

Guiding Principles

Approved on October 27, 2008

We believe that solving mobility issues in our community and region require a coordinated effort amongst the Aviation Authority, the Port Authority, the Expressway Authority, HART, MPO, the FDOT, TBARTA, and USDOT. We should continue to monitor and understand the initiatives of these entities so that our recommendations – our package of improvements and funding strategies – are complementary and offer a comprehensive approach to solving our transportation problems within the county and throughout the region.

We believe that our recommendations should consider a multi-modal approach to connecting jobs, housing, and activity centers, and ensure efficient movement of goods. They should address multiple modes of travel including buses, bus rapid transit, and rail but should also include roads, intersection improvements, sidewalks, and other pedestrian and bicycle options. The package of improvements should balance urban, suburban and rural needs throughout the County.

We believe that a public input process to engage the various sectors of our community is paramount to the success of any initiative that we may recommend. We recognize that some of our recommendations may have long lead times and be potentially controversial. We know the value of obtaining a public input through a meaningful and participatory process. As such, we believe that we need an opportunity to obtain input and provide an education program built on solid principles.

We also know the importance of engaging elected officials early and frequently in this process. They will be subject to political opinion on their decisions to support the work of the task force or not. We should ensure that our work helps elected officials support our recommendations.

We believe that a recommendation to move forward with a referendum must be well-thought out, comprehensive, and balanced. Ideally, a referendum should address the funding needs of the County, HART, and TBARTA. A public education program must be built on a solid program which addresses the urban, suburban, rural, and regional needs of the community.

We believe in the benefits and synergy of aligning our recommendations with TBARTA, but we also recognize that Hillsborough County may be in a position to have to move forward on its own in coordination with TBARTA. Our recommendations should align conceptually to the other regional and state initiatives.

We believe that land uses, densities, and design should support transit corridors and nodes. We recognize that the opportunity and need exist to develop, or retrofit existing patterns using transit-oriented development and other tools to create mixed use communities with densities appropriate to support transit and design features to offer pedestrian, bicycle, and alternative modes of mobility.