



# Hillsborough TPO Transportation Planning Organization

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## Meeting of the Citizens Advisory Committee

Wednesday, June 1, 2022, at 9:00 AM

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:

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Presentations, full agenda packet, and supplemental materials are [posted here](#). Please 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: Michael Rempfer 813-273-3774.

### 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](#).

**I. Call to Order & Introductions** 9:00

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

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

**III. Chairman's Request:** *Per the TPO Bylaws, all speakers are asked to address only the presiding Chair for recognition; confine their remarks to the question under debate; and avoid personalities or indecorous language or behavior.*

**IV. Public Comment** - 3 minutes per speaker, please 9:15  
*Public comments are welcome and may be given at this meeting virtually by logging onto the website above and clicking the "raise hand" button. Staff will unmute you when the chair recognizes you.*

**V. Minutes** 9:25

**A. Approval of Minutes (May 4, 2022)**

## VI. Action Items

- A. Transportation Improvement Program (TIP) Update, FYs 2022/23 – 26/27 9:30  
(Johnny Wong, TPO Staff)

## VII. Status Reports

- A. FDOT Urban Corridor Improvements 11:00  
(FDOT Representative)
- B. Hillsborough County Corridor Planning and Preservation Best Practices Study 11:20  
(Kristine Williams, CUTR and Sarah Caper, Hillsborough County)

## VIII. Unfinished Business & New Business 11:40

- A. Next CAC Meeting: July 14, 2022
- B. Vote on Next Month's Agenda Topics

## IX. Members' Interests & Future Topic Requests 11:45

## X. Adjournment

## XI. Addendum

- A. TPO Meeting Summary and Committee Reports
- B. Fact Sheet: I-75 Big Bend Road Interchange construction and announcement of June 7 open house
- C. Fact Sheet: SR60 Median Modification and announcement of June 14 hearing
- D. Asphalt Art Safety Study
- E. [Passenger Rail Workshop Slides, MPOAC Freight and Rail Committee](#)

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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**HILLSBOROUGH COUNTY  
TRANSPORTATION PLANNING ORGANIZATION  
CITIZENS ADVISORY COMMITTEE  
HYBRID MEETING OF MAY 4, 2022**

**I. CALL TO ORDER**

Chair Roberts called the meeting to order at 9:07 AM.

**II. ROLL CALL AND DECLARATION OF QUORUM** (Gail Reese, TPO Staff)

Members Present In-Person: Bill Roberts, Rick Fernandez, Hoyt Prindle, Meaza Morrison, Nicole Rice, Christine Acosta, Nicholas Glover, Don Skelton, Jr., Ed Mierzejewski, Sharon Gaumond, Terrance Trott, Joshua Frank

Members Present Virtually: Carolyn Brown, Steven Hollenkamp

Members Absent/ Excused: Christina Bosworth, David Bailey, Aiah Yassin, Artie Fryer, Jonathan Knudsen, Rick Richmond

Others Present In-Person and Virtually: Johnny Wong, Beth Alden, Davida Franklin, Amber Simmons, Elizabeth Watkins, Michael Rempfer, Lisa Silva, Connor MacDonald, Allison Yeh, Wade Reynolds, Vishaka Shiva Raman (TPO Staff); Gail Reese (Plan Hillsborough Staff); Alvaro Gabaldon (Planning Commission Staff); Christopher DeAnnuntis (HART); Siao Si Fine, Brian Hunter (FDOT District 7)

*An in-person quorum has been met.*

- A. *(Timestamp 0:01:42)* **Chair Roberts called for a Vote of Consent for Remote Member Participation; Nicholas Glover so moved, seconded by Sharon Gaumond.**

**Voice vote, the motion carries with a majority and one nay vote.**

- III. CHAIRMAN'S Request:** *(Timestamp* Per the TPO Bylaws, all speakers are asked to address only the presiding Chair for recognition; confine their remarks to the question under debate and avoid personalities or indecorous language or behavior.

**IV. PUBLIC COMMENT** *(Timestamp 0:02:22)* - None

**V. APPROVAL OF MINUTES** *(Timestamp 0:03:50)*

- A. **Approval of Minutes – April 6, 2022 and April 26, 2022**



**Rick Fernandez moves to approve the April 6, 2022 minutes, seconded by Nicholas Glover. Voice vote, the motion passes unanimously.**

Corrections noted: Minutes for April 6, 2022 under Member's Interest, Josh Frank's comments, change "Police" to "Policy". "XXX" changed to benches. And for Terrance Trott's comments, would like a status on the I-275 Boulevard project. *(Corrected on 5/4/2022 by Gail Reese, Recorder)*

**Discussion:**

It was noted that the format of the minutes has changed from very detailed to more summarized. This is acceptable but would like to make sure the recording timestamps are in the minutes.

**VI. ACTION ITEMS**

**A. Public Participation Plan: Measures of Effectiveness Report** (Davida Franklin, TPO Staff)  
*(Timestamp 0:10:50)*

- Went over why we do this report, why public engagement is important
- Review of categories
  - Visibility & Productivity – went over statistics and public visibility
  - Participation Opportunities – individuals who have attended Board and Committee meetings, speakers, received agendas, and event participation
  - Public Interest & Feedback – review of activities
  - Public Input – outreach events for studies and how input drives recommendations
  - Community Engagement – FLiP Jr., Remembrance Walk, Garden Steps, Gulf Coast Safe Streets Summit, and many more
  - Input Results – review of recommendations from 2020 – created FLiP Jr. program, One Minute Matters videos, hybrid engagement through pandemic, TIP Amendment pilot.
  - 2022 Recommendations – Increase digital and social media tools to increase engagement, provide more clarity about the TPO's role and responsibilities in the transportation planning process, use focus groups more often, build a culture of awareness

**Presentation:** [Public Participation Plan Measures of Effectiveness](#)

**Draft:** [Measures of Effectiveness Report](#)

**Recommendation:** Approve the draft report and forward it to the TPO Board for approval.

**Discussion:**

Appreciation for the work on this report was expressed. It was noted that on page 30 under the Major TPO Projects, the last paragraph is incorrect about what occurred at the meeting. Ms. Franklin will work with Beth Alden on this. It was also brought up that the Tampa Heights and Seminole Heights public outreach on the DTI project was a failure and that was acknowledged by members of the TPO Board including Chair Cohen. This concern has recommendations in this report for improvement to better engage the public. It was requested that as part of the public engagement, the cons of projects should be clearly shown as part of presentations. Currently,

most projects strongly call out the pros and don't bring up the cons. This is where the TPO could fill in with the community.

It was noted that the view rate for the YouTube videos is likely not unique users as some people watch portions of or the entire video multiple times. There was concern over the paper publishing and signs as a waste of resources and money. The public meetings bring in paid consultants that may not be currently engaged; there is a lot of printed material that is not used; in the example of Plant City, Plant City is self-sufficient and huge developments are going on there consuming a lot of lands; and the road signs that are posted are single-sided and pan-handlers use them. It was asked why faith-based organizations are going to be reached out to. They don't pay taxes. These organizations are the first on the reach-out list to engage the people that they serve because of their broad base. It was noted that the public outreach should be to community organizations, environmental organizations, high schools, and universities. It was suggested that using the public in videos may have more impact on social media platforms.

Clarification was requested on the public speaker numbers if that was individuals or total. The 56 was for the TIP hearing, there is a second grid for the number of public comments. It was brought up that the best work for public engagement was done by Dayna Lazarus for the Nondiscrimination Plan in the form of going out into the public. The idea of increased focused groups and reaching out to organizations is good but along with going to where people are, it is important to provide things like childcare and a meal for people to be able to come out and engage. It was also noted that the implied language of the Vision Zero sign is to the system user. This type of messaging does not work and should be directed toward system designers. It was also recommended that a small stipend be offered to focus groups for their continued participation.

It was stated that this report is showing a "rosy" picture of public engagement but is not showing acknowledgment of the areas that have not been done well. The flaws need to be talked about to show how we can do better.

It was asked how Hillsborough County is doing in comparison to other municipalities and counties in the region. Other MPOs and organizations have noticed that social media is very competitive. Hillsborough County is trying to do more targeted posts. They did not produce comments, but they produced "shares" and then comments on the shares, which are not considered public comments as they are not on the government site. It has also been noted that it is very difficult to get people involved in government unless they feel it is something that harms them. Looking at the City of Tampa's social media and are looking for community partners to help be the voice.

Clarification was asked if the report is addressing how public engagement is moving forward to get more people involved and not what has already happened. The report looks back at the previous two years, what has happened, and where the TPO can improve. The TPO uses quantitative measures to show how we are doing. The recommendations are an acknowledgment that an effort is being made to improve the public engagement game. There is not a lot of detail on how that will happen as this is a work in progress.

It was noted that, on several occasions, CUTR has reviewed the long-range and the public participation process for all the MPO/TPOs in the State of Florida. The Hillsborough MPO is one of the leaders in the overall quality of what they do in public participation. It was stated that the

majority of the population is interested in going to work, going home, and living their life; government engagement is not in their priorities.

It was asked about how much money was spent on outreach programs; how much time is spent in teams trying to get messaging out; and Florida has a system that favors developers and not the public. It was noted that the public doesn't know the agency exists. This is being addressed in the recommendations. It was asked if the TPO has responsibility for FDOT projects. FDOT is responsible for the outreach; whatever information they share with the TPO is shared with the public. It was asked what the goals look like based on the recommendations being made to measure the effectiveness of the recommendations in the report.

In summary, the CAC has heard the recommendations, it's all in the details; more details and specific plans that can be provided and implemented will lead to a more successful public outreach program overall.

**Nicholas Glover moves to accept the report and recommend it to the TPO Board, Don Skelton, Jr. seconded.**

**Hoyt Prindle moved to amend the motion approve to include the concerns raised in the discussion. Seconded by Don Skelton, Jr. Voice vote, the motion passes unanimously.**

Nicole Rice requested to make sure that the TPO Board understands that the CAC would like to move the Public Participation Plan forward but that specific aspects need to be addressed as commented during the discussion. This action will be in the written report and the Chair will also report on this to the TPO Board.

**Roll call vote to approve the report and recommendations as amended to the TPO Board passes 9 – 4 with one non-vote.**

**B. FY 23 & FY 24 UPWP** (Amber Simmons, TPO Staff) (*Timestamp 1:12:36*)

- Review of what the UPWP is and its purpose and the steps in the Biennial Update
- Went over Major Planning Tasks.
  - Showed the six tasks and the new task 7 which is a Regional LRTP (shared funding)
  - Review of the budget and where funding comes from.
  - Went over the summary of FY 21 and 22 projects
  - Current DBE is at 14.5% of projects, state goal is 10.5%
  - Review of UPWP Development Schedule
  - Showed this year's partner agency requests for planning and analysis, critical path projects for FY 23 & FY 24, and other recommended projects
  - Updated projects with approximate costs per the request of the CAC (I-275 Conversion Study, Phase 1)
  - Reviewed projects in progress that will conclude in FY23

**Presentation:** [FY 23 and FY 24 UPWP Adoption](#)

**Website:** [UPWP website](#)

**Recommended Action: Approve the FY 23 & FY 24 UPWP.**

**Discussion:**

There was a question about the DBE goals and whether the TPO would consider upping their percentage goal. The TPO goes by the State goal of 10.65% but strives to exceed that goal. It is a Statewide procedure because the MPOs receive federal funding through the State and grant administration. It was asked if there was a prohibition on setting a goal higher. That can be directed to Staff.

For the project from Sligh to Nebraska, it was noted that it would make more sense to extend that to 15<sup>th</sup> Street as there are other projects on 15<sup>th</sup> going on. Suggested that this project be looked at from Armenia to 15<sup>th</sup> Street.

For the I-275 Conversion Study, it was asked where the \$150K estimate comes from. It came from a scope of work and budget estimate from Sam Schwartz that was likely provided to the CAC in the past. Would like to see this moved forward as a Member's Interest topic, and what Phase 1 would look like. This has not been prioritized by the Board to this point as the money was moved to other priority projects. If the full study cannot be followed through, does it make sense to start this study based on the limited resources? With the new grant program in the Federal Infrastructure Law, there is an opportunity to go after more funding than the Phase 1 estimate. Will need to look at the details of the program when they are released to decide what to go after.

**Ed Mierzejewski moved to approve the UPWP for FY23 and FY24 and move to the TPO Board for approval, seconded by Rick Fernandez.**

**Discussion:**

It was asked about the CSX Corridor and if that includes the feasibility study for rail and trail, just rail, or if it has yet to be defined. It is yet to be defined. It was noted that the \$150K for the I-275 Conversion Study was much lower than other studies noted in the UPWP.

**Voice vote, the motion passes unanimously.**

Joshua Frank asked TPO Staff to come back to the committee with avenues for potentially increasing the DBE goal for the TPO.

**C. TPO Membership Apportionment (Elizabeth Watkins, TPO Staff) (Timestamp 1:34:08)**

- Review of background and requirements.
- Went over considerations – heard different concerns from the TPO Policy Committee and others.
  - Government in the Sunshine Law
  - Accountability to Residents. Analyzed 17 MPO/TPOs across the state of Florida, Hillsborough County has the least amount of elected officials making up the vote.
  - Population growth and the percentage of growth in the unincorporated county.
- Review of three Scenarios.
  - Showed breakdown of proposed votes on the TPO Board and summary table.
- Went over proposed TPO Board votes versus the 2020 census data.

**Presentation:** [Hillsborough TPO Membership Apportionment Plan](#)

Draft: [TPO Apportionment Plan Draft](#)

**Recommendation: Consider and provide comments on the apportionment plan and forward it to the TPO Board.**

**Discussion:**

It was pointed out that the status quo of the TPO Board is that members from THEA, Port Tampa Bay, and the Aviation Authority, for example, the average public cannot meet with those representatives. There is a conflict of interest where these agencies are voting on things that impact their agencies. It was expressed that this is a good direction for the TPO Board to move in and happy to see this analysis and work done. It was noted that the agencies have elected officials on their boards. It was pointed out that in the Code of Federal Regulations Section 450.310 Metropolitan Planning Organization Designation says that “each MPO that serves the TMA designated or re-designated shall consist of local elected officials, officials of public agencies that administer or operate major modes of transportation...”. The State statutes say “may” where the federal statute says “shall”. It was brought up that the leaders of the agencies may be willing to meet with citizens. Several TPO Board members have huge expertise in transportation in general. It was noted that the representatives to the TPO Board from the agencies are not agency board members and can vote differently than their boards direct. It was also stated that the agencies will still be technical advisors at the table. It was said that the Sunshine Law impacts decision-makers getting good advice because it could be a violation if a member were to contact someone from the agency on the Board for information.

**Terrance Trott moved to accept the apportionment plan and forward it to the TPO Board, seconded by Joshua Frank. Roll call vote, the motion passes 10 – 4.**

There was discussion on whether or not those who voted NO should identify who they represent. It was indicated that the CAC membership and the vote are public information.

## **VII. STATUS REPORTS**

**A. Chair Roberts inserted the following: (Timestamp 1:56:21)**

- A request received by TBARTA for those members of this committee, on a voluntary basis, to support the funding for TBARTA that was pending as the result of legislative action. The legislature approved two funding bills for TBARTA, one for Transportation Disadvantaged (\$1 million) and one for an operating budget item (\$375K). These items are sitting on the Governors desk. TBARTA has asked for support for the funding to be approved. Johnny Wong will have the information. A decision is expected in the next week to ten days.

**B. Live. Grow. Thrive. Tampa Comprehensive Plan Update (Amber Simmons, TPO Staff) (Timestamp 1:58:13)**

- Update to the City of Tampa’s Comprehensive Plan, currently in the first phase, updating the planned vision.
- Review of what the Comprehensive Plan is, how it works, and what is in it.

- Incorporating previous plans and outreach done by the City of Tampa, the Planning Commission Staff, and the TPO Staff. Have about 10,000 responses that the vision is preliminarily based on.
- Current themes are Live Grow Thrive
- Reviewed timeline
- Asked that the committee go to the website and take the survey and share it with others they know.

**Presentation:** [Live Grow Thrive 2045](#)

**Website:** [Live Grow Thrive 2045: Tampa Comprehensive Plan Update](#)

**C. Transportation Improvement Plan (TIP) Priorities Update: Preliminary Draft** (Johnny Wong, TPO Staff) *(Timestamp 2:04:18)*

- Review of background information. The LRTP is the 25-year plan; the TIP represents the detailed version of the LRTP.
- Important TPO planning project and went over the approval process.
- Three sections:
  - Projects that are programmed for construction will remain in Table 1 until they are complete.
  - Table 2 is the list of candidates for new funding and seeking funding.
  - Table 3 is all other projects. Any project that has funding over the next five years; many fall into miscellaneous categories along with local CIP funding projects.
- Went over Table 2 in a bit more detail as this is what is approved each year.
  - TPO staff use criteria for prioritization
  - Make recommendations on funding to go over
  - Once adopted, the projects are placed on the TIP Tool on the website.
- Table 1 has been reformatted to make it clearer and easier to understand
  - Removed some projects as they have been completed
  - Went over new items for this year; projects that received funding
- Table 2 is the priorities list
  - State of Good Repair & Resilience – percent of transit assets that are not in a state of good repair.
  - Vision Zero – received a lot of requests for this area. Had to add additional filters to assist in prioritizing. If there was no funding identified, it moved down the list. Used criteria to identify projects in high-crash corridors and then ranked projects near disadvantaged communities to break ties in the crashes per mile.
  - Smart Cities – improve reliability.
  - Real Choices When Not Driving – look at population density within a certain distance of paths and trails. Because there were so many safety projects, some were shifted here.
  - Major Investments for Economic Growth – connect people to jobs or are somewhat expensive for the TPO to use discretionary grants. If there was a safety project that was more than \$5 million, they were put into this category.
- Next Steps – a little more than a month away from the public hearing

- Regional Coordination – waiting for their priorities to be finalized
- Went over the TAC’s homework assignment for their quality check on Tables 1 & 2 for accurate status
- 30-day review coming up soon, public notice
- CAC will see this one more time for final comment and approval on June 1, 2022
- June 8<sup>th</sup> is the TIP public hearing.

**Presentation:** [TIP Preliminary Draft](#)

**Discussion:** *(Timestamp 2:25:50)*

Chair Roberts noted that this is one of the most important issues that come before the committee. Encouraged the members to become as familiar with it as possible before voting in June.

Appreciation was expressed for the highlighting. It was noted that there is a column that has been added showing where a project is in the process and if it has passed the point of no return. It was asked about the “NA” and what that represents in that column. It represents that there is no indication of where that is in the development/ delivery process. Not all projects go through the same process. It is a “question mark” on the project. It was noted that there are a lot of “yes” projects. Concern was expressed that there are a lot of projects being added that are past the point of no return immediately and that it goes against the process. New projects being added should not be past the point where something can be done to impact the project. That comment is taken seriously. In taking a look at the Public Participation Process, will be looking at a way to bring information to the committee as soon as possible. The focus should be given to the projects that have funding recommended for this year.

It is appreciated that this document is becoming clearer each year. It was asked about what an “FPN” is. Those are project numbers that can be tracked through the process. Clarification was asked for regarding project limits. It was noted that signals are needed at Rome Avenue and Columbus; this project’s limits do not include the intersections. When project limits are received, it is assumed that the intersection improvements are included unless otherwise stated in the scope. This is not a hard and fast rule.

It was asked how to be most effective in motions on the TIP. It was asked about allocation, but the TPO is not a funding body and would like clarification. The TIP is deciding about the funds that the TPO does have discretion over. It is a collaboration effort; work with FDOT on the priorities that receive the transportation block funding. FDOT comes to the TPO for NSU allocation of funds. It was asked if it is possible to prioritize the projects indicated with SU funds since those are the projects that the TPO has control of the funding. There are limitations to that as SU funds are a fraction of the total funding. The portion of funds that the TPO has discretion on is about \$20 million. The priority list identifies projects that the TPO can assist in going after funding. It was asked if the projects that the TPO goes after funding for could be indicated. Funds don’t go through the TPO; the TPO tells FDOT to release the funds to projects.



It was asked what the difference is between major and minor job clusters, specifically a project on line 71 that is Gibsonton and I-75. It was noted that the majority of people represented by the TPO are in Unincorporated County. Job clusters are built on an analysis based on key economic space and a cluster of at least 5K jobs in the current year is a key economic space. Major clusters would be West Shore, Downtown, and University Area and connecting to those centers. We are forecasting into future years. There are 12 – 14 key economic spaces in the county. Priority is given to the major ones and West Brandon may have been included with the other three. Major is more than 50K jobs in the current year.

It was asked about a project at Symmes and Balm-Riverview for a roundabout that was approved by the citizens last year. It is not on the Priority List. Staff will check on this project and see if it might be on the county funding list.

It was asked about the categories, goals, and bullet points of projects, and noted 2045 traffic volume to capacity ratio and 2045 delay reduction per centerline mile and how this is factored and whether or not it includes induced demand. Specifically, to line item 79. The additional volume will follow with additional development. No, induced demand is not included in the calculation. The only corridors that include that information are major road improvements. It was noted that this should not be relied upon as it won't reduce delay but will increase it due to the induced demand. Would hope that the TPO would establish a better way. TPO Staff is open to removing the reduced delay and replace with something more meaningful like impact on Communities of Concern. It was suggested that the idea of reducing trips off the system long-term would be a better measure.

Dr. Wong reviewed the Prioritization criteria at this point. *(Timestamp 2:54:50)*

- Column J on Table 2
- State of Good Repair - % of transit assets that are not in the state of good repair. The higher the %, the higher the ranking
- Safety Project – safety is getting worse. Prioritized readiness and sorted by projects seeking construction funds, design, study, and all others. Looked at locations with the worst crash history. Then, with projects that were a tie, used the positive impact on an environmental justice area.
- Smart Cities – projects using the smart cities matrix score highest, the top three earn a spot at the top of this list.
- Real Choices – any safety project that has fewer than three crashes per mile, population density within a comfortable walking distance of a path, and the population/ job density within walking distance of transit access
- Major Projects – first sort is forecasted job density, projects that begins and ends in major job cluster, then begin and end in minor job clusters, then projects that don't connect job clusters.

#### **VIII. UNFINISHED BUSINESS & NEW BUSINESS** *(Timestamp 0:00:00)*



- A. **Review of minutes that needed clarification from the approval at the beginning of the meeting.**
- B. **Next CAC Meeting June 1, 2022**
- C. **Future topic requests can be sent to Johnny Wong.**

**IX. ADJOURNMENT** *(Timestamp 3:03:15)*

Meeting adjourned at 12:10 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 COUNTY  
TRANSPORTATION PLANNING ORGANIZATION  
CITIZENS ADVISORY COMMITTEE  
HYBRID TIP WORKSHOP OF MAY 4, 2022**

*(Timestamp 3:14:53)*

Members Present In-Person: Rick Fernandez, Nicole Rice, Don Skelton, Jr., Joshua Frank,

Members Present Virtually: Steven Hollenkamp

**TIP QA**

*(Timestamp 3:16:15)* The Florida Avenue project has been split into three segments and TB Next was asked about. This is a Major Investment project that will add capacity. It was noted that this seems to be connected to rapid transit and is also referenced in Table 2, #8, under Vision Zero. The project has been chopped up in a number of ways. Portions are under The Heights Mobility Plan. It is not sure what the funding source/plan at this time. It seems that this is a threat to take projects away from the BTR arterial. Have been spending some time with the HART BRT segment that is funded with the RAISE Grant, south of MLK, which will include the bus lane. The costs for this project have gone up a lot. The City of Tampa is working on its stormwater drainage system. The system is a joint system under city and state roads. It's integrated with the transportation system. This is a full reconstruction of Florida Avenue south of MLK. TPO Staff is following the paperwork to make sure the bus lane is included. Several pieces of the project are fully funded including pedestrian crossings in 2023. It was asked if the intention for the bus lanes and the BRT project was to fund bus replacement for the #1 or to move MetroRapid over from Nebraska and how this project would shake out. It would be better than MetroRapid with dedicated lanes and signal prioritization. TPO Staff is pushing for FDOT to move the bus lanes into the reconstruction project. The project south of MLK will include the #1, #5, and #6.

It was asked how we make the TIP work for the county instead of redoing the same sections over and over and over.

*(Timestamp 3:32:47)* #23 Fletcher from Florida to Nebraska, it was noted that Fletcher was redone not that long ago as a Complete Streets project in the 2000s. It was asked if there is any metric that is being used in terms of equity to see if there are neighborhoods that see more investment than those that haven't. It was brought up that there are five intersection improvements in South Tamp. There are other areas of the city that have not seen investment but Bay to Bay is on the list and has seen a lot of investment. The Fletcher project is a different section that is on the top 20 crash list and has not been addressed yet. When projects are submitted, Environmental Justice is one criterion that is looked at and is currently used as a way to break ties.

Bird Street from Florida to Nebraska along with Yukon was asked about. It was noted that it would be good to coordinate with HART on these and the transfer center in that area could use some attention. Perhaps think of these three together. It was also mentioned that it seems a lot of the City of Tampa projects show more information needed. Is hoping to see more information before the point of no return is reached. It is difficult to vote on projects without information. Adamo Drive with the Greenway gap and at 26<sup>th</sup> Street Intersection; the intersection, the YCDC is in the procurement phase for a consultant to do an Adamo Corridor Plan in terms of land use and design. Wanted to mention that there is a study coming and isn't sure if these projects may conflict with the study. The 26<sup>th</sup> Street project is a signal replacement. Brush Street supporting Water Street development was also brought up (#61). It seems that the population density is low right now and it is hard to support projects that don't have much information. This one may be supporting private citizens versus the county as a whole and developers may stand to profit from it.

*(Timestamp 3:30:35)* Dale Mabry and Spruce, under Real Choices, #52; more information was asked for on this project as it seems it could be for the plaza development in that area. There was some discussion that the developers should be paying for this and not using federal money. This intersection has been a problem for a while. Development is going to attract and generate trips. It was asked who is recommending this type of funding. The TPO is recommending it. The Follow-up discussion was around leveraging impact fees to fix this. This project is looking at one portion instead of the cascade it creates. The study should go from Boy Scout and Columbus to Kennedy. It was asked if there are any studies of the Dale Mabry corridor with dedicated bus lanes; this needs to be a bigger picture and the TIP doesn't seem to have that sort of thing in it.

*(Timestamp 3:51:20)* US 301 expansion from Fowler to 56<sup>th</sup>, it was asked if it was in the TIP. The widening is not in the TIP however, operational improvement at the bookends and intersection improvements requested by citizens are in Table 2, priority #16 under Vision Zero. FDOT has communicated that they are looking at curb and gutter improvements along this stretch.

*(Timestamp 3:54:49)* Additional questions were asked about whether or not there is a study to connect the areas along the Dale Mabry corridor leading to Kennedy as the Dale Mabry and Spruce item is for design. TPO staff will look into that.

*(Timestamp 3:57:16)* A TIP amendment was approved in May 2021 for right-of-way acquisition in VM Ybor; it was asked where that amendment process appeared in the TIP. It was approved for the previous fiscal year and would not show up. It was asked where someone could find the status of that amendment. Referred to FDOT. The funds were dispersed to the implementing agency; after that, the TPO does not follow the funds. The DTI is now in Table 1 in the next to last line item in Major Projects. It is broken up into three individual lane movements, each with their own FPN number. It was noted that the descriptors do not describe the lane movements. The committee voted to strike two amendments from TIP amendments in March of 2022. Amendment 8 is now referenced in FPN 056-2, WB I-4 to SB I-275. Amendment 9 is now referenced in FPN 057-1, SB I-275 to EB I-4, the flyover ramp. The third lane movement is the first line item of that grouping, FPN 0511, WB I-4 to NB I-275. In the column of project status listings on these items and why they are not listed as in procurement as contractor selection is to happen in June 2022. It was clarified that the average citizen is going to be looking for things that are going to be constructed in a particular time frame; procurement is an administrative process. Not opposed to using that descriptor but

noted that it is not a typical one used, will check with FDOT to make sure it is accurate. It was noted that it would be good to add the dates things are happening to the TIP such as FY for construction to begin and end.

*(Timestamp 4:06:10)* It was asked if there are any TIP amendments coming up in May or early June before the TIP is adopted. Not at this time. There may be a TIP amendment shortly after the TIP is adopted for HART to purchase a ferry. It may require a TIP amendment to spend grant money. TPO Staff typically does not hear about TIP amendments until approximately a month before they are brought before committees and the TPO Board.

*(4:07:43)* There was a discussion on whether or not there is a deadline for TIP requests to come in. If there was a change that came in that only the TPO Board would see, that would be called out that the committees had not had the opportunity to review and comment on. It may be a standard to be set that no additional requests come in within a month before the public hearing. It was noted that the TIP request deadline is in March. However, if it is a minor change, as a professional courtesy, requests can be honored. If the request is major and there is no chance for public notice, review, and comment, would say no. There is a belief that even minor changes can have a major impact. It was suggested that a firm deadline needs to be established.

*(Timestamp 4:14:50)* In Table 2, line 67, additional funding for the completion of the West Shore Interchange for express lanes. Clarification was asked for. The TIP amendment in October 2021 provided for an additional lane on one part of Veterans, and some turn lanes on SR 60; the total to complete this project is almost \$1 billion. The money received from the Governor is for the early works phase and the project will be broken into further phases 1 and 2 and there could be a third phase. It seems likely that the additional funds will be received since there has already been a significant investment. To signal support, it needs to be left in Table 2. It was noted that the press release seemed like it was fully funded. If the remaining funds are not received, it was asked if it will hobble the project. No, the first phase will help. It was then asked where the funding would come from. It was noted that it would likely come from the state. It was asked if FDOT could decide not to fund the other projects on the TIP and route those funds to the interchange instead. TPO staff will ask FDOT for clarification. It was asked at what point Express Lanes' definition needs to be put into the TIP as managed, tolled, variable rate, etc. It was also asked if it was possible to put language in the TIP to note that the express lanes will not be tolled and if this is something that the CAC could make a motion and recommendation to do. Yes, the CAC could make that motion.

*(Timestamp 4:25:15)* It was asked if the majority of the June meeting would be spent on the TIP. Yes, there may be a couple of other topics but will encourage presenters to keep it brief.

*(Timestamp 4:25:44)* It was brought up that allowing TIP amendment requests for a short amount of time can be important due to the use it or lose it funds that may become available and miss an opportunity to help the community. The challenge is to ensure that enough people are paying attention to the amendments as they are with the annual TIP adoption. The discussion continued around how some TIP amendments are put in in the hopes that there are not many eyes on it and the scrutiny. It is a fine line between missing an opportunity versus abuse of the system. The discussion moved to the history of the DTI project and the project timeline and documentation provided. The conversation discussed the TIP amendment public notification process and the possibility of putting a black-out for amendments for a designated period before the TIP Public

Hearing. It was suggested that it may be time to drop the assumption that people are trying to slip things through and that changes have happened as the TIP process has evolved. There was a discussion of communication challenges and trust issues and that things slip through. The committee review process of the TIP and TIP amendments was talked about. It was also asked how the continuing development of the DTI would impact the Boulevard Study and if it can be looked at holistically. That would be the LRTP that has a 25-year horizon. Long-range implications are looked at but not at a granular level and it is a rough sketch.

DRAFT



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item

Transportation Improvement Program (TIP) Update, FYs 2022/23 – 26/27

### Presenter

Johnny Wong, TPO Staff

### Summary

Staff has prepared the annual update of the Transportation Improvement Program document for the fiscal year period of 2022/23 – 2026/27. The TIP document includes three important lists, organized into tables, which are integral parts of the plan:

1. Existing Priorities Funded for Construction: these are priorities that are under construction or have funding to begin construction within the next five years. This list also includes partially funded projects, which are included to show community support while they await completion.
2. Candidates for New Funding: these are priorities that need federal and state funding because they have been shown to address urgent transportation needs in the community. This list organizes projects into the appropriate investment program and ranks them in order based on the estimated impact they will have on the community's goals.
3. All Other Projects Funded in the Next 5 Years: this list is quite large and includes projects programmed by the FDOT based on our previous year's priority list. It also catalogs all projects in our partners' local Capital Improvement Programs, even though the TPO does not control what projects appear in the CIPs. The table indicates the status of each project, what type of project it is, and the costs associated with each phase.

Staff will present the updated TIP document, including the three lists mentioned above, and describe any changes and additions made during this annual update.

The TPO Board will hold its annual public hearing to review and adopt the TIP on June 8<sup>th</sup>, 2022. Following the hearing, the TPO must submit the adopted TIP to FDOT by August 1<sup>st</sup>. Federal funds expenditure may be authorized using this TIP starting October 1, 2022.

### Recommended Action

Approve the FY22/23 – 26/27 Transportation Improvement Program and forward to Board for consideration

### Prepared By

Johnny Wong, PhD, TPO Staff

### Attachments

[TIP Public Hearing Flyer English version](#)



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[TIP Public Hearing Flyer Spanish version](#)

[FY2022/23 - 26/27 TIP; Tables 1,2,3 Included](#)

[Presentation Slides](#)

[Priority Request Letters Submitted to the MPO by Local Partners](#)



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

**Board & Committee Agenda Item**

**Agenda Item:**

FDOT Urban Corridor Improvements: Park Rd, Brandon Blvd, S Dale Mabry Hwy

**Presenter:**

FDOT Representative

**Summary:**

Urban Corridor Improvements may include the addition of sidewalks and bicycle facilities, lighting, high emphasis crosswalks, medians, and speed management strategies. FDOT is undertaking improvements in these corridors along with pavement resurfacing, restoration, and rehabilitation (RRR) projects. FDOT will be evaluating the feasibility of improvements along Park Rd, Brandon Blvd, and S Dale Mabry Hwy, while taking into consideration the needs of roadway users and space available to construct any potential improvement.

**Recommended Action:**

Provide comments to FDOT.

**Prepared By:**

Wade Reynolds, AICP, TPO Staff

**Attachments:**

None.



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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Hillsborough County Corridor Planning and Preservation Best Practices Study

### **Presenter:**

Kristine M. Williams, FAICP (CUTR) and Sarah Caper, AICP (Hillsborough County)

### **Summary:**

In early 2022, Hillsborough County completed a [Corridor Planning and Preservation Best Practices Study](#) in anticipation of the recently started Corridor Preservation Plan. The purpose of the Best Practices Study was to provide insight and guidance on the current state of the practice in Florida, best practices within the State, and also best practices nationally, focusing on multimodal corridor planning and preservation.

The Study includes policy and planning context for corridor management in Florida, best practices for integrating land use context and modal options, and how resilience to climate change and emerging technology may be reflected in contemporary thoroughfare plans. The recommendations included in the study provide guidance on future corridor planning needs.

The presentation will provide an overview of the Best Practices Study and seeks input in updating the Corridor Preservation Plan.

### **Recommended Action:**

None. For information only.

### **Prepared By:**

Gena Torres, TPO Staff

### **Attachments:**

Presentation Slides



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# Corridor Planning & Preservation Best Practices

## Hillsborough County Corridor Plan Update

Kristine M. Williams, FAICP  
Center for Urban Transportation Research  
University of South Florida  
813-974-9807  
kristinewilliams@usf.edu

# Project Objectives

- Assess current practices and legal context for corridor preservation in Florida
- Review multimodal corridor planning and preservation best practices in Florida and nationally
  - Roadway and transit corridor preservation methods
  - Integrating land use context and modal options
  - How resilience to climate change and emerging technology may be reflected
- Synthesize findings to serve as guidance to the County in updating its Corridor Plan

# Key Findings

1. Florida's legal context for corridor preservation and management remains strong and extends to all modes in Florida planning law
2. Contemporary thoroughfare plans emphasize context sensitive design, Complete Streets, and grid networks in compact area types
3. Network redundancy and connectivity are strategies for congestion relief, resiliency, and placemaking
4. Resiliency plans, EV charging plans, and smart road classification systems can guide technology and resiliency investments and right-of-way preservation

# Best Practice Examples



01

## Area Type and Context

Fort Worth, Indianapolis-Marion County, El Paso

02

## Network Spacing and Connectivity

Salt Lake City, Indian River, Bastrop

03

## High-Tech Corridors

Smart Roads Classification Systems, FDOT EV Master Plan

04

## Resilient Corridors

Resilient Tampa Bay, Network Redundancy

# Fort Worth, Texas - Master Thoroughfare Plan

- Adopted 2016, updated 2020
- Corridor preservation and management (regulatory plan)
- Context-sensitive road classification
- Grounded in a “Complete Streets” philosophy
- Includes modal elements in street cross sections
- Detailed procedures for flexibility

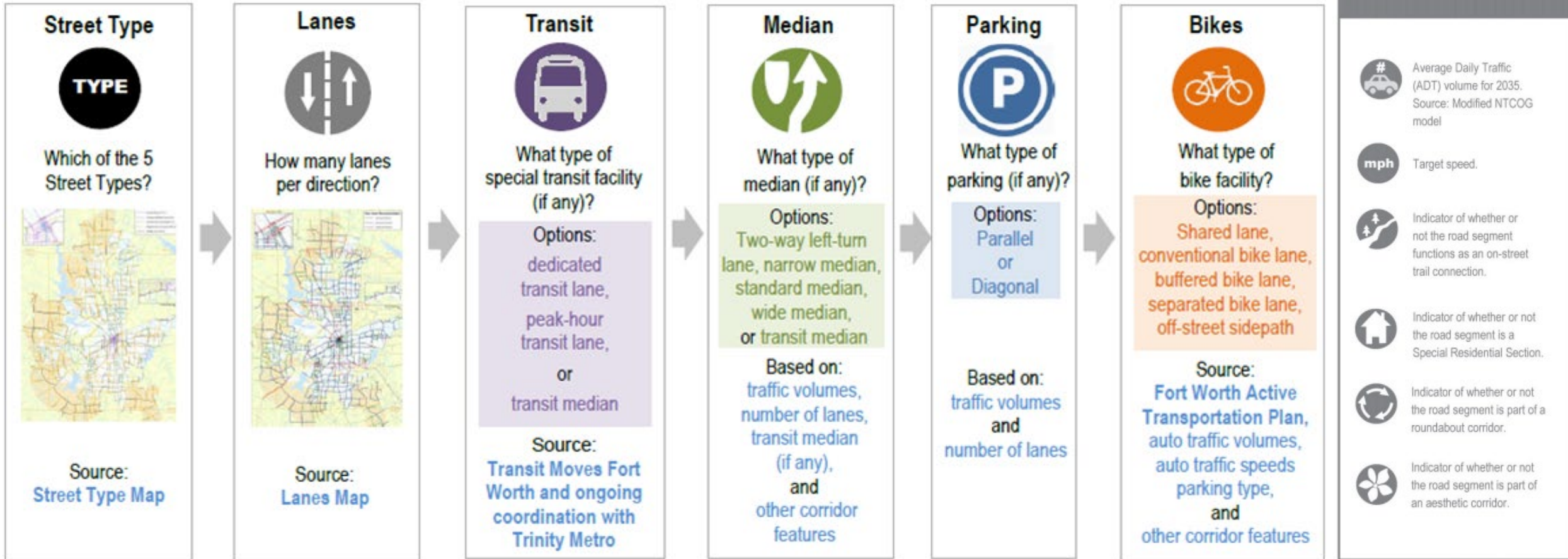
# Fort Worth, Texas – Street Type Descriptions

- **Activity Streets are “destination streets”**. typically retail-oriented, with generous parkway widths and room for sidewalk cafes. Automobile speeds are slow, lanes are slightly narrower than typical. Parking is typically on-street, and building facades front the street. Buildings are typically 1-3 stories high. Streets are typically in a grid pattern, diffusing traffic. Bicycles may share road depending on speed, but bike lanes also used.
- **Commerce/Mixed-Use Streets** business flavor and often found downtown. Buildings typically multi-storied and often office/commercial-oriented, but may have residential uses on upper floors. Buildings front on street and on-street parking is common, but parking garages are also common. Wide sidewalks are prevalent and busy during rush hours and lunch. Streets typically in grid pattern, diffusing traffic. Commuter transit is prevalent, and traffic speeds are fairly slow. Auto lanes are slightly narrower than typical. Bike lanes often provided
- **Neighborhood Connectors** provide access from neighborhoods to services. Often at peripheries or within residential areas, and landscaped medians fairly common. Sidewalks or multi-use paths are typically separated from the street by a landscape buffer. Buildings (or residential fences) are generally set well back from the street. Automobile speeds are moderate.
- **Commercial Connectors** typically serve retail and industrial areas. Many driveways may be present, and a mixture of medians and center turn lanes help regulate movements to and from sites. Retail stores are often separated from the street by surface parking lots. Automobile speeds are moderate to high. Bicycle facilities must be carefully designed due to higher density of driveways. Sidewalks buffered from street by landscaping.
- **System Links** emphasize longer-distance auto traffic, often providing connections to freeways or other regional networks. Auto speeds moderate to high. Pedestrians and bicyclists buffered from traffic as much as possible; multi-use off-street paths common, no on-street bike lanes provided. always include raised medians. Most left turns occur at signalized intersections; access to driveways is typically via right turns.



# Fort Worth, Texas – Determination of ROW

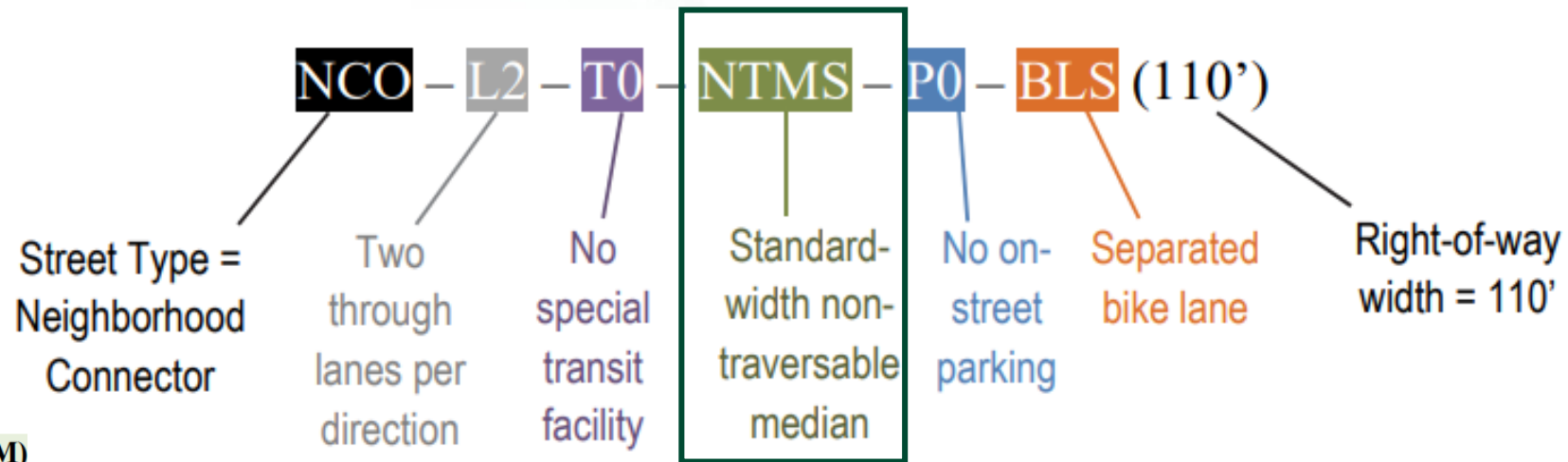
## Typical Section Selection Process (Simplified)





# Fort Worth, Texas - Determination of ROW

Each selection process results in a code and implied right-of-way, such as this example:



## Non-Traversable Median (NTM)

*Standard*

16

Standard medians are provided on Neighborhood Connectors, Commercial Connectors, and System Links. They provide the dual function of controlling access between intersections, and accommodating single left-turn lanes at intersections. Note that corridors with standard medians may certainly contain intersections that need dual left-turn lanes; see “Intersections” in Section VII.



# Fort Worth, Texas – Application/Flexibility

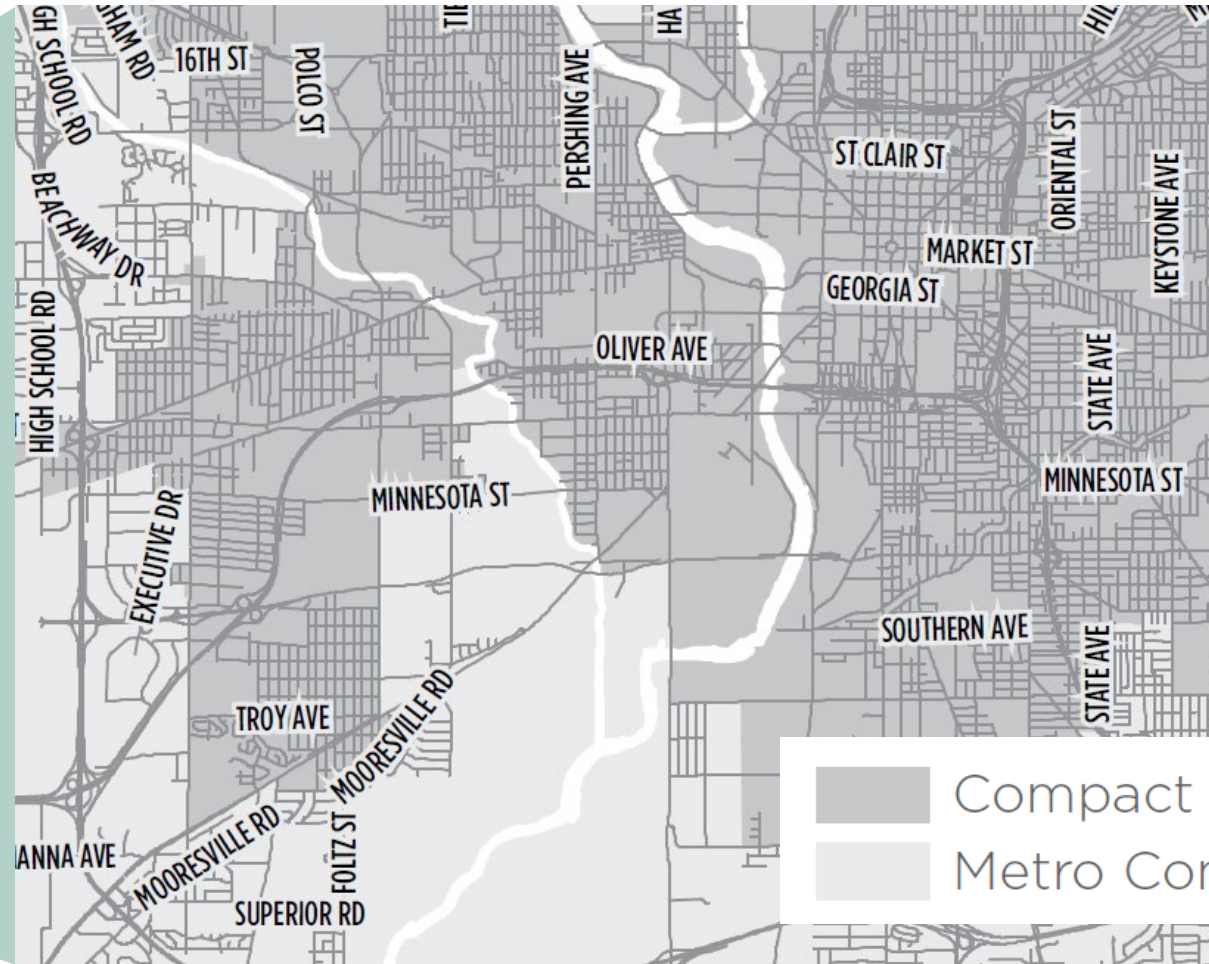
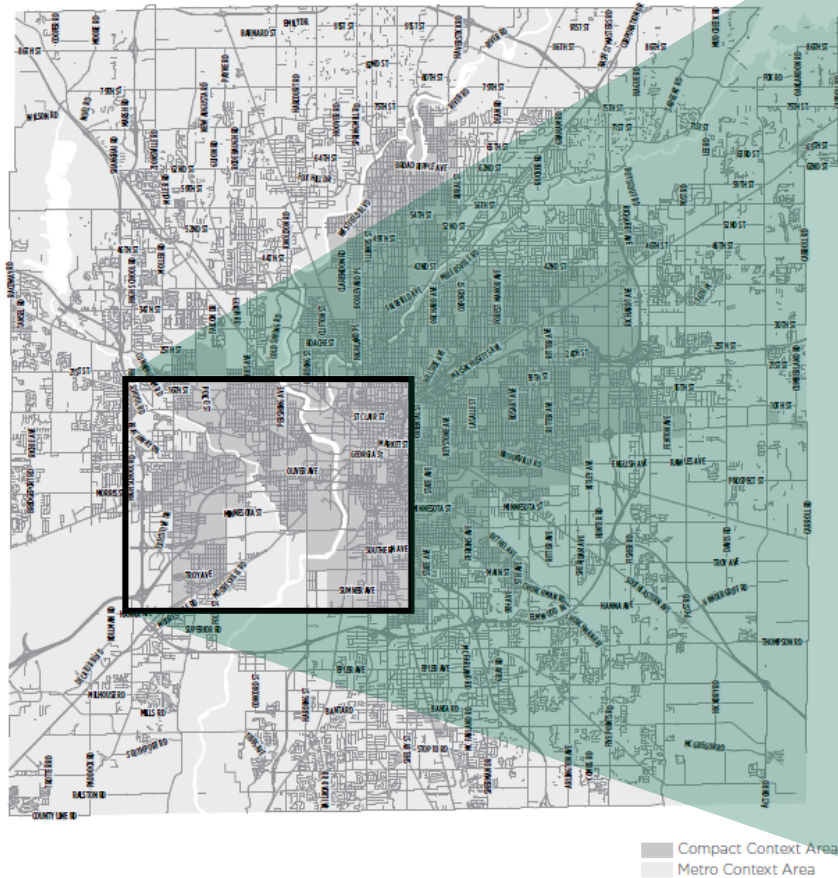
- Full updates – every 5-10 years
- Amendments (map changes; administrative or Commission )
- Waivers (non-map changes; administrative or Commission )
  - Interim cross sections
  - Width reduction options
  - Median upgrade options
- Street Type Exceptions
  - Special Districts, Park-Adjacent Streets

# Indianapolis-Marion County - Thoroughfare Plan

- Adopted in 2018 as optional part of Transportation Element
  - Long range guidance versus regulatory standard
  - Incorporates Complete Streets approach
- Classifies existing and planned roadways and designates area types
  - Functional class (arterial, collector, special)
  - Area type (compact, metro)
- ROW standards and design guidelines (min/max ROW by modal element, may be waived by Department of Public Works )
- Cross sections are “prototypical” not prescriptive

# Indianapolis-Marion County – Road Classification

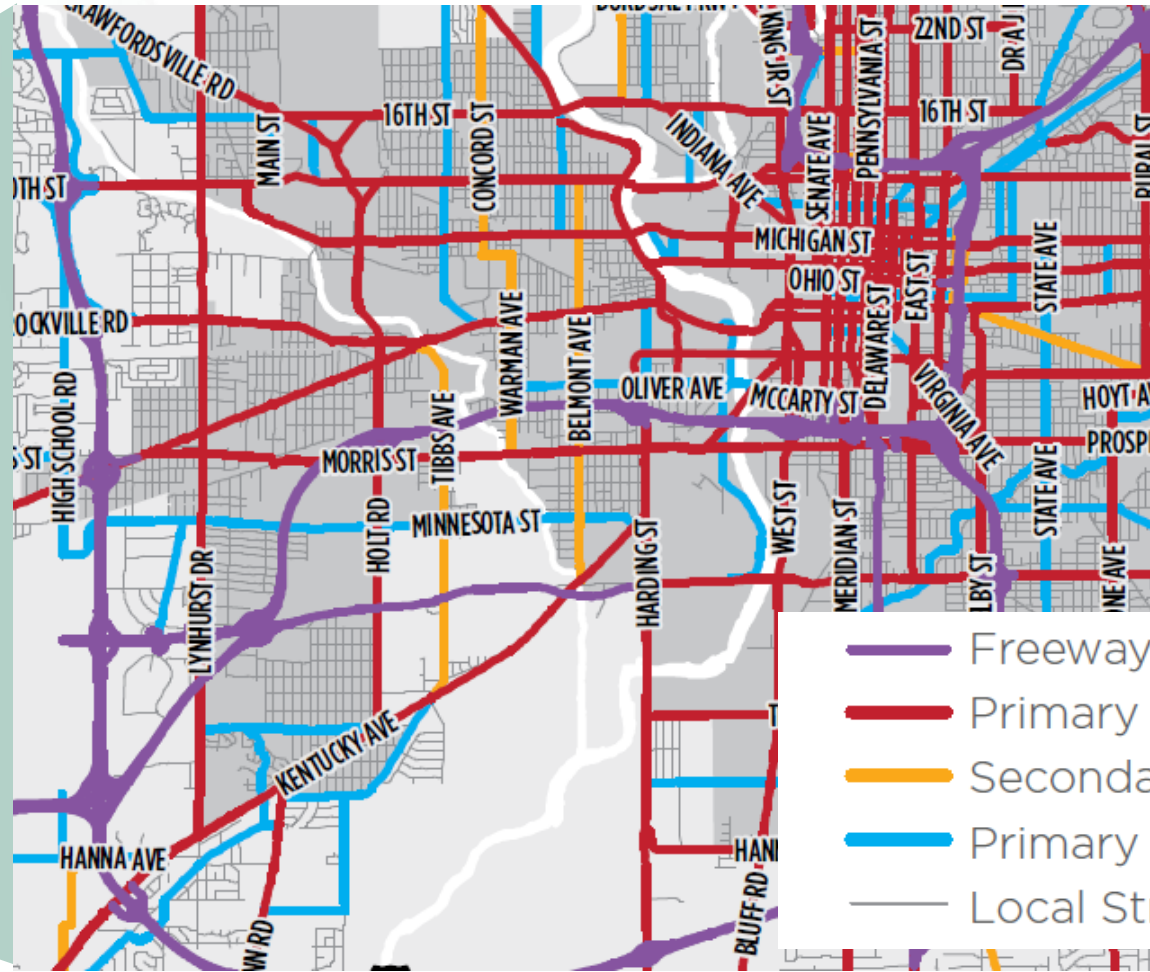
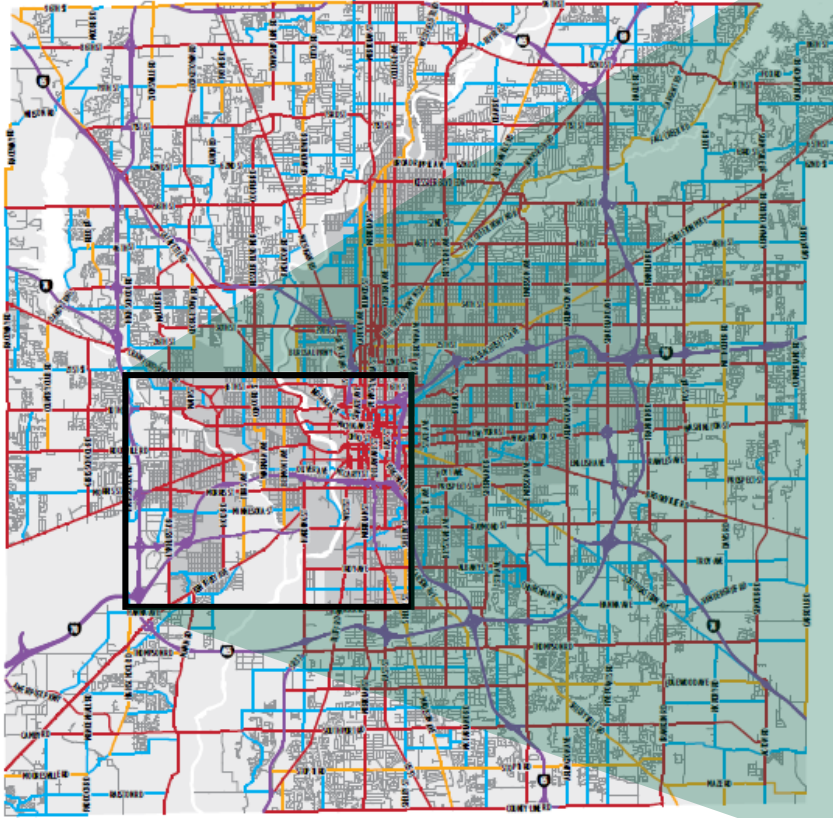
## Context Areas





# Indianapolis-Marion County – Road Classification

## Overall Thoroughfare System

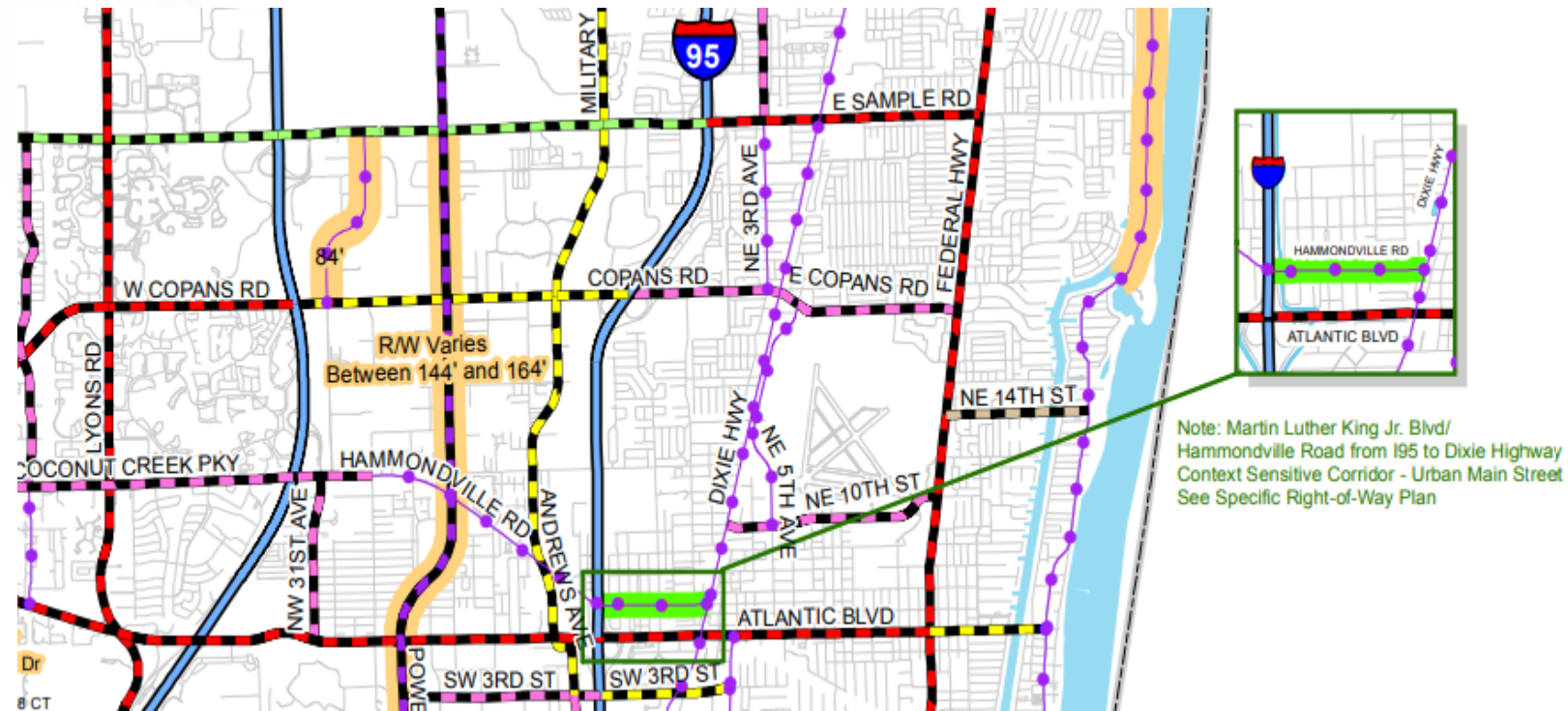


# Indy - ROW Standards & Design Guidelines Table

Facility and Context Area	Minimum ROW (FT.) <sup>a</sup>	Maximum ROW (FT.) <sup>b</sup>	Speed	Street Side					Separated Bike		On-Street					
				Transition/Grading/Utility	Sidewalk	Transit/Bus Shelter	Shared-Use Path	Landscape Buffer	Protected Bike Lane	Buffered Bike Lane	Bike Lane	Sharrow	Curb & Gutter/Shoulder	On-Street Parking/Bump-Out	Travel Lane	Travel Lane
<b>ARTERIAL (THOROUGHFARE)</b>																
<b>Compact</b>																
6-lane Primary	104	121	40mph	5		YES	10	6					2		11	11
4-lane Primary	78	95	40mph	3		YES	10	6 <sup>c</sup>					2	6 <sup>c</sup>		11
2-lane Primary	56	80	35mph	3	6	YES		6 <sup>c</sup>	5.5				2	6 <sup>c</sup>		
4-lane Secondary	78	102	35mph	3	6	YES		6 <sup>c</sup>	5.5				2	6 <sup>c</sup>		11
2-lane Secondary	56	80	35mph	3	6	YES		6 <sup>c</sup>	5.5				2	6 <sup>c</sup>		
<b>Metro</b>																
6-lane Primary	124	141	40mph	15		YES	10	6					2		11	11
4-lane Primary	102	119	40mph	15		YES	10	6 <sup>c</sup>					2	6 <sup>c</sup>		11

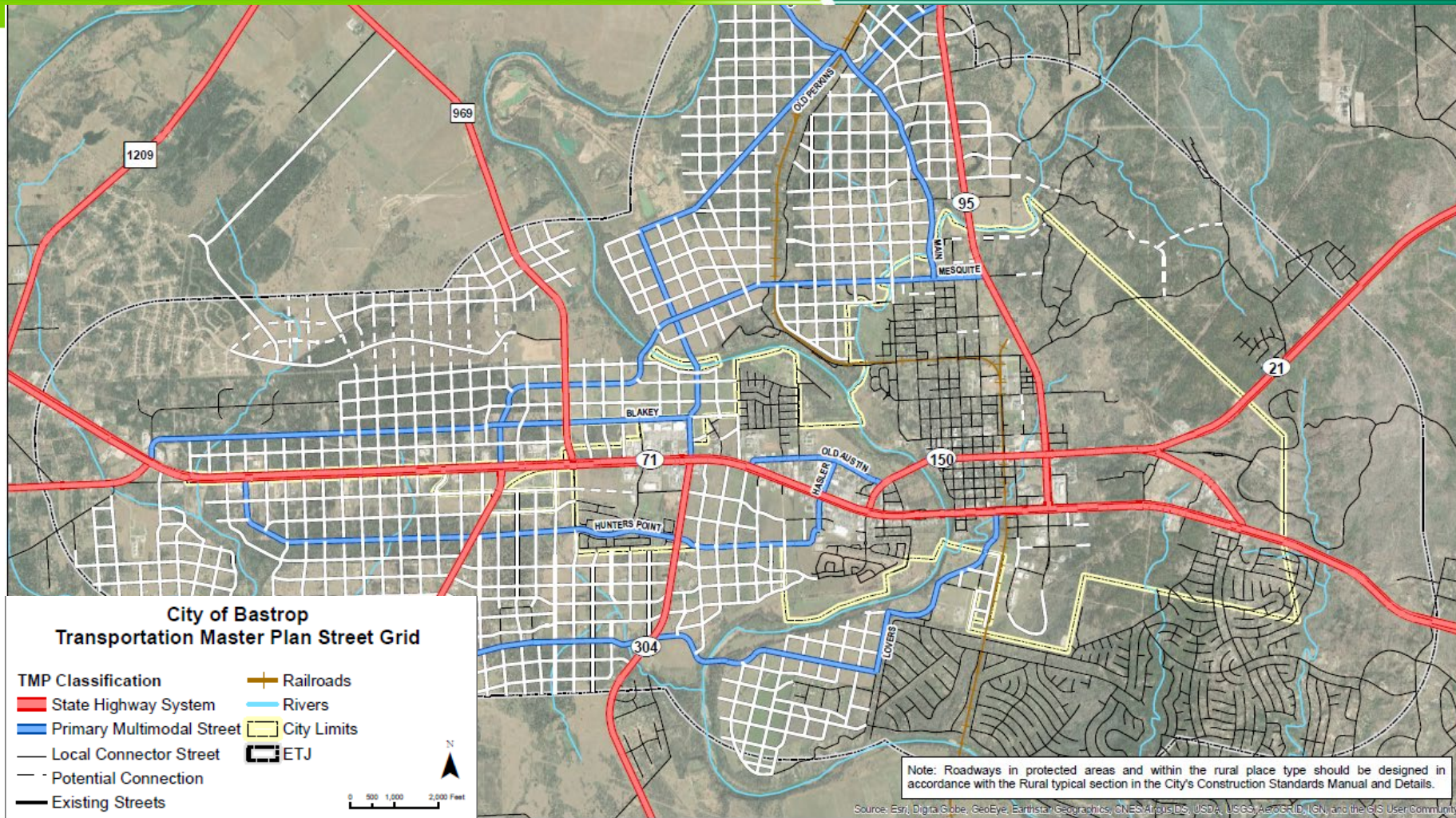
# Broward County Planning Council Trafficways Plan

- Broward County Trafficways Map includes “Context Sensitive Corridors” in green
- These fall into one of three categories: Urban Core, Urban Main Street, or Urban Residential.
- These corridors are tied to Specific Plans that govern ROW (see City of Pompano Beach below)





# City of Bastrop, TX Thoroughfare Plan



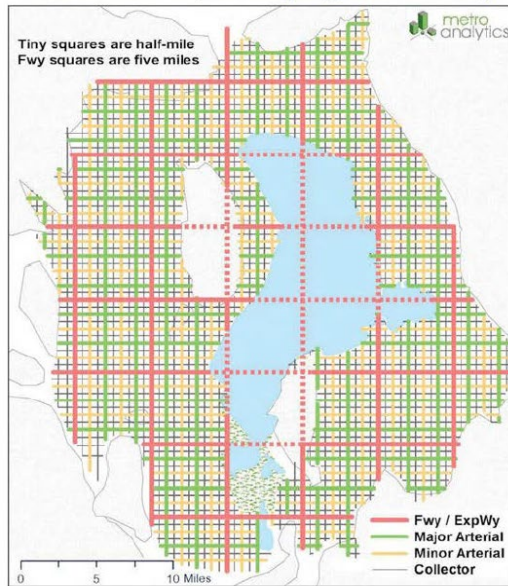
- New Master Plan and land-use regulations establish street grid as framework for growth.
- Main driver for this change was flood mitigation and overall resilience due to floods and wildfires.



# Network Spacing – Right Sizing Guide

## ■ Salt Lake City, Utah example

ITE Ideal Grid, Overlaying Utah County



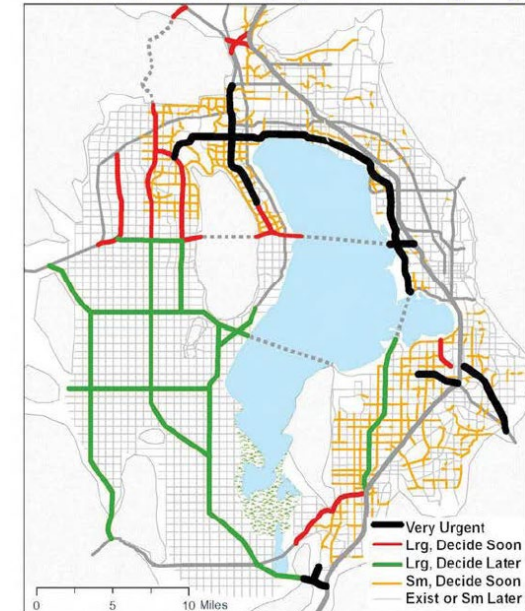
Ideal Build-Out Grid, Modified to Reality



Utah County 2040 Roadway Plan



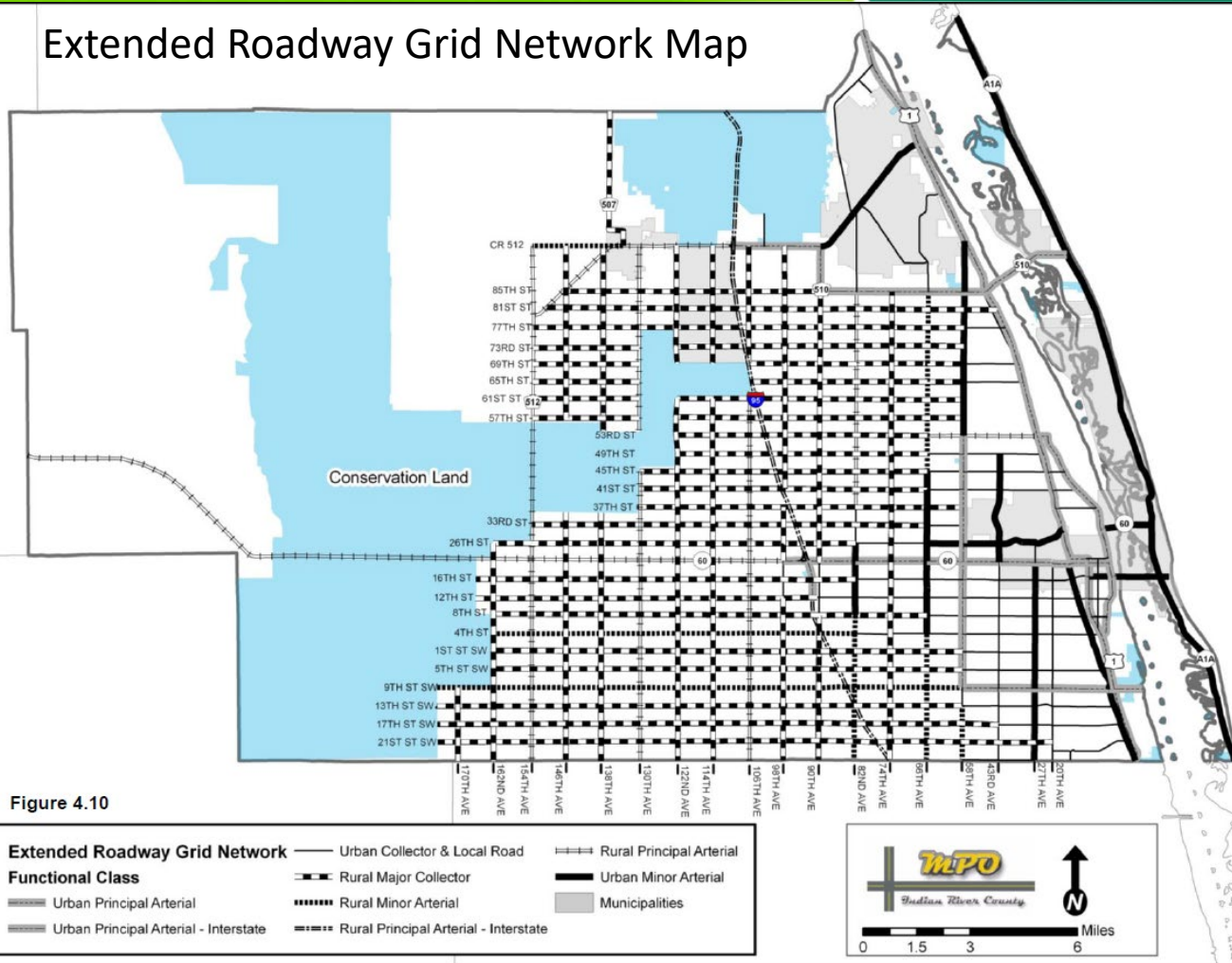
Preservation Needs, by Level of Urgency



Source: NCHRP Report 917: Right Sizing Guide, 2019

# Indian River County

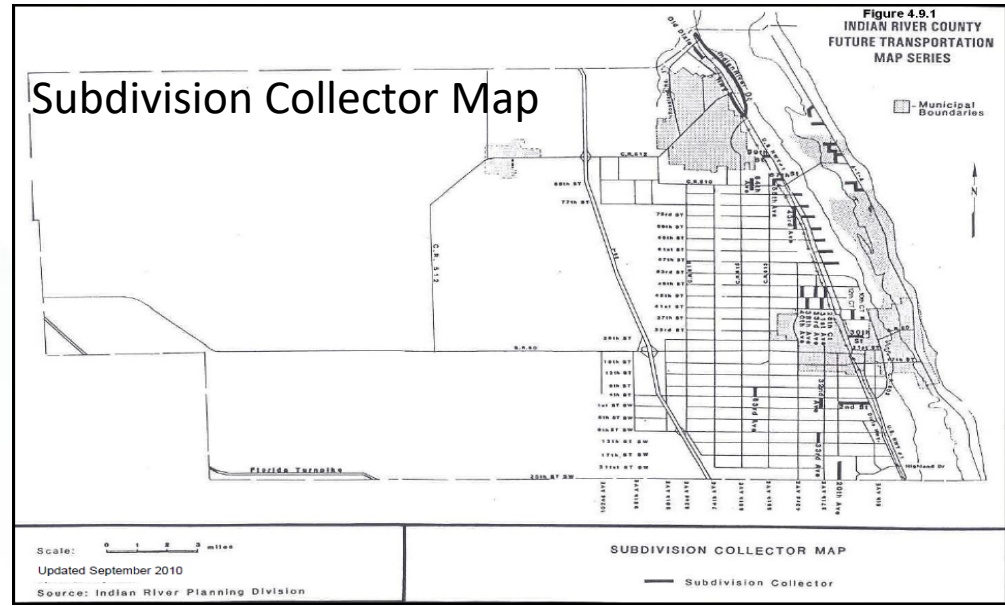
Extended Roadway Grid Network Map



Type Of Facility	Urban	Rural
U.S. 1 Corridor - 8LD	200	---
U.S. 1 Corridor - 6LD	140	240
U.S. 1 Corridor - 4LD w/frontage roads	200	280
6LD Principal Arterial	140	240
4LD Principal Arterial	120	200
4LD Minor Arterial	120	200
2LD Minor Arterial	100	100
Collector	90	90
Subdivision Collector Roads	60	60
Local, Minor or Residential	60	60
Local, Minor or Residential (with closed drainage as well as curb and gutter)	50	
Marginal Access Roads	40*	40*

\* Easement or ROW

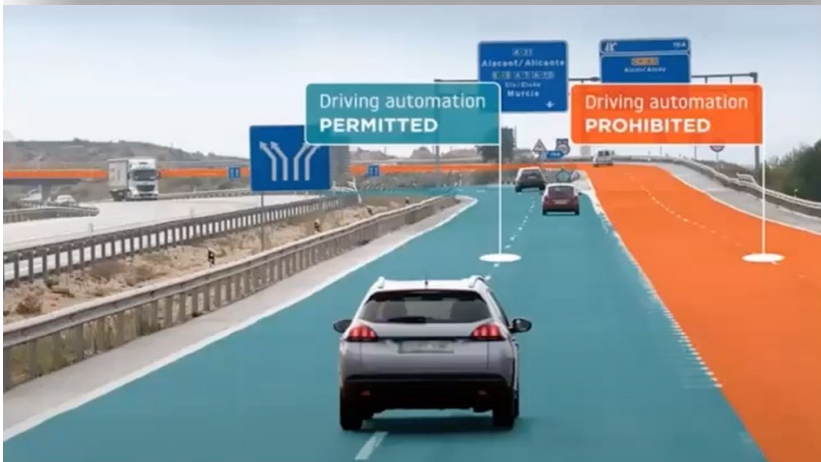
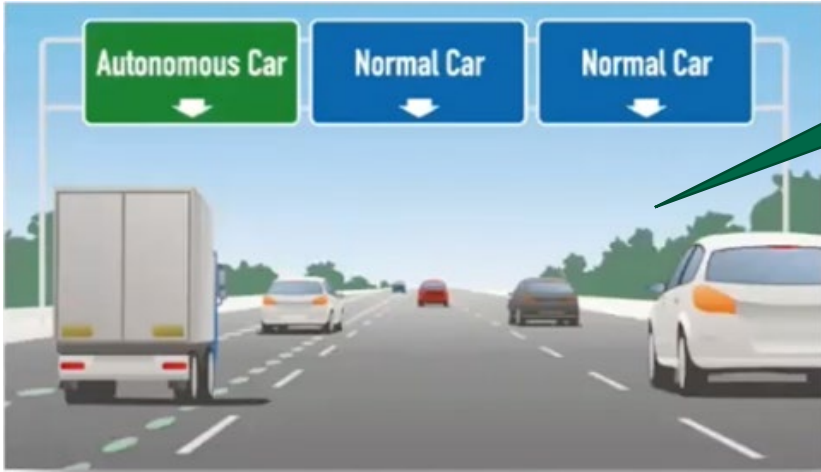
These minimum standards may be reduced based upon a roadway design, approved or used by the public works director, or by FDOT, that adequately handles drainage within a narrower right-of-way corridor.





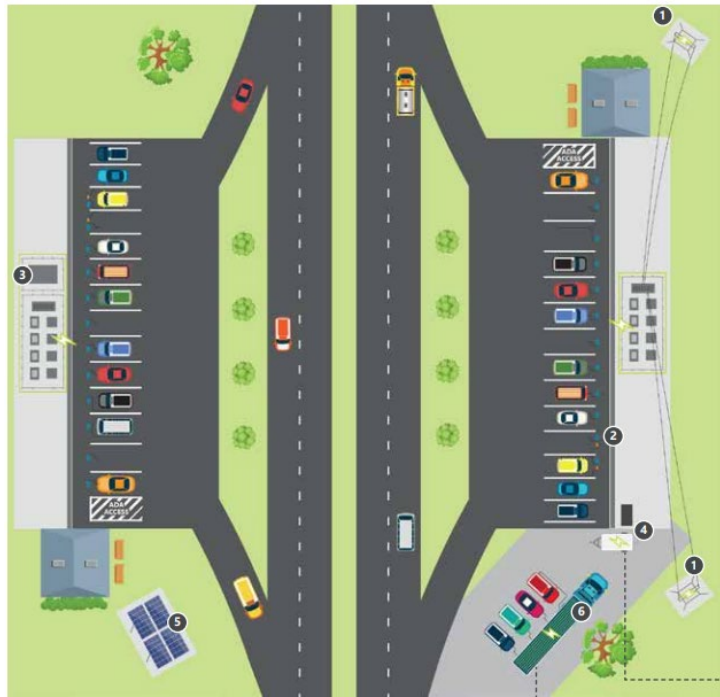
# High-Tech Corridors

Anticipate and integrate new designations as technology evolves (e.g., smart corridors)



	Automation (LOSAD)		Connectivity (ISAD)		
	<p><b>2 – AS</b></p> <p>No information about dynamic parameters that could influence the ODD. Although the road segment would not trigger disengagements to Level 4 vehicles, the lack of information prevents them from an automated experience. Level 2 and level 3 vehicles might experience very few disengagements.</p>		<p><b>4 – FA</b></p> <p>Level 4 and level 5 vehicles can perform autonomously. Levels 2 and 3 might experience very few disengagements.</p>		<p><b>5 – AU</b></p> <p>Cooperative driving. Recommended for critical road segments and junctions, with traffic segregation to only allow CAVs.</p>
B	<p><b>2 – AS</b></p> <p>Disengagements are not very frequent, but exist. Level 3 vehicles do not have information to foresee disengagements, so they operate like level 2 vehicles.</p>		<p><b>4 – FA</b></p> <p>The dynamic information provided by the road digital infrastructure can be used by level 4 vehicles to manage ODDs and drive autonomously.</p>		
C	<p><b>2 – AS</b></p> <p>The physical road infrastructure triggers relatively frequent disengagements that might affect the automated experience. Under certain circumstances (expressed in terms of location and frequency of the disengagements), drivers might be allowed to enable their driving automation systems. Due to their number, the connectivity level should not be used to foresee disengagements (for level 3 vehicles).</p>		<p><b>3 – AT</b></p> <p>The connectivity provided by the road digital infrastructure can be used by level 3 vehicles to foresee disengagements and warn the driver to resume control in advance.</p>		
D	<p><b>2 – AS</b></p> <p>The road physical infrastructure triggers too many disengagements. Therefore, drivers are suggested to disable the driving automation systems. The connectivity capabilities of the road cannot be used to foresee or reduce the number of disengagements.</p>				
E	<p><b>1 – HU</b></p> <p>The road physical infrastructure triggers too many disengagements. Therefore, drivers are suggested to disable the driving automation systems. The connectivity capabilities of the road cannot be used to foresee or reduce the number of disengagements.</p>				
	No information support	Static information support	Dynamic Digital Information	Cooperative perception	Cooperative driving

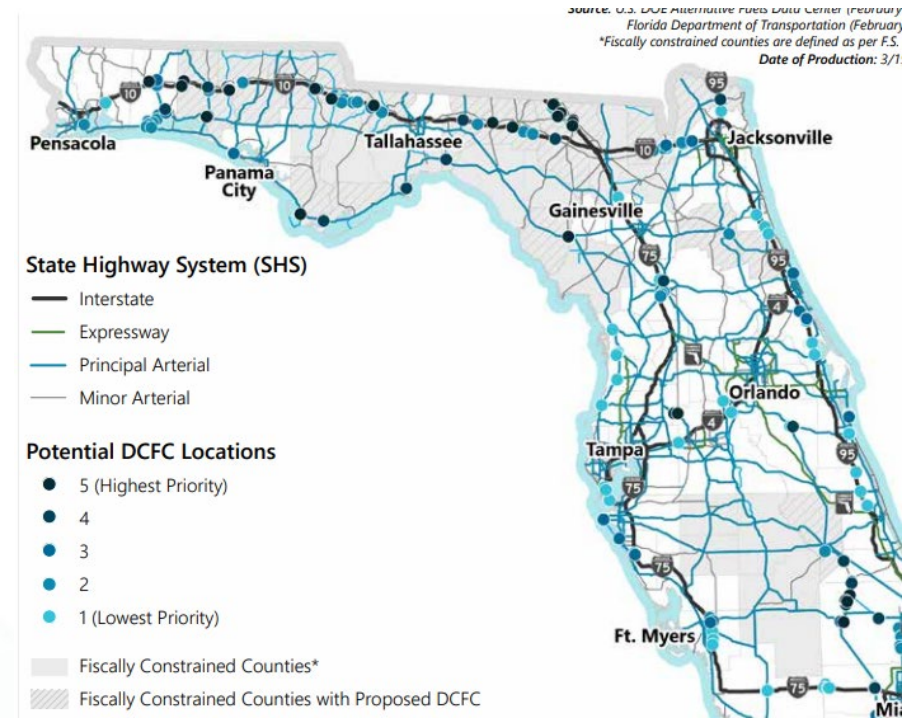
# FDOT EV Master Plan



EVSE Infrastructure Resiliency

Will more EV charging stations be needed?

Are there ROW implications?



EVSE Gap Analysis

# Resilience – Designate Vulnerable Routes

Vulnerability	High	High Vulnerability, Low Criticality	High Vulnerability, Moderate Criticality	High Vulnerability, High Criticality
	Moderate	Moderate Vulnerability, Low Criticality	Moderate Vulnerability, Moderate Criticality	Moderate Vulnerability, High Criticality
	Low	Low Vulnerability, Low Criticality	Low Vulnerability, Moderate Criticality	Low Vulnerability, High Criticality
		Low	Moderate Criticality	High

Source: Resilient Tampa Bay Pilot Program Project, 2020



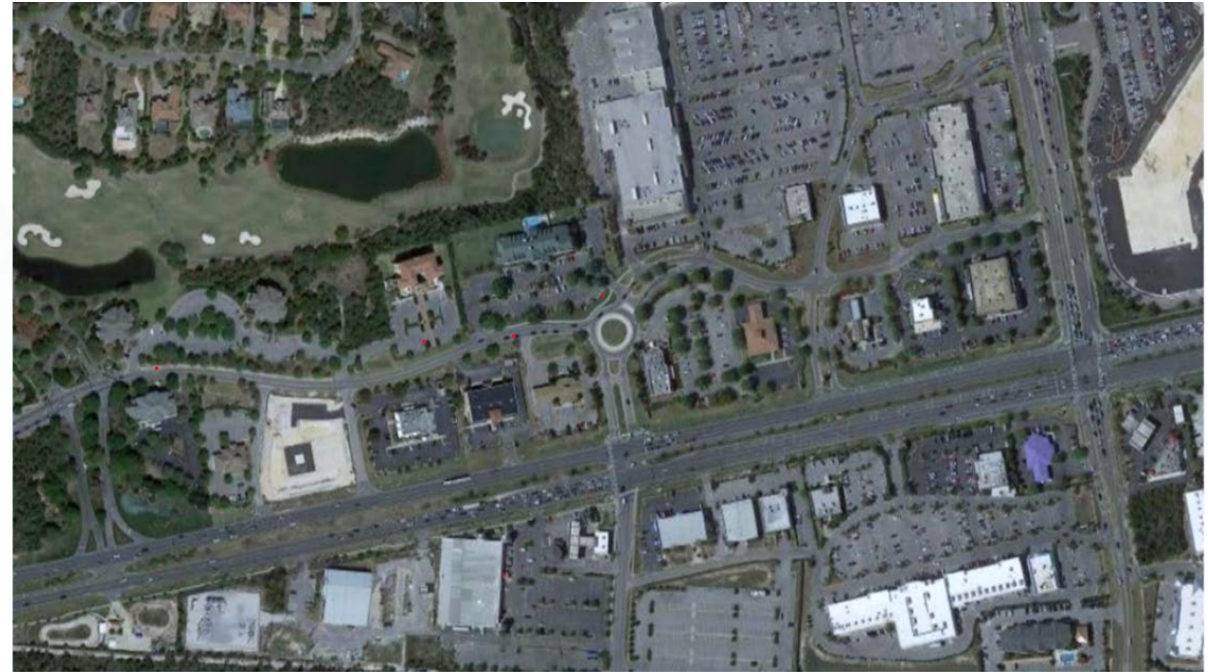
Designate vulnerable routes and associate links with adaptation and mitigation strategies and needed ROW



# Resilience - Network Redundancy

Designate priority routes lacking parallel relievers and connections to alternative facilities

Increase redundancy and provide alternative routes in the event of an incident or evacuation



# Summary of Recommendations

1. Establish a clear and integrated vision of the future thoroughfare system, with flexibility and supporting technical documentation.
2. Classify all thoroughfares by function, area type or context, and modal accommodations.
3. Adapt the thoroughfare plan to an idealized grid and include supporting network concepts.
4. Anticipate and integrate new designations as technology evolves.
5. Increase network redundancy and designate vulnerable routes for management.
6. Establish a dedicated funding source for corridor management projects and acquisition of right of way.

# Next Steps: Hillsborough County Corridor Plan Update



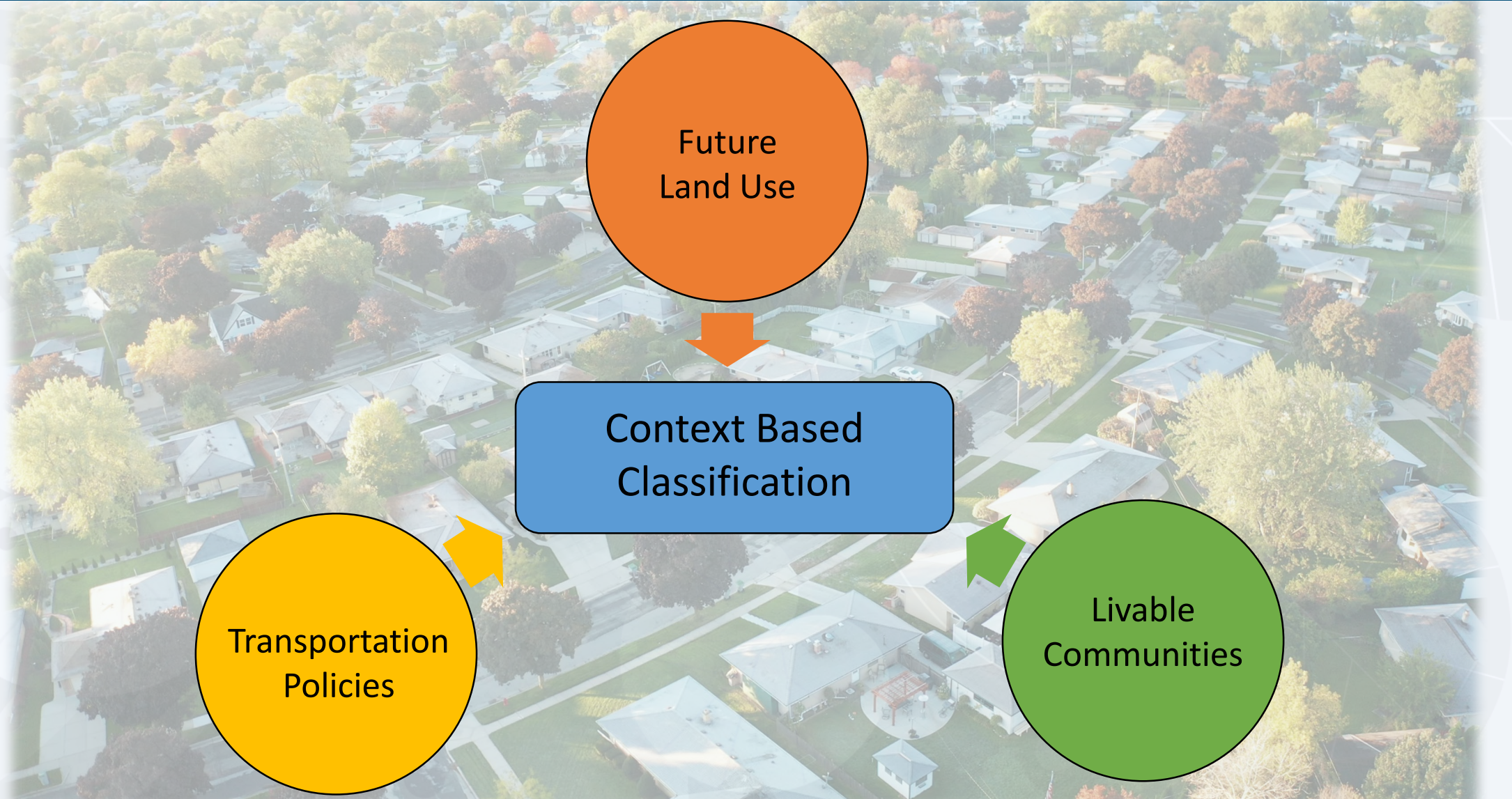
# Comprehensive Plan Mobility Element

Build and Maintain a Transportation System that Supports the Needs of All Users with Respect to Ability, Resources, Identity, and Mode Preference






# Context Based Classification




# Summary of Process



Implement the vision as established in the Comprehensive Plan



Identity the transportation network by function, area type, context, and modal accommodations




Analyze and identify additional grid opportunities and include supporting network concepts such as shared use paths



Develop scenarios that integrate new technology into the mobility system



Optimize network redundancy focusing on vulnerable routes



Analyze and identify methods and procedures to manage projects and set aside right-of-way as part as the development review process

# Study Schedule

Task		Year 2022 First Quarter			Year 2022 Second Quarter			Year 2022 Third Quarter			Year 2022 Fourth Quarter			Year 2023 First Quarter			Year 2023 Second Quarter		
		Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June
Task 1	Review of Land Use and Mobility Elements & TBRPM																		
	Review Socio-economic Data Estimates & Forecast																		
	Comprehensive Plan Land Use and Mobility Element Consistency																		
	Updates to TBRPM																		
Task 2	Travel Demand Estimation & Scenario Planning																		
	Travel Demand Estimations																		
	Origin Destination Pairs																		
	Equity Impacts																		
Task 3	Multi Modal Corridor Planning																		
	Complete Street Standards																		
	Right of Way Preservation Analysis																		
	Equity Analysis																		
	Environmental & Resiliency Analysis																		
Task 4	Multi Modal Performance Measures																		
	Development of Additional Performance Measures																		
	Application of Performance Measures																		
	Identification of Additional Corridors																		
	Additional Model Runs																		
Task 5	Public Outreach																		
	Targeted Stakeholders - e.g. homeowners associations, etc.																		
	Focus Group - Experts in new technology																		
	TPO Committee meetings																		
	BOCC and Public Outreach																		
	Working/Stakeholders Group																		
	Documentation																		
Plan Development																			

# Questions?

**Kristine Williams, FAICP**

[kristinewilliams@usf.edu](mailto:kristinewilliams@usf.edu)

**Richard Ranck, PE, Project Manager**

[ranckr@hillsboroughcounty.org](mailto:ranckr@hillsboroughcounty.org)

**John Patrick, AICP, Division Director**

[patrickj@hillsboroughcounty.org](mailto:patrickj@hillsboroughcounty.org)





**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD  
HYBRID MEETING, APRIL 13, 2022  
DRAFT MINUTES**

**I. CALL TO ORDER, PLEDGE OF ALLEGIANCE** *(Timestamp 1:35:22)*

Commissioner Cohen, called the meeting to order at 10:02 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

**II. ROLL CALL** *(Timestamp 1:35:46)* (Gail Reese, TPO Staff)

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Gwen Myers, Councilman Guido Maniscalco, Councilman Joseph Citro, Vice Mayor Cheri Donohue, Gina Evans, Adale Le Grand, Greg Slater, Charles Klug, Planning Commissioner Cody Powell

The following members were present virtually: Commissioner Mariella Smith, Bob Frey

The following members were absent/excused: Commissioner Nate Kilton, School Board Member Jessica Vaughn

A quorum was met in person.

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

**Commissioner Overman moved to approve consent for remote member participation; seconded by Councilman Maniscalco. Voice vote, motion passes unanimously.**

**III. APPROVAL OF MINUTES** *(Timestamp 1:36:45)* – March 9, 2022

**Chair Cohen sought a motion to approve the March 9, 2022 minutes. Councilman Maniscalco so moved, seconded by Councilman Citro. Voice vote: motion carries unanimously.**

**IV. PUBLIC COMMENT** *(Timestamp 0:00:00)* (30 minutes total, with up to 3 minutes per speaker)

- Rick Fernandez – Written comments were submitted on Monday. Noted comments from previous TPO Board meeting re: widening of US 301 through wildlife corridors. Is waiting to hear the same passion for highway widening through human corridors. He stands in opposition to the widening of I-275 and the DTI. Public comment on this topic has been robust. The CAC has taken action twice, once in January and once in March, to address this intrusion. There has been no change from FDOT and no intervention from the TPO Board. Residents asked why Tampa Heights and the DTI were not on the TPO Agenda for today's meeting. FDOT and the community are not likely to have a meeting of the minds and the community is not going to go away before or after the election. The power in the room comes from the constituents and they need the Board's advocacy.

- Nicole Perry – Resident of Tampa Heights. Is one of the people who were surprised that the widening of I-275 and the DTI was not on the agenda today. Is against the widening of the highway and the intrusion of the barrier walls being moved further into the neighborhood. The number of citizens calling in for these meetings is not reflective of how people feel about this issue. It is difficult to take the time to attend these meetings for comment. People from all around Tampa are opposed to what is happening in the urban corridor. Everyone wants transit but it is never prioritized. The citizens do not believe their voice is being heard. Believes that is the goal of FDOT, to wear people down until things go away. Hopes the TPO Board would put citizens' requests first.
- Mauricio Rosas – Noted that the highway expansion has nothing to do with the All For Transportation tax being passed. The Board had asked FDOT to look into Osbourne and Chelsea underpasses. FDOT said that those underpasses could not be made vertical; later, it was determined that the only reason those were not vertical was due to cost. That was identified six months ago. It was noted that those areas are dangerous for the kids going to school. Is asking that D and E of the GreenARTery be included in the TIP. Asked that the landscape funding be identified now. With inflation, at the completion of the project, there will be no budget for landscaping. Asking that FDOT widen the sidewalks at the ramps at Hillsborough Avenue and MLK underpass. (3 minutes expired) Chair Cohen asks that Mr. Rosas submit the remaining comments in writing. (Included in the [Email](#) section)

**V. COMMITTEE REPORTS & ADVANCE COMMENTS** (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff; Beth Alden, TPO Executive Director) (*Timestamp 1:47:33*)

**A. CAC – Bill Roberts, CAC Chair (April 6, 2022 meeting)**

- In-person quorum voted to allow virtual members to participate.
- Approved the US 301 PD&E letter, the Smart Cities Plan, recommending the Certificate of TPO Process with an amendment to delete bullet point number 2. The CAC is a very active committee representing a wide cross-section of the county; there is a high level of engagement from your appointees. Did not approve the Storm and Shelter-in-Place Study; not yet “ripe” for consideration based on concerns with the strategies for shelter-in-place, concerns about the sample size, and no mention of transit for people to evacuate).
- The committee asked staff to provide an update on the status of the Boulevard Study that is included in the UPWP.
- CAC established a subcommittee for the TIP review for May and June along with a special workshop. District 7 representatives have been invited to the process.

**Discussion:** Clarification was asked about the opposition to the widening of US 301 north of Fowler that was noted by Mr. Fernandez. There was no additional action taken on that item.

**B. TAC – April 4, 2022 (Davida Franklin, TPO Staff)**

- Approved Storm Evacuation and Shelter-in-Place Final Report, Smart Cities Mobility Plan Update, and the Annual Certification of Metropolitan Transportation Planning Process.



- Status reports heard – the City of Tampa MOVES and Vision Zero Action Plan, IJJA Grant Opportunities, FY23, and FY24 UPWP Preliminary Draft, and the Introduction to new TPO Studies.

**C. LRC – March 23, 2022** (Davida Franklin, TPO Staff)

- Approved the US 301 PD&E Study Letter of Comment.
- Status reports heard – Low-Cost Air Quality Monitoring Pilot Project, FDOT Westshore Interchange Pedestrian, and Trail Connections, Storm Evacuation and Shelter-in-Place Study, and 2045 Plan Funding Scenarios Refresher.

**D. BPAC – March 23, 2022** (Davida Franklin, TPO Staff)

- Virtual meeting.
- Status reports heard – FDOT Westshore Interchange Pedestrian and Trail Connections, US 301 PD&E Study, and the 2045 Plan Funding Scenarios Refresher.

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

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

**F. TPO Policy Committee – April 13, 2022 Meeting** (Beth Alden, TPO Executive Director)

- Started with presentations from local jurisdictions for TIP prioritizations.
- Next month will be the preliminary draft of the TIP.
- Reviewed a draft of the apportionment plan and supported a draft that will be presented to the committees.
- Reviewed a draft letter for the I-75 PD&E studies. It is on the consent agenda. It is being pulled off of the consent agenda due to a modification request.

**VI. CONSENT AGENDA** (Timestamp 2:00:01)

**A. Committee Appointments**

- TAC – Sarah Caper, by the Hillsborough County Community and Infrastructure Dept., with Richard Ranck as the alternate; Marcelo Tavernari as an alternate member by Hillsborough County Public Works; Chris DeAnnuntis by the Hillsborough Area Regional Transit Authority
- LRC – Tony Monk as an alternate member for the City of Tampa Parks and Recreation and Conservation Department.
- BPAC – Kelly Fearon by the City of Tampa Transportation Division

**B. Letter requested by Policy Committee regarding I-75 PD&E Studies – removed from Consent Agenda.**

**Commissioner Overman moved to approve the Consent Agenda, seconded by Commissioner Myers. Voice vote, motion to approve the Consent Agenda in total passes unanimously.**

## **ACTION ITEMS** (Timestamp 2:00:21)

### **A. US 301 PD&E Study from Fowler Ave to SR 56 and TPO Letter of Comment** (Kirk Bogen, FDOT and Gena Torres, TPO Asst. Director) (Timestamp 2:00:27)

- Review of purpose and need of the project: capacity, improved safety, improved mobility for bike/ped, designated by Hillsborough and Pasco Emergency Management as an emergency evacuation route, connects regional centers.
- Currently no transit service.
- 13.1 miles – Review of Existing Typical Section
- Went over the importance of the US 301 north-south corridor in Hillsborough and Pasco Counties.
- Review of crash statistics of this section of road.
- Showed preferred roadway typical sections 1 (Fowler to Stacy, 55 mph) and 2 (Stacy to SR 56, 65 mph); directional median openings, will require 106 acres of right-of-way to be acquired.
- Review of TPO Committee and Staff Concerns
  - Outside Urban Service Boundary
  - Not in cost feasible LRTP
  - Congestion localized at two intersections
  - Higher priorities
  - Better options for safety
  - Wetlands and wildlife
  - Trail conflicts

**Presentation:** [US 301 PD&E Study from Fowler Avenue to State Road 56](#)

**Project Site:** [US 301 PD&E Study Project Site](#)

**Recommended Action: Approve the letter with comments**

#### **Discussion:**

It was asked if there are wildlife corridor specifications are included in this study and/or the design. There is a significant wildlife corridor along this stretch. It impacts wildlife and water. We have seen the impact of I-4. FDOT is working with the wildlife agencies on the state and federal levels to identify wildlife crossings and features in the study. The state does have criteria. It was noted that a sign that says “Deer Crossing” on a road that is listed as 65 mph is not adequate. It was noted that making this road safer is something everyone is concerned with. However, the project that is proposed will not make it safer because it is raising the speed limit. Putting in the median can help but there are other methods that could be used such as center barriers, lighting, and sidewalks. The community concerns are primarily at the bookends, and they are looking for signalized intersections. There are better ways to improve safety as it goes outside the urban core and does not promote sprawl in areas where there are protected wildlife corridors. Noted that the CAC, TAC, and BPAC all approved this letter. The TPO Board has also received a letter from the Audubon Society expressing grave concerns about the wildlife corridor. This is also where water comes from the Green Swamp and into the Hillsborough River, which is the main source of drinking water for the City of Tampa. These things need to be addressed. This corridor is not in

District 7 Good Movement plan and it is not clear that this will help evacuation based on past studies.

**Commissioner Smith moved to approve the letter to FDOT, seconded by Councilman Maniscalco.**

**Discussion:**

It is not understood why this is on the list when there are so many other projects that need addressing. It's not on the LRTP. It bisects the wildlife preserve. There is a parallel route, I-75 with express lanes being proposed. This area is the most scenic roadway to go through the county. The majority of the public comment is about safety. The Audubon Society sent a letter expressing concerns but is not opposed. FDOT is looking at how to reduce the footprint along with dropping the speed to 45 mph. Looking at signaling three intersections at Stacey, McIntosh, and Harney. Will be working on the wildlife crossings by using underpasses and possibly overpasses. The project was looked at because speed is a challenge that has led to crashes. Looking for ways to slow it down. There is a lot of development outside Hillsborough County that would utilize this corridor. The funding is not there; looked at the roadway to see what could be done for the future. The demand is going up. The funding being put in now is the signaling at high crash intersections. Are not ignoring it because of the traffic forecast and crash rates. The land use in Pasco County is a prime driver which is showing in the projections now. Signals reduce the capacity.

**Roll call vote, motion passes 11 – 0.**

**B. FY21 & FY22 Unified Planning Work Program Amendment with De-obligation** (Amber Simmons, TPO Staff) *(Timestamp 2:32:53)*

- Current UPWP is in effect until June 30m 2022. De-obligation will allow the unused funds to be available on July 1, 2022.
- TIP will be modified with the following: Task 2 (System & Corridor Planning), Task 3 (LRTP), and Task 6 (Coordination) – projects that were started but will not be complete by fiscal year-end.
- Examples of projects that will not be completed were presented.
- Total is \$220,170.

**Presentation:** [FY 2021 & FY 2022 Unified Planning Work Program \(UPWP\) Amendment \(planhillsborough.org\)](https://planhillsborough.org)

**Recommended Action: Approve the Amendment to the FY 21 and FY 22 UPWP to de-obligate planning funds and related TIP amendment.**

**Councilman Maniscalco motioned to approve the FY 21 and FY 22 UPWP de-obligation; seconded by Commissioner Myers. Roll call vote, motion passes 11 – 0.**

C. **Annual Certification of Metropolitan Transportation Planning Process** (Beth Alden, TPO Exec Director)

- In-depth review is done every four years. In between, there is an annual check.
- MPO/TPOs receive federal money and grants.
- Do an annual check-in with FDOT to check anything that has been flagged.
- Summary in the agenda packet – no corrective actions identified, there were notable achievements and a couple of recommendations including how consultant procurements are done. Federal law notes that additional points would not be given to disadvantaged businesses. Have not heard back from District 7 on the procurement process at this time. This is a state-wide topic. The other points have to do with committee members and board members and the role of the TPO.

**Recommended Action: Support the re-certification of the TPO and authorization for the TPO Chairman to sign the Joint Certification Statement.**

**Motion to approve from Councilman Maniscalco; seconded by Commissioner Myers.**

**Discussion:**

It was noted that meetings can go long but it is generational decisions being made. Florida has the Sunshine Law and does not allow for discussion outside of the meetings. Other states also have Sunshine but allow anything but a quorum to get together and discuss items. It was noted that it is not the length of the meeting, but it is that the agenda items are not addressed when consultants have been scheduled and paid to be available. The point is to get to the agenda items.

**Roll call vote, motion passes 11 – 0.**

D. **Letter to FDOT on I-75 Express Lanes** (Beth Alden, TPO Exec Director) (*Timestamp 2:44:17*)

- Letter has been updated with language from the TPO Policy Committee.

**Councilman Maniscalco moves to accept the letter; seconded by Commissioner Kemp. Roll call vote, motion passes 11 – 0.**

VII. **STATUS REPORTS** (*Timestamp 0:00:00*)

A. **Introduction to new TPO Studies** (Gena Torres, TPO Asst. Director)

- Will hear more details in the summer on these projects.
- Health Impact Assessment of 2045 LRTP Complete Streets – Joshua Barber
- Freight Supply Chain Resilience Study – Allison Yeh
- Data Sharing Platform Enhancements – Johnny Wong/ Sarah Caper
- Tampa School Transportation Safety Study – Lisa Silva
- Plant City Canal Trail Study – Wade Reynolds
- Hillsborough County Bicycle Network Evaluation – Wade Reynolds/ Abigail Flores

**Presentation:** [Introduction to TPO Studies](#)

**B. Bylaws Amendment: Code of Conduct** (Beth Alden, TPO Executive Director) *(Timestamp 2:53:02)*

- Requested by Board members at previous meetings. This is the first reading of two.
- There are current clauses in existence but no specific Code of Conduct.
- Recommendation is to adopt something similar to the Code of Conduct used by the Hillsborough Planning Commission.

**Code:** [Code of Conduct of Hillsborough County City-County Planning Commission](#)

**Discussion:**

It was noted that there need to be some adjustments made from the current example. Clarification was asked if the Code of Conduct applies to the Board and all the TPO Committees. It does apply to the committee members as well. Ms. Alden will work with the county attorney and then bring it back to the Policy Committee.

**VIII. OLD & NEW BUSINESS** *(Timestamp 2:58:58)*

- A. Chair Cohen went over community engagement meetings with FDOT coming up.
- FDOT and East Tampa Community Conversation Meetings, April 19 and 21, 5:30 PM.
  - FDOT and Tampa Heights Community Conversation Meetings, April 26 and May 3 (changed from April 28), 5:30 PM.
- B. **Next meeting May 11, 2022**, from 10:00 AM – 12:00 Noon.

**IX. ADJOURNMENT** – The meeting adjourned at 11:29 PM

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

**Social Media**

**Facebook**

**3/11**

**Regarding a post on the URBN Tampa Bay Facebook page about safety concerns about painted bike lanes**

**Vela Christopher:**

A lot of N & S routes in Tampa are like this. It is pretty much impossible to bike anything west of Himes as a direct route in order to live and tell about it the next day.

Speaking of Himes, that isn't fun as well. I sidewalk that on bike most of the time.

I have no idea what our mobility department is doing and the Hillsborough TPO too.



**3/12**

**In his post on the Transit Now Tampa Bay Facebook page**

**Vela Christopher:**

From Mauricio Rosas on Twitter land.

For years I've been saying the I4 exit from South bound I 275 is still only one lane. But No one listens. This is all already backing up big time in my head before it is built.

It is not that I want FDOT to build more lanes.

It is the fact the Hillsborough TPO board has allowed a plan set-to-fail reckoned to be wider later. They could have just killed the project....just look at the map a little harder.

No offense, this is probably one the stupidest things in county ruling history...all time.

**3/16**

**In a post on the Transit Now Tampa Bay Facebook page about traffic exiting from I-275 to eastbound I-4**

**Vela Christopher**

Walter John Slupecki east Ybor and Tampa is not thinking about the local impacts of 14th and 15th being street light dictated by the interstate. Or cars blocking intersections. So this backup will occur in non-BRT places like neighborhoods. You add Brightline on Nuccio that could also impact signalization.

All members of this Hillsborough TPO are responsible for one the worst and dangerous decisions they could have made.

**3/20**

**In response to a post about the mayor's Bike to Work Day along the Green Spine**

**Vela Christopher:**

I rode this about a day or so after it was done so way before this event.

Though I like cycle tracks, I opposed this project because of FDOT's interests of diverting I275 south bound traffic on Nuccio (where this track is located) under TBNEXT which will be extremely dangerous to future users. Also Brightline presented at the TPO to use this road for

their rail connection into Tampa. This rail connection would lead to a overhead bridge of rail road tracks along nuccio including potentially 1000s of parking spaces for using the train.

This all means Nuccio, for being already dangerous with poor sight lines, speed and curves, will have much much more cars and more complexities at its intersections.

None of the residents in northwest Ybor can easily access these bike lanes since FDOT shut down 13th. It has title Vi written on it. Why? Because who would use this track? Only the few that can safely access it.

It takes two complicated mergers and one wrong way direction 'against traffic' (seriously no lie) route to access the this cycle track going south bound.

Cass and Nebraska is another intersection where you could get easily hit as the cycle track transitions to west along Cass street.

Though I initially supported this project that quickly shifted when I realized FDOT was never going to let go of using 14th and 15th street as a interstate exit.

What the Hillsborough TPO City of Tampa and FDOT want to do is create an LA cocktail of highway traffic and pedestrian activity in a single corridor with dangerous access and with no substantial improvements to the intersections. Despite I wrote emails and made my calls for change, the TPO and city seemed not to care. But before people become victims of crashes along this dangerous corridor, I'm sure this project will be gloated as game changer.

It really isn't. It is foolish.

**Walter John Slupecki:**

Vela Christopher it'll be even worse than what you wrote when you factor in the possibility of this entire road being further redone to add in lanes for #FakeBRT routes.

**3/17**

**Regarding a post about the City's unveiling of the Vision Zero Action Plan**

**Tatiana Morales:**

All these plans and nothing that actually changes.

**Dayna Sparkle-Pony**

Tatiana Morales 100% completely agree. It's so frustrating to live and advocate in Tampa. It's our elected leaders who make all the decisions - and I'm just going to say it, some of the more influential city and county staff who have been there for decades and have antiquated ideas of how things must be done. The planners pictured here are folks at the TPO who I know and have seen in action, they have a rough go of it, watching their plans sit on the shelf. They don't actually get to fund anything. We need to elect better decision makers ASAP.

**Rick Fernandez**

Tatiana Morales nothing on that poster constitutes a plan ... nothing for which anyone could be held accountable ... might as well flip it over and finger paint ... just another photo op for Castor's collection ... irony of the day is capturing David Gwynn's signature on this nothing burger ... did they have fireworks? There are some good people in the TPO system ... but ... the system is broken ...

**Tatiana Morales**

Rick Fernandez I read the entire 60 page plan and its mostly just saying this what we should do but nothing is real or being done

**Rick Fernandez**

Tatiana Morales The plan has been presented to the Tampa Heights Civic Association and TPO CAC over the years ... My impression of legacy over the last 20+ years: We study things (constantly, expensively) ... meanwhile, ideas and people die ... Accountability is illusive or non-existent. What I want from the people in these pictures and from our elected representatives is anger, righteous indignation, passion, zeal, advocacy. Enough with the photo opportunities. Good luck finding any of those characteristics at the City or County ... but hope springs eternal ... every election cycle offers another opportunity for the citizens to let folks like Kimberly Overman Patricia Kemp Harry Cohen Mariella Smith Gwen Myers know how we feel. Blue and Red mean nothing to me anymore ... there are people all along the color spectrum that simply do not deliver ... and a precious few who do

The next thing to look for out of the TPO Staff is a Code of Conduct ... I guess so that when we get pissed off we have to be gentile about it ... sure thing ...

**Forward Pinellas**

Way to go! #VisionZero

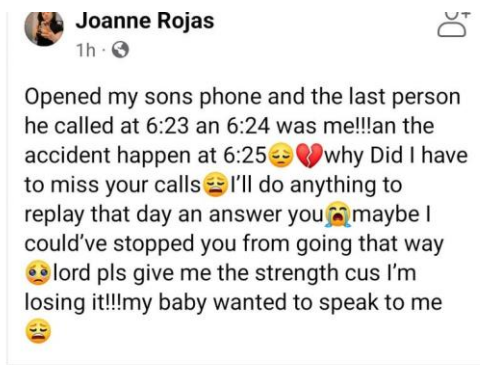
**Dave Justask**

This is Josiah Pinnars mother just today. We have to do better. Nothing could be clearer of the overlords sticking it to us than a cop doing 66, taking a child, with complete impunity.

**Aarown Matthys**

Let me know when something actually changes. Until then... this is just a plan with no action.

**Dave Justask- Shared screen shot below:**



3/23

**In response to a post about the FDOT public hearing in the US 301 widening study:**

**Tatiana Morales:**

We dont need widened roads we need to restart out train routes so freight can go on trains not trucks that deteriorate the roads

We should look into expanding bus service to reduce traffic

**Bill Mattull:**

Road should have been widened to 4 lanes 10 years ago

3/29

**Regarding the City of Tampa’s public forum on the Green ARtery:**

**Andrew Guilbert:**

Not bad

4/8

**Regarding a post on the Transit Now Tampa Bay Facebook page about rising pedestrian deaths:**

**Vela Christopher:**

Also in 2021 out Hillsborough TPO did nothing to stop TBNEXT which is so dangerous that it would be illegal for actual pedestrians to use. But in all seriousness from that actual truth (law) local roads will be quite dangerous by the interstate's exits where the TPO's Vision Zero Hillsborough hopes that paint saves lives.

Jesus...the world we live in.

"California, Florida and Texas led the nation in the number of pedestrian traffic fatalities in the first half of last year, accounting for 1,289, or 37%, of all pedestrian deaths."

4/12

**Regarding I-75 PD7E studies (posted on the Transit Now Tampa Bay Facebook page with a photo of a comment letter)**

**Vela Christopher:**

In case you are wondering there are express lanes being planned on I75 in Hillsborough County.

Unlike how TBX started with the Hillsborough TPO not compelled to care about some of us urbanites, these more rural communities already get a running start.

It is all bad, but if I were FDOT, I could tell the TPO to shut it because they neglected unconditional promises of rail, sound walls, or other improvements in the inner city and more urban parts of the county. They will already express lane other parts of the county because our Board is too concerned about what Tallahassee thinks. So it has been done, why can we not do more?

Anyways, my at-large commissioners once again treat the inner city like an invisible population when it comes to these matters.

Kinda strange that some of them live in the city.

**Twitter**

3/17

**In response to two posts about the City of Tampa's Vision Zero Action Plan**

**Roc King:** Beyond the signatures a robust attack should follow.

**tampabaybeat:** "Vision Zero?" Really? Do any of her handlers have one ounce of sense?



**3/28**

**Regarding a post about the Hillsborough BOCC approval to draft a transportation tax ordinance**

**Roc King:** That's gutsey but good.

**3/30**

**Regarding a post about HART rolling out new buses, shelters, and maintenance facility**

**Tolar Manufacturing:** (Applause emoji)

**3/30**

**Regarding a post about the court's rejection of a proposal to distribute 2018 transportation surtax money**

**Roc King:** You go judge.

**4/1**

**Regarding a post about protected intersections**

**Bruce Wright:**

This morning visited this intersection, with double turn lanes on each leg, to discuss how to fix it for pedestrians. Could be a protected intersection. Also should remove the extra turn lanes.



**Apr 5**

**Regarding a post about Brightline's plan to connect Orlando to Tampa via rail**

**tampabaybeat:** "not for several years." Try 15 minimum.

**Apr 6**

**Regarding a driver awareness post about pedestrian safety at crosswalks**

**Roc King:** Crank it on.

**Apr 7**

**Regarding a Tampa Bay Times post about Tampa Bay mayors addressing climate change**

**tampabaybeat:** Read this and get on the right track—not the light rail one. Your refusal to become educated is stunning. (Linked Vox article: <https://t.co/RLrChUbg1J>)

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

**Email**

**From:** Lena Young

**To:** [calvin.hardie@tampagov.net](mailto:calvin.hardie@tampagov.net)

**Cc:** [Beth Alden](#); [Christopher Thompson](#); [Rhonda Triplett](#); [Adam Davidson](#); [Brian Seel](#)

**Subject:** Completion of The Green ARTery Perimeter Trail

**Date:** Friday, March 18, 2022 8:07:37 PM

Good Afternoon Calvin. I hope all is well with you. It feels so much better now that we seem to be looking COVID in the rearview mirror. We are all anxious to get back being 'normal' again.

Now that the 2022 legislative session is complete, I understand there may be some resolution to the All for Transportation funds collected during the period when the program was in place. If this is so, would you kindly let us know if the next sections of the Green ARTery Perimeter Trail will be included for funding from that pot? We know that we must wait for the new language to be placed on this year's ballot and for its passage by voters in November. As we did before, we will be working hard towards this end and anticipate its approval again this time around. I will be asking our Tampa Heights Civic Association President Brian Seel to extend an invitation to you to bring an update to our general meeting at the most appropriate time. Would you let us know as soon as you are ready to do so?

Thank you as always. Thank you for serving the citizens of our city.

**LYG (813) 538-3219**

**From:** Rick Fernandez

**To:** [Gwynn, David](#); [justin.hall@dot.state.fl.us](mailto:justin.hall@dot.state.fl.us); [calvin.hardie@tampagov.net](mailto:calvin.hardie@tampagov.net); "Adam Klinstiver"; [jane.castor@tampagov.net](mailto:jane.castor@tampagov.net); [janecastor@tampagov.net](mailto:janecastor@tampagov.net); [Orlando.Gudes@tampagov.net](mailto:Orlando.Gudes@tampagov.net); [Charlie.Miranda@tampagov.net](mailto:Charlie.Miranda@tampagov.net); [Joseph.Citro@tampagov.net](mailto:Joseph.Citro@tampagov.net); [CohenH@HCFLGov.net](mailto:CohenH@HCFLGov.net); [Kimberly Overman](#);

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[Beth](#)

Alden; Johnny Wong

Cc: "Brian Seel"; "Lena Young"; "Tim Keeports"; "Mauricio Rosas"; "Michelle Cookson"; "CM Vela"; "Taryn Sabia";  
Reuben Bryant; "Shane Ragiel"; honclive@gmail.com; "Brenda Christian"; "Tampa Heights Civic Association";  
"Brenda Christian"; Cady Gonzalez; "William Dobbins"; Bill.Carlson@tampagov.net; Lynn Hurtak; "Matt Suarez";  
Erik Lacayo (FHWA); "Resler, Kevin (FHWA)"; Nichole Mcwhorter (FHWA); Tony Krol; Dayna Lazarus; Connie  
Rose; Fadia Patterson; "Sowers, Lloyd"; justin@cltampa.com; chad.mills@wfts.com; Ariana Skibell; Adam Fritz ;  
"Anthony Krol"; BrownAK@hillsboroughcounty.org; Bill.Carlson@tampagov.net; Cameron Clark; candacesavitz@yahoo.com; Candy Lowe; "William Dobbins"; Doreen Jesseph; Ellie Baggett; "Elaine Illes"; "Faith  
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"Matt  
Suarez"; "Tim Keeports"; tampanativesshow@gmail.com; vsalaga@atelieraec.com; "Yvette Lewis"

**Subject:** Construction Vibration And the manifest inefficiencies

**Date:** Friday, March 25, 2022 11:51:02 AM

As a follow up to my comments yesterday ... let it be a matter of record that today, March 25, 2022, brings the most obtrusive level of Interstate construction related vibration to date in Tampa Heights ... My home has been vibrating since early this morning. Windows are shaking, china is rattling in cabinets and pendant lights are swaying in the kitchen ... for all of this I hold David Gwynn and a complicit group of local politicians accountable ...

I am advised all this is related to **"the contractor ... doing some work on the H-pile wall on the opposite side of the interstate today. Should be a one day operation over there. Sorry for the inconvenience."** Begging the question: What happens when FDOT finds its way to our side (west side) of the interstate in a few months ...

My partner, Connie Rose, is a trainer and conducts classes out of our second floor suite where the rattling is even more pronounced than on the first floor ... if this continues her business and income earning potential will be impacted negatively ... As I type these words in my down stairs office, my keyboard is shaking under my fingers ... This is unacceptable ...

The elected officials allowing this to continue are failing us ... Your jobs are participatory ... stop observing the mess you have allowed to move forward for seven years and start doing something to represent the interests of the constituents who voted for you, contributed to your campaigns and trusted you.

Closing today as I did yesterday: **We have suffered disparate impacts at the hands of road building interests for generations. The pattern and practice continues daily. Tampa Heights is part of highly diverse, majority-minority districts (City and County). Disparate impacts are felt by communities of concern all along the corridors formed by Interstates 4, 275 and the Crosstown Expressway ... These impacts manifest in ways including but not limited to: poor air quality,**

**adverse health consequences, food deserts, limited access to good paying jobs, poor public transit options, reduced property values, lack of affordable housing and deadly roadways. The list goes on. Our patience does not.**

**For those at FHWA** please review the [Plan Hillsborough Nondiscrimination and Equity Plan](#) ... in particular Appendix F \_ History of Discriminatory Planning ... and beginning at page 197 the discussion of "Highway Construction in Hillsborough County: I-275, I-4 and the Crosstown Expressway" ...

Most Sincerely ...

Rick Fernandez  
2906 N. Elmore Ave.  
Tampa, FL 33602

**From:** Rick Fernandez <rick@fernandezconsulting.net>

**Sent:** Thursday, March 24, 2022 4:50 PM

**To:** Gwynn, David <David.Gwynn@dot.state.fl.us>; 'Hall, Justin' <Justin.Hall@dot.state.fl.us>; 'Calvin Hardie' <Calvin.Hardie@tampagov.net>; 'Adam Klintstiver' <aklintstiver@consoreng.com>; 'jane.castor@tampagov.net' <jane.castor@tampagov.net>; 'janecastor@tampagov.net' <janecastor@tampagov.net>; 'Orlando.Gudes@tampagov.net' <Orlando.Gudes@tampagov.net>; 'Charlie.Miranda@tampagov.net' <Charlie.Miranda@tampagov.net>; Joseph.Citro@tampagov.net; 'CohenH@HCFLGov.net' <CohenH@HCFLGov.net>; Kimberly Overman <overmank@hcflgov.net>; 'KempP@HCFLGov.net' <KempP@HCFLGov.net>; 'Mariella Smith' <smithMa@hcflgov.net>; 'guido.maniscalco@tampagov.net' <guido.maniscalco@tampagov.net>; 'Gwen Myers' <MyersG@hillsboroughcounty.org>; 'alana.brasier@gmail.com' <alana.brasier@gmail.com>; 'Gena Torres' <torresg@plancom.org>; 'alana.brasier@tampagov.net' <alana.brasier@tampagov.net>  
**Cc:** 'Brian Seel' <brianseel@gmail.com>; 'Lena Young (lenayoung@thjca.org)' <lenayoung@thjca.org>; 'Tim Keeports' <tim.keeports@gmail.com>; 'Mauricio Rosas' <mrosas1001@mac.com>; 'Michelle Cookson' <uppitygal@mac.com>; 'CM Vela' <cmvela311@gmail.com>; 'Taryn Sabia' <tarynsabia@gmail.com>; Reuben Bryant <yellowtakesflight7@gmail.com>; 'Shane Ragiel' <shane9218@gmail.com>; 'honclive@gmail.com' <honclive@gmail.com>; 'Brenda Christian' <brenda@myhistorictampa.com>; 'Tampa Heights Civic Association' <tampaheightscivicasociation@gmail.com>; 'Brenda Christian' <brenda@myhistorictampa.com>; Cady Gonzalez <cadymgonzalez@gmail.com>; 'William Dobbins' <dobbins.william.j@gmail.com>; 'Bill.Carlson@tampagov.net' <Bill.Carlson@tampagov.net>; Lynn Hurtak <lynn.hurtak@gmail.com>; 'Matt Suarez' <suarez.matthew@outlook.com>; Erik Lacayo (FHWA) <erik.lacayo@dot.gov>; 'Resler, Kevin (FHWA)' <kevin.resler@dot.gov>; Nichole Mcwhorter (FHWA) <nichole.mcwhorter@dot.gov>; Tony Krol (illsoltpa@gmail.com) <illsoltpa@gmail.com>; Dayna Lazarus <daynalaz@gmail.com>

**Subject:** The manifest inefficiencies/failures of our local government agencies \_ just steps from my front door at 2906 N. Elmore Ave. in Tampa Heights \_ Title VI Complaint # 2022-0193 \_ Disparate Impacts

Greetings:

Living, as I do, only steps from the intersection of Floribraska Ave. and I-275, I have a front row seat to daily reminders of government and agency inefficiencies/failures ... this documents images captured during five minutes on the afternoon of March 24, 2022.

1. The underpass at Floribraska and 1-275 in Tampa Heights: Note the retention walls are sloped. Ongoing construction is part of the FDOT I-275 **capacity project** north of I-4 to north of Hillsborough. The walls are supposed to be completely vertical. I am told local streets without interstate exit/entry ramps get the sloped treatment. Yet Floribraska, local or not, has

both an exit and an entry ramp. Ramps or no ramps, we were told the walls were to be fully vertical so as to allow for aesthetic treatments such as murals, better lighting and better security. Promises made. Promises in the process of being broken. This applies to the underpass at Lake Ave. as well. Also to underpasses north of Tampa Heights in the Seminole Heights community.

2. Floribraska complete street project: Tampa Heights has been promised a complete street makeover for Floribraska for years. The project was finally to proceed this year (2022). As of last week, we have learned that FHWA and FDOT and the City of Tampa have now collaborated to discover that Floribraska intersects with I-275. Who knew? As a result, a traffic study is needed. The traffic study will put the complete street project off for an undetermined period of time (at least a year).

3. North Elmore Ave: Elmore is an Interstate frontage road along the eastern boundary of Tampa Heights. Elmore is also a residential street, connecting Floribraska Ave. and Columbus Drive. Thanks to the FDOT's DTI Quick Fix project, Tampa Heights is now facing a retention wall intrusion, starting along Elmore Ave. and continuing along the entire interstate arc to south of 7th Ave. While that is enough of a fight, most days ... there are other issues:

a. Elmore is posted as a "no truck" route ... yet trucks (as seen in the attached photo) routinely exit I-275 at Floribraska and use Elmore Ave as a pass through to Columbus. When stopped and questioned (as this trucker was), truckers often use the excuse that "my GPS brought me this way". There has never been enforcement of the trucking prohibition, until today. Thanks to the tree overhanging Elmore at Robles Ave (a tree butchered by TECO), this trucker was not able to complete his transit to Columbus and spent the better part of 20 minutes trying to back his way out of the predicament.

b. Elmore is posted for maximum speed of 25 mph: Vehicles routinely exit I-275 at Floribraska and slingshot across Floribraska onto Elmore at Interstate speeds (estimated at 50 mph +/-). This creates an inherently dangerous condition. Historically, the intersection of Floribraska and Elmore has been a high traffic accident area. It is only a matter of time before the speeders along Elmore Ave. create a crack in our Vision Zero plans. We have requested traffic calming measures. Most recently, a "pork chop" was planned at the Floribraska/I-275 exit to divert traffic east and west, prohibiting pass through traffic onto Elmore. Now, thanks to recent discovery of the intersection of Floribraska and I-275, that traffic calming device will likely be delayed and the dangerous condition will be allowed to continue.

This was an easy, if troubling, list of issues to compile. And I have only scratched the surface. If any of our elected representatives or salaried city/county/state employees would care to discuss solutions, please reach out. Tampa Heights is hungry for answers and effective representation.

**We have suffered disparate impacts at the hands of road building interests for generations. The pattern and practice continues daily. Tampa Heights is part of highly diverse, majority minority districts (City and County). Disparate impacts are felt by communities of concern all along the corridors formed by Interstates 4, 275 and the Crosstown Expressway ... These impacts manifest in ways including but not limited to: poor air quality, adverse health consequences, food deserts, limited access to good paying jobs, poor public transit options, lack of affordable housing and deadly roadways. The list goes on. Our patience does not.**

Rick Fernandez

Transportation Committee Chair, Tampa Heights Civic Association

TPO CAC Vice Chair

2906 N. Elmore Ave

Tampa, FL 33602

786.837.3818



**From:** Calvin Hardie

**To:** Rick Fernandez; Nina Mabileau

**Cc:** Gwynn, David; justin.hall@dot.state.fl.us; "Brian Seel"; lenayoung@thjca.org; "Shane Ragiel"; Orlando Gudes; MyersG@HCFLGov.net; "Mariella Smith"; KempP@HCFLGov.net; Kimberly Overman; Joseph Citro; Johnny Wong; hqueen@bizjournals.com; "Adam Klinstiver"; janecastor@tampagov.net; Jane Castor; steven.benson@tampagov.net; tarynsabia@gmail.com; Beth Alden; CohenH@HCFLGov.net; BrownAK@hillsboroughcounty.org; LawsonL@hillsboroughcounty.org; Wes Hughes; Jason Marlow; "Tim Keeports"; "Mauricio Rosas"; "Michelle Cookson"; "CM Vela"; "Matt Suarez"

**Subject:** RE: [EXTERNAL] FLORIBRASKA AVE FROM N TAMPA ST TO 9TH ST Bike Lane/Sidewalk; FPN: 436640-1; CIP#

1001531 | Why is FDOT gumming up this project in Tampa Heights?

**Date:** Friday, March 18, 2022 9:55:30 AM

Rick,

It's a procedural step required by FHWA near any interchange. FDOT is not requiring; it's a federal requirement. The FDOT Operations staff doesn't necessarily review all Local Agency Projects. On this one, it just got caught late. The City was not aware of the requirement, but that does not mean that it's not valid. The FHWA contact that I'm referring to is FDOT Central Office FHWA Liaison. She did not initiate the request, and she has been helpful with trying to expedite this process.

I know this is not ideal, but it wasn't in any way malicious, and FDOT has been accommodating to get the project done. I know your concerns over the I275 project, I understand your frustrations, but on this, I ask for your patience. Communication on this project is a City responsibility, and we were not ready to do that until we had a schedule nailed down. That did not happen until last week. I will continue to meet with the neighborhood, as we have done throughout the project. We can talk any time.

**Cal Hardie, P.E.**

**Capital Projects Manager, Mobility Department**

City of Tampa / 306 E. Jackson Street, 6E / Tampa, Florida 33602

p: 813-274-3280 / e: [calvin.hardie@tampagov.net](mailto:calvin.hardie@tampagov.net)

**From:** Rick Fernandez <rick@fernandezconsulting.net>

**Sent:** Thursday, March 17, 2022 5:50 PM

**To:** Calvin Hardie <Calvin.Hardie@tampagov.net>; Nina Mabileau <Nina.Mabileau@tampagov.net>

**Cc:** Gwynn, David <David.Gwynn@dot.state.fl.us>; 'Hall, Justin' <Justin.Hall@dot.state.fl.us>; 'Brian Seel' <brianjseel@gmail.com>; lenayoung@thjca.org; 'Shane Ragiel' <shane9218@gmail.com>; Orlando Gudes <Orlando.Gudes@tampagov.net>; MyersG@HCFLGov.net; 'Mariella Smith' <smithMa@hcflgov.net>; KempP@HCFLGov.net; Kimberly Overman <overmank@hcflgov.net>; Joseph Citro <Joseph.Citro@tampagov.net>; Johnny Wong <wongj@plancom.org>; hqueen@bizjournals.com; 'Adam Klinstiver' <aklinstiver@consoreng.com>; janecastor@tampagov.net; Jane Castor <Jane.Castor@tampagov.net>; steven.benson@tampagov.net; tarynsabia@gmail.com; Beth Alden <aldenb@plancom.org>; CohenH@HCFLGov.net; BrownAK@hillsboroughcounty.org; LawsonL@hillsboroughcounty.org; Wes Hughes <HughesWE@HCFLGov.net>; Jason Marlow <MarlowJ@hillsboroughcounty.org>; 'Tim Keeports' <tim.keeports@gmail.com>; 'Mauricio Rosas' <mrosas1001@mac.com>; Rick Fernandez <rick@fernandezconsulting.net>; 'Michelle Cookson' <uppitygal@mac.com>; 'CM Vela' <cmvela311@gmail.com>; 'Matt Suarez' <suarez.matthew@outlook.com>

**Subject:** [EXTERNAL] FLORIBASKA AVE FROM N TAMPA ST TO 9TH ST Bike Lane/Sidewalk; FPN: 436640-1; CIP# 1001531 | Why is FDOT gumming up this project in Tampa Heights?

Cal: Am I understanding this correctly? FDOT and the City have not been coordinating their activities? As a result, a project we have been anticipating in Tampa Heights for years (improving the Floribaska corridor) is being delayed, yet again? For at least another year?

Is that about the up-shot of it?

Please know, the idea that FDOT is not communicating with the community is not novel to us in Tampa Heights. Even as I type, they are screwing up the overpass at Floribaska with retention walls that do not meet our neighborhood standards. That said, please help us understand what it is FDOT is doing that could impact the Floribaska project. It's not as if I-275 sprung up overnight. Nor is it news that the I-275 corridor north of I-4 has been the subject of expansion related controversy for years.

Can it really be that the FDOT operations team is claiming they were not in the loop? Left out of the discussion? Perhaps there was a term definition they did not understand?

Seriously?

Also, please advise: who is the "FHWA Lead" you reference in your email? By all means, let's get them in the email loop.

FDOT is threatening to damage Tampa Heights through further Interstate retention wall intrusion. We learned that in November 2021. Now we are learning that, as of November 2021, they have also become a potential obstacle to a long awaited Floribaska enhancement. None of this is good news. All of it is vintage FDOT. And all of it seems to be happening secondary to multiple malfunctions at multiple governmental and agency levels. Color me frustrated, annoyed ... but not surprised.

Finally, shouldn't TPO staff also be in on this discussion? It seems the Floribaska project has been in documents I have been reviewing for years on the TPO CAC ... please elaborate if possible.

Let me be very clear. You, Cal, have been one of the few bright spots in the transportation universe for us (and me personally) over the last few years (dating back to my time as THCA President). I am not blaming you for any of this. You seem to be in the "don't kill the messenger" role. That said, there is something very "squirrely" going on here and my tolerance for further FDOT related nonsense is non-existent. Floribaska is 100 feet north of my front door and FDOT is planning to tear down retention walls 300 feet south of my front door. My house has already been vibrating to the beat of pile drivers. You can, I think, understand my thirst for information as well as the "**over my dead body**" level of zeal I feel over this human life ecosystem (and corridor) we lovingly refer to as Tampa Heights.

Let's talk. Soon. Please.

Rick Fernandez

786.837.3818

Begin forwarded message:

**From:** Calvin Hardie <[Calvin.Hardie@tampagov.net](mailto:Calvin.Hardie@tampagov.net)>

**Date:** March 17, 2022 at 15:28:18 EDT

**To:** Floribaska Project <[FloribaskaProject@tampagov.net](mailto:FloribaskaProject@tampagov.net)>, Shane Ragiel <[shane9218@gmail.com](mailto:shane9218@gmail.com)>

**Cc:** Tampa Heights Civic Association <[tampaheightsciviccassociation@gmail.com](mailto:tampaheightsciviccassociation@gmail.com)>, Brian Seel <[brianjseel@gmail.com](mailto:brianjseel@gmail.com)>, Justin Ricke <[jwricke@gmail.com](mailto:jwricke@gmail.com)>

**Subject:** RE: [EXTERNAL] Update 20-C-00035; FLORIBASKA AVE FROM N TAMPA ST TO 9TH ST Bike Lane/Sidewalk; FPN: 436640-1; CIP# 1001531

All,

This is all new information, we've been ironing out the details and the schedule update, which is why we haven't updated the website yet. Basically, through the reviews, the project was never seen by

the operations team at FDOT. We got an email from them in November, and we have been working with their FHWA lead to figure out a path forward. Regardless, the traffic study will let us know what, if any, changes need to be incorporated, and we can proceed from there. We will share the revised plans when they are available later this summer.

Sincerely,

**Cal Hardie, P.E.**

**Capital Projects Manager, Mobility Department**

City of Tampa / 306 E. Jackson Street, 6E / Tampa, Florida 33602

p: 813-274-3280 / e: [calvin.hardie@tampagov.net](mailto:calvin.hardie@tampagov.net)

**From:** Floribraska Project <[FloribraskaProject@tampagov.net](mailto:FloribraskaProject@tampagov.net)>

**Sent:** Thursday, March 17, 2022 2:45 PM

**To:** Shane Ragiel <[shane9218@gmail.com](mailto:shane9218@gmail.com)>

**Cc:** Tampa Heights Civic Association <[tampaheightscivicasociation@gmail.com](mailto:tampaheightscivicasociation@gmail.com)>; Brian Seel <[brianjseel@gmail.com](mailto:brianjseel@gmail.com)>; Justin Ricke <[jwricke@gmail.com](mailto:jwricke@gmail.com)>; Calvin Hardie <[Calvin.Hardie@tampagov.net](mailto:Calvin.Hardie@tampagov.net)>; Floribraska Project <[FloribraskaProject@tampagov.net](mailto:FloribraskaProject@tampagov.net)>

**Subject:** RE: [EXTERNAL] Update 20-C-00035; FLORIBASKA AVE FROM N TAMPA ST TO 9TH ST Bike Lane/Sidewalk; FPN: 436640-1; CIP# 1001531

Mr. Ragiel,

Greeting on this St. Patrick's Day. Thank you for inquiring about this upcoming capital improvement project.

Due to the project's intersection with I-275, the City is conducting additional traffic analyses which should be completed by September 2022. Depending on the results, the design plans may have to be revised further. To accommodate for the additional traffic analysis, the project has been delayed for approximately one year. The City anticipates advertisement for this Local Agency Program (LAP) project's construction in March 2023. Note that in the current environment, construction costs have radically increased which has caused many construction projects to be deferred. As the project schedule has recently been updated, we will soon update the project website.

Can you please re-send any open questions relative to stamped sidewalks, landscaping, lighting, crossing treatments, and how to navigate the separated bikeway and driveways, particularly near I-275?

The DRAFT May 2021 Pavement Marking plans, prior to future adjustment based on the traffic analysis, are attached.

Sincerely,

**Nina Mabileau, E.I.**

**Transportation Project Coordinator, Mobility Department**

City of Tampa / 306 E. Jackson St., MC290A6E / Tampa, Florida 33602

Desk: (813) 274-8542 / Mobile: (813) 415-4197

e: [nina.mabileau@tampagov.net](mailto:nina.mabileau@tampagov.net)

*Please note: This e-mail is public record.*

**From:** Shane Ragiel <[shane9218@gmail.com](mailto:shane9218@gmail.com)>

**Sent:** Wednesday, March 16, 2022 6:01 PM

**To:** Floribraska Project <[FloribraskaProject@tampagov.net](mailto:FloribraskaProject@tampagov.net)>; Nina Mabileau <[Nina.Mabileau@tampagov.net](mailto:Nina.Mabileau@tampagov.net)>; Calvin Hardie <[Calvin.Hardie@tampagov.net](mailto:Calvin.Hardie@tampagov.net)>

**Cc:** Tampa Heights Civic Association <[tampaheightscivicasociation@gmail.com](mailto:tampaheightscivicasociation@gmail.com)>; Brian Seel <[brianjseel@gmail.com](mailto:brianjseel@gmail.com)>; Justin Ricke <[jwricke@gmail.com](mailto:jwricke@gmail.com)>

**Subject:** [EXTERNAL] Floribraska Ave. Complete Streets Project Update

Hey There,

I am reaching out regarding an update on the Floribraska Ave Project. Back in June 2020, I served as the Civic Association President & we received a presentation on the project, but now I am just serving as a resident of Floribraska, with my home on the south side between Central Ave and 275. My understanding from the most recent documents on the [site](#) is that we should expect construction in the coming weeks, but I am not seeing any updates to the plans or any additional detail. If you could share any insight to the timelines, any updates to design, or what we should anticipate, it would be greatly appreciated. I know that the plans presented nearly 2 years ago were not completed and it would be nice to see the final design. I believe there were still open questions about stamped sidewalks, landscaping, lighting, crossing treatments, and how to navigate the separated bikeway and driveways, particularly near 275.

I am including the THCA as well as the current President & VP on this thread should there be any pertinent information that would be helpful to share with the neighborhood. I appreciate your insight and, as you can tell, I am very excited to see Floribraska receive some love.

Thanks!

Shane Ragiel

**From:** Lopez, Luis D. (FHWA)

**To:** CM; Christian, Jamie (FHWA)

**Cc:** Bogen, Kirk; Gwynn, David; Lena Young; Mauricio Rosas; Michelle Cookson; Orlando Gudes; Kemp, Pat; Rich

Clarendon; Rick Fernandez; Smith, Mariella; Suarez, Matthew; Beth Alden; [vik.bhide@tampagov.net](mailto:vik.bhide@tampagov.net)

**Subject:** RE: Noise Study Report Update

**Date:** Wednesday, March 9, 2022 11:07:05 PM

Good evening Mr. Vela,

Thank you for your patience while we worked on addressing your email on February 6, 2022.

Below (*italics*) you will find the questions and/or concerns that we identified in your communication followed by our response.

*1. In response to your answer to question one, abatement is not required because traffic noise "does not exceed the NAC in the year 2045." To verify this means FDOT can value engineer (VE) out the sound walls from this project with no NAC penalty, correct? Is FDOT required to inform the TPO in advance if sound walls were to be omitted at the final design project due to costs?*

FDOT does not use the Value Engineering (VE) process to remove sound walls from a project. VE is defined as a systematic process of review and analysis of a project, during the concept and design phases, by a multidiscipline team of persons not involved in the project, that is conducted to provide recommendations for:

1. providing the needed functions safely, reliably, efficiently, and at the lowest overall cost;
2. improving the value and quality of the project; and
3. reducing the time to complete the project.

During final design phase, FDOT must confirm the need for and the feasibility and reasonableness of providing barriers as abatement by preparing a more detailed noise analysis on the latest design. FDOT could review and adjust their design and, based on the results of the revised noise study for these areas, it is a possibility that the new design wouldn't exceed the NAC or the barriers may no longer be feasible or cost-reasonable to construct.

The FDOT has checkpoints in place to guarantee that the design is performed following the description approved in the Record of Decision (ROD) and that the environmental

commitments are tracked along the entire project development and delivery. FDOT is not required to inform the TPO of changes to sound walls, but the final design noise study are always available to the public.

*2. I also have concerns about the effectiveness of the sound walls as "to be considered feasible, at least two impacted receptors must be benefited." However, there couldn't be two impacted receptors at the downtown interchange. If you look at your attachment I marked, there is no sound wall on the southbound I274 ramp to I4.*

I'm not sure exactly what you mean with this statement but I can tell you that the sensitive sites were identified and included in the analysis. The results doesn't support requiring noise abatement.

*3. In response to your answer to question two, according to Code of Federal Regulations (CFR) Title 40 Chapter I Subchapter C Part 81 Subpart C § 81.310., Hillsborough County does not meet federal guidelines for total suspended particles (TSP). So wouldn't a CO study would still have to be mandated?*

As indicated in the previous email, the entire state of Florida is currently in attainment for CO and most transportation improvement projects reduce delay and congestion making the CO analysis not a requirement. However, FDOT still conducted a CO screening and the results are included in the Air Quality Tech Memorandum.

In response to your answer to question three, FHWA admits idling would be acceptable at these transitional frontage roads due to safety concerns. Since vehicle idling conflicts with the Sociocultural Effects Evaluation Report, has there been a study done where idling **and** traffic transitional safety features are addressed?

The SCE Report points to the benefits that reduction of idling (due to congestion) along the mainline of I-275 and I-4, where over 200,000 cars will pass through each day. Without the DTI safety and operational improvements on the interstate, we would expect spillover into the local roadways and more idling (due to congestion) on the local streets closer to the neighborhoods. The idling at the new intersection at 14th/15th Street would have much lower volumes than the interstate mainline and would be controlled by a new traffic signal.

*4. In response to your answer to question four, I am confused why FHWA doesn't consider the DTI portion of the preferred alternative a capacity project. Under the 'Purpose and Need' portion of the SEIS on page 41, it is stated, "Without improvements to the primary interstate system, other freeways, expressway, and arterials as provided for in Hillsborough MPO's Imagine 2040: LRTP (2014) will fail to provide the necessary capacity to relieve congestion and system connectivity." It is further stated, "The proposed improvements are needed to improve freeway capacity in the TIS SEIS Project study area to accommodate the increasing travel demand." There are other references of the use capacity through the SEIS document, including on portions of FDOT's website. The downtown interchange falls into the TIS SEIS Project Study, so why does FHWA claim it isn't a capacity project?*

The Downtown Tampa Interchange section is the only section of the TIS SEIS that is not approved as a capacity project, but as a safety and operational improvement. This portion of the project will address operational improvements that will manage more efficiently the congestion of the area. The remainder of the project is adding capacity from Howard Frankland Bridge to east of the Hillsborough River.

If you should have any additional comments or questions feel free to reach out at your convenience.

Respectfully,

Luis D. López-Rivera, P.E.



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U.S. Department of Transportation  
Federal Highway Administration  
Florida, Puerto Rico and US Virgin Islands Division Offices  
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Orlando, FL 32801  
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**From:** CM <cmvela311@gmail.com>

**Sent:** Thursday, February 17, 2022 3:37 PM

**To:** Christian, Jamie (FHWA) <Jamie.Christian@dot.gov>; Lopez, Luis D. (FHWA) <Luis.D.Lopez@dot.gov>

**Cc:** Bogen, Kirk <kirk.bogen@dot.state.fl.us>; Gwynn, David <David.Gwynn@dot.state.fl.us>; Lena Young <lenayoung211@yahoo.com>; Mauricio Rosas <mrosas1001@gmail.com>; Michelle Cookson <upittygal@mac.com>; Orlando Gudes <Orlando.Gudes@tampagov.net>; Pat Kemp <kempP@hillsboroughcounty.org>; Rich Clarendon <clarendonr@plancom.org>; Rick Fernandez <rick@fernandezconsulting.net>; Smith, Mariella <SmithMa@hillsboroughcounty.org>; Suarez, Matthew <suarez.matthew@outlook.com>; aldenb plancom.org <aldenb@plancom.org>; vik.bhide tampagov.net <vik.bhide@tampagov.net>

**Subject:** Re: Noise Study Report Update

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or

open attachments unless you recognize the sender and know the content is safe.

Luis and James,

I hope you are doing well. We are probably going to have more of these emails from time to time. I know it isn't easy but we are trying to better understand FHWA's decisions.

May I get a follow up?

Thanks,

Chris

On Sun, Feb 6, 2022 at 22:42 CM <cmvela311@gmail.com> wrote:

Luis,

Thank you for the follow-up on my questions. Your responses have resolved some queries while raising additional ones. To keep this compact, I will respond in the same order as I presented my questions.

In response to your answer to question one, abatement is not required because traffic noise "does not exceed the NAC in the year 2045." To verify this means FDOT can value engineer (VE) out the sound walls from this project with no NAC penalty, correct? Is FDOT required to inform the TPO in advance if sound walls were to be omitted at the final design project due to costs?

I also have concerns about the effectiveness of the sound walls as "to be considered feasible, at least two impacted receptors must be benefited." However, there couldn't be two impacted receptors at the downtown interchange. If you look at your attachment I marked, there is no sound wall on the southbound I274 ramp to I4.

In response to your answer to question two, according to Code of Federal Regulations (CFR) Title 40 Chapter I Subchapter C Part 81 Subpart C § 81.310., Hillsborough County does not meet federal guidelines for total suspended particles (TSP). So wouldn't a CO study would still have to be mandated?

In response to your answer to question three, FHWA admits idling would be acceptable

at these transitional frontage roads due to safety concerns. Since vehicle idling conflicts with the Sociocultural Effects Evaluation Report, has there been a study done where idling **and** traffic transitional safety features are addressed?

In response to your answer to question four, I am confused why FHWA doesn't consider the DTI portion of the preferred alternative a capacity project. Under the 'Purpose and Need' portion of the SEIS on page 41, it is stated, "Without improvements to the primary interstate system, other freeways, expressway, and arterials as provided for in Hillsborough MPO's Imagine 2040: LRTP (2014) will fail to provide the necessary capacity to relieve congestion and system connectivity." It is further stated, "The proposed improvements are needed to improve freeway capacity in the TIS SEIS Project study area to accommodate the increasing travel demand." There are other references of the use capacity through the SEIS document, including on portions of FDOT's website. The downtown interchange falls into the TIS SEIS Project Study, so why does FHWA claim it isn't a capacity project?

Sincerely,  
Chris

On Fri, Feb 4, 2022 at 5:21 PM Lopez, Luis D. (FHWA) <[Luis.D.Lopez@dot.gov](mailto:Luis.D.Lopez@dot.gov)> wrote:  
Mr. Vela,

Thank you for being so patient while we worked on the questions you sent us on January 24, 2022. We have worked in coordination with FDOT to provide you with accurate responses supported by the regulation and the analysis prepared for the TIS Project. Below you can find our responses.

**1. How come only certain portions of the DTI can be sound abated. You are claiming a waiver will not have to be submitted for the portions that can't be abated. Why?**

The SEIS traffic noise study was performed in accordance with Title 23, Part 772 of the Code of Federal Regulations (23 CFR 772), using methodology in FDOT's *Project Development and Environment Manual*, Part 2, Chapter 18 (January 2019) and can be accessed at: [www.tampainterstatestudy.com](http://www.tampainterstatestudy.com). When predicted traffic noise levels "approach", meet, or exceed the Noise Abatement Criteria (NAC) or, when predicted noise levels increase substantially as a direct result of a transportation project, the FHWA requires that noise abatement measures be considered. Even though results from the SEIS noise analysis indicated that a substantial increase in traffic noise (15 dB(A) or more above existing conditions) would not occur at any receptor, traffic noise abatement was considered for all the receptors for which the highway traffic noise level was predicted to approach, meet, or exceed the NAC in the year 2045.

While there are multiple methods of abating traffic noise impacts, noise barriers were determined to be the only viable noise abatement measure in TIS SEIS noise study. To effectively reduce traffic noise, a barrier must be relatively long, continuous (with no intermittent openings), and of sufficient height. There are different types of noise barriers, such as right of way barriers (e.g. I-275 NB north of Busch Blvd.) and shoulder barriers (e.g. I-4 just east of I-4/I-275 interchange). For a noise barrier to be considered acoustically feasible and cost reasonable, the following minimum conditions should be met:

- To be considered feasible, at least two impacted receptors must be benefited by a traffic noise reduction of 5 dB(A) or more.
- To be considered reasonable, a noise barrier must provide sufficient insertion loss so that the Noise Reduction Design Goal (NRDG) is achieved. The FDOT's NRDG is

the achievement of at least 7 dB(A) for at least one benefited receptor.

- To be considered cost effective (a reasonableness consideration), the FDOT established a cost effectiveness criterion of \$42,000 per benefited receptor as an upper limit. The current unit cost to construct a noise barrier is \$30 per square foot (sq. ft.).

As a result of the SEIS traffic noise study, FDOT recommended further evaluation of several new noise barriers and replacement/relocation of some of the existing barriers, contingent on the detailed noise analysis to be performed during the final design phase. During the final design phase, the process must support the need for, and the feasibility and reasonableness of, providing the barriers as abatement under the following conditions:

- The detailed analysis demonstrates that the cost of the noise barrier will not exceed the cost-effective limit
- The residents/property owners benefitted by the noise barrier desire that a noise barrier be constructed
- All safety and engineering conflicts or issues related to construction of a noise barrier are resolved

If these conditions are not met, FHWA and FDOT cannot financially participate in the construction of the noise barrier.

In addition, the improvements to I-275 and I-4 would require that portions of the existing noise barriers be removed. In these areas, where the noise barrier evaluation indicated that barriers would not be a feasible and reasonable abatement measure, the FDOT also commits to further evaluating comparable replacement walls.

The Design Noise Study Report Update was completed in September 2021 (see attached). This update confirmed FDOT's recommendation of constructing several new noise barriers and replacement/relocation of some of the existing barriers in the Downtown Tampa Interchange area. There are variety of reasons why an area did not meet the criteria for noise abatement, including but not limited to the following:

- Limited number of receptors in the area or proximity of receptors to the highway
- Barrier did not provide the appropriate benefit to receptor (not enough reduction in noise level)
- Barrier was too costly
- Prohibitive constructability and/or maintenance issues
- No highway construction adjacent to the neighborhood
- Neighbors do not want the barrier

On my email from January 13, 2022 I included an excerpt from the design noise update. That graphic depicts the construction of replacement noise barriers on the shoulder of the new ramp from I-275 SB to I-4 and 14th and 15th Streets. In addition, FDOT is planning to build visual barrier on the shoulder of the new ramp to 14th and 15th Streets.

*2. Has FDOT submitted any CO reports that include the frontage roads? I would like to see CO revised under the scenario with frontage roads if they haven't. And further, beyond CO, I want to see that include all airborne particulates with no further action and the preferred alternative.*

The Clean Air Act (CAA) establishes primary and secondary National Ambient Air Quality Standards (NAAQS) for what are referred to as "criteria" air pollutants including: ozone (O3), carbon monoxide (CO), nitrogen dioxide (NO2), sulfur dioxide (SO2), particulate matter (PM), and lead (Pb). These standards are intended to protect the public health and welfare. Under federal regulations, areas that violate primary NAAQS are designated as nonattainment areas.

The proposed project is located in an area of the City of Tampa and Hillsborough County that are currently designated as being attainment for all of the NAAQS; therefore, the Clean Air Act conformity requirements do not apply to this project.

In accordance with FDOT's PD&E Manual, Part 2, Chapter 19, project level CO analysis is only required for federal projects in non-attainment and maintenance areas. However, even though the entire state of Florida is currently in attainment for CO, and most transportation improvement projects reduce delay and congestion, FDOT conducted a CO screening anyway. The SEIS CO screening used CO Florida 2012 (based on EPA MOVES software) to perform a project level analysis of intersections and interchanges that incorporates emission factors to estimate ambient CO conditions. The screening focused on "worst-case" conservative assumptions in terms of traffic (2045 volumes/delay), temperature (January time frame), meteorology (wind speed, stability, etc.), and location (close-in receptors from 10 to 150 feet from the edge of the roadway).

FDOT and FHWA selected the five interchange locations due to current and predicted traffic volumes and proximity to receptors. They did not include the frontage road because the team agreed that the model might estimate a lower concentration of CO at the interchange than would actually exist because the ramp intersections would disperse the results over a larger area and this would not be a "worst-case" scenario.

If the CO NAAQS are not exceeded during screening, the intersection passes the screening test and no detailed modeling has to be performed. In all locations tested for this CO screening, the project "passes" the screening model, meaning the one-hour concentrations do not exceed 35 parts per million of CO (ppm) and the eight-hour concentrations do not exceed 9 ppm.

Because the individual frontage roads have much lower volumes than the mainline, it is assumed that CO concentrations would also be lower and would pass the screening test.

FDOT also performed a Mobile Source Air Toxics (MSAT) emission evaluation to compare the project alternatives potential emissions of nine priority compounds including: benzene, formaldehyde, acetaldehyde, diesel particulate matter/diesel exhaust gases, acrolein, 1, 3-butadiene, diesel PM plus diesel exhaust organic gasses, ethylbenzene, naphthalene, and polycyclic organic matter. FDOT performed a macro-level (Scenario 1-full project limits) and micro-level (Scenario 2-five specific locations throughout the project corridor) analysis for years 2018 and 2045. FDOT and FHWA selected five locations that had the highest vehicle miles travel and the slowest speeds (where MSAT would be the highest).

Results of the MSAT were consistent between Scenario 1 and 2. In general, the 2045 No Further Action Alternative showed improved levels over 2018 Existing Conditions in both scenarios in average decrease in all toxins combined by approximately **60 percent**. All four Design Options (A, B, C, D & E) for the 2018 Express Lane Alternative showed an improvement in MSAT emissions when compared to the 2045 No Further Action Alternative by an average decrease of approximately **50 percent**. **The results also** show that there is a decrease in emission levels for each of the nine MSAT toxins, but not a substantial difference in total MSAT emissions for the five Design Options (A, B, C, D, & E) for the 2018 Express Lane Alternative.

It is important to reemphasize that the MSAT evaluation was a high-level, project-wide analysis based on conceptual plans and traffic forecasts. Details such as geometric design, changes in traffic patterns, variations in speed, and congestion levels can all impact actual MSAT emissions. While the analysis was conducted with as much information as practical, there are some limitations in evaluating specific locations along the project corridor. However, on a regional basis, USEPA's vehicle and fuel regulations, coupled with fleet turnover, would over time cause substantial reductions that would cause region-wide MSAT levels to be significantly lower than today. More details can be found in the Air Quality Technical Memorandum at:

[www.tampainterstatestudy.com](http://www.tampainterstatestudy.com).

Florida is in attainment for PM, both PM2.5 and PM10, therefore no project level analysis is needed. Particulate emissions associated with construction activity are considered temporary in nature and are minimized by adherence to applicable state regulations and to the FDOT Standard Specifications for Road and Bridge Construction.

*3. Why is FDOT idling interstate traffic in particular so close to neighborhoods by forming newly managed intersections when the Sociocultural Effects Evaluation Report is concerned with idling? Per your latest preferred alternative, the EB I4 ramp from SB I275 is undeniably servicing these exits and those will be signalized.*

The new off-ramps at 14th and 15th Streets have been planned in coordination with the City of Tampa and the Hillsborough TPO. While idling is generally not favored in the context of air quality, slower speeds and traffic calming is favored when transitioning from a high-speed interstate to lower speed local roadways. FDOT has also conducted a roadway safety audit in this area to identify other ways to make the transition safer and we have incorporated those recommendations into the plans. In addition, we are also looking at technology improvements in this area and adjacent roadways to better management traffic on the local roadway without adding capacity.

*4. Though marginally the preferred alternative shows that air quality is made poorer with the preferred alternative disproportionately to other neighborhoods, some are already challenged as identified by Hillsborough County Planning Commission and under a local CRA. This disproportion will only grow through the effects arising from construction activities, sound, air quality, traffic, and other life safety issues on local roads. Why did FHWA signed off on this?*

We understand that assuming that the preferred alternative makes air quality “poorer” is not a correct. The preferred alternative for the DTI is not a capacity project and it is located in an area of the City of Tampa and Hillsborough County that are currently designated as being attainment for all of the NAAQS; therefore, the Clean Air Act conformity requirements do not apply to this project. FDOT conducted additional analysis, such as the CO screening and the MSAT evaluation. In all locations tested for the CO screening, the project “passes” the screening model, meaning the one-hour concentrations do not exceed 35 parts per million of CO (ppm) and the eight-hour concentrations do not exceed 9 ppm. At a project level, the MSAT also noted improvement in emissions in all alternatives.

Air quality impacts associated with construction activity are considered temporary in nature and are minimized by adherence to applicable state regulations and to the FDOT Standard Specifications for Road and Bridge Construction.

Due to the ambient nature of these noise and air quality, neighborhood demographics are not a part of the decision making criteria and it would be difficult to say there are disproportionate impact to one neighborhood over another adjacent to the interstate. FDOT and FHWA have followed the prescribed process for noise and air quality issues and have documented the process in the technical reports referenced previously and in the SEIS. While these issues are very important to us and the community, they are only two of numerous considerations in the NEPA process when selecting a preferred alternative. FDOT and FHWA have selected the safety and operational improvements versus capacity improvements for the Downtown Tampa Interchange to address some of the key safety concerns while minimizing impacts to the local community.

If you should have any additional comments or questions feel free to reach out at your convenience.

Respectfully,



**Luis D. López-Rivera, P.E.**  
Senior Environmental Specialist  
U.S. Department of Transportation  
Federal Highway Administration  
Florida, Puerto Rico and US Virgin Islands Division Offices  
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t. 407.867.6420

**From:** CM <[cmvela311@gmail.com](mailto:cmvela311@gmail.com)>

**Sent:** Monday, January 24, 2022 12:51 PM

**To:** Lopez, Luis D. (FHWA) <[Luis.D.Lopez@dot.gov](mailto:Luis.D.Lopez@dot.gov)>

**Cc:** Bogen, Kirk <[Kirk.Bogen@dot.state.fl.us](mailto:Kirk.Bogen@dot.state.fl.us)>; Gwynn, David <[David.Gwynn@dot.state.fl.us](mailto:David.Gwynn@dot.state.fl.us)>;  
Lena Young <[lenayoung211@yahoo.com](mailto:lenayoung211@yahoo.com)>; Mauricio Rosas <[mrosas1001@gmail.com](mailto:mrosas1001@gmail.com)>;  
Michelle Cookson <[uppitygal@mac.com](mailto:uppitygal@mac.com)>; Orlando Gudes <[Orlando.Gudes@tampagov.net](mailto:Orlando.Gudes@tampagov.net)>;  
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Clarendon <[clarendonr@plancom.org](mailto:clarendonr@plancom.org)>

**Subject:** Re: Noise Study Report Update

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links or open attachments unless you recognize the sender and know the content is safe.

Luis,

I am following up on this. The Interchange, despite some vacant lots, is surrounded by various neighborhoods. How come those areas cannot have sound abatement? Also, I noticed FDOT's Air Quality Technical Memorandum did not include the frontage roads for Howard and Armenia avenues & 21st and 22nd street exits for CO models.

**"...interchanges, ignoring the short frontage road connecting the ramp terminal intersections. This is believed to be conservative as the model will estimate a higher concentration of CO than would actually exist with the ramp intersections spread out."**

The above statement is concerning since TIS, FDOT has established a pattern of diamond interchanges with frontage roads throughout our local interstate system. The proximity of these new frontage roads has brought vehicle operations closer to various neighborhoods, and as we know, vehicles emit sound, and aside from CO, other airborne particulates. There is an expectation of idling interstate and *local* traffic on these frontage roads due to new signalization. In fact we see this today. FDOT is proposing that the DTI will be short frontage roads, as we have seen elsewhere throughout the southern portion of I275 over the past 20 years. This design philosophy seems to run against the overall goal of TBNEXT, which is **"Improving traffic flow also reduces the time vehicles spend idling, which generally produces the maximum emissions per unit time."** Cited on page 134 in your Sociocultural Effects Evaluation report.

Has FDOT revealed any CO models that include the frontage roads?

Lastly, both tables on page 11 of your Air Quality Technical Memorandum show the

exits closest to Rick Fernandez, and I have even less CO under no build than any options FDOT has presented. This is concerning.

So to recap:

- 1. How come only certain portions of the DTI can be sound abated. You are claiming a waiver will not have to be submitted for the portions that can't be abated. Why?**
- 2. Has FDOT submitted any CO reports that include the frontage roads? I would like to see CO revised under the scenario with frontage roads if they haven't. And further, beyond CO, I want to see that include all airborne particulates with no further action and the preferred alternative.**
- 3. Why is FDOT idling interstate traffic in particular so close to neighborhoods by forming newly managed intersections when the Sociocultural Effects Evaluation Report is concerned with idling? Per your latest preferred alternative, the EB I4 ramp from SB I275 is undeniably servicing these exits and those will be signalized.**
- 4. Though marginally the preferred alternative shows that air quality is made poorer with the preferred alternative disproportionately to other neighborhoods, some are already challenged as identified by Hillsborough County Planning Commission and under a local CRA. This disproportion will only grow through the effects arising from construction activities, sound, air quality, traffic, and other life safety issues on local roads. Why did FHWA signed off on this?**

Thanks,  
Chris Vela

On Thu, Jan 13, 2022 at 8:19 AM CM <[cmvela311@gmail.com](mailto:cmvela311@gmail.com)> wrote:

Thank you for your response Mr. Lopez. In regards to this cited statement, "The analysis showed that noise abatement measures were not warranted."

May you tell me how was this determined? In other words, is the report suggesting only certain areas qualify for abatement?

Thank you,  
Chris

On Thu, Jan 13, 2022 at 07:39 Lopez, Luis D. (FHWA) <[Luis.D.Lopez@dot.gov](mailto:Luis.D.Lopez@dot.gov)> wrote:  
Mr. Vela,

Thank you for your January 11, 2022, inquiry on the Tampa Interstate Project and your feedback on the noise report associated with the planned roadway improvements near your neighborhood.

For the referenced CNE 37, FDOT evaluated replacement noise barriers that were both acoustically reasonable and cost feasible. The analysis showed that noise abatement measures were not warranted. Despite not meeting both measures, FDOT committed to install replacement barriers in areas where barriers were proposed for removal.

Please see the paragraph following the portion that you cited in your email on page 31 and page iii in the executive summary for the commitment to replacement noise barriers. As this commitment is a part of the TIS SEIS, and remains in place after the design phase, there is no need to execute a waiver or bypass. Further, there is a visual barrier planned for the residences which are part of CNE 37. Please see the attached concept which illustrates the placement of noise barriers and a visual barrier intended to benefit the homes between N. Nebraska Avenue and N. 13th Street.

Please let me know if you should have any additional comments or questions.

Respectfully,

**Luis D. López-Rivera, P.E.**

Senior Environmental Specialist

U.S. Department of Transportation

Federal Highway Administration

Florida, Puerto Rico and US Virgin Islands Division Offices

400 W. Washington Street | Suite 4200

Orlando, FL 32801

t. 407.867.6420

**From:** CM <[cmvela311@gmail.com](mailto:cmvela311@gmail.com)>

**Sent:** Tuesday, January 11, 2022 10:06 AM

**To:** Lopez, Luis D. (FHWA) <[Luis.D.Lopez@dot.gov](mailto:Luis.D.Lopez@dot.gov)>; Bogen, Kirk <[kirk.bogen@dot.state.fl.us](mailto:kirk.bogen@dot.state.fl.us)>

**Cc:** Suarez, Matthew <[suarez.matthew@outlook.com](mailto:suarez.matthew@outlook.com)>; Rick Fernandez <[rick@fernandezconsulting.net](mailto:rick@fernandezconsulting.net)>; Gwynn, David <[David.Gwynn@dot.state.fl.us](mailto:David.Gwynn@dot.state.fl.us)>; Michelle Cookson <[uppitygal@mac.com](mailto:uppitygal@mac.com)>; Smith, Mariella <[SmithMa@hillsboroughcounty.org](mailto:SmithMa@hillsboroughcounty.org)>; Mauricio Rosas <[mrosas1001@gmail.com](mailto:mrosas1001@gmail.com)>; Orlando Gudes <[Orlando.Gudes@tampagov.net](mailto:Orlando.Gudes@tampagov.net)>; vik.bhide <[tampagov.net](mailto:tampagov.net)> <[vik.bhide@tampagov.net](mailto:vik.bhide@tampagov.net)>; Lena Young <[lenayoung211@yahoo.com](mailto:lenayoung211@yahoo.com)>

**Subject:** Noise Study Report Update

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Mr. Lopez,

I am contacting you because it appears that under Noise Study Report (attached), there is no solution for residents off of segment 2b, immediately south of the I4 between Nebraska and 13th street.

Please note the quote from the report below:

"Because the elevation of I-275 in this area would not allow for a ROW barrier with an effective height to be constructed, only a structure mounted shoulder barrier was evaluated. The results of the evaluation indicate that a shoulder barrier would not provide sufficient reduction in traffic noise such that the NRDG would be met. Therefore, a noise barrier is not considered a reasonable abatement measure for CNE 37."

I am highly disappointed that neither my TPO nor FDOT had informed us of these challenges in advance before our TIP Hearing. My neighborhood is also under a 'community of concern' under our Count's TPO. Am I assuming a waiver would be issued to bypass this issue? Please let me know the next step to take appropriate action.

**Thanks,**

**Chris Vela**

--

**Christopher**

--

**Christopher**

**From:** Beth Alden

**To:** Charlotte Greenbarg  
**Cc:** Gena Torres; Allison Yeh; Johnny Wong  
**Subject:** RE: New message from Plan Hillsborough contact form  
**Date:** Friday, April 1, 2022 1:36:00 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

That portion of the sales tax funding was allocated to HART, and the HART board had not (and still has not, to my knowledge) made any specific decisions about how that funding should be used after year 1.

Regarding year 1 -- all of the proposed spending for year 1 of the 2018-approved sales tax (including the funds set aside for transit in dedicated right-of-way) is shown in the annual report of the Independent Oversight Committee. For clarity -- none of those dollars were actually spent, and the funding remains in escrow accounts.

**From:** Charlotte Greenbarg <[cgreenbarg@outlook.com](mailto:cgreenbarg@outlook.com)>

**Sent:** Friday, April 1, 2022 11:50 AM

**To:** Beth Alden <[aldenb@plancom.org](mailto:aldenb@plancom.org)>

**Cc:** Gena Torres <[torresg@plancom.org](mailto:torresg@plancom.org)>; Allison Yeh <[yeha@plancom.org](mailto:yeha@plancom.org)>; Johnny Wong <[wongj@plancom.org](mailto:wongj@plancom.org)>

**Subject:** Re: New message from Plan Hillsborough contact form

Thanks Ms. Alden

So if there are known proposed rail lines, and there are rough estimates per mile for funding purposes, why shouldn't they be shown in the LRTP?

Charlotte Greenbarg  
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**From:** Beth Alden <[aldenb@plancom.org](mailto:aldenb@plancom.org)>

**Sent:** Friday, April 1, 2022 10:10:53 AM

**To:** Charlotte Greenbarg <[cgreenbarg@outlook.com](mailto:cgreenbarg@outlook.com)>

**Cc:** Gena Torres <[torresg@plancom.org](mailto:torresg@plancom.org)>; Allison Yeh <[yeha@plancom.org](mailto:yeha@plancom.org)>; Johnny Wong <[wongj@plancom.org](mailto:wongj@plancom.org)>

**Subject:** RE: New message from Plan Hillsborough contact form

Good morning, Ms. Greenbarg,

The LRTP major investments category does not include numerous rail projects. Include means that a segment is specifically listed with a cost estimate, funding source, and timeframe. This is not the case. What the LRTP includes is a forecast of the funding available for such projects, through 2045, based on the sales tax approved by the voters the year before the LRTP was adopted. For informational purposes, the LRTP also provides some examples of projects which would be eligible for this funding and which have been previously studied by various agencies.

Renewal of the Community Investment Tax is a possibility discussed in the Funding Tech Memo (<https://planhillsborough.org/wp-content/uploads/2017/10/TM-HillsboroughMPO-2045LRTPFunding.pdf>). Historically, Hillsborough County has allocated a portion of the funds from the CIT to transportation, focusing on congestion reduction on major roads. The LRTP assumed that this trend continues into the future. So, the forecast of traffic congestion without the Charter County & Regional Transportation Surtax does assume that some CIT funds continue to be available to address congestion.

Best,  
Beth

**From:** Charlotte Greenbarg <[cgreenbarg@outlook.com](mailto:cgreenbarg@outlook.com)>  
**Sent:** Friday, April 1, 2022 8:04 AM  
**To:** Beth Alden <[aldenb@plancom.org](mailto:aldenb@plancom.org)>  
**Cc:** Sharon Snyder <[snyders@plancom.org](mailto:snyders@plancom.org)>; Gena Torres <[torresg@plancom.org](mailto:torresg@plancom.org)>; Allison Yeh <[yeha@plancom.org](mailto:yeha@plancom.org)>;  
**Subject:** Re: New message from Plan Hillsborough contact form

Thanks Beth,

I appreciate the links. Please confirm the LRTP includes in the major investments category numerous rail projects and the LRTP also includes over a Billion dollars of reauthorized CIT, aka stadium infrastructure tax, that expires in 2026 to fund road widening and extension projects.

Beat,  
Charlotte

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**From:** Beth Alden <[aldenb@plancom.org](mailto:aldenb@plancom.org)>  
**Sent:** Thursday, March 31, 2022 10:28:47 AM  
**To:** [cgreenbarg@outlook.com](mailto:cgreenbarg@outlook.com) <[cgreenbarg@outlook.com](mailto:cgreenbarg@outlook.com)>  
**Cc:** Sharon Snyder <[snyders@plancom.org](mailto:snyders@plancom.org)>; Gena Torres <[torresg@plancom.org](mailto:torresg@plancom.org)>; Allison Yeh <[yeha@plancom.org](mailto:yeha@plancom.org)>

**Subject:** RE: New message from Plan Hillsborough contact form

Good morning, Ms. Greenbarg,

More information about the long range transportation plan (LRTP) is available in the Executive Summary posted at:

<https://planhillsborough.org/wp-content/uploads/2020/07/ExecSum-LRTP2045-HMPO-032020-4.pdf>

And links to supporting analyses are on the project page:

<https://planhillsborough.org/2045lrtp/>

To briefly address your question, the first four programs in the LRTP are performance-based investment programs. That means that the Plan does not identify specific projects (such as where a road should be repaved or where an intersection should be made safer) but rather the total amount of funding available, the total amount of need countywide, and how much the countywide performance measures can be improved with the available funding. These estimates are based on data provided by the local governments and transportation agencies in 2018 and 2019. We update the analysis every five years when the Plan is updated.

The fifth program, Major Investments for Economic Growth, contains the projects that are required to be specifically itemized in the Plan. These include road widening projects and extensions and fixed guideway transit projects. The Executive Summary provides a quick overview of what that means.

Also noted in the Executive Summary is the source of the funding forecast for fixed guideway transit. This number was based on the set-aside in the 2018-voter-approved surtax for fixed guideway transit, also called transit in dedicated right-of-way. Like all funding forecasts in the LRTP, it is a total amount from the present through the year 2045, including inflation (i.e. "year of expenditure" dollars) as required under federal regulations.

Best,  
Beth



*Beth Alden* | AICP

Transportation Planning Organization

Executive Director

*she/her*

813.547.3318 (o)

813.748.5081 (c)

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

[Plan Hillsborough logo](#)

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

**From:** Plan Hillsborough contact form <[webmaster@plancom.org](mailto:webmaster@plancom.org)>

**Sent:** Tuesday, March 29, 2022 3:17 PM

**To:** Sharon Snyder <[snyders@plancom.org](mailto:snyders@plancom.org)>

**Cc:** Christopher English <[englishc@plancom.org](mailto:englishc@plancom.org)>

**Subject:** New message from Plan Hillsborough contact form

Name: Charlotte Greenbarg

Email: [cgreenbarg@outlook.com](mailto:cgreenbarg@outlook.com)

Subject: Public Records Request

Message: This chart was at the public meetings recently held regarding transportation.

Why are there no numbers on that TPO chart associated with the Green category titled "Major Investments for Economic Growth" like there is for all the other categories on that chart and please confirm that in the TPO's details for that TPO chart the County used that category (Major Investments for Economic Growth) includes over \$1.7 Billion for rail projects?

---

Date: March 29, 2022

Time: 3:16 pm

Page URL: <https://planhillsborough.org/contact-us/>

User Agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko)

Chrome/99.0.4844.74 Safari/537.36 Edg/99.0.1150.55

Remote IP: 72.187.24.212

Powered by: Elementor

**From:** [Erin Bilgili](#)

**To:** [Rick Fernandez](#)

**Cc:** [southby5](#); [Michael Coleman](#); [Cheryl Wilkening](#); [Tampa Heights Civic Association](#)

**Subject:** Re: Robles Park Barrier Wall \_ inquiries from Michael Coleman and Erin Bilgili

**Date:** Monday, March 28, 2022 4:03:50 PM

Rick,

Thank you so much for the thorough information. I am definitely interested in getting more involved in the THCA.

Let me know how else I can be supportive.

Best,

Erin

On Mar 28, 2022, at 11:47, Rick Fernandez <[rick@fernandezconsulting.net](mailto:rick@fernandezconsulting.net)>

wrote:

Michael: Not sure who you mean by "they" but let me take a stab ...

There are monthly meetings of the THCA, and the TPO Board and the TPO CAC ... FDOT

holds meetings at the drop of a hat and usually with very little or no notice ...  
[TPO@plancom.org](mailto:TPO@plancom.org) can give you meeting information for the TPO Board and CAC and other advisory boards as well ...

You can tap into all things Tampa Heights through  
[tampaheightsciviccassociation@gmail.com](mailto:tampaheightsciviccassociation@gmail.com) ... we do hold regular monthly meetings the fourth Thursday of the month starting at 7PM, 2005 N. Lamar Ave. ...

Thank you ... Rick

**From:** southby5 <[southby5@aol.com](mailto:southby5@aol.com)>

**Sent:** Sunday, March 27, 2022 4:27 PM

**To:** Rick Fernandez <[rick@fernandezconsulting.net](mailto:rick@fernandezconsulting.net)>; Erin Bilgili <[erin.bilgili@gmail.com](mailto:erin.bilgili@gmail.com)>

**Cc:** 'Brian Seel' <[brianjseel@gmail.com](mailto:brianjseel@gmail.com)>; 'Lena Young' <[lenayoung@thjca.org](mailto:lenayoung@thjca.org)>; 'Hall, Justin' <[Justin.Hall@dot.state.fl.us](mailto:Justin.Hall@dot.state.fl.us)>; 'Pat Kemp' <[kempP@hillsboroughcounty.org](mailto:kempP@hillsboroughcounty.org)>; Beth Alden <[aldenb@plancom.org](mailto:aldenb@plancom.org)>

**Subject:** RE: Robles Park Barrier Wall \_ inquiries from Michael Coleman and Erin Bilgili  
Thank you Rick I definitely plan to stay involved. Do they post meetings notices?

Sent from my Galaxy

----- Original message -----

From: Rick Fernandez <[rick@fernandezconsulting.net](mailto:rick@fernandezconsulting.net)>

Date: 3/26/22 3:39 PM (GMT-05:00)

To: 'Michael Coleman' <[southby5@aol.com](mailto:southby5@aol.com)>, Erin Bilgili <[erin.bilgili@gmail.com](mailto:erin.bilgili@gmail.com)>

Cc: 'Brian Seel' <[brianjseel@gmail.com](mailto:brianjseel@gmail.com)>, 'Lena Young' <[lenayoung@thjca.org](mailto:lenayoung@thjca.org)>, "'Hall, Justin'" <[Justin.Hall@dot.state.fl.us](mailto:Justin.Hall@dot.state.fl.us)>, 'Pat Kemp' <[kempP@hillsboroughcounty.org](mailto:kempP@hillsboroughcounty.org)>, Beth Alden <[aldenb@plancom.org](mailto:aldenb@plancom.org)>, Rick Fernandez <[rick@fernandezconsulting.net](mailto:rick@fernandezconsulting.net)>

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Erin/Michael: Following up with you on the Robles Park Barrier Wall issue ...

I have copied the FDOT lead on this issue, Justin Hall. Also copied is County

Commissioner Pat Kemp, she has had the most to say on this issue at the

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Other relevant politicians on the TPO Board include Chair (County Commissioner) Harry

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FDOT presented alternatives for the barrier wall during the TPO Board meeting on

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the URL correctly, the video should start up at time stamp 1:17:36 with Justin Hall

showing pictures of the options. <https://youtu.be/BFCN89SVMZo?t=4656> ...

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might like along the eastern park perimeter ... there are, however, options they can

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My best advice is to stay connected to the THCA and to me for now to stay in the

information flow ... I post on Facebook on these issues and the Interstate widening all the time so "friend me" or follow ... I'll try to find you guys on Facebook and send you invites ...

My phone number is 786.837.3818 ... always open to a coffee at King State ... Or a phone or Zoom chat ...

Hope you'll stay involved ... we need more voices speaking up for Tampa Heights ...  
Best, Rick Fernandez

**From:** Rick Fernandez

**To:** "southby5"; "Michael Coleman"

**Cc:** Cheryl Wilkening; "Tampa Heights Civic Association"; Erin Bilgili

**Subject:** RE: Robles Park Barrier Wall \_ inquiries from Michael Coleman and Erin Bilgili

**Date:** Monday, March 28, 2022 11:47:57 AM

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**Cc:** 'Brian Seel' <[brianseel@gmail.com](mailto:brianseel@gmail.com)>; 'Lena Young' <[lenayoung@thjca.org](mailto:lenayoung@thjca.org)>; 'Hall, Justin' <[Justin.Hall@dot.state.fl.us](mailto:Justin.Hall@dot.state.fl.us)>; 'Pat Kemp' <[kempP@hillsboroughcounty.org](mailto:kempP@hillsboroughcounty.org)>; Beth Alden <[aldenb@plancom.org](mailto:aldenb@plancom.org)>

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**To:** 'Michael Coleman' <[southby5@aol.com](mailto:southby5@aol.com)>, Erin Bilgili <[erin.bilgili@gmail.com](mailto:erin.bilgili@gmail.com)>

**Cc:** 'Brian Seel' <[brianseel@gmail.com](mailto:brianseel@gmail.com)>, 'Lena Young' <[lenayoung@thjca.org](mailto:lenayoung@thjca.org)>, "'Hall, Justin'" <[Justin.Hall@dot.state.fl.us](mailto:Justin.Hall@dot.state.fl.us)>, 'Pat Kemp' <[kempP@hillsboroughcounty.org](mailto:kempP@hillsboroughcounty.org)>, Beth Alden <[aldenb@plancom.org](mailto:aldenb@plancom.org)>, Rick Fernandez <[rick@fernandezconsulting.net](mailto:rick@fernandezconsulting.net)>

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Hope you'll stay involved ... we need more voices speaking up for Tampa Heights ... Best, Rick Fernandez

**From:** Beth Alden

**To:** Andrew Morris

**Subject:** RE: Tampa Bay Passenger Rail Update

**Date:** Tuesday, March 15, 2022 9:07:00 AM

Good morning, Mr. Morris,

I appreciate your comments and the links you sent. You ask a great question about Amtrak. The FRA Corridor Development program that is to be established May 14 should provide a path for regional organizations (like MPOs) and states to work with Amtrak. FRA has said that the likely applicant for that program would be the state DOT, in collaboration with an operator and an owner of a freight track. However, I think in our area TBARTA could also lead such an application; they are an eligible recipient, and politically positioned for that kind of project, if not positioned from a staff expertise perspective. They of course would still need an operator (Amtrak) and owner (CSX) as well as FDOT as a partner, and they would need some local government partners to help with putting a funding package together since they don't have their own funding. I can't speculate on how likely that is. You might talk with the TBARTA staff about it.

Thanks,

Beth

**From:** Andrew Morris <amorrisrollins@gmail.com>

**Sent:** Monday, March 14, 2022 5:59 PM

**To:** Beth Alden <aldenb@plancom.org>

**Subject:** Tampa Bay Passenger Rail Update

Beth Alden,

I hope you are doing well. I recently listened to Brightline's presentation they did at the TPO Board Meeting and the rail discussion at the Sun Coast Transportation Alliance TMA Leadership Group Meeting. I also saw that FDOT will be doing listening sessions for the Rail System Plan update.

I do think there is room for both Amtrak and Brightline to compete in Florida for intercity passenger travel.

Many Western European Countries have switched to an open access rail infrastructure model that keeps infrastructure ownership and passenger rail operators separate. This allows for multiple passenger rail operators to compete on the same corridor, which leads to lower ticket costs for passengers and more frequent service. I think the Florida Intercity Passenger Rail Vision Plan from 2006 is still relatively decent. In that plan there is proposed direct service between Tampa and Miami that would be much quicker compared to what Brightline's travel times would be via Orlando. I did notice that dedicated tracks along the I-4 Corridor were recommended to avoid dealing with CSX restricting frequency of the service. I think that previous plan is closer to what Amtrak should be proposing to do in Florida compared to what Amtrak is proposing in their current Vision Plan. It also aligns decently with the FRA's Southeast Regional Rail Plan.

I still see the only way regional rail/rail transit would happen in the Tampa Bay Metro Area is if the rail infrastructure is upgraded for Amtrak to serve Clearwater and St. Petersburg. Amtrak has access to those tracks by right and would not require a lease deal to access them. It is frustrating how CSX makes any passenger rail/rail transit expansion difficult.

I am still trying to stay optimistic that we will see some passenger rail expansion in Florida including in the Tampa Bay Metro Area. I just hope these projects are coordinated in a reasonable manner to improve multimodal connectivity and maximize the amount of federal funding we can get. What would be the best way to advocate for the proposed Amtrak service to connect to Tampa, Clearwater, and St. Petersburg? Do you think Amtrak, the FRA, Forward Pinellas, TBARTA, and FDOT would be interested in pursuing that?

Sincerely,

Andrew Morris

FRA Southeast Regional Rail Plan (2020)

[https://www.southeastcorridor-commission.org/\\_files/ugd/f32a1d\\_6e2bd26333cc4562b9edd8cf6e42e7ac.pdf](https://www.southeastcorridor-commission.org/_files/ugd/f32a1d_6e2bd26333cc4562b9edd8cf6e42e7ac.pdf)

FDOT Florida Intercity Passenger Rail Vision Plan (2006)

<https://fdotwww.blob.core.windows.net/sitefinity/docs/defaultsource/content/rail/publications/plans/06visionplan/excreportfinal.pdf>

Spain's high-speed railway revolution (2021)

<https://www.cnn.com/travel/article/spain-high-speed-rail-network/index.html>

**From:** Rick Fernandez

**To:** Cheryl Wilkening; CohenH@HCFLGov.net; KempP@HCFLGov.net; Kimberly Overman; "Mariella Smith";

MyersG@HCFLGov.net; guido.maniscalco@tampagov.net; Joseph.Citro@tampagov.net;

Lynn.Hurtak@tampagov.net; luis.viera@tampagov.net; Bill.Carlson@tampagov.net;

Charlie.Miranda@tampagov.net; Orlando.Gudes@tampagov.net; jessica.vaughn@hcps.net; Erik Lacayo (FHWA);

Kathy Castor ; jane.castor@tampagov.net; "Stephen Benson"; calvin.hardie@tampagov.net

**Cc:** brianjseel@gmail.com; lenayoung@thjca.org; tarynsabia@gmail.com; Adam Fritz ;

tim.keepports@gmail.com;

"Mauricio Rosas"; shane9218@gmail.com; Reuben Bryant; honclive@gmail.com;

brenda@myhistorictampa.com;

Nicole Perry; Tony Krol; "William Dobbins"; "Justin Ricke"; Cady Gonzalez; "Matt Suarez"; Dayna Lazarus;

adriannerodriguez62@hotmail.com; alana.brasier@tampagov.net; "CM Vela"; Cameron Clark;

candacesavitz@yahoo.com; Doreen Jesseph; "Faith Wind"; frank.joshua1@gmail.com; "Kristopher

Gallagher";



helenannetravis@gmail.com; Wes Hughes; Reva Iman; Jim Shirk; "Kitty Wallace"; "CM Vela"; "Kareem Young";  
"LIFE Malcolm"; "Michelle Cookson - Professional Account"; "Michael Spokas"; "Robert Miley"; "Old Seminole  
Heights Neighborhood Association Email"; "Tampa Heights Civic Association";  
tampanativesshow@gmail.com;  
rick@rpeterika.com; "Michelle Cookson"; vsalaga@atelieraec.com; Rick Fernandez;  
hqueen@bizjournals.com;  
justin@cltampa.com

**Subject:** Rick Fernandez Public Comment \_ TPO Board Meeting April 13, 2022 \_ Tampa Heights retention walls,

underpasses, community outreach, etc. \_ Title VI Complaint # 2022-0193

**Date:** Monday, April 11, 2022 1:01:22 PM

**Attachments:** [FDOT Community Conversation Invitation03302022161219.pdf](#)

[Resolution-Supporting-Racial-Justice.pdf](#)

[Executed Resolution \\_ CAC-1-5-22.pdf](#)

[Motion To Strike TIP Amendments \\_ rev 2 13 2022 \\_ Final.docx](#)

To: TPO Board | Tampa City Council | FHWA Title VI Program Analyst:

From: Rick Fernandez, 2906 N. Elmore Ave, Tampa, FL 33602 (Tampa Heights)

**Summary:**

With this message I document a series of concerns regarding the FDOT's past, ongoing and future activities in the historic, urban core community of Tampa Heights. This list is not exhaustive but it does reflect the observations of one very concerned and involved Tampa Heights resident. If the TPO Board, City Council and others take nothing else away from a reading of this message, take this: **there is nothing happening to address the issues pending between FDOT and Tampa Heights. If elected and other officials are hoping for a resolution by leaving the parties to fend for themselves, that hope is terribly misplaced.**

The TPO Citizens Advisory Committee has twice recommended that the TPO Board take action to stop further interstate retention wall intrusion in Tampa Heights (see attached "Executed Resolution" and "Motion to Strike TIP Amendments"). As a highly diverse, majority-minority community, we await that action by the TPO Board, in keeping with the letter and spirit of the 2020 Resolution Supporting Racial Justice (see attached).

Though filed as public comment responsive to the scheduled TPO Board meeting on April 13, 2022, this message is also being distributed to other officials for information and appropriate action.

**List of Concerns**

1. FDOT's unilateral scheduling of a Community Conversation with Tampa Heights: See the attached invitation to elected officials and staff. The series of meetings referenced in the letter were not cleared with THCA or the TH community at large. As originally published, the scheduling was replete with conflicts (some of which FDOT has attempted to address). The undersigned found this letter, strictly by accident, while reviewing the TPO CAC Agenda Package for April 6, 2022. The two page letter appeared at pages 102-103 of the 103 page agenda package. The topic was not on the agenda for discussion.
2. Tampa Heights has been looking forward to a Town Hall-style meeting with the TPO Board and other elected and administrative officials (state, county and city), to address issues pending with the FDOT, including, but not limited to, the issue of retention wall intrusion along the TH eastern boundary. To date, no such gathering has been advanced and the FDOT-hosted meetings, noted in paragraph 1, do not check that box.
3. The FDOT's Justin Hall suggested a meeting with Brian Seel (THCA President), Taryn Sabia and the

undersigned to discuss key issues of importance to Tampa Heights. This meeting to take place before a community wide engagement. No such planning meeting has taken place.

4. The in person meeting FDOT has unilaterally scheduled for Wednesday, April 27 (see attached letter) is to run from 11AM – 3PM and offers a decidedly unattractive scenario. First, and most obviously, this is the middle of a work day. FDOT is scheduling for minimal attendance. Second, FDOT plans to be “on site along Elmore Avenue (my street) to talk with neighbors about the planned improvements that are part of the Downtown Interchange project”. In other words, anyone able to get out to Elmore Ave. that morning/afternoon will be told by FDOT staff where the retention walls along Elmore Ave will be relocated. There are already stakes in the ground marking the planned outward movement of the walls. We don’t need to know where FDOT plans to move the wall along Elmore. We need to know what FDOT plans to do to keep the wall movement from occurring at all. That said, the wall movements planned by FDOT in Tampa Heights impact the entire eastern boundary of the community. The area along North Elmore Ave., though near and dear to me personally, makes up only a small portion of the impact corridor. No accommodation has been suggested for residents south of Columbus Drive to south of 7th Ave to Jefferson Street. No accommodation or notice has been suggested for residents all along the immediate impact corridor and within a reasonable (quarter mile) walk shed of the current Interstate “footprint”.

5. There is one positive suggestion in the attached letter invitation to Elected Officials and their staff. If ever a true community conversation can be planned, along the lines of the “Town Hall” gathering suggested at the TPO Board meeting weeks ago, participation by City of Tampa representatives would be beneficial. We have recently seen a disconnect between/among the City, FDOT and FHWA, resulting in an apparent delay in a long awaited complete street project on Floribraska Ave. This is just the latest example of the common thread running through Tampa Heights’ experience with FDOT over the decades. We are burdened with projects that hurt us and denied projects (even small elements) that benefit us.

6. Dysfunctional communications and poor community relations are both symptoms and causes of the FDOT’s loss of credibility in the Tampa Heights Community. Much time over the last four months (since November 17, 2021) has been devoted to making a record of FDOT’s acts and omissions vis-à-vis Tampa Heights. I will not revisit the narrative here. The reader is invited to review the YouTube video capturing the TPO Board meeting of February 9, 2022.

7. If there is to be a constructive way forward, we must see an end to the FDOT pattern and practice of telling the community what is going to happen, coupled with non-binding “promises” of future mitigation. That was the way when TBX was first rolled out in 2015. It is the way now. A group of us went to St. Louis in 2017 to learn lessons from the Missouri DOT on how to work together with a community through road construction projects. It would seem none of those lessons took root.

8. We expect the Florida Department of Transportation (in conjunction with the City of Tampa and Hillsborough County) to develop good faith solutions/proposals to address the concerns of the Tampa Heights Community including but not limited to the following:

- a. Stop the planned further intrusion of Interstate retention walls along the Tampa Heights eastern boundary (action recommended twice by the TPO CAC in January and March 2022);
- b. Construct fully vertical retention walls for the underpasses at Floribraska Ave. and Lake Ave.;
- c. Install historically appropriate underpass and retention wall treatments throughout Tampa Heights (see examples in West Tampa and Ybor City);
- d. Install context appropriate visual and sound barrier along eastern boundary of Robles Park;
- e. Install enhanced lighting and art work at underpasses and along retention walls;
- f. Extend the Tampa Heights Greenway where possible north of Columbus Drive to MLK;
- g. Install lush landscaping, trees, throughout the Tampa Heights interface with Interstate infrastructure (obstruct/obscure view of the retention walls as much as possible);

- h. Expedite the Floribraska Ave. Complete Street Project;
  - i. Divert traffic to east and west ("porkchop" installation) at the I-275/Floribraska Exit (no through traffic onto N. Elmore Ave.);
  - j. Traffic Calming and red brick street treatment on Elmore Ave (posted 25 mph/no truck/residential street) where speeds commonly exceed 45mph and trucks are a constant;
  - k. Placemaking initiative for remaining FDOT Right-of-Way holdings (parks, benches, water features, covered shelters, lighting);
  - l. Noise wall closing the gap between Amelia and Ross (in vicinity of the Community Garden);
  - m. Secure underpass areas throughout the Tampa Heights community so as to deter overnight encampments. (vertical retention walls, lighting);
  - n. Begin divestiture of FDOT ROW and release of any remaining FDOT owned housing stock;
  - o. Fund and timely stage the above items ... the community should not be expected to wait until completion of current projects (five years plus) for mitigation and enhancements to be realized ...
- Tampa Heights is a valuable part of the City of Tampa and County of Hillsborough. We expect to be treated as full partners in any decisions impacting our future and we expect our preferences to be honored. After sixty years of abuse at the hands of road building interests and neglect at the hands of County and City leadership, we have earned nothing less.

This is my list of concerns and it evolves daily. Will leave it to others to offer their own thoughts regarding Tampa Heights, Seminole Heights, Ybor and other historic, urban core communities.

Respectfully Submitted,  
Rick Fernandez  
2906 N. Elmore Ave  
Tampa, FL 33602  
786.837.3818

**From:** [neil.cosentino@icloud.com](mailto:neil.cosentino@icloud.com)

**To:** [Favero, Chelsea](#); [Beth Alden](#)

**Subject:** SOS Save Our Solar Array Bridge ...it is not a good thing and sad that .gov does not consider Opportunity Costs in their decision making

**Date:** Sunday, April 3, 2022 1:42:58 PM

REF: \$335,000,000 at stake ...on the table

Good Morning

By far the biggest lost that would come from the demolition of the bridge would be from lost Opportunity Costs.

Opportunity Cost

**Opportunity costs** represent the potential benefits that an individual, investor, or business ( I add government ) misses out on when choosing one alternative over another. Understanding the potential missed opportunities when a business or individual chooses one investment over another allows for better decision making. For example, if a company pursues a particular business strategy without first considering the merits of alternative strategies available to them, they might fail to appreciate their opportunity costs and the possibility that they could have done better had they chosen another path.

Opportunity cost does not appear directly on a company's **financial statements**. Because opportunity cost is a relatively abstract concept, many companies, executives, and investors fail to account for it in their everyday decision making.

**To:** [Cheryl Wilkening](#); [Davida Franklin](#)

**Subject:** Public Comment for Tomorrow's TPO Meeting

**Date:** Tuesday, April 12, 2022 8:46:20 PM

Please read my public comment during tomorrow's TPO meeting. Thank you!

Dayna Lazarus, homeowner, urban planner, zip code 33605

Please remove Line Items 8 and 9 from the TIP. There is a CAC resolution on the floor encouraging you to stop the DTI project's lane and wall expansion, and we asked you to do so the last few months. Please don't let this drop - we're still paying attention. Please think about the recent Equity Profile passed by the Hillsborough County Board of County Commission and their findings on transportation equity. Think of your own 2021 Equity Plan. Please do it now at this meeting - removing line items 8 and 9 is within your control. Thank you.

Form Name: TPO Board Meeting Public Comment Signup Form

Submission Time: April 12, 2022 12:35 am

Browser: Safari 15.4 / OS X

IP Address: 47.197.194.74

Unique ID: 952077976

Location:

**First Name** Mauricio

**Last Name** Rosas

**Email** mrosas1001@mac.com

**Phone** (813) 727-6680

**I want to speak at the following TPO meeting(s)**

Board Meeting - April 13, 2022 at 10 AM

**Please include details relating to the topic you wish to speak about.**

1. A request to add Segment D and E of the Green Artery onto the TIP for funding because one is shovel ready and the other will be ready in August.
2. Securing funding for significant landscaping at the Hillsborough, Osborne, Chelsea, and MLK underpass and along the length of I-275. We must plant trees to offset pollution from the highways, especially since it's a corridor adjacent to schools.
3. Creating a landmark at the Hillsborough, Osborne, and MLK underpass
4. Adding a sidewalk on the east side of Taliaferro Road as recommended by Tindale Oliver's, Demian Miller.
5. Asking FDOT to widen sidewalks at the entrance and exit ramps along the Hillsborough and MLK underpass. A request previously submitted to Mary Lou Godfrey
6. Request to route the I-275 BRT to the Veterans Expressway
7. Secure funding for the Boulevard Tampa study in whole or begin in earnest a feasibility study.
8. Stop suburban-style communities because they are not compatible with mass transit systems

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



# Hillsborough TPO

## Transportation Planning Organization

### Committee Reports

#### **Meeting of the Bicycle Pedestrian Advisory Committee (BPAC) on March 23**

The BPAC met virtually and heard status reports on:

- FDOT Westshore Interchange Pedestrian and Trail Connections - Members requested a full trail connection on Lemon Street or along Kennedy from Reo Street to the Westshore mall.
- US 301 PD&E Study - It was questioned why no federal money would be used and the reason for that. Currently, the project is not in the cost feasible Long Range Transportation Plans in either Hillsborough or Pasco; until that happens, no federal money can be allocated. It was noted that the speed limit may be listed as 55 but motorists go much faster. It was also noted that this is a high crash corridor and that this is a very rural area. It was suggested that dual-directional turns would be a good idea in this area. There was a question as to why the public hearing was being conducted at the District 7 office instead of at a facility closer to the project area; the response was that there were no closer facilities.
- 2045 Plan Funding Scenarios Refresher - There was discussion regarding the focus on automobiles with regard to the majority of the funding in the 2045 Plan; funding for HART; and the various funding formulas for a new surtax proposal.

#### **Livable Roadways Committee (LRC) on March 23**

The LRC approved the following action item, with comments:

- ✓ US 301 PD&E Study Letter of Comment - Motion: Approve the letter but strongly suggest that FDOT fully address the 2015 LRC comments, as that has not been fully done; we would like to add that this project should be designed as a complete multimodal corridor, including bike/ped facilities on both sides for the entire route, and fully signalize intersections at major recreation sites and sites of anticipated major development.

The LRC heard status reports on:

- Low-Cost Air Quality Monitoring Pilot Project
- FDOT Westshore Interchange Pedestrian and Trail Connections
- Storm Evacuation and Shelter-in-Place Study
- 2045 Plan Funding Scenarios Refresher

#### **Meeting of the Technical Advisory Committee (TAC) of April 4**

The TAC approved the following action items:



- ✓ Storm Evacuation and Shelter in-Place Study Final Report - Members questioned why major capacity projects, like widening roads, were not considered; those are addressed in FDOT's Strategic Intermodal Systems planning.
- ✓ Smart Cities Mobility Plan Update - The Plan was supported for its thoroughness.
- ✓ Annual Certification of Metropolitan Transportation Planning Process - There was interest in learning what the ramifications are for not being certified and if that has happened. Our MPO has not had a corrective action in the last two decades.

The following were presented for information and members offered support for all items:

- City of Tampa MOVES and Vision Zero Action Plan
- IIJA Grant Opportunities
- FY23 and FY24 UPWP Preliminary Draft
- Introduction to new TPO Studies

**Announcement:** [EPC Clean Air Fair on May 5<sup>th</sup> 11:30am-1:30pm at Poe Plaza downtown.](#)

### **Meeting of the Citizens Advisory Committee (CAC) of April 6**

The CAC approved the following action items, with comments:

- ✓ Remote member participation - The CAC began its meeting by considering whether or not to allow virtual members to cast votes on action items. Members had a lengthy discussion about whether the results of this vote would incentivize members to continue participating virtually simply due to convenience. Several members stated that a transitional period in which virtual votes are accepted might be helpful for those who were unaware that in-person attendance is now required. Another member also suggested that staff provide an attendance report quarterly for members to review rather than just an annual update. The committee approved virtual voting by a vote of 10-1.
- ✓ US 301 PD&E Study Letter of Comment - The committee voted unanimously, 13-0, to approve sending a letter to FDOT regarding the PD&E Study for US 301 from Fowler to SR 56. Members agreed with the points already outlined in the letter, specifically pertaining to impacts on wetlands and wildlife, as well as the poor quality of bike and pedestrian facilities, noting that there is an opportunity to expand and connect the nearby trail and improve park access.
- ✓ Smart Cities Mobility Plan – Unanimously approved.
- ✓ Annual Certification of Metropolitan Transportation Planning Process - The committee had a lengthy conversation about the recommendations and explored ways to stay within the agenda's time limits without curbing meaningful discussion. While most seemed to agree that time budgeting could be improved, members expressed concern that the justification for abbreviating committee discussion was due to consultant-led presentations being deferred to subsequent meetings. Members suggested that staff can schedule fewer agenda topics, which would allow for more time to have robust discussions. The committee voted, 10-3, in support of authorizing the TPO Chair to sign the Joint Certification Statement but to delete bullet point #2 of the Summary, Recommended Actions section, which states that the TPO Board and Committee meetings run past their regularly scheduled time and are not able to complete their full agenda.

The CAC did not approve the Storm Evacuation and Shelter-in-Place Study, by unanimous vote. Committee members raised questions about the extent to which sheltering-in-place strategies and evacuation destinations were considered, and whether evacuation via transit and on arterials and local streets were adequately addressed. The consultant will consider how to address the committee's concerns before the report is presented to the board for approval.

FY23 & FY24 UPWP Preliminary Draft – Members 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.

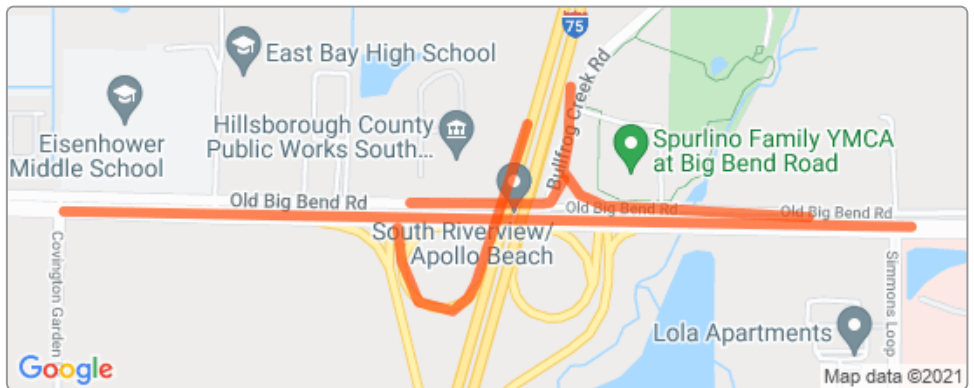
Due to time constraints, the following status updates were deferred to future meetings:

- Intro to New TPO Studies
- 2045 Plan Refresher on Funding Scenarios
- City of Tampa Vision Zero Action Plan

The CAC also formed a subcommittee to review the FY23 TIP draft.

## I-75 Interchange Improvements at CR 672 (Big Bend Road) Exit 246 424513-3-52-01

Project Details	
<b>Work Type</b>	Interchange Improvements
<b>Phase</b>	Construction
<b>Limits</b>	I-75 Interchange at CR 672 (Big Bend Rd) Exit 246
<b>Project Start</b>	December 6, 2021
<b>City</b>	Apollo Beach Riverview
<b>County</b>	Hillsborough
<b>Road</b>	Big Bend Road I-75
<b>Construction Cost</b>	\$81.7 million
<b>Estimated Completion</b>	Summer 2025
<b>Contractor</b>	Skanska USA Civil Southeast, Inc.



### About

Due to the rapid growth in the South County area, the Florida Department of Transportation has partnered with Hillsborough County to develop long-term solutions to help alleviate traffic congestion by reconstructing the I-75 interchange at CR 672 (Big Bend Road) Exit 246.

Improvements on this design-build project include:

- adding a new northbound I-75 entrance ramp from westbound Big Bend Road
- adding a new southbound I-75 exit ramp to westbound Big Bend Road
- increasing the storage area at the base of the northbound I-75 exit ramp by adding a left-turn lane onto westbound Big Bend Road
- extending the southbound I-75 exit ramp lane approaching Big Bend Road and adding dual right-turn lanes to westbound Big Bend Road
- adding a triple right-turn lane controlled by a signal from the southbound I-75 exit ramp to eastbound Big Bend Road
- adding signalized dual left-turn movements from westbound Big Bend Road to southbound I-75 and eastbound Big Bend Road to northbound I-75
- widening Big Bend Road between Covington Garden Drive and Simmons Loop from a 4-lane divided road to 6 lanes featuring enhanced pedestrian, bicycle, and bus facilities
- rebuilding the Old Big Bend Road and Big Bend Road bridges

Construction activities are estimated to finish in summer 2025.

Contact Information	
<b>Construction Manager</b>	Melissa Chin 813-975-3573 Melissa.Chin@dot.state.fl.us
<b>Media Contact</b>	Kris Carson 813-975-6060 Kristen.Carson@dot.state.fl.us



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.  
SECRETARY

May 13, 2022

Dear Elected Officials and Staff:

The Florida Department of Transportation (FDOT), District Seven, invites you to attend and participate in a Construction Open House for the I-75 / Big Bend Interchange Improvements Project in Hillsborough County, Florida on **June 7, 2022**.

Improvements include reconfiguring the interchange and widening Big Bend Road. (See attached fact sheet – or scan the QR code for more details). The open house will be held in two formats as described below. The material presented at both will be the same.

### **Virtual Tour:**

Live chat with project staff between 11:00 a.m. to 6:00 p.m. You may participate virtually by visiting the project website and clicking the Open House link:

<https://www.fdotampabay.com/project/420/424513-3-52-01>. The virtual tour will remain online after the meeting date.

### **In-person:**

Hours: 4:30 p.m. to 7:00 p.m.

South Bay Church

13498 US-301 S Riverview, FL 33578

There will be no formal presentation; therefore, we encourage you to drop in at your convenience to view project information and talk with project staff.

For more information on this construction project, please contact Melissa Chin, P.E. FDOT Construction Project Manager, at 813-975-3573, or email: [RoadWork@dot.state.fl.us](mailto:RoadWork@dot.state.fl.us)

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons requiring special accommodations under the Americans with Disabilities Act to participate in this open house or persons who require translation services (free of charge) are asked to advise the agency at least seven (7) days prior to the open house by contacting: Roger Roscoe, FDOT Title VI Coordinator, at (813) 975-6411 or (800) 226-7220, or [Roger.Roscoe@dot.state.fl.us](mailto:Roger.Roscoe@dot.state.fl.us). If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1 (800) 955-8771 (TDD) or 1(800) 955-8770 (Voice).

Comuníquese Con Nosotros: Nos importa mucho la opinión del público sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, por favor comuníquese con nuestro

representante, Manuel Flores, (813) 975-4248, [Manuel.Flores@dot.state.fl.us](mailto:Manuel.Flores@dot.state.fl.us), Departamento de Transporte de Florida, 11201 North McKinley Dr., Tampa, FL 33612.

For more information about this project, please visit the following project webpage:  
<https://www.fdot.com/project/420/424513-3-52-01>

Scan the QR code below to view the project website:



Sincerely,

Gregory Deese, P.E.  
Resident Engineer – District 7 CCEI Construction  
Florida Department of Transportation



## Beth Alden

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**Subject:** Fact Sheet: SR 60 Median Modification & announcement of June 14 hearing  
**Attachments:** 441661-1 SR 60 Fact Sheet\_.pdf

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**From:** Carson, Kristen <Kristen.Carson@dot.state.fl.us>  
**Sent:** Monday, May 16, 2022 2:45 PM  
**Subject:** Virtual Public Hearing/Meeting (VPHM) for Proposed Median Modification

**Subject:** Virtual Public Hearing/Meeting (VPHM) for Proposed Median Modification  
SR 60 from Clarence Gordon Jr. Road to the Polk County Line (S. County Line Road)  
Hillsborough County, Florida  
Financial Project Number (FPN): 441661-1-52-01

Good afternoon. The Florida Department of Transportation (FDOT), District Seven, invites you to attend and participate in a Virtual Public Hearing/Meeting (VPHM) for a proposed median modification on State Road (SR) 60 from Clarence Gordon Jr. Road to the Polk County Line (S. County Line Road) in Plant City, Florida, Financial Project Number (FPN): 441661-1-52-01. This VPHM will be held on **June 14, 2022, at 5:30 p.m.**

To allow for maximum participation, the public meeting will be held in two formats including virtually over the internet and at an in-person drive-thru location. Information presented will be identical at all options.

The meeting will start at **5:30 p.m.** and include a presentation. After the presentation has concluded, there will be an opportunity to ask questions and provide comments that will be included in the official public meeting record.

**Virtual/Online: Presentation will begin at 5:30 p.m.**

The presentation will be played at 5:30 p.m. After comments are received, the presentation will be replayed. Please follow this link to register and access the virtual meeting: <https://bit.ly/3Ey6f7h>

**In-person drive-thru location:**

Hours: Drive-thru will open at 5:30 p.m. and remain open until 6:30 p.m.  
Trapnell Elementary School  
1605 W. Trapnell Road  
Plant City, FL 33566 (Parking Area)

Drive-thru attendees will be directed into a clearly identified parking lot, receive project literature, and view the project presentation. Attendees will be asked to remain in their vehicle while attending the meeting. You will have the opportunity to provide written or verbal comments.

This (VPHM) is conducted to afford affected property and business owners, interested persons and organizations the opportunity to provide comments to FDOT regarding the proposed improvements on SR 60 from Clarence Gordon Jr. Road to the Polk County Line in Hillsborough County.

**The only median affected in this project is at Horton Road. Motorists will need to turn right when exiting Horton Road to SR 60 and make a U-turn to travel in the opposite direction.**

This VPHM is held pursuant to Chapters 120, 335.18 and 335.199, Florida Statutes. FDOT will receive verbal/written comments at the public meeting drive-thru location and online from registered webinar participants. Additionally, written or emailed comments may also be submitted following the meeting to [Charlie.Xie@dot.state.fl.us](mailto:Charlie.Xie@dot.state.fl.us) or mailed to Charlie Xie, Design Project Manager, Florida Department of Transportation, 11201 N. McKinley Dr., MS 7-600, Tampa, Florida 33612 or by phone at (813) 975-6287. Comments received or postmarked by June 24, 2022, will be included in the official meeting record.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons requiring special accommodations under the Americans with Disabilities Act to participate in this open house or persons who require translation services (free of charge) are asked to advise the agency at least seven (7) days prior to the open house by contacting: Roger Roscoe, FDOT Title VI Coordinator, at (813) 975-6411 or (800) 226-7220, or [Roger.Roscoe@dot.state.fl.us](mailto:Roger.Roscoe@dot.state.fl.us). If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, (800) 955-8771 (TDD) or (800) 955-8770 (Voice).

Comuníquese Con Nosotros: Nos importa mucho la opinión del público sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, por favor comuníquese con nuestro representante, Manuel Flores, (813) 975-4248, [Manuel.Flores@dot.state.fl.us](mailto:Manuel.Flores@dot.state.fl.us), Departamento de Transporte de Florida, 11201 North McKinley Drive, Tampa, FL 33612.

For more information about this project, please visit the project webpage at:  
<https://www.fdotampabay.com/project/805/441661-1-52-01>

*Kris Carson*

Florida Department of Transportation  
District Seven Communications Manager  
11201 N. McKinley Drive  
Tampa, FL 33612-6456  
(813) 975-6202, 1-800-226-7220  
[Kristen.Carson@dot.state.fl.us](mailto:Kristen.Carson@dot.state.fl.us)  
<http://www.dot.state.fl.us/>  
<http://www.fdotampabay.com/>



# SR 60 Median Modification and Repaving from Clarence Gordon Jr. Rd to Polk County Line

441661-1-52-01

Project Details	
<b>Work Type</b>	Median Improvements and Repaving
<b>Phase</b>	Design
<b>Limits</b>	from Clarence Gordon Jr. Road to the Polk County Line
<b>Length</b>	3.4 miles
<b>City</b>	Hopewell Plant City
<b>County</b>	Hillsborough
<b>Road</b>	SR 60
<b>Design Cost</b>	\$1.5 million



**About**

This project is proposing a median modification to State Road 60 at Horton Road in Plant City.

The project will also repave SR 60 between Clarence Gordon Jr. Road and the Polk County line.

In addition to repaving the road, sidewalks will be added.

Design activities are currently underway. Construction is anticipated to begin in late 2023.

Contact Information	
<b>Design Manager</b>	Charlie Xie 813-975-6287 Charlie.Xie@dot.state.fl.us
<b>Media Contact</b>	Kris Carson 813-975-6060 Kristen.Carson@dot.state.fl.us





# **Asphalt Art Safety Study**

Historical Crash Analysis and  
Observational Behavior Assessment at  
Asphalt Art Sites

**April 2022**

**Bloomberg  
Philanthropies**

**Sam  
Schwartz**



Prepared for:  
**Bloomberg Philanthropies**

Prepared By:  
**Sam Schwartz**

**Bloomberg**  
**Philanthropies**

**Sam**  
**Schwartz**





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# Executive Summary

Transportation infrastructure is perhaps the most visible aspect of a city's public realm—the sidewalks and roadways we depend on daily are often as recognizable as the buildings, destinations, and people within it. As cities transform to meet evolving needs of the future, there is an increasing opportunity for streets to not only be safe and efficient, but a unique and inspiring part of the urban experience. Among other strategies to achieve that goal, public art projects coupled with improvements to transportation infrastructure, often known as “asphalt art,” offer many benefits. They can create safer, more desirable streets and public spaces. They are typically inexpensive and quickly implementable, while helping cities test long-term roadway redesigns. And they help local governments engage with residents to reshape their communities.

These projects, including intersection murals, crosswalk art, and painted plazas or sidewalk extensions, have existed for years and are growing in popularity in communities across the world. Though asphalt art projects frequently include specific roadway safety improvements, the art itself is often also intended to improve safety by increasing visibility of pedestrian spaces and crosswalks, promoting a more walkable public realm, and encouraging drivers to slow down and be more alert for pedestrians and cyclists, the most vulnerable users of the road.

There has been considerable public feedback, anecdotal evidence, and analyses of individual locations indicating that asphalt art can have these traffic-calming benefits and encourage safer behavior. However, despite broad support from people who use and design streets, art within the public roadway network has faced regulatory hurdles in the United States and elsewhere because of concerns about compliance with current design standards and guidance that governs roadway markings. These concerns have persisted in the absence of much rigorous evaluation or published literature on safety performance of asphalt art projects.

This study was conducted to address the need for impact analysis by comparing crash rates and real-time behavior of pedestrians and motorists at an array of asphalt art sites before and after the projects were installed. There are two main components to the study: first is a Historical Crash Analysis that compares crash data prior to and after the introduction of asphalt art at 17 diverse study sites with at least two years of data. The second is an Observational Behavior Assessment that compares before and after video footage of motorist and pedestrian behavior at five U.S. locations with asphalt art projects installed in 2021 as part of the Bloomberg Philanthropies' Asphalt Art Initiative. **The analysis found significantly improved safety performance across a variety of measures during periods when asphalt art was installed.**

**Comparing the average of crash rates for before-after analysis periods, results from the Historical Crash Analysis include:**

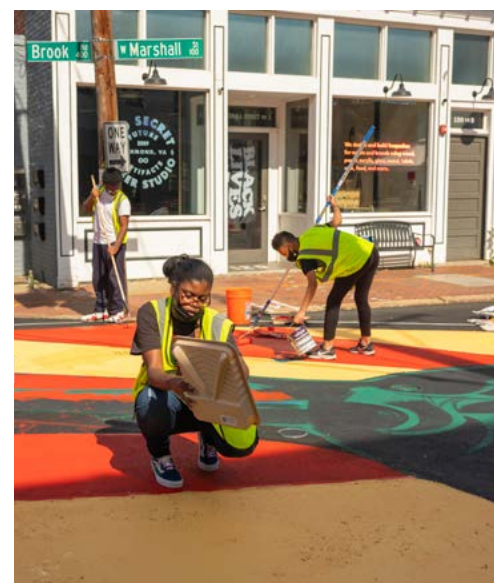
- » 50% decrease in the rate of crashes involving pedestrians or other vulnerable road users
- » 37% decrease in the rate of crashes leading to injuries
- » 17% decrease in the total crash rate

**Similarly, the Observational Behavior Assessment indicates:**

- » 25% decrease in pedestrian crossings involving a conflict with drivers
- » 27% increase in frequency of drivers immediately yielding to pedestrians with the right of way
- » 38% decrease in pedestrians crossing against the walk signal

The promising findings from this study will inform ongoing discussions on how to revise U.S. roadway engineering guidance to improve safety for the most vulnerable road users. The study also provides data-driven evidence cities can use to make the case for their own arts-driven transportation projects.

The following report details the background, methodology, and results of the Historical Crash Analysis and the Behavioral Observation Assessment.





# 1. Introduction

There is arguably no more important goal for the transportation profession than ensuring safe travel for everyone on the road, especially pedestrians, cyclists, and other vulnerable road users. In recent years, though, this goal has proven elusive. According to the National Highway Traffic Safety Administration (NHTSA), in 2020, a total of 38,824 people died in motor vehicle crashes in the U.S., the most since 2007 and an increase of 6.8% over 2019.<sup>1</sup> Considering an 11% reduction in vehicle miles traveled (VMT) in 2020 during the pandemic, the fatality rate adjusted for miles traveled increased by 21% and the adjusted pedestrian fatality rate increased by an unprecedented 21%. Clearly, innovative, proven street design tactics need to be more broadly embraced in order to improve safety and mobility on our roadways.

Cities across the globe have been installing asphalt art treatments at intersections and pedestrian crossings for some time now with a goal of improving safety and the quality of life for all roadway users. Such projects have been used in a variety of applications, including within the crosswalk, within the center of an intersection, or in place of or in addition to traditional roadway features such as islands or curb extensions. The art is intended to create a highly visible crossing and suggest a walkable, active, shared use environment. Additionally, art in the crosswalk or at curb extensions makes the pedestrian crossing location more conspicuous to drivers.

However, some in the transportation community find that such projects on portions of roads open to motor vehicles are typically not compliant with official interpretations of the 2009 version of the Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD), which provides standards and guidance for markings on public roadways in the United States. This interpretation of the standard—which pre-dates the availability of modern colored pavement materials—has limited the number

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<sup>1</sup> National Highway Traffic Safety Administration 2020 Annual Crash Data



of communities who can, as a practical matter, use asphalt art in crosswalks and other parts of the street. Recently, such interpretations have been challenged by organizations like the National Association of City Transportation Officials (NACTO) and individual public agencies seeking to improve roadway safety by focusing more on the most vulnerable road users, and less on the rapid movement of motor vehicles on city streets. Both NACTO and the Institute of Traffic Engineers (ITE) have proposed that asphalt art in crosswalks be permitted in the forthcoming revision to the MUTCD; however, the status of asphalt art in the ongoing revisions will likely not be known until 2023.

Given this divide between existing policy and the growing movement of practitioners and community residents who see the potential benefit of asphalt art, some local authorities have been willing to approve asphalt art projects while those in other jurisdictions have been more reluctant to do so. The resulting patchwork approach makes approval processes difficult for community organizations seeking to install asphalt art projects and leads to time-consuming, redundant efforts by local engineers seeking to assess such proposals. This study was designed to address this need and provide a quantitative assessment of multiple asphalt art projects to determine their impact on roadway safety.

## 1.1 Study Goals and Objectives

The goal of this study is to assess the effectiveness of asphalt art as a safety improvement through quantification and analysis of crash and behavior performance metrics before and after installation at study sites. There are two independent components to the study:

- » **Historical Crash Analysis** – Site characteristics, traffic volumes, and crash data were obtained for 17 asphalt art sites in five states (seven unsignalized intersections, seven signalized intersections and three mid-block crossings). A before-after comparison group study design was used to evaluate the safety effectiveness of the projects.
- » **Observational Behavior Assessment** – Performance metrics were developed for pedestrian and driver behavior and recordings were assessed to identify occurrences of the behavior during before and after comparison periods. This methodology was applied to five asphalt art intersection locations (two signalized and three unsignalized).

The objective of the study is to quantify the change in the following metrics for before and after comparison periods:

- » Crash Rates
  - » Total Crashes
  - » Vulnerable user crashes
  - » Fatal and injury crashes
- » Driver and Pedestrian Behavior Metrics
  - » Pedestrian-Vehicle conflicts with crash potential (near-miss)
  - » Driver yielding/stopping behavior
  - » Compliance with traffic control devices

These components were combined because crash rates should not be used as a lone factor in determining the safety effectiveness of roadway treatments, as crashes often have numerous contributing factors. By also assessing quantifiable behavioral metrics such as rate of pedestrian-vehicle conflicts and rates of drivers yielding to pedestrians, the intention is for the study to provide a more holistic measure of the effectiveness of treatments at installation sites.



## 1.2 Literature Review

In addition to the analysis itself, a literature review was performed and interviews with transportation officials from over three dozen cities were conducted, inquiring about their experience with asphalt art projects related to safety. Aside from a small number of internal studies generated by municipal staff, the study team found no all-encompassing analysis that created a standardized set of metrics by which to compare safety across different asphalt art improvement types, facility types, settings, and geographic regions, or that considered the long-term safety impacts of asphalt art, further demonstrating the need for the analysis in this document. Findings from the literature review and interviews are summarized in [Appendix A](#).



## 2. Historical Crash Analysis

### 2.1. Background and Scope



To quantify the safety performance of a site, road safety practitioners use metrics called crash modification factors (CMF). CMFs are multiplicative factors used to compute the expected number of crashes after implementing a given countermeasure or roadway modification at a specific site. FHWA has developed a living database called the CMF Clearinghouse, which includes a list of recognized CMFs and provides references to studies from which they were developed. CMFs listed in the CMF Clearinghouse are developed as a product of robust published research studies. CMFs included are rated based on the thoroughness of the associated research study, which is predicated on criteria such as study design, sample size, statistical methodology, statistical significance, etc.

While the intent of this historical crash analysis is not to develop a CMF (as it lacks the scale and complexity of FHWA-reviewed research studies), elements of research studies used to develop CMFs were used as a model for this analysis. Similar to FHWA research studies, the goal of this study is to observe and compare long-term crash trends over a range of sites with similar characteristics. In addition to comparing crash quantity/frequency, trends in crash attributes and contributors such as severity, vulnerable user involvement, lighting condition, and crash type were also assessed.

### 2.2. Crash Data Sources

Many states and cities actively maintain open-source crash databases with historical crash data available at differing levels of granularity and comprehensiveness. While in certain states/jurisdictions, comprehensive data is relatively easy to obtain, others do not allow the public to search for crash data at a single site, only by municipality or neighborhood. Additionally, some public databases only have crash data available for a limited number of years, often excluding the current and most recent complete year (for this study 2020 and 2021) and/or data older than five years.



Further, while a range of roadway data (volume, speed, multimodal, user behavior) is also becoming more widely available and easier to obtain, it is usually not granular enough for quantifying performance at a specific site without dedicated, often costly, monitoring programs.

This lack of comprehensive crash and road user behavior data ultimately impacted both the study site selection and the methodology itself. A list of crash data sources for each study site including years of data obtained is included in the [Appendix B](#).

### 2.3. Site Selection Criteria

While asphalt art sites are prevalent throughout the country, the study team sought the most rigorous understanding of asphalt art impacts and initially reviewed 150 locations. Of those, 17 sites were selected that met all of the below criteria while offering a diverse array of project types, geographic locations, and neighborhood contexts.

- » Known installation dates and dates of deterioration/repainting within 3 months (confirmed through NearMap or Google Maps historical imagery)
- » Facility type is a marked mid-block crossing, stop-controlled intersection, or signalized intersection within (or formerly within) public ROW and open to vehicle traffic (excludes art in driveways, trails, approaches to controlled access highways, private developments, etc.)
- » State or municipality has publicly available historical crash data through an online resource or open-source data portal
- » Historical crash data available on a location-based scale (i.e., more than just county-wide or municipal-wide data)
- » At least 12 months of pre- and post-implementation (“before” and “after”) crash data available (as many states delay crash data for the current and previous year or only keep recent crash records for the last 5 years, many recently implemented asphalt art sites or those implemented longer than 6 years ago did not have 12 months of data)
- » Robust crash data including (at a minimum) crash date, time of day, severity, vulnerable user involvement, lighting condition, crash type/circumstances



## 2.4. Summary of Study Sites Selected

The 17 sites selected for this study are included in Table 1 below. Sites from five states were included in high-density urban (central business district, downtown, or mixed-use areas), medium/low density urban (mostly residential), and suburban settings. Sites included mid-block crossings, stop-controlled intersections, and signalized intersections. Tables 2-4 below include a disaggregation of the 17 study sites by state, region, setting, and facility type.

Table 1: Study Site Location Information

#	City	State	Intersection	Site Setting	Facility Type
1	St Petersburg	FL	Central Ave & 5th St	Urban Core	Intersection-Signal
2	Miami	FL	Northeast 98th St & Northeast 2nd Ave	Neighborhood Commercial	Mid-Block
3	Ft Lauderdale	FL	Terramar St & Breakers Ave	Neighborhood Residential	Intersection-Stop
4	Ft Lauderdale	FL	Riomore St & Breakers Ave	Neighborhood Residential	Intersection-Stop
5	Pinecrest	FL	Killian Dr & SW 67th Ave	Suburban	Intersection-Signal
6	Pinecrest	FL	Killian Dr & SW 62nd Ave	Suburban	Intersection-Stop
7	Atlanta	GA	Piedmont Ave & 10th St	Urban Core	Intersection-Signal
8	Decatur	GA	Ponce de Leon Ave & Fairview Ave	Neighborhood Residential	Intersection-Stop
9	Decatur	GA	Ponce de Leon Ave & Clairmont Ave	Urban Core	Intersection-Signal
10	Decatur	GA	Ponce de Leon Ave & E Court Square	Urban Core	Mid-Block
11	Cambridge	MA	Massachusetts Avenue & Inman Street	Urban Core	Intersection-Signal
12	Rahway	NJ	E Cherry St & Irving St	Neighborhood Residential	Intersection-Stop
13	Maplewood	NJ	Valley St & Oakview Ave	Suburban	Intersection-Signal
14	NYC (Brooklyn)	NY	Hooper St & Division Ave	Urban Core	Intersection-Stop
15	NYC (Manhattan)	NY	7th Ave & Christopher St	Urban Core	Intersection-Signal
16	Tampa	FL	N River Blvd & W Louisiana Ave	Suburban	Intersection-Stop
17	New Brunswick	NJ	Livingston Ave	Urban Core	Mid-Block

Table 2: Study Sites by Region

Region	#	%
Northeast	6	35%
Southeast	11	65%
<b>TOTAL</b>	<b>17</b>	<b>100%</b>

Table 3: Study Sites by Setting

Setting	#	%
Urban Core	8	47%
Neighborhood Residential/Commercial	5	29%
Suburban	4	24%
<b>TOTAL</b>	<b>17</b>	<b>100%</b>

Table 4: Study Sites by Facility Type

Facility Type	#	%
Intersection (Signal Controlled)	7	41%
Intersection (Stop Controlled)	7	41%
Mid-Block	3	18%
<b>TOTAL</b>	<b>17</b>	<b>100%</b>

## 2.5. Improvements at Study Sites

Asphalt art sites included in the study were classified based on type of improvement. Improvements related directly to installation of art include crosswalk art, intersection art serving a functional traffic control/calming purpose and meeting the definition of a traffic control device or traffic calming treatment device (e.g., curb extension, painted chicane, incorporation of traffic control elements), and roadway art serving only as an aesthetic improvement and not meeting the definition of a traffic control device (e.g., within the center of an intersection or along an approach). At some sites, in addition to asphalt art, other roadway/roadside improvements were implemented at the same time (e.g., raised crosswalks, pedestrian signal improvements, traffic control device modifications). Table 5 provides a matrix of improvements at each study site. Pre- and post-implementation aerial photos and links to locations in Google Maps are provided in Appendix C.



Table 5: Site Locations by Improvement Type

#	City	State	Crosswalk Art	Roadway Art (Center of intersection or intersection approach)	Other Improvements/Notes
1	St Petersburg	FL		✓	
2	Miami	FL		✓	
3	Ft Lauderdale	FL	✓	✓	Sidewalk improvements
4	Ft Lauderdale	FL	✓	✓	Sidewalk improvements
5	Pinecrest	FL		✓	
6	Pinecrest	FL		✓	
7	Atlanta	GA	✓		Rapid development, nearby bike network expansion, bike & pedestrian volume growth
8	Decatur	GA	✓		Raised crosswalks
9	Decatur	GA	✓		Bollards/sidewalk improvements
10	Decatur	GA	✓		Raised crosswalks
11	Cambridge	MA	✓		
12	Rahway	NJ	✓		
13	Maplewood	NJ	✓		
14	NYC (Brooklyn)	NY		✓	Restricted turning movement, intersection leg closure
15	NYC (Manhattan)	NY	✓		
16	Tampa	FL		✓	
17	New Brunswick	NJ	✓		Art within marked parking spaces
<b>COMBINED SITES</b>		#	11	8	8
		%	65%	47%	29%

## 2.6. Historical Crash Data Analysis Methodology

Historical crash data was obtained from state and municipal transportation agencies for each of the 17 study sites. As mentioned above, sites were selected based on a set of criteria identified to support a sound analysis methodology. In many jurisdictions, there are limitations on data available through open-source data portals. This required extracting data for thousands of crashes, and then manually parsing data to obtain the desired datasets at individual locations.

NearMap, an online resource for regularly updated historical aerial imagery, was used to obtain art installation dates as interviews with each municipality were not conducted. Using this imagery, the last confirmed date of the condition prior to asphalt art implementation, date of art installation, and dates of deterioration/repainting/removal were obtained. Months between the confirmed prior condition and implementation and months after art had deteriorated beyond recognition were excluded from both analysis periods. At some locations, the exact date(s) of installation are known and were used when available.

To account for differences in sites with different analysis periods, crash rates (crashes/year) were used as a metric instead of raw number of crashes. The average pre-implementation/before period for all sites was 48.2 months while the post-implementation/after period averaged 32.9 months. Analysis periods for each site are presented in [Table 6](#) on page 21.

The combined pre- and post-implementation analysis periods for the 17 study sites included a total of 390 reported crash records. Crash records were first reviewed and analyzed for all 17 sites combined in the following categories: total reported crashes, crashes involving vulnerable users (e.g., bicyclists, pedestrians, scooter users), crashes resulting in an injury, crash type, contributing circumstance, and time of day/lighting condition. Contributing circumstances and crash types were not available for every site and breakdown of crash types were summarized for combined sites with that information available. Lighting condition data was incomplete for many states and varied widely from state to state, resulting in inclusive data that was not included in the analysis.





Table 6: Analysis Periods

#	City	State	Pre-Implementation "Before" (Months)	Post-Implementation "After" (Months)	Implementation Year
1	St Petersburg	FL	52	39	2016
2	Miami	FL	54	25	2017
3	Ft Lauderdale	FL	49	42	2016
4	Ft Lauderdale	FL	49	42	2016
5	Pinecrest	FL	59	14	2018
6	Pinecrest	FL	59	14	2018
7	Atlanta	GA	54	42	2017
8	Decatur	GA	47	46	2016
9	Decatur	GA	48	47	2017
10	Decatur	GA	48	47	2017
11	Cambridge	MA	60	28	2016
12	Rahway	NJ	39	18	2019
13	Maplewood	NJ	40	31	2018
14	NYC (Brooklyn)	NY	30	35	2018
15	NYC (Manhattan)	NY	16	42	2017
16	Tampa	FL	60	32	2017
17	New Brunswick	NJ	57	16	2019
<b>AVERAGE</b>			48.3	32.9	-

Crash rate metrics for combined study sites were calculated using two separate methods. The average of crash rates is the average of the individual crash rate values of each site within an analysis period and is calculated by dividing the sum of crash rates for each site by the quantity of sites. The average rate is the aggregated crash rate of all sites/analysis periods and is calculated by dividing the total number crashes that occurred divided by the total amount of time analyzed. It should be noted that several after periods overlapped with periods of reduced volumes due to the COVID-19 pandemic.





## 2.7. Historical Crash Analysis Results

Comparisons of crash types are presented in the following tables and further detailed by site in [Appendix D](#). The percent differences between analysis periods were calculated as the difference in crash rates of the after and before period divided by the crash rate of the before period. Positive values for percent difference between the crash rates in the before and after condition indicate a reduction in the crash rate, while negative values indicate an increase.

### Study Sites - Combined

Results indicate that, at the 17 study sites, the average of crash rates was 17.3% lower in the analysis periods after art installation than the average of crash rates for the before analysis periods. Similarly, the average of vulnerable user and injury crash rates were 49.6% and 36.5% lower in analysis periods after art was installed.

It should be noted that sites with a comparatively large number of crashes in both the before and after analysis periods heavily influenced averages of crash rates. As such, the average of crash rates was calculated for the entire 17 site sample and separately, excluding the sites with the highest and lowest number of total crashes statistical outliers. For this study, Site 7 (Atlanta, GA) experienced the highest number of crashes (70 and 77 crashes in before and after periods respectively) and both Site 16 (Tampa, FL) and Site 17 (New Brunswick, NJ) had no crash occurrences either analysis period. For purposes of performing calculations excluding statistical outliers, Site 17 was excluded as opposed to Site 16 because the before and after analysis periods were longer.

The following points summarize key findings from an analysis of crashes of all types (total crashes), crashes involving vulnerable users, and crashes involving an injury, holistically for all 17 study sites combined. Reported crashes, analysis periods intervals, and crash rates for before and after periods are presented by site and as an average in [Tables 7–9](#) below. [Table 10](#) presents the average (aggregate) crash rate of crashes and analysis periods of the 17 study sites combined.



Table 7: Total Crash Rate by Site and Average of Rates (Crashes/Year)

#	City	State	Analysis Period (Months)		Total Crash Quantity		Total Crash Rate (Crashes/Year)		
			Before	After	Before	After	Before	After	Difference
1	St Petersburg	FL	52	39	18	13	4.2	4.0	-4%
2	Miami	FL	54	25	3	0	0.7	0.0	-100%
3	Ft Lauderdale	FL	49	42	2	1	0.5	0.3	-42%
4	Ft Lauderdale	FL	49	42	4	3	1.0	0.9	-13%
5	Pinecrest	FL	59	14	28	1	5.7	0.9	-85%
6	Pinecrest	FL	59	14	3	0	0.6	0.0	-100%
7	Atlanta	GA	54	42	70	77	15.6	22.0	+41%
8	Decatur	GA	47	46	11	4	2.8	1.0	-63%
9	Decatur	GA	48	47	12	15	3.0	3.8	+28%
10	Decatur	GA	48	47	11	8	2.8	2.0	-26%
11	Cambridge	MA	60	28	31	7	6.2	3.0	-52%
12	Rahway	NJ	39	18	6	2	1.8	1.3	-28%
13	Maplewood	NJ	40	31	17	9	5.1	3.5	-32%
14	NYC (Brooklyn)	NY	30	35	12	12	4.8	4.1	-14%
15	NYC (Manhattan)	NY	16	42	5	5	3.8	1.4	-62%
16	Tampa	FL	60	32	0	0	0.0	0.0	0%
17	New Brunswick	NJ	57	16	0	0	0.0	0.0	0%
<b>AVERAGE SITE</b>			48.3	32.9	13.7	9.2			
<b>AVERAGE OF TOTAL CRASH RATES (ALL SITES)</b>							3.44	2.84	-17.3%
<b>AVERAGE OF TOTAL CRASH RATES (EXCLUDING HIGH AND LOW SITES)</b>							2.86	1.75	-38.7%

Table 8: Vulnerable User Crash Rate by Site and Average of Rates (Crashes/Year)

#	City	State	Analysis Period (Months)		Vulnerable User Crash Quantity		Vulnerable User Crash Rate (Crashes/Year)		
			Before	After	Before	After	Before	After	Difference
1	St Petersburg	FL	52	39	1	0	0.00	0.00	-100%
2	Miami	FL	54	25	0	0	0.00	0.00	0%
3	Ft Lauderdale	FL	49	42	0	0	0.00	0.00	0%
4	Ft Lauderdale	FL	49	42	0	0	0.00	0.00	0%
5	Pinecrest	FL	59	14	0	0	0.00	0.00	0%
6	Pinecrest	FL	59	14	0	0	0.00	0.00	0%
7	Atlanta	GA	54	42	4	3	0.89	0.86	-4%
8	Decatur	GA	47	46	0	0	0.00	0.00	0%
9	Decatur	GA	48	47	0	0	0.00	0.00	0%
10	Decatur	GA	48	47	0	0	0.00	0.00	0%
11	Cambridge	MA	60	28	1	0	0.20	0.00	-100%
12	Rahway	NJ	39	18	0	1	0.00	0.67	0%
13	Maplewood	NJ	40	31	0	1	0.00	0.39	0%
14	NYC (Brooklyn)	NY	30	35	6	1	2.40	0.34	-86%
15	NYC (Manhattan)	NY	16	42	1	0	0.75	0.00	-100%
16	Tampa	FL	60	32	0	0	0.00	0.00	0%
17	New Brunswick	NJ	57	16	0	0	0.00	0.00	0%
<b>AVERAGE SITE</b>			48.3	32.9	13.7	9.2			
<b>AVERAGE OF VULNERABLE USER CRASH RATES (ALL SITES)</b>							0.26	0.13	-49.6%
<b>AVERAGE OF VULNERABLE USER CRASH RATE (EXCLUDING HIGH AND LOW SITES)</b>							0.24	0.09	-61.0%

Table 9: Injury Crash Rate by Site and Average of Rates (Crashes/Year)

#	City	State	Analysis Period (Months)		Injury Crash Quantity		Injury Crash Rate (Crashes/Year)		
			Before	After	Before	After	Before	After	Difference
1	St Petersburg	FL	52	39	5	0	1.15	0.00	-100%
2	Miami	FL	54	25	1	0	0.22	0.00	-100%
3	Ft Lauderdale	FL	49	42	0	0	0.00	0.00	0%
4	Ft Lauderdale	FL	49	42	6	0	1.47	0.00	-100%
5	Pinecrest	FL	59	14	3	1	0.61	0.86	+40%
6	Pinecrest	FL	59	14	0	0	0.00	0.00	0%
7	Atlanta	GA	54	42	14	9	3.11	2.57	-17%
8	Decatur	GA	47	46	4	2	1.02	0.52	-49%
9	Decatur	GA	48	47	1	4	0.25	1.02	+309%
10	Decatur	GA	48	47	1	1	0.25	0.26	+2%
11	Cambridge	MA	60	28	14	0	2.80	0.00	-100%
12	Rahway	NJ	39	18	0	1	0.00	0.67	0%
13	Maplewood	NJ	40	31	6	5	1.80	1.94	+8%
14	NYC (Brooklyn)	NY	30	35	4	5	1.60	1.71	+7%
15	NYC (Manhattan)	NY	16	42	1	0	0.75	0.00	-100%
16	Tampa	FL	60	32	0	0	0.00	0.00	0%
17	New Brunswick	NJ	57	16	0	0	0.00	0.00	0%
<b>AVERAGE SITE</b>			48.3	32.9	13.7	9.2			
<b>AVERAGE OF INJURY CRASH RATES (ALL SITES)</b>							0.88	0.56	-36.5%
<b>AVERAGE OF INJURY CRASH RATE (EXCLUDING HIGH AND LOW SITES)</b>							0.80	0.46	-41.5%

Table 10: Average (Aggregate) Crash Rate (Crashes/Year)

Sites	Crash Type	Analysis Period (Months)		Quantity		Crash Rate (Crashes/Year)		
		Before	After	Before	After	Before	After	Difference
Average Crash Rate (All Sites Aggregated)	<b>Total</b>	<b>821</b>	<b>560</b>	<b>233</b>	<b>157</b>	<b>3.41</b>	<b>3.36</b>	<b>-1.2%</b>
	Vulnerable Users	821	560	13	6	0.7	0.0	-32.3%
	Injury	821	560	60	28	0.5	0.3	-31.6%
Average Crash Rate (Aggregated, Excluding High and Low sites)	<b>Total</b>	<b>710</b>	<b>502</b>	<b>163</b>	<b>80</b>	<b>2.75</b>	<b>1.91</b>	<b>-30.6%</b>
	Vulnerable Users	710	502	9	3	0.15	0.07	-52.9%
	Injury	710	502	46	19	0.78	0.45	-41.6%

- » Using the average of rates method, between the before and after analysis periods, the average of total, vulnerable user, and injury crash rates decreased by 17.3%, 49.6%, 36.5%, respectively. Excluding the statistical outliers (Sites 7 and 17), the average of total, vulnerable user, and injury crash rates decreased by 38.7%, 61.0%, 41.5%, respectively.
- » Using the average (aggregate) rate method, between the before and after analysis periods, the average (aggregate) total, vulnerable user, and injury crash rates decreased by 1.2%, 32.3%, and 31.6%, respectively. Excluding the statistical outliers (Sites 7 and 17), the average (aggregate) total, vulnerable user, and injury crash rates decreased by 30.6%, 52.9%, and 41.6%, respectively.
- » Change in crash rates at sites ranged from a decrease of 100% (two FL locations) to an increase of 41% (Atlanta, GA).
- » 13 (76%) sites had a decreased total crash rate, 2 (12%) had an increased total crash rate, 2 (12%) had no crashes in either period.
- » No crashes resulted in a fatality during before or after analysis periods at each of the 17 study sites.
- » No crashes were reported during one or both analysis periods at 4 (24%) sites and both analysis periods at 2 (12%) sites.
- » No vulnerable user crashes were reported during one or both analysis periods at 15 (88%) sites and both analysis period at 10 (59%) sites.
- » No injury crashes were reported during one or both analysis periods at 10 (59%) sites and both analysis period at 4 (24%) sites.
- » Crashes at one site (Atlanta, GA) accounted for 38% of total crashes (30% in the before period, 49% in the after period).







### Study Sites – Disaggregated by Site Characteristics

A disaggregate analysis was completed to determine if certain types of asphalt art may be more effective or if art may be more effective under specific conditions. [Tables 11-14](#) below summarize trends for total, vulnerable user, and injury crash rates for study sites broken down by geographic region and site setting.

## 2.8. Discussion of Historical Crash Analysis Results

On the basis of a before-after historical crash analysis of 17 asphalt art study sites, implementation of asphalt art appears to have a positive impact on the rate of crashes of all types. The average of total, vulnerable user, and injury crash rates for the combined study sites were reduced by 17%, 50%, and 37% respectively after installation of asphalt art. While the average (aggregate) rate also decreased in the after period. The trend between presence of asphalt art and reduced crash rates was consistent across sites with a variety of roadway settings, traffic control types, and art improvement type. The results are likely due to the improved conspicuity of the intersection and roadway user movements. It should be noted that at several locations, after analysis periods overlapped with the COVID-19 pandemic, when injury crash rates were elevated nationwide.

The total crash rate decreased or remained at 0 in the after analysis period compared to the before period at all sites, except Piedmont Avenue & 10th Street in Atlanta, GA (+41%) and Ponce de Leon Avenue & Clairemont Avenue in Decatur, GA (+28%) (both signalized intersections). The Piedmont Avenue & 10th Street site is located in the rapidly growing Midtown area of Atlanta and accounted for 38% of the total crashes occurring at all sites. Despite increased total crash rate after art was installed, the intersection experienced a 17% decrease in the injury crash rate (crashes/year) and a 4% decrease in vulnerable user crash rate—two important and widely utilized performance indicators. The project could be considered successful on the basis of this decrease in the injury crash rate and vulnerable user crash rate (which typically result in an injury, if reported).

Additionally, according to the City of Atlanta, rapid redevelopment of immediate area surrounding the intersection near the time of the art installation, resulted in a nearly three-fold increase in bike activity (without bike improvements at the intersection itself), an 18% increase in motor vehicle volumes on Piedmont Street, and a



Table 11: Average (Aggregated) Total, Vulnerable User, and Injury Crash Rates by Geographic Region

Region	#	Total Crash Rate (Crashes/Year)			Vulnerable User Crash Rate (Crashes/Year)			Injury Crash Rate (Crashes/Year)		
		Before	After	Difference	Before	After	Difference	Before	After	Difference
Northeast	6	3.52	2.47	-30%	0.40	0.21	-47%	1.24	0.78	-37%
Southeast	11	3.36	3.75	+12%	0.10	0.09	-11%	0.73	0.52	-28%
<b>Total</b>	<b>17</b>	<b>3.41</b>	<b>3.36</b>	<b>-1.2%</b>	<b>0.19</b>	<b>0.13</b>	<b>-32.3%</b>	<b>0.88</b>	<b>0.60</b>	<b>-31.6%</b>

Table 12: Average (Aggregated) Total, Vulnerable User, and Injury Crash Rates by Site Setting

Setting	#	Total Crash Rate (Crashes/Year)			Vulnerable User Crash Rate (Crashes/Year)			Injury Crash Rate (Crashes/Year)		
		Before	After	Difference	Before	After	Difference	Before	After	Difference
Urban Core	7	2.30	1.01	-56%	0.04	0.06	+48%	1.01	0.18	-82%
Urban Residential	6	5.04	5.82	+16%	0.47	0.18	-62%	1.02	0.85	-17%
Suburban	4	2.64	1.32	-50%	0.00	0.13	IND	0.50	0.79	+60%
<b>TOTAL</b>	<b>17</b>	<b>3.41</b>	<b>3.36</b>	<b>-1.2%</b>	<b>0.19</b>	<b>0.13</b>	<b>-32.3%</b>	<b>0.88</b>	<b>0.60</b>	<b>-31.6%</b>

Table 13: Average (Aggregated) Total, Vulnerable User, and Injury Crash Rates by Site Facility Type

Traffic Control	#	Total Crash Rate (Crashes/Year)			Vulnerable User Crash Rate (Crashes/Year)			Injury Crash Rate (Crashes/Year)		
		Before	After	Difference	Before	After	Difference	Before	After	Difference
Intersection - Signal Controlled	7	6.60	6.27	-5%	0.26	0.20	-23%	1.60	0.94	-42%
Intersection - Stop Controlled	7	1.37	1.15	-16%	0.22	0.10	-52%	0.50	0.42	-17%
Mid-Block	3	1.06	1.09	+3%	0.00	0.00	-	0.15	0.14	-10%
<b>TOTAL</b>	<b>17</b>	<b>3.41</b>	<b>3.36</b>	<b>-1.2%</b>	<b>0.19</b>	<b>0.13</b>	<b>-32.3%</b>	<b>0.88</b>	<b>0.60</b>	<b>-31.6%</b>

Table 14: Average (Aggregated) Total, Vulnerable User, and Injury Crash Rates by Site Improvement Type

Improvement	#	Total Crash Rate (Crashes/Year)			Vulnerable User Crash Rate (Crashes/Year)			Injury Crash Rate (Crashes/Year)		
		Before	After	Difference	Before	After	Difference	Before	After	Difference
Roadway Art Sites (Excl. Sites with Crosswalk Art)	6	2.45	1.96	-20%	0.27	0.08	-72%	0.50	0.45	-9%
Roadway Art + Crosswalk Art Sites	2	0.73	0.57	-22%	2.08	1.29	-38%	0.73	0.00	-100%
Crosswalk Art Sites (Excl. Sites with Roadway Art)	9	4.78	4.81	+1%	0.18	0.19	+8%	1.20	0.83	-31%
<b>Combined (Average Rate)</b>	<b>17</b>	<b>3.41</b>	<b>3.36</b>	<b>-1.2%</b>	<b>0.19</b>	<b>0.13</b>	<b>-32.3%</b>	<b>0.88</b>	<b>0.60</b>	<b>-31.6%</b>



likely a significant increase in pedestrian volumes. It is reasonable to expect an increase in total crash and vulnerable user rate when volumes increase significantly and is encouraging that the injury crash rate decreased despite this.

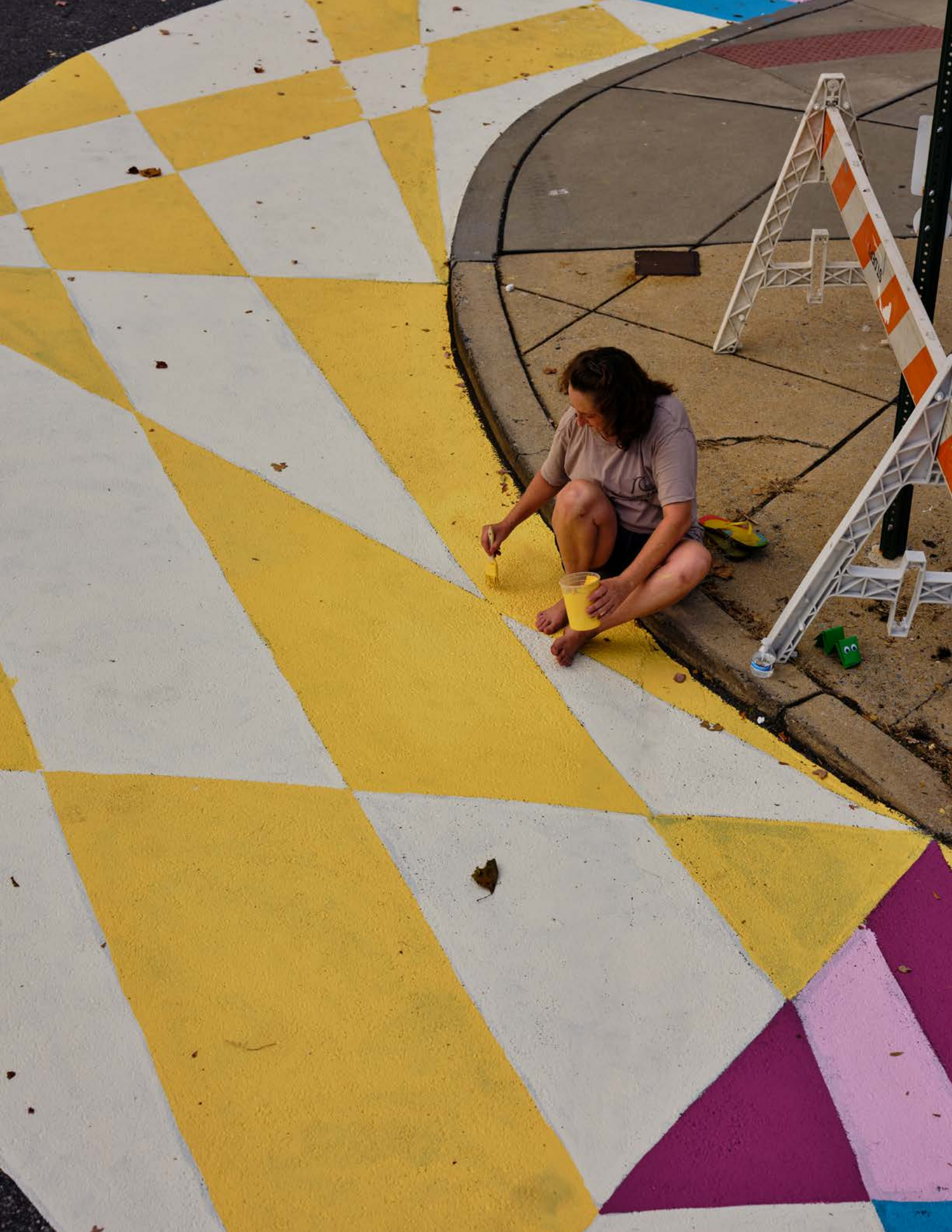
Although crash rates for specific crash types (vulnerable user and injury crashes) did increase for certain crash types in the after periods, sample sizes were often very small (most locations had 0 or 1 crash in before-after periods averaging over 3 years). As crashes are for the most part rare and random events with several contributing circumstances, when crash sample sizes are small, crash reductions at most individual locations are not statistically significant when evaluated individually.

The disaggregate analysis indicated mixed results for each crash type investigated when considering sites by setting. Increases in pedestrian crashes in urban locations may be due to an increased rate of pedestrians, cyclists, and even motor vehicle traffic generated by improving the location with asphalt art and other developments. Crash rates decreased for signalized and unsignalized intersections and experienced an insignificant increase at mid-block crossing locations between the before and after analysis periods. Notably, the average crash rate decreased at signalized intersections despite the significant number of crashes at the Atlanta site.

The negligible increases in overall and vulnerable user crash rates at improvement sites with crosswalk art alone may also be due to an increased rate of pedestrians, cyclists, and even motor vehicle traffic generated by site and nearby improvements. Despite a slight increase in overall (+1%) and vulnerable user (+8%) crashes at crosswalk art sites, injury crashes were reduced by 31%.

Disaggregate analyses in the present study are based on a very limited sample sizes using basic crash analysis techniques. As such, while we cannot infer direct causation, results generally indicated reduced crash rates after installation of art for most crash types across a range of settings, traffic control, and improvement types. As more post-implementation crash data becomes available for asphalt art sites, further study and analysis using larger sample sizes would provide more insight into effectiveness of different types of art improvements in different roadway contexts.







## 3. Behavioral Observational Assessment



### 3.1. Background and Scope

While historical crash data provides insight into the safety performance of a subject site, it is important to keep in mind that crashes are rare occurrences and almost always have multiple contributing factors. The sample size of pedestrian crashes at most locations is too small to be of statistical significance at most locations individually. This is indicated in the above historical crash data, in that most sites have few to zero pedestrian crashes over both analysis periods. In instances where pedestrian crashes occur infrequently, other factors such as near-miss conflicts between pedestrians and vehicles, observed road user behavior, and compliance with traffic control devices can provide insight on the safety impacts as a result of roadway treatments such as asphalt art.

To study the impact of asphalt art on driver and pedestrian behavior, five intersection sites with art projects in Bloomberg Philanthropies' Asphalt Art Initiative were selected with scheduled implementation dates for summer-fall 2021. Video was recorded of the intersection capturing vehicle and pedestrian behavior for a period prior to and following installation. Using this video, visual observations were performed to assess pedestrian and motorist behavior during each observation period. The observation assessment methodology, information about sites selected, and findings are presented in the sections below.

### 3.2. Methodology

Video recordings of each intersection location were collected for 48-hour periods during the same days of the week (when possible) to capture approaching vehicles and crossing movements at each leg of the intersection. Video was first reviewed at a high level to determine appropriate 8-hour analysis periods before and after the installation of the art/improvements. In some cases, this 8-hour period was broken into multiple segments to capture peak hour pedestrian volumes.





The video recordings were reviewed during the before and after analysis periods to conduct conflict analyses and record other observable behavior metrics. Pedestrian group crossings (as opposed to individual pedestrians, which were also recorded) were utilized for purposes of analysis. This metric is typical for pedestrian crossing studies as pedestrians waiting at an intersection typically arrive or cross in groups. As an example, if a child and parent arrived at an intersection together and crossed the roadway together, they would be counted as a single crossing, while if there were two individuals waiting at an intersection and one crossed during a “flashing don’t walk phase” while the other pedestrian decided to wait until the next interval, they would be counted as separate crossings.

As the observational study sites consisted of both signalized and unsignalized intersections, different metrics were captured based on different types of traffic control. The following details road-user behavior metrics assessed as part of this study.

### **3.2.1. Metrics at All Observation Sites**

#### ***Pedestrian-Vehicle Conflicts***

To compare road user behavior in the before and after conditions at signalized and unsignalized intersection locations, a conflict analysis was conducted using video data collected at each location. Conflict analysis involves observing and recording conflicts between pedestrians and drivers/vehicle. A conflict is defined as an observable situation in which two or more road users approach each other in space and time to such an extent that there is a risk of collision if their movements remain unchanged, and at least one of the road users then takes action to avoid a crash. Such an action could be as simple as a routine application of the brakes to give way to a crossing pedestrian.

Pedestrian-vehicle conflicts range in severity by how likely they are to result in a crash. This analysis considered conflicts of two levels:

- » **Low Crash Potential** – A motorist noticeably brakes to avoid striking a pedestrian or group; a pedestrian or group of pedestrians stops to avoid being in the path of an oncoming or turning vehicle, although the vehicle has appropriately yielded. Neither actions are sudden, atypical, or extreme. Vehicles passing their appropriate stop bar, or negotiation of space between pedestrian and vehicle in the crosswalk may suggest a Low Crash Potential conflict.
- » **High Crash Potential** – A motorist noticeably and clearly suddenly stops or swerves to avoid striking a pedestrian or group of pedestrians in a fashion that suggests reduced control of the vehicle; a pedestrian or group of pedestrians jumps, runs, stops, or suddenly steps or lunges to avoid being struck by a vehicle.

An example of a Low Crash Potential conflict is when a vehicle turning towards a pedestrian in the crosswalk noticeably brakes to avoid conflicting with the pedestrian. This behavior is normal and as expected, as pedestrians are crossing with the signal and the car properly yields to them; however, this is still considered to be a conflict because, if the vehicle had not yielded quickly, the vehicle would have to suddenly break or swerve (indicating a High Crash Potential conflict) to avoid potential collision. A turning vehicle yielding the right of way to crossing pedestrians is also the most common type of Low Crash Potential conflict encountered. The goal of this conflict analysis is to identify observed differences in driver and pedestrian behavior and occurrences of crash-risk conflicts before and after art implementation.

To consider the rate of Low and High Crash Potential conflicts, the video recorded was also reviewed to quantify pedestrian activity. The following metrics pertaining to pedestrian activity were quantified:

- » **Pedestrian Crossing Groups** – A pedestrian, or a group of pedestrians, that both approach the crosswalk and cross at the intersection simultaneously.
- » **Pedestrians per Crossing Group** - The number of people present per pedestrian crossing as defined above.
- » **Origin/Destination of Crossing Groups** – The origin and destination crosswalk for each group of pedestrian crossings.



### **Pedestrian Actions**

An analysis was conducted of undesired pedestrian actions at intersections in before and after conditions using collected video data. Undesired pedestrian actions were recorded as follows:

- » Pedestrian crossing against signal - When a pedestrian crosses the intersection while the movement is prohibited by the pedestrian signal and begins their movement while a solid "Don't Walk" symbol is displayed.
- » Pedestrian crossing outside of crosswalk - When a pedestrian crosses mid-block, at an intersection approach outside the vicinity of the crosswalk or crosses the intersection at a diagonal.



### 3.2.2. Metrics at Unsignalized Observation Sites

#### Vehicle Yield/Stop Compliance

The goal of this yield compliance analysis is to identify observed differences in driver behavior with respect to compliance with yielding or stopping for pedestrians crossing or waiting to cross before and after art implementation, as well as noted behavior of pedestrians in the before and after observation periods.

Pedestrians have the right of way at unsignalized intersections, regardless of the presence or absence of a marked crosswalk, but people often have to wait for drivers to yield or stop for them before they start crossing. Particularly on higher-speed or higher-volume streets, drivers often fail to yield to pedestrians who are waiting to cross, and sometimes even fail to yield to people already in the crosswalk. In addition to injury risks, pedestrians face extended delays in crossing when drivers do not properly yield or stop for them.

As such, at unsignalized locations, the recorded videos were reviewed to analyze yielding behavior of drivers for crossing pedestrians along with other indicators of the traffic environment. The below metrics were recorded. It should be noted that only crossings with vehicles present at the intersection were analyzed, excluding crossings where pedestrians crossed with an adequate gap, unconflicted.

- » **Vehicle Presence** - Whether there one or more vehicles approaching the observed crossing at the intersection at the time of the pedestrian crossing.
- » **Non-Yielding Drivers/Vehicles** - The number of drivers who failed to yield to a pedestrian initiating crossing or in the crosswalk. This excludes any driver yielding to pedestrians even if suddenly braking in a manner that would constitute a potential crash conflict as defined in the section above.
- » **Eventual Yield** - Whether or not the first or subsequent drivers, if present, eventually yielded to crossing pedestrians or pedestrians. If no vehicles yielded, pedestrians crossing during an adequate gap were noted as crossing with no eventual yield.





### 3.3. Observation Sites and Analysis Periods

A total of five sites were selected for observations analysis with asphalt art projects scheduled for installation in summer and fall 2021. Table 15 below provides a summary of each site, setting, intersection type, roadway/roadside improvement(s). Before and after street level and aerial photography is provided for each location in the Appendix. Table 16 provides a summary of locations by date of art installation and observation analysis periods. Before and after photos of each observation site are shown in Figures 2–6, illustrating the improvements made at each site.

Table 15: Summary of Observational Assessment Sites

#	City	State	Intersection	Traffic Control	Setting	Summary
1	Trenton	NJ	South Clinton Ave & Barlow St/ R Wallenberg Ave	Signal	Urban Core	Painted crosswalks
2	Richmond	VA	W Marshall St & Brook Rd	Signal	Urban Core	Curb extensions, bollards, painted intersection
3	Durham	NC	Club Blvd & Glendale Ave	Signal	Suburban	Painted crosswalks, painted intersection
4	Pittsburgh	PA	Roup Ave, S Fairmount St & Harriet St	Stop	Neighborhood Residential	Curb extensions, additional/revised marked crosswalks
5	Lancaster	PA	Strawberry St & Vine St	Stop	Urban Core	Curb extensions, bollards

Table 16: Summary of Analysis Periods

#	City	State	Intersection	Installation Date(s)	Before Observation Date	After Observation Date	Observation Period Times
1	Trenton	NJ	South Clinton Ave & Barlow St/ R Wallenberg Ave	9/4/21 - 9/5/21	8/24/2021	9/21/2021	7 AM–11 AM, 3 PM–7 PM
2	Richmond	VA	W Marshall St & Brook Rd	10/24/21 - 10/26/21	9/23/2021	11/16/2021	11 AM–7 PM
3	Durham	NC	Club Blvd & Glendale Ave	5/21/21- 5/24/21	5/15/2021	7/3/2021	10 AM–6 PM
4	Pittsburgh	PA	Roup Ave, S Fairmount St & Harriet St	9/23/21 - 9/24/21	9/9/2021	10/21/2021	8 AM–12 PM, 3:30 PM–7:30 PM
5	Lancaster	PA	Strawberry St & Vine St	9/11/21- 9/12/21	9/9/2021	10/24/2021	8 AM–12 PM, 3:30 PM–7:30 PM

Trenton, NJ

Figure 2: Trenton, NJ - Before



Figure 3: Trenton, NJ - After





## Richmond, VA

Figure 6: Richmond, VA - Before



Figure 7: Richmond, VA - After





## Durham, NC

Figure 8: Durham, NC - Before



Figure 9: Durham, NC - After





## Pittsburgh, PA

Figure 10: Pittsburgh, PA - Before



Figure 11: Pittsburgh, PA - After





**Lancaster, PA**

Figure 12: Lancaster, PA - Before

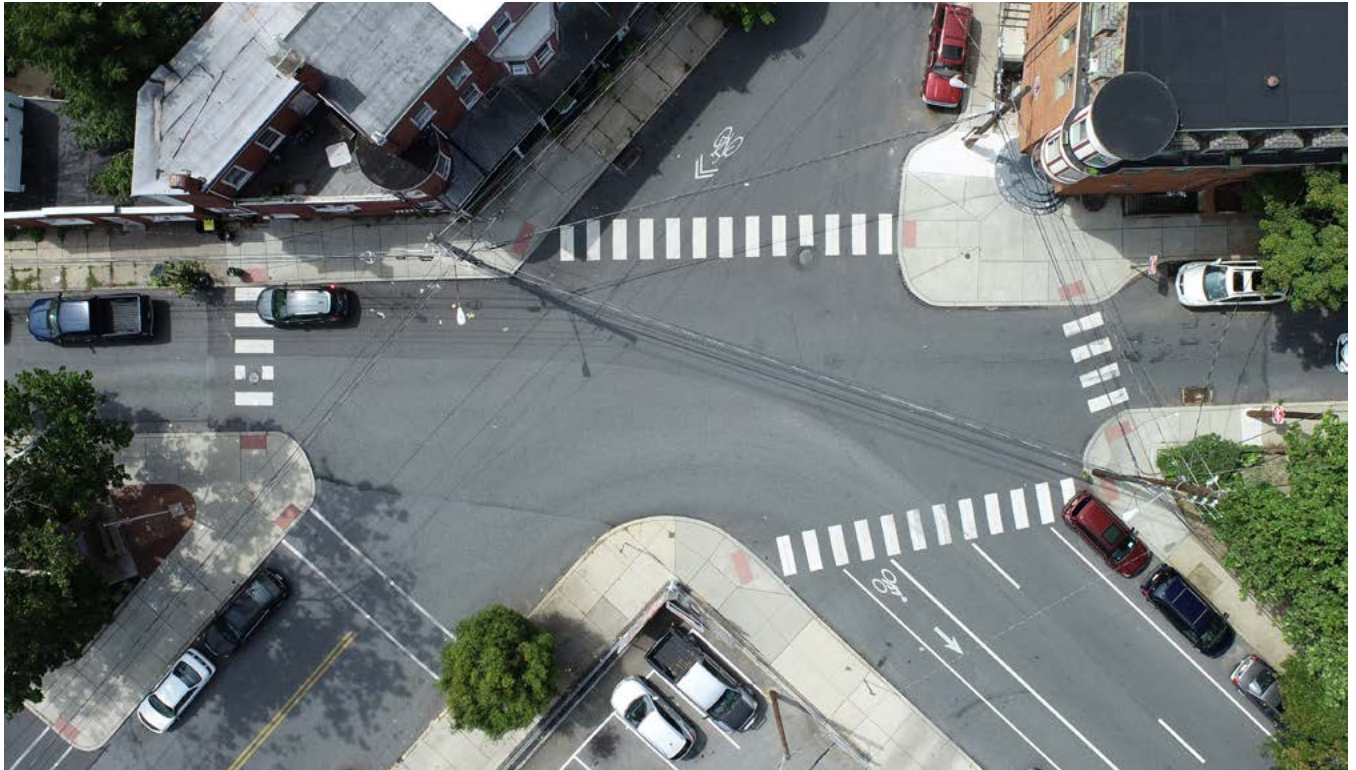
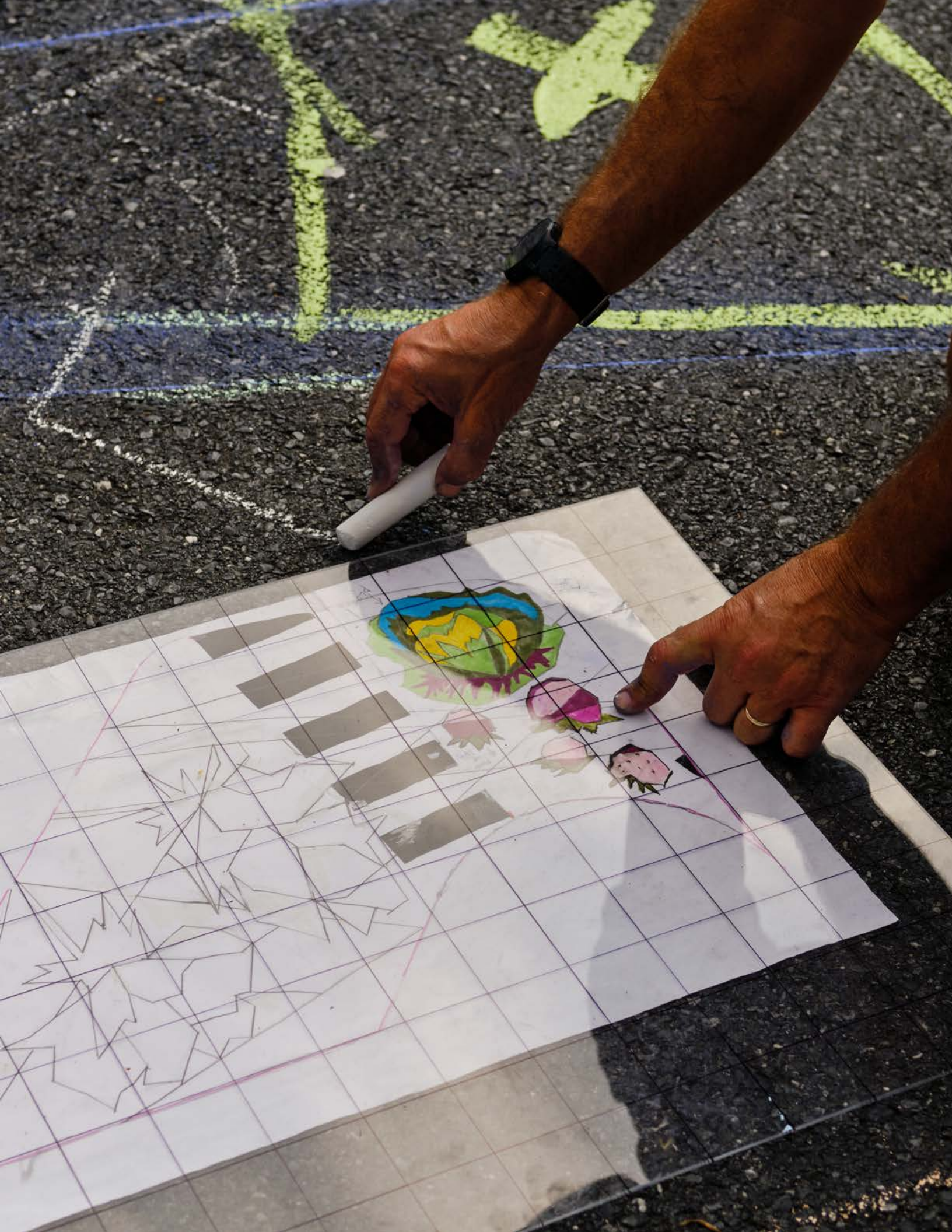


Figure 13: Lancaster, PA - After









### 3.4. Behavioral Assessment Results

#### 3.4.1. Vehicle-Pedestrian Conflict Assessment

At both signalized locations, the total conflict rate and rate of low crash potential conflicts decreased after the installation of asphalt art. [Tables 17](#) summarizes the results of the vehicle-pedestrian conflict assessments for each site, signalized observation sites aggregated, unsignalized observation sites aggregated, and all observation sites aggregated. The high crash potential conflict rate increased at the Trenton location negligibly (an absolute difference of 0.1% in the rate). The average (aggregated) low and high crash potential conflict rates decreased when considering observed crossing movements at combined signalized study sites.

At the Durham unsignalized site, the rate of both high and low crash potential conflicts decreased. The low crash potential conflict rate decreased by 61% (an absolute difference of six fewer occurrences) at the Pittsburgh site and increased by 23% (an absolute difference of two additional occurrences) at the Lancaster site. No high crash potential conflicts occurred during the before or after observation periods at the Pittsburgh and Lancaster sites. The average (aggregated) low and high crash potential conflict rates decreased when considering observed crossing movements at unsignalized study sites.

When considering all observed movements at observation sites aggregated, the rate of crossings involving a low and high crash potential conflict decreased by 27% and 18%, respectively, an overall decrease of 25%.





Table 17: Pedestrian-Vehicle Conflict Assessment Results

	Pedestrian Crossing Behavior/Action	Before		After		Conflict Rate Reduction (%)
		Crossings (#)	Crossings (%)	Crossings (#)	Crossings (%)	
Trenton, NJ	<b>Total Pedestrian Crossings</b>	<b>1,035</b>	-	<b>1,050</b>	-	-
	Crossings Involving a Conflict	68	6.6%	59	5.6%	-14.5%
	High Crash Potential Conflicts	13	1.3%	15	1.4%	+13.7%
	Low Crash Potential Conflicts	55	5.3%	44	4.2%	-21.1%
Richmond, VA	<b>Total Pedestrian Crossings</b>	<b>325</b>	-	<b>319</b>	-	-
	Crossings Involving a Conflict	14	4.3%	6	1.9%	-56.3%
	High Crash Potential Conflicts	5	1.5%	1	0.3%	-79.6%
	Low Crash Potential Conflicts	9	2.8%	5	1.6%	-43.4%
Aggregated for Signalized Sites Combined	<b>Total Pedestrian Crossings</b>	<b>1,360</b>	-	<b>1,369</b>	-	-
	Crossings Involving a Conflict	82	6.0%	65	4.7%	-21.3%
	High Crash Potential Conflicts	18	1.3%	16	1.2%	-11.7%
	Low Crash Potential Conflicts	64	4.7%	49	3.6%	-23.9%
Durham, NC	<b>Total Pedestrian Crossings</b>	<b>301</b>	-	<b>215</b>	-	-
	Crossings Involving a Conflict	6	2.0%	3	1.4%	-30.0%
	High Crash Potential Conflicts	1	0.3%	0	0.0%	-100.0%
	Low Crash Potential Conflicts	5	1.7%	3	1.4%	-16.0%
Pittsburgh, PA	<b>Total Pedestrian Crossings</b>	<b>287</b>	-	<b>372</b>	-	-
	Crossings Involving a Conflict	12	4.2%	6	1.6%	-61.4%
	High Crash Potential Conflicts	0	0.0%	0	0.0%	-
	Low Crash Potential Conflicts	12	4.2%	6	1.6%	-61.4%
Lancaster, PA	<b>Total Pedestrian Crossings</b>	<b>253</b>	-	<b>308</b>	-	-
	Crossings Involving a Conflict	4	1.6%	6	1.9%	+23.2%
	High Crash Potential Conflicts	0	0.0%	0	0.0%	-
	Low Crash Potential Conflicts	4	1.6%	6	1.9%	+23.2%
Aggregated for Unsignalized Sites Combined	<b>Total Pedestrian Crossings</b>	<b>841</b>	-	<b>895</b>	-	-
	Crossings Involving a Conflict	22	1.6%	15	1.1%	-32.3%
	High Crash Potential Conflicts	1	0.1%	0	0.0%	-100.0%
	Low Crash Potential Conflicts	21	1.5%	15	1.1%	-29.0%
Aggregated for Observational Sites Combined	<b>Total Pedestrian Crossings</b>	<b>2,201</b>	-	<b>2,264</b>	-	-
	Crossings Involving a Conflict	104	4.7%	80	3.5%	-25.2%
	High Crash Potential Conflicts	19	0.9%	16	0.7%	-18.1%
	Low Crash Potential Conflicts	85	3.9%	64	2.8%	-26.8%

### 3.4.2. Driver-Pedestrian Yield Assessment at Unsignalized Sites

Drivers were more likely to yield to pedestrians after asphalt art was installed. [Table 18](#) summarizes the results of the pedestrian-vehicle yielding assessment for unsignalized intersection sites (Durham, NC; Pittsburgh, PA; and Lancaster PA sites, and the three unsignalized sites combined, respectively). While yield behavior results varied at each site, when considering observed crossings at all three unsignalized locations aggregated, the occurrences of the first/all vehicles yielding increased by 27% and the occurrences of no vehicles yielding before the pedestrian group crossed decreased by 27%.



Table 18: Pedestrian-Vehicle Yield Assessment

	Pedestrian Crossing Behavior/Action	Before		After		Difference
		Crossings (#)	Crossings (%)	Crossings (#)	Crossings (%)	
Durham, NC	<b>Crossings w/ Vehicle Present</b>	<b>50</b>	<b>-</b>	<b>38</b>	<b>-</b>	<b>-</b>
	All drivers yielded to pedestrian(s) crossing	7	14.0%	3	7.9%	-43.6%
	One or more drivers did not yield, but drivers eventually yielded	6	12.0%	7	18.4%	+53.5%
	No drivers yielded—pedestrian crossed during a gap	37	74.0%	28	73.7%	-0.4%
Pittsburgh, PA	<b>Crossings w/ Vehicle Present</b>	<b>26</b>	<b>-</b>	<b>30</b>	<b>-</b>	<b>-</b>
	All drivers yielded to pedestrian(s) crossing	24	92.3%	28	93.3%	+1.1%
	One or more drivers did not yield, but drivers eventually yielded	0	0.0%	1	3.3%	-
	No drivers yielded—pedestrian crossed during a gap	2	7.7%	1	3.3%	-56.7%
Lancaster, PA	<b>Crossings w/ Vehicle Present</b>	<b>36</b>	<b>-</b>	<b>93</b>	<b>-</b>	<b>-</b>
	All drivers yielded to pedestrian(s) crossing	25	69.4%	71	76.3%	+9.9%
	One or more drivers did not yield, but drivers eventually yielded	5	13.9%	4	4.3%	-69.0%
	No drivers yielded—pedestrian crossed during a gap	6	16.7%	18	19.4%	+16.1%
<b>Aggregated for Unsignalized Sites Combined</b>	<b>Crossings w/ Vehicle Present</b>	<b>112</b>	<b>-</b>	<b>161</b>	<b>-</b>	<b>-</b>
	All drivers yielded to pedestrian(s) crossing	56	50.0%	102	63.4%	+26.7%
	One or more drivers did not yield, but drivers eventually yielded	11	9.8%	12	7.5%	-24.1%
	No drivers yielded—pedestrian crossed during a gap	45	40.2%	47	29.2%	-27.3%



### 3.4.3. Pedestrian Actions Assessment

Table 19 summarizes the results of the pedestrian action assessment. The percentage of occurrences of undesirable pedestrian actions are calculated for each observation period by dividing the number of occurrences of undesired crossing actions by total number of crossings. At both signalized sites, the percentage crossings involving undesirable pedestrian actions (crossing against the signal and crossing outside the vicinity of the marked crosswalk) decreased in the period after asphalt art was installed.

The percentage of crossings involving pedestrians crossing outside of the marked crosswalk increased in the after period at unsignalized observation when combined despite a reduction at the Pittsburgh site. Pedestrian crossing actions were not recorded for the Durham site.

### 3.5. Discussion of Behavior Assessment Results

As crashes almost exclusively have multiple contributing circumstances and are often random events, road user behavior is a critical indicator of road safety performance at a site in addition to crash data. Across each metric analyzed, results indicated that asphalt art has an overall positive impact on safe driver and pedestrian behavior, resulting in a reduced (-25%) rate of driver/vehicle-pedestrian conflicts, improved (+27%) rate of drivers yielding to pedestrians, and reduced (-27 to -38%) rate of undesirable pedestrian actions in the after observation period.

When considering road user behavior at sites by type of traffic control, driver/vehicle-pedestrian conflict rates were reduced at both signalized and unsignalized intersections while a greater rate of pedestrians were observed crossing outside of the marked crosswalk vicinity at unsignalized sites. The driver yield assessment was only performed for unsignalized sites only as traffic signals control vehicle and pedestrian movements at signalized intersections. Results indicate that drivers not only yielded immediately to pedestrians 27% more frequently after art was installed, but the frequency of no vehicles stopping for the pedestrian (pedestrian having to find a gap in traffic to cross) was reduced by 27%. While MUTCD rulings have suggested that the art may confuse drivers as to whether or not the art is part of a marked crosswalk, drivers yielded more often in the after observation period.





Table 19: Pedestrian Actions at Observational Study Locations

	Pedestrian Crossing Behavior/Action	Before		After		Difference
		Crossings (#)	Crossings (%)	Crossings (#)	Crossings (%)	
Trenton, NJ	<b>Total Crossings</b>	<b>1035</b>	-	<b>1050</b>	-	-
	Crossing Against Signal (Solid DON'T WALK)	363	35.1%	229	21.8%	-37.8%
	Crossing Outside of Marked Crosswalks	207	20.0%	139	13.2%	-33.8%
Richmond, VA	<b>Total Crossings</b>	<b>325</b>	-	<b>319</b>	-	-
	Crossing Against Signal (Solid DON'T WALK)	5	1.5%	1	0.3%	-79.6%
	Crossing Outside of Marked Crosswalks	68	20.9%	35	11.0%	-47.6%
Aggregated for Signalized Sites Combined	<b>Total Crossings</b>	<b>1360</b>	-	<b>1369</b>	-	-
	Crossing Against Signal (Solid DON'T WALK)	368	27.1%	230	16.8%	-37.9%
	Crossing Outside of Marked Crosswalks	275	20.2%	174	12.7%	-37.1%
Durham, NC	<b>Total Crossings</b>	<b>301</b>	-	<b>215</b>	-	-
	Crossing Outside of Marked Crosswalks	Not Available	Not Available	Not Available	Not Available	Not Available
Pittsburgh, PA	<b>Total Crossings</b>	<b>287</b>	-	<b>372</b>	-	-
	Crossing Outside of Marked Crosswalks	28	9.8%	23	6.2%	-36.6%
Lancaster, PA	<b>Total Crossings</b>	<b>253</b>	-	<b>308</b>	-	-
	Crossing Outside of Marked Crosswalks	42	16.6%	64	20.8%	+25.2%
Aggregated for Unsignalized Sites	<b>Total Crossings</b>	<b>841</b>	-	<b>895</b>	-	-
	Crossing Outside of Marked Crosswalks	70	5.1%	87	6.4%	+23.5%
Aggregated for Observational Sites Combined	<b>Total Crossings</b>	<b>2201</b>	-	<b>2264</b>	-	-
	Crossing Against Signal (Solid DON'T WALK) (Signalized Sites Only)	368	27.1%	230	16.8%	-37.9%
	Crossing Outside of Marked Crosswalks	345	15.7%	261	11.5%	-26.5%

## 4. Conclusion/Next Steps



As indicated in the results of both the historical crash analysis and observational behavior assessment, asphalt art had a strong positive correlation with improved safety benefits across aggregated and most individual study sites. Road user behavior clearly improved across the observed study sites in the after analysis periods.

At unsignalized intersections, there was a greater frequency of drivers immediately yielding to crossing pedestrians. Similarly, pedestrian-vehicle conflict assessments indicated a reduction in conflict rates at both signalized and unsignalized intersections. Good pedestrian crossing practices, such as crossing at marked crosswalk locations and crossing during the pedestrian phase, also improved substantially at signalized intersections with crossings against the signal dropping from 27% to 17%. Meanwhile, at unsignalized intersections, a few more people crossed outside the marked crosswalk, but the rate was still quite low (1% of people crossing the street).



On the basis of these positive findings, the study team recommends a significant expansion of this study to include asphalt art sites in a variety of roadway and land use contexts. This would allow for a more detailed assessment of which elements of projects (the art itself, additional traffic control, roadway, or roadside improvements, etc.) are the most effective, and also take into account other changes that may have taken place after the implementation period (redevelopment, population growth, changes to local bike or transit networks, etc.). It will also be critical to have control groups to account for the random variation in crash rates over time. This would determine a crash modification factor for asphalt art projects and provide the research grounding that some transportation professionals have requested.

This study also provides important context and precedent for the FHWA and others working to improve the MUTCD and other design guidance in the U.S. and globally. As the FHWA is currently revising the MUTCD, this analysis could contribute to more immediate changes to the language of that document to be more supportive of asphalt art projects going forward. Federal adoption of the language regarding color crosswalks proposed jointly by ITE and NACTO could clarify guidance and go a long way toward removing arbitrary barriers to asphalt art implementation. Additionally, since asphalt art is not technically prohibited by the current MUTCD and has only been restricted through interpretation memos that did not undergo the Federal regulatory process, the FHWA could remove this ambiguity with another such interpretation memo citing the results of this study and clarifying that the use of color in crosswalks and the use of artwork on roadways is in fact permitted under the 2009 MUTCD (excluding controlled-access highways such as Interstates/freeways).

Last and perhaps most important, this study, with a rigorous analysis of nearly two dozen projects across the country, provides supporting quantitative data for residents and city officials to use to implement asphalt art projects in their own communities. The results provide evidence to decision-makers that these projects will likely reduce crashes and improve safety for the most vulnerable users on the road.

By contributing to the body of research on this topic and through the Asphalt Art Initiative and work by cities, the study team hopes to encourage more arts-focused transportation projects that contribute to safer city streets across the country and around the world.



**Bloomberg  
Philanthropies**





*The future rides with us*

# Options for Expanding Amtrak Service in Florida

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Presentation to Florida MPOAC - F&RC Passenger Rail Workshop

April 27, 2022

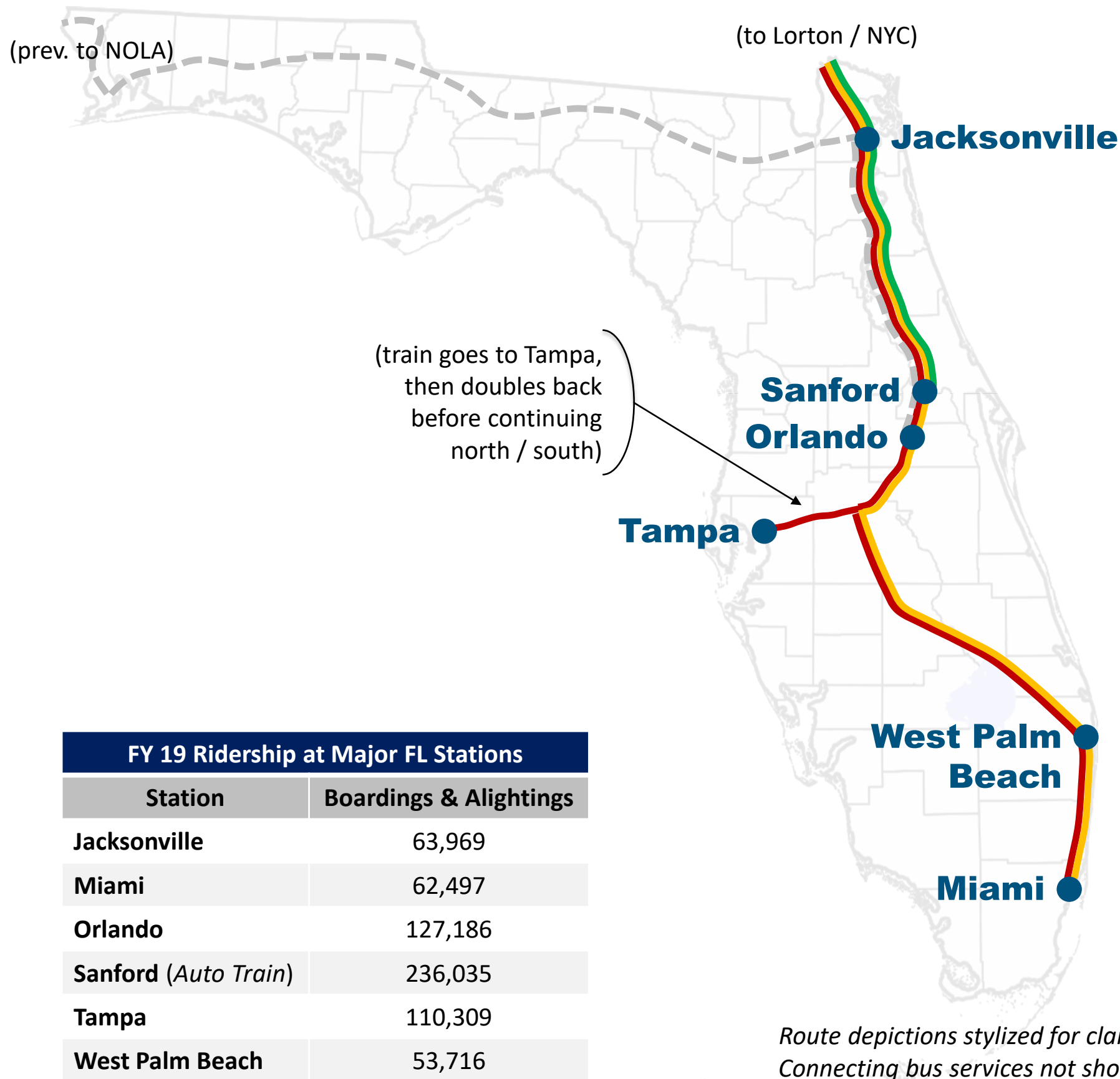
# What Is Amtrak?

- Before Amtrak, railroads were obliged to offer passenger service—even if their primary business was freight. Over time, travel habits changed; by 1970, many railroads wanted to be relieved of that obligation.
- In part at the railroads' request, Congress created Amtrak to provide intercity passenger service—enabling those railroads to focus on freight operations. In exchange, the railroads were required to allow Amtrak to use their tracks and facilities at incremental cost.
- Amtrak has a public purpose. Our mission, defined by statute, is “to provide efficient and effective intercity passenger rail mobility consisting of high-quality service that is trip-time competitive with other intercity travel options...” In practice, that means:
  - **Providing retail commercial transportation** across three service lines (State-Supported, Long-Distance, and Northeast Corridor)
  - **Operating and maintaining critical rail infrastructure** used by Amtrak and other railroads (e.g., the Northeast Corridor and major stations)
  - **Operating or funding adjacent enterprises**, including contract commuter services (e.g., Metrolink), a bus network that connects to Amtrak routes (Thruway), charter trains, etc.

## Amtrak Quick Facts

- More than 40 routes
- Approx. 21,400 route-miles
- Approx. 300 weekday trains (pre-pandemic)
- Service to 500+ stations in 46 states, plus DC & Canada
- Approx. 17,000 employees
- More than 32 million riders per year (pre-pandemic)
- Service partnerships with seventeen states sponsoring twenty-eight corridor routes

# Amtrak in Florida Today



- Amtrak operates three once-daily Long-Distance routes that serve Florida:
  - **The Silver Star** (Miami to NYC via Tampa, Orlando, and CSX’s “S-Line” (goes through Columbia, SC))
  - **The Silver Meteor** (Miami to NYC via Orlando and CSX’s “A-Line” (goes through Savannah and Charleston))
  - **The Auto Train** (Sanford to Lorton, VA (DC area))
- A fourth Long-Distance route, the *Sunset Limited*, previously connected Orlando with Los Angeles; service east of New Orleans was suspended following Hurricane Katrina in 2005.
- Amtrak does not currently operate any State-Supported corridor routes in Florida.

# Amtrak Connects US

- **Amtrak Connects US (ACUS)** is Amtrak’s **vision** for growing rail service in currently unserved and under-served communities across America, in close partnership with states and other stakeholders.
- The proposal calls for expanding service in dozens of high-potential “corridors”: relatively densely-populated clusters of communities that are less than 500 miles from end to end.
- Rail is trip time-competitive with other modes at these distances, and the corridors’ high population bases mean that well-planned, well-resourced routes could recoup a large share of their operating costs.
- Service expansions would be operated as elements of Amtrak’s State-Supported Service, meaning Amtrak would typically provide the equipment and crews, and would operate trains in accordance with the sponsoring states’ wishes.
- Routes’ long-term operating losses (if any) would largely be covered by the relevant states. However, Amtrak is seeking significant new federal support for the up-front capital costs and early-year operating costs associated with service expansions.

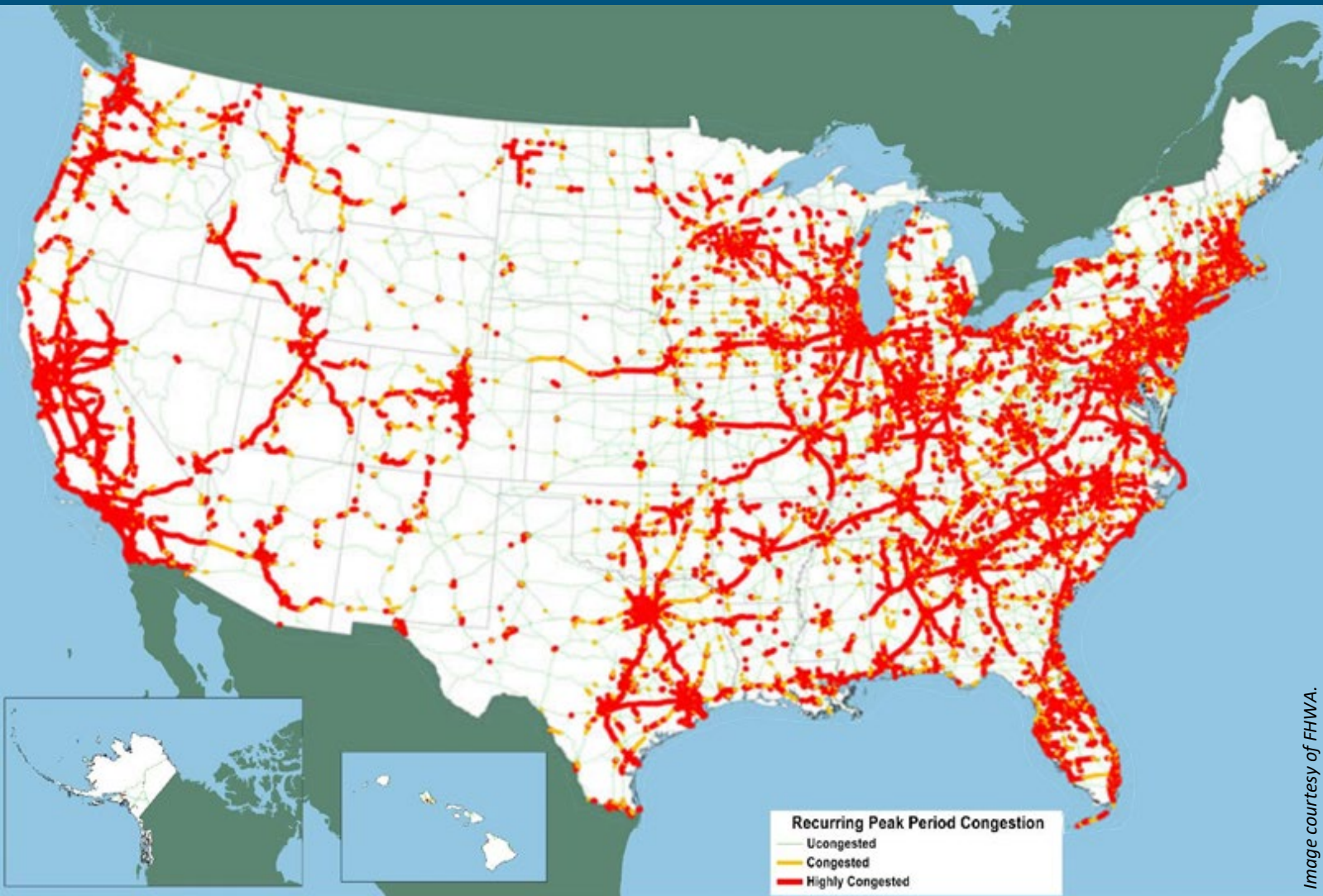


*Amtrak Connects US will transform passenger rail as we know it. Our plan will:*

- **Bring service to 160+ new communities**
- **Create 10,000 permanent new jobs, and temporarily support thousands more (e.g., during construction)**
- **Provide \$150 billion in new economic benefits by 2035**
- **Greatly reduce greenhouse gas emissions relative to existing travel options**



# Why Develop Corridor Service?

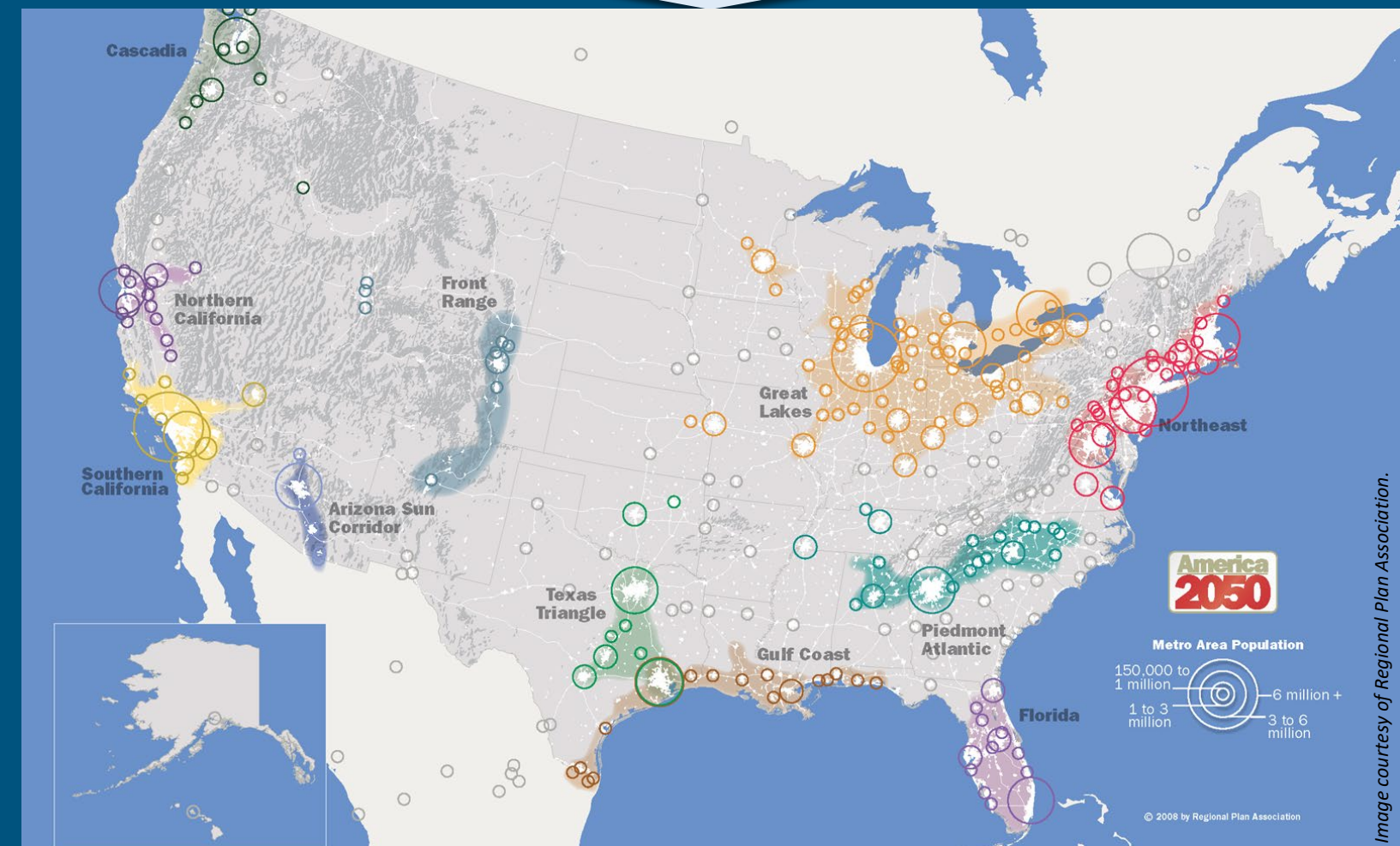


## Population Shifts

The U.S. population is increasingly concentrated in megaregions—densely-populated city-clusters that can be efficiently served by intercity passenger rail. Yet Amtrak’s network looks much the same as it did in 1971. **As a result, there is a mismatch between large, growing populations and sparse, infrequent service across much of the South (including Florida) and the West.**

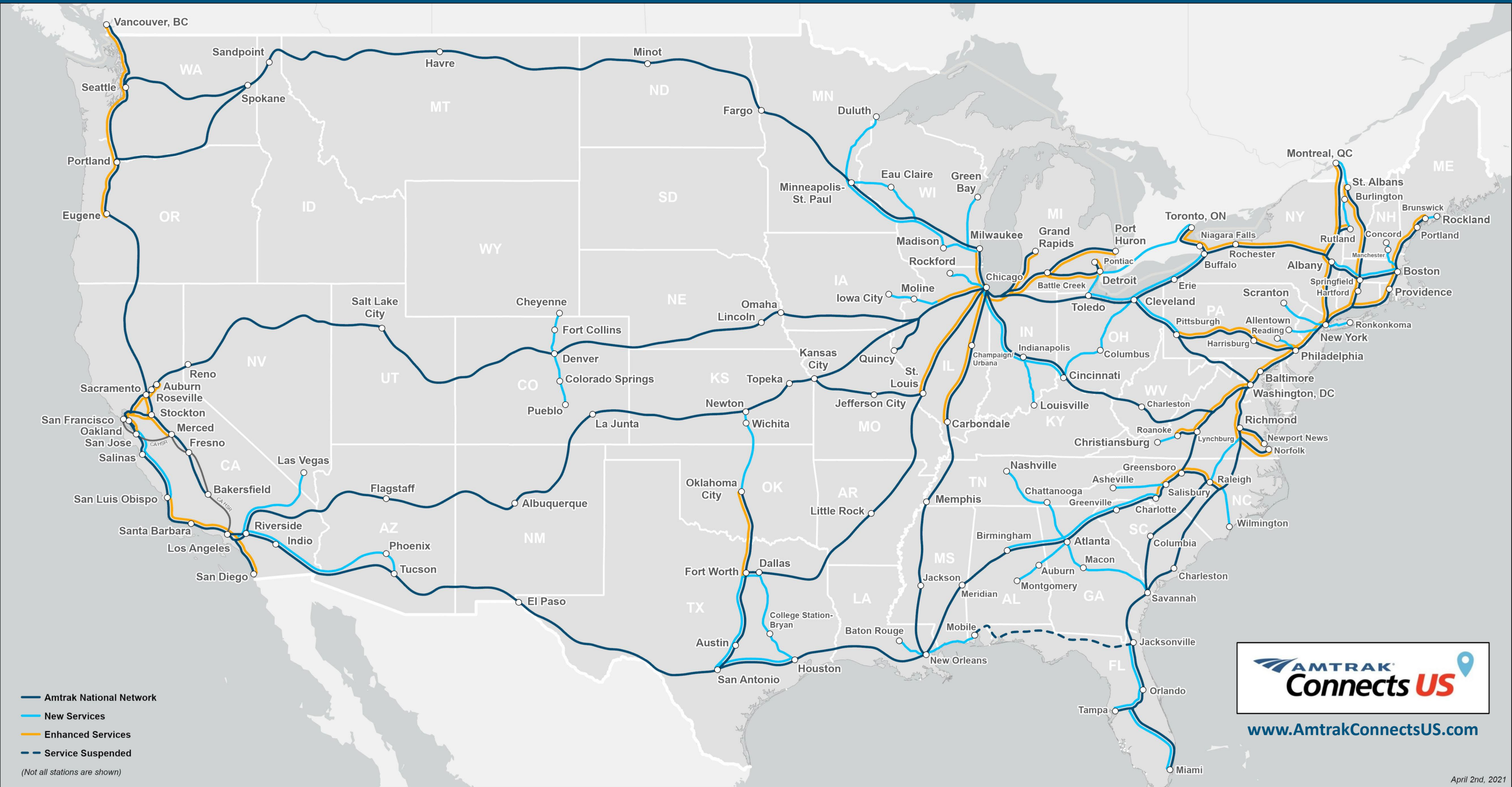
## Worsening Congestion

Map shows projected peak-period highway congestion in 2045. Red “highly congested” segments indicate “stop-and-go conditions with volume/service flow ratios greater than 0.95,” as estimated using Highway Performance Monitoring System field manual procedures.



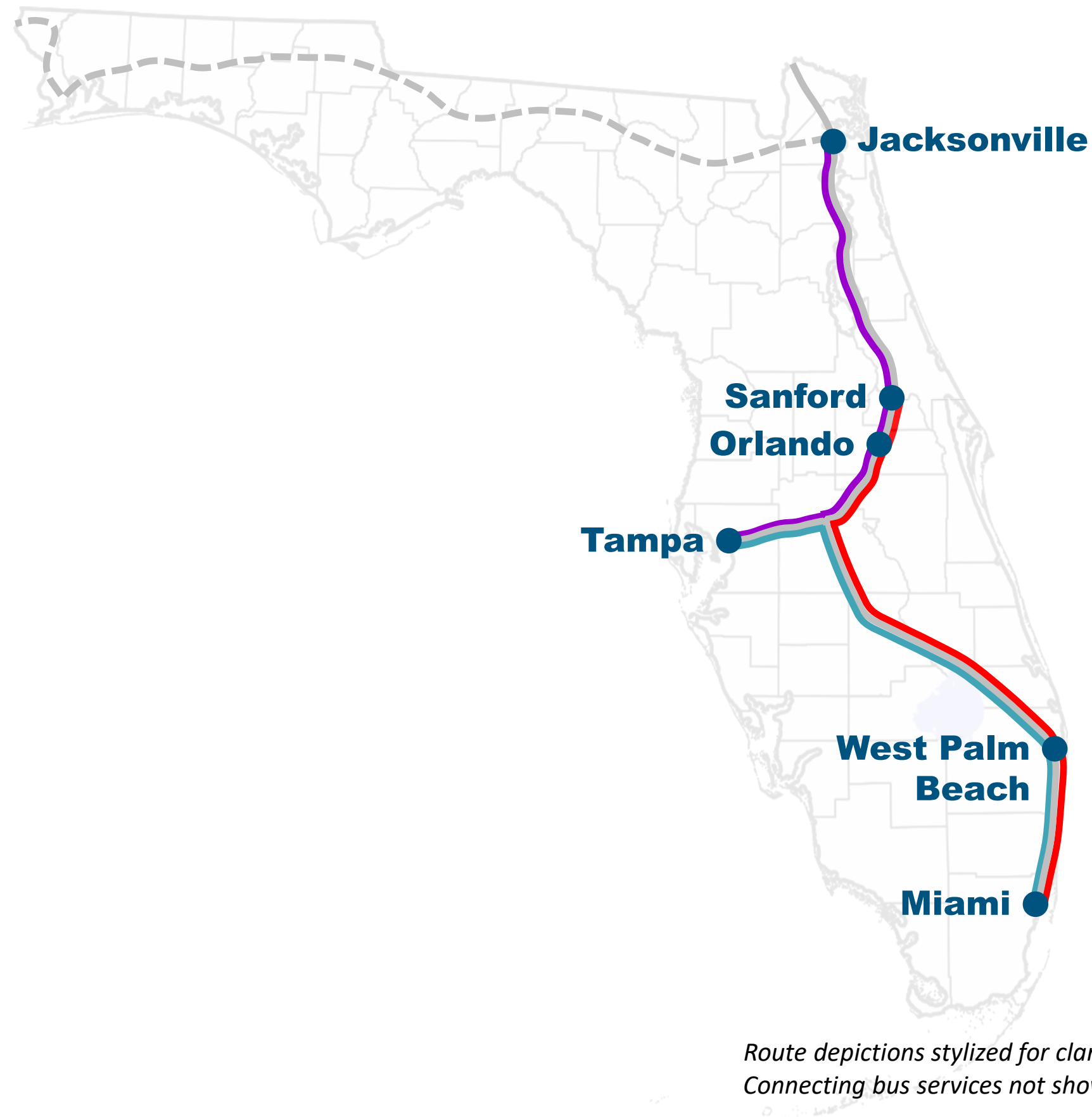


# Amtrak's Vision for Corridor Development



Map is for illustrative purposes only, and depicts one of many possible scenarios for what service could look like in 2035. Amtrak remains interested in working with any state that wishes to expand service.

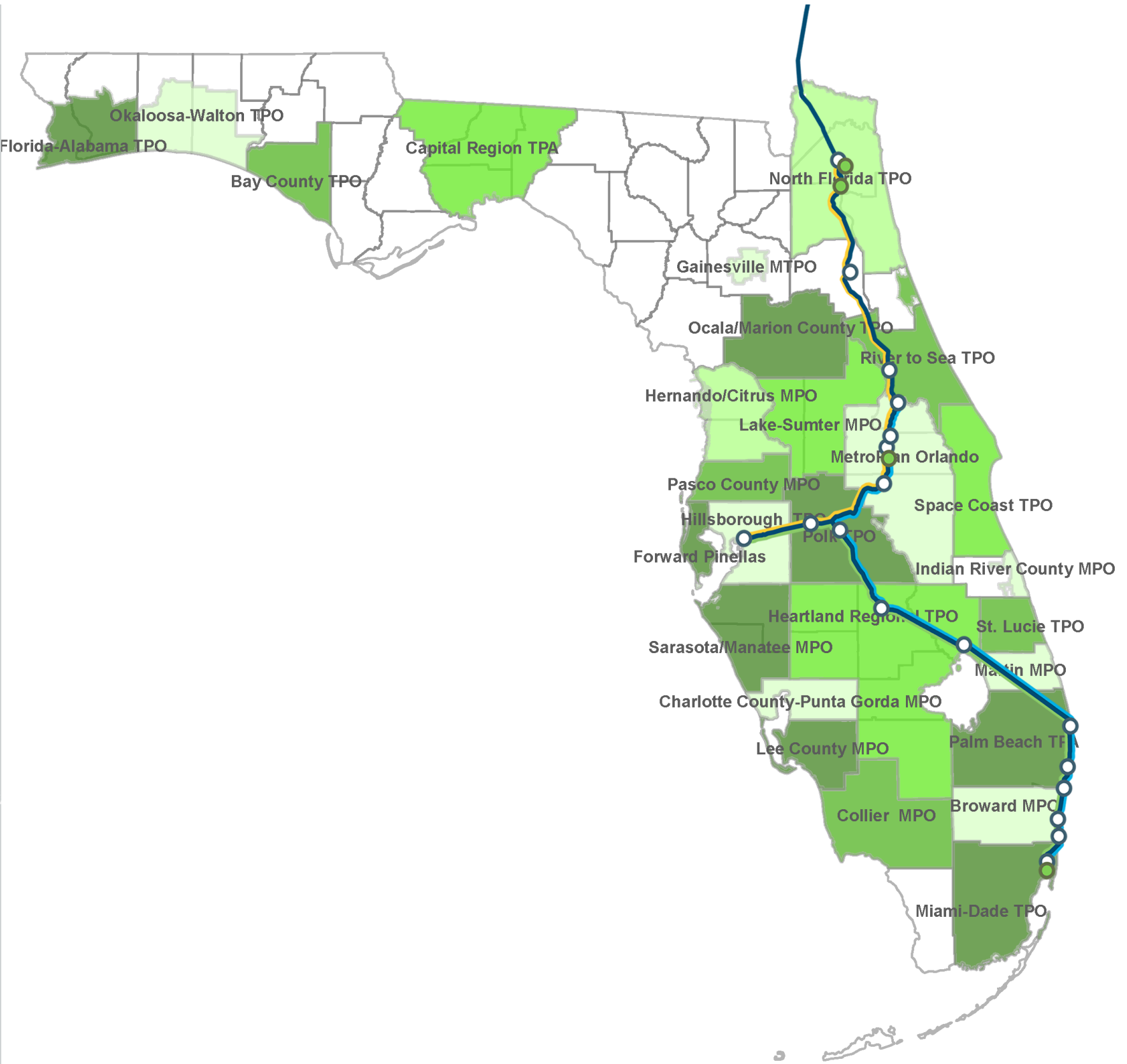
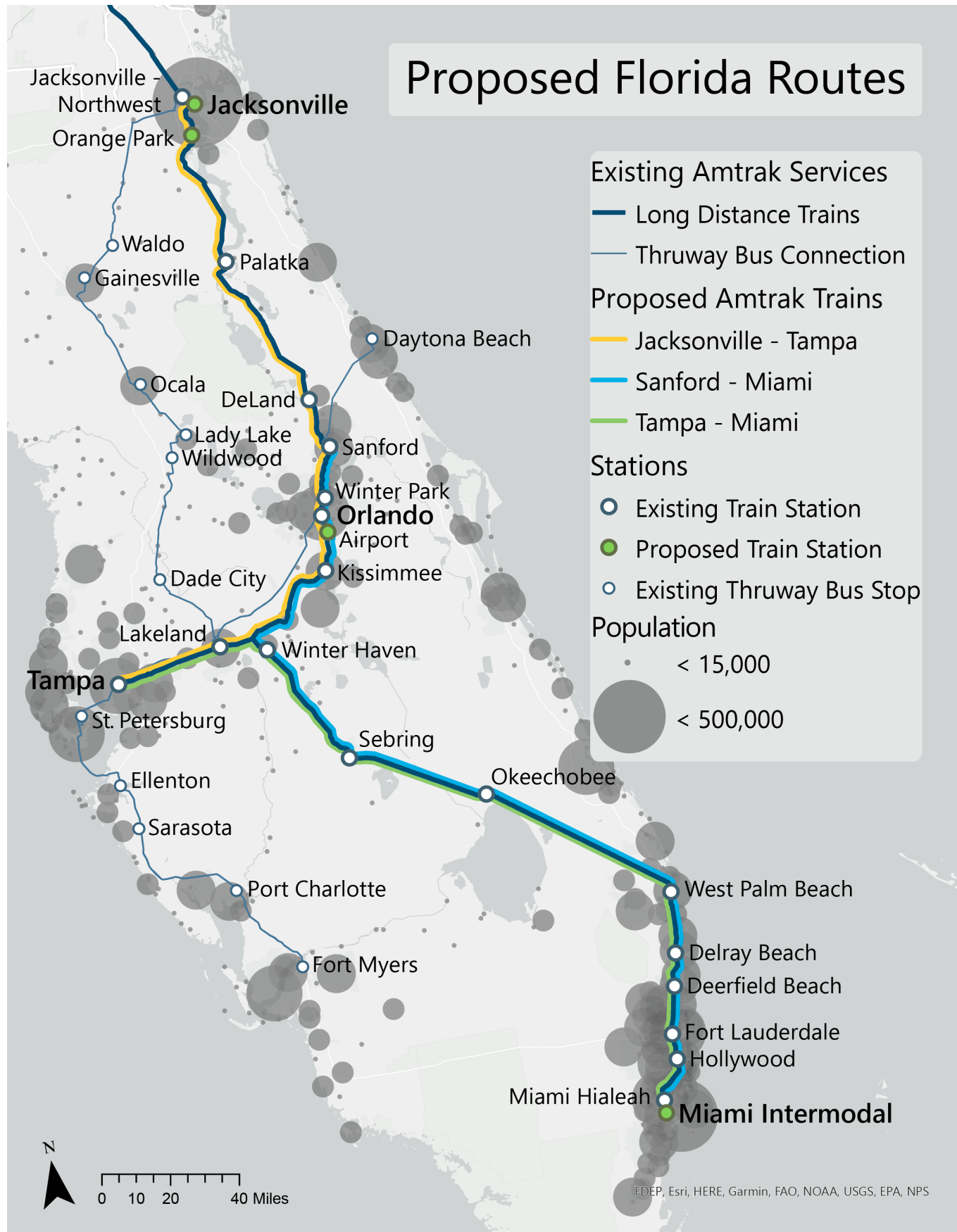
# Amtrak Connects US: Possible Florida Routes



- If supported by FRA and state of Florida, ACUS proposal would provide **new, dedicated corridor rail service linking Florida metro areas** along three routes:
  - **Tampa – Orlando – Jacksonville**  
2+ RT/day Jacksonville – Tampa  
4+ RT/day Sanford – Orl.—Tampa
  - **Tampa – Miami**  
3+ RT/day
  - **Sanford – Orlando – Miami**  
2+ round trips/day
- These new corridor trains would be complemented by **continued operation of all current Long-Distance** trains.
- Amtrak is committed to help state partners and regional authorities to realize their visions for **intercity** and **commuter/regional** passenger rail.

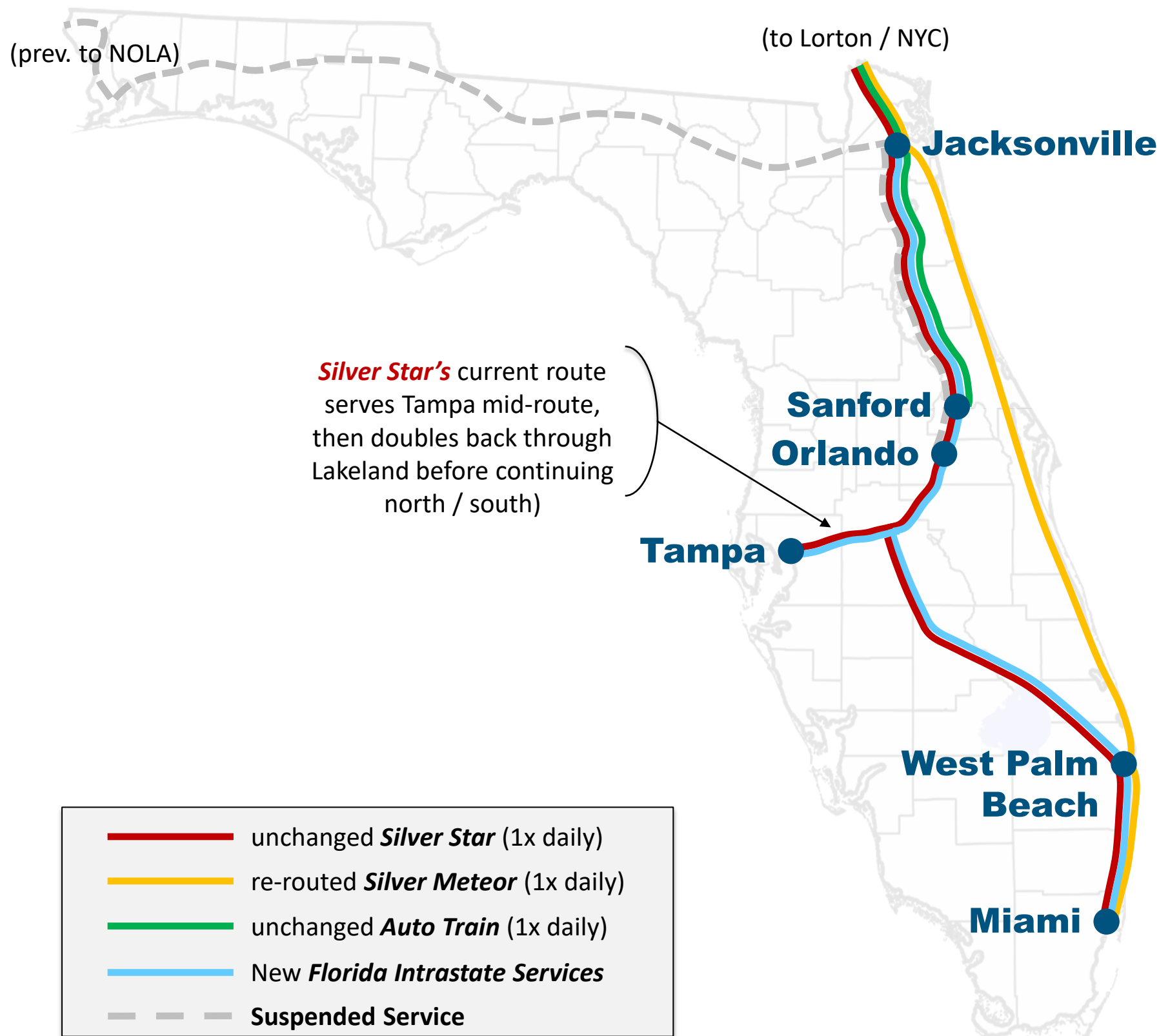


# Proposed Rail Service Links Florida's Four Largest Metros





# Possible New Long-Distance Configurations – Options TBD



Route depictions stylized for clarity. Connecting bus services not shown.

Long-Distance service in Florida could be enhanced and improved through a reconfiguration of existing routes, for example:

- The Virginia-Florida *Auto Train* remains unchanged in all scenarios.

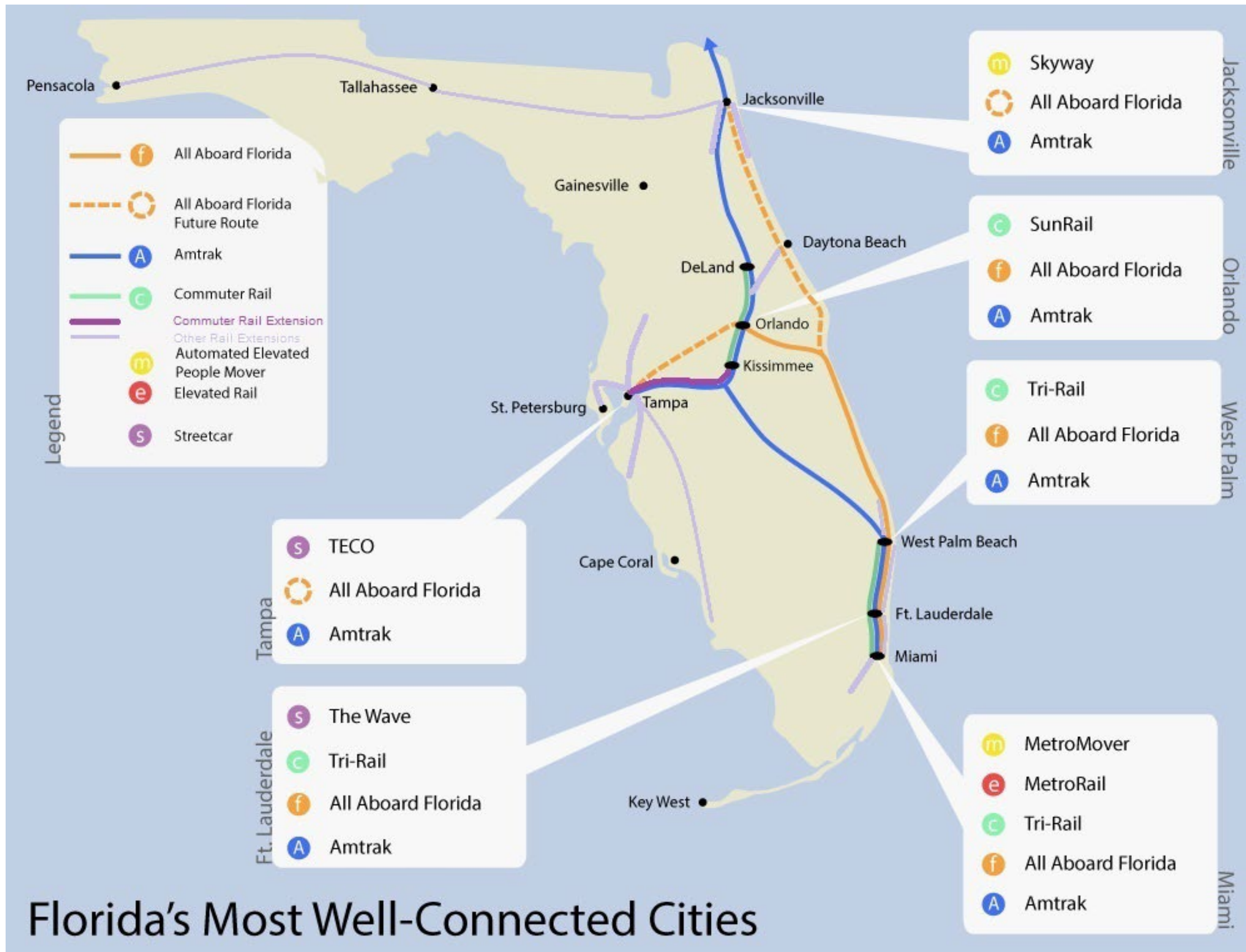
### Option 1 (depicted on map):

- The route of the NY-Tampa-Miami *Silver Star* remains unchanged.
- The NY-Miami *Silver Meteor* reroutes to the Florida East Coast Railway (parallel to I-95), returning to its present route in West Palm Beach. This route shortens NY-Miami trip times by over two hours.

### Option 2 (not depicted):

- Split both the NY-Florida *Silver Meteor* and *Silver Star* trains in Jacksonville, separate Jax-Orlando-Tampa and Jax-Daytona-Miami trains continue to/from Central/South Florida terminals.

# Future Options for Intercity/Regional Rail Expansion



Florida's Most Well-Connected Cities

