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Transportation Planning Organization

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Plan Hillsborough

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18th Floor
Tampa, FL, 33602

Meeting of the Livable Roadways Committee

Wednesday, June 22, 2022, 9:00 a.m. – 11:00 a.m.

County Center, 18th Floor – Plan Hillsborough Committee Room

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

Remote participation:

- To view presentations and participate on your computer, tablet or smartphone:

<https://attendee.gotowebinar.com/register/2475583838601379851>

- Register in advance to receive your personalized link, which can be saved to your calendar.
- Dial in LISTEN-ONLY MODE: 1-562-247-8422 Access Code: 145-805-334
- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.
- Please mute yourself after joining the conference to minimize background noise.
- Technical support during the meeting: Jason Krzyzanowski at (813) 836-7327 or JasonK@plancom.org.

Rules of engagement:

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

Agenda

I. Call to Order and Introductions

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

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

III. Public Comment - 3 minutes per speaker, please

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

IV. [Approval of Minutes – May 25, 2022](#)

V. Action Items

- A. Public Participation Plan Amendments 2022 (Davida Franklin, TPO Staff)
- B. ETDM Project #14503 - Suncoast Parkway Widening (S of Van Dyke Rd to SR 52) (Lizzie Ehrreich, TPO Staff)

VI. Status Reports

- A. HART Transit Development Plan & Budget (Loretta Kirk, HART)
- B. Hillsborough County Corridor Preservation Best Practices Report (Richard Ranck, HC Staff and Kristine Williams, CUTR)
- C. Tampa Vision Zero Implementation through Maintenance (Cal Hardie, Tampa Staff)

VII. Old Business & New Business

VIII. Adjournment

IX. Addendum

- A. TPO Meeting Summary and Committee Reports
- B. Asphalt Art Safety Study
- C. Passenger Rail Workshop Slides - MPOAC Freight & Rail Committee

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

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Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Joshua Barber, (813) 576-2313 or barberj@plancom.org, three business days in advance of the meeting. If you are only able to speak Spanish, please call the Spanish helpline at (813) 272-5940 or (813) 273-3774 and dial 1.

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

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**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
LIVABLE ROADWAYS COMMITTEE (LRC)
HYBRID MEETING OF MAY 25, 2022**

I. CALL TO ORDER AND ROLL CALL (*Timestamp 0:00:26*)

Chair Citro called the meeting to order at 9:00 AM and led the Pledge of Allegiance.

Members Present In-Person: Councilmen Joseph Citro, Cal Hardie, Oona Johnsen, Mark Hudson, David Hey, Emily Hinsdale, Chris Thompson, Larry Josephson, Karen Kress, Emmeth Duran, Sara Hendricks, Anna Quinones

Members Present Virtually: Michael Maurino, Jason Jackman, Catherine Coyle, Robert Frey, Matthew Pleasant

Members Absent/Excused: Melissa Collazo, Matthew Lewis, Scott Drainville, Arizona Jenkins

Other Attendees: Lisa Silva, Jason Krzyzanowski, Cheryl Wilkening, Vishaka Shiva Raman, Allison Yeh (TPO Staff); Brandie Miklus (City of Tampa); Gus Ignus (Former Transit Rep)

An in-person quorum was met.

II. PUBLIC COMMENT (3 minutes per speaker) (*Timestamp 0:03:11*) – None at this time.

III. APPROVAL OF MINUTES (*Timestamp 0:03:43*) – April 27, 2022.

Karen Kress moved to approve the minutes of March 23, 2022, seconded by David Hey; the motion passed unanimously by voice vote.

ACTION ITEMS

A. Transportation Improvement Program (TIP) Update, FY 2022/23 – 26/27 (Vishaka Shiva Raman, TPO Staff) (*Timestamp 0:04:13*)

- 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. Construction readiness was the first criterion; crash density was the second; and projects with edge miles touching Environmental Justice areas.
 - 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 a safety project was more than \$5 million, they were put into this category.
- Next Steps
 - Regional Coordination – the Transportation Regional Incentive Program (TRIP) and & Multi-Use Trail (MUT) priority lists will be presented for adoption by the Sun Coast Transportation Planning Alliance on June 10, 2022; reviewed the TRIP and MUT projects.
 - Tables 1 & 2 will be reviewed by partners
 - Funding recommendations have been shared
 - Presentation Schedule:
 - LRC & BPAC – May 25, 2022; CAC: June 1, 2022; TAC: June 6, 2022
 - Public Participation Plan – mailed fliers to properties near impacted areas, posted road signs; put ads in the newspaper; and posted to social media.
 - June 8th is the TIP public hearing.

Attachments:

TIP Flyer (English): [TPO June 8 TIP Hearing notice English](#)

TIP Flyer (Spanish): [Spanish TPO June 8 TIP Hearing notice](#)

Draft TIP, Table 1: [Table 1, Draft TIP for FYs 2022/23 - 26/27](#)

Draft TIP, Table 2: [Table 2, Draft TIP for FYs 2022/23 - 26/27](#)

[Draft FDOT Work Program Fund Summary](#)

[Priority Request Letters submitted to the TPO by the Jurisdictions | Plan Hillsborough](#)

Recommendation: Approve the TIP Update for FY22/23 – 26/27 and approve the TIP Priority List (Table 2).

Discussion:

It was asked if there is a category that gets less competition. It was clarified that Table 3 Funding Allocation are projects already in the FDOT Work Program. They are a bulk list and TPO Staff helps put them into categories. Many overlap with other categories as well. It was noted that knowing which categories receive less competition may be useful for the agencies when submitting plans for priority. It was noted that the planned update for Smart Cities was done last month so that projects can compete better because they include other items.

Item #44 in Table 2, SR 583 from US 41 to Sligh Avenue, asked if this was being done instead of from Sligh to Fletcher. There was a Complete Streets study done that appeared to include this corridor. TPO staff will get back with an answer.

There was a previous motion made in the LRC to have every project ranked through the Vision Zero lens. It was asked what happened to that conversation. It was noted that all of the projects come in and are looked at with Vision Zero in mind. If it is a pure Vision Zero project, it goes into that category. Otherwise, it may go into another category where there may be a better opportunity but will still have Vision Zero components. It was stated that there is no way to determine how Vision Zero is incorporated into the other project categories and it is not plainly seen. It was noted that if we are serious about Vision Zero, all projects start with that lens and then have other criteria applied after. That way the impact on safety is clear. This type of policy is one that resides with the agencies and municipalities that submit projects.

The LRC asked for a bigger lens for Vision Zero. This TIP process started before that motion was made. The Vision Zero criteria being applied first will have to go before the TPO Board and be approved in order for that to be the first criterion applied to the TIP process. The equity criterion was adopted and is being used to improve the TIP.

In Table 1, the second item under Vision Zero, Safe Routes to School, the status is blank. Clarification was asked for. The current status is unknown. Staff will get back with that information. There are a variety of projects being worked on that are in various states. Hillsborough County took the results of the 2018 School Safety Study and the rankings, applied the equity lens, pulled the county schools in the list, did further data refinement, and is now looking at each one. This is a candidate for a future LRC meeting topic. Larry Josephson offered to provide additional information to Lisa Silva for distribution to the committee.

Sarah Hendricks moved that the next TIP, that part of the process be figuring out how to integrate transportation demand management strategies and commuter assistance into the TIP. Seconded by Karen Kress. The Voice vote passes unanimously.

The motion to approve the TIP Update was made by Cal Hardie and seconded by Larry Josephson. The Voice vote passes unanimously.

The motion to approve the TIP Priority list was made by Cal Hardie and seconded by Oona Johnsen. The Voice vote passes unanimously.

Clarification on the status of the Vision Zero motion made by the committee and where it stands with the TPO Board was asked for. It has not been addressed in changing the TIP process as it was made during the current TIP process. It can be made prior to the next TIP Process starting.

B. ETDM Project #14493, Gibsonton Drive from Fern Hill Drive to US 301 (Allison Yeh, TPO Staff)
(Timestamp 1:20:55)

- Review of what ETDM is – Efficient Transportation Decision-Making process which assess environmental impacts of projects.
- Location – Gibsonton Drive from Fern Hill Drive to US 301, a little less than a mile (0.88), completely within Hillsborough County
 - Widening from four to six lanes and accommodations for bicycle and pedestrian facilities.
- Purpose is to accommodate capacity and improve safety between I-75 and US 301.
 - Current roadway is operating at an F
 - To the east and west of this section, the roadway is six lanes.
 - Crash rate is above the state average
- Reviewed land use and economic development of the area. Sidewalks are on the westbound side.
- Review of the Social makeup of the area
- Went over current environmental circumstances and potential contamination (underground gasoline tanks and power lines)
- Area is mostly residential; noise has not been identified as a concern.
- This corridor is identified in the Vision Zero Action Plan as one of the high injury networks; the area has been identified as limited English proficiency; it is in the FY22-FY26 TIP, the 2045 LRTP, and the State TIP in 2022.
- Went over the consistency with the Future of Hillsborough Comprehensive Plan for Unincorporated County. There will need to be a lot of coordination. This is Suburban Commercial classification. The new mobility section has a lot of policies to take into consideration.
- The corridor falls into two community plans: Riverview & Southshore Areawide Systems. The expansion, if carefully done, can improve mobility in this corridor.

Presentation: [ETDM Project #14493, Gibsonton Drive from Fern Hill Drive to US 301](#)

Recommendation: Provide comments to FDOT.

Discussion:

It was asked that special attention be paid to crossings along the corridor; there is transit and crossings become more challenging when you change from four to six lanes. Pedestrian refuge needs to be considered. Bike lanes on the six-lane road, it is difficult to imagine those facilities on the road. Would like to see that off the street with a widened sidewalk or some sort of physical separation from the road traffic. Having sidewalks and bike facilities on both sides would be important. Should look into a north/south Florida trail going through this area, if separate bike lanes are provided, that should connect. The shared-use path separate from the roadway and the different alternatives should be considered. It was noted that right now, this corridor has

incomplete intersections where pedestrians have to cross three times instead of crossing twice. Crosswalks need to be considered. It was noted that Fern Hill and Gibsonton intersection is being redone by the county with two crosswalks being added. Fern Hill also has a trucking company that has larger vehicles and is being designed to accommodate that. Due to the right-of-way and the truck traffic, there are no crosswalks in specific portions.

Clarification on when congestion happens was asked for; peak hours or all day long and where it is coming from (passthrough or local). Will need to bring this back. Suggested that FDOT consider commuter assistance and transportation management strategies. See what other strategies can be done to decrease congestion and provide services before widening is considered. It was noted that a lot of the traffic is passthrough and is coming from the Fishhawk area trying to get to I-75.

It was suggested that when this is being designed that tree planting should be considered to give people shade while walking. It is also a very dark road; street lighting will need to be added. It was asked how many signalized intersections are within this segment. Will need to bring that back. FDOT will need to pay attention to the returns at the corners and reduce the turning radius and reduce the turning angle at the channelized right turns. Utilizing truck aprons may be appropriate. The mobility policy references the Complete Streets guide, maximizing the application of that would be useful.

It was brought up that there is a fundamental problem; a decision was made about the large trucks needing to use an intersection and that pedestrians will magically disappear. There is no infrastructure for them, and they still exist on their bikes and walking trying to get over the bridge. The county and FDOT are creating unsafe situations when intersections are updated without taking into account the pedestrians. Bike/ped is there, the turn lane is being widened for the trucks, and people are going back and forth to the restaurants, shopping, and entertainment on the other side. People are getting killed because they have to cross three times instead of once. We try to improve the situation, but we hear “we don’t have the right-of-way”, “there are trucks turning”, etc.; this practice has to stop, get our act together, and fix this. Pedestrians are everywhere, 24 hours a day.

It was brought up that we are not counting bicycles and pedestrians so we cannot prove they are there. We are counting vehicles. Would like to see bike/ped incorporated into the counting that is done.

This corridor goes from rural to urban; we are being asked to make recommendations to the TPO. Need to look at speed reduction, making sure there is a separation between the vehicle traffic and the bike/pedestrian. It was suggested that the committee ask for twenty things in the hope of getting five.

Personal comments can be taken and provided to FDOT by staff. The TPO comments will be structured and in a formal recommendation.

In summary, the comments from the committee agree with the ones presented with the additional focus on Vision Zero, Complete Streets appropriate to the context, and transportation demand management.

Emily Hinsdale moved that any future plans include complete crosswalks that hit all four legs of the intersection and provide additional safety needs including pedestrian refuges; separated, protected bike facilities on both sides; wide sidewalk facilities on both sides; lighting and investment in the tree canopy; connections to any existing trails, bike facilities, and pedestrian facilities; narrow turn radiuses to protect bike/pedestrian; lower speed limits and implement speed management; and implement TDM and commuter assistance. Seconded by Oona Johnsen. Voice vote passes unanimously.

IV. STATUS REPORTS

A. City of Tampa Moves and Vision Zero Action Plan (Brandie Miklus, City of Tampa) (*Timestamp: 1:01:51*)

- Thanked committee members and the TPO for their work.
- Went over the background – Transforming Tampa’s Tomorrow from Mayor Jane Caster.
- Tampa MOVES – Citywide Mobility Plan looking 30 years into the future; setting standards; guiding principles organize how projects will be prioritized.
- The “S” on MOVES is Safety and goes into the Vision Zero part.
 - Average of 44 deaths and 289 severe injuries in Tampa each year. 2021 nearly doubled the average. National challenge.
 - Review of 12 steps to Recovery for Vision Zero – about halfway through.
 - Action plan – data-driven, identify implementable action strategies, develop metrics to track.
 - Put together a Vision Zero Task Force from the Mayor to leadership, and three committees.
 - Identified the high-injury network inside the city by ownership. 24% of road miles and 73% of fatalities.
 - Strategies and Action Items – followed the FHwy model. Looking to design self-enforcing streets that guide appropriate road user behavior, quick build projects, safer speeds element, community engagement, use city fleet as mobile billboards and expanding the micro-mobility program, collaborating with first responders and developing a public-facing crash dashboard, implementing solutions.
- Review of Upcoming Events – see website for dates and locations.

Websites:

- [City of Tampa MOVES](#)
- [City of Tampa Vision Zero](#)

Discussion:

It was noted that Alana Braisier was just promoted to Chief Planner. The City of Tampa is going to be redoing its Transportation Technical Manual; Vision Zero is going to be incorporated as a best practice. There are several large projects going on simultaneously in the city which is stretching the staff. Cal Hardie is releasing one of his duties to a new hire and will be focusing on design engineering.

V. OLD BUSINESS & NEW BUSINESS *(Timestamp: 1:49:20)*

- A. **Email sent to the committee about a speaker opportunity on June 7.**
- B. **TIP Hearing is on June 8th at 6:00 PM.**
- C. **Next meeting on June 22, 2022**
- D. **It was asked about what type of descriptions would be envisioned prior to widening roadways.**
 - Are there safety measures for everybody concerned? At an intersection, consider: what are the safety challenges for bikes/pedestrians, and different kinds of vehicles, and are there provisions made for all these different system users? If there is transit there, are there appropriate safety measures for transit users including connections to last-mile bike/ped facilities. Looking at safety needs first and then looking at capacity and operational needs and making sure they line up under safety first.
 - You get one shot at these types of projects to meet future needs. Have to plan for the future.

VI. ADJOURNMENT Meeting adjourned at 11:03 AM

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



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Public Participation Plan Amendments (2022)

Presenter

Davida Franklin, TPO staff

Summary

Engaging the public is critical to the Transportation Planning Organization's (TPO) success. Working with the community ensures TPO plans, and products better reflect the public's values and preferences. The Public Participation Plan (PPP) helps balance the professional and technical expertise brought to projects with the community's input and helps the TPO gain the broad support needed to ensure that transportation plans and programs are implemented.

At least once every two years, the TPO reviews its public participation and produces a Measure of Effectives (MOE) Report. The MOE was presented to committees last month and recommendations were made to improve the PPP:

- Increase digital and social media tools to increase engagement
- Institutionalize proactive outreach for TIP amendments
- Provide clarity about the TPO's roles and responsibilities in the planning process
- Use focus groups more often and consider target demographics
- Build culture awareness

Those changes will be highlighted in today's presentation and help set the stage for engaging the public in the update of the Long Range Transportation Plan (LRTP) to the year 2050.

Recommended Action

Approve the Public Participation Plan Amendments

Prepared By

Davida Franklin, TPO staff

Attachments

[Presentation slides](#)

[2020 Public Participation Plan](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

ETDM Project #14503 - Suncoast Parkway Widening (S of Van Dyke Road to SR 52)

Presenter:

Lizzie Ehrreich, TPO Staff

Summary:

This project proposes the widening of the Suncoast Parkway (SR 589) from south of Van Dyke Road to SR 52 (MP 13-29) in Hillsborough and Pasco Counties. Potential improvements may also include new or modified interchanges. The project is in Hillsborough County and Pasco County, traversing the Cheval, Keystone, Northdale, Odessa, and Quail Ridge communities. It spans approximately 5 miles in Hillsborough County and 11 miles in Pasco County for a total of approximately 16 miles. The purpose of this project is to increase capacity, address future traffic demand, and enhance safety and evacuation capabilities along the Suncoast Parkway.

The Strategic Intermodal System (SIS) Adopted 5-Year Plan FY 2021/2022-2025/2026 lists the project as funded for the Project Development & Environment (PD&E) phase. FDOT's State Transportation Improvement Program (STIP) FY 2021/2022-2025/2026 does not list the project, and the Hillsborough Transportation Planning Organization (TPO) does not list the project in the 2045 Long Rang Transportation Plan (LRTP). Pasco Metropolitan Planning Organization (MPO) lists the project as funded in the Project Development & Environment (PD&E) phase in the Cost Feasible Plan of their Mobility 2045 LRTP.



Recommended Action:

Provide comments to FDOT

Prepared By:

Lizzie Ehrreich

Attachments:

Advance Notification (AN) Package ETDM#14503

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Florida Department of Transportation

RON DESANTIS
GOVERNOR

Florida's Turnpike Enterprise
P.O. Box 613069, Ocoee, FL 34761
407-532-3999

JARED W. PERDUE, P.E.
SECRETARY

June 1, 2022

Mr. Chris Stahl, Clearinghouse Coordinator
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Boulevard, MS 47
Tallahassee, Florida 32399-3000

**SUBJECT: Advance Notification
PD&E Study for Suncoast Parkway Widening from south of Van Dyke Road to SR
52 (MP 13-29)
ETDM Number: 14503
Financial Management Number 448068-1-22-1
Hillsborough and Pasco County, Florida**

Dear Mr. Stahl:

This Advance Notification (AN) package is being sent to your office for distribution to State agencies that conduct federal consistency reviews (consistency reviewers) in accordance with the Coastal Zone Management Act and Presidential Executive Order 12372. Although we will request specific comments during the permitting process, we are asking that consistency reviewers examine the attached information and provide us with their comments.

Consistency reviewers have 45 days from the Programming Screening Notification to provide their comments. Once you have received their comments, please submit a consistency determination for the State of Florida within 60 days of the Programming Screen Notification. If you need more review time, send a written request for an extension to our office within the initial 60 day comment period.

This is a non-federal action and the Florida Department of Transportation will determine what type of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments received through coordination with other agencies. A consistency review for this project is not required by 15 CFR Part 930 because no federal actions are involved.

In addition, please review this project's consistency, to the maximum extent feasible, with the requirements of Chapter 163 of the Florida Statutes.

Mr. Chris Stahl, Clearinghouse Coordinator
Florida State Clearinghouse
Florida Department of Environmental Protection
May 20, 2022
Page 2 of 2

Your comments should be submitted via the Environmental Screening Tool (EST) if you are an Environmental Technical Advisory Team (ETAT) representative, or emailed or mailed to the Florida's Turnpike contract:

Rax Jung, Ph.D., P.E.
Project Development Engineer
Florida's Turnpike Enterprise
Environmental Management Office
P.O. Box 613069
Ocoee, FL 34761
Rax.Jung@dot.state.fl.us

I appreciate your cooperation in this matter.

Sincerely,



Rax Jung, Ph.D., P.E.
Project Development Engineer
Florida's Turnpike Enterprise

Enclosure: Advance Notification Package

c: Transmittal List, Part III of AN Package

Advance Notification Package

Project 14503 - Suncoast Parkway (SR 589) Widening from south of Van Dyke Rd to SR 52 (MP 13-29)

Programming Screen - Published on 06/01/2022

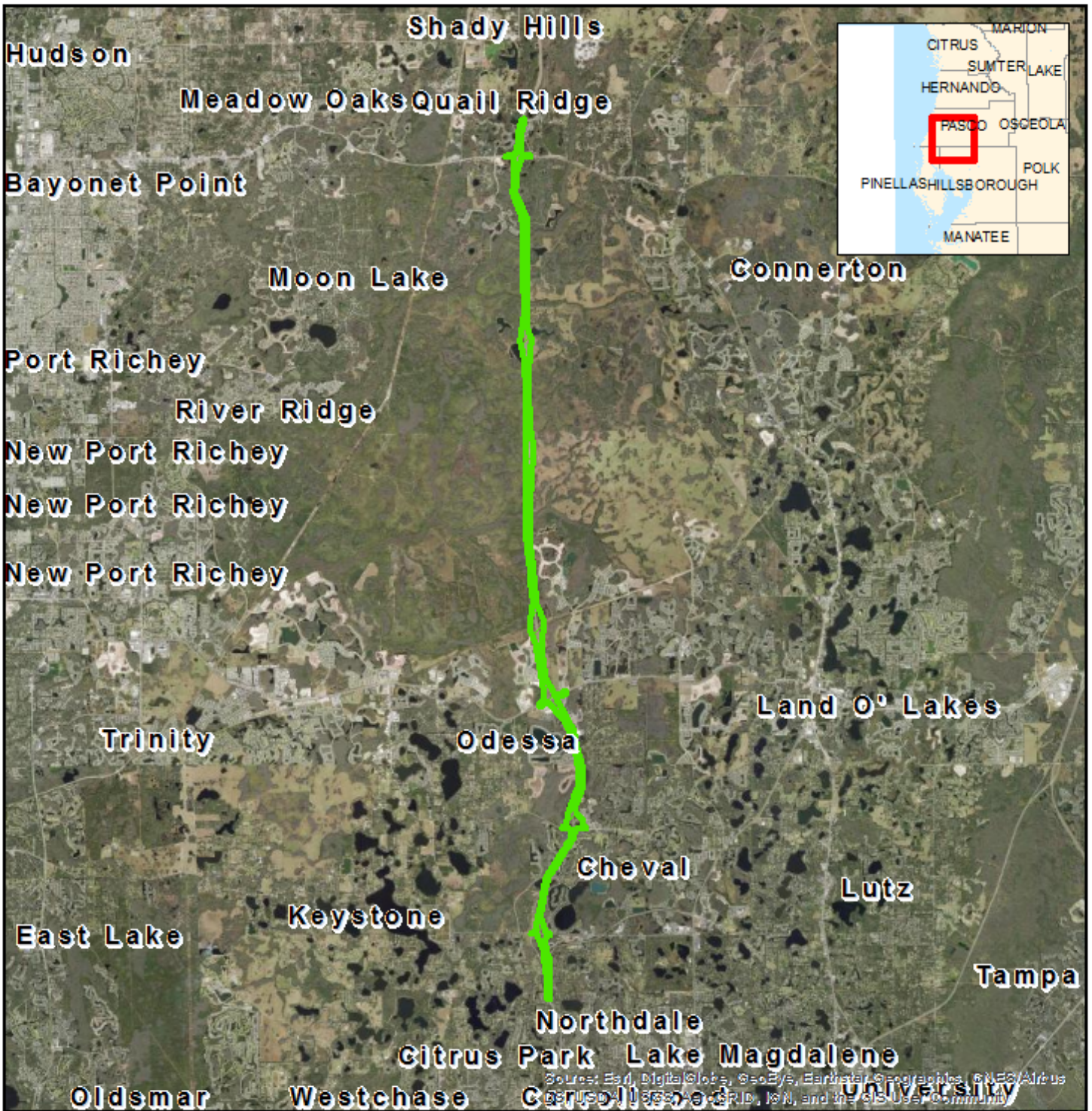
Printed on: 6/01/2022

Table of Contents

I. Location Maps	1
II. Fact Sheet	4
a. Purpose and Need	4
b. Project Description	5
c. Preliminary Environmental Discussion	5
i. Social and Economic	5
1. Social	5
2. Economic	5
3. Land Use Changes	5
4. Mobility	6
5. Aesthetic Effects	6
6. Relocation Potential	6
7. Farmlands	6
ii. Cultural and Tribal	6
1. Section 4(f) Potential	6
2. Historic and Archaeological Sites	7
3. Recreational and Protected Lands	7
iii. Natural	7
1. Wetlands and Surface Waters	7
2. Water Resources	8
3. Floodplains	8
4. Coastal Zone Consistency	8
5. Protected Species and Habitat	8
6. Coastal and Marine	9
iv. Physical	9
1. Noise	9
2. Air Quality	9
3. Contamination	9
4. Infrastructure	10
5. Navigation	10
v. Special Designations	10
1. Special Designations: Outstanding Florida Waters	10
2. Special Designations: Aquatic Preserves	10
3. Special Designations: Wild and Scenic Rivers	10
4. Special Designations: Sole Source Aquifers	10
d. Anticipated Permits	10
e. Anticipated Technical Studies	11
III. Transmittal List	13

I. Location Maps

TO

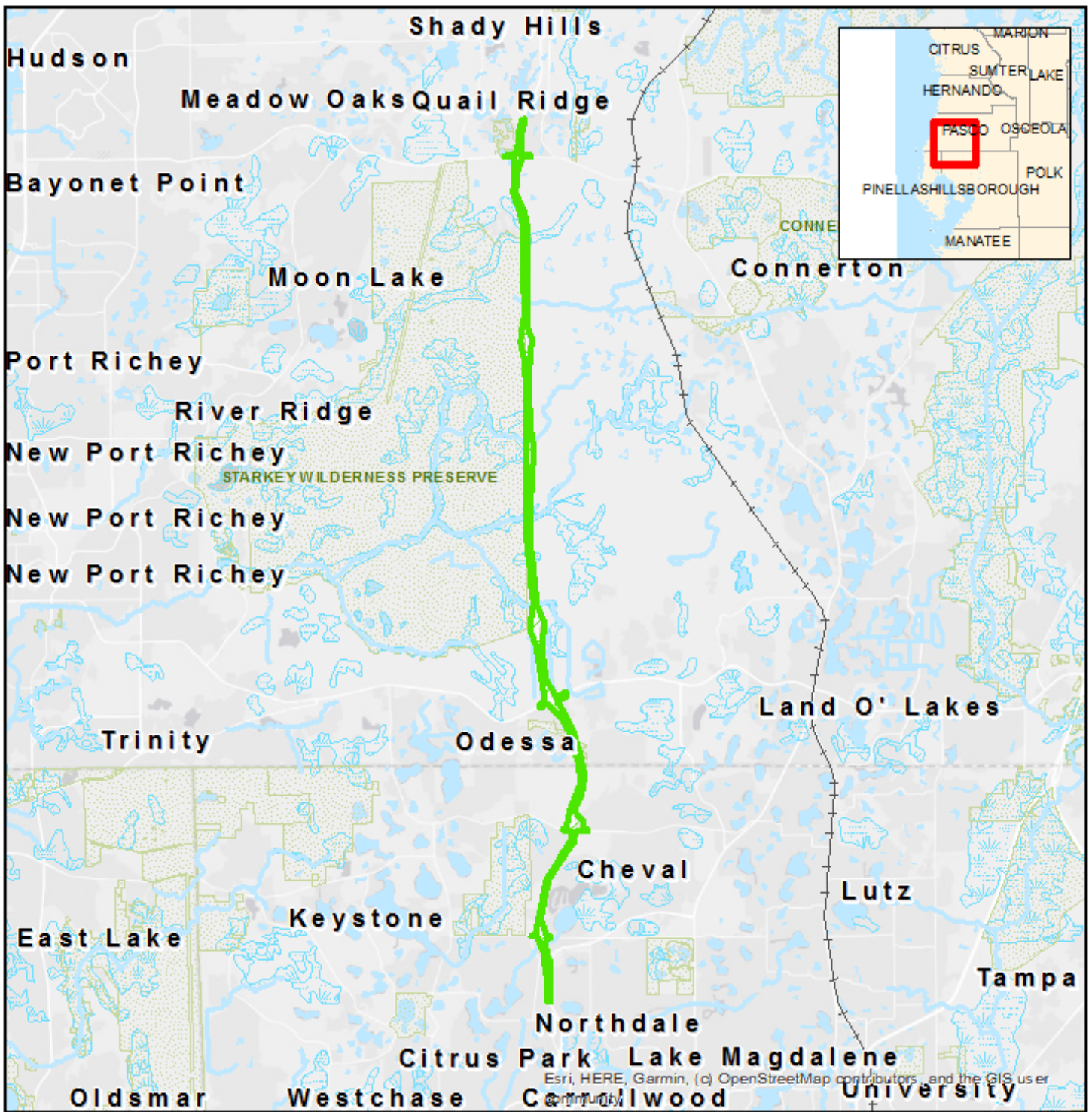


Project Aerial Map



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TO



Project Base Map

ETDM Alternative Point	ETDM Alternative Segment	Managed Conservation Lands	Data Sources: US Geological Survey US Census Bureau Florida Natural Areas Inventory
Begin	ETDM Alternative Poly	Water Body	
End	Census Places	Water Body	
Railroad	Swamp/Marsh	Swamp/Marsh	
River, Stream or Canal			

0 0.5 1 2 Miles

N

ETDM EST FDOT

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II. Fact Sheet

The Florida Department of Transportation may adopt this planning product into the environmental review process, pursuant to Title 23 U.S.C. § 168(d) or the state project development process.

Disclaimer

DISCLAIMER: The Fact Sheet data consists of the most up-to-date information available at the time the Advance Notification Package is published. Updates to this information may be found on the ETDM website at <http://etdmpub.fl.a-etat.org>

Special Note: Please be aware of the selected Milestone date when viewing project data on the ETDM website. Snapshots of project and analysis data have been taken for Project # $\$$ this.project.id at various points throughout the project's life-cycle. On the website these **Project Milestone Dates** are listed in the the project header immediately after the project contact information. Click on any of the dates listed to view the information available on that date.

#14503 - Suncoast Parkway (SR 589) Widening from south of Van Dyke Rd to SR 52 (MP 13-29)

Planning Organization: Florida's Turnpike Enterprise

District: District 7

From:

Plan ID:

Federal Involvement: State Funds Only (SFO)

Contact Information: Name: Anil Sharma Phone: (407) 264-3041 E-mail: Anil.Sharma@dot.state.fl.us

Snapshot Data From: Current Draft Data

Phase: Programming Screen

County: Hillsborough, Pasco

To:

Financial Management No.: 448068-1-22-01

a. Purpose and Need

Purpose

The purpose of the project is to increase capacity, address future traffic demand, and enhance safety and evacuation capabilities along the Suncoast Parkway (SR 589) from South of Van Dyke Road to SR 52 (MP 13-29). The project will also evaluate existing interchange performance and potentially new access locations.

Need

Project Status

The project is part of the Strategic Intermodal System (SIS). The SIS Adopted 5-Year Plan from Fiscal Year (FY) 2021/2022 through FY 2025/2026 lists the project as funded for the Project Development & Environment (PD&E) phase. The project is also within two transportation planning regions: Hillsborough Transportation Planning Organization (TPO) and Pasco County Metropolitan Planning Organization (MPO). The project is not listed in the Hillsborough TPO 2045 Long Range Transportation Plan (LRTP). The Pasco County MPO lists the project as funded in the Project Development & Environment (PD&E) phase in their Cost Feasible Plan, which is known as the Mobility 2045 LRTP. The project is not currently listed in the FY 2021/2022 through 2024/2025 State Transportation Improvement Program (STIP). Additional coordination will take place during the PD&E Study to ensure planning document consistency between relevant documents.

Capacity

According to the Florida's Turnpike Enterprise Traffic Trends Report dated July 2021, additional capacity will be needed by the year 2050 in order to address future transportation demand and maintain acceptable levels of service along the Suncoast Parkway (SR 589) project limits. Prior to that year by 2035, the segments between Van Dyke Road (MP 14) and SR 54 (MP 29) will require additional capacity to maintain acceptable levels of service.

Transportation Demand

The Suncoast Parkway (SR 589) serves local and regional trips as a limited access facility. It is part of the Strategic Intermodal System (SIS) and serves the commuters between the business and commercial centers in the City of Tampa and the more residential areas to the north and the northwest coastal communities such as Tarpon Springs, Holiday, and the City of New Port Richey. Based on the Florida's Turnpike Enterprise Traffic Trends Report dated July 2021, transportation demand is projected to increase at an annual growth rate between 2.2% in the urbanized areas of the project limits to 1.4% in the more undeveloped areas of the corridor. The project is expected to accommodate forecasted transportation demand based on growth in the region. Existing and potentially new interchanges will also be evaluated. In addition, the project improvements are expected to enhance the facilities role as a designated evacuation route by the Florida Division of Emergency Management.

Safety

Since 2018, there have been two fatal crashes along Suncoast Parkway (SR 589) within the limits of the project. Both of these crashes were lane departure-related crashes. One crash was coded as a utility pole/light pole and another crash was coded as an overturn/rollover. According to the Florida Strategic Highway Safety Plan (March 2021), lane departure crashes are an emphasis area to focus safety improvements. Without any capacity improvements, the projected increase in transportation demand may result in a higher number of rear end and lane departure crashes that are associated with congestion. In addition to the capacity improvements, the project will assess safety-related improvements to avoid and minimize lane

departure crashes and other crash types.

b. Project Description

The project proposes capacity improvements and potential new and/or modified interchanges along the Suncoast Parkway (SR 589) from South of Van Dyke Road to SR 52 (MP 13-29) in Hillsborough and Pasco Counties for a distance of approximately 16 miles.

c. Preliminary Environmental Discussion

i. Social and Economic

1. Social

Project PED Comments

The project corridor is primarily located within the existing Suncoast Parkway right of way in both Hillsborough and Pasco Counties. Within a 500-foot buffer of the existing right of way, the land use in the area consists primarily of agricultural, public/semi-public, recreation, and residential. According to the 2015-2019 American Community Survey (ACS), the following community features are reported within the quarter-mile project buffer: one community center, one fire station, two healthcare facilities, one laser facility, two group care facilities, one homeowner association, two local parks/recreational facilities, five existing trails, one future trail opportunity, 18 planned unit developments (many of which consist of residential developments either already constructed or under construction), two religious centers, three public schools, and two private schools.

When comparing the demographic characteristics, the 500-foot project buffer has a slightly higher White population percentage than Hillsborough County and a slightly lower White population percentage than Pasco County, but all three areas consist of 70% or higher White population. Hillsborough County has a higher Black or African American population (16.8%), than within Pasco County (5.8%) and the project corridor (6.9%). The minority population within the project buffer area (38.9%) is lower than the minority population of Hillsborough County (51.2%), but higher than the minority population of Pasco County (25.5%). There is a slightly lower percentage of individuals aged 65 and over, and a slightly higher percentage of individuals under the age of 18 in the project buffer area when compared to Hillsborough and Pasco Counties. The project buffer has a higher median family income (\$105,588) than both Hillsborough and Pasco Counties (\$72,124 and \$65,393, respectively). The population percentage, within the project buffer area, ages 20 to 64 with a disability is slightly lower (6.2%) than in Hillsborough and Pasco Counties (9.6% and 12.8% respectively). The percentage of the population within the project buffer area aged 25 and over with a high school diploma or higher (93.9%) is slightly higher than in both Hillsborough and Pasco Counties. The population percentage within the project buffer area aged 5 and over that speaks English less than very well is 6.34%, or 162 persons, which is lower than Hillsborough County but higher than Pasco County. The percentage of housing units in the project buffer area with no vehicle available is less than one percent (1%), which is lower than both Hillsborough and Pasco Counties.

A Public Involvement Plan will be included in the Project Development and Environment (PD&E) Study and Limited English Proficiency (LEP) accommodations will be required during public involvement efforts. The project will be evaluated for potential disproportionate impacts to disadvantaged communities. No new locations of neighborhood division or social isolation is expected to occur as a result of the project. The project may improve connection between existing communities with the addition of new overpasses/interchanges. A Sociocultural Effects Evaluation will be conducted during the PD&E Study to confirm if social resources would be impacted by the project.

2. Economic

Project PED Comments

The proposed improvements are primarily located within the existing Suncoast Parkway right of way in both Hillsborough and Pasco Counties. The project corridor primarily consists of agricultural, public/semi-public, recreation, and residential land uses. Future land use surrounding the project corridor will continue to support agriculture, conservation and residential land use, in addition to mixed-use areas. There are five Planned Unit Developments within the 500-foot project buffer, many of which consist of residential developments either already constructed or under construction. It is anticipated that vehicular mobility will be improved within the region as a result of this project, which includes the communities within and adjacent to the project buffer area. A Sociocultural Effects Evaluation will be included in the PD&E Study.

3. Land Use Changes

Project PED Comments

This project corridor occurs within the unincorporated Hillsborough and Pasco Counties and includes five census designated places: Cheval, Keystone, Northdale, Odessa, and Quail Ridge. The land use within 500-feet of the project area consists primarily of recreation (985 acres, 32.0%), public/semi-public (659 acres, 21.4%), residential (374 acres, 12.2%), and agricultural (308 acres, 10.0%). Acreage not zoned for agricultural (137 acres), parcels with no values (109 acres), vacant nonresidential (99 acres), other (95 acres), retail/office (52 acres), vacant residential (46 acres), industrial (13 acres), institutional (13 acres), and right of way (13 acres) land uses are also within 500-feet of the project area. The future land use surrounding the project corridor will continue to support these land uses. The Water Management District (WMD) Land Use and Land Cover data within the 500-foot project buffer consists of commercial and services, cropland and pastureland, cypress, emergent aquatic vegetation, freshwater marshes, golf courses,

hardwood-coniferous mixed, industrial, institutional, intermittent ponds, lakes, longleaf pine - xeric oak, open land, other open lands (rural), pine flatwoods, reservoirs, residential (high, medium and low density), shrub and brushland, streams and lake swamps (bottomland) transportation, tree plantations, wet prairies, wetlands (coniferous forests, forested mixed and hardwood forests). The project is anticipated to accommodate existing and proposed development within the area. A Sociocultural Effects Evaluation will be included in the PD&E Study.

4. Mobility

Project PED Comments

This segment of Suncoast Parkway carries local and regional traffic between Veterans Expressway in Hillsborough County and SR 52 in Pasco County, but it ultimately connects to US 98 in Citrus County. There is one bus transit route (Route 54 - County Connector) within the 500-foot project buffer and it follows SR 54 under the existing Suncoast Parkway. There are five existing trails within the project buffer area: Starkey Trail, SR 54 Trail, SR 52 Trail, Suncoast Trail, and Upper Tampa Bay Trail. There is also a future, unfunded Shared-Use Network (SUN) Trail and FDEP priority trail within the project buffer area named Bi-County Trail.

The project will improve travel within the region and adjacent communities. The project is anticipated to enhance mobility based on the proposed improvements, which are intended to address future mobility, transportation demand, and safety issues. A Sociocultural Effects Evaluation will be included in the PD&E Study.

5. Aesthetic Effects

Project PED Comments

The project corridor primarily consists of agricultural, public/semi-public, recreation, and residential land uses. Specific community features associated with aesthetics within a 500-foot project buffer include Steinbrenner High School, Suncoast Trail Pasco Trailhead, Suncoast Trail Lutz Trailhead, TPC Tampa Bay Golf Course, and historic resources (see Cultural section of the PED). Suncoast Parkway is designated as a Florida Scenic Highway and was developed with a unique aesthetic design to ensure a memorable overall scenic experience. Noise walls are present within the corridor, located south of Lake Le Clare Road and between Ramblewood Road and West Lutz Lake Fern Road. The proposed improvements are anticipated to have minimal changes to the aesthetics along the corridor. The Florida's Turnpike Enterprise District Scenic Highway Coordinator will be included in project discussions. A Public Involvement Plan will be developed and all public involvement activities will be documented as part of the PD&E Study. A Sociocultural Effects Evaluation will be included in the PD&E Study.

6. Relocation Potential

Project PED Comments

The project corridor primarily consists of agricultural, public/semi-public, recreation, and residential land uses. The proposed project improvements are anticipated to be limited to within the existing right of way, except in the areas where new potential interchanges are identified and evaluated during the PD&E Study. However, no business or residential relocations are anticipated as a result of this right of way acquisition and no property access impacts are anticipated. A Sociocultural Effects Evaluation and, if necessary, a Conceptual Stage Relocation Plan will be included in the PD&E Study.

7. Farmlands

Project PED Comments

The project corridor primarily consists of agricultural, public/semi-public, recreation, and residential land uses. Within the 500-foot project buffer, approximately 597 acres of soil are classified as Farmland of Unique Importance. However, only 52 acres (1.7% of the project buffer area) also have an agriculture land use designation. Three areas within the project buffer area include the designation of Cropland and Pastureland, all of which occur in Hillsborough County. An area near Van Dyke Road, west of Suncoast Parkway appears to still operate as farmland. However, the land uses of the other two areas with this farmland designation, west of Suncoast Parkway between West Lutz Lake Fern Road and the Hillsborough-Pasco County line, have changed to either a water retention area or residential development. The Suncoast Parkway improvements are anticipated to be limited to the existing right of way and avoid impacts to these farmlands. Therefore, no involvement regarding farmlands is anticipated as a result of the project.

ii. Cultural and Tribal

1. Section 4(f) Potential

Project PED Comments

Since this project is not federally funded and a SEIR will be completed, Section 4(f) does not apply.

Should federal funds be added to the project at a later date, the potentially protected resources within the 500-foot project buffer include:

Two park and recreational facilities (Suncoast Trail - Pasco Trailhead and Suncoast Trail - Lutz Trailhead), five Florida managed lands (Starkey Wilderness Preserve, Suncoast Parkway Easement, Suncoast Crossings East Conservation Easement, Suncoast Crossings West Conservation Easement, and Lone Star Ranch Conservation Easement), five existing trails (Starkey Trail, SR 54 Trail, SR 52 Trail, Suncoast Trail, and Upper Tampa Bay Trail), and one future Shared-Use Network (SUN) Trail and Florida Department of Environmental Protection (FDEP) priority trail (Bi-County Trail).

There are 33 archaeological or historic sites, one abandoned rail, one historic standing structure (5523 Lutz Lake Fern Road), six structures built before 1970, 10 structures built between 1971 and 1975, 16 structures built between 1976 and 1980, and no known National Register of Historic Places (NRHP) eligible sites within 500-feet of the project buffer. However, the Florida Site File has no record of field surveys of 681 acres (22.1%) within that buffer area.

2. Historic and Archaeological Sites

Project PED Comments

A search of Florida Master Site File (FMSF) Geographic Information System (GIS) data identified 33 known archaeological or historic sites within 500-feet of the project corridor. However, all but three of those sites were determined to be ineligible for NRHP: Glass (PA01255) had insufficient information, Shaded Oaks (PA01412) was not evaluated by the State Historic Preservation Officer (SHPO), and Suncoast (PA01415) was not evaluated by SHPO. Three (3) Florida Site File Resource Groups have been identified within the project corridor [Old Dade City Road (PA00113, ineligible for NRHP), Old Railroad Bed (PA01455), and State Road 54 (PA02472, ineligible for NRHP)]. The Old Railroad Bed had insufficient information for an NRHP evaluation. Hillsborough County is the only National Historic Preservation Act (NHPA) Florida certified local government within the project buffer. The FMSF identified one historic standing structure (HI10228) within the project buffer, but it was determined to be ineligible for NRHP. In addition to the previously recorded historic structures, the 500-foot project buffer also includes six parcels with Actual Year Built dates of 1970 or earlier, 10 structures built between 1971 and 1975, and 16 structures built between 1976 and 1980. Based on the presence of potentially unrecorded resources, moderate involvement regarding historic and archaeological sites is anticipated. A Cultural Resources Assessment Survey will be included in the PD&E Study.

3. Recreational and Protected Lands

Project PED Comments

Recreational features located within the 500-foot project buffer include: two park and recreational facilities (Suncoast Trail - Pasco Trailhead and Suncoast Trail - Lutz Trailhead), five Florida managed lands (Starkey Wilderness Preserve, Suncoast Parkway Easement, Suncoast Crossings East Conservation Easement, Suncoast Crossings West Conservation Easement, and Lone Star Ranch Conservation Easement), five existing trails (Starkey Trail, SR 54 Trail, SR 52 Trail, Suncoast Trail, and Upper Tampa Bay Trail), and one future SUN Trail and FDEP priority trail (Bi-County Trail). The six upland state-owned conservation lands located within the 500-foot buffer are subject to review by the Acquisition and Restoration Council (ARC). While the proposed improvements are anticipated to be limited to the existing Suncoast Parkway right of way, the new interchanges may impact protected lands.

iii. Natural

1. Wetlands and Surface Waters

Project PED Comments

Within the 500-foot project buffer, the National Wetlands Inventory reports 2.16 acres (0.07%) lacustrine (lake), 86.55 acres (2.8%) of palustrine freshwater emergent wetlands, 575.18 acres (18.71%) of palustrine freshwater forested/shrub wetlands, 83.78 acres (2.73%) palustrine freshwater ponds, and 6.78 acres (0.2%) of riverine. According to the WMD Wetlands layer [Florida Land Use and Cover Classification System (FLUCCS) Level 3], 754.45 acres of wetlands occur within the 500-foot project buffer and include the following land uses: cypress (most prevalent at 327.12 acres), emergent aquatic vegetation, freshwater marshes, intermittent ponds, streams and lake swamps (bottomland), wet prairies, wetland coniferous forests, wetland forested mixed, and wetland hardwood forests occur. The Cooperative Land Cover database (CLC v3.4) reports freshwater non-forested wetlands, prairies and bogs, marshes, freshwater forested wetlands, cypress, dome swamp, basin swamp, other coniferous wetlands, wet flatwoods natural lakes and ponds, cultural -lacustrine and cultural-riverine within the 500-foot project buffer. The Natural Resources Conservation Service (NRCS) hydric soils list reports 908.45 acres of hydric soils occurring within the 500-foot project buffer. Project corridor occurs within the jurisdiction of the Southwest Florida Water Management District (SWFWMD) and the FDEP "State 404 Program".

The Roadway Characteristics Inventory (RCI) National Hydrography Dataset (NHD) GIS data layer indicates that the 500-foot project buffer includes 14 locations in which the Florida Department of Transportation (FDOT) roads cross or abut water drainage flowlines, including streams, rivers, and artificial paths. Suncoast Parkway crosses the following named natural features: Sandy Branch, Anclote River, Five Mile Creek, and Pithlachascotee River. The FDEP Submerged State Lands (SSL) Records [Trustees of the Internal Improvement Trust Fund (TIITF)] GIS data layer indicates that there is an SSL easement that crosses Suncoast Parkway at SR 52. However, this is a TIITF easement issued by FDEP to Florida Gas Transmission for a natural gas pipeline per the agreement signed on January 3, 1995. No other SSL easements were identified within the project corridor.

Avoidance and minimization measures will be incorporated into the project's design, compensatory mitigation will be provided for any adverse wetland impacts resulting from the proposed project improvements, and best management practices will be utilized during project construction activities. None of the project corridor occurs within a mitigation bank service area. Available mitigation options to offset wetland impacts will be investigated during the PD&E Study. Further, proposed stormwater management system for the project will be developed to meet the design and performance criteria established in the SWFWMD Environmental Resource Permit Applicant's Handbook Volumes I and II for the treatment and attenuation of discharges to nearby waterbodies. As such, stormwater runoff from the proposed project will be treated to prevent water quality impacts to nearby wetlands. While the

proposed improvements are anticipated to be constructed primarily within existing right of way, additional right of way is anticipated to be required for the proposed new interchanges and new or modified stormwater management facilities. Moderate involvement of wetland resources is anticipated. A Natural Resources Evaluation will be included in the PD&E Study.

2. Water Resources

Project PED Comments

The 500-foot project buffer occurs within the watershed of four FDEP waters not attaining standards (WNAS): Anclote River Freshwater Segment [Water Body Identification Number (WBID) 1440F], Brooker Creek (Upper Segment) [WBID 1473], Lake Thomas Outlet [WBID: 1463S], and Rocky Creek (Upper Segment [WBID: 1463]. The project buffer area is also located within three waterbodies with adopted Total Maximum Daily Loads (TMDLs): Anclote River Freshwater Segment [WBID 1440F (impaired for phosphorus, fecal coliform, nitrogen and biochemical oxygen demand)], Pithlachascotee River [WBID: 1409 (impaired for phosphorus, nitrogen and biochemical oxygen demand)] and South Branch Anclote River [WBID: 1456 (impaired for phosphorus and nitrogen)]. The project corridor occurs within one adopted Basin Management Action Plan (BMAP): Springs Coast. The 500-foot project buffer also includes one FDEP Storage and Retrieval (STORET) Station; one FDEP Watershed Information Network (WIN) monitoring location; nine Florida Department of Health (FDOH) known onsite domestic wells; seven FDOH known onsite septic systems; two FDOH likely onsite domestic wells; 34 FDOH likely onsite septic systems; 12 FDOT onsite sewage facilities; 66 U.S. Environmental Protection Agency (USEPA) National Pollutant Discharge Elimination Systems (NPDES); and 16 USEPA Water Quality Data Monitoring Stations.

The project corridor only overlaps with the Floridan Aquifer System (a Principal Aquifer of the State of Florida) north of the Pithlachascotee River. However, the entire project corridor occurs within the Floridan Aquifer recharge area (1 to 10) and the Floridan Aquifer System Contamination Potential (FAVA II). The project buffer area occurs within the FDEP Adopted Aquifer Minimum Flows and Levels (MFLs) [Northern Tampa Bay Swimal], FDEP Adopted MFLs [Starkey N (STWF N)], FDEP Adopted River MFLs [Anclote River and Pithlachascotee River]. The project is not located within a USEPA-designated sole source aquifer. Stormwater runoff from Suncoast Parkway is currently collected and treated within the existing right of way before offsite conveyance. New and/or modified stormwater management systems for the proposed project will meet the design and performance criteria established in the SWFWMD Environmental Resource Permit Applicant's Handbook Volumes I and II for the treatment and attenuation of discharges to nearby waterbodies, including impaired waters. Additionally, Storm Water Pollution Prevention Program (SWPPP) will be implemented to control the effects of stormwater runoff and best management practices will be employed during project construction activities. Due to the presence of water resources throughout the project corridor and the potential for right of way acquisition, moderate involvement regarding water resources is anticipated. A Water Quality Impact Evaluation will be included in the PD&E Study.

3. Floodplains

Project PED Comments

Based on the Federal Emergency Management Agency's most recent Digital Flood Insurance Rate Map (DFIRM), 1,189.01 acres (38.6%) of the 500-foot project buffer occur within the 100-year and the 500-year floodplain. The proposed project improvements would primarily occur within the existing right of way, where floodplain impacts have already been compensated. However, new floodplain impact areas would require implementation of avoidance and minimization measures and floodplain compensation areas when impacts are unavoidable. Minimal involvement regarding floodplain resources is anticipated due to proposed improvements occurring primarily within the existing right of way and the potential need for providing floodplain compensation. A Location Hydraulic Report and a Bridge Hydraulic Report will be included in the PD&E Study.

4. Coastal Zone Consistency

Coastal Zone Consistency Determination is Required: **No**
Project is not subject to a consistency review as required by **15 CFR 930**.

5. Protected Species and Habitat

For the official list of fish and wildlife designated by the state of Florida as Endangered, Threatened or Species of Special Concern, please refer to sections 68A-27.003, .0031 and 005 in *Rules Relating to Endangered or Threatened Species*, Chapter 68A-27, Florida Administrative Code, <https://www.flrules.org/gateway/ChapterHome.asp?Chapter=68A-27>.
For general information on Florida imperiled species and species conservation programs, go to <https://myfwc.com/wildlifehabitats/wildlife/>

Project PED Comments

Approximately 1,556.06 acres (50.57%) of the 500-foot project buffer area falls within the Greater Tampa Bay Ecosystem Management Area (EMA) and 1,521.16 acres (49.43%) of the 500-foot project buffer area falls within the Springs Coast EMA. Portions of the project corridor are located within Critical Lands and Waters Identification Project (CLIP) Version 4 Aquifer Recharge, Biodiversity Resource Priorities, High Priority Private Wetlands and Uplands, Florida Ecological Greenways Network, Landscape Integrity Index, Landscape Resource Priorities, Natural Floodplain, Potential Habitat Richness, Priority Natural Communities, Rare Species Habitat Conservation Priorities, Significant Surface Waters, Strategic Habitat Conservation Areas, Surface

Water Resource Priorities, and Wetlands and Florida Fish and Wildlife Conservation Commission (FWCC) Strategic Habitat Conservation Areas. The FWCC Habitat and Landcover Grid identify the following habitats within the 500-foot project buffer: bare soil - clearcut, citrus, cypress swamp, dry prairies, exotic plants, freshwater marsh and wet prairie, hardwood hammocks and forests, hardwood swamp, high impact urban (highest coverage at 23%), improved pasture (second highest coverage at 13.57%), low impact urban, mixed hardwood-pine forests, mixed wetland forest, open water, pinelands (third highest coverage at 12.13%), pinelands, row - field crops, sandhill, shrub and brushland, shrub swamp and unimproved - woodland pasture.

The project corridor also falls within the U.S. Fish and Wildlife Service (USFWS) Consultation Area and Service Area for the Florida scrub-jay; common and occasional range for the Florida black bear; and Core Foraging Area of at least one active wood stork colony. Additional assessments will likely be required to determine the presence and quality of potential habitat for protected species, as well as the need for consultation with the USFWS. The proposed improvements occur primarily within the existing right of way, except in the areas where new interchanges are proposed. Due to the proposed scope of work, the presence of protected species and habitat resources within the project vicinity, and the anticipated need for future agency coordination regarding the noted listed species, moderate involvement regarding these resources is anticipated. A Natural Resources Evaluation will be included in the PD&E Study.

6. Coastal and Marine

Project PED Comments

The project corridor primarily consists of agricultural, public/semi-public, recreation, and residential land uses. No coastal or marine resources were identified within the 500-foot project buffer. The project will be designed to meet state water quality and quantity requirements, avoidance and minimization measures will be utilized for the proposed design, and best management practices will be adhered to during construction to prevent impacts to downstream habitats. Due to the project's inland location, no project impacts on coastal or marine resources are anticipated and the project corridor would likely not be considered under the Coastal Barrier Resources Act (CBRA). A Natural Resources Evaluation will be included in the PD&E Study.

iv. Physical

1. Noise

Project PED Comments

The project corridor primarily consists of agricultural, public/semi-public, recreation, and residential land uses. According to WMD FLUCCS data, approximately 266.81 acres (8.7%) of the 500-foot buffer area occur within residential areas: 122.17 acres (3.97%) are high density residential areas (six or more dwelling units per acre), 100.3 acres (3.26%) are low density residential areas (less than two dwelling units per acre) and 44.34 acres (1.44%) are medium density residential areas (two-five dwelling units per acre). Community features reported within the 500-foot project buffer that may be sensitive to noise and vibration effects include: one community center (Boy Scouts of America - Cub Scout Pack 9), one geocoded health care facilities (Northpoint Physicians Group), two park and recreational facilities (Suncoast Trail - Pasco Trailhead and Suncoast Trail - Lutz Trailhead), and one school (Steinbrenner High School). There are also five Developments of Regional Impacts (DRIs) within the 500-foot project buffer: Ashley Glenn, Bexley Ranch, Project Arthur Planned Development, Serenova, and Suncoast Crossing. There are also potentially historic features in the area, which are covered more in depth in the cultural section of this Preliminary Environmental Discussion (PED). Noise walls are present within the corridor, south of Lake Le Clare Road and between Ramblewood Road and West Lutz Lake Fern Road. Increased noise levels during construction and presumable noise level increases from higher traffic volumes, as a result of improved operational and capacity conditions could have impacts on the noise sensitive sites listed above including residences, parks and community centers. Due to the moderate number of sensitive noise receptors within proximity of the project and proposed increase in travel capacity, potential noise and vibration related impacts are anticipated to be moderate. A Noise Study Report will be included in the PD&E Study.

2. Air Quality

Project PED Comments

The project corridor occurs within both Pasco and Hillsborough Counties. Pasco County is not located within a USEPA-designated Air Quality Maintenance Area or Non-Attainment Area for any of the six pollutants [ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, lead, and small particulate matter] specified by the USEPA in National Ambient Air Quality Standards (NAAQS). However, Hillsborough County is considered a nonattainment area for exceeding ozone NAAQS. There is one US EPA Regulated Air Emissions Facilities (ICIS-AIR) within the 500-foot project buffer: Super Target #2209 (110039628542). Since this project is not federally funded and a SEIR will be completed, the Clean Air Act conformity requirements do not currently apply to this project. Minimal, localized impacts to air quality could occur as a result of fugitive dust and exhaust emissions generated from equipment during project construction; however, no permanent effects to air quality are anticipated. An Air Quality Technical Memorandum will be included in the PD&E Study.

3. Contamination

Project PED Comments

One biomedical waste facility, one abandoned rail, two hazardous waste facilities, three petroleum contamination monitoring sites, seven storage tank contamination monitoring sites, one super act risk sources, five super act wells, and two USEPA Resource Conservation and Recovery Act regulated facilities occur within the project's 500-foot buffer. It should be noted that some of these sites overlap multiple categories. These sites will be investigated during the PD&E Study to identify potential risk, and the potential presence of unreported sources of subsurface contamination within the project corridor. Since the majority of the proposed improvements will occur within the existing Suncoast Parkway right of way, it is anticipated that the project will have minimal contamination impacts. A Contamination Screening Evaluation Report will be included in the PD&E Study.

4. Infrastructure

Project PED Comments

There is one FDEP public water supply plant (Suncoast Parkway Toll Plaza 2B), one Federal Aviation Administration (FAA) tower obstruction, three power transmission lines, two natural gas pipelines [Florida Gas Transmission Co (FGT)], and one wireless antenna structure (Crown Castle South LLC) within the 500-foot project buffer. Duke Energy Florida, LLC owns the power transmission lines present on the north side of SR 54 that crosses over Suncoast Parkway. Two other power transmission lines (owner unknown) cross over Suncoast Parkway: one between Lake Le Clare Road and Storm Road and one at Van Dyke Road. FGT pipelines cross under Suncoast Parkway at two locations: between Bud Bexley Parkway and Ridge Road [per the U.S. Energy Information Administration (USEIA) GIS data layer] and at SR 52 [the FDEP TIITF easement documentation signed on January 3, 1995]. Although the majority of the proposed improvements will occur within the existing Suncoast Parkway right of way, potential impacts to infrastructure will be evaluated during the PD&E study to avoid, minimize, or mitigate impacts to the utilities such as powerlines and natural gas pipelines. Moderate involvement regarding infrastructure-related features is anticipated. A Utility Assessment Technical Memorandum will be included in the PD&E Study.

5. Navigation

Project PED Comments

There are no potentially navigable waterbodies reported within the 500-foot project buffer; therefore, no involvement regarding navigation is anticipated.

v. Special Designations

1. Special Designations: Outstanding Florida Waters

Project PED Comments

There are no Outstanding Florida Waters (OFW) reported within the 500-foot project buffer; therefore, no involvement with OFWs is anticipated.

2. Special Designations: Aquatic Preserves

Project PED Comments

No designated Aquatic Preserves are reported within the 500-foot project buffer; therefore, no involvement regarding this specially designated resource is anticipated.

3. Special Designations: Wild and Scenic Rivers

Project PED Comments

No designated Wild and Scenic Rivers are reported within the 500-foot project buffer; therefore, no involvement regarding this specially designated resource is anticipated.

4. Special Designations: Sole Source Aquifers

Project PED Comments

The project is not located within a USEPA-designated sole source aquifer within the 500-foot project buffer; therefore, no involvement regarding this specially designated resource is anticipated.

d. Anticipated Permits

National Pollutant Discharge Eliminated System

Type	Assigned By	Date
FDEP	Florida's Turnpike Enterprise	04/22/22

Environmental Resource Permit

Type	Assigned By	Date
FDEP	Florida's Turnpike Enterprise	04/22/22

Environmental Resource Permit

Type	Assigned By	Date
Water	Florida's Turnpike Enterprise	04/22/22

e. Anticipated Technical Studies

Bridge Hydraulic Report

Type	Assigned By	Date
Engineering	Florida's Turnpike Enterprise	04/22/2022

Public Involvement Plan

Type	Assigned By	Date
Environmental	Florida's Turnpike Enterprise	04/22/2022

Noise Study Report

Type	Assigned By	Date
Environmental	Florida's Turnpike Enterprise	04/22/2022

Conceptual Stage Relocation Plan

Type	Assigned By	Date
Environmental	Florida's Turnpike Enterprise	04/22/2022

Comments

Only if necessary during PD&E Study

Water Quality Impact Evaluation

Type	Assigned By	Date
Other	Florida's Turnpike Enterprise	04/22/2022

Comments

Prepared by FDOT

Contamination Screening Evaluation Technical Memorandum

Type	Assigned By	Date
Other	Florida's Turnpike Enterprise	04/22/2022

Sociocultural Effects Evaluation

Type	Assigned By	Date
Other	Florida's Turnpike Enterprise	04/22/2022

Air Quality Technical Memorandum

Type	Assigned By	Date
Environmental	Florida's Turnpike Enterprise	04/22/2022

Cultural Resource Assessment Survey

Type	Assigned By	Date
Environmental	Florida's Turnpike Enterprise	04/22/2022

Utility Assessment Technical Memorandum

Type	Assigned By	Date
Engineering	Florida's Turnpike Enterprise	04/22/2022

Location Hydraulics Technical Memorandum

Type	Assigned By	Date
Engineering	Florida's Turnpike Enterprise	04/22/2022

Natural Resources Evaluation (NRE)

Type	Assigned By	Date
Environmental	Florida's Turnpike Enterprise	04/22/2022

III. Transmittal List

The asterisk (*) denotes a hardcopy recipient. The double asterisk (**) denotes an external email recipient.

	Organization	Name
1.	FDEP - State 404 Program	Popak, Allan
2.	FDEP - State 404 Program	Walton, Jennipher
3.	FDOT District 7	Conner, Allison
4.	FDOT District 7	Rhinesmith, Robin
5.	Federal Aviation Administration	Vernace, Bart
6.	Federal Emergency Management Agency	Director, Region IV Mitigation Division
7.	Federal Rail Administration	Director, Office of Public Engagement
8.	Federal Rail Administration	Regional Administrator, Region 3
9.	Federal Transit Administration	Taylor, Yvette
10.	FL Department of Agriculture and Consumer Services	Camposano, Brian
11.	FL Department of Agriculture and Consumer Services	Kiser, Mark
12.	FL Department of Agriculture and Consumer Services	Morris, Vincent
13.	FL Department of Economic Opportunity	Preston, Matt
14.	FL Department of Environmental Protection	Stahl, Chris
15.	FL Department of State	McManus, Alyssa
16.	FL Department of State	Rooney, Clete
17.	FL Department of State	Welch, Marcy
18.	FL Fish and Wildlife Conservation Commission	DiGruttolo, Laura
19.	FL Fish and Wildlife Conservation Commission	Hight, Jason
20.	FL Fish and Wildlife Conservation Commission	Irving, Robert
21.	FL House	Koster, Traci
22.	FL House	Zika, Ardian
23.	FL Senate	Cruz, Janet
24.	FL Senate	Simpson, Wilton
25.	Florida's Turnpike Enterprise	Jung, Rax
26.	Florida's Turnpike Enterprise	Stein, Philip
27.	Hillsborough County	Bellotti, PE, Josh
28.	Hillsborough County	Campbell, Robert
29.	Hillsborough County	Chronister, Chad
30.	Hillsborough County	Cohen, Harry
31.	Hillsborough County	Davis, Addison
32.	Hillsborough County	Dudley, Jr., Timothy
33.	Hillsborough County	Hagan, Ken
34.	Hillsborough County	Horwedel, Greg
35.	Hillsborough County	Huddock, PE, James E.
36.	Hillsborough County	Jones, Dennis
37.	Hillsborough County	Kemp, Pat
38.	Hillsborough County	Lopez, Liana
39.	Hillsborough County	Lyons, John
40.	Hillsborough County	Moran, Kevin
41.	Hillsborough County	Myers, Gwen
42.	Hillsborough County	Overman, Kimberly
43.	Hillsborough County	Petrovic, Jaska
44.	Hillsborough County	Smith, Mariella
45.	Hillsborough County	Storch, Lauren
46.	Hillsborough County	Stuart, Cindy
47.	Hillsborough County	Taylor, Jim
48.	Hillsborough County	Turbiville, Forest
49.	Hillsborough County	Valdez, Rick
50.	Hillsborough County	Wagner, Brandon
51.	Hillsborough County	White, Stacy
52.	Hillsborough TPO	Alden, Beth
53.	Hillsborough TPO	Yeh, Allison
54.	Hillsborough TPO	Zornitta, Melissa

55.	Miccosukee Tribe of Indians of Florida	**Donaldson, Kevin
56.	Muscogee (Creek) Nation	**Historic & Cultural Preservation Department
57.	National Marine Fisheries Service	Amendola, Kim
58.	National Marine Fisheries Service	Rydene, David A.
59.	National Park Service	Barnett, Anita
60.	Natural Resources Conservation Service	Giuliani, Isabelle
61.	Pasco County	Adumuah, Branford H.
62.	Pasco County	Becerril, Roberto
63.	Pasco County	Biles, Dan
64.	Pasco County	Browning, Kurt S.
65.	Pasco County	Carballa, PE, PCEE, Michael J.
66.	Pasco County	Cassin, Scott
67.	Pasco County	Cullen, PE, PCEE, Charles
68.	Pasco County	Esbjerg, Marcy
69.	Pasco County	Fitzpatrick, Christina
70.	Pasco County	Flaherty, James
71.	Pasco County	Fossa, Andrew
72.	Pasco County	Lair, Ralph
73.	Pasco County	Mariano, Jack
74.	Pasco County	Moore, Mike
75.	Pasco County MPO	Ferry, Scott
76.	Pasco County MPO	Gorman, Tania
77.	Pasco County MPO	Mikyska, Carl
78.	Pasco County	Nocco, Chris
79.	Pasco County	Oakley, Ron
80.	Pasco County	Pittos, AICP, Nectarios
81.	Pasco County	Smith, PE, Margaret W.
82.	Pasco County	Starkey, Kathryn
83.	Pasco County	Wiley, Keith
84.	Poarch Band of Creek Indians	**Haikey, Larry D.
85.	Seminole Nation of Oklahoma	**Yahola, Ben
86.	Seminole Tribe of Florida	Backhouse, Paul N.
87.	Seminole Tribe of Florida	Mueller, Bradley M.
88.	Seminole Tribe of Florida	Simon, Danielle A.
89.	Southwest Florida Water Management District	LaRiche, Chastity
90.	Southwest Florida Water Management District	Ritter, Monte
91.	Tampa Bay Regional Planning Council	Meyer, John M.
92.	US Army Corps of Engineers	Beech, Veronica d.
93.	US Army Corps of Engineers	Dimitroff, Matt
94.	US Army Corps of Engineers	Gilbert, Michelle L.
95.	US Army Corps of Engineers	Kizlauskas, Andrew A.
96.	US Army Corps of Engineers	Turner, Randy
97.	US Coast Guard	Bridges, Marty
98.	US Coast Guard	Kowalczyk, Lisia
99.	US Coast Guard	Maris, Andi
100.	US Coast Guard	Overton, Randall D.
101.	US Coast Guard	Zercher, Jennifer
102.	US Department of Health and Human Services	National Center for Environmental Health Centers for Disease Control and Prevention
103.	US Department of Housing and Urban Development	Gonzalez Maldonado, Hector
104.	US Department of Housing and Urban Development	Quade, John
105.	US Department of Interior	Connelly, Kyle
106.	US Department of Interior	Massey, Gant
107.	US Department of Interior	Stewart, Heather
108.	US Department of Interior	Sumner, David M.
109.	US Environmental Protection Agency	Kajumba, Ntale
110.	US Environmental Protection Agency	Singh-White, Alya
111.	US Environmental Protection Agency	Somerville, Amanetta
112.	US Fish and Wildlife Service	Cantrell, Mark
113.	US Fish and Wildlife Service	Rivera, Jose

114.	US Fish and Wildlife Service	Williams, Zakia
115.	US House	*Bilirakis, Gus M.
116.	US House	*Castor, Kathy
117.	US Senate	Rubio, Marco
118.	US Senate	Scott, Rick



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

HART Transit Development Plan & Budget

Presenter:

Loretta Kirk, HART Chief Financial Officer

Summary:

HART staff will present a short briefing on the FY 2023–FY 2032 Transit Development Plan (TDP) and the Fiscal Year 2023 Proposed Budget.

The TDP is an annual document detailing the direction of HART, as well as its funded and unfunded operating and capital needs, over the next ten years.

The FY 2023–FY 2032 TDP is especially significant in that HART has engaged in a Comprehensive Operations Analysis (COA) of the transit system. A COA typically includes a detailed review of ridership and the cost of delivering transit service on each route. COAs often lead to recommendations for improving efficiency, reducing agency expenditures, and/or maximizing benefits to the public. Additionally, this TDP is considered a major update which is required every five years by State Law.

Recommended Action:

None. For information only.

Prepared By:

Elizabeth Watkins, 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 Report

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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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Tampa Vision Zero Implementation through Maintenance

Presenter:

Cal Hardie, City of Tampa

Summary:

In 2019, Mayor Castor and the City's Transportation Advisory Team released five strategic recommendations to address a number of mobility related issues facing the City of Tampa. These recommendations include:

- Implement strategic transit projects
- Focus on trails and greenways as transportation options
- Adopt Vision Zero as a citywide policy
- Reinvent urban parking & mobility
- Enhance neighborhood engagement

Tampa MOVES (Mobility, Opportunity, Vision, Equity, and Safety) is the City of Tampa's new transportation plan to address these recommendations.

A major component of the MOVES effort is to implement Vision Zero. The City recently completed its first ever Vision Zero Action Plan, which details the strategies the City and its partners will take in the short-term to reach the goal of zero roadway fatalities and severe injuries. Staff will share highlight implementation of the Vision Zero Action Plan through maintenance projects.

Recommended Action:

None. For information only.

Prepared By:

Lisa K. Silva, AICP, PLA, TPO staff

Attachments:

- [City of Tampa MOVES webpage](#)
- [City of Tampa Vision Zero webpage](#)



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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING, MAY 11, 2022
DRAFT MINUTES**

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE (Timestamp 1:31:07)

Commissioner Cohen, called the meeting to order at 10:04 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

II. ROLL CALL (Gail Reese, TPO Staff) (Timestamp 1:32:16)

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Mariella Smith, Councilman Guido Maniscalco (in at 10:35 AM), Councilman Joseph Citro, Mayor Andrew Ross, Commissioner Nate Kilton, Joe Lopano, Greg Slater, Charles Klug, Planning Commissioner Cody Powell

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

The following members were absent/excused: Commissioner Gwen Myers

Letter received from Commissioner Gwen Myers

5/11/2022

TPO Board Members,

Good morning, I apologize however due to an unforeseen event, I am unable to attend today's meeting. Please read this letter into the record.

A quorum was met in person.

A. Vote of Consent for Remote Member Participation.

Voice vote, motion passes with one "Nay" vote.

III. APPROVAL OF MINUTES (Timestamp 1:33:16) – April 13, 2022

Chair Cohen sought a motion to approve the April 13, 2022 minutes. Councilman Citro so moved, seconded by Commissioner Smith. Voice vote: motion carries unanimously.

IV. PUBLIC COMMENT (Timestamp 1:33:34) (30 minutes total, with up to 3 minutes per speaker)
Additional comments made via [Social Media](#) and [Email](#) can be found at the end of these minutes.

- Rick Fernandez – Out of Tampa Heights and is a Tampa Heights Civic Association member and Vice-Chair of the TPO CAC. Written comments have been submitted via email and additional verbal comments were made at the TPO Policy Meeting on May 11, 2022. It was asked that

the Public Participation Plan Effectiveness Report document be removed from the Consent Agenda and returned to the author(s) for correction/update where the DTI project is concerned. The CAC approved the report with the caveat that “The report needs to acknowledge the challenges over the last two years in communicating with the public about the design of the Downtown Interchange”. The request was made on May 4, 2022, and there has been no effort to supplement the report. It is not worthy of Consent Agenda treatment. The CAC has begun a review of the TIP draft. The three-lane movement making up the DTI Quick Fix are now on Table 1. The CAC has recommended that two of these lane movements be removed due to their impact on Tampa Heights. The third lane movement was the subject of a motion to strike in 2021 made by a TPO Board member. Suggests that that motion should be revisited in 2022. It was noted that if those that ran on the promise to fight the expansion of the interstate in the urban core of Tampa honor their commitments, this project can be stopped this year. There is also a matter of dedicated bus lanes on Florida Avenue and Tampa Street through a lane repurposing request from HART. Asks that this step be taken and that the dedicated lanes be included in the project descriptions for this year’s TIP in Table 1. They are currently not there. Referencing FPN #'s 511-7 & 511-8.

- Anthony Mangieri –A life-long resident of Hillsborough County, particularly the northwest area of the county. Explosive growth has put challenges on our local infrastructure. In the northwest county, Van Dyke Road between Dale Mabry and the Sun Coast Parkway, there has been explosive growth and land-use changes that have driven up traffic volumes to the point of needing additional lanes. These are needed for life safety for the hospital, the local fire station, and for the main hurricane evacuation route. There is a project on the books that was explored in 2014 with some funding and land acquisition for this expansion. That project has been continually delayed out to 2027 when the initial completion was scheduled for 2024. This is creating a life safety issue and this corridor has a high crash rate according to Hillsborough County Sherriff’s records. Are looking for some temporary, reasonable measures until the project can be moved forward. Is asking for further review of the timing of this project and some temporary engineering fixes for the short term.
- Lena Young Green – is continuing to request that Tampa Heights and the surrounding neighborhood be considered as further transportation decisions are being made. The community is back making the requests for consideration going into the TIP hearing in June. Ask that the impact of the extending roads and interstate lanes in our neighborhoods. It impacts us environmentally, socially, and in our health. Asked that Rick Fernandez’s presentation be supported.
- Mauricio Rosas – Emphasized what was said in the TPO Policy meeting earlier about land use. The county needs land use correction. If the current path is continued there will not be reasonable mass transit for the outer county. Segments D and E of the Green Artery have been funded but there is no record for construction dates. These projects are shovel-ready. Back to I-275; the underpasses at Osborne, Chelsea, and Floribraska are not uniform with MLK and Hillsborough Avenue. According to FDOT staff, the decision was arbitrary. All of those underpasses are constructed exactly alike. All of the underpasses in Ybor City and Westshore look the same. When

you go north, they don't look alike anymore. There is no placemaking, there is nothing identifying the area as East Tampa or Seminole Heights.

V. COMMITTEE REPORTS & ADVANCE COMMENTS (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff; Beth Alden, TPO Executive Director) (*Timestamp 1:44:38*)

A. CAC – Bill Roberts, CAC Chair (May 4, 2022 meeting)

- In-person quorum voted to allow virtual members to participate.
- Heard public comment.
- Took action on:
 - Approved FY 23 & FY 24 UPWP
 - TPO Apportionment Plan Draft, as recommended with a 10 – 4 vote. There was considerable discussion.
 - Public Participation Plan Measures of Effectiveness Report (2020-2021) – with the caveat that the report needs to acknowledge the challenges over the last two years in communicating with the public about the design of the Downtown Interchange
- The CAC has held two workshops in preparation for the upcoming TIP. Will be taking action at the June 4th meeting.
- The committee discussed the standards of conduct coming before the Board and support them.
- Heard status reports on: Live Grow Thrive Tampa Comprehensive Plan Update, TIP Priorities Update: Preliminary Draft

B. ITS – April 14, 2022 (Davida Franklin, TPO Staff)

- Approved Smart Cities Mobility Plan
- Heard status reports on
 - Regional ITS Architecture – FDOT Statewide and Regional ITS Architecture website
 - Low-Cost Air Quality Monitoring Pilot Study
 - FY 23 & FY 24 UPWP Preliminary Draft
 - Introduction to new TPO Studies

C. TDCB – April 22, 2022 (Davida Franklin, TPO Staff)

- Held annual workshop seeking public engagement on the Transportation Disadvantaged Program
- Approved CTC Trip and Service Rates for 2022/2023
- Heard status reports on
 - FY 23 & FY 24 UPWP Preliminary Draft
 - Introduction to new TPO Studies

D. TAC – May 2, 2022 (Davida Franklin, TPO Staff)

- Approved
 - FY 23 & FY 24 UPWP Approval
 - Public Participation Plan: Measures of Effectiveness Report (2020-2021) - Members commented that they liked that outreach is being tracked and evaluated and agreed that the engagement on the Non-Discrimination Plan was very effective.

- The TAC heard a motion to approve the Apportionment Plan as recommended but the motion failed to pass, therefore no action was taken. Comments included:
 - HCAA commented that you cannot compare Hillsborough to other MPOs because most airports are owned by the County. In examples where there is an independent authority, they have voting seats. For example, Orlando International Airport has a voting seat on the MetroPlan Board. HCAA representatives speak for the Board, not the CEO. HCAA has a unique perspective as a transportation operator and should retain a voting seat. The Port Authority agreed with HCAA and finds the proposed plan disturbing.
 - Planning Commission, Hillsborough County, and City of Tampa representatives abstained from voting since their Boards have not taken a position.
 - Status reports heard – Transportation Improvement Program (TIP) Priorities Update: Preliminary Draft; Live Grow Thrive Tampa Comprehensive Plan Update; HCAA is updating its Master Plan
- E. LRC – March 23, 2022** (Councilman Citro, City of Tampa and Davida Franklin, TPO Staff)
- Took action on
 - TPO Membership Apportionment Plan Draft – the LRC did not approve the staff recommendation, instead moved that the TPO Apportionment be left Status Quo.
 - Councilman Citro (noted LRC discussion on the Apportionment Plan) – noted that the LRC had a lengthy discussion about the make-up of the TPO Board. It was the decision, not unanimous, to keep it status quo. There was the consensus that two members need to remain on the Board, the Port of Tampa and the Airport Authority. These are two major entities that deal with transportation in the county. Also felt that because of major highways intersecting in the City of the Tampa and the number of fatalities in the City of Tampa and the number of bicycle and pedestrian crashes in the City of Tampa that there should be another representative from the City of Tampa.
 - Public Participation Plan Measures of Effectiveness Report was approved.
 - Comments on ETDM Project #14486 (US 301 from Moccasin Wallow Road to SR 674 – The LRC moved to submit the staff comments, comment from a member of the public on behalf of the Sundance Community, and additional comments made by the committee on the topics of rural context, wildlife crossings, safety, and a request to return to the committee at the design phase.
 - Heard status reports and updates on: FDOT District 7 Safety Program, FY23 & FY24 UPWP Preliminary Draft, Introduction to new TPO Studies, memo on Government in the Sunshine, Live Grow Thrive Tampa Comprehensive Plan Update.
- F. BPAC – April 27, 2022** (Davida Franklin, TPO Staff)
- Did not have a quorum and were unable to take action but provided some comments.
 - Action Items
 - Public Participation Plan: Measures of Effectiveness Report (2020-2021) – expressed their appreciation for the report and continued outreach.
 - TPO Apportionment Plan Draft – Members had several questions on the proposal:
 - Is there an issue with the current distribution?
 - Would this put the City of Tampa at a disadvantage? (It was pointed out that County Commission Districts also include cities.)

- Should the independent agencies be removed? Some members expressed that they provided value and expertise to the conversation.
- Several agency staff commented that they would abstain since their agencies had not yet taken a position.
- Heard status reports on the following: the City of Tampa MOVES and Vision Zero Action Plan, Introduction to New TPO Studies, Live Grow Thrive Tampa Comprehensive Plan Update

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

- Reviewed two items on the Consent Agenda – Smart Cities Mobility Plan Update and the Public Participation Plan: Measures of Effectiveness Report. The Policy Committee supported approving these items.
- Reviewed a preliminary draft of the TIP Priority List which will be at the public hearing in June. There were some comments that the staff will be addressing.

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

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

VI. PUBLIC COMMENT FEEDBACK (Secretary David Gwynn) and Discussion with the TPO Board (Timestamp 1:56:20) – Secretary Gwynn noted that FDOT will contact the contractors to make sure the dust mitigation is being handled appropriately. It was also noted that the underpasses are still in process and FDOT is continuing to work with the community and the city to make them as pedestrian-friendly and welcoming as possible. Not all of them will have the same treatment. Are working with the City of Tampa for the artwork. The dedicated transit lanes on Florida and Tampa; there is a BRT plan that will, hopefully, operate from downtown to USF with transit-only lanes in that corridor. The Tampa Heights Mobility Project has a lot of elements in it including fixing drainage in order to have bus-only lanes. It started in Pinellas County. FDOT wants to set these roads up for BRT or a premium transit option. Many people support transit but, many also oppose transit-only lanes when there is only one bus an hour or 30 minutes. PSTA has committed to running premium transit. FDOT is taking the stance that they want these projects to succeed. Noted that the way they fail is by converting the lanes too early when the premium service is not there. The roads are being set up to be ready for conversion. However, a premium transit service needs to be there.

Discussion:

The dust from the DTI construction public comment during the Policy meeting was brought up to Secretary Gwynn. The person who spoke got sick from it. Secretary Gwynn found out about that this morning. FDOT will be following up with the contractor as to why that is happening as the condition described is not supposed to. It was asked if there is screening in addition to water. The contractor is given a measure to meet. Will look at this further and address it.

The sloped walls under the underpasses open up the sidewalk but do not open up the perception of safety. Opening them all the way up is preferred and that was indicated by Commissioner Overman. It seems as though the smaller streets are not receiving the same treatments. It is important when

we receive public input to hear it. FDOT has its own communications plan. These may be different. It's important to partner and work together. On the major arterials, MLK and Hillsborough, the underpass sidewalks are going to be 30 feet wide whereas the sidewalks on the smaller streets will be 15 feet wide with enhanced lighting. It was asked that the sidewalks and flooding be addressed on Florida and Tampa Street; what would be the timeline and what would be the penalties if the dates are not met. The City of Tampa has been doing this work and it does not appear to have progressed in six months. Having that experience on these streets would be painful. The contractors have to pay when they go over time and FDOT may look into providing incentives for early completion. There is really no drainage in these areas now. FDOT partners with the city. The overall construction for the Heights Grant is about three years. The most points were given for the grant due to the resiliency measures to handle the stormwater. Heavy construction will likely be two years and expect it to begin in about a year. This project is fully funded.

A lot of concerns have been expressed at the meetings. Some of the vibrations that residents are experiencing and were concerned about were actually a combination of the DTI but also the City of Tampa Pipes Program going on at the same time in the same area.

It was noted that HART is working closely with FDOT to go through the process of dedicated bus lanes.

VII. CONSENT AGENDA *(Timestamp 2:20:16)*

A. Committee Appointments

- LRC – Emmeth Duran, as an alternate member, by Institute of Transportation Engineers.

B. Smart Cities Mobility Plan Update

C. Public Participation Plan: Measures of Effectiveness Report (2020-2021) – reviewed by committees

Motion to approve the consent agenda from Commissioner Kemp, seconded by Commissioner Overman. Voice vote, the motion passes unanimously.

ACTION ITEMS *(Timestamp 2:20:37)*

A. FY23 & FY24 Unified Planning Work Program Approval (Amber Simmons, TPO Staff) *(Timestamp 2:20:55)*

- 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:

The Hillsborough County Truck Plan, it was asked if it is making the funded list. It is in the second column of our Critical

Councilman Maniscalco moved to approve the FY23 & FY24 UPWP, seconded by Councilman Citro. Voice vote, motion passes unanimously.

B. TPO Apportionment Plan (Elizabeth Watkins, TPO Staff) *(Timestamp 2:2744)*

- 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.
- Summarized committee feedback from the TPO committees.

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

Draft: [TPO Apportionment Plan Draft](#)

Recommendation: Approve the TPO Apportionment Plan.

Discussion:

It was pointed out that 78% of MPO/TPOs similar to Hillsborough County have all elected officials. It was noted that the CAC, representing citizens, has recommended the plan. It was asked that everyone give extra thought to the Sunshine Laws and the inability to discuss topics that come to a vote on the TPO Board with agency experts. Non-voting members do not lose their ability to advise and influence the Board. The fact that Hillsborough County is an outlier in the state XXX. It was brought up that there is often a disconnect between land-use planning and transportation planning without having the entire BOCC on the TPO Board. In many jurisdictions, the municipality operates the Transit Authority. HART needs to be part of the planning and there is some hesitation about not having them on the Board. MPO/TPOs were set up by the federal government because communities were impacted by having major interstates going through the middle of them. The TPO gives the citizens a voice. The comparison was brought up with other regions in the state. It

was also noted that, currently, four out of five of the BOCC members on the TPO Board live in the City of Tampa. It was acknowledged that the citizens have the right to vote the members out if they are not representing them. The agencies were put on the TPO Board for their expertise. FDOT has a strong advisory role. The instance in Hillsborough County where the agencies are not managed by the county is rare.

It was noted in the statute that the TPO may include as part of its voting members, a member of statutory authority, an authorized planning board, an official of an agency that operates or administers a major mode of transportation, or an official of Space Florida. The other regions that have Port Authorities on their boards, those agencies are independent agencies in those counties. The Port Authority and Aviation Authority were created in 1945 by the legislature. The impact of these authorities represents the entire county. Port Tampa is the largest port in the State of Florida. They are very much responsible for transportation in the county. Their presence on the board ensures their planning and infrastructure improvements don't disparately impact the rest of the county and it is mutually beneficial. The I-4 connector is a prime example. There is a belief that there is too much emphasis on the representatives who are not elected officials. They are appointed by elected officials on the agency boards. If the members of this board do not act in a way that pleases their boards, they are held accountable. Excluding this representation removes the voice of major stakeholders in the county. It was noted that the only port represented on an MPO/TPO in the comparison list, Miami-Dade may be the only one close. Tampa Airport is the second largest in the country. This makes Hillsborough County an outlier by removing these transportation stakeholders.

It was noted that Hillsborough County is very different from the other MPO/TPOs being compared; Port Tampa Bay is expanding both in shipping and cruises; the Tampa Airport is a major US airport. Between the hours of 7A and 7P, the population of the City of Tampa doubles and are under-represented on the TPO Board.

Agency representatives are given direction from their Board of Directors on how to represent the agency and how to vote. Those Boards are made up of elected officials from the county and the city. Where the airport is concerned, 20 million travelers are represented. These travelers will not come back if they don't have good transportation experiences. There are also 17,000 employees being represented who have to get to work and back home. The sentiment is that the airport and the port are "great economic engines, you're off the Board, we don't want your vote." The airport built an automated people mover system to take cars off a congested roadway.

The agencies are supported by tax dollars. It is important that representation be on the board to keep continuity for long-range planning as elected officials won't be here. It was noted that in the land of politics, it is nice to have non-political voices once and add important perspectives. There are other boards in the county that makes important decisions about taxpayer dollars that are not made up of all elected officials such as Transportation Development and Tourism Development. It was brought up that the statute shows that it is intended to have non-elected officials on the MPO/TPO. All of the cities and counties around Florida are unique so having the Hillsborough TPO be different is not a bad thing; it reflects the county. The TPO Board is able to expand to 25 members and that would be a way to add elected officials to the TPO Board. Removing citizen voices would be unwise and does not meet the spirit of the statute.

Mr. Slater noted that he had not received direction from his board on this topic. However, he expressed that THEA reinvests 100% of its revenue back into the community, not just in roadways but in greenways, autonomous vehicle testing, and other technology testing. The objective should be to work together in a cooperative manner and an integrated manner.

It was noted that HART serves the entire county, and they are going through a transitional phase and looking at how best to utilize existing resources and attract new resources. The HART Board has engagement by elected officials and the monthly meetings are open to the public as well.

Commissioner Cohen noted that he received a letter from the Chair of the Hillsborough County Aviation Authority. [It was made available to the Board and is included at the end of the minutes.](#) It was stated that in order for there to be a change in the apportionment, there needs to be an agreement between the four municipalities, FDOT, and the Governor. Based on the discussion, the current plan does not have the support to pass and would likely not be supported by the Governor. Reservations were expressed during the Policy meeting about removing the Port Authority and the Aviation Authority. Elected officials that sit on agency boards have one vote on this board and do not have the ability to divide their vote. It was brought up that if it is the intent that more elected officials be added, that would be a compromised framework. That could be circulated to the local governments to see if there is support.

Commissioner Smith motioned to have staff take another look at the TPO Apportionment Plan and reconsider a plan that might adjust the representation of local governments based on representation while retaining the agencies; seconded by Councilman Maniscalco.

Discussion:

It was noted that the agencies are an integral part of the transportation system. The input is very valuable. It was noted that the increase in BOCC representation is based on population and not the variable population of a specific period of time or going beyond population trends versus importance.

Voice vote, motion passes unanimously.

C. Executive Director's Report (Cameron Clark, TPO Attorney) *(Timestamp 3:16:55)*

- Required by the MPO's agreement with the Planning Commission.
- Received numerous submittals from Board members; compiled them into an evaluation sheet that was submitted to the Board earlier. [\(Included after the minutes.\)](#)

Recommendation Action: To receive the evaluation.

Motion to approve from Mayor Ross; seconded by Mr. Lopano. Voice vote, motion passes unanimously.

VIII. STATUS REPORTS *(Timestamp 3:17:36)*

A. Tampa MOVES and Vision Zero Action Plan (Alana Brasier, City of Tampa) - deferred

- B. Bylaws Amendment: Code of Conduct** (Beth Alden, TPO Executive Director) *(Timestamp 3:17:44)*
- Required to be read in prior to action being taken.
 - Will be brought back as part of the Consent Agenda in June.
 - Would like feedback from the TPO Board.

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

IX. OLD & NEW BUSINESS - deferred

- A. **TPO Public Hearing June 8, 2022**, beginning at 6:00 PM.

X. ADJOURNMENT – The meeting adjourned at 11:58 AM

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

Social Media

Facebook

4/8

In a post on the Transit Now Tampa Bay Facebook page about technical issues with the Selmon Expressway beautification project

Christopher Vela:

It is important to note that after I did a half-hour report on the historic travesties of this project ALONE (no I275 and I4) the Hillsborough TPO still rolled with THEA over their expansion project. We deserve it. Until we get we get 100% new people in leadership.

In a post on the Transit Now Tampa Bay Facebook page about increasing pedestrian deaths

Christopher Vela:

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.”

In a post on the Transit Now Tampa Bay Facebook page about the I-75 PD&E study

Christopher Vela:

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



Hillsborough TPO

Transportation Planning Organization

Committee Reports

Meeting of the Intelligent Transportation System (ITS) Committee on April 14

The ITS held its election of officers. Margaret Kubilins was reaffirmed as the Chair, Brian Gentry as the Vice-Chair and Jeff Sims as the officer-at-large.

The ITS Committee approved the following action item:

✓ Smart Cities Mobility Plan

TPO staff presented the vision statement and the purpose of the Smart Cities Mobility Plan. There were primarily four tasks – Existing project inventory and the production of a factsheet booklet, comparison of Tampa Bay’s current deployments against the inventory and across peer metros, new ranking methodology for TIP prioritization and community outreach. Committee members discussed about the challenges including maintenance and funding investment. The committee approved the Smart Cities Mobility Plan and recommended to the TPO Board.

The ITS Committee heard status reports on the following:

- Regional ITS Architecture

FDOT Central Office and the consultant presented a review of the FDOT Statewide and Regional ITS Architecture website which is currently being updated. The website helps the stakeholders and agencies to access the inventory of existing and planned systems across the region, the project information flows and the functional requirements. The website will be available to the public once the update is complete.

- Low-Cost Air Quality Monitoring Pilot Study

TPO staff presented an update on the low-cost air quality monitoring pilot study that is being conducted in partnership with the USF College of Public Health, Hillsborough County EPC and FHWA. The areas identified as part of the pilot study were Sulphur Springs, VM Ybor, South Nebraska. Committee members raised question about moving to a larger project. The long-term goal was to develop methods to establish a larger community monitoring network and for them to monitor the quality of the air around them.

- FY 23 & FY 24 UPWP Preliminary Draft

Staff presented the UPWP Preliminary Draft, with a review of the budget and a summary of the FY 21 and 22 projects. The final UPWP will be approved by the Board in May.

- Introduction to New TPO Studies

A brief overview of the upcoming TPO projects was presented.

Meeting of the Transportation Disadvantaged Coordinating Board (TD) on April 22

The TDCB held its annual workshop seeking public engagement on the Transportation Disadvantaged Program.

The TDCB approved the following action item:

- ✓ Community Transportation Coordinator (CTC) Trip and Service Rates for 2022/2023

The TD heard status reports on the following:

- FY 23 & FY 24 UPWP Preliminary Draft
- Intro to New TPO Studies

The Executive Director of the Sunshine Line provided their bimonthly update. Sunshine Line is gearing up to provide transportation to the Tampa Heights Civic Association for their Water Safety Program for the summer as well as the HCSO Homeless initiative. They're also gearing up for the opening of three new Aging Services sites. Otherwise, they are operating at less than 50% capacity for drivers and are having significant challenges recruiting and retaining vehicle operators as a result of non-competitive wages. On-time performance is at 87.3% last month, the lowest it's been in many years. Saturday service is being phased out currently as a result of the driver shortage, and trips are being prioritized into essential and non-essential trips.

Meeting of the Bicycle Pedestrian Advisory Committee (BPAC) on April 27

The BPAC did not make recommendations on any action items due to lack of a quorum:

- Public Participation Plan: Measures of Effectiveness Report (2020-2021)
 - Committee members expressed their appreciation for the report and continued outreach.
- TPO Apportionment Plan Draft - Members had several questions on the proposal:
 - Is there an issue with the current distribution?
 - Would this put the City of Tampa at a disadvantage? (it was pointed out that County Commission Districts also include the cities)
 - Should the independent agencies be removed? Some members expressed that they provide value and expertise to the conversation.
 - Several agency staff commented that they would abstain since their agencies had not yet taken a position.

The BPAC heard status reports on the following:

- City of Tampa MOVES and Vision Zero Action Plan
- Introduction to New TPO Studies
- Live. Grow. Thrive. Tampa Comprehensive Plan Update

Livable Roadways Committee (LRC) on April 27

The LRC took the following actions:

- χ TPO Membership Apportionment Plan Draft – The LRC did not approve the staff recommendation, instead moved that the TPO Apportionment be left Status Quo.
- ✓ Public Participation Plan Measures of Effectiveness Report was approved.
- ✓ Comments on ETDM Project #14486 (US 301 from Moccasin Wallow Road to SR 674 – The LRC moved to submit the staff comments, comment from a member of the

public on behalf of the Sundance Community, and additional comments made by the committee on the topics of rural context, wildlife crossings, safety, and a request to return to the committee at the design phase.

The LRC heard status reports and updates on:

- FDOT District 7 Safety Program
- FY23 and FY24 UPWP Preliminary Draft
- Introduction to new TPO Studies
- Memo on Government in the Sunshine
- Live. Grow. Thrive. Tampa Comprehensive Plan Update

Meeting of the Technical Advisory Committee (TAC) of May 2

The TAC approved the following action items:

- ✓ FY 23 & FY 24 UPWP Approval
- ✓ Public Participation Plan: Measures of Effectiveness Report (2020-2021) - Members commented that they liked that outreach is being tracked and evaluated, and agreed that the engagement on the Non-Discrimination Plan was very effective.
- χ The TAC heard a motion to approve the Apportionment Plan as recommended but the motion failed to pass, therefore no action was taken. Comments included:
 - HCAA commented that you cannot compare Hillsborough to other MPOs because most airports are owned by the County. In examples where there is an independent authority, they have voting seats. For example, Orlando International Airport has a voting seat on the MetroPlan Board. HCAA representatives speak for the Board, not the CEO. HCAA has a unique perspective as a transportation operator and should retain a voting seat. The Port Authority agreed with HCAA, and finds the proposed plan disturbing.
 - Planning Commission, Hillsborough County, and City of Tampa representatives abstained from voting since their Boards have not taken a position.

The TAC heard status reports and announcements on:

- Transportation Improvement Program (TIP) Priorities Update: Preliminary Draft
- Live. Grow. Thrive. Tampa Comprehensive Plan Update
- HCAA is updating its Master Plan (<https://www.tampaairport.com/tpa-master-plan>)

Meeting of the Citizens Advisory Committee (CAC) of May 4

The CAC approved action items:

- ✓ FY 23 & FY 24 UPWP
- ✓ TPO Apportionment Plan Draft, as recommended by the Policy Committee
- ✓ Public Participation Plan: Measures of Effectiveness Report (2020-2021) – with the caveat that the report needs to acknowledge the challenges over the last 2 years in communicating with the public about the design of the Downtown Interchange.

The CAC heard status reports on:

- TIP Priorities Update: Preliminary Draft
- Live. Grow. Thrive. Tampa Comprehensive Plan Update



Asphalt Art Safety Study

Historical Crash Analysis and
Observational Behavior Assessment at
Asphalt Art Sites

April 2022

**Bloomberg
Philanthropies**

**Sam
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Table of Contents

Executive Summary	6
1. Introduction	8
1.1 Study Goals and Objectives	10
1.2 Literature Review	11
2. Historical Crash Analysis	12
2.1 Background and Scope	12
2.2 Crash Data Sources	12
2.3 Site Selection Criteria	13
2.4 Summary of Study Sites Selected	14
2.5 Improvements at Study Sites	15
2.6 Historical Crash Data Analysis Methodology	16
2.7 Historical Crash Analysis Results	18
2.8 Discussion of Historical Crash Analysis Results	22
3. Behavioral Observational Assessment	26
3.1 Background and Scope	26
3.2 Methodology	26
3.3 Observation Sites and Analysis Periods	31
3.4 Behavioral Assessment Results	38
3.5 Discussion of Behavior Assessment Results	42
4. Conclusion/Next Steps	44



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:

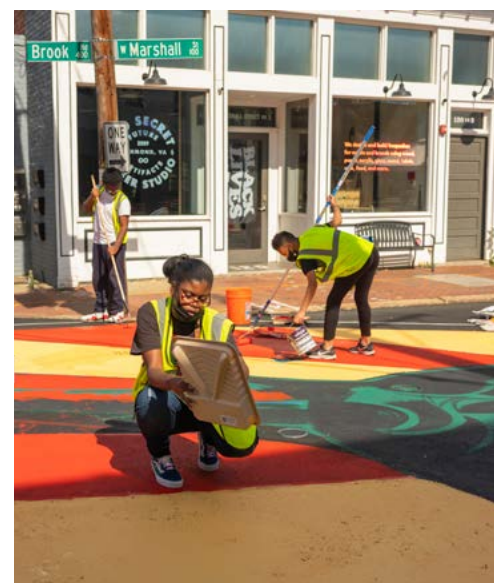
- » 50% decrease in the rate of crashes involving pedestrians or other vulnerable road users
- » 37% decrease in the rate of crashes leading to injuries
- » 17% decrease in the total crash rate

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 2019.¹ 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

¹ 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	Pincrest	FL	Killian Dr & SW 67th Ave	Suburban	Intersection-Signal
6	Pincrest	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%
TOTAL	17	100%

Table 3: Study Sites by Setting

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

Table 4: Study Sites by Facility Type

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

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
COMBINED SITES		#	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
AVERAGE			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%
AVERAGE SITE			48.3	32.9	13.7	9.2			
AVERAGE OF TOTAL CRASH RATES (ALL SITES)							3.44	2.84	-17.3%
AVERAGE OF TOTAL CRASH RATES (EXCLUDING HIGH AND LOW SITES)							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%
AVERAGE SITE			48.3	32.9	13.7	9.2			
AVERAGE OF VULNERABLE USER CRASH RATES (ALL SITES)							0.26	0.13	-49.6%
AVERAGE OF VULNERABLE USER CRASH RATE (EXCLUDING HIGH AND LOW SITES)							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%
AVERAGE SITE			48.3	32.9	13.7	9.2			
AVERAGE OF INJURY CRASH RATES (ALL SITES)							0.88	0.56	-36.5%
AVERAGE OF INJURY CRASH RATE (EXCLUDING HIGH AND LOW SITES)							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)	Total	821	560	233	157	3.41	3.36	-1.2%
	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)	Total	710	502	163	80	2.75	1.91	-30.6%
	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%
Total	17	3.41	3.36	-1.2%	0.19	0.13	-32.3%	0.88	0.60	-31.6%

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%
TOTAL	17	3.41	3.36	-1.2%	0.19	0.13	-32.3%	0.88	0.60	-31.6%

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%
TOTAL	17	3.41	3.36	-1.2%	0.19	0.13	-32.3%	0.88	0.60	-31.6%

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%
Combined (Average Rate)	17	3.41	3.36	-1.2%	0.19	0.13	-32.3%	0.88	0.60	-31.6%



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

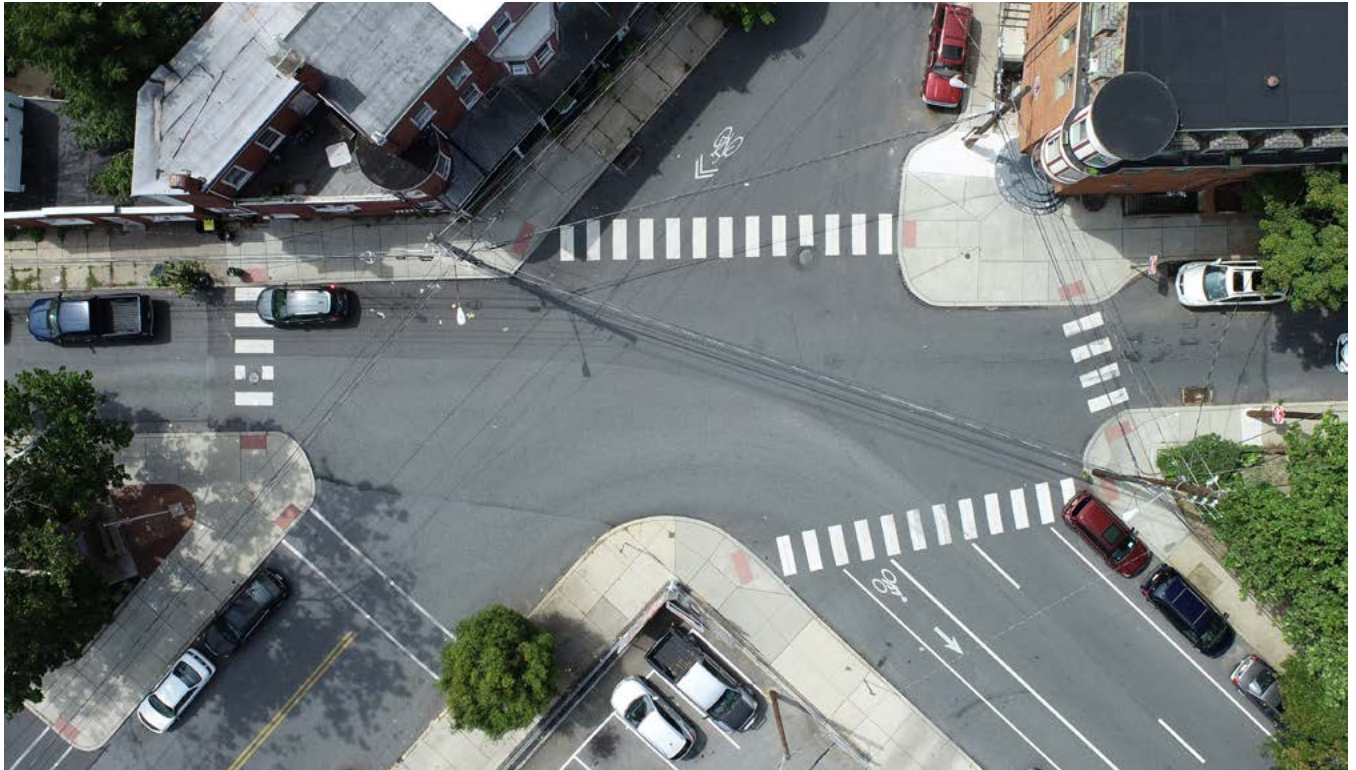


Figure 13: Lancaster, PA - After





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	Total Pedestrian Crossings	1,035	-	1,050	-	-
	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	Total Pedestrian Crossings	325	-	319	-	-
	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	Total Pedestrian Crossings	1,360	-	1,369	-	-
	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	Total Pedestrian Crossings	301	-	215	-	-
	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	Total Pedestrian Crossings	287	-	372	-	-
	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	Total Pedestrian Crossings	253	-	308	-	-
	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	Total Pedestrian Crossings	841	-	895	-	-
	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	Total Pedestrian Crossings	2,201	-	2,264	-	-
	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	Crossings w/ Vehicle Present	50	-	38	-	-
	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	Crossings w/ Vehicle Present	26	-	30	-	-
	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	Crossings w/ Vehicle Present	36	-	93	-	-
	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%
Aggregated for Unsignalized Sites Combined	Crossings w/ Vehicle Present	112	-	161	-	-
	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	Total Crossings	1035	-	1050	-	-
	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	Total Crossings	325	-	319	-	-
	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	Total Crossings	1360	-	1369	-	-
	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	Total Crossings	301	-	215	-	-
	Crossing Outside of Marked Crosswalks	Not Available	Not Available	Not Available	Not Available	Not Available
Pittsburgh, PA	Total Crossings	287	-	372	-	-
	Crossing Outside of Marked Crosswalks	28	9.8%	23	6.2%	-36.6%
Lancaster, PA	Total Crossings	253	-	308	-	-
	Crossing Outside of Marked Crosswalks	42	16.6%	64	20.8%	+25.2%
Aggregated for Unsignalized Sites	Total Crossings	841	-	895	-	-
	Crossing Outside of Marked Crosswalks	70	5.1%	87	6.4%	+23.5%
Aggregated for Observational Sites Combined	Total Crossings	2201	-	2264	-	-
	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

Presentation to Florida MPOAC - F&RC Passenger Rail Workshop

April 27, 2022

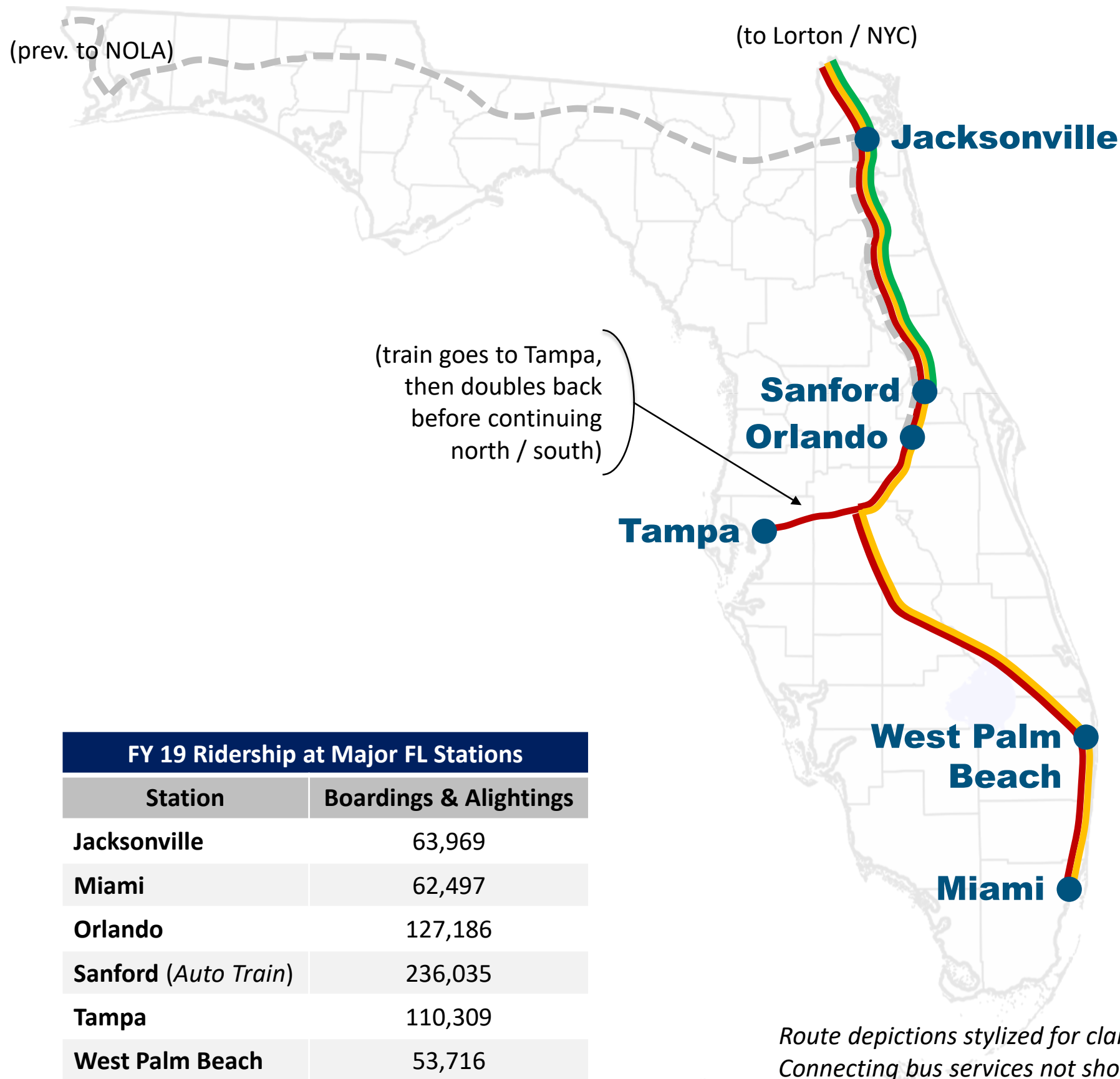
What Is Amtrak?

- 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

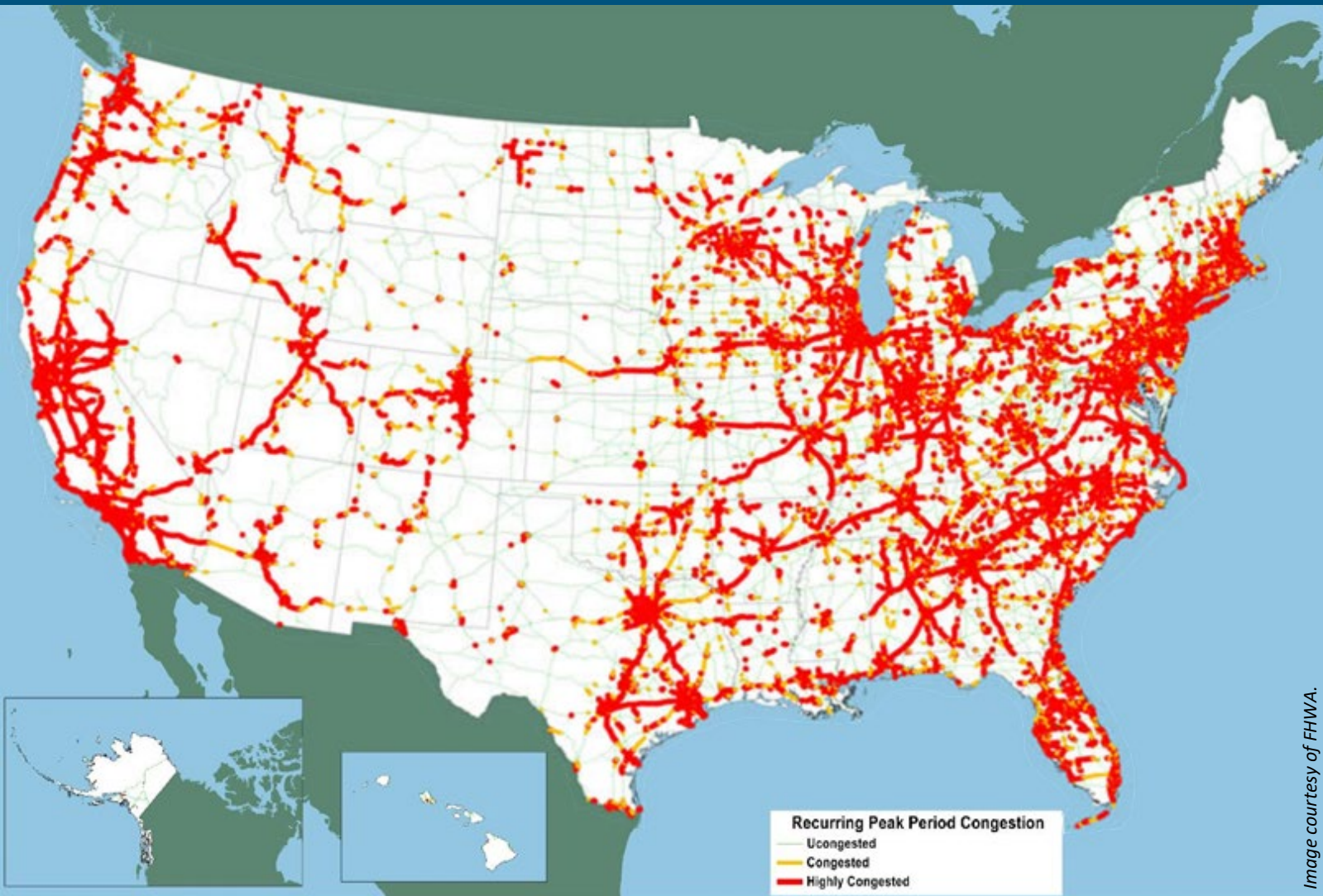
- **Amtrak Connects US (ACUS)** is Amtrak’s **vision** for growing rail service in currently unserved and under-served communities across America, in close partnership with states and other stakeholders.
- The proposal calls for expanding service in dozens of high-potential “corridors”: relatively densely-populated 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?

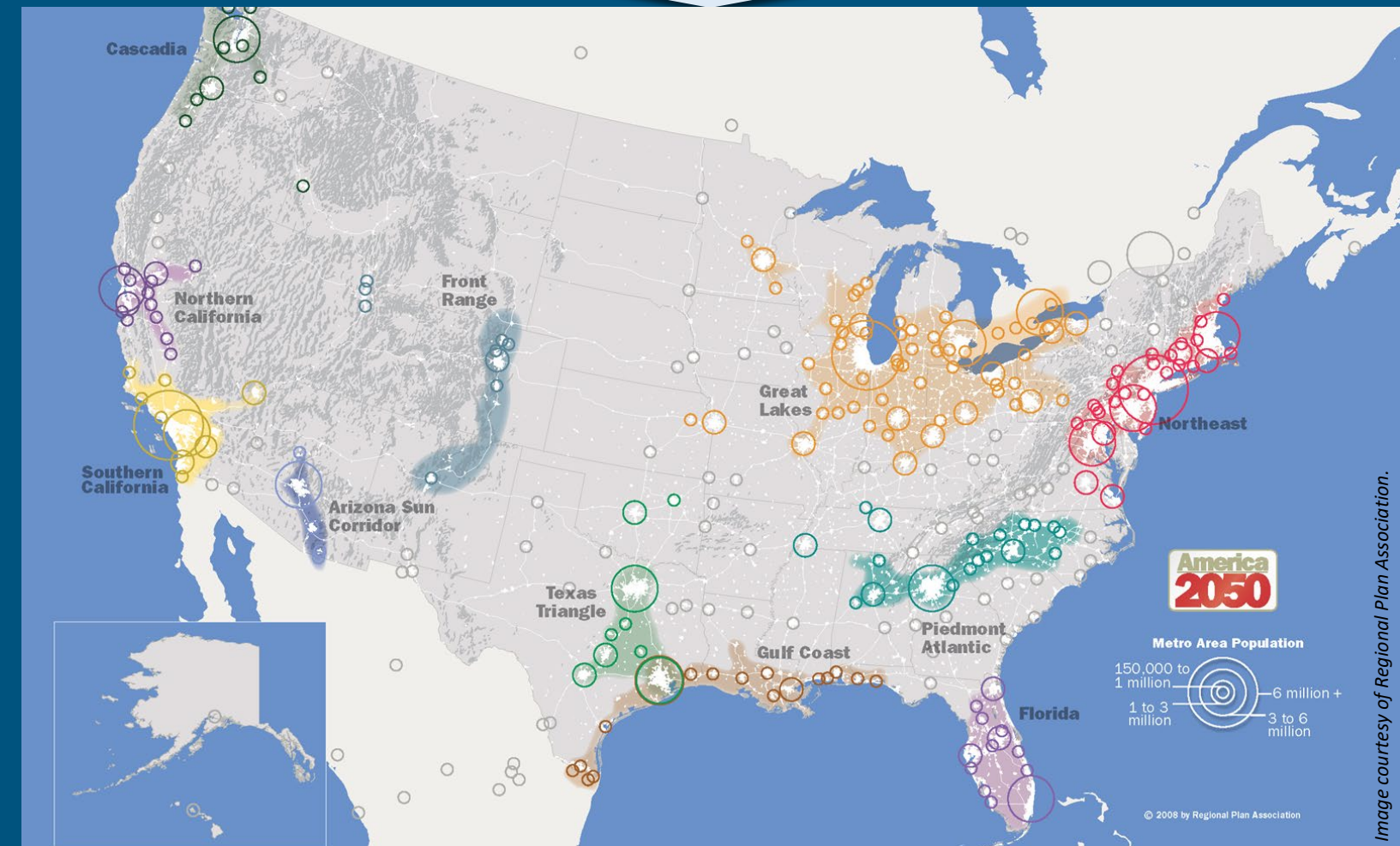


Population Shifts

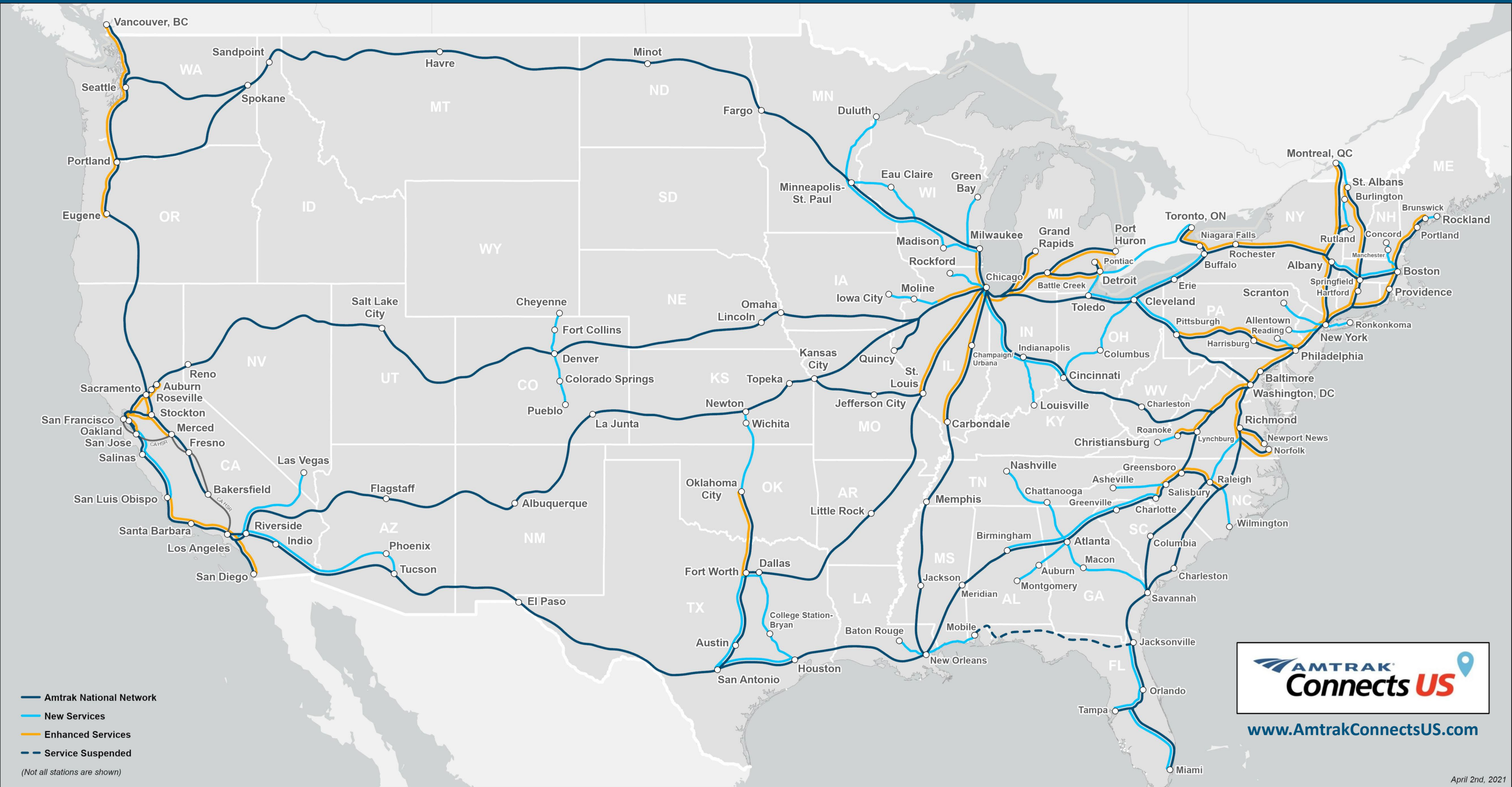
The U.S. population is increasingly concentrated in megaregions—densely-populated city-clusters that can be efficiently served by intercity passenger rail. Yet Amtrak’s network looks much the same as it did in 1971. **As a result, there is a mismatch between large, growing populations and sparse, infrequent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

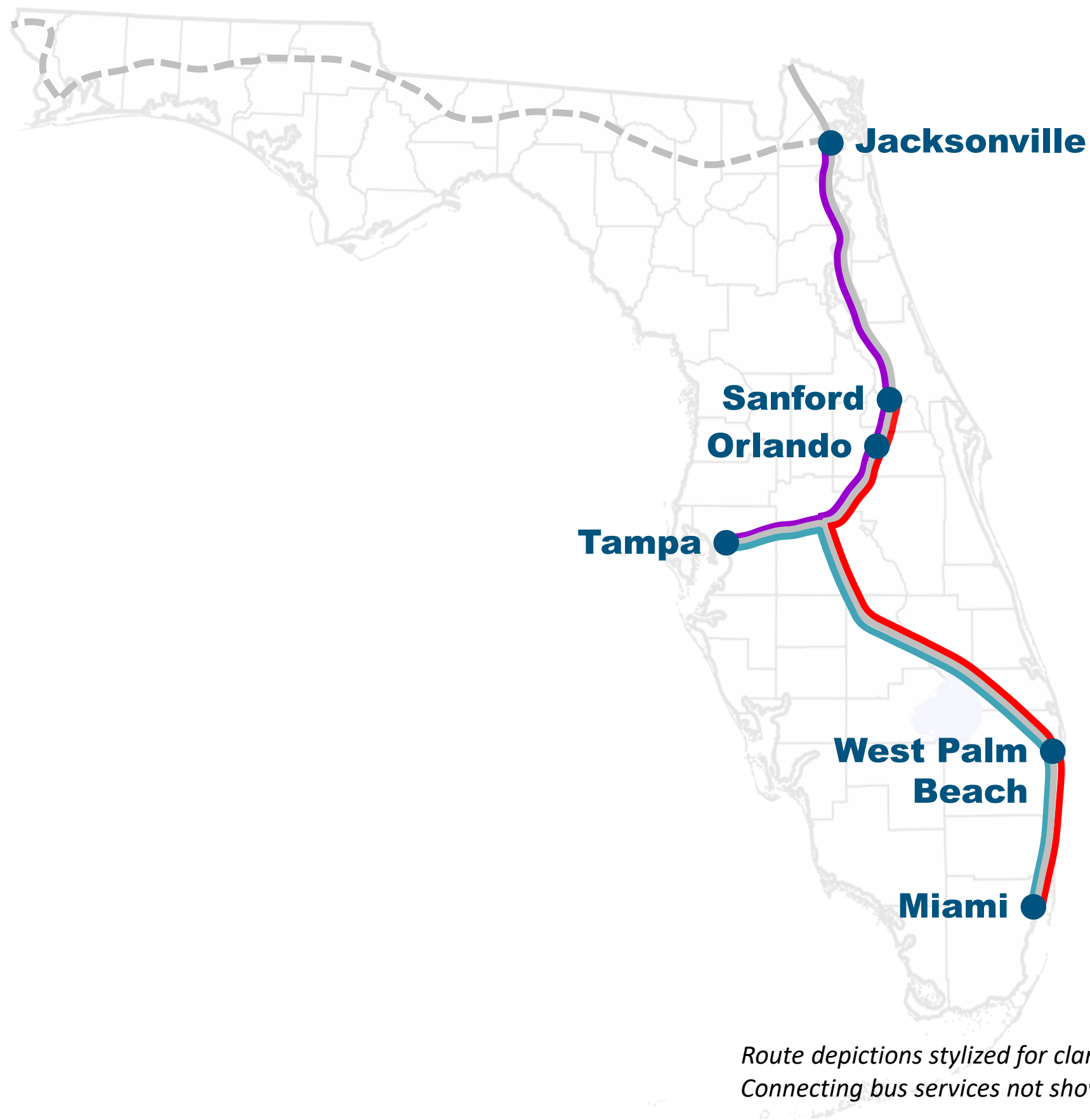


Amtrak's Vision for Corridor Development



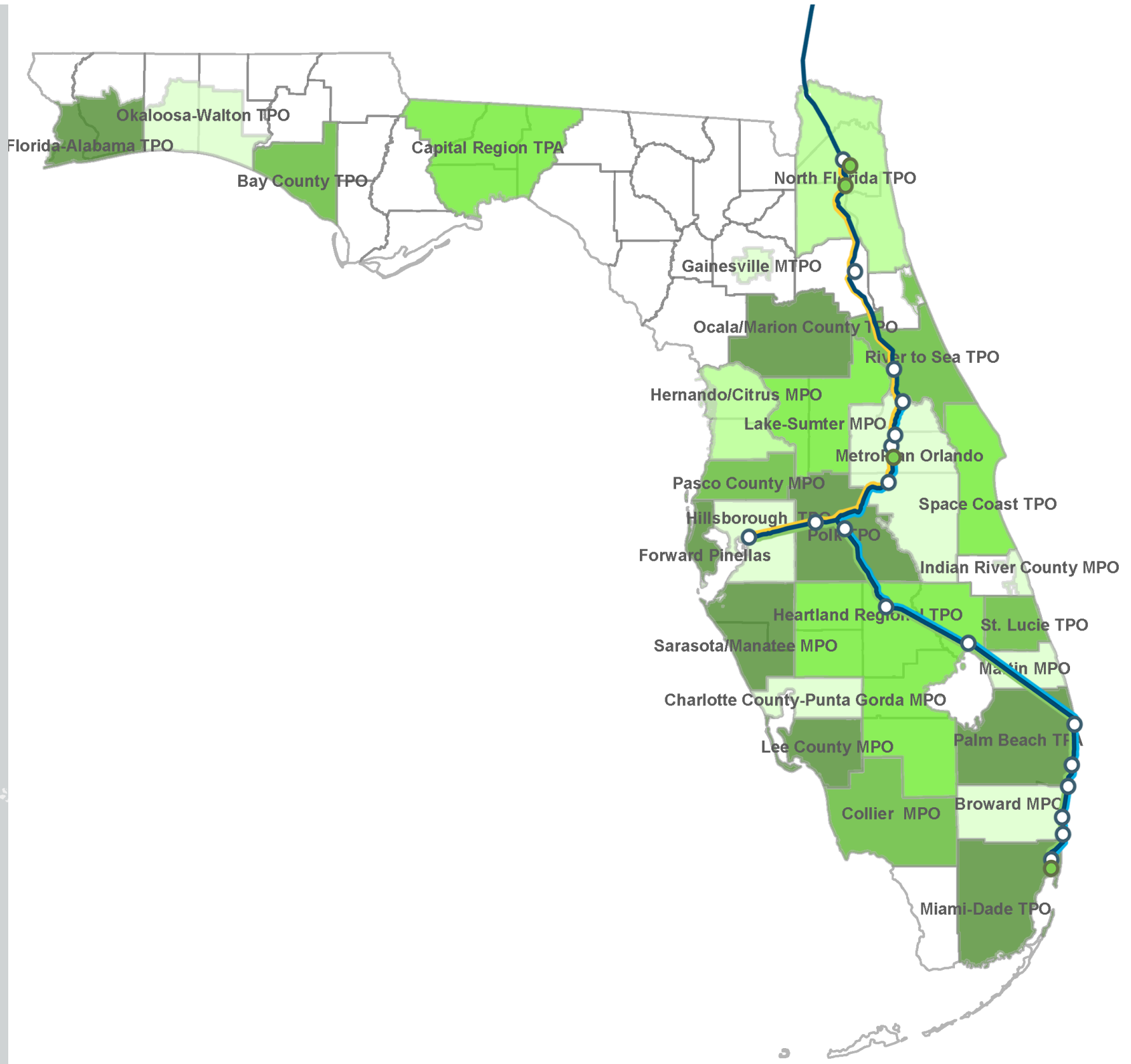
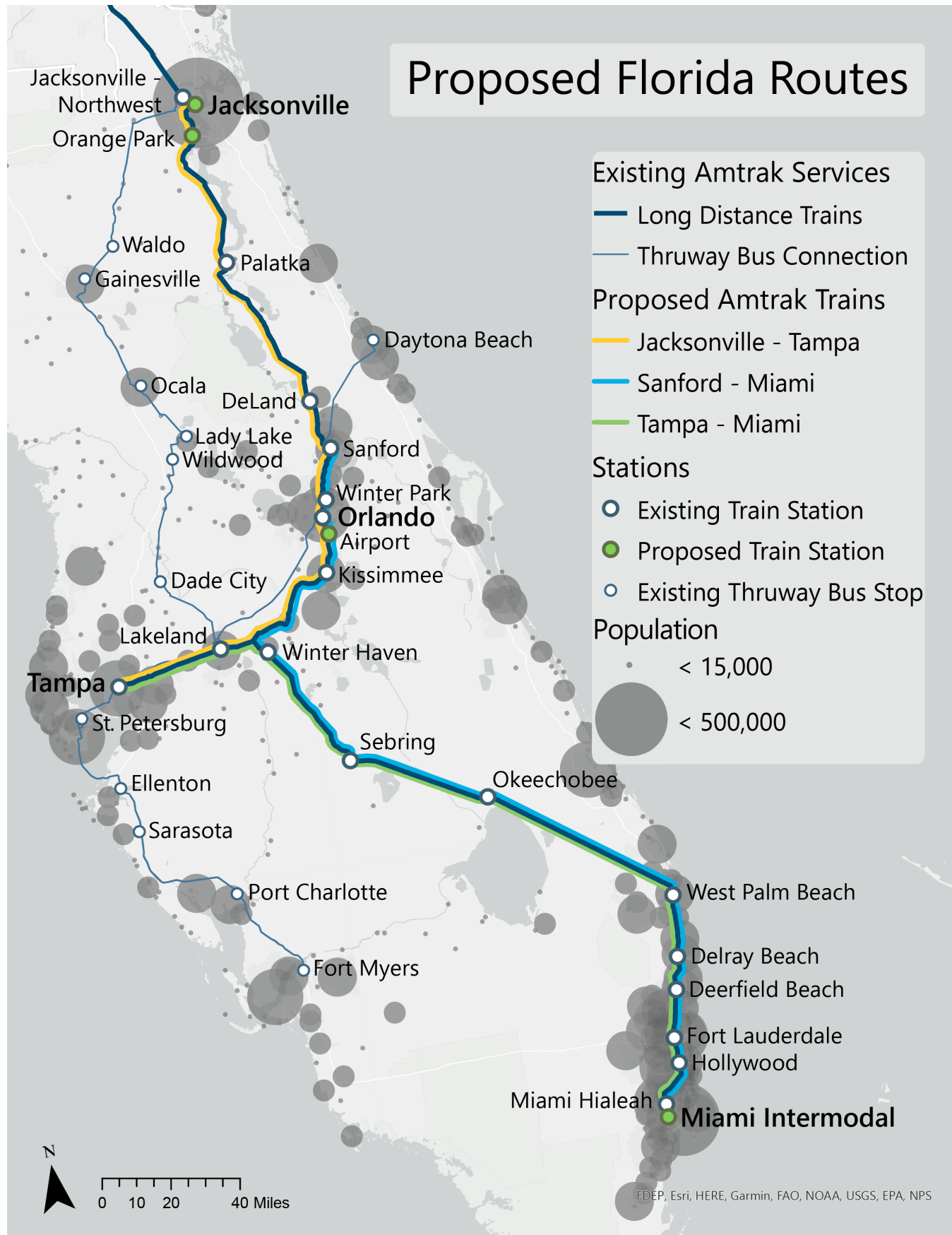
Map is for illustrative purposes only, and depicts one of many possible scenarios for what service could look like in 2035. Amtrak remains interested in working with any state that wishes to expand service.

Amtrak Connects US: Possible Florida Routes

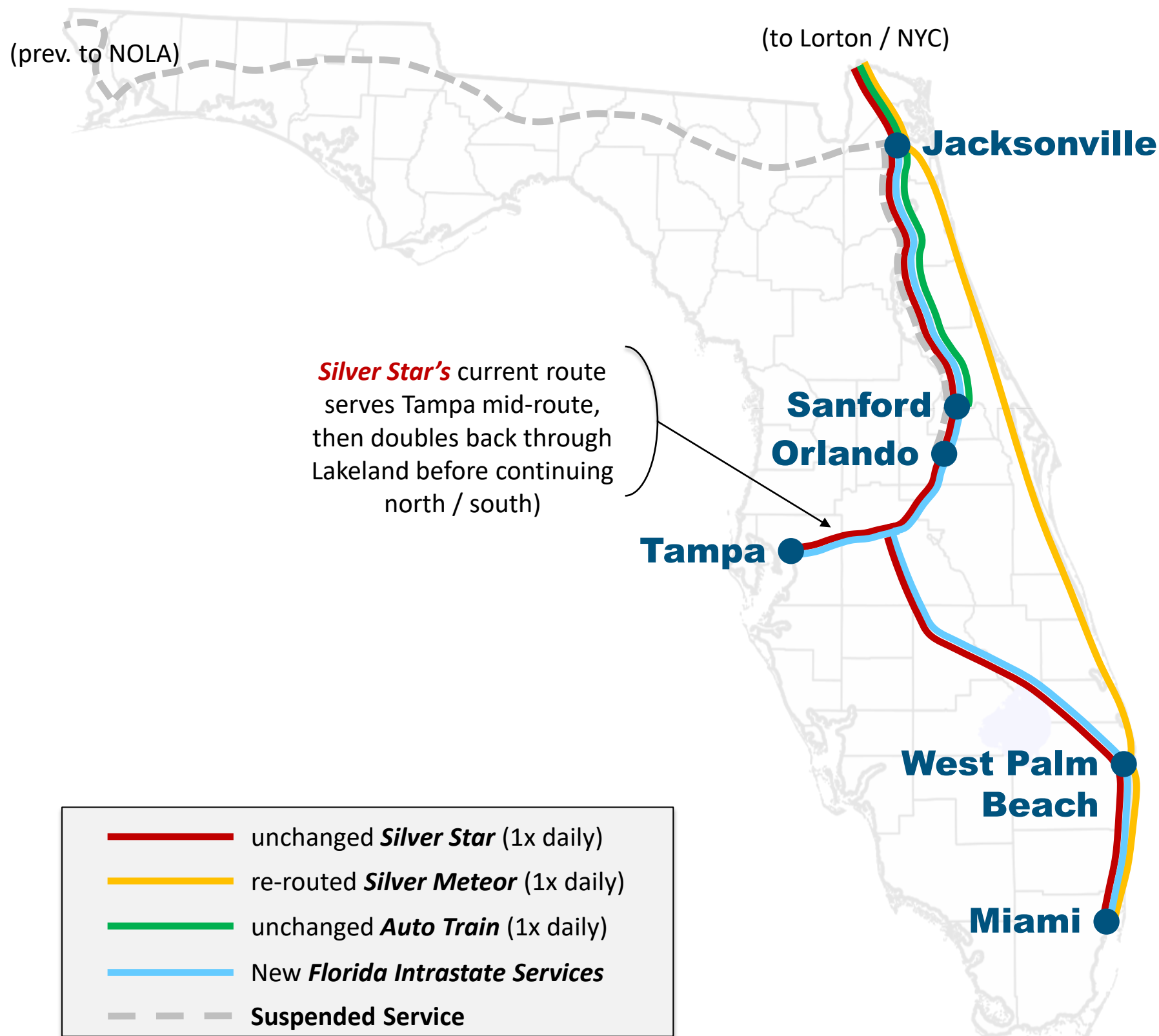


- If supported by FRA and state of Florida, ACUS proposal would provide **new, dedicated corridor rail service linking Florida metro areas** along three routes:
 - **Tampa – Orlando – Jacksonville**
2+ RT/day Jacksonville – Tampa
4+ RT/day Sanford – Orl.—Tampa
 - **Tampa – Miami**
3+ RT/day
 - **Sanford – 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



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):

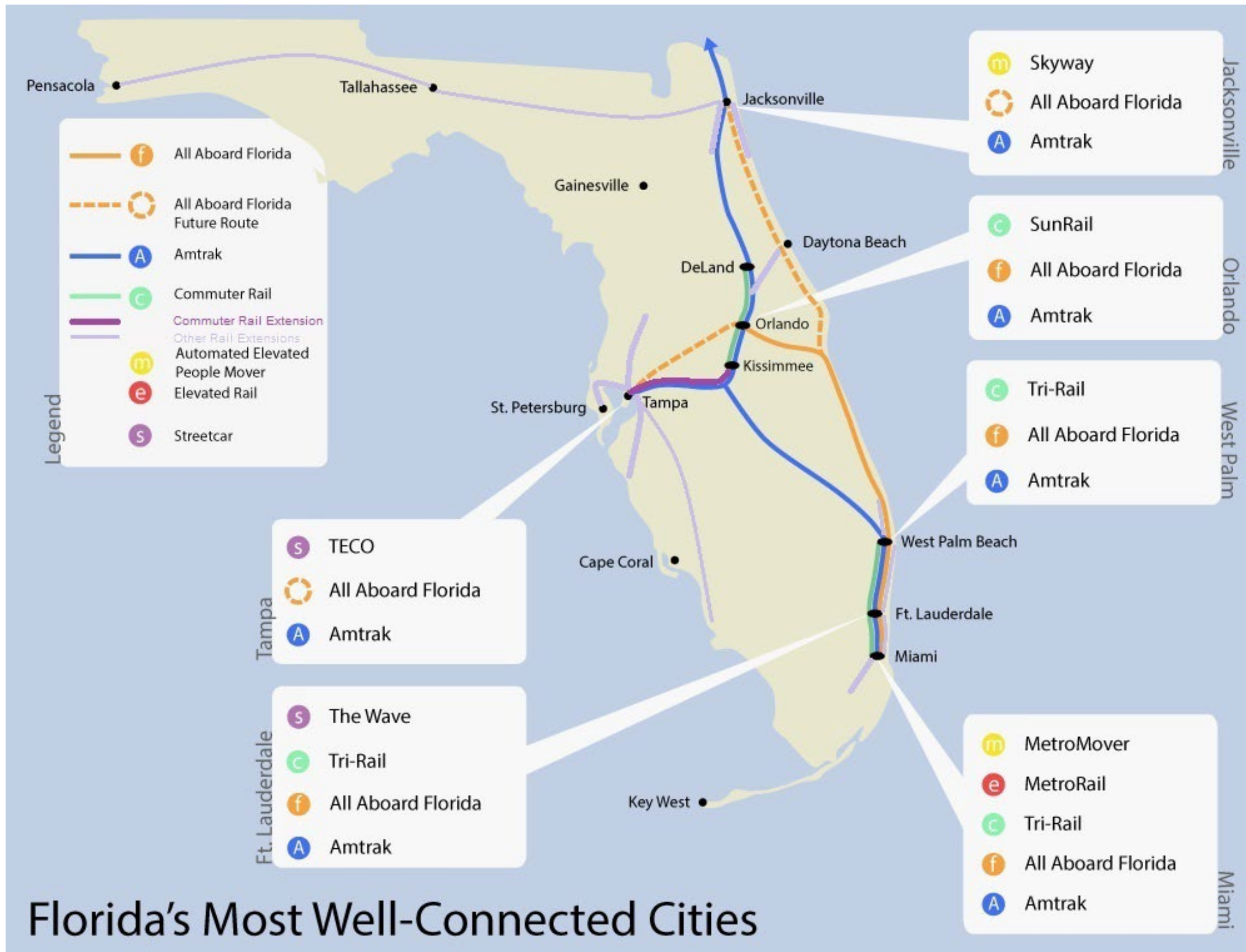
- The route of the NY-Tampa-Miami *Silver Star* remains unchanged.
- The NY-Miami *Silver Meteor* reroutes to the Florida East Coast Railway (parallel to I-95), returning to its present route in West Palm Beach. This route shortens NY-Miami trip times by over two hours.

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.

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

Future Options for Intercity/Regional Rail Expansion



Florida's Most Well-Connected Cities

