

This map illustrates the proposed trails and land parcels in the Silver Springs State Park area. The legend identifies the following features:

- Trails:**
 - Downtown Ocala Connector (dashed teal line)
 - Silver Springs State Park Internal Multi-Use Trail (dashed yellow line)
 - Silver Springs Bikeway (dashed red line)
 - Alternate Route (dashed purple line)
 - Lake County Connection (dashed orange line)
 - Cross Florida Greenway Connection (Baseline Trail to Silver Springs Bikeway) (solid green line)
 - Baseline Trail (Existing and Paved) (solid brown line)
- Land Ownership:**
 - WMD Right of Way (yellow fill)
 - Wetlands (green hatched fill)
 - Silver Springs State Park (pink fill)
 - Parcels (light yellow fill)
 - Rayonier Parcels (orange fill)
 - Public Parcels (red outline)
- Other Features:**
 - Streets (thin grey lines)
 - Municipalities (thin grey lines)

Two specific options for a trail connection are highlighted:

- Option 1:** A dashed red line connecting the Silver Springs Bikeway to the Silver Springs State Park Internal Multi-Use Trail.
- Option 2:** A dashed purple line connecting the Silver Springs Bikeway to the Lake County Connection.

The map also shows the location of Old Celery Farm Rd and the Silver Springs State Park boundary.

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Segment 11

Segment 11 presents the Bikeway with a gap in the St. Johns River Water Management District owned lands along the Ocklawaha River. To continue the Bikeway, there are two potential options.

Option 1:

The first option is to continue the Bikeway along the levee on the south side of the Ocklawaha River. The St. Johns River Water Management District has records indicating their ownership of a 125 foot wide strip of land along part of the river as shown on the map. This path appears to be maintained further east; however the St. Johns River Water Management District and Marion County Property Appraiser do not have records of any right of way interests or existing easements along the south side of the river at this location. Updated surveys will be required to determine the exact extent of the private parcels in relation to the river. Currently, this option takes the trail through at least two private parcels. This would require a conservation easement, land transfer, or other acquisition between a public agency and the private property owners to permit construction of the multi-use trail through their property to connect with CR 464C.

Option 2:

The second option is to route the trail south along Old Celery Farm Road and through the Marion County owned parcel to SE 99th Place, connecting to CR 464C. Once at 464C, existing right of way would be sufficient for a multi-use trail along the roadway up to the existing bridge.

At this point, the Bikeway will cross the bridge on the existing wide paved shoulders before heading towards the Moss Bluff North Recreation Area. It is recommended that signage be placed along the entrance road to the Moss Bluff Lock and Dam in order to designate the continuation of the Bikeway. Once at the Moss Bluff North Recreation Area, the Bikeway will be in St. Johns River Water Management District owned land. As such, a multi-use trail can be constructed that continues the Bikeway throughout this portion of St. Johns River Water Management District known as the Sunnyhill Restoration Area Levee Trail.

Location of the Silver Springs Bikeway in Water Management District Property



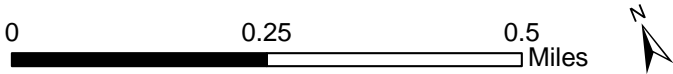
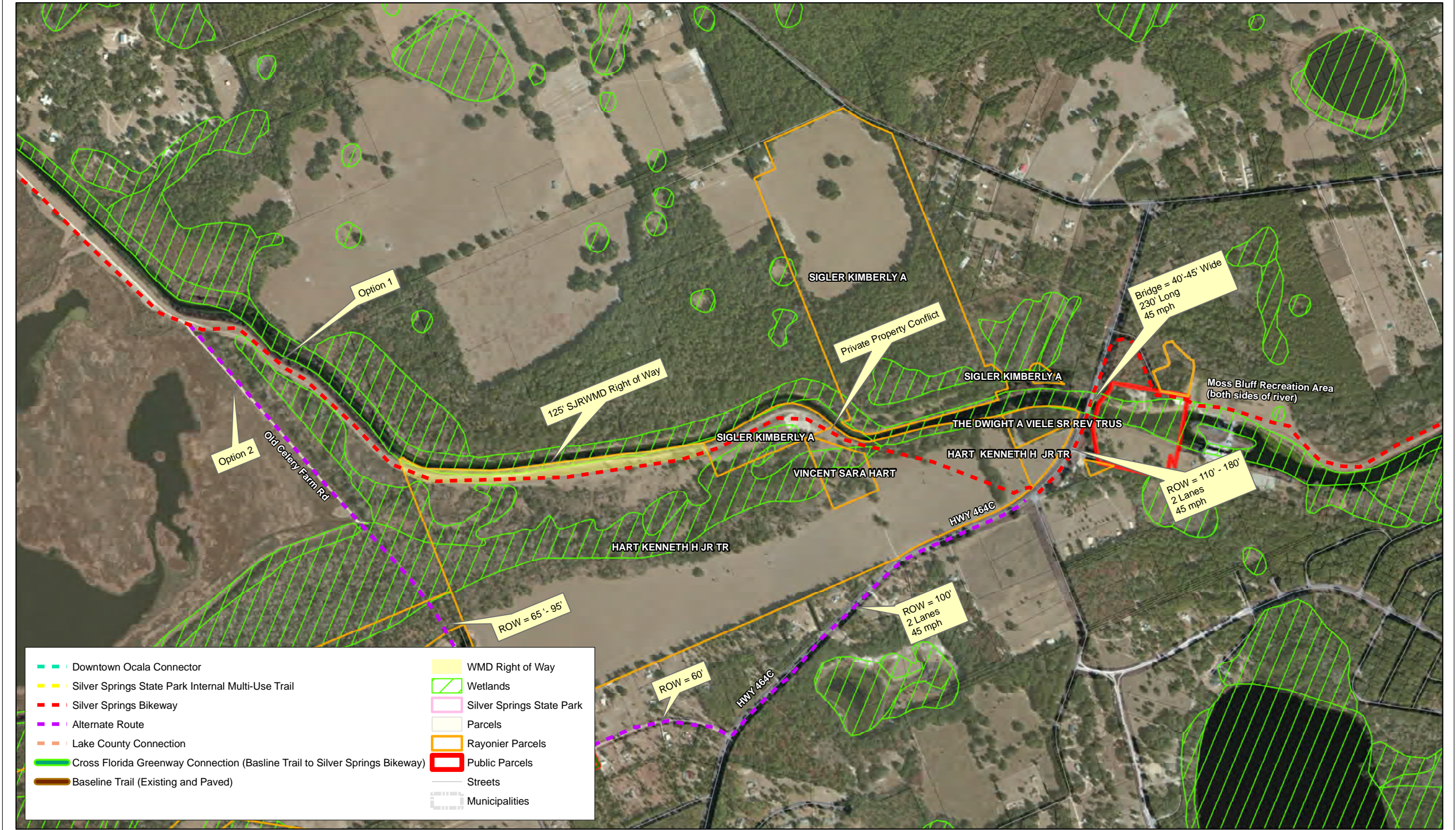
Location of the Silver Springs Bikeway in Water Management District Property



Location of the Silver Springs Bikeway in Water Management District Property



Ocala-Marion County TPO 2035 Bicycle and Pedestrian Master Plan - Silver Springs Bikeway



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Segments 12 through 15

Segments 12 through 15 show the Bikeway’s multi-use trail winding along the north side of the Ocklawaha River/Canal C-231 and the existing Levee Trail and terminating at the Sunnyhill Restoration Area Visitor Center just north of CR 42. This is currently the planned terminus of the Silver Springs Bikeway. However, the remaining segments show the potential for extending the Bikeway 4.75 miles to the Lake County line to establish regional connections with other trail projects in Central Florida.

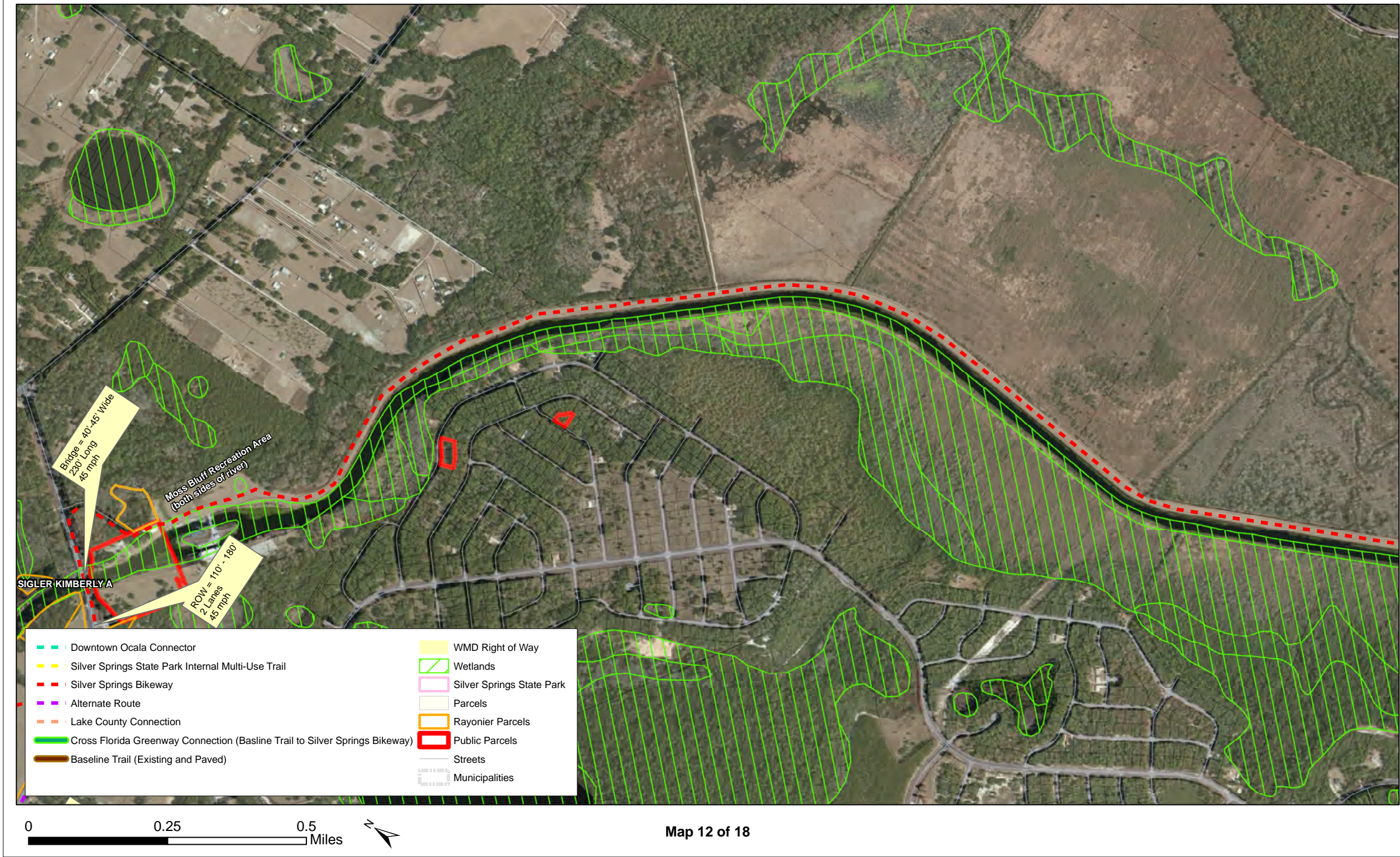
Potential Levee Trail Corridor



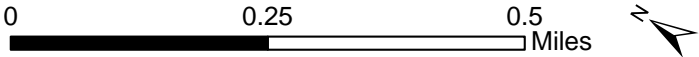
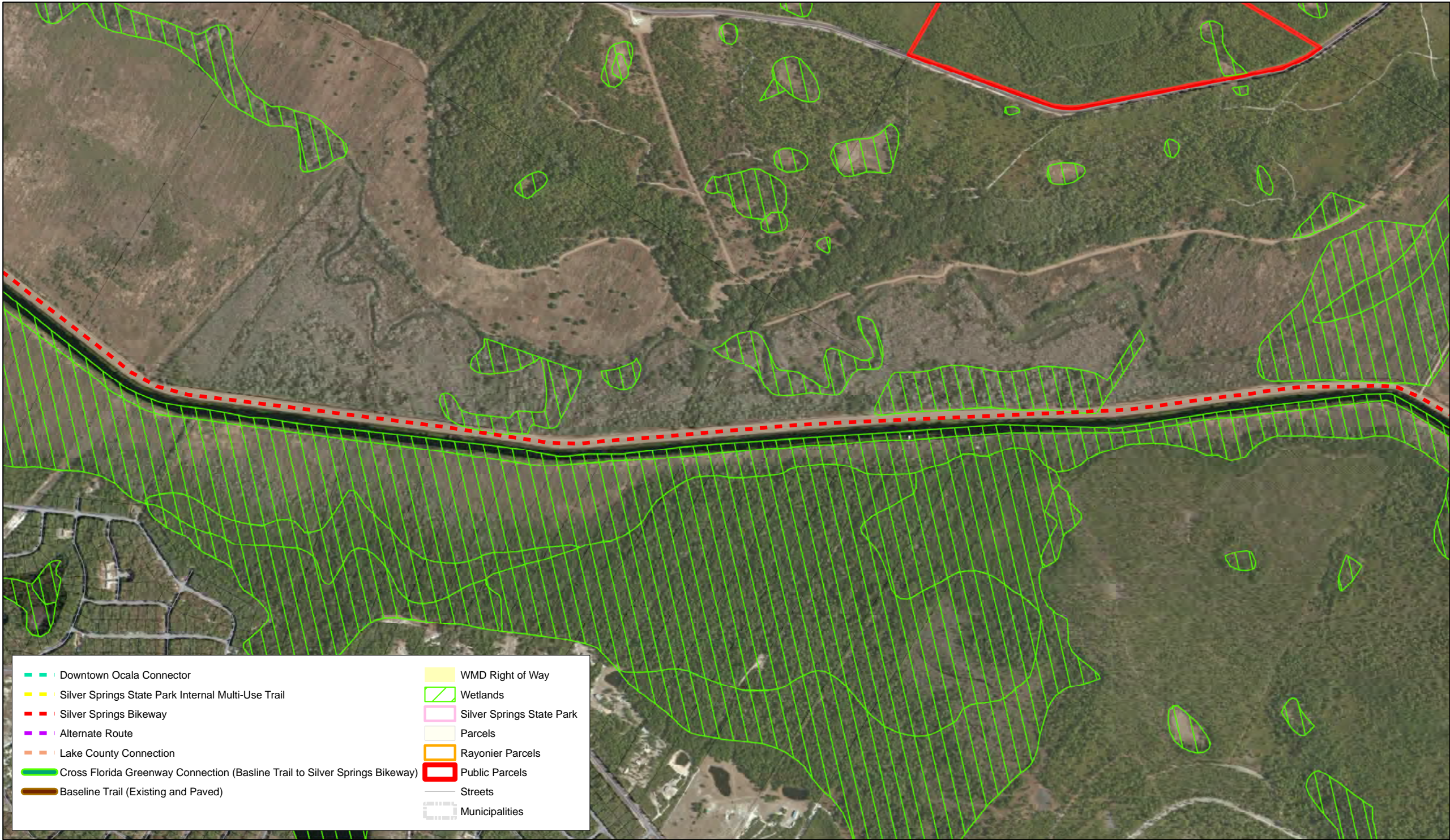
Public Viewing Area along the the Silver Springs Bikeway Corridor



Ocala-Marion County TPO 2035 Bicycle and Pedestrian Master Plan - Silver Springs Bikeway

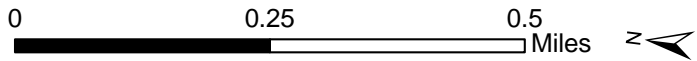
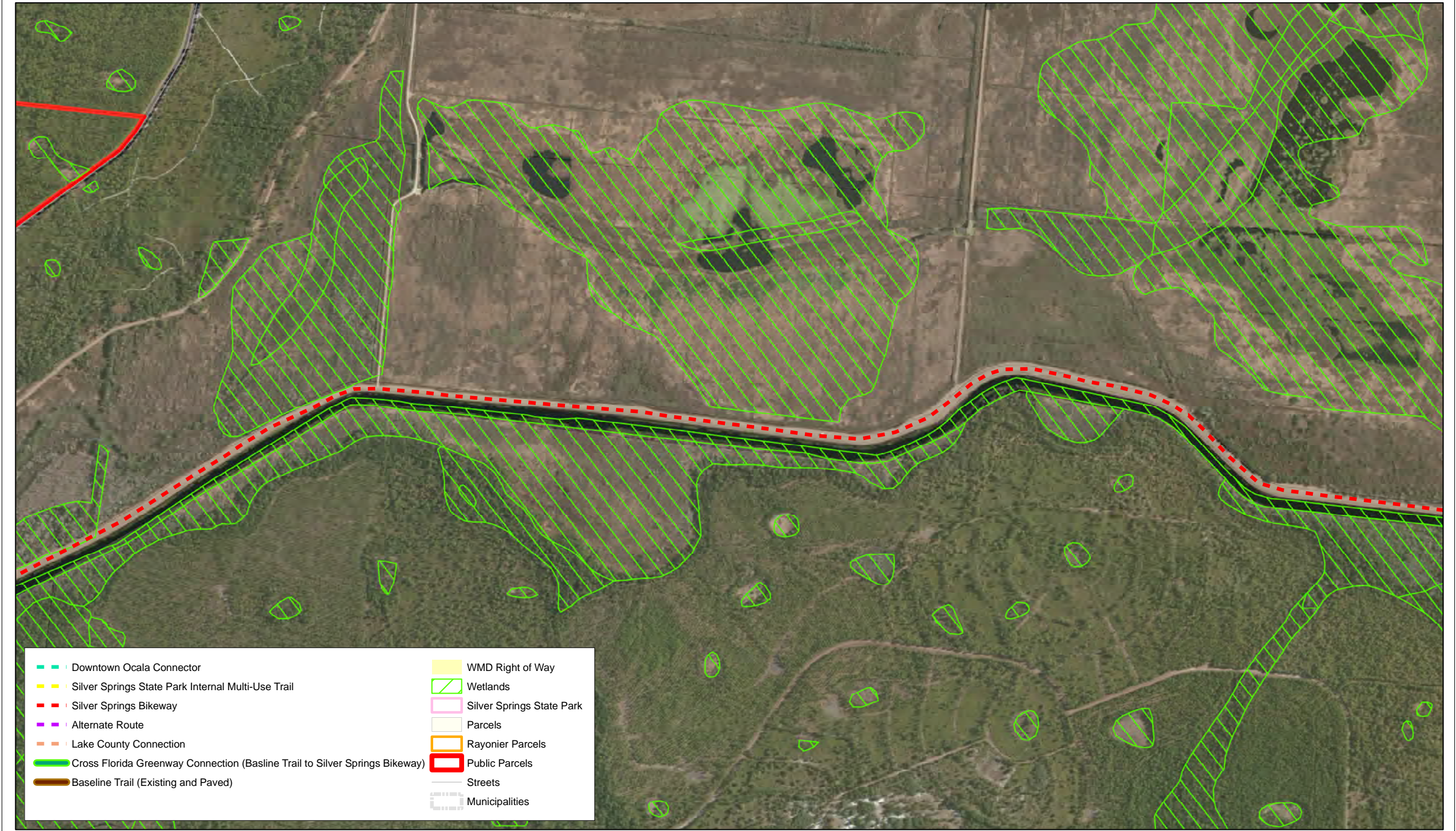


Ocala-Marion County TPO 2035 Bicycle and Pedestrian Master Plan - Silver Springs Bikeway



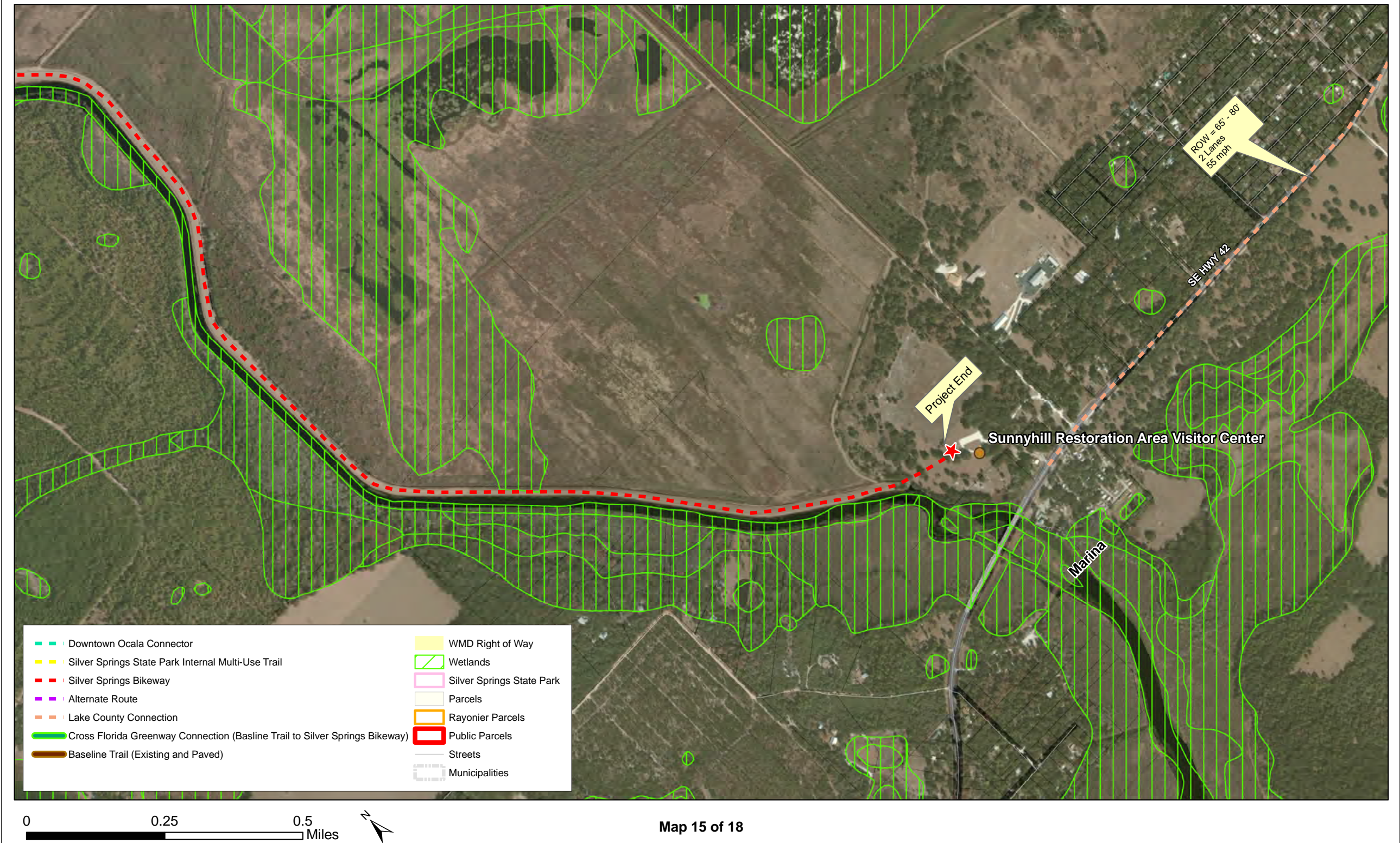
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Ocala-Marion County TPO 2035 Bicycle and Pedestrian Master Plan - Silver Springs Bikeway



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Ocala-Marion County TPO 2035 Bicycle and Pedestrian Master Plan - Silver Springs Bikeway



Segments 16, 17, and 18

Segments 16, 17, and 18 show the potential for a future extension of the Silver Springs Bikeway to the Lake County line. In order to avoid numerous private parcels and wetland, this route could be implemented through dedicated bicycle lanes along CR 42 (Segments 16 and 17) and Highway 452 to the Lake County line (Segments 17 and 18).

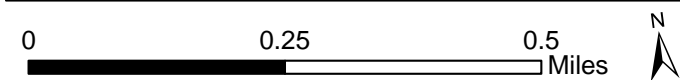
Land along the Silver Springs Bikeway



Silver Springs Bikeway Field Visit

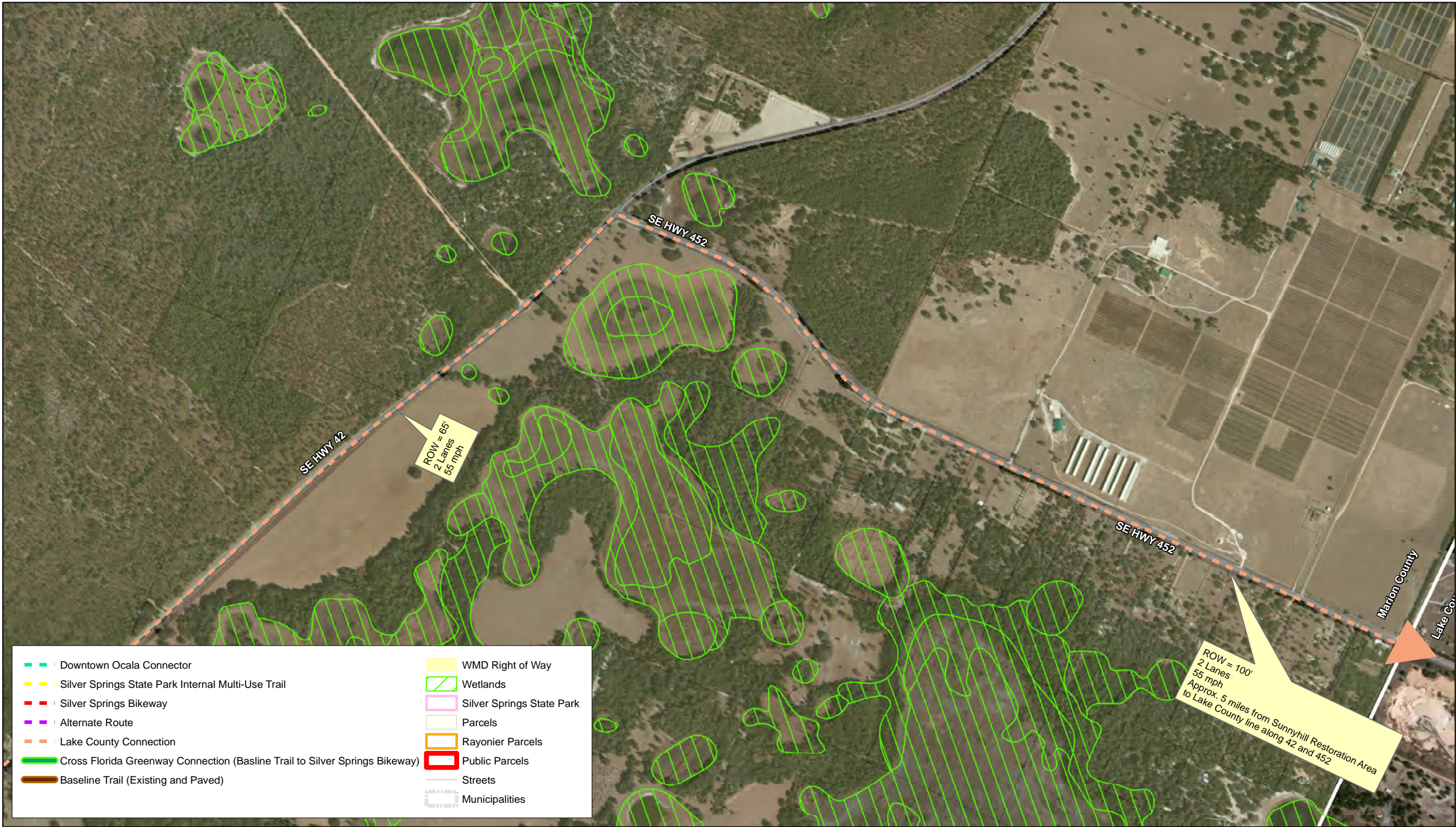


Ocala-Marion County TPO 2035 Bicycle and Pedestrian Master Plan - Silver Springs Bikeway



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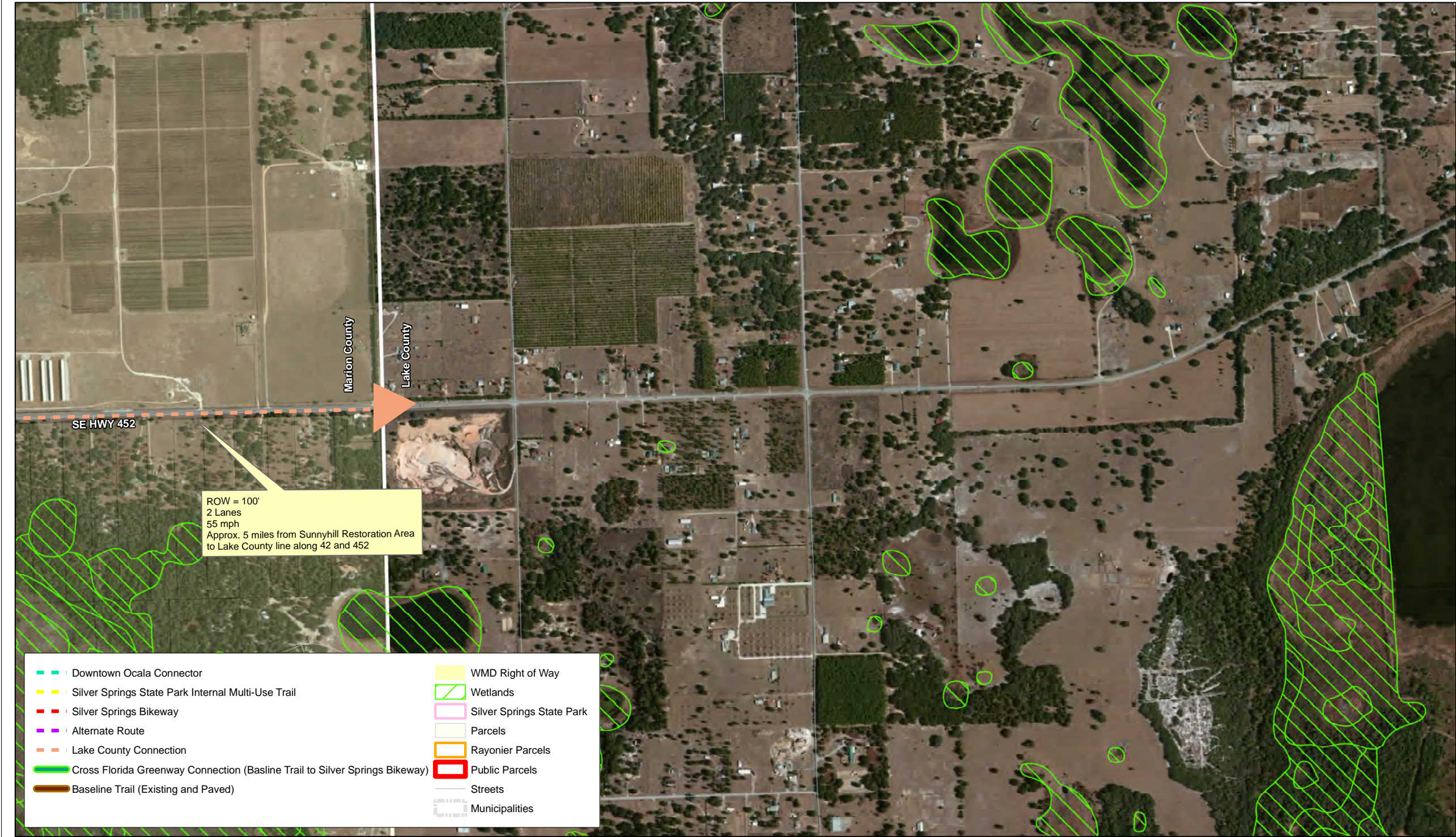
Ocala-Marion County TPO 2035 Bicycle and Pedestrian Master Plan - Silver Springs Bikeway



0 0.25 0.5 Miles

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Ocala-Marion County TPO 2035 Bicycle and Pedestrian Master Plan - Silver Springs Bikeway



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Cost Estimates for Bicycle Facility Recommendations

Planning-level cost estimates for this project were developed using the Florida Department of Transportation (FDOT) Long Range Estimation System for bicycle lane and multi-use trail treatments that are used for reference purposes only. For segments where shared lane markings (sharrows) are recommended, cost estimates for similar projects were taken from the Town of Atlantic Beach, North Carolina Comprehensive Bicycle Plan and the Los Angeles County Bicycle Master Plan. Bicycle facility recommendations were developed with consideration to existing conditions such as: right of way (ROW), speed limit, number of lanes, and property ownership. Recommended facility treatments are subject to change based on new information. Also, cost estimates will be continually be refined in subsequent design and engineering phases of the project. The included costs do no include design or permitting, which is generally 20 percent of the construction costs. Additionally, right-of-way costs and costs related to bridge constraints are not included in these cost estimates.

Table 1: Silver Springs Bikeway: Silver Springs State Park to Basline Trail Connection								
Implementation Plan		ROW	Length Miles	Unit Cost	Total Cost	Treatment	Owner	Notes
Phase 1	From Silver River Recreation Area to West Entrance Internal Road	State Land	1.08	\$ 231,278.63	\$ 249,780.92	Multi-use Trail ¹	State of Florida	
	From West Entrance at NE 58th Avenue to SE HWY 314	State Land	4.47	\$ 231,278.63	\$ 1,033,815.48	Multi-use Trail ¹	State of Florida	
	From Silver Springs State Park to Cross Florida Greenway	80'	0.39	\$ 231,278.63	\$ 90,198.67	Multi-use Trail ¹	Marion County	Includes Pedestrian Bridge
TOTAL			5.94		\$ 1,373,795.06			

¹ Source: FDOT Long Range Estimation System. Project: SHRUSE-O-01-BB

The Consultant has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Consultant at this time and represent only the Consultant's judgment as a design professional familiar with the construction industry. The Consultant cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Streets on the Silver Springs Bikeway, Downtown Connector section Along SE 3rd Street





Table 2: Silver Springs Bikeway: Downtown Ocala Connection Cost Estimate									
Implementation Phase		ROW Feet	Length Miles	Unit Cost	Units	Total Cost	Treatment	Owner	Comment
Phase 2	SE 3 St		0.2	\$ 505.00	22	\$ 11,110.00	Sharrow ¹	Ocala	22 Shared Lane Markings, and Signs/Posts
	SE Osceola to SE Tusawilla Ave	30' to 50'							
	SE Osceola to SE Sanchez Ave	40'							
	SE Sanchez Ave to SE Wenona Ave	50'							
	SE Wenona Ave to SE 9 Ave	32'							
	SE 9 Ave to SE 10 Ave	37' to 31'							
	SE Tusawilla Ave		0.1	\$ 455.00	6	\$ 2,730.00	Sharrow ¹	Ocala	6 SLM and Signs
	SE 3 St to SE 5 St	40' to 50'							
	SE 5 St		1	\$ 455.00	26	\$ 11,830.00	Sharrow ¹	Ocala	26 SLM and Signs
	SE Tusawilla Ave to SE 11 Ave	50'							
	SE 11 Ave to SE 15 Ave	42' to 40'							
	SE 15 Ave to SE 16 Ave	60' to 38'							
	SE 16 Ave		0.22	\$ 455.00	10	\$ 4,550.00	Sharrow ¹	Ocala	10 SLM and Signs
	SE 5 St to E Ft. King St.	52' to 60'							
	E Ft. King St.		0.8	\$ 835,302.69		\$ 668,242.15	Buffered shared-use path	Marion County	Mill and Resurface 4 Lane Undivided Urban Roadway buffered shared use bike path, path will go off-road at the service road at the County parcel on the south side of the road
	SE 16 Ave to SE 21 Ter	92'							
	SE 21 Ter to west of NE 25 Ave	88' to 94'							
	E Ft. King St.		1.75			\$ 877,067.82		Marion County	72 SLM and Signs
	west of NE 25 Ave to NE 28 Ave	125' to 110'	0.3	\$ 835,302.69		\$ 250,590.81	Off-road shared-use path		12' path off road, will use existing cross walk on south side of Fort King Street, will merge in with roundabout sidewalk at 28th Avenue
	NE 28 Ave to NE 32 Ave	125' to 110'	0.4	\$ -			None-use existing wide sidewalk		
	NE 32 Ave to NE 36 Ave	56' - 86'	0.3	\$ -			None-use existing wide sidewalk		
	NE 36 Ave to NE 41 Ave	108' to 85'	0.5	\$ 835,302.69		\$ 417,651.35	None-use existing wide sidewalk		
	NE 41 Ave to 43 Ave	72' to 66'	0.12	\$ 835,302.69		\$ 100,236.32	None-use existing wide sidewalk		
	NE 43 Ave to NE 44 Ave	54' to 56'	0.13	\$ 835,302.69		\$ 108,589.35	None-use existing wide sidewalk		
	NE 44 Ave to NE 52 Ct								
	Power Line Easement		0.53	\$ 231,278.63		\$ 122,577.67	Multi-use Trail ³	Duke Energy	
	E Ft. King St to NE 7 St	182' to 199'							
	NE 7 St		0.79	\$ 425,741.65		\$ 336,335.90	Buffered Bike Lanes ⁴	Ocala	Mill and Resurface 2 Lane Urban Road w/ 5' Bike Lanes with 3' Buffer
	NE 44 Ave to NE 46 Ave	55' to 76'							
	NE 46 Ave to NE 52 Ct	64' to 103'							
	Silver Springs Conservation Area		0.8	\$ 231,278.63		\$ 185,022.90	Multi-use Trail ³	State of Florida	Managed by Marion County
	NE 7 to NE 58 Ave	Public Parcel							
	TOTAL		7.74		64	\$ 3,096,534.28			

¹ Sharrow pavement marking estimates range from \$75 - \$155(Atlantic Beach, NC Bicycle Comp Plan and Alta Planning + Design)
Signage Estimates from the Florida Department of Transportation: Item Average Unit Cost \$350 (\$250 plus \$100 installation)
One shared lane marking and one sign/post = \$455.00
FHWA MUTCD 9C 07.06 If used, the Shared Lane Marking should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.

² Source: FDOT Long Range Estimation System. Project: RSU4LN-U-14-BB
³ Source: FDOT Long Range Estimation System. Project: SHRUSE-O-01-BB
⁴ Source: FDOT Long Range Estimation System. Project: RSU2LN-U-12-BB

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Table 3: Silver Springs Bikeway from Baseline Trail to Project End									
Implementation Plan		ROW Feet	Length Miles	Unit Cost	Units	Total Cost	Treatment	Owner	Comment
Phase 3	Cross Florida Greenway								
	From SE HWY 314 to SJRWMD	State Land	4.4	\$ 231,278.63		\$ 1,017,625.97	Multi-use Trail ¹	State of Florida	
	Riverine Wetland Bridge Crossing				TBD		Bridge	State of Florida	Bridge Design/Price TBD
	From Cross Florida Greenway to SJRWMD								
	SJRWMD								
	From Potential Bridge to Private Levee Gap Parcels	SJRWMD	4.66	\$ 231,278.63		\$ 1,077,758.42	Multi-use Trail ¹	SJRWMD	
	Private Levee Gap Parcels								
	From SJRWMD to HWY 464C	Private Land	1.2	\$ 231,278.63		\$ 277,534.36	Multi-use Trail ¹	5 Private Parcels	
	HWY 464C								
	From Private Levee Gap Parcels to Moss Bluff Recreation Area	110' to 180'	0.26	\$ 231,278.63		\$ 60,132.44	Multi-use Trail ¹	Marion County	Crosses Bridge (40'-45' wide; 230' long; 45 mph)
	USFS Parcel/Moss Bluff Recreation Area Entrance								
	From HWY 464C to SJRWMD/Moss Bluff Lock and Dam	USFS	0.13	\$ 350.00	6	\$ 2,100.00	Signage ²	USFS	6 Bike Route Signs
	SJRWMD								
	From Moss Bluff Lock and Dam to Sunnyhill Restoration Area/CR 42	SJRWMD	7.39	\$ 366,147.90		\$ 2,705,832.98	Multi-use Trail ¹	SJRWMD	
	SE HWY 42								
	From Sunnyhill Recreation Area to SE HWY 452	65' to 80'	3.19	\$425,741.65		\$1,358,115.86	Bike Lanes ¹	Marion County	
	SE HWY 452								
	From HWY 42 to Lake County Line	100'	1.56	\$425,741.65		\$664,156.97	Bike Lanes ¹	Marion County	
TOTAL			22.79			\$ 7,163,257.01			

¹ Source: FDOT Long Range Estimation System Project: SHRUSE-O-01-BB
² Signage Estimates from the Florida Department of Transportation: Item Average Unit Cost \$350 (\$250 plus \$100 installation)

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Appendix B-1: Element Occurrences

FNAI Element Occurrences: Silver Springs Bikeway

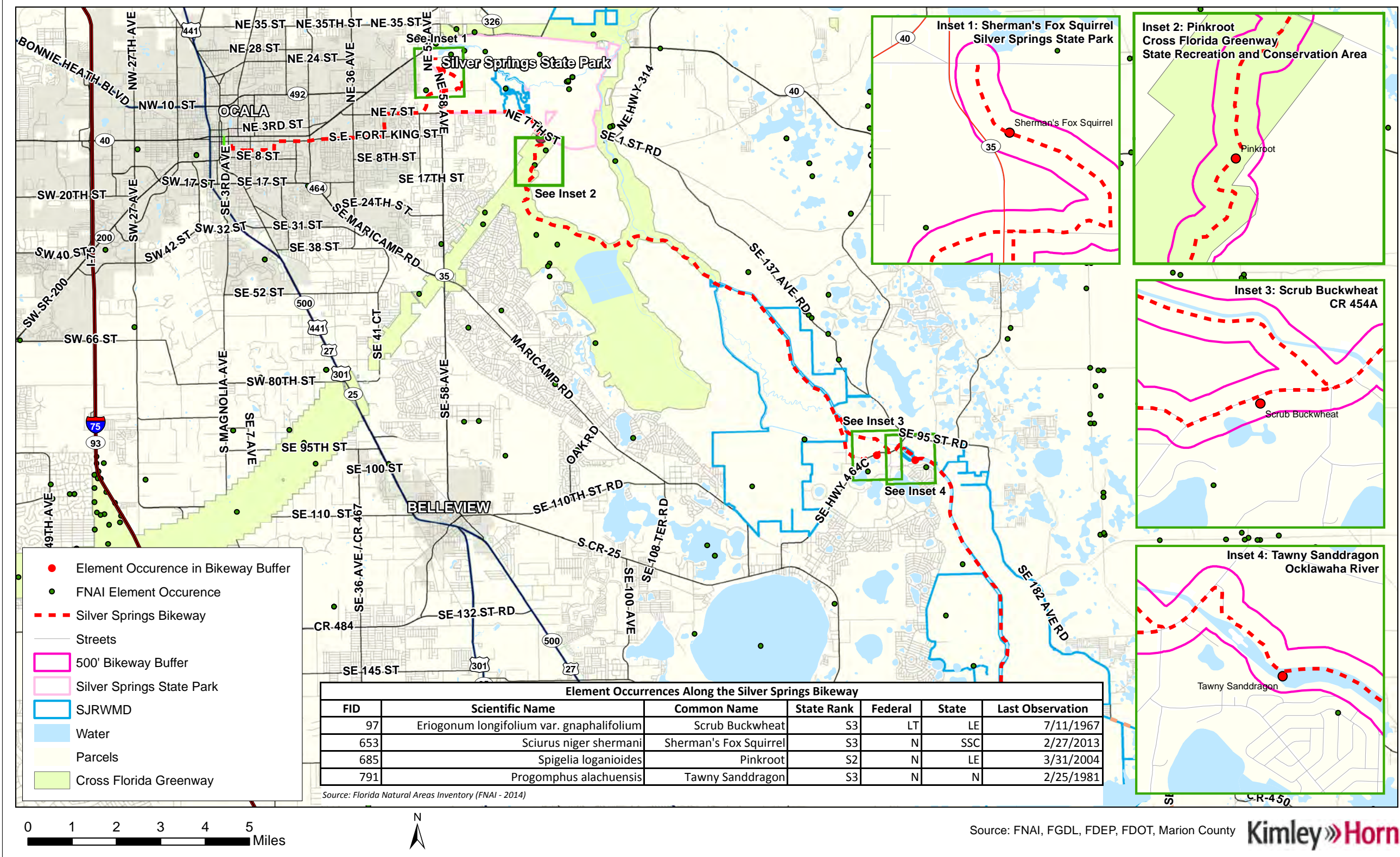
This map of the Silver Springs Bikeway was prepared using Element Occurrence data for Marion County obtained from the Florida Natural Areas Inventory. This data contains points “locating the occurrences of endangered or rare plants and animals, high quality natural communities and other occurrences of natural resource interest in the Florida Natural Areas Inventory (FNAI) database. An “Element” is any exemplary or rare component of the natural environment, such as a species, plant community, bird rookery, spring, sinkhole, cave or other ecological feature. An “Element Occurrence” (EO) represents the locational record of an element and is a single extant habitat which sustains or otherwise contributes to the survival of a population or a distinct, self-sustaining example of a particular natural community.”

For the Silver Springs Bikeway, element occurrences within 500 feet of the Bikeway route are symbolized with red place markers. In addition, tables are provided with selected attributes describing each element. The selected attributes are as follows:

- **FID:** A unique identifier number for each element occurrence. Each element occurrence is labeled with an FID number on the maps that corresponds with information in the tables
- **Scientific Name:** The scientific name of the element
- **Common Name:** The common name of each element
- **State Rank:** A rank which best describes the relative rarity or endangerment of the species or community statewide
- **Federal:** Federal legal status for Florida populations; U.S. Endangered Species Act Classification
 - C = Candidate species for which federal listing agencies have sufficient information on biological vulnerability and threats to support proposing to list the species as Endangered or Threatened.
 - LE = Endangered: species in danger of extinction throughout all or a significant portion of its range.
 - LE, LT = Species currently listed endangered in a portion of its range but only listed as threatened in other areas
 - LE, PDL = Species currently listed endangered but has been proposed for delisting.
 - LE, PT = Species currently listed endangered but has been proposed for listing as threatened.
 - LE, XN = Species currently listed endangered but tracked population is a non-essential experimental population.
 - LT = Threatened: species likely to become Endangered within the foreseeable future throughout all or a significant portion of its range.
 - SAT = Treated as threatened due to similarity of appearance to a species which is federally listed such that enforcement personnel have difficulty in attempting to differentiate between the listed and unlisted species.
 - SC = Not currently listed, but considered a species of concern to USFWS.
- **State:** State protection status, official endangerment status or level of legal protection
 - FE = Listed as Endangered Species at the Federal level by the U. S. Fish and Wildlife Service
 - FT = Listed as Threatened Species at the Federal level by the U. S. Fish and Wildlife Service
 - F(XN) = Federal listed as an experimental population in Florida

- FT(S/A) = Federal Threatened due to similarity of appearance
 - ST = State population listed as Threatened by the FFWCC. Defined as a species, subspecies, or isolated population which is acutely vulnerable to environmental alteration, declining in number at a rapid rate, or whose range or habitat is decreasing in area at a rapid rate and as a consequence is destined or very likely to become an endangered species within the foreseeable future. (ST* for *Ursus americanus floridanus* (Florida black bear) indicates that this status does not apply in Baker and Columbia counties and in the Apalachicola National Forest. ST* for *Neovison vison* pop.1 (Southern mink, South Florida population) indicates that this status applies to the Everglades population only.)
 - SSC = Listed as Species of Special Concern by the FFWCC. Defined as a population which warrants special protection, recognition, or consideration because it has an inherent significant vulnerability to habitat modification, environmental alteration, human disturbance, or substantial human exploitation which, in the foreseeable future, may result in its becoming a threatened species. (SSC* indicates that a species has SSC status only in selected portions of its range in Florida. SSC* for *Pandion haliaetus* (Osprey) indicates that this status applies in Monroe county only.)
 - N = Not currently listed, nor currently being considered for listing.
 - Plants: Definitions derived from Sections 581.011 and 581.185(2), Florida Statutes, and the Preservation of Native Flora of Florida Act, 5B-40.001. FNAI does not track all state-regulated plant species; for a complete list of state-regulated plant species, call Florida Division of Plant Industry, 352-372-3505 or see: <http://www.doacs.state.fl.us/pi/>.
 - LE = Endangered: species of plants native to Florida that are in imminent danger of extinction within the state, the survival of which is unlikely if the causes of a decline in the number of plants continue; includes all species determined to be endangered or threatened pursuant to the U.S. Endangered Species Act.
 - LT = Threatened: species native to the state that are in rapid decline in the number of plants within the state, but which have not so decreased in number as to cause them to be Endangered.
 - N = Not currently listed, nor currently being considered for listing.
- **Last Observation:** The date that the species or natural community occurrence was last observed to be extant at the site. This is not necessarily the date the site was last visited.
 - *Source: Florida Natural Areas Inventory Element Occurrence Shapefile Metadata Attribute Descriptions*

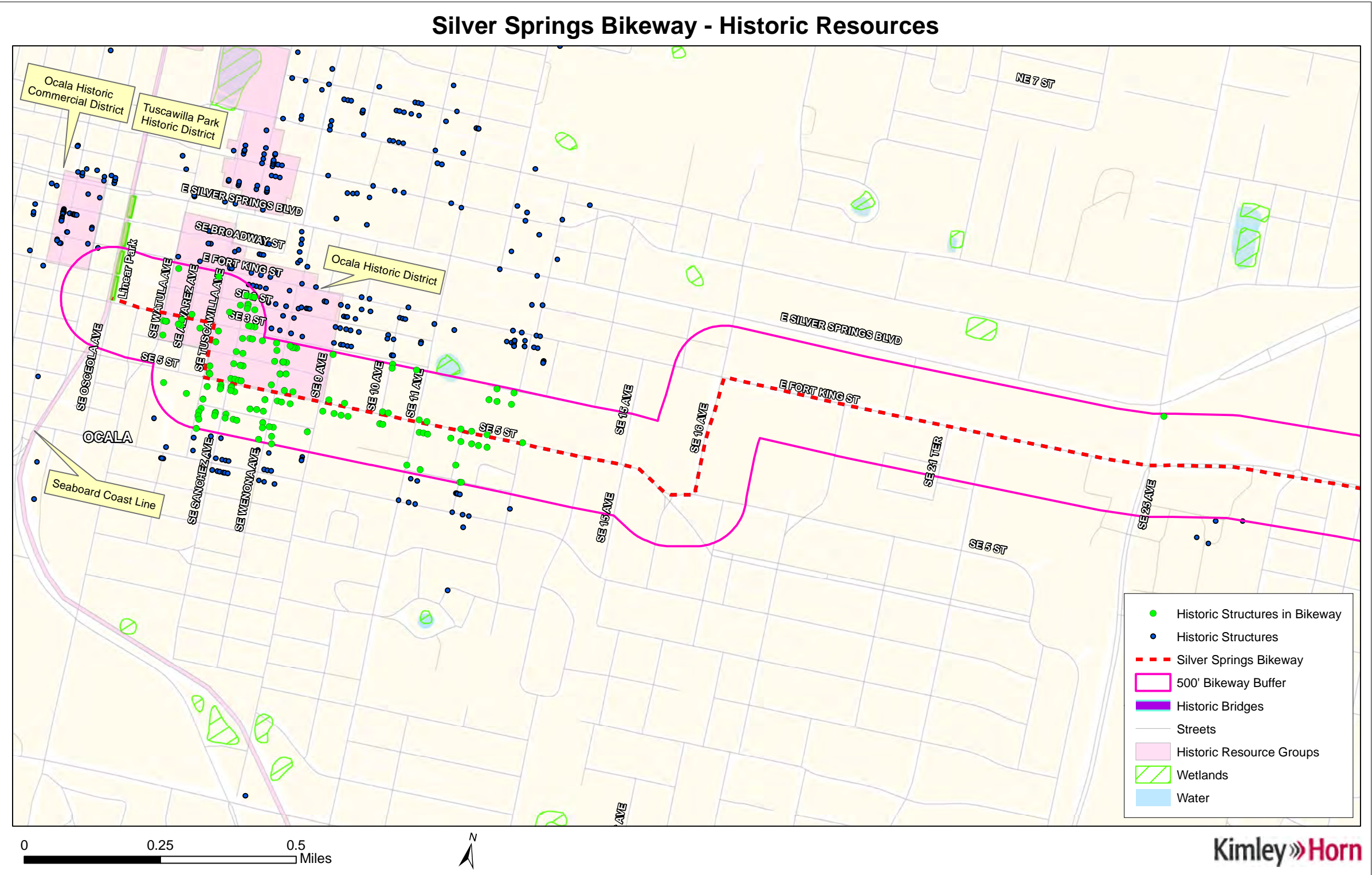
Silver Springs Bikeway - Element Occurrences



Appendix B-2: Historic and Cultural Resources

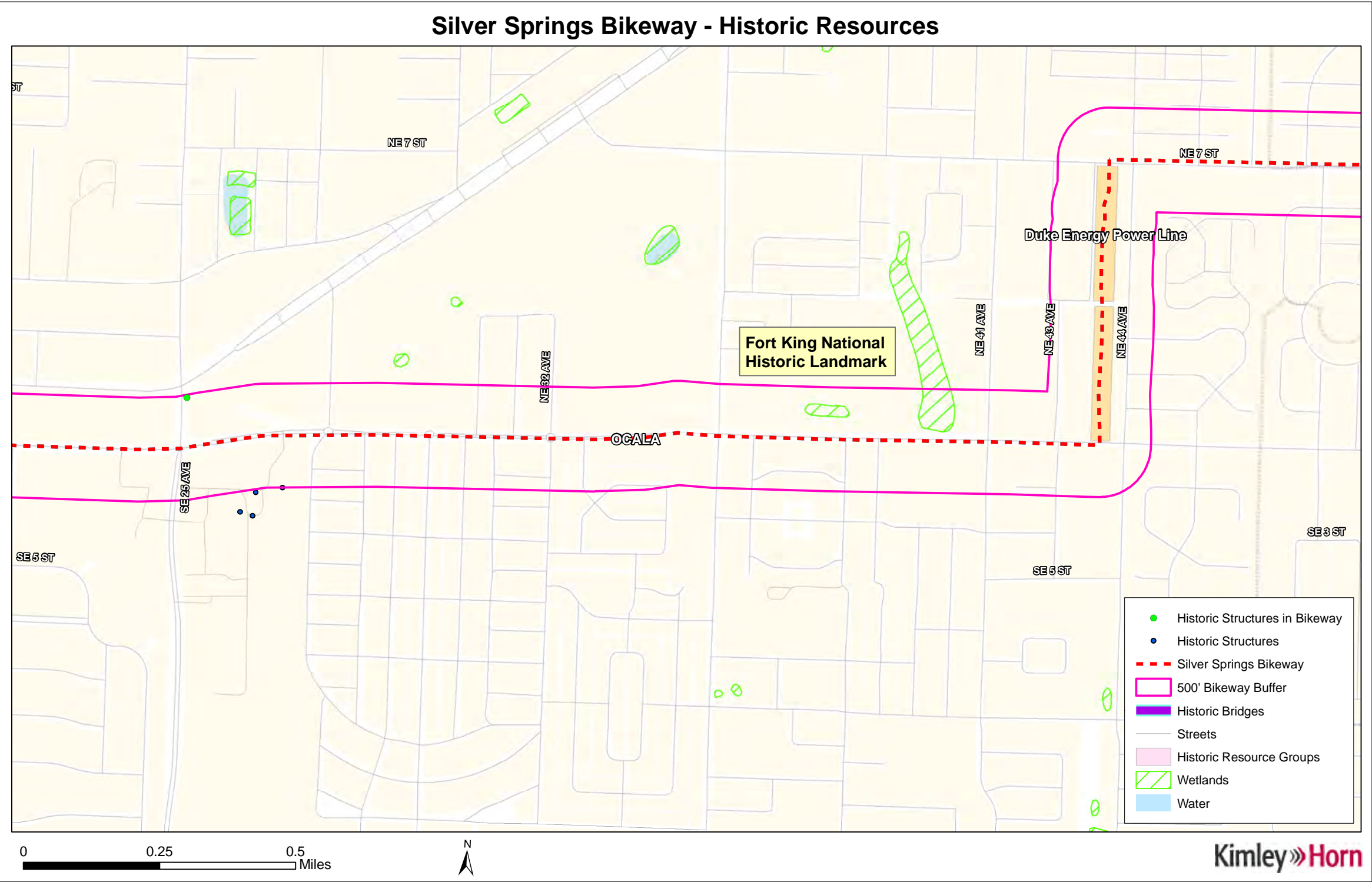
Downtown Ocala

The Silver Springs Bikeway begins one block south of the Ocala Historic Commercial District which was Nationally Listed in 1999. Continuing east along SE 3rd Street, the Bike-way runs through the heart of the Ocala Historic District, a residential neighborhood that developed between 1880 and 1930. The Ocala Historic District was Nationally Listed in 1984 and contains many historic private residences in addition to several offices and places of worship. Also, the Seaboard Coast Line Rail-road dating back to 1900 operated freight and passenger service that played a pivotal role in Ocala’s early growth and development.



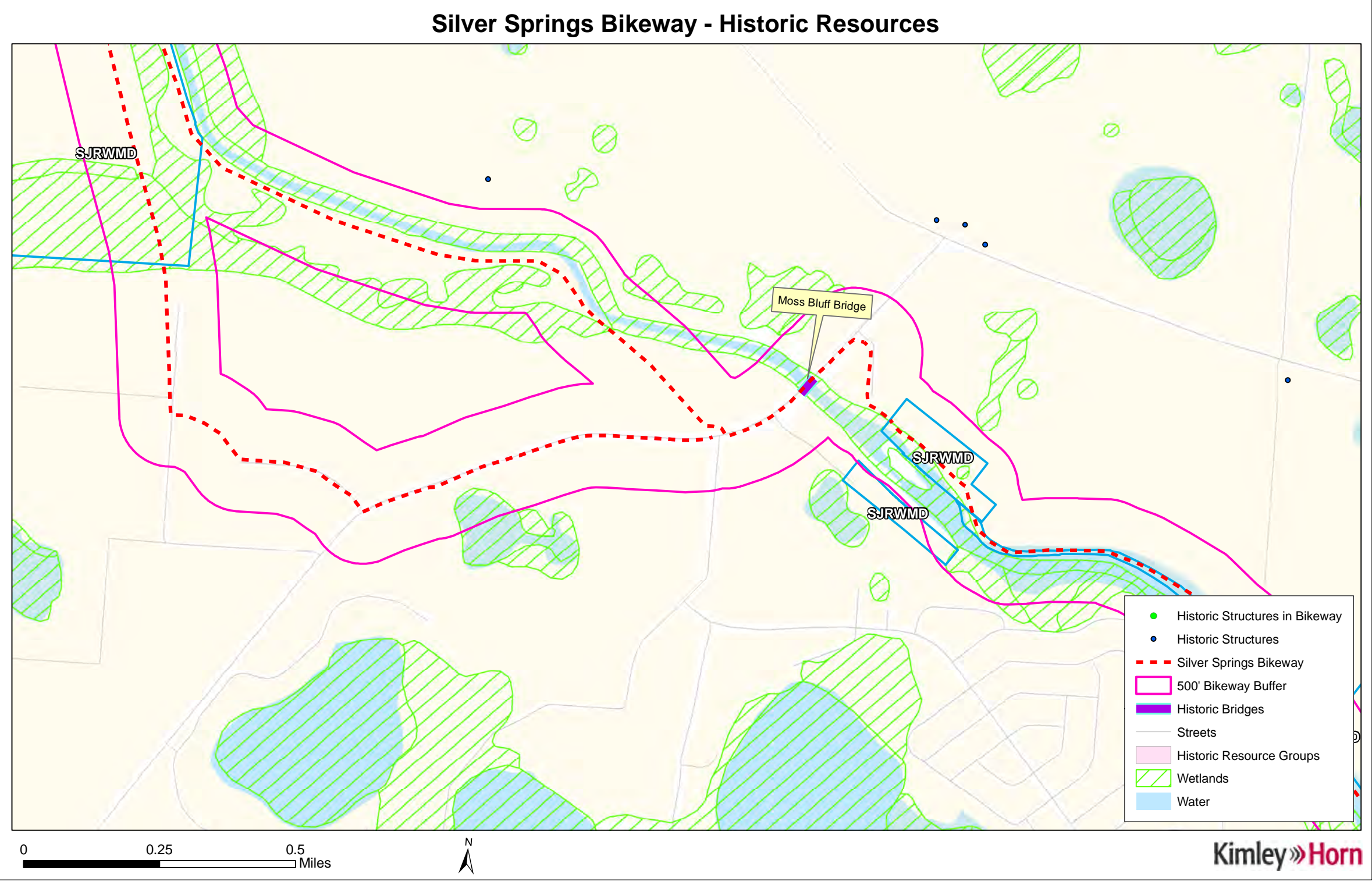
Fort King National Historic Landmark

Fort King was originally built in 1827 and rebuilt in 1837, serving as military headquarters during the Seminole Wars. The Fort King site was designated as a National Historic Landmark in 2004. In 2014, Fort King should be reopened to the public as a “history park” with interpretive walking trails, picnic facilities, and a visitor’s center. The Bikeway will travel along East Fort King Street, taking users right along the Fort King National Historic Landmark site east of NE 46th Avenue.



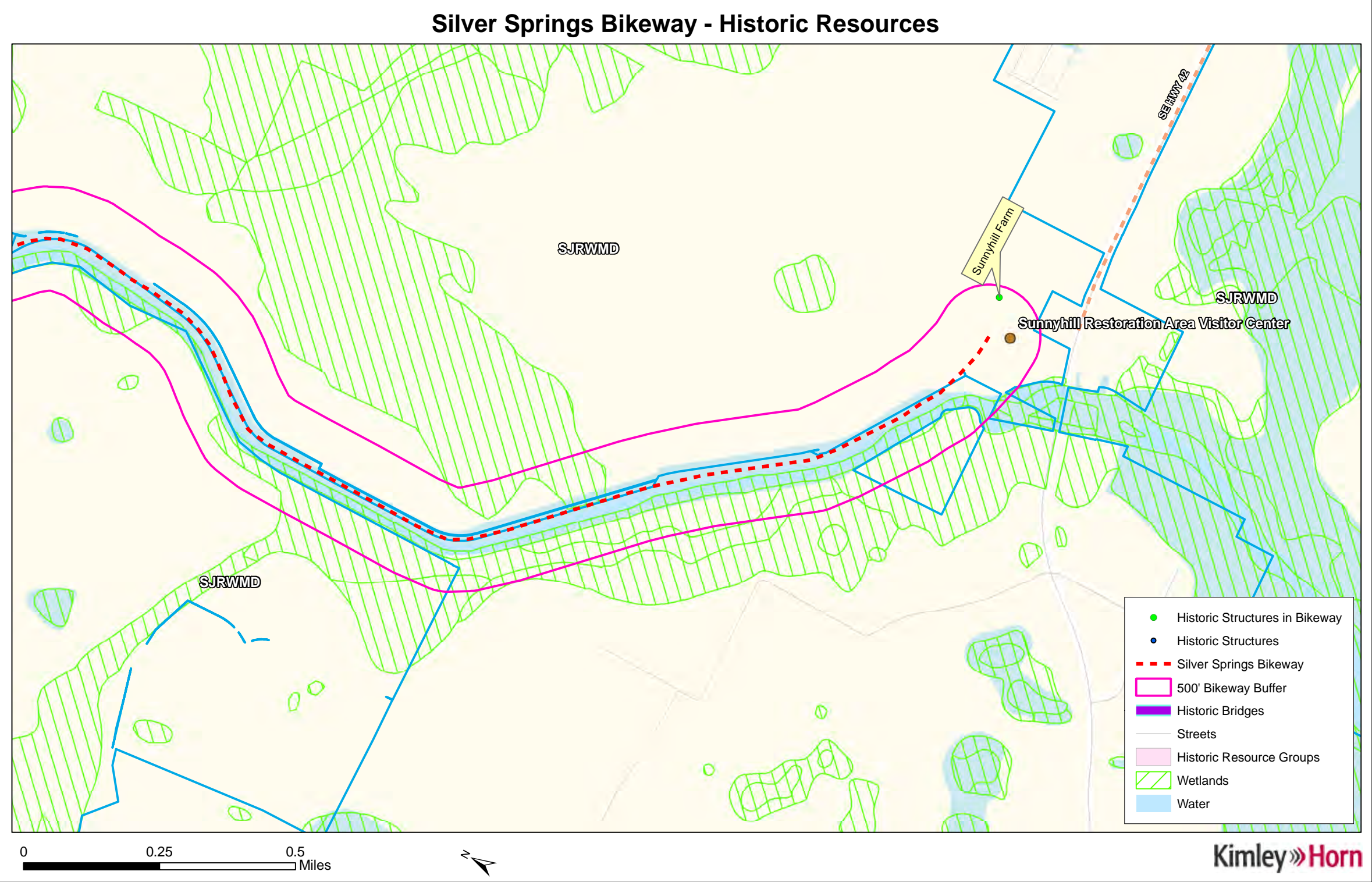
Moss Bluff Bridge

The bridge that currently carries CR 464C over the Ocklawaha River was once the location of the Moss Bluff Bridge, built in 1926 by the same Austin Brothers Bridge Co. that built the Sharpe’s Ferry Bridge. However, this bridge has since been replaced but was not saved and repurposed.



Sunnyhill Farm

The Silver Springs Bikeway will terminate at the Sunnyhill Restoration Area, the former location of Sunnyhill Farm. This was a muck farm with a vernacular wood frame farmhouse, known as the Blue House, constructed circa 1920. The former farmland was purchased by St. Johns River Water Management District and turned into the Sunnyhill Restoration Area to restore wetland functions and provide outdoor recreation opportunities. The Sunnyhill Restoration Area property stretches nine miles along the Ocklawaha River’s canal where the Levee Trail currently extends north to the Moss Bluff Dam providing hiking and horse-back riding opportunities.



Appendix B-3: Duke Energy Policy on Multi-use Trails



Electric Transmission Right of Way Requirements for Shared-Use Paths/Trails

This list of Duke Energy’s transmission right of way requirements for the co-location of shared-use paths/trails has been developed as a guideline to answer the most frequently asked questions. This should not be considered a comprehensive list of all requirements or factors that may need to be addressed. You should contact the Asset Protection Right of Way Specialist if you have additional questions or concerns. This list of requirements and guidelines is subject to change at any time and without notice. Duke Energy reserves all rights conveyed to it by the right of way agreement applicable to the subject property. An engineering drawing, including topographic grade changes, location of Duke Energy structures and paths/trails must be approved by an Asset Protection Specialist.

Compliance with these Duke Energy Shared-Use Path/Trails requirements, or approval of any such plans by Duke Energy, does not guarantee that other applicable requirements imposed by any local, county, state, federal or other applicable regulatory agency have been satisfied.

Definition: For purposes of this document the term “trail(s)” shall be used to refer to Multi-Use Paths or Shared-Use Paths as defined by the American Association of State Highway and Transportation Officials (AASHTO).

1. The trails must not exceed a total of 12 feet in width, regardless of the surface construction material.
2. A minimum separation of 25 feet is required between the trail and its associated easement, to any Duke Energy electrical facility. This includes, but is not limited to, poles, towers, guy anchor(s), equipment, etc. If the owner of the trail is not the current owner of the fee simple title to the lands underlying Duke Energy’s easement, the trail owner shall obtain a legally sufficient easement from the current fee simple title owner and produce said easement to Duke Energy prior to commencing activities within the Duke Energy easement. In the event a private easement is not required, no portion of the trail or shoulder, or associated grading, shall be located within 25 feet of any electrical facility.
3. The owner of the trail shall be responsible for safety and liability associated with its construction or use thereof.
4. Bollards shall be installed per Duke Energy specifications, with Duke Energy locks, where the trailheads connect with roads/streets as to prevent vehicular traffic. Duke Energy may require reinforcement of the trail at specified access points along the corridor for Duke Energy heavy equipment crossings. These trail reinforcement areas shall consist of a 20-foot-long, 12-foot-wide paved area capable of supporting 80,000 pounds with pavement markings indicating “heavy equipment crossing.”
5. Culverts shall be installed where the trails cross creeks, ditches, etc. These culverts shall be capable of supporting 80,000 pounds, and shall be a minimum of 20 feet wide. Signage must indicate the maximum load of the crossing at culvert approach.
6. No structures including, but not limited to, lights, signs, benches, exercise equipment, and irrigation systems shall be located within the Duke Energy easement.
7. Planting of vegetation shall adhere to the Right of Way (RW) Restrictions Guidelines for the specific Duke Energy territory. A copy of the RW Restrictions/Guidelines can be obtained from your Asset Protection Specialist.
8. Duke Energy reserves the right to close, without notice, all or a portion of the trail located within the transmission line easement, for any length of time, for construction, maintenance or emergency line operations.
9. Duke Energy will not be held responsible for any damages to the trails due to its operations or any liability based on the use of the trail. Prior to the installation of a shared-use trail, a “Trail Encroachment Agreement”, which includes “hold harmless” language, shall be executed with Duke Energy. In addition, deed information of all property owners that the trail affects must be supplied to Duke Energy. Proof that the property owners have signed an easement agreement with the owner of the trail will be required, as applicable.
10. All other Duke Energy electric transmission right of way restrictions/guidelines shall apply to the installation of trails.

We hope this is useful information. If you have additional questions or plan any activity not mentioned above, please contact:

Duke Energy Representative

Phone Number

Form #XXXXXX (Rev. 05/19/2014)





BIKE Ocala MARION



Appendix C Draft Feasibility Study: Florida Northern Railroad



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Cost Estimates for Bicycle Facility Recommendations12

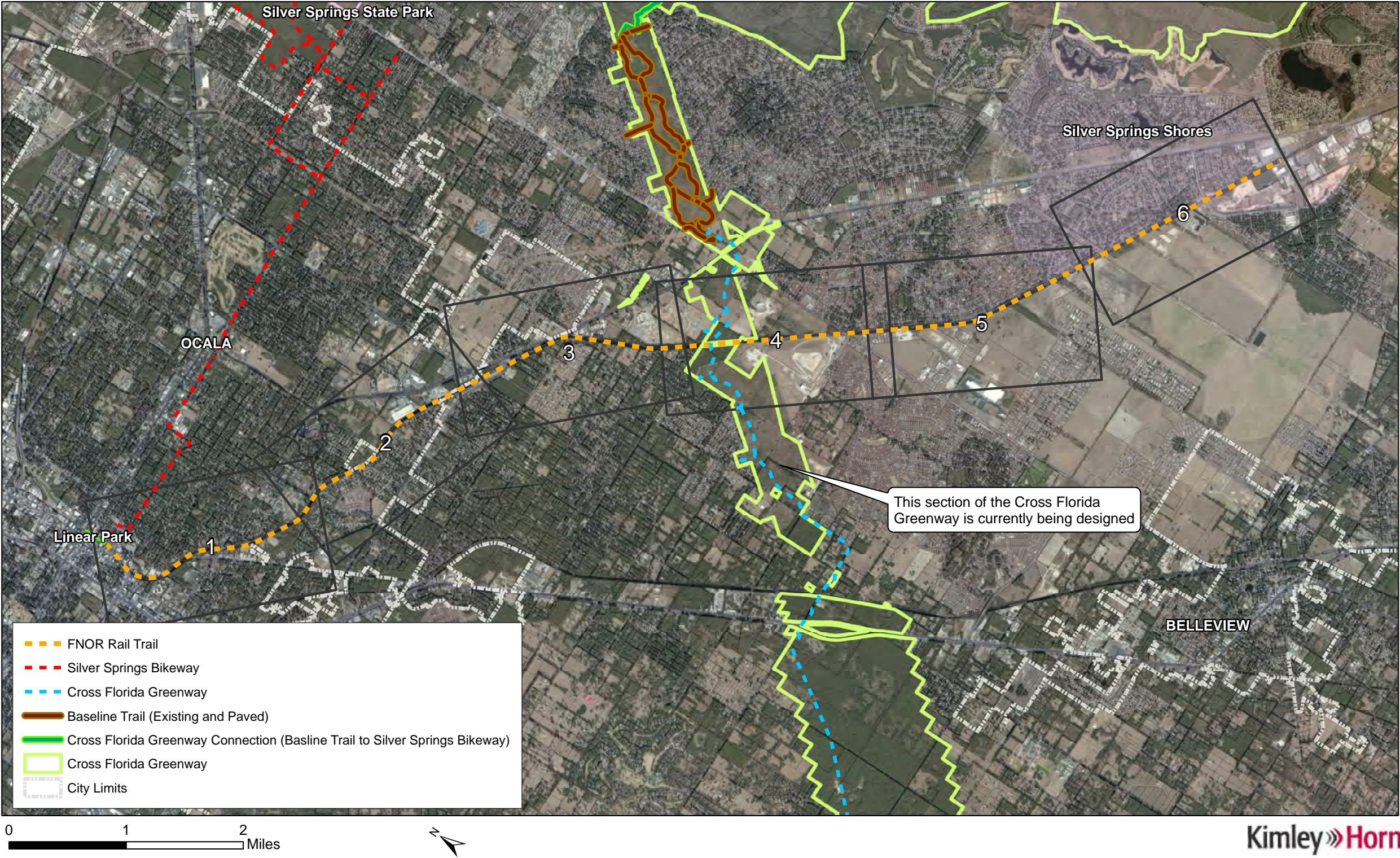
Appendix C-1 - Element Occurrences
Appendix C-2 - Historic and Cultural Resources
Appendix C-3 - CSX Policy on Bicycle/Pedestrian Pathways and
Crossings in Right-of-Way

Florida Northern Railroad Overview

During the preliminary evaluation of this corridor during the development of this Master Plan and feasibility study, the Florida Northern Railroad was found to not be feasible for development at this time. If future conditions allow it, this corridor should be re-evaluated for feasibility. The Florida Northern Railroad (FNOR) is a short line railroad operated by Pinsly Railroad Company with one of the rail lines beginning south of Reddick and running through Downtown Ocala towards Silver Springs Shores. A multi-use trail through this corridor would provide connections to the Silver Springs Bikeway at the planned Linear Park in Downtown Ocala, the proposed Cross Florida Greenway Multi-use Trail, and the Silver Springs Shores community. The feasibility study for the FNOR corridor focuses on the available right of way surrounding the rail line and calls attention to conflicts that would arise when attempting to construct a multi-use trail along the rail line. While FNOR is operated by Pinsly Railroad Company, a standard set forth by CSX Corporation policy states that parallel at-grade paths are not permitted in railroad right-of-way, defined generally as 50 feet from the centerline of the track on both sides. CSX's official policy regarding trail development within its right-of-way is provided in **Appendix C-3**. For the purposes of this feasibility study, a 132 foot wide buffer was defined around FNOR tracks to identify the 50 foot right of way, with 16 additional feet on either side, to determine the feasibility of constructing a multi-use trail that avoids both rail right of way and surrounding parcels. 16 feet was chosen to include a 12 foot wide multi-use trail with 2 feet of horizontal clearance on either side. In the maps contained within this document, the 132 foot buffer is displayed as a thin yellow line and instances of conflicting parcels are identified in red. The red areas on the map identify instances along the FNOR railroad where there is not enough space to safely provide a multi-use trail with appropriate horizontal clearance that avoids both rail right of way and surrounding parcels.

Generally, a high number of conflicts have been identified for Segments 1 through 3 between Downtown Ocala and the Cross Florida Greenway. With the FNOR railroad in operation, the right of way requirements create a series of conflicts that would require many individual easements or property acquisitions to safely accommodate a multi-use trail. Addressing these conflicts would add considerable costs to the project. However, fewer constraints between parcels and the rail buffer have been identified for Segments 4 through 6 from the Cross Florida Greenway to Silver Springs Shores. The FNOR trail project could be divided into two phases based on this initial feasibility study. The first phase could be pursued as a "rail with trail" project with a multi-use trail constructed along the FNOR tracks from the Cross Florida Greenway to Silver Springs Shores (Segments 4 through 6). The second phase can be planned for a longer term rails to trail project that will continue the FNOR trail from the Cross Florida Greenway to Downtown Ocala, should the tracks and associated right of way ever become inactive and made available for acquisition.

Ocala-Marion County TPO 2035 Bicycle and Pedestrian Master Plan - FNOR Rail Trail

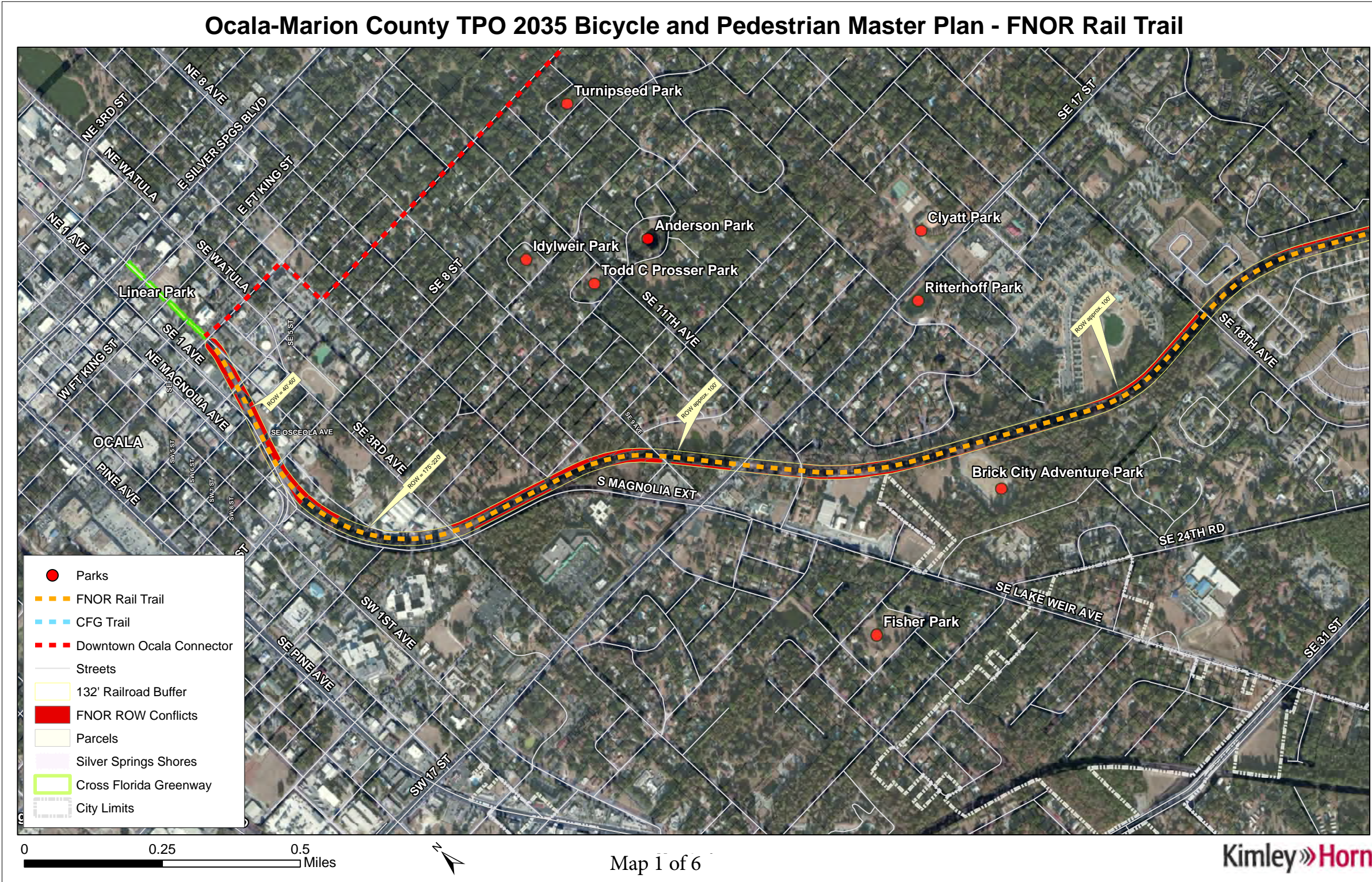


Segment 1

Segment 1 is where the FNOR rail trail would begin at the Linear Park’s southern terminus at SE 3rd Street and SE Osceola Avenue. The trail would also connect with the Silver Springs Bikeway’s Downtown Ocala connection at this point. Downtown Ocala has a traditional gridded street network and smaller block sizes in this area and a trail following the rail line through this segment would cross several streets. Each intersection of a roadway and the trail would require appropriate signage and pavement markings in accordance with FHWA’s Manual on Uniform Traffic Control Devices (MUTCD).

The segment continues from Downtown Ocala and crosses several streets including SE 3rd Avenue, SE 8th Avenue, SE 17th Street, and SE 11th Avenue. Several parcels conflict with the rail buffer on both the north and south sides of the tracks in this area.

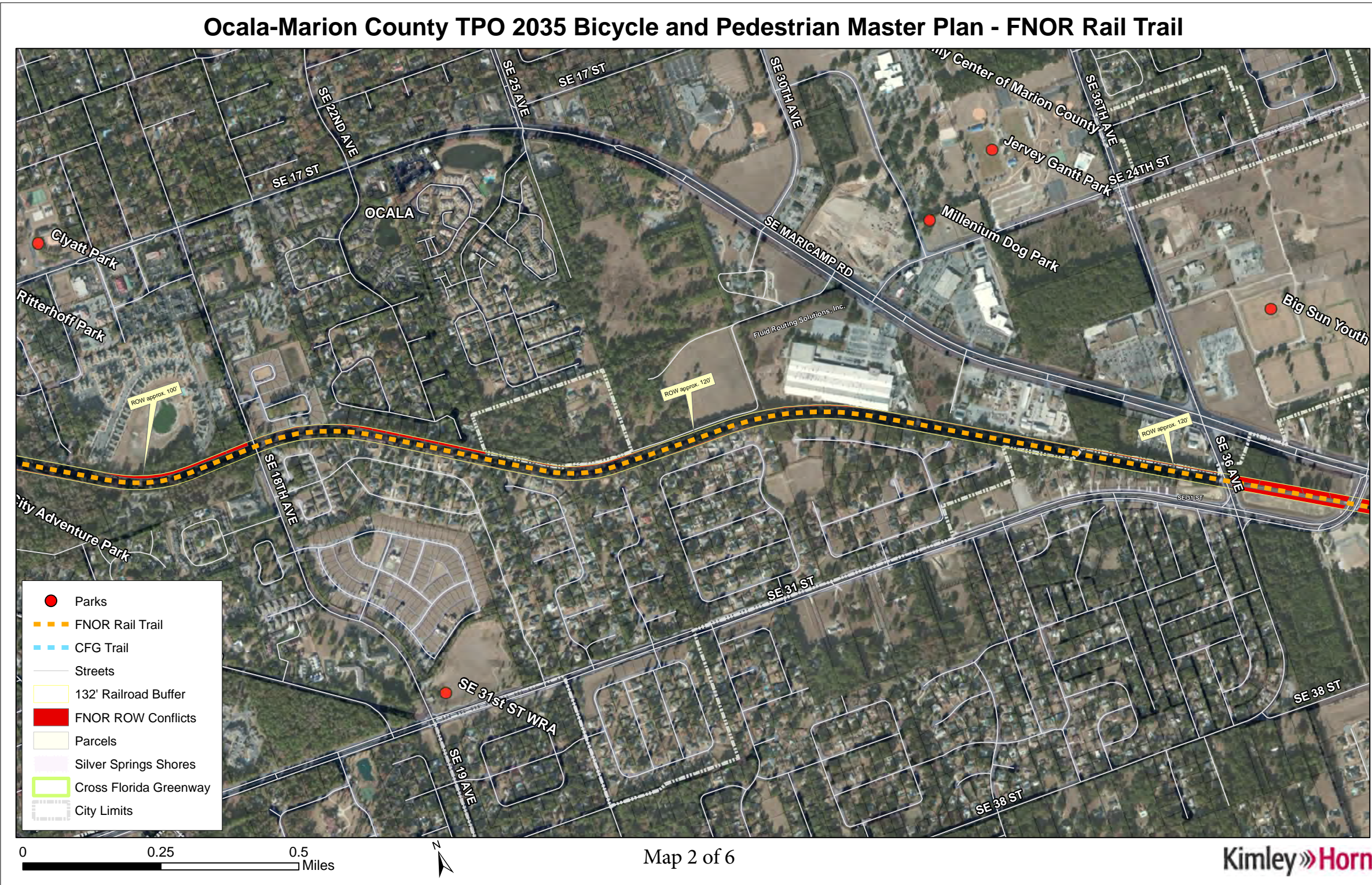
As the trail moves east it passes through a residential area with parcel conflicts primarily on the north side of the tracks. Here the trail runs directly along the northern border of Brick City Adventure Park. After passing Brick City Adventure Park, Segment 1 crosses SE 18th Avenue and continues east.



Segment 2

Segment 2 continues the trail east towards SE Maricamp Road with minimal parcel conflicts. However, the Fluid Routing Solutions, Inc. building is positioned very close to the north side of the FNOR tracks, coming as close as 50 feet in some instances.

This segment continues and crosses SE 36th Avenue and SE 31st Street as the railroad approaches SE Maricamp Road. This segment includes several mapped parcels with boundaries approaching close to the railroad tracks creating considerable conflicts on both sides of the tracks.



Segment 3

After crossing SE 31st Street, the trail crosses SE 39 Court Road and SE 44th Avenue Road. Similar to Segment 2, there are several parcels that appear to approach very close to the tracks causing right of way conflicts near SE Maricamp Road.

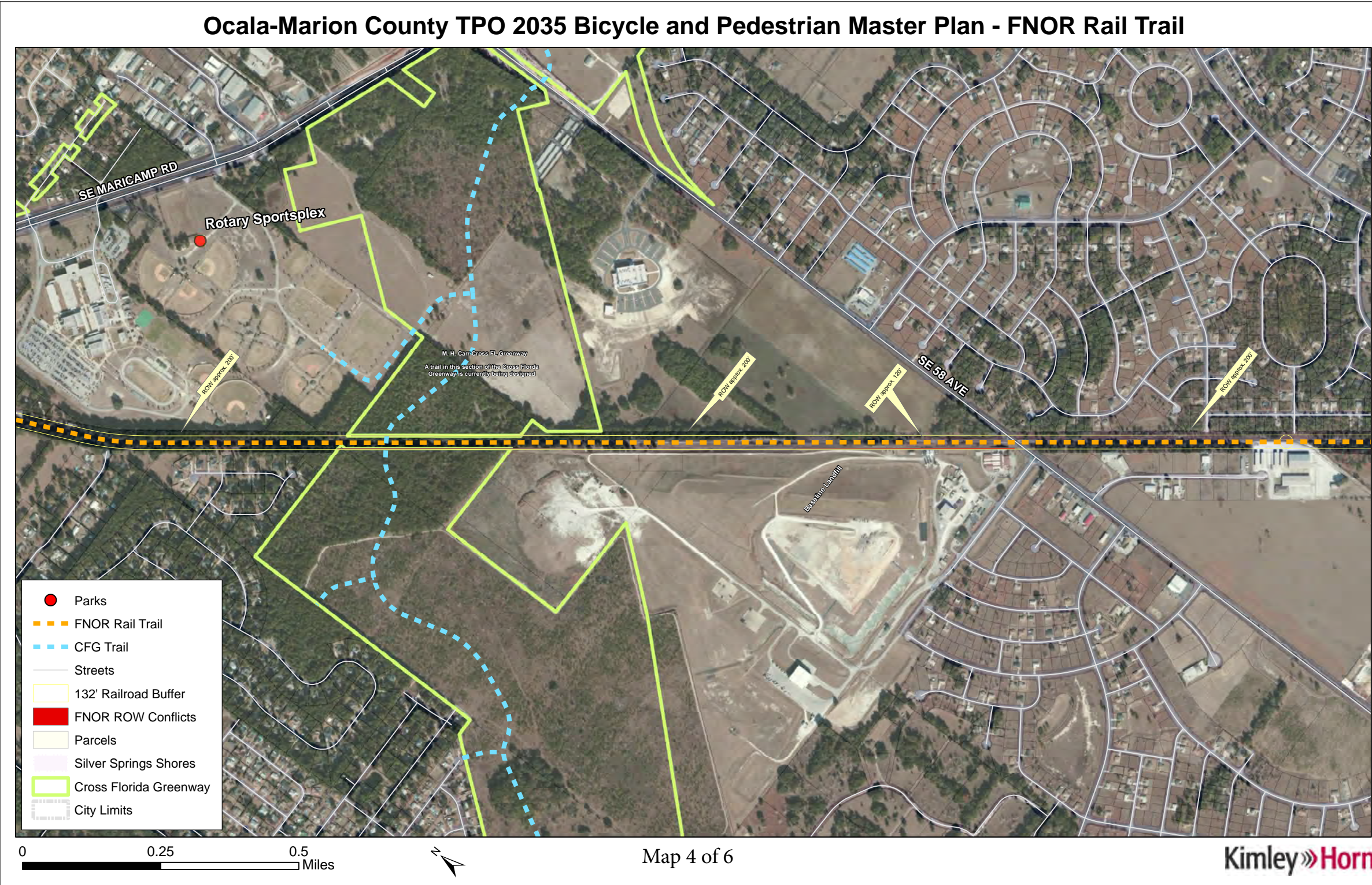
This segment then enters the Cross Florida Greenway where it will create a connection with the Cross Florid Greenway multi-use trail. There are no right of way constraints with private parcels in this area, the only parcel that enters the 132 foot buffer is Greenway property owned by the State of Florida.



Segment 4

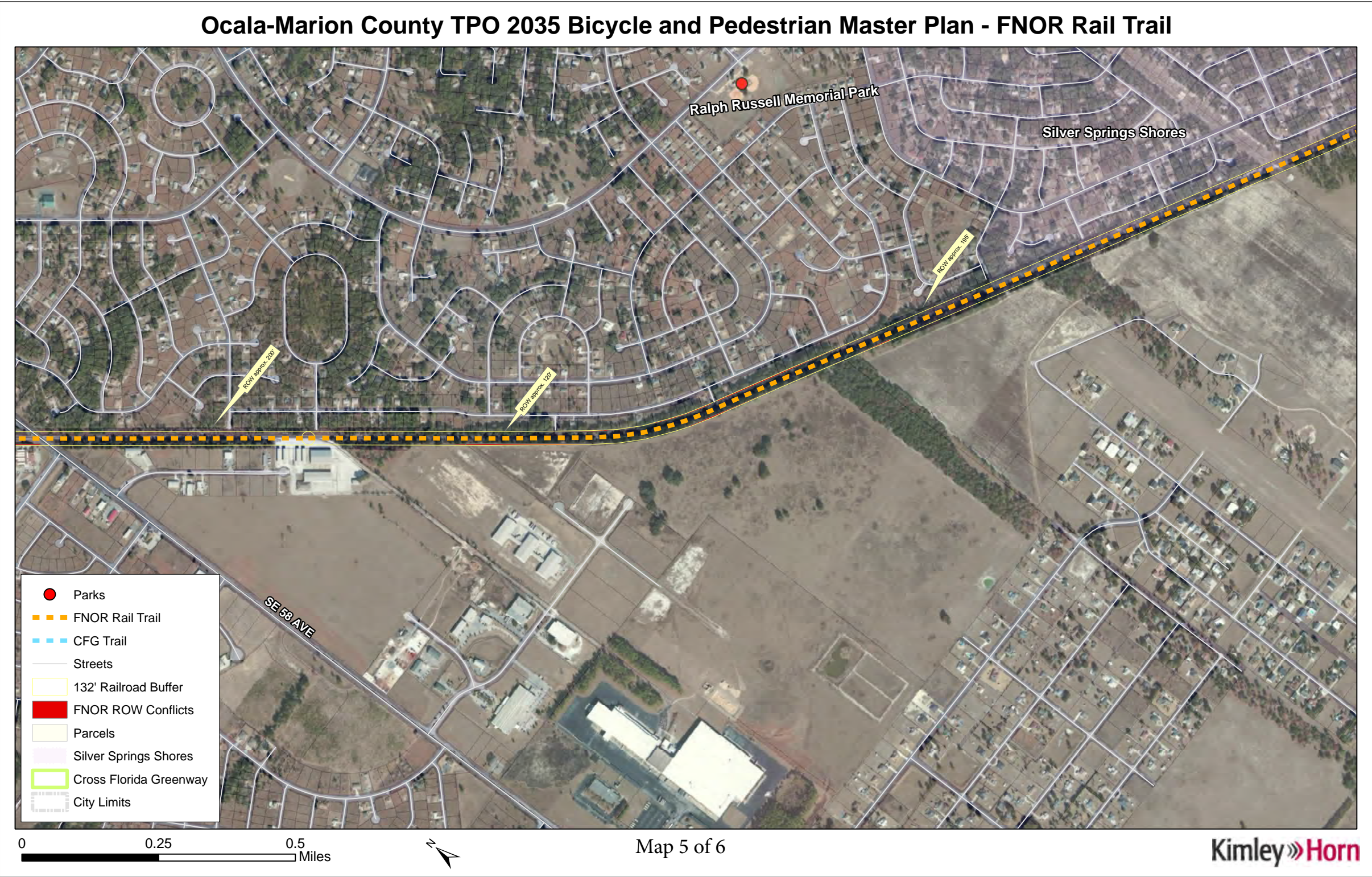
Segment 4 continues the FNOR trail through the Cross Florida Greenway, there are no right of way constraints with private parcels in this area, the only parcel that enters the 132 foot buffer is Greenway property owned by the State of Florida. Segment 4 continues to and along the Baseline Landfill property owned by Marion County. This parcel does conflict slightly with the trail buffer but is publicly owned land.

The trail then moves from the Baseline Landfill and crosses SE 58th Avenue. SE 58th Avenue is a two-lane road with a 55 mph speed limit. Signage and appropriate pavement markings will be required designate a safe trail crossing at SE 58th Avenue.



Segment 5

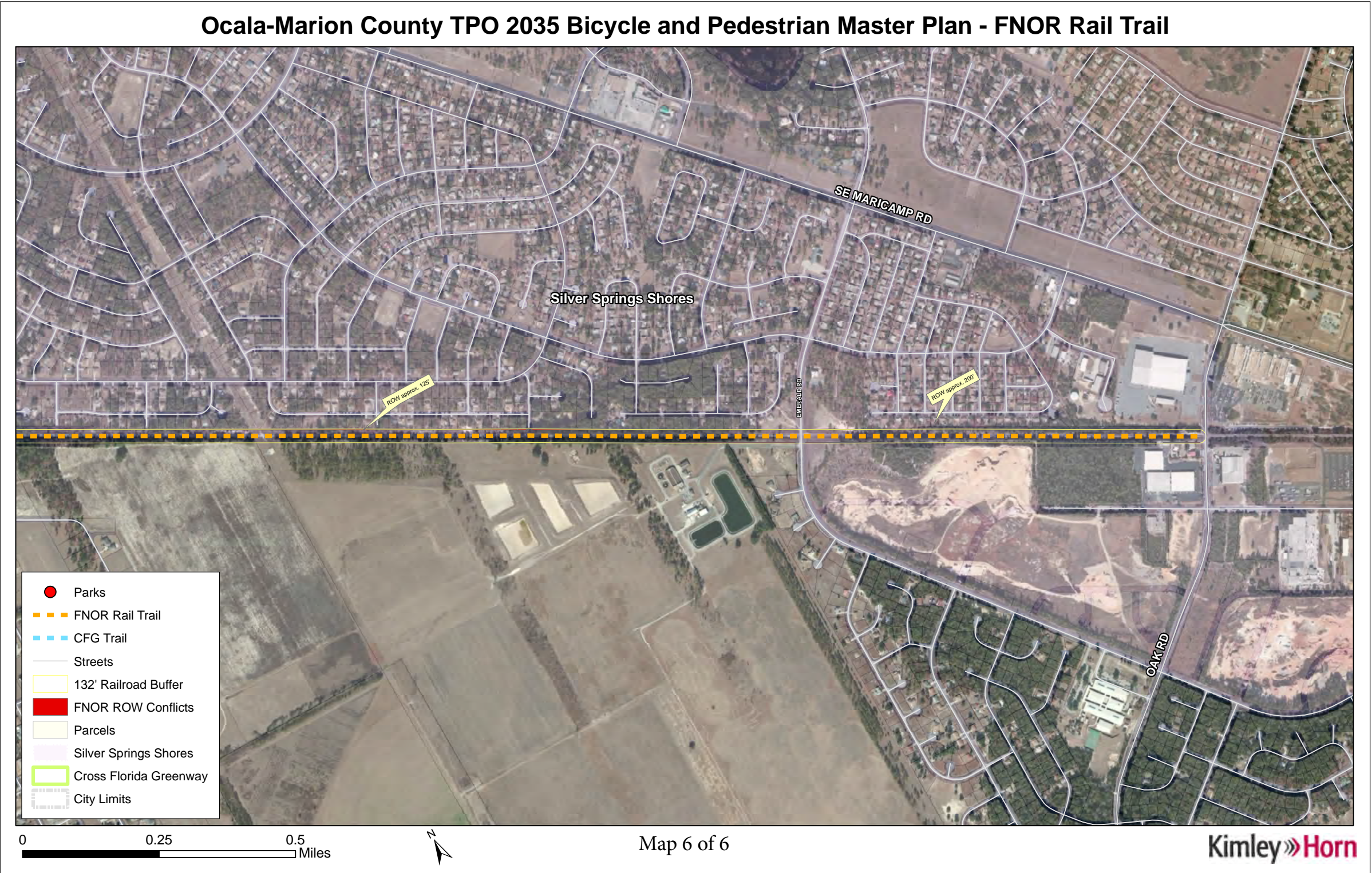
Segment 5 continues southeast towards Silver Springs Shores with minimal parcel conflicts and no road crossings. This segment is unique in that it does not have any parcels that intersect with the 132 foot rail buffer and also does not contain any road crossings.



Segment 6

Segment 6 continues through Silver Springs Shores with minimal parcel conflicts, one of which is a Marion County owned property on the south side of the tracks. This segment also includes one crossing at Emerald Road.

After crossing Emerald Road, the segment continues through Silver Springs Shores towards Oak Road. The final segment of the FNOR rail trail does not contain conflicts between parcels and the 132 foot railroad buffer.





Cost Estimates for Bicycle Facility Recommendations

Planning-level cost estimates for this project were developed using the Florida Department of Transportation (FDOT) Long Range Estimation System for bicycle lane and multi-use trail treatments that are used for reference purposes only. Recommended facility treatments are subject to change based on new information. Also, cost estimates will be continually be refined in subsequent design and engineering phases of the project. The included costs do no include design or permitting, which is generally 20 percent of the construction costs. Additionally, right-of-way costs and costs related to bridge constraints are not included in these cost estimates.

Table 1: FNOR Rail Trail Cost Estimate							
	ROW	Length	Unit Cost	Total Cost	Treatment	Owner	Comment
		Miles					
FNOR Rail Corridor	Railroad (varies)						
Cross Florida Greenway to Silver Springs Shores		5.3	\$ 231,278.63	\$ 1,225,776.74	Multi-use Trail ¹	Pinsly Railroad	Phase 1
Linear Park to Cross Florida Greenway		5.9	\$ 210,966.24	\$ 1,244,700.82	Rails to Trails ²	Pinsly Railroad	Phase 2
TOTAL		11.2		\$ 2,470,477.56			

¹ Source: FDOT Long Range Estimation System. Project: SHRUSE-O-01-BB

² Source: FDOT Long Range Estimation System Project: RAILS2-O-02BB

The Consultant has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Consultant at this time and represent only the Consultant's judgment as a design professional familiar with the construction industry. The Consultant cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Appendix C-1: Element Occurrences



FNAI Element Occurrences: Florida Northern Railroad

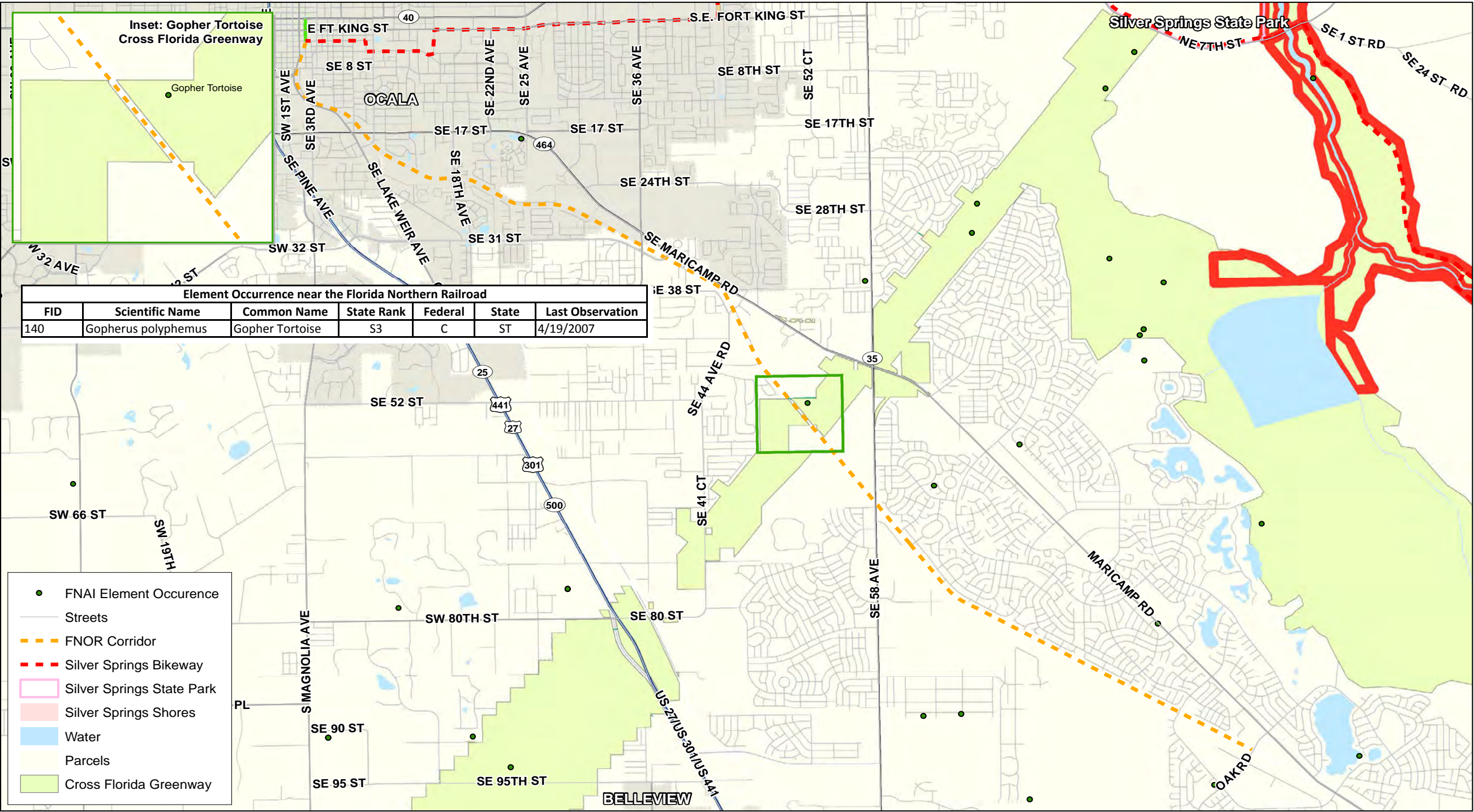
This map of the Florida Northern Railroad was prepared using Element Occurrence data for Marion County obtained from the Florida Natural Areas Inventory. This data contains points “locating the occurrences of endangered or rare plants and animals, high quality natural communities and other occurrences of natural resource interest in the Florida Natural Areas Inventory (FNAI) database. An “Element” is any exemplary or rare component of the natural environment, such as a species, plant community, bird rookery, spring, sinkhole, cave or other ecological feature. An “Element Occurrence” (EO) represents the locational record of an element and is a single extant habitat which sustains or otherwise contributes to the survival of a population or a distinct, self-sustaining example of a particular natural community.”

For the Florida Northern Railroad, only one element occurrence is identified. A table and map of this element occurrence are on the following pages. The table contains selected attributes as follows:

- **FID:** A unique identifier number for each element occurrence. Each element occurrence is labeled with an FID number on the maps that corresponds with information in the tables
- **Scientific Name:** The scientific name of the element
- **Common Name:** The common name of each element
- **State Rank:** A rank which best describes the relative rarity or endangerment of the species or community statewide
- **Federal:** Federal legal status for Florida populations; U.S. Endangered Species Act Classification
 - C = Candidate species for which federal listing agencies have sufficient information on biological vulnerability and threats to support proposing to list the species as Endangered or Threatened.
 - LE = Endangered: species in danger of extinction throughout all or a significant portion of its range.
 - LE, LT = Species currently listed endangered in a portion of its range but only listed as threatened in other areas
 - LE, PDL = Species currently listed endangered but has been proposed for delisting.
 - LE, PT = Species currently listed endangered but has been proposed for listing as threatened.
 - LE, XN = Species currently listed endangered but tracked population is a non-essential experimental population.
 - LT = Threatened: species likely to become Endangered within the foreseeable future throughout all or a significant portion of its range.
 - SAT = Treated as threatened due to similarity of appearance to a species which is federally listed such that enforcement personnel have difficulty in attempting to differentiate between the listed and unlisted species.
 - SC = Not currently listed, but considered a species of concern to USFWS.
- **State:** State protection status, official endangerment status or level of legal protection
 - FE = Listed as Endangered Species at the Federal level by the U. S. Fish and Wildlife Service
 - FT = Listed as Threatened Species at the Federal level by the U. S. Fish and Wildlife Service
 - F(XN) = Federal listed as an experimental population in Florida

- FT(S/A) = Federal Threatened due to similarity of appearance
 - ST = State population listed as Threatened by the FFWCC. Defined as a species, subspecies, or isolated population which is acutely vulnerable to environmental alteration, declining in number at a rapid rate, or whose range or habitat is decreasing in area at a rapid rate and as a consequence is destined or very likely to become an endangered species within the foreseeable future. (ST* for *Ursus americanus floridanus* (Florida black bear) indicates that this status does not apply in Baker and Columbia counties and in the Apalachicola National Forest. ST* for *Neovison vison* pop.1 (Southern mink, South Florida population) indicates that this status applies to the Everglades population only.)
 - SSC = Listed as Species of Special Concern by the FFWCC. Defined as a population which warrants special protection, recognition, or consideration because it has an inherent significant vulnerability to habitat modification, environmental alteration, human disturbance, or substantial human exploitation which, in the foreseeable future, may result in its becoming a threatened species. (SSC* indicates that a species has SSC status only in selected portions of its range in Florida. SSC* for *Pandion haliaetus* (Osprey) indicates that this status applies in Monroe county only.)
 - N = Not currently listed, nor currently being considered for listing.
 - Plants: Definitions derived from Sections 581.011 and 581.185(2), Florida Statutes, and the Preservation of Native Flora of Florida Act, 5B-40.001. FNAI does not track all state-regulated plant species; for a complete list of state-regulated plant species, call Florida Division of Plant Industry, 352-372-3505 or see: <http://www.doacs.state.fl.us/pi/>.
 - LE = Endangered: species of plants native to Florida that are in imminent danger of extinction within the state, the survival of which is unlikely if the causes of a decline in the number of plants continue; includes all species determined to be endangered or threatened pursuant to the U.S. Endangered Species Act.
 - LT = Threatened: species native to the state that are in rapid decline in the number of plants within the state, but which have not so decreased in number as to cause them to be Endangered.
 - N = Not currently listed, nor currently being considered for listing.
- **Last Observation:** The date that the species or natural community occurrence was last observed to be extant at the site. This is not necessarily the date the site was last visited.
 - *Source: Florida Natural Areas Inventory Element Occurrence Shapefile Metadata Attribute Descriptions*

FNOR Rail Trail - Element Occurences



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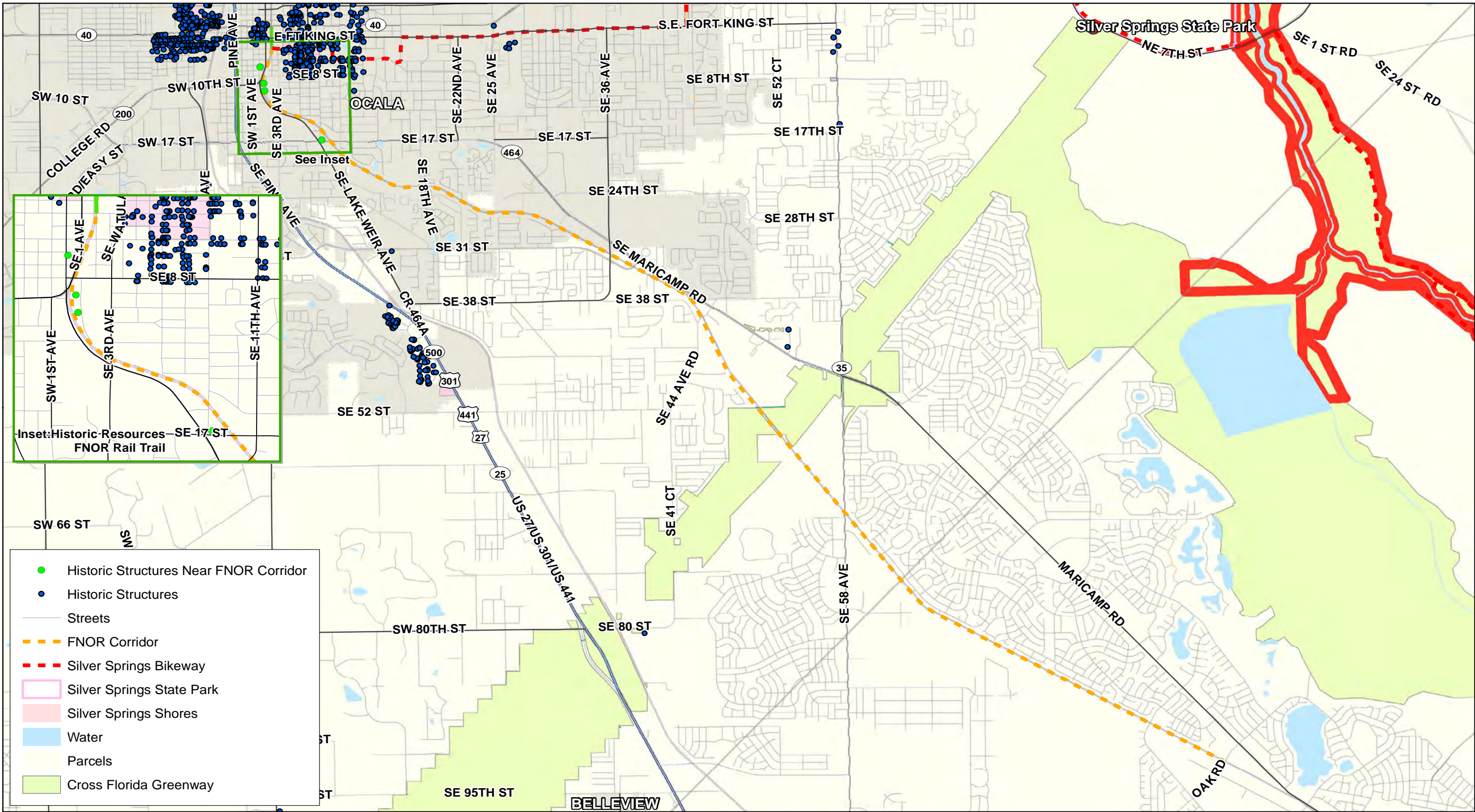


Source: FNAI, FGDL, FDEP, FDOT, Marion County

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Appendix C-2: Historic and Cultural Resources

FNOR Rail Trail - Historic Resources



Source: FNAI, FGDL, FDEP, FDOT, Marion County Kimley»Horn

Appendix C-3: CSX Policy on Bicycle/Pedestrian Pathways and Crossings in Right-of-Way



Bicycle/Pedestrian Pathways and Crossings

Key Points and Procedures

- Private or public parallel at-grade paths are not permitted on active CSXT right of way.
- CSXT will oppose condemnation proceedings aimed at recreational use of trackside property.
- The public agency or private landowner that establishes bike/pedestrian path usage of trackside property must provide unqualified indemnity and adequate insurance to protect CSXT as well as safety measures necessary to eliminate safety risks.
- Bicycle/pedestrian pathways cannot cross tracks at grade.

Overview

CSXT recognizes that communities often wish to establish recreational paths in areas adjacent to active railroad lines. Understanding the importance of these activities to local communities, CSXT will cooperate in establishment of such paths, recognizing that important requirements must be met and safety precautions taken to protect those who use the pathways.

CSXT's pathway policy is a reflection of its longstanding commitment to employee and public safety and its concern for the risks associated with pedestrian, bike or motor vehicle traffic moving on or adjacent to its railroad right-of-way.

CSXT Policy on Pathways Parallel to CSXT Tracks and Right of Way

At CSXT safety is paramount. Because of the risks associated with pedestrian, bicycle, and other recreational traffic moving parallel to active rail lines, CSXT's policy is not to permit private or public parallel at-grade paths that come within the railroad's right-of-way (generally 50 feet from the centerline of the track on both sides). In the interest of public safety, in the rare event that circumstances exist that an exception is made, CSXT will insist upon safety measures such as fencing and signage where such pathways or parks are established parallel to the railroad's right-of-way. The cost of installing, inspection and future maintenance must be clearly assigned to and carried out by an appropriate agency or person other than CSXT.

Also in the interest of public safety, CSXT will oppose any attempt to impose recreational usage of trackside property through condemnation. In the event public authorities or private landowners succeed in establishing such usage, CSXT requires, as a condition of access to its property, an unqualified indemnity by the public agency or private landowner responsible for such usage, and insurance coverage adequate to cover the increased risk by such usage. CSXT also requires the public agency or private landowner to bear the cost of any safety measures that may be necessary to eliminate or lessen such risks.

Pathways Crossing CSXT Tracks and Right-of-Way

For obvious safety reasons, bicycle/pedestrian pathway crossing railroad tracks will not be permitted at grade. Establishing pathways over or under the railroad track and right of way, with appropriate safeguards, will then require pathway-rail grade separations.

Bicycle/pedestrian pathway-rail crossings at existing public highway-rail grade crossings will be permitted when they are within a highway easement across CSXT right-of-way and a determination of the appropriate signs and warning system is made by the appropriate highway and/or regulatory agency.

The cost of pathway-rail crossings, signs, and warning systems will be paid by the requesting party or government agency, including the initial installation and maintenance.

Source: CSX Public Project Information For Construction and Improvement Projects That May Involve the Railroad

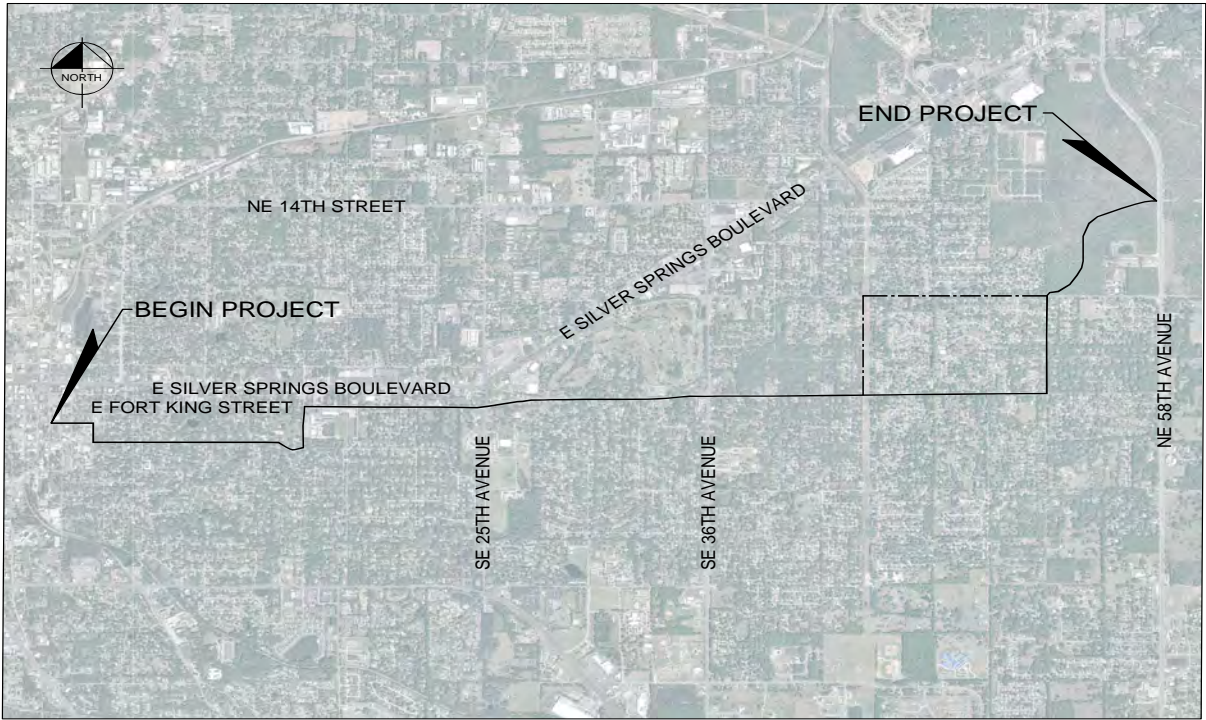
Appendix D:

Concept Plan: Downtown to Silver Springs Trail

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CONCEPT PLANS
FOR
DOWNTOWN TO SILVER
SPRINGS TRAIL
PREPARED FOR
OCALA-MARION COUNTY TPO
JUNE 2015



VICINITY MAP

CONCEPT PLANS

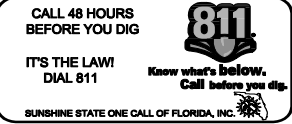
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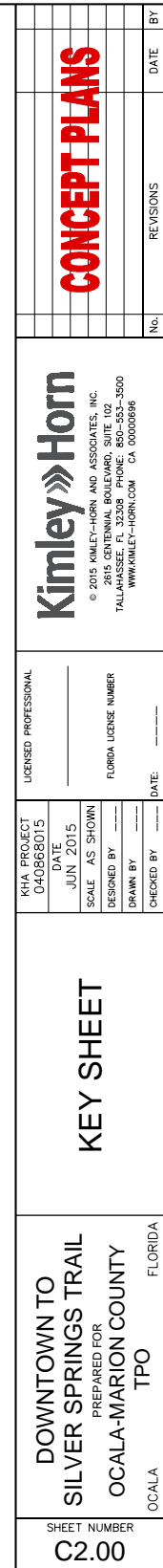
INDEX OF DRAWINGS

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C2.00	KEY SHEET
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C3.01	SECTION 1 – DOWNTOWN GEOMETRY PLAN
C3.02	SECTION 1 – DOWNTOWN GEOMETRY PLAN
C3.03	SECTION 2 – DOWNTOWN GEOMETRY PLAN
C3.04	SECTION 2 – DOWNTOWN GEOMETRY PLAN
C3.05	SECTION 3 – DOWNTOWN GEOMETRY PLAN
C3.06	SECTION 3 – DOWNTOWN GEOMETRY PLAN
C3.07	SECTION 3 – DOWNTOWN GEOMETRY PLAN
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C3.09	SECTION 4 – DOWNTOWN GEOMETRY PLAN
C3.10	SECTION 4 – DOWNTOWN GEOMETRY PLAN
C3.11	ALTERNATE TRAIL ALIGNMENT
C4.00	TYPICAL SECTIONS
C4.01	TYPICAL SECTIONS AND DETAILS

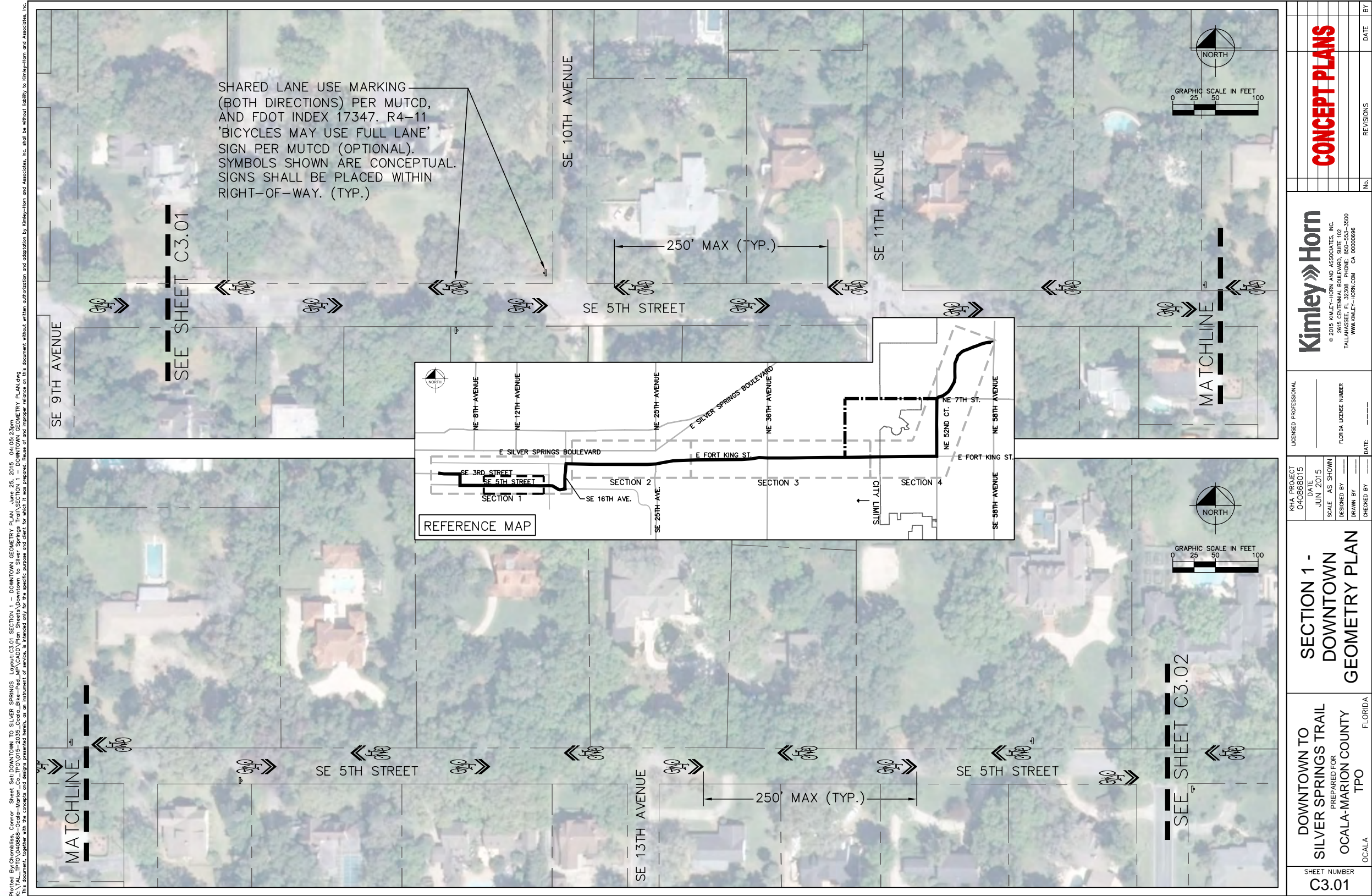
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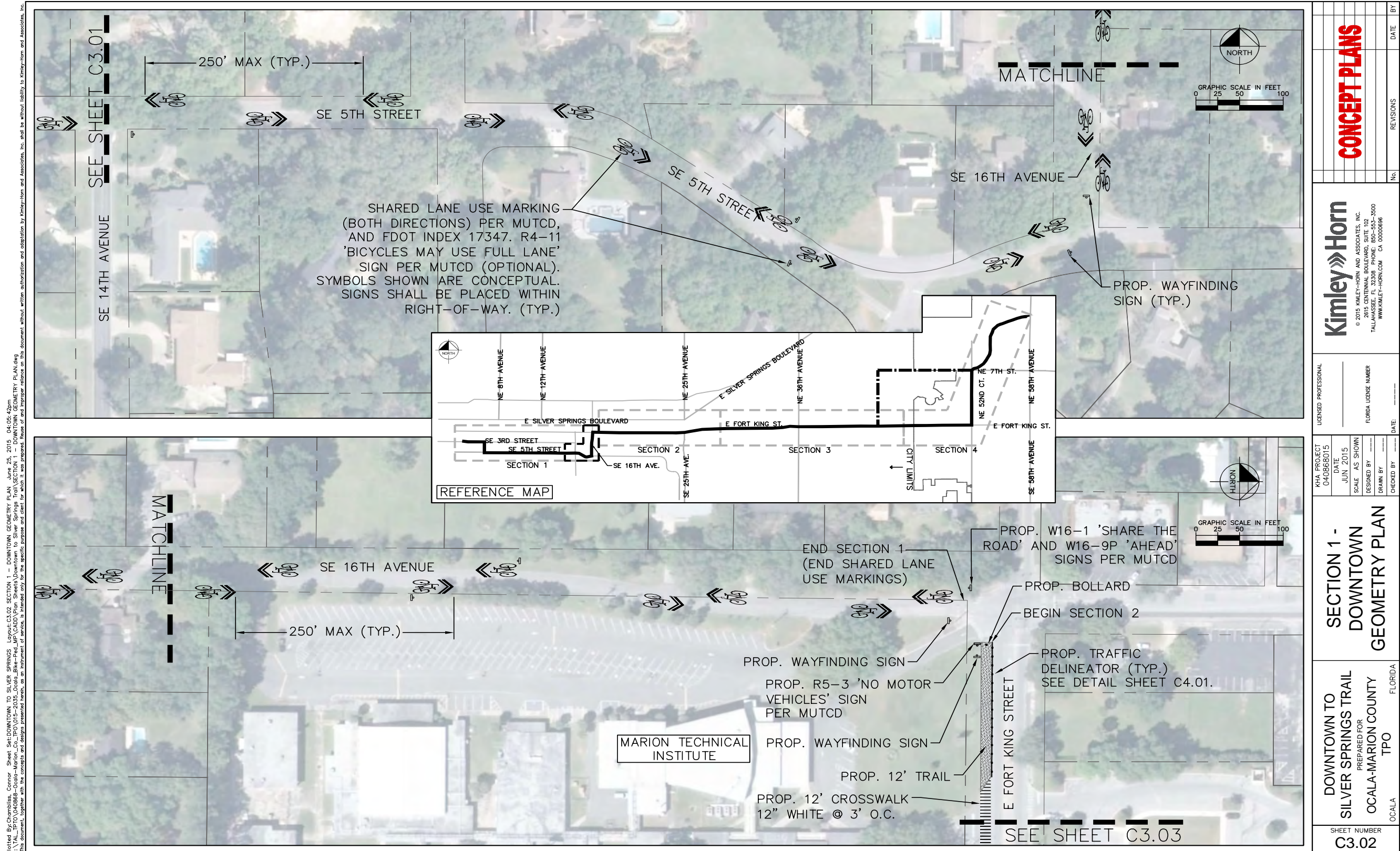


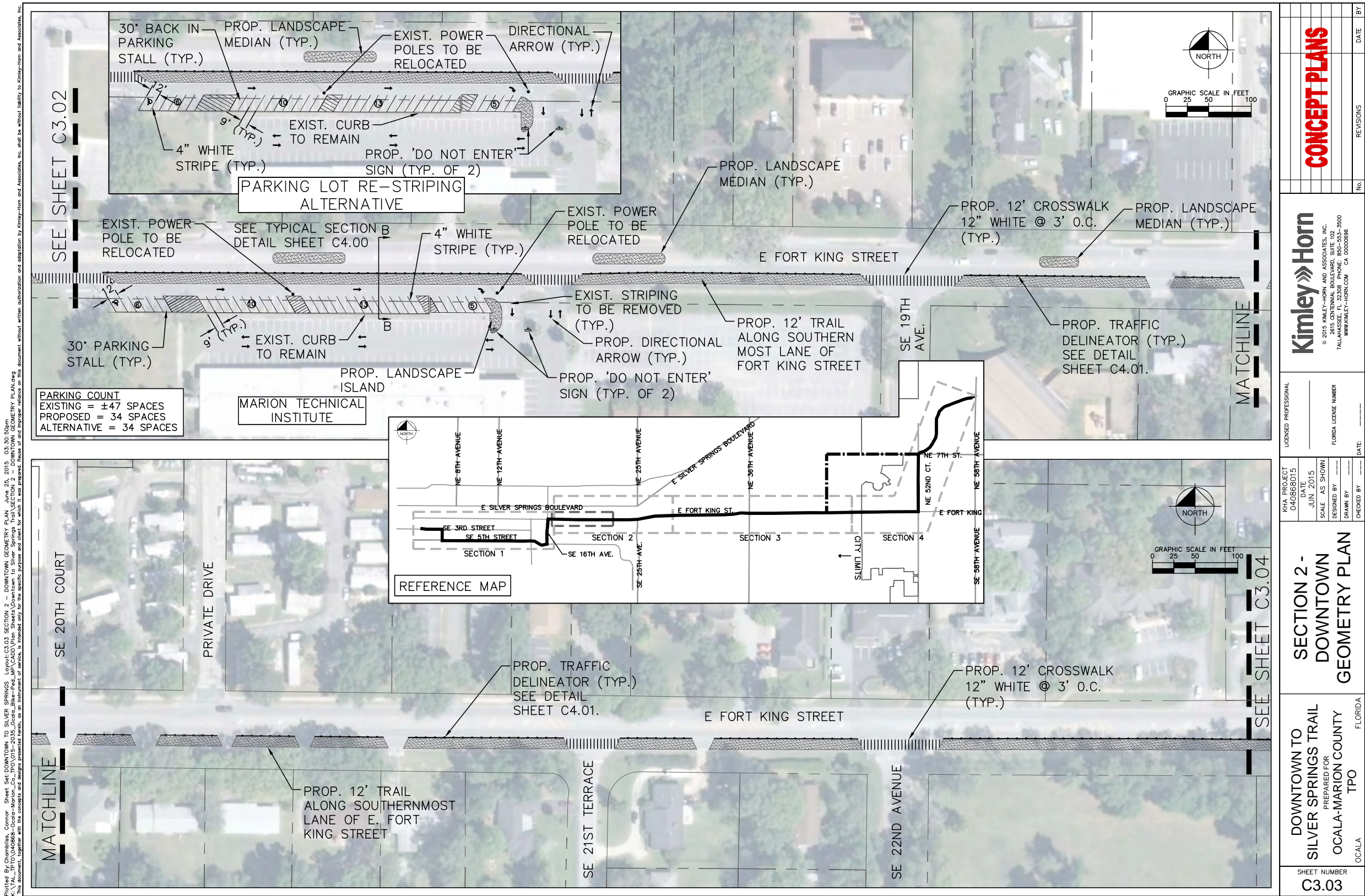
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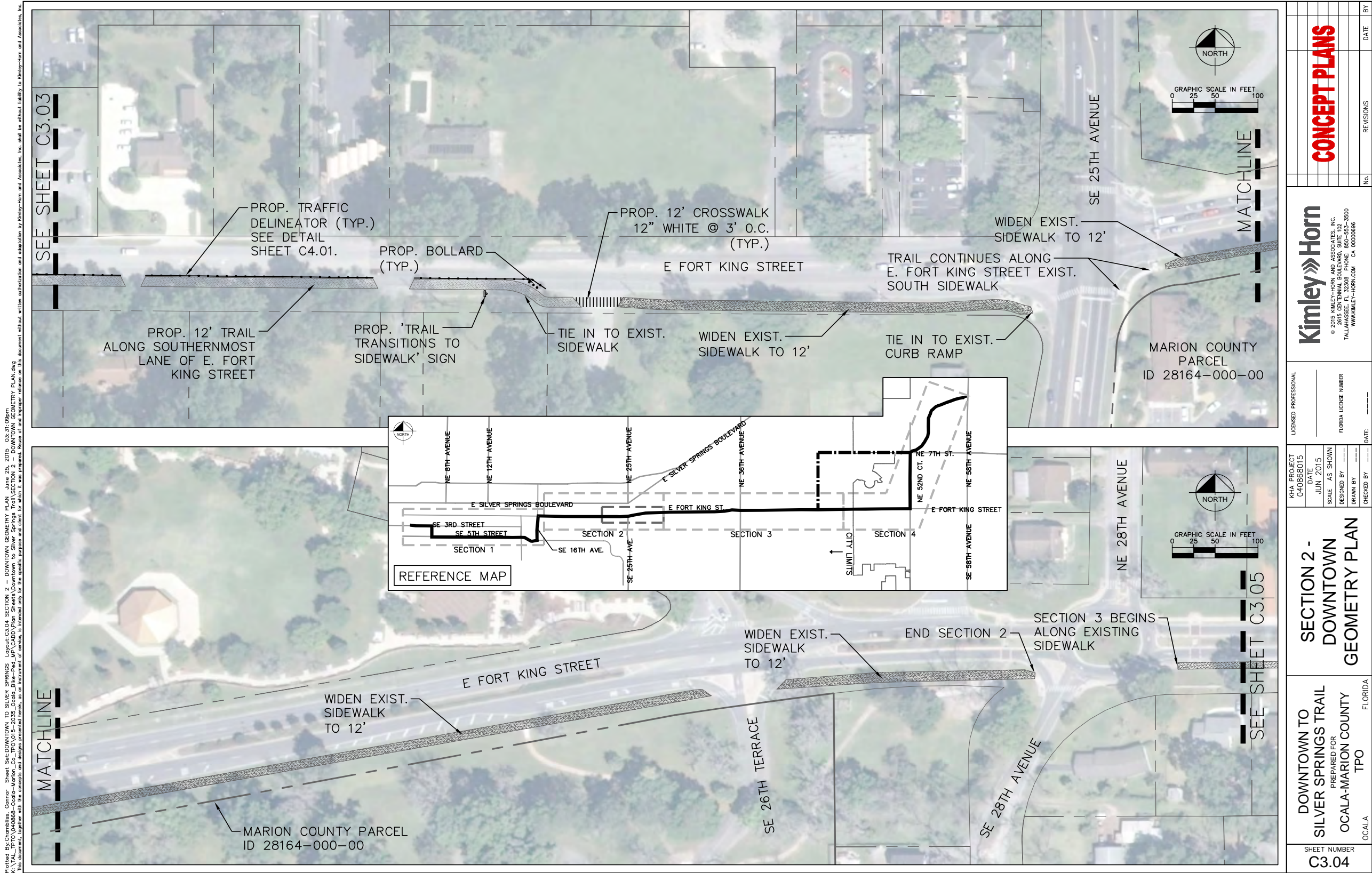






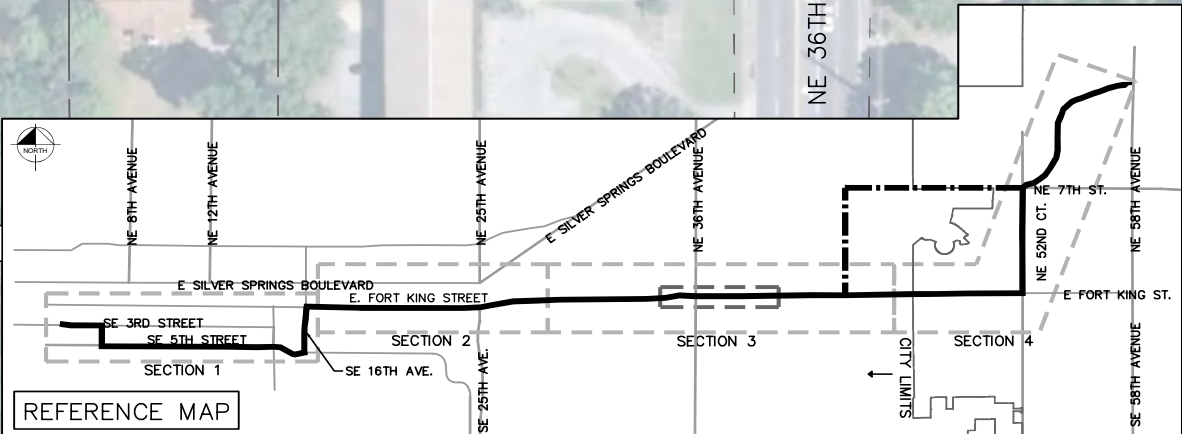
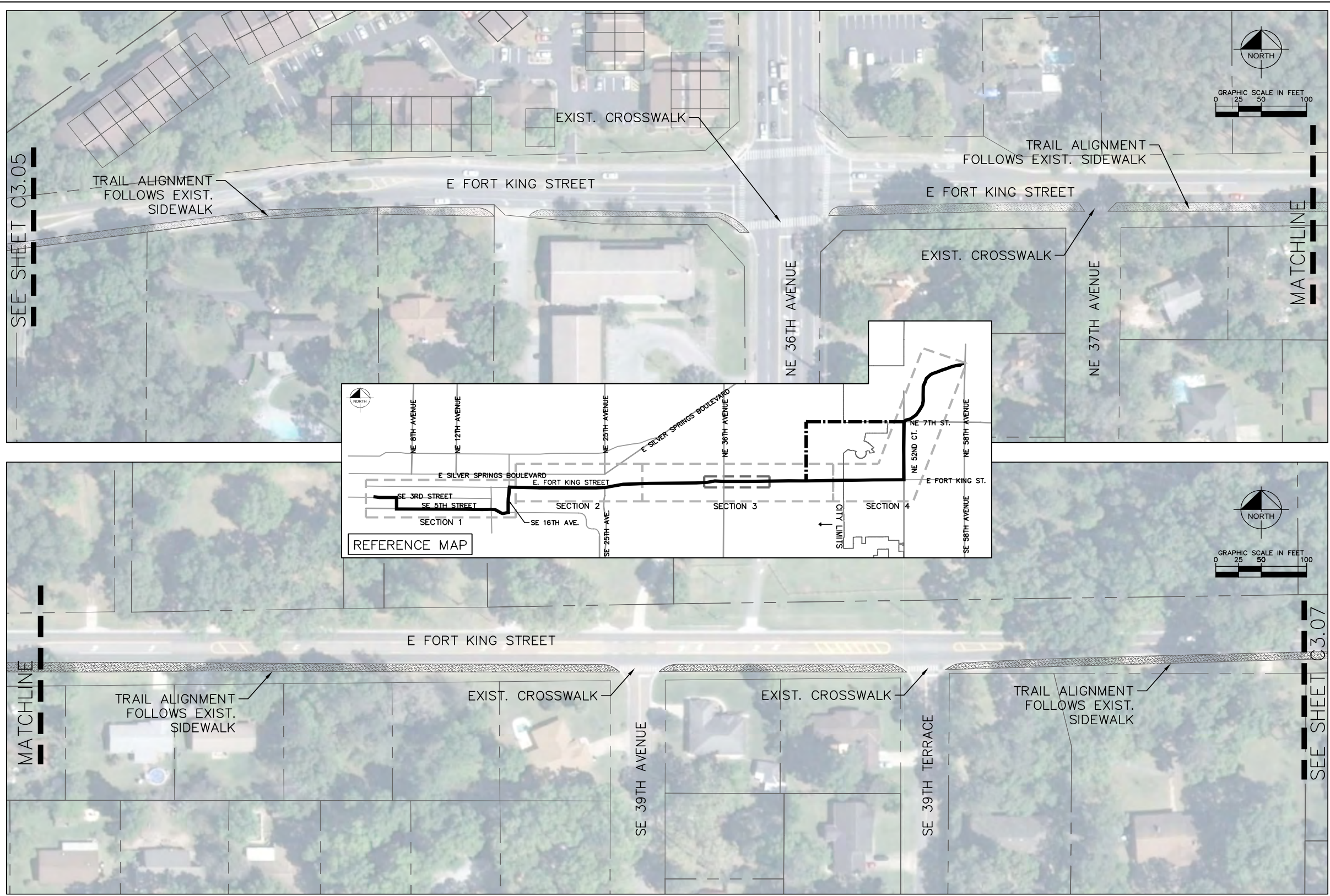






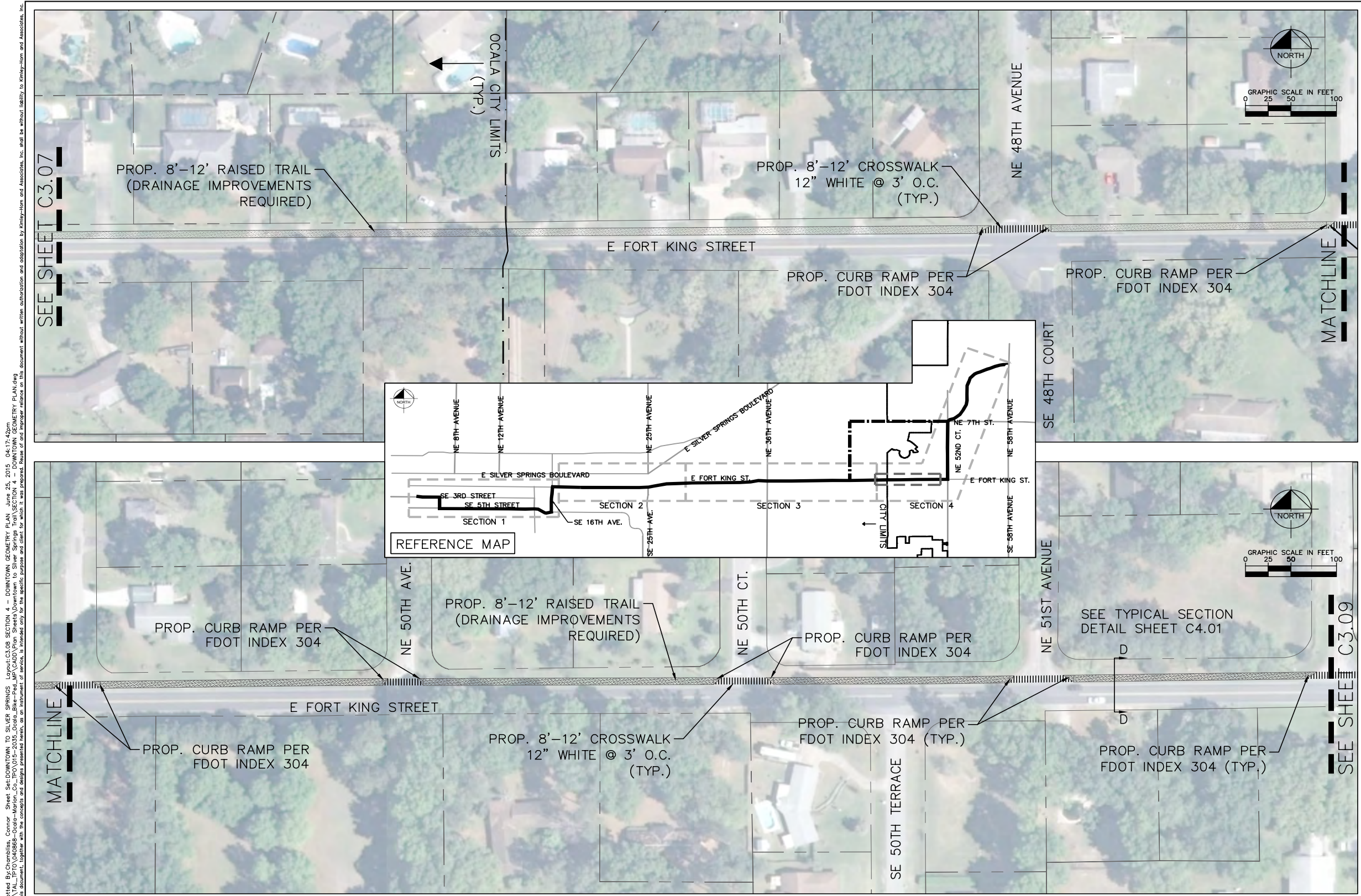


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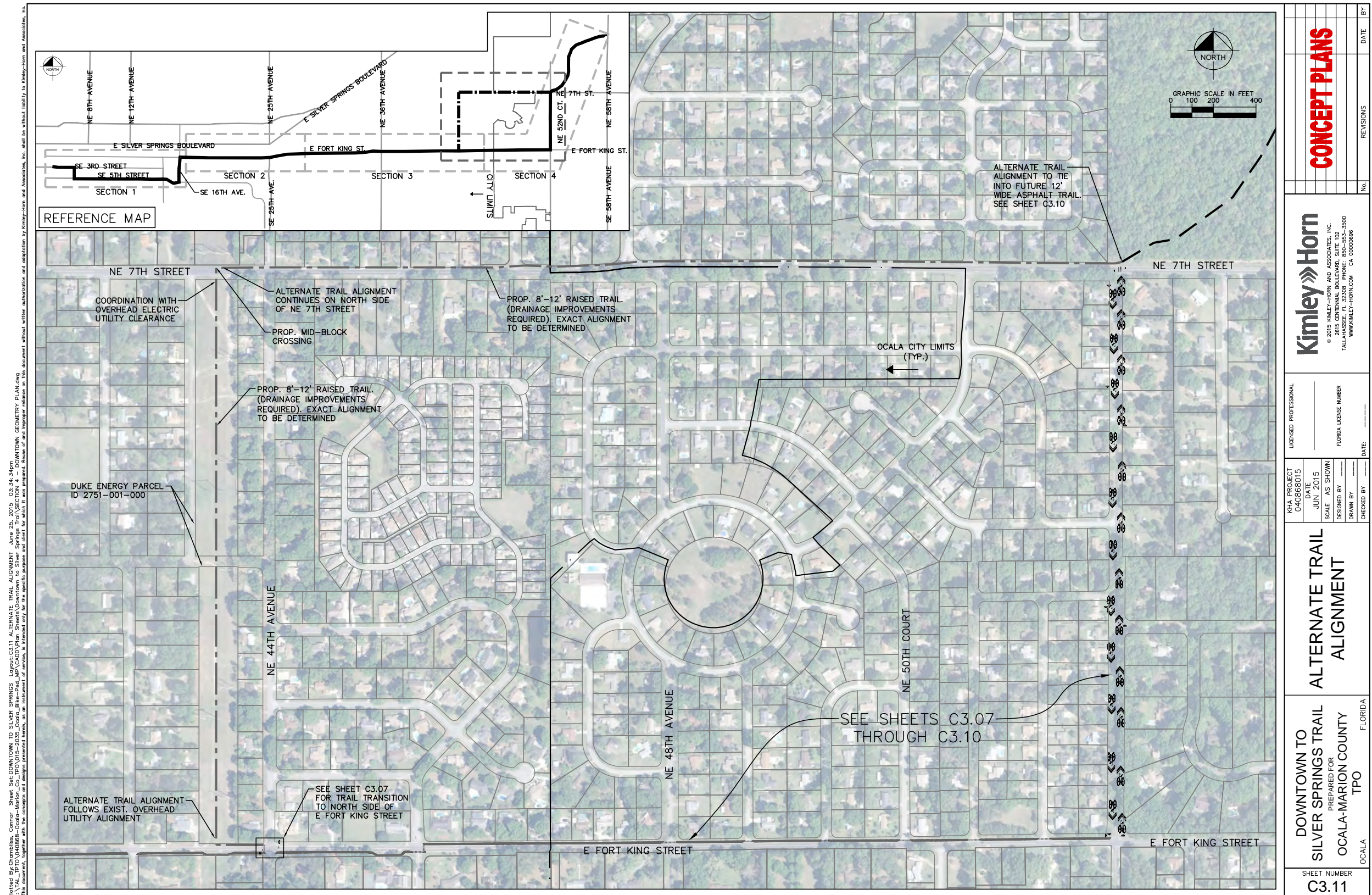




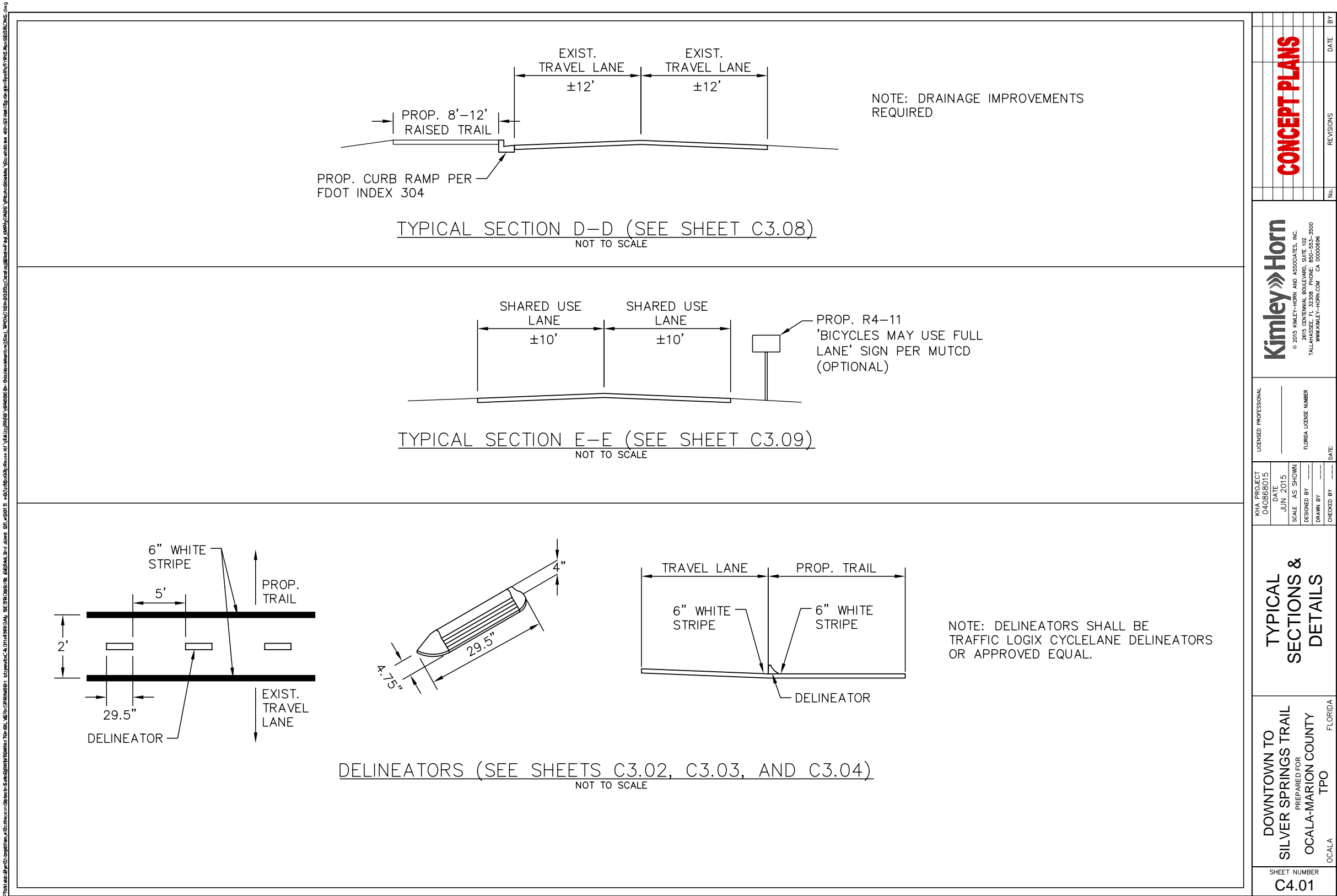
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Appendix E: Concept Plan: Silver Springs Trail




PROJECT LOCATION

CONCEPT PLANS FOR SILVER SPRINGS TRAIL

PREPARED FOR
OCALA-MARION COUNTY TPO
JUNE 2015



BEGIN PROJECT



VICINITY MAP

END PROJECT

INDEX OF DRAWINGS

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C3.01	GEOMETRY PLAN
C3.02	GEOMETRY PLAN
C3.03	GEOMETRY PLAN
C4.00	TYPICAL SECTIONS

CONCEPT PLANS


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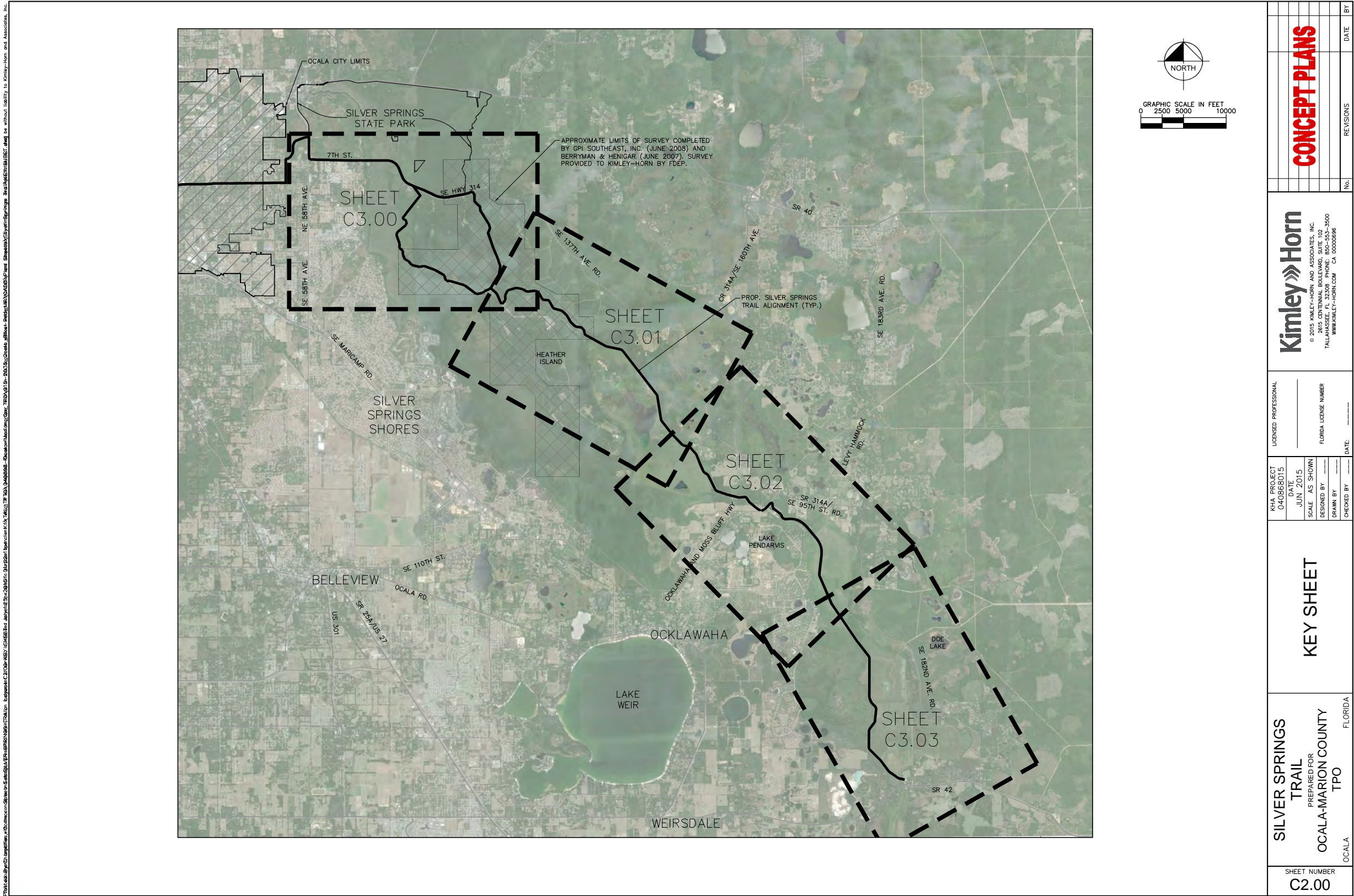
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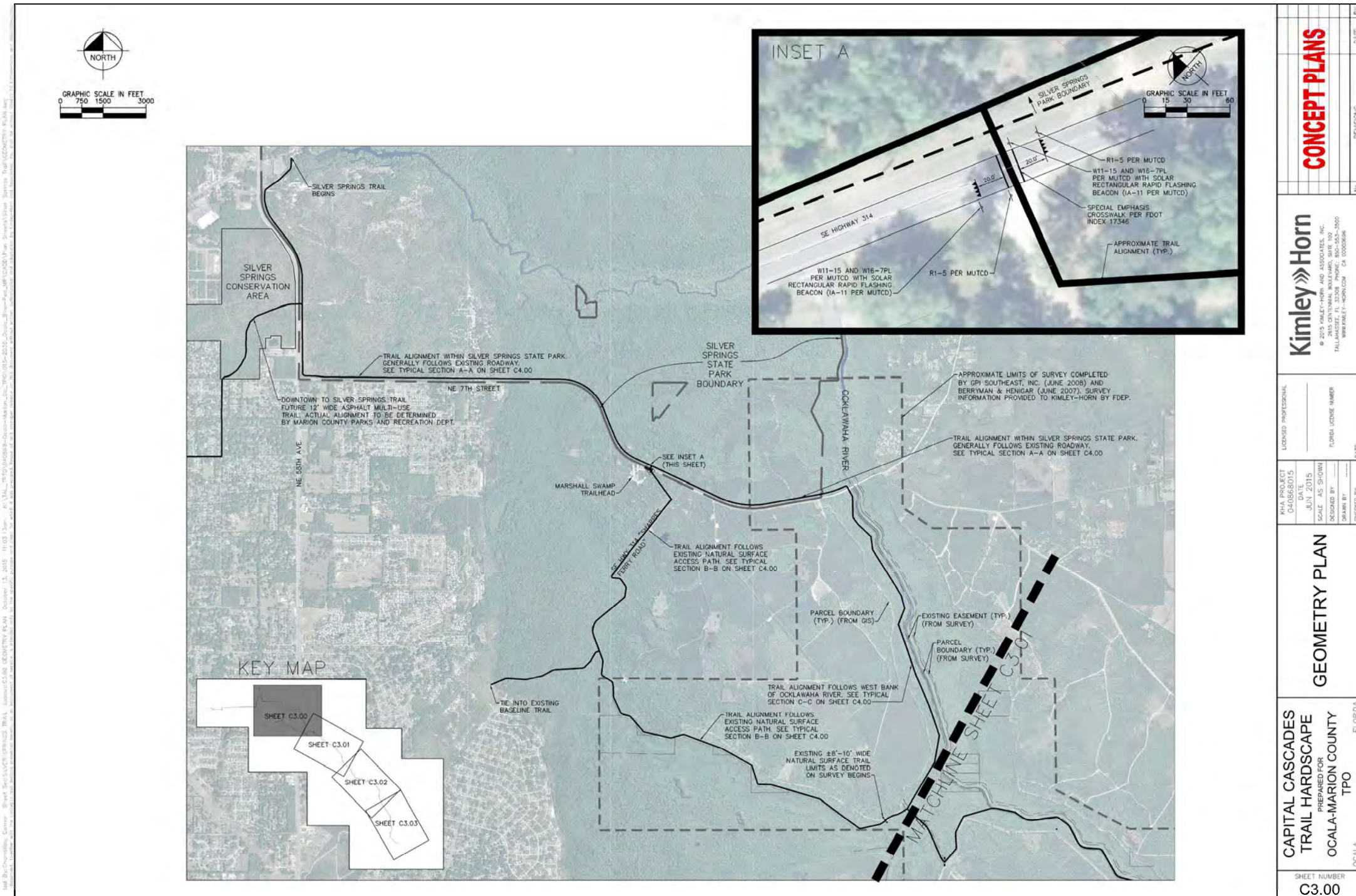
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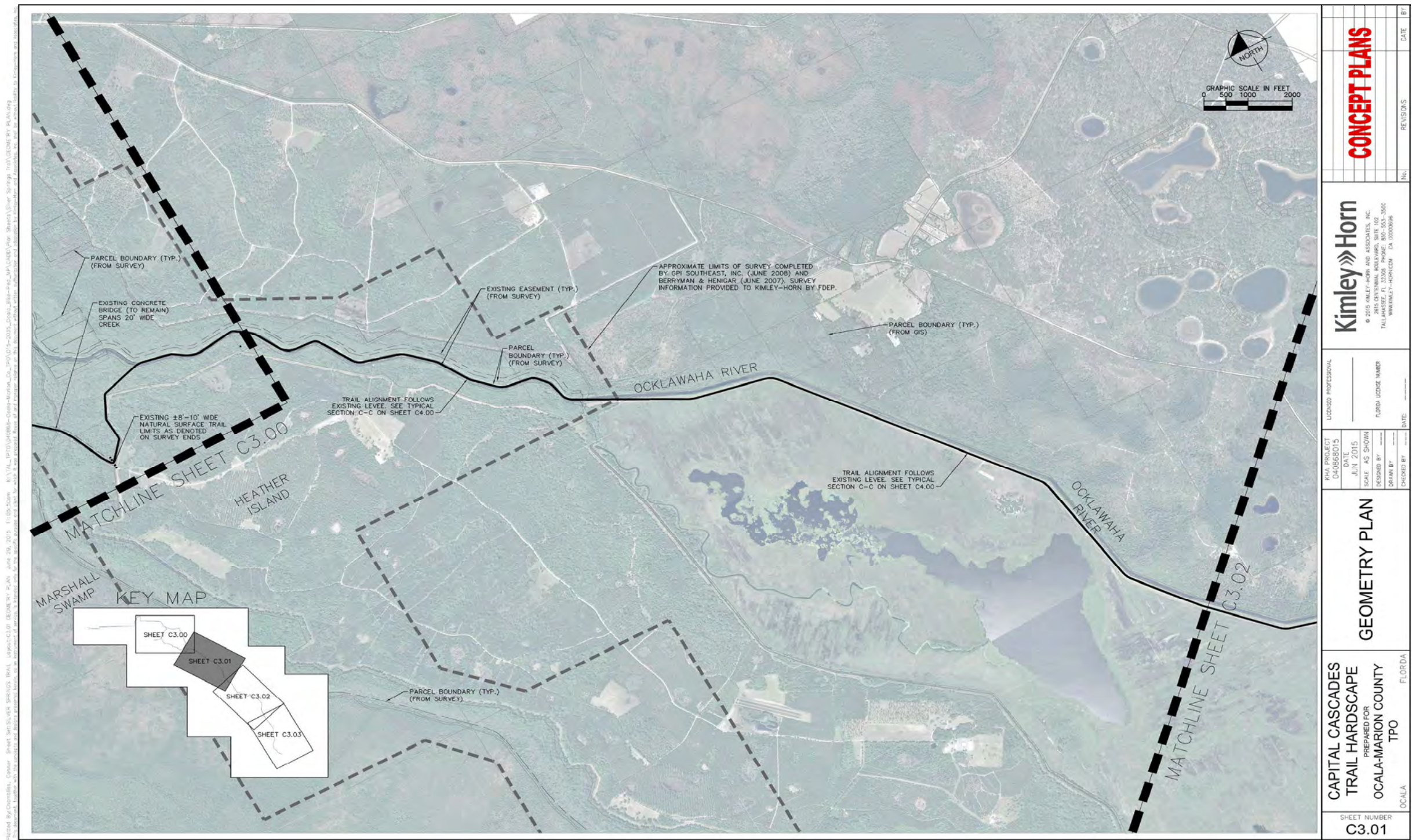
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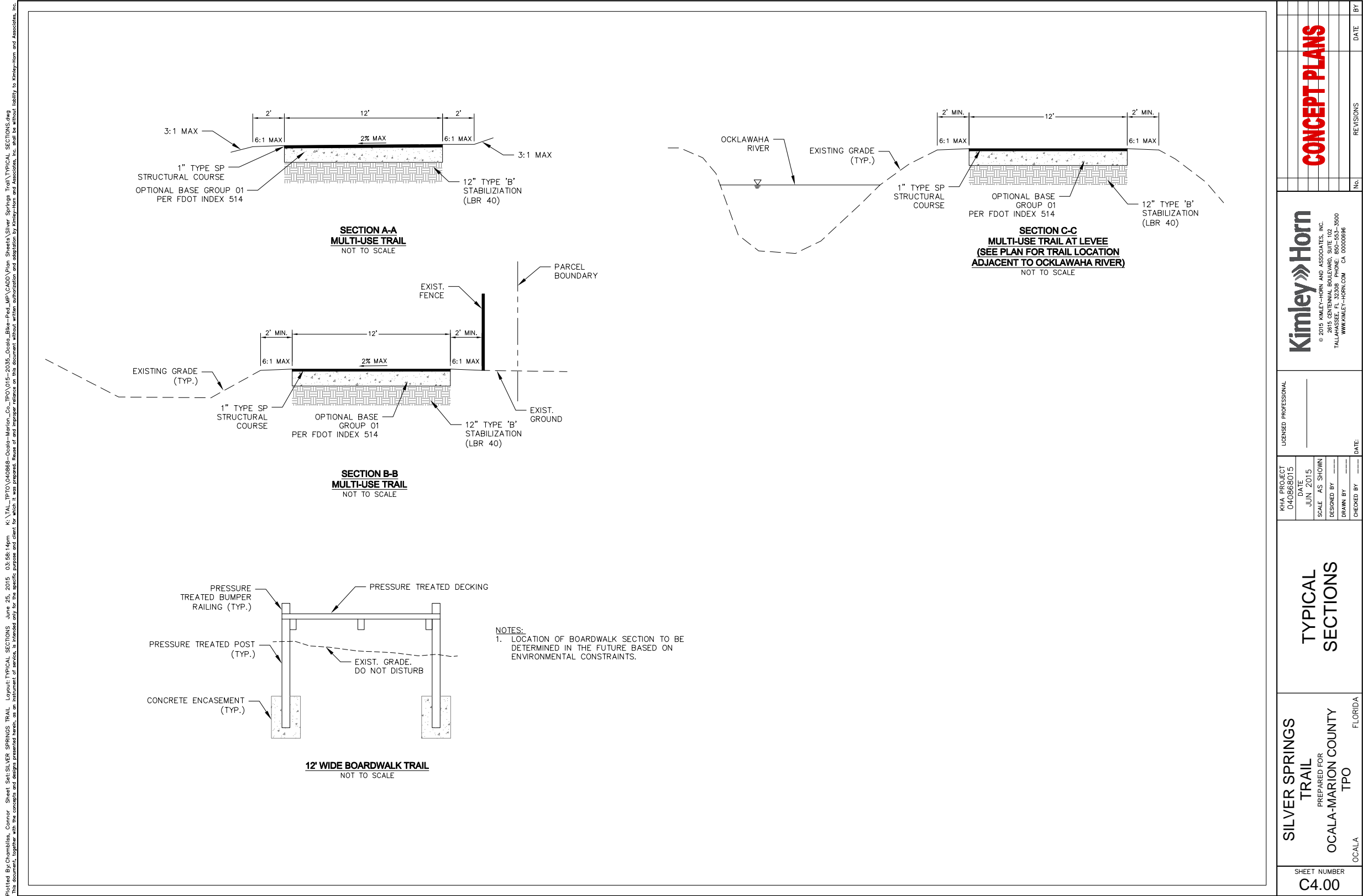






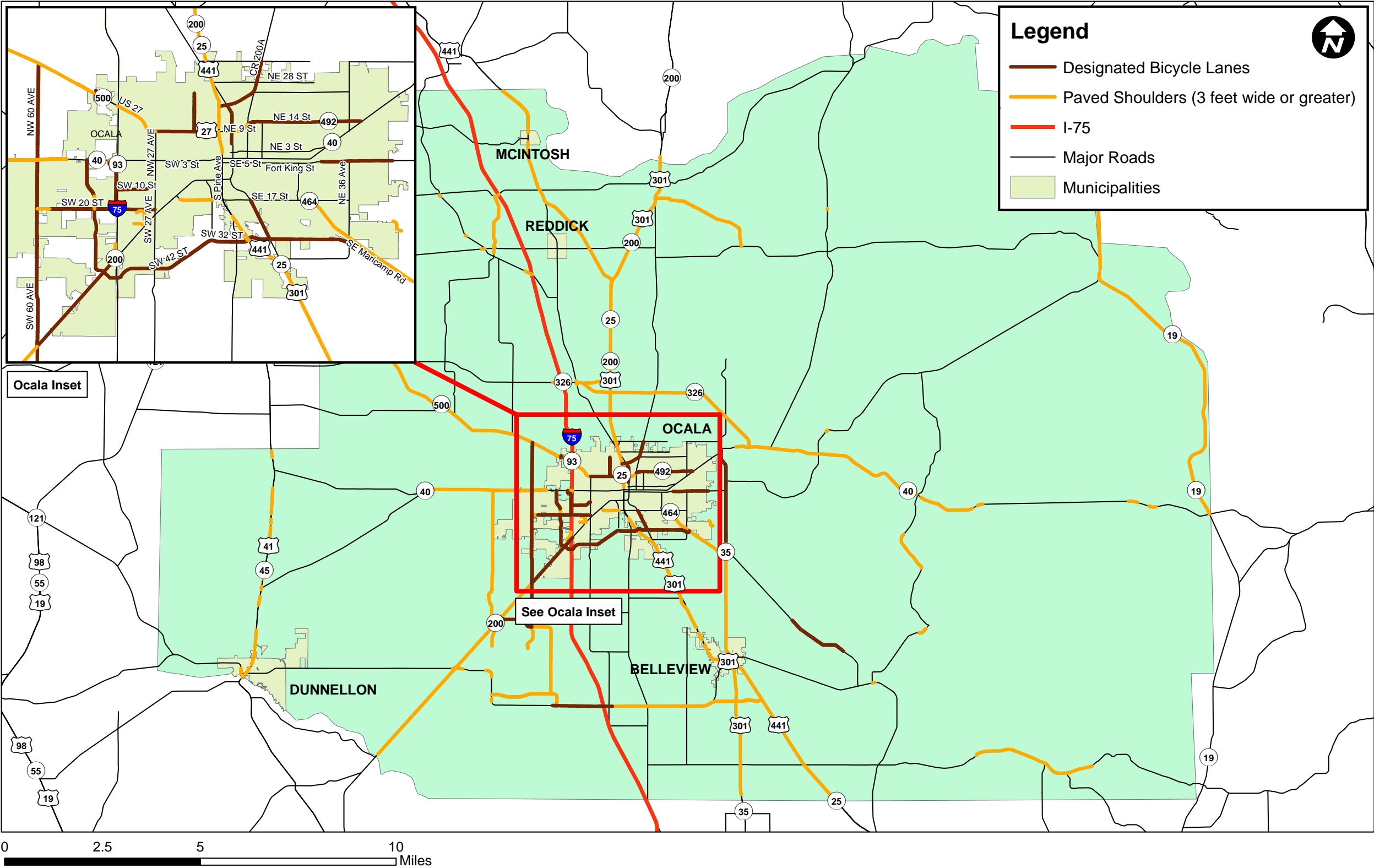




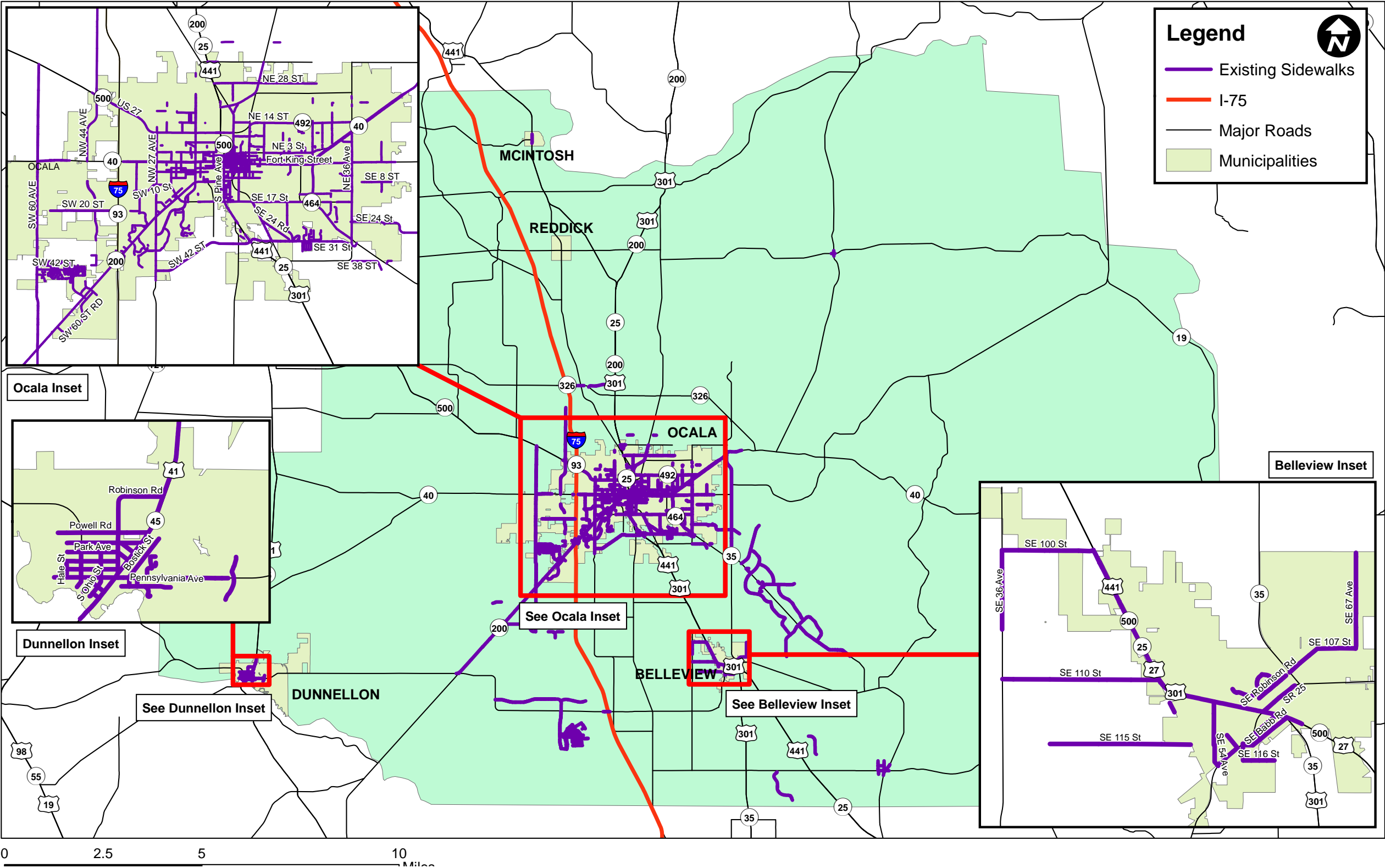


Appendix F: Existing Conditions Maps

Existing bicycle facilities in Marion County



Existing pedestrian facilities in Marion County



Appendix G: Newsletters 1 and 2



2035 Bicycle and Pedestrian Master Plan

Bike Ocala-Marion, the 2035 Bicycle and Pedestrian Master Plan, is an exciting project led by the Ocala-Marion County Transportation Planning Organization (TPO). This Master Plan aims to improve bicycle and pedestrian infrastructure and promote economic development in Marion County.

The ultimate goal of the Master Plan is to plan for a network of sidewalks and bicycle facilities that provide a safe and efficient alternative transportation system. The Master Plan will capitalize on Marion County’s position within Florida’s rapidly growing trail network by planning for a series of paved trails that connect to other regional trails in Florida, including the Coast-to-Coast Trail and the Heart of Florida Loop. These trails will not only provide greater connectivity and recreational opportunities, but will bring economic benefit to the region as well.

Key Steps for the Master Plan

Public Input

The project website, www.BikeOcalaMarion.com, contains project documents, an online comment form, and an Interactive Mapping Tool for providing specific place-based feedback.

Sidewalk Plan

The Master Plan will include a study of sidewalks and crosswalks to identify gaps and offer recommendations for improving pedestrian safety and mobility.

Multi-Use Trail Feasibility Studies

The Master Plan will include feasibility studies for three multi-use trails in Marion County.

Bicycle & Pedestrian Master Plan

The Master Plan will provide recommendations for bicycle and pedestrian improvements in Marion County and an implementation strategy for these recommendations.

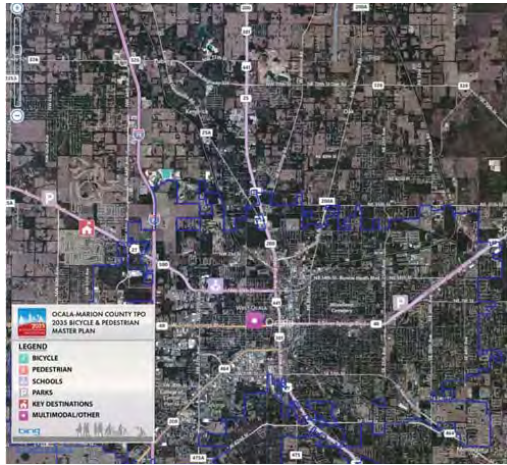
WE NEED YOUR INPUT!

Tell us where you would like to see multi-use trails, bike lanes, sidewalks, crosswalks, or other infrastructure to support bicycling and walking in Marion County.



- To provide input, follow these steps:
1. Visit www.BikeOcalaMarion.com or scan the QR code
 2. Click the “Provide Input” link
 3. Fill out the survey form
 4. Use the Interactive Mapping Tool

Our Interactive Mapping Tool located at www.BikeOcalaMarion.com



Stay involved!

Please also “Like” us on Facebook at www.facebook.com/BikeOcalaMarion to receive updates and stay engaged in the project. Share this page with others who you think might be interested!



MULTI-USE TRAIL CORRIDORS

Three corridors are being evaluated for multi-use trail facilities as part of the Bike Ocala-Marion Project. Each multi-use trail is proposed to be a 12-foot wide paved trail. These corridors are:

1. **Silver Springs Bikeway** - A proposed trail from Silver Springs State Park to C.R. 42 utilizing the existing levee system on public lands. The trail will include an eventual connection to Mt. Dora (See map to the right)
2. **The Cross Florida Greenway Trail** - A proposed trail from the Withlacoochee Trail near Dunnellon to Silver Springs State Park
3. **The Florida Northern Railroad Trail** - A proposed trail along the Florida Northern Railroad (FNOR) from downtown Ocala to Silver Spring Shores Park

The Bike Ocala-Marion Master Plan will include a feasibility study for each of these corridors. These feasibility studies will evaluate potential property, environmental, and cultural impacts for each corridor. These studies will include narratives, maps, and a funding and implementation strategy. **Tell us what you think at www.BikeOcalaMarion.com!**



Proposed Silver Springs Bikeway



TRAIL TYPICAL SECTION





“CLOSE THE GAPS” INITIATIVE

The current “Close the Gaps” initiative is an effort to create regional connections between some of Central Florida’s existing trails by way of the Coast-to-Coast Trail and the Heart of Florida Loop. The Coast-to-Coast Trail will extend from the Gulf of Mexico in Pinellas County to the Canaveral National Seashore in Brevard County. The Heart of Florida Loop builds upon this regional trail system and will connect several Central Florida trails, including the Withlacoochee State Trail and the Cross Florida Greenway in Marion County to the Coast-to-Coast Trail. Projects identified in Marion County include closing the Dunnellon Gap to connect the Cross Florida Greenway to the Withlacoochee State Trail, and closing the Ocala Gap to complete connections to the Cross Florida Greenway and the Spring-to-Spring Trail in Volusia County. The corridors being evaluated for the Bike Ocala-Marion project will create several critical connections for the Heart of Florida Loop. **These initiatives will put Ocala at the hub of Central Florida’s Multi-use Trail Network!**

COAST-TO-COAST TRAIL AND HEART OF FLORIDA LOOP MULTI-USE TRAILS



HOW A BARGE CANAL BECOMES A TRAIL

The Marjorie Harris Carr Cross Florida Greenway is a 110-mile corridor that extends from the Gulf of Mexico to the St. Johns River with a large portion in Marion County. This rich environmental resource has an interesting political history. In the 1930s the U.S. government began constructing a deep canal that would cut through Florida to be used for shipping routes. In the 1940s the project was scaled down to become the Cross Florida Barge Canal. Environmental activists filed suit to stop the project in the late 1960s, due to concerns for natural habitat and water quality. Construction on the canal had stopped in the 1970s, and the project was officially deauthorized in 1990. All the land that was acquired for the Cross Florida Barge Canal was then designated for conservation and recreation. Today the Greenway offers a wide variety of recreational opportunities amidst Florida’s unique natural landscape. The Greenway corridor offers an excellent opportunity to connect the Withlacoochee Trail to Silver Springs State Park with a multi-use trail. This trail will create regional connections, while allowing a greater number of people to observe the wildlife and scenic habitat the Greenway offers.

ECONOMIC BENEFITS OF TRAILS

Paved multi-use trails offer significant economic benefits to local communities. This positive economic benefit has been shown in numerous studies all over Florida and throughout the rest of the Country. Highlights from a few of these studies include:

- Based on a study from the East Central Florida Regional Planning Council, the West Orange Trail, the Little Econ Trail, and the Cady Way Trail together supported 516 jobs and had an estimated economic impact of \$42.6 million in 2010.
- Businesses in Winter Garden, Florida reported in 2010 that the West Orange Trail created 61 jobs and a total economic impact of \$5 million to the local community.
- A 2013 report on the Coast-to-Coast Trail estimates that an initial \$42 million investment will result in \$120 million in economic benefit each year to Central Florida.



Unused support from the Florida Barge Canal



Multi-use Trails Provide Transportation and Recreation Opportunities

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ABOUT THE PROJECT

The Ocala-Marion Transportation Planning Organization (TPO) is finalizing the 2035 Bicycle and Pedestrian Master Plan! This Master Plan highlights an urban sidewalk plan that provides key locations for enhanced pedestrian connectivity in Marion County and multi-use trail corridors that when completed will connect Marion County to the regional multi-use trail network. These facilities include the Silver Springs Bikeway Trail and the Cross Florida Greenway Trail. All together, these recommendations will greatly improve bicycle and pedestrian infrastructure and promote economic development in Marion County. The proposed multi-use trails have been designed to have a minimum width of 12 feet to allow for safe bi-directional movement. This project has been in development since October 2013 and includes the collection of data, gathering public input, and developing recommendations.

TRAIL TYPICAL SECTION



Stakeholder Meetings



Fat Tire Festival

KEY OUTCOMES

As a result of the Master Plan, the Ocala-Marion County TPO acquired funding for developing sections of the multi-use trail recommendations. This will be used to advance the design and construction of portions of these trails and enable Marion County to connect to other regional trails in Florida, including the Coast-to-Coast Trail and the Heart of Florida Loop. Providing these connections will provide greater connectivity and recreational opportunities, as well as bring economic benefit to the region.

TELL US WHAT YOU THINK!

You are encouraged to attend one of the final two TPO Board meetings to provide input on the bike trail and sidewalk recommendations included in the Master Plan! These meetings will provide a summary of all the project recommendations.

Technical Advisory Committee Meetings
Workshop: September 9, 2014, 10:00 a.m.
Final Adoption: October 14, 2014, 10:00 a.m.

Citizen Advisory Committee Meetings
Workshop: September 9, 2014, 3:00 p.m.
Final Adoption: October 14, 2014, 3:00 p.m.

Transportation Planning Organization Board Meetings
Workshop: September 24, 2014, 4:00 p.m.
Final Adoption: October 28, 2014, 4:00 p.m.

Both meetings are located at the Marion County Commission Chambers
601 SE 25th Avenue, Ocala, FL 34471



Kimley»Horn

URBAN SIDEWALK PLAN

METHODOLOGY

As part of the Master Plan, an Urban Sidewalk Plan was developed to identify and prioritize sidewalk locations and recommendations in Marion County. Priorities and recommendations were based on:

- School access
- Park access
- Access to existing and future trails and regional connections
- Stakeholder feedback
- Field observations
- Improved safety (using bike/ped crash data, observations, agency feedback and logic)
- Connectivity to economic hubs

RECOMMENDATIONS

In the master Plan, eight sidewalk facilities were recommended as prioritized locations. These priorities include important connections that link key destinations and activity centers.

To see all of the sidewalk recommendations, please visit the project website: www.BikeOcalaMarion.com.



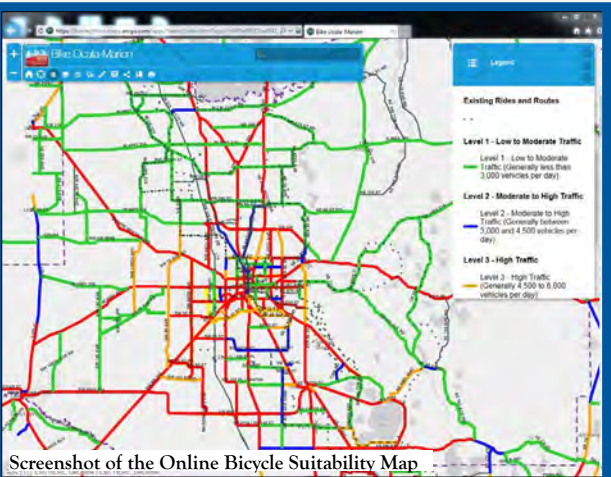
Map of the shown sidewalk recommendation included in the Urban Sidewalk Plan



Existing Marion County Sidewalk



Example of a non-connected sidewalk



Screenshot of the Online Bicycle Suitability Map

BICYCLE SUITABILITY MAP

As part of the completion of the Master Plan, a bicycle suitability map was developed to provide information on routes and roadways in Marion County that are suited for cycling activities. To develop this map, meetings were held with bike shops in Marion County to provide information on what routes were most popular in the area. Additionally, information on popular bike routes was also taken from online sites that track cyclist activity. The map is available in printed format and as an online interactive map. The map is available at: www.BikeOcalaMarion.com.

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Kimley»Horn



MULTI-USE BIKE TRAIL CORRIDORS



CROSS FLORIDA GREENWAY FEASIBILITY STUDY

The Cross Florida Greenway Multi-Use Trail will connect the Withlacoochee Trail to Silver Springs State Park. This trail will provide an important connection for the Heart of Florida Loop Trail. In addition to providing these important regional connections, this trail will also connect the Bridges Trail, Blue Run Park Trail, Baseline Trail, and the cities of Dunnellon and Belleview.

The Cross Florida Greenway Multi-Use Trail is recommended to be constructed in three phases. The first phase, known as the Santos Gap Trail, is located between SR 200 and SW 49th Avenue. The second phase, known as the Land Bridge Gap Trail, is located between SR 200 and the Bridges Trail near Dunnellon. The first and second phases are tentatively funded for design/build in fiscal year (FY) 2014/15. The third phase is funded for design in FY 2014/15.

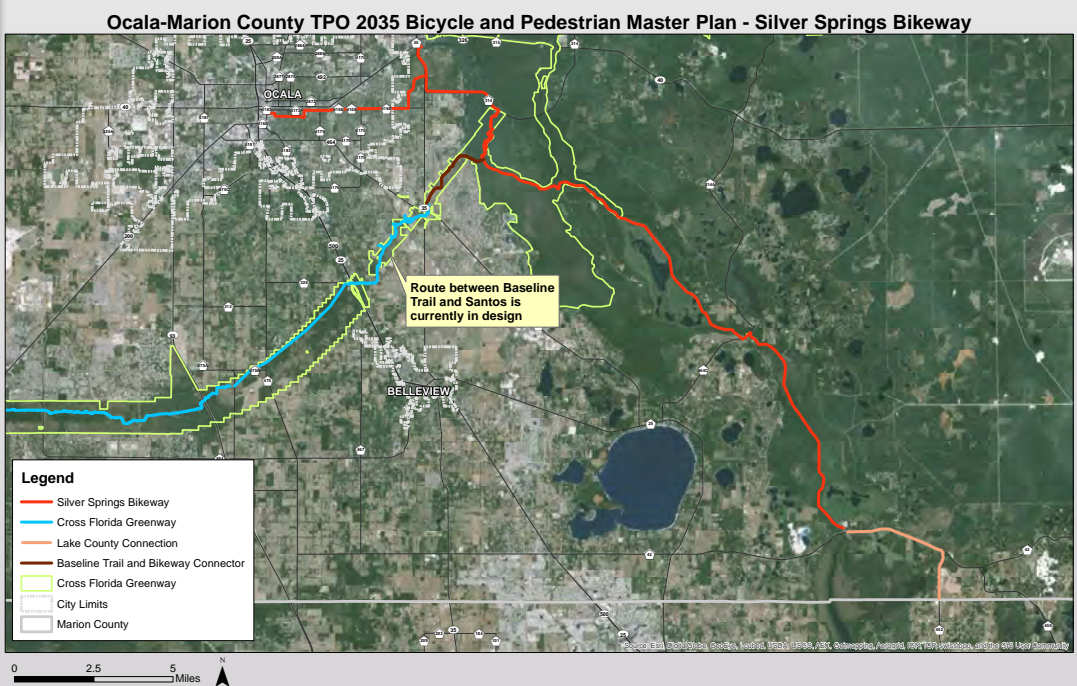
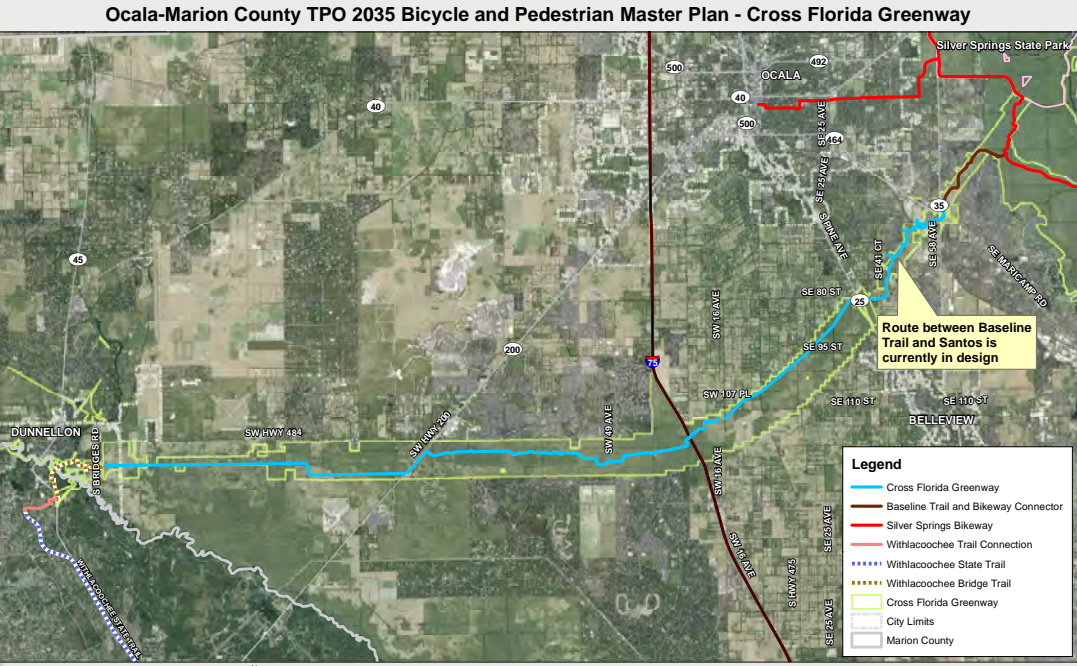


SILVER SPRINGS BIKEWAY FEASIBILITY STUDY

The Silver Springs Bikeway (Bikeway) is a system of bicycle facilities that will provide both transportation and recreation opportunities. The Bikeway will consist of shared lane markings (sharrows), dedicated bicycle lanes, bicycle pathways, and paved multi-use trails. The Bikeway will begin at the planned Linear Park in Downtown Ocala and connect to Silver Springs State Park via the local road network. From the park, the Bikeway will run through part of the Marjorie Harris Carr Cross Florida Greenway, along the Ocklawaha River, past the Moss Bluff Lock and Dam, and down the St. Johns River Water Management District's canal and Levee Trail. The Bikeway will terminate at the Sunnyhill Restoration Area Visitors Center just north of County Road 42.



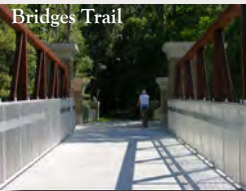
The Silver Springs Bikeway is proposed to be developed in three phases, the first would be from the entrance to Silver Springs State Park on Baseline Road to the Cross Florida Greenway Connection. The second phase begins at the linear park in Downtown Ocala and connects to Silver Springs State Park. The third segment begins at the Cross Florida Greenway Connection and continues to the Lake County line. Currently, no funding has been earmarked for the development of any of the phases of the Bikeway. As funding does become available, the Bikeway should be developed with the recommended project phasing.



ADDITIONAL CONNECTIONS

WITHLACOOCHEE TRAIL CONNECTION

The Withlacoochee Trail Connection will connect the northern terminus of the existing Withlacoochee Trail to the southern terminus of the Bridges Trail. This connection will provide Marion County with a link to the overall regional trail system. The exact alignment of this segment is still being determined by Citrus County. Design will begin on this segment once the final alignment is determined.



BLUE RUN PARK CONNECTION

A connection between the Bridges Trail and Blue Run Park is currently being designed to provide added connectivity in the region. This proposed connection also includes a concrete tuber staging area. One of the primary outcomes of this project is the connection of the regional trail system to the City of Dunnellon. Providing this important connection will enhance the economic viability of the regional trail system.

Kimley»Horn