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Transportation Planning Organization

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Meeting of the Livable Roadways Committee

Wednesday, October 26, 2022, 9:00 a.m. – 11:00 a.m.

County Center, 18th Floor – Plan Hillsborough Committee Room

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

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- <https://attendee.gotowebinar.com/register/1480314712131789583>
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- Dial in LISTEN-ONLY MODE: 1-415-655-0052 Access Code: 163-700-233
- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.
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Agenda

- I. Call to Order and Introductions**
- II. Roll Call Vote 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 during this hybrid meeting by logging into the website above and clicking the "raise hand" button. Comments may also be provided before the start of the meeting by e-mail to silval@plancom.org. Written comments will be read into the record, if brief, and provided in full to the committee members.
- IV. Approval of Minutes** – August 24, 2022 (Sept. 28, 2022, canceled due to Hurricane Ian)
- V. Status Reports**

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

VI. Old Business & New Business

VII. Adjournment

VIII. Addendum

- A. TPO Meeting Summary and Committee Reports
- B. FDOT Accessible Roadside Pedestrian Facilities Guide Update
- C. [The State of Transportation in Hillsborough](#)

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

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**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
LIVABLE ROADWAYS COMMITTEE (LRC)
HYBRID MEETING OF AUGUST 24, 2022**

I. CALL TO ORDER AND ROLL CALL *(Timestamp 0:00:13)*

Chair Citro called the meeting to order at 9:03 AM and led the Pledge of Allegiance.

Members Present In-Person: Councilman Citro, Cal Hardie, Waldo Carbo, David Hey, Emily Hinsdale, Larry Josephson, Karen Kress, Jason Jackman, Catherine Coyle, Carlos Ramirez, Sara Hendricks, Krystina Steffen, Gus Ignas

Members Present Virtually: Omar Alvarado, Gloria Belangia

Members Absent/Excused: Julie Ham, Chris Thompson, Arizona Jenkins

Other Attendees: Lisa Silva, Jason Krzyzanowski, Lizzie Ehrreich, Allison Yeh, Wade Reynolds, Joshua Barber, Amber Simmons, Ben Gordon, Beth Alden, Elizabeth Watkins, Gail Reese (TPO Staff); Tim Heberlein (City of Tampa); Brian Shroyer, Robin Birdsong, Suanne Monk (FDOT); Sigal Carmenate, Jennifer Musselman (Kittleson)

An in-person quorum was met.

A. Vote for Remote Participation *(Timestamp 0:02:00)*

Karen Kress so moved, seconded by Catherine Coyle, Voice vote passes unanimously.

II. PUBLIC COMMENT (3 minutes per speaker) *(Timestamp 0:02:47)* – None at this time.

III. APPROVAL OF MINUTES *(Timestamp 0:03:04)* – June 22, 2022.

Catherine Coyle moved to approve the minutes of June 22, 2022, seconded by Carlos Ramirez; the motion passed unanimously by voice vote.

ACTION ITEMS

- A. ETDM Project #14494 – Van Dyke Road from Gunn Highway to East of Whirley Road** (Lizzie Ehrreich, TPO Staff) *(Timestamp 0:03:30)*
- Review of the ETDM process.

- Widen Van Dyke Rd from two-lane to four-lane divided, approximately 2.5 miles, with multi-use trails on both sides.
 - Review of purpose and need
 - Went over the community and cultural considerations
 - Review of physical considerations
- Went over consistency with the TPO plans and studies – Vision Zero Action Plan and Management Action Plan, Equity, TIP/LRTP, Comprehensive Plan for Unincorporated Hillsborough County, FLUE, Environmental and Sustainability
- Staff Recommendations Summary review

Attachments:

Presentation: [ETDM Project Proposal #14494 Van Dyke Rd](#)

Advance Notification Package: [AN Package](#)

Project Website: <https://etdmpub.fl-a-etat.org/est/#>

Recommended Action: Consolidated recommendations from Committee Members to include in the project review.

Discussion:

There was a study done by Hillsborough County for this roadway. The fire station has requested that no median be put in front of their facility and that their driveway not be shortened. There were several roundabouts in the study for access. It was suggested that a copy of the study be reviewed.

It was noted that there is currently one crosswalk in the project zone and recommended that additional crossings be added. It was advised that the design process has not begun, and the project will come back before the committee once that happens. It was commented that it has happened in the past that detail designs have come back, and the committee was told it was too late to add design. Residents are concerned with gaps in the sidewalk, want to connect to the Upper Tampa Bay Trail, and want wider sidewalks. It was noted that the county could get on the agenda for this project for TAC and LRC. The committee requested a presentation of the HC project.

It was expressed that target speed be addressed. It was asked why the crash rating is above the state average but not ranked as a high injury corridor. This corridor may have fewer crashes than other corridors, thus not made the top 20-50. It was noted that another trail on the east end would need to be connected. It was stated that things that are put into play today will impact 30 and 40 years down the line.

Larry Josephson moved that the Hillsborough County study be incorporated into the staff recommendations. Seconded by Catherine Coyle. Voice vote passes unanimously.

IV. STATUS REPORTS

A. **56th/50th Street Corridor Planning Study** (Sigal Carmenate and Jennifer Musselman, Kittleson; Brian Shroyer, FDOT) (*Timestamp 0:32:19*)

- 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 on-street parking was considered for the downtown area of Temple Terrace. There were conversations around that and aware of its importance. It was asked what the percent of zero-car households are in the study area. It varies throughout the study area, the area around MLK has 70% + zero or one-car households. It was noted that the easiest way to make the corridor safer by removing cars and it was asked if there has been some transit solution discussed. This is one of the highest ridership corridors for HART, as funding comes available, improve that aspect. Looking as creating as many separated bike/ped areas as possible. It was noted that in the Netherlands, the key on the roads was that everyone had their own separate areas/ lanes. It was asked if the bike lanes would be protected. Yes, there would be some protection/separation. It will be explored as the study goes forward. It was noted that there are a lot of trucks in this corridor and that physical separation for bike/ped is very important. It was asked about the planned area for Temple Terrace. The preferred alternatives are still being explored. It was asked if the Safe Routes to School Study with King High School was taken into consideration. It was talked about, and the safety challenges and potential solutions are being looked at. It was noted

that the study recommendations be considered. It was asked if speed reduction was being looked at along with narrowing the lanes to assist in that. It was noted that some of the turn radii may not be realistic for truck travel, especially at the protected intersections. It was noted that intersections that have 25,000 or fewer trips a day can benefit from the use of roundabouts.

B. Plant City Canal Connector Trail Study (Wade Reynolds, TPO Staff) *(Timestamp 1:08:11)*

- 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 local roadway (minimum & typical)
 - Independent trail (center aligned & left/right aligned)
 - Trail adjacent to canal (no railing & with railing)
 - Boardwalk

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

Websites:

- [Plant City Canal Trail Study](#)

Discussion:

In the boardwalk area, the vertical element brings the width in, it is suggested to widen that more than the alternative shown.

C. Hillsborough County Bicycle Network Evaluation (Wade Reynolds, TPO Staff) *(Timestamp 1:17:08)*

- Evaluate existing network; 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, 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 noted that Hillsborough County does 15 – 20 resurfacing projects a year. Bike lanes are looked at when this happens including adding sharrows and repurposing of lanes.

D. Health Impact Assessment of Complete Streets in LRTP (Joshua Barber, TPO Staff) (*Timestamp 1:22:57*)

- Went over the background – part of a larger ask by the TPO, due to budget, focused on Complete Streets.
- Working to better understand how Complete Streets impact public health.
- Worked with the Healthy Mobility Model – land use, establish baseline, forecast, identify and prioritize improvements
- Developed community health risks assessment – did an aggregate of six chronic diseases
- Chose five study roadways – E. Dr. Martin Luther King Blvd., Hillsborough Ave, Lithia Pinecrest, US 301, W. Platt Street/ W. Cleveland Street – reviewed the percentage of disease prevalence in each area.
- Looked at the demographics/ economics and health – large gaps in education, poverty, income, rent and transportation burden. The lowest rate of educational attainment had the highest rates of poor health outcomes.
- Looked at the environmental justice areas – EJ areas are significantly more likely to have health outcomes below average.
- Looked at urban design/ environment and health – specific areas included Dr. Martin Luther King Jr. Blvd, I-275 to N 40th Street; Lithia Pinecrest
- Review of key takeaways
- Looked at prioritization principles and where to prioritize projects in the Complete Street treatments. Improve active facilities ratios, reduce traffic proximity and air pollution, improve safety, and incentivize non-car commutes.
- Went over high-level recommendations at the planning level.

Presentation: [Health Impact Assessment of Complete Streets in LRTP](#)

V. OLD BUSINESS & NEW BUSINESS (*Timestamp: 1:45:04*)

- A. TPO Board will be looking at I-275 through lanes at their next meeting; noted addendum items in the agenda packet.
- B. The All For Transportation program is ramping up. Looking to increase promotion in Unincorporated County.
- C. Next meeting on September 28, 2022.

VI. ADJOURNMENT Meeting adjourned at 10:49 AM

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

From Chat

Omar Alvarado (to Organizers and Panelists Only): 9:43 AM: Based on your data what is the % of 0-car households in the study area?

Jennifer Musselman (to Organizers and Panelists Only): 9:50 AM: Omar - It varies throughout the study

area. The area around MLK has 70%+ zero or one-car households. You can see the full distribution in the Existing Conditions Report here: <https://www.fdotd7studies.com/projects/56thstreetcorridor/project-documents/>

Lisa Silva (to Organizers and Panelists Only): 10:07 AM: Abigail Flores floresa@hcflgov.net contact for King HS SRTS study

DRAFT



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

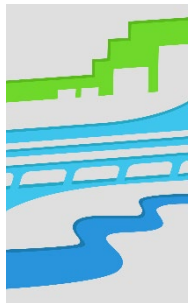
None.

Prepared By

Lisa K. Silva, AICP, PLA, TPO Staff

Attachments

[MOVES website](#)
[Presentation Slides](#)



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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:

Hillsborough County Paved Trail Big Data Survey

Presenter:

Sarah Caper and Chris Fellerhoff, 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 Floribraska 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 – September 2022

Please note: Due to the Technical Advisory Committee’s meeting occurring on Monday, September 12, 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.

Items pertaining to action items:

- TIP Roll Forward Amendment 2022
 - Approved by the Technical Advisory Committee and the Citizens Advisory Committee
- Florida Department of Transportation Strategic Intermodal System (SIS) Cost Feasible Plan – Letter of Comment
 - Approved by the Technical Advisory Committee
 - The Committee also suggested that the letter could also ask for consideration of wrong-way-driving reduction treatments at the interchange projects.

Items pertaining to status reports:

- Tampa International Airport Master Plan Update Status update
 - Presented to the Technical Advisory Committee
 - There was positive feedback; members had interest in whether Tampa International Airport would become a hub airport with the addition of the new airside D
 - The committee also appreciated the blue express curbside service, the amazing flamingo sculpture, and the ability to pay reduced parking online

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

- The Technical Advisory Committee heard a status report on Tampa Vision Zero Implementation through Maintenance. The approach to advancing vision zero projects through maintenance was very impressive – especially the fact that at most there is only an 18% overage in cost to a programmed maintenance project to add features that greatly benefit safety to cyclists and pedestrians.

Summary of Public Comments – September 2022*

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

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

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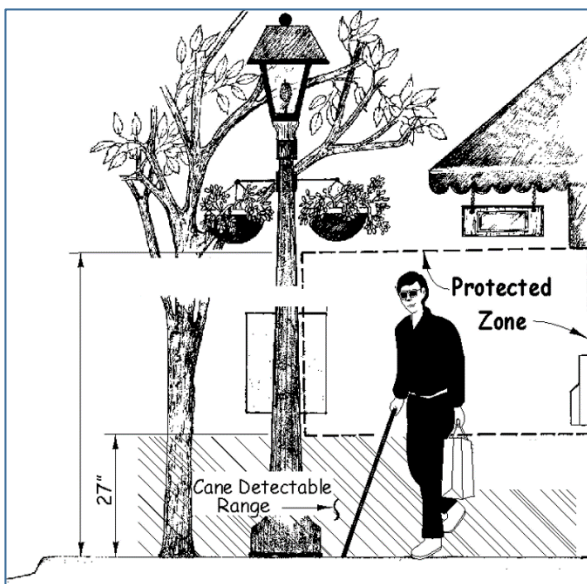
Don Balaban – Requested letter of comment on Florida Department of Transportation’s study of US 301

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.

Signs, Street Furniture, & Landscaping

These may obstruct the walking path or become protruding objects if located within, adjacent to, or over a sidewalk. Signposts, utility poles, other street equipment, or furniture must not obstruct the clear width of the *entire* walking surface within a full height of 7'-0" above the walking surface (FDM 222.2.1.2). Vegetation must be kept at \geq 8'-6" above the walking surface (see MRP). Reduction of the standard clear, unobstructed walking surface width is generally not permitted, except where **no practical alternative exists**. A width reduction to 36" is only allowed at an aboveground fixed utility (AFU) that cannot be relocated. A further reduction to 32" for no more than 24" in length is permitted when there is **no practical alternative available** to avoid the obstruction. (See FDM 222.2.1.1)



Intent is to remove objects that may protrude into the walking surface, reducing access and possibly causing injury.



What is the ADA?

The ADA is a federal civil rights law that requires pedestrian facilities to be accessible to and usable by all users, including persons with disabilities.

Roadway Features Addressed by the ADA

The basic requirements of the ADA and accessibility issues related to the design, construction, and maintenance of streets and roadways are described in this brochure. It is intended as a quick-reference guide for field personnel on roadway projects to assist with installation of accessible features on public sidewalks.

Pedestrian features that are designed and constructed to meet the accessibility criteria described in this brochure, and applicable references, will be accessible to and usable by persons with disabilities.



For more information, please contact:

Florida Department of Transportation

ADA/Accessibility Program
605 Suwannee St., MS40
Tallahassee, FL 32399-0450
(850) 414-4295

www.fdot.gov/Roadway/ADA



Accessible Roadside Pedestrian Facilities

Design, Construction, & Maintenance
in Compliance with the
Americans with Disabilities Act (ADA)

The following accessibility issues on public transportation projects are covered in this brochure:

- Sidewalks
- Street Crossings
- Pedestrian Pushbuttons
- Curb Ramps & Detectable Warnings
- Signs, Street Furniture, & Landscaping

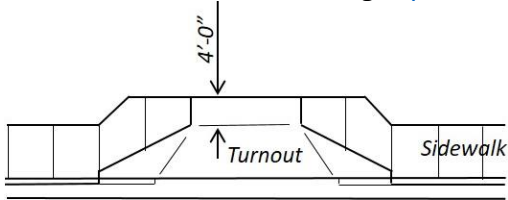


Florida Department of Transportation
ADA/Accessibility Compliance Program

Sidewalks

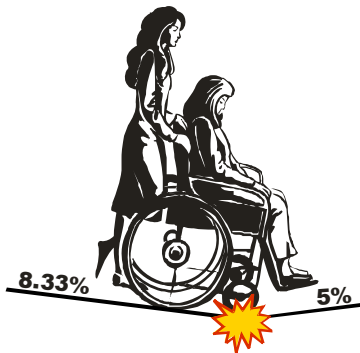
Standard sidewalk width varies, with the minimum width for new construction of **5'-0"** in C1 & C2 context classification. For RRR projects, unaltered sidewalk width \geq **4'-0"** may be retained within any context classification. (See [FDM](#) Table 222.2.1)

Walkarounds at driveways must be \geq **4'-0"** wide ([Index](#) 522-003). In all cases, walking surface cross slope cannot exceed **2.0%**. Sidewalk surfaces must be firm, stable, & slip-resistant (see surface **Finishing**, [Spec](#) 522-7).



Street Crossings

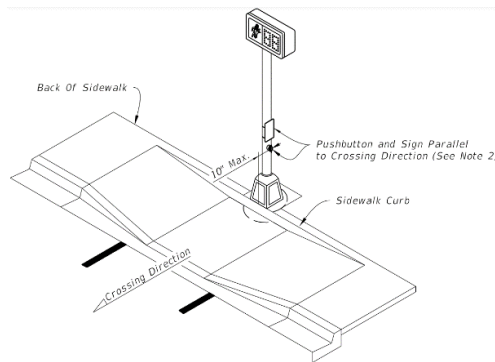
Curb ramps must be wholly contained within crosswalk markings. Crossings must meet the same grade and cross slope criteria as sidewalks ([FDM](#) 222.2.2). Consider providing a 2'-long level space at the counterslope if change in slope from a curb ramp to the street surface exceeds **11.3%** (see below).



Algebraic difference must be no greater than 13.3%; recommend providing 24" level area at grade break where algebraic difference will be \geq 11.3%.

Pedestrian Pushbuttons

Accessibility of ped buttons is determined by (1) button height and horizontal side reach; (2) level maneuvering clear space; and, (3) button & sign orientation. The ped button must be no more than **42"** above the walking surface with a horizontal reach distance \leq **10"** from the edge of the clear area ([Index](#) 665-001). A level, clear area (with long dimension centered on the ped button) must have footprint dimensions \geq **30"x48"** with surface slopes \leq **2.0%** in all directions ([FDM](#) 222.2.2). Button orientation shall be as shown in the Figure below and as described in Note 2. For Note 3, pushbutton and sign placement must not reduce the clear space of the landing.

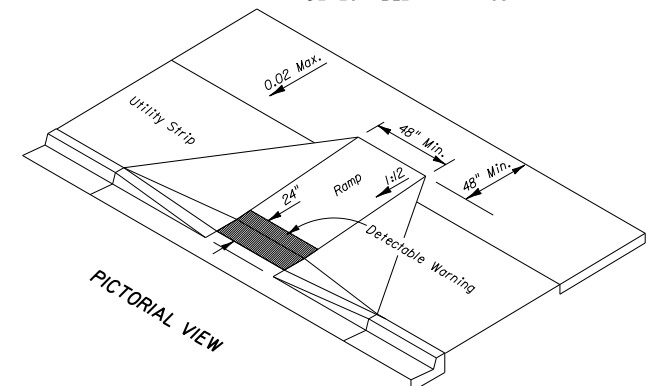
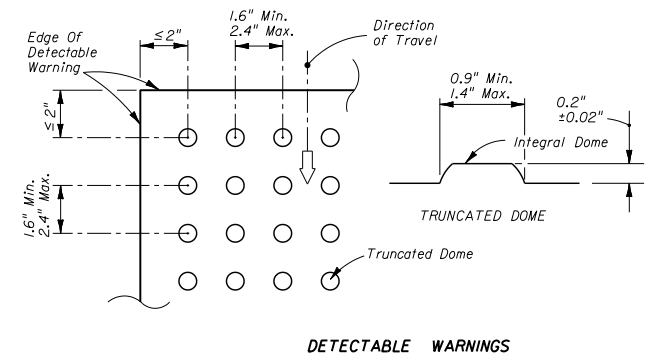


NOTES:

1. Mount Signs above the detectors. See [Index](#) 700-102 for sign details.
2. Install Pushbuttons and Pedestrian Actuation Signs with faces parallel to the crossing direction, see [DETAIL "B"](#).
3. Mount pushbuttons and Signs in accordance with [Specification](#) 665.
4. Pushbutton mounting height shown is taken at the center of the actuation switch.
5. for pedestrian control signal see [index](#) 653-001.
6. For Aluminum Pole and Pedestal supports see [Index](#) 646-001.

Curb Ramps & Detectable Warnings

Curb ramp running slope must not exceed **1:12 (8.3%)** and cross slope must not exceed **2.0%** ([Index](#) 522-002). A level landing must be located at the top that is at least **4'** deep and at least as wide as the curb ramp. Curb ramps are to be the same width as the sidewalk, where practicable ([FDM](#) 222.2.2). All sidewalk curb ramps must have detectable warnings, of contrasting color (e.g., red, black, or yellow per [Spec](#) 527), that are placed within **5'** of back of curb and extend the full width of the walking surface ([Index](#) 522-002). "Truncated domes" are the only acceptable detectable warning pattern, as shown below (see [FDOT's APL](#)).



| | |
|---|---|
| MRP - Maintenance Rating Program Handbook | APL - Approved Products List |
| FDM - FDOT Design Manual | Context Class - transportation context & land use description |
| Index - Standard Plans | |
| Spec - Stnd. Specifications | |