

Transportation Vision Statement Objective

~~Looking forward into the future, our~~The communities within the SouthSouth Areawide Systems Plan boundary desire to be served by a balanced transportation system. A thoughtfully planned system of roadways accommodates existing automobile ~~traffic, and is complemented by~~support traffic, supports strategically placed activity centers, connected by efficient public transit and is designed to connect to ~~mass-a rapid~~ transit system. Community groups actively participated in planning transportation facilities, resulting in a harmonious integration of roads and communities. People living here have choices in how to get around; they can safely walk, bicycle, drive a car, take the bus or rail transit ~~line~~. The whole array of transportation options is designed to be user-friendly with sidewalks, bike lanes, and tree-shaded environments everywhere.

The community desires to:

- Identify, where appropriate, “co-location” of greenways and corridor co-existence is achievable.achievable. S
 - ~~Pursue an enhanced transportation funding package for an integrated transportation system as a result of collegial commitments from local, state, and federal agencies.~~
 - Reserve and acquire reservations and acquisitions that reflect current and future rights-of-way ~~shall to~~ meet ~~our~~ transportation system needs and accommodated pedestrian traffic (i.e. sidewalks, trails and bike paths). The reserved corridors ~~should will~~ be acquired, as neededdevelopment is planned or occurs, supplementing the established system ~~in place in 2003~~.
 - Support Water-borne craft connections between St. Petersburg, Tampa and Sarasota.
 - Support the ~~Create of efficient~~existing Emergency Management Plans, which include directionally controlled evacuation routes, emergency medical services and shelters.
 - ~~Accelerate the planning/design/construction process; e~~Enable the “Areawide Systems Plan,” before or as development occurs so that the area is not segmented ~~our region~~, thereby losing the opportunity for the “Plan” to be implemented. ~~(This is considered to have been one of our greatest achievements.)~~
1. Implementation Strategy ~~— Incorporate the transportation corridor plan will the Comprehensive Plan.~~ Use the Capital Improvements Program to schedule improvements that keep pace with growth within SouthShore.
 - a. Implement the system plan with recognition of local values and conditions.
 - b. Implement intelligent transportation systems (ITS) that are consistent with adopted County ITS plans and regional architecture to better utilize existing and proposed corridors.

2. Coordination ~~Strategies~~ - Coordinate transportation planning and greenway trails planning, right-of-way and corridor protection whenever possible and/or feasible to accommodate future development. In order to protect the rights-of way needed to implement the Countywide Corridor plan map and to avoid encroachment into such rights-of-way by buildings, parking area and other types of developments, acquiring the needed rights-of-way in advance of development.
 - a. Support the implementation of the SouthShore Corridor Plan as shown on of Map 25 of the Transportation Element.
 - b. Support the provision of adequate space for alternative modes of transportation such as bikeways, and sidewalks along appropriate transportation corridors.
 - c. Support the review of new development to determine if the development is within or adjacent to rights-of-way identified on the map to ensure adequate space is available for alternative modes.
 - ~~d. Assure that the integrity of established communities is protected through accepted techniques and principles of land use transition expressed in the Comprehensive Plan.~~
 - ~~e. Support~~ Ensure additional buffering and wildlife undercrossing(s) are considered for the following roadways:
 - Rhodine Road Extension
 - Big Bend Road Extension.
3. Livable Roadways ~~Strategies~~ Reflect in future and improved roadway corridors that reflect their surrounding character, neighborhood and/or historical and environmental features (e.g. rural roads in rural areas) through strategies such as:
 - a. Designing roadways of appropriate scale to preserve the scenic characteristics of the surrounding area, such as neighborhood identity, historic or environmental features, points of interest, and other aspects of community character.
 - b. ~~Discourage~~ Discouraging roadway design that encroaches upon or adversely affects environmentally sensitive areas or publicly owned natural preserves.
 - c. Development of roadway corridor landscape guidelines that represent the visual identity the community desires to achieve for specific road segments. Guidelines should be utilized but shall not be limited to, the principles of landscape design defined in Florida Friendly Landscape and Florida Yards and Neighborhood procedures. In some cases, low volume irrigation can be considered in medians, to accommodate special features or special areas within SouthShore.
 - d. Encourage appropriate roadway design ~~and/or traffic calming~~ methods to minimize neighborhood traffic intrusion and ~~to~~ protect neighborhoods from adverse impacts of through-traffic. Such designs may include, but are not limited to rotaries, roundabouts, signage, traffic diverters, on-street parking, ~~bulb~~ bump-outs, and medians.
 - ~~e. Implement the Neighborhood Traffic Calming Program, when needed.~~
 - ~~f. e. Provide for, a~~ As development occurs, whenever possible and/or feasible occurs and where possible, provide for the interconnection of internal neighborhood streets, and interconnection to the surrounding transportation network by establishing a basic grid

network of access and open space, as identified in “Principles for Good Neighborhoods” endorsed by the BOCC in April 1992.

~~g.f. Support the Increased and encourage~~ participation in the “Adopt a Road” programs.

~~h.g. All currently designated truck routes and proposed new collectors and arterials shall be available for consideration to continue as or as potential new truck routes with the exception of the following roads:~~

- ~~• 19th Ave. N.E. from US 41 to US 301~~
- ~~• 24th St. extended from SR 674 to Big Bend Rd.~~
- ~~• Big Bend Rd. from US 301 to its eastern terminus~~

~~i.h. To achieve a balance between the need for future road capacity and the need to preserve the community character and environmental resources, the following corridors will be subject to a more detailed examination of alternatives to expansion as community-based planning occurs:~~

- ~~• SR 674 between I-75 and Westlake Dr. (Sun City Center, Wimauma and Ruskin)~~
- ~~• US 41 between 19th Ave. N.E. and SR 674 (Ruskin)~~
- ~~• US 41 between Elsberry Rd. and Leisey Rd. (Apollo Beach)~~

- ~~4. Public Transit Strategies Increase public transportation in SouthShore. By Considering, and when appropriate encourage, expanded public transit and development that can be connected to a light rail system, exclusive transit lanes, and water borne transportation as well other alternative modes, to serve major employment destinations.~~

~~a. Continue to Evaluate:~~

~~a.i. bus Bus ridership demand within parts of SouthShore that can be efficiently and effectively served by transit, as development occurs and population increases. This includes the potential need for evening or late shift transit service.~~

~~b.ii. Evaluate the effectiveness of a p Potential light rail ridership serving SouthShore.~~

~~e.iii. Study the potential Potential of water borne craft connections between SouthShore and neighboring places of interest such as St. Petersburg, Tampa, and Sarasota.~~

- ~~5. Pedestrian Pathways Strategies Effectively Link and expand the network of greenway trails, sidewalks, bikeways, golf cart paths where permissible, and other pedestrian pathways creating a walkable environment by: in SouthShore.~~

~~a. Implementing “Hillsborough County MPO Pedestrian System Needs Assessment”, adopted November, 1998.~~

~~b. Participate Participating in and monitoring updates to the Hillsborough County Master Sidewalk Plan to establish an interconnected system of sidewalks throughout the area.~~

~~c. Implement Implementating Implementing of the Hillsborough County Greenways Master Plan within SouthShore.~~

~~d. Ensure the implementation of the adopted Scenic Corridor Map and associated regulations.~~

6. Emergency Management ~~Strategies~~—Create efficient Emergency Management Plans, which include directionally, controlled evacuation routes, emergency medical services and shelters.

a. ~~The County shall coordinate all emergency management activities including evacuation orders with all local, state and regional response agencies and with adjacent local governments to effect a safe and efficient evacuation and return of County residents.~~

b. ~~Continue to notify households of the need to evacuate at various threat levels.~~

~~Include through the development review process, the review of new development on evacuation clearance times and the number of persons requiring public shelter. This requirement shall apply to those developments located in the vulnerability zone and those located along or impacting evacuation routes~~

The County will:

Recognize the recommendations of adopted community plans included the Livable Communities Element.

Recognize the following transportation initiatives related to the SouthShore Area when financially feasible:

- County projects identified in its adopted Capital Improvement Program
- Florida Department of Transportation 5 year work program
- Developer Committed Project
- South Coast Greenway
- Long Range Transportation Plan
- SouthShore Transit Circulator Study
- Tampa Bay High Speed Ferry Study

e. ~~All currently designated truck routes and proposed new collectors and arterials shall be available for consideration to continue as or as potential new truck routes with the exception of~~
Exempt the the following roads from consideration as truck routes:

- 19th Ave. N.E. from US 41 to US 301
- 24th St. extended from SR 674 to Big Bend Rd.
- Big Bend Rd. from US 301 to its eastern terminus

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