



**BIKEWAYS AND TRAILS**  
master plan

# Hernando/Citrus Bikeways and Trails Plan Executive Summary

June 2018



# Executive Summary

The Hernando/Citrus MPO Bikeways and Trails Master Plan represents a collaborative effort involving the community, the MPO, and committees to create the vision for the future of bicycling in Hernando and Citrus counties. It is the Bikeways and Trails Master Plan Vision that:

*Hernando and Citrus counties become communities where people can safely and easily ride bicycles and walk daily. A connected network of trails and on-street facilities will benefit the economy, public health, and quality of life for all members of the community.*

This Vision directs the development and expansion of the bicycle and trail network for both counties. This Master Plan brings together the prior work done in both counties and identifies expanded opportunities to put the vision into practice.

The goals and objectives of this Plan are as follows:



Safety – Increase safety for people who walk and bicycle in Hernando and Citrus counties.



Connectivity – Create a network of efficient, convenient bicycle and pedestrian facilities in Hernando and Citrus counties.



Equity/Livability – Increase transportation choice and community livability through the development of an integrated multimodal system.



Health – Encourage health and fitness by providing a safe, convenient network of facilities for walking and biking.



Economic Development – Promote tourism and economic opportunities by developing a safe, connected network of biking and walking facilities.

In addition to input from Hernando/Citrus MPO staff, an extensive outreach effort included interactive workshops in each county as well as an on-line survey and web-based mapping tool. Feedback highlighted

safety as the #1 concern and a desire to be able to bicycle on safer, more comfortable facilities throughout each county.

## The Plan

This plan was developed in two parts—short-term projects identified through feedback that would be smaller, collaborative projects with local agencies or incorporated during routing resurfacing projects and a long-term vision that sets the tone for future roadway reconstruction projects.

The identified needs include trail crossings, locations for advisory signage, bike lane gaps, and short connector trail segments. It is recommended that coordination with City and County departments continue after plan adoption to facilitate the incorporation of the identified projects into planned maintenance efforts wherever possible.

## Safety and Crash Analysis

Evaluation of crash data was done early in the Plan development process to identify areas that might benefit from additional analysis and/or infrastructure improvement. Not unusually, crashes occurred throughout each county. Areas of higher crash concentration were found along US 19 in both Hernando and Citrus counties and along Mariner Boulevard in Hernando County.

## Policy/Program Recommendations

In addition to making infrastructure recommendations, the Plan makes policy and program recommendations designed to improved safety and enhance the bicycling environment.

## Vision

The Vision for this plan is for a safe, easy-to-use, connected network of on-road and trail facilities that builds on work already being done, as well as a general public interest in safer places to bicycle. In 2017, the MPO adopted a resolution that all State roads include a separated trail or sidewalk in their designs. Citrus County has been including trails in its roadway expansion plans and has built trails where possible. Feedback and committee discussion encouraged the consideration that a separated trail is the preferred facility type when possible.

This Master Plan is meant to be a blueprint that provides guidance about facility improvements and policy recommendations aimed at accommodating bicycle and pedestrian modes of transportation, improving safety conditions, and ensuring coordination among jurisdictions, departments and agencies.

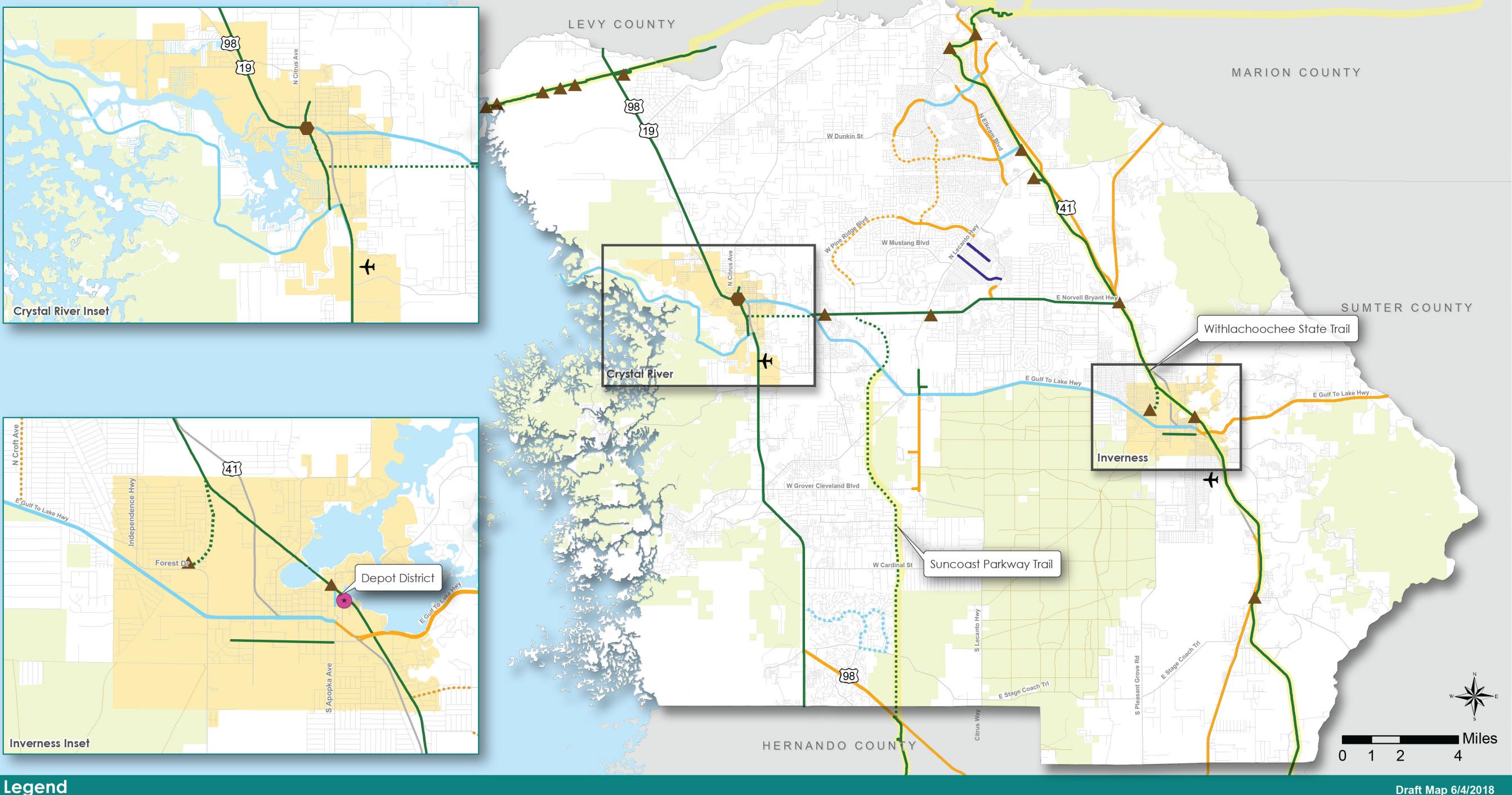
The Vision Maps included on pages 8–11 build on the Existing and Committed Facilities maps on pages 4–7.

## Plan Implementation Actions

Developing a plan is only the first step in the process to creating a robust and successful active transportation network. After plan adoption, collaboration and action are what make it successful. The following implementation actions have been developed to ensure the success of this Master Plan and should be reviewed on an annual basis:

- ◊ On January 30, 2018, the Hernando/Citrus MPO Board voted to support the Florida Department of Transportation's (FDOT's) goal of zero serious auto-related injuries and deaths (Vision Zero). It also established a short-term target of 5% per year in reduction in traffic fatalities and serious injuries, based on a five-year rolling average. The MPO Plan is to reduce the number of bicycle and pedestrian injuries and fatalities by funding projects that will support this goal.
- ◊ Recognizing that it takes more than engineering solutions to resolve safety issues in Hernando and Citrus counties, the MPO will collaborate with the County, FDOT, and other agencies to identify and fund enforcement and education programs throughout both counties.
- ◊ Work should continue with FDOT to add bicycle and pedestrian facilities to State roads as they are resurfaced or expanded. Wherever possible, separated trails should be included in PD&E and design phases.
- ◊ This plan is a living document and reflects the vision of the MPO and stakeholders and analysis done at the time of its development. The projects identified according to the evaluation process will not preclude the addition or upgrade of bicycle and/or pedestrian facilities on County roads.
- ◊ MPO will collaborate with other County staff to ensure that the best possible bicycle and pedestrian facilities are incorporated into all upcoming county resurfacing and reconstruction projects.
- ◊ Coordination will continue with the Hernando and Citrus County Public Works departments to include trails, buffered bike lanes and wider sidewalks on new roadways and roadway expansion plans.
- ◊ Coordination will continue with the City of Inverness, City of Crystal River, City of Brooksville, other local agencies, and Hernando and Citrus counties on submissions of projects to a list of projects to be considered for prioritization for funding.
- ◊ Coordination will continue with local governments for adoption of the Hernando/Citrus MPO Bikeways and Trail Master Plan into local Comprehensive Plans, the Land Development Code, City master plans, and identification and protection of trail corridors.
- ◊ Coordination will continue with other government and non-government entities on regional planning issues related to the trail system.
- ◊ Work with the Florida Department of Environmental Protection (FDEP), the Office of Greenways and Trails (OGT), the Florida Department of Community Affairs, and others to pursue grant opportunities to develop the regional trail network in Hernando and Citrus counties.
- ◊ Coordination will continue with staff in adjacent counties, MPOs, the Office of Greenways and Trails (OGT), and FDOT to plan for and construct trails and other bicycle infrastructure across county lines to help create a seamless and connected regional trail network.
- ◊ This Plan will be reviewed and revised as needed at least every five years. Interim updates to the maps or Plan may be required to take advantage of opportunities with developers or local and county agencies.

## Citrus County Bikeways and Trails: Existing + Committed Facilities



### Legend

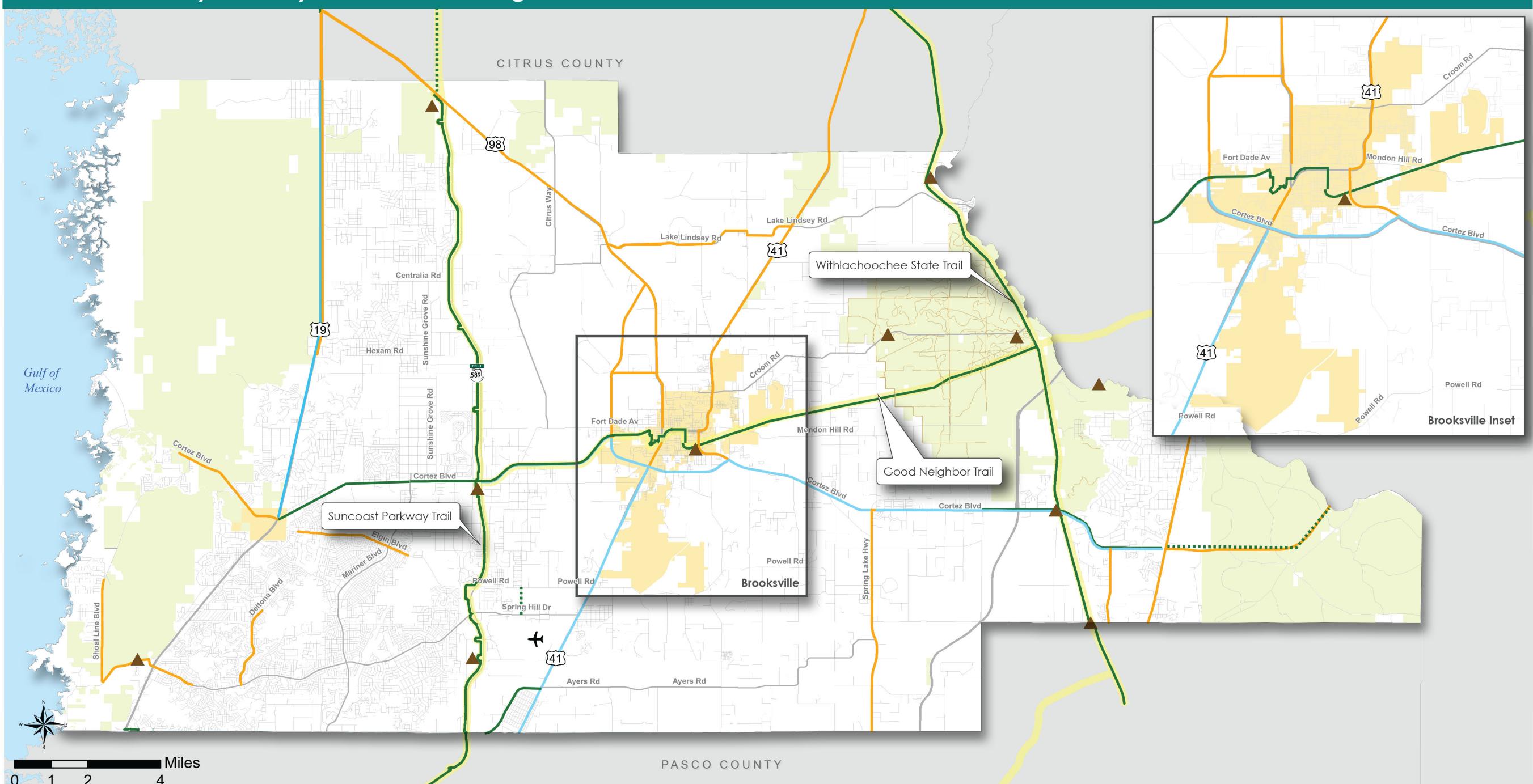
#### Committed Facilities

- Trail
- Paved Shoulder
- Bike Lane
- Proposed Trailheads

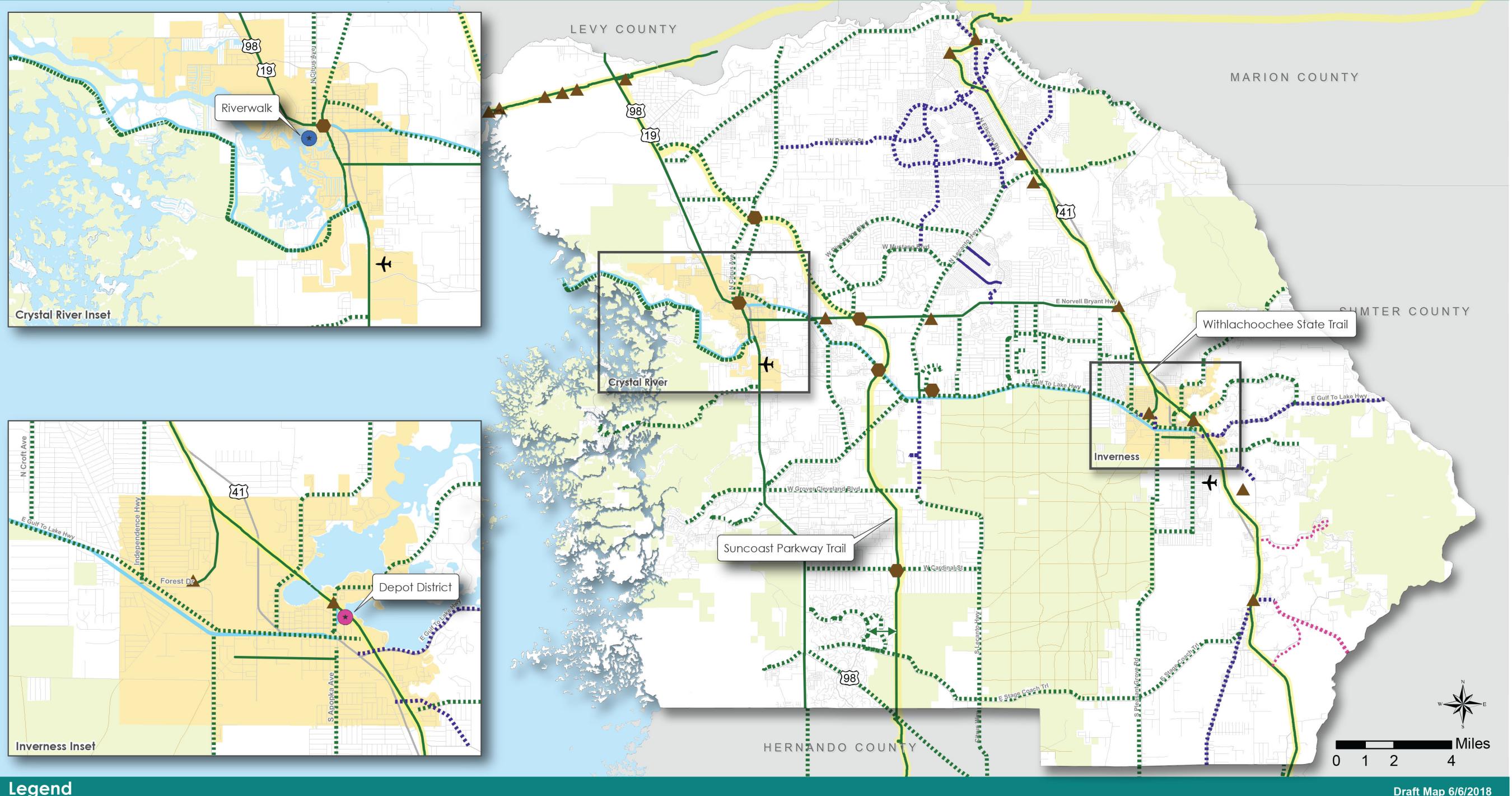
#### Existing Facilities

- Trail
- Bike Lane
- Paved Shoulder
- Unpaved Trail
- Existing Trailheads
- Buffered Bike Lane

## Hernando County Bikeways and Trails: Existing + Committed Facilities



## Citrus County Bikeways and Trails: Vision Map



### Legend

#### Proposed Needs

Trail<sup>1</sup>      Needs Study<sup>3</sup>

Buffered Bike Lane<sup>2</sup>      Proposed Trailheads

<sup>1</sup>Trails are proposed to be added to roads, where feasible, as they are widened

<sup>2</sup>Buffered bike lane is a dedicated space on the road including a 5' bike lane and a 2' buffer

<sup>3</sup>Facility type will be defined during study phase.

#### Existing/Committed Facilities

Trail; Trail, Committed

Existing Trailheads

Unpaved Trail

Bike Lane

SUNTrail Network

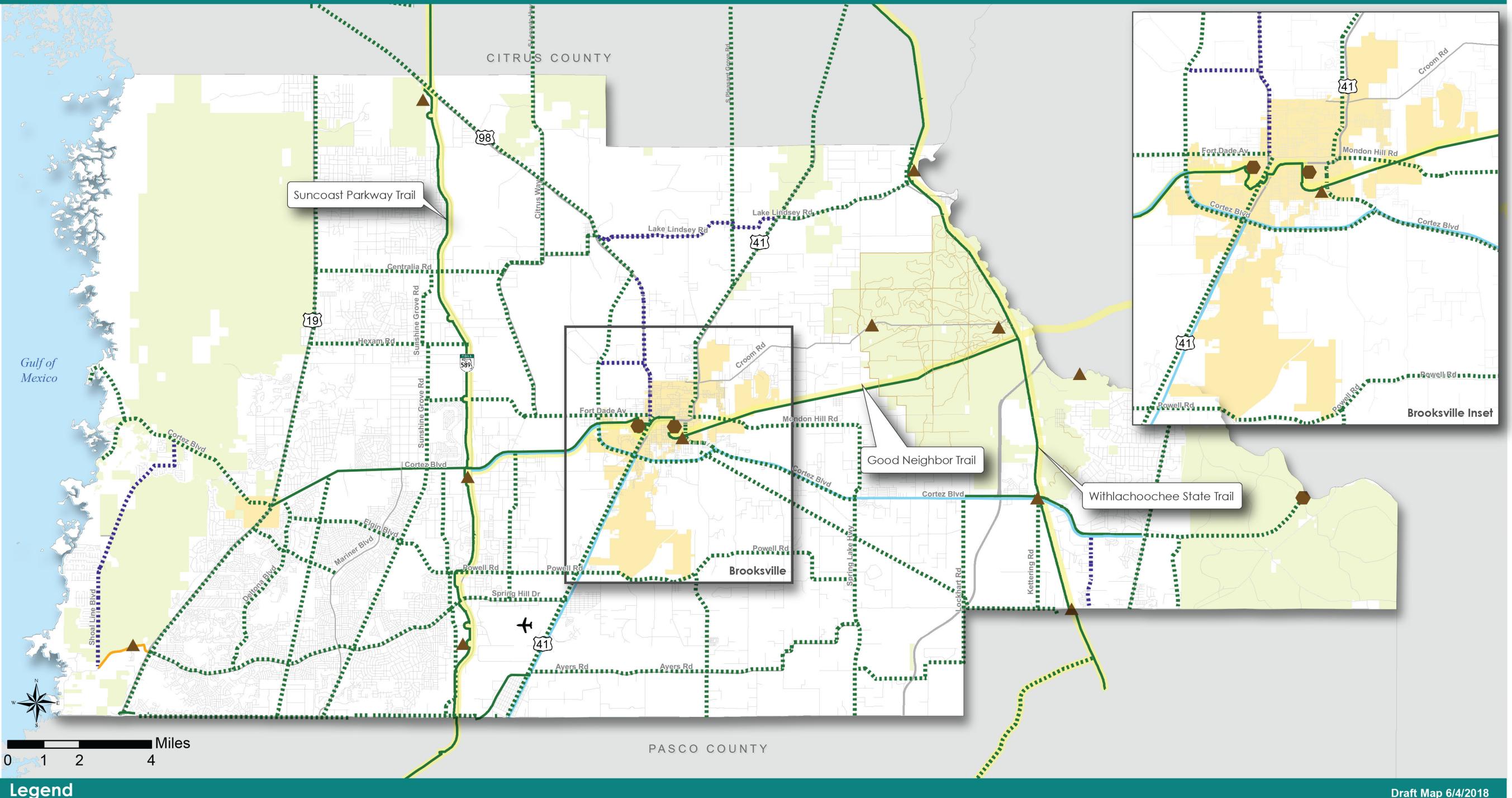
Airports

Buffered Bike Lane



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## Hernando County Bikeways and Trails: Vision Map



Draft Map 6/4/2018

### Legend

#### Proposed Needs

▪▪▪▪▪ Trail<sup>1</sup>

◆ Proposed Trailhead

▪▪▪▪▪ Buffered Bike Lane<sup>2</sup>

#### Existing/Committed Facilities

— Trail

▲ Existing Trailhead

✈ Airports

— Bike Lane

— SUNTrail Network

— Paved Shoulder

— Unpaved Trails

<sup>1</sup>Trails are proposed to be added to roads, where feasible, as they are widened

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