

Redlines

Transportation Element

DRAFT

INTRODUCTION

The Marion County Transportation Element Goals, Objectives and Policies are designed to provide a comprehensive, area-wide vision of Marion County's transportation systems and integration into the land use planning process. Specifically the element provides in detail the purpose, form, and function transportation infrastructure should fulfill for residents and private industry. The overall goal of the Transportation Element is to establish and maintain greater economic competitiveness by improving efficiency and safety for the movement of people and goods between multiple modes of transportation that is responsive to the needs of the community and consistent with Future Land Use policies.

GOAL 1: PURPOSE OF THE TRANSPORTATION ELEMENT

To develop a comprehensive and performance driven approach to support transportation demands over the life of the comprehensive plan by improving economic efficiency and accessibility while protecting the unique assets, character, and quality of life in Marion County through the implementation of policies that address the following:

- 1. Functionality of the Transportation System;**
- 2. Land Use and Transportation;**
- 3. Provision of Infrastructure;**
- 4. Freight;**
- 5. Transit; and**
- 6. Aviation.**

OBJECTIVE 1.1: IMPLEMENTATION STRATEGY

To create an implementation strategy to enhance the mobility and economic competitiveness of Marion County and conserve the County's natural, cultural, and physical resources to discourage urban sprawl, enhance neighborhoods, maximize infrastructure investments and provide for economic development opportunities.

Policy 1.1.1: Marion County Transportation Planning Principles

Marion County shall rely upon the following principles to guide the overall transportation planning framework and vision for the County:

1. Consider all transportation options and impacts to ensure short-term decisions support strategic, long-term goals of the comprehensive plan.
2. Ensure that transportation decisions, strategies, and investments are coordinated with land use goals and recognize the unique character of Marion County.
3. Support a balanced and efficient transportation network for all modes.
4. Recognize freight and goods movement needs and challenges in Marion County and how they interact with the Florida Freight Network by examining all modes of freight transportation.
5. Support economic development through government practices that prioritize public infrastructure necessary to attract such activities.
6. Support opportunities for bicycle and pedestrian linkages where practicable between the on-road and off-road networks on local, state, and federal lands and trail networks to encourage alternative travel modes, recreational use, and ecotourism.

Policy 1.1.2 Adopted Transportation Element Maps

~~The Transportation Map Series is intended to reflect the existing and planned transportation network, including vehicular, mass transit and multi-modal transportation methods.~~

Map	Title
3.1	Future Traffic Circulation 2045
3.2	Number of Lanes 2019
3.3	Number of Lanes 2045
3.4	Future Transportation Corridors
3.5	Existing Mass Transit
3.6	Rail Corridors
3.7	Bicycle and Pedestrian Networks

GOAL 2: FUNCTIONALITY OF THE TRANSPORTATION NETWORK

To coordinate land use decisions, access locations, and configurations to maintain and improve the efficiency and safety of the transportation system and to ensure transportation infrastructure supports the effective movement of automobiles, freight, cyclists, pedestrians, and transit throughout Marion County.

OBJECTIVE 2.1: LEVEL OF SERVICE

To ensure minimum peak hour level of service (LOS) standards are maintained for functionally classified County and State roadways within unincorporated Marion County.

Policy 2.1.1: Implementation of Level of Service Standards

Adopted LOS standards shall be used as the criteria to measure the available capacity of functionally classified facilities that are part of the traffic circulation system. The County may adopt specific roadways to be exempt from Level of Service LOS standards through Ordinance. shall The County may not be compelled or required to not compel or require the County to fund roadway widening or construction of new roadways outside of the Urban Growth Boundary in order to provide capacity to address new or support new development or to address the unmitigated impact of development from within adjacent municipalities and counties.

Policy 2.1.2: Level of Service Standards

Marion County shall utilize the following minimum peak hour level of service LOS standards on functionally classified County and State roadways within unincorporated Marion County. Major local roadways to be evaluated for transportation concurrency will be identified within the Concurrency Management Procedure (CMP) Database to be developed in conjunction with the Ocala Marion Transportation Planning Organization (TPO).

Functional Classification	County Roadways					FDOT Roadways	
	Urban	Rural	Farmland Preservation Area (FPA)	Scenic Road-Rural	Scenic Road-Urban	Urban	Rural
Freeway Interstate	D	C	B	C	B	D	C
Principal Arterial	D	C	B	C	B	D	C
Minor Arterial	E D	D C	B	C	B	D	C
Major Collector	E D	D C	B**	C	B	D	C

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Minor Collector	E	D	B**	C	B	D	C
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** LOS D for roadways in the FPA : CR-318 from CR-225 to US-441; CR-25A from SR-326 to US-441; CR-225A from CR-326 to US-27; CR-326 from CR-225A to NW 44th Ave; CR-328.

Policy 2.1.3: Analysis

For the purposes of conducting generalized planning analysis such as deficiency and needs analyses, geographic influence areas, and future year analyses, Marion County ~~shall utilize the latest version of establish service volumes for classified roadways based on the~~ FDOT Quality/Level of Service Handbook and Generalized Service Volume tables. The County may establish corridor specific service volumes based on detailed corridor studies. The roadway service volumes shall be documented in the CMP Database to be developed in conjunction with the TPO and periodically updated. to establish volume and capacity for roadways.

Policy 2.1.4: Determination of Impact

All proposed development shall be evaluated to determine impacts to adopted LOS standards. Land Development Regulations (LDRs) ~~shall be established which~~ determine the level and extent of the analysis required based on the extent of the project and its projected trip generation. The information shall, at a minimum, provide for a review of site access, circulation, access management, safety, and, when of sufficient size, roadway links analysis and intersection analysis will be provided, including Average Annual Daily Trips (AADT) and/or peak hour (AM, PM, Sat/Sun).

Policy 2.1.5: Bicycle and Pedestrian LOS

Marion County may utilize the Quality/Level of Service Handbook developed by the FDOT to determine a LOS for bicycle and pedestrian facilities. The following strategies may be implemented to improve bicycle and pedestrian LOS:

- Evaluate and implement neighborhood level connectivity techniques.
- Provide bicycle lanes and sidewalks on all new and reconstructed collector and arterial facilities in ~~u~~Urban ~~a~~Areas. However, a design exception may be approved by the Board of County Commissioners as a result of public input, cost feasibility, or policy restrictions.
- Require new developments to provide for bicycle and pedestrian facilities.
- Planning and construction of new trail facilities as outlined in the TPO’s Bicycle and Pedestrian Master Plan and Active Transportation Plan.

OBJECTIVE 2.2: ACCESS MANAGEMENT

To maintain the intended functionality of Marion County’s roadway network, access management standards shall be established, ~~which that~~ provide access controls and manage the number and location of public roadways, private roadways, driveways, median openings, and traffic signals.

Policy 2.2.1: Standards on County Roads

To increase safety and minimize traffic impacts on the level-of-serviceLOS of roads, the County shall address access management criteria on County collector and arterial roads to evaluate new development. Access management requirements shall include, but are not limited to, dedicated turn lanes, limited driveways and curb cuts, shared access/driveways, cross access easements, frontage roads or rear access roads and driveways, inter-connected parking lots, and other means to reduce the need and ability to access properties from County roads and increase access

~~from connectivity between~~ adjacent properties. The County also recognizes, however, that certain County-maintained roads are functionally different from state roads and may require special attention to needs of a pedestrian-friendly corridor such as traffic calming features, minimal street widths, modest turning radii, modest design speeds, curb extensions, sidewalks, bicycle facilities, and the limited use of cul-de-sacs.

Policy 2.2.2: Standards on State Roads

Marion County shall maintain access management standards, consistent with Rule 14-97 F.A.C., to regulate and control vehicular ingress and egress to and from the State Highway System (SHS). ~~The intent of these standards is to protect public safety and the general welfare, to provide for mobility of people and goods, to preserve the functional integrity of the SHS, and to minimize the number of access points to state roads thereby reducing turning movements, conflict points, and other hazards. New development and redevelopment along State Roads shall be required to conform with or exceed these standards. Access management requirements shall include, but are not limited to, dedicated turn lanes, limited driveways and curb cuts, shared access/driveways, cross access easements, frontage roads or rear access roads and driveways, inter-connected parking lots, and other means to reduce the need and ability to access properties from State roads and increase access from adjacent properties.~~

Policy 2.2.3: Single Access

Marion County shall discourage single access residential development along arterial and collector roadways, requiring connection to existing and future development where opportunities for connectivity exist, as further defined in the Land Development Code (LDC).

OBJECTIVE 2.3: CONNECTIVITY

To ensure a balanced and efficient transportation system within the Urban Growth Boundary, Marion County shall encourage the development of interconnected multi-modal transportation infrastructure that serves residential neighborhoods, commercial development, and commerce/employment centers.

Policy 2.3.1: Multi-modal

Marion County shall encourage mixed-use projects and development patterns that promote multi-modal transportation through the Future Land Use Element and Capital Improvements Element.

Policy 2.3.2: Provision of Multi-modal Connections

~~Where site and location analysis determines that there is a need, t~~The County shall may provide or require the provision of bicycle and/or pedestrian ways, and/or other alternative modes of transportation through the LDC to connect residential, recreational, schools and commercial areas internally and to adjacent properties unless such facilities would create a safety hazard.

Policy 2.3.3: Maximizing Residential and Employment Uses for Transit

~~Marion County shall encourage development that contributes to achieving the minimum development expectations for residential and employment generating land uses within areas appropriate for Transit-Oriented Designs identified in the~~ Future Land Use Element FLUE (Policy 10.4.2) ~~to enhance the efficiency and viability of transit performance.~~

Policy 2.3.34: Residential and Non-residential Development Development Requirements for Increased Connectivity

Marion County shall require, through the LDC, new residential and non-residential development and redevelopment projects generating more than 100 peak hour trips accessing arterial or collector roadways to increase connectivity and minimize trips on major roadways through the provision of the following facilities:

Residential Development

- Sidewalk connections from the development to existing and planned public sidewalk along the development frontage.
- Deeding of land or conveyance of required easements generally parallel to a property's frontage of residential development located on arterial or collector roadways to the County, as needed, for the construction of public sidewalks, bus turn-out facilities and/or bus shelters.
- Interconnected local streets, drive accesses, pedestrian networks and bicycle networks that provide access between land uses (including non-residential uses) and direct routes to transit to reduce congestion. These projects include, but are not limited to State and County arterials and collectors. Developers may deed land for right of way and/or construct roadway extensions to County specifications.

Non-Residential Development

- Cross-access connections/easements where available and economically feasible.
- Sidewalk connections from the development to existing and planned public sidewalk along the development frontage.
- Closure of existing excessive, duplicative, or unsafe curb cuts or narrowing of overly wide curb cuts at the development site.
- Provide safe and convenient on-site pedestrian circulation such as sidewalks and crosswalks connecting buildings and parking areas at the development site.
- Deeding of land or conveyance of required easements generally parallel to a property's frontage ~~of non-residential development located~~ on arterial or collector roadways to the County, as needed, for the construction of public sidewalks, bus turn-out facilities and/or bus shelters.
- Development of, or participation in, a transportation demand management (TDM) program that provides funding or incentives for transportation modes other than single occupant vehicle to reduce Vehicle Miles Traveled (VMT). Such TDM programs shall utilize a methodology approved by the County and may require performance monitoring and reporting.

Policy 2.3.45: Complete Streets

Marion County shall encourage the use of Complete Street principles to provide transportation facilities for all modes, and accommodate the needs of the elderly and school children, with the exception of the circumstances listed below on local and collector roadways within the Urban Growth Boundary:

- a) Bicyclist and pedestrians are prohibited by law from using the facility.
- b) Existing right-of-way is physically constrained and unable to accommodate all users.
- c) Cost of establishing bikeways, walkways or other accommodations would be disproportionate to the need.
- d) Complete Streets principals are deemed inappropriate or conflicting with public safety measures.

Policy 2.3.56: Connections to Educational Facilities

The County shall coordinate with the Marion County School Board to promote bicycle and pedestrian connections between schools and adjacent or nearby residential developments.

Policy 2.3.67: Bicycle and Pedestrian Infrastructure

The County shall ~~participate with the TPO in the update and implementation of the Bicycle and Pedestrian Master Plan and Active Transportation Plan (as amended and revised).~~ The provision of bicycle and/or pedestrian infrastructure may be required of future development consistent with the ~~Development and maintenance of these facilities shall be consistent with the~~ latest version of the ~~Ocala/Marion County Bicycle and Pedestrian Master Plan and Active Transportation Plan~~ and focused on identified key facilities and those areas of the bicycle/pedestrian network with known deficiencies.

Policy 2.3.78: Beautification and Way-finding

The County ~~shall~~ may adopt design criteria for landscaping and signage along ~~new~~ roadways and ~~shall~~ may implement a program to landscape and maintain existing and new median strips and rights-of-way.

~~**Policy 2.3.9: Pedestrian Displays**~~

~~The County shall require or provide pedestrian displays at signalized intersections according to criteria, based on standard traffic engineering practices.~~

GOAL 3: LAND USE AND TRANSPORTATION

To recognize the inter-relationship of land use patterns and the need to coordinate those with the County's transportation planning efforts to ensure the appropriate transportation network is in place within the Urban Growth Boundary (UGB) to address land use/transportation interactions.

~~**OBJECTIVE 3.1.: FINANCIAL FEASIBILITY OF DEVELOPMENT**~~

~~To encourage development within the Urban Growth Boundary where infrastructure can be provided in a financially feasible manner.~~

~~**Policy 3.1.1: Map Series**~~

~~The Transportation Element Map Series shall be the guiding document for the development of Marion County's transportation network. The maps shall be reviewed and updated, if required, at least annually by projecting LOS levels of service for roadways using the best available data.~~

~~**Policy 3.1.2: Adequate Rights of Way/Encroachment**~~

~~The County shall ensure adequate rights-of-way for roadway, Transit, bicycle, and pedestrian pathways, and protect existing and future rights-of-way from building encroachment.~~

OBJECTIVE 3.21: INTERGOVERNMENTAL COORDINATION

Traffic circulation planning shall be coordinated with ~~Future Land Uses shown on the future land use map of this plan~~ Future Land Use Element and implemented through the County's Transportation Improvement Program, ~~and~~ the annual update and adoption of the Capital Improvements Element Schedule of Improvements, the ~~Florida Department of~~ Transportation ~~FDOT~~ Work Program, the Ocala ~~Marion County~~ TPO ~~Transportation Planning~~

~~Organization's~~ 5-Year Transportation Improvement Plan and Long Range Transportation Plan and plans of neighboring jurisdictions.

Policy 3.12.1: Long Range Transportation Plan

Marion County shall coordinate with the ~~Ocala Marion County Transportation Planning Organization (TPO)~~ TPO in updating the Long Range Transportation Plan.

Policy 3.12.2: Coordinated Mobility Planning

Marion County shall establish cooperative agreements among local governments and transportation agencies to coordinate land use and transportation mobility planning efforts and establish improvement priorities. The goal of this approach is to produce an effective and efficient transportation network, coordinated with land use, in an effective, predictable and equitable manner. Agreements at a minimum shall address:

- Provision of mobility needs through an interconnected and accessible transportation system that considers all modes of travel;
- Discouragement of urban sprawl and reduction of greenhouse gas emissions by providing incentives to promote compact, mixed-use, and energy efficient development;
- Coordination of the planned transportation system with growth areas defined in the ~~F~~future ~~L~~and ~~U~~se ~~E~~lement;
- ~~Mitigation of impacts by of~~ new development on the transportation system in proportion to those impacts.

Policy 3.12.3: Transportation Capital Improvements

Projects listed in the ~~Florida Department of Transportation~~ FDOT and ~~Ocala Marion County Transportation Planning Organization's~~ TPO 5-Year Transportation Improvement Plans shall be included as part of ~~the annual update and adoption of~~ the Capital Improvements Element (CIE) Schedule of Improvements.

Policy 3.12.4: Compatibility with Municipalities

Marion County shall review, for compatibility with this element, the traffic circulation plans and programs of the neighboring municipalities as they are amended in the future.

OBJECTIVE 3.23: CONCURRENCY

To administer transportation concurrency as adopted in the ~~LDC~~Land Development Code to support transportation planning in Marion County.

Policy 3.23.1: Maintaining Levels of Services

Concurrency management ~~procedures~~ shall ensure that the ~~established~~ levels of service ~~established shall be~~ maintained ~~along~~ on County, State, and Federal roadways.

Policy 3.23.2: Constrained Roadways

Concurrency ~~m~~Management procedures shall ensure that constrained roadways are protected from further, avoidable, degradation of the LOS and that all other roadways operate at or above the ~~LOS~~level of service standard defined in Policies 2.1.1 and 2.1.2 of this ~~E~~element.

Policy 3.23.3: Proportionate Share

Consistent with the criteria set forth in Section 163.3180 Florida Statutes, Marion County ~~shall~~ ~~shall~~ allow an applicant for a ~~Development of Regional Impact (DRI)~~ development order,

development agreement, rezoning, or other land use development permit to satisfy the transportation concurrency requirements and DRI review requirements; when applicable, if the applicant enters into a binding agreement to pay for or construct its proportionate share of required improvements.

Policy 3.23.4: ~~Developers~~ Development Agreement

Any ~~Transportation~~ ~~improvements~~, including improvements through to satisfy transportation concurrency, to be provided by the developer shall be guaranteed in an enforceable development agreement.

GOAL 4: PROVISION OF INFRASTRUCTURE

Marion County shall develop a ~~cost-effective~~ transportation system ~~based on market principals~~ which maximizes economic efficiency and provides accessibility for residents and industry consistent with the Future Land Use Map.

OBJECTIVE 4.1: ~~BENEFIT-COST APPROACH~~ TRANSPORTATION INFRASTRUCTURE PLANNING

Marion County shall implement a benefit-cost based approach to the development of transportation infrastructure that evaluates all feasible alternatives and the economic advantages and disadvantages.

Policy 4.1.1: Map Series

The Transportation Element Map Series shall be the guiding document for the development of Marion County's transportation network. The maps shall be reviewed and updated, if required, at least every 7 years by projecting LOS for roadways using the best available data.

Policy 4.1.12: Data Collection

Traffic count procedures shall be established or strengthened by the County to support the data requirements of concurrency management and future transportation planning. The County shall coordinate database management with the TPO, Ocala/Marion County Transportation Planning Organization. The Florida Traffic Monitoring Handbook shall be used as a guide in developing these procedures.

Policy 4.1.23: Transportation Network Analysis and Measurement

The Marion County shall conduct ongoing traffic count and trip generation studies to provide data to assist in determining transportation impact fees, levels of service and other transportation related needs. The County shall coordinate with the TPO to update the Congestion Management Database on a biennial basis. Existing and future roadway characteristics, functional classification, level of service standards and capacities identified in Policy 2.1.2 shall be updated annually as part of the CIE Schedule.

Policy 4.1.4: Planning Strategies

The County should consider prioritization of capacity improvements for County roadway segments when the traffic volume reaches 80% of the adopted service volume, in accordance with Policy 2.1.1.

Policy 4.1.35: Project Prioritization

Transportation improvement projects ~~shall~~should be prioritized according to the following criteria:

- a) Safety;
- b) Location within or outside the Urban Growth Boundary;
- c) Consistency with the Future Land Use Element
- d) Capacity deficiency;
- e) System Continuity;
- f) Right-of-Way;
- g) Multi-Modal & Environmental Considerations; and
- h) Consistency with the Ocala Marion County Transportation Planning Organizations Long Range Transportation Plan (LRTP)

Policy 4.1.64: Safety Improvements

Marion County ~~shall~~should ~~evaluate annual accident~~review crash data from FDOT's approved crash database and the TPO's Safety Action Plan ~~frequency reports~~ for all collectors and arterial roads, ~~which shall be used~~ to determine priorities for programming transportation safety capital improvements.

Policy 4.1.75: Right of Way Acquisition

Marion County shall annually establish a schedule for the acquisition of rights-of-way needed for future road improvements listed in the Transportation Improvement Program and CIE Schedule. The County shall ensure adequate rights-of-way for roadway, transit, bicycle, and pedestrian pathways and protect existing and future rights-of-way from building encroachment.

Policy 4.1.68: Right of Way Dedication/Construction Requirements

~~The County's Marion County's Land Development Code LDC~~ shall establish right-of-way and roadway construction requirements for County, local and private roadways and require all development plans to comply with, for which subdivision and/or site plan approval is necessary, to comply with, right-of-way dedication and road construction requirements for County, local and private roads and the FDOT Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways.

Policy 4.1.79: Eminent Domain

The County ~~shall~~may exercise the power of eminent domain as necessary to achieve right-of-way to implement the future roadway plan as adopted in the Comprehensive Plan, TPO Long Range Transportation Plan, and/or the County's adopted Transportation Improvement Plan.

GOAL 5: FREIGHT

Marion County shall enhance the freight transportation network (aviation, highways and rail), which supports existing industry and enhances future economic development opportunities.

OBJECTIVE 5.1: LAND USE AND FREIGHT

Marion County shall ensure manufacturing and industrial uses located near or having direct access to airports, rail lines and Florida Freight Network/Strategic Intermodal System (SIS) highways, are protected from obtrusions by surrounding land uses in order to minimize conflict among incompatible uses.

Policy 5.1.1: Intermodal Freight Strategy

Marion County shall promote an intermodal freight transportation strategy, including rail, truck, and air transportation with efforts to strengthen the connections between all modes to realize improved freight and goods movement.

Policy 5.1.2: Industry Outreach

As future land use planning and infrastructure development projects arise that may impact freight movement, Marion County shall engage local representatives from the freight community to advise the County as to what impact these changes may have on their operations and solicit possible alternatives.

Policy 5.1.3: Infrastructure Design Consideration

A context sensitive approach shall be taken in the design of roadways and driveways that carry substantial amounts of freight traffic. Context sensitive approaches include but are not limited to ensuring sufficient turning-radii, vertical clearance, weight capabilities, and intersection and driveway spacing.

GOAL 6: TRANSIT

Marion County shall coordinate with the TPO to undertake action to serve transportation disadvantaged persons with an efficient transit system; provide for the development of a rational and integrated multi-modal transportation system; provide management support to coordinate all components of the ~~t~~ransit service system and relevant ~~C~~omprehensive ~~P~~lan elements; and preserve options to promote the development of long-range transit alternatives.

OBJECTIVE 6.1: FUTURE TRANSIT SERVICE

It is the objective of the County to have all areas within ~~an the~~ Urban Growth Boundary, ~~Planned Service Areas (PSA), and Urbanized areas (per the FDOT Urbanized Area Map) within the County identified in the Future Transportation Corridor Map~~ served by transit. In addition, potential connectivity to adjacent services shall be encouraged. ~~Marion County may establish transit supportive land use patterns and require the provision of transit facilities.~~

Policy 6.1.1: Promotion of Transit

Marion County shall promote, through the Ocala Marion TPO, the use of fixed route and demand-response transit.

Policy 6.1.2: Transit Funding

Marion County shall continue to provide support for the transit system, within financial resources, in order to maintain this service.

Policy 6.1.3: Paratransit

Marion County shall continue to coordinate with the TPO's Transportation Disadvantaged Local Coordinating Board to provide support for the operation of paratransit services for the transportation disadvantaged in Marion County. ~~in cooperation with the Ocala/ Marion County Transportation Planning Organization TPO.~~

Policy 6.1.4: Funding for Transportation Disadvantaged

Marion County shall support, through TPO activities and funding resources, continued use of the Marion County Senior Services (MCSS) to provide mobility for transportation disadvantaged persons and promote an increase in ridership.

Policy 6.1.5: Promotion of Transportation Alternatives

Marion County shall actively work with FDOT, the TPO, local governments, citizens and the business community in the promotion of mixed-use development, and support of vanpooling, guaranteed ride-home, carpooling, employer-based public transit subsidies, park and ride, and telecommuting programs to reduce peak hour demand and reduce vehicle miles traveled.

Policy 6.1.6: Transportation Demand Management

Marion County may implement Transportation Demand Management (TDM) programs for its employees. The programs may include but are not limited to, ride sharing, ride matching, vanpooling, transit system information, telecommuting, flexible work hours, preferential parking and transit subsidies.

Policy 6.1.7: Funding Mechanisms

Marion County shall investigate various funding mechanisms, including impact fees and mobility fees, to assist in the financing of the public transportation needs of the County.

Policy 6.1.2: Availability of Transit

Within an Urban Growth Boundary availability of transit facilities shall be one of the criteria used to evaluate proposed Comprehensive Plan amendments.

Policy 6.1.3: Regional Activity Centers

Master plans for all new or expanding Regional Activity Centers shall include the following elements:

- a) Access management plan minimizing direct ingress/egress onto collector/arterial roadways;
- a) Coordinated multi-modal system for automobiles, bicycles, pedestrians and Transit;
- b) Dedication/Coordination of Park and Ride facilities at the terminus for major regional transit systems
- c) Pursue transportation demand reduction strategies in the use of single occupant vehicles with local/regional/state and federal partners, including but not limited to vanpooling and carpooling, preferential parking, Transit facilities, including comfortable bus stops, and waiting areas, adequate turning room, and where appropriate, signal preemption and queue-jump lanes.

Policy 6.1.4: Transit Facility Development

Marion County may require that transit facilities, such as turn-out bays, preemptive signals, high-occupancy vehicle lanes, bus-only lanes, and transit shelter locations identified within future transit corridors and existing routes lacking adequate facilities, be included in roadway design proposals for the expansion of arterials or collectors. all development.

Policy 6.1.5: Transit Facility Design Standards

The Land Development Code LDC shall contain standards for access to public transit, bicycle, and pedestrian systems. Standards shall apply to new developments, redevelopment, and road improvements.

Policy 6.1.6: Development Specific Design Standards

~~For Developments of Regional Impact (DRIs) and new developments, Marion County may require site and building design to be coordinated with public transit, bicycle, and pedestrian facilities. Facility requirements may include, but not be limited to, pedestrian access to transit vehicles, transit vehicle access to buildings, bus pull-offs, transfer centers, shelters, and bicycle facilities.~~

~~Policy 6.1.7: Funding for Transportation Disadvantaged~~

~~Marion County shall support, through TPO activities and funding resources, to continue to provide increased mobility for transportation disadvantaged persons using the MCSS system and promote an increase in ridership.~~

~~Policy 6.1.8: Transit Funding~~

~~Marion County shall continue to provide support for the transit system, within financial resources, in order to maintain this service.~~

~~Policy 6.1.9: Transportation Demand Management~~

~~Marion County may implement Transportation Demand Management (TDM) programs for its employees. The programs may include but are not limited to, ride sharing, ride matching, vanpooling, transit system information, telecommuting, flexible work hours, preferential parking and transit subsidies.~~

~~OBJECTIVE 6.2: COMPACT DEVELOPMENT~~ TRANSIT SUPPORTIVE DEVELOPMENT PATTERNS

~~The LDC Land Development Code shall encourage compact development and clustering which shall facilitate future development of an integrated multi-modal transportation system. Marion County shall encourage transit supportive development patterns and may require the provision of transit facilities.~~

Policy 6.2.1: Availability of Transit

~~The availability of transit facilities shall be one of the criteria used to evaluate proposed Comprehensive Plan amendments within the UGB.~~

Policy 6.2.24: Discouragement of Inefficient Development Patterns

~~Marion County shall ensure that provisions of all elements of the comprehensive plan are consistent with the goal of discouraging sprawl and disjointed development so as to support the use of transit.~~

Policy 6.2.3: Maximizing Residential and Employment Uses for Transit

~~Marion County shall encourage development that contributes to achieving the minimum development expectations for residential and employment generating land uses within areas appropriate for Transit-Oriented Designs identified in the Future Land Use Element FLUE (Policy 10.4.2) to enhance the efficiency and viability of transit performance.~~

Policy 6.2.24: Development Review

~~Marion County The LDC shall have provisions to require that developments review procedures to consider accessibility to multi-modal transportation systems and overall impacts.~~

Policy 6.2.35: Alternative Mitigation

~~Where appropriate, Marion County shall consider non-auto mode improvements, including transit, as mitigation for transportation impacts of new development.~~

Policy 6.2.4: Large Scale Development

~~Marion County shall require, through the LDC, that projects meeting reasonable size and density thresholds are designed in such a way as to facilitate the provision of future transit service, i.e., require adequate street width, turning radii to accommodate transit buses, require reservation of right-of-way for transit vehicle pull-out bays at appropriate locations, etc.~~

~~Policy 6.2.5: Funding Mechanisms~~

~~Marion County shall investigate various funding mechanisms, including impact fees and mobility fees to assist in the financing of the public transportation needs of the County.~~

~~Policy 6.2.6: Promotion of Alternatives~~

~~Marion County shall actively work with FDOT, Ocala/Marion County Transportation Planning Organization, the TPO, local governments, citizens and the business community in the promotion of mixed-use development, and support of vanpooling, guaranteed ride-home, carpooling, employer-based public transit subsidies, park and ride, and telecommuting programs to reduce peak hour demand and reduce vehicle miles traveled.~~

~~Policy 6.2.7: Multi-modal Connectivity~~

~~Marion County shall provide connections between and within land uses to increase pedestrian mobility and transit accessibility where opportunities and resources permit. The Quality/Level of Service Handbook developed by the Florida Department of Transportation FDOT shall be utilized in order to determine a Level of Service LOS for bicycle, pedestrian, and transit facilities. The County shall implement short term (5 year) and long term (Planning Horizon) encourage multi-modal connectivity strategies for new development to include, but are not limited to the following:~~

~~Short term~~

- ~~• Evaluate and implement neighborhood level connectivity techniques~~
- ~~• Improvements to existing transit routes including increased service levels~~
- Connection of established transit stops to the sidewalk network
- On-site pedestrian circulation plans for new development and redevelopment where sidewalks existing or are programmed in the Transportation Improvement Program (TIP) five-year schedule. Circulation plans include connecting the public sidewalk where sidewalks are not to the primary building entrance and direct cross access connections to all adjacent parcels
- Sidewalk connections from the development to existing and planned public sidewalk along the development frontage.
- Require developments to provide cross-access easements or public right-of-way stubouts to adjacent parcels when such connections will improve connectivity and enhance access to surrounding land use. Provisions for future connections shall be provided in all directions, except where abutting land is undevelopable.
- ~~• Provide bicycle lanes and sidewalks on all new and rebuilt collector and arterial facilities in urban areas. However, a design exception may be approved by the Board of County Commissioners as a result of public input, cost feasibility, or policy restrictions.~~
- ~~• Minimize gated communities, which prevent existing or future roadway interconnections~~
- ~~•~~
- ~~• Long Term~~
- ~~•~~
- ~~• New transit fixed facilities such as Bus Rapid Transit (BRT)~~
- ~~• Creation of parallel facilities~~

- Enhance and provide sidewalk and bicycle facilities when feasible to include connectivity to other like facilities, schools and major trip generators.

Policy 6.2.7: Enhancement of Multi-modal Opportunities

Marion County shall seek to enhance multi-modal opportunities with parking strategies such as having available parking at transfer stations and major stops; park and ride; and locating bus stops at existing, major parking facilities (i.e. malls, shopping centers). The County shall establish, in the LDC, land use, site, and building guidelines and requirements for development adjacent to public transit corridors to ensure accessibility of new development to public transit consistent with the SunTran Transit Development Plan.

OBJECTIVE 6.3: INTERGOVERNMENTAL COORDINATION TRANSIT DESIGN STANDARDS

Marion County shall ensure that its public transportation Element is coordinated and consistent with the 5-Year Transportation Plan of the Florida Department of Transportation and the Ocala/Marion County TPO. Marion County shall encourage planning for transit through implementation of transit design standards.

Policy 6.3.1: Regional Activity Centers

Master plans for expanding Regional Activity Centers shall include the following elements:

- a) Access management plan minimizing direct ingress/egress onto collector/ arterial roadways;
- b) Coordinated multi-modal system for automobiles, bicycles, pedestrians and Transit;
- c) Dedication/Coordination of Park and Ride facilities at the terminus for major regional transit systems
- d) Pursue strategies for reduction in use of single occupant vehicles with local/regional/state and federal partners, including but not limited to: vanpooling and carpooling, preferential parking, transit facilities, constructing comfortable bus stops and waiting areas, adequate turning room, and where appropriate, signal preemption and queue-jump lanes.

Policy 6.3.1: Enhancement of Multi-modal Opportunities

Marion County shall seek to provide opportunities to enhancing multi-modal opportunities with parking strategies such as having available parking at transfer stations and major stops; park and ride; and locating bus stops at existing, major parking facilities (i.e. malls, shopping centers). The County shall establish, in the LDC Land Development Code, land use, site, and building guidelines and requirements for development in public transit corridors to ensure accessibility of new development to public transit consistent with the Ocala/Marion County Transit Development Plan.

Policy 6.3.2: Transit Facility Development

Marion County may require that transit facilities, such as turn-out bays, high-occupancy vehicle lanes, bus-only lanes, and transit shelter locations be included in the design of roadways identified as future transit corridors and along existing transit routes lacking adequate facilities. Design standards shall be provided in the LDC.

Policy 6.3.3: Development Specific Design Standards

For DRIs and new developments, Marion County may require site and building design to be coordinated with public transit, bicycle, and pedestrian facilities. Facility requirements may include, but not be limited to, pedestrian access to transit vehicles, transit vehicle access to buildings, adequate street widths, turning radii to accommodate transit buses, bus pull-offs, transfer centers, shelters, and bicycle facilities. Design standards shall be provided in the LDC.

Policy 6.3.2: Promotion of Transit

~~Marion County shall promote the use of fixed route and demand response transit.~~

GOAL 7: AVIATION

Marion County shall ~~support~~ regulate the development of general aviation facilities, both public and private, to better serve the needs of the citizens of Marion County and surrounding areas by providing for aviation-compatible land uses for airports licensed for public use, by limiting or restricting incompatible land uses and activities.

OBJECTIVE 7.1: AVIATION AND LAND USE

The County shall ~~develop~~ maintain the regulatory framework for land uses in areas surrounding public use airports and Military Installations consistent with the Future Land Use Element to ensure the safety of the flying public and the current and long-term viability of military installations.

Policy 7.1.1: Airport Development

All airport development shall be in accordance with federal, state, and local directives and regulations.

Policy 7.1.2: Master Plan

The Marion County Airport Master Plan shall be the primary planning document for development of Marion County Airport.

Policy 7.1.3: Capital Improvements

Scheduled aviation capital improvements shall be reviewed by the Marion County Board of County Commissioners on an annual basis. Timing of improvements shall be dependent on availability of state, federal and local funding.

Policy 7.1.4: Capital Improvements Programming

Facility and expansion costs necessary to implement the aviation plan shall be included in the County's Capital Improvement Plan and the Capital Improvements Element of the Comprehensive Plan.

Policy 7.1.5: Preservation of Military Installations

The County shall review development requests for the type and intensity of use, height of structures and other criteria necessary to insure the current and long-term viability of military installations, as listed in OPNAVINST 3550, 1 series.

Policy 7.1.6: ~~Private~~ Public Airports and Surrounding Land Use

As allowable by Florida Statute Chapter 333, land uses shall be restricted on properties in the vicinity of public use airports. Land use shall be restricted adjacent to private use airports that would inhibit the safe operation of the airport.

Policy 7.1.7: Airports and Airport Hazards

Construction and development activities shall be restricted on properties in the vicinity of public or private use airports that would create an airport hazard or obstruction that would inhibit the safe operation of the airport or endanger the lives or property of the users of the airport or the occupants of land in its vicinity.

Policy 7.1.87: Department of Defense Representatives

The Planning & Zoning Commission and the Land Development Regulation Commission shall include, as ex-officio members, appropriate local Department of Defense or U.S. Navy representatives to advise them regarding land use issues with the potential to impact military facilities and operations.

OBJECTIVE 7.2: CONSISTENCY WITH COMPREHENSIVE PLAN

Improvements to existing airports and new sitings shall be consistent with the Goals, Objectives, and Policies of the Future Land Use, Conservation, and Transportation Elements of this Plan.

Policy 7.2.1: Intergovernmental Coordination

The County shall coordinate with applicable Federal and State agencies to ensure that the airport Marion County Airport shall continue to be a part of the Continuing Florida Aviation System Planning Process (CFASPP).

Policy 7.2.2: Airport Improvement/Expansion

Improvements or expansion or of airport facilities shall be coordinated reviewed with the necessary expansion or improvements to the traffic system to support the facility.

Policy 7.2.3: Minimization of Environmental Impacts

Airport improvements and expansion shall be designed to minimize adverse environmental impacts.

Policy 7.2.4: Hazards to Flight

Land use map amendments, zoning changes, or tower development within the vicinity of airports and military installations shall not be permitted without compelling data and analysis proving that the proposed uses will not create hazards to Visual Flight Rules (VFR) or Instrument Flight Rules (IFR) flight or adversely affect airport/installation operations.

Policy 7.2.5: Regulation of Airports

The LDC Land Development Code shall establish the regulation of airports by Special Use Permit or special zoning category to allow placement of appropriate conditions to safeguard public health, welfare, and safety.