

**City of Tampa Comprehensive Plan
Mobility Section Draft Language
Last Updated: May 26, 2023**

Introduction

The Mobility Section updates and modernizes mobility-related language and maps in the City of Tampa Comprehensive Plan. The Section has five main goals, including language on the following topics: multimodal options; economic vitality; sustainability, resilience, and health; equity; and safety. The Section provides an overarching framework for mobility-related City initiatives.

The Mobility Section serves as the Transportation Element per Chapter 163, Florida Statutes.

Provide Multimodal Options

Goal 1: Increase the share of trips made without a car by providing multimodal transportation options, improving network connectivity, and connecting people to the places they need to go. (New Goal)

Objective 1.1: Invest in safe, convenient, and comfortable mobility options. (New Objective)

Policy 1.1.1: Set a mode shift goal that determines how the City prioritizes investment in different modes of transportation and allocates limited right-of-way space among different modes of transportation. (New Policy)

Policy 1.1.2: To provide an interconnected system of safe and convenient multimodal facilities for all travel purposes, establish and maintain quality level of service (QLOS) standards within the Capital Improvements Element (CIE) for bicycle, pedestrian, and transit mobility on the multimodal transportation network. (New Policy)

Policy 1.1.3: Provide a safe, accessible, and continuous pedestrian and bicyclist network to facilitate walking and bicycling trips within and between neighborhoods, employment centers, and other destinations. (Mobility Goal 2.0.0)

Policy 1.1.4: Require new development or redevelopment to include sidewalks on both sides of all roads wherever feasible. (New Policy)

Policy 1.1.5: Prioritize City-implemented sidewalk improvements (or equivalent trail facilities) along both sides of roadways wherever feasible along collectors, arterials, and at locations that fill a critical gap in the sidewalk network. (Mobility Objective 2.2.0)

Policy 1.1.6: Identify opportunities to implement multimodal connectivity improvements as part of all infrastructure and maintenance projects. (New Policy)

Policy 1.1.7: Utilize park and open space opportunities to connect the City's greenways with existing and proposed multimodal facilities and the County greenway system. (Recreation & Open Space Policy 2.4.5)

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Policy 1.1.8: Provide for the comfort of pedestrians, bicyclists, and transit patrons with Americans with Disabilities Act (ADA) compliant sidewalks and ramps, shade, lighting, and secure bicycle parking. (Mobility Policy 2.2.2 and 6.1.2)

Policy 1.1.9: Discourage the placement of permanent structures that obstruct and restrict pedestrian movement, such as utility and traffic poles, wherever possible. (Land Use Policy 4.3.1)

Policy 1.1.10: Ensure that funding for street lighting is a part of roadway budgeting on collector and arterial roadway improvement projects. (Land Use Policy 4.3.10)

Objective 1.2: Advocate for and support development of a safe, convenient, and efficient mass transit system for mobility throughout the City. (Mobility Goal 3.0.0)

Policy 1.2.1: Prioritize existing and planned transit routes during capital planning for repaving projects on state, County, and City streets. (New Policy)

Policy 1.2.2: Prioritize sidewalk repairs and maintenance of connections to the Hillsborough Area Regional Transit Authority (HART)*, or successor agency if applicable, bus stops, including crosswalk improvements, signals, and streetlights as necessary and feasible to enhance pedestrian safety and access. (New Policy)

(***Note:** “or successor agency if applicable” shall be implied any time HART is mentioned throughout)

Policy 1.2.3: Explore the feasibility of providing City-owned property for park and ride lots and/or maintenance facilities to support transit, as requested by HART. (New Policy)

Policy 1.2.4: Create transit-supportive street design standards in the City’s Land Development Code (LDC) and Transportation Technical Manual (TTM). (New Policy)

Policy 1.2.5: Coordinate transportation plans and programs with HART, the Hillsborough Transportation Planning Organization (TPO), and the Florida Department of Transportation (FDOT) to improve transit service delivery in the City, including any future extension or implementation of the streetcar, bus rapid transit, and rail transit. (Mobility Policy 3.1.5 and portions of Mobility 3.1.6)

Policy 1.2.6: Coordinate with HART or other public transit providers, and where applicable, Hillsborough County, to maintain the list of Transit Emphasis Corridors as identified in the Citywide mobility plan* or equivalent. (Mobility Policy 3.1.8)

(***Note:** “or equivalent” shall be implied any time the Citywide mobility plan is mentioned throughout)

Policy 1.2.7: Continue funding transit capital improvement projects using multimodal impact fees, as allowed in the City and HART’s interlocal agreement. (Mobility Policy 3.1.7)

Policy 1.2.8: Collaborate with HART to work toward achieving the appropriate transit level of service (LOS), as noted in policies within the CIE. (New Policy)

Policy 1.2.9: Continue to support the efforts of HART or other transit providers to locate major transit transfer points within employment centers. (Mobility Policy 3.1.4)

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Objective 1.3: Partner with HART, the Florida Commission for the Transportation Disadvantaged, and other providers to improve the mobility of transportation disadvantaged populations through paratransit and other services. (Mobility Objective 3.3.0)

Policy 1.3.1: Coordinate with HART to ensure inclusion of transportation disadvantaged needs in the Transit Development Plan (TDP) updates and advocate for more fixed-route service where transportation disadvantaged people live and work. (Mobility Policy 3.3.3)

Policy 1.3.2: Continue to implement the City’s ADA Transition Plan for the construction of sidewalks, crosswalks, wheelchair ramps and improved access to bus stops on all City-maintained facilities. (New Policy)

Policy 1.3.3: Coordinate with Hillsborough County’s Sunshine Line to market their available services to City residents. (New Policy)

Objective 1.4: Implement Transportation Demand Management (TDM) strategies and policies to decrease single-occupant vehicle (SOV) mode share and vehicle miles traveled (VMT) by expanding walk, bike, transit, and other non-vehicular travel options and encouraging development that supports non-SOV modes. (Mobility Goal 5.0.0 and portions of Mobility Objective 5.2.0)

Policy 1.4.1: Periodically evaluate non-SOV mode share using various data sources, such as vehicle miles traveled (VMT), transit passenger miles, and bicyclist and pedestrian counts. (Mobility Policy 5.2.9)

Policy 1.4.2: Continue to support ridesharing and transit usage by City employees by providing discounted transit passes, implementing park and ride lots, and developing flex time and telecommuting programs. (Mobility Policy 5.2.2)

Policy 1.4.3: Continue to support public/private partnerships such as micromobility opportunities and Transportation Management Organizations (TMOs) to promote TDM strategies and programs that include supportive facilities and services for pedestrians and bicyclists and reduce peak-hour vehicle use. (Mobility Policy 5.2.4, Mobility Policy 5.2.6, and Environmental Policy 1.1.3)

Objective 1.5: Preserve, strengthen, and explore opportunities to reconnect the grid and provide connections for all modes to alleviate pressure on existing roadways and build a network of complete streets. (Land Use Policy 15.3.9 and portions of Mobility Objective 4.1.0)

Policy 1.5.1: Ensure that the historic grid, including streets, alleys and right of ways, are preserved in form and function. (Land Use Policy 19.1.3)

Policy 1.5.2: Support development projects that reconnect missing links in the street grid. (New Policy)

Policy 1.5.3: Require development to provide small, walkable blocks and create new street connections rather than superblocks. (New Policy)

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Policy 1.5.4: Adopt a complete streets ordinance requiring all infrastructure projects to implement complete streets design elements, as appropriate to the land use context. (New Policy)

Policy 1.5.5: Direct connections between destinations, especially for adjacent parcels, to create walking and bicycling connections between neighborhoods. Potential conflicts between pedestrians and motor vehicles should be minimized. (Land Use Policy 4.3.2)

Objective 1.6: Enable context-sensitive design that considers the urban form, history, culture, and land use context of Tampa’s streets. (New Objective)

Policy 1.6.1: Utilize a context-based classification system for roads within the City, which integrates land use context with street typologies, within the Citywide mobility plan. (New Policy)

Policy 1.6.2: Update City standards within the LDC and TTM to include context-sensitive design, which incorporates target speed. (New Policy)

Policy 1.6.3: Incorporate review and consideration of context classification, Future Land Use, overlay districts, and other land use and urban form characteristics into roadway design treatment considerations. (New Policy)

Objective 1.7: Mitigate development impacts on the transportation system. (New Objective)

Policy 1.7.1: Identify ways to incorporate TDM strategies into the development review process and mitigation procedures so that development and redevelopment projects meet an established threshold to evaluate and address the multimodal transportation impacts of the development. (New Policy)

Policy 1.7.2: Update the City’s mitigation procedures to strengthen language requiring development projects to invest in safe, convenient, and comfortable mobility options based on the direct impact generated by the development. (New Policy)

Policy 1.7.3: Continue to require developers to mitigate their transportation system impacts fully or partially through a standardized financial assessment, which may be used to fund multimodal system costs. (Mobility Policy 3.1.2)

Policy 1.7.4: Require developers to mitigate transportation impacts by implementing or funding traffic calming, neighborhood traffic management techniques, and other transportation improvements to the surrounding community in support of achieving the minimum LOS or QLOS as defined in the CIE. (New Policy)

Policy 1.7.5: Continue to implement a multimodal transportation system impact fee which shall be evaluated periodically to assure that new development is assessed appropriately and is mitigating for impacts to the multimodal network. (Mobility Policy 1.2.4)

Policy 1.7.6: A development must make roadway system improvements or financial contributions to offset the adverse transportation system impacts of proposed development. The City’s prioritized list of

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roadway, transit-related, and pedestrian and/or bicyclist system needs and priorities shall be the preferred target of developer mitigation payments. (Mobility Policy 1.1.2 and 1.2.3)

Policy 1.7.7: The portion of the city south of Fletcher Avenue will continue to be designated as a Transportation Concurrency Exception Area (TCEA) and be depicted on the Future Land Use Map. (Mobility Policy 1.1.1)

Policy 1.7.8: Coordinate with the TPO, HART, FDOT, and other relevant agencies to evaluate the effectiveness of the TCEA through the monitoring of performance measures. (Mobility Policy 1.3.9)

Policy 1.7.9: Transportation improvement requirements in approved Developments of Regional Impact (DRIs) shall remain in effect unless the development order is modified to reflect changes in the transportation requirements. (Mobility Policy 1.3.5)

Objective 1.8: Enforce development’s requirements and contributions toward improving on-site multimodal access and safety. (New Objective)

Policy 1.8.1: Continue to require development to construct sidewalks adjacent to the property frontage or require payment of a sidewalk in-lieu fee, adjusted for present day average costs, inclusive of survey, design, and construction, into the Sidewalk Trust Fund. (Mobility Policy 2.2.5)

Policy 1.8.2: Require private development to provide pedestrian, bicycle, and transit facilities onsite through context-sensitive technical standards and policy provisions. (New Policy)

Policy 1.8.3: Provide context-sensitive standards and incentives in the LDC and technical standards for private development to provide on-site connections to transit. (New Policy)

Policy 1.8.4: Encourage development to provide bicycle-supportive facilities and create an exchange ratio of bicycle parking spaces to car parking spaces. (Mobility Policy 5.2.7)

Objective 1.9: Implement comprehensive parking and curb space management standards, guidelines, and programs that reserve curb space for the highest and best use. (New Objective)

Policy 1.9.1: Adopt modern parking policies into the LDC which balance parking requirements and land use, context, and mobility needs. (New Policy)

Policy 1.9.2: Promote reduced parking requirements for areas served by high frequency transit. (New Policy)

Policy 1.9.3: Evaluate opportunities for a parking in-lieu fee program to allow developers to pay a one-time fee to offset parking requirements which would go into a dedicated fund for nearby mobility improvements. (New Policy)

Policy 1.9.4: Promote parking designs that reduce the presence of vehicles on-site by providing desirable parking lot configurations, shared parking concepts, and safe and convenient walking to building entrances. (Land Use Objective 15.3.0 and Land Use Policy 15.3.5)

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Policy 1.9.5: Work with the private sector to provide incentives for trip reduction through strategies such as pricing and preferential parking and drop-off for carpool, vanpool and other shared vehicles in mixed-use developments and major employment centers. (New Policy)

Policy 1.9.6: Continue to leverage revenues generated by the City’s parking enterprise to fund supporting transit operations. (New Policy)

Policy 1.9.7: Consider establishment of a parking benefit district. (New Policy)

Objective 1.10: Monitor and support emerging technologies and strategies that improve safety, sustainability, efficiency, and access for all modes of travel on existing and planned transportation facilities, as appropriate for the context. (New Objective)

Policy 1.10.1: Examine evidence-based practices and methods for implementation of autonomous, connected, and electric charging vehicle technology and shared mobility and micromobility solutions, such as electric scooters and bicycles. (New Policy)

Policy 1.10.2: Enhance traffic system innovation with emerging technologies which provide real-time information, efficient operations, and speed management techniques. (New Policy)

Policy 1.10.3: Incorporate context, equitable access, maintenance needs, privacy concerns, and necessary storage space when considering where and how particular technologies will be implemented. (New Policy)

Policy 1.10.4: Prioritize the safety of non-motorized travel where different modes of transportation, particularly electric-powered options, share the same facility. (New Policy)

Policy 1.10.5: Work with transportation networking companies (TNCs), such as car or micromobility service providers, to provide access and maintain affordability of their services throughout the City whenever feasible. (New Policy)

Economic Opportunity

Goal 2: Enhance the City’s economic vitality by connecting people to jobs, efficiently moving people and goods, and improving system condition, capacity, and reliability. (Mobility Goal 1.0.0)

Objective 2.1: Invest in existing assets by funding needed maintenance projects and programs. (New Objective)

Policy 2.1.1: Invest in deficient roadways, bridges, sidewalks, traffic control devices, seawalls, and other transportation infrastructure while enhancing the safety and resilience of transportation assets. (New Policy)

Policy 2.1.2: Identify sustainable, alternative funding sources to the Local Option Gas Tax for maintaining existing City-owned transportation assets and for future transportation needs and priorities. (New Policy)

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Policy 2.1.3: Prioritize maintenance projects, to the extent possible, based on equity criteria. (New Policy)

Policy 2.1.4: Leverage all planned maintenance and capital projects, regardless of asset ownership or responsibility, to incorporate multimodal needs and opportunities. (New Policy)

Objective 2.2: Improve multimodal surface transportation connections to major military installations, tourist destinations, airport, port, ferry, rail, and intermodal terminals for passengers and freight. (New Objective)

Policy 2.2.1: Assist, wherever possible and appropriate, in providing intermodal connections, especially public transit and bicycle links to airports, seaports, rail and trucking facilities located within, and adjacent to the Tampa City limits. (Intergovernmental Coordination Objective 4.1.0)

Policy 2.2.2: Collaborate with Port Tampa Bay (PTB), the Hillsborough County Aviation Authority (HCAA), the TPO, and FDOT to assess the need to provide or improve intermodal links to airports, seaports, and rail/trucking facilities when Master Plans are updated. (Intergovernmental Coordination Policy 4.2.2)

Policy 2.2.3: Work with the Tampa Hillsborough Expressway Authority (THEA), PTB, HCAA, HART, FDOT, and other transportation entities in the pursuit of efficient passenger and freight connections between Tampa International Airport (TIA), regional transit, and cruise ship terminals on the Garrison Channel and other port facilities. (Intergovernmental Coordination Policy 4.1.2)

Policy 2.2.4: Coordinate with HART, FDOT, and other agencies to ensure that rail terminals are accessible by bus transit. (New Policy)

Policy 2.2.5: Coordinate with MacDill Air Force Base on mobility and transit improvements that impact the base, including but not limited to, express bus, vanpool, and ferry connections. (New Policy)

Policy 2.2.6: Manage and maintain a safe, efficient, and reliable freight street network to provide freight access to and from intermodal freight facilities, industrial and commercial districts, and the regional transportation system. (New Policy)

Policy 2.2.7: Continue to review the truck route ordinance and associated map to ensure neighborhood traffic concerns associated with truck traffic are addressed. (Mobility Policy 4.1.4)

Objective 2.3: Improve congestion through technology, innovative design, and other creative methods, without adding vehicle-lane capacity. (New Objective)

Policy 2.3.1: Measure roadway capacity by person trips, rather than auto trips, and prioritize projects and programs that move the most people in the most efficient manner per the QLOS measures when they are established in the CIE. (New Policy)

Policy 2.3.2: Constrained roadways are eligible for transit system enhancements, and dedicated transit lanes constructed per policy will not be retrofitted for use by automobile or truck traffic so long as the subject roadway remains constrained. (Mobility Policy 3.2.2)

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Policy 2.3.3: Prioritize technological investments for roads based on level of travel time reliability, user delay cost, and safety of all users through continuing maintenance activities, monitoring of current strategies, and implementing enhancements. (New Policy)

Policy 2.3.4: Regardless of roadway and intersection capacity and delay, prioritize improved crossings for non-motorized travelers. (Mobility Policy 6.3.1)

Policy 2.3.5: Continue to modernize the City's traffic management center to monitor and optimize the performance of pedestrian, bicycle, transit, and vehicle travel, expand the Intelligent Transportation System (ITS) network, and leverage available data sources for improved real-time monitoring and management of multimodal needs. (Mobility Policy 6.3.3)

Policy 2.3.6: Implement Transportation Systems Management and Operations (TSMO) and ITS strategies to optimize multimodal traffic flows, manage access, and improve safety. (New Policy)

Policy 2.3.7: In coordination with partner agencies, update or replace existing traffic control devices to ensure that they are compatible with ITS, interoperable with legacy systems and devices owned by other jurisdictions, provide transit signal priority, and take advantage of advances in technology. (New Policy)

Policy 2.3.8: Collaborate with neighboring jurisdictions, technology providers and the private sector to ensure coordination across City and County lines for leveraging new technologies. (New Policy)

Objective 2.4: Preserve and protect the value of Tampa's Rights-of-Way. (New Objective)

Policy 2.4.1: Coordinate with HART, the TPO, FDOT, and neighboring jurisdictions to continue to identify, preserve, and acquire right-of-way for transit corridors and transit-supportive projects, consistent with the Transit Right-of-Way Preservation Corridors Map (Map X). (Mobility Objective 3.2.0)

Policy 2.4.2: Continue to identify right-of-way and public land acquisition needs based on Transit Emphasis Corridors. Establish a priority schedule and funding sources for acquisitions. (Mobility Policy 3.1.9)

Policy 2.4.3: Collaborate with HART and the TPO to prioritize transit needs, such as bus turn outs, queue jumps, and dedicated lanes, when reviewing right-of-way needs for proposed improvements. (Mobility Policy 3.2.1)

Policy 2.4.4: Coordinate with neighboring jurisdictions to continue to identify, preserve, and acquire right-of-way for pedestrian, bicyclist, and multi-use trail corridors consistent with the Walk-Bike-Multi-Use Right-of-Way Preservation Corridors Map (Map X). (New Policy)

Sustainability, Resilience, & Health

Goal 3: Prioritize transportation investments to improve the City's sustainability, resilience, and community health outcomes. (New Goal)

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Objective 3.1: Encourage smart growth through downtown revitalization, urban redevelopment, and infill development in a manner that supports Tampa’s vision and an enhanced multimodal transportation system through a context sensitive approach. (Mobility Objective 1.1.0)

Policy 3.1.1: Promote a residential development pattern consistent with the compact city form strategy, with increased availability of housing at densities that promote non-motorized modes and transit use near employment concentrations, residential services, and amenities. (Infrastructure Policy 1.1.18)

Policy 3.1.2: Remove barriers to infill and redevelopment along mixed-use corridors which can be easily served by transit. (Mobility Policy 3.1.10)

Policy 3.1.3: Maintain a list of constrained roads, which shall not be subject to two or more through lane additions. (Mobility Policy 4.2.3)

Policy 3.1.4: Incentivize development that focuses growth in economic centers, compact mixed-use neighborhoods, and transit corridors. (New Policy)

Policy 3.1.5: Discourage sprawl, which disproportionately increases the cost of providing and maintaining multimodal facilities and services. (New Policy)

Objective 3.2: Minimize impacts of roadway widening projects and ensure compatibility with environmentally sensitive lands, residential neighborhoods, and commercial areas. (Mobility Objective 4.2.0)

Policy 3.2.1: Conduct corridor studies, including an environmental justice analysis, and gather community input prior to any rights-of-way acquisition for new road construction or major road widening to assess the impacts to adjacent areas and provide avoidance, minimization, or mitigation mechanisms for adverse impacts. (Mobility Policy 4.2.1)

Policy 3.2.2: Consider the scale and character of surrounding land use and potential walk/bike opportunities in the design and construction of new roadways and the widening of existing roadways. (Mobility Policy 4.2.5)

Policy 3.2.3: New roads shall be routed to avoid traversing publicly owned natural preserves, parks and recreation areas, and areas identified as essential wildlife habitat and historic districts, except in the case of overriding public interest, and when roadways design incorporates design features for the safe passage of wildlife and/or preservation of historic structures. (Mobility Policy 4.2.2 and Environmental 1.2.10)

Policy 3.2.4: Consult with the City’s Architectural and Historic Preservation Review Department or equivalent to consider Tampa’s historic resources when road expansions and new construction of roadways are proposed. (Mobility Policy 4.2.7)

Objective 3.3: Maintain or improve the capability of the multimodal system to evacuate vulnerable populations and enhance the system’s resilience. (New Objective)

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Policy 3.3.1: Continue coordinating with Hillsborough County’s Emergency Management to provide emergency preparedness education and outreach to minimize traffic and reserve road capacity for emergencies. (New Policy)

Policy 3.3.2: Consider phased evacuations and traffic signal coordination to regulate volume flow on critical evacuation routes. (New Policy)

Policy 3.3.3: Collaborate with HART to review transit routes for coverage of evacuation zones and support diversified modes of transportation to aid in evacuation and resilience. (New Policy)

Policy 3.3.4: Coordinate with partners to evaluate, harden, repair, or relocate vulnerable infrastructure to provide a system resilient to flooding. (New Policy)

Policy 3.3.5: Implement technologies, strategies, and improvements that ensure facilities are operational after a disaster. (New Policy)

Objective 3.4: Work toward sustainable mobility solutions resulting in reduced carbon emissions, improved air quality, and improved livability. (New Objective)

Policy 3.4.1: Develop a sustainable roadway network by incorporating green infrastructure, stormwater management strategies, and streetscape improvements to address the effects of flooding, sea level rise, heat, and air quality. (New Policy)

Policy 3.4.2: Support development and deployment of an Urban Heat Pilot Program that targets vulnerable neighborhoods, with an emphasis on the impact of mobility-related facilities on heat-related health outcomes. (New Policy)

Policy 3.4.3: Embrace low carbon mobility solutions that result in reduced carbon emissions and improved air quality such as electric vehicle (EV) readiness, electrification of the City’s fleet, and infrastructure planning and investment to support electrification of partner agencies’ fleets, such as HART and the School District. (New Policy)

Policy 3.4.4: Prioritize traffic flow improvements that reduce air pollution concentrations, particularly in areas where ambient standards are violated and/or areas in proximity of high-volume roadways. (Environmental Policy 1.1.2)

Objective 3.5: Address social determinants of health with a holistic approach by investing in transportation projects that are safe, active, sustainable, and promote connectivity to health-related services. (New Objective)

Policy 3.5.1: Evaluate potential health impacts of transportation projects and programs on the surrounding community, including but not limited to health impacts from vehicle emissions. (New Policy)

Policy 3.5.2: Create safe connections to healthy food destinations, hospitals, health systems, and economic centers, particularly in traditionally underserved communities, via modes of transportation that improve health and reduce emissions. (New Policy)

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Policy 3.5.3: Embrace a health in all policies approach and ensure that the City’s transit and multimodal investments in neighborhoods across the city contribute to building healthier communities. (New Policy)

Policy 3.5.4: Partner with the Florida Department of Health to support community health planning, education, and wellness programs to support active and sustainable transportation. (New Policy)

Equity

Goal 4: Provide an equitable transportation system that delivers equal outcomes for people regardless of age, race, ethnicity, income, abilities, or other characteristics of personhood. (New Goal)

Objective 4.1: Reconnect and revitalize underserved communities through equitable project development and capital planning strategies which promote connectivity and improve access to opportunities and services. (New Objective)

Policy 4.1.1: Complete critical walk and bike connections in historically underserved communities, especially near transit service. (New Policy)

Policy 4.1.2: In coordination with HART, prioritize access to convenient, reliable, and affordable transit service, including first/last mile access. (New Policy)

Policy 4.1.3: Support safe mobility options by reevaluating and redesigning roads, regardless of road ownership, which currently create physical barriers and do not facilitate safe and comfortable mobility across and along streets. (New Policy)

Policy 4.1.4: Implement policies and design standards to reduce standard crossing distances, regardless of road ownership. (New Policy)

Policy 4.1.5: Identify potential negative impacts of infrastructure projects in underserved communities and evaluate alternatives to avoid, minimize, or mitigate them. (New Policy)

Objective 4.2: Prioritize programs and projects that contribute to a safe and well-connected multimodal network and equitably improve the mobility, health, livability, and economic outcomes for all Tampa residents. (New Objective)

Policy 4.2.1: Incorporate socio-demographic and environmental equity factors during the project development and design process, such as race and ethnicity, automobile ownership rates, housing cost burden, health outcomes, proximity to sources of pollution, and senior, disabled, and low-income populations. (New Policy)

Policy 4.2.2: Utilize a prioritization process that ranks projects based on mobility, economic opportunity, resilience, equity, and safety factors. (New Policy)

Policy 4.2.3: Integrate underserved community status into project prioritization criteria for roadway and infrastructure maintenance. (New Policy)

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Policy 4.2.4: Reduce the transportation cost burden by prioritizing investment in programs and policies which reduce transportation costs for traditionally underserved communities. (New Policy)

Objective 4.3: Ensure equitable public input in all aspects of transportation planning and implementation with an emphasis on empowering and supporting participation from Tampa’s historically underserved communities. (Mobility Objective 4.3.0)

Policy 4.3.1: Encourage community organizations and representatives, especially those who have been traditionally underrepresented, to participate throughout the planning and implementation process and act as liaisons between government and area interests. (Mobility Policy 4.3.1)

Policy 4.3.2: Use a variety of creative field outreach techniques, provide engagement opportunities tailored to the needs of each community, and ensure plans and projects are developed after preliminary input is received from the surrounding community. (New Policy)

Policy 4.3.3: Work with transportation partners during all phases of the transportation development process to promote sensitivity and responsiveness to local needs. (Mobility Policy 4.3.3)

Vision Zero

Goal 5: Eliminate transportation-related fatalities and severe injuries by adopting Vision Zero and a Safe Systems approach to road safety. (Mobility Goal 6.0.0)

Objective 5.1: Utilize a data-driven process to identify, design, and prioritize safe street projects on the High Injury Network and identify systemic safety problems Citywide. (Mobility Objective 6.1.0 and 6.2.0)

Policy 5.1.1: Maintain adequate data, conduct necessary studies, implement appropriate countermeasures, coordinate with relevant agencies, and monitor progress necessary to facilitate the reduction of severe and fatal crashes. (Mobility Policy 6.1.1)

Policy 5.1.2: Continue to identify high crash locations (intersections and segments) on the collector and arterial roadway network and update the High Injury Network, regardless of road agency ownership. (Mobility Policy 6.2.2)

Policy 5.1.3: Routinely evaluate the prior calendar year’s severe and fatal crashes, document successful implementation of transportation safety improvement projects and programs, and identify safety improvements based on updated data. (Mobility Policy 6.1.8)

Policy 5.1.4: Establish pre- and post-evaluation measures with qualitative and quantitative techniques, such as severe and fatal crash reduction and roadway user behavior changes to refine the safe systems approach for the High Injury Network. (New Policy)

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Objective 5.2: Implement safe street designs which guide appropriate road user behavior, prioritize people walking and biking, and protect vulnerable road users through speed management techniques. (New Objective)

Policy 5.2.1: Incorporate proven safety countermeasures into all projects, selecting appropriate countermeasures based on context, crash data, and mobility needs. (Mobility Policy 2.1.3)

Policy 5.2.2: Rapidly address known crash hotspots with lower-cost improvements (e.g., signage, restriping) that add to the safety, comfort, and access of pedestrians and bicyclists. (New, combined with portions of Mobility Policy 2.1.3)

Policy 5.2.3: Use traffic management techniques that prioritize movement and safety of vulnerable roadway users and incorporate them into resurfacing and other transportation capital projects, as appropriate to the functional classification and land use context. (Mobility Policy 2.1.5 and 4.1.1)

Policy 5.2.4: Prohibit transportation projects that increase posted speeds or that negatively impact pedestrian and bicyclist safety. (New Policy)

Policy 5.2.5: Coordinate with partner agencies to evaluate and ensure that all transportation investments and projects will include treatments that preserve, enhance, and prioritize the safety and efficiency of bicycle and pedestrian travel above operational efficiency and delay considerations. (Mobility Policy 6.1.3)

Policy 5.2.6: Update the City's Code of Ordinances, LDC, and transportation technical standards to support the design and implementation of safe streets and safe speeds, with a focus on pedestrian and bicyclist safety. (Mobility Policy 6.1.4)

Policy 5.2.7: Support safety programs, such Safe Routes to Schools, Safe Routes to Places, and other walk and bike education and encouragement programs to increase safety and access to everyday destinations. (New Policy)

Policy 5.2.8: Establish and maintain context-sensitive posted speeds and implement road designs to achieve target speed based on context classification for City roadways, prioritizing the High Injury Network and key corridors identified in the City's mobility plan. (Mobility Policy 6.3.10)

Policy 5.2.9: Continue to work with the Tampa Police Department and FDOT to inform and implement speed reduction efforts and monitor police traffic reports to identify speeding and high crash areas. (FLU Policy 11.3.4)

Policy 5.2.10: Support the use of automated enforcement technologies such as red-light and speeding cameras, near-miss detection, speed feedback signs, and vehicle-to-infrastructure technology. (New Policy)

Policy 5.2.11: Provide bicycle and pedestrian safety improvement programs based on the priority system and recommendations established in the Citywide mobility plan. (Mobility Policy 6.1.6)

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Policy 5.2.12: As adopted in the TTM, the National Association of City Transportation Officials (NACTO) Urban Street Design Guide, Urban Bikeway Design Guide, Transit Street Design Guide, and Urban Street Stormwater Guide are the prevailing design reference standards. (New Policy)

Policy 5.2.13: Coordinate with FDOT and Hillsborough County to develop and implement access management plans to increase safety and enable connectivity for all users. (Mobility Policy 6.3.4)

Policy 5.2.14: Coordinate with the FDOT and THEA to ensure that limited access highway ramps incorporate appropriate safety treatments for pedestrians and bicyclists. (Mobility Policy 6.3.6)

Objective 5.3: Ensure the success of Vision Zero through collaboration, funding, and program support and evaluation. (New Objective)

Policy 5.3.1: Convene recurring meetings of Vision Zero leadership, including any relevant task forces or implementation teams. (New Policy)

Policy 5.3.2: Provide dedicated sources of funding for Vision Zero programs and projects. (New Policy)

Policy 5.3.3: Coordinate with local and regional agencies on technical standards, safe street design, and speed management strategies to prioritize safety over traffic delay. (Mobility Policy 6.1.5)

Policy 5.3.4: Collaborate with partner agencies to jointly pursue federal funding for safety investments on the High Injury Network and on community education campaigns for Vision Zero. (New Policy)