



TAMPA MOVES

CITYWIDE MOBILITY PLAN

July 2023

TAMPA
MO>ES
Mobility • Opportunity • Vision • Equity • Safety

TAMPA'S MOBILITY OPPORTUNITY

I am thrilled to unveil Tampa's first-ever Citywide Mobility Plan, Tampa MOVES. It is the culmination of years of citywide coordination and community collaboration launched through Transforming Tampa's Tomorrow (T3). When I took office in May 2019, one of my first actions was to initiate T3: a comprehensive strategy to identify solutions to major challenges for our city. Through this process, transportation was identified as one of the biggest issues facing our growing city.

Tampa MOVES provides the city with an equitable, data-driven approach to make our transportation system better and safer than ever before. This approach will help us prioritize the \$2 billion worth of mobility needs identified in the plan. We will make the most of every opportunity to improve our transportation system and have safe, affordable, and equitable solutions for all.

In the next 30 years, Tampa will make significant progress in communities that lack comfortable and reliable ways to get around by foot and bike. We will also invest in our existing assets by resurfacing roadways in Tampa's neighborhoods, create streets as places by focusing on street design that encourages mixed-use development and cultural growth, and implement Tampa's Vision Zero Action Plan by focusing on the high injury network so we can have safe routes to schools, parks, transit, and food while supporting effective public transit.

Now, the fun begins. It's time to roll up our sleeves and continue working together so Tampa can develop a first-class transportation system that is resilient, affordable, and innovative for our residents, workers, and visitors for years to come.



Mayor Jane Castor

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OVERVIEW

How transportation shaped
Tampa's history and can
transform Tampa's tomorrow

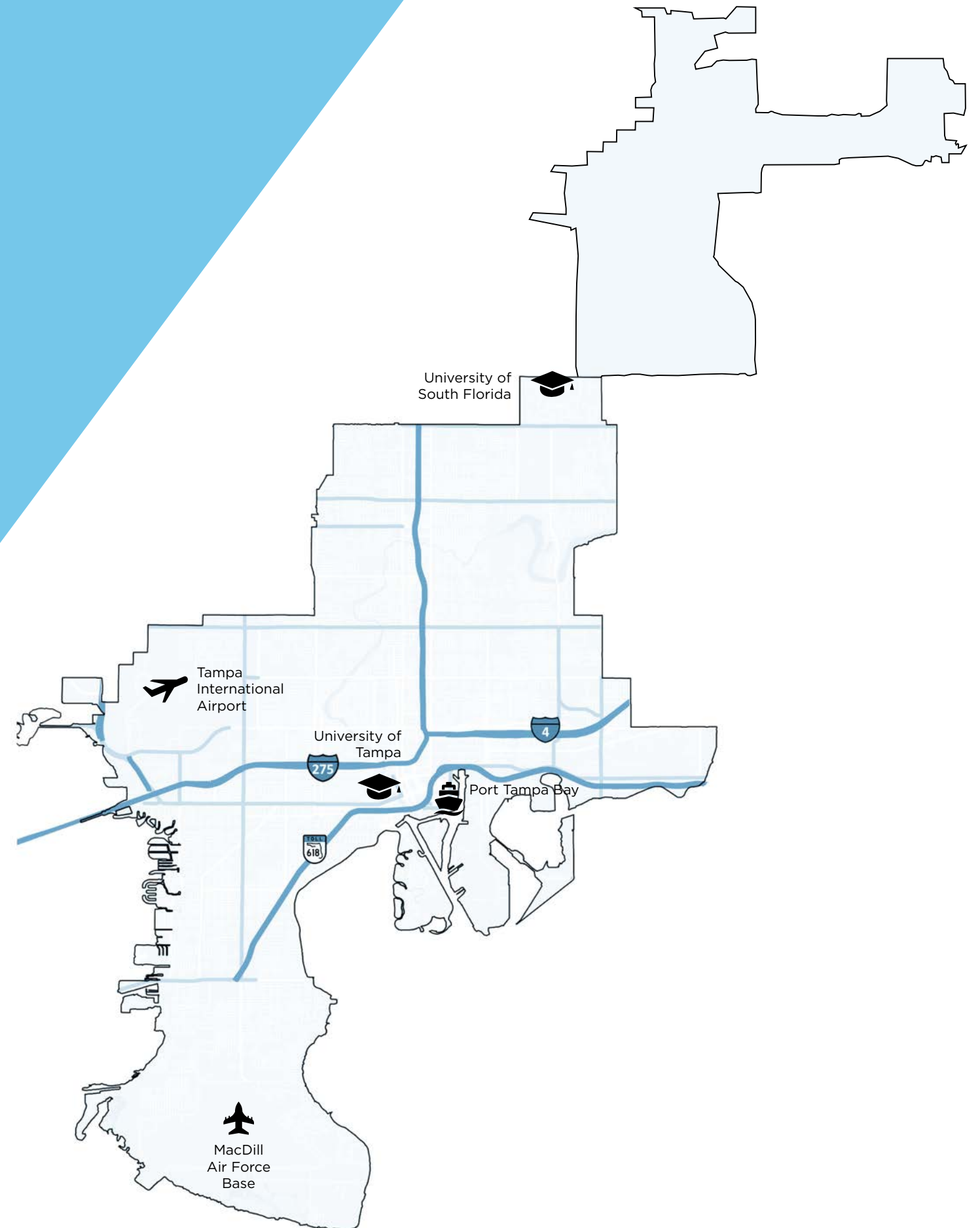
A CITY SHAPED BY TRANSPORTATION

Tampa is the #1 place to live.

And it's not just us who thinks so. Forbes magazine ranked Tampa as the best place to live in Florida.

Tampa has long been at the forefront of transportation innovation and investment in multimodal mobility. Henry Plant's railroad connecting Tampa to the rest of the country via land and Tony Jannus's flying of the world's first commercial airline service between Tampa and St. Petersburg are just a few of the key moments in Tampa's transportation history.

Today, as Florida's third largest city and host to the country's 16th fastest growing metro area, Tampa continues to evolve as an important urban center shaped by transportation. Tampa anchors one end of the Florida High Tech Corridor, connecting Tampa with Orlando and Gainesville, which connects three of the state's largest universities and infuses the city with over 22,000 technology companies. Over one million Tampa residents and visitors a year ride the TECO Streetcar Line, and Tampa leads the nation in certified bicycle-friendly businesses.



WHY NOW?

The City achieved its national stature with targeted and intentional efforts from community champions and thoughtful leadership throughout its history. Today, the City is at a watershed moment—our ability to remain economically competitive and maintain our high quality of life are dependent on strategic transportation investments.

For the last several years, limited transportation funding has not been able to keep up with basic maintenance. For example, under the current budget, the City repaves about 30 miles of roads a year, but with the thousands of miles of roads in Tampa needing to be repaved, this equates to a 75-year repaving cycle. This means the last street that needs repaving today will be completed in 2098.

Investing in Tampa’s transportation is more than just about investing in our assets. Between 2018 and 2022, an average of 54 people died on Tampa roads each year, and 224 people suffered life-altering injuries in crashes. Tampa drivers spend 48 hours sitting in traffic each year, one of the worst records in the country. In the Tampa Bay area, housing and transportation costs account for 53% of average household costs. With over 150,000 new residents and those corresponding jobs expected in the next two decades, **the time to reinvent and reinvest in Tampa’s transportation infrastructure is now.**

A YEAR ON TAMPA’S ROADS



TRANSFORMING TAMPA’S TOMORROW

Mayor Jane Castor established five advisory teams focusing on key issues facing our city to Transform Tampa’s Tomorrow (T3): Transportation, Development Services, Workforce Development, Housing Affordability, and Sustainability and Resilience. The transportation recommendations focused on transforming the transit system, reimagining greenways and trails, embracing Vision Zero, and collaborating with the community. Following the recommendations of the T3 report, the City immediately began developing a citywide mobility plan and gathering feedback from the community to set the vision—a vision for a safe and equitable transportation system.

The plan, called **Tampa MOVES**, lays out the City’s guiding principles for redesigning our transportation system: **M**obility, **O**ppportunity, **V**ision, **E**quity, and **S**afety. MOVES will guide the city toward a future in which Tampa residents and visitors are able to safely walk, bike, and take transit to more destinations. A future in which they spend less time sitting in traffic and worrying about paying the high costs of transportation. A future in which everyone is proud to call a healthier, safer, and more connected city home.

TAMPA M.O.V.E.S.

GUIDING PRINCIPLES	MOBILITY	Everyone should have access to quality transportation choices.
	OPPORTUNITY	Connect people to jobs and economic opportunities.
	VISION	Be visionary and dream big! Create a healthy, sustainable, and resilient future.
	EQUITY	Remove barriers and improve transportation for people who need it most.
	SAFETY	Safety is our first priority. One death or injury on our streets is one too many.

ENVISIONING TOMORROW

To make this future a reality, Tampa MOVES shifts the previous conventional approach to transportation planning and decision-making toward a context-based and data-driven approach. Conventional transportation planning separates land use from transportation and fails to recognize the unique places and diverse users of our street network. This approach will help us design streets to fit the particular needs of its place and people. A context-based approach is also a resilient one. As Tampa grows, its places and transportation systems will demand change. Our new approach will allow us to head off future challenges with flexible solutions.

Tampa MOVES recommends and prioritizes our transportation needs in the short term and over the next 30 years in the following focus areas:

- ✓ **Invest in Our Existing Assets.** Support our existing maintenance demands and put back our transportation infrastructure better and safer than before.
- ✓ **Complete the Multimodal Network.** Fill sidewalk gaps, build more crosswalks and ADA-compliant curb ramps, and develop an accessible low-stress bicycle network throughout the city.
- ✓ **Create Streets as Places.** Recognize that streets are for more than just drivers by focusing on context sensitive street design that encourages mixed-use development and cultural growth.
- ✓ **Make Streets Safer for Everyone.** Work towards Vision Zero through quick-build solutions on the high-injury network, safe routes to places, and managing vehicular speeds through traffic calming.
- ✓ **Support Effective Transit.** Continue to support a robust public transit system through transit-supportive roadway design and land use planning, seeking transit grant funding, and collaboration with HART and Countywide initiatives.
- ✓ **Manage Congestion.** Leverage technology, including connected vehicles, signal timing improvements, and other optimization efforts to manage congestion and improve travel time reliability.

A vision of Tampa in 2050

M

MOBILITY

Half of all commuters are walking, biking, or taking transit.

O

OPPORTUNITY

Commute times are 15 minutes or less.

V

VISION

Record low daily miles driven.

E

EQUITY

Record low transportation costs.

S

SAFETY

Zero roadway deaths and life-altering injuries.

\$2 billion

must be unvested by 2050 to achieve this vision.

WHAT'S IN THE PLAN?

This plan will implement policies, programs, and projects that improve transportation choices throughout Tampa. These elements are essential for expanding access to opportunities and creating an excellent multi-modal experience for all users.

This plan is broken up into two parts:

Part 1: State of Mobility

- ▶ **Tampa's Mobility History**—Tampa's transportation history from a streetcar city to today
- ▶ **Where We Are Now**—Snapshots of key mobility indicators including performance relative to peer communities
- ▶ **Community Voices**—Key themes from community input on Tampa's transportation needs

Part 2: Tampa's Mobility Vision

- ▶ **Where We Want to Go**—Connections between the Tampa MOVES principles and public involvement themes
- ▶ **How We Want to Grow**—Overview of how street design decisions consider land use and roadway characteristics
- ▶ **Getting Where We Want to Go**—Discussion of needs and multimodal gaps in the transportation network and where the City will start first





OUR COMMITMENT

To ensure Tampa MOVES has staying power, the City is committed to the following strategies:

Listen First. Then Listen Again.

Continuous and open communication with the public to understand residents' needs and desires.

Lead with Data.

Use available data and information to complement community input to better understand needs and inform solutions.

Distribute Resources Equitably.

Equitably provide a range of transportation options for people of all ages and abilities throughout the City.

Align Processes & Policies.

Update City department processes and policies/regulations to fully support the MOVES plan.

Seek Funding from Every Possible Source.

Review current City fees and look for additional transportation funding and partnership opportunities to invest in existing and future infrastructure.

Achieve Greatest Impact.

Look for cost-effective, high-impact improvements that can be accomplished quickly.

A row of blue and red bicycles parked on a sidewalk. The bicycles have "coast" and "AARP Tampa Bay" branding. In the background, there is a large fountain with many water jets, palm trees, and modern buildings under a clear blue sky. A woman is standing near the bicycles on the left.

PART 1: STATE OF MOBILITY

How our residents and visitors
have traditionally moved around
and how they want to move
around in the future

YOU ARE HERE.

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TO PLAN FOR TAMPA'S FUTURE, WE MUST FIRST LOOK TO ITS PAST.

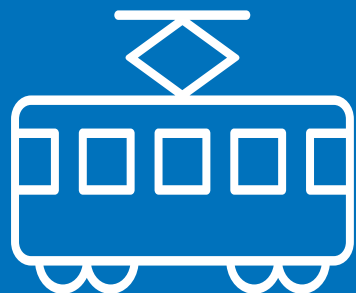
A maritime and rail-based transportation system helped Tampa grow into an economic center in the early twentieth century. In these early years, developers built many of today's most beloved neighborhoods. Highway construction in the mid-20th century divided neighborhoods, disconnecting communities and creating disparities in health, safety, and economic outcomes for Tampanians.

Tampa's transportation history mirrors other American cities with roots before the Second World War. Over the past century, Tampa has seen intense periods of population growth and economic activity defined by transportation systems and infrastructure investments.

Tampa's mobility history can be categorized into three time periods. These periods are characterized by unique technological and sociodemographic changes that had a dramatic impact on how we move around the city today:

OUR HISTORY

1



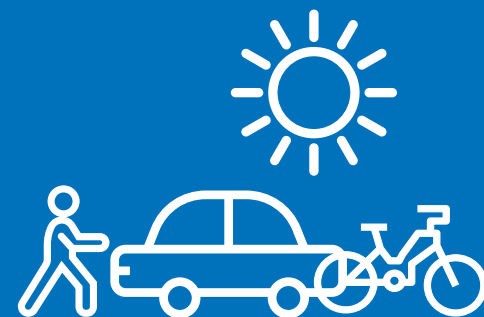
URBANIZATION
(1900-1930)

2



EXPANSION
(1930-2000)

3



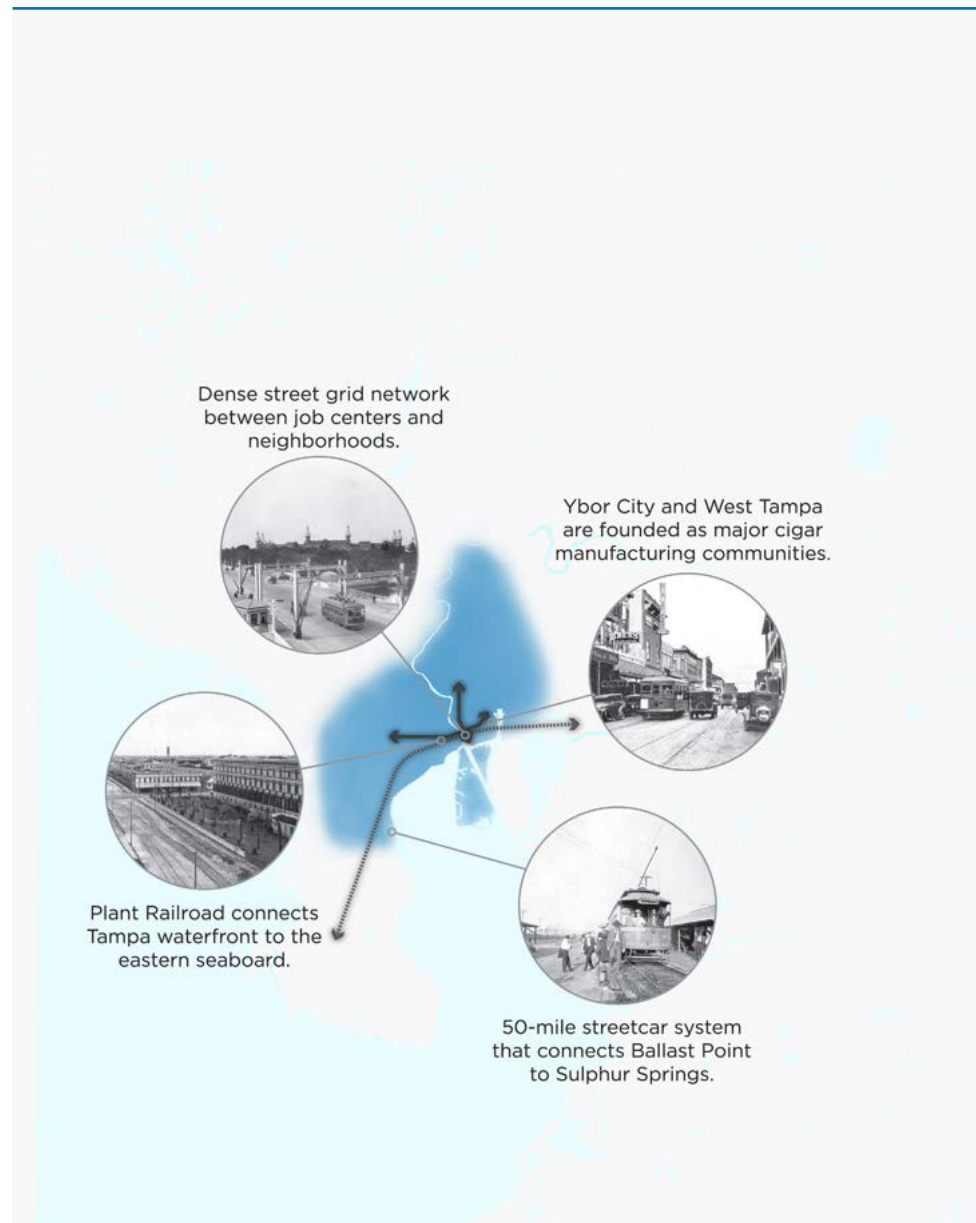
EVOLUTION
(2000-TODAY)



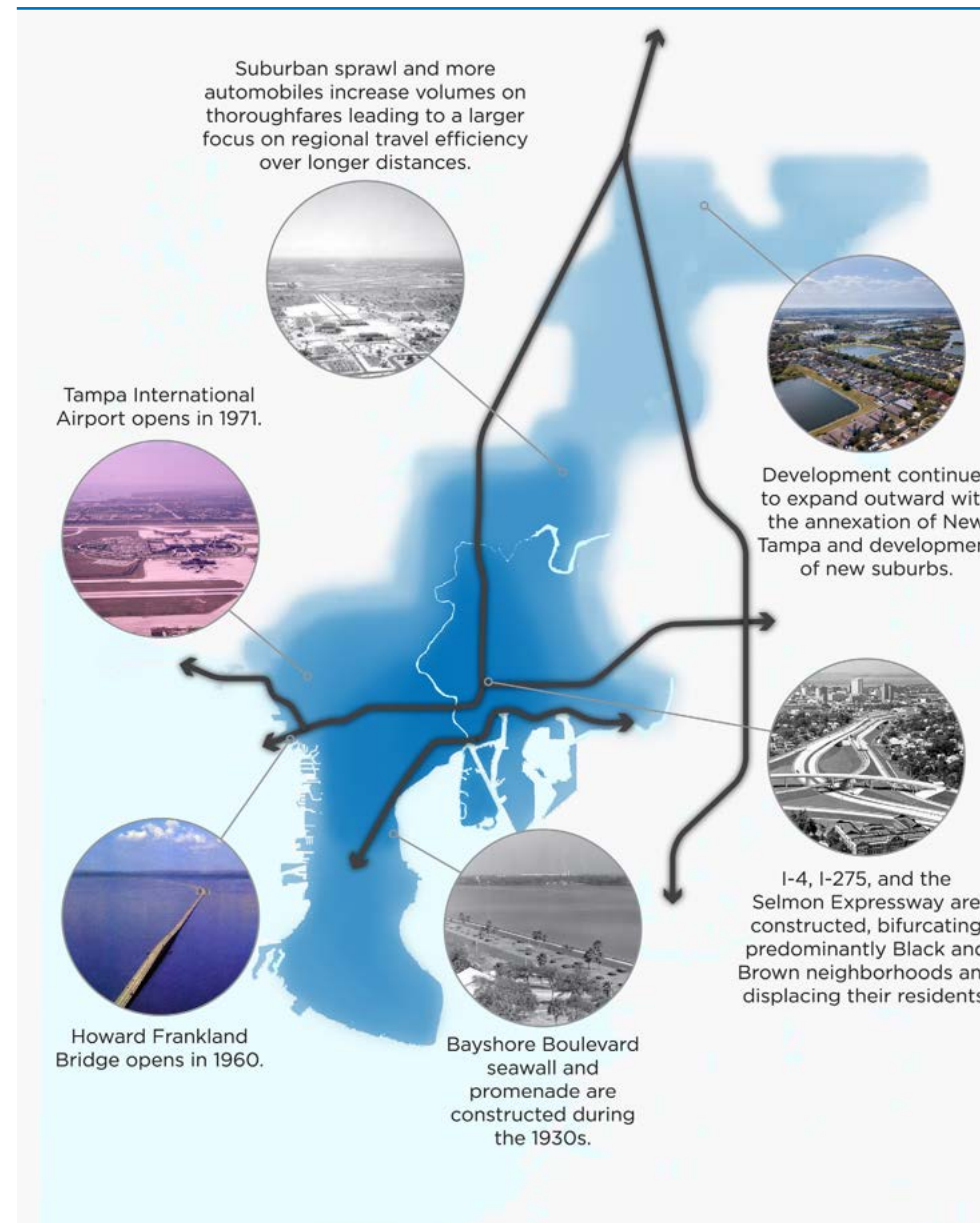
Streetcar lines once snaked throughout Tampa and connected areas such as Tampa Heights, East Tampa, Ybor City, and South Tampa to downtown. The lines were removed during the automobile boom starting in the 1940s.

TAMPA'S MOBILITY HISTORY

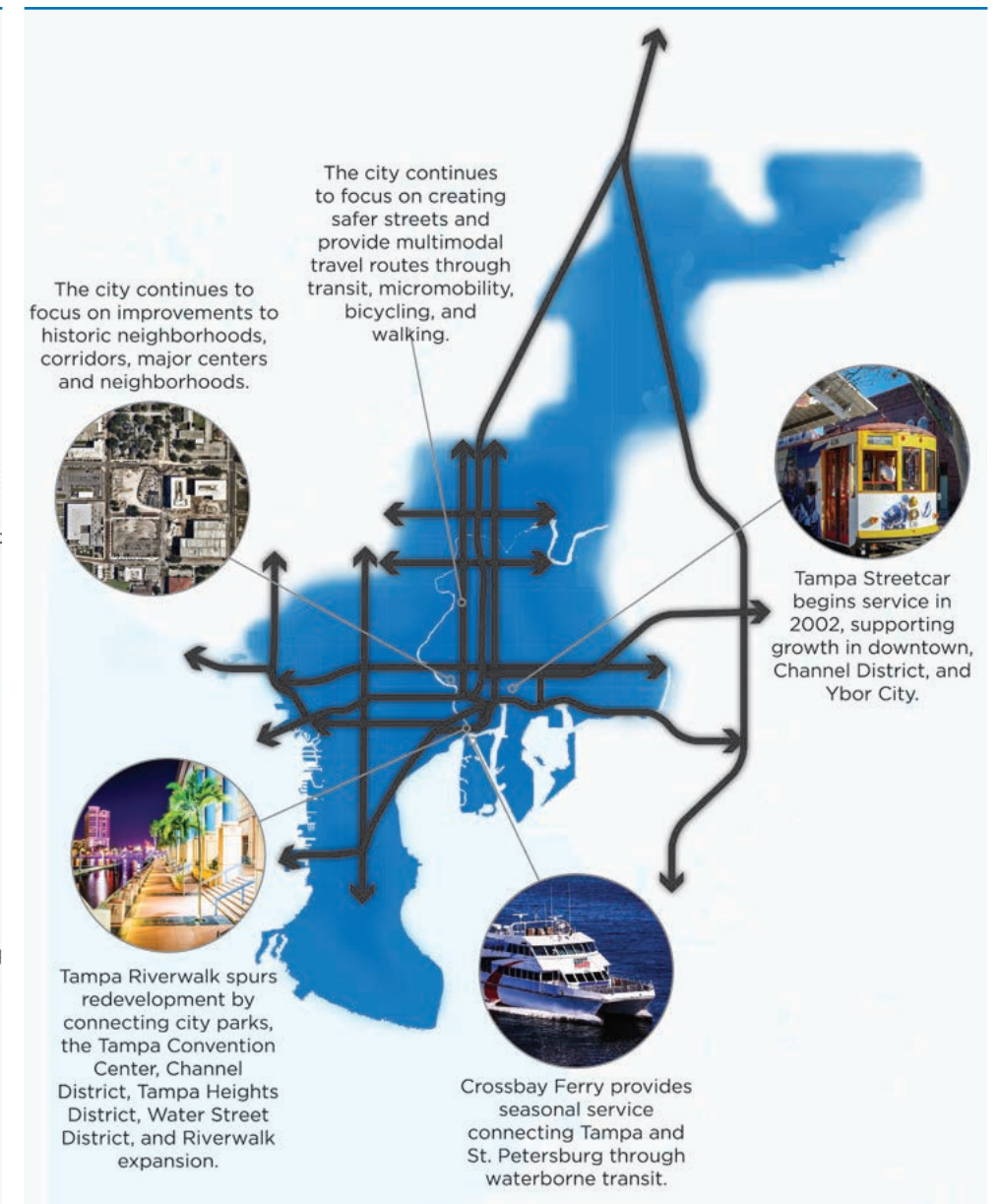
URBANIZATION (1900-1930)



EXPANSION (1930-2000)



EVOLUTION (2000-TODAY)



ACCESS TO OPPORTUNITY

Throughout Tampa’s history, automobile access to destinations has continuously increased with the expansion of the street network. Equitable access for all communities, and access by other modes of travel, however, has been slower to increase. In the past, providing more access to some areas—such as building interstates—created barriers to accessing jobs, food, healthcare, schools, and parks in other areas. Tampa communities with limited or no access to their everyday needs ended up shouldering the burden of providing access to others.

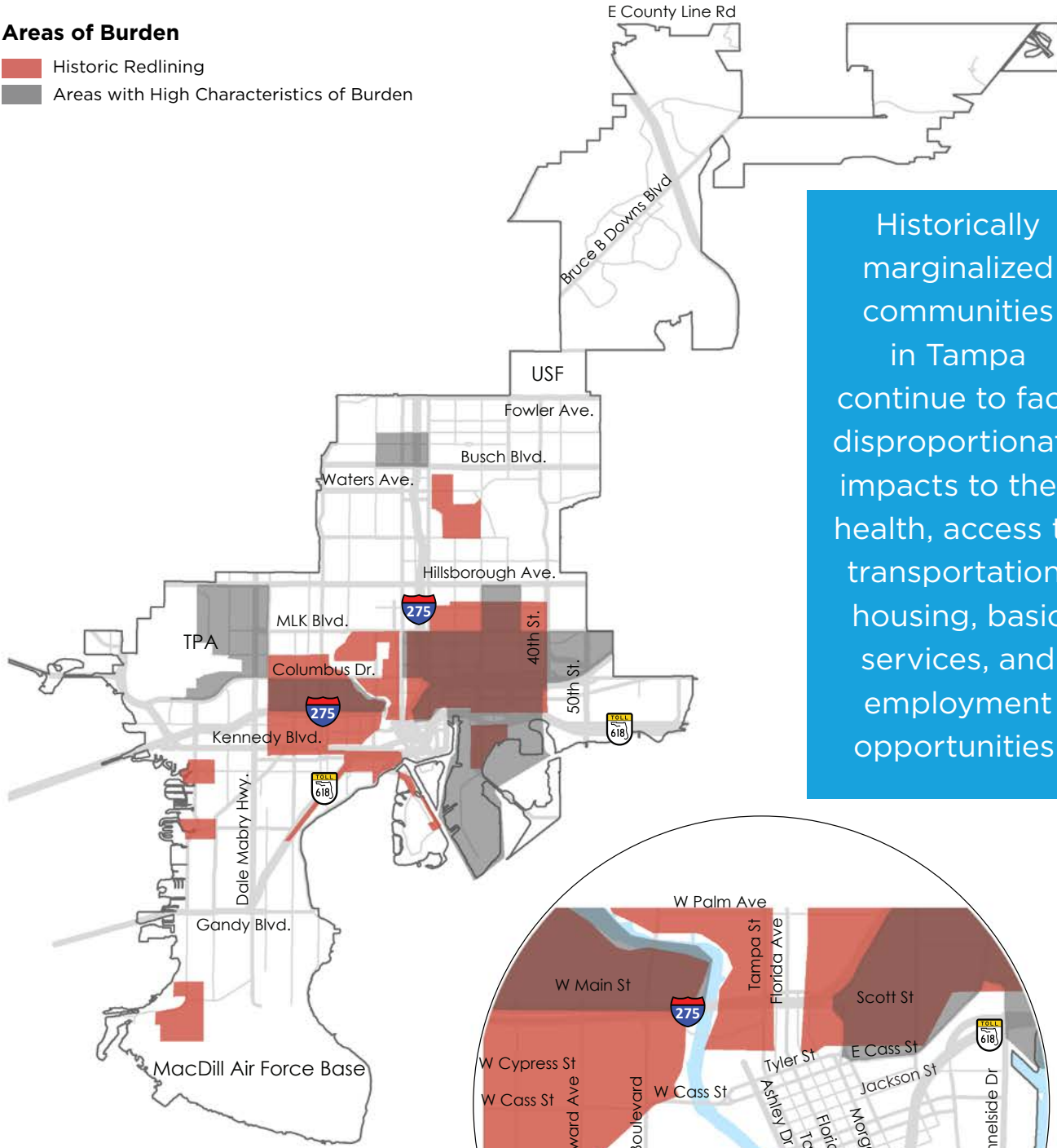
Before roadways created physical barriers for some of Tampa’s neighborhoods, **discriminatory practices, like redlining, isolated residents to their neighborhoods based on their race.** The 1930–1940 Homeowners’ Loan Corporation (HOLC) demarcated neighborhoods along racial lines where streets with a high proportion of Black, Hispanic, or Asian residents were deemed “Hazardous” or “Definitely Declining.”

We still see the legacies of these policies today. Tampa has disadvantaged communities in the neighborhoods north and east of I-275 and north of the I-4 corridor which overlap with the historic redlining practices. These areas currently have **high characteristics of burden** such as disproportionately high incidence of health problems and high energy, housing, and transportation costs. These areas also have lower than average incomes and high unemployment rates compared to the rest of the city. For much of Tampa’s history, neighborhoods in these communities were marginalized by society, overburdened by pollution, and underserved by infrastructure and other basic services.

The demographic diversity of Tampa is influenced by these past practices but is also a product of the economic development that followed the entry of the Plant railroad and rise in cigar manufacturing operations over a century ago. These economic drivers brought immigrants and influence from the Caribbean and Europe following the Civil War and a time of reconstruction. The roots of this influence in Tampa’s cultural and racial makeup are still prevalent today.

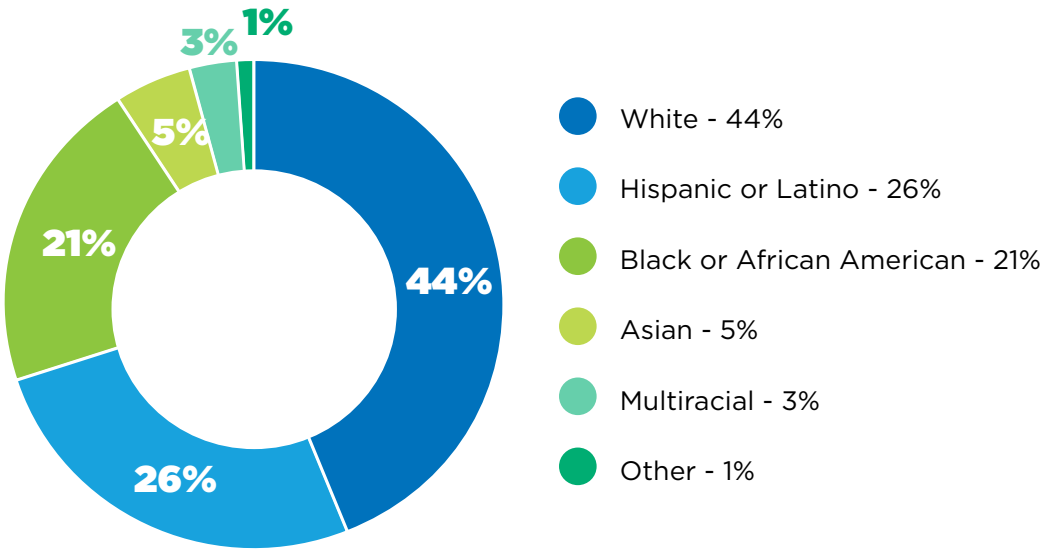
Areas of Burden

- Historic Redlining
- Areas with High Characteristics of Burden



Historically marginalized communities in Tampa continue to face disproportionate impacts to their health, access to transportation, housing, basic services, and employment opportunities.

WHO LIVES IN TAMPA?



1. For additional information, visit <https://screeningtool.geoplatform.gov/en/methodology>

WHERE WE ARE NOW

Tampa’s mobility needs have two key components:

- 1. Investing in maintaining and repairing transportation assets
- 2. Building mobility infrastructure to create a safe and equitable transportation network

By understanding the city’s transportation system today, we can guide future investments as Tampa continues to grow and its mobility needs evolve. **We must take advantage of opportunities to increase safety and equity as we maintain the existing system**, maximizing our mobility investments. The following sections highlight the existing asset conditions, explain how Tampa uses its mobility infrastructure, and compare our network to similar cities.

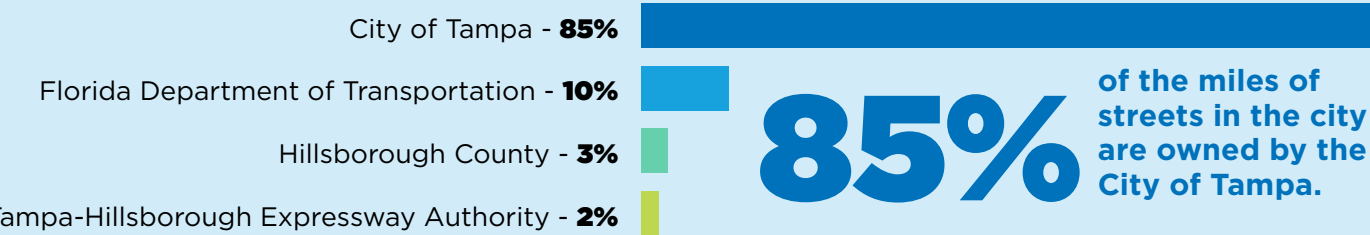
Transportation Assets

As a city grows, its transportation system requires maintenance, preservation, and continued investment—especially to remain safe and equitable. As assets wear over time, restoring them becomes more costly. The City plans for asset improvements within the right-of-way and coordinates connecting infrastructure that is maintained by the State and County. The snapshot below shows the transportation assets that are operated by the City of Tampa. Nearly **85%** of the miles of streets in the city are owned by the City of Tampa, however, most of the major streets in the city are owned by the State and County and carry the majority of vehicular traffic relative to the city’s local roadways. Improvement of these streets requires coordination with respective agencies.

TAMPA’S MOBILITY SNAPSHOT



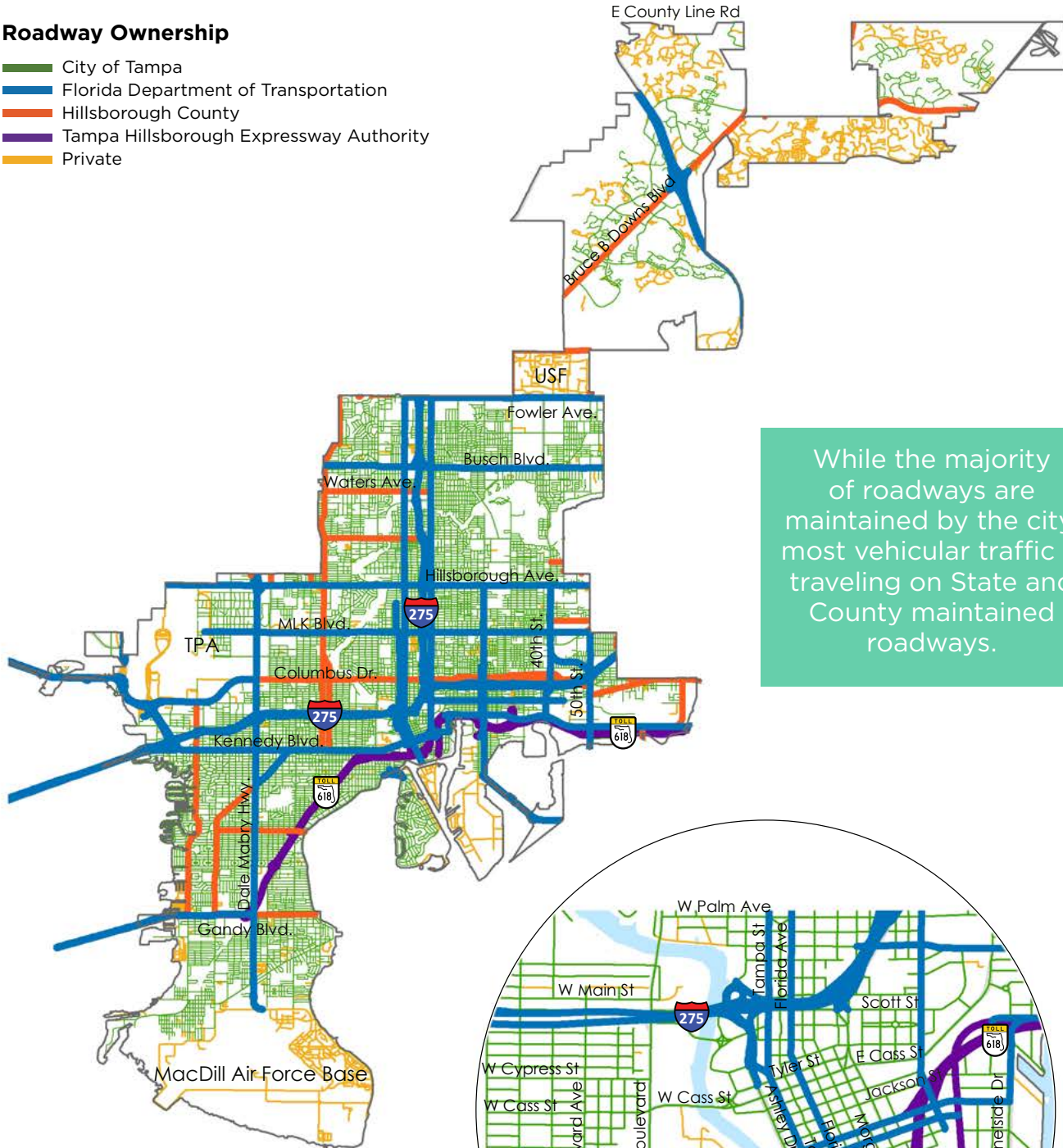
ROADWAY OWNERSHIP



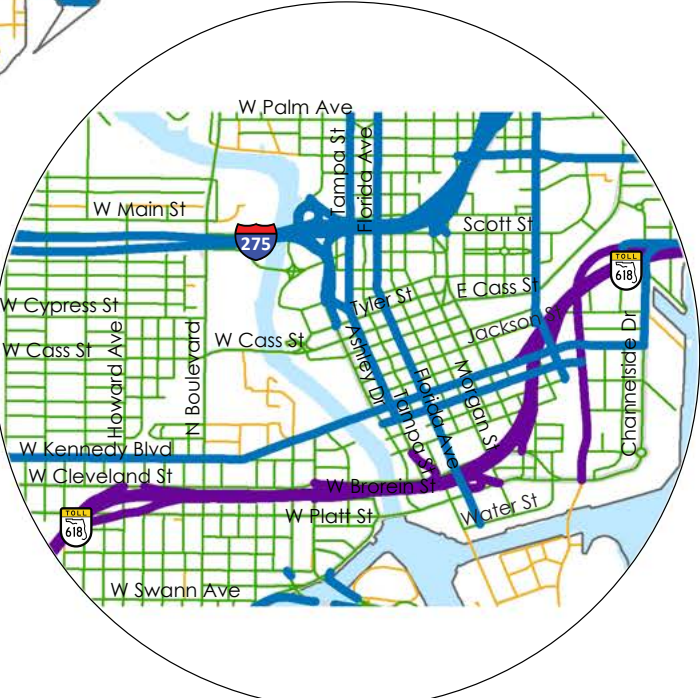
For a full summary of assets, visit <https://www.tampa.gov/mobility/transportation/numbers>.

Roadway Ownership

- City of Tampa
- Florida Department of Transportation
- Hillsborough County
- Tampa Hillsborough Expressway Authority
- Private



While the majority of roadways are maintained by the city, most vehicular traffic is traveling on State and County maintained roadways.



Downtown

How We Get Around

As the center of the Tampa Bay region, Tampa's transportation system connects hubs throughout the city to Hillsborough County and the broader regional transportation system. Like most cities, travel in Tampa follows three major patterns to connect to different areas of the city.

Most weekday trips include travel to and from work, school, and errands. The city also sees a large tourist population at different times of the year and regional trips passing through. More options for these trip types means more efficient mobility for everyone. This section illustrates how the balance and interactions of options affects quality of life by impacting roadway user safety and access to social and economic opportunities.

TAMPA'S MAJOR TRAVEL PATTERNS

1

REGIONAL TRIPS
passing through
the Tampa Bay
area

2

INTERCITY TRIPS
to/from Tampa
from other parts of
our region

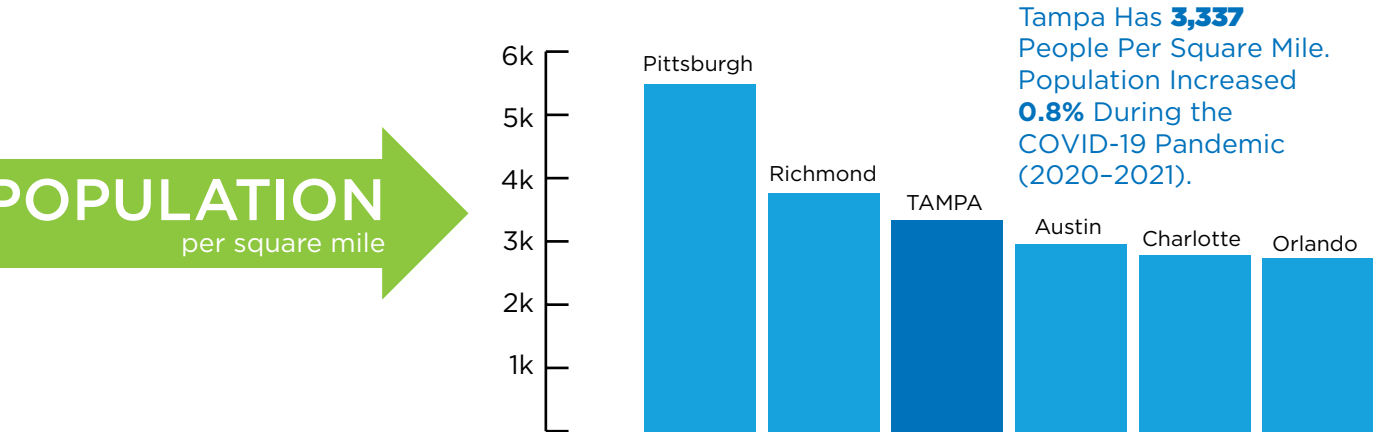
3

LOCAL TRIPS
around the city,
short and long
distance

How We Compare to Our Peers

Five cities (Austin, TX; Charlotte, NC; Orlando, FL; Pittsburgh, PA; and Richmond, VA) were identified as comparisons to Tampa's transportation system and how the system is affected by job, housing, and population characteristics. The peers were selected based on benchmarks that are both comparable to and aspirational for Tampa.

Like its peers, Tampa's population grew from 2020 to 2021. This increase aligns with nationwide migration to the South and West during the first year of the COVID-19 pandemic. But Tampa has been growing for a long time. **From 2010 to 2021, Tampa's population increased by more than 50,000 residents**, and significant growth is expected throughout the region over the next 20 years. Compared to its peers, Tampa has a similar population density, with about 3,500 people per square mile. (Pittsburgh, PA has considerably higher population density, with about 5,500 people per square mile).



Safe and Equitable Mobility Choices

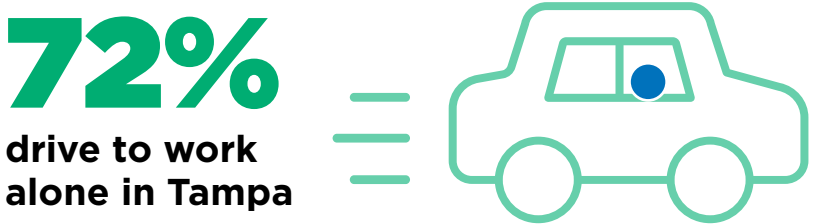
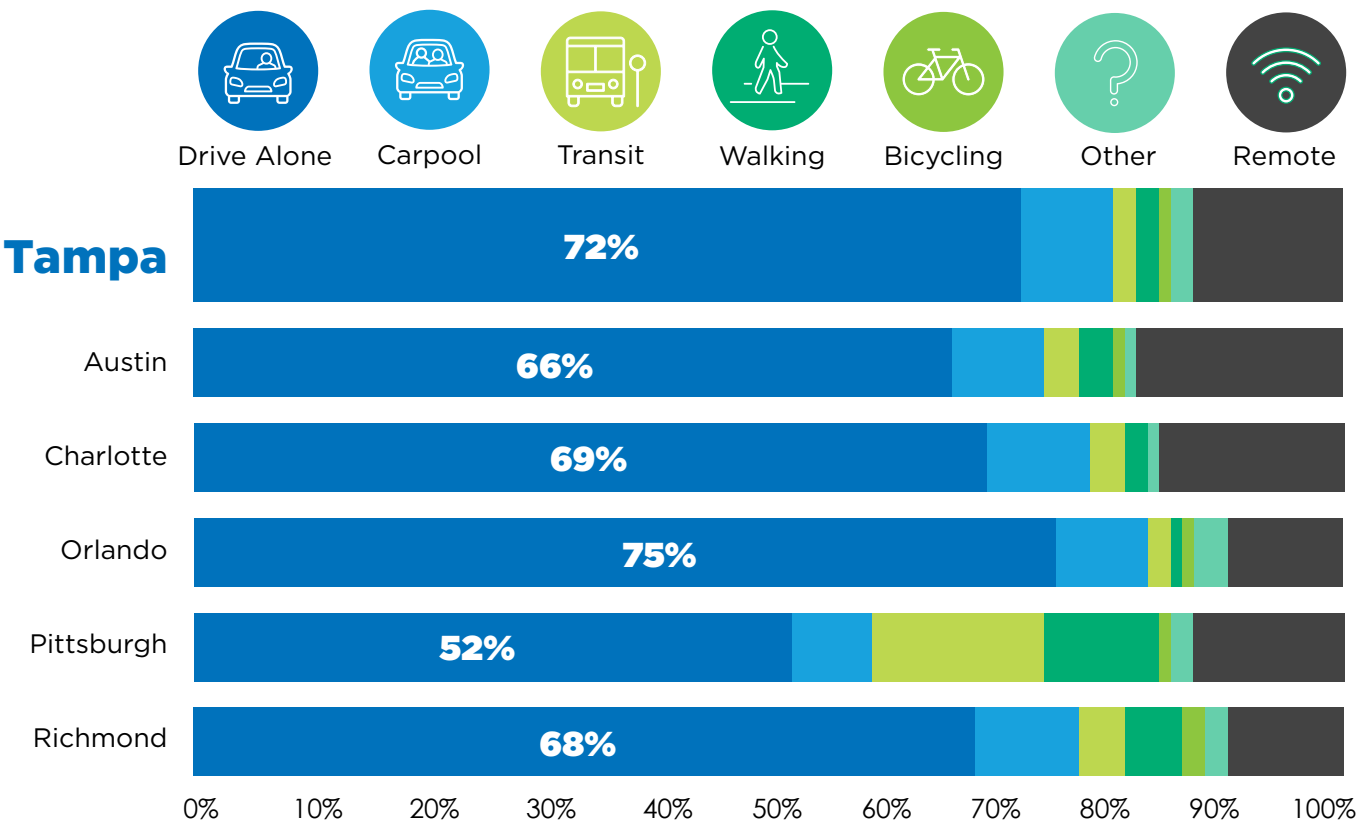
Mode Choice

People choose their transportation mode based on the safe and accessible options available to them. Tampa is a car dependent city; **72 percent of workers choose to drive alone to work**. The other **28 percent travel by some other mode**. This split is influenced by factors like available multimodal connections, how safe people feel while traveling, local development patterns, and whether they have access to a personal vehicle. A higher percentage of people choose to drive alone in Tampa than in most of its peer cities, and in turn, less people are walking, biking, or using transit to commute in Tampa (5%) compared to the average among peers at 9%.

Safe Options

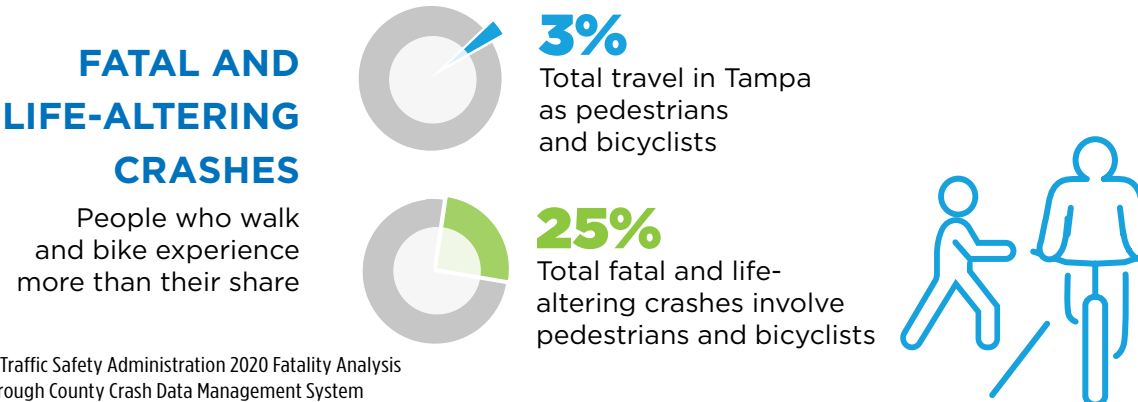
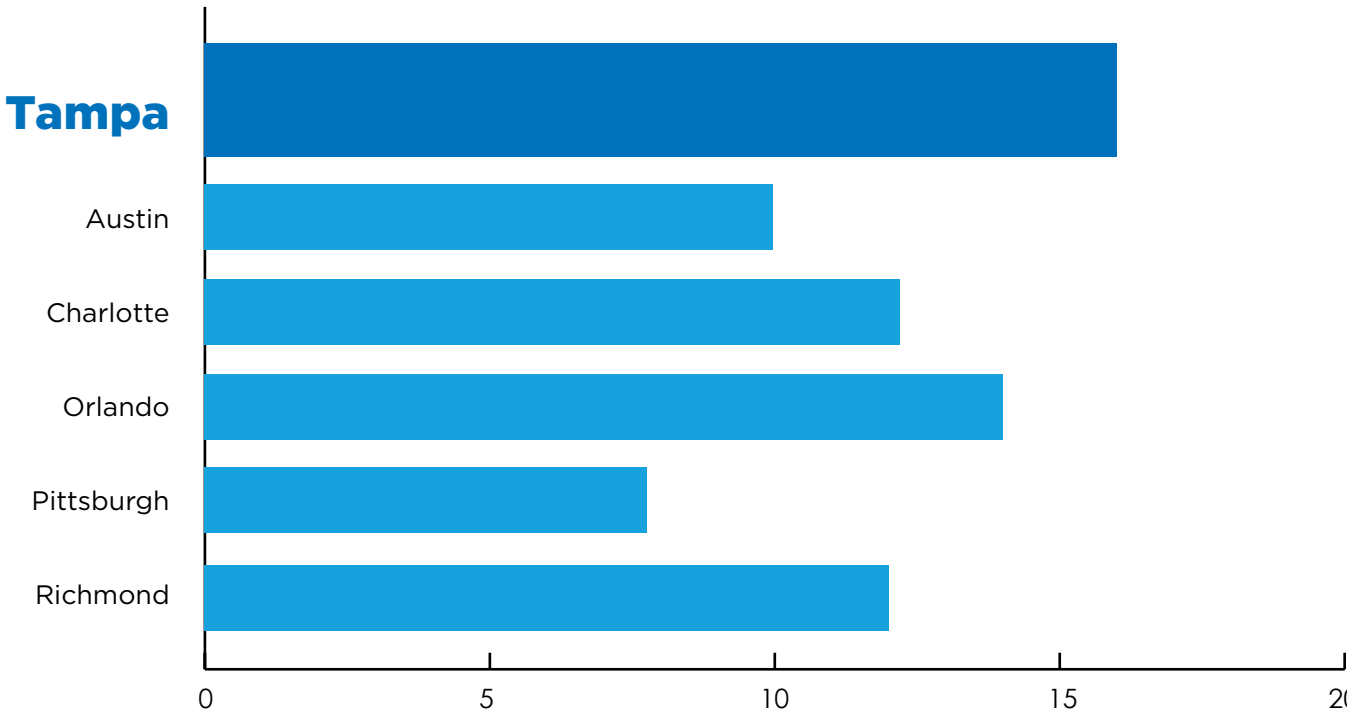
A key part of MOVES is our Vision Zero Action Plan, which aims to eliminate all traffic fatalities and severe injuries. **Every year on average 54 people die and another 224 people experience life-altering injuries on Tampa’s streets**. Bicyclists and pedestrians are the most vulnerable road users, as they lack the protection of a motor vehicle. In Tampa, crashes involving a bicyclist or pedestrian are over-represented among fatal and severe crashes. These crashes make up far more of the total crash count than their share of traffic. When comparing Tampa to our peers, we experience more fatal crashes per 100,000 people.

MODE CHOICES IN TAMPA AND OTHER MAJOR CITIES



Source: 2021 American Community Survey

ANNUAL FATAL CRASHES PER 100,000 PEOPLE



Source: National Highway Traffic Safety Administration 2020 Fatality Analysis Reporting System, Hillsborough County Crash Data Management System

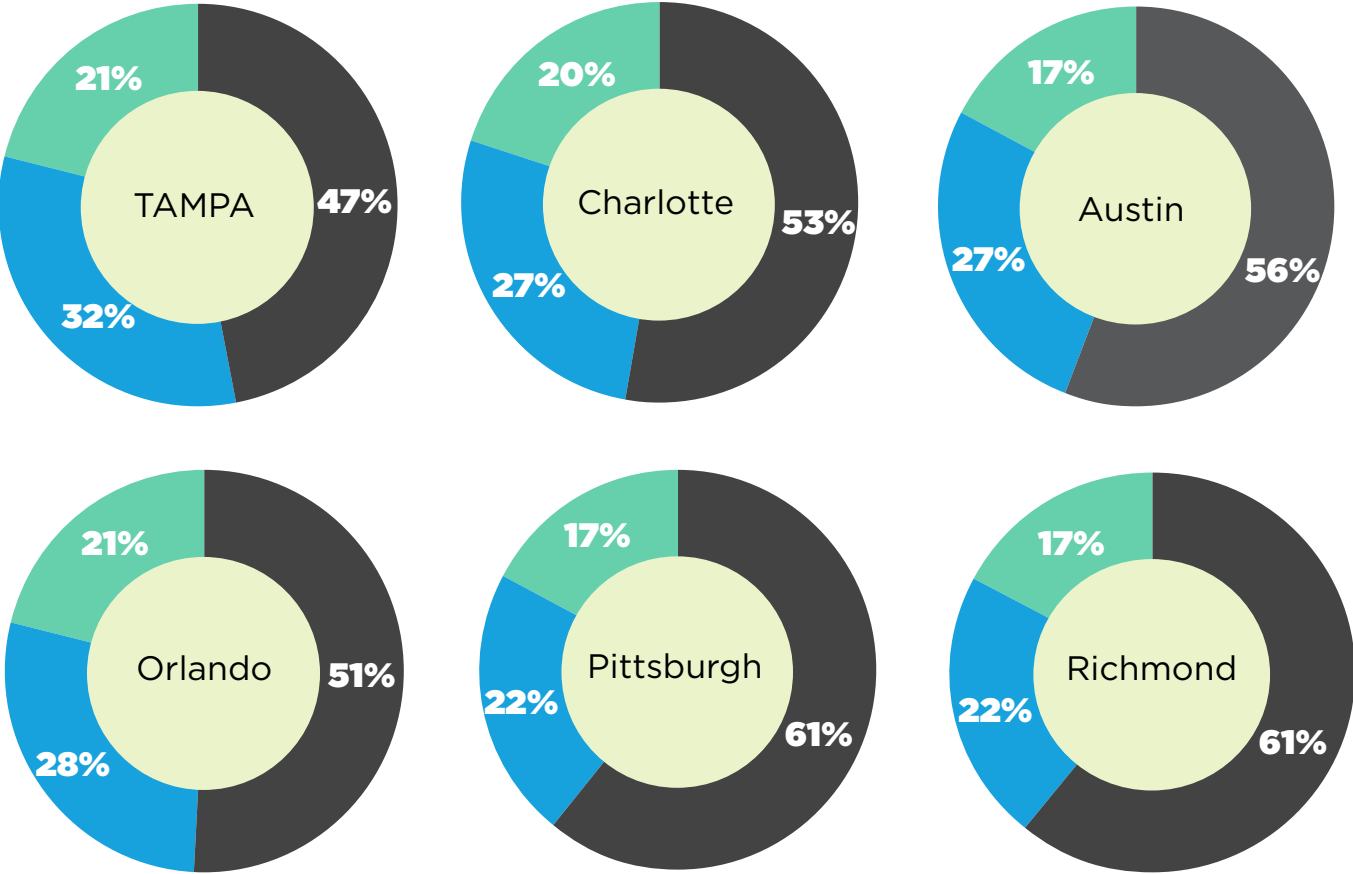
Housing and Transportation Costs

The relative lack of non-automobile travel options in Tampa is a major contributor to Tampa’s high average transportation costs. Here, the cost of owning and maintaining a vehicle, plus fuel and housing, is expensive. The housing and transportation index compares households’ expenses on housing and transportation—typically the two largest—to their incomes to better understand overall affordability. **Tampa’s average housing and transportation cost burden is 53% of median household income, highlighting an inequity in mobility options.**

Due to Tampa’s land development patterns, people rely on vehicles to get around efficiently and safely. **Transportation represents 21% of household expenses in Tampa, higher than the national average.** Households that cannot afford a vehicle or choose not have one must find alternative modes of transportation. The map shows areas with higher percentages of households that do not have a vehicle in darker colors.

HOUSING & TRANSPORTATION COSTS

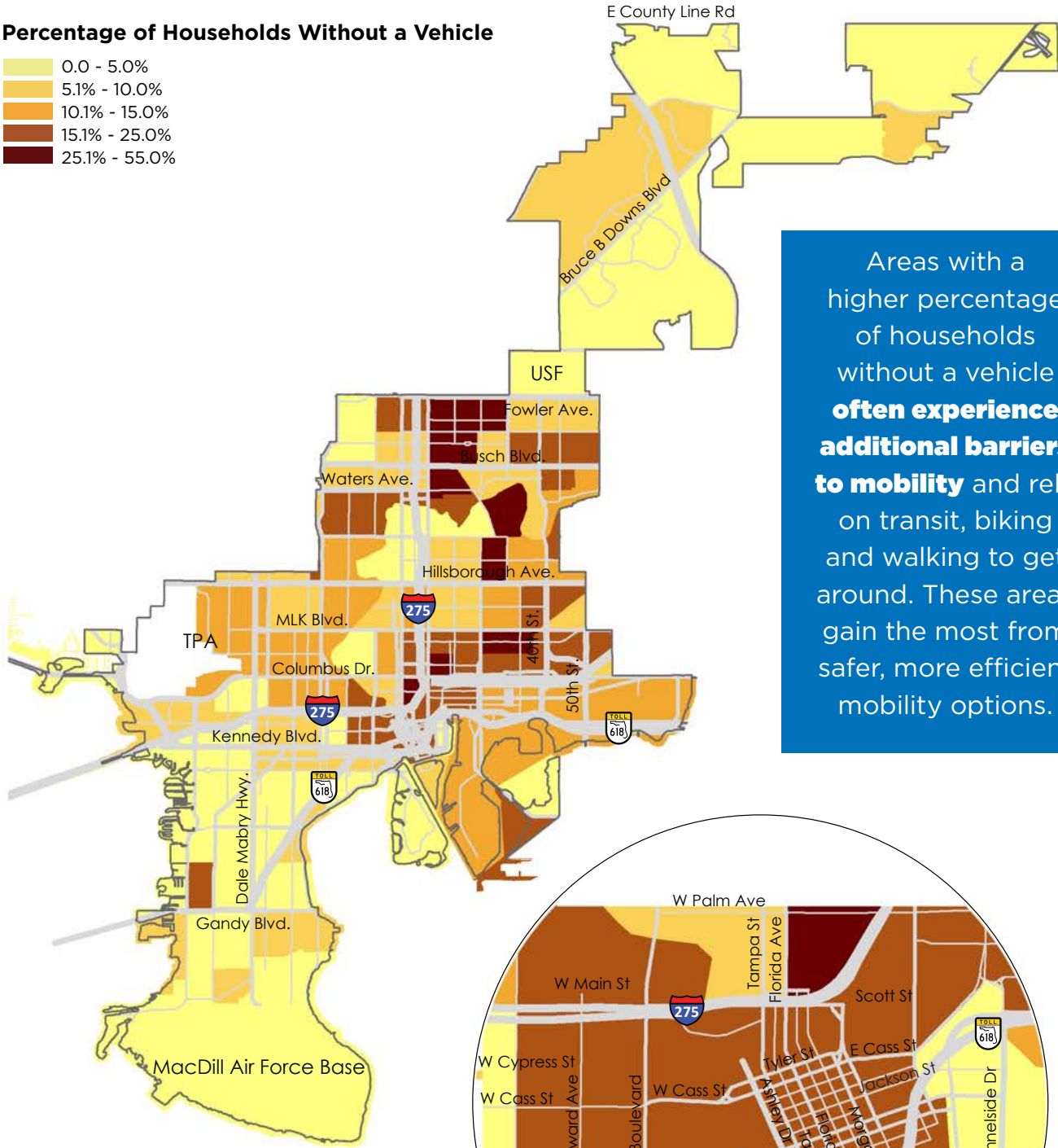
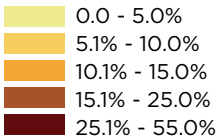
AS A PERCENTAGE OF INCOME



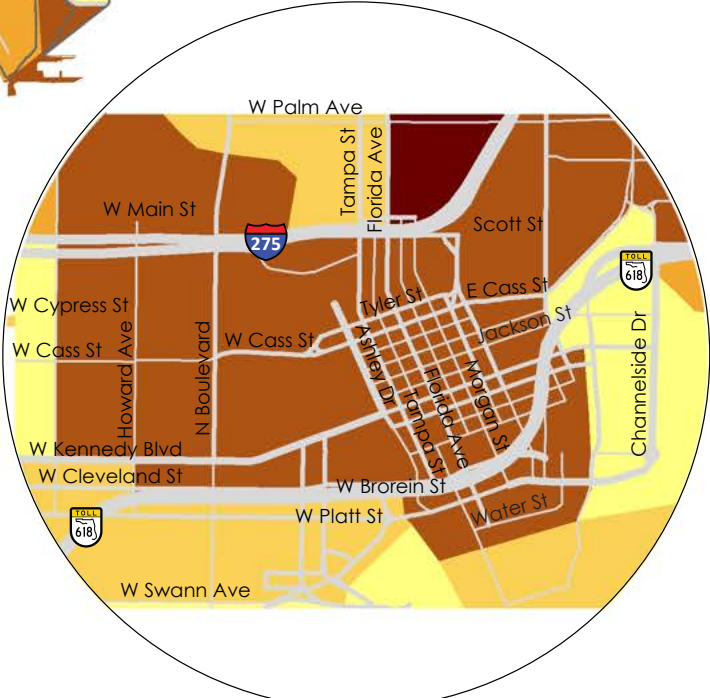
Tampa households spend approximately **10% more of their income** on housing and transportation costs compared to the peer city average.



Percentage of Households Without a Vehicle



Areas with a higher percentage of households without a vehicle **often experience additional barriers to mobility** and rely on transit, biking and walking to get around. These areas gain the most from safer, more efficient mobility options.



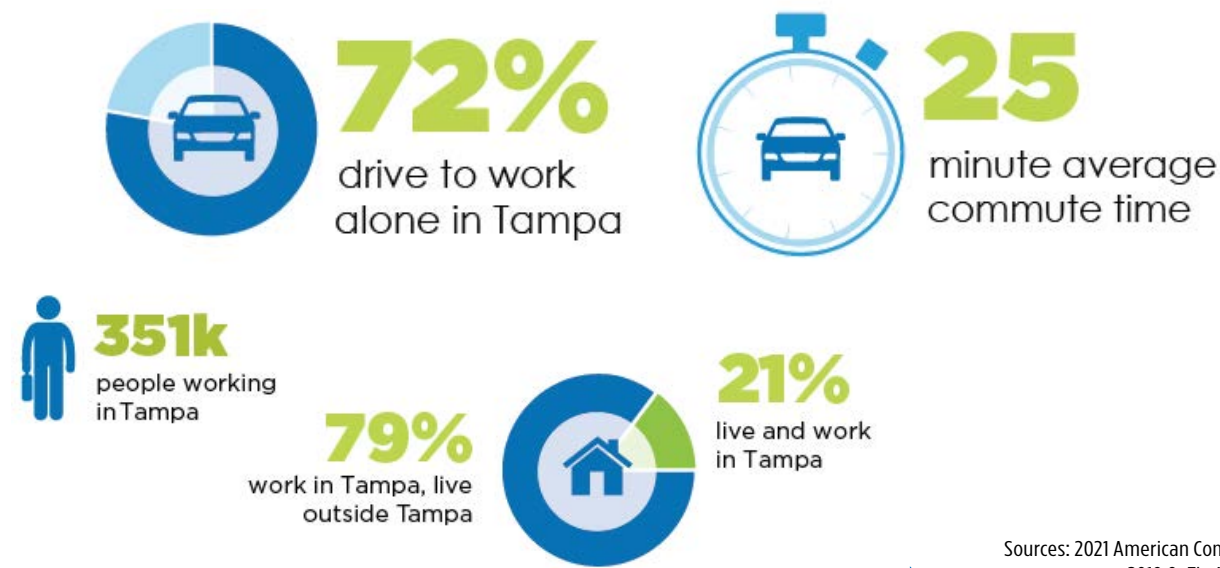
Downtown

Mobility for Drivers

Tampa is the 20th most congested city in the United States and in the third most congested city in Florida. Daily traffic distribution represents the inflow and outflow of drivers across and within city boundaries. Put simply, daily traffic shows us how many drivers use our streets each day. In Tampa, traffic is highest on State and County roads that carry more of the regional trips and have posted speed limits greater than 40 mph. To improve mobility for drivers, the State and County will continue to focus on managing congestion on these high volume streets. **The City is focused on providing multimodal options on its local network** which have lower volumes and lower speeds, providing a more friendly environment for walking, biking, and transit.

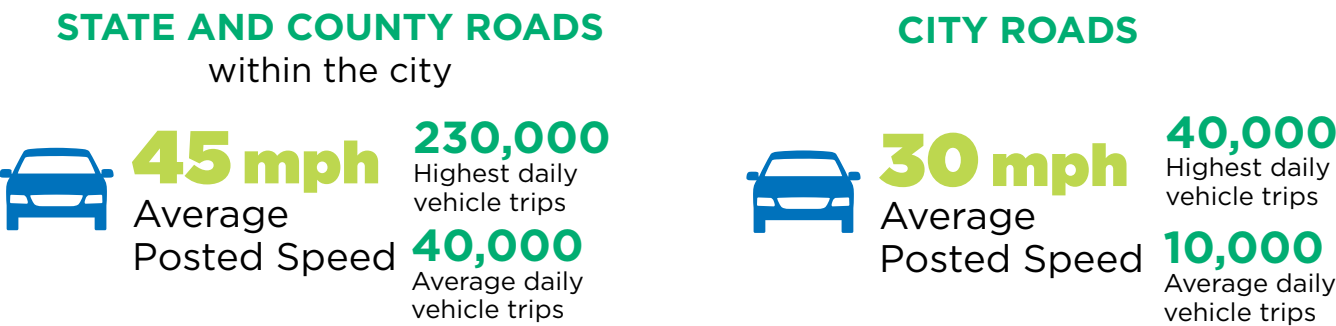
The average driver in Tampa travels more than 23 miles per day.² Areas with lower vehicle miles traveled (VMT) reveal areas where a short walk or ride on a bike, micromobility device, or transit might replace a vehicle trip. The northern areas of Tampa and areas outside of the city experience longer commute times than the city center and southern areas of Tampa. This could be a result of more limited access to housing options near jobs and less proximity to reliable transportation options including uncongested roads or mobility alternatives.

TAMPA WORKERS



Sources: 2021 American Community Survey, 2019 OnTheMap Census Data

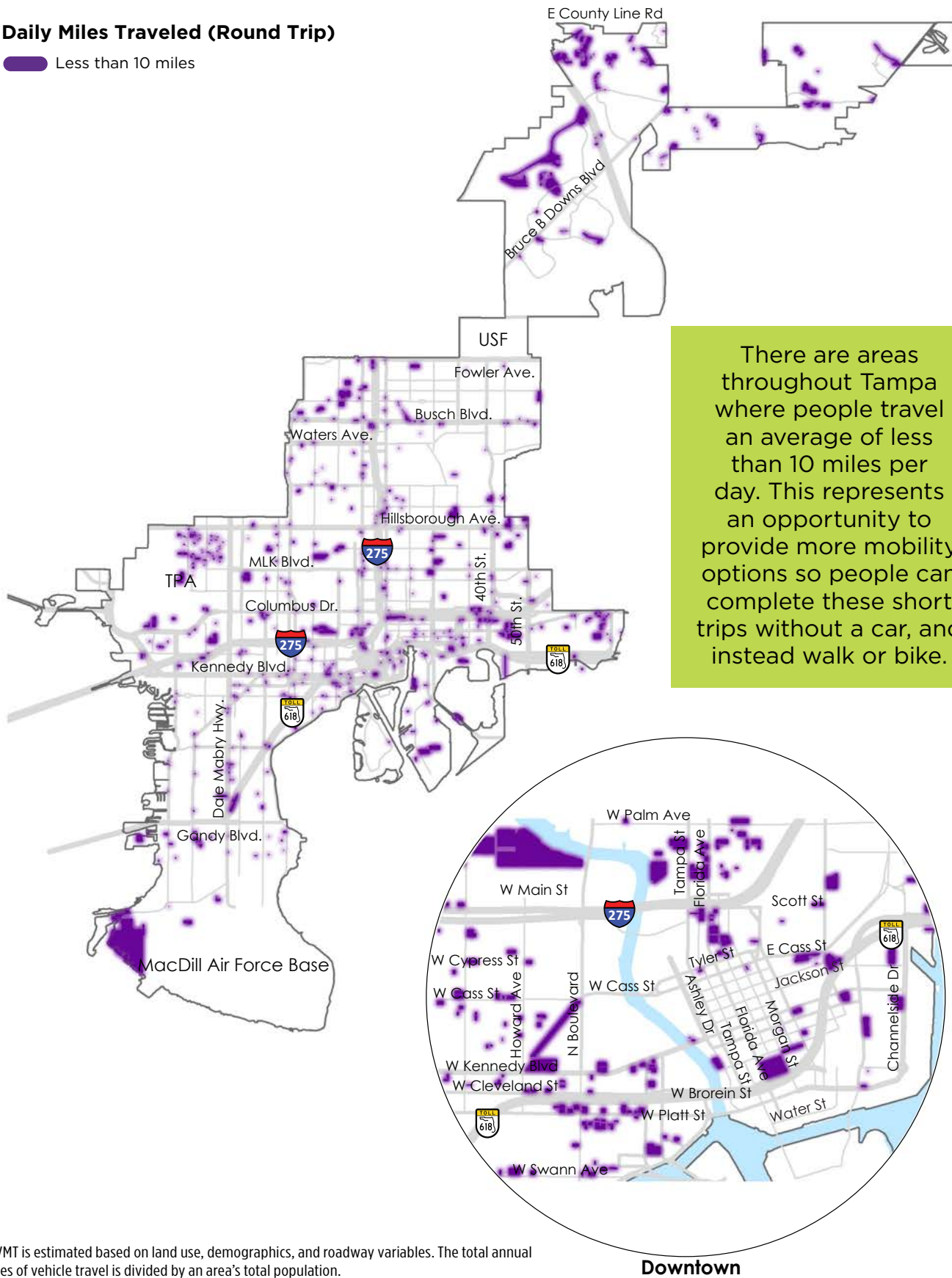
TRAFFIC VOLUME AND SPEED



Source: Hillsborough County Level of Service Report

Daily Miles Traveled (Round Trip)

Less than 10 miles



2. VMT is estimated based on land use, demographics, and roadway variables. The total annual miles of vehicle travel is divided by an area's total population.

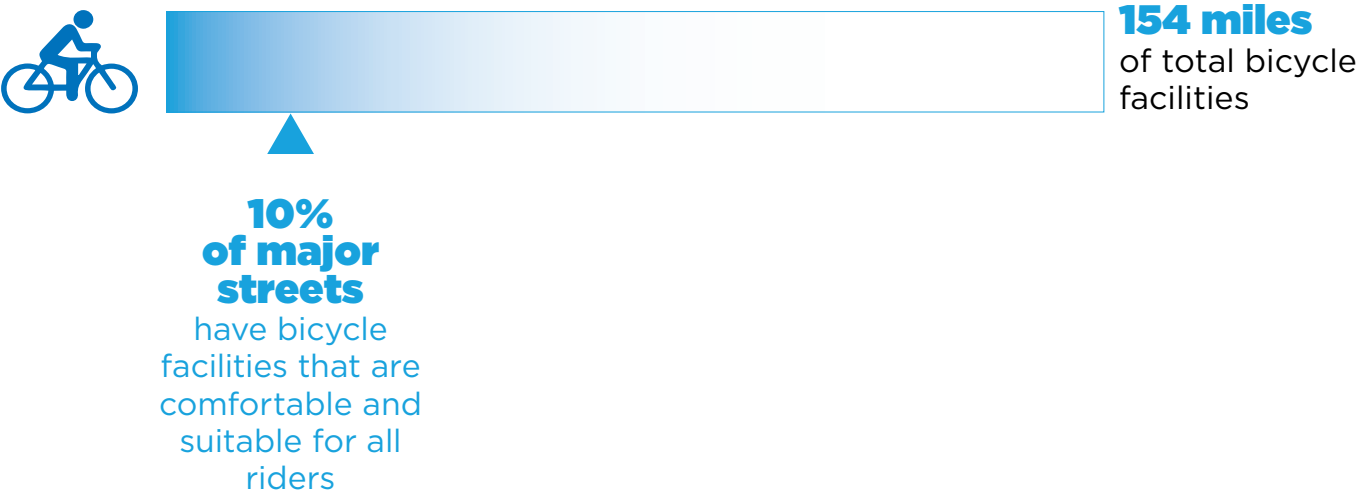
Source: Urban Footprint

Mobility for People Walking and Biking

More than 160,000 people commute to work in Tampa. Although 80 percent of them get to work by driving alone, 3 percent of them walk or bicycle. Most walk and bike commuters live near the city center, where there is a greater mix of jobs and housing.

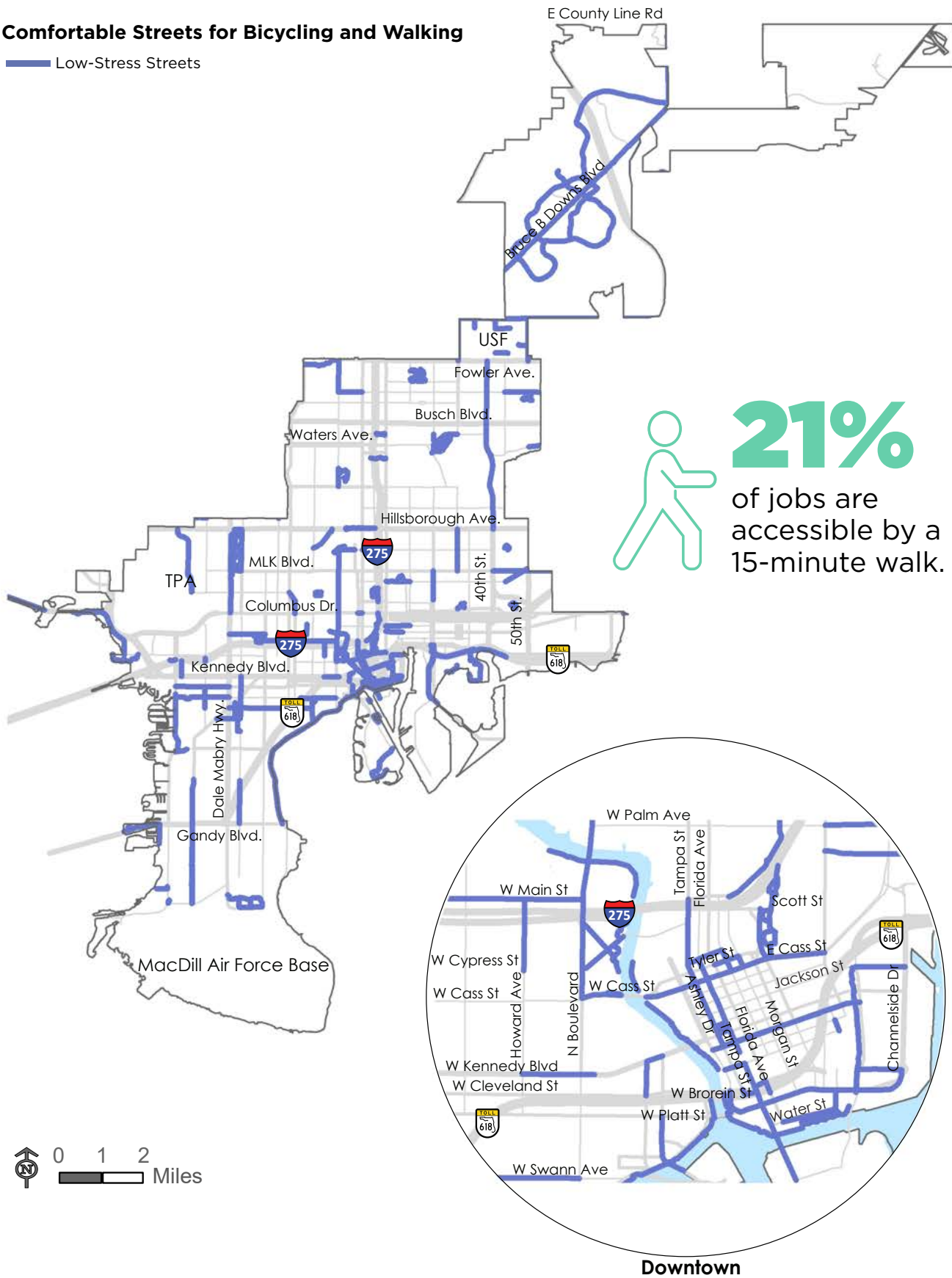
Riding a bike or walking to work are affordable transportation options, and are supported by comfortable, safe, and well-connected networks. **While 22 percent of non-limited-access roadways in Tampa have a bicycle facility, only 10 percent of roadways have a facility with a comfort level that is appropriate for all bicycle riders.** When bicyclists don't feel safe, they are less likely to choose to bike. Low-stress streets typically have a lower number of vehicles and slower speeds which are more comfortable for a wider range of those bicycling.

TAMPA BICYCLE FACILITIES



Comfortable Streets for Bicycling and Walking

Low-Stress Streets



Shared Mobility and Transit

Like walk commutes, transit connections to jobs are limited to dense clusters of commercial development near or on major roadways. Unless residents work inside these major employment clusters, their transit options are limited or non-existent. Daily ridership reflects this pattern: the highest ridership occurs on commercial corridors with dense development. The routes with the highest ridership (more than 2,000 riders daily) in 2022 included Route 6 on 56th Street, Route 1 on Florida Avenue, Route 400 on Nebraska Avenue, and Route 34 on Hillsborough Avenue. **HART provided roughly 30,000 trips per day with an average 13 people getting on and off at each stop in 2022.** The greatest ridership occurs at the transfer centers across the service area and near areas with a high proportion of zero-car households, including the University Area, East Tampa, and Ybor.

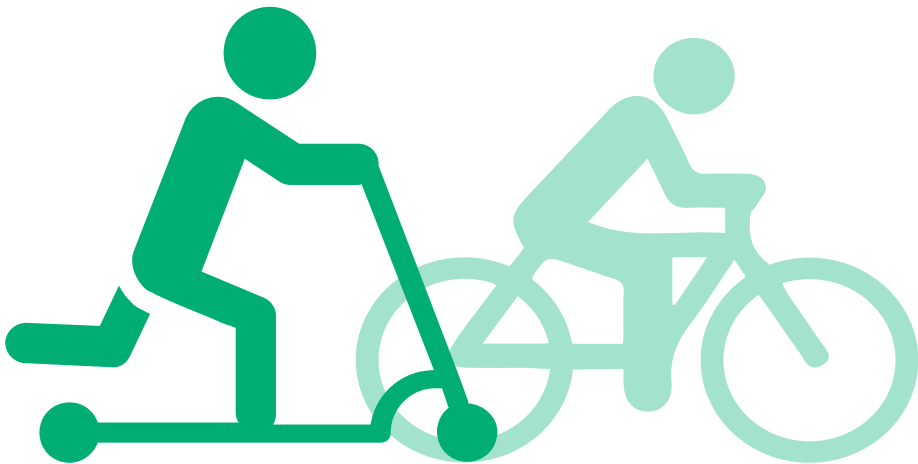
When strategically located and accessible to areas with limited options, micromobility options like bike-share and scooter-share can close gaps between transit stops and destinations, especially for zero-vehicle households.

TAMPA BIKE AND SCOOTER SHARE USE

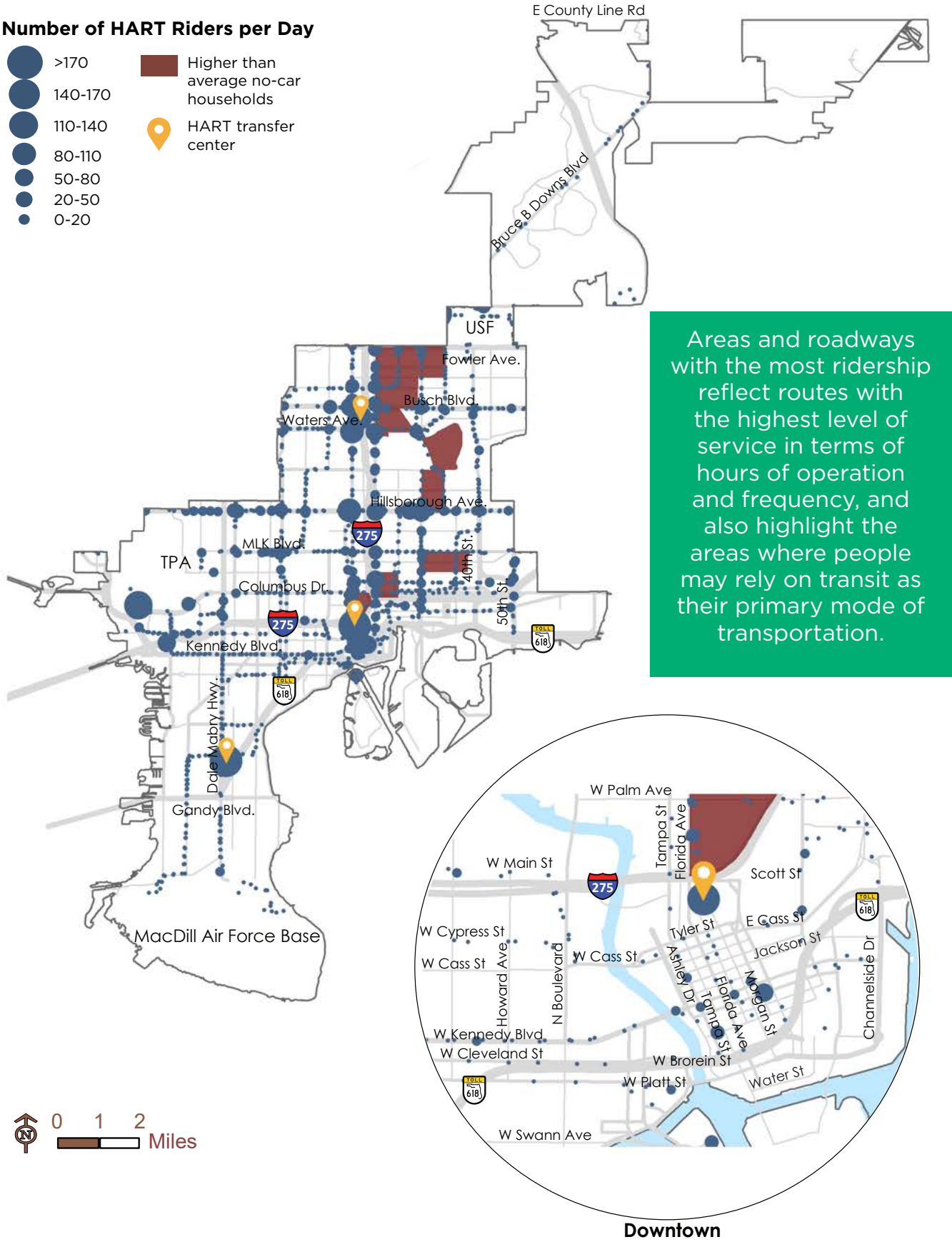
10-20

rides per day per bike/scooter share device in Tampa

Most activity is in the downtown core, but there is also significant ridership in the University of Tampa campus area



Source: Hillsborough Area Transit Authority



Freight Mobility

Home to the largest port in Florida by tonnage and land area, Tampa serves container ships, tankers, and cruise liners. Shipping activities and non-maritime commerce like freight rail and air cargo generate large freight volumes in the Tampa area. Much of this truck traffic occurs on State or County roadways intended to carry high volumes of traffic across the city and region. The designated truck routes on Bruce B. Downs Boulevard and Dale Mabry Highway carry the highest volume of trucks per day, delivering goods throughout the city and region. An important balance will need to be made in areas where there is freight delivery and there is also a need for safety and comfort for people walking and bicycling.

TRUCK VOLUMES

STATE AND COUNTY

Maintained Roadways



2,000 to 22,000

trucks carried daily

CITY

Maintained Roadways

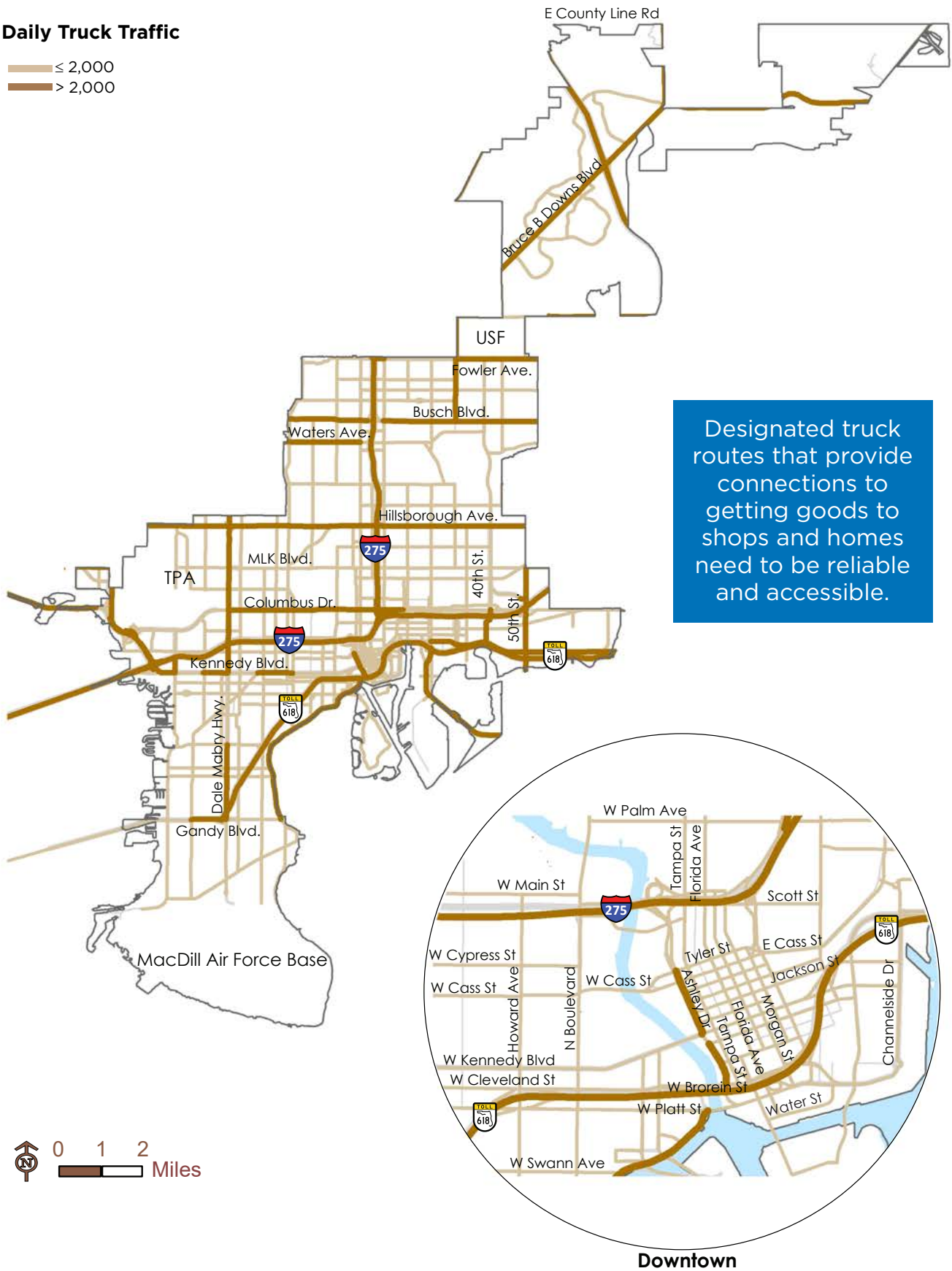


<2,000

trucks carried daily

Daily Truck Traffic

≤ 2,000
> 2,000



Community Voices

We worked hard to understand different communities’ needs through ongoing meaningful engagement and by listening first. A listen first approach means that we listen to communities’ concerns and desires before we draft strategic initiatives, ensuring that plans are built around a community vision and fully understand public concerns.

We heard from a range of community voices about how we could improve our city’s mobility and structure our priorities. Community members left comments during virtual and in-person meetings and online through several surveys.

We began in 2021 by asking community members about their mobility challenges, opportunities, and desires. Stakeholders received surveys and Listen First Meeting invitations via social media, email, and word-of-mouth. More than 150 people participated in the virtual Listen First Meetings, and we received more than 400 comments through online surveys.

We engaged the community throughout the planning process and received feedback on specific projects and plans. In 2022, we hosted walking audits and a community vision workshop, on the Main Street corridor in West Tampa. Community partners and local developers attended focus group meetings to help us understand their needs.

To ensure a thorough plan, we collected public feedback from Transforming Tampa’s Tomorrow (T3) Town Halls on a comprehensive list of identified mobility gaps in fall 2022. Gaps included sidewalks, bicycle facilities, maintenance needs, and traffic congestion. We also incorporated other outreach efforts such as the Hillsborough TPO’s equity outreach and Tampa’s State of the City Survey.

What We Heard

Some comments revealed citywide sentiments, with hundreds of participants reiterating them.



● Improve and add sidewalks across the city

● Add protected bicycle lanes

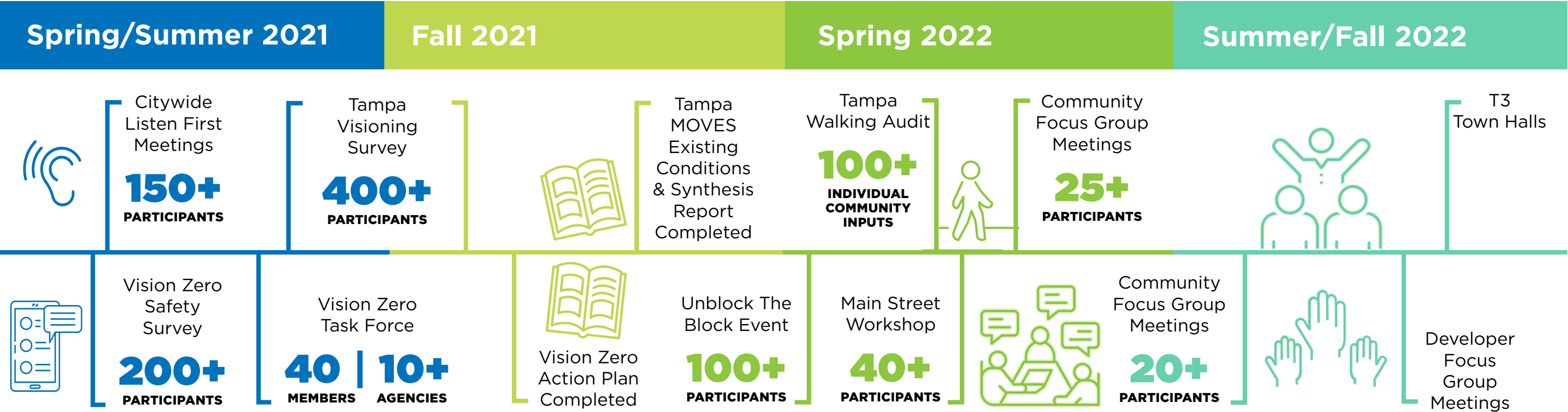
● Add traffic calming

● Improve transit options

● Add crosswalks

T3 Town Halls

Mayor Castor set out to Transform Tampa’s Tomorrow (T3) by focusing on key issues facing the city and finding smart solutions to improve quality of life. Several City teams collaborated to set goals for transportation, development services, workforce development, housing affordability, and sustainability and resilience in a series of in person town hall meetings held in October 2022.



WHAT WE HEARD

Different parts of the city have different needs. The map highlights some of the differences shared by participants in neighborhoods across Tampa.

1 Seminole Heights & Hampton Terrace

- Residents expressed interest in adding sidewalks and protected bike lanes to connect to businesses and grocery stores.
- Residents who use Florida Avenue and Nebraska Avenue voiced concern over high speeds and crashes along both corridors.

2 Ybor

- Residents want bicycle safety improvements along Nebraska and more crosswalks overall.

3 Habana and Midtown Tampa

- Reduce flooding in crosswalks to increase walkability.

4 East Tampa

- East Tampanians want separated bicycle lanes connecting Busch Blvd and the Selmon Greenway.

5 New Tampa

- Residents want more sidewalks and improved connectivity.

6 Macfarlane Park

- Residents in this neighborhood south of I-275 shared safety and walkability concerns. With increased population density and multifamily development, residents requested an improved sidewalk and crossing network.

7 Downtown Tampa/Channel District

- Residents want slower traffic and more separation between the sidewalk and the street.
- Bicyclists express maintenance concerns over debris and poor pavement condition in protected bicycle lanes downtown.

8 Bayshore Area

- Bicyclists riding along Bayshore Blvd do not feel safe and would like bollards or other forms of separation from vehicular traffic.
- Residents suggested removing sweeping turn lanes and reducing pedestrian crossing distances.

9 Tampa Heights

- Residents see the need for more RRFB crosswalk indicators and traffic calming measures to allow pedestrians to feel safer walking around the neighborhood.

10 Hyde Park

- Bicyclists do not feel safe as vehicles make turns and creep into the bicycle lanes.

11 North Tampa (University Area)

- Because of the proximity of the University of South Florida in this area, residents showed interest in multi-modal options for students.

12 Westshore

- Residents expressed interest in adding shared use paths to connect residential neighborhoods to schools and east to Bayshore Blvd.

13 South Tampa/Port Tampa

- Residents shared concerns about older roads that need resurfacing and drainage maintenance.



KEY THEMES

After analyzing the comments from online surveys, community meetings, and stakeholder interviews, we found several key themes that reflect the goals of Tampa MOVES.

“Bike trails are an awesome idea because there are a lot of areas that are dangerous for riders.”

Safe Streets

Residents want to protect vulnerable groups on the streets of Tampa by creating safe and comfortable walking and biking facilities, especially to and from school or work.

- ▶ More than 80% of Vision Zero survey respondents cited speeding as a perceived contributor to crashes and supported lowering posted speed limits to combat this.
- ▶ Survey participants cited changing driver behavior, designing safer roads, and changing road user behaviors as what they perceive as the biggest challenges to reaching Vision Zero.
- ▶ During the Listen First Meetings in 2021 and again at the T3 Town Hall meetings, participants expressed the need for more safety countermeasures to calm fast moving traffic.

Equitable Decision Making

Transparency is important to ensure the City engages in equitable decision making. The needs of marginalized or underrepresented groups should be prioritized.

- ▶ The “How We Should Grow Survey” results showed that respondents in underrepresented groups and those living in areas with Communities of Concern had a larger concern with access to transportation options and employment compared to the respondents overall, who prioritize congestion and driving.
- ▶ From the TPO’s Equity Outreach goals established in 2021, pedestrian-friendly intersections are a priority for Communities of Concern. Increasing sidewalks and trails within ¼ mile of populations with high rates of behavioral health and chronic disease conditions and improving transit and connectivity for USDA designated food deserts were also goals of the TPO.
- ▶ TPO Equity Outreach survey respondents highest priority issues to better access were housing (25%), transportation (19%), and employment opportunities (14%).

“I am most concerned about accessibility issues and making sure that accessibility is equitable for all residents of the city.”

COMMUNITY HIGH-PRIORITY SAFETY ISSUES



Change driver behavior



Design safer roadways



Change road user behaviors

COMMUNITY HIGH-PRIORITY EQUITY ISSUES



25% Housing



19% Transportation



14% Employment Opportunities

KEY THEMES

“With more traffic come more potholes, which need to be addressed.”



Reliable Infrastructure

According to the MOVES 2021 survey, 65 percent of respondents ranked adequate infrastructure as extremely important. Common topics within this theme include resurfacing and flooding issues.

- ▶ Residents noted that debris in sidewalks and bike lanes and uneven surfaces make walking and biking even more challenging.
- ▶ Drivers often have to straddle lanes to avoid driving through large puddles after rain events.
- ▶ Requests for roadway repaving have been received from all parts of the city.

More Ways to Get Around

The people of Tampa want to move around the city without having to use a car. They want more opportunities to comfortably bike and walk on safe pedestrian facilities.

- ▶ Responses from the 2021 “How We Should Grow Survey” showed that 49% of respondents would use transit more if it were more frequent and reliable.
- ▶ Participants in the T3 Town Hall meetings wanted protected bike lanes, shaded bus stops and sidewalks. Education on how to correctly use shared use paths and protected bike lanes were also requested by participants.
- ▶ Vision Zero survey respondents expressed a desire to create a well connected walking and biking network.

“As an avid bicyclist, I bike around the city all the time. One of my favorite things is the Green Spine...But I live in North Tampa, and I’d love to see bike networks expand across the city.”



65%

rank adequate infrastructure as extremely important.

COMMUNITY MOBILITY PRIORITIES



Protected Bike Lanes



Shaded Bus Stops



Sidewalks

KEY THEMES

“We have an opportunity to do the right thing by these communities—not to gentrify them, not to colonize them, but to do what is appropriate.”

Streets as Places

Community members want walkable neighborhoods with an emphasis on human-scale design. They want their neighborhoods to have an identity and to repair identities that were erased by past transportation infrastructure. MOVES provides an opportunity to right these wrongs and create streets that honor the people of Tampa—past and present.

- ▶ During community walk audits, stakeholders wanted the Main Street Historic District to better define its sense of place.



6% of residents regularly use public transit.

49% want to use it more frequently.

A Robust Transit System

The City’s partnership with HART is critical to providing more reliable and accessible transportation by bus.

- ▶ Around 68% respondents of the 2021 “How We Should Grow Survey” regularly use public transit.
- ▶ A large portion of the respondents would prefer to have more public transit options (particularly an extended streetcar system) in addition to better options for walking and bicycling.
- ▶ During the Listen First Meetings in 2021, participants expressed a desire for more mass transit options. Of all participants, 50% of them would use more transit if they did not have to transfer and/or the stops were closer to their destinations.

A Resilient City

Protecting the city from major storm events and sea level rise will help create a more resilient city.

- ▶ During the T3 Town Hall meetings, participants commented on the need to update building codes for improved insulation and weatherization in rental units as a method of reducing energy consumption.
- ▶ Participants voiced interest in the transition of HART buses to fully electric and more utilization of the streetcar.

“With the recent storm [Hurricane Ian], how are we able to get transportation disadvantaged folks out of harm’s way in a timely manner?”



PART 2: TAMPA'S MOBILITY VISION

How we will create a
safe, equitable mobility
network for all

YOU ARE HERE.

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WHERE WE WANT TO GO

Since 2000, the city's population has grown by 28 percent. And we'll likely add more than 6 percent over the next 4 years—twice the expected national growth rate.³ With such growth, Tampa will need to update land use policies and invest in a robust transportation network to accommodate our new community members.

Now is the time for the City to dream big! Tampa is reimagining its future in creative and exciting ways to serve the needs of current and future Tampanians. We will accomplish this by sticking to our mobility vision and guiding principles.

Mobility Vision

Tampa will provide a safe and equitable transportation system that supports economic opportunity, enhances quality of life, and fosters a healthy, sustainable, and resilient city where people can choose from a variety of affordable mobility options.



GUIDING PRINCIPLES

Our guiding principles will help us reach the ideals in our vision statement. They form the idea of MOVES by reminding us to support Mobility, Opportunity, Vision, Equity, and Safety. We will use these principles to identify new projects and evaluate all project opportunities.

MOBILITY FOR ALL

Everyone should have access to quality transportation choices.

ECONOMIC OPPORTUNITY

Connect people to jobs and economic opportunities.

VISION FOR STRONG NEIGHBORHOODS

Be visionary and dream big! Create a healthy, sustainable, and resilient future.

TRANSPORTATION EQUITY

Remove barriers and improve transportation for people who need it most.

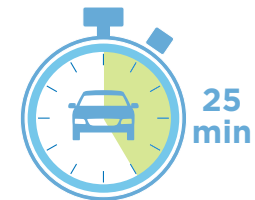
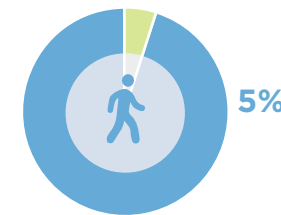
SAFETY

Safety is our first priority. One death or injury on our streets is one too many.

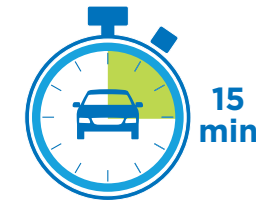
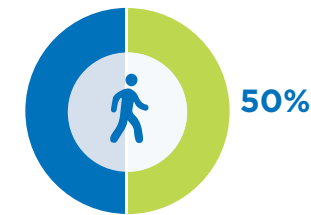
ASPIRATIONS

What does dreaming big look like? For Tampa, dreaming big is a city with mobility choices—choices that are safe, equitable, and efficient and will help support city goals for sustainability, resiliency, and affordability. Here is where we are setting the bar:

TODAY (2021)



BY 2050



Half of commute trips in Tampa will be made by walking, biking, and taking transit.

Tampa residents will have an average commute time of 15 minutes or less.

Tampa residents will drive fewer miles per day on non-interstate streets.

Transportation costs will represent 5% of average household budgets.

The City of Tampa will reach 0 roadway deaths and life-altering injuries.

³ Tampa Bay Economic Development Council <https://tampabayedc.com/wp-content/uploads/2021/07/2021-2026-Hillsborough-County-Population-Growth.pdf>

⁴ Daily VMT is calculated using Hillsborough County daily VMT and factored by the average commute distance between City of Tampa and Hillsborough County residents.

HOW WE WANT TO GROW:

Supporting Growth with the Transportation Network

The intersection of land use and transportation has shaped our city's past and will continue to shape its future. To achieve our mobility vision, the City is shifting to a context-based approach for planning and design. Conventional street design only tailored design decisions to two choices: urban streets and rural streets. This approach fails to recognize the unique places and people that make up the city. A context-based approach considers the special circumstances of an area and designs streets to fit the needs of each one.

To understand how transportation needs differ according to land development patterns, consider the communities illustrated to the right.

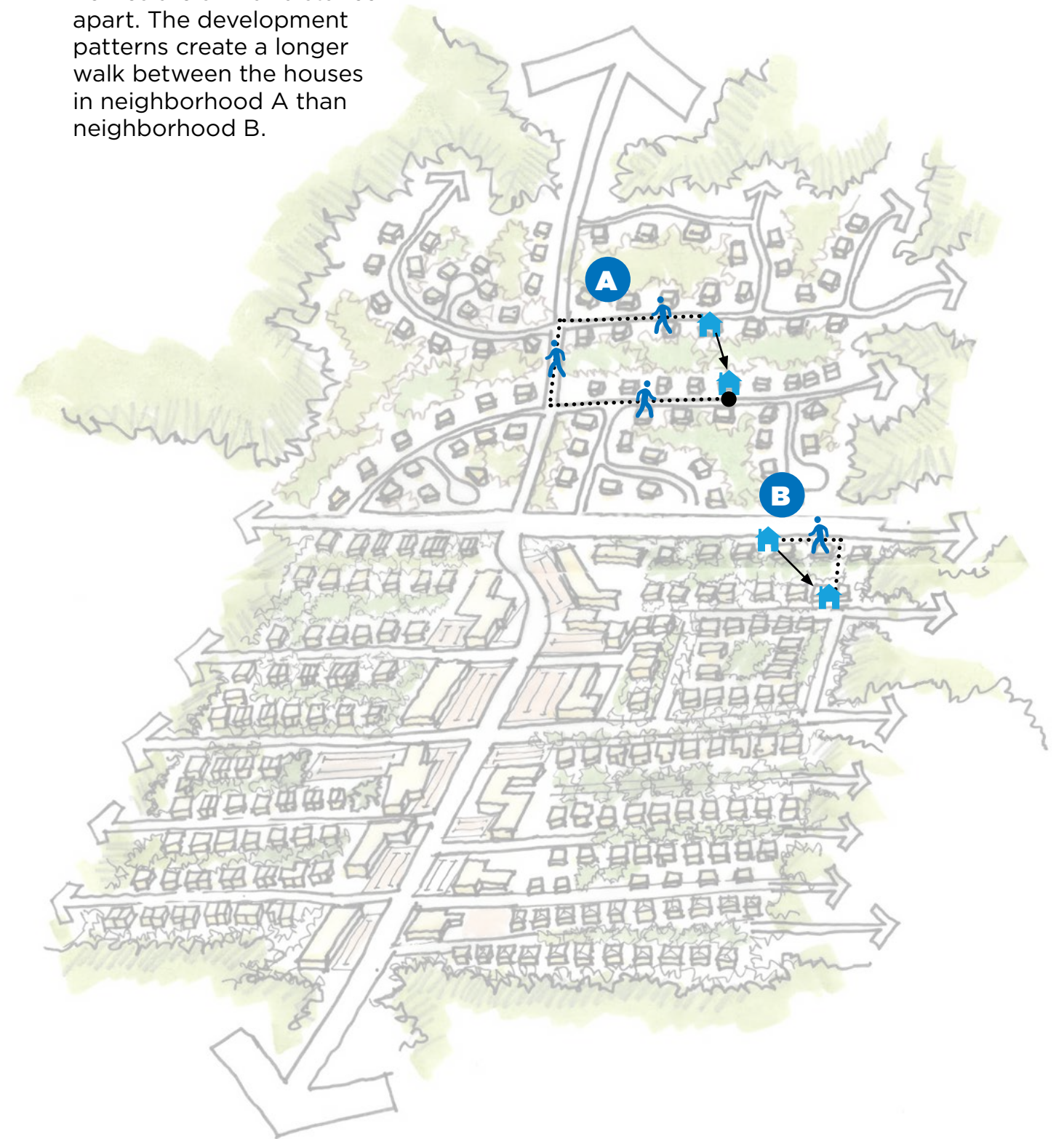
The community in the top half of the illustration has distantly-spaced houses with curving, meandering streets. Here, traveling between two houses may require a longer travel time based on the street connections and land use separation. Longer travel times make walking, bicycling, and transit trips less viable or desirable and increase vehicle trips that rely mostly on wider and faster thoroughfares to get around.

The community on the bottom half of the image has closely-spaced houses with short blocks built along streets with a grid pattern. Here, a trip between two similarly spaced houses is quick, as the trip can be connected with a short walk or bike. Shorter travel time and distances encourage more walking, bicycling, and transit and put less emphasis on major streets to get around.

Other factors that we use to tailor a street's design to its use and context include the presence of transit or freight vehicles, traffic volume, and crash statistics. Along with land use, these factors help us understand who uses this street and what challenges and opportunities they have.

Land use patterns impact the routes available between destinations. With more route choices, residents have more options to get around other than driving a vehicle.

In both examples the homes are similar distance apart. The development patterns create a longer walk between the houses in neighborhood A than neighborhood B.

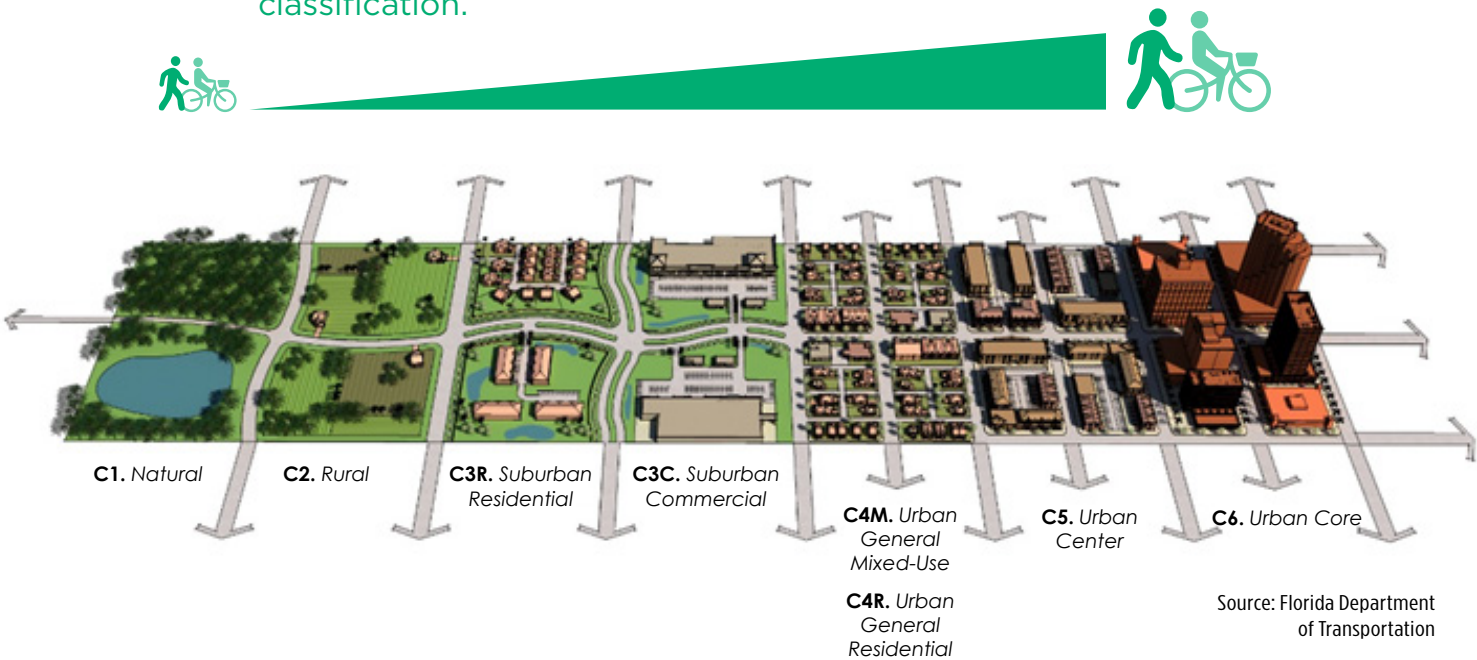


Place Types: Putting the Right Street in the Right Place

To understand specific infrastructure needs in different parts of Tampa, we adopted a context classification system for city streets. Context classifications categorize street types by land use, development patterns, and roadway connectivity. The classifications tell us what types of activities are likely to occur along a particular street.

To foster seamless coordination, Tampa’s context classification system aligns with FDOT’s context classification system. Contexts range from natural and rural areas, such as Lettuce Lake Park, to suburban areas, such as New Tampa, to the most urban parts of the city like downtown Tampa.

Bicyclist and pedestrian activity generally increases with each level of context classification.



Context classification helps us understand the intensity and variety of transportation modes expected along a roadway. For example, C6–Urban Core typically features more pedestrians, bicyclists, and transit users than C3R–Suburban Residential. As a result, roadways in urban core areas should prioritize the safety and comfort of bicyclists and pedestrians with:

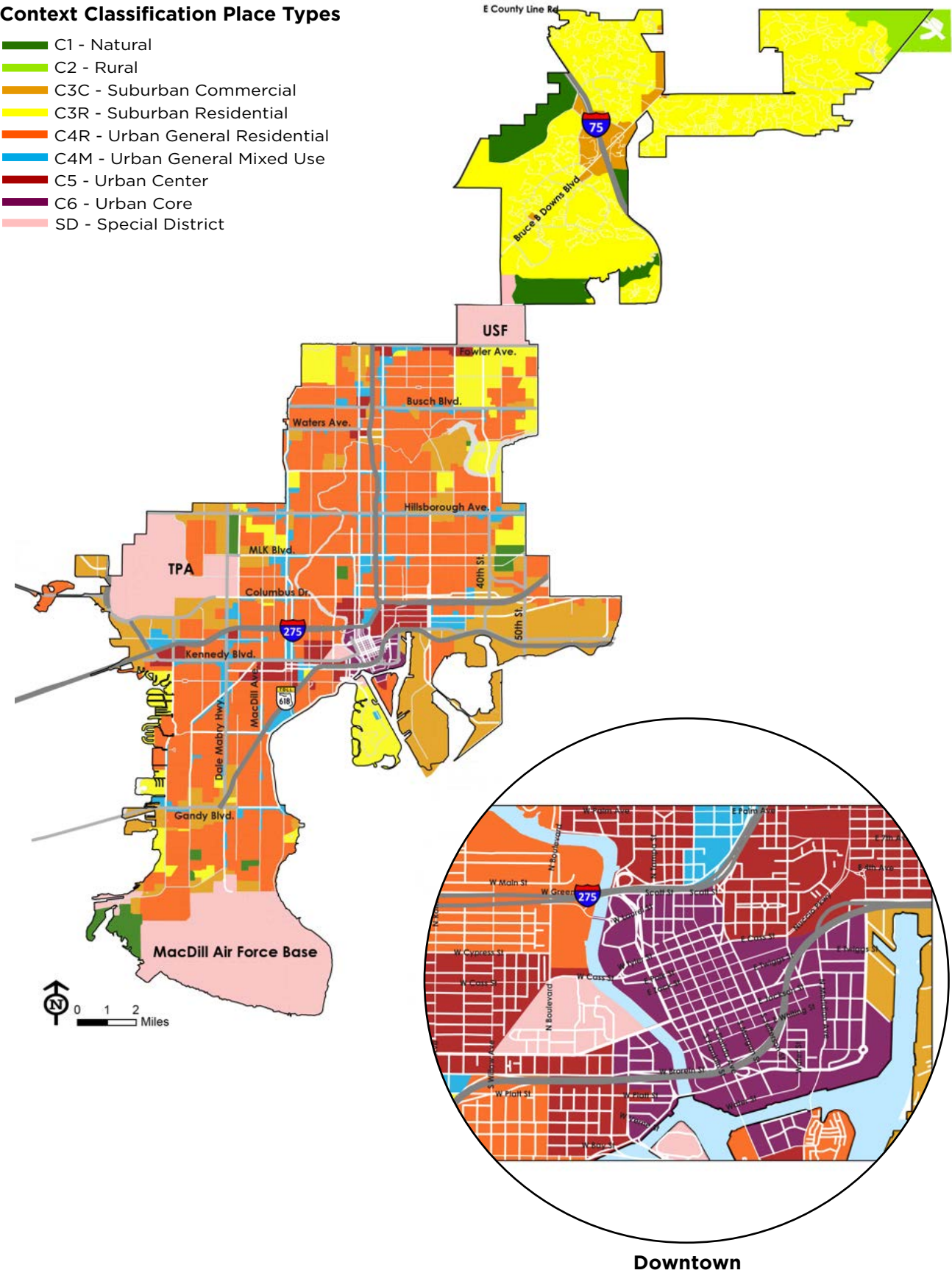
- ▶ Low posted speeds;
- ▶ Frequent traffic signals and crosswalks;
- ▶ Narrow lane widths; and
- ▶ Bicycle facilities, on-street parking, and wide sidewalks.

In C3R–Suburban Residential, vehicular travel is the primary mode and transit is less frequent. Speeds tend to be higher, which makes physically separating bicyclists and pedestrians from vehicles critical.

The City will use the context classification system to update its Transportation Street Design Guide to include design criteria that support Tampa’s many types of places and help create safe streets for all.

Context Classification Place Types

- C1 - Natural
- C2 - Rural
- C3C - Suburban Commercial
- C3R - Suburban Residential
- C4R - Urban General Residential
- C4M - Urban General Mixed Use
- C5 - Urban Center
- C6 - Urban Core
- SD - Special District



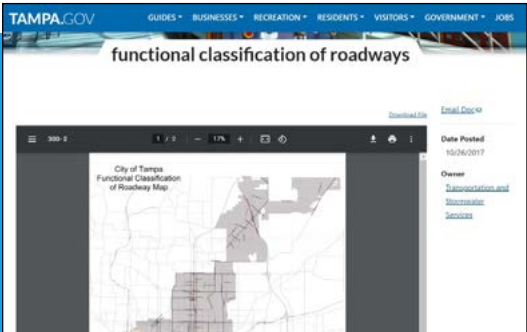
Street Types: A Network of Complete Streets

We are committed to ensuring Tampa has a complete, safe, and efficient transportation network for all users. In addition to being safe, streets must also balance different user and system needs. For example, some streets will prioritize bicyclists while others will prioritize freight mobility. When appropriately designed and connected, the network will provide safe, efficient, and convenient options for all travelers.

Streets are also classified by function. Functional classification describes the different transportation roles different types of streets play in a city’s transportation system. There are four main types of classifications that ensure people and goods in Tampa get around. Most city-owned streets are collector and local streets while partners agencies own and maintain interstates, expressways, and most arterials.

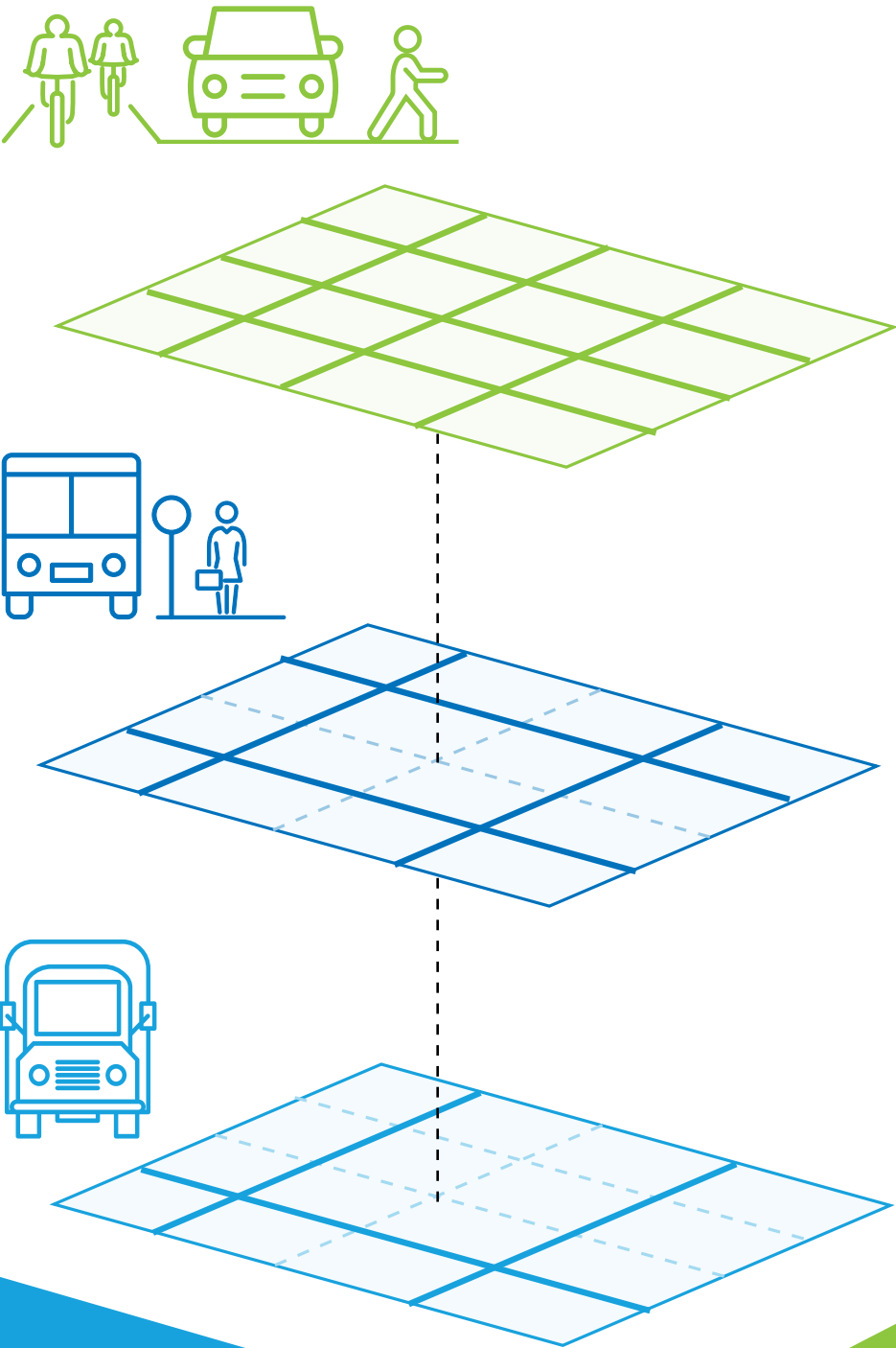
Functional Classification	Local Examples	Role	Volume and Speed
Interstates & Expressways	I-275, Selmon Expressway	Corridors of national importance that connect large regional activity centers over long distances	High
Arterials	Dale Mabry Highway, Hillsborough Avenue	Regionally significant streets that connect large activity centers	Moderate-High
Collectors	Habana Avenue, Linebaugh Avenue	Locally important streets that connect neighborhoods	Low-Moderate
Locals	Neighborhood streets	No regional importance, used for local circulation and access only	Low

Well-designed, connected street networks make travel more efficient by providing choice in modes and in routes. A network with many roadway types and frequent crossing opportunities provides more direct routes, reduces delay, and creates redundancy of path options. Pedestrians, bicyclists, and transit riders are especially motivated to find direct routes to their destinations or transit stops. These users often take advantage of the full street network to access destinations. Trucks, on the other hand, travel mostly along larger arterial streets until they make their deliveries to businesses on local streets.



For a full map of Tampa’s functional classifications, visit tampa.gov.

SAME GRID, DIFFERENT NETWORKS



Each street strikes a different balance of meeting the needs of people walking, bicycling, driving, taking the bus, or handling freight. Together, they create a complete network that serves the needs of everyone.

Putting It All Together: Setting the Right Speed

Many of Tampa’s streets do not offer a complete set of mobility choices because they were built in a time that prioritized automobiles. Complete streets better integrate users, including bicyclists, pedestrians, transit users, and drivers, by matching street design to roadway context.

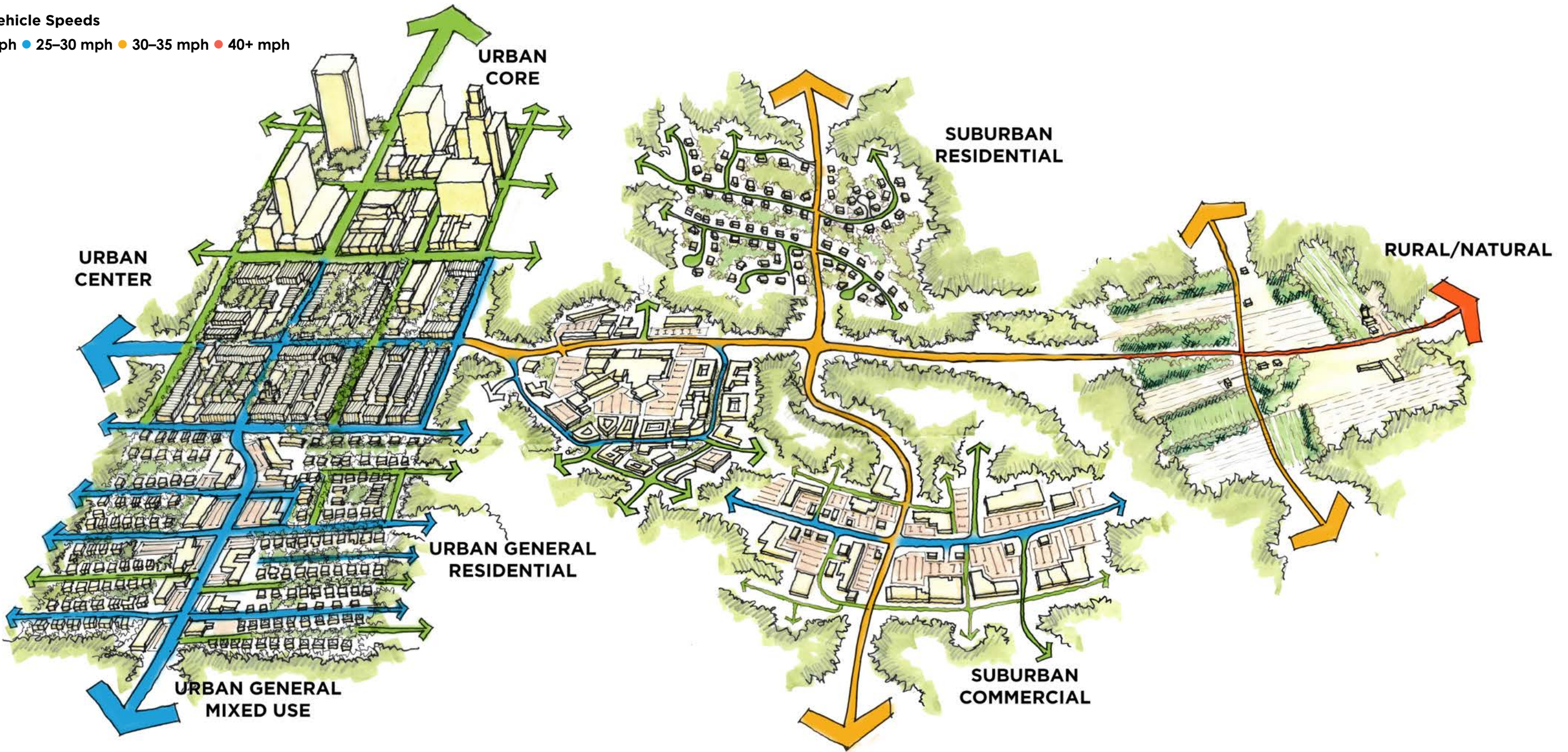
Street type (functional classification) and place type (context classification) should determine key design criteria for all city streets. One of the most important design criteria is roadway design speed. Regardless of mode, vehicle speed is a fundamental predictor of crash survival. Higher speeds increase the likelihood that a person will die or be seriously injured if involved in a crash. As part of our commitment to Vision Zero, Tampa will design streets and set appropriate speed limits to create a safe environment for all users.

Local streets and streets within urban contexts should have the lowest speeds because this is where we expect the most vulnerable users. Speeds can increase in suburban contexts and on larger, arterial streets where vehicle mobility is a higher priority. However, even the fastest streets in Tampa should be safe and comfortable for people walking and biking.

Additional information on setting appropriate speeds and designing streets according to context will be included in Tampa’s Streets Design Guide update.

Desired Vehicle Speeds

- 20–25 mph ● 25–30 mph ● 30–35 mph ● 40+ mph



GETTING WHERE WE WANT TO GO:

A Policy Framework for Prioritizing Multimodal Mobility

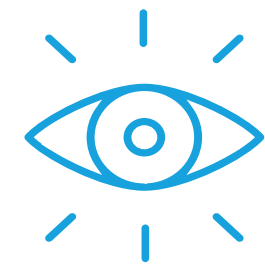
Tampa's Comprehensive Plan

Plans and policies help the city integrate land use and transportation, decisions guiding new development to blend with Tampa's unique neighborhoods and mitigate impacts to the community and transportation network.

The primary policy tool the City uses to define our vision for growth and defend that vision is the Comprehensive Plan. The Comprehensive Plan is mandated by Florida Statute, adopted by City Council, and is the first step in developing a robust policy framework to support implementation of Tampa's mobility vision. The Comprehensive Plan and Tampa MOVES share the vision for a safe, accessible, and convenient transportation system. The City upholds this vision when reviewing new developments, prioritizing projects, updating street design standards, and enforcing City Code.



LIVE • GROW • THRIVE • 2045



Vision:
Tampa is an inclusive, sustainable, and resilient city; where the natural environment, historic character, and a diversity of cultures enable a vibrant setting for all.



Mobility Element Vision:
Transportation is safe, accessible, connected, and convenient.

**OVERALL CITY VISION**

**MOBILITY PLAN: STRATEGIES & PRIORITIES**

**IMPLEMENTING STANDARDS AND RULES**

► **Tampa's Comprehensive Plan Live Grow Thrive 2045**—Sets the overarching vision for growth, supported by goals, objectives, and policies and guides development

► **Tampa MOVES:** Identifies gaps in the transportation system and introduces a framework to prioritize and advance projects

► **Transportation Development Review & Mitigation**—City policies and procedures to align new development with Tampa's mobility vision

► **Transportation Technical Manual (Streets Design Guide)**—Defines street design criteria to put the right street in the right place

► **City Code of Ordinances**—Rules and regulations on land development and street design that enforce the above strategies, frameworks, and standards

SAFE STREETS AND MOBILITY FOR ALL

The MOVES guiding principles provide a policy framework that prioritizes multimodal mobility through Goals, Objectives, and Policies that are mirrored in the Tampa Comprehensive Plan. Policies inform decision-making and set the foundation for implementing Tampa’s mobility vision.

Tampa MOVES Policy Framework

The goals and objectives outlined below align with the vision in the Mobility Section of Tampa’s Comprehensive Plan and provide the justification for additional regulatory and Code changes.



Mobility For All

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

- ▶ **Objective 1:** Invest in safe, convenient, and comfortable mobility options.
- ▶ **Objective 2:** Support development of a safe, convenient, and efficient mass transit system for mobility throughout the City.
- ▶ **Objective 3:** Reconnect the grid through a network of Complete Streets.
- ▶ **Objective 4:** Enable context-sensitive design that blends land use and transportation.
- ▶ **Objective 5:** Mitigate development impacts on the transportation system.
- ▶ **Objective 6:** Ensure new development provides on-site multimodal access and considers safety.
- ▶ **Objective 7:** Manage transportation demand through policies and strategies, including Parking reform.
- ▶ **Objective 8:** Support creative technology innovations that improve mobility.



Opportunity

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

- ▶ **Objective 1:** Invest in existing assets by funding needed maintenance projects and programs.
- ▶ **Objective 2:** Connect economic hubs & job centers through the efficient movement of people and goods.
- ▶ **Objective 3:** Improve congestion through technology, innovative design, and other creative methods, without adding vehicle-lane capacity.
- ▶ **Objective 4:** Preserve and protect the value of Tampa’s Rights-of-Way.



Vision

Goal: Prioritize transportation investments that improve the City’s sustainability, resilience, and community health outcomes.

- ▶ **Objective 1:** Guide and encourage development that supports walkability.
- ▶ **Objective 2:** Address the Social Determinants of Health by removing transportation barriers.
- ▶ **Objective 3:** Reduce the transportation cost burden by ensuring better connectivity to transit and mobility solutions.
- ▶ **Objective 4:** Provide a resilient transportation network able to withstand environmental, economic, and social stressors.
- ▶ **Objective 5:** Minimize the negative impacts of transportation projects on the environment.
- ▶ **Objective 6:** Identify new sustainable revenue sources to fund transportation investments.

GETTING WHERE WE WANT TO GO:

A Policy Framework for Prioritizing Multimodal Mobility

Tampa MOVES Policy Framework (cont'd)



Equity

- Goal:** Provide an equitable transportation system that delivers equal outcomes for people regardless of age, race, ethnicity, income, abilities, or other characteristics of personhood.
- ▶ **Objective 1:** Reconnect and revitalize underserved communities through equitable project development and capital planning strategies.
 - ▶ **Objective 2:** Prioritize programs and projects that contribute to a safe and well-connected multimodal network.
 - ▶ **Objective 3:** Ensure equitable public input in all aspects of transportation planning and implementation.



Safety

- Goal:** Eliminate transportation-related fatalities and life-altering injuries by adopting Vision Zero and a Safe Systems approach to road safety.
- ▶ **Objective 1:** Utilize a data-driven process to identify, design, and prioritize projects on the High Injury Network and identify systemic safety problems Citywide.
 - ▶ **Objective 2:** Implement safe street designs which encourage safe speeds, guide appropriate road user behavior, and prioritize people walking and biking.
 - ▶ **Objective 3:** Ensure the success of Vision Zero through collaboration, funding, and program support and evaluation.

Vision Zero

A core component to this effort lives in MOVES’s sister document, the [Vision Zero Action Plan](#), which outlines key strategies and actions to help eliminate traffic deaths and life-altering injuries.

TAMPA'S MOBILITY NEEDS & PRIORITIES

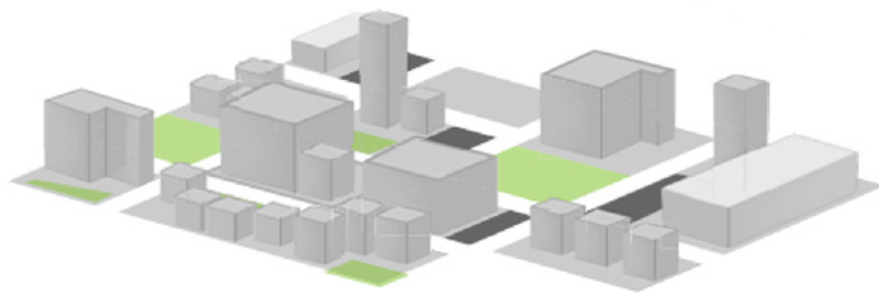
Defining our Mobility Needs: A Layered Approach

The City has moved toward a performance-based, multi-step approach to mobility planning.

1

Consider the context

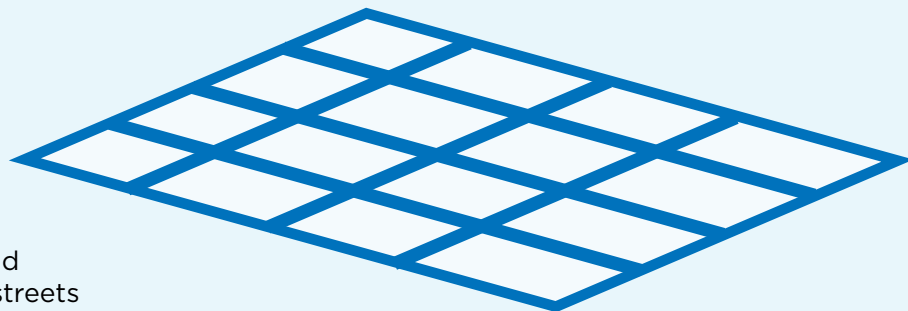
Identify the surrounding land use context to identify appropriate transportation options.



2

Identify the aspirational network

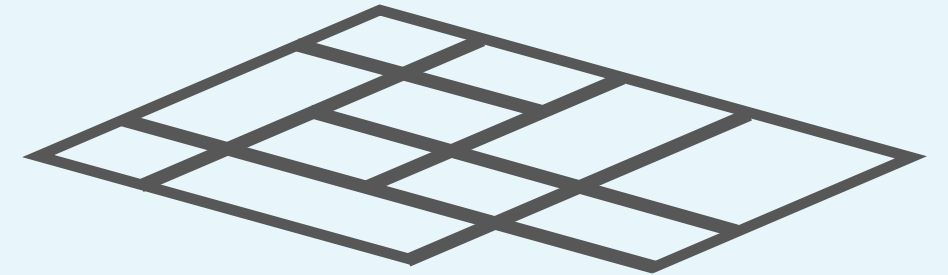
Through public engagement and data review, define needs and aspirations. Set targets for how streets should be maintained, the facility types we want to see, and how to prioritize safety in all decisions.



3

Overlay existing infrastructure network

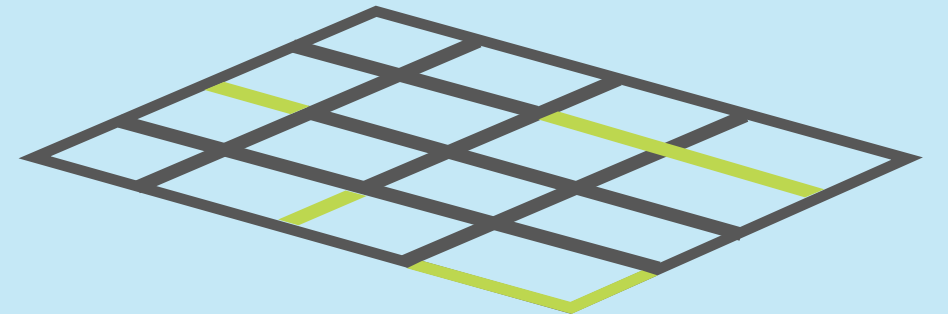
Complete a comprehensive review of our current transportation network to understand where we need to invest.



4

Identify the critical gaps

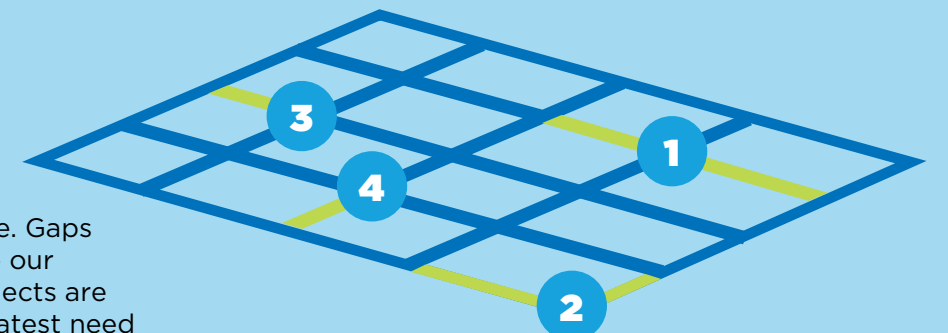
Overlay existing infrastructure with our aspirational network to determine critical gaps, or where Tampa's current infrastructure does not meet our vision. These gaps represent opportunities where projects could address mobility needs.



5

Prioritize gaps for implementation

We cannot close all gaps at once. Gaps must be prioritized according to our guiding principles to ensure projects are completed according to the greatest need and available funding.



Project Prioritization: A Data-Driven, Equitable Approach

MOVES uses a data-driven, equitable process to prioritize transportation projects to address all mobility needs. This process maximizes mobility benefits for all residents and prioritizes those with the greatest need.

MO>ES



The prioritization process uses the MOVES Guiding Principles and performance measures to determine which projects should happen first.

There are two components to prioritization: location-based scoring and project-based scoring. A two-part scoring system helps the City make sure the right project goes in the right place and ensures allocation decisions are fair and equitable.

Criteria for the location- and project-based scoring align with MOVES principles. Metrics focus on improving mobility throughout the City and account for the safety and equity needs of residents and visitors. Criteria also account for neighborhood and economic connections across the city and the broader region.

Prioritization is an integral part of implementation because it allocates funds according to need. This approach sets Tampa’s top priorities and allows planners and the public to work together to determine what should be addressed first.

For MOVES, we applied prioritization criteria to all identified gaps throughout the city. These prioritized gaps will be our roadmap as we begin the phased implementation of our aspirational mobility network. For additional information on the prioritization process, see Appendix A.

EXAMPLE SCORING CRITERIA

Project scoring focuses on creating the best solutions to meet our needs, while location scoring focuses on equitable allocation of resources across the city.

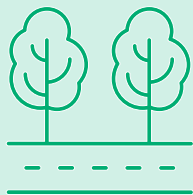
	Project Scoring	Location Scoring
MOBILITY	Improves vehicle delay without additional through-lane capacity	Proximity to daily needs (parks, schools, and libraries)
OPPORTUNITY	Improves transit service reliability	Population and jobs numbers with 1/2-mile of projects
VISION	Includes new landscaping, shade, or public art	Number of neighborhoods connected
EQUITY	Increase safe crossings	Number of Communities of Concern* connected
SAFETY	Reduce speeds	Location is part of the City’s High Injury Network

* The Hillsborough TPO defines a Community of Concern as communities with significantly higher than average amounts of the following population characteristics: minority, elderly, limited English proficiency, disability, zero-vehicle households, low income, or youth.

Transportation Needs Outpace Revenue

To close our infrastructure gaps, we need sustainable funding sources. The City currently has a limited amount of funding dedicated to transportation. On average, Tampa’s transportation funding is about \$11 million per year. This leaves few resources for additional transportation needs and is not currently addressing the full extent of the City’s maintenance needs.

IN AN AVERAGE YEAR, THE CITY CAN...



Repave

30

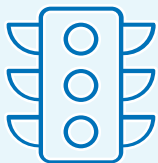
miles of streets
(1% of city streets)



Install

1

mile of sidewalk
(<1% of total sidewalk gaps)



Build

1

new traffic signal
(<1% of existing traffic signals)

With the City’s current transportation funding, Tampa is on a 75-year repaving cycle. This means streets paved this year won’t be repaved again until 2098.

More fuel efficient and electric vehicles decrease the amount the City receives from the gas tax which is currently the primary funding source. Our funding is further constrained by rising material and construction costs. As this trend continues, the amount the City can achieve with its money declines. Such pressures make prioritization of resources all the more necessary.

The City is committed to achieve the greatest impact with the resources we have. Our data-driven approach to project prioritization, based on the guiding principles, helps us to allocate funding each year as equitably as possible.

Increased, sustainable funding streams would allow the City to better maintain its infrastructure, leverage federal and state funding through grant matches, and help the City achieve Vision Zero by rolling out comprehensive safety improvements citywide.

Where Does Money Currently Come From For Tampa’s Transportation Projects?



Local
Option
Gas Tax



Multimodal
Impact Fees



Red Light
Camera
Fees

Seeking Funding from Every Possible Source

The City is constantly seeking ways to expand the budget through grants. These funding opportunities help the City achieve the MOVES vision as quickly as possible.

Many of these grants require a local contribution, or match. While federal and state money can greatly increase what the City is able to construct, the City needs a sustainable funding source to leverage these opportunities.

NEXT STEPS

To continue to pursue additional revenue for transportation, the City will:

1

EXPLORE
state and federal
grant programs

2

SET
maintenance
targets that
incorporate safety
and equity

3

REVIEW
mobility fees and
parking fees

TAMPA MOVES PROJECT PRIORITIES

Transportation projects are organized around six project focus areas that identify the needs and priorities to create complete networks for transit, bicycle, pedestrian, and street systems:

INVEST

In Existing Transportation Assets

Being good stewards of our streets, bridges, seawalls, sidewalks, and traffic signals by improving and maintaining what currently exists

SUPPORT

Effective Transit

Planning for the development patterns and street types that support a high-quality transit system

REPURPOSE

Streets for People

Reallocate space for people, not just cars, and improve quality of life through placemaking efforts

COMPLETE

The Multimodal Network

Envisioning, planning, and implementing a multimodal network that provides travel options through increased sidewalks, low stress bicycle routes, and crosswalks

MAKE

Streets Safe for Everyone

Supporting the goals set by the Vision Zero Action Plan and eliminate traffic deaths and life-altering injuries

MANAGE

Congestion

Mitigating the effects of increased traffic through technology solutions that limit the amount of time residents and visitors sit in traffic

The City will align funding and resources to support each of these focus areas. The following sections outline each focus area's infrastructure gaps. These gaps are the foundation for project identification, development, and prioritization.

INVEST

In Existing Transportation Assets

PAVEMENT CONDITION

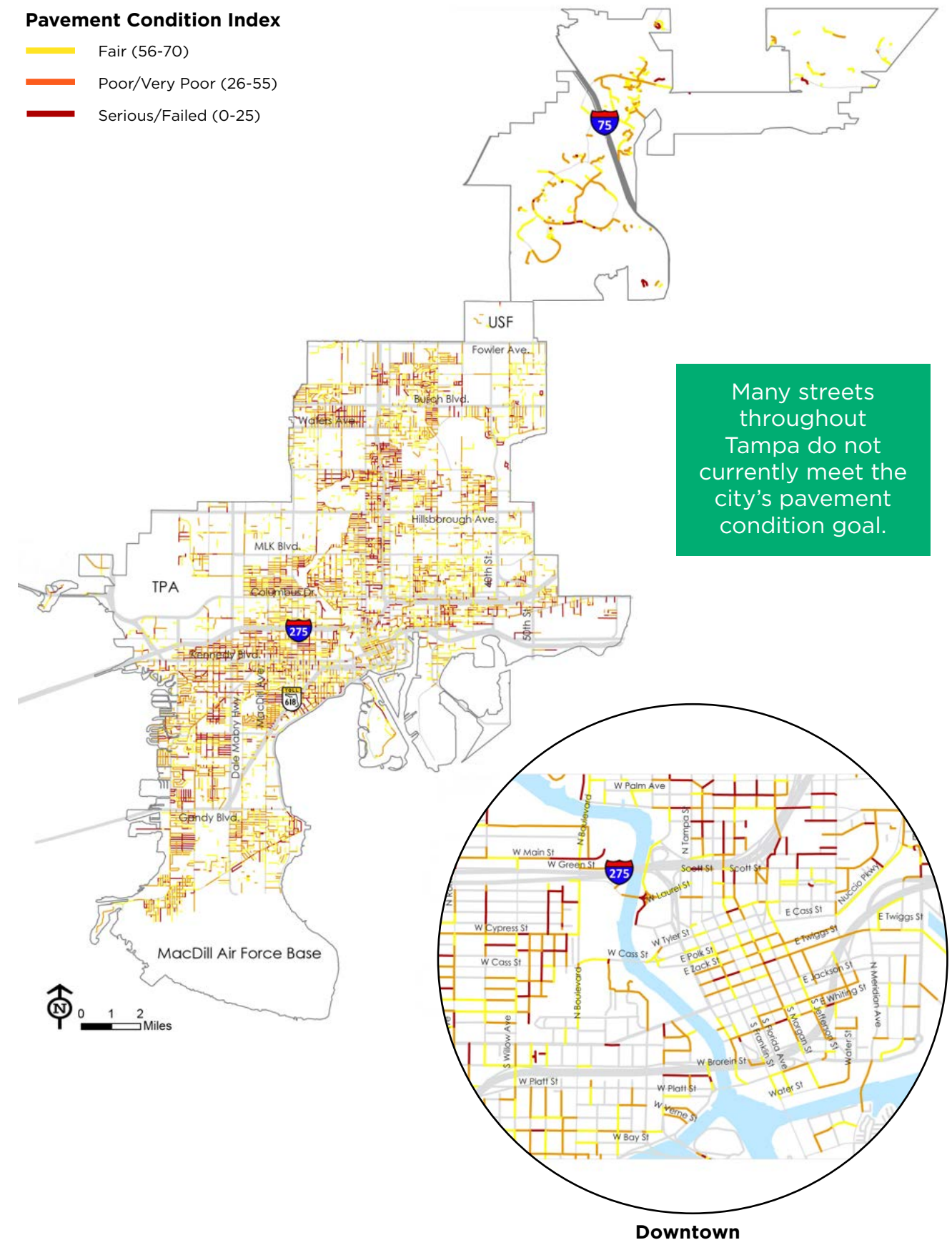
As we shift focus on the future, we will also work hard to maintain our current city streets. To be sustainable, a city's transportation system requires maintenance, preservation, and continued investment. A common theme we heard during the MOVES public outreach was the need to maintain our existing roadways.

The City of Tampa uses a pavement management system to monitor its paved streets. The pavement condition index, or PCI, scores street surface condition from 0 to 100. A newly repaved street would have a PCI of 100, while a street riddled with potholes and cracks would have a PCI of 25 or below.

The City of Tampa aims to have roads that are satisfactory or better (an average PCI of 71 or more). This number keeps the system as a whole at a level that is more affordable over time to maintain. The worse the pavement condition gets, the more expensive it is to fix. In 2020, the citywide average PCI was 63 (fair), which tells us that our paving needs currently outpace our available funding.

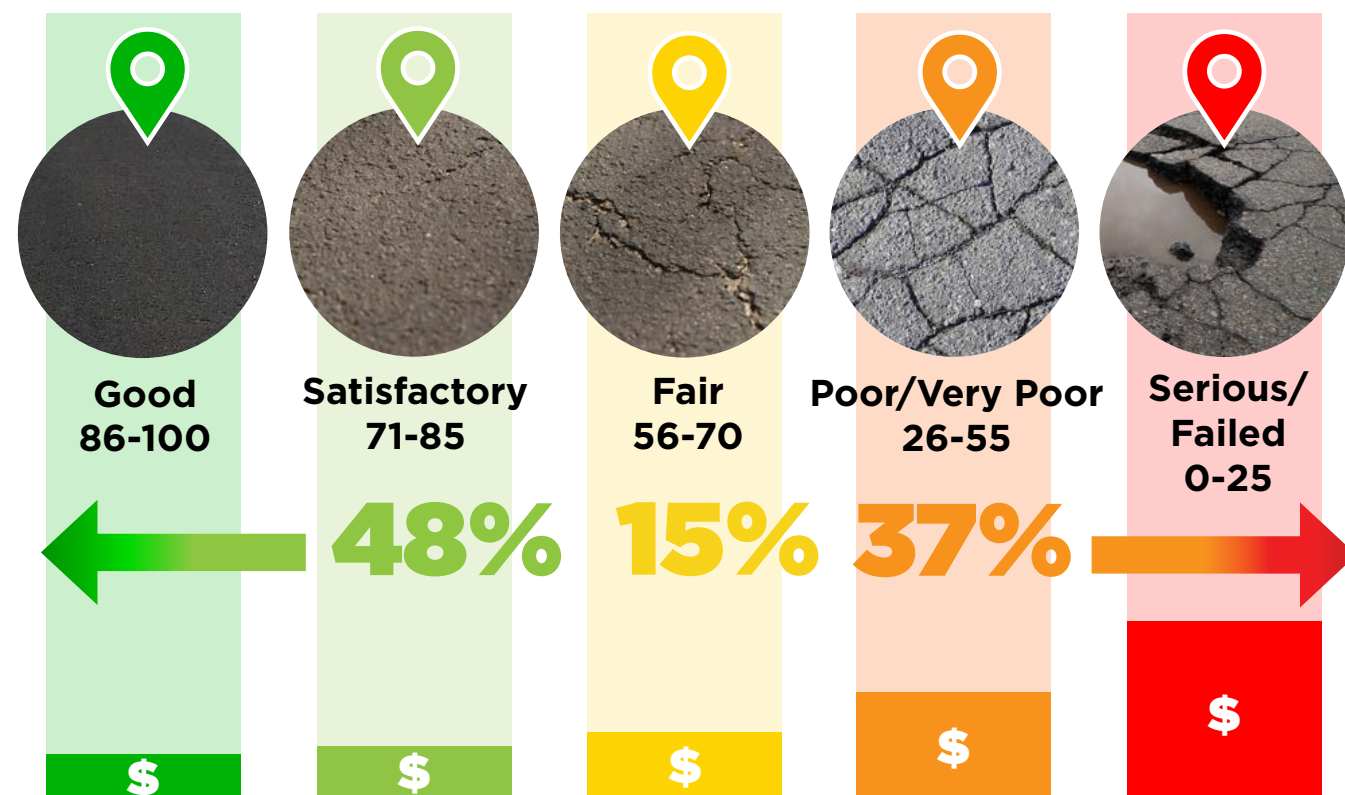
Pavement Condition Index

- Fair (56-70)
- Poor/Very Poor (26-55)
- Serious/Failed (0-25)



CURRENT CONDITIONS ON TAMPA STREETS

The cost to repave streets increases significantly as the pavement condition worsens. Addressing more maintenance needs earlier in the pavement cycle can help the City use resources more efficiently.

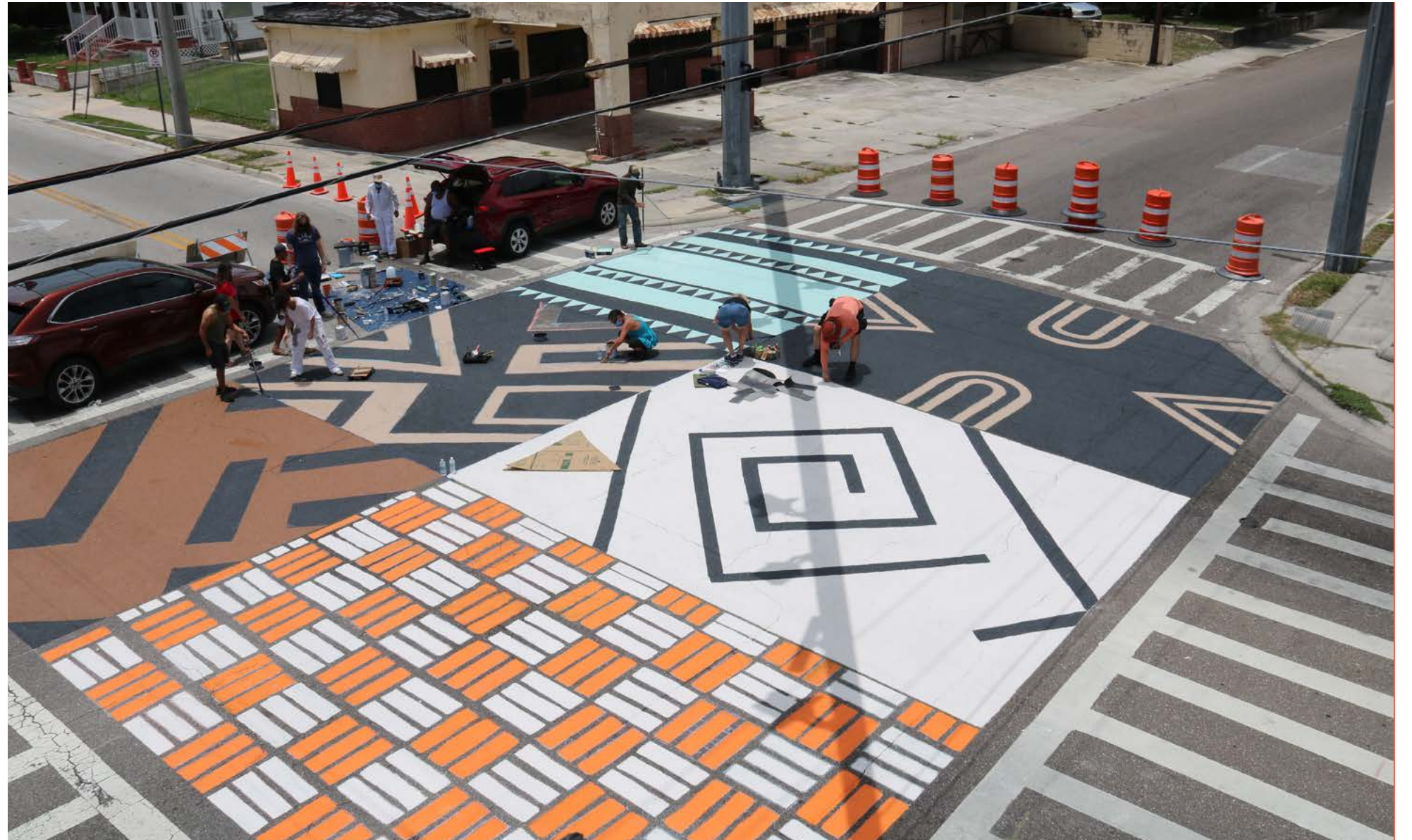


COMPLETE

The Multimodal Network

Multimodal connectivity is central to Tampa's safety and livability. While driving is the primary way we travel today, MOVES imagines a transportation system in which walking, rolling, and biking are also viable mobility options.

Many of us drive today because there are no or few options for other modes. Many neighborhoods have disconnected sidewalks, and bicycle lanes on high-speed roads feel unsafe or uncomfortable. The following pages identify opportunities to improve the walk and bicycle networks with more sidewalks, low stress bicycle routes, and more crossing opportunities.



COMPLETE

The Multimodal Network

FILL SIDEWALK GAPS

A complete sidewalk network connects neighborhoods, schools, transit, and other essential destinations. Sidewalks promote active transportation and the general health and well-being of our residents and visitors. In addition to their functional benefits, sidewalks are an integral part of places where people want to be.

To complete Tampa's sidewalk network, we must fill gaps and improve our existing sidewalks. The City's Mobility Department developed a process to prioritize sidewalk projects that maximizes benefits to the existing network while working within the limits of the program budget. All existing sidewalk gaps were evaluated based on the MOVES principles.

This evaluation will inform which sidewalk gaps the City completes first. The goal of this new process is to help transform Tampa's transportation network into a well-connected and safe mobility system for all.

EXISTING CONDITIONS



1,178 Miles
Existing Sidewalks



1,309 Miles
Sidewalk Gaps

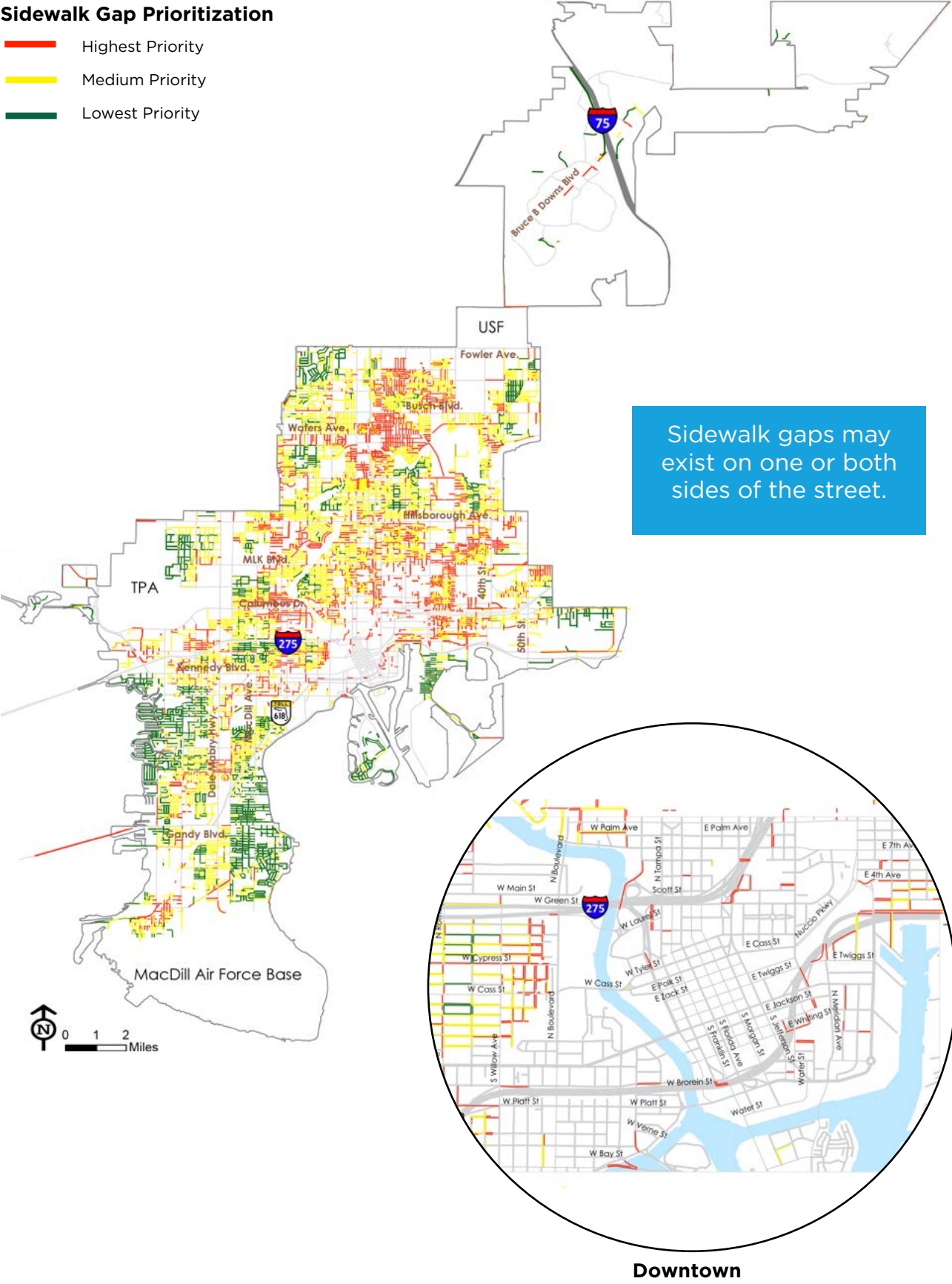


400 Miles
High Priority Gaps

As of 2023, the city can build about one mile of sidewalk per year with its \$1 million budget.

Sidewalk Gap Prioritization

- Highest Priority
- Medium Priority
- Lowest Priority



COMPLETE

The Multimodal Network

CONNECT THE BIKE NETWORK

A well-connected mobility network includes bicycle facilities that are comfortable for all bicyclists. Low-stress bicycle routes feel safe and comfortable for people of all ages and abilities. Stress comes from vehicle traffic and speed. Low-stress routes might be multiuse trails separated entirely from the roadway, separated bicycle lanes, or low speed neighborhood streets.

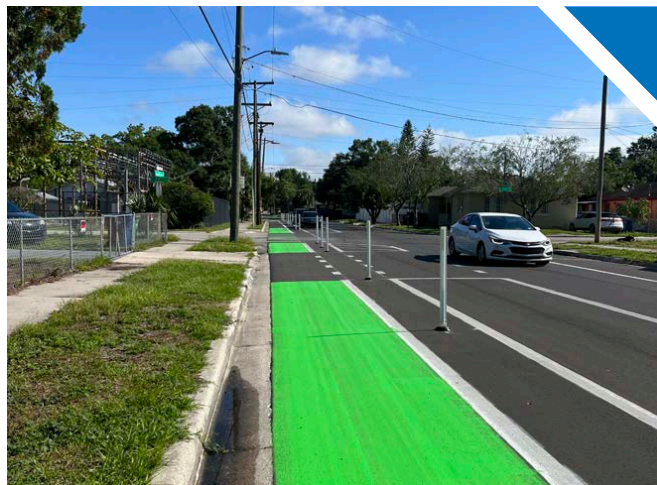
To help prioritize future planning and funding efforts, we identified a vision for Tampa's bicycle network based on existing street conditions and public input. This low-stress network will separate bicycles from vehicles and help Tampa offer safe and equitable access to all riders.

A better bicycle network will expand Tampanians' mobility options and reduce their dependency on vehicles. Being near a well-connected, low-stress bicycle network is a strong predictor of increased bicycle travel. Shifting vehicle trips to bicycle trips is better for the environment and alleviates congestion.

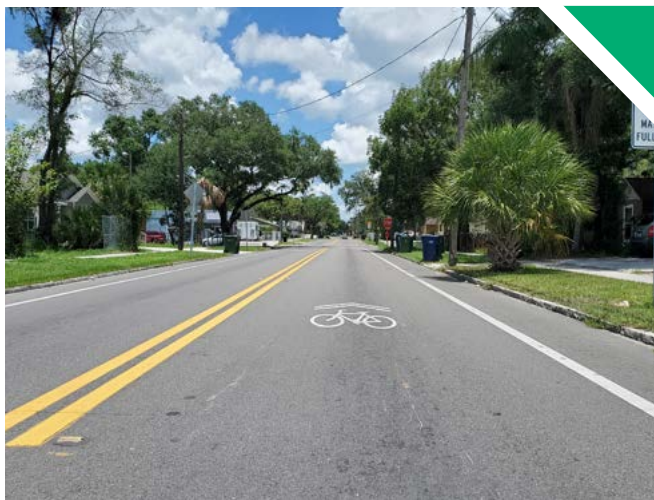
The proposed bicycle network is broken into a short-term and long-term vision network. The short-term network leverages existing low-stress routes to connect key destinations across the city.



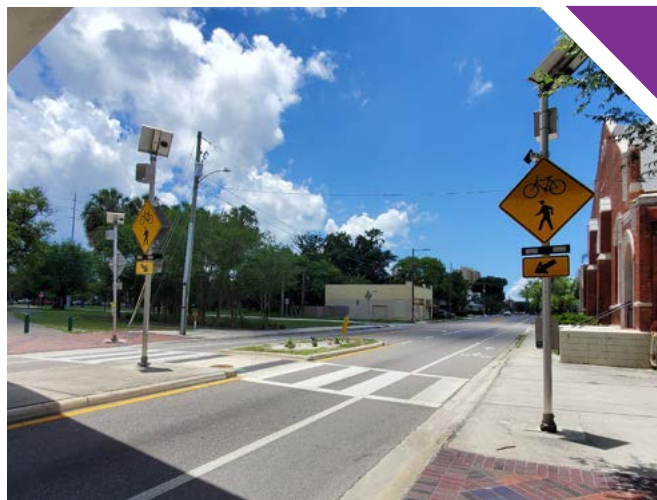
Separated Bicycle Lane or Trail



Buffered Bicycle Lane



Shared Street



Trail Crossing at Palm Ave near I-275

Existing and Short Term Vision Network

- Separated Bicycle Lane or Trail
- Buffered Bicycle Lane
- Shared Street

41

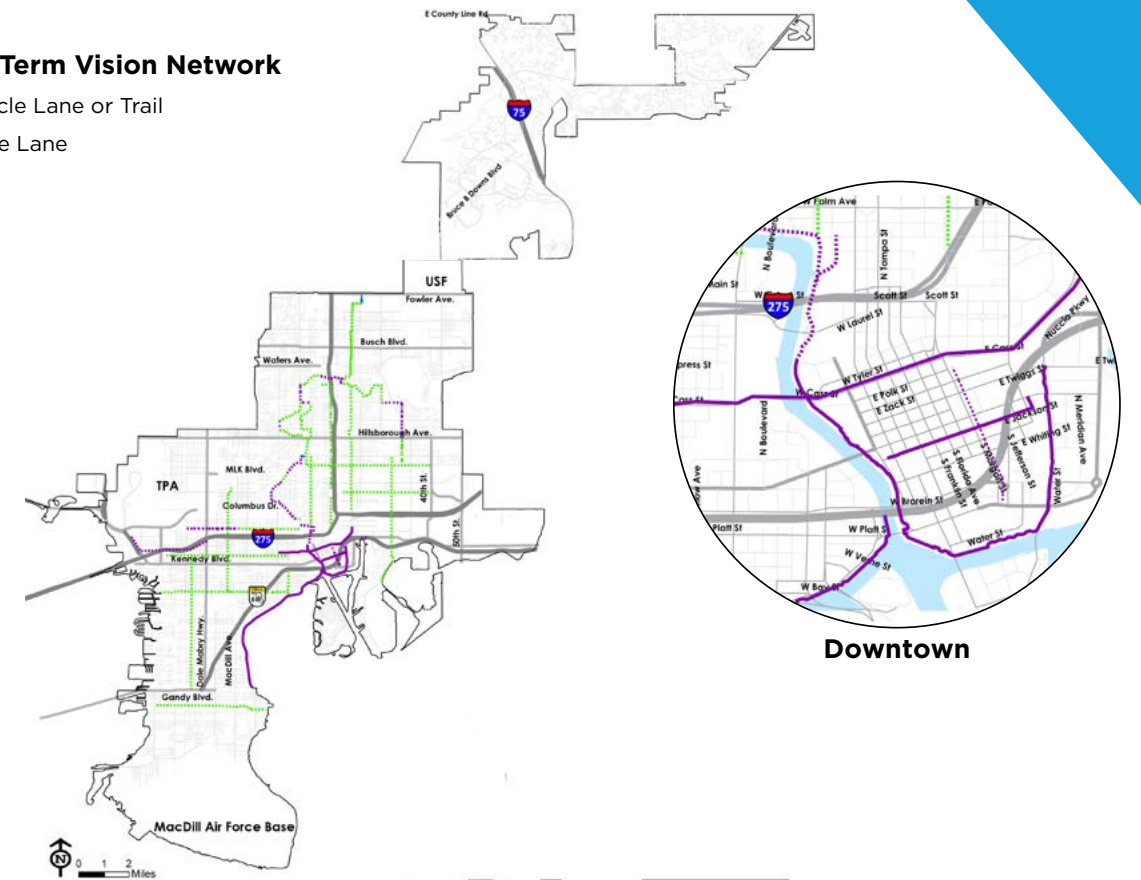
Existing Low-Stress Routes

73

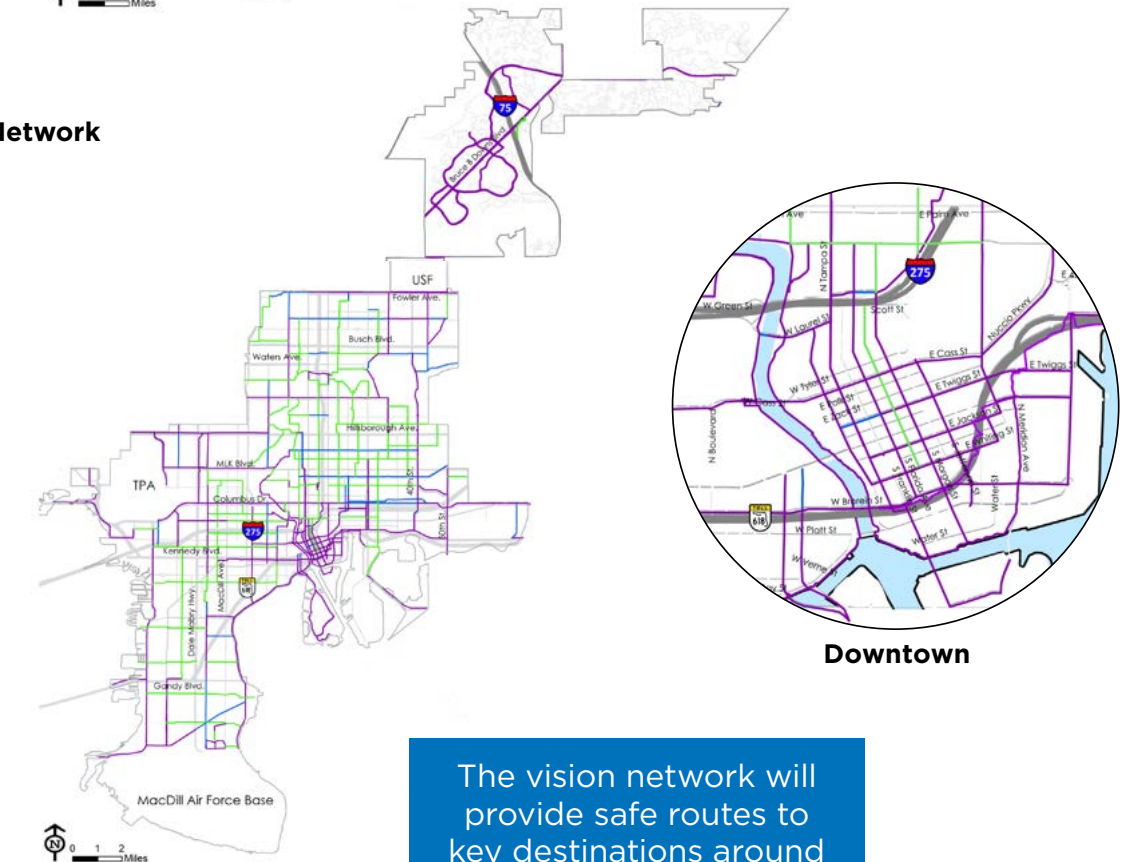
Miles of Short-Term Proposed Low-Stress Routes

263

Miles of Long-Term Proposed Low-Stress Routes



Long-Term Vision Network



The vision network will provide safe routes to key destinations around Tampa such as work and school.

COMPLETE

The Multimodal Network

INCREASE SAFE CROSSINGS



A transportation network is accessible when its users can safely and efficiently reach their destinations. Accessibility depends on network connectivity and surrounding land use. For instance, crosswalks that connect sidewalks and bike facilities across major roads provide vital access to schools, transit, and other essential destinations.

Our mobility assessment prioritized crossing gaps according to functional classification; sidewalk gaps; average annual daily traffic; vehicle speed; and proximity to transit facilities, schools, and communities of concern.

The distance between crossings is especially important. People shouldn't have to walk hundreds of feet out of the way to find a safe place to cross the street. More urban areas need frequent crossing opportunities to accommodate high bicycle and pedestrian use. We will set standard crossing distances in the Streets Design Guide to space crosswalks according to user needs and land use.

Crossing Gaps

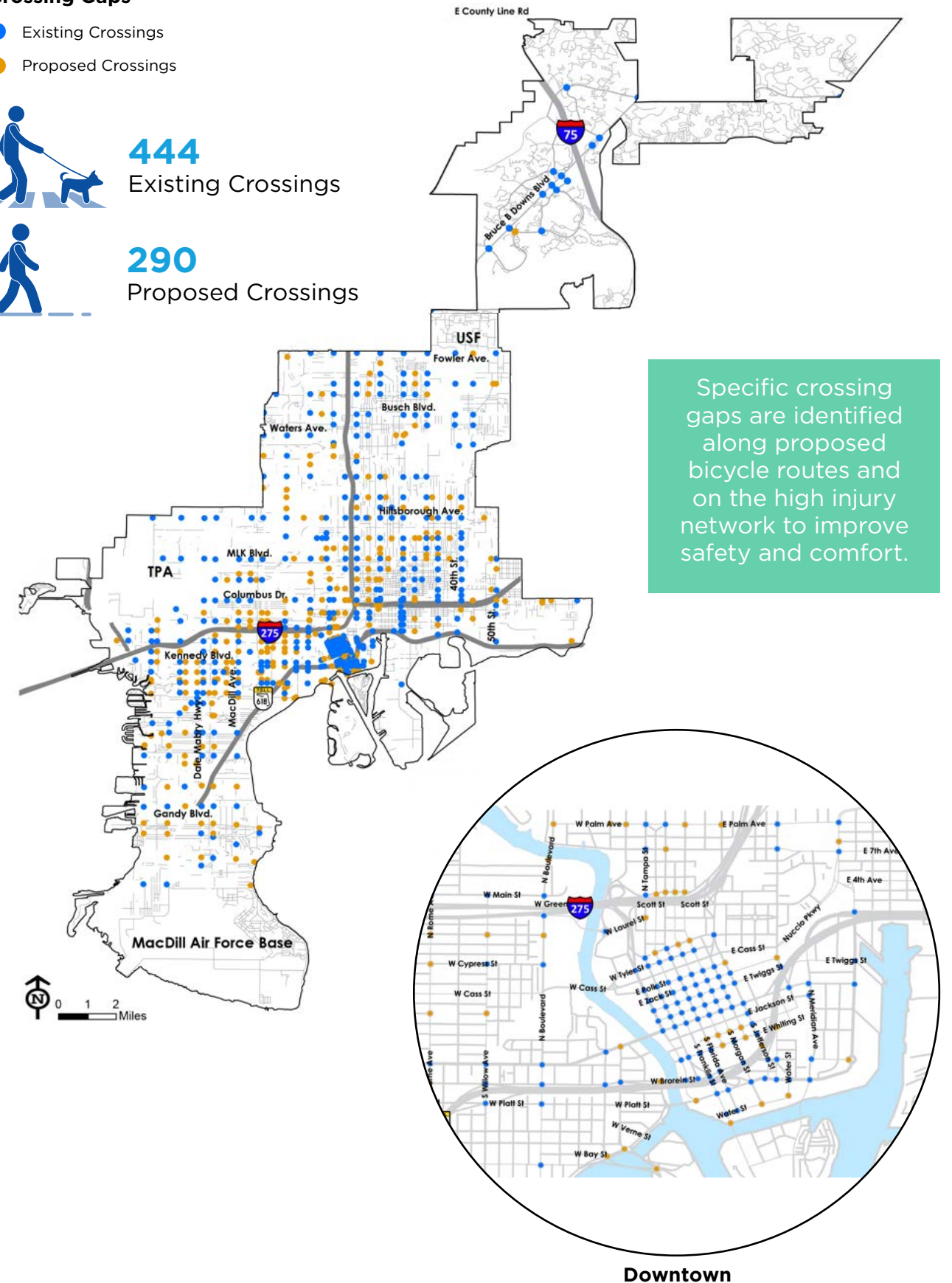
- Existing Crossings
- Proposed Crossings



444
Existing Crossings



290
Proposed Crossings



Specific crossing gaps are identified along proposed bicycle routes and on the high injury network to improve safety and comfort.

SUPPORT

Effective Transit

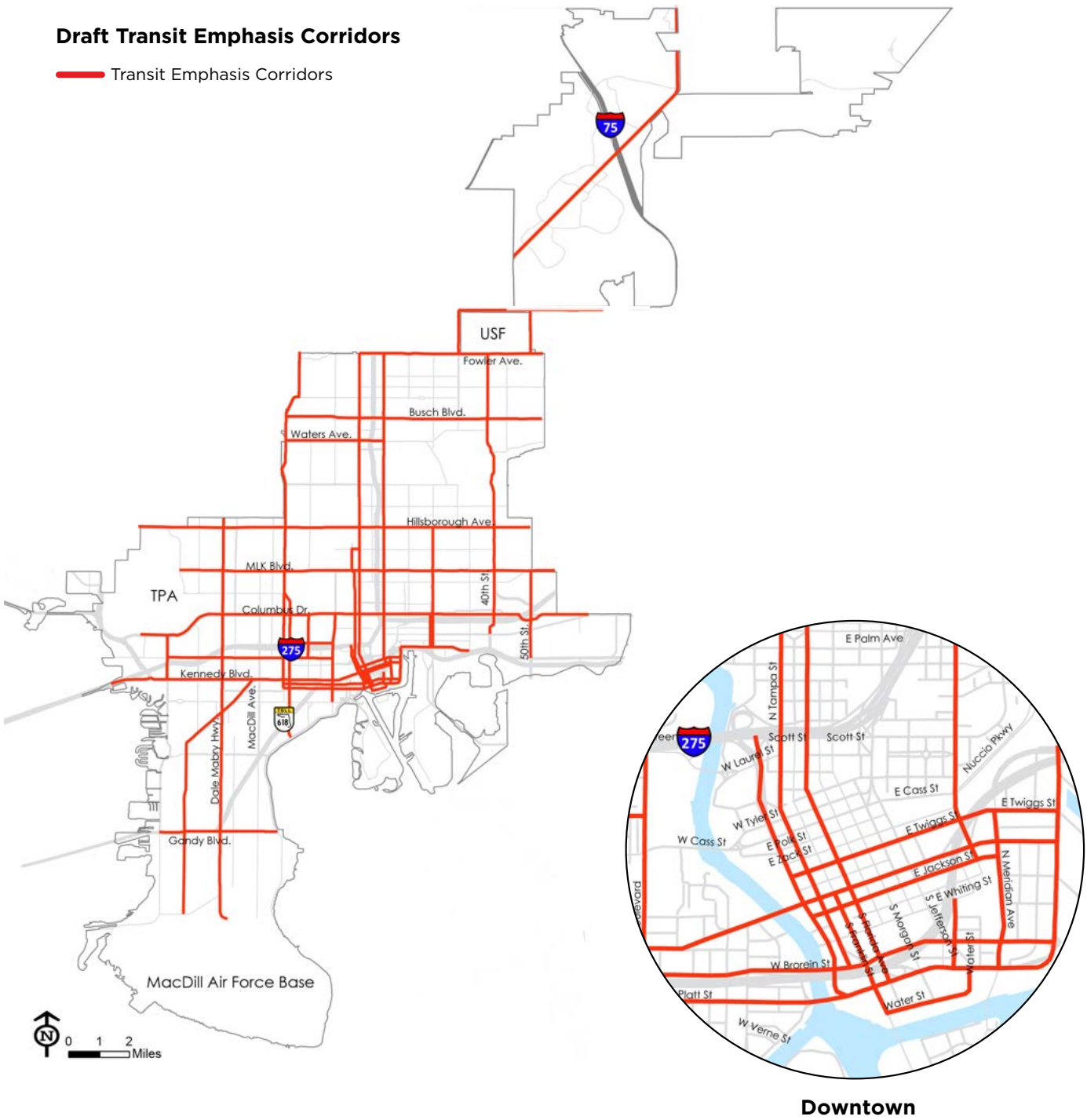
Transit can help support Tampa’s expected and planned growth, assisting current and future Tampa residents get where they need to go. Tampa is currently a car dependent city, but our streets are running out of space for more vehicles and there is little space left for road widening. Transit moves a larger number of people compared to personal vehicles and is a sustainable solution for the future.

Frequent and reliable transit service is best supported by land use regulations. Additionally, walk and bicycle infrastructure supports better access to transit. The City developed transit emphasis corridors to link land use, infrastructure, and transit policies, programs, and projects to support the anticipated growth in residents and jobs.

This initial set of transit emphasis corridors were developed by evaluating data on existing service, current transit demand, future demand, and future development. Focusing on these corridors maintains consistency with the Comprehensive Plan and the HART Transit Oriented Development (TOD) Pilot Project. These corridors are a starting point as we work with HART to improve transit throughout the City. These corridors will be used when reviewing land use and zoning for transit supportive updates, prioritizing projects that improve access to transit, and working with HART and partners to dedicate space for high frequency transit.

How can transit emphasis corridors be used?

- ✓ Design streets and buildings for those walking, rolling, and riding a bicycle who need to safely access transit stops.
- ✓ Increase and support transit service where it’s needed most.
- ✓ Encourage more housing and housing-focused redevelopment that support transit ridership.



WHAT’S NEXT?

The City will continue to work with the City-County Planning Commission, the Hillsborough TPO, and HART to refine this map and determine mutual goals related to transit-supportive development and enhancement of transit ridership and service. This could be through the inclusion of transit-related comprehensive plan policies, amendments to the Land Development Code, the introduction of an Overlay Zoning District, and/or updates to street design guidance.

Streets Safe for Everyone

Roadways should be safe for all users, and our plan to improve safety in Tampa prioritizes streets with documented safety issues. In Tampa, fatal and life-altering crashes increased significantly in 2021, which matches a nationwide upward trend for these types of crashes.⁵ Safe speeds is one of our top priorities.

Because a roadway's safe operating speed is primarily determined by its surrounding context, we used context classification to set target speeds for Tampa's streets. Conventional street design that prioritized vehicles has often led to streets with higher speeds. When speeds are higher than the target speed—i.e., when drivers are permitted to travel faster than is safe for them to do so in a given area—that roadway may have a higher potential for fatal and life-altering injury crashes. By looking for differences in posted and target speeds, we can identify areas with high crash potential and target improvements to those streets.

Tampa's high injury network, identified in our Vision Zero Action Plan, identifies roadways where deadly and life-altering injuries occur most often. The combination of the high injury network and streets with high posted speeds tell us where to prioritize safety improvements. For example, Hillsborough Avenue is both on the high injury network and has a posted speed limit higher than its target speed. As a result, Hillsborough Avenue is on our list of top priorities.

Target speed: the highest speed vehicles should travel to support safety and comfort along a roadway

Speed limit: the maximum speed displayed along a section of road

5 National Highway Traffic Safety Administration (NHTSA) <https://www.nhtsa.gov/press-releases/early-estimate-2021-traffic-fatalities>

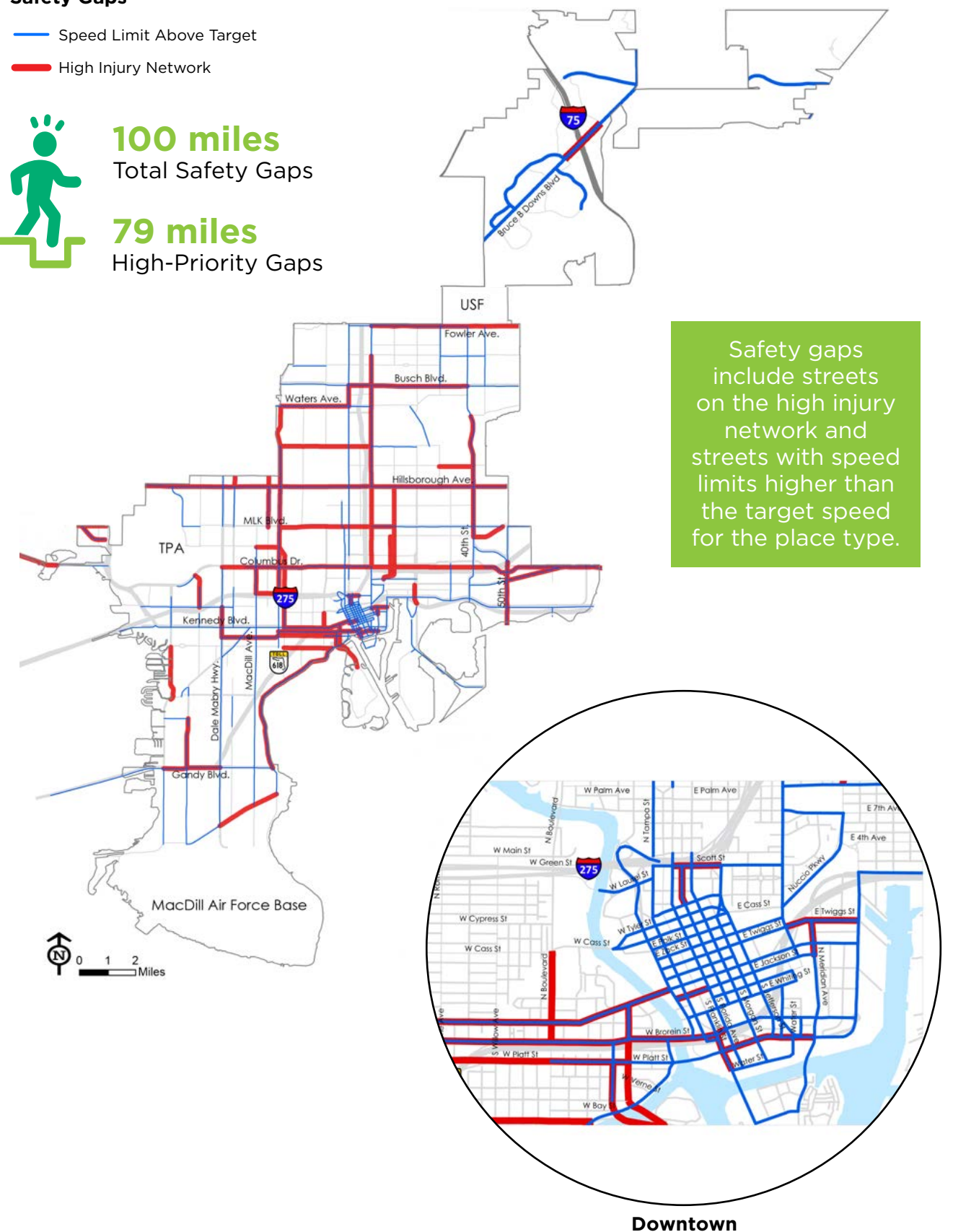
Safety Gaps

- Speed Limit Above Target
— High Injury Network



100 miles
Total Safety Gaps

79 miles
High-Priority Gaps



REPURPOSE

Streets for People



Vibrant public spaces, cultural visibility, and most importantly, foot traffic, create spaces people want to be.

Our streets and public rights-of-way represent the majority of public space in our city. Our streets should support economic vibrance and accessibility by balancing surrounding neighborhoods' needs and quality of life. Streets are for people. So when we allocate the limited space on our streets, we must make sure space is used to its fullest potential.

Some streets in Tampa see relatively little traffic compared to their original designed capacity. In fact, some see less than half of their planned vehicle traffic. Such streets present opportunities to enhance the experience of bicyclists, pedestrians, and transit riders with projects that could include:

- ▶ Giving buses priority through traffic signals to move transit riders more efficiently;
- ▶ Improving street crossings to support safer walking and biking;
- ▶ Installing public art and plazas;
- ▶ Narrowing lanes to reduce vehicle speeds; and
- ▶ Repurposing travel lanes for walk, bike, or transit spaces.

Low-Volume Street

Low-Volume Streets

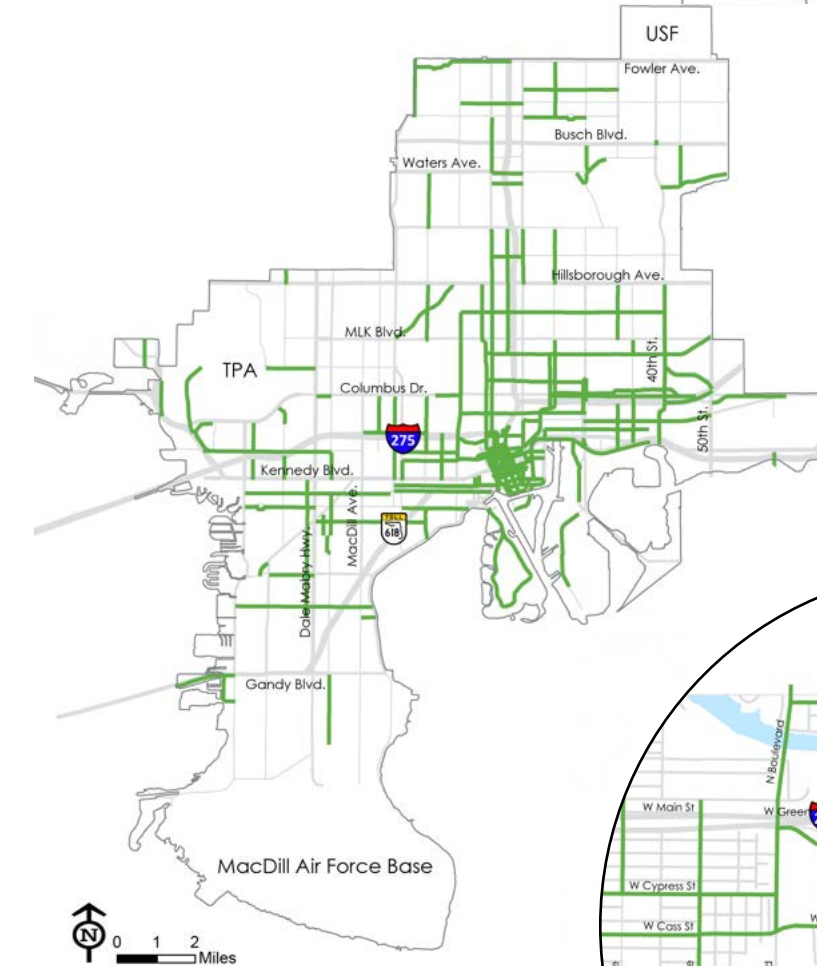


330 miles

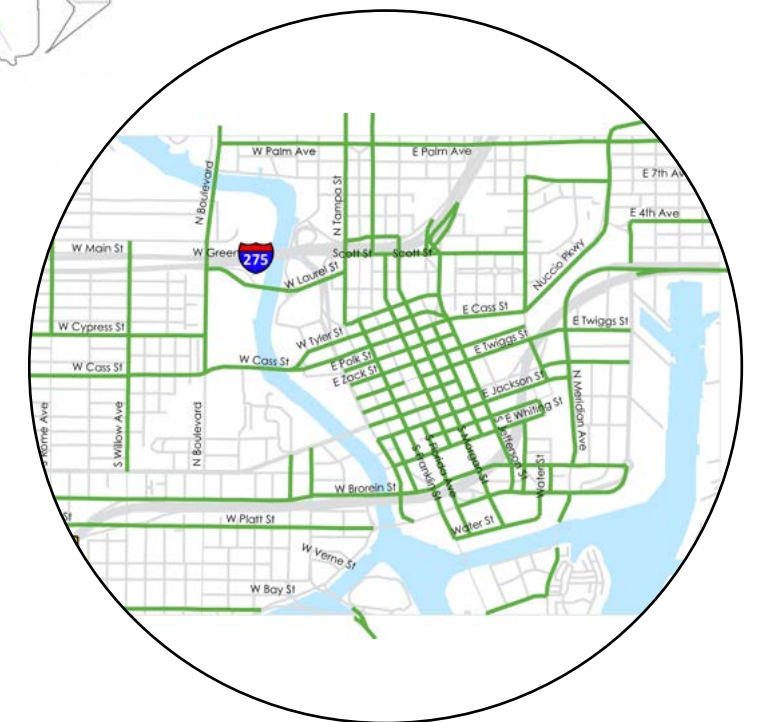
Total Low-Volume Streets

78 miles

High-Priority Gaps



Many streets throughout Tampa offer opportunities to rebalance mobility and prioritize walking, bicycling, and transit while also creating a sense of place.



Downtown

MANAGE

Congestion



Tampa's growing population stresses our transportation network by increasing traffic congestion and travel delay. Some streets experience traffic congestion and increased travel times because they must carry more vehicle traffic than they were designed to carry. Similarly, some street segments have unreliable travel times—one day a trip takes 10 minutes, the next it's 30 minutes due to a weather event or a crash. These strains make it hard to rely on some streets to get us to our destinations on time.

Rather than widening roads, which is expensive and can lead to faster vehicle speeds, the City is implementing technology solutions to help residents and visitors spend less time stuck in traffic. In addition to rebalancing mobility and prioritizing walking, bicycling, and transit, other strategies to manage and improve congestion include technological innovations such as signal re-timing, connected vehicles, and intersection improvements.

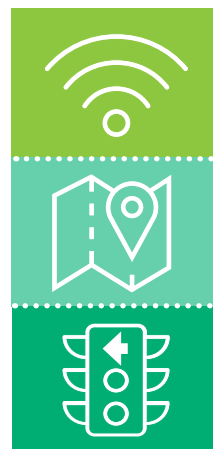
STRATEGIES TO MANAGE CONGESTION



Intersection improvements

Signal retiming and optimization

New traffic signals



Connected vehicles

New street connections

Dedicated turning phases

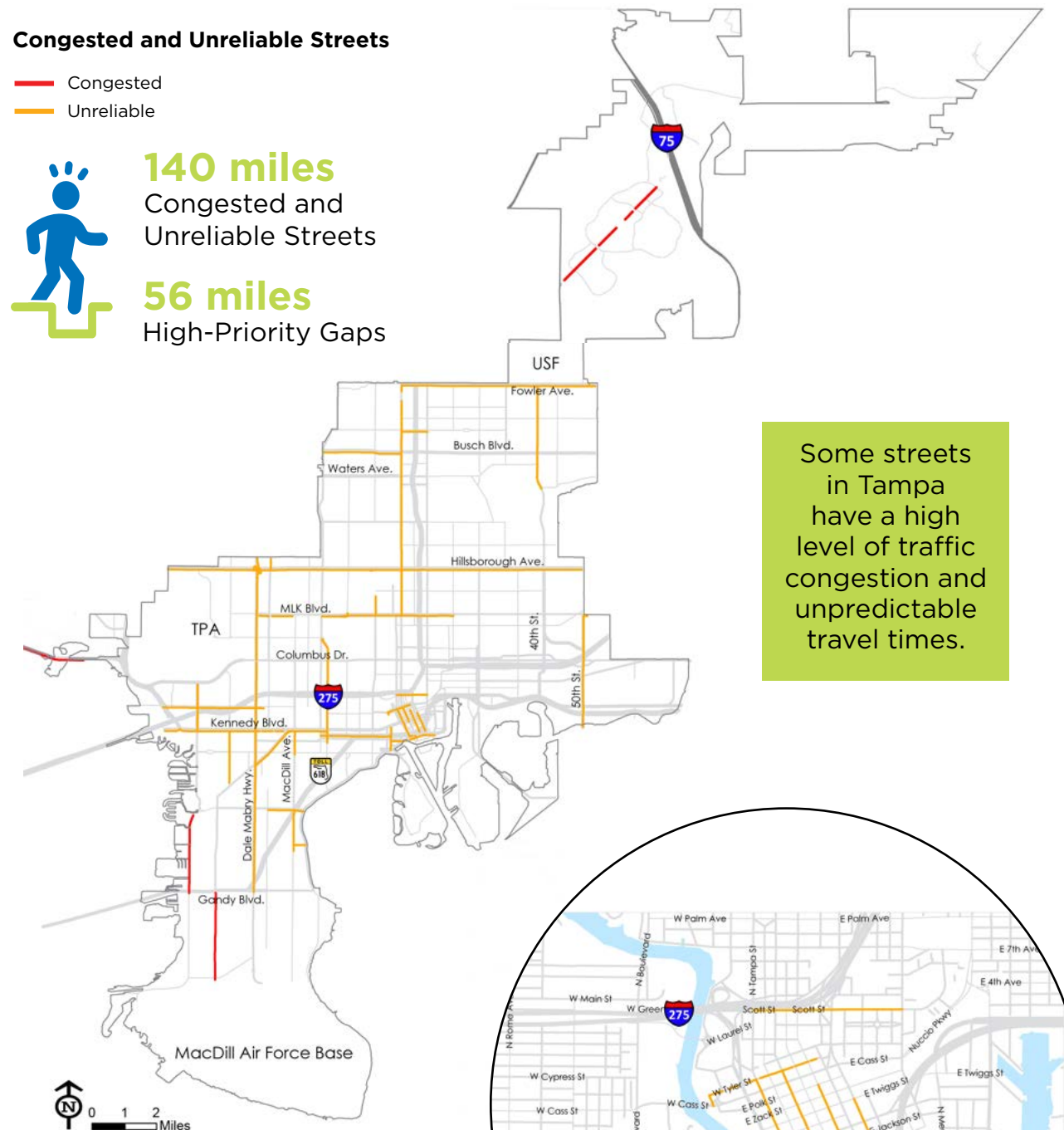
Congested and Unreliable Streets

— Congested
— Unreliable

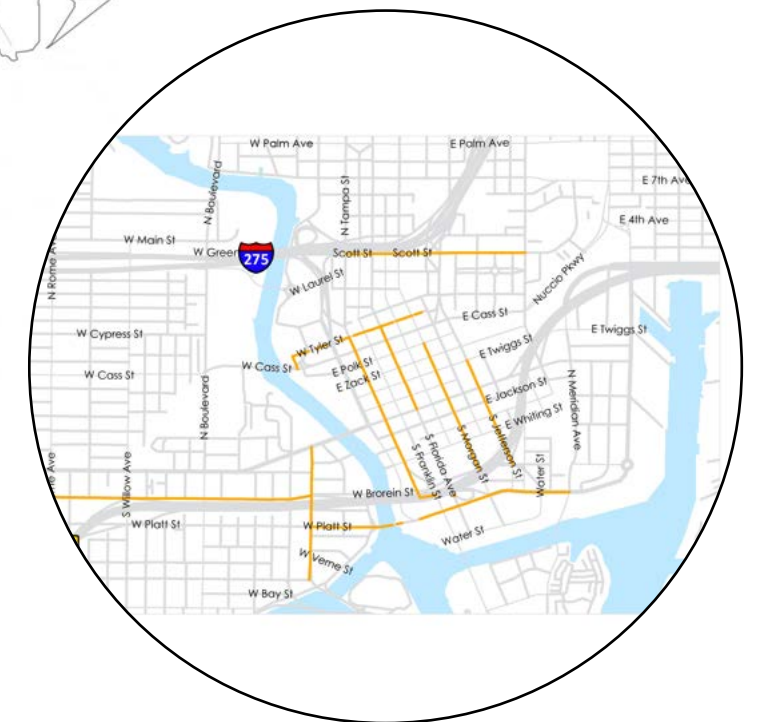


140 miles
Congested and
Unreliable Streets

56 miles
High-Priority Gaps



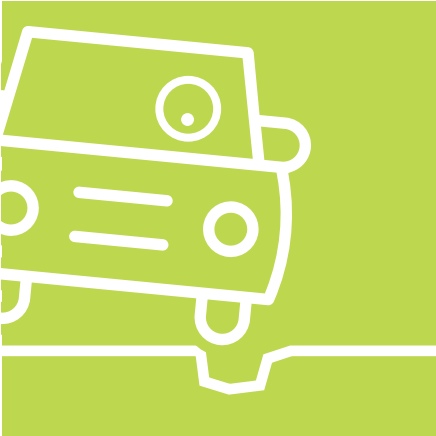
Some streets in Tampa have a high level of traffic congestion and unpredictable travel times.



Downtown

Short-Term Priorities

The gaps identified in this plan represent \$2 billion dollars in projects. The City will not be able to close all these gaps at once. Our data-driven approach to project prioritization, based on the guiding principles, helps us to select projects according to the greatest need based on the available funding.



Streets with poor or failing pavement condition with an emphasis on equity



Sidewalks on high-speed streets that provide access to transit and essential destinations



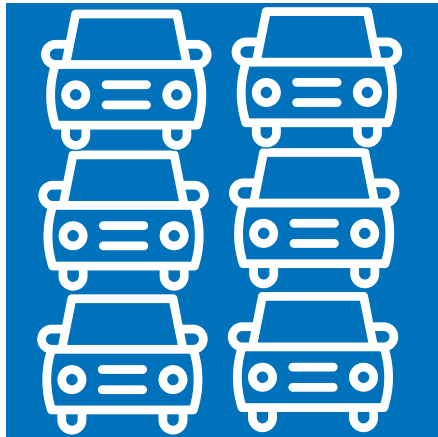
Bicycle facilities that extend the low stress network to different parts of the city



Crossings on key bicycle routes and high injury network corridors



Safety improvements on high injury network corridors and streets with a posted speed above their target speed

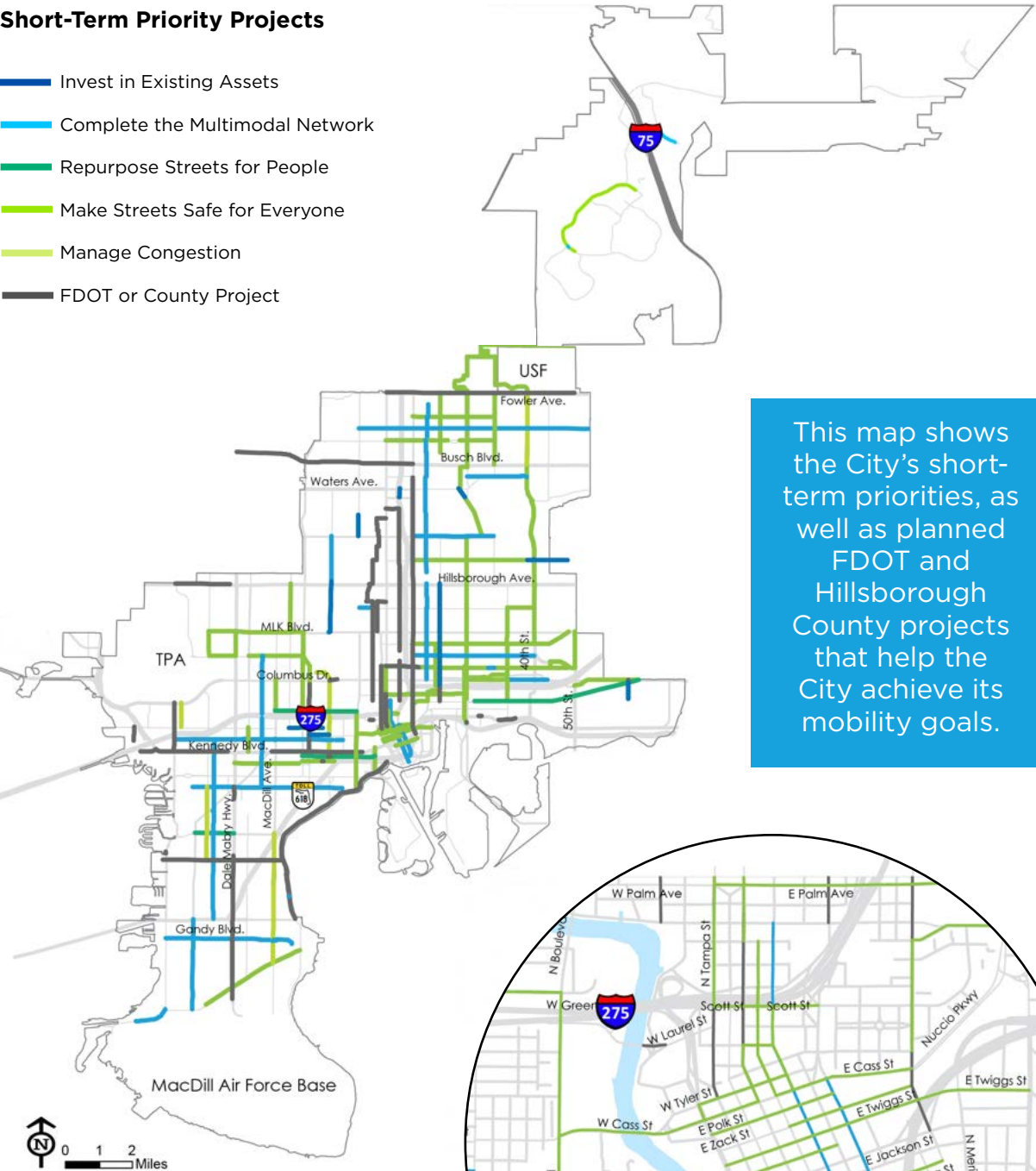


Congestion relief for streets with longer than average travel times

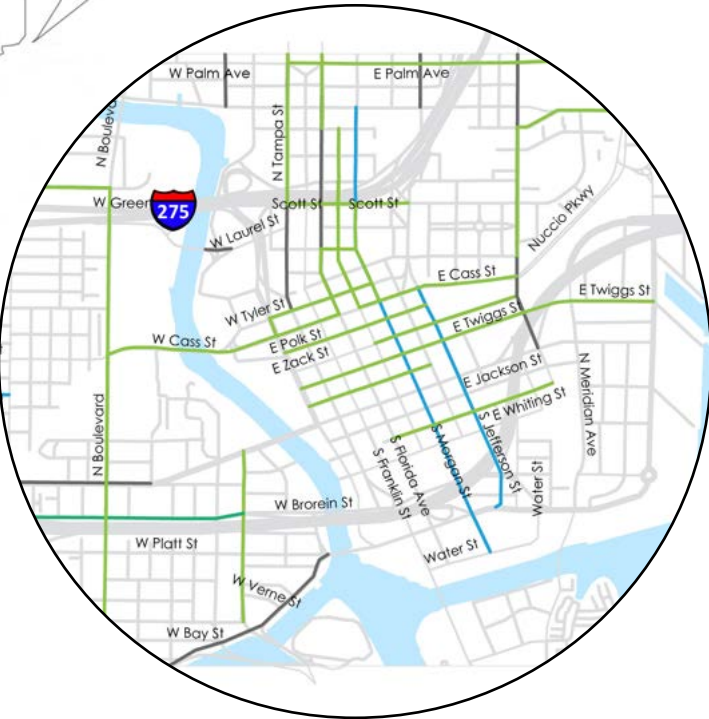
This is just the beginning. The City will continue to apply the MOVES prioritization framework to prioritize future projects while looking for additional funding opportunities to get projects done more quickly.

Short-Term Priority Projects

- Invest in Existing Assets
- Complete the Multimodal Network
- Repurpose Streets for People
- Make Streets Safe for Everyone
- Manage Congestion
- FDOT or County Project



This map shows the City's short-term priorities, as well as planned FDOT and Hillsborough County projects that help the City achieve its mobility goals.



Downtown

MOVES IMPLEMENTATION APPROACH

Our Commitment

Implementation is more than shovels and hard hats. The MOVES planning process will be accountable to the City's mobility vision for decades to come.

Listen First. Then Listen Again.

We listened to you first, and we will keep listening. Constant communication and feedback with our neighbors sets a standard of excellence for projects. We need your help because you know your neighborhood, your commute, and your workplace better than anyone.

Lead with Data.

Data is the foundation of all our procedures. We take our responsibility to collect and maintain data seriously. We will update and maintain our robust catalog of existing conditions often.

Distribute Resources Equitably.

Equity is central to a thriving Tampa. We will continue to acknowledge how transportation decisions in the past impacted Tampa residents and use future opportunities to create an equitable mobility future for everyone. Tampa's transportation network will serve folks across all income levels, neighborhoods, and modes of travel.

Align Resources & Policies.

All parts of our planning processes and policies will align with our mobility goals. We will update strategic policies in City manuals and make sure staff implement those policies.

Seek Funding from Every Possible Source.

Funding is an ever-present challenge, and we will seek opportunities to expand our city budget. The MOVES funding framework will kickstart this search and help us use our funds most efficiently.

Achieve Greatest Impact.

The City will make the most of every opportunity to improve our transportation system, whether in quick build projects, repaving schedules, grant allocations, or partnerships with private developers.





APPENDIX A: PRIORITIZATION PROCESS



www.tampa.gov