

**Fowler Avenue/State Road 582 PD&E Study
WPI Segment No.: 448505-1**



Sociocultural Effects Technical Memorandum

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and FDOT.

August 2023

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1.0 Project Summary

Project Background

The Florida Department of Transportation (FDOT) District Seven is conducting a Project Development & Environment (PD&E) Study for Fowler Avenue/State Road (SR) 582 from N. Florida Avenue to west of N. 56th Street in Hillsborough County, FL, a distance of approximately 4.0 miles. Fowler Avenue is currently a four-lane facility from N. Florida Avenue to Interstate 275, an eight-lane divided facility between Nebraska Avenue (SR 45/US 41) and Bruce B. Downs Boulevard/County Road (CR) 581 and N. 30th Street, and six-lanes divided elsewhere. It is classified as an urban principal arterial and a critical evacuation route as designated by the Florida Division of Emergency Management.

The PD&E Study is evaluating transit corridor alternatives from Nebraska Avenue to Bruce B. Downs Boulevard and innovative intersections from Bruce B. Downs Boulevard to west of N. 56th Street. Intersection safety and bicycle and pedestrian facilities are being studied throughout the study limits. The three transit corridor alternatives being analyzed include:

1. Business Access Transit (BAT) Lane Concept
2. Frontage Lane Concept
3. Median Guideway Concept

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

See **Figure 1** for the Study Area location map.

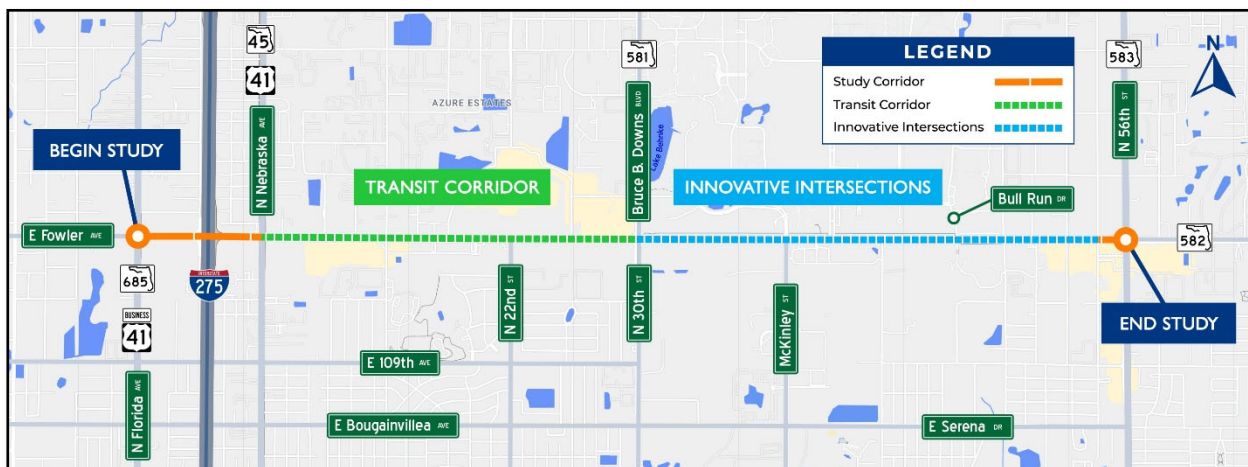


Figure 1. Study Area Location Map

Project Study Goals

The Fowler Avenue PD&E Study from N. Florida Avenue to west of N. 56th Street has established the following goals and objectives:

- Evaluate transit corridor alternatives, roadway configuration, and bicycle and pedestrian improvements, including:
 - Business Access and Transit (BAT) Lanes
 - Frontage Lanes

- Median Guideway

These alternatives will convert a general-purpose lane into a transit prioritized/exclusive lane to accommodate transit service from Nebraska Avenue/SR 45 to the Bruce B. Downs Boulevard/County Road (CR) 581/30th Street intersection.

- Evaluate innovative intersections improvements from Bruce B. Downs Boulevard/30th Street to west of N. 56th Street.
 - Not found to be feasible.
- Determine factors related to the design and location of the facility, such as alternative alignments, transportation needs, social impacts, economic factors, and environmental effects.
- Develop cost estimates for each alternative.
- Evaluate and recommend a preferred alternative.

The overall objective of the Fowler Avenue PD&E Study is to enhance transit options, improve safety, and increase mobility within the project limits to meet future transportation needs.

About this Document

This Sociocultural Effects Evaluation (SCE) for the Fowler Avenue PD&E Study evaluates and addresses the effects of the proposed transportation improvements on the community and the quality of life of its residents and visitors. The SCE process assesses social, economic, mobility, aesthetic, land use, and relocation effects, including any possible issues that can be associated with Civil Rights, Environmental Justice, and nondiscrimination laws. These effects are assessed in the evaluation with focus on minority, low income, and other marginalized populations. The SCE analysis used a 0.5-mile buffer as shown in **Figure 2** to analyze any potential effects and to identify community focal points.

The SCE process examines facilities/services; presence of certain population groups; and indications of community values, concerns and preferences. This comprehensive summary gives an in-depth understanding of the affected communities. The description of the sociocultural context of the project area, including the community characteristics inventory, comes from the American Community Survey (ACS), the Florida Geographic Data Library (FDGL) and the FDOT Environmental Screening Tool (EST).

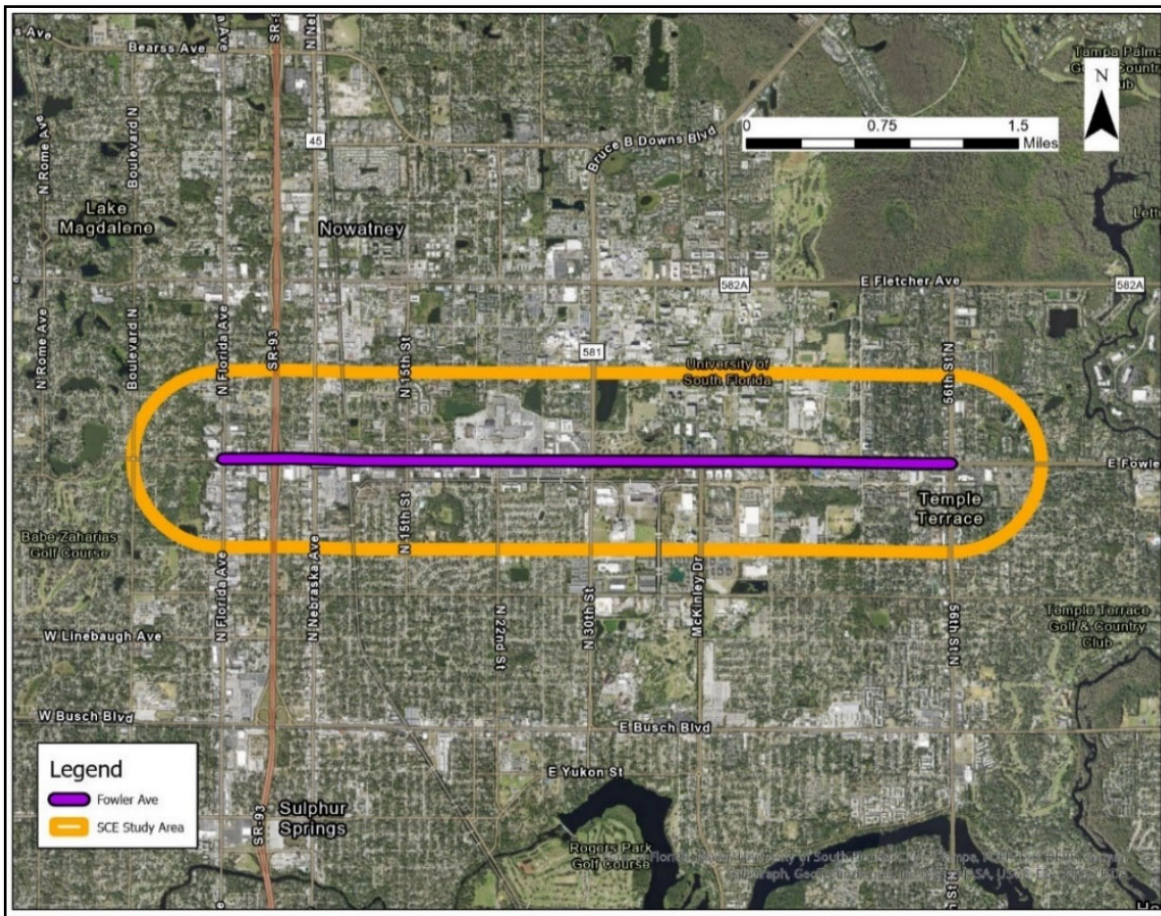


Figure 2. Study Map with SCE Buffer

2.0 Existing Conditions Community Characteristics Inventory (CCI)

The SCE process is supported by the development of a CCI and Impact Analysis for each defined community within the SCE Study Area. The CCI is a comprehensive summary of the quantitative and qualitative data used to support the decisions made during the SCE process. The CCI is used to acquire a better understanding of the affected community and potential issues considered in an effort to evaluate the effect of a transportation action on the community. A CCI is valuable in identifying and later resolving issues.

SCE Study Area

The SCE Study Area in this report includes a 0.5-mile buffer from N. Florida Avenue to west of N. 56th Street and encompasses all communities that could potentially be influenced by the proposed project. While study areas typically include the immediate surroundings of a project, this SCE Study Area was extended 0.5-mile beyond the project corridor. The 0.5-mile buffer was selected as a reasonable distance that is easily accessible by walking and transit users, as they are the individuals most likely to be affected by the project.

Various factors such as population density, land use patterns, and demographic characteristics were evaluated.

Community Focal Points

Community focal points are public or private facilities, organizations or locations that hold special importance to local residents. These types of facilities include:

- Schools
- Religious Centers
- Parks and Recreation Facilities
- Hospitals
- Group Care Facilities
- Government Buildings
- Fire Stations
- Cultural Centers
- Civic Centers
- Cemeteries
- Aviation Facilities
- Health Care Facilities
- Multi-modal Facilities (existing recreational trails, mobility trails, bike trails)

Tables 1 through 7 list the community focal points in the study area. The focal points are shown in **Figure 3**. It should be noted that Figure 2 outlines medical offices in addition to the major hospitals and does not outline new private educational facilities that currently operate in the corridor. For this reason, the map and lists do not exactly correlate.

Table 1. Educational Facilities in SCE Study Area

| Facility | Address |
|---|--------------------------------------|
| Shaw Elementary | 11311 N 15 th St |
| University of South Florida | 4202 E Fowler Ave |
| Excelsior Prep Charter School | 2156 University Square Mall Unit 200 |
| West University Charter High | 11602 N 15 th St |
| Mosi Partnership Elementary School | 4801 E Fowler Ave Ste. 100 |
| Miles Elementary School | 317 E 124 th Ave |
| Pizzo Elementary School | 11701 USF Bull Run St |
| USF/Patel Partnership Elementary School | 11801 USF Bull Run St |
| Brooks Debartolo Collegiate High School | 10948 N Central Ave |
| Idea Victory Vinik Campus Academy | 11612 N Nebraska Ave |
| Montessori Preperatory Academy | 11302 N 53 rd St |
| Community Charter School of Excellence | 11604 N 15 th St |
| Prince Private School | 1401 E Fowler Ave |

Table 2. Religious Centers in SCE Study Area

| Facility | Address |
|--|--------------------------|
| Church of Christ | 12202 N 58th St |
| Mar Gregorios Syrian Church | 12001 58th St |
| North 56th Street Gospel Church | 12811 N 56th St |
| St Gregorious Orthodox Church | 12607 N 58th St |
| Forest Hills Church of the Nazarene | 11723 Marjory Ave |
| Iglesia Pentecostal Columna Y | 11959 Florida Ave |
| One Made Whole Bible Ministry | 12016 N Nebraska Ave |
| Fulfilling God's Purpose Church | 5015 E Fowler Ave |
| Calvary Apostolic Faith Church | 1204 E 124th Ave |
| University Church of God | 10948 N Central Ave |
| Iglesia De Cristo Misionera | 1106 E 109th Ave |
| Eckankar Center of Tampa | 5620 E Fowler Ave |
| Church of Pentecost International Worship Center | 11138 N 30th St |
| Fowler Avenue Baptist Church | 6161 E Fowler Ave |
| Masjid Abu Bakr | 11010 N 30th St |
| Jesus House | 11731 N 15th St |
| Winners' Worship Center | 12332 University Mall Ct |
| Kingdom Hall of Jehovah's Witness | 10911 N 52nd St |
| Salem Haitian Seventh Day Adventist (SDA) Church | 1106 E 109th Ave |

| | |
|------------------------------------|-------------------|
| St. Clements Church | 706 W 113th Ave |
| El Bethel Primitive Baptist Church | 11605 N 51st |
| Crossover Church | 1235 E Fowler Ave |

Table 3. Park and Recreational Facilities in SCE Study Area

| Facility | Address |
|------------------------------|--------------------|
| Copeland Park | 11001 N 15th St |
| Greco Softball Complex | 11000 N 50th St |
| John F Germany Legacy Park | Leroy Collins Blvd |
| Temple Terrace Tennis Center | 10901 Richlyne St |

Table 4. Hospitals in SCE Study Area

| Facility | Address |
|----------------------------------|--------------------------|
| Shriners Childrens Hospital | 12502 USF Pine Dr |
| James A Haley Veterans' Hospital | 13000 Bruce B Downs Blvd |
| Moffitt Cancer Center | 3011 Holly Dr |
| Northside Mental Health CSU | 12512 Bruce B Downs Blvd |
| Lifepath Hospice | 11125 N 52nd St |
| Sunrise Village | 11722 N 17th St |
| Royal Sun Park ALF | 312 E 124th Ave |
| Mary's Alf House | 2601 Campus Hill Dr |
| Quality Home Care Services | 11104 N 28th St |

Table 5. Government Buildings in SCE Study Area

| Facility | Address |
|--------------------------------------|---------------------|
| Temple Terrace City Hall | 11250 N 56th St |
| US Post Office – Forest Hills | 11800 N Florida Ave |
| Florida Department of Transportation | 11201 N McKinley Dr |

Table 6. Fire Stations in SCE Study Area

| Facility | Address |
|-------------------|-----------------|
| Tampa Fire Rescue | 2713 E Annie St |

Table 7. Demographic Comparison, Total Population

| Evaluation Criteria | SCE Study Area | Hillsborough County | Florida |
|---------------------|----------------|---------------------|------------|
| Total Population | 21,635 | 1,459,773 | 21,538,226 |
| Percent White | 44.62% | 70.50% | 74.50% |

| | | | |
|---------------------------------------|--------|--------|--------|
| Percent Black | 32.02% | 16.80% | 16.00% |
| Percent Asian | 5.57% | 4.10% | 2.80% |
| Percent Other* | 4.23% | 8.70% | 3.50% |
| Percent Hispanic (regardless of race) | 31.97% | 28.70% | 26.40% |
| Percent Minority** | 70.22% | 58.30% | 48.70% |
| Percent under 5 years | 7.16% | 5.70% | 5.10% |
| Percent under 18 years | 21.33% | 22.00% | 19.70% |
| Percent 65 years and over | 9.26% | 13.90% | 20.90% |
| Median Age | 33 | 37.2 | 42.4 |

*Population includes person identified as American Indian and Alaska Native, Native Hawaiian, and Other Pacific Islander, Some Other Race, Two or More Races. ** The "Minority" calculations use both the race and ethnicity responses from Census and ACS data. In this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

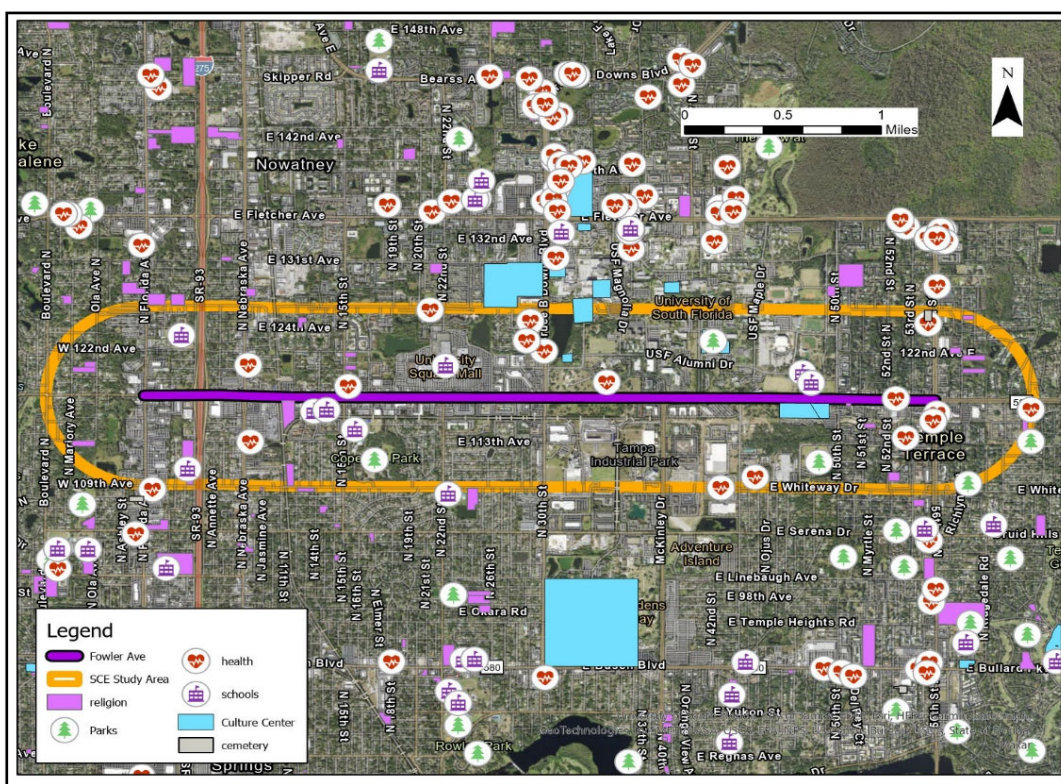


Figure 3. Focal Points in SCE Study Area

Demographics – Census Block Groups

The demographic data was compiled from the U.S. Census. Population characteristics are shown in **Tables 8 through 10**. **Figure 4** shows the census block groups used to compile the data from within the SCE Study Area.

Table 8. Demographic Comparison, Language

| Evaluation Criteria | SCE Study Area | Hillsborough County | Florida |
|--|-----------------------|----------------------------|----------------|
| Percent of the Population that Speaks Only English | 65.00% | 79.10% | 76.90% |
| Percent of the Population that Speaks a Language Other Than English at Home | 35.00% | 20.90% | 23.10% |
| Percent of the Population that Speaks a Language Other Than English, doesn't speak English "very well" | 22.00% | 8.70% | 10.30% |

Table 9. Demographic Comparison, Income

| Evaluation Criteria | SCE Study Area | Hillsborough County | Florida |
|--|-----------------------|----------------------------|----------------|
| Median Household Income | \$34,467 | \$64,164 | \$61,177 |
| Percent of the Population Below the Poverty Line | 30.12% | 14.30% | 13.10% |

Table 10. Demographic Comparison, Households and Housing Units

| Evaluation Criteria | SCE Study Area | Hillsborough County | Florida |
|---|-----------------------|----------------------------|----------------|
| Average Household Size | 2.38 | 2.74 | 2.67 |
| Total Number of Housing Units | 9,048 | 580,511 | 9,674,053 |
| Number of Housing Units Occupied | 7,866 | 526,175 | 7,736,311 |
| Percent of Occupied Housing Units, Owner Occupied | 20.80% | 58.60% | 65.40% |
| Renter occupied | 5,979 | 226,117 | 2,793,000 |

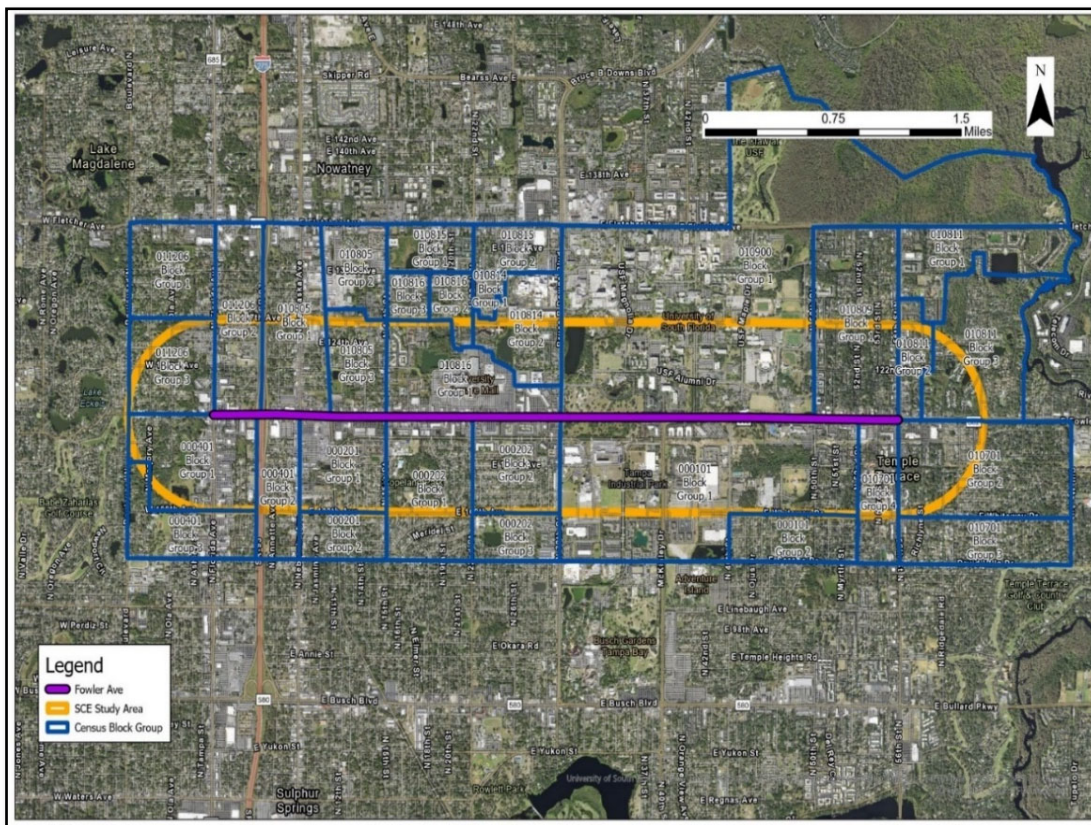


Figure 4. Census Block Groups in SCE Study Area

Because more detail is provided regarding education and transportation in the 2019-2021 ACS Zip Code Data (33612, 33620, 33617), information from this data source was used to analyze these demographics within the Census Block Groups. This data provides totals for the entire zip code and does not reflect the sole census block groups within the SCE Study Area, **Tables 11 and 12**, and **Figure 5** show the zip code data.

Table 11. Demographic Comparison, Education

| Evaluation Criteria | SCE Study Area | Hillsborough County | Florida |
|---|----------------|---------------------|---------|
| Percent of the Population 25 and over with Less than a High School Diploma or Equivalent | 21.08% | 12.90% | 13.40% |
| Percent of the Population 25 and over with a High School Diploma or Equivalent | 60.51% | 26.77% | 28.70% |
| Percent of the Population 25 and over with a Bachelor's, Master's, Doctorate or Professional Degree | 18.41% | 25.10% | 22.30% |

Table 12. Demographic Comparison, Transportation

| Evaluation Criteria | SCE Study Area | Hillsborough County | Florida |
|--|----------------|---------------------|--------------|
| Population that has no vehicle available | 2,657 | 18,513 | 258,557 |
| Population that is transit dependent | 1,025 | 2,946 | 41,176 |
| Occupied Housing Units with no vehicle | 1,408 (15.57%) | 35,062 (6.04%) | 580,443 (6%) |

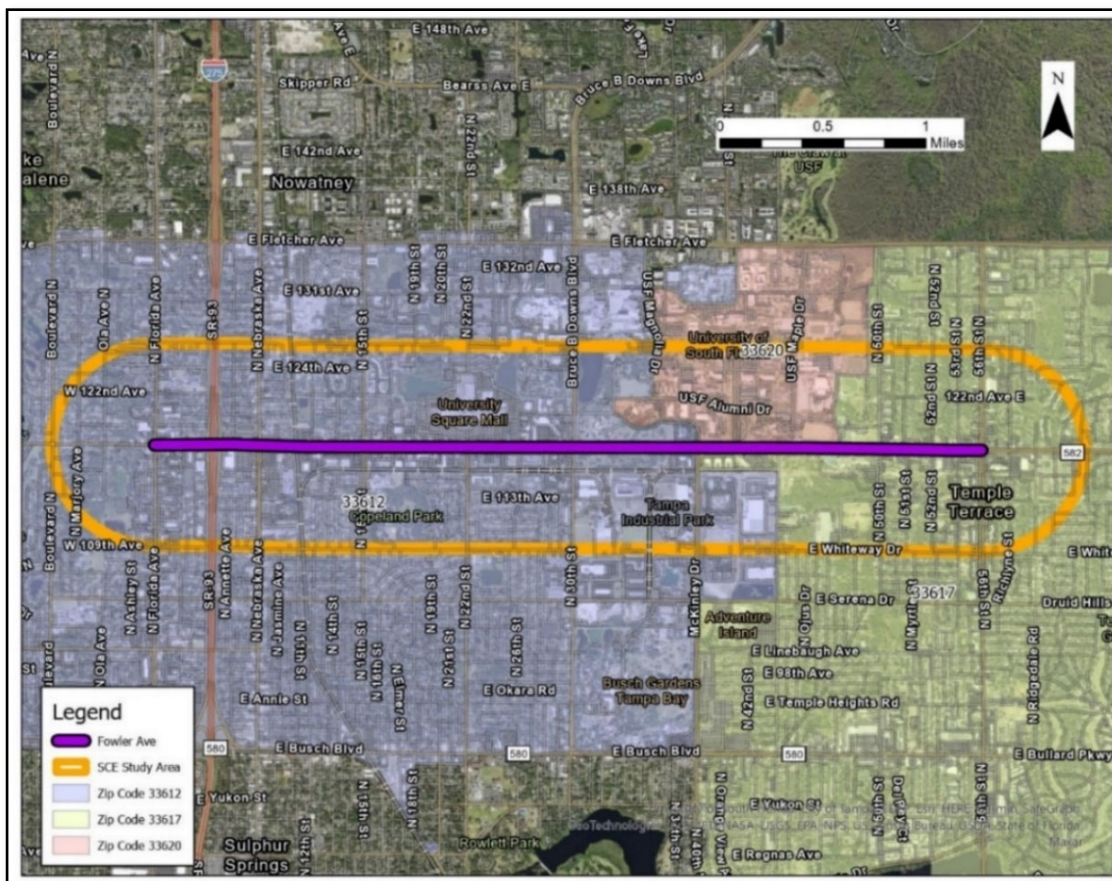


Figure 5. Zip Codes in the SCE Study Area

3.0 Potential Effects

This SCE evaluation was conducted as part of the PD&E Study to comply with Council on Environmental Quality (CEQ) regulations 40 Code of Federal Regulations (CFR) §§ 1500-1508, which requires federal agencies use all practicable means, consistent with the requirements of the NEPA, to avoid or minimize any possible adverse effects of their actions upon the quality of the human environment, overarching information (e.g., project located in US Census Designated Places, Tampa and Temple Terrace), and methodology for this SCE (desktop/EST reviews and field review).

The U.S. Census Bureau (2020) identifies the entire SCE Study Area as within the Tampa-St. Petersburg urbanized area. The SCE Study Area is defined as a 0.5-mile buffer along Fowler Avenue from N. Florida Avenue to west of N. 56th Street.

The 2017 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover map identified Public/Semi-Public (762 acres, 24.68%), Residential (809 acres, 26.20%), Retail/Office (564 acres, 18.26%) and Industrial (163 acres, 5.28%) as the major existing land uses within the SCE Study Area.

The project is located in two Census Designated Places: Tampa and Temple Terrace. Within the SCE Study Area, there is one active Development of Regional Impact which is the University of South Florida Technology Park (816.78 acres, 11.45%). The City of Tampa and City of Temple Terrace Future Land Use Maps identify the SCE Study Area as primarily Community Commercial, Residential and Public/Semi-Public.

The Land Use and Land Cover maps identified Retail/Office, Public/Semi-Public, Residential, and Industrial as the major existing land uses within the SCE Study Area. There are 809 acres (26.20%) of high-density residential land use, and five mobile homes or RV parks present within the SCE Study Area.

The proposed improvements to Fowler Avenue are not anticipated to alter the overall character of the rapidly developing area; however, each alternative with the exception of the BAT Lane concept may slightly alter the appearance of the corridor. The BAT Lane will simply repurpose the outside lane of Fowler Avenue to a business access and transit only lane. The Frontage Lane concept would add one additional lane on either side of Fowler Avenue, but separate from Fowler Avenue resulting in right of way acquisitions and a change to the overall look of the corridor as relocations may be required. The Median Guideway concept would add two lanes, one in each direction, in the median of Fowler Avenue. This alternative may result in a change to the corridor's appearance as it would include stations and a running guideway in the median of Fowler Avenue and increase the number of pedestrian crossings and signals to allow for station access and U-turns. Each alternative includes improvements to intersections and pedestrian/bicycle accommodations improving safety and providing a convenient and comfortable facility.

According to the Fowler Avenue PD&E Cultural Resources Assessment Desktop Analysis, one historic resource, the Tampa Northern Railroad (8H113648), is located in the project corridor. No adverse effect is anticipated for this resource. There are no wetlands or surface waters, or parks that would be impacted. Landscaping is anticipated to be improved should landscaping opportunities arise from the design plans.

The proposed project is consistent with community plans. The City of Tampa and City of Temple Terrace Comprehensive plans show the project is in line with their goals of providing transit emphasis with quality transit services, including buses and streetcars, combined with urban

design and traffic engineering standards to promote safe, comfortable and attractive streets (City of Tampa LU Policy 5.1.9) and improved multi-modal corridors to provide access for all modes of transportation at major commercial activity centers (Fowler Avenue and N. 56th Street) (City of Temple Terrace LU Policy 3.5.1).

No significant changes to land uses are anticipated from this project. The project would provide a designated transit corridor, improved bicycle/pedestrian facilities, and intersection improvements that will complement the existing land uses by enhancing mobility and safety. Should the BAT lane alternative be the preferred, approximately 0.01 acre of right of way would be necessary at the northeast corner of Nebraska Avenue and Bruce B. Downs Boulevard. This same right of way requirement would be necessary for the Median Guideway alternative. The Frontage Lane alternative would require approximately 1.47 acres of right of way adjacent to Fowler Avenue from Nebraska Avenue to Bruce B. Downs Boulevard changing the land use for this acreage from commercial to public right of way.

Social

Community Cohesion

No impacts to community cohesion are anticipated. The proposed alternatives are not anticipated to displace any community assets within the corridor. Changes to the social fabric of the community, relationships, and travel patterns are not anticipated. The proposed project will improve multi-modal connectivity to the surrounding communities and provide improved transit infrastructure within the corridor through the placement of a mid-block crossing, improved intersection crosswalks, and the addition of a 10-foot wide 'widewalk' to be placed on both sides and separate from the Fowler Avenue mainline.

Demographics

According to the U.S. Census 2021 ACS for the SCE Study Area, the area consists of approximately 16,138 households with a population of 40,678 people. The median household income is \$55,936. Approximately 24.90% of the Study Area population lives at or below the poverty level compared to Hillsborough County average of 14.90%. Low-income households comprise the majority of the SCE Study Area according to 2021 ACS median income comparison mapping. Refer to **Figure 6** for the distribution of income in the study area.

To conduct a detailed analysis of minority totals and low-income areas within the Census Block Groups, the 2017-2021 EST Data was used. The minority population within the SCE Study Area makes up 47.75% of the total population and is comprised of 10,957 persons (27.40%) that have an identify as *Black or African American Alone*, 12,690 persons (31.17%) *Hispanic or Latino of Any Race*, 2,043 persons (5.00%) *Asian Alone*, and 152 persons (00.37%) *American Indian or Alaska Native Alone*.

The U.S. Census ACS 2021 data shows there are 565 persons (1.40%) that *Speaks English Not at All* and 1,746 persons (4.30%) that *Speaks English Not Well or Not at All*. Additionally, there are 1,181 persons (2.90%) that *Speaks English Not Well* and 2,954 persons (7.30%) that *Speaks English Less than Very Well*. Based on US DOT Policy Guidance, the FDOT has identified four factors to help determine if Limited English Proficiency (LEP) services would be required as listed in the FDOT PD&E Manual, Part 1, Chapter 11, Section 11.1.2.2. For this project given the data, accommodations for LEP are suggested to be made to ensure people have meaningful access to programs and activities, such as but not limited to, translations of brochures, meeting invitations, newsletters, and notice of availability of workshops or public meetings.

The project will benefit communities by providing safe, convenient, and comfortable transit and multi-modal facilities.

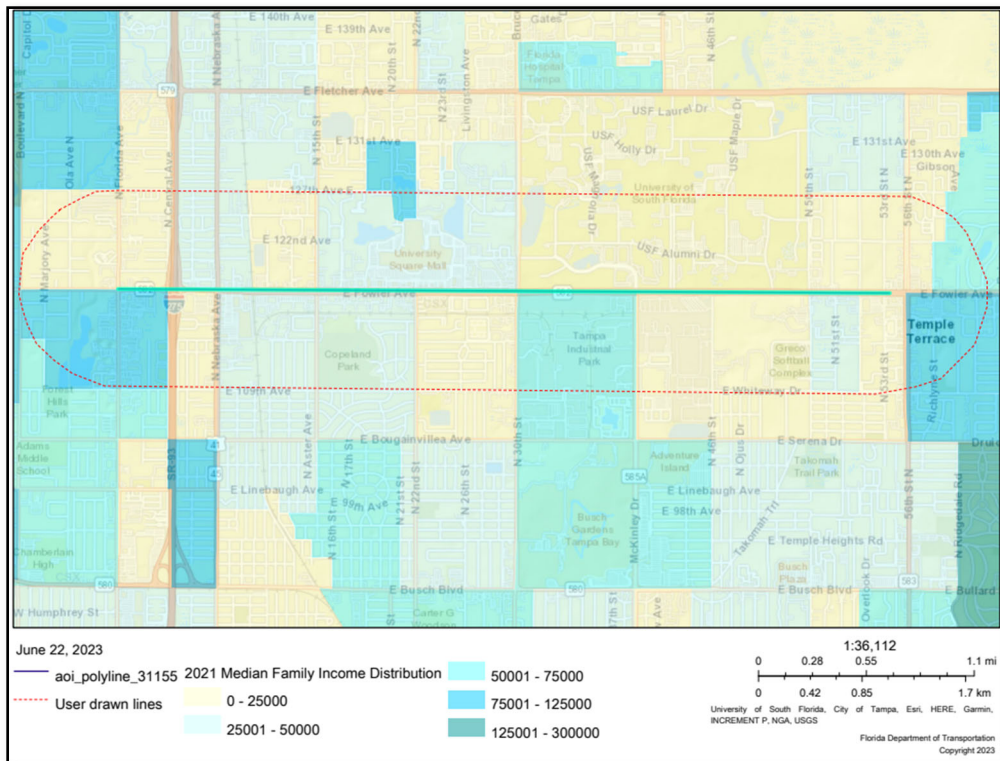


Figure 6 U.S. Census 2021 ACS Median Family Income in the SCE Study Area

Safety

The SCE Evaluation includes the effects of the transportation project on neighborhood safety. In this context, the evaluation of safety considers whether or not residents feel safe in their neighborhood and includes issues ranging from emergency response times, access to community facilities, and livable community features. There is one fire station located within the SCE Study Area, Tampa Fire Station #1 located at 2713 E. Annie Street. None of the proposed alternatives would impact entry to or from the emergency facility.

Community Goals

All local governments in Florida are required to adopt a Comprehensive Plan that includes goals for future land use, transportation, housing, recreation, and capital improvements. As transportation actions can affect communities and influence the quality of life of its citizens, it is important that potential impacts and benefits to community facilities, cultural resources, parks and recreation areas, community cohesion, safety/ emergency response, and compatibility with community goals and issues be considered. The SCE Study Area is within two cities, the City of Tampa and the City of Temple Terrace. The proposed alternatives would support the community goals that are set to positively influence the quality of life of community residents and can be partially achieved through this project.

Special Community Designations

Community features include Copeland Park and Trail, Greco Softball Complex, John F. Germany Legacy Park, Temple Terrace Tennis Center, University of South Florida Botanical Garden and Campus Library, the Museum of Science and Industry and Science Library, the Shriners Hospital for Children Medical Library, and the Temple Terrace Masonic Lodge 330 F&M. Numerous educational facilities and religious facilities also exist in the corridor. One historic resource was identified within the SCE Study Area, the Tampa Northern Railroad.

Economic

Business and Employment

The proposed improvements to Fowler Avenue regardless of the alternative chosen are expected to provide access to areawide jobs including those on and adjacent to Fowler Avenue through improved multi-modal facilities and transit infrastructure. Today, the Fowler Study Area is rapidly redeveloping including the addition of several new student housing complexes and the redevelopment of University Mall into a research center with mixed use amenities. The project should help to improve the economic viability of the area. Access to all businesses on the corridor will remain open during project construction. No businesses will be relocated.

Tax Base

Regardless of the alternative chosen, the project will have a positive impact on the area tax base as access to area businesses will remain open at all times during construction and should be improved upon project completion, especially should the BAT Lane concept be the preferred alternative. The BAT Lane will provide right turn only access for vehicles into businesses.

The corridor also provides access, via Bruce B. Downs Boulevard, to several regional hospitals including the James A. Haley Veterans Hospital and Shriners Children's Hospital. According to the project's *draft* Traffic Technical Memo, access to these regional facilities would only slightly decline should the BAT Lane or Median Guideway be the preferred alternative. Under the No-build scenario, where no improvements are made and only routine maintenance applied, the PM peak hour volume to capacity (V/C) ratio will be 1.15. A V/C over 1.0 is considered congested. Should either the BAT Lane or Median Guideway alternatives be the preferred alternative the roadway would have V/Cs of 1.18 and 1.19, respectively.

Providing safer bicycle and pedestrian facilities and improved transit accommodations should contribute to the local economy as people will have improved access to local jobs, commerce, and health care. It will also provide safe and convenient access to regional jobs through improved transit facilities.

The corridor is considered a freight distribution route from I-275 to I-75 and provides access to several industries including the Yuengling Brewery Tampa, PepsiCo, and the Cardinal Health Distribution Center.

Land Use Changes

The following section identifies the existing land uses within the study corridor. Land use patterns assist in identifying the potential effects on unique community features (e.g., historic landmarks/structures), and changes in land use.

Existing land uses in the study corridor, as outlined in **Table 13** and shown in **Figure 7**, were assessed through review of current zoning map information. Land use information was gathered from the City of Tampa and City of Temple Terrace through GIS shapefiles.

Table 13. Existing Land Uses within Study Corridor

| Land Use Classification | Area of Interest | |
|--|------------------|---------|
| | Acreage | Percent |
| Residential, High Density (Six or More Dwelling Units Per Acre) | 894.63 | 28.99% |
| Industrial | 743.80 | 24.08% |
| Institutional | 518.87 | 16.82% |
| Residential, Medium Density (2 Five Dwelling Units/Acre) | 218.27 | 7.06% |
| Industrial | 186.62 | 6.04% |
| Transportation | 152.25 | 4.93% |
| Open Land | 110.91 | 3.60% |
| Hardwood | 78.10 | 2.53% |
| Recreational | 62.60 | 2.03% |
| Water | 85.11 | 2.77% |
| Utilities | 11.61 | 0.38% |

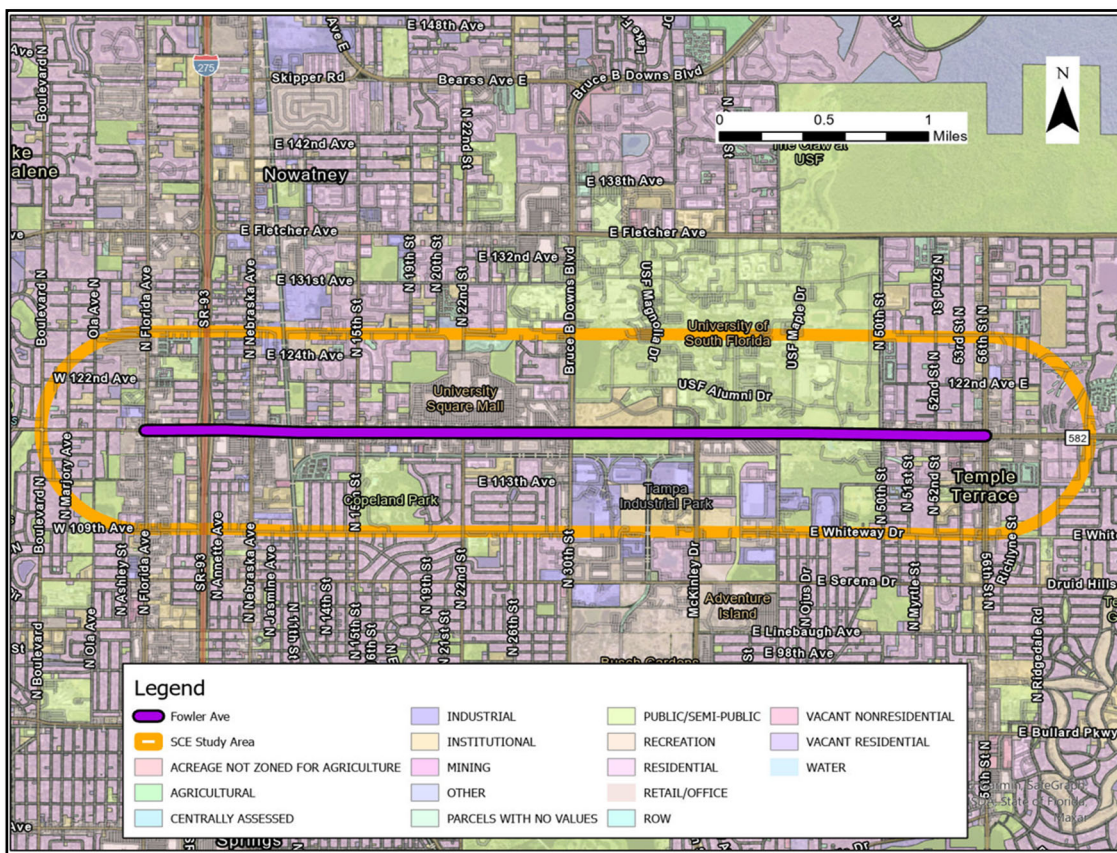


Figure 7. Fowler Avenue Existing Land Uses

The predominant land uses on Fowler Avenue west of Bruce B. Downs Boulevard are characterized by high density development including office, residential, and a mix of recreation land uses. Particular attention is paid to the public realm which requires vehicular oriented streets, designated bike lanes, transit, and pedestrians. East of Bruce B. Downs Boulevard the predominant land use is Public/Semi Public with the University of South Florida (USF) adjacent to the corridor.

This zoning is also characterized by high density residential with a mix of supporting commercial land uses closer to the City of Temple Terrace.

Land use in the corridor is not expected to change regardless of the alternative chosen with the exception of the conversion of existing commercial lands fronting Fowler Avenue to transportation right of way should the Frontage Lane concept be the preferred alternative. For the BAT Lane and the Median Guideway alternatives, only a minor clip of right of way (0.01 acre) at the northeast corner of Fowler Avenue and Nebraska Avenue would be converted. No other land use changes are anticipated to occur from the project. The project is consistent with local planning agency plans. It will alleviate congestion and improve safety and mobility in the corridor as it continues to grow.

The Hillsborough County Planning Commission is currently undergoing a study titled the Fowler Avenue Vision Study to analyze future growth and plan for a consistent development pattern in the corridor. This project is in close coordination with the Planning Commission and the Vision Study.

The City of Tampa's updated version of the Comprehensive Plan is designed to shape the City's future for generations to come. Tampa is a great city to live in, offering a diversity and rich urban life that nurtures residents' creativity and entrepreneurial spirit. (Imagine 2040: Tampa Comprehensive Plan)

The Goals, Objectives, and Policies presented in the City of Tampa's Comprehensive Plan Elements reflect the community's needs. According to the Comprehensive Plan, the following Mobility Objectives will positively influence Fowler Avenue and can be partially achieved through this project:

- **Objective 1.2:** Prioritize and implement roadway and intersection improvements consistent with the City's growth projections, land use plan, and urban infill and redevelopment demand.
- **Objective 1.3:** Establish and maintain level of service standards for roads and public transit service and local facility planning guidelines for pedestrian and bicycle facilities consistent with the City's growth projections, land use plan, and urban infill and redevelopment strategy.
- **Objective 4.1:** Identify local and collector streets to form a network of connections to disperse traffic and give people a choice of routes to residential neighborhood destinations such as schools, parks, and village centers.
- **Objective 4.2:** Minimize impacts of roadway widening projects and ensure compatibility with environmentally sensitive lands and residential and commercial neighborhoods.
- **Objective 6.1:** Reduce the per capita number of bicycle and pedestrian crashes within the City of Tampa by a minimum of 10%.
- **Objective 6.3:** Maintain operational efficiency of the arterial and collector roadway network and support the operational efficiency of the Strategic Intermodal System (SIS) highway facilities through optimization of parallel and supporting arterial roadways.

The Goals, Objectives, and Policies presented in the City of Temple Terrace's Comprehensive Plan Elements reflect the community's needs. According to the Comprehensive Plan, the following Mobility Objectives will positively influence Fowler Avenue and can be partially achieved through this project:

- Improvement of four multi-modal Corridors to provide access for all modes of transportation as well as enhance the look and feel of each corridor through streetscaping. Those corridors include 56th Street, Busch Boulevard/Bullard parkway/Temple Terrace Highway, Fowler Avenue, and Fletcher Avenue.
- Focus new commercial development, mixed use development, and redevelopment into the major activity centers including 56th Street/Fowler Avenue, 56th Street/Fletcher Avenue, and Temple Terrace Highway/Harney Road/Highway 301.
- Provide for better relationships and transportation connections with the University of South Florida and Tampa Executive Airport.
- Expand the Temple Terrace Trail to allow for safe bicycle and pedestrian movement around the city.

Mobility

The EST GIS analysis identified three existing recreational facilities (Copeland Park, Greco Park and Temple Terrace Tennis Center) and one recreational trail within the SCE Study Area.

There are ten Hillsborough Area Regional Transit (HART) bus routes that either cross or utilize Fowler Avenue in the SCE Study Area including routes 1, 5, 6, 9, 12, 42, 44, 45, 48, 275LX and 400. Refer to **Figure 8** for transit routes in the SCE Study Area.

Pedestrian accommodations are provided throughout the SCE Study Area including sidewalks, ADA compliant crosswalks with striping and crossing beacons. Dedicated bicycle lanes are also provided along Fowler Avenue within the SCE Study Area, however, most are unprotected.

The proposed project will improve overall mobility and accessibility in the SCE Study Area for non-driving population groups (i.e., elderly, young, disabled, and low-income individuals). According to the U.S. Census 2021 ACS for the SCE Study Area, approximately 18% of the area households have no vehicle and 43% of the area households have only one vehicle with the average household size of 2.52 persons. The median age of persons in the SCE Study Area is 33 with 19.40% between the ages of 18 and 21 and 15.69% between the ages of 22 and 29. There is approximately 13.37% of the population between the ages of 20 and 64 with a disability.

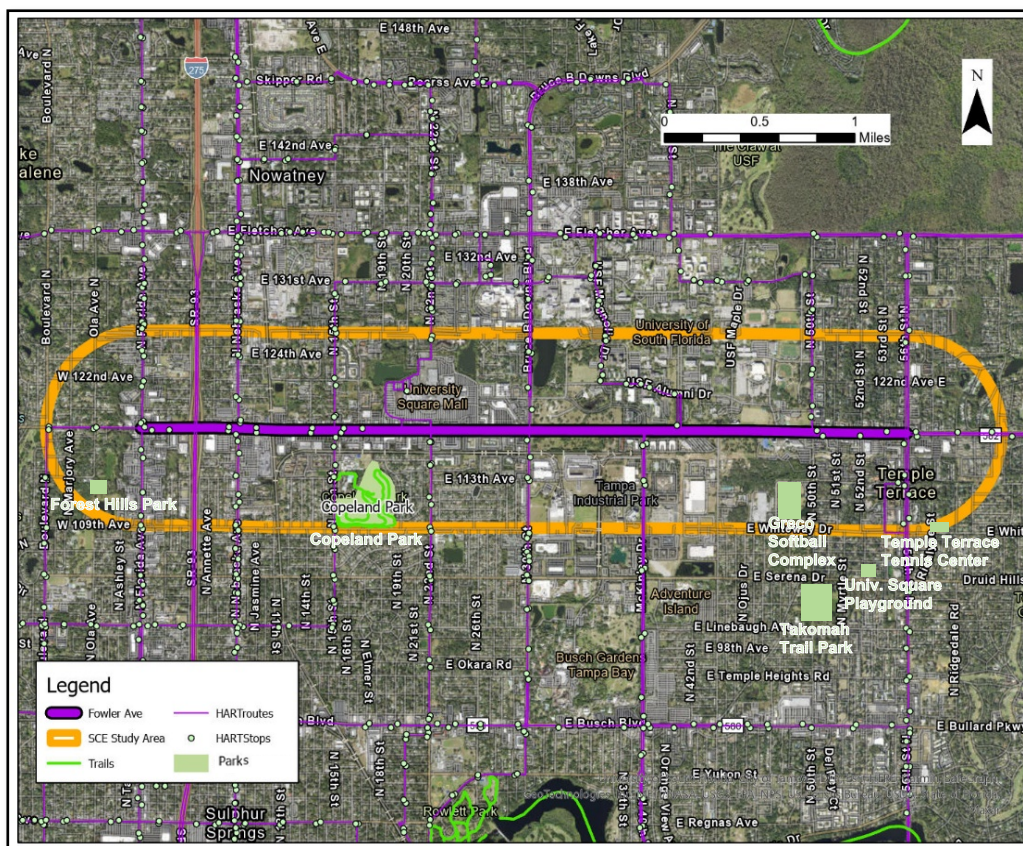


Figure 8. Transit Routes and Recreational Facilities in the SCE Study Area

The project improvements will provide safe, comfortable, and convenient transit and multi-modal facilities. When comparing the distribution of households with no car to the minority distributions in the corridor from 2021 ACS Census maps, a large area west of 15th Street east of the rail line between Fletcher Avenue and Fowler Avenue exists. This is also true east of Nebraska Avenue west of N. 22nd Street between Bougainvillea Avenue and Fowler Avenue.

All three transit alternative concepts would benefit non-driving and transportation disadvantaged populations. Each would provide dedicated lanes for a premium transit service to be provided by HART in conjunction with their Bus Rapid Transit Arterial Service and each would provide intersection improvements and improved bicycle and pedestrian facilities putting an emphasis on safety in conjunction with the City of Tampa, the City of Temple Terrace and Hillsborough County’s Vision Zero initiatives.

Origin/destination travel modeling was not completed for this project, however, as the volume to capacity of the corridor is anticipated to improve in AM peak hour scenario and decrease only slightly in the PM.

There are no public parking facilities located on Fowler Avenue. All parking is for private use associated with commercial and/or residential uses.

A multi-modal center is proposed to be located on Fowler Avenue, however, the exact site of this facility has not been identified. Upon its completion, a centralized transportation hub will be available enhancing transportation options for the non-driving and transportation disadvantaged.

Aesthetic Effects

The addition of a premium bus transit system along Fowler Avenue may induce additional noise and or vibrations associated with the use of a rubber tire bus transit service, but it is not anticipated that the addition of a bus service along Fowler will be audible from the existing condition. A noise study has not been completed to date. An analysis should be conducted once the preferred alternative is selected to determine if noise and vibration would affect any noise sensitive sites or cultural resources.

Improvements on Fowler would vary visually with each alternative. The BAT Lane would appear as it is today. The outside lane of Fowler Avenue would be converted to a transit and right turning vehicle only lane. The Median Guideway and Frontage Lane concepts would change the overall appearance of Fowler Avenue from Nebraska Avenue to Bruce B. Downs Boulevard placing dedicated transit lanes in the median of Fowler Avenue or placing an additional lane adjacent to Fowler Avenue.

Landscaping opportunities for all the alternatives are to be investigated in the project design phase.

The project Cultural Resources Assessment Desktop Analysis identified 17 previously recorded archaeological and historic resources located in the SCE Study Area. All but one of the previously recorded archaeological and historic resources within the 500-foot project buffer were either not evaluated by the State Historic Preservation Office (SHPO), deemed ineligible for the National Register Historic Places (NRHP), or had insufficient information. Only an unrecorded segment of the Tampa Northern Railroad (8H113648) is potentially eligible for the NRHP. As a result of a cultural resources assessment of the project area, the project will result in no adverse effects to any listed or eligible cultural resource.

Relocation Potential

Project improvements will be made mainly within the existing right of way. Approximate right of way acquisition totals for each alternative is as follows:

- BAT Lane – 0.01 acre from two parcels at the northeast corner of Fowler Avenue and Nebraska Avenue
- Frontage Lane – 1.47 acres from 58 parcels along Fowler Avenue
- Median Guideway - 0.01 acre from two parcels at the northeast corner of Fowler Avenue and Nebraska Avenue

There are no residential or commercial business relocations anticipated for any of the proposed alternatives. Any right of way needs will be coordinated with the appropriate property owners through the FDOT Right of Way Acquisition process.

Environmental Justice, Civil Rights, and Related Issues

In accordance with the Title VI of the Civil Rights Act of 1964 and Executive Order 13166, the project team will make every effort to include all community members. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Public involvement for this project is being conducted by FDOT to ensure all are welcome to participate at one of the project community outreach events, to comment, and ask questions.

4.0 Conclusions

In accordance with the Title VI of the Civil Rights Act of 1964 and Executive Order 13166, the project team will make every effort to include all community members. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Public involvement for this project is being conducted by FDOT to ensure all are welcome to participate at one of the project community outreach events, to comment, and ask questions.

There should be no adverse impacts to any sociocultural populations, communities or individual demographic resulting from the proposed project. The proposed project will provide infrastructure for transit and improve bicycle and pedestrian facilities which will benefit not only the local community, but also regional visitors.

The project corridor was reviewed for cultural, physical, social and natural impacts. The Evaluation Matrix shown in **Table 14** illustrates the project's potential effects.

Table 14. Evaluation Matrix

| | No-Build Alternative | BAT Lane | Frontage Lane | Median Guideway |
|--|----------------------|----------------------|---------------|----------------------|
| Potential Right of Way Impacts | | | | |
| Potential Right of Way (acres) | 0 | 0.01 ¹ | 1.47 | 0.01 ¹ |
| Number of Parcels Impacted | 0 | 2 ¹ | 57 | 2 ¹ |
| Relocations Residential/Business | 0 | 0/0 | 0/0 | 0/0 |
| Potential Environmental Effects | | | | |
| Archaeological Sites and Historic Resources | 0 | MED | MED | MED |
| Section 4(f) Resources | 0 | NO | NO | NO |
| Wetlands | 0 | LOW | LOW | LOW |
| Surface Waters | 0 | LOW | LOW | LOW |
| Floodplains | 0 | LOW | LOW | LOW |
| Protected Species and Habitat | 0 | NO | NO | NO |
| Noise | 0 | LOW | LOW | LOW |
| Contamination Sites | 0 | LOW | MED | LOW |
| Estimated Costs (in millions) | | | | |
| Right of Way Acquisition | \$0.00 | \$2.001 ¹ | \$51.80 | \$2.001 ¹ |
| Wetland and Surface Water Mitigation | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| Construction Engineering and Inspection (8%) ² | \$0.00 | \$1.90 | \$2.45 | \$3.04 |
| Design (7%) ² | \$0.00 | \$1.60 | \$2.15 | \$2.66 |
| Construction | \$0.00 | \$19.50 | \$26.10 | \$32.30 |
| Preliminary Estimate of Total Costs | \$0.00 | \$25.00 | \$82.50 | \$40.00 |
| ¹ Right of Way for intersection improvements at Fowler Avenue and Nebraska Avenue | | | | |
| ² Of construction cost | | | | |

Appendix Demographic Data