



## **Future of Hillsborough**

# **Comprehensive Plan for Unincorporated Hillsborough County Florida**

## **TRANSPORTATION ELEMENT**

**As Amended by the Hillsborough County Board of  
County Commissioners June 5, 2008 (Ordinance 08-  
13)**

**Department of Community Affairs Notice of Intent  
to Find Comprehensive Plan Amendments in  
Compliance published August 4, 2008 {DCA PA No.  
08-1ER-NOI-2901- (A)-(1)}**

**August 26, 2008 Effective Date**

## LIST OF COMPREHENSIVE PLAN AMENDMENTS

Comprehensive Plan Amendment No. and Element Amendment Description	BOCC Ordinance No., Adoption Date, DCA Notice of Intent Publication Date (if applicable), & Effective Date
<b>CPA 09-06 – Transportation Element and Coastal Management Element Text Change</b> – Officially incorporates the Tampa Port Authority Master Plan adopted by the Tampa Port Authority on July 17, 2008.	<b>BOCC Ordinance No. 09-54</b>
<b>CPA 09-06 – Transportation Element Map Change</b> – Updates the Transportation Corridor Preservation Map	

## **IV. GOALS, OBJECTIVES AND POLICIES**

### **INTRODUCTION**

The growth management laws recommend the development of a more comprehensive Transportation Element. In addition to the highway and transit components, they require the inclusion of Pedestrian, Bicycle, and Intermodal components. This Transportation Element has been developed in accordance with these laws.

Surveys have shown that traffic congestion is a major problem in Hillsborough County today. Parking is also viewed by the citizens as an important problem. In addition, public safety is always the province of government, and therefore, an issue in transportation. Finally, so far as practical, aesthetically pleasing treatments of roads and other transportation system components should be made to support the general welfare of the populace.

The Transportation Element of this Comprehensive Plan is based upon estimated demand of the projected population and employment to the horizon year, 2025. The goals, objectives, and policies are intended to allow unincorporated Hillsborough County to pursue a balanced transportation system. Analyses of existing and projected travel patterns of unincorporated Hillsborough County indicate constant travel interactions of residents among the jurisdictions within the county, and the continuing need to decrease single occupant automobile share of travel demand. In keeping with the State and regional plans, this Comprehensive Plan recognizes the inter-relatedness of different modes of transportation including highway, transit, and other modes.

As specified by Chapter 9J-5, FAC, Goals, Objectives and Policies are defined as follows:

A “Goal” means the long-term end toward which programs or activities are ultimately directed;

An “Objective” means a specific, measurable, intermediate end that is achievable and makes progress toward a goal;

A “Policy” means the way in which programs and activities are conducted to achieve an identified goal.

To ensure that the character and location of transportation facilities can support economic development and the protection of natural resources while minimizing the threat to health, safety and welfare posed by

hazards, congestion and environmental degradation; the Goals, Objectives, and Policies for the Transportation Element were developed taking into account the following considerations:

- Growth Management - To develop and deliver transportation system and services in a socially and fiscally responsible manner to support development and redevelopment in the County.
- Economic Development - To attain the highest level of economic well-being possible for all citizens through the achievement of a stable and diversified economy.
- Neighborhood Preservation - To achieve a well balanced transportation system which protects and enhances the fabric and character of residential neighborhoods.
- Environmental Conservation - To ensure the proper conservation of the natural environment.
- Citizen Participation - To promote and encourage meaningful public participation in all aspects of the transportation planning process.

**GOAL 1: Provide a safe, efficient, environmentally sensitive, and integrated multi-modal transportation system for the movement of people and goods in Hillsborough County.**

**a) Capacity and Efficiency**

**OBJECTIVE 1.1:** Ensure that transportation infrastructure has sufficient capacity to serve development at the adopted level of service standard concurrent with development.

**Policy 1.1.1:**

Using professionally accepted techniques, and through the Land Development Code and the County's development review process, continue to evaluate development impacts on the transportation system such that the transportation system capacity can support land development at or above the adopted minimum level of service standards.

The County shall maintain the minimum peak hour/peak direction level of service standard as set forth in Table 1 below, except for those roads specifically listed in the adopted Capital Improvements Element, on all regulated County roads listed in Table 2.

**TABLE 1 LEVEL OF SERVICE STANDARDS FOR COUNTY ROADS**

	<b>Urban Service Area*</b>	<b>Outside of Urban Service Area</b>	<b>Constrained and Deficient Roads <sup>(1)</sup></b>	<b>High Transit LOS Corridor <sup>(2)</sup></b>	<b>High Transit LOS Corridor on Constrained Roads <sup>(1)</sup></b>
Arterials	D	D	E	E	120% of LOS "E"
Collectors	D	C		E	120% of LOS "E"

\* Including roadways that serve as the boundary.

- (1) See Table 5 & 6 for listing of Constrained Roads in Unincorporated Hillsborough County. (See [Map 17](#) for Deficient Roads)
- (2) See the Hillsborough County Roadway Level of Service Report for a listing of High Transit LOS ("High TLOS") Corridors. The standard applies to roadways generally parallel to and within one-quarter mile of a High TLOS roadway.

**Policy 1.1.2:**

No development orders will be issued that will reduce any County road listed in Table 2 below the peak hour/peak direction level of service standard indicated in Table 1 and in the Capital Improvements Element, except where the development is vested under law or provides adequate mitigation pursuant to State and County regulations, including but not limited to, proportionate fair share mitigation, or off-site transportation improvements as may be considered appropriate by the County. (Administrative & Stakeholder Input)

**TABLE 2 LISTING OF REGULATED COUNTY ROADWAYS**

<b>ON STREET</b>	<b>FROM</b>	<b>TO</b>
6TH ST SE	SR 674	21ST AVE SE
11TH AVE NW	14TH ST NW	US 41
12TH ST NE/ INTERCHANGE ST	US 41	SHELL POINT RD
14TH AVE SE	24TH ST SE	US 41
14TH ST NW	SHELL POINT RD	19TH AVE NW
15TH ST	FOWLER AVE	FLETCHER AVE
19TH AVE NE	US HWY 41	US HWY 301
19TH AVE NW	EG SYMMONS PARK	US HWY 41
21 <sup>ST</sup> ST (SE)	SR 674	SHELL POINT RD
21 <sup>ST</sup> ST (SE) *	SHELL POINT RD	BIG BEND RD

**TABLE 2 LISTING OF REGULATED COUNTY ROADWAYS**

<b>ON STREET</b>	<b>FROM</b>	<b>TO</b>
21ST AVE SE	24TH ST SE	6TH ST SE
22ND ST	FLETCHER AVE	BEARSS AVE
24TH ST SE	SR 674	21ST AVE SE
30TH ST	FOWLER AVE	BEARSS AVE
30 <sup>TH</sup> ST	SR 674	19 <sup>TH</sup> AVE NE
43RD ST	HANNA AVE	SLIGH AVE
46TH ST	FLETCHER AVE	SKIPPER RD
50TH ST	FOWLER AVE	FLETCHER AVE
56TH ST	FOWLER AVE	FLETCHER AVE
78 TH ST	RIVERVIEW DR	ADAMO DR
131ST AVE	NEBRASKA AVE	30TH ST
ANDERSON RD	CITY LIMITS	GUNN HWY
APOLLO BEACH BLVD	SURFSIDE BLVD	US HWY 41
ARMENIA AVE	HILLSBOROUGH AVE	FLETCHER AVE
BALM BOYETTE RD	CR 672	BOYETTE RD
BALM RD (CR 672)	US HWY 301	BALM RIVERVIEW
BALM RD (CR 672)	BALM RIVERVIEW	CR 39
BALM RIVERVIEW RD	BALM RD (CR 672)	US HWY 301
BALM WIMAUMA RD	SR 674	CR 672
BARRY RD	HANLEY RD	BENJAMIN RD
BEARSS AVE	DALE MABRY HWY	BRUCE B DOWNS BLVD
BELL SHOALS RD	BOYETTE RD	LITHIA PINECREST
BENJAMIN RD	HILLSBOROUGH AVE	WATERS AVE
BIG BEND RD	US HWY 41	BALM RIVERVIEW
BLOOMINGDALE AVE	US HWY 301	LITTLE RD
BLOOMINGDALE AVE *	LITTLE RD	TURKEY CREEK RD
BOY SCOUT RD	RACE TRACK RD	TARPON SPRINGS
BOYETTE RD	US HWY 301	BELL SHOALS RD
BOYETTE RD	FISH HAWK RD/BELL SHOALS RD	BALM-BOYETTE RD
BROADWAY AVE/CR 574	CITY LIMITS	M L KING BLVD
BROOKER RD	BRYAN RD	VALRICO RD
BRUCE B DOWNS BLVD	BEARSS AVE	PASCO COUNTY
BRYAN RD	BLOOMINGDALE	SR 60
CARLTON LAKE RD	SR 674	CR 672
CASEY RD	GUNN HWY	S VILLAGE DR
CASEY RD/DAWNVIEW	EHRlich RD	NORTHDALE BLVD
CAUSEWAY BLVD	US 301	PROVIDENCE RD
CHARLIE GRIFFIN RD	MUD LAKE RD	SR 39
CITRUS PARK DR *	LINEBAUGH AVE	SHELDON RD
CITRUS PARK DR	SHELDON RD	GUNN HWY
CLAY PIT RD	WILLIAMS RD	CR 579
COCKROACH BAY RD	DEAD END	US HWY 41
COUNTRYWAY BLVD	HILLSBOROUGH AVE	RACE TRACK RD
COUNTY LINE RD (PASCO)	DALE MABRY HWY	PASCO COUNTY
COUNTY LINE RD (PASCO)	LIVINGSTON RD	BRUCE B DOWNS BLVD

**TABLE 2 LISTING OF REGULATED COUNTY ROADWAYS**

<b>ON STREET</b>	<b>FROM</b>	<b>TO</b>
COUNTY LINE RD (POLK)	SR 60	I-4 FRONTAGE RD
CR 39	MANATEE COUNTY	SR 60
CR 579	M L KING BLVD	US HWY 301
CR 579	MANATEE COUNTY	SR 674
CRAWLEY RD	BOY SCOUT RD	TARPON SPRINGS
CRENSHAW LAKE RD	SIMMONS RD	US HWY 41
CROOKED LANE RD	CRYSTAL LAKE RD	LUTZ LAKE FERN RD
CRYSTAL LAKE RD	SIMMONS RD	US HWY 41
CYPRESS VILLAGE DR	SR 674	19TH AVE NE
DANA SHORES DR	MEMORIAL HWY	GEORGE RD
DEBUEL RD	US HWY 41	HANNA RD
DOVER RD	DURANT RD	M L KING BLVD
DURANT RD	LUMSDEN RD	TURKEY CREEK RD
EAST BAY RD	GIBSONTON DR	SYMMES RD
EHRlich RD	GUNN HWY	DALE MABRY HWY
FALKENBURG RD	78 <sup>TH</sup> ST	HILLSBOROUGH AVE/US 92
FISH HAWK RD	BELL SHOALS RD	LITHIA PINECREST
FLETCHER AVE	S VILLAGE DR	FLORIDA AVE
FLETCHER AVE	NEBRASKA AVE	I-75
FORBES RD	SYDNEY RD	THONOTOSASSA RD
FORT KING RD	MAIN ST	KNIGHTS GRIFFIN
FRONT ST	SEFFNER VALRICO RD	VALRICO RD
GERACI RD	DALE MABRY HWY	SIMMONS RD
GIBSONTON DR	US HWY 41	US HWY 301
GORNTO LAKE RD	BLOOMINGDALE AVE	CAUSEWAY BLVD
GORNTO LAKE RD *	CAUSEWAY BLVD	SR 60
GRAND REGENCY BLVD	SR 60	WOODBERRY RD
GULF CITY RD	COCKROACH BAY R	US HWY 41
GUNN HWY	PASCO COUNTY LINE	DALE MABRY HWY
HABANA AVE	CITY LIMITS	WATERS AVE
HANLEY RD	HILLSBOROUGH AVE	WILSKY BLVD
HANNA AVE	40 <sup>TH</sup> ST	HARNEY RD
HANNA RD	VANDERVORT RD	SUNSET LANE
HARNEY RD	56 <sup>TH</sup> ST	US HWY 301
HENDERSON RD	WATERS AVE	GUNN HWY
HIGHVIEW RD	SR 574	WINDHORST
HIMES AVE	CITY LIMITS	BUSCH BLVD
HOOVER BLVD	HILLSBOROUGH AVE	ANDERSON RD
HUTCHINSON RD	N MOBLEY	EHRlich RD
IDLEWILD BLVD	DALE MABRY HWY	CRENSHAW LAKE RD
JACKSON SPRINGS RD	HANLEY RD	SHELDON
JAP TUCKER RD	TRAPNELL RD	JIM JOHNSON RD
JOE EBERT RD	WILLIAMS RD	CR 579
JOHN MOORE RD	BLOOMINGDALE AVE	LUMSDEN RD

**TABLE 2 LISTING OF REGULATED COUNTY ROADWAYS**

<b>ON STREET</b>	<b>FROM</b>	<b>TO</b>
KELLY RD	MEMORIAL HWY	HILLSBOROUGH AVE
KEYSVILLE RD	TURKEY CREEK RD	LITHIA PINECREST RD
KINGS AVE	BLOOMINGDALE AVE	VICTORIA ST
KINGSWAY RD	SR 60	US HWY 92
KINGSWAY RD	US HWY 92	THONOTOSASSA RD
KNIGHTS GRIFFIN RD	US HWY 301	POLK COUNTY LINE RD
LAKE MAGDALENE BLVD	FLETCHER AVE	FLORIDA AVE
LAKESHORE RD	WILCOX RD	VAN DYKE RD
LAKEWOOD DR	PROVIDENCE RD	M L KING BLVD
LAKEWOOD DR	SR 574 (MLK)	CLAY PIT
LAMBRIGHT/SLIGH	DALE MABRY HWY	ARMENIA AVE
LIGHTFOOT/VALROY RD	US HWY 41	US HWY 301
LIMONA RD	LAKEWOOD DR	VICTORIA ST
LINEBAUGH AVE	RACE TRACK RD	DALE MABRY HWY
LITHIA PINECREST RD	SR 60	POLK COUNTY LINE
LITTLE RD	BLOOMINGDALE AVE	DURANT RD
LIVINGSTON AVE	BEARSS RD	PASCO COUNTY LINE
LUMSDEN RD	PROVIDENCE RD	VALRICO RD
LUTZ LAKE FERN RD	GUNN HWY	US HWY 41
LYNN TURNER	GUNN HWY	EHRlich RD
MADISON AVE	US HWY 41	78 <sup>TH</sup> ST
MAIN ST	US HWY 301	FORT KING RD
MANHATTAN AVE	HENRY AVE	HUMPHREY
MAYDELL DR	CAUSEWAY BLVD	CITY LIMITS
MCINTOSH RD	M L KING BLVD	US HWY 301
MCMULLEN RD	BALM RIVERVIEW RD	BOYETTE RD
MEDULLA RD	CORONET RD	POLK COUNTY LINE
MEMORIAL HWY	HILLSBOROUGH AVE	VETERANS EXPWY
MILLER RD	SR 60	LITHIA PINECREST
MONTAGUE ST	HILLSBOROUGH AVE	WATERS AVE
MOORES LAKE RD	M L KING BLVD	US HWY 92
MORRIS BRIDGE RD	TEMPLE TERRACE	PASCO COUNTY LINE
MT CARMEL RD	FRONT ST	SR 60
MT CARMEL RD	SR 60	LUMSDEN RD
MUD LAKE RD	SR 60	ALEXANDER ST
MULRENNAN RD	SR 60	BLOOMINGDALE AVE
N BOULEVARD	COUNTRY CLUB DR	BEARSS AVE
N BOULEVARD	BEARSS AVE	LAKE MAGDALENE
N MOBLEY	CRAWLEY RD	HUTCHINSON RD
N VILLAGE DR	DALE MABRY HWY	S VILLAGE DR
NICHOLS RD	KEYSVILLE RD	POLK COUNTY LINE
NIXON RD	LINEBAUGH AVE	GUNN HWY
NORTHDALe BLVD	NEWKIRK DR	DALE MABRY HWY
NORTH/SOUTH RD *	CITRUS PARK DR	S MOBLEY RD
OAKFIELD DR	LAKEWOOD DR	PARSONS AVE
OLD MULBERRY	TRAPNELL RD	COUNTY LINE RD

**TABLE 2 LISTING OF REGULATED COUNTY ROADWAYS**

<b>ON STREET</b>	<b>FROM</b>	<b>TO</b>
ORIENT RD	BROADWAY AVE	SLIGH AVE
PALM RIVER RD	US HWY 41	FALKENBURG RD
PARSONS AVE	LUMSDEN RD	US HWY 92
PATTERSON RD	RACE TRACK RD	TARPON SPRINGS
PAULS DR	LUMSDEN RD	SR 60
PROGRESS BLVD	78 <sup>TH</sup> ST	US HWY 301
PROVIDENCE RD	BRANDON PKWY	SR 60
PROVIDENCE RD	LUMSDEN RD	RIVERVIEW DR
PROVIDENCE LAKE BLVD *	GORNTO LAKE RD	KINGS AVE
RACE TRACK RD	HILLSBOROUGH AVE	GUNN HWY
RHODINE RD	US HWY 301	BOYETTE RD
RICE RD *	CORONET RD	WIGGINS RD
RIVERVIEW DR	US HWY 41	PROVIDENCE RD
S MOBLEY	RACE TRACK RD	GUNN HWY
S VILLAGE DR	DALE MABRY HWY	EHRlich RD
SAM ALLEN RD	FORBES RD	WILDER RD
SEFFNER VALRICO RD	WHEELER RD	FRONT ST
SHELDON RD	HILLSBOROUGH AVE	GUNN HWY
SHELL POINT RD (E)/21 <sup>ST</sup> ST	SR 674	US HWY 41
SHELL POINT RD (W)	US HWY 41	SEA GRAPE DR
SIMMONS RD	CRENSHAW LAKE RD	CRYSTAL LAKE RD
SKIPPER RD	NEBRASKA AVE	BEARSS AVE/16 <sup>TH</sup> ST
SKIPPER RD	BRUCE B DOWNS B	46 <sup>TH</sup> ST
SLIGH AVE/43 <sup>RD</sup> ST	HANNA AVE	US HWY 301
SLIGH AVE	US HWY 301	WILLIAMS RD
SLIGH/ PINECREST MANOR	BENJAMIN RD	DALE MABRY HWY
SMITH-RYALS RD	SR 60	TRAPNELL RD
STACY RD	FT KING RD	US HWY 301
ST CLOUD / CROSBY	VALRICO	SR 60
ST CLOUD	SR 60	DURANT
SUMMERFIELD BLVD *	CR 672	SYMMES RD
SUNLAKE BLVD	PASCO COUNTY	DALE MABRY
SUNSET LANE	US HWY 41	LIVINGSTON AVE
SYDNEY RD	VALRICO RD	TURKEY CREEK RD
SYMMES RD	US HWY 41	US HWY 301
SYMMES RD *	US HWY 301	BALM RIVERVIEW RD
TARPON SPRINGS RD	PINELLAS COUNTY	GUNN HWY
TAYLOR RD	THONOTOSASSA RD	MAIN ST
TEMPLE TERRACE HWY	56 <sup>TH</sup> ST	HARNEY RD
THONOTOSASSA RD	BRANCH-FORBES R	I-4
THONOTOSASSA RD	TAYLOR RD	BRANCH-FORBES R
TOBACCO RD	HUTCHINSON RD	VAN DYKE RD
TRAPNELL RD	FORBES RD	OLD MULBERRY RD
TURKEY CREEK RD	KEYSVILLE RD	US 92
VALRICO RD	LITHIA PINECREST RD	M L KING BLVD

<b>TABLE 2 LISTING OF REGULATED COUNTY ROADWAYS</b>		
<b>ON STREET</b>	<b>FROM</b>	<b>TO</b>
VAN DYKE RD	GUNN HWY	SIMMONS RD
VANDERVORT RD	HANNA RD	LIVINGSTON AVE
VICTORIA ST/LIMONA RD	LAKWOOD DR	PARSONS AVE
W VILLAGE DR	S VILLAGE DR	EHRlich RD
WATERS AVE	COUNTRY WAY	CITY LIMITS
WEBB RD	MEMORIAL HWY	JACKSON SPRINGS
WHEELER RD	LAKWOOD DR	PARSONS RD
WHEELER RD	PARSONS RD	VALRICO RD
WHITAKER RD	US HWY 41	HANNA RD
WILCOX RD/NEWKIRK DR	HUTCHINSON RD	NORTHDALe BLVD
WILDER RD	I-4 FRONTAGE RD (N)	KNIGHTS-GRIFFIN
WILDER RD	US 92	I-4 FRONTAGE RD (S)
WILLIAMS RD	BROADWAY AVE	FOWLER AVE
WILSKY BLVD	HANLEY RD	VETERAN'S EXPWY
WINDHORST RD	LAKWOOD RD	KINGSWAY RD
WINDHORST RD	KINGSWAY RD	SEFFNER-VALRICO
WOODBERRY RD	FALKENBURG RD	LAKWOOD DR

\* - Future road that will become a regulated road upon completion of construction.

*(Additional regulated roadways added at request of County staff)*

**Policy 1.1.3:**

The adopted peak hour/peak direction minimum level of service for all regulated State roads listed in Table 4 shall be as shown in Table 3 of this Element and as indicated in the adopted Capital Improvements Element. The Level of Service Standards on Strategic Intermodal System (SIS) facilities and facilities funded through the Transportation Regional Incentive Program (TRIP) shall be established by the Florida Department of Transportation.

<b>Table 3 LEVEL OF SERVICE STANDARDS FOR STATE ROADS</b>						
	SIS and FIHS Facilities		TRIP Funded Facilities		Other State Roads <sup>3</sup>	
	Limited Access Highway <sup>4</sup> (Freeway)	Controlled Access Highway <sup>4</sup>	Other Multilane <sup>4</sup>	Two Lane <sup>4</sup>	Other Multilane <sup>4</sup>	Two Lane <sup>4</sup>
Rural Areas	B	B <sup>1</sup>	B	C	B	B
Transitioning Urbanized Areas, Urban Areas, or Communities	C	C	C	C	C	C
Urbanized Areas Under 500,000	C(D)	C	D	D	D	D
Urbanized Areas Over 500,000	D(E)	D	D	D	D	D
Roadways Parallel to Exclusive Transit Facilities	E	E	E	E	E	E
Inside TCMAAs	D(E) <sup>2</sup>	E <sup>2</sup>	-- <sup>2</sup>	-- <sup>2</sup>	-- <sup>2</sup>	-- <sup>2</sup>
Inside TCEAs and MMTDs	-- <sup>2</sup>	-- <sup>2</sup>	-- <sup>2</sup>	-- <sup>2</sup>	-- <sup>2</sup>	-- <sup>2</sup>
High Transit LOS Corridor	-- <sup>2</sup>	-- <sup>2</sup>	-- <sup>2</sup>	-- <sup>2</sup>	E	E
High Transit LOS & Constrained and Deficient Corridors	-- <sup>2</sup>	-- <sup>2</sup>	-- <sup>2</sup>	-- <sup>2</sup>	120% of LOS "E"	120% of LOS "E"

*The Level of Service standards inside of parentheses apply to general use lanes only when exclusive through lanes exist.*

*1. For rural two-lane facilities, the standard is C.*

2. Means FDOT must be consulted as provided by Florida Statutes, regarding level of service standards set on SIS or TRIP facilities impacted by TCMA's, MMTDs, or TCEAs.
3. Means the level of service standards for non TRIP facilities may be set by local governments.
4. It is recognized that certain roadways (i.e. constrained roadways) will not be expanded by the addition of through lanes for physical, environmental, or policy reasons. In such instances, a variance to the level of service may be sought pursuant to Florida Statutes Section 120.542.

*Notes:*

*Area designations based on 2000 Adjusted Census Area boundaries. Rural areas means areas not included in a transportation concurrency management area, an urbanized area, a transitioning urbanized area, an urban area or a community. Transitioning urbanized areas means the areas outside urbanized areas, but within the MPO Metropolitan Planning Area Boundaries that are expected to be included within the urbanized areas within the next 20 years. Urban areas means places with a population of at least 5,000 which are not included in urbanized areas based on the most recent U.S. Census. The applicable boundary encompasses the urban area as well as the surrounding geographical area as determined by FHWA, FDOT, and local government. Communities means incorporated places outside urban and urbanized areas, or unincorporated developed areas having a population of 500 or more. Urbanized areas means the urbanized areas designated by the U.S. Bureau of Census as well as the surrounding geographical areas as determined by FHWA, FDOT, and the MPO.*

*If a roadway falls on a boundary between two or more areas, the roadway's area designation will be determined by the "2000 Urban Area Boundaries and Federal Functional Classification Map Series." (Map 2)*

*The minimum LOS standard for SIS connectors shall be LOS "D."*

*The minimum LOS standards represent the lowest acceptable operating conditions in the peak hour.*

*Roadways parallel to exclusive transit facilities means roads that generally run parallel to and within one-half mile of exclusive transit facilities, which are physically separated rail or roadway lanes reserved for multi-passenger use by rail cars or buses serving large volumes of home/work trips during peak travel hours. Exclusive transit facilities do not include downtown people-movers or high occupancy vehicle lanes unless physically separated from other travel lanes.*

*See Table 5 for listing of Constrained Roads in Unincorporated Hillsborough County that are Deficient.*

*High Transit LOS ("High TLOS") Corridors consist of roadways with an average "D" or better grade bus service, and any other roadways generally parallel to and within one-quarter mile of the High Transit LOS roadway. The Planning Commission maintains the up-to-date list of High TLOS routes, for the use of and publication within the Hillsborough County Roadway Level of Service Report, which is updated at least annually by the county. The TLOS "A"- "F" letter grade is determined by grading the frequency of the bus service and the span of bus service hours provided in the corridor, as described in Chapter 2 of the Transportation Element.*

**Policy 1.1.4:**

No development orders will be issued that cause the Level of Service standard shown in Table 3 to be exceeded on a regulated state road shown in Table 4, except where the development is vested under law.

<b>Table 4 LISTING OF REGULATED STATE ROADWAYS</b>		
<b>ON STREET</b>	<b>FROM</b>	<b>TO</b>
50 <sup>TH</sup> /56 <sup>TH</sup> ST	M L KING BLVD	FOWLER AVE
BEARSS AVE	FLORIDA AVE	NEBRASKA AVE
BUSCH BLVD	DALE MABRY HWY	ARMENIA AVE
CAUSEWAY BLVD	US 41	US HWY 301
DALE MABRY HWY	HILLSBOROUGH AVE	PASCO COUNTY
FLETCHER AVE	FLORIDA AVE	NEBRASKA AVE
FLORIDA AVE	FOWLER AVE	FLORIDA/NEBRASKA APEX
FOWLER AVE	FLORIDA AVE	US 301
HILLSBOROUGH AVE	RACE TRACK ROAD /PINELLAS COUNTY	ANDERSON RD
HILLSBOROUGH AVE	50TH ST	US HWY 301
I-275	FOWLER AVE	PASCO COUNTY
I-4	50TH ST	POLK COUNTY
I-75	MANATEE COUNTY	PASCO COUNTY
LEE ROY SELMON EXPWY	US 41/50TH ST	I-75
M L KING BLVD	40TH ST	TURKEY CREEK RD
MEMORIAL HWY	VETERAN'S EXPWY	I-275
NEBRASKA AVE	FOWLER AVE	FLORIDA/NEBRASKA APEX
SR 39	SR 60	ALEXANDER ST
SR 39	SAM ALLEN RD	PASCO COUNTY
SR 60	US 41	POLK COUNTY
SR 674	US HWY 41	POLK COUNTY
SUNCOAST PKWY	VETERAN'S EXPWY	PASCO COUNTY
US HWY 301	MANATEE COUNTY	PASCO COUNTY
US HWY 41	MANATEE COUNTY	SR 60
US HWY 41/NEBRASKA AVE	FLORIDA/NEBRASKA APEX	PASCO COUNTY
US HWY 92	US HWY 301	THONOTOSASSA RD
US HWY 92	PARK RD	POLK COUNTY
VETERANS EXPWY	COURTNEY CAMPBELL CSWY	DALE MABRY HWY
VETERAN'S FRONT NB	COURTNEY CAMPBELL CSWY	HILLSBOROUGH AVE
VETERAN'S FRONT SB	HILLSBOROUGH AVE	MEMORIAL HWY

*(Updated per amended Rule Chapter 14-94 2/24/06 eliminating backlogged facilities )*

**Policy 1.1.5: (Reserved)**

**Policy 1.1.6:**

The County shall provide funding, as provided for in the County's Transportation Impact Fee ordinances, to assist the Florida Department of Transportation with road projects within the County.

**Policy 1.1.7:**

The County shall give priority to funding parallel facilities which will relieve traffic on "constrained" facilities, provided that such action will not hinder the achievement of other goals, objectives, and policies of this Plan. Where this action impacts State roads, such action will be coordinated with the Florida Department of Transportation.

**Policy 1.1.8:**

Certain State and County roadways that cannot be widened further due to neighborhood or business impacts, adopted community plans, policy, environmental, or right-of-way constraints, have been identified and have been designated as constrained. The identified roadways are shown in the following tables.

<b>Table 5 EXISTING CONSTRAINED AND DEFICIENT ROADS</b>			
<b>ON STREET</b>	<b>FROM</b>	<b>TO</b>	<b>REASON</b>
56TH ST	SLIGH AVE	HILLSBOROUGH RIVER	R N
BEARSS AVE	DALE MABRY HWY	FLORIDA AVE	P R
BELL SHOALS RD	BLOOMINGDALE AVE	LITHIA PINECREST	P E
BUSCH BLVD	DALE MABRY HWY	ARMENIA AVE	P
DALE MABRY HWY	HILLSBOROUGH AVE	VAN DYKE RD	P R N
FLETCHER AVE	DALE MABRY HWY	30 <sup>TH</sup> ST	R N
GUNN HWY	S MOBLEY RD	PASCO COUNTY	E KOCP
HUTCHINSON RD	N MOBLEY RD	WILCOX RD	KOCP
HILLSBOROUGH AVE	SHELDON RD	HOOVER BLVD	R
LINEBAUGH AVE	COUNTRYWAY BLVD	SHELDON RD	N
LIVINGSTON AVE	VANDERVORT RD	PASCO COUNTY	LCP
LYNN TURNER RD	GUNN HWY	EHRlich RD	N
RACETRACK RD	S MOBLEY RD	GUNN HWY	KOCP
US HWY 301	CAUSEWAY BLVD	SELMON EXPWY	P
US HWY 41	MADISON AVE	PALM RIVER	R
WATERS AVE	DALE MABRY HWY	ARMENIA AVE	R N

**Table 6 EXISTING CONSTRAINED BUT NOT DEFICIENT ROADS**

<b>ON STREET</b>	<b>FROM</b>	<b>TO</b>	<b>REASON</b>
ANGEL LN	LUTZ LAKE FERN RD	PASCO COUNTY	P
BOYSCOUT RD	RACE TRACK RD	TARPON SPRINGS RD	KOCP
CASEY RD	GUNN HWY	S VILLAGE DR	N
CRAWLEY RD	BOYSCOUT RD	TARPON SPRINGS RD	KOCP
CRENSHAW LAKE RD	SIMMONS RD	US HWY 41	LCP
CROOKED LANE	CRYSTAL LAKE RD	LUTZ LAKE FERN RD	LCP
CRYSTAL LAKE RD	SIMMONS RD	US HWY 41	LCP
DEBUEL RD	US HWY 41	HANNA RD	LCP
FLORIDA AVE	FOWLER AVE	NEBRASKA/FLORIDA	R
HANNA RD	VANDERVORT RD	SUNSET LANE	LCP
KINGSWAY RD	SR 60	M L KING BLVD	N
LAMBRIGHT/SLIGH	DALE MABRY HWY	TAMPANIA AVE	RN
LUTZ LAKE FERN RD	GUNN HWY	SUNCOAST PARKWAY	KOCP
LUTZ LAKE FERN RD	DALE MABRY HWY	US HWY 41	KOCP
MCINTOSH RD	SAM ALLEN RD	US HWY 301	P
N BOULEVARD	BEARSS AVE	BUSCH BLVD	P
N MOBLEY RD	CRAWLEY RD	HUTCHINSON RD	KOCP
PATTERSON RD	RACE TRACK RD	TARPON SPRINGS RD	KOCP
SHELL POINT RD	DEAD END	21 <sup>ST</sup> SE	N
SIMMONS RD	VAN DYKE RD	CRENSHAW LAKE	LCP
SIMMONS RD	CRYSTAL LAKE RD	VAN DYKE RD	LCP
SR 60	LITHIA PINECREST RD	VALRICO RD	P
SR 674/SUN CITY CENTER	US 301	I-75	N
SUNSET LANE	US HWY 41	LIVINGSTON AVE	LCP
TARPON SPRINGS RD	PINELLAS COUNTY	GUNN HWY	KOCP
TOBACCO RD	HUTCHINSON RD	VAN DYKE RD	KOCP
US HWY 301	CAUSEWAY BLVD	SELMON EXPWY	P
US HWY 41	19 <sup>TH</sup> AVE NE	LITTLE MANATEE RIV	RCP
VAN DYKE RD	DALE MABRY HWY	SIMMONS RD	LCP
VAN DYKE RD	GUNN HWY	SUNCOAST PKWY	KOCP
VANDERVORT RD	HANNA RD	LIVINGSTON AVE	LCP
WHITAKER RD	US HWY 41	HANNA RD	LCP

<b>LEGEND</b>
Reason for constrained designation:
E - Environmental impacts
KOCP – Keystone-Odesa Community Plan
LCP – Lutz Community Plan
N - Neighborhood or Business impacts
P - Policy restrictions
R - Right -of- Way constraints
RCP – Ruskin Community Plan
* Constrained after improvement is made

**Policy 1.1.9:**

Within one year of the effective date of this policy, and thereafter prior to each update of the Long Range Transportation Plan, the County shall reevaluate the listing of Constrained Roadways (Tables 5 & 6) to maintain a fair balance between community preservation and growing traffic congestion. The County shall submit a proposed amendment to the County's Comprehensive Plan to add and/or delete specific roadway segments as may be appropriate.

**Policy 1.1.10:**

The level of service standards contained in this amendment shall become effective and be implemented at the time that implementation regulations are adopted by the County or one (1) year from the date of adoption of this amendment, whichever occurs first.

**Policy 1.1.11:**

There shall be a one (1) year period from the effective date of this amendment during which any person may apply for vesting against the provisions of this amendment, pursuant to the procedure contained in the Land Development Code. In order to be eligible for vesting, one must have owned the property in question prior to the effective date of this amendment or present facts such that it would be inequitable, unjust or fundamentally unfair to deny an application for vested rights where the applicant acquired ownership after the effective date of this amendment.

**Policy 1.1.12:**

The Board of County Commissioners may, at its discretion, allow a multi-use development of regional impact meeting all the requirements of Chapter 163.3180 (12) to satisfy the transportation concurrency requirements of the Comprehensive Plan through the payment of a proportionate share contribution for local and regional traffic impacts as described in Chapter 163.3180 (12).

**Policy 1.1.13: Reserved**

**Policy 1.1.14:**

Within one year of the effective date of this policy, Hillsborough County shall prepare an analysis and report of the vehicle miles of travel on deficient roadways. Deficient roadways shall be those roadways that, based on the latest available traffic counts, exceed the level of service standards adopted in the Capital Improvements and Transportation

Elements of the Hillsborough County Comprehensive Plan. The regulated roadways included in the analysis are the regulated roadways listed in the Capital Improvements and Transportation Elements of the Hillsborough County Comprehensive Plan. The purpose of this analysis and report is to establish a baseline for measuring progress in reducing the vehicle miles of travel on deficient regulated roadways. (EAR Issue Based)

**Policy 1.1.15:**

Within one year of the effective date of this policy, Hillsborough County shall develop a strategy for addressing and reducing the percentage of total travel on deficient roadways. This can be accomplished by building new roads, widening existing roads, connecting gaps in the roadway network, significant intersection improvements, improved transit, or land use considerations. The strategy shall include specific timeframes and measurable goals for reducing the vehicle miles of travel on deficient regulated roadways.

**Policy 1.1.16:**

Within two years of the effective date of this policy, Hillsborough County shall define districts where multi-modal strategies will be used to improve mobility, focusing on areas where infill development or redevelopment is desired and roadways are deficient, constrained or not likely to be widened due to social or environmental factors. The county will implement multi-modal level of service standards in these districts, and create mechanisms for private sector participation in the provision of transit services, pedestrian, bicycle, and transit facilities, street connectivity, traffic calming, and other multi-modal transportation solutions, consistent with FDOT *Quality Level of Service Handbook and Model Regulations and Plan Amendments for Multimodal Transportation Districts*, and in consultation with FDOT regarding impacts to the Strategic Intermodal System.

**Policy 1.1.17:**

Within one year of the effective date of this policy, and annually thereafter, Hillsborough County shall prepare an analysis and report showing the change in the vehicle miles of travel on deficient regulated roadways.

**b) Maintain Existing Transportation Systems**

**OBJECTIVE 1.2:** Maintain existing transportation infrastructure to ensure safe operating conditions, and to avoid costly reconstruction or replacement.

**Policy 1.2.1:**

Continue the existing monitoring program to review the maintenance needs of transportation infrastructure in order to ensure safe operating conditions, and to avoid costly reconstruction or replacement.

**Policy 1.2.2:**

Budgeting of non-impact fee transportation improvement funds shall be considered in the following priority:

- a. Appropriate level of funding for maintenance, reconstruction, or safety projects on existing facilities. The County should consider coordinating with the MPO to prioritize transportation maintenance and improvements for critical evacuation routes
- b. Funds for capacity expansion or improvement of existing facilities to serve existing development.
- c. Funds for capacity expansion of existing facilities or construction of new facilities to serve new development.

**c) Safety**

**OBJECTIVE 1.3:** To improve transportation system safety by reducing the countywide accident rate by 5% by 2010.

**Policy 1.3.1:**

Continue to monitor yearly crashes for high crash locations on State and County roads.

**Policy 1.3.2:**

Continue to program improvements for high motor vehicle, bicycle and pedestrian crash locations where better physical design or improved traffic controls can be expected to cause a significant reduction in the number of crashes.

**Policy 1.3.3:**

Ensure transportation system design and construction is consistent with adopted County or State design standards.

**Policy 1.3.4:**

Maintain clear signage, consistent with the Manual of Uniform Traffic Control Devices, on all roads on the County highway network and clearly post and maintain signage of designated primary evacuation routes.

**d) Concurrency Management System**

**OBJECTIVE 1.4:** The County shall continue to maintain and implement a Concurrency Management System which ensures that transportation facilities and services needed to support development, consistent with the standards adopted in the Transportation Element and the Capital Improvement Element, are available concurrent with the impacts of such development.

**Policy 1.4.1:**

For the purpose of issuing Development Orders, the County shall maintain the transportation level of service that is consistent with the standards adopted in the Transportation Element and the Capital Improvement Element.

**Policy 1.4.2:**

Within six months of the effective date of this policy, Hillsborough County shall amend its Transportation Concurrency Management Regulations to be consistent with the latest provisions of Section 163.3180 F.S.

**Policy 1.4.3:**

The County shall utilize the Florida Department of Transportation's Generalized Peak Hour Peak Direction Level of Service Maximum Service Volumes or other approved methodology to determine highway capacity and level of service.

**Policy 1.4.4:**

The County shall provide the public, upon request, information on existing and anticipated capacities and levels of service.

**Policy 1.4.5:**

By December 31<sup>st</sup> of each year, the County shall reevaluate the listing of Regulated Roadways (Table 2 and Table 4) and submit a proposed amendment to the County's Comprehensive Plan to add and/or delete specific roadway segments as may be appropriate.

**Policy 1.4.6:**

The County shall provide no de minimis allowance if such allowance would cause the adopted level of service standard of any designated hurricane evacuation route to be exceeded, except that the County shall allow the development of a single-family home on an existing lot on a designated hurricane evacuation route if denial of the single-family home would constitute a taking.

**Policy 1.4.7: Reserved**

**Policy 1.4.8:**

Within one year of the effective date of this policy, Hillsborough County shall reevaluate the size of a development's "areas of influence" used during concurrency review, in order to improve the consideration of downstream and cumulative impacts.

**Policy 1.4.9**

By the end of 2010, Hillsborough County will reevaluate its impact fee calculation methodology and ordinance to consider allowing credits for development contributions to multimodal transportation system improvements, and update its proportionate fair-share ordinance as needed to reflect any changes in multimodal level of service standards.

**e) Provide Transportation Corridor Protection**

**OBJECTIVE 1.5:** Provide for and promote coordinated multimodal transportation planning, right-of-way protection, and project implementation across jurisdictional boundaries, to preserve the corridors for transportation use, to maintain transportation level of service for concurrency, to improve coordination between land use and transportation facilities, and to minimize the adverse social, economic, and environmental impacts of transportation facilities on the community.

**Policy 1.5.1:**

The Corridor Plan Listing, which is adopted as part of this Comprehensive Plan in Appendix G, and Map 25 which is contained in Appendix J, identifies right-of-way requirements, general alignments and standards for all transportation corridors primarily within the Urban Service Area to support development patterns as defined in the Future Land Use Element, for a 30-year timeframe.

**Policy 1.5.2:**

By September 30<sup>th</sup> of each year following the adoption of this Corridor Plan, the County shall reviewed the Corridor Plan, and updated it as necessary, to address the growth and mobility needs of the County.

**Policy 1.5.3:**

All applications for development approval shall be reviewed for consistency with the adopted Corridor Plan and shall be approved only if they are consistent with the Corridor Plan.

**Policy 1.5.4: (Reserved)**

**Policy 1.5.5: (Reserved)**

**Policy 1.5.6: (Reserved)**

**Policy 1.5.7:**

Where appropriate, work with the Florida Department of Transportation, Hillsborough Area Regional Transit Authority, and the Metropolitan Planning Organization to reserve a future transit "envelope" within existing or acquired rights-of-way in the following designated future transit corridors (see Map 15).

**Policy 1.5.8:**

Coordinate the implementation of the Hillsborough County Transportation Element with the plans and programs of the Florida Department of Transportation, the Hillsborough County Metropolitan Planning Organization, the Tampa Bay Regional Planning Council, the Hillsborough Area Regional Transit Authority and the plans of adjacent jurisdictions.

**Policy 1.5.9:**

Hillsborough County shall, review the impacts of land use and transportation decisions which cross jurisdictional boundaries with the appropriate jurisdictions and agencies.

**Policy 1.5.10:**

The County shall continue to encourage consolidation of site access points serving developments, and coordinate the issuance of permits for driveway curb cuts and median openings on the State Highway System with the FDOT, during the site plan review stage of development, prior

to local government issuing construction permits for development which will impact the State Highway System.

**Policy 1.5.11:**

Within two years of the effective date of this policy, Hillsborough County shall develop and adopt standards for the spacing of arterial, collector, and local roads, to supplement and complement the County Corridor Plan. These standards shall be implemented through the Land Development Code, Roadway Design Technical Manuals or other appropriate implementation regulations.

**Policy 1.5.12: Reserved**

**Policy 1.5.13:**

Hillsborough County shall continue to implement standards for providing cross-access among parcels fronting arterial roads, consistent with access management policies and the need for safe, consolidated access points.

**f) Implement Projects in the Capital Improvements Element (CIE)**

**OBJECTIVE 1.6:** Continue to increase the capacity of the transportation system by proceeding with construction of the projects outlined in the CIE.

**Policy 1.6.1:**

Reduce existing roadway deficiencies by completing the road improvement projects listed in the Capital Improvements Element, and thereafter provide transportation infrastructure consistent with the policies and standards of this element and the CIE.

**Policy 1.6.2:**

New development shall provide land, fees, services, or facilities (per adopted County Land Development Codes) to mitigate the development's impact on the State and County transportation systems.

**Policy 1.6.3:**

When new development chooses to construct public facilities, these facilities may be "oversized", if warranted and feasible, to provide additional capacity for future development which must use the same facility. An appropriate repayment mechanism may be employed by the County to compensate for the additional costs of oversized improvements.

**Policy 1.6.4:**

Ensure that annual re-evaluations of transportation needs conducted by the County in support of CIE revisions are consistent with the adopted future land uses, goals, objectives, and policies of the Comprehensive Plan.

**GOAL 2: Develop a safe, convenient, and efficient transit system for the transit dependent, as well as a convenient alternative for persons who choose not to drive their own vehicle.**

**a) Encourage Increased Ridership of Transit Systems**

**OBJECTIVE 2.1:** Continue to implement measures to increase the overall ridership of transit systems.

**Policy 2.1.1:**

The minimum acceptable transit level of service standard shall be that at least 25% of the Urban Services Area shall be served by transit level of service D or better.

**Policy 2.1.2:**

Request that HART furnish information to the Planning Commission on route locations, span of service hours and headways by route, when there are service changes or at least annually.

**Policy 2.1.3:**

When the transit level of service does not meet the minimum standard, or when the County identifies unmet service needs to growing activity centers designated in the Future Land Use Element or other major destinations, the County shall coordinate with HART regarding the provision of additional service.

**Policy 2.1.4:**

With respect to development regulation, continue to create incentives that support transit usage, such as requiring transit amenities and facilities in development projects, and promoting pedestrian-friendly, transit-friendly, disability-friendly environments in new development projects.

**Policy 2.1.5:**

With respect to the design of roads and rights of way, establish an on-going program to support transit prioritization treatments in constrained and congested corridors, with a special focus on designated Transit Emphasis Corridors. Incentives that support transit could

include: dedicated lanes or transit/HOV use of shoulders on rural section highways; metered freeway ramps with "slip lanes" for transit/HOV; bus bays or pull-outs at key stops; traffic signal preemption or queue jumpers for buses to reduce delays at signalized intersections, and intersections designed specifically to accommodate wide-turning buses.

**Policy 2.1.6:**

Offer incentives for higher land-use densities and intensities along Transit Emphasis Local-Service Corridors, and around the express stops of Transit Emphasis Express-Service Corridors, as described in the Future Land Use Element.

**Designated Local-Service Transit Emphasis Corridors Include:**

<b>Facility</b>	<b>From</b>	<b>To</b>
Columbus Dr (including 17 <sup>th</sup> , 18 <sup>th</sup> , and 19 <sup>th</sup> Ave, where they form a one-way pair with Columbus)	Westshore	Orient Rd
Florida Avenue	Marion Street Transit Ctr, Downtown Tampa	Fletcher Ave
Hillsborough Avenue	Northwest Transit Ctr	Net Park
Nebraska Avenue & Fletcher Avenue	Marion Street Transit Ctr, Downtown Tampa	University Area Transit Ctr
M. L. King, Jr. Blvd.	Tampa Bay Center	I-75

**Designated Express-Service Transit Emphasis Corridors Include:**

<b>Facility</b>	<b>From</b>	<b>To</b>
Bruce B. Downs Blvd	Fletcher Ave	County Line
Selmon Crosstown Expressway	Marion Street Transit Way, Downtown Tampa	Brandon Town Center Mall

**Policy 2.1.7:**

Continue to include HART in the development review process.

**b) Reserved**

**c) Special Needs of Transit Dependent**

**OBJECTIVE 2.3:** Improve transit services and existing programs to meet the specialized needs of the transit dependent and transportation disadvantaged populations.

**Policy 2.3.1:**

Continue to work with the designated Community Transportation Coordinator to assist in the provision of transportation services to the transportation disadvantaged.

**Policy 2.3.2:**

Comply with Chapter 427, Florida Statutes, by coordinating services to the transportation disadvantaged among County agencies and non-profit organizations in Hillsborough County.

**Policy 2.3.3:**

**Reserved**

**Policy 2.3.4:**

Continue to comply with the Americans with Disabilities Act in the construction of sidewalks, crosswalks, wheelchair ramps, and improved access to bus stops on all County-maintained facilities.

**Policy 2.3.5:**

By December 31, 2008 and in consultation with affected stakeholders, develop strategies to minimize the county's cost of providing specialized transportation to new facilities locating outside the HART service area that have a high percent of clients who are transportation disadvantaged, such as new nursing homes, group homes, and Adult Congregate Living Facilities. Cost mitigation strategies could include incentives to locate within the HART service area or disincentives to locate outside it, such as requiring contribution to transportation services through fair-share payments or in-kind provision of services. Incentives should be designed to maximize client mobility options while controlling cost growth.

**GOAL 3: Provide a county-wide bikeway and pedestrian system that is integrated with other transportation modes.**

**a) Provide on and off road Bicycle Facilities and Sidewalks.**

**OBJECTIVE 3.1:** Include appropriate bicycle facilities, trails, and sidewalks in all planning, design, construction and maintenance activities related to transportation.

**Policy 3.1.1:**

Identify staff liaisons from the appropriate County Departments to coordinate with local agencies on development and improvement of facilities in Hillsborough County and serve on the MPO's Bicycle/Pedestrian Advisory Committee.

**Policy 3.1.2:**

Maintain sidewalks, on-road bikeways and trails to keep them clean and in good repair to accommodate adequate and safe bicycling and walking.

**Policy 3.1.3:**

Enforce regulations requiring private developers to include bicycle facilities/trails and sidewalks in private developments to promote bicycle/pedestrian connections, in accordance with adopted policies and standards.

**Policy 3.1.4:**

Continue to provide at least 1% of the annual transportation capital improvement budget to provide bicycle and pedestrian facilities.

**Policy 3.1.5:**

Seek opportunities to construct multi-use facilities adjacent or parallel to limited access highways, along drainage channels, shorelines and various utility and railroad rights-of-way.

**Policy 3.1.6:**

Pursue improvements to the existing roadways that require little capital outlay (i.e., signage, re-striping, shared-use lanes, and appropriate traffic control measures), but will increase the safety of bicyclists and pedestrians.

**Policy 3.1.7:**

Where appropriate provide bike lockers and/or properly designed and constructed bicycle racks, benches, and/or canopies/shading, at County facilities.

**b) Provide Design Standards and Incentives to Encourage Bicycling and Walking**

**OBJECTIVE 3.2:** The County shall adopt policies and design standards that provide safe, convenient and enjoyable bicycle and pedestrian facilities to increase the use of cycling and walking for all travel purposes.

**Policy 3.2.1:**

Continue to apply existing standards to include bicycle lanes and sidewalks as part of the typical section for roadway designs, where appropriate.

**Policy 3.2.2:**

Revise existing standards to include bicycle-sensitive traffic control devices, crosswalks, safety islands, lighting and pedestrian activated push-button signals in intersection improvement projects and new construction where appropriate.

**Policy 3.2.3:**

Continue to mark and sign existing and new bikeways, according to AASHTO guidelines, to indicate their intended use (i.e. bike lanes should be marked with bicycle symbol, directional arrow, "BIKE ONLY", and have corresponding roadside signage).

**Policy 3.2.4:**

By December 31, 2009, the County shall adopt standards that, where appropriate, will require new commercial developments to provide secure bicycle lock-up facilities, pedestrian paths traversing the parking lots connecting to the public sidewalk, and provide bus stop shelters with ADA compliant landing pads, shade trees and street furniture.

**Policy 3.2.5:**

Work with the BPAC and the MPO's Bicycle/Pedestrian Program Coordinator to identify and address bicycle and pedestrian safety problems, especially on roadways with high levels of current or potential bicycle and pedestrian usage.

**Policy 3.2.6:**

By December 31, 2009, the County shall provide incentives to include amenities such as secure bicycle storage, weather protection, showers and lockers in private developments.

**Policy 3.2.7:**

Work with the BPAC, TMOs and other agencies to develop and implement a public information program to promote bicycling and walking in conjunction with other modes of transportation, including bus, train, air travel, and van/car pooling.

**Policy 3.2.8:**

Maintain a strong well-coordinated relationship between transportation and greenways planning and design by working closely with the

Metropolitan Planning Organization's Bicycle/Pedestrian Advisory Committee to achieve the objectives of the Hillsborough Greenways Master Plan, last updated in June 2007.

**c) Bicycle and Pedestrian Safety and Education**

**OBJECTIVE 3.3:** Assist in implementing the bicycle and pedestrian safety education programs to improve bike-handling skills, traffic skills, and observance of bicycle and pedestrian traffic laws, and promote safety for non-motorized travelers of all ages particularly adjacent and contiguous to schools.

**Policy 3.3.1:**

Develop and provide bicycle and pedestrian safety information on the proper use of bicycle helmets, lights, reflectors, and proper street crossings by targeting pedestrian groups including elderly and children.

**Policy 3.3.2:**

Request that the Hillsborough County Sheriff Department properly cite violators of bicycle and pedestrian-related traffic laws, to include helmet and bicycle light usage on crash reports, to distribute cycling and walking safety information; and to provide bicycle safety inspections, at all bicycle auctions and rodeos.

**Policy 3.3.3:**

Support measures to reduce motorists' violation of traffic safety laws, especially those laws enacted by the State of Florida, which define bicyclists' rights to share the roadway, and increased enforcement of these laws.

**Policy 3.3.4:**

Encourage local law enforcement agencies to monitor and use the bicycle violation/warning brochure, available from the American Automobile Association, Traffic Safety Division and to patrol bike rack areas as part of their crime prevention efforts.

**GOAL 4: Incorporate Transportation System Management Strategies and Transportation Demand Management Strategies in order to improve operational management and better utilize existing and new roadways.**

**a) Optimize Traffic Signals**

**OBJECTIVE 4.1:** The County shall continue to optimize existing signalized intersections and implement the policies identified below:

**Policy 4.1.1:**

The County will, in conjunction with FDOT, update or replace existing traffic control devices as needed to ensure that the most efficient equipment available is used.

**Policy 4.1.2:**

The County shall continue an ongoing program to update and implement traffic signal timing to correspond to current traffic flow.

**Policy 4.1.3:**

The County will establish an ongoing program to evaluate traffic signals to determine if improvements such as interconnected pre-timed signals, traffic actuated signals, interconnected actively managed timing plans or master controls can be utilized to improve traffic flow.

**b) Implement Arterial Surveillance and Management Program**

**OBJECTIVE 4.2:** By December 31, 2007, the County will implement an arterial surveillance and management program to achieve better arterial operations through incident detection and follow up action, improvements in signalization and timing and to more fully integrate the freeway and arterial management programs.

**Policy 4.2.1:**

The County will use its surveillance and management program to reduce vehicular travel time along travel corridors and increase street/intersection capacity.

**c) Intersection Improvements**

**OBJECTIVE 4.3:** On an ongoing basis, the County will evaluate each intersection in the unincorporated County to determine if traffic control devices and strategies including turn prohibitions can be used to improve the flow of vehicles and the safe passage of pedestrians.

**Policy 4.3.1:**

The County will evaluate, and where feasible will reduce the number of conflict points among vehicular movements and control the relative speed of vehicles both entering and leaving an intersection.

**Policy 4.3.2:**

The County will conduct turn prohibition studies for major intersections which will consider elements such as the amount of congestion and delay caused by turning movements, the number of collisions involving vehicles making the turning movement and the availability of suitable alternative travel paths if turns are restricted.

**d) Transportation Demand Management Strategies**

**OBJECTIVE 4.4:** The County will continue to promote the increased use of alternative modes of transportation and the implementation of alternative work sites or alternative work hours.

**Policy 4.4.1:**

Continue to support ridesharing and transit usage by encouraging County employees to enroll in the ridesharing program of Bay Area Commuter Services (BACS), by providing discounted vanpool and bus passes to employees for commute trips, and by developing flex-time and telecommuting programs as appropriate.

**Policy 4.4.2:**

Within two years of the effective date of this amendment, the County, in consultation with Bay Area Commuter Services, shall adopt in its Land Development Code, standards for the application of Transportation Demand Management measures in new development proposals. The standards may consider the size and nature of the uses within the development as well as other characteristics that would make the development appropriate for implementation of Transportation Demand Management measures.

**Policy 4.4.3:**

The County shall continue to support public/private partnerships such as Transportation Management Organizations (TMOs) to promote TDM strategies and programs in regional activity centers and other densely developed areas.

**Policy 4.4.4:**

The County will continue to include Bay Area Commuter Services (BACS) in the development review process.

**Policy 4.4.5:**

In development review, the County will consider trip generation rate reductions in exchange for a documented program of trip reduction

measures, to include: an agreed-on set of TDM measures to be implemented; record-keeping and annual reporting by the implementer; and penalties for failure to implement.

**Policy 4.4.6:**

The County will inform other transportation agencies of its policy that all limited-access highways constructed or improved within the County shall be evaluated to determine if HOV/HOT lanes should be included in the improvement.

**e) Parking Management Program**

**OBJECTIVE 4.5:** Within one year of the effective date of this amendment, and through the Policies listed below, the County will implement a parking management program, allowing for parking reductions in activity centers, multi-modal districts, overlay districts and redevelopment areas, as appropriate.

**Policy 4.5.1:**

Through incentives or disincentives, the parking management program will reduce the amount of parking available to single occupant vehicles and encourage the use of transit and car or van pooling. If appropriate, the incentives may take the form of transportation impact fee credits.

**Policy 4.5.2:**

Where appropriate, the County will utilize inter-parcel and mixed-use shared parking to increase the development potential of land and to promote walking and transit use, and encourage connections between adjacent parking lots, for both vehicles and pedestrians.

**Policy 4.5.3:**

Within one year of the effective date of this amendment, the County shall amend its Land Development Code to require, where appropriate, the provision of preferential parking for carpool, vanpool and alternative fuel vehicles in office developments and employment centers. The Code shall specify the minimum size of the development where this policy will apply and the characteristics of the required preferential parking.

**Policy 4.5.4:**

Allow for parking reductions when bus stop facilities and appropriate access to those facilities are designed into private developments.

**Policy 4.5.5:**

The parking management program will be sensitive to the economic climate of the regional activity center being served.

**GOAL 5: Provide an effective roadway network and protect the community and the natural environment.**

**a) Neighborhood and Environmental Protection**

**OBJECTIVE 5.1:** Carefully review all proposed new road projects, road widening, and other improvements with respect to residential and commercial neighborhoods and environmentally sensitive land so as to minimize adverse impacts thereupon.

**Policy 5.1.1:**

All governmental entities responsible for proposed new road construction, major road widening or other major corridor improvements shall conduct a corridor study prior to any rights-of-way acquisition to assess the impacts to adjacent areas and provide appropriate, cost-effective mitigation mechanisms for adverse impacts. As part of the corridor study, solicit input from adjacent property owners and neighborhoods affected by the road.

**Policy 5.1.2:**

New roads shall be routed so as to avoid traversing publicly owned natural preserves, parks and recreation areas and areas identified as significant or essential wildlife habitat, wildlife corridors, or greenways, unless there is no feasible and prudent alternative and the roadway is designed to incorporate features recommended by the Florida Game and Freshwater Fish Commission for the safe passage of wildlife. Improvements to existing roadways (i.e., reconstruction or widening) within these areas shall also incorporate design features for the safe passage of wildlife, if appropriate.

**Policy 5.1.3:**

All road construction projects shall meet or exceed the adopted state or local minimum requirements for stormwater retention and treatment.

**Policy 5.1.4:**

Transportation improvements shall be designed to eliminate or mitigate adverse impacts on wetlands and other environmentally sensitive lands.

**Policy 5.1.5:**

The scale and character of surrounding land use and the livable roadway concepts should be considered in the design and construction of new roadways and the widening of existing roadways.

**Policy 5.1.6:**

The County shall consolidate, and shall encourage other public and private entities to consolidate, power, gas, water and wastewater utilities within the same road rights-of-way whenever possible to reduce the overall adverse impacts to the environment.

**Policy 5.1.7:**

Coordinate with the Tampa Regional Office of the Division of Historical Resources, Florida Department of State and other interested groups to provide for the consideration of the area's historic resources when road expansions and new construction of roadways are proposed.

**Policy 5.1.8:**

Encourage the concept of maintaining the character and viability of urban, suburban and rural villages through site planning and livable human scale roadway design to minimize through traffic and to discourage the use of automobiles for short trips by encouraging and enabling other modes of transportation like transit, walking, and bicycling.

**Policy 5.1.9:**

Hillsborough County shall work with the State to evaluate the Florida Department of Transportation criteria for setting speed limits. Within urban and developed rural areas, the criteria that apply to all public roadways should include the consideration of the character of surrounding land uses, existing and potential pedestrian and bicycle traffic and recent accident history.

**b) Utilization of Appropriate Traffic Control Devices and Enforcement**

**OBJECTIVE 5.2:** Continue to utilize appropriate traffic control and traffic calming devices and appropriate roadway design principles to minimize neighborhood traffic intrusion and to protect neighborhoods from adverse impacts of through traffic.

**Policy 5.2.1:**

Continue to conduct neighborhood traffic studies to analyze traffic volumes, accident rates, operational speed, and traffic characteristics

in a continuing effort to protect the quality of life of Hillsborough County's residential neighborhoods.

**Policy 5.2.2:**

Implement traffic control measures, within acceptable traffic engineering practices, to protect residential neighborhoods by minimizing traffic intrusion on neighborhood streets. Such measures may include but are not limited to: speed humps and speed tables, raised intersections, neck downs and curb extensions, horizontal traffic diverters such as chicanes, diverter islands, narrowed or striped-down travel lanes, street centerline demarcation, providing for on-street parking, signage marking entrances to residential areas, enforcement of speeding and other moving violations, and other measures as appropriate.

**Policy 5.2.3:**

Within one year of the effective date of this policy, establish standards for the design of new local residential streets, and collectors serving residential areas, to limit speeding. Required and/or incentivized elements may include, as appropriate within acceptable traffic engineering practices, reduced lane widths, curved roads to limit design speed, neck downs and curb extensions, diverter islands, visual narrowing through tree plantings, signed and marked pedestrian crossings, street centerline demarcation, textured or colored pavement, siting buildings near the street, and other traffic calming strategies in general use.

**Policy 5.2.4:**

Continue to review and update the truck route ordinance and associated map to ensure neighborhood traffic concerns associated with truck traffic are addressed.

**Policy 5.2.5:**

Hillsborough County shall encourage the Hillsborough County Sheriff's Department and the Florida Highway Patrol to strictly enforce traffic speed limits and other moving violations on both major roadways and residential streets.

**c) Encourage Local Neighborhood Participation**

**OBJECTIVE 5.3:** Provide an opportunity for public input including neighborhoods, businesses, and other interested groups in all aspects of transportation planning and implementation.

**Policy 5.3.1:**

Encourage neighborhood groups to form area committees to assist in developing transportation strategies for their area and act as liaison between government entities and private citizens in representing the neighborhoods' interests.

**Policy 5.3.2:**

Work with neighborhood groups to encourage the use of alternative modes of transportation other than the single occupancy vehicles as a means to reduce the need to continue to widen roads.

**Policy 5.3.3:**

Work with the Florida Department of Transportation and Hillsborough County during all phases of the transportation development process to ensure sensitivity and responsiveness to local needs.

**GOAL 6: Maximize connections between transportation modes.**

**a) Provide Intermodal Links**

**OBJECTIVE 6.1:** The County shall analyze the need to provide or improve intermodal links, especially highway and public transit links to airports, seaports, and rail and trucking facilities.

**Policy 6.1.1:**

Through its Concurrency Management System, the County will monitor and evaluate the operating level of service of transportation facilities in the unincorporated County leading to airports, seaports, rail and trucking facilities.

**Policy 6.1.2:**

During the first quarter of each calendar year, the County shall provide traffic count and Level of Service data to the MPO for use in the prioritization of intermodal transportation facilities to ensure that adequate funding consideration for the planning and programming of these facilities is being given as part of the MPO's Transportation Improvement Program.

**Policy 6.1.3:**

The County shall work with the Tampa Port Authority, Hillsborough County Aviation Authority, HART and other transportation agencies in the pursuit of efficient passenger connections between TIA and the cruise ship terminals on the Garrison Channel and regional transit.

**Policy 6.1.4:**

The County and HART shall ensure that rail transit terminals, whether for light rail transit, commuter, or high speed rail, are located so as to be conveniently served by the bus system.

**Policy 6.1.5:**

The County shall continue to monitor the Truck Route Plan to assess the need and suitability of various roadways in unincorporated Hillsborough County to provide for truck borne goods movement to and from intermodal facilities.

**b) Integrate Other Transportation Systems with Highways**

**OBJECTIVE 6.2:** Provide a highway system that assists in integrating other transportation systems including transit, rail, air and water.

**Policy 6.2.1:**

By 2020, develop adequate highway systems to support airport and rail terminals.

**Policy 6.2.2:**

Through coordination with the Metropolitan Planning Organization and the Florida Department of Transportation, evaluate and prioritize highway projects needed to serve major terminal facilities as identified through the coordination of master plans for port, rail and airport facilities.

**c) Efficient Surface Transportation System**

**OBJECTIVE 6.3:** Hillsborough County in coordination with the City of Tampa, the Planning Commission, the Florida Department of Transportation, HART and the Metropolitan Planning Organization shall cooperate with the Port and Airport Authorities in their efforts to plan, build and maintain efficient surface transportation systems to move cargo and passengers on all modes by:

**Policy 6.3.1:**

Ensure that port, airport and related facilities needs identified in their Master Plans and 5-year work programs are considered when prioritizing roadway and transit service improvements in:

- a. the County's Capital Improvements or Transportation Improvement Program;
- b. the County's Capital Improvements Element

**Policy 6.3.2:**

The County shall ensure that public port and airport Master Plan activity levels are coordinated with key transportation and capital improvement planning years.

**Policy 6.3.3:**

The County shall consider the Master Plans for port, rail and airport facilities, the cost feasible component of the Long Range Transportation Plan, the FDOT Strategic Intermodal System Plan, and the TBARTA Regional Master Plan in its capital improvements and right-of-way preservation planning.

**Policy 6.3.4:**

The County shall provide the Port and Aviation Authorities the opportunity to review and comment on Developments of Regional Impacts that affect the transportation or terminal access to the port and airports, and/or significantly impact land uses in their environs.

**Policy 6.3.5:**

The County shall seek ways to feasibly integrate the various modes of transportation (buses, fixed-guideway transit, ships, and bicycles) and noting the intermodal linkage alternatives for each expansion project.

**Policy 6.3.6:**

The County shall work with the Tampa Port Authority and CSXT in improving access, safety, and the level of service on the surface transportation (including rail) network, which serves the Port.

**Policy 6.3.7:**

The County shall assist the Tampa Port Authority in pursuing needed surface transportation improvements recommended in the Port of Tampa Surface Transportation Plan.

**Policy 6.3.8:**

The County and the Metropolitan Planning Organization shall update the inventory (including map(s)) of the major commercial truck and railroad terminals within Hillsborough County, as needed.

**Policy 6.3.9:**

The County shall continue to enforce and update, if necessary, the current Truck Route Ordinance and maintain appropriate signage for the truck route to ensure compliance.

**d) Port and Airport Master Plans**

**OBJECTIVE 6.4:** Ensure that port and aviation master plans and any amendments are consistent with the *Future of Hillsborough Comprehensive Plan* by reviewing and making recommendations to the respective authorities as to their consistency.

**Policy 6.4.1:**

Ensure that the following are consistent with the *Future of Hillsborough Comprehensive Plan* by coordinating them with the Future Land Use, Coastal Management, Stormwater Management, Potable Water, Conservation and Transportation Elements of the Plan:

- a. the siting of future ports, airports or related facilities;
- b. the expansion of existing ports, airports or related facilities.

**Policy 6.4.2:**

The expansion or construction of new port and airport facilities shall ensure the protection, conservation and mitigation of impacts on all natural resources and be located so as to minimize potential impact on environmentally sensitive lands and established neighborhoods.

**Policy 6.4.3:**

The County shall promote the ports, airports and related facilities development consistent with the respective adopted Master Plans by:

- a. Ensuring that growth/development in and around ports and airports is compatible with ports' and airports' operations and expansion plans, as identified in their master plans;
- b. Giving priority to the use of land for expansion of existing port and airport facilities and the planning and development of new facilities where forecasted demands so indicate.

**Policy 6.4.4:**

Each year, during the development of the Capital Improvement Program, Hillsborough County shall ask the Tampa Port Authority and CSXT to provide suggestions for improving access, safety, and the level of service on the surface transportation (including rail) network which serve the Port. These suggestions will be considered, along with other County needs, in allocating transportation improvement funds.

**Policy 6.4.5:**

Hillsborough County shall assist the Tampa Port Authority in the pursuing surface transportation improvements recommended in the August 2000 Port Master Plan by providing technical assistance and reviewing and commenting on design plans and specifications prepared for transportation improvements in the unincorporated county.

**e) Airport Compatibility**

**OBJECTIVE 6.5:** New development shall not adversely affect aircraft operating procedures as defined in the “Airport Zoning Regulations”.

**Policy 6.5.1:**

The County shall coordinate land planning outside airport boundaries and shall protect airports from the development of incompatible uses (e.g., excessive structure height, and location, intense development, high-density development, noise sensitive uses, landfills, trees and retention ponds).

**Policy 6.5.2:**

The County shall review existing airport zoning districts, determine their appropriateness and eliminate or replace them with the new or updated airport compatible districts, based upon updated master plans and airport operational needs sanctioned by the FAA/FDOT.

**Policy 6.5.3:**

The County shall utilize the most current noise exposure study based upon airport Master Plans and Part 150 Noise Compatibility Studies to reassess the appropriate location of compatible and incompatible land uses.

**Policy 6.5.4:**

Hillsborough County hereby incorporates by reference the Tampa International Airport (December 2005) and Vandenberg (October 2003) Master Plan Updates. The Aviation Authority’s Master Plans include certain goals, objectives and policies to meet the Aviation Authority’s legislative mandate.

**OBJECTIVE 6.6:** MacDill Air Force Base and/or Aviation Authority representatives shall be included in the review of all proposed rezonings, plan amendments and development approvals which may encroach into navigable military or civilian air space or obstruct military or civilian aircraft operations. Conversely, MacDill or other airport changes that affect neighboring public airports will be subject to review.

**Policy 6.6.1:**

The County shall ensure that new development including landfills and communication towers and antennas will not obstruct military aircraft operations by penetrating navigable military air space including low level flight routes.

**f) Coordination with the Port and Aviation Authorities**

**OBJECTIVE 6.7:** Maximize economic benefits and minimize adverse impacts to public health, safety and welfare from port and aviation facilities through ongoing coordination with the Port and Aviation Authorities.

**Policy 6.7.1:**

The County and the Port and Aviation Authority’s members, or their designees, shall meet as needed to discuss those topics which are determined to be of importance to the public health, safety and welfare of the citizens of Hillsborough County, including, but not limited to, the following:

- a. Plans for port and airport expansion and coordination of any expansion activity which may impact the Future of Hillsborough Comprehensive Plan, including, but not limited to, the Capital Improvements Element and any other applicable law, rule or regulation;
- b. Discussion of the need for mitigation measures for adverse structural and non-structural impacts resulting from the development/expansion of ports and airports upon adjacent natural resources and land uses including residential neighborhoods, and the coordination of any mitigation activities deemed necessary;
- c. Additional stormwater runoff caused by port or airport expansion. Determine whether said stormwater runoff should be retained on-site or otherwise be managed, by the respective Authority, in a manner which will protect the Level of Service standards adopted by the County for stormwater management and conveyance facilities outside of the port or airport property.

**OBJECTIVE 6.8:** The County shall support the Tampa Port Authority’s efforts to:

- a. Continue to seek the acquisition of other appropriate lands for future port expansion and diversification in accordance with the Tampa Port Authority Master Plan.

- b. Continue to assure coordination of its submerged land management and permitting programs with County land use regulations.
- c. Participate in efforts to establish regional wetland and bay bottom management strategies by maintaining active membership in the Tampa Bay Regional Planning Council's, Agency on Bay Management and by cooperating with the Southwest Florida Water Management District in the implementation of the Surface Water Improvement and Management Plan for Tampa Bay.
- d. Continue the support and implementation of estuarine resource restoration research and management programs.
- e. Continue mitigation projects to offset ecological impacts of future port development projects on Hookers Point.
- f. Continue to implement an efficient consolidated berth maintenance dredging program under requisite authorizations (permits) of the FDEP and the Army Corps of Engineers, including a long term dredged material management plan (DMMP).
- g. Develop specific methods for managing and maintaining bird nesting and feeding habitats on the diked disposal islands owned by the Port Authority while maintaining the utility of those areas for dredged material disposal operations.
- h. Monitor and mitigate adverse impacts on water quality during harbor deepening and maintenance dredging projects, in accordance with issued permits.
- i. Incorporate cost-effective and innovative stormwater treatment capability into Port Authority projects to the extent that such systems do not compromise port safety, displace critical shoreside properties, and are practicable from an engineering standpoint.

**Policy 6.8.1:**

The Port and Aviation Authorities and local jurisdictions shall annually review emergency preparedness plan and as conditions dictate, update the preparedness plan.

**g) Efficient And Effective Goods Movement**

**OBJECTIVE 6.9:** The County shall continue to coordinate with various public and private agencies to ensure efficient and effective goods movement within the County.

**Policy 6.9.1:**

The County shall continue to coordinate its Truck Route Plan with the Truck Route Plan of the City of Tampa, the Port of Tampa surface

Transportation Plan, and the Florida Department of Transportation's Goods Movement Study.

## **V. PLAN IMPLEMENTATION AND MONITORING**

Fulfilling the Goals, Objectives, and Policies of this plan will require creative and enforceable implementation strategies. Chapter 163 of the Florida Statutes requires local governments to develop and enforce land development regulations to implement the policies of this plan document. The implementing agencies for transportation system improvements within the unincorporated county are the Florida Department of Transportation, Hillsborough County, and HART.

### **Implementation Financing**

Raising revenue for the construction of roadway improvements is one of the largest fiscal challenges of Hillsborough County. Federal, state, county, and local transportation programs are heavily supported by taxing the user. These user taxes include motor fuel taxes, motor vehicle license fees, and revenue bonds secured by tolls or a pledge of county motor fuel taxes. Other sources of funds for transportation include the Transportation Impact Fees levied on new development and the Community Investment Tax, a sales tax levied in 1996. Under the provisions of recent Federal legislation, federal funds can now be spent on local (non-State) roadways that are classified as collector or higher. The other major sources of revenue are from general funds such as ad valorem and sales taxes.

### **Transportation Impact Fees (TIF)**

The Hillsborough County Impact Fee Ordinance requires developers to pay their fair share for roadway improvements. By formula, the ordinance determines the cost of improvements needed to serve the traffic generated by a new development.

Payment of a Transportation Impact Fee does **not** relieve a developer from meeting the concurrency requirements of this element. Developers may be responsible for scheduling and constructing roadway improvements in areas where development will reduce roadway level of service below the minimum acceptable level of service standard.

### **Proportionate Fair Share Mitigation**

State Statute provides a method, by which the impacts of development on transportation facilities can be mitigated, in certain situations, through the payment of a proportionate fair share, based on the impacts of the development on the transportation system. The methodology to calculate the amount of the proportionate fair share mitigation must be

incorporated into the local government's concurrency management system.

### **Concurrency**

The concurrency requirements of Chapter 163, FS, require that adequate infrastructure be in place or under construction to serve the transportation needs of certain new development within 3 years of the approval of the building.

The Transportation Element and the Capital Improvement Element (CIE) contain specific policies regarding concurrency. In general, these would require that the needed road improvement projects be scheduled for construction in the current or next two fiscal years of the Capital Improvements Program (CIP) or the Work Program of the Florida Department of Transportation, from the time of the issuance of a building permit. This would assure that road improvements occur reasonably close to the impacts of a new development.

Development which is projected to reduce the level of service on impacted roadways below the minimum level of service standard would be required to make the necessary improvements within approximately one year after receiving building permits. This would mean that an improvement project would be scheduled in the appropriate CIP, and let to construction or implemented no later than the end of the fiscal year immediately following the fiscal year in which permits for that development are issued.

This policy allows reasonable flexibility. It gives developers an ample time frame in which to schedule and construct transportation system improvements as well as options for the type of improvement to be implemented. The implementation strategy is designed to ensure that transportation improvements will, within a reasonable time frame, be constructed to mitigate the impacts of new development.

Alternatively, a developer may choose to satisfy all transportation concurrency requirements by contributing or paying proportionate fair-share mitigation if transportation facilities or facility segments identified as mitigation for traffic impacts are specifically identified for funding in the 5-year schedule of capital improvements in the capital improvements element of the local plan or a long-term concurrency management system or if such contributions or payments to such facilities or segments are reflected in the 5-year schedule of capital improvements in the next regularly scheduled update of the capital improvements element.

The revised Land Development Regulations required under Chapter 163.3202, FS, will describe the specific conditions to be met when

permitting development based on the availability of transportation infrastructure.

### **Concurrency Monitoring and Implementation**

Future concurrency and level of service monitoring efforts will consist of traffic counts at specific roadway and intersection locations throughout the County, and transit data – route locations, headways and hours of service – provided to the County by HART. The traffic counts and transit data will allow regular analysis of roadway operating conditions, and monitoring of level of service and traffic growth. Roads that are determined to be at, or below, the minimum level of service standard will be noted. Any development having traffic impacts will be evaluated before permits can be issued.

This evaluation will consist of either: a developer-funded traffic analysis reviewed for approval by the County or a County staff analysis of the project. The analysis must contain an examination of existing level of service for regulated roadway links and intersections adjacent to or within the area of influence of the project. The evaluation must also contain an analysis of level of service for the same links and intersections with the addition of vested traffic (i.e. traffic that will be generated by approved development that has not yet been built) plus project traffic. If the transportation facility will operate at below the minimum acceptable level of service with the addition of project and vested traffic, the project will either not go forward, or must propose developer-funded transportation improvements to mitigate the impacts of traffic generated by the project. The proposed mitigation must be approved by the County and improve the level of service to at least the minimum acceptable level of service standard for the impacted roadways, or, if approved, make one or more improvements that, in the opinion of Hillsborough County, significantly benefit the impacted transportation system. This evaluation will be performed for all development, above the de minimis thresholds, that is reasonably expected to impact regulated roadways.

### **Intergovernmental Coordination**

Intergovernmental coordination is essential for the most cost efficient provision of transportation system improvements. Many of the planned improvements involve roadway segments that are under the jurisdiction—and therefore are the financial responsibility of Hillsborough County or the Florida Department of Transportation (FDOT). Therefore it is necessary for the MPO to review the transportation improvement plans of the County and FDOT. The proper coordination between the County and the State will ensure that the activities of each jurisdiction will complement each other and provide an efficient traffic circulation system.

### **Capital Improvements Program (CIP)**

The CIPs for the unincorporated County and FDOT (as well as those of the other jurisdictions) may be found in the transportation section of the Capital Improvements Element (CIE).

### **Transportation Improvement Program (TIP)**

The MPO maintains a Five-Year TIP that is a prioritization and coordination document for scheduled transportation system improvements. The TIP covers all roadway, transit, Port and Airport improvements in the County. The TIP contains the CIP projects of each jurisdiction.

### **Provisions for the Preservation of Rights-of-Way**

Protecting and preserving existing and future right-of-way has become very important due to the high cost of land acquisition. Right-of-way often makes up 50% or more of overall roadway construction costs. These costs are expected to continue to increase over the years.

General revenue funding of roadway improvements is generally fixed at a given level. If a greater portion of this fixed budget is consumed by right-of-way expense, there is less funding available for actual construction, and fewer roadways are built.

Right-of-way protection and preservation is necessary to ensure that adequate land is set aside to provide the necessary facilities, and to keep acquisition costs to a minimum. Recent court rulings have restricted the government's ability to "protect" or restrict the use of future rights-of-way without compensation. However the County's Thoroughfare Plan Program (Right-of-Way Impact Fee Ordinance) contains a procedure for reserving rights-of-way in exchange for impact fee credits and the transfer of development rights.

Hillsborough County has also identified major transportation corridors that are expected to be needed to support the levels of development envisioned by the Future Land Use Element. These corridors are referenced in the goals, objectives and policies, and the appendix of this Element.

### **Transit**

Hillsborough County is implementing transit policies through the development of land development regulations that implement the Future Land Use Element, and provide transit facilities as specified in the goals, objectives and policies of this element. Hillsborough County will coordinate with the Hillsborough Area Regional Transit Authority (HART), FDOT, the City of Tampa, and The Planning Commission in order to implement the provisions of this element of the Comprehensive Plan.

The Hillsborough Area Regional Transit Authority Board of Directors will be responsible for funding and providing transit capital and operations, as well as monitoring and evaluating the actual operations of any transit service in Hillsborough County. Nothing in this element will obligate the Board of County Commissioners to fund transit service. The Planning Commission will be responsible for the evaluation and monitoring of land use and zoning decisions that affect transit.

The Hillsborough County Metropolitan Planning Organization (MPO) is mandated by the federal government to provide a continuing, cooperative, and comprehensive transportation planning process for all local jurisdictions within Hillsborough County. The MPO is composed of elected officials from all the political jurisdictions within Hillsborough County, including three members from the Board of County Commissioners. The MPO will coordinate with the Hillsborough Area Regional Transit Authority to implement the physical improvements contained in the short and long-range transit plans.

Hillsborough County will continue to coordinate with HART, the MPO, FDOT, and the designated provider of services to the transportation disadvantaged in Hillsborough County. This program will continue to provide for the specialized needs of the transportation disadvantaged population. The Hillsborough County Department of Social Services will continue to provide or coordinate the transportation disadvantaged services.

### **Alternatives**

The suggested implementation strategies are advisory to, and not legally binding on, Hillsborough County, other local governments and other departments, agencies or special districts mentioned. However, unless the strategies are determined to be inefficient or ineffective means of ensuring proper plan implementation, the County shall utilize these techniques through appropriate commitments of available resources. Using other implementation mechanisms not identified in this section shall not require a plan amendment, as described under Chapter 163.3187, FS.

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## VI. DEFINITIONS

**Activity Center** — A major concentration of employment and commercial activity, which may be found in suburban as well as in the downtown areas.

**Adjusted Census Urbanized Area Boundary** — An area that encompasses the entire Census Urbanized Area as well as a surrounding geographic area as agreed upon by FDOT, FHWA, and the MPO. The Adjusted Census Urbanized Area boundary is used by FDOT and FHWA to delimit an area within which to designate highways by federal functional classification. It is also used by FDOT in determining highway levels-of-service, access management standards, and interchange site and justification standards. This boundary is sometimes called the FHWA Urbanized Area Boundary.

**Adult Congregate Living Facility (ACLF)** — A residence for the aged which undertakes through its ownership or management to provide housing, food services and one or more personal care services to persons not related to the owner. An ACLF must be licensed by the State Department of Health and Rehabilitative Services.

**Airport Facility** — Any area of land or water improved, maintained, or operated by a governmental agency for the landing and takeoff of aircraft, or privately owned paved runways of 4,000 or more feet in length, and any appurtenant area which is used for airport buildings, or other airport facilities or rights-of-way.

**Air Pollution** — The undesirable addition to the atmosphere of substances (gases, liquids and solid particles), which are foreign to the "natural" atmosphere or which occur in quantities exceeding their natural concentrations and interfere either with one's health, safety, or comfort or with full use and enjoyment of one's property.

**American Association of State Highway and Transportation Officials (AASHTO)** — An organization composed of state highway and transportation officials from all fifty states who develop and improve methods of administration, design, construction, operation and maintenance of our nationwide integrated transportation system.

**Americans with Disabilities Act (ADA)** — Public Law 101-336, prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and activities of state and local government. The ADA focuses on removing barriers that deny individuals with disabilities an equal opportunity to share in and

contribute to the vitality of American life. The ADA means access to jobs, public accommodations, government service, public transportation, and telecommunications. In other words, full participation in, and access to, all aspects of society.

**Arterial Road** — A roadway carrying relatively continuous and high volume traffic. Trip length is long and operating speed is high. Arterials serve major through movements between important centers of activity in a metropolitan area and serve a substantial portion of trips entering or leaving the area. Primary arterials are for the most part owned by the state, while minor arterials are generally under the jurisdiction of the state, county or local government.

**Average Daily Traffic (ADT)** — The total number of vehicles passing a point or segment of road (in both directions), over a 24-hour period.

**Bicycle** — A vehicle having two tandem wheels, either of which is more than 16" in diameter or having three wheels in contact with the ground any of which is more than 16" in diameter, propelled solely by human power, upon which any person or persons may ride.

**Bicycle Pedestrian Advisory Committee (BPAC)** — An ongoing committee appointed by the Hillsborough County Board of County Commissioners. Originally established as the Bicycle Advisory Committee (BAC) in 1977, the BPAC provides input and direction on bicycle-related issues to the Hillsborough County Metropolitan Planning Organization (MPO) and the local governments in Hillsborough County.

**Bicycle Facilities** — A general term denoting improvements and provisions made to accommodate or encourage bicycling, including parking facilities, mapping all bikeways, and shared roadways not specifically designated for bicycle use.

**Bicycle Lane (Bike Lane)** — A portion of a roadway that has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

**Bicycle Path (Bike Path)** — A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right of way or within an independent right-of-way.

**Bicycle Route (Bike Route)** — A segment of a system of bikeways designated by the jurisdiction having authority with appropriate directional and informational markers, with or without a specific bicycle route number.

**Bicycle and Pedestrian Way** — Any road, path, or way which is open to bicycle travel and traffic afoot and from which motor vehicles are excluded.

**Capacity** — The amount or volume of traffic that a roadway can accommodate at a specified level-of-service.

**Centerline Miles of Roadway** — Length of a roadway as measured along the middle of the road.

**Central Business District (CBD)** — Area within the city which usually contains the major retail, governmental, service, professional, cultural and entertainment uses.

**Collector Road** — A roadway carrying relatively moderate traffic volume. Trip length and operating speed are moderate. Collector roads are facilities that connect and augment the arterial system. Collector roads distribute traffic to geographic areas smaller than those served by arterials and places more emphasis on land access.

**Concurrency** — Means that the necessary public facilities and services to maintain the adopted level of service standards are available when the impacts of development occur.

**Concurrency Management System** — The procedures and/or process that the local government will utilize to assure that development orders and permits are not issued unless the necessary facilities and services are available concurrent with the impacts of development.

**Constrained and Deficient Roadway or Facility** — Roadways currently operating below the adopted level-of-service standard, and which cannot be widened by adding through lanes due to significant physical, economic, environmental, policy or social constraints. Alternative transportation modes, transportation system management improvements such as, but not limited to, auxiliary lanes at intersections, bicycle and pedestrian facilities, or intelligent transportation systems, or improvements to parallel roadways will be considered instead of expanding these constrained facilities. A special level of service standard may apply to roadways with this designation.

**Constrained But Not Deficient Roadway or Facility** — Roadways that are not currently operating below the adopted level-of-service standard, and which cannot be widened by adding through lanes due to significant physical, economic, environmental, policy or social constraints. Alternative transportation modes, transportation system management

improvements such as, but not limited to, auxiliary lanes at intersections, bicycle and pedestrian facilities, or intelligent transportation systems, or improvements to parallel roadways will be considered instead of expanding these constrained facilities.

**Corridor** — A corridor may consist of a road or several parallel roads which generally serve similar trip origins and destinations. Parallel roads in a corridor can serve as alternate routes in the event one is closed or blocked. A mass transit facility may also be considered part of a corridor.

**Crosswalk** — The marked or unmarked portion of a roadway designated for pedestrians to cross the street.

**Deadhead** — Non-revenue generating miles (i.e., bus travel from the garage to the start of the route, when no passengers are carried).

**Development Encroachment** — Development that occurs within an area that would need to be acquired as right-of-way for future road improvements.

**Development Permit** — Permit that is used to regulate land development.

**Enhanced Roads or Facilities** — Roadways that are not being proposed for additional through lanes, but can be improved to increase the operating efficiency. These improvements may include adding turn lanes at key intersections, signal timing optimization, bicycle facilities, sidewalks, extra landscaping and drainage considerations.

**Evacuation Routes** — Routes designated by county civil defense authorities or the regional evacuation plan, for the movement of persons to safety, in the event of a hurricane or other disaster.

**Florida Department of Transportation (FDOT)** — Agency granted the legislative authority to develop and maintain state transportation facilities and services.

**Functional Classification** — A system for grouping roads into categories according to the character of service they provide in relation to the total roadway network. The basic functional categories are limited-access facilities, arterial roads, collector roads, and local roads. These hierarchical categories may be further grouped into principal, major, and minor levels and/or urban and rural categories.

There are two Functional Classification systems used in Hillsborough County. One, the Federal Functional Classification System, is used by the

Florida Department of Transportation and the Metropolitan Planning Organization for funding eligibility and for roadway design and access regulations. The other, the Hillsborough County System, and is used in various County regulations that apply to Community Plans or regulate, for example, the placement of signs and the placement of residential traffic control devices such as speed humps, etc. The Hillsborough County functional classification is listed in Appendix I and shown on Map 2B of Appendix J.

**Goal** — means the long-term end toward which programs or activities are ultimately directed.

**Guideway or Rail Transit** — A grouping of several technologies that are electrically or diesel powered and operated on rails or a beam. This includes, but is not limited to, light-rail, heavy-rail, monorail, and automated guideway systems.

**Headway** — Amount of time between consecutive buses on a route.

**High Occupancy Vehicle (HOV) Lanes** — Roadway travel lanes exclusively reserved for vehicles with three or more occupants.

**Highway** — A general term denoting a public way for purposes of vehicular travel, including the entire area within the right of way.

**Impact Fee** — A fee levied by a local government on new development so that the new development pays its proportionate share of the cost of new or expanded facilities required to service that development.

**Intermodal** — The movement of goods/passengers between specific origins and destinations by using two or more modes of transportation.

**Intersection** — Location where two or more roads cross a grade.

**Land Use** — How land is occupied or utilized.

**Level-of-Service (LOS)** — A qualitative measure describing operational conditions of traffic flow, and its perception by motorists and/or passengers. Six levels-of-service are defined for each type of facility. Roads are given letter designations, from "A" to "F", with level-of-service "A" representing the best operating conditions and level-of-service "F" the worst.

- **Level-of-Service "A"** represents free flow.

- **Level-of-Service "B"** is stable flow, but other vehicles in the flow are noticeable.
- **Level-of-Service "C"** is stable flow, but marks the beginning of the range where individual users become significantly affected by interactions with others in the traffic stream.
- **Level-of-Service "D"** represents high-density, but stable flow.
- **Level-of-Service "E"** represents operating conditions at or near capacity level. All speeds are reduced to a low, but relatively uniform flow.
- **Level-of-Service "F"** is breakdown flow. This exists where the amount of traffic approaching a point exceeds the amount that can traverse the point.

**Limited Access Facility** — A roadway especially designed for through traffic that provides an uninterrupted flow at relatively high speeds. Freeways and expressways usually control access through grade-separated interchanges.

**Load Factor** — This is a ratio that compares the number of passengers on a bus to the number of seats available. The load factor is a measure of the utilization of the seating capacity on a bus or route. A load factor greater than 1.0 indicates some passengers must stand because there are not enough available seats.

**Local Road** — A roadway carrying relatively low traffic volume. Trip lengths are typically short and through movements are infrequent. The main purpose of a local road is to provide immediate land access, primarily to residential units.

**Long Range Transportation Plan (LRTP) or Needs Assessment** — The official long range transportation (20 year) plan of the MPO, which serves as a blueprint for a comprehensive transportation system in Hillsborough County. This plan defines the major thoroughfares, mass transit system, bicycle and pedestrian system, and surface connections to seaports and airports needed to provide an acceptable level of service through the horizon year. The “Needs Assessment” plan is unconstrained by funding. The “Cost Affordable” plan contains prioritized projects for which there is anticipated funding.

**Metropolitan Planning Organization (MPO)** — An agency created under federal and state law, to provide a forum for cooperative decision making,

concerning regional transportation issues. Membership includes elected and appointed officials representing all local jurisdictions and transportation agencies in Hillsborough County. The MPO is staffed by the Hillsborough County City-County Planning Commission.

**Mode Split** — The percentage of total person trips utilizing each of the various modes of transportation (i.e., auto, bus, train, bicycle, walk).

**Mode(s)** — The specific method chosen to make a trip. Typical modes are: walk, bicycle, motorcycle, automobile, van, taxi, bus and a variety of rail transit technologies.

**Multi-Modal Facility** — A roadway, including access to a port or airport, or a corridor designed to accommodate safe usage by various modes of transportation (i.e. motor vehicles, transit, bicycles, and pedestrians).

**Multi-Modal Transportation System** — A comprehensive transportation system including, but not limited to, the following options of mode-choice: fixed-guideway transit, bus, auto, truck, motorcycle, bicycle and pedestrian.

**Para-Transit or Demand Responsive Service** — A mode of transportation designed to carry riders to and from specific destinations upon request.

**Passenger Trip** — One person traveling in one direction from an origin to a destination.

**Pedestrian** — A person whose mode of transportation is on foot, including a person "walking a bicycle".

**Pedestrian Generators and Attractors** — Land uses which either generate or attract pedestrian traffic. For example, schools, parks and libraries may be considered attractors of pedestrian traffic and residential areas as generators of pedestrian trips.

**Pedestrian Signals** — Electronic devices used for controlling the movement of pedestrians at signalized mid-block or intersection locations which may include the Walk/Don't Walk or the symbolic Walking Man/Hand message.

**Pedestrian Street** — A street which gives preferential treatment to pedestrians over motor vehicles, usually by restricting or eliminating motor vehicle traffic.

**People-mover** — Electrically powered, generally automated vehicle that serves a limited area (i.e. downtown or airport), with connections to other modes of transportation.

**Projects that promote public transportation** — Means projects that directly affect the provisions of public transit, including transit terminals, transit lines and routes, separate lanes for the exclusive use of public transit services, transit stops (shelters and stations), and office buildings or projects that include fixed-rail or transit terminals as part of the building.

**Regulated Roadway** — A roadway that is monitored as part of the County's Transportation Concurrency Management System. The transportation impacts on these roadways of proposed development must be evaluated before a development permit can be issued.

**Right-of-Way** — Land which the state, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

**Roadway** — The portion of the highway, including shoulders, for vehicle use.

**Runway Protection Zone (RPZ)** – an area of land, usually trapezoidal in shape, centered about the extended runway centerline. The RPZ's function is to enhance the protection of people and property on the ground. This is achieved through airport owner control RPZs and includes clearing, and maintaining the area clear of, incompatible objects and activities.

**Screenline** — An imaginary line drawn across roadways to identify travel patterns. Used in transportation modeling.

**Shared Roadway** — Any roadway upon which a bicycle lane is not designated and which may be legally used by bicycles regardless of whether such facility is specifically designated as a bikeway.

**Shoulder** — A portion of a highway contiguous to the roadway that is primarily for use by pedestrians, bicyclists, and emergency use of stopped vehicles.

**Shoulder Bikeway** — A type of bikeway where bicyclists travel on the shoulder of the roadway.

**Sidewalk** — An improved walkway intended primarily for pedestrians, usually running parallel to one or both sides of a street.

**Single-Occupant Vehicle (SOV)** — A motor vehicle occupied by one person.

**Socio-economic Data** — Information about people and economies, such as demographics (age, race, sex, birth rates, etc.) and economics (incomes and expenditures of a community or government).

**Special Transit Service** — Consists of exclusive high occupancy vehicle lanes, express bus service, guideway transit, or other types of preferential transit treatment.

**STAR (Sensitive to Area Residents/Special Treatments are Required) Facilities** — Roadways that are recommended for widening in the *Long Range Transportation Plan*, and which because of special circumstances, will include special designs and amenities or special treatment to lessen potential impacts to adjacent land uses, the environment or historic areas.

**Street Furniture** — Street furniture includes benches (which do not display advertising) and other forms of seating, plant containers, sculptures, fountains, street lights, pedestrian area lighting, drinking fountains, and waste containers.

**Traffic Calming** — Strategies and techniques to decrease the amount and negative impact of traffic, especially in residential areas, while maintaining the same level of mobility.

**Transit** — (also public transit or mass transit) Passenger services provided by public, private, or non-profit entities, utilizing vehicles that hold relatively large numbers of people such as vans, buses, and fixed guideway vehicles.

**Transit Emphasis Corridors** — Major roadways that will be designed to give public transit a competitive advantage over single-occupant vehicles. In the most cases, designated bus pull-outs, bus lanes, and crosswalks will be included in the design.

**Transportation Demand Management (TDM)** — Strategies and techniques that can be used to influence travel demand. These may include ridesharing, public transit use, rescheduling of work-hours, or other behavioral changes aimed at reducing travel.

**Transportation Disadvantaged** — Persons who because of physical or mental disability, income, status, or age or who for other reasons are unable to transport themselves or to purchase transportation and are therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life sustaining activities. In addition children who are handicapped, high-risk or at-risk as defined in s.411.202 are considered transportation disadvantaged.

**Transportation Improvement Program (TIP)** — Short-term (Five-Year) transportation plan for all of Hillsborough County, which includes transportation projects to receive federal, state, and local funds.

**Transportation Management Associations (TMAs)** — Partnerships between business and local government to help solve local transportation problems associated primarily with rapid suburban growth, sometimes called Transportation Management Organizations or TMOs.

**Transportation System** — This is the sum of all forms or modes of transportation, which taken together, provide for the movement of people and goods in Hillsborough County. The system includes all forms of air, water, and ground transportation.

**Transportation Systems Management (TSM)** — A process for planning and operating a unitary system of urban transportation. This views automobiles, public transportation, taxis, pedestrians, and bicycles as elements of one single urban transportation system. The key objective of TSM is to coordinate these individual elements through operating, regulatory and service policies so as to achieve maximum efficiency and productivity for the system.

**Trip Generators and Attractors** — Land uses that either generate or attract vehicular traffic. For example, residential neighborhoods generate traffic and downtown central business districts attract traffic.

**Vehicle Miles of Travel (VMT)** — The product of traffic volume multiplied by the length of travel.

**Volume to Capacity Ratio (v/c)** — Ratio of traffic volume to roadway capacity. A value less than or equal to one (1.0) indicates LOS D or better operating conditions. A value greater than one (1.0) indicates LOS E or F operating conditions.

**Volume of Traffic** — The number of vehicles passing a given point on a roadway during a given length of time.