



**2025
Comprehensive Plan for the
City of Temple Terrace
Florida**

Mobility Element

**Adopted by City Council
June 30, 2009**

**Effective Date
September 22, 2009**

Hillsborough County
City-County
Planning
Commission



GOAL 2: To protect and promote the quality of life and livability for the citizens of Temple Terrace, the City is committed to develop transportation/mobility strategies to address the negative impacts of personal automobile travel both within the City as well as between the City and neighboring activity centers and surrounding jurisdictions.

Objective 2.1: To designate the City of Temple Terrace as a multimodal community by the establishment of the Temple Terrace Multimodal Transportation District (TT MTD) where secondary emphasis is placed upon automobile mobility and primary emphasis is placed on providing a safe, comfortable and attractive environment for pedestrians and bicyclists with convenient access to reliable transit services, thereby encouraging the use of multiple modes of transportation and leading to a reduction in automobile use and vehicle miles traveled.

Designation and Characteristics

Policy 2.1.1:

Delineate the corporate limits of the City of Temple Terrace (TT), as they exist on September 30, 2008, as a Multimodal Transportation District (MTD) which recognizes the significance of the City’s traditional town character and historic, traditional neighborhoods within the context of the growing regional center surrounding the neighboring University of South Florida and major medical employment and entertainment complexes. *(See Map 1 of the MTD Map Series).*

The TT MTD shall demonstrate financial feasibility through the concurrent adoption of financially feasible plans for bicycle, pedestrian and transit systems that reduce reliance on automobiles for access/mobility and internal circulation. These shall be and are included in the City’s Capital Improvements Element (CIE), and shall be reviewed and updated annually as part of the City’s annual capital improvements and budget process, and reported to the State in the annually State-required amendment to the City’s CIE.

The TT MTD shall not significantly degrade the adopted level of service standards for facilities designated as part of the Florida Intrastate Highway System (FIHS).

The TT MTD shall exhibit the following community design elements, as outlined in subsection 163 Florida Statutes (F.S.):

- An interconnected network of streets and paths designed to encourage walking and bicycle use, with traffic calming where desirable;

- A complementary mix and range of land uses, including residential, educational, recreational, and cultural;
- Appropriate densities and intensities of land uses within walking distance of transit stops;
- Daily activities within walking distance of residences and public uses, streets and squares that are safe, comfortable, and attractive for the pedestrian, with adjoining buildings open to the street and parking designed so as not to interfere with all transportation modes.

These are found in the MTD Map Series of this Element and on the Future Land Use Map, especially through its overlay land use categories and the CRA's Downtown Mixed Use-25 land use category.

Area of Application and Extent of the TT MTD

Policy 2.1.2:

In accordance with Policy 2.1.1, and the provisions of subsection 163, F.S. and the Florida Department of Transportation (FDOT) *Multimodal Transportation Districts and Areawide Quality of Service Handbook* (Multimodal Handbook), the City of Temple Terrace hereby establishes the corporate limits of the City of Temple Terrace, as they exist on September 30, 2008, as the Temple Terrace Multimodal Transportation District (TT MTD) for the purpose of promoting walking, bicycling and transit use and reducing dependence on the personal automobile. Existing areas within the City that are designated as a Transportation Concurrency Exception Area (TCEA) shall continue to operate under those regulations for a period of time not to exceed seven (7) years following adoption of the TT MTD designation but no later than December 31, 2015, at which time the TCEA designation shall sunset and all properties so designated, shall thereafter be regulated under the provisions of the TT MTD. Existing DRIs within the City shall continue to be governed by their approved DRI Development Orders.

Organization of Land Uses

Policy 2.1.3:

By December 31, 2012, the City of Temple Terrace shall modify its land development code and other related documents, standards and supporting plans, and develop, as necessary, appropriate new documents, standards and regulations to implement the Goals and Objectives of the Multimodal Transportation District to ensure that it provides for an appropriate density, intensity and mix of land uses and identifies specific improvements appropriate to support multimodal transportation geographically within the functional sub-areas of the City.

Relationship to Major Thoroughfares

Policy 2.1.4:

The TT MTD shall be managed in a manner that maximizes internal circulation and minimizes conflicts on the Florida Intrastate Highway System (FIHS) and other major arterial roadways which have the primary function of moving high volumes of statewide and regional traffic. Where such roadways are included in the TT MTD, a minimum of two (2) safe pedestrian crossings should be provided per mile.

Transportation Quality/Level of Service

Policy 2.1.5:

- A. The City of Temple Terrace shall coordinate with HART and the Metropolitan Planning Organization (MPO) to apply the transit quality of service framework as found in the Second Edition of the *Transit Capacity and Quality of Service Manual* (TCQSM) and required as part of the MPO's long-range transportation plan.
- B. The City of Temple Terrace establishes the following performance targets as minimum quality/level of service standards for transit, bicycle and pedestrian facilities and roadways within the TT MTD, as follows:
 - 80% of all the bicycle and pedestrian facilities within the TT MTD network shall function at LOS C or better;
 - All parcels within ¼ mile of a transit stop should be served by pedestrian facilities operating at LOS C or better;
 - 80% of the employees and dwelling units in the TT MTD will be located within ½ mile of a transit stop; and
 - 70% of the employees and dwelling units in the TT MTD will be located within the service area of transit operating at LOS D or better.

Transportation Concurrency

Policy 2.1.6:

Transportation concurrency in the TT MTD shall be evaluated based upon a financially feasible long-range improvements plan and program, without regard to the period of time between development or redevelopment and the scheduled implementation of the improvements. Reflecting the purpose of a multimodal transportation district to promote higher density infill and to create a safe, desirable environment for pedestrians, the improvements plan will reflect primary emphasis on bicycle, pedestrian and transit projects. (See

the Capital Improvements Element and this Element’s MTD Map Series at the end of the Element.)

Multimodal Street Design and Operation

Policy 2.1.7:

The City of Temple Terrace shall establish multimodal street cross-sections, design standards, and operational measures (e.g., pre-emptive signals, dedicated bus lanes, etc.) to ensure streets are safe, convenient and appealing for all modes of travel, including transit, automobiles, trucks, bicycles and pedestrians. Strategies shall include marked crosswalks, wider sidewalks, on-street parking, bus turnouts, traffic calming, raised medians, adequate drainage or other appropriate safety enhancements that reduce hazardous conflicts between modes and are consistent with the planned functions of the roadway.

Street Network and Connectivity

Policy 2.1.8:

The TT MTD shall continue to provide a dense, interconnected network of local and collector streets that support walking, bicycling and transit use, while avoiding excessive through traffic in residential neighborhoods, in accordance with the following:

- The street network shall be comprised of a system of interconnected and direct routes with a connectivity index of 50 or more polygons per square mile as measured in the Multimodal Handbook.
- Where portions of the TT MTD contain a street connectivity index below 50, the missing links in the street network shall be identified and eliminated where feasible through the development and capital improvement process.
- The TT MTD shall be subject to a maximum block length requirement to advance connectivity as development and redevelopment occurs.
- Connections of new local and collector streets and driveways with arterial streets shall conform to adopted access spacing intervals of the agency with jurisdiction.
- The local street circulation pattern shall maximize access to individual lots and activity center destinations (e.g., schools, commercial areas, parks). At the same time, the circulation pattern shall discourage cut-through traffic in residential areas through designs such as curving roads, intersection off-sets, T-intersections, roundabouts, gateway treatments, and traffic calming techniques (e.g., chicanes, speed tables, raised intersections, on-street parking, etc.)

(See the Capital Improvements Element and this Element’s MTD Map Series at the end of the Element.)

Bicycle/Pedestrian Network and Connectivity

Policy 2.1.9:

The TTMTD shall require direct bicycle and pedestrian connections within and between residential areas and supporting community facilities and services, such as shopping areas, employment centers, transit stops, neighborhood parks, and schools. The following criteria shall apply:

- The bicycle and pedestrian network shall each be comprised of a system of interconnected and direct routes with a connectivity index of 50 or more polygons per square mile as measured in the Multimodal Handbook.
- At locations within the TTMTD with a connectivity index below 50, the missing links or gaps in the bicycle and pedestrian network shall be identified and eliminated where appropriate through the development and capital improvements process. Missing links may include locations between cul-de-sacs, through walls or fences, mid-block where block length exceeds 660 feet, or where bicycle pedestrian routes would otherwise be “excessively” circuitous.
- Highest priority for improvements shall be given to locations with high concentrations of pedestrian activity and where connections are needed to ensure easy access between transportation nodes, with particular attention to bicycle and pedestrian access to schools and universities, transit stops and regional greenway or trail systems.



(See the Capital Improvements Element and this Element’s MTD Map Series in Appendix A of this Element.)

Consideration for Schools

Policy 2.1.10:

The City of Temple Terrace shall give special consideration to schools and universities and their multimodal needs to provide a safe, accessible environment for students by giving high priority to bicycle and pedestrian facilities within a two-mile radius of all schools in both new development and redevelopment.

See the Capital Improvements Element and this Element’s MTD Map Series in Appendix A.)

Consideration for Demographics

Policy 2.1.11:

Special consideration shall be given to areas with concentrations of students, seniors, low-income families or others that are more dependent on modes of transportation other than the automobile to provide a safe, accessible environment.

Contributions to a Multimodal Network

Policy 2.1.12:

New developments or redevelopment projects shall contribute to providing a safe, convenient, comfortable and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Appropriate improvements or enhancements to the multimodal network may be required as a condition of development approval. Multimodal level of service standards shall apply to developments in the district for the purpose of concurrency management, with the exception of providing for de minimis and redevelopment credit as provided by law. The City shall implement a multimodal transportation mitigation ordinance, and associated policy and procedures, defining appropriate development contributions to the multimodal network to achieve and maintain the level of service standards. The City will require new development in the MTD to pay its portion of such transportation improvements.

Transit

Policy 2.1.13:

The City of Temple Terrace shall coordinate with HART and the USF Parking and Transportation Services (PATS) to ensure that the TT MTD is well connected via transit to major trip generators and attractors both inside and outside of the TT MTD, that transit stops and waiting areas are safe and comfortable, and to enhance intermodal connections.

- A. Identified needs shall be reflected in the Mobility Element (formerly the Transportation Element or the Traffic Circulation and Mass Transit Element) of the City’s Comprehensive Plan and/or the City’s capital improvements program and priority shall be given to funding of improvements that increase the availability, speed, frequency, duration and reliability of transit serving the TT MTD.

B. The City shall coordinate with HART and the USF PATS regarding the provision of:

- Transit centers, super stops, and other facilities for the transfer of passengers to and from the TT MTD via the regional transit system.
- Benches, signage, lights, and covered or enclosed waiting areas for transit stops within the TT MTD.
- Bicycle parking at transit stops and bicycle racks on buses as a means to interface bicycle travel with public transit.

Parking Management

Policy 2.1.14:

Parking shall be limited to discourage single-occupant vehicle commuting and reinforce non-automobile modes, but not so limited as to adversely impact the viability and vitality of the TT MTD. Within commercial areas, emphasis shall be on short-term parking (e.g., parking duration limits; time-of-day limits; restricted parking zones) over long-term parking options.

Limits on Parking

Policy 2.1.15:

Maximum allowances for off-street parking spaces shall be established in the land development code for land uses within the TT MTD. Those maximums shall be reviewed periodically as conditions change to ensure they continue to adequately address parking needs and the availability of transit or other non-automobile modes.

Location and Design of Off-Street Parking

Policy 2.1.16:

Off-street parking areas shall be located and designed in a manner that supports and does not conflict with pedestrian activity. Design features shall consider such elements as the location/orientation (e.g., placement of a majority of the parking field to the side or rear of buildings); the size and scale of the parking field; and strategies such as shared parking, parking credits, and maximum parking limits.

Vehicle Trip Reduction/Transportation Demand Management

Policy 2.1.17:

Transportation demand management strategies shall be incorporated into the transportation planning process for the TT MTD to alleviate congestion. A range of techniques will be considered, such as vanpool/ridesharing programs, parking management, pricing, transit vouchers, pre-tax incentives,

telecommuting, flextime, and/or other appropriate trip reduction strategies. The City will identify and work with other service providers, as appropriate, including coordination and cooperation with Bay Area Commuter Services (BACS) and the New North Tampa Alliance, to implement the selected strategies.

Building Orientation

Policy 2.1.18:

Buildings within new developments in the TT MTD shall be oriented to provide pedestrians and bicyclists with easy access and a visually interesting environment that reduces perceived travel distances and increases the legibility of the bicycle and pedestrian environment (i.e., enhanced directional and/or informational signage scaled or sized so as to relate to the speed and proximity of the pedestrian and bicycling public).

Design Guidelines

Policy 2.1.19:

In accordance with a signed Letter of Agreement between the City and the Florida Department of Transportation (FDOT), dated May 30, 2008, the City shall, in consultation with FDOT, establish design guidelines and standards appropriate for application within the TT MTD within three years of the City’s adoption of the TT MTD, and no later than December 31, 2012, to ensure that new construction and infill or redevelopment will contribute positively to the character and livability of the district.



Intergovernmental Coordination

Policy 2.1.20:

The City shall coordinate with the FDOT, the MPO, HART, USF PATS, Hillsborough County, the Tampa Bay Area Regional Transportation Authority (TBARTA) and other affected agencies and jurisdictions to implement land use, transportation, and parking policies that promote transportation choice and to overcome identified deficiencies in the multimodal transportation network.