



Marion County

Board of County Commissioners

Workshop

Meeting Agenda

Thursday, January 9, 2025

3:00 PM

McPherson Governmental
Campus Auditorium

Workshop Regarding the Comprehensive Plan Evaluation and Appraisal Report

INTRODUCTION OF WORKSHOP BY CHAIRMAN KATHY BRYANT

PLEDGE OF ALLEGIANCE

ROLL CALL

WORKSHOP PRESENTATION

1. [Provide an Update and Receive Board Input Regarding the Comprehensive Plan Evaluation and Appraisal Report - January 9, 2025](#)

BOARD DISCUSSION AND CLOSING COMMENTS



Marion County

Board of County Commissioners Workshop

Agenda Item

File No.: 2024-17685

Agenda Date: 1/9/2025

Agenda No.: 1.

SUBJECT:

Provide an Update and Receive Board Input Regarding the Comprehensive Plan Evaluation and Appraisal Report - January 9, 2025

INITIATOR:

Chuck Varadin, Director

DEPARTMENT:

Growth Services

DESCRIPTION/BACKGROUND:

The Board is scheduled for a series of workshops with Growth Services staff and their consultant, Kimley-Horn and Associates, Inc., to review and provide input regarding Marion County's 2025 Evaluation Appraisal Report (EAR). This is the 6th workshop in a series of workshops to discuss the EAR. The objective of this workshop is to discuss the transportation element.

Florida Statute Section 163.3191 requires an evaluation of the Comprehensive Plan every seven years to ensure consistency with statutory requirements and community engagement. This report, the EAR, is due February 2025 with identified changes to the Comprehensive Plan to be completed within one year.

RECOMMENDED ACTION:

Staff is seeking Board discussion.

MARION COUNTY EAR REPORT UPDATE

Prepared for:

Marion County Growth Services



Prepared by:

Kimley-Horn and Associates, Inc.

Kimley»Horn

040997173
October 2024
Kimley-Horn and Associates, Inc.
1700 SE 17th Street, Suite 200
Ocala, FL 34471



GOALS, OBJECTIVES, POLICIES TRANSPORTATION ELEMENT	Florida Statute Citation							Recommended Action
		Keep	Delete	New	Replace	Move	Modify	Explanation/Modification

	Transportation Element (Chapter 3)							
Goal 1	<p>PURPOSE OF THE TRANSPORTATION ELEMENT</p> <p>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:</p> <ol style="list-style-type: none"> 1. Functionality of the Transportation System; 2. Land Use and Transportation; 3. Provision of Infrastructure; 4. Freight; 5. Transit; and 6. Aviation. 		X					
Obj. 1.1	<p>IMPLEMENTATION STRATEGY</p> <p>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.</p>		X					Do we add a policy to create a Mobility Plan to encourage multi-modal street designs specific to certain areas of the County?
Pol. 1.1.1	<p>Marion County Transportation Planning Principles</p> <p>Marion County shall rely upon the following principles to guide the overall transportation planning framework and vision for the County:</p> <ol style="list-style-type: none"> 1. Consider all transportation options and impacts to ensure short-term decisions support strategic, long-term goals of the comprehensive plan. 						X	Minor grammar edits

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Transportation Element (Chapter 3)								
<p>2. Ensure that transportation decisions, strategies, and investments are coordinated with land use goals and recognize the unique character of Marion County.</p> <p>3. Support a balanced and efficient transportation network for all modes.</p> <p>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.</p> <p>5. Support economic development through government practices that prioritize public infrastructure necessary to attract such activities.</p> <p>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.</p>								
<p>Pol.1.1.2 Adopted Transportation Element Maps</p> <p>The Transportation Map Series is intended to reflect the existing and planned transportation network, including vehicular, mass transit and multi-modal transportation methods.</p> <p><i>Map Title</i></p> <p>3.1 <i>Future Traffic Circulation 2045</i></p> <p>3.2 <i>Number of Lanes 2019</i></p> <p>3.3 <i>Number of Lanes 2045</i></p> <p>3.4 <i>Future Transportation Corridors</i></p> <p>3.5 <i>Existing Mass Transit</i></p> <p>3.6 <i>Rail Corridors</i></p> <p>3.7 <i>Bicycle and Pedestrian Networks</i></p>			X					No need to list out the maps we have a Table of Contents_

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	Transportation Element (Chapter 3)							
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.							X Minor grammar edits
Obj. 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.							X
Pol. 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. Level of Service LOS standards shall not compel or require the County to widen or construct new roadways outside of the Urban Growth Boundary to provide capacity to support new development or to address the unmitigated impact of development from adjacent municipalities and counties.							X Recommend review FS 163 to ensure the last sentence meets the statutory requirement.
Pol. 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:							X The County is currently working on an LOS update. We will update the comprehensive plan once that is decided on (if any changes).

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

**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.

Transportation Element (Chapter 3)										
Pol. 2.1.3	Analysis For the purposes of conducting generalized planning analysis such as deficiency and needs analyses, geographic influence areas, future year analyses, Marion County shall shall utilize establish service volumes for classified roadways based on the latest version of the Florida Department of Transportation (FDOT) Quality/Level of Service Handbook and Generalized Service Volume tables. to establish volume and capacity for roadways. The roadway service volumes shall be documented in a database and periodically updated.								X	The County utilizes the FDOT Quality/Level of Service Handbook for determining the service volumes. The Ocala Marion TPO has adopted a Congestion Management Process which establishes service volumes for classified roadways within the TPO boundary (essentially word smithing).
Pol.2.1.4	Determination of Impact All proposed development shall be evaluated to determine impacts to adopted LOS standards. Land Development Regulations (LDRs) shall								X	Already established

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	Transportation Element (Chapter 3)								
	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).								
Obj. 2.2	ACCESS MANAGEMENT To maintain the intended functionality of Marion County’s roadway network, access management standards shall be established, which provide access controls and manage the number and location of public roadways, private roadways, driveways, median openings, and traffic signals.		X					X	Define Access and Connectivity Do we need to specify between vehicle and ped/bike access?
Pol. 2.2.1	Standards on County Roads To increase safety and minimize traffic impacts on the level of service LOS 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 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.							X	This statement is out of place and does not address access management. Delete or move elsewhere.
Pol. 2.2.2	Standards on State Roads							X	Delete extraneous information. Marion County does not have control over the SHS. Simply

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	Transportation Element (Chapter 3)								
	<p>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.</p>								stating compliance with FAC 14-97 for the SHS is sufficient.
Pol. 2.2.3	<p>Single Access</p> <p>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, <u>as further defined in the Land Development Code (LDC).</u></p>							X	Minor edits
Obj. 2.3	<p>CONNECTIVITY</p> <p>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.</p>								We could require larger multi-modal paths with larger developments and added connectivity to public services.
Pol 2.3.1	<p>Multimodal</p> <p>Marion County shall encourage mixed-use projects and development patterns that promote multimodal transportation through the Future Land Use Element and Capital Improvements Element.</p>		X						

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	Transportation Element (Chapter 3)							
Pol. 2.3.2	Provision of Multimodal Connections Where site and location analysis determines that there is a need, the County shall 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.		X					Do we need the first part of the sentence?
Pol. 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 <u>Future Land Use Element (FLUE) (Policy 10.4.2)</u> to enhance the efficiency and viability of transit performance.		X				X	Check reference before transmittal
Pol. 2.3.4	Residential and Non-residential Development Marion County shall require 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: <u>Residential Development</u> <ul style="list-style-type: none"> Sidewalk connections from the development to existing and planned public sidewalks 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 						X	Can this entire section be deleted? Specifics should be in LDC, and seems duplicative of Policy 2.3.2 LDC Section 6.12.12 states that sidewalks shall be provided in the Urban Area, Rural Activity Centers, and Specialized Commerce Districts along arterial, collector, and major local streets where the streets adjoin a development project.



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	Transportation Element (Chapter 3)							
	<p>(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.</p> <p><u>Non-Residential Development</u></p> <ul style="list-style-type: none"> • Cross-access connections/easements where available and economically feasible. • Sidewalk connections from the development to existing and planned public sidewalks 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 vehicles to reduce Vehicle Miles Traveled (VMT). Such TDM programs shall utilize a methodology approved by the County and may require performance monitoring and reporting. 							
Pol. 2.3.5	<p>Complete Streets</p> <p>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</p>		X					

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	Transportation Element (Chapter 3)								
	<p>circumstances listed below on local and collector roadways within the Urban Growth Boundary:</p> <p>a) Bicyclists and pedestrians are prohibited by law from using the facility.</p> <p>b) Existing right-of-way is physically constrained and unable to accommodate all users.</p> <p>c) Cost of establishing bikeways, walkways, or other accommodations would be disproportionate to the need.</p> <p>d) Complete Streets principals are deemed inappropriate or conflicting with public safety measures.</p>								
Pol. 2.3.6	<p>Connections to Educational Facilities</p> <p>The County shall coordinate with the Marion County School Board to promote bicycle and pedestrian connections between schools and adjacent or nearby residential developments.</p>		X						
Pol. 2.3.7	<p>Bicycle and Pedestrian Infrastructure</p> <p><u>The County shall participate with the TPO in the update and implementation of the Bicycle and Pedestrian Master Plan (as amended and revised).</u> The provision of bicycle and/or pedestrian infrastructure may be required of future development <u>consistent with the Development and maintenance of these facilities shall be consistent with the</u> latest version of the <u>Ocala/Marion County Bicycle and Pedestrian Master Plan</u> and focused on identified key facilities and those areas of the bicycle/pedestrian network with known deficiencies.</p>						X	<p>Clarification on the role of the County in the TPO's bike/ped Master Plan.</p> <p>Note- update the name to reflect TPO's newest document.</p>	
Pol. 2.3.8	<p>Beautification and Wayfinding</p> <p>The County shall<u>may</u> adopt design criteria for landscaping and signage along <u>new</u> roadways and shall<u>may</u> implement a program to landscape and maintain existing and new median strips and rights-of-way.</p>						X	Minor edits	



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	Transportation Element (Chapter 3)								
Pol. 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.			X					This is regulated by a national design standard
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 Urban Growth Boundary (UGB) to address land use/transportation interactions.		X						
Obj. 3.1	FINANCIAL FEASIBILITY OF DEVELOPMENT To encourage development within the Urban Growth Boundary where infrastructure can be provided in a financially feasible manner.		X						
Pol. 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 every seven (7) years by projecting LOS levels of service for roadways using the best available data.						X	Annually may not be feasible. Update to 7 yrs for EAR.	
Pol. 3.1.2	Adequate Rights of Way/Encroachment The County shall ensure adequate rights-of-way for roadway, Transit transit, bicycle, and pedestrian pathways, and protect existing and future rights-of-way from building encroachment.						X	Minor edits	
Obj. 3.2	INTERGOVERNMENTAL COORDINATION Traffic circulation planning shall be coordinated with Future Land Uses shown on the future land use map of this plan and implemented through the County's Transportation Improvement Program, and the annual update and adoption of the Capital Improvements Element						X	Minor text change	



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	Transportation Element (Chapter 3)								
	Schedule of Improvements, the Florida Department of Transportation FDOT Work Program, the Ocala Marion County Transportation Planning Organization's (TPO) 5-Year Transportation Improvement Plan and Long Range Transportation Plan and plans of neighboring jurisdictions.								
Pol. 3.2.1	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.							X	Minor text change
Pol. 3.2.2	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: <ul style="list-style-type: none"> • 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 future land use element; • Mitigation of impacts by new development on the transportation system in proportion to those impacts. 		X						
Pol. 3.2.3	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							X	The CIE that annual update and adoption is not required by FSS anymore. Does the County want this more restrictive policy?



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	Transportation Element (Chapter 3)								
	the annual update and adoption of the Capital Improvements Element (CIE) Schedule of Improvements.								
Pol. 3.2.4	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.		X						
Obj. 3.3	CONCURRENCY To administer transportation concurrency as adopted in the LDC Land Development Code to support transportation planning in Marion County.		X						
Pol. 3.3.1	Maintaining Levels of Services Concurrency management <u>procedures</u> shall ensure that the <u>established</u> levels of service established shall be maintained <u>along</u> on County, State, and Federal roadways.						X	Minor edits	
Pol. 3.3.2	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 element.						X	Minor edits Check reference before transmittal	
Pol. 3.3.3	Proportionate Share Consistent with the criteria set forth in Section 163.3180 Florida Statutes, Marion County Shall <u>shall</u> allow an applicant for a <u>Development of Regional Impact (DRI)</u> development order, 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.						X	Minor edits	



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	Transportation Element (Chapter 3)								
Pol. 3.3.4	Developers <u>Development</u> Agreement Any transportation improvements, including improvements through transportation concurrency, to be provided by the developer shall be guaranteed in an enforceable development agreement.							X	Added clarifying language
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.							X	Clarified language
Obj. 4.1	BENEFIT-COST APPROACH 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.		X						
Pol. 4.1.1	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 <u>TPO, Ocala/Marion County Transportation Planning Organization</u> . The Florida Traffic Monitoring Handbook shall be used as a guide in developing these procedures.							X	Deleted based on updated process.
Pol. 4.1.2	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. <u>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.</u>							X	Updated to reflect the current process.



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Pol. 4.1.3	Project Prioritization Transportation improvement projects shall <u>should</u> 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).							X	Added should for flexibility
Pol 4.1.4	Safety Improvements Marion County shall <u>should</u> evaluate annual accident <u>review crash data from FDOT's approved crash database and the TPO's Safety Action Plan frequency reports</u> for all collectors and arterial roads, which shall be used to determine priorities for programming transportation safety capital improvements.							X	Updated based on new process.
Pol. 4.1.5	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.		X						
Pol. 4.1.6	Right of Way Dedication/Construction Requirements The County's <u>Marion County's Land Development Code LDC</u> shall <u>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</u>							X	Updated to refer back to LDC.



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	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.								
Pol. 4.1.7	Eminent Domain The County shall <u>may</u> 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 <u>and/or the County's adopted Transportation Improvement Plan</u> .							X	Updated to reflect current process.
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.		X						
Obj. 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 to minimize conflict among incompatible uses.		X					X	Minor grammar
Pol. 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.		X						
Pol. 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		X						



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	as to what impact these changes may have on their operations and solicit possible alternatives.								
Pol 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 <u>but are not limited to</u> ensuring sufficient turning-radii, vertical clearance, weight capabilities, and intersection and driveway spacing.							X	Minor edits
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 Transit service system and relevant comprehensive plan elements; and preserve options to promote the development of long-range transit alternatives.		X						
Obj. 6.1	FUTURE TRANSIT SERVICE It is the objective of the County to have all areas within <u>an-the Urban Growth Boundary, Planned Service Areas (PSA), and Urbanized areas (per FDOT Urbanized Area Map) within the County</u> identified in the Future Transportation Corridor Map served by transit. <u>In addition, potential connectivity to adjacent services shall be encouraged.</u> Marion County may establish transit supportive land use patterns and require the provision of transit facilities.							X	Updated to reflect the trajectory of t transit in the County.
Pol. 6.1.1	Paratransit Marion County shall continue to <u>coordinate with TPO's Transportation Disadvantaged Local Coordinating Board to</u> provide support for the operation of paratransit services for the transportation disadvantaged							X	Updated to reflect the current process and board.



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	in Marion County, in cooperation with the Ocala/ Marion County Transportation Planning Organization TPO.								
Pol. 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.		X						
Pol. 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; 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 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.						X	no new RGACs	
Pol 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. <u>all development.</u>						X		



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	Transportation Element (Chapter 3)								
Pol. 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.							X	The LDC may need to be updated based on this policy.
Pol. 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.							X	Minor edits
Pol. 6.1.7	Funding for Transportation Disadvantaged Marion County shall <u>support</u> , through TPO activities and funding resources, <u>to continue to</u> provide increased mobility for transportation disadvantaged persons using the <u>Marion County Senior Services (MCSS)</u> system and promote an increase in ridership.							X	Minor edits
Pol. 6.1.8	Transit Funding Marion County shall continue to provide support for the transit system, within financial resources to maintain this service.		X						
Pol. 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.		X						
Obj. 6.2	COMPACT DEVELOPMENT		X					X	



GOALS, OBJECTIVES, POLICIES TRANSPORTATION ELEMENT	Florida Statute Citation							Recommended Action
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	Transportation Element (Chapter 3)								
	The LDC Land Development Code shall encourage compact development and clustering which shall facilitate future development of an integrated multi-modal transportation system.								
Pol. 6.2.1	Discouragement of Inefficient Development Patterns Marion County shall ensure that provisions of all elements of the comprehensive plan are consistent with the goal of by discouraging sprawl and disjointed development.		X					X	
Pol. 6.2.1	Discouragement of Inefficient Development Patterns Marion County shall ensure that provisions of all elements of the comprehensive plan are consistent with the goal by discouraging sprawl and disjointed development.			X					duplicate
Pol. 6.2.2	Development Review Marion County The LDC shall <u>have provisions to</u> require that developments <u>review procedures to</u> consider <u>accessibility to</u> multi-modal transportation systems <u>and overall</u> impacts.							X	Ensure LDC reflects this policy.
Pol. 6.2.3	Alternative Mitigation Where appropriate, Marion County shall consider non-auto mode improvements as mitigation for transportation impacts of new development.		X						
Pol. 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.			X					Delete this is redundant
Pol. 6.2.5	Funding Mechanisms		X						



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	Transportation Element (Chapter 3)								
	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.								
Pol. 6.2.6	<p>Promotion of Alternatives</p> <p>Marion County shall actively work with the 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.</p>						X	Minor edits	
Pol. 6.2.7	<p>Multimodal Connectivity</p> <p>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) connectivity strategies to include, but are not limited to the following:</p> <p><u>Short term</u></p> <ul style="list-style-type: none"> 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 						X	<p>Separate this policy into two policies for County and New Development and Redevelopment</p> <p>Also look at TPO's Active Transportation Plan when enacted.</p>	



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	Transportation Element (Chapter 3)								
	<p>sidewalks are not to the primary building entrance and direct cross access connections to all adjacent parcels</p> <ul style="list-style-type: none"> • 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 <p><u>Long Term</u></p> <ul style="list-style-type: none"> • 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. 								
Obj. 6.3	INTERGOVERNMENTAL COORDINATION Marion County shall ensure that its public transportation E element is coordinated and consistent with the 5-Year Transportation Plan of the Florida Department of Transportation FDOT and the Ocala/Marion County TPO.							X	Minor edits
Pol. 6.3.1	Enhancement of Multimodal Opportunities							X	Need to clean this and reference SunTran Plan.



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	Transportation Element (Chapter 3)								
	Marion County shall seek to provide opportunities to enhance enhance multimodal 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 SunTran SunTran Transit Development Plan.								
Pol. 6.3.2	Promotion of Transit Marion County shall promote the use of fixed route and demand-response transit.		X						
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.						X	Minor edit	
Obj. 7.1	AVIATION AND LAND USE The County shall develop maintain thea 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.						X	Minor edit	
Pol. 7.1.1	Airport Development All airport development shall be in accordance with federal, state, and local directives and regulations.		X						
Pol. 7.1.2	Master Plan		X						



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Transportation Element (Chapter 3)								
	The Marion County Airport Master Plan shall be the primary planning document for development of Marion County Airport.							
Pol. 7.1.3	Capital Improvements Scheduled aviation capital improvements shall be reviewed by the Marion County Board of County Commissioners annually. Timing of improvements shall be dependent on availability of state, federal, and local funding.						X	This statement was too broad without "aviation".
Pol. 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.		X					
Pol. 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 ensure the current and long-term viability of military installations, as listed in OPNAVINST 3550, 1 series.						X	Check reference; installation was spelled instillation, per document referenced, it should be installation. Updated spelling.
Pol. 7.1.6	Private Airports and Surrounding Land Use Land use shall be restricted adjacent to private use airports that would inhibit the safe operation of the airport.			X				For discussion. Florida Statute allows local governments to restrict land uses adjacent to public airports (for example no densities greater than 1du/ac in noise zones, etc.). Florida Statutes does not support that same restriction for private airports. This policy currently says that on properties near private use airports the County would restrict adjacent property owners' lands, so a private



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Transportation Element (Chapter 3)								
								<p>airport for the enjoyment of a private owner or a fly-in-community could then impact the property rights of other land owners.</p> <p>Vertical obstacles are regulated by FAA in the vicinity of airports.</p> <p>The County may want to consider deleting this policy.</p>
Pol. 7.1.7	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.		X					
Obj. 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.		X					
Pol. 7.2.1	Intergovernmental Coordination The County shall coordinate with applicable Federal and State agencies to ensure that the airport <u>Marion County Airport</u> shall continue to be a part of the Continuing Florida Aviation System Planning Process <u>(CFASPP)</u> .						X	Minor edits
Pol. 7.2.2	Airport Improvement/Expansion						X	Minor edits



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	Transportation Element (Chapter 3)								
	Improvements or expansion of airport facilities shall be coordinated reviewed with the necessary expansion or improvements to the traffic system to support the facility.								
Pol. 7.2.3	Minimization of Environmental Impacts Airport improvements and expansion shall be designed to minimize adverse environmental impacts.		X						
Pol. 7.2.4	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.						X	Create a GIS map for height and noise zones	
Pol. 7.2.5	Regulation of Airports The LDC-Land Development Code shall establish <u>the</u> regulation of airports by Special Use Permit or special zoning category to allow placement of appropriate conditions to safeguard public health, welfare, and safety.		X				X		

