

## V. GOALS, OBJECTIVES AND POLICIES

To address the challenges identified through the EAR and the data and analysis included on the previous pages of this element related to providing multimodal options in Citrus County, the following goals, objectives, and policies have been developed to support the creation of a multimodal transportation system. The Port Element and Aviation Element have remained standalone elements. The primary purpose of this policy framework is to promote an interconnected, multimodal transportation system which provides the community with transportation options. The five multimodal goals are:

**GOAL 10A:** Develop and promote diverse supportive land use patterns, and manage growth through the development of financially-feasible multimodal facilities and services to support future economic investment into Citrus County.

**GOAL 10B:** Develop and maintain an adequate system of federal-functionally classified roadways to safely and efficiently address long-term vehicular-travel demand forecasts.

**GOAL 10C:** Provide safe and convenient bicycle, sidewalk, and multiuse trail networks into new residential, and commercial-developments.

**GOAL 10D:** Maintain, improve, and enhance an efficient and safe public transit system that maximizes community benefits through increased mobility opportunities.

**GOAL 10E:** Support the efficient, safe, and secure integration of port, airport, and rail modes of transportation and associated intermodal facilities into one cohesive intermodal system facilities that are compatible with the surrounding land uses.

**GOAL 10A: Develop and promote diverse supportive land use patterns, and manage growth through the development of financially-feasible multimodal facilities and services to support future economic investment into Citrus County.**

**The Land Use and Multimodal Transportation Connection**

- Objective 10A-1 Complete planning studies, develop innovative planning techniques and implement land development regulations to reduce urban sprawl and leverage public investment in multimodal facilities by encouraging developments with a mix of land uses that use alternative transportation modes
- Policy 10A.1.1 Identify and designate Multimodal Corridors and Activity Centers where the County will develop corridor and small area plans to increase connectivity and encourage the use of alternative modes of transportation. Recommendations included within these plans may focus on a number of topics including land use and design standards, economic development, safety, bicycle/pedestrian connectivity, and use of transit.
- Policy 10A.1.2 Identify and provide for special land use needs within the Suncoast Parkway Corridor through the development of special area plans for designated Interchange Management Areas (IMA). The purpose of these plans is to maximize the positive impact of the completion of the Suncoast Parkway 2 expansion and leverage the potential economic impact. These plans may include recommendations on land use, urban design, and access management, among others.
- Policy 10A.1.3 Assure compatibility of development and development intensities with existing and planned transportation facilities.
- Policy 10A.1.4 The County shall require that all multi-family residential, commercial, office, or industrial developments submit a circulation, parking, bicycle/pedestrian, and access plan prior to the issuance of any development order.
- Policy 10A.1.5 Transit-oriented design future land use designations and standards should be-considered-for potential uses in urban areas along major roadway corridors to reinforce the use of public transportation by locating a higher density mixed-use development, including employment-oriented businesses and higher density residential uses, adjacent to transit stops. The County shall amend the land development regulations to include transit-oriented design standards to address at a minimum:
- a) Establishment of block lengths.
  - b) Building setbacks and orientation to the street.
  - c) Establishing minimum density and Floor Area Ratio.

- d) Uses that support public transportation and walkability.
- e) Reduction in parking requirements and encourage shared parking.
- f) Prohibiting auto-oriented uses within a transit-oriented design.
- g) Open-space requirements.

Policy 10A.1.6 The County shall consider transit coordination plans for all Activity Centers and Multimodal Corridors. These plans shall cover an area equivalent to a one-quarter-mile radius from a planned transit stop in the primary center and up to a one-half-mile radius for the surrounding neighborhoods. Pedestrian connections to other more distant neighborhoods shall be indicated. Transit coordination plans should include:

- a) Land use.
- b) Layouts of public streets and open spaces.
- c) Vehicular, pedestrian, and bicycle circulation.
- d) Parking design.
- e) Parks and green space.
- f) Transit stop design guidelines.
- g) Capital improvements programming.
- h) Transit service details.
- i) Market feasibility studies.
- j) Implementation plan and phasing.

### **Multimodal Facilities**

Objective 10A.2 Provide the opportunity for the use of multimodal transportation options (i.e. bicycle, pedestrian, public transit, air, ship and rail) to serve the local and regional movement of and connections among people, jobs, goods, and services.

Policy 10A.2.1 The County adopts the 2040 Hernando Citrus MPO LRTP by reference to guide development of various transportation systems in Citrus County through 2040.

- Policy 10A.2.2 The County shall update Chapter 7 of the Land Development Code (Transportation System Standards) to include the provision of bicycle and/or pedestrian facilities in the planning and design of transportation facilities for all roadway improvement projects involving widening or new construction of federal functionally classified roads. This update shall include updated roadway typical sections to illustrate how these facilities can be placed within the designated right of way by roadway type (see **Goal 10C** for more specific objectives and policies).
- Policy 10A.2.3 Provide a high quality, low-cost public transit service that is safe, convenient and efficient for the transit-dependent residents of the County, as well as to improve the quality of life by choosing this mode of transportation (see **Goal 10D** for more specific objectives and policies).
- Policy 10A.2.4 Accommodate the safe and efficient movement of goods via road, airport, port and rail systems into one cohesive intermodal system of facilities that are compatible with the surrounding land uses (see **Goal 10E** for more specific objectives and policies).

### **Economic Development**

- Objective 10A.3 Develop and promote a diverse mix of appropriate sites and buildings available for private sector capital investment and job creation to support multimodal facilities.
- Policy 10A.3.1 Work with owners/developers to compile required information and visuals, such as master plans, access plans and infrastructure requirements for potential economic development sites as identified in 10A.3.2.
- Policy 10A.3.2 Leverage the extension of the Suncoast Parkway as a primary means to attract businesses and encourage economic development. Implement small area plans as identified in Policy 10A.1.1 to ensure the transportation network is utilized to encourage economic development.
- Policy 10A.3.3 Support improvement projects of the intra-county road network within Citrus County to improve traffic flows and enhance economic development opportunities along primary intra-county thoroughfares including: US 19, US 41, SR 44, SR 200, CR 480, CR 486, and CR 491 into the Capital Improvements Element.
- Policy 10A.3.4 Support economic development in Activity Centers and Multimodal Corridors by encouraging the use of alternative modes of transportation to help maintain access and LOS.
- Policy 10A.3.5 Promote the application of affordable growth strategies in future land use and transportation planning decisions.

**Multimodal Mobility Measures**

- Objective 10A.4 Establish indicators to measure the performance of the multimodal transportation system, and report the past, current, and projected condition of the transportation system to the Board of County Commissioners. These indicators will be assessed and updated every five years concurrent with the update of the LRTP and TDP, and a report will be provided to the Board of County Commissioners.
- Policy 10A.4.1 Calculate the number of public transit trips per capita. The population figures used in this calculation will be based on the most current available estimate as adopted by Citrus County.
- Policy 10A.4.2 Determine the percentage of vehicle-miles of travel on roads operating below the adopted Level of Service standards.
- Policy 10A.4.3 Summarize the number of miles constructed of bicycle and pedestrian facilities.

**GOAL 10B: Develop and maintain an adequate system of federal functionally classified roadways to safely and efficiently address long-term vehicular travel demand forecasts.**

- Objective 10B.1 The County shall maintain a transportation planning program for Citrus County, seeking input from citizens, other local governments, the MPO, and FDOT, in order to address the transportation needs of the County.
- Policy 10B.1.1 The continuous traffic analysis program which includes traffic counting, capacity review, and Level of Service (LOS) determination shall continue to provide documentation for future planning.
- Policy 10B.1.2 The Capital Improvements Element shall be used for scheduling transportation improvement projects and expenditures.
- Policy 10B.1.3 Ensure selection, planning, and construction of the most efficient and effective means of transportation between areas of activity. This is to include not only vehicular roadways but also alternative modes of travel, such as transit, Transportation System Management (TSM), Transportation Demand Management (TDM), pedestrian facilities, bicycle facilities, and multi-use trails.
- Policy 10B.1.4 Land acquisition programs shall be implemented to address and prioritize transportation improvements.
- Policy 10B.1.5 To ensure fair and efficient application of impact fee monies and other collections for transportation system improvements through the unincorporated and incorporated areas, multimodal transportation improvements shall be coordinated with the Cities of Crystal River and Inverness.
- Policy 10B.1.6 The County shall continue to utilize existing and consider adopting new special assessment districts to provide adequate rights-of-way, drainage, and pavements for existing unpaved roads.
- Policy 10B.1.7 The County shall maintain transportation access management measures to prevent degradation of those roads on the Strategic Intermodal System (SIS) below the adopted LOS in accordance with FDOT policy and F.A.C. 14-97.
- Policy 10B.1.8 The County shall adopt access management standards, meeting the requirements of F.A.C. 14-97, for all roads on the Functional Classification of Roads Map.

## Multimodal Transportation Element

- Objective 10B.2 Citrus County shall be served by a comprehensive street network designed to separate traffic by its major function or purpose such as through traffic versus local traffic and local residential access versus movement between two areas. This network shall be documented "Federal Functionally Classified Roadways" and shall include existing and planned roadways.
- Policy 10B.2.1 Street improvements shall be designed to provide sufficient carrying capacity to accommodate projected development as indicated in the Future Land Use Element and Generalized Future Land Use Map.
- Policy 10B.2.2 New residential development shall contain an interior street design that makes maximum use of traffic calming measures in order to discourage unnecessary through traffic. The design of the street system shall discourage high-speed traffic.
- Policy 10B.2.3 The County will adopt standards in the land development code to discourage the development of gated communities and promote parallel connectivity between adjacent land uses.
- Policy 10B.2.4 The major thoroughfare system shall provide safe and easy access to, from, and between all parts of the County without disrupting neighborhoods.
- Policy 10B.2.5 A minimum of two (2) access points shall be provided in all new developments (platting) unless it can be demonstrated that only one access point is needed. Criteria for the number of access points needed shall be included in the land development regulations.
- Policy 10B.2.6 No new arterial, major collector roadway, or new bridge construction shall be permitted west of US-19. However, this shall not prevent maintenance, reconstruction, or expansion, as required to provide for growth on such facilities as may exist upon the date of Plan adoption.
- Policy 10B.2.7 The County shall require an environmental assessment of corridor improvements or proposed new roadways to ensure compliance with County land use regulations and State and Federal environmental laws.
- Policy 10B.2.8 Reserved

## Transportation Infrastructure

- Objective 10B.3 The County shall provide efficient and safe transportation infrastructure to meet existing and future needs of its citizens.
- Policy 10B.3.1 Design of new transportation facilities shall be based on:
- a) the reduction of congestion, accidents or maintenance, and

- b) the improvement of roadway LOS to provide adequate facilities, and meet the standards of the designated service volumes shown in the five (5) year short term and/or twenty (20) year long range traffic projections.

Policy 10B.3.2 The County shall reduce congestion or mitigate the impacts of congestion by implementing congestion management strategies and projects that may include but are not limited to the following:

- a) Advanced traffic management system (ATMS) on key corridors in Citrus County.
- b) Funding for dynamic/variable message signs to warn motorists of downstream queues and congestion, travel time estimates, alternate route information, and information on special events, weather, or accidents.
- c) Signalized intersection improvements, including operational/design enhancements, lane restriping, widened shoulders, and enhanced signal coordination.
- d) Improve transit services and facilities (increase headways, better accessibility to transit, establishing park-and-ride facilities, and encourage ridesharing programs and commuter assistance programs).
- e) Construct new sidewalk and bicycle projects, increasing sidewalk connectivity to encourage pedestrian/bike traffic for short trips.

Policy 10B.3.3 Protection of wetland areas shall be demonstrated in all new roadway construction in the County. Any unavoidable disturbance of wetlands shall be offset by appropriate mitigation.

Policy 10B.3.4 The County shall avoid, wherever possible, selecting routes for improvement of traffic circulation that traverse wetlands or developed residential areas.

Policy 10B.3.5 Identification and potential acquisition of wildlife crossings/corridors by coordinating with the Federal Wildlife Service (FWS) related to additional roadway crossings.

Policy 10B.3.6 Identification of environmentally-sensitive areas and the potential impact of roadway improvements. Consideration of “critical habitat areas,” specifically strategic habitat conservation areas as identified by the FWS.

Policy 10B.3.7 Inexpensive alternatives to improve the utilization of land in the transportation system shall be considered, such as traffic operations improvements as a preferred alternative to new facilities. This is to include



not only vehicular roadways but also alternative measures such as transit, Transportation System Management (TSM), Transportation Demand Management (TDM), pedestrian facilities, bicycle facilities, and multi-use trails.

- Policy 10B.3.8 As per “Level of Service Standards and Highway Capacity Analysis for the State Highway System”, October 9, 2015, Topic No. 525-000-006-b, for State Highway System roads, the level of service standard shall be Level of Service “D” in Urbanized Areas and Level of Service “C” in non-urbanized areas. For County Highway System roads, the level of service standard shall be Level of Service “D” in all areas of the County.
- Policy 10B.3.9 The County shall maintain the pavement management and maintenance system that includes standards and resurfacing schedule.-The schedule should be reviewed annually and resurfacing priorities will be consistent with pavement needs and available funding.
- Policy 10B.3.10 Reserved
- Policy 10B.3.11 The County shall coordinate traffic signalization improvements with the FDOT, the City of Crystal River, and City of Inverness and shall ensure standards for construction and maintenance of traffic signals are adhered to. The County shall monitor high traffic/accident locations in order to identify potential safety strategies and project improvements.
- Policy 10B.3.12 Frontage roads, access roads, and/or other alternative access systems, along arterial and major collector roadways, shall be required in accordance with Ch. 7 of the Land Development Code. Interconnection of parking lots along a road frontage shall be encouraged. New points of ingress and/or egress shall be limited to these access systems to minimize direct access to the congested roadways.
- Policy 10B.3.13 The County shall require all new roads and streets to be dedicated to the public as part of each development order unless a need can be demonstrated for the roadways to remain in private ownership and maintenance.
- Policy 10B.3.14 All new private streets shall be constructed in accordance with County Transportation Design Standards (see Land Development Code Chapter 7, Transportation System Standards).
- Policy 10B.3.15 Streets shall be designed consistent with the principles of Complete Streets with amenities to enhance visual quality, provide safe multimodal transportation alternatives, and promote interconnectivity of neighborhoods, parks, schools, and other civic uses.

## Multimodal Transportation Element

- Policy 10B.3.16 Transportation facilities, bicycle trails and pedestrian ways shall be designed to assure compliance with the American Disabilities Act (ADA).
- Policy 10B.3.17 The County shall require any new development to provide an acceptable plan for on-site traffic flow and parking for both motorized and non-motorized vehicles. Parking for non-motorized vehicles shall be provided in this plan per standards defined in the County Land Development Code.
- Policy 10B3.18 The County will strive to achieve the most efficient and cost effective infrastructure by coordinating and where possible actively participating in the decision making process of the following organizations: MPO, FDOT, TBARTA and the West Central Florida MPO Chairs Coordinating Committee (CCC).

### Rights-of-Way

- Objective 10B.4 The County shall acquire rights-of-way necessary for the maintenance of LOS and for the safe and effective design of roads in accordance with County and State standards. The land development code shall contain provisions which protect rights-of-way from encroachment.
- Policy 10B.4.1 The County shall continue to require, through the land development code dedication of all needed rights-of-way and necessary roadway improvements from all new developments.
- Policy 10B.4.2 Develop a program to provide sufficient space for public transportation and bicycle and pedestrian improvements, and that will support an advanced right-of-way acquisition program for future planned multimodal projects.
- Policy 10B.4.3 The vacation of rights-of-way, alleys, roads, or access easements shall only be allowed when principal or secondary access to a parcel of land is not diminished, the location of an existing or future utility is not adversely affected, or the roadway does not serve a public purpose, nor has the potential of being integrated into the transportation system.
- Policy 10B.4.4 Concurrent with the update of the LRTP, the Board of County Commissioners shall evaluate and develop the Thoroughfare Plan, and corresponding table identifying the general vicinity of future transportation rights-of-way requirements based upon the Multimodal Transportation and Future Land Use Elements of the Comprehensive Plan.

- Policy 10B.4.5 In rights-of-way acquisition, it is recognized that intersection capacity is the key to urban roadway capacity. Consequently, the County shall acquire rights-of-way in the areas of key intersections, especially at existing and future signalized locations, to allow for exclusive right turn lanes and left turn lanes.
- Policy 10B.4.6 The County shall adhere to the right-of-way requirements for future roadway construction and reconstruction as set forth in the land development regulations.
- Policy 10B.4.7 Acquire rights-of-way for future transportation needs as funds become available.
- Policy 10B.4.8 Encourage the dedication of land for future rights-of-way in areas identified with future road corridors.

#### **Interchange Management Areas**

- Objective 10B.5 The County shall develop interchange development standards through the establishment of Interchange Management Areas (IMA) at interchanges through coordination efforts associated with the construction of Suncoast Parkway 2.
- Policy 10B.5.1 The County will implement sound and generally accepted growth management and transportation engineering practices as part of establishing the IMA to mitigate potential traffic congestion and vehicular safety concerns resulting from the interchanges and potential development within the interchange area.
- Policy 10B.5.2 For purposes of access management and development regulation, the limits of the IMA shall be that area around the Suncoast Parkway interchange ramp tapers as adopted in the Land Development Code.
- Policy 10B.5.3 Specific provisions to be utilized within the boundary of the IMA for the Suncoast Parkway shall be consistent with the provisions as stated in access management standards already adopted by the County if more restrictive.
- Policy 10B.5.4 The County shall coordinate with the Florida Department of Transportation (FDOT) when establishing IMA to ensure consistency with State requirements for access management.
- Policy 10B.5.5 The County shall coordinate the CR-491 widening with the Florida Department of Transportation (FDOT) in development of the Suncoast Parkway 2 interchange at SR-44 as identified in Chapter 10 Future Land Use.

**Safety and Security**

- Objective 10B.6 Increase the safety and security of the county's transportation system by reducing crashes and fatalities on the transportation system.
- Policy 10B.6.1 The transportation planning program for safety shall be consistent with the FDOT Strategic Highway Safety Plan (SHSP).
- Policy 10B.6.2 Reduce transportation related crashes, injuries and fatalities using current design standards, complete streets design, advanced technologies and education.
- Policy 10B.6.3 Accommodate the safe and efficient goods movement via highway, airport, port and rail systems.
- Policy 10B.6.4 Encourage transportation investment and policies that result in a higher level of personal security for pedestrians, cyclists, motorists and users of transit.
- Policy 10B.6.5 Review and document emergency evacuation routes to maintain or enhance existing facilities.

**GOAL 10C: Provide safe and convenient bicycle, sidewalk, and multiuse trail networks into new residential and commercial, developments.**

- Objective 10C.1 The County shall provide and/or require pedestrian and bicycle alternatives by incorporating and regularly updating standards in the land development regulations for sidewalks, recreational paths, or on-street bicycle lanes into all future construction or reconstruction of arterial and collector roads.
- Policy 10C.1.1 The County shall encourage the use of bicycles and sidewalks as alternative transportation modes for recreational, shopping, and work-related travel by including, in the Capital Improvements Plan, the construction of bicycle facilities on State and County road widening projects in Activity Centers, Multimodal Corridors, and, as appropriate, in rural and transitioning areas.
- Policy 10C.1.2 Considering available funding, the County shall establish an adequate, safe, cost effective, and efficient system of pedestrian facilities and recreational bicycle system with special emphasis given to connecting parks and schools, with residential areas.
- Policy 10C.1.3 Automobile and pedestrian traffic shall be separated, particularly in those areas where children are likely to be found, such as around schools, parks, and playgrounds and in residential areas of the community.
- Policy 10C.1.4 Include in the Development Review process a set of standards for the integration of pedestrian and bicycle paths into the transportation system. These standards shall include interconnection to recreational trails provided as part of the Suncoast Parkway.
- Objective 10C.2 Through the implementation of the Trails Master Plan, integrate safe and convenient bicycle, sidewalk, and multiuse trail networks with the Roadway Network System and the State Trail System.
- Policy 10C.2.1 Arterials and Collectors will integrate pedestrian and bicycle routes with the Federal Functionally Classified Roadway Network where appropriate, with opportunities for interconnection to the Cross Florida Greenways Trail, the City of Crystal River's Crosstown Trail Project, the Withlacoochee Trail, Fort Island Trail (terminating at Fort Island Gulf Beach), and recreational trails that may be provided as part of the Suncoast Parkway.
- Policy 10C.2.2 Bikeway facilities shall expand the access capabilities of the State Trail System and the County's recreation facilities.

## Multimodal Transportation Element

- Policy 10C.2.3 Seek alternative sources of funding that promote and facilitate the development of pedestrian and bicycle paths that are integrated with the Roadway Network System and the State Trail System.
- Policy 10C.2.4 The County shall integrate the bicycle, pedestrian, and multiuse trail needs identified in the 2040 LRTP into the County's 2014 Trails Master Plan.
- Policy 10C.2.5 Continue to prioritize and fund the implementation of projects identified within the MPO's Transportation Alternatives (TA) Prioritized Lists.
- Policy 10C.2.6 Ensure that existing and future bicycle and pedestrian systems are enhanced and protected and provide for the safety of their users.
- Policy 10C.2.7 Identify appropriate safe and secure user-friendly support facilities for bicycle and pedestrian modes to ensure their usage as viable transportation modes.

**GOAL 10D: Maintain, improve, and enhance an efficient and safe public transit system that maximizes community benefits through increased mobility opportunities.**

**Trip Generators**

- Objective 10D.1 The County shall expand the existing public transportation system within the planning period. This shall be accomplished by expanding service hours, creating new transfer stations, purchase of additional buses, and adding/expanding existing fixed service routes. All services shall be based upon existing and proposed major trip generators, the need for safe and convenient terminals and accommodating the needs of special segments of the population, such as the transportation disadvantaged.
- Policy 10D.1.1 Improve service headways to 60 minutes on existing routes.
- Policy 10D.1.2 Evaluate the need for weekend service on existing routes.
- Policy 10D.1.3 Develop inter-county transit services along the Suncoast Parkway.
- Policy 10D.1.4 Investigate the use of MSTUs, operational mitigation fees, transportation impact fees, mobility fees, or other funding mechanisms to fund transit capital facilities and associated operational costs consistent with the implementation of the Transit Development Plan.
- Policy 10D.1.5 Reserved
- Policy 10D.1.6 Review/assess the potential to implement fixed-route services every five years as part of the Transit Development Plan (TDP) Major updates, and the LRTP update.
- Policy 10D.1.7 Coordinate with TBARTA Commuter Services on carpool/vanpool programs and the Emergency Ride Home program.
- Policy 10D.1.8 Provide park-and-ride opportunities at key transfer locations to enhance regional travel options, system usage, and convenience.
- Policy 10D.1.9 The County shall develop a transit design guidelines manual to ensure the development of safe, comfortable, and useful transit facilities at major destinations incorporating seating, shelters, signage, and bicycle storage as deemed appropriate by location and ridership demand.
- Policy 10D.1.10 Implement appropriate technologies to improve service, reliability, energy efficiency, and safety based on best practices in transit systems management.

## Multimodal Transportation Element

- Policy 10D.1.11 Evaluate its vehicle replacement and acquisition plan and plan accordingly to continue its bus replacement/acquisition program. Purchase of alternative-fuel buses shall be considered as part of vehicle replacement and service expansion.
- Policy 10D.1.12 The County shall evaluate the development of incentives to promote transit services through the provision of transit amenities consistent with Future Land Use policies.

### Public Awareness

- Objective 10D.2 Increase marketing and public outreach efforts to improve the awareness and visibility of existing and planned transit services.
- Policy 10D.2.1 Develop and maintain a public involvement process that includes surveys, discussion groups, interviews, public workshops, and participation in public events, at a minimum.
- Policy 10D.2.2 Distribute bus schedules and system information through Internet applications and in public places throughout the county for residents and visitors.
- Policy 10D.2.3 Conduct an on-board survey at least every five years as part of major TDP updates to monitor changes in user demographics, travel behavior characteristics, and user satisfaction.
- Policy 10D.2.4 Develop and implement a transit marketing plan that educates potential riders, increases citizen awareness, and enhances ridership as new/expanded transit services are initiated.
- Policy 10D.2.5 Identify and engage key partners, including major employers, workforce development agencies, chambers of commerce, health and community services, and other public and private entities that can enhance the ability to reach potential riders.

### Plan Coordination

- Objective 10D.3 The County shall ensure coordination and consistency with local and regional plans, identify areas for cooperative efforts with neighboring county transit systems, and assure transportation for disadvantaged people is coordinated and consistent with the 2060 Florida Transportation Plan and the five-year Work Program.
- Policy 10D.3.1 Participate on the TBARTA Board and its committees and regularly coordinate with TBARTA staff to coordinate and cooperate on the TBARTA Master Plan implementation process.



## Multimodal Transportation Element

- Policy 10D.3.2 Facilitate bi-annual discussions with staff from FDOT District 7, TBARTA, and adjacent counties regarding future coordination and consolidation, as appropriate, of transit management and operations in the region.
- Policy 10D.3.3 Coordinate bicycle facilities with transit route locations and transit stops to encourage bicycle and transit as an alternate mode of travel.
- Policy 10D.3.4 The County shall work with partner agencies to acquire and/or reserve a space for future transit modifications (routes, facilities, amenities, etc.) within existing or acquired rights-of-way.
- Policy 10D.3.5 Increase the level of transit service by 2030 so that all transportation-disadvantaged individuals have increased access to the paratransit system within six to eight hours of requesting the service.
- Policy10D.3.6 Service on a non-fixed route basis shall be continued for transportation disadvantaged individuals not served by the fixed-route system.
- Policy10D.3.7 The County shall continue to provide transportation to the transportation disadvantaged at no cost or reduced-cost through available State and Federal fare supplements.

**GOAL 10E: Support the efficient, safe, and secure integration of airport, port and rail modes of transportation and associated intermodal facilities into one cohesive intermodal system that ensures compatibility with the surrounding land uses.**

**Intermodal System**

- Objective 10E.1 Enhance the movement of goods and people by identifying important truck routes along with rail and waterway facilities and by identifying available funding sources during the transportation planning and capital improvement programming process.
- Policy 10E.1.1 The County shall collaborate with FDOT, the MPO, and private firms to designate truck routes that accommodate the efficient movement of goods.
- Policy 10E.1.2 The County shall prioritize designated truck routes when developing priorities for pavement and bridge maintenance.
- Policy 10E.1.3 The County shall continue to coordinate with the Crystal River Airport, Inverness Airport, Port Authority, FDOT, MPO, and other public and private parties to plan, fund, and implement transportation modifications that will enhance access to air, sea and rail facilities.

**Rail**

- Objective 10E.2 To participate in the planning efforts to improve rail freight service and make the rail mode an integral part of the intermodal transportation system in the County.
- Policy 10E.2.1 The County shall continue to participate in studies designed to evaluate and plan modifications to rail freight service with Florida Northern Railroad (FNOR), FDOT and Hernando/Citrus MPO.
- Policy 10E.2.2 The County shall continue to coordinate with the FNOR in encouraging maintenance of its facilities in a safe and satisfactory manner, particularly the existing at-grade railroad crossings.

**Airport**

See Chapter Fourteen – Aviation Element for specific goals, objectives and policies.

**Port**

See Chapter Seventeen – Port Element for specific goals, objectives and policies