



Hillsborough TPO

Transportation Planning Organization

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Meeting of the Bicycle Pedestrian Advisory Committee

Wednesday, October 26, 2022, 5:30 – 7:30 p.m.

County Center, 18th Floor – Plan Hillsborough Committee Room

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

Remote participation:

- To view presentations and participate 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. 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

VII. Status Reports

- A. Tampa International Airport Master Plan Process (Gina Evans, Aviation Authority)
- B. Tampa MOVES Update (Mobility Staff, City of Tampa)
- C. Hillsborough County Paved Trail Big Data Survey (Sarah Caper and Chris Fellerhoff, Hillsborough County)
- D. Multimodal Level of Service Report (Connor MacDonald, TPO Staff)

VIII. Old Business & New Business

IX. Adjournment

X. Addendum

- A. TPO Meeting Summary and Committee Reports
- B. Announcement: Gulf Coast Safe Street Summit November 3rd
- C. [The State of Transportation in Hillsborough](#)
- D. Tampa Bypass Canal Meeting

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

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Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 576-2313 o 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. 56th/50th 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 56th 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 16th. 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



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Tampa International Airport Master Plan Process

Presenter:

Gina Evans, Hillsborough County Aviation Authority

Summary:

On November 3, 2021, the HCAA Board of Directors approved launching the 2022 Master Plan Update (MPU) for Tampa International Airport. This update will follow the same general airport master planning process prescribed by the Federal Aviation Administration and the Florida Department of Transportation undertaken for the 2012 Master Plan Update. In general, it will identify industry trends and assess future aviation demand patterns in order to create a cohesive, long-term airport development strategy, which in turn will help define a new Capital Improvement Plan for the Airport. However, the 2022 Master Plan Update will complement and supplement the focus areas of study that were included in the 2012 Master Plan Update and the 2016 Addendum.

TPA's Master Plan Update is anticipated to span approximately 24 months and will involve coordination and interactions with the Authority's airline and business partners, the regulatory and local planning agencies, airport stakeholders, and the public throughout the master planning process in order to solicit input and comments regarding current and future airport needs, and the resulting master planning analyses and recommendations.

This process will culminate with the submission of the Airport Master Plan Update and the associated Airport Layout Plan to the FAA for its review and subsequent approval.

Recommended Action:

None, for information only.

Prepared By:

Ben Gordon, TPO Staff

Attachments:

[Tampa International Airport Master Plan website](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Tampa MOVES Plan Update

Presenter

City of Tampa Mobility Staff

Summary

Staff will provide an update on [M.O.V.E.S.](#) (Mobility, Opportunity, Vision, Equity, and Safety), the City of Tampa's transportation plan that addresses several mobility related issues facing the City. Tampa M.O.V.E.S. is led by the City's Mobility Department with support from other City Departments and input from partner agencies in the region. It will cover all the ways to get around the City.

Tampa M.O.V.E.S. is a multi-year, multi-step planning process facilitated through the City's Mobility Department. Once completed, Tampa M.O.V.E.S. will outline transportation objectives, priorities, initiatives for the next 30 years and include the [Vision Zero Action Plan](#) which will facilitate a culture shift in how the City approaches safety.

The City of Tampa needs your help to plan for the future of our community. This fall, they will be hosting a series of town halls to get input on major planning initiatives that will affect growth and change around the city for years to come. Please join them at one of the in-person sessions or at the virtual session to participate in discussions about Tampa's long-term plans for climate equity, energy efficiency, mobility, land use and more!.

Upcoming Townhall Meetings:

- Tuesday, October 11, 5:30 p.m. at Port Tampa Community Center - 4702 W McCoy St, Tampa, FL 33616
- Tuesday, October 18, 12:00 p.m. – Virtual Meeting

Recommended Action

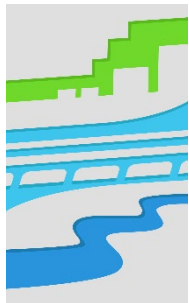
None.

Prepared By

Lisa K. Silva, AICP, PLA, TPO Staff

Attachments

[MOVES website](#)
[Presentation Slides](#) (available 10/6/22)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Hillsborough County Paved Trail Big Data Survey

Presenter:

Chris Fellerhoff and Sarah Caper, Hillsborough County Community & Infrastructure Planning Department

Summary:

Hillsborough County recently conducted a paved trail “survey” using a Big Data platform. Pedestrian and bicycle trail user data for over 15 trail segments throughout Hillsborough County was collected and analyzed. County staff will provide an overview of the project.

Recommended Action:

None. For information only.

Prepared By:

Gena Torres, TPO staff

Attachments:

None.



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Multimodal Level of Service Report

Presenter:

Connor MacDonald, TPO Staff

Summary:

The 2022 Multimodal Level of Service (MMLoS) Report is a comprehensive inventory of major roadways across Hillsborough County and identifies the operating conditions of each facility. The LOS methodologies allow for performance evaluations of roadways to accommodate traveling vehicles, bicyclists, pedestrians, and transit across Hillsborough County.

This task has culminated in the creation of a technical report that can be used internally or by other agencies or interested parties. The presenter will provide a brief status update of the report.

Recommended Action:

None. For information only.

Prepared By:

Connor MacDonald, TPO Staff

Attachments:

[Plan Hillsborough Transportation Level of Service Report Webpage](#) (2022 Report will be provided here)



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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING SEPTEMBER 14, 2022
DRAFT MINUTES**

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE_*(Timestamp 1:28:09)*

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 1:28:45)*

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Gwen Myers, Councilmember Joseph Citro, Councilmember Lynn Hurtak, Mayor Andrew Ross, Mayor Nate Kilton, Joe Lopano, Gina Evans, Adalee Le Grand, Greg Slater, Charles Klug, Planning Commissioner Cody Powell, Board Member Jessica Vaughn

The following members were present virtually: Commissioner Kimberly Overman, Commissioner Mariella Smith

The following members were absent/excused: Councilmember Guido Maniscalco

A quorum was met in person.

A. Vote of Consent for Remote Member Participation.

Voice vote, motion passes unanimously.

III. APPROVAL OF MINUTES_ *(Timestamp 1:29:59)* – August 10, 2022

Chair Cohen sought a motion to approve the August 10, 2022 minutes. Commissioner Myers so moved, seconded by Joe Lopano. Voice vote: motion carries unanimously.

IV. PUBLIC COMMENT *(Timestamp 1:30:21)* (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.

- **Rick Fernandez** – Vice Chair of the TPO CAC and commenting as an individual. Incorporates by reference comments submitted in writing on September 13, 2022. Noted that the Planning Commission seat on the CAC has been vacant since August 2022. The CAC has been told that appointments are to be “slow walked” as the CAC undergoes a review by TPO Staff and that Ms. Alden asked the TPO Board to hold off on appointments due to this review. The ability of the CAC to do its work is by members showing up and being actively engaged. As of September 7, the CAC has 23 seats on the committee; four are vacant and three, excluding the Planning Commission, have been vacant for months. At least six of the members have been absent three or more times this year with one having not been present since March 2022. It was noted that the voices of Councilmember Hurtak and Maniscalco along with Commissioner Overman and the City of Temple Terrace are not being presented on the CAC. It is Mr. Fernandez’s feeling that the CAC does not

need to be revamped, a better job needs to be done with the rules and procedures in place. It was asked that appointments be made and current appointments are verified or replaced.

- **Sharon Calvert** – The agenda item “Status of board request for evaluating I-275, Bearss-Hillsborough” misrepresents the action the board requested at the June 2022 meeting. The request was to remove FDOT’s planned additional two lanes of I-275 North from the TPO’s LRTP. It was noted that the language was used so that future TPOs “don’t get stuck with this.” Such action and use of nomenclature is appalling to the hundreds of thousands of residents and visitors who use I-275 in the Tampa Bay area. Many of these people are going to Moffit, Busch Gardens, USF Hospital, etc. Rail projects have been in the LRTP for decades and have never been removed. The voters overwhelmingly voted down a rail tax in 2010. FDOT is planning to add capacity to I-275 with taxes already being paid instead of the rail projects that would require at least \$23 billion. This agenda item misleads the public and requests that future agenda topics are not put in to mislead the public.

V. COMMITTEE REPORTS & ADVANCE COMMENTS (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff; Beth Alden, TPO Director) *(Timestamp 1:37:25)*

A. CAC – September 7, 2022 (Bill Roberts, CAC Chair)

- Approved
 - TIP Roll Forward Amendment 2022 – requested the committee be provided a rationale for the delay of affected projects in the future.
 - FDOT SIS Cost Feasible Plan Letter of Comment – with additional comment.
 - CAC Organizational Structure – 6P meeting start time, hybrid format, hosting optional meetings off-site, and in-person quorum of seven. Requested staff to return with proposals to address term limits, seats reserved for underrepresented demographic groups, and seats reserved for geographic areas. Noted that all elected officials serving on the TPO Board retain the ability to appoint members to the committee.
- Old/New Business
 - Moved to support the 2022 Transportation Surtax Referendum
 - Asked for a statement be prepared to identify a goal of reducing trips on the system

B. TAC – September 12, 2022 (Davida Franklin, TPO Staff)

- Approved
 - TIP Roll Forward Amendments
 - FDOT SIS Cost Feasible Plan Letter with comment
- Status Reports
 - Tampa International Airport Master Plan Process
 - Tampa Vision Zero Implementation through Maintenance

C. LRC – August 24, 2022 (Davida Franklin, TPO Staff)

- Approved
 - Comments on ETDM Project #14494 – Van Dyke Rd from Gunn Hwy to Whirley Rd
- Status Reports
 - 56th/50th Street Corridor Project
 - Plant City Canal Connector Study
 - Hillsborough County Bicycle Network Evaluation

- Health Impacts of Complete Streets
- D. BPAC – August 24, 2022** (Davida Franklin, TPO Staff)
 - No in-person quorum – unable to take action on the approval of new members
 - Status Reports
 - 56th/50th Street Corridor Project
 - Plant City Canal Connector Study
 - Hillsborough County Bicycle Network Evaluation
- E. TDCB – August 26, 2022**
 - Approved
 - Transportation Disadvantaged Service Plan Amendment.
 - Status Reports
 - Sunshine Line Update
 - HART FY2023 Budget
 - Transportation Disadvantaged Return on Investment Study
 - Health Impacts of Complete Streets LRTP
- 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 – September 14, 2022** (Beth Alden)
 - Discussion on the FDOT EV charging opportunities plan. Actively looking to partner with local governments. TPO getting ready to kick off a study for EV opportunity in Hillsborough County.
- 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.

VI. CONSENT AGENDA (*Timestamp 1:46:43*)

- A. Committee Appointments**
 - CAC – Drew Newman (Planning Commission)
- B. Bylaws amendment for Transportation Disadvantaged Coordinating Board**– return the quorum to a simple majority of the seated members
- C. USF-TPO Air Quality Monitoring Fellowship MOU**

Motion to approve the consent agenda from Commissioner Kemp, seconded by Commissioner Myers. Voice vote, the motion passes unanimously.

VII. ACTION ITEMS:

- A. TIP Roll Forward Amendment 2022** (Connor MacDonald, TPO Staff) (*Timestamp 1:47:05*)
 - Review of TIP and Work Program timeline – funds must be spent prior to the end of the FY and cannot be banked.
 - Review of Roll Forward Amendment.

- One amendment requested by FDOT to roll forward three projects to FY23
 - Westshore Interchange Major Reconstruction
 - City of Tampa’s Floribaska Complete Streets project
 - HART’s new maintenance facility
- Went over public outreach
- Comment from CAC

Recommended Action: Approve the “Roll Forward” amendment (consisting of 3 projects) to the FY 22/23 TIP and recommend approval to the TPO Board.

Presentation: [TIP Roll Forward Amendments 2022](#)

Report: [Comparative Report](#)

Commissioner Kemp moved to approve the TIP Roll Forward Amendment; seconded by Mayor Ross.

Roll call vote, the motion unanimously 15 – 0.

- B. **FDOT SIS Cost Feasible Plan – Letter of Comment** (Johnny Wong, TPO Staff) *(Timestamp 1:53:50)*
- Review of the Strategic Intermodal System (SIS) and the SIS Cost Feasible Plan and how they are developed.
 - Went over the 2050 SIS CFP –
 - Projects deferred during the previous Work Program Development Cycles
 - Projects remaining from the SIS 2045 CFP
 - Projects advanced from the SIS 2045 Multi-Modal Unfunded Needs Plan
 - New projects identified as priorities
 - Review of eligibility guidelines, the funding window, funding bands and costs
 - Showed timeline and where we are in the process and where we are going
 - Went over samples of Long-Range SIS Projects (FY2033 – 2050):
 - Review of stakeholder input and updates to the letter.
 - Draft letter to FDOT for approval

Presentation: [Presentation Slides and a draft letter are included in September 2022 Agenda Packet](#)

Recommended Action: Approve the SIS Cost Feasible Plan Letter of Comment and any additional comments and/or feedback.

Discussion:

It was asked if the area of the letter regarding the managed lanes language could be stronger and similar to what has been put in previous letters. Support lane management strategies other than toll lanes. The TPO requests to be notified before projects go into the design and engineering phases. It was noted that the TPO Board passed a motion that any project that planned to use tolls as lane management, would have to come before the Board. It needs to be made clear in the SIS approval that prior to considering any toll rates it is required to have it come before the TPO

Board. It was noted that TPO Staff will have to monitor this during project phases. It was asked if today's vote would authorize tolled lanes. No, with the additional language of the motion, it will require notification to the TPO Board. It was also noted that the TPO Board has voted in the past to prohibit any toll lanes north of the Downtown Interchange to Bears Avenue. That is something that is in this letter and would like to include the prohibition in the letter or outside of it. FDOT is proposing two additional general-purpose lanes; they are in the LRTP and will be brought to the Board in October.

Commissioner Smith moved that the language regarding lane management strategies, that language be added to the letter that the TPO Board supports lane management strategies that incentivize high occupancy vehicles, alternative fuels, and transit, and that facilitate emergency response, evacuations, and safer movement of freight. The TPO has concerns about adding new toll lanes and new tolls to an interstate highway corridor that has been supported with public dollars. We would like the opportunity to be closely involved when the Department begins drafting its lane management approach and the TPO requests to be notified of the lane management approach before the design phase of preliminary engineering is proposed to be funded. Seconded by Commissioner Kemp.

Discussion:

There was concern expressed that certain tools are taken out of the toolbox before analysis. The language from the April 2022 letter was read. The language proposed in the motion was very similar. There was also concern that the language of the letter is bringing up a debate about the benefits and drawbacks of tolls. It was asked that specific language be brought back to the TPO Board in October. It was noted that the comment period closes on September 16. It was brought up that the proposed language is showing concerns about tolls and that the Board requests to be consulted before final decisions are made. The letter, as written, says the TPO will be consulted with toll rates. It was expressed that the motion language does not take anything off the table for solutions. It was suggested that a generic statement be made. It was noted that, historically, the default has been to tolls; the TPO Board has asked that this not be the default and that other management strategies be used. If tolls are the best option after analysis, it needs to be brought back to the Board for justification and approval.

Roll call vote, the motion passed 10 – 5.

Discussion:

SR 60 widening has a significant impact on east county particularly Plant City. Plant City has added millions of square feet of industrial space recently and millions on the Polk County side of the road. The projections for millions more square footage in the near future is not insignificant. FDOT is constructing a truck-only rest area at County Line and Frontage Road. This is an important piece of SIS.

Mayor Ross moved to approve the letter, seconded by Board Member Vaughn with the amended language. Roll call vote passes 11 – 4.

STATUS REPORTS

A. **Tampa International Airport Master Plan Process** (Joe Lopano, Hillsborough County Aviation Authority.) (*Timestamp 2:41:44*)

- Required by the FAA every 10 years for the next 30 years
- Review of the current state of the airport including access, economic activity, largest carriers, operating revenue sources, heading to a record year in 2023, exceeding the national recovery rates in resiliency
- Looked at expansion for service and airlines
- Went over Master Plan from 2012 and what has been completed, what is underway, and what is next; Airside D is the major project serving both domestic and international
- Review of Airside D budget and where the money is coming from, has been approved by the Hillsborough County Aviation Authority Board
- Have been doing a lot of community outreach both at the airport and at other public meetings
- Review of the overall master plan and where the airport is going with innovative and emerging technologies, forecasted passenger growth, express curbsides, new parking structure and online booking system, new office building with rental space, mobile ordering, biometric screening (exit and entry), and the flamingo art piece popularity
- Proud of accolades achieved and employee engagement

Website: [Tampa International Airport Master Plan](#)

Discussion:

- Commended the improvements at the airport and in obtaining the grants. It was asked if there is an opportunity to connect to the rail line north of the airport and if it would be possible to utilize it at some point. A better corridor would be to connect to the City of Tampa at the rental car facility. There is right-of-way available and the airport is ready to accept rail, rubber or steel wheel. A southern alignment is preferred by the airport.

VIII. **EXECUTIVE DIRECTOR'S REPORT** (*Timestamp 2:57:39*)

- ### A. Status of board request for evaluating I-275, Bearss – Hillsborough
- Possible amendment to LRTP, will be bringing it back in October for discussion
 - Looking at many different impacts to traffic situations, coordination of transit projects in the corridor, and impacts on the surrounding this area.
 - If the board would like to proceed further with public engagement and notice of a public hearing, that would be the time for that guidance.
- ### B. Sunrunner BRT field trip – PSTA has offered a bus and tour guide, Tuesday, November 15th in the afternoon. Will be round trip of 1 to 1 ½ hour. This will be in place of the November meeting.
- ### C. EPC Review of I-275 Construction Air Quality Concerns
- Scheduled for presentation at the EPC meeting and will be coming back to this Board in October for an update.
- ### D. Quarterly regional meeting for the Tampa Bay TMA Leadership Group on September 23rd.
- ### E. Regional Gulf Coast Safe Streets Summit will be on November 3rd in Lakeland and hosted by Polk County.

IX. OLD & NEW BUSINESS (Timestamp 3:02:50)

- A. Commissioner Smith pointed out that in the addendum, section B, there is a fact sheet about SR 56 extension. The County Commission became concerned and sent a letter to FDOT expressing vehement opposition to any corridors that would be coming into Hillsborough County through the nature preserve areas. It seems this project is still a possibility; it looks about the same but with some area added. Requested FDOT come back and give a report on where this project is.
- B. Next meeting is on October 12, 2022.

X. ADJOURNMENT – The meeting adjourned at 11:39 PM

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

Social Media

None

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

Email

Board Folder was emailed to the TPO Board on 9/13/2022

Mitch Perry, Bay News 9 – Asked if the County has any future plans for diesel powered multi-unit trains

Mauricio Rosas – Gave suggestions for changing bad driving behavior

Eng Gin Moe – Thanks Assistant Executive Director Allison Yeh for presenting to the U.S. Singapore Third County Training Program

Neil Consentino – Advocated for repurposing the soon-to-be demolished northbound span of the Howard Frankland Bridge

Rick Fernandez – Asked for data on high-speed crashes and injuries at the Downtown Interchange

Sharon Calvert – Made a public records request for a copy of the status of the Board's request for evaluating I-275 between Bearss and Hillsborough Avenues

Tammany McDaniel, Health Choice Network - Requested a Letter of Support for an upcoming USDA grant application

Olivia George, Tampa Bay Times – Asked for an estimate of the amount of transportation surtax collections that would be paid by non-resident commuters and tourists

Don Balaban – Requested letter of comment on Florida Department of Transportation's study of US 301



Summary of Committee Reports and Public Comments – October 2022

Please note: Due to the Technical Advisory Committee’s meeting occurring on Monday, October 10, the Board does not have a committee report from that committee in advance. The items mentioned in this report serve as a verbal update in lieu of their committee report. Also LRC and BPAC meetings were delayed due to Hurricane Ian.

Items pertaining to action items:

- TIP Amendment: Walk/Bike Safety Outreach and HART New Passenger Ferry
 - Approved by the Technical Advisory Committee and the Citizens Advisory Committee
- Health Impact Assessment of 2045 LRTP Complete Street Projects
 - Approved by the Technical Advisory Committee and the Citizens Advisory Committee

Items pertaining to the consent agenda:

- Plant City Canal Connector Trail Study
 - Approved by the Technical Advisory Committee and the Citizens Advisory Committee

Additional notes from the Technical Advisory Committee meeting on September 12:

- The Technical Advisory Committee also heard status reports on the Tampa MOVES Plan, Hillsborough Count Paved Trail Big Data Survey, and TPO’s Multimodal Level of Service Report

Summary of Public Comments – October 2022*

***Comments received through email and social media; received no social media comments regarding the agenda including the Roll Forward TIP Amendment**

On social media we received comments asking to reevaluate how we set goals for Vision Zero. The request was to focus on zero rather than the projected number of annual fatalities.

Chris Vela and Gloria Jena Royster – noted there should have been more public input for the City of Tampa’s proposed Ashley Drive redesign and also share other concerns and suggestions

Neil Cosentino – Shared benefit for repurposing the soon-to-be demolished span of the Howard Frankland Bridge

Alana Braiser- Shared that the Safea Streets for All program will implement recommendations from the TPO’s Safe Routes to Schools Study

Please note: Attachments referenced by the public commenters are included in the email Cheryl Wilkening sent to board members yesterday evening.

This concludes my report. Ms. Alden will now give an update on the Policy Meeting that just occurred.



GULF COAST

Safe Streets Summit

Nov. 3, 2022

R.P. Funding Center
Lakeland, Florida



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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.



SCTPA
Sun Coast Transportation Planning Alliance



Polk Transportation
Planning Organization



GULF COAST Safe Streets Summit

Nov. 3, 2022
R.P. Funding Center
Lakeland, Florida

PROGRAM SCHEDULE

Morning Safety Fair Activities

- 9 a.m. Registration and Safety Fair Opens
12 – 1 p.m. Lunch Sponsored by Kimley Horn

Afternoon Session

- 1 p.m. Welcome and Introductions
1:15 p.m. **Keynote Speaker: Melissa Wandall, President, National Coalition of Safer Streets**
1:45 p.m. Safety Awards
2:15 p.m. **Keynote Speaker: Sheriff Grady Judd, Polk County Sheriff's Office**
2:45 - 3 p.m. Break
3 - 4:30 p.m. **Safety on a Budget (Panel Discussion)**
 - Nicole Waldheim, Transportation Safety Team Lead, Burgess & Niple, Inc.
 - Tony Garcia, Principal, Street Plans
 - Steven Davis, District TSM&O Program Engineer, FDOT
 - Parag Agrawal, Executive Director, Polk TPO
4:30 - 5 p.m. Safety Pledge and Discussion

American Institute of Certified Planners (AICP) Certification Maintenance (CM) professional credits with the American Planning Association (APA) are pending.

**EXPERIENCE
SAFETY**

This year's summit is more than just speakers. Participants will experience first-hand how different concepts, laws and ideas impact the safety of those around us and the designs of our transportation infrastructure. Immersive onsite and mobile experiences are available.

KEYNOTE SPEAKERS



MELISSA WANDALL

President, National Coalition of Safer Roads

Melissa Wandall is devoted to educate, encourage and empower individuals and organizations for greater impact.

As President of the National Coalition of Safer Roads (NCSR) Melissa has set out to change highway safety and reduce the number of injuries and deaths caused by traffic collisions. NCSR's mission is **"To Connect and Empower Survivor Advocates of traffic related tragedies with the tools and resources needed to take actions supporting an end to road violence."**

As an advocate Melissa was instrumental in passing Florida's Mark Wandall Traffic Safety Act allowing Florida communities to utilize Red Light Safety Cameras to help curb negligent behaviors, make streets safer and save lives.



SHERIFF GRADY JUDD

Polk County Sheriff's Office

Grady Judd began his career at the Polk County Sheriff's Office in 1972 as a dispatcher. After transferring to the Patrol Division in 1974, he quickly progressed through the ranks – holding every rank from Sergeant to Colonel. Polk County overwhelmingly elected Grady to serve as Sheriff in 2004.

Sheriff Judd has earned higher education degrees through the Masters level – having obtained both Master's and Bachelor's degrees from Rollins College. He is a graduate of the FBI National Academy, the Senior Management Institute for Police, the FBI Law Enforcement Executive Development Seminar, and the FBI National Executive Institute. He was a participant of the Jewish Institute for

National Security Affairs (JINSA) Law Enforcement Exchange Program (LEEP).

Sheriff Judd has taught as an adjunct professor at both the University of South Florida and Florida Southern College. He is a Polk County School Board Hall of Fame inductee, a past recipient of Polk State College's prestigious Distinguished Alumni Award, the 2008 Boy Scouts of America Distinguished Citizen Award, Protect Our Children Junny Award, the 2013 Callyo's Leaders in Online Child Protection Award, as well as the 2013 Church Women United Human Rights Award. He is a past President of the Florida Sheriffs Association and the Major County Sheriffs of America, a national organization serving counties with a population of 500,000 or more.

PANEL SPEAKERS



NICOLE WALDHEIM

Transportation Safety Team Lead
Burgess & Niple, Inc., Washington DC

Nicole is Burgess & Niple's national Transportation Safety Team lead. She has 20 years of experience in transportation planning with the past 11 focused on safety. She recently completed a local safety plan framed around the Safe System Approach, identifying safety programs, policies, and projects for all road users. Nicole is also the co-Principal Investigator for the NCHRP project, Applying the Safe

System Approach to Transportation Planning, Design and Operation in the United States. For this research, the team is identifying tools, practices, policies and prioritization methods to promote safer roads for all users based on lessons learned abroad. Nicole also developed and teaches a full day class to assist State DOTs and MPOs in identifying tools, techniques, strategies and policies to prioritize safe systems concepts in their transportation planning documents.



TONY GARCIA, RA

Principal, The Street Plans Collaborative, South Miami

Tony Garcia, RA is a co-founder of Street Plans and leads the day-to-day operations of the firm. Considered one of the foremost experts in the field of placemaking and street design of his generation, he is a licensed architect and has delivered hundreds of presentations, lectures, and workshops during his 17-year long career.

Having completed over 150,000 sf of street murals around the country, he is one of the most prolific asphalt art muralists in the world, is the author of the Asphalt Art guide, and serves as the technical advisor for over 30 cities as part of the Bloomberg Asphalt Art Initiative. Tony is also a coauthor of the globally acclaimed series Tactical Urbanism: Short-Term Action, Long-Term Change, co-author of Tactical Urbanism, published by Island Press in March 2015, and together with Mike Lydon is the recipient of the 2017 Seaside Prize.

In 2018, Tony was awarded the CINTAS Foundation Fellowship for Architecture & Design for contributions to the field of urban design.



STEVEN DAVIS, PE, MBA

Interim District Traffic Operations Engineer
FDOT District 1, Bartow

Steven is a fifth-generation native Floridian; born and raised in Lakeland. He holds a B.S. in Civil Engineering and an M.B.A. from the University of South Florida in Tampa and is a registered professional engineer. Following his undergraduate education Steven served as a Blackhawk helicopter pilot and Captain in the Florida Army National Guard deploying to Serbia in 2013.

He began his transportation career at FDOT, in Bartow in 2014 in the P.E. Trainee program. After graduating the program, he served with the In-house Roadway Design group as a design project manager and in 2019 he moved to Traffic Operations. In his current role Steven is serving as the District Transportation Systems Management & Operations (TSM&O) Engineer, leading the district's Arterial & Freeway Traffic Management and ITS Production teams.



PARAG AGRAWAL, AICP

Executive Director, Polk Transportation Planning
Organization, Bartow

Parag Agrawal is the Executive Director of the Polk Transportation Planning Organization. The Polk Transportation Planning Organization (TPO) is the lead transportation planning agency for Polk County and 17 incorporated municipalities.

Parag has more than 20 years of experience of leading high-performance, service-oriented work environments to promote sustainable growth practices, foster economic development and facilitate multi-modal transportation systems.

Throughout his career, Parag has facilitated inter-agency collaboration, community engagement, and has led comprehensive planning processes, revitalization strategies, historic preservation and land conservation programs. In his free time, Parag enjoys exploring new places and spending time with his two young daughters.

MOBILE TOURS*



SunTrax Facility Tour

Located off I-4, SunTrax is a large-scale, cutting-edge facility being developed by the Florida Department of Transportation, dedicated to the research, development and testing of emerging transportation technologies in safe and controlled environments. The tour participants will see how connected and autonomous vehicles (CAVs) are tested, advanced and readied for full-scale public deployment. The space is limited to 30 participants and the tour bus will start from RP Funding Center for the SunTrax Facility.

Complete Streets Walk and Talk

Come join safety experts and planners for a half-mile complete street **“Walk and Talk.”** As we walk along the route, the tour will feature a “hands-on” assessment of the streets near the RP Funding Arena. In small group facilitated discussions, tour leaders will ask you to consider the street from multiple user perspectives. The tour will feature stopping points along the route to assess context, safety and comfort for all residents. Wear comfortable shoes, bring your sunglasses and let's walk and talk!



Roadway Safety Audit

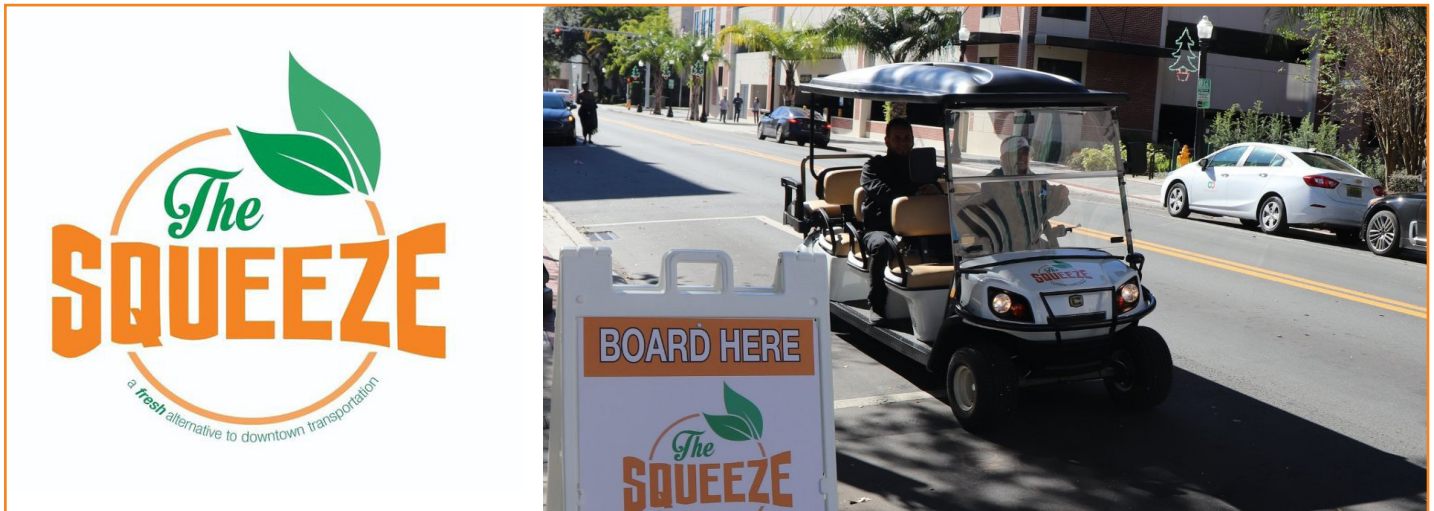
Tour participants will be guided on walking tour of a neighborhood, to learn how a roadway safety audit is conducted by safety experts using a readily available checklist. They will point out what they notice that is safe, or which a community would consider fixing, as far as sidewalks, lighting fixtures, curbs, intersections and similar things. Closed-toed walking shoes are recommended.

*Pre-registration was required to participate in mobile tours



Come Drive the Bus

Have you ever envisioned yourself driving the bus through the city streets? In this activity tour participants will be allowed to drive a Citrus Connection bus, at the Citrus Connection training facility. There will be always a CDL-Licensed Citrus Connection Driver (or supervisor) on the bus. The space is limited to 30 participants and the tour bus will start from RP Funding Center for this activity.



Parklet and Traffic Management Center Tour

Take a ride through Downtown Lakeland on the Citrus Connection's The Squeeze circulator to see the new "parklets" that expand dining areas for people. Participants will then visit the **City's Traffic Management Center**, where many of the City's 174 signalized intersections are monitored throughout the day. The tour includes a ride around the north side of Lake Mirror, where much of a former State Highway was removed to create a premier public space that has been the centerpiece of Downtown Lakeland's revitalization efforts.

Westgate-Central Neighborhood Tour

Participants will tour the Westgate Central Neighborhood and surrounding areas west of Downtown, where community engagement and partnerships have resulted in significant investments to improve transportation infrastructure.

SAFETY FAIR ACTIVITIES



Roundabout Crash Demonstration & Emergency Stopping

This demonstration allows the public to see the actual distance a car travels after emergency braking at various speeds (20mph, 30 mph, 40mph) and how roundabouts naturally slow traffic and lessen the impact of vehicular crashes.

Cone-about

See how easy it is to demonstrate for the public the benefits of roundabout benefits. Learn common misconceptions and tips for introducing roundabouts into the community.



English Signage Role Reversal

This exhibit allows participants to experience what it feels like for road users with limited English proficiency when encountering warning signs in a language they may not understand. Participants will be encouraged to "read" signs in an unknown language to experience the frustration of drivers who may see signs and not know how to react.

Walking School Bus & From a Child's Perspective

This exhibit provides information on Walking School Buses and how schools can implement WSB programs. Additionally, participants will have a chance to revisit childhood with a "board the bus" activity scaled to demonstrate the difficulty of stepping up onto a school bus while carrying a backpack full of books, with the first step being approximately 30% of a child's height from the ground.



Bike Helmet Fitting

Why is helmet fitting important and how to do it? See what can happen if you or your child's bike helmet chin strap is too loose and how to check it.



"She Came Out Of Nowhere!" - Increased Speed and Perception Narrowing and Driver's Cone of Vision

This exhibit will demonstrate the narrowing of a drivers' vision as speed increases.

SAFETY FAIR ACTIVITIES



Seatbelt Convincer

This hybrid active and static exhibit allows participants to experience a glimpse of the forces involved in a crash. The Seatbelt Convincer is a 'ride' administered by the Florida Highway Patrol to simulate a low impact crash and the benefits of using seatbelts and airbags.

Back-lit Lighting Demonstration

Observe how lighting placement impacts pedestrian visibility. Participants will be able to observe (in miniature) how light placement relative to a street crossing limits pedestrian visibility to the drivers.



Pop-up Safety

See inexpensive safety improvements that can be done temporarily, or as tests of permanent features.



Understanding ADA in the field

Participants will experience demonstrations of the obstacles people with disabilities face when navigating the built environment.



Motorcycle Simulation

Participate in a motorcycle driving video game with motorcycle-like controls.



'If You Can't See My Mirrors' - Truck Blind Spots

This exhibit allows participants to experience what a freight truck driver can and can't see in their truck's rear-view mirrors, and to see why cars shouldn't follow a freight truck closely.



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Evaluation Matrix

Evaluation Criteria	No-Build Alternative	Preferred Alternative Total	Preferred Alternative Segments						
			Segment Number	1	2	3	4	5	6
			Limits	N. 34th St to S. Maydell Dr	S. Maydell Dr to South of I-4	I-4 Crossing	North of I-4 to Harney Rd	Harney Rd to E. Fletcher Ave	E. Fletcher Ave to CR 581 (Bruce B Downs)
Potential Right-of-Way (ROW) Effects (acres)			Length (Miles)	2.5	4.3	0.3	3.3	2.7	4.7
Owner: CSX Transportation	0	0.10		0.00	0.10	0.00	0.00	0.00	0.00
Owner: Private	0	3.53		1.75	1.16	0.01	0.61	0.00	0.00
Total Acres	0	3.63		1.75	1.26	0.01	0.61	0.00	0.00
Potential Relocations									
Number of business relocations	0	0		0	0	0	0	0	0
Number of residential relocations	0	0		0	0	0	0	0	0
Potential Environmental Effects									
Archaeological probability / Historical sites identified ¹	None/0	Low-High/37		Low / 4	Low / 29	Low / 1	Low / 6	High / 0	High / 0
Section 4(f) sites ³	0	11		3	3	0	2	3	1
Wetlands (acres)	0	4.76		1.26	0.49	0.00	2.77	0.24	0.00
Threatened and endangered species likelihood of occurrence	None	Varies		Moderate	High	Moderate	High	Moderate	High
Essential Fish Habitat (acres)	0	0.29		0.25	0.04	0.00	0.00	0.00	0.00
Petroleum and hazardous material sites (ranked as high / medium) ¹	0/0	3/12		2/4	1 / 5	0 / 1	0 / 1	0 / 1	0 / 0
Estimated Project Costs (2022 Cost)									
Wetland Mitigation Cost ²	\$0	\$663,300		\$175,600	\$68,300	\$0	\$386,000	\$33,400	\$0
Right-of-Way Cost	\$0	\$6,131,300		\$2,299,100	\$3,022,800	\$166,000	\$643,400	\$0	\$0
Construction Cost	\$0	\$25,999,000		\$2,004,000	\$7,867,000	\$3,483,000	\$4,894,000	\$4,620,000	\$3,131,000
Design (20% of Construction Cost)	\$0	\$5,199,800		\$400,800	\$1,573,400	\$696,600	\$978,800	\$924,000	\$626,200
Construction Engineering & Inspection (10% of Construction Cost)	\$0	\$2,599,900		\$200,400	\$786,700	\$348,300	\$489,400	\$462,000	\$313,100
Preliminary Estimate of Total Project Costs	\$0	\$40,593,300		\$5,079,900	\$13,318,200	\$4,693,900	\$7,391,600	\$6,039,400	\$4,070,300

1. Resources that occur in more than one segment are listed in each segment. However, they are only counted once in the Preferred Alternative total column.
 2. Mitigation cost based on \$139,354 per acre for Fiscal Year 2026/27 from FDOT Work Program Instructions

Preferred Alternative

The Preferred Alternative consists of a 17.7-mile proposed trail within the study limits. Most of the proposed trail will be a 12-foot asphalt trail, but there may be slight variations in the width in certain areas. The project study corridor has been divided into six segments to help define the implementation and phasing of future projects. The proposed project segments are identified from south to north as follows:

- Segment 1 – N. 34th Street to Maydell Drive (2.5 miles)
- Segment 2 – Maydell Drive to south of Interstate 4 (I-4) (4.3 miles)
- Segment 3 – I-4 Crossing (0.3 miles)
- Segment 4 – North of I-4 to Harney Road (3.3 miles)
- Segment 5 – Harney Road to E. Fletcher Avenue/Morris Bridge Road (2.7 miles)
- Segment 6 – E. Fletcher Avenue/Morris Bridge Road to CR 581 (Bruce B. Downs Boulevard) (4.7 miles)

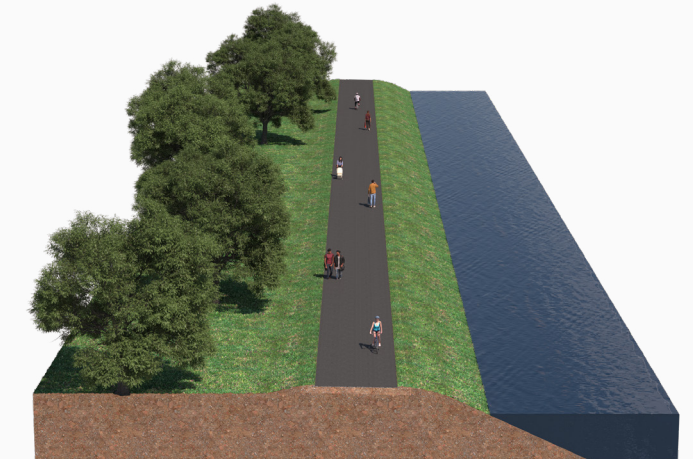
Any right-of-way (ROW), or land, needed for the proposed improvements will be obtained by agreements with local agencies, donation, easement, or purchase from willing sellers. Based on the statutory requirements associated with use of FDOT SUN Trail funding, ROW acquisition via eminent domain is not anticipated.

Typical Sections



12'

Typical Section 1
General Trail Typical Section



12'

Typical Section 2
General Trail Typical Section



12'

Typical Section 3
Railroad and Interstate Underpass



12'

Typical Section 4
Highway Underpass



6' | 10' | 10'

Typical Section 5
Washington Street with Sharrow lanes and a sidewalk