

Chapter 1: Goals, Objectives, and Policies

The 2035 Long Range Transportation Plan (2035 Plan) is guided by a set of goals, objectives and policies drawn from a variety of sources. One basis for these is the previous version of the Plan, known as the 2025 Plan. This Plan was adopted in 2004 and was last amended in 2007 to conform to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). As the primary federal funding mechanism, SAFETEA-LU specifies eight planning factors that all Metropolitan Planning Organizations (MPOs) must address. A matrix is available as a supporting document showing the relationship of the 2035 Plan's Goals, Objectives and Policies to these federal planning factors.

In addition, numerous state, regional and local transportation plans and studies, produced since the adoption of the 2025 Plan, were reviewed and critical issues and concerns were highlighted. These plans and studies are shown in Table I.1 in the Introduction.

Early in the 2035 Plan's development, the MPO's Citizens Advisory Committee, Technical Advisory Committee, Bicycle/Pedestrian Advisory Committee and Livable Roadways Committee reviewed and suggested changes to the Goals, Objectives and Policies. The MPO Policy Committee held a workshop and developed a vision statement and made further refinements. Subsequently, the entire MPO voted to approve the vision statement's updated goals, objectives and policies in February 2009. Later in the 2035 Plan's development, these goals and objectives were used to help prioritize future projects for funding.



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Goal I Improve the quality of life, promote energy conservation and enhance the environment, while minimizing transportation-related fuel consumption, air pollution and greenhouse gas emissions.

Objective 1.1 Use appropriate planning and design criteria to protect and enhance the built and natural environment.

Policy 1.1A: Select new road alignments that avoid cutting through or fragmenting environmentally sensitive areas, including wildlife corridors, parks, trails, marshes or wetlands.

Policy 1.1B: Plan and design new and expanded multi-modal transportation facilities and new roadway alignments that respect and preserve scenic, historical, archaeological or water resources and other sensitive habitats, and protect the character of designated rural areas.

Policy 1.1C: Apply environmentally sensitive design concepts to appropriate roadway widening and multi-modal projects located within the urban service area.

Policy 1.1D: Promote proper environmental stewardship and mitigation practices to restore and maintain environmental resources that may be impacted by transportation projects.

Objective 1.2 Minimize the use of fossil fuels and improve air quality.

Policy 1.2A: Give incentives to use transit, biking, walking and transportation demand management (TDM) practices such as carpooling and telecommuting to reduce fuel consumption.

Policy 1.2B: Promote the use of alternative fuels and technologies in motor vehicles, fleet and transit applications to reduce greenhouse gas emissions.

Policy 1.2C: Promote the reduction of energy consumption on a system-wide basis, and the use of more renewable sources of energy such as solar, wind and biomass.

Policy 1.2D: Comply with all federal and state air quality standards, and pursue strategies to reduce greenhouse gas emissions from transportation sources in Hillsborough County and the Tampa Bay region.

Goal II Support economic vitality to foster the global competitiveness, productivity and efficiency of local and regional businesses.

Objective 2.1 Promote regional and local cooperation on transportation issues and needs.

Policy 2.1A: Cooperate with the Tampa Bay Regional Transportation Authority (TBARTA) and the West Central Florida MPO Chairs Coordinating Committee (CCC) to advance a regional rail system and other major multi-modal transportation improvements within the region.

Policy 2.1B: Establish regional multi-modal transportation priorities, and improve regional intermodal travel and movement of goods.

Policy 2.1C: Encourage integration of activities for funding, programming and coordinating regional multi-modal transportation projects.

Policy 2.1D: Improve connectivity between Strategic Intermodal System (SIS) transportation corridors, freight facilities and major economic centers.

Policy 2.1E: Support policies to ensure that facilities and services are provided concurrently with development, and meet local level of service (LOS) standards.

Policy 2.1F: Ensure compatibility with the multi-modal transportation facilities and programs such as Intelligent Transportation Systems (ITS) of adjacent jurisdictions and resolve differences among the jurisdictions.

Policy 2.1G: Consider the use of tolls, user fees and innovative funding for regional projects.

Objective 2.2 Relieve congestion and improve traffic flow.

Policy 2.2A: Identify and promote multi-modal improvements in congested corridors to reduce vehicle miles traveled (VMT), including bus service, rapid transit, bicycle/pedestrian facilities and managed lanes (e.g., High Occupancy Vehicle (HOV) or High Occupancy Toll (HOT) lanes).

Policy 2.2B: Support high capacity transit systems in areas with high density, constrained roads and congested corridors.

Policy 2.2C: Promote multi-modal TDM strategies that spread out or reduce the growth in peak hour vehicle travel through programs such as carpooling, telecommuting and flexible work hours.





Policy 2.2D: Support transportation system management (TSM) including intersection improvements, ITS and other strategies to improve traffic flow, particularly on constrained roadways, congested corridors and at key traffic bottlenecks.

Policy 2.2E: Manage congestion near ports, airports, rail facilities and economic activity centers.

Policy 2.2F: Improve response time for non-recurring incidents on congested corridors.

Objective 2.3 Support community education and involvement in transportation planning.

Policy 2.3A: Engage the public in workshops, public hearings, surveys and other methods to encourage awareness and participation.

Policy 2.3B: Communicate with the public on planning issues in a clear and concise manner, and collaborate with the public throughout the development of multi-modal transportation plans.

Policy 2.3C: Make project information and plans interesting and available to the public through the internet, follow the MPO's Limited English Proficiency Plan to ensure that materials are reasonably accessible to persons with disabilities and language barriers and use visual images to describe MPO plans.

Policy 2.3D: Ensure that plans respond to the diversity of community needs.

Policy 2.3E: Encourage early public involvement in the planning and design of proposed transportation projects.

Objective 2.4 Incentivize private-sector and community transportation investments.

Policy 2.4A: Pursue private-public partnerships and provide incentives for private sector participation in the funding, design, right-of-way acquisition, construction and operation of multi-modal transportation improvements.

Policy 2.4B: Partner with the community to invest in transportation enhancements such as transit stations, intermodal terminals, toll roads and TDM programs.

Goal III Promote accessibility and mobility by increasing and improving multi-modal transportation choices, and the connectivity across and between modes, for people and freight.

Objective 3.1 Maximize access to the transportation system and improve the mobility of the transportation disadvantaged.

Policy 3.1A: Provide facilities that are compliant with the Americans with Disability Act (ADA) and amenities that support all users of the multi-modal transportation system, including persons with disabilities, the elderly and economically disadvantaged (such as new sidewalk connections, trails and enhanced bus stops/shelters).

Policy 3.1B: Improve or expand the multi-modal transportation system serving the disadvantaged by enhancing service availability, and providing greater access to connecting bicycle and pedestrian facilities.

Policy 3.1C: Promote paratransit or alternative services where development patterns do not support fixed route transit.

Objective 3.2 Decrease reliance on single-occupancy vehicles.

Policy 3.2A: Plan for and develop a “transit-friendly” transportation system providing appealing choices that are more competitive with automobile travel.

Policy 3.2B: Increase the percentage of persons using alternative modes, especially during peak hours, through planning implementable multi-modal projects, and connections between them.

Policy 3.2C: Promote and expand TDM programs and partnerships with commuter assistance programs such as Bay Area Commuter Services (BACS).

Objective 3.3 Support an integrated transportation system with efficient connections between modes.

Policy 3.3A: Develop a multi-modal transportation system that integrates all modes into the planning, design and implementation process.

Policy 3.3B: Promote transit circulator, water taxi and bicycle and pedestrian systems serving major activity centers, such as hospitals, educational facilities, parks, malls and other major employment and commercial centers.

Policy 3.3C: Provide appropriate highway, transit, bicycle and pedestrian links to airports, seaports, rail facilities, major terminals, theme parks and other major tourist destinations.

Policy 3.3D: Support multi-modal improvements to address a system gap or deficiency at significant points such as major intersections and movable bridges that serve vehicular traffic and other modes.





Objective 3.4 To foster greater economic competitiveness, enhance the efficient movement of freight in the Tampa Bay region.

Policy 3.4A: Plan an interconnected freight movement system that encompasses air cargo, trucking, rail, pipeline and marine transportation.

Policy 3.4B: Prioritize improvements that facilitate the efficient and effective movement of freight and enhance the area's regional and global competitiveness.

Policy 3.4C: Improve intermodal connectivity and access to and from designated regional freight activity centers (such as Port of Tampa and Tampa International Airport).

Policy 3.4D: Plan implementable long-term and short-term transportation improvements on designated goods movement corridors and locally designated truck routes.

Policy 3.3E: Promote efficient roadway design standards for designated truck routes (such as turning radii, re-striping pavement and operational improvements).

Goal IV Assure that transportation improvements coordinate closely with comprehensive land use plans and support anticipated growth and development patterns.

Objective 4.1 Promote sensible growth patterns that are livable, sustainable and appealing to residents and travelers.

Policy 4.1A: Ensure that multi-modal transportation improvements support both local and statewide growth management and development goals.

Policy 4.1B: Allow lower highway LOS standards on Non-SIS roadways with acceptable transit services, particularly in urbanized areas.

Policy 4.1C: Support new development requirements to contribute ADA-compliant pedestrian, bicycle and transit amenities and facilities.

Policy 4.1D: Designate roadway and transit corridors for streetscape, gateways, noise buffering and/or median landscaping treatments.

Policy 4.1E: Encourage project designs that follow Livable Roadway Guidelines, incorporating suitable landscape and streetscape elements and addressing the needs of all users including pedestrians, bicyclists, transit users and persons with disabilities.

Policy 4.1F: Preserve and enhance scenic views of and access to waterfronts, historic and cultural assets and other attractive features.

Policy 4.1G: Encourage local governments to consider multi-modal transportation needs in their land use decisions.

Objective 4.2 Use appropriate planning and design criteria to promote community cohesion and avoid or minimize negative impacts to residential neighborhoods.

Policy 4.2A: Design an efficient multi-modal transportation system that improves connections between communities and adjacent areas, while minimizing cut-through traffic in residential neighborhoods.

Policy 4.2B: Balance the need for roadway widening and other goals and priorities of local residents.

Policy 4.2C: Design projects to soften the impact of roadway widening or extensions on established neighborhoods (such as screening, buffering and noise walls).

Policy 4.2D: Meet environmental justice requirements by preventing or avoiding disproportionate adverse impacts to low income and minority communities.

Policy 4.2E: Avoid road construction or widening projects that will isolate or disrupt established neighborhoods and business districts.

Policy 4.2F: Where appropriate, encourage measures that promote traffic calming, especially within urban service areas.

Objective 4.3 Encourage land development patterns that promote transportation efficiency.

Policy 4.3A: Support in-fill development and the creation of more livable communities by connecting neighborhoods, parks, open space, commercial and office centers with transit, bikeways and sidewalks.

Policy 4.3B: Designate corridors that allow higher density mixed use areas to be served by public transit.

Policy 4.3C: Incentivize major development projects to locate along or extend existing or planned public transit lines and implement transit-oriented development design concepts.

Policy 4.3D: Locate transit stops/stations within convenient walking distance of major concentrations of employment and housing.

Policy 4.3E: Minimize the amount of land devoted to vehicle parking and encourage policies that result in a more efficient use of parking facilities.

Goal V Enhance the safety and security of the transportation system for both motorized and non-motorized users.

Objective 5.1 Provide for safer travel for all modes of transportation, including walking, bicycling, transit, auto and freight.

Policy 5.1A: Promote safety in the planning, design, construction and maintenance of all modes in transportation projects and programs (e.g., designing for the incorporation of emerging safety-related technologies).





Policy 5.1B: Work with local governments and other agencies to identify safety concerns and conditions, and recommend projects to address key deficiencies (such as high crash locations, lighting and signage).

Policy 5.1C: Support transit, motorist, bicycle and pedestrian safety education programs.

Policy 5.1D: Encourage improved traffic operations, access management and other safety measures to reduce aggressive driving and the number of traffic crashes, including fatalities and injuries involving pedestrians and bicyclists.

Policy 5.1E: Ensure consistency with the vision, mission and goals of the Florida Strategic Highway Safety Plan.

Policy 5.1F: Encourage the reduction of emergency response time to incidents through the use of ITS.

Policy 5.1G: Assist in the designation of corridors and development of procedures to provide for safe movement of hazardous materials.

Policy 5.1H: Minimize the impacts of truck travel to roadways not designated as local truck routes or regional goods movement corridors.

Objective 5.2 Increase the security and resiliency of the multi-modal transportation system.

Policy 5.2A: Include emergency evacuation considerations in the MPO transportation planning process.

Policy 5.2B: Promote the implementation of safety and security improvements in the design or retrofit of transportation systems, including the ability to support emergency response and recovery.

Policy 5.2C: Develop the multi-modal transportation system to enhance the interface of all modes and users.

Policy 5.2D: Enhance security for all modes through the appropriate use of authorized access, surveillance systems and ITS.

Policy 5.2E: Work with federal, state and local agencies, the private sector and other stakeholders to minimize potential threats and vulnerabilities in the multi-modal transportation system.

Policy 5.2F: Enhance multi-modal transportation system capacity and build communications and information capabilities to not only respond to, but proactively deter and mitigate emergencies.

Policy 5.2G: Enhance the resiliency of the regional supply chain by identifying alternative routes that could be used to ensure goods movement during and after an incident.

Objective 5.3 Improve the ability of the transportation network to support emergency management response and recovery efforts.

Policy 5.3A: Facilitate coordination among emergency management and transportation agencies to improve regional planning for emergency management.

Policy 5.3B: Ensure understanding of roles and responsibilities for how transportation and emergency management professionals can support each other in responding to an emergency.

Policy 5.3C: Support ITS architecture expansion to enhance situational awareness necessary for emergency response and managing evacuations.

Policy 5.3D: Ensure good data sources and communication links for sharing real-time transportation network capacity so that information is available to operating agencies during and after an emergency.

Policy 5.3E: Provide socio-economic, geographic information system (GIS) and other transportation data to assist in emergency management planning.

Policy 5.3F: Use outreach and education to increase public awareness of transportation systems and their use during evacuations.

Policy 5.3G: Facilitate public and private sector service institutional arrangements and coordination, to leverage private sector resources in support of response and recovery efforts following an incident.

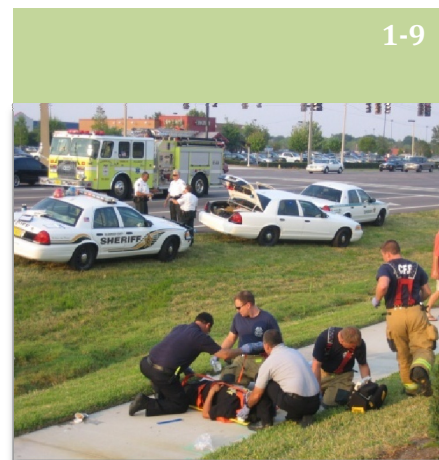
Goal VI Preserve existing facilities and optimize the efficiency of Transportation System Management and operations.

Objective 6.1 Acquire and preserve right-of-way at the least possible economic, ecological and social cost.

Policy 6.1A: Establish appropriate right-of-way requirements for designated corridors for public transit, HOVs, truck-only lanes, bicycles and pedestrians.

Policy 6.1B: Support the adoption of local right-of-way corridor need maps, policies and ordinances to identify, acquire and protect public right-of-way from encroachment.

Policy 6.1C: Where feasible, identify and fund the preservation of future corridors for advance right-of-way acquisition for highways, transit, freight and passenger rail, bicycle and pedestrian facilities.



Objective 6.2 Emphasize the preservation of the existing transportation system and establish priorities to ensure optimal use.

Policy 6.2A: Promote policies that maximize the use of existing transportation facilities and explore opportunities for improved connectivity before building new facilities (such as restriping for bicycle lanes, new technologies and ITS).

Policy 6.2B: Give priority and allocate funding to low-cost capital improvements designed to preserve and maintain existing thoroughfare capacity.

Policy 6.2C: Assess total multi-modal transportation investment costs by taking into account not only initial capital costs, but also operating and maintenance costs.

Policy 6.2D: Encourage implementation of roadway access management principles.

Policy 6.2E: Promote the establishment of a dedicated transit revenue base that is stable throughout economic cycles.

Policy 6.2F: Establish criteria to prioritize improvements based on the objectives set forth in this Plan.