

## Capital City to Sea Trail (CC2ST)

### SUMMARY

- So far over \$24M have been invested into the Capital City to Sea Trails.
  - \$9M-Capital Region Transportation Planning Agency (CRTPA).
    - Master Plan/Coastal Trail (Lighthouse Road to Surf Road) - PD&E/ Coastal Trail - Design and Construction.
  - \$6,5M-Florida Department of Transportation District 3.
    - Ochlockonee Bay Trail – Design and Construction/Oaks Property (Surf Road at US 98) Trailhead.
  - \$7,5M-Blueprint2000.
    - Cascades Trail Pedestrian Bridge – Construction/Lafayette Street Trail Design and Construction/Lafayette Street Pedestrian Bridge.
  - \$1M-TCC Wakulla Environmental Institute.
    - US 319 Connector Trail – Design and Construction.
- CC2ST is supported by numerous Public and Private entities through 18 support letters
  - Eight letters of support were received for the Regional Trail System from members of the public, with other letters including resolutions, and prioritizations from public and private partners.
  - Broad and Persistent Community Support since 2009, identified in four local plans and consistent with twenty other plans.
- Approximately 95 miles regional trail system.
- Approximately 44% is constructed and 11% of the system is funded through construction
- Wakulla County has already agreed to committed operations and maintenance. During the Master Plan Phase, an Owner’s Manual for Preventive and Routine Maintenance was developed for shared-use path development. The manual has a variety of tasks and best management practices associated with shared-use path maintenance.
- The CC2ST has been identified numerous times by Leon and Wakulla County, and the four-county CRTPA.
- The two county trail system will serve as a destination and connect to destinations:
  - TCC Wakulla Environmental Institute, Cascades Park, Capital Cascades Trail, Florida’s Capital City, St. Marks National Wildlife Refuge, Apalachicola National Forest, Ochlockonee Bay Trail, Big Bend Scenic Byway, State Parks and Trails, primary schools.
- Evidence that the trail system supports economic development and tourism, through
  - Big Bend Scenic Byway (BBSB)/Wakulla County Tourist Development Council/ Outstanding Florida Water-Wakulla River/St. Marks River.
  - Wakulla County falls within the FL Dept. of Economic Opportunity: Rural Areas of Opportunity. The trail could provide non-motorized transportation for households with no automotive vehicle.

## East Coast Greenway – Southeast

### SUMMARY

- Regional alliance of six counties -- Indian River, St Lucie, Martin, Broward, Palm Beach, and Miami Dade.
  - Coordinated leadership team of Miami-Dade County Parks, Recreation & Open Space Department, East Coast Greenway Alliance, Treasure Coast Regional Planning Council (TCRPC) and all MPOs/TPOs.
- 64 public and private support letters received
  - 13 from counties and cities willing to commit to trail operations and maintenance.
  - All six Tourist Development Councils support trail establishment.
- Is a southeast coast north/south “spine” connecting to east/west and north/northwest Opportunity Land Trails and potential future Priority Land Trails in the 2012 Florida Greenways & Trails System Plan; supports implementation of the 2015 Southeast Florida Regional Greenways & Trails Plan.
- Estimated \$250M invested or currently committed to establish the trail.
- 218 mile regional trail -- 47% existing (102mi), 7% (16mi) programmed/funded, and 45% gaps.
  - 97 miles are priority trail segments (gaps) identified ready for funding.
- Trail identity established with segments identified throughout region. Pilot East Coast Greenway Signage Plan for FDOT rights-of-way underway in St Lucie County; to be applied system-wide upon approval (all 13 Florida counties).
- Benefits economically disadvantaged communities as evidenced by the 2014 “An Equity Profile of Southeast FL Region” report:
  - Economically disadvantaged neighborhoods are concentrated in coastal cities throughout, particularly in Martin County and the cities of West Palm and Miami.
- Serves tourism. Region is 3<sup>rd</sup> national destination for international travelers. Trail is an additional destination for travelers.
  - Direct connections to seven state parks, plus several popular local regional parks such as Haulover Park, South Pointe Park and Bayfront Park.
- The trail system directly connections to and facilitates multimodal transportation.
  - Expands transportation choices throughout the region, as evidenced by a regional analysis of the trail’s connection with bus routes, Community Redevelopment Areas, Enterprise Zones, Low to Moderate Block Groups, Empowerment Zones, Metro Stations, Neighborhood Revitalizations, and Target Urban Areas. All benefit from the trail.
  - In six counties fixed-route transit with multiple connecting routes operate along the trail alignment accommodates bicycles, particularly in Palm Beach, Broward, and Miami-Dade Counties. Connects to multiple Citi Bike sharing and rental system stations sited at regular intervals around Miami and Miami Beach.
  - Connects to Metrorail, Metromover, and Tri-Rail in Miami-Dade County. Potential connection to future All Aboard FL rail service (Tri-Rail expansion north to Jupiter in Palm Beach Co. and potentially on to Orlando).
  - Existing connectivity to International airports and Amtrak’s Atlantic route.

## Florida Keys Overseas Heritage Trail

### SUMMARY

- Monroe County – The Florida Keys Overseas Heritage Trail (FKOHT) is a 108 mile trail stretching from Key Largo to Key West.
  - The FKOHT is the terminus of the East Coast Greenway which starts in Maine.
  - A large portion of the FKOHT is a state park.
  - Over the years the MPO, Monroe Co and cities repeatedly requested and received trail funding, and all support the trail's completion.
  - In 2000 the Monroe County Board of County Commissioners (BOCC) completed a Master Plan.
  - Currently the FKOHT state park Unit Management Plan is in process of updating.
- 2 public and private support letters.
  - In 2016 the Monroe BOCC passed a resolution to address the historic pedestrian bridges.
  - Florida Keys Scenic Corridor Alliance letter to the Governor.
- In the past, State (Florida Park Service), county and cities have been committed to trail operations and maintenance.
- Estimated \$17M invested or currently committed to establish the trail.
- 108 mile regional trail – on-land 80% existing (87mi), 6% (7mi) programmed/funded, and 14% (15mi) gaps. Bridge needs are excluded from the analysis. A separate feasibility study is needed for the 23 historic bridges.
  - The 15miles of on-land trail, currently identified as gaps could be programmed and completed in FDOT Five Year Work Program.
  - SUN Trail funding can be used for on-road components of the FKOHT per Section 339.81, Florida Statutes.
- Serves tourism and serves as a destination.
  - Estimate 1.5M visitors in state fiscal year 2014/15. The FKOHT state park is the 2nd largest yearly financial impact of any state park totaling \$123M.
  - 28 public conservation lands within 1/2mi of the trail and at least 12 Historic sites.
  - Direct connection to Biscayne National Park, Florida Keys National Marine Sanctuary, The Great White Heron National Wildlife Refuge, Key Deer National Wildlife Refuge, Crocodile Lakes National Wildlife Refuge, Key West National Marine Sanctuary, and 10 state parks.
- Trail identity established. Websites for Florida State Parks, the Florida Keys and Key West Convention & Visitor Bureaus, VISITFLORIDA and Trip Advisor feature the trail.

## Heart of Florida Loop (HOFL)

### SUMMARY

- Supported by numerous Cities, Counties and Regional Governments through 10 support letters.
  - 5 from members of the public, with other letters include resolutions, support letters, and prioritizations from public and private partners.
  - The system has been identified in numerous city and county plans.
- The HOFL has been identified numerous times by county and MPO Alliances through resolutions.
  - Major project support for this trail has come from the MPOs in the area and the Florida Greenways and Trails Foundation.
- Once complete, the seven county trail system will intersect and become a destination similar to the parks and green space already in place:
  - Silver Springs State Park, Ocala National Forest, the Cross Florida Greenway, multiple state trails, the Coast to Coast Connector, the River to Sea Loop and East Coast Greenway.
- Communities in Lake and Sumter Counties benefitting from the trail including Astor, Umatilla, Mascotte, Groveland, Clermont, Webster and Minneola.
- All of the system appears to be off-highway, connecting multi-use pathway, aside from a small segment in Volusia County.
- Identified matching funds have been identified in a significant number of areas.
  - Volusia: \$1M annually out of local taxes directly to developing trails.
  - Citrus County has committed local matching dollars to complement state funds.
  - The Florida Departments of Environmental Protection and Florida Department of Transportation are committing a significant amount of funding to the system in both maintenance of state trails and greenways, and through locally managed trail construction funded with programs administered by FDOT.
  - Some facilities are co-managed by entities along the corridor.
- According to the information received by OGT, the trail system seems to have some level of funding programmed for pre-construction activities. Not all segments have construction programmed or fully funded.
- The trail does not yet have an identifiable brand, largely being a trail concept up to this point as part of the Florida Greenways and Trails System.
- The system is approximately 46% complete, 19% programmed or funded for construction, 35% gap.

## St. Johns River to Sea Loop (SJRTS)

### SUMMARY

- Regional Alliance of five Counties with broad and persistent support for the system.
  - The SJRTS has been supported at the public and private level since before 2008 with a resolution or prioritization of the trail occurring almost every year by city, county, or regional governments.
  - Numerous summits have been hosted since 2008 documenting and advancing the trail's progress, most recently in 2013.
  - 72 letters of support and three calls were received by the Office in support of the trail.
    - 48 individual members of the public supporting systems.
    - Others include businesses, regional and local governments, and elected officials including a Congress-person and Representative.
- The system will link existing and developing destinations, with existing trails already considered a destination.
  - Numerous bicycle tours centered on the trail system have occurred.
  - Six scenic byways have been identified along the system.
  - The Coast to Coast Connector and East Coast Greenway both tie into the system.
- Trails in the system have previously supported economic development and will continue to do so as new trails are constructed.
  - Numerous Tourism Development Councils, Advertising Authorities and Chambers of Commerce have offered support for the system.
  - The trail will serve the REDI Community of Putnam County and the Mim's Community (Brevard).
- Significant previous commitments to developing the trail were identified, including:
  - \$1M annually in self-taxed dollars by the Volusia County citizens.
  - \$700,000 from the City of Titusville to complete a SJRTS and C2C segment of trail.
  - The state's (FDEP) commitment to develop the Palatka to St. Augustine Rail Trail.
  - Numerous projects were identified that were FDOT funded and managed by local entity.
- The project will connect with numerous planned Amtrak Stations, a Sun Rail commuter station, and bus facilities that support multiple modes of transportation.
- The system contains a large number of identifiable segments, with a likelihood of programmability within five years. Some areas where the system will be more difficult to complete or constrained in full trail development are:
  - Coastal communities where limited ROW or environmental constraints are present.
  - Trail's developed parallel to US17 where ROW will need to occur as Roadways are expanded.
  - Areas where is no potential to develop trails due to existing conditions.
- The system is approximately 30% existing, 24% programmed/funded for construction, 46% gap.

## Southwest Coastal Regional Trail

### SUMMARY

- Regional alliance of seven counties -- Pinellas, Hillsborough, Manatee, Sarasota, Charlotte, Lee and Collier.
  - The Multi-Use Trails Committee (MUTC) began in 1995 as regional coalition between eight-county West Central Florida Chairs Committee. Today, coordinated leadership by Tampa Bay Regional Transportation Authority (TBARTA) and all MPOs. The MUTC is now a subcommittee of TBARTA.
  - Sign-on letter by 10 Executive Directors -- TBARTA, Sarasota/Manatee MPO, Pasco MPO, Polk TPO, Collier MPO, Hillsborough MPO, Pinellas MPO, Hernando/Citrus MPO, Lee MPO, and Charlotte-Punta Gorda MPO.
- 70 public and private support letters received, including two US Congress-persons and nine FL Legislators.
- Connects to the Coast to Coast Connector, 250 miles from Brevard to Pinellas County.
  - Expands this trail by adding 273 miles from Pinellas to Collier County.
  - Commitment to operations and maintenance by three counties.
- Provides a Gulf Coast north/south “spine” for many west/east and north/northeast Opportunity Land Trails and Priority Land Trails in the 2012 Florida Greenways & Trails System Plan.
- Estimated \$200M invested or currently committed to establish the trail.
- Estimated 306 mile regional trail – 38% (117mi) existing, 6% (18mi) programmed/funded, and 55% (140 mi) gaps.
  - 32 miles (10%) identified as priority trail gaps ready for SUN Trail funding.
- Benefits economically disadvantaged communities living below the Federal Poverty Line in at least four of the seven counties.
  - Serves 80K Pinellas County residents below the Federal Poverty Line living one mile from the trail. Pinellas has the highest density of residents (3K/sq/mile) in the state.
  - Serves 100K Hillsborough County residents under Federal Poverty Line living one mile from the trail.
  - In Manatee County the trail serves 24% low income and 29% racial minority in cities of Palmetto and Bradenton.
  - In Lee County the trail serves downtown Ft Myers. The city’s population is 52% racial minority. 28% of the total population lives in poverty. The trail directly benefits Dunbar, a historic socio-economic depressed community. In the City of Bonita Springs the trail benefits the large Hispanic population; 20% of the city’s population lives in poverty. Both low income communities will be able to commute by trail to Ft Myers and into Collier County for jobs and shopping.
- Serves tourism and is an additional destination for the 30 million annual visitors to the region.
- Multimodal centers planned or in development in Hillsborough, Sarasota and Lee Counties. Busses with bike racks support multimodal transportation and connectivity in all seven counties. Connects to and provides for connections into county’s and city’s bicycle, pedestrian and trails.
- Recommend this regional trail move forward with plans for regional trail identity, signage and marketing.

## Tallahassee – Nature Coast – Peace River Greenway

### SUMMARY

- The trail system has seen support in segmented areas for each individual trail. Northwest of the Nature Coast State Trail, some support has been offered at city levels. Southeast of the NCST, support has been leveraged to create the connection through Levy, Marion and Citrus Counties.
- Resolutions have not been presented that would indicate support for the entire regional trail system.
- Major FGTS Connections within the 10 County System: Priority Network Paddling Trail (Peace River), 4 State Trails, the CC2STs, C2C and HOFL.
- The system in this instance is more likely to serve destinations rather than become a destination itself.
  - Regional trail subsections could serve as a destination, contributing to the long term vision of developing an identity for Tallahassee to Bartow.
- The system would support economic development in numerous REDI Counties.
- The trail would have a very high likelihood of being entirely off highway if acquisition occurs along significant portions of the Nature Coast
- The system will connect to non-automotive modes of transit in some areas, but will not connect in some areas. Largely, these connections are made exclusively with bus lines.
- The readiness status is not available for major portions of the trail.
- The Trail system is unlikely to be programmable within five years.