



# **2005 Traffic/Transportation Study**

## *A Roadmap to the Future of Marion County*



*Public Policy Institute*  
**A Report to the Citizens of Marion County**  
**Fall 2005**



## **The Public Policy Institute of Marion County**

*The Public Policy Institute of Marion County is a non-profit, non-partisan organization dedicated to advancing public interest, building democracy, enhancing community, and improving the quality of life by involving citizens in the process.*

### **Vision:**

*To provide leadership in developing and implementing short-term and long-term goals and solutions for an improved community.*

### **Mission:**

*To give the community a sense of hope and optimism by creating a broad base of community involvement in identifying, researching and establishing dialogue on community-wide issues, and then in recommending and helping to implement timely solutions.*

### **Objectives:**

- To provide formal and informal networks for individuals to come together to share their knowledge, resources and experiences.
- To periodically identify a short-term community project that can be accomplished in a 12-18 month period with meaningful results.
- To provide a process where community leaders can work through problems and participate in open discussions, conferences, and seminars.
- To involve a broad range of individuals in the process, to generate dynamic, creative and catalytic leadership in addressing each critical issue, and to provide enduring solutions.
- To create a shared sense of community, in that any issue must be addressed, discussed, and debated in an atmosphere of mutual fairness, respect, civility and sincerity to all others where the highest aspiration is to serve the common good.

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## **Executive Summary**

The Public Policy Institute study process began in January for the *2005 Traffic/Transportation Study*, in an effort to identify transportation models that can improve the safety and security of the transportation system for people, products, and services and to address quality of life issues. Over a six-month period, a 25-member study committee representing a diverse balance of interests related to the scope of study met with experts in the field of transportation management and land use planning to explore the past, present, and future impact of traffic and transportation in Marion County.

Throughout history, the free movement of goods and services has determined the economic vitality of communities. Business and industry is attracted to places with the most current transportation technology. Consequently, population density increases and these places become congested. Managing the congestion becomes a major issue. The transportation infrastructure that fueled the growth suddenly seems to be inadequate and failing. Clearly, the future health of Florida is dependent upon understanding the diverse transportation needs of its growing population.

The diversity of the Florida population presents new challenges for transportation planners and traffic managers. The current Florida population is over 17 million. During the next 17 years, the Florida population is expected to grow by 5 million. Therefore, the timeliness of this study topic for engaging the citizens of Marion County in a dynamic dialogue on the future of growth management in regard to traffic and transportation management is evident. Throughout the course of the study, state transportation planning for 2025 was at full throttle, allowing the study committee to interact with the Ocala/Marion County Transportation Planning Organization (TPO) process.

On June 24, 2005, Governor Jeb Bush signed three bills that will restructure the state's growth management laws for the first time in two decades. This new "pay-as-you-grow" plan is designed to discourage urban sprawl and encourage development and infrastructure that will ensure that roads, schools, and water are available to meet the needs of Florida communities.

Transportation funding and the political realities that result in the distribution of our limited resources were carefully examined. Presentations included updates from the Florida Department of Transportation (FDOT), local land developers and road builders, law enforcement, emergency services, Marion Transit Services, and special needs advocates. A community conversation featuring Dom Nozzi, author of *Road to Ruin: An Introduction to Sprawl and How to Cure It* chronicled the history of transportation management and walkable communities. Craig Camuso, Regional Vice President, Corporate Communications and Public Affairs, CSX Transportation, outlined essential transportation services provided by CSXT to highlight the role of the railroad in Florida. The culminating event of the study process brought local and state elected officials together in a round table discussion to initiate a dialogue on shaping policy in light of study recommendations.

The following report is a consensus of perspective on the complex issue of traffic and transportation in Marion County. Study recommendations address a plan of action to improve the safety and security of the transportation system through community design and density, innovations in infrastructure, transportation systems technology, and additional funding to fuel transportation improvement and the future of growth management in Marion County.

## **Scope of Study**

As Marion County continues to increase in population, traffic and transportation systems become significantly overburdened. A safe and efficient transportation system is cost-effective, ensures the mobility of people and goods, enhances economic growth, protects the environment, and improves the quality of life. Therefore, the study group focused on the following five objectives outlined in the scope of study:

- To review current transportation plans for existing traffic and transportation
- To determine if existing transportation planning is adequate
- To identify transportation management models that can improve the safety and security of the transportation system for people, products, and services
- To study successful models for transportation planning that consider quality of life issues
- To develop recommendations to address any identified issues

## **Highlights**

### **Major Problems**

- Adequate transportation funding is needed to meet the demands of ongoing road maintenance projects and new road construction.
- There is a lack of effective coordination of transportation planning and growth management among government agencies due to multiple organizations and jurisdictions making transportation decisions.
- Traffic congestion due to inadequate traffic signage, signalization, communications capabilities and inefficient road systems detracts from community quality of life by creating:
  1. Economic loss to businesses that rely on the transportation of goods, the delivery of services, and the movement of people
  2. Increased costs to local governments and taxpayers, in regard to transportation improvement and fuel consumption demands
  3. Loss of lives, productivity, and money due to increased traffic accidents and emergency vehicle delays
  4. Environmental pollution and excessive noise levels

### **Solutions**

- Maximize funding sources available to municipal organizations and jurisdictions making transportation decisions for Marion County.
- Require the Transportation Planning Organization (TPO) agency to review and make recommendations on major land use proposals, in order to emphasize the impact of land use decisions made by local governments who comprise the TPO Board.
- Adhere to concurrency rules and standards when approving new projects or amending existing plans.

## **Summary of Recommendations**

Key recommendations address the need for effective collaboration and coordination among government agencies to provide for the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight within Marion County.

- All taxing entities should use their current taxing authority and should collaborate to secure any additional transportation funding needed through federal, state, and local sources to meet the increasing demands of road maintenance projects and new road construction. Marion County, the City of Ocala, City of Belleview, City of Dunnellon, and the Transportation Planning Organization (TPO) should continue to work with the Marion County legislative delegation and area congressional representatives to obtain adequate funding to address immediate and long-term transportation funding needs.
- A Traffic Management Center (TMC) should be established for Marion County, in order to implement Intelligent Transportation Systems (ITS) technologies. The Traffic Management Center should be jointly established by the City of Ocala and Marion County.
- A citizen advisory council, the Community Traffic Council (CTC), should be established for Marion County to serve as a citizen advocacy group to monitor interagency communication and transportation management strategies outlined by the Transportation Planning Organization (TPO) and the Traffic Management Center (TMC). The citizen advisory council would be an advocacy group to the TPO agency, the TPO Board, and the community.

The Public Policy Institute of Marion County will appoint the initial Community Traffic Council (CTC). The CTC will be comprised of representatives from the 2005 Traffic Transportation Study, along with other community members, in an effort to establish a diverse and objective group of Marion County citizens to serve on the Community Traffic Council. The Public Policy Institute recommends that the *Ocala Star-Banner* and other local media continue to focus attention on community education and awareness of transportation and growth management issues by regularly reporting on updates from the Community Traffic Council.

## **Recommendations for Policy**

	<b>GAP/NEED</b>	<b>RECOMMENDATION</b>	<b>RESPONSIBLE AGENCIES AND ORGANIZATIONS</b>
<b>2005 - 2007</b>	<p>Additional transportation funding</p> <p>Maintain and adhere to concurrency rules and standards when approving projects or amending existing plans</p> <p>Unified effort for funds and services for Marion County</p> <p>Access management to preserve roadway capacity and improve traffic flow</p>	<p>Coordinate and enforce growth management disciplines: local/regional/state</p> <p>Encourage land uses that reduce trip length</p> <p>Recognize the benefit of a residential/retail/commercial grid system</p> <p>Minimize the impact of gated communities on primary arteries that inhibit the flow of traffic, increase trip length, and congest primary and secondary arteries within Marion County</p> <p>Evaluate current highway use and limit truck traffic on identified roads</p>	<p>Transportation Planning Organization (TPO)</p> <p>City of Ocala</p> <p>Marion County</p> <p>Road Builders Association</p> <p>Home Builders Association</p>
<b>2007 - 2012</b>	<p>Continuing education</p>	<p>Promote community traffic education</p> <p>Establish new resident information and orientation</p>	<p>Traffic Management Center (TMC)</p> <p>Chamber of Commerce</p>
<b>2012 - 2025</b>	<p>Maintain and improve a safe and efficient transportation system</p>	<p>Improve roadway grid system</p> <p>Improve transit availability</p> <p>Improve bicycle/pedestrian facilities</p>	<p>Transportation Planning Organization (TPO)</p> <p>City of Ocala</p> <p>City of Belleview</p> <p>City of Dunnellon</p> <p>Marion County</p>

## **Recommendations for Density**

	<b>Gap/Need</b>	<b>Recommendation</b>	<b>Responsible Agencies and Organizations</b>
<b>2005 - 2007</b>	Manage traffic congestion	Require inter-connectivity between subdivisions  Advocate for mixed use design development	City of Ocala City of Belleview City of Dunnellon Marion County
<b>2007 - 2012</b>	Increase transportation funding	Maximize local impact fees and gas tax revenues  Enhance proximity parking for smaller vehicles	Marion County  Local Business and Industry
<b>2012 - 2025</b>	Maintain/improve quality of life	Increase green-space between density areas	City of Ocala City of Belleview City of Dunnellon Marion County  Transportation Planning Organization (TPO)



## Recommendations for Infrastructure

	<b>Gap/Need</b>	<b>Recommendation</b>	<b>Responsible Agencies and Organizations</b>
<b>2005 - 2007</b>	<p>Manage traffic congestion</p> <p>Improve bicycle/pedestrian safety and awareness</p>	<p>Emphasize residential and commercial traffic calming</p> <p>Limit Semi-tractor/trailer impact</p> <p>Install traffic signage that is illuminated, visible and readable</p> <p>Enhance bicycle/pedestrian safety and awareness</p> <p>Advanced acquisition of right-of-way for roads and bus/rail lanes</p>	<p>City of Ocala</p> <p>City of Belleview</p> <p>City of Dunnellon</p> <p>Marion County</p> <p>Transportation Planning Organization (TPO)</p>
<b>2007 - 2012</b>	<p>Maintain/improve quality of life</p> <p>Increased access to transportation services</p>	<p>Establish local distribution HUB development</p> <p>Retrofit current high density areas</p> <p>Improve/expand SunTran service area and Marion County Transit Services</p>	<p>City of Ocala</p> <p>City of Belleview</p> <p>City of Dunnellon</p> <p>Marion County</p> <p>Transportation Planning Organization (TPO)</p> <p>Marion County Transit Services</p>
<b>2012 - 2025</b>	<p>Manage traffic congestion to reduce trip lengths</p>	<p>Decentralize public services</p> <p>Form multi-agency government service centers</p> <p>Enhance handicap residential access</p> <p>Sustain operating grid system</p>	<p>City of Ocala</p> <p>Marion County</p>

## **Recommendations for Technology**

	<b>Gap/Need</b>	<b>Recommendation</b>	<b>Responsible Agencies and Organizations</b>
<b>2005 - 2007</b>	Improve traffic flow and public safety	<p>Establish Traffic Command Center</p> <p>Deploy traffic management equipment</p>	<p>Transportation Management Center (TMC)</p> <p>City of Ocala</p> <p>Marion County</p> <p>Transportation Planning Organization (TPO)</p>
<b>2007 - 2012</b>	Facilitate traffic flow, reduce congestion, and enhance public safety	<p>Implement 511 Information System to include:</p> <ul style="list-style-type: none"> <li>▪ E-mail notifications of traffic advisories</li> <li>▪ Designated local traffic radio frequency</li> </ul> <p>Develop a county-wide traffic command center</p> <p>Establish a comprehensive traffic observation and management protocol</p>	<p>Traffic Management Center (TMC)</p> <p>City of Ocala</p> <p>Marion County</p> <p>Transportation Planning Organization (TPO)</p>
<b>2012 - 2025</b>	Maintain Intelligent Transportation Systems (ITS) technologies	<p>Upgrade Intelligent Transportation Systems (ITS) technologies</p> <p>Operate public/private mass transit system</p>	<p>Transportation Planning Organization (TPO)</p> <p>Traffic Management Center (TMC)</p> <p>City of Ocala</p> <p>City of Belleview</p> <p>City of Dunnellon</p> <p>Marion County</p>

## **Study Framework:**

### **Policy**

Florida Statutes require the Florida Department of Transportation (FDOT) to "adopt policies, rules, procedures, and standards that are necessary for the Department to function properly, including establishing accountability for all aspects of the Department's operations."

Policies of the Florida Department of Transportation are developed within a framework of federal and state statutes, laws and regulations, and plans.

Marion County has statutory accountability for providing a county road system to support all other services provided by the county, municipalities, and commercial and residential development. This statutory accountability includes planning, funding, and maintenance of the road system.

Marion County also has statutory accountability for land use decisions within its geographical jurisdiction. This accountability is administered by the Marion Growth Management Bureau and includes land use planning for unincorporated areas. The four incorporated areas of the county are accountable for land use within their geographical jurisdiction. Transportation infrastructure requires strategically located land to support future growth. Coordination between land use planning and transportation planning is critical to growth management.

F.S.125.01 (2)(l)(m) (Title XI, Chapter 125)

- Coordinate and enforce growth management disciplines:local/regional/state
- Encourage land uses that reduce trip length
- Recognize the benefit of a residential/retail/commercial grid system
- Minimize the impact of gated communities on primary arteries that inhibit the flow of traffic, increase trip length, and congest primary and secondary arteries within Marion County
- Evaluate current highway use and limit truck traffic on identified roads
- Promote community traffic education
- Establish new resident information and orientation
- Improve roadway grid system
- Improve transit availability
- Improve bicycle/pedestrian facilities

### **State Transportation Policy Framework**

The State transportation policy framework consists of laws, policies, procedures, plans, and other documents. The links below provide access to these materials.

- Transportation Statutes– Florida Transportation Code
- Chapter 332 — Airport Development and Assistance (332.003 - .007)
- Chapter 334 — Transportation Administration
- Chapter 335 — State Highway System

**Policy** (Continued)

- Chapter 336 — County Road System
- Chapter 337 — Contracting: Acquisition, Disposal and Use of Property
- Chapter 338 — Florida Intrastate Highway System and Toll Facilities
- Chapter 339 — Transportation Finance and Planning
- Chapter 341 — Public Transportation
- Chapter 348 — Expressway and Bridge Authorities
- Chapter 349 — Jacksonville Transportation Authority
- Chapter 351 — Railroads (351.35—37)
- Chapter 861 — Obstruction Transportation Facility (861.011)

For additional information visit: [www.dot.state.fl.us/planning/legislation](http://www.dot.state.fl.us/planning/legislation)

**Statewide Plans** - The following statewide plans include goals, objectives, and strategies for the transportation systems in Florida:

- State Comprehensive Plan
- 2020 Florida Transportation Plan
- Florida Aviation Strategic Plan
- Florida Intrastate Highway System Cost Feasible Plan
- 2004 Florida Rail System Plan
- Transit 2020 Plan: A Strategic Plan for Public Transportation

**Transit 2020 Plan: A Strategic Plan for Public Transportation**

**Transportation Policies** - The Executive Board and Executive Committee of FDOT serve as the principal policy advisory bodies to the Secretary of Transportation. The following policies have been approved by the Secretary:

- Approval of New or Modified Access to Florida Intrastate Highway System; Limited Access Facilities; Bridge Replacement and Rehabilitation Funding Policy; Community Impact Assessment
- Construction, Maintenance, and Operation of Other Facilities Consultative Planning Process for Non-Metropolitan Areas; Debt Management; Guidelines for the Turnpike System; Elder Roadway User Program; Environmental Policy; Interchange Lighting Policy; Major Urban Corridor Studies; Noise Abatement; Public Involvement Transportation Funding
- Retention of Salvageable Materials or Equipment Produced from a Federal-Aid Project and Retained by the Department South Florida Rail Corridor Grade Crossing; South Florida Rail Corridor Clearance; Telecommunications (TCA) Facilities on Limited Access; Rights-of-Way; Transportation Demand Management Strategies; Use of Flexible Pavement Base Materials; Use of Toll Revenue; Credits for Public Transit Capital Projects; Utility Accommodation When Utilities Occupy Their Own Easements or Property

The Florida Department of Transportation (FDOT) is decentralized in accordance with legislative mandates. Each of the district is managed by a District Secretary. The districts vary in organizational structure, but in general each has major divisions for Administration, Planning, Production and Operations. Also, each district has a Public Information Office and General Counsel Office that report to the District Secretary.

Following is a brief summary of the roles and responsibilities for major functional units. These, too, may vary from district to district:

**BUDGET** oversees the operating budget and Legislative Budget Request.

**CONSTRUCTION** administers contracts for roadway and bridge construction through local construction offices.

**CONSULTANT MANAGEMENT** is responsible for the selection and monitoring of consultant engineering services for project development studies, roadways and bridge structure designs.

**CONTRACTUAL/PROFESSIONAL SERVICES** directs District Contract and purchasing functions, and acquires consulting engineering and other non-professional services to support production and administrative units.

**DESIGN** is responsible for the preparation of the plans to build and repair the roadway and bridge system.

**ENVIRONMENTAL MANAGEMENT** performs the project development and environmental studies necessary to determine improvements to the state highway system, obtains environmental permits and conducts the public involvement meetings/hearings required in the early phases of a project.

**FACILITIES MANAGEMENT/OFFICE SERVICES** operates the office buildings and provides for building leasing, property and facility insurance, utility services, printing and mail services.

**FINANCIAL SERVICES** processes payment for purchases and oversees payroll.

**GENERAL COUNSEL** renders legal opinions, provides general legal information, and represents the department in legal affairs.

**HUMAN SERVICES** provides support for personnel, insurance, benefits and training.

**INFORMATION SYSTEM** is responsible for the operation of the computer/data center.

**MAINTENANCE** is responsible for maintaining the State Highway System and mobile equipment fleet in the districts. Local maintenance offices are responsible for minor bridge and roadway repairs, mowing, pavement upkeep, roadway signs and rest area maintenance, inspection and operation of movable bridges and issuance of permits for lane closures, driveways and special uses.

**MATERIALS TESTING LABS** inspect, sample and test the materials used in the construction of projects, and conduct tests to determine the wear and tear on the state's roadways and bridges.

**PLANNING** provides policy direction and local government coordination for short- and long-range transportation project planning.

**PRODUCTION MANAGEMENT** schedules projects and district contracts in accordance with budget instructions and restrictions.

**THE OFFICE OF WORK PROGRAM** develops the Five Year Work Program and Program and Resource Plan, and monitors management of funds and annual budgets and schedules.

**PUBLIC INFORMATION** provides information to legislators, public officials, department employees, and the media about the department's operations and programs.

**PUBLIC TRANSPORTATION** manages department involvement in multi-modal transportation including air, waterway, rail, transit, bicycle and pedestrian travel.

**PROCUREMENT** oversees the purchasing of goods and services necessary for department operation.

**RIGHT-OF-WAY ADMINISTRATION** provides services related to appraisal and acquisition of property needed for department projects, relocation of tenants and the management and/or demolition of structures from those properties prior to road or bridge construction.

**SAFETY** plans, develops and implements an employee safety program pertaining to vehicle accidents and personal injuries, education and training, and monitoring of contractor's operations for compliance with safety regulations.

**SURVEYING AND MAPPING** prepares right-of-way maps and deeds used in the acquisition of property needed for department projects.

**TRAFFIC OPERATIONS** oversees studies and projects related to roadway signs, traffic signals, pavement markings, speed limits, school zones, and improved highway safety.

## **The Florida Department of Transportation**

### **Fast Facts about FDOT:**

- Decentralized
- Tallahassee Central Office
- Seven Districts and Florida's Turnpike Enterprise
- 7,450 employees statewide
- Oversight provided by the Florida Transportation Commission
- Trust funded by user fees
- \$6.3 billion in fiscal year 2003/2004 budget
- \$28.4 billion in the five-year work program
- \$1.5 billion average contract lettings for the past five years

### **Fast Facts about Florida's Transportation System**

- \$1.00 invested in transportation = \$5.50 in user benefits
- State Highway System has 40,829 lane miles and 6,377 bridges
- 750 aviation facilities (132 are public of which 19 have scheduled service)
- 23 Fixed-route Transit Systems
- 14 seaports
- 2,871 railway miles

## **Funding Sources**

Transportation planning includes two components that help determine funding: (1) a needs plan that is based on impacts from approved land use plans and ((2) a financially feasible plan that is based on available funding. The funding gap between the needs plan and the financially feasible plan is growing. The legislature and governor recognized this gap during the 2005 legislative session and passed new growth management legislation based on a “Pay as you Grow” policy. This new policy is intended to generate funding sources and alternatives that need to be considered. The following concepts were discussed by the study committee as alternatives that warrant additional consideration in light of the evolving political and economic realities of the county.

### **SALES TAXES**

Florida has a general State Sales and Use tax rate of 6%.

In addition, counties may vote to impose an additional rate in their county. This county tax rate is sometimes referred to by the following:

- Discretionary Sales Surtax rate
- Local Option Tax rate
- County Tax rate
- Local General Sales Tax rate

For additional information visit: <http://sun6.dms.state.fl.us/dor/taxes/>

### **FUEL TAXES**

Tax mechanisms are dynamic and can quickly become dated. Updates are available at the Florida Department of Transportation (FDOT) website at: [www.dot.state.fl.us/financialplaning/primer.asp](http://www.dot.state.fl.us/financialplaning/primer.asp)

### **MUNICIPAL SERVICE TAXING UNITS**

Currently, there are approximately 49 Municipal Service Taxing Units (MSTUs) in Marion County for services like recreation, street lighting, mowing, pothole repair, and road improvements. There are approximately 159 road assessments which are considered Municipal Service Benefit Units (MSBUs).

“...municipal service taxing or benefit units for any part or all of the unincorporated area of the county, within which may be provided fire protection; law enforcement; beach erosion control; recreation service and facilities; water; alternative water supplies, including but not limited to, reclaimed water and water from aquifer storage and recovery and desalination systems; streets; sidewalks; street lighting; garbage and trash collection and disposal; drainage; transportation; indigent health care services; mental health care services; and other essential facilities and municipal services from funds derived from service charges, special assessments, or taxes within such unit only. Subject to the consent by ordinance of the governing body of the affected municipality given either annually or for a term of years, the boundaries of a municipal service taxing or benefit unit may include all or part of the boundaries of a municipality. If ad valorem taxes are levied to provide essential facilities and municipal services within the unit, the millage levied on any parcel of

**Funding Sources** (Continued)

for municipal purposes by all municipal service taxing units and the municipality may not exceed 10 mills. This paragraph authorizes all counties to levy additional taxes, within the limits fixed for municipal purposes, within such municipal service taxing units under the authority of the second sentence of s. 9(b), Art. VII of the State Constitution.” - FS 125.01 (q)

**CONCURRENCY PIPELINING**

A strategy to address three main concurrency problems: funding, transportation system, and land use. F.S. 163.3180(12)

Concurrency pipelining must be authorized in the comprehensive plan. The Marion County Comprehensive plan does not provide for concurrency pipelining . However, impact fees are routinely collected and designated as non-countywide funds.

*Local Governments Using DRI Pipelining*

- St. Johns County
- Port St. Lucie
- Hillsborough County
- Pasco County

*Examples of DRI Pipeline Projects*

- Nocatee
- Auberdeen
- Durbin Corssing
- Rivertown
- Tradition
- PGA Village

*Future Without Pipelining*

- Greater dependence on SR200
- Widening SR200 to 8, 10,...lanes or
- Stopping growth and living with existing problems on SR200
- Function as a bedroom community with limited consumer choices

*Quality of Life Choice*

- Private developments pay fair share
- Public and private work together more efficiently
- Maintain reasonable mobility
- Make western Marion County an exciting place to live, work, and play



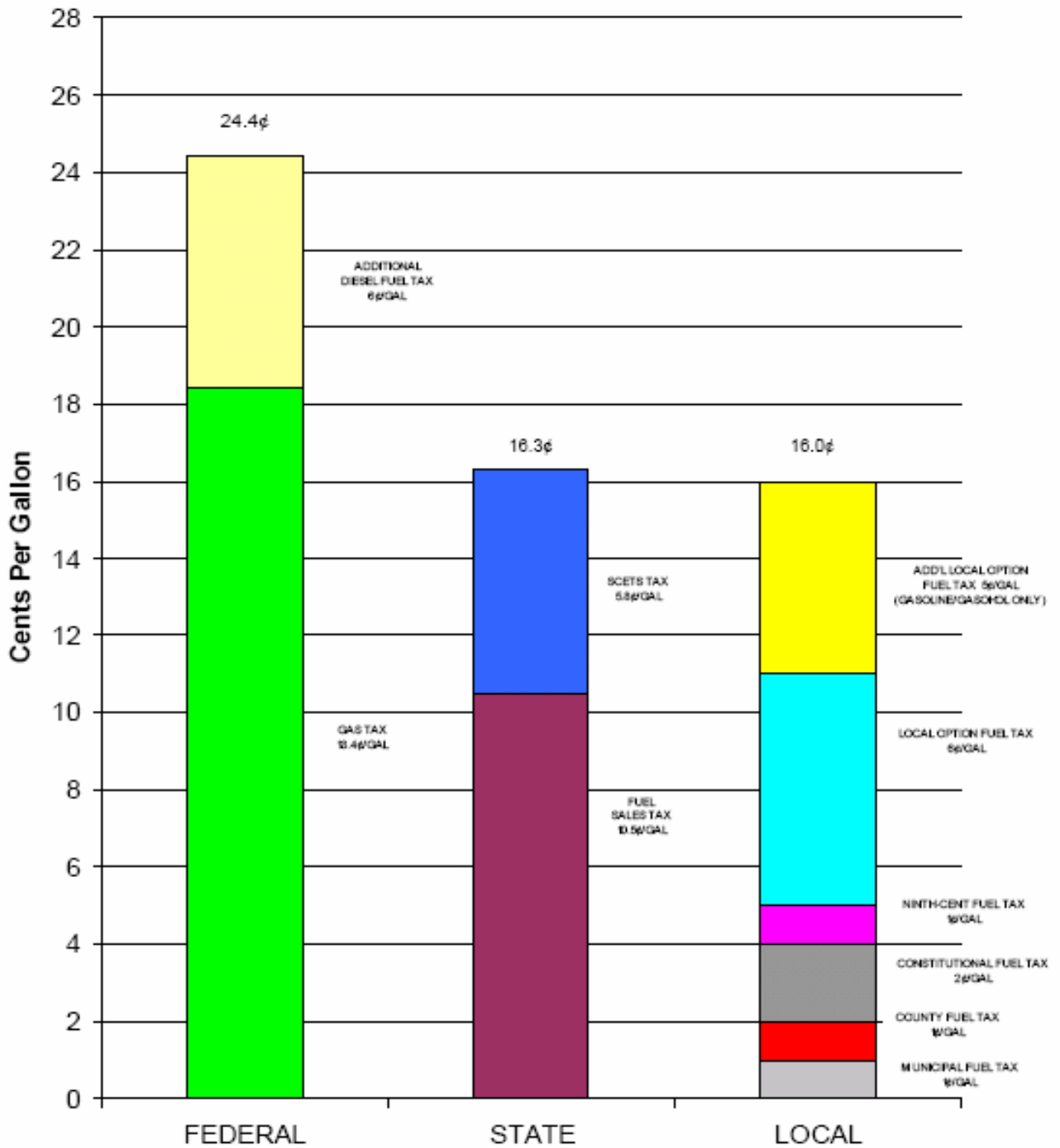
## Fuel Taxes

QUICK REFERENCE TO 2005 FUEL TAXES			
LEVEL	TAX	AMOUNT	USE
<b>Federal</b>	Fuel Excise Tax	Gasohol - 13.2¢/gal Gasoline - 18.4¢/gal Diesel - 24.4¢/gal	2.86¢ for mass transit. 0.1¢ for leaking tanks. Remainder for roads and bridges.
<b>State (Distributed to DOT)</b>			
	Fuel Sales Tax	All fuels 10.5¢/gal	At least 15.0% of DOT Receipts** dedicated for public transportation. Remainder for any legitimate state transportation purpose.
	SCETS* Tax	Gas/Gasohol 4.9¢ - 5.8¢/gal Diesel - 5.8¢/gal	Net receipts must be spent in district where generated.
<b>State (Distributed to Local Governments)</b>			
	Constitutional Fuel Tax	All fuels 2¢/gal	Acquisition, construction and maintenance of <b>roads</b> .
	County Fuel Tax	All fuels 1¢/gal	Any legitimate county transportation purpose.
	Municipal Fuel Tax	All fuels 1¢/gal	Any legitimate municipal transportation purpose.
<b>Local</b>	Ninth-cent Fuel Tax	Gas/Gasohol 0¢ - 1¢/gal Diesel 1¢/gal	Any legitimate county or municipal transportation purpose.
	Local Option Fuel Tax	Gas/Gasohol 5¢ - 11¢/gal Diesel 6¢/gal	Local transportation, small counties may also use funds for other infrastructure needs.

\* State Comprehensive Enhanced Transportation System

\*\* Excluding funding designated for Mobility 2000

# HIGHWAY FUEL TAXES



**Note:** Marion County has not imposed the additional local option Fuel Tax, 5¢ per gallon.

Table 1  
**FLORIDA'S 2004 TRANSPORTATION TAX SOURCES**

FUND/TAX SOURCE	DESCRIPTION	ESTIMATED 2004 PROCEEDS (\$ in Millions)	2005 RATES & FEES
<b>Federal c</b>			
Federal Highway Administration Highway Trust Fund	Highway fuel taxes and other excise and heavy vehicle use & sales taxes	\$1,368	Gasoline - 15.44¢/gal. Gasohol - 10.24¢/gal. Diesel - 21.44¢/gal.
Federal Aviation Administration Airport & Airway Trust Fund	Federal taxes on non-commercial aviation fuel, airline tickets, waybills, and international departures and arrivals	\$200	Avgas — 19.3¢/gal. Jet Fuel — 21.8¢/gal. Ticket Tax — 7.5% Waybill Tax — 6.25%
Federal Transit Administration Highway Trust Fund	Federal highway fuel taxes	\$247	2.86¢/gallon
Federal Rail Administration General Fund	Appropriations	\$9	N/A
<b>State — For State Use</b>			
Fuel Sales Tax	Highway and off-highway fuels (excluding alternative fuels)	\$946	All fuels - 10.5¢/gal. Diesel — 6%
SCETS Tax	Highway fuels (including alternative	\$569	Gas — 4.9-5.8¢/gal.
Aviation Fuel Tax	Aviation fuel	\$53	6.90/gal.
Fuel Use Tax & Fee	ID decals & taxes on highway fuels consumed commercially	\$22	Decals - \$4/year Taxes - Prevailing Rates
Motor Vehicle License Fee	Annual vehicle registrations	\$513	Fee based on vehicle
Initial Registration Fee	Initial registration surcharge on specified vehicles	\$101	Onetime Fee -\$100
Incremental Title Fee	Titles issued for newly registered and transferred vehicles	\$111	Fee - \$21 each
Rental Car Surcharge	Daily surcharge on leased/rented	\$99	Fee - \$2.00/day
<b>State — For Local Use</b>			
Fuel Excise Taxes — Constitutional, County and Municipal Fuel Taxes & Fuel Use Tax	All highway fuels	\$392	4¢/gallon
<b>Local</b>			
Ninth-cent Fuel Tax	All highway fuels	\$73	Gasoline - 0-1 ¢/gal.
Local Option Fuel Tax	All highway fuels	\$720	Gasoline — 5-11 ¢/gal.
Total		\$5,312	

Source: Florida's Transportation Tax Sources, A Primer, FDOT, January 2005

**Funding Sources** (Continued)

**State/Federal Funds**

For the purpose of developing revenue projections, FDOT combines the Federal revenues and State “For State Use” revenues together as State/Federal Funds. State “For State Use” revenues are State revenues administered by FDOT. State “For Local Use” revenues are administered by Local Governments and are addressed later.

As identified in Table 1, the sources of State/Federal Funds include highway and off-highway fuel taxes, fuel sales taxes, and State Comprehensive Enhanced Transportation System (SCETS) taxes. Other State/Federal revenue sources include vehicle related taxes (i.e., vehicle license fees, registration fees and title fees) and tourism related taxes (i.e., aviation fuel and rental car surcharges).

**Local Funds**

In addition to the funding received through State/Federal funding mechanisms, Local Governments have the ability to raise revenues through levying local taxes. Marion County and Ocala use a combination of gas taxes and impact fees to pay for transportation projects. The primary taxes utilized are the Local Option Gas Tax (LOGT), the Constitutional Gas Tax, and the 9th Cent Gas Tax. The state imposes the Constitutional Gas Tax, county and municipal gas taxes and fuel use taxes on behalf of Local Governments. Additionally, a major revenue source for transportation-related projects has been transportation impact fees, which have produced a considerable share of local revenues. A more in-depth assessment of local taxes and fees is provided below.

**Constitutional Gas Tax** — The state Department of Revenue collects the Constitutional and county gas taxes and transfers the proceeds on a monthly basis to the State Board of Administration (SBA) for distribution to the counties. The SBA deducts administrative costs from the proceeds and calculates a monthly allocation for each county. The SEA manages, controls, and supervises the proceeds. Once the proceeds have been allocated, revenues are distributed to each county’s Board of County Commissioners to be used at the county’s discretion for the intended purposes, as described in Table 2.

Table 1  
**FLORIDA'S 2004 TRANSPORTATION TAX SOURCES**

FUNDITAX SOURCE	DESCRIPTION	USES	Maximum Allowable Tax
<b>STATE - DISTRIBUTED TO LOCAL GOVERNMENTS</b>			
Constitutional Fuel Tax	A state shared revenue source for counties only, funds are allocated to debt service managed by the State Board of Administration then the surplus is distributed to counties' Board of County Commissioners.	The acquisition, construction and maintenance of roads. Can be used as matching funds for state/federal funding for the above purposes.	2¢/gallon
County Fuel Tax	Tax is administered by the Department of Revenue and redistributed to counties.	Any legitimate county transportation purpose.	1¢/gallon
Municipal Fuel Tax	Tax is administered by the Department of Revenue, and redistributed to municipalities.	Any legitimate municipal transportation purpose.	1¢/gallon
<b>LOCAL</b>			
Local Option Fuel Tax (1)	This tax is imposed on every gallon of motor and diesel fuel sold in the county.	The proceeds are to fund transportation expenditures.	6¢/gallon
Local Option Fuel Tax (2)	This tax is imposed on every gallon of motor fuel sold in the county. Diesel fuel is not subject to this tax.	Proceeds are to fund transportation expenditures needed to meet the requirements of capital improvements in an adopted local government comprehensive plan.	5¢/gallon
9th Cent Fuel Tax	This tax is imposed on motor and diesel fuel sold within the county.	The proceeds are to fund transportation expenditures.	1¢/gallon
Local Government Infrastructure Surtax	Applies to all transactions subject to the state tax imposed on sales, use, services, rentals, admissions and other transactions.	Proceeds to be used for the financing, planning and construction of infrastructure. County may acquire land for public recreation or preservation.	1%
Transportation Impact Fees	These fees imposed on a development-by-development basis before development takes place.	Must benefit the new development being charged the impact fees.	Varies with type of development

Sources: *Local Government Financial Information Handbook, 2003 Edition*; *Florida's Transportation Tax Sources, A Primer, January 2005*.

## Funding Sources (Continued)

**Local Option Gas Tax**— Both Local Option Gas Taxes (described in Table 2) are levied by individual counties as a result of either a majority vote of the county’s governing body or upon approval by referendum. The proceeds are distributed to the county and eligible municipalities based on transportation expenditures. Counties are required to share the proceeds with municipalities. The taxes are collected by retailers and remitted to the Department of Revenue. The Department of Revenue distributes the proceeds monthly to the county in which the tax was collected and then transfers the proceeds to the Local Option Gas Tax Trust Fund.

**Ninth-Cent Gas Tax** — The Ninth-Cent Gas Tax is levied according to the same rules as the Local Option Gas Taxes. County governments are not required to share the proceeds of the Ninth-Cent Gas Tax with municipalities, although many counties share revenues through participating in inter-local agreements with municipalities. Retailers collect the tax and then remit the proceeds to the Department of Revenue. The proceeds are transferred to the Ninth-Cent Gas Tax Trust Fund.

**Other Revenues** — Marion County uses several other revenues for transportation, including a Communication Service Tax, right-of-way and utility permits, federal payments in lieu of taxes, Federal Forestry Shared Revenue and plat processing fees.

**Impact Fees** — Transportation impact fees (TIF) are imposed by local governments directly. An impact analysis is performed and the level of fees determined before the development occurs. Local governments collect, administer and control the fees.

## Other Financing Strategies

Several “innovative” or non-traditional sources of funding and financing techniques can be considered for implementing the 2025 Transportation Plan. A short description of these strategies is provided below.

**Infrastructure Surtax** — The Local Government Infrastructure Surtax is enacted by a majority vote and approval by voters in a countywide referendum. The Department of Revenue is charged with the responsibility of collecting, administering and enforcing the infrastructure surtax. The proceeds of the tax are transferred to the Discretionary Sales Tax Trust Fund.

**State Infrastructure Bank (SIB)** — SIB’s allow the state and local governments to identify and develop innovative financing mechanisms to use federal financial resources. SIB5 can be used to enhance credit, serve as capital reserves, subsidize interest rates, ensure letters of credit, finance purchase and lease agreements for transit projects, provide bond or debt financing security, and provide other forms of assistance that leverage funds.

**Grant Anticipation Revenue Vehicle (GARVEE) Bonds** — GARVEE bonds can be sold by a grant recipient with a payback provision using future federal funds. Section 215.616 of the Florida Statutes allows the EDOT to issue GARVEE bonds. The annual debt service for the amount issued must not exceed 10 percent of annual apportionments to the FDOT for federal highway aid and the term of the bonds cannot exceed 12 years. FDOT has used GARVEE bonds for the Governor’s Mobility 2000 Initiative and the Governor’s 2001 Economic Stimulus package. Currently, EDOT has pledged approximately four percent of the available federal funds; therefore,

**Advance Construction** — Advance Construction allows the use of nonfederal funds to construct projects that may later be reimbursed with federal funds. This strategy can allow a project to be constructed sooner, but does not necessarily increase the amount of funds available.

**Flexible Match** — Private funds, material or right-of-way can be used as part of the state's match for federal funds. This effectively frees up the state funds that would have been used for the match to be applied to other projects.

**Toll Credits (Soft Match)** — Similar to Flexible Match, tolls which are used to fund improvements can be used as credits toward the non-federal match for federal funds. This strategy also frees up funds that would have been used for the federal match.

**Transportation Infrastructure Finance and Innovation Act (TIFIA)** — Under TIFIA, a Federal credit program has been established authorizing the United States Department of Transportation to provide credit assistance for transportation improvements of national or regional significance through loans, loan guarantees and standby lines of credit.

**Transportation Regional Incentive Program (TRIP)** — In 2005, the Florida Legislature created the TRIP. The following describes the TRIP.

- Its purpose is to improve regionally significant transportation facilities in regional plans (developed by multiple MPO5 or counties).
- TRIP provides 50 percent of project costs, or up to 50 percent of the nonfederal share of eligible project costs for a public transportation facility project.
- Project to be funded shall at a minimum:
  1. Support transportation facilities that serve national, statewide, or regional functions
  2. Be identified in the capital improvement element of a compliant comprehensive plan or long-term concurrency management system.
  3. Be consistent with the Strategic Intermodal System Plan.
  4. Have a commitment for local, regional or private financial matching funds.
- Priority will be given to projects that;
  1. Provide connectivity to the Strategic Intermodal System
  2. Support economic development and the movement of goods in rural areas of critical economic concern.
  3. Are subject to a local ordinance that establishes corridor management techniques.
  4. Improve connectivity between military installations and the Strategic Highway Network or the Strategic Rail Corridor Network.

In addition, the local government must assess concurrency using the FDOT level of service standard for a roadway which has been improved using TRIP funds.

**FOR IMMEDIATE RELEASE**

FRIDAY, JUNE 24, 2005

## **GOVERNOR SIGNS LAWS TO OVERHAUL GROWTH MANAGEMENT**

*~Reforms will strengthen Florida's economy, protect our quality of life~*

**BRANDON** - Joined by transportation officials, environmentalists, water managers, planners, school board officials and a host of community leaders at the Brandon Chamber of Commerce, Governor Jeb Bush today signed three bills that overhaul the state's growth management laws for the first time in two decades. Establishing Florida's new "pay-as-you-grow" plan, Senate Bills 360, 444 and 362 together ensure the roads, schools and water are available to meet the needs of communities in one of the fastest growing states in the nation.

"Florida is again demonstrating its vision and leadership by taking active steps to provide roads, schools and water for our growing communities," said Governor Bush. "These needed reforms, coupled with a strong financial investment from the state, guarantees room on our roads, space in our classrooms and water for our natural environment, ensuring our economy continues to grow and our quality of life continues to improve."

During the 2005 Legislative Session, Governor Bush ranked growth management reform as a top priority. Providing the foundation for improvement, Senate Bill 360 addresses the road, school and water needs of Florida's growing communities:

- **Roads** - Closes the gap between new development and new transportation construction by requiring roads to be in place or under construction within three years of a local government's approval of a building permit creating additional traffic.
- **Schools** - Ensures local governments and school boards jointly plan for schools by requiring that needed educational facilities are available or under construction within three years of local government's approval of new development.
- **Water** - Creates a stronger link between local water supply planning and regional plans prepared by Florida's five water management districts and ensures an adequate water supply is available before residents move into new developments.

"These comprehensive Growth Management reforms have the potential to both preserve and improve the quality of life for Floridians," said Senate President Tom Lee. "The legislation includes meaningful safeguards and strong financial incentives to promote smarter, more efficient community planning in Florida."

Florida's strong economy has generated funds to help address the state's future transportation needs along with the backlog of infrastructure. The new laws signed today provide \$1.5 billion this year for transportation, water and school infrastructure, with an annual recurrence of \$700 million thereafter.

"The bills Governor Bush is signing today will help ensure that, as our state continues to grow in the decades to come, we will preserve those unique qualities and characteristics that make Florida such an incredible place to live," said Florida House Speaker Allan



Bense. “I’m proud that we were able to not only make sure future development decisions are made responsibly, but also make a serious commitment toward bringing Florida’s infrastructure up to the level its citizens expect and deserve.”

After signing Senate Bill 360, Governor Bush put his seal of approval on Senate bills 444 and 362, which couple growth management reform with water resource protection and sustainability. Together, the bills create the Water Protection and Sustainability Program within the Department of Environmental Protection and the Water Protection and Sustainability Trust Fund, allocating \$100 million annually and an additional \$100 million this year to support water-related programs, including alternative water supply projects.

The comprehensive water bills provide the plan and funding for developing alternative water supplies such as desalinization, reuse and conservation, add new requirements for regional water supply plans to make them more useful to local governments and enhance consumptive use permitting. Encouraging regional approaches, the laws provide local water suppliers with permitting and financial incentives if they choose an alternative water supply project from the regional water supply plan.

“Funding alternative water supply development is now a shared responsibility between local water providers, users, the water management districts and the state,” said Governor Bush. “This comprehensive approach to water management encourages regional partnerships and sets aside a reliable supply of water for both the environment and society.”

With hundreds of new residents moving to Florida daily, the state’s population is projected to grow by 5 million during the next 17 years. The “pay-as-you-grow” system bases decisions about new development on the ability of Florida’s communities to provide adequate infrastructure. Under the plan, comprehensive plans now require a budget and timeline to address the backlog of infrastructure along with the increased demands of new development. Additionally, the law discourages urban sprawl by providing regulatory incentives to develop within urban service boundaries and urban infill and redevelopment areas.

For more information on growth management, visit [www.myflorida.com](http://www.myflorida.com) <<http://www.myflorida.com>>.

**Funding Sources** (Continued)

**Highlights of Senate Bill 360 as they relate to the Florida Department of Community Affairs:**

- SB 360 dedicates new funding and creates policies that help to ensure that critical infrastructure - roads, schools and water resources – is available to meet the needs of Florida’s expanding communities.
- DCA will receive \$6,000,000 for initiatives related to the implementation of the new growth management laws. This money will be used to assist local governments with their planning efforts, as well as for continued development of innovative land-use planning strategies on a statewide level.
- SB 360 creates the *Century Commission for a Sustainable Florida*. This standing body will envision and plan for Florida’s future, focusing on both 25-year and 50-year horizons with an emphasis on identifying exemplary community-building ideas. The Century Commission will aid the Governor and the Florida Legislature by looking for new ways to address a growing population while maintaining the natural, historical, cultural and manmade characteristics that residents and tourists treasure most about Florida. DCA will support these efforts by providing Commission staffing.
- The bill provides for changes in the local comprehensive plan amendment process and exemptions from the development of regional impact process in areas with approved urban service boundaries, designated as urban infill and redevelopment areas and designated as rural land stewardship areas. The streamlined process will allow communities to find local solutions to local problems. Encouraging growth in appropriate areas will result in more thoughtful development.
- SB 360 allows additional affordable housing developments to qualify for a streamlined comprehensive plan amendment process, allowing communities to better meet the needs of Floridians needing more affordable housing options. This will provide an incentive to local governments looking to make affordable housing solutions a reality.

## **Density**

Density refers to the intensity of development per acre. Density greatly affects a community's quality of life by creating neighborhoods with close proximity to markets, schools, parks, restaurants, and corner stores inviting walking and street level interaction among neighbors. Density improves public safety, increases transportation choices, decreases traffic congestion, supports housing affordability, and protects the environment from urban sprawl.

- **Require inter-connectivity between subdivisions**
- **Advocate for mixed use design development**
- **Maximize local impact fees and gas tax revenues**
- **Enhance proximity parking for smaller vehicles**
- **Increase green-space between density areas**

## **Congestion Management**

A traffic congestion management process is required by [Chapter 339.177](#) Florida Statutes. In Florida, this process was named the Florida Mobility Management Process (MMP) to better reflect the intent of ISTEA and to emphasize the positive aspects of providing transportation mobility. According to the Federal Register (December 19, 1996), an effective congestion management system is:

"a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods..."

All of Florida's twenty-five Metropolitan Planning Organizations (MPOs) currently have operational Mobility Management Processes (MMP's). Typically a Florida MPO's MMP:

1. Identifies the location of congestion by measuring the system's performance
2. Identifies the causes of congestion
3. Is guided by a multi-disciplinary local steering committee with FDOT representation
4. Recommends strategies to alleviate congestion which can be implemented quickly, inexpensively and can avoid the addition of general purpose lanes of roadway
5. Is corridor-based
6. Provides a link between the short range Transportation Improvement Program (TIP) and the Long Range Transportation Planning process (LRTP)

### **FDOT Coordination Responsibilities**

The Florida Department of Transportation's Systems Planning Office coordinates the Mobility Management Process (MMP) efforts of Florida's Metropolitan Planning Organizations (MPO) through these activities:

1. Serving as a clearinghouse for national and state MMP strategies and best practices.
2. Maintaining a mailing list of participants on a statewide task team and interested parties.
3. Holding at least one annual meeting to showcase best practices and provide guidance.
4. Providing training in conjunction with the Federal Highway Administration and others.
5. Providing technical assistance.
6. Providing staff support for a statewide steering committee.

### **Development Design Component**

Presentations from planners, developers, and special needs advocacy groups highlighted the following community design elements, in regard to achieving enhanced community quality of life:

- Infill development that either replaces an underused property, such as a parking lot, or refurbishes and reuses a vacant building enhances the existing core of the community.
- Developments of Regional Impact (DRI) should contain an integrated mix of land uses and must be designed to promote alternatives to automobile use.
- Small-scale intersections provide opportunities for pedestrian and bicycle modes of transportation.
- Large-scale intersections inhibit those transportation modes unless signalization is well-timed and clearly visible.
- Special applications of street design enhance the quality of life for the aging population and physically handicapped.

## **Infrastructure**

Infrastructure refers to the facilities needed to support density and development for the functioning of a community or society, such as transportation and communications systems, water and power lines, and public institutions including schools, post offices, and prisons. The term *infrastructure* has been used since 1927 to refer collectively to the roads, bridges, rail lines, and similar public works that are required for an industrial economy, or a portion of it, to function.

- Emphasize residential and commercial traffic calming
- Limit semi-tractor/trailer impact
- Install traffic signage that is illuminated, visible, and readable
- Enhance bicycle/pedestrian safety and awareness
- Advanced acquisition of right-of-way for roads and bus/rail lanes
- Establish local distribution hub development
- Retrofit current high density areas
- Improve/expand SunTran service area and Marion County Transit Services
- Decentralize public services
- Form multi-agency government service centers
- Enhance handicap residential access
- Sustain operating grid system



*PPI Study Committee members participate in a group discussion led by PPI Study Committee member Jim Payton.*

## **The Ocala/Marion County Transportation Planning Organization**

The Transportation Planning Organization (TPO) is the agency responsible for transportation planning in the Ocala/Marion County area. Comprised of local elected officials from Marion County and the cities of Ocala, Belleview and Dunnellon, the TPO's planning responsibilities include highways and transit as well as bicycling and pedestrian facilities. The TPO works with the Florida Department of Transportation and local governments to fund and implement projects identified through various plans developed by the TPO. The TPO is also the policy board for SunTran, the local fixed-route transit system.

### **2025 Long Range Transportation Plan update:**

**The Long Range Transportation Plan (LTPR) serves as the guiding tool for the selecting and funding transportation projects over the next 20 years. The LTPR update involves the development of a community vision of how the Ocala/Marion County area should address transportation needs for all modes of transportation over the next 20 years. The identification of projects in the LRTP is important in order for those projects to be eligible for state/federal transportation funding.**

The development of the LRTP includes the following components:

- Year 2025 Transportation Plan Update
- Public Involvement Program to ensure that a community vision is identified representative of all Marion County citizens;
- Financial Resources document to determine how much funding is anticipated over the Plan time period;
- Cost Feasible Plan indicating which selected projects can be funded and completed over the 20-year Plan period.

### **The TPO Strings and Ribbons Program:**

The Ocala/Marion County Transportation Planning Organization Strings and Ribbons program is an interactive, hands-on activity in which each participant purchases transportation improvements that he or she sees as important to the overall transportation system over the next 20 years. Think of it as a simplified version of Monopoly (without the houses and hotels). Groups are broken out into teams of four to six people with a base map of Marion County that includes those projects currently funded for construction. Using this base map as a starting point, each individual in the group is given an equal amount of the projected transportation dollars anticipated to be available over the next 20 years. A list of available improvements (additional highway lanes, signals, bridges, mass transit options, sidewalks, etc.) is provided to each member as improvement options to purchase either individually or by sharing the costs with other group members. By the end of the program, the group has developed a map of strings, ribbons, and stickers showing the improvements that they feel are the most important priorities. Participants also leave the meeting with a better understanding of the planning process and the challenges faced in providing transportation improvements.

**PPI Study Committee members Patti Griffiths, Julia Lewis, Keith Lewis, Morrie Dittman, and Maclyn Walker participate in the TPO presentation of Strings and Ribbons to the Public Policy Institute.**

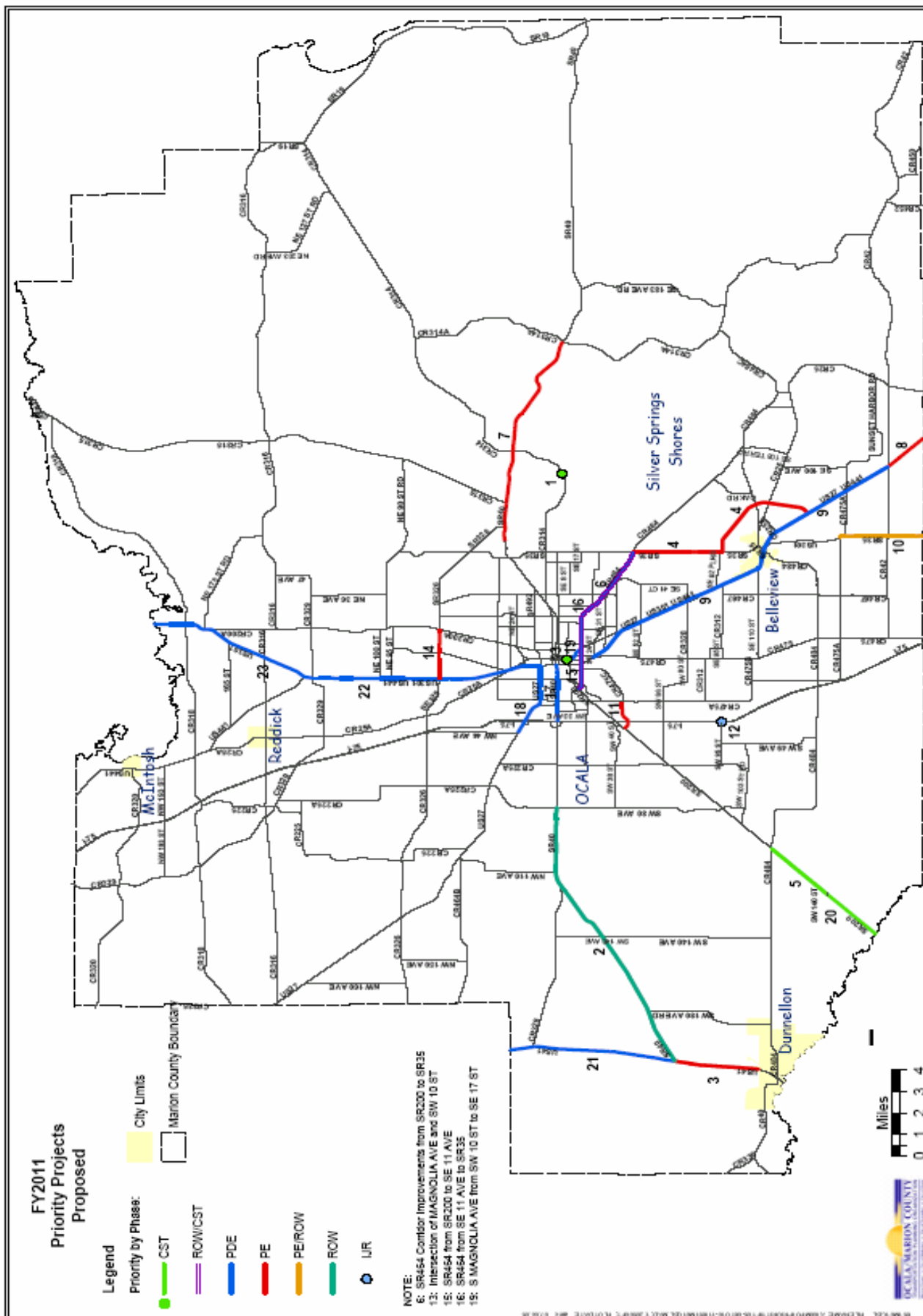


**PPI Study Committee members Mike Sizemore, Janet Griffin, Judy Greenberg, Bob Lynn, and Mariam Cook along with PPI guests discuss their transportation improvement strategies during the presentation of the TPO program Strings and Ribbons in January.**

### **Strings and Ribbons Public Program Summary:**

- 18 Strings and Ribbons programs completed from November 2005 through June 2005
- Over 300 citizens and community leaders from Marion county participated in the program
- In January, the Public Policy Institute Study Committee participated in a presentation of the Strings and Ribbons program
- The Strings and Ribbons program resulted in 644 projects identified by participants comprised of:
  - 53% Road Projects
  - 17% transit projects
  - 14% bicycle/pedestrian projects
  - 8% beautification projects
  - 8% operational improvement projects

# Ocala/Marion County TPO: FY2011 Priority Projects Proposed





**FY 2010/2011 OCALA/MARION COUNTY TPO  
PRIORITY PROJECTS**

Staff Rank	ROAD SEGMENT	ROADWAY DATA										2020 L RTP Volume	Improvement	PRIORITY YEAR PHASE FY 2011		
		Length	# of Lanes	LOS Standard	LOS Volume	V/C Ratio	LOS	Draft 2004 Volume	LOS	LOS	\$IS					
	<b>SR 35</b>															
	SR 40 to SR 484	6.65	2	D	16,400	19,200	117.07%	F	No			23,800	Add 2 Lanes			
	Status - Funded	ROW	\$4.2 Million	FY 2005												
		CST	\$29.7 Million	FY 2009												
	<b>SR 40 - West</b>															
	SW 52ND AVE TO SW 80TH AVE (FDOT FM# 238672-1)	2.75	2	D	16,400	20,084	122.46%	F	No			36,000	Add 2 Lanes			
	Status - Funded	CST	\$12.5 Million	FY 2005												
	<b>CR 484</b>															
	I-75 TO US 441 (FDOT FM# 241602-1, 241543-1)	8.00	2	E	15,600	12,361	79.17%	D	No			21,800	Add 2 Lanes/ New 4 Lane			
	Status - Funded	CST	\$20.1 Million	FY 2007	(CR 475A - SE 47th Ave.)											
		CST	\$21.7 Million	FY 2008	(SE 47th Ave. - US 441)											
	<b>SR 25</b>															
	US 441 to SR 35 (FDOT FM# 238753-1)	0.22	2	D	16,400	14,600	89.02%	F	No			23,500	Add 1 Lane			
	Status - Funded	ROW	\$1.3 Million	FY 2005												
		CST	\$1.5 Million	FY 2008												

Phase Codes:  
PDE - Project Development and Environmental Study  
PE - Preliminary Engineering (Design)  
EIS - Environmental Impact Statement  
ROW - Right-of-way Acquisition  
CST - Construction

**FY 2010/2011 OCALA/MARION COUNTY TPO  
PRIORITY PROJECTS**

Staff Rank	ROAD SEGMENT	ROADWAY DATA										2020 L RTP Volume	Improvement	PRIORITY YEAR PHASE FY 2011		
		Length	# of Lanes	LOS Standard	LOS Volume	V/C Ratio	LOS	Draft 2004 Volume	LOS	SIS	LOS					
1	Sharpes Ferry Bridge Replacement Sharpes Ferry Bridge (CR 314)	-	-	-	-	-	-	-	-	-	-	-	-	-	Bridge Replacement	CST
2	SR 40 SW 80TH AVE to US 41 (FDOT FM# 238720-1, 238719-1)	15.04	2	C	8,600	17,300	201%	F	No	No			28,300	Add 2 Lanes	ROW CST	
		Current TIP: FY 2008/2009: PE - \$5.0 million (CR 328- US 41) Current TIP: FY 2008/2009: ROW - \$9.68 million (CR 328-SW80th Ave.)														
3	US 41 SW 111TH PL LN to SR 40 (FDOT FM# 2396481)	3.50	2	C	8,600	16,400	191%	E	No	PE			25,500	Add 2 Lanes	PE	
		Current TIP: FY 2008/2009: PDE - \$550,000														
4	SR 35/BELLEVIEW BYPASS SR 464 to US 441 (South of Belleview)	10.00	2	D	13,800	17,800	129%	F	No	ROW			26,000	Add 2 Lanes	ROW	
		Current TIP: FY 2004/2005: DES - \$2,000,000 Current TIP: FY 2005/2006: DES - \$1,500,000														
5	SR 200 CR 464 to SW 140th Street	3.23	2	C	8,600	13,500	157%	D	No	CST			18,300	Add 2 Lanes	CST	
		Status - Funded ROW \$74,291 FY 2005														
6	SR 464 Corridor Improvements SR 200 to SR 35 (FDOT FM# 408905-1)	7.21	4	D	35,700	40,101	112%	F	No	ROW/			50,750	Ops & Access Management	ROW/ CST	
		Current TIP: FY 2005/2006: PE \$2 million														
7	SR 40 - East E. SILVER SPRINGS to CR 314A (FDOT FM# 410574-1) FIHS	10.00	2	C	8,600	14,700	171%	E	Yes	PD&E			24,400	Add 2 Lanes	PD&E	
		Status - Funded FY 2010: PD&E - \$4.25 million (CR 314-CR 314A) FY 2010: PD&E - \$4.55 million (End of 4-Lanes-CR 314)														

**FY 2010/2011 OCALA/MARION COUNTY TPO  
PRIORITY PROJECTS**

Staff Rank	ROAD SEGMENT	ROADWAY DATA							2020 L RTP Volume	Improvement	PRIORITY YEAR PHASE FY 2011	
		Length	# of Lanes	LOS standard	LOS Volume	Draft 2004 Volume	V/C Ratio	LOS \$/S				
8	US 441 - South Phase I CR 42 to Sumter County Line (FDOT FM# 2383958)	2.02	4	D	35,700	35,814	100%	F	No		Add 2 Lanes	PE
	Current TIP: FY 2008/2009: PE - \$2 million											
9	US 441 - South Phase II CR 475 to CR 42	15.89	4	D	35,700	33,500	94%	D	No	43,400	Add 2 Lanes	PD&E
10	US 301 - South End of Existing four lane Sumter CL (FDOT FM# 4112563)	3.77	2	D	16,400	10,300	68%	D	No	25,250	Add 2 Lanes	PE/ROW
	Status - Funded											
	FY 2006: PE - \$1.2 million											
	FY 2008: ROW - \$402,500											
	FY 2009: ROW - \$750,000											
11	SW 42nd St. Overpass SW 27th Ave. to SR 200	0.33	4	-	-	-	-	-	No	-	Overpass Design	PD&E
12	I-75 and SW 95th St Interchange	-	-	-	-	-	-	-	Yes		Interchange	PD&E/
	Interchange Justification Report - Currently Funded by Marion County											
13	Magnolia Avenue and SW 10th St. Intersection Improvements	-	-	-	-	-	-	-	No	-	Intersection Improvements	CST
14	SR 326 US 441 to CR 200A (FIHS Facility)	2.30	2	D	13,800	12,200	88%	C	Yes	13,500	Add 2 Lanes	PE
15	SR 464 SR 200 to SE 11TH AVE	2.40	4	D	35,700	37,000	104%	F	No	47,000	Add 2 Lanes	PD&E
16	SR 464 SE 11TH AVE to SR 35	4.60	4	D	35,700	40,101	112%	F	No	38,500	Add 2 Lanes	PD&E

**FY 2010/2011 OCALA/MARION COUNTY TPO  
PRIORITY PROJECTS**

Staff Rank	ROAD SEGMENT	ROADWAY DATA							2020 L RTP Volume	Improvement	PRIORITY YEAR PHASE FY 2011	
		Length	# of Lanes	LOS Standard	LOS Volume	Draft 2004 Volume	V/C Ratio	LOS				SIS
17	SR 40 I-75 to US 441	2.50	4	D	32,700	32,160	98%	D	No	39,400	Add 2 Lanes	PD&E
18	US 27 NW 44TH AVE to US 441	3.30	4	D	35,700	33,000	92%	C	Yes	39,500	Add 2 Lanes	PD&E
19	South Magnolia Avenue SW 10th Street to SE 17th Street	0.81	2	E	15,800	10,963	70%	D	No	19,000	Add 2 Lanes	PD&E
20	SR 200 SW 140th Street to Citrus Co. Line	2.75	2	C	8,600	13,500	157%	D	No	18,300	Add 2 Lanes	CST
21	US 41 SR 40 to LEVY CO. LINE	8.00	2	C	8,600	8,600	100%	C	No	14,100	Add 2 Lanes	PD&E
22	US 301/441 US 441 to US 27 (FIHS Facility)	9.90	4	C	35,700	27,500	77%	B	Yes	34,800	Add 2 Lanes	PD&E
23	US 301 ALACHUA CO. LINE to US 441 (FIHS Facility)	6.90	4	B	28,600	15,800	55%	A	Yes	25,400	Add 2 Lanes	PD&E

Phase Codes:  
PDE - Project Development and Environmental Study  
PE - Preliminary Engineering (Design)  
EIS - Environmental Impact Statement  
ROW - Right-of-way Acquisition  
CST - Construction



**S.T.E.E.R.**  
**Safety Through Education, Enforcement and Responsibility**

*A Program Sponsored by the Ocala Police Department*

**By the Numbers:**

- In 2004, the City of Ocala Police Department responded to 4,498 traffic crashes totaling more than 12 reported incidents per day.
- Of the 4,498 traffic crashes, 3,413 occurred on road-ways and 1,085 occurred in parking lots.
- In 2003, 3,839 traffic incidents involving injuries were reported in Marion County resulting in 118 fatalities.

**Program Recommendations:**

- Education of drivers within all age groups
- Review of current roadway systems
- Review of problematic intersections and roadways
- Increased use of mass transit services
- Designing roadway to meet future growth needs
- Increase in the number of dedicated traffic enforcement officers
- Updating traffic enforcement tools and equipment
- Review of current laws (licensing, seatbelt, and DUI)
- Everyone accepting responsibility for their role in transportation



Above photo courtesy of the Ocala Police Department S.T.E.E.R. Program:  
Congestion at intersection of Pine Street (Hwy 441) and S.E. 17th Street, Ocala.

**The Role of the Railroad in Florida**

CSX Corporation (CSX), based in Jacksonville, Florida owns and maintains the largest rail network in the eastern United States, employing upwards of 32,000 individuals including over 6,000 Floridians. The following information represents the impact of rail operations within the state of Florida:

- CSX Transportation (CSXT), the rail unit of CSX provides rail freight transportation over a network of more than 21,000 miles of track in 23 states, the District of Columbia and two Canadian provinces, providing connections to 70 ocean, river and lake ports.
- On average CSXT transports 20,000 car loads of consumer and industrial products on approximately 1,200 trains per day, operating almost exclusively on a privately owned rail infrastructure.
- CSXT provides essential transportation services to a broad range of customers in varying industries, carrying cargo consisting of coal, chemicals, automobiles, minerals, agricultural products, food and consumer goods, metals, forest and paper products and phosphates and fertilizers.
- CSXT operates and maintains over 1,750 miles of track in Florida which includes 2,400 grade crossings.
- Over 500,000 carloads of freight are processed annually through distribution points within Florida including major rail yards in Jacksonville, Tampa and Baldwin.
- In 2004, CSX invested \$22 million to maintain and upgrade its track in Florida.
- Also in 2004, while providing service to over 780 industries within Florida, CSXT created 350 new jobs with the assistance of CSX's industrial development team.
- Every railcar trip removes approximately three truck trips from congested highways within Florida.
- In considering fuel economy and the rising cost of crude oil, a key factor of the importance of railroads is the ability to move one ton of freight three times farther than a commercial truck, while operating on a single gallon of fuel.
- On a per ton-mile basis, railroads emit one-tenth the hydrocarbons and diesel particulates of commercial trucks, and one-third the oxides of nitrogen and carbon making rail transportation a more environmentally sound transportation option.
- The South Florida Regional Transportation Authority (SFRTA) operates 30 trains per day between Miami and West Palm Beach.
- CSXT has freight rights over the State owned tracks that SFRTA operates on daily.
- Amtrak, the commuter rail service, operates approximately 60 trains per day over 34% of CSXT railroad in nearly every state in the U.S., excluding Tennessee, new Jersey and Delaware.

## **Technology**

Through the use of advanced communications technologies, Intelligent Transportation Systems (ITS) improve transportation safety and mobility and enhance productivity. ITS encompass a broad range of wireless and wire line communications-based information and electronics technologies. When integrated into the transportation system's infrastructure, and in vehicles themselves, these technologies relieve congestion, improve safety and enhance community quality of life.

- Establish Traffic Command Center (TCC)
- Deploy traffic management equipment
- Implement 511 information system to include e-mail notification of traffic advisories and a dedicated local traffic radio frequency
- Develop a county-wide Traffic Command Center (TCC)
- Establish a comprehensive traffic observation and management protocol
- Upgrade Intelligent Transportation Systems (ITS) technologies
- Operate public/private mass transit system

### **Technology and the Future of Florida:**

Although the United States has one of the best surface transportation systems in the world, the mobility Americans prize so highly has been and continues to be under stress by the continuing growth in travel demand. The explosive growth in population (currently 17 million), commerce, and tourism in the State of Florida among the costal counties and the I-4 corridor, are well known. Less known, visible, and appreciated, is the scope (both breath and depth) of direct traffic-related issues facing moderate sized counties like Marion. In many areas of the country, the option to build additional roadways to meet increasing demand is limited by a lack of suitable land to build on, limited financial resources, and environmental impact issues.

Congestion on roadways is extracting a toll on pocketbooks, quality of life, and the environment. Homeland security has and will continue to place additional demands on surface transportation systems. Potential terrorist targets are plentiful, requiring a balance between transportation security and the efficiency of the transportation network. The basic problem of unplanned congestion results in a multitude of problems and overall inefficiency, resulting in a loss of productivity from the frustratingly simple one of finding a parking place to having to stop to pay tolls.

While there is no single answer to complex transportation problems, there are new technologies in computing, sensing, and communications, commonly referred to as ITS (Intelligent Transportation Systems) that offer opportunities for tremendous gains in efficiency.

An entirely new generation of dynamic route guidance technology, systems, and protocols is available immediately at very low cost. The current and developing ITS strategies offers immediate tangible savings to the individual, business community, and governmental and



**Technology** (Continued)

charitable service providers. The key to a well designed ITS strategy is the application of interrelated services into a single, integrated, comprehensive, and multiple range of functionality that when implemented, is consistent with the National ITS Architecture and the 1999 State of Florida ITS Strategic Plan as amended.

The National ITS Architecture (NITSA) provides a common structure for the design of intelligent transportation systems. NITSA is not a system design nor a design concept. Instead, NITSA is the framework around which multiple design approaches can be developed, each one specifically tailored to meet the individual needs of the local community, while maintaining the benefits of a common architecture. NITSA specifies requirements for standards needed to support national, regional, and local interoperability, as well product standards needed to support the economy of scale necessary for deployment.

ITS applies advanced technologies in communications, control, electronics, and computer hardware and software to improve surface transportation system performance. Multiple technologies combined as one system, provides synergistic benefits that exceed the benefits of any single technology.

The United States Department of Transportation ITS Standards Program is working toward the widespread use of standards to encourage the interoperability of ITS systems. Through cooperative agreements with five standards developed organizations (SDOs), the Standards Program is accelerating development of approximately 100 non-proprietary, industry-based, consensus ITS standards, and is encouraging public-sector participation in the development process. Deployment of the ITS system has begun throughout the nation; this includes the State of Florida.

In December 1999, the Florida Department of Transportation adopted a Statewide ITS Strategic Plan, with a group of informative issue papers that set in motion several events. One result was to adopt a statewide ITS architecture on February 9, 2001. A second result was to establish a statewide ITS organization consisting of an ITS Office and ITS engineers in each of eight district offices. Marion County comprises the farthest Northwestern section of District five. A third result was to establish a ten-year program for deploying ITS on state expressways, mainly including interstates, funded with almost \$500 million. A fourth result was the development of Rule 940 Statewide Implementation Strategy to provide technical guidance, assistance, education and training to the MPOs as they integrate ITS into their long-range transportation planning process.

In July 2000, the Federal Communications Commission (FCC) designated 511 as the United States national traveler information telephone number. The FCC ruling does not address implementation issues and schedules, but leaves these matters for state and local agencies and telecommunications carriers to resolve. In 2005, the FCC will review the progress made around the country in implementing 511.

The 511 Deployment Coalition, a partnership of the American Association of State Highway and Transportation Officials (AASHTO), the American Public Transportation Association (APTA), the Intelligent Transportation Society of America (ITSA), and the United States Department of Transportation (USDOT), was formed in January 2001 to address challenges facing the intelligent transportation systems (ITS) industry by the FCC ruling.

The ITS America 15th Annual Meeting and Exposition was held at the Phoenix Civic Plaza in Phoenix, Arizona, in May 2005. ITS America honored the “industry’s best” during the Opening Session. Florida stood out in two categories for the Best of ITS Awards. The award for Outstanding State Chapter was presented to ITS Florida. FDOT and Mobile Technologies were selected to receive the award for Best Partnership Deployment (Public-Private). This award was for an advanced traveler information system project located in the Tampa Bay area, FDOT District 7.

ITS, 511 in particular, are an active part of the FDOT plans for enhanced safety, mobility, productivity, and energy and environmental resource conservation. The time is now for the Ocala/Marion County Metropolitan Area to implement a 511 program similar to that of the Tampa Bay area. In simple terms, 511 is now America's traveler information number. The Federal Communications Commission designated 511 as the single traffic information telephone number for use by states and local jurisdictions on July 21, 2000. Since then, many states and cities have implemented 511 traffic information services to benefit travelers, and eventually the single-number service should be available nationwide. The service is provided free of charge.

On an Internet basis, 511.COM was not similarly designated as the universal website address by the FCC for access to 511 information; however, 511.GOV is available (511.GOV is currently not being used by any government agency) and could be activated immediately as a single portal to access national, state, regional, and local reporting sites. Ideally, the USDOT would host 511.GOV such that a map of the United States would appear on the first page. Site users could then click on the State of interest, which would then launch a drop-down menu of the local websites for all cities, regions, major and sub-major arteries, and naval and air ports. This single website implementation would dramatically increase national transportation functionality.

## **Technology** (Continued)

Starting in September 2004, Tampa Bay area travelers will be able to use 511 services to obtain real-time traffic conditions and other information. In addition, they will be able to access the information on the [www.511tampabay.com](http://www.511tampabay.com) website. The service is being provided by the Florida Department of Transportation (FDOT) District 7 as part of the Tampa Bay SunGuide Program. Information will be provided for Hernando, Hillsborough, Manatee, Pasco, Pinellas, Polk and Sarasota counties.

Travelers can dial 511 to access current information for specific routes and roadway segments, including anticipated travel delays, traffic accidents, roadway blockages and lane closures. The website will also incorporate motion images from traffic cameras, e-mail alerts, links to stakeholder websites, public transportation information and customer feedback.

Roadside sensors anonymously monitor traffic along portions of the Tampa Bay area interstate network including I-275, I-4 and I-75 using approximately 100 solar powered, wireless sensors to gather lane-by-lane data on speeds, lane occupancy and vehicle counts. The data permits the calculation of travel times which are refreshed at 60-second intervals. This Advanced Traveler Information System is a joint effort of the US DOT, FDOT and Mobility.

The 511TampaBay system will feature advanced voice-activated technology. After a motorist calls 511, the system will respond to voice commands to provide information for a specific route, allowing drivers to keep their eyes on the road and their hands on the steering wheel. The system will be operational on a 24/7 basis. 511 Tampa Bay delivers real-time traffic information for the Tampa Bay Area to you via phone, email alert, or website. The 511 Tampa Bay web site and telephone service provides you with access to state-of-the-art traveler information including:

- Current Traffic Information for area roadways and roadway segments
- Mass Transit Information including buses, trains, airports and seaports
- Event Information including schedules for major concerts or sports events
- Public Safety Alerts for the Tampa Bay area
- Live-camera images for select roadways (web site only)

The benefits of ITS (511) implementation are:

- Improved Traffic Flow
- Enhanced Route Planning for Travelers
- Improved Emergency Response and Security for Transit
- Cost Savings, Improved Productivity and Better Customer Service for Transit
- Improved Incident Response.

511TampaBay.Com is a public-private partnership with Traffic.Com.

Traffic.com® has revolutionized the movement of people, goods, and services by creating the premier traffic information franchise. With traffic in the United States burgeoning at three times the rate of population growth and causing an estimated \$75 billion lost annually due to traffic congestion, has been developed a suite of Mobility Solutions employing the most advanced Intelligent Transportation Systems (ITS) technology to meet the needs of businesses, government agencies, and consumers.

Traffic.com is constructing the nations only wireless digital sensor network —the Digital Traffic Pulse® system — for traffic and logistics data collection. It is the first Web-based, distributed ITS information system designed to serve tens of millions of concurrent users.

Digital Traffic Pulse collects key traffic information including vehicle speeds, counts (volume), and roadway density, transmitting the data over a wireless network every 60 seconds to a data center. There, data is warehoused, mined, and aggregated for distribution to customers via Internet, radio and TV broadcasters, and, soon, wireless partners and cable operators with telematics applications following.

Traffic.com is unique in the traffic information industry with its focus on Mobility Solutions, providing real time information in customized applications that serve a variety of needs.

- Public Sector (DOT's, Highway Departments, Transit Agencies)
- Mass Media (Radio, TV, ITV and Cable Operators)

Another key differentiator of Traffic.com is partnership — committed partners pooling core competencies to help solve traffic-related issues. Digital Traffic Pulse network is being deployed in association with the U.S. Department of Transportation as well as applicable state DOT's and other public agency stakeholders. Our Mobility Solutions product suite has been developed with private sector partners who are innovators and leaders in their respective industries.

The mission of Traffic.Com is to be the most trusted source of traffic information and mobility solutions by building the information franchise featuring unparalleled data aggregation, world class technology and domain expertise using multi-channel distribution to serve businesses, consumers, and the government. Traffic.Com offers Traffic Pulse, a comprehensive traffic information solution for public agencies. Traffic Pulse provides the following services:

- Data Collection: Traffic.com deploys a comprehensive data collection system that gather digital traffic data as well as traditional incident and event information.
- Data Processing: The traffic data is combined and processed into real-time information for immediate distribution. The data is also archived for eventual use in historical and predictive analyses.
- Information Dissemination: Traffic.com customizes and distributes traffic information to public agencies, consumers, and businesses via the Internet, wireless and broadcast platforms, and eventually, via in-vehicle telematics devices.

**Additional information is available by accessing the following:**

For the **U.S. Department of Transportation, Intelligent Transportation Systems** visit:

**[www.its.dot.gov/511/511.htm](http://www.its.dot.gov/511/511.htm)**

For the **Tampa Bay 511** Information System visit:

**[www.tampabay511.com](http://www.tampabay511.com)**

**The Role of Security Risks in Transportation Planning**

Prior to September 11, state Departments of Transportation OT’s thought of security issues as being operational, not planning, issues. Principal responsibility usually rested with law enforcement agencies. State DOT involvement was mostly in a support role in development of emergency response plans. Security issues were not an issue in most state and MPO surface transportation planning processes. Transportation Improvement Programs (TIP) at the state and MPO levels did not contain allocations for security related issues. Agencies are now faced with determining how security concerns should be integrated into planning, design, implementation, and operation of transportation facilities and services.

The following table outlines examples of how security risks might be interpreted in terms of the role of a transportation agency and the implications on transportation planning.

<b>Security Risk Component</b>	<b>Possible Role of Transportation Agency</b>	<b>Implications for Transportation Planning</b>
<p><b>Probability of Incident Attempt</b></p> <p>Presence of individuals who have the motivation to plan and carry out acts of terrorism.</p>	<p>Utilize regulatory and oversight capabilities to help identify/capture or exclude entry of possible terrorists (via licensing, border crossing enforcement, routine traffic enforcement, etc.).</p> <p>Carry out responsibilities in a manner that will minimize the prospect that employees or affected parties (land owners, contractors, system users etc.) will be motivated to seek revenge through terrorism.</p>	<p>Enhance transportation agency capabilities in the areas of regulation and enforcement.</p> <p>Enhance customer interface capabilities of transportation workforce.</p>
<p><b>Vulnerability</b></p> <p>Prospect that a transportation target could be successfully terrorized.</p>	<p>Limit the information availability that might influence the choice of transportation as a terrorist target.</p> <p>Ensure the transportation workforce is screened and monitored to reduce likelihood of internal terrorism.</p> <p>Limit the access to sensitive targets.</p> <p>Secure critical elements in transportation system.</p>	<p>Evaluate Knowledge sharing/dissemination strategies.</p> <p>Upgrade employee and contractor screening and control capabilities.</p> <p>Explore physical and operational controls on access to sensitive locations.</p> <p>Reconsider alignment and service location criteria to include security concerns.</p>

**Responsibilities of Transportation Agencies in Influencing Security Risks:(Continued)**

**Source:**

*Security Considerations in Transportation Planning, A White Paper*  
University of South Florida Center for Urban Transportation Research  
Southeastern Transportation Center (STC)

## **Appendices:**

### **Transportation Planning and Special Needs: Mobility for All**

According to the Association for Education and Rehabilitation of the Blind and Visually Impaired, Orientation and Mobility Division Environmental Access Committee, changes in intersection design and signalization have affected traditional street crossing techniques used by pedestrians or visually impaired, making the pedestrian phase harder to recognize without seeing the visual pedestrian signal. In addition, the committee states that due to complex signal timing and traffic patterns, it has become essential to cross many intersections only during the pedestrian phase-though in many states, it is illegal to cross at any other time.

For future Marion County Traffic/Transportation planning purposes the following should be considered:

- Over 27,000 people within Marion County are visually impaired (not including the elderly and undiagnosed).
- Not everyone who is termed “visually impaired” is blind.
- When impairment limits mobility (i.e. driving) citizens must utilize para-transit services, fixed-transit services or walking as a means of sustaining independence and continuing mobility.
- Visually impaired pedestrians face numerous accessibility challenges when traversing our local streets.
- A major challenge is the lack of community awareness to the special needs of visually impaired individuals.
- Poorly installed and/or inadequate Accessible Pedestrian Signals (APS), detectable warning surfaces, and curb ramps hinder mobility and endanger visually impaired individuals and are a major contributor to the mobility challenges faced by visually impaired individuals.
- Assessing an intersection or roadway by a visually impaired pedestrian is made extremely difficult and in some cases nearly impossible due to increased lane size with wider turn radii and complex intersection and crosswalk design including free-right turn lanes and roundabouts.
- Quieter cars, aggressive driving, and crossing designs that rely on drivers to yield to pedestrians also hinder mobility and endanger visually impaired pedestrians.
- The ADA (Americans with Disabilities Act) requires that:
  - Programs provided by state and local governments be accessible to individuals with disabilities such as visual impairment.
  - Communications to persons with disabilities be as effective as communications with others.
  - Accessible features such as APS may be necessary to make ped signal information available to persons with disabilities.
- Public Rights-of-Way Access Advisory Committee completed its report in January 2001 which provides recommendations for regulations applicable to pedestrian features in public rights-of-way.
- The TEA 21 requires that audible signals be considered in pedestrian safety plans, where appropriate.
- In general, Federal funds are available for any pedestrian improvements (typically 80% reimbursement is available for APS installation).

## **The Future of Marion County– A Narrative by Mariam & David Cook**

### **Shady -- A Rural Community Worth Saving**

As a gateway to the Greenway, the Shady area of Marion County is known for its natural beauty, with sweeping vistas of lush and magnificent pastures and heavily wooded farms; for well-manicured horse farms, scenic roads, and a rich historical heritage.

Large horse farms like Ocala Stud, Red Oak and Glen Hill on the north are followed on Shady Road (CR 475A) by large and small, “Old Florida,” cattle farms and numerous smaller outfits that raise several breeds of horses. David and Mariam Cook’s Shady Farm, beginning at 66<sup>th</sup> Street, continues a 100-year tradition of raising cattle.

Roseann Wilson and Julio Garcia lavish loving care on striking Paso Fino horses on their large Cross Creek Farm that features breathtaking vistas.

Outstanding horse and cattle farms also are to be found along Shady’s other main, north-south thoroughfare, old Orange Avenue (now called South Magnolia or CR475). There is Bernard and Barbara Levine’s Fair Oaks Farm featuring white-faced Herefords, and to the south, the magnificent Cashiel Thoroughbred farm, among others.

Back in 1946, Eloise Knight Jones put together a centennial book on Ocala history called “Ocala Cavalcade, Through One Hundred Years,” and wrote eloquently about the Shady community. She wrote:

“Traveling south and west of Ocala, the explorer comes to picturesque Shady, originally a part of the (Hijuelos Spanish land grant). This region has been likened to the San Jose Valley of California. It is a section of undulating hills whose rich green of carpet grass has fostered the growth of the cattle industry and the breeding of fine horses.”

Over half a century later, Shady has been identified as the Cradle of the Thoroughbred horse industry in Marion County. Ocala businessman Carl G. Rose operated his trail-blazing Rosemere farm here, successfully breeding Thoroughbreds on lime rock-based soils in improved highlands pasture.

Rose aided Mr. And Mrs. W.E. Leach in establishing Dickey Stables (which later became a part of Ocala Stud) where Needles was raised. It was Needles who overcame physical handicaps to become the first Florida Thoroughbred to win the Kentucky Derby, then the Belmont Stakes.

Carry Back, who called Ocala Stud home, went on to win the Kentucky Derby and the Preakness. There have been other champions from other farms that kept the Shady tradition alive through the years.

New farms are being developed, including Arindel, on the west side of Douglas hill where some of the first major farms were developed in Marion County at the end of the 2<sup>nd</sup> Seminole War of the 1830s, land where Seminoles had farmed earlier.

Cattle were brought into the area by the Spanish in the 1700s, and when the Seminoles moved in, they took up cattle raising also, some accumulating large herds that were driven to the Tampa Bay area for shipment to Cuba.

One of the most historic spots is the site of Glen Hill Farm at Osceola’s pond on Shady Road (aka Bradley’s Pone). Here was the primary site of Osceola’s village (among others during his foreshortened life), identified on early maps and by historian and anthropologist Wilfred T. Neill in an article published by Florida Historical Quarterly in 1955.

Before the Civil War, the area was turned into a huge plantation by the John M. Taylor’s. Naturally, they called it Osceola Plantation. It figured prominently in helping supply beef and sugar to Confederate forces during the conflict, as did other farms throughout the county.

Another historical farm, located on old Orange Avenue, was the Pyles plantation that dated back before the founding of Marion County in 1844. After the Civil War, members of the Pyles family continued to operate a diversified farm, and in the 20<sup>th</sup> Century, it became best known as a



## **Shady** (Continued)

dairy. A restored portion of the old Pyles home dating from before the Civil War still stands adjacent to the Shady fire station.

Another historic home further south on old Orange Avenue, the Redding place, has been beautifully restored. A few other old buildings remain, but nothing quite so striking.

Land in the Shady section was much in demand in the 1840s when the Armed Occupation Act was adopted by Congress. One of the major players in founding the county (and Ocala) was Thomas Barnes who obtained large acreage in Shady and was a key player in developing it into an agricultural community.

The Barnes family still has a presence in Shady, and one of the oldest cemeteries still existing in the county is Barnes Cemetery on Old Shady (CR 312).

Shady once boasted its own post office and a community center known as Shady Grove, located near the intersection of Shady Road and CR 312. Some maps show it in error on CR 475. There were separate one-room school houses for white and black students, several churches and several cemeteries for white and black that no longer exist.

Still standing is the historic Shady Grove Baptist Church which shelters an old cemetery where many of Shady's black residents are buried. Also still in operation is Olivet Baptist Church on CR 475 near the CR213 intersection. New churches and a church school have been constructed at this intersection.

A prominent feature of Shady road is the whimsically named Shady International Airport, a grass landing strip and residential area pioneered in the 1960's by Gid Townsend.

It was in the Shady section, on Old Orange Avenue, that President Roosevelt set off the blast to start construction of the Cross-Florida Ship Canal in 1935. That site is now part of the Greenway which cuts across the southern portion of the Shady community and has become a major recreation attraction for the area.

The Shady area is deep and wide. It reaches from Lopez Road (Southwest 42<sup>nd</sup> Street) on the north to CR 484 on the south, from SR 200 on the west to near U.S. 441-301-27 on the east. Key roads within it include Williams Road (Southwest 66<sup>th</sup> Street) and Southwest 80<sup>th</sup> Street, in addition to Shady and old Orange Avenue.

The community is well suited to agriculture and is characterized by prime agricultural soils. Marion County is fast becoming a vast urban area, gobbling up agricultural land for residential sites. Shady hasn't escaped the growth and contains attractive pockets of urban-type development. The very elements that make Shady scenic are the same that attract home builders and new residents and are the very first to be destroyed by over-development.

The original Marion County Scenic Road Ordinance adopted by the county commission in January 1999 was the result of a countywide citizen's effort, sparked by Shady residents, to identify, designate and protect areas of prime farmland, high water recharge, historic significance and scenic views. It recognized these as valuable resources in need of protection.

The original draft of the scenic road ordinance identified and designated the Shady area and Shiloh area as "Scenic Areas," with special preservation measures, but unfortunately, these identifications and restrictions were deleted prior to adoption by the county commission. Pressure from the development community was simply too great.

Primary concern today is the immediate and sustained conversion of these resources into residential development. Shady residents believe Shady must be protected because of its scenic beauty, quality of rural life and historical significance. They feel they are fighting for their lives -- but it is far more than that. They are fighting for a way of life that is fast disappearing all over the state.

Development and consequent road widening simply do not have to happen. The truth is that we can keep our rural character -- as long as there is a will to do so.

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## **GLOSSARY OF TRANSPORTATION TERMS**

### **ACCESS**

The ability to enter or leave a public street or highway from an abutting private property or another public street.

### **ACCESSIBLE PEDESTRIAN SIGNALS (APS)**

The Manual on Uniform Traffic Control Devices (MUTCD) defines an APS as “a device that communicates information about pedestrian timing in non-visual format such as audible tones, verbal messages, and/or vibrating surfaces.” (Manual on Uniform Traffic Control Devices 2000, Section 4A.01)

### **ACCESS MANAGEMENT**

The control and regulation of the spacing and design of driveways, ramps, medians, openings, traffic signals and intersections on arterial roadways to improve safe and efficient traffic flow on the road system.

### **ARTERIAL ROADWAY (PRIMARY ARTERIES)**

A wide street or major thorough-fare that carries large volumes of traffic *through* a community. See also *Primary* roadway.

### **COMMUNITY**

A group of people living in the same locality, under the same government.

### **CONCURRENCY**

The legislative concept that requires each city and county to adopt Level of Service (LOS) standards for its roads, infrastructure and facilities and prohibits approval of any development, which would degrade those facilities below those standards. As used in growth management it is the requirement based on s. 163.3180, FS, that public facilities and services needed to support development shall be available at the same time the impacts of such development will occur. Transportation facilities needed to serve the new development shall be in place or under actual construction no more than three years after issuance of a certificate of occupancy or its functional equivalent.

### **CONCURRENCY MANAGEMENT SYSTEM (CMS)**

The adopted procedures and/or process that the local government of jurisdiction for the development utilizes to assure that development orders and permits are not issued unless the necessary transportation facilities and services are available concurrent with the impacts of development, consistent with FS Chapter 163 and Rule 9J-5, FAC.

### **DENSITY**

Density refers to the intensity of development per acre.

### **FLORIDA TRANSPORTATION PLAN (FTP)**

The statewide, comprehensive transportation plan, required by s. 339.155, FS, to be updated annually. The FTP consists of a long-range component designed to establish long range goals to be accomplished over a 20– to 25-year period and to define the relationships

between the long-range goals and short-range objectives and policies implemented through the work program.

### **GREEN-SPACE**

Term applied to a space set aside to maintain original trees and natural plants.

### **GRID SYSTEM**

The division of a specific area of land for planning and development purposes into a grid or squares in order to make it more manageable.

### **HIGHWAY**

A very wide, multiple lane road-way that carries large volumes of traffic *between* communities.

### **HUB**

The center of activity, interest, commerce, or transportation within a particular area, region or community.

### **INFRASTRUCTURE**

Infrastructure refers to the facilities needed to support density and development for the functioning of a community or society, such as transportation and communications systems, water and power lines, and public institutions including schools, post offices, and prisons.

### **INTELLIGENT TRANSPORTATION SYSTEMS (ITS)**

(Formerly IVHS– “Intelligent Vehicle Highway Systems”) The term meaning a system of technological innovations that develop or apply electronics, communications and information processing technologies to improve the efficiency and safety of surface transportation systems.

### **INTER-CONNECTIVITY**

The ease of travel between two points. The degree to which streets, areas or communities are interconnected and easily accessible to one another. An example of high connectivity would be a dense grid pattern in a downtown area.

### **INTERMODAL**

Issues or activities which involve or affect more than one mode of transportation, including transportation connections, choices, cooperation and coordination of various modes.

### **LEVEL OF SERVICE**

A qualitative assessment within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.

### **MASS TRANSIT SYSTEM**

Public transport systems in which the passengers do not travel in their own vehicles,

## **GLOSSARY** (Continued)

generally defined as rail and bus services, or any system that transports members of the general public.

### **MODES**

Formally refers to any of the following transportation methods: rail, highway, air or water or the types of transportation available for use, such as rail, bus, van/carpool, personal vehicle or bicycle.

### **MUNICIPALITY**

An urban district having corporate status and powers of self-government such as a city or town.

### **NODE**

A point where two links join in a network usually representing a decision point for route choice but sometimes indicating only a change in some important link attribute.

### **PARATRANSIT**

A variety of smaller often flexibly scheduled and routed transportation services using low capacity vehicles, such as vans, to operate within normal urban transit corridors or rural areas. These services usually serve the needs of persons that standard mass transit services would serve with difficulty, or not at all. Often, the patrons include the elderly and persons with disabilities.

### **PLANNED UNIT DEVELOPMENTS (PUDs)**

Typically represents a mixture of land uses, primarily residential, that are combined into one cohesively planned project that merge or simplify the development review process of controls into one uniform planning and permitting effort. In many cases, traditional lot by lot control regulations are waived in exchange for other site planning considerations.

### **POLICY**

Statements, plans, practices, and regulations adopted by a government or other organization that are designed to guide or control community behavior.

### **PRIMARY (ARTERIAL) ROADWAY**

A wide street or major thorough-fare that carries large volumes of traffic *through* a community.

### **REGIONAL PLANNING COUNCIL**

Pursuant to FS 186.503(4), the organization composed of representatives of local governments and appointed representatives from the geographic area covered by the council and designated as the primary organization to address problems and plan solutions that are of greater than local concern or scope. The Regional Planning Council (RPC) shall be recognized by local governments as one of the means to provide input into state policy development.

**RIGHT-OF-WAY (ROW)**

Real property that is used for transportation purposes usually defined as the exterior corridor that can be used for roadway development and construction.

**SECONDARY ROADWAY (SECONDARY ARTERIES)**

A minimal lane street or thorough-fare that carries smaller volumes of traffic *through* a community.

**TECHNOLOGY**

The application of scientific or other organized knowledge--including any tool, technique, product, process, method, organization or system--to practical tasks including transportation, communications, media, energy, and computing.

**(VEHICLE) TRIP LENGTH**

The precise amount of time taken to complete a journey one-way via any mode of transportation.

## **2005 TRAFFIC/TRANSPORTATION STUDY RESOURCE SPEAKERS**

Mr. Morrey Deen	Public Policy Institute of Marion County
Mr. Greg Slay	Ocala/Marion County Transportation Planning Organization
Mr. Jeff Shrum	Ocala/Marion County Transportation Planning Organization
Ms. Karen Parko	Ocala/Marion County Transportation Planning Organization
Mr. Keith Odom	Ocala/Marion County Transportation Planning Organization
Chief Samuel Williams	Ocala Police Department
Lieutenant Dennis Yonce	Ocala Police Department
The Honorable Jim Payton	Board of County Commissioners, Marion County
Ms. Pat Gabriel	SR 200 Coalition/ Smart Growth Coalition
Ms. Lennon Moore	Florida Department of Transportation, District 5
Chief M. Stuart McElhaney	Marion County Fire-Rescue Department
Captain Jeffrey L. Succi	Florida Highway Patrol
Mr. Mounir Bouyounes	Marion County Transportation Department
Mr. Steven Counts	Steven Counts, Inc.
Mr. Sean Riley	Steven Counts, Inc.
Mr. Dom Nozzi	City of Gainesville
Mr. Kenneth Colen	On Top of the World Communities, Inc.
Ms. Lisa Walsh	Marion County Planning Department
Mr. Ryan Guffey	Marion County Planning Department
Mr. Chris Rison	Marion County Planning Department
Mr. John Zaner	Zaner Aviation. Inc.
Ms. L. Dianne Ketts	The Lighthouse of Central Florida
Ms. Sue Grossman	Marion County Public School Systems
Ms. Bebe Chudeusz	Lake County Public School Systems
Ms. Lisa Doran	Paddock Mall, # 9353, Simon Inc.
Mr. Troy Kuphal	Marion County Planning Department
Mr. Pete Tesch	Ocala/Marion County Economic Development Corporation
Mr. Craig Camuso	CSX Transportation
Ms. Gail Cross	Marion County Senior Services/Marion Transit Services
The Honorable Evelyn Lynn	Florida State Senator
The Honorable Larry Cretul	Florida State Representative
The Honorable Ed Jennings	Florida State Representative
The Honorable Dennis Baxley	Florida State Representative
The Honorable Andy Kesselring	Board of County Commissioners, Marion County
The Honorable Stan McClain	Board of County Commissioners, Marion County
Ms. Jeanne McIntosh	Legislative Aide for Senator Evelyn Lynn
Mr. James Terry	Legislative Aide for State Representative Hugh Gibson, III





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## 2005 Traffic/Transportation Study Committee

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<b>Patti Griffiths</b>	<b>Paul Truesdell</b>
<b>Bob Lynn</b>	<b>Chief Samuel Williams</b>

### Study Committee

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<b>Jaye Baillie</b>	<b>Karen Parko</b>
<b>Mariam Cook</b>	<b>Gene Phinney</b>
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<b>Ryan Guffey</b>	<b>Jason Starr</b>
<b>Julia Lewis</b>	<b>Larry Thacker</b>
<b>Keith Lewis</b>	<b>Paul Truesdell</b>

### CFCC Students

**Lezli Merritt and Madi Mills**

### Public Policy Institute of Marion County Staff Members

<b>Karen Jernigan</b>	<b>Executive Director</b>
<b>Crystal Flynn</b>	<b>Staff Assistant</b>

*The Public Policy Institute of Marion County is dedicated to advancing public interest, building democracy, enhancing community, and improving the quality of life by involving citizens in the process.*

For additional information about the organization, please contact:

**The Public Policy Institute of Marion County**  
**3001 S.W. College Rd.**  
**P.O. Box 1388**  
**Ocala, FL 34478-1388**  
**352-854-2322 Ext. 1457**  
**jernigak@cf.edu**

