



# Hillsborough TPO Transportation Planning Organization

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**Plan Hillsborough**

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[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 Bicycle Pedestrian Advisory Committee***

Wednesday, February 22, 2023, 5:30pm. – 7:30pm  
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/5039641661615383128>
- Register in advance to receive your personalized link, which can be saved to your calendar.
- Dial in LISTEN-ONLY MODE: 1-562-247-8422 Access Code: 556-280-080
- 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. 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 & Introductions**
- II. Roll Call, Declaration of Quorum, Welcome of Other TPO Board Members** (Gail Reese, TPO Staff)
  - A. Vote of Consent for Remote Member Participation – *if applicable*
- III. Public Comment** – *3 minutes per speaker, for a maximum of 30 minutes.*

*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 [gordonb@plancom.org](mailto:gordonb@plancom.org). Written comments will be read into the record, if brief, and provided in full to the committee members.*

#### **IV. Approval of Minutes: January 25, 2023**

#### **V. Status Report**

- A. City of Tampa Micromobility Update  
(Calvin Thornton, COT)
- B. FDOT Resurfacing, Restoration and Rehabilitation (3R)  
Safety Improvement Process (Liz Winters, FDOT)
- C. Walk, Bike Safety Outreach on HIN with Geofencing  
(Emmeth Duran, CUTR)
- D. 2023 Safety Performance Targets  
(Johnny Wong, TPO Staff)
- E. Gandy Boulevard Bridge PD&E  
(Connor MacDonald, TPO Staff)
- F. 2050 Long Range Transportation Plan Initial Steps  
(Vishaka Shiva Raman, TPO Staff)

#### **VI. Old Business and New Business**

- A. Attendance Change Discussion  
(Ben Gordon, TPO Staff)

#### **VII. Adjournment**

#### **VIII. Addendum**

- A. TPO Meeting Summary and Committee Reports
- B. Floriabraska Avenue Project Meeting Invite

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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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](mailto: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](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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**HILLSBOROUGH COUNTY  
TRANSPORTATION PLANNING ORGANIZATION  
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE  
HYBRID MEETING OF JANUARY 25, 2023**

**I. CALL TO ORDER**

Chair Horst called the meeting to order at 5:36 PM

Members Present In-Person: Tim Horst, Jim Shirk, Katrina Corcoran, Nicole Sutton, Alain Watson, John Marsh, Peter Davitt, David Aylesworth, Victoria Klug, Sally Thompson, David Cillitti

Members Present Virtually: Savana Vidal, Lynda Crescentini, Brentin Mosher, John Kubicki, Faye Miller, Martin Santiago, Wanda Vinson

Members Absent/ Excused: Abigail Flores, Kelly Fearon, Karla Price, Jamie Morris, Robyn Baker, Jonathan Forbes

Others Present: Noliyanda James (future member, Florida Department of Health, Hillsborough County); Mike Lamarca (Public); Ben Gordon, Wade Reynolds, Christopher English, Connor MacDonald, Vishaka Shiva Raman, Gail Reese (TPO Staff); Michael Miller (Hillsborough County); Ginger Regaldo (FDOT); David Dunigan (UNL)

There was a discussion about allowing remote member participation for action item comments and voting. It was noted that not allowing remote participation would encourage members to attend. It was asked if not being in person would count against required attendance. It was noted that for anyone with limited mobility, having remote access allows them to participate. The possibilities of proxies were questioned for voting members with no alternates. Partner agencies expressed that they appreciate being able to attend virtually.

It was asked that staff come back to the next meeting with information on what other committees are doing and a framework going forward. It was suggested that members be allowed remote participation 6 – 8 times in the year. It was asked if HART bus passes may be possible for members who use transit.

***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 0:21:06)**

**Michael Lamarca** – Rode from Wimauma. Expressed concern over where the Multimodal Level of Service report numbers came from. US 301 is rated an A and had to dodge a lot of debris. County Road 39 is a great example of bike lanes and is rated low. He noted, if you try to plan a route for

biking, the report doesn't help. If you are trying to plan for the future, the report does not mean anything per the disclaimer on page 5. It was asked why US 41 is rated an A when it is an F.

### III. MEMBERS' INTERESTS *(Timestamp 0:23:16)*

- A. Critical Mass monthly ride on 1/27/2023 starting at Curtis Hixon Park.
- B. In Temple Terrace, Bruce B Downs new bike lane is great between Fowler and Holly. There is a new stretch of bike lane that is also excellent on Cass Street, it is connected to Boulevard now.
- C. There was a discussion on the comfort of biking in regard to the multimodal study. Manhole covers are a maintenance challenge. It was noted that many existing facilities are not being maintained and taken care of.
- D. March 15 – Temple Terrace annual bike ride with the mayor.
- E. There is an event to raise money for a cyclist who was injured in a crash in South Florida and is paralyzed.

### IV. APPROVAL OF MINUTES *(Timestamp 0:28:29)* – November 30, 2022

It was noted that ELAPP should be 2 "P"s. (Corrected on 1/31/2023 by Recording Secretary)

**Alain Watson moves to approve the minutes as corrected, seconded by David Aylesworth. The voice vote passes unanimously.**

### V. ACTION ITEMS

- A. **Election of Officers, Attendance Review and Declaration of Vacancies** (Ben Gordon, TPO Staff;) *(Timestamp 0:30:01)*
  - Review of attendance – Clarification was asked about the legend. Process for attendance challenges and removal was discussed.
  - Election of Officers
    - Chair – Tim Horst
    - Vice Chair – Jim Shirk
    - Officer-at-Large – Peter Davitt
  - There was discussion on vacating seats, the process, and implications

### VI. STATUS REPORTS

- A. **City of Tampa Micro-Mobility Update** (Calvin Thornton, City of Tampa) *(Timestamp 0:44:06)* - Deferred
- B. **2022 Multimodal Level of Service Report and 2022 State of the System Report** (Connor MacDonald and Vishaka Shiva Raman, TPO Staff) *(Timestamp 0:44:27)*

#### **2022 Multimodal level of Service Report**

- Review of background for MMLOS and the levels.
- Went over what the MMLOS report is used for – local agencies for reports and projects, land use, etc.
- Review of project history from 2017 – the present.
- Looked at what the report contains – State/FDOT roads, THEA, Hillsborough County, City of Tampa, City of Plant City.
- Went over methodology sources and variables used
- Showed examples of the contents of the report.

#### **2022 State of the System Report**

- Review of what is in the report.
- Went over highlights – 25% reduction in fatal crashes in 2022, average commute time to work is ~30 minutes, streetcar reported ridership of over 1 million trips
- What is needed
  - Ability to move a 2 million population by 2045, significant challenges for maintaining transportation network, residents expect high quality.
- Review of factors involved: Transit Maintenance, Vehicular Travel, Pavement & Bridges, and Transit Performance.

#### **Project Websites:**

[Transportation Level of Service Report | Plan Hillsborough](#)  
[State of the System Report | Plan Hillsborough](#)

#### **Presentation:**

[2022 MMLOS and State of the System Presentation](#)

#### **Discussion:**

It was noted that the HART state of good repair numbers appears to have improved. It was noted that this was based on the numbers provided by HART. Transit asset measurement numbers will be brought back after they are measured over time. It was asked how safety is taken into consideration for pedestrians and bicycles for the Level of Service numbers. The primary goal of the MMLOS is used to measure the infrastructure of the roadway. In the past, the number of crashes by mode and/or seriousness has not been incorporated. Safety targets will be brought back in the next month. The bike level of service numbers is based more on stress models and the perception of safety with the conditions of the traffic. There may be roads that people avoid because they don't feel safe, and that would result in no crashes. There may be facilities with crashes because people feel safe enough to use the facility. There was a discussion on the difference between GIS information in comparison to fieldwork on the facilities. There is a dimension of maintenance that impacts usability. It was asked how that can be factored in; things are built but not maintained.

## **VII. ADJOURNMENT**

Meeting adjourned at 6:46 PM

**A recording of this meeting may be viewed at:**

[https://www.youtube.com/channel/UCsojHyZb\\_mkYIU3o32Tbg4w/videos](https://www.youtube.com/channel/UCsojHyZb_mkYIU3o32Tbg4w/videos)

DRAFT



# 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



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[planhillsborough.org](http://planhillsborough.org)  
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**Citywide  
All Users  
and  
All Abilities  
Shared Micromobility  
Program  
(Phase I)**

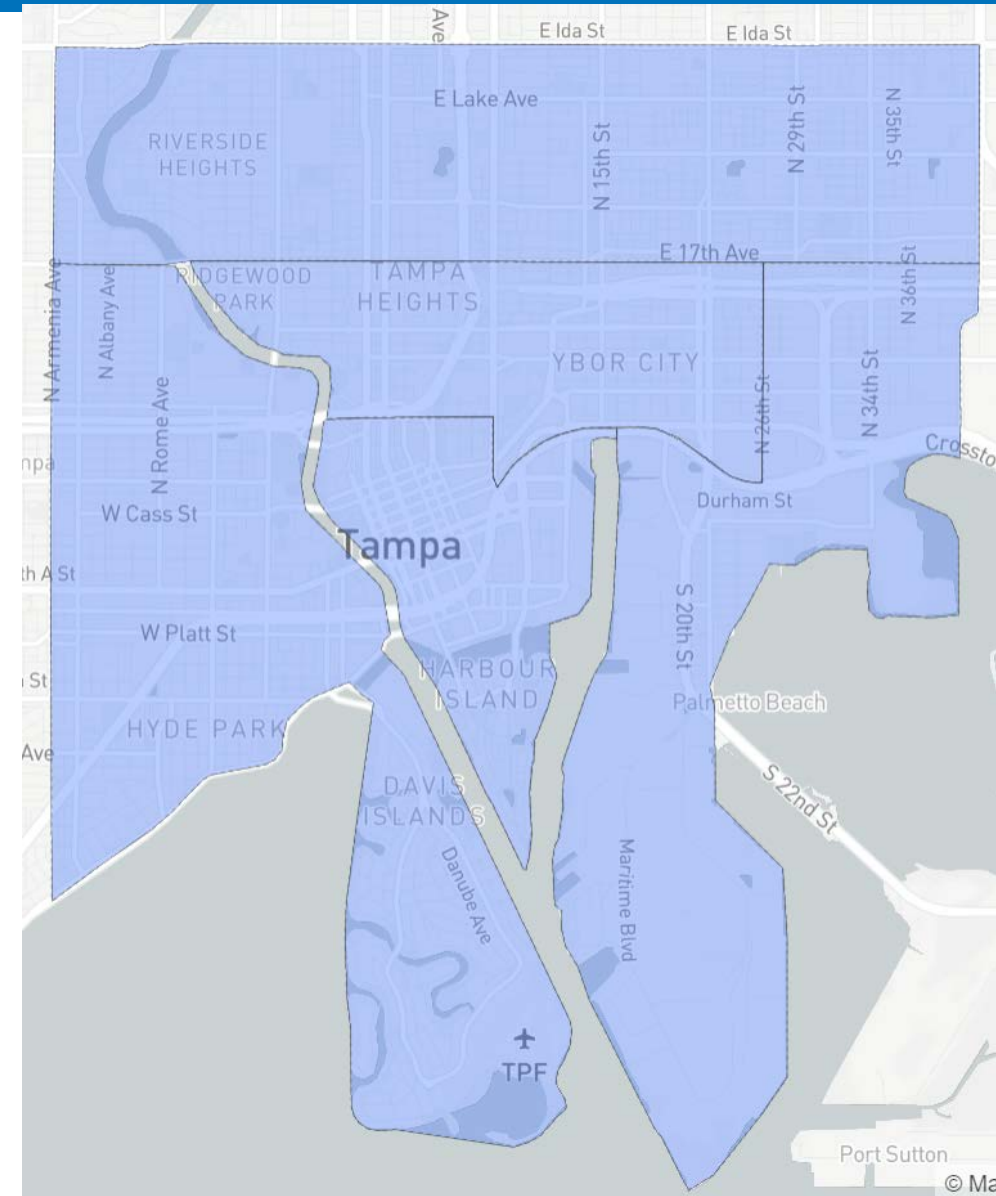
- **Summary of Current Pilot Program & Outcomes**
  - Overview
  - Outcomes
  - Use of fees & revenue
- **Overview of next phase of Shared Micromobility Program**
  - Types of Vehicles & Providers
  - Deployment areas
  - Exclusion zones
  - Docking System , Micromobility Hubs, & Bounties



# Summary of Current Pilot Program



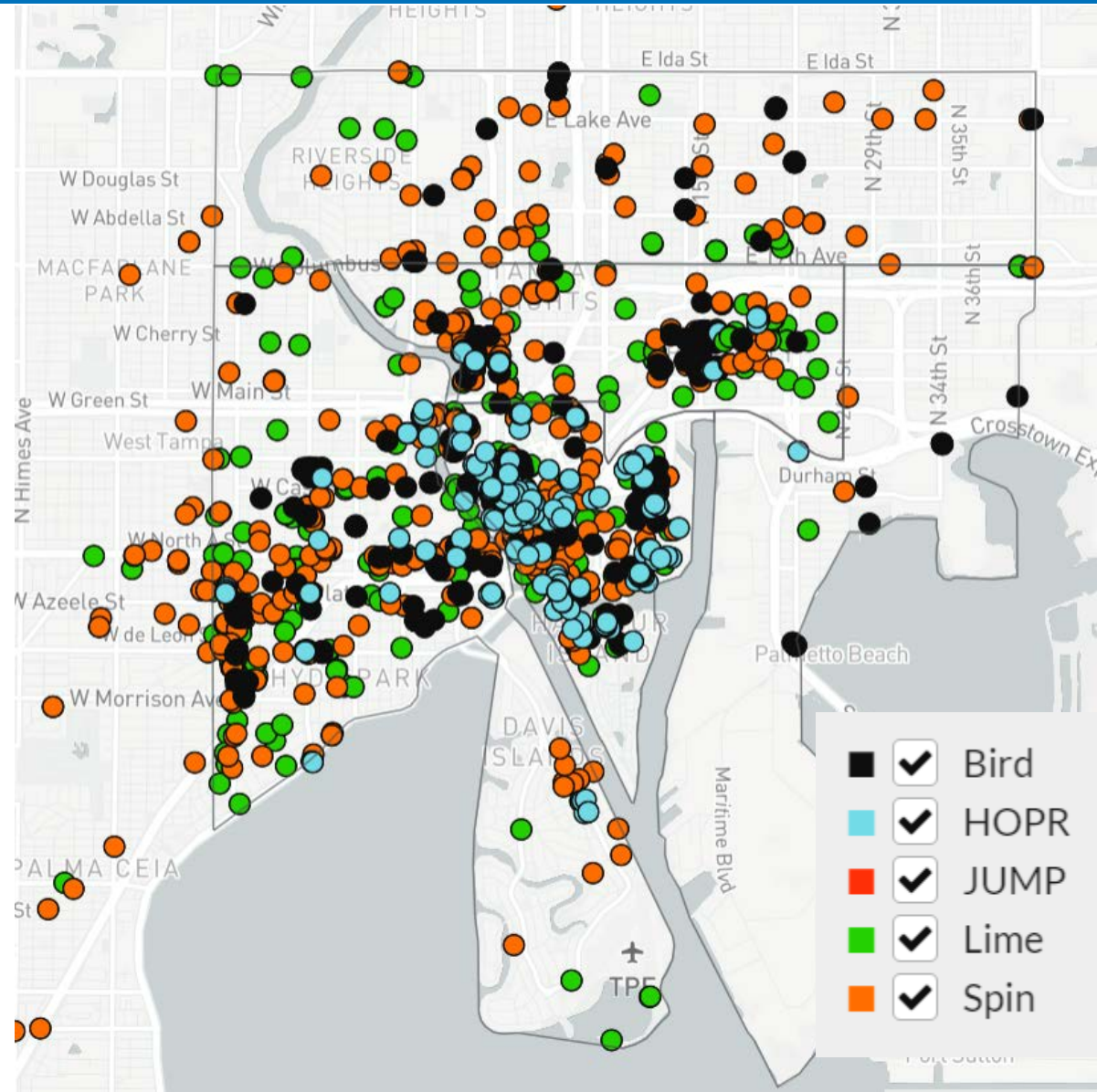
- **2400 scooters in 10 square miles area**  
(Boundary of Armenia Ave., Dr. Martin Luther King Jr. Blvd and 40<sup>th</sup> St.)
- **Operators – Bird, Jump, Lime and Spin**
- **Began May 24, 2019 and continues today with 3 Operators - Bird, Lime and Spin**
- **Total Fees Payment to City of Tampa = \$1,945,054**  
(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

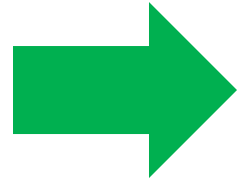
3,005,354 trip origins

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](mailto: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

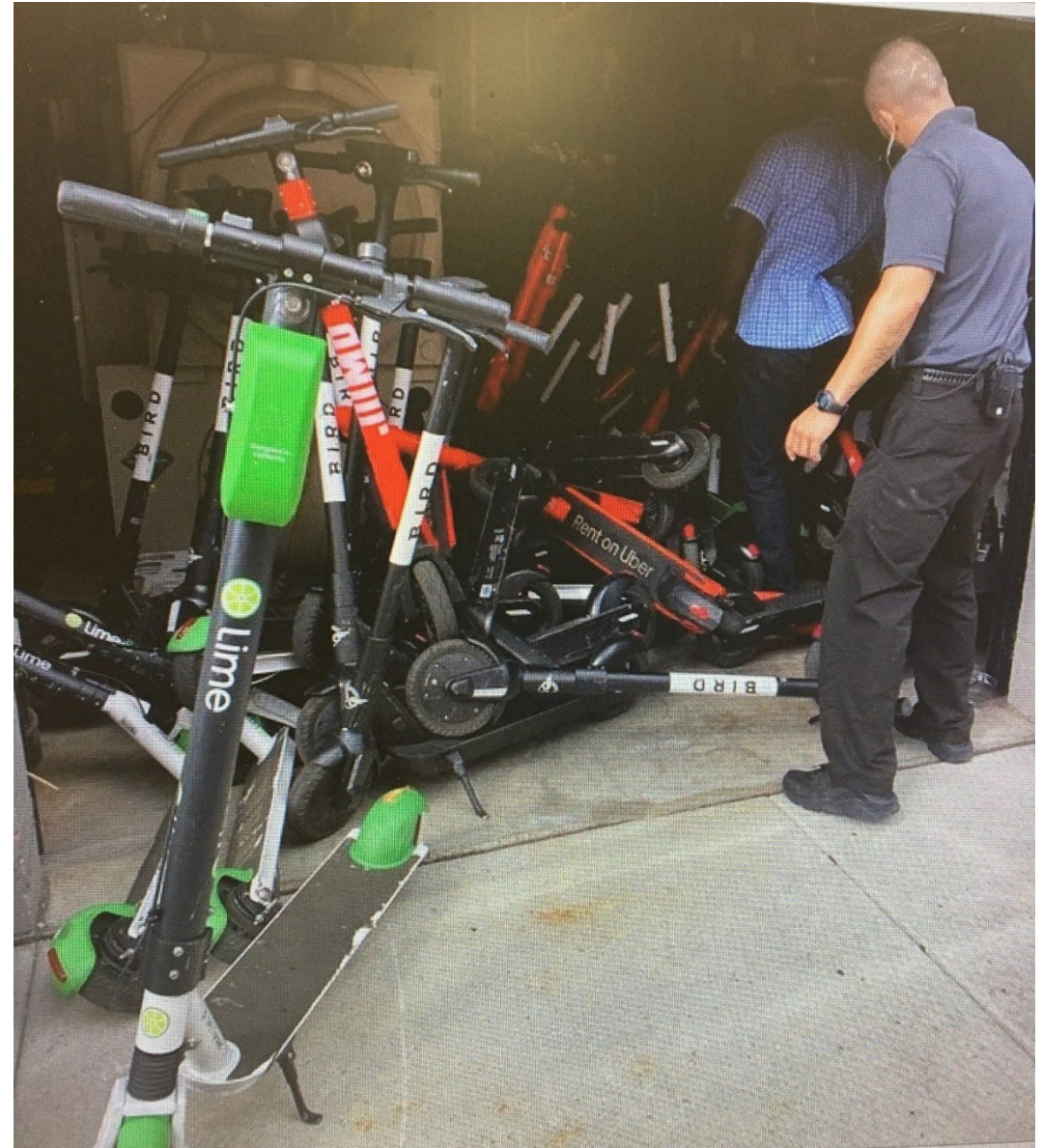
[Sharesupport@razorusa.com](mailto:Sharesupport@razorusa.com)

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



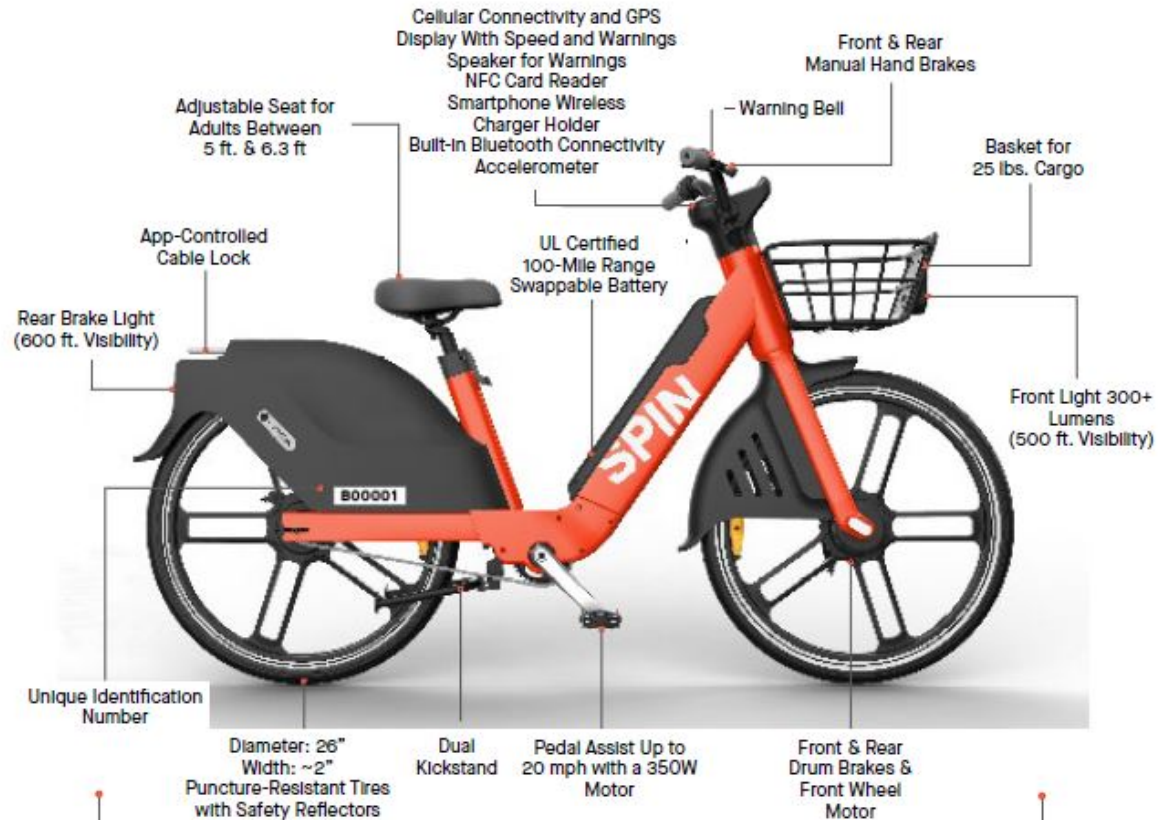
LIME = 1500 E-BICYCLES

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

+

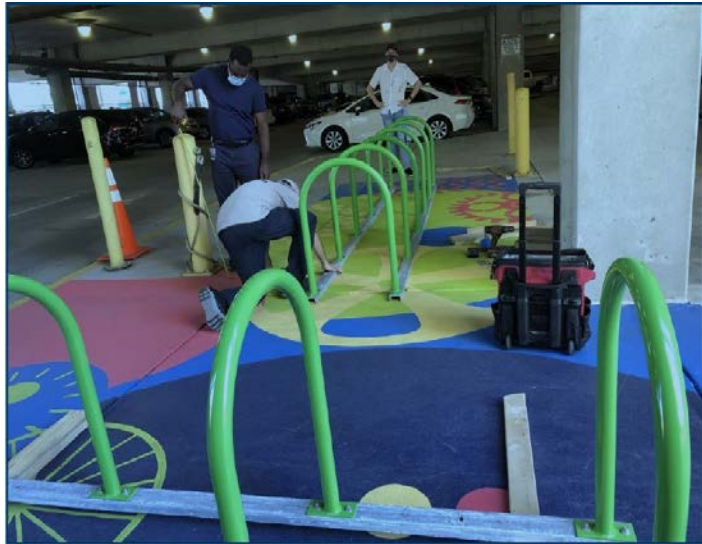
45 adaptive vehicles

**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.

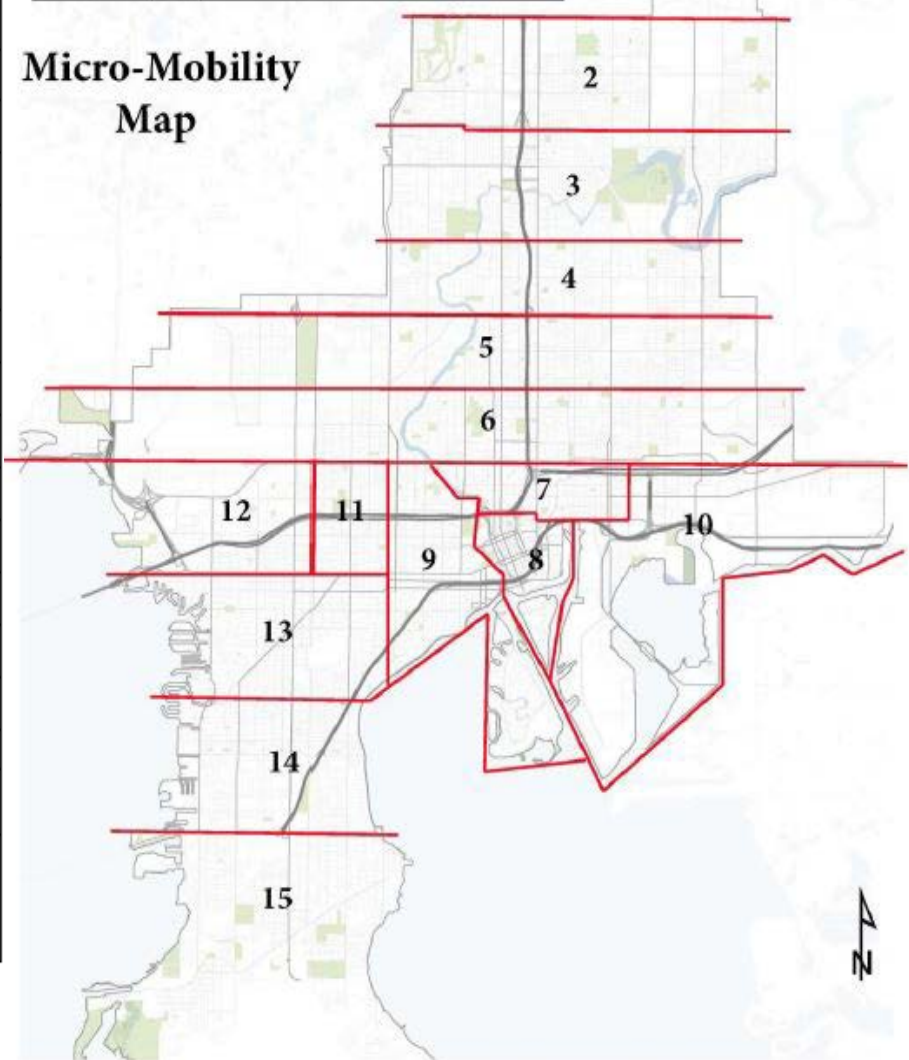


# Deployment Zones



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
<b>Total</b>	<b>4,500</b>

Micro-Mobility Map

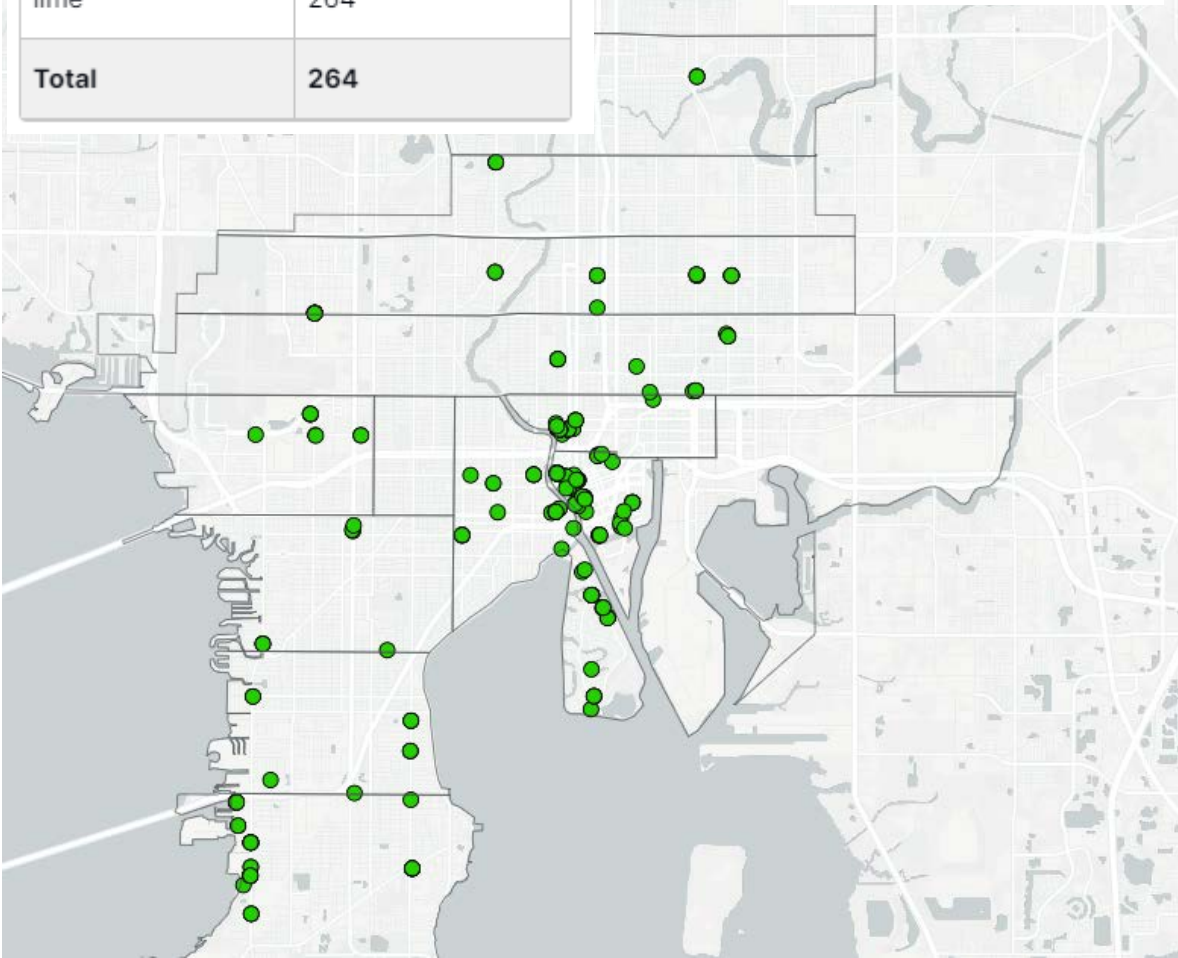


# Overview of Citywide Program Phase I

**September 23, 2022**

# Trips **4,553**  
 Total Trips Distance **6,012 mi**

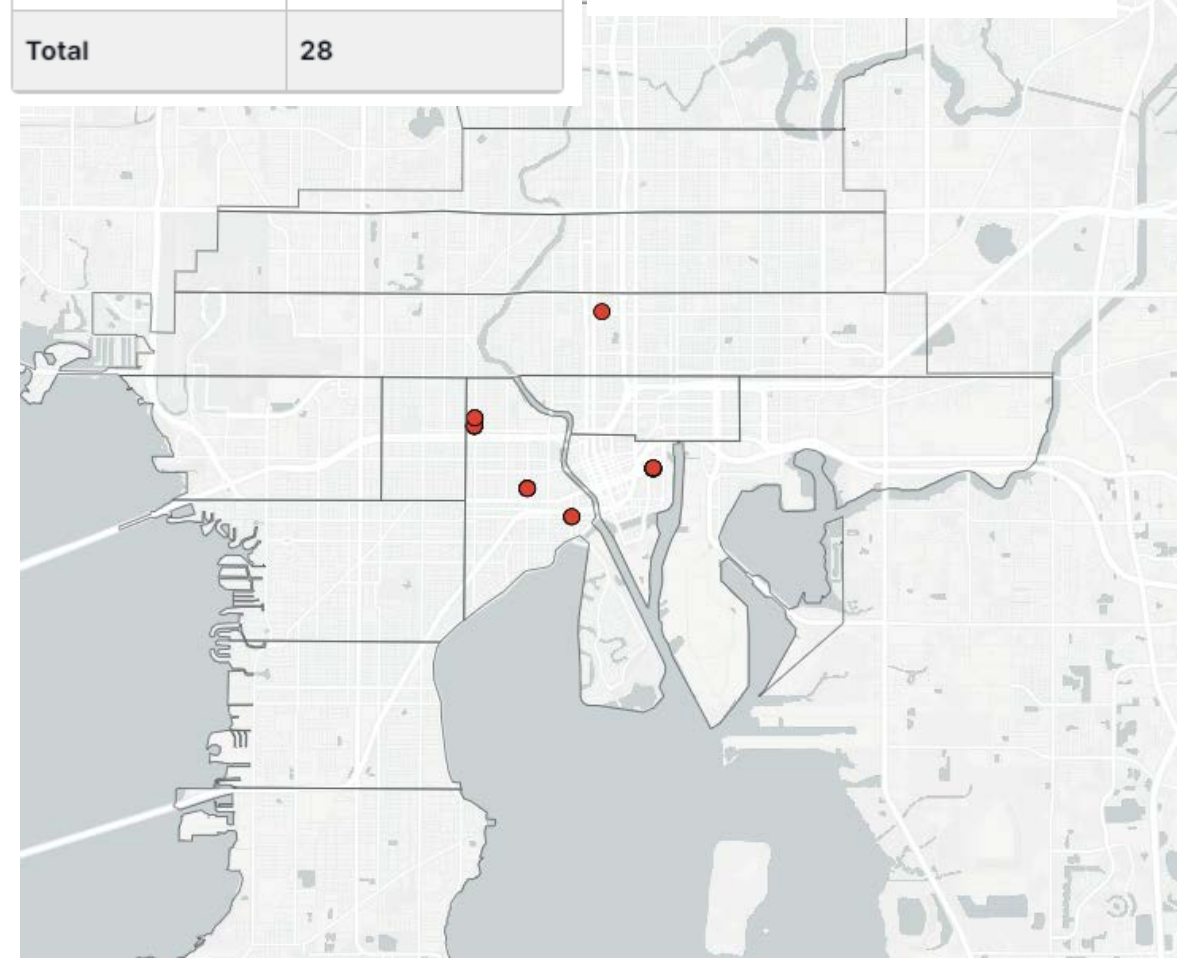
Type	Count
lime	264
<b>Total</b>	<b>264</b>



**November 8, 2022**

# Trips **236**  
 Total Trips Distance **347 mi**

Type	Count
razor	28
<b>Total</b>	<b>28</b>

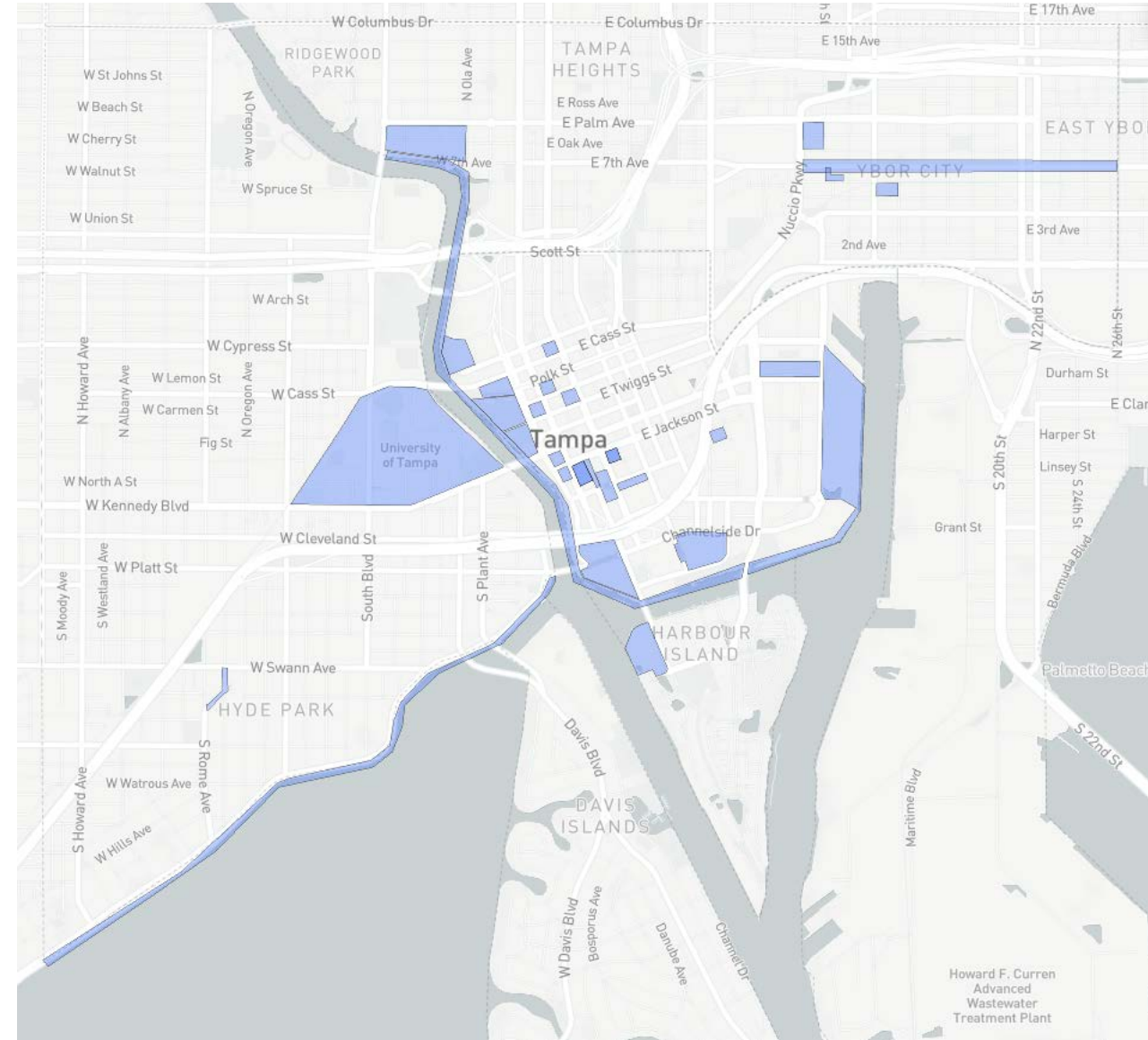


**Sec. 25-173.1. - Operation of a shared motorized scooter—Restrictions and penalties.**

(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  
ZERO  
TAMPA

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



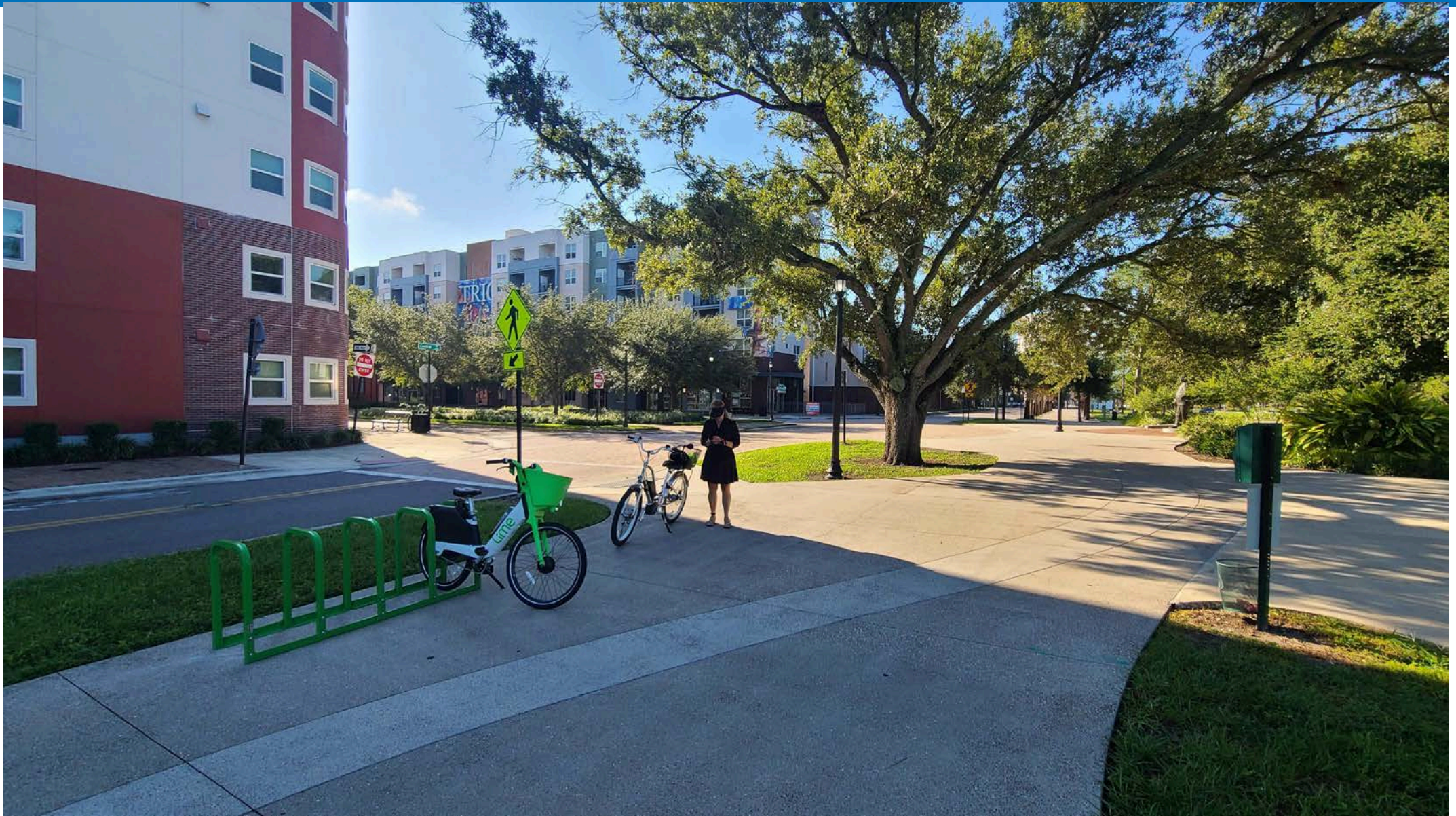


Transportation

# Overview of Citywide Program Phase I

**VISION**  
**ZERO**  
T A M P A

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



Transportation

# Overview of Citywide Program Phase I

VISION  
ZERO  
TAMPA

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



# Questions and Answers





**Hillsborough TPO**  
**Transportation**  
**Planning Organization**

## **Board & Committee Agenda Item**

### **Agenda Item:**

FDOT Resurfacing, Restoration and Rehabilitation (3R) Safety Improvement Process

### **Presenter:**

Liz Winters, FDOT

### **Summary:**

Resurfacing, restoration and rehabilitation (RRR) work is defined as work undertaken to extend the service life of an existing highway and enhance highway safety. This includes the placement of additional surface materials and other work necessary to return an existing roadway to a condition of structural and functional adequacy. This chapter contains processes and requirements necessary to evaluate existing roadways for safety and performance.

The following items must be included in each RRR project unless written authorization to deviate from this policy is obtained at a Director level position in the District:

- Safety improvements needed to address crash problems.
- Pavement Resurfacing/Rehabilitation.
- Modifications necessary to Comply with the American's with Disability Act (ADA).
- Paved Shoulders.
- Improvements to roadside barriers and guardrail necessary to meet minimum standards.
- Improvements to bridge rails necessary to meet minimum standards.
- Traffic Signal Mast Arms within the mast arm policy area where existing strain poles require replacement/relocation.

Other improvements may be included with the RRR projects; e.g., lighting, safety and operational improvements, signalization, minor roadway widening.

### **Recommended Action:**

Provide Comments to FDOT on 3R Projects

### **Prepared By:**

Wade Reynolds, TPO Staff

### **Attachments:**

[Presentation](#)



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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Walk, Bike, Safety Outreach on High Injury Network (HIN) with Geofencing

### **Presenter:**

Emmeth Duran, FDOT

### **Summary:**

This FDOT-led Walk/Bike Safety Outreach project was launched to reduce severe injuries and fatalities on the High Injury Network, the 20 corridors with the greatest number of fatalities and injuries per mile in Hillsborough County, Florida. The project seeks to use thoughtful, targeted public outreach to improve traffic safety. It deploys a seven-step “social marketing” process to select target audiences, identify a set of goals, and develop a wide-ranging communications strategy to pursue these objectives. The outreach campaign is currently in its pretesting phase.

The High Injury Network corridors may be viewed via the attached link below, along with highlights of the methodology to prioritize corridors for interventions.

### **Recommended Action:**

None. For information only.

### **Prepared By:**

Ben Gordon, TPO Staff

### **Attachments:**

[TPO High Injury Network Highlights](#)

[FDOT HIN Presentation](#)



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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item:

2023 Safety Performance Targets

### Presenter:

Johnny Wong, TPO Staff

### Summary:

Under the MAP-21 legislation, the Federal Highway Administration (FHWA) requires state DOTs and MPOs to adopt performance targets for five safety measures, which must be reviewed and updated each year.

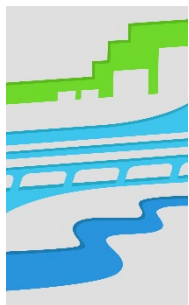
Whereas achieving zero traffic deaths is the long-term aspirational goal of the Hillsborough TPO, the FHWA has encouraged MPOs to select realistic targets based on crash data analysis. Using a methodology developed for the It's Time Hillsborough 2045 Long Range Transportation Plan, TPO staff use historical crash and safety investment data to forecast performance.

For calendar year 2023, TPO staff is proposing to set safety performance targets as follows:

- Number of Fatalities (2023 year-end total):  $\leq 214$
- Number of Fatalities (Five-year rolling average of fatalities):  $\leq 224$
- Number of Motorcycle Fatalities (Five-year rolling average):  $\leq 40.21$
- Number of Serious Injuries (Five-year rolling average of serious injuries):  $\leq 1,084$
- Number of Nonmotorized Fatalities and Serious Injuries (Five-year rolling average of fatalities + serious injuries):  $\leq 241$
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (MVMT) (Five-year rolling average):  $\leq 1.56$
- Rate of Serious Injuries per 100 MVMT (Five-year rolling average):  $\leq 7.56$

These targets represent five-year rolling averages (2019-2023) with a 0.93% crash reduction factor applied. **The 0.93% crash reduction factor represents the annual reduction achievable given existing funding, as identified in the Vision Zero investment program in the 2045 LRTP.**

The TPO Board prioritizes projects for federal and state funding, many of which meet the criteria for safety projects under the Vision Zero program. The 2022-2023 Transportation Improvement Program has numerous funded projects that enhance the safety of facilities on the high-injury network. Upon implementation, these projects will make progress toward improving safety in future years.



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601 E Kennedy Blvd  
18<sup>th</sup> floor  
Tampa, FL, 33602

**Recommended Action:**

None. For information only.

**Prepared By:**

Connor MacDonald, TPO Staff

**Attachments:**

[Presentation Slides](#)



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item

Gandy Boulevard Bridge PD&E

### Presenter

Craig Fox, PE, FDOT

### Summary

The Florida Department of Transportation (FDOT) District Seven is conducting a Project Development & Environment (PD&E) study on Gandy Blvd (US 92/SR 600) from 4<sup>th</sup> St North in Pinellas County and West Shore Blvd (CR 587) in Hillsborough County, extending along the length of the bridge. The PD&E study will evaluate capacity needs, and potential bicycle and pedestrian improvements along the limits of the corridor.

The FDOT project manager will present details on the study objectives, potential improvements, and a timeline of completion.

FDOT will also host an in-person public hearing on Thursday, February 28, 2023 at 5:30pm at the Pinellas Park Performing Arts Center, 4951 78<sup>th</sup> Ave N, Pinellas Park, FL 33781. There will also be an option to attend virtually using GoToWebinar and details will be provided by FDOT staff at a later time.

### Recommended Action

None. For information only.

### Prepared By

Johnny Wong, PhD, TPO Staff

### Attachments

[Project Webpage](#)



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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

2050 Long Range Transportation Plan Initial Steps

### **Presenter:**

Vishaka Shiva Raman and Elizabeth Watkins, TPO Staff

### **Summary:**

The Long-Range Transportation Plan (LRTP) for Hillsborough County is a blueprint for the future, and it conveys Hillsborough County's transportation vision and priorities. Federal law requires LRTPs be updated every five years, therefore the 2050 LRTP must be adopted by November 2024.

TPO and Planning Commission staff have thus far prepared the base year socioeconomic data, which are the building blocks of the LRTP. These data will inform revenue forecasts, future population and employment estimates, development trends, and the transportation demand model.

Staff will present an overview of the LRTP process, transportation model-building, and the deliverables produced throughout this process.

### **Recommended Action:**

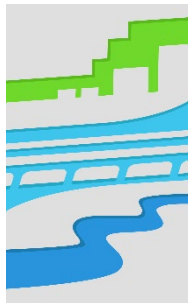
None, information only.

### **Prepared By:**

Vishaka Shiva Raman and Elizabeth Watkins, AICP, TPO Staff

### **Attachments:**

None



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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD  
HYBRID MEETING JANUARY 11 2023  
DRAFT MINUTES**

**I. CALL TO ORDER, PLEDGE OF ALLEGIANCE\_***(Timestamp 0:03:45)*

Commissioner Myers, 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 0:04:17)*

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

The following members were present virtually: School Board Member Jessica Vaughn, Adalee Le Grand

The following members were absent/excused: None

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. RECOGNITION OF OUTGOING TPO BOARD/COMMITTEE MEMBERS** (Beth Alden, TPO Director) *(Timestamp 0:06:51)*

**In Person:** TPO Board – Cody Powell and Kimberly Overman; CAC Chair – Bill Roberts

**Virtual:** Mariella Smith

**IV. APPROVAL OF MINUTES\_***(Timestamp 0:09:29)* – December 14, 2022

**Chair Myers sought a motion to approve the December 14, 2022 minutes. Councilmember Maniscalco so moved, seconded by Councilmember Citro; the voice vote passes unanimously.**

**V. PUBLIC COMMENT ON AGENDA ITEMS** *(Timestamp 0:10:32)* (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.

- **Chris Bowen** – Expressed appreciation for the Fowler Corridor study and all the work going into the development. Important corridor for community and economic development. Supports this effort going forward.

- **Rick Fernandez** – Thanked Bill Roberts for his time on the CAC and leadership as the Chair. The effectiveness has been due, in no small part, to his leadership. The community has been well served by him.
- **Sharon Calvert** – Asked the TPO Board to pass a motion that all grants must be presented to the Board at a Board meeting before being submitted by staff. Asked that the Board pass a motion of resolution clearly stating that Hillsborough TPO will not pursue tearing down I-275 north of Hillsborough. Ms. Calvert went over the timeline of the proposed I-275 Boulevard Concept that was brought forth by Joshua Frank. Went over the historic cost of a study to be performed calculated in 2020 and noted that Joshua Frank was appointed to the CAC in 2021. The CAC then asked the Board to pursue the I-275 Boulevard project. There was information provided to the TPO Board in December 2021 on potential grant money that could be used to fund interstate removal. The TPO Staff submitted a federal grant application in October 2022 just prior to an election that would impact members of the TPO Board. Asked that the TPO Board have Staff rescind the grant application and that the Board keep the I-275 north widening project in the LRTP and put it back on the TIP. (Provided written information, included at the end of the minutes)
- **Joy Dew** – Lives in a HIN; the Hannah City Center is opening in Summer 2023. Has seen the crashes on Hillsborough and a fatality. The traffic is not getting better. Her neighborhood is walkable but there is no infrastructure to make it safe for walking and bicycling. The neighborhood association is asking that the city, county, and state help them.
- **Gary Lloyd** – Passenger rail has been a hot topic in the southeast corridor of the nation for a while. Freight rail is getting more money. In March, the American Public Transportation Association is having their legislative meeting in D.C. Asking the elected officials to pay attention. Public funding and partnership with private entities is a possible solutions. Companies who are looking to come to Tampa are looking at transit. There are a lot of people that are anti-rail and anti-transit. It is up to the elected officials to have the vision. Every project is important.

**VI. COMMITTEE REPORTS & ADVANCE COMMENTS** (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff; Beth Alden, TPO Director) *(Timestamp 0:25:49)*

**A. CAC – January 4, 2023** (Bill Roberts, CAC Chair)

- First meeting held in the evening, had an in-person quorum
- Approved
  - Letter for FDOT & FTE Tentative Work Program.
  - MMLoS.
  - CAC Demographic and Geographic review plan.
  - Elected new officers – Rick Fernandez is the new Chair.
- Thanked the Aviation Authority for the appointment, thanked the TPO Staff
- Have several challenges ahead in the county, the TPO Board has the opportunity to make appointments; the citizens have asked that the TPO do better.

**Discussion:**

Commissioner Cohen thanked Mr. Roberts for his service. He has been a steward through rough waters and discussions.

**B. TDCB – December 16, 2022** (Davida Franklin, TPO Staff)

- Approved
  - 2023 Meeting Calendar
  - FDOT Tentative Work Program and TPO Comments Letter
    - The TDCB had no comments
  - Northside Behavioral Health Coordination contract
  - MacDonald Training Center Coordination Contract
  - Metropolitan Ministries Coordination Contract
- Status Reports
  - Health Buddies Program Update
  - Fowler Avenue Studies
  - Sunshine Line Update

**C. TAC – January 9, 2023** (Davida Franklin, TPO Staff)

- Approved
  - FDOT Tentative Work Program and TPO Comments Letter
  - MMLOS Report
- Workshop on the functional classification of roadways including a report on the changing urbanized area as a result of the census, federal and state progress, and updates on Hillsborough County and the City of Tampa.

**D. ITS – January 5, 2022** (Davida Franklin, TPO Staff)

- Approved
  - FDOT Tentative Work Program and TPO Comments Letter
  - Approved calendar for 2023
  - Elected officers
- Status Updates
  - City of Tampa Micro-mobility app called -Moovit for multimodal travel planning
  - FDOT presentation on the value and functionality of a new regional data platform called the Suncoast Mobility Hub – will be available in early 2023.

**E. TPO Policy – January 11, 2023** (Beth Alden, TPO Director)

- Workshop with no action items.
- Heard from City of Tampa, Hillsborough County, and FDOT regarding the HIN.

**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 0:34:26*)

**A. Committee Appointments**

- CAC – Don Skelton Jr. (Port Tampa Bay)
- TAC – Lauren Lienhart (Port Tampa Bay)
- LRC – Kevin O’Hare (Westshore Alliance)
- ITS – Dr. Pei-Sung Lin (USF CUTR as an alternate member) and Jesus Peraza Garcia (HART as an alternate member)

## B. Bylaws Amendment for Citizens Advisory Committee

**Motion to approve the committee appointments only by Mayor Ross, seconded by Councilmembers Citro and Maniscalco; the roll call vote passes unanimously, 16 – 0.**

**It was noted that item B be removed from the agenda. Commissioner Wostal asked that this be tabled until new TPO Board BOCC-appointed members are able to attend their first CAC meeting. Commissioner Wostal moved to table this item until the March 2023 meeting, seconded by Commissioner Owen.**

### Discussion:

It was asked if the meeting time was part of the bylaws change. No, the committee sets the meeting time outside the bylaws.

**The roll call vote passes unanimously 16 – 0.**

## VIII. ACTION ITEMS:

### A. FDOT & FTE Tentative Work Program and TPO Letter of Comment (Suzanne Monk, FDOT; Siasoi Fine, FTE; Vishaka Shiva Raman, TPO Staff) *(Timestamp 0:40:23)*

- Review of what the Work Program is, the schedule, and the process of scheduling projects (TPO, Suncoast Alliance, FDOT)
- Overview of District 7 Tentative Work Program.
- Highlights for FY24 - 28.
  - Able to add TPO planning funds in 2028.
  - Add HART Facility Construction, HART Bus Stop Capital Repairs, HART Bus Replacements, Marshall Middle School Sidewalk, Tomlin Middle School Sidewalk, Hillsborough County Sidewalk Gaps, Fowler Ave from 56<sup>th</sup> to E of I-75, Green ARtery Segment E & D, W Busch Blvd, part of the Heights Mobility project, Lois Ave from W Cleveland to Boy Scout, Boy Scout Blvd from E of Manhattan Ave to W of Manhattan Ave, US 201 crossings, I-75 at Gibsonton, Big Bend Rd from US 31 to Covington Grd/Simmons Lp to US 301, I-4 EV Charger Deployment, US 41 at SR 60 EV Charger Deployment, I-4 Truck Parking Facility,
  - Total funding over five Years \$2.08 Billion; Bike/Ped number does not include improvements on other projects.
- Veteran's and Suncoast pavement improvements by the Turnpike in District 7
  - Mile Posts 1.4 – 17.5; there is one project in Hillsborough County
  - All jobs are listed in the TPO Board January Agenda.
  - The turnpike pays for their projects with tolls and some proceeds from the concessions at the rest areas.
  - Observe traffic data, projections from counties, and development near the facilities.

**Recommended Action: Approve the transmittal of the TPO's Letter of Comment on the FDOT Tentative Work Program.**

**Presentation:** [FDOT Five-Year Work Program FY 24 - 28](#)

**Website:** [District 7 Tentative Five-Year Work Program](#)

## Discussion:

The Fowler Avenue project, it was asked if it was slated for FY27. The design has not been started and it is unclear if there is any right-of-way that is going to be needed. It has been pushed to FY28 but may come in early. The USF stadium construction, it was asked if further discussion can be had to break the multi-modal trail apart from the Fowler Avenue reconstruction so the connections can be made. Justin Hall said that this can be facilitated as long as there are no other snags in the project. It was asked if status reports can be included as part of the discussions.

It was asked what percentage of the budget comes from the collection of tolls. FTE will need to bring that back.

**Councilmember Maniscalco moved to approve the FDOT & FTE Tentative Work Program and TPO Letter of Comment; seconded by Commissioner Cohen. Voice vote, motion approved unanimously.**

## 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 1:08:12)*

#### FDOT

- 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:**

It was noted that the world does not stop at 52<sup>nd</sup> Street; concerned as to why this is going on if east of 52<sup>nd</sup> isn't being considered. The stretch between I-75 and I-275 should have been included in the study. At the time the project was being scoped, the sitting Mayor and City Manager did not indicate interest in being included in the study. Conversations have started with the new City Manager. The City of Temple Terrace Comprehensive Plan will be consistent within the study.

It was noted that there are 2 BAT lanes, and it was asked what the difference is between them. In alternative #1, the outside travel lanes are converted into BAT lanes (similar to the Sun Runner Project). In alternative #2, will have frontage lanes to access the local businesses. The frontage road would be considered a BAT lane due to the slip lanes used for access. For HART BRT, clarification was asked for the capital cost for the preferred alternative. It is \$57 M from Downtown to USF for the center lane recommendation. It was noted that the narrow bicycle lanes are very dangerous, and it is often people in wheelchairs using those lanes. Clarification was asked if it would be more costly to have the BAT lanes for HART. Yes, they are a travel time improvement, but they are not as good as dedicated lanes. The longer the time it takes for the route, the more costly it is. It was asked what type of capital improvements would be needed to accommodate the BRT. FDOT would be providing the roadway area for the transitway. HART would provide buses and stations; would need additional buses and stations.

- B. **2022 Multimodal Level of Service Report and 2022 State of the System Report** (Connor MacDonald and Vishaka Shiva Raman, TPO Staff) – *deferred*

**IX. EXECUTIVE DIRECTOR'S REPORT** (*Timestamp 1:55:00*)

- A. Copies of the TPO calendar and the Plan Hillsborough Commission Annual Report have been distributed.
- B. Beth Alden noted that she has chosen November 3, 2023 as her retirement date. Would like to bring to the Policy meeting in February for the search for her replacement.
- C. Have heard concerns about the Reconnecting Communities grant application, if it is the Board's pleasure, that application could be withdrawn.

**Discussion:**

It was asked for clarification on what the scope of the grant covers and whether or not it includes the removal of I-275. It was noted that the Federal Government is supporting taking down highways at a more rapid rate than ever before. In the context of looking at I-275, there may be some other innovative things that can be done along the corridor that could reconnect the communities separated by the interstate. There is a lot of uncertainty about what the county

transportation future is going to look like. There is no harm in looking at what else can be done. If the grant is focused only on removing the interstate, the further discussion needs to be had. Additional clarification was asked for on how the awarding of the grant is conditioned. Secretary Gwynn noted that FHWA believes that the grant application was for the removal of the interstate. FDOT has a lot of ideas on how to handle the underpasses. FDOT also has a grant application in for the City of Tampa and it is competing. Ms. Alden suggested that the TPO Board wait to see if the grant is awarded; at that time, the TPO Board will need to allocate the funds. It was also noted that the county and city grant applications are not competing as one is a planning project and the other is a capital project. It was asked if clarification could be obtained from the Federal Government and then further discussion at the next meeting.

Appreciation was expressed for Ms. Alden's service and the transition period.

**X. OLD & NEW BUSINESS** (*Timestamp 2:11:14*)

- A. Next meeting is on February 8, 2023.

**XI. ADJOURNMENT** – The meeting adjourned at 12:07 PM

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

**Social Media**

On social media we received comments in reaction to a post about FDOT's upcoming Community Conversations Open House on design changes for the I-4/I-275 Downtown Interchange safety and operational improvements project. Many were opposed to further design changes to the project, referring to their original dislike for highway expansion.

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

**Email**

***The Board Folder was emailed to the TPO Board on 1/10/2023*** – Available upon request.



**Document provided by Sharon Calvert** – scanned for digital record. The following is the document provided by Ms. Calvert.

### **Tear Down i-275/Interstates/Boulevard Conversion**

June 2017 - Alden reached out to Joshua Frank to present his Boulevard Concept to the Hillsborough MPO Board

August 1, 2017 - Frank, then an architecture student at USF who is not an engineer or transportation expert, was offered an opportunity no one else is offered by the MPO - to give a 30 minute presentation to advance his tear down I-275/Interstates extreme proposal. Harry Cohen chaired the meeting and introduced Frank. Also during public comment, the MPO Board allowed a supporter of Frank's to show a video that exploited 4 middle school age children who stated they wanted the interstate torn out, we need to get out of our cars and they wanted transit.

August 2, 2017 - MPO staff member Gena Torres sends email to Joshua stating she wanted to "stand on her chair and cheer" about his tear down the interstate proposal, she would personally benefit from the proposal and it "gives the decision-makers a hard to deny potential option."

May 2018 - TPO included the Tear down I-275/Boulevard Concept in the 2045 Scenario Planning.

May 2019 - TPO adds the "I-275 Boulevard Conversion" study in to the UPWP. This action was taken with no estimate provided by anyone for the cost of the study. Staff did not provide how the study would be funded. When MPO member Mariella Smith was asked by me how much the Boulevard Concept Study would cost. She said at first it was not going to cost much - like \$50K but then she backed up and said she did not have a clue of the cost. A motion was made by Pat Kemp and passed to use the now illegal 2018 All for Transportation sales tax funds to hire a Transportation Equity Planner. Overman wanted to add the Boulevard Concept into the State's SEIS I-275 widening project.

2019-2020 - MPO hired TPO planning consultant Sam Schwartz for \$150K to begin studying tearing down I-275 N and converting it to a street level Boulevard and to provide 3 design concepts.

April 2020 - Staff states the "I-275 Boulevard Conversion Study" will cost upwards of \$1 million.

June 2021 - TPO removed the proposed I-275 widening project north of Hillsborough

2023 JAN 11 PM2:22  
PLAN HILLSBOROUGH

August 2021 - TPO Board appoints "Tear Down I-275 and Replace it with a Boulevard" Joshua Frank to the TPO's Citizens Advisory Committee

December 2021 - Alden informs the Board about the new Federal "Reconnecting Communities Pilot Program" grant, which can be used for interstate/highway/infrastructure removal, as a potential funding source for the I-275 Boulevard Concept Study. David Gwynn states "FDOT submitted a RAISE grant for \$25 million for the federal government to provide improvements in the Tampa Heights area. The federal government gave \$18 million and FDOT provided the additional \$7 million. Fought for and provided \$68 million to extend the streetcar into Tampa Heights. That was before the local match. Made the streetcar free to make the federal funding more attractive.

January 2022 - From the meeting minutes, the tear down the interstate for a Boulevard CAC member Joshua Frank disparaged FDOT claiming there is an untenably broken relationship between FDOT and the citizens of Hillsborough County. Frank encouraged the Board to look at the Boulevard Concept resolution that was moved forward by the CAC, but other motions adopted by the CAC including the removal of other work on I-4 and I275 included in the Transportation Improvement Plan. He claimed "We are at a moment where we need to hit the "pause button" with the FDOT until the good faith is restored between the community and the department"

May 2022 - The I-275 Boulevard Conversion Study at a cost of approximately \$1.2M was put back into the UPWP contingent on funding.

June 2022 - Kevin O'Hare, the paid campaign manager for All for Transportation, stated that in 2018 the citizens of Hillsborough County voted for no further interstate expansion which is not a true statement. Pat Kemp made a motion that passed to remove the I-275 widening project north of Hillsborough from the LRTP. Kemp stated she did not want future TPO's "to get stuck with this". The motion was modified for the item to be brought back to the August TPO meeting as she wants the project out of the 2050 LRTP.

October 2022 - Right before an election that would impact the members of this Board, TPO staff submitted their "Reconnecting Cities" grant requesting over \$1.2 M of federal taxpayer dollars. Pat Kemp also directed TPO Staff to schedule a public hearing to remove the additional lanes on I-275 from the LRTP then amended her motion that passed to bring the item back in February 2023.

December 2022 - Alden's executive report stated there was a discussion to incorporate Kemp's item to remove the I-275 N widening from the current 2045 LRTP into the updated 2050 LRTP in 2024. There was no vote recorded about this action.

The Reconnecting Cities Grant submitted by the TPO, apparently without any Board member seeing it or approving it, is a public relations marketing effort that uses academia - USF students where the tear down the interstates concept was initiated from and nonprofit organizations who support the Boulevard Concept to engage specific groups to get the answer they want. This grant is a waste of taxpayer dollars and the time, effort and resources spent on pursuing tearing down I-275 would have been better spent on road projects to reduce congestion in Hillsborough County, including the widening of I-275 N of Hillsborough.

## Hillsborough MPO

### Board & Committee Agenda Item

#### Agenda Item

Highways to Boulevards

#### Presenter

Joshua Frank, USF Florida Center for Community Design & Research

#### Summary

While a Master's degree candidate at USF, Mr. Frank conducted research into options for the I-275 corridor to reduce neighborhood impacts while maintaining mobility. He found several examples of cities that chose to remove limited-access highways, and was invited to present options for maintaining mobility with wide boulevards and rapid transit at a community meeting in Seminole Heights. His research is now being reviewed by FDOT District 7 as part of the *Tampa Bay Next* planning process. Mr. Frank will present a brief overview and be available for board member questions.

#### Recommended Action

None; for information

#### Prepared By

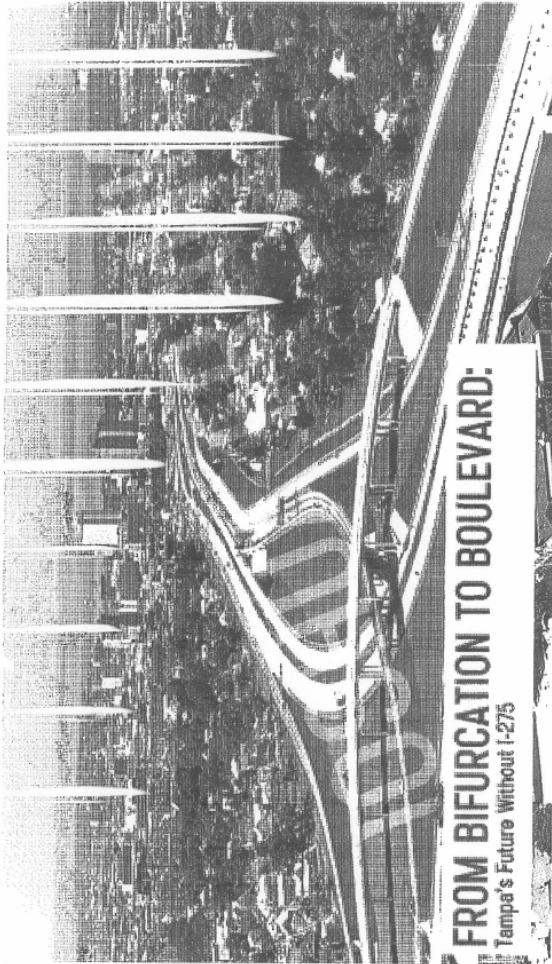
Beth Aiden, AICP

#### Attachments

- "From Bifurcation to Boulevard" presentation slides, April 18, 2017 (excerpt)
- "Why Cities Are Demolishing Freeways" article in *The American Conservative*



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**Josh Frank** <frank.joshua1@gmail.com>  
To: Beth Alden

June 19, 2017 at 13:35 PM

Re: MPO Board

Beth,

I'd be happy to. Please call me at (727)-709-7202 when convenient.

Best,

Joshua Frank, M.Arch., MUCD.

frank.joshua1@gmail.com  
(727)-709-7202

On Jun 19, 2017 1:33 PM, "Beth Alden" <aldenb@plancom.org> wrote:

Hi Josh,  
Thank you for coming to the hearing. We'd like you to do a presentation at the next board meeting if possible. Can I call you to discuss? What is the best number?  
Thanks  
Beth

Beth Alden  
Executive Director, Hillsborough MPO

Sent from my iPhone

**Sabia, Taryn**  
<tarynsabia@usf.edu>

June 21, 2017 at 10:21 AM

To: Beth Alden

1 Attachment Save ▾

RE: Josh Frank's contact

Lunch is great! Let me know your favorite location.

Taryn E. Sabia, Ed.M., M.Arch, MUCD  
Research Associate Professor  
Director, Florida Center for Community Design + Research  
School of Architecture + Community Design  
University of South Florida  
4202 E. Fowler Ave HMS 301, Tampa, FL 33620-8340  
e: tarynsabia@usf.edu  
p: 813-974-6262  
www.fccdr.usf.edu  
www.sacd.usf.edu

From: Beth Alden [mailto:aldenb@plancom.org]  
Sent: Wednesday, June 21, 2017 10:19 AM  
To: Sabia, Taryn  
Subject: RE: Josh Frank's contact

Great – me too – lunch?

From: Sabia, Taryn [mailto:tarynsabia@usf.edu]  
Sent: Wednesday, June 21, 2017 10:18 AM  
To: Beth Alden <aldenb@plancom.org>  
Subject: RE: Josh Frank's contact

Does July 6th work? I am open all day.

Taryn E. Sabia, Ed.M., M.Arch, MUCD

Research Associate Professor  
Director, Florida Center for Community Design + Research  
School of Architecture + Community Design  
University of South Florida  
4202 E. Fowler Ave HMS 301, Tampa, FL 33620-8340  
e: tarynsabia@usf.edu  
p: 813-974-6262  
www.fccdr.usf.edu  
www.sacd.usf.edu

From: Beth Alden [mailto:aldenb@plancom.org]  
Sent: Wednesday, June 21, 2017 10:15 AM  
To: Sabia, Taryn  
Subject: RE: Josh Frank's contact

Yes. I'm here the week of the 4th but gone the following week.

From: Sabia, Taryn [mailto:tarynsabia@usf.edu]  
Sent: Wednesday, June 21, 2017 10:14 AM  
To: Beth Alden <aldenb@plancom.org>  
Subject: Josh Frank's contact

Beth,  
I spoke to Josh and let him know you might contact him. I am doing my best to protect him a bit as he is new to the arena. :)

Joshua Frank:  
727-709-7202  
frank.joshua1@gmail.com

We sat down with DOT for about 2 hours and went over details of the schematic. I also met with Jean Duncan. I am happy to share what I learned.

Can we schedule a time to get together in early July?

All the best,  
Taryn

Taryn E. Sabia, Ed.M., M.Arch, MUCD  
Research Associate Professor  
Director, Florida Center for Community Design + Research  
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From: Gena Torres [mailto:torresg@plancom.org]  
Sent: Tuesday, August 01, 2017 1:40 PM  
To: Sabia, Taryn  
Cc: Ray Chiaramonte  
Subject: Joshua Frank

Hi Taryn, it was nice seeing you today at the MPO meeting. Ray Chiaramonte was interested in getting Joshua's contact information. I've copied Ray here for ease of your reply.

<<http://www.planhillsborough.org/>> Gena Torres  
Executive Planner  
torresg@plancom.org • 813.273.3774 x357

planhillsborough.org

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**Gena Torres** </  
O=EXCHANGELABS/  
OU=EXCHANGE  
ADMINISTRATIVE GROUP  
(FYDIBOHF23SPDLT)/  
CN=RECIPIENTS/  
CN=06B9F2B1E01244E9B4901D  
56EF215B5E-TORRESG>

Aug 02, 2017 at 11:23 AM

To: Sabia, Taryn

3 Attachments Save ▾

RE: Joshua Frank

---

Thanks for following up. I've only copied you and Josh here so that I can express how hard it was to restrain from standing on my chair and cheering at the MPO meeting – not an appropriate action for a staff member!

Selfishly as a 23-year resident of Southeast Seminole Heights on Cayuga three houses off of Taliaferro, I would benefit personally from the proposal. But the increase in home value does not come close to the much greater value in connecting to friends, neighbors, and businesses. I used to think I was visionary in asking FDOT to use the green space along Taliaferro for a meandering linear trail but Josh's idea blows me away.

I just looked through the slides from yesterday (I can't find the link Rick Fernandez said was on the Tampa Heights webpage – where can I get a copy of the full presentation?) You were right on target regarding noise. For the first four years living at my house I was working at the county's Environmental Protection Commission and brought home a noise meter to document how loud the interstate can get. It still does. I've said I don't notice so much now but it's probably more that I'm over 50-years old and can't hear as well. :) Also, I had seen the last slide before showing the swath that was cleared near the interchange but every time I do it almost brings me to tears.

Thank you for professionally and respectfully presenting this alternative. It gives the neighborhood a unified focus and gives the decision-makers a hard-to-deny potential option.

<<http://www.planhillsborough.org/>> Gena Torres  
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planhillsborough.org

All incoming and outgoing messages are subject to public records inspection.

From: Sabia, Taryn [mailto:tarynsabia@usf.edu]  
Sent: Wednesday, August 2, 2017 10:16 AM  
To: Gena Torres <torresg@plancom.org>  
Cc: Ray Chiaramonte <ramond.chiaramonte@tbarta.com>; Josh Frank <frank.joshua1@gmail.com>  
Subject: RE: Joshua Frank

Gena and Ray,  
It was great to see both of you yesterday. I have copied Josh Frank to the reply and added his email below as well. The presentation Josh gave was a condensed version of the overall project. There is more in depth information including impacts related to public health. Josh and I have met with FDOT a few times now to discuss the boulevard concept.

Please let me know if there is anything I can do to assist you!

Josh Frank <frank.joshua1@gmail.com>

All the best,  
Taryn

Taryn E. Sabia, Ed.M., M.Arch, MUCD  
Director, Florida Center for Community Design + Research  
Research Associate Professor  
School of Architecture + Community Design

#### Timeline of Board Discussions and Coordination with FDOT on the I-275 Boulevard Conversion Study

May 2019 – The TPO Board voted to amend the two-year Unified Planning Work Program (UPWP), and at the request of the CAC, added a study of the I-275 Boulevard Conversion Concept in FY20. This was not a staff recommendation, but a committee recommendation reported by staff.

The study was discussed by the board members at several points during the course of the meeting. The video is available here: <https://www.youtube.com/watch?v=B7-WSyvmMGE&list=PLBMJCCG5WsHiesikcE0w1Qcl9u-zoB0w4&index=33>

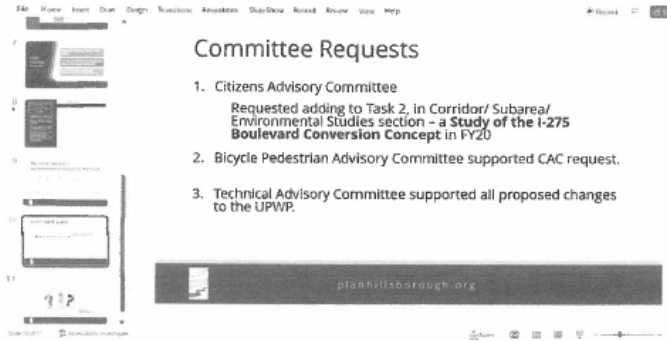
#### Presentation slides included:

The screenshot shows a presentation slide with a dark background and white text. The slide is titled "Task 2 - System and Corridor Planning" in a large, bold font. Below the title, there are three main sections of text:

- Transportation Development Planning Section**
  - 1) Add \$50K to the budget for the National Healthiest Cities & Counties Challenge Grant
  - 2) Add the development of Transportation Equity Score Card Tool as a potential project, supporting a CUTR grant app
  - 3) Update TD Grant estimate to reflect FY20 Allocation
- Corridor, Sub-Area, and Environmental Studies Section**
  - Add Study of I-275 Boulevard Conversion Concept in FY20
  - (Motion from CAC and supported by BPAC and TAC)

At the bottom of the slide, the website "planhillsborough.org" is visible. The slide is part of a larger presentation, as indicated by the navigation icons and the "Click to add notes" prompt at the bottom.





**ATTACHMENT "A"**

**GENERAL PLANNING CONSULTANT SERVICES – HILLSBOROUGH MPO  
TASK WORK ORDER NO. RPG10**

**Project Development Support for I-275 N Study**

**1.0 DESCRIPTION OF SERVICES**

Sam Schwartz Engineering, as a sub-consultant to Renaissance Planning Group, the General Planning Consultant (GPC), for the Hillsborough MPO (MPO), shall provide professional planning services in support of a I-275 N Study. There has been local interest in studying the conversion of I-275 N from a limited access freeway to a boulevard section. The limits of the project are from downtown Tampa to an area north of Bearss Avenue.

**2.0 SERVICES TO BE PROVIDED**

**2.1 Background and Research**

The Consultant will contact MPO and FDOT staff to obtain project information and documentation to understand the history from the federal/state/regional/local point of view and from others. This will include supporters, opponents, fence-sitters, and special interest groups like local homeowner associations, chambers and environmental groups.

The Consultant shall review the following documents to be provided by the MPO and/or FDOT:

- o FDOT Heights Mobility Study;
- o FDOT Tampa Bay Next Section 7 PD&E;
- o FDOT TBX Community Engagement for the Downtown Interchange Final Report ("design charrettes report");
- o MPO study of the Florida/Tampa one-way pair (complete) and Best Practices Study for Green Noise Walls (underway, complete in a couple months);
- o HART arterial BRT study for Florida, Nebraska, and Fowler corridors (ongoing);
- o TBARTA Regional Transit Feasibility Plan (complete) and PD&E for I-275 Regional BRT (ongoing);
- o City of Tampa Streetcar Extension study (ongoing) and Tampa Comprehensive Plan – urban villages, mixed-use centers and corridors, and transit-oriented development policies;
- o Scope for upcoming HART/Tampa/Planning Commission study of TOD around streetcar and extension and arterial BRT
- o It's Time Tampa Bay Outreach Results

Data collected for the project PD&E Study shall be reviewed in depth. The proposed design speed, the proposed typical section, existing traffic volumes, existing congestion levels, future traffic volumes, crash data, environmental features and proposed right-of-way for the current concept will be evaluated to understand the importance of each component to the project.

A brief summary document will be prepared that lists available plans and studies with a brief description of the connection to I-275.

## 2.2 Field Reviews

After a complete and thorough review of the available project information and public feedback to date, the Consultant shall conduct a field visit with MPO and Department staff to verify on ground constraints and opportunities with the current concept design in the PD&E study. Two field reviews will be scheduled.

One travel trip will take place by Sam Schwartz and a Senior Planner to supplement Tampa office staff. A summary of the outcomes of the field reviews will be prepared.

## 2.3 Stakeholders Meetings

The Consultant shall conduct stakeholder listening meetings with the following agencies/groups:

- Hillsborough, Pasco and Pinellas MPO's (3)
- Florida Department of Transportation (1)
- Local resident meeting (1)
- Area business group (1)

Two travel trips will take place by Sam Schwartz and a Senior Planner to supplement Tampa office staff. Each meeting will be documented and summarized.

## 2.4 Develop Problem Identification Statements

After a review of the available project information and public feedback to date, the Consultant shall develop problem identification statements that impact the study. Examples of identified problems will include how to handle the design year projected traffic volumes, how to better connect communities separated by I-275, how to address or mitigate historic impacts on disadvantaged populations including public health impacts, how to maintain emergency evacuation capacity, how to improve safety on roadways in the corridor, how to anticipate and prepare for changes in land use that might be triggered by changes in roadway configuration, and so forth. Each problem identification statement shall be briefly evaluated such that the findings can be incorporated into alternative design

2

concepts. Key questions for further study will also be identified, to lay the groundwork for future phases of analysis and evaluation of alternative design concepts.

## 2.5 Initial Findings Summary

The Consultant shall summarize the background and research task, the field reviews task, the stakeholders meeting task and the problem identification statements in a PowerPoint deck.

## 2.6 Identification of Alternative Concepts

The Consultant shall identify a framework of alternative concepts that reflect the major problem statements from section 2.4. Expressway to Boulevard implementation from other cities will be identified with applicability to north Tampa. Other alternatives from other cities will be considered as well, such as freeway below-grade with plaza above, or urban design strategies to make the freeway a better neighbor (as in the FHWA EDC-4 Community Connections initiative). Alternatives will be developed to expressly address critical issues in the problem identification statements, with TDM and TSMO strategies considered. In developing these alternatives, the main question is "where will the traffic go?" and, as such, the alternatives need to consider the following:

- How will the existing and future projected traffic volumes that are proposed to be handled by I-275, a limited access freeway and interstate, be handled by a boulevard section?
- Will traffic be diverted to and impact other roadways and communities?
- What are the primary transit and mode shift opportunities?
- Will a capacity reduction adversely impact the region that uses the facility for daily commuting and hurricane evacuation?

Questions such as these will be identified and considered in alternative concept development.

The Consultant will develop up to three (3) initial sketch-level design concepts, including a summary of potential challenges, opportunities, and tradeoffs for each concept. A rudimentary analysis of a possible reduction in traffic volumes using other modes of travel will factor into the development of design concepts; no detailed traffic simulation analysis will be performed. These concepts will mostly comprise alignment and orientation concepts, including possible roadway and intersection geometries and other streetscape elements such as potential for active modes (walking, biking) and transit. It is assumed that these concepts will be prepared in Adobe Illustrator and/or CAD, as appropriate. No detailed drawings (i.e., 10% design plans) will be developed at this stage in the planning process.

One workshop will be held with stakeholders to obtain input that will aid in alternative concept development and to allow the Consultant to present initial

3

sketch-level design concepts and articulate the potential tradeoffs with each concept. A PowerPoint slide deck will be prepared to summarize work to date along with the concept alternatives for a presentation at one meeting to the Department, MPO and stakeholders. The Consultant will refine the concepts based on input and the PowerPoint slide deck will be updated for the final project documentation. The final project documentation for this task will set the stage for a more detailed analysis of the alternative concepts, identifying questions that remain to be answered.

Two travel trips will take place by Sam Schwartz and a Senior Planner to supplement Tampa office staff for the workshop and final presentation.

**3.0 SERVICES TO BE PROVIDED BY THE MPO**

- 3.1 Supply data, plans and all documents associated with the I-275 N.
- 3.2 Organize field reviews and stakeholder meetings.

**4.0 LENGTH OF SERVICES**

The date of services shall be from January 1, 2020 through June 30, 2020. However, this task shall remain open until contract completion.

**5.0 ESTIMATE OF SERVICES**

Details of the estimated cost are contained in Attachment "B".

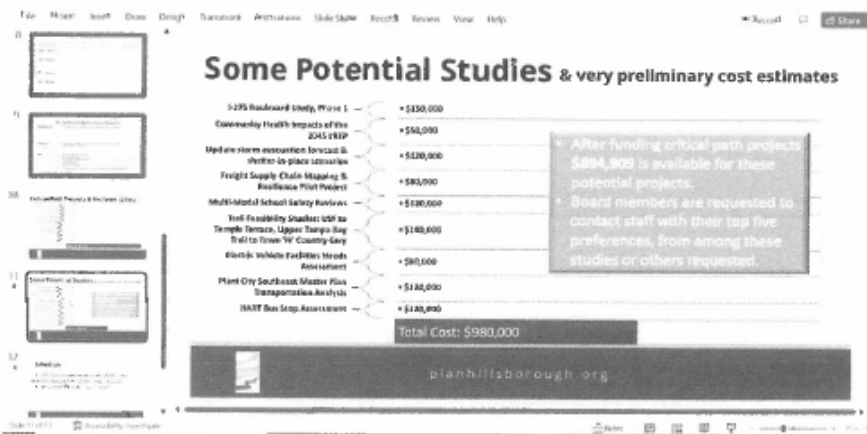
Members in attendance: Commissioners Miller, Kemp, Hagan, Overman, and Smith; Mayor Mel Jurado, Councilmen Maniscalco and Viera, HART Board Member David Mechanik, Planning Commission Member Trent Green, Janet Scherberger for Joe Lopano, Charles Klug for Paul Anderson, and Joe Waggoner. The following members were absent: Mayor Rick Lott and Cindy Stuart.

Summer 2019 – Spring 2020: TPO staff coordinated with FDOT District 7 about the approach and scope of the I-275 Boulevard Conversion Concept study that the board directed be done.

- June – Initial meeting with Sec. Gwynn and FDOT staff by Director Alden, Asst. Director Clarendon, and Sam Schwartz, a TPO planning consultant who led similar studies in other cities.
- November – TPO seeks, and receives, feedback from FDOT District 7 staff on a draft scope of work. (See attached email.)
- December – TPO consultant provides order-of-magnitude estimate of cost, including the technical analyses requested by FDOT District 7 staff, at about \$1.1 million.
- Further staff coordination on the possibility of breaking the study into phases.
- April – Alden confirms via phone with Gwynn that FDOT will accept the TPO moving forward with a Phase 1 which does not include all the requested technical analyses, at a cost of ~ \$150 thousand.

April 2020 – Staff briefs the TPO Board, at the regular monthly meeting, about the annual UPWP Update that will be acted on next month.

Staff reports on the cost of optional studies, including the I-275 Boulevard Conversion Study Phase 1. (See slide below.) Because the potential optional studies exceed the available funding, staff asks the Board members to email staff their top five preferences.



School Board Member Stuart expresses concern about the I-275 Boulevard Conversion Study, and asks, if this is Phase 1, how much will the full project cost? Staff reports the cost estimate for the full study is

uncertain but upwards of \$1 million. Councilman Citro shares Board Member Stuart's concerns. Commissioner Kemp notes that the Board vote to add the I-275 Boulevard Conversion Study last year was unanimous.

Board members in attendance: Commissioners Miller, Hagan, Kemp, Overman, and Smith; Councilman Citro, Vice Mayor Ross, Mayor Lott, School Board Member Stuart, Planning Commission Member Maurino, Mr. Klug, Mr. Waggoner, Mr. Lopano, Ms. Evans.

The video is posted here:

<https://www.youtube.com/watch?v=0R6OAcWNT98&list=PLBMJCCG5WsHlesikcE0w1Qcl9u-zoB0w4&index=23>

Between April and May 2020 - The following Board members review the list of potential projects, including the I-275 Boulevard Conversion Study Phase 1, and send their preferences to staff:

Commissioners Hagan, Smith, and Overman; Mayor Ross; Councilmen Maniscalco and Viera; School Board Member Stuart; Planning Commission Member Maurino; Mr. Waggoner and Ms. Evans.

Only one board member selects the I-275 Boulevard Conversion Study Phase 1. Staff removes it from the list of recommended projects for the UPWP Update. In May 2020, the Board approves the UPWP update for FY 21 & FY 22 without including that study.

June 2021 – At the TPO Board's annual public hearing on the Transportation Improvement Program, a number of citizens voice opposition to the Downtown Interchange "Quick Fix" project for which the Board approved right-of-way funding the previous month. Three citizens ask during live comment for reconsideration of the I-275 Boulevard Conversion concept (Sharon Graham, Joshua Frank, Lena Young Green). TPO staff reports that electronic comments received in advance of the meeting included support for the Boulevard Conversion concept from another nine citizens. The CAC Chair reports that CAC members also asked how the I-275 Boulevard concept could be advanced, including whether it could be included in the Transportation Improvement Program. Board members make several motions responding to citizen concerns, including voting to remove an I-275 lane-addition project north of Hillsborough Ave from the TIP priority list, but do not discuss the I-275 Boulevard Conversion.

Board members in attendance: Commissioners Cohen, Kemp, Myers, Overman, and Smith; Councilmen Maniscalco, Citro, and Dingfelder; Mayor Ross, Commissioner Kilton, School Board Member Vaughn, Planning Commission Member Doughty, Mr. Klug, Mr. Waggoner, Ms. Evans. Absent: HART Board Member Williams.

The video is posted here:

<https://www.youtube.com/watch?v=doDv42p1qDU&list=PLBMJCCG5WsHlesikcE0w1Qcl9u-zoB0w4&index=12>

August 2021 – The TPO Board confirms Joshua Frank, author and local champion of the "Bifurcation to Boulevard" proposal for I-275, as a TPO CAC member, nominated by School Board Member Vaughn.

Among his public presentations was a presentation of the Boulevard Conversion concept at an MPO Board meeting in August 2017.

December 2021 – At the regular monthly meeting of the TPO Board, Alden presents an overview of the new federal transportation spending authorization law, the Infrastructure Investment and Jobs Act (IIJA), and notes the new Reconnecting Communities Pilot Program grant as a potential funding source for the I-275 Boulevard Study which was removed from the UPWP the previous year after a discussion of the high price. Alden notes that the grant could provide funding for planning “either for converting into a Boulevard, or-- are there other ways that we can reconnect our communities across a major highway corridor that went through those communities and separated them.” Board members do not comment on this particular grant opportunity, which is one of many in the IIJA.

Members in attendance: Commissioners Cohen, Kemp, Overman, Myers, Smith; Councilmen Maniscalco, Citro, Dingfelder; Mayor Ross, Mayor Kilton, HART Board Member Williams, Planning Commissioner Powell, Ms. Evans, Mr. Frey, Mr. Klug. Members absent: School Board Member Vaughn.

The video is posted here: <https://www.youtube.com/watch?v=qGW5hR4IPDE>

January 2022 – At the TPO Board’s regular monthly meeting, a number of citizens voice opposition to the Downtown Interchange “Quick Fix” project for which the Board approved construction funding. One live commenter (Tony Krol) advocates for the I-275 Boulevard Conversion concept, and staff reports that several advance electronic commenters did so as well.

Members in attendance: Commissioners Kemp, Overman, Myers, Smith; Councilmen Maniscalco and Citro; Mayor Ross, Mayor Kilton, Ms. Le Grand, Mr. Waggoner, Mr. Klug, Planning Commissioner Powell. Members absent: Commissioner Cohen, School Board Member Vaughn, Councilman Dingfelder.

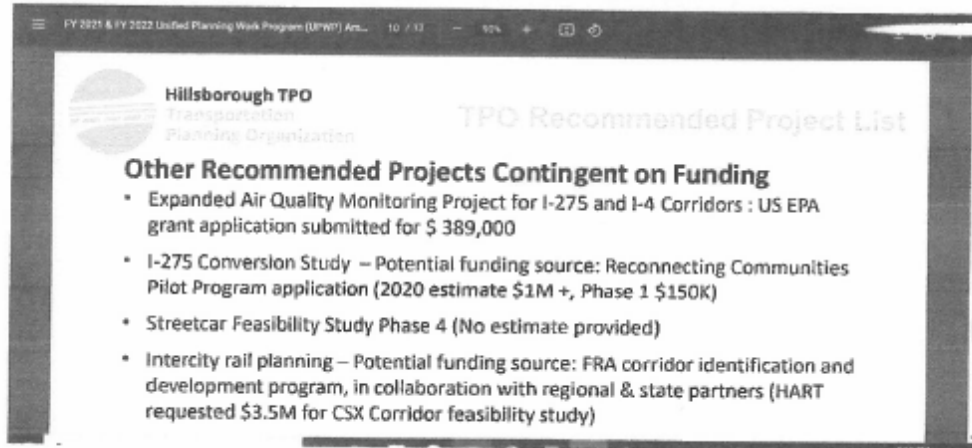
April 2022 – At the TPO Board’s regular meeting, the CAC Chair reports that the committee, in discussing the UPWP for FY 23 & FY 24, asked staff for a status update regarding the I-275 Boulevard Conversion Study, including whether it has been phased and the most recent cost estimates for a preliminary phase.

Board members in attendance: Commissioners Cohen, Kemp, Overman, Myers, Smith; Councilmen Maniscalco and Citro; Vice Mayor Cheri Donohue; Ms. Evans, Ms. Le Grand, Mr. Slater, Mr. Klug, Planning Commissioner Cody Powell. Board members absent: Mayor Kilton, School Board Member Vaughn.

May 2022 – At the regular meeting of the TPO Board, staff reports that one of the public commenters received in advance of the meeting requested that the Boulevard Conversion study be funded.

Later in the agenda, staff presents the draft UPWP for FY 23 & FY 24 to the Board. There are 13 presentation slides, with four slides itemizing the projects for the TPO to conduct during the July 1, 2022

– June 30, 2024 time period. The slide titled “Other Recommended Projects Contingent on Funding,” lists “I-275 Conversion Study – Potential funding source: Reconnecting Communities Pilot Program application (2020 estimate \$1M+, Phase 1 \$150K).” Staff notes that the cost estimates were added to this slide at the CAC’s request.



The Board approves the UPWP update unanimously.

Members in attendance: Commissioners Cohen, Kemp, Overman, Smith; Councilmen Maniscalco and Citro, Mayor Ross, Mayor Kilton, School Board Member Vaughn, Ms. Le Grand, Mr. Lopano, Mr. Slater, Mr. Klug, Planning Commissioner Powell. Members absent: Commissioner Myers.

The video is posted here:

<https://www.youtube.com/watch?v=N8dPFU84iV8&list=PLBMJCCG5WshHesikcE0w1Qcl9u-zoB0w4&index=5>

August 2020 – FHWA releases the Notice of Funding Opportunity for the Reconnecting Communities Pilot Program. The [website FAQ page](#) provides the following examples of reconnecting solutions. “The variety of transformative solutions to knit communities back together can include: high-quality public transportation, infrastructure removal, pedestrian walkways and overpasses, capping and lids, linear parks and trails, roadway redesigns and complete streets conversions, and main street revitalization.”

TPO staff discusses with FDOT District 7 staff that the TPO staff will submit an application for a grant that will fund the analyses previously requested by District 7. (Please see attached meeting notes prepared by FDOT District 7 staff.)



**Beth Alden**

---

**From:** Jeff Trim <jtrim@samschwartz.com>  
**Sent:** Wednesday, December 4, 2019 8:24 AM  
**To:** Beth Alden  
**Cc:** Gena Torres; Rich Clarendon  
**Subject:** RE: Scope for I-275 North Study

Hi Beth,

I wanted to follow up via email from my voice mail message last Tuesday. Our team reviewed the FDOT comments below and we were not surprised by their request as it follows closely what was discussed in our 6/24/19 meeting. As Sam mentioned to you, what they discussed in our meeting was at least a \$1M study. We understand your fiscal year budget limitation of \$150,000 for the first phase and we attempted to write a scope of services that set the foundation for the study with the funds available. It is clear the D7 wants to get straight to the point of detailed analysis. We can certainly expand the scope to be all inclusive of their request and would need to work with a very experience local modeling firm to run the models. We see very rough budgets required to meet the FDOT request as:

\$150k travel demand modeling/projections/diversions  
\$150k alternatives development & screening level traffic analysis  
\$300k detailed traffic analysis including intersecting roadways per FDOT's request and for 3 horizon years  
\$150k TDM strategies, transit impacts, etc.  
\$100k report  
\$200k outreach, meetings, and presentations (incl travel)  
\$50k project management and coordination  
\$1.1M preliminary budget guesstimate

Options we see are

1. Rewriting the scope with FDOT to see what they can agree to with the first \$150,000
2. Writing a complete scope and assembling a team of two to four GPC consultants to set a total fee and schedule and starting work with \$150,000 of "seed money"
3. The MPO writing an RFP and advertising the project

I will give you a call later this morning to touch base.

Jeff

**Jeffrey D. Trim, PE, PTOE**  
Executive Vice President + Principal in Charge

**Sam Schwartz**

[jtrim@samschwartz.com](mailto:jtrim@samschwartz.com)  
office: (813) 289-7771  
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OTHER ISSUES ARISING FROM THE UNAUTHORIZED USE OF THIS MESSAGE BY UNAUTHORIZED RECIPIENTS.  
Please notify the sender immediately if you have received this e-mail in error.

**From:** Beth Alden <aldenb@plancom.org>  
**Sent:** Monday, November 25, 2019 3:15 PM  
**To:** Jeff Trim <jtrim@samschwartz.com>  
**Cc:** Gena Torres <torresg@plancom.org>; Rich Clarendon <clarendonr@plancom.org>  
**Subject:** FW: Scope for I-275 North Study

Jeff, let's schedule some time to talk about how to respond. Are you in the office this week?

Thanks,  
Beth



**Beth Alden, AICP - MPO Executive Director**

813-273-3774 x318 • 813-748-5081 cell

[PlanHillsborough.org](http://PlanHillsborough.org)

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**From:** McKinney, Edward <Edward.McKinney@dot.state.fl.us>  
**Sent:** Monday, November 25, 2019 1:29 PM  
**To:** Beth Alden <aldenb@plancom.org>  
**Cc:** Gwynn, David <David.Gwynn@dot.state.fl.us>; Moss, Richard <Richard.Moss@dot.state.fl.us>; Hampton, Marshall <Marshall.Hampton@dot.state.fl.us>; Hall, Justin <Justin.Hall@dot.state.fl.us>; Bogen, Kirk <Kirk.Bogen@dot.state.fl.us>; Gao, Ming <Ming.Gao@dot.state.fl.us>; Spitz, Kenneth <Kenneth.Spitz@dot.state.fl.us>; Price, Alice <Alice.Price@dot.state.fl.us>  
**Subject:** FW: Scope for I-275 North Study

Hello Beth,

Thanks for allowing us to review the scope. Here are some comments from the team (I cut and pasted so there may be duplicate comments):

General Planning Consultant Services – Hillsborough County MPO Task Work Order No. RPG10, Project Development Support for I-275 N Study (Boulevard Section), was reviewed for reasonableness and consistency with area transportation plans, and traffic engineering best practices. Please note these observations/comments are not intended to be inclusive of all omissions and errors, it remains the responsibility of the Consultant to ensure the quality of the report.

Overall, the scope appears to be a planning level exercise to develop design concept alternatives the to I-275 SIS facility without specific design traffic. The deliverables will be three or four boulevard alternatives absent of the capacity established in the no-build I-275 scenario.

Specific Comments:

1. This scope of services needs to include an analysis of the traffic impacts associated with the Alternative Concepts in the proposed conversion of I-275 from a limited access freeway to a boulevard section.
2. The traffic analysis of the Alternative Concepts (boulevard section) needs to be compared to a No-Build (limited access freeway) alternative. This should include a diversion analysis that will need to be done to see what the impact of a boulevard would have on the entire system, including I-75 and Dale Mabry Hwy, plus all of the local roads in between. What would the impacts be to the region?
3. At a minimum, the impact area of the traffic analysis should include I-275 from Bearss Avenue to Tampa Street as well as the adjacent roadway network which consists of Florida Avenue, Nebraska Avenue, Tampa Street, Highland Avenue, Bearss Avenue, Fletcher Avenue, Fowler Avenue, Busch Boulevard, Waters Avenue, Sligh Avenue, Hillsborough Avenue, SR 574 (Martin Luther King Jr. Boulevard), Floribraska Avenue and Scott Street.
4. It is unclear how alternative concepts can be sketched out without a traffic analysis.
5. The analysis should include an existing year, opening year and a design year (2045).
6. Existing AADT traffic counts information can be used.
7. Travel demand forecasting should be conducted for this project to determine the year 2045 volumes.
8. The feasibility of the Alternative Concepts (boulevard section) analysis and the comparison of the No-Build (limited access freeway) alternative for the opening year and design year (2045) can be determined using generalized service volumes from the FDOT Quality/LOS Handbook.
9. A traffic methodology statement would need to be approved by FDOT District office, FDOT Central Office and possibly FHWA.
10. If the Alternative Concepts (boulevard section) is determined to be feasible by FDOT using generalized service volumes, then a more detailed traffic analysis will be needed.

Additional comments per each of the scope sections:



I-275 N Study COMMENTS:

1. DESCRIPTION OF SERVICES section -

- State whether the limits of construction extend beyond the limits of I-275 ROW and which surface roads will be analyzed/included in the study.

2. SERVICES TO BE PROVIDED

2.1 Background and Research -

- Add Port Tampa Bay Master Plan/ Vision 2030 document for review.

2.2 Field Reviews -

- Please clarify which PD&E study are being evaluated?

2.3 Stakeholders Meetings -

- When the consultant conducts "stakeholder listening meetings" Please clarify what the term "listening meeting" is. The term doesn't provide the stakeholder or reader of this "Scope" any substantive information to garner stakeholder dialogue/debate.
- Include City of Tampa as a stakeholder. I-275 from an area north of Bearss Avenue to Downtown Tampa is approximately 8.5 miles. And 6.22 miles of the 8.5 mile segment (or 73%) of the study area is within the City of Tampa, city limits.
- Include Port of Tampa as a stakeholder. One of Port Tampa's competitive factors is there excellent road and rail infrastructure. A portion of that infrastructure relies on I-275 as currently constructed. The excerpt below is taken from Port Tampa Bay Master Plan/ Vision 2030 – Executive Summary



15

- Require at least (3) local resident meetings and (3) Area business groups meetings in some form of geographical fashion ( perhaps the southern third central third and northern third of the study area). Geographical spacing will solicit a broader range and perspective on potential Strengths, Problems, Opportunities and Threats (SPOT).

2.4. Develop Problem Identification Statements –

- Utilize SPOT analysis information gathered during the "listening meetings" to justify "Problem Identification statements".

2.5 Initial Findings Summary –

- No comments

2.6 Identification of Alternative Concepts –

- All concepts should articulate the amount necessary public and private right-of-way to make the concept work.

Other comments:

- We would like to have an objective, unbiased study. Thus, my expectation is that people who have been vocal advocates for or against the conversion would not be part of the study team.
- There should be an analysis of the impacts to other roadways as a result of a conversion, and the list of mitigating strategies required.
- If there is just one public meeting, I would suggest it be somewhere between I-4 and Pasco County, so that the most users of the roadway would be able to attend. Or have one in Hillsborough and one in Pasco.
- There should be discussion regarding the potential payback of federal funds and what that funding source would be.
- FHWA needs to be an identified stakeholder and contact source.
- Stakeholders should include First Responders, USF, and identify other regional users that depend on I-275. Should the consultant identify stakeholders as scope element rather than be told who the stakeholders are?

4



FDOT/Hillsborough TPO  
Monthly Coordination Agenda

August 30, 2022 | Microsoft Teams Meeting

**Hillsborough TPO Topics**

- Committee/Board Calendar Review [2022 TPO Committees and Meetings.xlsx](#)
  - FDOT Westshore Interchange Pedestrian and trail connections (PM: Mary Lou Godfrey) confirmed for Policy-September 14.
  - FDOT Electric Vehicle Plan (Presenter: April Combs) confirmed for Policy-September 14
  - 5310 Program Update (Presenter: Tracy Noyes) confirmed for Transportation Disadvantaged Coordinating Board-October 28
  - 445652-1 Fowler Ave from Florida Ave to 56<sup>th</sup> St PD&E Study (PM: Craig Fox) confirmed for CAC-November 2, TAC-November 7, BPAC + LRC- November 30, Board-December 14
  - FDOT District 7 Safety Update (Presenter: Peter Hsu) confirmed for Policy-December 14
- ETDM Reviews
  - Lizzie presented the ETDM Checklist that the TPO has put together to assistance while reviewing projects.
- Letters of Consistency for Grant Application
  - The department will need 1 month notice to get letters of consistency processed.
  - The TPO will apply for the Reconnecting Communities Program for "North I-275 Corridor Community Vision." No letter of consistency will be requested from the district.
  - Beth requested a meeting to discuss the PROTECT program (competitive and formula funded options). Meeting scheduled for 9/22/2022 at 11am.
- 444199-1 Walk/Bike Safety Outreach on High Injury Network Update
  - The TIP/STIP Amendment is scheduled to go to the October TPO meetings. Once approved, the contract will be executed in November. The Safety team is currently working with CUTR on the scope.
  - Gena volunteered to help out with this initiative by getting a list of stakeholders involved or anything else. D7 safety office notified.
- Timing of East Tampa Corridor Coalition Group(s)

Except  
From TPO's "Narrative" included in  
Reconnecting Cities Grant submitted  
to Feds

Federal, State, and local governments across the U.S. have a longstanding history of racist, xenophobic, classist, and otherwise discriminatory practices and policies within the fields of transportation, housing, land use, and comprehensive planning. They created and reinforced racial, ethnic, and class-based segregation in cities and counties throughout the country that resulted in longstanding inequities that continue to this day. Until we own the mistakes of the past, we cannot create an equitable future.

This proposal is for a planning study to look at the feasibility of options to make I-275 a better neighbor, including the possibility of re-envisioning the highway as an at-grade boulevard. The seed that sparked the idea for this proposal, stems from the community and a concept presented as a master's thesis in 2019. The TPO board requested additional study of the concept and after staff investigation, the study proposal was shelved because the cost of the full technical analysis would have required about a third of the agency's annual budget. The RCP grant program therefore provides an opportunity to evaluate a potentially transformative concept for Tampa that could not seriously be considered with existing resources. This study is intended to be the first step in reconnecting the communities that were systematically torn apart by the construction of I-275 through historically racist planning and policy strategies.



**Tampa Interstate Study Supplemental Environmental Impact Statement (SEIS)  
Community Input on 14<sup>th</sup>/15<sup>th</sup> Street Access Changes**

**Date:** February 25, 2020  
**Time:** 8:00 – 11:00 AM  
**Location:** VM Ybor

Attendees	
• Ed McKinney – FDOT D7	• L'Tonya Evans – Academy Prep
• Alice Price – FDOT D7/GEC	• Tammy Vallone – Academy Prep

FDOT visited the VM Ybor community, specifically the Academy Prep Center of Tampa (1407 E Columbus Dr, Tampa, Florida 33605), to let the staff know about the proposed changes at I-275 and 14<sup>th</sup>/15<sup>th</sup> Streets and learn more about the school's operation. The following bullets summarize the conversation:

- The Academy is a charter school for grades 6-8. There are around 200 students and 40 staff from all throughout the Tampa Bay area.
- There are no busses, so students arrive via personal vehicles and typically use 15<sup>th</sup> Avenue (southern edge of property) for drop off/pick up.
  - AM Peak – 6:45am-7:30am
  - PM Peak – 5:00pm-6:00pm (4:30pm on Fridays)
- Academy and Dream Center (one block to the north) share the parking lot between Columbus Dr., 17<sup>th</sup> Ave., and 15<sup>th</sup> St. There is no plan to redevelop at this time.
- Academy noted accident where car crashed into their fencing near the corner of 15<sup>th</sup> St. and 15<sup>th</sup> Ave.
- FDOT explained the proposed improvements including changes in access at 14<sup>th</sup>/15<sup>th</sup> Streets.
- Access at 14<sup>th</sup>/15<sup>th</sup> could be a positive impact for their parents and staff in that it provides a more direct route to the school.
- Academy's concerns:
  - Safety along 15<sup>th</sup> St.
  - Need traffic calming
  - Would like better signage indicating school zone
  - Ped/bike safety very important to school
  - Opportunity for painted crosswalks

FDOT also visited La Segunda Bakery (2512 N 15th St, Tampa, Florida 33605) and spoke with the store owner, Copeland More. The following bullets summarize the conversation:

- The previous alternatives would've impacted La Segunda's parking lot (currently fronts 15<sup>th</sup> St.).
- FDOT explained the proposed improvements including changes in access at 14<sup>th</sup>/15<sup>th</sup> Streets.
- Access at 14<sup>th</sup>/15<sup>th</sup> could be a positive impact for their patrons and staff in that it provides a more direct route to the bakery.
- La Segunda is looking to expand to the west at the current location but were waiting until decisions about the interstate were made.



- La Segunda's concerns:
  - Safety at 15<sup>th</sup> Street and 14<sup>th</sup> Avenue.
  - Several accidents in front of their building, particular concern for patrons using their parking lot on 15<sup>th</sup> St.
  - Need to better enforce speeding and wrong-way driving.
  - Bike/ped safety is important.

During the site visit, FDOT noted redevelopment opportunities throughout the area along 14<sup>th</sup>/15<sup>th</sup> Streets north of I-275. Two cigar factories are currently being rehabbed. There are several empty storefronts for sale and rent. There are active businesses near Columbus Dr that could benefit from more direct access at 14<sup>th</sup>/15<sup>th</sup> Street. The Cascaden Pool and Park is busy on weekends. The Dream Center is a Grace Family Church ministry for mentoring youth after school. Bicycle and pedestrian safety should be a focus of any future plan.

**Date:** February 27, 2020  
**Time:** 8:00 – 11:00 AM  
**Location:** VM Ybor/East Tampa

Attendees	
• Ed McKinney – FDOT D7	
• Alice Price – FDOT D7/GEC	

FDOT visited the VM Ybor/East Tampa community to let businesses and residents know about the proposed changes at I-275 and 14<sup>th</sup>/15<sup>th</sup> Streets and learn more about how the community feels about the proposed improvements. FDOT went door-to-door visiting residents and businesses on 15<sup>th</sup> Street from 14<sup>th</sup> Ave. to 21<sup>st</sup> Ave. FDOT left behind a 2-page fact sheet of the 14<sup>th</sup>/15<sup>th</sup> Street access changes and the LPA brochure. FDOT spoke with residents at the following addresses:

- 2611 15<sup>th</sup> Street (Amanda)
- 2901 15<sup>th</sup> Street (Mike Coleman)
- 2903-2905 15<sup>th</sup> Street (Ernest)
- 2909 15<sup>th</sup> Street (Lena)
- 2917 15<sup>th</sup> Street (Kat)
- 2919 15<sup>th</sup> Street
- 2921 15<sup>th</sup> Street (Ray)
- 2923 15<sup>th</sup> Street (Najah and Miray)

The following bullets summarize the conversations with the residents:

- Proposed improvements seem to make sense.
- Could be an economic benefit to local businesses.
- Concerns about traffic on 15<sup>th</sup> St.
- Lots of crashes near La Segunda.
- Traffic calming must be considered, like speed bumps/tables or speed reduction signs.
- Speeding and wrong way driving are common infractions.



- Concerns about accommodating Green Spine and potential loss of on-street parking in front of their homes.
- Bicycle and pedestrians need to be protected.
- Special and sporting events on weekends at the park put a strain on the available parking.

FDOT also spoke with the following businesses:

- 1517 E 17th Ave, Tampa, FL 33605 - Tommy's Wholesale (Anna)
- 1502 E Columbus Dr, Tampa, FL 33605 – Columbus Tires (Roberto)

The following bullets summarize the conversations with the businesses:

- The produce company ships all over region. Proposed improvements would improve their delivery truck access.
- Business access to the tire shop would be enhanced.

**Date:** March 2, 2020  
**Time:** 8:00 – 11:00 AM  
**Location:** Historic Ybor

Attendees	
• Ed McKinney – FDOT D7	• Elaine Illes, IPI
• Alice Price – FDOT D7/GEC	

FDOT visited the Historic Ybor community to let residents know about the proposed changes at I-275 and 14<sup>th</sup>/15<sup>th</sup> Streets and learn more about how the community feels about the proposed improvements. FDOT went door-to-door visiting residents on 12<sup>th</sup> Ave. from 10<sup>th</sup> St. to 13<sup>th</sup> St. FDOT left behind a 2-page fact sheet of the 14<sup>th</sup>/15<sup>th</sup> Street access changes and the LPA brochure. FDOT spoke with residents at the following addresses:

- 2302 N. 12<sup>th</sup> St. (Bruce and James) – 41 years
- 1203 12<sup>th</sup> Ave. (Caregiver)
- 1205 12<sup>th</sup> Ave. (Corey)
- 2306 N 13<sup>th</sup> St. (Frank Accetta) – 33 years
- 1209 N. 12<sup>th</sup> Ave.
- 1213 N. 12<sup>th</sup> Ave. (Ron)
- 1219 N. 12<sup>th</sup> Ave. (Mikey)
- 1020 N. 12<sup>th</sup> Ave. (Jay)
- 1013-1015 N. 12<sup>th</sup> Ave. (Earlene Kennedy)
- 1027 N. 12<sup>th</sup> Ave. (Darlene Hopkins) – 36 years

The following bullets summarize the conversations with the residents:

- Noise isn't really an issue with the existing noise wall.
- Proposed improvements seem to make sense.
- Access to the neighborhood would improve.
- Community garden or trail is a good idea.
- Dog parks may not be as popular and harder to maintain.



- Landscape and amenities should be low maintenance.
- May need to fence off property to keep people from dumping.
- FDOT contractors need to improve their weed-eating and pick-up of downed trees and trash.
- Need to be aware of potential homeless issues, but situation is better because FDOT demolished the vacated house and the other structure is going to be moved and rehabbed.
- Something needs to be done to the interstate to improve it.
- Concerns about more traffic on 14<sup>th</sup>/Nuccio.
- Traffic calming should be considered.

FDOT also spoke with the Hillsborough Children's Board (1002 E Palm Ave, Tampa, FL 33605). The following bullets summarize the conversation:

- Last year, the Children's Board hosted 1,000 to 1,200 people per month, averaging about 4,000 people/ quarter
- There are 40 employees that drive in from all over the county.
- The proposed improvements would improve access to the facility.
- They currently send people on the local roads to access versus the interstate to avoid the back-ups on the interstate.

A copy of the 2-page fact sheet on the proposed improvements to 14<sup>th</sup>/15<sup>th</sup> Street and the LPA brochure that FDOT distributed to businesses and residents is attached.

DRAFT





# Hillsborough TPO

## Transportation Planning Organization

### Committee Reports

#### **Transportation Disadvantaged Coordinating Board Meeting on December 16**

The TDCB took action to approve:

- ✓ 2023 Meeting Calendar
- ✓ FDOT Tentative Work Program and TPO Comments
  - The TDCB had no comments.
- ✓ Northside Behavioral Health Coordination Contract
- ✓ MacDonald Training Center Coordination Contract
- ✓ Metropolitan Ministries Coordination Contract

The TDCB heard status reports on:

- Health Buddies Program Update
- Fowler Avenue Studies
- Sunshine Line Update

#### **A verbal report will be given for the following meetings:**

Citizens Advisory Committee (CAC) Meeting on January 4

Intelligent Transportation Systems (ITS) Committee Meeting on January 5

Technical Advisory Committee (TAC) Meeting on January 9



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# PUBLIC MEETING/ REUNIÓN PÚBLICA

TUESDAY/MARTES FEBRUARY 21, 2023

6:00 PM

EXCITING CENTRAL TAMPA BAPTIST CHURCH  
2923 N. TAMPA STREET, TAMPA, FL, 33602

[TAMPA.GOV/PROJECTS/FLORIBRASKA-AVE](https://tampa.gov/projects/floribraska-ave)

## FLORIBRASKA AVENUE PROJECT

City of Tampa | Mobility Department  
Transportation Engineering Division  
306 E Jackson Street, 290A6E  
Tampa, FL 33602

**TUESDAY,  
FEBRUARY 21, 2023  
6 PM**

Please scan the QR code for  
more information

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Para obtener más información  
sobre este  
proyecto o solicitar una  
traducción al  
español, escanee el código QR.

