



# Hillsborough TPO

## Transportation Planning Organization

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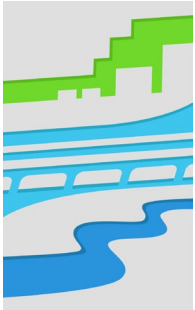
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[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)

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

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

Wednesday, March 22, 2023, 9:00 a.m. – 11:00 a.m.

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

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

#### Remote participation:

- To view presentations and participate on your computer, tablet or smartphone:  
<https://attendee.gotowebinar.com/register/8368849621401101660>
- 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: 649-047-341
- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.
- Please mute yourself after joining the conference to minimize background noise.
- Technical support during the meeting: Jason Krzyzanowski at (813) 836-7327 or [JasonK@plancom.org](mailto:JasonK@plancom.org).

#### Rules of engagement:

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

### **Agenda**

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

#### **IV. Approval of Minutes: February 15, 2023**

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

- A. [Bicycle Boulevard Special Presentation](#)  
(Chris Vela, Citizen Advocate)
- B. [Walk, Bike Safety Outreach on High Injury Network with Geofencing](#)  
(Emmeth Duran and Julie Bond, CUTR)
- C. [Connected Vehicles Pilot Results](#)  
(Bob Frey and Dr. Concas)
- D. [2050 Long Range Transportation Plan Initial Steps](#)  
(Vishaka Shiva Raman and Elizabeth Watkins, TPO Staff)
- E. [City of Tama's Quick Build Program](#)  
(Cal Hardie or Kelly Fearon or City of Tampa Mobility Staff)

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

#### **VII. Adjournment**

#### **VIII. Addendum**

##### [A. TPO Meeting Summary and Committee Reports](#)

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

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

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**HILLSBOROUGH COUNTY  
TRANSPORTATION PLANNING ORGANIZATION  
LIVABLE ROADWAYS COMMITTEE (LRC)  
HYBRID MEETING OF FEBRUARY 15, 2023**

**I. Call to Order and Roll Call** (*Timestamp 0:00:05*)

Chair Citro called the meeting to order at 9:01 AM and led the Pledge of Allegiance.

Members Present In-Person: Councilmember Citro, Cal Hardie, Yeneka Mills, Kevin O’Hare, David Hey, Emily Hinsdale, Danielle Riffenburg, Meagan Winchester, Karen Kress, Jesus Peraza Garcia, Jason Jackman, Carlos Ramirez, Oona Johnsen, Catherine Coyle, Arizona Jenkins, Gus Ignas

Members Present Virtually: Larry Josephson, Anna Quinones, Glorimar Belangia

Members Absent/Excused: Melissa Collazo

Other Attendees: Lisa Silva, Jason Krzyzanowski, Johnny Wong, Amber Simmons, Bryn Dauphinais, Lizzie Ehrreich, Vishaka Shiva Raman, Wade Reynolds, Beneeta Jose, Gail Reese (TPO Staff); Craig Fox, Jensen Hackett, Elizabeth Winters (FDOT); Amanda Sotomayor (Hillsborough County); Calvin Thornton, Tim Heberlein (City of Tampa); Tammy Kreisle (Faller Davis); Kenneth Boden (TBARTA); Paula Flores (GPI Net); Courtney W (QCA USA)

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

**A. Vote for Remote Participation** (*Timestamp 0:02:12*)

**David Hey so moved, seconded by Kevin O’Hare; the voice vote passes unanimously.**

**II. Public Comment** (3 minutes per speaker) (*Timestamp 0:02:36*) – None at this time.

**III. Approval of Minutes** (*Timestamp 0:03:01*) – January 18, 2023.

**Arizona Jenkins moved to approve the minutes of January 18, 2023, seconded by Carlos Ramirez; the motion passed by voice vote.**

**IV. Status Reports**

**A. 2023 Safety Performance Targets** (Johnny Wong, TPO Staff) (*Timestamp 0:03:37*)

- Reviewed the performance targets and the requirement.
- Six Categories – went over 2023 timeline.
  - February – Safety

- March – Greenhouse Gas
- April – Pavement & Bridge Condition, Travel Time Reliability
- TBD – Transit Asset Management
- TBD – Public Transportation Agency Safety Plan
- Five required targets
  - Number of Fatalities on a 5-yr Rolling Average.
  - Rate of Fatalities per 100M VMT
  - Number of Serious Injuries
  - Rate of Serious Injuries per 100M VMT
  - Number of Non-Motorized Fatalities and Serious Injuries
- Two elected by Hillsborough TPO
  - Number of Fatalities
  - Motorcycle Fatalities
- Went over Forecasting Future Performance '26 – '45 – it's TIME survey: provide alternatives to driving, use technologies, reduce congestion.
- Review of annual actual fatalities, projected through 2023
- Went over the 2022 report card and the takeaways – potential risk factors for crash deaths (national trends), local relations and implementation
- Review of proposed performance targets for 2023

**Recommended Action: Approve the CY 2023 Safety Performance Targets.**

**Presentation:** [2023 Safety Performance Targets](#)

**Discussion:**

It was asked about the causes of crashes such as speed, distracted driving, etc. There are projects coming around to assist in reducing crashes with road modifications, crossings, and safety improvements. Chair Citro stated that the LRC indicated that Vision Zero should be the top priority on all projects. He also said that if the speed limits are dropped in the City of Tampa, it would reduce crashes. It seems that there are a lot of low-cost solutions that could be used and it doesn't make sense why they aren't being used. Dr. Wong went over mixed results for lowering speed limits; brought up that something to keep an eye on is work zones. The numbers are disappointing but there is a lot in the process to assist in moving the numbers in the right direction. Enforcement was brought up and there is a lot of "sight construction" with construction site fences not being maintained at intersections and along the street. It was noted that in 2022, the LRC stated that Vision Zero has to be a priority in all projects.

**B. Hillsborough County Van Dyke Road PD&E and Design Project** (Amanda Sotomayer, Hillsborough County Staff) *(Timestamp 0:26:17)*

- Review the project area – Gunn Highway to East of Whirley Road
- Providing roadway improvements, was identified in the 2040 LRTP.
- Went over recommended alternatives.
  - 11 ft lanes and roundabouts
  - 10 – 12 ft paths for bike/ped.

- Trail connections to Upper Tampa Bay Trail and Northdale Lake Park trail.
- Improved lighting.
- Four-lane build
- Three roundabouts – Lake Carlton Drive, Lakeshore Drive, Lake Reflections Boulevard (peanut design)
- ~\$91 Million and is unfunded at this time.

**Summary Report:** [ETDM Summary Report Van Dyke Road](#)

**Discussion:**

Neighborhood outreach was asked about, specifically regarding the roundabouts. Met with the HOAs and the church in the area. The church and Lakeshore HOA agree that the peanut roundabout would be a good solution. Other stakeholders were met with, and overall, the feedback was positive. Working through the concerns as the project moved forward. It was noted that roundabouts slow traffic but keep it moving. Questioned the crossings with the bike/ped crossings as there are no stops. It was asked how that is going to be addressed, particularly around a residential area. There will be signals for trail crossings. The roundabouts are still in design and will be evaluated as that progresses for additional bike/ped safety measures. It was asked if the majority of the price was land acquisition; yes, ~\$30 million. It was noted that the linear sections between the roundabouts will experience accelerations and that will need to be addressed. It was asked if there will be flashing beacons at the roundabouts and the trail crossings. All types of options are being looked at. It was noted that the construction costs could go up as that is what is happening right now. It was noted that the entire operating budget for HART is ~\$105 million. Are these projects giving a return on investment based on the overall impact on the population of the county? It shows the priorities of the county are continuing to remain on vehicles. This project is being looked at by the county for FDOT funding. It was noted that putting bike/ped crossings at the narrowest part of the roundabout seems to work better. It was also noted that adding lanes, even if they are narrower, may not calm traffic. It was noted that the county isn't taking on this road just to make it four-lane. It is congested, particularly at rush hour, and adding the two lanes is due to the traffic volume. It was clarified that the narrowing of lanes slows traffic due to the visual aspect of being closer to other vehicles. This corridor is a LOS of F and backs up onto the Suncoast Parkway. It was noted that the bike/ped counts should be implemented in the project as well. It was asked if any of the costs can be transferable to the builders and developers in these areas. Impact fees are assessed per unit and have not been raised since 1986. Van Dyke is growing rapidly, at the cost today, by the time it's finished, will it be outdated due to the expansion in the area?

**C. FDOT Resurfacing, Restoration and Rehabilitation (3R) Safety Improvement Process** (Liz Winters, FDOT) *(Timestamp 0:58:54)*

- Limited funds, coordination with the District Safety Engineer and District Safety Administrator should be done early in the process
  - Went over the past process.
  - Went over the current process.
  - Showed how project numbers change as they are reprogrammed from the old process to the new.

**Presentation:** [FDOT Resurfacing, Restoration and Rehabilitation Safety Improvement Process](#)

**Discussion:**

It was noted that this gives a better idea of how funding is spent on these projects.

**D. City of Tampa Micromobility Update** (Calvin Thornton, City of Tampa) (*Timestamp 1:20:00*)

- Went over the summary of the current pilot program and outcomes.
  - 2400 scooters in 10 square miles with four operators; began May 24, 2019 and continues now with three operators; total fees paid to the City of Tampa is \$1,945,054
  - Two partnerships – USF/ CUTR and The Valerin Group, Inc.
  - Review of trips - ~3 million rides, 3.5 million miles traveled, 1.21 miles for average trip distance over 2.5 years.
- Review the overview of the next phase of the Shared Micromobility Program – Types of vehicles and providers, deployment area, exclusion zones, docking systems, micromobility hubs, and bounties.
  - Providers and types of vehicles – 3000 e-bikes, 1500 scooters with seats, and 45 adaptive vehicles
  - Went over micromobility hubs, bounty fees, and bounty collections.
  - Showed deployment zones.
  - Review of prohibitive riding areas

**Discussion:**

It was noted that adding micromobility on West Shore is great. Collecting e-bike bounties can be lucrative. It was asked if there is a timeline for the docks and bounties for the scooters. XXX. Hoping to see significant improvement with the e-bikes and scooters being left on the sidewalks. Implementing the lock-to and the bounty programs along with cameras on the units. The camera will let riders know if they have left the scooter in the appropriate place. If it is not, it will not allow the rider to complete the ride. It was asked what makes the adaptive units ADA compliant. They facilitate those who have balance, site, and leg usage. The goal of the ADA program is to get input from the ADA community to find out what they need to participate. That way the City can move forward to be able to accommodate the needs. This is the beginning. The penalty for not getting the devices back to the right places is enough. The fee can be increased as can the bounty. It was expressed that an update on this program would be appreciated. Solutions for parking areas were given and are currently in pilot status. As more and more racks are added, the behavior should change with it. It was brought up that if micromobility being on the sidewalk is going to be enforced, it has to be enforced with cars as well. It was noted that the location of the hubs needs to be advertised so people can put them back, bounty them back, or know where to find them.

**E. Gandy Boulevard Bridge PD&E** (Craig Fox, FDOT) (*Timestamp 1:51:03*)

- Review of the project area, the purpose, and the need for the project.
- Project is broken into three segments.

- Important east-west corridor in Pinellas and Hillsborough Counties.
- Went over typical existing lanes.
- Reviewed the preferred typical sections for each of the segments.
  - Include elevated and at-grade roadways.
- Looked at access management, stormwater management, and floodplain compensation.
- The environmental effects are being looked at in four categories.
- The proposed plan is consistent with the long-range transportation plans of Forward Pinellas and Hillsborough County.
- Reviewed the timeline, schedule, costs and funding schedule.

**Project Website:** [439549-1-52-01 US 92 \(Gandy Bridge\) over Old Tampa Bay \(fdottampabay.com\)](https://www.fdot.com/projects/439549-1-52-01-US-92-Gandy-Bridge-over-Old-Tampa-Bay)

**Discussion:**

It was noted that a rail line is included in this study, it was requested that instead of a third lane, it should be rail. Currently, there is no light rail proposed in this corridor; it was proposed for the Howard Franklin Bridge. It was asked if the proposed bridge to be taken down could be considered for rehab for a new use. No, the degradation of the bridge does not allow for it or future maintenance. It was asked that FDOT build support for rail in the future. It was noted that the Gandy experiences drag racing and the design is showing twelve-foot lanes. In coordination with PSTA, consider adjusting the typical section to narrow the lanes to provide bus shoulder operations. Can certainly consider narrower lanes to help speed management.

**V. Old Business & New Business** *(Timestamp: 2:08:32)*

- A. Next meeting is on March 22, 2023.

**VI. ADJOURNMENT** Meeting adjourned at 11:10 AM

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





# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Bicycle Boulevard Special Presentation

### **Presenter:**

Chris Vela, Tampa Bay Citizens' Academy on Transportation

### **Summary:**

Bicycle boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle Boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.

Chris Vela, a bicycle and pedestrian advocate affiliated with the Tampa Bay Citizens' Academy on Transportation, presents a lower-cost approach to develop a network of bicycle boulevards in Hillsborough County. His concept emphasizes the use of existing shaded, low-speed, continuous two-lane roads that go through urban neighborhoods, instead of around them.

### **Recommended Action:**

None, for information only.

### **Prepared By:**

Ben Gordon, TPO Staff

### **Attachments:**

[Presentation slides](#)



**Plan Hillsborough**  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> floor  
Tampa, FL, 33602





**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 and Julie Bond, 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:

Connected Vehicle Pilot Results

#### Presenter:

Bob Frey, AICP - THEA Planning Director and Sisinnio Concas, Ph.D. - CUTR

#### Summary:

Tampa, Florida, is one of the first cities in the nation to deploy connected vehicle technology on real city streets. Pedestrians, and automobile drivers in downtown Tampa experience transportation challenges on a daily basis. For example, inbound commuters on the Lee Roy Selmon Expressway's Reversible Express Lanes encounter significant delays and, too often, rear-end crashes during morning peak periods. Vehicle/ pedestrian conflicts are commonplace, especially at a busy mid-block crosswalk near the Hillsborough County Courthouse. Drivers and pedestrians also conflict with buses and streetcars that traverse the central business district. The combination of pedestrians, bicyclists, automobiles, and even a cruise ship terminal makes downtown Tampa an environment ripe for new transportation solutions.

Tampa Hillsborough Expressway Authority's (THEA) deployed a unique multimodal, pedestrian and privately owned automobiles program aimed at helping Tampa realize its Vision Zero goals and provided greater access to Downtown. The THEA Connected Vehicle (CV) Pilot equipped hundreds of privately owned vehicles with technology that enables them to communicate with each other and with elements of the transportation infrastructure. Individual drivers get in-vehicle safety alerts. The goals for the CV Pilot were to:

- Increase safety by eliminating crashes and reducing traffic conflicts.
- Enhance mobility by improving travel time and travel time reliability.
- Help sustain the environment by reducing emissions of greenhouse gases.
- Contribute to the development of regulations in the CV space.
- Transform the experience of the drivers and pedestrians.

The THEA CV Pilot began in 2015, when the U.S. Department of Transportation (USDOT) awarded THEA a \$22 million contract as part of its Connected Vehicle Pilot Deployment Program. In 2021, USDOT authorized THEA and its partners to proceed with the next phase – collaboration with auto manufacturers and road operators to provide the next evolution of delivering safer transportation. THEA worked together with Honda Development & Manufacturing of America, LLC (HDMA), Hyundai America Technical Center, Inc. (HATCI) and Toyota Motor North America to deploy vehicles with connected vehicle technology to provide safer and smarter mobility solutions in Tampa Bay to meet the region's unique transportation needs.



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THEA's implementation team that includes Honda Development & Manufacturing of America, LLC (HDMA), LLC, Hyundai America Technical Center, Inc. (HATCI), Toyota Motor North America, DENSO, HNTB, Siemens, the University of South Florida Center for Urban Transportation Research (CUTR), Brandmotion and Playbook Public Relations. Other key partners include the Florida Department of Transportation, the City of Tampa, the Hillsborough Area Regional Transit Authority (HART) and HNTB.

This presentation is to provide an overview of the project as well as findings and results of the CV Pilot.

**Recommended Action:**

None. For information only.

**Prepared By:**

Allison Yeh, TPO Staff

**Attachments:**

[Connected Vehicle Pilot Results](#)



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

2050 Long Range Transportation Plan Initial Steps

### **Presenters:**

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 to 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 population and job data, which are the building blocks of the LRTP. This data will inform future population and employment estimates, development trends, and the transportation demand model. In addition, TPO staff and consultants have begun work on forecasting revenues that will be available for transportation through the year 2050, as well as updating some of the Needs Assessments, including congestion management, crash reduction, freight, and public health.

Staff will present an overview of the LRTP process, and what to expect next.

### **Recommended Action:**

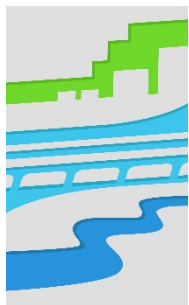
None. For information only.

### **Prepared By:**

Vishaka Shiva Raman and Elizabeth Watkins, AICP, TPO Staff

### **Attachments:**

[Presentation slides](#)



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# Hillsborough TPO

## Transportation Planning Organization

### Board & Committee Agenda Item

**Agenda Item:**

City of Tampa's Quick Build Program

**Presenter:**

Cal Hardie or Kelly Fearon, Tampa Mobility Staff

**Summary:**

Tampa's Quick Build program uses ready transportation materials like paint, signs, and pavement markings in a shorter time and at a lower cost than traditional projects. In January, Mayor Jane Castor announced the completion of an innovative new redesign for Cass Street, filling a critical gap in the city's Green Spine Cycle Track with safer connections for walking and cycling, and driving to and from West Tampa, the University of Tampa, and Downtown.

The quarter-mile project area spans the bridge over the Hillsborough River, reconnecting residents from West Tampa on foot or bike with the Straz Center, the Tampa Museum of Art, Downtown offices, sports arenas, and facilities. It also better connects the Riverwalk across Cass Street. In the past five years, there have been more than 50 crashes along this segment of Cass Street, including one death and one severe injury.

The Cass Street project is the first in the City of Tampa's Quick Build Program, bringing local roadway improvements that can make a positive impact on safety and traffic. The design draws on new, nationally recognized standards for safe street design that are now being adopted in the city's municipal code.



**Recommended Action:**

None. For information only.

**Prepared By:**

Lisa K. Silva, AICP, PLA, TPO Staff

**Attachments:**

None.

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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD  
HYBRID MEETING FEBRUARY 8, 2023  
DRAFT MINUTES**

**I. Call to Order, Pledge of Allegiance** *(Timestamp 0:03:59)*

Commissioner Myers, called the meeting to order at 10:00 AM and led the pledge of allegiance. The meeting was held in person and virtually via WebEx.

**II. Roll Call** *(Gail Reese, TPO Staff) (Timestamp 0:04:24)*

The following members were present in person: Commissioner Gwen Myers, Mayor Andrew Ross, Commissioner Michael Owen, Commissioner Joshua Wostal, Commissioner Pat Kemp, Councilmember Joseph Citro, Mayor Nate Kilton, Charles Klug, Gina Evans, Greg Slater, Adalee Le Grand, Planning Commissioner Hemant Saria

The following members were present virtually: Commissioner Henry Cohen

The following members were absent/excused: Councilmember Maniscalco, Councilmember Hurtak, Board Member Jessica Vaughn

A quorum was met in person.

**A. Vote of Consent for Remote Member Participation.**

**Mayor Ross moved, seconded by Commissioner Kemp; the voice vote, motion passes unanimously.**

**III. Approval of Minutes** *(Timestamp 0:05:36)* – January 11, 2023 and January 25, 2023.

**Chair Myers sought a motion to approve the January 11, 2023 and January 25, 2023 minutes. Owen so moved, seconded by Commissioner Kemp; the voice vote passes unanimously.**

**IV. Public Comment on Agenda Items** *(Timestamp 0:06:00)* (30 minutes total, with up to 3 minutes per speaker) Additional comments made via [Social Media](#) and [Email](#) can be found at the end of these minutes.

- Rick Fernandez – Incorporated written comments by reference. Commented on the motion to withdraw the grant application at the January 25<sup>th</sup> meeting. Stated that the motion was incorrect to the recommendation of TPO Staff. Stated that the recorded minutes and the video are wrong and requested that the record be changed. The Boulevard Tampa concept came from the neighborhoods most impacted by I-275 but is unfamiliar to some of the TPO Board. This is debating two competing visions for I-275, expansion and the boulevard. The expansion has been done for several decades. Boulevard Tampa cannot be fully vetted in three minutes but there is ample material in the public domain and from community advocates. The infrastructure was wrongfully placed and has been compounded. Boulevard Tampa is one component of a vision. It would take years to change; would need sufficient public transit options; and a focus on moving

people instead of cars. A feasibility study as voted on by the Board in 2019, nothing has been done. The actions of January 25<sup>th</sup> will cause further delay.

**V. Committee Reports & Advance Comments** (Rick Fernandez, CAC Chair; Davida Franklin, TPO Staff; and Beth Alden, TPO Executive Director) (*Timestamp 0:09:58*)

**A. CAC – February 1, 2023** (Rick Fernandez, CAC Chair)

- 2<sup>nd</sup> meeting at new start time, a quorum was met. Dr. Jim Davison was in attendance and is on the consent agenda today. Instituting a new meeting of 2 hours from 6P – 8P.
- Approved
  - TIP Amendments on the TPO Board today.
  - Safety Performance Targets – every year, this causes discomfort on the committee. The committee would like to see the target numbers lowered. The amended motion passed with the target of fatalities going from 214 to 200. Learned the impact of losing the sales tax spending which may have lowered the reduction of crashes to 3% versus the 1% which equates to 4 fatalities.
- Status Reports
  - Gibsonton Road PD&E.
  - Special TPO Board meeting passed a motion expressing disappointment in rescinding the grant application.

**B. TAC – February 6, 2023** (Davida Franklin, TPO Staff)

- Approved
  - TIP Amendments. Questioned the high cost of the parking spots at the weigh station.
  - 2023 Safety Targets. There were questions about a correlation between the increased motorcycle and bicycle numbers, possibly due to additional motorcyclists and bicycle facilities.
- Status Reports
  - Gandy Boulevard Bridge PD&E. Information regarding the old bridge was asked about.
  - Gibsonton Drive PD&E Kickoff. It was noted that there is a Caterpillar facility adjacent to the study area and that 11-foot lanes may not be sufficient for oversized vehicles.
  - 2050 LRTP Initial Steps. There was a discussion about millage rates.

**C. LRC – January 18, 2023** (Davida Franklin, TPO Staff)

- Election of Officers, Attendance Review and Declaration of Vacancies
- Status Reports
  - Hillsborough Safe Routes to School Projects
  - 2022 Multimodal Level of Service Report

**D. BPAC – January 25, 2023** (Davida Franklin, TPO Staff)

- Election of Officers, Attendance Review and Declaration of Vacancies
  - Discussed various options for improved attendance
- Status Updates
  - 2022 Multimodal Level of Service Report and 2022 State of the System Report. The committee questioned how safety is factored into the MMLOS numbers for pedestrians and bicyclists.

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



- Recommended the TPO Board approve the consent agenda item, the contract with AECOM.
- (Mayor Ross) TPO Policy discussed keeping the recruitment process for a new TPO Executive Director. Reviewed the high-level discussion. The TPO Policy Committee recommends, unanimously, that the TPO Board conduct the recruitment in-house. Reasoning includes the cost of an outside firm and the time it would take to secure a recruiting firm; this is a specialty niche and in-house resources will be able to identify and reach the possible candidates; it would allow for more direct lines of communication.

**Adalee Le Grande moved to have the TPO Executive Director search be done in-house, seconded by Commissioner Kemp. The roll call vote passed 13 – 0.**

**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.

**VI. Consent Agenda** (*Timestamp 0:25:25*)

**A. Committee Appointments**

- ITS – Michelle Jenkins (EPC)
- LRC – Meagan Winchester (Hillsborough County Development Services)
- TAC – Noliyanda James (Department of Health)
- BPAC – Noliyanda James (Department of Health)
- CAC – Carolyn Brown (Commissioner Myers), Dr. Jim Davison (Commissioner Wostal), Hoyt Prindle (Commissioner Kemp), Sherri Southwell (Commissioner Owen)

**B. Amendment to General Planning consultant Contract with AECOM**

**Motion to approve the committee appointments only by Mayor Ross, seconded by Commissioner Wostal; the roll call vote passed 13 – 0.**

**VII. Action Items**

**A. TIP Amendments: New HART Maintenance Facility, Lighting and Resurfacing Projects, I-4 Truck Parking, and EV Charging Infrastructure** (Roger Mathie, TPO Staff) (*Timestamp 0:27:14*)

- Review of the seven amendments requested by the FDOT to add funds to the FY2022/23 – 2026/27 TIP
  - New HART Maintenance Facility (2 Amendments), addition of \$9,220,000
  - I-4 Weigh Stations Truck Parking (2 Amendments), addition of \$2,541,000 & \$2,291,000
  - SR 60 Lighting Project (1 Amendment), addition of \$7,11,289,000
  - S Dale Mabry Resurfacing (1 Amendment), addition of \$2,534,555
  - I-4 Electric Vehicle (EV) Charging Infrastructure (1 Amendment), addition of \$900,000
- Went over public outreach for these amendments – 14 days prior to the February TPO Board meeting.
- Amendments passed by the CAC and TAC

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

**Presentation:** [TIP Amendments February 2023](#)

**Discussion:**

Clarification was asked about the funding being moved from one place to another in the HART amendment. It is being moved from bus replacement to the heavy maintenance facility. What HART is doing is working on finding funding to move the heavy maintenance facility forward. It is a net gain of \$0. It was noted that the heavy maintenance facilities improve the on-time rates and also help with recruitment.

**Commissioner Kemp moved to approve the TIP Amendments; seconded by Councilmember Citro. Roll call vote passed 13 – 0.**

**B. 2023 Safety Performance Targets (Connor MacDonald, TPO Staff) (Timestamp 0:36:10)**

- Reviewed the performance targets and the requirement.
- Six Categories – went over 2023 timeline.
  - February – Safety
  - March – Greenhouse Gas
  - April – Pavement & Bridge Condition, Travel Time Reliability
  - TBD – Transit Asset Management
  - TBD – Public Transportation Agency Safety Plan
- Five required targets
  - Number of Fatalities on a 5-yr Rolling Average.
  - Rate of Fatalities per 100M VMT
  - Number of Serious Injuries
  - Rate of Serious Injuries per 100M VMT
  - Number of Non-Motorized Fatalities and Serious Injuries
- Two elected by Hillsborough TPO
  - Number of Fatalities
  - Motorcycle Fatalities
- Went over Forecasting Future Performance '26 – '45 – it's TIME survey: provide alternatives to driving, use technologies, reduce congestion.
- Review of annual actual fatalities, projected through 2023.
- Went over the 2022 report card and the takeaways – potential risk factors for crash deaths (national trends), local relations and implementation.
- Review of proposed performance targets for 2023

**Recommended Action: Approve the CY 2023 Safety Performance Targets and recommend approval to the TPO Board.**

**Presentation:** [2023 Safety Performance Targets](#)

**Discussion:**

Clarification was asked on the five-year rolling average and if it is required by the federal government or the TPO. Asked for clarification between the actual year of 2022 and the five-year average. It was asked how serious injuries are being defined. A common definition is life-altering

injuries. It was asked if there was a reported breakdown between bike/ ped/ motorcycle and vehicle crash. That information can be brought back. Hillsborough County is number two in the nation for fatalities. What is happening has to be paid attention to. It was noted that Hillsborough County has the highest rate of fatalities per capita, a Tampa Bay Times article was cited. It was asked where number two came into play. The methodology of the “Mean Streets” report; the statistic being cited is from all crashes. It was noted that the number one is Orlando and seven of the top ten are in Florida. Transit brings more safety and changes to the streets, along with walkability, crosswalks, etc. Need alternative transportation for people including transit, trails, and sidewalks. Government has to do things based on statutes, this is one. This report appears to be a hollow report; it plots historical data to set targets. In the end, if you meet the target, you get a “Yes” meeting the target. This report is an example of a bureaucracy that serves no point. The target is Vision Zero and that should be number one priority. It was asked if lowering the speed limit is considered a “shovel-ready” project. It was asked if the TPO Board can lower the speed limit to save lives by lowering the limit by 10 miles per hour. Speed limits are not considered in the TIP, “shovel-ready” is based on TIP projects. Lowering speed limits is governed by the state. The tool is to design roads where people do not feel comfortable driving at higher speeds. Vision Zero has been an important driver in a lot of what the TPO has done and influenced a lot of the studies and improvements. It was noted that this is an exercise required by the federal government but is also brings attention to it every year. It was noted that the 2023 target is the same as the 2022 target and the motorcycle target is higher. It is the five-year rolling average that is calculating the numbers. The target should focus on reducing the numbers instead of reflecting what the forecast says.

**Commissioner Kemp moved to approve the 2023 Safety Performance Targets; seconded by Mayor Ross. The voice vote passes unanimously.**

## **STATUS REPORTS**

### **C. Gibsonton Drive PD&E Kickoff (Ashley Henzel, FDOT) (Timestamp 1:02:34)**

- Review of the project area – Gibsonton Drive from Fern Hill Drive to US 301, approximately 0.9 miles.
- Went over study objectives and what will be included in the study – adjusting for the increase in volume.
  - Going from 4 to 6 lanes with some turn lanes and bike lanes.
  - In the high-injury corridor and crash statistics
- Went over the existing typical sections and the proposed, additional lanes, connecting sidewalks and/or developing paths.
- Looking at stormwater management and other environmental factors.
  - Have engaged in public comment. Targeting a public hearing in late 2023.

**Presentation Slides:** [Gibsonton Drive PD&E Kickoff](#)

**Discussion:**

Clarification was asked about the rate of crashes in this segment. They are six times the state average. It was noted that the serious injury and fatalities are not like Fowler Avenue. It is a short segment that was identified as one of the top twenty.

**VIII. EXECUTIVE DIRECTOR'S REPORT** (*Timestamp 1:09:34*)

- A. The backup for the status of the MMLOS information is available for resources. Can provide customized reports if requested.
- B. The State of the System report is provided as documentation as well. This will be brought back in May with more information. The federal government does not require this Board to prioritize the dollars in certain ways; they do require information to drive the decisions.
- C. Follow-up item on the Nondiscrimination Plan adopted by the Board about a year ago was evaluating compliance with the ADA. The self-evaluation has been finished; identified some transition steps. This is administrative.
- D. Would like to bring an in-depth discussion about a request from the neighboring MPOs on merging the MPOs from Pinellas, Hillsborough, and Pasco Counties. It will be coming up at the tri-county meeting on March 24<sup>th</sup> in Pasco County. It is being pushed as an in-person meeting. Would like to spend the March Policy Committee meeting working through this complex topic. Would like to go over the federal and state expectations and the regional coordination process. There was a study done on possible MPO consolidation and how other MPOs around the nation are structured. Would like to invite the TMA representatives to the March Policy meeting to have this conversation.
- E. Congratulating this governing Board with their leadership on the Vision Zero Action Plan, things that can be done right away; that is what won Hillsborough County and the City of Tampa the \$40 million in federal grant money.
- F. Florida MPO Advisory Council opportunities include an orientation meeting on Saturday, May 6<sup>th</sup> in Tampa. April meeting of the MPO Advisory Council is in Miami at the end of April and in July in Saint Petersburg. Mr. Klug is the representative and may have some conflicts, may be looking for other volunteers.
- G. Would like to come back to the apportionment plan in the fall after the boundaries of the transportation management area will be released over the summer, there is no specific date at this time.

**Discussion:**

Mayor Ross requested was made for advance information on consolidating MPOs prior to the meeting in order to save time for healthy discussion during the meeting. It was asked if the merging of the MPOs is being driven by the TMA. It has been voted down at least once if not twice already by all the MPOs. Merging would be a real loss to Hillsborough County's decision-making for the county. Examples of other Florida counties merging and being independent were given. There has never been a merger of MPOs in the nation but there have been divorces. It was expressed that it is inappropriate to have the TMA drive this. It was brought up that there are elements in the other counties that each of the counties has an equal number of votes. That is not something that should be entertained when this comes up. It was asked how quickly this can be stopped before it starts; when can the TPO Board take a vote on this? One of the state

representatives from Pinellas County has filed a bill for MPOs; it is not clear what the legislature can do. The bill is not ready for review at this time and is still being drafted. It was noted that Tampa and Hillsborough County are the hubs of transportation in the area; the word “regional” continues to be spoken but the additional funds for HART as being a priority project, at the regional level, was pulled as being a priority. It was noted that the Policy Committee is the subcommittee and is looking for direction. It was brought up that maybe this should be brought before the TPO Board.

**IX. OLD & NEW BUSINESS** (*Timestamp 1:31:11*)

- A. Next meeting is on March 8, 2023.
- B. February 21<sup>st</sup> FDOT job fair.
- C. Save the Date for March 1<sup>st</sup> at noon, Mid-town Tampa Walking Tour.

**X. ADJOURNMENT** – The meeting adjourned at 11:28 PM

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

**Social Media**

**Facebook**

**1/11 (Regarding honoring outgoing TPO Board and committee members at the 1/11 board meeting)**

**Mike Lamarca**

It’s sad that we have turned government into nothing more than a game of participation trophies. So many “awards” for doing what one is paid to do, even if they do a horrible job. Imagine if that energy was actually utilized to better the community?

**1/23 (Regarding the FDOT’s Community Conversation workshop on the I-4/I-275 downtown interchange)**

**Gabrielle Pacatte**

Terrible. This is terrible.

**1/25 (Regarding the Board’s decision to withdraw the Reconnecting Communities Grant)**

**Tom Danahy**

Unless rail mass transit (not Fake BRT) is going to be the centerpiece of any such application, just save us the grief, and punt all this again into the future.

**Tatiana Morales**

Tom Danahy that's what the plan is

**Tom Danahy**

Tatiana Morales It’s just unbelievable that one stinking down midterm election can defeat all the momentum that had been building.

**Walter John Slupecki**

Tom Danahy yep, and even more sad, the same GOPers will put interstate widening north of Hillsborough back onto the TIP. That is now all but guaranteed

**Tom Danahy**

Walter John Slupecki Just another task to rectify in 2 years, but, either way, at least “nothing gets done” works against that, too.

**Dave Coleman**

Tatiana Morales the Statement of purpose of 2 of the new gop electeds is to keep their sections of the county beautiful and safe. I suggest we pull the water pipeline and let them drink toilet to tap with no pressure

**Tom Danahy**

Dave Coleman LOL: they'll be as disappointed then as we are now.

**Dave Coleman**

Tom Danahy I hate politics today.

**Dave Coleman**

So sad how gop and money rule the day

**Dave Coleman**

This guy accusing Hurtak of attacking secretary Gwynn after she questioned him on saying if we do the study the people in the community might get their hopes up. I think this child has long way to go growing up. Proud of yourself gop? Of course you are. Chuds Chudding chuddingly. What a waste of time.

**Vela Christopher**

One question we need to know from Hillsborough TPO

Why did you support the removal of the grant? But stated no reasons?...

**Dave Coleman**

Vela Christopher it was a disgrace. I especially point to the secretary and port authority having their will with uninformed gop electeds. Toss in Meyers now a true republican

**Mike Lamarca**

Dave Coleman I don't want myer. You gonna have to keep her.

**Vela Christopher**

Today was a massive setback. But federal law will allow the Hillsborough TPO to reapply.

But this isn't an excuse to withdraw efforts to continue a path for a nationwide study (not a commitment to build) to see if the boulevard will work.

The Hillsborough TPO staff pretended that the past four years of our time, committee volunteers, and money (there were boulevard lite scenarios run under Irtp and fdot) didn't matter.

Today I had four years of my life turned to vaporware in a second because the non-board-directed TPO staff, for no reason, recommended a rejection of the study.

While I blame the usual Dems my point here is that a public agency took matters into its own hands and slammed its project with no board direction. We had multiple decision bodies today, not one. Secretary Pete Buttigieg

I plan on filing a complaint but I don't know where to begin. I waiting to hear a back from the Hillsborough TPO

**1/26 (Regarding the Board's decision to withdraw the Reconnecting Communities Grant)**

**Jason Ball**

I've lost what little respect I had remaining for this board.

**David Yunk**

Vela Christopher yes, we need answers from staff

**Hillsborough TPO response**

Hi Chris! Thanks for sharing your thoughts at yesterday's meeting and for sending comments in advance. And many thanks to everyone who took the time to share their thoughts regardless of their position. Ultimately, we believed it wasn't in the best interest to apply for the grant when the majority of the board didn't agree with the options that could be studied. Applying for the grant could have caused us to misrepresent the board's position or unintentionally misguide the

Reconnecting Communities Pilot Grant team. But the door is open for us to apply again. If you have any ideas, even incremental ones, that we can include in a future application, please send them our way. ~  
Davida

**Vela Christopher**

Hillsborough TPO Thanks Davida. May I get your number? You can always PM it to me. I do have some further questions.

**2/3 (Regarding National Crossing Guard Day)**

**Space Coast Transportation Planning Organization**

Thank you for sharing!

**2/7 (Posted to the Facebook event page for the 2/8 Board Meeting)**

TPO Board Members:

Please accept this as public comment for consideration during the February 8, 2023 TPO Board meeting.

1. During the TPO "Special" Board meeting held January 25, 2023, a Board member moved to withdraw the Reconnecting Communities Grant Application. The motion incorrectly stated TPO Staff had recommended withdrawal. In fact, TPO staff recommended the Board "consider withdrawal of the grant application". The record, as reflected in the meeting minutes and video is inaccurate. Please have it corrected.

2. The vision of Boulevard Tampa (the conversion of some portion of the I-275 corridor, north of I-4, to an at grade boulevard) has percolated out of the neighborhoods most negatively impacted by the I-275 corridor for over 60 years. It has evolved over a period of seven years, aided masterfully by the academic and professional work of Joshua Frank.

While a concept well known to many reading this message and throughout our urban core, #blvdtampa is unfamiliar to some of you. I have chosen to accept this Board's vote to withdraw the RCP Grant Application as secondary to that lack of familiarity and fear of the unknown that sometimes follows.

We are debating two competing visions for the I-275 corridor, north of I-4. One known all too well. The other, still in formation locally but exemplified in other jurisdictions.

Vision 1 (clarified by 60+ years of history) involves highway expansion in perpetuity, induced demand, more cars, pollution and noise, reduced property values, negative health impacts and bifurcated communities. This vision is our community "normal" and, in the absence of any alternative, informs our day-to-day transportation policy.

Vision 2, including Boulevard Tampa, cannot be fully vetted here. There is ample material in the public domain for those interested. #blvdtampa

This Interstate infrastructure was wrongly placed. The wrong has been compounded year after year. Boulevard Tampa is one component central to envisioning an alternative future.

It would take years to manifest the vision of Boulevard Tampa. Probably more years than I have left in this life. We would first need to provide effective public transportation alternatives. That is clearly not happening anytime soon. But we can begin planning for that future today.

A feasibility study was recommended by the TPO CAC and endorsed by the TPO Board in 2019. We have yet to take the first step to fund that study. The action taken by this Board on January 25, will further delay that step. But the idea will not die. In the meantime, whether by design or neglect, we are left with no alternative but to repeat the wrongs and mistakes of the past. Those wrongs and mistakes are now on each of you to be further perpetrated or corrected. That's your challenge, individually and as a Board.

Respectfully Submitted,  
Ricardo (Rick) Fernandez  
2906 N. Elmore Ave.  
Tampa, FL 33602  
Tampa Heights



## Twitter

### **1/14 (Regarding MLK Day)**

#### **AmeriCorps**

Check out in-person + virtual opportunities to help create Dr. King's #BelovedCommunity in your neighborhood and across the nation this weekend, on #MLKDay, and all year long:

<http://AmeriCorps.gov/VolunteerSearch>.

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

## Email

**From:** Rick Fernandez

**To:** Cheryl Wilkening; [lynn.hurtak@tampagov.net](mailto:lynn.hurtak@tampagov.net); [cohenh@hcflgov.net](mailto:cohenh@hcflgov.net);  
[guido.maniscalco@tampagov.net](mailto:guido.maniscalco@tampagov.net);

[Joseph.Citro@tampagov.net](mailto:Joseph.Citro@tampagov.net); [jessica.vaughn@hcps.net](mailto:jessica.vaughn@hcps.net); [kempP@hcflgov.net](mailto:kempP@hcflgov.net); [MyersG@hcflgov.net](mailto:MyersG@hcflgov.net);  
[legranda@gohart.org](mailto:legranda@gohart.org); [aross@templeterrace.com](mailto:aross@templeterrace.com); [bobf@tampa-xway.com](mailto:bobf@tampa-xway.com); [cklug@tampaport.com](mailto:cklug@tampaport.com);  
[greg.slater@tampa-xway.com](mailto:greg.slater@tampa-xway.com); Comm. Hemant Saria; [jlopano@tampaairport.com](mailto:jlopano@tampaairport.com);  
[wostalj@hillsboroughcounty.org](mailto:wostalj@hillsboroughcounty.org); [owenm@hillsboroughcounty.org](mailto:owenm@hillsboroughcounty.org); [panderson@tampaport.com](mailto:panderson@tampaport.com);  
[sbernstein@fisherphillips.com](mailto:sbernstein@fisherphillips.com)

**Cc:** [LawsonL@hillsboroughcounty.org](mailto:LawsonL@hillsboroughcounty.org); [marlowj@hillsboroughcounty.org](mailto:marlowj@hillsboroughcounty.org); Beth Alden; Johnny Wong;  
Davida Franklin;

CT Bowen; [justin@cltampa.com](mailto:justin@cltampa.com); [ogearge@tampabay.com](mailto:ogearge@tampabay.com); "Lena Young"; [frank.joshua1@gmail.com](mailto:frank.joshua1@gmail.com);  
Mauricio

Rosas; "Chris"; [mcooksonfl@mac.com](mailto:mcooksonfl@mac.com); "Michelle Cookson"; Rick Fernandez; [Bill.Carlson@tampagov.net](mailto:Bill.Carlson@tampagov.net);  
[Orlando.Gudes@tampagov.net](mailto:Orlando.Gudes@tampagov.net); [Charlie.Miranda@tampagov.net](mailto:Charlie.Miranda@tampagov.net); [luis.viera@tampagov.net](mailto:luis.viera@tampagov.net)

**Subject:** Public Comment \_ TPO Board Meeting February 8, 2023 \_ Rick Fernandez

**Date:** Tuesday, February 7, 2023 12:25:01 PM

TPO Board Members:

Please accept this as public comment for consideration during the February 8, 2023 TPO Board meeting.

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Respectfully Submitted,  
Ricardo (Rick) Fernandez  
2906 N. Elmore Ave.  
Tampa, FL 33602  
Tampa Heights

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

## Summary of Committee Reports and Public Comments – February 2023

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The Technical Advisory Committee met earlier this week and their notes are not in the committee report that you received. This summary serves as their report committee report.

Items pertaining to action items:

- TIP Amendments: New HART Maintenance Facility, Lighting and Resurfacing
  - Approved by the Citizens Advisory Committee
    - Several committee members said purple-colored streetlights are a distraction and ineffective as a safety measure
    - Some members requested that D7 communicate with TECO to ensure that no defective equipment is installed
  - Approved by the Technical Advisory Committee
    - Noted that there is no bike path along the corridor on State Road 60 for the new lighting; perhaps that could be something that could be considered
    - Questioned the cost of the truck parking spaces at the I-4 weigh stations, because they would be at existing weigh stations
    - However, noted that truck parking is more expensive than it may seem, and the area where the additional spots are going is a ditch
    - Also noted that the numbers seem in line with other projects around the country
- 2023 Safety Performance Targets
  - Approved by the Citizens Advisory Committee
    - Uncomfortable and unhappy with Hillsborough County's historical safety performance
  - Approved by the Technical Advisory Committee
    - Noted that it is good to see design elements being used for safety
    - Good that trends are going down for the most part
    - Discussed the increase in motorcycle and the pedestrian number fatalities and possible correlation to increased motorcycle drivers or bicyclists due to additional facilities
    - Asked if the 2023 could be lowered
    - Asked why 2021 was such an abnormality
    - Noted that it would be relevant to show how many vehicles and motorcycles are on the road in the numbers presented because it seemed that the number of actual vehicles on the road is increasing

Items pertaining to status reports:

- Gibsonton Drive PD&E Study Kickoff
  - Reviewed by Citizens Advisory Committee
  - Reviewed by Technical Advisory Committee
    - Noted that this corridor is very busy and the intersection at 301 and Gibsonton is very congested.
    - Concerned that the eleven-foot lanes may not be enough, because there is a Caterpillar facility here and they bring in a lot of oversized vehicles
    - Also noted that the interchange has a lot of customers that walk, bike due to the Walmart close by



- Noted that the Walmart of Gibsonton is one of the higher ridership stops for HART

### **Summary of Public Comments – February 2023\***

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#### **\*Comments received through email and social media**

On social media and through email we received comments from about a dozen community members who were concerned about the decision to withdraw the Reconnecting Communities Grant application.

We did not receive any comments regarding today's TIP amendments.

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

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