

ACTIVE TRANSPORTATION PLAN

Ocala Marion Transportation Planning Organization



OCALA MARION
TPO
Draft-September 2025

Ocala Marion Transportation Planning Organization (TPO)

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Acknowledgements

The development of the Ocala Marion Transportation Planning Organization (TPO) Active Transportation Plan would not have been possible without the collaboration and assistance by many partners and stakeholders, including the following groups:

Citizens of Marion County

Participation at community workshops and public open house, and feedback through the public survey and online comment map.

Active Transportation Plan Stakeholder Committee

Review, recommendations and guidance on ensuring the plan is aligned with local goals and community-wide needs.

TPO Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC)

Review and feedback on the plan development process, including priority projects.

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Introduction



Introduction

The Ocala Marion Transportation Planning Organization (TPO) developed an Active Transportation Plan (ATP) to guide investments in walking, biking, and other nonmotorized modes throughout Marion County. While the plan primarily emphasizes improvements for people walking and bicycling, it also recognizes the county's unique equestrian heritage and the role of horses as part of the local transportation and recreation system. By expanding safe and connected networks, the ATP seeks to improve mobility options for residents, enhance access to key destinations, and support the County's broader goals for safety, health, and economic vitality.

The ATP provides a framework for identifying and prioritizing nonmotorized improvements. The plan was developed concurrently with the Navigating the Future 2050 Long Range Transportation Plan (LRTP) to ensure consistency across project lists and investment strategies.

This report outlines the development of the ATP, beginning with the guiding vision, goals, and objectives, followed by an assessment of existing conditions, including countywide demographics, existing and planned facilities, safety, and land use. Analyses of pedestrian and bicycle Level of Traffic Stress (LTS) and accessibility were

conducted to identify gaps on the roadway network and areas with higher needs of active transportation facilities. This report also highlights the economic and community benefits of walking and biking facilities.

The ATP presents proposed sidewalks, shared use paths, trails, and bicycle facilities, along with a prioritization process that organizes projects into implementation tiers. The report also highlights strategies for enhancing the safety, comfort, and connectivity of the active transportation network and concludes with a review of available funding sources to support implementation.

What is Active Transportation?

Active Transportation is human-powered mobility, such walking, cycling, using wheelchairs and other types of non-motorized devices. Active transportation supports more transportation options, economic opportunity, and a healthy lifestyle.



Active transportation provides numerous benefits for communities, residents, and visitors while also supporting economic vitality. Marion County is especially known for its extensive trail system, equestrian activities, and tourism. Appendix A provides a comprehensive summary of the economic, health, and safety impacts of nonmotorized transportation, including walking, biking, equestrian riding, and transit. The findings are based on a combination of local data as well as statewide and national research.

2 Vision, Goals, and Objectives



Vision, Goals, and Objectives

Vision, goals, and objectives establish the foundation for the ATP by defining what success looks like and how progress will be measured. These guiding elements ensure that the plan not only reflects community priorities but also aligns with the broader transportation and land use goals. By articulating a clear vision supported by measurable goals and objectives, this section provides a framework that connects the data and analysis presented in the **Section 4: Existing Conditions**, informs the prioritization of projects, and supports the implementation strategies outlined later in the plan.

Vision

Marion County will have a safe, accessible, and well-connected active transportation network, which contributes to a high quality of life and economic opportunity for people of all ages and abilities.



To support the vision, the ATP has three main goals:



Improve safety for all active transportation users



Create a well-connected and accessible active transportation network



Protect and enhance quality of life, economy, and recognition as the Horse Capital of the World

Performance measures and objectives are listed for each goal in Table 1.

Table 1. Goals, Objectives and Performance Measures

Goal	Objectives	Performance Measures
<p>1</p> <p>Improve safety for all active transportation users</p>	<ul style="list-style-type: none"> • Develop and implement safe crossings in high-active transportation locations. • Implement lighting improvements, including areas with pedestrian/bicyclist fatal and serious injury crashes, dark areas, and locations on the Commitment to Zero High Injury Network (HIN). • Make improvements to better support vulnerable users (elderly, disabled, children). • Educate the public on bicycle and pedestrian safety. • Ensure accessibility improvements in projects (ADA compliance, user-specific needs). • Reduce Level of Traffic Stress (LTS) on high-stress facilities. 	<ul style="list-style-type: none"> • Number of fatalities and serious injuries involving pedestrians and bicyclists. • Number of safety improvement projects completed. • Number of safety workshops and meetings held throughout the county. • Number of accessibility features (curb ramps, tactile warning panels, etc.) added to the network. • LTS changes on high-stress facilities.
<p>2</p> <p>Create a well-connected and accessible active transportation network</p>	<ul style="list-style-type: none"> • Complete identified gaps in the network. • Connect more destinations to the active transportation network. • Implement more trail connections (including equestrian riders). • Create uniform wayfinding (signage, maps, kiosks). • Improve connectivity and access to public transit, including major stops/stations. 	<ul style="list-style-type: none"> • Number of gaps completed in the network. • Number of new destinations/connections added. • Mileage and number of sidewalks, bike lanes, and trails added. • Number of wayfinding signs installed. • Number of new/improved transit connections.
<p>3</p> <p>Protect and enhance quality of life, economy, and recognition as the Horse Capital of the World</p>	<ul style="list-style-type: none"> • Inform and educate the public about active transportation facilities, including equestrian trails. • Improve amenities for all users along trails (restrooms, shelters, parking). • Identify opportunities for public/private partnerships to support projects, events, and activities. • Educate the public on economic, recreational, and health benefits of active transportation. 	<ul style="list-style-type: none"> • Number of new amenities funded and completed (e.g., water stations, shelters, restrooms). • Number of parking spaces or facilities added. • Number of events/activities related to trails and equestrian users. • Publications, maps, and apps developed and shared with the public.

3 Public and Partner Engagement



Public and Partner Engagement

The development of the Active Transportation Plan involved the engagement of citizens, partner agencies, and community stakeholders. This process included the formation of an Active Transportation Plan Stakeholder Committee. This working group was comprised of federal, state, and local government staff and leadership, along with schools, tourism, and economic development. Stakeholders from the cycling and horse farm community also participated in the process. Additionally, project updates and information were shared throughout the plan development process with the TPO Board, Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC).

Citizens were engaged during plan development at two community workshops and one public open house. Two pop-up public events were also held at the Zone Fitness Center locations in Ocala. An online survey and comment map were also created to help reach a wider audience across Marion County, and enable residents the opportunity to provide input without attending in-person workshops. The online survey focused on gaining insights into citizen's opinions on preferences for cycling, walking and equestrian improvements, spending habits and impacts on quality of life. The survey was open from September 18, 2024 to February 25, 2025. An online comment map was also made available for the public to identify specific locations in Marion County where improvements or needs should be addressed. A summary of the engagement activities and survey responses are provided in Appendix B.



Ocala/Marion County is blessed with amazing people and a high quality of life. The development of our bicycle, pedestrian and trail facilities will contribute to a vibrant, healthy and accessible community.

The TPO's Active Transportation Plan provides a framework for completing new and existing facilities. The Plan also highlights the importance of active transportation to the local economy, and our social and physical wellbeing. I endorse the Active Transportation Plan as a catalyst to building a more connected multimodal network in Marion County.

– Mayor Ben Marciano, City of Ocala

4 Existing Conditions



Existing Conditions

This section provides a summary of the existing conditions analysis, including demographics, existing and planned facilities and. A detailed existing conditions analysis can be found in Appendix C.

4.1 County Overview

The TPO planning area covers all of Marion County, including the Cities of Belleview, Dunnellon, and Ocala. Marion County is the 5th largest county in Florida. There are over 2,000 acres of parks and more than 40 natural springs. Marion County is also home to the Ocala National Forest and has part of the Cross Florida Greenway. These natural and recreational assets highlight both the demand and opportunity for a safe and well-connected active transportation system. By linking neighborhoods, parks, and regional destinations, the ATP supports the County's goals of improving safety, expanding access, and enhancing quality of life. Investments in trails, sidewalks, and bicycle facilities not only provide connections to these community resources but also align with the ATP's broader vision of creating a healthier, more connected, and economically vibrant county.

The 2024 county population of 419,510 is projected to reach 526,500 by 2050¹. Using data from the US Census Bureau's American Community Survey 5-Year Estimate Data for 2023, population density across Marion County was calculated to highlight concentrations of residents and provide insight into where active transportation investments may have the greatest impact. Figure 1 shows the population density by census tracts in Marion County. The highest density areas are shown in the darker red colors, with the lowest density areas shown in the lighter tan colors.

¹ BEBR medium forecast

The highest concentrations of population are found in and around the City of Ocala, particularly near the downtown district. Other notable high-density corridors include the SR 464 corridor southeast of Ocala, the SR 27 corridor northeast of Ocala, and the SR 200 corridor southwest of the city. These areas reflect the urban and suburban growth centers, where demand for walking, biking, and transit connections is greatest.

In contrast, the lower-density areas form a horseshoe around Ocala, encompassing large portions of rural Marion County. These include areas in eastern Marion County bordering the Ocala National Forest, the US 27 corridor northwest toward Williston, and the lands northeast of Ocala near the Silver Springs Forest Conservation Area. Much of this area is characterized by agricultural land, equestrian properties, and preserved green space, with population densities of fewer than 130 people per square mile.

The **county's population** is projected to grow over **100K** by **2050**.

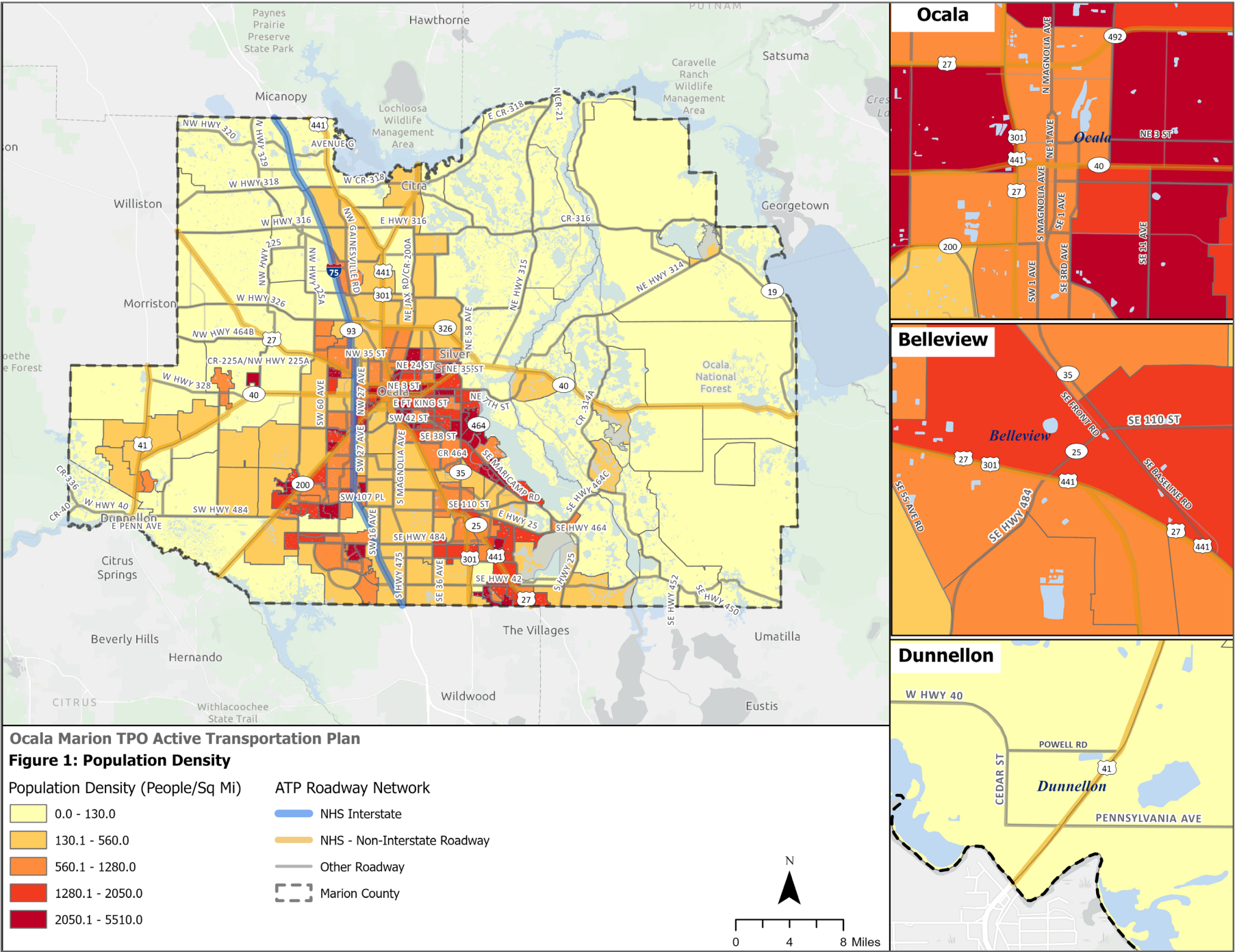


Marion County Population

2024: 419,510 → **2050:** 526,500



Figure 1. Population Density



This distribution highlights the diverse contexts across Marion County. Urban neighborhoods benefit from enhanced pedestrian and bicycle facilities to support short trips and transit access, while suburban and rural communities benefit from trail systems, equestrian facilities, and safe connections to schools, parks, and regional activity center.

4.2 Existing and Planned Facilities

4.2.1 Roadway Characteristics

The roadway network selected for the ATP is based on the Congestion Management Plan (CMP) Roadway Network. The CMP is a federally required, data-driven process in large metro areas that evaluates and guides strategies to manage transportation congestion. The network consists of all existing functionally classified major roadways and roads with construction funded through 2028. This is known as an existing-plus-committed network. Table 2 and Figure 2 display the distribution of roadway types on the CMP network in Marion County.

Additional roadway data such as posted speed, number of lanes, and annual average daily traffic (AADT) were obtained from the Florida Department of Transportation (FDOT) Roadway Characteristic Inventory (RCI).

Table 2. ATP Roadway Network

Roadway Type	Miles of Roadway
NHS – Interstate	38.2 miles
NHS – Non-Interstate	175.8 miles
Other CMP Network Roadways	724.6 miles
Total	938.6 miles

4.2.1.1 Speed Limits

The ATP roadway network (existing and committed major road network) is characterized by relatively high travel speeds, which can have important implications for the safety and comfort of people walking, biking, or using other active modes. As shown in Table 3, more than half of the study roadway network consists of roadways with posted speed limits of 50 mph or greater, representing approximately 54% of the total system. A map of the speed limits on the ATP roadway network can be found in Appendix C.

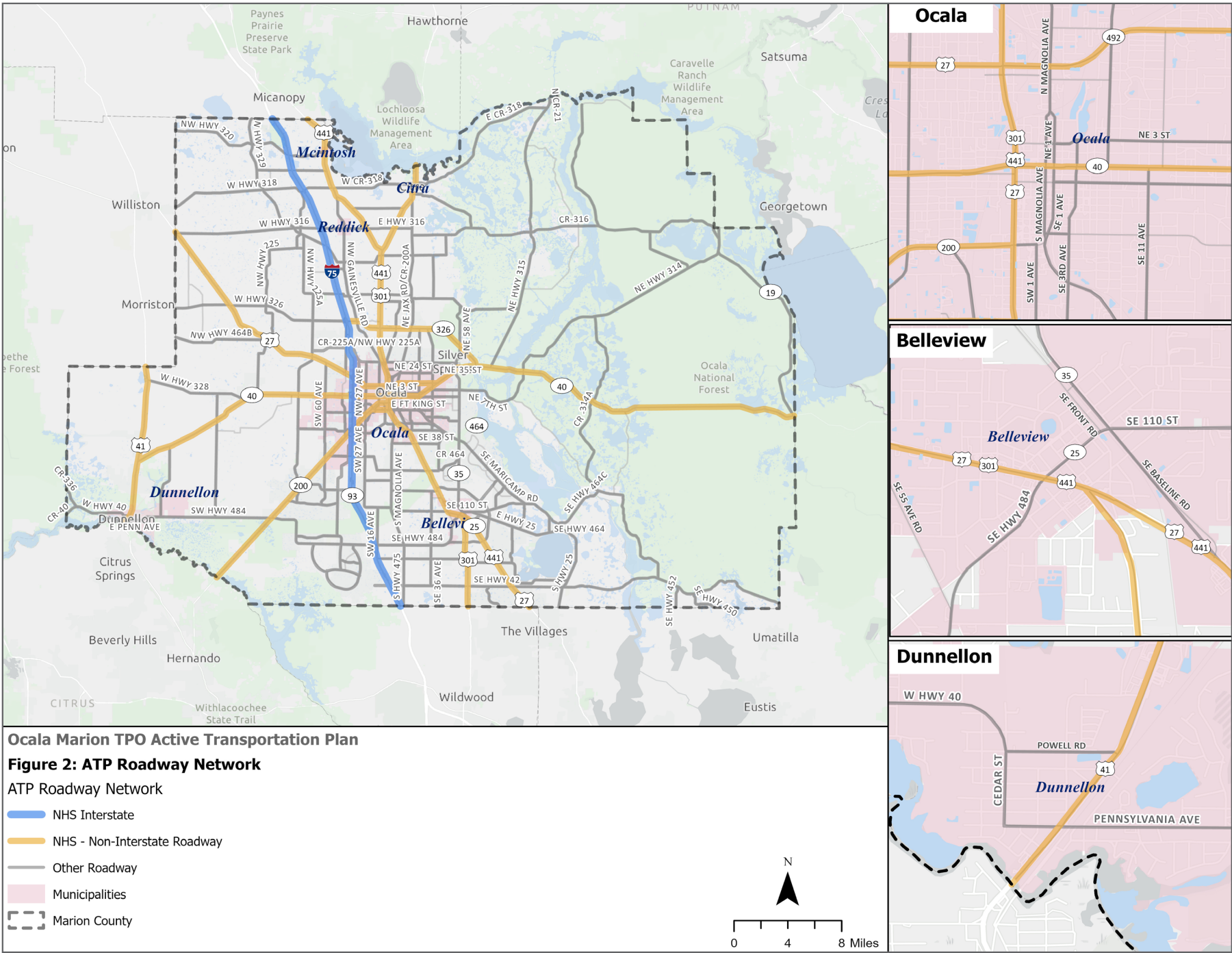
These higher-speed roadways are generally found along major arterials and state roads that serve regional travel demands and connect Marion County to surrounding jurisdictions. While these corridors are essential for moving vehicles efficiently, they can present significant barriers for pedestrians and bicyclists due to limited crossing opportunities, wider travel lanes, and increased crash severity at higher speeds.

Understanding the distribution of posted speed limits across the ATP network is a key step in prioritizing active transportation projects. Areas with higher speeds may require additional investments, such as multiuse trails, buffered bike lanes, pedestrian crossings, or traffic calming measures to support safe and convenient mobility options for all users.

Table 3. Posted Speed Limit Distribution

Posted Speed Limit	Miles of Roadway
Under 35 mph	111.2 miles
40-45 mph	318.7 miles
50-55 mph	452.1 miles
Above 60 mph	56.6 miles
Total	938.6 miles

Figure 2. ATP Roadway Network



4.2.1.2 AADT & Number of Lanes

2023 traffic volumes were collected from 360 traffic count locations across Marion County, providing a comprehensive picture of roadway use and demand. The highest AADT volumes are observed along the county’s major corridors, including I-75, SR 200, and US Highway 441. These corridors serve as critical north-south and east-west connections, carrying both local and regional travel demands. Traffic volumes on I-75, for example, reflect its role as a vital freight and passenger corridor in Florida’s interstate system, while SR 200 and US 441 serve as primary commercial and commuter routes for the Ocala urbanized area.

As shown in Table 4, the physical design of the roadway system is dominated by two-lane roadways, which make up 72% of the total network. These facilities are common in rural and suburban areas, where development is more dispersed and traffic volumes are lower. Approximately 21% of the roadway mileage consists of four-lane facilities, many of which are key arterial routes through and around Ocala that accommodate higher volumes of regional and commuter traffic.

A smaller but significant portion of the network (52 miles) is six lanes wide, consisting primarily of I-75 and a portion of SR 200.

Maps of AADT and number of lanes on the ATP roadway network can be found in Appendix C.

Table 4. Number of Lanes Distribution

Number of Lanes	Miles of Roadway
Unknown	9.4 miles
2 lanes	679.5 miles
4 lanes	197.7 miles
6 lanes	52.0 miles
Total	938.6 miles

4.2.1.3 Existing Transit System & Transit Ridership

Marion County is served by SunTran, the fixed-route public transportation system operating in the City of Ocala and unincorporated Marion County. SunTran operates seven routes and maintains 360 bus stops, providing mobility options for residents, workers, and visitors. Between October 2023 and September 2024, SunTran recorded a total of 238,664 passenger trips, reflecting its importance as a transportation resource for the community.

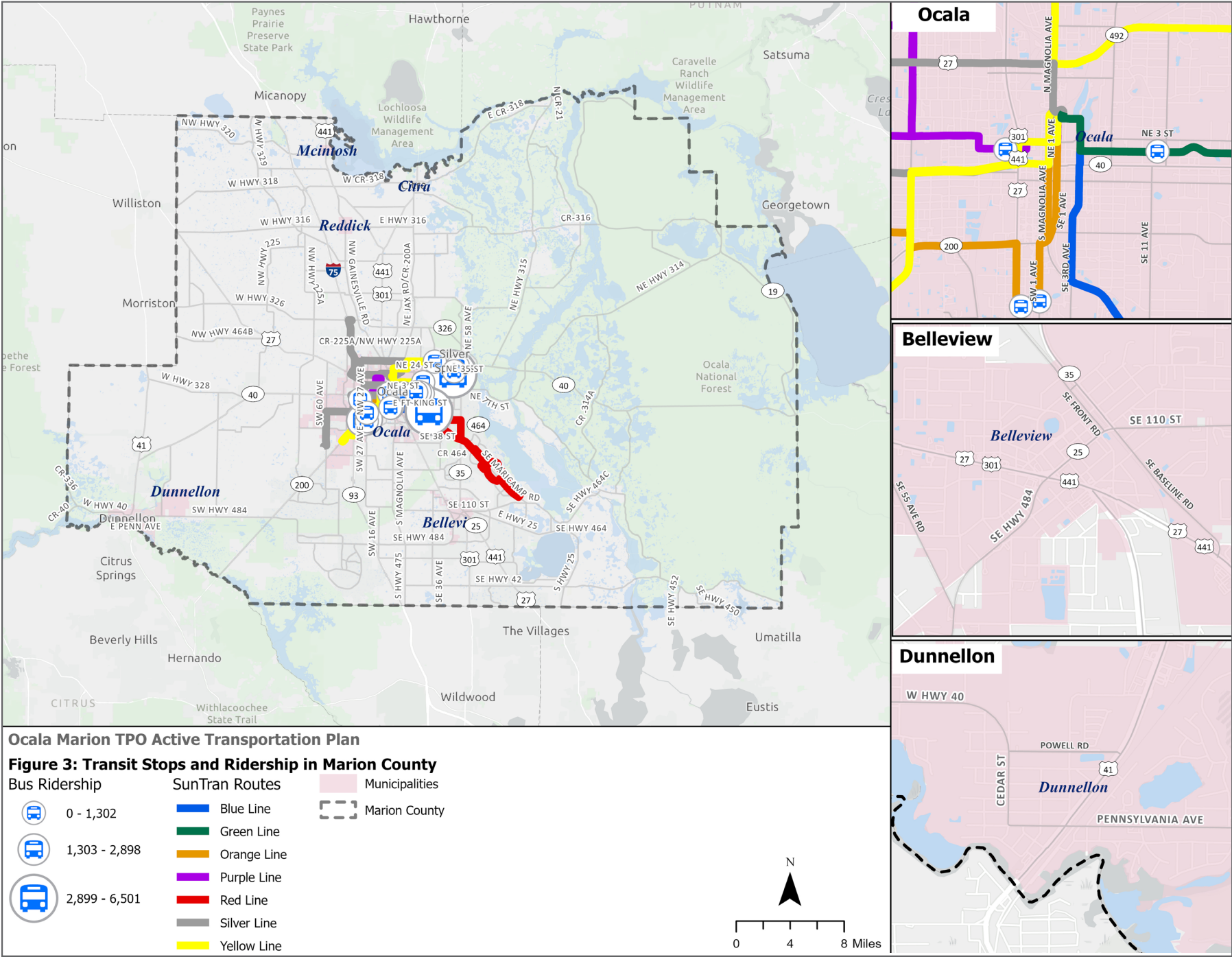
As shown in Figure 3 , ridership levels vary across the system, with higher concentrations of use along central corridors and within the downtown core. The Downtown Ocala Transfer Station serves as the system’s most active hub, facilitating connections between routes and attracting the highest ridership. Other high-demand stops include Walmart Silver Springs and the Florida Department of Health, which together demonstrate how major employers, health services, and retail destinations shape transit travel patterns.

Table 5 provides data for the top 19 bus stops, where ridership ranges from over 6,500 boardings at the busiest locations to fewer than 1,000 at lower-volume stops. This distribution indicates that while transit service is geographically dispersed, demand is strongly clustered around key employment centers, shopping destinations, and civic services.

Table 5. Top 19 Bus Stop Ridership

Stop Name	Total Ridership
Downtown Transfer Station	39,982
Wal-Mart Silver Springs	6,501
Florida Department of Health	6,271
SW 27th Ave & SW 19th Ave Rd N	2,898
Paddock Mall	1,846
NE 14th St & NE 28th Ave W	1,302
NW 2nd St & Interfaith East	1,257
W Silver Springs Blvd & SW 33rd Ave	1,143
Marion County Public Library	1,133
NE 36th Ave & NE 35th St W	1,073
NE 55th Ave & NE 30th St	1,070
SW 27th Ave & Zaxbys S	1,002
SW 27th Ave & SW 20th St N	959
NE 2nd St & NE 11th Ave W	948
SW 15th Pl & SW 1st Ave	945
NE 3rd St & NE 25th Ave W	941
SR 40 & NE 52nd Ct E	933
NE 3rd St & NE 22nd Ave W	921
SW 16th St & S Pine Ave W	914

Figure 3. Transit Stops and Ridership in Marion County



4.2.2 Existing and Committed Walk and Bicycle Networks

An analysis of the existing plus committed (programmed projects) sidewalk, bicycle and trail facilities was conducted for the development of the Active Transportation Plan. Existing facilities, as reflected in the following maps, provide an understanding of the coverage and types of active transportation in Marion County.

4.2.2.1 Pedestrian Facilities

As shown in Figure 4, Marion County's existing sidewalk network is concentrated within its urban centers, with the most consistent and connected facilities located in the City of Ocala. Within Ocala's downtown and adjacent neighborhoods, sidewalks are generally well-connected and often present on both sides of major corridors. These areas form the county's most walkable environment, supporting both residential neighborhoods and commercial districts.

Outside of the City of Ocala, sidewalks are distributed more sporadically but remain notable in several communities. Marion Oaks and the City of Dunnellon have relatively well-connected sidewalk systems compared to surrounding areas. Sidewalk coverage in Dunnellon extends along primary streets near the downtown area, while in Marion Oaks, sidewalks are integrated within residential subdivisions, enhancing local connectivity.

In the City of Belleview, sidewalks are primarily concentrated along main thoroughfares near the center of the community. Facilities are present along US 301/441 (SE Abshier Boulevard), CR 25 (SE Hames Road), SE Robinson Road, and SE 92nd Loop, providing important connections to civic and commercial destinations. However, coverage quickly drops off beyond these core streets.

Elsewhere in the county, sidewalks appear intermittently along major corridors and near newer subdivisions, particularly



in areas southeast of Ocala near SR/CR 464. While some neighborhoods include sidewalk segments, these facilities are not continuous along the highway itself. Rural areas across Marion County generally lack sidewalk coverage, which limits safe pedestrian mobility outside of urbanized or suburbanized zones.

In addition to the existing sidewalks and shared use path, construction of new sidewalks and shared use paths are committed on SR 25/500/US 441 from SE 102nd Place to SR 200/SW 10th Street, Marion Oaks Manor, SW 9th Avenue, SW 38th Street, Belleview to Greenway Trail and SW 49th Street. Section 4.2.4 Planned Bicycle and Pedestrian Improvements provides more information on the committed segments that are included in the Transportation Improvement Program (TIP).



4.2.2.2 Bicycle Facilities

As shown in Figure 5, on-street bicycle facilities in Marion County are relatively sparse compared to the sidewalk network. The strongest presence of existing facilities is concentrated within and around the Ocala downtown area, where marked lanes and designated routes provide some degree of connectivity. Notable corridors include CR 255A (SW 60th Avenue), CR 475C, SE 58th Avenue, and SR 27 (SE 10th Street). However, bicycle facilities remain limited outside of Ocala, with most communities across the county lacking designated facilities. This patchwork underscores the need for a more cohesive bicycle network to support safe and continuous travel for bicyclists throughout Marion County.

In addition to the existing bike lanes, construction of new bike lanes is committed on SR 25/500/U.S. 441 from SE 102nd Place to SR 200/SW 10th Street, NE 35th Street and SW 49th Avenue. More details on the committed segments can be found in Section 4.2.4 Planned Bicycle and Pedestrian Improvements.



4.2.2.3 Trails

Figure 6 shows the existing trails in Marion County. Within the City of Ocala, existing shared use paths are found along NW MLK Jr. Avenue north of US 27, NE 14th Street in the North Magnolia area, E Fort King Street, and N Magnolia Avenue, as well as CR 464A between SE 31st Street and SE 17th Street. These segments offer localized connectivity but remain relatively short and discontinuous.

At the regional scale, Marion County benefits from the SUNTrail network, which is a key statewide initiative to expand Florida's interconnected trail system. Within the county, the SUNTrail corridor enters from the west near Dunnellon, travels south of Ocala, and extends eastward along SR 40 toward the county boundary before turning north along Hog Valley Road. Portions of this network are already in place, while others remain in the planning or funding stages. The most notable completed segment is the Cross Florida Greenway Paved Trail, extending between SR 200 and east of CR 484, which offers a high-quality facility for both recreational users and nonmotorized commuters.

New trails were committed to be constructed on The Cross Florida Greenway. More details on the committed segments can be found in Section 4.2.4 Planned Bicycle and Pedestrian Improvements.

Figure 4. Existing and Committed Sidewalks

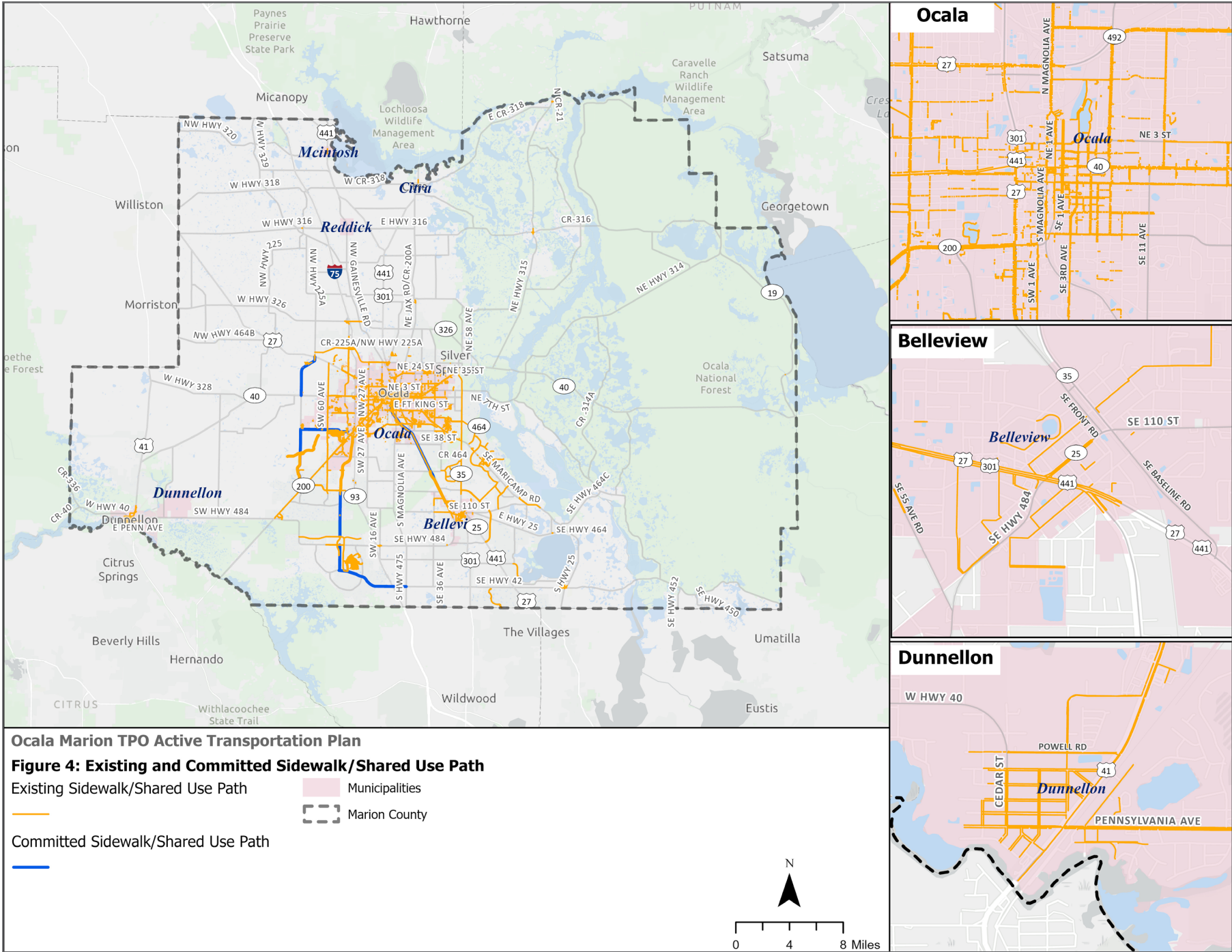


Figure 5. Existing and Committed Bicycle Lanes

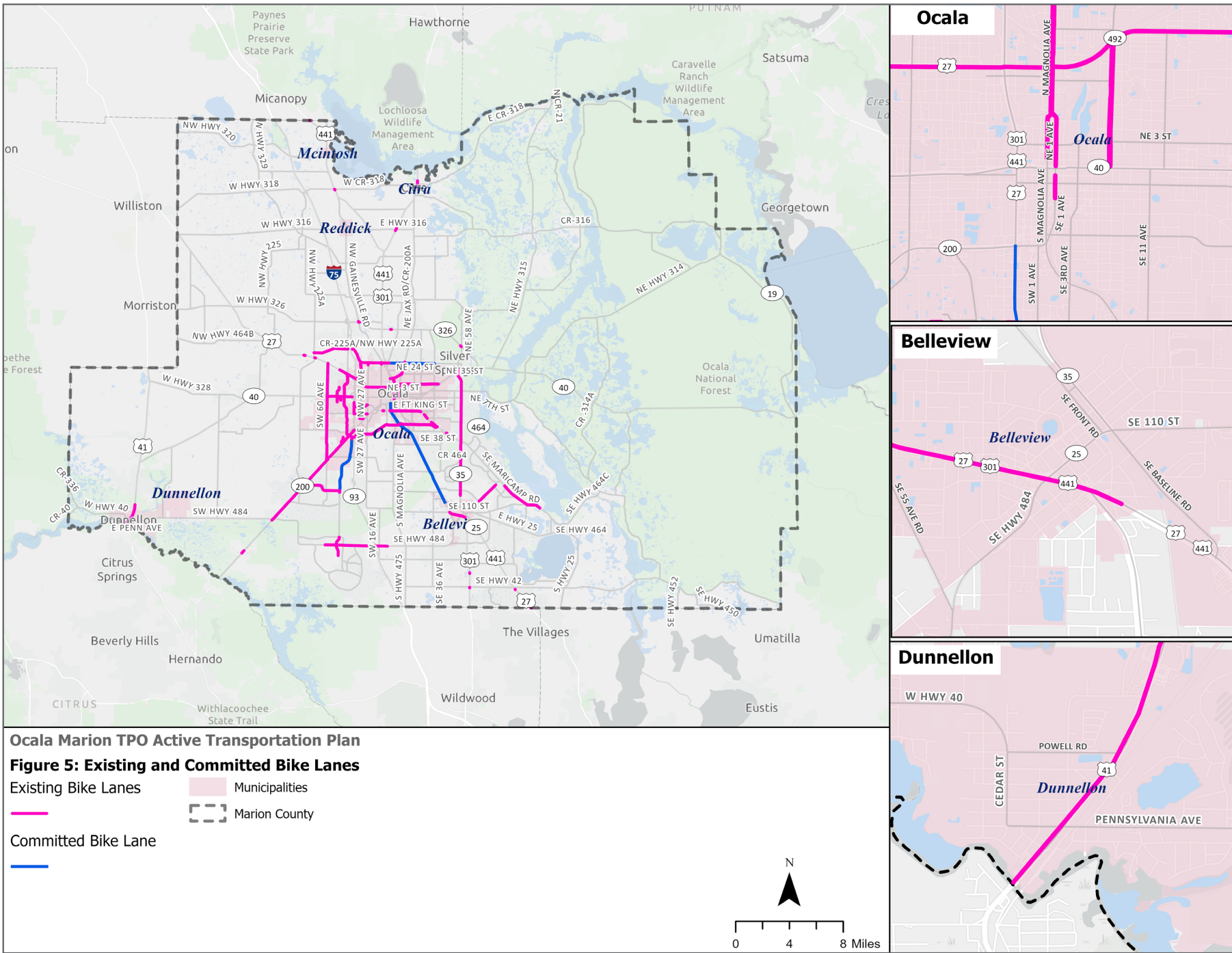
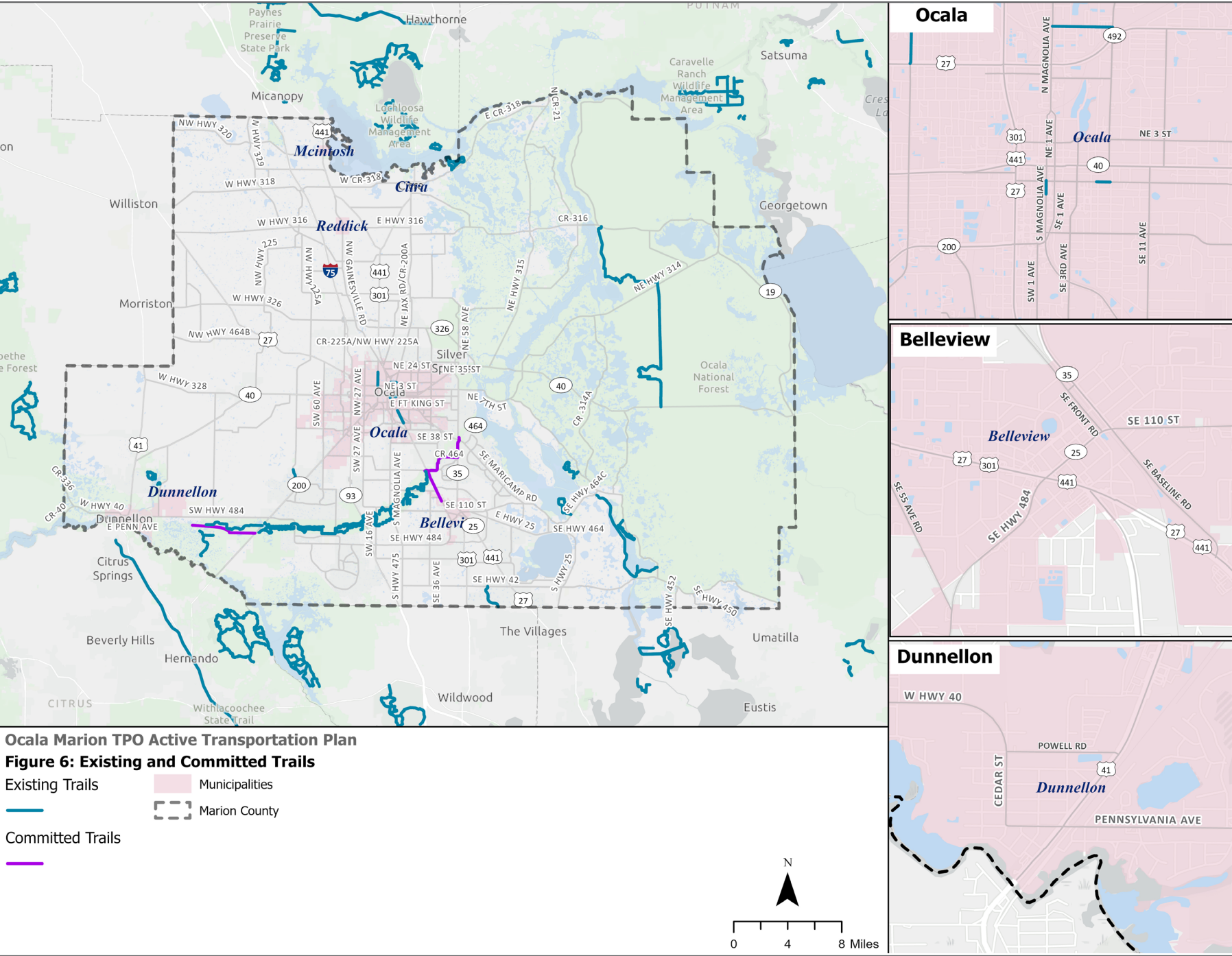


Figure 6. Existing and Committed Trails



4.2.4 Planned Bicycle and Pedestrian Improvements

The Ocala Marion TPO's FY 2025–FY 2029 Transportation Improvement Program (TIP) includes three major bicycle and pedestrian projects, each intended to strengthen the county's nonmotorized transportation network and improve regional connectivity. These projects are strategically located to connect residential neighborhoods, commercial corridors, and regional trail systems.

1 Cross Florida Greenway (Baseline Road to Santos Paved Trail):

Funded for construction in FY 2026, this project will close a key gap in the regional trail network by connecting residential areas to the Santos Trailhead, one of the state's premier off-road biking destinations.

2 Pruitt Trail (SR 200 to Pruitt Trailhead Multi-Use Trail):

Also funded for FY 2026, this project will create a paved trail from Pruitt Trailhead across SR 200, serving both recreational users and commuters in a high-growth area of southwest Marion County.

3 SR 25/500/US 441 (SE 102nd Place to SR 200/SW 10th Street):

Scheduled for construction in FY 2027, this project will add a trail and sidewalk, improving multimodal access and safety on one of the county's most heavily traveled corridors.

Additional Planned Improvements

In addition to the TIP-funded projects, Marion County and its municipalities have identified several locally planned bicycle and pedestrian improvements that complement the regional system:

- NW/SW 44th Avenue – Install bicycle lanes to improve north-south connectivity west of Ocala.
- Emerald Road Extension – Add new sidewalks and bicycle lanes serving neighborhoods east of Ocala.
- Belleview to Greenway Trail – Construct a shared use path linking the City of Belleview with the Cross Florida Greenway, providing a regional recreation and commuting option.
- SW 49th Street – Construct sidewalks and a shared use path to serve residential areas and enhance east-west connectivity.
- CR 484/Pennsylvania Avenue – Construction of two new crosswalks, bridge pedestrian barriers on the Rainbow River bridge and shared use path connection to Blue Run Park in Dunnellon

4.3 Safety

Safety is a high priority in Marion County due to the significant number of crashes occurring on its roadway network. Between 2019 and 2023, there were 44,938 reported crashes in the county. These crashes resulted in 491 fatalities, of which 18% involved pedestrians and 3% involved bicyclists. Additionally, there were 1,857 serious injuries during this period, with pedestrians accounting for 5% and bicyclists for 2.7% of those injuries. These statistics highlight the vulnerability of nonmotorized travelers and underscore the importance of improving walking and bicycling facilities. Table 6 shows the five-year statistics of fatal and serious injury crashes in Marion County.

Table 6. Five-Year Pedestrian and Bicycle Fatalities and Serious Injuries

	2019-2023	2019	2020	2021	2022	2023
# of Pedestrian Fatalities	90	20	22	18	17	13
# of Pedestrian Serious Injuries	100	24	16	16	16	28
# of Bicycle Fatalities	15	1	2	3	5	4
# of Bicycle Serious Injuries	51	8	12	8	14	9

As shown in Figure 7 and Figure 8, fatal and serious injury bicycle crashes are heavily concentrated in and around the City of Ocala, particularly along major roadways such as SR 200, SR 40, and US 301. A smaller cluster is also visible near Summerfield along US 27, where higher traffic volumes and limited bicycle facilities create conflict points. Fatal pedestrian crashes, on the other hand, are more widespread across the county compared to bicycle crashes. In addition to the overlap along Ocala's core corridors and highways, higher concentrations of pedestrian crashes are observed in the City of Belleview and Summerfield, particularly along US 27. Other critical hotspots include SR 464 near Silver Springs Shores, US 41 north of Dunnellon, and Highway 318 west of Irvine.

These crash patterns reveal the need for targeted safety interventions in both urbanized areas with higher activity and rural corridors where roadway speeds are greater and facilities for vulnerable users are limited.

“ From 2019 to 2023, there were a total of



105 fatalities

&

151 serious injuries



involving bicyclists and pedestrians. ”

Figure 7. Fatal and Serious Injury Pedestrian Crashes

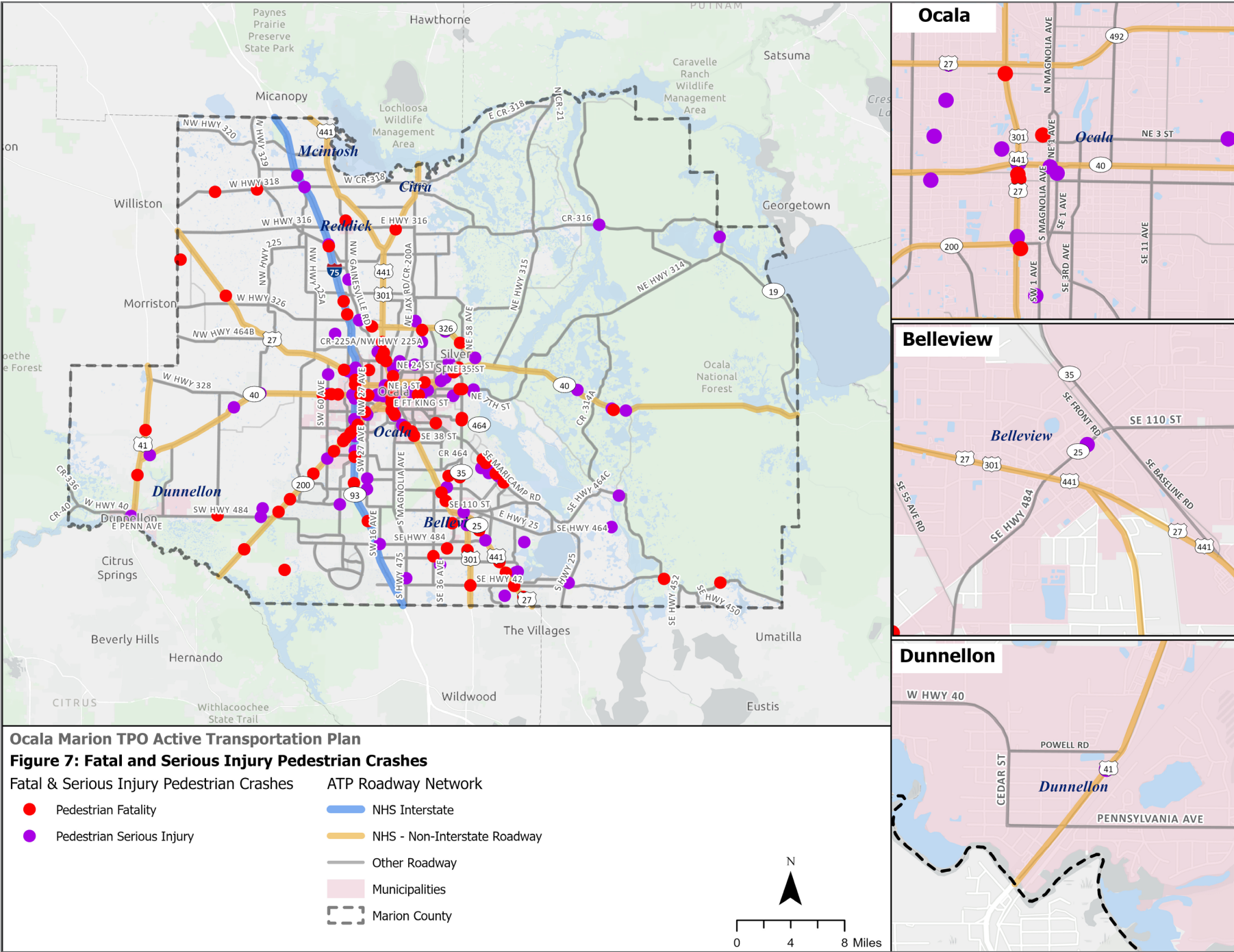
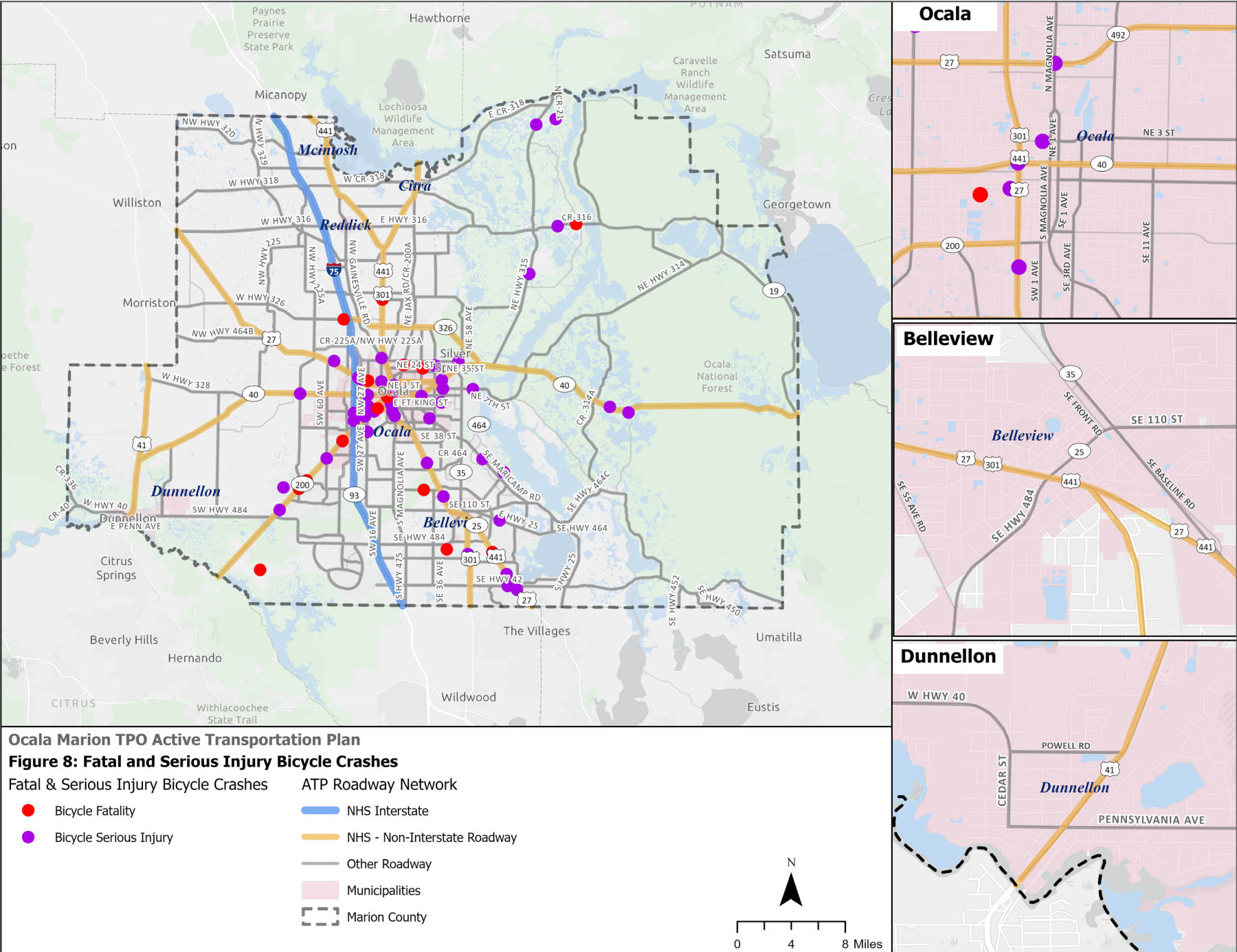


Figure 8. Fatal and Serious Injury Bicycle Crashes



5 Bicycle and Pedestrian Level of Traffic Stress Analysis



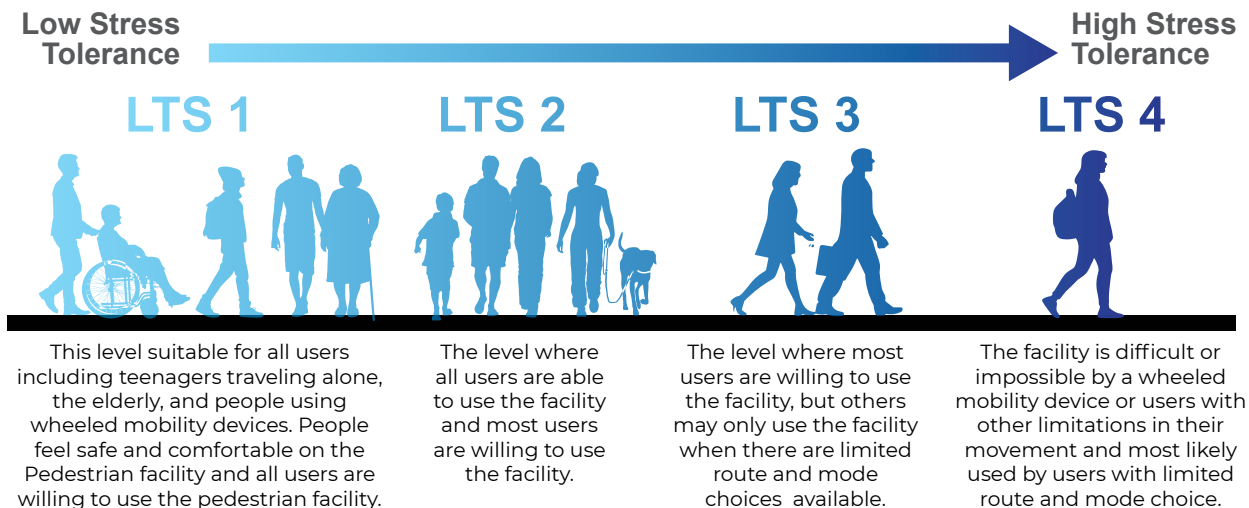
Bicycle and Pedestrian Level of Traffic Stress Analysis

For the ATP, Level of Traffic Stress (LTS) was used in the assessment of bicycle and pedestrian facilities in Marion County. The LTS methodology is based on Florida Department of Transportation (FDOT)'s 2023 Multimodal Quality/Level of Stress Handbook. There are four LTS levels that range from LTS 1 (the most comfortable) to LTS 4 (the least comfortable). How each of these levels are determined differs slightly between walking and biking.

5.1 Methodology

Pedestrian LTS evaluates the quality of travel and level of comfort for people walking. This metric is determined by the presence of a sidewalk, its width and continuity, whether it is separated from the roadway, and the speed limit of the roadway. For example, a roadway with a higher speed limit (30 mph or more) requires more separation between the sidewalk and cars to be considered comfortable for pedestrians compared to a roadway with a lower speed limit (25 mph or less). This separation could be anything from a strip of grass between the sidewalk and the roadway to concrete dividers that create a vertical buffer between cars and pedestrians. Figure 9 shows what type of users would be comfortable on each LTS.

Figure 9. Pedestrian LTS Definition



“ Level of Traffic Stress (LTS) evaluates the quality of travel and level of comfort for people walking and biking. ”

Bicycle LTS evaluates the quality of travel and level of comfort for people biking. This metric is similar to that used for walking in how it is determined, based on the presence of a bicycle facility, its width and continuity, whether it is separated from the roadway, and the speed limit of the roadway. Bicycle LTS, however, also considers the traffic volume along a roadway. A high-traffic roadway requires more separation to be comfortable for biking compared to a roadway with low vehicle activity. Generally, the higher the speed limit and traffic volumes on a roadway, the greater the need for more separation between bicyclists and cars. Trails and shared use paths, fully separated from the roadway, are recommended for the busiest roadways to achieve a bicycle LTS of 1 or 2. The types of cyclists that would be comfortable in each level of bicycle LTS are included below in Figure 10.

An objective of the ATP is to develop a low-stress network throughout Marion County to serve pedestrians and bicyclists of all skill and confidence levels. Using the methodology described above, this includes roadways with the following characteristics:

- Local roadways with posted speed ≤ 30 mph
- Collectors or arterials with posted speed ≤ 25 mph

- Collectors or arterials with posted speed ≤ 30 mph with an on-street bike lane
- Separated sidewalk, bicycle facilities, and trails

This analysis evaluated the pedestrian and bicycle LTS of the study network (the major road network) using the methodology described in the 2023 FDOT Multimodal Quality/Level of Service Handbook. Roadway characteristic data from FDOT Roadway Characteristic Inventory (RCI), along with data on existing and planned pedestrian and bicycle facilities received from the local governments in the TPO area, were used as inputs (see Section 3: Existing Conditions).

5.2 Results

The results are shown in Figure 11 and Figure 12. Most of the roadways in the study network are categorized as LTS 3 and LTS 4. For pedestrian LTS, lower-stress roadways (LTS 1 and LTS 2) are mostly located in the City of Ocala, part of US 301 in the City of Belleview, and W Pennsylvania Ave in the City of Dunnellon. Most of the roadways in the rural areas are categorized as LTS 4.

For bicycle LTS, there are more low-stress roadways (LTS 2) in the rural areas where vehicle AADT is lower, such as the roadways in the northern area of the county.

Figure 10. Bicyclist LTS Definition

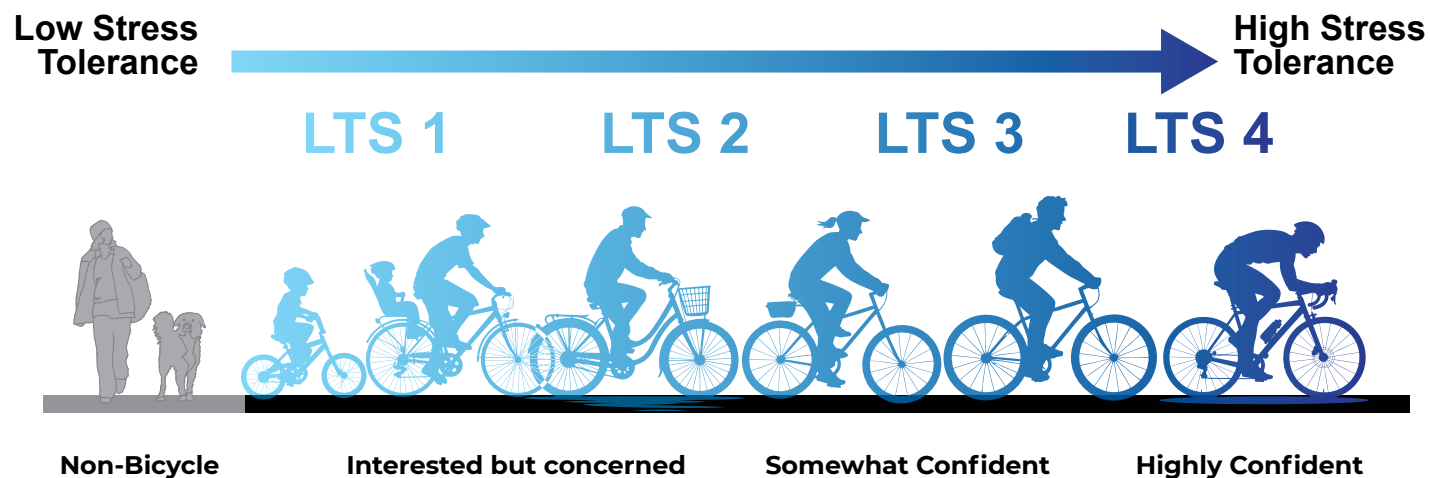


Figure 11. Pedestrian LTS

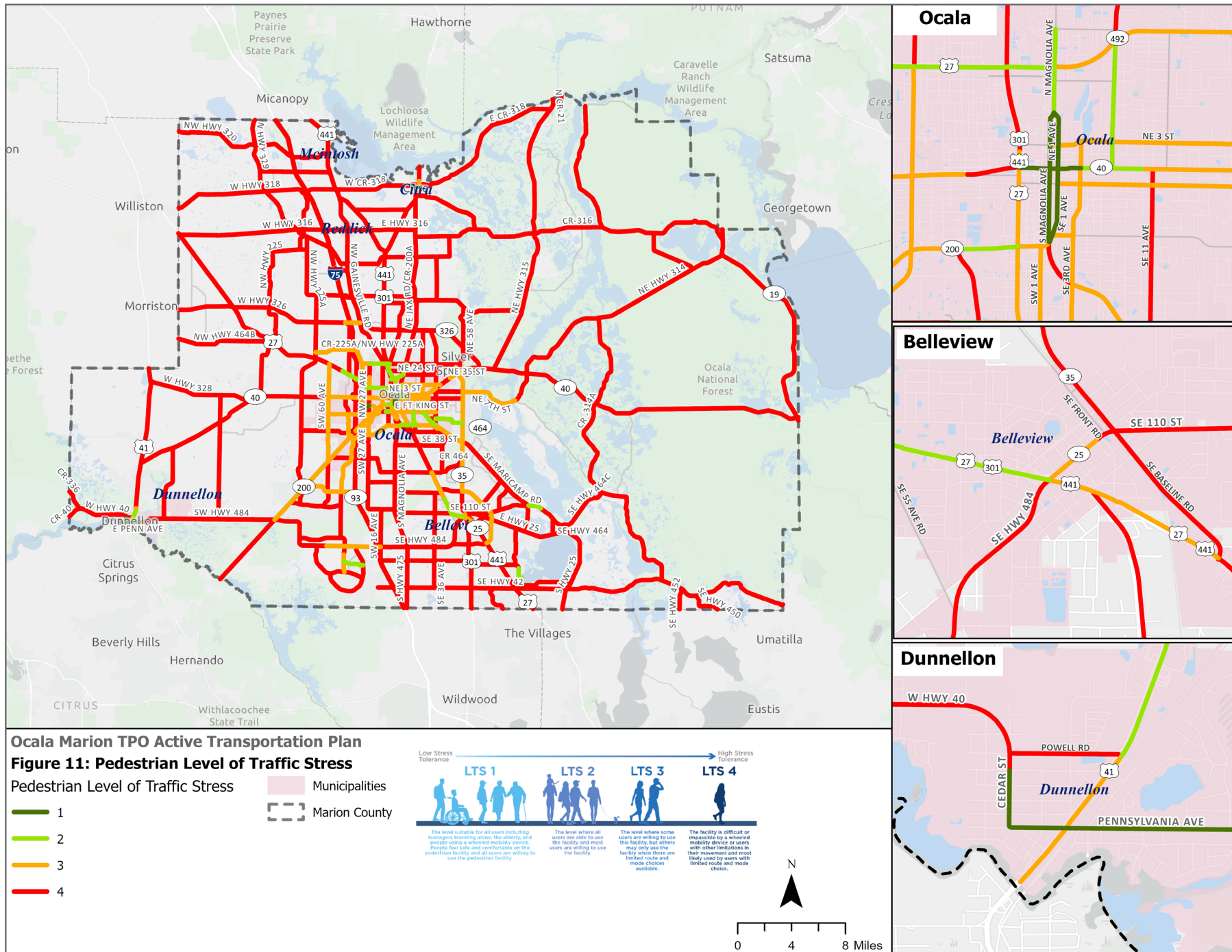
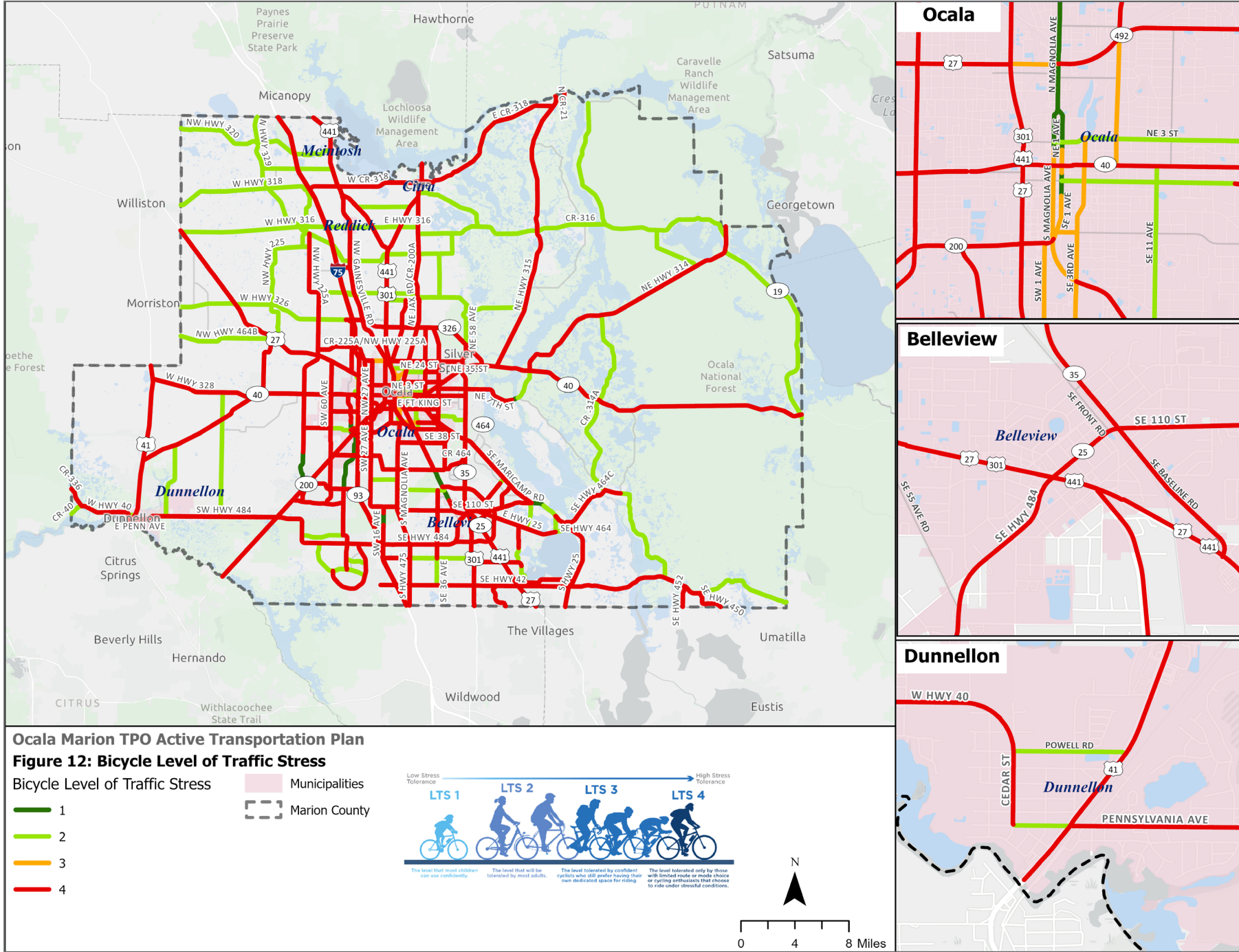


Figure 12. Bicycle LTS



6 Bicycle and Pedestrian Accessibility Analysis



Bicycle and Pedestrian Accessibility Analysis

“Accessibility” refers to how easily a destination can be reached on the roadway network. ”

The quality of the pedestrian and bicycle network was evaluated around key destinations to determine how easy or difficult a destination is to access. Destinations included schools, hospitals, parks, government buildings, SNAP retailers², shopping centers, transit stops, and community centers. The purpose of this analysis is to identify areas that could benefit from more low-stress walking and biking routes to connect people to key destinations.

6.1 Network Accessibility Methodology

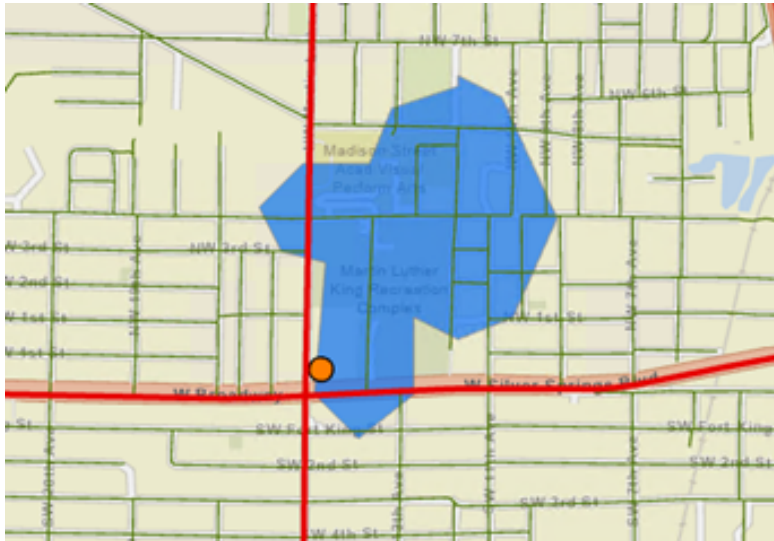
Pedestrian accessibility was evaluated within a half mile of destinations, and bicycle accessibility was evaluated within one mile of destinations. These thresholds represent an approximately 10 minute walk or bike trip. Using the LTS analysis described in **Section 5**, the population and jobs accessible within these buffers areas using only low-stress facilities (LTS 1–2) was compared to the population and jobs accessible using the full roadway network³.

Figure 13 to Figure 15 illustrate how buffer areas differ between low-stress and all-roadway networks, with high-stress roadways (LTS 3–4) acting as barriers. Accessibility scores were calculated as the ratio of population and jobs within the low-stress buffer to those within the all-roadway buffer. Higher scores indicate destinations well connected to low-stress routes, while lower scores, such as the example in Figure 15, reflect destinations surrounded by high-stress roadways with limited low-stress access.

² SNAP retailers are businesses or stores that are authorized by the US Department of Agriculture (USDA) to accept SNAP (Supplemental Nutrition Assistance Program) benefits as payment for eligible food items. These retailers must apply and be approved by the USDA's Food and Nutrition Service (FNS) to participate in the program.

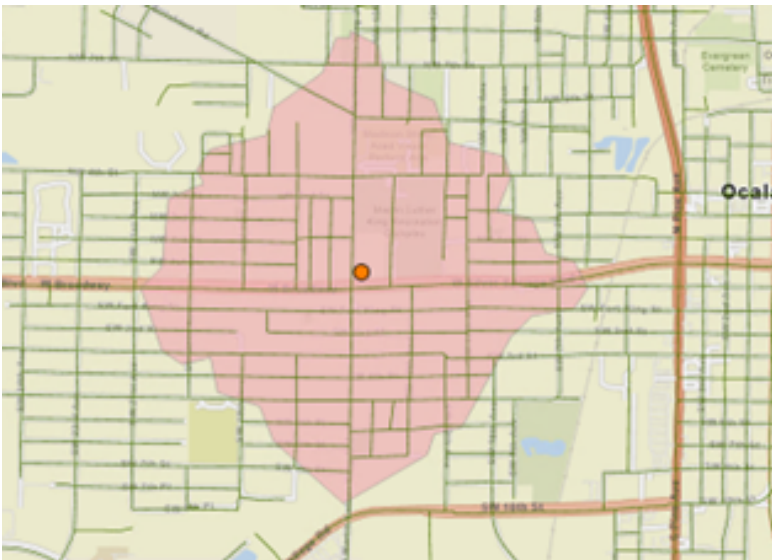
³ Population data is from the US Census and job data is from the Longitudinal Employer-Household Dynamics (LEHD) data.

Figure 13. Pedestrian Low-Stress Roadway Buffer Area



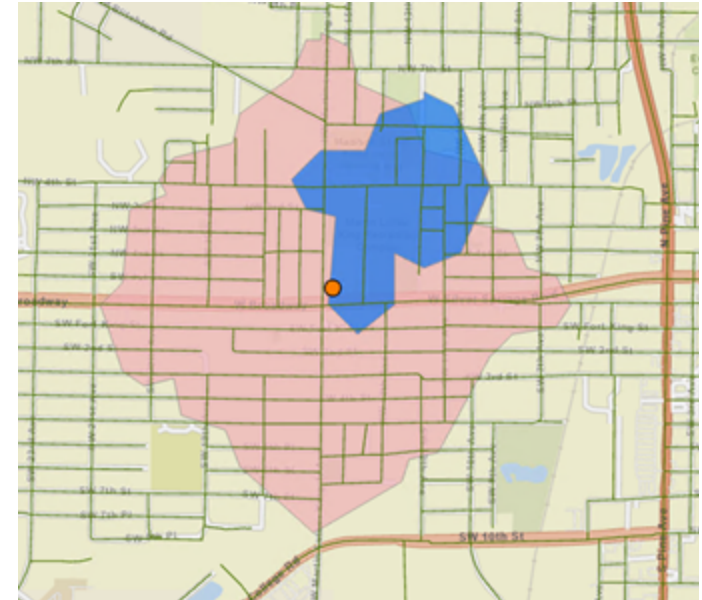
The pedestrian buffer area (represented in blue) created from a single destination (represented by the dot) along the low-stress roadways (represented in dark green). The dark red areas, representing the LTS 3 or 4 roadways, act as a barrier.

Figure 14. Pedestrian All-Roadway Buffer Area



The pedestrian buffer area (represented in light pink) created from a single destination (represented by the dot) along all the surrounding roadways (represented in dark green).

Figure 15. Pedestrian Buffer Areas Overlayed



Overlays of the two buffer areas described above. The accessibility score for the destination is the ratio of population and jobs covered by the low-stress roadway buffer to the population/jobs covered by the all-roadway buffer.

6.2 Bicycle and Pedestrian Accessibility Results

This section summarizes the results of the accessibility analysis. Figure 16 and Figure 17 map the bicycle accessibility scores, while Figure 18 and Figure 19 map pedestrian accessibility scores. The color code and categorization of the scores are explained in Table 7.

As shown in Figure 16 to Figure 19 most of the destinations in Marion County have lower accessibility (0–25%) via existing low stress walking and biking facilities from population and jobs. Destinations on major roadways have lower accessibility percentages, primarily because these roadways have higher speed (35+ mph), and therefore, higher stress for walking and biking.

The concentration of the destinations with higher accessibility scores (greater than 50%) is within the downtown Ocala area, City of Belleview, and downtown Dunnellon. Many destinations

in rural areas have higher accessibility scores for population, despite the LTS analysis indicating higher-stress roadways in these areas. This is due to the low overall roadway connectivity in rural areas. These destinations are typically located within a small concentration of local roadways (usually LTS 1 or 2) while being farther from major roadways (usually LTS 3 or 4). Maps showing the locations of each type of destination are included in Appendix D.

This analysis also examined the average accessibility scores of each type of destination. Table 8 lists the population and job accessibility by walking and biking for the ten types of destinations analyzed. In addition, the top 15 transit stops by ridership category are listed to highlight the accessibility scores of the stops that require greater focus due to higher usage.

Overall, ER, urgent care facilities, and shopping centers have the lowest average accessibility scores, while parks have the highest average accessibility score.

Table 7. Accessibility Scoring Categories

Travel Mode	Green	Yellow	Red	Grey
Bicycle Accessibility	50% or more of the population/jobs within a mile can access the destination via a low-stress bicycle facility	20% to 50% of the population/jobs within a mile can access the destination via a low-stress bicycle facility	25% or less of the population/jobs within a mile can access the destination via a low-stress bicycle facility	No jobs within a mile can access the destination via a low-stress bicycle facility
Pedestrian Accessibility	50% or more of the population/jobs within a ½ mile can access the destination via a low-stress pedestrian facility	20% to 50% of the population/jobs within a ½ mile can access the destination via a low-stress pedestrian facility	25% or less of the population/jobs within a ½ mile can access the destination via a low-stress pedestrian facility	No jobs within ½ miles can access the destination via a low-stress pedestrian facility

Table 8. Accessibility of Key Destinations by Facility Types

Destination Type	Job Accessibility by Walking	Job Accessibility by Biking	Population Accessibility by Walking	Population Accessibility by Biking	Average Accessibility
Community Centers	41%	31%	56%	40%	42%
ERs and Urgent Cares	41%	24%	39%	14%	30%
Government Offices	47%	24%	48%	24%	36%
Hospitals	71%	27%	50%	18%	41%
Libraries	42%	45%	53%	36%	44%
Parks	30%	30%	66%	58%	46%
Schools	36%	30%	56%	41%	41%
Shopping Center	31%	21%	44%	24%	30%
SNAP Retailers	35%	27%	43%	32%	34%
Transit Stops	42%	21%	45%	27%	34%
Top 15 Transit Stops	29%	17%	32%	15%	24%



Hospitals, ERs, and urgent care facilities have higher accessibility to jobs than to population, while parks, schools, and community centers have higher accessibility to population than to jobs.

Figure 16. Job Accessibility via Biking

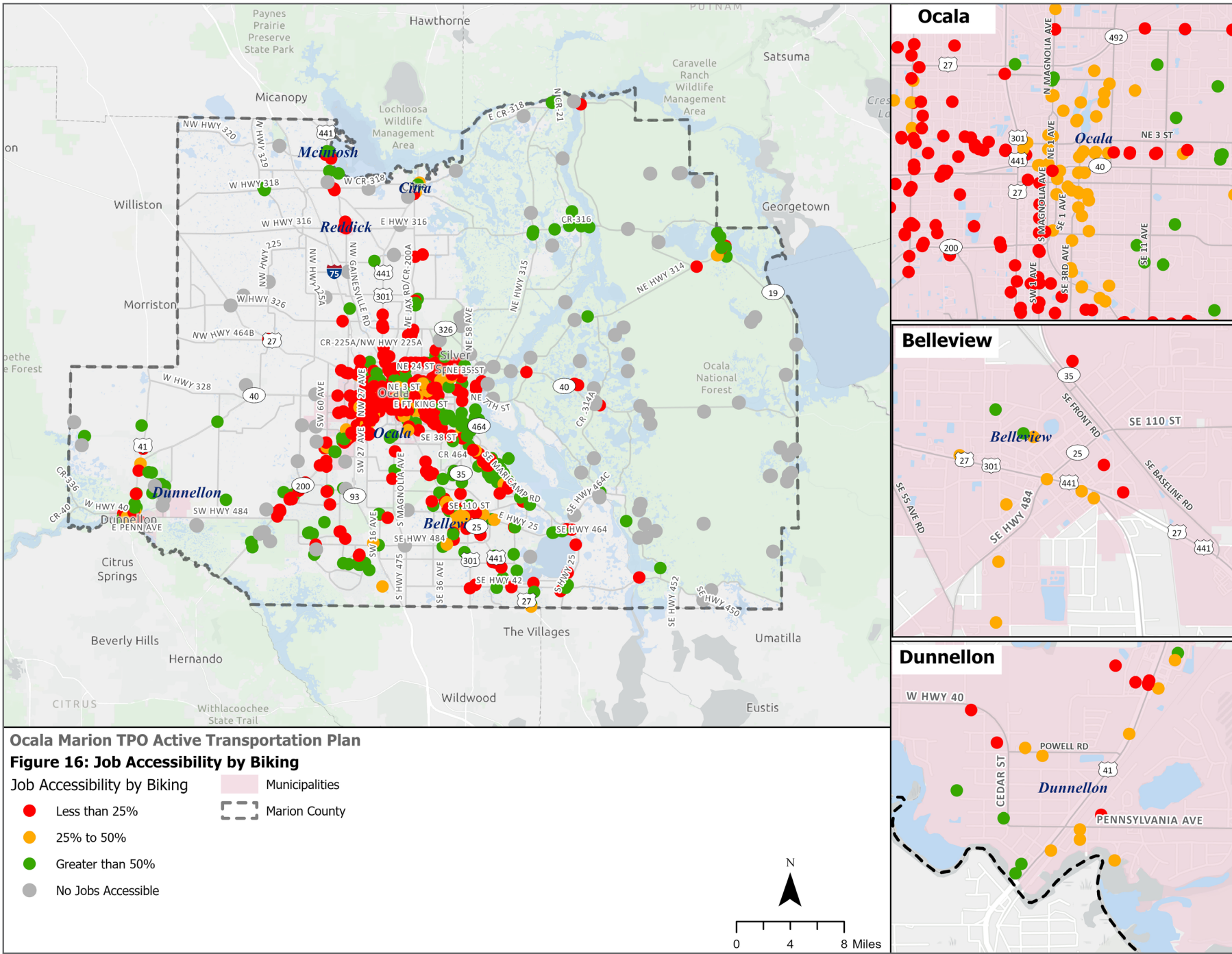


Figure 17. Population Accessibility via Biking

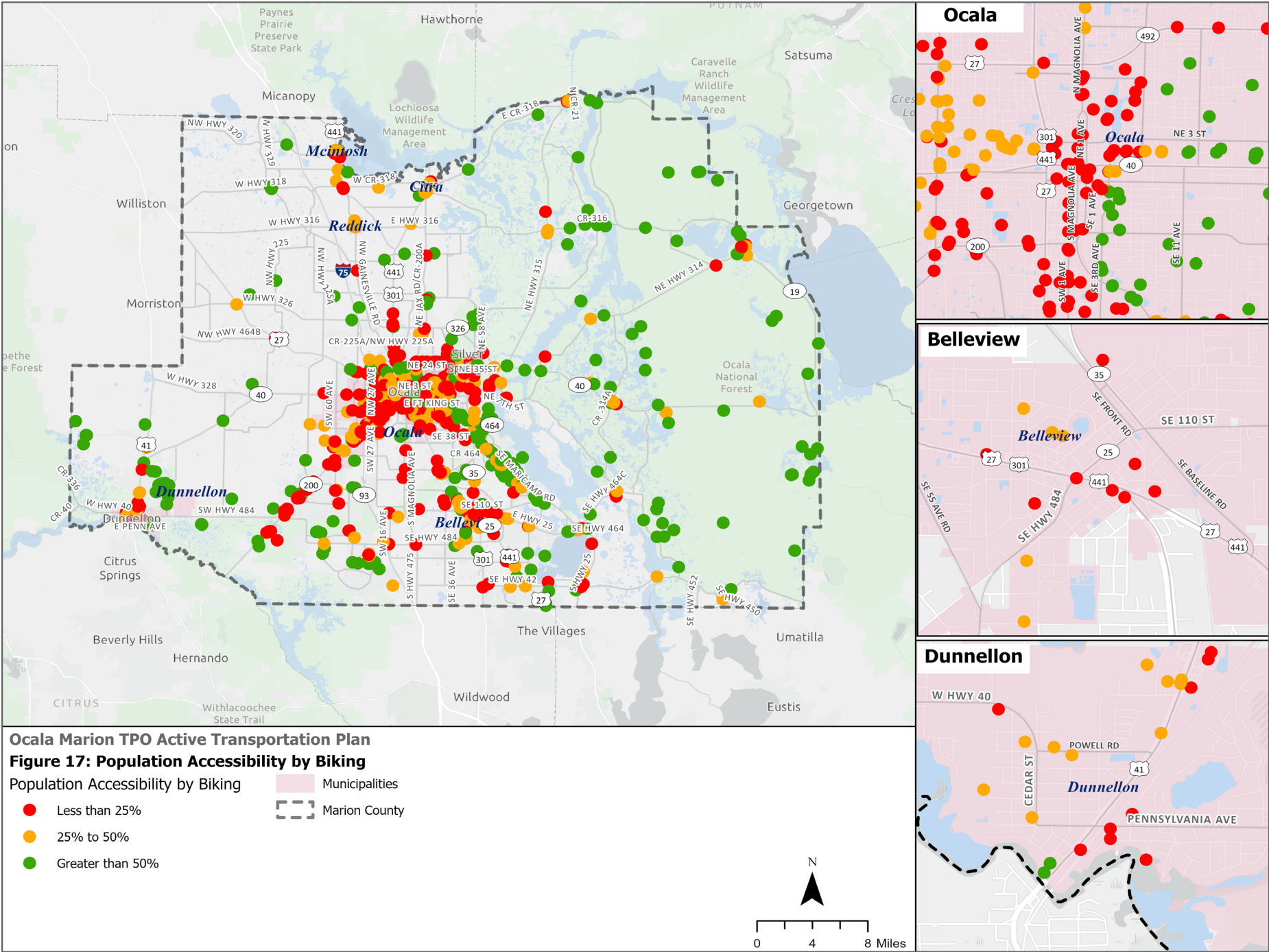


Figure 18. Job Accessibility via Walking

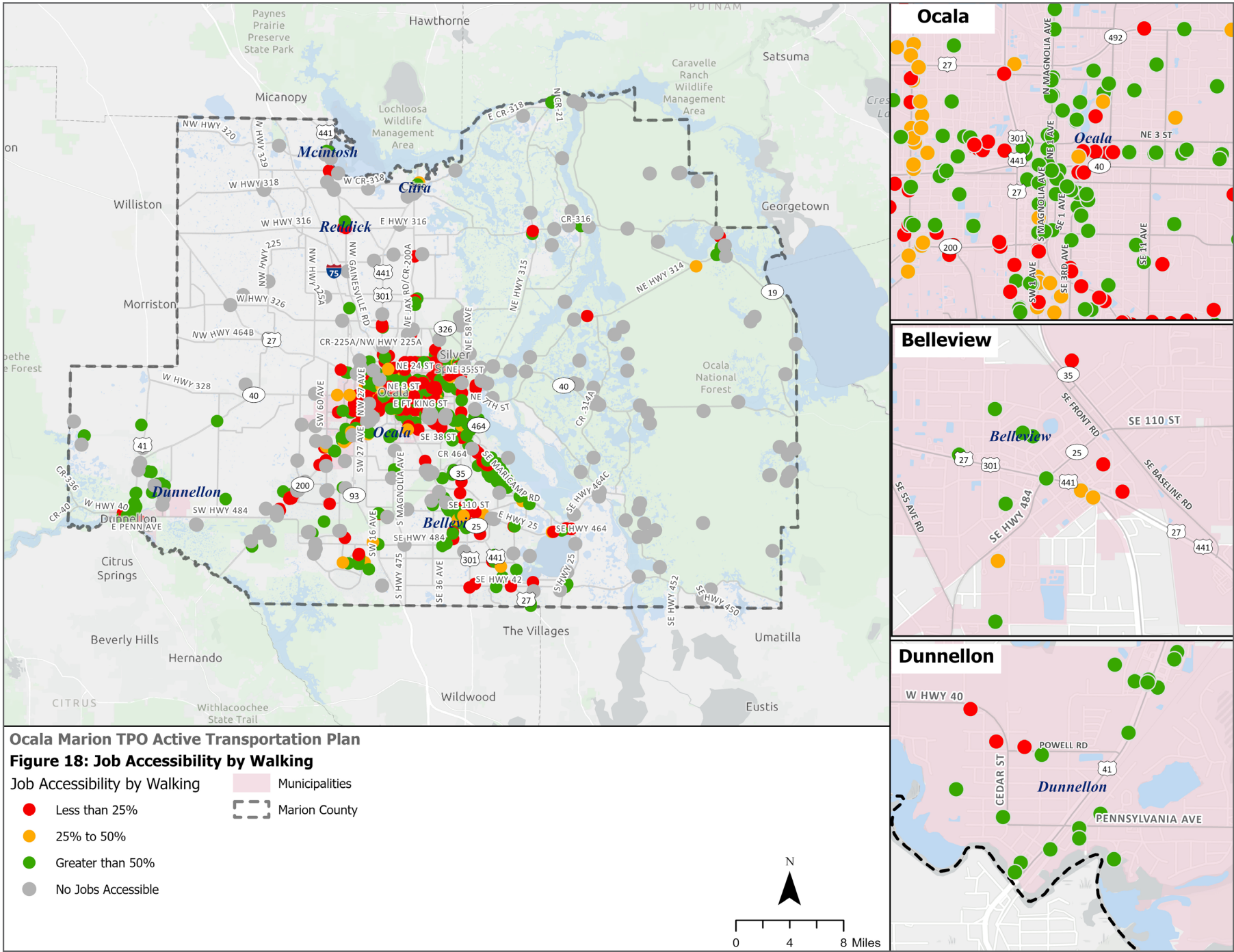
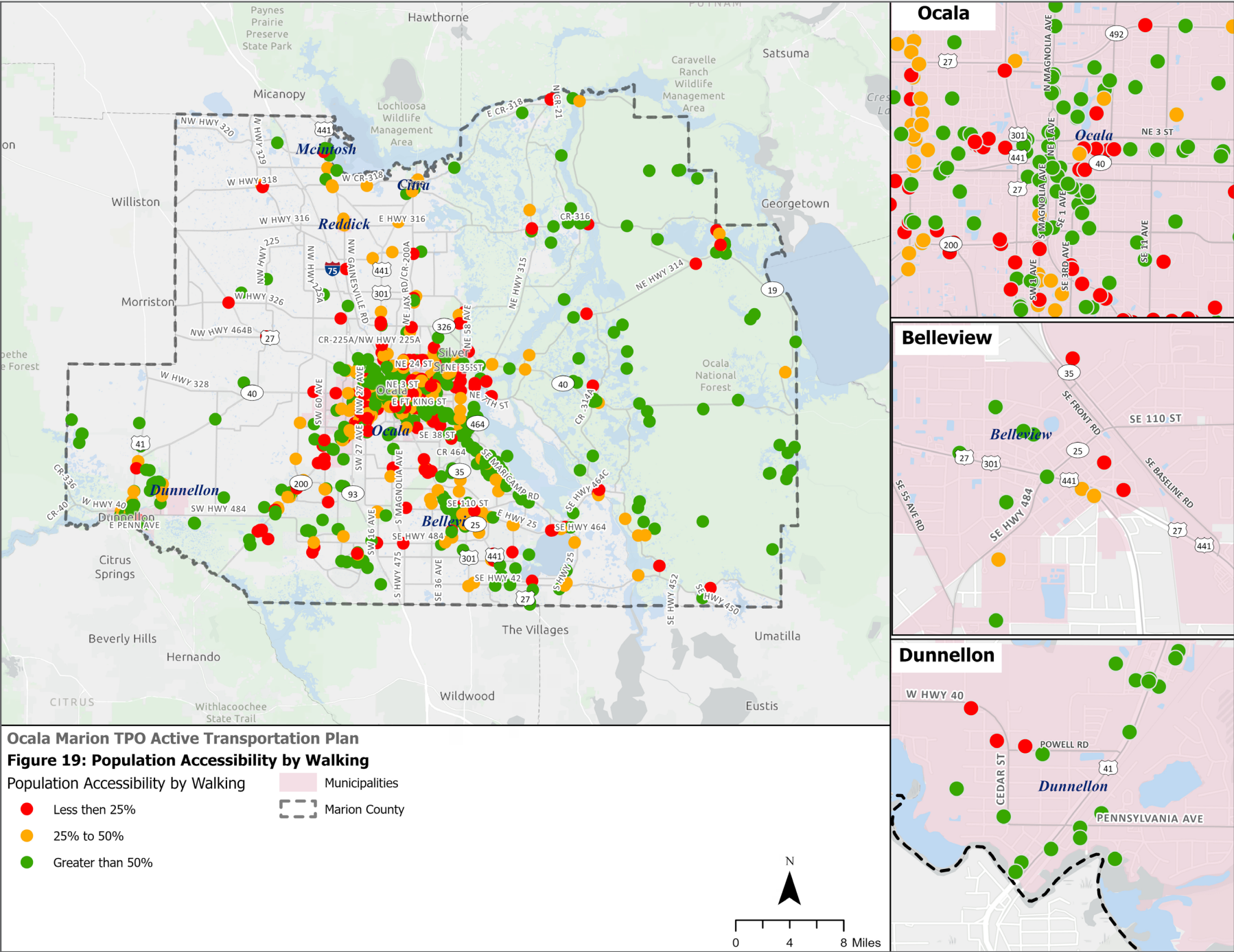


Figure 19. Population Accessibility via Walking



7 Needs Assessment



Needs Assessment

Sections 5 and **6** inform the pedestrian and bicycle needs across Marion County. These analyses supported the identification of projects for future prioritization. This includes roadways that are high-stress for pedestrians and bicyclists and areas where accessibility to destinations is low, indicating a need for more low-stress roadways.

As shown in the LTS analysis (**Section 5. Bicycle and Pedestrian Level of Traffic Stress Analysis**), most roadways in the study network are LTS 3 or 4 for pedestrians and bicyclists, especially in rural areas. These higher-stress roadways coincide with locations lacking a well-connected walking and biking facility network (4.2.2 Existing Walk and Bicycle Networks), as most sidewalks and designated bike lanes are concentrated in City of Ocala, City of Belleview, and the City of Dunnellon.

Based on the accessibility scores of the key destinations (**Section 6 Bicycle and Pedestrian Accessibility Analysis**), many destinations in rural areas have low accessibility scores, particularly for job accessibility. However, since most of these low-accessibility destinations in rural areas are not surrounded by a large number of jobs or population, low-accessibility destinations within or near the urban areas, such as the City of Ocala, may benefit more when lower-stress walking and biking facilities are provided. These destinations are more concentrated along major roadways, such as SR 200, SR 40, and US 301.

The bicycle LTS analysis shows more low-stress biking roadways in rural areas due to lower traffic volumes. However, building a lower-speed or more separated biking network in these areas could make the roadways safer and more comfortable for bicyclists. Additionally, areas near the low-stress bicycle roadways could see increased accessibility to jobs with the addition of low-stress roadways. Some of these areas include CR 329 near Sparr and the intersection of Hwy 316 and CR 25A near Reddick.

(Section 6: Bicycle and Pedestrian Accessibility Analysis). Therefore, providing more low-stress walking and biking facilities in these areas could enhance both community safety and accessibility.

Additionally, the projects identified by Marion County and the municipalities were also included in the project prioritization process.



Areas with a higher-stress roadway network and lower accessibility destinations also coincide with where fatal and serious injury crashes occur more frequently for people walking and biking.

8 Proposed Improvements



Proposed Improvements

Proposed active transportation improvements were identified through a combination of technical analysis and stakeholder input. Local agencies provided project lists and plans, which were supplemented by locations identified as network gaps through the LTS and accessibility analyses (see **Section 5** and **6**). Additional input was gathered through outreach to local stakeholders, advisory committees, and the TPO Board. This collaborative approach ensured that the identified improvements reflect both data-driven needs and community and agency priorities.

The proposed improvements were organized into three categories to reflect the primary mode or facility type addressed:



1. Trail Improvements



2. Bicycle Improvements

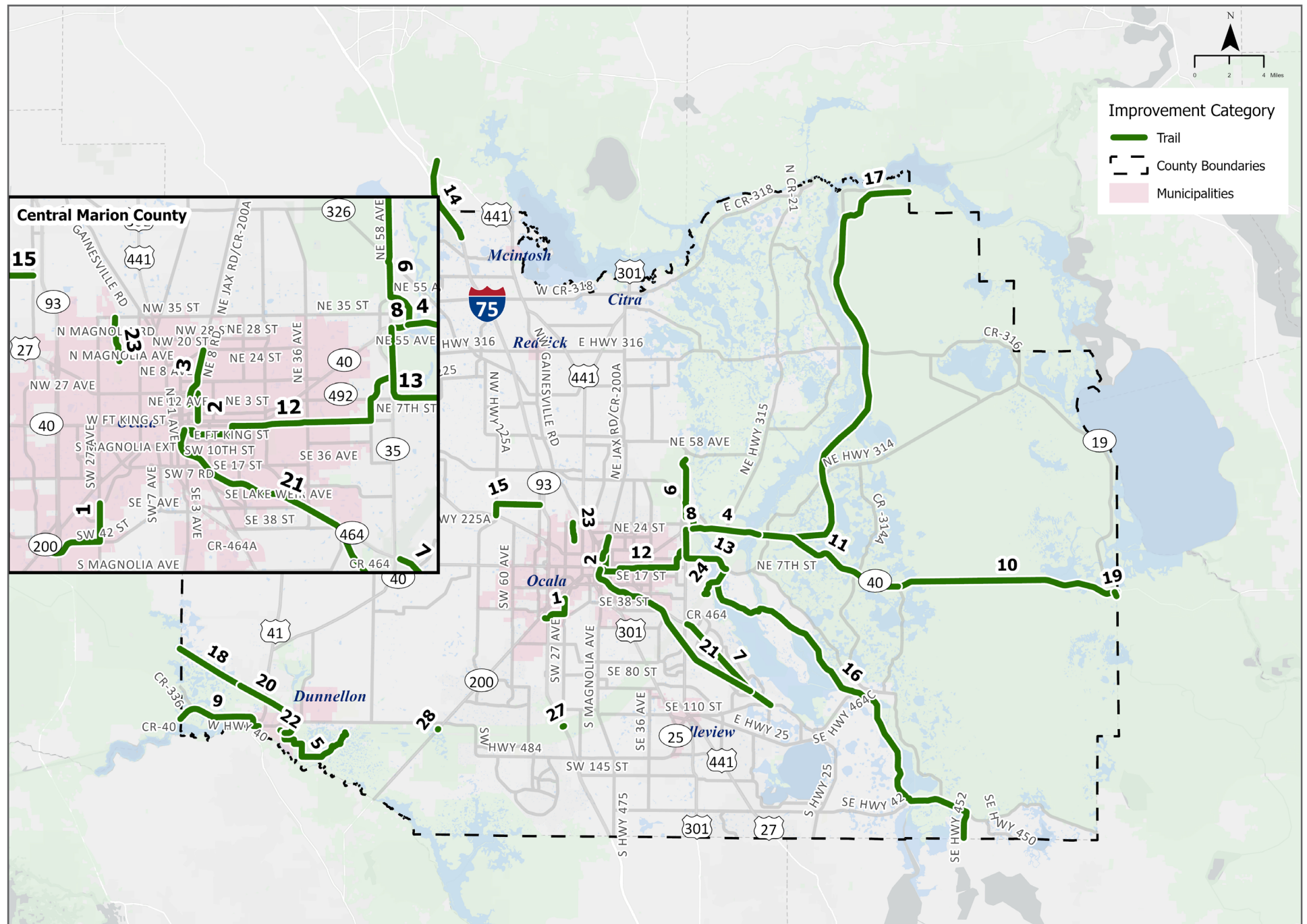


3. Sidewalk/Shared Use Path Improvements

This organization supported a clear understanding of the range of projects identified and highlights how each type of improvement contributes to advancing the overall goals of the ATP. Figure 20 through Figure 22 illustrate the locations of the proposed improvements by category, providing a visual overview of the opportunities for enhancing safety, connectivity, and accessibility across the network.

Marion County is assessing future plans for trail connectivity in the Marion Oaks area. Appendix E contains a map of a concept for public and preservation lands for future trail connections.

Figure 20. Proposed Trail Projects



Central Marion County

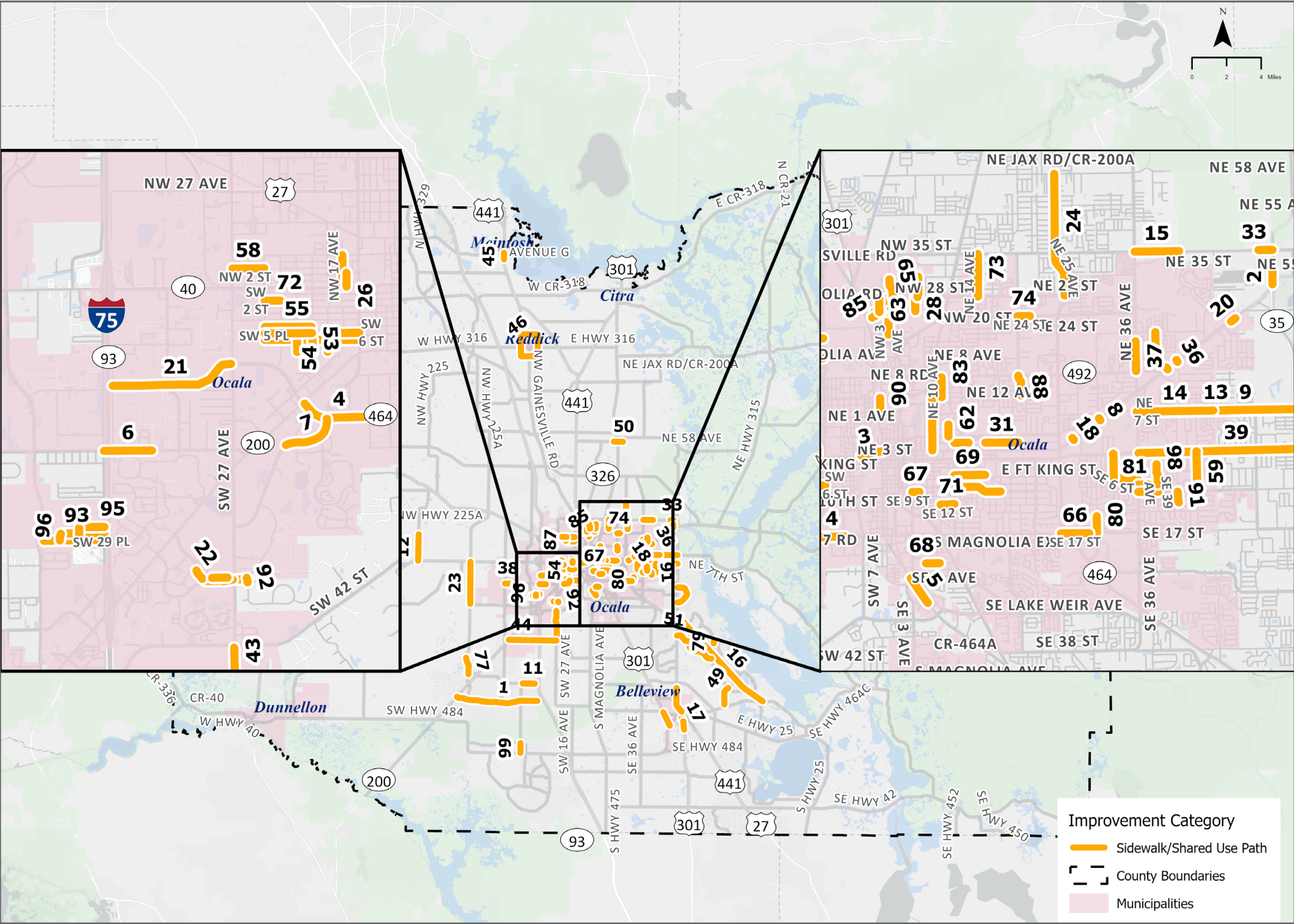
Improvement Category

- Bike
- County Boundaries
- Municipalities

Ocala Area Inset:

- Route 1: NE 1st Ave
- Route 2: NE 3rd St
- Route 3: NE 5th St
- Route 4: NE 7th St
- Route 5: SW 7th Ave
- Route 6: SW 27th Ave
- Route 7: SW 47th Ave

Figure 22. Proposed Sidewalk/Shared Use Path Projects



9 Project Prioritization



Project Prioritization

The project prioritization process is intended to provide a structured, data-informed approach to identifying priority projects. This process was informed by previous analyses, including measures such as LTS, accessibility to key destinations, and the TPO commitment to the Zero High Injury Network (HIN). It considers the potential impact on safety and accessibility. In addition, the TPO's Priority Project list and stakeholder input regarding feasibility were incorporated to reflect the perspectives and on-the-ground knowledge of local partners.

The criteria used for the prioritization process are:

- *Located on high stress (LTS 3 or 4) pedestrian or bicycle roadways*
- *Located on or crossing the HIN*
- *Included in the TPO's List of Priority Projects*
- *Located in the census block group with top 30th percentile population density*
- *The number of key destinations within 1 mile is within the top 30th percentile and average accessibility score under 25%*

Each project received one point for each of the criteria if the conditions are met.

The resulting prioritization framework organizes projects into three tiers that highlight relative opportunities for advancing safety, connectivity, and accessibility within the transportation system. In addition to assigning tiers according to the prioritization criteria listed above, adjustments were made based on local stakeholder

input. Table 9 to Table 11 show the proposed projects in each category and their corresponding tiers.

It is important to note that the prioritization tiers are not prescriptive. Instead, they are a tool to support decision-making by local governments, partner agencies, and community stakeholders. Funding availability, community preferences, and implementation considerations will continue to play a critical role in determining which projects advance in the near and long term. By providing a transparent and consistent prioritization process, the plan offers a foundation to guide future investments while maintaining flexibility for local decision-making.

Table 9. Proposed Trail Projects

ID	Facility Name	From	To	Improvement Type	Tier
1	SW 27th Ave / SW 42nd St / SW 43rd Street Rd	SW 19th Ave	SW 40th Ave	Trail	1
2	NE 8th Ave	NE 10th St	E Silver Springs Blvd	Trail	1
3	Wataula and NE 8th Avenue Trail	Tuscawillia Park	CR 200A/SE Jacksonville Road	New Trail	1
4	E Highway 40 / Black Bear Trail	Silver Springs State Park	West of NW 102nd Avenue Rd	Trail	1
5	Pruitt Gap	Pruitt Trailhead	Dunnellon Trail	Trail	1
6	Indian Lake Trail	SR 40/Silver Springs State Park	Indian Lake Trail Park	Trail	2
7	SE Maricamp Rd	East of SW 58th Ave	SE 110th Ave	Trail	2
8	SR 40	NE 60th Ct	East of NE 58th Ave	Trail	2
9	Withlacochee Bay Trail	Dunnellon	Levy County	Trail	2
10	E Highway 40 / Black Bear Trail	SE 183rd Avenue Rd	SR 19	Trail	2
11	E Highway 40 / Black Bear Trail	West of NW 102nd Avenue Rd	SE 183rd Avenue Rd	Trail	2
12	Ocala to Silver Springs Trail	SE Osceola Ave	NE 58th Ave	Trail	2
13	Silver Springs Bikeway	East Silver Springs Blvd	Marjorie Harris Carr Cross Florida Greenway Park	Trail	2
14	Lake Wauburg to Price's Scrub State Park Trail	Lake Wauburg	Price's Scrub State Park	Trail	2
15	49th Ave	NW Blichton Rd	NW 44th Ave	Trail	2
16	Nature Coast Trail (Chiefland to Dunnellon) II	Dunnellon	Levy County Line	Trail	2
17	E Highway 40 / Black Bear Trail	SR 19	Volusia County Line	Trail	2
18	Chiefland to Dunnellon	SW 215th Court Rd	SW Highway 484	Trail	2
19	Ocala Rail Trail	SE 3rd St	Oak Rd	Trail	2

ID	Facility Name	From	To	Improvement Type	Tier
20	Cross Florida Greenway Connection	SE Highway 314	Marshall Greenway	Trail	2
21	SR 200	Cross Florida Greenway		Grade separated crossing	2
22	Silver Springs Trail	Lake County	Silver Springs State Park	Trail	3
23	Silver Springs to Hawthorne Trail	Silver Springs State Park	Alachua County	Trail	3
24	Dunnellon Trail Connection	St Patrick Dr	Cross Florida Greenway	Trail	3
25	NW 21st Ave	NW 35th St	NW 21st St	Trail	3
26	Nature Coast Trail (Chiefland to Dunnellon)	SW Highway 484	S Bridges Rd	Trail	3
27	North Lake Trail	SR 40	Lake County Line	Trail	3
28	Cross Florida Greenway Land Bridge Expansion	Over I-75		Trail	3

Note: The ID numbers are for identification only, and do not correspond to specific rankings of projects.

Table 10. Proposed Bike Projects

ID	Facility Name	From	To	Improvement Type	Tier
1	E Fort King St	SE 16th Ave	SE 22nd Ave	Potential buffered bike lane	2
2	NE 1st Ave	SE Broadway St	NE 2nd St	Potential Bike Lane	2
3	S Magnolia Ave	SW 10th St	NE 2nd St	Potential Bike Lane	2
4	SR 200	Bridge over Withlacoochee River		Bicycle-Pedestrian Accommodations with future bridge replacement	3
5	SW 43rd Ct	NW Blitchton Rd	SR 200	Potential Bike Lane	3
6	SW 20th St	I-75	SR 200	Potential Bike Lane	3
7	SW 66th St	SR 200	SW 27th Ave	Potential Bike Lane	3

Note: The ID numbers are for identification only, and do not correspond to specific rankings of projects.

Table 11. Proposed Sidewalk/Shared Use Path Projects

ID	Facility Name	From	To	Improvement Type	Tier
1	SW 103rd Street Road	SR 200	SW 38th	Multi-Use E-W Path connection	1
2	NE 55th Ave	NE 31st St	E Silver Springs Blvd	Sidewalk (on west side)	1
3	SR 40/Silver Springs Blvd	U.S. 301/441 Pine	SW 7th Avenue	Sidewalks both sides of street to fill gap.	1
4	SR 464	SRS 200	SW 12th Avenue	Sidewalk to fill in gap - SR 200 to SW 12th south side; SW 18th Avenue to SW 12th Avenue on north side	1
5	U.S.. 301/441/27	S/O Rail Line Bridge sidewalk ends	SE 3rd Avenue	Sidewalk both sides under Rail Bridge	1
6	SW 20th Street	SW 34th Avenue	SW 38th Avenue	Sidewalks both sides to fill in gap.	1
7	SW 19th Avenue Road	SR 464	Existing sidewalk	Sidewalk to fill in gap on north side of road	1
8	SR 40	North side of SR 40 to south side	NE 30th Avenue	Sidewalk connection across SR 40 to connect to NE 30th	1
9	NE 7th Street	SR 35-Baseline	SE 36th Avenue	Sidewalks both side of street to complete gap	1
10	SW 34th Street	SW 27th Avenue	SW 34th Circle	Sidewalk to fill in gaps both side	1
11	SW 95th St	SW 48th Ave	SW 40th Ter	Shared Use Path	1
12	NW 110th Ave	SR 40	NW 21st St	Shared Use Path	1
13	NE 7th St	NE 36th Ave	Baseline Rd	Shared Use Path	1
14	NE 7th Street	NE 36th Avenue	NE 46th Court	Sidewalk	1
15	NE 35th St	NE 36th Ave	NE 36th Ln	Sidewalk (on North side)	2
16	SE Maricamp Rd	East of SE 58th Ave	SE 110th Ave	Sidewalk	2

ID	Facility Name	From	To	Improvement Type	Tier
17	U.S. 301 both sides of roadway	SE 115th Lane	N/O SE 62nd Avenue connect to existing sidewalk	Sidewalk both sides	2
18	SR 40	E Silver Springs Blvd		Sidewalk to fill in gap for access between north side of SR 40 to south side and Sun Tran Bus Stop at Marion County Veteran Services and Public Library	2
19	SR 40	Xonnection from north side to south side at NE 40th Avenue		Sidewalk to connect north and south side of SR 40	2
20	SR 40	West of NE 49th Ter	NE 49th Ter	Sidewalk to fill in gap end of existing to NE 49th at Wal-Mart	2
21	SW 13th Street	SW 37th Avenue	SW 27th Avenue	Sidewalk both sides to fill in gap and serve elementary school	2
22	SW 32nd Avenue	SW 34th St	SW 33rd Rd	Sidewalk to fill in gap	2
23	SW 80th Ave	SR 40	SW 38th St	Sidewalk	2
24	NE 25th Ave	NE 28th St	NE 49th St	Sidewalk	2
25	NW 17th Avenue	Silver Springs Boulevard	NW 4th Street	Sidewalk	2
26	NW 16th Terrace	Silver Springs Boulevard	NW 1st Street	Sidewalk	2
27	NW 3rd Avenue	NW 21st Street	NW 28th Street	Sidewalk	2
28	NE 4th Avenue	NE 25th Street	NE 28th Street	Sidewalk	2
29	NW 4th Avenue	NW 28th Street	NW 31st Street	Sidewalk	2
30	SW 7th St	SW 24th Ave	SW MLK Jr Ave	Sidewalk (on both sides)	2
31	NE 2nd St	NE 15th Ave	NE 19th Ave	Sidewalk (on both sides)	2
32	NE 2nd St	NE 11th Ave	NE 12th Ter	Sidewalk (on both sides)	2
33	NE 35th St	Lindale Mobile Home Park West Entrance	NE 55th Ave	Sidewalk (on North side)	2

ID	Facility Name	From	To	Improvement Type	Tier
34	NE 8th Ave	NE 10th St	E Silver Springs Blvd	Sidewalk	2
35	U.S. 301	SE 120th Place	SE 115th Lane	Sidewalk both sides	2
36	SR 40	North to south side of road connection		Sidewalk at NE 42nd to connect across SR 40	2
37	NE 36th Avenue	NE 14th St	NE 19th Place	Sidewalk to complete gap	2
38	SW 20th Street	SW 60th Avenue	SW 57th Avenue	Sidewalk both sides to fill in gap.	2
39	Fort King Street	SR 35-Baseline	Se 36th Avenue	Sidewalks both side of street to complete gaps	2
40	SW 34th Street	SW 27th Avenue	SW 26th Avenue	Sidewalk to complete gap	2
41	SW 34th St	East of SW 34th Cir	East of SW 27th Ave	Sidewalk gap	2
42	SR 35/Baseline Road	SE 110th/Hames	SE of 92nd Loop	Sidewalk/Multi-Use Path	2
43	SW 27th Ave	SW 42nd St	SW 66th St	Sidewalk	2
44	SW 66th St	SR 200	SW 27th Ave	Sidewalk	2
45	U.S. 441	Avenue I	Dollar General	Sidewalk	2
46	Town of Reddick			Sidewalk/Shared Use Path Study Area	2
47	Pine Road	Spring Rd	SE Maricamp Rd	Sidewalk	2
48	Almond Rd	SE 58th Ave	SE 58th Ave	Sidewalk	2
49	Oak Road	Emerald Road	Southern intersection of Olive Rd and Emerald Rd	Sidewalk	2
50	NE 95 Street	NE 16th Ter	West side of Railroad RW	Shared Use Path	2
51	Dogwood Road	SR 35	Pine Road	Shared Use Path	2
52	SW 21st Avenue	SW 7th Street	SW 8th Place	Sidewalk	2
53	SW 20th Avenue	SW 7th Street	SW 8th Place	Sidewalk	2
54	SW 19th Avenue	SW 7th Street	SW 8th Place	Sidewalk	2
55	SW 5th Place	SW 20th Avenue	SW 24th Avenue	Sidewalk	2
56	SW 6th Street	SW 20th Avenue	SW 24th Avenue	Sidewalk	2

ID	Facility Name	From	To	Improvement Type	Tier
57	SW 6th Street	SW MLK Avenue	SW 19th Avenue	Sidewalk	2
58	NW 2nd Street	NW 24th Avenue	NW 27th Avenue	Sidewalk	2
59	SE 44th Avenue	E Fort King Street	SE 8th Avenue	Sidewalk	2
60	SE 6th Street	SE 32nd Avenue	SE 36th Avenue	Sidewalk	2
61	SE 32nd Avenue	E Fort King Street	SE 6th Street	Sidewalk	2
62	NE 10th Avenue	NE 3rd Street	NE 5th Street	Sidewalk	2
63	NW 5th Avenue	NW 25th Street	NW 28th Street	Sidewalk	2
64	NE 39th Avenue	NE 17th Place	NE 21st Street	Sidewalk	2
65	NW 2nd Avenue	NW 28th Street	NW 31st Street	Sidewalk	2
66	SE 17th Street	SE 25th Avenue	SE 29th Terrace	Sidewalk	2
67	SE 9th Street	SE 3rd Avenue	SE Alvarez Avenue	Sidewalk	2
68	SE 22nd Street	SE 4th Terrace	SE 8th Avenue	Sidewalk	2
69	SE 5th Street	SE 11th Avenue	SE 15th Avenue	Sidewalk	2
70	SE 8th Street	SE 11th Avenue	SE 17th Avenue	Sidewalk	2
71	SE 12th Street	SE 9th Avenue	SE 11th Avenue	Sidewalk	2
72	SW 2nd Street	SW 24 Avenue	SW 23rd Avenue	Sidewalk	2
73	NE 14th Avenue	NE 35th Street	NE 28th Street	Sidewalk	2
74	NE 24th Street	NE 19th Avenue	NE 21st Terrace	Sidewalk	2
75	NW 17th Pl	NW 21st Ave	NW Martin Luther King Jr Ave	Sidewalk (on north side)	3
76	NW 21st Avenue	MLK Avenue	Ocala Recharge Park	Sidewalks both sides to connect MLK sidewalks to Park	3
77	SW 80th Ave	SW 90th St	SW 80th St	Shared Use Path	3
78	SE 55th Avenue Rd	U.S. 441	CR 484	Sidewalk	3
79	Bahia Road	Midway Road	Northern existing sidewalk on the west side of Bahia Road	Shared Use Path	3
80	SE 30th Avenue	SE 14th Street	SE 17th Street	Sidewalk	3
81	SE 7th Street	SE 36th Avenue	SE 38th Avenue	Sidewalk	3

ID	Facility Name	From	To	Improvement Type	Tier
82	SE 8th Street	SE 36th Avenue	SE 39th Avenue	Sidewalk	3
83	NE 10th Avenue	NE 10th Street	NE 14th Street	Sidewalk	3
84	NW 25th Street	NW 1st Avenue	NW 6th Avenue	Sidewalk	3
85	NW 24th Place	NW Magnolia Avenue	NW 25th Street	Sidewalk	3
86	NW 24th Road	NW 21st Avenue	NW 21st Street	Sidewalk	3
87	NW 21st Court	NW 24th Road	NW 23rd Road	Sidewalk	3
88	NE 20th Avenue	NE 10th Street	NE 14th Street	Sidewalk	3
89	NW 21st Street	NW 24th Road	NW 21st Avenue	Sidewalk	3
90	NW 4th Avenue	NW 8th Street	NW 10th Street	Sidewalk	3
91	SE 41st Avenue	SE 8th Street	SE 11th Place	Sidewalk	3
92	SW 26th Avenue	SW 34th Avenue	SW 35th Avenue	Sidewalk	3
93	SW 30th Street	SW 38 Avenue	2470 ft West	Sidewalk	3
93	SW 29th Avenue	SW 38 Avenue	1777 ft West	Sidewalk	3
95	SW 28th Place	SW 38 Avenue	986 ft West	Sidewalk	3
96	SW 41st Court	SW 29 Place	SW 30th Street	Sidewalk	3
97	SW 39th Court	SW 28 Place	SW 30th Street	Sidewalk	3
98	SE 39th Avenue	SE 7th Street	SE 3rd Street	Sidewalk	3
99	SW 49th Ave	Marion Oaks Trl	SW 135th St	SUP	3

Note: The ID numbers are for identification only, and do not correspond to specific rankings of projects.

10 Conclusion and Next Steps



Conclusion and Next Steps

The ATP establishes a framework for enhancing safety, connectivity, and quality of life through strategic investments in walking, bicycling, equestrian, and other nonmotorized modes. By identifying existing conditions, gaps, and opportunities, and by developing prioritized project lists and supportive strategies, this plan provides Marion County and its partners with a roadmap for creating a safer and more accessible network for all users.

Moving forward, successful implementation of the ATP will depend on close coordination among local governments, the TPO, FDOT, community partners, and residents. The prioritized projects and strategies outlined in this plan are intended to guide decisions on funding, programming, and design, while remaining flexible enough to adapt to emerging needs and opportunities.

Next steps include:

- ✓ *Advancing high-priority projects into the TIP and local capital improvement programs.*
- ✓ *Pursuing available state, federal, and local funding sources to support plan implementation.*
- ✓ *Integrating ATP strategies and design guidance into ongoing roadway projects to ensure consistent support for all modes.*
- ✓ *Continuing engagement with community members, stakeholders, and advocacy groups to maintain momentum and build support.*
- ✓ *Regularly monitoring progress through the performance measures identified in this plan and updating the ATP as needed to reflect changing conditions and goals.*

Through these actions, the ATP will serve as a living document that not only informs project decisions today but also guides long-term investments in a safe, connected, and equitable active transportation system for Marion County's residents and visitors.

10.1 Active Transportation Strategies

Appendix F provides a toolbox of treatments that can be applied to improve safety, comfort, and connectivity for all road users in Marion County. These tools are intended to provide planners, engineers, and community partners with practical strategies to address specific needs identified through the ATP. Treatments are not intended to function in isolation; rather, they are most effective when combined with and tailored to the surrounding context.

By incorporating bicycle, pedestrian, and speed management treatments, the toolbox supports the TPO's broader goals of creating safer, more accessible, and more comfortable travel options for people of all ages and abilities. These treatments complement the street typologies described earlier (4. Existing Conditions) and help establish priorities for multimodal facilities across the network.

10.2 Funding Sources

Funding for the implementation of active transportation projects may be derived from a variety of sources, including federal and state grants, local contributions, and private-public investments. The pursuit of funding for a project may involve multiple sources to ensure flexibility and timely implementation. Projects can be planned and developed as standalone improvements or in conjunction with a new roadway, roadway extension, resurfacing, or widening. Appendix G summarizes key funding sources for active transportation projects.