



Hillsborough TPO

Transportation Planning Organization

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601 E Kennedy Blvd
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Meeting of the Technical Advisory Committee

Monday, November 7, 2022, 1:30 pm

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/3452685740577180429>

- Register in advance to receive your personalized link, which can be saved to your calendar.
- Dial in LISTEN-ONLY MODE: 1-562-247-8422 Access Code 429-595-634
- 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: Priya Nagaraj (813) 310-9709.

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 & Introductions**
- II. Roll Call & 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
- IV. Approval of Minutes** – October 10, 2022
- V. Action Item**
 - A. **Transportation Improvement Program (TIP) Amendment for Rail Crossings** (Roger Mathie, TPO Staff)

VI. Status Reports

- A. Fowler Avenue Studies: FDOT's PD&E and Plan Hillsborough's Vision Plan (Amber Russo, FDOT/Jay Collins and Alvaro Gabaldon, Plan Hillsborough)
- B. Tampa School Transportation Safety Study (Lisa Silva, TPO Staff)
- C. Hillsborough County Bicycle Network Evaluation (Wade Reynolds, TPO Staff)

VII. Old Business & New Business

VIII. Adjournment

IX. Addendum

- A. TPO Meeting Summary and Committee Reports
- B. Tampa Bypass Canal Fact Sheet

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

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Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Joshua Barber, (813) 576-2313 or barberj@plancom.org, three business days in advance of the meeting. If you are only able to speak Spanish, please call the Spanish helpline at (813) 272-5940 or (813) 273-3774 and dial 1.

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
TECHNICAL ADVISORY COMMITTEE
HYBRID MEETING OF OCTOBER 10, 2022**

I. CALL TO ORDER, ROLL CALL AND CONSENT VOTE FOR REMOTE PARTICIPATION

Chair Sims called the meeting to order at 1:36 PM

Members Present In-Person: Jeff Sims, Mike Williams, Brian McCarthy, Jonathan Scott, Clay Hollis, Sofia Garantiva, Jennifer Malone, Melissa Lienhard, Sarah Caper, Chris DeAnnuntis

Members Present Virtually: Chris Jadick, Leland Dicus, Chedeline Apollon

Members Absent/ Excused: Robert Frey, Julie Ham, Gina Evans

Others Present: Future Member Lara Bouck; Gena Torres, Priya Nagari, Roger Mathie, Wade Reynolds, Joshua Barber, Connor MacDonald, Beth Alden, Amber Simmons, Lisa Silva, Allison Yeh, Beneetta Jose, Vishaka Shiva Raman, Johnny Wong, Gail Reese (TPO Staff); Christopher Fellerhoff (Hillsborough County); Siaosi Fine, Suzanne Monk (FDOT)

An in-person quorum has been met.

Chair Sims called for a Vote of Consent for Remote Member Participation. (Timestamp 0:02:32)

Jonathan Scott made the motion of consent for remote member participation, seconded by Clay Hollis. Voice vote; the motion passed unanimously.

An announcement that Wade Reynolds will be taking over as TAC Liaison in November 2022.

II. PUBLIC COMMENT (Timestamp 0:04:01) – None at this time

III. APPROVAL OF MINUTES (Timestamp 0:04:18)– September 12, 2022

Motion to approve September 12, 2022 minutes by Mike Williams, seconded by Jennifer Malone. Voice vote, motion passes unanimously.

IV. ACTION ITEMS

A. TIP Amendment: Walk/Bike Safety Outreach and HART New Passenger Ferry Grant (Roger Mathie, TPO Staff) (Timestamp 0:04:55)

- 2 Amendments Requested by FDOT .
 - Walk/Bike Safety Outreach – additional \$401,000
 - Data collection and public information/education.
 - High Injury Network

- This will include technology to communicate with bicyclists via their smartphone
- HART New Passenger Ferry Grant – additional \$6 M
 - Funds awarded from USDOT to purchase a ferry for the Cross Bay Ferry route
 - Reviewed public outreach

Presentation: [TIP Amendment Presentation](#)

Report: [Comparative Report](#)

Recommended Action: Approve the amendment to the FY2022/23 – 2026/27 TIP and add funds to Project Number 444199-1 Walk/Bike Safety Outreach and 451342-1 HART Passenger Ferry Grant.

Discussion:

It was noted that the safety outreach has been done on the Courtney Campbell bridge and is an example program. It was asked to see updated numbers for how many commuters the ferry is moving.

Jonathan Scott moved to approve the FY2022/23 – 2026/27 TIP and add funds to Project Number 444199-1 Walk/Bike Safety Outreach and 451342-1 HART Passenger Ferry Grant; seconded by Sofia Garantiva. Voice vote, motion approved unanimously.

B. Plant City Canal Connector Trail Study (Wade Reynolds, TPO Staff) (Timestamp 0:11:04)

- 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 the canal (no railing & with railing)
 - Boardwalk
- Went over cost estimates
- Review of the potential implementation program

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

Websites: [Plant City Canal Trail Study](#)

Recommended Action: Approve the Plant City Canal Connector Trail Study and move forward to the TPO Board.

Discussion:

It was asked if the McIntosh Preserve undeveloped property is owned by the city. Yes, there are trails and an observation tower. The park will be a biking destination.

Jennifer Malone moved to support the letter, seconded by Jonathan Scott. The voice vote passes unanimously.

C. Health Impact Assessment of 2045 LRTP Complete Streets Projects (Joshua Barber, TPO Staff)
(Timestamp 0:25:59)

- 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 including 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](#)

DRAFT: [Health Risk Assessment Technical Memorandum](#)

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

Recommended Action: Approve the technical memorandums and forward to the TPO Board.

Discussion:

Clarification was asked if the context classifications for Hillsborough County and FDOT and which ones to use with the Comprehensive Plan. It was asked if the Complete Streets Guide that the county is working on could be referenced to make sure these work together. Have started to make references to the Complete Streets Guide as more of it has become available. It was asked if there is anything that the Florida Department of Health can assist with the health outcomes in the communities of concern and support the work that the TPO is doing. Starting to integrate health

into the needs assessment for the LRTP 2050 plan. Will be reaching out. It was noted that promoting green space and green landscaping where possible should be part of the plan as well. There is a conversion to electric buses for the school district and HART, perhaps those can be targeted to the areas of concern to help cut down the emissions.

Jonathan Scott moved to accept the technical memorandums and forward to the TPO Board; seconded by Sofia Garantiva. Voice vote passes unanimously.

V. STATUS REPORTS

A. **Tampa MOVES Plan Update** (Lara Bouck, City of Tampa) *(Timestamp 0:48:23)*

- Overview – how we got to the present and how we get to the future.
- Review of the City’s transportation assets, funding sources (variable), transportation services, noted that current funding is not keeping up with needs (on a 75-year resurfacing schedule), safety issues, congestion and traffic (12th in the US for congestion).
- The last time the gas tax was raised was 1993 and the spending power has decreased by 64%.
- Taking the lead from Mayor Castor to transform the City of Tampa, engaging the public and finding out what the public wants. Infrastructure, options for getting around, more robust transit system, more walkable streets and neighborhoods, protection/ resiliency from storms, equity in decision-making. Has framed the vision for MOVES.
- Went over the gaps and prioritization process.
- Next steps – Town Hall meetings, small group meetings.
- Final Mobility Plan should be done by the end of 2022.

Website: [Tampa MOVES](#)

B. **Hillsborough County Paved Trail Big Data Survey** (Sara Caper, Hillsborough County) *(Timestamp 1:04:24)*

- Big Data survey for paved trail systems. 17 trails and 15 zones for data capture. January – December 2021.
- Captured data – spatial data and temporal data. Reviewed data from Town n’ Country Greenway.
- Lessons learned
 - Opportunities: can collect data from the entire network over the year, higher visibility, volume of data, comparative analyses.
 - Challenges: the volume of data and proprietary.

Discussion:

It was asked what the cost of the program was. It was partnered with another project and the cost was split; ~ \$9,000 per project. It was noted that the data showed the trail in the example is being used for commuters going to schools during the week.

C. **Multimodal Level of Service Report** (Connor MacDonald, TPO Staff) *(Timestamp 1:20:30)*

- Review of the purpose of the report and background of what level of service is (ranking A – F) and history.
- Went over how the report will be updated.
- Next Steps – report will be published on the website.
- Report will be coming back with an action item.

Website: [Transportation Level of Service Report](#)

VI. OLD BUSINESS & NEW BUSINESS (*Timestamp 1:24:29*)

- A. **Next meeting is on November 7, 2022**

VII. ADJOURNMENT

Meeting adjourned at 3:00 PM

A recording of this meeting may be viewed at:

https://www.youtube.com/channel/UCsojHyZb_mkYIU3o32Tbg4w/featured



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Transportation Improvement Program (TIP) Amendment for Rail Crossings

Presenter:

Roger Mathie, TPO Staff

Summary:

The Florida Department of Transportation (FDOT) is requesting this amendment to the FY2022/23 – 2026/27 TIP, which will add funding for one project, described below:

- 451433-1 Polk Street Rail Crossing Technology

The additional funding will be used to purchase “Radio Key Down Equipment” which will allow CSX operators to activate signals at rail crossings along Polk Street. By updating the obsolete equipment, this project is anticipated to improve the TPO’s Smart Cities performance metrics.

Recommended Action:

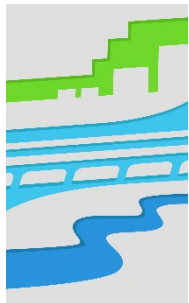
Approve the TIP Amendment to fund Project Number 451433-1, Polk Street Rail Crossing Technology, and recommend approval to the TPO Board.

Prepared By:

Roger Mathie, TPO Staff

Attachments:

[Comparative Report](#)
[Presentation](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Fowler Avenue Studies: FDOT's PD&E and Plan Hillsborough's Vision Plan

Presenters:

Amber Russo, FDOT/Jay Collins and Alvaro Gabaldon, Plan Hillsborough

Summary:

There are two upcoming studies on the Fowler Avenue corridor. One is the Florida Department of Transportation's (FDOT) Project Development and Engineering Study (PD&E) and the other is Plan Hillsborough's Vision Plan. These studies will be closely coordinated.

FDOT is conducting a PD&E for Fowler Avenue from N. Florida Avenue to west of N. 56th Street, approximately 4.0 miles. The PD&E will accommodate transit corridor alternatives from Nebraska Avenue to Bruce B. Downs Boulevard and will evaluate innovative intersections from Bruce B. Downs Boulevard to Bull Run Drive. Intersection improvements and bicycle and pedestrian facilities will be evaluated throughout the study's limits. In 2023, FDOT will hold a Public Alternatives Workshop to inform and gain public comments on the proposed concepts. The project website is <https://www.fdot7studies.com/projects/fowler-florida-to-56th/>

Plan Hillsborough, in partnership with the City of Tampa and Hillsborough County, will be kicking off a Vision Plan to document the land use, transportation, and community characteristics of the Fowler Avenue corridor. Fowler Avenue traverses through both Hillsborough County and City of Tampa jurisdictional boundaries each subject to their respective regulations. This has created a development environment characterized by inconsistent development patterns along the corridor. Achieving a cohesive vision for the corridor requires identification of policy gaps, acknowledging points of agreement, leveraging existing projects, and coordination between jurisdictions, in addition to significant community and stakeholder outreach. The resulting Comprehensive Vision Plan for the redevelopment of the East Fowler Avenue Corridor will paint a picture of the future that the corridor can grow into. The project website is <https://planhillsborough.org/fowler-avenue-vision-study/>.



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Recommended Action:

None, for information only.

Prepared By:

Elizabeth Watkins, TPO

Attachments:

Fowler PD&E Newsletter

Fowler Avenue (State Road 582)

Project Development & Environment (PD&E) Study

From N. Florida Avenue to West of N. 56th Street

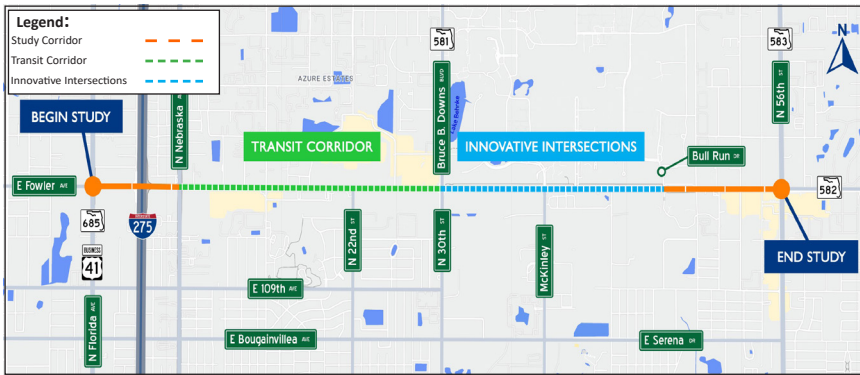
Hillsborough County | WPI Segment No. 448505-1



Newsletter 1 - Study Kick-Off | OCTOBER 2022

INTRODUCTION

The Florida Department of Transportation (FDOT) District Seven is conducting a Project Development & Environment (PD&E) Study for Fowler Avenue (State Road 582) from N. Florida Avenue to west of N. 56th Street in Hillsborough County, FL, a distance of approximately 4.0 miles. Fowler Avenue is currently a four-lane facility from N. Florida Avenue to Interstate 275, an eight-lane divided facility between Nebraska Avenue (US 41) and Bruce B. Downs Boulevard (County Road 581)/N. 30th Street, and six-lanes divided elsewhere. It is classified as an urban principal arterial. Fowler Avenue is also a critical evacuation route as designated by the Florida Division of Emergency Management's evacuation route network.



PD&E STUDY OVERVIEW

A PD&E Study is conducted to meet the requirements of the National Environmental Policy Act (NEPA) and other federal and state requirements. The PD&E Study process assists the FDOT to determine the location, conceptual design, and social, economic, and environmental effects of the proposed project. During the PD&E Study, "Build" alternative(s) are developed and evaluated based on safety measures, environmental and engineering analyses, and public input. In addition, the "No-Build" or "No Action" alternative, which leaves Fowler Avenue in its present state and provides for only routine maintenance, remains a viable option throughout the PD&E Study.

The PD&E Study will be finalized when the project documents are approved by the appropriate FDOT office(s). If a "Build" alternative is selected and funding is programmed, the project may then proceed to the next phases of project development, which includes the final design, right of way acquisition, and construction phases.

GET INVOLVED

Public and agency involvement is one of the most important elements of a PD&E Study. There are many ways for you to stay involved, such as regularly visiting the project website, attending the public meetings and requesting information by phone or email. You can also join us at our future public workshop or invite us to speak at one of your own meetings. You may also request to be added to the project mailing list by visiting the project website or by contacting the Project Manager, Amber Russo. Contact information can be found in the box to the right.

Join the Conversation about the FOWLER AVENUE PD&E Study

Project Website

For more information on this study, visit our project website:

<https://www.fdotd7studies.com/projects/fowler-florida-to-56th/>



Questions?

Amber Russo, P.E.

FDOT Project Manager

(813) 975-6260 or (800) 226-7220

amber.russo@dot.state.fl.us

Media Inquiries?

Kris Carson

Public Information Officer

(813) 975-6202 or (800) 226-7220

kristen.carson@dot.state.fl.us

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



Florida Department of Transportation
District Seven
 11201 N. McKinley Drive, MS 7-500
 Tampa, FL 33612

STUDY SCHEDULE

The Fowler Avenue PD&E Study began in June 2022. The study activities will include public involvement, data collection, existing conditions analysis, developing and evaluating a range of improvements known as alternatives, and preparing study documents. Public information/small group meetings will be held throughout the study with an

Activity	2022			2023				2024
	2 nd Quarter	3 rd Quarter	4 th Quarter	1 st Quarter	2 nd Quarter	3 rd Quarter	4 th Quarter	1 st Quarter
Public Involvement	[Solid blue bar from Q2 2022 to Q4 2023]							
Data Collection & Existing Conditions Analysis	[Solid blue bar from Q2 2022 to Q4 2022]			[Dashed blue bar from Q1 2023 to Q1 2024]				
Alternatives Development & Evaluation	[Solid blue bar from Q3 2022 to Q4 2023]							
Alternatives Public Workshop					★			
Public Hearing							★	★
Study Approval								★

If Necessary - - - - -

Alternatives Public Workshop scheduled for the 2nd quarter of 2023. The study is expected to be completed by the 1st quarter 2024.

NON-DISCRIMINATION

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge) should contact Roger Roscoe, Public Involvement Coordinator, at (813) 975-6411 or by email to roger.roscoe@dot.state.fl.us.

COMUNIQUESE CON NOSOTROS

Si usted tiene preguntas o comentarios, o si simplemente desea más información sobre este proyecto, por favor ponerse en contacto con el señor Manuel Flores al teléfono (813) 975-4248 o al correo electrónico manuel.flores@dot.state.fl.us.

RIGHT OF ENTRY

The FDOT and/or authorized agents may need to make entry onto your property sometime between October 1, 2022 and November 30, 2023 for the purpose of conducting field surveys and gathering environmental and geotechnical data. Data collected will be analyzed as we develop concept plans and engineering and environmental reports. Right of entry is authorized by Florida Statute 337.274 and is solely for the purpose of gathering data and will not interfere with continued use or occupancy of your property. Florida Statute 337.274 authorizes FDOT staff or its agents to enter any lands, waters, and premises to conduct surveys, soundings, drillings, environmental assessments and other examinations necessary to perform our duties.



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Tampa School Transportation Safety Study

Presenters:

Lisa Silva, TPO Staff

Summary:

Tampa School Transportation Safety Study outlines strategies focused on advancing physical transportation system improvements around schools and developing a framework for encouraging walking, biking, and busing. This work builds on the previous Transportation Planning Organization's (TPO) School Transportation Safety Study (2018) and will establish a library of Safe Routes to School (SRTS) resources that can be used to support individual school programs in the future.

Our project included the following tasks:

- Identification of physical transportation system improvements around and connecting to the Top 8 schools
- Development of school specific education and encouragement strategies and a template/process that can be used for other schools in the district



For the full study report, large scale maps and presentation slides visit the project website is <https://planhillsborough.org/school/>.

Recommended Action:

None, for information only. Action at joint December meeting.

Prepared By:

Lisa K. Silva, AICP, PLA

Attachments:

[Project website with full study report, larger scale maps and presentation slides.](https://planhillsborough.org/school/)



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Hillsborough County Bicycle Network Evaluation

Presenter:

Wade Reynolds, TPO Staff

Summary:

Committed to improving the mobility and safety of all residents, Hillsborough County and the TPO are looking to identify, evaluate, and prioritize bicycle facility needs along the County's roadway transportation network. Establishing a data-driven methodology and process to address the mobility and safety needs of people on bicycles will assist in realizing the commitment and desire to provide a safe, connected, and inviting network of bicycle facilities. As a result of this screening, four (4) corridors have been prioritized for initial conceptual design:

- Waters Avenue – Sheldon Road to Veterans Expressway
- Causeway Blvd/W Lumsden Rd – S Falkenburg Road to Brandon Parkway
- Shell Point Road – US41 to 24th Street SE
- Balm Riverview Road – Boyette Rd to McMullen Rd

Recommended Action:

None, for information only.

Prepared By:

Wade Reynolds, TPO Staff

Attachments:

[Project Webpage](#)



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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING OCTOBER 12, 2022
DRAFT MINUTES**

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE_*(Timestamp 0:00:12)*

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 0:00:42)*

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Gwen Myers, Councilmember Guido Maniscalco, Councilmember Joseph Citro, Mayor Andrew Ross, Mayor Nate Kilton, Gina Evans, Greg Slater, Charles Klug, Planning Commissioner Cody Powell

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

The following members were absent/excused: Councilmember Lynn Hurtak, Adalee Le Grand

A quorum was met in person.

A. Vote of Consent for Remote Member Participation.

Councilman Maniscalco moved, seconded by Commissioner Overman; the voice vote, motion passes unanimously.

III. APPROVAL OF MINUTES_ *(Timestamp 0:02:32)* – September 14, 2022

Chair Cohen sought a motion to approve the September 14, 2022 minutes. Councilman Maniscalco so moved, seconded by Commissioner Myers; the voice vote passes unanimously.

IV. SPECIAL PRESENTATION: Award from Florida Chapter, American Planning Association (Beth Alden, TPO Director) *(Timestamp 0:02:51)*

- Joint project between the TPO and Planning Commission for FLiP Junior Program

V. PUBLIC COMMENT *(Timestamp 0:08:06)* (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.

- **Candace Savitz** – Resident of Tampa Heights. Speaking in opposition of the Hillsborough to Berris I-275 still in the LRTP. This type of project is killing the heart of the city. Field of debris from Hillsborough to Berris will be toxic dust, demolition piles, jackhammers, heavy machinery, and sparks flying in residential neighborhoods. It will be nine miles, one mile wide with over 250 million square feet given to FDOT for a toxic dump for seven to ten years. Submitted transcript via email.

- **Mauricio Rosas** – Thanked Commissioner Overman for her work on extended underpasses. Appreciates the surveys about the type of facades. The citizens in the area of the I-275 widening object to widening in the footprint. Requesting that the TPO remove any widening north of Hannah and have that put into the LRTP. The RCP program, the city is filing a grant for Ashley Drive which does not connect any communities. The county has issued support. The Tampa City Council has not supported the Boulevard project which is the vision of the residents.
- **Rick Fernandez** – Vice Chair of the CAC appearing in an individual capacity and Chair of the Transportation Committee for the Tampa Heights Civic Association. The CAC committee would like to make sure that Councilmember Maniscalco’s seat has been vacated and that Councilmember Hurtak’s seat remains vacant and that the request for an appointment has been sidelined as the CAC is being reorganized. Councilmember Citro’s representative is under an expired term and encourages him to re-up. Item number nine on today’s agenda, the CAC moved to strike it from the TIP, and the TPO Board has done the same
- **Sharon Calvert** – Supports the widening of I-275. The Florida highways are the escape routes when disaster strikes like hurricanes. This corridor serves critical locations in Tamps such as Raymond James Stadium, Moffitt, major medical facilities, USF, Busch Gardens, the airport, and the Port. Growth is continuing. Without adding lanes, the traffic will move to the surface streets and make them unsafe. There is a precedent with the rail projects that remain in the TIP and LRTP. The 2045 LRTP cost estimates are out of date. It was noted that more dollars are spent on transit than on roads. Removing the widening from the LRTP will show that the TPO Board has no consideration for the Hillsborough County Roads.

VI. COMMITTEE REPORTS & ADVANCE COMMENTS (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff; Beth Alden, TPO Director) *(Timestamp 0:20:54)*

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

- Approved
 - Vacated seats and asks that the vacancies be filled.
 - Approved TIP Amendments.
 - Approved the Health Impact Assessment and requested further information on how the data was collected by the CDC.
 - Deferred action on the re-organization plans presented by staff. Asked staff to put together a workshop to best determine how to organize the committee based on the demographics and geographics of the county. Have taken action to encourage greater citizen participation including moving the meeting time to 6 PM.

Discussion:

It was asked what the process is to notify officials appointing members of expiring appointments and how and when they are to be filled. The staff monitors the committees for vacancies and terms expiring to notify the officials that this is occurring. It was recommended that the elected officials fill the vacancies as soon as possible. Beth Alden noted that every January, a review of attendance is done and presented to the committees. This past year, due to recommendations from the nondiscrimination plan, have been talking to the CAC throughout the year to see how the CAC represents the county demographics. In the meantime, the existing members of the CAC

continue to serve as full voting members until they are replaced. Staff is looking at the recommendation process and expects to be coming back to the TPO Board with further recommendations.

It was noted that there should be no pause in appointments and vacancies need to be filled immediately and it is inappropriate to not fill those positions. Ms. Alden had asked that the TPO Board give staff some time to come up with appropriate solutions. If the current vacancies are filled, it will not allow for expanded representation based on the county makeup. It was stated that the CAC vacancies be filled and when a new plan is developed, bring that back to the TPO Board for consideration. There is agreement that greater diversity is an opportunity. It was expressed that changing the meeting time and the allowance of virtual attendance provides expanded participation.

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

- Approved
 - TIP Amendments
 - Health Impact Assessment of 2045 LRTP Complete Street Projects
 - Plant City Canal Connector Trail Study
- Status Reports
 - Tampa MOVES Plan
 - Hillsborough Count Paved Trail Big Data Survey
 - TPO Multimodal Level of Service Report

C. LRC – Cancelled (Davida Franklin, TPO Staff)

D. BPAC – Cancelled (Davida Franklin, TPO Staff)

E. TPO Policy – October 12, 2022 (Beth Alden)

- Briefed about the Trail Feasibility Study in Plant City, it was approved. TPO should include asking the public how projects get paid for.
- Heard a report on wildlife movement corridors along I-4 and how to facilitate those movements.

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

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

VII. CONSENT AGENDA (Timestamp 0:41:58)

A. Committee Appointments

- LRC – Brynn Dauphinais, alternate (Planning Commission)
- TAC – Lara Bouck (City of Tampa primary) and Danni Jorgensen (City of Tampa alternate)
- BPAC – Chedline Apollon (Department of Health primary) and Nicole Sutton (Department of Health alternate)

B. Plant City Canal Connector Trail Study

Motion to approve items A and B of the consent agenda from Commissioner Overman, seconded by Councilmember Maniscalco; the voice vote passes unanimously.

Discussion:

It was asked if the letter is time sensitive and if a briefing could be added. Yes, it is due on October 13, 2022.

C. Letter of Support for Tampa's RCP Grant Application for Ashley Drive (Alex Henry, City of Tampa)

- Review of the timeline of the need to reconfigure Ashley Drive – started in 2012.
- Went over the concept and adjacent changes for the corridor. Ashley Drive to Tampa Street connection.
- City of Tampa has been working to redevelop 4 acres into affordable, mixed-use, development with retail on the first level and housing on the upper levels. This will re-instate the Urban Core to what it was before the interstate and Ashley Drive were put in. There will be new pedestrian features and traffic calming measures.
- Feel that this project works with the RCP grant as it will reconnect historic streets while promoting economic activity. This corridor has also been identified as a community of concern and the redevelopment project will assist in addressing those needs as well.
- The City of Tampa is competing in the construction part of the funding and not the planning part which the TPO is competing in.

Discussion:

It was asked how much of the grant would require local funds. It would require 50% that would be matched with city funds. It was noted that this will create three or four new blocks with the opportunity to build more housing and allow for living, work, and play. It was noted that the exit ramp that divides Ashley Street and Tampa is very dangerous, and the improvement will make it safer.

Mayor Ross moved to approve the letter, seconded by Commissioner Overman. The voice vote was passed unanimously.

VIII. ACTION ITEMS:

A. TIP Amendment: Walk/Bike Safety Outreach and HART New Passenger Ferry Grant (Roger Mathie, TPO Staff) (Timestamp 0:57:01)

- 2 Amendments Requested by FDOT .
 - Walk/Bike Safety Outreach – additional \$401,000
 - Data collection and public information/education.
 - High Injury Network
 - This will include technology to communicate with pedestrians and bicyclists via their smartphone
 - HART New Passenger Ferry Grant – additional \$6 M
 - Funds awarded from USDOT to purchase a ferry for the Cross Bay Ferry route
 - Reviewed public outreach
 - Both have been approved by TAC and CAC.

Presentation: [TIP Amendment Presentation](#)

Report: [Comparative Report](#)

Recommended Action: Approve the amendment to the FY2022/23 – 2026/27 TIP and add funds to Project Number 444199-1 Walk/Bike Safety Outreach and 451342-1 HART Passenger Ferry Grant.

Discussion:

It was asked that, up until this point, the Cross Bay Ferry has not been owned and has been contracted by another company. Yes, it has been contracted by HMS. A ferry is brought here from up north when it is not in use. This will make it a permanent, year-round ferry, the match has been provided by the county at \$1 million. The ferry is arriving late due to the storms. It has been asked if this ferry could be used to help in Ft. Myers in the recovery efforts. It was asked if the maintenance and crew will be the responsibility of the current funding parties. It was also noted that the ferry ridership has been increasing, has sold out, and is effective for getting across the bay. It was noted that the rescue efforts of 9/11/2001 were primarily done by ferry.

Commissioner Overman moved to approve the FY2022/23 – 2026/27 TIP and add funds to Project Number 444199-1 Walk/Bike Safety Outreach and 451342-1 HART Passenger Ferry Grant; seconded by Mayor Ross. Voice vote, motion approved unanimously.

B. Health Impact Assessment of 2045 LRTP Complete Streets Projects (Joshua Barber, TPO Staff)
(Timestamp 1:05:29)

- 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 including 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](#)

DRAFT: [Health Risk Assessment Technical Memorandum](#)

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

Recommended Action: Approve recommendations and draft technical memorandums.

Discussion:

It was noted that transportation and housing are talked about but not health. The lack of walkability, bike lanes, safety, and food deserts really play a part. It was brought up that the car is relied upon too heavily and that this is not a pedestrian-friendly community. Need to focus on getting people out and moving, “health is wealth”. The lens that this creates is being incorporated into other areas and the recommendations will be included in planning. The county has been asked by the Director of Health to bring housing and healthcare together, this needs to be brought into the LRTP.

Commissioner Overman moved to approve the recommendations and draft technical memorandums; seconded by Mayor Ross. Roll call vote, the motion passes 14 – 0.

STATUS REPORTS

A. Potential LRTP Amendment re: I-275 Additional Lanes, Hillsborough to Bearss (Johnny Wong, TPO Staff) (*Timestamp 1:23:28*)

- Went over the background – Projects on I-275 north of Downtown including the Downtown Interchange. Cost estimate in FDOT’s recent SIS Cost Feasible Plan draft: \$223 million.
- Recent TPO Board Actions occurred at the June 2021 TIP Public Hearing, the June 2022 TIP Public Hearing
- Review of what is in FDOT’s proposed project for I-275 between Hillsborough and Bearss – new general-purpose lane in each direction along with ancillary treatments
 - Explained Traffic Volume & Congestion Impacts of 6 vs. 8 lanes – some areas of surface roads are expected to decrease and areas of I-275 are expected to increase; the experience for system users will be slight if at all.
 - Looked at safety impacts and high-injury crash data
 - Went over transit impacts
 - Went over Equity impacts
- Next Steps
 - Went over LRTP Amendment Process and requirements

Presentation: [2045 LRTP: I-275 from Hillsborough Ave to Bearss Ave, 6 lanes vs 8 lanes](#)

Discussion:

This project was taken out of the TIP and this is starting the process to consider removing this from the LRTP. There was a discussion about the project cost, ~\$223 million. Compared the six and eight-lane congestion, it was noted that there is very little difference. Florida and Nebraska are

below capacity now except for one intersection. The crash rate on I-275 is above the state average; the PD&E study says it will reduce crashes, but the congestion won't be impacted.

Commissioner Kemp directed TPO Staff to schedule a public hearing to remove the additional lanes on I-275 from the LRTP; also moves that, as part of the process, staff research the fifteen-foot internal lanes and coordinate a response with FDOT as to what those fifteen-foot lanes may be used for in the future.

Discussion:

Secretary Gwynn noted that there is a lot of information in the model. The current model in 2045 includes a very robust transit system that draws traffic off the roadways. The model shows a 50% increase in traffic from Hillsborough to Bearss and a 100% increase north to Pasco County. If the interstate is not increased, it will force traffic onto local roadways. The widening will not solve congestion; it will move more traffic into the environment. Is not sure what taking this out of the LRTP would accomplish. This project is not in the TIP, and it is not funded. It will invalidate the BRT models on surface streets. Recommends that it be looked at during the 2050 update instead of pulling it out of the current LRTP and there may be unintended consequences that could occur.

There was discussion about the BRT projects on the interstate and who would pay for it becomes mute if the project is removed and could muddy up the street-level BRT that has been approved. It was questioned how removing this project would invalidate the street-level BRT. It was noted that since widening the interstate acts as a magnet and draws traffic out of the local neighborhoods, what would be the economic impact on those neighborhoods, this should be addressed in the public hearing process. It was noted that if safety is made the priority, there is no impact on the crashes. If there is no sales tax, there is no way regional BRT will come down I-275. Without a dedicated BRT lane, it will not improve the speed and turnaround times for the buses. Safety is not being addressed, balanced mobility is not being addressed, and this project does not serve the overall goal.

It was noted that the LRTP must be revised every five years and that is appropriate to make sure things are aligned. That process is about to begin; this discussion seems misguided. It is spending taxpayer money to have research and hearings for an unfunded project that has zero chance of happening before the LRTP clock takes its course. For the sake of the growth of the community and remaining an economic center, it is a good idea to pause this for the course of the LRTP. It was noted that congestion doesn't get worse, it gets longer. Taking the pause allows time to have the entire system between the agencies and entities work together and build an overall plan and focus versus one project. It was asked if, in the future, the interior lanes would not become express lanes. Secretary Gwynn stated that it would not be possible without opening up the entire environmental process and SEIS. It is not possible for express lanes to just be put in by FDOT. It was asked when the LRTP revision will take place; it will be voted on in 2024. It was brought up that Hillsborough County is in a state of uncertainty when it comes to transportation planning. The same problems are identified and time and again, the citizens are unable to vote on the investment in their future. The county is flying blind as to future funding and whether transportation plans are going to move forward and if transit plans are going to come to fruition at

this point. It was noted that there is no compelling reason to deal with the LRTP right now and it is not pressing until there is more clarity about where the county is.

Commissioner Kemp amended her motion to continue this issue until February 2023. Seconded by Councilmember Maniscalco. The roll call vote passes 9 – 4.

IX. EXECUTIVE DIRECTOR'S REPORT (*Timestamp 2:23:06*)

- A. SunRunner BRT field trip – Tuesday, November 15, 1:30 PM.
- B. 2023 Board Officer Election to be held in December 2022. Will need to entertain new candidates for Chair and Vice Chair as they are term-limited.

X. OLD & NEW BUSINESS (*Timestamp 2:23:53*)

- A. Next meeting is on December 14, 2022.
- B. BOCC emergency meeting that is open to public comment on October 13, 2022, at 5 PM.

XI. ADJOURNMENT – The meeting adjourned at 12:25 PM

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

Social Media

Facebook

9/21

Regarding a post about the 2022 Fancy Women Bike Ride

Dave Coleman - "So sad about the 273 deaths and 7,300 hit and runs last year, probably about the same this year." "Hillsborough TPO following, this has to change. Part of the reason my daughter moved to Portland with her 2 bikes strapped to her car was how dangerous Tampa is."

Christopher Vela - "Dave Coleman probably already said this, but every year, there are anticipated fatalities. This means the tpo, among other agencies, evaluates current crash(fatal) trends- 'x' amount of people are expected to die on our county's roads. FHWA, a fed org, establishes this expectation of death. Why is this bad? Well, we shouldn't focus so hard on how many lives we will lose next year. We really should just focus on losing zero. That is why #visionzero can be one hoax of a goal. Who cares about looking good? Just be good."

Walter John Slupecki - "Vela Christopher yep, especially when you continue to have power players that support TBNEXT & #FakeBRT"

Mike Lamarca - "Hillsborough TPO so, BPAC next recommendation gonna be zero? I double dare you."

9/22

Vela Christopher (In response to a question about I-275 discussions with the TPO) - "Tim Keeports Got it. Other than the regular meetings from the Hillsborough TPO, I haven't heard anything."

The city is proposing its own 'mini-blvd project' for Ashley. Not sure if you know about it. I can also send you the details."

10/10

Mike Lamarca - "Hey All for Transportation, now that you have been defeated twice, maybe you should start being transparent with the residents of Hillsborough County. Your plan was a money grab, and nothing more. Your entire campaign was smoke and mirrors, with absolutely zero transparency. Even your mailing address was a nod to secrecy. Do you want to save lives? Do you want to improve transportation in Hillsborough County? Let's start with fixing the obscene wasteful spending the BOCC approves. Then let's fix the Hillsborough TPO and their mentality that only money will fix the problems. Vision Zero Hillsborough, as part of the TPO, could be a great help to fixing that, if they let it happen. We need to get away from just listening to the AICP folks, and start listening to the actual users. You aren't going to fix the transportation issues, and the car-centric issues, by having more public options. It is blatantly obvious when we look at the schools around here, and the car rider lines. Those students can either walk, or take the free bus, and their parents don't allow it. Now, that's two generations of people that won't use HART Hillsborough Area Regional Transit public transportation. Until you change that, you won't change the rest, no matter how many dollars are thrown at it. And since the Hillsborough County Sheriff's Office won't enforce the parking in the bike lanes, and parking in the No parking areas in front of those schools, we aren't even trying to fix that thinking."

Twitter

9/16

El Hijo de Doña TERE (In response to a Tampa Bay business Journal post about the transportation surtax addressing forecasted issues due to a growing population)

"That's why cars dealers outnumber fast foods establishments"

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

Email

The Board Folder was emailed to the TPO Board on 10/11/2022

Chris Vela – Submitted a letter asking that the TPO not support the City of Tampa applying for the RCP Grant for Ashley Street.

Gloria Jean Royster – Submitted a letter noting that she supports the Ashley Drive reconnection but has concerns about the small number of Tampa residents it would impact and that the design is not reducing traffic. She also expressed concerns about pedestrian safety in the design.

Alana Brasier – Shared the SS4A grant application which has a big focus on implementing the findings from the Safe Access to Parks study and the Safe Routes to School Study done by the TPO.

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



Hillsborough TPO

Transportation Planning Organization

Committee Reports

Citizens Advisory Committee (CAC) Meeting of October 5

The CAC received presentations on the following action items:

- Attendance Review and Declaration of Vacant Seats
 - Noting that some members have missed a majority of meetings in 2022, the committee took action to vacate the seat appointed by Tampa City Councilman Maniscalco and the seat reserved for those younger than 30yrs old. With those seats vacated, one replacement will need to be appointed by the Representative of Tampa City Council District 6 and by a citizen younger than 30yrs old.
- TIP Amendment: Walk/Bike Safety Outreach and HART New Passenger Ferry Grant
 - The committee approved the TIP Amendment and noted the importance of collecting counts for cyclists and pedestrians. One member remarked that they support the amendment but is slightly concerned about transmitting messages and notifications to people who are traveling.
- Health Impact Assessment of 2045 LRTP Complete Street Projects
 - The Health Impact Assessment technical memoranda were approved by the committee. Some members requested that TPO staff return with a briefing to explain how health data are collected and extrapolated by the Center for Disease Control.
- Plant City Canal Connector Trail Study
 - The committee approved the results of the study and noted they are pleased that the trail alignment will serve transportation needs, as well as recreation.
- CAC Organizational Structure
 - The committee did not approve the TPO staff recommendations for committee reorganization. TPO staff were directed to host a follow-up workshop to consider restructuring options and to return with two new proposals that reflect the committee's motions and feedback, to more fully explore a third option that was presented by a committee member and which is included in the agenda addendum, and to consider an Option that omits any changes.

Technical Advisory Committee (TAC) Meeting of October 10

A verbal report will be provided at the meeting.

Livable Roadways Committee and Bicycle Pedestrian Advisory Committee

These meetings were cancelled due to Hurricane Ian.

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)

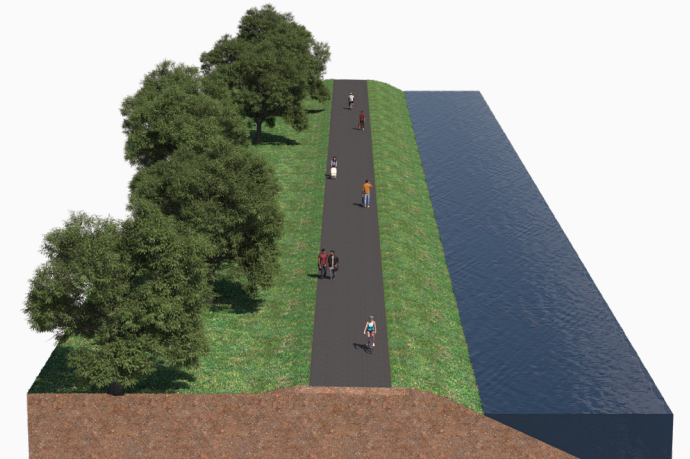
Any right-of-way (ROW), or land, needed for the proposed improvements will be obtained by agreements with local agencies, donation, easement, or purchase from willing sellers. Based on the statutory requirements associated with use of FDOT SUN Trail funding, ROW acquisition via eminent domain is not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