



# Hillsborough TPO

## Transportation Planning Organization

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**Plan Hillsborough**

[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)

813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> Floor  
Tampa, FL, 33602

### ***Meeting of the Livable Roadways Committee***

Wednesday, November 30, 2022, 9:00 a.m. – 11:00 a.m.

County Center, 18<sup>th</sup> Floor – Plan Hillsborough Committee Room

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

#### Remote participation:

- To view presentations and participate on your computer, tablet or smartphone:
- <https://attendee.gotowebinar.com/register/3610584406680682507>
- Register in advance to receive your personalized link, which can be saved to your calendar.
- Dial in LISTEN-ONLY MODE: 1-631-992-3221 Access Code: 235-762-857
- 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: Jason Krzyzanowski at (813) 836-7327 or [JasonK@plancom.org](mailto:JasonK@plancom.org).

#### Rules of engagement:

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

## **Agenda**

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

### **II. Roll Call 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](mailto: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 – October 26, 2022**

### **V. Action Items**

#### **A. Tampa School Transportation Safety Study (Lisa Silva, TPO Staff)**

- B. 2023 Meeting Calendar (Lisa Silva, TPO Staff)

## VI. Status Reports

- A. Fowler Avenue Studies: FDOT PD&E, HART's Arterial BRT and Plan Hillsborough Vision Plan (Amber Russo, FDOT Jesus Paeraza Garcia/Omar Alvarado, HART, Jay Collins/Alvaro Gabaldon, TPC staff)
- B. Hillsborough County Greenways Master Plan (Sarah Caper, HC Staff)
- C. Wildlife Permeability Along I-4 (Joel Johnson and Brent Setchell, FDOT)

## VII. Old Business & New Business

- A. 2022 Gulf Coast Safe Streets Vision Zero Hero Award Presentation (Lisa Silva, TPO Staff)
- B. Hillsborough County presentation request for Van Dyke Road (Joseph Citro, Chair, Larry Josephson, HC Public Works)
- C. LRC Potential recess December 21, 2022 (Joseph Citro, Chair)

## VIII. Adjournment

## VIII. Addendum

- A. TPO Meeting Summary and Committee Reports
- B. A New Crosswalk to Classroom for Just Elementary

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

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Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 576-2313 o [barberj@plancom.org](mailto:barberj@plancom.org), tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 272-5940 o (813) 273-3774 ext. 1.

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*If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.*

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

**I. CALL TO ORDER AND ROLL CALL** (*Timestamp 0:00:06*)

Vice Chair Hey called the meeting to order at 9:04 AM and led the Pledge of Allegiance.

Members Present In-Person: Cal Hardie, Oona Johnsen, Michael Maurino, David Hey, Emily Hinsdale, Tony Monk, Larry Josephson, Karen Kress, Jason Jackman, Carlos Ramirez, Sara Hendricks, Gus Ignas

Members Present Virtually: Matthew Lewis, Arizona Jenkins, Krystina Steffen, Gloria Belangia

Members Absent/Excused: Joseph Citro, Julie Ham, Melissa Collazo, Omar Alvarado, Catherine Coyle

Other Attendees: Lisa Silva, Jason Krzyzanowski, Ben Gordon, Elizabeth Watkins, Brynn Dauphinais, Amber Simmons, Gail Reese (TPO Staff); Sara Caper, Christopher Fellerhoff (Hillsborough County); Christopher DeAnnuntis (HART);

**An in-person quorum was met.**

**A. Vote for Remote Participation** (*Timestamp 0:02:08*)

**Michael Maurino so moved, seconded by Carlos Ramirez; the voice vote passes unanimously.**

**II. PUBLIC COMMENT** (3 minutes per speaker) (*Timestamp 0:02:53*) – None at this time.

**III. APPROVAL OF MINUTES** (*Timestamp 0:02:54*) – August 24, 2022.

**Michael Maurino moved to approve the minutes of August 24, 2022, seconded by Carlos Ramirez; the motion passed by voice vote.**

**IV. STATUS REPORTS**

**A. Tampa International Airport Master Plan Process** (Gina Evans, Hillsborough County Aviation Authority.) (*Timestamp 0:03:33*)

- 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:**

Arizona Jenkins asked if the HART drop-off and curbside assistance will be continuing for handicap? Yes, Skycab is back. It was noted that they Skycab's need to lift from the bottom and not the side on wheelchairs. It was expressed that a visitor to Tampa wrote a letter and it was in the news. It said that the airport was wonderful but that the person was not able to explore around the Tampa Bay region via transit. It was asked how TPA is helping with that. The Aviation Authority now has a HART route and is working with Pinellas County; TPA is very pro-transit and takes that very seriously. The connections via bike and walking have been incorporated. The sidewalks connect to West Shore and the Pinellas system. Ms. Evans offered for anyone to come and see this and she is also able to share an ariel map.

**B. Hillsborough County Paved Trail Big Data Survey** (Chris Fellerhoff, Hillsborough County)  
(Timestamp 0:27:29)

- 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 if this data was collected across the county and if it will live somewhere in a database that can be accessed. The specific trails were chosen due to vendor constraints. It was asked if there were any gaps identified in this study. No, this study was to capture data about existing trail use. That could be done in a separate project. It was asked what type of source the vendor used to capture the data. Much is proprietary but relies on users' geographical data such as cell phones. The vendor could trace data on facility users back to their approximate origin. Clarification on

vendor information was requested. The trend data was very useful to be able to draw some conclusions.

C. **Tampa MOVES Plan Update** (Cal Hardie, City of Tampa) (*Timestamp 0:59:56*)

- Overview – how we got to the present and how we get to the future.
- Review of the City’s transportation assets, funding sources (variable), and transportation services, noted that current funding is not keeping up with needs (on a 75-year resurfacing schedule), safety issues, congestion, and traffic (12<sup>th</sup> 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.

**Presentation:** [Tampa Moves Presentation](#)

**Website:** [Tampa MOVES](#)

**Discussion:**

Clarification was requested on the 30-mile calculation for repaving. Concern was expressed about having bike lanes going downtown in the middle of the street. The City of Tampa is working with THEA on the best ways to handle integrating this. It was also noted that wider sidewalks are going to be installed by FDOT on Florida and Tampa to Tyler along with resurfacing from Tyler to Jackson. There are opportunities there as well. It was asked if the All for Transportation is ever going to be approved to get the money for better transportation. Right now, it is in the hands of the courts and the one from 2018 is still with the State Legislature.

D. **Multimodal Level of Service Report** (Connor MacDonald, TPO Staff) (*Timestamp 1:31:03*)

- 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](#)

**Discussion:**

It was asked if the TPO continues to evaluate other methods for measuring Levels of Service. The TPO is following guidelines. The State of California is using methodologies using the VMT method for evaluating land development and transportation to reign in induced demand by highway expansion. This may be something the TPO is interested in looking into. There was discussion on how this information will be used and if it will help with prioritization in the future. It could be used in the TIP and it is used in studies, land-use evaluations, etc.

**V. OLD BUSINESS & NEW BUSINESS** *(Timestamp: 1:38:11)*

- A. Next meeting on November 30, 2022.
- B. The City of Tampa had the El Prado meeting on October 25, public comment is open now.
- C. The 2022 Bike to School event was the largest in Hillsborough County history and hopes for continued growth in 2023.

**VI. ADJOURNMENT** Meeting adjourned at 10:46 AM

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

DRAFT



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Tampa School Transportation Safety Study

### **Presenters:**

Lisa Silva, TPO Staff

### **Summary:**

The Tampa School Transportation Safety Study outlines strategies focused on advancing physical transportation improvements around schools and 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.

The study 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 <https://planhillsborough.org/school/>.

### **Recommended Action:**

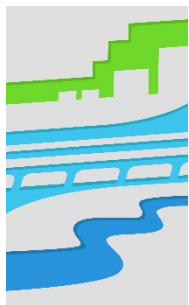
Recommend TPO Board approve the Tampa School Transportation Safety Study.

### **Prepared By:**

Lisa K. Silva, AICP, PLA

### **Attachments:**

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



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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

2023 Meeting Calendar

### **Presenter:**

Committee Liaison, TPO Staff

### **Summary**

Staff has prepared a calendar of meetings for 2023. We ask that each TPO advisory committee review and approve its meeting dates. Upon approval by the TPO Board, this calendar will be published and posted online to provide the public with ample notice of meeting schedules.

### **Recommended Action**

Review and approve the 2023 TPO Board and Committees Meeting Calendar

### **Prepared By:**

Lisa K. Silva, PLA, AICP, TPO Staff

### **Attachments:**

2023 Draft Calendar



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## 2023 SCHEDULE OF MONTHLY MEETINGS

	TAC 1:30 PM	CAC 6:00 PM	Policy 8:30 AM	TPO 10:00 AM	LRC 9:00 AM	BPAC 5:30 PM	ITS 1:30 PM	TDCB 9:30 AM	TMA 9:30 AM	SCPTA 11:30 AM	MPO DIRECTORS 1:30 PM
JANUARY	9	4	11	11	18	25	12				6
FEBRUARY	6	1	8	8	15	22		23			3
MARCH	6	1	8	8	22	22			10 (c)		3
APRIL	3	5	12	12	19	26	13	28			7
MAY	1	3	10	10	17	24					5
JUNE	5	7		14(a) @ 6PM Public Hearing	21	28		30	9 TBD - Polk	9 TBD - Polk Joint Mtg w Ctrl FL Alliance	1
JULY	Recess	TBD - Offsite Meeting	Recess	Recess	Recess	26 Workshop	13				Recess
AUGUST	7	2	9	9	16	23		25			4
SEPTEMBER	11	6	13	13	20	27			15 TBD – Pinellas or online		1
OCTOBER	2	4	11	11	18	25	12	27			6
NOVEMBER	6	1	8	8	15	29					3
DECEMBER	Joint Mtg. 6 @ 12 PM TBD – Offsite Meeting		13	13	20	27		15	15 TBD-Hernando	15 TBD-Hernando	1
Meeting Location	(b)	(b)	(c)	(c)	(b)	(b)	(b)	(b)			

Acronyms

TAC Technical Advisory Committee of the TPO Board  
CAC Citizens Advisory Committee of the TPO Board  
Policy Policy Committee of the TPO Board  
TPO Transportation Planning Organization Board  
LRC Livable Roadways Committee of the TPO Board  
BPAC Bicycle-Pedestrian Advisory Committee of the TPO Board  
ITS Intelligent Transportation Systems Committee of the TPO Board  
TDCB Transportation Disadvantaged Coordinating Board  
TMA Tampa Bay Transportation Management Area Leadership Group  
SCTPA Sun Coast Transportation Planning Alliance

Meeting Locations

- (a) BOCC Chambers, County Center, 601 East Kennedy Blvd., 2<sup>nd</sup> Floor
- (b) Plan Hillsborough Committee Room, County Center, 601 East Kennedy Blvd, 18<sup>th</sup> Floor
- (c) 26<sup>th</sup> Floor, Rooms A&B, County Center, 601 East Kennedy Blvd
- (d) Planning Commission Boardroom, County Center, 601 East Kennedy Blvd, 18<sup>th</sup> Floor



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item:

Fowler Avenue Studies: FDOT's PD&E, HART's Tampa Arterial BRT, & Plan Hillsborough's Vision Plan

### Presenters:

Amber Russo, FDOT/Jesus Peraza Garcia and Omar Alvarado, HART/Jay Collins and Alvaro Gabaldon, Plan Hillsborough

### Summary:

There are multiple and upcoming studies on the Fowler Avenue corridor. They are the Florida Department of Transportation's (FDOT) Project Development and Engineering Study (PD&E), Plan Hillsborough's Vision Plan, and HART's Tampa Arterial Bus Rapid Transit (BRT) study. 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.fdotd7studies.com/projects/fowler-florida-to-56th/>.



HART's Tampa Arterial BRT Study examines the potential for a Bus Rapid Transit line with all exclusive guideway and full Transit Signal Priority focusing on the current Nebraska Avenue MetroRapid corridor, Fowler Avenue corridor, and the Florida Avenue corridor. Two alternatives were developed: a Recommended BRT Alternative and a Lower-Cost Alternative (LCA). The HART Board agreed in April 2022, to move forward with implementation of portions of the LCA from Downtown Tampa to Linebaugh Avenue. The implementation of the LCA does not preclude the future construction of the Recommended BRT Alternative once local funding is available to support this service. The next phase of this project will be focused on coordination with the City of Tampa, Hillsborough County, the Hillsborough TPO, and FDOT to implement the LCA as approved by the HART Board. The project website is <http://gohart.org/Pages/brt-arterial.aspx>.

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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/>.

**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

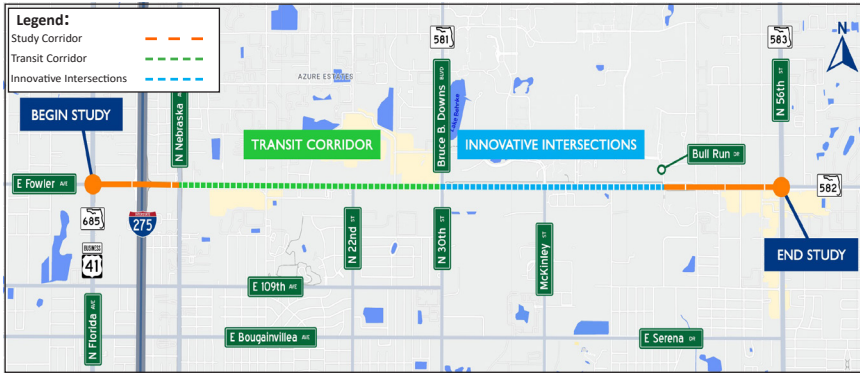
Hillsborough County | WPI Segment No. 448505-1



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.



The PD&E Study will evaluate transit corridor alternatives from Nebraska Avenue to Bruce B. Downs Boulevard, and innovative intersections from Bruce B. Downs Boulevard to Bull Run Drive. Intersection safety and bicycle and pedestrian facilities will be studied throughout the study limits.

### 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](mailto: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](mailto: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 <sup>nd</sup> Quarter	3 <sup>rd</sup> Quarter	4 <sup>th</sup> Quarter	1 <sup>st</sup> Quarter	2 <sup>nd</sup> Quarter	3 <sup>rd</sup> Quarter	4 <sup>th</sup> Quarter	1 <sup>st</sup> 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 Q4 2023]					
Alternatives Development & Evaluation		[Solid blue bar from Q3 2022 to Q4 2022]			[Solid blue bar from Q1 2023 to Q4 2023]				
Alternatives Public Workshop					[Yellow star]				
Public Hearing							[Yellow star]	[Yellow star]	
Study Approval								[Yellow star]	

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](mailto: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](mailto: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:**

Hillsborough County Greenways Master Plan

**Presenter:**

Sarah Caper, Hillsborough County Community and Infrastructure Planning

**Summary:**

Originally crafted in 1995, the master plan addresses a variety of greenways across the county, including natural surfaces, paved trails, natural surface trails, and blueways (recreational waterways).

The Department of Community & Infrastructure Planning has embarked upon a year-long Greenways Master Plan update and will continue to engage the Hillsborough Greenways Committee for input throughout the update process. This group meets frequently throughout the year to advise on countywide greenways initiatives.

A key feature of the revised plan will be corridor development with a focus on feasibility, connectivity, and the ability to implement. The updated plan will continue to address key components included in the 1995 Master Plan such as the benefits of greenways and the needs of user groups - e.g., equestrian, mountain biking, and hiking.

Since the plan's adoption 27 years ago, Hillsborough County has planned and programmed greenways projects focusing on several major corridors, including the Upper Tampa Bay Trail and the South Coast Greenway. Efforts to complete these corridors, segment by segment, continue through the County's Capital Improvement Program.

As the Greenways Master Plan update progresses, Hillsborough County will continue to reach out to residents with updates and to gather input on the Plan.

**Recommended Action:**

None, for information only.

**Prepared By:**

Wade Reynolds, TPO Staff

**Attachments:**

[Hillsborough County Greenways Outreach Page](#)



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[planhillsborough.org](http://planhillsborough.org)  
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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Wildlife Permeability Along Interstate 4

### **Presenter:**

Joel Johnson and Brent Setchell, FDOT

### **Summary:**

Vehicle collisions are a significant source of mortality and directly impact the Florida panther population through reduction in panther numbers and limiting the potential for population expansion. Northward expansion of panthers across the Caloosahatchee River and I-4 are necessary for the panther to continue to make progress toward recovery. However, the highway and adjacent land uses, known as the I-4 corridor, constitute a major barrier to wildlife movement, including range expansion of the Florida panther.

The U.S. Fish and Wildlife Service's (Service's) Florida Panther Recovery Implementation Team (PRIT) requested the Transportation Sub-Team to coordinate with the Florida Department of Transportation (FDOT) to provide a report on the permeability of the I-4 corridor. The Transportation SubTeam was assembled to help address the issues of vehicle mortality and habitat loss associated with transportation systems. Please find attached "Wildlife Permeability Along Interstate 4," a report prepared by the Transportation SubTeam.

The Service and FDOT have been coordinating closely on the planning and construction of wildlife crossings associated with upcoming projects along the I-4 corridor. This report identifies prospects and limitations for helping to re-establish safe passage of panthers across I-4, which is crucial to the future of the panther.

### **Recommended Action:**

None; for information

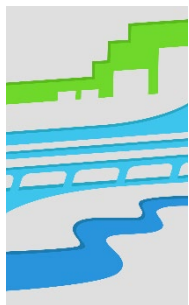
### **Prepared By:**

Beth Alden, TPO Director

### **Attachments:**

*Wildlife Permeability Along Interstate 4* report

[Presentation slides](#)



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# **Wildlife Permeability along Interstate 4**

## **Transportation SubTeam Report**

to

**Florida Panther Recovery Implementation Core Team and  
US Fish and Wildlife Service**

**June 2020**

## Transportation Subteam Members

Meredith Budd on behalf of Nancy Payton, Florida Wildlife Federation

Katasha Cornwell, Florida Department of Transportation

Amber Crooks, Conservancy of Southwest Florida, SubTeam Chair

Elizabeth Fleming, Defenders of Wildlife, Core Team Liaison

Terry Gilbert, Florida Fish and Wildlife Conservation Commission

Darrell Land, Florida Fish and Wildlife Conservation Commission

Gwen Pipkin, Florida Department of Transportation

Don Scott, Lee County Metropolitan Planning Organization

Brent Setchell, Florida Department of Transportation

Dan Smith, University of Central Florida

John Wrublik, US Fish and Wildlife Service

The Mission of the Panther Recovery Implementation Team Transportation Subteam is to identify and prioritize panther-vehicle collision areas and recommend risk-reduction measures. One of the recovery objectives for the Florida panther is to re-establish at least two additional viable populations outside of south and south-central Florida.<sup>1</sup>

As Florida panthers have been hit by vehicles on Interstate 4 (I-4), and the roadway constitutes a substantial barrier to wildlife movement, the Subteam reviewed the remaining opportunities for large mammal permeability across the I-4 transportation corridor<sup>2</sup>. A key issue is that some opportune locations lack permanently secured connections of compatible habitat for wildlife movement between protected conservation core areas located north and south of I-4. Without these secure habitat connections, opportunities to cross I-4 will be limited.

This document explores the opportunities and constraints at each of these locations based on knowledge at the date of this report. It can be used by agencies and entities who are involved with planning roadways and other land modification projects, or entities involved with establishing conservation lands within and adjacent to the I-4 transportation corridor.

Subsequent study by the Subteam will include a similar review of wildlife corridors<sup>3</sup> and habitat connectivity from the location of the existing panther breeding population in south Florida to central Florida and I-4, as well as identifying additional opportunities and constraints.

---

<sup>1</sup> US Fish and Wildlife Service, 2008. Florida Panther Recovery Plan, 3<sup>rd</sup> Revision. P. x.

<sup>2</sup> Transportation Corridor refers to the area associated with one or more linear modes of transportation like highways, railroads or public transit which share a common course. Our assessment for this transport planning corridor includes the extensive land development occurring along I-4, essentially creating linear agglomerations or strip development that significantly magnifies the barrier effects for wildlife movement and further limits viable opportunities for providing functional habitat connections.

<sup>3</sup> Wildlife Corridor for the purposes of this report is defined as an area (typically linear in form, but of varying width) composed of suitable habitat and/or compatible land uses (e.g., certain agricultural and rural land use types) that over time facilitate the movement of wildlife species (in particular the Florida panther) between two or more larger protected conservation areas. This definition implies concepts of connectivity outlined in the 1998 Florida Greenways and Trails System Plan (the ability to create functionally contiguous blocks of land or water through linkage of similar ecosystems or native landscapes). Wildlife corridors need to be designated as conservation lands and/or agricultural preservation areas to secure their long-term function for wildlife movement and other ecosystem processes.

Remaining Opportunities along I-4<sup>4</sup> (from west to east) – See Table 1 below

<u>Block</u>	<u>Description</u>
A.	East Hillsborough County Agricultural Areas
B.	Saddle Creek (aka Tenoroc)
C.	Green Swamp/Hilochee WMA Osprey Tract Area
D.	Reedy Creek

Completed Projects – See Table 2 below

- E. Volusia County - Tiger Bay State Forest

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<sup>4</sup>This list reflects the major opportunities that exist with current conditions. There may be additional opportunities in the future beyond those areas listed here.



**LEGEND**

**MAJOR ROADS**

- I-4
- INTERSTATES/TOLL ROADS

**BOUNDARY**

- COUNTY BOUNDARY

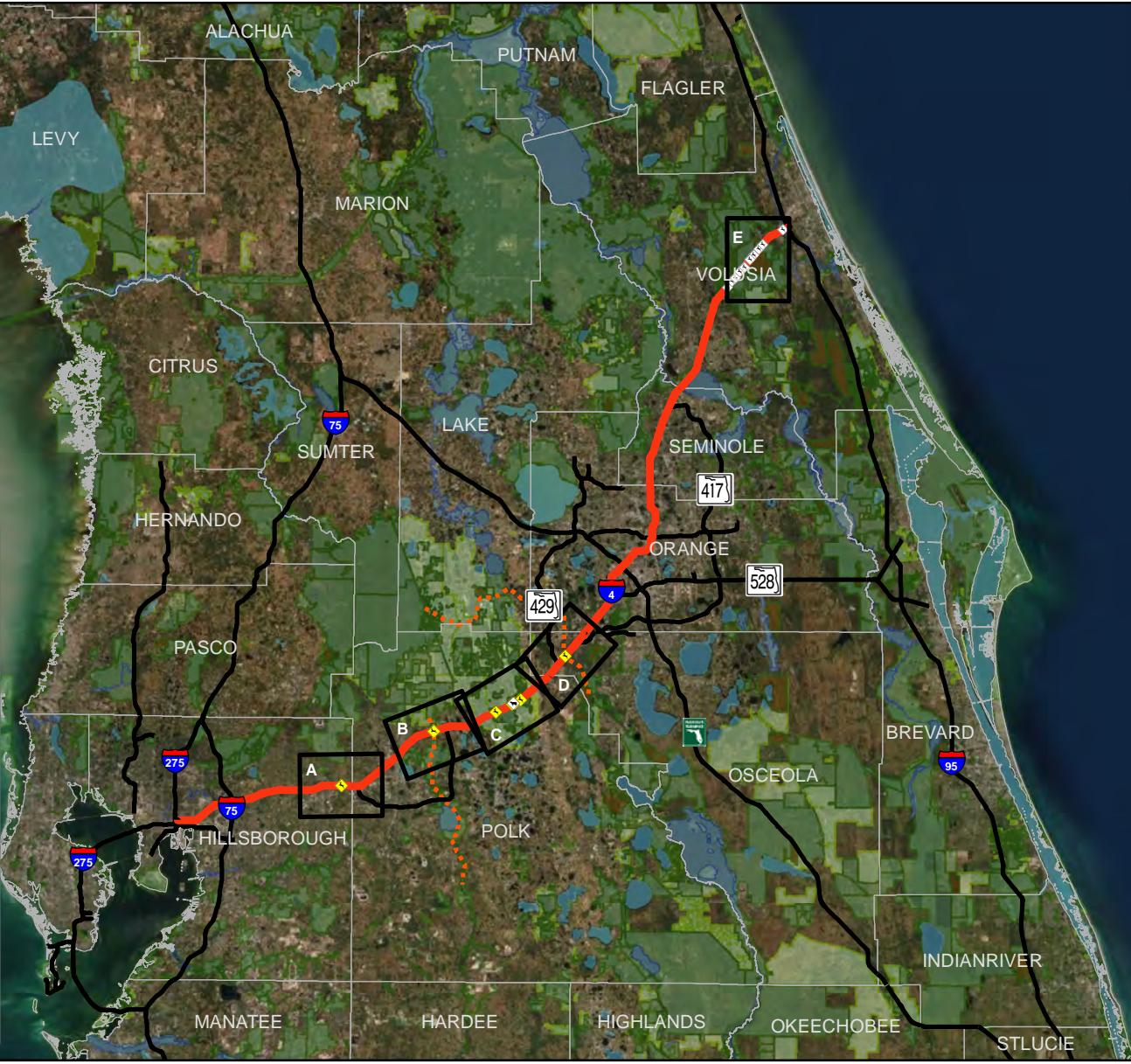
**WILDLIFE CROSSINGS**

- EXISTING WILDLIFE CROSSINGS
- POTENTIAL WILDLIFE CROSSINGS
- TARGET WILDLIFE CORRIDOR

**ENVIRONMENTAL**

- MAJOR WATERS
- MITIGATION BANKS
- MANAGED LANDS
- FLORIDA FOREVER (POTENTIAL)

0 5 10 20 Miles



**FIGURE 1**

# WILDLIFE PERMEABILITY ALONG I-4

FLORIDA PANTHER RECOVERY IMPLEMENTATION CORE TEAM  
AND US FISH AND WILDLIFE SERVICE

SOURCE: FLMA, MITIGATION BANKS, AND FF (FDEP); WMA (FWC); ROADS, WILDLIFE CORRIDORS AND LEAST COST PATHWAY (FDOT); AERIALS (ARCGIS, 2019)

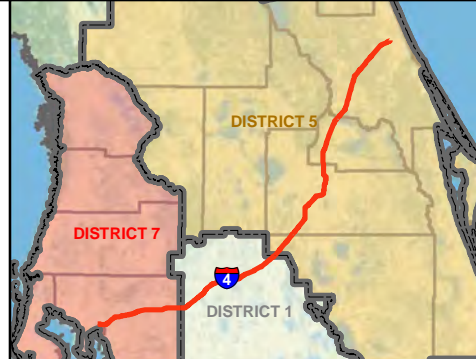


Table 1: Remaining Opportunities along I-4

Block	Description	County	Planning/Funding Status	Supporting Information	Challenges
A	I-4 Hillsborough County	Hillsborough	Not included in any plans or designs. Potential opportunities both east and west of Plant City. FDOT District 7 wildlife camera study beginning.	<p>Proposed location as mapped coincides with a FDOT identified FP Least Cost Pathway and an existing drainage structure. Panther was killed nearby on Polk Parkway in 2016.</p> <p>East and west of Plant City are large swaths of agricultural lands. Many agricultural/rural land uses have been shown compatible with panther movement and foraging activities.</p> <p>The area west of Plant City represents one of the last remaining substantial non-urbanized areas existing on both sides of I-4 west of Orlando.</p>	<p>No designated wildlife corridors or protected conservation lands currently exist.</p> <p>We recommend exploring potential opportunities with FDACS in creating new or expanding existing agricultural preservation zones in the area facilitated through the Rural and Family Lands Protection Program and by using agricultural and habitat conservation easements. Such actions would provide long-term protection for the area and support opportunities for restoration along creeks and other water features that intersect I-4. Any associated water conveyance structures may provide future retrofit opportunities for improving permeability for wildlife movement.</p>
B	I-4 Saddle Creek	Polk	Wildlife overpass currently planned over I-4. A new bridge with shelves is also being planned under SR 33. Neither project is currently funded within FDOT's 5-Year Work Program.	<p>Crossings would connect Peace River/Saddle Creek to the Green Swamp as shown in the target wildlife corridor.</p> <p>Hilochee Wildlife Management Area (WMA) parcel close to I-4 north of this location.</p> <p>Tenoroc Fish Management Area close to I-4 south of this location.</p>	<p>New warehouses are being constructed and other developments are modifying the land use in the immediate vicinity of I-4. University Blvd. to the south and Old Polk City Road to the north which parallel I-4 limit safe wildlife movement. Other roadways to the south including SR 540 and CR 546 limit safe wildlife movement. Additional protected conservation lands are needed to preserve the target wildlife corridor.</p>

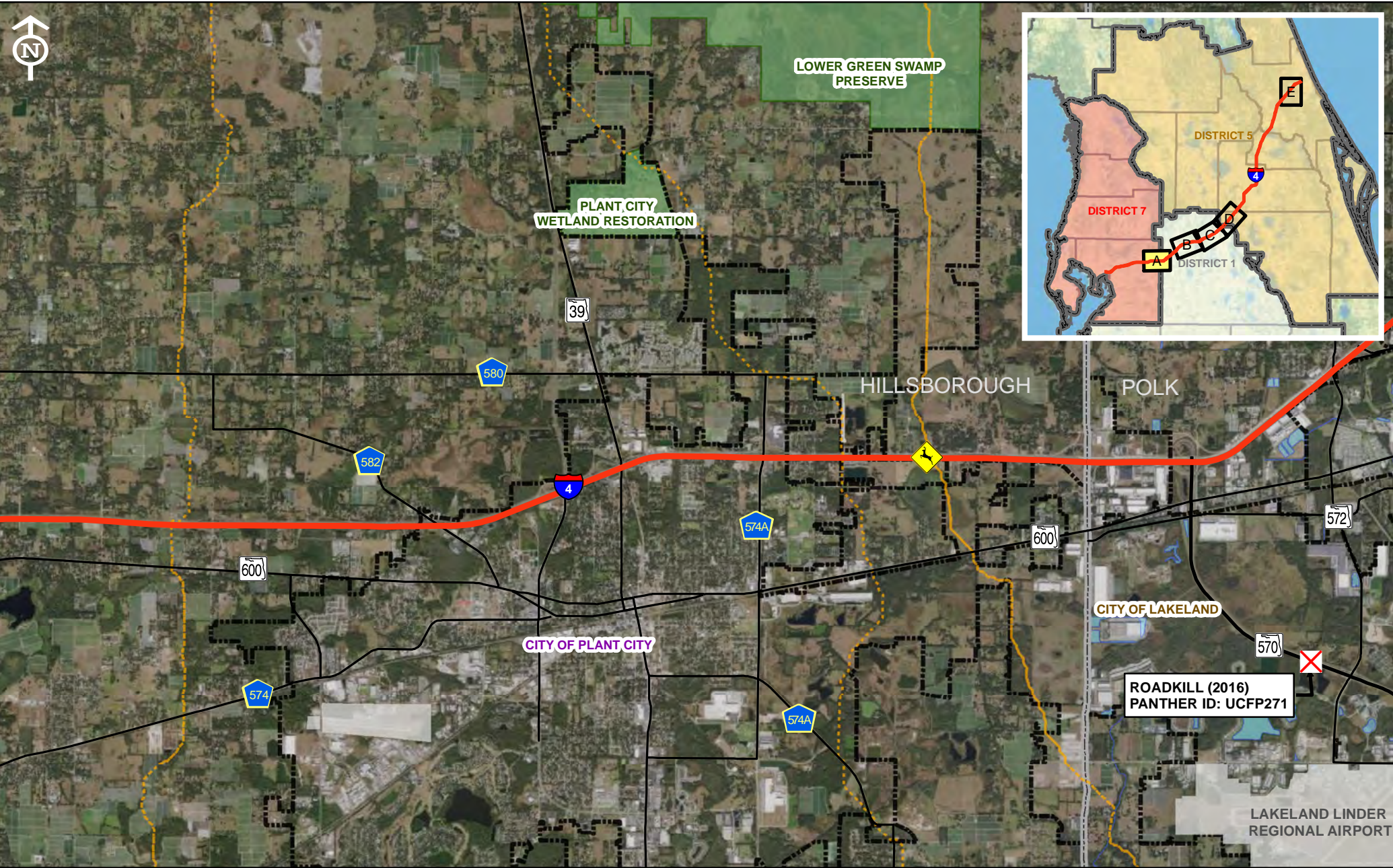
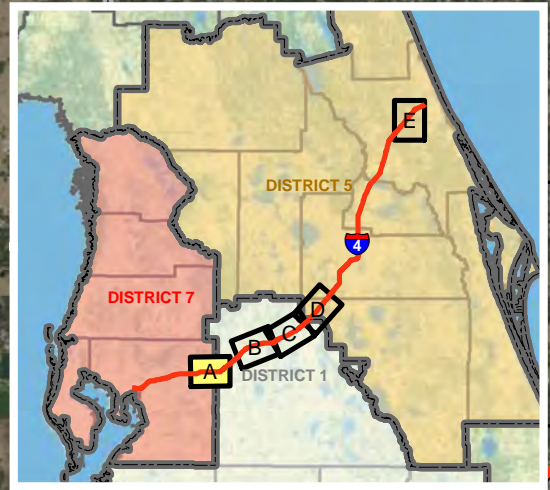
Table 1: continued.

Block	Description	County	Planning/Funding Status	Supporting Information	Challenges
C	I-4 Green Swamp	Polk	<p>The Western Green Swamp (WGS) will be constructed as part of the I-4 at SR 557 Interchange project (201215-3) which goes to construction in June 2020.</p> <p>The Eastern Green Swamp (EGS) crossing has been identified by FDOT as another preferred alternative. No funding available.</p> <p>Other potential upland crossing locations were identified by Dr. Dan Smith.</p>	<p>The WGS crossing lies adjacent to the Hilochee WMA with conservation lands on both sides.</p> <p>The EGS crossing also lies adjacent to the Hilochee WMA.</p> <p>There is potential to combine an upland wildlife overpass with a trail crossing associated with existing conservation/recreation lands managed by FWC.</p>	<p>Florida Forever conservation lands identified both north and south of this crossing. Specifically, there is a need to the south as there are no designated wildlife corridors and the land uses become more urbanized approaching Lake Alfred and Winter Haven presenting several gaps to creating viable, continuous habitat connections.</p> <p>Similarly, for EGS there is a lack of protected conservation lands and a defined wildlife corridor to connect to Reedy Creek across US 27 and US 17-92.</p> <p>Proposed upland crossings lack funding.</p>
D	I-4 Reedy Creek	Orange	Wildlife shelves are planned as part of the I-4 Ultimate bridge widening	Two panther vehicle collisions within 0.6 miles of Reedy Creek bridge crossing.	<p>Celebration Blvd, a parallel road, does not include any crossing features.</p> <p>Need to hide wildlife fencing and/or make it aesthetically acceptable for Walt Disney World and the adjacent tourism area.</p> <p>Need additional conservation lands along the target wildlife corridor preserved.</p>

Table 2: Completed Projects

Block	Description	County	Planning/Funding Status	Supporting Information	Challenges
E	I-4 Volusia County – Tiger Bay State Forest	Volusia	Four bridges and five culverts designed for large and small wildlife species, respectively, along with wildlife fencing were completed in 2016.	Wildlife camera monitoring is kicking off.	One of the four bridges (located at approx. mm 127) is in an area where adjacent lands are not permanently protected. Viability of the wildlife crossing structure is jeopardized by incompatible land uses.





# BLOCK "A"

POTENTIAL WILDLIFE CROSSING  
HILLSBOROUGH COUNTY

# WILDLIFE PERMEABILITY ALONG I-4

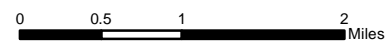
FLORIDA PANTHER RECOVERY IMPLEMENTATION CORE TEAM  
AND US FISH AND WILDLIFE SERVICE

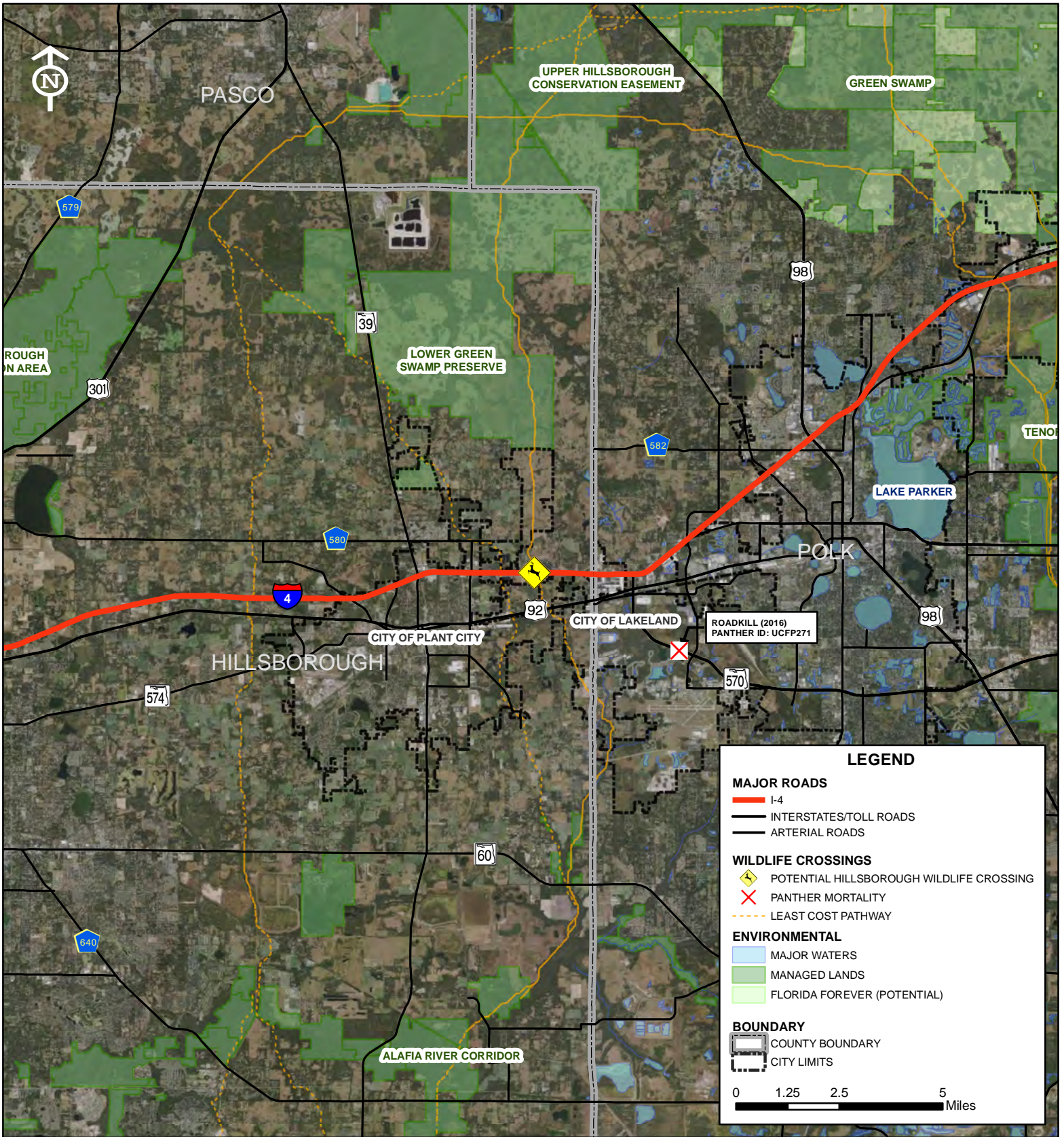
SOURCE: FLMA, MITIGATION BANKS, AND FF (FDEP); WMA (FWC); ROADS, WILDLIFE CORRIDORS AND LEAST COST PATHWAY (FDOT); AERIALS (ARCGIS, 2019)

- MAJOR ROADS**
- I-4
  - INTERSTATES/TOLL ROADS
  - ARTERIAL ROADS
- WILDLIFE CROSSINGS**
- POTENTIAL HILLSBOROUGH WILDLIFE CROSSING
  - PANTHER MORTALITY
  - LEAST COST PATHWAY

### LEGEND

- ENVIRONMENTAL**
- MAJOR WATERS
  - MANAGED LANDS
  - FLORIDA FOREVER (POTENTIAL)
- BOUNDARY**
- COUNTY BOUNDARY
  - CITY LIMITS





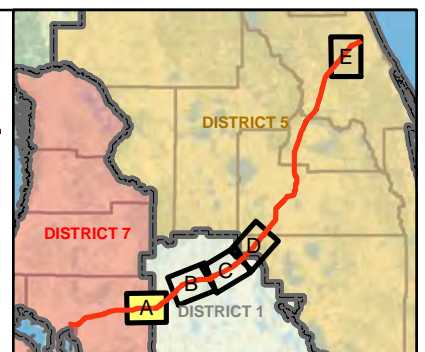
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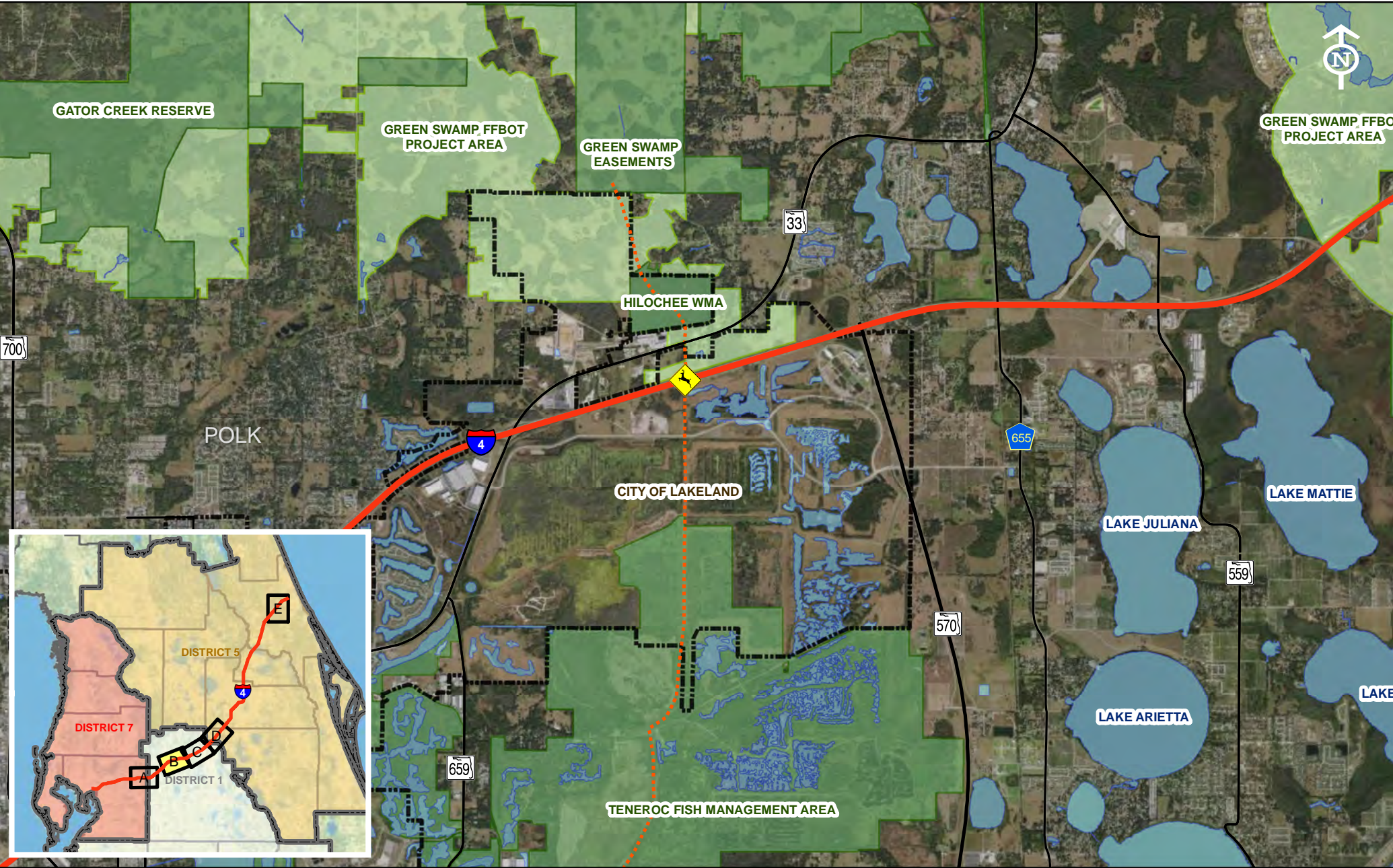
WILDLIFE CROSSINGS  
POLK COUNTY

# WILDLIFE PERMEABILITY ALONG I-4

FLORIDA PANTHER RECOVERY IMPLEMENTATION CORE TEAM  
AND US FISH AND WILDLIFE SERVICE

SOURCE: FLMA, MITIGATION BANKS, AND FF (FDEP); WMA (FWC); ROADS, WILDLIFE CORRIDORS AND LEAST COST PATHWAY (FDOT); AERIALS (ARCGIS, 2019)





# BLOCK "B"

POTENTIAL WILDLIFE CROSSING  
POLK COUNTY

# WILDLIFE PERMEABILITY ALONG I-4

FLORIDA PANTHER RECOVERY IMPLEMENTATION CORE TEAM  
AND US FISH AND WILDLIFE SERVICE

SOURCE: FLMA, MITIGATION BANKS, AND FF (FDEP); WMA (FWC); ROADS, WILDLIFE CORRIDORS AND LEAST COST PATHWAY (FDOT); AERIALS (ARCGIS, 2019)

- MAJOR ROADS**
- I-4
  - INTERSTATES/TOLL ROADS
  - ARTERIAL ROADS
- WILDLIFE CROSSINGS**
- ◆ SC#2 (FDOT PREFERRED)
  - ARTERIAL ROADS
  - TARGET WILDLIFE CORRIDOR

**LEGEND**

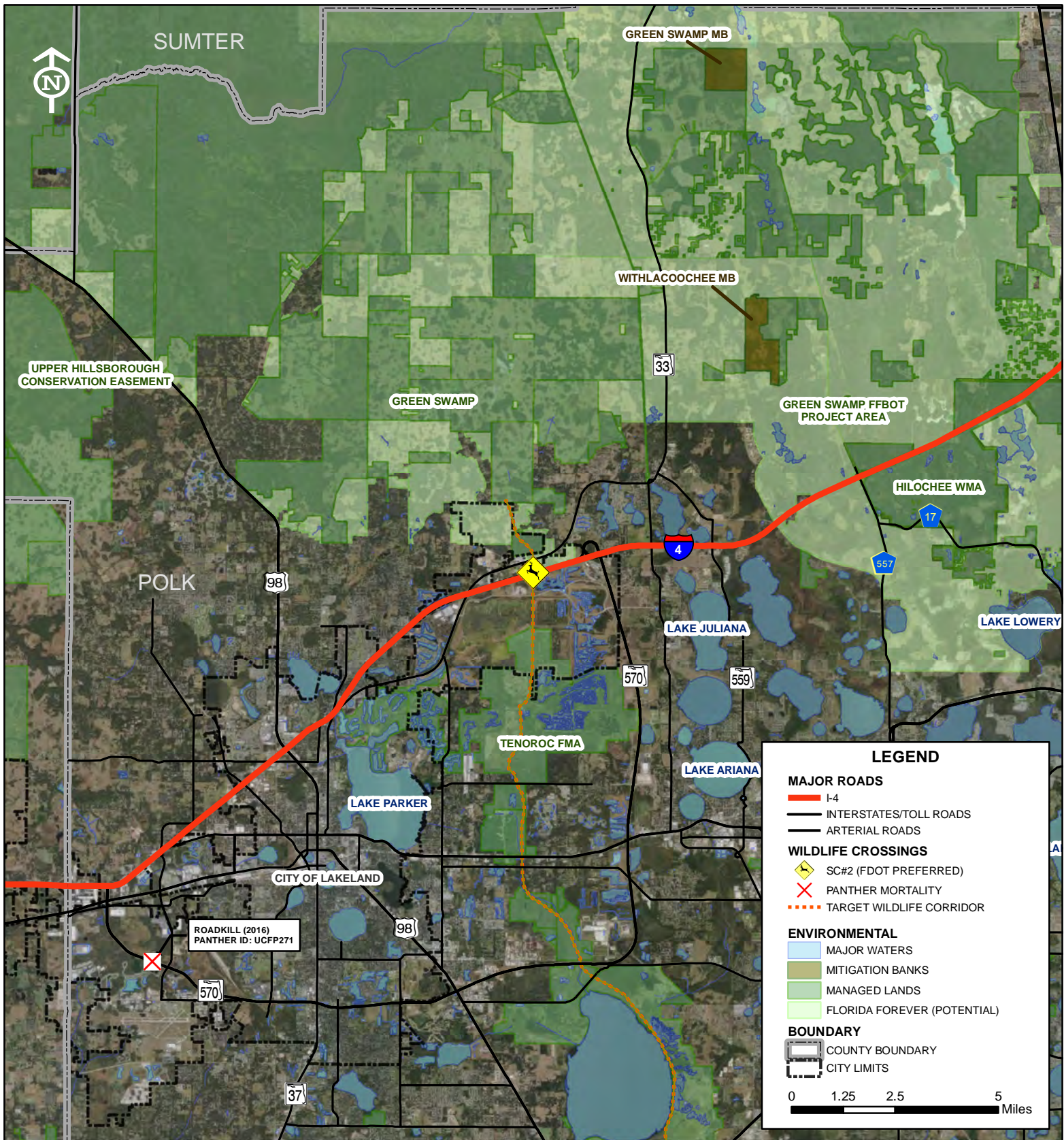
**ENVIRONMENTAL**

- MAJOR WATERS
- MANAGED LANDS
- FLORIDA FOREVER (POTENTIAL)

**BOUNDARY**

- COUNTY BOUNDARY
- CITY LIMITS

0 0.5 1 2 Miles



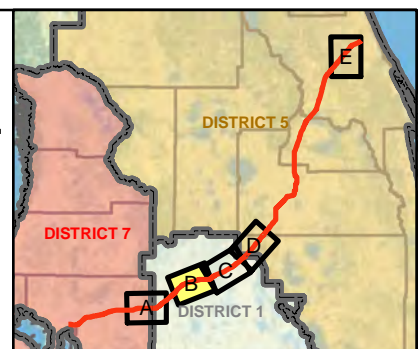
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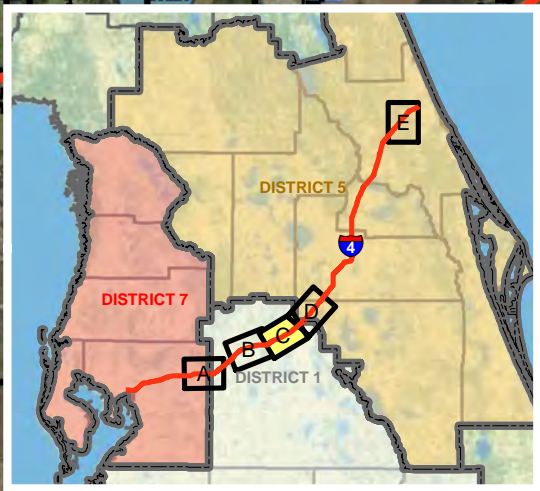
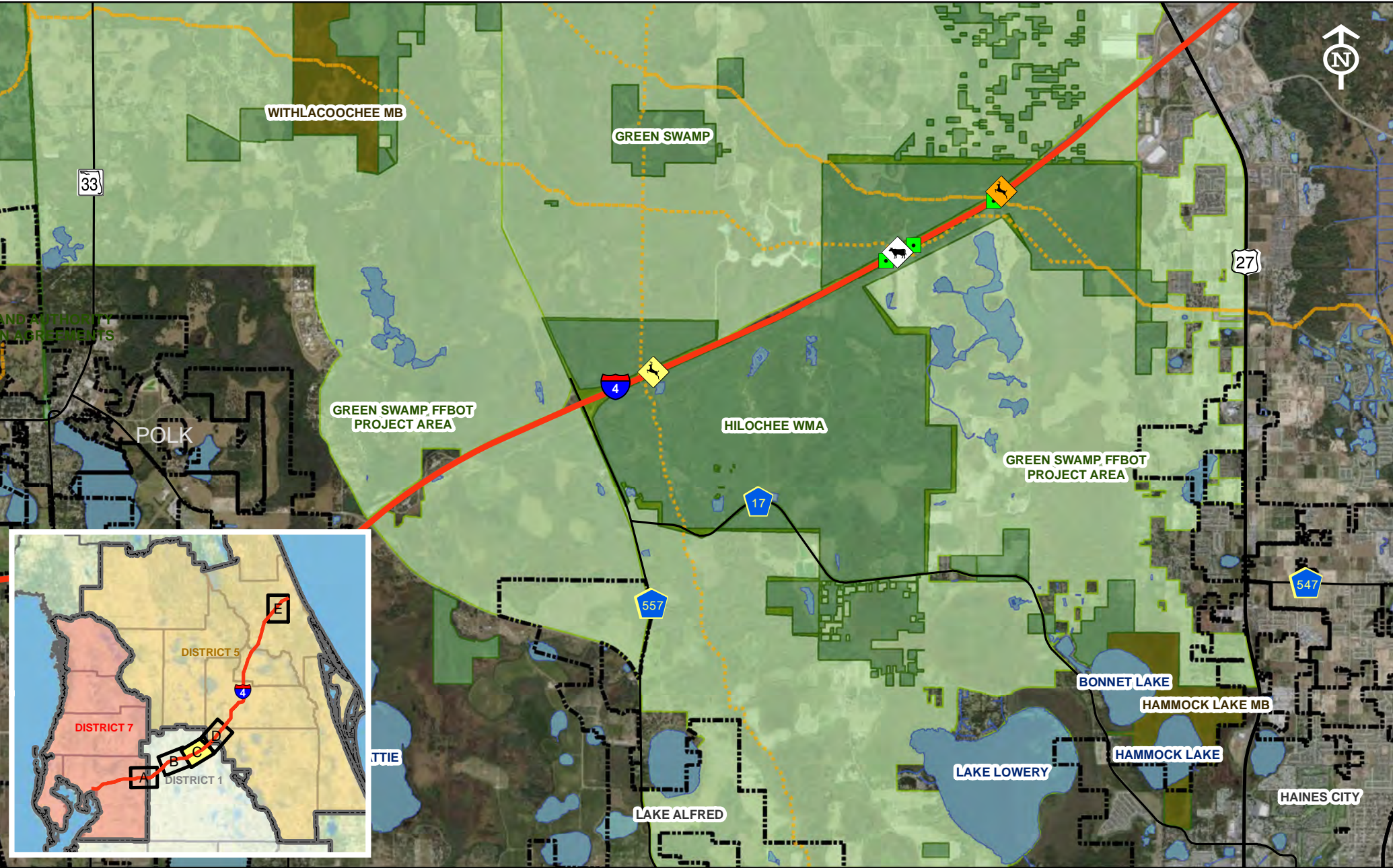
WILDLIFE CROSSINGS  
POLK COUNTY

# WILDLIFE PERMEABILITY ALONG I-4

FLORIDA PANTHER RECOVERY IMPLEMENTATION CORE TEAM  
AND US FISH AND WILDLIFE SERVICE

SOURCE: FLMA, MITIGATION BANKS, AND FF (FDEP); WMA (FWC); ROADS, WILDLIFE CORRIDORS  
AND LEAST COST PATHWAY (FDOT); AERIALS (ARCGIS, 2019)





# BLOCK "C"

POTENTIAL WILDLIFE CROSSING  
POLK COUNTY

# WILDLIFE PERMEABILITY ALONG I-4

FLORIDA PANTHER RECOVERY IMPLEMENTATION CORE TEAM  
AND US FISH AND WILDLIFE SERVICE

SOURCE: FLMA, MITIGATION BANKS, AND FF (FDEP); WMA (FWC); ROADS, WILDLIFE CORRIDORS AND LEAST COST PATHWAY (FDOT); AERIALS (ARCGIS, 2019)

### MAJOR ROADS

- I-4
- INTERSTATES/TOLL ROADS
- ARTERIAL ROADS

### WILDLIFE CROSSINGS

- POTENTIAL UPLAND CROSSING
- WGS#1 (JOHNSON ENG. PREFERRED)
- EXISTING CATTLE CROSSING
- EGS#3 (JOHNSON ENG. PREFERRED)
- LEAST COST PATHWAY

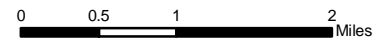
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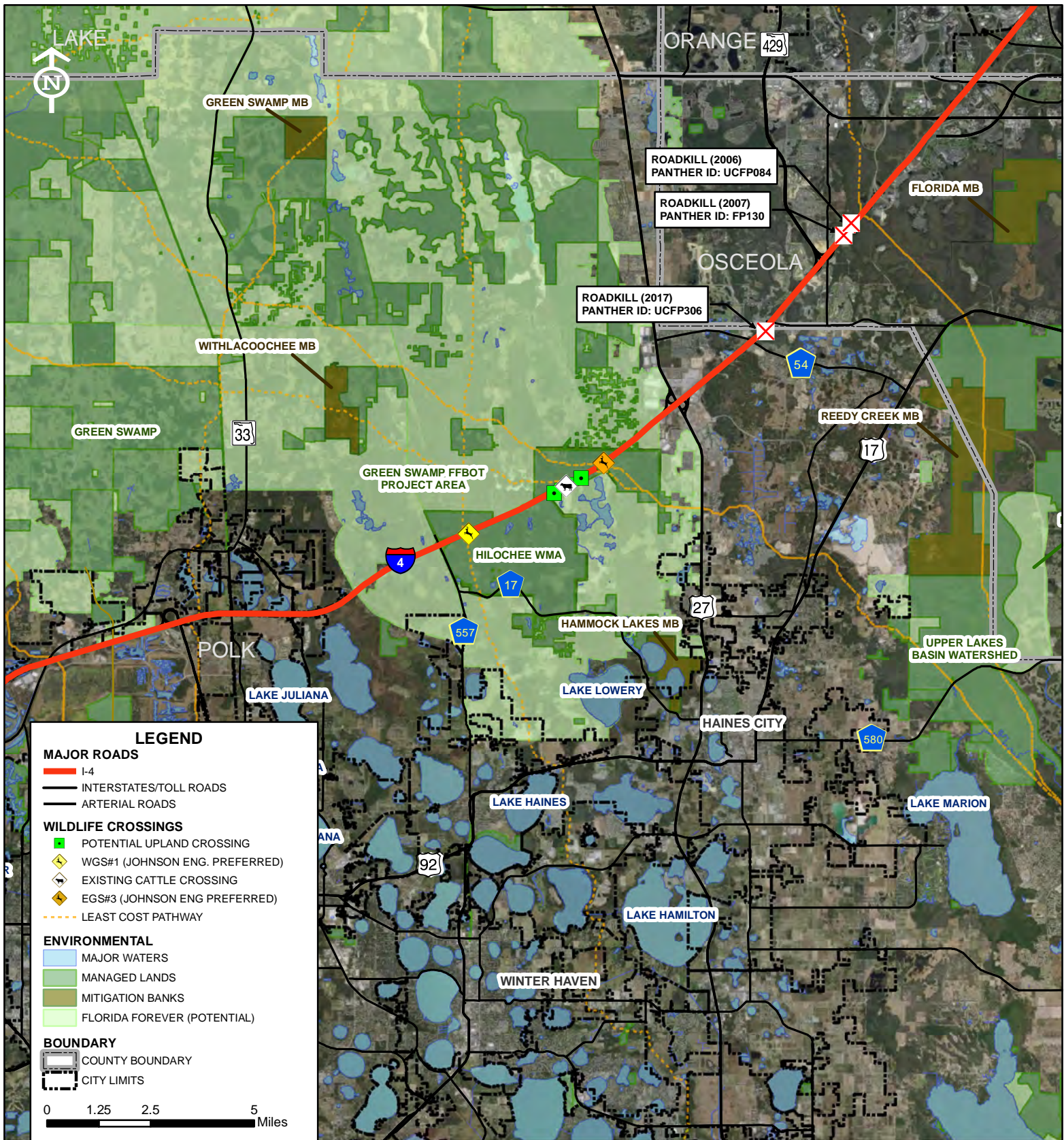
#### ENVIRONMENTAL

- MAJOR WATERS
- MANAGED LANDS
- MITIGATION BANKS
- FLORIDA FOREVER (POTENTIAL)

#### BOUNDARY

- COUNTY BOUNDARY
- CITY LIMITS





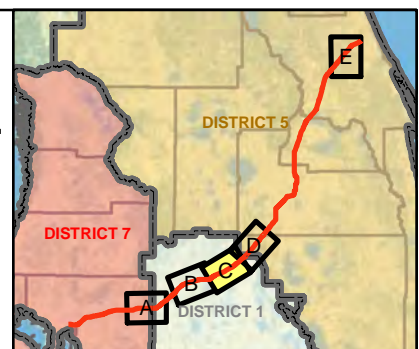
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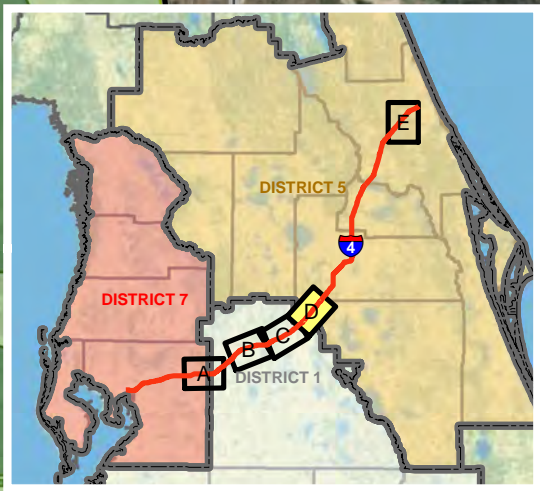
WILDLIFE CROSSINGS  
POLK COUNTY

## WILDLIFE PERMEABILITY ALONG I-4

FLORIDA PANTHER RECOVERY IMPLEMENTATION CORE TEAM  
AND US FISH AND WILDLIFE SERVICE

SOURCE: FLMA, MITIGATION BANKS, AND FF (FDEP); WMA (FWC); ROADS, WILDLIFE CORRIDORS  
AND LEAST COST PATHWAY (FDOT); AERIALS (ARCGIS, 2019)





# BLOCK "D"

POTENTIAL WILDLIFE CROSSING  
OSCEOLA COUNTY

# WILDLIFE PERMEABILITY ALONG I-4

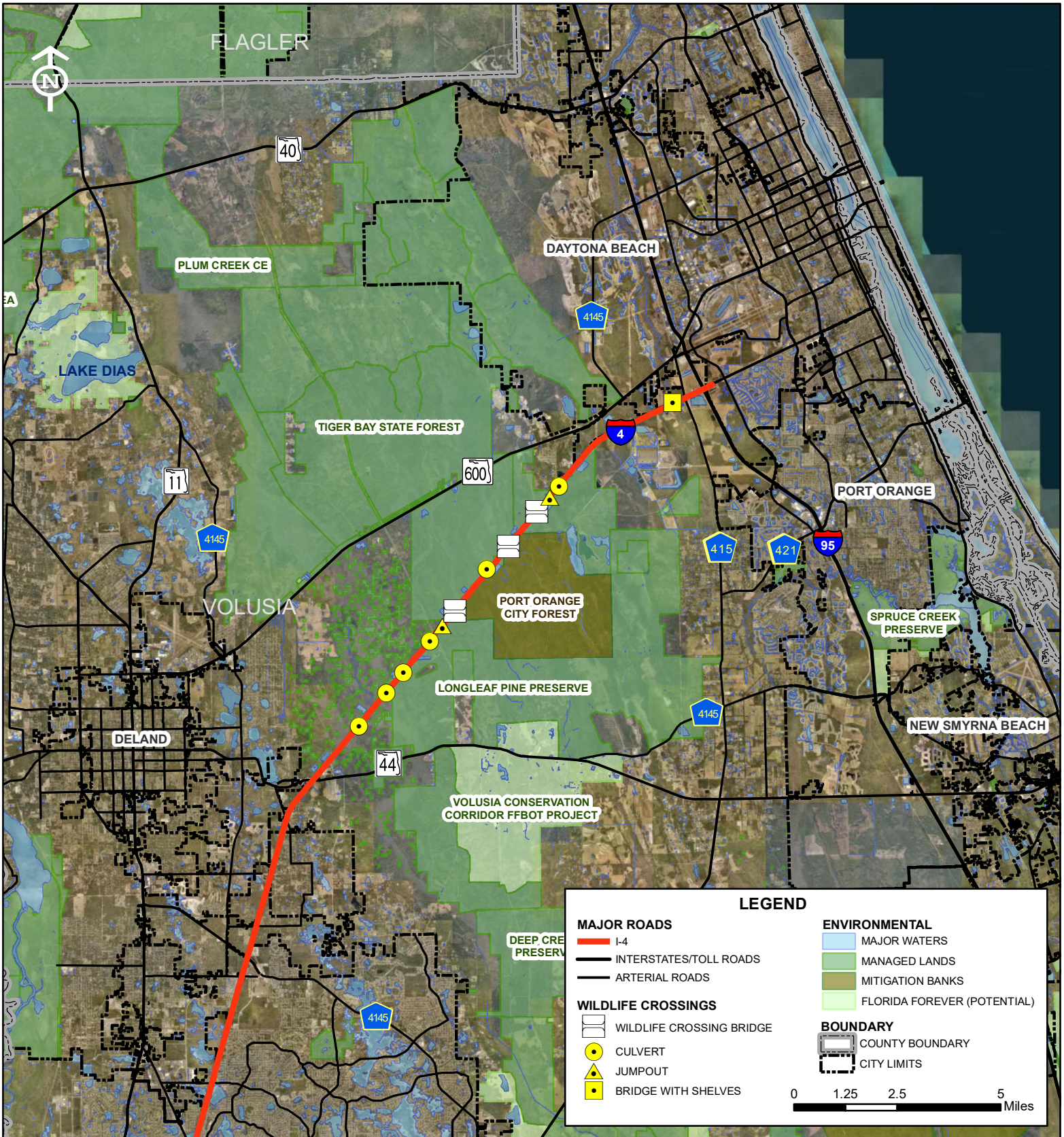
FLORIDA PANTHER RECOVERY IMPLEMENTATION CORE TEAM  
AND US FISH AND WILDLIFE SERVICE

SOURCE: FLMA, MITIGATION BANKS, AND FF (FDEP); WMA (FWC); ROADS, WILDLIFE CORRIDORS AND LEAST COST PATHWAY (FDOT); AERIALS (ARCGIS, 2019)

<b>MAJOR ROADS</b>		<b>ENVIRONMENTAL</b>	
I-4	MAJOR WATERS	MANAGED LANDS	MITIGATION BANKS
INTERSTATES/TOLL ROADS	FLORIDA FOREVER (POTENTIAL)	<b>BOUNDARY</b>	
ARTERIAL ROADS	LEAST COST PATHWAY	COUNTY BOUNDARY	CITY LIMITS
<b>WILDLIFE CROSSINGS</b>	TARGET WILDLIFE CORRIDOR	0 0.5 1 2 Miles	
PANTHER MORTALITY	BRIDGE WITH WILDLIFE SHELVES		







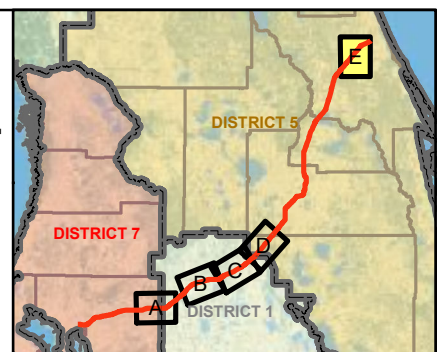
## BLOCK "E"

WILDLIFE CROSSINGS  
VOLUSIA COUNTY

## WILDLIFE PERMEABILITY ALONG I-4

FLORIDA PANTHER RECOVERY IMPLEMENTATION CORE TEAM  
AND US FISH AND WILDLIFE SERVICE

SOURCE: FLMA, MITIGATION BANKS, AND FF (FDEP); WMA (FWC); ROADS, WILDLIFE CORRIDORS AND LEAST COST PATHWAY (FDOT); AERIALS (ARCGIS, 2019)





# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item:

2022 Gulf Coast Safe Streets Vision Zero Hero Award Presentation

### Presenter:

Harry Cohen, Hillsborough TPO Chair

### Summary:

Each year at the [Gulf Coast Safe Streets Summit](#), the Hillsborough TPO acknowledges the outstanding contributions towards traffic safety of one or two of our community members, by presenting a “Vision Zero Hero” and/or “Bob the Builder” award.

The Livable Roadways Committee reviewed all the Bob the Builder and Vision Zero Hero nominations, then selected Emily Hinsdale as this year’s Vision Zero Hero and Robert Frey, THEA as Bob the Build award recipients. The 2022 Summit was held November 3, 2023, hosted by Polk TPO. The recipients received their award during a ceremony on Nov 3 and will be recognized again today.

### **Hillsborough TPO’s 2022 Gulf Coast Safe Streets Summit (GCSSS) “Vision Zero Hero” Award**

Presented by TPO Chair, Commissioner Harry Cohen



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Tampa, FL, 33602

Emily Hinsdale was selected for her work as the president and founding member of award-winning Florida nonprofit Sidewalk Stompers, Inc., a walk-to-school programming and advocacy organization. Sidewalk Stompers' programs are designed to increase student health, mental wellness, community connections, and road safety; it envisions a new generation engaged in active transportation, growing up healthier and better invested in their community. Sidewalk Stompers offers an incentive-based program to encourage participation. Founding school Roosevelt Elementary averaged 80 students walking to school in 2016; and today serves over 340 students, or almost half the school. Sidewalk Stompers now offers growing programs at ten Hillsborough County public schools. To support these engagement programs, Sidewalk Stompers also advocates for safer infrastructure around schools, and has been successful in obtaining new all-way stops, new crosswalks, crossing guards, updated city codes governing sidewalk installation, as well as piloting innovative road designs at partner schools.

Emily has served in an advisory capacity on the Transportation Planning Organization's (TPO) School Transportation studies, and Hillsborough County's Safe Routes to School Advisory Committee. She a member of the Hillsborough TPO's

Livable Roadways Committee and participates in the Florida Department of Transportation's District 7 Community Traffic Safety Team.

**Hillsborough TPO's 2022 Gulf Coast Safe Streets Summit (GCSSS) "Bob the Builder" Award**

Bob Frey, Director of Innovation and Planning at the Tampa Hillsborough Expressway Authority (THEA), was selected for the "Bob the Builder Award."

The Selmon Greenway was Bob's first project with THEA. From the inception of a 1.9-mile bare-bones mobility trail, Bob and his team have spearheaded the growth and beautification of this urban spine with safety-conscious designs and planning. Over the last six years, Bob has implemented and deployed plans for five pocket parks. The Greenway will be expanding with a more developed plaza, connections, and wayfinding tools with an upcoming project thanks to Bob's focus on multimodal travel solutions.

Meridian Avenue is another example of design being deployed in a community-minded approach. Since THEA's roadway and streetside improvements, the avenue has become a corridor of growth and has been instrumental in enhancing the Channelside neighborhood. Residents and visitors can enjoy high-visibility crosswalks, pedestrian refuge islands, raised medians with landscaping, a 15-foot shared-use path/sidewalk, and enhanced pedestrian lighting for safer evening walks to neighborhood businesses and parks.

Under Bob's leadership, every THEA project has the direction to go above and beyond the standard guidelines for walkability and pedestrian safety.

**Recommended Action:**

Present 2022 Gulf Coast Safe Streets Vision Zero Hero certificates.

**Prepared By:**

Lisa K. Silva, AICP, PLA, TPO Staff

**Attachments:**

None

**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 Bearrs I-275 still in the LRTP. This type of project is killing the heart of the city. Field of debris from Hillsborough to Bearrs 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 40<sup>th</sup> 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



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

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

### **Items pertaining to action items:**

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

### **Items pertaining to the consent agenda:**

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

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

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

## Summary of Public Comments – October 2022\*

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

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

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

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

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

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

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



# CELEBRATE!

**A new Crosswalk to Classrooms  
at Just Elementary School**

**Saturday, December 3rd**

**10 a.m. to noon**

**1315 Spruce St.**

**Bike and helmet giveaways!**

**Food and games!**

**Chalk art and bike decorating!**

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