

St. Johns River-to Sea Loop a Regional Trail System within the Shared-Use Nonmotorized (SUN) Trail Network



**March 1, 2019
DeBary Hall**

**Robin Birdsong
Central Office – Shared-Use Nonmotorized (SUN) Trail Program Manager**

**Barney Bennette
District 2 – Transportation Planning Manager**

**Heather Garcia
District 5 – Planning and Corridor Development Manager**

Shared-Use Nonmotorized (SUN) Trail Program



- Created under 339.81, Florida Statute
- To develop a statewide system of paved non-motorized trails for bicyclists and pedestrians (SUN Trail Network) as a component of the Florida Greenways & Trails System
- \$25 million annually funded from the redistribution of new vehicle tag revenues

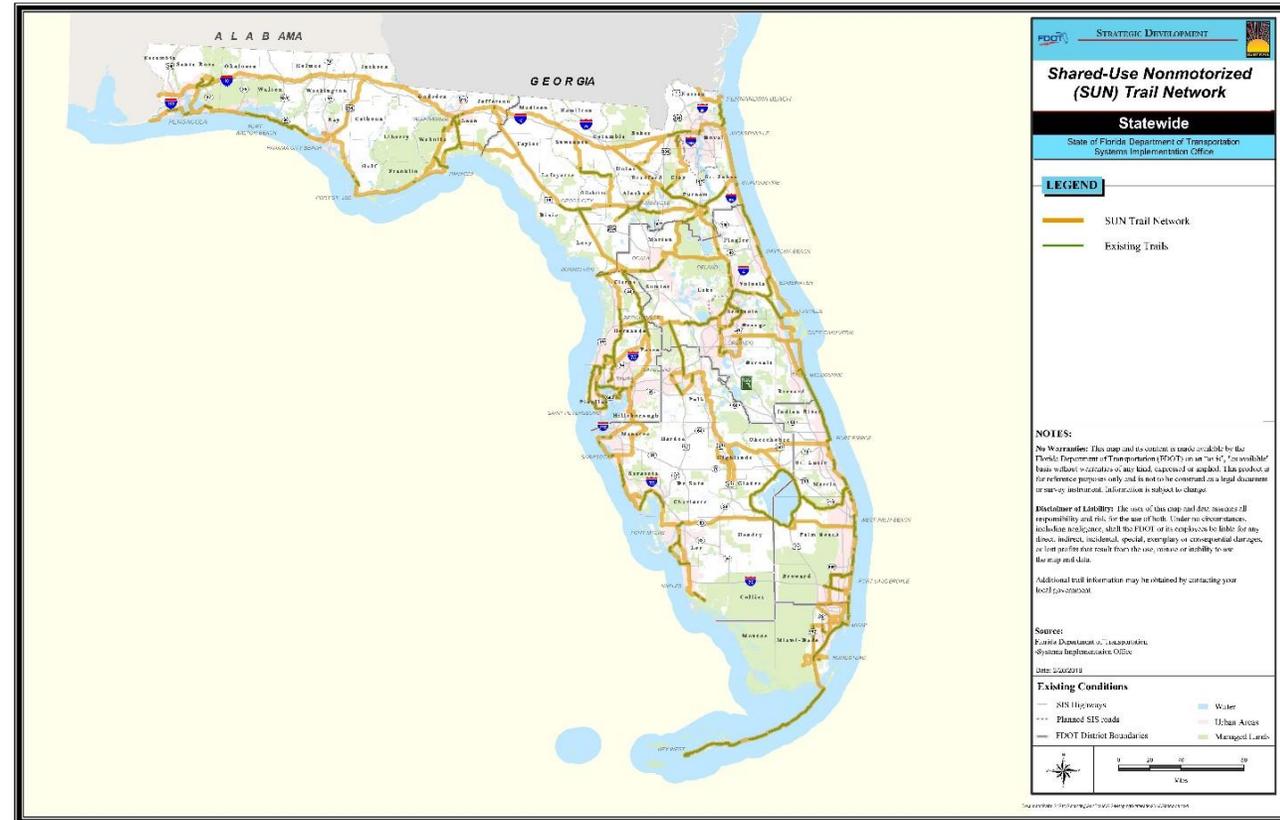
People are more likely to shift from driving to bicycling if they feel safer and more comfortable in their environment.

Commuting Trends in Florida, Florida Department of Transportation (2016)

Location of the SUN Trail Network

Not all trails are located in the SUN Trail Network

- SUN Trail Mapping Information
 - [ArcGIS Online Version updates immediately](#)
 - SUN Trail Plans/Projects: Detailed and At-A-Glance Maps
 - Call SUN Trail Program Manager/District Trail Coordinator
- FDOT Transportation Hub
- Transportation Data and Analytics (TDA) I-View RCI Feature 801, Section Number 931
- **SUN Trails Types:**
 - 1 – Active Trail
 - 2 – Pending Trail
 - 3 – Dropped SUN Trail GIS Route (Historical)
 - 4 – Deleted, Physical removal of Infrastructure
- Florida Geographic Data Library (FGTL)
- Efficient Transportation Decision Making (ETDM)
- Environmental Screening Tool (EST)



Regardless of funding source, trails in the SUN Trail Network have a “SUNT” Item Group identifier in the Financial Management System

<https://fdotewp1.dot.state.fl.us/fmsupportapps/WorkProgram/WorkProgram.aspx>

Multi-Use Trails are Partnership Projects

There is no single model for how trails are funded, developed and managed in Florida

Trails happen through the collaborative efforts of many partners...

*From presentation to
Senate Appropriations Subcommittee on
Transportation, Tourism, and Economic Development
January 2014*



Traversing Transportation Systems

Work Program Instructions – Part III – Chapter 38 – SUN Trail

Always use Work Mix 0106 (Bike Path/Trail) for SUN Trail funded projects.

Use appropriate Transportation System (examples include but are not limited to):

03 – Intrastate State Highway

- Use for a trail that runs along a state road, e.g. *“SR 24 (Archer Road) from SW 75th Terrace to SW 41st Street”*

05 – Non-Intrastate State Highway

- Use for a trail that runs along non-intrastate state highway, e.g. *“East Central Regional Rail Trail Overpass at SR 415”*

06 – Non-Intrastate Off the State Highway

- Use for a trail that runs along an off-state system roadway but remains on the Federal system, e.g. *“Van Buren/EL Dorado/Kismet Pkwy from Burnt Store Rd to Nelson Rd”*

13 – Non-System Specific

- Use for a trail that may cross several systems, e.g. *“Good Neighbor Trail Connector from W of Suncoast Pkwy to SR 50/Cortez Blvd”*

16 – Off State Highway System/Off Federal System

- Use for a trail that runs along a local road not on the state or federal system, e.g. *“Gayle’s Trails E from E of Holiday Golf Club to Breakfast Pt Subd”*

Research Project Underway

**Palatka to St. Augustine State Trail
SUN Trail Program funded
(#435796-1, 210286-8)**



- **Determine methodology for inventory of assets in the SUN Trail network**
- **Identify efficient data management design and investment needs**



Timeline

July 2015 – Early February 2016	Development of the SUN Trail Program and Process Based Upon Targeted Outreach
Late February – March 2016	Public Input (Open Houses and Webinar)
June 20, 2016	SUN Trail Project/Funding Requests Solicitation Period Closed
October 2016	Adopted Work Program – SUN Trail Funded (TLWR) Projects – Fiscal Years 2016/2017
ONGOING	Districts overseeing project implementation (project management, contracts, schedules, agreements, etc.)
July 1, 2017	Adopted Work Program – SUN Trail Funded (TLWR) Projects – through Fiscal Years 2020/2021
December 15, 2017	SUN Trail Project/Funding Requests Solicitation Period Closed
July 2018	Adoption of Work Program – SUN Trail Funded (TLWR) Projects through Fiscal Years 2022/2023 – July 1, 2018
Spring 2018 – Winter 2019	<p>Statewide Assessment for Development of the Five-Year Work Program – through Fiscal Years 2023/2024</p> <ul style="list-style-type: none"> SUN Trail Program funding for the continuation of previously programmed project phases of Regional and Individual Trail projects and eligible unfunded needs Public Hearings for Developing the Five-Year Work Program through Fiscal Years 2023/2024
February 19, 2019	Preliminary Tentative Work Program delivered to the Executive Office of the Governor (EOG), the Legislature, the Florida Transportation Commission (FTC) and the Department of Economic Opportunity (DEO)
February – December 2019	<p>Statewide Assessment for Development of the Five-Year Work Program – through Fiscal Years 2024/2025</p> <ul style="list-style-type: none"> SUN Trail Program funding for the continuation of previously programmed project phases of Regional and Individual Trail projects and the eligible unfunded needs Public Hearings for Developing the Five-Year Work Program through Fiscal Years 2024/2025 – September 2019 Preliminary Tentative Five-Year Work Program through Fiscal Years 2024/2025 delivered to the EOG, Legislature, FTC and DEO – December 2019
Spring 2019	<ul style="list-style-type: none"> Legislature Session Convenes – March 5, 2019 Tentative Five-Year Work Program through Fiscal Years 2023/2024 delivered to the EOG, Legislature, FTC and DEO – March 19, 2019 Amended Tentative Five-Year Work Program through Fiscal Years 2023/2024 delivered to the EOG, Legislature, FTC and DEO – April 18, 2019 Legislature Session Ends – May 3, 2019
July 1, 2019	Adoption of Work Program – including SUN Trail Funded (TLWR) Projects through Fiscal Years 2023/2024

Evaluation, Prioritization and Selection of Projects

Project Identification

- Identification of purpose, location and goals of the project;
- Consistent with the community's vision, plans, and policies;
- Consistent with transparent public involvement procedures.

Project Prioritization

- Identified priority of Metropolitan Planning Organization (MPO).
- Identified priority of the county (inclusive of their cities), tribal government, federal or state managing agency.

Project Selection & Programming

- Priority List and project details submitted to FDOT District by applicable entity;
- District project evaluation and development of draft funding scenario;
- Development of Statewide draft prioritization scenario;
- Upon approval, projects are programmed into appropriate fiscal year of the five year Tentative Work Program.

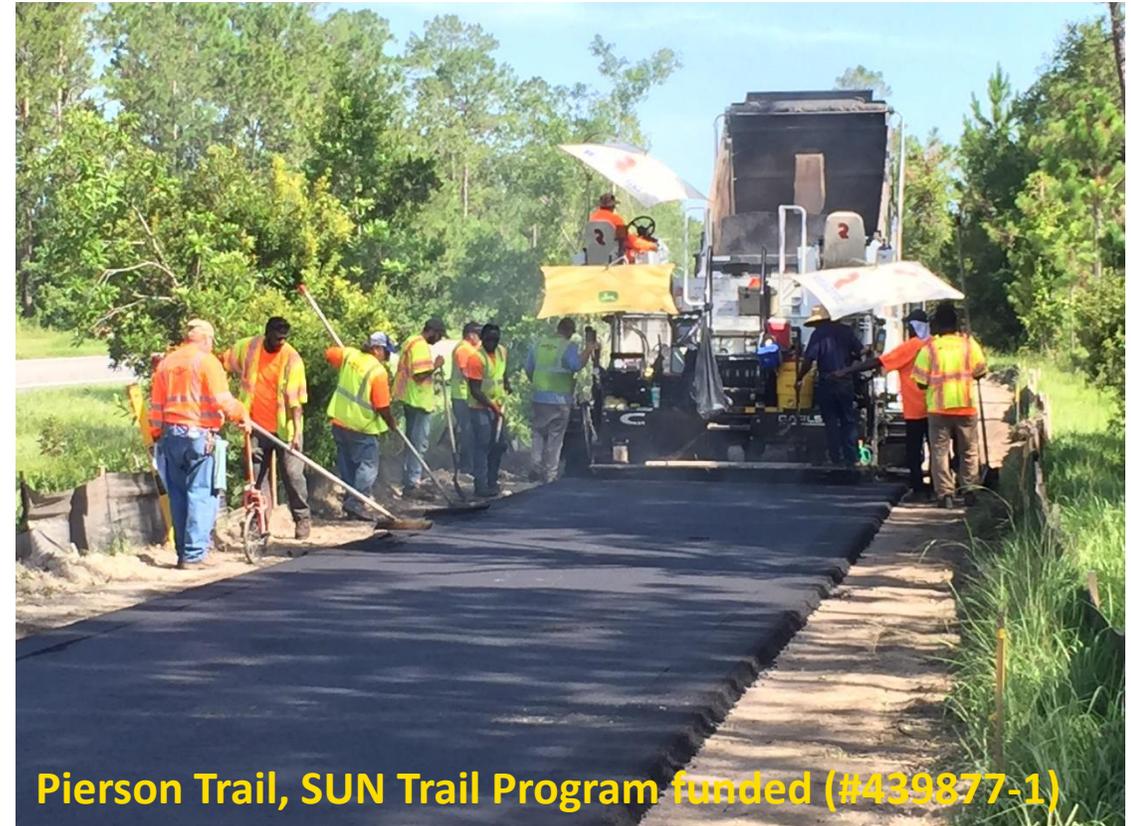
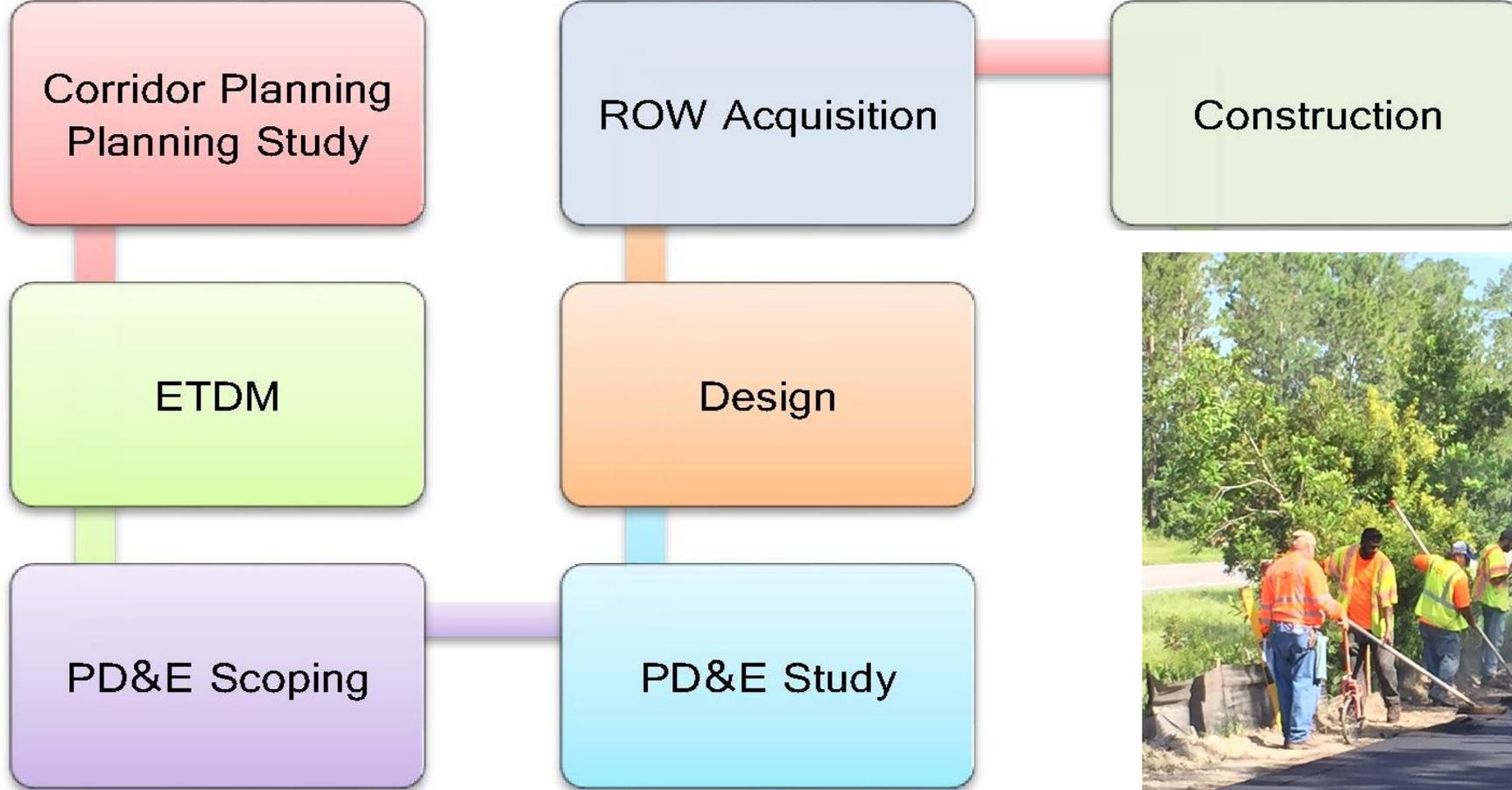
Statewide Project Prioritization

- **District Priorities**

- **Consideration of Critical Issues**
- **Available Funding vs. Project Costs**
- **Production Schedule**
- **Continuation of Project Phasing**
- **Closing Gaps/System Connectivity**
- **Balancing Statewide Needs**
- **Protecting Public Investments**
- **Senior Management/Executive Guidance**

**Systems
Implementation
Office
&
Office of
Work Program
and Budget**

Project Phasing



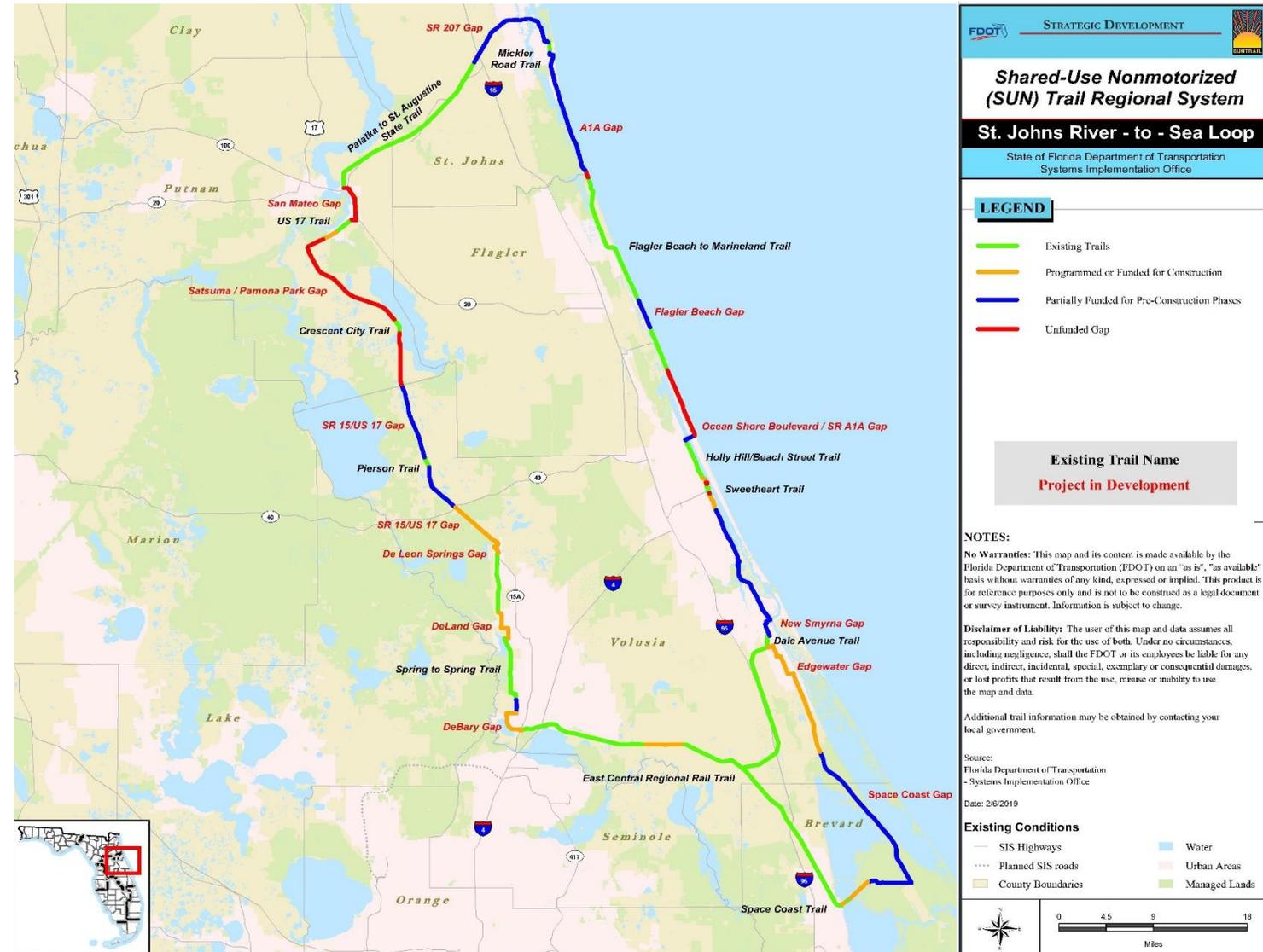
SUN Trail – St. Johns River-to-Sea Loop a Regional Trail System

Past Adopted & Tentative
Work Program (2017 – 2023)

SUN Trail Funding
\$57,520,645*

Other FDOT Funding
\$15,079,024*

* There are overlapping segments
of the Coast to Coast Trail and
the St. Johns River-to-Sea Loop



SUN Trail Funded Projects – Open in the Loop



SUN Trail Funding Fact Sheet Dale Avenue Trail

SUN Trail Funding Fact Sheet Pierson Trail

SUN Trail Funding Fact Sheet Palatka to St. Augustine State Trail

SUN Trail Funding Fact Sheet Spring-to-Spring Trail

In just over a year from proposing the project, the city of Edgewater was host to the first ground breaking and subsequently the first opening of a Shared-Use Nonmotorized (SUN) Trail funded construction project. Extending from the intersection of Dale Avenue and West Park Avenue, north to 10th Street, this 1.2-mile project provides transportation options around Daytona State College's New Smyrna/Edgewater Campus, and New Smyrna Beach Middle and High Schools. The bridges crossing the Turnbull Hummock are highlights of this nearly \$1.1 million project. The city of Edgewater manages this trail which connects to the East Central Regional Rail Trail.

Established during the 2015 legislative session and administered by the Florida Department of Transportation, the SUN Trail program receives \$25 million annually, from new vehicle tag fees, to expand the statewide system of paved multi-use trails (SUN Trail network) for bicyclists and pedestrians. The

SUN
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• **St. Johns River-to-Sea Loop, which is a developing 260-mile regional trail system that will link the Tri-County Agritourism Corridor to the Space Coast.**
See: sjr2c.org

• **A complimentary route of the East Coast Greenway, which is a developing 3,000-mile national trail system that will link communities along the eastern seaboard from Key West, Florida to Calais, Maine.**
See: www.greenway.org

The Florida Department of Transportation completed design and construction of a 12-foot-wide Shared-Use Nonmotorized (SUN) Trail funded project along the east side of U.S. 17 (also known as State Road 15 and North Center Street) from Washington Avenue to Palmetto Avenue, to coincide with opening the elementary school in August 2018. Implementation of this trail addresses a need identified in the 2008 Pierson/Seville Elementary School Bicycle and Pedestrian Safety Study. The project extends just over one-mile from the school, south past the Municipal Airport, and connects to the sidewalk on Washington Avenue, which provides access to the Volusia County's Votran Bus Route (Pierson/Seville) and to the baseball fields at Nixon Park on Chipper Jones Lane. The \$1 million trail gives students an opportunity to increase their physical activity by walking or bicycling between their homes, the school and the park.

Established during the 2015 legislative session and administered by the Florida Department of Transportation, the SUN Trail program receives \$25 million annually, from new vehicle tag fees, to expand

The Shared-Use Nonmotorized (SUN) Trail program funded construction of two projects in St. Johns county. Combined, they close the final 3.5-mile gap in the Palatka to St. Augustine State Trail. Built on a former railroad corridor north of State Road 207, this section of trail extends from the Putnam county line across from Merryfield Lane, east to Spuds. Highlights of the \$6.2 million project include the trail bridge trestles over Deep Creek and Cracker Branch Creek. The first three-time winner of the Gold Medal honoring the nation's best state park system, the Florida Park Service manages the 19-mile Palatka to St. Augustine State Trail.

The project also includes the installation of a traffic control device, known as the pedestrian hybrid beacon (PHB), where the trail crosses State Road 207. When activated, the PHB assigns right-of-way to the trail visitor and provides positive stop control for the motorists, allowing them to proceed once the trail visitor has cleared their side of the travel lane, reducing vehicle delay. The beacon head, which faces the motorists, consists of two red lenses (lights) above a single yellow lens (lights). The lenses (lights) remain "dark" until a trail visitor pushes the call button to activate the beacon. The signal then initiates a yellow to red lighting sequence consisting of steady and flashing lights that directs motorists to slow and come to a stop. A signal facing the trail flashes a WALK display to the trail visitor to enter the crosswalk. Once the trail visitor has safely crossed, the hybrid beacon again goes dark.

Established during the 2015 legislative session and administered by the Florida Department of Transportation, the SUN Trail program receives \$25 million annually, from new vehicle tag fees, to expand the statewide system of paved multi-use trails (SUN Trail network). Connecting St. Johns county to the Space Coast, this project is integral to transportation networks including:

- **St. Johns River-to-Sea Loop, which is a developing 260-mile regional trail system that will link the Tri-County Agritourism Corridor to the Space Coast.**
See: sjr2c.org
- **A Complimentary Route of the East Coast Greenway, which is a developing 3,000-mile national trail system that will link communities along the eastern seaboard from Key West, Florida to Calais, Maine.**
See: www.greenway.org
- **The Gullah Geechee Cultural National Heritage Area, a federal National Heritage Area located in the coastal area of Pender county, North Carolina.**
See: www.gullahgeecheecoalition.org

The Shared-Use Nonmotorized (SUN) Trail program awarded over \$1.6 million for the construction of the DeBary section of the Spring-to-Spring Trail, known as Phase 3A, from Donald E. Smith and DeBary Plantation Boulevards northwest to near Detroit Terrace. This 1.2 mile segment connects to the existing Spring-to-Spring Trail, where visitors can continue to Blue Spring State Park or beyond to Lake Beresford Park.

A public-private partnership and license agreement provided the ability to close this gap in the trail system. Made possible by Duke Energy, an electric power company, the new trail segment crosses their land. Duke Energy plans to construct a large solar farm nearby that will be visible by trail users. Duke Energy is also working with Pinellas county to close gaps in the SUN Trail network in Clearwater. Rails-to-Trails Conservancy provides more information about the benefits of co-locating trails and utility corridors.

Established during the 2015 legislative session and administered by the Florida Department of Transportation, the SUN Trail program receives \$25 million annually, from new vehicle tag fees, to expand the statewide system of paved multi-use trails (SUN

Trail network) for bicyclists and pedestrians. The SUN Trail network aligns to the statewide Florida Greenways and Trails System Plan's Land Trail Priority network. Location of this project is integral to transportation in Florida, it is along major networks including:

- **St. Johns River-to-Sea Loop, which is a developing 260-mile regional trail system that will link the Tri-County Agritourism Corridor to the Space Coast.**
See: sjr2c.org
- **A complimentary route of the East Coast Greenway, which is a developing 3,000-mile national trail system that will link communities along the eastern seaboard from Key West, Florida to Calais, Maine.**
See: www.greenway.org



To visit the trail or for more information, please contact:
City of Edgewater • 386-424-2400 • www.cityofedgewater.com



To visit the trail or for more information, please contact:
Volusia County – Parks, Recreation and Culture • 386-736-5953 • www.volusia.org/trails



To visit the trail or for more information, please contact:
Florida Park Service • 386-329-3721 • www.floridastateparks.org/ft



To visit the trail or for more information, please contact:
Volusia County – Parks, Recreation and Culture • 386-736-5953 • www.volusia.org/trails

SUN Trail Funded Projects – Open Outside of the Loop



SUN Trail Funding Fact Sheet Spring-to-Spring Connector

The Shared-Use Nonmotorized (SUN) Trail program provided \$1.8 million for this half-mile construction project crossing the St. Johns River next to U.S. 17/92. It is located on the River of Lakes Heritage Corridor, a Florida Scenic Highway. This segment connects the entrance of at Lake Monroe Park and Campground (Volusia county) to the Rinehart – Riverwalk Trail Connector at Lake Monroe Wayside Park (Seminole county) and completes the Seminole county section of the regional Coast to Coast Trail system. In addition to this connection, the Cross Seminole and the Seminole Wekiva trails are part of the Coast to Coast Trail in Seminole county. The Coast to Coast Trail is a developing 250-mile regional trails system spanning central Florida from the Gulf of Mexico to the Atlantic Ocean.

Established during the 2015 legislative session and administered by the Florida Department of

Transportation, the SUN Trail program receives \$25 million annually, from new vehicle tag fees to expand the statewide system of paved multi-trails (SUN Trail network) for bicyclists and pedestrians. The SUN Trail network aligns to statewide Florida Greenways and Trails System Plan's Land Trail Priority network.

To learn about the Coast to Coast Trail, see: C2Ctrail.com



To visit the trail or for more information, please contact:

Volusia County – Parks, Recreation and Culture • 386-736-5953
www.volusia.org/trails

Seminole County – Greenways and Natural Lands • 407-665-2001
www.seminolecountyfl.gov/departments-services/leisure-services/greenways-natural-lan



SUN Trail Funding Fact Sheet Palatka-to-Lake Butler State Trail

The Shared-Use Nonmotorized (SUN) Trail program provided nearly \$5 million for this construction project in Putnam county. It extends the existing trail six miles from Robert's Lane to the eastern boundary of the state-owned property, across from the St. Johns River Water Management Office. It creates a continuous trail for 26 miles connecting Putnam, Clay, and Bradford counties. Highlights include the 291-foot long bridge crossing at Rice Creek and a bridge culvert crossing at Stripper Swamp. FDOT and the contractor took careful measures for protecting environmentally sensitive resources.

The trail corridor was purchased on June 26, 2001 with Preservation 2000 funds by the Florida Department of Environmental Protection acting as agent for the Board of Trustees of the Internal Improvement Trust Fund (Governor and Cabinet) through the Florida Greenways and Trails Acquisition Program. The Rails-to-Trails Conservancy played a key role in preserving the corridor for conversion to a rail-trail. The first three-time winner of the Gold Medal honoring the nation's best state park system, the Florida Park Service manages the trail.



To visit the trail or for more information, please contact:

Florida Park Service • 352-473-4701 • www.floridastateparks.org/trail/Palatka-Lake-Butler

Established during the 2015 legislative session and administered by the Florida Department of Transportation, the SUN Trail program receives \$25 million annually, from new vehicle tag fees, to expand the statewide system of paved multi-use trails (SUN Trail network) for bicyclists and pedestrian. The SUN Trail network aligns to the statewide Florida Greenways and Trails System Plan's Land Trail Priority network. This project is integral to transportation in Florida. Other distinctions include:

- Designation as part of the Florida Greenways and Trails System in 2007.
See: <https://floridadep.gov/parks/ogt/content/designations>
- The Florida National Scenic Trail (FNST) follows portions of the trail corridor. Spanning 1,300 miles from the Panhandle to the Everglades, the FNST, often known as the Florida Trail, is one of 11 elite Congressionally designated trails in the nation.
See: <https://www.floridatrail.org/>



SUN Trail Funding Fact Sheet Gateway – Harbor Walk

The Shared-Use Nonmotorized (SUN) Trail program awarded over \$1.1 million for the Gateway – Harbor Walk project in Port Charlotte. Connecting to the Charlotte Harbor National Harbor Estuary, along Florida's southwest coast this SUN Trail funded construction project is also known as Phase 1B. Crossing over the Peace River and under U.S. 41, a four-lane arterial road, the trail provides a safe bicycle and pedestrian crossing to Live Oak Point Park. Harbor Walk is an integral part of the Charlotte Harbor Community Redevelopment Area Plan adopted by the County Commissioners in 2006. SUN Trail funds leveraged money from other sources including Charlotte County Boaters Improvement Funds, West Coast Inland Navigation District, Charlotte Harbor Community Redevelopment Agency Funds, Resources and Ecosystems Sustainability,

Tourist Opportunities, Revived Economies of the Gulf Coast States Act (RESTORE Act), Florida Recreational Trails Program and other federal funds to implement Harbor Walk.

Established during the 2015 legislative session and administered by the Florida Department of Transportation, the SUN Trail program receives \$25 million annually, from new vehicle tag fees, to expand the statewide system of paved multi-use trails (SUN Trail network) for bicyclists and pedestrians. The SUN Trail network aligns to the statewide Florida Greenways and Trails System Plan's Land Trail Priority network. This project helps to close the gap to the trails in Punta Gorda and is within the developing seven-county Gulf Coast Trail, also known as the Southwest Coastal Regional Trail.



To visit the trail or for more information, please contact:

Charlotte County • 941-625-7529 • www.charlottecountyfl.gov/CRA/CharlotteHarbor

Statewide Non-Motorized Traffic Monitoring Program

STATEWIDE NON-MOTORIZED TRAFFIC MONITORING PROGRAM MOVING FORWARD



FDOT's goals to install 1-2 Continuous Count stations per district, per year. The Data will be published and shared on Florida Traffic Online.

FDOT CO is providing partnering agencies with short-term count equipment and training. In return, FDOT CO will receive localized non-motorized count data.

STATEWIDE CONTINUOUS COUNT PROGRAM

STATEWIDE SHORT-TERM COUNT LOANER PROGRAM

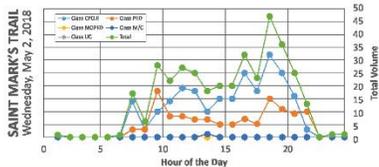
FDOT NON-MOTORIZED TRAFFIC MONITORING PROGRAM

STATEWIDE REPOSITORY

STATEWIDE TRAINING & TECHNICAL ASSISTANCE

FDOT is accepting voluntary bicycle and pedestrian data from agencies statewide. TDA will evaluate and analyze the data, identify trends, and submit the data to the Federal Highway Administration (FHWA).

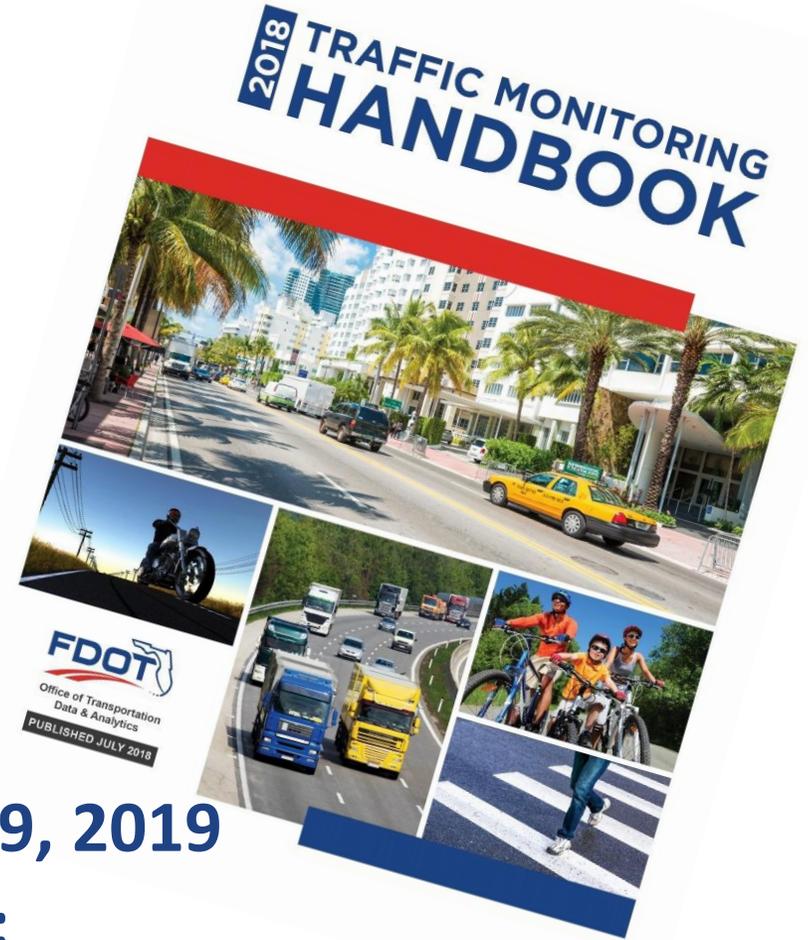
FDOT TDA will host an annual meeting where the latest non-motorized data will be shared, and provide periodic webinars highlighting best practices and lessons learned regarding non-motorized traffic monitoring methods and technology.



Statewide Webinar occurred February 19, 2019

Recording Available:

<https://register.gotowebinar.com/recording/2101469483328667916>



For more information, please contact Eric Katz | P: 850.414.4704 | C: 305.609.2784 | eric.katz@dot.state.fl.us

Trail Transportation Use Study

ATTACHMENT "A" TASK WORK ORDER
 STRATEGIC INTERMODAL SYSTEM PLANNING CONSULTANT
 SIS SUPPORT SERVICES
 Contract No. C9Y52
 FLORIDA SHARED USE NONMOTORIZED (SUN) TRAIL
 TRANSPORTATION USE STUDY

WORK TASK AUTHORIZATION NO.: 4
 DEPARTMENT TASK MANAGER: Robin Birdsong
 TASK WORK ORDER AUTHORIZED AMOUNT: \$xxx
 FINANCIAL MANAGEMENT NUMBER: 192227-1-12-36
 COMPLETION DATE: 12/31/2019

PURPOSE

Furthering the state's commitment to improving mobility, the Florida Legislature passed measures in 2014 and 2015 to fund and develop nonmotorized trails. Specifically, Section 339.81, F.S., established the Florida Shared Use Nonmotorized (SUN) Trail program. Administered by the Florida Department of Transportation (FDOT), the SUN Trail program provides funding for the development of a statewide system of paved multi-use trails (SUN Trail network) for bicyclists and pedestrians, physically separated from vehicular traffic.

FDOT defines a multi-use trail as a paved, shared-use path, which is typically 12 feet wide, but may vary from 10 feet to 14 or more feet depending upon constraints or volume of use. In some areas of extreme constraints such as at bridges or in environmentally sensitive areas, a trail may be as narrow as eight feet. A multi-use trail is differentiated from a sidewalk in that it is generally wider, is part of a larger regional or statewide system of trails, and is accompanied by a higher level of facilities including trailheads, parking, wayside areas, and other amenities. A multi-use trail is designed to facilitate mixed use (nonmotorized) travel and priority at intersections may be given to trail travelers. A sidewalk, by contrast, serves a local need, and is routinely built as part of the normal pedestrian accommodations within a roadway project, and may be accompanied by bike lanes. Sidewalks are designed primarily for pedestrian use (acknowledging that local codes may permit bikes on sidewalks) with priority at intersections normally given to roadway traffic. Although on-road facilities (bike lanes and sidewalks) are important for transportation, this study focuses on multi-use trails in the SUN Trail network.

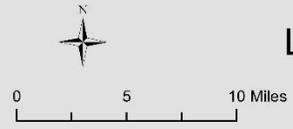
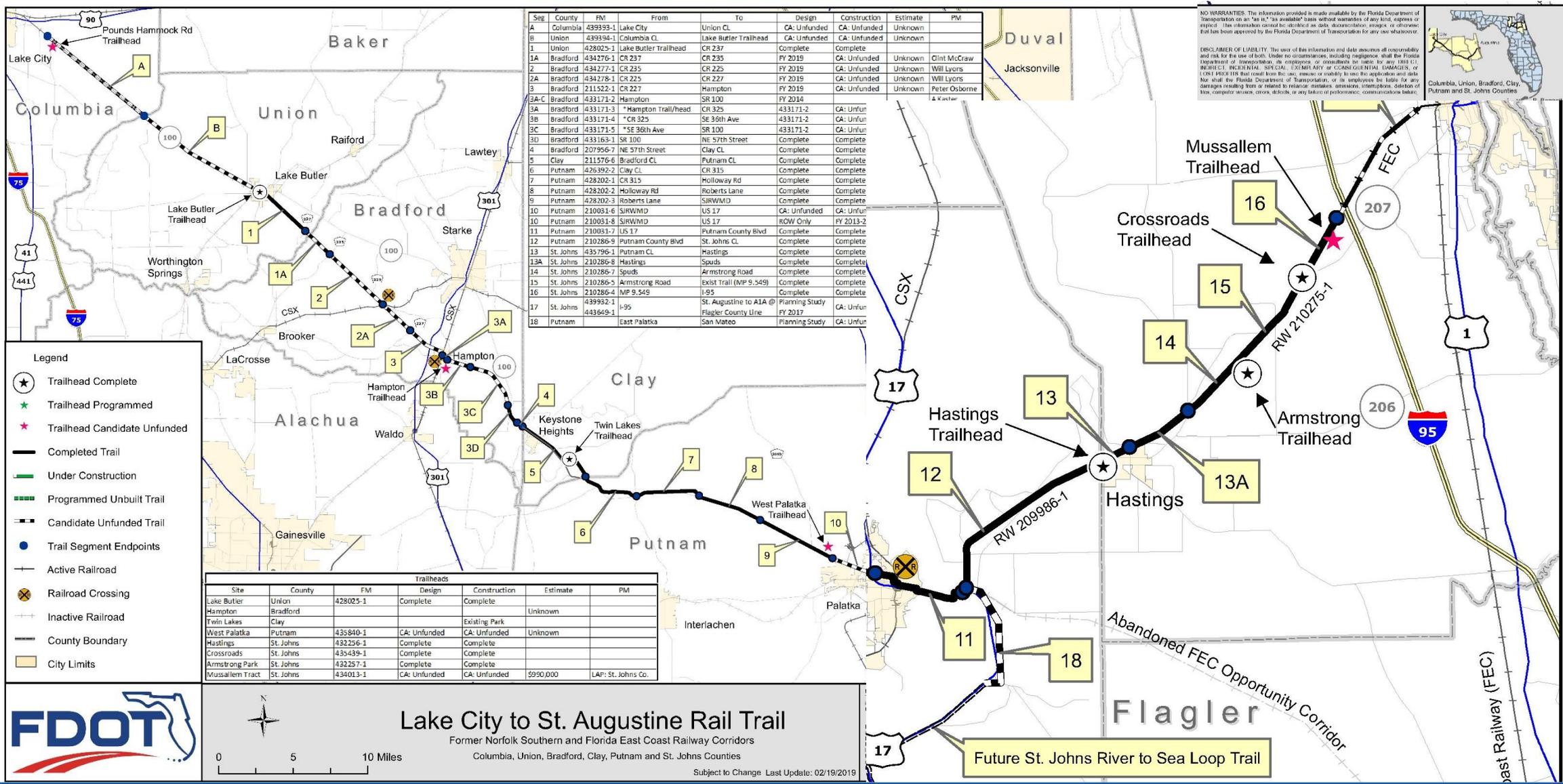
The purpose of this work order is for consultant services to use industry best practices to develop, standardize and implement methodology to collect, evaluate, examine, analyze, report and store information for multi-use trail transportation trips, trail traffic, trail characteristics and percentages of trail travelers to determine how (paved) multi-use trails support place-to-place/destination-to-destination travel and how travelers utilize the SUN Trail network. **This research will explore a pilot study area in Central Florida that includes urban and rural conditions. Specifically, the consultant will collect, examine, analyze trail usage and report data from the Cady Way Trail, the West Orange Trail, the Orlando Urban Trail, the Pinellas Trail and the Good Neighbor Trail.** As appropriate, other multi-use trails in Central Florida, such as the Starkey Trail, Lake Minneola Scenic Trail, the East Central Regional Rail Trail, the South Lake Trail, or others identified by the project manager, may also be considered as contributing to the value of this transportation study.

The consultant will coordinate with stakeholders and develop and surveys (e.g. self-administered/online) within the study area to generate analytic results which may be comparable statewide. The consultant may also conduct qualitative case studies, where people opt in to help feed the information (i.e., tracking specific people over given timeframe). The consultant will develop a Trail Transportation Impact Analysis Model, which will allow decision-makers to determine existing trail traffic and trends of trail travelers. It will also establish the framework for long-term evaluation and monitoring of trends.

WORK PLAN

PROJECT ELEMENT	2018			2019													
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec		
Project Meetings and Coordination	█																
<i>a. Kick-off meeting (10/03/18)</i>	★	★															
<i>b. Deliverable: Project schedule, meeting summary and stakeholder list (11/19/18)</i>		★															
Activity #1: Literature Review, Identification of Methodologies	█																
<i>a. Technical Memo (12/28/18)</i>			★														
Activity #2: Data Gathering and Survey Implementation				█													
<i>a. Data Gathering and the Survey form/questionnaire (02/08/19)</i>					★												
<i>b. Survey Implementation (02/08/19)</i>					★												
<i>c. Survey Analysis and Results Documentation (04/26/19)</i>							★										
Activity #3: Data Analysis Framework				█													
<i>a. Draft Framework and Technical Report (06/28/19)</i>										★							
Activity #4: Final Report, Infographic Brochure Fact Sheet, and Presentation							█										
<i>a. Draft Final Report (08/02/19)</i>																	
<i>b. Final Report (12/13/19)</i>													★		★		

Leveraging Resources in District 2



Lake City to St. Augustine Rail Trail
 Former Norfolk Southern and Florida East Coast Railway Corridors
 Columbia, Union, Bradford, Clay, Putnam and St. Johns Counties
 Subject to Change Last Update: 02/19/2019

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District 5



Spring-to-Spring Trail – DeBary
SUN Trail Program funded (#439039-5)

- **Approximately 190 of the 260 miles Regional SJR2C Loop**
 - *Mileage includes overlap with Coast to Coast Trail*
- **Approximately 70 miles complete**
- **21 ongoing projects**
 - **20 are programmed with SUN Trail funds**
 - **1 is programmed with other FDOT funds**
- **12 construction projects programmed in the Tentative Work Program by Fiscal Year 2024**
 - **Will add approximately 32 miles**
- **Approximately 47 miles remaining to be programmed through construction**
 - **The construction phase is beyond the Tentative Work Program/Fiscal Year 2024**

Contacts

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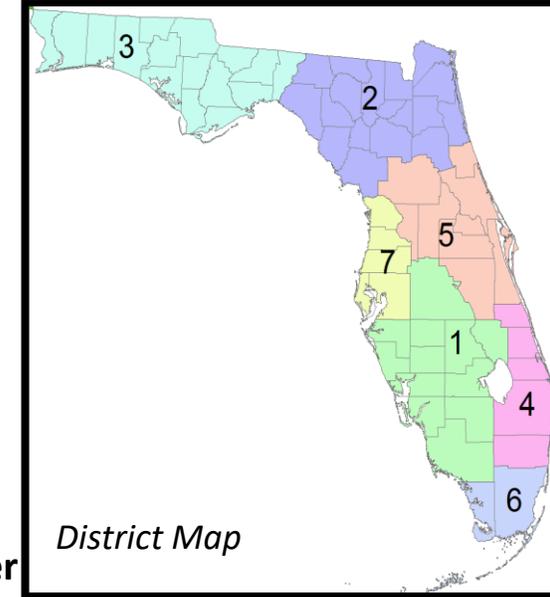
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District Map



Questions or Comments?

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District 5 – Planning and Corridor Development Manager

