Hernando/Citrus MPO

Non-Motorized Facility Gap Analysis & Complete Streets Implementation

June 2022

Prepared by

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1.0 Complete Streets Implementation and Updates

What are Complete Streets?

Complete Streets is a national movement and concept that, at its root, aims to integrate people and place into the planning, design, operation, and maintenance of our transportation networks. A Complete Streets approach is centered around a belief that the transportation networks in our communities must promote freedom of modal choice. This means allowing all people, regardless of age, ability, income, or any other demographic factor, the freedom to safely, comfortably, and conveniently access homes, employment, schools, health facilities, shops, and other destinations by the mode of their choice — whether on foot, bicycle, public transportation, car, or truck.

Complete Streets programs are an important recognition that our roadways are the largest public space and a vital component of safe, free, and livable communities. Communities will often use Complete Streets to envision and facilitate a transportation network that reflects not only the long-term goals of their region but also their unique character. This includes design treatments that are compatible with the contexts of land use, development patterns, and overall needs of a community, neighborhood, city, or town.

What Makes a Street Complete?

Developing Complete Streets that support safe and comfortable transportation for all users requires a transportation network that provides users with travel options and supportive transportation and land use policies. A critical understanding of Complete Streets is that they vary in design and function and that the particular elements of any roadway design depend on the form and scale of land use, the function of the roadway within the greater transportation network, and the availability of right-of-way.

The Federal Highway Administration (FHWA) and USDOT have embraced flexibility in design and the idea that roadway designers should be able to use professional judgment in applying guidelines rather than applying a purely prescriptive design approach. This flexible approach allows transportation planners, designers, and operators to focus on providing a safe transportation system for all users that connects people to the places they need and want to go in ways that meet the needs of all modes and are sensitive to community character, livability, and quality of life.

Many different nationally-recognized design manuals and guidebooks, including the *Florida Design Manual* (FDM), provide guidance for Complete Streets. A common theme of these guides and manuals is the understanding that designing for the safety and comfort of a roadway's most vulnerable users will result in one that better serves the safety of everyone and enhances the economic and social health of the community.

Complete Streets elements are not limited to the roadway and adjacent sidewalks; they can include all or a combination sidewalks, bicycle lanes, dedicated bus lanes, bus stops, pedestrian crossings, median islands, curb extensions, alternative intersections (e.g., roundabouts), on-street parking, and landscaping, among many other features. Ultimately, the design solutions for a roadway should be

based on the context of the roadway, the existing and prospective users, and the roadway's needs and opportunities. Several roadway design elements embrace the flexibility-in-design concept supported by FHWA and FDOT.

Complete Streets Elements

The following are some common concepts and design elements that are incorporated into the development of Complete Streets:

- **Design Speed** | Vehicular speed has a measured impact on both comfort and safety for pedestrians and bicyclists. Higher vehicular speeds, for example, increase the difficulty of crossing the street for pedestrians, as larger gaps are required between vehicles. Additionally, because impact force increases with speed, speed is the primary factor impacting the severity of injuries and higher speeds significantly increase the chances of death.
- **Roadway and Travel Lane Width** | Wider streets, especially those with wider travel lanes (> 11') typically experience higher average speeds than narrower streets with narrower travel lanes.
- **Block Length** | Reducing the unimpeded block length, or distance drivers may travel without being required to slow or stop, provides more crossing opportunities and can help in managing travel speeds.
- **Connectivity** | High network connectivity is crucial in reducing travel distance for all modes. This is particularly true for pedestrians and bicyclists, where gaps in the network are more common and can act as barriers to mobility.
- **Pedestrian and Bicycle Amenities** | The lack of sidewalks and bicycle facilities suppress travel by these modes and can increase the danger for those who choose to, or must, travel on foot or by bicycle. Sidewalks should be present along all arterial and collector roadways in urbanized areas. A dedicated bicycle facility should be considered for all roadways with volumes greater than 3,000 vehicles per day, and that facility should be separated when higher speeds and volumes are present.
- **Curb Extensions** | Curb extensions, sometimes called bulb-outs, reduce the effective crossing distance of the roadway by extending the curb line into the roadway, making it safer to cross the road on foot. They have many pedestrian benefits including reduced crossing distances and enhanced visibility between pedestrians and other roadway users.
- **Curb Return Radii** | The corner radius has a significant impact on an intersection. Larger curb radii encourage turns at higher speeds, increasing crash rates and putting people on foot or bike at high risk. Smaller curb radii reduce turning speeds, shorten pedestrian crossing distances, and improve sight lines. Curb radii should balance the needs for both the design vehicle, such a large trucks, and multimodal traffic.
- **Marked Crosswalks** | Careful consideration should be given to when to mark a crosswalk and when enhanced crossing treatments are needed.
- **Raised Landscaped Medians** | Raised medians provide a refuge for pedestrians crossing the roadway, allowing pedestrians to negotiate one direction of travel at a time. Raised landscaped medians can also help in managing roadway travel speeds.

- **Landscaping/Street Furniture** | Horizontal separation from the roadway, by the use of shade trees and street furniture, add to pedestrian comfort and sense of safety while also helping to manage roadway travel speeds.
- **Parking** | On-street parking serves as a buffer for pedestrians and supports local commercial use along the roadway.
- **Driveway Crossings** | Driveway design has a considerable influence on pedestrian safety and comfort since driveways typically cross sidewalks and put pedestrians in direct conflict with motor vehicles.
- **Lighting** | Street lighting is a critical component of a comfortable and safe roadway environment.
- **Bus Stops** | Comfortable, accessible, and safe bus stops improve the value of transit to the community. Amenities can include benches, trach receptacles, shelters, lighting, bicycle racks, bus schedules, maps, bus arrival information, and public art.
- **Lane Repurposing** | Lane repurposing, sometimes called road diets, reduce the number of travel lanes on a roadway in exchange for features like bicycle lanes, expanded sidewalks, on-street parking, or landscaping.

Why Complete Streets?

The benefits of Complete Streets are wide-ranging and, often, a variety of benefits can be met through lower-cost changes in roadway design or streetscaping. As examples, street trees can improve roadway safety by helping reduce traffic speeds while also providing shade to enhance the pedestrian and sidewalk environment; providing a safe place for bicyclists to travel can encourage the use of non-motorized travel while also improving overall public health. The benefits of Complete Street designs and programs include accessibility and safety improvements, a more robust and efficient transportation system, bolstered economic development and resiliency, offering the freedom of modal choice, and environmental stewardship.

Safety

Between 2016 and 2018, more than 12,000 crashes occurred on Hernando County and Citrus County roadways, with 182 fatalities and 10,625 injuries.[1] Complete Streets have the potential to significantly improve roadway safety through systemic changes to the planning, design, and engineering or roadways. Federal, state, regional, and local governments are recognizing that streets should and must be planned, designed, built, and operated in a manner that prioritizes the safety, comfort, access, and mobility of all users to curtail and eventually end roadway crashes and deaths. The adoption and implementation of Complete Streets has been recognized as an essential first step toward diminishing crashes and traffic-related deaths throughout the nation.

In addition to improving the overall safety of the transportation system for all potential users, Complete Streets can provide mechanisms for targeted safety improvements based on surrounding land uses and demographics. For example, a Complete Streets program can provide flexible design treatments and expectations for the provision of safety infrastructure at and surrounding schools,

[1] *Florida HSMV 2018 Annual Crash Report*

with the knowledge that special considerations need to be made to ensure the safety of children and students traveling to and from school. These efforts can partner with programs such as Safe Routes to School and leverage funding to improve access and safety for students. Similarly, with a large aging population, a flexible Complete Streets program can provide treatments such as extended crossing times at intersections in locations with a higher known percentage of older adult populations.

Efficiency

A Complete Streets approach to roadway planning and design provides the opportunity to improve the overall efficiency of the transportation system through maximizing the value and use of existing transportation infrastructure and network and identifying opportunities to further the MPO's overall transportation vision. Complete Streets projects and plans can improve access to transportation for all potential users and enable the safe and comfortable use of all modes as a means of primary transportation. Enabling safe and comfortable access to essential destinations for residents who choose transportation by foot, bicycle, transit, or automobile can aid in reducing congestion on the county's roadways, reduce maintenance costs, and shift mode share.

This can be achieved through recognizing the various demands and uses of a roadway and how they change based upon land use context, function, modal priority, and community input. A roadway passing through a rural town or city should operate and accommodate modes and users differently than a roadway in a suburban or natural setting. A Complete Streets approach acknowledges these differences and provides a mechanism through which to build roadways and network that are reflective of the community around them and their needs.

Economic Development

Complete Streets have the potential to give planners and engineers the tools and mechanisms through which to build roadways that are reflective of a community and its needs. They also can improve the overall livability, character, and subsequent economic development of an area. A roadway that reflects surrounding land uses and community needs can bolster the aesthetics of a community, neighborhood, or downtown and foster an environment in which people wish to visit, spend time, and, ultimately, spend money. The creation of a safe and accessible transportation network for all users and modes can facilitate development through creating places in which people want to live and work.

Citrus and Hernando counties both have a robust and interconnected regional trail network that provides a variety of economic development and tourism benefits. Complete Streets takes an overall transportation network approach to planning and designing infrastructure for various modes; projects must be considered related to how they integrate into the overall system. A Complete Streets policy and plan can further the overall vision of the regional trail network through strategies such as identifying gaps between facilities or providing comfortable on-road facilities that connect to and from the trail network to the town and cities of the region.

The furthering of this overall trail network vision can aid the counties in developing their tourism and ecotourism industries, attracting visitors nationwide to traverse their trail system and enjoy the beauty of the natural environments.

Environment

Complete Streets can help the Hernando/Citrus MPO achieve its Livability and Preservation goals. Streets are often the largest public spaces owned by local governments and have the potential to provide a plethora of environmental benefits with thoughtful design and streetscaping. As the largest conveyors of stormwater during rain events, agencies have an opportunity to design their roadways to capture, store, and clean water rather than discharge it directly to a surface-water body. This can be achieved through the integration of low-impact, vegetation-based stormwater control systems such as rain gardens and bioswales, which can be placed in medians and crossing islands or along the curb.

The use of stormwater control infrastructure can further the aesthetics and character of a roadway or neighborhood further fostering an environment that encourages economic development. Similarly, the addition of trees to the streetscape can provide environmental benefit through air filtration, ecosystem habitat, and stormwater control all while creating a more inviting sidewalk environment through the creation of a tree canopy and increased shade coverage. Trees can create living and nesting places for birds, improving the biodiversity of urban environments and creating a supportive system for critical ecosystem development. Using Florida native plants can support pollinator species such as bees and other essential insects while not putting undue strains on maintenance or water resources.

In addition to the direct environment benefits that come from streetscaping, the potential reduction in single-occupancy vehicle use and dependency from providing safe, connected, and comfortable infrastructure for all modes and users, can improve air quality and reduce noise pollution through decreased emissions, congestion, and vehicle miles traveled. Complete Streets, by encouraging more walking and bicycling, can help residents achieve necessary levels of exercise and contribute to improved public health.

Hernando/Citrus MPO Complete Streets History

In 2017, the Hernando Citrus MPO began its path towards implementing Complete Streets through its Congestion Management Process (CMP). At its core, the CMP is a working tool that integrates data within the MPO's project prioritization process, informing the Transportation Improvement Plan (TIP) and the Long Range Transportation Plan (LRTP). The CMP sought to establish a Complete Streets vision and policy to remain consistent with the partnership the MPO has with FDOT and local agencies to provide efficient and safe transportation options.

At this time, the CMP defined Complete Streets as:

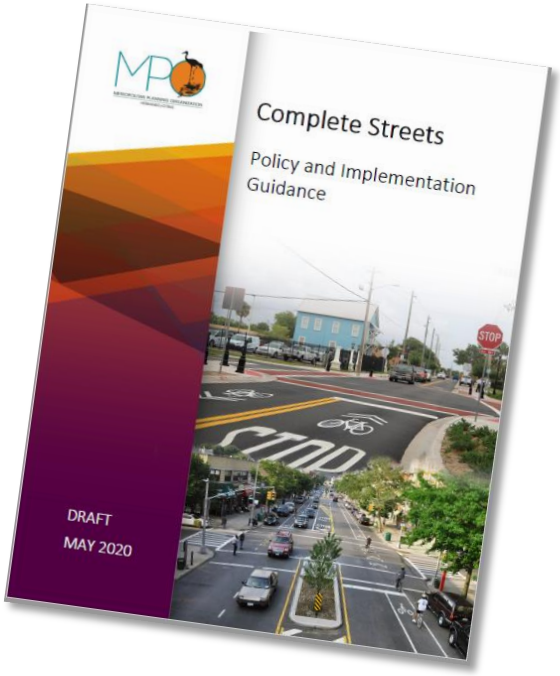
> *Complete streets are streets for everyone. They are context sensitive streets or roadways that are designed and operated for safe access and travel by all appropriate users of all ages and abilities, including, but not limited to motorists, bicyclists, pedestrians, transit users, technology and other mobility providers, freight haulers. Complete streets allow the public to safely cross*

the street, walk or bicycle to shops and/or work. They support safe and convenient access to transit services.

As discussed, the MPO's Complete Streets efforts are also inspired those of the United States Department of Transportation (DOT), which was encouraged by Congress in 2021 to adopt a Complete Streets design model, and the Federal Highway Administration, which established a Complete Streets program. The Florida Department of Transportation (FDOT) has also embraced Complete Streets, adopting their policy in 2014, followed by the Context Classification system and subsequent changes to the Florida Design Manual (FDM).

In line with the agencies that inform the statutory requirements that the MPO must follow, in 2020, the MPO contracted to develop the Complete Streets Phase 1 Study, which sought to further the six primary goals of the 2045 Long Range Transportation Plan:

1. Support Economic Development
2. Increase Safety of the Counties' Transportation System
3. Provide for Mobility Needs of the Community
4. Maintain the Existing Transportation System
5. Preserve, and Where Possible, Enhance Social, Cultural, Physical and Natural Environmental Values
6. Preserve and Maintain Transportation Infrastructure and Transit Assets



Complete Streets Phase 1 Review

The CMP called for the completion of a Complete Streets Study to establish a Complete Streets policy. This project's first phase established a Complete Streets vision and corresponding goals that the MPO's program should address. During the first phase, a review of what led the MPO towards a Complete Streets approach was undertaken. To keep the MPO with best practices, the Complete Streets efforts of seven peer agencies – four Florida MPOs, as well as two MPOs in the Southeast and a third in the Midwest – were reviewed and summarized. These policies informed the first phase's recommended implementation process and next steps.

As the second phase of the Complete Streets Policy and Implementation Guide, this task included a review of the established vision statement, goals, and policy statement. The recommended changes are as follows.

Vision Statement

The following vision statement was developed as part of the adopted 2017 Congestion Management Process:

> *The Hernando/Citrus MPO envisions streets and highways that take a context sensitive approach to provide safe travel for all appropriate modes of travel and users, regardless of their age or abilities; to promote economic development through the creation of a livable community with a sense of place that also promotes public health and fitness.*

Based on a review of current best practices, no changes are recommended to the vision statement at this time. It is, however, recommended that the MPO Board takes the steps to formally adopt this policy statement alongside the preceding goals as part of a holistic Complete Streets policy. This action is in line with the MPO's adopted 2017 Congestion Management Plan, and FDOT's adopted 2014 Complete Streets Policy.

Goals

The following goals were developed as part of the Phase 1 Study:

1. *Provide safe, convenient, accessible, and effective transportation to all users and modes including motorized vehicles, walking, bicycling, and transit.*
2. *Create a balanced and connected network of streets, roads, and trails to accommodate each mode of travel in a manner consistent with and supportive of each local community.*
3. *Provide safe and comfortable transportation options for vulnerable users of all ages and abilities.*
4. *Support economic growth and the redevelopment and connectivity to activity centers.*
5. *Provide a transportation system that is conducive to streets that are lively with activity and connect people to everyday destinations, such as schools, shops, restaurants, businesses, parks, jobs, and transit, which in turn enhances neighborhood economic vitality and livability.*

Based on a review of current best practices, no changes are recommended to the Complete Streets goals at this time. It is, however, recommended that the MPO Board takes the steps to formally adopt

the goals alongside the policy statement. This action is in line with the MPO's adopted 2017 Congestion Management Plan, and FDOT's adopted 2014 Complete Streets Policy.

Complete Streets Policy Statement

The following Policy Statement was developed as part of the Phase 1 Study:

> *The Hernando/Citrus Metropolitan Planning Organization (MPO) aims to achieve a safe, convenient, equitable, and accessible transportation network by implementing Complete Streets within the context of the diverse communities within our Counties. A Complete Street is a roadway planned, designed, constructed, operated, and maintained to accommodate people of all ages and abilities safely and comfortably, including pedestrians, bicyclists, transit users, motorists, and freight and service operators.*
>
> *The Hernando/Citrus MPO will seek to promote Complete Streets by prioritizing Complete Streets infrastructure projects, providing educational opportunities, and encouraging local jurisdictions to adopt and implement local Complete Streets polices.*

It is recommended that the Policy Statement be revised and adopted as follows:

> *The Hernando/Citrus Metropolitan Planning Organization (MPO) aims to achieve a safe, convenient, equitable, and accessible transportation network by implementing Complete Streets within the context of the diverse communities within our Counties. A Complete Street is a roadway planned, designed, constructed, operated, and maintained to accommodate people of all ages and abilities safely and comfortably, including pedestrians, bicyclists, transit users, motorists, and freight and service operators. <u>The Complete Street approach has been embraced throughout the United States, including by the United Stated Federal Highway Administration (FHWA) and the Florida Department of Transportation (FDOT).</u>*
>
> *The Hernando/Citrus MPO will seek to promote Complete Streets by prioritizing Complete Streets infrastructure projects, providing educational opportunities, and encouraging local jurisdictions to adopt and implement local Complete Streets polices.*

Complete Streets Next Steps

The 2020 Phase 1 study introduced a series of actions that the MPO should take in order to move their Complete Streets vision towards reality. The following table is a review of these actions, their status and priority, and recommended next steps.

2020 Complete Streets Plan Recommended Action	Description	Status	Priority	Recommended Next Steps
Adopt a Complete Streets Policy	Adopt a formal administrative policy to address Complete Streets actions.	Underway	High	Adopt the Complete Streets Policy at the MPO Board.
Conduct Public Engagement	Regularly engage the public to understand how they would like to see their communities through a Complete Streets lens.	Ongoing	Medium	Conduct public engagement activities, such as surveys and event tables, as appropriate.
Identify the Complete Streets Network	Identify the roadway network that will be the primary focus of the MPO's Complete Streets Efforts.	Complete	Low	Periodically review the network to maintain accuracy as the built environment changes.
Identify the Context Classification	Identify the context classification of the Complete Streets Network to inform design decisions in line with FDOT's standards.	Complete	Low	Periodically review the network to maintain accuracy as the built environment changes.
Integrate and Institutionalize a Complete Streets Approach	Update various MPO guiding documents and plans to adopt a Complete Streets approach.	Ongoing	High	Adopt Complete Streets into the 2050 Long Range Transportation Plan.
Define Complete Streets Project Types	Identify which types of projects will trigger a Complete Streets review.	Ongoing	Medium	Adopt the proposed Complete Streets Project Checklist.
Evaluate Progress	Monitor progress towards developing a network of Complete Streets	Ongoing	Medium	Adopt the proposed Performance Measures.

Complete Streets Checklist

The Phase 1 Complete Streets Study called for defining Complete Streets project types that could be used to determine which projects trigger a Complete Streets review. The Complete Streets Checklist is the planning tool used to ensure compliance of the projects meeting this threshold with the intent of the policies Florida Department of Transportation's and Hernando Citrus MPO's Complete Streets initiatives. These initiatives involve the implementation of strategies to accommodate users (bicyclists, motorists, and pedestrians) of all ages and abilities, improvement of public health and safety, and active mobility and environmental quality by creating and maintaining a multimodal network for all roadways. The Checklist is used during project scoping and development to ensure the implementation of Complete Streets.

Hernando and Citrus County policies state that Complete Street elements will be applied to both new construction and reconstruction of roadway projects funded by the MPO. Only projects on the identified Complete Streets Network that fall under the following categories should be required to complete the checklist:

1. New Roadway Construction
2. Roadway Widening
3. Resurfacing, Restoration, and Rehabilitation (3R) Projects that:
    a. Modify lane widths
    b. Reallocate roadway space, such as a lane elimination

The Checklist is intended to ensure that appropriate treatments are applied, keeping in consideration that for certain projects (e.g., limited access highways), Complete Streets elements and may be inappropriate. It is also intended to create a dialogue regarding which Complete Streets elements were included, potentially improving projects for all roadway users.

The Checklist is composed of three sections. The first section is basic Project Information, including information like the project name and manager, the project location, and its general limits. The second section, Project Corridor Existing Conditions, reviews the project limits as they exist today, asking for particulars such as roadway functional classification, context classification, number and size of travel lanes, and traffic volumes. This section also includes a questionnaire, providing an opportunity to explain concerns for the project, including those related to multimodal accessibility and the built environment. The third and final section, Proposed Design, addresses the specifics of the project design, focusing on any proposed changes from the existing condition.

The Complete Streets Checklist can be found in its entirety as Appendix 1.

Performance Measures and Evaluation

Through MAP-21 and the FAST Act, the Federal Highway Administration requires that MPOs establish and track a series of performance measures related to highway safety, bridge and pavement condition, system performance and freight management, transit asset management, and transit safety. Although these performance measures are a statutory obligation, the MPO also has the opportunity to adopt additional measures through the Long Range Transportation Plan (LRTP).

Phase 1 of the Complete Streets Study called for better monitoring of the progress towards establishing Complete Streets in Hernando and Citrus Counties. To establish this monitoring framework, the following performance measures should be considered when the MPO begins developing its 2050 LRTP:

Performance Measure	Target
Construction Performance Measures	
Miles of Sidewalk Constructed or Reconstructed	Increase
Number of New Mid-Block Crossings	Increase
Miles of Shared Use Paths Constructed or Reconstructed	Increase
Miles of Bicycle Lanes Constructed or Reconstructed	Increase
Percentage of Bicycle Network Considered "Low Stress"	Increase
User Performance Measures	
Share of Bicyclists	Increase
Share of Pedestrians	Increase
Share of Transit Users	Increase
Crash-Related Performance Measures	
Total Share of Bicycle-Involved Crashes	Decrease
Total Share of Pedestrian-Involved Crashes	Decrease

Complete Streets Action Strategy

The Hernando/Citrus MPO is the critical link that unifies transportation decision-making across the two counties and the municipalities within them. The MPO provides a forum for local elected officials, their staff, citizens, and industry experts to work together to improve transportation and provide people with freedom of choice when deciding upon transportation modes. The MPO is responsible for developing and implementing the LRTP, this plan gives the people of Hernando and Citrus counties an

opportunity to voice their needs and be apart of the process to address those needs. The LRTP guides transportation decision making and establishes the direction for where the two counties are going in the future.

The implementation of Complete Streets is not a singular action. It is a continuous and evolving process that relies on partnerships, collaboration, and flexibility. A list of actionable strategies has been developed to aid in the implementation of Complete Streets, this is not an exhaustive list and is not meant to be a prescriptive approach but is a guide on key steps that will help integrate Complete Streets into the normal processes of the MPO.

Actionable Strategies	Timeframe
Recognize and adopt the FDOT Design Manual (FDM) by reference as the Complete Street's design guide for the MPO. Encourage local agency partner to do the same or develop and adopt their own Complete Streets design guides.	0–1 year
Incorporate and promote the use of context classification when evaluating existing facilities and facility needs. The Complete Streets Phase I effort identified an initial context classification for the classified roadway network in Hernando and Citrus counties.	0–1 year
Utilize the Complete Streets Checklist when evaluating potential projects.	0–1 year
Communicate with local agency partners on the MPO's expectations for Complete Streets and encourage them to implement projects that consider Complete Street elements.	0–2 years
Monitor, measure, and report on performance measures to evaluate the effectiveness of implementing Complete Streets.	1–2 years
Reconsider adoption of a Complete Streets Policy/Resolution by the MPO Board.	1–2 years
Encourage local agency partners (counties and municipalities) to draft and adopt their own Complete Streets policies.	1–2 years
Integrate and promote Complete Streets within the MPO's regular planning activities.	1–3 years
Elevate the role of Complete Streets in the MPO's next LRTP, consider making Complete Streets a primary focus of the plan.	1–3 years
Develop processes, such as completing Complete Streets feasibility studies, road safety audits, and walking audits to help inform the project development process. Consider initially focusing on areas with known safety issues and on areas near schools.	1–3 years
Work with local agency partners and FDOT to identify, develop, fund, and implement Complete Streets projects that can serve as demonstration projects.	2–5 years

2.0 Gap Analysis

To create and maintain a transportation network that provides people with viable transportation options requires a network of complete and accessible sidewalks, bicycle lanes, and trails. To assess the completeness of the MPO area's pedestrian and bicycle network, an evaluation was conducted to identify existing sidewalks and bicycle facilities while also locating network gaps, developing a data-driven approach to addressing those gaps, and identifying opportunities to complete the network.

The purpose of the Sidewalk and Bicycle Facility Inventory and Gap Analysis is to identify and inventory existing sidewalk and bicycle facilities (bike lanes and paths) and to determine where there are critical gaps existing within the network and evaluate locations where sidewalk and bicycle facilities are needed to connect to allow citizens to seamlessly travel on foot or by bike to key destinations throughout Hernando and Citrus Counties. The inventory and gap analysis was conducted along the classified or major road network in Hernando and Citrus counties. This network, which primarily consists of arterial and collector roadways was selected because:

- They are the main roadways that support connection to and between employment and activity centers, tourist destinations, neighborhoods, and recreation areas throughout the MPO region.
- People walking and riding bicycles are often more vulnerable along these roadways due to the higher traffic volumes and speeds along these roadways.
- Input received from MPO staff and stakeholders has shown that these are the roadways where people feel walking and bicycling improvements are most needed.

Inventory Evaluation

The evaluation of existing sidewalks and bicycle facilities was conducted using data from the Hernando/Citrus MPO, Hernando County, Citrus County, and FDOT. Additionally, aerial imagery was used to confirm and locate additional facilities. The existing facility data was combined, and facilities located through the aerial imagery review were mapped and added to the inventory.

The results of the existing inventory evaluation are shown in Figures 1 and 2. Figure 1 shows the roadway segments with either complete sidewalks or with partial sidewalk coverage, which are streets that have sidewalk gaps, sidewalk on one side of the street, or some combination of the two. Figure 2 shows the roadway segments that have full bicycle facilities or partial bicycle facilities.

Roadway segments with complete sidewalk coverage, sidewalks along both sides of the street, make up approximately 9% of the network. Segments with partial sidewalk coverage make up an additional 24%.

Roadway segments with complete bicycle facilities make up approximately 23% of the network. Segments with partial bicycle facilities make up an additional 5%.

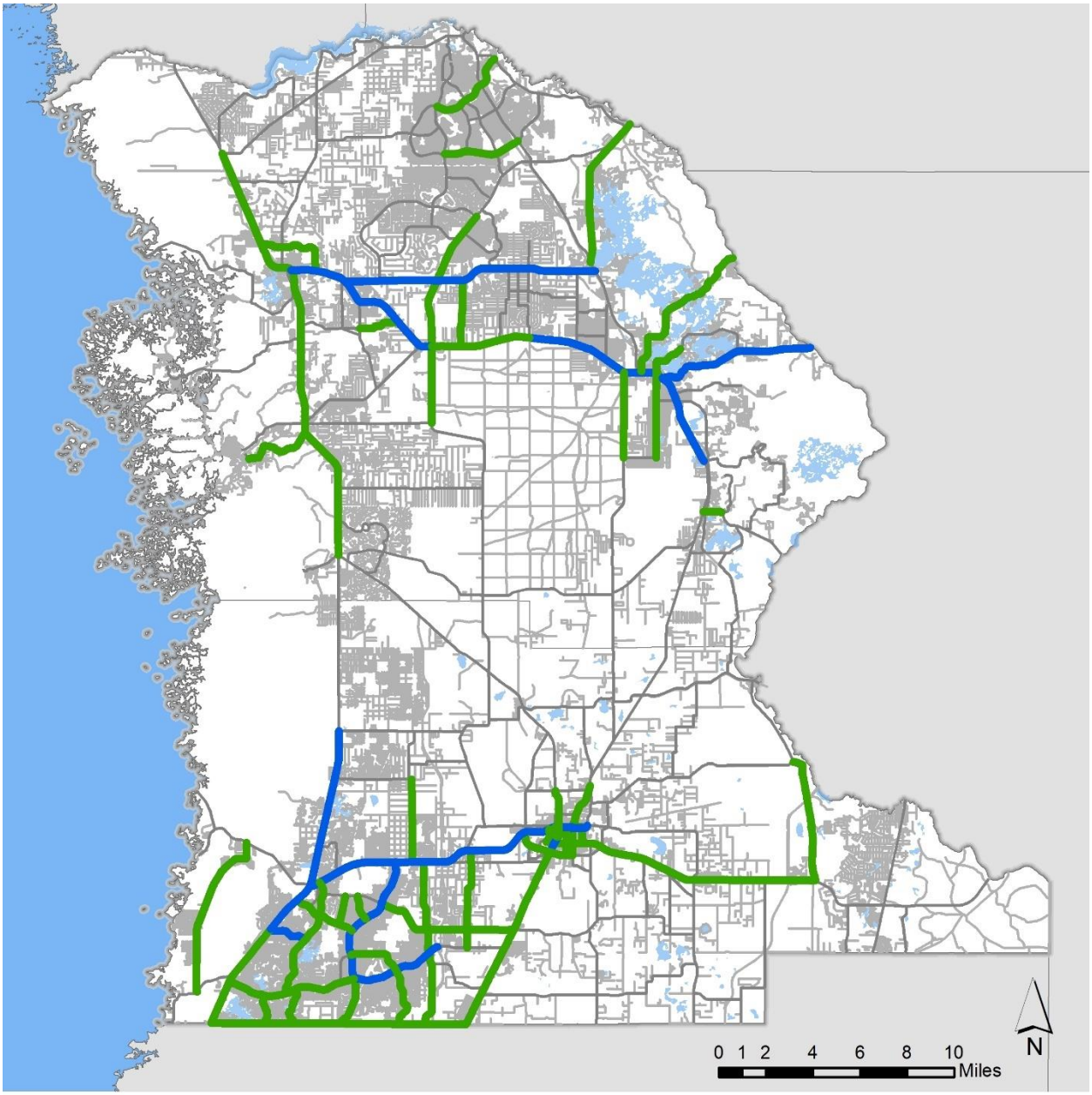


Figure 1: Existing Sidewalk Coverage

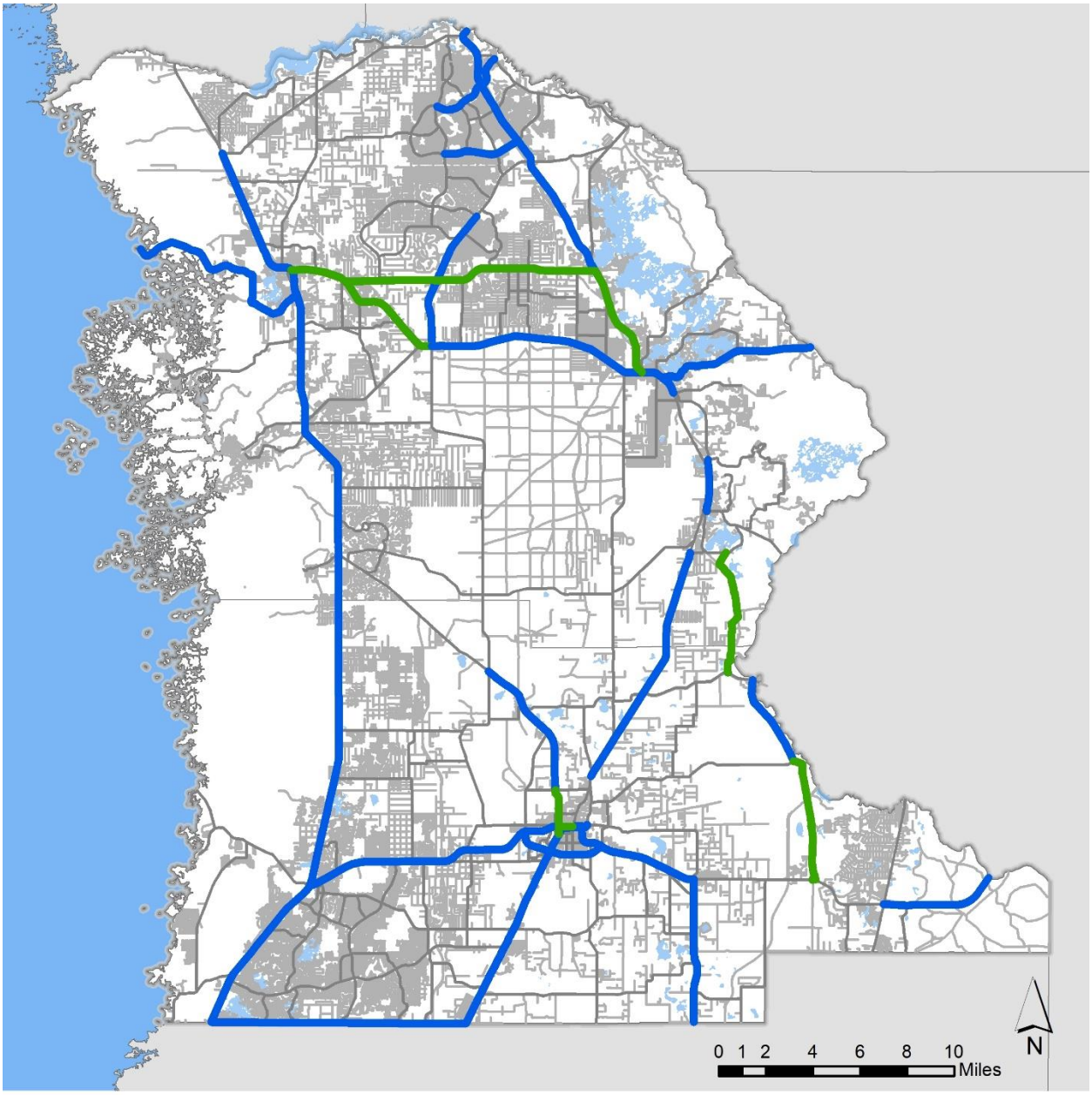


Figure 2: Existing Bicycle Facility Coverage

In addition to locating the location of existing sidewalks and bicycle facilities a review of the existing facilities was completed using available data and aerial imagery. The following features were associated with the segments and are included in the existing facility inventory:

Factor	Measure
Average Annual Daily Traffic	Highest observed AADT
Bike/Ped Crash History (2015-19)	5-Year history of bike/ped crashes of any severity, Y/N
KSI Bike/Ped Crash History (2015-19)	5-Year history of bike/ped crashes resulting in death or serious injury, Y/N
Context Classification	FDOT Context Classification
Environmental Justice Area	Segment within environmental justice area, Y/N
Fixed-Route Transit	Transit service on segment, Y/N
Functional Classification	Roadway functional classification
Lane Miles	Total lane miles of segment
Median	Majority of segment has a median, Y/N
Park Adjacency	Segment is adjacent to a park, Y/N
Posted Speed Limit	Highest posted speed limit
School Adjacency	Segment is adjacent to a school, Y/N
Total Lanes	Highest number of total lanes
Trail Adjacency	Segment is adjacent to a trail, Y/N

Additionally, a qualitative assessment of the existing facilities was completed, this assessment included the following:

Factor	Measure
Sidewalk Width	Typical width of the sidewalk in feet.
Sidewalk Buffer	Is the sidewalk located directly next to the travel lanes (at the back of curb) or is it setback, buffered from the adjacent travel lanes?
Sidewalk Condition	Is the sidewalk in good condition, relatively free of major cracks and vegetation, does it have significant cracking and some vegetation growth, and is it in need of repair?
Bicycle Facility Type	Paved shoulders, designated bike route, shared lane markings, on-street bicycle lanes, buffered bicycle lanes, separated bicycle lanes, or shared use path.

Gap Identification

Desktop Review/Methodology

An accessible and complete network of sidewalks and various bicycle lanes are necessary to create and maintain a network that provides people with viable non-motorized transportation options. After identifying the existing sidewalk and bicycle facility inventory the focus shifted to the segments with gaps and without facilities.

Figure 3 shows the roadway segments that either do not have any sidewalks or have some sidewalks, but not complete sidewalk. Approximately 67% of the network does not have sidewalks.

Figure 4 shows the roadway segments that either do not have bicycle facilities or have bicycle facilities with gaps. Approximately 73% of the network does not have bicycle facilities.

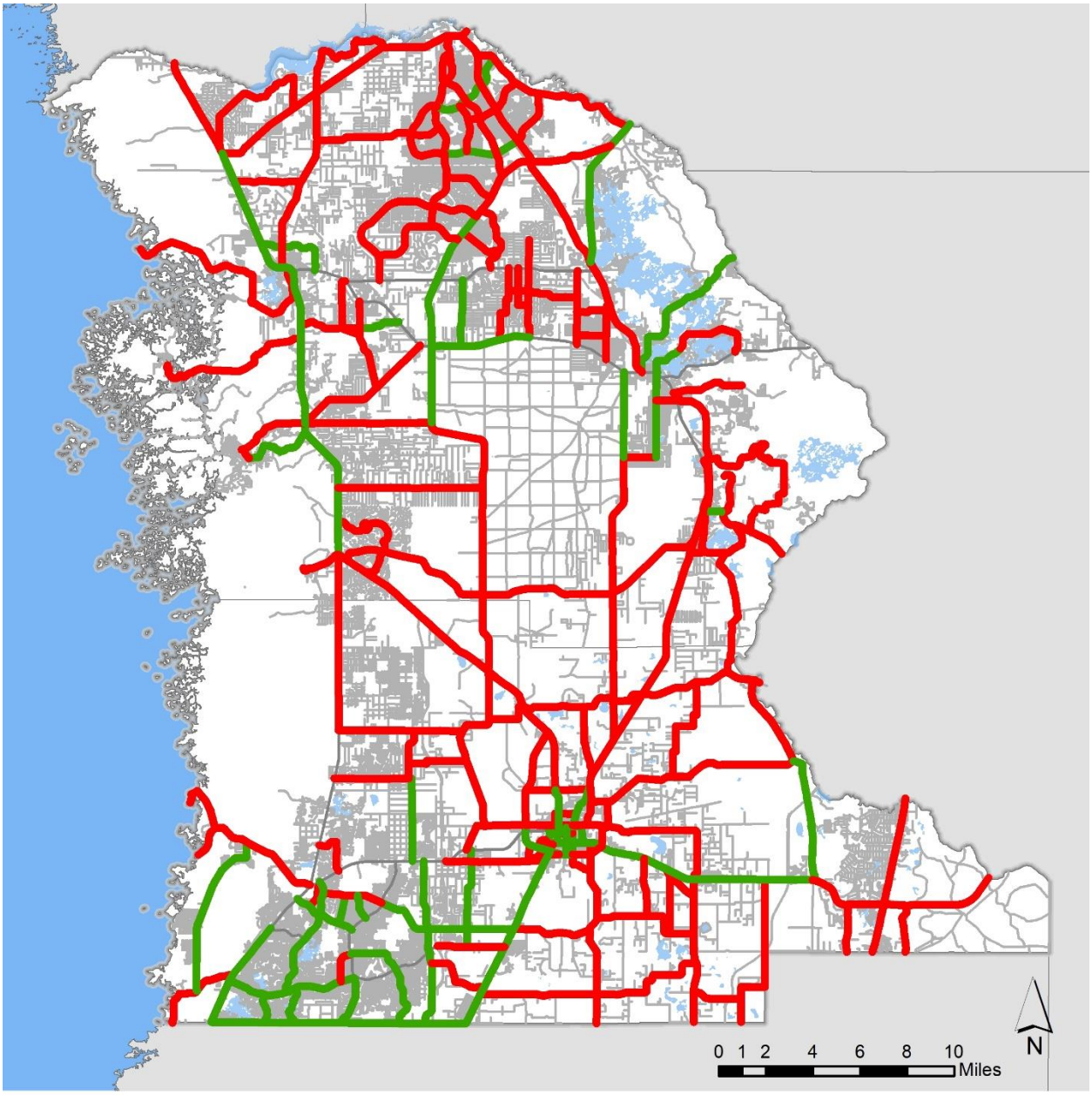


Figure 3: Segments with No Sidewalk and Sidewalk Gaps

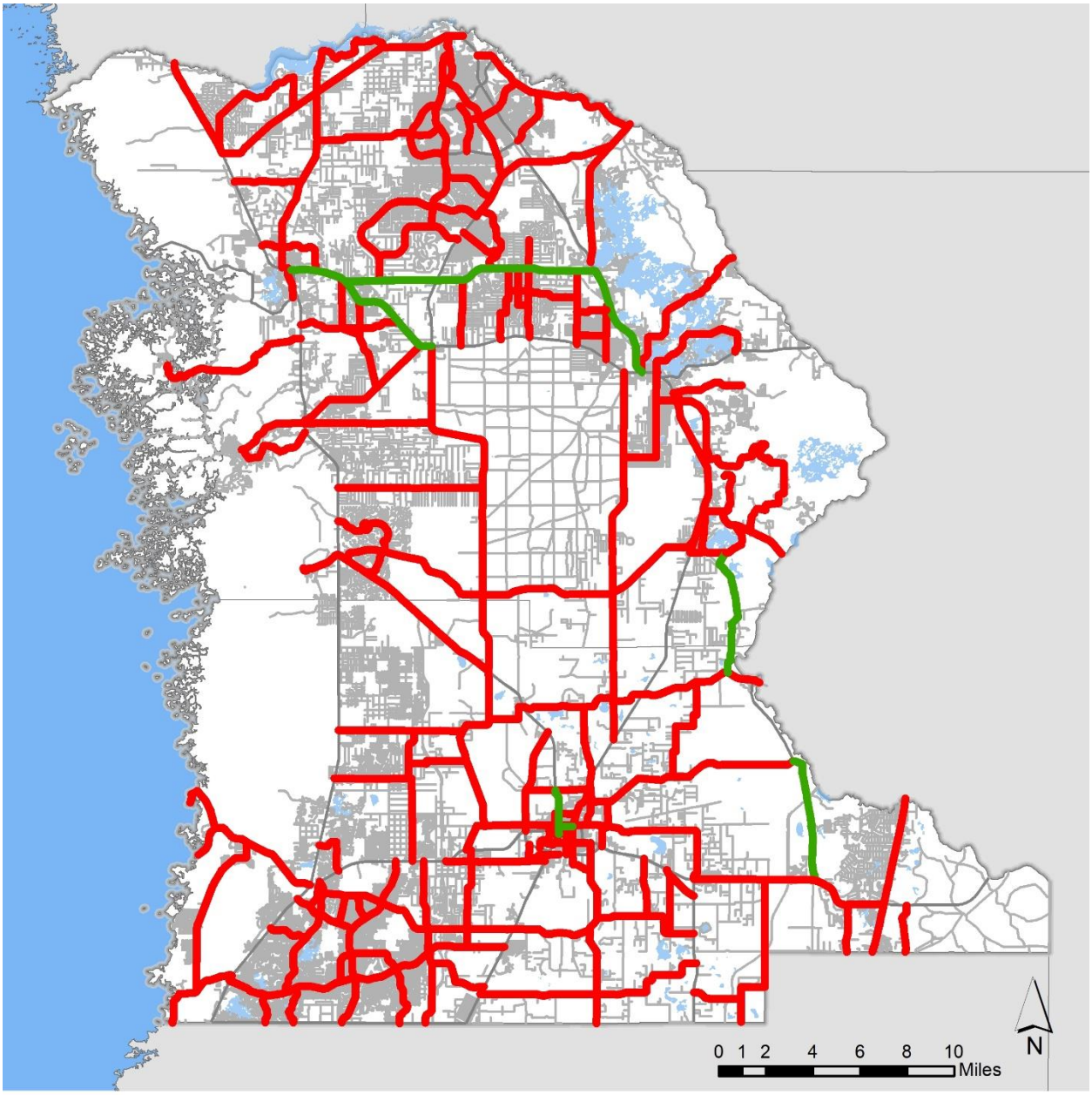


Figure 4: Segments with No Bicycle Facilities and Bicycle Facility Gaps

Gap Prioritization

A prioritization methodology was developed as a tool to rank and guide current and future sidewalk and bicycle facility improvement projects to improve the connectivity and completeness of the multimodal network.

Prioritization Factors

A series of factors and criterion were developed to help prioritize sidewalk and bicycle improvements using a data-driven approach. The roadway segments identified as having either no facilities or partial facilities were evaluated and scored based upon the measures and factors in Table 2-1. The scoring was developed to inform the propensity for someone to start or end a walking or bicycle trip, and that person's level of exposure, and therefore the likelihood to use a facility. The scoring for the measures and factors are also identified in Table 2-1.

Table 2-1 – Prioritization Factors

Measure		Factor		Score
Gap Length		Short	< 0.5 Mile	1
		Medium	0.5-1 Mile	2
		Long	> 1 Mile	3
Level of Traffic Stress	*AADT*	Low	< 15,000	1
		Medium	15,000 to 20,000	2
		High	> 20,000	3
	Total Lanes	Low	≤ 2	1
		Medium	3 to 4	2
		High	> 4	3
	Speed Limit	Low	≤ 30	1
		Medium	35 - 40	2
		High	≥ 45	3
Supportive Context Classification		High	C6, C5, C2T	1
		Medium	C-1, C-2, C4	2
		Low	C3C, C3R	3
Trail Adjacency (within 3/4 Mile)		Yes (Existing or Planned)		3
		No		1
Within Equity Area		Yes		3
		No		1
Adjacent School or Park		High	1/4 Mile	3
		Medium	1/2 Mile	2
		Low	1 Mile	1
Transit Adjacent		Yes		3
		No		1
Crash History (Bike/Ped)		Non-KSI Crashes	Yes	3
			No	1
		KSI Crashes	Yes	3
			No	1

Prioritization Results

The prioritization process was used to prioritize the sidewalk and bicycle facility gaps. The prioritization methodology, utilizing a point system, assigned a score to each roadway segment based on the criteria that emphasized safety, connectivity, comfort, and equity.

The sidewalk and bicycle facility gaps were evaluated and ranked according to total score. Based on the scoring, the gaps were assigned into prioritization tiers, with tier 1 as the highest priority, followed by tier 2, tier 3, tier 4, and tier 5. Figures 5 and 6 show the results of the prioritization process.

The purpose of the prioritization and tiers is to help the MPO and its local agency partners prioritize improvement projects and highlight the areas with the greatest need. However, it is understood that in some cases a project may be moved up on the priority scale due to availability of funding and partnership opportunities. Using this data driven process an objective list of prioritized segments provides the MPO with a map towards providing a connected and cohesive non-motorized transportation network.

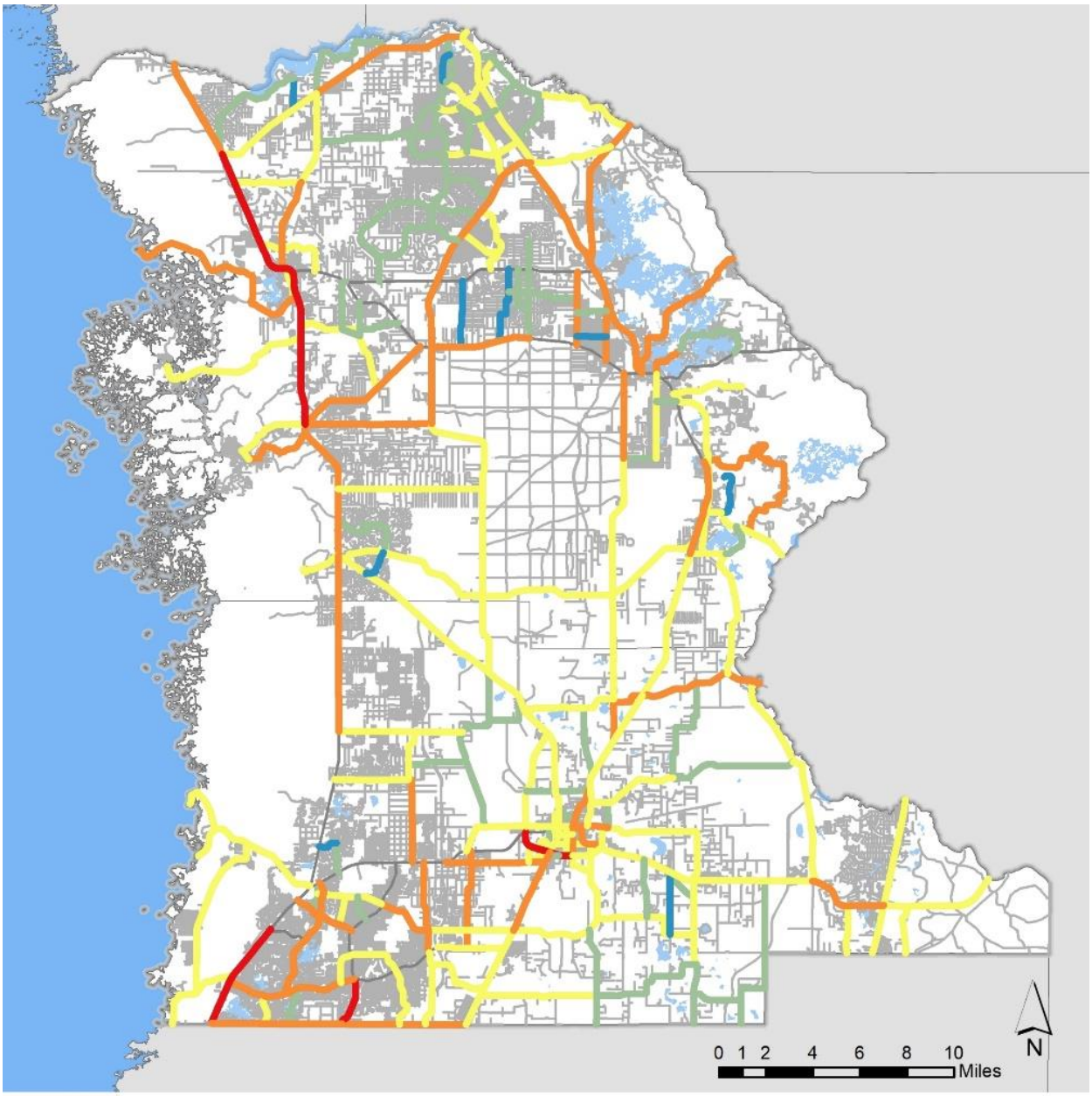


Figure 5: Prioritized Pedestrain Gaps

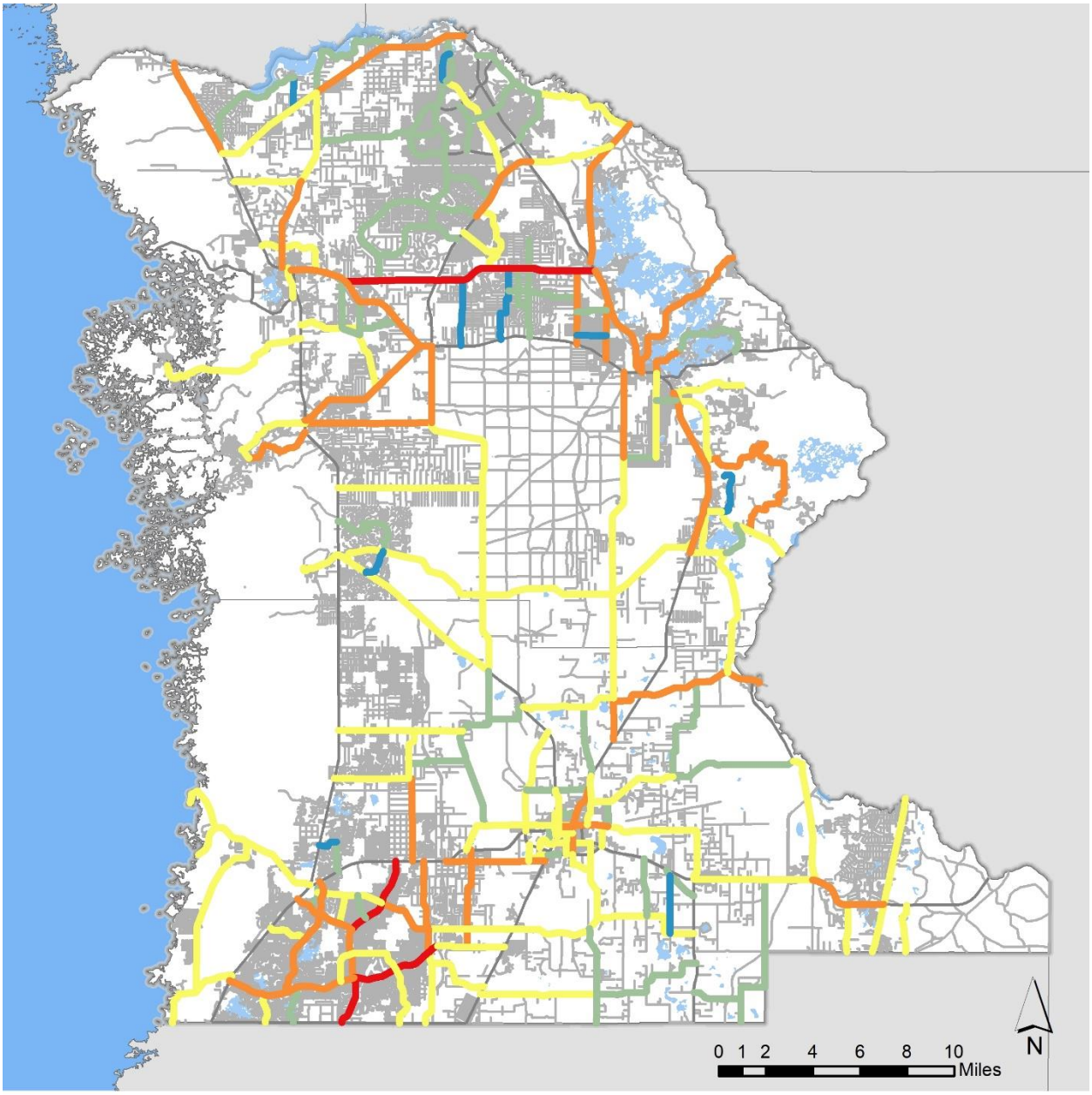


Figure 6: Prioritized Bicycle Facility Gaps

Opportunities for Prioritized Gaps

To better aid the MPO in addressing the highest priority gaps initially, only gaps belonging to Tiers 1 and 2 were identified for evaluation of potential improvements. These gaps are inclusive of pedestrian, bicyclist, or both gaps, and shown in Figure 7Figure and Table 2-2 below.

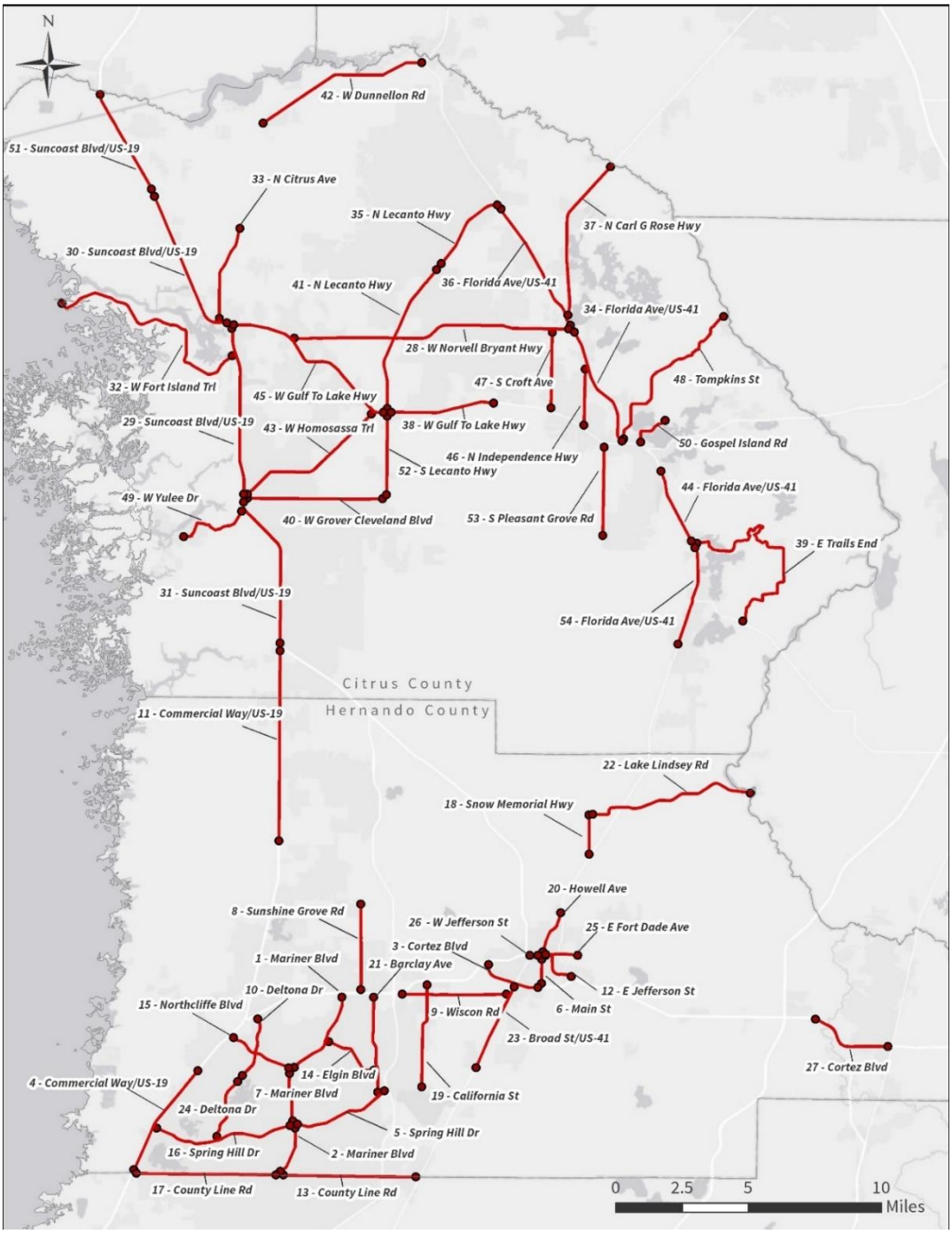


Figure 7: Reviewed Gap Segments

Table 2-2 – Identified Gaps for Review

Gap ID	On Street	From	To	Gap Score
1	Mariner Blvd	Northcliffe Blvd	Cortez Blvd	28
2	Mariner Blvd	County Line Rd	Spring Hill Dr	28
3	Cortez Blvd	Jefferson St	Main St	28
4	Commercial Way / US-19	Pasco County Line	Forest Oaks Blvd	28
5	Spring Hill Dr	Mariner Blvd	Suncoast Pkwy	27
6	Main St	Cortez Blvd	Jefferson St	26
7	Mariner Blvd	Spring Hill Dr	Northcliffe Blvd	26
8	Sunshine Grove Rd	Cortez Blvd	Hexam Rd	26
9	Wiscon Rd	Cortez Blvd	Broad St / US-41	26
10	Deltona Dr	Forest Oaks Blvd	Cortez Blvd	26
11	Commercial Way / US-19	Centralia Rd	Us 98	26
12	E Jefferson St	Main St	Cortez Blvd	25
13	County Line Rd	Mariner Blvd	Broad St / US-41	25
14	Elgin Blvd	Mariner Blvd	Barclay Ave	25
15	Northcliffe Blvd	US-19	Mariner Blvd	25
16	Spring Hill Dr	US-19	Mariner Blvd	25
17	County Line Rd	US-19	Mariner Blvd	25
18	Snow Memorial Hwy	Broad St / US-41	Lake Lindsey Rd	24
19	California St	Spring Hill Dr	Cortez Blvd	24
20	Howell Ave	Fort Dade Ave	Broad St / US-41	24
21	Barclay Ave	Spring Hill Dr	Cortez Blvd	24
22	Lake Lindsey Rd	S Pleasant Grove Rd	Sumter County Line	24
23	Broad St / US-41	Powell Rd	Cortez Blvd	24
24	Deltona Dr	Spring Hill Dr	Forest Oaks Blvd	23
25	E Fort Dade Ave	Main St	Mcintyre Rd	23
26	W Jefferson St	Us 98	Howell Ave	23
27	Cortez Blvd	Croom Rital Rd	Treiman Blvd	23
28	W Norvell Bryant Hwy	Gulf To Lake Hwy	Florida Ave / US-41	28
29	Suncoast Blvd / US-19	Grover Cleveland Blvd	Gulf To Lake Hwy	28
30	Suncoast Blvd / US-19	Dunnellon Rd	Gulf To Lake Hwy	27
31	Suncoast Blvd / US-19	Us 98	Grover Cleveland Blvd	26
32	W Fort Island Trl	Western Terminus	Suncoast Blvd / US-19	26
33	N Citrus Ave	Suncoast Blvd/Us 19	Emerald Oaks Dr	26
34	Florida Ave / US-41	Norvell Bryant Hwy	Florida Ave/Main St	26
35	N Lecanto Hwy	Pine Ridge Blvd	Florida Ave / US-41	26
36	Florida Ave / US-41	Lecanto Hwy	Norvell Bryant Hwy	25

Gap ID	On Street	From	To	Gap Score
37	N Carl G Rose Hwy	Florida Ave / US-41	Marion County Line	25
38	W Gulf To Lake Hwy	Suncoast Blvd / US-19	Lecanto Hwy	25
39	E Trails End	Florida Ave / US-41	Bushnell Rd	24
40	W Grover Cleveland Blvd	Suncoast Blvd / US-19	Lecanto Hwy	24
41	N Lecanto Hwy	Gulf To Lake Hwy	Pine Ridge Blvd	24
42	W Dunnellon Rd	Citrus Ave	Florida Ave / US-41	24
43	W Homosassa Trl	Suncoast Blvd / US-19	Gulf To Lake Hwy	24
44	Florida Ave / US-41	Eden Dr	Gobbler Dr	24
45	W Gulf To Lake Hwy	Lecanto Hwy	Reehill St	24
46	N Independence Hwy	Florida Ave/Main St	Gulf To Lake Hwy	23
47	S Croft Ave	Norvell Bryant Hwy	Gulf To Lake Hwy	23
48	Tompkins St	Florida Ave / US-41	Withlacooche River	23
49	W Yulee Dr	S Cherokee Way	Suncoast Blvd / US-19	23
50	Gospel Island Rd	Florida Ave/Main St	Belair Dr	23
51	Suncoast Blvd / US-19	Levy County Line	Dunnellon Rd	23
52	S Lecanto Hwy	Grover Cleveland Blvd	Gulf To Lake Hwy	23
53	S Pleasant Grove Rd	Anna Jo Dr	Gulf To Lake Hwy	23
54	Florida Ave / US-41	E Floral Park Dr	Cobbler Dr	23

Each of these segments has a detailed profile, complete with general roadway data, observations on current conditions, and recommended actions for improvement, found through Appendix 2.

Hernando/Citrus MPO

Appendix 1: Complete Streets Checklist

June 2022

Prepared by

Tindale Oliver is now benesch

Complete Streets Checklist

Hernando and Citrus County policies state that Complete Street elements will be applied to both new construction and reconstruction of roadway projects funded by the MPO. The Complete Streets Checklist is a planning tool use to ensure compliance with the intent of the policies Florida Department of Transportation's and Hernando Citrus MPO's Complete Streets initiatives. These initiatives involve the implementation of strategies to accommodate users (bicyclists, motorists, and pedestrians) of all ages and abilities, improvement of public health and safety, and active mobility and environmental quality by creating and maintaining a multimodal network for all roadways.

The Checklist should be used during project scoping and development to ensure the implementation of Complete Streets and is intended to ensure that appropriate treatments are applied, keeping in consideration that for certain projects (e.g., limited access highways), Complete Streets elements and may be inappropriate.

Only projects on the identified Complete Streets Network that fall under the following categories should be required to complete the checklist:

1. New Roadway Construction
2. Roadway Widening
3. Resurfacing, Restoration, and Rehabilitation (3R) Projects that:
    a. Modify lane widths
    b. Reallocate roadway space, such as a lane elimination

Section 1: Project Information

Project Name:

Project Manager/Contact Name:

Contact Email Address:

Contact Phone Number:

Contact Address:

Project Limits/Study Area:

Project Location/Jurisdiction:

Project Type:

☐ New Roadway ☐ Roadway Widening ☐ Resurfacing, Restoration, and Rehabilitation (3R)

Project Purpose/Description:

Section 2: Project Corridor Existing Conditions

2.1: General Roadway Information

Project Corridor Functional Classification:

☐ Freeway ☒ Major Arterial ☐ Major Collector ☐ Major Local

☐ Minor Arterial ☐ Minor Collector ☐ Minor Local

If there are multiple functional classifications, please define the classifications and limits in the following box:

What is the roadway jurisdiction? If under more than one jurisdiction, also provide those limits in the following box:

Project Corridor Context Classification:

☐ C1 – Natural

☐ C2 – Rural | ☐ C2T – Rural Town

☐ C3C – Suburban Commercial | ☐ C3R – Suburban Residential

☐ C4 – Urban General | ☐ C5 – Urban Center

If there are multiple context classifications, please define the classifications and limits in the following box:

Total Travel Lanes:

☐ 2 Lanes | ☐ 4 Lanes | ☐ 6 Lanes | ☐ Other (explain)

What are the current average travel lane widths?

Median Type:

☐ Undivided | ☐ Divided (Raised) | ☐ Divided (Painted) | ☐ Other (explain)

Posted Speed Limit (MPH):

85th Percentile Speed (if known):

Average Annual Daily Traffic:

Peak Hour Traffic (bi-directional):

What is the average distance (ft) between controlled stoppings (signalized intersections)?

Existing Right-of-Way Width (ft):

Existing Pavement/Curb-to-Curb Width (ft):

Insert an image or typical existing cross-section of the project corridor showing the existing lane configuration and non-motorized accommodations:

Are there existing sidewalks?

☐ Yes, Both Sides | ☐ Yes, One Side Only | ☐ Yes, but Significant Gaps | ☐ No

If there are existing sidewalks, what is the typical sidewalk width (ft)?

Are there any existing access or mobility considerations, including ADA compliance?

☐ Yes | ☐ No

Are there existing bicycle lanes?

☐ Yes | ☐ Yes, but Significant Gaps | ☐ No

If there are existing bike lanes, please answer the following:

Bike Lane Width (ft):

What type of bike facility is present?

☐ No Facility | ☐ Sharrow | ☐ Marked Shoulder

☐ Buffered Bike Lane | ☐ Separated Bike Lane | ☐ Shared-Use Path

If there are multiple bike facility types, please define the types and approximate limits in the following box:

Is there existing fixed-route transit service?

☐ Yes | ☐ No

If yes, please share which routes and their peak-hour frequency (minutes) in the following box:

2.3: Roadway Questionnaire

2.3.1 General Concerns

Does the proposed project design address existing measured safety issues and concerns?

☐ Yes | ☐ No

If yes, please describe:

Is roadway lighting present along the corridor?

☐ Yes | ☐ No

Are there existing street trees, planters, buffer strips, or other landscaping along the corridor?

☐ Yes | ☐ No

Are there existing vehicle safety concerns along the project corridor?

☐ Yes | ☐ No

Is there existing or proposed on-street parking?

☐ Yes | ☐ No

Is it Likely that the Project will Impact Drainage/Stormwater?

☐ Yes | ☐ No

If yes, describe how the project will address drainage/stormwater impacts:

Are there any unique features or qualities and/or other information about the existing project corridor conditions that should be noted?

Are there existing concerns along the project corridor regarding truck/freight safety, volumes, or access?

☐ Yes | ☐ No

2.3.2 Multimodal Concerns

Overall, does the proposed design balance vehicle mobility with the mobility and access of all other roadway users?

If yes, please describe:

☐ Yes | ☐ No

Have the pedestrian and bicycle conditions along the project corridor, including pedestrian and/or bicycle treatments, safety issues, volumes, important pedestrian/bicycle/transit connections, and lighting been formally evaluated?

☐ Yes | ☐ No

Do pedestrians and bicyclists regularly use the project corridor for commuting or recreation?

☐ Yes, Commuting | ☐ Yes, Recreation | ☐ No

Have the existing volumes of pedestrians and/or bicyclists, including crossing activity at intersections and midblock, been collected or provided?

☐ Yes | ☐ No

Are there existing physical or perceived impediments to pedestrian or bicycle use along the project corridor?

☐ Yes | ☐ No

If yes, briefly describe the impediments:

Is there a higher than normal incidence of pedestrian/bicycle crashes along the project corridor?

☐ Yes | ☐ No

Is there a documented or perceived issue with speeding along the project corridor?

☐ Yes | ☐ No

Is the proposed design speed consistent with the context of the roadway and level of pedestrian and bicycle activity?

If yes, please describe:

☐ Yes | ☐ No

Does the proposed design address pedestrian accommodations and/or provide opportunity for enhanced infrastructure, connectivity, and conditions? Examples include sidewalks, crosswalk markings, mid-block crosswalks, geometric modifications, reduced crossing distances, pedestrian signals and beacons, lighting, and median safety islands.

☐ Yes | ☐ No

If yes, please describe:

Does the proposed design address bicycle accommodations and/or provide opportunity for enhanced infrastructure, connectivity, and conditions? Examples include bicycle lanes, shared-use paths, bicycle boulevard treatments, connections to trails or other existing bicycle facilities, wayfinding, pavement markings, and intersection treatments.

☐ Yes | ☐ No

If yes, please describe:

If bicycle facilities are being proposed, was the level of traffic stress for people biking considered when selecting the design treatment?

☐ Yes | ☐ No

If yes, please describe:

Does the proposed design consider the desired future walking and bicycling conditions within the project area including safety, comfort, and convenience along with connections to important destinations, and the quality of the walking and biking environment?

If yes, please describe:

☐ Yes | ☐ No

Does the proposed design provide site and driveway access that safely manages pedestrian/bicycle conflicts with vehicles?

If yes, please describe:

☐ Yes | ☐ No

Does the proposed design follow the appropriate national, state, and local design standards or guidelines for pedestrian and bicycle facilities?

If yes, please describe:

☐ Yes | ☐ No

Have you coordinated with Citrus County Transit or Hernando County Transit to accommodate and enhance transit access and amenities within the project corridor?

☐ Yes | ☐ No

If yes, please describe:

Does the proposed design address the existing and planned transit conditions along the project corridor?

If yes, please describe:

☐ Yes | ☐ No

Does the proposed project design address accommodations for those with access or mobility challenges such as the disabled, elderly, and children, including ADA compliance?

If yes, please describe:

☐ Yes | ☐ No

2.3.3 Built Environment

Are there any schools along or proximate the project corridor?

☐ Yes | ☐ No

Are there any parks or recreational/community centers along or proximate the project corridor?

☐ Yes | ☐ No

Are there any existing recreational or hiking trails along or proximate the project corridor?

☐ Yes | ☐ No

Are there any hospitals or senior care facilities located along or proximate to the project corridor?

☐ Yes | ☐ No

Is the project corridor located within or adjacent to an area identified as having a higher population considered to be transportation disadvantaged?

☐ Yes | ☐ No

Have you identified the predominant land uses and densities within the project corridor, including any historic districts/sites or special zoning districts?

☐ Yes | ☐ No

Is the project located in an area identified in the future land use map or zoning map as a high-density land use area?

☐ Yes | ☐ No

Are there any planning documents that address existing or future pedestrian, bicycle, or transit user conditions along or proximate to the project corridor (e.g., Safety Audits/Studies, Master Plan, Redevelopment Plans, Bicycle and Pedestrian Plans)?

☐ Yes | ☐ No

Are there any planning documents that call for major changes to the built environment (e.g., Downtown Redevelopment Plans)?

☐ Yes | ☐ No

Section 3: Proposed Design

Is the project proposing any change to the number of travel lanes along the project corridor?

☐ Yes | ☐ No

If yes, please describe:

Is the project proposing any change to the average travel lane widths?

☐ Yes | ☐ No

If yes, please describe:

Is the project proposing any change to the average pavement width?

☐ Yes | ☐ No

If yes, please describe:

Is the project proposing any median modifications?

☐ Yes | ☐ No

If yes, please describe:

Will the project require significant right-of-way acquisition?

☐ Yes | ☐ No

If yes, please describe:

Is the project proposing any changes to the posted speed limit along the project corridor?

☐ Yes | ☐ No

If yes, please describe:

Has a speed study been conducted?

☐ Yes | ☐ No

If yes, please describe:

Is the project proposing any new signalized and/or controlled stopping locations?

☐ Yes | ☐ No

If yes, please list locations where new signalization/controlled stopping is being proposed:

Does the proposed project design include opportunities to enhance roadway/intersection lighting?

If yes, please describe:

☐ Yes | ☐ No

Does the proposed design include landscaping, street trees, planters, buffer strips, or other landscape enhancements?

If yes, please describe:

☐ Yes | ☐ No

Does the proposed streetscape design maintain adequate visibility for all roadway users at intersections and driveways?

If yes, please describe:

☐ Yes | ☐ No

For each question please provide a brief description for how the item is addressed, not addressed, or not applicable. Include documentation to support your answers.

Proposed Right-of-Way Width (ft):

Proposed Number of Travel Lanes:

Proposed Median Width (ft):

Proposed sidewalk width (ft):

Proposed number of controlled crossings:

Proposed Pavement Width (ft):

Proposed Travel Lane Width (ft):

Proposed posted speed limit (MPH):

Proposed bicycle lane width (ft):

Insert an image or typical cross-section of the proposed corridor design showing the proposed lane configuration and non-motorized accommodations:

Hernando/Citrus MPO

Appendix 2
Gap Analysis

June 2022

Prepared by

Tindale Oliver is now benesch

Introduction

This gap analysis was undertaken to enable the MPO to better prioritize a complete, usable, and more accessible bicycle and pedestrian network. By reviewing the existing network with an eye towards portions of roadway where bicycle or pedestrian facilities may end suddenly or are absent altogether, a complete network can be quickly and efficiently assembled. This information can be used to enhance connections for non-motorized roadway users, introducing more freedom of choice to the Counties' residents.

Methodology

First, a GIS shapefile of existing roadway features was developed based on natural breaks, such as between major intersections, to provide usable segments. Next, general roadway features were associated with this layer, inclusive of the following items in Table 1.

Table 1

Factor	Measure
Average Annual Daily Traffic	Highest observed AADT
Bike/Ped Crash History (2015-19)	5-Year history of bike/ped crashes of any severity, Y/N
KSI Bike/Ped Crash History (2015-19)	5-Year history of bike/ped crashes resulting in death or serious injury, Y/N
Context Classification	FDOT context classification
County	County geography
Environmental Justice Area	Segment within environmental justice area, Y/N
Existing Bike Facility	Segment has an existing bike facility, Y/Y, Gaps/N
Existing Sidewalk	Segment has an existing sidewalk, Y/Y, Gaps/N
Fixed-Route Transit	Transit service on segment, Y/N
Functional Classification	Roadway functional classification
Lane Miles	Total lane miles of segment
Median	Majority of segment has a median, Y/N
Park Adjacency	Segment is adjacent to a park, Y/N
Posted Speed Limit	Highest posted speed limit
School Adjacency	Segment is adjacent to a school, Y/N
Total Lanes	Highest number of total lanes
Trail Adjacency	Segment is adjacent to a trail, Y/N

Next, each factor was given a scoring value intended to inform a bicyclist or walker's level of exposure, and therefore likelihood to use the facility. The total score for each prioritized gap is reflected in Table 2.

Identified Gaps

The methodology yielded the following gaps, shown as Map 1 and Table 2 below.

Map 1

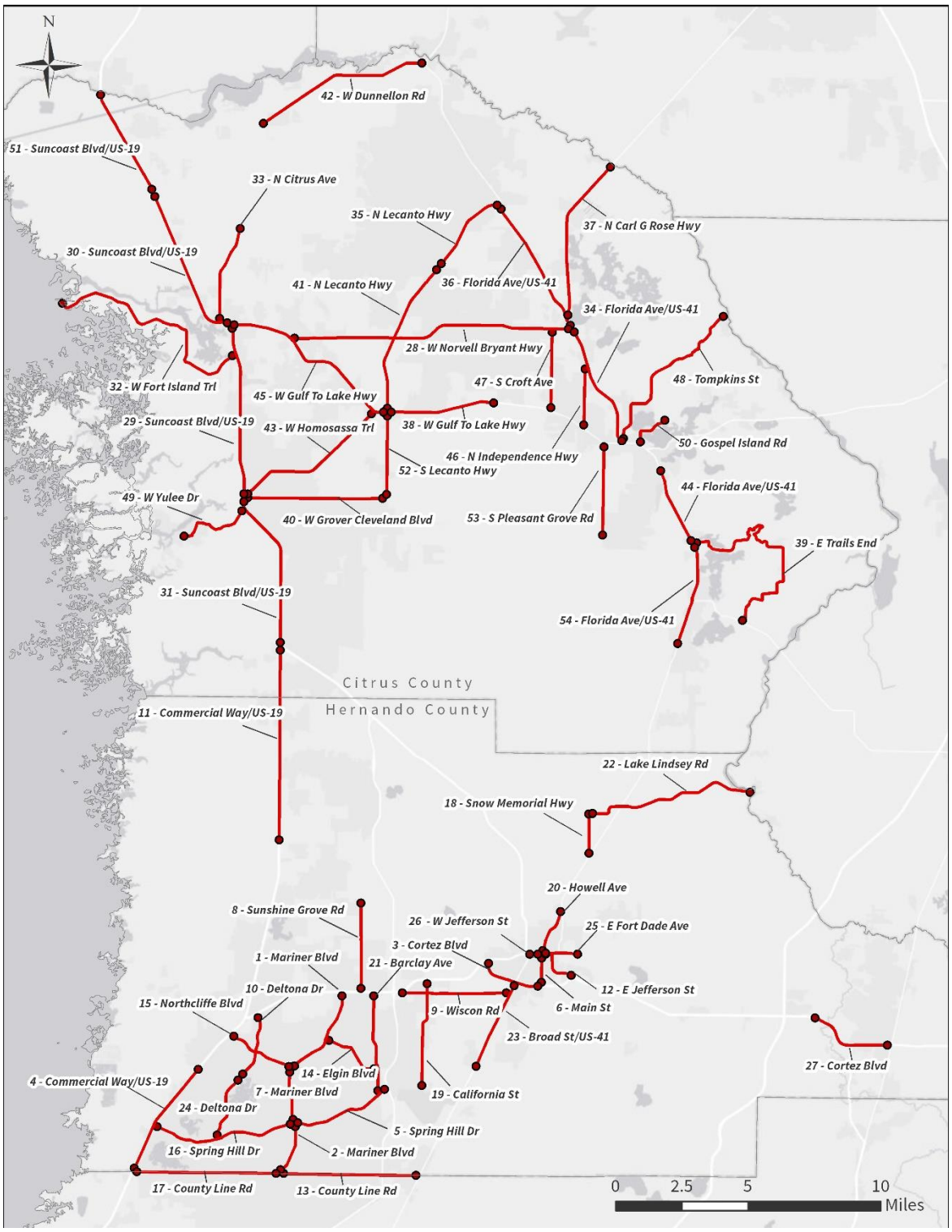


Table 2

Gap ID	On Street	From	To	Gap Score
1	Mariner Blvd	Northcliffe Blvd	Cortez Blvd	28
2	Mariner Blvd	County Line Rd	Spring Hill Dr	28
3	Cortez Blvd	Jefferson St	Main St	28
4	Commercial Way / US-19	Pasco County Line	Forest Oaks Blvd	28
5	Spring Hill Dr	Mariner Blvd	Suncoast Pkwy	27
6	Main St	Cortez Blvd	Jefferson St	26
7	Mariner Blvd	Spring Hill Dr	Northcliffe Blvd	26
8	Sunshine Grove Rd	Cortez Blvd	Hexam Rd	26
9	Wiscon Rd	Cortez Blvd	Broad St / US-41	26
10	Deltona Dr	Forest Oaks Blvd	Cortez Blvd	26
11	Commercial Way / US-19	Centralia Rd	US-98	26
12	E Jefferson St	Main St	Cortez Blvd	25
13	County Line Rd	Mariner Blvd	Broad St / US-41	25
14	Elgin Blvd	Mariner Blvd	Barclay Ave	25
15	Northcliffe Blvd	US-19	Mariner Blvd	25
16	Spring Hill Dr	US-19	Mariner Blvd	25
17	County Line Rd	US-19	Mariner Blvd	25
18	Snow Memorial Hwy	Broad St / US-41	Lake Lindsey Rd	24
19	California St	Spring Hill Dr	Cortez Blvd	24
20	Howell Ave	Fort Dade Ave	Broad St / US-41	24
21	Barclay Ave	Spring Hill Dr	Cortez Blvd	24
22	Lake Lindsey Rd	S Pleasant Grove Rd	Sumter County Line	24
23	Broad St / US-41	Powell Rd	Cortez Blvd	24
24	Deltona Dr	Spring Hill Dr	Forest Oaks Blvd	23
25	E Fort Dade Ave	Main St	Mcintyre Rd	23
26	W Jefferson St	Us 98	Howell Ave	23
27	Cortez Blvd	Croom Rital Rd	Treiman Blvd	23
28	W Norvell Bryant Hwy	Gulf To Lake Hwy	Florida Ave / US-41	28
29	Suncoast Blvd / US-19	Grover Cleveland Blvd	Gulf To Lake Hwy	28
30	Suncoast Blvd / US-19	Dunnellon Rd	Gulf To Lake Hwy	27
31	Suncoast Blvd / US-19	Us 98	Grover Cleveland Blvd	26
32	W Fort Island Trl	Western Terminus	Suncoast Blvd / US-19	26
33	N Citrus Ave	Suncoast Blvd/Us 19	Emerald Oaks Dr	26
34	Florida Ave / US-41	Norvell Bryant Hwy	Florida Ave/Main St	26

Gap ID	On Street	From	To	Gap Score
35	N Lecanto Hwy	Pine Ridge Blvd	Florida Ave / US-41	26
36	Florida Ave / US-41	Lecanto Hwy	Norvell Bryant Hwy	25
37	N Carl G Rose Hwy	Florida Ave / US-41	Marion County Line	25
38	W Gulf To Lake Hwy	Suncoast Blvd / US-19	Lecanto Hwy	25
39	E Trails End	Florida Ave / US-41	Bushnell Rd	24
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45	W Gulf To Lake Hwy	Lecanto Hwy	Reehill St	24
46	N Independence Hwy	Florida Ave/Main St	Gulf To Lake Hwy	23
47	S Croft Ave	Norvell Bryant Hwy	Gulf To Lake Hwy	23
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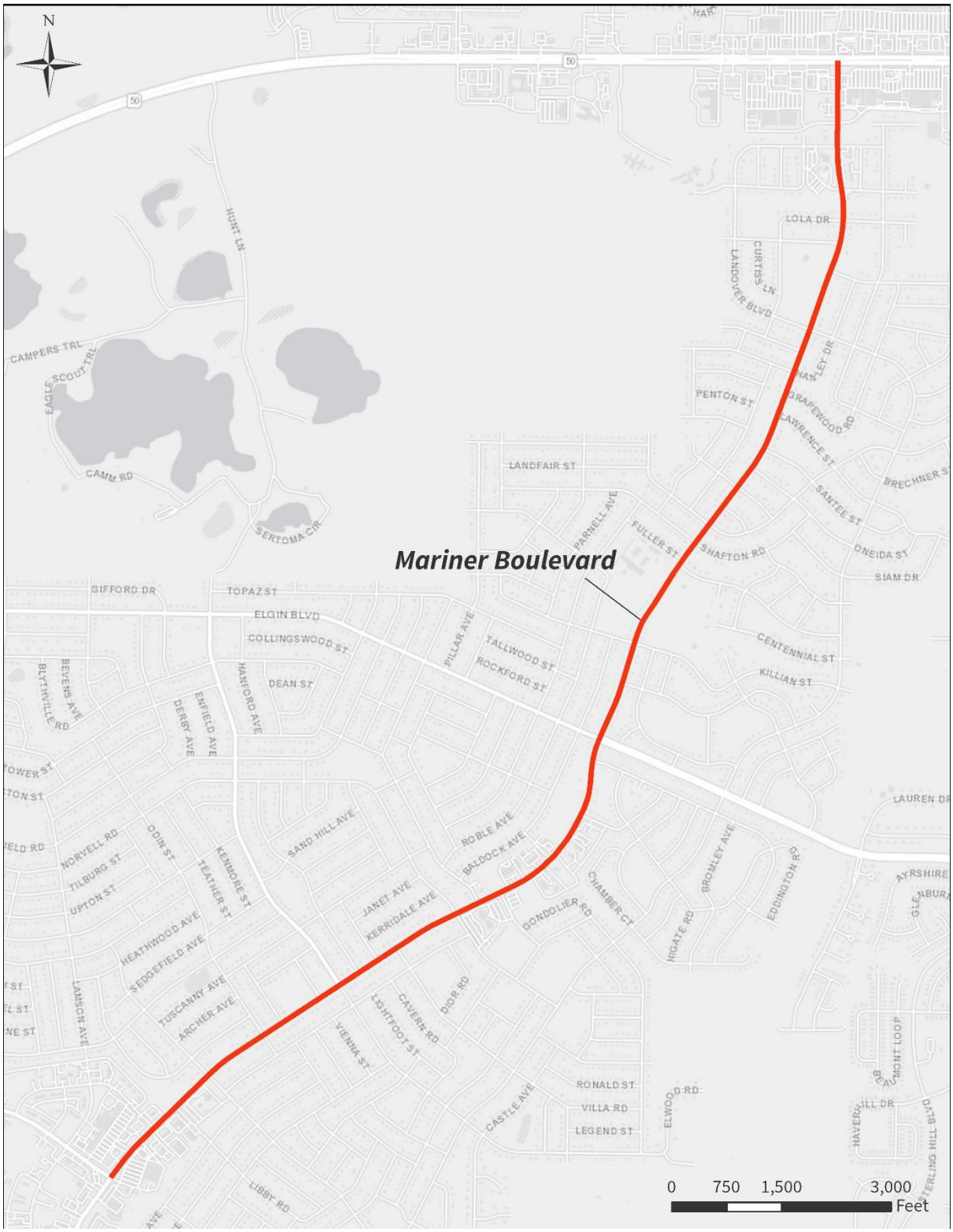
50	Gospel Island Rd	Florida Ave/Main St	Belair Dr	23
51	Suncoast Blvd / US-19	Levy County Line	Dunnellon Rd	23
52	S Lecanto Hwy	Grover Cleveland Blvd	Gulf To Lake Hwy	23
53	S Pleasant Grove Rd	Anna Jo Dr	Gulf To Lake Hwy	23
54	Florida Ave / US-41	E Floral Park Dr	Cobbler Dr	23

Identified Gap Summaries

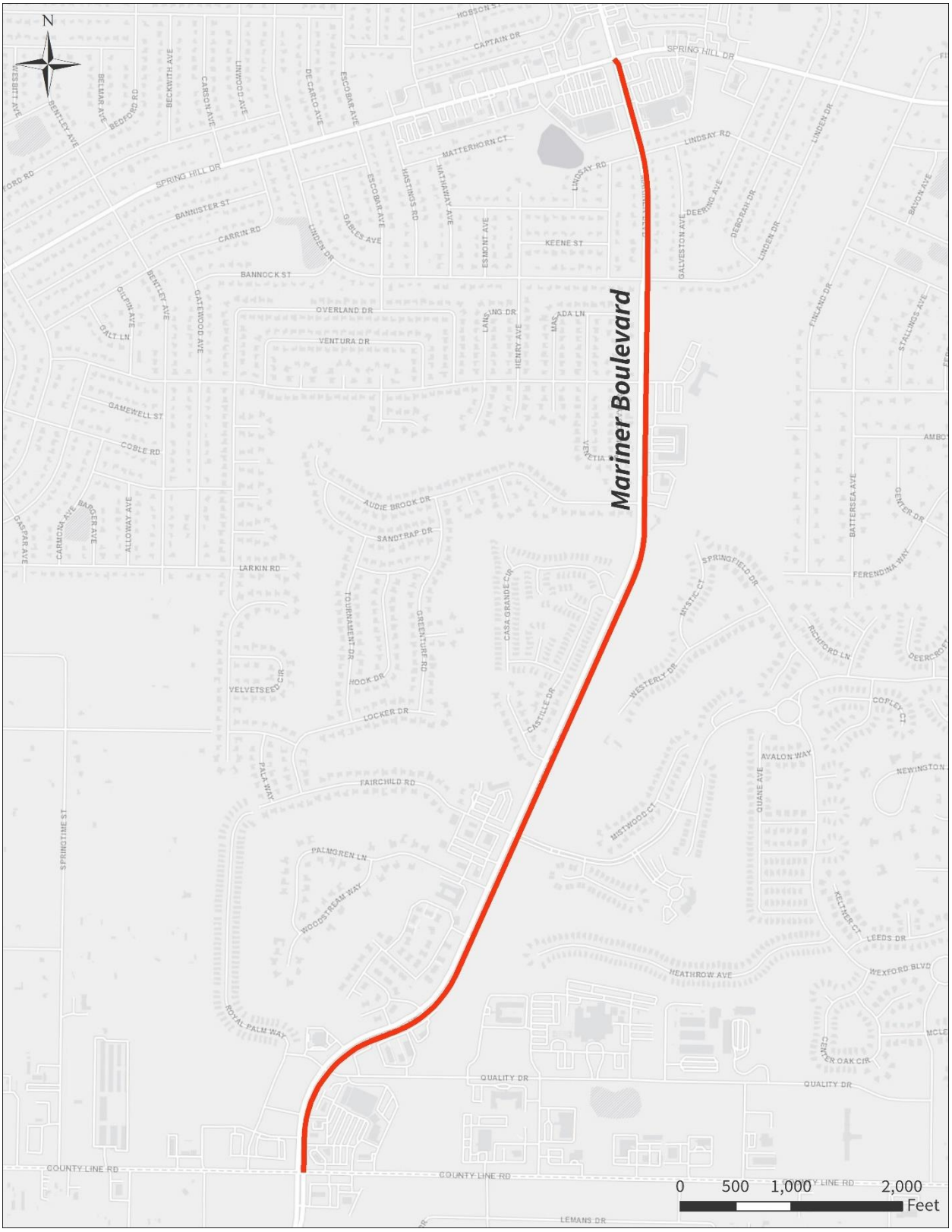
1. Mariner Boulevard, from Northcliffe Boulevard to Cortez Boulevard



Total Travel Lanes	Context Classification	Roadway Jurisdiction
4	C3R – Suburban Residential	Hernando County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
22,000 AADT	Minor Arterial – Urban	45 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	17	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes	No	Yes

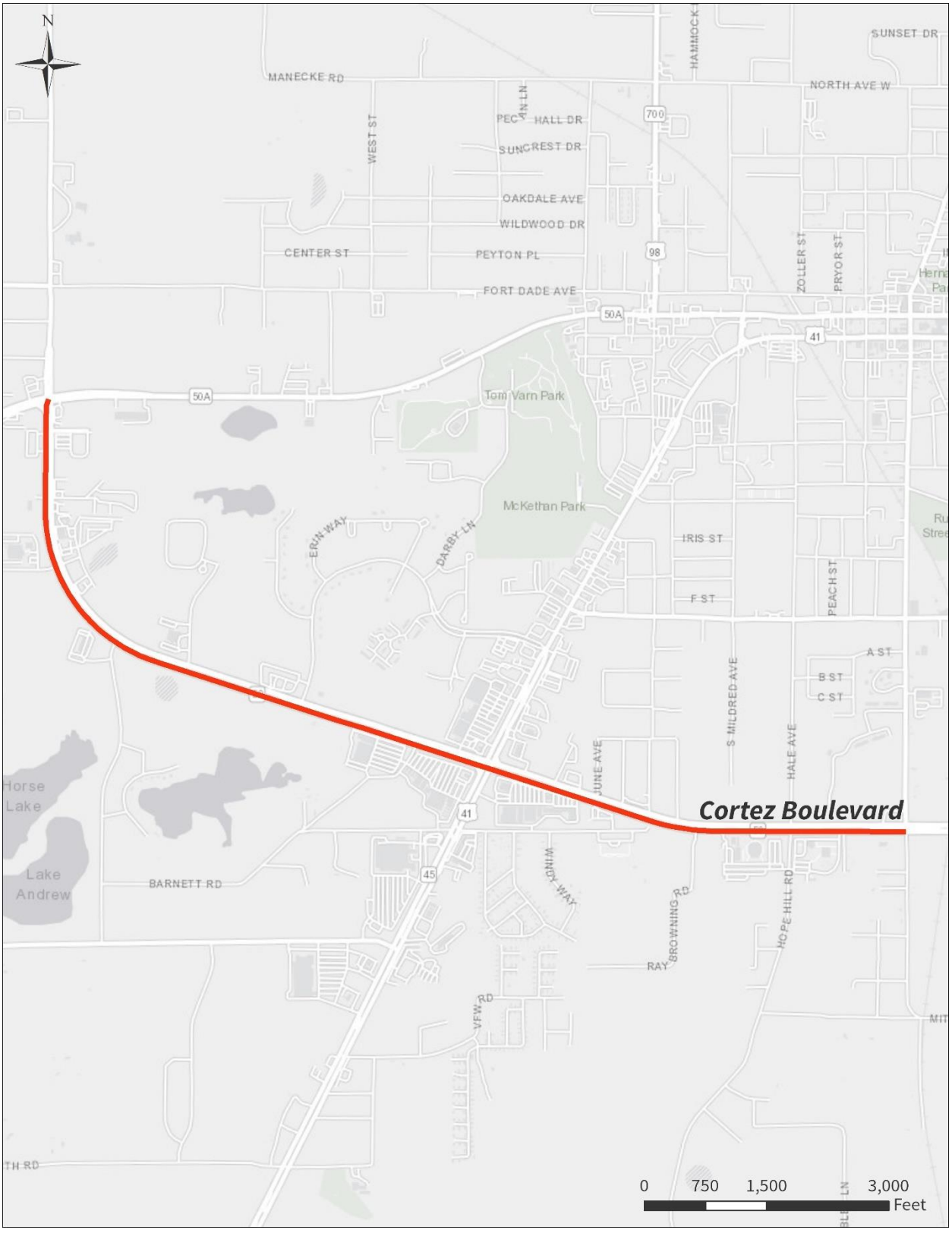
Existing Conditions
This segment is a four-lane, divided roadway with a continuous sidewalk along the entirety of the segment. There are no bicycle facilities on this segment.
Challenges
Although there are frequent opportunities for people driving to cross Mariner Boulevard by way of a continuous turn lane, there are very few safe crossings for people walking or biking. Frequent driveways exist to allow access to businesses and residences.
Opportunities
Convert the roadway to a divided configuration with medians and frequent marked, safe crossings for people walking and biking. Provide bike facilities, potentially by expanding one sidewalk to a minimum 10’ shared-use path.

2. Mariner Boulevard, from County Line Road to Spring Hill Drive



Total Travel Lanes	Context Classification	Roadway Jurisdiction
4	C3C – Suburban Commercial	Hernando County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
21,000 AADT	Minor Arterial – Urban	45 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	10	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes, Gaps	No	Yes
Existing Conditions		
This segment is a four-lane, divided roadway with a sidewalk along the entirety of the western segment. The eastern sidewalk is incomplete, dropping off south of Henderson Street. There are no bicycle facilities on this segment.		
Challenges		
Few safe, designated crossing opportunities exist for people walking or biking are present along the corridor. Frequent driveways exist to allow access to businesses and residences.		
Opportunities		
Provide a sidewalk on both sides of the road, with increased opportunities to safely cross Mariner Boulevard. Provide bike facilities, potentially by expanding one sidewalk to a minimum 10' shared-use path.		

3. Cortez Boulevard, from Jefferson Street to Main Street



Total Travel Lanes	Context Classification	Roadway Jurisdiction
4	C3C – Suburban Commercial	State
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
29,000 AADT	Principal Arterial – Urban	50 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	9	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes, Gaps	Yes	Yes

Existing Conditions
This segment is a four-lane, divided roadway with a sidewalk and bike lane. However, substantial gaps in the sidewalk exist on the south side of the road, while the sidewalk on the north side of the road ends at about Ray Browning Road. A narrow bike lane is provided throughout the segment.
Challenges
Although there are frequent opportunities for people driving to cross Cortez Boulevard, there are very few safe crossings for people walking or biking.
Opportunities
Convert the roadway to a divided configuration with medians with frequent marked, safe crossings for people walking and biking. Provide bike facilities, potentially by expanding one sidewalk to a minimum 10’ shared-use path.

4. Commercial Way/US 19, from Pasco County Line to Forest Oaks Boulevard

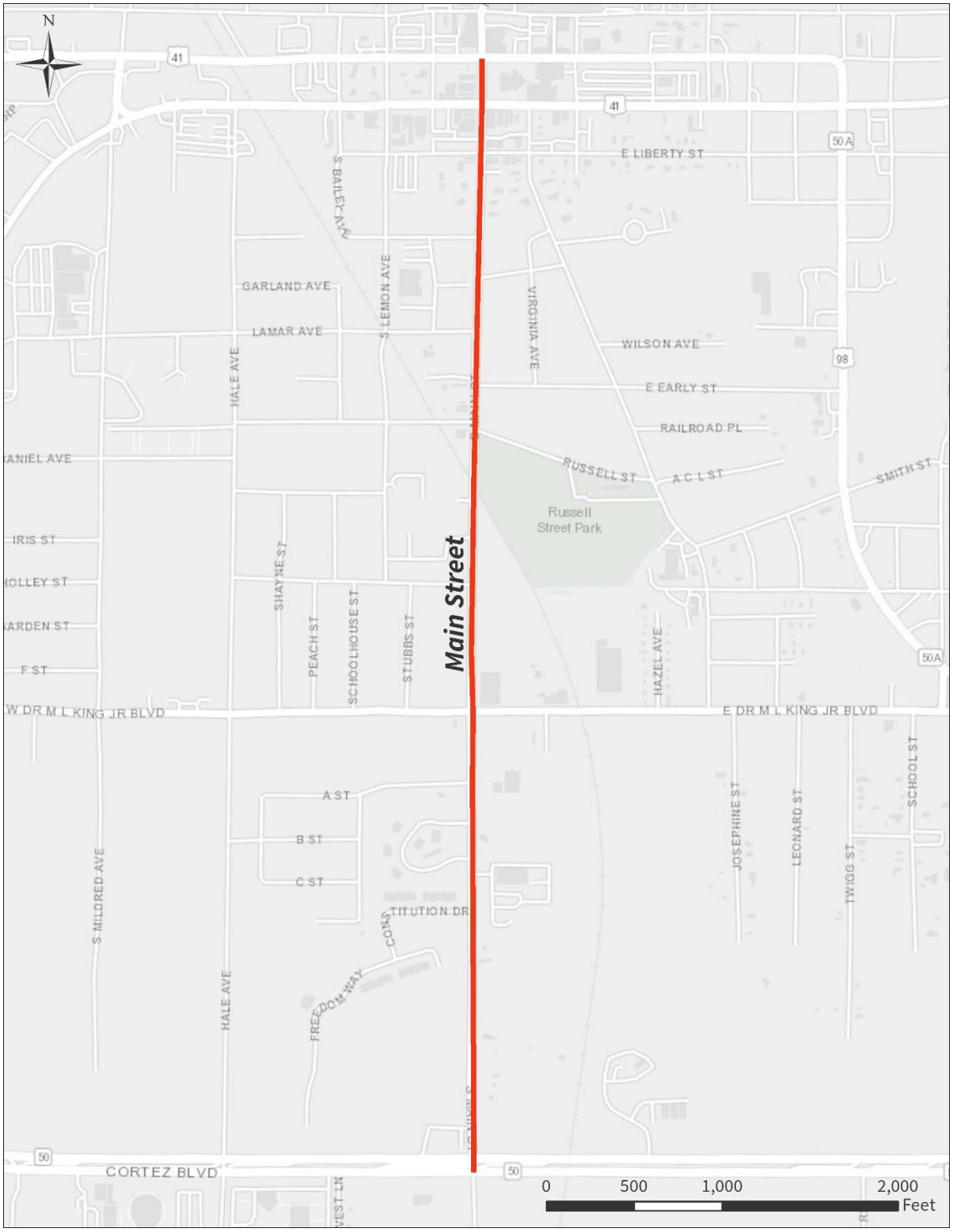
Total Travel Lanes	Context Classification	Roadway Jurisdiction
6	C3C – Suburban Commercial	State
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
45,500 AADT	Principal Arterial – Urban	55 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	18	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes, Gaps	Yes	Yes

Existing Conditions
The segment is a six-lane divided roadway, with bicycle lanes throughout. While sidewalks are present on both sides of the road, the eastern sidewalk has significant gaps between Applegate Drive and Sealawn Drive. Few opportunities to safely cross the road exist for people biking or walking. The segment was recently repaved.
Challenges
Although there are frequent opportunities for people driving to cross Commercial Way by way of a continuous turn lane, there are very few safe crossings for people walking or biking.
Opportunities
Provide a continuous sidewalk on the east side of Commercial Way. Provide safe, marked opportunities for people walking or biking to cross the street.

5. CR-574/Spring Hill Drive, from Mariner Boulevard to Suncoast Parkway

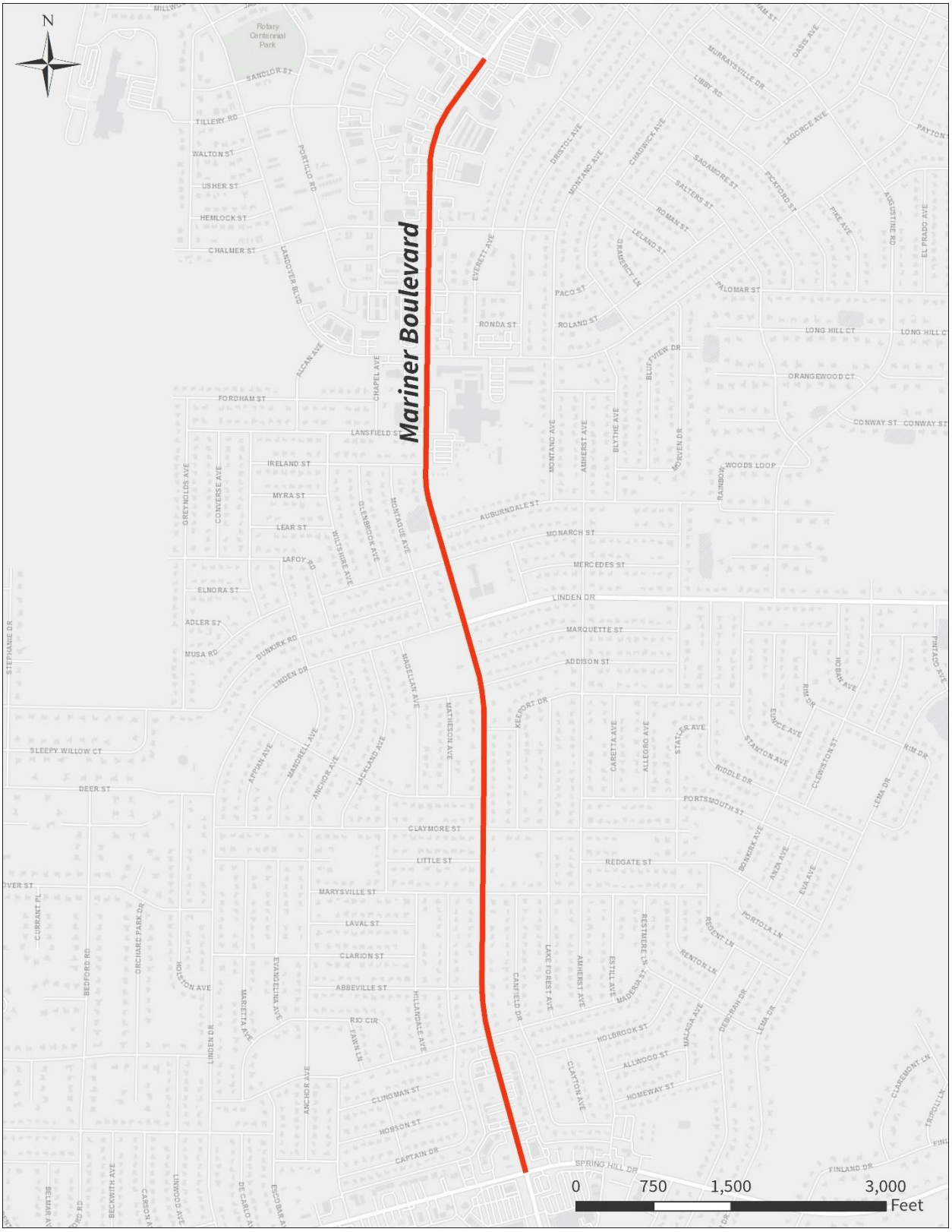
Total Travel Lanes	Context Classification	Roadway Jurisdiction
4	C3R – Suburban Residential	Hernando County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
18,400 AADT	Minor Arterial – Urban	45 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	18	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes	No	Yes
Existing Conditions		
This segment is a four-lane, undivided roadway with a continuous center turn lane, except for approximately 1,000' of the western portion that is divided. Although there are sidewalks on both sides of the road, there is no bicycle facility.		
Challenges		
Although there are frequent opportunities for people driving to cross Spring Hill Drive, there are very few safe crossings for people walking or biking.		
Opportunities		
Convert the roadway to a divided configuration with medians. Provide bike facilities, potentially by expanding one sidewalk to a minimum 10' shared-use path.		

6. Main Street, from Cortez Boulevard to Jefferson Street



Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C2T – Rural Town	Hernando County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
3,500 AADT	Major Collector – Urban	35 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	2	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes, Gaps	No	Yes
Existing Conditions		
This segment is a two-lane, undivided roadway with sidewalks and a heavy tree canopy. No bike facilities are present. Currently, a sidewalk gap exists between Cortez Boulevard and the railroad.		
Challenges		
Due to the residential nature of this corridor, installing sidewalks may be met with political opposition from residents.		
Opportunities		
Provide sidewalks between Cortez Boulevard and the railroad to tie into the existing sidewalk network. Provide additional mid-block crossings to facilitate the safe crossing for people walking or biking.		

7. Mariner Boulevard, from Spring Hill Drive to Northcliffe Boulevard

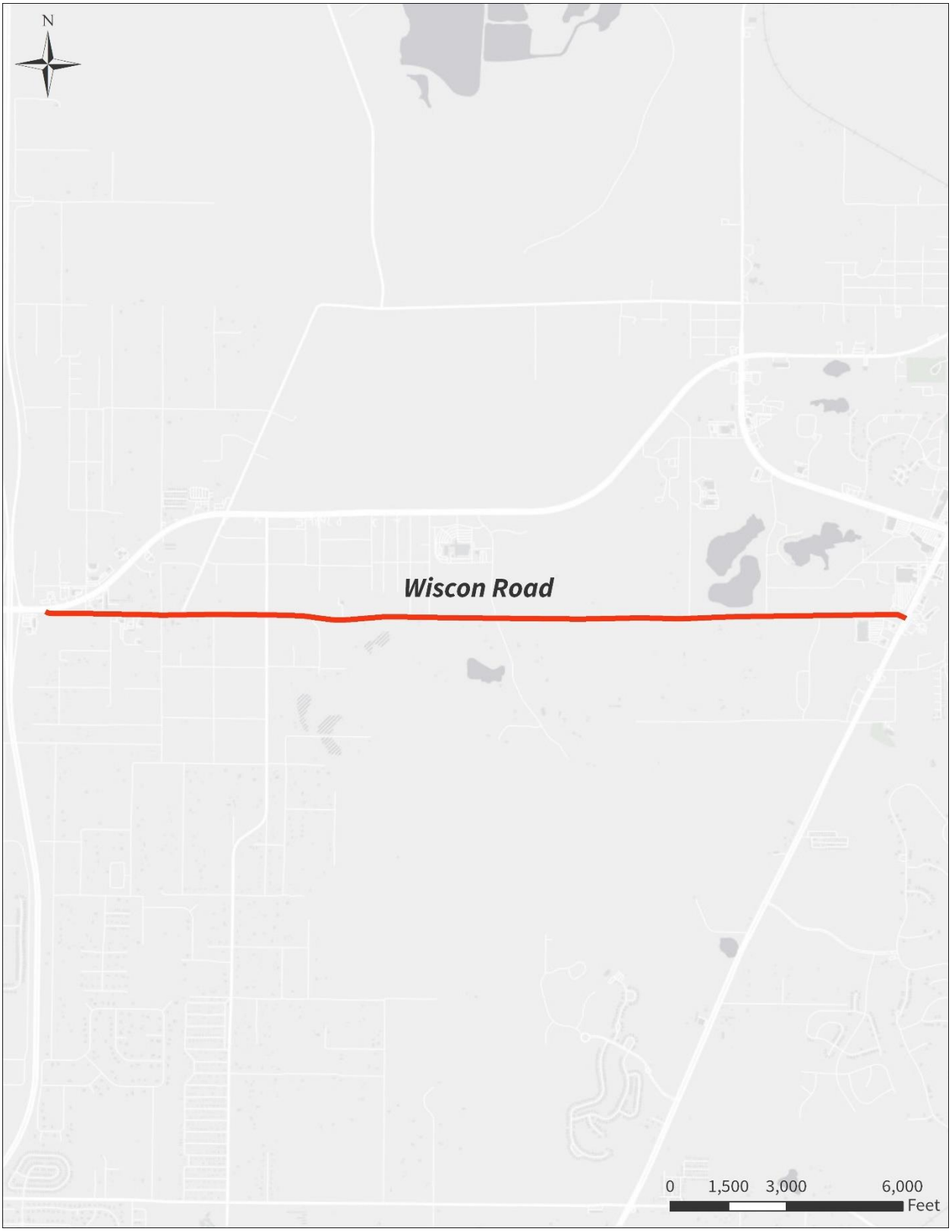


Total Travel Lanes	Context Classification	Roadway Jurisdiction
4	C3R – Suburban Residential	Hernando County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
23,500 AADT	Minor Arterial – Urban	45 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	23	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes	No	Yes
Existing Conditions		
This segment is a four-lane, divided roadway with a continuous sidewalk along the entirety of the segment. There are no bicycle facilities on this segment.		
Challenges		
Few safe, designated crossing opportunities exist for people walking or biking are present along the corridor. Frequent driveways exist to allow access to businesses and residences.		
Opportunities		
Convert the roadway to a divided configuration with medians with frequent marked, safe crossings for people walking and biking. Provide bike facilities, potentially by expanding one sidewalk to a minimum 10’ shared-use path.		

8. Sunshine Grove Road, from Cortez Boulevard to Hexam Road

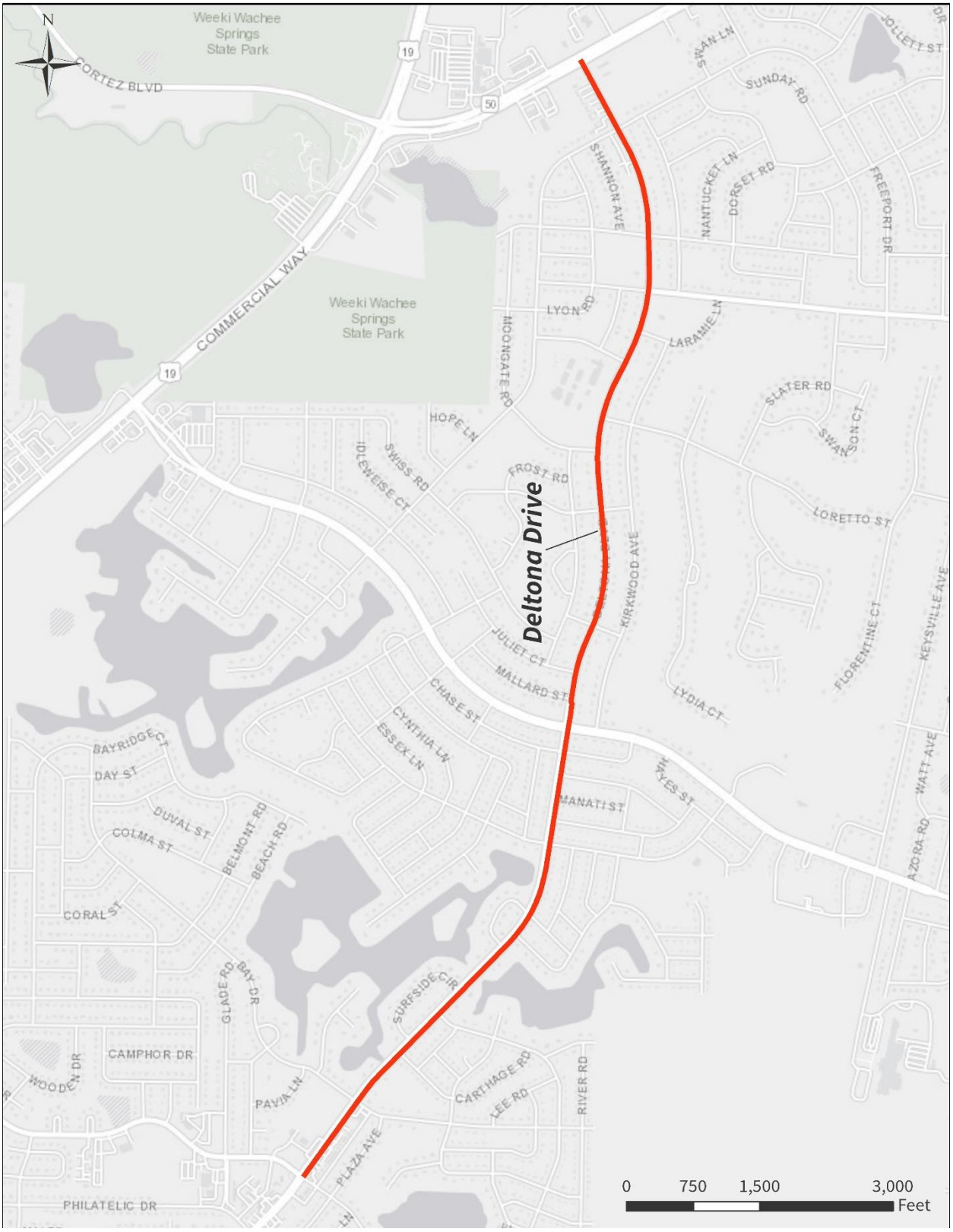
Total Travel Lanes	Context Classification	Roadway Jurisdiction
4	C2 – Rural	Hernando County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
13,100	Major Collector – Urban	35 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	3	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes, Gaps	No	Yes
Existing Conditions		
This segment has two configurations, with the portion north of the Central High School Gymnasium Entrance being two lanes, undivided, and the segment south of the entry being four-lanes, divided. There are no bicycle and pedestrian facilities provided on the northern segment. On the southern segment, a continuous sidewalk is provided on the western side, while the eastern sidewalk ends south of Plumeria Boulevard.		
Challenges		
Few opportunities exist to safely cross the street for people walking or biking.		
Opportunities		
Provide a sidewalk on both sides of the road and frequent, marked crosswalks. Provide bike facilities, potentially by expanding one sidewalk to a minimum 10’ shared-use path.		

9. Wiscon Road, from Cortez Boulevard to Broad Street/US 41



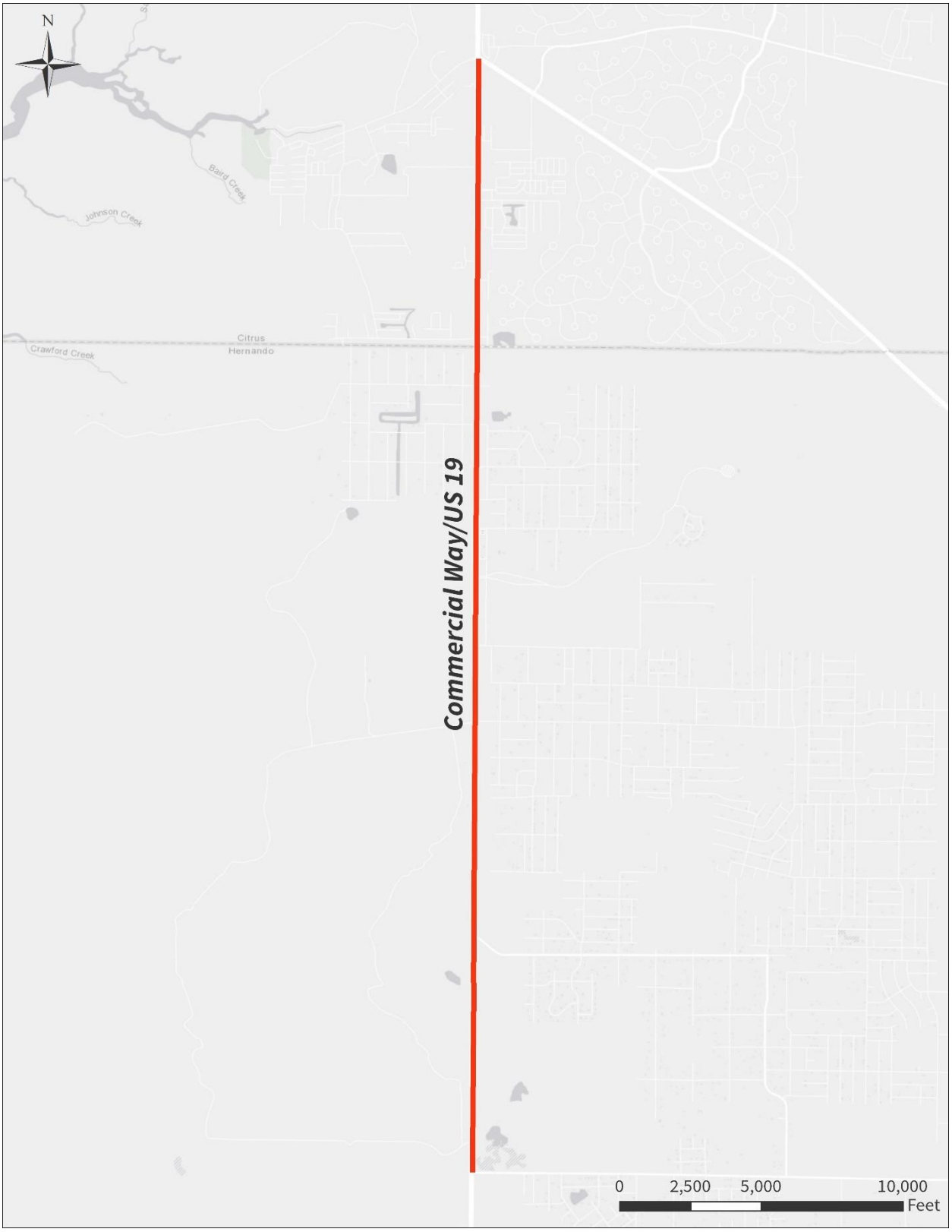
Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C2 – Rural	Hernando County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
8,800	Minor Arterial – Urban	55 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	8	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
No	No	Yes
Existing Conditions		
The segment is a two-lane, undivided roadway with turn lanes at major intersections. There are no bicycle or pedestrian accommodations.		
Challenges		
Additional review will be required to understand the constructability of new bike/ped infrastructure due to significant vegetation throughout the corridor.		
Opportunities		
Provide a sidewalk on both sides of the road and frequent, marked crosswalks. Provide bike facilities, potentially by expanding one sidewalk to a minimum 10' shared-use path. Given the relatively high posted speed limit, any new facilities should be well-buffered from the roadway.		

10. Deltona Drive, from Forest Oaks Boulevard to Cortez Boulevard



Total Travel Lanes	Context Classification	Roadway Jurisdiction
4	C3R – Suburban Residential	Hernando County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
16,100 AADT	Major Collector – Urban	40 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	9	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes, Gaps	No	Yes
Existing Conditions		
This segment is a four-lane, divided roadway. While there are sidewalks on both sides of the road south of Northcliff Boulevard, a sidewalk is only provided on the western side north of this point, where the road drops to a two-lane undivided configuration. North of Elgin Boulevard, no sidewalks are provided. No bike facility is provided at any point.		
Challenges		
There are frequent driveways to provide access to the numerous single-family homes along the corridor.		
Opportunities		
Provide sidewalks on both sides of the road. Provide bike facilities by expanding one sidewalk to a minimum 10’ shared-use path. Provide marked crosswalks at regular intervals.		

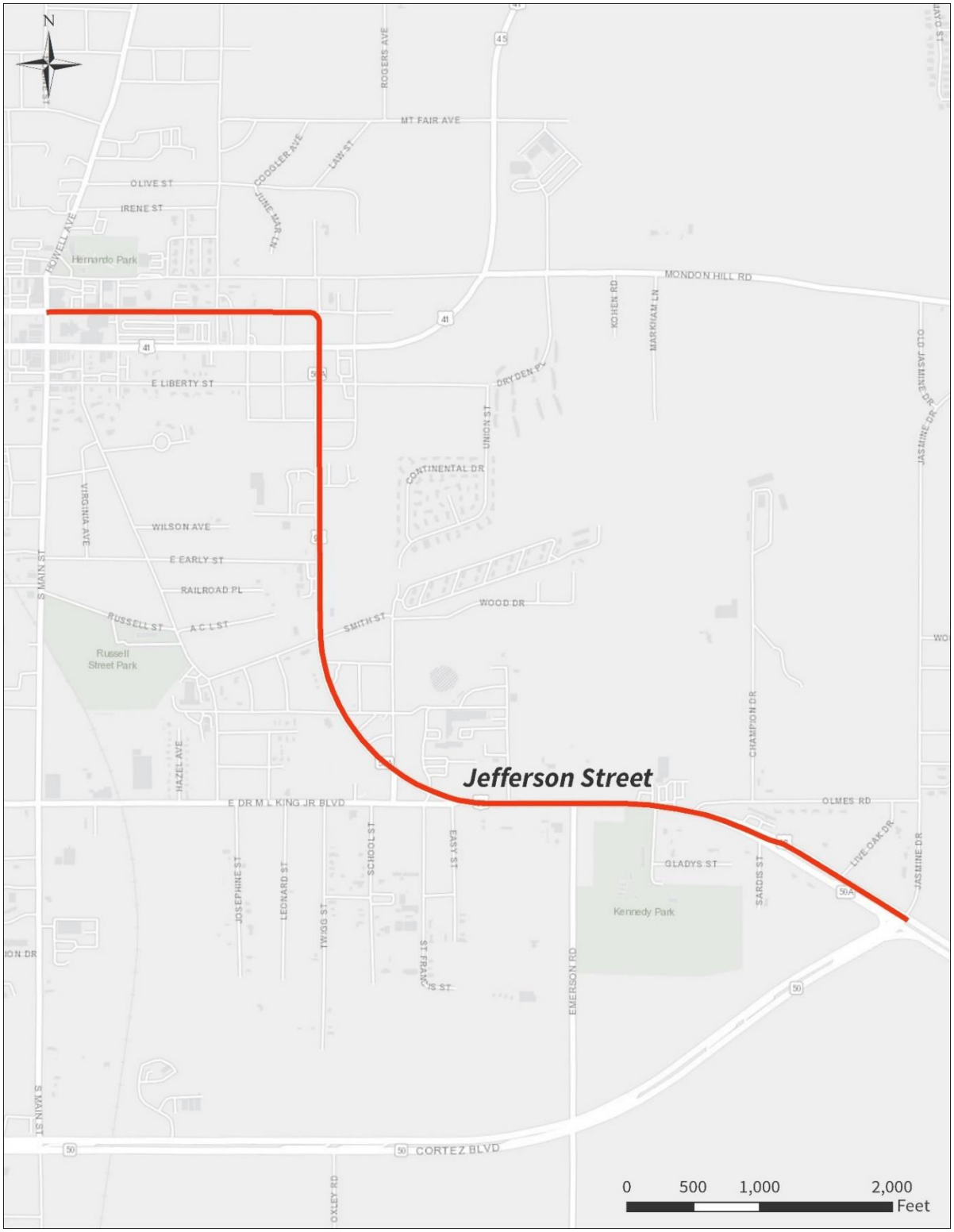
11. Commercial Way/US 19, from Centralia Road to US-98



Total Travel Lanes	Context Classification	Roadway Jurisdiction
4	C2 – Rural	State
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
11,300 AADT	Principal Arterial – Urban	60 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	2	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
No	Yes	Yes

Existing Conditions
This segment is a four-lane, divided roadway with no designated bicycle or pedestrian accommodations.
Challenges
This segment runs through an area with few pedestrian or cyclist generators. Due to the high posted speed, any facilities provided should be highly separated.
Opportunities
Provide a shared-use path on one side of the road, preferably in a way to provide access to Chassahowitzka Wildlife Management Area trailheads and other facilities.

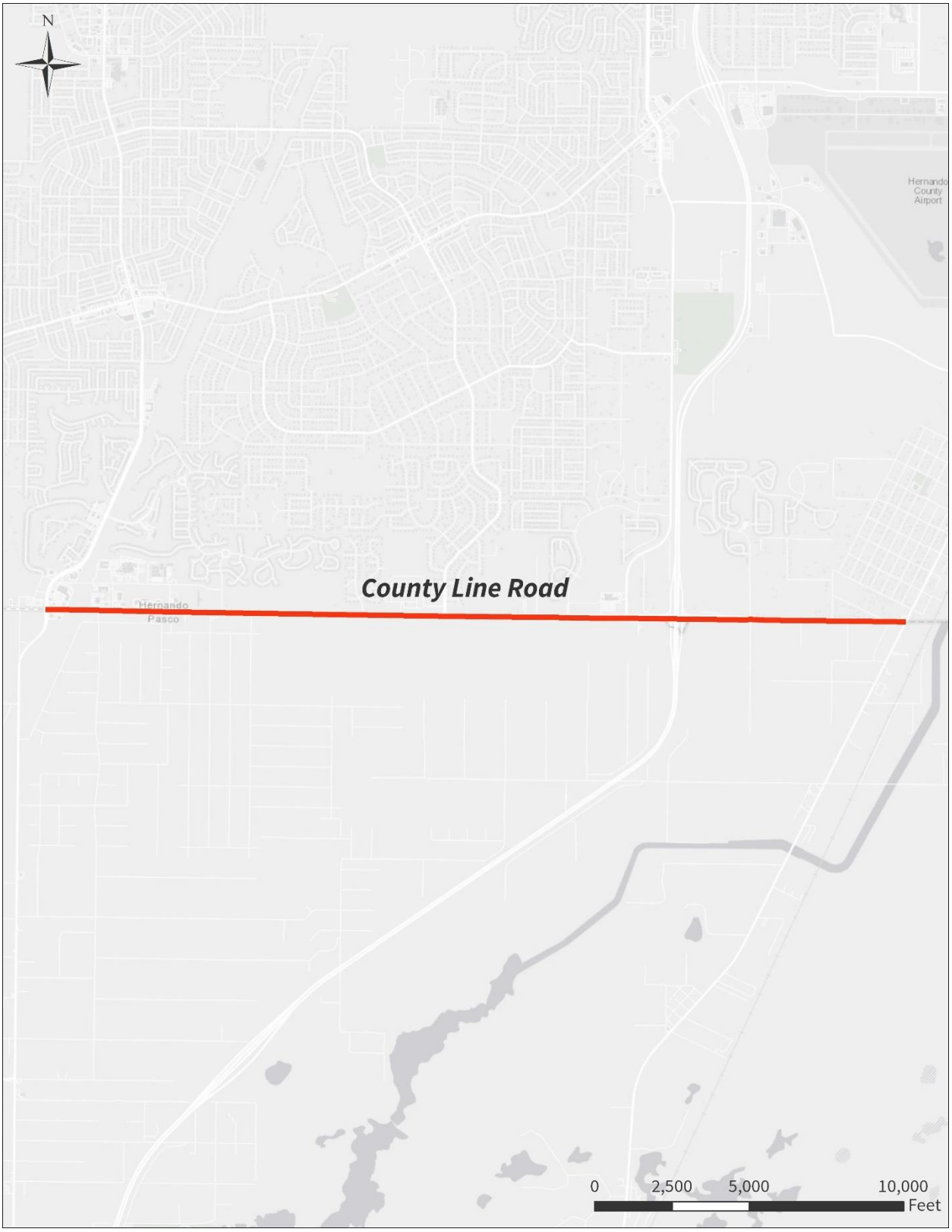
12. Jefferson Street, from Main Street to Cortez Boulevard



Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C2T – Rural Town	State
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
8,700 AADT	Principal Arterial – Urban	45 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
No	4	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes, Gaps	Yes	Yes

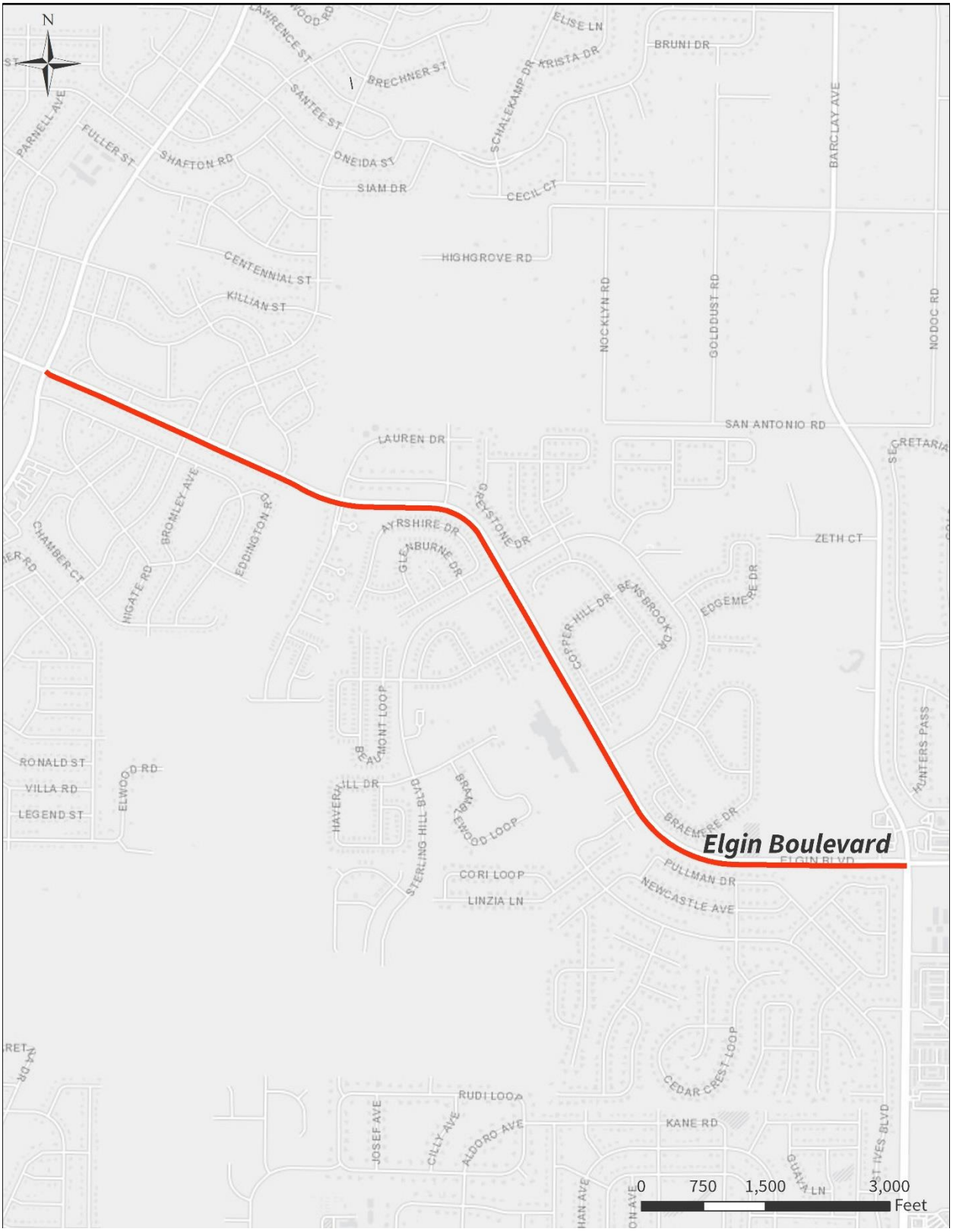
Existing Conditions
The segment is a two-lane, undivided roadway. North of Broad Street, the road is one-way westbound with a westbound bike lane and sidewalks on both sides of the street. South of this point, the roadway allows two-way travel, sidewalks on both sides of street for the next two blocks, followed by a sidewalk only on the west side of the street for the rest of the segment.
Challenges
Numerous driveways exist, providing business access and creating the potential for vehicular conflicts.
Opportunities
Provide a continuous sidewalk on the east side of the roadway while filling in gaps found on the west side. Provide safe, marked crossings for people walking or biking at regular intervals. Extend the bike facility, potentially by widening the roadway to accommodate buffered bike lanes.

13. County Line Road, from Mariner Boulevard to Broad Street/US 41



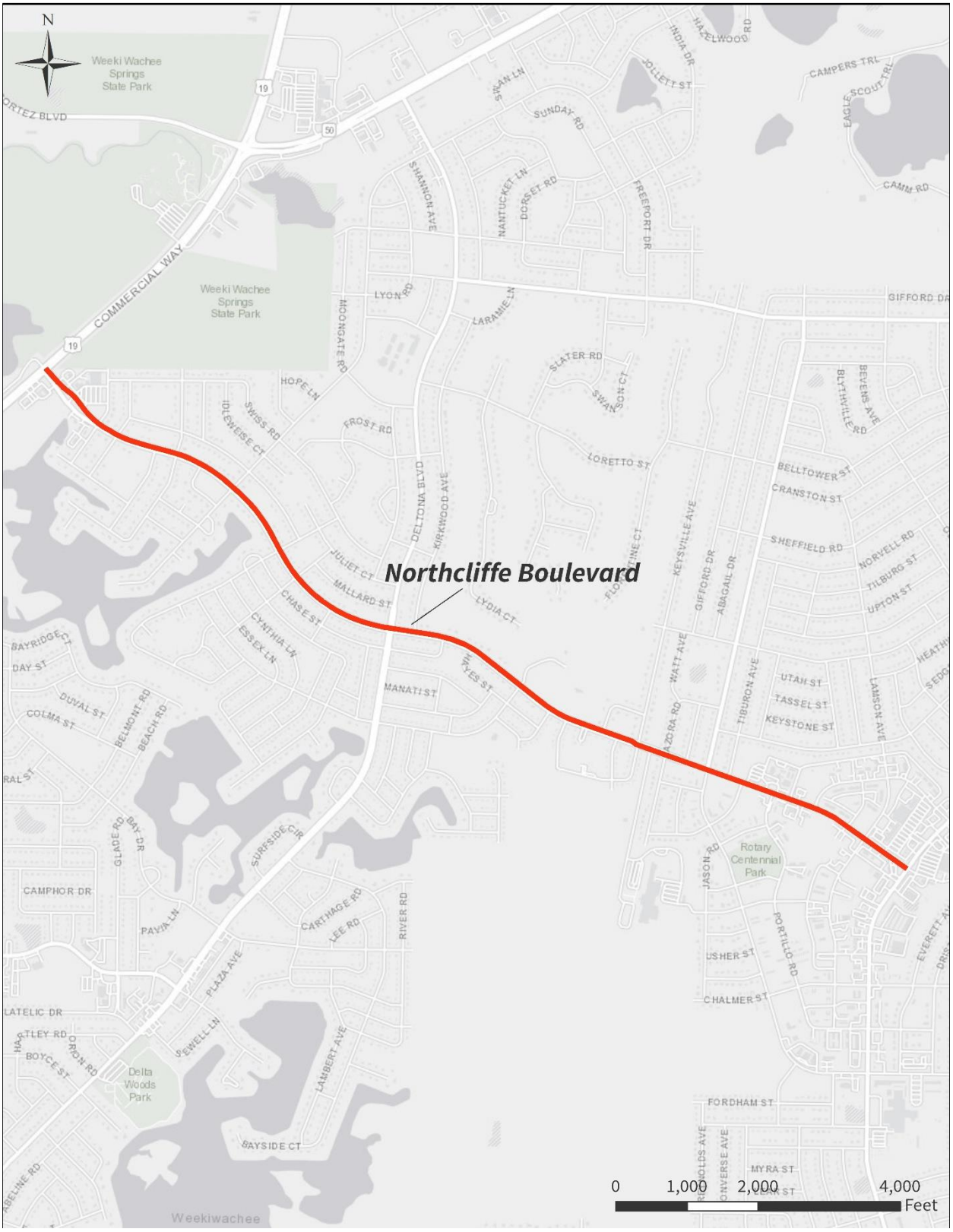
Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C2 – Rural	Hernando County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
18,900 AADT	Minor Arterial – Urban	55 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
No	6	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes, Gaps	Yes	Yes
Existing Conditions		
County Line Road is a mix of four-lane, divided and two-lanes undivided roadway. There are no sidewalk or bicycle facilities provided. However, the segment to the west includes a sidewalk on the north side and a shared-use path on the south side.		
Challenges		
Few opportunities exist for safe crossings for people walking or biking, reducing the likelihood that the shared path will be utilized.		
Opportunities		
Extend the shared use path and sidewalk along the entirety of the segment. Provide safe, convenient crossings at regular intervals to encourage the use of each facility and reduce exposure for non-motorized users. Provide signage to make users on the sidewalk aware of the shared-use path. Enhance landscaping along the shared-use path to provide shade and encourage additional use.		

14. Elgin Boulevard, from Mariner Boulevard to Barclay Avenue



Total Travel Lanes	Context Classification	Roadway Jurisdiction
4	C3R – Suburban Residential	Hernando County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
13,400 AADT	Major Collector – Urban	55 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
NO	5	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes, Gaps	No	Yes
Existing Conditions		
This segment is a four-lane, divided roadway with a sidewalk on both sides of the road save for a 1,400' gap just west of Barclay Avenue and no bicycle facilities.		
Challenges		
Due to the roadway's high posted speed limit and divided configuration, significant separation is required for any effective bicycle facilities.		
Opportunities		
Close the sidewalk gap on the north side of the roadway. Provide marked crossings at regular intervals for people walking or biking.		

15. Northcliffe Boulevard, from US 19 to Mariner Boulevard

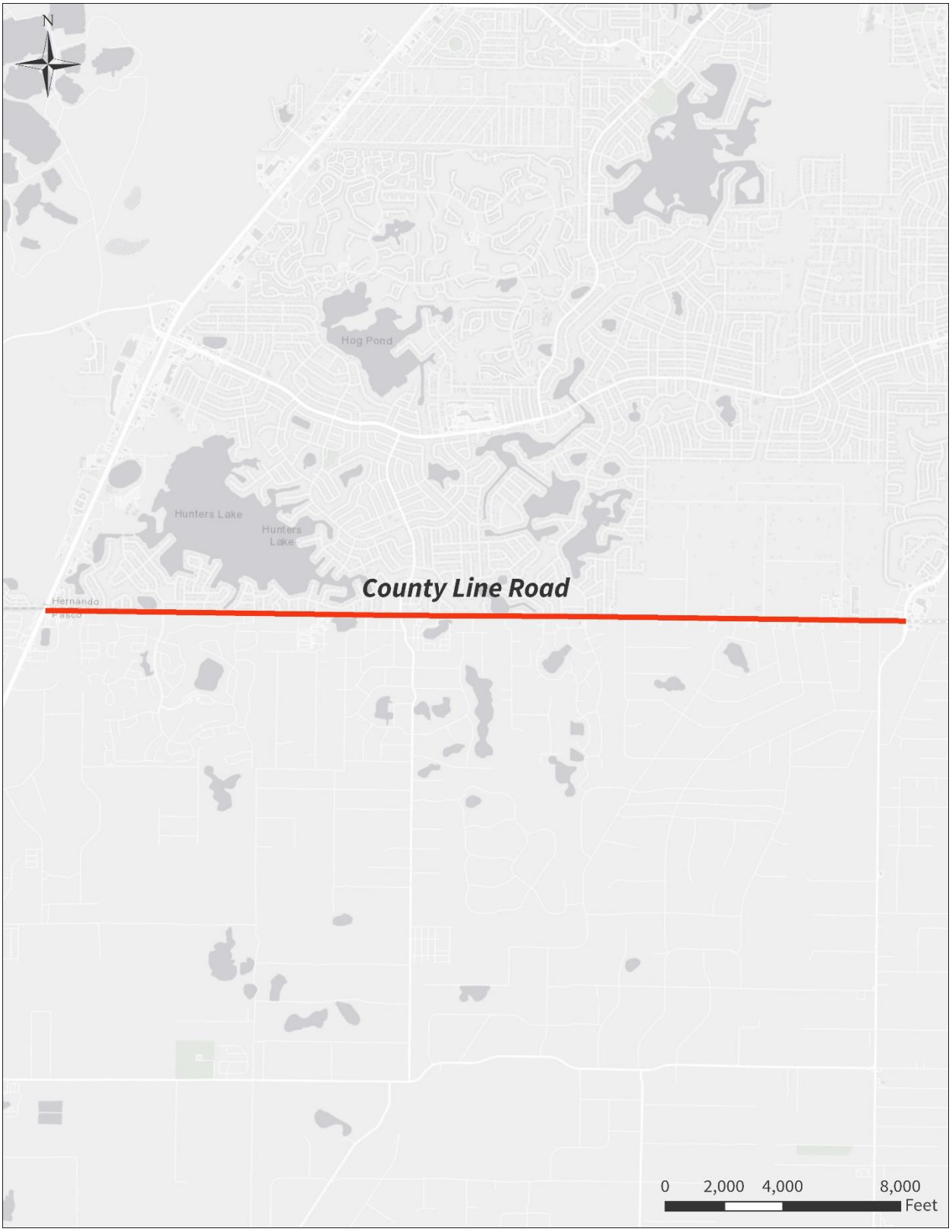


Total Travel Lanes	Context Classification	Roadway Jurisdiction
4	C3R – Suburban Residential	Hernando County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
23,500 AADT	Major Collector – Urban	45 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	11	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes, Gaps	No	Yes
Existing Conditions		
This segment is a four-lane, divided roadway with a sidewalk on both sides of the street, until east of Deltona Boulevard where a sidewalk is only present on the south side of the street until east of Keysville Avenue. No bicycle facilities are provided.		
Challenges		
Numerous driveways to access single-family residences are present, providing the potential for conflicts with vehicles.		
Opportunities		
Complete the sidewalk gaps on the north side of the road. Provide more frequent, marked pedestrian crossings at regular intervals. Consider expanding the south sidewalk to accommodate a shared use path.		

16. CR-574/Spring Hill Drive, from US 19 to Mariner Boulevard

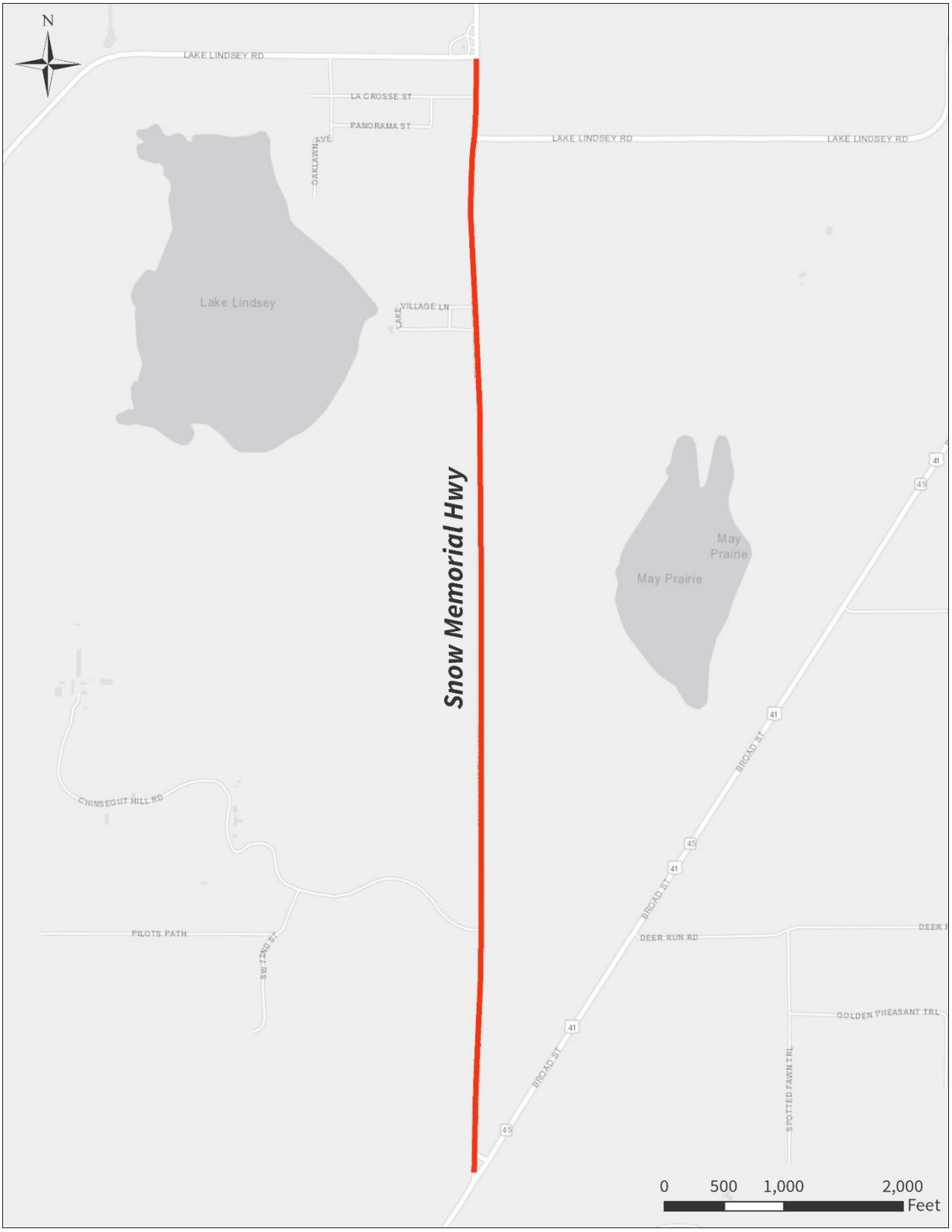
Total Travel Lanes	Context Classification	Roadway Jurisdiction
4	C3R – Suburban Residential	Hernando County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
18,400 AADT	Minor Arterial – Urban	45 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	37	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes, Gaps	No	Yes
Existing Conditions		
This segment is a four-lane, divided roadway. Although sidewalks are present, there are numerous gaps, most notably west of Kenlake Avenue and east of Sylvia Avenue. There are no bike facilities provided.		
Challenges		
Frequent driveways, especially those west of Mariner Boulevard, create potential risk for people walking or biking.		
Opportunities		
Complete the sidewalk gaps on the north and south sides of the road. Provide more frequent, marked pedestrian crossings at regular intervals. Consider expanding the south sidewalk to accommodate a shared use path.		

17. County Line Road, from US 19 to Broad Street/US 41



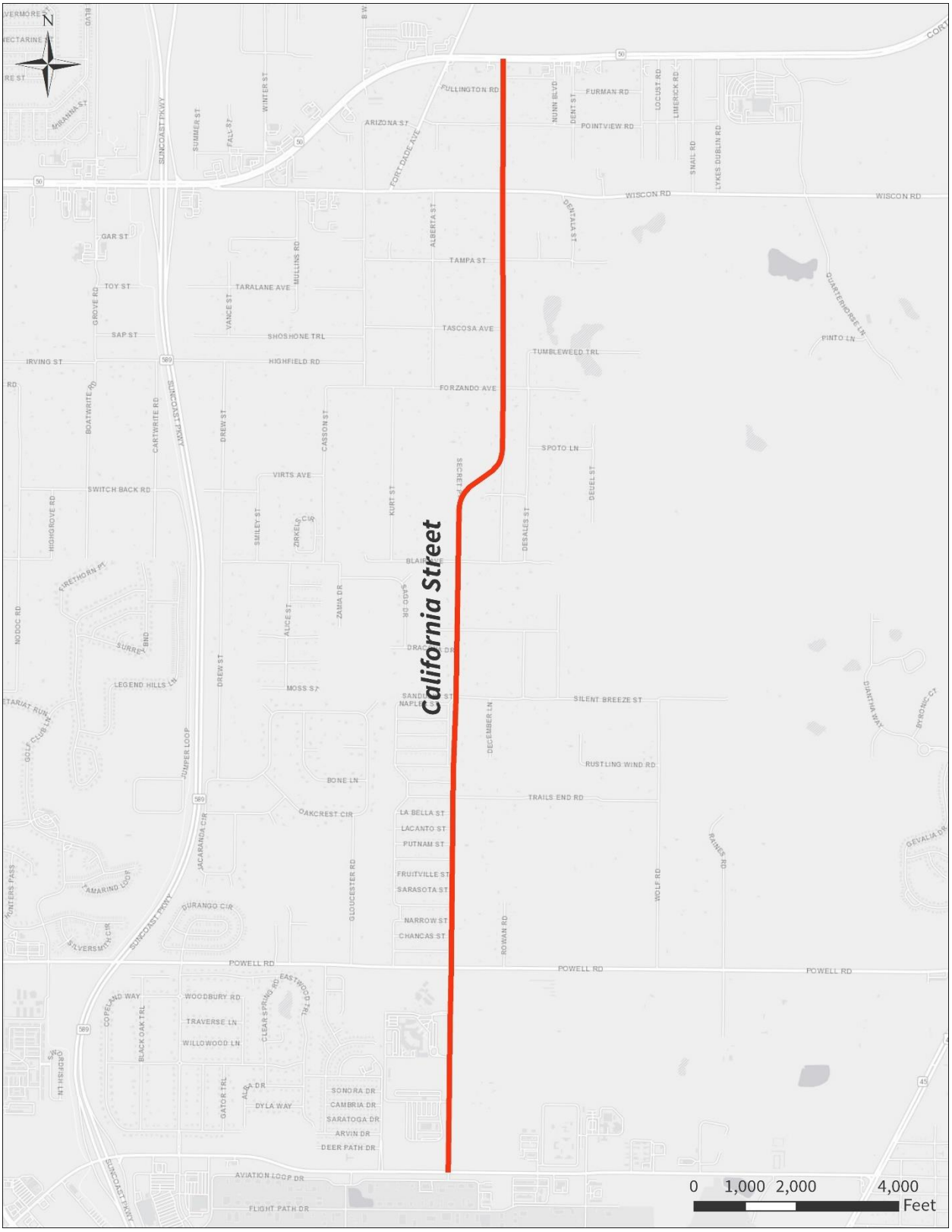
Total Travel Lanes	Context Classification	Roadway Jurisdiction
4	C3R – Suburban Residential	Hernando County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
18,900 AADT	Minor Arterial – Urban	45 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
No	4	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes, Gaps	Yes	No
Existing Conditions		
County Line Road is a mostly four-lane, divided highway with a sidewalk on the north side of the road and a shared use path on the south side of the road. The shared use path and sidewalk each have a 2.6 mile gap between Landings Boulevard and Spring Time Street, where the road reduces in width from four-lanes divided to two-lanes undivided. The gap makes up about half the total length of the segment.		
Challenges		
Few opportunities exist for safe crossings for people walking or biking, reducing the likelihood that the shared path will be utilized.		
Opportunities		
Extend the shared use path and sidewalk along the entirety of the segment. Provide safe, convenient crossings at regular intervals to encourage the use of each facility and reduce exposure for non-motorized users. Provide signage to make users on the sidewalk aware of the shared-use path. Enhance landscaping along the shared-use path to provide shade and encourage additional use.		

18. Snow Memorial Highway, from Broad Street/US 41 to Lake Lindsey Road



Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C2 – Rural	Hernando County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
5,400 AADT	Minor Arterial – Rural	50 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
No	1	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
No	No	No
Existing Conditions		
This segment is a two-lane, undivided roadway with no bike or pedestrian facilities.		
Challenges		
Because of the heavy tree canopy and grade of the adjoining land on portions of the segment, the addition of bike/ped facilities may be prohibitively expensive or meet community resistance. Given the high posted speed, separate facilities may be needed.		
Opportunities		
Consider the addition of a single, shared-use path that connects with a larger regional vision.		

19. California Street, from Spring Hill Drive to Cortez Boulevard



Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C2 – Rural	Hernando County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
6,800 AADT	Major Collector – Urban	55 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	10	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes, Gaps	No	No
Existing Conditions		
This segment is a two-lane, undivided roadway. Sidewalks are provided between Sandusky Street and Powell Road, and no bike facilities are provided.		
Challenges		
The high posted speed limit demands a higher degree of separation for bike and pedestrian facilities.		
Opportunities		
Provide a shared-use path on one side of the road, connecting with the facility on Cortez Boulevard. Provide marked crosswalks at regular intervals.		

20. Howell Avenue, from Fort Dade Avenue to Broad Street/US 41

Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C2T – Rural Town	Hernando County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
3,600 AADT	Major Collector – Urban	35 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	10	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes, Gaps	No	Yes
Existing Conditions		
This segment is a two-lane, undivided roadway with no bicycle facilities. South of Ernie Chatman Run, sidewalks are provided on both sides of the road. North of this point, a sidewalk is only provided on the east side.		
Challenges		
No major challenges were identified.		
Opportunities		
Provide a sidewalk on both sides of the road. Provide marked crosswalks at regular intervals. Provide a bike facility, potentially by widening the roadway to accommodate a standard bike lane.		

21. Barclay Avenue, from Spring Hill Drive to Cortez Boulevard

Total Travel Lanes	Context Classification	Roadway Jurisdiction
4	C2 – Rural	Hernando County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
12,300 AADT	Major Collector – Urban	50 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
No	4	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes, Gaps	No	No
Existing Conditions		
This segment is primarily a two-lane, undivided roadway with no bike or pedestrian facilities. Limited portions of this segment have been expanded to a two-lane, divided configuration by way of a continuous turn lane.		
Challenges		
The high posted speed limit demands a higher degree of separation for bike and pedestrian facilities.		
Opportunities		
Provide a sidewalk or shared-use path on at least one side of the roadway. At regular intervals, provide marked crossings for people walking and biking.		

22. Lake Lindsey Road, from Pleasant Grove Road to Sumter County Line

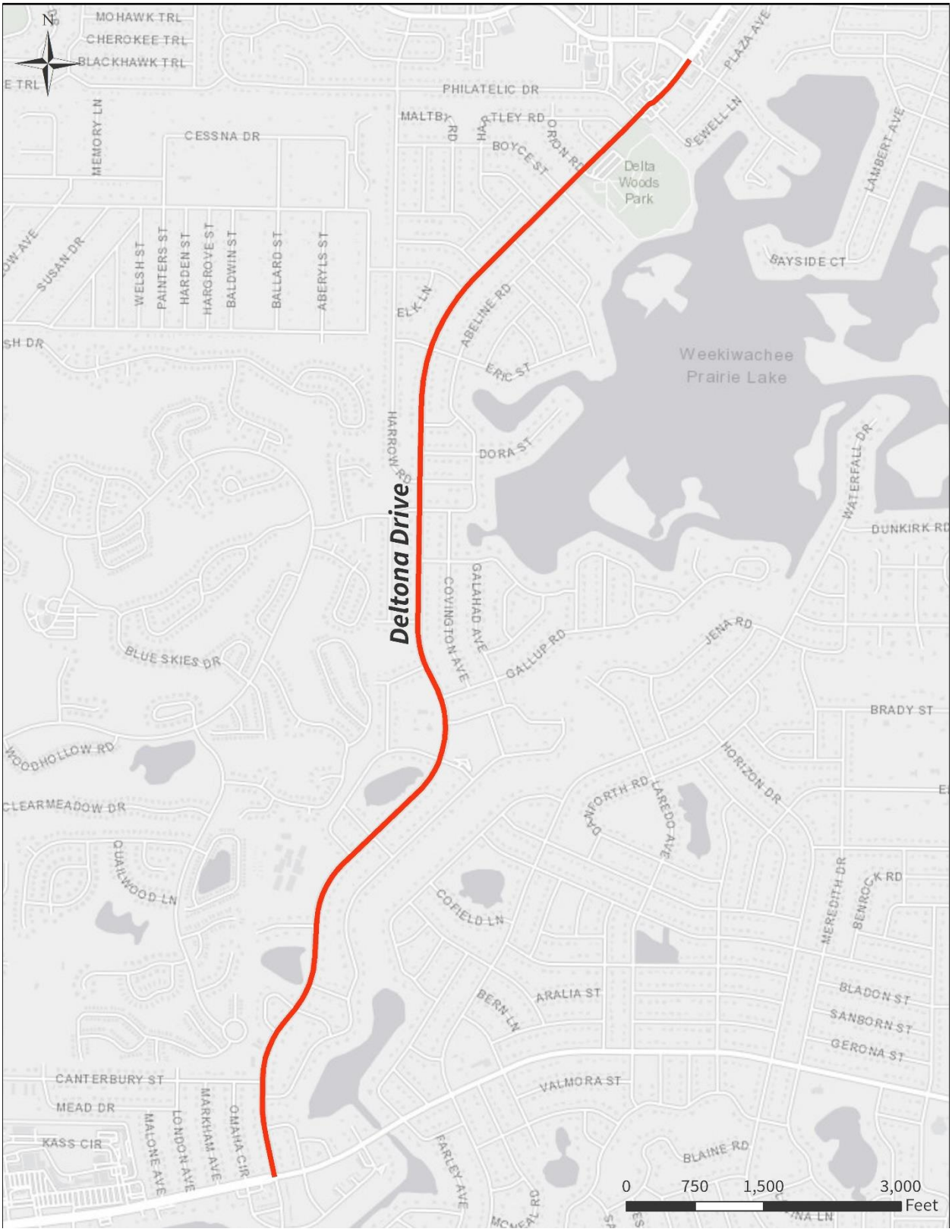
Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C2 – Rural	Hernando County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
3,000 AADT	Major Collector – Rural	55 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
No	4	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
No	No	Yes
Existing Conditions		
This segment is primarily a two-lane, undivided roadway with no bike or pedestrian facilities.		
Challenges		
Although sufficient right-of-way exists to expand bike/ped facilities and still accommodate future roadway widening, the bridge over the Withlacoochee River prohibits that expansion in the short-term.		
Opportunities		
Provide a shared-use path on one side of the road, with connections to the Withlacoochee State Trail and Withlacoochee State Forest.		

23. Broad Street/US 41, from Powell Road to Cortez Boulevard

Total Travel Lanes	Context Classification	Roadway Jurisdiction
6	C3C – Suburban Commercial	State
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
23,000 AADT	Principal Arterial – Urban	55 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	7	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes, Gaps	Yes	Yes

Existing Conditions
This segment is a six-lane, divided roadway with a standard bike lane. Although sidewalks are present, several gaps exist beginning south of Oliver Street to Grand Entrada Boulevard. From this point south, sidewalks are provided on both sides of the road.
Challenges
No major challenges were identified.
Opportunities
Complete any sidewalk gaps present and consider expanding one sidewalk to accommodate a shared-use path.

24. Deltona Drive, from Spring Hill Drive to Forest Oaks Boulevard

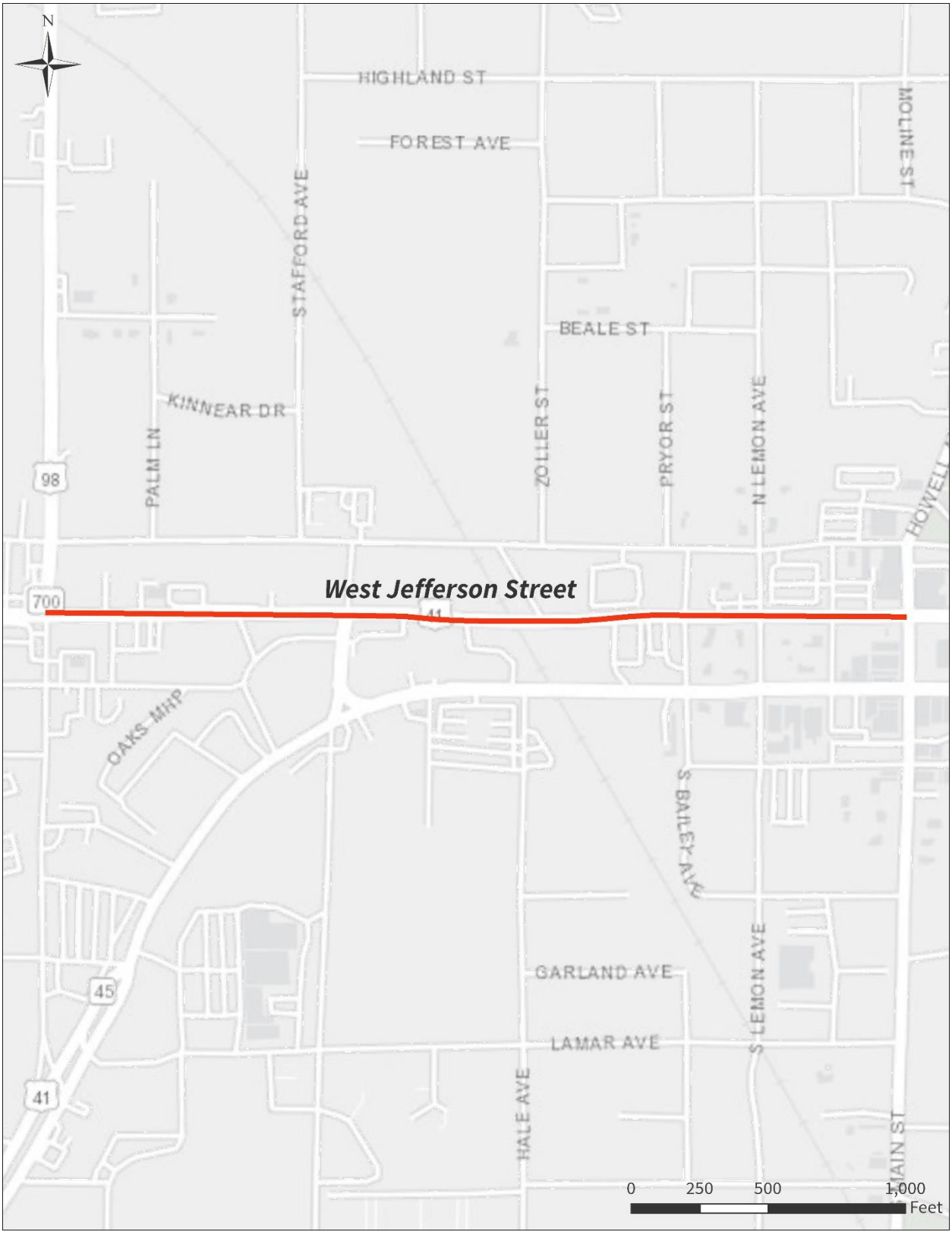


Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C3R – Suburban Residential	Hernando County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
16,100 AADT	Major Collector – Urban	40 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	8	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes, Gaps	No	Yes
Existing Conditions		
The subject corridor is a two-lane roadway running through a suburban residential context. While some sidewalks are existing, gaps are present. No bicycle facility was provided.		
Challenges		
The high posted speed limit demands a higher degree of separation for bike and pedestrian facilities.		
Opportunities		
Fill the existing sidewalk gaps by providing a sidewalk on both sides of the road. To help increase the safety and comfort of people biking, consider expanding one sidewalk to serve as a shared-use path. Provide regular opportunities to safely cross the roadway for people walking or biking.		

25. E Fort Dade Avenue, from Main Street to McIntyre Road

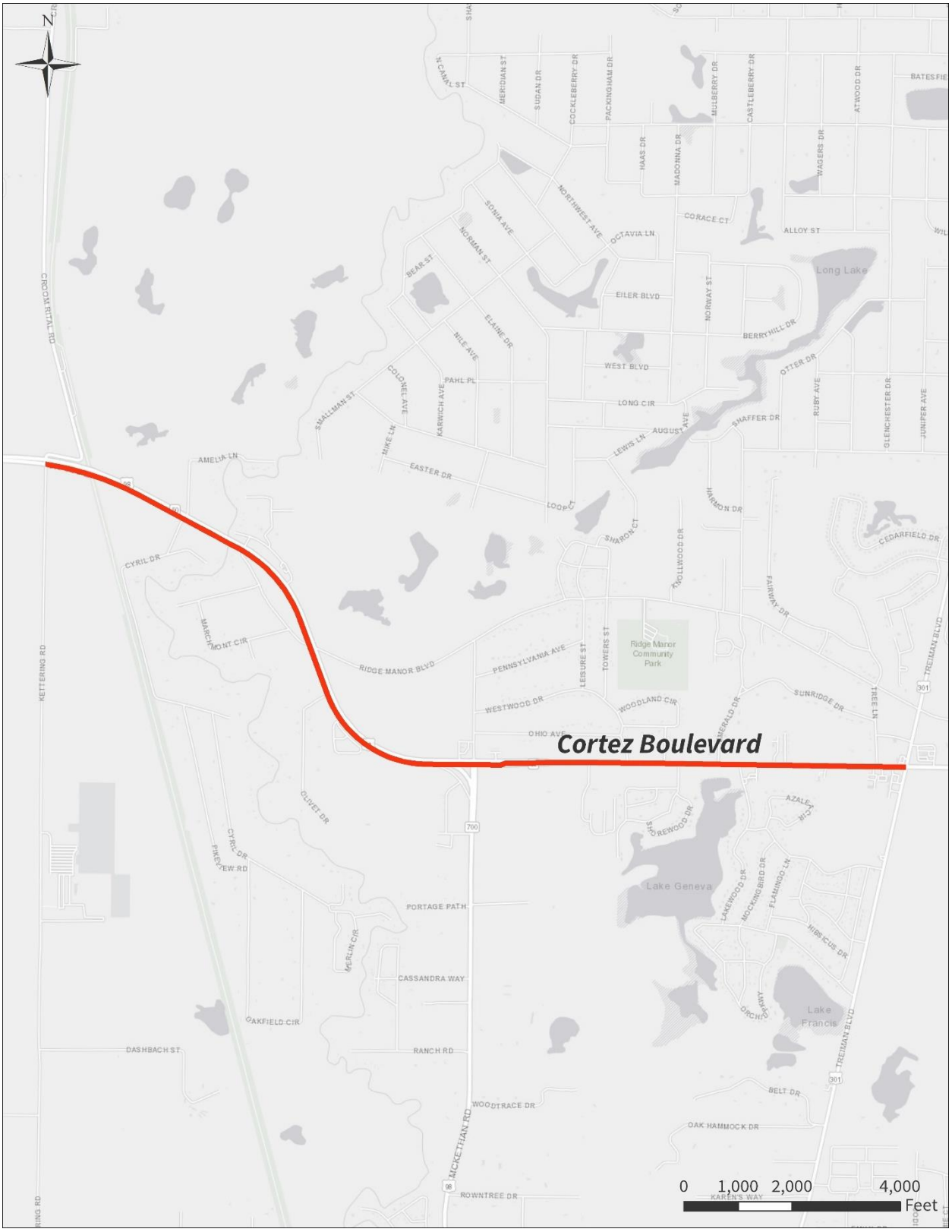
Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C3R – Suburban Residential	Hernando County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
1,850 AADT	Minor Arterial – Urban	45 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
No	2	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes, Gaps	No	Yes
Existing Conditions		
This roadway is a two-lane, undivided configuration with no bike facilities. A sidewalk is provided on the south side of the road until approximately Oakland Avenue, where no facility is provided east of this point. The roadway west of Bell Avenue provide for informal on-street parking.		
Challenges		
No major challenges were identified.		
Opportunities		
Consider providing a shared-use path to connect with the Good Neighbor Trail and points north and south. Provide regular opportunities for people walking or biking to cross the street.		

26. W Jefferson Street, from US 98 to Howell Avenue



Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C2T – Rural Town	State
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
9,500 AADT	Principal Arterial – Urban	35 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
No	3	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes	Yes, Gaps	Yes
Existing Conditions		
This segment is a two-lane, undivided roadway. East of Mildred Avenue, the roadway is a one-way configuration with a westbound bike lane. West of this point, the roadway provides two-way travel with no bike facility. Sidewalks are present on both sides of the road.		
Challenges		
Given the urbanized nature of this segment, expansion of facilities to accommodate bikes may be prohibitive.		
Opportunities		
Explore opportunities to expand the roadway to accommodate a bike lane in each direction. Provide marked crosswalks at regular intervals.		

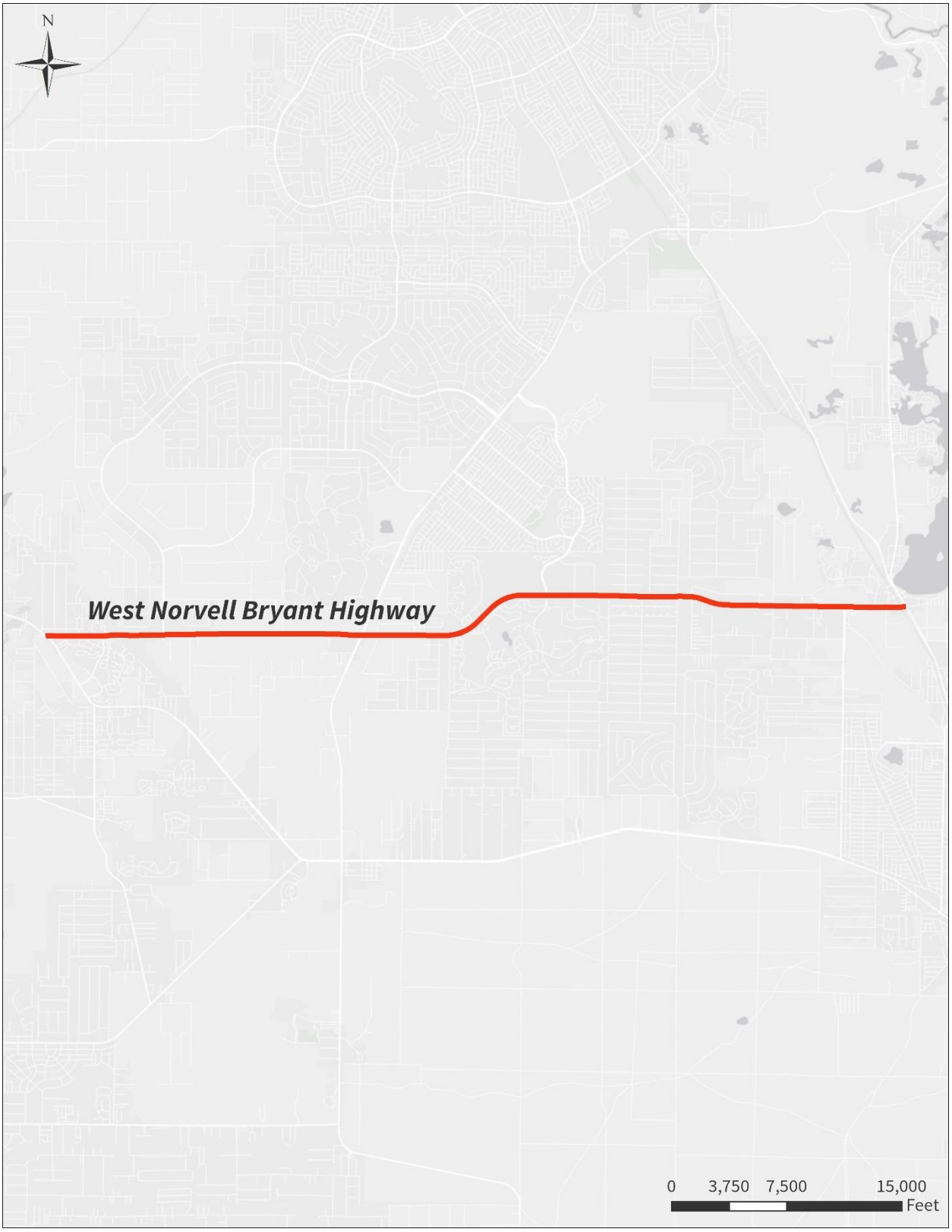
27. Cortez Boulevard, from Croom Ratal Road to Treiman Boulevard



Total Travel Lanes	Context Classification	Roadway Jurisdiction
4	C3R – Suburban Residential	State
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
19,100 AADT	Principal Arterial – Rural	55 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
No	2	Hernando County
Sidewalk	**Bicycle Facility**	**Equity Area**
No	No	Yes

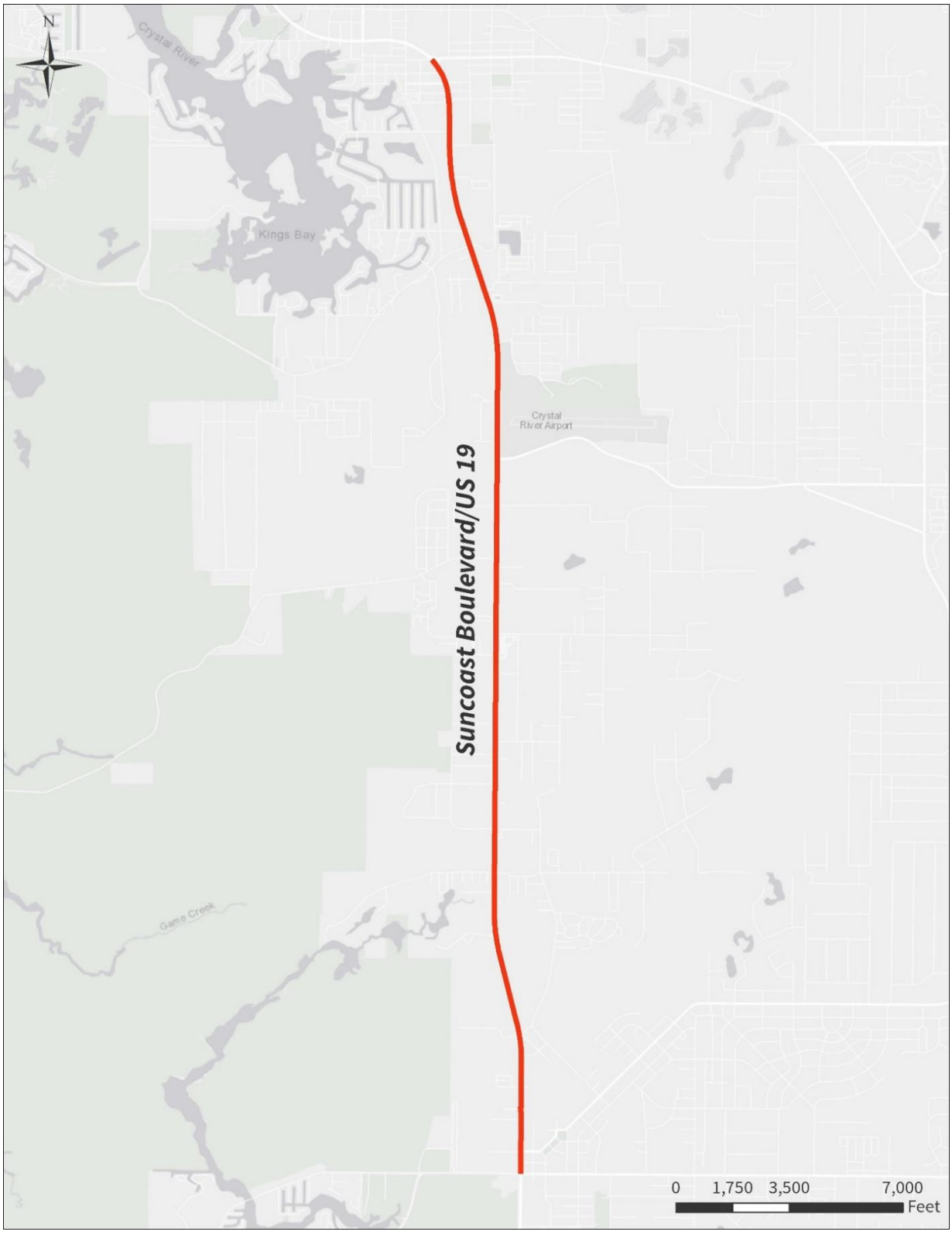
Existing Conditions
This segment is currently being widened from a four-lane, divided roadway to a six-lane, divided roadway. The project includes the addition of pedestrian facilities.
Challenges
As this project is actively under construction, any design changes are unlikely to be approved.
Opportunities
Explore further opportunities to provide marked crossings for people walking or biking. Consider the addition of a shared-use path on one side of the roadway.

28. W Norvell Bryant Highway, from Gulf To Lake Highway to Florida Avenue



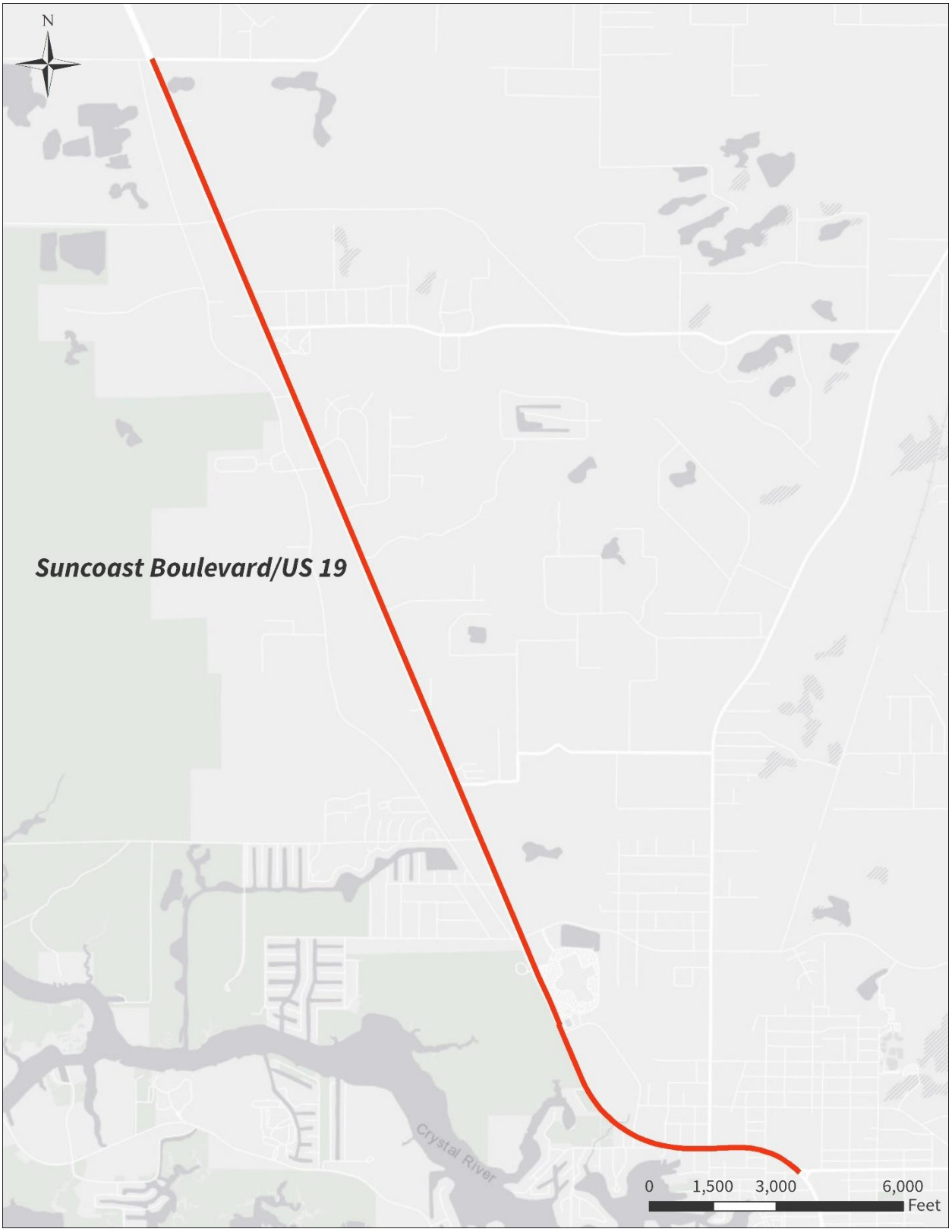
Total Travel Lanes	Context Classification	Roadway Jurisdiction
4	C2-Rural	Citrus County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
12,500	Minor Arterial-Urban	50 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	11	Citrus
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes	Yes	Y
Existing Conditions		
The corridor is a four-lane, divided highway with a shared-use path on the south side and a sidewalk on the north side. Some gaps exist.		
Challenges		
High travel speeds demand formal, stop-controlled crossings.		
Opportunities		
Close any gaps present and provide marked crossings at regular intervals.		

29. Suncoast Boulevard/US 19, from Grover Cleveland Boulevard to Gulf To Lake Highway



Total Travel Lanes	Context Classification	Roadway Jurisdiction
4	C3C-Suburban Commercial	State
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
27,500	Principal Arterial-Urban	55 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	26	Citrus
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes	Yes	Y
Existing Conditions		
The roadway is 4-lane divided with various left-turn and right-turn lanes and a paved shoulder. Appears to be included in US 19 widening with sidewalk on west and multi-use trail on east.		
Challenges		
Ongoing US 19 widening project may impact the corridor.		
Opportunities		
After closing present gaps, consider expanding the sidewalk on the east side of the road to accommodate a shared-use path.		

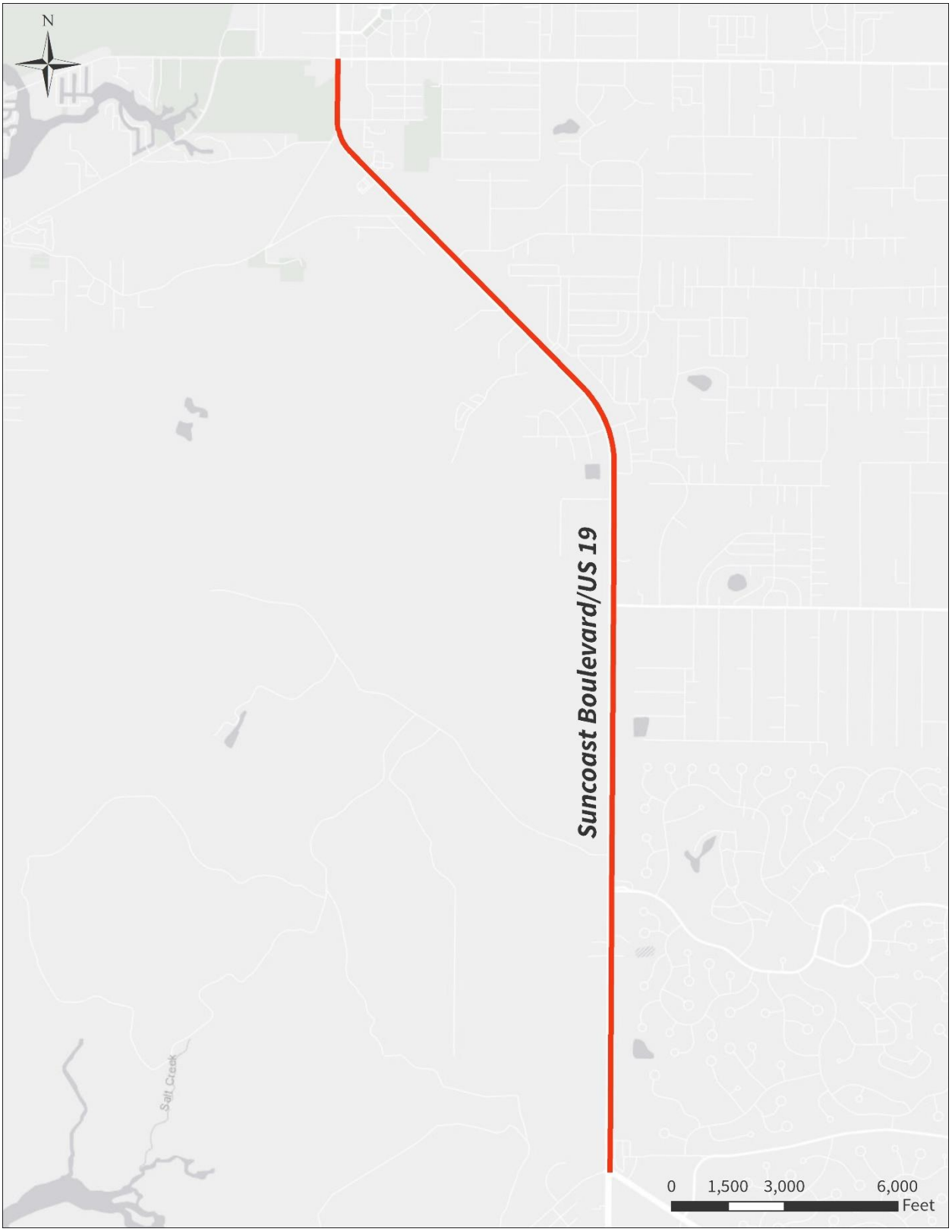
30. Suncoast Boulevard/US 19, from Dunnellon Road to Gulf To Lake Highway



Total Travel Lanes	Context Classification	Roadway Jurisdiction
4	C3C-Suburban Commercial	State
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
15,500	Principal Arterial-Urban	60 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	7	Citrus
Sidewalk	**Bicycle Facility**	**Equity Area**
No	Yes	Y/N

Existing Conditions
Roadway is a 4-lane divided highway with a median. In the southern segment there is a median two-way-left-turn and marked bike lanes, curbs, sidewalks, or a 12' shared use path on the west side that terminates in the southern section of the corridor. North of W Ashburn Ln. there are no sidewalks present and there is a wide shoulder that is not marked for bike lanes.
Challenges
Sparse development to support further investment in bike-ped facilities.
Opportunities
Provide sidewalks on both sides of the road. To accommodate bicycles given the high posted speed limit, consider expanding one side to accommodate a shared-use path.

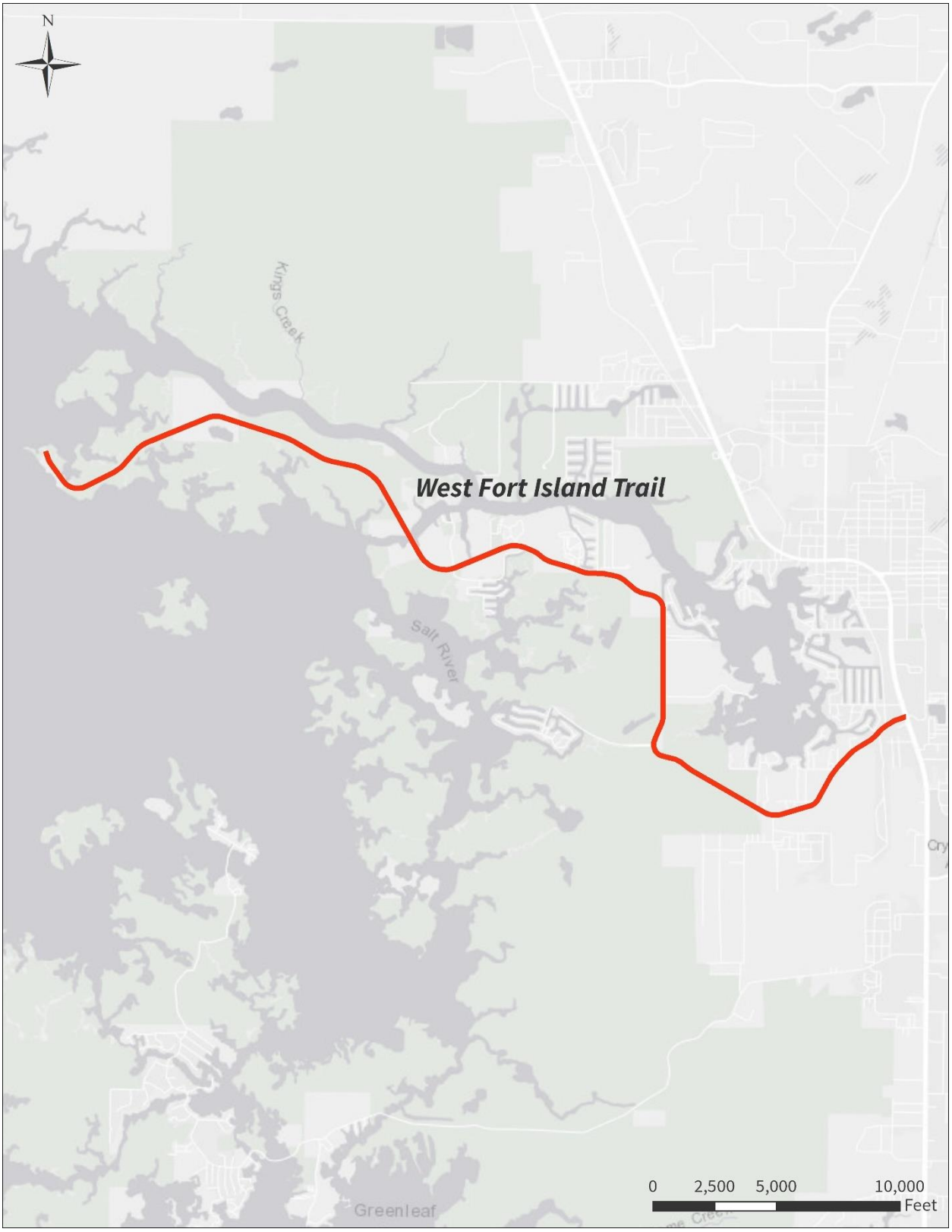
31. Suncoast Boulevard/US 19, from US 98 to Grover Cleveland Boulevard



Total Travel Lanes	Context Classification	Roadway Jurisdiction
4	C3C-Suburban Commercial	State
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
20,490	Principal Arterial-Urban	55 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	12	Citrus
Sidewalk	**Bicycle Facility**	**Equity Area**
No	Yes	Y

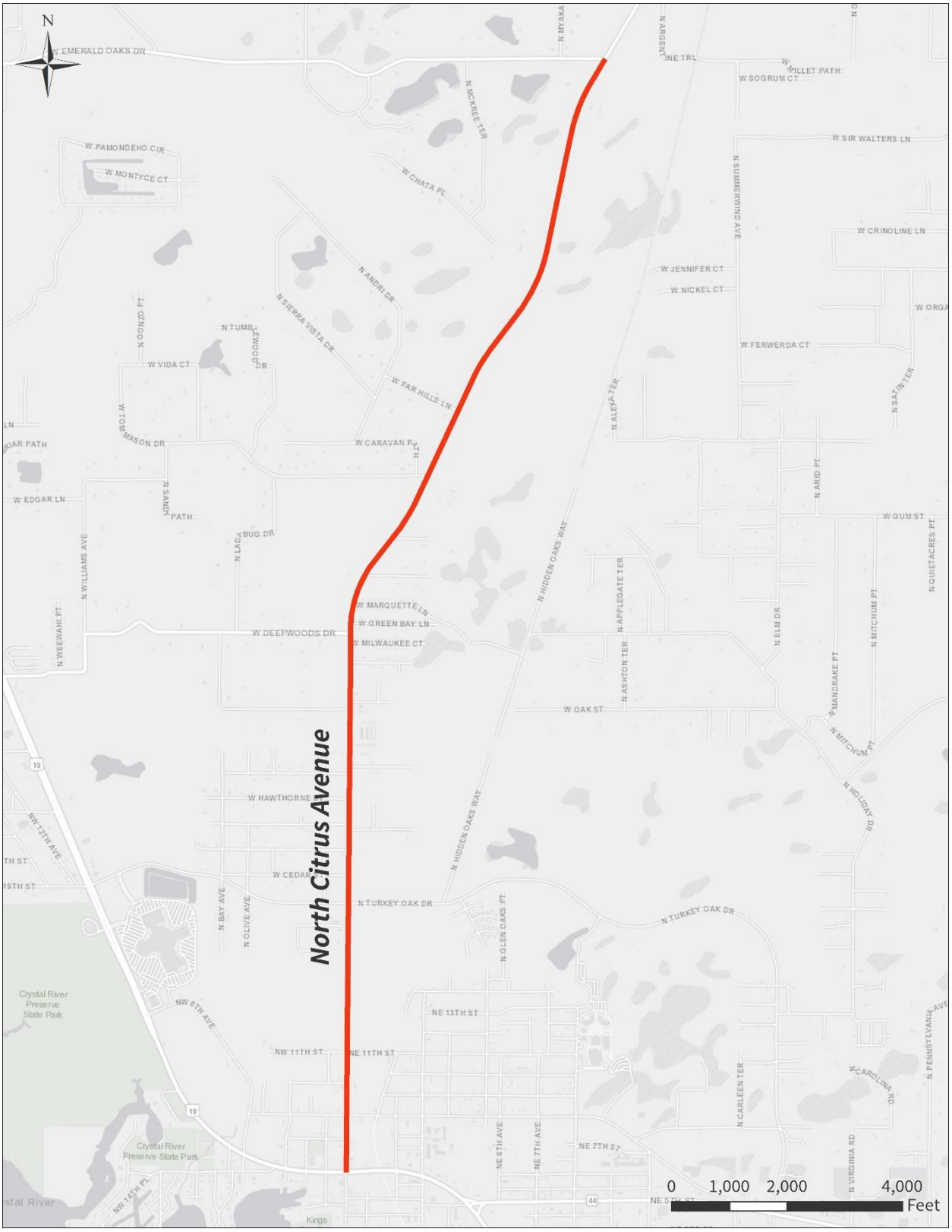
Existing Conditions
This section of roadway is a four-lane divided highway with a paved shoulder with occasional median left-turn lanes and right-turn lanes at major intersections. There is a paved shoulder along most of the corridor that is not marked as a bike lane. Between Grover Cleveland Boulevard and W Green Acres Street the roadway has been widened to a 6-lane roadway with medians, bike lanes, a sidewalk on the west side and a shared-use path on the west side.
Challenges
Frequent driveways, high roadway volumes, and high posted speeds increase risk for people biking.
Opportunities
Complete any sidewalk gaps that are present, and consider widening one sidewalk to accommodate a shared-use path.

32. W Fort Island Trail, from Western Terminus to Suncoast Boulevard/US 19



Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C1-Natural	Citrus County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
6,000	Minor Collector-Urban	45 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	10	Citrus
Sidewalk	**Bicycle Facility**	**Equity Area**
No	Yes	Y
Existing Conditions		
The roadway is a 2-lane undivided roadway with paved shoulders.		
Challenges		
This environmentally sensitive area may present issues during design and permitting.		
Opportunities		
Given the high recreational likelihood, consider the installation of a shared-use path with marked crossings as appropriate.		

33. N Citrus Avenue, from Suncoast Boulevard/US 19 to Emerald Oaks Drive

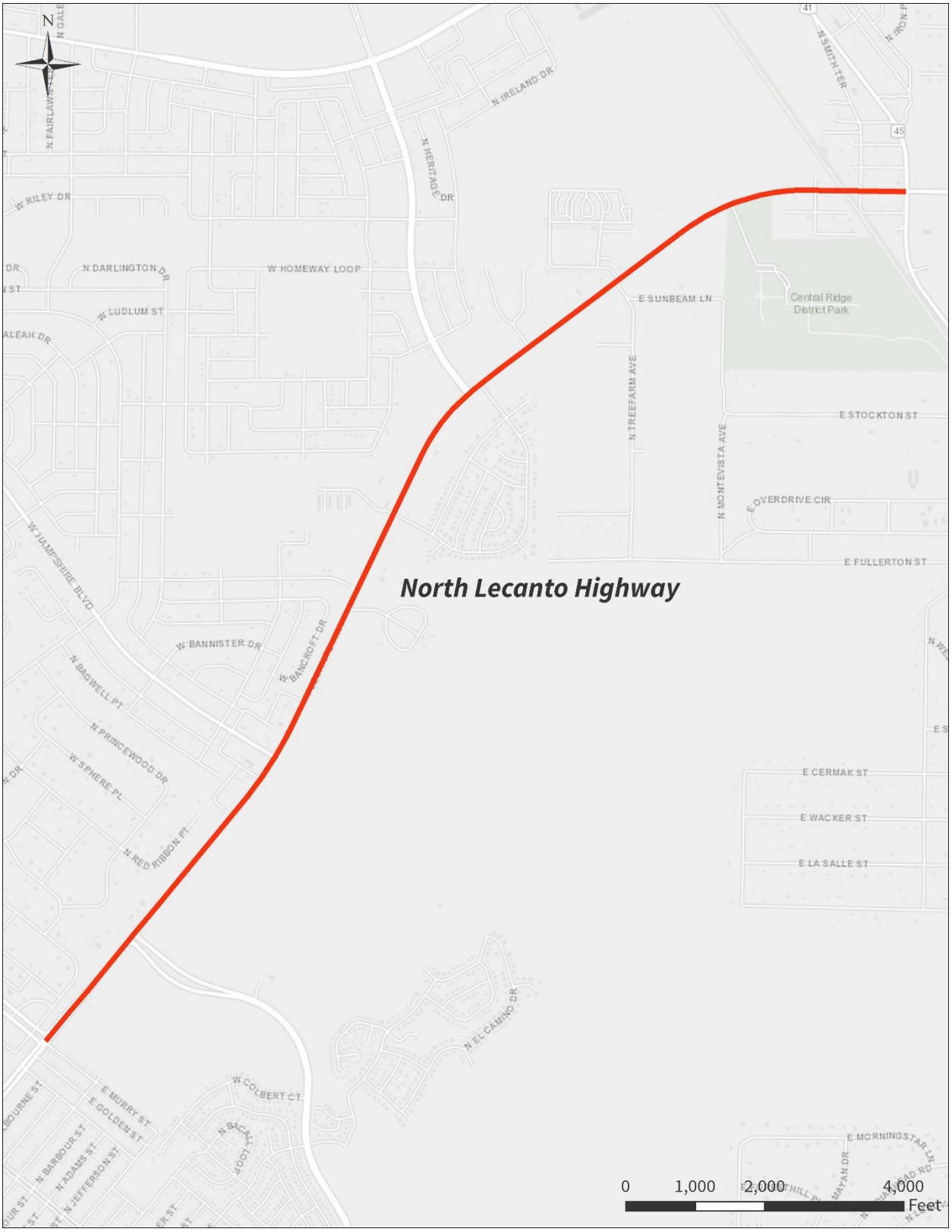


Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C2T-Rural Town	Citrus County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
10,000	Major Collector-Urban	55 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
No	5	Citrus
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes	Yes	Y
Existing Conditions		
This corridor is primarily a 2-lane undivided roadway with no shoulders. The southern portion in Downtown Crystal River is divided with landscaped medians, sharrows and wide sidewalks.		
Challenges		
A high posted speed limit can be hostile to people walking or biking, demanding better separated facilities.		
Opportunities		
After closing present gaps, consider expanding the sidewalk on the east side of the road to accommodate a shared-use path.		

34. Florida Avenue/US 41, from Norvell Bryant Highway to Florida Avenue/Main Street

Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C3C-Suburban Commercial	State
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
14,100	Principal Arterial-Urban	50 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	11	Citrus
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes	No	Y
Existing Conditions		
The roadway is 2-lane divided with shoulders and several median two-way left turn lanes. A narrow shoulder is what is primarily provided along the segment. Some sidewalks area located in Hernando and approaching Inverness. This corridor parallels the Withlacoochee State Trail.		
Challenges		
Sparse development between the towns of Inverness and Hernando		
Opportunities		
Sidewalk expansion are most needed near Hernando and Inverness in urban areas along the corridor.		

35. N Lecanto Highway, from Pine Ridge Boulevard to Florida Avenue/US 41



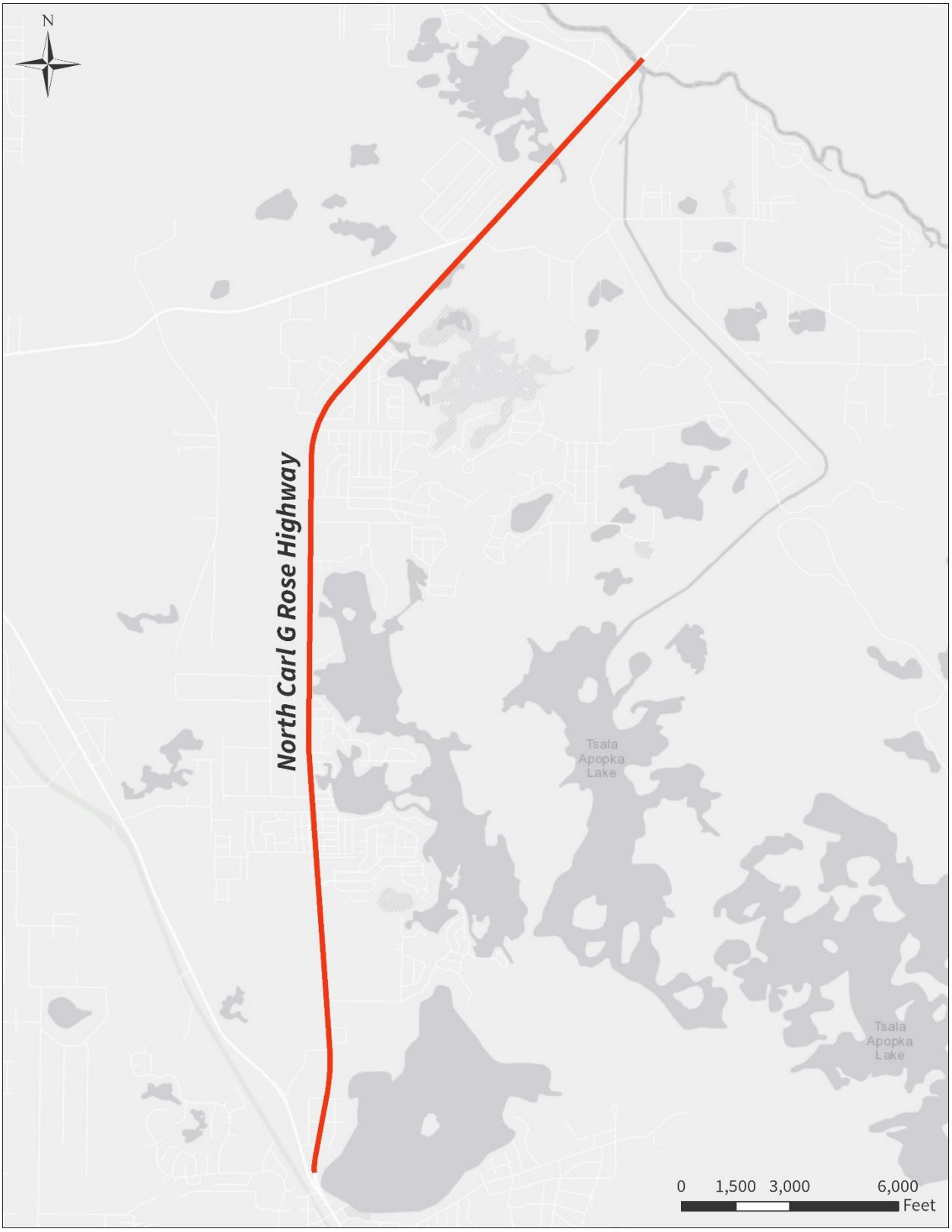
Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C2-Rural	Citrus County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
5,800	Minor Arterial-Urban	55 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes and no	3	Citrus
Sidewalk	**Bicycle Facility**	**Equity Area**
No	No	Y
Existing Conditions		
This corridor is primarily a 2-lane undivided roadway with shoulder and several median left-turn lanes. There is little observed need as there are very few commercial or residential parcels fronting the roadway.		
Challenges		
Some drainage impacts if widened at a few locations.		
Opportunities		
Provide sidewalks on both sides of the road, and a regional trail connection at US-41.		

36. Florida Avenue/US 41, from Lecanto Highway to Norvell Bryant Highway

Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C3C-Suburban Commercial	State
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
7,400	Principal Arterial-Urban	55 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	5	Citrus
Sidewalk	**Bicycle Facility**	**Equity Area**
No	Yes	Yes

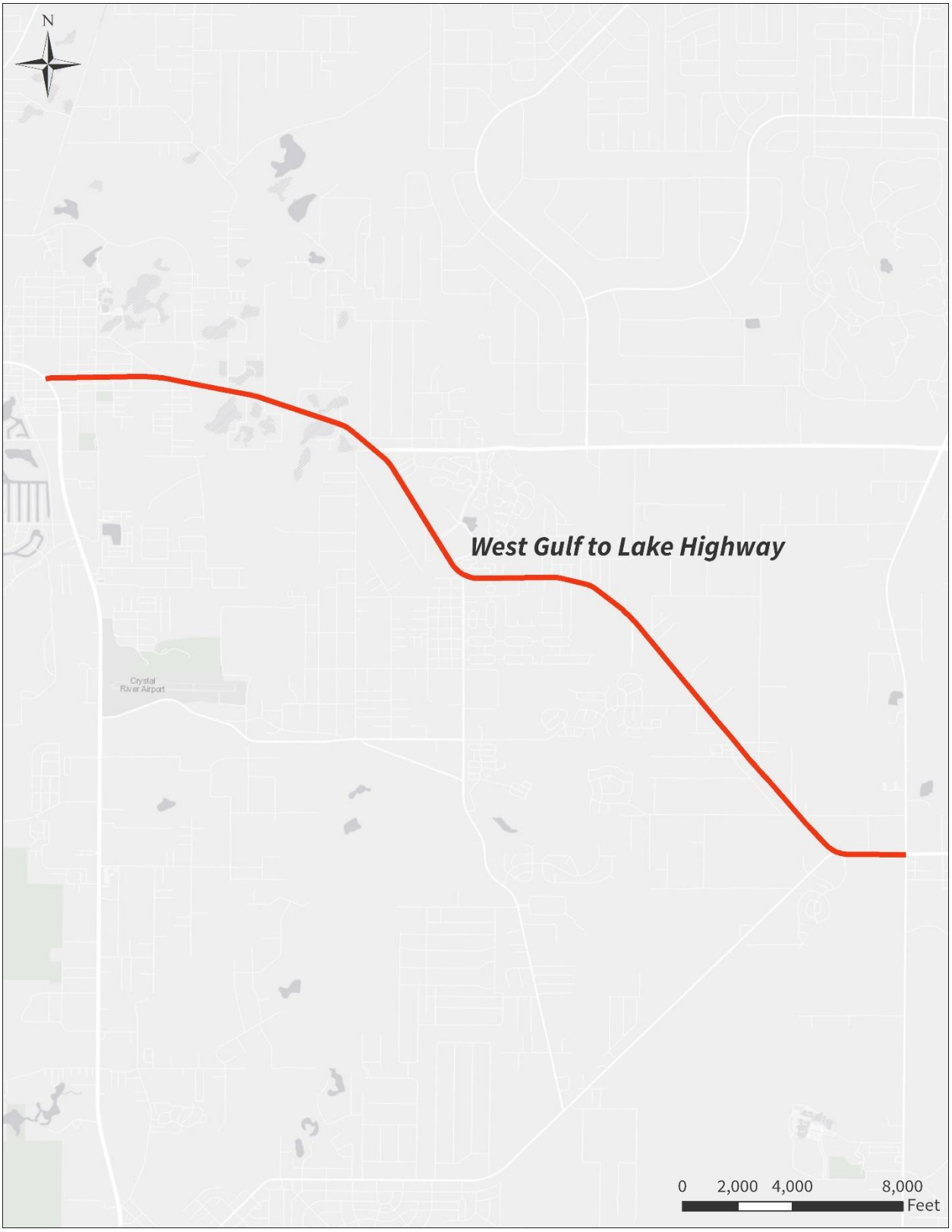
Existing Conditions
The corridor is a 2-lane undivided roadway with paved shoulders.
Challenges
Right-of-way along the corridor is limited, open drainage makes expansion of the paved area prohibitively expensive.
Opportunities
Enhance connections to the Withlacoochee State Trail. Enhance the utility of the trail by providing connections to US-41

37. N Carl G. Rose Highway, from Florida Avenue/US 41 to Marion County Line



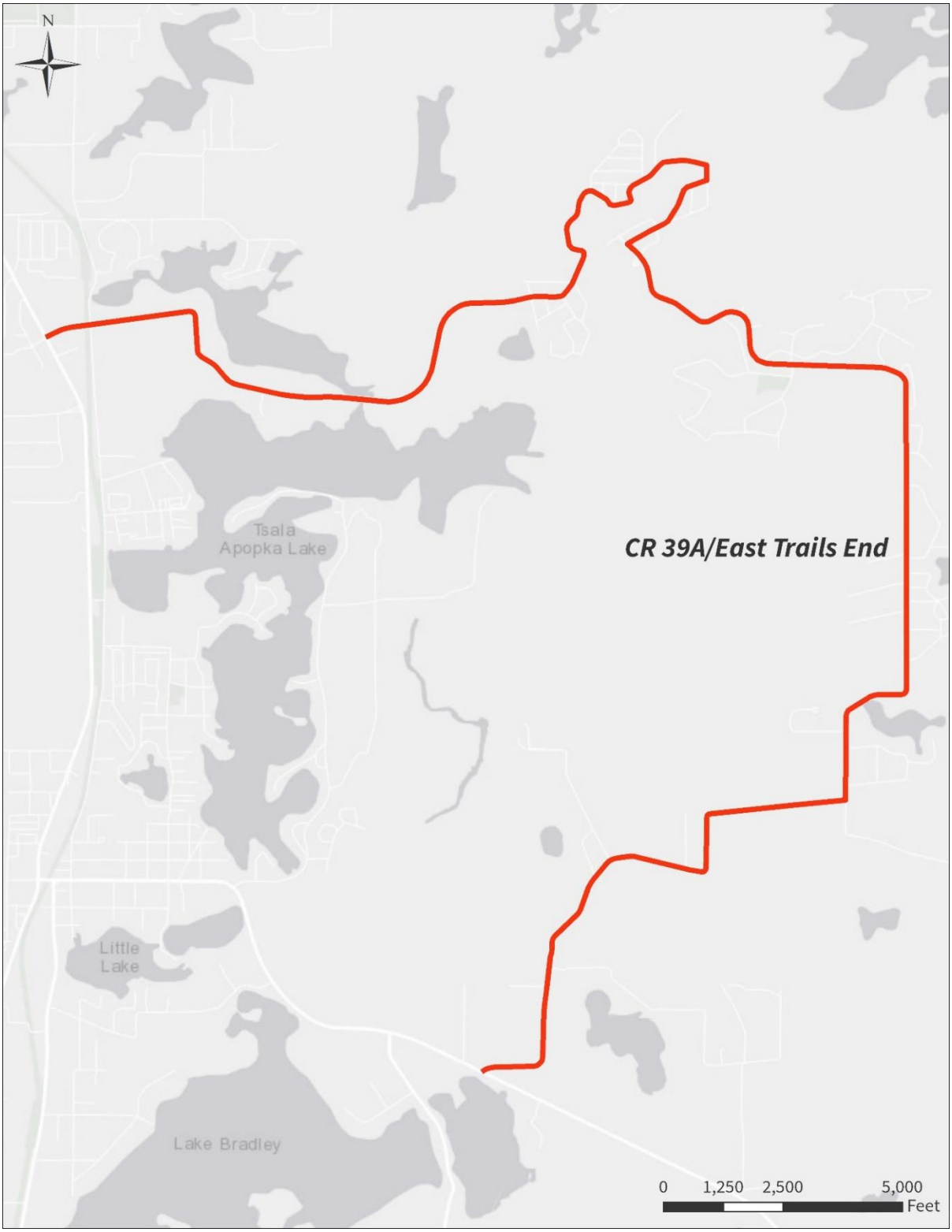
Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C3R-Suburban Residential	State
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
9,200	Principal Arterial-Urban	55 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	10	Citrus
Sidewalk	**Bicycle Facility**	**Equity Area**
No	No	Y
Existing Conditions		
The corridor is a 2-lane undivided roadway with paved shoulders with one section that has a median two-way left turn lane with sidewalks. A paved shoulder is present along the corridor.		
Challenges		
Sparsely populated area may not generate much demand.		
Opportunities		
Provide a sidewalk on both sides of the road, potentially with one side serving as a shared-use path.		

38. W Gulf To Lake Highway, from Suncoast Boulevard/US 19 to Lecanto Highway



Total Travel Lanes	Context Classification	Roadway Jurisdiction
4	C3C-Suburban Commercial	State
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
17,500	Principal Arterial-Urban	55 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	18	Citrus
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes	No	Y
Existing Conditions		
The roadway is a 4-lane divided highway with a median two-way left turn lane, marked bike lanes, and sidewalks on both sides from US 19 to Norvell Bryant Highway. Beyond that there are not bike lanes, but the sidewalk continues.		
Challenges		
Bike lanes are no longer compliant with FDOT standards and may need to be modernized or replaced with a shared use path.		
Opportunities		
Consider widening one sidewalk to accommodate a shared-use path.		

39. CR 39A/E Trails End, from Florida Avenue/US 41 to Bushnell Road

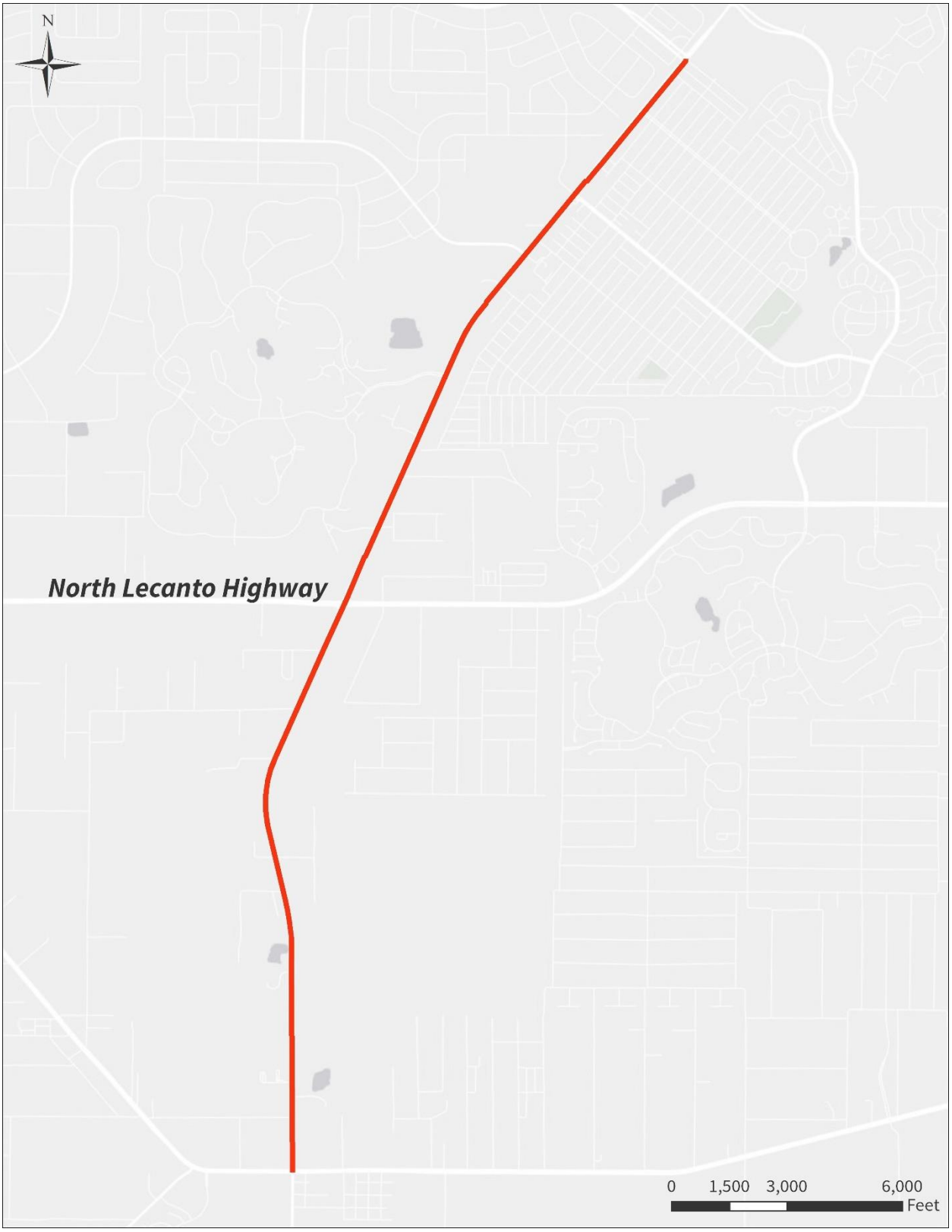


Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C3R-Suburban Residential	Citrus County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
1,200	Minor Collector-Urban	35 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	2	Citrus County
Sidewalk	**Bicycle Facility**	**Equity Area**
No	No	Yes
Existing Conditions		
The roadway is 2-lane undivided through a combination of wooded areas and low-density residential development.		
Challenges		
Right-of-way along the corridor is limited, the it is likely adjoining environmentally sensitive areas.		
Opportunities		
Given the low volume and posted speed, consider the installation of a buffered bicycle lane.		

40. W Grover Cleveland Boulevard, from Suncoast Boulevard/US 19 to Lecanto Highway

Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C2-Rural	Citrus County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
5,900	Major Collector-Urban	55 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	9	Citrus
Sidewalk	**Bicycle Facility**	**Equity Area**
No	No	Y
Existing Conditions		
The roadway is primarily a 2-lane divided highway with some median left turn lane and some right-turn-lanes. There is some commercial development along the corridor and a fractured street grid with residential development off the corridor which may indicate some need for non-motorized enhancements to the roadway.		
Challenges		
There is open drainage on both sides of the roadway along various segments.		
Opportunities		
A few enhanced crossings and the development of a trail on one side of the roadway may meet the needs of this corridor, west of the Suncoast Parkway.		

41. N Lecanto Highway, from Gulf To Lake Highway to Pine Ridge Boulevard

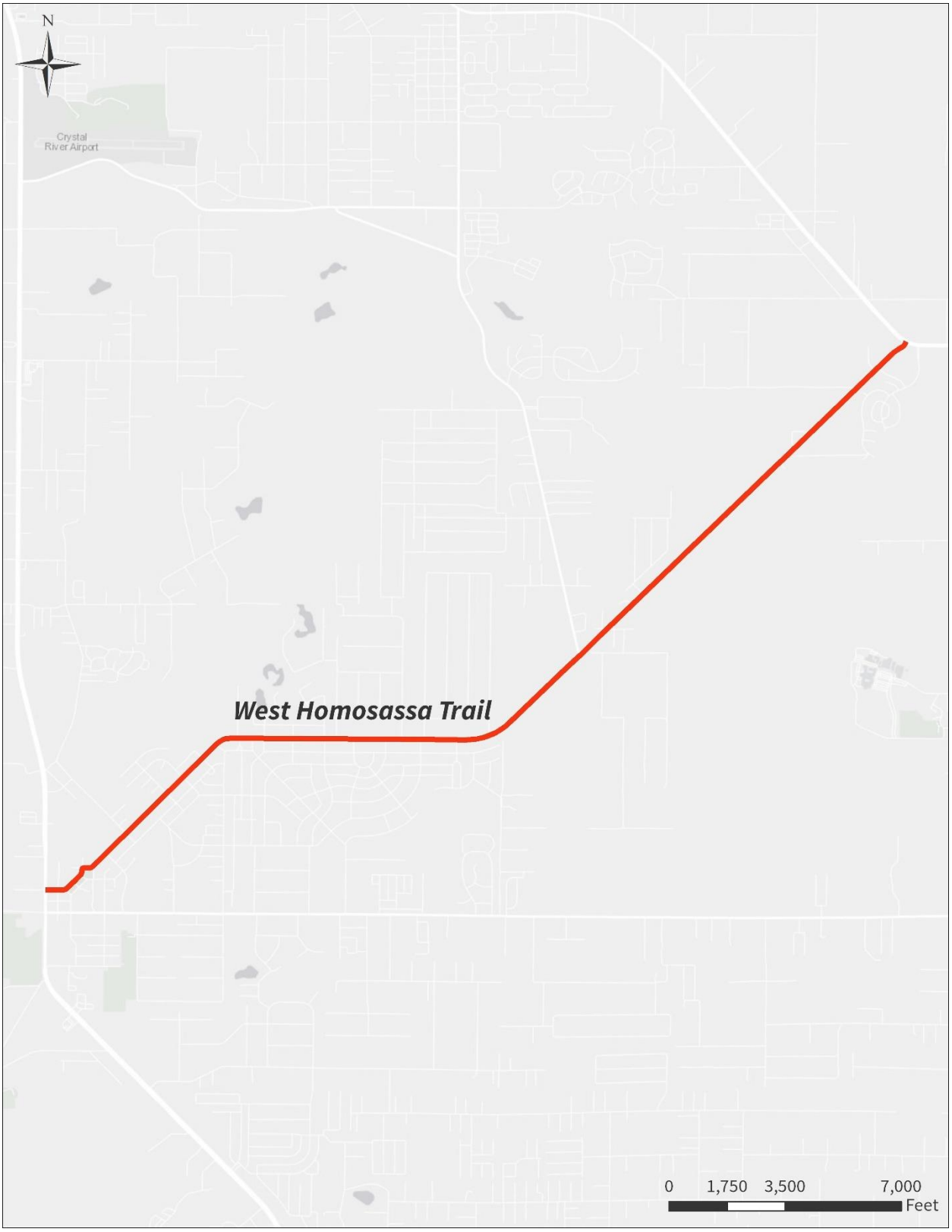


Total Travel Lanes	Context Classification	Roadway Jurisdiction
4/2	C2-Rural	Citrus County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
5,800	Minor Arterial-Urban	55 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	5	Citrus
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes	Yes	Y
Existing Conditions		
The roadway is a 4-lane divided highway with a trail on the west side at the norther and southern end. The central part of the corridor is a 2-lane undivided segment of roadway with median left-turn lanes. Bike trail		
Challenges		
Ongoing widening construction along Lecanto Highway.		
Opportunities		
Complete the multiuse trail when widening of Lecanto Highway is completed.		

42. W Dunnellon Road, from Citrus Avenue to Florida Avenue/US 41

Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C2-Rural	Citrus County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
9,100	Major Collector-Urban	50 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
No	6	Citrus
Sidewalk	**Bicycle Facility**	**Equity Area**
No	No	Y
Existing Conditions		
The roadway is a 2-lane undivided roadway with narrow paved shoulders.		
Challenges		
Narrow right of way and open drainage with utility poles may make widening prohibitive.		
Opportunities		
Provide a sidewalk on both sides of the road, potentially with one side serving as a shared-use path.		

43. W Homosassa Trail, from Suncoast Boulevard/US 19 to Gulf To Lake Highway

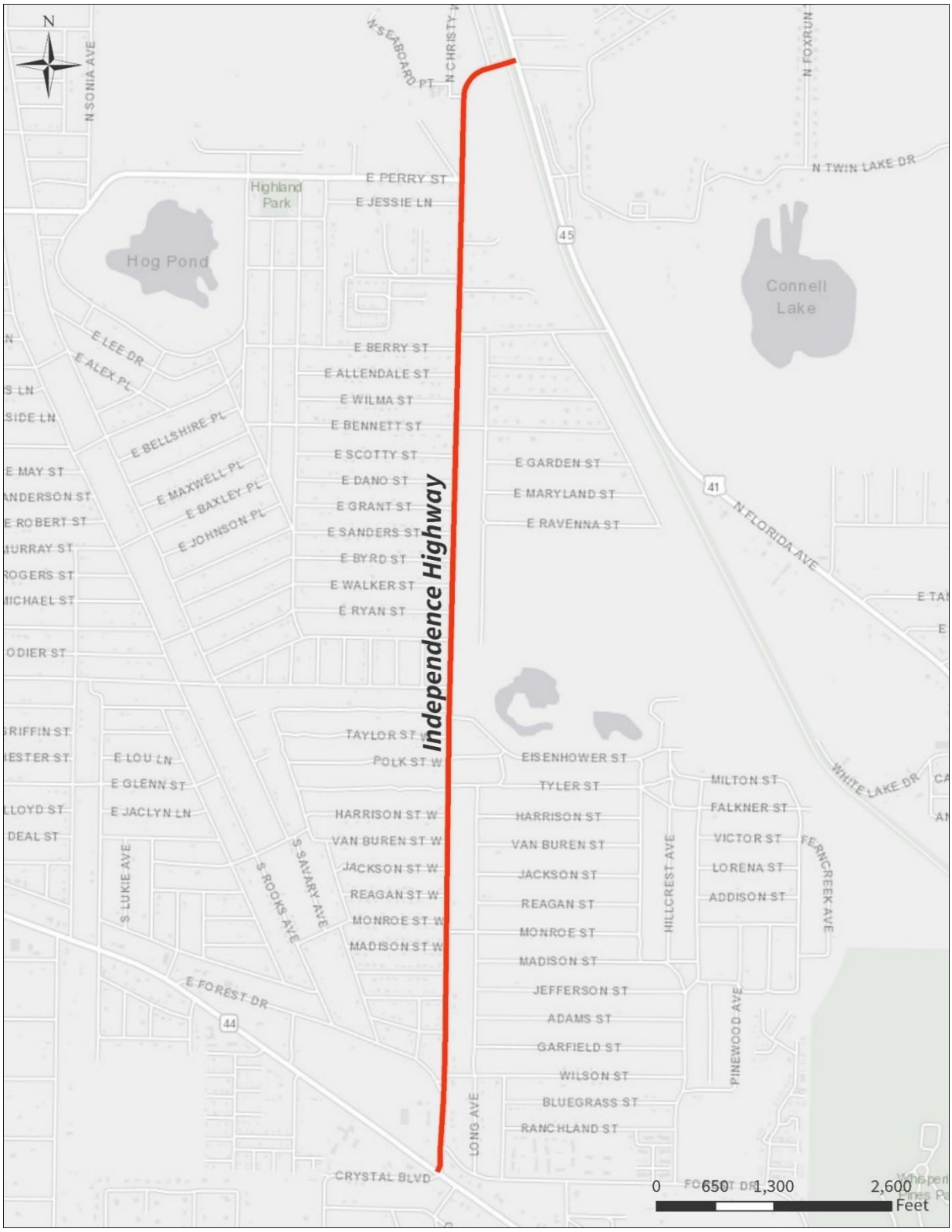


Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C2-Rural	Citrus County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
7,400	Major Collector-Urban	55 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	10	Citrus
Sidewalk	**Bicycle Facility**	**Equity Area**
No	No	Y
Existing Conditions		
The roadway is a 2-lane undivided roadway with no paved shoulders.		
Challenges		
Right of way appears very limited in several segments and there is open drainage on both sides. There are some utility poles present along the corridor. The roadway also includes a flyover and interchange with the extension of the Suncoast parkway.		
Opportunities		
Provide a sidewalk on both sides of the road, potentially with one side serving as a shared-use path.		

44. Florida Avenue/US 41, from Eden Drive to Gobbler Drive

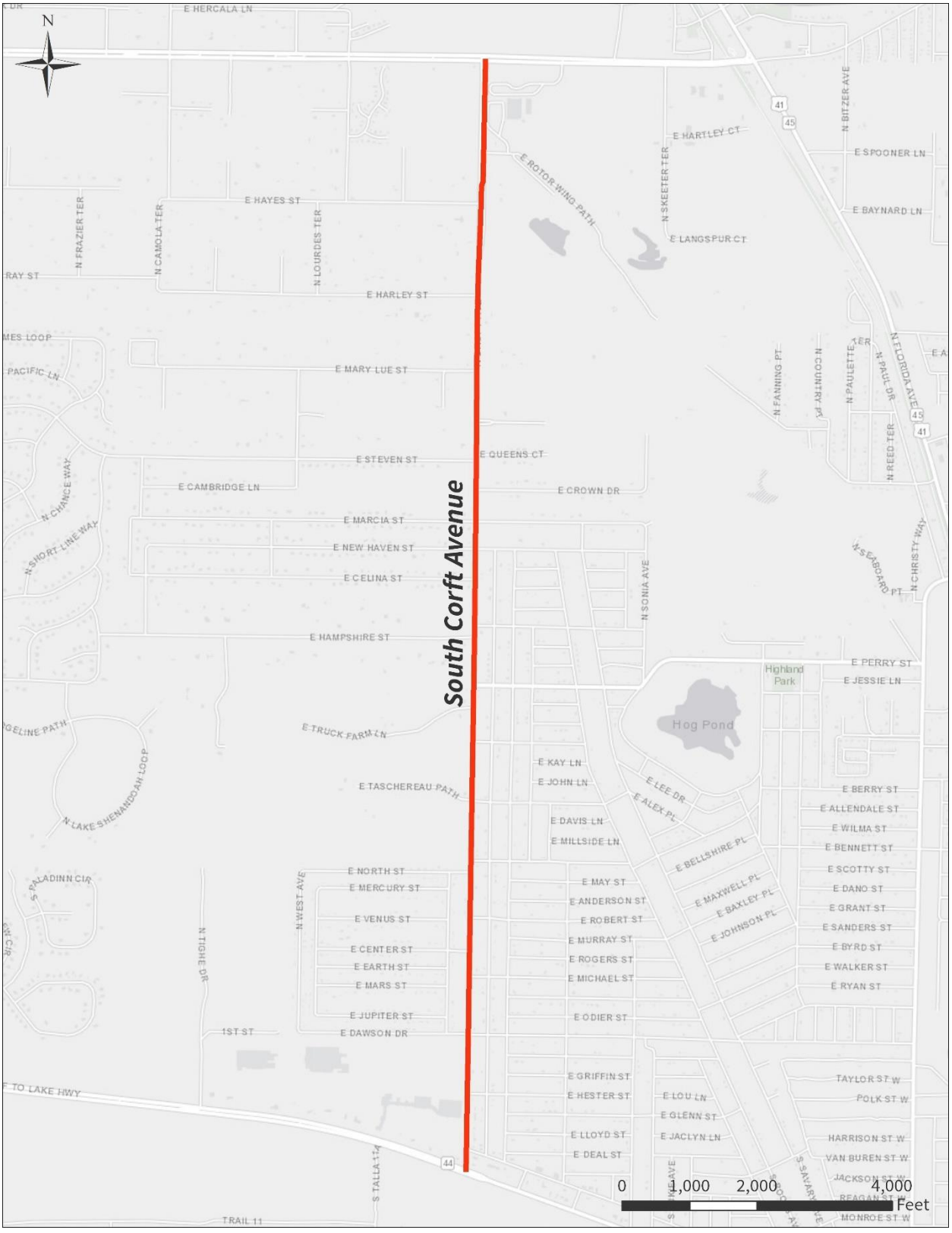
Total Travel Lanes	Context Classification	Roadway Jurisdiction
4	C3R-Suburban Residential	State
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
11,200	Principal Arterial-Urban	55 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	5	Citrus
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes	No	Y
Existing Conditions		
The roadway is a 4-lane divided highway with wide sidewalks on both sides of the roadway that parallel the Withlacoochee State Trail. There are wide shoulders provided to allow for U-turns at median left-turn lanes.		
Challenges		
Potentially sensitive environmental areas east of US41.		
Opportunities		
Provide connections from US-41 to the Withlacoochee State Trail.		

46. Independence Highway, from Florida Avenue/Main Street to Gulf to Lake Highway



Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C3R-Suburban Residential	? (Maybe Inverness)
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
6,300	Major Collector-Urban	45 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
No	6	Citrus
Sidewalk	**Bicycle Facility**	**Equity Area**
No	No	Yes
Existing Conditions		
The roadway is a 2-lane undivided roadway through a residential area of fairly dense single family homes with frequent driveways.		
Challenges		
Right-of-way along the corridor is limited, open drainage makes expansion of the paved area prohibitively expensive, and many driveways increase the number of conflicts.		
Opportunities		
Provide a sidewalk on both sides of the road and frequent, marked crosswalks. Provide bike facilities, potentially by expanding one sidewalk to a minimum 10' shared-use path.		

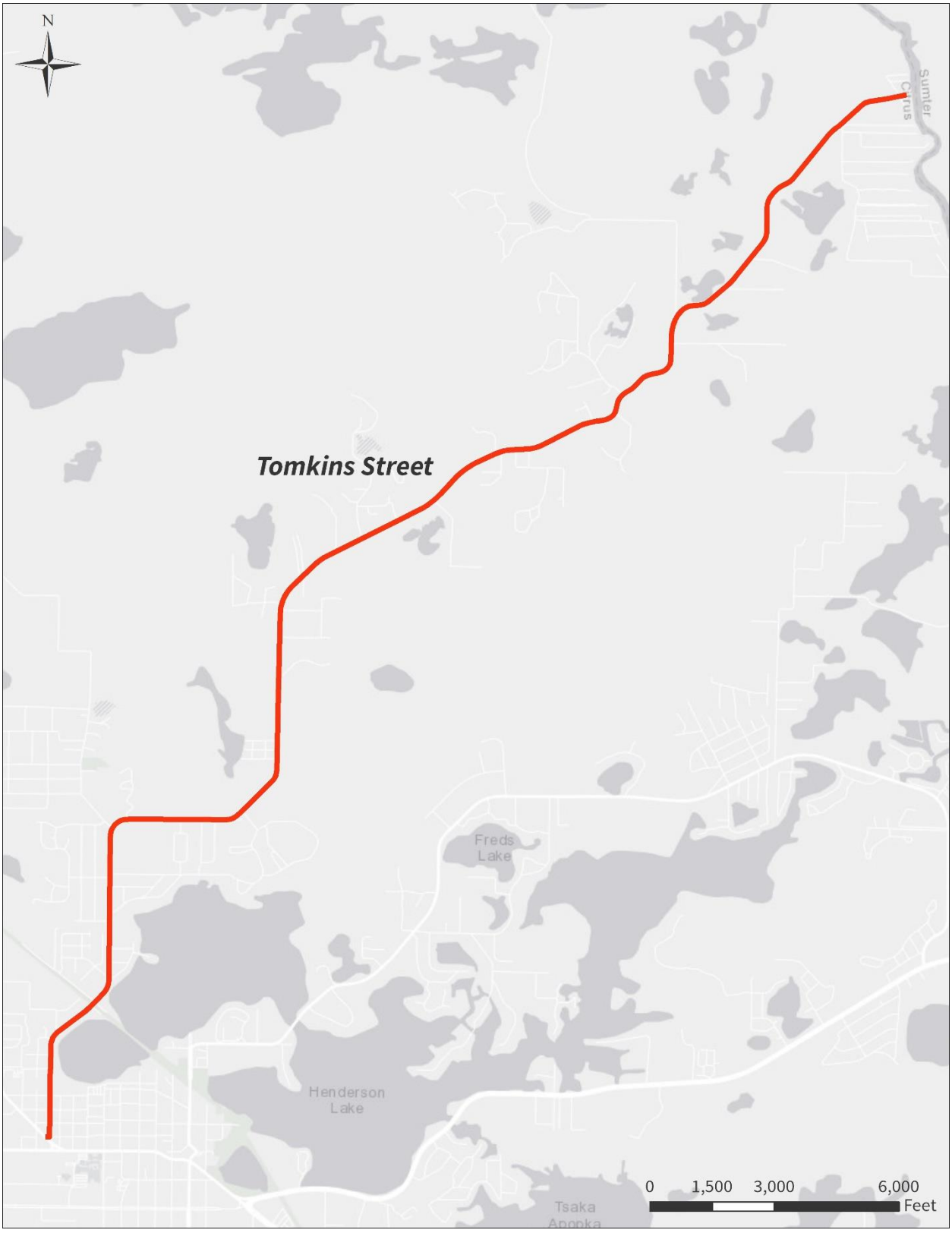
47. S Croft Avenue, from Norvell Bryant Highway to Gulf To Lake Highway



Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C2-Rural	?
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
11,400	Major Collector-Urban	45 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
No	6	Citrus
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes	No	Yes

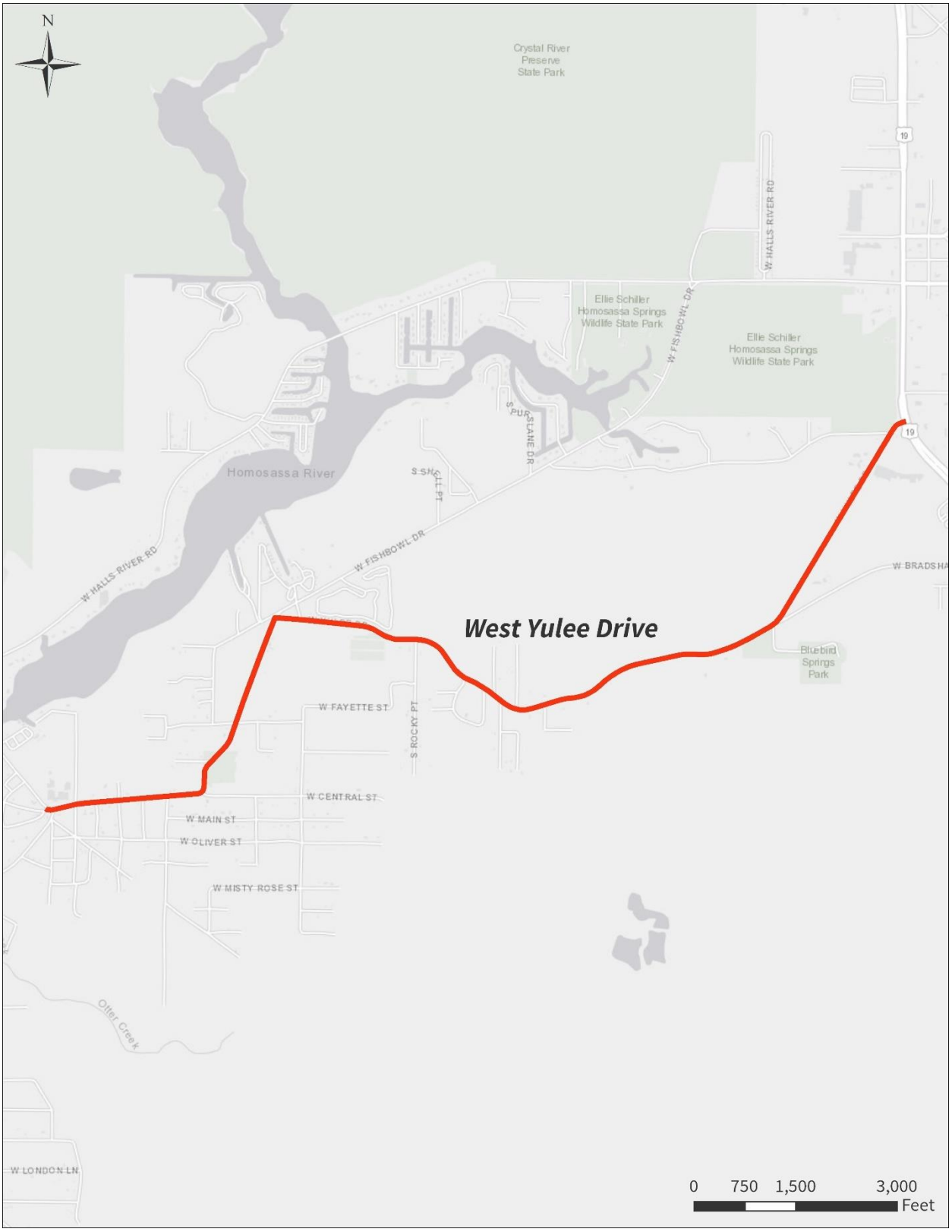
Existing Conditions
The roadway is a 2-lane undivided roadway through a residential area with no shoulders. There is a sidewalk on both sides of the roadway in the very northern end of the corridor.
Challenges
Right-of-way along the corridor is limited with frequent utility poles, open drainage makes expansion of the paved area prohibitively expensive.
Opportunities
The street grid adjacent a portion of the corridor could serve as a good alternative bike route. Consider widening the sidewalk to accommodate a shared-use path.

48. Tomkins Street, from Florida Avenue/US 41 to Withlacoochee River



Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C3R-Suburban Residential	Citrus County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
3,900	Minor Collector-Urban	45 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
No	5	Citrus
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes	No	Y
Existing Conditions		
The roadway is a 2-lane divided roadway with curbed landscaped medians, a sidewalk on the north and south sides with gaps present.		
Challenges		
Density along the corridor lessens moving into Marion County, potentially reducing demand for facilities.		
Opportunities		
Expand the existing sidewalk to accommodate a shared-use path to serve the residential population along the corridor.		

49. W Yulee Drive, from S Cherokee Way to Suncoast Boulevard/US 19

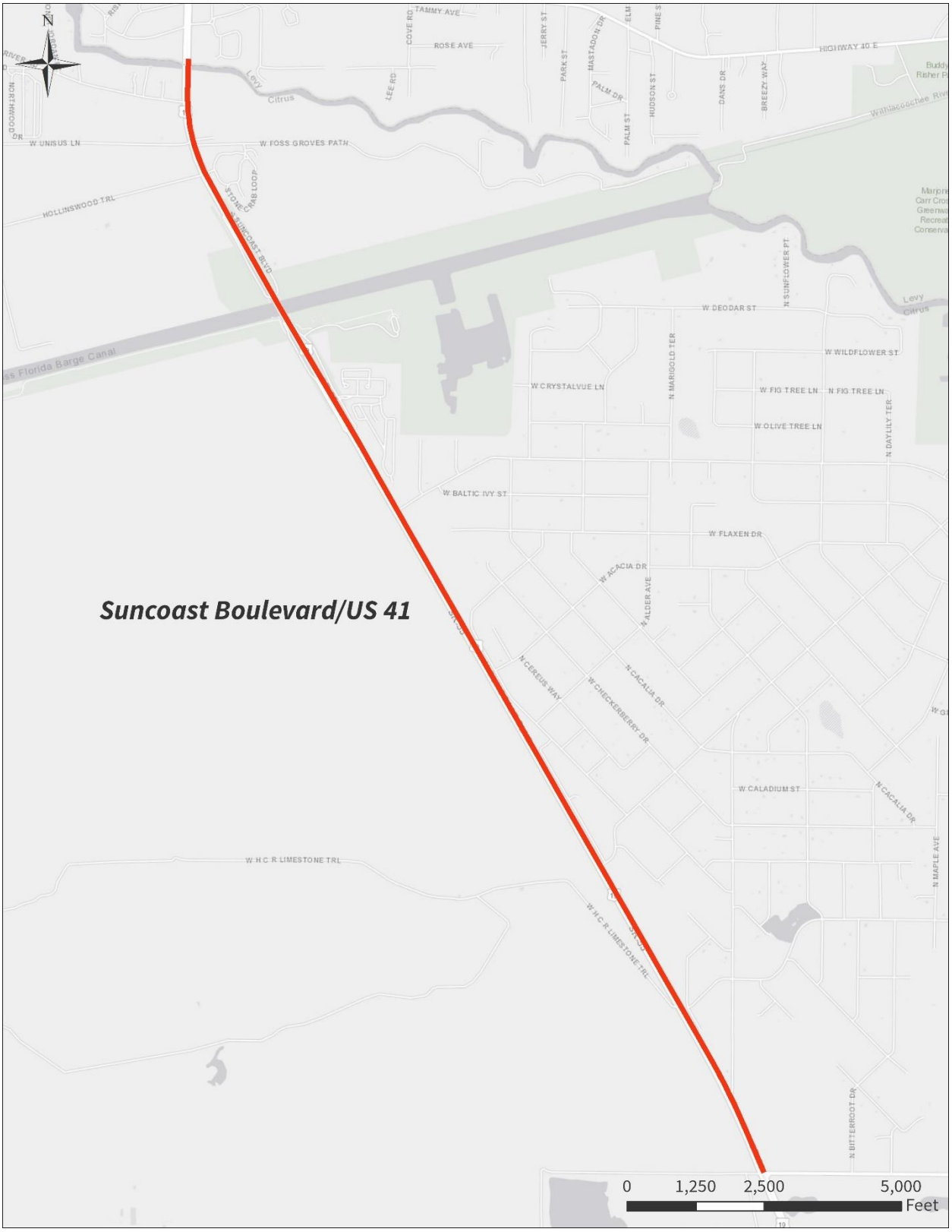


Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C2-Rural	Citrus County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
2,700	Major Collector-Urban	40 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	3	Citrus
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes	No	Y
Existing Conditions		
The roadway is a 2-lane divided roadway with no shoulders and a sidewalk on one side that alternates from one side to the other.		
Challenges		
Limited right of way.		
Opportunities		
The existing sidewalk appears to be meeting to needs of the corridor. Shared lane signage may be appropriate.		

50. Gospel Island Road, from Florida Avenue/Main Street to Belair Drive

Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C2T-Rural Town	Citrus County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
3,900	Major Collector-Urban	45 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
No	1	Citrus
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes	No	Y
Existing Conditions		
The roadway is a 2-lane undivided roadway with bike lanes on street in the southern portion, a sidewalk on the west side, and a wide sidewalk on the east side. Traveling north it is a 2-lane undivided with no sidewalks on either side and no paved shoulders.		
Challenges		
Land adjacent to the ROW consists of agricultural land, bridges, and residential communities.		
Opportunities		
Shared lane signage may be appropriate to accommodate bicyclists.		

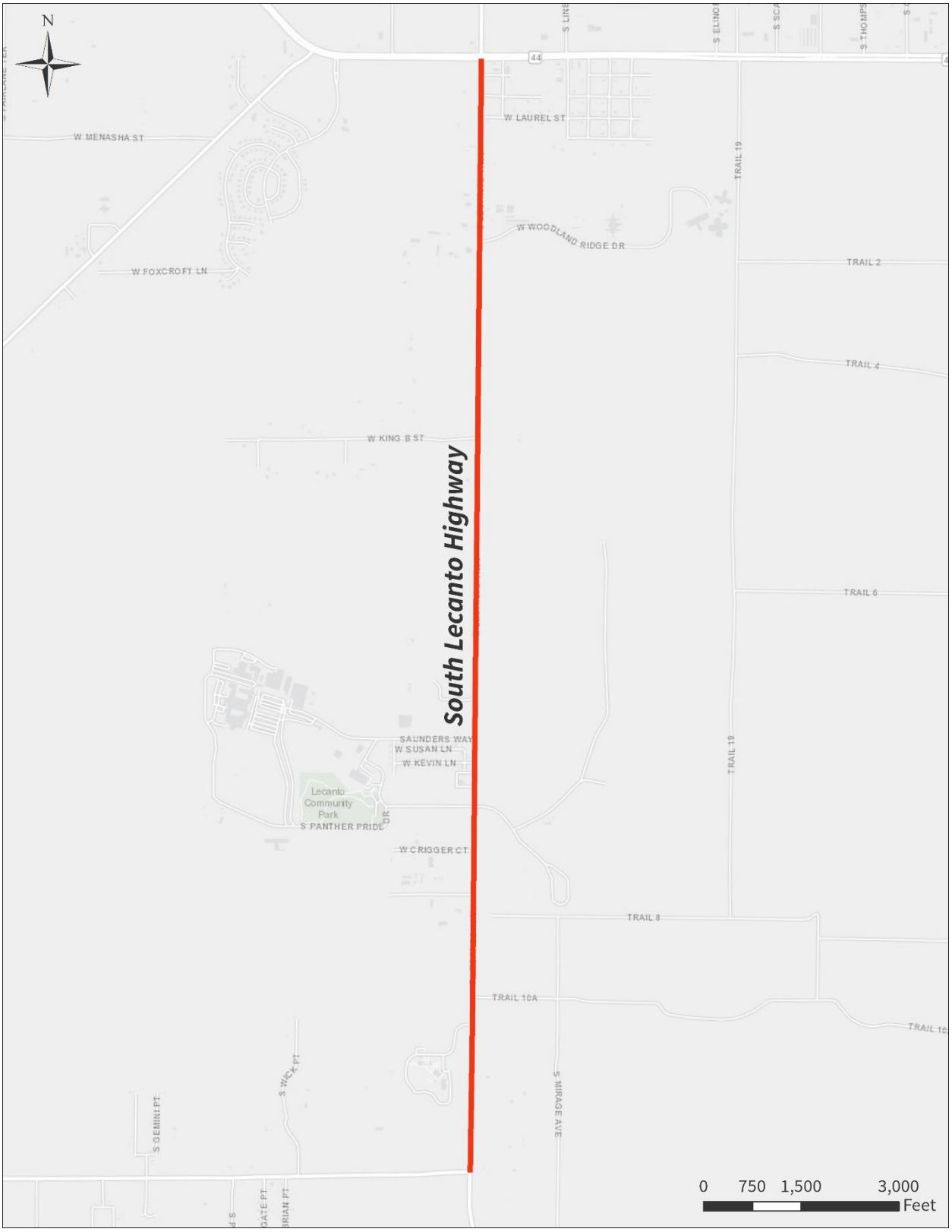
51. Suncoast Boulevard/US 41, from Levy County Line to Dunnellon Road



Total Travel Lanes	Context Classification	Roadway Jurisdiction
4	C2-Rural	State
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
9,700	Principal Arterial-Rural	60 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
No	2	Citrus
Sidewalk	**Bicycle Facility**	**Equity Area**
No	No	Y

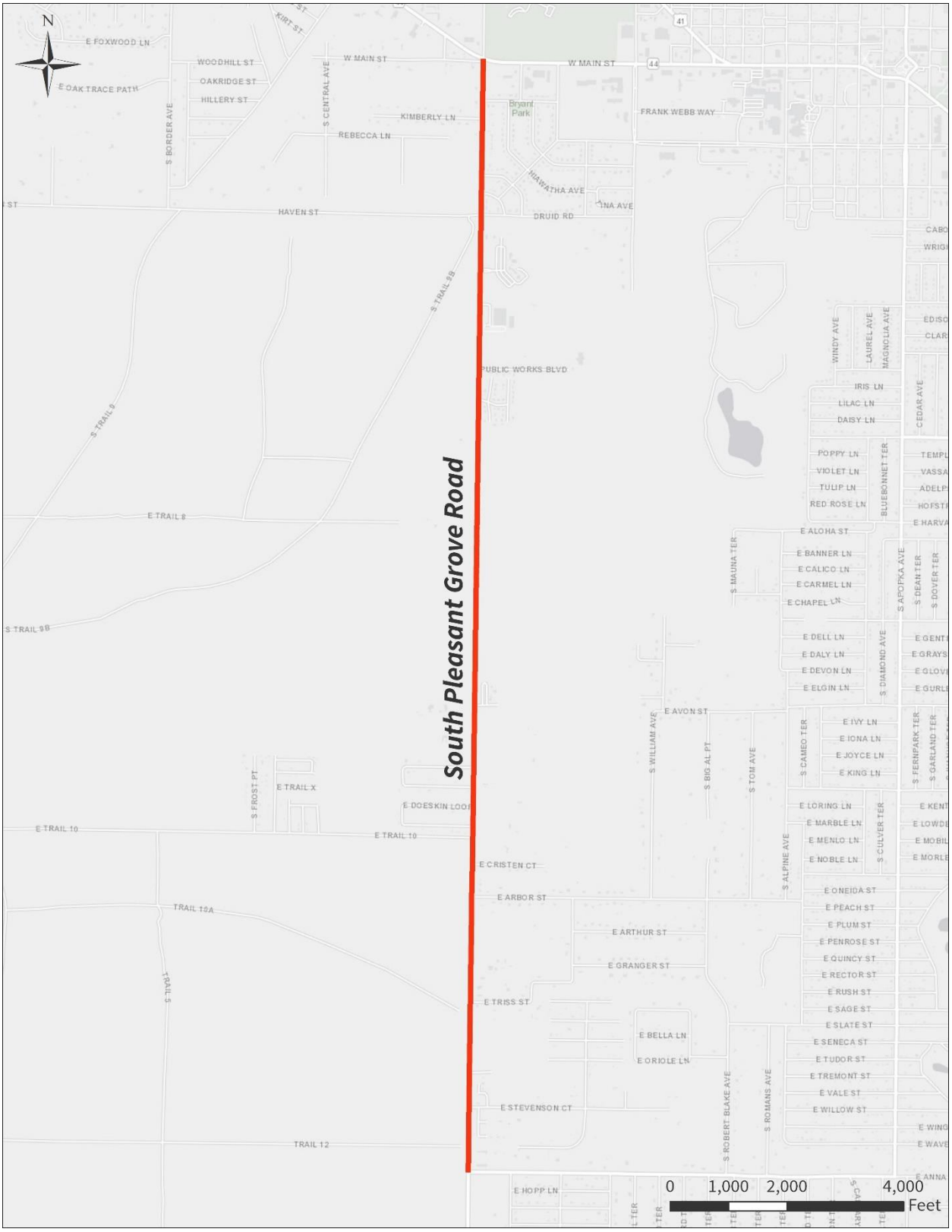
Existing Conditions
The roadway is a 4-lane divided roadway with medians, turn lanes, and a shoulder. There are no bicycle and pedestrian facilities except for the crossing of the Florida Barge Canal.
Challenges
Low density, sparse development along the corridor may reduce demand for facilities.
Opportunities
Provide a sidewalk on both sides of the road with regular marked crossings. Consider widening one side to accommodate a shared-use path.

52. S Lecanto Highway, from Grover Cleveland Blvd to Gulf To Lake Highway



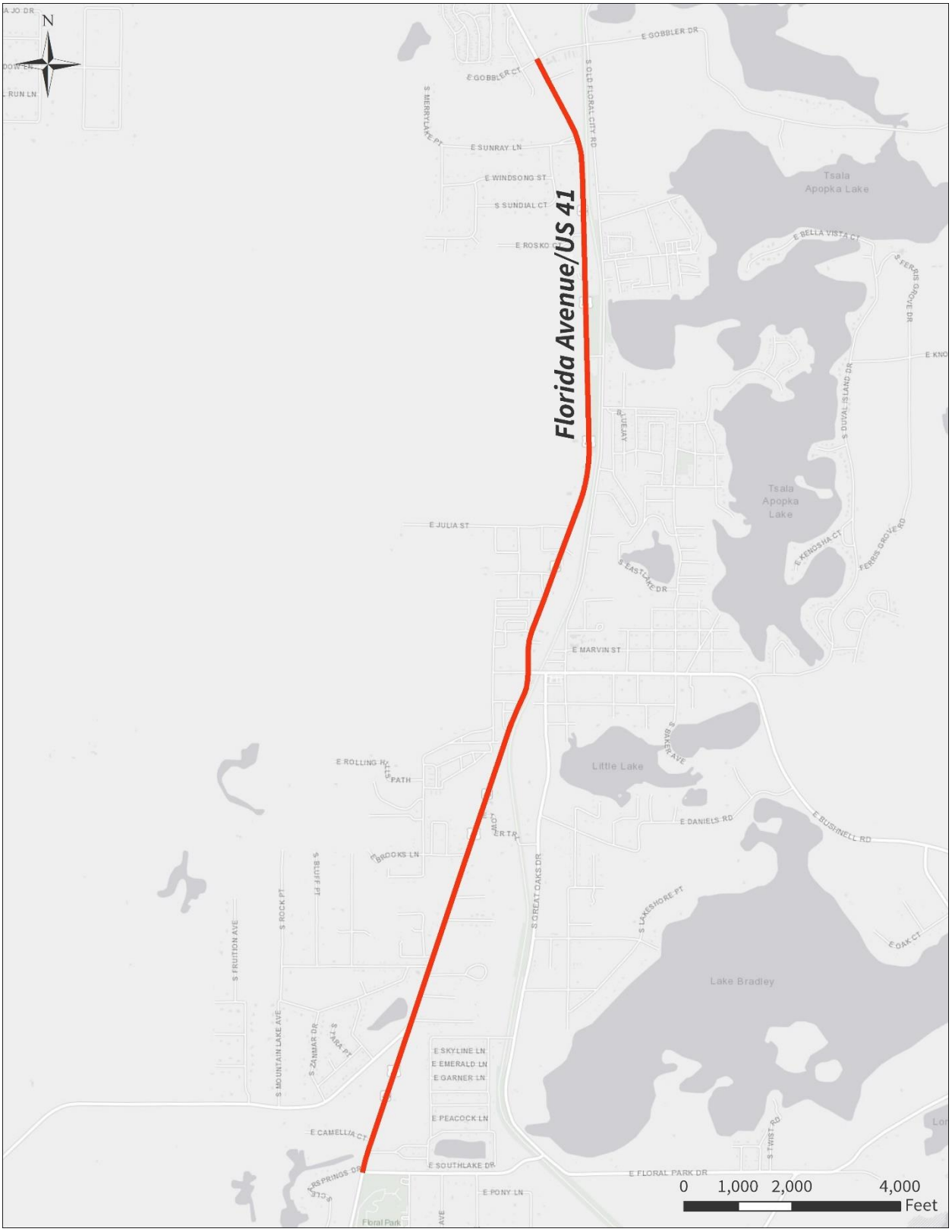
Total Travel Lanes	Context Classification	Roadway Jurisdiction
4	C2-Rural	Citrus County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
5,800	Minor Arterial-Urban	55 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	1	Citrus
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes	No	Y
Existing Conditions		
The roadway is a 4-lane undivided roadway with a two-way left-turn lane, paved shoulder with curb and gutter, and has a sidewalk on the west side.		
Challenges		
Low density area with sparse development may not encourage bike/ped use.		
Opportunities		
Consider widening sidewalk on the west side to create a shared-use path.		

53. S Pleasant Grove Road, from Anna Jo Drive to Gulf To Lake Highway



Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C3R-Suburban Residential	Citrus County
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
8,400	Minor Arterial-Urban	55 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
No	4	Citrus
Sidewalk	**Bicycle Facility**	**Equity Area**
Yes	No	Y
Existing Conditions		
The roadway is 2-lane undivided with no shoulders and a sidewalk on the east side north of Grove Manor Blvd.		
Challenges		
Sparse development on the southern portion of the corridor.		
Opportunities		
Consider a shared-use path that ties into the existing sidewalk.		

54. Florida Avenue/US 41, from E Floral Park Drive to Cobbler Drive



Total Travel Lanes	Context Classification	Roadway Jurisdiction
2	C3R-Suburban Residential	State
Average Annual Daily Traffic	**Functional Classification**	**Posted Speed Limit**
7,200	Principal Arterial-Urban	55 MPH
Transit Service	**Total Bike/Ped Crashes**	**Affected Governments**
Yes	0	Citrus
Sidewalk	**Bicycle Facility**	**Equity Area**
No	No	Y

Existing Conditions
The roadway is 2-lane undivided with paved shoulders.
Challenges
Guard rails along wetlands and open drainage in several areas increase the costs to provide new facilities.
Opportunities
Provide connections from US-41 to the Withlacoochee State Trail. Provide sidewalks on both sides of the road, and consider widening one sidewalk to accommodate a shared-use path.