2050 LRTP
Needs Assessment for Equity

2050 Plan Ingredients

Revenue Forecast – Estimated value, thru 2050, of existing funding streams & potential local-option revenue sources

**Needs Assessments** – *including cost estimates, performance forecasts, and performance-based prioritization*

➢ Congestion Management & Crash Mitigation – safety treatments and traffic flow treatments

➢ Good Repair and Resilience – Pavement, bridge, & transit vehicle maintenance, stormwater systems expansion and vulnerable road hardening
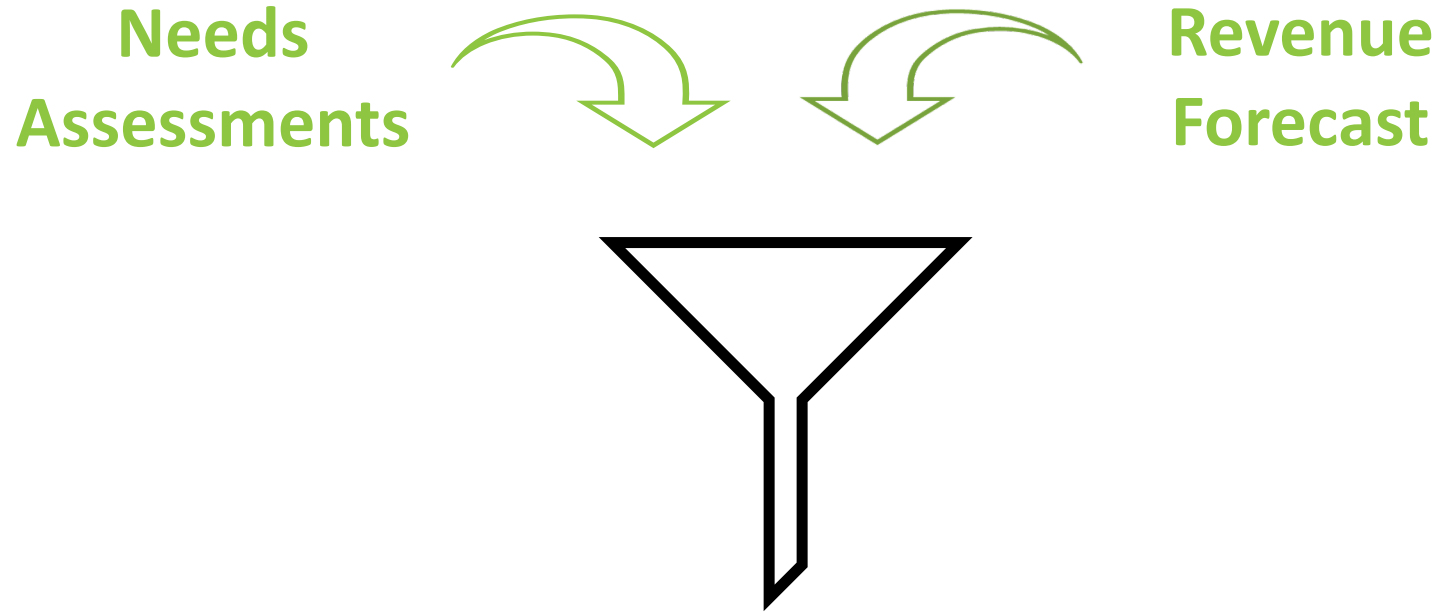
Needs Assessments (cont'd)

➢ Real Choices When Not Driving – Bus and circulator services, paratransit/TD services, trails and side paths separated from motor vehicle lanes

➢ Major Investments for Economic Growth – New or wider highways/ major roads, separated grade interchanges, fixed-guideway transit including BRT, rail, ferry

➢ Goods Movement & Truck Routes – Major projects as well as lower-cost traffic flow treatments focusing on freight flows

➢ Equity – Safety treatments, Good Repair & Real Choices projects to address sub-par infrastructure and public health in underperforming areas
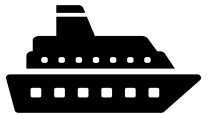
The 2050 Plan: Putting the pieces together

Needs Assessments

Revenue Forecast

Various scenarios using revenue sources ("cost feasible scenarios")

Public input

Board consideration of preferred scenario

What is an Equity Needs Assessment?

- Uses **data** and **community input** to identify existing **barriers** in the **transportation system**

- **Synthesizes** this data into LRTP **performance measures** to be included in the 2050 update

- Provides a list of **projects** and **goals** to achieve through transportation planning, specifically focused on **removing** these **barriers**

- Encompasses a methodology **consistent** with **Federal** guidelines for funding
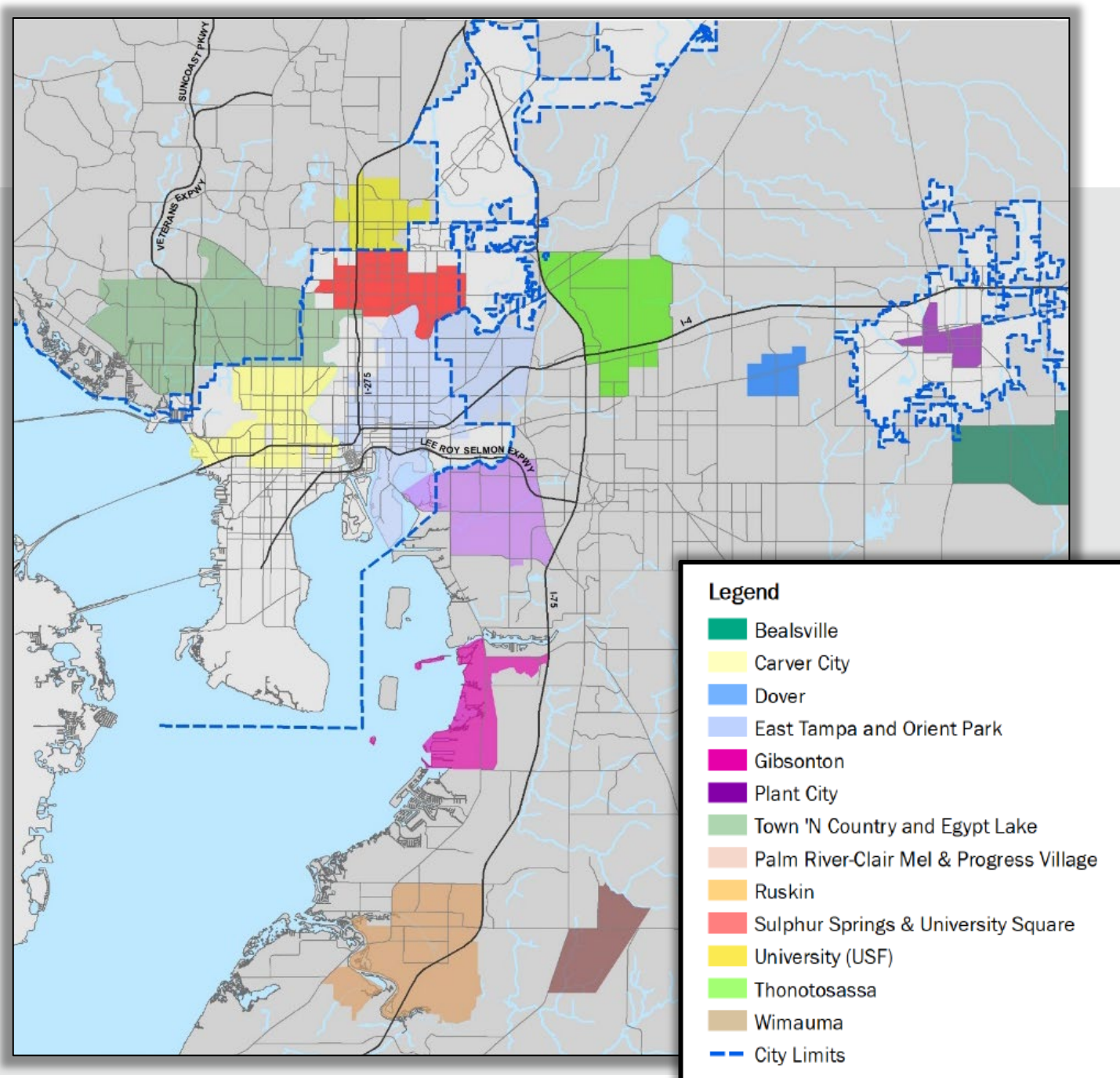
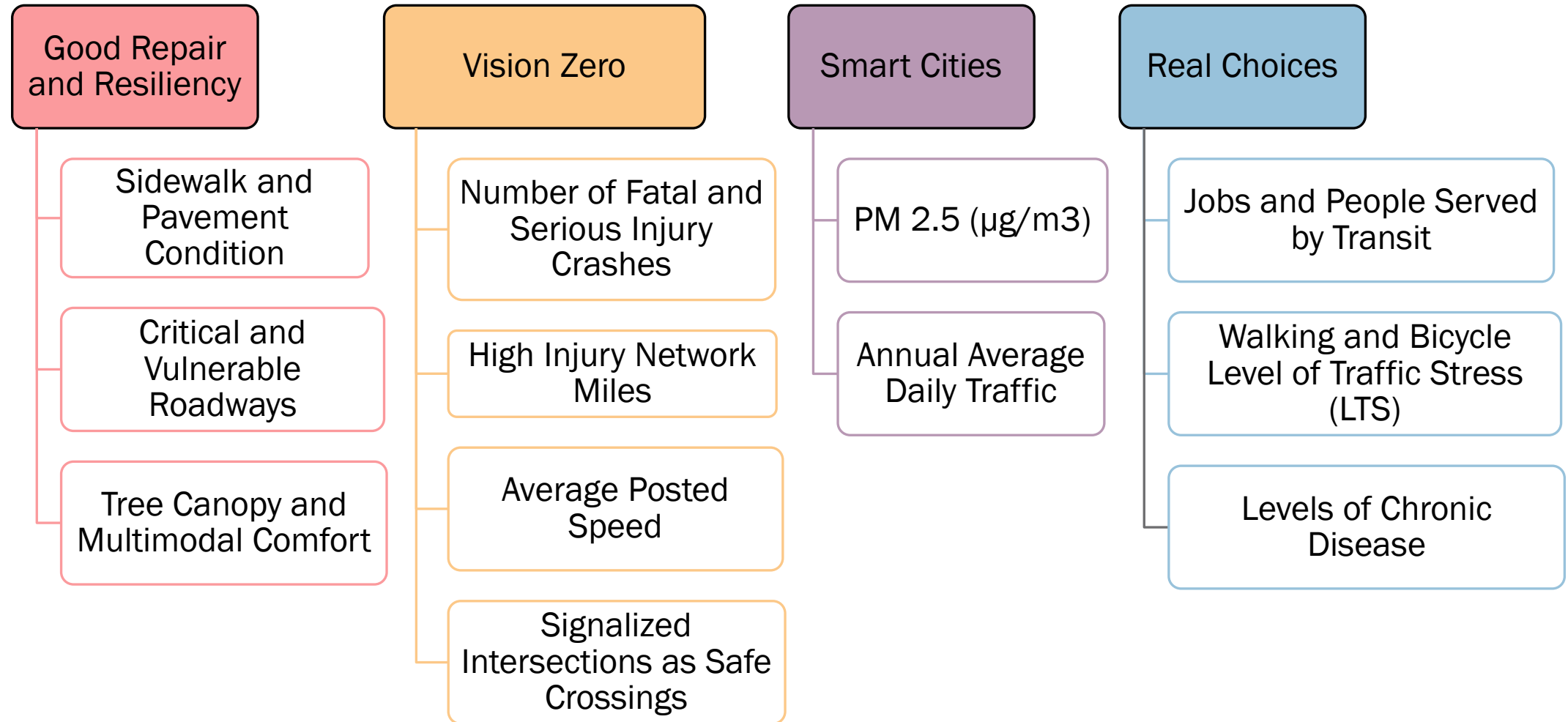# How is an Equity Needs Assessment Conducted?

1. Identify the **Transportation Disadvantaged Target Areas**

2. Analyze existing transportation disparities:

   • Geographic data and GIS modeling

   • Task Force Input

3. Generate project recommendations and costs to incorporate into the Long Range Transportation Plan (LRTP)

Transportation Disadvantaged Target Areas

- Defined Transportation Disadvantaged Areas
  - Federally defined Environmental Justice Areas
  - TPO Nondiscrimination Plan
  - Consultation with local governments and agencies

Legend
- Bealsville
- Carver City
- Dover
- East Tampa and Orient Park
- Gibsonton
- Plant City
- Town 'N Country and Egypt Lake
- Palm River-Clair Mel & Progress Village
- Ruskin
- Sulphur Springs & University Square
- University (USF)
- Thonotosassa
- Wimauma
- City Limits

Data Overview

Good Repair and Resiliency
- Sidewalk and Pavement Condition
- Critical and Vulnerable Roadways
- Tree Canopy and Multimodal Comfort

Vision Zero
- Number of Fatal and Serious Injury Crashes
- High Injury Network Miles
- Average Posted Speed
- Signalized Intersections as Safe Crossings

Smart Cities
- PM 2.5 (µg/m3)
- Annual Average Daily Traffic

Real Choices
- Jobs and People Served by Transit
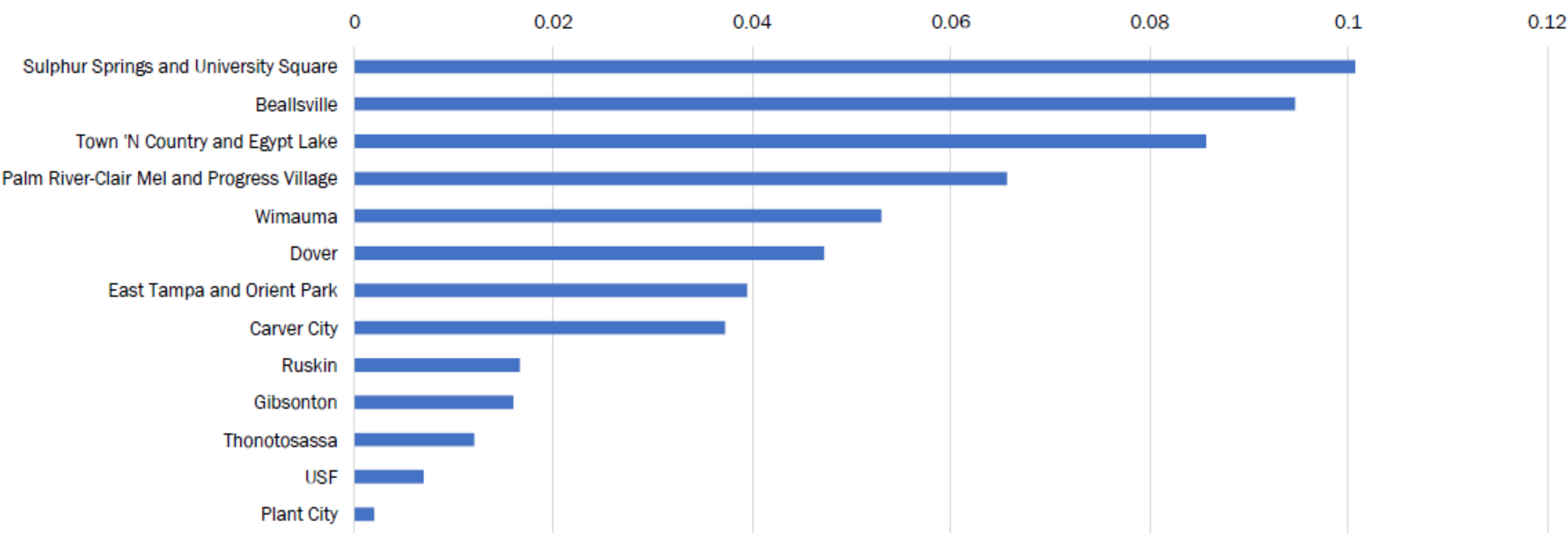- Walking and Bicycle Level of Traffic Stress (LTS)
- Levels of Chronic Disease

TDTA Areas Ranked by TDTA Disparities

Mean % Change Across All Performance Measures (Weighted)

Project Recommendations

❑ Recommended projects close critical infrastructure gaps in each TDTA

❑ Roughly 1,300 miles

TDTA	Bicycle Lanes (Assumed done via resurfacing)	Resurfacing	Sidewalk Build	Tree Canopy	Total Cost
Bealsville	5.62	6.01	10.59	3.00	$ 15,006,530
Carver City	59.19	1.99	45.95	41.00	$ 80,680,992
Dover	1.47	4.22	3.91	0.00	$ 7,383,408
East Tampa and Orient Park	129.65	8.37	130.34	47.00	$ 174,023,581
Gibsonton	9.85	4.08	13.79	1.50	$ 17,530,680
Palm River- Clair Mel and Progress Village	31.13	30.58	51.40	13.00	$ 76,820,221
Plant City	7.56	0.00	5.52	4.65	$ 10,378,544
Ruskin	16.16	18.48	27.39	11.00	$ 43,954,788
Sulphur Springs and University Square	43.31	0.32	16.66	31.00	$ 57,975,584
Thonotosassa	19.65	12.60	27.87	11.00	$ 41,081,477
Town 'N Country and Egypt Lake	79.33	77.63	100.95	56.00	$ 198,239,435
USF	15.91	9.95	17.62	13.00	$ 33,720,560
Wimauma	0.00	3.78	2.08	2.13	$ 5,429,330

Results

Study Recommendations

Corridor Safety Studies

- *Granular and individual studies are needed to mitigate safety hazards along the roadway, particularly those along the High Injury*

Multimodal Healthcare Access

- *Enhancing access to healthcare facilities through various transportation modes by integrating walking, biking, and public transit*

Transit Improvements in Underserved Areas

- *Enhancing transit services in areas currently lacking such options will provide support for more convenient and efficient transit solutions*

Trail Studies

- *Trail Studies provides the opportunity to assess existing and potential trail networks for expansion*

Recommended Action:

Approve the 2050 Long Range Transportation Plan Needs Assessment for Equity and forward approval to the TPO Board

Thank you!

Connor MacDonald Planner | Hillsborough TPO
macdonaldc@plancom.org
(813) 946 5334

Riva Heinrich, Planner | Kittelson & Associates
rheinrich@kittelson.com
(813) 556 6974