Palm River

WALKABLE COMMUNITIES STUDY

Hillsborough County Florida

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EXECUTIVE SUMMARY

Walkable Communities:

A 20-Minute Neighborhood Pilot Project

COUNTYWIDE ANALYSIS

The Palm River 20-Minute Neighborhood Pilot Project takes this nationally renowned and well researched approach to community planning and applies it here in Hillsborough County. The 20-Minute Neighborhood concept provides residents with the infrastructure necessary to access many of their daily needs within a safe and comfortable 20-minute walk or bike ride from their home. It is a way of framing policy decisions that puts people first and emphasizes safety. The goal is to provide safe travel options, while also supporting infill development and redevelopment. The benefits of a 20-Minute Neighborhood extend beyond access to goods and services - it strengthens a sense of community and wellbeing.

Combining elements from various best practices and peer community success stories, staff identified what a 20-Minute Neighborhood would look like implemented in Hillsborough County. To further narrow down the appropriate location for a pilot project, staff performed a GIS analysis in communities throughout the county to select the best location. After thorough analysis and research, detailed in Appendix A, the Palm River Community was selected for the pilot project based on existing land uses and infrastructure, as well as demographic characteristics.

RESEARCHING BEST PRACTICES

Once the location was determined, County staff worked with a consultant to further define a plan for a 20-Minute Neighborhood. As part of their scope of work, the consultant was asked to research other successful projects in other parts of the country (found in the attached document starting on page 4). Overall, the key findings included an emphasis on prioritizing pedestrians and the quality of life for residents by providing amenities such as shaded parks and walkways, diverse businesses, and pedestrian and bicycle infrastructure. Research showed that community engagement also played a part in these communities' successes, and working with neighborhood leaders to complete "near-term, quick-win" projects helped the overall plan gain momentum.

ESTABLISHING A BASELINE

An analysis of the existing conditions established a baseline for the Palm River Community in terms of demographics, connectedness, readiness, and economic vitality. Through this analysis, staff was able to garner a better understanding of how the community has grown in recent years and how it is expected to grow in the future.

The analysis included a look into the demographics of the community, and how those residents currently interact with their built environment. Staff investigated multiple data points, including poverty levels, median income, commute statistics, home ownership, and health-related information (full analysis can be found starting on page 67). This research provided insights into the quality of life in the area, while identifying concerns to potentially improve life for residents. A map index (starting on page 74) visualizes various data layers that could impact a community, such as destinations and local businesses, large job centers, the existing bicycle and pedestrian network, the gaps in that network, and speed limits. The maps focused on where improvements to safety could be made, especially around areas with multiple key destinations such as at the intersection of Palm River Road and South 78th Street. The population assessment also showed that compared to Hillsborough County overall, the Palm River Community area had a higher proportion of Hispanic or Latinos. This helped staff to tailor community outreach, where a Spanish translation was always provided.

DEVELOPING A FRAMEWORK

Upon completion of the existing conditions analysis, County staff and the consultant team then began developing a framework for a 20-Minute Neighborhood for the Palm River pilot project area, as detailed in the attached document. This framework was designed so it could be replicated in other parts of the County. Using information gathered throughout the outreach process and the existing conditions analysis, it identifies challenges to overcome, elements of a 20-Minute Neighborhood that prioritize actions to help address those challenges, and key metrics to measure success.

The framework (starting on page 108 of the report) identifies the main challenge for 20-Minute Neighborhoods as the disconnect between amenities located in the neighborhood, and the mobility network that connects people to them. A community may have many destinations that people want to go to but may not have the appropriate mobility network to do so, or there could be adequate infrastructure in a neighborhood with nowhere desirable to walk or bike. Another challenge is that the infrastructure that is currently available is insufficient or dangerous, causing residents to not want to walk or bike.

To address these obstacles and to achieve the goal of a safe and healthy community, the framework details the "7 Elements of a 20-Minute Neighborhood" (shown in the graphic here). Potential projects and actions were evaluated to see how well each action incorporates the desired elements. Proposed projects were also prioritized and placed into time frame categories, including 'quick wins' to garner momentum and support that focused on safety and community identity, 'short term adjustments' that may require more funding, and 'long-term improvements' that will continue to address concerns on a larger scale in the future. Once identified and prioritized, the projects were each given measures of success to determine how well they are furthering the goals of the 20-Minute Neighborhood, as detailed on page 114. Multiple buildout scenarios were also tested to assess the impact projects would have on mode choice. The full project list and prioritization can be found starting on page 134.

CONNECTING BACK TO THE COMMUNITY

Overall, the attached framework plan furthers implementation of the Community Plan that was developed by residents. As part of the Community Plan's vision statement and concept map, the intersection at Palm River Road and 78th Street, where the 20-Minute Neighborhood will be centered, is identified as a community node that should provide "services and recreational opportunities to the Community".

The Community Plan goes on to describe how development in the area should utilize "smart growth and new urbanism techniques" that will not "negatively impact the characteristics of existing residential core neighborhoods". This 20-Minute Neighborhood framework takes those ideas into account and focuses on building the connections that would allow for this type of desired development without changing or diminishing the character of what's already there and important to the residents. The concept pushes important topics that the Community Plan lists as goals and strategies to the forefront, such as accommodating all modes of transportation by "providing safe and functional infrastructure", improving roadway safety with "safe travel paths to schools, parks and public service sites", and supporting "compatible densities and intensities at appropriate locations". In this way, the 20-Minute Neighborhood Framework is an ideal planning tool to implement the Community Plan's expressed goals to achieve their vision.

7 Elements of a 20-Minute Neighborhood



BLOCK DEVELOPMENT
Addresses the overall form of buildings, building placement, and parcel density.



MOBILITY NETWORK
Connects multimodal systems via safe, efficient, and accessible routes.



PROXIMITY AND DIVERSITY OF USES
Encourages neighborhood-based trips to support community needs.



WATER MANAGEMENT
Utilizes necessary stormwater areas for multi-benefit public space and connectivity.



GREEN AND PUBLIC SPACES
Provides places for people to meet and interact to enhance quality of life.



INSTITUTIONAL ANCHORS
Preserves neighborhood culture and history while supporting the current community.

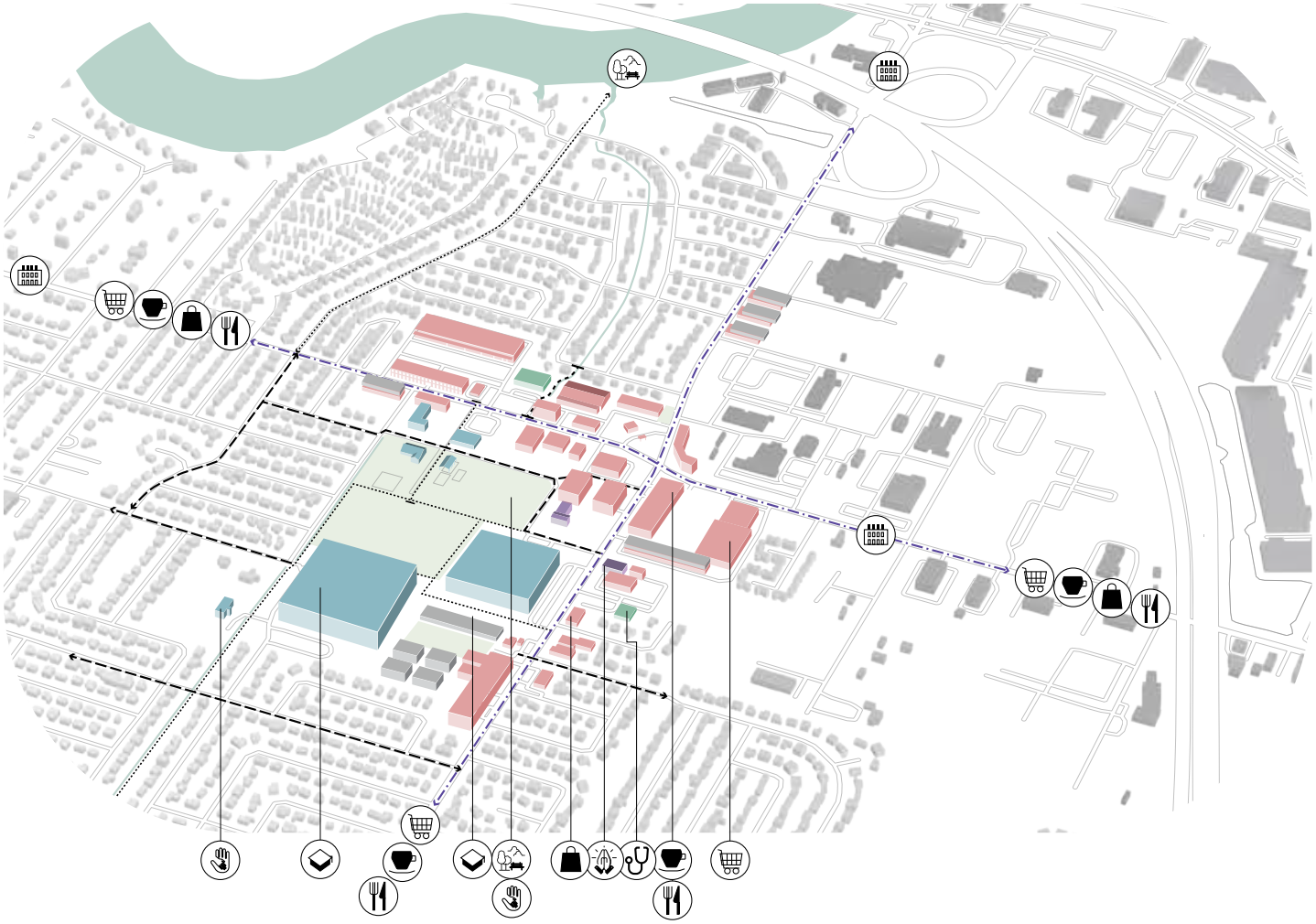


NEIGHBORHOOD STABILIZATION
Supports residents to stay and benefit from improvements.

Community & Infrastructure Planning Department, 2024

Hillsborough County Florida

the 20-Minute Neighborhood Pilot: Palm River



Hillsborough County Florida

UNIVERSITY of SOUTH FLORIDA
College of The Arts
School of Architecture & Community Design
Florida Center for Community Design & Research

the 20-Minute Neighborhood Pilot: Palm River

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20-Minute Neighborhood Framework

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Introduction (Making the Case for 20-Minutes)

The idea is fairly straightforward; residents should be able to access the majority of their daily activities, needs, amenities within a comfortable 20-minute walk or bike ride. It is a way of framing policy decisions that puts people first. And given the diversity of needs within and between community nodes, it is a concept flexible enough to be replicable and helpful across the County's diverse array of neighborhoods. It can be applied to existing and new communities. And it has shown to be an effective tool, when applied comprehensively to implement a community's specific and geographically diverse priorities and equity needs.

The implementation strategy must be rooted in the principles of neighborhood characteristics, needs, and community goals.

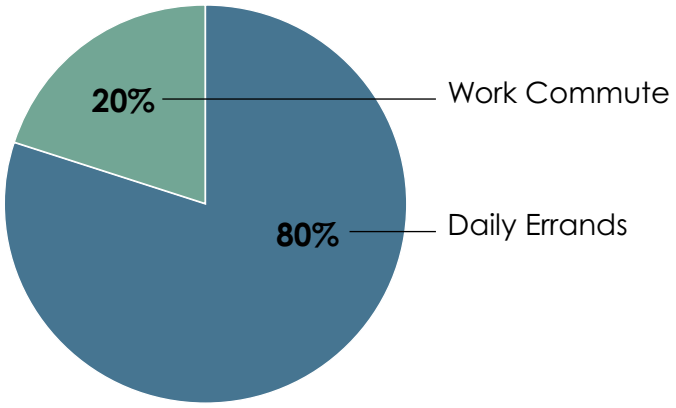


Image: Most daily trips are to run errands (80%) and typically occupy smaller, local streets. Only 20% of trips are for commuting, most typically on high speed thru-roads.

What components make up a complete, 20-Minute, Neighborhood?

While evaluating the walkability, or completeness, of a neighborhood it is important to itemize and locate the amenities that someone might want or need to access - and then to evaluate the ease in which they can access those amenities. To do this, the typical strategy is to use the walk (1 mile radius) or bike access shed (3 mile radius); to assess what and who can access their wants and needs (daily errands). As with any community-specific solution, the realities of safe, connected, and convenient walk/bike infrastructure is critical. Neighborhood components should reflect the identity, needs, and desires of the population it serves.

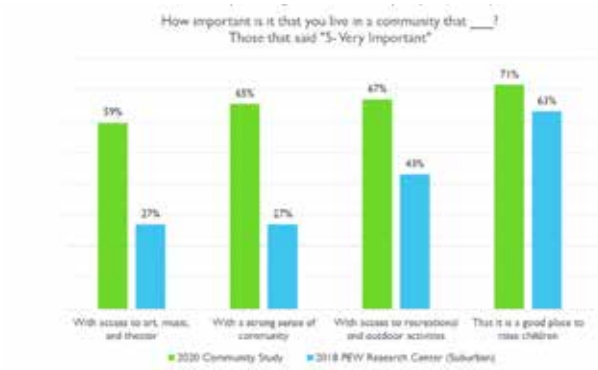


Image: Sustainable Growth Study Findings Presentation (2021). County residents want a strong sense of community, a good place to raise children, and access to the arts and natural/outdoor activities, more so than the typical surburban response (PEW Research Survey).

The following pages will provide an overview of:

- lessons learned from other communities,
- existing county policy and local conditions,
- a proposed framework for a Countywide approach to implementing the 20-MInute Neighborhood, and
- Recommendations for the Palm River Pilot.



Image: Walking and Biking Access Shed. Hillsborough County Complete Streets Guide.

Best Practices

Overview & Key Findings

As with any new concept, the team relied on lessons from other's experiences to develop the 20-Minute Neighborhood Implementation Framework. The following pages are a high level overview of national policies, strategies, and implementation successes/challenges that relate to Hillsborough County.

Key Findings

- Prioritize pedestrians.
- Prioritize the quality of life for the local and existing community.
- Neighborhoods with clusters of highly diverse amenities reduce the need to make multiple trips. Multi-stop trips can be accomplished in one comfortable outing.
- Greenways and shaded parks, connected by uninterrupted safe and comfortable pedestrian/bike infrastructure, is a common component of complete neighborhoods and quality of life improvements.
- Walkable neighborhoods have the potential for increasing public health and equity.
- Displacement is a genuine concern, that must be addressed before it happens.
- Neighborhood and the corridor redevelopment can be an effective tool to manage growth and resources.
- Phasing has proven to be useful for testing and refining design ideas/changes.
- Near-term, quick win, strategies are a good way to gain momentum but they need to be paired with a longer-term implementation plan that reflects the community's goals.
- Orlando demonstrated economic gains after improving the pedestrian experience along a commercial corridor.
- While some communities are no longer utilizing the 20-minute neighborhood concept, the same components (Detroit) apply neighborhood-specific redevelopment.
- Find champions, local residents and organizations, who will keep the neighborhood engaged and activated.
- Focus on existing communities. Services and maintenance are more cost effective than the creation of new communities. The Urban Service Area can be a stronger tool for growth management when paired with clear infrastructure prioritization.
- Form based code can be an effective tool to require more walkable environments.
- "Plans are limited to City facilities and infrastructure and do not directly deal with missing private sector services and amenities" (Ottawa Baseline Report).
- Creativity and perseverance pay off.

Reviewed:
- Healthy Commercial Corridors (ULI)
- Displacement Mitigation Strategy (Residential)
- Displacement Mitigation Strategy (Commercial)
- 20-Minute Neighborhood Framework in Action - Eugene
- 15-Minute Neighborhood Framework Policy Integration - Ottawa

OVERVIEW

The following pages represent an overview of a number of reports, through the lens of Hillsborough County's 20-Minute Neighborhood Pilot Project and Policy Framework. The analysis provides a high level overview as well as an examination of relevant items to Hillsborough County and to Greater Palm River Area.

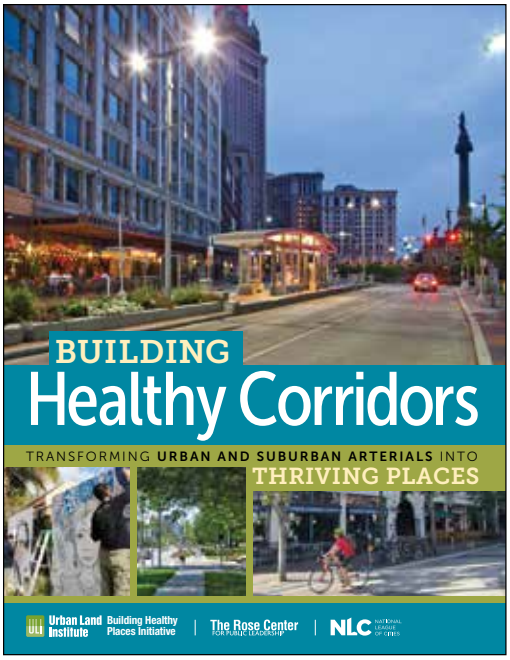
The ULI Healthy Commercial Corridors Report provides a review of a number of different corridor redevelopment projects. Examples represent car-centric commercial corridors that were failing economically and/or to provide a safe and healthy environment for their residents. While contextually different, the examples are relevant to Hillsborough County's car-centric streets and block development. The report outlines strategies and lessons learned - but stops short of examining policy frameworks or priorities that supported the physical implementation. It recommends implementing a Health in all Policies approach toward healthier and more inclusive environments, but does not go into detailing the ways in which planning frameworks can ensure equity as an outcome of investing in commercial corridors. Municipal investment in public space and various modes of transportation, in tandem with partnerships for economic development and diversifying housing options.

Displacement Mitigation Strategies are explored for Austin, TX and Miami, FL which are both experiencing high levels of economic displacement and gentrification. These reports discuss strategies for protecting existing community members as private and public investment result in higher cost of living and entrepreneurship. Strategies underscore the importance of developing a comprehensive plan to protect housing and businesses before displacement pressures become insurmountable.

The long-term impact of a 20-Minute Neighborhood Assessment and Framework is demonstrated by Eugene, Oregon. Eugene has utilized the 20-Minute Framework as an integral part of its land use and mobility policy for over a decade and can be used as a learning lesson for macro and micro organizational successes. Has the concept helped move Eugene closer to having 90% of its residents living within a 20-minute walk or bike ride of daily needs and amenities? Have residents been able to stay and thrive in the neighborhoods they call home? Can the impact of this policy be measured by GHG emission or VMT reduction?

In contrast to Eugene, Ottawa, Ontario has recently integrated the 15-Minute Neighbourhood concept into its growth management strategy. The city has developed an intensive citywide assessment that utilizes an urban transect to develop focus areas and an investment strategy that supports place-specific policy. The framework is new and yet to be tested, but the process was well documented and relevant to Hillsborough County - specifically by specifying work to the gradient between urban to rural infrastructure and priorities.

ULI Building Healthy Commercial Corridors



Source: Urban Land Institute. (2016). Building Healthy Corridors: Transforming Urban and Suburban Arterials into Thriving Places.

The Healthy Corridors concept is similar in many ways to that of the 20-minute neighborhood, specifically in its interest in helping existing neighborhoods find ways to thrive. The Building Healthy Corridors report outlines strategies for automobile-centric commercial corridor redevelopment. With the goal of creating places that support the health of the people who live, work, and travel along them, the emphasis is on health. Healthy Corridors is a critique on the typical American commercial corridor, for not serving the daily needs of its community. The case studies outlined in the following pages will share similar conditions to locations throughout Hillsborough County as well as similar goals to those stated in the Greater Palm River Community Plan.

The report content is organized into three sections; introducing the idea of the healthy corridor, imagining reinventing corridors (project profiles), demonstration projects (Denver, Boise, Los Angeles, and Nashville), and planning and implementation ideas.

**Additional information provided in ULI Strategy and Resource Guide (uli.org/healthycorridors)*

The Healthy Corridor Opportunity

Typical commercial corridor challenges include wide roads, high-speed traffic, nonexistent transit, buildings separated from the street by large parking lots, ugly and impeding utilities, lack of trees/vegetation, and narrow/broken sidewalks. But "commercial corridors should be considered assets that can be redeveloped to support civic life, enhance economic development, and serve as neighborhood resources."

The healthy corridors approach asks:

- How does the corridor contribute to the overall health of the surrounding community?
- How does the corridor improve connections to jobs and other parts of the community?

It considers safety, housing affordability, transportation options, environmental sustainability, and social cohesion.

The Healthy Corridor Typology is organized into 4 categories:

- Improved infrastructure (**frequent, safe, and well-marked pedestrian crossings, safe bike lanes, traffic speeds safer for pedestrians and bicyclists)
- Design and land use patterns that support community needs
- Engaged and supported people who live, work, and travel along the corridor
- Linkages to other parts of the city

10 principles of healthy corridor development:

- Health – stakeholders and anchors, reach out to medical institutions
- Find champions
- Understand context and jurisdictions
- Analyze development potential
- Create long-term vision and quick wins
- Identify and address transportation & infrastructure challenges
- Engage proactively with communities
- Engage with business and landowners
- Facilitate healthy food access through retail and policy solutions
- Look everywhere for funding (public and private)

Reinventing Corridors: Project Profiles

Columbia Pike Arlington County, Virginia: Form-Based Code (FBC) + Tax Increment Financing (TIFF)

- Strategy of combining design regulations with financial incentives.
- Columbia Pike Initiative Corridor Revitalization Plan 2002 created a 'Commercial Centers Form-Based Code' and supportive government-led programs like partnership with DC Metrobus.
- Phase I: commercial corridors. Phase II: housing in between commercial corridors (Neighborhood Form Based Code) through the 2012 Neighborhoods Area Plan.

Results and Lessons Learned

- FBC can incentivize by pre-approving standards to allow for a much faster approval process (entitlement, zoning, permits).
- FBC can require elements that support healthier walking environments.
- Arlington is able to require a specific % of housing to be affordable, which is not possible in all states.
- Financing mechanisms may be possible here, like the use of TOD Affordable Housing Fund, which supports developers who apply for low-income housing tax credits. The district has a TIFF that helps fund the TOAH. Additional finance source came from the Affordable Housing Investment Fund (AHIF).
- *All parking must be behind or under buildings to preserve and enhance the streetscape.
- Corridor is designed with walking loops/bike boulevards that parallel the bus corridor but are on separate streets.

Aurora Avenue North Shoreline, Washington: Infrastructure Investment

- Broad infrastructure improvements focused on a diversity of transportation modes.
- Creative financing, using a mix of 21 funding sources.

Results and Lessons Learned

- Perseverance pays off: the project took nearly 20 years to complete, but the corridor is now a much safer, healthier, and more connected place. Construction began in 2005. $146 million investment.
- Numerous improvements to infrastructure along the corridor: Street diet, wider sidewalks, medians, lighting, utilities moved underground, green stormwater infrastructure, 3 miles of Interurban Trail made seamless, improved transit with dedicated bus service (BRT).
- Crash reduction by at least 60%.
- A new bus rapid transit (BRT) service has increased transportation options for residents who live in housing adjacent to the corridor.

Euclid Avenue Cleveland, Ohio: Transit Investment

- Broad infrastructure improvements centered around transit (new transit line).
- Public/private partnerships fund and implement the project (City of Cleveland, Cleveland Clinic, University Hospitals, Greater Cleveland Regional Transit Authority).

Results and Lessons Learned

- 9.2 mile HealthLine: The establishment of a new Bus Rapid Transit line resulted in $6.3 billion in new development, 13,000 new jobs, and more than 4,000 new residential units along the corridor.
- Complete infrastructure investment for bus stops, sidewalks, bike lanes, utility infrastructure, and pedestrian-oriented design improvements.
- 1,500 trees planted.
- Transit travel times reduced from 40 to 28 minutes. In the first year of operation, ridership increased by 48 percent, and between 2008 and 2015, ridership increased 70 percent.

Short North Arts District Columbus, Ohio: A New Hub for Arts and Culture

- Special Improvement District (SID) 1999, funded through property assessments of corridor businesses.
- A defined identity centered around arts and culture.

Results and Lessons Learned

- Local business owners initiated the redevelopment effort and created a business association to spearhead the transformation of the corridor.
- Grassroots programming: Regular community programs and an emphasis on arts and culture brought renewed attention and visitors to a formerly neglected and unsafe area.
- District identity with the creation of 17 steel arches.

Edgewater Drive Orlando, Florida: A Safe Street through Lane Reduction

- Funded by FL Department of Transportation, but transitioned control of street to the City for continued maintenance.
- Stems from a Neighborhood Improvement Plan (Horizon Plan).
- Lane reduction improved pedestrian and bike access and safety.

Results and Lessons Learned

- Collaboration with stakeholders to create vision, goals, and plan for redevelopment of 1.5 miles.
- Started with temporary lane reduction through striping.
- Road diet/reconfigurations such as lane reductions that deemphasize the automobile, as well as reduced vehicle speeds and traffic volumes, make the road safer for all types of users.
- Reduced speeds, reduced collisions by 40 percent, and decreased injury rates by 71 percent. Traffic counts are the same.
- Slowing traffic and improving the pedestrian and bike experience improved property values and the performance of local businesses along the corridor (77 new businesses).

Second Street Rochester, Minnesota: Creating Place with Infrastructure & Streetscape Improvements

- Lane reduction to improve pedestrian and bike access and safety.
- Creative financing, using a mix of public and private financing.
- Engagement resulted in development framework.

Results and Lessons Learned

- Comprehensive redevelopment of 1.5 miles just outside of existing economic center/anchor.
- Infrastructure and streetscape improvements, made the corridor safer for all types of users.
- Branding the neighborhood as the "Uptown District" helped contribute to economic growth and development along the corridor.
- Left turn lanes located within one block of every business to provide area businesses with sufficient vehicular access.
- Transferred ownership from County to City.
- After improvements, vehicle speeds dropped from between 45 and 50 miles per hour to 30 miles per hour. Property values increased by ~30% in first year. Blighted properties are being developed.

Demonstration Corridors

Working groups gathered in 2015/16 with local stakeholders to discuss the health needs of the adjacent neighborhoods and to develop recommendations and to assess barriers to redevelopment. At the time of publishing, no projects were yet implemented - they will be communities to watch in the coming years.

Federal Boulevard Denver-Adams County-Westminster, Colorado

Multi-jurisdictional Area Requires Strong Partnerships.

The 2.5 mile corridor is wide (6-8 lanes of traffic) and fast with no bicycle infrastructure and many missing sidewalks. Adjacent neighborhoods are low-income and predominantly communities of color. The corridor is characterized by strip land uses such as motels, used-car lots, fast-food restaurants, and poorly maintained mobile home parks. Catalyst projects include the Regis University campus revitalization, a 17.5-acre Aria development, and two transit stations. The Clear Creek Greenway is adjacent but inaccessible.

- Strong public partnerships are essential when spanning multiple jurisdictions and street design standards.
- One jurisdiction should assume a leadership role in collaboration with the other jurisdiction(s).
- 21 Health in All Policies recommendations:
    - Safe pedestrian crossings
    - Zoning mechanisms to support mixed-use development
    - Neighborhood-serving retail, healthy food retail
    - Develop and preserve affordable housing
    - Improve identity and branding along corridor

Van Nuys Boulevard Los Angeles, California

Leveraging Existing Assets to Engage the Community

The corridor study area is 0.75 miles, with 5 lanes of traffic that average posted speeds of 35 mph. It has no bicycle infrastructure. 100 percent of the corridor has sidewalks on both sides, but is lacking pedestrian amenities, such as benches. Per capita income of $13,180; 20 percent of residents are under the federal poverty limit; 10 percent are unemployed. The corridor has high levels of childhood obesity, diabetes mortality, and stroke in adjacent neighborhoods. This is not surprising, given the predominance of fast-food restaurants, strip malls, and automobile repair shops. There are no parks or open spaces in the corridor. Selected as a corridor for the LA Great Streets Initiative, the corridor has numerous murals by local artists and possible future bus rapid transit (BRT) or light-rail transit route.

- Capitalize on assets and existing identity, and leverage those assets to draw in visitors.
- Before investing in permanent changes, demonstrate changes through temporary infrastructure improvements and popup events, and gauge community response or buy-in.

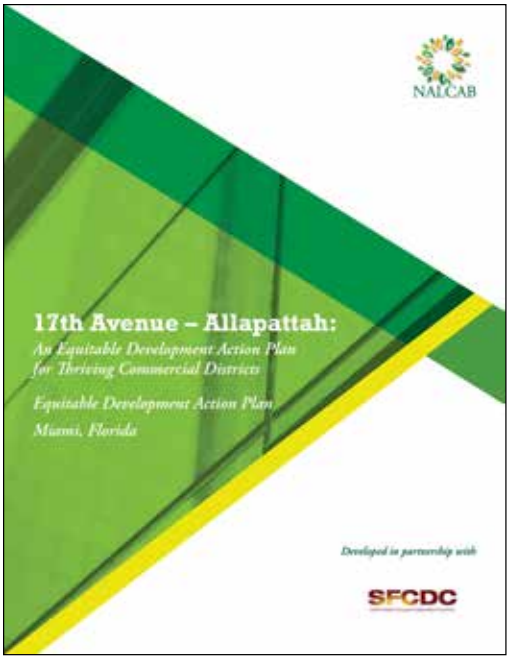
Charlotte Avenue Nashville, Tennessee

Developing a Strategy for Ownership and Connectivity to Improve Heath along the Corridor

The 3.9-mile corridor is 4–5 lanes of traffic with 40 mph posted speed limit. It has Bus rapid transit (BRT) with unprotected bike lanes along the majority of the corridor in both directions. The corridor has sidewalks on both sides of the street except at the western end of the corridor. Income levels in adjacent neighborhoods are mixed, with more affluent households in the southern sector than the northern side, where Nashville's historically African American neighborhoods can be found along with arts centers and universities. Nashville's longstanding Medical District with large anchor hospitals is near. The western section of the corridor has more typically automobile-oriented uses such as strip malls, repair shops, and fast-food restaurants.

- Identify quick wins demonstrating improvements to placemaking, health, and streetscape.
- Establish a corridor oversight group to champion and lead implementation.

Displacement Mitigation: Miami Commercial Districts



1. *Logic, H. (2020). Main Spotlight: Trading Cultural Displacement for Thriving Commercial Districts. Www.mainstreet.org. Retrieved May 22, 2022, from https://www.mainstreet.org/blogs/national-main-street-center/2020/10/14/main-spotlight-trading-cultural-displacement-for-t*
2. *7th Avenue -Allapattah: An Equitable Development Action Plan for Thriving Commercial Districts Equitable Development Action Plan Miami, Florida. Retrieved May 22, 2022, from https://higherlogicdownload.s3.amazonaws.com/NMSC/UploadedImages/2c594824-b492-4beb-ace1-261b5811c0c5/_2020/10_12.20/EDAP.pdf*

"All over the country, gentrification is erasing the essence of communities." There is a need to promote equitable development to increase representation of under-served communities in the redevelopment (gentrification) of their own neighborhoods. In order for vulnerable communities to thrive, equitable development needs to be at the heart of the community development process.

The Little Santo Domingo community's shared vision is to have a safe, inclusive, engaged, and intergenerational mixed-income neighborhood with spaces, opportunities, and resources where residents of all economic classes and backgrounds can live, learn, work, play and thrive. The City of Miami developed design guidelines and development plans as part of the Consolidated Plan (2015), followed by a business incubator proposal.

The framework provides a Main Street Approach to prevent displacement around the 17th Ave commercial corridor, northwest of downtown Miami. In reference to 'Development without Displacement' by Causa Justa, issues and challenges of long-term residents can be traced back to historic disinvestment and fundamentally unjust development policies. In 2019, the Allapattah Collaborative CDC created an Equitable Development Action Plan (EDAP) to support its local businesses and cultural capital.

The 3-step plan for equitable development is anti-displacement (right of first refusal), then wealth-building strategies (equitable development ordinances, land trust acquisitions, retail co-op, etc), and then building the legacy (business development strategies).

The initiative aims to boost the area by adding amenities, new businesses, and to prepare small business owners to have access to capital so they can scale their business and be ready to own their storefront when the opportunity arises.

The Small Business Resilience Cohort would be a relevant idea with the small businesses in Palm River. Assistance and training would help local small businesses to grow. Through technical assistance, key policy and wealth building strategies, businesses would become resilient, remain sustainable, and build a legacy in the community for generations to come. The local CDC plays a critical role in the action plan.

The Allapattah Neighborhood, one of Miami's oldest neighborhoods, is described in a similar way to the Palm River community. Comprised largely of self-starting small businesses, the neighborhood is working class with a mixture of residential, commercial, and industrial uses. It has been identified as a Neighborhood Development Zone (NDZ), or distressed neighborhood with need of assistance. Demographics used to assess this designation are similar to those of Hillsborough County's NRSA. Demographic shifts in both neighborhoods have been attributed to highway construction.

The Action Plan outlines 3 goals, each with strategies & associated actions:

Goal #1: Establish the infrastructure and processes for implementing inclusive equitable community development. Create a place-based community development non-profit organization, educate community about equitable development and wealth building practices, establish partnerships with key institutions to enhance wealth building and equitable community development.

Goal #2: Prevent displacement of existing small businesses. Provide strategies for small businesses, purchase commercial property through a community land trust to provide greater ownership opportunity for small business owners along the commercial corridor and gain permanency of long-standing stakeholders, advocate for policies that provide relief for legacy business and small business preservation, build resilience and sustainability of small businesses (financial capability, technical support, training and coaching), create a cultural business incubator.

Goal #3: Boost cultural economic development with commercial district revitalization strategies. Develop a comprehensive commercial district revitalization strategy for the corridor, implement community branding, business market study to recruit new businesses and expand existing businesses.

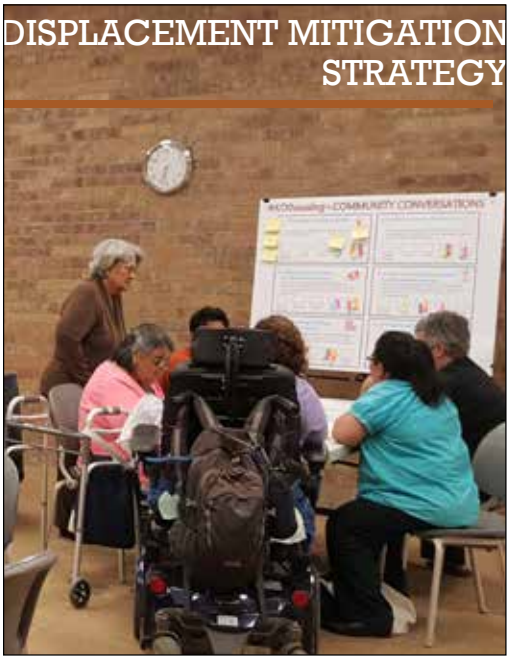
Current Programs through the Allapattah CDC:

- Allapattah Startups Program
- Small Business Programs
- Allapattah Community Fellows Program
- Community Workshops
- COVID-19 Emergency Response
- Advocacy



Image: Corridor branding

Displacement Mitigation Strategy: Austin Housing



1. *City of Austin. (2017). Austin Strategic Housing Blueprint: Implementation Briefing Book. www.austintexas.gov/housingplan.*
2. *City of Austin. (2019). Blueprint Implementation Presentation.*
3. *City of Austin Housing and Planning. Displacement Risk Fact Sheets. https://www.austintexas.gov/sites/default/files/files/Housing_%26_Planning/Equity%20Tool/Displacement%20Risk%20Fact%20Sheets_EN.pdf*

The **Austin Strategic Housing Blueprint** is the culmination of hundreds of displacement mitigation strategies, reports, task force recommendations, and the People's Plan. The 10-year plan calls for 60,000 affordable housing units for those earning less than 80% MFI. In parallel, **Project Connect** investments focus on preventing displacement in vulnerable areas near transit lines. It measures displacement risk, or vulnerability score as compared to communitywide Austin average, of populations within 1-mile of each project corridor.

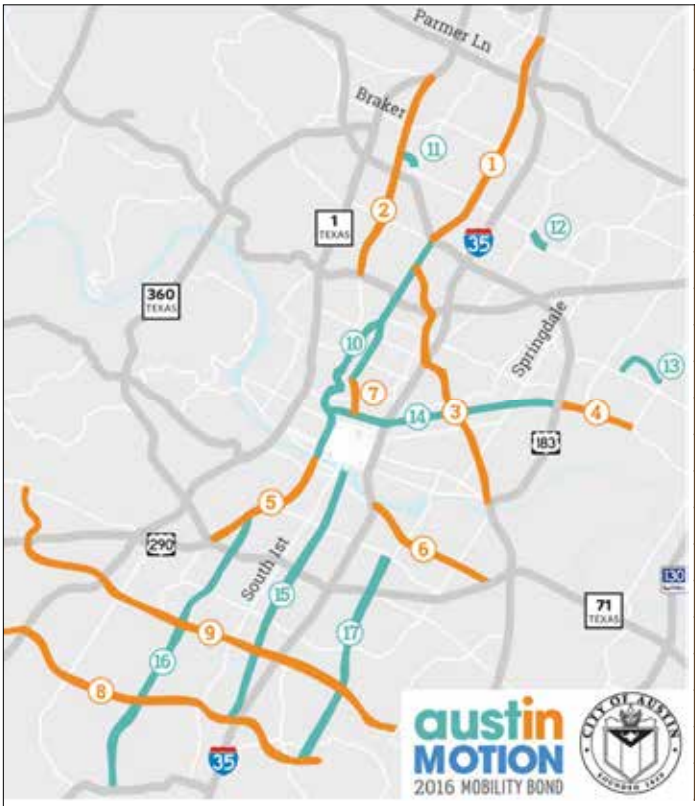
Indicators that a neighborhood is vulnerable to displacement (from gentrification/investment) as a result of rising housing costs include the following:

- Communities of color
- Low-income
- Children living in poverty
- Renters
- 25 years and older without a bachelor's degree

The City of Austin has worked to align the goals in this document with those of the Consolidated Plan for HUD Funding (Concurrent collaborative process to implement), and created an Affordable Housing Bond Program that passed in 2018. This required citywide policy (including scoring criteria and increasing supply of family sized affordable rental units) and funding changes (bond and Strike Fund). Policy changes in the immediate time frame included the adoption of 'mobility corridor affordability housing goals to guide policy' and the implementation of 'consistent density bonus programs for centers and corridors'.

Areas with the highest number of vulnerable residents, individually at the greatest degree of vulnerability, also have the highest share of severely rent-burdened households compared to other risk areas. Assess areas at risk of vulnerable risk (highest share of the above demographic indicators), active displacement risk (slightly higher share of low-income communities and renters), and chronic displacement risk (highest demographic change and lowest share of vulnerable residents remaining) displacement. Programs include Homebuyer Education & Assistance, Home Repair Programs, Rental housing on-line tool, and COVID-19 Help.

Direct displacement is when residents can no longer afford to remain in their residence due to rising housing bills (rents or property taxes), are forced out due to causes such as eminent domain, lease non-renewals, and evictions to make way for new development, or physical conditions that render their residence uninhabitable. Indirect displacement happens when low-income residents move out and replaced with high-income residents forcing more low-income resident to move out. Cultural displacement happens when the scale of residential change advances, services and shops focus more on new residents, making long-time resident feel a sense of dislocation. Hillsborough County has previously and is currently seeing populations experiencing direct and indirect displacement.



Corridor-Level Goals for Production and Preservation		
Corridor	District(s)	Goal for Producing and/or Preserving Units at 80% MFI and Below
[1] N. Lamar Blvd.	4, 7	1,326
[2] Burnet Rd.	7, 4	1,098
[3] Airport Blvd.	1, 3, 4, 7, 9	1,102
[4] East MLK/FM 969	1	849
[5] S. Lamar Blvd.	5, 9	424
[6] E. Riverside Dr.	3, 9	1,144
[7] Guadalupe St.	1, 9	484
[8] William Cannon Dr.	2, 5, 8	1,884
[9] Slaughter Ln.	2, 5, 8	1,706
[10] N. Lamar & Guadalupe St.	4, 5, 7, 9, 10	1,012
[11] [12] W. & E. Rundberg Ln.	4	1,001
[13] Colony Loop	1	940
[14] MLK Blvd.	1, 9	766
[15] S. Congress Ave.	2, 3, 9	1,147
[16] Manchaca Rd.	2, 3, 5	1,411
[17] S. Pleasant Valley Rd.	2, 3	1,360

Construction Eligible Corridors
Preliminary Engineering & Design Corridors/Critical Arterials

Image: Austin Motion 2016 - Draft Corridor Affordable Housing Goals

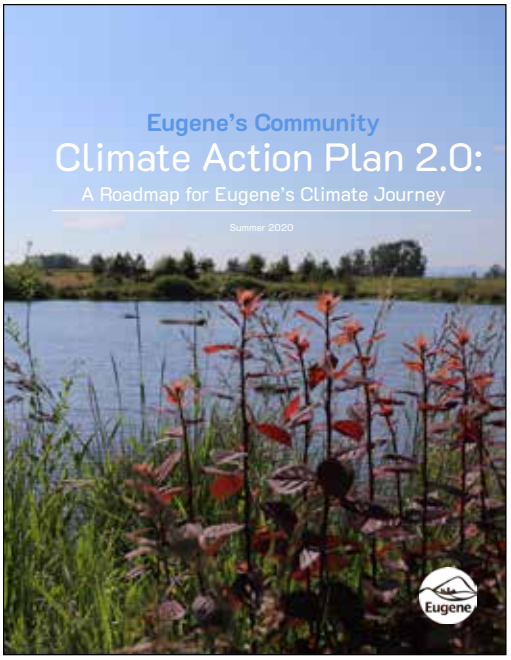
Link Housing to Transportation Choices

On April 26, 2018, Austin City Council adopted a $1.4 billion Corridor Construction Program for nine major Austin corridors. These improvements are receiving funding from the $482 million for corridors that voters approved in the 2016 Mobility Bond. The Corridor Program Office (City of Austin) operates the Corridor for Complete Communities (C4CC) - committed to bringing community, cultural, and mobility elements to the 9 Corridor Construction Program roadways. The office engages in Placemaking and Placekeeping, with elements like community gathering spaces, public art and other cultural installations, shade tree and enhanced landscaping, wayfinding and signage, and connections to amenities.

Takeaways: Displacement Mitigation

- Give preference on lists and lotteries to households with generational ties to location.
- Build more inclusive oversight of investment strategies.
- Provide tenant protections, fair housing enforcement, and education.
- Streamline application processes.
- Engage directly with communities.
- 'Lived Experience' approach may focus on eviction counseling, alternatives to predatory lending, home repairs, tenant rights, and lowering utility costs. **These services currently offered by Palm River CDC – supplement with Weatherization Assistance Program.*
- Expand home repair programs in gentrifying areas.
- Land bank in gentrifying areas to acquire and develop affordable housing.
- Focus on high opportunity areas *like Palm River.*
- Connect housing efforts to high frequency transit route.
- Provide tenant relocation assistance and emergency rental assistance.
- Proactively monitor affordable properties at risk of losing affordability to try to extend affordability periods.
- Target about to expire units for acquisition.
- Support capacity building for community development corporations.

20-Minute Neighborhood Framework in Action: Eugene



Sources:

1. *20-Minute Neighborhood | Eugene, OR Website. (n.d.). Www.eugene-Or.gov. Retrieved May 22, 2022, from https://www.eugene-or.gov/506/20-Minute-Neighborhood*
2. *Eugene's Community Climate Action Plan 2.0: Summer 2020 A Roadmap for Eugene's Climate Journey. (n.d.). Retrieved May 22, 2022, from https://www.eugene-or.gov/DocumentCenter/View/55835/CAP-20_Summer_2020_FINAL-w-appendices-compressed*
3. *Move EUG Active Transportation Five-Year Report 2015-2020. (n.d.). Retrieved May 22, 2022, from https://www.eugene-or.gov/DocumentCenter/View/63805/Move-EUG-Five-Year-Report-2015-2020-*
4. *South Willamette Street Improvement Plan. 2013. Retrieved May 22,2022, from https://www.eugene-or.gov/DocumentCenter/View/14200/South-Willamette-Street-Improvement-Plan-Draft-10-21-13?bidId=*

In 2011, Eugene introduced the 20-Minute Neighborhood as a pillar of its comprehensive plan, Envision Eugene. The planning tool is managed by the office of Sustainability, and has a role in citywide planning documents, neighborhood specific implementation policies, mobility plans, and assessments.

By linking walkability with climate change and energy uncertainty, the City aims to have 90% of its residents living in 20-Minute Neighborhoods by 2030 in the Climate Action Plan 2.0.

The 20-Minute Neighborhood mapping and assessments can be found through the Sustainability Department, but supporting initiatives are located in Public Works documentation and Move EUG: Active Transportation Strategy and 2035 Transportation System Plan. Available planning documents do not explicitly clarify the manner in which the 20-Minute Assessment influences investment and implementation of infrastructure improvements. For example, the City constructed its first neighborhood greenway (Alder Street between 30th and 19th Avenue), but does not indicate selection criteria or pre-construction assessment (ie: high need or high opportunity area) as it pertains to the 20-Minute Neighborhood assessment maps.

The neighborhood assessment is about more than just going on a walk; it is about the trips you can make without a car. The 20-Minute neighborhood goals are cost savings, reduced traffic congestion, and improved health. The average resident of a walkable neighborhood has a healthier body weight and better air quality than someone who lives in a less walkable neighborhood.

Cost savings for residents with higher walkability include reductions in the price of owning and operating a car (estimated $8,487 each year in the US). Compounding the costs of living in an auto-reliant community, money spent at the pump leaves the community and contributes very little to the local economy. Walkable communities are more likely to support small community-oriented businesses. Additionally, homes and businesses located in walkable neighborhoods tend to retain higher property values than those that are not. Communities with high levels of pedestrian travel tend to be safer than those without. Studies show that people who spend less time in daily car commutes spend more time in community activities. Active modes of transportation such as walking and biking can significantly decrease emissions of greenhouse gases that contribute to climate change.

The Neighborhood Criteria

- Density factors: consider the number of residents, employees, employment opportunities.
- Destination factors: (measured in 1/4-mile, 1/2 mile, and 1-mile increments) consider amenities like full-service grocery stores and schools as well as bus or transit stops.
- Distance factors: determine modes of travel and the amount of time needed to cover a given distance. Intersection density, sidewalks, bike facilities (paths, lanes, and routes), transit.

Assessment
(places, connections, & people)

Policy Alignment
(analysis of impediments)

Opportunity Siting
(balance need with feasibility)

Link Homes and Services
(work plans & implementation)

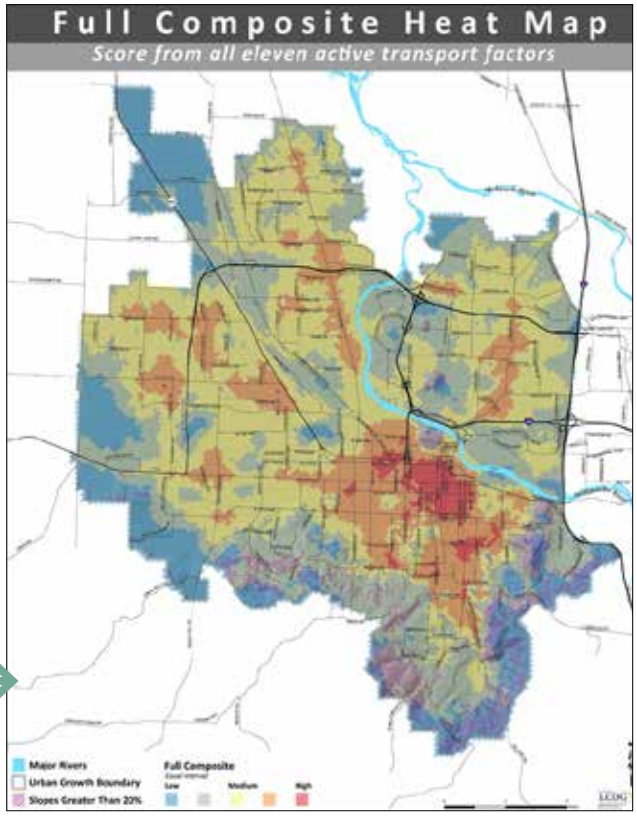


Image: Full composite 20-Minute Neighborhood Assessment

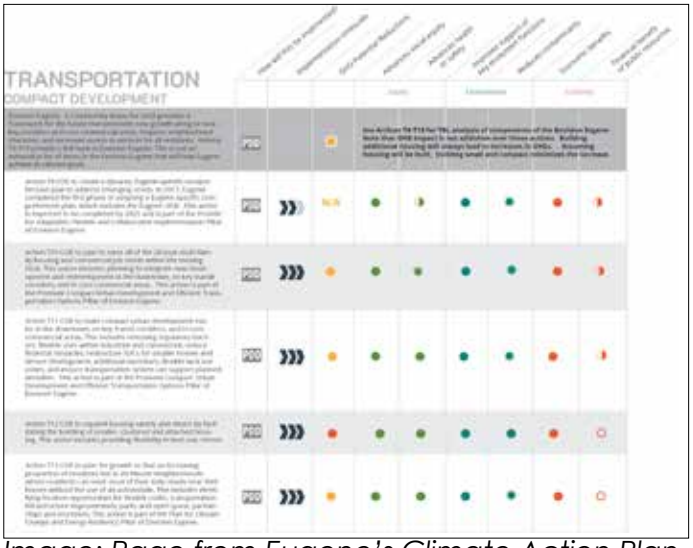


Image: Page from Eugene's Climate Action Plan

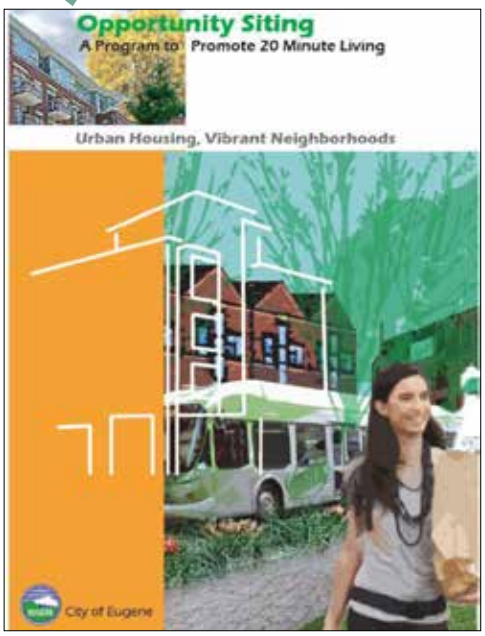


Image: Cover page of Eugene Planning Document



Image: Rendering of a Neighborhood/Corridor that has been implemented (S. Willammette)

Community Climate Action Plan 2.0

- Start with foundational commitments from the government and the community.
- Center on equity - keep frontline communities at the center of climate work.
- Build momentum and add value to existing efforts - existing plans and policies express the vision and goal of community.
- Share achievements and next steps.
- Reduce fossil fuel consumption and greenhouse gas emissions - By the year 2030, all businesses, individuals, and others living or working in the city collectively shall reduce the total (not per capita) use of fossil fuels by 50% compared to 2010 usage. In order to do this, they recognize the importance of land use and mobility options.

Housing & Climate Action: Compact Development

Action T13: Plan for growth so that an increasing proportion of residents live in 20-Minute Neighborhoods where residents can meet most of their daily needs near their homes without the use of an automobile. This includes identifying location opportunities for flexible codes, transportation infrastructure improvements, parks and open space, partnerships and incentives. This action is part of the Plan for Climate Change and Energy Resiliency Pillar of Envision Eugene.

City Transportation System Plan

2035 TSP was written to align with Envision Eugene. Goals are aspirational for the longer-term, Policies are to provide consistent course of action and guide staff in changing the Eugene Code and regulatory documents. Actions offer direct implementation guidance regarding associated policies.

- Education
- Encouragement
- Enforcement
- Engineering
- Evaluation
- Active Transportation Strategy

Of the 5 system-wide policies, 4 directly impact the 20-minute neighborhood:

- Foster neighborhoods where Eugene residents could meet most of their basic daily needs without an automobile… in an inviting environment where all travelers feel safe and secure.
- Prioritize safety improvements for people who walk, bike and use mobility devices because no loss of life or serious injury on our streets is acceptable (Vision Zero).
- Improve community health by designing streets and paths to encourage increased physical activity.
- Promote connections between modes of transportation to make each mode more efficient… and connections to transportation facilities extending outside the City's planning area.

Facilitate 90 percent of Eugene residences to be within "20-minute neighborhoods" by including methods to improve proximity of residences to services and prioritizing projects that improve convenience and safety for walking, biking, and connections to transit stops.

Equity, Economy, and Community Engagement Policies

Reduce or eliminate disparities between neighborhoods in safety and access to essential destinations. Ensure that the costs and benefits of transportation improvements are equitably shared over time. Favor historically under-served communities if equitable solutions are not possible within a single project or action.

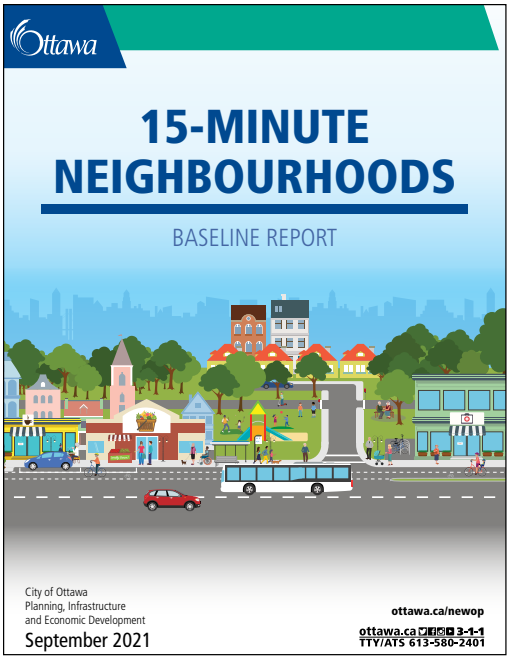
Active Transportation Strategy

- Eugene Sunday Streets and Open Streets: Covid-19 related programing changes to implement Open Streets to provide safe spaces for physically-distanced walking, biking and rolling on city streets. The program was piloted in the Bethel neighborhood, which has many sidewalk gaps. Potential analysis to find out what residents could access when barriers were removed. Was this done? Can that be surveyed in Palm River? Or did the community here still have to go physically to work?
- Family Friendly System of bikeways and protected routes

Incorporate small/short AND large/long initiatives:

Sunday Streets 20-Minute Neighborhood Activity. https://www.eugene-or.gov/655/Eugene-Sunday-Streets

15-Minute Neighborhood Framework Policy Integration: Ottawa



Sources:

1. *City of Ottawa. (2021). Ottawa Official Plan. https://engage.ottawa.ca/the-new-official-plan*
2. *City of Ottawa. (2019). 5 Big Moves Report. https://engage.ottawa.ca/the-new-official-plan*
3. *City of Ottawa. (2021). 15-Minute Neighbourhoods Baseline Report. https://engage.ottawa.ca/the-new-official-plan*

The Official Plan lays out Ottawa's vision for the city's projected growth and policy framework to guide its physical development over the next 14 years. The policy framework focuses on managing growth in ways that prioritize what resident's value most: livable communities and the preservation of landmarks and landforms that are unique to Ottawa, along with preserving its character.

The 5 Big Moves of Ottawa's long-range policy incorporate the elements of one city made up of 15-Minute (walkable) Neighborhoods. In terms of growth management, mobility, urban and community design, the environment and public health, and the economy - Ottawa is looking for the benefits of providing access to daily and weekly needs within a 15-minute walk. They are looking at **land use planning in the context of the historical footprints of service-oriented community uses, the evolving needs of a knowledge based economy, and need for flexibility to pandemic related shifts in the way people live in and move through a city.**

Planners began by asking which neighborhoods could provide residents with access to daily and weekly needs within a 15-minute walk or bike ride. The baseline evaluation looked at 1) the distance between amenities and 2) the quality of the pedestrian environment. The 9 critical amenities are grocery stores, parks, retail stores, bus stops, LRT stations, health services, recreational facilities, schools, and childcare facilities. High-access areas are those with between seven and nine items from that list. Moderate-access areas have four to six items, and low-access areas have one to three.

Much of Ottawa's inner urban area has good access to services and amenities, but there are several pockets of the outer urban area, suburbs and rural villages considered to have poor access. In the tradition of the city's original plan, a government owned greenbelt surrounds the inner core. Outside of the greenbelt are older communities with their own town centers, which then give way to farmland. Like Hillsborough County, projected growth will likely happen outside of the greenbelt and urban core.



Image: Ottawa Official Plan Framework and supporting City Planning Documents.



Image: The 15-minute concept translates neighborhood design, transportation, housing, food, and natural environments and greenspaces into a planning model to advance a blueprint and framework for healthy, sustainable growth. It allows us to integrate these concepts at the hyper-local scale, actuated by key elements and tempered with flexibility.

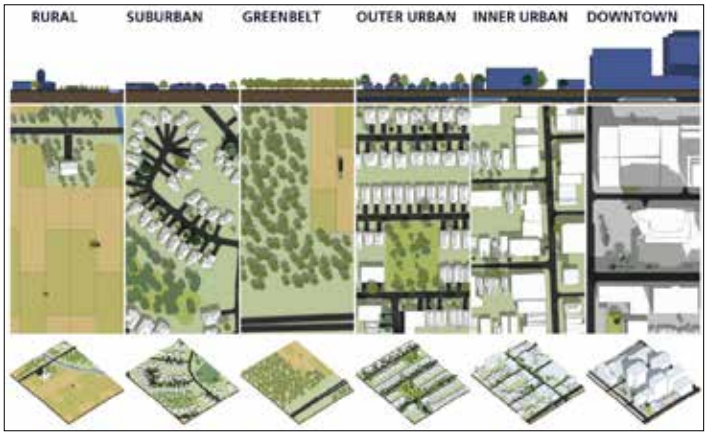


Image: To further that concept, neighborhood assessments utilize the urban to rural transect. The Official Plan outlines goals and design guidelines for each transect. Policy outlines residential intensification along the transect and directed to each existing or future 15-minute center.

Equity and Walking

Walking is the most universally accessible mode of transportation. It also provides a planning framework to advance resiliency in a post-pandemic world. It reduces car dependency, an aspect that is important for income-constrained individuals. The reduction of vehicular traffic – and increase in walking or biking – reduces injuries and chronic diseases by increasing physical health and by reducing air pollutants. A complete community (15- or 20-minute neighborhood) seeks to address food deserts by identifying residential areas with no reasonable access to full service grocery or fresh food. Public commentary included criticism of the Plan/ Framework for not incorporating a tree canopy management plan to provide a comfortable walk. Less applicable to current Hillsborough County mobility, but safe and convenient access to transit will be a priority in Ottawa's implementation and target development.

Where to Begin?

The communities that Ottawa has targeted as a focus for growth would ideally have, or be situated for, mixed-use programing, easy access to transit, prioritization for pedestrians and cyclists. Existing areas with high access to services and amenities are ideal locations for intensification. To determine growth areas, planners established a baseline of existing conditions:

- Access to services and amenities from residential properties
- Relative safety and enjoyability of walking routes to those services and amenities

The analysis for improvements followed the initial assessment and identification of limitations to what could be provided. Ottawa asked itself how it could improve 'scores' in the future, and what it had the power to influence. A critical step is to identify long-term needs and challenges that will undermine the intent or lessen livability (gentrification).

Prioritization Strategies

A Gap Analysis was synthesized and delivered through the transect (Downtown Core, Inner Urban Transect, Outer Urban Transect, Suburban Transect, Villages in the Rural Transect). Each of the 2 categories per transect, Services & Amenities and the Pedestrian Environment, were synthesized as a series of Improvements and Next Steps for street segments with high or moderate and low scores.

"This high-level gap analysis by transect demonstrates the positive aspects of neighbourhoods as they exist today and the opportunities that exist across the city of Ottawa to improve neighbourhoods to become 15-minute neighbourhoods. The 15- minute neighbourhood scores can also help plan smaller scale projects such as a Community Improvement Plans, Secondary Plans, or inform, or assist in reviewing a development application" (Baseline Report).

Outer Urban Transect

Services and Amenities:

Improvements for areas with High scores: Context: Improvements:	**Next steps for areas with High scores:**
Improvements for areas with Moderate and Low scores: Context: Improvements:	**Next steps for areas with Moderate and Low scores:**

The Official Plan integrates this language in statements such as:

"Food is a basic requirement for a healthy, walkable 15-minute neighbourhood, and the Zoning By-law shall facilitate provision of food sales, preferably through grocery stores, in order to ensure residents live within close proximity to food within the Downtown, Inner Urban, Outer Urban and Suburban Transects and within Villages in the Rural Transect" (Official Plan).

While the Official Plan establishes a high-level framework that builds towards 15-minute neighborhoods, other City Plans and programs will play roles that are more specific (the Parks and Recreation Facilities Master Plan, the Transportation Master Plan). "However, these City Plans are limited to City facilities and infrastructure and do not directly deal with missing private sector services and amenities" (Baseline Report). The City can potentially open up connections for walking/biking between existing developments to the road network. While it cannot build grocery stores, Ottawa can support existing commercial centers by adding passive parks for lunch and relaxation/gathering spaces.

Case Studies

West
- 10-Minute Neighborhood Analysis: Kirkland, WA

Central
- Multi-jurisdictional Neighborhood Stabilization: Lakewood/Denver, CO
- Reconnecting: Detroit, MI

North
- Densify Established Neighborhoods: Riggs Rd, Washington DC

South
- Citizen-led Walkability Initiatives: Montrose, Houston



West

Kirkland, WA (Moss Bay)

10-Minute neighborhood analysis and selection criteria, Regional growth, Corridor infill, Prioritization of safety and pedestrian infrastructure, Suburban block development pattern revision

Policy Review:
- Ten-Minute Neighborhood Analysis
- Vision Zero
- Moss Bay Neighborhood Plan Update
- Greater Downtown Urban Center Plan

Shoreline, WA

Redevelopment and increased density for strip mall typology, Transportation corridor, Impacted by Seattle regional growth, Bicycle Trail

Policy Review:
- Aurora Square Community Renewal Area Plan (2015)
- Greenworks (City of Shoreline) - pilot program from 2010 to 2015
- Sidewalk Prioritization Plan

Eugene, OR

20-Minute Neighborhood, Selection criteria, Sustainability, Policy connecting to place-based implementation, Land development code for walkability and connectivity

Policy Review:
- Comprehensive Plan
- Climate Action Plan
- Strategic Neighborhood Assessment and Planning (SNAP)
- South Willamette Street Improvement Plan

Oakland, CA

Community Planning/Equity, Community of Concern, Displacement, Downtown adjacent

Policy Review:
- Better Neighborhoods, Same Neighbors Community Plan (2019)
- The Transformative Climate Communities (TCC) Program
- Oakland Health Development Guidelines Collaborative Elmhurst
- East Oakland Neighborhoods Initiative (EONI) and Community Plan
- Oakland DOT's Slow Streets Program

Hayward, CA

TOD, Housing, Downtown revitalization, Public-private partnerships

Policy Review:
- Hayward Downtown Specific Plan (2019)
- BART TOD Guidelines and Procedures

Central

Denver, CO (TAXI/RiNo)

Redevelopment as catalyst, Policy change to reflect/support district and TOD redevelopment, Brownfield redevelopment, Privately-owned development

Policy Review:
- Blueprint Denver 2019
- 2016 Community Plan

Lakewood, CO (Sheridan Station)

20-Minute Neighborhood Implementation Strategy, Modeled for replicability for other stations (nodes), Multi-jurisdictional, Public-private partnerships, TOD, Community of Concern

Policy Review:
- Lakewood Sheridan Station Area Plan (2006)
- 2006 TOD Plan
- City and County of Denver Sheridan Station Area Plan (2009)
- DRCOG Sustainable Communities Initiative (SCI) (2011)
- Sheridan Station 20-Minute Neighborhood Implementation Strategy (2015)
- Blueprint Denver (2019)

Cincinnati, OH (Over-the-Rhine)

District redevelopment, Historic Preservation, Policy over time, Place-making and Identity

Policy Review:
- 2002 OTR Comprehensive Plan
- 2013 Brewery District Master Plan
- 2019 Targeted Area Plan
- 2021 Mohawk Area Plan

Detroit, MI (Islandview)

Corridors and nodes, Redevelop the core, Multi-family requirements, Near- and long-term solutions in planning framework

Policy Review:
- Island View Greater Villages Neighborhood Framework Plan July 2020

Northeast

Fairfax County, VA (Mosaic District)

Sprawl repair, District redevelopment, Increase walkability, Public-private partnership, TOD, County jurisdiction

Policy Review:
- Comprehensive Revitalization Plan. Merrifield Commercial Redevelopment Area (CDA)
- Fairfax County Comprehensive Plan - The Merrifield Suburban Center (2017)
- 2020 Economic Incentive Program

Washington DC (South Dakota Ave/Riggs Road)

TOD, Gentrification, Multi-family housing, Design for community context

Policy Review:
- Area Development Plan for Riggs Rd & South Dakota Ave (2009)
- District Elements Vol. II (2011)
- Ward 5 Heritage Guide (2014) & Ward 4 Heritage Guide (2015)

Pittsburgh, PA (Bloomfield)

Community engaged planning, housing for all

Policy Review:
- Bloomfield Vision Plan (2011-2016)
- Bloomfield-Polish Hill Inclusionary Zoning

Ottawa, Canada

15-Minute Neighbourhood framework as growth management strategy, Selection criteria

Policy Review:
- 5 Big Moves
- 15-Minute Neighborhoods Baseline Report (2021)

Southeast

Houston, TX (Montrose)

Citizen-led safety infrastructure (sidewalks), existing historic neighborhood with relatively walkable infrastructure and density, TOD

Policy Review:
- Walkable Place Ordinance
- Transit-Oriented Development Ordinance
- TIRZ 27 Project Plan (2015)
- City of Houston Climate Action Plan (2020)
- Montrose Livable Centers Plan (2021)
- METRONext Plan

Doral, FL (Downtown)

Density, Mixed-use developments, suburban superblock that has been subdivided to increase walkability, Office Park Retrofit

Policy Review:
- Sustainable Land Use and Design Policy 1.1, Enhance Bicycle Environment Policy 3.5, Public Transit Policy 3.6 (2020)
- Vision Zero
- City of Doral Master Plan (Public Works Dept.)

Jacksonville, FL (Riverside)

Downtown adjacent

Policy Review:
- The Community Renewal ACT (Senate Bill 360)
- Town Center Program
- City of Jacksonville's 2030 Comprehensive Plan

Islandview, Detroit, MI



Category

- Corridors and nodes
- Redevelop the core
- Multi-family requirements
- Near- and long-term solutions in planning framework
- Complete neighborhoods

Policy Priorities

- Improve quality of life, safety, and mobility
- Livable Affordable Housing: Require 20% of multi-family housing to be affordable. Island View duplexes 50% affordable.
- Calm traffic, increase walkability and safer bike options
- Revive/redevelop industrial areas
- Connect neighborhoods to each other and the riverfront
- Utilize vacant and city-owned land
- Recreational space(s)
- Community voted for safe bike lanes, affordable housing, and recreational space

Island View Greater Villages Neighborhood Framework Plan (July 2020)

The Villages Neighborhood Strategy, developed in collaboration with local stakeholders, serves as a guiding framework for The Villages Community Development Corporation (CDC) to implement physical and economic development strategies for sustainable development for the six Villages neighborhoods including Berry Subdivision, East Village, Gold Coast, Indian Village, Islandview, and West Village. **The resulting vision is for them to be a cohesive yet distinct collection of neighborhoods that provides a diversity of housing options, neighborhood-serving amenities, and locally-owned businesses connected within a walkable environment**. Specific strategies to achieve this vision include developing and enhancing amenities and destinations that support complete neighborhoods; improving options for mobility; fostering a diverse, equitable, and prosperous community through economic development; and building neighborhood identity, organization, and connectedness.



Image: Mackinaw Policy Conference 2016

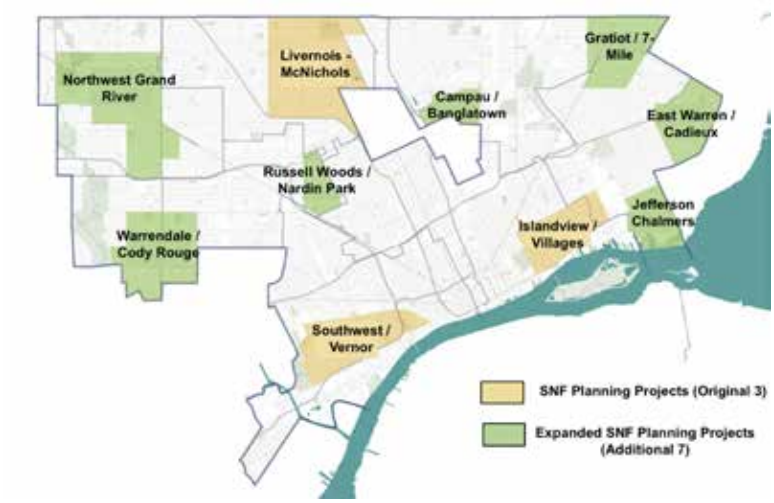


Image: Detroit Planning Neighborhood Centers

- Streetscape improvements: In 2016, Detroit recorded push-back from the community about gentrification and small businesses suffering from construction. The lesson to be learned is to plan for disruption and supporting existing small businesses.
- The 20-minute neighborhood needs a residential density of somewhere between 15 and 20 households per acre to support local retail.
- 2016 Greater Islandview Metrics:
  - 20 minutes to **Retail** (Includes shopping, restaurants, grocery stores, services, coffee shops, etc.),
  - 20 minutes to **Transit** (Includes bus stops, BRT, light rail, carpools, etc.),
  - 20 minutes to **a Park** (Includes greenways, waterfronts, public plazas, public recreation facilities, natural areas, etc.),
  - 20 minutes from **Blight** (One should not encounter blighted buildings, derelict streetscapes, nor crumbling infrastructure within a 20 minute walking radius).



Image: Islandview/Villages

<u>Comprehensive Neighborhood Approach</u>

Strategy 1: Improve Butzel Playground

Strategy 2: Streetscape Improvements on Kercheval Avenue

Traffic calming on neighborhood streets throughout

Strategy 3: Housing and Development -

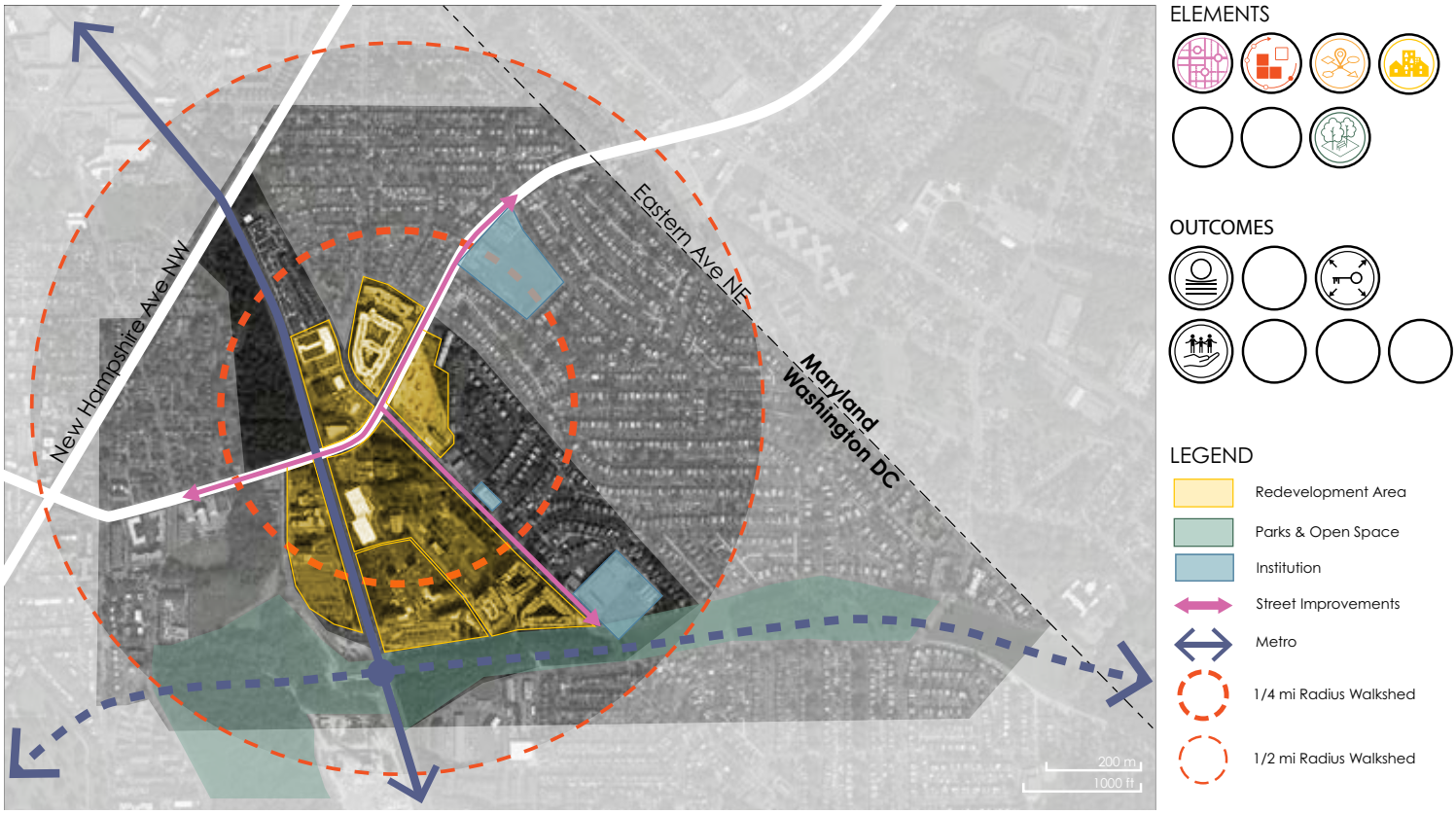
Rehab existing homes

Build a mix of units at various affordability levels

Targeted retail corridor - Infill along Kercheval with retail and community serving amenities

Strategy 4: Greenways (with mid-block crossings)

South Dakota Ave/Riggs Road, Washington DC



Category

- TOD
- Gentrification/Resisting displacement
- Multi-family housing
- Design for community context

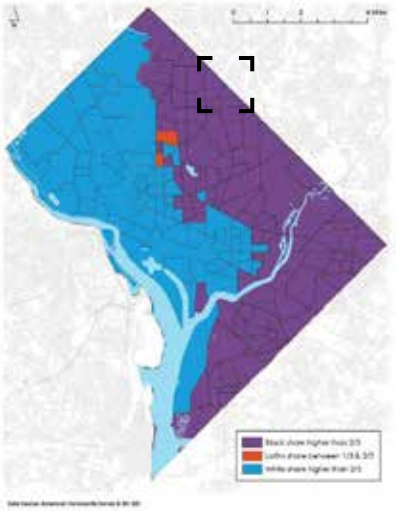
Policy Priorities

- Preserve the residential character
- Transit-Oriented Development that is compatible with existing community
- Developments need to comply with the Comprehensive Plan
- Improve neighborhood shopping areas to enhance the walkability and encourage pedestrian-oriented retail developments
- Buffer subdivisions/areas to protect the neighborhoods from noise, traffic, and compromised infrastructure
- Create opportunities for local and minority businesses within the planned area
- Improve access to metro services

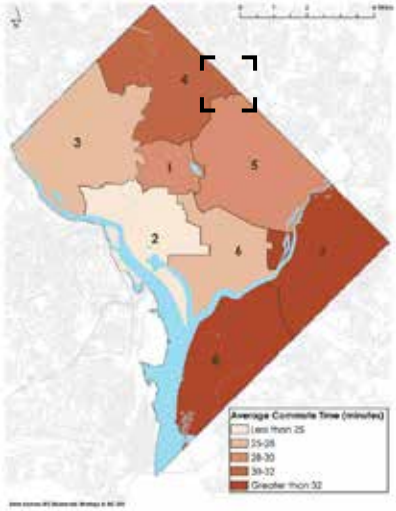
Redevelopment is ongoing in the neighborhoods of Queens Chapel and Lamond-Riggs. Recently increased density in a predominantly single-family neighborhood, the area has experienced shifting demographics from majority African American. Multifamily and large block development adjacent to small-scale residential neighborhood. The corridor is undergoing drastic changes and construction. Development appears to be, for the most part, developer driven. Infrastructure and institutional anchors are in place and being improved. Business opportunities are limited in the immediate area. The scale of new development is not sensitive to the extant community, either vertically or in plan.

The District of Columbia: Mapping Inequality

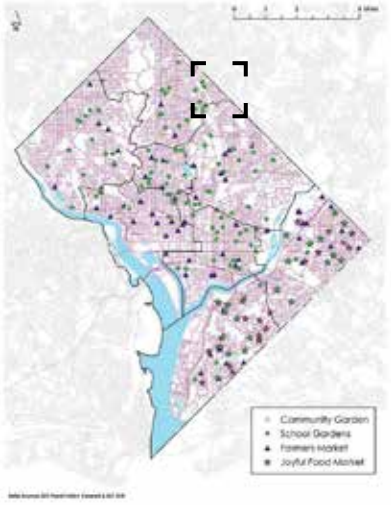
2018 RACIAL SEGREGATION



AVERAGE COMMUTE TIME BY WARD (2014)

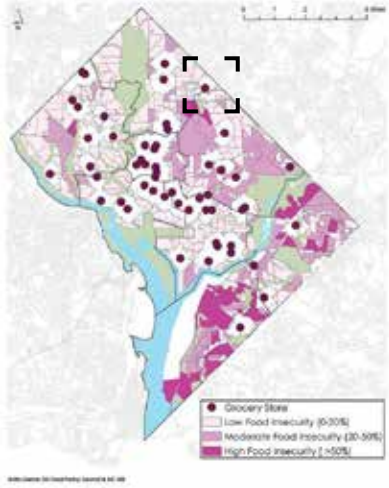


COMMUNITY FOOD ASSETS

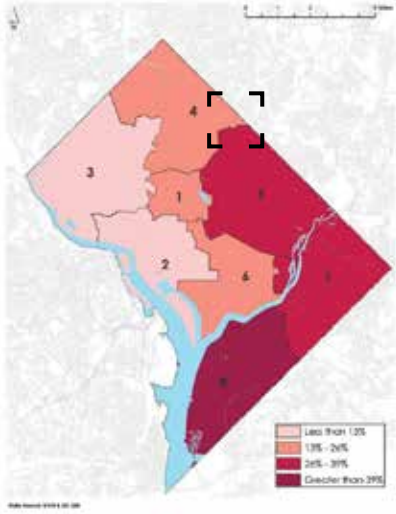


FOOD INSECURITY

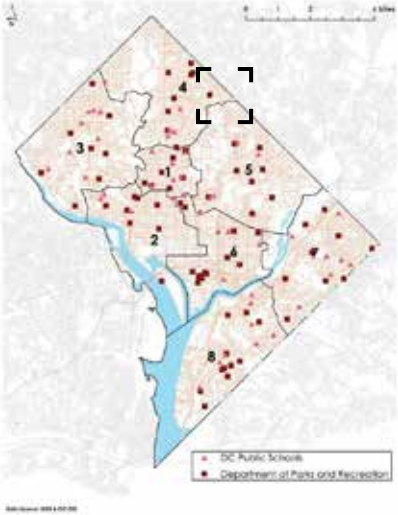
Food security is defined as having consistent access to affordable, nutritious food throughout the year. Higher levels of food insecurity (darker shades) indicate areas with lower income. White areas surrounding grocery stores indicate walkable access to grocery stores so are considered food secure in this map.



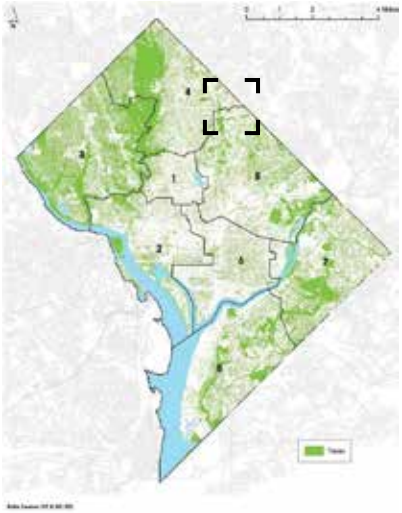
OBESITY PREVALENCE BY WARD



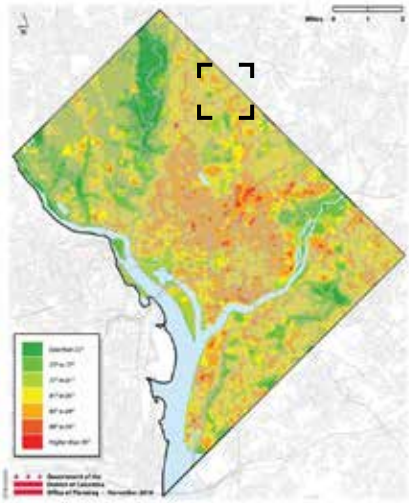
MODERNIZED SCHOOLS AND RECREATION FACILITIES BY WARD



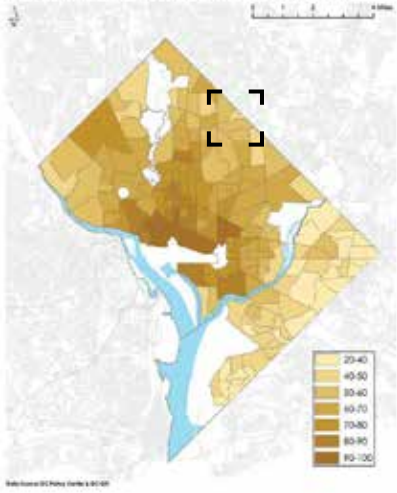
TREE CANOPY



URBAN HEAT ISLAND IN THE DISTRICT



WALKABILITY



Comprehensive Plan for the National Capital

The Upper Northeast Area Element

Policy UNE-1.1.1: Neighborhood Conservation
Protect and enhance the stable neighborhoods. The residential character of these areas shall be conserved, and places of historic significance, gateways, parks, and special places shall be enhanced.

Policy UNE-1.1.3: Metro Station Development
Capitalize on the presence of the Metro stations to provide new transit-oriented housing, community services, and jobs. The District will coordinate with WMATA to ensure that the design, density, and type of housing or other proposed development at these stations is compatible with surrounding neighborhoods; respects community concerns and feedback; serves a variety of household incomes; and mitigates impacts on parking, traffic, and public services.

Policy UNE-1.1.6: Neighborhood Shopping
Improve neighborhood shopping areas throughout Upper Northeast. Continue to enhance 12th Street NE in Brookland as a walkable neighborhood shopping street and encourage similar pedestrian-oriented retail development along specified streets and around the area's Metro stations.

Policy UNE-1.1.11: Buffering
Improve the interface between residential neighborhoods, industrial/commercial areas, and the railroad and Metro rail lines. Protect neighborhoods from noise, truck traffic, commuter traffic, odor and compromised infrastructure; reduce the damaging effects of excessive noise and vibration from Metrorail and commercial train traffic.

Policy UNE-1.2.5: Increasing Economic Opportunity: Create new opportunities for small, local, and minority businesses within the Planning Area, and additional community equity investment opportunities as development takes place along New York Avenue, Bladensburg Road, Benning Road, and around the Metro stations.

The Fort Totten Metro Station Area

Policy UNE-2.7.1: Fort Totten Metro Station
Encourage the reuse of WMATA-owned land and other underutilized property in the immediate vicinity of the Fort Totten Metrorail station. This area is envisioned as a "transit village" combining medium-density housing, ground floor retail, local-serving office space, new parkland and civic uses, and structured parking. Redevelopment should protect the surrounding lower density residences, and addresses traffic congestion and other development impacts.

Policy UNE-2.7.2: Traffic Patterns and Pedestrian Safety
Improve pedestrian access to the Fort Totten Metrorail Station, with a particular emphasis on pedestrian and vehicle safety improvements at the South Dakota/Riggs intersection.

Policy UNE-2.7.3: Municipal-Industrial Uses
Retain the established municipal-industrial land uses located to the south of the Fort Totten station (including the Trash Transfer Station on the west side of the station and salt dome on the east side). Guide future development in the vicinity of these activities in a way that does not impede their ability to function.

Action UNE-2.7.A: Fort Totten Small Area Plan
Prepare an updated study of the Fort Totten/ Riggs Road area to more precisely determine the mix of desired land uses; and to address transportation, parking, open space, urban design, and other issues related to the area's future development.

Action UNE-2.7.B: Riggs Road/South Dakota Avenue Redesign
Reconstruct the intersection at Riggs Road and South Dakota Avenue to improve pedestrian and vehicular safety. Consider opportunities for new development, parkland, and community facilities on the excess right-of-way.

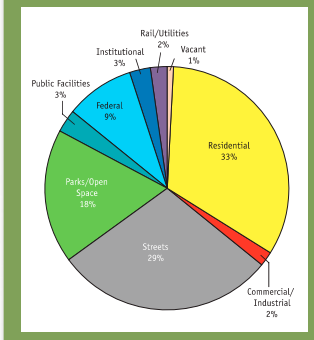
Rethinking the Streetscape

The Fort Totten Station is served by the Metrorail Green and Red Lines. As the transfer point between two intersecting lines, the station area has strategic importance in plans for the District's growth. Presently, Fort Totten is adjoined by large surface parking lots, industrial uses, and garden apartments. New residential development is taking place east of the station, and several conceptual development projects are under study. The station itself sits within the boundary of the Fort Circle Parks. Fort Totten Park, immediately west of the station, is an important DC historic site and contains the remnants of one of the most important civil war fortifications in the Fort Circle chain.

The large parcels owned by WMATA—located on the east and west sides of the station—present an opportunity for transit-oriented mixed-use development. A strong emphasis should be placed on housing and local-serving retail uses on these sites, with an orientation to the station and connecting bus lines. Zoning in the area already permits medium density mixed use development, and the area has been slated for transit-oriented development in the Comprehensive Plan for more than 20 years.

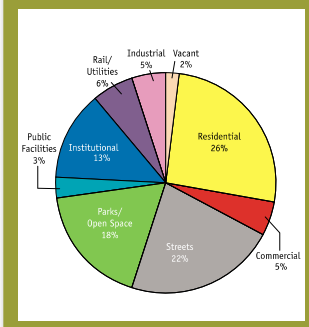
The "Y-intersection" of Riggs Road and South Dakota Avenue is located about one-quarter mile northeast of the station. The Department of Transportation is currently redesigning the intersection to improve traffic flow, enhance conditions for pedestrians, and make more efficient use of the very large right-of-way. The intersection is currently missing basic amenities like sidewalks, curb cuts, and pedestrian signals, making it difficult to navigate on foot. These improvements are being coordinated with redevelopment planning for adjacent commercial and residential uses along Riggs Road, including the Riggs Plaza Shopping Center between 3rd Street NE and Chillum Place.

Figure 22.1:
Land Use Composition in Rock Creek East 2202.2



Source: DC Office of Planning, 2006

Figure 24.1:
Land Use Composition in Upper Northeast 2402.2



Source: DC Office of Planning, 2006

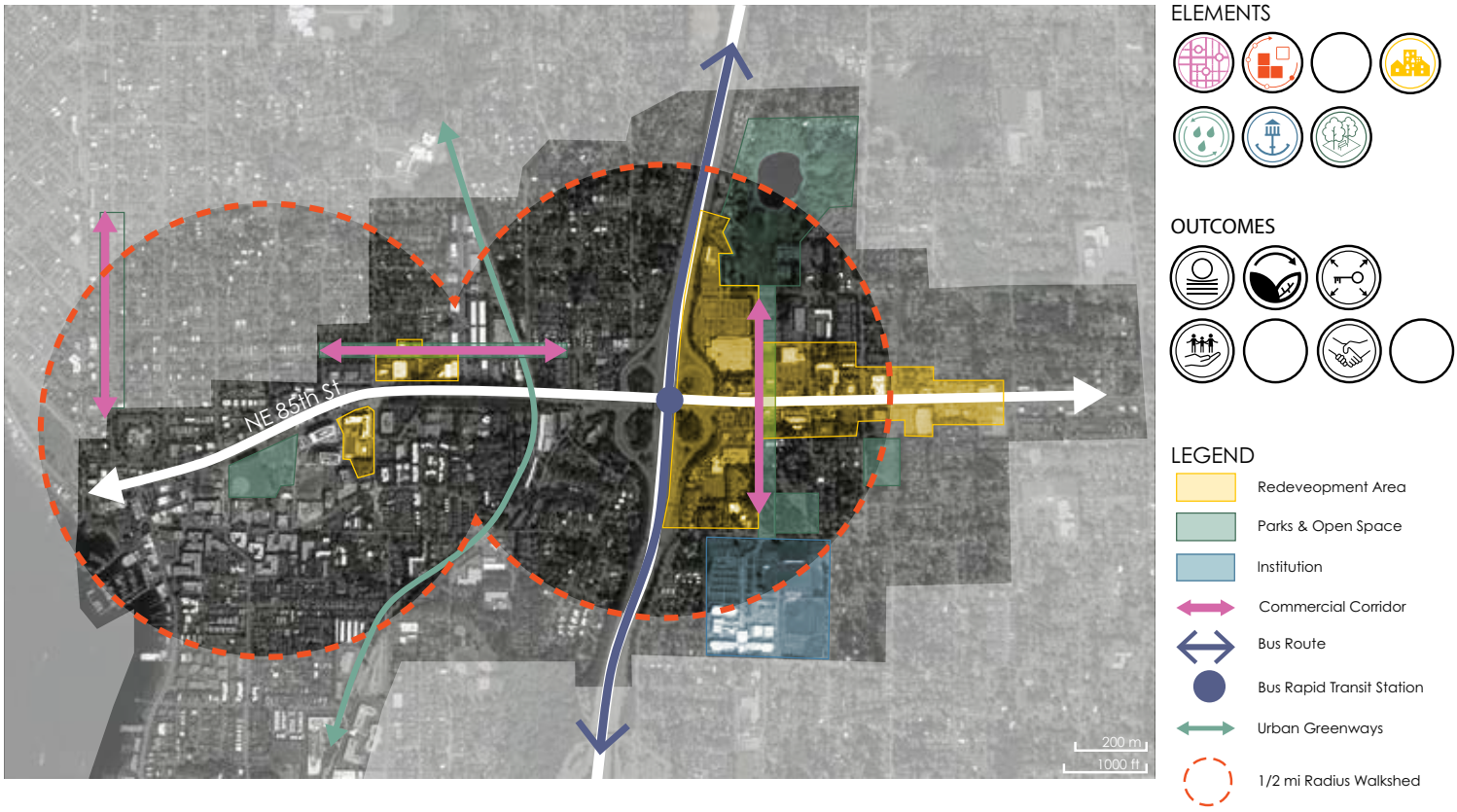


Riggs Rd streetscape in its current state.



Vision for improvement: sidewalks, street lamps, green buffers, signage, and street furniture.

Moss Bay, Kirkland, WA



Category

- 10-Minute neighborhood analysis and selection criteria
- Regional growth
- Corridor infill
- Prioritization of safety and pedestrian infrastructure
- Suburban block development pattern revision

Policy Priorities

- Pedestrian safety
- Maintain & enhance connections between neighborhoods, waterfront, parks, & rail corridors
- Facilitate infill (re)development
- Facilitate mixed-use development: Small-scale neighborhood commercial development in residential areas and residential development in commercial areas
- Decentralize affordable housing; put affordable housing within walk/bike reach of transit, employment, & shopping

10 Minute Neighborhoods have two important components - **good destinations and good access**. Kirkland's policy discussion introduces a third component – **people**. The definition corresponds to the Puget Sound Regional Council definition of "Transit Community", where proximity of transit service to housing and employment is measured.

Vision 2050 is the regional strategy for meeting the Growth Management Act (GMA) goals, which encourage urban planning approaches that concentrate growth in urban areas to allow efficient provision of services, reduce sprawl, promote physical activity, and support transportation choices. Vision 2050 sets an overarching goal of creating healthy, walkable, compact, and equitable transit-oriented communities that maintain unique character and local culture, while conserving rural areas and creating and preserving open space and natural areas. It also requires communities to develop strategies, programs, and projects that address non-motorized travel as a safe and efficient transportation option.

Kirkland's Analysis Step by Step:

1. Map
2. Analyze
3. Assumptions and Analysis

Input	Node	Walk Distance	Points/Value
Grocery	Point	concentric 1/8,1/4,1/2 mile	Concentric 1/8,1/4,1/2 mile
Type 1 Commercial	Point		
Type 2 Commercial	1/4 mile grid	# Occurrence per grid	# occurrence per grid
Parks	Park entrances	Concentric 1/8,1/4,1/2 mile	concentric 1/8,1/4,1/2 mile
Schools			
Type 1 Transit Bus Stops	Park entrances		
Type 2 Transit Bus Stops	Point		
Intersections	Point	# Occurrence per grid	#
Sidewalks and rails	1/4 mile grid	Ratio sidewalk to street length	Occurrence per grid ratio

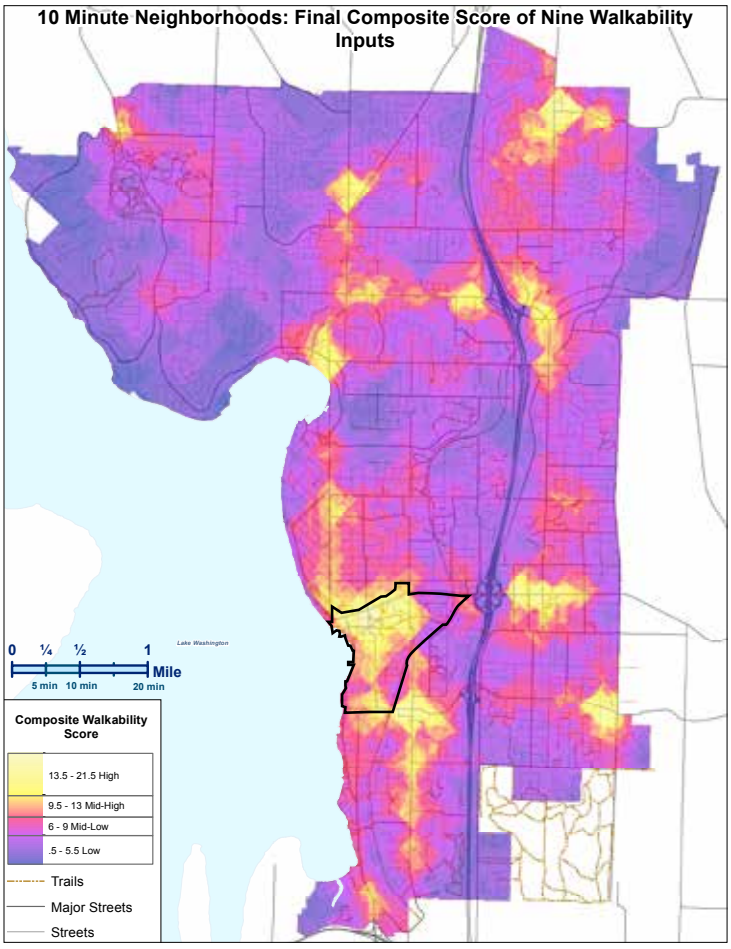


Image: Kirkland Walkability Analysis

Walkable places have a population base of residents and employees who use the amenities. This reciprocal relationship can be seen in Kirkland's mixed use commercial neighborhoods like Downtown, Village at Totem Lake, and Juanita Village – areas that are highly walkable and have a population base that supports the destinations. Moss Bay, shown outlined in the Walkability Composite map below, has high walkability and encompasses downtown Kirkland.

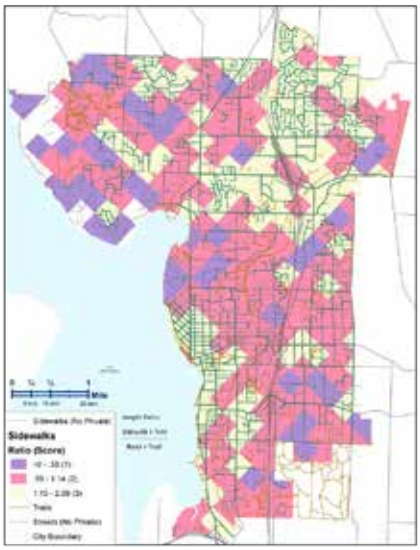
<u>Moss Bay Neighborhood Plan (Update 2021)</u>
Policy MB-14: Explore redevelopment of the Lake/Central surface parking lot with public and private amenities that enhance the 10-minute neighborhood concept. The exploration should include inclusive community engagement and participation from businesses, property owners, residents and the broader community.

<u>Greater Downtown Kirkland Urban Center Plan Policy T-5.1 (discussing 10-minute neighborhood):</u>
Focus on transportation system developments that expand and improve walkable

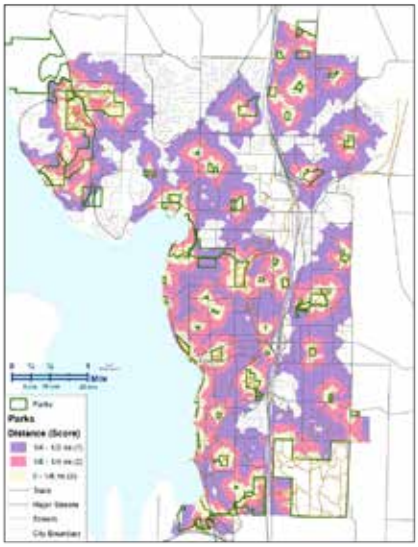
At a basic level, the 10 Minute Neighborhood analysis allows the City to measure how walkable the City is today given current land use and accessibility. From a planning perspective, the City also considers the tool as decisions are made about growth and density. Options to improve 10 minute neighborhoods include creating more destinations, creating better access, and/or concentrating anticipated growth within 10 minute neighborhoods (rather than in less walkable areas).

The analysis also helps the City prioritize transportation investment. Creating new destinations can be expensive or impossible, so providing new or improved access to existing destinations is a more practical approach to expanding 10 minute neighborhoods.

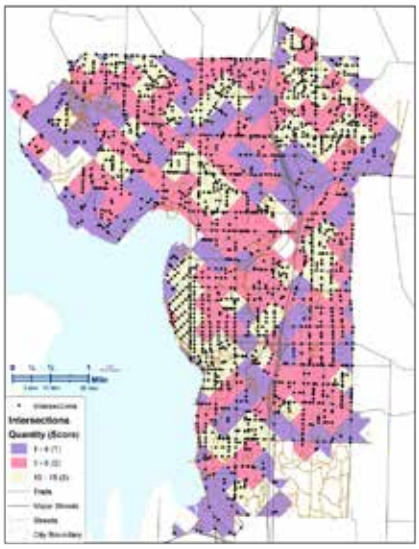
As part of the 2015 Parks, Recreation & Open Space (PROS) Plan, the City evaluated where there are gaps in parklands based on walking accessibility and can use that analysis to prioritize park acquisition.



Sidewalks



Parks



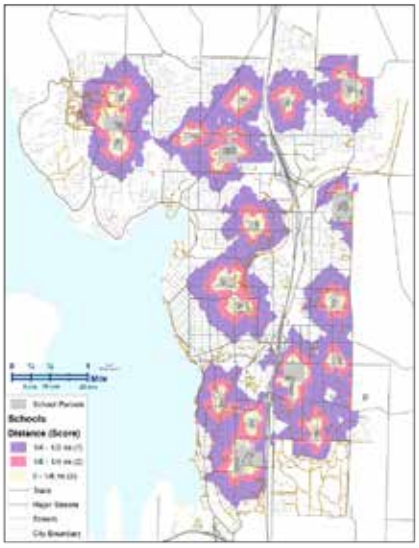
Intersections



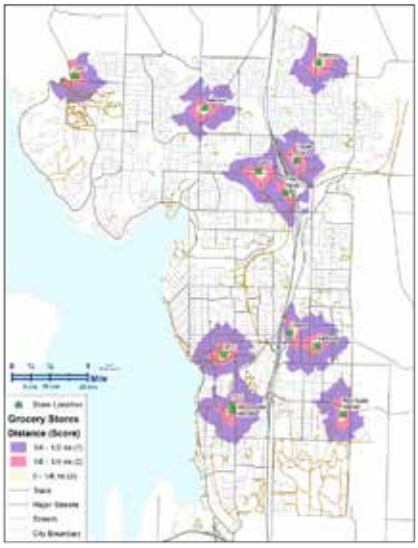
Type 1 Bus Routes



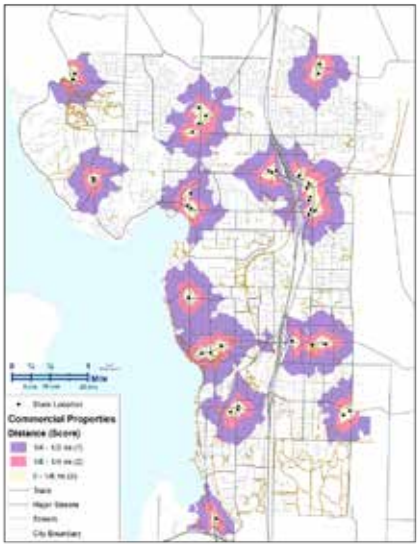
Type 2 Bus Routes



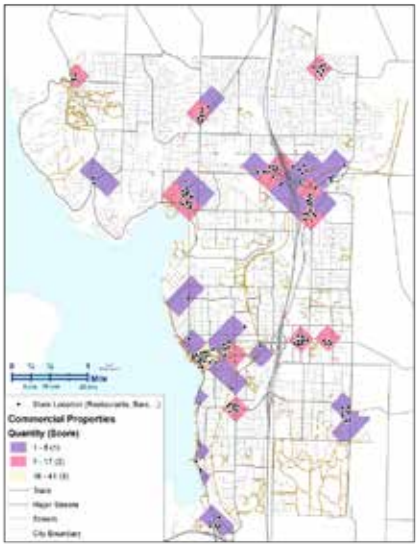
Schools



Grocery Stores



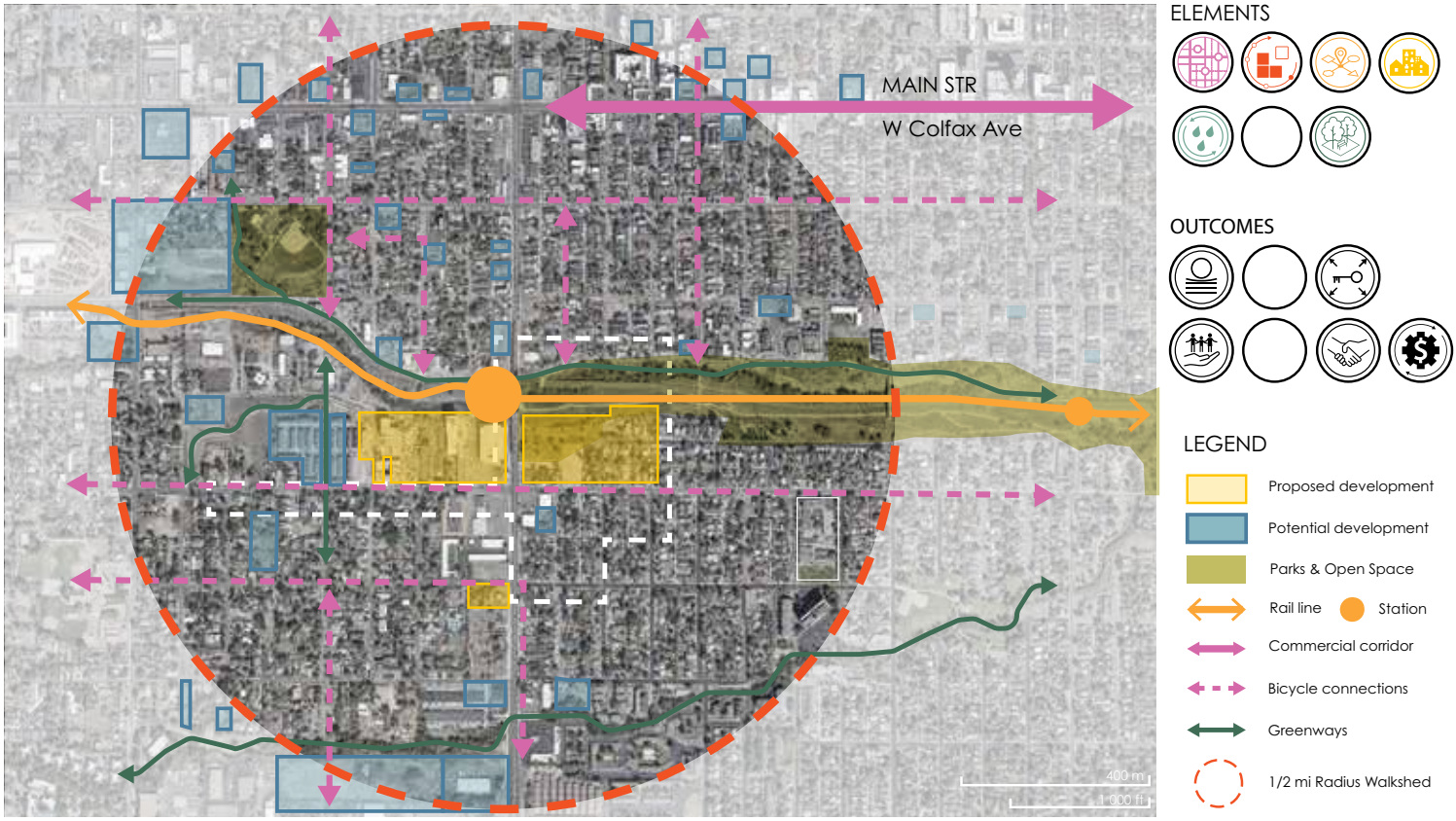
Type 1 Commercial Properties



Type 2 Commercial Properties

Image: Kirkland 10-Minute Neighborhood Inputs

Sheridan Station, Lakewood, CO



Category

- 20-Minute Neighborhood specific to implementing a catalyst project
- Replicability for other stations (nodes)
- Multi-jurisdictional + Public-private partnerships
- TOD
- Community of Concern

Policy Priorities

- Maximize residential access to daily needs including places to work
- Develop concentrated, mixed-use, pedestrian- and bicycle-friendly 'urban centers' along transit lines that allow residents to easily access their daily needs without having to get into a car
- Foster healthy neighborhoods to create opportunities for underserved areas
- Create and preserve affordable housing at station areas
- Walkable and bikeable transit corridors. Including closing the many missing links in pedestrian and bike routes.

Sheridan Station serves as a catalyst project, designed to be adapted and implemented at other transit locations. The physical project corresponds to the Sheridan Station 20-Minute Implementation Strategy, a replicable Framework with implementation priorities and strategies specific to the focus area's needs and constraints.

The area is subject to overlapping jurisdictional boundaries, partnerships, and regulatory framework. Intended to act as an implementation guideline, the Strategy references multiple existing planning documents. Policy has been pulled from the Cities of Lakewood and Denver, from Denver County, MetroWest, and the Denver Housing Authority. The 20-minute walk, 1/2 mile radius, includes parcels under each of these jurisdictions.

The project is a relevant learning lesson for local planning because it is a response to earlier planning efforts that underperformed or did not trigger redevelopment. Implementation and partnerships became the focus, resulting

in collaboration among multiple governmental and non-governmental groups.

The pilot area map, from Sheridan Station's 20-Minute Neighborhood Implementation Strategy shown below, indicates priority projects (A-I) and is coded by 20-minute neighborhood elements shown to the right. Each priority project, in turn, has associated actions that would contribute to the elemental qualities of the 20-Minute Neighborhood. For example, Project C (Immediate Station Area), is color coded to indicate that it impacts all 6 elements but is primarily related to Connectivity & Mobility. Project D (Activate Space in the Station Area) relates to Destinations & Community Events, but impacts 4 of the 6 elements.

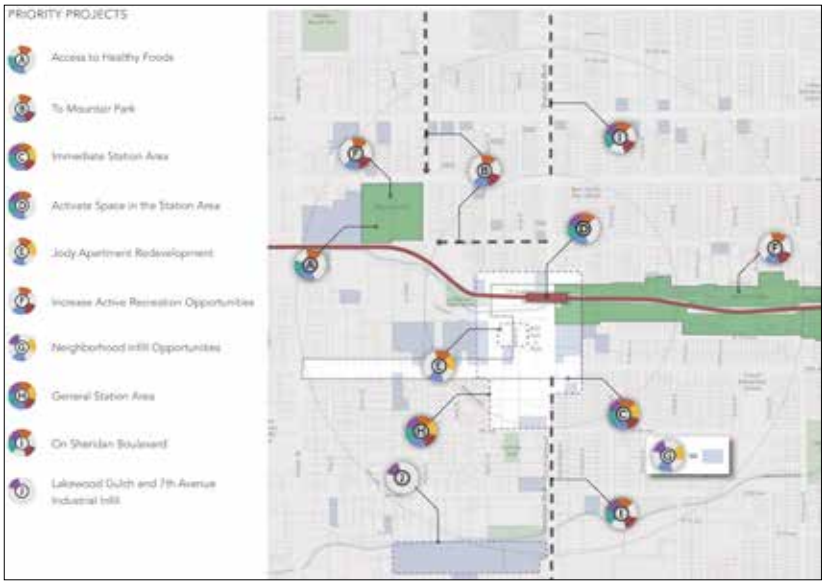


Image: Sheridan Station Priority Projects

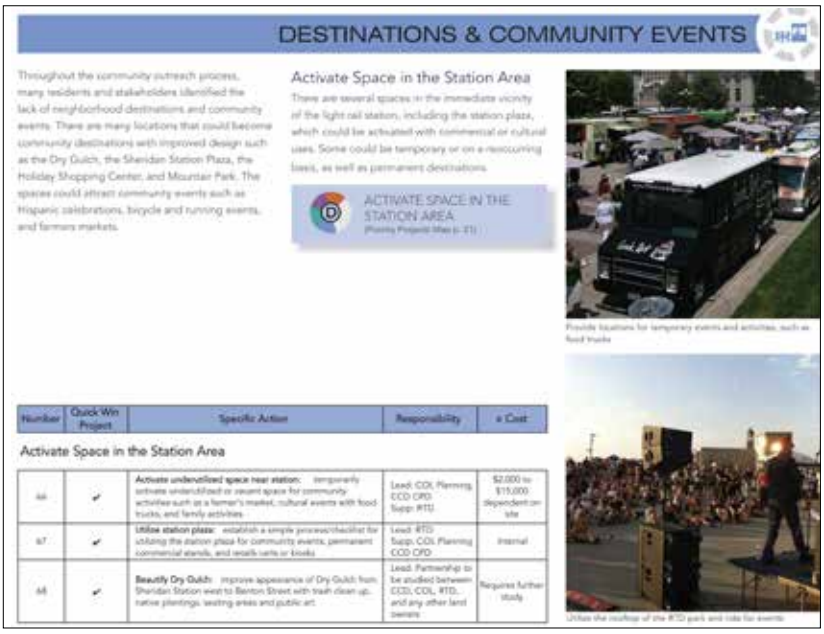


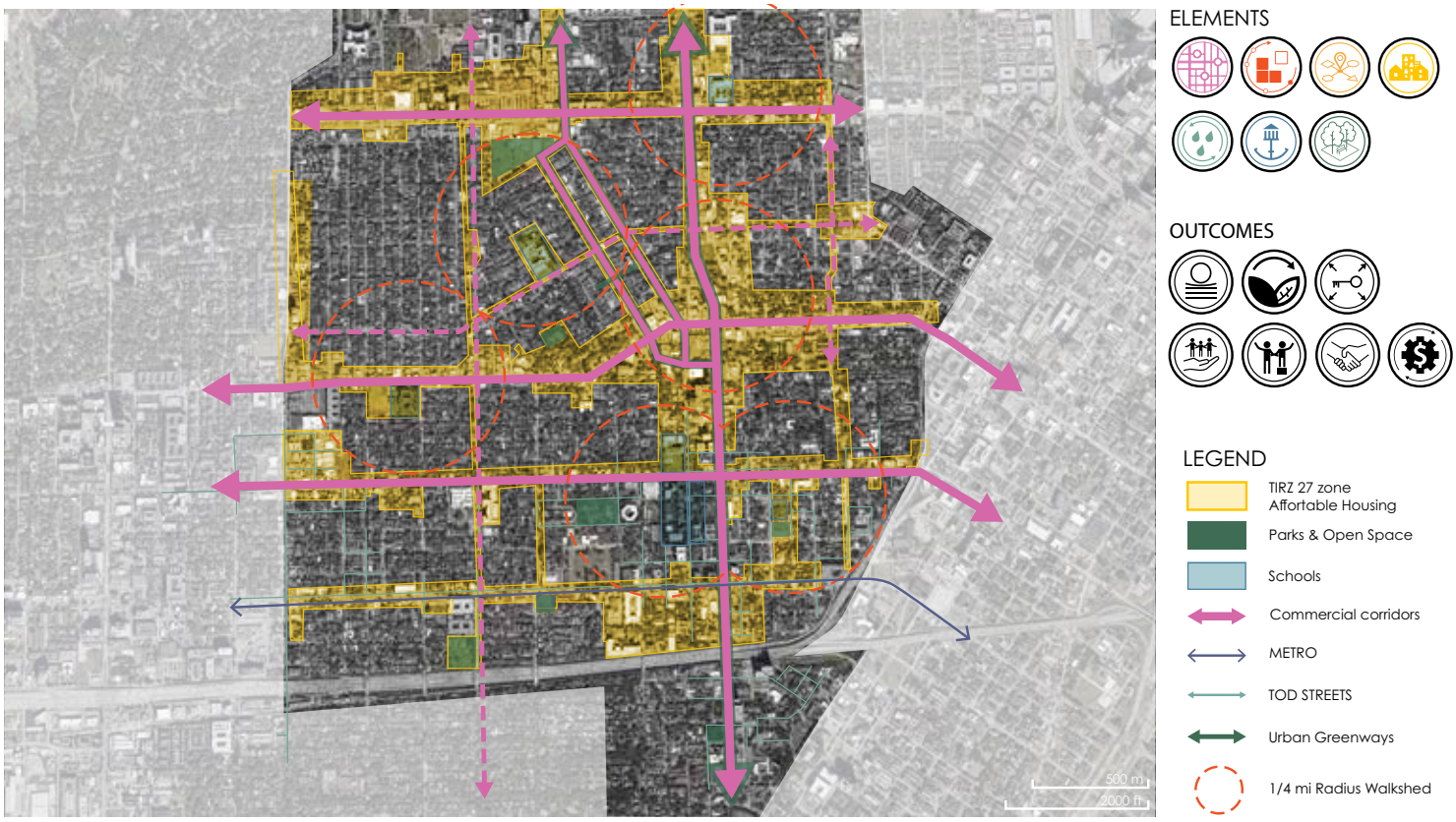
Image: Example of project outline and actions



Sheridan Station 20-Minute Neighborhood Elements:

- *Healthy Living,*
- *Housing,*
- *Connectivity & Mobility*
- *Destinations & Community Events*
- *Marketing & Branding*
- *Jobs*

Montrose, Houston, TX



Category

- Citizen-led safety infrastructure (sidewalks)
- Existing historic neighborhood with relatively walkable infrastructure and density
- TOD
- Walkable Places

Policy Priorities

- Enhance ped-friendly environment
- Stimulate economic growth through redevelopment + development of vacant sites
- Develop + enhance public green spaces
- Facilitate (re)development of affordable housing
- Enhance transportation network + promote mode choice
- Walkable Places Ordinance (5-foot minimum sidewalk width)
- Enhancements to bus network and the rapid transit line priorities (METRONext)

Montrose is Houston's cultural epicenter. With beginnings as a streetcar suburb in the 1910's, the neighborhood's culture and form is eclectic and unique. The street grid features a diverse network of street types. The neighborhood's walkscore is 86, very high for most Texas towns. Montrose is a walkable neighborhood, with seven adjacent transit lines, including access to the Metro Light Rail. In many ways, it is already a 20-minute neighborhood. According to the Houston-Galveston Area Council (H-GAC), half of all journeys departing from Montrose are for less than three miles. The neighborhood's history and position have attracted new development, but the current infrastructure does not match residents' demands.

Elements of the complete neighborhood are being addressed through improved walkability/ pedestrian networks, housing options around transit, financing catalyst investments to trigger redevelopment. The following pages represent an overview of policy that is contributing to the community's visions of walkability.

WALKABLE PLACES ORDINANCE

The Walkable Places Ordinance results from a public effort in Houston to define walking-friendly guidelines for new construction. Any new buildings along a designated Walkable Place Street and any properties undergoing significant upgrades along those streets must adhere to the ordinance's guidelines. The standards are minimum pedestrian realm widths, building design regulations to improve the pedestrian experience, and adjustments to parking minimum rules to promote more bicycle parking.

WALK AND BIKE MONTROSE PLAN

Despite being one of the city's most walkable neighborhoods, about 30% of the sidewalks in Montrose are in poor condition The Walk+Bike Plan assessed 120 miles of sidewalks in the study area. Parcel by parcel review had a better score than entire blocks, which is critical for pedestrian continuity. Less than 40% of the neighborhood's blocks are traversable, with just 10% satisfying the minimum 5-foot standards. Additionally, collision rates are high.

TIRZ 27 Project Plan

The Montrose Tax Increment Reinvestment Zone, established in 2015 by Houston City Council, was intended to build and expand capital improvement projects to attract investment for community revitalization. The TIRZ network model included major thoroughfares, internal streets, and sidewalks. Safety, accessibility, and future project considerations were incorporated, such as the METRONext plan, enhancing bus routes along Montrose Boulevard and Westheimer Road and a bus rapid transit line running down Richmond Avenue. TIRZ goals are to Enhance local parking opportunities and the associated pedestrian-friendly environment; Stimulate economic development and growth through the development of vacant sites and redevelopment of older areas; Develop and enhance open space, parks, plazas, recreational amenities, cultural facilities, and other similar improvements within the zone; Facilitate development and redevelopment of affordable housing in the zone; Enhance the Montrose transportation network and promote mode choice.

TIRZ Short Term Projects:

Neighborhood Safe Street Plan: intersection and roadway improvements to slow cars and improve safety for people walking and biking. New sidewalks, reconstructed curb ramps, crosswalk markings, curb extensions, speed humps, mini traffic circles, traffic diverters, and wayfinding designed for people walking and biking. Preserve shade with healthy trees.

Dedicated On-Street Bikeways: New buffered/ protected bike lanes with green conflict markings at driveways and intersections, improvements for safe crossings such as leading bicycle and pedestrian signals, and protected turns. Improvements also include updated sidewalks and curb ramps.

Walkable Street Retrofits: Interim design improvements to reduce and prevent speeding and improve safety for people walking, such as updated sidewalks and curb ramps, curb extensions, crosswalk markings, formalized parking, and vehicle lane re-striping.

Safe Transit Access: Improvements for streets intersecting transit routes, including updated sidewalks and curb ramps, new crosswalk markings, curb extensions, and additional intersection treatments like leading pedestrian signals. Improvements can be split and combined with other projects.

TRANSIT-ORIENTED DEVELOPMENT ORDINANCE

The City of Houston recently proposed a Transit-Oriented Development (TOD) Ordinance. These rules will apply to street segments within one-quarter and one-half mile of METRORail and METRORapid stations. Like the Walkable Places Ordinance, the TOD ordinance establishes minimum pedestrian standards, building design criteria, and automobile parking requirements reductions. Although Montrose does not have any Primary TOD Streets, due to the planned METRORapid route along Richmond Avenue, some roadway segments in the southern section of the neighborhood have been designated as Secondary TOD Streets.

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Assessing Existing Conditions & Policy

Overview & Key Findings

The following attempts to gather a snapshot of the study area within the Greater Palm River community - one of the 'downtown centers' in unincorporated Hillsborough County. To do this, the team researched the history of the community, County policy that impacts the neighborhood, past and current demographics, the built environment, and the community's assets, challenges, and opportunities. The area was mapped, stakeholders were interviewed, and the conversations continue. Dialogues and participatory planning will continue to be framed around implementable near- and long-term conversations around place, mobility, and safety.

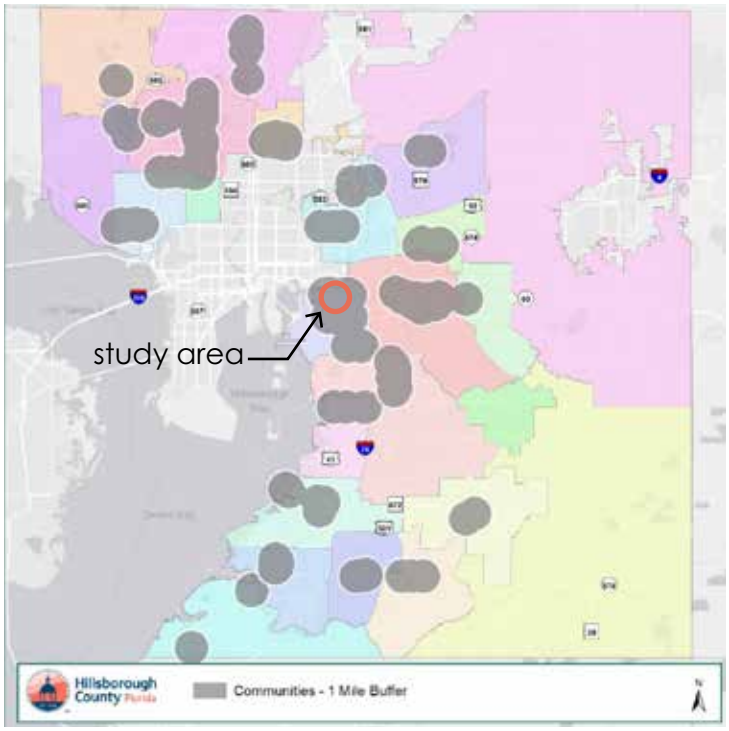


Image: Hillsborough County, unincorporated Community Plan boundaries and 1-mile 'town center' buffers

Key Findings - Palm River Study Area

Residents Needs and Priorities

- Viable alternatives to driving
- Neighborhood serving streets, de-prioritize pass-through traffic
- Better walking and biking infrastructure, supporting the high percentage of youth and elderly (non-driving population)
- Public space (enforceable design guidelines)
- Concurrent economic development strategy
- Preserve high ownership rates
- Increase long-term affordability for those who are housing burdened (regardless of renter or owner status)
- Community ownership and resident-powered stabilization/empowerment to resist displacement
- Greater sense of civic pride, partially instilled by seeing others care for and invest in the neighborhood

Policy Review

- Hillsborough County policies generally support the concepts behind the 20-Minute Neighborhood.
- Components and goals of the Greater Palm River Community Plan match those of a typical 20-Minute Neighborhood Framework.
- Demographic research of typical community indicators reflects the same findings as the Nondiscrimination and Equity Plan and the Consolidated Plan for HUD (NRSA). Neighborhood stabilization will be critical.
- Palm River, and more specifically the study area, needs a robust neighborhood stabilization strategy and private and public partnerships to protect existing households and businesses.
- Small businesses along Palm River Rd and 78th Street will need resources.

- Mobility studies and test fits generally agree that a long-term lane reduction should be one of many safety improvements to the design of 78th Street - but there is no timeline, design, or funding committed to this.
- Policies that link to each other include, but are not limited to, Vision Zero, Bus Emphasis Corridor, and Complete Streets. Projects that link priorities and benefits should be prioritized.
- Palm River Rd and 78th St in the study area are community roads and should be designed and regulated as such.
- New road guidelines are not required for existing roads, like those of Palm River.
- Land development code does not specify the regularity or distance between pedestrian-oriented street crossings. The neighborhood is lacking these.
- The implementation of any of the Greenways trails do not seem likely, with one option along the TECO easement completely infeasible.
- The Community Plan Audit reports that the majority of Community Plan goals have, at the very least, been initiated.
- Mapping, Streetlight data, and interviews indicate that more students would be walking to school if routes were safer (high concentrations of students need to cross Palm River Rd and/or 78th St.
- Commercial centers and civic facilities have the potential, with safer street conditions, to draw more pedestrians.



Mobility and Mapping

- Other than the intersection at 78th st and Palm River Rd, there is only one physical crosswalk on the 2 connector streets within in the 20-Minute walkshed. Records indicate another one on Palm River Rd, but it seems to have been physically removed.
- Pedestrian patterns show how the community has adjusted to barriers to pedestrian mobility and access.
- **Roughly 1/4 of existing vehicular trips are pass-through.** By prioritizing local trips in the street design, the County has the potential to facilitate a stronger community node.
- **9% of current vehicular trips are internal to internal**. What would it take to get those 23,588 cars to walk, bus, or bike each day?
- The existing demographic is one that will benefit greatly from reduced vehicular dependence.
- The elements that suppress pedestrian activity are lack of safety and lack of comfort.
- The quadrants that result in the study area being divided by 78th St and Palm River Rd act independently and will benefit from better/safer crossings.
- Of the top 10 pedestrian trips, the vast majority of them are to or from a zone that is mostly commercial.
- Pedestrian and bicycle patterns demonstrate that people are walking to amenities, but less likely to access a commercial center if having to cross Palm River Rd or 78th St.
- Seasonal weather does not appear to have an effect on pedestrian activity as much as the school schedule.
- **Bicycle trips** appear to peak in PM hours (5 and 7PM), about twice as many compared to AM hours. But trips are more evenly distributed when external trips are excluded. Bike trip distribution is skewed to distances longer than is typically comfortable to walk.
- **3 of the top 10 bicycle Origin-Destination (OD) pairs are between the southern neighborhoods and the schools.** The number of trips goes up by about 40% in September, when school starts.

- **Pedestrian trips** peak at 3 PM, with the majority of them being less than 1-mile. The main destination is the Tampa International Mini Mall and subdivisions in Clair Mel. The main origin spots are Clair Mel Elementary, the nearby residential area, and the area comprised of TECO.
- **7 of the top 10 pedestrian OD trips are on either side of 78th St or Palm River Rd. OD pairings underscore the need to improve connections across these streets.**
- The number of pedestrian trips drops by about 17% in September, when school starts.
- There are about half as many pedestrian trips in June as in the other study months.
- The high prevalence of rear end crashes indicates congestion, and that a road diet may help to alleviate.
- Crash rates are higher than state averages, which the opposite of most walkable/20-minute neighborhoods.
- Almost 75% of the 292 crashes in this study area took place at 3 intersections along 78th St.
- Of the 18 study intersections, there are many others with higher than state average crash rates.

  * Complete mapping and data review are available in the Appendix.

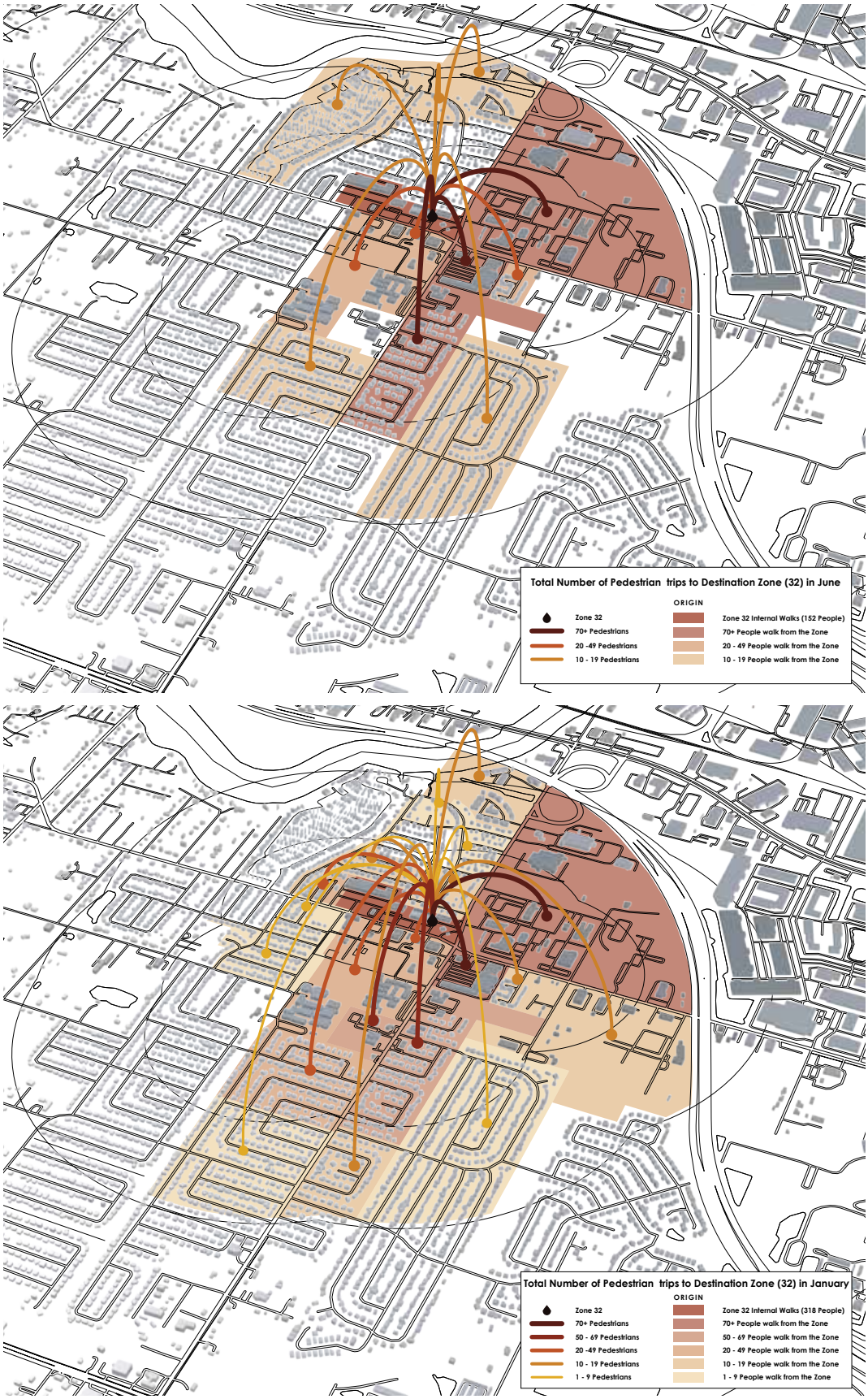


Image: Map demonstrating most popular walk zone origins to most popular destination in June (top) and January (bottom), via Streetlight data gathered by H.W. Lochner, Inc.

In an attempt to understand existing walk patterns, spider maps were created to visualize where pedestrians were coming from with the most popular destinations for summer and winter. The graphic to the left shows January and June walk trips to zone 32, which is a shopping center with one of 2 grocery stores in the study area. Data is limited to single trips, meaning that pedestrians making multiple stops along a route are not shown. A surprisingly high number of origin trips came from the TECO industrial quadrant of the study area. This can, perhaps, be explained by employees walking to lunch.

Safety Needs Data Comparison

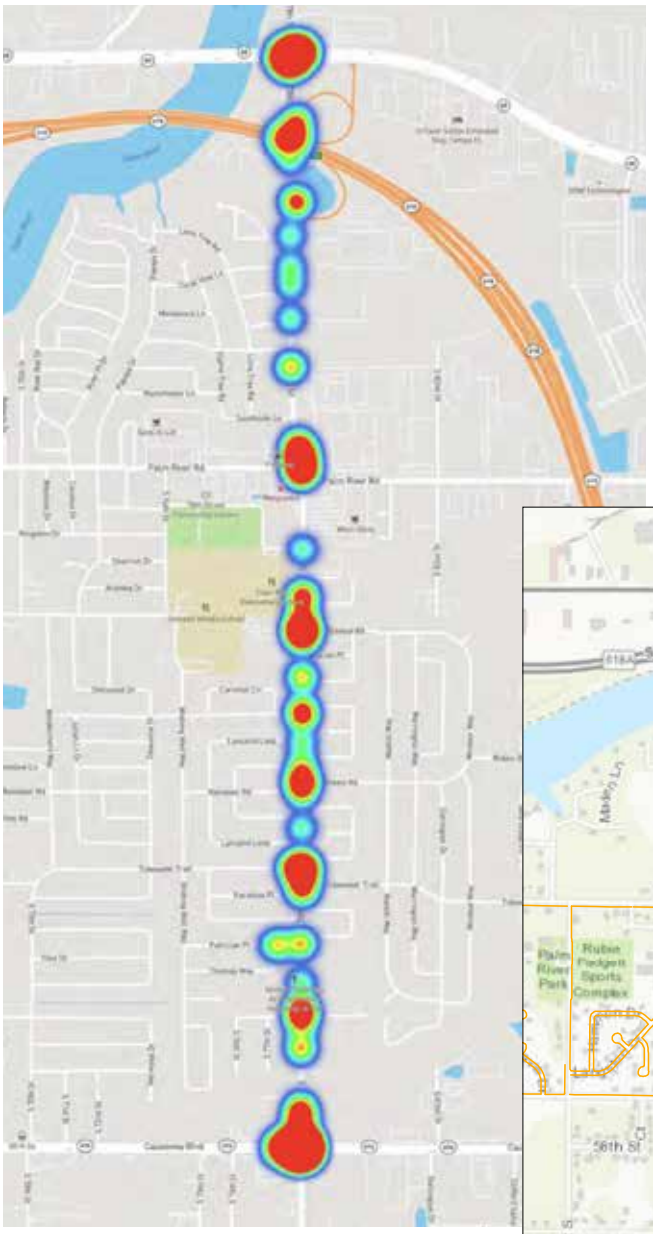


Image: Hillsborough County Vision Zero Corridor, 78th street

Safety Overview

The following is a discussion of unsafe conditions, as demonstrated in Vision Zero data and Lochner's recent INRIX analysis.

- Vision Zero's crash data focuses primarily on the 78th St corridor, while project specific analysis includes Palm River Rd as well as 78th St.
- 78th at Palm River Rd and at Rideout Rd are top priorities. Other locations of concern are Palm River Rd between 78th st and Palm River Rd and 78th St at Robindale, Ridein, Tidewater, and Causeway.
- Mid-block crossings should be prioritized.

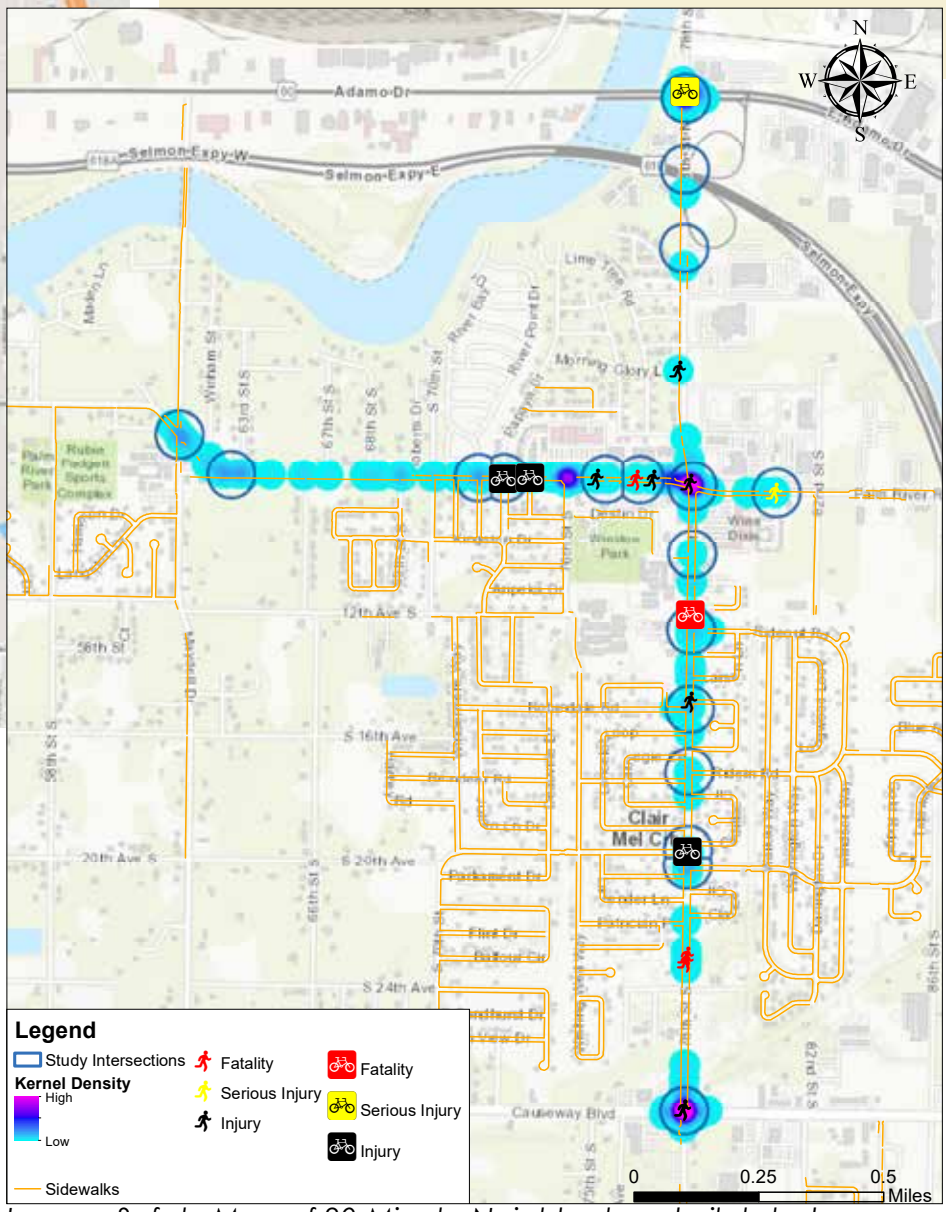


Image: Safety Map of 20-Minute Neighborhood pilot study area, created by Lochner

Test Fit Comparisons: Highlights of existing policies and proposals



Vision Zero Recommendations:

- Lane count stays the same
- Extend curbs all 4 corners to slow cars
- Improve signage, signaling, lighting

Image: 78th St at Palm River Rd, **Vision Zero** *proposal to extend curbs and resurface roads*



Complete Streets Recommendations:

- Lane count reduced
- Extend and redefine curbs all 4 corners
- Utilize roundabout for traffic calming
- Provide pedestrian crossing islands

Image: 78th St at Palm River Rd, **Complete Streets** *proposal to replace intersection signal and infrastructure with a roundabout. Note, South Coast Greenway is included in this rendering (N3 option).*



Image: 78th St, **Vision Zero** *proposal for long-term lane elimination*

Consistent recommendations:

- Reduce travel lanes to 11'
- Provide buffer between cars and bicycles





Image: 78th St, **Complete Streets** *proposal for 78th St, one lane of traffic in each direction, turning lane in middle, parking on west side, buffer with protected bike lane on each side.*

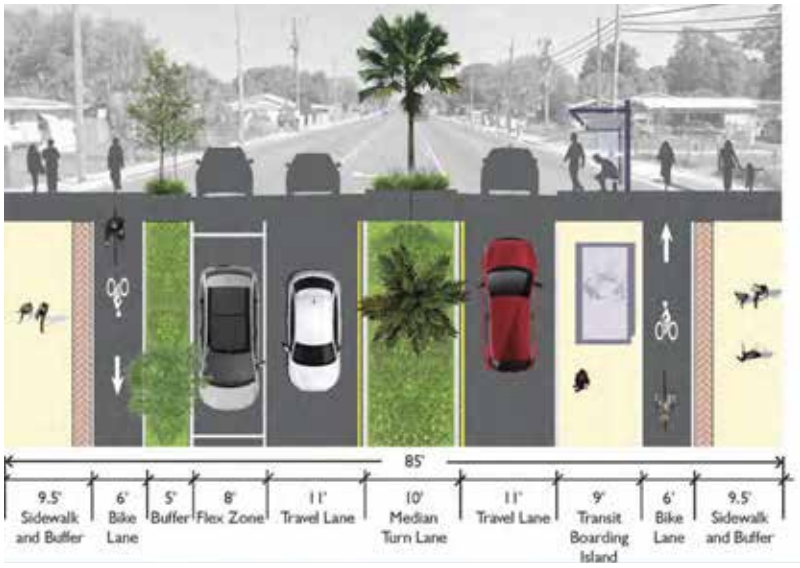


Image: 78th St, **Complete Streets** *proposal for 78th St, one lane of traffic in each direction, planted median in middle, parking on west side, buffer with protected bike lane on each side.*

- Greater Palm River Community Plan, 2008
- Community Plan Implementation Audit, 2022
- Budget & Capital Improvements, FY2022-27

Equity
- Plan Hillsborough Nondiscrimination & Equity Plan

Mobility
- Comprehensive Plan; Mobility Chapter
- HC Complete Streets Guide & Test Fit (2022)
- Vision Zero Action Plan (2017)
- Vision Zero Corridor Study: 78th Street Final Report (2021)
- Bus Emphasis Corridors Project Update (2022)
- Greenways and Trails Plan (2016 & 2018)

Housing
- Plan Hillsborough 2018-2023 Strategic Plan
- HC Consolidated Plan Program for 2021-2025
- 2021-2025 Neighborhood Revitalization Strategy Area (NRSA)

OVERVIEW

The study focus area is subject and priority for a number of safety plans and studies, including but not limited to Vision Zero, Complete Streets Test Fit, Bus Emphasis Corridor. Each of which demonstrates the need to prioritize safer non-vehicular modes of travel for residents.

The Community Plan implementation status

20-Minute Neighborhood concepts support and further the goals of the 2008 Community Plan. There are no conflicts.

Equity & Nondiscrimination

The 20-Minute Neighborhood and the Equity & Nondiscrimination Work Plan are mutually inclusive. **The pilot study area is a priority location**. Comprehensive community engagement and efforts to support existing neighborhood residents will be critical in the implementation of the 20-Minute Neighborhood. The Plan does not outline/specify recommendations for prioritizing investment (allocating County funds) from various departments or by category of need (housing, economic development, education).

Mobility

Transportation planning and mobility documents directly align with the 20-Minute Neighborhood concept. Documents outline conceptual and high level goals, schematic designs for safety improvements in the pilot area, and long-term goals for both transit and bike trails. The Context Based Classification System provides neighborhoods and county employees with a foundation for designing streets to support the neighborhoods in which they are located. By this standard, 78th St and Palm River Blvd should serve the extant surrounding community, not pass-through traffic. Existing infrastructure and block development can be immediately improved for pedestrian safety.

> *Bicycle and bus improvements are currently unfunded and will likely take longer to implement than improvement of existing pedestrian infrastructure. There is no available timeline for implementation of the Vision Zero Designs, Complete Streets, Bus Emphasis Corridors, or the Greenway Trail.*

Housing

Affordability will be an ongoing concern throughout Hillsborough County. Affordable Housing plans and documents align with the concepts of healthy walkable neighborhoods, which are consistently shown to lower non-housing cost of living. The study area is a NRSA and CoC, which indicates that it should be a focus area for community development.

Existing Policy and 20-Minute Neighborhood Crosswalk

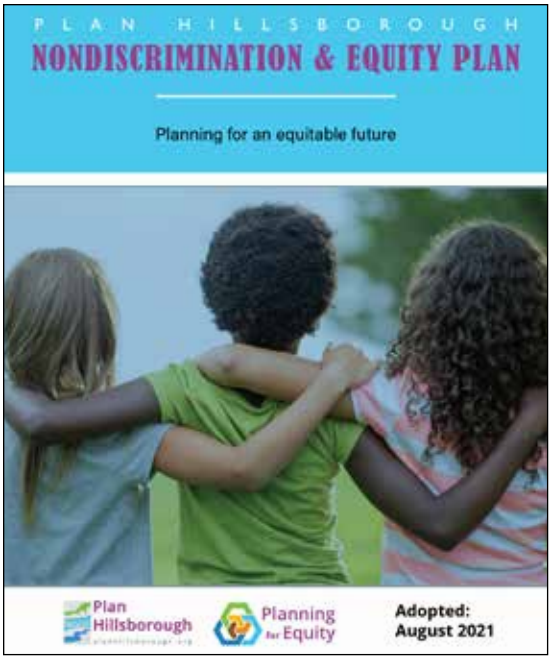
Greater Palm River Community Plan (2008)	Budget	Equity	Mobility & Transportation					Housing & Development			20-Minute Neighborhood Elements
			FY22-FY27 Adopted Capital Improvement Program	Plan Hillsborough Nondiscrimination & Equity Plan	Comprehensive Plan: Mobility Chapter HC/CPA 21-16	HC Complete Streets Guide	Vision Zero - Action Plan (2017) & Final Report (January 2021)	Bus Emphasis Corridors Project Update (February 2022)	Greenways and Trails Plan (2016 & 2018) & Alignment	Plan Hillsborough Strategic Plan 2018-2023	HC Consolidated Plan Program 2021-2025	HC Neighborhood Revitalization Strategy Area
√	●	●	√	√	●	√	●	●	√	√	**Block Development Strategy** Density, Form, Scale
√	√	√	√	√	√	√	√	●	√	√	**Mobility Network** Transportation Hierarchy
√	●	√	√	√	●	√	●	●	√	√	Complete Streets
√	●	√	√	√	●	√	●	●	√	√	Street Room
√	●	√	√	√	●	√	√	√	√	√	**Proximity & Diversity of Uses**
√	√	√	●	●	●	√	√	√	√	√	**Institutional Anchors**
√	●	●	√	√	√	√	√	√	√	√	**Green and Public Spaces** Visual Character
√	√	√	●	√	●	√	√	√	√	√	Tree Canopy
√	√	√	●	√	●	√	●	√	√	√	**Neighborhood Stabilization (Stay & Grow)** Incubator Space & Small Business
√	●	√	√	√	●	√	●	√	√	√	Housing Mix
√	●	√	√	√	●	√	●	√	√	√	Housing Renewal & Rehabilitation
√	√	√	√	√	●	√	√	√	√	√	**Water Management**

√ Concepts align

● Not addressed/applicable

● Contradictory concept

Plan Hillsborough Nondiscrimination & Equity Plan, 2021



Hillsborough County is directed to take compliance measures for Title VI of the Civil Rights Act – prevent discrimination and promote equal treatment of all people – by the US DOT and DOJ.

The document is an overview of the County's Title VI/Non Discrimination Program, intending to identify under-served communities and providing examples of equity work in minority and low-income groups. The document provides a history of discrimination in Hillsborough County and recommendations for advancing nondiscrimination. The following provides a synthesis of components that are most relevant to the neighborhood (Greater Palm River) and to the implementation of a 20-Minute Neighborhood framework. These topics include, but are not limited to inclusive outreach strategies and investment/ implementation prioritization.

Palm River is a community of concern, as identified in the Nondiscrimination & Equity Plan.

Part I: Identify Communities of Concern
- How does the TPO and Planning Commission evaluate equity in the planning process?
- Evaluate the benefits and/or burdens of LRTPs on EJ communities and other under-served communities, including the distribution of health impacts of CO2 emissions, hydrocarbons, and noise pollution.

Part II: Title VI and Nondiscrimination Components – Equity Work in TPO Program Areas
- Self-Assessment of how principles of equity have been incorporated. Review of existing Comp Plans.

Part IV: Define under-served and identify a framework for equity

Part V: History of Discriminatory Planning
- Acknowledge the past to craft future planning practices.

Part VI: Public Engagement
- Description of engagement that went into this document, not instructional about how to conduct engagement.

Community overview and mapping (focus on Palm River):
- Black or African and Hispanic populations are primarily concentrated in areas outside of Tampa, including Palm River-Clair Mel
- Palm River is included as one of the largest concentrations of people who speak English less than "very well" identified as LEP populations (Limited English Proficient) by the federal government.
- Very high population of racial minority (80-100th percentile)
- Very high and high ethnic minority (Hispanic) population, and very high and high of limited English proficient population
- Very high persons with no high school diploma
- Very high and high concentration of households with no vehicle
- 90-100th percentile environmental justice population
- Most under-served areas (4-7 characteristics)

Equity Work in TPO Program Areas
- Long-Range Transportation Planning (2045): Predict the potential for health and environmental impacts associated with traffic has the potential to fall more heavily on EJ communities. TPO identified strategies to mitigate impacts; they 'can be incorporated'.
- Transportation Improvement Program (-2025/26): Closest TIP project is 'Smart Cities' corridor along Highway 41 between Adamo and almost to Causeway. This is outside of project scope.

- **2020 Vision Zero Speed Management Plan and 2017 Vision Zero Action Plan:** Since 2017, strategies in the plan have included public engagement in Palm River. Factors for prioritization include access to schools and posted speed versus suggested context classification speed, transit routes, roadway volume, and CoCs. **Project pilot area is top 8 of the top 20 High Injury Network Corridors.**
- State of the System Report – n/a
- **2018 School Safety Study and Safe Routes to School Program.** TPO SRTSP informs infrastructure and policy regarding transportation safety. The Study prioritized public school areas. Developed a list of actionable safety and mobility improvements. TPO staff looked at travel patterns around schools. The TPO map does not show the project area.
- Transportation Disadvantaged Service Planning
- *What is the Disadvantaged Business Enterprise (DBE) and can it be utilized to support small business?*
- Public Participation
- Regional Coordination
- Transportation Planning Management
- **Unincorporated Hillsborough County Comprehensive Plan**: Sustainable economic growth and community development - The Community Design Component identifies specific GOPs that promote livable communities by supporting dense, mixed-use development and safe, walkable and bikeable neighborhoods.
  - Future Land Use Element (FLUE)
  - Economically Disadvantaged Groups Elements (EDGE)
  - Housing Element – identify affordable housing stock and housing at risk of expiration
  - Transportation Element
  - Livable Communities Element – Palm River is one of 22 unincorporated communities with its own Community Plan

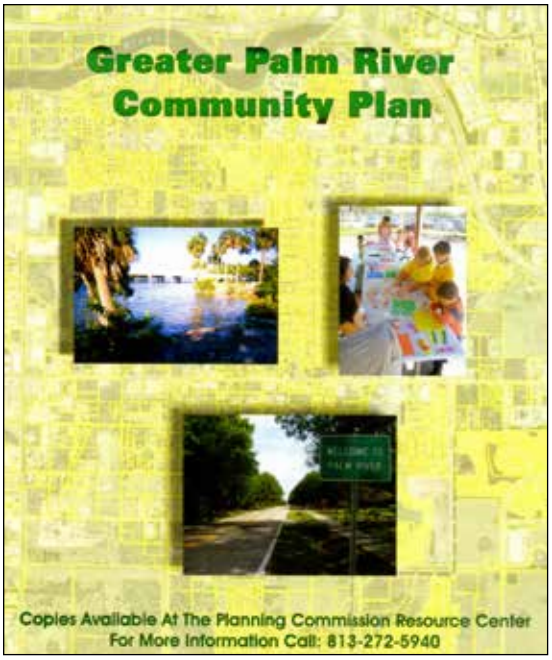
<u>Questions and Items in Action:</u>

- What intensification does the City of Tampa have planned for Adamo Dr that will impact Palm River?

- Future Leaders in Planning (FLiP) Program was created to teach local Hillsborough County High school students about planning throughout the summer and was expanded to "FLiP Jr." for elementary and middle school students in Palm River. **The program is underway and engaged in generating ideas.**

- The TPO Board Resolution to support Health in All Policies aligns directly with the 20-Minute Neighborhood Framework and intentions. Pedestrian-friendly intersections for CoCs. Walkability is a critical improvement for populations with high rates of behavioral health and chronic disease conditions. Increase trails and side paths.
  - What is the percent of the population living within ¼-mile of transit? How well does that transit function?

Greater Palm River Community Plan, 2008



The Greater Palm River Area historically supported Tampa through agricultural production, with current development patterns showing remnants of the small farms and divisions. The first developer in the area began purchasing in the late 1950's. The unincorporated community adopted its own Community Plan in 2008. By 2020, the community aimed to recognize and foster an economically diverse community with additional residential, commercial, offices, and industrial developments. The pilot area has not experienced the projected growth rate, but neighboring areas within the Greater Palm River Plan boundaries have seen significant residential growth. Job growth has not met expectations.

The Plan does not conflict with the 20-Minute Neighborhood, which will work to implement relevant objectives of the community Plan. While parts of the original Plan are in need of updating, the bulk of it applies to existing conditions and needs. The following documentation outlines Community Plan elements that directly relate to the pilot study area.

Goal 1: Infrastructure and Utilities

Water services were a high priority. **Recent assessments show that, while the County has invested in water supply and removal, necessary work remains and multiple parcels outside of the immediate pilot study area have not been connected to sewer or public water supply. *Note: Mapping assessments indicate that infrastructure in the area is provided by both the County and the City of Tampa through an Interlocal Agreement.** Plan participants deemed storm water management to be inadequate, which remains to be a significant percentage of code complaints. Potential LDC changes would require better (natural and attractive) storm water management. Ditches and detention/ retention ponds currently need cleaning and maintenance, which will need community participation and education to eliminate illegal dumping.

Goal 2: Crime and Public Safety

Plan components that relate to the 20-Minute Neighborhood have to do with community ties, building and maintaining relationships between the community and law enforcement, restricting of alcohol and tobacco sales in the LDC (never codified), and reinforcing the community identity. Encourage community groups and leaders to participate in activities/projects that will enhance and raise the appearance/ beatification while also enforcing existing littering and dumping regulations.

Goal 3: Traffic / Transportation

The goal explicitly supports the 20-Minute Neighborhood by calling for 'a balance of walking, bicycling, and transit that serves neighborhoods, commercial, and industrial areas addressing the demand of growth'. The Plan calls for transportation improvements to improve roadway and **pedestrian infrastructure** close to community and social services. **The request for sidewalk improvements on both sides of Palm River Road and 78th Street is still relevant**, as well as the desire to design intersections for safety by reducing crossing distances and minimize curb radii.

- Maintain a complete and connected network of streets while avoiding impacts to natural wetland areas.
- Provide appropriate trees and landscape as part of roadways investment. Maintain Palm River Road as a Canopy Street by encouraging shade trees adjacent to the right of ways.
- **Design all intersections to be more walkable and reflect best practices in pedestrian-oriented roadways and site design**; high visibility crosswalk, shorter crossing distances, and enhanced streetlights.

- Strengthen and enforce roadway safety through roadway design and traffic control to reduce vehicle speeds and increase driver awareness.
- **Provide safe travel paths to schools, parks, and public services: Sidewalks, marked crosswalks, special signage, and over all lighting.**
- Enhance neighborhood and commercial nodes.
- Public transit should include frequent services, adequate routes, extended hours of operations, bus stop enhancements, and safe sidewalk access.

Goal 4: Parks and Recreation

Recent community meetings have found community members still asking for adequate and quality parks and recreation opportunities, but the County is in the process of updating and improving the amenities at Winston Park. The Plan request for **connections to parks, public lands spaces, waterfronts, and public spaces will increase the viability of a 20-Minute Neighborhood**. The Plan addresses a critical component of diverse mobility options that are important to 20-Minute neighborhoods by supporting plans for safe bike routes/trails. Trails mentioned in the Plan are, to date, unfunded.

Goal 5: Planning and Growth

The Plan identifies the pilot study area, intersection of 78th Street and Palm River Road, as a Community Commercial Node. The vision for the Plan is to maintain the existing community patterns and to promote growth/infill that supports the existing community while allowing it to grow. Encourage adequate open space and access to park, trails, water access, and retention of environmentally sensitive, significant habits and wetlands. Establish community gathering places (third spaces) in which citizens socialize and celebrate local events.

Utilize citizen-based organizations (such as neighborhood and business associations, Community Development Corporations, etc.) and partnerships to implement the plan. Use these opportunities to empower residents, property and business owners through education on zoning, land use, and comprehensive plan processes to ensure involvement.

Develop and adopt an overlay district into the Land Development Code for the length of 78th Street between Palm River Road and Causeway Boulevard.

- Develop gateways to create a sense of arrival by using land features, public art and signage at strategic areas, including 78th Street north of Palm River Road.

New residential or residential redevelopments should include interconnected and walkable neighborhoods; affordable and choice housing; expand transportation choices; support infrastructure expansion; support community physical health; improve security; protect the environment. The 20-Minute Neighborhood will enhance design features as outlined in the Plan.

The 20-Minute Neighborhood would support economic growth and the objective of providing opportunities for business growth and jobs in the Palm River Area. Relevant ideas include incubators for existing and new start-ups, a business resource center, facade program, crime prevention efforts, and community merchant association.

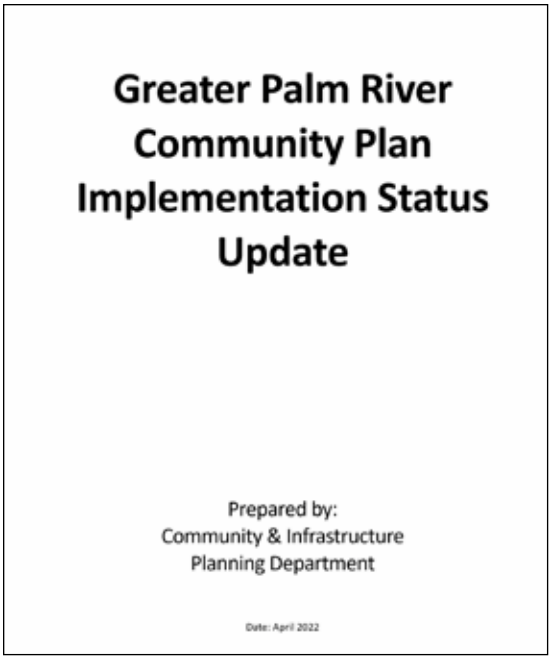
Goal 6: Senior, Social, Health-Medical Services and Schools

Develop and protect appropriate community service centers, public and private schools, technical College and educational opportunities, hospitals, library, daycares, and aging services as growth occurs. Provide after-school programs for youth. Schools are already located in the pilot study area, but more effort can be made to improve safe walking networks around them. The community needs facilities and community programs for all ages.

Goal 7: Environment and Natural Resources

Protect and enhance the natural environment and resources of the Palm River area. This includes the continued need for code enforcement and the elimination of illegal dumping. Access to nature is limited but can be enhanced through improved green spaces, waterfront access, and the implementation of the County Greenways Master Plan.

Community Plan Implementation Audit, 2022



County staff has conducted an internal survey of department actions that serve to implement the Greater Palm River Community Plan from the Livable Communities Element (LCE).

Of the 9 Palm River Community Plan categories, the audit found the 121 strategies to be mostly implemented or ongoing. Only 1 strategy cannot be implemented, 23 are yet to be implemented, and 22 strategies have been started. The majority of audited activities outlined are outside of the pilot area.

Goal 1 Infrastructure & Utilities
The pilot area:

- Was not part of the water connection to county water supply in 2019.
- Is not a focus of the septic to sewer conversion.
- Is not a high priority for the stormwater improvements to flooding problem areas.

Goal 2 Crime & Public Safety
Strategies are indicated as being implemented and/or ongoing. The assessment did not specify where safety activities were being implemented. The assessment, furthermore, did not provide any measurements as to how effective implemented measures have been for safety improvements.

Goal 3 Traffic and Transportation

- Dowdell Magnet got additional school warning signs.
- Transit strategies have not been implemented.

Goal 4 Parks & Recreation

- Nothing in pilot study area identified.

Goal 5 Planning & Growth

- Code enforcement is an ongoing need and overlaps with Goal 2.
- *The community plan map indicates the pilot study area as mixed-use and pedestrian oriented. Safety measures have been drafted but not budgeted or implemented, see other policies and studies reviewed in this document.
- Hillsborough County should be examining other strategies to achieve the kind of nodal development outlined in the Community Plan.

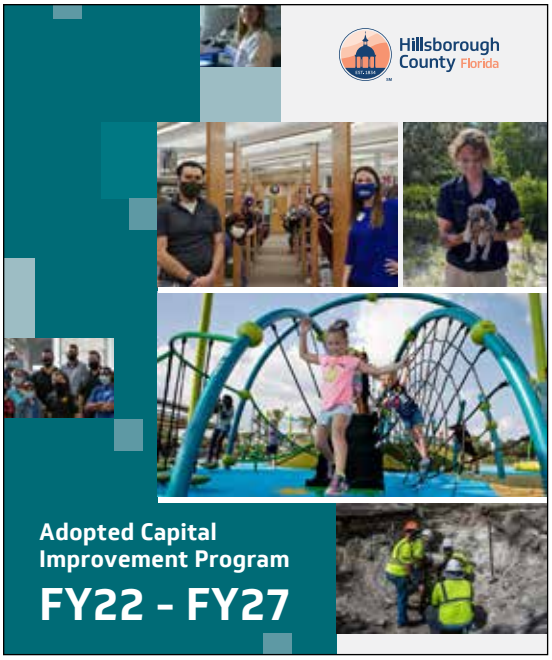
Goal 6 Economic Development
Targeted Redevelopment Plan does not address the pilot area.

Table 1: Implementation Status by Goal					
Strategies by Goal	Implemented or Ongoing	Started	Yet to be Implemented	Cannot be Implemented	**Total Recommendations**
Infrastructure & Utilities	13	2	0	0	**15**
Crime & Public Safety	10	0	1	0	**11**
Traffic & Transportation	13	9	9	0	**31**
Parks & Recreation	4	2	1	0	**7**
Planning & Growth	14	4	9	1	**28**
Economic Development	1	3	2	0	**6**
Senior, Social, Health-Medical Services & Schools	7	0	0	0	**7**
Environment & Natural Resources	9	2	0	0	**11**
Historic Preservation	4	0	1	0	**5**
Totals	**75**	**22**	**23**	**1**	**121**

Image: Hillsborough County Implementation Status, compared to the Greater Palm River Community Plan Goals. The majority of strategies are implemented, ongoing, or started. The status audit did not quantify the level of completion or impact of ongoing activities.

DRAFT

Budget & Capital Improvements, FY2022-27



Capital Improvement Program

- FY22-23 Budget Recommended and Adopted
- FY22-27 Recommended and Adopted Capital Improvement Program

The Capital Improvement Program is a 6-year financial plan for proposed capital projects, which is reviewed and updated annually. The Comprehensive Plan (Capital Improvements Element (CIE) generally guides Capital Improvement Program project selection. Funding sources include ad valorem (property) tax, communications services tax, community investment tax, gasoline tax, enterprise fees (services like solid waste and water), special assessments, impact fees, mobility fees, and other financing. Project funded through CIP are finite, rather than ongoing programs.

The BOCC establishes priority categories for CIP to determine initial consideration of proposals; public health, safety, welfare, impact on operational cost for government services and the implications for concept of growth management.

Vision:

- Quality of life: safe and stable neighborhoods, expanded arts, culture, and recreation, and accessible educational opportunities, health care and other "life" services.
- **Infrastructure for economic growth: Adequate water, sewer, stormwater, accessible transportation locally and globally, communication technology**.
- Foster a start-up, entrepreneurial culture: encourages start-ups, views failure as part of the process, views diversity as a strength, and values entrepreneurism.
- Committed civic leadership: understand the emerging world, sustain efforts, and invest wisely - requiring leadership from both elected and civic leaders.

The County's Adopted FY22 Budget includes increased funding for non-profit agencies and capital projects as well as new funding for affordable housing. Many of the projects/ departments identified in CIP are funded by the Countywide General Fund and the Unincorporated Area General Fund.

Long Term Budget Challenges:

- Transportation Capital Improvement Program
- Master Plans for Fire Rescue, Parks, Conservation, and Courts
- Growth in Law Enforcement Requirements Maintaining Service Levels Relative to Growth

Palm River Area CIP

- Complete: Maydell Bridge Replacement
- Winston Park Splash Pad & Park Improvements
- Palm River Water & Sewer Expansion Project
- Palm River Utility Expansion Program (Septic to Sewer), reduce nutrient loading into McKay Bay
- Palm River Water Project
- Delaney Creek Water Quality Improvements (Water Quality Improvements & Environmental Program) – reduce stormwater pollution/ runoff outside of pilot study area but affecting watershed and the environmental conditions of the neighborhood
- Improvements to County Surplus Building on 78th Street north of Palm River Road
- Landscape improvements at 78th Street library (complete)
- South 78th Street Corridor Improvements (project #C69666000) – to include turn lane improvements and to enhance pedestrian, bicycle, and bus facilities.
- $15,400 but appears to be largely unfunded.
- Programs Funded: Greater Palm River CDC
- Recommendations in Capital Budget:
- Safe Routes to School physical improvements
- Allocated funds for trails but none directly in study area.

Comprehensive Plan: Mobility Chapter, HC/CPA 21-16

The section prioritizes elements of walkability:

- **Institutionalize Vision Zero**
- **Establish Multimodal Level of Service standards**
- **Coordinate transit service with land use**
- **Context-Based Roadway Planning & Design**

The 20-Minute Neighborhood incorporates the principles of land use as well as mobility by encouraging municipalities and community members to think about both the place and how to get to the place. The Comprehensive Plan's Mobility Chapter defines the framework and larger, organizing, goals for providing equitable and safe mobility options that **put people first**. The Mobility Chapter provides the foundation for context-sensitive classifications and guidelines that support safer walkable neighborhoods. **Many of the new policy items (like 5.3.3) in this Chapter relate to compact, walkable, and connected communities.**

In the context of Palm River, the local needs of the community are safety and preserving/ enhancing the system in an almost walkable neighborhood. Elements of the Comprehensive Plan that relate to Palm River and the 20-Minute Neighborhood include the need for equity, safety, connectivity, putting people first, preparing for new technology, and respecting the context.

Achieve Equity Outcomes

- Build and maintain a transportation system that supports the needs of all users with respect to ability, resources, identity and mode preference (Goal 1).
- Engage the public. Consider both positive & negative socio-economic, physical, & mental health impact. Recognize & avoid repeating past injustice.

Achieve Vision Zero by providing a multimodal transportation system that prioritizes the safety of all roadway users.

- Integrated safe systems, Equitable education & fair enforcement, Improve high-injury corridors
- **Protect vulnerable users, such as bicyclists, pedestrians, children, seniors and people with disabilities, through a Safe Systems Approach, speed management techniques and context-sensitive multimodal facility design (Obj. 2.2)**.

Maintain System in Good Repair, Preserve Assets & Improve Resiliency to Climate Change

- **Prioritize roadway maintenance and sidewalks along HART corridors**.
- Maintain existing transportation infrastructure and public transportation assets, capability of the multimodal system for evacuations.

Promote Connectivity

- Provide safe and convenient connections within the transportation network that support multimodal access to key destinations, such as community focal points, employment centers and services throughout the County.
- Newly added language (4.1.2) aims to require pedestrian and bicycle interconnections in development and the street grid.

Provide Choices When Not Driving

- Create a sustainable transportation system that allows people to take their mode of choice to access necessities, opportunities, recreation and each other.
- Balance vehicular capacity, Level of service standards, Mobility fees, Corridor Preservation Plan & ensure adequate multimodal corridors – emphasis on connectivity, Higher density/ intensity area, **transit dependent communities, Comprehensive bicycle/ pedestrian system**.
- Objective 5.4: Support HART in efforts to identify and increase frequency of service to higher density and intensity areas, bus emphasis corridors, transportation disadvantaged communities, Neighborhood Revitalization Strategy Areas and Low-Moderate Income Areas as defined by the Department of Housing and Urban Development (HUD).

Build a Smart System that utilizes technology and strategies to improve safety, efficiency and reliability for all modes of transportation and to meet the needs of all users.

- Deficient roadways, Country`s traffic management center, Transportation Demand Management, Comprehensive multimodal parking & curb space management, Corridor widening strategically, Improve multimodal connections, Emergency technologies.

Table 1
Context-Based Classification Matrix

Context-Based Classification		Characteristics	Future Land Use Typically Surrounding the Corridor	Note
Rural (C1&C2)		Preserved land in a natural or wilderness condition, sparsely settled lands, may include agricultural land, grassland and wetlands	Natural preservation, agriculture, mining, planned environmental community, low density residential	Includes all areas outside the Urban Service Area. Excludes areas that can be designated Suburban Town.
Suburban	**Residential** (C3R)	Most residential uses within a disconnected or sparse roadway network	Residential	Includes land uses that constitute the Suburban Development Area and Non-Residential Development Area, as well as land uses within the Urban Development Area that are expected to grow to suburban population or employment densities.
	Commercial (C3C)	Mostly non-residential uses with large building footprints and large parking lots within a disconnected or sparse roadway network	Suburban mixed-use, neighborhood mixed-use, research/corporate park, light industrial, heavy industrial, energy industrial park	
Suburban Town (C3T)		Small concentrations of mixed-use areas or town centers, or developed areas which are immediately surrounded by low to medium density residential areas	Suburban mixed-use, neighborhood mixed-use, low to medium density residential	Areas with planned development forms where lower speed is required, including: 1) Areas described in the Livable Communities Element as walkable centers, walkable Overlay Districts identified in the Land Development Code and developed town centers in Mixed-Use Developments of Regional Impact (DRI); 2) The top 20 Severe Crash Corridors involving people walking or biking identified in the Vision Zero Plan that are not otherwise designated C4.
Urban General (C4)		Mixed-use set within a well-connected roadway network, highest densities within Urbanized Areas	Community mixed-use, urban mixed-use, office commercial, regional mixed-used, innovation corridor mixed-use, higher density of residential	Includes the land uses that constitute the Urban Development Area and are expected to reach urban population and employment densities or are described in the Livable Communities Element as walkable centers

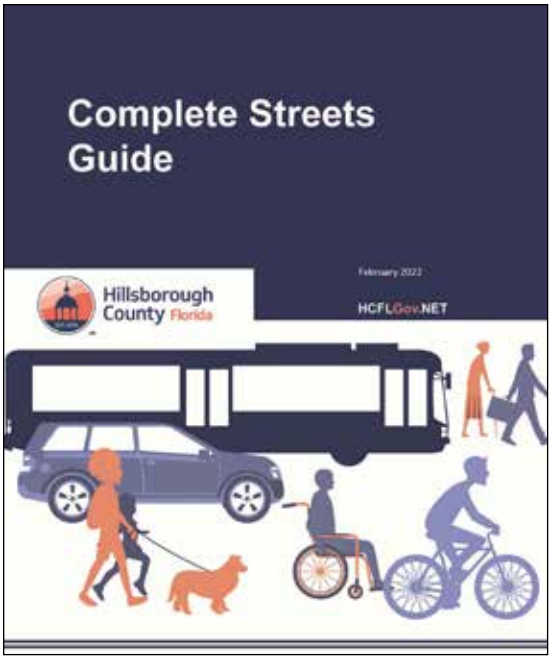
Image: Table 1 from Hillsborough County Comprehensive Plan Mobility Chapter

Ensure Compatibility with Context

Provide a multimodal transportation system that supports future land use, respects historical & cultural assets, supports the identity of the surrounding community, & protects the natural environment.

- Policy 7.1.6: Where applicable, the County will implement standards like building placements, building volumes, architectural features, and landscaping features **using Context-Based Classification to link mobility and land use plans (FDOT Context Classification)**.
- Objective 7.3: **Protect neighborhoods from adverse impacts of through traffic** and travel speeds while providing reasonable access to and from residential areas. (Transportation Objective 5.2.0).
- Objective 7.4: **Construct complete streets to achieve safety, comfort and aesthetics** for appropriate users and modes. Policies 7.4.1-7.4.5: Implement complete streets typologies based on the Context-Based Classification Plan. Evaluate retrofitting roads with mid-block crossings, consistent with context classifications and surrounding land uses that attract non-motorized travelers. Provide design features to emphasize the gateway character of designated roadways at the entrances to local communities (FLU Policy 15.11.3) and designs or markers within the public right-of-way. (FLU Policy 15.1.8)

HC Complete Streets Guide, 2022 & Test Fit Corridors, 2021



The Complete Street concept provides the **basis for design** of Hillsborough County Collector and Arterial roads. While the Complete Streets Guide provides policy guidance on planning and designing existing (and new) roads, the Test Fit puts the Guide's recommendations in real life place-based conditions (78th Street). In this manner, CBC becomes implementable. Through the Guide, appropriate design features and street elements can be more easily selected to support a location's context – while incorporating the safety and comfort of pedestrians and bicyclists. The County can better prepare for implementation if it addresses regulatory discrepancies between the existing land development code and Guide recommendations. The appropriate implementation of Complete Streets will complement policy as it pertains to the 20-Minute Neighborhood and support the Community Plan goals focused on safer and more walkable communities.

Complete Streets make it easy to walk to shops, catch the bus, bike to work, and enjoy many other healthy activities.

– Introduction to the Complete Streets Guide

Complete Streets are part of the Hillsborough County Context Based Classification (CBC) System, in the County's Comprehensive Plan. This provides a framework for the design of every county-owned arterial or collector across a wide range of densities, speeds, and land uses. The CBC does not replace the already used Functional Classification, which addresses speeds and flow of vehicular traffic. Depending on the Context Classification, the Functional Classification may vary in importance and consistency since urban contexts are not appropriate to prioritize the speed and flow of vehicles.

S 78th Street, between E Adamo Dr to the north and Causeway Blvd to the south, is classified as Urban General (C4).

The Complete Streets Guide is User Centric and for all Modalities

- Support the needs of all users with respect to ability, resources, identity or mode
- Establish a connected network for all users
- Connect people to places, jobs, schools, services and recreation
- Protect the most vulnerable users
- **Prioritize safety over traffic flow**
- Use design to enforce safe use and speeds
- **Increase opportunities for people walking, biking or rolling, particularly for shorter trips**

The Complete Streets Guide aims to be Culture and Place Sensitive

- **Avoid adverse impacts on under-served communities**
- **Align speeds and design features with neighborhood character**
- **Activate public spaces through art, landscaping and furnishings for comfort and convenience**
- **Encourage safe access to adjacent development, supporting local commerce**

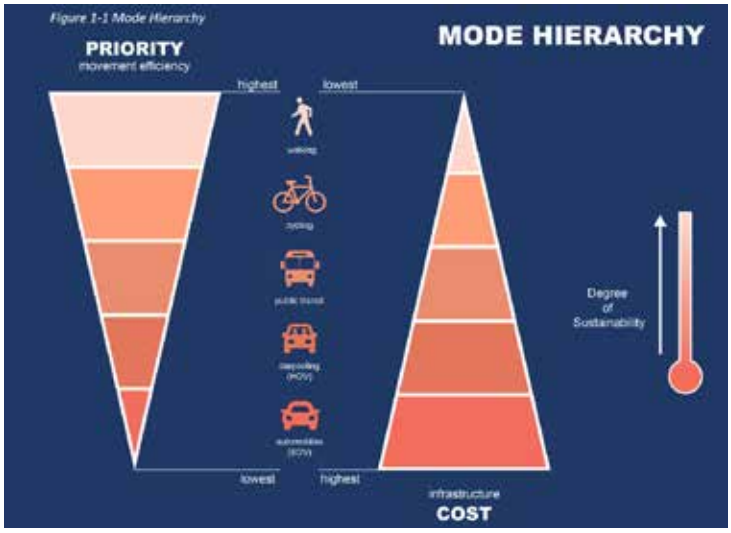


Image: Complete Streets Guide Mode Hierarchy. Prioritize pedestrians, minimize cost, maximize sustainability.

Table 2-1 – Target Speeds	Typologies	Target Speed Range
RURAL (C1&C2)		
	Rural Neighborhood	25 MPH – 35 MPH
	Rural Other	35 MPH – 45 MPH
	Rural Activity Center	20 MPH – 25 MPH
Suburban Residential (C3R)		
	Suburban Neighborhood	25 MPH – 30 MPH
	Suburban Neighborhood Connector	25 MPH – 35 MPH
Suburban Commercial (C3R)		
	Neighborhood Commercial	25 MPH – 35 MPH
	Regional Commercial	25 MPH – 35 MPH
	Industrial	25 MPH – 35 MPH
Suburban Town (C3T)		
	Town Neighborhood	20 MPH – 25 MPH
	Town Center	20 MPH – 25 MPH
Urban (C4)		
	Urban Neighborhood	20 MPH – 25 MPH
	Main Street	20 MPH – 25 MPH

Image: Table 2-1 from HC Complete Streets Guide. The study area's classification, C4, should have a target speed much lower than current posted, designed, and actual speeds.

Context Target Speed ranges are aligned with national best practices and differ from FDOT speed ranges, which are too high for urbanized areas and local municipalities.

Complete Streets discussion of target, design, posted, and operating speed sets the groundwork for safety improvements in Palm River. Current speed limits (45 mph posted on 78th street and 35 mph on Palm River Rd) do not prioritize the safety of pedestrians or bicyclists. Operating, or real life, speeds have been observed much higher than those posted.

Both streets within the pilot study area should have design speeds of 25 mph.

"High design speeds reduce access to places on foot and degrade the social and retail life of a street and devalue the adjacent land uses."

The walking access shed for a pedestrian is one-mile or a 20-minute walk. The biking access shed is a three-mile radius, or a 20-minute bike ride as shown in Figure 3-1. Providing 20-minute bike or walking trips can be a significant asset in neighborhoods and activity centers. Active transportation facilities in each of the typologies are chosen to encourage a mode shift away from driving for these short trips.

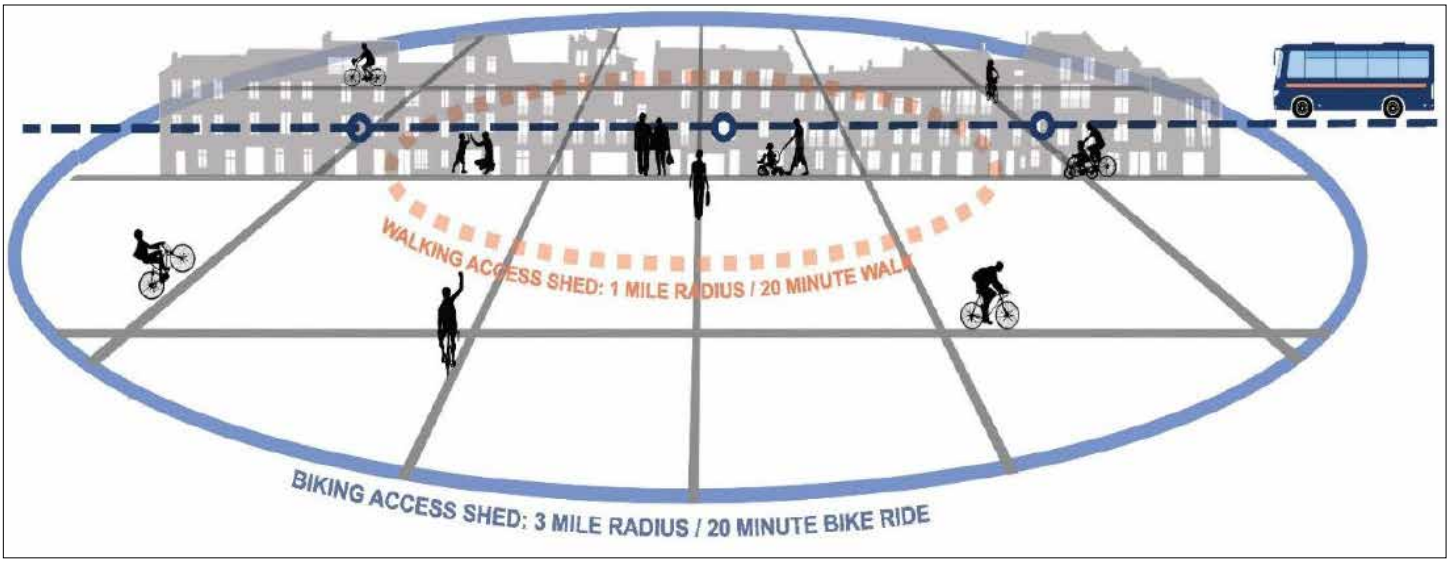


Image: Complete Streets Guide walking and biking access shed.

<u>The Complete Streets Guide aims to make the built environment more sustainable</u>

- Increase tree canopy/landscaping to support comfortable sidewalks and increase biodiversity
- Encourage sustainable transportation choices to reduce carbon emissions
- Incorporate flexible designs which allow streets to evolve with communities and tech innovation
- Preserve natural features and processes

<u>Placemaking, Health, Connectivity</u>

Design supports active transportation, walking to every day amenities and activities. Design supports green space and shade from trees, especially in C3 and C4 where roadside context is good for walking but too hot in Florida without shade. Wayfinding, public art, and cultural identity markers make the place enjoyable; create a reason to walk.

<u>ELEMENTS not to forget on a COMPLETE STREET</u>

- **PROTECT VULNERABLE USERS**
- Design all street zones, not just drive aisles – which will be different and 'right sized' for the surrounding context.
- Furnishing Zone
  - Bicycle parking: Can be good for business and protects/preserves pedestrian right of way.
  - Bollards separate pedestrians and vehicles, protect spaces for parklets, street furniture, and green stormwater features.
  - Lighting at pedestrian scale to increase safe street crossings.
- Flex Zone
  - Bike travel lane: **Shared (sharrows) travel lanes should only be considered on streets with speeds less than 25MPH and with volumes less than 3,000 vehicles per day**. Any street exceeding those criteria should provide exclusive/separate bicycle facilities.
  - Street design should accommodate all types, levels, and ages of bicyclists.
  - Bikeway treatments should provide clear guidance to enhance safety for all users. **Since most bicycle trips are short, a complete network of designated bikeways has a grid spacing of roughly ½ mile.**
  - Curb Lane: deliveries and temporary uses
  - Parking can be used to buffer pedestrians from traffic
  - Mobility hubs: shared-use scooter/bike parking
- Vehicle Zone
  - Safety with better street lighting
  - **Speed Management needs to be much lower in pilot study area** (target speed, design speed, operating speed, posted speed).
  - 70% of the deadliest corridors in the County have posted speed limits that are 5-10 MPH above national best practices.
  - **Lane Width: Narrower lanes will reduce speeds and reduce pedestrian distance traveled (vulnerable space occupied)**.

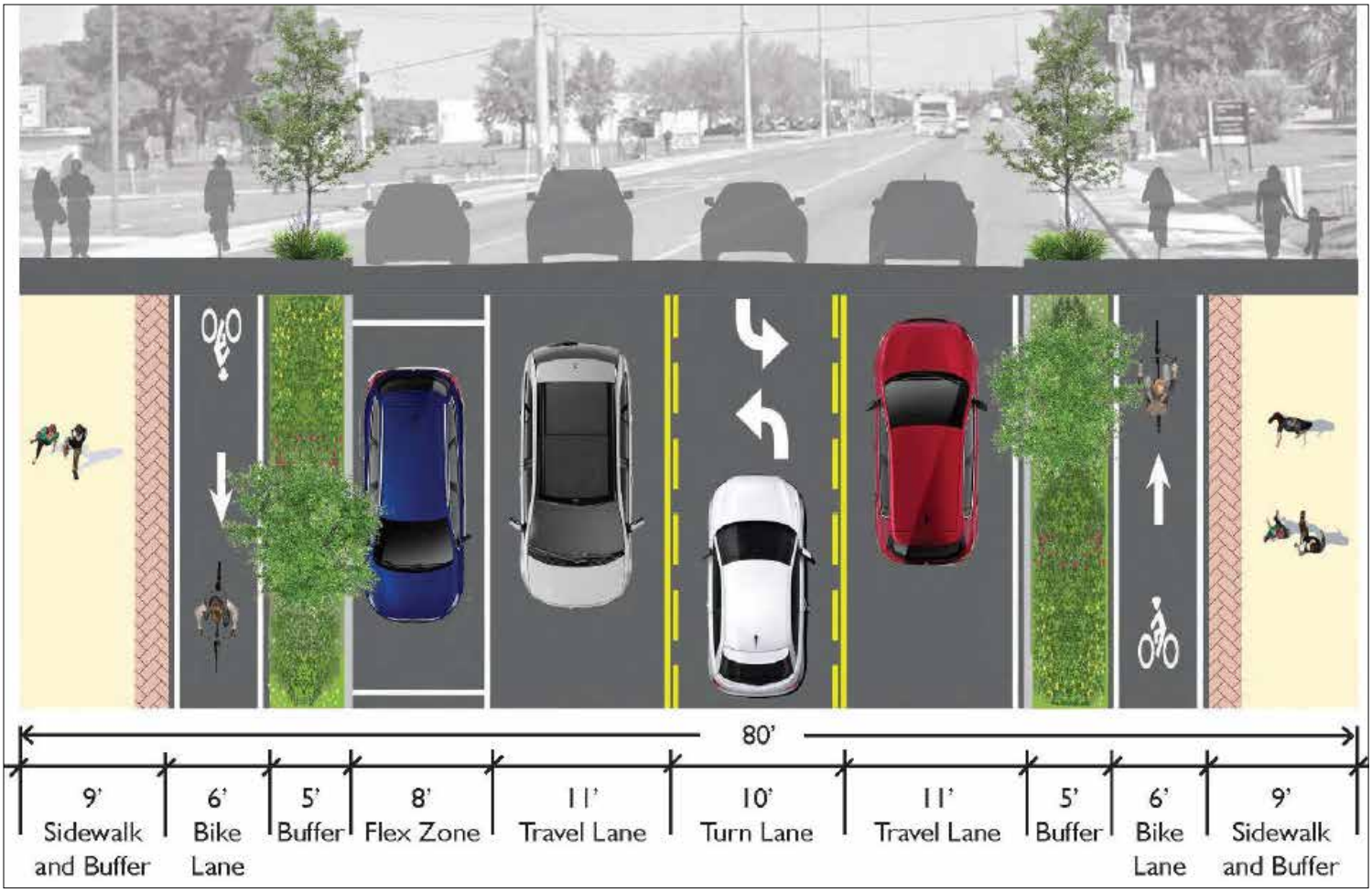


Image: Complete Streets Test Fit, proposal for 78th street.

* Traffic Calming Designs: Mid-block neckdowns, median islands, speed cushions, raised pedestrian crossings, roundabouts, corner extensions/bulb-outs.

<u>Test Fit: 78th street 3 locations between Adamo and Causeway</u>

- The corridor is 2 miles long, with 5 lanes at 45 MPH. **Target speed is 20-25 MPH.**
- Right of Way (ROW) is 80-107'
- 18,200 AADT
- Sidewalks on both sides
- No bicycle accommodations
- Transit
- Vision Zero Top 20
- 20 Minute Neighborhood
- Identified as a **community node** in Community Plan

The Urban General (C4) context is located in the Urban Service Area and should have a well-connected street network that is a mix of uses at the highest densities expected in Hillsborough County's unincorporated urbanized areas. Urban General streets typically align with one of two typologies: Urban Neighborhood and Main Street.

The street condition needs to reflect the local community. Pedestrians need a safer and more convenient way to cross 78th street. Improvements to mobility along 78th street need to serve the community before they serve commuters passing through the community. Additionally, land use and development should be designed to support a vibrant walking neighborhood. A bicycle lane along 78th street may not be the best use of right of way along 78th, and would need to be evaluated in tandem with proposed bike trail.

Vision Zero Action Plan, 2017 & Corridor Study, 2021



Since 2017, Hillsborough County, the HC School District, and each of the County's municipalities have resolved to prioritize the reduction of traffic-related fatalities. In support of that goal, the Vision Zero Action Plan identified the top 20 High Injury Networks - and chose 8 from that list for analysis and recommendations. South 78th street in Palm River is one of those corridors. The Corridor Study included an analysis of existing conditions, needs analysis, and solutions. Some community engagement was completed, but feedback was limited.

Hillsborough County has the highest traffic fatality rate per capita of all large counties in the country.

<u>The pilot study area is/has</u>:

- 1.25 miles long and classified as Urban Collector
- Hillsborough County jurisdiction
- Posted speed limit is 45 MPH. School zone is posted with flashing beacon at 20 MPH
- 4-lane (each 11-12 feet) with a center, two-way left turn lane (14 feet)
- Partial street lighting
- No bike facilities
- 8' Sidewalks along both sides of the street
- 1 mile in between crosswalks (Eau Claire and Causeway)
- TIP – no projects planned
- CIP - Palm River Road @ 78th, Resurfacing with ADA ramp and a pedestrian push-button (~$1.88 million)

Safety needs include a focus on dangerous left-turns, the top 3 crash locations (Causeway, Palm River Rd, and Tidewater Trail) as well as dangerous transit stops, poor lighting, speeding and aggressive driving. Although only 20% of all crashes occurred in the evening, they accounted for 39% of fatalities and severe injuries. The top locations involving pedestrians were at Eau Claire Circle and Ridein Rd.

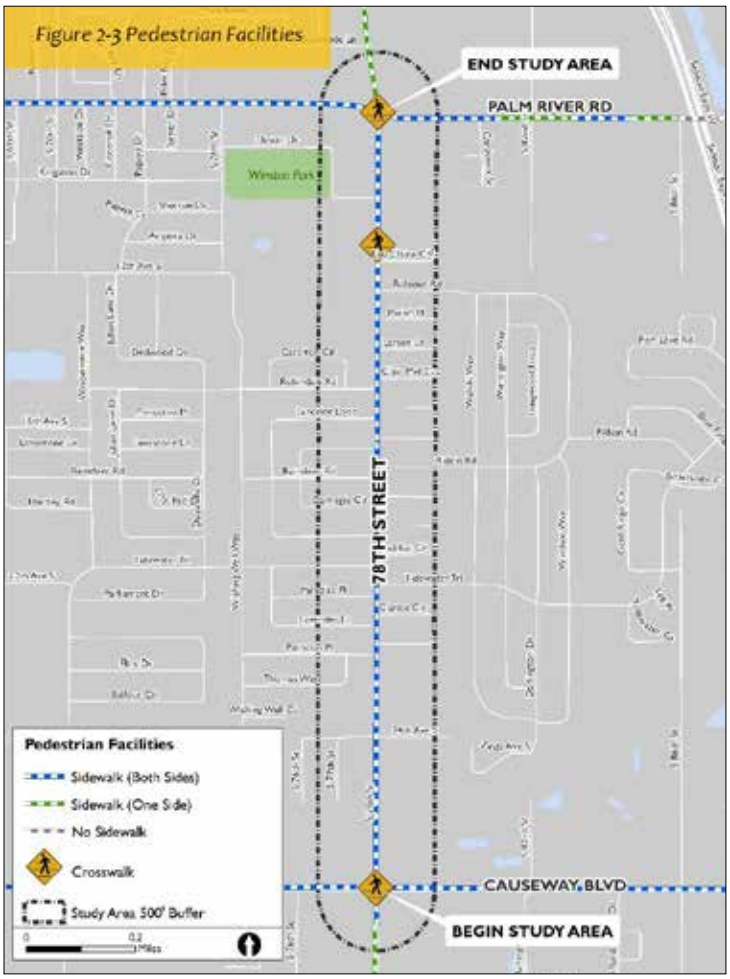


Image: Vision Zero Corridor Pilot study area

The Corridor Study identified elements of the Community Plan that align with the goals of a safer road network. All of these goals are the same as those of the 20-Minute Neighborhood and are outlined in the Community Plan section of this document.

The top community priority as identified by the survey was achieving slower vehicle speeds and more street crossings.

Solutions were identified by type (design, operational, programmatic) and short-, mid-, or long-term. For example, a short-term design solution would be to add high emphasis crosswalks, while a long-term design solution would be to install buffered bike lanes or to eliminate vehicular travel lanes. An operational solution may include reducing the posted speed limit. Several treatments were identified for implementation in each of the 'crash hotspots' - but no steps for implementation have been outlined to date.

Countermeasure Type	Countermeasure	Timeline	Crash Type(s) Addressed (all severities)					
			Left-Turns	Dark/Unlit Conditions	Speeding/Aggressive Driving	Rear-End	Pedestrians	Bicyclists
Design	Add high emphasis crosswalks	Short-Term					■	
	Add new travel lanes	Mid-Term	■		■	■		
	Enhance street lighting	Mid-Term	■	■		■	■	■
	Implement access management techniques	Mid-Term	■	■		■	■	■
	Improve left-turn offset at intersections	Mid-Term	■			■	■	■
	Install bike lane extension through intersection	Short-Term						■
	Install buffered bike lanes	Mid-Term						■
	Install intermittent medians at midblock crossings	Short-Term	■			■	■	■
	Install curb extensions	Short-Term					■	■
	Install dedicated right and/or left turn lanes	Mid-Term	■		■	■		
	Install oversized, illuminated, and/or flashing advance warning signs	Short-Term	■	■		■	■	■
	Install pedestrian refuge areas	Short-Term					■	■
	Install skip pavement markings at intersections	Short-Term	■	■		■		
	Lane Elimination	Mid-Term	■	■	■	■	■	■
	Narrow travel lanes	Mid-Term			■		■	■
Operational	Consider flashing yellow arrow	Mid-Term	■			■		
	Consolidate median openings	Mid-Term	■	■		■	■	■
	Evaluate traffic signal phase modifications	Short-Term	■		■	■	■	■
	Investigate the need for new traffic signals at unsignalized intersections	Mid-Term	■	■		■	■	■
	Prohibit right turn on red	Mid-Term			■	■	■	■
	Reduce the posted speed limit	Mid-Term		■	■	■	■	■
Programmatic	Conduct a roadway safety audit	Short-Term	■	■	■	■	■	■
	Coordinate improvement efforts with partner agencies	Short-Term	■	■	■	■	■	■
	Work with law enforcement agencies on targeted enforcement	Short-Term			■			
	Work with property owners to consolidate driveways	Mid-Term	■	■		■	■	■

Legend	
	Short-Term
	Mid-Term
	Long-Term
■	Addresses Crash Type

Image: Vision Zero Corridor Pilot study area, chart showing countermeasures, timeline of investment and implementation, and type of crashes that countermeasures would reduce. Lane elimination (road diet) benefits more types of crashes than adding new travel lanes.

Bus Emphasis Corridors Project Update, 2022



Image: Slide from Bus Emphasis Corridor Update, Framework for walkable places, existing and emerging, defines Transit Oriented Places, Bus Emphasis Corridors, Compact Walkable Centers, and Connected Corridors (credit HDR presentation).

The intent of planning for bus emphasis corridors, as presented by HDR, is to **expand housing opportunities, improve walkability, and create more transit-supportive places** along corridors with existing bus service and potential for redevelopment. Potential benefits are similar to those of the 20-minute framework, including an increase to affordability, access to opportunity, smart growth goals like reduction of traffic congestion and vehicle miles traveled, reduced growth pressure on rural areas, sustainability and resilience, improved health outcomes and travel safety.

Planning needs for walkable communities include, but are not limited to, policies that permit or encourage higher density, frontage design standards, block structure, connectivity, and parking reduction options. Policies need to address the housing shortfall and better prioritize modes of transportation other than driving. Essential bus routes need to be supported and elevated.

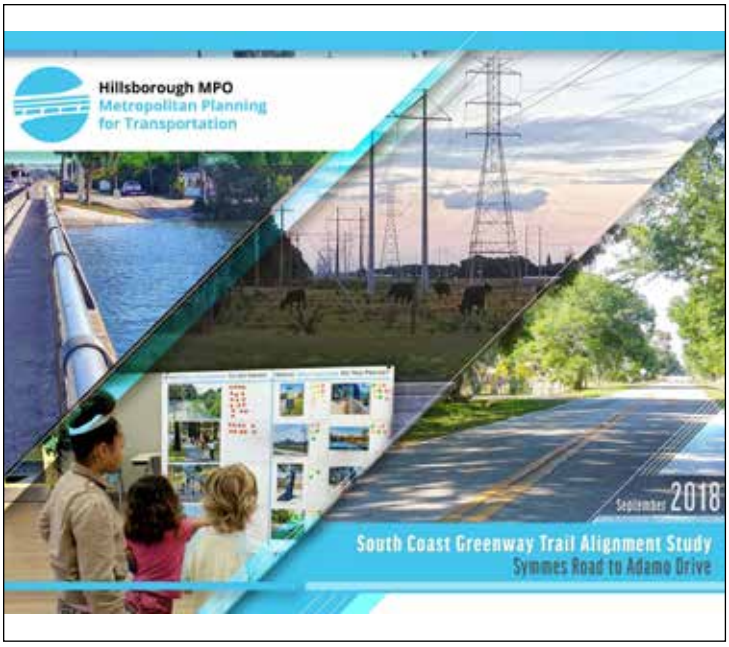
Palm River Drive and 78th street in the Greater Palm River Area are considered Emerging Corridors, with bus service at least every 60 minutes. The Bus Emphasis Corridor pilot project would align well with the implementation of the greater Palm Area's Community Plan.

Next steps will include coordinating with HART Transit Development Plan and the Capital Improvement Program. And to determine implementing regulations, such as overlays and bonuses.

78th and Palm streets would need more building frontages, specifically community-oriented frontages, at a pedestrian scale. Sidewalks need to be more accessible with less curb cuts and more shade. The majority of bus stops currently have no seating or shade. Full design and policy review is pending.

The framework promotes higher and more diverse densities, which conflicts with the Future Land Use Designation of mostly R-9.

Greenways and Trails Master Plan & Trail Alignment Study



Hillsborough County and Hillsborough Metropolitan Planning Organization (now the Transportation Planning Organization) have stated that they **prioritize the development of a new shared-use trail connecting the South Coast Greenway Trail with the Tampa Bypass Canal Trail**. Any one of the 3 options that is being looked at would benefit Palm River safety and mobility options.

As part of the South Coast Greenway Trail (SCG Trail), it would need to be 12' wide and separate from vehicular traffic. While the trail prioritizes paths that are not sharing right of way with the neighborhood's streets, specific stretches of the proposed routes would have to be along existing vehicular corridors. **Community preference would be to connect parks and schools**. N2, with safe facilities extending 36th Ave S eastward to Frost and Giunta schools would best achieve this priority.

N2 scored the highest, with N3 coming in second and N1 last. Criteria used was by feasibility (ownership, ROW, construction barriers), proximity to amenities (public transportation, schools, healthy food, community facilities, parks and nature, scenery), and experiential (comfort, safety, environmental justice, and population density). N2 would be the most feasible (except for construction barriers), connect to the most amenities, and make the biggest impact on equity and infrastructure. Additionally, construction teams will need continued access to it for maintenance so it makes sense to increase the accessibility.

Need a PD&E study for "Constructing a trail in the maintenance easement of the Hillsborough County drainage canal west of 78th Street".

What is the potential for Sun Trail funding. What are the constraints?

What would the trail look like along the Palm River Road section?

In terms of creating a safe pedestrian and bicyclist experience for all experience levels, N3 option conflicts with Vision Zero data and goals. Until 78th Street is safe, encouraging pedestrians onto that street (and intersection of 78th street and Palm River Road) is dangerous and ill advised.

FIGURE 10. NORTHERN SECTOR ALTERNATIVES

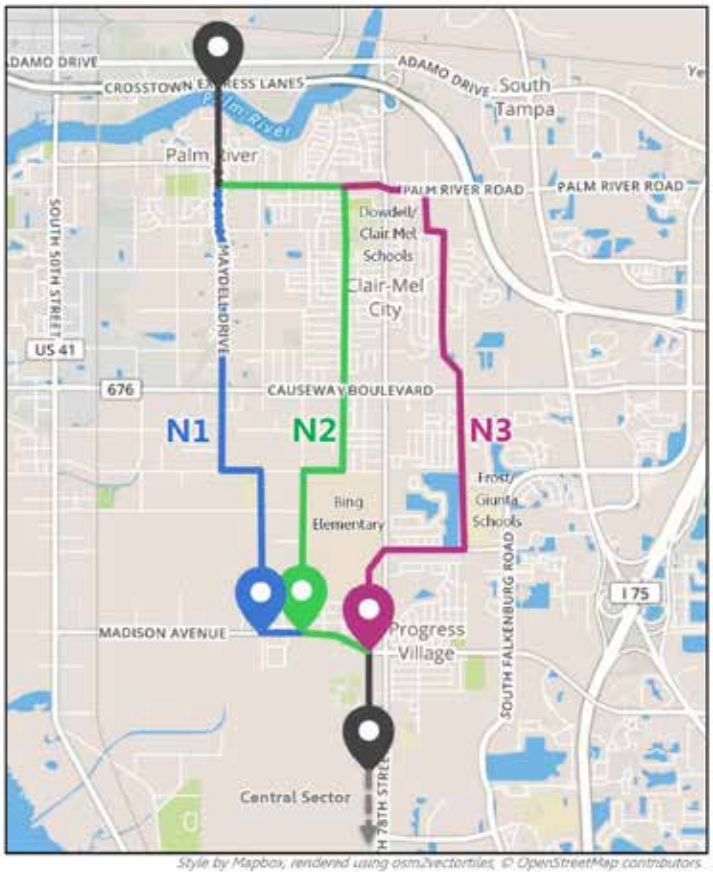


Image: map showing trail options that have been presented to the community. N3 along the easement is not viable according to TECO.

Plan Hillsborough Strategic Plan 2018-2023, 2018



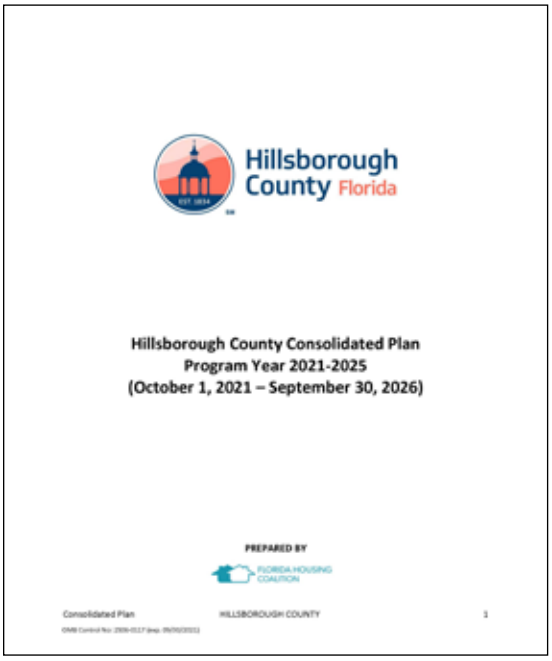
Priorities that relate to the 20-Minute Neighborhood:

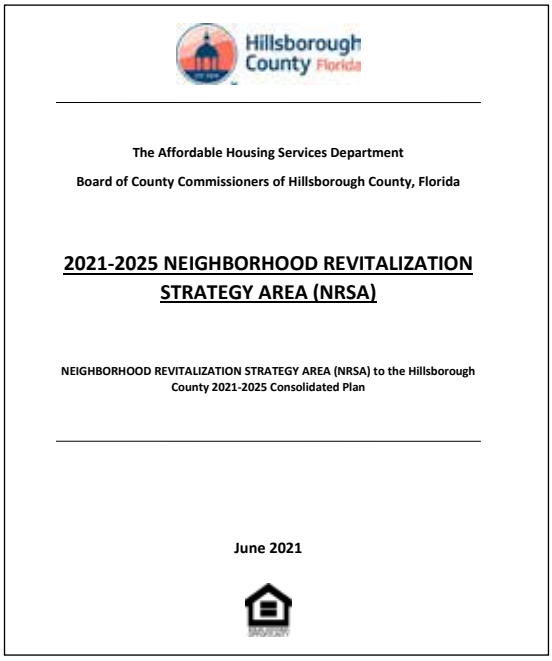
1. Link Land Use & Transportation
   - Support centers and corridors as a more sustainable growth model.
   - Pair land use and transportation options. Bringing **Future Land Use Map amendments would benefit the 78th street study area, which does not support a diverse or walkable density**. The strategy calls to analyze environmental and quality of life factors, but given the Vision Zero and other mobility policies, this language would be better suited to also prioritize those factors.
2. Enable Transportation Choices
   - Context sensitive roadway design
   - Focus growth where there is infrastructure in place already
   - Implement Vision Zero

The Strategic Plan underscores the County's focus on enabling transportation choices, linking land use & transportation, technology & innovation, and citizen engagement.

HC Consolidated Plan Program 2021-2025

2021-2025 Neighborhood Revitalization Strategy Area, 2021





The Consolidated Plan is a coordinated request to HUD for funding specific to Housing and Community Development. Palm River was part of a targeted assessment and outreach effort (early 2021) to garner community feedback for the County's latest Consolidated Plan, which is a requirement to participate in HUD programs (CDBG, HOME, ESG, and HOME-ARP). The 5 year plan includes a needs assessment, market analysis, Strategic Plan, and Annual Action Plan. **HUD objectives are decent housing, a suitable living environment, and economic opportunity. Its programs, while prioritizing safe affordable housing, underscore the importance of linking housing with non-housing community development**.

The County's 7 priority needs are Affordable Housing, Public Services, Public Facilities, Shelter Operations and Homeless Services, Infrastructure Improvements, Economic Development, and Program Administration.

- Priority Need 3: Public facilities and Infrastructure Improvements
- Priority Need 5: Infrastructure improvements like Including flood management, sidewalk & road improvements.

The inclusion of a Neighborhood Revitalization Strategy Area (NRSA) in the Consolidated Plan gives the County a way to target CDBG resources in support of community revitalization. Through a NSRA, HUD intends to "stimulate the investment of human and economic capital" and to empower low-income residents. HUD does not provide additional funding to a NRSA, but rather "flexible benefits and incentives". It is another factor, set of information, to include in place-based 20-minute neighborhood framework and prioritization strategies.

NRSA opportunities & definitions

- Mixed-income neighborhoods: 51% of housing units completed must be occupied by low- and moderate income households, rather than 100% in a non-NRSA area. 100% of all housing in a NRSA neighborhood qualifies (rather than only the housing within a specific range of affordability), including single-family and multifamily. This enables mixed-income opportunities.
- Job Creation/Retention: The number of full time jobs must be reported to HUD.
- Aggregate public benefit standard exemption: Community benefits and public benefits are treated as aggregate, including job creation

and small loan programs.

- Public service cap exemption: neighborhood revitalization, community economic development, and energy conservation projects do not contribute to the grant cap.

The **community development needs assessment** demonstrates that Palm River is and should be a focus for assistance.

The 20-Minute Neighborhood prioritization strategy aligns with NRSA activities. Engagement conducted to craft the Consolidated Plan is relevant to the study area's 20-Minute Neighborhood framework, specific to the pilot project area. Strategic Plan projects and ideas are vetted by stakeholders.

The Greater Palm River Area is considered low-income, minority concentrated, and cost-burdened with high poverty rates and a high degree of unmet needs. Approximately 37.1% of residents within Palm River are experiencing cost burden greater than 30% and 18.3% of residents are experiencing severe cost burden of greater than 50%. Needs include housing rehabilitation, new housing ownership opportunities/development, and weatherization, land banking, County facility and infrastructure improvements, greenspace improvements, public transportation, job training, broadband services, and disaster response facilities.



Image: Palm River NRSA boundary

The Consolidated Plan addresses disproportionate burden and geographic prioritization. Palm River is one of the neighborhoods in which minorities experience a disproportionate burden.

Palm River barriers include the unmet needs of the target demographic and limited funding to implement comprehensive change. The four main housing problems identified are incomplete kitchens, incomplete plumbing, overcrowding, and cost burden. Homes in this area, specifically the aging housing stock occupied by low- and moderate-income residents are in need of hardening and resiliency mitigation in addition to stormwater management improvements. The Consolidated Plan identified the need for increased broadband access in the neighborhood.

During outreach, business mentoring and facade improvement was identified as a high need.

Palm River Vacancy Status is almost evenly divided between 33% vacant other (typically, abandoned or in disrepair to the point of being uninhabitable), 31% vacant for seasonal/ occasional occupancy, and 30% vacant for rent.

The NRSA supports HCC's Workforce Training Center in Palm River. **Strategic opportunities identified were sidewalk improvements. Innovation opportunities identified in Palm River-Clair Mel were limited to sidewalk improvements.** Other opportunities include the potential to support low-income households in connecting to new water infrastructure with CDBG funds. Opportunities for improvement include increased availability of decent and affordable housing.

The Greater Palm River area will receive funding for the rehabilitation of multifamily housing and the construction of and assistance for single family home purchase through CDBG and HOME funds. The neighborhood will receive CDBG funding for non-housing community development infrastructure improvements. Geographic distribution of funds between target areas has not been identified. Location of investments relative to study area have not been identified.

After defining the prioritization of needs by neighborhood, the County conducted a Solicitation of Applications for qualifying projects. These projects become part of the Annual Action Plan.

Overview & Key Findings

How does population data inform the project and the implementation of the 20-minute neighborhood?

The population assessment for Palm River-Clair Mel area provides indicators (demographics, connectedness & readiness, economic vitality) in the context of the area's physical infrastructure and assets.

The **US Census**, comparing the 2010-current results, indicates that the current population of the Palm River-Clair Mel Census Designated Place (CDP) is:

- A well-established community
- The percent of owner-occupied housing units declined between 2010 and 2020 by 3.85%.
- The number of owner-occupied housing units during this time period increased by 12% while renter-occupied units increased by 25%.
- The population increased by 1,554 people, from 23,017 to 24,571 (2011-2015 and 2016-2020 Census respectively). The 6.75% growth rate is slower than the 11.4% Countywide average in the same reporting bracket.
- The population over 65 has decreased by 981 people since the 2006-2010 Census estimates.
- Diversity has increased in the area. The demographic shift from the 2010 5-year estimate to the 2020 5-year estimate shows a shift in 'one race alone' from 89.6% to 96.6%.
- Change in the 3 largest population groups:
- %White alone from 30 to 26.8
- % Black or African American from 31.7 to 28.2
- % Hispanic or Latino from 36.9 to 41.3
- The unemployment rate for men went down, from 9.6 to 6.5% and 11.8 to 3.7% for women between 2010 and 2020.
- Unemployment rates for women went from being higher than men to lower, but remain higher for those with children under 6 in the house (12.9 to 5.7% respectively).
- For the population in the labor force, age 16 and up, unemployment ranged from 12.2% in 2010 (66.4%), to 13.4% in 2015 (62.1%), to 5.4% in 2020 (65.8% participation in the labor force).
- Housing unit count as per the Census increased from 7,775 to 8,966 (2006-2010 and 2016-2020 Census respectively).

The United Way **Asset Limited, Income Constrained, Employed (ALICE)** assessment measures the compounding effects of financial stress, beyond the metric of above or below the poverty line. ALICE is designed to represent the financial strain on working families that may not be able to meet the increasing cost of living.

- 34% of Palm River households are living below the ALICE threshold.
- Housing burden for home owners in the area is 34% while housing burden for renters is 67%

Hillsborough County has identified a number of characteristics in its Nondiscrimination and Equity Plan. The focus area census tracts mapped in the community overview show:

- High population of Limited English Proficiency
- Very high population of racial minority (80-100th percentile)
- Very high and high ethnic minority population
- Very high population with no high school diploma
- Very high and high concentration of households with no vehicle
- 90-100th percentile environmental justice population

Demographics

Diversity is growing throughout the whole nation, which is a tremendous asset - if communities of color and immigrants can access resources and opportunities equitably. Demographic indicators examine how communities are changing. The Greater Palm River area is very young with a higher projected growth rate than other areas in the County (BEBR). The average household size is slightly larger than County average, as well as the percentage of minority populations. Census records of persons living in the same household for over one year (82.1% versus 87.4%) may indicate higher community stability than other areas of the County.

According to Plan Hillsborough (demographic update 2023), the Greater Palm River population is expected to grow by 17% from 2022-2045, and employment will increase by 60% in the same timeframe. That area includes Progress Village and industrial areas along Causeway Blvd.

The majority of single family housing is clustered south of Palm River Rd and West of 78th St, within the study area. East of 78th also hosts a significant number of single family homes, continued on the standard block pattern found throughout the community. Based on physical obervations and abridged school data, there is a high concentration of mobile homes and some multifamily units between Palm River Rd and the canal and west of 78th St.

Population Growth 2010 - 2022

Hillsborough County	**15.8%**
Palm River-Clair Mel	**24.3%**

Median Age

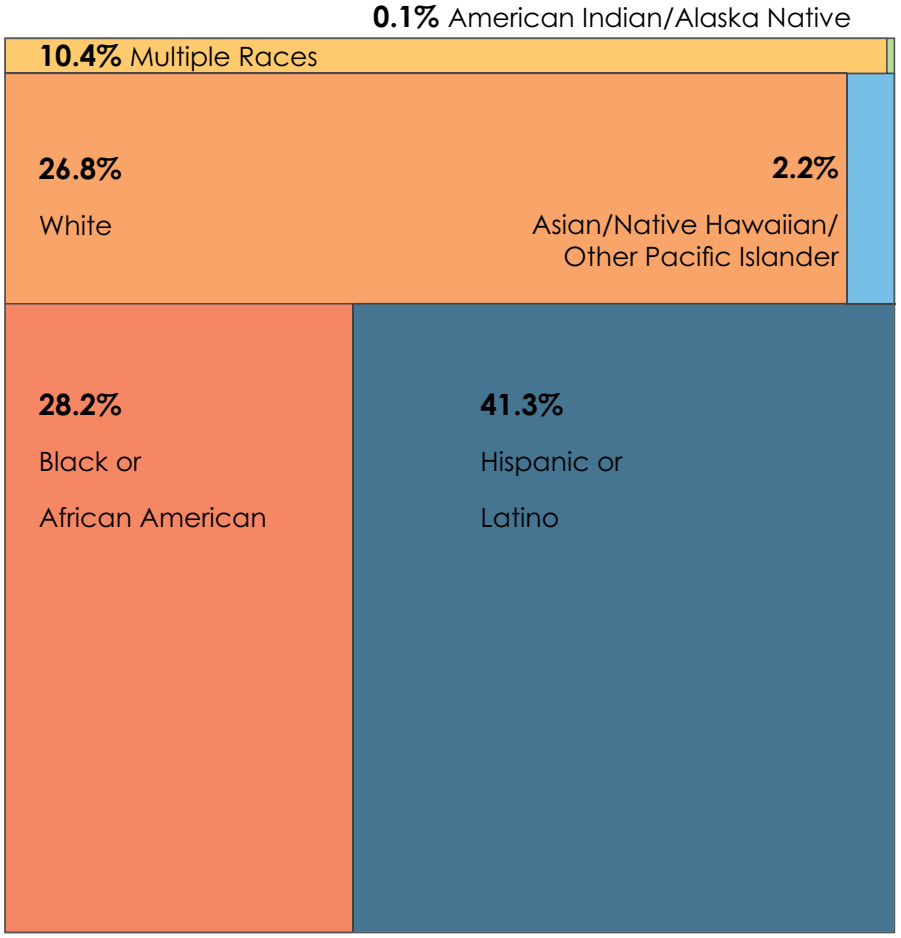
Hillsborough County	**37.2**
Palm River-Clair Mel	**35.8**

Foreign Born

Hillsborough County	**17.9%**
Palm River-Clair Mel	**21.8%**

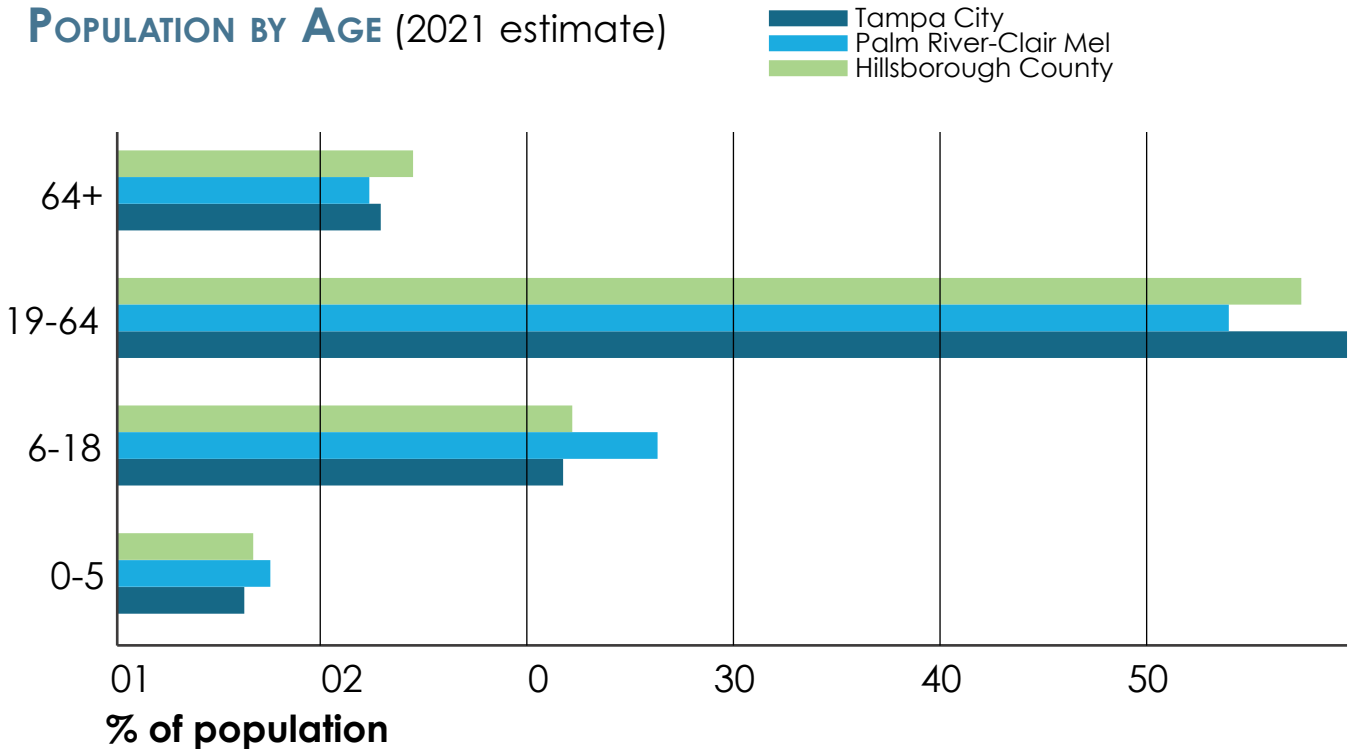
% of Population Hispanic or Latino

Hillsborough County	**29.7%**
Palm River-Clair Mel	**41.3%**

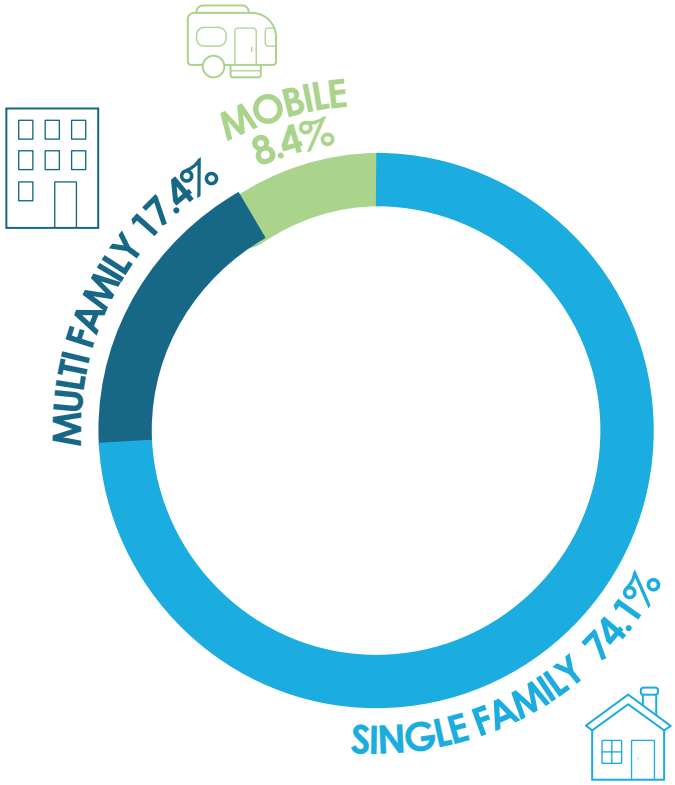


Estimates are not comparable to other geographic levels due to methodology differences that may exist between different data sources.

Population by Age (2021 estimate)



Housing



Source: United States Census Bureau for Palm River-Clair Mel CDP, FL

	2015	2020
Average Household Size (owner/renter)		
Hillsborough County	**2.71/2.53**	**2.75/2.51**
Palm River-Clair Mel	**3.09/2.87**	**2.96/2.88**
Housing Type		
Single Family	**69.0%**	**74.1%**
Multi Family	**20.2%**	**17.4%**
Mobile Home	**10.6%**	**8.4%**

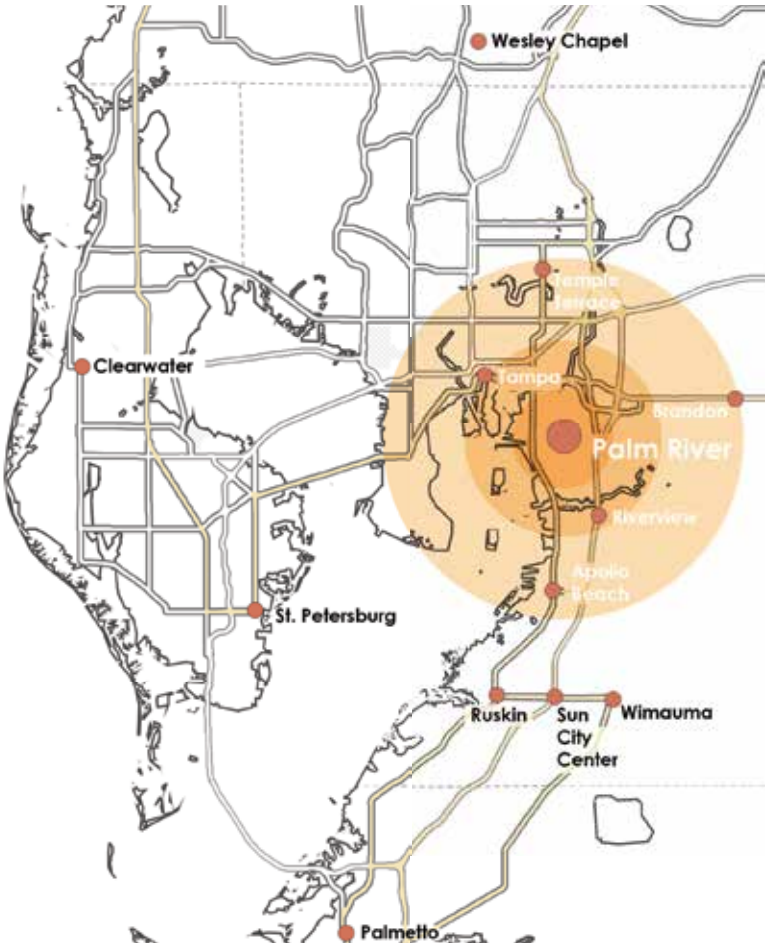
Number of Palm River Housing Units

2010 **7,188 (owner-occupied 4,674)**
2020 **8,381 (owner-occupied 5,239)**

Owner-Occupied		
Hillsborough County	**58.5%**	**59.3%**
Palm River-Clair Mel	**56.1%**	**62.5%**
Median Value Owner-Occupied		
Hillsborough County	**$159,200**	**$233,200**
Palm River-Clair Mel	**$100,900**	**$151,000**

Readiness & Connectedness

A healthy community allows for and actively supports its residents in growing and developing. Access to quality education and jobs can be challenging in communities that lack connection to resources. Communities with safe streets and good schools can close equity and access gaps where community members are under-served. Education and health indicators show that Palm River has a higher need for support in these areas than Countywide readiness and connectedness levels.



Ways to Commute

Drive alone

78.1%

Carpool

12.9%

Work at Home

4.17%

Public Transit

1.72%

Walk

1.24%

2 Cars

per household in Palm River-Clair Mel

25.9 min

mean travel time to work, workers age 16+

Education

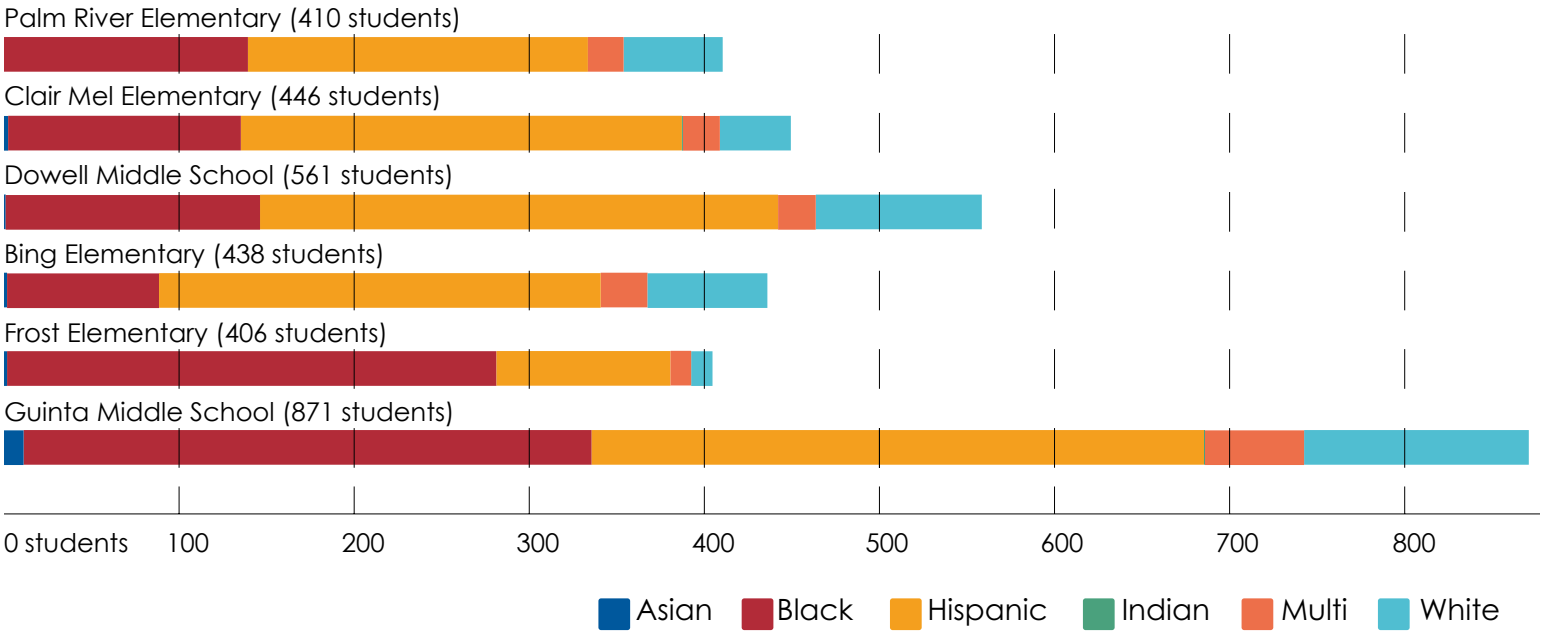
High School Graduate or Higher, Age 25+

Hillsborough County **88.9%**

Bachelor Degree or Higher, Age 25+

Hillsborough County **34.5%**

Palm River-Clair Mel School Population by Race (2022)



Health

Under Age 65 With Disability

Hillsborough County **8.0%**

Palm River-Clair Mel **12.1%**

Under Age 65 Without Health Insurance

Hillsborough County **14.9%**

Palm River-Clair Mel **17.7%**

Other than English Language Spoken at Home

Hillsborough County **29.8%**

Palm River-Clair Mel **39.8%**

Source: Hillsborough County School District, United States Census Bureau for Palm River-Clair Mel CDP, FL

Economic Vitality

Economic vitality examines a community's capacity, regardless of race, gender, or nativity, to access high-quality jobs, economic security, as well as entrepreneurial and home-owning opportunities. Economic indicators measure income inequality, including job and wage growth, relative to overall economic growth. While County median household income went up, it declined slightly in Palm River since the last Census update. Per capita retail sales are lower than county average, potentially due to the predominance of small local businesses and a low density of retail in the area. A snapshot of the 2,106 businesses (2012) indicated 1,268 were minority owned and 119 veteran owned.

2015 | 2020

Persons in Poverty

Hillsborough County	**17.0%**	**14.0%**
Palm River-Clair Mel	**24.2%**	**16.6%**

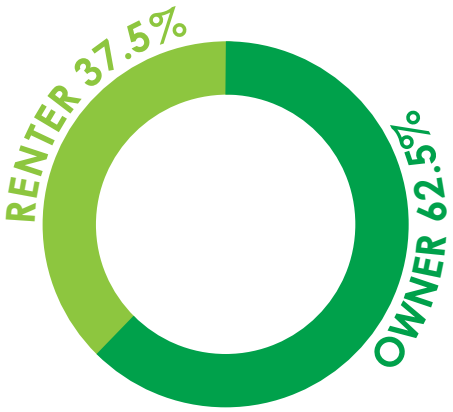
Per Capita Income

Hillsborough County	**$30,334**	**$33,616**
Palm River-Clair Mel	**$19,518**	**$21,810**

Retail Sales 2012

Hillsborough County	**$18,274,232**
Palm River-Clair Mel	**$204,139**

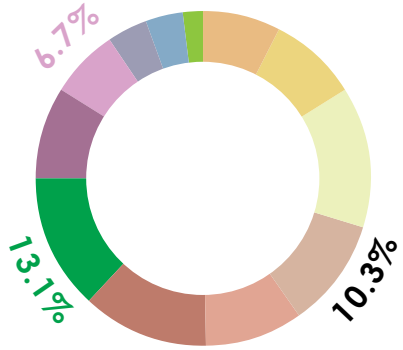
Income



Distribution of Median Household Income (2020):

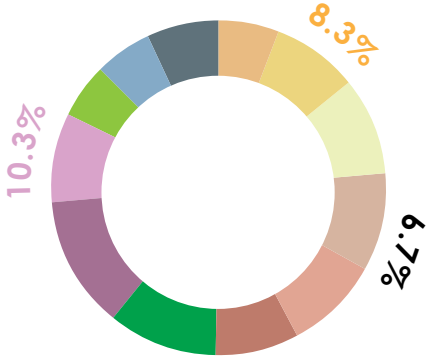
Owner	**62.5%**
Renter	**37.5%**

Palm River-Clair Mel

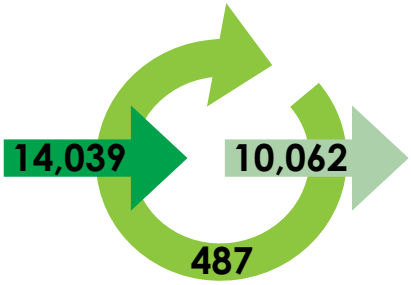


- **< $10k**
- **$10k - 20k**
- **$20k - 30k**
- **$30k - 40k**
- **$40k - 50k**
- **$50k - 60k**
- **$60k - 75k**
- **$75k - 100k**
- **$100k - 125k**
- **$125k - 150k**
- **$150k - 200k**
- **> $200k**

Florida

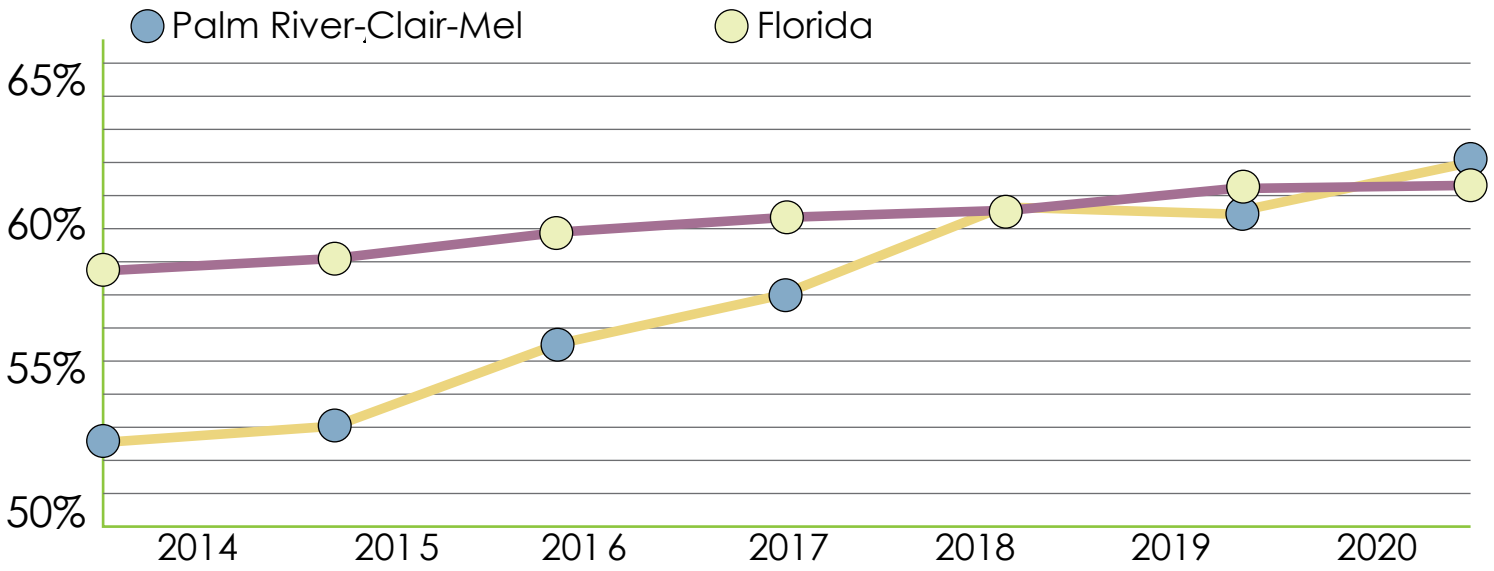


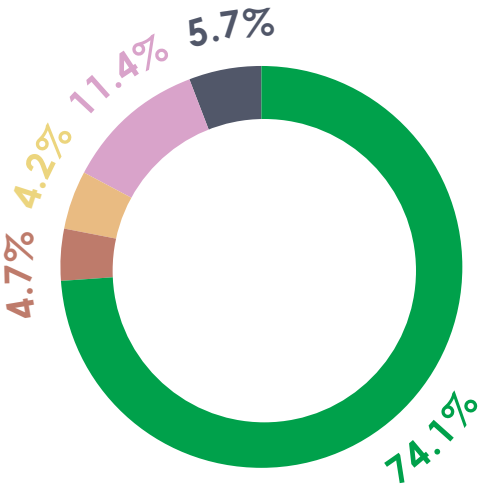
Jobs Inflow Outflow 2019



	2015 | 2020
Median Household Income	
Hillsborough County	**$54,979 | $60,566**
Palm River-Clair Mel	**$41,294 | $47,709**
Civilian Labor Force, Total, % of Population Age 16+	
Hillsborough County	**64.6% | 64.7%**
Palm River-Clair Mel	**61.5% | 65.5%**

Employment Rate in Palm River-Clair Mel





Job Sectors in Palm River-Clair Mel (2020)

Employee of private company workers:	**74.1%**
Self-employed in own incorporated Business workers:	**4.2%**
Private not-for-profit wage and Salary workers:	**4.7%**
Local, state, and federal government workers:	**11.4%**
Self-employed in own not incorporated business Workers and unpaid family workers:	**5.7%**

Source: United States Census Bureau for Palm River-Clair Mel CDP, FL

Map Index/Overview

Base maps provide an idea of the existing and allowable land use. They serve as the foundations for subsequent analytical maps. And they supplement the demographic data presented in earlier sections. For example, the lack of undeveloped land combined with Zoning and Future Land Use maps indicate that projected population growth in the study area will likely either not happen or be absorbed through increased household size.

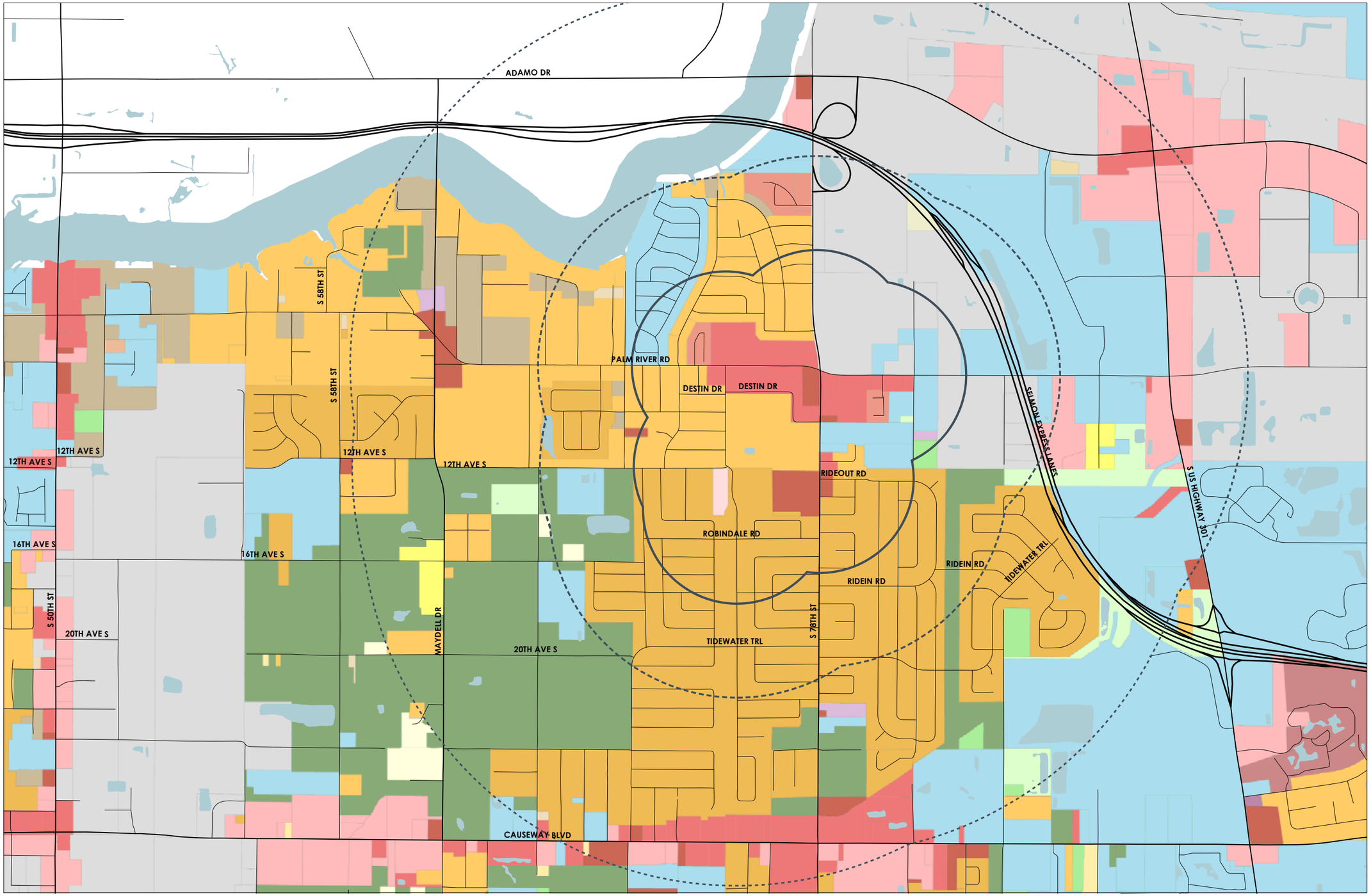


Base Maps

1. Zoning: The study area is primarily low-density Single-Family (RSC-6 and RSC-9) with a Commercial Core (CN, CG, CI). Planned Development (PD) within the study area radius varies in use; dense mobile homes, apartment buildings, vacant. Zoning around the study area creates a boundary to the community node; Agricultural-Rural to the Southwest, Manufacturing to the West and North, Planned Development and Commercial zoning to the East. Zoning within the study area is likely not dense enough to support robust walking trends.

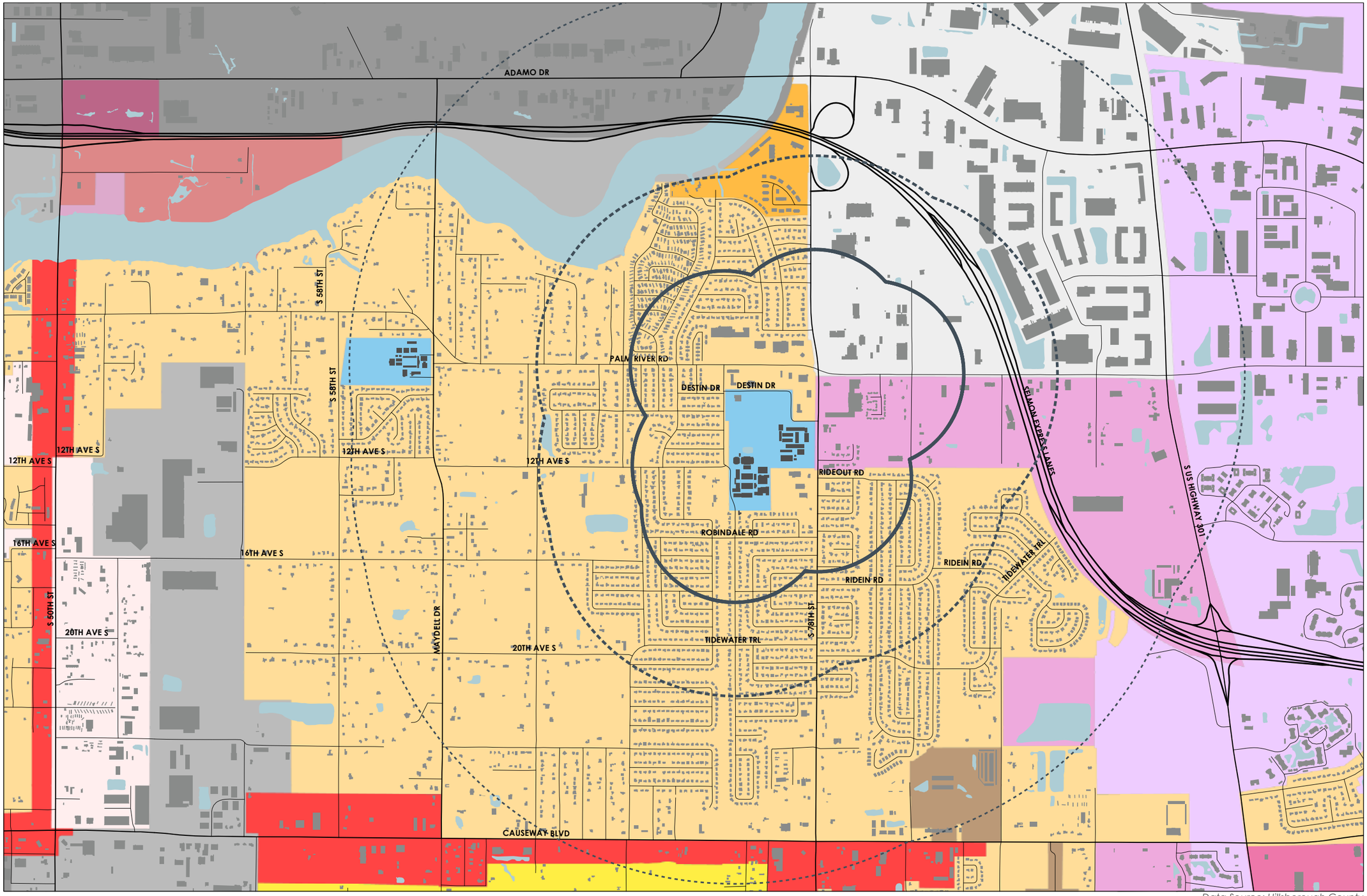
2. Future Land Use: Future Land Use is assigned predominantly low-density Residential (R-9) and some Transitional Use (TU-24). ***Future land use and mobility considerations should include the impacts of high intensity development to the East of Palm River (Brandon Corridor) and rapid residential growth to the South and Southeast. The Future Land Use designations in this study area do not support either the community's vision (LCE) or a complete community. In order to meet the demand of projected population growth and projected job growth, density along the corridors will need to be increased through changes in land use or through the creation of an overlay district. This would, in turn, support the potential for the 20-Minute Neighborhood.***

3. Land Use Land Cover (LULC): Land Use Land Cover within the study area is predominantly Single-Family housing (66% of the parcel count) with a mixture of Stores/Shopping Centers at the intersection of Palm River Blvd and 78th Street. Quasi-Public spaces are distributed throughout, ranging from churches to Boys & Girls Club to utility easements. There is a large Mobile Home subdivision between Palm River Blvd and the Bypass Canal that is not accounted for in the County's GIS.



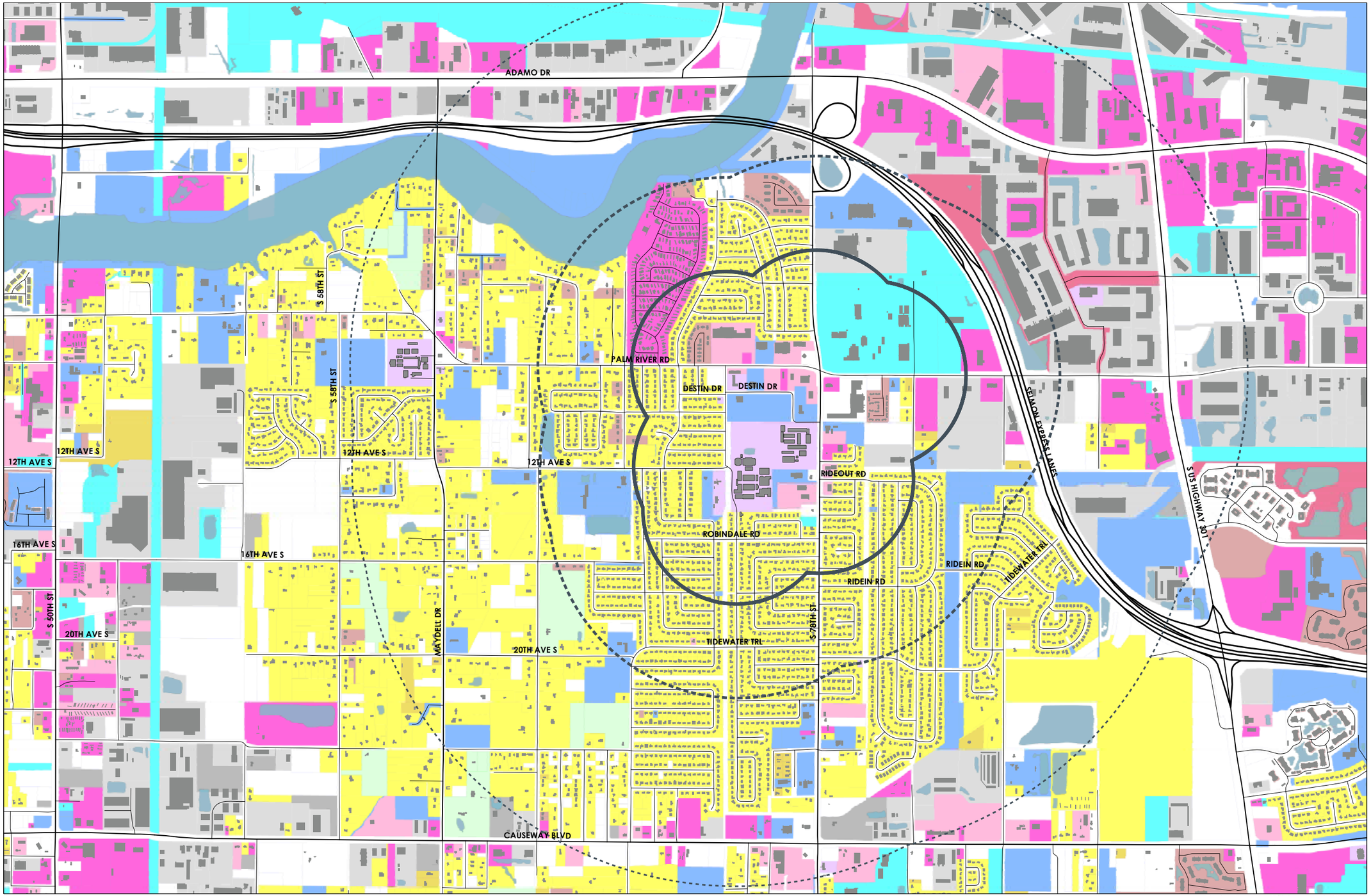
Data Source: Hillsborough County

1. PALM RIVER | ZONING



Data Source: Hillsborough County

2. PALM RIVER | FUTURE LAND USE



Data Source: Hillsborough County

3. PALM RIVER | LAND USE LAND COVER (LULC)

DESTINATIONS

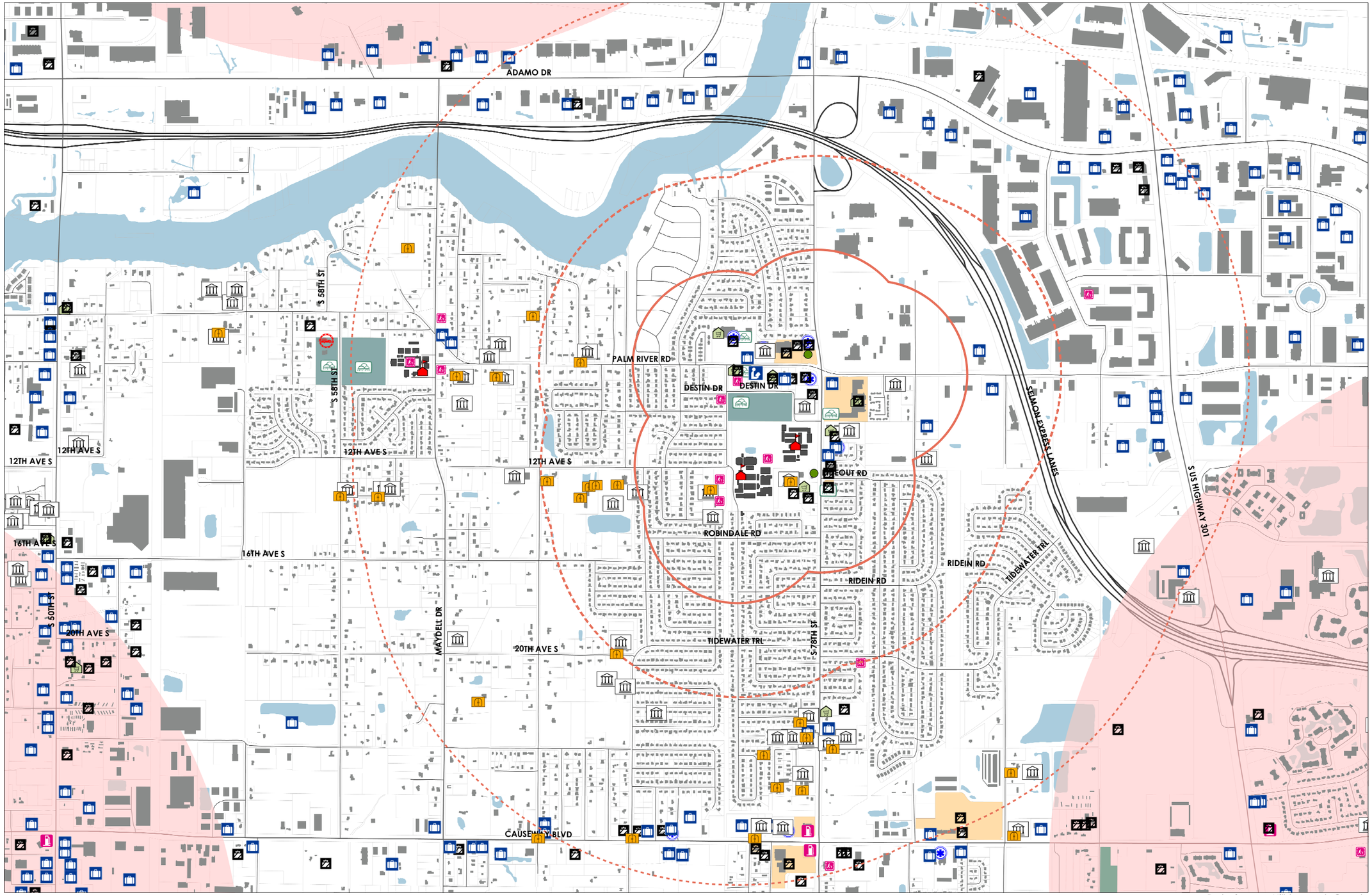
The study area has a high percentage of local and community serving businesses, relative to other parts of the County. It is also within relatively close proximity and connected to countywide destinations and downtown Tampa. Neighborhood assets like schools, library, and the park are located in the central part of the study area and should be considered the defacto 'town center'. With improvements to safety on 78th St and Palm River Rd, connectivity would be high.

4. Daily and Weekly Needs (Assets and Neighborhood/Local Businesses): Within the study area, community needs are partially met with 3 grocery stores at the intersection of 78th St and Palm River Rd. Multiple restaurants and small shops can be found in the same ¼-mile radius, including one shopping center with 27 local businesses. ***The number of community-centered amenities such as laundromats, recreation centers, and parks is relatively high in the immediate area but becomes scarce outside of the direct ½-mile radius. Greater Palm River Area has no banks or emergency services such as Fire Stations and a hospital. Many of the existing businesses are informal and would require special consideration when redevelopment happens.*** The CDC, Boys and Girls Club, and various churches seem to be the locations for neighborhood advocacy and cultural activities.

5. Large Job Centers and Connections: Although the study area is not a large employment center like downtown Tampa, it has several large employers in its immediate vicinity (TECO, Clair-Mel Elementary School, and Dowdell Middle Magnet School). Light industrial employment is located directly to the west of the study area along the rail line and water's edge, to the north of the canal along Adamo Dr, to the northeast on the other side of the Selmon Expressway, and to the south along Causeway Blvd. ***Several smaller businesses, such as the 27 local shops and restaurants and institutional clusters, add up to a significant employment count.*** According to 2019 Census data, 487 Palm River-Clair Mel CDP residents work (primary jobs) in their own neighborhood. 14,039 come to the CDP for work and 10,062 live in the area but leave for work. *The area experiences a daily net gain of employees.* Streetlight data indicates that a large percentage of pedestrian activity is coming from the TECO/industrial segment, but not directly reciprocated as a destination, which underscores the idea that employees are walking to get lunch. The study area itself is a zone of activity. Connections to surrounding residential areas is essential to continue support and future growth of the businesses, institutions, and job centers. ***Other critical connections that are missing include east-west pedestrian access on 78th Street and north-south at Palm River Rd, connecting residences to schools, institutions, and businesses (see maps in Transportation Section).***

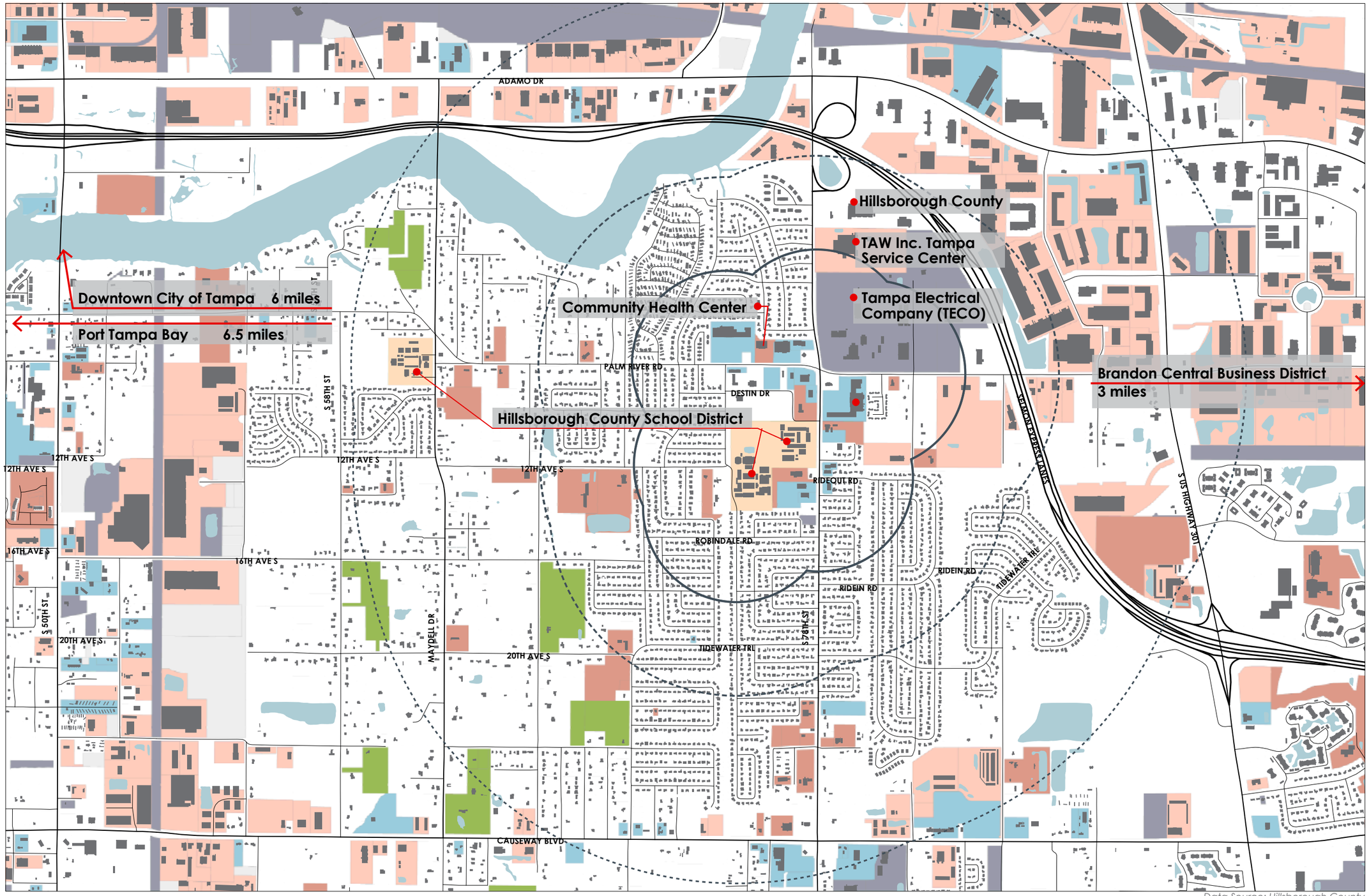
6. Open and Green Spaces: Greater Palm River has many publicly owned green spaces, but only 3 publicly accessible parks. ***There is desire and potential to create more recreational opportunities on publicly owned land. Many of the 'open' parcels that are used for drainage or utility easements can be adjusted for multiple community uses (identified multi-use trails in the Greenway Master Plan). A proposed bicycle recreational trail along Delaney Creek would strengthen pedestrian connections between existing parks and schools. Green space and pedestrian infrastructure are complimentary uses; safe and comfortable connections are still needed between residential neighborhoods and schools and commercial centers.***

7. Taxable Value by Acre: The taxable value by acre indicates the contributions made by the Palm River Study Area to the local tax base and the County's operational budget. The representation differs from the tax by parcel in order to estimate the productivity of the buildings and land uses compared to the land that they occupy. ***Small footprint businesses and residences can and are often more 'productive' than the big box businesses with large parking lots. Of note in the study area are the large proportion of non-taxed parcels, many of which are churches or civic institutions like schools, community services, and libraries.***



Data Source: Hillsborough County

4. PALM RIVER | DAILY AND WEEKLY NEEDS



Data Source: Hillsborough County

5. PALM RIVER | LARGE JOB CENTERS & CONNECTIONS

- Palm River 1/4-Mile
- Palm River 1/2-Mile
- Palm River 1-Mile

Roads:

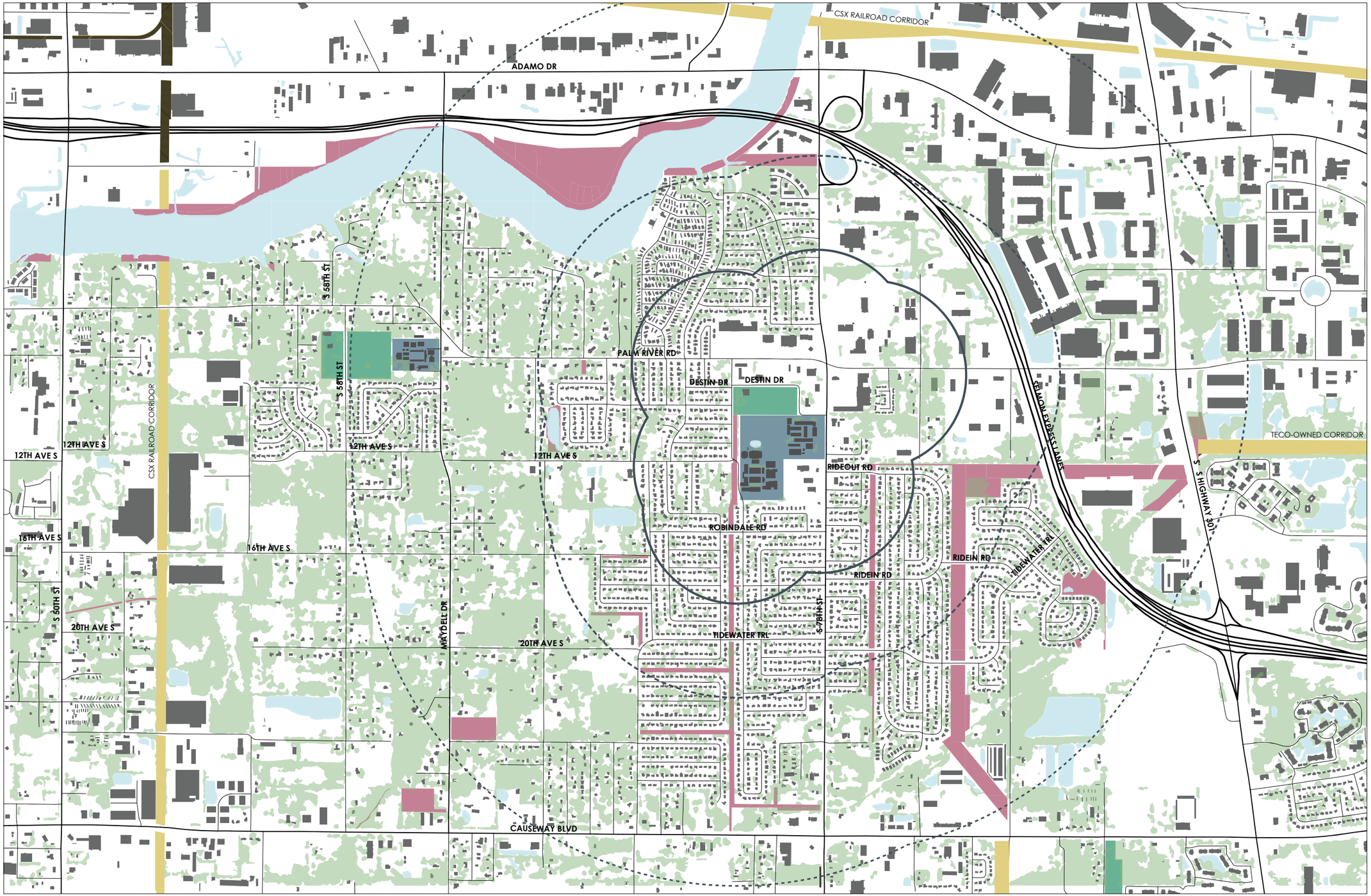
- Ramp/Overpass/Highway
- Major Road/Arterial
- Local Road/Collector

- School Footprint
- Building Footprint
- Water

- Large Job Centers

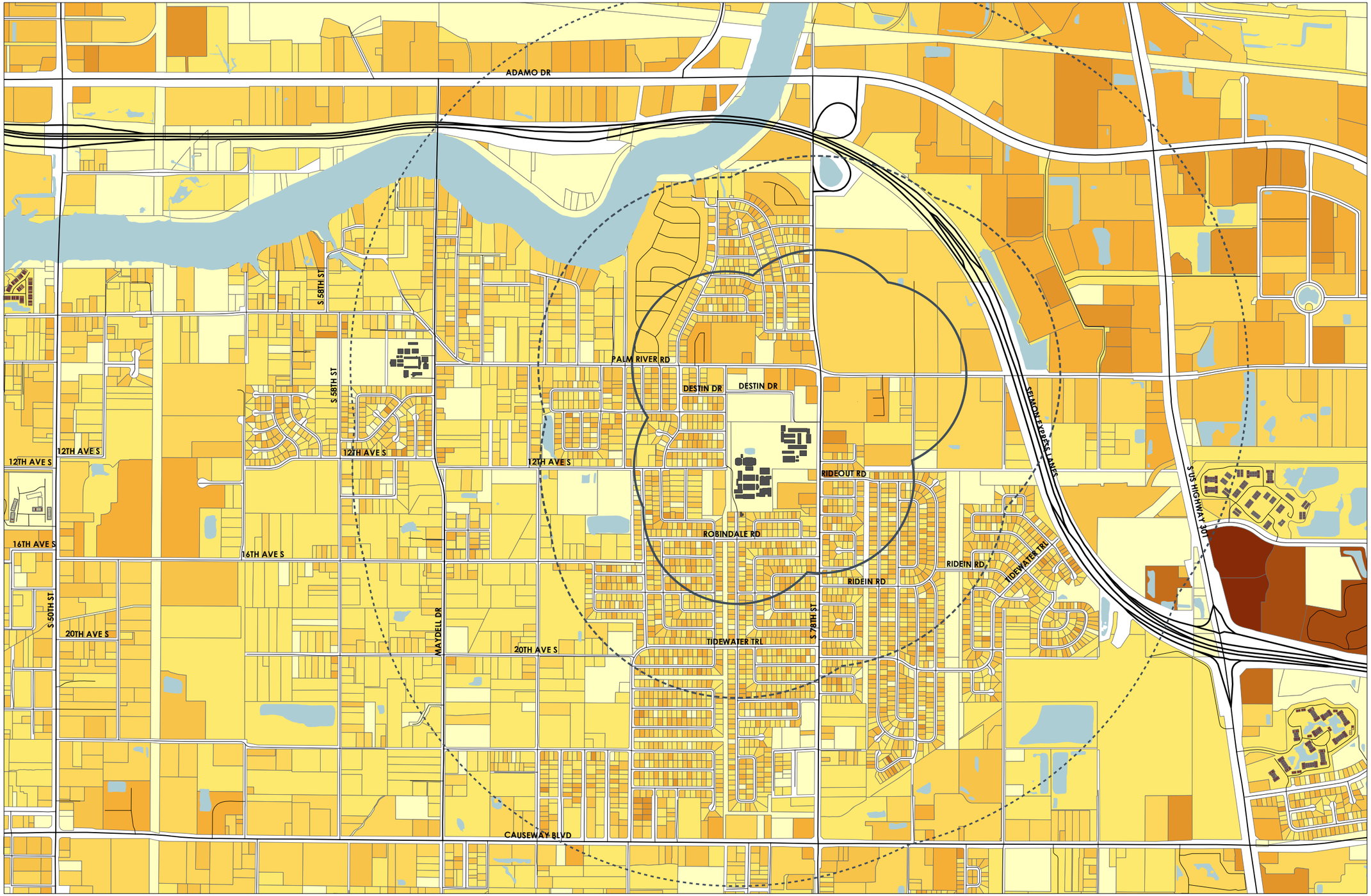
JOB CENTERS BY PARCEL

- Light Industrial
- Institutional
- Agricultural
- Utility R/W
- Store/Shopping Center
- Vacant Industrial
- School Parcel



Data Source: Hillsborough County

6. PALM RIVER | OPEN & GREEN SPACES



Data Source: Hillsborough County

7. PALM RIVER | TAX VALUE BY ACRE

Multimodal Transportation Options

Other than jaywalking between crosswalks (separated by 1-mile), the study area does not appear to have any informal pathways. There are multiple opportunities to improve connectivity between subdivisions and private developments. Potential pathway recommendations are included in the pilot project proposal section. Gaps in pedestrian and bicycle infrastructure are dangerous to the safety of local residents. Current conditions create a disincentive to walk, which the CDC has identified as important to a healthy lifestyle and reduction in obesity and other chronic illnesses.

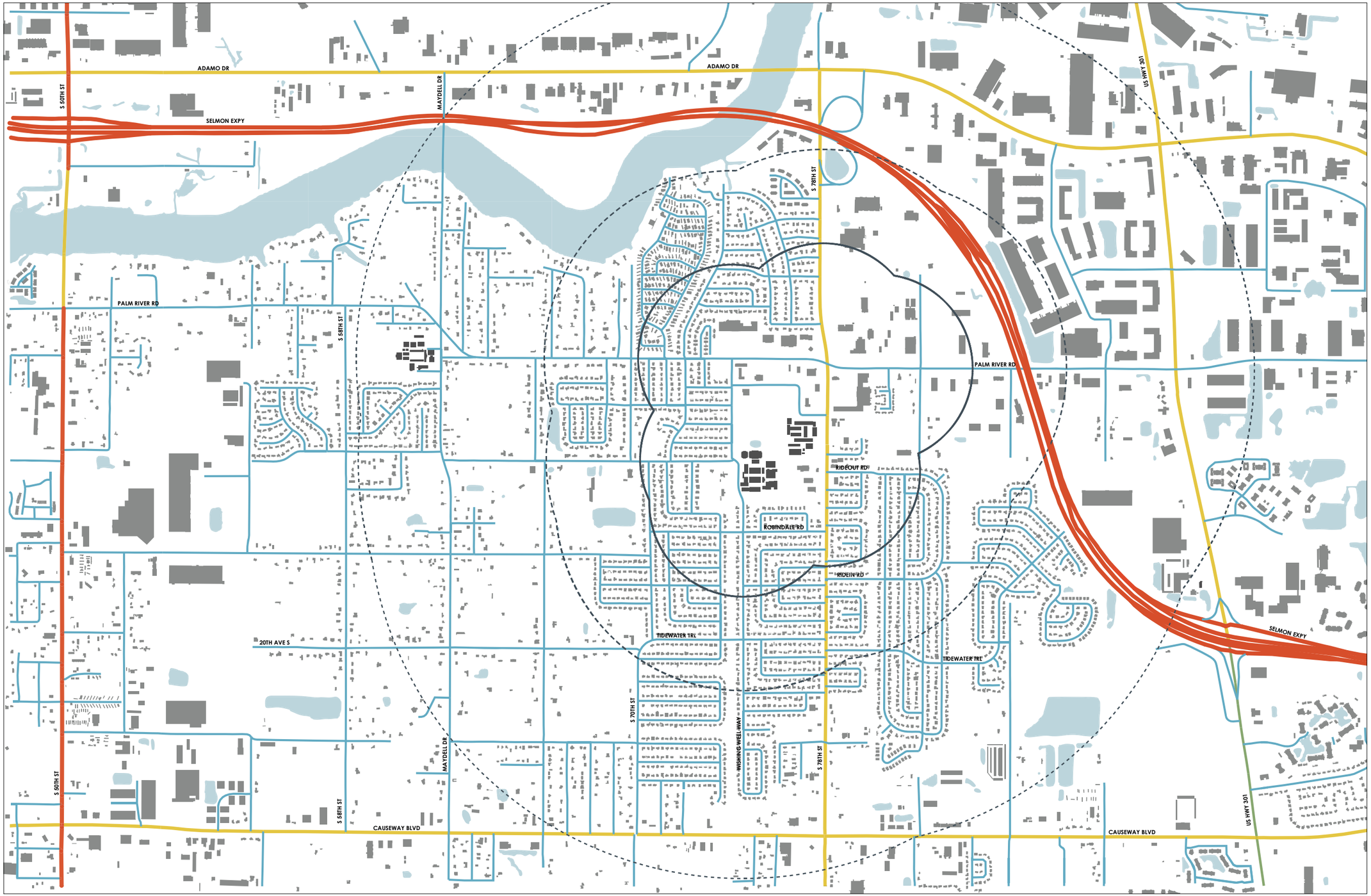
8. Streets and Lane Count: S 50th St, Causeway Blvd, S 78th St, and the Selmon Expressway function as barriers for pedestrians and bicyclists due to the unsafe and difficult nature of crossing multiple lanes of traffic and the inherent speeds of wide roads. This is further exacerbated by the lack of marked pedestrian crossings on these major roads. Even if a resident lives within walking distance of a local service or amenity, safe pedestrian routes rarely exist. Clair Mel Elementary fronts on S 78th St, creating both safety (scarcity of street crossings) and health (air and noise pollution) risks for schoolchildren who live on the other side of 78th St.

9. Pedestrian Network: The existing pedestrian network reveals gaps in lighting and sidewalks. ***Palm River Blvd is almost completely lacking in street lights and has no sidewalk on the north side (even at bus stop locations) in between 70th and Maydell Dr. In many places gaps in lighting, sidewalk, and tree canopy (shade) coincide, creating areas that are inhospitable to pedestrians. Adding to the absence of crosswalks and the sidewalk gaps, the abundance of driveways and parking lots in the study area contribute to decreased pedestrian safety. Streetlights appear to be mostly within subdivisions.***

10. Schools, Student Population Density, Pedestrian Network: While the grid is fairly well developed in the study area, lack of safe crosswalks and high vehicular speeds/accidents reiterate community feedback that conditions are not safe enough for children to walk to school. There are multiple opportunities for improvement. ***The school attendance heat map should be utilized when considering pedestrian safety improvements, such as a pedestrian priority zone and crosswalk additions. Bike/Ped safety and uptake will not improve without a coordinated and comprehensive crosswalk and sidewalk network.***

11. Pedestrian Gaps and Transit: Many subdivisions have sidewalks internally, but fail to connect to community infrastructure. Palm River Rd, the CSX corridor, Maydell Dr, 78th St, and the Selmon Expressway act as barriers to pedestrian mobility. The barriers facing the school age population that is expected to walk to 1 of the 2 schools in the study area (2-mile radius) are indicative of the unsafe pedestrian environment. The entire community is limited by the gaps in pedestrian infrastructure. The ***Hillsborough Area Regional Transit (HART) system has a single bus route in Greater Palm River, Route 8 with headways of 50 minutes.*** Route 8 runs between Marion Transit Center in Downtown Tampa and Brandon Town Center in Brandon. Most of the facilities on the route are inadequate. ***Only 3 bus of the 29 bus stops on this route provide bus shelter and a bench. Improvements in the study area would improve ridership and comfort***. A further 18 have unsheltered benches that do not protect people from rain or sun. A lack of crosswalks along the route creates dangerous pedestrian incentives to jaywalk. The impetus to jaywalk is worsened by the long headways between bus routes.

12. Bicycle Network: Greater Palm River has no dedicated bike lanes. Part of Palm River Rd is a shared bike (sharrow) lane. Located outside of the study area, unbuffered bike lanes are located on Adamo Dr and Causeway Blvd, connecting to the existing Greenway trail. Dark roads, lack of buffer, and high posted speed limits (50 and 45 mph respectively) make these routes unsafe for bicyclists. The 2018 Greenway Trails proposed various options for a dedicated bike lane that would connect the City of Tampa to Progress Village via Palm River-Clair Mel. This map shows one of those options (the most appropriate and beneficial for the neighborhood).



N 0 0.25 0.5 0.75 1 Mile

Data Source: Hillsborough County

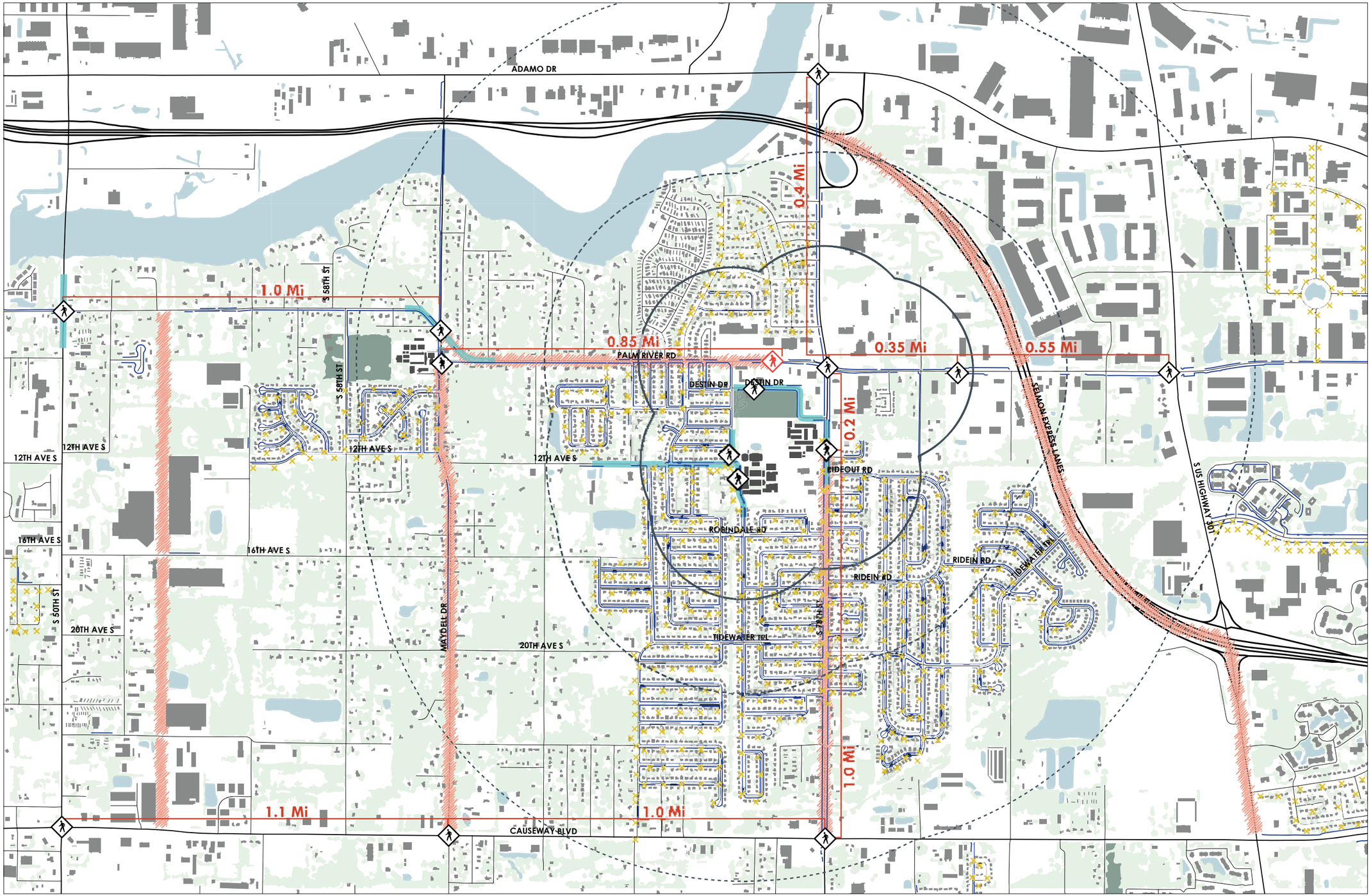
8. PALM RIVER | LANE COUNT

Palm River 1/4-Mile
Palm River 1/2-Mile
Palm River 1-Mile

Roads:
Ramp/Overpass/Highway
Major Road/Arterial
Local Road/Collector

School Footprint
Building Footprint
Water

7 Lane Road (Average Right of Way 200 ft.)
5 Lane Road (Average Right of Way 150 ft.)
4 Lane Road (Average Right of Way 125 ft.)
2 Lane Road (Average Right of Way 65 ft.)



0 0.25 0.5 0.75 1 Mile

N

Data Source: Hillsborough County & Google Earth

9. PALM RIVER | PEDESTRIAN NETWORK

- Palm River 1/4-Mile
- Palm River 1/2-Mile
- Palm River 1-Mile

Roads:

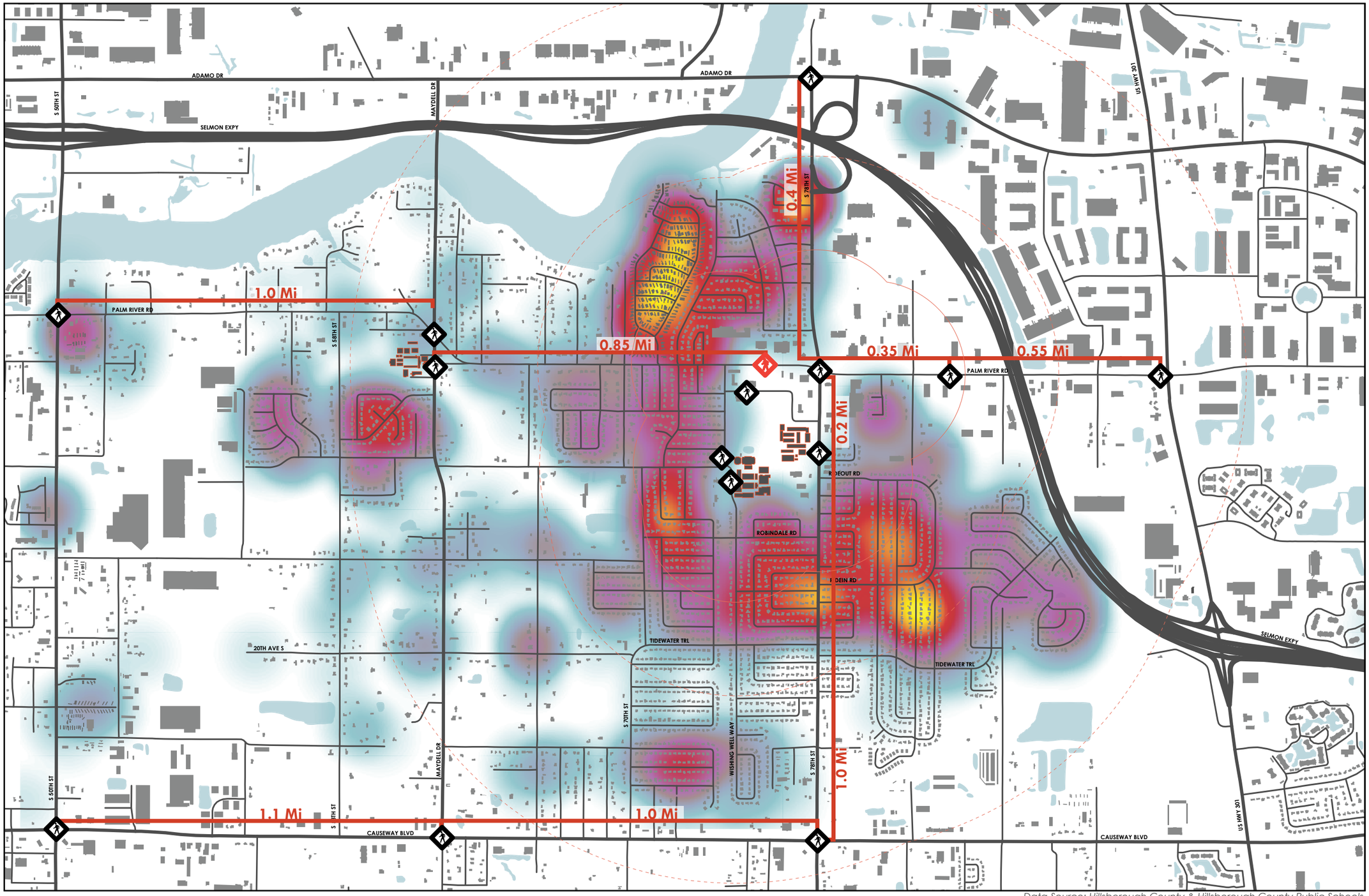
- Ramp/Overpass/Highway
- Major Road/Arterial
- Local Road/Collector

- School Footprint
- Building Footprint
- Water

- Existing Streetlights
- School Zones
- Crosswalk

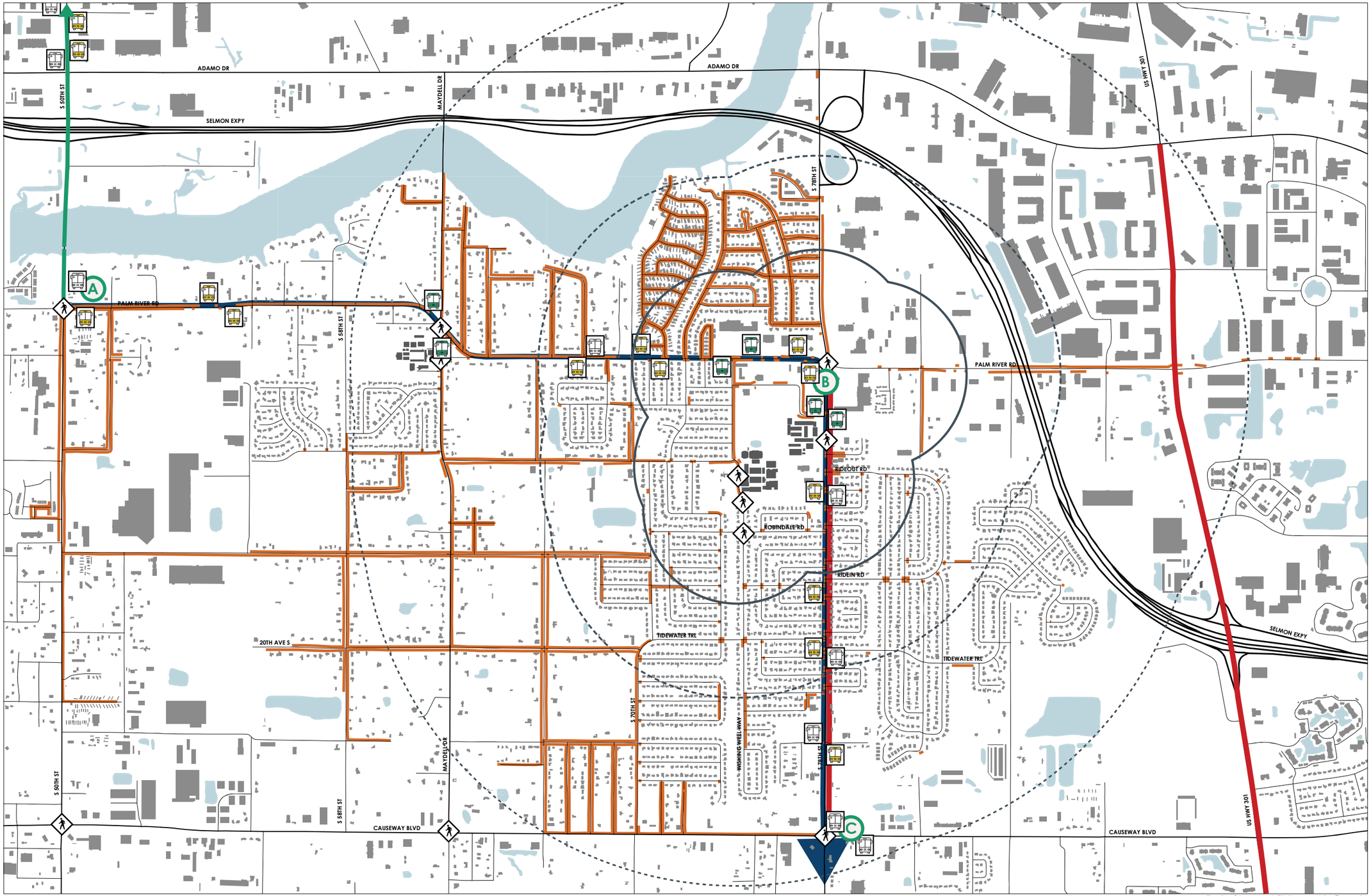
- Crosswalk Gap Distance
- Existing Sidewalks
- Missing Crosswalk Infrastructure

- Barriers Walking/Biking to School



Data Source: Hillsborough County & Hillsborough County Public Schools

10. GREATER PALM RIVER | SCHOOL WALKSHED



Data Source: Hillsborough County

11. PALM RIVER | PEDESTRIAN GAPS AND TRANSIT

N

0 0.25 0.5 0.75 1 Mile

Palm River 1/4-Mile
Palm River 1/2-Mile
Palm River 1-Mile

Roads:
Ramp/Overpass/Highway
Major Road/Arterial
Local Road/Collector

School Footprint
Building Footprint
Water

BUS STOP WITH SHELTER AND BENCH
Green indicates a bus shelter that provides shelter from sun and rain, bench seating, and a stop with signage.

BUS STOP WITH BENCH
Yellow indicates an unsheltered bench for at least 2 people and a stop with signage.

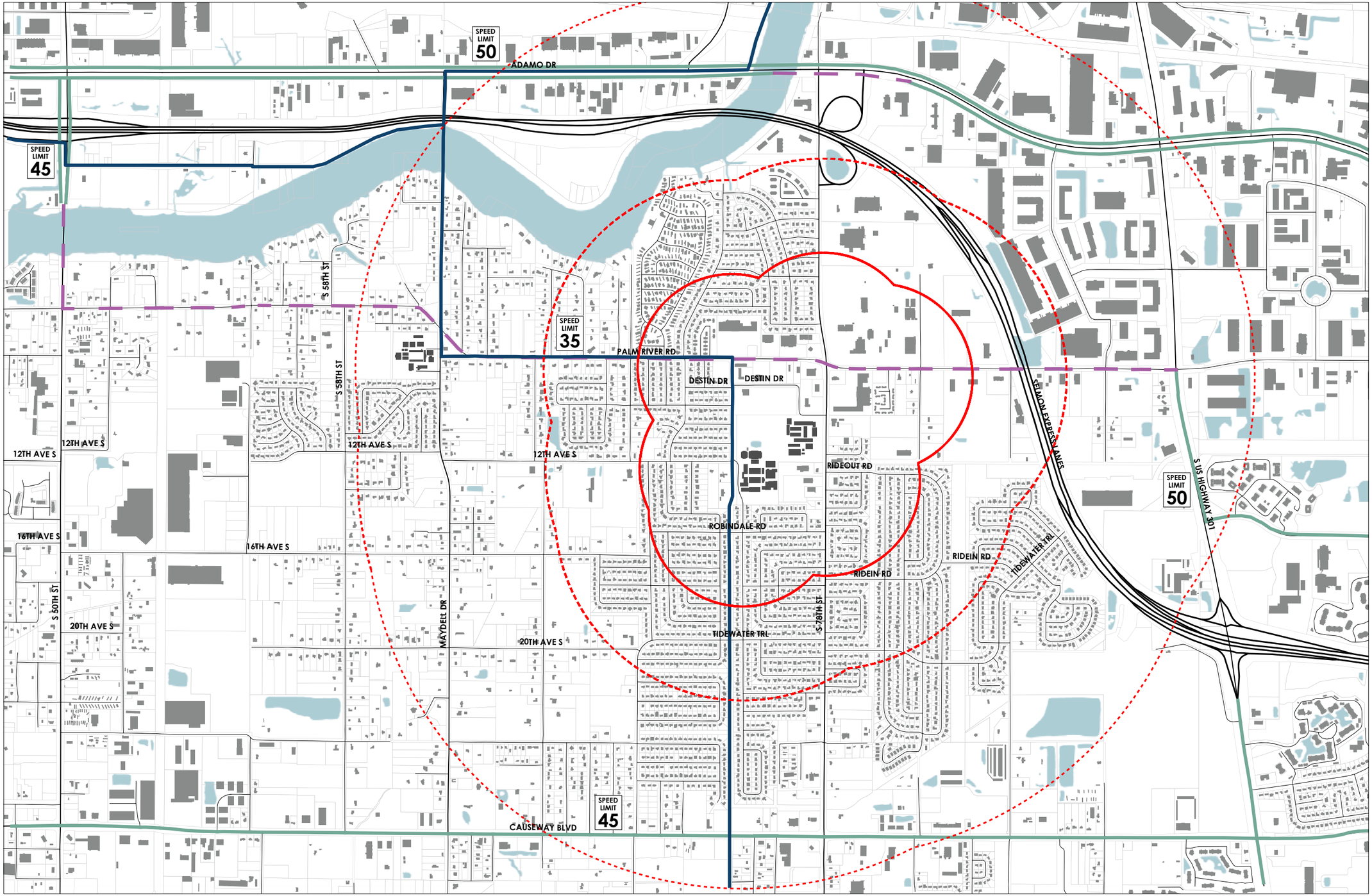
BUS STOP ONLY
Red indicates an unsheltered bus stop that does not provide seating. 50 minutes is a long time to stand.

A Est. time to Marion Transit Station: 22 Minutes
Est. time to Brandon Town Center: 37 Minutes

B Est. time to Marion Transit Station: 29 Minutes
Est. time to Brandon Town Center: 29 Minutes

C Est. time to Marion Transit Station: 30 Minutes
Est. time to Brandon Town Center: 32 Minutes

HART Bus Route 8
Sidewalk Gaps
Vision Zero
Crosswalks



Data Source: Hillsborough County

12. PALM RIVER | BICYCLE NETWORK

Palm River 1/4-Mile
Palm River 1/2-Mile
Palm River 1-Mile

Roads:
Ramp/Overpass/Highway
Major Road/Arterial
Local Road/Collector

School Footprint
Building Footprint
Water

Unbuffered On-Street Bike Lane (15.4 miles)
Sharrow (6.2 miles)
Proposed Greenway along Delaney Creek

SPEED LIMIT 45 Posted Speed Limit

Safe & Healthy Living: Housing

Hillsborough County Affordable Housing Services has identified vacant housing and crime reduction as a goal in Greater Palm River Area. According to the HC County Sherrif's Office, the majority of incidents are related to traffic rather than housing.

13. Buildings & Neighborhoods by Age: County records indicate an average of 707 new residential units in the Greater Palm River sub planning area between the years of 2016 and 2020, which includes Progress Village. While not in the immediate study area, it is worthy to note the impact of residential growth that the Gibsonton-Riverview and South County (1,682 and 2,561 respectively averaging during the same period) will have on Palm River. Palm River subdivisions have been filling in larger agricultural scale tracts since the 1950's. ***The map identifies neighborhoods, formal associations, and historic records, as well as the general decade in which each subdivision was developed.*** Information was gathered from Hillsborough County historic plat maps, zoning, the Hillsborough County Property Assessor, and Google. Most of the County registered associations seem to be inactive with no contact information.

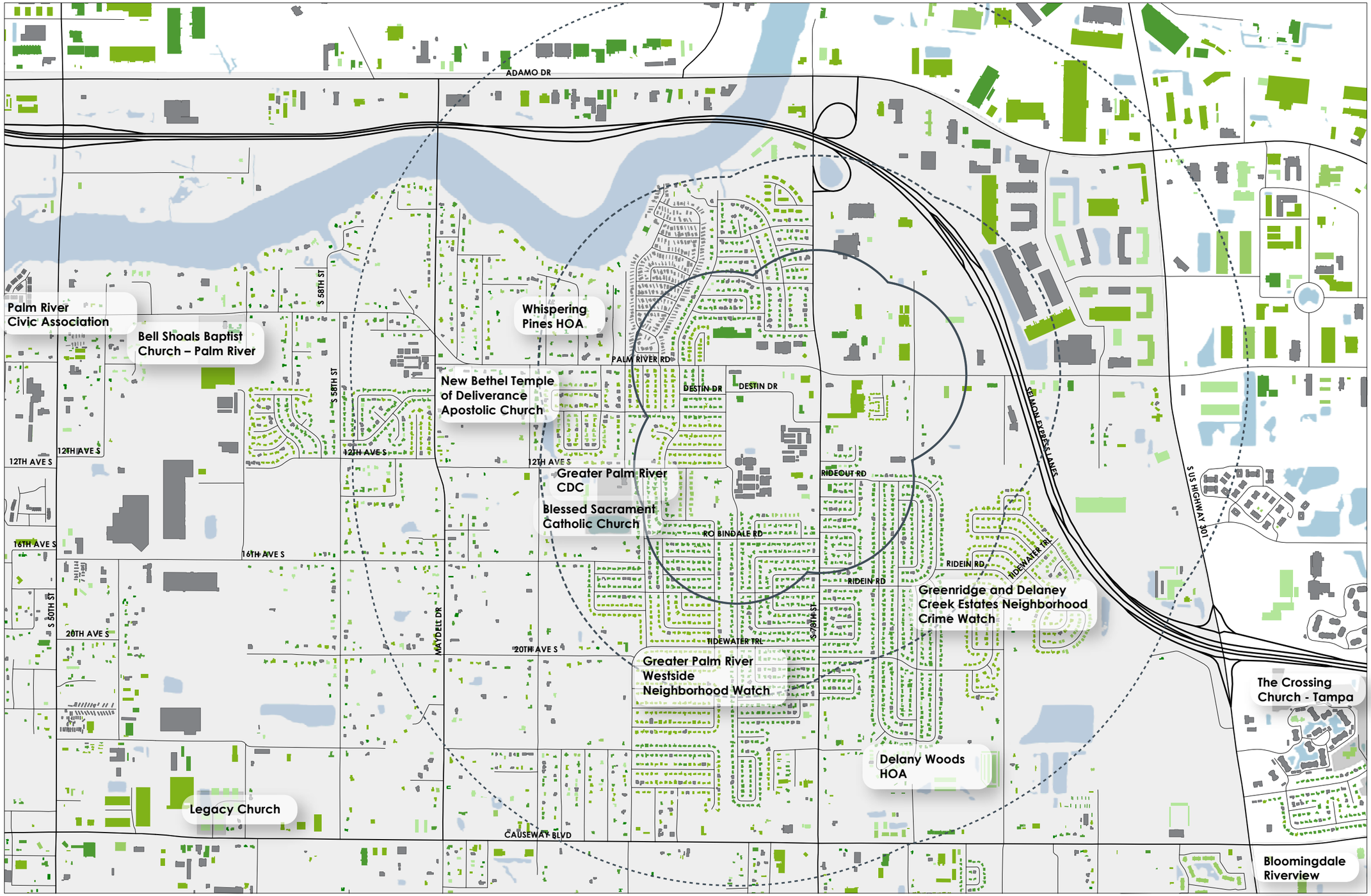
14. Housing by Age: Building codes, often responding to disasters, have tightened restrictions over time. In general, newer buildings are held to a higher standard for resistance to winds and elevation of finish floor interiors out of potential floodways. Before 1974 there was no standard for residential construction. The Florida State Minimum Building Code, adopted in 1974, was made up of 4 separate model codes that local governments could choose from. They could amend and enforce at their own discretion. After the widespread devastation from Hurricane Andrew (1992) comprehensive studies showed that the biggest problem with the current system was lack of enforcement. *By 2002, the Florida Building Code superseded all local building codes.* Subsequent disasters have shown the Florida Building Code to reduce structural windstorm losses by up to 72% for buildings that meet code. *Many residences are older and have not been brought to code.*

15. Housing by Ownership Status: Residential parcels are disaggregated by ownership type, with homestead properties (by land use group) indicating owner-occupied parcels. To test the hypothesis that corporations are buying out single-family parcels for rental portfolios, parcel data was further processed to map the prevalence of corporate ownership. Of the study area's 5,824 parcels, 3,820 are single-family. 16 of the 38 mobile home parcels (1 residential unit on a parcel) are homesteaded. This data does not include mobile home parks like the 294-unit community off of Palm River Rd. Of the single-family homes, 66% can be considered owner-occupied and 8% are owned by a LLC or INC. Demographic data from the 2020 US Census indicates that 56.8% of Greater Palm River (52.7% Countywide) renter households pay over 30% of their monthly income to rent.

16. Housing Homestead by Year: The study area shows a large percentage of residential parcels are homesteaded, categorized by year and going back to 1994. Trends show that less owner-occupied homes were purchased during the recession, but a large number of homeowners stayed in place from 1994-2008.

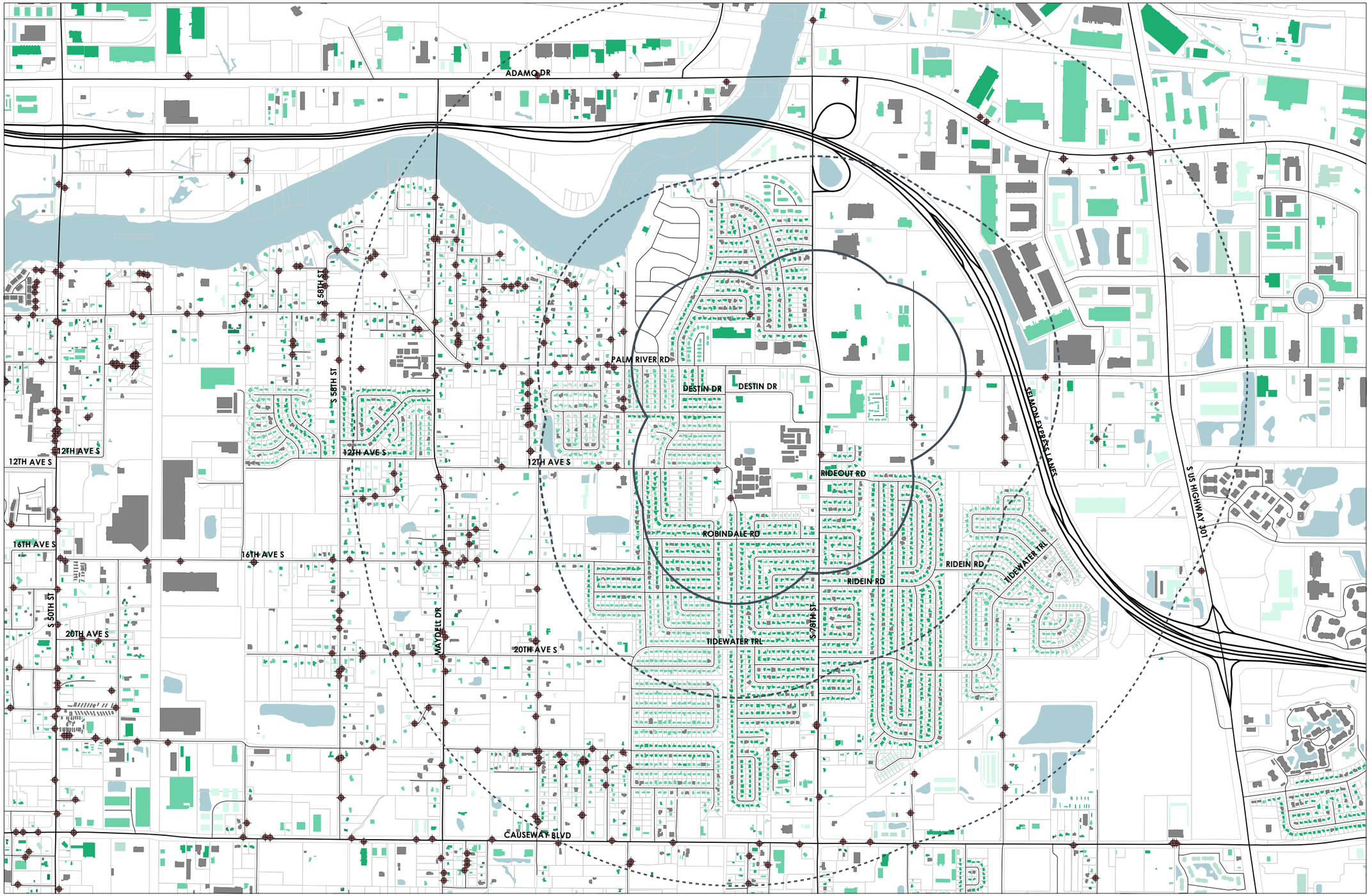
17. Residential Parcels by Type: Within the 1-mile radius there are 3,895 resident parcels with 3,975 units where 82% of the resident parcels are Single-Family housing. *Mobile homes located in the large parcel between the canal and Palm River Rd (rooftop count of 294 units) are unaccounted for in County's data, which would increase the overall percentage of renters.

18. Building Age and Storm Surge Projected: Building codes, often responding to disasters, have tightened restrictions over time. In general, newer buildings are held to a higher standard for resistance to winds and elevation of finish floor interiors out of potential floodways. Buildings constructed before the 2002 Florida Building Code was implemented may be more vulnerable to flooding and wind. A large proportion of buildings in the study area were constructed between the 1950's and late 1990's.



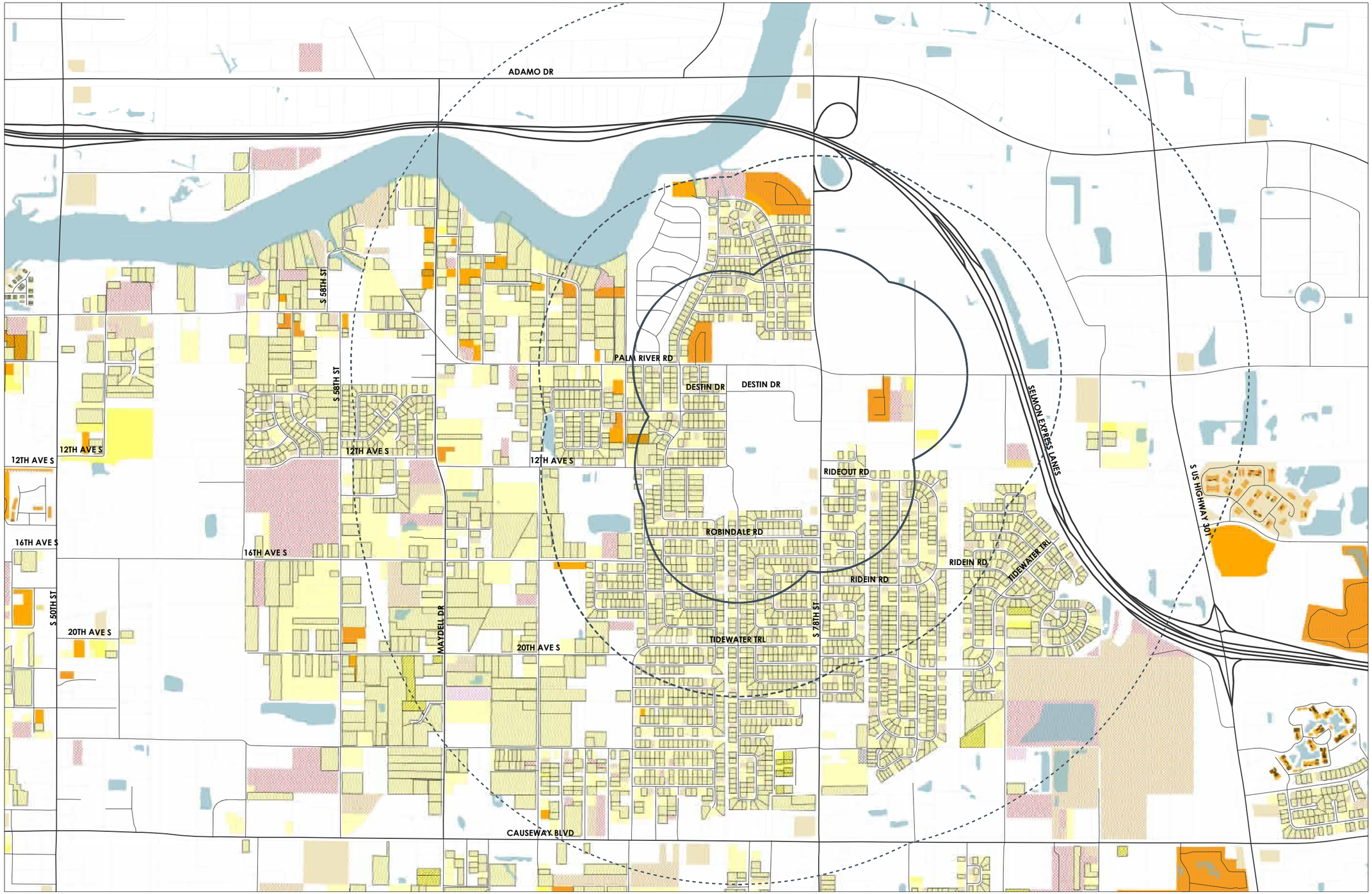
Data Source: Hillsborough County, Hillsborough County Property Appraiser, Google

13. PALM RIVER | NEIGHBORHOOD ASSOCIATIONS & BUILDINGS BY AGE



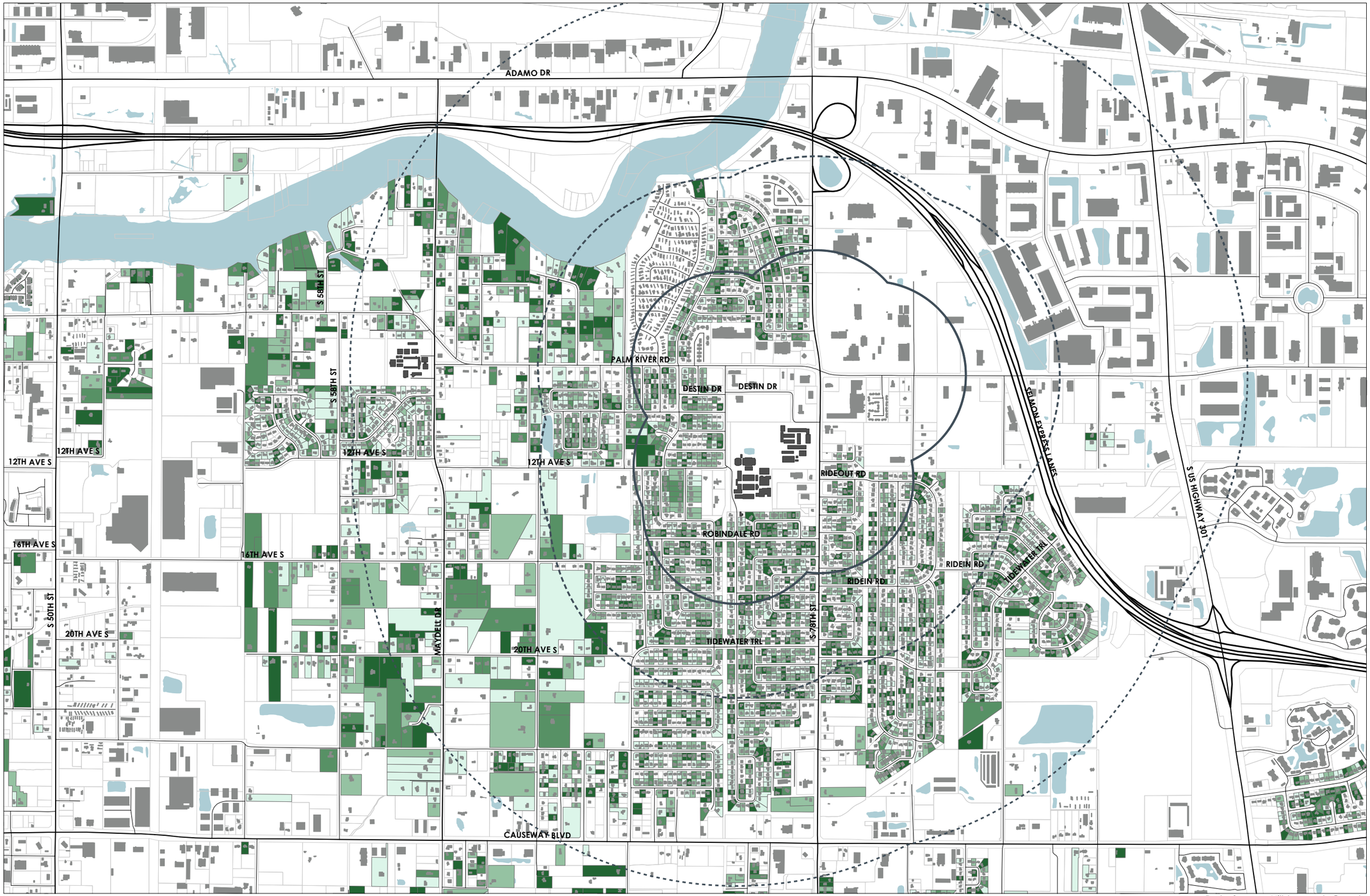
Data Source: Hillsborough County

14. PALM RIVER | HOUSING BY AGE



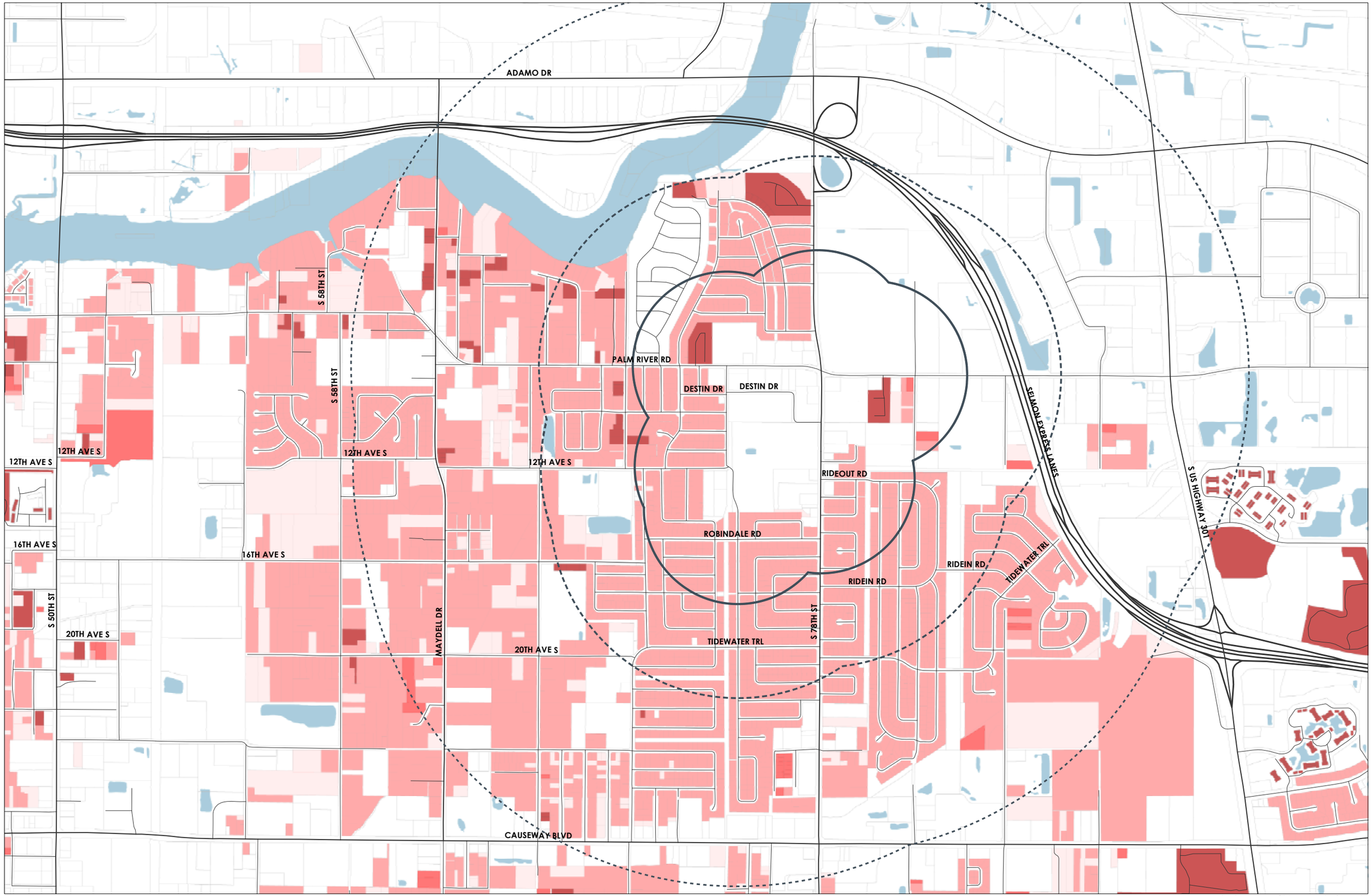
Data Source: Hillsborough County

15. PALM RIVER | HOUSING BY OWNERSHIP STATUS



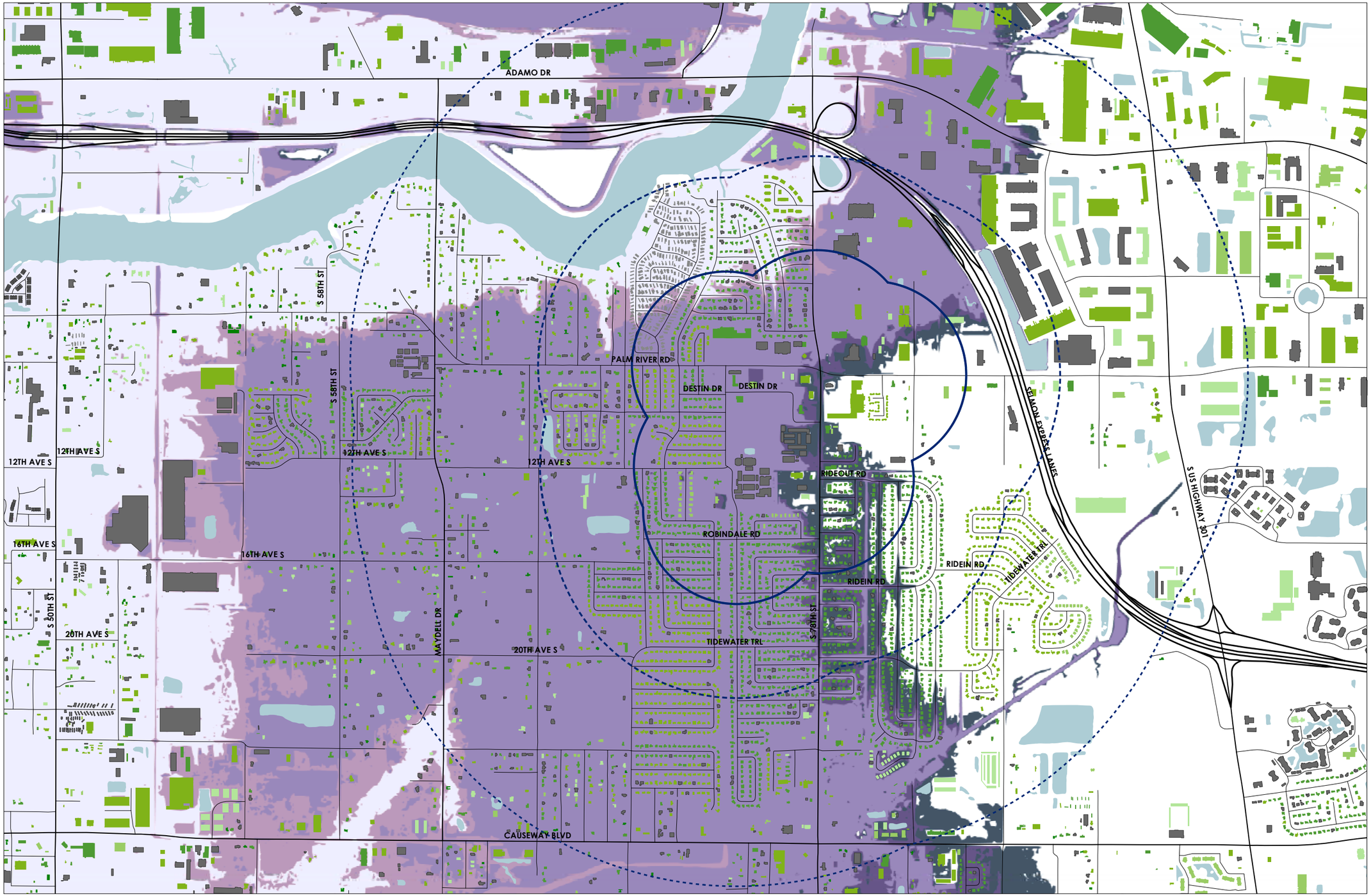
Data Source: Hillsborough County

16 - GREATER PALM RIVER | HOUSING HOMESTEAD BY YEAR



Data Source: Hillsborough County

17. GREATER PALM RIVER | RESIDENTIAL PARCELS BY TYPE



Data Source: Hillsborough County

18. GREATER PALM RIVER | BUILDING AGE AND PROJECTED STORM SURGE

Safe & Healthy Living: Infrastructure

Documented conditions and interviews with the community align to the fact that walking conditions do not support safe and healthy living - in the sense that residents prefer not to walk. Illegal dumping and general lack of code enforcement in the waterways (drainage canals and areas) and empty yards disincentive walking and playing. Food is accessible. The neighborhood is not reported as feeling safe enough along the commercial corridors and in some pockets of the neighborhood. **Hillsborough County Sheriff crime statistics emphasize the need, as described in meetings and previous studies (Vision Zero, Complete Streets, and the Community Plan), for safer streets.** In the last year (June 2023), the intersections identified by the project team had the highest crime incidents (mostly traffic and drugs). For the Greater Palm River Area, the highest number of crime incidents (in order) were traffic, theft, battery, and drugs. **Plans to make the neighborhood more walkable will need to address safer street and public space designs.**

19. Streets – Speed: S 50th St, Causeway Blvd, S 78th St, and the Selmon Expy function as boundaries for pedestrians and bicyclists. Posted speed limits and real speeds traveled differ by varying degrees depending on the time of day. Observed speeds are higher than posted, which emphasizes that design speed is likely too high on both 78th St and Palm River Rd.

20. Emergency Transit & Evacuation: During an emergency evacuation, HART buses assist evacuation to emergency shelters located outside Greater Palm River. The area is serviced by 2 emergency bus routes, the H Route takes residents south to Shields Middle School in Ruskin and the I Route takes residents north to Middleton High School in Tampa. Residents evacuating without assistance can go to the nearest shelter located at Brandon High School, about 5 miles east. Residents in mobile homes are always mandatory evacuation, regardless of the zone in which they live.

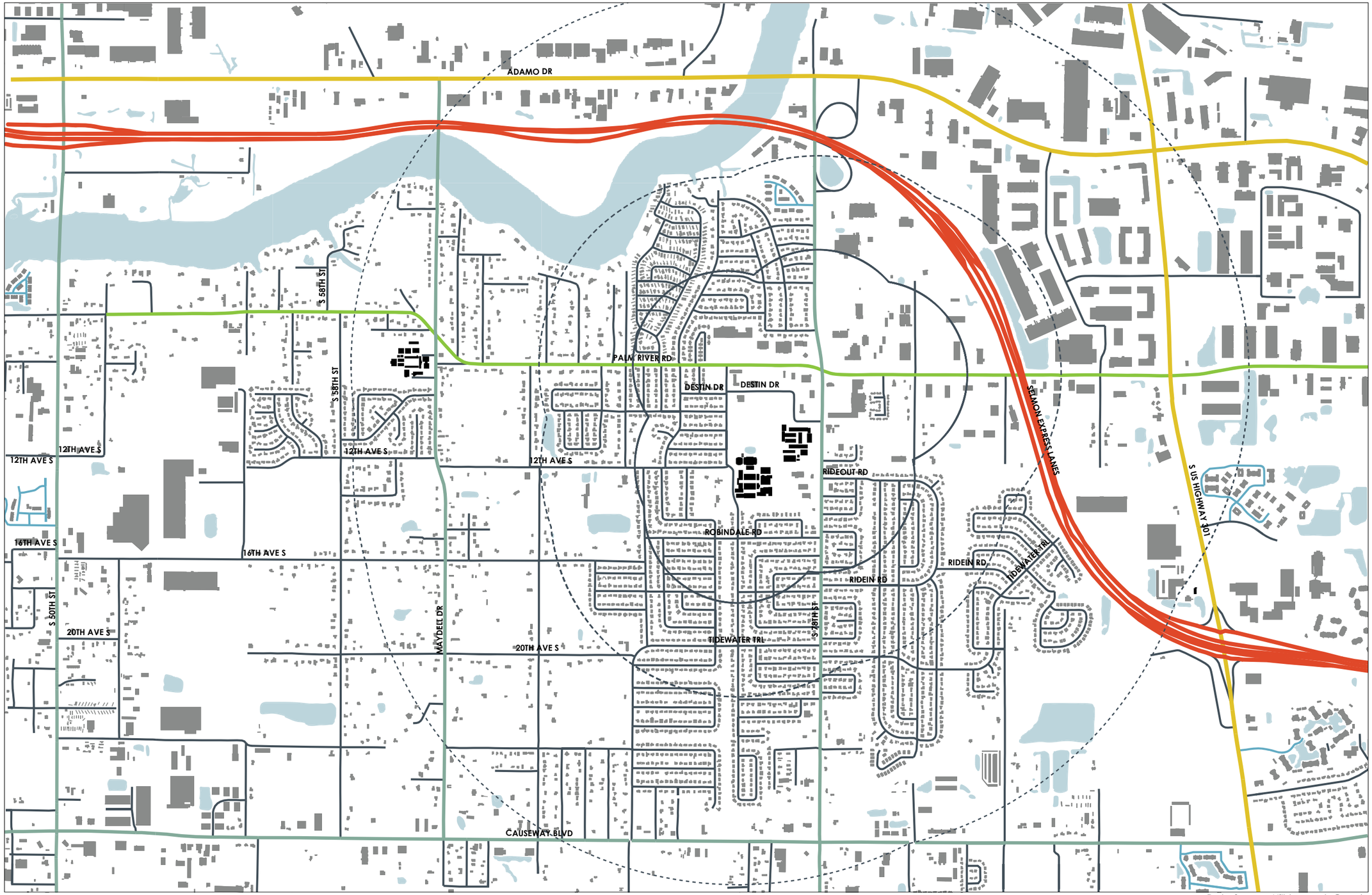
21. School Zones & Vision Zero Corridors: While safety improvements are greatly needed, school zones that are also Vision Zero should be prioritized and immediately addressed. The school zone on S 78th St is a Vision Zero Corridor. School zones may need to be extended to create truly walkable routes to school (Palm River Blvd and S 78th St in the study area).

22. Stormwater Infrastructure: The study area has storm drain and channel systems, very few retention ponds, that direct stormwater away from properties and streets. Palm River Blvd. roughly divides the direction of stormwater that sheds North to the Bypass Canal or Southwest to Delaney Creek.

23. Water Infrastructure & Service Request: Hillsborough County tracks resident complaints, with flooding (57) and water & sewer infrastructure (19) requests shown in this map. In contrast, stormwater infrastructure (channels and storm drains) is mapped to understand how requests relate to infrastructure. Complaint data is from March 2022.

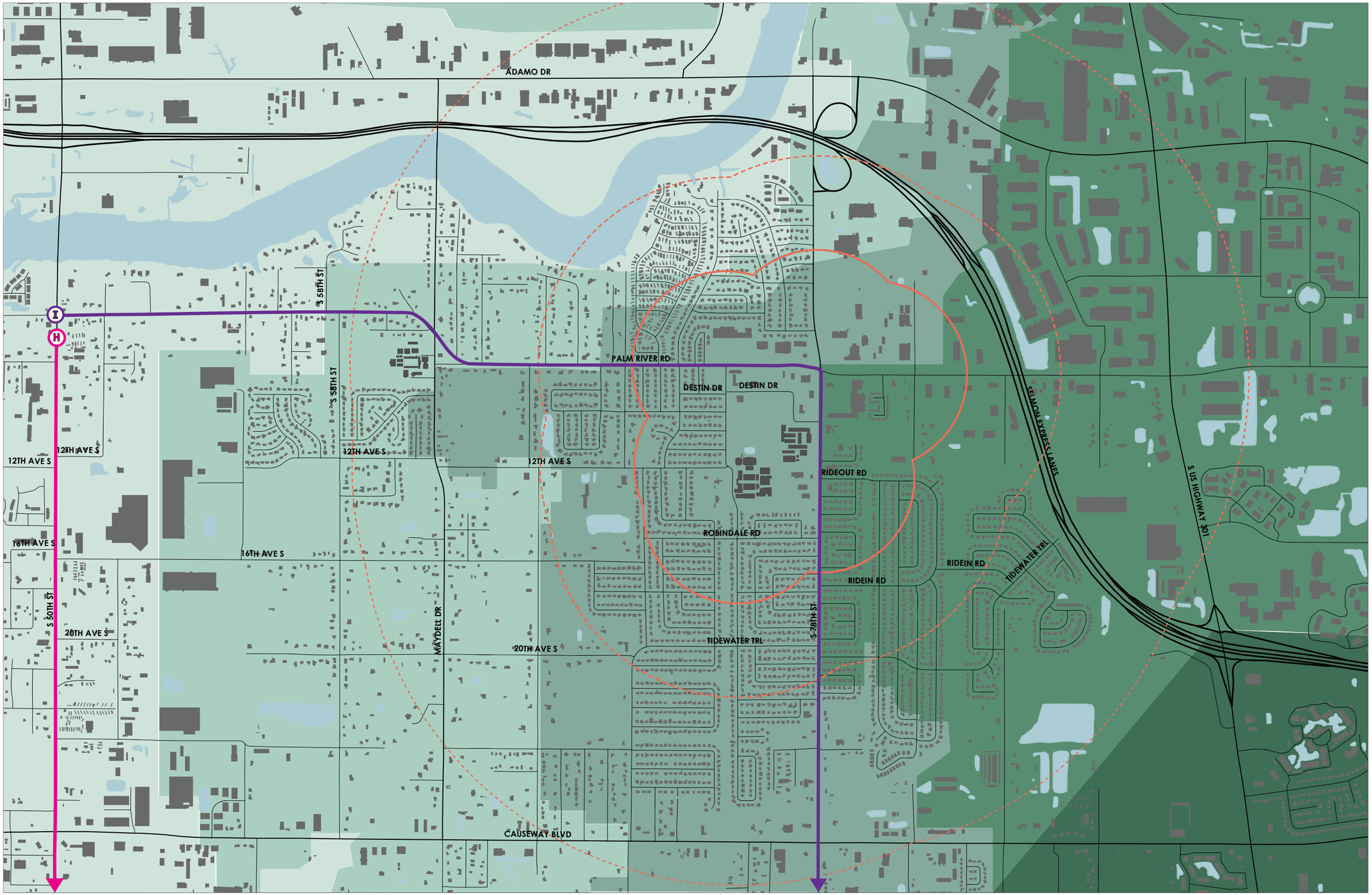
24. Industrial Parcels and Storm Surge Projections: Multiple industrial parcels are located around the study area, which is also an Environmental Justice classified neighborhood. These parcels are largely located in hurricane storm surge areas, which may create or exacerbate environmental hazards.

25. Building Age and Flood Zone: Flood zones are geographic areas that the Federal Emergency Management Agency (FEMA) has defined according to varying levels of flood risk. Moderate to Low-Risk Areas include Zone X (outside the 1% and 0.2% annual chance flood plains). High Risk Areas have 5 types that include A, A#, AE, AO, and AH (Special Flood Hazard Area with 1% annual chance flooding) that are typically located near a body of water. Properties in A Zones are required to have flood insurance. Flood insurance premiums are linked to the condition of the building structure (ie: built to code). Zone V and VE are High Risk Coastal Areas.



Data Source: Hillsborough County

19. PALM RIVER | STREETS - SPEED



Data Source: Hillsborough County

20. PALM RIVER | EMERGENCY TRANSIT & EVACUATION

0 0.25 0.5 0.75 1 Mile

Palm River 1/4-Mile
Palm River 1/2-Mile
Palm River 1-Mile

ROADS
Ramp/Overpass/Highway
Major Road/Arterial
Local Road/Collector

School Footprint
Building Footprint
Water

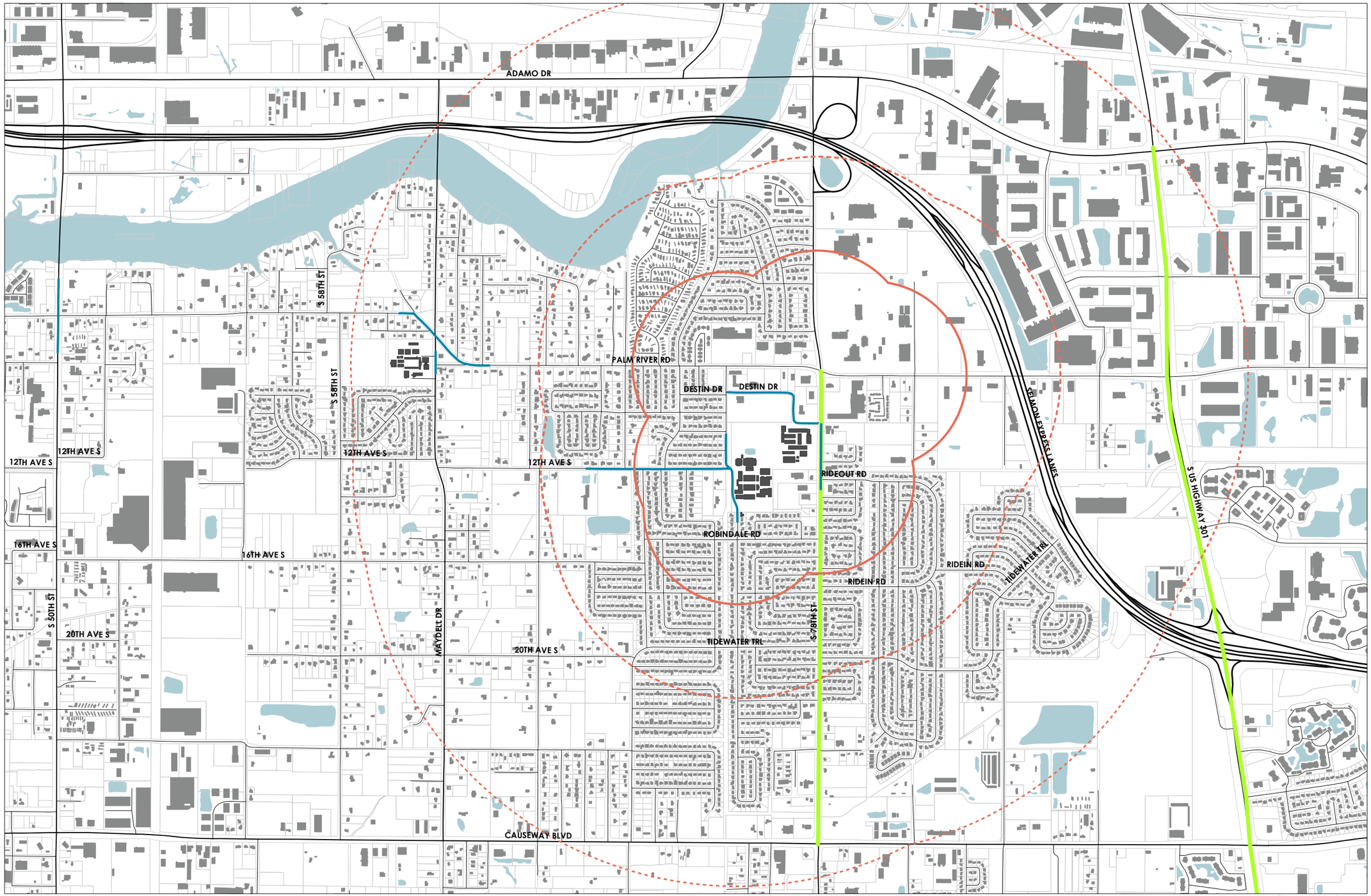
Evacuation Zone A
Evacuation Zone B
Evacuation Zone C
Evacuation Zone D
Evacuation Zone E

(H) Evacuation Bus Route "H"

Bus Route "H" originates in Greater Palm River and terminates at Shields Middle School in Ruskin, via Gibsonton and Apollo Beach, about a 22-mile route.

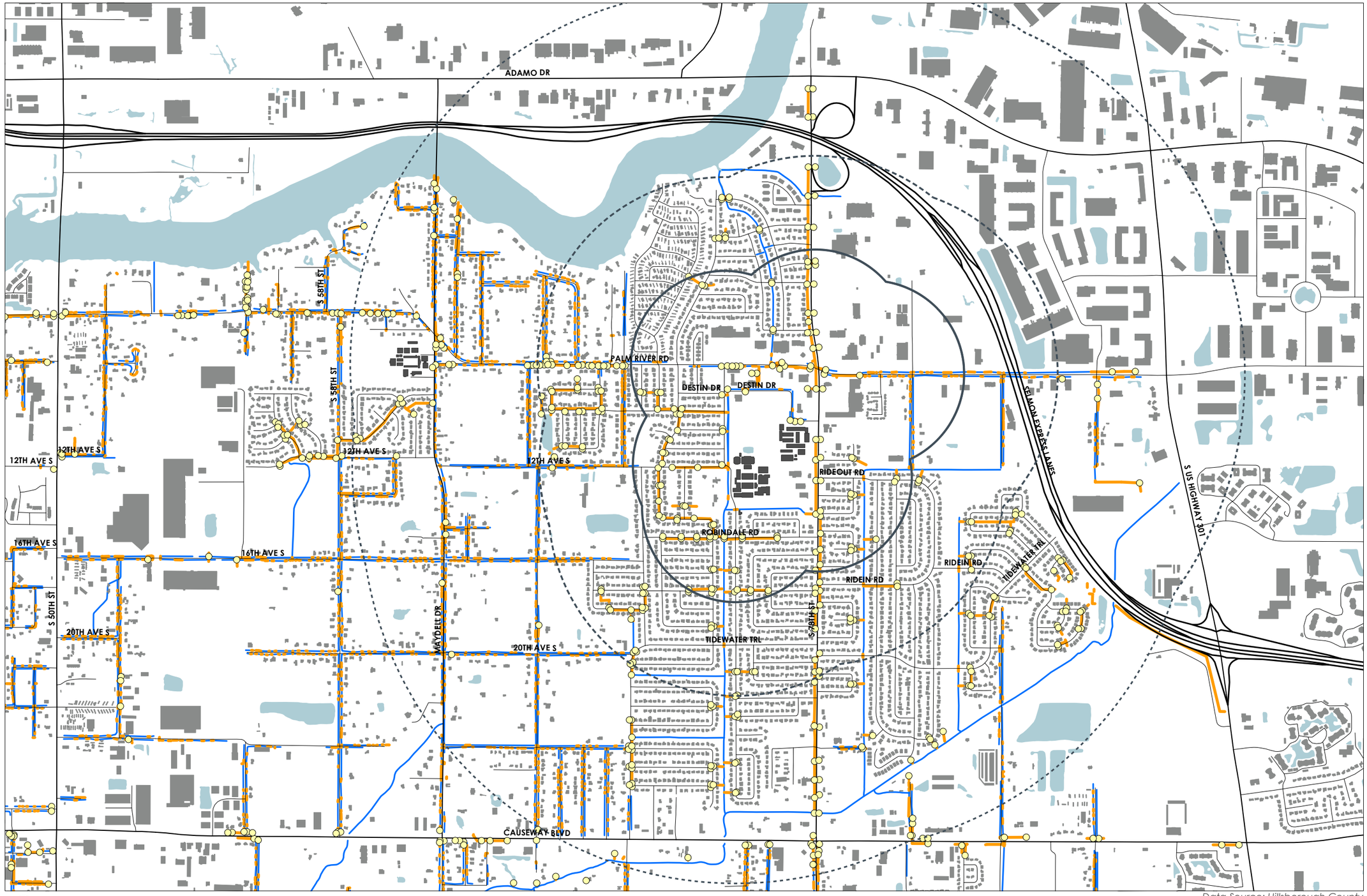
(I) Evacuation Bus Route "I"

Bus Route "I" originates in Greater Palm River and terminates at Middleton High School in Tampa, via Progress Village, South Tampa, and East Lake-Orient Park, about a 21-mile route.



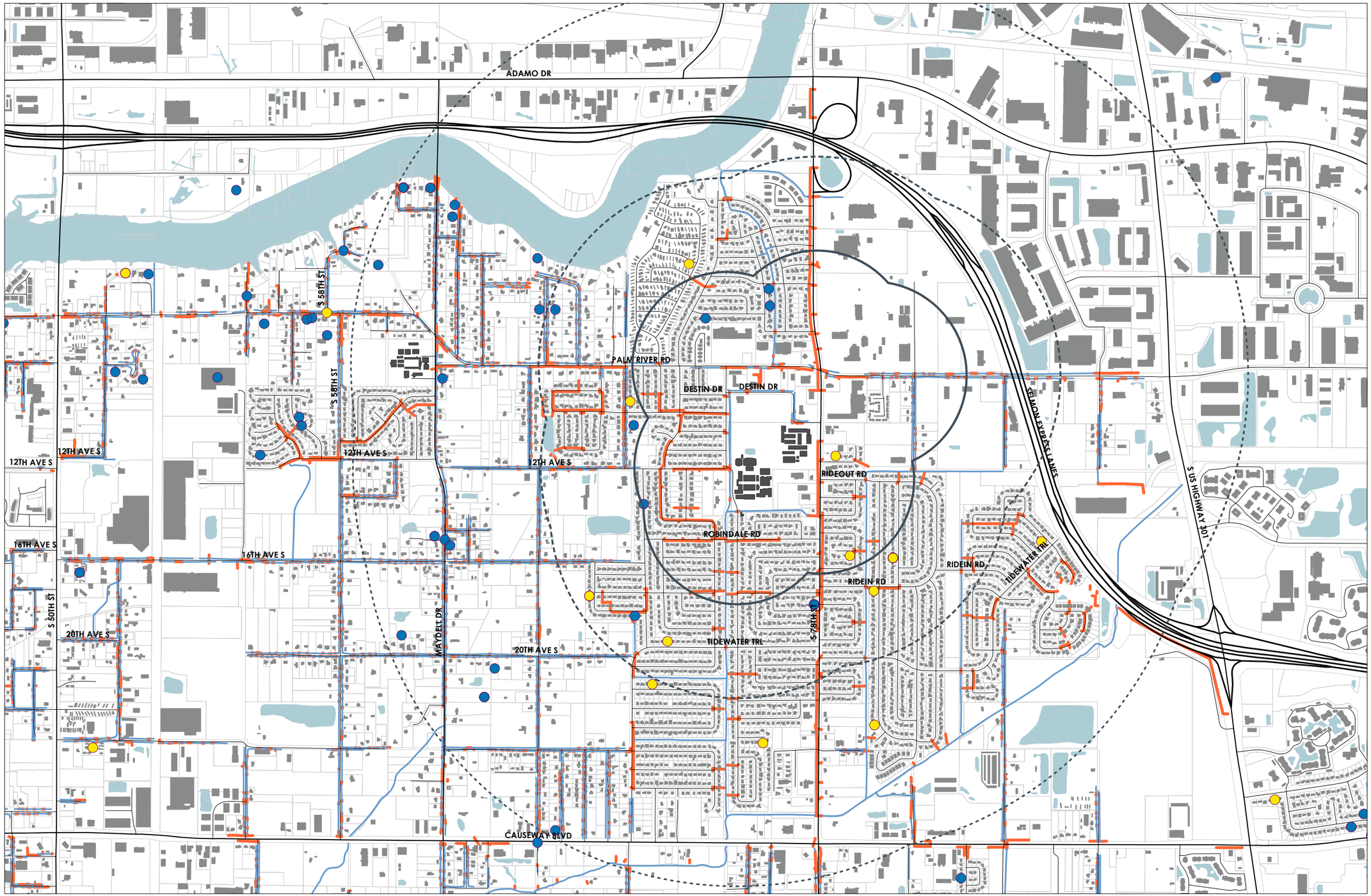
Data Source: Hillsborough County

21. GREATER PALM RIVER | SCHOOL ZONES & VISION ZERO CORRIDOR



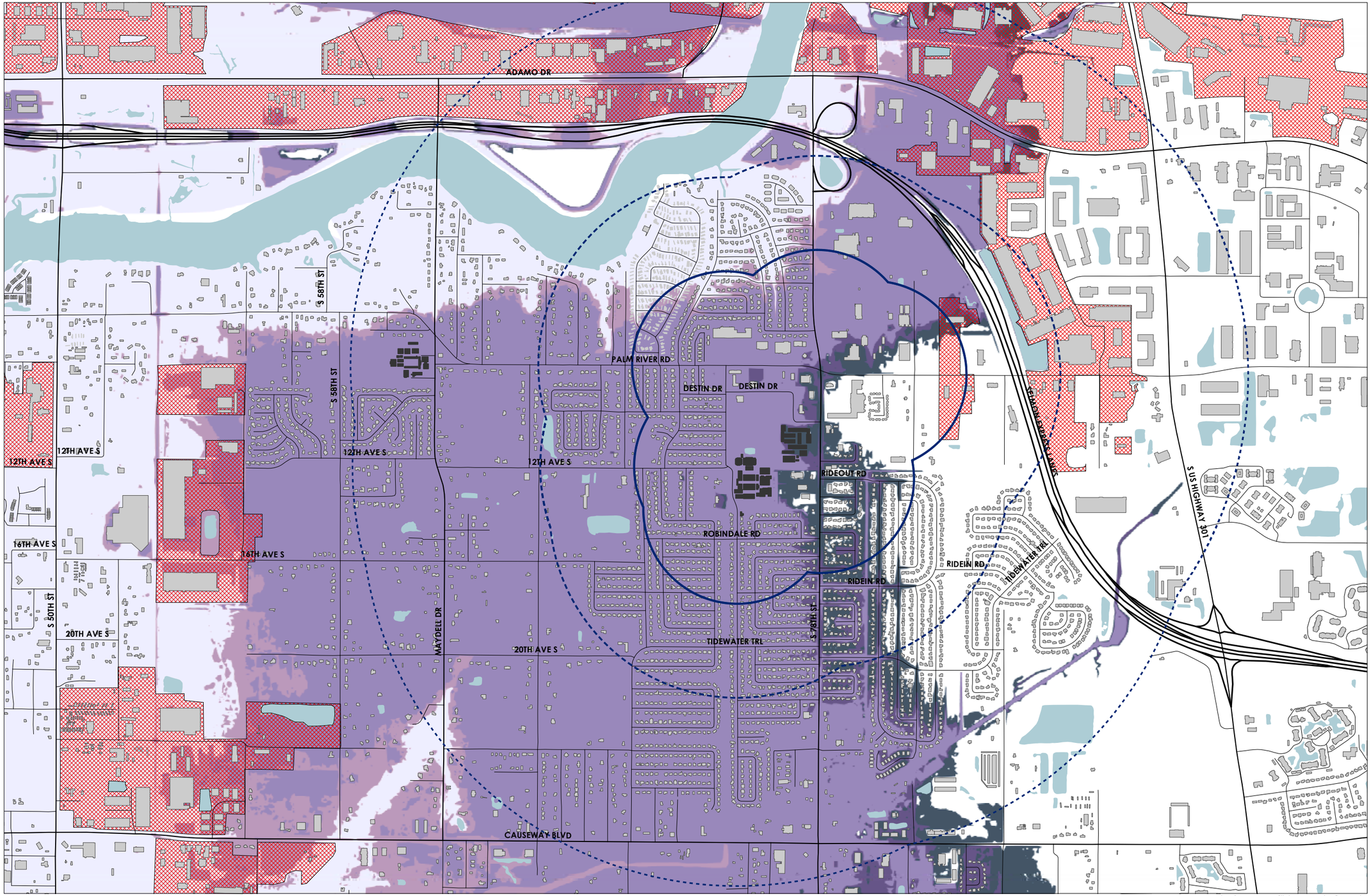
Data Source: Hillsborough County

22. PALM RIVER| STORMWATER INFRASTRUCTURE



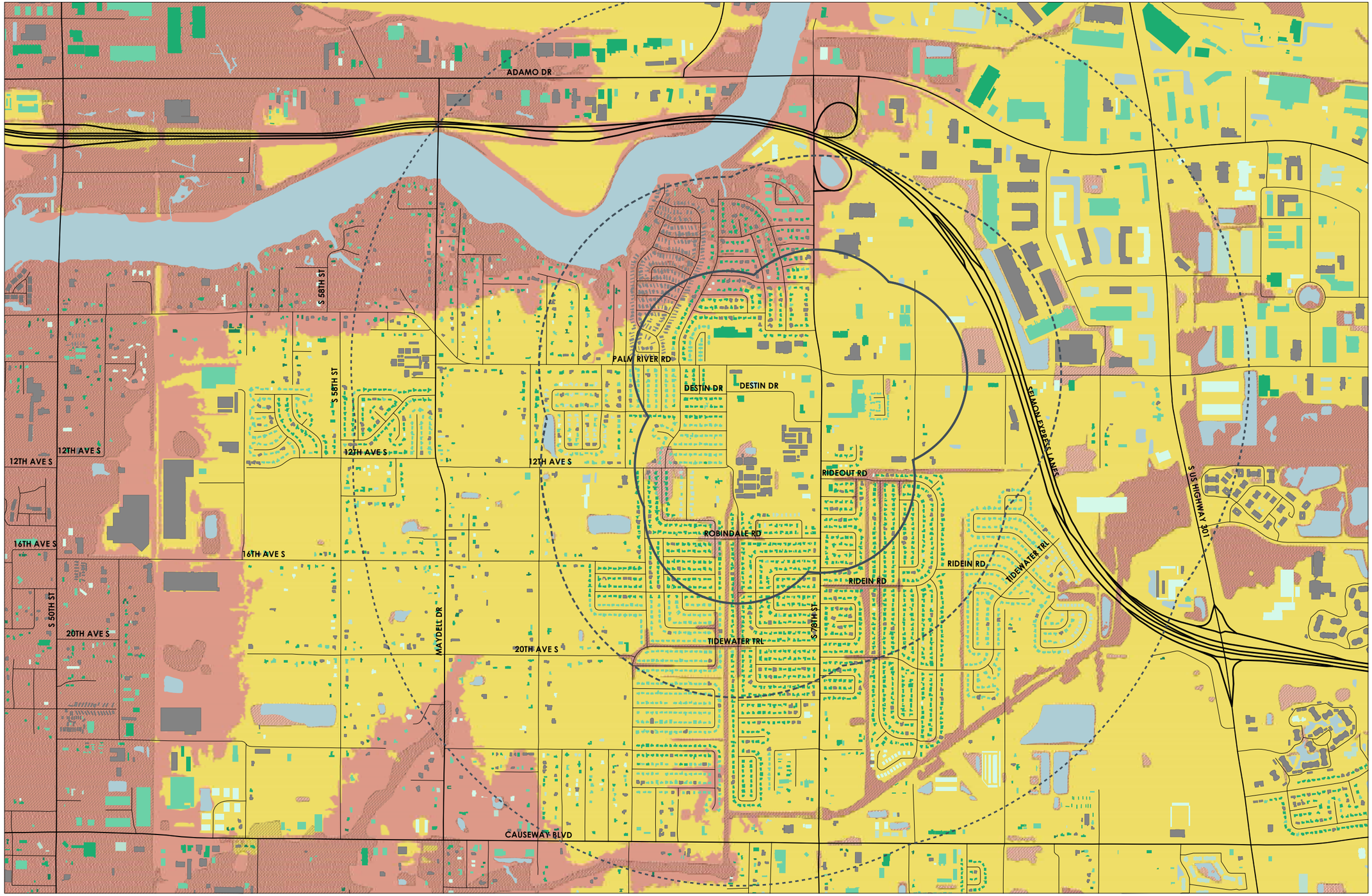
Data Source: Hillsborough County

23. PALM RIVER | WATER INFRASTRUCTURE SERVICE REQUEST



Data Source: Hillsborough County

24. PALM RIVER | INDUSTRIAL PARCELS AND STORM SURGE PROJECTIONS



0 0.25 0.5 1 Mile

Palm River 1/4-Mile
Palm River 1/2-Mile
Palm River 1-Mile
Water

ROADS
Ramp/Overpass/Highway
Major Road/Arterial
Local Road/Collector

YEAR BUILT
Unknown (1,016)
Pre-1950's (122)
1951 - 1973 (2,168)
1974 - 1996 (1,367)
1997 - 2001 (237)
2002 - Present (225)

FLOOD ZONE
A
AE
AH
AO
VE
X

100 Year Flood

Data Source: Hillsborough County

25. PALM RIVER | BUILDING AGE AND FLOOD ZONE

Groundtruthing assumptions about existing mobility patterns and habits

Data synthesis for the Study Pilot Project Area underscores and verifies the anecdotal information gathered through community engagement and the team's neighborhood assessment. This page reflects:

- Streetlight/INRIX data,
- Community Engagement, and
- Study area mapping and community assessment.

Bike & Pedestrian Activity

The following is a discussion of Lochner's pattern study, looking at high activity areas and gaps within the existing Study Pilot Project Area. This data, in conjunction with community plan priorities, will inform a prioritization strategy for implementing projects. The data disaggregates vehicular travel, pedestrian travel, and bicycle travel. It is able to estimate the number of trips made in the study area, including their origin and destination. Mappings were created with passthrough trips excluded. Potential data gaps acknowledged by the consultant include pedestrians without cellphones (for example, kids walking to school) and trips with multiple stops (trip chain). Origin and destination maps, included in the Appendix, are disaggregated by season (to test for comfort adjustments) and by mode of transportation (bike or pedestrian). Each map cluster shows total trips, the temporal distribution of trip time of day, trip purpose based on assumptions made per zone and home/work locations, and trip length.

- Pass-through traffic has been removed from the data. This was part of the attempt to focus on non-commuters (80% of vehicle trips are not to work).
- Zone boundaries were agreed upon through an analysis of the natural and man-made road barriers or development clusters as they relate to the centroid of the study area (intersection of Palm River Rd and S 78th St). They are additionally divided by assumed walkshed and bike shed radii.

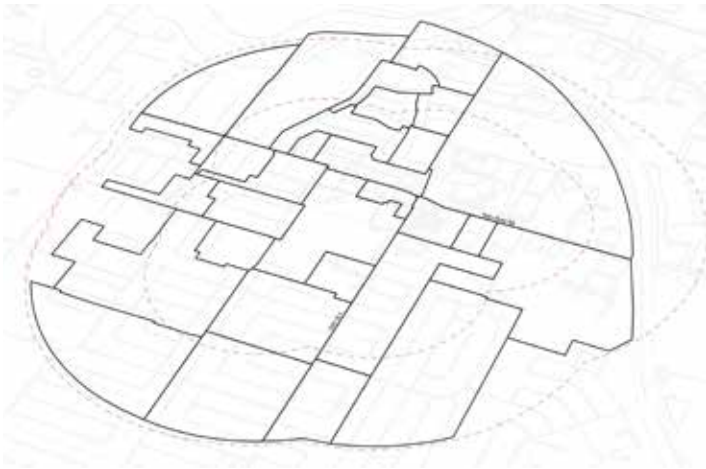


image: Streetlight assessment divisions for pilot study area.

Trends

- Street design does not prioritize local mobility. The safety concerns and trip patterns confirm the assumption that speeds and street design are biased toward moving cars through the neighborhood (rather than within the neighborhood).
- Summer trips are the most different, due to the 2 schools being closed for summer and possible heat comfort restrictions.
- Numbers may not represent school children walking to and from the 2 neighborhood schools, as children are less likely to be carrying their own cell phones with them.
- The neighborhood is subject to artificial divisions because of the lack of safe street crossings.
- Safety should be a priority, and is a top concern among those surveyed.
- People are walking to and from the shopping centers.
- Residential land use also matters subtly. Higher proportions of SF res in the zone of origin lead to lower rates of non-motorized travel. Possibly, this residential development pattern goes hand in hand with vehicle ownership and other factors that lead to higher rates of vehicle trip-making.
- *Data assessment included in Appendix.

Public Participation and Community Empowerment Plan

Stakeholder & Community Engagement

Community outreach and social asset mapping were conducted in partnership between Hillsborough County staff and the Florida Center for Community Design and Research (USF). The team did extensive research before reaching out and scheduling introductory meetings with key neighborhood stakeholders. Below is a non-exhaustive list of stakeholder meetings. Significant attempts were made to provide a safe and equitable communication plan, with bilingual material and staff at events.

The Palm River CDC is in the process of building capacity. They were partners in engagement and outreach scheduling to put together small and large group events for both educational sessions and workshops. Small scale workshops were facilitated in both English and Spanish.



Meetings/Events

- April 6 – Field visit with Sheriff (Officer Hayes). Project team tour of the neighborhood with high-level insights to needs and opportunities. Sheriff staff identified problem areas and safety concerns.
- April 7 – Boys and Girls Club. Project team meeting with program managers. The team explained their programs and the program's relationship to the adjacent schools. Better pedestrian safety was a priority for staff in this meeting.
- April 14 – Calvin Thornton. Long-time community member. Prioritized safety and community pride, or improvements to the identity and beautification of the main intersection that is the study area and the de facto entrance to the community.
- May 22 – Tony Altman, Palm River Community Development Corporation. Tony walked the team through his program and the work they do with the Greater Palm River Neighborhood. They agreed to be a partner in the outreach process.
- May 26 – Complete Streets overview. Project team meeting with County Staff.
- May 27 – HART meeting to discuss routes and bus stop amenities.
- June 7 – Outreach meeting at 78th st Library with community members. Participants had worked on original Greater Palm River Community Plan. They expressed frustration at the lack of care and investment they have seen in their neighborhood, specifically items from the Community Vision Plan.
- June 24 – Civic Association meeting with Patrice Pearson
- July 13 – Meeting with Stacey Schlarbaum, principal of Dowdell Middle School. This is a neighborhood and a magnet school, which means that a high percentage of attendees rely on safe routes to school.
- July 13 – Workshop with students of Dowdell Middle School. The students know their neighborhood very well and explained very specific instructions about where they were allowed to and not allowed to ride safely.
- July 14 – Meeting with Erik Yuan, owner's rep for shopping plaza. They do not have any plans for improving the site and will likely only engage if paid for it.
- July 29 – Back to School Bash. Community event with hundreds of regional residents.
- August 3 – Palm River CDC meeting
- August 12 – Children's Board meeting with Marile Arroyo
- August 16 – Palm River Point CDC board meeting and design workshop
- August 22 – Town Hall coordination with Palm River CDC
- August 29 – Tactical Urbanism Charrette at 78th st Library
- October 7 - Town Hall

Framework for Continued Engagement and Empowerment

Community-focused tactical improvements, incremental change, could build capacity among organizations and empower residents. Ideas generated during meetings and workshops will be discussed in the Pilot Framework recommendations.

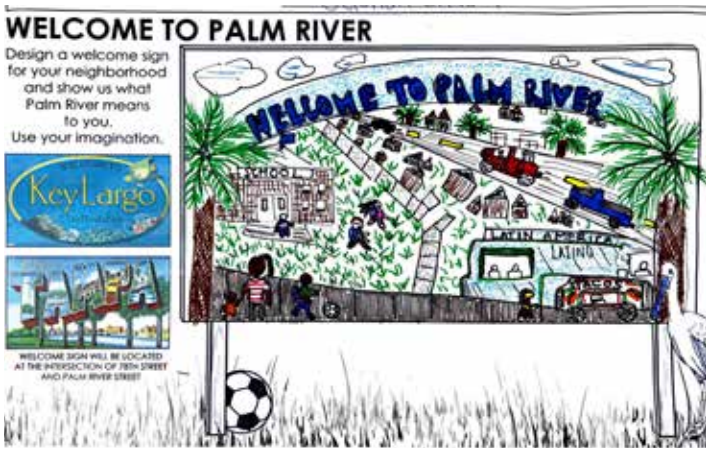


Image: example of signage designs from neighborhood children

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20-Minute Neighborhood Framework

Developing a Replicable Framework for Implementation

Piloting the Framework Locally:

- Overview of Selection Criteria and Policy Alignment
- Implementation Objectives - Measurements of Success
- Quick Starts & Prioritizing Safety
- Recommendations and Predictive Modeling



Typical Challenges

Contemporary development patterns have led to community/urban conditions:

- with amenities, but limited infrastructure/ mobility network or access (suburban car-centric sprawl)



- or the mobility network, but no amenities to go to (emptied urban centers).



- in which other infrastructure does not serve local/adjacent population needs (utility poles blocking sidewalks, lighting for cars not pedestrians, pass-through routes like highways, etc.).

Components

The Framework, designed for action, should serve as a way to prioritize actions as they relate to the immediate needs of the specific community and the bigger picture of long-term completeness. Recommendations reflect, or draw from, existing community plans and policy. The individual components of a 20-minute neighborhood, as defined in the following pages, are organized as inputs and outputs. The inputs are spatial and physical elements; block development, mobility network, proximity and diversity of uses, water management, green and public spaces, institutional anchors, and neighborhood stabilization. The outcomes are the measurement of success, or the indicator, of implementation; livability, sustainability, resiliency, and economic development.

Translating Ideas to Implementation

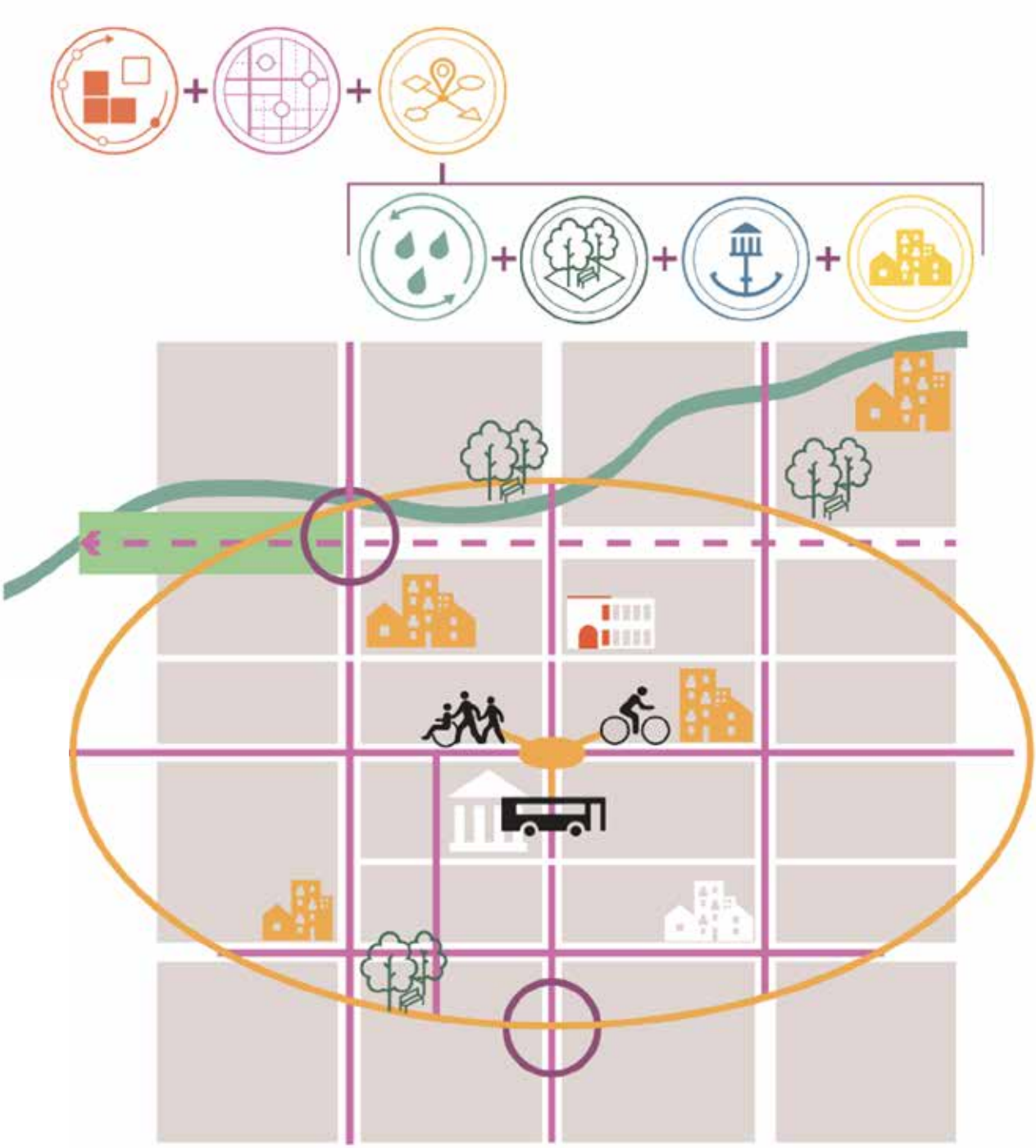
Identify positive aspects and opportunities for improvements for the community node being studied. Score the existing concentration, accessibility, and diversity of services. Lowest scores would be assigned to neighborhoods with insurmountable barriers to walking or redevelopment.

What can local governments influence?

Local governments and planning agencies have a finite limit of influence and capacity. While they will not personally take on the redevelopment of a neighborhood, they can plan for coordinated infrastructure improvements and land use regulation. Infrastructure and regulatory policy should require and incentivize higher standards of completeness - specifically to serve the local community. They can, additionally, support local residents and businesses to stay and benefit from potential redevelopment through Economic Development support and other stabilization strategies.

How does collaboration build capacity?

Local governments and communities can work together to think beyond the data by using ground truthing, asset and cultural mapping, community engagement and capacity building, and tactical/short-term projects to build equity and community empowerment. The framework aims to design quality urban places through a combination of physical and social infrastructure and policy. By demonstrating commitment to listening to and implementing community priorities, local governments have the potential to support and enhance the unique qualities of each neighborhood center while investing in community-centered infrastructure and services.

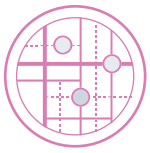


7 Elements of a 20-Minute Neighborhood



Block Development: Density, Form, Scale

Groups of parcels within a given block or cluster of blocks - including the massing, scale and overall form of buildings, building placement within parcels, density of buildings and open spaces. The Block Development Strategy also addresses building orientation to the sidewalks and adjacent street with parking behind, porosity of buildings along the block, number of active doors per block, and façade components such as overhangs, balconies, and logia serving to organize blocks into a cohesive whole. Opportunities for influence include design guidelines and requirements, land development code, zoning.



Mobility Network: Transpiration Hierarchy, Complete Streets, Street Room

A Mobility Network focuses on the connectivity of multimodal systems within a given area (a neighborhood) and the provision of accessible, efficient, and safe routes for people of all ages to their daily services, errands, jobs, and schools. The coordination of housing, economic development, and transportation investments in the region can increase access and reduce emissions by providing alternatives to driving. Opportunities for influence include design guidelines and requirements, land development code, zoning.

- Transportation Hierarchy prioritizes different modes of transportation within the Network; connect low-income communities to jobs, education and training opportunities, and services via pedestrian, bike, or transit options.
- Complete Streets are an important component of Mobility Networks and can be used to support the Transportation Hierarchy by enabling safe spaces and access for all users (pedestrians, bicyclists, motorists and transit riders of all ages and abilities).
- The Street Room is the area that encompasses the street right of way from building façade to building façade. The Street Room should take into account the zones within the sidewalk space, pedestrian comfort, street edge activation, and store/building front activation.



Proximity and Diversity of Uses

Building functions within a neighborhood are important to encourage neighborhood-based trips to support community needs. The proximity and diversity of uses to one another can help predict a pattern of pedestrian and bicycle travel or interactions between origins and destinations such as a bank next adjacent to a grocery store. While developers cannot be required to provide this, zoning and scale design guidelines provide opportunities for influence.



Water Management

Water Management is a critical infrastructure. The opportunity to utilize large/necessary stormwater areas for multi-benefit public space and non-vehicular connectivity can greatly improve the quality of place and the pedestrian experience. Design for the conveyance and storage of storm water should align with the community's experience of place and contribute to pedestrian priority corridors.



Green and Public Spaces

Green and Public Spaces featuring parks at different scales (including sidewalks, plazas, and squares) play a significant role in the overall experience of pedestrians and providing the community a "living room". Places where people meet, interact, and linger can enhance environmental stewardship while providing comfort, character and safety.

- Low Impact Development addresses stormwater runoff through a variety of landscape practices and designed systems that can enhance the aesthetic of the public realm make water management a community asset which adds to the identity and value of a neighborhood.
- Visual Character is the curated collection of visual elements, the physical design of the public realm which is critical in establishing a community's identity and overall character.
- Urban Tree Canopy provides numerous benefits such as reducing summer peak temperatures and extreme heat relief, improving air quality, and strengthening social ties among neighbors - improving climate resilience while also helping a community attract businesses and residents. Communities can prioritize planting/greening goals based on social, economic, and ecological criteria such as flooding, wildlife habitat, urban heat island, public health, crime, income, property value, and other variables.



Institutional Anchors

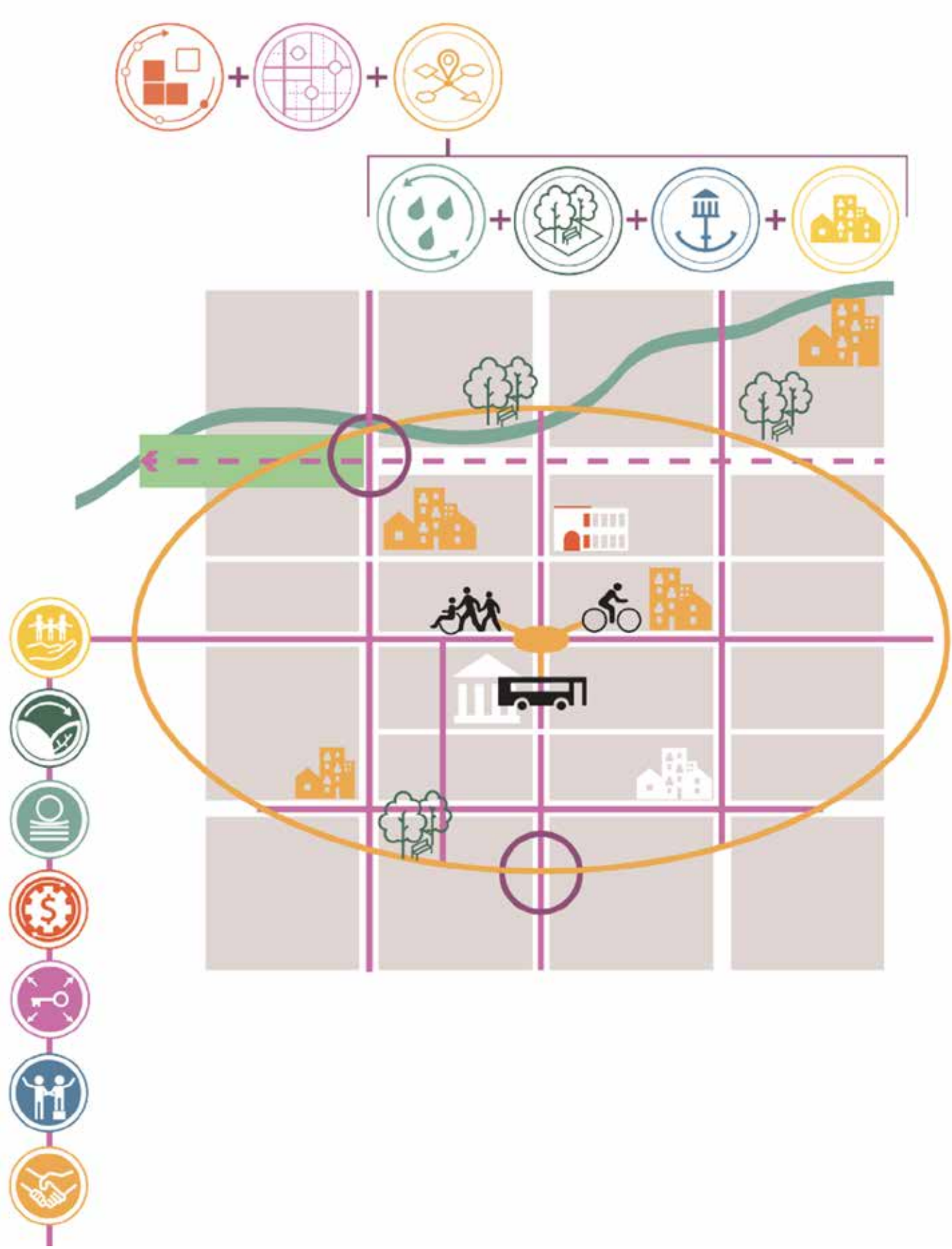
Institutional Anchors provide a significant and stable community and/or market presence, rooted in its locality. Such uses include schools, libraries, health clinics or hospitals, public safety entities, universities and technical colleges, religious organizations, and arts and culture organizations.



Neighborhood Stabilization (Stay and Grow)

The goal of Neighborhood Stabilization is to sustain a balance of property value protection, quality built environment, and to provide a support network for existing residents to stay and benefit from improvements. It is typically implemented as a location-driven approach to rehabilitate properties, educate community members about financial tools and resources for homes and businesses, return properties to productive use, protect vulnerable and involuntary displacement, and increase neighborhood equity.

- Incubator Spaces and Small Business Development to assist in the growth of existing small businesses and support the creation of new businesses.
- Housing Mix of typologies and sizes provides housing options for a range of family sizes and income levels. The inclusion of affordable housing within new developments or redevelopment areas using inclusionary zoning, community benefits agreements, density bonuses, or other tools will support a mix of housing types. Expanding missing middle housing can help to stabilize neighborhoods.
- Housing Renewal and Rehabilitation to preserve affordable rental housing, particularly apartments located near job centers, public transit, and services can reduce housing burden and allow existing residents to remain in their neighborhoods. Housing rehabilitation programs can provide low-income households with resources to maintain quality housing, reduce energy burden through sustainability upgrades, and increase resiliency in climate risk areas.



Outcomes

Outcomes are the measures, or indicators of success when the elements of the 20-Minute Neighborhood Framework are implemented in a community. The following indicators can provide a base line for future growth and improvement in a community. The indicators are rooted in equitable outcomes and utilize the National Equity Atlas measures for Readiness, Connectedness and Vitality.



Livability is the ability to live a long, healthy life and receive a quality education and preparation for lifelong success is foundational to building strong and thriving communities. Residents need access to affordable housing, transportation, and the other essential daily services for healthy and productive lives.

- Safety: Reduction in crime; reduction in crashes and other transportation related accidents; increased pedestrian and bicycle activity/users.
- School Poverty: economically diverse, well-resourced schools.
- Health: Improving the social determinants of health including living longer, reduction in chronic diseases, improved air quality.
- Life Expectancy: race should not determine one's ability to live a long healthy life
- Air Pollution: Healthy neighborhoods are free of pollution and toxins that undermine safety, health, and well-being.
- Neighborhood Poverty Rates: decreases in neighborhood poverty including the ALICE, can lead to improved health out comes for residents.
- Accessibility: reliable transportation access including walking, biking, bus/transit and vehicle access.
- Community Culture: representing a community's "Cultural Vitality," defined as "a community's evidence of creating, disseminating, validating, and supporting arts and culture as a dimension of everyday life," (Urban Institute). Indicators include non-arts venues with arts and cultural programming; parks; libraries; ethnic associations, societies, and centers; Festivals and parades; Nonprofit, public, and commercial arts-related organizations; Retail arts venues—bookstores, music stores, film theaters, craft and art supply stores; Collective/community art making; In-school and after-school arts or cultural programs; presence of working artists; cultural diverse businesses; Presence of Civic and Social Organizations.



Sustainability refers to the long term health of a community and the environment that it relies on. The foundation of this concept has to do with planning for the well being of future generations.

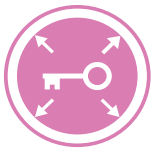
- Energy Burden: Affordable home energy bill is recognized as 6% or less of a household's gross income. A household is considered to have an energy burden when more than 6% of that household's income is utilized to pay for their home energy costs. Home energy costs disproportionately impact families with low incomes. Improving energy efficiency through housing rehabilitation can reduce energy burden and energy related emissions.
- Vehicle Miles Traveled Reduction: Providing safe, comfortable pedestrian and bicycle infrastructure can encourage people to drive less within their communities reducing VMT within the 20-Minute Neighborhood area. Reductions in VMT will reduce greenhouse gas emissions.
- Stormwater Efficiency: Improved water management and nature-based solutions can improve neighborhood sustainability.

Resiliency: A neighborhood's capacity to change, absorb shock and reorganize, in order to sustain identity and vitality and reduce vulnerability. The following indicators are adapted from FEMA.org.

- Mobile Homes as a Percentage of Housing Units: Higher numbers of mobile homes in a community are related to lower levels of resilience because of the lower-quality construction of these homes and lack of basements, which makes them particularly susceptible to damage from hazards.
- Vulnerable Populations: The CDC's Social Vulnerability Index identifies population groups with increased likelihood of risk to different types of hazards. The most significant indicators are income- and wealth-based metrics, like Population at or below Poverty. Economically disadvantaged populations are disproportionately affected by disasters as they are less likely to have the income or assets needed to prepare for or recover from a possible disaster.
- Presence of Civic and Social Organizations: This measure indicates the level of community engagement by looking at the level of civic infrastructure through which residents support their communities. Participation in civic organizations provides a mechanism for residents to invest in and take from their community and increases networking and trusted relationships. The availability of formal social networks can be critical during response and recovery to quickly mobilize resources and disseminate information.

Economic Development: Economic Vitality indicators examine whether all people regardless of race, gender, or nativity can access high-quality jobs, economic security, rising incomes, and entrepreneurship and homeownership opportunities. They also measure income inequality and job and wage growth in relation to overall economic growth. The following indicators are adapted from the National Equity Atlas.

- Business Ownership Growth: Increased access to resources to help underrepresented entrepreneurs build and repair credit and attract investment and loan capital to start and grow their businesses; access to affordable banking products, particularly those that can build credit history and credit scores.
- Business Revenue Growth: efforts to support the growth of existing businesses that provide jobs for low-income residents; help growing companies owned by underrepresented entrepreneurs
- Job and Wage Growth: Strong growth in middle-wage jobs and rising wages for low-wage workers
- Income Growth: workers' incomes rising, with the largest gains among lower-wage workers.
- Homeownership: a critical pathway to economic security and mobility.
- Anchor Institutions Contribution: while anchor institutions make important contributions to the local economy, he workforces of anchor institutions have not always reflected local community demographics, which means that local residents are often not able to fully benefit from their close proximity to anchor institutions. Jobs at anchor institutions tend to be relatively secure, well-paid, and offer health and retirement benefits, all of which are especially important to economically disadvantaged groups. And while anchor institutions spend significant amounts of money each year on good and services, a majority of those are often purchased from non-local vendors. Local procurement supports locally-owned businesses, which are more likely to be owned by and employ minorities and women.



Accessibility refers to the completeness of access that residents have to anchor institutions and useful transit from where they live. A truly accessible community is the result of comprehensive land use and design, paired with diverse and clear mobility options and street design. The community network supports a diversity of abilities and capacities. Planning and public health literature suggests that neighborhood walkability and accessibility promote economic and social mobility and healthy lifestyles - that help stabilize and strengthen diverse neighborhoods. In exchange, a successful 20-minute neighborhood is accessible to more of the population.



Equity. The design is useful and relevant to a wide group of end-users. Flexibility in use: the design accommodates a wide range of individual preferences and abilities. Equity in urban design has the potential to promote social equity. As with the resulting improvements to accessibility, one of the elements of universal design is equitable use. More intentional and evenly distributed amenities - Proximity and Diversity of Uses - has the potential to greatly improve wealth, health, and social outcomes.



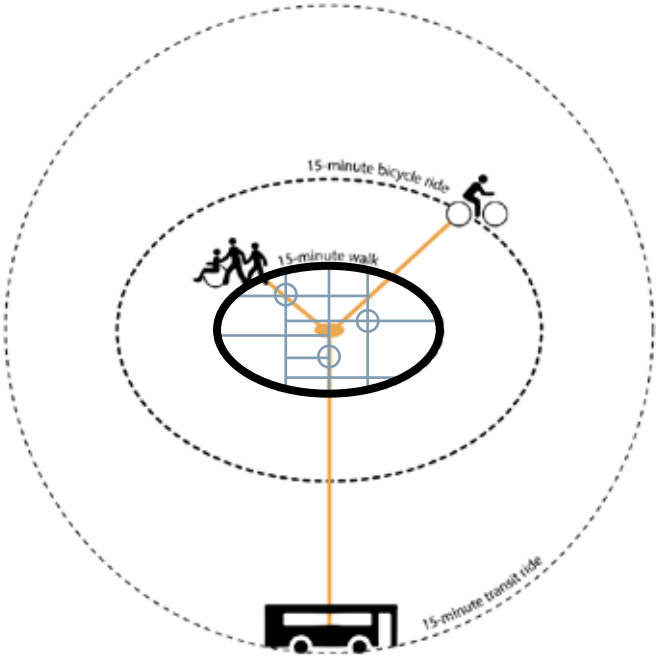
Community Empowerment is the product and the cause of urban design that is useful and relevant to a wide group of end-users. It is also an indicator of success given that neighbors have trust in each other, themselves, and local government to take accountability and work toward a common goal.

Putting it all together

The physical and individual elements (inputs) would have place-based prioritization as each community assesses its opportunities, needs, and desired outcomes. By categorizing and assessing what exists and what the local population needs, the community and local government can work together toward implementing a vision.

The 20-Minute Neighborhood is one strategy to incorporate environmental, social, and economic factors into planning - the accessible neighborhood is a healthier and happier place that people want to be in.

This strategy is an opportunity to integrate land use and mobility in policy to support the hyper-local and evolving needs of a community over time.



Who do these streets serve? Do they act as barriers or do they facilitate accessibility and connections throughout the neighborhood?

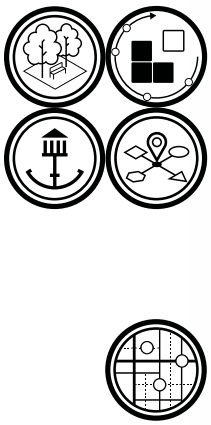
Lessons Learned/Themes:

1. Be comprehensive in geographic scope, investments, and population served.
2. Address near-term solutions as part of long-term development goals.
3. Utilize interim steps to jump start long-term infrastructure improvements.
4. Create policy that is responsive and flexible to place-based needs and changing conditions.
5. Build off of the work that has already been set in motion.

Improvements for areas with low barriers/high scoring criteria:	**Next steps for areas with low barriers/high scoring criteria:**
Context: • -- Improvements: • -- Measurements of Success	• --
Improvements for areas with high barriers/low scoring criteria:	**Next steps for areas with high barriers/low scoring criteria:**
Context: • -- Improvements: • -- Measurements of Success	• --

SELECTION CRITERIA _ PALM RIVER COMMUNITY NODE

Hillsborough County staff selected the Palm River community center node, at 78th Street and Palm River Road, for a number of different reasons to initiate a pilot project. As discussed in previous sections, the community has an existing community plan vision that aligns with many of the principles of the 20-minute neighborhood. The intersection has been the focus of a number of different studies and plans, but has yet to see implementation on any of the proposals. Part of this pilot, specific to the neighborhood, included an assessment of the various proposals as they might contribute to walkability.



		Description	Scoring Criteria	Weighting
People and Places	Land Use	Included grocery, multiple types of commercial, schools, parks, and transit facilities	A neighborhood would receive more points the closer a land use was to their center, and if there were multiple parcels	Point totals were multiplied by 3 for a weighted total
	Population Density	Taken from the BEBR estimates for populations; people per square mile	Neighborhoods were ranked from highest to lowest and then received points based on their ranking	Point totals were multiplied by 2 for a weighted total
Connections	Intersection Density	Based on number of intersections per square mile	Neighborhoods were ranked from highest to lowest and then received points based on their ranking	Point totals were multiplied by 1.5 for a weighted total
	Remaining Pedestrian Facilities	Based on existing sidewalks	Neighborhoods were ranked from lowest to highest and then received points based on their ranking	Point totals were not weighted
	Remaining Bicycle Facilities	Based on existing facilities, only including on-street bike lanes and shared lane markings	Neighborhoods were ranked from lowest to highest and then received points based on their ranking	Point totals were not weighted

Image: Hillsborough County initial assessment components

	Neighborhood	One Mile Population Density	Land Use Screening Overall Points	Half Mile Intersection Density	Half Mile Pedestrian Network % Remaining	One Mile Bicycle Network % Remaining	WEIGHTED TOTAL
1	University 2	7,745.43	17	50.83	48%	29%	374.5
2	Town N Country 2	5,826.22	17	63.79	32%	84%	361
3	Town N Country 1	5,430.40	19	61.48	47%	78%	357.5
4	University 3	5,858.51	15	33.03	29%	12%	340.5
5	University 1	8,471.43	16	43.01	58%	38%	338
6	Town N Country 3	5,546.02	15	50.55	39%	80%	326.5
7	Greater Carrollwood Northdale 5	4,518.06	18	39.29	38%	85%	323
8	SR 60 4	3,101.77	21	50.33	53%	82%	309
9	Greater Carrollwood Northdale 4	3,620.31	15	36.87	26%	78%	304.5
10	SR 60 5	2,731.33	20	80.70	55%	89%	301

Image: Hillsborough County Neighborhood Center assessments, showing rank in land use, population density, and pedestrian/bicycle network. The weighted total was used as a strategy to assess needs and potentials for each town center node. The image below shows the top 10 highest ranked.

Policy Alignment

Palm River was selected as a pilot because of the balance of opportunities and needs. The proposal outlined in the following pages will rely on continuous coordination on the county's part to align near- and long-term policy as investments and development continue to reshape the area. The demographic and physical assessment clearly outline the importance and value that this pilot will bring to the community, undermining community feedback in their ask for assistance in implementing previously stated goals.

A thorough assessment should be completed in the context of each focus neighborhood as to how its Community Plan supports or contradicts larger planning strategies and goals. How can County policy support the implementation of individual community plans?

Development Code and Zoning should, additionally, be evaluated to plan for code that does not support or require walkable framework and built environment. Many of the case studies reviewed were able to utilize form based code or design overlays to streamline (incentivize) new development.

Greater Palm River Community Plan (2008)
FY22-FY27 Adopted Capital Improvement Program
Plan Hillsborough Nondiscrimination & Equity Plan
Comprehensive Plan; Mobility Chapter HC/CPA 21-16
HC Complete Streets Guide
Vision Zero - Action Plan (2017) & Final Report (January 2021)
Bus Emphasis Corridors Project Update (February 2022)
Greenways and Trails Plan (2016 & 2018) & Alignment
Plan Hillsborough Strategic Plan 2018-2023
HC Consolidated Plan Program 2021-2025
HC Neighborhood Revitalization Strategy Area

Outreach & Assessment of Existing Conditions Through the Framework Lens

Needs assessment - A balance of the initial needs assessment (data), anecdotal evidence (lived experience), and policy/ study review.

- Existing policy and community goals are intact and align well with near- and long-term goals associated with the 20-Minute Neighborhood.
- Mobility Network: The roads do not serve the community. Palm River Rd and 78th Street are barriers. This is both perceived and real, as demonstrated in the Vision Zero data and the lack of pedestrian infrastructure or safety measures.
- Existing amenities are diverse and score moderate to high in accessibility and quality.
- Block Development should be addressed through an overlay or updated Future Land Use designation. Denser, more connected, and corridor facing amenities need to be increased.
- Water management parcels have potential to be better utilized to connect and compliment the existing open space/park at the core of the study area.

Identify stakeholders - community leaders - and their relationship to/role in neighborhood.

- Long-standing residents who worked on Community Plan (2008)
- Families with little time to participate/attend meetings
- Staff and board members at community serving organizations (not always community residents)

Identify priorities and themes in conversations with community members.

- Palm River is a tight knit community in which people feel like family. But they do not have a place to gather.
- Palm river is an old community of young people. Children bring a place to life, they bring it joy. Elders bring safety and structure. But where can this happen in Palm River? And how do people get there?
- How can community members find secure living
- There is a sense of pride in the place that feels diminished by the lack of care and investment that residents see ranging from community members to code enforcement and infrastructure upgrades.
- The roads are dangerous.

Transition into a work plan

Framework for designing, evaluating, and prioritizing projects

- Identify positive aspects and opportunities for improvement at the community node.
- How would proposed interventions reflect the Greater Palm River Vision?
- What work has already been set in motion?
- Near-term solutions (how do they fit into long-term development goals?)
- What interim steps can be made to jump start long-term infrastructure improvements?

Priority Projects
Safety | Comfort | Shade

Activities that:

- The community can engage in,
- Can happen quickly,
- Instill civic sense of pride,
- Make walking paths more comfortable
  - Safe pedestrian connections:
  - Crosswalk replacement at bus stop
  - Reading trail to connect bus stop, library, Boys & Girls Club, and a centralized point of entry for walkers to both schools.
  - Complete street transformation on 78th Street, from Palm River Rd to Causeway.

Start by implementing quick wins to garner momentum & community support

1. Quick Wins - Safety
2. Business stabilization for informal vendors
3. Winston Park improvements become a catalyst for civic amenities to serve as a 'town center'.
4. Prioritize safe routes to connect civic institutions and amenities to each neighborhood quadrant.



Planters & Paint

Traffic calming strategies can be temporary and beautiful. The temporary and cost effective nature of this can help the team adjust solutions before committing to permanent infrastructure.

Image left: Horizontal murals are an effective way to slow traffic and improve the neighborhood's visual appeal and identity. ***Apply this concept to intersections and crossings identified on Quick Start (example: crosswalk across Palm River Rd near bus stop).***



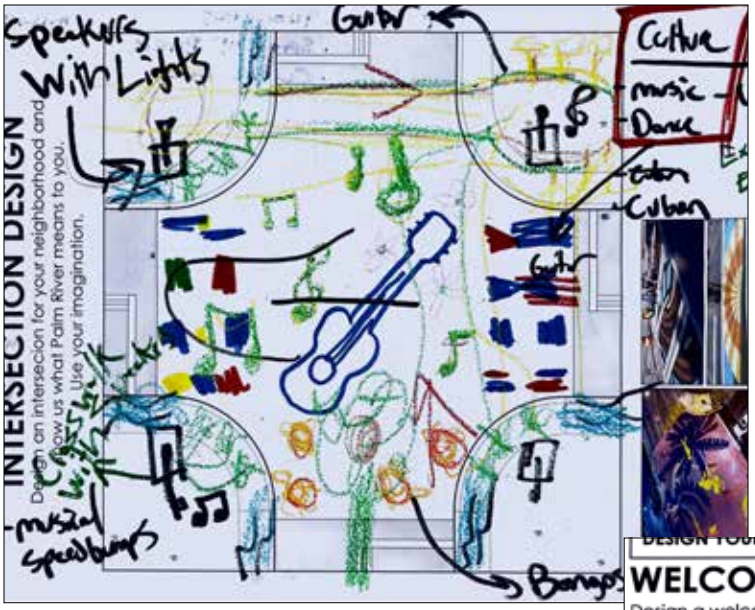


Image above: Atlanta, for example, is experimenting with adjusting the room given to pedestrians and vehicular traffic in its downtown Peachtree St. ***Apply this concept to 78th St to test and refine the complete street conversion.***

Image left: NYC and others are reducing the turn radius with temporary measures to test traffic slowing strategies and add visual appeal.

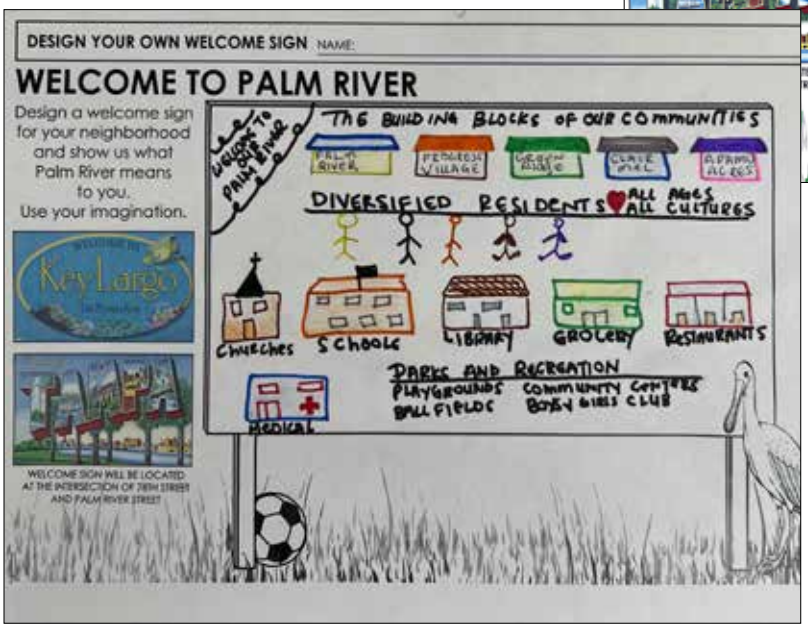
Community identified themes

1. Multicultural roots of neighbors
2. Music
3. Vibrant colors
4. Nature



When asked about design themes, community participants submitted feedback. The themes that were consistent are listed to the left. Images shown on this page represent a few suggestions for crosswalk designs and welcome signs.







Signs & Programming

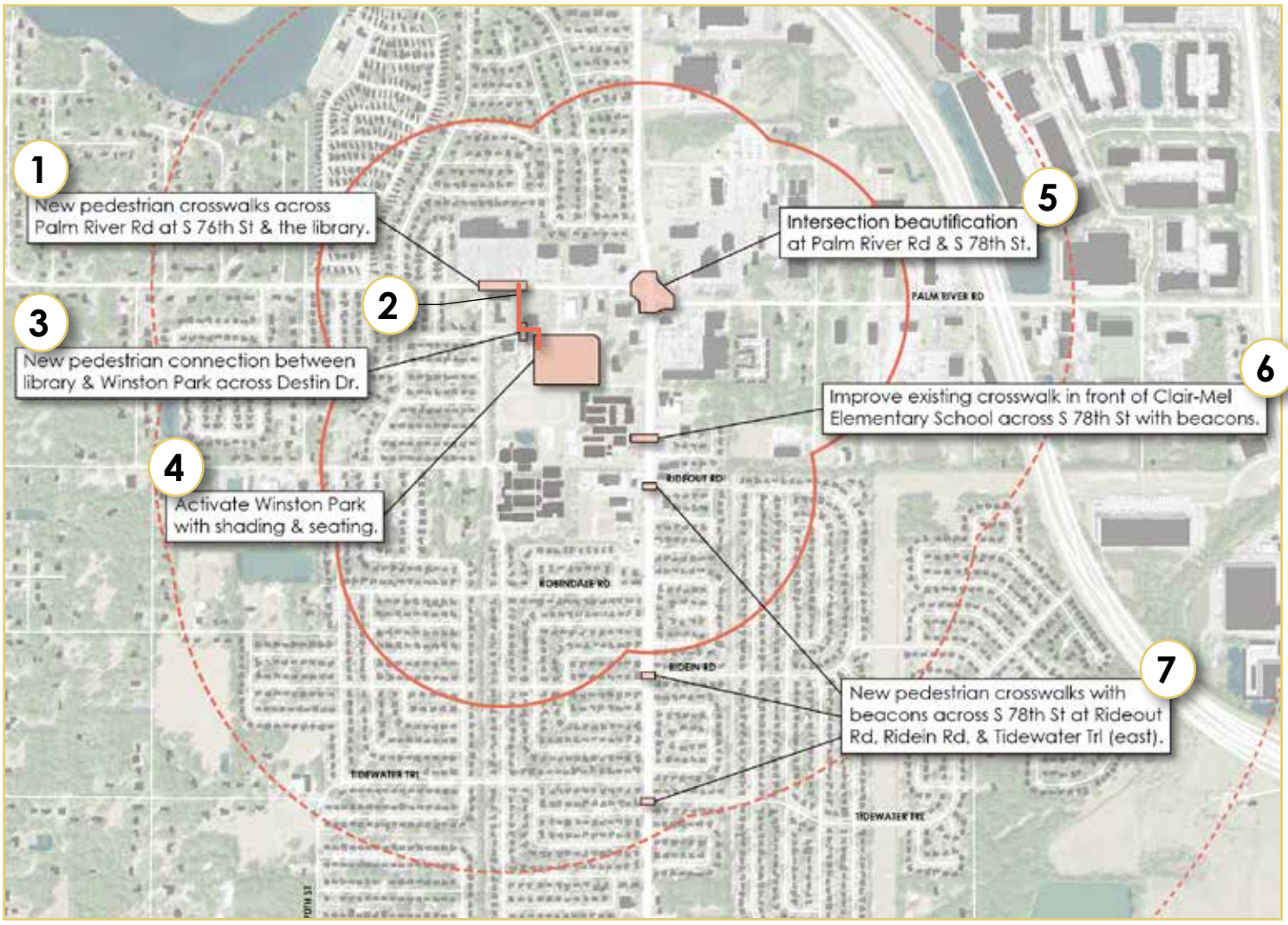
The pandemic has given cities a chance to experiment with thoroughfares that were otherwise too congested to close. Slow Streets have generally been successful, but have had mixed reviews when applied to streets that disproportionately effected first responders, delivery services, and population who could not work from home. The example to the left is from Denver. **This would be an appropriate option for temporary closure of side streets or bike rodeos along Destin Dr, option 3.**



Furniture

Business incubators and park activation strategies. This would be appropriate for the large parking lots along Palm River Rd or possibly at Winston Park. This would require more investment, but is more feasible than shade structures because it does not require a structural engineer.

Quick Start - Prioritize Hyper-Local Safety



The Reading Trail (immediate)

1. Crosswalk across Palm River Rd
2. Pedestrian access to library (not drive aisle)
3. Crosswalk and completed sidewalk gap for accessibility across Destin Dr
4. Art and signage along trail

Civic Core improvements. Let Winston Park function as a 'town square'.

5. Coordinate with Parks & Recreation for shade, trees, community connections, and amenities
6. Plant trees

Safety, Safety, Safety

7. Test: Round about - traffic flow with safety improvements and better cross walks
8. Improve existing pedestrian school crossing
9. Add 3 pedestrian crossings across 78th St between Palm River Rd and Causeway

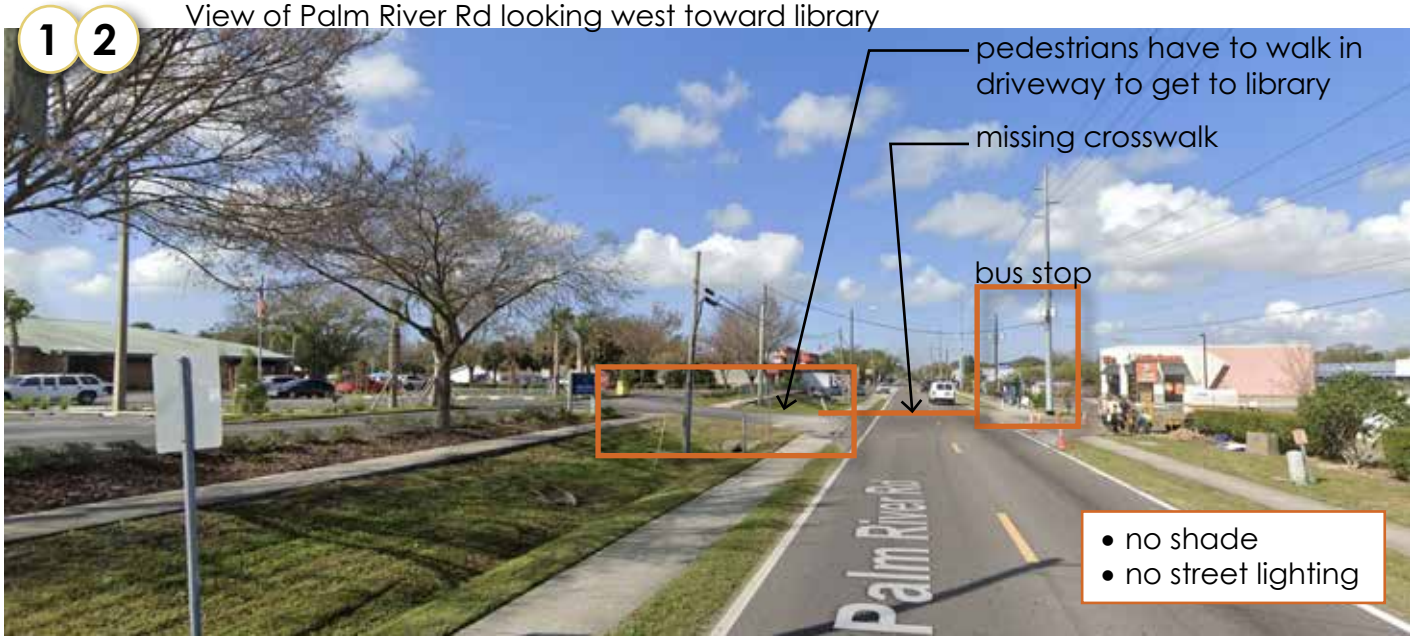
Comfort and Safety

10. Improve bus stop amenities
11. Pedestrian-scale street lighting
12. Test: Complete Street on 78th St

Interest and Identity

13. Connect pathways to waterfront access
14. Welcome to Palm River signage
15. Litter-free campaign and cleanup

1 2 View of Palm River Rd looking west toward library



5 View of Winston Park and Destin Dr looking west



7 11 14 View of S 78th St and Palm River Rd intersection looking south



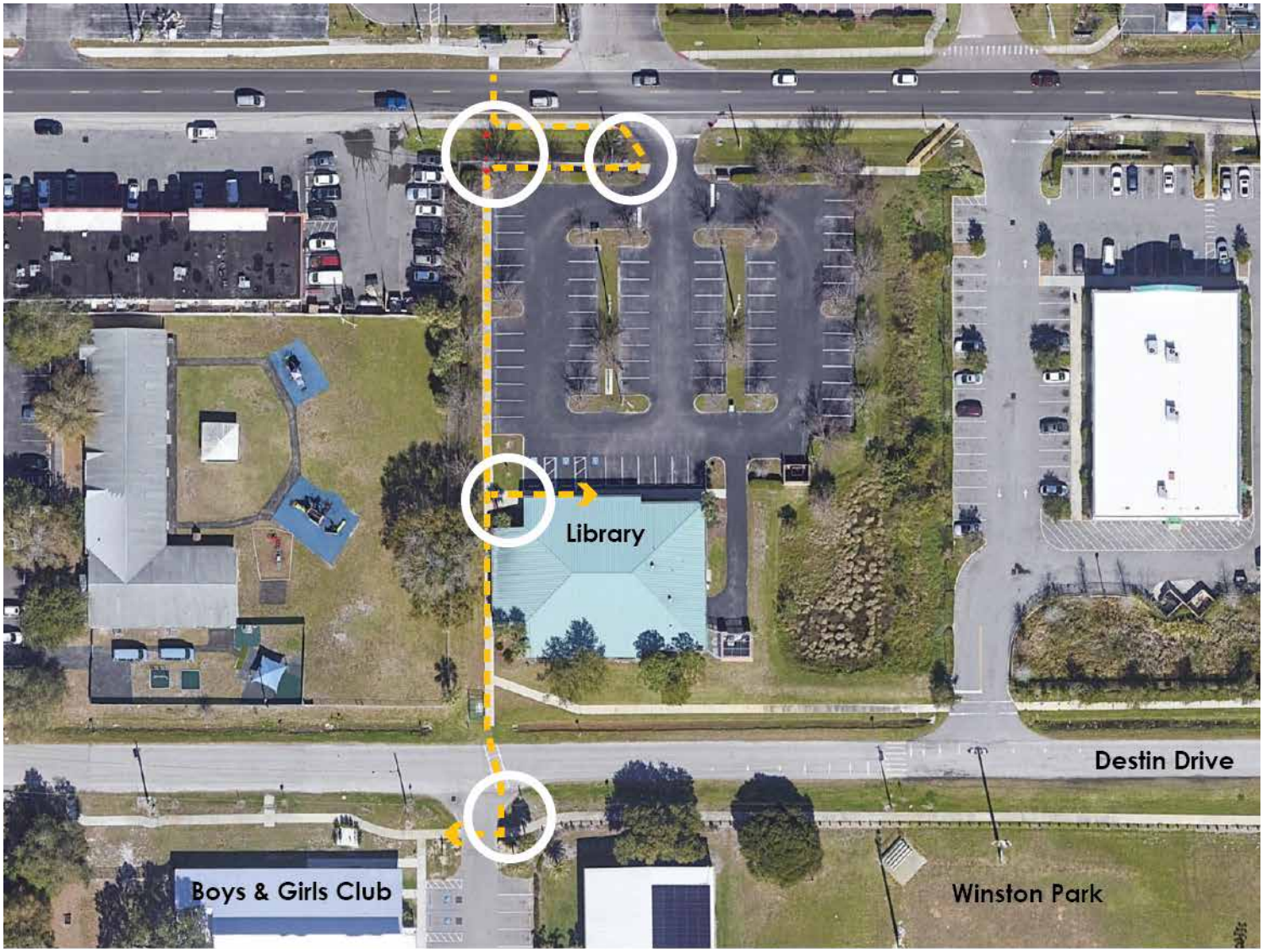
8 View of S 78th St looking south toward school crossing



9 View of S 78th St looking north toward Rideout Rd

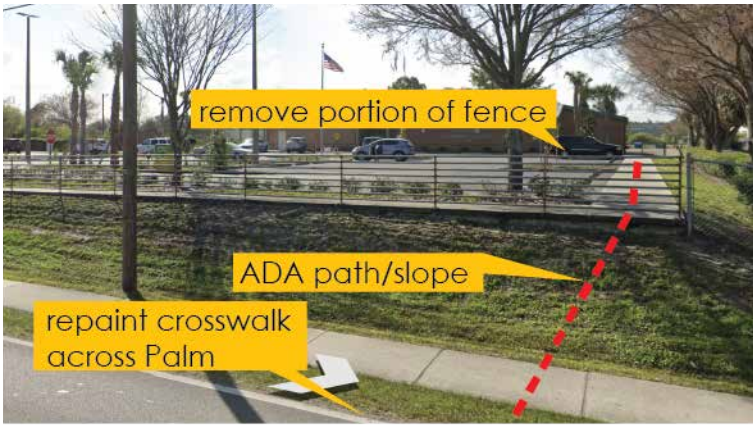


1 2 3 4 The Reading Trail





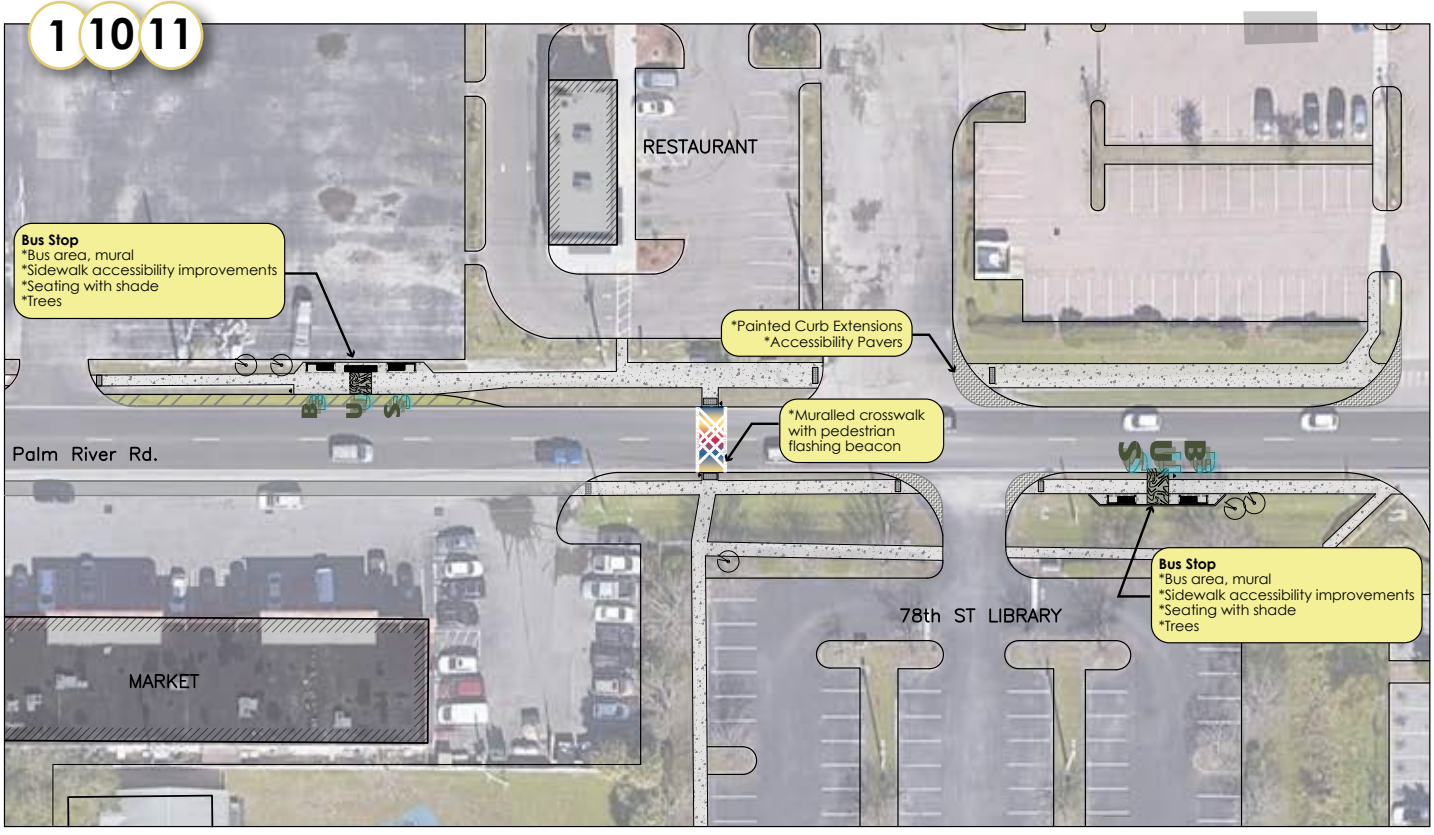
Path continues, with completion of ~5 linear feet of sidewalk and crosswalk mural across Destin Dr. to Winston Park.



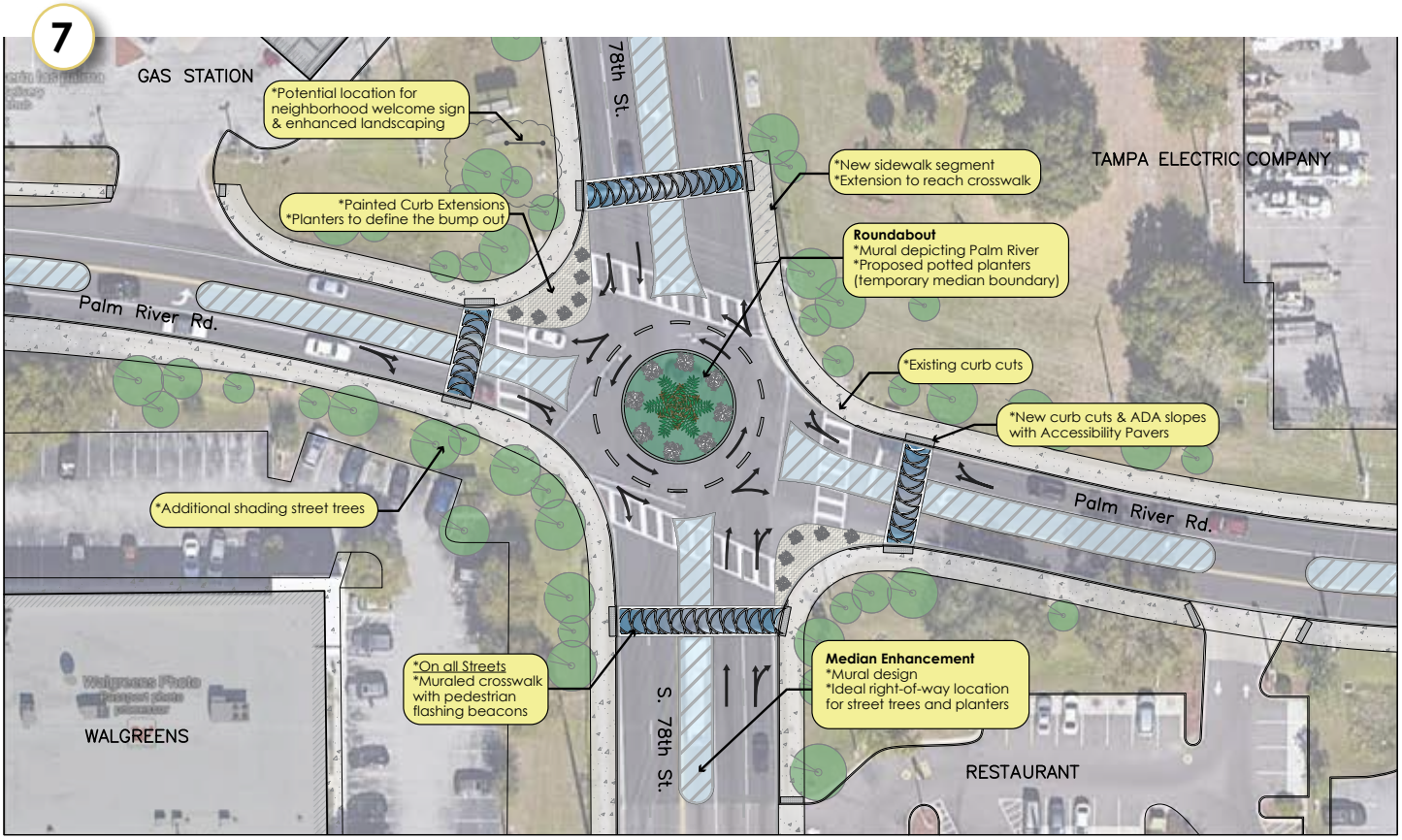
Path Option A: demo portion of fence, bridge or path straight across would not meet ADA standards (slope) and incrue cost



Path Option B: no change to fence or paved area, but forcing pedestrians into driveway, needs to provide realistic path that pedestrians will walk to the library



Palm River Rd. - Tactical Bus Stop Intervention



78th St. & Palm River Rd. - Roundabout Proposal

0' 10' 20' 40' 80'



Predictive Modeling



Palm River Neighborhood Center

Scenario-based Goals

1. Facilitate land use changes. The Palm River Overlay supports neighborhood-focused mobility network improvements and more appropriate density/land use along 78th St, between Palm River Rd and Causeway Blvd, and along Palm River Rd, between Papaya Dr and the Selmon Expy. ***Utilize form-based code to address building relationships to the street edge, the public realm, and walkability***. Remove FLU Res-9 designations on parcels facing 78th St and Palm River Rd.

   Element: 

2. Improve pedestrian **access** to neighborhood essentials like the grocery store, medical clinic, schools, park, and library. Network changes focus on safety and quality of service. The area network is relatively complete, with the need for gaps to be filled and comfort increased.

   Element: 

3. Develop Winston Park as a **civic center**. Increase community-serving businesses and organizations that face the Park and the main street corridors (78th and Palm River) that intersect the study area. Design pathways to facilitate pedestrian shortcuts.

   Element: 

4. Transform stormwater infrastructure, easements, into multi-benefit pedestrian priority trailways.

   Element: 

5. Pedestrian comfort through lighting, shading, cleanliness, intersection safety, safe options for street crossing. Invest in the implementation of Hillsborough County's Complete Streets Guide and reduce speeds (design, posted, and functional) to 25 mph.

   Element: 

6. Support quality of place and culture of care through parallel efforts of design elements/signage and increased community clean-ups.

   Element: 

Tested Scenarios - Network and Mobility

1. Pedestrian Priority Routes
   * Destin Dr - maintains low speed limit, complete the sidewalk, add shade trees
   * Improve and centralize access to pedestrian entries at local schools.
   * Continue priority routes to across any street they end at.
2. Palm River Rd improvements between Papaya Dr & the Selmon Expy
   * Improve continuity of sidewalk. Remove extra drive aisles where possible.
   * Add pedestrian-scale streetlights.
   * Add high-visibility pedestrian crosswalks.
   * Reduce posted speed to 25 mph.
3. Stitch the four quadrants together by improving/adding crosswalks.
   * 4 across 78th St - at Palm River Rd, Rideout Rd, Ridein Rd, Tidewater Trl
   * 2 across Palm River Rd - at Papaya Dr (in front of the library), 78th St

Proposed Scenarios - Land Use

4. Palm River Neighborhood Center Overlay
   * Change Zoning with land use assumptions, as shown in map
   * Support neighborhood-focused mobility and land use changes. The Overlay will include form-based code that addresses building relationships to the street edge, the public realm, and walkability.
   * Test a baseline scenario, a moderate growth scenario, and a maximum change scenario.
   * UMU-20. 20 du/ga or FAR=1.0. Assume an increased density as industrial areas are redeveloped to commercial and residential.

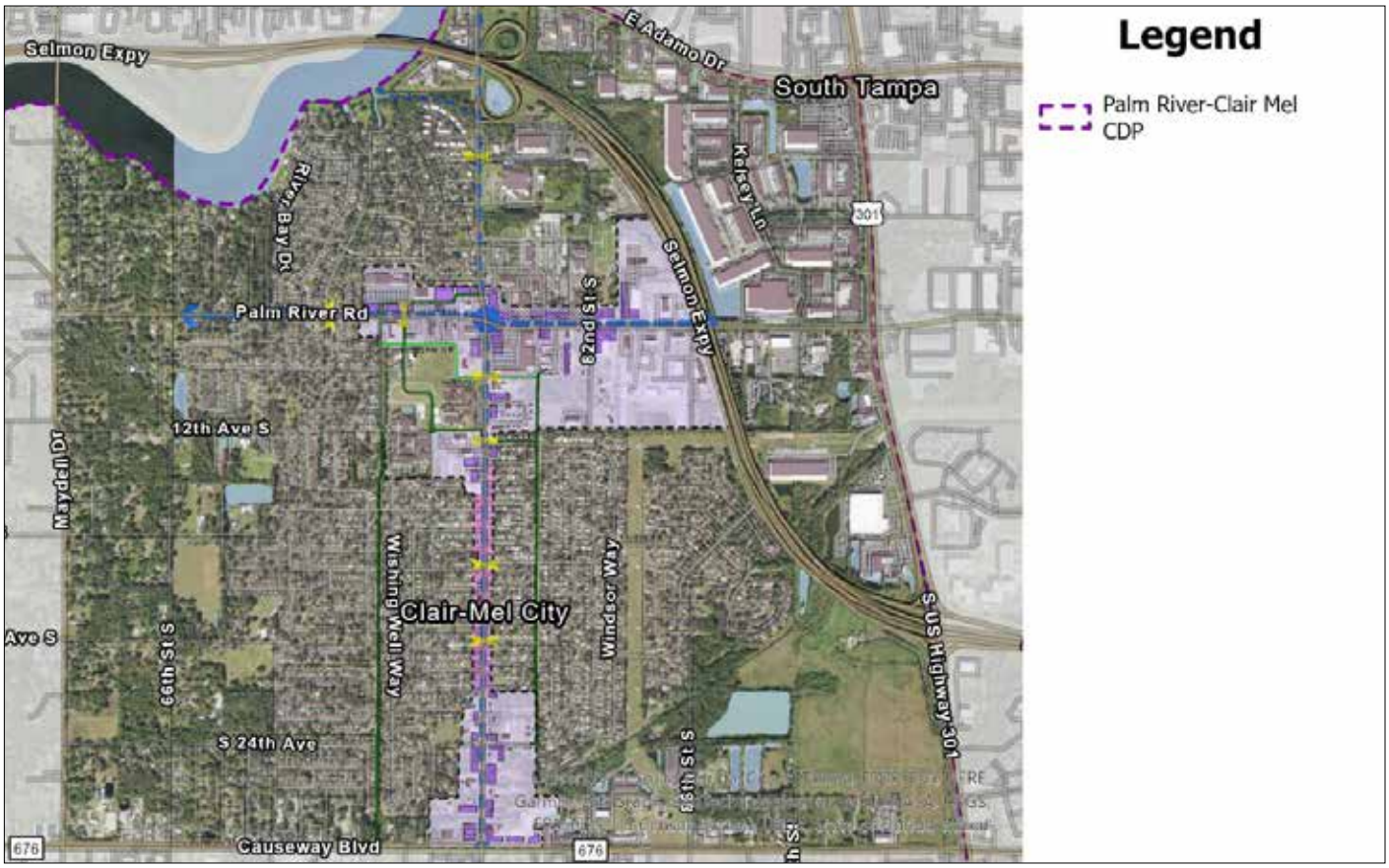


Image: Renaissance Planning translation of land use changes for testing potential for mode shift in project study the area. Showing Urban Mixed Use Zoning at key nodes, Commercial Mixed Use, and shifted frontages to the street.

Walk Accessibility by Scenario

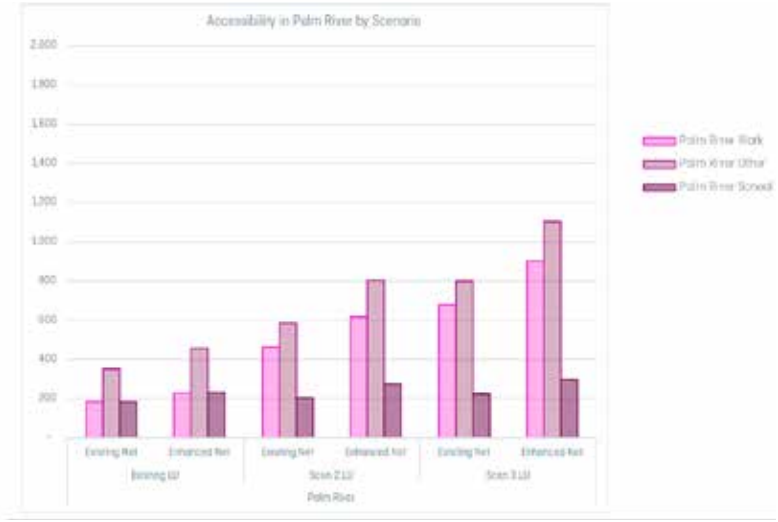


Image: Modeling Predictions for the 3 development scenarios, provided by Renaissance Planning.

The Study Pilot Area's walk access scores could increase substantially.

- **Work: 200-300%**
- **Other: 100-200%**
- **School: 50-70%**

Land use changes have the greatest impact on accessibility, especially for the Work and Other trip purposes. Network changes have the biggest impact on the School trip purpose.

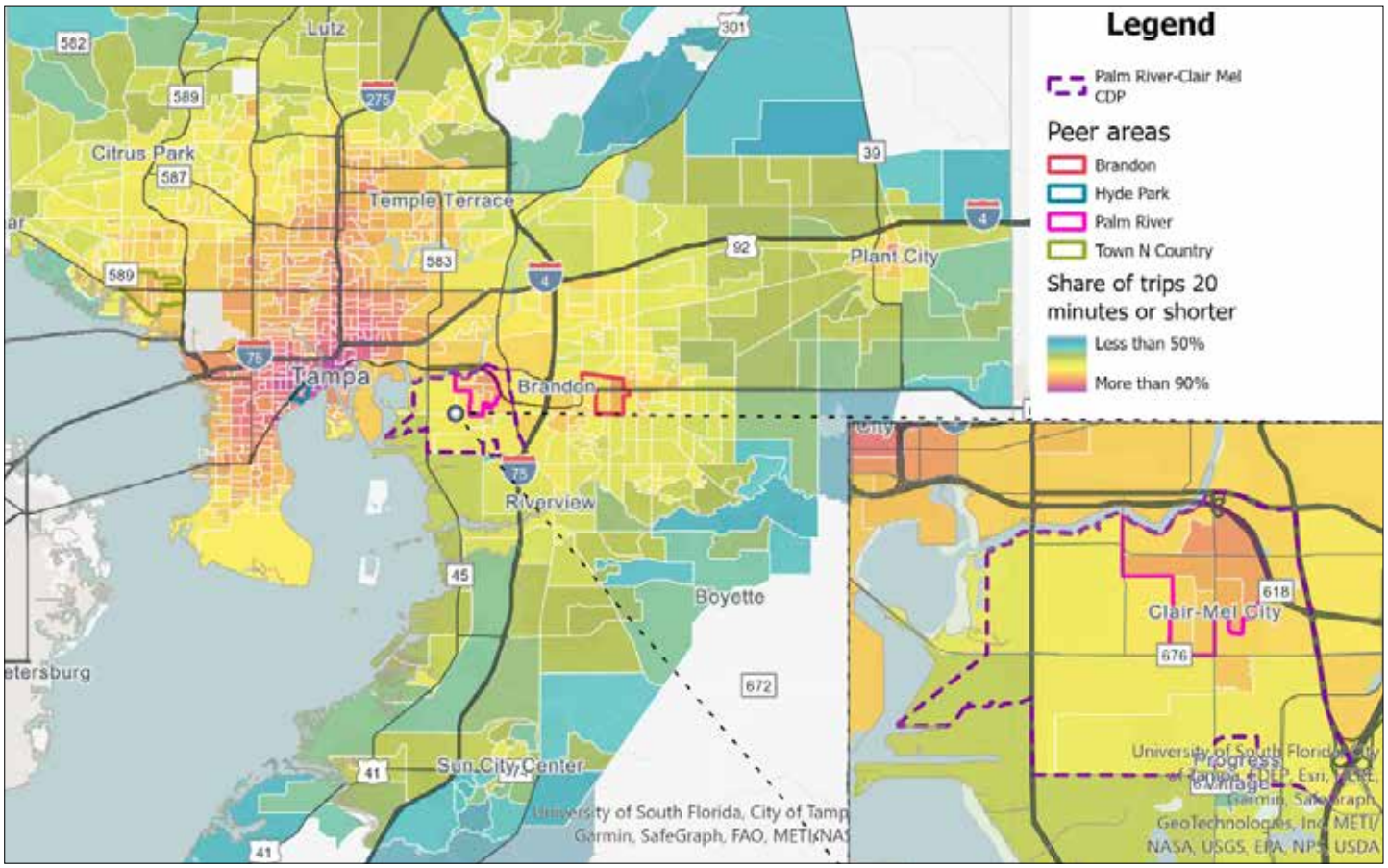


Image: Renaissance Planning assessment of potential mode shift for trips less than 20-minute. Modeling finds that the neighborhood has potential to reach similar rates as Brandon and Town N Country.

IMMEDIATE / NEAR-TERM

1. The Reading Trail:
   - Add crosswalk across Palm River Rd near bus stop (the Reading Trail)
   - Provide pedestrian access to library that is separated from cars (currently the driveway is the only way to enter the property).
   - Complete sidewalk gap from library to Destin Dr.
   - Crosswalk across Destin Dr.
2. Improve school crossing across 78th
3. Add 3 crosswalks across 78th St at intersections of Rideout Rd, Ridein Rd, Tidewater Trail
4. Install temporary roundabout at intersection of 78th St and Palm River Rd with improved street crosswalks
5. Convert 78th Street into a Complete Street from Adamo Dr to Causeway Blvd
6. Design and painting of educational/identity branding to encourage passive learning
7. Continue to support Community Based Organizations (CBOs)
8. Business stabilization
9. Clean stormwaterways
10. Palm River Beautiful Campaign
    - Design and installation of educational/identity branding to encourage passive learning
    - Plant trees
    - Welcome to Palm River Signage heading south on 78th St, at the intersection of Palm River Rd and 78th St
11. Improve bus stop amenities

LONG-TERM

1. Design and adopt a Neighborhood Center Overlay that supports and bolsters the density and connectivity needed for a walkable neighborhood
2. Pedestrian Priority Routes, start with Destin Dr.
3. Continue Greenways Trail, Hybrid of N2
4. Invest in permanent roundabout
5. Commercial corridor redevelopment
6. Housing diversity (type, scale, and price)
7. Neighborhood Center Overlay
8. Multibenefit public space functions to protect community from flooding and as supplement to safer and enjoyable mobility network
9. Make connections to network of natural amenities nearby - Riverfront access, Canal Trail, trails and parks along the bay
10. Work with shopping centers to make public space improvements (connect sidewalk to front door, replace parking spots with trees in underutilized parking lots)

The following 20-Minute Framework elements have been prioritized based on the identified projects. These cards are intended to be used as a guide, or checklist, for implementation.



Block Development: Density, Form, Scale

Long-Term Improvements

Context

- Existing neighborhood grid is relatively complete and connected
- Density is low
- Planned Developments often determine infill density, form, and scale - not guaranteed to support connectivity to the existing neighborhood fabric or neighborhood vision

Improvements

* ***Design and adopt a Neighborhood Center Overlay that supports and bolsters the density and connectivity needed for a walkable neighborhood***

Measurements of Success

- Policy codified and adopted
- New development and infill

Alignment (existing plans)

- Greater Palm River Community Plan, 2008
- Bus Emphasis Corridors

Next steps

Barrier Level

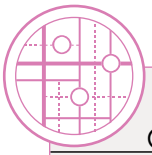
- Medium
- Cost would be low for policy change

Next Steps

- Coordinate with Planning Commission on updated Community Plan to move vision toward implementable policy

Policy Change

- Yes



Mobility Network

Short-Term Improvements

Context

- Pedestrian barriers/Safety

Improvements

- ***The Reading Trail:***
  - ***Add crosswalk across Palm River Rd near bus stop (the Reading Trail)***
  - ***Provide pedestrian access to library that is separated from cars (currently the driveway is the only way to enter the property).***
  - ***Complete sidewalk gap from library to Destin Dr.***
  - ***Crosswalk across Destin Dr.***
- ***Improve school crossing across 78th***
- ***Add 3 crosswalks across 78th St at intersections of Rideout Rd, Ridein Rd, Tidewater Trail***
- ***Install temporary roundabout at intersection of 78th St and Palm River Rd with improved street crosswalks***
- ***Convert 78th Street into a Complete Street from Adamo Dr to Causeway Blvd***
- ***Design and painting of educational/identity branding to encourage passive learning***

Measurements of Success

- Reduce pedestrian injuries
- Increase pedestrian and bike activity
- Reduce GHG emissions
- Reduce crime

Next Steps

Barrier Level

- Low barrier
- Very low cost improvements (mostly paint, signage,

Next Steps

- Reading Trail: coordinate with Library, Boys and Girls Club, and Public Works
- Verify locations with community
- Agency and department coordination
- Mobility and safety campaign with yard signs
- Implement tactical projects, including crosswalks and lighting

Policy Change

- No policy change necessary
- Adjust policy for future development to account for pedestrian safety and connectivity

Alignment (existing plans)

- Vision Zero
- Complete Streets Guide
- Greater Palm River Community Plan, 2008
- Bus Emphasis Corridors

Long-Term Improvements

Context

- Gaps in connectivity
- Limited multimodal/transit options
- Streets are designed for through traffic, not for community-centric lifestyles

Improvements

* ***Pedestrian Priority Routes, start with Destin Dr.***
* ***Continue Greenways Trail, Hybrid of N2***
* ***Invest in permanent roundabout***

Measurements of Success

- Neighborhood residents can safely complete journey

Alignment (existing plans)

- Greenways and Trails Plan

Next Steps

Barrier Level

- Medium barrier
- Cost medium to high for implementation

Next Steps

- Incorporate the Complete Streets Guide into County transportation typical cross sections update.
- Coordinate with Engineering and Operations
- Implement a Complete Street with temporary infrastructure like paint and planters before changing the entire street

Policy Change

- Connectivity and Complete Streets Guidelines should be included in Neighborhood Center Overlay



Proximity and Diversity of Uses + Neighborhood Stabilization

Short-Term Improvements

Context

- Existing local businesses are plentiful but many (especially along Palm River Rd) are informal and have received code compliance complaints. Some businesses along 78th St do not have a good reputation in the community.

Improvements

- ***Continue to support Community Based Organizations (CBOs)***
- ***Business stabilization***

Measurements of Success

- Maintain the high ratio of local business owners

Alignment (existing plans)

- Greater Palm River Community Plan, 2008
- Bus Emphasis Corridors
- NRSA

Next steps

Barrier Level

- Medium
- Cost is low, depending on level of support the County will select.

Next Steps

- Coordinate with Economic Development and Code Enforcement to do outreach with local property owners and small businesses.

Policy Change

- Overlay: Include language and design guidelines to assist and protect food trucks and small business incubators

Long-Term Improvements

Context

- Diversity of uses needs to densify to improve walkability

Improvements

- ***Commercial corridor redevelopment***
- ***Housing diversity (type, scale, and price)***
- ***Neighborhood Center Overlay***

Measurements of Success

- Continued diversity of residents and businesses

Alignment (existing plans)

- Greater Palm River Community Plan, 2008
- Bus Emphasis Corridors
- NRSA

Next steps

Barrier Level

- Lack of incentive to redevelop mixed use development that supports a walkable mix of uses and scales.

Next Steps

- Coordinate with Planning Commission and Area Plan Update Vision
- Coordinate with Affordable Housing Services
- Coordinate with Economic Development

Policy Change

- Overlay
- may change with Community Plan Update



Water Management

Short-Term Improvements

Context

- Waterways are clogged and blighted by illegal dumping

Improvements

- ***Clean stormwaterways***
- ***Palm River Beautiful Campaign***

Measurements of Success

- Clean waterways
- Reduced calls to code enforcement
- Improved stormwater infrastructure function

Alignment (existing plans)

- Greater Palm River Community Plan, 2008

Next steps

Barrier Level

- Low

Next Steps

- Coordinate with Code Enforcement, business owners, neighborhood associations, and Keep Tampa Bay Beautiful

Policy Change

- N/A

Long-Term Improvements

Context

- Community is served by 2 different watersheds
- Increased vulnerability and risk from flooding will continue

Improvements

* ***Multibenefit public space functions to protect community from flooding and as supplement to safer and enjoyable mobility network***

Measurements of Success

- Stormwater management and risk assessment

Alignment (existing plans)

- -

Next steps

Barrier Level

- Medium to high

Next Steps

- Department coordination
- Identify potential funding sources
- Identify potential locations and beneficial uses

Policy Change

- Potential to align with existing stormwater management goals or priorities
- Integrate better standards into development code updates or the Neighborhood Center Overlay



Green and Public Spaces

Short-Term Improvements

Context

- Winston Park and its amenities currently serves as a de facto community center
- The community has expressed wanting a 'town center' and somewhere for the generations to hang out

Improvements

- ***Design and installation of educational/identity branding to encourage passive learning***
- ***Plant trees***
- ***Welcome to Palm River Signage heading south on 78th St, at the intersection of Palm River Rd and 78th St***
- ***Improve bus stop amenities***

Measurements of Success

- Increase in pedestrian counts
- Number of trees planted
- Community pride/engagement

Alignment (existing plans)

- -

Next steps

Barrier Level

- Low Cost
- Medium coordination

Next Steps

- Reading Trail: coordinate with Library, Boys and Girls Club, and Public Works
- Welcome Signage: coordinate with property owner (7-11 gas station) and Public Works
- Bus Stops: coordinate with HART, develop plan for low cost quick fixes, plan for more permanent bus stop amenities that provide shade and reflect the community's local aesthetic.

Policy Change

- N/A

Long-Term Improvements

Context

- Palm River is near many natural amenities, but they are inaccessible or incomplete.

Improvements

* ***Make connections to network of natural amenities nearby - Riverfront access, Canal Trail, trails and parks along the bay***
* ***Work with shopping centers to make public space improvements (connect sidewalk to front door, replace parking spots with trees in underutilized parking lots)***

Measurements of Success

- Number of trails/safe routes connected
- Increase in available shade for pedestrians

Alignment (existing plans)

- Greenways and Trails Plan

Next steps

Barrier Level

- -

Next Steps

- -

Policy Change

- -

Relevant grant and funding opportunities based on the prioritized list of projects for Palm River

Complete Streets Funding: Florida receives funding by contract authority from the United States Department of Transportation's Federal Highway Administration (FHWA) through the Surface Development Block Grant. Subject to the overall federal-aid obligation limitation, a portion of these allocations are for transportation "alternatives" or "enhancements". FDOT administers this federal funding, now known as the Transportation Alternatives Set-Aside program (TA), through a competitive process. TA funds a variety of smaller-scale transportation projects and activities that expand and integrate accessible nonmotorized travel choices and make them safer, including on- and off-road bicycle and pedestrian facilities, recreational trails, safe routes for non-drivers, safe routes to schools, and accessibility improvements to help achieve compliance with the Americans with Disabilities Act of 1990.