

Transit and Transit Oriented Development

supported by Hillsborough County, Tampa, Plant City, and Temple Terrace
Comprehensive Plans



Transit and transit-oriented development is promoted and supported by goals, objectives, and policies of the Comprehensive Plans which

- Promote multi-modal strategies to improve mobility
- Focus growth along identified “Transit Emphasis Corridors”
- Promote transit in areas where infill development or redevelopment is desired and along deficient roadways by issuance of density and FAR bonuses and other incentives
- Designate high density and intensity activity center’s along transit emphasis corridors
- Establish and maintain a transit level of service
- Coordinate with local, regional and state agencies to implement strategies to plan for transit such as: the reservation of “transit envelopes”; identification of transit corridors; provision for incentives to provide transit facilities; define transit districts
- Encourage compact and mixed-use development
- Coordinate and integrate land use and mobility facilities





The following Goals Objectives and Policies from the Comprehensive Plans promote transit and transit oriented development:

Hillsborough County (Unincorporated) Transportation Policy 1.1.16: Within two years of the effective date of this policy, Hillsborough County shall define districts where multi-modal strategies will be used to improve mobility, focusing on areas where infill development or redevelopment is desired and roadways are deficient, constrained or not likely to be widened due to social or environmental factors. The county will implement multi-modal level of service standards in these districts, and create mechanisms for private sector participation in the provision of transit services, pedestrian, bicycle, and transit facilities, street connectivity, traffic calming, and other multi-modal transportation solutions, consistent with FDOT Quality Level of Service Handbook and Model Regulations and Plan Amendments for Multimodal Transportation Districts, and in consultation with FDOT regarding impacts to the Strategic Intermodal System.

Hillsborough County (Unincorporated) Transportation Policy 1.5.7: Where appropriate, work with the Florida Department of Transportation, Hillsborough Area Regional Transit Authority, and the Metropolitan Planning Organization to reserve a future transit "envelope" within existing or acquired rights-of-way in designated future transit corridors [illustrated on Map 15 of the Transportation Element].

Hillsborough County (Unincorporated) Transportation Policy 1.5.8: Coordinate the implementation of the Hillsborough County Transportation Element with the plans and programs of the Florida Department of Transportation, the Hillsborough County Metropolitan Planning Organization, the Tampa Bay Regional Planning Council, the Hillsborough Area Regional Transit Authority and the plans of adjacent jurisdictions.

Hillsborough County (Unincorporated) Transportation Policy 1.5.9: Hillsborough County shall, review the impacts of land use and transportation decisions which cross jurisdictional boundaries with the appropriate jurisdictions and agencies.

Hillsborough County (Unincorporated) Transportation Objective 2.1: Continue to implement measures to increase the overall ridership of transit systems.

Hillsborough County (Unincorporated) Transportation Policy 2.1.4: With respect to development regulation, continue to create incentives that support transit usage, such as requiring transit amenities and facilities in development projects, and promoting pedestrian-friendly, transit-friendly, disability-friendly environments in new development projects.

Hillsborough County (Unincorporated) Transportation Policy 2.1.5: With respect to the design of roads and rights of way, establish an on-going program to support transit prioritization treatments in constrained and congested corridors, with a special focus on designated Transit Emphasis Corridors. Incentives that support

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

Hillsborough County (Unincorporated) Transportation Policy 2.1.6: Offer incentives for higher land-use densities and intensities along Transit Emphasis Local-Service Corridors, and around the express stops of Transit Emphasis Express-Service Corridors, as described in the Future Land Use Element.

Designated Local-Service Transit Emphasis Corridors Include:

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

Designated Express-Service Transit Emphasis Corridors Include:

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

Hillsborough County (Unincorporated) Transportation Policy 4.5.1: Through incentives or disincentives, the parking management program will reduce the amount of parking available to single occupant vehicles and encourage the use of transit and car or van pooling. If appropriate, the incentives may take the form of transportation impact fee credits.

Hillsborough County (Unincorporated) Future Land Use Objective 2: Timing of Growth To manage the timing of new development to coordinate with the provision of infrastructure, transportation, transit services, and other public services, such as schools, recreational facilities, etc., in a financially feasible manner.

Hillsborough County (Unincorporated) Future Land Use Policy 12.7:

Development proposals shall address effective multi-modal transportation systems including provisions for carpooling, vanpooling, mass transit, bicycling, and walking, where needed.

Hillsborough County (Unincorporated) Future Land Use Policy 16.13: Medium and high density residential and mixed use development is encouraged to be located along transit emphasis corridors, potential transit corridors on the MPO 2050 Transit Concept Map and collector and arterial roadways within the Urban Service Area.

Hillsborough County (Unincorporated) Future Land Use Policy 16.14: Properties with the designation Mixed Use/Transit or “MU/T” on the Future Land Use Map indicate locations of Future Land Use Map Amendments to encourage mixed use development and increase density and intensity along transit emphasis corridor and/or in close proximity to potential transit corridors on the MPO 2050 Transit Concept Map. In order to take advantage of the increase in density and intensity, new developments in these locations must demonstrate one or more of the following at the time of rezoning:

- Adequate roadway level of service.
- The amount of internal trip capture for the project shall be in excess of 10%.
- Increase transit ridership by:
 - Transit oriented site design features such as but not limited to direct pedestrian access to transit facilities, bus shelters, bus pull in bays, etc.
 - Contribution to transit improvements that directly improve the transit service to the project site and the area in general; improvements shall be greater than the level typically required by the Hillsborough County.
- Included in a Multi-Modal Transportation District, Community Redevelopment Area, or other similar designation.

If this is not demonstrated, then the proposed development will be limited to the land use category adopted prior to June 5, 2008 as illustrated as the “original plan category” in the chart below.

Plan Amendment Location	Original Plan Category	Amended Plan Category
North and South of Bloomingdale Avenue between Bryan Road and Springvale Road	Residential-6 and Residential-4	Community Mixed Use-12
Southeast corner of Linebaugh and Sheldon Road	Residential-4	Community Mixed Use-12
North of Linebaugh Avenue, between the Veterans Expressway and Anderson Road	Residential-4	Residential-9 and Suburban Mixed Use-6

South of SR 60, between Kings Avenue and Lithia Pinecrest Road, and west of Mount Carmel Road	Office Commercial-20 and Residential-6	Urban Mixed Use-20 and Community Mixed Use-12
Sheldon Road between Waters Avenue and Hillsborough Avenue	Residential-6 and Residential-9	Community Mixed Use-12 and Residential-12

Hillsborough County (Unincorporated) Future Land Use Policy 23.5 Higher density residential development is encouraged along major corridors as an alternative to continued office or commercial development when developed in accordance with applicable development regulations; the following bonus is provided as an incentive for residential development as an alternative to commercial development.

Hillsborough County (Unincorporated) Future Land Use Policy 25.1: Incentive
The redevelopment or revitalization of rundown strip commercial areas shall be encouraged. Redevelopment or infill office/mixed use projects choosing to locate in established areas of strip commercial development may attain a fifty percent incentive above the maximum F.A.R. of the respective land use category, subject to a site plan controlled development and that at least two of the three redevelopment provisions below are met:

1. An improvement to the transportation system and/or access management is clearly demonstrated by a reduction in the overall traffic impacts to adjoining roadways. Means to accomplish this include but are not limited to: providing transit amenities per the transit authority, reducing trip generation through the mix of uses, or deleting the number of access points, providing cross access, shared access, or realignment.,
2. An improvement to the visual qualities of the site is provided by reduced signage, greater open space or enhanced landscaping.
3. Incorporation of vertically integrated mixed uses such as offices or residential above commercial space.

Hillsborough County (Unincorporated) Future Land Use Objective 37: Mass transit opportunities, including bus and/or rail, shall be expanded within the Interstate 75 corridor.

Hillsborough County (Unincorporated) Future Land Use Policy 37.1: Plan for and construct urban level infrastructure in proposed bus or rail station areas to attract high-intensity development that will support the operation of transit facilities.

Hillsborough County (Unincorporated) Future Land Use Policy 37.2: Encourage high intensity developments to locate in proposed transit emphasis corridors.

Hillsborough County (Unincorporated) Future Land Use Policy 40.4: Designated Community Activity Centers shall meet the following requirements –

- i. Special Area Plan analysis, or Multimodal District Analysis, as described above,
- ii. Be located within the Urban Service Area,

<ul style="list-style-type: none"> iii. Requires minimum density of 8 du/acre for designated area, iv. Requires a minimum mix of 60% residential and 40% non-residential uses Community Activity Center locations, v. Requires pedestrian oriented design, vi. Requires multi-modal district if LOS of roadways are not adequate to support development, and vii.Requires transit supportive design.
<p>Hillsborough County (Unincorporated) Future Land Use Objective 41: The County shall implement commercial redevelopment strategies to concentrate commercial uses, revitalize older commercial areas, improve walkability, accommodate increases in transit service including transit connections, and encourage mixed use projects that include commercial development.</p>
<p>Hillsborough County (Unincorporated) Future Land Use Policy 42.6: Prior to or as a first step in the development of Community Plans or Small Area Plan, the County will initiate discussions with major institutions and employers such as USF, HCC, private industries, governmental entities and infrastructure and transit providers located within or adjacent to the study area and identify strategies to ensure their active engagement in revitalization and redevelopment focused planning efforts.</p>
<p>Hillsborough County (Unincorporated) Future Land Use Objective 43: To efficiently and effectively plan the land uses around proposed mass transit station stops to support a proposed mass transit system, overlay plan districts meeting the following policies shall be created for use around the station stops.</p>
<p>Tampa Policy 1.1.11 Encourage transit oriented, pedestrian-friendly mixed used development in the Westshore, Central Tampa and University planning districts.</p>
<p>Tampa Policy 1.1.12: The City shall consider the development of strategically located mixed-use neighborhood centers that accommodate local serving commercial, employment, and entertainment uses; provide diverse housing opportunities; and are efficiently served by transit in the New Tampa and South Tampa Districts.</p>
<p>Tampa Policy 1.2.3: The City shall promote the design of complete and well-structured neighborhoods whose physical layout and land use mix promote walking, biking and transit; reduce vehicle trips; foster community pride; enhance neighborhood identity; ensure public safety; and are family-friendly and address the needs of all ages and abilities.</p>
<p>Tampa Policy 2.1.1: New development and redevelopment in downtown Tampa should be urban in character, compact, and dense, with efficient use of land and buildings.</p>
<p>Tampa Policy 2.1.2: Examine the development of rail connections, or other forms of mass transit, to improve connections between the downtown area, and other regional activity centers and outlying communities.</p>
<p>Tampa Goal 14: A city of compact, higher-density development within business</p>

<p>districts, mixed use corridor villages and transit stations to conserve land resources, protect single family detached neighborhoods, natural habitat, support transit, reduce vehicle trips, improve air quality, conserve energy and water, and diversify Tampa’s housing stock.</p>
<p>Tampa Policy 14.1.1 The City shall encourage compact, higher-density development that is compatible with its surrounding character.</p>
<p>Tampa Policy 14.2.3 Mobility - Transit use will be promoted in the business centers through investing in improved levels of service, by encouraging new economic development to take place in a form and density that supports transit and by encouraging travel demand management measures.</p>
<p>Tampa Policy 14.2.5 Mix of uses - The City shall promote through the redevelopment process, the introduction of mixed-use development into the city’s existing business centers as a means of enhancing retail viability, establishing truly pedestrian-oriented shopping districts, creating more attractive buildings and public spaces, supporting transit viability, and reducing vehicle trips.</p>
<p>Tampa Policy 15.1.4 Mobility Choices - The City shall ensure that redevelopment projects in urban villages are designed for pedestrian traffic and connect and support a citywide transit system.</p>
<p>Tampa Policy 16.1.5 Corridor Transit - The City shall encourage design and development along mixed use corridors that promotes the use of public transit, pedestrian and bicycle travel that maximizes personal safety through development features such as:</p> <ul style="list-style-type: none"> ▪ Buildings oriented to the street and transit services; ▪ Safe and convenient access for pedestrians between buildings and transit stops; ▪ Support the Greenways and Trail Master Plan when applicable; ▪ Parking areas, and other buildings and facilities; and ▪ Roads designed for automobile use, efficient transit service as well as pedestrian and bicycle travel.
<p>Tampa Goal 17: A transit system that supports our continued economic success.</p>
<p>Tampa Objective 17.1: To efficiently and effectively plan the land uses around anticipated and proposed transit stations to support the vitality of a rail transit system.</p>
<p>Tampa Policy 17.1.1: The City of Tampa will continue to build upon the findings and recommendations of the Tampa Rail Project (HART, 2002) and the MPO Transit Study (MPO, 2007) in pursuing the development and implementation of a fixed-rail system.</p>
<p>Tampa Policy 17.1.2: Transit overlay standards shall be developed to address density and intensity ranges for land development and shall reflect the intent of the transit technology, station type, expected population growth and market conditions. Overlay standards should cover density, height, appropriate uses, setbacks, building orientation and design, parking requirements, streetscape elements and signs.</p>

<p>Tampa Policy 17.1.3: The City shall coordinate with the Planning Commission and the Metropolitan Planning Organization to recommend appropriate station types for future station stops and areas desired to be supportive of major transit investments.</p>
<p>Tampa Policy 17.1.4: Mixed use development incentives and density incentives shall be developed and encouraged to implement the intent of the station type.</p>
<p>Tampa Policy 17.1.5: Land use decisions shall remain flexible to encourage complementary projects to foster station development. The location of the station and the function of the proposed station shall dictate the development policy in the area of influence. Requirements for station development should be flexible enough to support optimal residential, office/commercial and mixed use projects.</p>
<p>Tampa Objective 26.11: Transit Oriented Communities Transit oriented development and villages, with mixed-use development including housing, economic development, and social services.</p>
<p>Tampa Policy 26.11.1: Promote discussion and a regional commitment to goals for mixed-income and mixed-use housing development along transit lines in forums such as the Tampa Bay Regional Planning Council of Governments.</p>
<p>Tampa Policy 26.11.2: Place new residential developments at locations that increase potential ridership on the regional transit system and support the central business district (CBD) as the region’s employment and cultural center.</p>
<p>Tampa Policy 26.11.3: Establish development patterns that combine residential with other compatible uses in mixed-use areas such as the CBD, Business Centers, Urban Villages, Mixed-use Corridor Village and Transit Station.</p>
<p>Tampa Policy 26.11.4: Encourage the development of housing at transit-supportive densities near transit streets, especially where parks or schools are present, to ensure that the benefits of the public’s investment in those facilities are available to as many households as possible.</p>
<p>Tampa Goal 43: Transit Provide a safe, convenient, and efficient mass transit system to provide for mobility throughout the City and serve as a viable alternative to single-occupant vehicle to access the City’s Business Centers, Urban Villages, Mixed-Use Corridors, Rail Transit Stations and neighborhoods.</p>
<p>Tampa Objective 46.4: Infill and Redevelopment Encourage downtown revitalization, urban redevelopment, and infill development in a manner that supports the city form concepts articulated in the Comprehensive Plan, is consistent with objectives to provide adequate delivery of multimodal transportation system options, and mitigates adverse traffic impacts to neighborhoods.</p>
<p>Temple Terrace Future Land Use Objective 3.3: Mobility The City shall promote multi-modal transportation choice.</p>
<p>Temple Terrace Future Land Use Policy 3.3.1: New streets and roadways shall be designed for transportation choice by creating design standards that establish minimum street widths, modest turning radii, modest design speeds, curb</p>

<p>extensions, traffic calming, grided and connected patterns, sidewalks, bicycle facilities and prohibition of cul-de-sacs and dead end streets, where feasible.</p>
<p>Temple Terrace Future Land Use Policy 3.3.2: Design of surface parking lots within the Downtown Area, especially the DMU-25 designated areas of the downtown CRA, shall include design and access features which promote pedestrian, bicycle and transit safety and support pedestrian, bicycle and transit use in the area.</p>
<p>Temple Terrace Future Land Use Policy 3.3.3: Promote quality development that encourages a lively mixed use walkable downtown with emphasis on an interconnected network of streets that reweaves the downtown area into its surrounding context and provides new and improved connections with emphasis on an interconnected network of streets, expanded transit services and improved pedestrian and bicycle facilities that link the downtown to surrounding neighborhoods, communities, cultural attractions and regional destinations.</p>
<p>Temple Terrace Future Land Use Objective 7.1: General Development In all actions of the City, urban sprawl shall be discussed and a compact urban pattern of development, infill, and redevelopment shall be provided for in a manner which will promote the full utilization of existing public infrastructure and allow for the orderly extension and expansion of municipal facilities in a fiscally responsible manner and in accordance with the adopted level of service standards established in the Public Facilities and Capital Improvements Elements of the Plan and for the designated Temple Terrace TCEA and the Temple Terrace Multimodal Transportation District (TTMTD or MTD).</p>
<p>Temple Terrace Future Land Use Policy 7.1.1: Issuance of development orders and permits shall be in compliance with the applicable concurrency laws and regulations and shall be in compliance with level of service standards adopted for public facilities in the Capital Improvements Element.</p>
<p>Temple Terrace Future Land Use Policy 7.1.2: Locate public facilities and utilities to: (a) maximize the efficiency of services provided; (b) minimize their cost; and (c) minimize their impacts upon the natural environment.</p>
<p>Temple Terrace Future Land Use Policy 7.1.3: Concentrate and infill new development on vacant land with priority given to redevelopment areas where facility capacity is available, especially and/or within the DMU-25 designated areas of the CRA.</p>
<p>Temple Terrace Future Land Use Policy 7.1.4: Extend public facilities into areas of the City which are underserved or without service in conformance with the Future Land Use and Capital Improvements Elements.</p>
<p>Temple Terrace Future Land Use Policy 7.1.5: Ensure that suitable lands and/or easements are available for the provision of utility facilities necessary to support proposed development.</p>
<p>Temple Terrace Future Land Use Policy 7.1.6: Implement transportation improvements with minimum land use, social, and environmental disruption.</p>

<p>Temple Terrace Future Land Use Policy 7.1.7: The subdivision of land shall be regulated by the requirements adopted as part of the City’s Land Development Code.</p>
<p>Temple Terrace Future Land Use Policy 7.1.8: The extension of public facilities and utilities necessary to support proposed development shall be guided by the Future Land Use and Capital Improvement Elements to ensure adequate capacity.</p>
<p>Temple Terrace Future Land Use Policy 7.1.9: Street setbacks and subdivision regulations in the City’s Land Development Code will ensure that there is adequate amounts and types of land available to support new development.</p>
<p>Temple Terrace Future Land Use Objective 7.2: Redevelopment Strategies The City will continue to provide incentives for public and private redevelopment efforts in the City’s residential and non-residential areas as part of the Land Development Code.</p>
<p>Temple Terrace Future Land Use Policy 7.2.1: Continue to utilize redevelopment and revitalization strategies and incentives for private reinvestment in under-utilized residential and/or commercial areas where adequate infrastructure exists to support redevelopment.</p>
<p>Temple Terrace Future Land Use Policy 7.2.2: Use financial and regulatory incentives, where practical, and local participation in related state and federal programs to encourage redevelopment and maintenance of declining areas. Regulatory incentives shall not be used to compromise design standards or codes.</p>
<p>Temple Terrace Future Land Use Policy 7.2.3: Continue to utilize plans that facilitate the provision of public facilities in conjunction with the location and timing of neighborhood and commercial redevelopment.</p>
<p>Temple Terrace Future Land Use Policy 7.2.4: Give priority to neighborhood and commercial redevelopment and infill projects in those areas where conditions of physical, economic, and/or social blight exist.</p>
<p>Temple Terrace Future Land Use Policy 7.2.5: Continue to develop urban design guidelines for redevelopment areas through ongoing planning projects.</p>
<p>Temple Terrace Future Land Use Policy 7.2.6: Emphasize rehabilitation and recycling of existing building stock when appropriate and the development of adaptive reuse programs.</p>
<p>Temple Terrace Future Land Use Policy 7.2.7: Redevelopment projects shall not destroy the existing social/cultural framework and character of the City. The City shall not approve any development that is contradictory to neighborhood improvement efforts.</p>
<p>Temple Terrace Future Land Use Policy 7.2.8: Use community groups and appropriate governmental agencies to advise and assist the City Council of Temple Terrace in planning for related issues for their respective areas.</p>
<p>Temple Terrace Future Land Use Policy 7.2.9: To implement master development plans prepared, commissioned, or approved by the City for the downtown CRA,</p>

and to ensure that the intent of the DMU-25 land use category is appropriately applied within the downtown CRA, the City of Temple Terrace shall follow its adopted detailed design and development standards within its Land Development Code, which fully address the special and unique qualities and amenities associated with a very urban, pedestrian-friendly, and well-landscaped man-made environment as envisioned by the City for its downtown CRA. This envisioned environment shall continue to be reflective of the downtown studies and plans commissioned by the City through private consultants and prepared with the substantial participation and input of the City's citizens during 2004, as subsequently adopted.

Temple Terrace Mobility GOAL 1: Provide a safe, efficient, environmentally sensitive, and integrated multimodal transportation system for the movement of people and goods in the City of Temple Terrace.

Temple Terrace Mobility 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.

Temple Terrace Mobility 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.

Plant City Future Land Use Growth Management / Goal 7: Manage growth to discourage urban sprawl, achieve energy efficient land use patterns, promote compact development, encourage alternative transportation modes, reduce greenhouse gas emissions and deliver public facilities and services in a fiscally responsible manner in Plant City.

Plant City Future Land Use General Development /Objective 7.A: In all actions of the City, urban sprawl shall be discouraged and a compact urban pattern of development shall be provided for in a manner which will promote the conservation of energy resources, the reduction of greenhouse gases, the full utilization of existing public infrastructure, and allow for the orderly extension and expansion of municipal facilities in a fiscally responsible manner within Plant City.

Plant City Future Land Use Policy 7.A.4: The City shall support infill development, the use of master plans (e.g. Midtown Redevelopment Vision Plan, Northeast Plant City Area Master Plan, etc.) and employ mixed-use land use plan categories, as appropriate, during the land development review (map amendments, rezonings, site

plans) process to reduce energy consumption (to in part delay the need for additional electric power generation/transmission systems), discourage urban sprawl and advance efficient land use patterns in Plant City.

Plant City Future Land Use Policy 7.A.5: The City has identified three energy conservation areas in the future land use element map series (Northeast Village Center, Midtown/Downtown and Southern Gateway) where through the municipality's permit review processes, the application of smart growth planning tools, such as building highly appealing and livable compact, mixed-use greenfield and infill land use patterns (which encourages more walking and biking and less automobile trips) and a focused effort to encourage "green" and energy conservation building techniques will be used as a means to conserve overall energy resources and reduce greenhouse gas emissions in Plant City.

Plant City Transportation Goal 1: To provide a safe, efficient, environmentally sensitive, and integrated multi-modal transportation system for the movement of people and goods in the City.

Plant City Transportation Policy 1.H.2: Include appropriate bicycle and pedestrian facilities in the design and construction of all road improvement projects consistent with the MPO's Comprehensive Bicycle and Pedestrian Plans where financially feasible.

Plant City Transportation Objective 1.I: Encourage and support the increased use of alternative modes of transportation by increasing the overall transportation system efficiency and convenience to those users.

Plant City Transportation Policy 1.I.2: The City shall pursue opportunities, in part by identifying needed sidewalk and bike lane connections, to make non-auto travel a practical mobility option within identified energy conservation areas, including Midtown and Downtown Plant City.

Plant City Transportation Policy 1.I.6: Assist in educating the public as to the benefits of walking and cycling, including those benefits related to improving air quality, reducing energy consumption, reducing congestion, saving money, and promoting health and fitness.



