AGENDA

1. CALL TO ORDER AND ROLL CALL

2. PROOF OF PUBLICATION

3. PRESENTATIONS
   A. **Goals & Objectives 2015 Long-Range Transportation Plan (LRTP)**
      Staff will present the DRAFT Goals & Objectives for the 2045 LRTP Update, and ask committee members to participate in a goal weighing/ranking exercise

4. ACTION ITEMS
   A. **Trail Safety, Connectivity, and Facility Plan**
      Kimley Horn will present on the Trail Safety, Connectivity, and Facility Plan

   B. **“Roll-Forward” Transportation Improvement Program (TIP)**
      Staff will present the amended “Roll-Forward” TIP. This document has been prepared from the latest draft of the Florida Department of Transportation’s Tentative Work Program.

   C. **Bylaws**
      Staff will present a revised version of the CAC Bylaws.

5. CONSENT AGENDA
   A. **June 11, 2019 – Minutes**
   B. **September 10, 2019- Minutes**

6. COMMENTS BY FDOT

7. COMMENTS BY TPO STAFF

8. COMMENTS BY CAC MEMBERS
9. PUBLIC COMMENT (Limited to 2 minutes)

10. ADJOURNMENT

If reasonable accommodations are needed for you to participate in this meeting, please call the TPO Office at (352) 438-2630 forty-eight (48) hours in advance so arrangements can be made.

Pursuant to Chapter 286.0105, Florida Statutes, if a person decides to appeal any decision made by the TPO with respect to any matter considered at this meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

The next regular meeting of the Citizens Advisory Committee (CAC) will be held on November 12, 2019.
October 1, 2019

TO:        CAC Members

FROM:      Derrick Harris, TPO Assistant Director

RE:        Long-Range Transportation Plan (LRTP) Goals & Objectives

TPO staff kicked off the start to the Long-Range Transportation Plan (LRTP) 2045 Update in late May. The first part of the plan update is to identify the Goals and Objectives. Rather than a complete rebuild, the TPO decided to use the existing Goals and Objectives from the previous LRTP as a framework to build off of going into this plan update.

In July, TPO staff began their public involvement outreach by using a MetroQuest survey, a Facebook site, and a project specific website www.ocalamarion2045.com to help garner participation regarding the Goals and Objectives. In August, TPO staff held several public workshops throughout the TPO Planning Area to discuss this update as well.

This presentation will highlight all of the feedback we have received thus far, and will ask for your help in ranking our Goals and Objectives. The Goals and Objectives set the foundation for this plan moving forward. In addition, the Goals and Objectives will be used for ranking priority projects moving forward. Therefore, it is essential that the Goals and Objectives reflect the needs of the community.

If you have any questions prior to the upcoming meeting, please contact our office at (352) 438-2632.
Goals & Objectives

A. Goal – Promote travel choices that are multimodal and accessible
   - Objective 1.1 – Increase transit ridership by providing more frequent and convenient service.
   - Objective 1.2 – Increase bicycle and pedestrian travel by providing sidewalks, bike lanes, and multi-use trails throughout the county.
   - Objective 1.3 – Provide safe and reasonable access to transportation services and facilities for use by the transportation disadvantaged (TD) population.
   - Objective 1.4 – Provide desirable and user-friendly transportation options for all user groups regardless of socioeconomic status or physical ability.
   - Objective 1.5 – Enhance access to tourist destinations

B. Goal – Provide efficient transportation that promotes economic development.
   - Objective 2.1 – Improve access to and from areas identified for employment development and growth.
   - Objective 2.2 – Foster greater economic competitiveness through enhanced, efficient movement of freight.
   - Objective 2.3 – Address mobility needs and reduce the roadway congestion impacts of economic growth.
   - Objective 2.4 – Improve the reliability of the transportation system through operational and incident management strategies.

C. Goal – Focus on improving safety and security of the transportation system.
   - Objective 3.1 – Provide safe access to and from schools.
   - Objective 3.2 – Improve the safety of the transportation system for all user groups regardless of socioeconomic status or physical ability.
   - Objective 3.3 – Increase the accessibility and mobility of people and freight within the region and to other areas.
   - Objective 3.4 – Improve security by enhancing the evacuation route network for natural events and protecting access to military asset.
   - Objective 3.5 – Reduce the number of fatal and severe injury crashes

D. Goal – Ensure the transportation system meets the needs of the community.
   - Objective 4.1 – Provide opportunities to engage citizens, particularly traditionally underserved populations, and other public and private groups and organizations.
Objective 4.2 – Support community education and involvement in transportation planning.

Objective 4.3 – Coordinate with local government to consider local land use plans when identifying future transportation projects.

Objective 4.4 – Collaborate with various agencies including FDOT, Marion County School District, Marion County and its municipalities, SunTran, and providers of freight and rail travel to create strategies for developing a multimodal transportation system.

D. Goal – Protect natural resources and create quality places.

Objective 5.1 – Limit impacts to existing natural resources, such as parks, preserves, and protected lands.

Objective 5.2 – Avoid or minimize negative impacts of projects and disruption to residential neighborhoods.

Objective 5.3 – Support community social values by developing facilities that are user-friendly, multimodal, and encourage healthy and active lifestyles.

Objective 5.4 – Improve the resiliency of the transportation system through mitigation and adaptation strategies to deal with catastrophic events.

E. Goal – Optimize and preserve existing infrastructure.

Objective 6.1 – Improve the performance of the transportation system through intersection modifications, access management strategies, Intelligent Transportation Systems (ITS) applications, and other emerging technologies.

Objective 6.2 – Emphasize the preservation of the existing transportation system and establish priorities to ensure optimal use.

Objective 6.3 – Maintain the transportation network by identifying and prioritizing infrastructure preservation and rehabilitation projects such as pavement management and signal system upgrades.
Agenda

• Public Involvement Process
  • Public Meetings
  • On-line Survey
  • Social Media

• Goal Weighting Exercise

• Vision Statement

• Next Steps
Public Involvement Process
Public Meetings, On-line Survey (Metroquest), Social Media
Public Involvement

MULTI-MEDIA APPROACH – Public Meetings

- Introduce the project
- Provide opportunity (paper and electronic) to complete Metroquest survey
- Solicit comments on maps
- Offer questionnaire to assess public involvement process
Public Involvement

MULTI-MEDIA APPROACH – On-Line Survey

- Goal prioritization
- Existing conditions assessment by mode
- Improvement strategy prioritization

Meeting attendees: 65
Metroquest: 252
Public Involvement

**MULTI-MEDIA APPROACH - Social Media**

- Build following
- Share meeting information
- Promote on-line survey
- Share interesting transportation related information

- Meeting attendees: 65
- Metroquest: 252
- Facebook likes: 437
Public Meetings

**AUGUST 5-15**

- Six meetings held in August
  - 3 in Environmental Justice (EJ) areas (Reddick, Silver Springs Shores, Marion Oaks)
  - 3 in other areas (Ocala, Dunnellon, Belleview)
- Meeting stats
  - Total attendance – 65
  - Average attendance – 11
  - Number of questionnaires completed – 18

> County average poverty
> County average minority
> Average poverty & minority (EJ Area)

Workshop locations
Public Meetings

Public Involvement Evaluations

- Questionnaire administered for continuous improvement (goal in PIP is average 4.5 or higher)
- 5 questions asked, rating performance on scale 1 to 5 (1 not good, 5 great)
  - TIME OF DAY chosen to hold the meetings?
  - LOCATION chosen to hold the meetings?
  - Clarity and usefulness of the CONTENT presented at these meetings?
  - STYLE & PRESENTATION of materials presented at these meetings?
  - ELECTRONIC MEDIA developed for this project (Website, Metroquest, Facebook)?
On-Line Survey (Metroquest)

- Survey active 2.5 months
- 257 surveys completed
- 48% participated via mobile version
- 52% participated via web version
- Spikes in participation coincide with Facebook advertisement dates
On-Line Survey (Metroquest)

Welcome Page
On-Line Survey (Metroquest)

RANKING GOALS AND OBJECTIVES
On-Line Survey (Metroquest)

Average Goal Rankings

<table>
<thead>
<tr>
<th>Goal</th>
<th>Average Ranking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Needs</td>
<td>2.23</td>
</tr>
<tr>
<td>Safety &amp; Security</td>
<td>1.92</td>
</tr>
<tr>
<td>Travel Choices</td>
<td>1.92</td>
</tr>
<tr>
<td>Economic Development</td>
<td>1.88</td>
</tr>
<tr>
<td>Optimize Existing System</td>
<td>1.81</td>
</tr>
<tr>
<td>Quality &amp; Natural Places</td>
<td>1.65</td>
</tr>
</tbody>
</table>

Highest ranked goal: Quality & Natural Places

Lowest ranked goal: Community Needs
On-Line Survey (Metroquest)

**EXISTING CONDITIONS - WALKING**

- Variables rated on a scale from 1 to 5
- Average 57% below average (1 or 2)
- Average 22% above average (4 or 5)
- Highest rated variable Walking Infrastructure (26% 4 or 5)
- Lowest rated variable is Walking Connectivity (61% 1 or 2)
On-Line Survey (Metroquest)

- Variables rated on a scale from 1 to 5
- Average 63% below average (1 or 2)
- Average 15% above average (4 or 5)
- Highest rated variable is Bicycle Infrastructure (16% 4 or 5)
- Lowest rated variable is Bicycle Safety (67% 1 or 2)
On-Line Survey (Metroquest)

**EXISTING CONDITIONS - DRIVING**

- Variables rated on a scale from 1 to 5
- Average 22% below average (1 or 2)
- Average 46% above average (4 or 5)
- Highest rated variables are General Driving Travel and Roadway Visibility (52-54% 4 or 5)
- Lowest rated variable is Roadway Infrastructure (30% 1 or 2)
On-Line Survey
(Metroquest)

**EXISTING CONDITIONS - TRANSIT**

- Variables rated on a scale from 1 to 5
- Average 61% below average (1 or 2)
- Average 18% above average (4 or 5)
- Highest rated variable Transit Safety (23% 4 or 5)
- Lowest rated variable is Transit Service (69% 1 or 2)
On-Line Survey (Metroquest)
On-Line Survey (Metroquest)

PROJECT PRIORITIES – AVERAGE RANK

- Freight Movement
- Trails
- New Bus Routes
- Improve Existing Transit
- Improve Bike & Pedestrian
- Local Roadways
- Existing Roadways
- New Roadways

Highest ranked strategy: New Roadways

Lowest ranked strategy: Freight Movement
Metroquest Demographics - Age

US Census 2010
- 18 or younger: 26%
- 19 to 35: 19%
- 36 to 50: 21%
- 51 to 65: 17%
- 65 or older: 17%

Metroquest Survey
- 18 or younger: 29%
- 19 to 35: 13%
- 36 to 50: 20%
- 51 to 65: 37%
- 65 or older: 1%
Metroquest Demographics - Race

US Census 2010
- 85% White Caucasian
- 15% Non-white

Metroquest
- 83% White Caucasian
- 17% Non-white
Facebook 2045 LRTP page

- 437 page likes
- 215 engagements for top posts
- 58,788 impressions
- 2,500 average reach for top posts

Let's start the conversation! We are hosting a series of public meetings to hear from YOU about Marion County's biggest transportation needs. Head to the "Events" tab to view all upcoming events, and join us at the venue/location most convenient for you!
Goal Weighting

Group Exercise to Weight Goals
2045 LRTP
DRAFT Goals

• Promote travel choices that are multimodal and accessible
• Provide efficient transportation that promotes economic development
• Focus on improving safety and security of the transportation system
• Ensure the transportation system meets the needs of the community
• Protect natural resources and create quality places
• Optimize and preserve existing infrastructure
Goal Weighting

WHAT IT IS AND WHY WE DO IT

• LRTP goals rooted in FHWA Planning Factors
• Not all goals are equally relevant to all communities
• Allows nuanced project prioritization approach
Goal Weighting

EXERCISE

• Complete a matrix choosing more important goal of all 2-goal comparisons
Goal Weighting

EXERCISE

• Complete a matrix choosing more important goal of all 2-goal comparisons
• Add number of times a goal was more important (A)
Goal Weighting

EXERCISE

- Complete a matrix choosing more important goal of all 2-goal comparisons
- Add number of times a goal was more important
- Divide each goal “score” by 15 (number of combinations)
- Results represent relative weight of each goal
Goal Weighting

APPLICATION

- Score each project against each metric
- Project scores normalized so all projects scored relative to other projects
- Multiply normalized score by goal weight for respective metrics to get weighted score
- Process repeated for every metric, results aggregated for total score

<table>
<thead>
<tr>
<th>Projects</th>
<th>Safety Score</th>
<th>Normalized Score</th>
<th>Safety Weight</th>
<th>Weighted Safety Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project 1</td>
<td>0.5</td>
<td>0.05 (5%)</td>
<td></td>
<td>2 (0.02)</td>
</tr>
<tr>
<td>Project 2</td>
<td>11.0</td>
<td>1.0 (100%)</td>
<td></td>
<td>33 (0.33)</td>
</tr>
<tr>
<td>Project 3</td>
<td>8.0</td>
<td>0.73 (73%)</td>
<td>33%</td>
<td>24 (0.24)</td>
</tr>
<tr>
<td>Project 4</td>
<td>3.5</td>
<td>0.32 (32%)</td>
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<td>11 (0.11)</td>
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<tr>
<td>Project 5</td>
<td>9.0</td>
<td>0.82 (82%)</td>
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<td>27 (0.27)</td>
</tr>
</tbody>
</table>
Vision Statement

*Develop a transportation system that provides safe, convenient, and accessible options to support the built environment and preserve the natural environment* *with a focus on system preservation*

**2040 Vision**
**2045 Addition**
Next Steps
Next Steps

• November TAC/CAC with Goal Weighting results
• Identify goals/objectives evaluation criteria (metrics)
• Needs Plan development
Long Range Transportation Plan
Update

Thank You!

Derrick Harris – Project Manager, Ocala Marion TPO
352.438.2632
Derrick.Harris@marioncountyfl.org
ocalamariontpo.org

Franco Saraceno – PM, Kittelson & Associates, Inc.
813.556.6972
fsaraceno@kittelson.com
**Goal Weighting Exercise Instructions**

1. Complete the matrix by choosing the more important goal of the 2-goal comparisons
2. Add the number of times a goal was more important
3. Divide each goal “score” by 15 (number of combinations)
4. Results represent relative weight of each goal

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**Goal Weighting Matrix**

<table>
<thead>
<tr>
<th></th>
<th>A. Travel Choices</th>
<th>B. Economic Development</th>
<th>C. Safety &amp; Security</th>
<th>D. Community Needs</th>
<th>E. Quality &amp; Natural Places</th>
<th>F. Optimize Existing System</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
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</tbody>
</table>

Report number of times each goal is more important

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<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
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Divide number above by 15 for each relative goal weight

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<th>A</th>
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October 1, 2019

TO: CAC Members

FROM: Derrick Harris, TPO Assistant Director

RE: Trail Safety, Connectivity, and Facility Plan

TPO entered into a contractual agreement with Kimley-Horn and Associates in July of 2018 for services related to a Trail Safety, Connectivity, and Facility Plan. The intent of the plan was to analyze existing trail systems throughout the TPO Planning Area, and to assess how they can be improved upon. Therefore, Kimley-Horn has spent the better part of a year analyzing the existing trail systems in our area, and has formulated those into the plan contained herein.

Some of the major takeaways from this plan include, adding refuges such as shelters along the existing trails, providing better connectivity, and adding signage along the trails to indicate how far users are from towns, refuges, restrooms, parking, etc…

If you have any questions prior to the upcoming meeting, please contact our office at (352) 438-2632.
Regional Trails Facilities Plan
A guide for connections and facility improvements in Marion County
Executive Summary

In recent years, Marion County has made paved multi-use trails a priority because of the positive correlation to recreation, transportation, health, and economic development opportunities. In working steadily to provide these facilities, the County now has one of the most extensive and well-known continuous trails in Florida, known as the Cross Florida Greenway paved trail. The Greenway alone has attracted well over three million visitors a year for the last four years, many of which take advantage of the trail1. This trail has effectively begun to bring these opportunities to the residents of Marion County, and has the potential to be a major asset in providing economic opportunities through continued development and coordination. Long-term, continued coordination among stakeholders including the Florida Department of Environmental Protection (FDEP), Florida Department of Transportation (FDOT), Marion County, local municipalities, and the Ocala-Marion County Transportation Planning Organization (TPO), has allowed trail efforts to mature quickly in a short period of time. As the paved trail is extended, and eventually incorporated into regional trail systems such as the Heart of Florida Loop, these benefits associated with multi-use trails could have a significant impact in Marion County.

As existing projects are implemented, and new projects are planned for the future extension of the trail, a strong focus on safety and connectivity will be imperative to maintaining a successful trail system that accommodates different types of users from all over Florida, the United States, and other countries. This Regional Trails Facilities Plan (Plan) makes recommendations based on these two essential elements to ensure the quality of the Cross Florida Greenway paved trail as a piece of the larger regional trails system. These recommendations are made up of specific suggestions, including:

- Make key connections between populated areas and the regional trail system
- Provide safety and facility recommendations as more facilities are constructed and user numbers increase
- Provide appropriate information and amenities to trail users

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1 Total Attendance Data for Marjorie Harris Carr Cross Florida Greenways State Recreation and Conservation Area. Florida Department of Environmental Protection, 2019
The Cross Florida Greenway paved trail and other planned multi-use trails in the County have the potential to improve the quality of life for Marion County residents and the quality of the experience that it offers its visitors. Application of the recommendations outlined in this Plan to ensure safe, well-maintained connections will ease the burden of accessing the trails and will encourage users of all different skill levels to experience the network and get a better sense of everything Marion County has to offer.

What’s going on in Marion County?

Existing Conditions

Outdoor recreation is highly popular in Marion County due to its favorable climate, flat terrain, and abundant conservation lands. Although Marion County has the title of the horse capital of the world, cycling has become an increasingly popular activity and key stakeholders such as the Ocala Marion County TPO and FDEP have taken note. The County has been fortunate to have highly involved, collaborative stakeholders champion projects that focus heavily on cycling, which has led to a significant County-wide network. Projects are steadily being planned, funded, and implemented to continue adding to the network and increase the overall connectivity within Marion County between notable cities such as Belleview, Dunnellon, and Ocala. These cities have also made cycling and other multi-modal transportation options a priority by including them in their planning efforts to ensure a focused, effective approach in line with that of the County’s when implementing multi-modal projects.

Improvements to the bicycling network in the County include on-street facilities for bicyclists, and notably, a paved multi-use trail that has been constructed on the Cross Florida Greenway, which traverses a large portion of the County. These facilities, along with other multi-modal and safety improvements play a huge role in the viability of a strong and reliable bicycle network in the County, and the Cross Florida Greenway serves as the foundation of it. As coordination and projects continue to be planned and funded, it is important to recognize the significance of the Greenway to the network as well as the potential of smaller roadway projects that will connect people to the trail via safe and accessible routes. Existing paved trails and bicycle facilities in Marion County are shown in Figure 1.

CROSS FLORIDA GREENWAY

The Cross Florida Greenway was originally intended to be a sea-level ship canal in the 1930s, then the Cross Florida Barge Canal in the 1960s, which would have been a commercial shipping channel that cut through the state of
Florida. Support for the canal was based on avoiding dangerous travel around the cape of Florida and providing a shorter route for trade between port cities in the Gulf of Mexico and the East Coast of the United States. Public and political support for the canal varied over hundreds of years, and supporters throughout the time cited the importance of the canal as an economic resource, a national security asset, and even a New Deal Project. On the other hand, critics highlighted that the canal would disrupt the aquifers and waterways in Florida, and damage to local natural environments would be irreversible. While significant funding and efforts went into design and engineering during several different iterations of the canal throughout the 20th century, the canal would never be completed, as the environmental costs of the project would be too far-reaching and unpredictable.

Beginning in the 1960s, famed naturalist Marjorie Harris Carr Cross made the canal a center issue for her environmentalism and worked tirelessly to kill the barge canal project. While significant funding and efforts went into design and engineering to make the canal a reality, it was eventually halted by President Richard Nixon in the 1971, and officially deauthorized and transferred to the State of Florida in 1990 by the U.S. Army Corps of Engineers. In 1998, the Cross Florida Greenway was named in honor of Mrs. Carr, providing recreational opportunities for the public on virtually unchanged environmental lands. Today, the Cross Florida Greenway is a state park made up of roughly 70,000 acres and offers a wide variety of recreational activities while also continuing to conserve ecologically significant and diverse lands.

Interestingly enough, the Cross Florida Barge Canal was originally intended as an investment to foster economic growth in the central region of Florida, improving maritime trade efficiency and bringing traffic that would pay a hefty fee for using the canal. While the Cross Florida Greenway certainly serves a different purpose now than originally intended, the economic development opportunity associated with this land remains. The Cross Florida Greenway offers more recreational activities than any other park or conservation area in the State, drawing millions of visitors every year to the park and Marion County. With the addition of the multi-use trail to certain sections of the Greenway in recent years, the park has become the foundation of a dynamic bicycle network in Marion County as well as the region. Although parts of the Cross Florida Greenway trail are in various stages of completion (built, planned, designed), the trail currently offers several miles of paved trail through the greenway. Projects are being considered that would bring the Cross Florida Greenway paved trail more solidly into the regional trail network by connecting to other trail systems in the area such as the Withlacoochee State Trail, the Withlacoochee Bay Trail, the Coast-to-Coast Trail, and the East Coast Greenway. Through these connections, Marion County would be solidly integrated into the cross-county Heart of Florida Loop. These trails are shown in Figure 2.

2 [https://www.floridastateparks.org/learn/history-cross-florida-greenway](https://www.floridastateparks.org/learn/history-cross-florida-greenway)
FIGURE 2. REGIONAL TRAIL NETWORK

Source: FDOT Open Data Hub & FDEP, 2019, Ocala-Marion County TPO, 2013

Legend:
- Cross Florida Greenway Paved Trail
- Coast-to-Coast Trail
- Heart of Florida Loop
- Nature Coast Regional Connector Trail
- Withlacoochee Bay Trail
- Withlacoochee State Trail
- Cross Florida Greenway
PLANNED AND COMMITTED PROJECTS

The success of the Cross Florida Greenway paved trail and a well-connected system made up of bicycle facilities and multi-use trails has led to the pursuit of several key projects throughout the County. The undertaking of these projects is significant as it continues adding to the network at a quick pace and has kept the community excited and motivated about cycling opportunities. There are several projects that are in various stages of planning, design and funding within Marion County and are being led by different agencies and organizations, such as FDOT and Marion County. These projects will contribute significantly to a regional trail network made up of the Coast to Coast Trail, the Nature Coast Trail, the Withlacoochee State Trail, and the Heart of Florida Loop, which are shown in Figure 2. While several of these projects are primarily related to roadway improvements and addressing increasing capacity, they are significant because bicycle facilities are being included to supplement the growing bicycle network. Additional multi-use paved trails through natural areas in Marion County such as Indian Lake State Park and Silver Springs State Park that will connect to the Cross Florida Greenway and other existing facilities are also planned. Projects that are already underway or are planned, funded, or committed are described in more detail in Figure 3.
<table>
<thead>
<tr>
<th>Project</th>
<th>Type</th>
<th>Description</th>
<th>Committed?</th>
<th>Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>SW 49th Avenue</td>
<td>Multi-phase roadway improvements</td>
<td>12-foot multi-use path</td>
<td>Yes</td>
<td>Portions under construction, other in design with construction funded in next couple of years</td>
</tr>
<tr>
<td>Marion Oaks Manor Extension</td>
<td>Multi-phase roadway improvements</td>
<td>On-street bicycle lanes or 12-foot multi-use path</td>
<td>Yes</td>
<td>Preliminary Engineering</td>
</tr>
<tr>
<td>NW/SW 80th Avenue</td>
<td>Multi-phase roadway improvements</td>
<td>12-foot multi-use path</td>
<td>Yes</td>
<td>Funded for Design FY 2020, portions funded for construction</td>
</tr>
<tr>
<td>SR 326 (From .03 miles of NW 11th Avenue to SR 40)</td>
<td>Resurfacing – FDOT</td>
<td>7-foot on-street bike lane</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR 200 (CR 484 to SW 38th Cl)</td>
<td>Resurfacing – FDOT</td>
<td>7-foot on-street bike lane</td>
<td>Yes</td>
<td>In Construction</td>
</tr>
<tr>
<td>Osceola Linear Park</td>
<td>Multi-modal improvements</td>
<td>Addition of multi-modal facilities and recreational space along Osceola Avenue</td>
<td>Yes</td>
<td>Portions in Construction</td>
</tr>
<tr>
<td>CR 484 Pennsylvania Avenue</td>
<td>Multi-modal Improvements</td>
<td>Multi-use trail to connect Dunnellon to Cross Florida Greenway and eventually, the Heart of Florida Loop</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR 40 Black Bear Trail Gap</td>
<td>Trail Project</td>
<td>Multi-use trail that will run parallel to SR 40 to connect Silver Springs State Park to the Black Bear Trail</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Black Bear Trail</td>
<td>Trail Project</td>
<td>Multi-use trail to connect Silver Spring State Park to Ocala National Forest through a 27-mile trail</td>
<td>Yes</td>
<td>Funded for PD&amp;E FY 2020</td>
</tr>
<tr>
<td>Indian Lake Trail from Silver Springs State Park to Indian Lakes Trailhead</td>
<td>Trail Project</td>
<td>Multi-use trail to connect these two parks</td>
<td>Yes</td>
<td>Funded for Design FY 2021</td>
</tr>
<tr>
<td>“Cannon-Dunnellon” Segment</td>
<td>Trail Project</td>
<td>Multi-use trail from east end of Withlacoochee Trail at Bridges Road to Pruitt Trailhead</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nature Coast Trail Connector</td>
<td>Trail Project</td>
<td>Future regional trail system to connect City of Tallahassee to the City of Dunnellon</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Silver Springs Bikeway</td>
<td>Trail Project</td>
<td>Multi-phase project to connect Ocala to levee system near Lake County</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Silver Springs to Hawthorne Trail</td>
<td>Trail Project</td>
<td>Multi-use trail to connect Silver Springs Bikeway to Gainesville Hawthorn State Trail in Alachua County</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Silver Springs Bikeway to Downtown Connector</td>
<td>Trail Project</td>
<td>Multi-use trail to connect Downtown Ocala to Silver Springs Bikeway</td>
<td>Yes</td>
<td>Funded for Design FY 2020</td>
</tr>
<tr>
<td>Silver Springs State Park to SE 64th Avenue Road Trailhead</td>
<td>Trail Project</td>
<td>Multi-use Trail from Silver Springs State Park Entrance to the SE 64th Avenue Road Trailhead</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pruitt Trail</td>
<td>Trail Project</td>
<td>Multi-use trail to connect Dunnellon and the existing Cross Florida Greenway paved trail</td>
<td>Yes</td>
<td>Funded for Construction FY 2021</td>
</tr>
<tr>
<td>Belleview to Greenway Connector</td>
<td>Trail Project</td>
<td>Multi-use trail to connect Belleview to Cross Florida Greenway along US 441</td>
<td>Yes</td>
<td>Included in FDOT resurfacing project FY 2020</td>
</tr>
<tr>
<td>Watula Avenue and NE 8th Road Trail</td>
<td>Trail Project</td>
<td>Multi-use trail connecting the Osceola Trail and Tuscawilla Park to bike lanes along CR 200A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Santos to Baseline Trail</td>
<td>Trail Project</td>
<td>Multi-use trail to connect the Cross Florida Greenway paved trail.</td>
<td></td>
<td>SunTrail Application by FDEP</td>
</tr>
</tbody>
</table>
What does Marion County want to achieve?

Marion County is growing and is expected to see higher populations and development in the next several years, with a projected growth rate of 24.4% by the year 2030. Because of this expected growth, harnessing the unique assets associated with trails as a means to increased revenue and earning potential for residents is critical. Safe connections to and from the trails was also highlighted as an important element in spurring economic development and as a means for providing safe opportunities for residents to get outside, exercise and enjoy the trail. In creating this trail system and joining the regional network, stakeholders and the public were interested in providing facilities that encourage residents to use them, as well as attract visitors to Marion County for extended, overnight trips. There is also significant potential to improve the overall health of Marion County residents through further trail development, which not only promotes healthy communities but piques the interest of health organizations and agencies as potential partners.

Input was gathered from stakeholders through one-on-one meetings and discussions in order to get a better understanding of the current conditions of the trail and what would be feasible for the future. Stakeholders included local municipalities, trail enthusiasts including bike shop owners, equestrian representatives and state agencies. Public outreach was gathered through a public workshop on April 25, 2019 at the Ocala Police Department. The purpose was to gather thoughts and opinions on potential projects, present signage opportunities, address safety concerns with residents, and interact with the public. There were opportunities for participants to express their interest in specific projects through a dot-voting system, which influenced project prioritization in this Plan. This feedback from the public is further discussed in Appendix A.

Achieving common goals through this plan

The purpose of this plan is to consider current conditions related to a regional trail network in Marion County and make recommendations to continue to improve these conditions. Marion County’s developing trail network is largely either constructed or committed, marking a significant achievement in providing outdoor recreation and gaining momentum in creating economic opportunities. As the trail is extended, it is critical that stakeholders pay particular attention to the following goals that were highlighted during public and stakeholder outreach:

- Make key connections between populated areas and the regional trail system
- Provide safety and facility recommendations as more facilities are constructed and user numbers increase
- Provide appropriate information and amenities to trail users

Using these goals, recommendations were formulated to provide guidance through specific actionable items related to connections, safety, and trail design in Marion County. These recommendations are outlined in further detail below.

---

Project Vision

Regional Connectivity: The Bicycle Beltway

In making recommendations that will improve bicycling conditions and facilities related to trails in Marion County, a project vision was developed that included elements such as connectivity, safety, and quality. Recommendations should be focused on connecting communities and the existing Cross Florida Greenway, and making the trail and other facilities within the County easily accessible to as many people as possible. The Bicycle Beltway, originally proposed in the 2035 Bicycle and Pedestrian Master Plan for Ocala-Marion County, exemplifies the kind of connectivity that this Plan seeks to promote and create in areas throughout the County. The Bicycle Bikeway is a proposed loop of designated bicycle facilities around the city of Ocala and Marion County. This Beltway is significant to the Regional Trail conversation because it offers connectivity opportunities to many of the developed areas of Marion County, and offers several opportunities for extended trips within and outside of the County, as shown in Figure 4. It also offers a range of facilities for every skill level of cyclist, from multi-use trails to on-street bicycle lanes.

Because the Bicycle Beltway is such a significant asset to the region, all projects proposed in this plan either connect directly to the beltway or connect to a facility that will provide a safe route to it. Currently, several roadways that connect to the Bicycle Beltway already provide bicycle facilities.

FIGURE 4. THE BICYCLE BELTWAY IN THE REGIONAL CONTEXT
The following roadways associated with the Bicycle Beltway already have bicycle facilities, or facilities are planned:

- Baseline/SE 58th Avenue – Bicycle Lanes from Maricamp Road to SE 92nd Place Road, and an 8’ multi-use path from SE 66th St. to the Greenway underpass exist along this stretch.
- NW/SW 80th Avenue – Planned to construct a 12’ multi-use trail
- SW 95th Street – Bicycle Lanes
- SW 49th Avenue - Planned to construct a 12’ multi-use trail
- NE 58th Avenue – Partially made up of the future Silver Springs to Indian Lake Forest Trail

The following roadways do not currently have facilities, nor projects planned, and would be suitable for future projects that encourage connectivity:

- NE 97th Street Road
- NE Jacksonville Road
- NW 100th Street
- CR 225A
- CR 484
- SE Hames Road

Facilities on these corridors will vary. However, it is recommended that off-street facilities such as a multi-use path are considered initially, and if there are any constraints, a 7’ buffered bike lane should be pursued. The minimum recommended facility for roadways included in the Bicycle Beltway are on-street 6’ bike lanes. In implementing this, Marion County should coordinate with FDOT to ensure that facilities are included on future resurfacing and repairment of any of these roadways. Completion of the Bicycle Beltway will occur incrementally, and the addition of each segment should be justified using the criteria outlined in this plan, especially connectivity.

As the recommendations in this Plan are considered and implemented, keeping the vision associated with the Bicycle Beltway in mind will be crucial in continuing to provide excellent trails and bicycle facilities throughout the County. Providing the Beltway in addition to the Cross Florida Greenway Trail as a central facility that connects to other projects, such as those outlined in this plan, will give cyclists countless opportunities to connect to areas around the County and beyond.
Recommendations

The following recommendations are broken down into three categories:

- **Projects**
- **Safety**
- **Trail Design Standards**

Each set of recommendations addresses a specific issue related to the theme, and gives the County and stakeholders actionable, specific suggestions to continue providing high-quality facilities and amenities that will encourage more residents and visitors to use them. Recommendations are designed to be incorporated and adopted into future iterations of bicycle-related plans and documents, and to encourage uniformity in what Marion County provides.
Projects

As the Cross Florida Greenway paved trail continues to be constructed and becomes part of the regional trail network throughout central Florida, safe connections that provide access to the trail for higher numbers of people will be needed throughout the County. Currently, the bicycle network that connects the trail to high population areas is fragmented. According to American Community Survey 5-year estimates, Silver Springs Shores, Marion Oaks, Summerfield and Reddick are the most populated areas within Marion County. Census tracts ranging from 10 – 50% of the population below the poverty line are also located within these populated areas and near the existing trail and the Greenway. Household vehicle availability was also evaluated; however, most areas in the county have low levels of households lacking vehicles. This is indicative of a lack of alternative transportation opportunities in these areas such as bicycle facilities and routes that provide connections to points of interest. These Projects are intended to improve existing conditions, offer alternative transportation opportunities to the public, and determine how best to connect high density areas and ensure equitable access of the trail facilities.

The Projects laid out in this plan are new and unique unless otherwise stated in the following project pages and should be considered for inclusion in future updates to plans regarding the development of trails and bicycle facilities in Ocala, Dunnellon, Belleview, McIntosh, and other areas in Marion County. They were identified using the following criteria:

- **Demographic data** – routes that serve areas of high poverty, elderly populations and low vehicle ownership were identified. Routes that specifically serve areas of high population density were prioritized.
- **Public and Stakeholder input** – if a route or project came from discussions or comments during the public and stakeholder outreach process, then the project is considered “supported by public and stakeholders”
- **Existing facilities** – if bicycle facilities, such as a designated bike lane or a paved trail are located near the proposed project, then the project is considered to “provide connectivity to existing trails or bicycle facilities”

Based on this information, the projects were then prioritized into “low”, “medium”, and “high” categories depending on their ability to connect high density areas and ensure equitable access of the trail facilities. They then were ordered numerically for ease of implementation, with “1” being the most significant and high priority project, and “6” being important but of lower priority.

In addition to prioritization based on the criteria, planning level cost estimates were developed to give a general idea of costs associated with each of the proposed projects in this plan. Using trail length in miles and the following costs based on FDOT’s Long Range Estimates (FDOT LRE), approximate project cost was calculated, and is included on the following project pages. Approximate costs with a 30% contingency were also included to account for unforeseen costs associated with the design and construction of bicycle facilities.

<table>
<thead>
<tr>
<th>Trail Type Costs per Mile</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Type</strong></td>
</tr>
<tr>
<td>Multi-use Trail*</td>
</tr>
<tr>
<td>Shared-Lane Markings</td>
</tr>
</tbody>
</table>

*These costs are based on FDOT Long Range Estimates for 2 Directional 12’ shared use path, updated in July 2019.
The following projects will provide significant opportunities for a well-connected Cross Florida Greenway paved trail that provides opportunities to all members of the public. According to the population data in Appendix B, if all of these projects are completed, approximately 60,000 residents in Marion County will be within ¼ mile of a bicycle facility that connects them to a paved trail. Residents and visitors will be able to access the trail as well as economic centers like Ocala, Dunnellon, and Belleview exclusively via alternative transportation methods. These projects also contribute to extended trips that provide recreational opportunities and health benefits for trail users. In supporting and implementing these projects, Marion County can economically benefit in sectors such as property value and revenue, as described earlier in this plan. With further-reaching connections, the trail will serve as a strong segment for future regional trail connections in Central Florida. Entities responsible for these projects will vary, but FDOT, FDEP, Marion County, Ocala-Marion County TPO, and local municipal governments are examples of potential funders. All Recommended Projects are shown in Figure 5 and are shown in more detail in specific project maps in this section.
FIGURE 5. RECOMMENDED PROJECTS FROM THIS PLAN

Legend
- Signature Projects
- Bicycle Beltway
- Existing Bicycle Facilities (Includes Paved Shoulders)
- Existing Cross Florida Greenway Trail
- Cross Florida Greenway Proposed Trail
- Proposed Trail Project
- SW 49th Avenue Realignment
- City Limits

Source: FDOT, Open Data Hub & FDEP, 2019, Ocala-Marion County TPO, 2013
PROJECT #1
SE Maricamp Road (From SE 31st St. to Baseline/SE 58th Ave.)

PROJECT DESCRIPTION
This project includes a 12’ multi-use trail on the southwest side of SE Maricamp Road. This corridor is a significant and busy roadway in Marion County that currently carries approximately 30,427 cars daily (FDOT Daily Traffic Info: AADT, 2019). With current levels of vehicular traffic, the existing paved shoulders aren’t sufficient, and an off-road facility should be constructed which would allow for a connection to the Baseline Road Trailhead, the Cross Florida Greenway and existing bicycle lanes in Ocala on SE 31st St. Once the Cross Florida Greenway gap located south of the Baseline Road Trailhead is complete, this addition will provide significant connectivity for residents to connect to the city of Ocala. There is right of way available along this corridor for additional facilities. Marion County is currently working with FDEP to make improvements and connect the Baseline Road Trailhead to the Rotary Sportsplex, which are located at the Southeast end of this proposed project.

PROPOSED FACILITIES

| 12’ multi-use trail | High |

CRITERIA

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Does project meet criteria?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Serves an area of high population density?</td>
<td>✔</td>
</tr>
<tr>
<td>Provides connectivity to existing trails or bicycle facilities?</td>
<td>✔</td>
</tr>
<tr>
<td>Supported by public and stakeholders?</td>
<td>✔</td>
</tr>
</tbody>
</table>

This project will give access to highly populated residential areas surrounding this section of Maricamp Road and will provide connectivity to existing facilities at Baseline Road Trailhead as well as Rotary Sportsplex. This will also offer an opportunity to connect to future trail additions to the Cross Florida Greenway, and facilities in downtown Ocala. This project was generally supported by the public and stakeholders and was discussed at the public workshop. Because each of this criterion was met, this project is prioritized as high.

ADDITIONAL INFORMATION

Project Considerations
SE Maricamp Road is a state road, which would require coordination with FDOT. It may be possible to include this project in a future roadway project. Ditches and drainage swales may limit the constructability within the available right-of-way. Drainage modifications along the corridor are likely for the trail construction.

Maintenance Responsibility?
FDOT

Next Steps
Feasibility / Planning

Potential LAP Project?
Yes

PLANNING LEVEL COST ESTIMATE

<table>
<thead>
<tr>
<th>Project</th>
<th>Trail Type</th>
<th>Approximate Distance</th>
<th>Approximate Cost*</th>
<th>Approximate Cost with 30% Contingency**</th>
</tr>
</thead>
<tbody>
<tr>
<td>SE Maricamp Road</td>
<td>12’ Multi-use trail</td>
<td>2.10 miles</td>
<td>$602,700.00</td>
<td>$783,510.00</td>
</tr>
</tbody>
</table>

*Approximate costs from FDOT LRE July 2019 update.
**The approximate cost with a 30% contingency is intended to provide a realistic idea of what the cost will look like if there are additional needs such as further design, utility relocation, right-of-way issues, drainage needs, etc. More refined cost estimates will be necessary at future stages. Planning level costs do not include potential right-of-way acquisition.
**PROJECT #2**  
Maricamp Road (From Baseline/SE 58th Ave. to Designated Bike Lane east of Oak Road)

**PROJECT DESCRIPTION**
This 12’ multi-use trail on the southwest side of the corridor from the Baseline Trailhead is an expansion on Project #1 on SE Maricamp Road and connects to nearby neighborhoods that have concentrated population density. This improvement would provide safe options for accessing the Baseline Trailhead along Maricamp Road from residential areas south. No bicycle facilities exist along this section of Maricamp Road. An underpass does currently exist southeast of the Baseline Road Intersection, which would provide a safe crossing for users trying to access the Cross Florida Greenway and the Baseline Road Trailhead.

**PROPOSED FACILITIES**

| Priority | 12’ multi-use trail |

**CRITERIA**

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Does project meet criteria?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Serves an area of high population density?</td>
<td>✓</td>
</tr>
<tr>
<td>Provides connectivity to existing trails or bicycle facilities?</td>
<td>✓</td>
</tr>
<tr>
<td>Supported by public and stakeholders?</td>
<td>✓</td>
</tr>
</tbody>
</table>

This project will give access to highly populated residential areas surrounding this section of Maricamp Road and will provide connectivity to existing facilities at Baseline Road Trailhead and the multi-use trail proposed on SE Maricamp Rd. for Project #1. This will also offer an opportunity to connect to future trail additions to the Cross Florida Greenway and facilities in downtown Ocala. This project was generally supported by the public and stakeholders and was discussed at the public workshop. Because each of this criterion was met, this project is prioritized as high.

**ADDITIONAL INFORMATION**

**Project Considerations**
Maricamp Road is a state road, which would require coordination with FDOT. It may be possible to include this project in a future roadway project. Ditches and drainage swales may limit the constructability within the available right-of-way. Drainage modifications along the corridor are likely for the trail construction. Portions of the roadway have an existing sidewalk. Right-of-way appears limited on the southwest side of the roadway in some sections.

**Maintenance Responsibility?**
Marion County

**Next Steps**
Feasibility / Planning

**Potential LAP Project?**
Yes

**PLANNING LEVEL COST ESTIMATE**

<table>
<thead>
<tr>
<th>Project</th>
<th>Trail Type</th>
<th>Approximate Distance</th>
<th>Approximate Cost*</th>
<th>Approximate Cost with 30% Contingency**</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maricamp Road</td>
<td>12’ Multi-use trail</td>
<td>4.85 miles</td>
<td>$1,391,950.00</td>
<td>$1,809,535.00</td>
</tr>
</tbody>
</table>

*Approximate costs were obtained from FDOT LRE July 2019 update.  
**The approximate cost with a 30% contingency is intended to provide a realistic idea of what the cost will look like if there are additional needs such as further design, utility relocation, right-of-way issues, drainage needs, etc. More refined cost estimates will be necessary at future stages. Planning level costs do not include potential right-of-way acquisition.
CR 484 (Cross Florida Greenway to Designated Bike Lane on CR 484)

**PROJECT DESCRIPTION**

The proposed 12’ multi-use trail along this corridor would give bicyclists an alternative option to connect the Marion Oaks neighborhood along the CR 484 corridor. Within the community, bike lanes are located on main roads including Marion Oaks Course and Marion Oaks Lane, but lack connectivity to areas of interest outside of the community, such as the Cross Florida Greenway paved trail. Currently, bicyclists do not have any continuous facilities to connect safely to the Cross Florida Greenway paved trail on SW 49th Avenue nor from CR 484. Providing bicycle facilities along CR 484 offers the opportunity to travel safely along the roadway to the entry point for the Cross Florida Greenway Trail on CR 484 north of the underpass. This project would also connect to existing bicycle facilities to the east on CR 484, providing opportunities for connections to other locations and neighborhoods. It also has the potential to tie into roadway improvements in the Marion Oaks area.

Because of bicycle facilities on Marion Oaks Trail, this project could be less extensive and cover just the northern section of CR 484 between the Cross Florida Greenway Paved Trail and Marion Oaks Trail because of existing facilities on the latter. This variation of the project would include the improvement of the existing bicycle lanes on Marion Oaks Trail with additional markings, signage, and buffering the bicycle lanes with either physical delineators or additional lines on the pavement to create more space between the traffic and the cyclists. This project will rely heavily on future widening projects to determine its feasibility and can tie into the SW 49th Avenue realignment project, which will include bicycle facilities. There are also plans to include an additional trailhead on the east side SW 49th Avenue on the southern edge of the greenway, indicated below by a red star, through a land swap between Marion County Parks and Recreation and FDEP.

**PROPOSED FACILITIES**

12’ multi-use trail

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Does project meet criteria?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Serves an area of high population density?</td>
<td>✔</td>
</tr>
<tr>
<td>Provides connectivity to existing trails or bicycle facilities?</td>
<td>✔</td>
</tr>
<tr>
<td>Supported by public and stakeholders?</td>
<td>✔</td>
</tr>
</tbody>
</table>

**ADDITIONAL INFORMATION**

Project Considerations

There are potential right-of-way constraints along the route, limiting multi-use trail width and feasibility. Drainage ditches and swales may limit construction within existing right-of-way. This project should be considered with future widening/capacity projects.

Maintenance Responsibility?

Marion County

Next Steps

Design (included within roadway capacity projects)

Potential LAP Project?

Yes

**PLANNING LEVEL COST ESTIMATE**

<table>
<thead>
<tr>
<th>Project</th>
<th>Trail Type</th>
<th>Approximate Distance</th>
<th>Approximate Cost*</th>
<th>Approximate Cost with 30% Contingency**</th>
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</thead>
<tbody>
<tr>
<td>CR 484</td>
<td>12’ Multi-use trail</td>
<td>4.4 miles</td>
<td>$1,262,800.00</td>
<td>$1,641,640.00</td>
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</table>

*Approximate costs were obtained from FDOT LRE July 2019 update.

**The approximate cost with a 30% contingency is intended to provide a realistic idea of what the cost will look like if there are additional needs such as further design, utility relocation, right-of-way issues, drainage needs, etc. More refined cost estimates will be necessary at future stages. Planning level costs do not include potential right-of-way acquisition.
**PROJECT #4**  
McIntosh to Ocala Connector

**PROJECT DESCRIPTION**

A connector between the town of McIntosh in northern Marion County and the City of Ocala via multi-use trail would provide a significant transportation connection as well as give recreational bicyclists a long, scenic route through the County. This project has the potential to also connect to the Hawthorne Trail, an existing trail in Alachua County, which would provide the opportunity for an extensive north-south trail network between the two counties, creating economic opportunities and attracting overnight trail users. This connector would run along US 441 and 25A (NW Gainesville Road), as indicated by the map. 25A offers a lower capacity road with shade and right-of-way to accommodate a multi-use path. 

This project will provide access to the town of McIntosh, and a trailhead should be considered near this location to provide important facilities to bicyclists accessing long-range bicycling opportunities through this trail. Because of limited right-of-way within the town of McIntosh, a series of neighborhood roads with sharrows and signage could be included to allow access to a trailhead within the town. Sharrows and signage along W. 10th St., between Avenue H and Avenue B could serve this neighborhood network purpose to connect the trail and a trailhead within the town of McIntosh. Another option is to use NW 8th Avenue up until Avenue C. A neighborhood network system on the east side could allow for a trailhead to be added to the McIntosh Civic Center. Alternatively, a trailhead could be included at the overlook area outside of McIntosh along US 441 that allows excellent views of Orange Lake.

This project will be part of a future regional network that will connect the cities of Gainesville and Ocala. FDEP's Office of Greenways and Trails has also identified a similar connection as a Land Trail Opportunity that would connect Ocala to trails in Alachua County, which is shown in the map below. Both routes would provide beneficial transportation opportunities and connect McIntosh to other trails in Marion County and Alachua County.

**PROPOSED FACILITIES**

<table>
<thead>
<tr>
<th>Facility</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>12' multi-use trail</td>
<td>High</td>
</tr>
</tbody>
</table>

**CRITERIA**

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Does project meet criteria?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Serves an area of high population density?</td>
<td>✔</td>
</tr>
<tr>
<td>Provides connectivity to existing trails or bicycle facilities?</td>
<td>✔</td>
</tr>
<tr>
<td>Supported by public and stakeholders?</td>
<td>✔</td>
</tr>
</tbody>
</table>

This project will provide connectivity between communities within Marion County such as Ocala and McIntosh, as well as trails in Alachua County. This will also offer an opportunity for safe connections to anywhere along this route. This project was generally supported by the public and stakeholders and was discussed at the public workshop. Because each of this criterion was met, this project is prioritized as high.

**ADDITIONAL INFORMATION**

**Project Considerations**

US 441 and 25A are state roads, which would require coordination with FDOT. It may be possible to include this project in a future roadway project.

This is a long stretch of facilities; there would be a high cost for entire project. Project could be phased.

There are potential right-of-way constraints along the route, limiting multi-use trail width and feasibility – specifically through McIntosh.

**Maintenance Responsibility?**

FDOT

**Next Steps**

Feasibility / Planning

**Potential LAP Project?**

Yes, as a stand-alone project. Alternately could be included in design of roadway resurfacing.

**PLANNING LEVEL COST ESTIMATE**

<table>
<thead>
<tr>
<th>Project</th>
<th>Trail Type</th>
<th>Approximate Distance</th>
<th>Approximate Cost*</th>
<th>Approximate Cost with 30% Contingency**</th>
</tr>
</thead>
<tbody>
<tr>
<td>McIntosh/Ocala</td>
<td>12' Multi-use trail</td>
<td>21 miles</td>
<td>$6,027,000.00</td>
<td>$7,835,100.00</td>
</tr>
</tbody>
</table>

*Approximate costs were obtained from FDOT LRE, July 2019 update.  
**The approximate cost with a 30% contingency is intended to provide a realistic idea of what the cost will look like if there are additional needs such as further design, utility relocation, right-of-way issues, drainage needs, etc. More refined cost estimates will be necessary at future stages. Planning level costs do not include potential right-of-way acquisition.
PROJECT #5  
Old Ocala-Summerfield Rd./135th St./SE 80th Ave.

PROJECT DESCRIPTION
This project would connect areas of Marion County such as Summerfield and Belleview to the Cross Florida Greenway and other facilities, giving access to County-wide facilities and outdoor recreation. Facilities along these roadways would include a mix of sharrows and enhanced crossings depending on traffic and safety on the roadways identified. This project begins on CR 42, which has a low AADT of 18,900 (FDOT Daily Traffic Info: AADT, 2019) and a speed limit of 45 mph, and will mainly serve residents of The Villages because neighborhoods north of the corridor can access SE 80th St. through safe, neighborhood streets. Because bicyclists will only be on CR 42 for such a short period of time, a multi-use trial is not necessary to make this connection. This potential project would immediately connect to the Bicycle Beltway, which would yield further connections through the Belleview Greenway Connectors and the Ocala Downtown area, and further trail systems such as the Silver Springs Bikeway. In order to maintain connectivity, a small piece of Project #6 connecting the Bicycle Beltway to the Belleview Connector will need to be completed first. This project will give users opportunities for longer trips and higher connectivity to points of interest.

PROPOSED FACILITIES

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Does project meet criteria?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Serves an area of high population density?</td>
<td>✓</td>
</tr>
<tr>
<td>Provides connectivity to existing trails or bicycle facilities?</td>
<td>✓</td>
</tr>
<tr>
<td>Supported by public and stakeholders?</td>
<td></td>
</tr>
</tbody>
</table>

This project will give access to highly populated residential areas in Belleview and Summerfield and will provide connectivity to existing facilities on the Cross Florida Greenway. This area of Marion County will serve as an important location for the growing bicycle network. Support for this project was not expressed by stakeholders or the public when presented for voting. Because only some of this criterion was met, this project is prioritized as medium.

ADDITIONAL INFORMATION

Project Considerations
There are potential right-of-way constraints along the route, limiting multi-use trail width and feasibility. Private driveways along route could affect treatment. Vertical curvature could affect treatment.

Maintenance Responsibility?
Marion County

Next Steps
Feasibility / Design / Construction – initial implementation (sharrows/signage) could be implemented as a stand-alone construction project or with roadway resurfacing, feasibility would be necessary for multi-use trail section.

Potential LAP Project?
Yes

PLANNING LEVEL COST ESTIMATE

<table>
<thead>
<tr>
<th>Project</th>
<th>Trail Type</th>
<th>Approximate Distance</th>
<th>Approximate Cost*</th>
<th>Approximate Cost with 30% Contingency**</th>
</tr>
</thead>
<tbody>
<tr>
<td>Old Ocala-Summerfield Rd./135th St./SE 80th Ave.</td>
<td>Sharrows Signage Traffic Calming</td>
<td>7 miles</td>
<td>$210,000.00</td>
<td>$273,000.00</td>
</tr>
</tbody>
</table>

*Approximate costs were obtained from FDOT LRE July 2019 update.  
**The approximate cost with a 30% contingency is intended to provide a realistic idea of what the cost will look like if there are additional needs such as further design, utility relocation, right-of-way issues, drainage needs, etc. More refined cost estimates will be necessary at future stages. Planning level costs do not include potential right-of-way acquisition. 

Legend
- Existing Bicycle Facilities
- Proposed Connector
- Cross Florida Greenway Proposed Trail
- Proposed Trail Project
- Existing Trail
PROJECT #6
US 27/Bonnie Heath Blvd. (NW 60th Ave. to CR 225A)

PROJECT DESCRIPTION
This would serve as a connection between existing bicycle facilities on SW 60th Avenue to the proposed Bicycle Beltway. This is a high-speed road (55 mph) that would benefit from off-street facilities to accommodate bicyclists trying to make connections to existing facilities. If off-street facilities such as a multi-use trail are not feasible, then the minimum acceptable facilities on Bonnie Heath Blvd. are a separated 7-foot cycle track. However, plenty of right-of-way appears to exist along the corridor.

PROPOSED FACILITIES

| 12’ multi-use trail | Low |

CRITERIA

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Does project meet criteria?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Serves an area of high population density?</td>
<td></td>
</tr>
<tr>
<td>Provides connectivity to existing trails or bicycle facilities?</td>
<td>✅</td>
</tr>
<tr>
<td>Supported by public and stakeholders?</td>
<td></td>
</tr>
</tbody>
</table>

This project will connect existing facilities on NW 60th Avenue to the Bicycle Beltway. This short stretch will facilitate an easy connection for bicyclists looking to access various locations throughout the County. Support for this project was not expressed by stakeholders or the public when presented for voting. Because this criterion was only met in a limited capacity, this project is prioritized as low.

ADDITIONAL INFORMATION

Project Considerations
US 27/Bonnie Heath Boulevard is a state road, which would require coordination with FDOT. It may be possible to include this project in a future roadway project. Drainage swales and grading of adjacent properties will require additional design and potential drainage swale modification for construction.

Maintenance Responsibility?
FDOT

Next Steps
Feasibility / Planning

Potential LAP Project?
Yes, as a standalone project, or could be included within future resurfacing project.

PLANNING LEVEL COST ESTIMATE

<table>
<thead>
<tr>
<th>Project</th>
<th>Trail Type</th>
<th>Approximate Distance</th>
<th>Approximate Cost*</th>
<th>Approximate Cost with 30% Contingency**</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 27/Bonnie Heath Blvd.</td>
<td>12’ Multi-use trail</td>
<td>1.15 miles</td>
<td>$330,050.00</td>
<td>$429,065.00</td>
</tr>
</tbody>
</table>

*Approximate costs from FDOT LRE July 2019 update.
**The approximate cost with a 30% contingency is intended to provide a realistic idea of what the cost will look like if there are additional needs such as further design, utility relocation, right-of-way issues, drainage needs, etc. More refined cost estimates will be necessary at future stages. Planning level costs do not include potential right-of-way acquisition.
Safety

The safety of all users on multi-use trails in Marion County is a top priority, as indicated by both stakeholders and the public. Trail users typically encounter safety conflicts related to intersections with other user types, roads, and vehicular traffic. Each of these conflicts presents their own unique challenges for recreational trail users and should be addressed individually to promote safety for each type.

CONFLICT WITH OTHER USER TYPES

Trail user types include bicyclists (both mountain and road), hikers, and equestrians; trails for these user types frequently converge and intersect on the Cross Florida Greenway. These intersections can become dangerous and may impact the quality of the user experience if not addressed. Cross Florida Greenway intersection areas also include trailheads, tunnels and land bridges. The convergence of these diverse types of trail traffic can cause issues that impact each user group differently. Because bicyclists may travel at high, sustained speeds along the paved section of the trail, they typically do not anticipate cross traffic from hikers or equestrian users. Equestrian users travel at slower speeds, but horses may become spooked by bicycles traveling at high speeds through intersections, which can be hazardous for each group of users involved. Additionally, hikers, who travel at slower speeds, may not be able to avoid the high speeds of bicyclists or the unpredictable nature of the horses’ reaction when not anticipating or looking out for traffic of this type. Issues with visibility have been reported on the Cross Florida Greenway at intersections between mountain biking trails and the paved trail. There is also concern about conflicts between cyclists and tubers and the general public near the Rainbow River in Dunnellon, which will eventually be connected to the Cross Florida Greenway. While conflict related to collisions is not common, conflict can simply be a contentious encounter between two different types of user on the trail. This type of conflict is common because each user type has different needs and interests associated with multi-use trail usage and does not typically account for interaction. For this reason, recommendations must be specifically tailored to address each user type without giving higher importance to a certain type of user group over another.

As a major concern for trail users and governing bodies such as American Trails, user conflict is usually addressed through the promotion of trail etiquette and the minimization of conflict areas. When users are well-educated on their role in maintaining a safe and efficient experience,
trail system, trails typically function more smoothly and provide added safety in preventing avoidable conflict⁴. Trail etiquette promotion does not require huge investments nor significant additional infrastructure and can improve the atmosphere of the trail, which may encourage less confident users to take advantage of outdoor recreation opportunities. FDEP has done an excellent job in providing signage, mirrors and other markings at approach locations for different user types along the Cross Florida Greenway Paved Trail in an effort to address conflict issues between paved trail users and equestrians in order to “improve situational awareness”⁵. FDEP is also working with Marion County on additional opportunities for connectivity features under county roads during widening projects, such as SW 49th Avenue. These projects are important because they install crossing facilities that separate equestrians, bicyclists, and hikers, and minimize conflicts and potential hazards. These initiatives combined with an emphasis on proper trail etiquette can significantly reduce conflict situations between trail users. The following recommendations will enhance the improvements already made by FDEP in addressing this.

**Recommendation: Trail Etiquette Signage**

Trail etiquette signage should be located at specific locations along the Cross Florida Greenway to promote safe travel and awareness of the potential encounters with other user types. Trail etiquette signage locations are detailed in Figure 6 through 8. Because trails are a shared public space, this signage would include information, rules, laws, and suggestions for maintaining trail etiquette and co-existing with other user types, especially at areas of conflict such as trailheads, tunnels, land bridges, and trail intersections. In the state of Florida, bicycles are legally defined as a vehicle, and the bicyclist as a driver, which is significant in determining trail etiquette and indicates that bicyclists yield to all other trail user types, especially pedestrians. This was considered when determining what signage and etiquette information is recommended. Trail etiquette signage should be implemented by Marion County in coordination with FDEP at appropriate locations along the trail suggested by the trail design standards section of this Plan. Trail etiquette signage information and suggestions include:

---

⁴ [https://www.americantrails.org/resources/conflicts-on-multiple-use-trails](https://www.americantrails.org/resources/conflicts-on-multiple-use-trails)

- Bicyclists yield to all other user types at crossings
- Follow all trail safety signage
- Communicate effectively with other trail users, making obstacles that may be ahead known, and let others know about your needs (or your horses) as a specific type of user
  - Bells on bicycles
  - Announce when passing
- Be courteous and respectful
- Anticipate encounters with other user types and be prepared to respond appropriately
FIGURE 6. SAFETY RECOMMENDATION FOR MULTIPLE USER TYPES #1

Pruitt Trailhead
Currently, Pruitt Trailhead is primarily an equestrian trailhead, but as the proposed trail becomes constructed in the future, the trailhead may be utilized by other user types.
Recommendations:
- Informational signage on trail etiquette for multiple user types

Ross Prairie Trailhead
Recommendations:
- Informational signage on trail etiquette for multiple user types

Source: FDOT Open Data Hub & FDEP, 2019, Ocala-Marion County TPO, 2013
FIGURE 7. SAFETY RECOMMENDATION FOR MULTIPLE USER TYPES #2

OCALA

Legend
- Paved Trails and Bicycle Facilities
- Proposed Trail
- Railroads
- Mountain Bike Trails
- Equestrian Trails
- Existing Trailhead
- Bridge
- Campground
- Crossing
- Land Bridge
- Underpass
- Planned Underpass

Santos Trailhead
Recommendations:
- Informational signage on trail etiquette for multiple user types
- Maps with routes for all user types
- Emergency Information
- Additional "Decision Signage"

Landbridge Trailhead
Significant area where bicyclists and equestrians frequently cross paths due to location of the Florida Horse Park
Recommendations:
- Informational signage on trail etiquette for multiple user types
- Maps with routes for all user types
- Emergency Information

SW 49th Ave.
Recommendations:
- Informational signage on trail etiquette for multiple user types
- Maps with routes for all user types
- Emergency Information

An additional trailhead is planned for the southern end of the Greenway on SW 49th Avenue. This trailhead will give users the opportunity to easily access the trail from the Interstate and other main corridors.

Source: FDOT Open Data Hub & FDEP, 2019, Ocala-Marion County TPO, 2013
Baseline Trailhead
With the future Cross-Florida Greenway paved trail proposed near this area, Baseline Trailhead may see a higher demand for current facilities and upgrades to signage may be necessary.
ROADWAY INTERSECTION CONFLICT
Because of the expansive nature of the existing and planned trail system within Marion County, there are locations where it intersects with roadways, creating several potential conflict areas. Stakeholders in Marion County have been committed to providing safe alternatives for crossings through underpasses, land-bridges, crosswalks, and installed signage at several locations along the trail. These locations include
- SR 200 South of CR 484 (Ross Prairie Trailhead)
- CR 484
- SW 49th Avenue (SW 49th Avenue Trailhead)
- CR 475A (Land bridge Trailhead)
- CR 475, and the SR 464 (Baseline Trailhead).

As the trail continues, it is imperative that all crossings have the same signage and that improved infrastructure is incorporated to facilitate safe crossings and foster connectivity along the trail. When a trail is perceived as safe and protected from vehicular traffic, more users of varying skill level will feel more comfortable using the trail. Trail and Road conflict locations are detailed in Figures 10 through 12.

Recommendation: Provide pedestrian crossings at locations along the trail that currently lack signage or markings

Using site visits, stakeholder and public feedback, and GIS analysis, it was determined that a pedestrian crosswalk is needed from Santos Trailhead to the north side of SE 80th St. This will accommodate bicyclists and pedestrians crossing the road to the north side of SE 80th Street and will likely benefit the future paved trail extension that is proposed along this roadway to reconnect the trail with the disconnected section of the Cross Florida Greenway that is just northeast of Santos Trailhead. This project should be implemented by Marion County in coordination with FDEP. The proposed crosswalk location is shown in Figure 9.
FIGURE 9. PROPOSED CROSSWALK FROM SANTOS TRAILHEAD

Proposed Crosswalk from entrance to Santos Trailhead and Campground to North side of SE 80th St.
Recommendation: As the proposed sections of the trail continue to be designed and constructed, adequate crossings in line with past improvements on the trail should be placed at intersections and roadways.

The Cross Florida Greenway Trail is proposed to continue northeast along the Cross Florida Greenway and should continue to include crossings and trailheads to accommodate user types and keep those users safe from roadways and vehicular traffic. Marion County has been proactive in addressing these intersections and should continue to do so using the following where appropriate and feasible:

- Trail warning/yield signs and high emphasis crosswalk markings for lower speed/lower volume roadways
- Underpasses or additional emphasis on roads with speeds of 50 mph with moderate to high traffic volumes
- Rectangular Rapid Flashing Beacons (RRFBs) or signalized crossings at intersections along highly trafficked and high-speed roadways where an underpass is infeasible or interaction with the roadway is desired (i.e. bike lane)
- Approach signage for trail users in all cases where the paved trail intersects with the roadway
SR 200 South of CR 484
- Currently in the design phase with anticipated construction in 2023
- Underpass will be constructed at Ross Prairie Trailhead to accommodate future trail alignment and crossings

Source: FDOT Open Data Hub & FDEP, 2019, Ocala-Marion County TPO, 2013
FIGURE 11. SAFETY RECOMMENDATIONS FOR PAVED AND PROPOSED TRAIL ROAD CROSSINGS

SE 80th Street
Pedestrian crossing needed from Santos Trailhead to North side of SE 80th St. This will likely benefit the future paved trail that is proposed in this area.

Legend
- Paved Trails and Bicycle Facilities
- Proposed Trail
- Railroads
- Existing Trailhead
- Bridge
- Campground
- Crossing
- Land Bridge
- Underpass
- Planned Underpass

Source: FDOT Open Data Hub & FDEP, 2019, Ocala-Marion County TPO, 2013
As the proposed trail continues to be designed and constructed, appropriate crossings should be placed at intersections with roadways including:

- Trail warning/yield signs and high emphasis crosswalk markings for lower speed/lower volume roadways
- Underpasses or additional emphasis on roads with speeds of 50 mph with moderate to high traffic volumes
- Rectangular Rapid Flashing Beacons (RRFBs) or signalized crossings at intersections along highly trafficked and high-speed roadways where an underpass is infeasible or interaction with the roadway is desired (i.e., bike lane)
- Approach signage for trail users in all cases where the paved trail intersects with the roadway
**Trail Design Standards**

Trail design standards typically guide the construction of a trail and provide guidance for certain aspects such as facilities and signage. They can also provide a level of safety in ensuring that certain requirements are met when providing a trail for recreational uses. For the purposes of this Plan, trail design standards that will be suggested regarding the Cross Florida Greenway Trail include trailheads, shelters, and signage.

**TRAILHEADS & SHELTERS**

Trailheads are significant features of a trail because this is the starting point for most users on their experience. Trailheads provide users with amenities such as parking, restrooms, seating, and shelter. As discussed previously, the ability and interest of trail users varies, and providing specific amenities that can accommodate a range of needs is critical. Trailheads can range in size and purpose, from a major access point with ample parking, to a refuge shelter designed to protect trail users from fast moving summer storms.

Along the Cross Florida Greenway, several trailheads already exist. These include

- **Ross Prairie Trailhead**
- **49th Avenue Trailhead**
- **Land Bridge Trailhead**
- **Santos Trailhead**.

Several others exist along areas of the Cross Florida Greenway where the multi-use trail is not yet paved. Refuge shelters are also located sporadically along the existing network. These trailheads are of varying size and offer a range of different amenities and are not currently located at fixed intervals to ensure accessibility from specific locations along the trail. As the trail is extended and gaps are filled, it is important that more trailheads are located along the trail to accommodate high numbers of users, and their specific and different needs.

**Recommendation:** Adopt a hierarchy of trailhead classes based on varying locations along the trail system.

Railhead classes can promote safety by providing different types of services and amenities at trailheads based on their size and classification. Trailhead classes are elements of trail design standards, and are categories based on intensity of the amenities available and how often they should be located along a network.
Because so many trailheads exist along the current and proposed trail, it is important that existing trailheads be designated into appropriate trailhead class categories to ensure that appropriate amenities are provided at reasonable distances for trail users. These classes will also help determine what additions, if any, should be made to include sufficient access to amenities. Where no trailhead currently exists, trail design standards recommended in this section should be used to provide these amenities and services. The trailhead classifications recommended in this Plan have been implemented along other trail systems. Marion County, in coordination with FDEP and the TPO, should take the lead on adoption of this recommendation. The following trailhead classes should be adopted in an effort to provide these amenities and services.

<table>
<thead>
<tr>
<th>Class</th>
<th>Description</th>
<th>Location Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class I</td>
<td>Major access points for trails. Class I Trailheads will include parking for all user types including designated parking for persons with disabilities and equestrian vehicles, loading and unloading areas, restrooms, water, shelter areas, signage, trashcans, motorized wheelchair recharge stations, bicycle repair stations, trail etiquette signage and maps</td>
<td>Every 10 miles along a trail system or at logical termini.</td>
</tr>
<tr>
<td>Class II</td>
<td>Minor access points for trails. Class II Trailheads will include minor parking areas, designated parking for persons with disabilities, restrooms, trashcans, water, minimal signage, motorized wheelchair stations</td>
<td>Every 5 to 10 miles along the trail system</td>
</tr>
<tr>
<td>Class III</td>
<td>Rest area/weather refuge. Class III Trailheads include stand-alone rest area/shelter, trashcan, water, and benches.</td>
<td>Every 1 to 3 miles along a trail system</td>
</tr>
</tbody>
</table>
Using these Trailhead Classes, trailheads currently located along the paved Cross Florida Greenway or on future sections of the trail or other projects are classified as follows:

**CLASS I**
- Pruitt Trailhead
- Ross Prairie Trailhead
- 49th Avenue Trailhead
- Land Bridge Trailhead
- Santos Trailhead
- Baseline Trailhead

**CLASS II**
- Marshall Swamp Trailhead
- Centennial Trailhead
- Silver Springs Connector Trailhead
- Bear-N-Oak Trailhead

**CLASS III**
- Teak Way Trailhead
- Pecan Pass Trailhead
- Pecan Course Circle Trailhead
- SE 64th Avenue Road Trailhead

Santos Trailhead is a Class I Trailhead on the Cross Florida Greenway.
SIGNAGE
Trail signage is important because it ensures safety of the trail users by directing them and keeping them on the trail system, and serves as a means of providing connectivity through coordinated, universal messaging. Uniform signage is also helpful in pointing out significant features along the trail and can make the experience more enjoyable and informative for the user. Furthermore, signage can encourage users to access local communities by providing detailed information about mileage, attractions, and businesses surrounding the trail that might otherwise be unknown to the user.\(^6\) As noted previously, signage additions are relatively inexpensive compared to other costs associated with trail development but can improve the overall user experience by providing significant information.

*Recommendation: Implement a standardized hierarchy of trail signage to mark locations along the trail and promote wayfinding.*

Different types of signage should be provided along the Cross Florida Greenway Paved Trail in an effort to better inform users about their location, and distance proximity to notable destinations along the trail, such as trailheads, parks, or cities. This signage would ideally be glommed onto signage throughout the County to supplement existing designs and serve as an added feature for identifying the network. The following trail signage types should be adopted in an effort to provide relevant information and simple wayfinding along the Cross Florida Greenway Paved Trail. Marion County and FDEP should coordinate to implement these signage strategies along the trail. Potential locations along the Cross Florida Greenway for each type of signage are shown below and in Figure 13. Some examples of signage design options are shown in Figures 14, 15 and 16.

<table>
<thead>
<tr>
<th>Signage Type</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Decision Signage</td>
<td>Located at popular starting locations along the trail to educate users on how far other destinations are from their location, as well as on designated bicycle facilities and streets in Marion County to promote awareness of connectivity among users</td>
</tr>
<tr>
<td>Directional Signage</td>
<td>Located within each destination area to direct users a more specific location</td>
</tr>
<tr>
<td>Marker Post</td>
<td>Located periodically along the trail system to inform users how far the next major destination is while using the trail</td>
</tr>
</tbody>
</table>

\(^6\) [https://www.railstotrails.org/build-trails/trail-building-toolbox/design/signage-and-surface-markings/](https://www.railstotrails.org/build-trails/trail-building-toolbox/design/signage-and-surface-markings/)
**Regional Trails Facilities Plan**

*Recommendation: Develop specific branding for trail signage and glomming that is universally recognizable and coordinated with signage throughout Marion County.*

In providing signage along the Cross Florida Greenway Paved Trail, it is recommended that the County work with key stakeholders to decide upon a universal color scheme and brand for this signage. All recommended signage in this plan should be created using this agreed upon branding and should incorporate input from cities including Dunnellon, Belleview, and Ocala. This is critical in representing a united, connected trail system throughout Marion County. This recommendation should be completed by Marion County to ensure a uniform system that is used throughout the region.

*Recommendation: Develop a Signage Master Plan to determine specific requirements and locations for specific types of signage.*

In order to tie the hierarchy of trail signage and the branding components together, a Marion County specific Master Plan related to signage and wayfinding is recommended. This Master Plan will help determine the design for a number of tools that will improve wayfinding in the County, including signage, maps, brochures, gateways, and websites. These materials will enhance public awareness about the trail and other amenities that the County has to offer. The Master Plan should be pursued in coordination with Marion County, the Ocala-Marion County TPO and the Visitors and Convention Bureau. A Signage Master Plan also offers the opportunity for local storytelling through interpretation. This provides visitors with a better understanding of the local flavor of the different communities throughout Marion County, and can offer a valuable resource for providing information to both local school groups and the general public. This type of signage would include wayside exhibits and interpretive panels.
FIGURE 13. TRAIL DESIGN STANDARDS

Legend
- Decision Sign
- Directional Sign
- Marker Post
- Existing Trailheads
- Existing Trail
- Proposed Trail

Types of Trail Signage

1. **Decision Sign** – Located at popular starting locations along the trail to educate users on how far other destinations are from their location.

2. **Directional Sign** – Located within each destination area to direct users to a more specific location (e.g., Fort King National Historic Park in Ocala).

3. **Marker Post** – Located periodically along the trail system to inform users how far the next major destination is while using the trail.

Mileage Marker Sign

Signs placed along trail to indicate location and progress along trail

Figure 14. Mileage Marker Sign
**Regional Trails Facilities Plan**

**Figure 15. Directional Signs**

**Trail Directional Sign**
Guides cyclist along trail through more developed areas

**Combined Trail Directional Sign**
Sign is attached to existing sign to reduce signage clutter
Figure 16. Decision Sign

Trailhead Decision Sign
Placed at the trailhead or major trail intersections
Next Steps

Marion County has made significant progress in recent years including multi-modal facilities and creating paved multi-use paths for the public to enjoy as well as boost ecotourism opportunities. The Cross Florida Greenway currently offers trail users several opportunities related to recreation, exercise and alternative travel modes. It also has facilitated the conversation regarding the economic benefits of multi-use trails and how best to connect economic centers within the county to offer people access to businesses, restaurants and lodging. As Marion County and the Cross Florida Greenway become more popular due to these facilities, it is imperative that the momentum continue.

Projects

The recommendations made in this plan regarding projects should be considered for inclusion and adoption by the County and the cities of Dunnellon, Belleview, McIntosh, and Ocala in all future iterations of multi-modal focused plans, including the Bicycle and Pedestrian Master Plan, relevant sections of Comprehensive Plans and the 2045 Long Range Transportation Plan (LRTP). They should also be considered in the project design phase for currently committed and planned projects as a means of uniting existing facilities and continuing to provide a connected and cohesive trail system within Marion County.

Safety

The recommendations in this plan related to safety should be considered and implemented wherever appropriate. Addressing conflict points and providing well-thought out and thorough information on signage is critical in improving user experience and accommodating different user types. FDEP has already done an excellent job providing safety amenities such as mirrors and appropriate signage for crossings, and should continue to provide this as the trail continues to be expanded.

Trail Design Standards

Signage opportunities, facility improvements and trailhead and shelter classification provide opportunities that will improve user experience. Adopting trailhead classes and continuing to designate trailheads and shelters by what amenities they provide will ensure that users have access to those amenities regardless of where they are located on the trail. Providing cohesive signage that can be seen throughout the County will also improve wayfinding and offers an element of economic development in letting trail users know where businesses are located. These classifications can also aid in public awareness through mapping, informational brochures, and informational websites which can be outlines more thoroughly in a signage and wayfinding master plan for the County.

In moving forward with these recommendations, Marion County will continue to provide more bicycle facilities and ensure the benefits associated with the Cross Florida Greenway paved trail as the foundation of the Heart of Florida Loop.
Appendix A: Public Involvement
The following stakeholders were interviewed for the development of this plan:

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sandi McKamey and Bruce Phillips</td>
<td>City of Belleview</td>
<td>11/8/18</td>
</tr>
<tr>
<td>Doug and Michelle Shearer</td>
<td>Shady Greenway Society/Equestrian Rep.</td>
<td>11/8/18</td>
</tr>
<tr>
<td>Mickey Thomason</td>
<td>FDEP</td>
<td>11/8/18</td>
</tr>
<tr>
<td>Jim Couillard</td>
<td>Marion County Parks &amp; Recreation Dept.</td>
<td>11/8/18</td>
</tr>
<tr>
<td>Loretta Shaffer</td>
<td>Visitors &amp; Convention Bureau</td>
<td>11/8/18</td>
</tr>
<tr>
<td>Julie Johnson</td>
<td>City of Ocala Parks &amp; Recreation Dept.</td>
<td>11/8/18</td>
</tr>
<tr>
<td>Beth Nelson</td>
<td>Town of McIntosh</td>
<td>11/12/18</td>
</tr>
<tr>
<td>County Growth Services</td>
<td>TDC Visioning Meeting</td>
<td></td>
</tr>
</tbody>
</table>

**Bike Shops**

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brick City Bicycles</td>
<td></td>
<td>11/7/18</td>
</tr>
<tr>
<td>Blue Run Bike &amp; Kayak</td>
<td></td>
<td>11/7/18</td>
</tr>
<tr>
<td>Santos Trailhead Bike Shop</td>
<td></td>
<td>11/7/18</td>
</tr>
<tr>
<td>Greenway Bicycles</td>
<td></td>
<td>11/7/18</td>
</tr>
<tr>
<td>Ocala Bike Center (Trek)</td>
<td></td>
<td>11/7/18</td>
</tr>
<tr>
<td>Top Gear Bicycles</td>
<td></td>
<td>11/7/18</td>
</tr>
</tbody>
</table>

The following individuals reviewed the draft plan and were consulted on project consistency:

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elton Holland</td>
<td>Marion County Design Engineer</td>
<td>8/16/19</td>
</tr>
<tr>
<td>Ken Odom</td>
<td>Marion County Growth Management</td>
<td>8/16/19</td>
</tr>
<tr>
<td>Mickey Thomason</td>
<td>FDEP</td>
<td>8/16/19</td>
</tr>
<tr>
<td>Jim Couillard</td>
<td>Marion County Parks &amp; Recreation Dept.</td>
<td>8/16/19</td>
</tr>
<tr>
<td>Pete Lee</td>
<td>City of Ocala Growth Management</td>
<td>8/16/19</td>
</tr>
</tbody>
</table>
**Multi-Use Bike Trails in Ocala & Marion County**

**PUBLIC WORKSHOP**

*Come out and provide input on the future of this unique trail system!*

<table>
<thead>
<tr>
<th>Date</th>
<th>Thursday, April 25th, 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>Ocala Police Department</td>
</tr>
<tr>
<td></td>
<td>402 South Pine Avenue Ocala</td>
</tr>
<tr>
<td></td>
<td>Ocala, Florida 34471</td>
</tr>
<tr>
<td>Time</td>
<td>5:30 p.m. to 7:00 p.m.</td>
</tr>
</tbody>
</table>

**Project Purpose**

The Ocala/Marion County TPO is developing a world class multi-use trail system for its citizens that will provide transportation options, recreational opportunities, and economic development for generations to come. This project will result in guidance that will clearly establish how all subsequent multi-use trails will be built and implemented in the future.

**Contact Information:** Please contact either Kate Widness (Katelyn.Widness@Kimley-Horn.com) or Derrick Harris (DHarris@OcalaFL.org) with any questions.

*Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, income, or family status.*
The Ocala/ Marion County Transportation Planning Organization Complies with Various Non-Discrimination Laws and Regulations including Title VI of the Civil Rights Act of 1964

Public Participation is solicited without regard to race, color, national origin, age, sex, religion, disability, income, or family status.

Persons wishing to express concerns about Title VI may do so by contacting:

Ocala/ Marion TPO
201 SE 3rd St. | Ocala, Florida 34471
352 629 8297 | tpo@ocalamariontpo.org
SR 200 South of CR 484

- Currently in the design phase with anticipated construction in 2023
- Underpass will be constructed at Ross Prairie Trailhead to accommodate future trail alignment and crossings
Safety Recommendations for Multiple User Type Crossings

**Ross Prairie Trailhead**
Recommendations:
- Informational signage on trail etiquette for multiple user types

**Pruitt Trailhead**
Currently, Pruitt Trailhead is primarily an equestrian trailhead, but as the proposed trail becomes constructed in the future, the trailhead may be utilized by other user types.
Recommendations:
- Informational signage on trail etiquette for multiple user types

**Trail Etiquette Signage**
- Bicyclists yield to all other user types at crossings
- Follow all trail safety signage
- Communicate effectively with other trail users, making obstacles that may be ahead known, and let others know about your needs (or your horses) as a specific type of user
  - Bells on bicycles
  - Be courteous and respectful
- Anticipate encounters with other user types and be prepared to respond appropriately

(Handout from Horse Council BC, with information from Trail Users Code of Ethics published by the Outdoor Recreation Council of BC)
Pedestrian crossing needed from Santos Trailhead to North side of SE 80th St. This will likely benefit the future paved trail that is proposed in this area.
Landbridge Trailhead

Significant area where bicyclists and equestrians frequently cross paths due to location of the Florida Horse Park

Recommendations:
• Informational signage on trail etiquette for multiple user types
• Maps with routes for all user types
• Emergency Information

Santos Trailhead

Recommendations:
• Informational signage on trail etiquette for multiple user types
• Maps with routes for all user types
• Emergency Information
• Additional “Decision Signage”

Trail Etiquette Signage
• Bicyclists yield to all other user types at crossings
• Follow all trail safety signage
• Communicate effectively with other trail users, making obstacles that may be ahead known, and let others know about your needs (or your horses) as a specific type of user
  • Bells on bicycles
  • Be courteous and respectful
  • Anticipate encounters with other user types and be prepared to respond appropriately

(Handout from Horse Council BC, with information from Trail Users Code of Ethics published by the Outdoor Recreation Council of BC)
As the proposed trail continues to be designed and constructed, appropriate crossings should be placed at intersections with roadways including:

- Underpasses
- Stop signs as appropriate
- Possible Rectangular Rapid Flashing Beacon (RRFB) or signalized intersection based on roadway conditions
- Approach signage for trail users

**Existing Underpass on 464**
A fully constructed and cleared underpass exists, but is not currently in use. It will provide a safe crossing under 464 to connect future paved trails.

**SR 35 to connect to Silver Springs State Park**
Proposed trail crossing to connect downtown trail to Silver Springs State Park.

**Legend**
- Paved Trails and Bicycle Facilities
- Proposed Trail
- Railroads
- Existing Trailhead
- Bridge
- Campground
- Crossing
- Land Bridge
- Underpass
- Planned Underpass

As the proposed trail continues to be designed and constructed, appropriate crossings should be placed at intersections with roadways including:

- Underpasses
- Stop signs as appropriate
- Possible Rectangular Rapid Flashing Beacon (RRFB) or signalized intersection based on roadway conditions
- Approach signage for trail users
With the future Cross Florida Greenway paved trail proposed near this area, Baseline Trailhead may see a higher demand for current facilities and upgrades to signage may be necessary.

**Trail Etiquette Signage**
- Bicyclists yield to all other user types at crossings
- Follow all trail safety signage
- Communicate effectively with other trail users, making obstacles that may be ahead known, and let others know about your needs (or your horses) as a specific type of user
  - Bells on bicycles
- Be courteous and respectful
- Anticipate encounters with other user types and be prepared to respond appropriately

(Handout from Horse Council BC, with information from Trail Users Code of Ethics published by the Outdoor Recreation Council of BC)
Types of Trail Signage

**Decision Sign** – Located at popular starting locations along the trail to educate users on how far other destinations are from their location.

**Directional Sign** – Located within each destination area to direct users to a more specific location (e.g. Fort King National Historic Park in Ocala).

**Marker Post** – Located periodically along the trail system to inform users how far the next major destination is while using the trail.

---

**Trailhead Classes**

<table>
<thead>
<tr>
<th>Class 1</th>
<th>Class 2</th>
<th>Class 3</th>
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<tbody>
<tr>
<td>Major access points for trails</td>
<td>Minor access points for trails</td>
<td>Rest area/weather refuge</td>
</tr>
<tr>
<td>Parking for all user types including designated parking for persons with disabilities and equestrian vehicles, loading and unloading areas, restrooms, water, shelter areas, signage, trash cans, motorized wheelchair recharge stations, bicycle repair stations, trail etiquette signage, maps</td>
<td>Minor parking areas, designated parking for persons with disabilities, restrooms, trash cans, water, minimal signage, motorized wheelchair recharge stations</td>
<td>Stand-alone rest area/shelter, trash can, water, bench</td>
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**Approximate Distance**

- Located approximately every 10 miles along a trail system or at logical termini
- Located approximately every 5 to 10 miles along a trail system
- Located approximately every 1 to 3 miles along a trail system

---

*All facilities will be developed according to current applicable standards with the goal of providing universal accessibility.*
Projects I want completed first

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<th>Proposed</th>
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<td>SR 326 (From .03 miles east of NW 11th Ave. to SR 40)</td>
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Cross Florida Greenway Connector Projects

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Let us know which projects should get completed first!
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<th>PHONE</th>
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<tr>
<td>Doug Shearer</td>
<td>Greenway Equestrians</td>
<td><a href="mailto:dcshearer29@gmail.com">dcshearer29@gmail.com</a></td>
<td>352-816-2393</td>
<td>34480</td>
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<tr>
<td>Ken Weyrauch</td>
<td>Marion County Growth Ser.</td>
<td><a href="mailto:kenneth.weyrauch@marioncountyfl.org">kenneth.weyrauch@marioncountyfl.org</a></td>
<td>352-438-2677</td>
<td>34470</td>
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<tr>
<td>Donald R. Morgan</td>
<td>FL DEP, OGT</td>
<td><a href="mailto:donald.morgan@floridae.dep.gov">donald.morgan@floridae.dep.gov</a></td>
<td>850-245-3120</td>
<td>32312</td>
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<td>Ken Odom</td>
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<td><a href="mailto:kenneth.odom@marioncountyfl.gov">kenneth.odom@marioncountyfl.gov</a></td>
<td>352-438-2677</td>
<td>34471</td>
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<tr>
<td>Tracy Strang</td>
<td>MCBECE</td>
<td><a href="mailto:tracy.strang@marioncountyfl.org">tracy.strang@marioncountyfl.org</a></td>
<td>352-671-8481</td>
<td>34471</td>
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<tr>
<td>Michelle Shearer</td>
<td>Greenway Equestrians</td>
<td><a href="mailto:seahorse22232@gmail.com">seahorse22232@gmail.com</a></td>
<td>817-0182</td>
<td>34480</td>
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</table>
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability.

Please take a moment to provide your thoughts:

Public Comment Form

Regional Trail Corridor and Supportive Facilities Plan

Kimley-Horn
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability.
Appendix B: Census Data
APPENDIX FIGURE 1. TOTAL POPULATION BY CENSUS BLOCK GROUP, 2017

Marion County Total Population by Census Block Group, 2017

Legend
Total Population by Block Group, 2017
0 - 1032
>1032 - 1618
>1618 - 2066
>2066 - 4839
>4839 - 7303

Data Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates
APPENDIX FIGURE 2. POPULATION LIVING BELOW POVERTY LINE – ALL FAMILIES BY CENSUS TRACT (AMERICAN COMMUNITY SURVEY 5 YEAR ESTIMATES, 2017)
APPENDIX FIGURE 3. HOUSEHOLDS WITH NO VEHICLE AVAILABLE BY CENSUS TRACT (AMERICAN COMMUNITY SURVEY 5 YEAR ESTIMATES, 2017)
APPENDIX FIGURE 4. PERCENT OF POPULATION OVER 65 YEARS OLD BY CENSUS TRACT (AMERICAN COMMUNITY SURVEY 5 YEAR ESTIMATES, 2017)
October 1, 2019

TO: CAC Members

FROM: Rob Balmes, Director

RE: Draft Fiscal Year 2019/2020 – 2023/2024 “Roll-Forward” Transportation Improvement Program

When the TPO’s Transportation Improvement Program (TIP) and Florida Department of Transportation (FDOT) Work Program become adopted on July 1st, there are cases in which some projects were not yet authorized. These projects, in addition to funding changes within other projects, “roll forward” automatically into the Work Program, but not in the TPO’s TIP. Therefore, there is a need each year to reconcile the two documents.

Please find attached a draft ‘Roll-Forward’ Fiscal Year (FY) 2019/2020 – 2023/2024 list for your review. The following highlights the most notable project-specific changes, including funding:

4261791: Silver Springs State Park Pedestrian Bridges – Add $409K Survey, Consultant
4302521: ITS Countywide – Add $1.13M
4306431: I-75: N/O SR 500/US 27 to Alachua Co – Add $221.3K, Resurfacing
4336521: US 441: SR 40 to Broadway Traffic Operations – Reduce $188K project costs
4354861: Silver Springs Trail, SE 64th to Silver Spgs St. Park – NEW - $4.5M (FY ’24/25)
4356592: SR 200 @ I-75 E & W Add turn lanes – NEW $416K (FY ‘19/20)
4367561: Dntown Ocala Trail to Silver Spgs St. Park – Moved PE $253K ’19/20 to ‘24/25
4373441: SR 200: SW 60th to SW 38th – NEW $783K, Resurface
4375962: SR 50: NW 27th to SW 7th Sidewalk – NEW $1.28M Tied to SR 40 Turn Lanes
4385621: I-75 Rest Area Marion County – Reduce $20.3M CST
4392381: US 441: SR 25 to SR 200 – Reduce $2.2M, Resurface
4431701: I-75: Sumter Co. to SR 200 – Reduce $2.7M, Resurface

TPO staff is requesting approval of all projects and their associated tables within the draft ‘Roll-Forward’ TIP document. If you have any questions regarding the TIP or any of the ‘Roll Forward’ projects, please contact me at 438-2631.
FY 2019/20 to 2023/24 "Roll Forward" Transportation Improvement Program
## Highway Projects

### Project 1: SR 35 / BRI / AVENUE BYPASS FROM US 27 / 441 TO SR 35
- **County:** Marion
- **Project Length:** 0.001 MI
- **Type of Work:** New Road Construction
- **Lanes Existing/Improved/Added:** 0/0/0

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### Project 2: SR 500 (US 27) FROM CR 225 TO 500' WEST OF NW 95TH AVE
- **County:** Marion
- **Project Length:** 0.682 MI
- **Type of Work:** Drainage Improvements
- **Lanes Existing/Improved/Added:** 4/0/0

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### Project 3: SR 46 FROM CR 32A TO SW 40TH AVE (CR 35A)
- **County:** Marion
- **Project Length:** 4.053 MI
- **Type of Work:** Amb Lanes & Municipal Construct
- **Lanes Existing/Improved/Added:** 3/2/2

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### General Notes
- **Date Run:** 07/05/2019
- **Time Run:** 07:31:35
- **Report:** Ocala-Marion TPO
### Florida Department of Transportation

**Office of Work Program**

**MPD ROJ: FORWARD REPORT**

**Highways**

---

**Item Number:** 410674.2

**Project Description:** SR 40 from End of 4 Lanes to Rast of CR 314

**County:** Marion

**Project Length:** 5.377 MI

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<th>Engineering/Responsible Agency</th>
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**Phase:** Right of Way/Responsible Agency: Managed By FDOT

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**Phase:** Construction/Responsible Agency: Managed By FDOT

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**Phase:** Environmental/Responsible Agency: Managed By FDOT

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**Total:** 140,674

**Total Project:** 140,674

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**Item Number:** 416220.1

**Project Description:** SR 326 from W of CR 35 to E of CR 35

**County:** Marion

**Project Length:** 200 MI

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**Phase:** Construction/Responsible Agency: Managed By FDOT

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**Total:** 424,568

**Total Project:** 424,568
### Project Description: SR 45 (US 41) from SW 108TH Place to SR 40

**Type of Work:** Resurfacing

| Lanes Exist/Improved/Added: | 4/4 |

#### Phases

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### Project Description: SR 26/500 US 441 South of CR 475

**Type of Work:** Landscaping

| Lanes Exist/Improved/Added: | 4/0 |

#### Phases

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### Project Description: SR 35 N of SE 96TH Place Rd to S of Juniper Rd

**Type of Work:** Resurfacing

| Lanes Exist/Improved/Add'l: | 2/2 |

#### Phases

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### Project Description: I-75 (SR 93) from North of US 27 to Alachua County Line

**Type of Work:** ITS Communication System

| Lanes Exist/Improved/Add'l: | 6/0 |

#### Phases

**Preliminary Engineering**

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**Note:** All dates and numbers are hypothetical and for demonstration purposes only.
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| ITEM NUMBER | 429363 1 |
| DISTRICT 05 | PROJECT DESCRIPTION: SR 40 OVER OKALANDA RIVER |
| ROADWAY ID: 36080000 | COUNTY: MARION |
| PROJECT LENGTH: .517MI |

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| ITEM NUMBER | 429582 1 |
| DISTRICT 05 | PROJECT DESCRIPTION: I-75 INTERCHANGE AT SW 95TH ST & SW 95TH ST FROM 49TH AVE TO CR 475A |
| ROADWAY ID: 36210000 | COUNTY: MARION |
| PROJECT LENGTH: 1.290MI |

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| ITEM NUMBER | 430643 1 |
| DISTRICT 05 | PROJECT DESCRIPTION: I-75 (SR 93) N OF SR 500/US27 INTERCHANGE TO ALACHUA CO LINE |
| ROADWAY ID: 36210000 | COUNTY: MARION |
| PROJECT LENGTH: 19,800FT |

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### FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPD ROLE FORWARD REPORT

**HIGHWAYS**

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#### ITEM NUMBER: 431668 1
**DISTRICT:** 05
**ROADWAY ID:** 16010000
**PROJECT DESCRIPTION:** US 441 @ SR 464
**COUNTRY:** MARION
**PROJECT LENGTH:** .433MI
**TYPE OF WORK:** TRAFFIC ORS IMPROVEMENT
**LANES EXIST/IMPROVED/ADDED:** 6/0/0

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#### ITEM NUMBER: 434408 1
**DISTRICT:** 05
**ROADWAY ID:** 16080000
**PROJECT DESCRIPTION:** SR 48 FORT BROOKS RD FROM E OF NE 10TH ST RD TO E OF NE 145TH AVE RD
**COUNTRY:** MARION
**PROJECT LENGTH:** .840MI
**TYPE OF WORK:** RESURFACING
**LANES EXIST/IMPROVED/ADDED:** 2/3/0

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#### ITEM NUMBER: 435492 2
**DISTRICT:** 05
**ROADWAY ID:** 36110000
**PROJECT DESCRIPTION:** SR 40 INTERSECTION IMPROVEMENTS AT MARTIN LUTHER KING BLVD.
**COUNTRY:** MARION
**PROJECT LENGTH:** .114MI
**TYPE OF WORK:** INTERSECTION IMPROVEMENT
**LANES EXIST/IMPROVED/ADDED:** 4/0/0

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### Item Number: 436186 3
**Project Description:** SW 80th Avenue from SW 90th Street to SW 38th Street  
**Location:** Marion County  
**Length:** 3.780 miles  
**Type of Work:** Resurfacing  
**Lanes Exist/Improved/Added:** 2/2/0

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<th>All Years</th>
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</table>
| Phases:  
| Construction / Responsible Agency: Managed by FDOT  
| SL | 68 | 33 | 0 | 0 | 0 | 0 | 0 | 101 |
| Construction / Responsible Agency: Managed by Marion County Engineering Dept.  
| LF | 33,984 | 0 | 0 | 0 | 0 | 0 | 0 | 23,984 |
| SL | 1,354,307 | 0 | 0 | 0 | 0 | 0 | 0 | 1,354,307 |
| **Total 436186** | **1,378,359** | **33** | **0** | **0** | **0** | **0** | **0** | **1,378,359** |

### Item Number: 418329 3
**Project Description:** Natural Disaster Marion Off State on FED Emergency Sign Repair  
**Location:** Marion County  
**Length:** 0.00 miles  
**Type of Work:** Emergency Operations  
**Lanes Exist/Improved/Added:** 0/0/0

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<th>2024</th>
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| Phases:  
| Miscellaneous / Responsible Agency: Managed by FDOT  
| D | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 101 |
| **Total 438329** | **0** | **101** | **0** | **0** | **0** | **0** | **0** | **101** |

### Item Number: 418329 4
**Project Description:** Natural Disaster Marion Off State Off FED Emergency Sign Repair  
**Location:** Marion County  
**Length:** 0.00 miles  
**Type of Work:** Emergency Operations  
**Lanes Exist/Improved/Added:** 0/0/0

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| Phases:  
| Miscellaneous / Responsible Agency: Managed by FDOT  
| D | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 101 |
| **Total 438329** | **0** | **101** | **0** | **0** | **0** | **0** | **0** | **101** |

### Item Number: 418329 5
**Project Description:** Natural Disaster Marion Interstate Emergency Sign Repair  
**Location:** Marion County  
**Length:** 0.00 miles  
**Type of Work:** Emergency Operations  
**Lanes Exist/Improved/Added:** 0/0/0

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<th>All Years</th>
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</table>
| Phases:  
| Miscellaneous / Responsible Agency: Managed by FDOT  
| D | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 101 |
| **Total 438329** | **0** | **101** | **0** | **0** | **0** | **0** | **0** | **101** |
### Item Number: 439238 1
**District:** 05  
**Roadway ID:** 36010000

**Project Description:** SR 24/500/US441/ FROM SR 35/SR BASIL/IN RD TO SR 200/SW 10TH STREET  
**County:** Marion  
**Project Length:** 10.612 MI  
**Type of Work:** Resurfacing  
**Lanes Exist/Improved/Added:** 6/6/0

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</table>
| **Phase:** Preliminary Engineering / Responsible Agency: Managed by DOT  
**DDR** | 2,241,110 | 0 | 0 | 0 | 0 | 0 | 0 | 2,241,110 |
| **DIH** | 83,742 | 6,119 | 0 | 0 | 0 | 0 | 0 | 89,861 |
| **DI** | 464,133 | 118,225 | 0 | 0 | 0 | 0 | 0 | 582,358 |
| **Phase:** Right of Way / Responsible Agency: Managed by DOT  
**DDR** | 6,008 | 229,000 | 0 | 0 | 0 | 0 | 0 | 235,000 |
| **DIH** | 865 | 9,135 | 0 | 0 | 0 | 0 | 0 | 10,000 |
| **Phase:** Railroad & Utilities / Responsible Agency: Managed by DOT  
**DDR** | 30,000 | 0 | 0 | 0 | 0 | 0 | 0 | 30,000 |

**Total Project:** 2,325,850  
**Extra:** 24,527,142  
**Extra Total:** 24,527,142  

### Item Number: 439887 2
**District:** 05  
**Roadway ID:** 36004000

**Project Description:** Marion County Pedestrian Lighting Bundle A  
**County:** Marion  
**Project Length:** 1.234 MI  
**Type of Work:** Lighting  
**Lanes Exist/Improved/Added:** 4/0/0

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<th>GREATER THAN 2024</th>
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</table>
| **Phase:** Construction / Responsible Agency: Managed by Duke Energy  
**ACRR** | 0 | 165,000 | 0 | 0 | 0 | 0 | 0 | 165,000 |
| **TOTAL 439887 2** | 0 | 165,000 | 0 | 0 | 0 | 0 | 0 | 165,000 |
| **TOTAL PROJECT** | 0 | 165,000 | 0 | 0 | 0 | 0 | 0 | 165,000 |
| **TOTAL DIST: 05** | 72,733,466 | 30,646,971 | 2,714,000 | 253,364 | 0 | 0 | 185,303,402 | 291,651,203 |
| **TOTAL HIGHWAYS** | 72,733,466 | 30,646,971 | 2,714,000 | 253,364 | 0 | 0 | 185,303,402 | 291,651,203 |
**PROJECT DESCRIPTION:** MARION PRIMARY IN-HOUSER  
**COUNTY:** MARION  
**PROJECT LENGTH:** .000  
**TYPE OF WORK:** ROUTINE MAINTENANCE  
**LANES EXIST/IMPROVED/ADDED:** 0/0/0  

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### FLORIDA DEPARTMENT OF TRANSPORTATION
**OFFICE OF WORK PROGRAM**
**MPG ROLLFORWARD REPORT**

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**TYPE OF WORK: AVIATION REVENUE/OPERATIONAL**
**LANES EXIST/IMPROVED/ADDED: 0/0/0**

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### RAIL

**ITEM NUMBER:** 431798 3  
**DISTRICT:** 05  
**ROADWAY ID:** 36000042

**PROJECT DESCRIPTION:** NR 34TH AVENUE FROM NR 26TH PLACE TO NORTH OF NR 25TH STREET  
**COUNTY:** Marion  
**PROJECT LENGTH:** .350 MI

**TYPE OF WORK:** RAIL CAPACITY PROJECT  
**LANES EXIST/IMPROVED/ADDED:** 2/0/0

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**PHASE:**  
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**PHASE:**  
**RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY PBT**

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**TOTAL 431798 3**  
**TOTAL PROJECT:** 59,758  
**TOTAL DIST: 05** 59,758  
**TOTAL RAIL:** 59,758
### Item Number: 427188 1
**Project Description:** SUNTRAN/OCALA/MARION /URBAN CAPITAL/F13RD ROUT RS/FTA SECTION 5307-200
**Type of Work:** Capital for Fixed Route
**County:** Marion
**Project Length:** 0.000
**Phased (Capital / Responsible Agency):** Managed by Ocala

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### Item Number: 427188 2
**Project Description:** SUNTRAN/OCALA/MARION URBAN CAPITAL/FIXED ROUTE FTA SECTION 5307-2009
**Type of Work:** Capital for Fixed Route
**County:** Marion
**Project Length:** 0.000
**Phased (Capital / Responsible Agency):** Managed by Ocala

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### Item Number: 433304 1
**Project Description:** MARION-BLOCK GRANT OPERATING ASSIST FOR FIX D ROUTE SERVICE SFC 5307
**Type of Work:** Operating for Fixed Route
**County:** Marion
**Project Length:** 0.000
**Phased (Operations / Responsible Agency):** Managed by Ocala

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### Item Number: 445377 1
**Project Description:** MARION OCALA SECTION 5339 SMALL URBAN CAPTIAL
**Type of Work:** Capital for Fixed Route
**County:** Marion
**Project Length:** 0.000
**Phased (Capital / Responsible Agency):** Managed by Ocala

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### Florida Department of Transportation
**Office of Work Program**

**MPO Roll Forward Report**

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**Miscellaneous**

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**Item Number: 430252 1**

**Project Description:** Ocala ITS Countywide Marion County

**County:** Marion

**Project Length:** 0.00

**Type of Work:** ITS Communication System

**Lanes Exist/Improved/Added:** 0/0/0

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**Item Number: 438128 1**

**Project Description:** Natural Disaster Marion Countywide - Tropical Storm Hermine

**Type of Work:** Emergency Operations

**Lanes Exist/Improved/Added:** 0/0/0

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**Item Number: 438329 1**

**Project Description:** Natural Disaster Marion Countywide Emergency Sign Repair

**Type of Work:** Emergency Operations

**Lanes Exist/Improved/Added:** 0/0/0

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**Total Miscellaneous**

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| Grand Total | 144,028,086 | 59,067,474 | 9,171,632 | 6,515,790 | 4,915,349 | 4,958,468 | 185,303,002 | 413,964,803 |
October 1, 2019

TO: CAC Members

FROM: Derrick Harris, TPO Assistant Director

RE: Bylaws DRAFT

TPO staff has revised the Bylaws based on discussion with CAC members from the preliminary DRAFT review at our September meeting. The version contained herein should reflect the intent, and spirit of the comments made.

If you have any questions prior to the upcoming meeting, please contact our office at (352) 438-2632.
Bylaws of the Citizen Advisory Committee (CAC)

Purpose

- The purpose of the CAC is to offer a citizen’s perspective on transportation related documents, issues, and plans of the TPO. The citizen’s perspective is crucial to the TPO’s successful implementation of the local communities’ goals and objectives, as well as meeting state and federal requirements.

Membership

- The CAC shall include local citizens involved with a variety of different interest and advocacy groups, including those from the following organizations:
  - A minimum of six (6) members and a maximum of nine (9) members at-large, with preferred representation from the following types of organizations and associations:
    - One (1) representative from any trail/equine groups/associations
    - Environmental and/or Conservation groups/associations
    - Cycling and/or Trails advocacy group/associations
    - One (1) representative from any prings/environmental advocacy group/association
    - One (1) representative from the Governor’s West Ocala Neighborhood Revitalization Council or other neighborhood groups/associations
    - One (1) representative from any Business community groups/associations group
    - An equine group/association
    - One (1) representative from the Transportation disadvantaged community
  - Six (6) members that are residents of the jurisdictions of the TPO area:
    - One (1) representative from the City of Belleview
    - One (1) representative from the City of Dunnellon
    - Two (2) representatives from the City of Ocala
    - Two (2) representatives from Marion County
- An emphasis of diversity will be taken to ensure broad socioeconomic, racial, ethnic and geographic representation. This includes an emphasis on minority participation as part of the total membership makeup.
- Ocala Marion TPO will provide staff support for the meetings
Appointment & Terms of Office

- Each member shall have written consent from the jurisdiction, group or association in which they represent. All members can elect to have an alternate if desired. In this case, the alternate must also have written consent from the jurisdiction, group or association in which they represent as the alternate. Alternate members may only vote in the absence of the official member.
- Membership shall be for a two-year period with an opportunity to be reappointed for additional term(s).
- The TPO Board will review and approve all membership nominations.

Officers and Duties

- At the last regular meeting for the calendar year, the CAC shall elect a chairperson and a vice-chairperson.
- Officers will be elected by a majority (based on the minimum) of the voting members present. The term shall be for one (1) calendar year. An officer may be re-elected, but may not serve more than two (2) consecutive terms.
- The chairperson shall preside at all meetings. In the event of their absence or at their direction, the vice-chairperson shall assume the powers and duties of the chairperson.
- In the event of the permanent incapacitation of the chairperson or vice-chairperson of the CAC, a new officer will be elected from the membership at the next scheduled meeting.

Meetings

- Regular meetings of the CAC shall be held at least quarterly. At the last regular meeting of each year, the CAC will approve the following year’s meeting schedule. Regular meeting dates and times may be changed by the chairperson or vice-chairperson to accommodate special circumstances such as holidays.
- Roberts Rules of Order shall be used as a guideline to conduct all meetings.
- A majority of the whole number of voting members of the CAC shall constitute a quorum. A quorum will consist of a majority of the voting members, based on the minimum. No official action shall be taken without quorum.
- In the absence of the chairperson and vice-chairperson, the TPO staff representative will determine whether a quorum is present and in that event will call for election of a temporary chairperson. Upon the arrival of the chairperson, or vice-
chairperson, the temporary chairperson will relinquish the chair upon conclusion of the business immediately before the TPO

Agenda meeting notices and packets will be provided to CAC members and the public at least seven (7) days prior to the regularly scheduled meeting.

TPO staff will record and summarize the minutes for all CAC meetings.

All meetings will be open to the public.

Amendments

These bylaws may be amended by an affirmative vote of two-thirds of the voting members or their designated alternate, provided the proposed amendment has been sent to every member at least seven (7) calendar days before voted on.

Sunshine Law and Public Records Law

The CAC and all proceedings shall be governed by the Florida Sunshine Law, Chapter 286 and Florida Statutes, Chapter 119.
MINUTES

Members Present:

Renee Blaney
Travis Magamoll
Paul Marraffino
Steve Rudnianyn
Robert Sulzer
Clark Yandle

Members Not Present:

Davis Dinkins
Joe London
Richard McGinley
Suzanne Mangram
Michelle Shearer

Others Present:

Derrick Harris
Elizabeth Mitchell
Kristen Woodruff
Item 1. Call to Order and Roll Call

Vice-Chairman Steve Rudnianyn called the meeting to order at 3:00pm. Secretary Shakayla Pullings called the roll and there was a quorum present.

Item 2. Proof of Publication

Secretary Shakayla Pullings stated that the meeting had been published online on the TPO website, the City of Ocala, Belleview, and Dunnellon websites.

Item 3a. List of Priority Projects (LOPP) Ranking

Mr. Harris presented the LOPP Ranking and said that at the May TPO Board Meeting, staff received feedback regarding how to formally proceed with the ranking of the 2019 LOPP. It was determined that an internal interim ranking criteria developed by TPO staff would be used. The ranking criteria developed was grouped into six categories.

First, the ranking criteria looked at whether a project incorporated different modes of transportation into the project or was multimodal. Therefore, if a project incorporated bike lanes, sidewalks, transit options, or offered a new alternative, such as a trail, it received one point for being multimodal.

Second, the ranking criteria looked at Performance Measures. Based on the latest major transportation legislation, the Fixing America’s Surface Transportation (FAST) Act was signed into law on December 4, 2015, which required MPO/TPOs to measure the performance of projects. This was done by measuring projects on safety, system performance, pavement/bridge condition, and transit asset management. Therefore, the LOPP gave weight to any project that met one of the performance measures, and an additional point if the project met two.

Next the ranking criteria looked at where the projects were in their development. For example, if a project was in the Project Development & Environmental (PD&E) stage it received one point, and it received an additional point for each stage the project was in until construction, which would have been four points.

Mr. Harris noted that projects could only qualify for one of the phases, with one to four points possible. Another factor in the ranking criteria was funding availability. The Florida Department of Transportation (FDOT) had mentioned on several occasions, funding was limited.

Therefore, if a project had a lower cost associated with it, or a lower cost was still needed, the project could have received one additional point.
**Item 4a. Comments by FDOT**

Ms. Wyche provided project updates in the meeting packet. There were no questions by committee members.

**Item 5. Comments by TPO Staff**

Mr. Harris said that the TPO Board voted for the TPO to be moved from being hosted by the City of Ocala to being hosted by Marion County starting July 1st and in August the TAC committee would be meeting at a new location more than likely at the County.

Mr. Harris also mentioned that at the last TPO Board meeting it seemed to be consensus with the board to let the City of Ocala run the day to day operations of the SunTran and the attorneys were cleaning up agreements.

Also, a new TPO Director was hired and within the next two months he would be on board.

**Item 6. Comments by CAC Members**

*There were no comments by CAC members.*

**Item 7. Public Comment**

*There was no public comment.*

**Item 8. Adjournment**

Mr. Rudnianyn left at 3:30pm. Mr. Paul Marraffino filled in as Chairman and adjourned the meeting at 3:38pm

Respectfully Submitted By:

Shakayla Pullings, TPO Administrative Assistant
Citizens Advisory Committee (CAC) Meeting
Marion County Growth Services- Conference Room A
2710 E. Silver Springs Blvd., Ocala, FL 34470
September 10, 2019
3:00 PM

MINUTES

Members Present:

Davis Dinkins *(arrived at 3:02pm)*
Travis Magamoll
Paul Marraffino
Suzanne Mangram *(arrived at 3:02pm)*
Steve Rudnianyn
Michelle Shearer

Members Not Present:

Joe London
Richard McGinley
Clark Yandle

Others Present:

Rob Balmes
Derrick Harris
Elizabeth Mitchell
Judy Pizzo, FDOT
Vickie Wyche, FDOT
Item 1. Call to Order and Roll Call

Vice-Chairman Steve Rudnianyn called the meeting to order at 3:00pm. Secretary Shakayla Pullings called the roll. A quorum was not present. At 3:02pm Mr. Dinkins and Ms. Mangram arrived and a quorum was present.

Item 2. Proof of Publication

Secretary Shakayla Pullings stated that the meeting had been published online on the TPO website, the City of Ocala, Belleview, and Dunnellon websites on August 30th, 2019.

Item 3a. Florida Transportation Plan (FTP)

Judy Pizzo with the FDOT gave a slideshow presentation to the TAC on the FTP and said that FDOT was updating the Florida Transportation Plan (FTP) which defined goals, objectives, and strategies for Florida’s transportation system statewide. The FTP was the overarching transportation plan for all of Florida and affected every resident, business, and visitor.

Part of Ms. Pizzo’s presentation was an interactive survey that allowed the committee members to express what they thought would be concerns in there near future concerning modes of transportation and advancing technologies.

Item 4a. Bylaws DRAFT

Mr. Harris presented the Bylaws DRAFT to the CAC and said that TPO staff had recently discovered that bylaws for the Citizens Advisory Committee (CAC) was never established. Therefore, staff had begun the discussion and action of creating bylaws for the committee, by presenting the DRAFT version.

Mr. Harris said the bylaws were merely a DRAFT version and was likely to be discussed over the next couple of meetings with the goal to discuss, revise, and bring back to the committee in October.

The Membership section of the DRAFT Bylaws stated the “The CAC shall include local citizens involved with a variety of different interest and advocacy groups, including those from the following organizations:”

- Six (6) members at-large with representation from the following types of organizations and associations:
  - One (1) representative from any trail/equine groups/associations
  - One (1) representative from any cycling advocacy group/association
  - One (1) representative from any springs/environmental advocacy group/association
Mr. Dinkins said he would refrain from using the word “shall” when it came to the members to be included on the committee. Also, that there were lots of different groups that could represent each category of the committee and it would be difficult to single out one group. There was also concern that some of the representatives listed may disqualify a lot of the current committee members.

Mr. Harris said that staff was looking to get feedback from the committee and that the Bylaws were only a DRAFT.

Ms. Mangram said the language should read that the representation listed was sought but not mandatory.

Ms. Shearer asked if the representatives would be in addition to the committee members already serving or would the committee be made solely on the lists of representatives stated in the DRAFT Bylaws.

Mr. Harris said ideally there would be 12 committee members with 6 members from organizations and associations and another 6 members of the jurisdiction of the TPO area.

There was more committee discussion on the membership recommendations.

Ultimately, Mr. Harris said he would work on the DRAFT Bylaws and bring some revised Bylaws back to the committee at the October meeting.

**Item 4b. Transportation Regional Incentives Program (TRIP) List Update**

Mr. Balmes presented the TRIP List Update and said in August 2019, a decision was made by the TPO/MPO Directors of the six members of the Central Florida MPO Alliance (CFMPOA) to develop a revised Transportation Regional Incentive Program (TRIP) Priority List. Moving forward, the CFMPOA would revise the list on an annual basis. The list would serve as an important resource to identify projects in each respective TPO/MPO area that may be eligible for TRIP funding.
As background, the purpose of TRIP was to encourage partnerships for transportation projects that were regionally significant. TRIP funds were awarded by the Florida Department of Transportation, and were used to match local or regional funds up to 50% of the total project costs.

In essence, TRIP was a matching program to leverage investments in projects with substantial local/regional commitment. A TRIP Fact sheet with further information was provided to the CAC.

TPO staff were proposing to recommend one project to the TPO Board for submission to the CFMPOA for the Ocala/Marion County TPO 2019 TRIP Priority List.

- NW 49th Street Interchange @ I-75 (new interchange)

The project had been the top priority in the TPO’s List of Priority Projects (LOPP) for two consecutive years. The project had significant local matching funds by Marion County, making it eligible for TRIP funding.

TPO staff was requesting the CAC to recommend this project to the TPO Board for their approval and submission to the CFMPOA for inclusion in the 2019 TRIP Priority List.

There was consensus with the committee that that NW 49th Street Interchange @ I-75 was a good recommendation.

**Item 5. Consent Agenda**

*Mr. Marraffino made a motion to approve the Consent Agenda. Mr. Magamoll seconded, and the motion passed unanimously.*

**Item 6. Comments by FDOT**

Ms. Wyche gave a copy of the updated construction report to the CAC.

**Item 7. Comments by TPO Staff**

Mr. Harris gave an update of the Taskforce Kick-Off Meeting in Tampa and said that Taskforce would be holding upcoming meetings for the Northern Turnpike.

Mr. Balmes said he appreciated the support of the logo survey and planned to reveal a final logo to the TPO board at the end of the month.

**Item 8. Comments by CAC Members**

*There were no comments by the CAC members.*
**Item 9. Public Comment**

There was no public comment.

**Item 10. Adjournment**

Vice-Chairman Steve Rudnianyn adjourned the meeting at 3:53pm.

Respectfully Submitted By:

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Shakayla Irby, TPO Administrative Assistant