown. Offered her documents and background information to the Board. Has submitted a written comment as well.

**Discussion:**

The toxic dust challenge was questioned and asked for follow-up from FDOT. Beth Alden suggested this be scheduled as an item at the next TPO Board meeting. Commissioner Overman rejected the suggestion and moved that work be suspended until FDOT comes back with a report. Commissioner Overman has received 58 emails since may from a variety of members of the community. Not all have been about the toxic dust, but all are about this project. Noted that she drives under the overpasses every day. Would like to know what the options are that can be done today.

Chair Cohen recommended that the agenda move forward and this be taken up at the end of the meeting. Asked that FDOT have responses ready at that time if possible. At that time, if Commissioner Overman is not satisfied with the information, the Board can go forward with the motion.

**V. SPECIAL PRESENTATION** (Beth Alden – TPO Executive Director) (*Timestamp 1:50:32*)

- A. The 27 MPOs around the state voted on projects and recognized the ones that are noteworthy for best practices: Resilient Tampa Bay was voted the top project. Certificate presented to Allison Yeh, the project manager on this project.

**VI. COMMITTEE REPORTS & ADVANCE COMMENTS** (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff) (*Timestamp 1:52:26*)

**A. CAC – July & August 2022** (Bill Roberts, CAC Chair)

- In-person quorum voted to allow virtual members to participate.
- Met in July to help with relief of backlog of items.

- August 3, 2022 meeting
  - Several suggestions on the Public Participation Plan – suggestions on additional media, public meetings, requested clarifying to members of the public when items can no longer be removed from the TIP. Approved the plan with recommendations.
  - Freight Supply Chain Resilience Study – did not approve, lacked components that the TPO Board has approved in the past.
  - Heard from the CFO of HART – asked about the effect of the American Rescue Funds that are not recurring, will be receiving follow-up on that. Also asked about some of the uses of the surtax funds if the referendum passes in November.
  - Heard about the status of the make-up of the CAC. Asked staff to come back with five specific recommendations on how to have the representation more reflective of the community including demographic and geographic.
  
- B. TAC – August 1, 2022** (Davida Franklin, TPO Staff)
  - Approved
    - Public Participation Amendments.
    - Approved the draft report of the Freight Supply chain Resilience Study. Asked it to be brought back for a review of the final study for approval.
  - Status Reports
    - Tampa International Airport Master Plan, 56<sup>th</sup>/50<sup>th</sup> Street Corridor Planning Study, HART FY 2023 Proposed Budget was deferred due to technical challenges with Plan Hillsborough Room.
  
- C. LRC – June 22, 2022** (Davida Franklin, TPO Staff)
  - Approved
    - Public Participation Amendments 2022, commented on ETDM Project #14503 Suncoast Parkway Widening
  - Status Reports
    - HART FY 2023 Proposed Budget, Hillsborough County Corridor Preservation Best Practices Report, Tampa Vision Zero Implementation Through Maintenance
  
- D. BPAC – June 22 and July 27, 2022** (Davida Franklin, TPO Staff)
  - Approved
    - Public Participation Amendment
  - Status Reports
    - Hillsborough county Corridor Preservation Best Practices Report, Tampa Vision Zero Implementation Through Maintenance.
  - Tri-County BPAC discussions: Upper Tampa Bay Trail Gap, the future of the nonmotorized count program, and the proposed US Bike Route 15 through Pasco and Hillsborough Counties.
  
- E. TDCB – June 24, 2022**
  - Approved
    - Public Participation Plan Amendments 2022, TDCB Grievance Procedures, TDCB Annual Bylaws Review.
  - Status Reports
    - Sunshine Line Update, TBARTA Regional Rapid Transit Development Concept of Operations, HART Transit Development Plan

**F. ITS – July 14, 2022**

- Status Reports
  - Freight Supply Chain Resilience Study, FDOT District 7 Smart Corridors Plan, One.Network Traffic Management Platform, I-4 Florida’s Regional Advance Mobility Elements (FRME) Project and FDOT Connected and Automated Vehicles (CAV) Program.

**G. TPO Policy – August 10, 2022 (Beth Alden)**

- Reviewed one action item, the Storm Evacuation and Shelter In Place Study, supported and recommend to the Board. Noted that information and communications are critically important for evacuation times; when and where to go may be more important than transportation improvements.

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

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

**VII. CONSENT AGENDA (Timestamp 2:01:00)**

**A. Committee Appointments**

- LRC – Omar Alvarado (HART); Glorimar Belangia (Hillsborough County Schools); Gus Ignas (at-large representing Transit Users)

**B. Storm Evacuation and Shelter-in-Place Study Report** – included in the [July 10, 2022 Agenda Packet](#)

**C. Amendment to Fellowship Agreement with USF Dept. of Urban & Regional Planning** – included in the [July 10, 2022 Agenda Packet](#)

**D. General Planning Consultant Contract Extensions** – included in the [July 10, 2022 Agenda Packet](#)

**Motion to approve the consent agenda from Council Member Maniscalco, seconded by Commissioner Overman. Voice vote, the motion passes unanimously.**

**VIII. ACTION ITEMS:**

**A. Public Participation Plan Amendments (Davida Franklin, TPO Staff) (Timestamp 2:01:21)**

- Went over the Public Participation Plan and that it is updated every two years.
- Amendments:
  - How a notification is done: website, social media, a post on the calendars of news media websites, road signs, direct mailers to residents in impacted areas for projects that require right-of-way acquisition, a press release and/or newsletter article. Showed examples used during the pilot program. This resulted in an increase in public participation from none to over 24 responses.
  - TIP Amendment change from 21 to 14 days minimum review period.
  - Improve transparency and indicate when projects cannot be removed from the TIP per state statute.
- Noted that in public comment, it was suggested that the 21 day review period be kept but note that the time frame may be reduced to 14 days if necessary. It was also suggested that more committees review TIP amendments before coming to the TPO Board.

- Went over notification periods from other counties.

**Presentation:** [Public Participation Plan Amendment Presentation Slides](#)

Public Participation Plan: [Public Participation Plan 2020 Update \(planhillsborough.org\)](#)

**Recommended Action: Approve the Public Participation Plan Amendments.**

**Discussion:**

It was asked how people who are not on the internet are going to receive the information on TIP amendments. They will get a mailer if they are in the area of a project requesting right-of-way acquisition. It was noted that this is a bias and has produced an equity situation for those that are dependent on transportation issues but do not have the internet. It was questioned as to why the notification timeframe change is needed. It is due to leftover money becoming available and can be allocated to a project in Hillsborough County; this can happen very quickly to distribute and then hit the TPO Board meeting. This allows for more flexibility for projects on the TIP priority list. In the past, notification was posted on the TPO website only. Ads are not required. During the pilot, TPO Staff worked with journalists to get articles out to the public. It was brought up that social media is fractured and may still not be enough.

**Commissioner Kemp moved to approve the Public Participation Plan Amendments with language stating that 21 day notification will be used except in special situations with a minimum of 14 days notification and it be explained why it is 14 day on the notification; seconded by Commissioner Overman.**

**Discussion:**

It was recommended that the language be strong that the 14-day notification would be the exception to the rule. The TPO has a lot of discretion on this topic. It was asked if this would go into effect right now or if it will come back after further public comment opportunities. This is intended to be the final decision, there was a 45-day notice, and fair input has been provided by the public and the committees. It was asked if the proposed language would give the TPO Staff enough time. It was asked if the use of television in the community reports could be used in the notification process. It was explained that Pinellas County does use a “when and why” for their TIP Amendments, so there is something out there.

**Voice vote – passes unanimously**

It was asked that every six months, this be brought back to let the TPO Board know how it is going. This is most likely to occur in the spring.

**B. TPO Apportionment Plan (Elizabeth Watkins, TPO Staff) (Timestamp 2:33:00)**

- Review required every 10 years
- Review criteria
- Went over HCAA, PTB, THEA, HART, TPC, and TPO Board make-ups
- Explained three apportionment options
- Review of why the Sunshine Law is a challenge in the apportionment. Members rely on staff directors from agencies for their expertise. As members of the same board, it does not allow for this communication outside of a noticed meeting.

## Discussion:

It was brought up that with the replacement of the agency staff with appointed representatives, you lose the expertise and if you use elected officials, you will run out of people. It was noted that historically elected officials are held responsible for decisions made by this Board, and it is critical that the Sunshine Law be observed. By having all seven members of the BOCC on the Board, there would be representation and elected officials from the agency boards on the TPO Board while being able to consult with the agency staff on the TPO Board. The Aviation Authority opposes this change as they have a very small board of volunteers except for the Mayor of Tampa and the BOCC representation. Elected officials and board members have limited time and other things to do besides sit in public meetings. The agency Boards have the option to appoint elected officials of their Boards to the TPO. Ms. Le Grand reviewed the motion from May 11<sup>th</sup>, which was passed unanimously, to add elected officials while retaining the agency staff representation. The options presented are not moving this motion forward. It was asked if this has been a problem in the past; have Sunshine violations occurred? Within HART, committees are put together which are governed in the Sunshine. After the meeting, the members engage with each other outside the meetings, but not on the particular topics of the committees. Sunshine should be managed at the agency level and not by TPO Staff. HART does not believe they have challenges in this regard. Cameron Clark does not believe there have been any issues and noted that the reason FDOT has an advisory role is that Board members regularly consult with them. The Sunshine Law says that individuals cannot communicate on issues that may come before the common Board. Anytime there is a meeting between two officials where items that may come before their common Board, it must be noticed, and in a public forum. Individuals can meet as long as the Sunshine Law criteria are met. Most of the time other staff than the members of the TPO Board are going to be the ones talking to TPO Board members. Concurred with the time constraints of agency Board members. It was asked why it would need to be Directors of the agencies to be represented on the TPO Board. The Sunshine Law is personal, direct communications. It was noted that Hillsborough County is different than other counties and that is one reason why having the agency representation on the TPO Board makes sense. It was brought up that having the agency representation on the TPO Board as they are the best at advocating for themselves. It is important for the continuity of the agencies as elected officials come and go and some projects are decades long. It was brought up that the agency representation is not responsible to the public and that it would be important to have the entire BOCC on the TPO Board. It was also noted that having an odd number on the Board would be a good idea.

**Commissioner Kemp moved that the TPO Board be made up of elected officials with the agency representation being non-voting, seconded by Commissioner Smith.**

## Discussion:

Chair Cohen asked Mr. Clark, as a point of order, if this is the same motion that was voted on at the May 11<sup>th</sup> meeting. Cameron Clark responded that this would be a motion on something that was previously considered. If a motion to reconsider were to be brought forward, it has to be done by a representative of the majority side and it must be done at the same meeting. There has been no final determination on this issue. It was determined to re-evaluate and come back at a subsequent meeting. It was noted that the motion that was voted on unanimously at the last



meeting was the issue of the number of BOCC and City Council members and the agency representation issue had been settled. Mr. Clark believes that the Board can take up the apportionment since no final decision has been made. It was asked if there were anything that would prohibit having all seven members of the BOCC while keeping the agency representation. The maximum number of members for the TPO Board is 25 according to the statute.

**Commissioner Overman moved to keep the membership as it stands and expand membership to include all seven BOCC members on the Board, seconded by Councilmember Hurtak.**

**Discussion:**

It was brought up that by including the additional elected officials, it sets up the TPO Board to have this topic come up again and have the support to make the changes that have been asked for previously, to remove the transportation authority agencies from voting membership. It was requested to keep the TPO Board status quo and reminded that 70% are elected officials. It was asked if making a change to the apportionment of the Board if it can be done before the next ten-year requirement. It can be done but there is a process based on the significance of the change that could potentially last multiple years. It was brought up that the requirement of the TPO Board membership shall be at least 5 but not more than 25 and may include membership from agencies that operate major modes of transportation. It was brought up that Hillsborough County has the lowest TPO representation of elected officials in the state, that the county is unique with the agencies, and that the county has the largest unincorporated area of any county in the state. The MPO/TPOs were created so the local population has representation. Mr. Slater noted that THEA is in opposition to the change as well as and the agency Board has very limited time and options. The representation comes to the TPO Board with experiences from other parts of the country or the world. Also noted is that with the new motion, there has not been time given to their Board to digest the implications and make a voting recommendation. Ms. Le Grand brought up the May 11<sup>th</sup> minutes and questioned if TPO Staff looked at a plan option adding more elected officials as a compromise framework and if the new plan was circulated to local governments to see if it was supported. Ms. Alden stated that some agencies have been historically represented by Board members. The options brought forward today include the transportation agency representation from the elected officials on the agency Boards. It was also noted that activity centers can increase population but the statute requires actual population. Ms. Le Grand asked if there was anything circulated to local officials for the apportionment plan. Ms. Alden noted that the apportionment plan needs to be agreed upon by the TPO Board first, then it is brought to the local governments for approval, and then it goes to the Governor for final approval. Ms. Le Grand asked if that met the intent of the motion from May and if adding elected officials was acceptable to other local officials. It was brought up that the only way to reflect the population of the county is to add the additional BOCC members as the cities are represented appropriately. It was clarified that the current motion does not remove voting members from the TPO Board; it adds two additional BOCC members. Would like to hold the county officials accountable for the budgeting and funding of transportation.

*(Skip in the recording at 3:29:36)*

**Roll call vote, the motion passed 7 to 5.**



## **IX. FDOT Response to Public Comment**

- Worked on verification of the sample testing from Candace Savitz. Jackhammering is done to the rebar. Went back to the contractor and asked them to use water during demo operations at all of the overpass construction. Talked to the overnight monitor and they are also using water. During construction, there is going to be dust. If too much water is used, you run into another challenge with the runoff of materials.
- FDOT reviewed the sample collected. It is consistent with the soil sample. It was evaluated for contamination. It is measured in mass and not volume. There is a residential contamination threshold of 400 ppm for lead. The sample had 18 ppm of lead. There was silica present. Based on pre-construction, there is no level of additional lead. Asbestos was tested for and it is clear of that. The sample Ms. Savitz is using is being compared to a volume test. The volume metric is air samples collected over an 8-hour time frame. The jackhammering doesn't last that long. FDOT is going to look at alternate options that might be available. Showed a picture of water in use during the demolition.

### **Discussion:**

It was asked for clarification on the results from Ms. Savitz. If it was 18 for an 8-hour period of air volume test, it would be severely over the limit allowed. When talking about residential contamination, it is well under the 400-ppm threshold. It was asked about the night work for jackhammering. Yes, there is night work. Notification is sent out. Some businesses request it. Have moved some of the work around concerns of the community. In this type of work, there is never a good time, working to complete as quickly as possible. It was asked if there is an endpoint for this type of construction creating these issues. The east side of the demolition is done, and the west is underway. Closer to the end at this point. It was asked what the schedule is. FDOT will follow up with that information. Invited the TPO Board members to visit the site. It was requested that FDOT contract the EPC to measure the air quality in the direct area of the construction and come back within 30 days with the results to address the citizen concerns. When Ms. Savitz brought her concerns to the EPC, they deferred to FDOT. FDOT has looked into doing a volumetric assessment. The air quality sample would need to be done over an 8-hour period of time; construction does not last that long. The material level is far below now, mathematically, it would be impossible for a volume metric to exceed the standards. The contaminants are not present in the physical material, new material is not being introduced, and the work is not being done in a confined space. The EPA levels are for the workers in direct exposure. Because the dust is silica, it dissipates very quickly. They reached out to an independent partner, and it was determined that the test would not result in significant results and there will be no conclusive results. Commissioner Overman noted that people live there all of the time and do not believe that a contractor doing the sampling and test would assure the community. Requested that EPC do the testing. It was asked for clarification about the testing of the material before construction started. As part of the PD&E process, contamination samples of the material are taken over a multi-year period; 30 to 40 samples were taken on each side of the interstate. It is done again right before construction. The samples consist of core, material, scrape, etc. It was asked if any ongoing testing has been done. No, there was no material prior to construction and no new material is being introduced, there is no reason to conclude that material would be there now. Due to the era that the bridges were constructed,

asbestos was a concern; the bridges were not painted, and the rebar was not coated. FDOT is above OSHA standards, the contractors are OSHA trained, and the workplace can be inspected at any time. It was asked about holding contractors to the standards being set. A third-party firm is the 24/7 eyes and ears on-site. They are monitoring all standards, behaviors, patterns, materials coming in and out, and the technical aspects of the project. Additionally, FDOT is in and out on site; at any time there can be as many inspectors as there are contractors. It was asked if EPC could speak to the TPO Board in September or if they could speak about this at the EPC meeting on August 18 on the subject; Commissioner Smith is the Chair of the EPC. FDOT noted that the CAR (contamination and remediation) contractor used for sample collection is an EPC contractor. It was asked that Commissioner Smith bring it to the EPC Board at their August meeting. Commissioner Overman withdrew her motion as long as the EPC Board will request that FDOT present its findings and that the EPC provide solutions to be brought back to the TPO Board.

#### **X. STATUS REPORTS**

- A. **FDOT Electric Vehicle Plan** (April Combs, FDOT) - deferred
- B. **FDOT District 7 Safety Program Update** (Peter Hsu, FDOT) - deferred
- C. **Bylaws Amendment for Transportation Disadvantaged Coordinating Board** (Beth Alden, TPO Executive Director) (*Timestamp 3:45:10*)
  - The TDCB is requesting a bylaw amendment for their section of the overall bylaws to return the in-person quorum to a simple majority of the seated members. This is the first reading. It will be on the consent agenda in September. This change is supported by the TDCB Chair, Commissioner Myers.

#### **XI. EXECUTIVE DIRECTOR'S REPORT** (*Timestamp 3:46:18*)

- A. CAC demographic representation review – working with the committee to see how it can be more representative of the demographic and geographic makeup of the county. Asked that the TPO Board not nominate members to the CAC until this is brought back to the TPO Board.
- B. Sunrunner BRT field trip? – There are Board members that would like to do this. Will look at a date later in the year.

#### **XII. OLD & NEW BUSINESS** (*Timestamp 3:47:50*)

- A. Next meeting is on September 14, 2022.

#### **XIII. ADJOURNMENT** – The meeting adjourned at 12:29 PM

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

#### **Social Media**

**Facebook**

**6/9**

**Dave Coleman**

Apparently only 2 people voted against cart blanc for the FDOT. Every Hillsborough commissioner was all in with slow incremental direction from Tallahassee. 255 dead 7,300 hit and runs and nothing absolutely nothing will change. Sleep well commissioners. So over it.

**Dave Coleman**

The board was so broken up last night about the 255 dead and 7,300 hit and runs in our county they needed tissues. Nothing changes if nothing changes. Think globally but act locally they said. So over it. No one cares I was right along. If the body count is the same this year it's on the board. Who else? Done blaming the FDOT. The cats are multiplying in the hen house.

**Dave Coleman**

255 dead 7,300 hit and runs. Fletcher ave near cdc is 35 with multiple flashing crosswalks. It works. Leaving the rest of the county 45 on secondary roads is nothing short of negligent homicide. Start a campaign. Drop the speed limits. No studies, no cost, make hcso enforce existing laws. So over it. The board is complicit.

**Charles Eldredge**

Before going to the expense of putting in trains, create a real bus system with cross crossing routes. See if you can get people to leave their cars before creating boondoggle trains.

Get rid of I-275 from Pasco County where it splits from I-75 to the I-4 interchange. Now that we have I-75 we do not need that section of interstate with all its noise and air pollution. Knit our neighborhoods back together and develop that huge, wide swath of land with business, residential, and trolleys or trains. Other cities have done it very successfully.

Blvdtampa.com

**6/9**

**Vela Christopher**

Christie Hess as a bicyclist and taxpayer I have a right to bike on the roads you drive on. And in most cases, allowed per law. Good luck changing that.

**6/10**

**Dave Coleman**

Christie Hess no bike lanes on Florida or Nebraska? Flashing crosswalks are for flashers? I drive fletcher often and must have missed it. Why are fake news narratives allowed on fb but if I call someone a name I go to fb jail.

**6/14**

**Vela Christopher**

Not bad Sarasota...

"Within the first two months, 41,000 people rode the Bay Runner, and 37,600 rented a scooter or bicycle for a short distance trip, helping to reduce traffic." But Hillsborough TPO and Hillsborough Area Regional Transit FDOT already funds towards trolley ridership at other places. We are not that special where you can't say no TBNEXT.

### **Summary of Public Social Media Comments – August 2022**

“In addition to city economic development funds and a \$1.5 million FDOT grant, the DID and BID each allocated \$50,000 toward the three-year trolley pilot program. The service is operated by CPR Medical Transportation, which also operates the Siesta Key Breeze.”

**6/15**

**Vela Christopher**

The Hillsborough TPO needs an overhaul on board setup and with approving road plans from 25 years ago.

**6/16**

**In response to a job post that shared three highlight from the June 8, 2022 TIP public hearing**

**Rick Fernandez**

even your highlight summary is misleading and incomplete ... why don't you people just sit down ...

**Tatiana Morales**

Rick Fernandez whats missing?

**Rick Fernandez**

Tatiana Morales it was a 3 hour+ meeting so almost everything ... no mention of the DTI, Westshore interchange, walls in Tampa Heights, taking of homes in VM Ybor ... for starters ...

As for the things that are mentioned:

1. Hurtak and Maniscalco were the only two to support the neighborhoods.
2. I don't remember anything about HART pushing forward dedicated bus lanes @Tampa St, Florida Ave
3. Board moved to discuss (in August) removing additional lanes on I-275 north of Hillsborough to Bears ... this does not impact 275 between I-4 and Hillsborough
4. No mention that all but one public commentator stood opposed to TIP approval and interstate expansion.
5. No mention that not a single board member bothered to move to strike objectionable items from the TIP .. The level of dysfunction can't be captured in a FB post.

**6/23**

**Vela Christopher**

That is okay folks!

We got MPO named to Hillsborough TPO

We are having railway tracks removed.

We approve highway expansions.

We now rely on FDOT for ferry funding.

We pilot AV and vehicle technologies on local roads and expressways.

Our bus service has gone down.

We are about to vote on a slush fund for really bad road projects.

I think I got it all...idk. My commissioners rock!

**6/28**

**Vela Christopher**

This picture below is only one out of the few alias FDOT uses for the Hillsborough property appraisers office. All in red marks indicate DOT land with no property taxes or development opportunities. At value, the entire district of Ybor is disproportionately harmed more than other neighborhoods. But Hillsborough TPO doesn't see it that way. They never will. Again, these are not all properties under FDOT , just under one of their names.

## **Summary of Public Social Media Comments – August 2022**

**7/1**

**Vela Christopher**

How many excuses are we are going to make for FDOT, cars, and more lanes?  
People drive faster because our Hillsborough TPO allowed this city to be built for speed.  
Stop grabbing the trends and own your mistakes.

**7/5**

**Vela Christopher**

Regarding Cypress, I think the Hillsborough TPO and Westshore Alliance might have a plan.

**7/10**

**Vela Christopher**

Lesson learned; sometimes it really isn't the fight against a big industrial complex operated by the 'men in black.' Because we have proven to figure them out and their massive projects.  
It is not the Goliath but rather the tiny town commissioners and leaders with a dated, southern thirst for power, attitude along with the archaic board structure of the Hillsborough TPO. It is not an effort to evolve insight to address many issues of human culture to health caused by this highway complex.  
Fearless, we know how to talk to the big boys on the stateside and the Hill. They don't. We know more about transportation and its impacts than most walking in circles inside 601 E Kennedy Blvd. We also know there are broken people, those running for reelection who don't mind carrying on the torch of structural racism, repeated blows to CRA areas that are CRAs because of the original highway, environmental destruction, and to brand but not use #VisionZero as a philosophy in design and decision making.

This battle doesn't date back to 2016. With this project, concerns bubbled in 2013. I remember looking for material with some proposals in 2012, 2011, and 2010. Way before that, many in the 80s opposed highway expansion on these same roads—some before I was born as well.

So this message of change is a legacy of outcry. We took that and overturned big government. But we've overlooked our neighbors. Those who were part of the cause, once friends, became leaders, off our backs, to turn on that legacy. They disregard generations of families who want to live fairly and have their communities intact. Families who continue to take more of the environmental brunt for those who don't live in this county or pay taxes. This legacy of outcry is recognized as discrimination by our county. Yet the same board who took that as a proclamation to guide their leadership away from racial decision-making cast it aside.

We have people who don't care about the minorities, those in the inner city, environmental impacts, and safe mobility operations. They don't care about HART, and now they want our money for a surtax that could be used to expand the interstate. They are in power. It is now up to you to decide if you want to carry their legacy with a vote.

**7/24**

**Mike Lamarca**

The entire public works department, and Hillsborough TPO needs to be gutted. They are the biggest waste. TPO blames everything on Public Works. Public Works blames it on TPO plans pushed down.

## **Summary of Public Social Media Comments – August 2022**

**8/9**

### **Regarding a post about proposed Public Participation Plan amendments**

**Vela Christopher**

You all already want to reduce time to review for TIP. That is desired because you all literally recommended that through proposed amendments.

So if you value your hard work (tip) and the public poorly then why survey at all?

Reply22h

**Hillsborough TPO**

Hey Vela Christopher, it's Davida! So I just wanted to clarify that the review period for the TIP will remain the same. It's the review period of TIP amendments that we're proposing to change. This isn't really something we want. It's just that TIP amendments must go to the CAC and TAC before going to the Board. And due to scheduling changes over the years, the time between those meetings has diminished. So we're trying to have the Public Participation Plan accurately reflect this. Please know that we don't want to focus less on you or anyone else. That's why in lieu of the proposed change, we're doing more outreach than we've done before.

**Vela Christopher**

Hillsborough TPO weeks ago, I made a note of a few changes to the PPP but I'm reluctant to send those over since no one will listen. A number of TPOs in the nation actually set their tip review amendments at 21 days. They have a clause to go to 14 days if necessary to align schedules. Basically they don't go to 14 days like this proposed change.

**Hillsborough TPO**

Thanks for the suggestion, Chris Vela! You rock! I'll integrate your suggestion into the amendment presentation. And please send over any other suggestions you would like to share ☐☐☐

**Twitter**

**6/9**

**Walk Bike Tampa**

Every community needs 100s of @CoachBaltos!!

### **Regarding a post asking people what they are going to do about hurricane season**

**Mauricio Rosas**

1. Adding more cars and pollution.
2. Deforestation to accommodate more suburbs.
3. Denying climate change is real.

**6/28**

**Walk Bike Tampa**

Then conjunction is AND, not OR. Density AND nature deliver sustainable, healthy and prosperous outcomes.

**Paula Flores**

## **Summary of Public Social Media Comments – August 2022**

“Space for green and nature in cities DOESN'T compete with density of people or density of buildings. It competes with density of CARS.”

**7/19**

### **Regarding a post about Beth Alden's presentation at Café con Tampa**

**James Steel Olmstead**

She was excellent. It was a very encompassing discourse.

**Roc King**

WOW

Unvarnished, stripped what paint cover it had totally off.

**7/25**

**Tatiana**

Yes we rapidly need to get tons of funding into HART to drastically improve quality, reliability, service, lower wait times and provide basic necessities such as seating and shade at all stops. We need to improve transportation in our community!

**7/26**

**Tatiana**

Also someone peoples start talking about how we can build an Elevated Automated Metro system in Tampa and how cities like Vancouver are a wonderful model of success. We won't ever be a true gem of a city until we have public transportation that actually serves the community!

**7/31**

**Tampa Bay Beat**

Yet you dopes want Hillsborough taxpayers to foot most of the cost of a billion dollar stadium for a billionaire.

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

**Email**

Board Folder was emailed to the TPO Board on 8/9/2022

Received 8/10/2022 @ 8:45 AM, written statement of public comment spoken during the meeting.

Candace Savitz, 3812 N Arlington Ave, Tampa Heights 33603, 813-696-8836

TPO MEETING - 10:00AM 8/10/2022

My name is Candace Savitz, I am a long-time homeowner in Tampa Heights.

I am speaking up again with hope that our elected leaders will take action & pay attention to the TOXIC 275 capacity project. Some of the damage has been done, but the future projects are still looming. Residents are still at risk.

I will keep documenting what's going on. I drive by these 6 underpasses on a daily basis now. We never wanted this "capacity project" damaging our beautiful historic neighborhood, this project is poison to our families. I renamed it TOXIC 275.

It is my position right here, right now, that the airborne dust created from jack-hammering the barrier edges off a lead-laden 60-year-old interstate is ONE MILLION TIMES more toxic than allowed under the provisions of the Clean Air Act. I want to make clear that I have a lab report, that this airborne dust sample should not be classified as a soil sample. This is Dust in Wind created through shoddy construction practices by Lane and others.

I also point out that the residents of Robles Park village rely on window units for air conditioning. This toxic dust most likely has blown into the outside vent and filter of these units causing health hazards for this impoverished community. Does anyone care? Well, I DO.

I have a list of professionals who will render an expert opinion on the public toxicity, poor construction practices, and lack of adherence to OSHA safety standards with regard to lead-removal from an existing



structure. My experts include a doctor who will detail the effects of inhalation of lead-filled dust by children, that it deposits in their teeth, leads to all kinds of health problems. Another expert is a civil engineer from New York, who worked on many transportation projects there. He took a look at some of my photos of overpass expansion construction. His remarks - "This is dangerous and "cheapo construction." Finally, an EMT who is OSHA certified in toxic removals, says that none of typical toxic mitigation standards are being followed. I'd like to see some documentation from this 275 project about OSHA training. I doubt there is any.

Also I would like to mention a couple of things about my presence close to these construction sites. I have been harassed by workers, shooting me the middle finger as I took pictures of a concrete breaker on the south west side of MLK, next to McDonalds. Everyone who drove thru McDonalds that morning needs to be tested for lead poisoning. (mid July)

I was aggressively followed by a white Lane pick-up truck after I took photos of the West Side of Osborne (approx 1st week Aug). A worker in a Lane pickup sped up after me, followed me south on Central Ave, and when I pulled over and stopped by the Metropolitan Church, then the Lane pickup stopped and made a U turn in the middle of Central and went back to the construction site. Silly harassment in the residential neighborhood.

Also, at Chelsea's west side, I was taking video of jackhammering, I was behind some trees. When the jack guys saw me, they all stopped working and stood there, making gestures at me. Thankfully, I already had video (Late July)

FDOT is Jackhammering so it can reuse old rebar - for an interstate expansion. This is a disaster waiting to happen. And I have letters from Adam Klinstiver (May 20, 22) and Gregory Deese (Jun 20, 22) stating that a cut saw or WET SAW would be used to remove the toxic concrete edge. This did NOT happen. Shoddy construction / jackhammering lead to toxic dust. I'll say it again - Airborne Toxic dust is poisoning us. It's Highly toxic dust !!

PLEASE, I implore anyone on this committee to care more about the people and less about the cars. Do you think I give a damn about someone who saves 14 minutes driving from Lutz to downtown. Do you think the people of Tampa Heights should give up their health and their community so he can shave off 14 minutes of commute time?

It gives me nightmares to think about the upcoming DTI project, adding an expansion lane to a flyover. Dear god. Will it have a similar fate as the FIU pedestrian bridge? DTI should be shelved right now!! Find another solution.

I am asking any of you who want to see my documentation to please reach out. Look at my reports, my videos. Talk to me. Ask me for my resume while you're at it.

I am submitting this written transcript to committee via email. Thank You.



## Summary of Committee Reports and Public Comments – August 2022

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### Pertaining to action items:

- Public Participation Plan (PPP) Amendments
  - Approved by the Bicycle Pedestrian Advisory Committee, Livable Roadways Committee, and Transportation Disadvantaged Coordinating Board
  - The Technical Advisory Committee approved the plan after discussing ways to demonstrate compliance
  - The Citizens Advisory Committee approved the plan after the following recommendations
    - Update the list of print media outlets in the plan
    - Add information about when projects cannot be unilaterally rescheduled or removed from the Transportation Improvement Plan (TIP), per the Florida State Statutes
    - Additional strategies such as increased outreach to persons with disabilities and community groups
    - Rebranding the TIP and providing more public education about it
    - Redesigning of roadside signs to make them simpler to read

## Summary of Public Comments – August 2022\*

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### \*Comments received through Facebook, Twitter, and email

#### Pertaining to the Public Participation Plan Amendments

- Chris Vela – Suggested the TPO keep the 21 day public notice period but add a clause that states the period may decrease at times to 14 days
- Maurico Rosas – shared information about the public comment period
- Rick Fernandez, Vice Chair of the Citizens Advisory Committee – felt trust had been lost and felt the PPP failed to provide notice of the location of sound walls in Tampa Heights

#### All other comments

- Shared concerns about the increasing rate of bicycle and pedestrian deaths in the County
  - Jose Menendez
  - Jeff Redding
- Neil Consentino
  - Would like to start an electric and manned autonomous circulator service in Davis Island
  - Supports repurposing the Howard Frankland Bridge that FDOT plans to demolish
- Samantha Stryker
  - Invited the TPO to Back to School Night at Lanier Elementary School
- Sharon Calvert
  - Shared concerns about the TPO newsletter including a link to a WMNF podcast that discussed the transportation sales tax
  - Requested information about Critical Mention, the news clipping service the TPO uses to track when its mentioned by media outlets
- Andrew Morris suggests that rail transit be prioritized along I-275
- Chris Vela
  - Asked if the TPO has considered recommending cordon (congestion) tolling



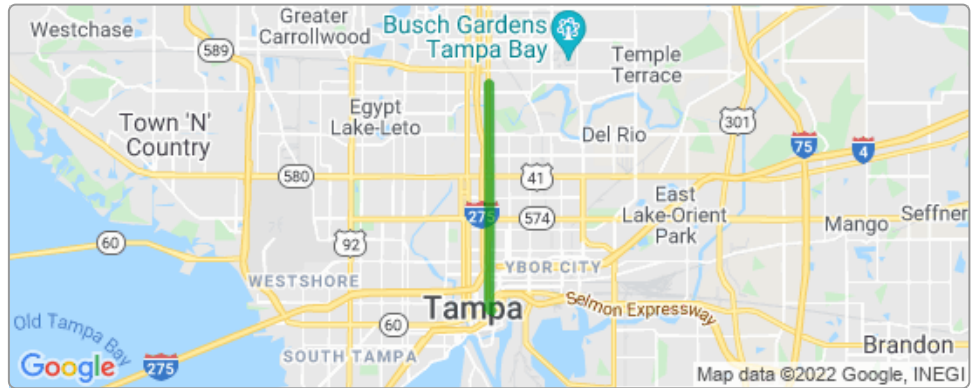
- Also shared old plans from FDOT to create a North Boulevard exit
- Mauricio Rosas
  - Concerned about funding for the West Shore Interchange
- Dave Coleman
  - Dissatisfied with the outcome of the June 8, 2022 TIP public hearing
  - Also very concerned about pedestrian safety
- Rick Fernandez – concerned about subsequent social media posts highlighting the June 8, 2022 TIP public hearing
- Charles Eldredge – supports turning I-275 into a boulevard
- Complimented Beth Alden’s presentation to Café con Tampa
  - James Steel Olmstead
  - Roc King

Please note: Attachments referencing public comments were included in the email Cheryl Wilkening sent to board members on the August 9.

This concludes my report.

US 41 (Nebraska Ave) Pedestrian Upgrades From Kennedy Blvd to Arctic St. 443492-1-52-01

Project Details	
<b>Work Type</b>	Urban Corridor Improvements
<b>Phase</b>	Design
<b>Limits</b>	from Kennedy Blvd to E. Arctic St.
<b>Length</b>	5.4 miles
<b>City</b>	Tampa
<b>County</b>	Hillsborough
<b>Road</b>	Nebraska Ave (Hillsborough) US 41
<b>Design Cost</b>	\$798,470



**About**

This project will add various pedestrian features along Nebraska Avenue between Kennedy Blvd and E. Arctic St. in Tampa. These features include mid-block crossings, rectangular rapid flashing beacons, pedestrian signals, pedestrian refuge islands, pedestrian lighting and pedestrian hybrid beacon signals.

The project is in the design phase. Construction is anticipated to begin in 2023.

Contact Information	
<b>Design Manager</b>	Dinyar Sharifabad 813-975-6172 dinyar.sharifabad@dot.state.fl.us
<b>Media Contact</b>	Kris Carson 813-975-6060 Kristen.Carson@dot.state.fl.us



REGISTER  
**TODAY**



**GULF COAST**  
Safe Streets Summit

MOVING  
**SAFETY**  
FORWARD

TOGETHER  
AGAIN.

**Nov. 3, 2022**

R.P. Funding Center  
Lakeland, Florida

The Central Florida region is consistently listed as one of the **most dangerous places to drive, walk and ride.**

**Be a part of the solution.**

After two years as a virtual event, we are excited to come back together as a community to **make our roads and cities a safer place to live, work and play.** The 2022 Safe Streets Summit is a regional conference celebrating five years of providing top speakers, the latest in safety information and invaluable networking opportunities.

## CONFERENCE SCHEDULE

**9:30 to 1 p.m.** - Fair Activities and Lunch

Experience more than 14 immersive activities including an **ADA Awareness Trail, motorcycle riding simulators, seatbelt convincer, truck blind spot experience and car crash demonstrations.** Interactive mobile tours will be available on a limited basis. Requires RSVP.

**1 to 5 p.m.** - Afternoon Session

Hear speakers cover a wide range of safety-related topics. Speakers include Keynote **Melissa Wandell, President of the National Coalition of Safer Roads** and **Polk County Sheriff Grady Judd.** An awards ceremony recognizing leaders in transportation safety will also be held.

Visit [GulfCoastSafeStreetsSummit.org](http://GulfCoastSafeStreetsSummit.org) for more information.

[GulfCoastSafeStreetsSummit.org](http://GulfCoastSafeStreetsSummit.org)  
(863) 534-6486



**SCTPA**  
Sun Coast Transportation Planning Alliance



Polk Transportation  
Planning Organization



# Tampa Bypass Canal Trail PD&E Study

From N. 34th Street to Bruce B. Downs Boulevard (County Road 581)

Financial Project ID: 439482-1-28-01  
CIP# 69660000, BOCC# 20-1290

Hillsborough County



Hillsborough County, in coordination with the Florida Department of Transportation (FDOT), District 7, invites you to a public meeting for the Tampa Bypass Canal Trail Project Development and Environment (PD&E) Study from N. 34th Street to Bruce B. Downs Boulevard (County Road 581). There will be an in-person open-house on October 11, 2022, from 5:30 p.m. to 7:30 p.m., and a virtual engagement platform available from October 11, 2022, to October 24, 2022.

The purpose of this PD&E study is to evaluate and document potential engineering and environmental effects of any proposed improvements. The project goal is to provide recreational and social opportunities for residents and visitors, connecting the communities of New Tampa, Temple Terrace, East Lake/Orient Park and Palm River along the trail to each other as well as to the resources in North Tampa, South Tampa, and Hillsborough County. This facility is intended to serve as part of the State's SUN Trail system as a planned regional multi-use trail connection between Zephyrhills and Tampa. This trail and future trail network will serve all residents and visitors to Tampa, New Tampa, and surrounding communities looking for safe, natural areas to bicycle, walk and hike.

## Upcoming Meeting

Hillsborough County offers two ways to view project information and submit comments: in-person or by viewing meeting materials on the project website. The same material will be displayed at both the in-person meeting and online. While comments about the project are accepted at any time, please note that comments must be received or postmarked by October 24, 2022, to be included in the formal public meeting record.

**IN-PERSON OPTION:** On October 11, 2022, the in-person open house will be held at the Veterans Memorial Park, 3602 US-301, Tampa FL 33619, from 5:30 p.m. to 7:30 p.m. Attendees who are not feeling well should not attend the in-person meeting.

**ONLINE OPTION:** All meeting materials, including the presentation, will be available online at on October 11, 2022. The community will be able to view study information, provide feedback, and ask the study team questions on the proposed trail by visiting the County's Engagement and Education Hub at [HCFLGov.net/HCEngage](https://www.hcfl.gov/hcengage).

## For more information, contact:

Hillsborough County Project Manager | Manny Santos, E.I. | (813) 307-1921 | [SantosM@HillsboroughCounty.org](mailto:SantosM@HillsboroughCounty.org)

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. People who have question or concerns about these items, require special accommodations under the Americans with Disabilities Act, or who require translation services (free of charge) should contact Albert Coleman, Equal Opportunity Coordinator, at (813) 272-6554, or email at [ColemanA@HCFLGov.net](mailto:ColemanA@HCFLGov.net) at least seven days prior to the public meeting.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.



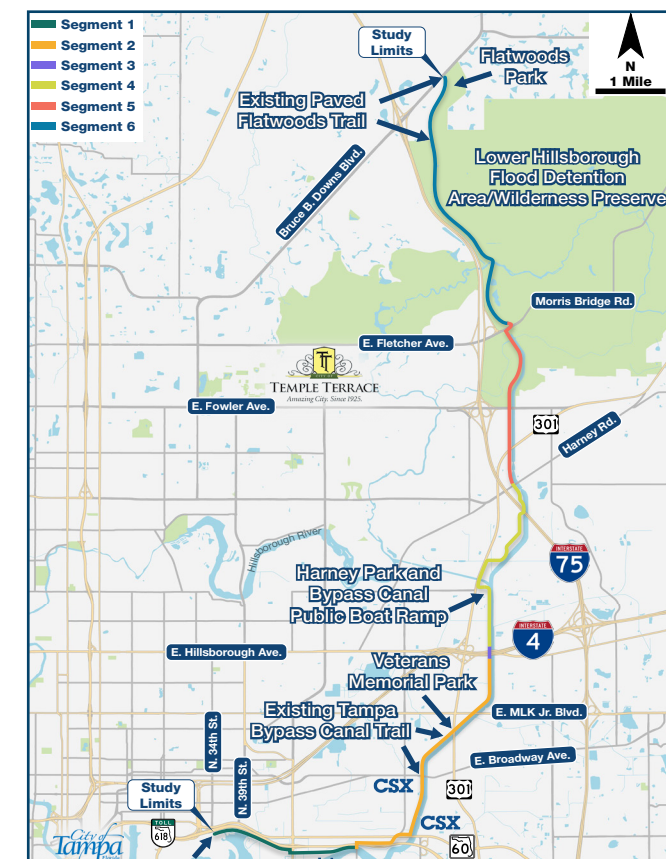
# Sendero de Tampa Bypass Canal Estudio de PD&E

Desde N. 34th Street hasta Bruce B. Downs Boulevard (County Road 581)

Número de Proyecto Financiero: 439482-1-28-01

CIP# 69660000, BOCC# 20-1290

Condado de Hillsborough



El condado de Hillsborough, en coordinación con el Departamento de Transportación de Florida (FDOT), Distrito 7, le invita a una reunión pública para el Estudio de Proyecto de Desarrollo y Medio Ambiente (PD&E) del proyecto Sendero de Tampa Bypass Canal desde N. 34th Street hasta Bruce B. Downs Boulevard (County Road 581). Habrá una apertura (en inglés "Open House") en persona el 11 de octubre de 2022 desde las 5 :30 p.m. hasta las 7:30 p.m., y una plataforma de participación virtual disponible desde el 11 de octubre de 2022 hasta el 24 de octubre de 2022.

El propósito de este estudio es evaluar y documentar los posibles efectos de ingeniería y ambientales de cualquier mejora propuesta. Los objetivos del proyecto son proporcionar oportunidades recreativas y sociales para los residentes y visitantes, conectando las comunidades de New Tampa, Temple Terrace, East Lake/Orient Park y Palm River a lo largo del sendero entre sí, así como con los recursos en el Norte de Tampa, el Sur de Tampa, y el condado de Hillsborough. Esta instalación está destinada a servir como parte del sistema SUN Trail del estado como una conexión regional planificada de senderos de usos múltiples entre Zephyrhills y Tampa. Este sendero y la futura red de senderos servirá a todos los residentes y visitantes de Tampa, New Tampa, y las comunidades alrededor que buscan áreas seguras y naturales para andar en bicicleta y caminar.

## Próxima Reunión

El condado de Hillsborough ofrece dos alternativas para ver la información del proyecto y enviar comentarios acerca del mismo: en persona o viendo los materiales de la reunión en el sitio web del proyecto. El mismo material se mostrará a través de la reunión en persona como en línea. Aunque

los comentarios sobre el proyecto se aceptaran en cualquier momento, favor tenga en cuenta que los comentarios deben ser recibidos en línea o enviados a través del correo postal antes del 24 de octubre de 2022, para ser incluidos en el registro formal de la reunión pública.

**OPCIÓN EN PERSONA:** El 11 de octubre de 2022, la apertura en persona se llevará a cabo en el Veterans Memorial Park, 3602 US-301, Tampa FL 33619, desde las 5:30 p.m. hasta las 7:30 p.m. Los asistentes que no se sientan bien de salud no deben asistir a la reunión en persona.

**OPCIÓN EN LÍNEA:** Todos los materiales de la reunión, incluida la presentación, estarán disponibles en línea el 11 de octubre de 2022. La comunidad podrá ver la información del estudio, proporcionar comentarios y hacer preguntas al equipo del estudio sobre el sendero propuesto a través del sitio web de Participación y Educación del Condado en [HCFLGov.net/HCEngage](https://www.hcfl.gov/net/HCEngage).

## Para más información, contacte:

Gerente de Proyecto | Manny Santos, E.I. | (813) 307-1921 | [SantosM@HillsboroughCounty.org](mailto:SantosM@HillsboroughCounty.org)

La participación pública es solicitada sin distinción a raza, color, origen nacional, edad, sexo, religión, discapacidad o estado familiar. Las personas que deseen expresar sus preocupaciones relacionado al cumplimiento del condado de Hillsborough del Título VI pueden hacerlo poniéndose en contacto con Albert Coleman, Coordinador de Igualdad de Oportunidades, (813) 272-6554 o por correo electrónico a [ColemanA@HCFLGov.net](mailto:ColemanA@HCFLGov.net)

La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo, o han sido, llevadas a cabo por el Departamento de Transportación de Florida (FDOT) en conformidad con el artículo 23 U.S.C. § 327 y Memorando de Entendimiento de fecha 26 de mayo de 2022, y ejecutado por FHWA y FDOT.