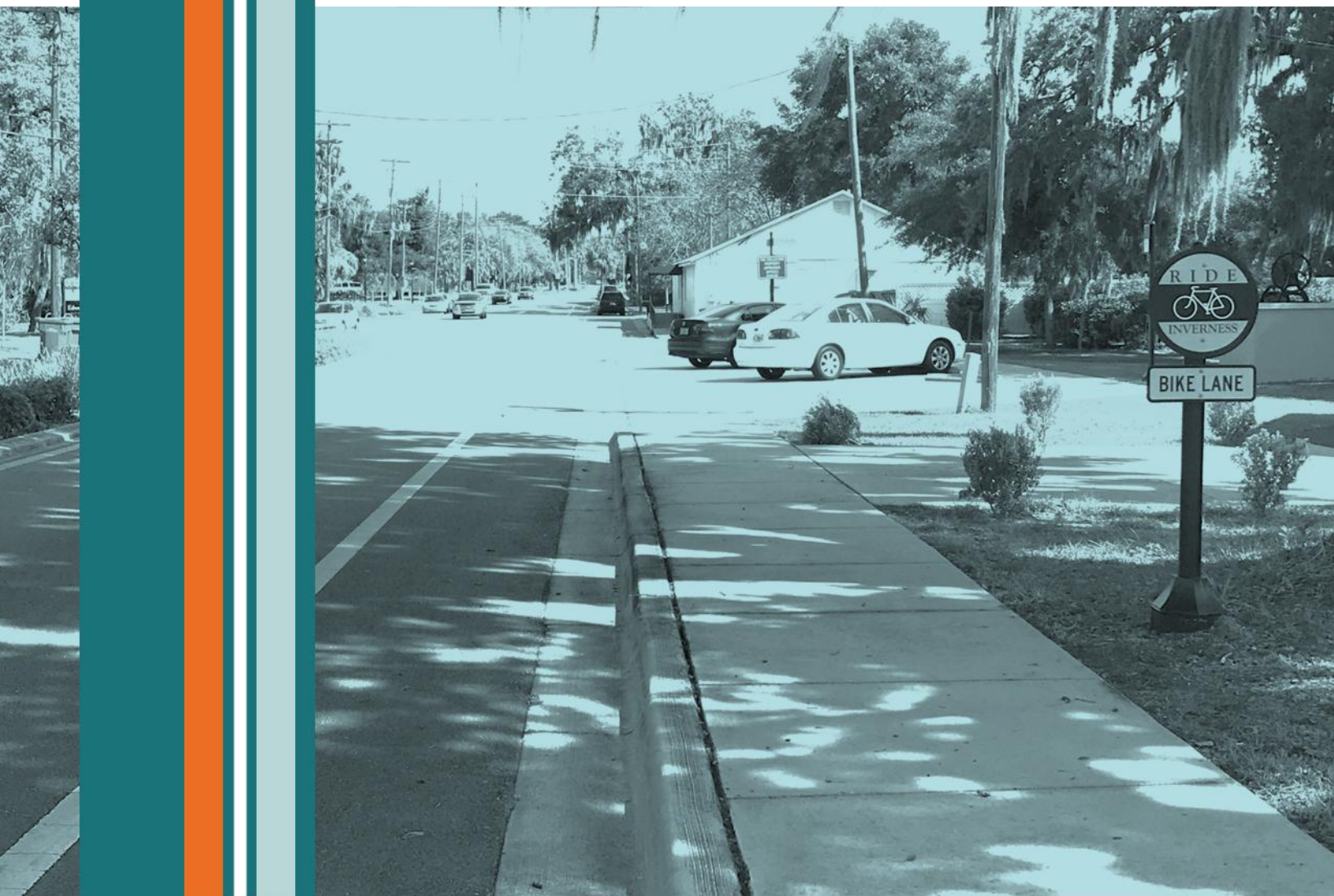
METROPOLITAN PLANNING ORGANIZATION
HERNANDO / CITRUS

Complete Streets Policy and Implementation Guidance Update

June 2026



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Introduction

Complete streets is a context-based transportation planning, design, and operation approach that combines multiple disciplines to create a safe, connected, and accessible transportation network that reflects the character and context of the communities and people it serves. By understanding how a street fits within a community and the overall transportation network helps transportation professionals identify infrastructure needs to better serve the community and the people traveling within it.

In addition to integrating land use and transportation into infrastructure decisions, a context-based transportation strategy aligns with the U.S. Department of Transportation's (USDOT) Safe System Approach which anticipates human mistakes by designing and managing transportation infrastructure to mitigate the risk of those mistakes and reduce the injury severity if a crash does occur. This approach establishes a goal of routinely providing for the safety of all users and recognizes that the name of the approach, whether it be Complete Streets, Context-Based, or Safe Streets, is less important than the intent of elevating safety and providing people with safe transportation options.

Federal Planning Requirements

The Federal Highway Administration (FHWA) has advanced the implementation of complete streets primarily through policy guidance, funding eligibility, performance management, and technical assistance rather than through a single mandate. FHWA has historically encouraged states, metropolitan planning organizations (MPOs), and local jurisdictions to design, operate, and maintain roadways that safely accommodate all users across all ages and abilities. This approach is embedded within broader federal priorities and is reinforced through various guidance documents, design flexibility, and promotion of context-sensitive solutions.

FHWA emphasizes complete streets through performance-based planning requirements, encouraging agencies to use data like safety and accessibility to inform project prioritization and investment decisions. Additionally, the federal government has funded complete streets implementation by encouraging multimodal investments through programs like the Surface Transportation Block Grant (STBG), Highway Safety Improvement Program (HSIP), Transportation Alternatives (TA), and Safe Streets and Roads for All (SS4A) to explicitly fund projects and planning activities that improve safety and accessibility for nonmotorized users.

The enactment of the Infrastructure Investment and Jobs Act (IIJA) in November 2021, for the first time, defined the term *Complete Streets Standards and Policies* as measures that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

As part of the IIJA (Section 11206), states and metropolitan planning organizations (MPOs) are required to adopt complete streets policies and develop complete streets prioritization plans. Further, Section 11206 includes a complete streets funding set-aside, "to spend no less than the 2.5% of funding apportioned to states through 23 U.S.C. §505, State Planning and Research, and no less than the 2.5% of funding granted to MPOs under 23 U.S.C. §104(d), Metropolitan Planning, to carry out activities as described in Section 11206(c).

These activities include:

(1) Adoption of Complete Streets standards or policies;

(2) Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;

(3) Development of transportation plans to…

(A) Create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers;

(B) Integrate active transportation facilities with public transportation service or improve access to public transportation;

(C) Create multiuse active transportation infrastructure facilities (including bikeways or pedestrian and bicycle trails) that make connections within or between communities;

(D) Increase public transportation ridership; and

(E) Improve the safety of bicyclists and pedestrians.

(4) Regional and megaregional planning (i.e., multi-jurisdictional transportation planning that extends beyond MPO and/or State boundaries) that address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and

(5) Development of transportation plans and policies that support transit-oriented development.

Context-Based Transportation Efforts in Hernando and Citrus Counties

Through its current and long-range transportation planning efforts, the Hernando/Citrus MPO has progressively expanded its framework to better support a safe, connected, and multimodal transportation system through efforts like the Congestion Management Process (CMP), Bikeways and Trails Master Plan, Complete Streets Policy and Implementation Guidance, Non-Motorized Facility Gap Analysis & Complete Streets Implementation, and the 2050 Long Range Transportation Plan (LRTP).

Congestion Management Process: Policy and Procedures Handbook (CMP)

Adopted in 2017, the CMP was the first jointly developed CMP for the newly consolidated MPO. The CMP identified short and long-term projects aimed at improving local and regional traffic operations and safety using strategies that reduce travel demand, increase capacity, and/or improve operations of the transportation network. The 2017 CMP integrated a Complete Streets approach consistent with state and local agency initiatives at the time. The CMP established the framework for context-based projects in Hernando and Citrus counties through the development of a Complete Streets Vision, Action Plan, and Evaluation Matrix. The Vision, as established in the CMP, is as follows:

> *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.*

Hernando/Citrus MPO Bikeways and Trails Master Plan (BTMP)

Adopted in 2018, the BTMP was a collaborative effort to develop a plan that established a vision for the future of bicycling in the two-county region. The BTMP identified a connected network of trails and on-street bicycle facilities that would benefit the economy, public health, and quality of life for all. The BTMP serves as a jumping-off point for implementing complete streets; many of the goals, objectives, and policy recommendations regarding bikeway and trail infrastructure and operations are aligned with complete street principles by focusing on developing a transportation network that is well-connected, safe, and accessible for users of all ages and abilities.

Complete Streets Policy and Implementation Guidance

In June 2020, the Hernando/Citrus MPO adopted the Complete Streets Policy and Implementation Guidance to articulate how multimodal and safety-focused roadway planning could be integrated into the MPO's transportation planning process. The Guidance was intended to formalize the MPO's support for complete streets, identify

conceptual design principles, and suggest actions to better accommodate people walking, biking, using transit, and driving within the MPO's two-county region. The Guidance document also aimed to help local partners understand and implement complete streets elements in local and regional transportation projects by providing a framework for planning, coordination, and evaluation.

The Guidance document outlined potential goals, objectives, and tools for incorporating complete streets into reoccurring planning activities and programs and into the project development process. In addition to developing draft policy language and statements of vision and objectives, the Guidance document reviewed existing conditions and policies, provided descriptions of facility types and design contexts, and implementation strategies that would align complete streets with the MPO's long-range planning and project prioritization.

Non-Motorized Facility Gap Analysis & Complete Streets Implementation

The Non-Motorized Facility Gap Analysis & Complete Streets Implementation, completed in 2022, included a comprehensive review of the MPO's previous complete streets efforts, suggestions on how to advance context-based initiatives, and an assessment of non-motorized transportation network needs throughout the two-county region.

The effort revisited the MPO's 2020 Complete Streets Policy and Implementation Guide making suggestions for continued integration into future planning efforts and an outline for implementing near-term and longer-term actions for incorporating complete streets principles. These included the development of a complete streets project evaluation checklist, performance monitoring, expanded public engagement, further integration of context-based principles into local and regional plans, and continued collaboration with local agency partners and FDOT.

A major component of the effort was a detailed inventory of the existing sidewalk and bicycle facility network along the region's major roadways. The evaluation found that approximately 9% of the evaluation network had complete sidewalks (sidewalks along both sides of the roadway) and that approximately 23% of the network has complete bicycle facilities. Using a data-driven approach and limited quantitative field reviews, features like system completeness, facility condition, context, and factors like traffic volumes, speeds, transit access, equity, crash history were documented for each segment. To guide future investment, a prioritization methodology was developed to identify and rank critical sidewalk and bicycle facility gaps. Prioritization scoring incorporated factors like safety risk, connectivity, roadway characteristics, equity considerations, proximity to schools and parks, and opportunities for trail integration. Each network gap was scored and placed into tiers that were designed to help the MPO's partner agencies focus on segments with the greatest need while still accounting for project feasibility and funding opportunities.

2050 Long Range Transportation Plan (LRTP)

Adopted in October 2024, the 2050 LRTP is a strategic planning document that identifies and addresses short- and long-term multimodal transportation needs within the MPO's local jurisdictions. In addition to the LRTP's goal to provide a safe and efficient transportation system that addresses the priorities of the community, and objectives of Safety, Economy, Mobility, Livability, Preservation, and Implementation, the plan supports a context-based multimodal transportation approach through its identified Transportation Improvement Program (TIP) projects, references to prior planning initiatives, and alignment with federal and state policy.

In alignment with the goal of enhancing safety for all transportation system users, the 2050 LRTP's Key Safety Emphasis and Strategies clearly states safety focus areas and crash factors that include intersection-related crashes, vulnerable road users (pedestrian, bicyclist, and motorcyclist) crashes, and lane departure crashes. Recommended strategies for mitigating these safety concerns maintain key safety synergies with elements associated with context-based solutions.

Florida Department of Transportation Coordination

In 2025 the Florida Department of Transportation (FDOT) adopted Context-Based Solutions to support the statewide goal of eliminating fatalities and serious injuries on Florida's roadways and to better align with USDOT's Safe System Approach. Context-Base Solutions are not a specific type of project; this approach uses context-based design to ensure that all roadway projects are context-sensitive and consider the needs of all users. Context-Based Solutions are a part of all FDOT decisions and are in place to help promote safety, enhance mobility, improve quality of life, and promote economic development. Continued coordination and partnership with FDOT is, and will continue to be, an essential component of the Hernando/Citrus MPO's approach to transportation project delivery and ability to ensure a regionally connected transportation system.

Establishing and Measuring Performance

Demonstrating and documenting efforts and progress towards integrating context-based roadway solutions into the planning, design, and implementation of transportation projects is an essential aspect of implementing a safe multimodal network. Previous Hernando/Citrus MPO planning efforts identified monitoring, measuring, and reporting on performance measures as an actionable strategy for evaluating progress. The previous planning effort also identified potential performance measures and metric that could be considered in the MPO's long-range planning efforts to assist in the evaluation and reporting of performance measures, these included the following:

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

Source: Hernando/Citrus MPO Non-Motorized Facility Gap Analysis & Complete Streets Implementation (2022)

To assist in establishing trends and baseline measures, the following sections look to help the MPO understand trends and establish some baseline metrics that could be used to evaluate community and infrastructure needs. Evaluating information like completed and planned projects, crash history, examining shifts in how people travel, and monitoring other travel-related data can help position the MPO to identify when, where, and what transportation improvements are needed to best serve the community.

Completed and Planned Projects

Reporting on the miles of new sidewalks, bicycle lanes, and shared use paths was identified as a potential performance measure in the MPO's previous planning efforts. This section identifies and highlights recently completed and planned transportation projects that contribute to an improved multimodal transportation network. These projects include both standalone sidewalk, shared use path, and bicycle facility improvements and larger roadway projects that have multimodal elements integrated into them. Moving forward,

being able to effectively isolate and document multimodal improvements could help the MPO track progress toward its safety, accessibility, and connectivity goals and communicate progress towards developing a multimodal transportation network that serves a variety of modes and users. The following is not intended to serve as a comprehensive list of completed and planned projects but was used in helping to identify and highlight standalone projects and how capacity projects can be used to help complete and enhance the multimodal transportation network.

Project Location	Project Details
Projects within Citrus County	
Forest Ridge Blvd, CR 486 to Lake Beverly Dr	Safe Routes to School Sidewalk Project
Forest Ridge Blvd, Lake Beverly Dr to Colbert Ct	Safe Routes to School Sidewalk Project
Halls River Rd, S Riverview Cir to US 19	Shared Use Path Project
CR 491/Lecanto Hwy, Pine Ridge Blvd to SR 200	Roadway Widening Project that includes Sidewalks and Shared Use Path
SR 44, E. of US 41 to Sumter County	Resurfacing Project that includes new Sidewalk construction and repairs
US 19, Jump Ct to Ft Island Trail	Roadway Widening Project that includes Sidewalks and Shared Use Path
US 19/US 98 (N. Suncoast Blvd), S. of NE 1st Ter to S. of Snug Harbor Rd	Resurfacing Project that includes Sidewalk reconstruction and Mid-Block Pedestrian Crossings
US 41, N. of Sportsman Point to E. of Arlington St	Roadway Widening Project that includes Sidewalks and Bicycle Lanes
US 41, S. of Withlacoochee Trail Bridge to N. of Sportsman Point	Roadway Widening Project that includes Sidewalks, Bicycle Lanes, and Mid-Block Pedestrian Crossings
US 41, CR 48/Citrus Ave to SR 44	Roadway Widening Project that includes Sidewalks
Projects within Hernando County	
Linden Dr, County Line Rd to Spring Hill Dr	Sidewalk Project
Eastside Elementary School Area Sidewalk Improvements	Sidewalk Projects along Raley Rd, Dakota Dr, and Boxwood St
Freeport Dr, Deltona Blvd to Northcliffe Blvd	Sidewalk Project (Fox Chapel Middle School Safety Improvements)
Fox Chapel Ln, Freeport Dr to Deltona Blvd	Sidewalk Project (Fox Chapel Middle School Safety Improvements)
Moongate Rd, Freeport Dr to Deltona Blvd	Sidewalk Project (Fox Chapel Middle School Safety Improvements)
Kass Circle Community	Sidewalk and Shared Use Path Projects
Deltona Blvd, Elgin Blvd to SR 50/Cortez Blvd	Sidewalk Project

Project Location	Project Details
W. Landover Blvd, Northcliffe Blvd to Elgin Blvd	Sidewalk Project
Elgin Blvd, Deltona Blvd to Mariner Blvd	Sidewalk Project
Good Neighbor Trail, SR 50/Cortez Blvd to Main St/Russell St	Shared Use Path/Trail Project
Good Neighbor Trail at SR 50/Cortez Blvd	Grade-Separated Trail Crossing
US 98/SR 50/Cortez Blvd at Mondon Hill Rd	Intersection Improvement Project that includes ADA Improvements, Pedestrian Curb Rams, Roadway Lighting, and Signage
SR 50/Cortez Blvd, Buck Hope Rd to W. of Jefferson St	Roadway Widening Project that includes Sidewalks and Bicycle Lanes
SR 50, W. of I-75 to US 301 (SR 35/Treiman Blvd)	Roadway Widening Project that includes Sidewalks
SR 50 Frontage Rd, E. of I-75	New Roadway that includes Sidewalks
SR 50, US 301 to Sumter County	Roadway Widening Project that includes a Shared Use Path
US 301/SR 35, S. of US 98 to SR 50/Cortez Blvd	Roadway Widening Project that includes Pedestrian, Bicycle, and Transit Improvements
US 41/Broad St at SR 50A/Jefferson St	Intersection Improvement Project that includes ADA and Pedestrian Safety Improvements
US 41, S. of County Line Rd to S. of Powell Rd	Resurfacing Project that includes ADA Improvements, Roadway Lighting, and New Traffic Signals
County Line Rd, US 19 to US 41	Roadway Widening Project that includes Shared Use Path and Sidewalks

Safety Trends and Metrics

FHWA's National Road Safety Strategy (NRSS), adopted in 2022, recognizes Complete Streets as an integral element in the planning, design, and operations of the nation's transportation network and as an important component of the Safe System approach. The recognition that a one-size-fits-all approach to roadway design and operation has not and will not work; the shift towards context-based design provides the flexibility to address variations in the purpose and use of roads while accounting for factors like existing and future land uses and the natural environment. This approach acknowledges that people's mobility needs may vary and that a comprehensive transportation system that prioritizes safety and mobility is an important component in reducing the risk of crashes.

Identifying and tracking crash data trends and key safety metrics can be beneficial in identifying systemic and site-specific treatments to mitigate common safety issues throughout the two-county region. Initiating safety projects that incorporate context-

based design and operational solutions can be an effective approach to improving the way people move about the region. The following is intended to serve as a baseline for reviewing general crash and safety trends and should not be viewed as an in-depth analysis of crashes and safety issues.

Total Crashes, Serious Injuries, and Fatalities

Ten years (2015–2024) of crash data, including the number of serious injuries and fatalities as a result of crashes, was charted and reviewed for each county and as a combined MPO region (Table 1). As previously mentioned, this review is intended to help establish performance measures and metric and aid in identifying overall trends, an analysis into causes, factors, and conditions related to the crashes was not completed as part of this effort.

As shown in Table 1 and Figure 1, total crashes in Citrus County, Hernando County, and the MPO region have demonstrated an increasing trend during the 10-year crash history analysis period, with an average annual increase of 3.1%. In the most recent year (2024) there were 8,005 crashes in the MPO region, 3,022 in Citrus County and 4,983 in Hernando County; this is up from the 6,196 crashes in 2015, but lower than the peak of 8,010 crashes in 2022.

The number of crash related serious Injuries has been trending down (Figure 2), especially during the second half of the analysis period. 2019 had the highest number of serious injuries with 562. 2023 had the lowest number of serious injuries with 322, while there was an increase in 2024 to 404 serious injuries, the MPO region has seen an average annual decrease of approximately 1% in the number of serious injuries from crashes.

Unfortunately, the number of crash-related fatalities has been increasing over the past decade (Figure 3). On average, fatalities have increased approximately 6% a year during the 10-year analysis period. 2020 had the most crash-related fatalities with 83, which follows a similar statewide and regional trend where fatalities increased during the COVID-19 pandemic. While the subsequent years saw fewer fatalities, the number of crash-related fatalities is increasing.

Table 1: Total Crashes, Serious Injuries, and Fatalities (2015–2024)

Year	Jurisdiction	Total Crashes	Serious Injuries	Fatalities
2015	Citrus	2,706	252	29
	Hernando	3,490	252	35
	Combined	**6,196**	**504**	**64**
2016	Citrus	2,937	224	24
	Hernando	3,708	266	25
	Combined	**6,645**	**490**	**49**
2017	Citrus	3,107	259	31
	Hernando	4,009	268	34
	Combined	7,116	526	65
2018	Citrus	3,017	219	37
	Hernando	4,225	328	31
	Combined	**7,242**	**547**	**68**
2019	Citrus	2,971	225	22
	Hernando	4,126	337	25
	Combined	**7,097**	**562**	**47**
2020	Citrus	2,845	239	39
	Hernando	3,864	252	44
	Combined	**6,709**	**491**	**83**
2021	Citrus	3,129	190	37
	Hernando	4,870	362	33
	Combined	**7,999**	**552**	**70**
2022	Citrus	3,088	165	25
	Hernando	4,922	323	45
	Combined	**8,010**	**488**	**70**
2023	Citrus	2,914	111	26
	Hernando	4,825	211	45
	Combined	**7,739**	**322**	**71**
2024	Citrus	3,022	127	32
	Hernando	4,983	277	45
	Combined	**8,005**	**404**	**77**

Source: Signal Four Analytics

Figure 1: Total Crashes by Year

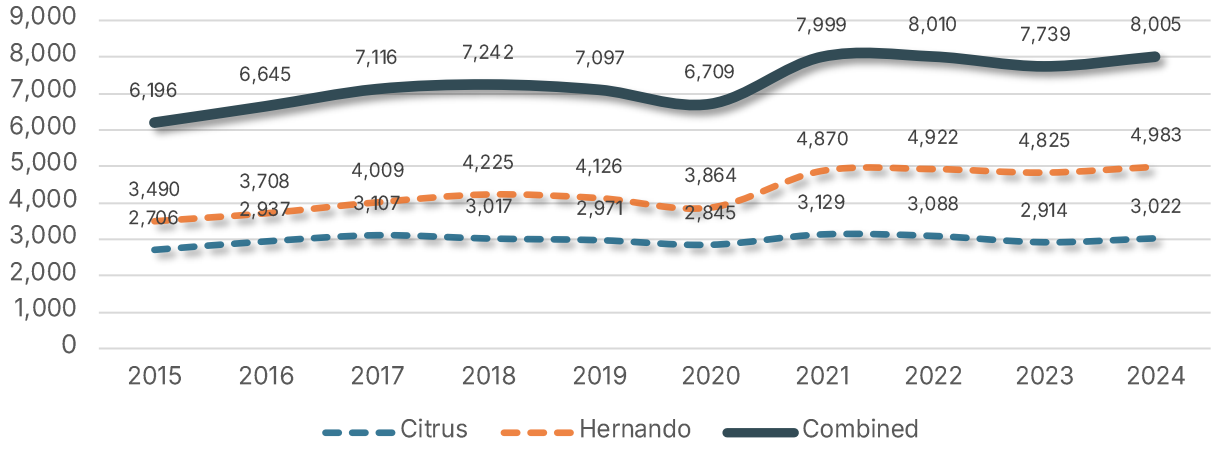


Figure 2: Serious Injuries by Year

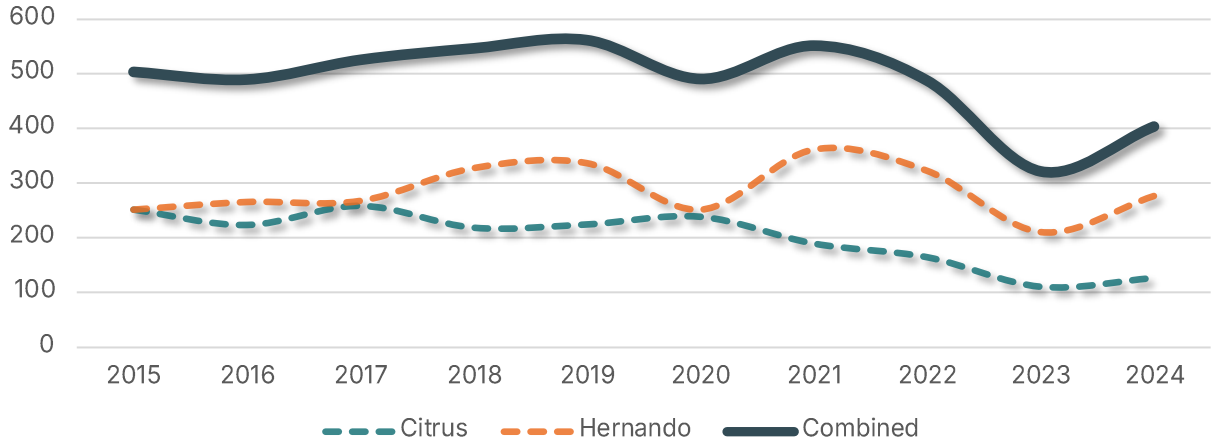
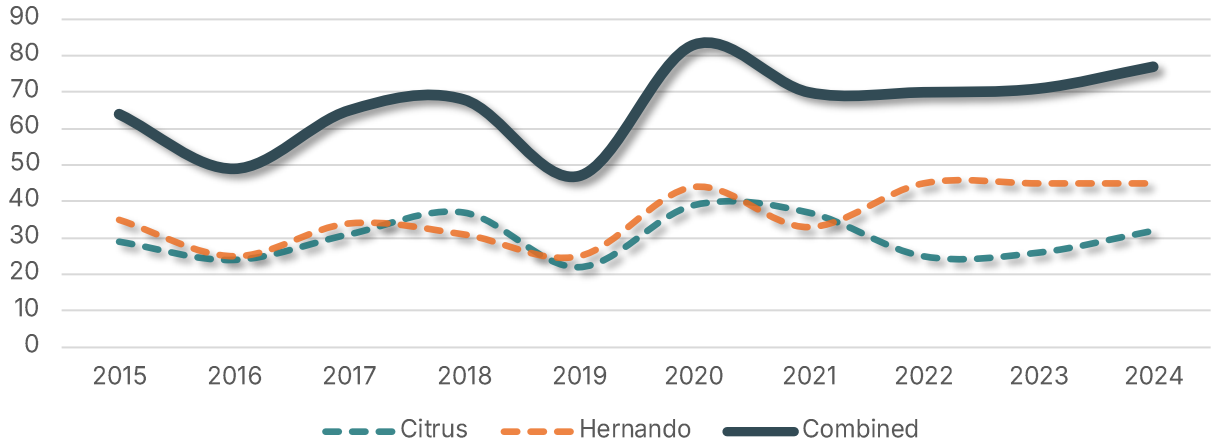


Figure 3: Fatalities by Year



Crash, Injury, and Fatality Rates

Annual crashes, serious injuries, and fatalities were plotted against annual vehicle miles traveled (VMT) (Table 2) to calculate annual crash, serious injury, and fatality rates. Evaluating rates along with total numbers helps in understanding if increases or decreases in crash totals is a result of more or less people driving or if it is indicative of other factors. Table 3 lists the annual total crash rate, serious injury rate, and fatality rate for Citrus County, Hernando County, and the combined MPO area. To help illustrate trends over time, Figures 4 – 6 chart the annual rates. As shown in the table and charts, the total crash rate for the combined MPO area has remained relatively constant over the past 10 years with the highest crash rate in 2021 with 209.27 crashes per 100 million VMT and 2024 having the lowest crash rate with 173.81 crashes per 100 million VMT. The rate of serious injuries within the MPO area has declined over the past decade; in 2015 there were 14.47 serious injuries per 100 million VMT, in 2024 that number decreased to 8.77 serious injuries per 100 million VMT. The rate of fatalities within the two-county MPO area has an increasing trend over the past 10 years but has experienced a consistent decline over the last few years.

Table 2: Annual Vehicle Miles Traveled (2015–2024)

Year	Citrus	Hernando	Combined
2015	1,708,135,760	1,776,122,120	3,484,257,880
2016	1,751,418,336	1,884,658,806	3,636,077,142
2017	1,802,164,140	1,941,310,535	3,743,474,675
2018	1,826,435,180	1,973,033,780	3,799,468,960
2019	1,813,868,960	2,025,963,525	3,839,832,485
2020	1,718,542,020	1,897,776,978	3,616,318,988
2021	1,804,708,920	2,017,662,330	3,822,371,250
2022	1,910,409,635	2,091,478,835	4,001,888,470
2023	1,950,765,495	2,238,381,115	4,189,146,610
2024	2,256,077,070	2,349,645,336	4,605,722,406

Source: Calculated from FDOT Daily Vehicle Miles Traveled Reports

Table 3: Total Crashes, Serious Injuries, and Fatalities per 100 Million Vehicle Miles Traveled (2015–2024)

Year	Jurisdiction	Total Crash Rate	Serious Injury Rate	Fatality Rate
2015	Citrus	158.42	14.75	1.70
	Hernando	196.50	14.19	1.97
	Combined	**177.83**	**14.47**	**1.84**
2016	Citrus	167.69	12.79	1.37
	Hernando	196.80	14.11	1.33
	Combined	**182.75**	**13.48**	**1.35**
2017	Citrus	172.40	14.37	1.72
	Hernando	206.51	13.88	1.75
	Combined	190.09	14.05	1.74
2018	Citrus	165.19	11.99	2.03
	Hernando	214.14	16.62	1.57
	Combined	**190.61**	**14.40**	**1.79**
2019	Citrus	163.79	12.40	1.21
	Hernando	203.66	16.63	1.23
	Combined	**184.83**	**14.64**	**1.22**
2020	Citrus	165.55	13.91	2.27
	Hernando	203.61	13.28	2.32
	Combined	**185.52**	**13.58**	**2.30**
2021	Citrus	173.38	10.53	2.05
	Hernando	241.37	17.94	1.64
	Combined	**209.27**	**14.44**	**1.83**
2022	Citrus	161.64	8.64	1.31
	Hernando	235.34	15.44	2.15
	Combined	**200.16**	**12.19**	**1.75**
2023	Citrus	149.38	5.69	1.33
	Hernando	215.56	9.43	2.01
	Combined	**184.74**	**7.69**	**1.69**
2024	Citrus	133.95	5.63	1.42
	Hernando	212.07	11.79	1.92
	Combined	**173.81**	**8.77**	**1.67**

Source: Signal Four Analytics and FDOT

Figure 4: Total Crashes per 100 Million Vehicle Miles Traveled

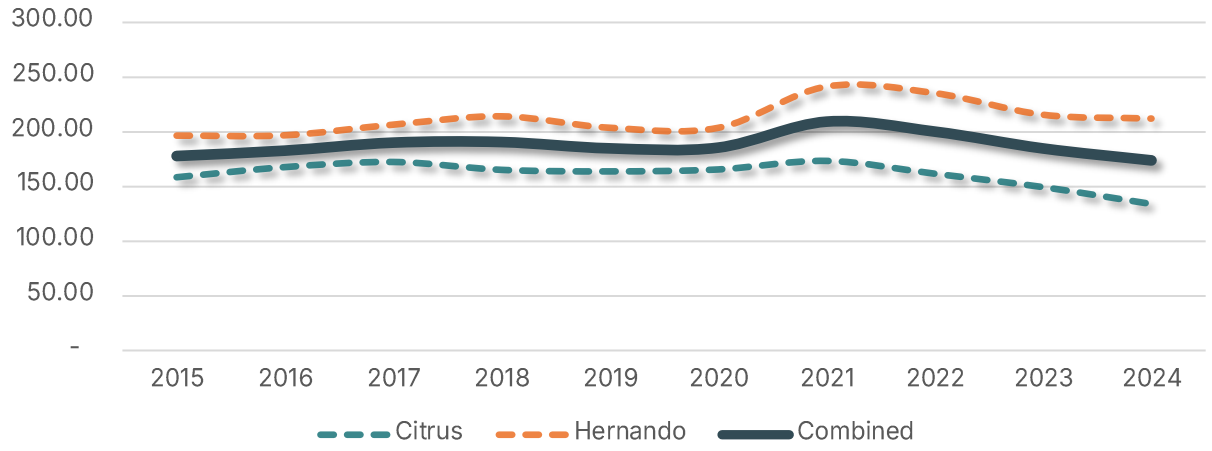


Figure 5: Serious Injuries per 100 Million Vehicle Miles Traveled

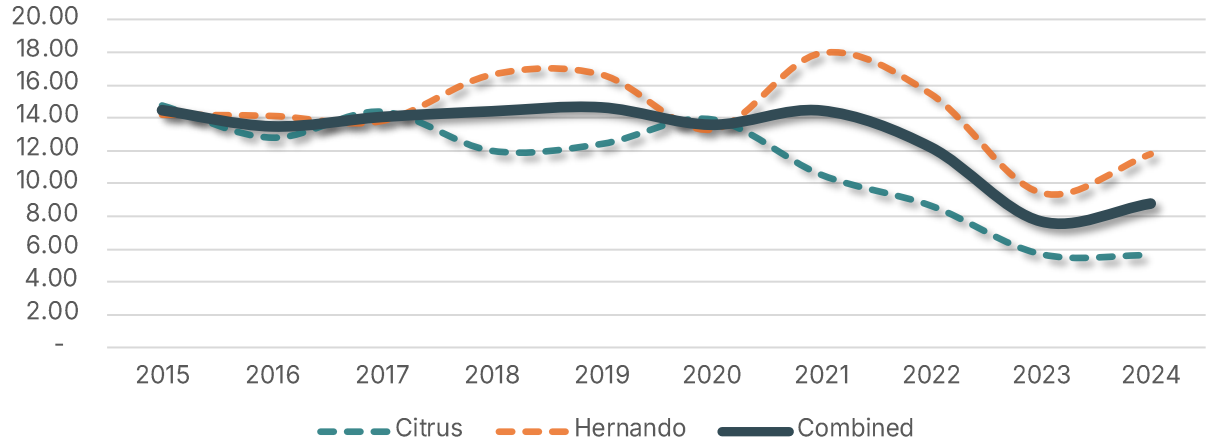
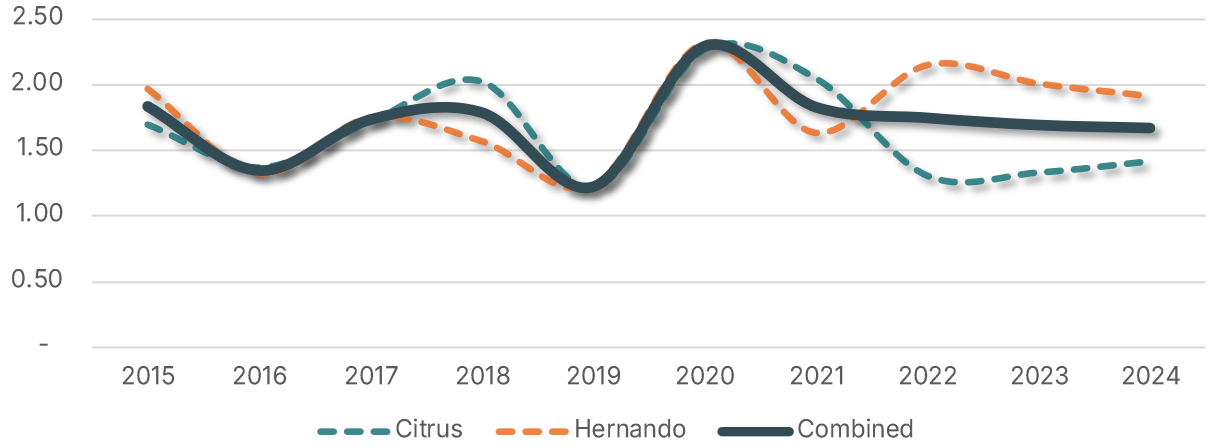


Figure 6: Fatalities per 100 Million Vehicle Miles Traveled



Pedestrian and Bicycle Crash Statistics and Trends

Examining trends related to the most vulnerable users, pedestrians and bicyclists, is an important factor in evaluating a context-based transportation system. Table 4 shows the annual number of total pedestrian and bicycle related crashes, serious injuries, and fatalities over the 10 year crash evaluation period (2015–2024). As shown, the overall number of crashes involving pedestrians and bicyclists have more than doubled over the past 10 years, with 158 crashes in the MPO region in 2015 and 344 crashes in 2024; this increasing trend has been more prevalent during the more recent years. While serious injuries and fatalities have had an increasing trend, they have not increased as much as total crashes.

The percentages of pedestrian and bicycle related crashes, serious injuries, and fatalities for Citrus County, Hernando County, and the MPO region were calculated as a way of tracking if increases and decreases in pedestrian and bicycle related incidents are a mere factor of overall crashes or if they are becoming a more or less frequent occurrence. As shown in Table 5, the percentage of crashes, serious injuries, and fatalities that involve a pedestrian or bicyclist have been increasing over the past 10 years. In 2015, within the MPO region, 2.6% of all crashes, 7.5% of all serious injuries, and 15.6% of all traffic-related fatalities involved a pedestrian or bicyclist. In 2024, the percentage of pedestrian and bicycle related incidents increased to 4.3% of all crashes, 9.2% of serious injuries, and 19.5% of fatalities.

Table 4: Pedestrian and Bicycle Crashes, Serious Injuries, and Fatalities (2015–2024)

Year	Jurisdiction	Total Crashes	Serious Injuries	Fatalities
2015	Citrus	78	18	6
	Hernando	80	20	4
	Combined	**158**	**38**	**10**
2016	Citrus	75	20	7
	Hernando	125	10	2
	Combined	**200**	**30**	**9**
2017	Citrus	79	15	4
	Hernando	121	19	7
	Combined	**200**	**34**	**11**
2018	Citrus	73	15	5
	Hernando	104	20	5
	Combined	**177**	**35**	**10**
2019	Citrus	87	21	3
	Hernando	104	20	8
	Combined	**191**	**41**	**11**
2020	Citrus	81	19	9
	Hernando	131	15	6
	Combined	**212**	**34**	**15**
2021	Citrus	83	17	9
	Hernando	123	22	3
	Combined	**206**	**39**	**12**
2022	Citrus	95	14	9
	Hernando	161	23	7
	Combined	**256**	**37**	**16**
2023	Citrus	92	23	5
	Hernando	195	20	12
	Combined	**287**	**43**	**17**
2024	Citrus	125	14	7
	Hernando	219	23	8
	Combined	**344**	**37**	**15**

Source: Signal Four Analytics

Table 5: Percentage of Crashes Involving Pedestrians and Bicyclists

Year	Jurisdiction	% Total Crashes	% Serious Injuries	% Fatalities
2015	Citrus	2.9%	7.1%	20.7%
	Hernando	2.3%	7.9%	11.4%
	Combined	**2.6%**	**7.5%**	**15.6%**
2016	Citrus	2.6%	7.1%	20.7%
	Hernando	3.4%	3.8%	8.0%
	Combined	**3.0%**	**6.1%**	**18.4%**
2017	Citrus	2.5%	5.8%	12.9%
	Hernando	3.0%	7.1%	20.6%
	Combined	**2.8%**	**6.5%**	**16.9%**
2018	Citrus	1.2%	6.8%	13.5%
	Hernando	2.5%	6.1%	16.1%
	Combined	**2.4%**	**6.4%**	**14.7%**
2019	Citrus	2.9%	9.3%	13.6%
	Hernando	2.5%	5.9%	32.0%
	Combined	**2.7%**	**7.3%**	**23.4%**
2020	Citrus	2.8%	7.9%	23.1%
	Hernando	3.4%	6.0%	13.6%
	Combined	**3.2%**	**6.9%**	**18.1%**
2021	Citrus	2.7%	8.9%	24.3%
	Hernando	2.5%	6.1%	9.1%
	Combined	**2.6%**	**7.1%**	**17.1%**
2022	Citrus	3.1%	8.5%	36.0%
	Hernando	3.3%	7.1%	15.6%
	Combined	**3.2%**	**7.6%**	**22.9%**
2023	Citrus	3.2%	20.7%	19.2%
	Hernando	4.0%	9.5%	26.7%
	Combined	**3.7%**	**13.4%**	**23.9%**
2024	Citrus	4.1%	11.0%	21.9%
	Hernando	4.4%	8.3%	17.8%
	Combined	**4.3%**	**9.2%**	**19.5%**

Source: Signal Four Analytics

Transit Ridership

Transit ridership can be used as a metric for determining non-motorized demand, as many transit riders access transit as either pedestrians or bicyclists. Monitoring increases in transit ridership and determining locations with higher levels of ridership can offer additional insight into multimodal improvements may be needed. Using information from the National Transit Database, annual transit passenger trips in Citrus and Hernando counties were obtained and is shown in Table 6. The data shows that in Citrus County overall transit ridership has declined since 2016 but has witnessed increases over the past couple of years since a low in 2021. One notable observation in Citrus County is that in 2024 demand response riders were higher than traditional transit ridership. Hernando County has experienced consistent gains in the number of transit passenger trips, with exceptions in 2020 and 2021. Unlike in Citrus County, these trip gains are from bus ridership; demand response trips have decreased over the evaluated time period.

Table 6: Annual Unlinked Transit Passenger Trips

Year	Citrus County			Hernando County		
	Bus	Demand Response	Total	Bus	Demand Response	Total
2016	63,061	25,869	88,930	109,242	16,055	125,297
2017	55,239	25,401	80,640	126,109	14,113	140,222
2018	47,189	22,886	70,075	127,072	14,219	141,291
2019	45,994	21,293	67,287	140,220	13,208	153,428
2020	19,498	20,393	39,891	134,710	9,131	143,841
2021	1,278	26,018	27,296	111,602	8,169	119,771
2022	15,446	23,883	39,332	122,298	7,715	130,013
2023	23,817	27,591	51,408	134,242	7,661	141,903
2024	27,355	28,731	56,086	147,488	7,740	155,228

Source: National Transit Database

Transportation Mode Share

Mode share is the distribution of people using a mode of transportation. The U.S. Census Bureau's American Community Survey (ACS) tracks mode county-level mode share as a means of transportation to work. Understanding and monitoring modal share can provide insights on how people are traveling and utilizing the transportation network and can help to indicate potential shifts in transportation preferences that can inform decisions on transportation infrastructure needs. Table 7 compares the distribution of modal share as a means of transportation to work for the combined two-county region. The biggest noticeable difference in travel mode was the shift to working from home (WFH) verse driving alone; between 2018 and 2023 it is estimated that 6.24% more employees are working from home and that 6.88% fewer employees are driving alone to work.

Table 7: Means of Transportation to Work

Commute Mode	2018	2023	% Change
Drove Alone	82.00%	75.12%	*-6.88%*
Worked from Home	6.26%	12.50%	*+6.24%*
Carpooled	8.45%	9.03%	*+0.58%*
Other (Taxi, Rideshare, Motorcycle, Etc.)	1.83%	1.73%	*-0.10%*
Walked	0.94%	1.04%	*+0.10%*
Bicycle	0.21%	0.32%	*+0.11%*
Bus	0.31%	0.27%	*-0.04%*

Source: U.S. Census Bureau American Community Survey (2018 and 2023)

Zero-Vehicle Households

Households that do not own a motorized vehicle, either because of unaffordability or by choice, are considered "zero-vehicle households" and are more likely to walk, bicycle, or utilize transit as a mode of transportation. Monitoring changes to the percentage of zero-vehicle households and examining geographic areas with higher percentages could help the MPO and its partners evaluate potential need and demand for non-motorized transportation facilities. Table 8 shows the percentage of zero-vehicle households for both counties based on data from the U.S. Census Bureau's 2018 and 2023 5-year ACS. As shown, the percentage of households without access to motorized vehicles has decreased in Citrus County by 1.46%, increased by 0.75% in Hernando County, and for the combined two-county region has decreased by 0.27% from 4.96% zero-vehicle households in 2018 to 4.69% in 2023.

Table 8: Zero-Vehicle Households

Zero-Vehicle Households	2018	2023	% Change
Citrus County	5.82%	4.36%	*-1.46%*
Hernando County	4.22%	4.97%	*+0.75%*
Combined	**4.96%**	**4.69%**	***-0.27%***

Source: U.S. Census Bureau American Community Survey (2018 and 2023)

School Transportation Statistics

The Florida Department of Education publishes an annual school district transportation profile that highlights statistics like the number of enrolled students, the number of students who are eligible for transport (by school bus), the percentage of enrollment who are transported, and a myriad of other statistics and figures related to each school district's bus fleet. According to the fiscal year 2023–2024 transportation profiles, on an average daily basis Citrus County transported approximately 60% of their 15,899 enrolled students (Pre-K to 12th grade) and Hernando County transported approximately 43% of their 24,015 enrolled students. Many of the students who are transported by bus to and from school walk or bike to and from their bus stops; additionally, many other students who are not transported to and from school either walk or bike to and from school. Gaining a sense on the number of students who are being transported, the location of school bus stops, and information on the number of students who either walk or bike to and from school could help in making decisions on investments in multimodal infrastructure.

Table 9: School District Transportation Statistics

School Year	County	Total District Membership	Avg. Number of Total Membership Transported	% Membership Transported	Number of District Bus Stop Locations
2019-20	Citrus	15,611	10,082	64.6%	3,261
	Hernando	22,973	11,469	49.9%	2,511
2020-21	Citrus	15,413	7,520	48.8%	2,978
	Hernando	22,261	6,942	31.2%	2,150
2021-22	Citrus	15,691	9,236	58.9%	2,666
	Hernando	23,415	9,399	40.1%	2,410
2022-23	Citrus	15,951	9,644	60.5%	3,339
	Hernando	24,058	9,784	40.6%	1,872
2023-24	Citrus	15,889	9,557	60.1%	3,328
	Hernando	24,015	10,396	43.3%	1,530

Source: Florida Department of Education

Moving Forward with Context-Based Solutions

Context Classification

The context classification of a roadway informs and guides the decisions made during the various planning, engineering, design, construction, and maintenance phases of a project to support safe and comfortable mobility for the anticipated users. Context classification helps to identify the anticipated users of the roadway and informs key design decisions such as target and design speed, travel lane widths, pedestrian and bicycle infrastructure, features needed to support transit operations, and considerations for freight. Understanding the design and operational needs of a roadway early in the project development stages helps to ensure that the project's scope defines all necessary design features and elements and that the project reasonably meets the needs of existing and anticipated users.

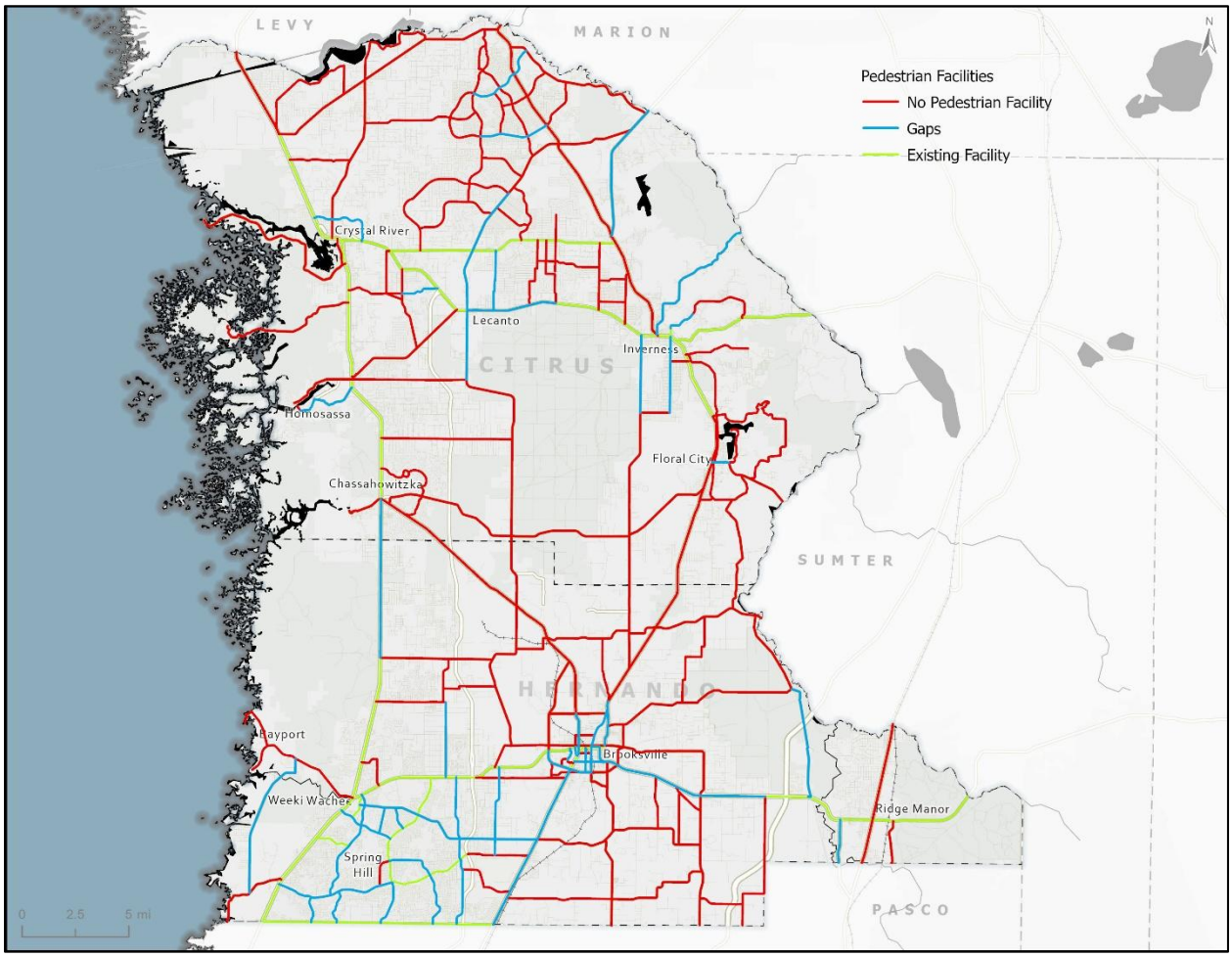
The Hernando/Citrus MPO and its partner agencies are currently working on establishing context classification for the major roadway network as part of the MPO's traffic counts update. Having an established context classification will allow the MPO and its local partners to better understand and evaluate how it is currently addressing the community's transportation needs, assist in prioritizing where improvements may be needed, and inform design decisions for future projects.

Figure 7: FDOT Context Classification System

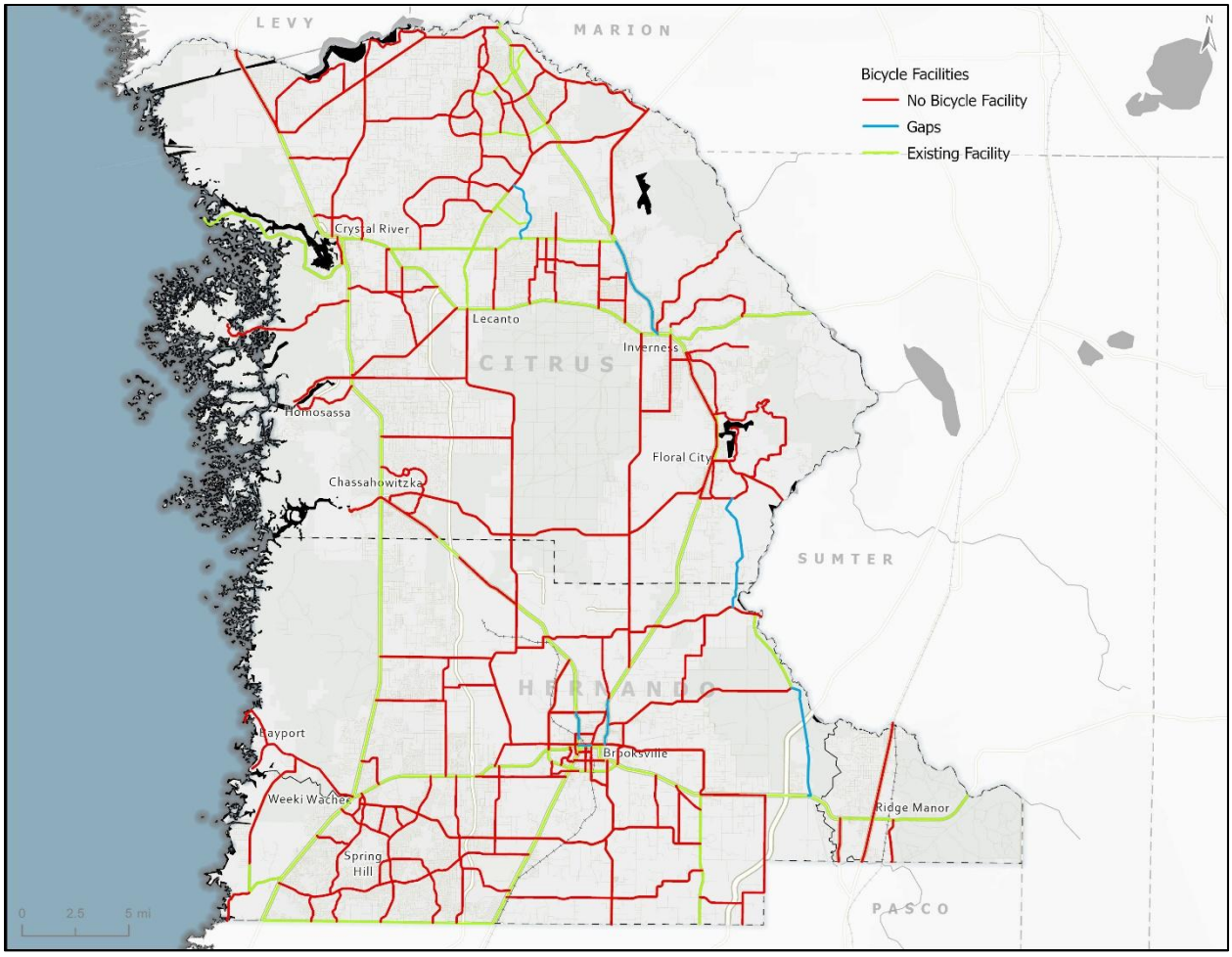
Non-Motorized Facility Gaps Update

The 2022 Non-Motorized Facility Gap Analysis completed an assessment of the MPO area's pedestrian and bicycle network to identify existing sidewalks, shared-use paths, and bicycle facilities to aid in identifying a data-driven process to address gaps and complete the multimodal network. The inventory and gap analysis was completed along the area's major roadway network that primarily consists of arterial and collector roadways.

Using multimodal project information and available data, the non-motorized facility gaps along Hernando and Citrus county's major roads were reviewed and updated to reflect recently completed and planned (funded) projects. Map 1 shows the updated pedestrian facility gaps, Map 2 shows the updated bicycle facility gaps.



Map 1: Pedestrian Facilities and Gaps



Map 2: Bicycle Facilities and Gaps

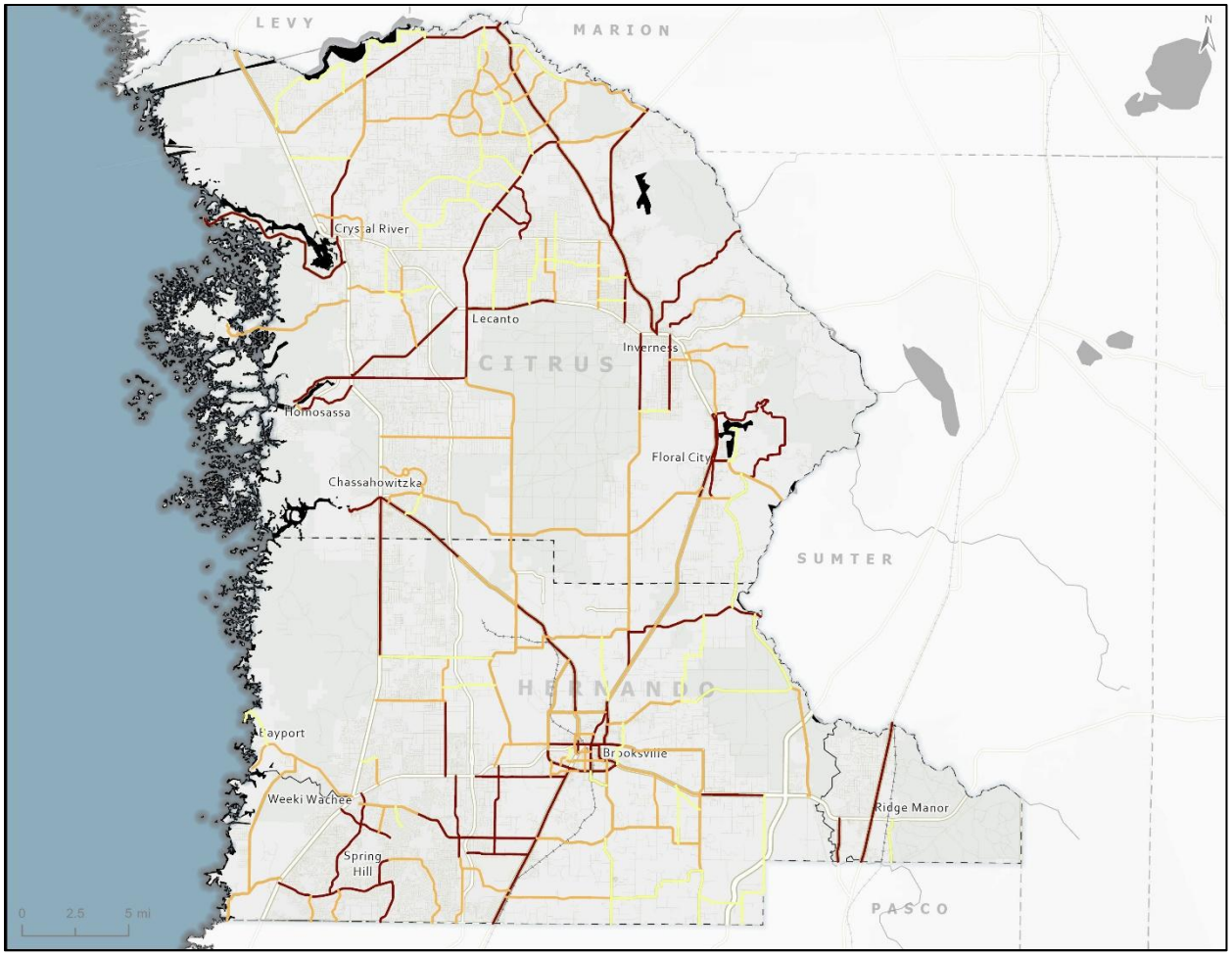
Gap Prioritization

Based on the gap prioritization methodology used in the 2022 planning effort, the updated pedestrian and bicycle facility gaps were evaluated based on a series of factors and criteria to help inform decision-making on where facilities may be needed the most. The factors and scoring, shown in Table 10, were applied to the roadway segments that were identified as having either no facilities or facility gaps. Based on the results of the scoring, the roadway segments were assigned into prioritization tiers, with segments in tier 1 considered the highest priority. The results of the prioritization are shown in Maps 3 and 4; a detailed list of the segments is included in Appendix A.

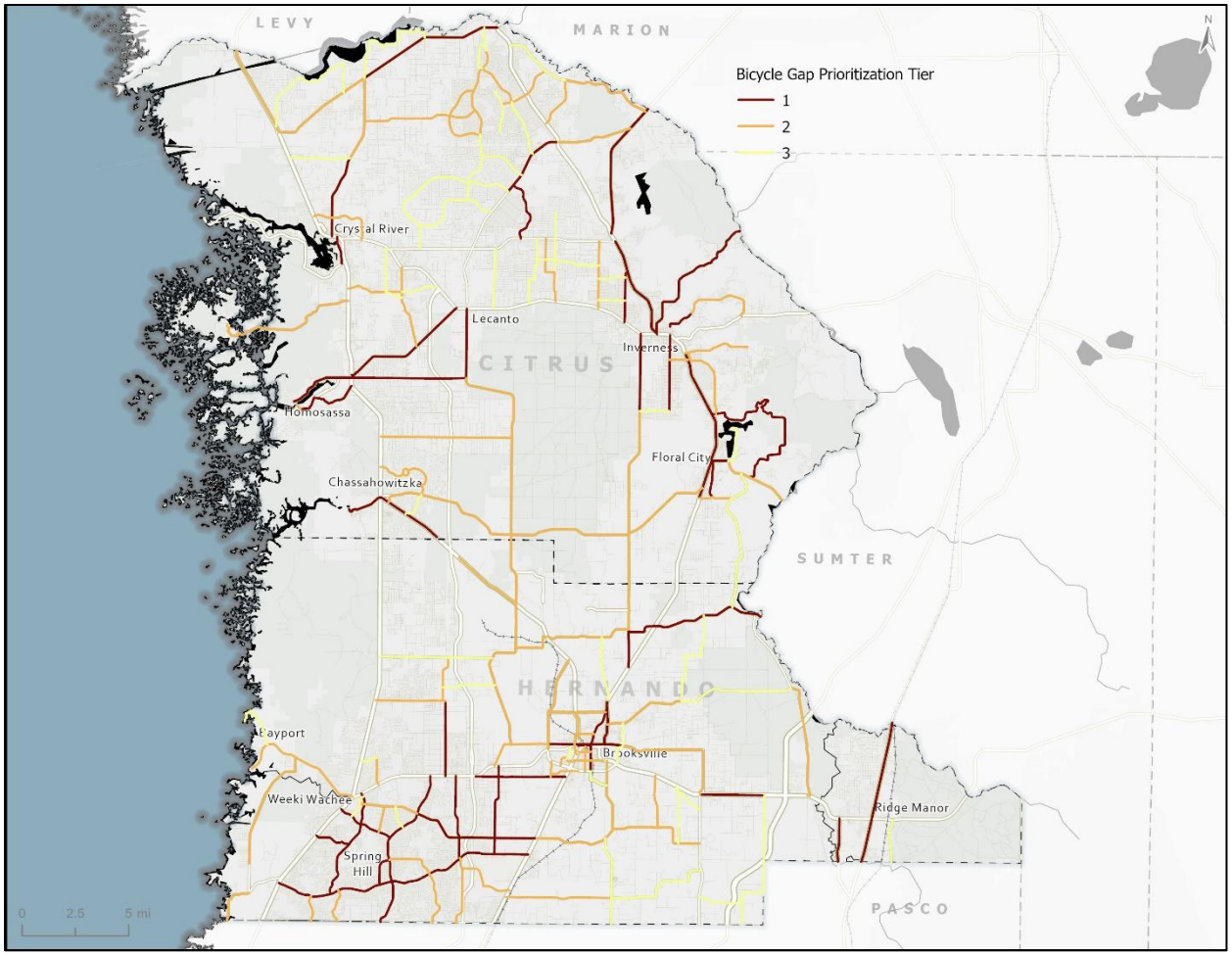
As noted in the 2022 plan, the purpose of the prioritization is to help the MPO, and its partner agencies identify and prioritize potential improvements and to help highlight areas with the greatest potential need for multimodal facilities. However, it is understood that partnership opportunities, funding, project complexity, and many other factors could influence the timing and ability of implementing multimodal improvements, and that the MPO and its partners should remain opportunistic when approaching opportunities to expand the area's walking and bicycling infrastructure.

Table 10: Non-Motorized Gap Prioritization Factors and Scoring Matrix

Measure	Factor	Score
Segment Length	<1 Mile	3
	1–2 Miles	2
	>2 Miles	1
AADT	<5,000	1
	5,000–15,000	2
	>15,000	3
Posted Speed Limit	≤30 mph	1
	35–40 mph	2
	≥45 mph	3
Functional Classification	Arterial	3
	Collector	2
	Local	1
Context Classification	C2T or C4	3
	C3C or C3R	2
	C1 or C2	1
Trail Adjacent	Yes	3
	No	1
Park Adjacent	Yes	3
	No	1
School Adjacent	Yes	3
	No	1
Transit Adjacent	Yes	3
	No	1
Pedestrian and Bicycle Crash History	Yes	3
	No	1
Fatal and Serious Injury Pedestrian and Bicycle Crash History	Yes	3
	No	1



Map 3: Pedestrian Facility Gap Prioritization



Map 4: Bicycle Facility Gap Prioritization

Evaluating Potential Projects for Context-Based Solutions

The 2022 Plan introduced a preliminary project evaluation checklist as a planning tool to guide the assessment of potential transportation projects during the scoping and development phases. The checklist was designed to ensure consideration of key factors such as context, multimodal connectivity, safety, and access to key destinations.

By design, the preliminary checklist required a comprehensive evaluation of a wide range of data, including roadway context and functional classification, existing and proposed traffic volumes, multimodal accessibility, crash history and safety features, proximity to key land uses, and existing and proposed roadway design elements. While intentionally thorough, the preliminary checklist was recognized as resource-intensive for MPO and local government staff. As such, it was developed as a means to engage in dialog and as a guide that could be refined for practical, real-world application.

Based on this understanding, the preliminary checklist was reviewed and streamlined to create a simplified evaluation tool that could be more easily applied to assess how well potential transportation projects incorporate context-based design features, elements, and principles.

Appendix B contains the updated project evaluation checklist. As with the development of the preliminary checklist, the updated checklist is intended to be used as a planning tool that encourages coordination and dialog regarding considerations for context appropriate design features and to help ensure that transportation projects are considering the needs of the entire Hernando-Citrus community.

Planning for Context-Based Solutions

Implementing context-based solutions is not accomplished through a standalone policy or plan. Rather, it is achieved by integrating context-sensitive, multimodal principles into the MPO's day-to-day planning activities and decision-making processes. Progress towards a transportation network that delivers the right street in the right place requires a shift in focus, from whether certain facilities should be included to how streets can be designed to reflect their surrounding context and better serve the community.

Incorporating context-based solutions into the MPO's core planning efforts strengthens the region's ability to provide an efficient, multimodal transportation system that meets the needs of all users.

Long Range Transportation Plan (LRTP)

Updated every five years, the MPO's Long Range Transportation Plan (LRTP) is the region's primary strategic document for addressing short- and long-term multimodal transportation needs across the two-county area. As the guiding transportation plan for the region, the LRTP provides an important opportunity to prioritize context-based

solutions and multimodal investments so that future projects and planning efforts reflect the character and needs of the communities they serve.

Incorporating context classification into future LRTPs can help guide appropriate roadway design decisions and support the identification and prioritization of pedestrian and bicycle networks, transit corridors, and other multimodal improvements. The LRTP can also help establish a regional multimodal vision and define measurable performance targets.

Transportation Improvement Program (TIP) and List of Priority Projects (LOPP)

The Transportation Improvement Program (TIP) identifies transportation needs and priorities within the MPO area and documents the process for prioritizing, selecting, and funding projects in accordance with federal requirements. Updated annually, the TIP serves as a five-year project funding and implementation program that is consistent with the LRTP and its goals and objectives.

The List of Priority Projects (LOPP) is the mechanism used to identify which projects from the LRTP advance into the TIP. Including information such as context classification and whether a corridor is included on the non-motorized facility gap list can help the MPO and its partners ensure that appropriate roadway design features and multimodal elements are considered before projects advance to construction funding.

Additional opportunities within the TIP and LOPP process may include scoring criteria that reward projects improving safety, multimodal access and connectivity, and access to key destinations. Consideration could also be given to set-aside funding for quick-build projects on local facilities, including treatments such as pavement markings, signage, temporary vertical delineators, and traffic calming measures.

Additional Plans and Studies

The Hernando/Citrus MPO routinely conducts special studies and planning efforts to support its core planning functions. Many of these activities can advance the region's goal of creating a safe and efficient multimodal transportation system.

Safety studies, safety action plans, and corridor safety reviews can help identify both systemic and location-specific safety issues while developing actionable strategies to address them. Prioritizing locations with a higher likelihood of vulnerable road users, such as areas near schools, parks, and trial, can help direct safety and mobility investments to places with existing demand and need.

Corridor and subarea studies can also help the MPO identify transportation needs at a broader yet manageable scale. Conducting these studies in coordination with local and state partners can further inform future roadway design and investment decisions.

Local Comprehensive Plan Coordination

A comprehensive plan establishes a community's goals, policies, priorities, and vision for future growth and development. These plans provide the policy foundation for local decisions related to land use, capital improvements, conservation, recreation, housing, transportation, public facilities, and intergovernmental coordination.

Context-based solutions help align transportation and land use planning by informing design decisions based on the users of a street and the surrounding existing or planned development pattern. Coordination with local governments to integrate context-based transportation design principles can help ensure that transportation investments align with future land use plans, support community goals, and recognize areas likely to experience growth, redevelopment, or reinvestment.

Funding Context-Based Solutions

Recognizing and identifying the need for context-based solutions is an important process, but just having an interest in delivering these solutions isn't enough to get projects built. The demand for transportation infrastructure continues to increase and the availability of funds to complete these projects continues to be limited and competitive. This reality often requires local government agencies to identify innovative and various funding and financing strategies and to deliver needed transportation improvements. The following funding sources and programs are frequently used to implement multimodal and context-based transportation solutions.

Highway Safety Improvement Program (HSIP) – The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roadways. HSIP requires a data-driven, strategic approach to improving roadway safety with a focus on performance. HSIP funding is allocated to local governments by FDOT through a competitive project-based application process that is designed to identify and deliver safety improvements with the greatest benefit to the public.

Surface Transportation Block Grant Program (STBG) – The Surface Transportation Block Grant (STGB) program provides flexible funding that may be used by states and local governments for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects. STBG funding is made available through state transportation agencies and is an apportioned (formula) program.

Transportation Alternatives (TA) – The Transportation Alternatives (TA) Set-Aside program, from the STBG program, funds a variety of smaller-scale transportation projects and activities that expand and integrate accessible non-motorized travel

choices and make them safer, including on- and off-road bicycle and pedestrian facilities, recreational trails, safe routes for non-drivers, safe routes to schools, and accessibility improvements to help achieve Americans with Disabilities Act (ADA) compliance.

Safe Routes to Schools (SRTS) – The Safe Routes to Schools (SRTS) program is an HSIP set-aside used to fund walking and biking safety improvement near schools with the goal of encouraging more students to walk or bike to/from school. Given the limited program budget and competition for funds, the program typically prioritizes smaller projects and larger-scale projects that are anticipated to make a major impact on the number of students walking and biking to/from school. Proposed improvements must be located within two miles of a school, and the application process requires extensive coordination with nearby schools and parents. SRTS funds are available to provide sidewalks, shared-use paths, crosswalks, and bicycle racks.

Active Transportation Infrastructure Investment Program (ATIIP) – The Active Transportation Infrastructure Investment Program (ATIIP) is a newer competitive grant program created by the IIJA to construct projects to provide safe and connected active transportation facilities in active transportation networks, or active transportation spines. ATIIP projects help improve the safety, efficiency, and reliability of active transportation networks and communities, improve connectivity between active transportation modes and public transportation, enhance the resiliency of on- and off-road active transportation infrastructure, help protect the environment, and improve quality of life through the delivery of connected active transportation networks and expanded mobility opportunities.

While not specifically listed, there are other innovative funding and financing sources and strategies that could be further considered and explored by the MPO's local partners, as they see fit. These include options like mobility fees, local sales tax, public-private partnerships, and private/philanthropic grants. Additionally, coordination with routine maintenance projects and non-transportation projects within roadway right-of-way, such as drainage and utility projects, could provide an opportunity to address multimodal transportation needs.

Conclusion

This Implementation and Guidance Update is a living document that will require monitoring and updates to better address changing trends, evolving engineering and design techniques, and the needs of the local community. The Hernando/Citrus MPO and its partners will need to continue to assess priorities, strategies, goals, and their core planning and project delivery process to ensure that the region's transportation network reflects the community's needs and considers the safe and efficient movement of all users.

Appendix A – Non-Motorized Facility Gap Evaluation

Pedestrian Facility Gaps

On Street	From/To	Length (miles)	Tier
Citrus County Roadway Segments			
Roadway Segments with Pedestrian Facility Gaps			
S Pleasant Grove Rd	Anna Jo Dr To Gulf To Lake Hwy	3.620	1
N Carl G Rose Hwy	Florida Ave (US 41) To Marion County Line	6.511	1
E Orange Ave	Florida Ave (US 41) To Bushnell Rd	0.775	1
Gospel Island Rd	Pine Ave To Belair Dr	1.342	1
Tompkins St	Florida Ave (US 41) To Withlacoochee River	7.111	1
S Lecanto Hwy	Grover Cleveland Blvd To Gulf To Lake Hwy	3.248	1
W Gulf To Lake Hwy	Lecanto Hwy To Reehill St	4.205	1
N Lecanto Hwy	Gulf To Lake Hwy To Pine Ridge Blvd	6.100	1
S Apopka Ave	Anna Jo Dr To Florida Ave/Main St	3.563	1
W Yulee Dr	S Cherokee Way To Suncoast Blvd/US 19	3.192	1
N Citrus Springs Blvd	Elkcam Blvd To W Withlacoochee Trl	3.694	2
W Citrus Springs Blvd	Elkcam Blvd To Florida Ave (US 41)	3.274	2
N Turkey Oak Dr	Suncoast Blvd/US 19 To Gulf To Lake Hwy	3.284	2
W Crystal Oaks Dr	Rock Crusher Rd To Gulf To Lake Hwy	1.761	3
N Quartz Ave	Norvell Bryant Hwy To Gulf To Lake Hwy	2.865	3
Roadway Segments with No Pedestrian Facilities			
Florida Ave (US 41)	Norvell Bryant Hwy To Florida Ave/Main St	4.952	1
Florida Ave (US 41)	E Floral Park Dr To Cobbler Dr	4.070	1
N Citrus Ave	Suncoast Blvd/US 19 To Emerald Oaks Dr	3.864	1
Florida Ave (US 41)	Lecanto Hwy To Norvell Bryant Hwy	5.445	1
W Fort Island Trl	Western Terminus To Suncoast Blvd/US 19	9.186	1
N Lecanto Hwy	Pine Ridge Blvd To Florida Ave (US 41)	3.489	1
Florida Ave (US 41)	Marion County Line To Lecanto Hwy	6.505	1
N Forest Ridge Rd	Lecanto Hwy To Norvell Bryant Hwy	3.074	1
W Grover Cleveland Blvd	Suncoast Blvd/US 19 To Lecanto Hwy	5.381	1
W Roosevelt Blvd	Lecanto Hwy To Forest Ridge Rd	1.778	1
N Independence Hwy	Florida Ave/Main St To Gulf To Lake Hwy	2.406	1
W Halls River Rd	Riverhaven Dr To Suncoast Blvd/US 19	3.160	1
S Old Floral City Rd	Gobbler Dr To Orange Ave	2.218	1
W Dunnellon Rd	Citrus Ave To Florida Ave (US 41)	6.936	1
S Great Oaks Dr	Floral Park Dr To Orange Ave	1.750	1
W Miss Maggie Dr	Western Terminus To US 19	1.780	1
W Homosassa Trl	Suncoast Blvd/US 19 To Gulf To Lake Hwy	6.187	1
Three Sisters Spring	Suncoast Blvd/US 19 To Fort Island Trl	1.293	2
CR 39A/E Trails End	Florida Ave (US 41) To Bushnell Rd	9.629	2
S Croft Ave	Norvell Bryant Hwy To Gulf To Lake Hwy	3.129	2
S Pleasant Grove Rd	Lake Lindsey Rd To Stage Coach Trl	4.496	2
Old Floral City Rd	Eden St To Gobbler Dr	3.660	2
Suncoast Blvd/US 19	Levy County Line To Dunnellon Rd	4.364	2
W Ozello Trl	Western Terminus To Suncoast Blvd/US 19	6.971	2
W Withlacoochee Trl	Citrus Springs Blvd To N Carl G Rose Hwy	4.391	2
S Cherokee Way	S Boulevard Dr To Seminole Pl	0.279	2
E Bushnell Rd	S Duval Island Rd To Sumter County Line	3.256	2
N Citrus Ave	Emerald Oaks Dr To Dunnellon Rd	3.933	2
W Venable St	Suncoast Blvd/US 19 To Rock Crusher Rd	2.602	2

On Street	From/To	Length (miles)	Tier
W Citrus Springs Bl	N Elkcam Blvd To N Elkcam Blvd	3.934	2
E Moccasin Slough Rd	Florida Ave (US 41) To Martins Dr	3.067	2
S Rock Crusher Rd	W Crystal Oaks Dr To W Homosassa Trl	2.427	2
W Dunnellon Rd	Suncoast Blvd/US 19 To Citrus Ave	4.924	2
W Cardinal St	Suncoast Blvd/US 19 To Lecanto Hwy	6.149	2
W Country Club Blvd	Santos Dr To Florida Ave (US 41)	1.281	2
N Lecanto Hwy	Florida Ave (US 41) To N Carl G Rose Hwy	3.505	2
E Floral Park Dr	Florida Ave (US 41) To Lingle Rd	1.567	2
S Lecanto Hwy	W Oak Park Blvd To Grover Cleveland Blvd	9.022	2
W Dunklin St	Citrus Ave To Elkcam Blvd	5.389	2
N Rock Crusher Rd	Crystal Oaks Dr To Gulf To Lake Hwy	1.420	2
Citrus Springs Blvd	Florida Ave (US 41) To W Withlacoochee Trl	2.391	2
S Pleasant Grove Rd	Stage Coach Trl To Anna Jo Dr	5.905	2
E Stage Coach Trl	Lecanto Hwy To Pleasant Grove Rd	5.652	2
E Stage Coach Trl	Pleasant Grove Rd To Florida Ave (US 41)	4.262	2
W Oak Park Blvd	US 98 To S Lecanto Hwy	6.686	2
N Elkcam Blvd	W Deltona Blvd To N Deltona Blvd	0.875	2
W Country Club Blvd	Florida Ave (US 41) To W Withlacoochee Trl	1.467	2
N Elkcam Blvd	Citrus Springs Blvd To Deltona Blvd	3.342	2
E Gospel Island Rd	Belair Dr To E Gulf To Lake Hwy	3.708	2
Iverness Blvd	Apopka Ave To Florida Ave (US 41)	0.848	2
E Cypress Blvd	Suncoast Blvd/US 19 To W Oak Park Blvd	4.118	2
N Deltona Blvd	N Elkcam Blvd To W Country Club Blvd	2.186	2
E Reehill St	Norvell Bryant Hwy To Gulf To Lake Hwy	3.367	2
W Pine Ridge Blvd	W Norvell Bryant Hwy To Lecanto Hwy	7.963	3
Perry St	S Croft Ave To N Independence Hwy	1.301	3
N Deltona Blvd	W Country Club Blvd To Lecanto Hwy	2.666	3
N Northcut Ave	Basswood Ave To Dunnellon Rd	1.340	3
E Dawson Dr	S Croft Ave To Independence Hwy	1.252	3
N Dunkenfield Ave	Venable St To Gulf To Lake Hwy	2.111	3
W Mustang Blvd	Pine Ridge Blvd To Lecanto Hwy	4.443	3
N Elkcam Blvd	W Dunnellon Rd To Tanager St	1.118	3
E Anna Jo Dr	S Pleasant Grove Rd To S Apopka Ave	1.386	3
Oak Village Blvd	US 98 To Oak Park Blvd	1.328	3
Hampshire Blvd	Elkcam Blvd To Lecanto Hwy	2.239	3
N Elkcam Blvd	Mustang Blvd To Citrus Spring Blvd	3.352	3
N Fresno Ave	Norvell Bryant Hwy To Gulf To Lake Hwy	3.399	3
E Steven St	Fresno Ave To Croft Ave	2.986	3
Seven Rivers Dr	Venable St To Rock Crusher Rd	0.769	3
S Istachata Rd	Lingle Rd To Bushnell Rd	1.641	3
N Emerald Oaks Dr	Suncoast Blvd/US 19 To Citrus Ave	2.880	3
W Withlacoochee Trl	Florida Ave (US 41) To Citrus Springs Blvd	3.243	3
W Riverbend Rd	W Dunnellon Rd To W Dunnellon Rd	5.324	3
S Duval Island Rd	Bushnell Rd To E Bella Vista Ct	2.143	3
N Basswood Ave	Suncoast Blvd/US 19 To Northcut Ave	5.231	3
Santos Dr	N Citrus Springs Blvd To W Citrus Springs Blvd	2.074	3
Martinelli Blvd	Elkcam Blvd To Elkcam Blvd	1.442	3
N Annapolis Ave	Indian Head Rd To Liberty St	2.659	3
Hernando County Roadway Segments			
Roadway Segments with Pedestrian Facility Gaps			
Mariner Blvd	County Line Rd To Spring Hill Dr	2.103	1
Cortez Blvd	Jefferson St To Main St	2.531	1
E Jefferson St	Main St To Cortez Blvd	1.858	1
CR 574/Spring Hill Dr	US 19 To Mariner Blvd	5.620	1

On Street	From/To	Length (miles)	Tier
Main St	Cortez Blvd To Jefferson St	1.200	1
Deltona Dr	Forest Oaks Blvd To Cortez Blvd	2.644	1
Northcliffe Blvd	US 19 To Mariner Blvd	2.732	1
California St	Spring Hill Dr To Cortez Blvd	4.190	1
US 98 / SR 700	Broad St (US 41) To Oakdale Ave	0.641	1
Cortez Blvd	Mondon Hill Rd To Croom Rital Rd	5.048	1
Powell Rd	Barclay Ave To Broad St (US 41)	3.636	1
Elgin Blvd	Mariner Blvd To Barclay Ave	2.467	1
Broad St (US 41)	Powell Rd To Cortez Blvd	3.649	1
Commercial Way/US 19	Centralia Rd To US 98	7.449	1
Howell Ave	Fort Dade Ave To Broad St (US 41)	1.954	1
Deltona Dr	Spring Hill Dr To Forest Oaks Blvd	2.669	1
Mckethan Rd	Pasco County Line To Cortez Blvd	2.034	1
Broad St (US 41)	County Line Rd To Powell Rd	4.493	1
Broad St (US 41)	Fort Dade Ave To Old Crystal River Rd	2.109	1
Barclay Ave	Spring Hill Dr To Cortez Blvd	3.908	1
Sunshine Grove Rd	Cortez Blvd To Hexam Rd	3.511	1
US 98/SR 700	Oakdale Ave To Yontz Rd	1.277	2
Linden Dr	Mariner Blvd To Spring Hill Dr	2.296	2
Cortez Blvd	Jasmine Dr To Mondon Hill Rd	4.195	2
Cobblestone Dr	Spriinghill Dr To County Line Rd	1.247	2
Hale Rd	Cortez Blvd To Broad St (US 41)	1.143	2
Shoal Line Blvd	Osowaw Blvd To N Of Jewfish Dr	1.345	2
Anderson Snow Rd	County Line Rd To Spring Hill Dr	3.181	2
Dr M L King Jr Blvd	Broad St (US 41) To Jefferson St	1.387	2
Shoal Line Blvd	N Of Jewfish Dr To Cortez Blvd	5.916	2
Linden Dr	Spring Hill Dr To County Line Rd	2.607	2
Elgin Blvd	Freeport Dr To Mariner Blvd	2.783	2
Veterans Ave	Broad St (US 41) To Jefferson St	0.468	2
Waterfall Drive	County Line Rd To Spring Hill Dr	1.638	2
Landover Blvd	Northcliffe Blvd To Elgin Blvd	1.233	2
Croom Rital Rd	Croom Rd To Cortez Blvd	5.542	2
Elwood Rd	Elgin Blvd To Mariner Blvd	1.061	3
Darby Ln	Candlelight Blvd To Jefferson St	0.654	3
Roadway Segments with No Pedestrian Facilities			
Wiscon Rd	Cortez Blvd To Broad St (US 41)	4.219	1
E Fort Dade Ave	Main St To Mcintyre Rd	1.496	1
CR 574/Spring Hill Dr	Suncoast Pkwy To Broad St (US 41)	2.860	1
US 98/SR 700	Yontz Rd To Citrus Way	6.206	1
Cortez Blvd	Main St To Cortez Blvd	1.326	1
Snow Memorial Hwy	Broad St (US 41) To Lake Lindsey Rd	1.770	1
US 98/SR 700	US 19 To Grass St	3.245	1
Treiman Blvd	Pasco County Line To Sumter County Line	6.672	1
W Fort Dade Ave	US 98 To Howell Ave	0.598	1
Ft Dade Ave	Cobb Rd To US 98	1.403	1
US 98/SR 700	Grass St To E Of Suncoast Pkwy	1.415	2
Linden Dr	Spring Hill Dr To Mariner Blvd	1.448	2
Lake Lindsey Rd	S Pleasant Grove Rd To Sumter County Line	6.722	2
US 98/SR 700	E Of Suncoast Pkwy To Citrus Way	3.475	2
Cortez Blvd	Western Terminus To US 19	6.331	2
Ft Dade Ave	Cortez Blvd To Cobb Rd	3.191	2
Nightwalker Rd	Cortez Blvd To Ridge Rd	1.260	2
Cobb Rd	Cortez Blvd To US 98	4.448	2
Broad St (US 41)	Lake Lindsey Rd To Stage Coach Trl	6.461	2

On Street	From/To	Length (miles)	Tier
Mondon Hill Rd	Mcintyre Rd To Mondon Hill Rd	5.941	2
Sgt Lea Mills Blvd	Anderson Snow Rd To Broad St (US 41)	2.852	2
Hexam Rd	US 19 To Sunshine Grove Rd	3.289	2
Emerson Rd	Mitchell Rd To E Jefferson St	1.169	2
Manecke Rd	East Ave To Howell Ave	0.892	2
Candlelight Blvd	Cortez Blvd To Broad St (US 41)	0.922	2
Citrus Way	US 98 To Stage Coach Trl	3.349	2
Powell Rd	Broad St (US 41) To Emerson Rd	3.875	2
Spring Lake Hwy	Hayman Rd To Cortez Blvd	3.579	2
Yontz Rd	Cobb Rd To US 98	1.244	2
Broad St (US 41)	Old Crystal River Rd To Lake Lindsey Rd	4.112	2
Lake Lindsey Rd	Lake Lindsey Rd To S Pleasant Grove Rd	4.093	2
Osowaw Blvd	Pasco County Line To US 19	3.862	2
Osowaw Blvd	Pasco County Line To US 19	3.862	2
Citrus Way	US 98 To Ft Dade Ave	7.719	2
Sunshine Grove Rd	Sunshine Grove Rd To Centralia Rd	2.145	2
Ayers Rd	Broad St (US 41) To Culbreath Rd	4.962	2
Emerson Rd	Powell Rd To Mitchell Rd	2.198	2
Croom Rd	Broad St (US 41) To Daly Rd	3.869	2
Yontz Rd	US 98 To Howell Ave	1.431	2
Powell Road	Emerson Rd To Spring Lake Hwy	4.814	2
East Ave	Jefferson St To Manecke Rd	0.548	2
Barnett Rd	Horse Lake Rd To Broad St (US 41)	0.867	2
Cedar Ln	Powell Rd To Cortez Blvd	2.471	2
Lake Lindsey Rd	Citrus Way To US 98	1.973	2
Horse Lake Rd	Wiscon Rd To Cortez Blvd	0.722	2
Barnett Rd	Broad St (US 41) To Cortez Blvd	0.454	2
Lamar Ave	Broad St (US 41) To Main St	0.565	2
Ridge Rd	US 19 To Nightwalker Rd	0.807	3
Pine Island Dr	Sandcastle Ln To Cortez Blvd	2.457	3
Lingle Rd	Lake Lindsey Rd To E Floral Park Dr	5.607	3
Burwell Rd	Pasco County Line To Cortez Blvd	2.049	3
Mcintyre Rd	Mondon Hill Rd To Croom Rd	1.063	3
Jasmine Dr	Mondon Hill Rd To Cortez Blvd	1.003	3
Old Crystal River Rd	Broad St (US 41) To Lake Lindsey Rd	3.010	3
Centralia Rd	US 19 To Citrus Way	5.280	3
Edgewater Ave	Lake Lindsey Rd To Croom Rd	4.009	3
Spring Lake Hwy	Pasco County Line To Hayman Rd	2.537	3
Croom Rd	Daly Rd To Edgewater Ave	5.393	3
Daly Rd	Croom Rd To Lake Lindsey Rd	5.035	3
Mitchell Rd	Emerson Rd To Cortez Blvd	1.225	3
Neff Lake Rd	Powell Rd To Olympia Rd	2.454	3
Culbreath Rd	Pasco County Line To Powell Rd	4.128	3
Hayman Rd	Culbreath Rd To Spring Lake Hwy	5.215	3
Church Rd	Spring Lake Hwy To Myers Rd	2.090	3
Myers Rd	Pasco County Line To Lockhart Rd	2.491	3
Olympia Rd	Cortez Blvd To Spring Lake Hwy	1.628	3
Sedate St	Sunshine Grove Rd To Citrus Way	2.572	3
Lockhart Rd	Myers Rd To Cortez Blvd	4.571	3

Bicycle Facility Gaps

On Street	From/To	Length (miles)	Tier
Citrus County Segments			
Roadway Segments with Bicycle Facility Gaps			
Florida Ave (US 41)	Norvell Bryant Hwy To Florida Ave/Main St	4.952	1
N Forest Ridge Rd	Lecanto Hwy To Norvell Bryant Hwy	3.074	1
Roadway Segments with No Bicycle Facilities			
Florida Ave (US 41)	E Floral Park Dr To Cobbler Dr	4.070	1
N Citrus Ave	Suncoast Blvd/US 19 To Emerald Oaks Dr	3.864	1
S Pleasant Grove Rd	Anna Jo Dr To Gulf To Lake Hwy	3.620	1
N Carl G Rose Hwy	Florida Ave (US 41) To Marion County Line	6.511	1
E Orange Ave	Florida Ave (US 41) To Bushnell Rd	0.775	1
N Lecanto Hwy	Pine Ridge Blvd To Florida Ave (US 41)	3.489	1
Gospel Island Rd	Pine Ave To Belair Dr	1.342	1
Florida Ave (US 41)	Eden Dr To Gobbler Dr	3.183	1
Tompkins St	Florida Ave (US 41) To Withlacoochee River	7.111	1
W Grover Cleveland B	Suncoast Blvd/US 19 To Lecanto Hwy	5.381	1
S Lecanto Hwy	Grover Cleveland Blvd To Gulf To Lake Hwy	3.248	1
N Independence Hwy	Florida Ave/Main St To Gulf To Lake Hwy	2.406	1
W Halls River Rd	Riverhaven Dr To Suncoast Blvd/US 19	3.160	1
W Dunnellon Rd	Citrus Ave To Florida Ave (US 41)	6.936	2
S Apopka Ave	Anna Jo Dr To Florida Ave/Main St	3.563	2
S Great Oaks Dr	Floral Park Dr To Orange Ave	1.750	2
W Miss Maggie Dr	Western Terminus To US 19	1.780	2
W Homosassa Trl	Suncoast Blvd/US 19 To Gulf To Lake Hwy	6.187	2
W Yulee Dr	S Cherokee Way To Suncoast Blvd/US 19	3.192	2
Three Sisters Spring	Suncoast Blvd/US 19 To Fort Island Trl	1.293	2
CR 39A/E Trails End	Florida Ave (US 41) To Bushnell Rd	9.629	2
S Croft Ave	Norvell Bryant Hwy To Gulf To Lake Hwy	3.129	2
S Pleasant Grove Rd	Lake Lindsey Rd To Stage Coach Trl	4.496	2
Old Floral City Rd	Eden St To Gobbler Dr	3.660	2
N Turkey Oak Dr	Suncoast Blvd/US 19 To Gulf To Lake Hwy	3.284	2
Suncoast Blvd/US 19	Levy County Line To Dunnellon Rd	4.364	2
W Ozello Trl	Western Terminus To Suncoast Blvd/US 19	6.971	2
W Withlacoochee Trl	Citrus Springs Blvd To N Carl G Rose Hwy	4.391	2
S Cherokee Way	S Boulevard Dr To Seminole Pl	0.279	2
E Bushnell Rd	S Duval Island Rd To Sumter County Line	3.256	2
N Citrus Ave	Emerald Oaks Dr To Dunnellon Rd	3.933	2
W Venable St	Suncoast Blvd/US 19 To Rock Crusher Rd	2.602	2
W Citrus Springs Bl	N Elkcam Blvd To N Elkcam Blvd	3.934	2
E Moccasin Slough Rd	Florida Ave (US 41) To Martins Dr	3.067	2
S Rock Crusher Rd	W Crystal Oaks Dr To W Homosassa Trl	2.427	2
W Dunnellon Rd	Suncoast Blvd/US 19 To Citrus Ave	4.924	2
W Cardinal St	Suncoast Blvd/US 19 To Lecanto Hwy	6.149	2
W Country Club Blvd	Santos Dr To Florida Ave (US 41)	1.281	3
N Lecanto Hwy	Florida Ave (US 41) To N Carl G Rose Hwy	3.505	3
E Floral Park Dr	Florida Ave (US 41) To Lingle Rd	1.567	3
S Lecanto Hwy	W Oak Park Blvd To Grover Cleveland Blvd	9.022	3
W Dunklin St	Citrus Ave To Elkcam Blvd	5.389	3
N Rock Crusher Rd	Crystal Oaks Dr To Gulf To Lake Hwy	1.420	3
Citrus Springs Blvd	Florida Ave (US 41) To W Withlacoochee Trl	2.391	3
S Pleasant Grove Rd	Stage Coach Trl To Anna Jo Dr	5.905	3
E Stage Coach Trl	Lecanto Hwy To Pleasant Grove Rd	5.652	3
E Stage Coach Trl	Pleasant Grove Rd To Florida Ave (US 41)	4.262	3

On Street	From/To	Length (miles)	Tier
W Oak Park Blvd	US 98 To S Lecanto Hwy	6.686	3
N Elkcam Blvd	W Deltona Blvd To N Deltona Blvd	0.875	3
W Country Club Blvd	Florida Ave (US 41) To W Withlacoochee Trl	1.467	3
N Elkcam Blvd	Citrus Springs Blvd To Deltona Blvd	3.342	3
E Gospel Island Rd	Belair Dr To E Gulf To Lake Hwy	3.708	3
Iverness Blvd	Apopka Ave To Florida Ave (US 41)	0.848	3
E Cypress Blvd	Suncoast Blvd/US 19 To W Oak Park Blvd	4.118	3
N Deltona Blvd	N Elkcam Blvd To W Country Club Blvd	2.186	3
E Reehill St	Norvell Bryant Hwy To Gulf To Lake Hwy	3.367	3
W Crystal Oaks Dr	Rock Crusher Rd To Gulf To Lake Hwy	1.761	3
W Pine Ridge Blvd	W Norvell Bryant Hwy To Lecanto Hwy	7.963	3
Perry St	S Croft Ave To N Independence Hwy	1.301	3
N Deltona Blvd	W Country Club Blvd To Lecanto Hwy	2.666	3
N Northcut Ave	Basswood Ave To Dunnellon Rd	1.340	3
E Dawson Dr	S Croft Ave To Independence Hwy	1.252	3
N Dunkenfield Ave	Venable St To Gulf To Lake Hwy	2.111	3
W Mustang Blvd	Pine Ridge Blvd To Lecanto Hwy	4.443	3
N Elkcam Blvd	W Dunnellon Rd To Tanager St	1.118	3
E Anna Jo Dr	S Pleasant Grove Rd To S Apopka Ave	1.386	3
Oak Village Blvd	US 98 To Oak Park Blvd	1.328	3
Hampshire Blvd	Elkcam Blvd To Lecanto Hwy	2.239	3
N Elkcam Blvd	Mustang Blvd To Citrus Spring Blvd	3.352	3
N Fresno Ave	Norvell Bryant Hwy To Gulf To Lake Hwy	3.399	3
E Steven St	Fresno Ave To Croft Ave	2.986	3
Seven Rivers Dr	Venable St To Rock Crusher Rd	0.769	3
S Istachata Rd	Lingle Rd To Bushnell Rd	1.641	3
N Emerald Oaks Dr	Suncoast Blvd/US 19 To Citrus Ave	2.880	3
W Withlacoochee Trl	Florida Ave (US 41) To Citrus Springs Blvd	3.243	3
W Riverbend Rd	W Dunnellon Rd To W Dunnellon Rd	5.324	3
S Duval Island Rd	Bushnell Rd To E Bella Vista Ct	2.143	3
N Basswood Ave	Suncoast Blvd/US 19 To Northcut Ave	5.231	3
Santos Dr	N Citrus Springs Blvd To W Citrus Springs Blvd	2.074	3
Martinelli Blvd	Elkcam Blvd To Elkcam Blvd	1.442	3
N Annapolis Ave	Indian Head Rd To Liberty St	2.659	3
N Quartz Ave	Norvell Bryant Hwy To Gulf To Lake Hwy	2.865	3
Hernando County Segments			
Roadway Segments with Bicycle Facility Gaps			
W Jefferson St	US 98 To Howell Ave	0.596	1
Broad St (US 41)	Fort Dade Ave To Old Crystal River Rd	2.109	2
US 98 / SR 700	Oakdale Ave To Yontz Rd	1.277	2
Croom Rital Rd	Croom Rd To Cortez Blvd	5.542	3
Lingle Rd	Lake Lindsey Rd To E Floral Park Dr	5.607	3
Roadway Segments with No Bicycle Facilities			
Mariner Blvd	County Line Rd To Spring Hill Dr	2.103	1
CR 574/Spring Hill Dr	Mariner Blvd To Suncoast Pkwy	3.974	1
Mariner Blvd	Northcliffe Blvd To Cortez Blvd	3.677	1
CR 574/Spring Hill Dr	US 19 To Mariner Blvd	5.620	1
Mariner Blvd	Spring Hill Dr To Northcliffe Blvd	2.097	1
Wiscon Rd	Cortez Blvd To Broad St (US 41)	4.219	1
Main St	Cortez Blvd To Jefferson St	1.200	1
Deltona Dr	Forest Oaks Blvd To Cortez Blvd	2.644	1
E Fort Dade Ave	Main St To Mcintyre Rd	1.496	1
Northcliffe Blvd	US 19 To Mariner Blvd	2.732	1
California St	Spring Hill Dr To Cortez Blvd	4.190	1

On Street	From/To	Length (miles)	Tier
CR 574/Spring Hill Dr	Suncoast Pkwy To Broad St (US 41)	2.860	1
Cortez Blvd	Mondon Hill Rd To Croom Rital Rd	5.048	1
Powell Rd	Barclay Ave To Broad St (US 41)	3.636	1
Elgin Blvd	Mariner Blvd To Barclay Ave	2.467	1
Howell Ave	Fort Dade Ave To Broad St (US 41)	1.954	1
Deltona Dr	Spring Hill Dr To Forest Oaks Blvd	2.669	1
Forest Oaks Blvd	US 19 To Deltona Dr	1.669	1
Snow Memorial Hwy	Broad St (US 41) To Lake Lindsey Rd	1.770	2
US 98 / SR 700	US 19 To Grass St	3.245	2
Mckethan Rd	Pasco County Line To Cortez Blvd	2.034	2
Treiman Blvd	Pasco County Line To Sumter County Line	6.672	2
W Fort Dade Ave	US 98 To Howell Ave	0.598	2
Barclay Ave	Spring Hill Dr To Cortez Blvd	3.908	2
Sunshine Grove Rd	Cortez Blvd To Hexam Rd	3.511	2
Ft Dade Ave	Cobb Rd To US 98	1.403	2
Linden Dr	Spring Hill Dr To Mariner Blvd	1.448	2
Lake Lindsey Rd	S Pleasant Grove Rd To Sumter County Line	6.722	2
Linden Dr	Mariner Blvd To Spring Hill Dr	2.296	2
US 98 / SR 700	E Of Suncoast Pkwy To Citrus Way	3.475	2
Cortez Blvd	Western Terminus To US 19	6.331	2
Ft Dade Ave	Cortez Blvd To Cobb Rd	3.191	2
Cobblestone Dr	Spriinghill Dr To County Line Rd	1.247	2
Nightwalker Rd	Cortez Blvd To Ridge Rd	1.260	2
Hale Rd	Cortez Blvd To Broad St (US 41)	1.143	2
Cobb Rd	Cortez Blvd To US 98	4.448	2
Anderson Snow Rd	County Line Rd To Spring Hill Dr	3.181	2
Dr M L King Jr Blvd	Broad St (US 41) To Jefferson St	1.387	2
Shoal Line Blvd	N Of Jewfish Dr To Cortez Blvd	5.916	2
Mondon Hill Rd	Mcintyre Rd To Mondon Hill Rd	5.941	2
Sgt Lea Mills Blvd	Anderson Snow Rd To Broad St (US 41)	2.852	2
Hexam Rd	US 19 To Sunshine Grove Rd	3.289	2
Linden Dr	Spring Hill Dr To County Line Rd	2.607	2
Emerson Rd	Mitchell Rd To E Jefferson St	1.169	2
Manecke Rd	East Ave To Howell Ave	0.892	2
Elgin Blvd	Freeport Dr To Mariner Blvd	2.783	2
Candlelight Blvd	Cortez Blvd To Broad St (US 41)	0.922	2
Citrus Way	US 98 To Stage Coach Trl	3.349	2
Powell Rd	Broad St (US 41) To Emerson Rd	3.875	2
Veterans Ave	Broad St (US 41) To Jefferson St	0.468	2
Yontz Rd	Cobb Rd To US 98	1.244	3
Lake Lindsey Rd	Lake Lindsey Rd To S Pleasant Grove Rd	4.093	3
Osowaw Blvd	Pasco County Line To US 19	3.862	3
Citrus Way	US 98 To Ft Dade Ave	7.719	3
Sunshine Grove Rd	Sunshine Grove Rd To Centralia Rd	2.145	3
Ayers Rd	Broad St (US 41) To Culbreath Rd	4.962	3
Waterfall Drive	County Line Rd To Spring Hill Dr	1.638	3
Emerson Rd	Powell Rd To Mitchell Rd	2.198	3
Croom Rd	Broad St (US 41) To Daly Rd	3.869	3
Landover Blvd	Northcliffe Blvd To Elgin Blvd	1.233	3
Yontz Rd	US 98 To Howell Ave	1.431	3
Powell Road	Emerson Rd To Spring Lake Hwy	4.814	3
East Ave	Jefferson St To Manecke Rd	0.548	3
Barnett Rd	Horse Lake Rd To Broad St (US 41)	0.867	3
Cedar Ln	Powell Rd To Cortez Blvd	2.471	3

On Street	From/To	Length (miles)	Tier
Lake Lindsey Rd	Citrus Way To US 98	1.973	3
Horse Lake Rd	Wiscon Rd To Cortez Blvd	0.722	3
Barnett Rd	Broad St (US 41) To Cortez Blvd	0.454	3
Lamar Ave	Broad St (US 41) To Main St	0.565	3
Ridge Rd	US 19 To Nightwalker Rd	0.807	3
Pine Island Dr	Sandcastle Ln To Cortez Blvd	2.457	3
Burwell Rd	Pasco County Line To Cortez Blvd	2.049	3
Mcintyre Rd	Mondon Hill Rd To Croom Rd	1.063	3
Jasmine Dr	Mondon Hill Rd To Cortez Blvd	1.003	3
Old Crystal River Rd	Broad St (US 41) To Lake Lindsey Rd	3.010	3
Centralia Rd	US 19 To Citrus Way	5.280	3
Elwood Rd	Elgin Blvd To Mariner Blvd	1.061	3
Darby Ln	Candlelight Blvd To Jefferson St	0.654	3
Croom Rd	Daly Rd To Edgewater Ave	5.393	3
Daly Rd	Croom Rd To Lake Lindsey Rd	5.035	3
Mitchell Rd	Emerson Rd To Cortez Blvd	1.225	3
Freeport Dr	Northcliffe Blvd To Deltona Dr	1.126	3
Neff Lake Rd	Powell Rd To Olympia Rd	2.454	3
Culbreath Rd	Pasco County Line To Powell Rd	4.128	3
Hayman Rd	Culbreath Rd To Spring Lake Hwy	5.215	3
Church Rd	Spring Lake Hwy To Myers Rd	2.090	3
Myers Rd	Pasco County Line To Lockhart Rd	2.491	3
Olympia Rd	Cortez Blvd To Spring Lake Hwy	1.628	3
Sedate St	Sunshine Grove Rd To Citrus Way	2.572	3
Lockhart Rd	Myers Rd To Cortez Blvd	4.571	3

Appendix B – Project Evaluation Checklist

Context-Based Solutions Project Evaluation Checklist

Project Information

Project Name:

Project Manager/Contact Name:

Name of Person Completing Form (if different from Project Manager/Contact):

Project Manager/Contact Email Address:

Project Manager/Contact Phone Number:

Project Limits/Study Area:

Project Location/Jurisdiction:

Project Purpose/Description:

Proposed Project Cost Estimate:

Proposed Date of Construction/Completion:

Project Functional Classification:

- ☐ Major/Principal Arterial
- ☐ Minor Arterial
- ☐ Major Collector
- ☐ Minor Collector
- ☐ Major Local
- ☐ Minor Local

Project Context Classification:

- ☐ C1 – Natural
- ☐ C2 – Rural
- ☐ C2T – Rural Town
- ☐ C3C – Suburban Commercial
- ☐ C3R – Suburban Residential
- ☐ C4 – Urban General
- ☐ C5 – Urban Center

Existing Conditions

Existing Right-of-Way Width (ft):

Existing Pavement Width (ft):

Existing Number of Travel Lanes:

Existing Travel Lane Width (ft):

Existing Median Width (ft):

Existing Sidewalks/Paths Width (ft):

Existing Bicycle Lanes Type & Width (ft):

Existing Posted Speed Limit (MPH):

Existing Roadway/Intersection Lighting (Y/N):

Existing Number of Signalized/Controlled Intersections:

Proposed Conditions

Proposed Right-of-Way Width (ft):

Proposed Pavement Width (ft):

Proposed Number of Travel Lanes:

Proposed Travel Lane Width (ft):

Proposed Median Width (ft):

Proposed Sidewalks/Paths Width (ft):

Proposed Bicycle Lanes Type & Width (ft):

Proposed Posted Speed Limit (MPH):

Proposed Roadway/Intersection Lighting (Y/N):

Proposed Number of Signalized/Controlled Intersections:

Typical Roadway Cross Sections

Insert an image or cross-section of the typical *existing conditions*:

Insert an image or cross-section of the typical *proposed conditions*:

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

Additional Considerations (Optional)

Is the project identified in the MPO's Long Range Transportation Plan?

☐ Yes | ☐ No | ☐ NA

Is the project identified in any other relevant planning documents, safety or engineering studies, master plans, and/or Capital Improvement Programs?

☐ Yes | ☐ No | ☐ NA

If yes, please list documents, studies, and/or plans here:

Are there any documented transportation safety issues/concerns along or close to the project corridor/area?

☐ Yes | ☐ No | ☐ NA

If yes, please provide a description of the issues/concerns here:

Are there any schools along or close to the project corridor/area?

☐ Yes | ☐ No | ☐ NA

If yes, provide names here:

Is there existing fixed route transit service along or close to the project corridor/area?

☐ Yes | ☐ No | ☐ NA

If yes, provide routes here:

Is the project along an identified non-motorized facility gap corridor?

☐ Yes | ☐ No | ☐ NA

Is the project along a designated truck/freight route?

☐ Yes | ☐ No | ☐ NA

MPO Staff Evaluation/Feedback

Does the proposed project reasonably consider the mobility needs and incorporate context-based solutions for all expected existing and future users based on the context, function, and characteristics of the roadway/project area?

☐ Yes | ☐ No

Are there any additional considerations that should be evaluated as part of this project?

☐ Yes | ☐ No

If yes, provide additional considerations here:

Are there any additional MPO staff comments related to the proposed project?

MPO Staff Completing the Review:

MPO Review Date:

Roadway Classifications Defined

Functional Classification

Functional Classification is the grouping of roadways by the character of service and connectivity they provide. Functional classification helps guide transportation planning, design, operations, and funding by helping define the balance between mobility and access. The following provides a summary of the primary characteristics of each functional classification.

Major/Principal Arterial: Major/principal arterials provide a high degree of mobility and connectivity in both urban and rural areas. They often have the highest traffic volumes and longest trip demands outside of the interstate highway system. They provide regional and intra-regional connectivity and often connect major activity centers, employment centers, freight hubs, cities, and regional destinations.

Minor Arterials: Minor arterials supplement the major arterial system by providing connections for moderate length trips and intra-community connections. They often have more frequent intersections compared to major arterials and provide connections to neighborhoods, commercial areas, schools, and employment centers. These roadways are often important transit and multimodal corridors.

Major Collectors: Major collectors help distribute traffic from local streets and minor collectors to the arterial roadway system. They provide circulation between neighborhoods, community destinations, and commercial areas. Major collectors typically support moderate trip lengths, have lower speeds compared to arterials, serve schools, parks, and other civic uses, and are important multimodal connectors.

Minor Collectors: Minor collectors provide more localized circulation and distribute traffic from local streets to major collectors and arterials. Compared to major collectors, they typically serve smaller community areas, have shorter trip lengths, lower traffic volumes and speeds, and have a greater emphasis on connections to abutting land uses.

Major Local: Major local roads primarily provide direct access to adjacent land uses while also serving as key internal circulation routes within neighborhoods, activity centers, town centers, and downtowns. They typically have higher traffic volumes and minor local roadways and while they serve short trip lengths may provide connections or serve as neighborhood main streets, especially within residential subdivisions.

Minor Local: Typically the most common roadway type, minor local roadways are the most access oriented in that their primary purpose is to provide direct access to individual properties and to support low speed local traffic circulation. While they can serve commercial areas, these roadways are often associated with residential areas and have a strong emphasis on multimodal access and neighborhood livability.

Context Classification

Context Classification helps to ensure that roadways are planned and designed to reflect the surrounding land use characteristics and the intended use of the roadway. Once defined, context classification is used to determine key design criteria and elements.

C1 – Natural: Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

C2 – Rural: Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.

C2T – Rural Towns: Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.

C3R – Suburban Residential: Mostly residential uses within large blocks and a disconnected/sparse roadway network.

C3C – Suburban Commercial: Mostly non-residential uses with large building footprints and large parking lots. Buildings are within large blocks and a disconnected/sparse roadway network.

C4 – Urban General: Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.

C5 – Urban Center: Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of the community, town, or city of a civic or economic center.