



Hillsborough TPO

Transportation Planning Organization

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Plan Hillsborough

planhillsborough.org
planner@plancom.org

813 - 272 - 5940
601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602

Meeting of the Bicycle Pedestrian Advisory Committee

Wednesday, January 25, 2023, 5:30 – 7:30 p.m.

County Center, 18th Floor – Plan Hillsborough Committee Room

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

Remote participation:

- To view presentations and participate your computer, tablet or smartphone:
- <https://attendee.gotowebinar.com/register/407790599271723606>
- Register in advance to receive your personalized link, which can be saved to your calendar.
- Dial in LISTEN-ONLY MODE: 1-213-929-4212 Access Code: 973-541-747
- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.
- Please mute yourself after joining the conference to minimize background noise.
- Technical support during the meeting: Chris English at (813) 836-7380.

Rules of engagement:

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

Agenda

I. Call to Order and Introductions

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

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

III. Public Comment - 3 minutes per speaker, please

Public comments are welcome and may be given in person at this teleconference meeting by logging into the website above and clicking the "raise hand" button. Comments may also be provided before the start of the meeting by e-mail to reynoldsw@plancom.org. Written comments will be read into the record, if brief, and provided in full to the Committee members.

IV. Members' Interests

V. Approval of Minutes – November 30, 2022

VI. Action Items

- A. Election of Officers, Attendance Review and Declaration of Vacancies
(Ben Gordon, TPO Staff)

VII. Status Reports

- A. City of Tampa Micro-mobility Update (Calvin Thornton, COT)
- B. 2022 Multimodal Level of Service Report and 2022 State of the System Report
(Connor MacDonald, TPO Staff and Vishaka Shiva Raman, TPO Staff)

VIII. Old Business & New Business

IX. Adjournment

X. Addendum

- A. TPO Meeting Summary and Committee Reports
- B. TD Tampa Bay Flyer
- C. Fact Sheet 450438-1 Gibsonton Kick Off Newsletter
- D. [Notice of Funding Opportunities](#)

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
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
HYBRID MEETING OF NOVEMBER 30, 2022**

I. CALL TO ORDER

Chair Horst called the meeting to order at 5:31 PM

Members Present In-Person: Tim Horst, Jim Shirk, Katrina Corcoran, Alain Watson, John Marsh, Kelly Fearon, Peter Davitt, David Aylesworth, Faye Miller, Victoria Klug, David Cellitti

Members Present Virtually: Christopher Fellerhoff, Savana Vidal, Chedline Apollon, Karla Price, Robyn Baker, Lynda Crescentini, Brentin Mosher, Jonathan Forbes, John Kubicki, Martin Santiago, Sally Thompson

Members Absent/ Excused: Wanda Vinson, Abigail Flores

Others Present: Wade Reynolds, Ben Gordon, Christopher English, Lisa Silva, Gail Reese (TPO Staff); Jay Collins, Alvaro Gabaldon (Planning Commission Staff); Bill Hattaway, Kathrin Tellez (Fehr & Peers); Michael Miller, Sarah Caper (Hillsborough County); Amber Russo, Craig Fox (FDOT); Jesus Peraza Garcia (HART); Courtney Wright (QCA USA); Steve Gordillo (WSP); Taylor Key

An in-person quorum was met. Jim Shirk moved to approve remote participation, seconded by Peter Davitt. The voice vote passed unanimously.

II. PUBLIC COMMENT (3 minutes per speaker) (Timestamp 0:03:45)

None.

III. MEMBERS' INTERESTS (Timestamp 0:04:50)

- A.** Jim Shirk – Walk/Bike Tampa doing an event for kids on 12/3 at Just Elementary. Invited members to attend.
- B.** Critical Mass is doing a holiday ride on 12/16.

IV. APPROVAL OF MINUTES (Timestamp 0:06:18) – October 26, 2022

Jim Shirk moves to approve the minutes, seconded by David Aylesworth. The voice vote passes unanimously.

V. ACTION ITEMS

A. Tampa School Transportation Safety Study (Lisa Silva, TPO Staff; Kathrin Tellez, Fehr and Peers) (Timestamp 0:07:06)

- Review of study overview – built on 2018 study.
 - Measurements, surveys (10,000+ responses)
 - School site selection process.
- Went over survey information submitted by parents and principles
 - Looked at common school circulation strategies.
- Walking audit observations
- Went over recommendations made for each school
- Developing partnership with the Westshore Alliance and a Boy Scout project
- Promoting education and encouraging ideas and tools – School Bus App, RFID chip in the student ID (not collecting personal info)
- This is scheduled to come back in December for action.

Project Page: [Tampa School Transportation Safety Study | Plan Hillsborough](#)

Recommended Action: Recommend that the TPO Board approve the Tampa School Transportation Safety Study.

Discussion:

The amount of work was appreciated. It was asked if the recommendations for each school could be replicated at other schools. Some customization would need to be done for each school. It was asked how the recommendations could be implemented going forward. The report is being provided to the stakeholders and partners. There are some plans in the quick fix to be implemented; there is a plan to partner with the school district.

Jim Shirk moved to approve and recommend the Tampa School Transportation Safety Study to the TPO Board; seconded by Katrina Corcoran. The voice vote passes unanimously.

B. Potential recess in December 2022 (Ben Gordon, TPO Staff) (Timestamp 0:43:35)

It has been asked if the committee would like to take a recess for the December 2022 meeting as it falls on December 21st.

Jim Shirk moved to suspend the meeting in December and reconvene in January 2023, seconded by Peter Davitt. The voice vote passes unanimously.

C. 2023 Meeting Calendar (Ben Gordon, TPO Staff) (Timestamp 0:45:57)

- 2023 Schedule of Monthly Meetings is included in the [Agenda Packet](#).
- Proposed rescheduling the December 2023 meeting or canceling

Recommended Action: Review and approve the 2023 TPO Board and Committees Meeting Calendar

Victoria Klug moved to cancel the December 2023 meeting unless there is some sort of emergency that needs the committee's attention, seconded by Katrina Corcoran. The voice vote passes unanimously.

Jim Shirk moved to approve the 2023 TPO Board and Committees Meeting Calendar as amended; seconded by Victoria Klug. The voice vote passes unanimously.

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) (Timestamp 0:50:22)

TPO

- Review of study – limits, purpose, improvements being evaluated – identified in the TIP.
- There is a lot of coordination – HART, FDOT, TBARTA, Planning Commission.
- Went over five-year crash data 2015 – 2019 including vehicular and bike/ped.
- Review of typical sections existing and alternatives.
- Looking at safety strategies for the corridor.
- Study is kicking off now – shared public engagement and schedule

HART

- Review of the timeline in the BRT study
- Went over the Tampa Arterial BRT Overview and alignments – Florida/ Nebraska/ Fowler and connecting Downtown, Tampa Heights, Seminole Heights, Uptown
- High-need populations, important connections
- Showed alternatives – preferred (\$57 million) and lower-cost (\$14.9 million)
- Next steps – design, public engagement, funding, construction

Planning Commission

- Review of background – develop of vision for the corridor, develop clear and consistent redevelopment strategies across the corridor
- Including residential areas north and south of Fowler
- Went over the demographics of the study area
- Showed public engagement tools being used – community workshops, mobile engagement, vision toolkit and project schedule
- The outcomes of the study will be a comprehensive vision plan for Fowler Ave.
- Are available to visit neighborhoods and organizations to share information

Project pages:

- [Fowler Ave \(State Road 582\) Project Development & Environment \(PD&E\) Study \(fdotd7studies.com\)](https://fdotd7studies.com)
- [HART BRT Arterial Study \(gohart.org\)](https://gohart.org)
- <https://planhillsborough.org/fowler-avenue-vision-study/>

Discussion:

A question was asked of FDOT about the changing intersections along Fowler in Temple Terrace that were supposed to be leading to a paving project and whether or not that project is still on.

FDOT will check on the paving project and make sure it is tied into the other projects. It was asked if there are midblock crossings being considered with the project. There are additional crossings being worked on. It was asked if this is funded for construction. Yes, in 2026; depending on the alternative chosen, additional funding may be needed and the project could be delayed. The number of fatal and incapacitating crashes was noted and option number three is a real alternative as it would invite a significant amount of midblock crossings. Yes, the safety factor of will be worked up for each alternative. It was asked about the CSX property south of Fowler and if that had been looked at.

It was asked how the BRT and PD&E fit together. The transit corridor is a part of the PD&E study and it can't be done without a partner like HART. FDOT has infrastructure responsibility and HART has some funding responsibilities, the chosen option will dictate how funding comes about.

It was noted that there is a community bike shop that is in the University Mall and that they would be a good resource. It was brought up that a committee member's church pastor may be a good ambassador for this project as it falls within the project boundaries.

The committee expressed appreciation for all the presenters coming in person.

B. Hillsborough County Greenways Master Plan (Sarah Caper, Hillsborough County) *(Timestamp 1:39:35)*

- About halfway through the master plan.
- Originally adopted in the 1990s and being updated now.
- Four types of greenways: Natural Corridor (ELAP, nature corridors); Blueways/ recreational waterways (think about how they are accessed and navigated); paved trails (bike/ped); unpaved trails (mountain biking, equestrian, hiking).
- Looking at the goals, priorities, vision, and action plan – is county-wide and focuses on the unincorporated county.
- Summer 2022 – four listening sessions and an online survey; the online survey is still active until the first week of December.
- Went over key findings of the listening session
- Review of outreach
- Went over next steps; anticipate taking to the BOCC in the Summer of 2023 for action.

Project page: [Greenways Master Plan Update - PublicInput.com](https://www.publicinput.com/UCsojHyZb_mkYIU3o32Tbg4w/videos)

VII. ADJOURNMENT

Meeting adjourned at 7:24 PM

A recording of this meeting may be viewed at:

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



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Election of Officers, Attendance Review and Declaration of Vacancies

Presenter

Ben Gordon, TPO Staff

Summary

The TPO Bylaws require that officers be elected each year. There are no term limits for standing committee officers, therefore they can be re-elected and serve indefinitely. The Bylaws state:

Officers of Standing Committees: The committee shall hold an organizational meeting each year for the purpose of electing a committee chair, a committee vice-chair, and, at the discretion of the committee chair, an officer-at-large. Officers shall be elected by a majority vote of a quorum of the members.

The 2022 BPAC officers were:

- Chair Tim Horst
- Vice Chair Jim Shirk
- Officer-at-large Peter Davitt

Members can nominate themselves or any other member. No second is needed. After all nominations have been received, nominations are closed, and each nomination is voted on individually until one member receives a majority of votes for an officer's position.

Committee member attendance is essential for the committee to be able to conduct business. The TPO Bylaws require that "at a minimum, committee member attendance will be reviewed annually." The TPO may review and consider rescinding the appointment of any member of any committee who fails to attend three (3) consecutive meetings. Members who have exceeded three absences are contacted to determine their intentions regarding committee membership. If no response is received, the seat may be declared vacant and a new member sought.

Recommended Action

Hold Election of BPAC Officers for 2023, Review Attendance and Declare Vacancies

Prepared By

Ben Gordon, TPO Staff

Attachments

2022 Attendance



2022 BICYCLE/PEDESTRIAN ADVISORY COMMITTEE ATTENDANCE

BPAC MEMBER/ALTERNATE	REPRESENTING	Appointed	Term Expires	1/26/22	2/23/22	3/23/22	4/27/22	5/25/22	6/22/22	7/27/22	8/24/22	9/28/22	10/26/22	11/30/22	12/21/22	ATTENDED		ABSENSES	
				IP	VIRTUAL	ABSENT	EXCUSED												
Tim Horst	Citizens-At-Large	9/12/2018	9/12/2020	Y	Y	W	Y	Y	Y		Y		Y	Y		8	1	0	0
A -																0	0	0	0
Jim Shirk (Vice Chair)	Citizens-At-Large	11/10/2015	11/10/2017	Y	Y	W	E	Y	Y		W		Y	Y		6	2	0	1
A -																0	0	0	0
Katrina Corcoran	Planning Commission	1/11/2022		Y	Y	W	Y	Y	Y		Y			Y		7	1	0	0
A - Danny Collins		1/11/2022											YA			1	0	0	0
Christopher Fellerhoff	Hillsborough County Community Planning	12/7/2021		Y	Y	W	E	W	W		W		Y	W		3	5	0	1
A - Richard Ranck		12/7/2021				WA										0	1	0	0
Marcello Tavernari	Hillsborough County Public Works Dept.															0	0	0	0
A - Abigail Flores				WA	N	N	N	N	WA		N		N	N		0	2	7	0
Ryan Thomas	Hillsborough County Sheriff	5/12/2021	5/12/2023	W	E											0	1	0	1
Savana Vidal					W	W	W	W	W		W		W	W		0	8	0	0
A -																0	0	0	0
Allison Nguyen	Department of Health				W	W	W	Y	E		N					1	3	1	1
Chedline Apollon													W	W		0	2	0	0
A - Nicole Sutton				WA												0	1	0	0
Alain Watson	EPC	10/2/2012	6/30/2014	W	Y	W	E	Y	E		Y		Y	Y		5	2	0	2
A -																0	0	0	0
John Marsh	City of Tampa Public Works/Transportation	10/2/2012	6/30/2014	W	W	W	W	W	W		W		E	Y		1	7	0	1
A -																0	0	0	0
Alana Brasier	City of Tampa Transportation	12/2/2019	12/1/2021	N	N	V										0	0	2	0
Kelly Fearon		4/13/2022					Y	E	Y		W		Y	Y		4	1	0	1
A - Stephen Benson		1/13/2021														0	0	0	0
Karla Price	City of Tampa Parks & Recreation Dept.	11/10/2015	11/10/2017	Y	N	W	E	W	W		W		N	W		1	5	2	1
A -																0	0	0	0
Peter Davitt	City of Temple Terrace	8/6/2019	8/6/2021	Y	Y	W	Y	Y	W		Y		Y			6	2	0	0
Jamie Morris														N		0	0	1	0
A -																0	0	0	0
Robyn Baker	City of Plant City			Y	E	W	W	Y	Y		E			W		3	3	0	2
Josh Blackman													E			0	0	0	1
A -																0	0	0	0
Lynda Crescentini	HART	10/2/2012	6/30/2014	W	E	W	W	N	N		E		W	W		0	5	2	2
A -																0	0	0	0
Jason Jackman	USF/CUTR			W	W	W	E	W	E		E		N			0	4	1	3
A - Brentin Mosher				WA	WA									WA		0	3	0	0
Jonathan Forbes	Citizens-At-Large	5/8/2019	5/7/2021	W	Y	W	E	Y	Y		W		Y	W		4	4	0	1
A -																0	0	0	0
VACANT	Citizens-At-Large	9/8/2021			V	V	V	V	V		V		V			0	0	0	0
Peter Davitt														Y		1	0	0	0
A -																0	0	0	0
David Aylesworth	Citizens-At-Large			Y	Y	W	W	W	W		W		Y	Y		4	5	0	0
A -																0	0	0	0
John Kubicki	Citizens-At-Large	11/8/2017	11/8/2019	W	N	W	W	W	N		W		W	W		0	7	2	0
A -																0	0	0	0
Faye Miller	Citizens-At-Large	2/14/2014	2/14/2016	Y	Y	N	Y	W	Y		Y		Y	Y		7	1	1	0
A -																0	0	0	0
Victoria Klug	Citizens-At-Large			W	W	W	W	Y	Y		W		E	Y		3	5	0	1
A -																0	0	0	0
VACANT	Citizens-At-Large	3/20/2019	3/19/2021	V	V	V	V	V								0	0	0	0
Martin Santiago									Y		W		N	W		1	2	1	0
A -																0	0	0	0
Sally Thompson	Citizens-At-Large	11/8/2017	11/8/2019	W	W	E	Y	E	Y		Y		W	W		3	4	0	2
A -																0	0	0	0
Wanda Vinson	Citizens-At-Large	4/10/2019	4/9/2021	N	N	W	W	W	W		N		W	E		0	5	3	1
A -																0	0	0	0
David Cillitti	Citizens-At-Large													Y		1	0	0	0
																0	0	0	0

Membership	IN PERSON	8	8	0	5	8	9	0	5	0	9	10	0
	VIRTUAL	12	7	18	9	9	8	0	11	0	6	11	0
	VACANCIES	1	2	3	2	2	1	0	1	0	1	0	0
	MEMBERSHIP LESS VACANCIES	24	23	22	23	23	24	25	24	25	24	25	25
	NEEDED FOR QUORUM	9	9	9	9	9	9	9	9	9	9	9	9
QUORUM ACHIEVED	NO	NO	NO	NO	NO	YES	NO	NO	NO	NO	YES	YES	NO

LEGEND:	Y	In Attendance
	N	Not in Attendance



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

City of Tampa Micromobility Update

Presenter:

Calvin Thornton, City of Tampa

Summary:

The City of Tampa has a pilot program for scooters over a 10 sq. mi. area in and around downtown. The City has granted permits to implement Phase I of the Citywide micromobility program.

This presentation will include statistics on the pilot program over the last three years and the upcoming Citywide program.

The new program is expected to include 3,000 e-bikes, 1,500 scooters with seats, multiple types of adaptive vehicles.

Recommended Action:

None, for information only

Prepared By:

Wade Reynolds, Hillsborough TPO

Attachments:

City of Tampa Micromobility RFP Phase 1



Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602



**Citywide
All Users
and
All Abilities
Shared Micromobility
Program
(Phase I)**

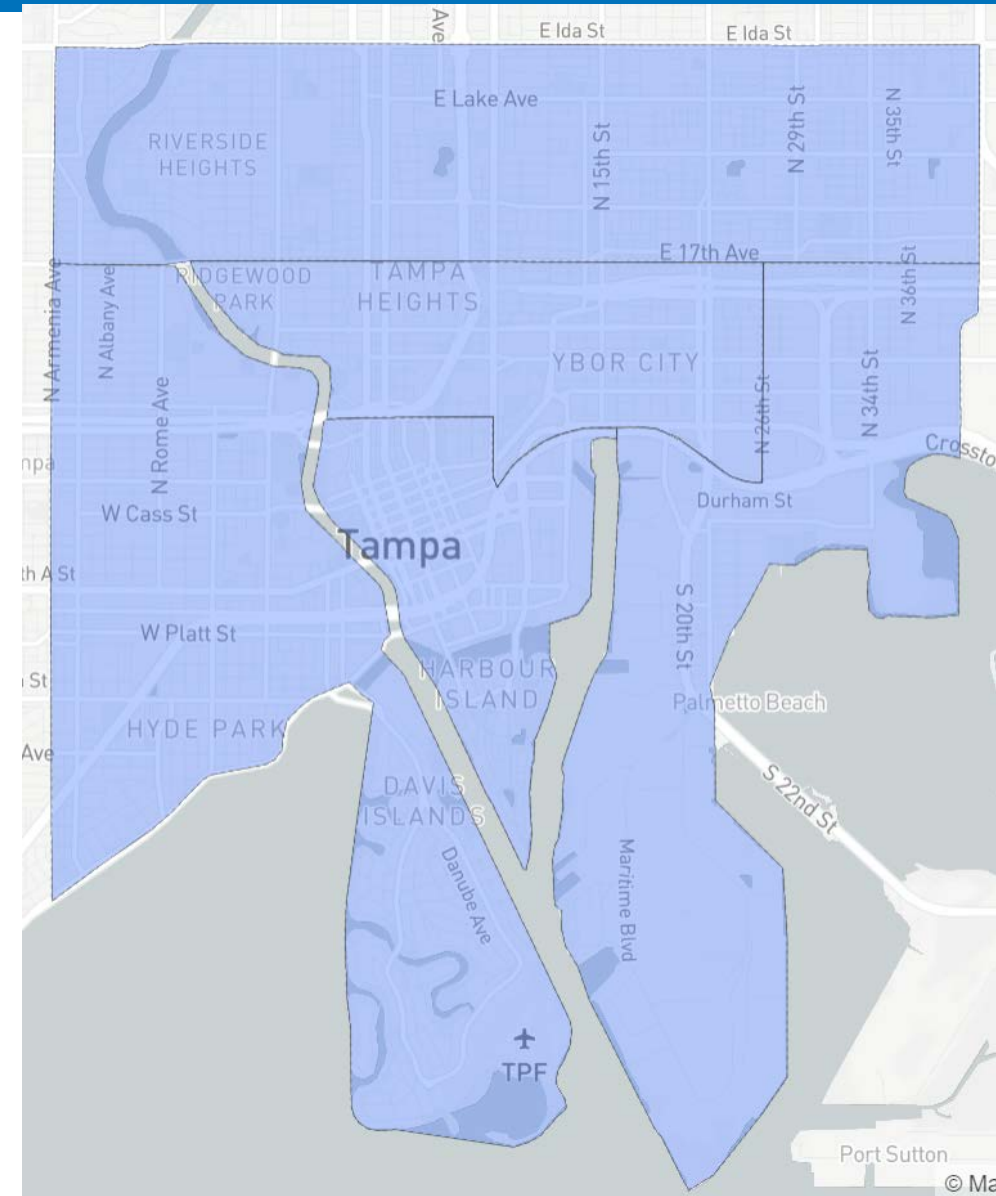
- **Summary of Current Pilot Program & Outcomes**
 - Overview
 - Outcomes
 - Use of fees & revenue
- **Overview of next phase of Shared Micromobility Program**
 - Types of Vehicles & Providers
 - Deployment areas
 - Exclusion zones
 - Docking System , Micromobility Hubs, & Bounties



Summary of Current Pilot Program



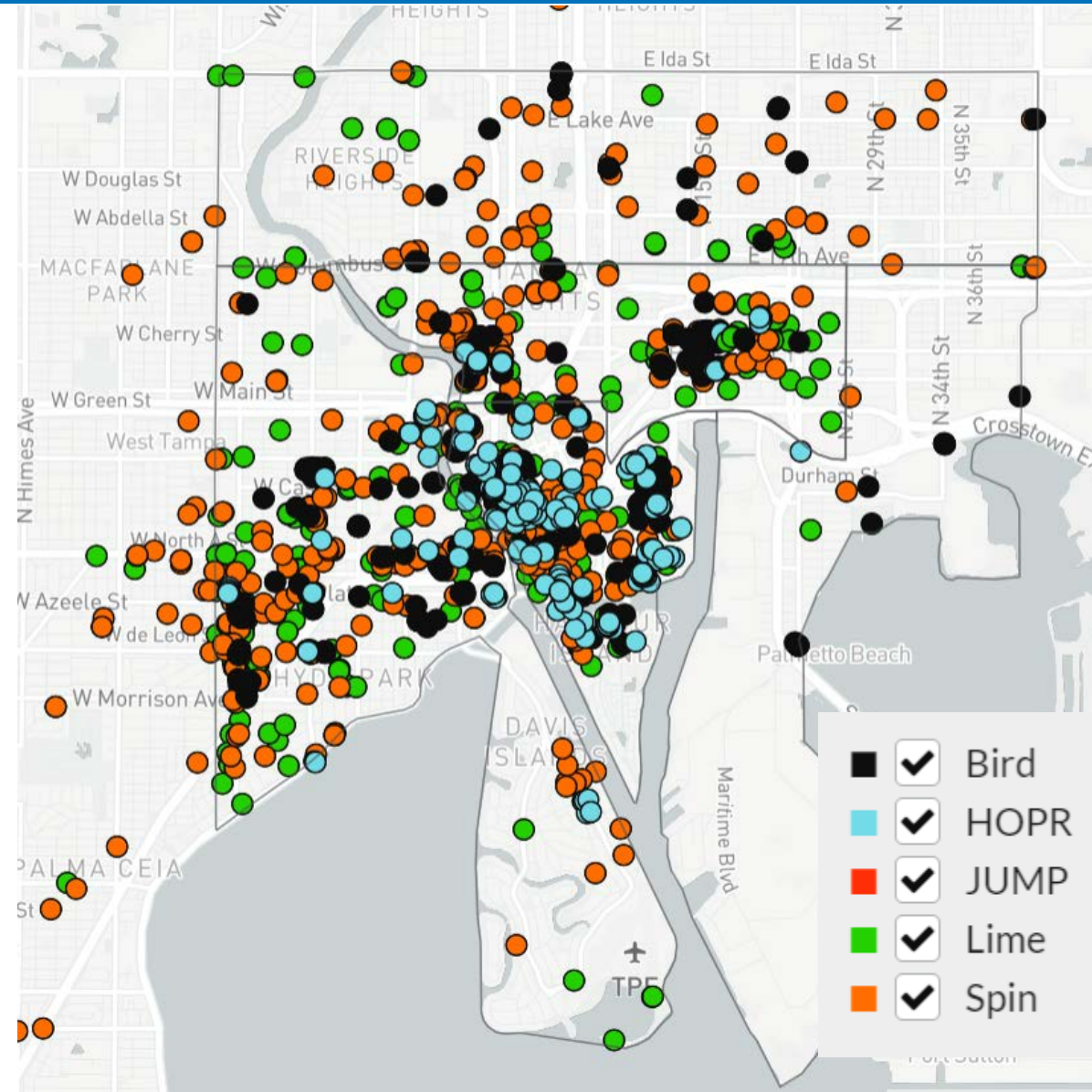
- **2400 scooters in 10 square miles area**
(Boundary of Armenia Ave., Dr. Martin Luther King Jr. Blvd and 40th St.)
- **Operators – Bird, Jump, Lime and Spin**
- **Began May 24, 2019 and continues today with 3 Operators - Bird, Lime and Spin**
- **Total Fees Payment to City of Tampa = \$1,945,054**
(Permit Fee = \$235,000 / Scooter Usage Fee = \$1,710,054)
- **Partnership:**
 - **University of South Florida / CUTR**
(Monitoring, Community Evaluation and Operational Best Practice)
 - **The Valerin Group, Inc.**
(Community Engagement and Outreach)



TRIP ORIGINS

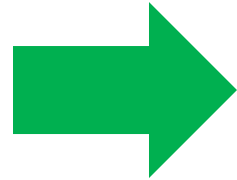
3,005,354 trip origins

Geography	Trip Origins	Percent
Downtown Area	1,689,331	56.2%
West Downtown	720,276	24%
North of Downtown Area	460,470	15.3%
Expansion Area	117,594	3.9%
East of Downtown Area	17,683	0.6%



Over the 2.5-year period:

- Nearly 3.0 million rides
- 3.5 million miles traveled
- 1.21 miles for average trip distance



Fewer people driving = fewer fatalities

Supports equity by providing more mobility options

Most of these short trips would have otherwise been done by vehicle

This equates to major benefits towards our sustainability efforts

All despite the impact of the COVID-19 pandemic & scooter operating pauses

Enhances sustainability and resilience efforts by providing an alternative to driving

City of Tampa

Scooter.Help@Tampagov.net

1-877-SCTR-HLP

HOPR/Coast Bike share

[Www.Gohpr.com](http://www.Gohpr.com)

1-833-838-8300

SPIN

[Www.spin.app](http://www.spin.app)

1-888-249-9698

BIRD

[Www.bird.co](http://www.bird.co)

1-866-205-2442

Razor

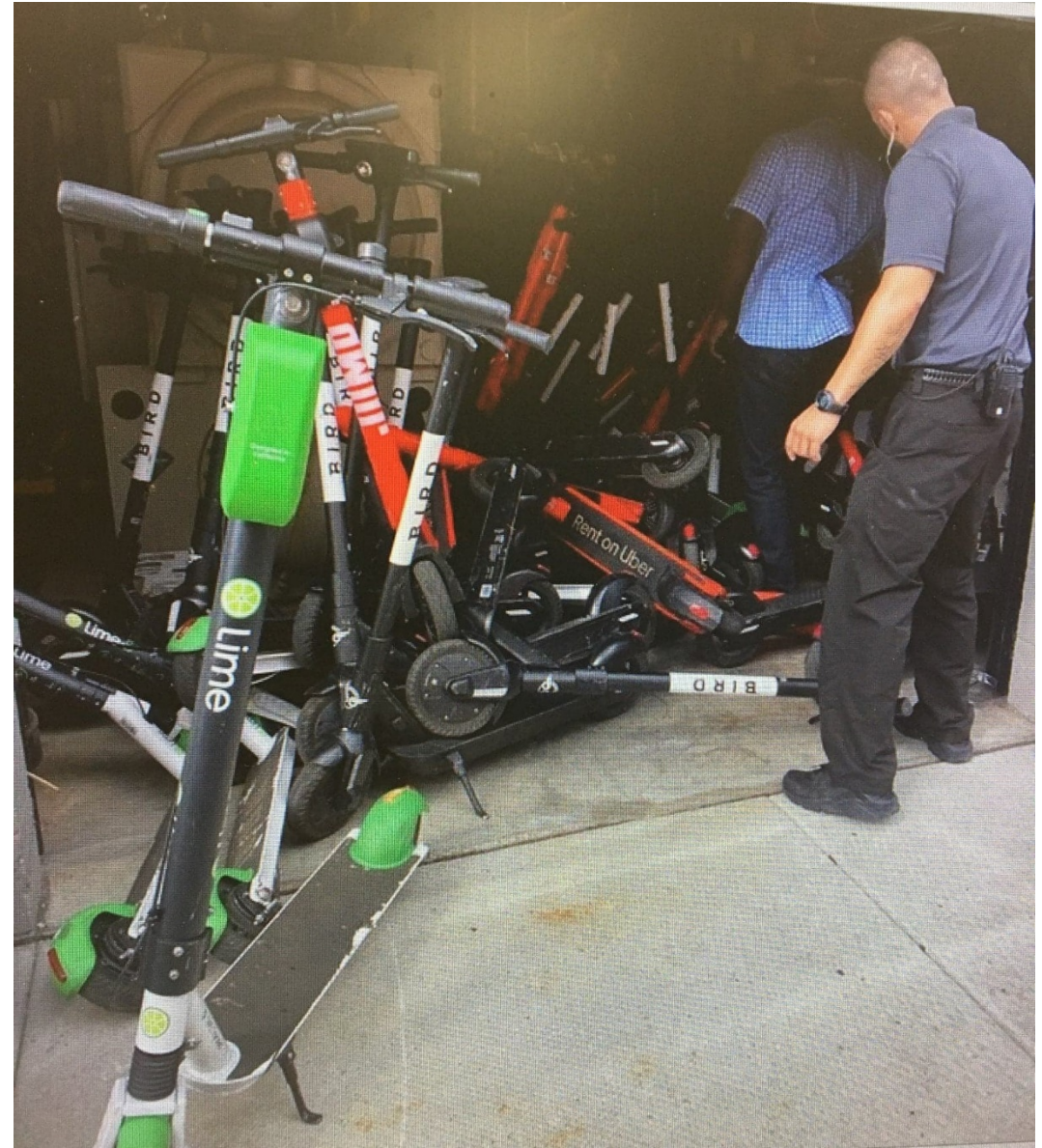
Sharesupport@razorusa.com

1-833-LAST-MILE

LIME

[Www.li.me](http://www.li.me)

1-888-LIME-345



- \$1.9 million in revenue & fees collected
- Funds have gone towards:
 - Multimodal & Complete Streets studies
 - Multimodal infrastructure
 - Shared Micromobility Program support and evaluation
 - Mobility Connection projects
- Future revenues from Citywide Phase 1 will go towards these and additional Vision Zero/safety programs & projects



Overview of Phase 1 Citywide Shared Micromobility Program



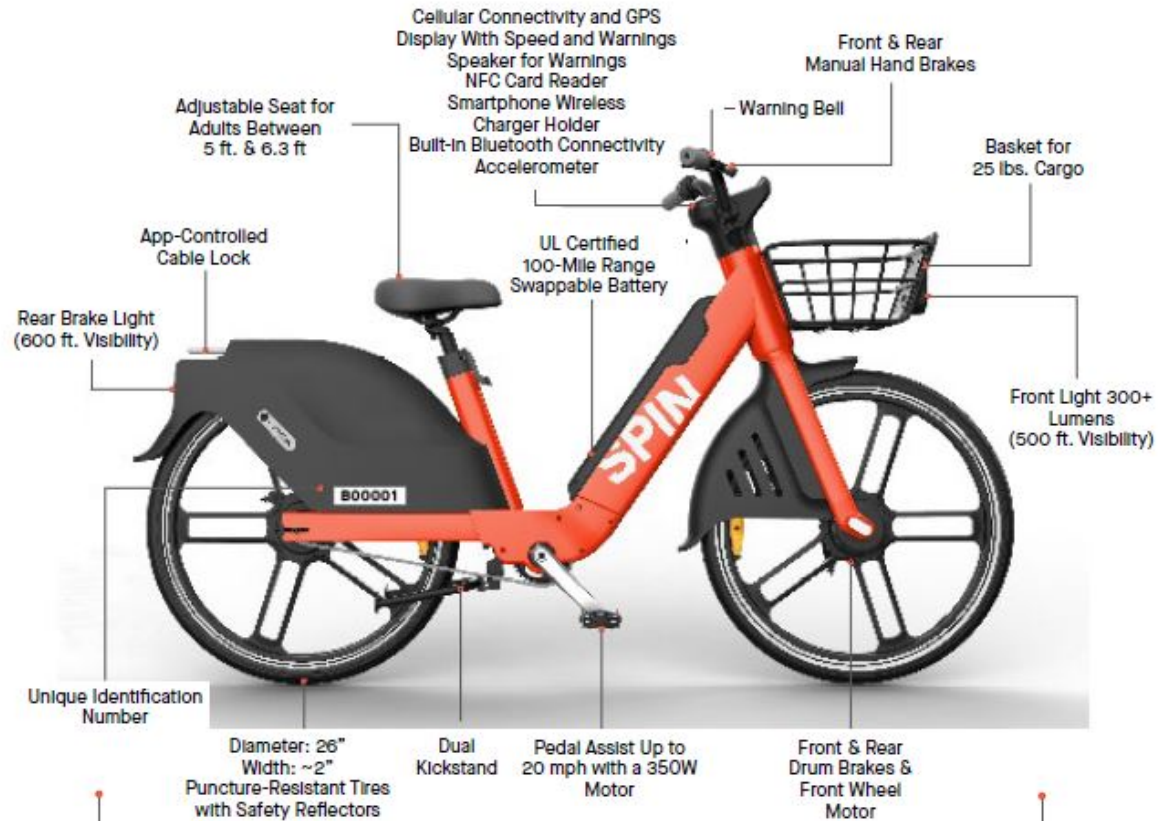
LIME = 1500 E-BICYCLES

Lime E-Bike

Gross weight: 32.7 kg
Dimensions: 179.1 cm L x 62.5 cm W x 111.8 cm H
Top speed: 25 km/h



SPIN = 1500 E-BICYCLES



RAZOR = 1500 SCOOTERS
WITH SEAT



- EcoSmart**
- Double-wide deck
 - Front sturdy basket
 - Cushioned seat
 - 16" pneumatic air tires
 - Center kickstand



LIME = 15 ADAPTIVE
VEHICLES



(L-R) Seated, two-wheeled Lime electric scooter; Three-wheeled upright hand cycle; Standing, three-wheeled electric scooter



SPIN = 15 ADAPTIVE
VEHICLES



RAZOR = 15 ADAPTIVE
VEHICLES



3,000 e-bikes and

+

1,500 scooters with seats

+

45 adaptive vehicles

4,545 Total vehicles across the city

Scooter pilot had 2,400 scooters in much smaller area -10 square miles

Citywide Tampa is 114 square miles for land only.

Docking System – Micromobility Racks, Charging Stations and Virtual locations



- Operators will provide designated parking spaces in Downtown, Ybor, & Soho District
- Riders will be required to lock vehicles in these designated hubs, bike racks and charging stations
- Potential to pair with general public bike racks in key locations to expand multimodal infrastructure



All Micromobility vehicles will be equipped with a lock that require riders to lock the device to a fixed object — such as bike racks, scooter racks, docking stations, private bike racks and parking poles with bicycle parking medallion — to end their trip.



* The 2020 pilot required that e-scooters be locked to public bike racks and poles using an integrated cable. This requirement appears to have been a **major reason** for improved parking compliance and a decrease in sidewalk clutter. (Chicago Department of Transportation Study)

Micromobility vehicles that are not locked to a fixed object — such as bike racks, scooter racks, docking stations, private bike racks and parking poles with parking medallion will be assess \$5.00 bounty fee*.

Anyone who placed the micromobility vehicle back to an approved fixed object will collect \$3.00 bounty fee.

* Note – Bounty Fee has the potential to be increased to solved the problem of out-of-hub parking and sidewalk clutter.

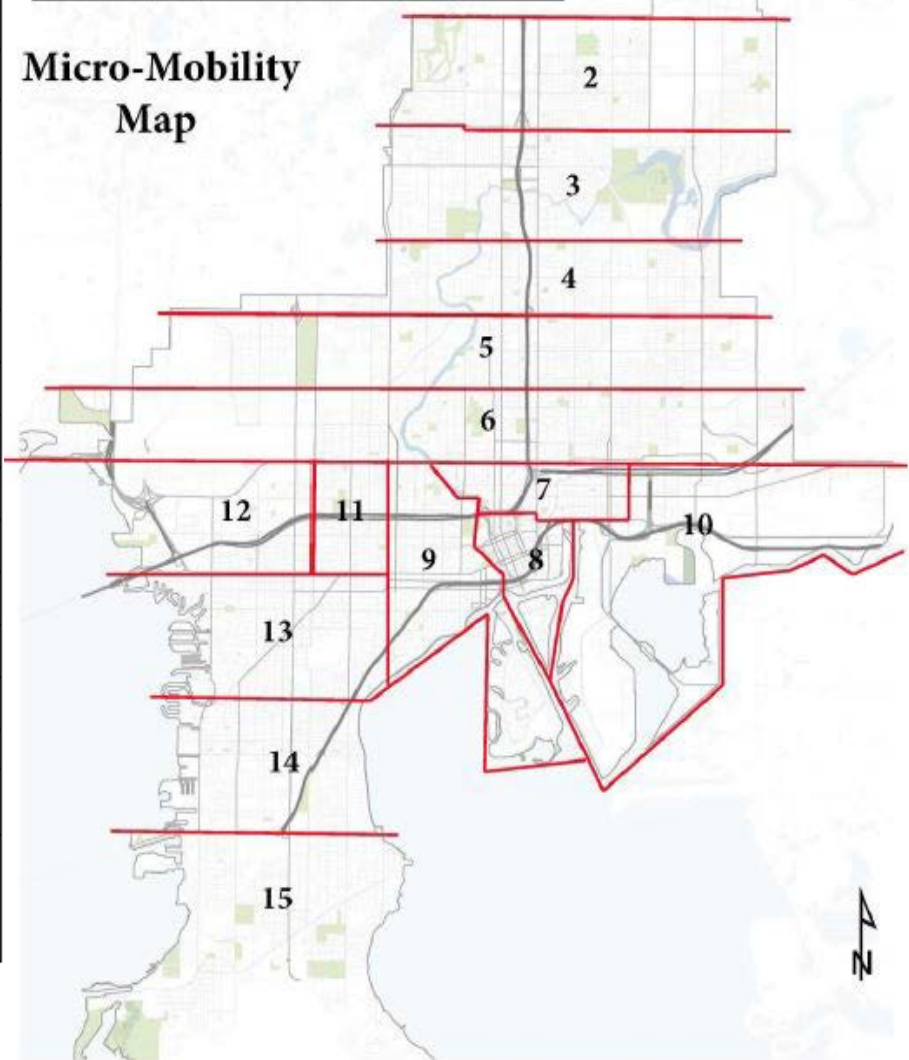


Deployment Zones



Micromobility Boundaries (Zones)	Number of Vehicles
1. New Tampa Area	393
2. South of Fowler Ave (City Limits) to North of Busch Blvd	225
3. South of Busch Blvd to North of Sligh Ave	225
4. South of Sligh Ave to North of Hillsborough Ave	225
5. South of Hillsborough Ave to North of Dr. MLK Jr Blvd	282
6. South of Dr. MLK Jr Blvd to North of Columbus Dr	225
7. *North Downtown	339
8. *Downtown	450
9. * West Downtown	339
10. East Downtown = South Columbus Dr, Palm River and 26th Street	339
11. West Tampa Area = Himes Ave, Hillsborough River, Kennedy Blvd, Columbus Dr	225
12. West Shore District = Himes Ave, Kennedy Blvd, Columbus Dr	450
13. South of Kennedy Blvd to North of Bay to Bay Blvd	279
14. South of Bay to Bay Blvd to North of Gandy Blvd	225
15. South of Gandy Blvd to North of MacDill AFB	279
Total	4,500

Micro-Mobility Map



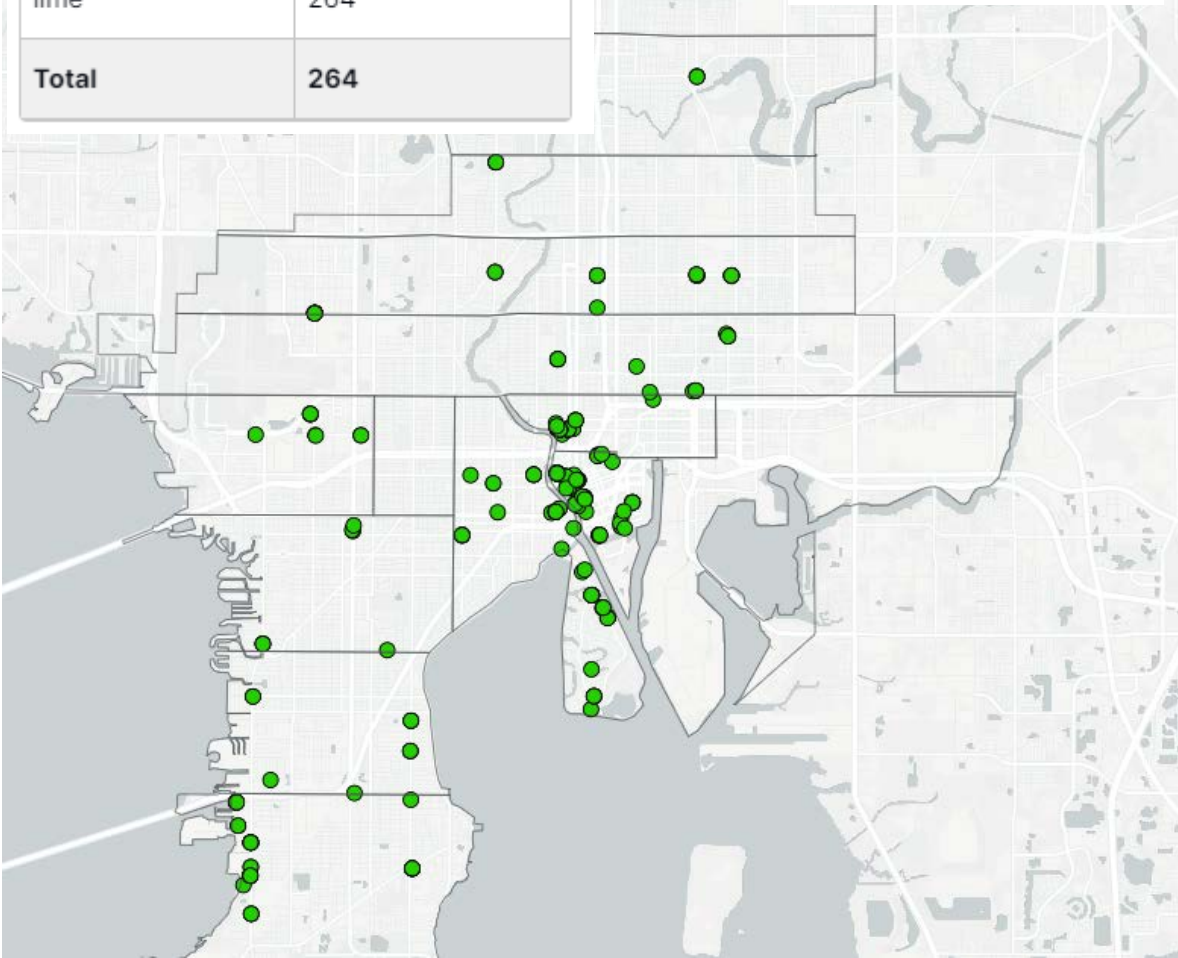
Overview of Citywide Program Phase I

September 23, 2022

Trips
4,553

Total Trips Distance ⓘ
6,012 mi

Type	Count
lime	264
Total	264

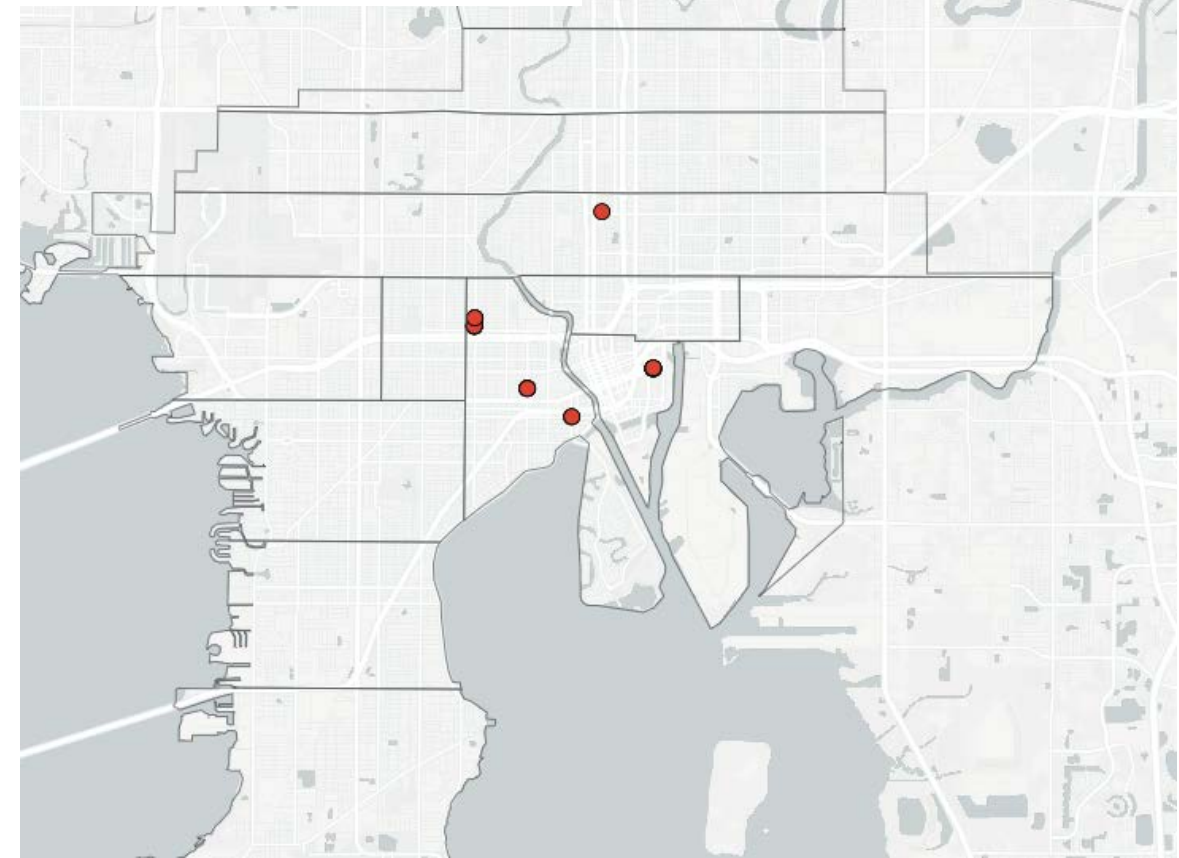


November 8, 2022

Trips
236

Total Trips Distance ⓘ
347 mi

Type	Count
razor	28
Total	28

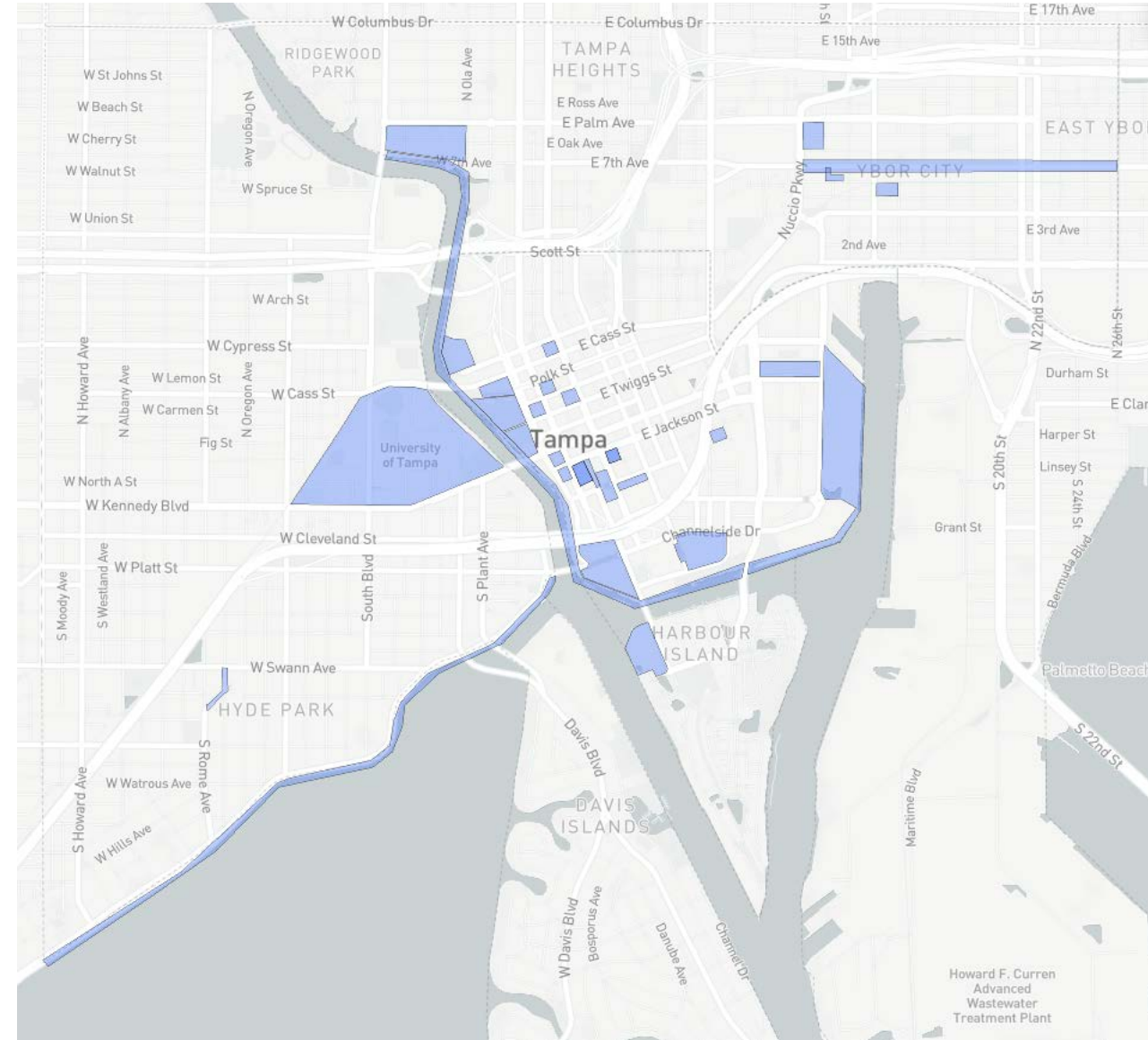


Sec. 25-173.1. - Operation of a shared motorized scooter—Restrictions and penalties.

(c) A person shall not operate a shared motorized scooter upon and along the sidewalk on 7th Avenue, the sidewalk on Bayshore Boulevard, nor upon the Tampa Riverwalk.

PROHIBITIVE RIDING

- Vehicles shall not be ridden on the sidewalk on 7th Avenue
- Vehicles shall not be ridden on the sidewalk on Bayshore Boulevard
- Vehicles shall not be ridden on Tampa Riverwalk
- Users shall dismount when riding through crowded sidewalks filled with pedestrians
- Anywhere on private property (Parking garages and plazas)
- Any location as deem necessary by Mobility Department Director or his designee



Transportation

Overview of Citywide Program Phase I

VISION
ZERO
TAMPA

TAMPA
MO>ES
Mobility • Opportunity • Vision • Equity • Safety



Transportation

Overview of Citywide Program Phase I

**VISION
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TAMPA**

TAMPA
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Mobility • Opportunity • Vision • Equity • Safety

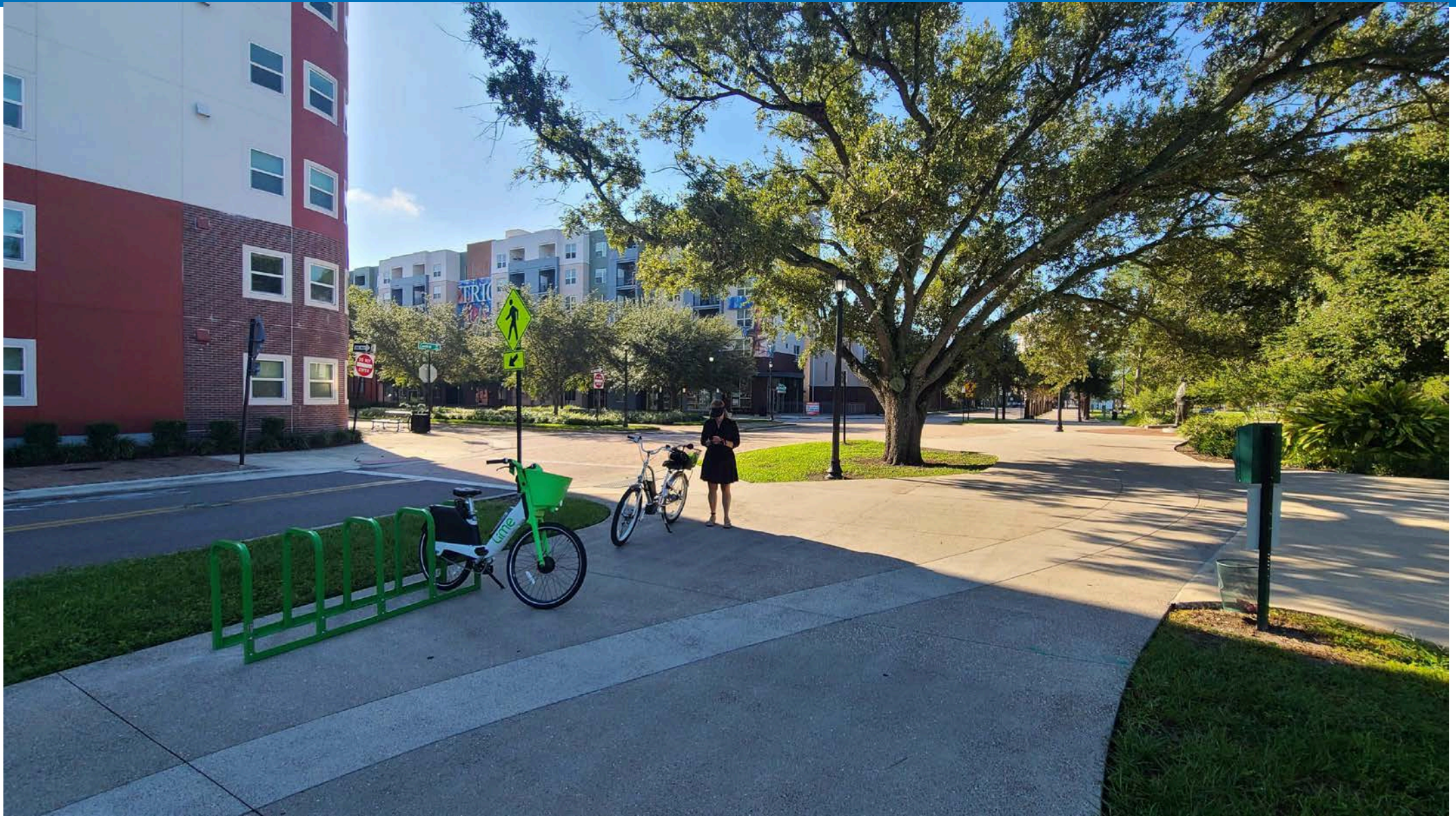


Transportation

Overview of Citywide Program Phase I

VISION
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Mobility • Opportunity • Vision • Equity • Safety



Transportation

Overview of Citywide Program Phase I

VISION
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TAMPA
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Mobility • Opportunity • Vision • Equity • Safety



Questions and Answers





Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2022 Multimodal Level of Service Report and State of the System Report

Presenter:

Connor MacDonald and Vishaka Shiva Raman, TPO Staff

Summary:

The 2022 Multimodal Level of Service (MMLOS) Report is a comprehensive inventory of major roadways across Hillsborough County and identifies the operating conditions of each facility. The LOS methodologies allow for performance evaluations of service provided to motor vehicle users, bicyclists, pedestrians, and transit users, on each major roadways segment in Hillsborough County. This task has culminated in the creation of a technical report that can be used internally or by other agencies and interested parties. Internally, the MMLOS report is used to produce several other analyses and reports, like the State of the System.

The State of the System report is produced by the TPO to track trends over time regarding several federally-mandated performance metrics for metropolitan transportation systems. Regular updates of the State of the System report also satisfy the federal requirement for a metropolitan congestion management process. The report summarizes areas of strength and weakness regarding:

- Pavement and Bridge Condition
- Transit Asset Condition
- Safety
- Travel Time Reliability (Congestion)
- Access to transit and other multimodal travel
- Air Quality

This 2022 update provides a big picture view of transportation system performance to inform future investment decisions and the performance target-setting process.

Recommended Action:

None.

Prepared By:

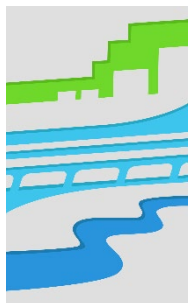
Connor MacDonald and Vishaka Shiva Raman, TPO Staff

Attachments:

[2022 Multimodal Level of Service Report](#)

[2022 State of the System Report](#)

Presentation slides will be posted on [this page](#)



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

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE_*(Timestamp 0:06:25)*

Commissioner Cohen, called the meeting to order at 9:02 AM and led the pledge of allegiance. The meeting was held in person and virtually via WebEx.

II. ROLL CALL_ (Gail Reese, TPO Staff) *(Timestamp 0:07:00)*

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Gwen Myers, Commissioner Joshua Wostal, Commissioner Michael Owen, Councilmember Guido Maniscalco, Councilmember Joseph Citro, Councilmember Lynn Hurtak, Mayor Andrew Ross, Mayor Nate Kilton, Joe Lopano, Adalee Le Grand, Greg Slater, Charles Klug, Planning Commissioner Hemant Saria

The following members were present virtually: Board Member Jessica Vaughn

The following members were absent/excused: None

A quorum was met in person.

A. Vote of Consent for Remote Member Participation.

Councilmember Maniscalco moved, seconded by Commissioner Myers; the voice vote, motion passes unanimously.

III. APPROVAL OF MINUTES_ *(Timestamp 0:08:07)* – October 12, 2022

Chair Cohen sought a motion to approve the October 12, 2022 minutes. Councilmember Maniscalco so moved, seconded by Commissioner Myers; the voice vote passes unanimously.

- **Chair Cohen welcomed new TPO Board Members: Commissioner Owen, Commissioner Wostal, and Planning Commissioner Saria**

IV. SPECIAL PRESENTATION: Gulf Coast Safe Streets Summit Vision Zero Hero and Bob the Builder Awards (Beth Alden, TPO Director) *(Timestamp 0:09:00)*

- Emily Hinsdale, Sidewalk Stompers – Vision Zero Hero, Presented by Cindy Stuart
- Robert Frey, Port Tampa Bay – Bob the Builder, Greg Slater thanked Mr. Frey

V. PUBLIC COMMENT *(Timestamp 0:18:13)* (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.

- No one spoke during this time.

VI. COMMITTEE REPORTS & ADVANCE COMMENTS (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff) (Timestamp 0:19:44)

A. CAC – November 2, 2022 (Bill Roberts, CAC Chair)

- Approved TIP Amendment for Rail Crossing
- Heard status reports on: Tampa School Transportation Safety Study, Tampa MOVES Plan update, Hillsborough County Greenways Master Plan, Hillsborough County Bicycle Network Evaluation, Fowler Ave PD&E Study and Vision Plan
- Workshop of the CAC on Committee Restructuring

B. ITS – October 13, 2022 (Davida Franklin, TPO Staff)

- Heard status reports on: City of Tampa ATMS Cybersecurity Program, Cybersecurity concern for SaaS, Tampa International Airport Emerging Technologies and Security Systems.

C. LRC – October 26 and November 30, 2022 (Davida Franklin, TPO Staff)

- Approved: Tampa School Transportation Safety Study and the 2023 meeting calendar
- Heard status reports on: Tampa Moves Plan update, Tampa International Airport Master Plan process, Multimodal Level of Service Report, Hillsborough County Paved Trail Big Data Survey, Fowler Avenue FDOT PD&E, HART's Arterial BRT and Plan Hillsborough Vision Plan studies.

D. BPAC – October 26 and November 30, 2022 (Davida Franklin, TPO Staff)

- Took action on: new members, Tampa School Transportation Safety Study, Recess in December 2022, 2023 meeting calendar
- Heard status reports on: Tampa MOVES update, Hillsborough County Paved Trail Big Data Survey, Multimodal Level of Service Report, Fowler Avenue Studies, Hillsborough County Greenways Master Plan.

E. TDCB – October 28, 2022 (Davida Franklin)

- Took action on: Coordination contracts with Angels Unaware, Gracepoint, Human Development Center, TD Annual Operating Report, Community Transportation Coordinator evaluation.
- Heard status reports on: Tampa MOVES Plan, Hillsborough County Paved Trail Big Data Survey, Sunshine Line update.

F. Joint TAC/ CAC Meeting – December 7, 2022 (XXX, XXX) The CAC did not have a quorum, items were presented as status updates

- TAC took action on Tampa School Transportation Safety Study, TIP Amendment: Westshore Interchange Major Reconstruction, Freight Resilience and Supply Chain Study, 2023 Meeting Calendar. CAC provided comments.
- TAC and CAC heard a status report update on the 2023 – 2032 HART Transit Development Plan; heard a report on the High Injury numbers locally and nationwide
- CAC Bylaws Amendment for CAC – the committee will discuss this topic again in January due to a lack of quorum. The committee had concerns about a proposal put forth.

G. 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 0:25:50)*

A. Committee Appointments

- CAC – Christine Acosta (Councilman Citro), Nicole Rice (Councilman Maniscalco)
- TAC – Bob Campbell and Abigail Flores (Hillsborough County), Jesus Peraza Garcia (HART), Rob Wassum and Frank Coughenour – alt (Plant City)
- BPAC – Jamie Morris (City of Temple Terrace), Peter Davitt (Citizen-At-Large), David Celetti (Citizen-At-Large)
- LRC – Jesus Peraza Garcia as an alternate (HART), Danielle Riffenburg as an alternate (COT Parks), Yeneka Mills as an alternate (Plant City)

B. 2023 Meeting Calendar

Motion to approve the consent agenda from Councilmember Maniscalco, seconded by Councilmember Citro; the voice vote passes unanimously.

VIII. ACTION ITEMS:

A. 2023 TPO Board Officers & Committee Assignments (Cameron Clark, TPO Attorney) *(Timestamp 0:26:08)*

- Chair – Commissioner Myers
- Vice Chair – Mayor Ross
- Policy Members – Mayor Ross, Councilmember Citro, Commissioner Myers, Commissioner Owen, Charles Klug; Alternates: Commissioner Wostal, Mayor Kilton
- TMA Leadership Group Members – Commissioner Kemp, Councilmember Citro, Councilmember Hurtak; Alternates: Joe Laponi, Greg Slater
- TDCB Chair – Commissioner Myers
- LRC Chair – Councilmember Citro
- MPOAC Alternate Representative – Councilmember Hurtak

B. TIP Amendment: Polk St. Rail Crossings and Westshore Interchange Major Reconstruction (Roger Mathie, TPO Staff) *(Timestamp 0:34:00)*

- 2 Amendments Requested by FDOT.
 - Polk Street Rail Crossing Technology - \$119,580
 - Radio Key Down Equipment
 - Will allow Train or CSX operators to activate signal lights at intersections along Polk Street
 - Will replace existing outdated equipment
 - Westshore Interchange Reconstruction ~\$71 million, no new acquisition of right-of-way, to accommodate increasing property value near the Westshore Interchange
- Both have been approved by TAC; CAC approved Polk Street Rail Crossing Amendment.

Recommended Action: Approve the two amendments to the FY22/23 TIP.

Discussion:

It was asked if this involves the trail around Westshore or the Sun Trail. The requested amendment is not affecting any other aspect of the project, it is for the same right-of-way and is being requested due to the increase in property values. The Sun Trail will pass through the Westshore Interchange, FDOT responded and there is a short gap in the trail corridor.

Commissioner Kemp moved to ask FDOT to consider connecting the Sun Trail in the Westshore project, seconded by <inaudible>.

Discussion:

It was requested that this be brought up as an agenda item with backup material be presented by FDOT. It was noted that this is a request to make this connection that holds state-wide significance. FDOT understands this is an important trail and this gap is challenging. There are options and are working with the city as they do not want to take a business. FDOT has committed to closing the gap in another way.

The roll call vote passed 10 – 6.

Commissioner Myers moved to approve the FY2022/23 TIP amendments; seconded by Joe Lopano. The roll call vote passed 16 – 0.

C. TPO Membership Apportionment Plan (Elizabeth Watkins, TPO Staff) (Timestamp 0:47:42)

- Went over the background and process.
- Review of the timeline, August 2022 – present and through adoption.
- Review of a memorandum dated October 17, 2022 Tampa City Council Member, Joseph Citro and submitted to the Tampa City Council members to add additional representation to the TPO from the Tampa City Council
- Looked at the membership proposals for the TPO based on the 2022 population of Hillsborough County by Unincorporated County, City of Tampa, Plant City, or Temple Terrace
- Went over the Florida Statutes regarding the makeup of MPOs.

Recommendation: Staff recommends amending the adopted MPO Apportionment Plan that adds two seats for Hillsborough County to add one additional seat for the City of Tampa.

Discussion:

It was noted that the original presentation was not based on population and the new proposal does reflect the population. It was brought up that this is going to represent Hillsborough County for the next ten years. The majority of the growth is going to be in Unincorporated County; the current TPO Board has nine members advocating for the City of Tampa. It was expressed that the current membership of the Board at 16 members is sufficient, and any additional members are not needed. It was noted that the City of Tampa doubles in size during business hours and are the highest crash areas, this does not include sporting and cultural events. The traffic running through the city each day does not benefit the people who live in the city and that is why the City of Tampa needs additional representation. It was asked if the status quo is still in consideration. The status quo will remain until the TPO Board can pass a final recommendation. Whatever the decision is, it still has to pass the three cities and go to the Governor for signature. It was brought up that

having seven commissioners on one Board with all other representation will become unwieldy. The City of Tampa is a big player in this and the County of Commissioners represents both. The lines are invisible to the general public.

Mayor Ross moved to approve the staff-recommended apportionment plan; seconded by Councilmember Maniscalco. Roll call vote, the motion fails 14 – 2.

Mayor Kilton moved to maintain the status quo, seconded by Commissioner Owen; the roll call vote fails in a tie 8 – 8.

Discussion:

It was noted that the City of Tampa would prefer to add an additional seat for the BOCC and the City of Tampa.

Councilmember Citro moved that this come back at the February meeting, seconded by Councilmember Maniscalco. Beth Alden noted that the February meeting may be full and it would come back in March. Councilmember Citro agreed to defer the agenda to the Director. **The voice vote passes unanimously.**

D. Freight Resilience and Supply Chain Study (Jason Smeak and Lauren Brooks, AECOM) (*Timestamp: 1:11:26*)

- Review of study objectives.
- Went over supply chain disruption methodology.
- Looked at literature and case studies for framework/inputs; stakeholders/community; mapped potential impact area.
- Chose 5 commodities: food/groceries, water & wastewater utilities, housing materials, urgent healthcare services,
- Made a flow of the materials through the system and corresponding matrix.
- Looked at challenges/disruptions and lessons learned.
- Went over recommendations.
 - Review of 7 locations that are vulnerable to storms.
 - Went over best practices

Recommended Action: Accept Freight Supply Chain Resilience Study.

Presentation: [Freight Supply Chain Resilience Study Presentation](#)

Final Report: [Report Freight Supply Chain Resilience Study](#)

Discussion:

It was noted the truck mode is carrying the majority of the freight and that most people do not connect trucking with supply chain and how it intersects with commuters. It was also noted that the interface between pedestrians and trucks can be difficult. It was asked for elaboration on the lifelines of freight and how taking down an artery such as I-275 may impact the movement of freight. The impact of moving freight can create conflicts with enjoying our communities. Removing portions of the highway would be detrimental. It was asked if the experience of freight

disruption due to COVID was taken into account and how larger warehouses coming in is impacting the resiliency. Yes, the pandemic experience was taken into account with the stakeholder groups and outreach; healthcare was specifically studied. Seeing more freight movement into the East Coast due to how production is moving in shipping from overseas. There is an impact on how companies view the supply chain by looking at inventory, transportation, and how “just in time” fits in, e-commerce, and the faster delivery of goods. Bringing warehouses closer to metropolitan areas is a trend. Port Tampa Bay noted that they do a lot of preparations and tabletop exercises. It was noted about land use and planning; freight has to get from the port to the road corridors. Land use is changing in those areas and it is creating a lot of conflict with vehicles, pedestrians, and bicycles. It was noted that more of this needs to be addressed in the report. It was also noted that rail factors in as the Port increases its ability to take freight in. The City of Tampa is the hub for all transportation in the region and it is vital.

Councilmember Maniscalco moved to approve the Freight Supply Chain Resilience Study; seconded by Commissioner Wostal. The voice vote passed unanimously.

E. Tampa School Transportation Safety Study (Lisa Silva, TPO Staff; Kathrin Tellez, Fehr & Peers)
(Timestamp 1:42:52)

- Review of study overview – built on 2018 study; noted that some steps have been made.
 - Measurements, surveys (10,000+ responses)
 - School site selection process.
- Went over survey information submitted by parents and principles
 - Looked at common school circulation strategies.
- Walking audit observations
- Went over recommendations made for each school
- Developing partnership with the Westshore Alliance and a Boy Scout project
- Promoting education and encouraging ideas and tools – School Bus App, RFID chip in the student ID (not collecting personal info)

Project Page: [Tampa School Transportation Safety Study](#)

Recommended Action: Recommend that the TPO Board approve the Tampa School Transportation Safety Study.

Discussion:

Board Member Vaughn stated that transportation is one of the biggest unfunded mandates that is needed. There is always additional help needed. Can be difficult working and partnering with the municipalities. Was surprised that Sulphur Springs Elementary was not on this list. Would also like to focus on Plant City and Dover schools in the future. Happy to have the opportunity to focus on the students and this study.

It was noted that this study raises the profile around the Vision Zero profile. The circumstances that children have to walk to get to school are very dangerous. The improvements do save lives. Hillsborough is number 2 in the nation for pedestrian and bicycle fatalities. Grants and other funding sources have been acquired and some strategic improvements will be seen around Sulphur Springs area.

Commissioner Kemp moved to accept the report, seconded by Councilmember Citro. The voice vote passed unanimously.

STATUS REPORTS

A. Bylaws Amendment for Citizens Advisory Committee (Johnny Wong, TPO Staff) *(Timestamp 2:05:15)*

- Went over the background – recommendations made by the Plan Hillsborough Nondiscrimination and Equity Plan.
- CAC held a workshop to discuss two new restructuring proposals. Committee members in attendance verbalized support for expanding the committee to include 20 at-large seats reserved for underrepresented demographic and geographic groups; retain one appointee from each TPO Board member; up to (3) two-year terms for at-large members, beginning in January 2023; and make consistent the term limits of TPO elected officials and their CAC appointees.
- Went over the annual review process.
- This is the first reading of the proposed Bylaws Amendment

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

Discussion:

It was asked if there is a problem obtaining a quorum and if expanding the committee will contribute to establishing a quorum. The quorum is at 7 regardless of the membership numbers and it is being explored to reduce it to 5 in the future. It was cautioned about increasing the membership and the in-person quorum as the representation could be skewed. Clarification on elected officials' appointees was asked for; if an elected official is no longer in office, the appointee will no longer serve on the CAC as that representative. They are able to apply for any open positions that may apply to them.

IX. EXECUTIVE DIRECTOR'S REPORT *(Timestamp 2:14:00)*

- A. There is a copy of the quarterly report that was emailed in the packet on December 13th.
- B. The US EPA has been selected for a grant award under the Air Pollution Monitoring Program. It will support the pilot program that has been ongoing for the last year.
- C. The Regional Meeting of the Sun Coast Transportation Planning Alliance met with other MPOs the first Friday in December. A couple of projects were brought forward from this region including Phase 3 of the Westshore Interchange, the I-75 / Gibsonton interchange, the HART Heavy Maintenance Facility (not supported by Pinellas and Pasco); discussion from Pasco of merging the three MPOs and Pasco would like to have an equal share of representatives; this will be brought back to the regional meeting in March. Would like to bring this back to a Policy meeting for discussion.
- D. Possible amendment to the LRTP and the addition of two lanes to I-275. There was a discussion on incorporating that into the LRTP update that will be presented in 2024.

- E. Thanked members who came out for the demonstration of the Sun Runner in Pinellas. Has cut in half the amount of time to get to the beaches and there is a hub for transportation to Hillsborough and TPA. This is an incremental collaboration XXX.
- F. The next meeting is January 11th with Policy Committee at 8:30 AM and the Board at 10 AM.

X. OLD AND NEW BUSINESS (*Timestamp 0:00:00*)

- A. Next meeting
- B. FDOT was contacted by the FHWA about two grants, one was not communicated to the FDOT. The TPO submitted an application to study tearing down significant portions of I-275. It was asked that items like this be brought before the Board or voted on at the Board or given to FDOT as a courtesy. Ms. Alden noted that this was discussed in May 2022 and the presentation slides have been brought to the Board and provided to FDOT staff. The application does not say that the Board will pursue tearing down I-275 but that there are ways to reconnect the communities involved. The Reconnecting Communities Pilot Program is designed to work in mitigation strategies for communities that have had this impact. Examples include bike/walk facilities, buffered zones, etc. The TPO could then assist communities in applying for future grants. FDOT did not talk to anyone that was aware of this grant application and they were not given a copy of the grant. It is directly competing with another grant application. It was requested that all grant applications come before the Board for a vote. It was asked that going forward, these are put on the agenda as action items. It was noted that the CAC is an advisory committee and they have no authority. The advisory committee made the recommendation and it was brought before the Board. There have been discussions about tearing down portions of I-275 in the past from citizens. The Board voted to rebuild the I-275 interchange; the votes are taken with the knowledge that I-275 is not going to be torn down. This grant is aimed at studying other things that can be done. FDOT encouraged the Board members to read the grant. It was brought up that this study was brought before the Board; it is important to look at reconnecting the impacted communities. It was requested that the grant application be sent to the TPO Board members.

XI. ADJOURNMENT – The meeting adjourned at 11:37 AM

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

Social Media // Email

The Board Folder was emailed to the TPO Board on 12/13/2022

- **Sidewalk Stompers** - Thanked the TPO for choosing President and founder Emily Hinsdale for the Vision Zero Hero Award at the 2022 Gulf Coast Safe Streets Summit
- **Comments against the Westshore Interchange Reconstruction project** ○ Mike Lamarca & Walter John Slupecki
- Chris Vela – Stated that a better alternative for Westshore Interchange Reconstruction project is a turbo roundabout and the end to highway expansion

- **Comments received Dec. 13 after 5 pm re: the Fowler Avenue Vision Study** ○ **Chris Vela** – Suggests efforts focus on other alternatives for pedestrian use
- **Dave Coleman** – Thinks that Fletcher Ave. from Nebraska Ave. to USF should be a model for all secondary roads including the 35 mph speed limit

Please note: Above public comments are included in the email Cheryl Wilkening sent to board members Dec. 14

Social media comments received after 5 p.m. on Dec. 13 and during/shortly after the Dec. 14 meeting:

12/13

- **Vela Christopher**
You don't need Fowler to get to USF. We got plenty of alternatives for peds to use. If you let this go you all can do a lot of magic on better streets.
- **Dave Coleman**
Need might be greater elsewhere but Fletcher from Nebraska to USF should be a model for all secondary roads... 35 arrive alive. Vision zero in Hillsborough a grim jest. 273 dead and 7,300 hit and runs in Hillsborough alone last year

12/14

- **Vela Christopher**
I'm on the line. I am going to have to jump off. DO NOT APPROVE THE TIP ADMENDMENT FOR THE WESTSHORE INTERCHANGE. I am so disappointed with you guys. You shut our voices.
 - **TPO staff response:**
Hi Vela Christopher, thank you for your comment! Although you weren't able to comment live, I was able to share your concern with the Board during a summary report of public comments. ~ Davida
 - **Vela Christopher**
Hillsborough TPO, I heard Davida, and I appreciate it. But there is much more to this than a simple "no." I am saddened your org is allowing gifting to a predominately white and affluent Westshore area of \$70 million vs. zero concerns for the black and brown communities who live and work around the dti. That WIC will be over \$400 million per mile. Yesterday I got brushed by a car trying to get on I275. I was crossing on foot at a designated crossing. My neighborhood's pedestrian signal is out for the 4th time... I'm done over-reporting it. No, I don't want dot's \$ if the dti gets reconstructed. I want fdot to fix all their surface roads without any interstate work. The last meeting, Johnny Wong, sold out to justify the additional lanes on I275 going way beyond the TIS footprint of the eis study to study congestion changes. That is cheating. There is something very wrong with your org. Two things you all have to understand. Equity and value.
 - **TPO staff response:**
Vela Christopher thank you for providing more insight into your concerns about the project. Although I won't be able to revisit the public comment segment during the meeting, I can still send your comment to the Board immediately afterwards. Thanks again! ~ Davida
- **Mike Lamarca**

Vela Christopher pretty standard. Build and design from a desk, and ignore the input from the actual users. And then, they pat themselves on the back for a job well done. Like Fletcher..... Now they gonna do the same to Fowler and mess it up also.

- **Dave Coleman**

Mike Lamarca you don't like Fletcher? Could you say why? My noodles pressure drops the moment I get there.

- **Mike Lamarca**

Dave Coleman I do not. While the negative pedestrian interactions were slightly lower, the redesign created a higher crash incidence with bicyclists, as shown by the county report. Because the bike lane was added, without thought of access controls, right hooks were increased. A Sharrow would have been a more welcome addition, especially with the lowered speed limit. Remember before the "fix", there was no bike lane, so the cyclist took the lane on the 45mph street, so taking the lane on a 35mph street is an improvement. The pedestrians still mid-block cross, even with the added zig zag crossings (which I do like), so now we need mid-mid-block crosswalks. When we look at that corridor now, it is still at the top of the county crash incidents, and it's only been what? 6 years? One would expect a fix to last longer than that. I was right hooked about 2-3 years ago there, at 22nd. Deputy hid it from the crash stats as a civil matter, and not a traffic crash. How many other crashes on that road were done the same way, to minimize the reporting, and make the corridor look better than it is?

- **Dave Coleman**

Mike Lamarca thanks, I certainly haven't researched like that. I do have to remain in my belief that it is safer (less deaths) than n Florida Ave where a scooter , walker, driver, bicyclist is more likely to die in a crash. I am no statistician but accident numbers and accident deaths might not be the same. Three teens died on my street in 2 days, one by a cop. Nothing was done. Not one thing. I agree there is some mid block crossing and bike lane could be better. I guess those ideas are being taken to Fowler.

- **Mike Lamarca**

Dave Coleman i get it. Sounds like you may not have known it before? So, trying to compare one road apples to apples to another doesn't always work. Every time I ride on Florida or Nebraska, I feel those roads are safer than Fletcher. I haven't compared stats though, but they don't really matter if HCSO is hiding the truth. I think the problem comes down to "perceived safety". People like a sidepath, which is nothing more than a glorified sidewalk, yet, sidewalks are some of the most dangerous places for a cyclist. But, the state and county continue to build them, because the people think they are safer, until they start using it.

- **Dave Coleman**

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stopping behind the stop bar becomes real (which you have also alluded to), it's just a computer game to anyone with AICP or PE after their name.

Follow-up Email sent to TPO Board Members by Beth Alden on 12/17/2022

Subject: TPO Board Info Request RE: Wednesday, December 14th @9:00 AM In-Person and Virtual TPO Board Meeting

Board members,

Attached is the application for the FHWA Reconnecting Communities Pilot Program grant. You have not seen this application before because the TPO Board directs its executive director to develop and execute grant applications and take other actions in support of the TPO's adopted [Unified Planning Work Program \(UPWP\)](#). Your staff submits multiple grant applications for you every year.

The UPWP is a federally required document which lists the several grants that make up the TPO's budget, the anticipated funding amounts and what they are proposed to be spent on, including specific planning studies and other deliverables. The Board reviews and votes on an update of the UPWP every May.

The I-275 Conversion Concept Study was added back to the UPWP last May by action of the TPO Board approving the UPWP for FY 23 & FY 24. A study of the "I-275 Conversion Concept" was added to Task 2.7 under Required Activities.

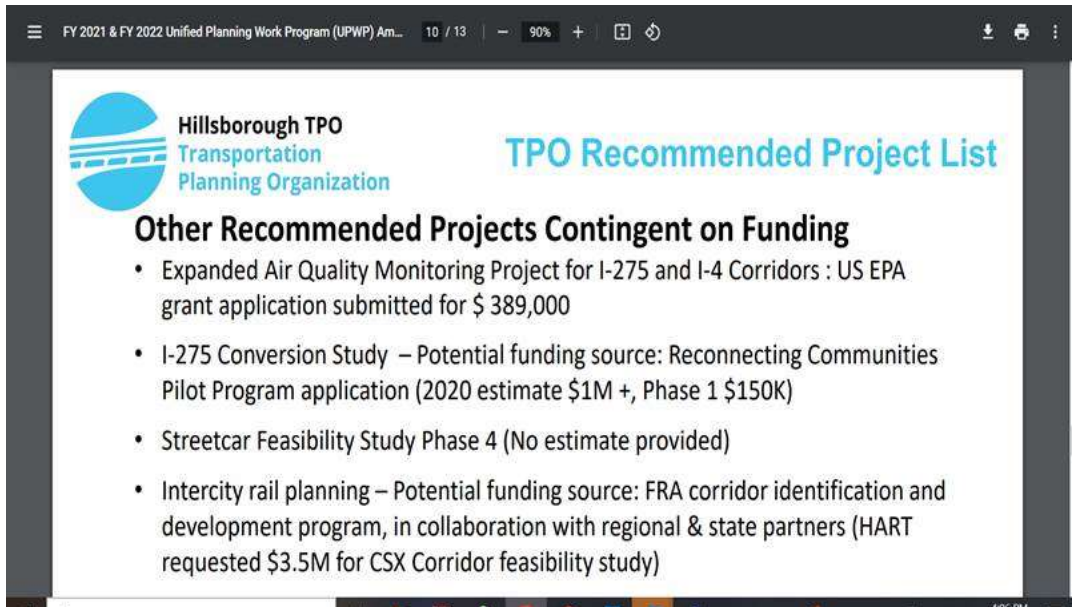
If you're concerned that that small piece of text is buried in a 100+ page document, I completely agree. That's why we prepare presentation slides highlighting the changes in the document, and we include the slides in your agenda package a week in advance of the meeting. I also use the slides in briefing Board members; however, not all members request a briefing every month. And of course, our staff walks through the slides at the meeting, and answers questions.

[Last May's presentation](#), a total of 13 slides, included **four slides that listed all the TPO's proposed planning projects** for FY 23 & FY 24. The slides showed, starting with Slide 8:

- Critical Path Projects
- Other Recommended Projects
- Other Recommended Projects Contingent on Funding
- FY 22 projects that will conclude in FY 23

When the Board approved the UPWP, it directed staff to move forward with these projects, including any supporting grant applications. This is clearly stated in the Resolution Approving the FY 23 & FY 24 UPWP, included on page 7 of the UPWP document.

There were four projects listed on the "Other Recommended Projects Contingent on Funding" slide. One was, "I-275 Conversion Study – Potential funding source: Reconnecting Communities Pilot Program application (2020 estimate \$1M +, Phase 1 \$150K)."



This was the return of a study that had been discussed on multiple occasions. Please see the attached timeline of discussions at Board meetings since May 2019; note that there were previous Board discussions as well. The TPO Board decided to conduct the study in May 2019, then decided not to in May 2020 when the full scope and cost of over \$1 million was understood. After the removal, some board members were apologetic to the CAC which had advocated for the study, and when Congress created a new grant program in 2021 to fund studies like this, I offered to the Board that we could apply.

We had already coordinated with FDOT District 7 about what the study needed to include, and Sec. Gwynn had verbally agreed to work with us on the study in June 2019 and April 2020. The grant application was to fund the scope of the work Sec. Gwynn's staff had asked for. We discussed that with his staff at our regular monthly coordination meeting on August 30, 2022.

The attached timeline provides more details on Board discussions, links to board meeting videos, and the list of the technical analyses Sec. Gwynn's staff asked for.

The Board will need to take two more actions **before** the TPO can proceed with this study:

1. If FHWA awards the grant, the funding amount must be added to the UPWP, through an amendment approved by the board, before the funds can be used.
2. We'll be conducting a routine mid-cycle review of the 2-year UPWP this coming May. The list of studies to be conducted in the fiscal year that begins July 1 will be re-presented to the TPO Board at that time. Often there are budget adjustments that need to be made, and/or new study requests from local governments; and, it is timely for the board to provide new direction for the coming year.

I look forward to answering more of your questions. And, I would welcome Sec. Gwynn returning his staff to participating in TPO CAC meetings. The CAC has been the primary advocate for this study.

Last but not least – since there were audio issues during public comment at our December 14 board meeting, we are attaching an updated summary of public comments that includes some written public comments provided on social media and/or email during the board meeting and after the 5pm cut-off Tuesday night.

Wishing you all the best,

Beth

Attachments included were RCP Grant Application I-275 North Corridor Vision, Boulevard Study Timeline, Committee Reports and Comments Summary December 2022 – With Additional Social Media Comments

DRAFT

Summary of Committee Reports and Public Comments – December 2022

Items pertaining to action items:

- **Transportation Improvement Program (TIP) Amendments: Polk St. Rail Crossings and Westshore Interchange Major Reconstruction**
 - Approved by the Technical Advisory Committee (Citizens Advisory Committee - no quorum)
- **Regarding the Polk St. Rail Crossings***
 - The Citizens Advisory Committee requested information on how the Federal Railroad Administration regulates noise and vibration impacts in a downtown urban environment
 - A Citizens Advisory Committee member also asked what would happen if real estate prices and inflation decrease; TPO staff said a TIP Amendment might reflect cost-savings.
- **Regarding the Westshore Interchange Major Reconstruction***
 - A Citizens Advisory Committee member requested TPO staff clarify that the additional funds will only be used for ROW and is not funding any other phase of project development
- **Freight Resilience and Supply Chain Study***
 - A Citizens Advisory Committee member asked if the study considers disruptions due to pandemics. Presenters said many of the recommendations apply to those scenarios.
- **School Transportation Safety Study**
 - Approved by the Livable Roadways Committee, Bicycle Pedestrian Advisory Committee, and Technical Advisory Committee

**These items were reviewed by CAC Chair Bill Roberts*

Items pertaining to the consent agenda:

- **2023 Meeting Calendar**
 - Approved by the Technical Advisory Committee and the Livable Roadways Committee
 - Bicycle Pedestrian Advisory Committee approved after removing the December meeting

Summary of Public Comments – December 2022*

Comments received through email and social media:

- **Sidewalk Stompers** - Thanked the TPO for choosing President and founder Emily Hinsdale for the Vision Zero Hero Award at the 2022 Gulf Coast Safe Streets Summit
- **Comments against the Westshore Interchange Reconstruction project**
 - Mike Lamarca & Walter John Slupecki
 - Chris Vela – Stated that a better alternative for Westshore Interchange Reconstruction project is a turbo roundabout and the end to highway expansion
- **Comments received Dec. 13 after 5 pm re: the Fowler Avenue Vision Study**
 - **Chris Vela** – Suggests efforts focus on other alternatives for pedestrian use
 - **Dave Coleman** – Thinks that Fletcher Ave. from Nebraska Ave. to USF should be a model for all secondary roads including the 35 mph speed limit

Please note: Above public comments are included in the email Cheryl Wilkening sent to board members Dec. 14



Social media comments received after 5 p.m. on Dec. 13 and during/shortly after the Dec. 14 meeting:

12/13

Vela Christopher

You don't need Fowler to get to USF. We got plenty of alternatives for peds to use. If you let this go you all can do a lot of magic on better streets.

Dave Coleman

Need might be greater elsewhere but Fletcher from Nebraska to USF should be a model for all secondary roads... 35 arrive alive. Vision zero in Hillsborough a grim jest. 273 dead and 7,300 hit and runs in Hillsborough alone last year

12/14

Vela Christopher

I'm on the line. I am going to have to jump off.

DO NOT APPROVE THE TIP ADMENDMENT FOR THE WESTSHORE INTERCHANGE.

I am so disappointed with you guys. You shut our voices.

TPO staff response:

Hi Vela Christopher, thank you for your comment! Although you weren't able to comment live, I was able to share your concern with the Board during a summary report of public comments. ~ Davida

Vela Christopher

Hillsborough TPO, I heard Davida, and I appreciate it. But there is much more to this than a simple "no."

I am saddened your org is allowing gifting to a predominately white and affluent Westshore area of \$70 million vs. zero concerns for the black and brown communities who live and work around the dti. That WIC will be over \$400 million per mile. Yesterday I got brushed by a car trying to get on I275. I was crossing on foot at a designated crossing. My neighborhood's pedestrian signal is out for the 4th time... I'm done over-reporting it.

No, I don't want dot's \$ if the dti gets reconstructed. I want fdot to fix all their surface roads without any interstate work. The last meeting, Johnny Wong, sold out to justify the additional lanes on I275 going way beyond the TIS footprint of the eis study to study congestion changes. That is cheating. There is something very wrong with your org.

Two things you all have to understand. Equity and value.

TPO staff response:

Vela Christopher thank you for providing more insight into your concerns about the project. Although I won't be able to revisit the public comment segment during the meeting, I can still send your comment to the Board immediately afterwards. Thanks again! ~ Davida

Mike Lamarca

Vela Christopher pretty standard. Build and design from a desk, and ignore the input from the actual users. And then, they pat themselves on the back for a job well done.

Like Fletcher.....

Now they gonna do the same to Fowler and mess it up also.

Dave Coleman

Mike Lamarca you don't like Fletcher? Could you say why? My noodle pressure drops the moment I get there.

Mike Lamarca

Dave Coleman I do not. While the negative pedestrian interactions were slightly lower, the redesign created a higher crash incidence with bicyclists, as shown by the county report. Because the bike lane was added, without thought of access controls, right hooks were increased. A Sharrow would have been a more welcome addition, especially with the lowered speed limit. Remember before the "fix", there was no bike lane, so the cyclist took the lane on the 45mph street, so taking the lane on a 35mph street is an improvement.

The pedestrians still mid-block cross, even with the added zig zag crossings (which I do like), so now we need mid-mid-block crosswalks.

When we look at that corridor now, it is still at the top of the county crash incidents, and it's only been what? 6 years? One would expect a fix to last longer than that.

I was right hooked about 2-3 years ago there, at 22nd. Deputy hid it from the crash stats as a civil matter, and not a traffic crash. How many other crashes on that road were done the same way, to minimize the reporting, and make the corridor look better than it is?

Dave Coleman

Mike Lamarca thanks, I certainly haven't researched like that. I do have to remain in my belief that it is safer (less deaths) than on Florida Ave where a scooter, walker, driver, bicyclist is more likely to die in a crash. I am no statistician but accident numbers and accident deaths might not be the same. Three teens died on my street in 2 days, one by a cop. Nothing was done. Not one thing. I agree there is some mid-block crossing and bike lane could be better. I guess those ideas are being taken to Fowler.

Mike Lamarca

Dave Coleman I get it. Sounds like you may not have known it before? So, trying to compare one road apples to apples to another doesn't always work. Every time I ride on Florida or Nebraska, I feel those roads are safer than Fletcher. I haven't compared stats though, but they don't really matter if HCSO is hiding the truth.

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• **PASCO COUNTY RESIDENTS:**

Pasco County Public Transit:
727-834-3322 or **SCAN QR**



• **PINELLAS COUNTY RESIDENTS:**

PSTA Mobility Line:
727-540-1888, option **4** or **SCAN QR**



• **HILLSBOROUGH COUNTY RESIDENTS:**

Sunshine Line:
813-272-7272 or **SCAN QR**



Once your county refers you to TD Tampa Bay, look for an e-mail from PSTA within one week so you can start taking cross-county trips.



If you have additional questions, please call PSTA's Mobility Department at:



727-540-1888 (option 4)



TD@psta.net



Gibsonton Drive from Fern Hill Drive to US 301



Hillsborough County Florida

Project Development & Environment (PD&E) Study

WPI Segment No. 450438-1

DECEMBER 2022



KICK-OFF NEWSLETTER

The Florida Department of Transportation (FDOT) District Seven, in collaboration with Hillsborough County, is conducting a Project Development & Environment (PD&E) study along Gibsonton Drive from Fern Hill Drive to US 301.

Within the project limits, Gibsonton Drive is a four-lane divided urban facility with sidewalks on the north side and most of the south side. There are no dedicated bicycle lanes within the project limits. The project will evaluate widening Gibsonton Drive from four lanes to six lanes, including providing bicycle and pedestrian facilities. The project traverses the Riverview community and is approximately 0.88 miles long.

Issues related to traffic operations, safety, and access management will be addressed in the study. The study will also evaluate stormwater management facilities (SMF) and floodplain compensation (FPC) sites. The acquisition of additional right of way (ROW) is anticipated on this project.

Join the conversation about the **Gibsonton Drive PD&E Study**

Project Website

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

www.fdotd7studies.com/projects/gibsonton-dr-fern-hill-to-us301/

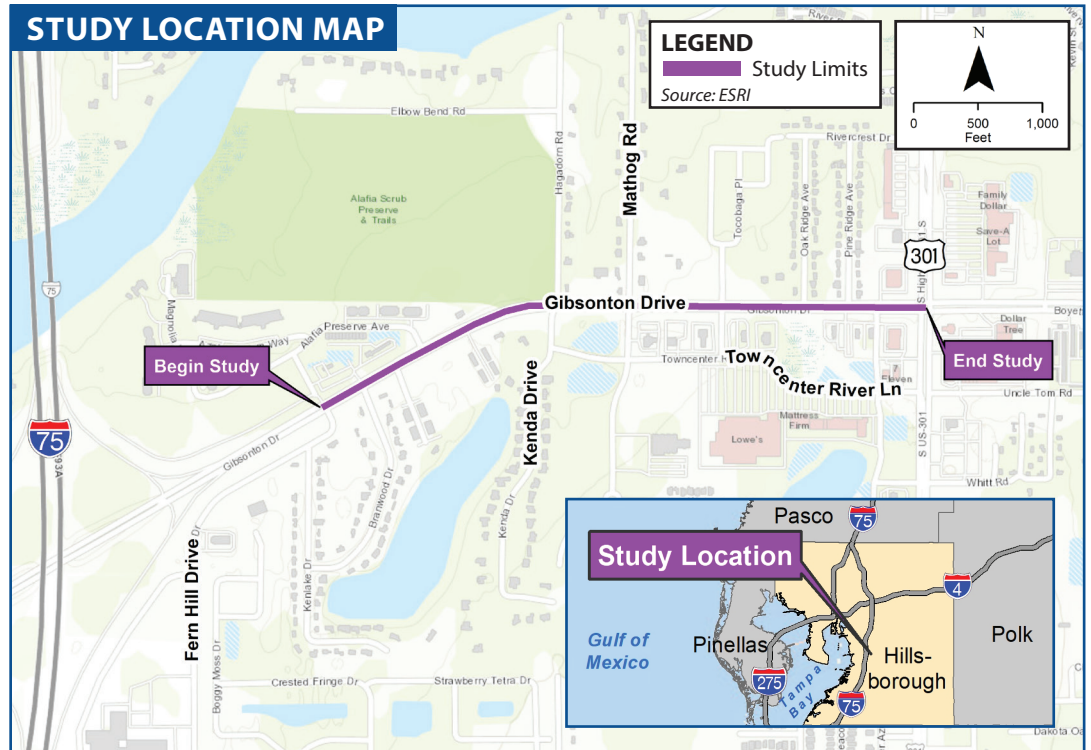
Questions?

Ashley Henzel, P.E., FDOT Project Manager
FDOT District Seven
11201 N. McKinley Drive, MS 7-500
Tampa, FL 33612-6456
(813) 975-6433 or (800) 226-7220
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Media Inquiries?

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11201 N. McKinley Drive, MS 7-110
Tampa, FL 33612-6456
(813) 975-6060 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 Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.



PD&E STUDY BASICS

A PD&E study is conducted to meet the requirements of the National Environmental Policy Act (NEPA) and other federal and state requirements. The study is to ensure that the implementation of transportation projects reflect and incorporate the unique engineering and community characteristics of the area. During the study, the FDOT and Hillsborough County will determine the location and conceptual design of feasible "build" alternatives for transportation improvements and analyze each of their social and economic, cultural, natural and physical environmental effects. The "no-build" alternative, which leaves Gibsonton Drive in its present state and provides for only routine maintenance, will remain an option throughout the study.

The PD&E study will be finalized after the public hearing when the environmental document is completed and approved by the FDOT Office of Environmental Management (OEM). If a "build" alternative is selected and funding programmed, the project may then proceed to the next phases in development, which are the design and right of way acquisition phases.



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

GET INVOLVED TODAY!

We invite you to get involved! The public plays an important role in the project development and decision-making process of this study. Opportunities for you to provide your input will be available throughout the study by means of submitting comments or attending the public hearing. Project newsletters like this one will be mailed out to all property owners adjacent to the study area and to federal, state, and local officials at key points during the study. There are multiple ways to get involved — call, write, or email us. You can also join us at our public hearing or invite us to speak at one of your own small group meetings.

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 services (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, 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 December 2022 and April 2023 for the purpose of conducting land surveys and gathering environmental and geotechnical data. Data collected will be analyzed as we develop concept plans and engineering and environmental reports. Property 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.

PROJECT SCHEDULE

The Gibsonton Drive PD&E study began in the third quarter of 2022. The project activities include collecting information, developing roadway improvement alternatives and evaluating the potential environmental and social effects of the “no-build” and “build” alternatives. A public hearing is tentatively scheduled for the fourth quarter of 2023 and the study is expected to be completed in the first quarter of 2024.

TASKS	2022		2023				2024
	3rd Qtr	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	1st Qtr
Data Collection	■	■	■				
Engineering & Environmental Analysis		■	■	■	■		
Public Hearing						★	
Final Study Documents						■	■
Study Approval							★