Trail Talk:
Next steps for the Coastal Trail

Coastal Trail:

24.2-mile paved trail along US 98

Scenic, Safe and flat linking Tallahassee to the coast

Part of the Capital City to Sea Trail

Capital City to Sea Trail (DEP)

- Capital Cascades Trail
- Tallahassee-St. Marks Historic Railroad State Trail
- Ochlocknee Bay Bike Trail (OBBT)
- **Coastal Trail**
- GF&A Trail

Where are we counting?

Leon County:

- **55C001** – St. Marks Trailhead North
- **55C004** – Capital Circle SE (Test site)
- **55C005** – GF&A Trail Trout Pond
- **55C006** – St. Marks Trail at Orange Ave

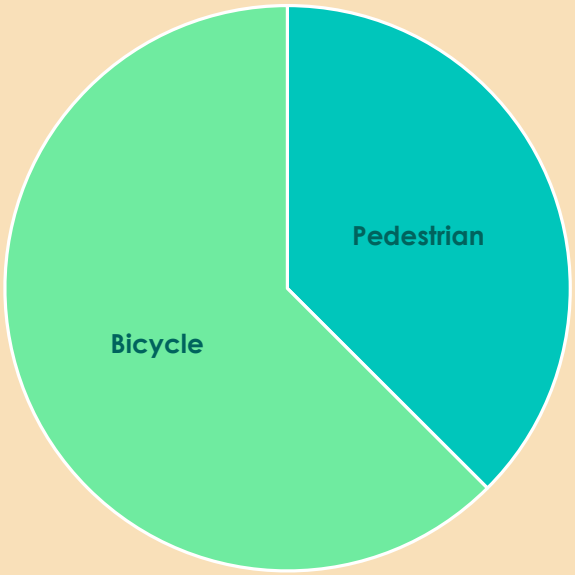
Wakulla County:

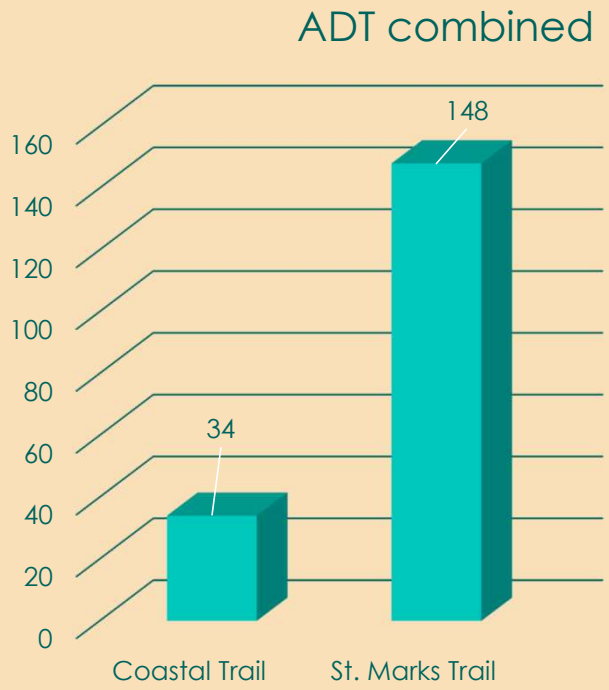
- **59C001** – St. Marks Trail at Wakulla Station
- **59C002** – Coastal Trail at OBBT
- **59C003** – St. Marks Trailhead South
- **59C004** - OBBT
- **59C005** – Coastal Trail at Wakulla HS
- **59C006** – Coastal Trail at St. Marks Trail

Site ID	ADT	ADPT	ADBT	Avg. Weekday	Avg. Weekend day
55C001	216	139	74	194	270
55C004	43	16	26	42	45
55C005	19	9	9	19	17
55C006	120	50	70	119	125
59C001	133	45	87	113	183
59C002	**30**	**11**	**19**	**29**	**34**
59C003	95	32	63	77	141
59C004	16	6	10	15	20
59C005	**35**	**18**	**18**	**35**	**34**
59C006	**37**	**10**	**28**	**33**	**50**

**Counts from 1/1/2024 – 7/31/2025*

What the data tells us?





Panel Discussion

- How can we grow awareness and attract more users?
- What amenities & improvements are most needed?
- What partnerships & actions can we take in the next year?

Our panel Today

Cassidy Haney
Florida Greenway and Trails

Hugh Aaron
Capital City Cyclists

Michael Lewis
FDOT D3

Question

From a state perspective, what do you see as the most important next step to strengthen the Coastal Trail's role in Florida's trail network?

A) Expanding connections: linking the Coastal Trail more directly into the statewide trail system
B) Enhancing amenities: adding rest areas, shade, signage, and interpretive features
C) Promoting awareness: statewide marketing to highlight the Coastal Trail as a destination
D) Supporting funding: identifying grant programs and partnerships for future improvements
E) Encouraging stewardship: engaging local communities and volunteers in maintenance and promotion

Question

What type of data would be most useful to advocate for more trail funding?

A) Volume counts & usage trends

B) Economic impact studies

C) Safety/incident data

D) User demographics

Question

What do you see as the biggest barrier to increased trail usage?

A) Lack of awareness

B) Connectivity gaps

C) Safety concerns

D) Lack of amenities

Question

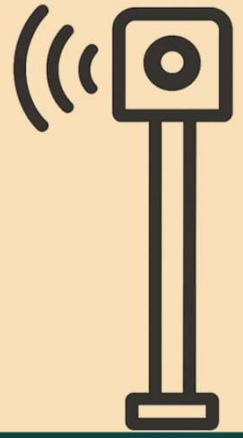
Who should take the lead role in promoting the Coastal Trail?

A) FDOT

B) Local governments/MPOs

C) Non-profits & advocacy groups

D) Community/grassroots users



FDOT Roadway Design Office

HARNESSING DATA TO DRIVE NARRATIVE AND DECISION MAKING

Allie Caldwell
FDOT - Roadway Design Office

GETTING THE STORY RIGHT

- What and who
- Collect and organize
- Analyze patterns
- Needs and opportunities
- Develop recommendations
- Visualization of data
- Communication is key




WHAT'S YOUR BASELINE?

- Uses data to establish a baseline
- Understanding the current use
- Where and how often people may walk or bike
- Establishing demand and usage patterns = Determining need

ARE YOU CONNECTED?

- Assess network connectivity
- Leverage count data and GIS
- Pinpoint
  - Gaps in networks
  - Use or lack of use of network
- Guide decision making for infrastructure improvements

FDOT Roadway Design Office

CAN YOU MAKE IT SAFER?

Improve safety of facilities

Determine exposure risks

Prioritize implementation of safety features

Leverage data for preventative fixes

Understanding exposure - volume and safety

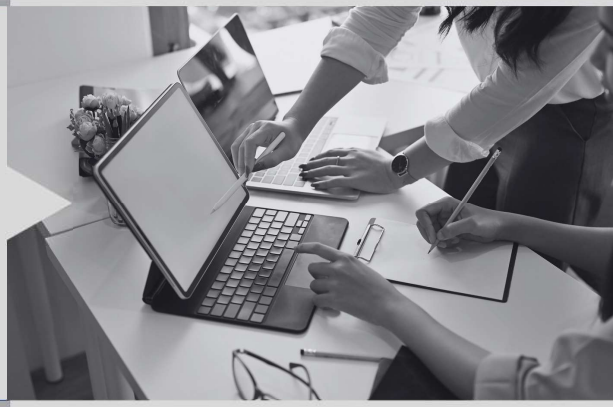
ARE YOU TRENDING?

- Measure trends over time
- Track activity on facilities
- Demonstrate
  - Mode shift
  - Validate investments
- Show change in behavior
- Track activity on facilities

HOW ARE YOU PRIORITIZING?

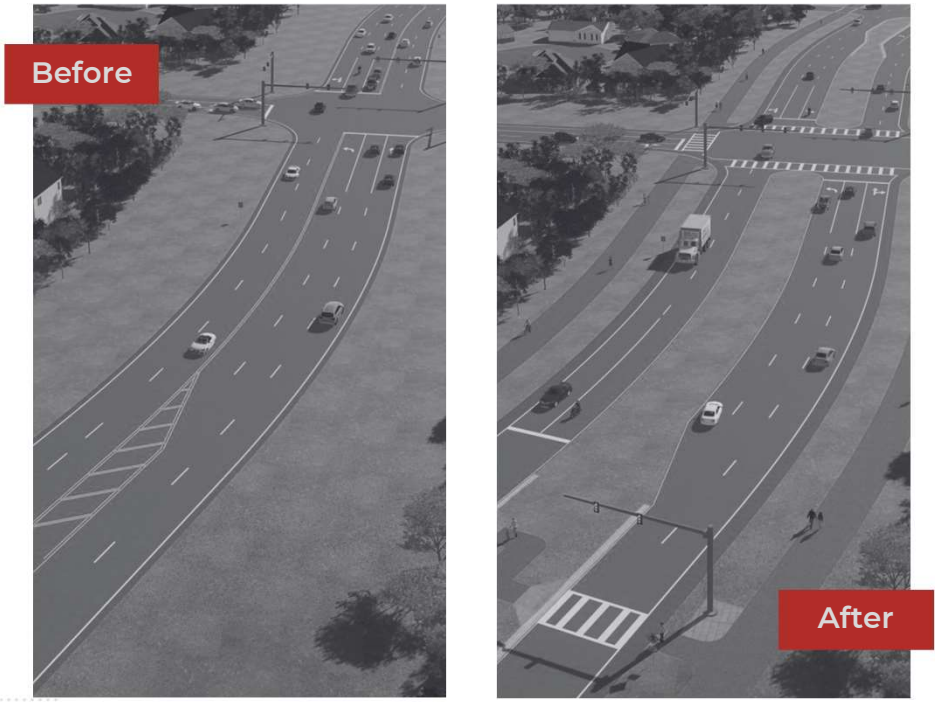
Usage, demand, and need

Support project prioritization



Make tough decisions with limited resources

FDOT Roadway Design Office



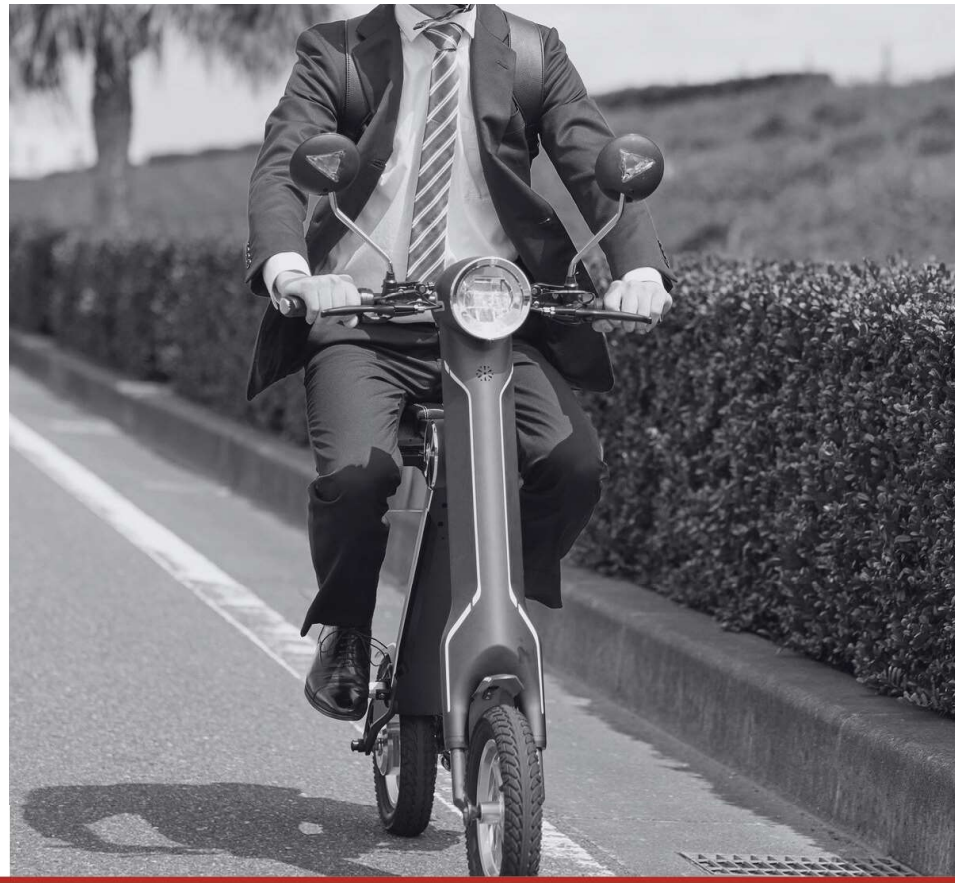
WHAT ARE YOUR OUTCOMES?

- Measure changes and impacts
- Before and after study
- Leverage outcomes for future projects

FDOT Roadway Design Office

ARE YOUR ENGINEERING DECISIONS INFORMED?

- Volumes, modes, locations, and facilities
  - How might roadway design impact users?
- Decisions should reflect behavior and need



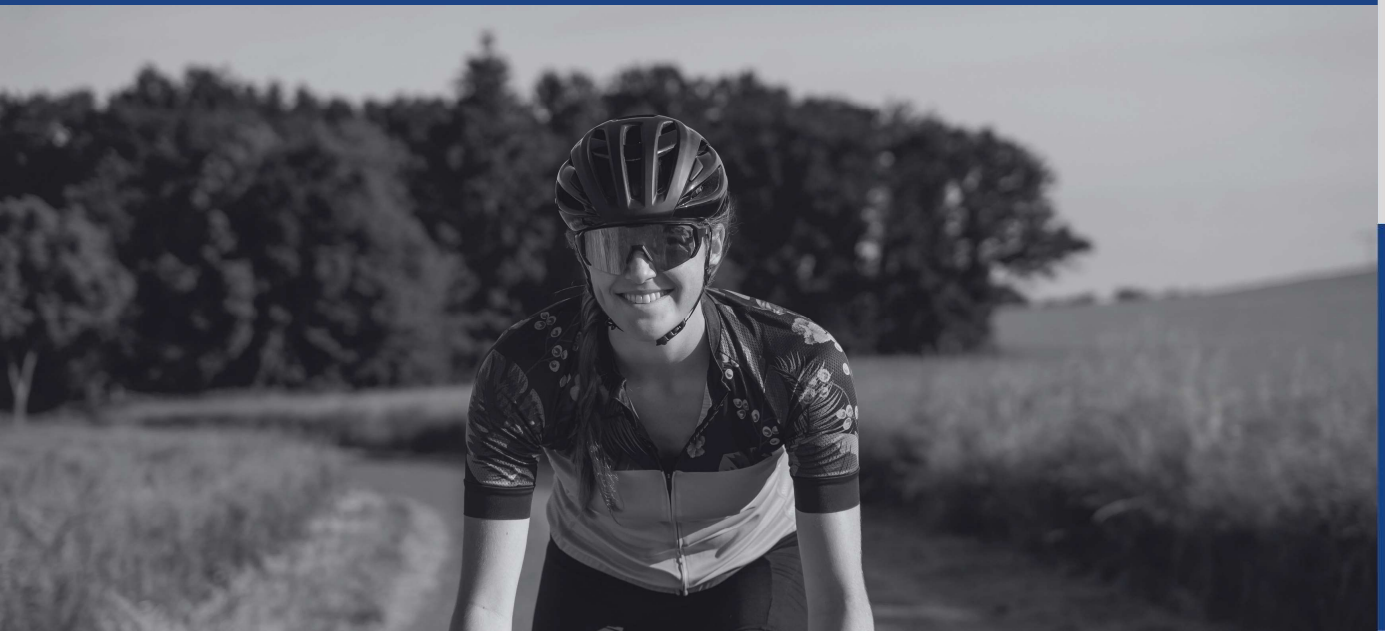
FDOT Roadway Design Office

How to Link Design and Data?

- FDOT Design Manual (FDM)
  - Statewide system
- Florida Greenbook
  - Local Roadways

THANK YOU!

"quote.....
.....
....."



FDOT Roadway Design Office

Allie Caldwell

FDOT - Roadway Design Office

850-414-4330

Carey.Caldwell@dot.state.fl.u

FDOT PLANNING STUDIO DISTRICT ONE

2025 Non-Motorized Statewide Meeting
District One Updates

Tanya Merkle, MURP, CPM

Bicycle/Pedestrian & SUN Trail Coordinator

Mengya "Amy" Ao, PE

Bicycle/Pedestrian Safety Specialist

Florida Department of Transportation, District One

FDOT

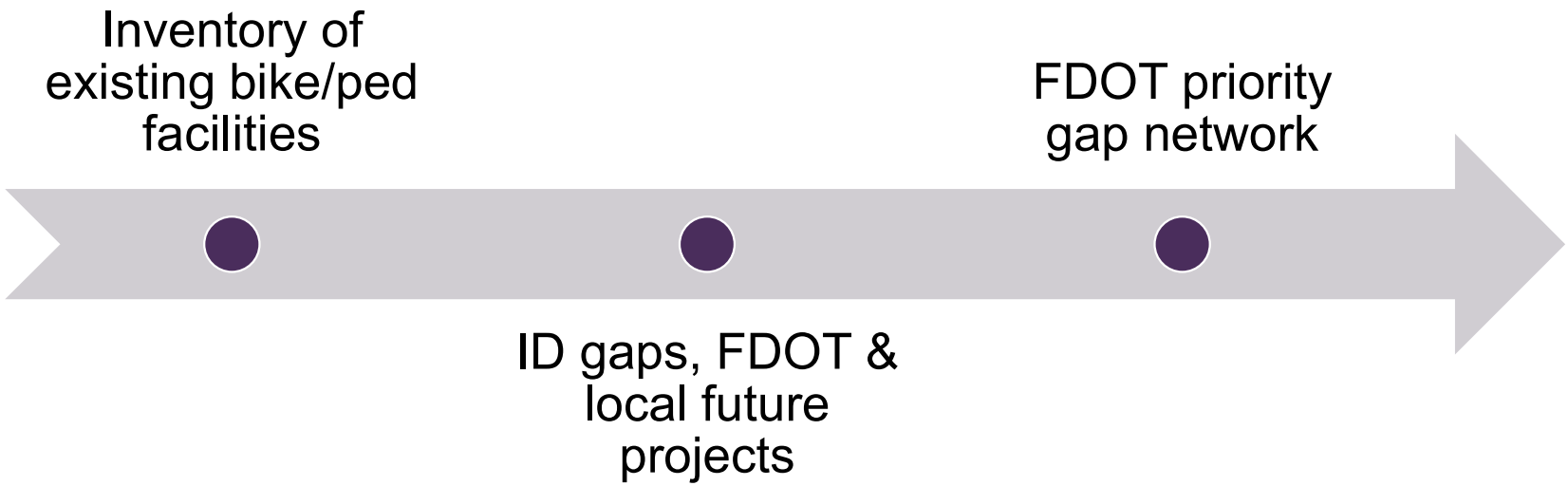
TARGET ZERO FATALITIES & SERIOUS INJURIES

Agenda

- Bicycle/Pedestrian Master Plan
- District 1 Continuous Counters
- Legacy Trail Overpasses
- John Ringling Causeway Bridge in Sarasota
- Rich King Greenway in Collier

Bicycle/Pedestrian Master Plan

Bicycle & Pedestrian Master Plan



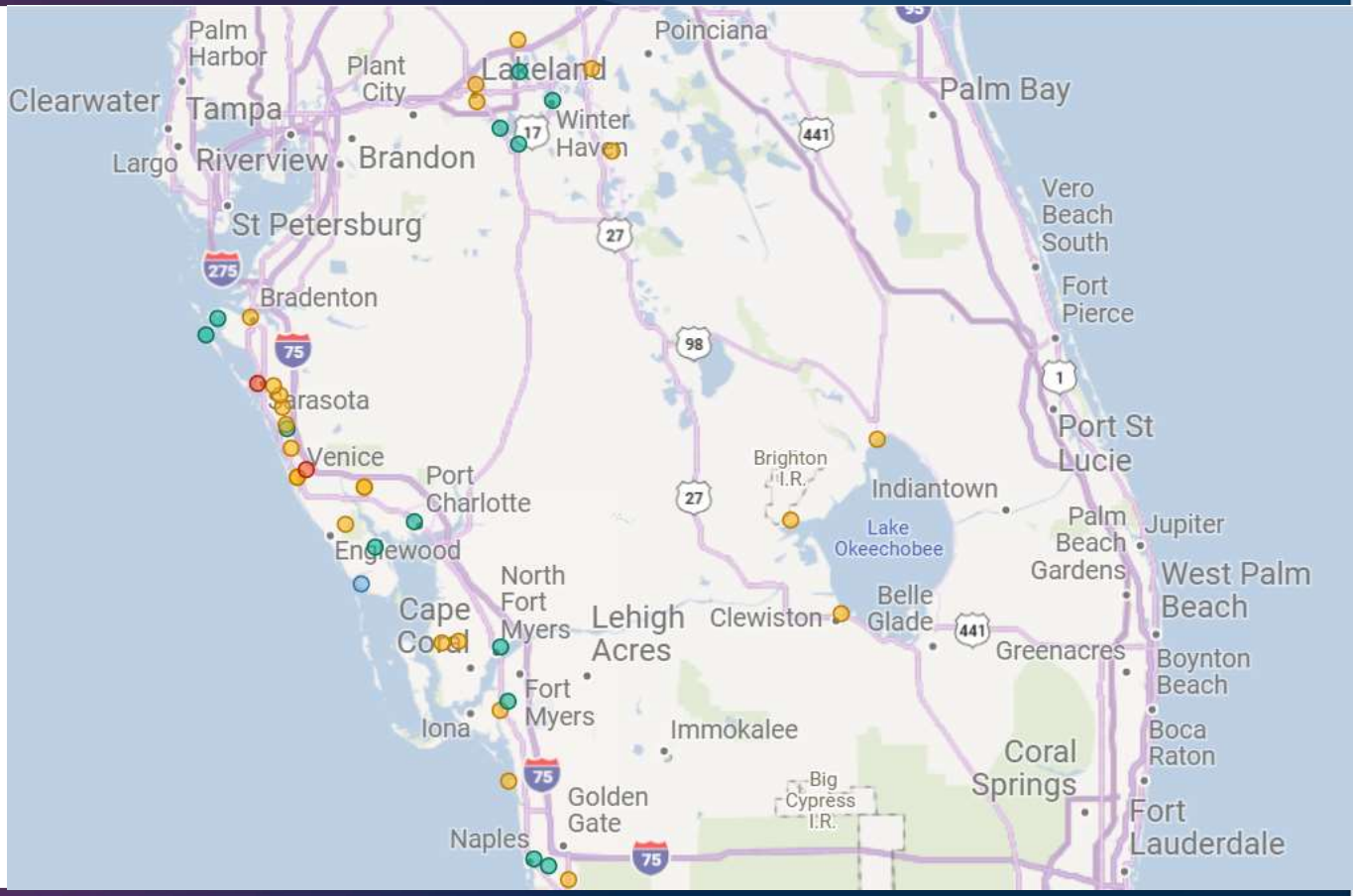
District 1 Continuous Count Sites

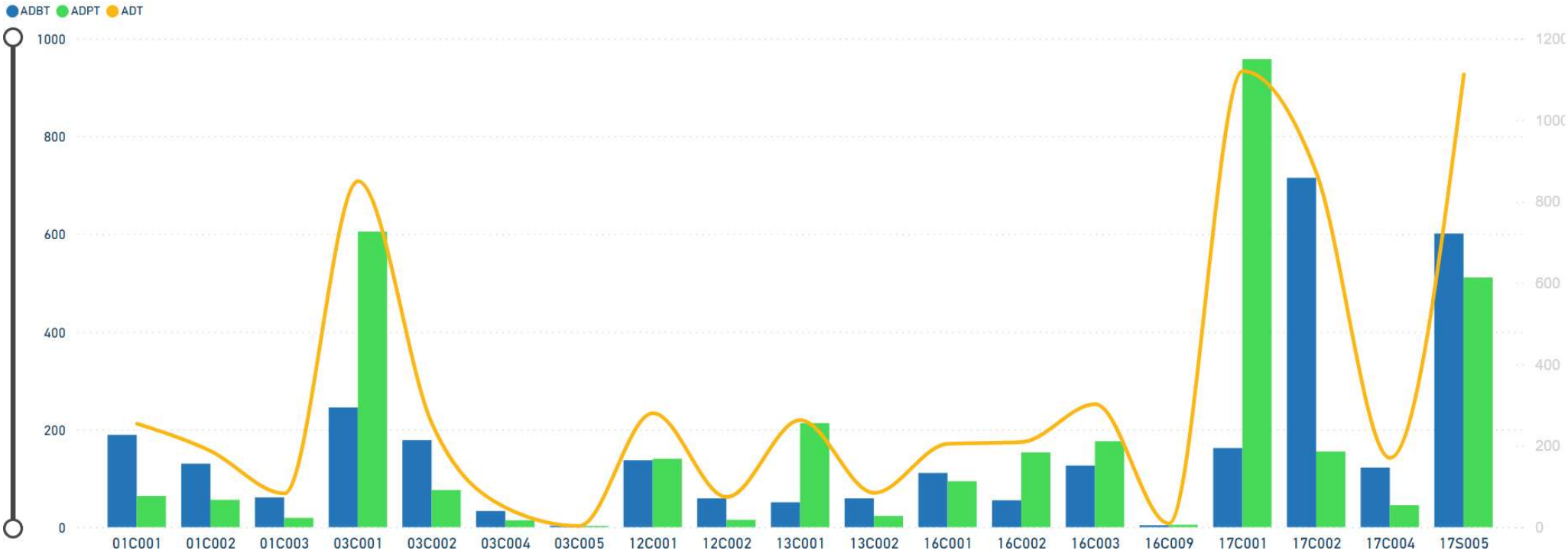
43 Sites:

14 Active Sites

18 Planned Installations

7 non-FDOT




ADBT
ADPT
ADT
1000
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01C001
01C002
01C003
03C001
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03C004
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12C001
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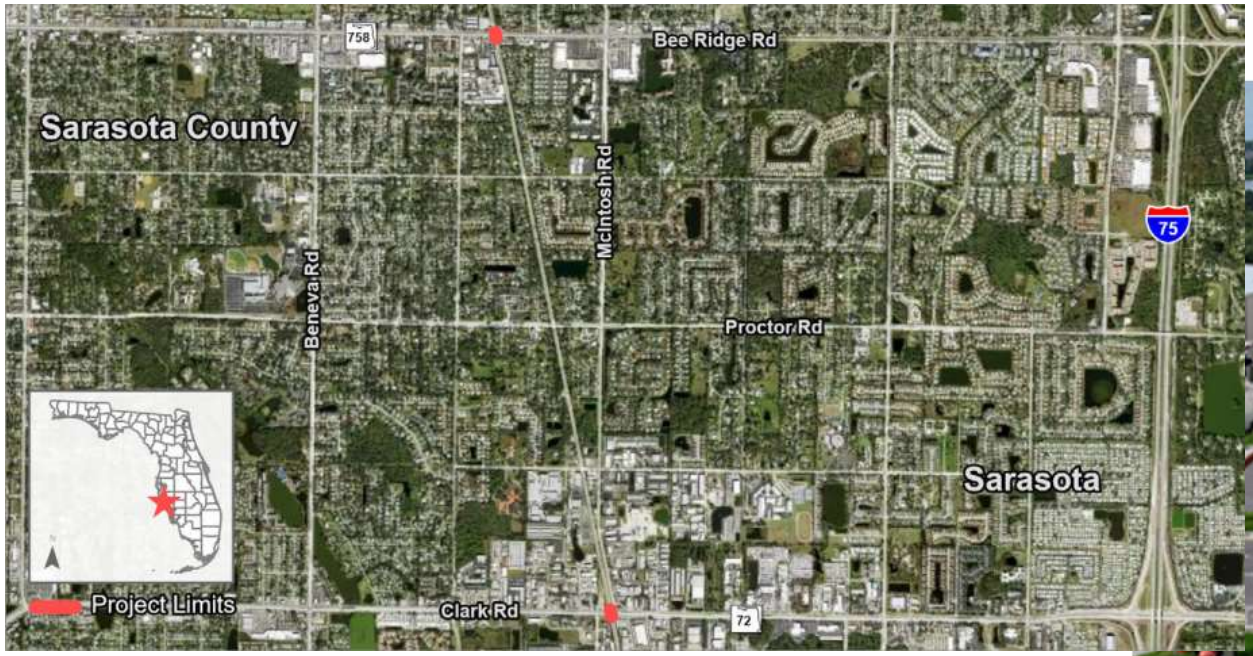
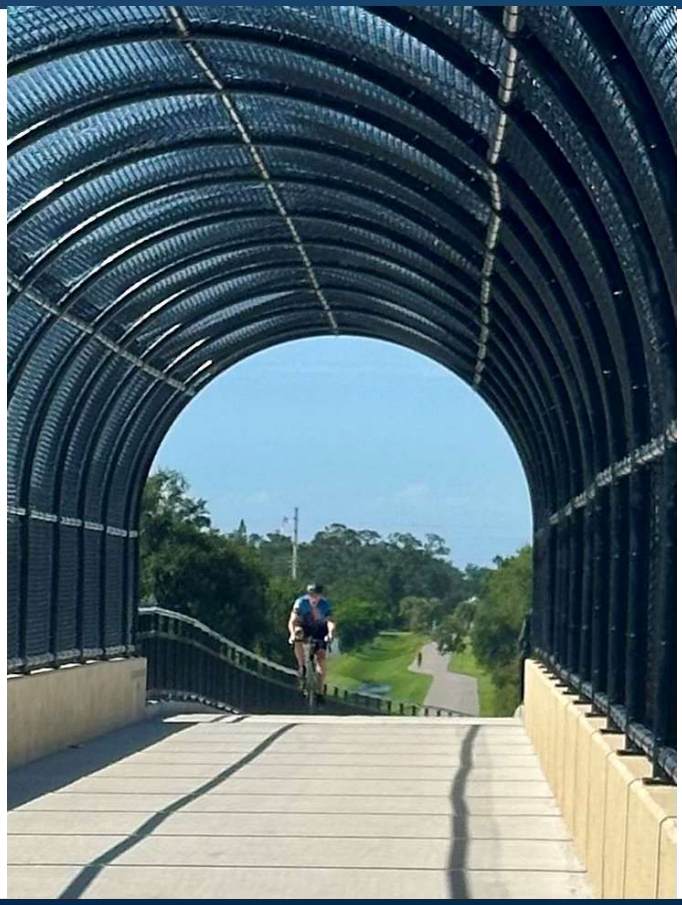
17S005

Legacy Trail Overpasses



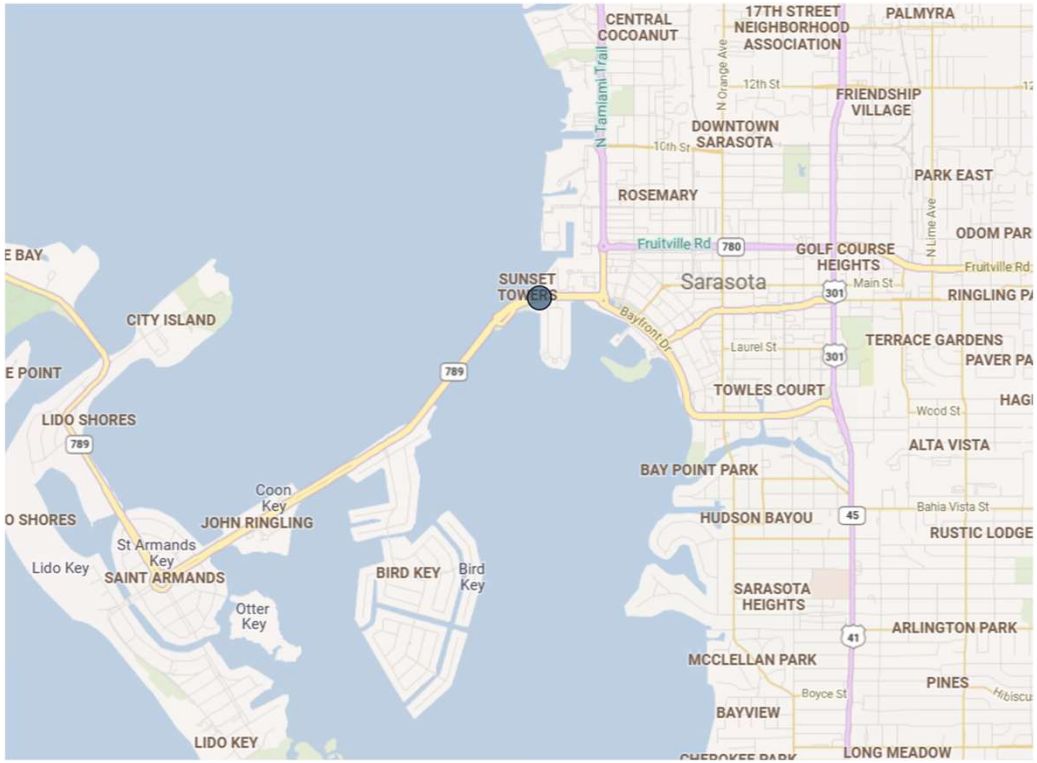
Legacy Trail – Clark Road Overpass



Ringling Bridge - Former Bike Lane

Ringling Bridge - Shared Bus Bike Shoulder

John Ringling Causeway at Siesta Key Sea Turtle Pontoon (Dual Site)



Northside

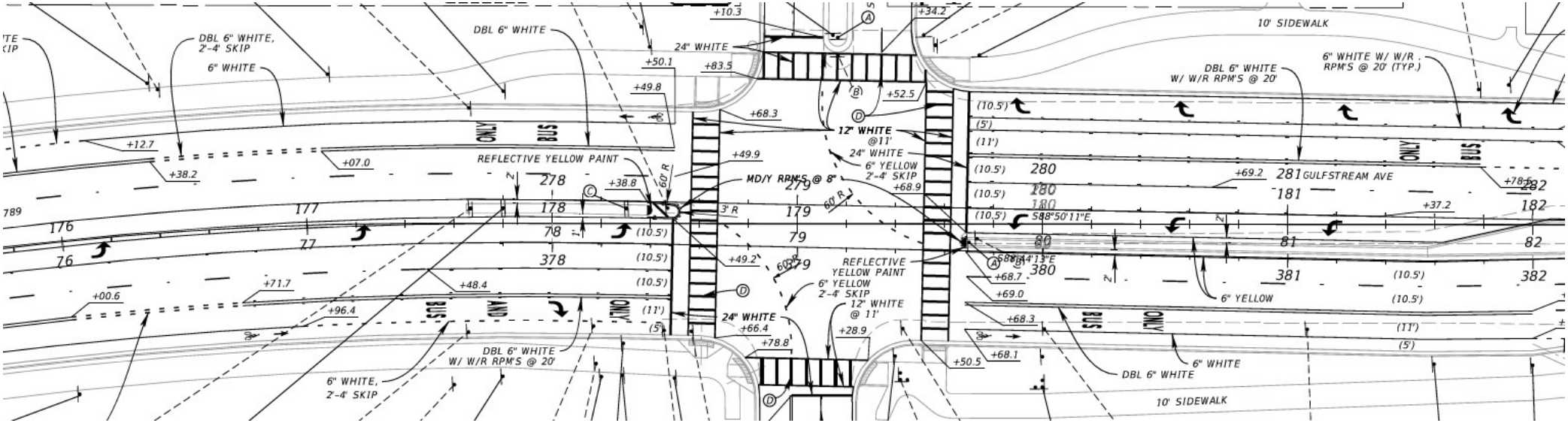
Southside

Non-motorized Counts

Old Draft Concept Plan along Ringling Bridge

- On-street bicycle lanes and keyholes
- 10.5’ to 11’ travel lane

Sunset Drive



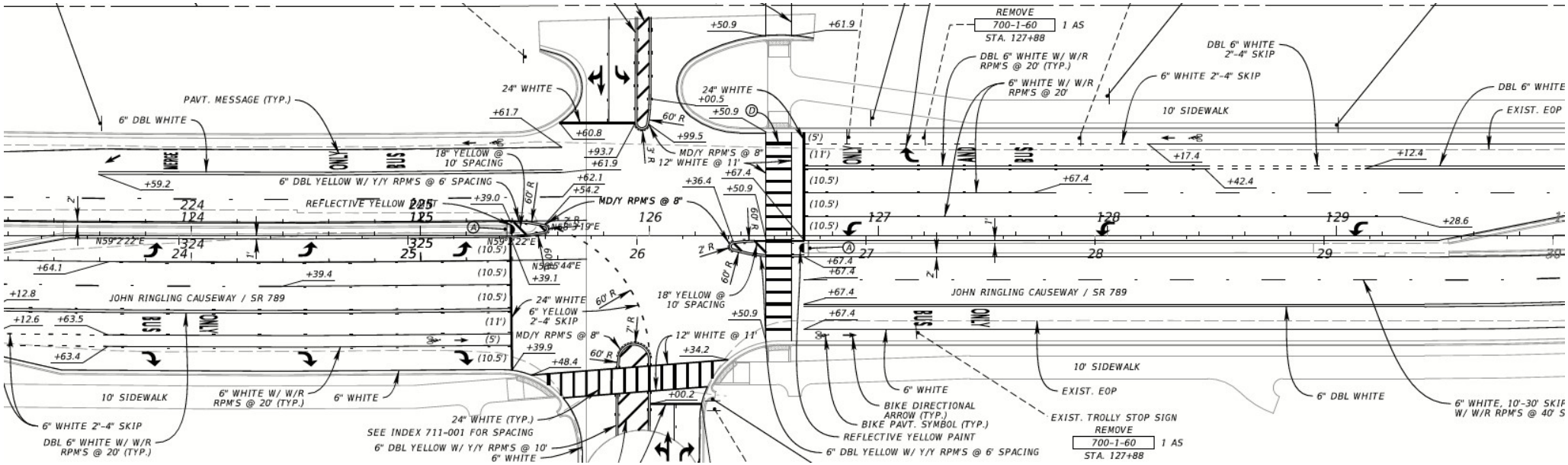
Major Design Changes Proposed

- Add **sidewalk-level separated bicycle lane** per FDM 223.4.2 instead of on-street Bicycle lanes and keyholes
- Remove dedicated right-turn lanes; shared transit/right-turn preferred
- Travel lane reduction to 10’ to help achieve 35 MPH target speed

Old Draft Concept Plan along Ringling Bridge

- On-street bicycle lanes and keyholes
- 10.5’ to 11’ travel lane

Bird Key Drive



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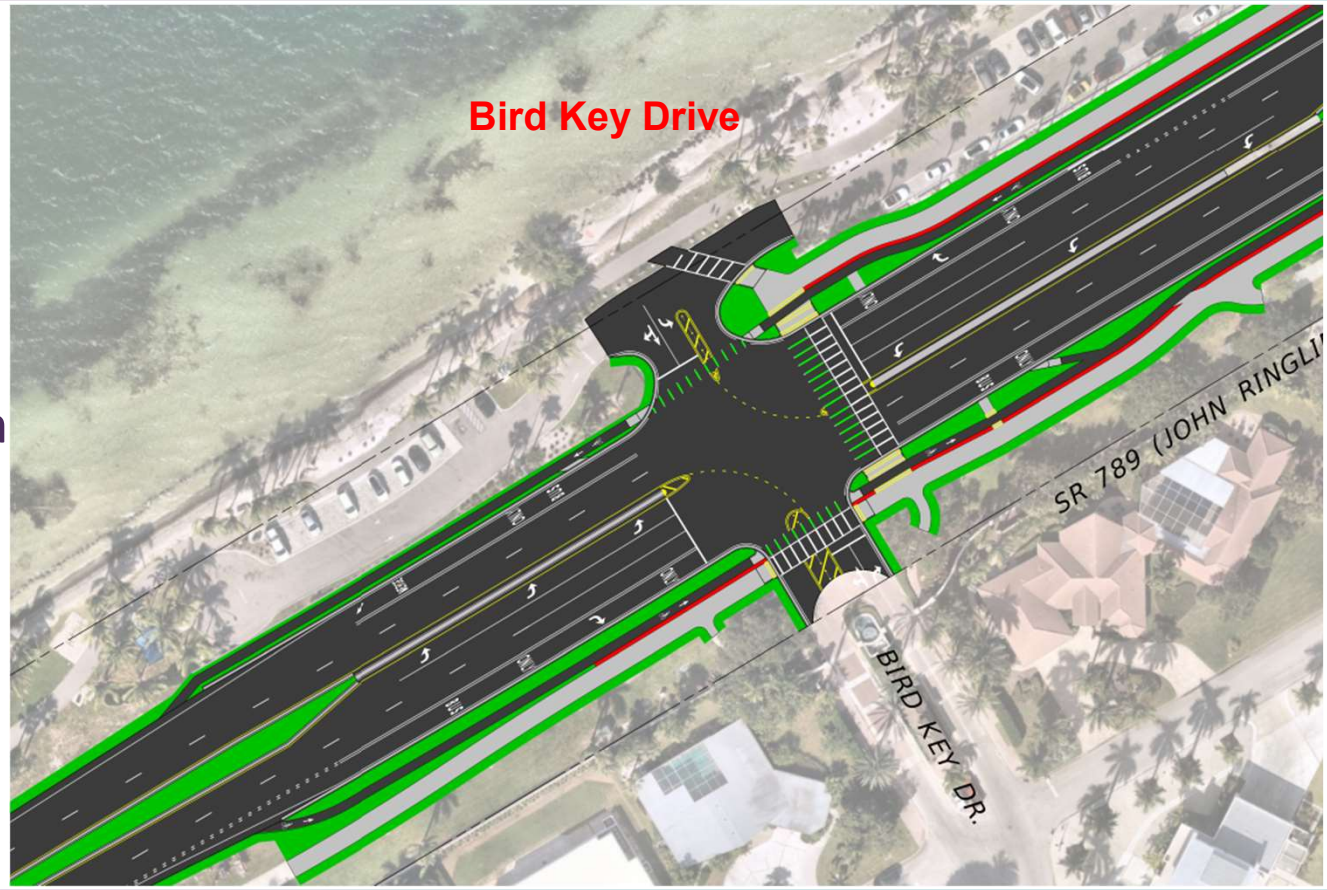
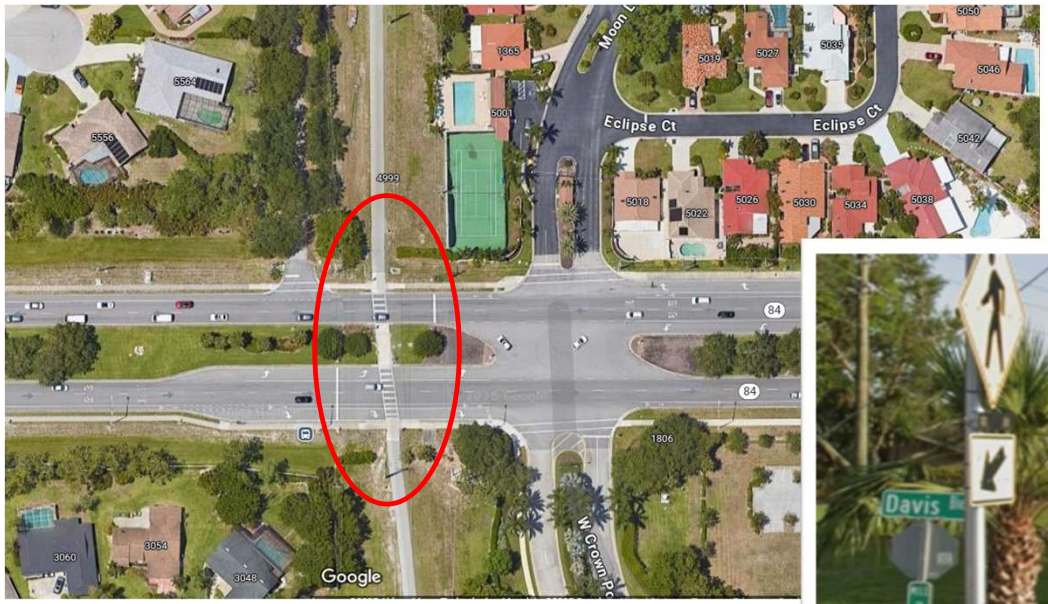
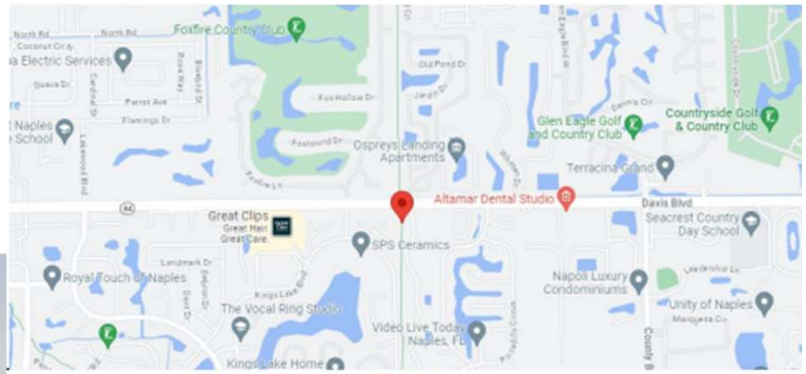
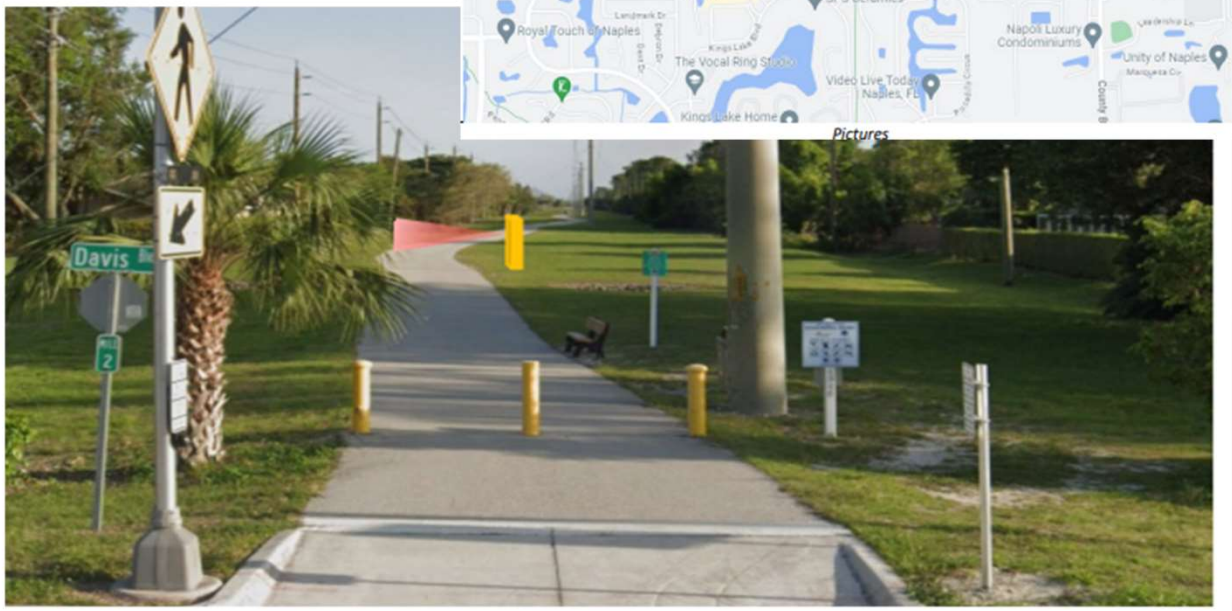


Rich King Greenway in Collier

Rich King Memorial Greenway at SR 84







Non-motorized Counts

Before/After Improvements

Thank you!

Contact Information

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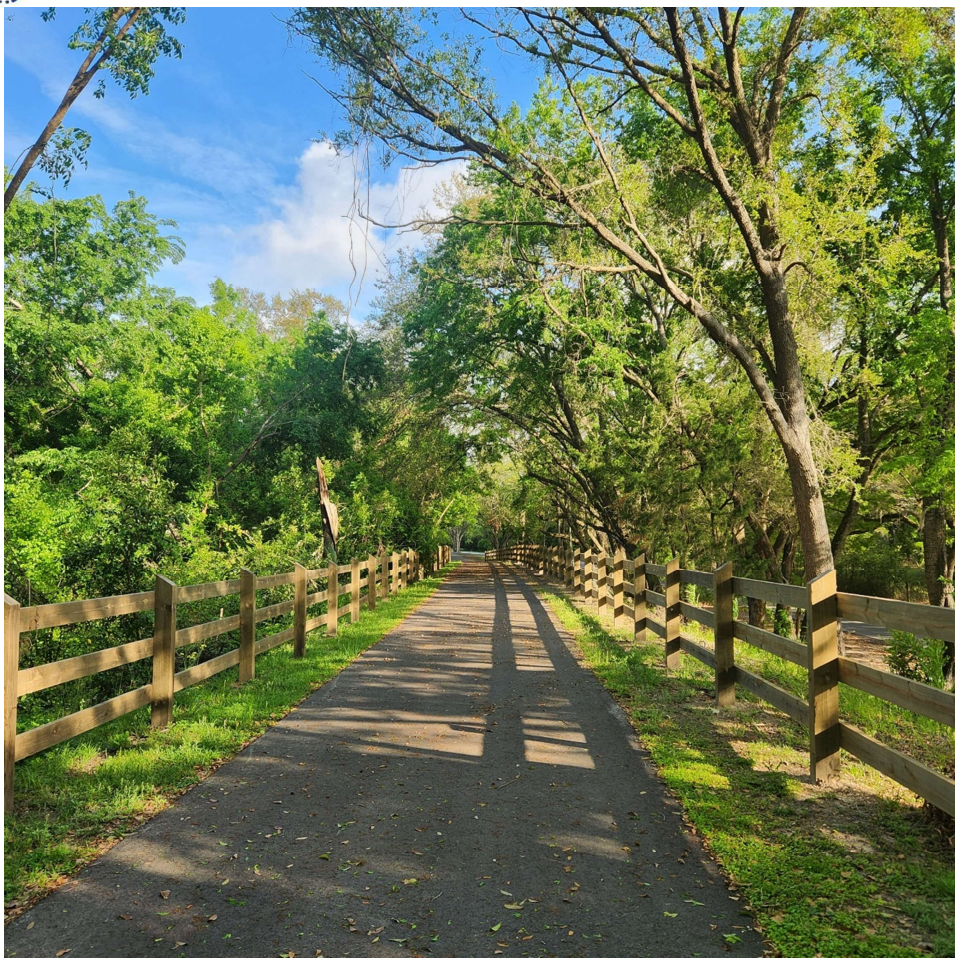
Community Planner
D1 Bicycle/Pedestrian & SUN Trail Coordinator
Planning Studio
FDOT District 1
941-708-4459
Tanya.Merkle@dot.state.fl.us

Mengya “Amy” Ao, PE
Bike/ Ped Safety Specialist
Safety Office
HNTB on behalf of FDOT District 1 (GEC)
863-519-2510
Mengya.Ao@dot.state.fl.us

FDOT

TARGET ZERO FATALITIES & SERIOUS INJURIES

2025 Statewide Non-Motorized Traffic Monitoring Program Meeting



FDOT District Two Planning & Environmental Management Office

D2 Trail Inventory

Amy Roberson, D2 SUN Trail/Transportation Alternatives Coordinator

September 17, 2025

BACKGROUND

- **No current trail inventory completed since inception of trail program in 2015**
- **Continuous request for trail information:**
  - Age of trail
  - Cost of trail segments
  - Length of trail segments/Total mileage complete
  - Maintenance Responsibilities
- **Funding Source**
- **Advertisement**
- **Consultant Acquired**

Suwannee Greenway over Ichetucknee River

SCHEDULE

Timucuan Trail – Duval County

We are here

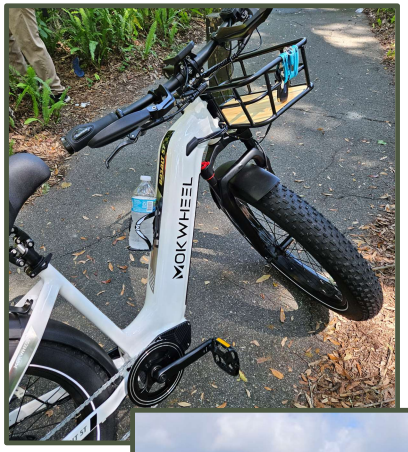
Inventory Objectives:

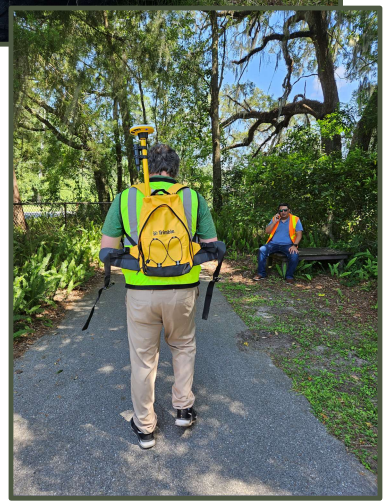
- Prioritization
- Safety Concerns
- Maintenance Concern
- Trail Connectivity

DATA COLLECTION

- **Equipment:**
  - **ATV**
  - **E-Bikes**
  - **Videolog Distance Measuring Units**
  - **Backpack GPS Units**
  - **iPads/Tablets**

- **Lessons Learned**
  - **Identify Planned Trail Facilities**
    - SUNTrail maps may not follow the correct alignment
    - Trail facilities planned areas count in mileage
    - Document trail maintaining agencies
  - **Urban vs Rural Inventory**
  - **Weather**
  - **Temperature Issues with Equipment**



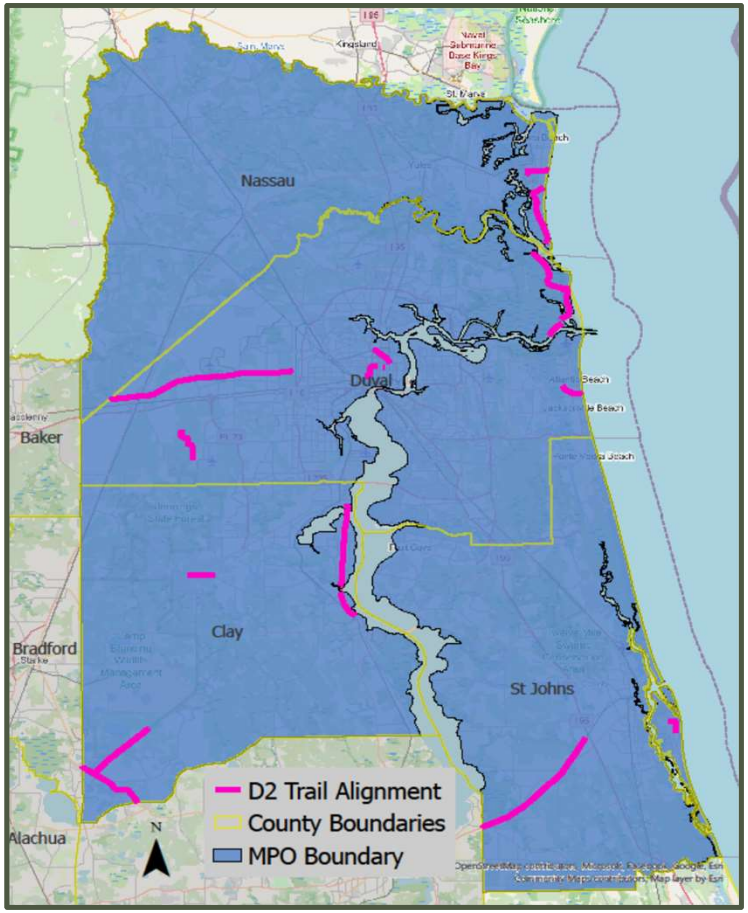


NORTH FLORIDA TPO

- Palatka to Lake City – Clay
- CR 218 Middleburg – Clay
- SR 15 GCSA – Clay
- Timucuan Trail – Duval
- East Coast Greenway – Duval
- Cecil Recreational Trail – Duval
- S-Line - Duval
- Jacksonville Baldwin – Duval
- Downtown JAX North to ECG – Duval
- Bailey and Simmons Road – Nassau
- Amelia Island Trail Phase 4 – Nassau
- Armstrong Park Trail and Trail Head – St. Johns
- County Park Trail Head Hastings – St. Johns
- Keystone/Goldhead State Park Trail to Greencove Springs – St. Johns
- East Coast Greenway – St. Johns
- Palatka to St. Augustine – St. Johns
- **Total Miles: 73.16**

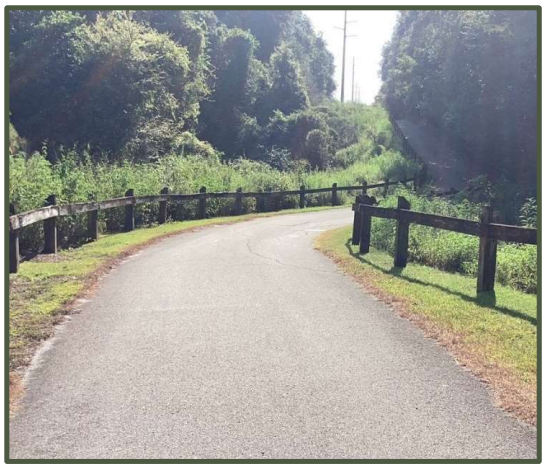
Palatka to St. Augustine

Timucuan Trail – Duval

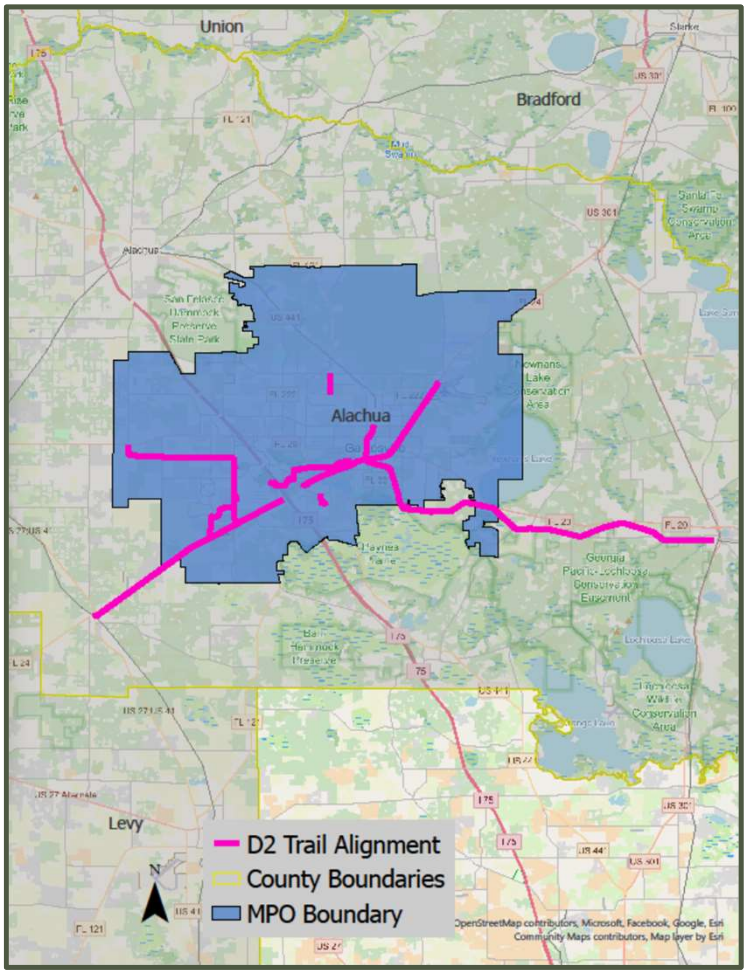


GAINESVILLE TPO

- Archer Braid
- Archer Road
- Gainesville to Hawthorne
- Gainesville to Newberry Trail
- Norton Elementary Trail
- SW 27th St
- Tower Road Trail
- Waldo Road
- **Total Miles: 54.33**



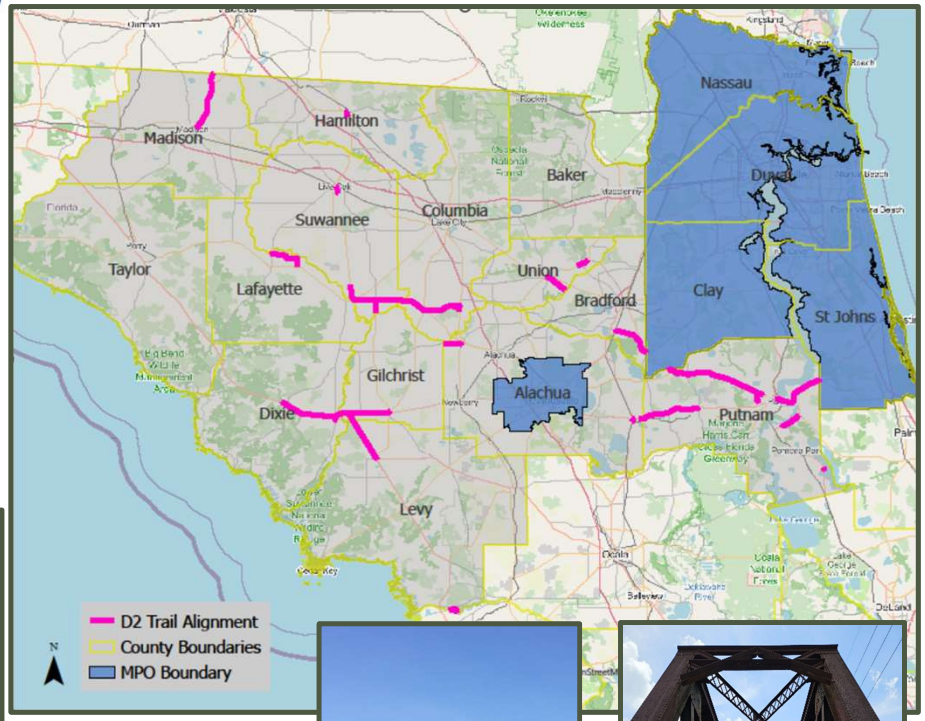
Gainesville to Hawthorne – Alachua County

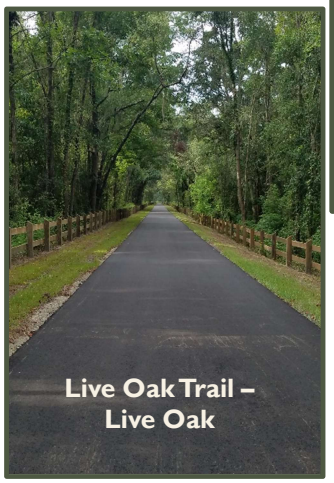


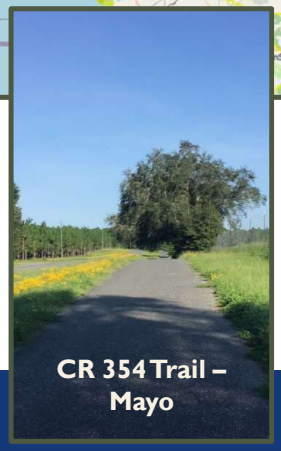
RURAL TRAILS

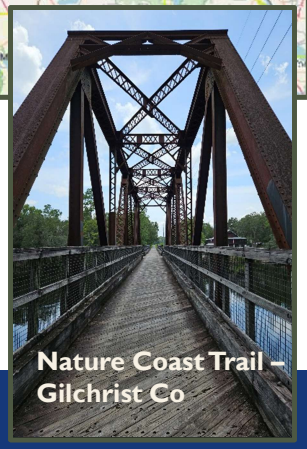
- High Springs - NW 182 Ave – Alachua
- Palatka to Hawthorne – Alachua
- Palatka to Lake City – Bradford
- Ichetucknee to O'Leno Trail – Columbia
- Nature Coast Trail – Dixie
- Old Town Elem School – Dixie
- Nature Coast Trail – Gilchrist
- Central Ave Rail Trail – Hamilton
- CR 354 – Lafayette
- Cross Florida Greenway – Levy
- Nature Coast Trail – Levy
- Madison County Four Freedom Trail – Madison
- 309C Multi-Use Path – Putnam
- Palatka to Hawthorne – Putnam
- Palatka to Lake City – Putnam
- Palatka to St. Augustine – Putnam
- US 17 Trail-Putnam
- Live Oak Rail Trail – Suwannee
- Suwannee River Greenway at Branford – Suwannee
- Palatka to Lake City – Union
- State Road 121 Rail Trail – Union
- **Total Miles: 148.18**


Central Ave Rail Trail – Jasper




Live Oak Trail – Live Oak

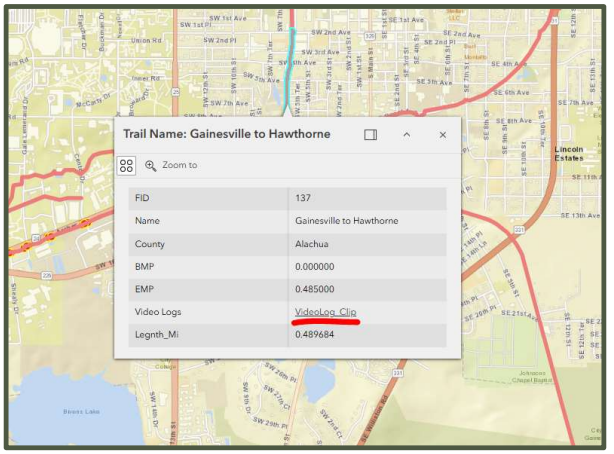

CR 354 Trail – Mayo

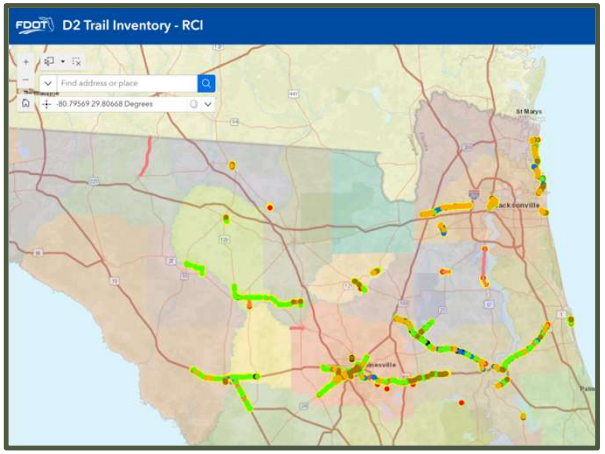

Nature Coast Trail – Gilchrist Co

FEATURES COLLECTED

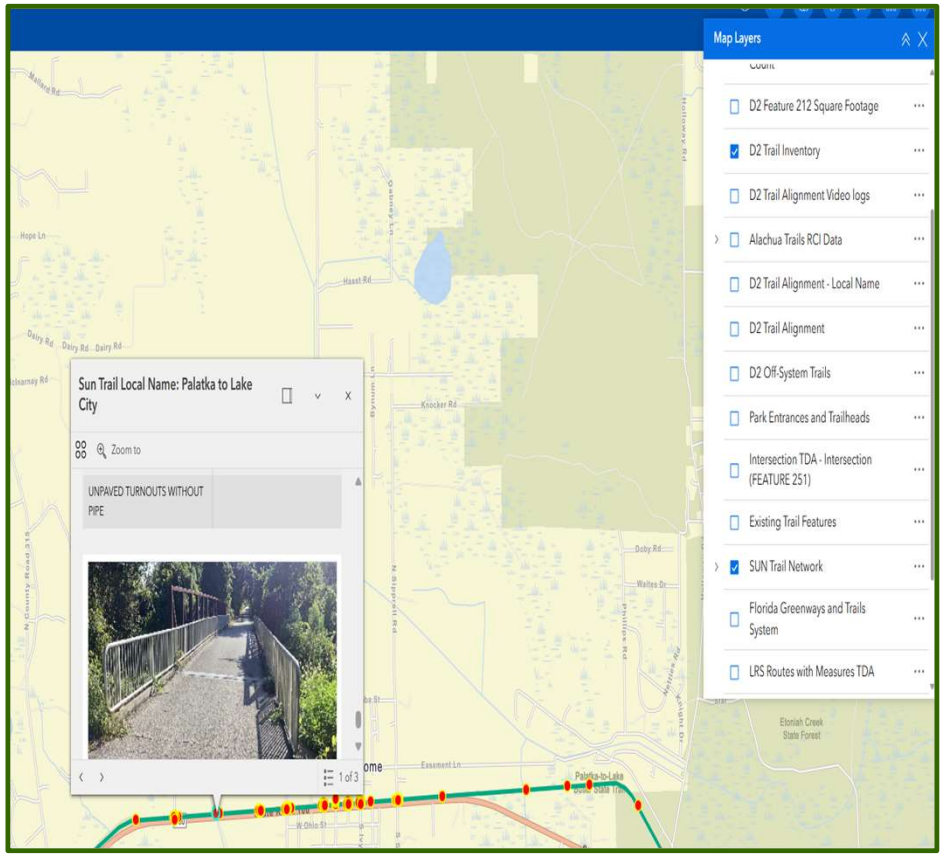
- **Assessments**
  - Pavement Condition
  - Structure Integrity
- **Data Collected**
  - Trail Geometry (Alignment, Width, Shoulders)
  - Surface Description
  - Drainage (Crossdrains, Storm Sewers)
  - Intersections
  - Railroad Crossings
  - Safety (Guardrail, Fence)
  - Miscellaneous Concrete
  - Lighting
  - Striping
  - Symbols and Messages, Striping, Crosswalks, Stop Bars
- **Videolog**

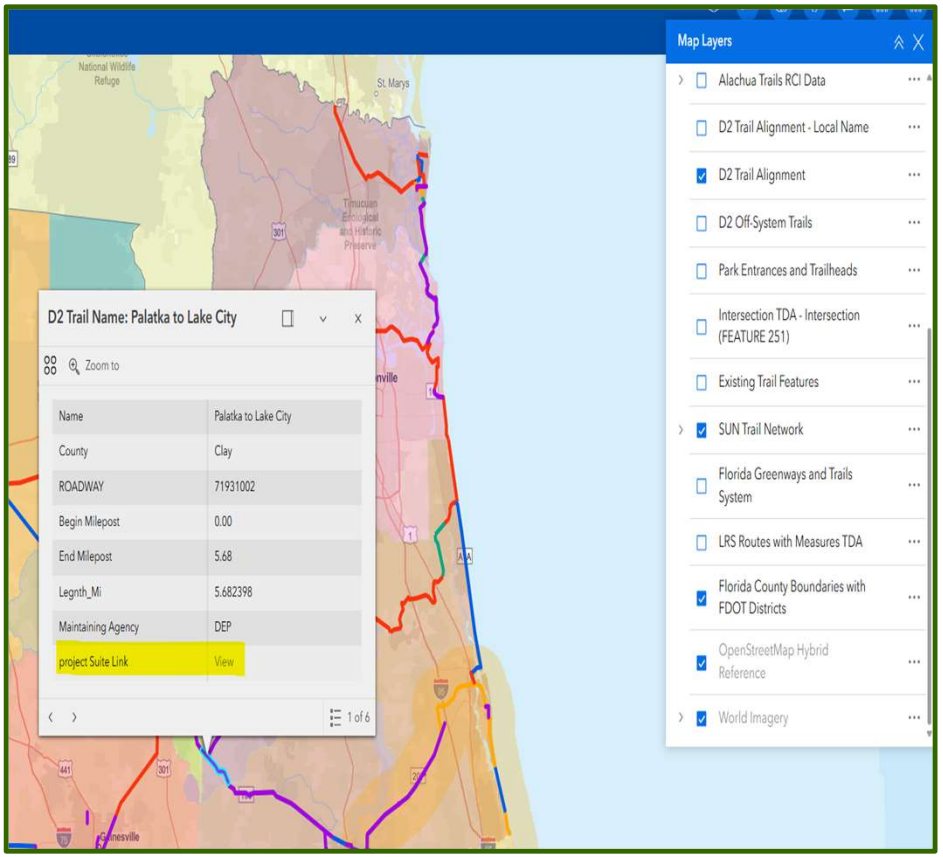
9000 points of Data collected





Inventory Features





PRIORITIZING TRAIL PROJECTS

Each segment will be scored on:

- Trail Safety
- Trail Maintenance Needs
- Trail Connectivity

Live Oak Rail Trail – Suwannee County

Suwannee Greenway - Branford

TRAIL SAFETY CONCERNS

Stop Bars and ADA Features

ADA Features in Place

Missing ADA Features

Crossing Safety

Missing Signage

Missing Signage and Markings

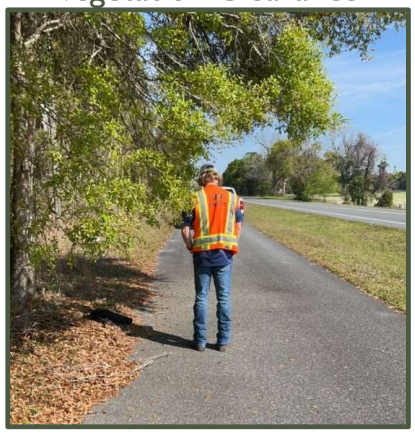
Motor Vehicle Traffic

TRAIL MAINTENANCE CONCERNS

Crossbar Covered with Silt

Flooding Causing Silt Buildup

Vegetation Clearance

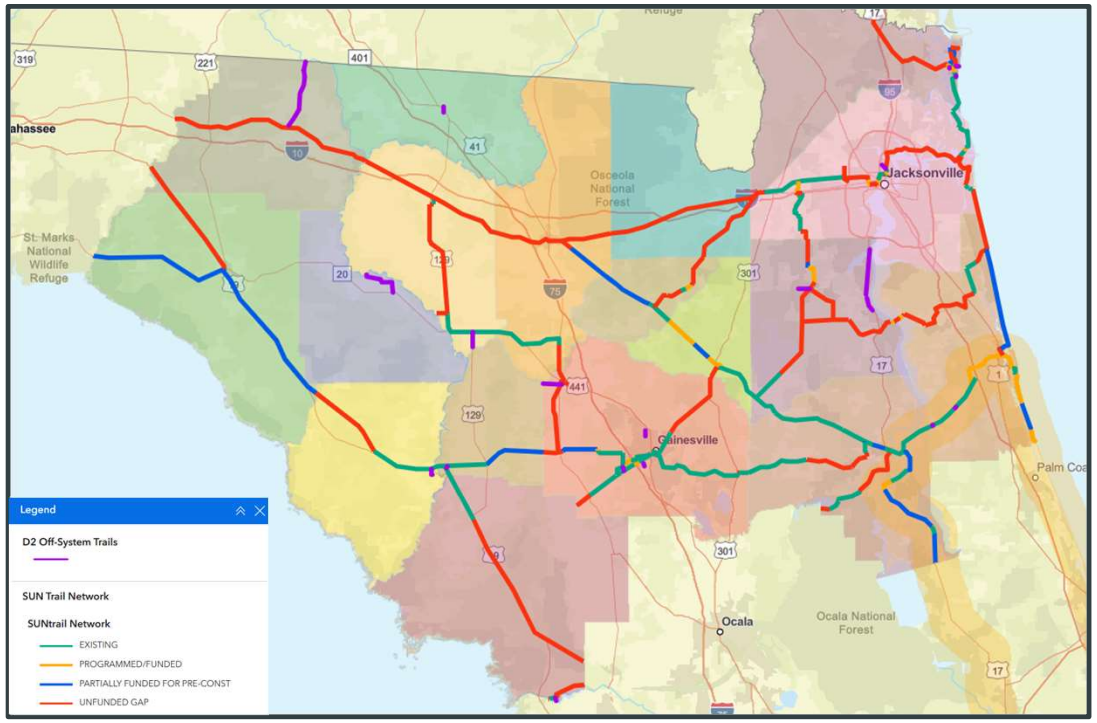


Poor Pavement Conditions

Damaged Signage

Vegetation Encroachment

TRAIL CONNECTIVITY

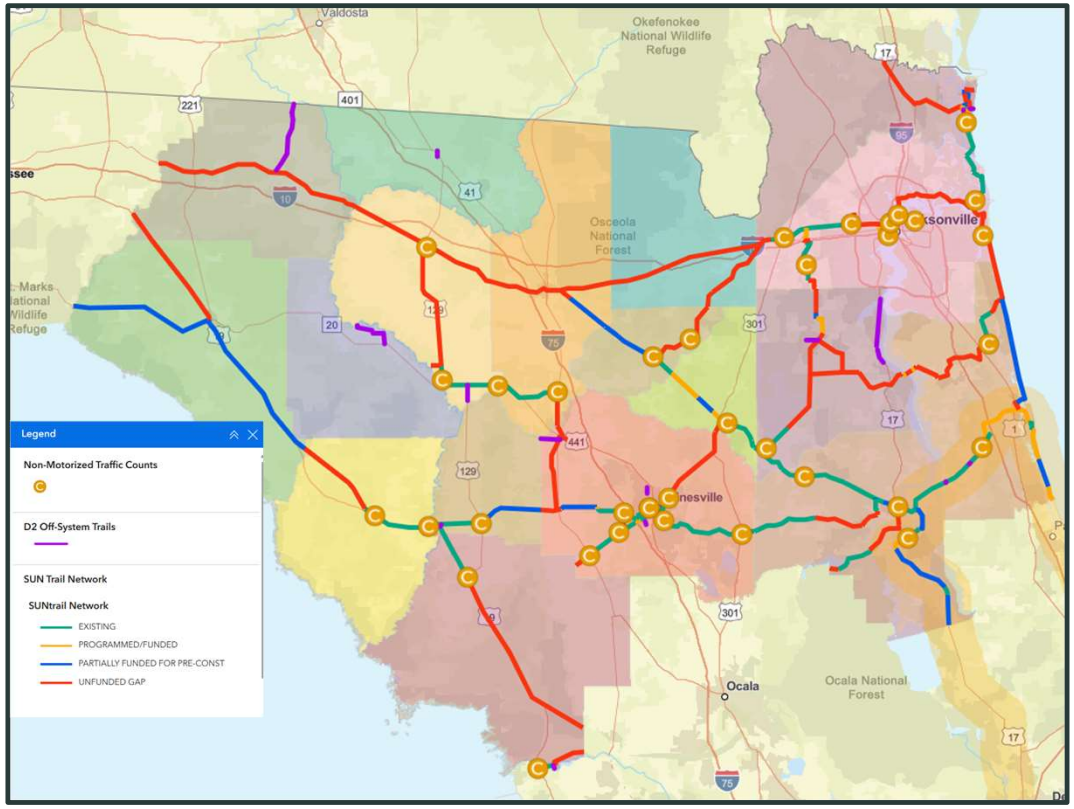


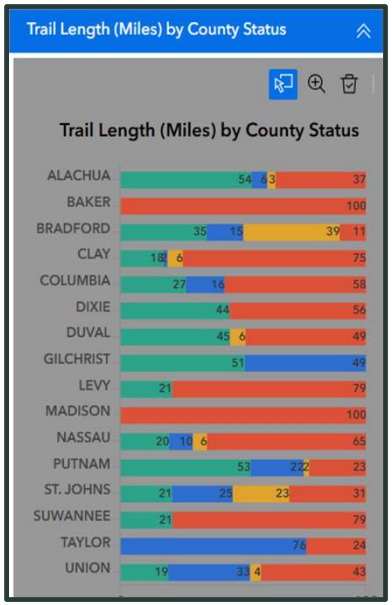
Palatka to St. Augustine Trail - Hampton

INVENTORY DATA

Name	ROADWAY	BMP	EMP	County	County Code	Side	Feature 230 Pavement Condition Rating	F230_SURFN	Legnth_Mi	Comments
Palatka to Hawthorne	26931005	2.003	2.74636	Alachua	26	C	3.5	Asphalt	0.743366	<Null>
Palatka to Hawthorne	26931005	0	0.814641	Alachua	26	C	3.5	Asphalt	0.814641	<Null>
Tower Road Trail	0	9.641	9.666	Alachua	26	C	3.5	Asphalt	0.023168	Small section with crack
Archer Braid	26931003	0.388	0.852	Alachua	26	C	3.5	Asphalt	0.468121	There are cracks in different spots but the general condition is good
Archer Braid	26931003	0.853	1.224	Alachua	26	C	3.5	Asphalt	0.37565	There are cracks at different spots
Archer Road	26931002	3.006	3.817	Alachua	26	C	3.5	Asphalt	0.820987	Small cracks in a few spots and not anything major
Archer Road	26931002	8.662	9.75	Alachua	26	C	3.5	Asphalt	1.087627	Small cracks along the trail
Archer Road	26931002	10.477	11.418	Alachua	26	C	3.5	Asphalt	0.938022	At milepost 7.90, Sand is covering the trail.
Archer Braid	26931003	9.407	10.333	Alachua	26	C	3.5	Asphalt	0.585834	There are small cracks in couple of spots
Archer Braid	26931003	6.706	7.074	Alachua	26	C	3.5	Asphalt	0.369027	No Issue
Archer Braid	26931003	7.074	7.373	Alachua	26	C	3.5	Concrete	0.298613	No issue
Archer Braid	26931003	7.373	8.313	Alachua	26	C	3.5	Concrete	0.943329	No issue, Some small cracks
Gainesville to Hawthorne	26931004	15.925	17	Alachua	26	C	3.5	Asphalt	1.080992	No Major Issue. Some sealed and Small Cracks along the trail.
Gainesville to Hawthorne	26931004	0.235	0.949	Alachua	26	C	3.5	Asphalt	0.724126	Small cracks around the edges
Gainesville to Hawthorne	26931004	6.648	7.747	Alachua	26	C	3.5	Asphalt	1.110387	There are small cracks on this segment
Gainesville to Hawthorne	26931004	7.749	8.483	Alachua	26	C	3.5	Asphalt	0.735321	No Major Issue. Small cracks
Gainesville to Hawthorne	26931004	13.72	14.768	Alachua	26	C	3.5	Asphalt	1.05583	There are sealed and small cracks that are open and needs attention along the trail.
Gainesville to Hawthorne	26931004	14.769	15.924	Alachua	26	C	3.5	Asphalt	1.162227	There are small cracks around along the trail. No major issue
Gainesville to Hawthorne	26931004	17.001	17.407	Alachua	26	C	3.5	Asphalt	0.419213	This segment have shared pavement with the road and the condition is good with normal cracks.
Waldo Road	26931008	2.951	3.914	Alachua	26	C	3.5	Asphalt	0.974295	No major issue, some traverse cracks with grass growing out of it.
Waldo Road	26931008	0.359	0.857	Alachua	26	C	3.5	Asphalt	0.508802	Small cracks along the trail.
Waldo Road	26931008	0.858	1.259	Alachua	26	C	3.5	Asphalt	0.419128	There are cracks along the trail.
Waldo Road	26931008	1.26	2.02	Alachua	26	C	3.5	Asphalt	0.769931	It is in good condition and just some small cracks.
Waldo Road	26931008	2.02	2.95	Alachua	26	C	3.5	Asphalt	0.936388	Small cracks along the trail with no major issue
Waldo Road	26931008	3.916	4.496	Alachua	26	C	3.5	Asphalt	0.581101	Traverse crack with grass growing out if it.
Gainesville to Newberry Trail	26931006	2.683	7.645	Alachua	26	C	3.5	Asphalt	0.772552	Raveling is present all along the trail. There are also patched areas present along the trail.
Gainesville to Newberry Trail	26931006	2.683	7.645	Alachua	26	C	3.5	Asphalt	0.806773	There are cracks all along the trail. Raveling is also present. There are small manholes in this trail and also some areas that have been

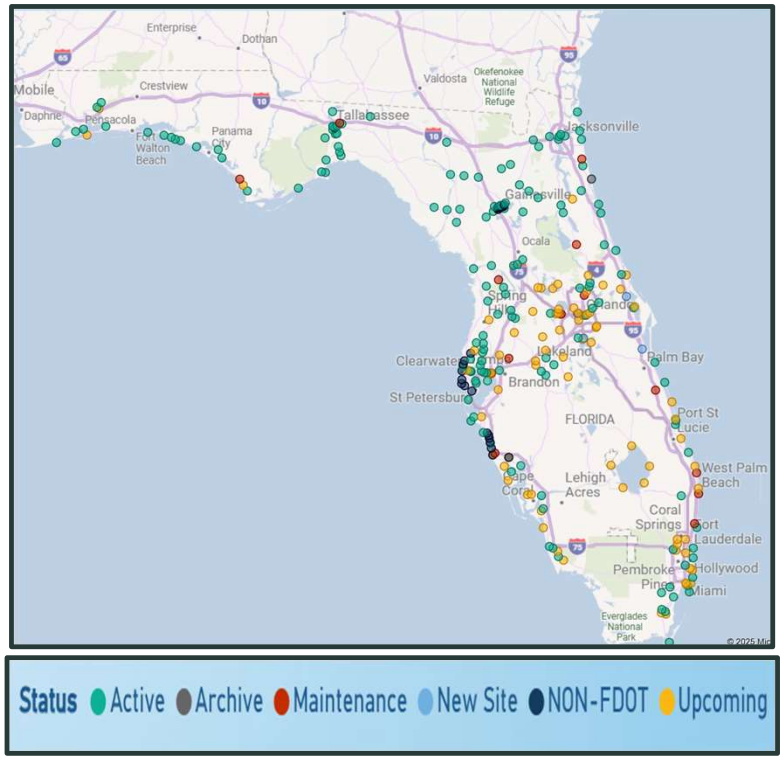
Non-Motorized Traffic Counts





Baldwin Trail – Duval County

Non-Motorized Traffic Data Dashboard



Thank you!
Questions?

Amy Roberson
Planning Supervisor
Planning & Environmental Management Office
Phone 386-961-7793
Email **amy.roberson@dot.state.fl.us**

Amelia Island Trail – Nassau County





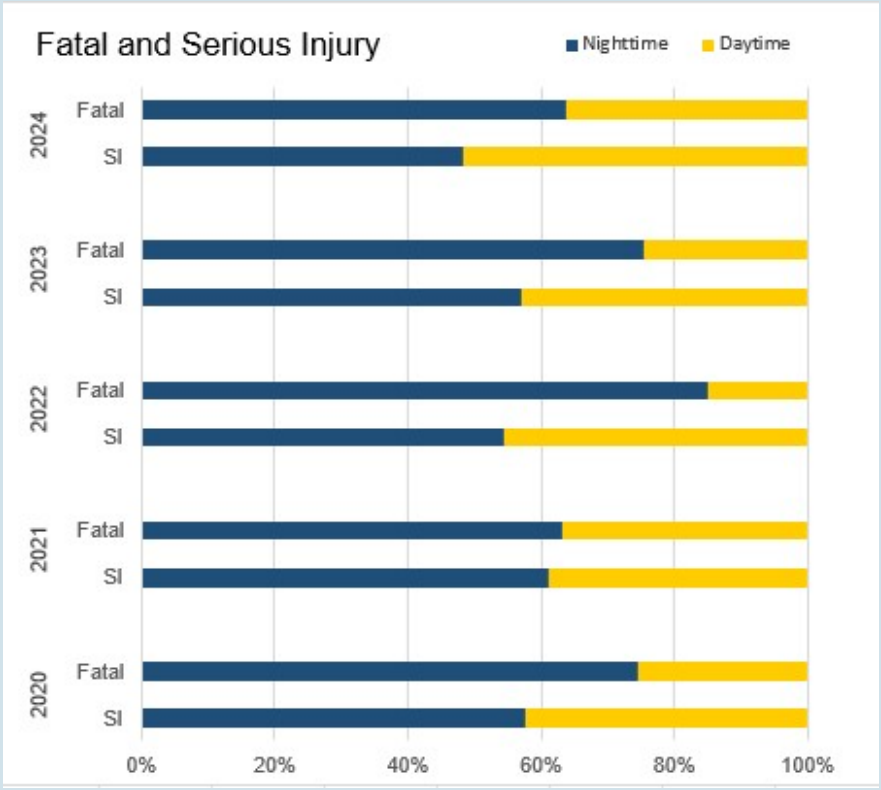
Enhancing Mobility & Safety of Pedestrian and Bicycle

Michael Lewis, PE
Traffic Safety Program Manager
FDOT District 3

FDOT

TARGET ZERO
FATALITIES & SERIOUS INJURIES

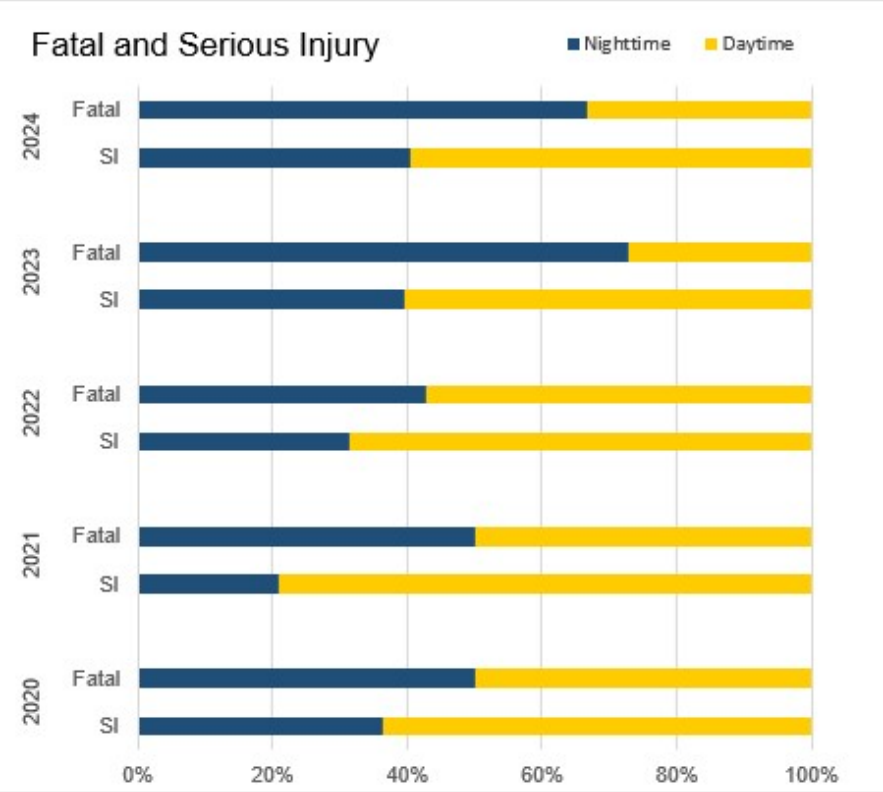
District 3 Pedestrian Crash Facts



Total Pedestrian Crashes by Severity					
Severity	2020	2021	2022	2023	2024
Fatality	59	65	47	53	44
Serious Injury	71	67	88	84	83
Injury	334	332	388	392	394
PDO	77	58	73	75	54
Total	**541**	**522**	**596**	**604**	**575**

Nighttime Pedestrian Crashes by Severity					
Severity	2020	2021	2022	2023	2024
Fatality	44	41	40	40	28
Serious Injury	41	41	48	48	40
Injury	125	117	123	149	116
PDO	28	19	24	19	14
Total	**238**	**218**	**235**	**256**	**198**

District 3 Bicycle Crash Facts



Total Bicycle Crashes by Severity					
Severity	2020	2021	2022	2023	2024
Fatality	8	12	14	11	12
Serious Injury	22	38	38	38	32
Injury	170	182	210	218	263
PDO	63	35	77	70	53
Total	263	267	339	337	360

Nighttime Bicycle Crashes by Severity					
Severity	2020	2021	2022	2023	2024
Fatality	4	6	6	8	8
Serious Injury	8	8	12	15	13
Injury	37	44	51	55	54
PDO	11	8	19	12	9
Total	60	66	88	90	84

Value of Non-Motorized Traffic Data

Why: Helps identify high-use corridors for improvements

Planning: Justifies funding & prioritization

Performance Tracking: Monitors usage after construction

US 98 / 3-Mile Bridge Over Pensacola Bay

Signature Project: High-profile multimodal crossing, bike lanes, shared-use paths, and pedestrian facilities

Data Component: Automatic counters help track daily/seasonal patterns

Use Case: Justify investments in similar bridge projects across the District

Deployment Date: Apr. 2022

Lynn Haven Rails-to-Trails

Conversion of abandoned rail corridor into a multi-use trail

- 3.1-mile multi-use trail along a former Air Force supply railroad bed
- Two trailheads and multiple pedestrian access points
- Safety features like yellow flashing lights at road crossings
- Amenities such as signage, lighting, and rest areas

Deployment Date: Sept. 2023

SunTrail Segment (US 98, Franklin County)

2.48-mile segment east of Ochlockonee Bridge

- 1st of 6 Parts segments of 21.3-mile system connecting to St. Marks Trail (Capital City to the Sea Trail)

- Design completed FY 2025; Construction scheduled FY 2029

Opportunity: No counters currently in design

- Perfect chance to integrate non-motorized data collection

Benefits of adding counters

- Track regional connectivity once complete
- Justify future trail segments
- Provide usage patterns for local communities and tourists

Carabelle Pedestrian Crosswalk Improvements

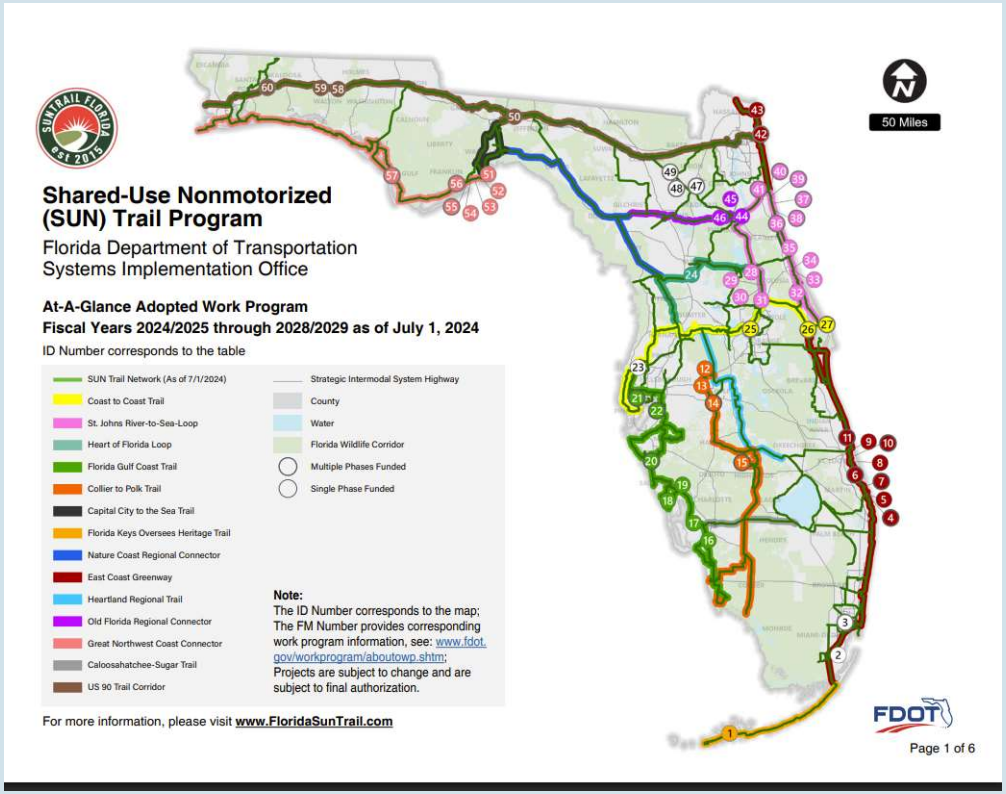
Midblock Pedestrian Signal

Data Component: Crash Data, Pedestrian volume counts, Community Feedback

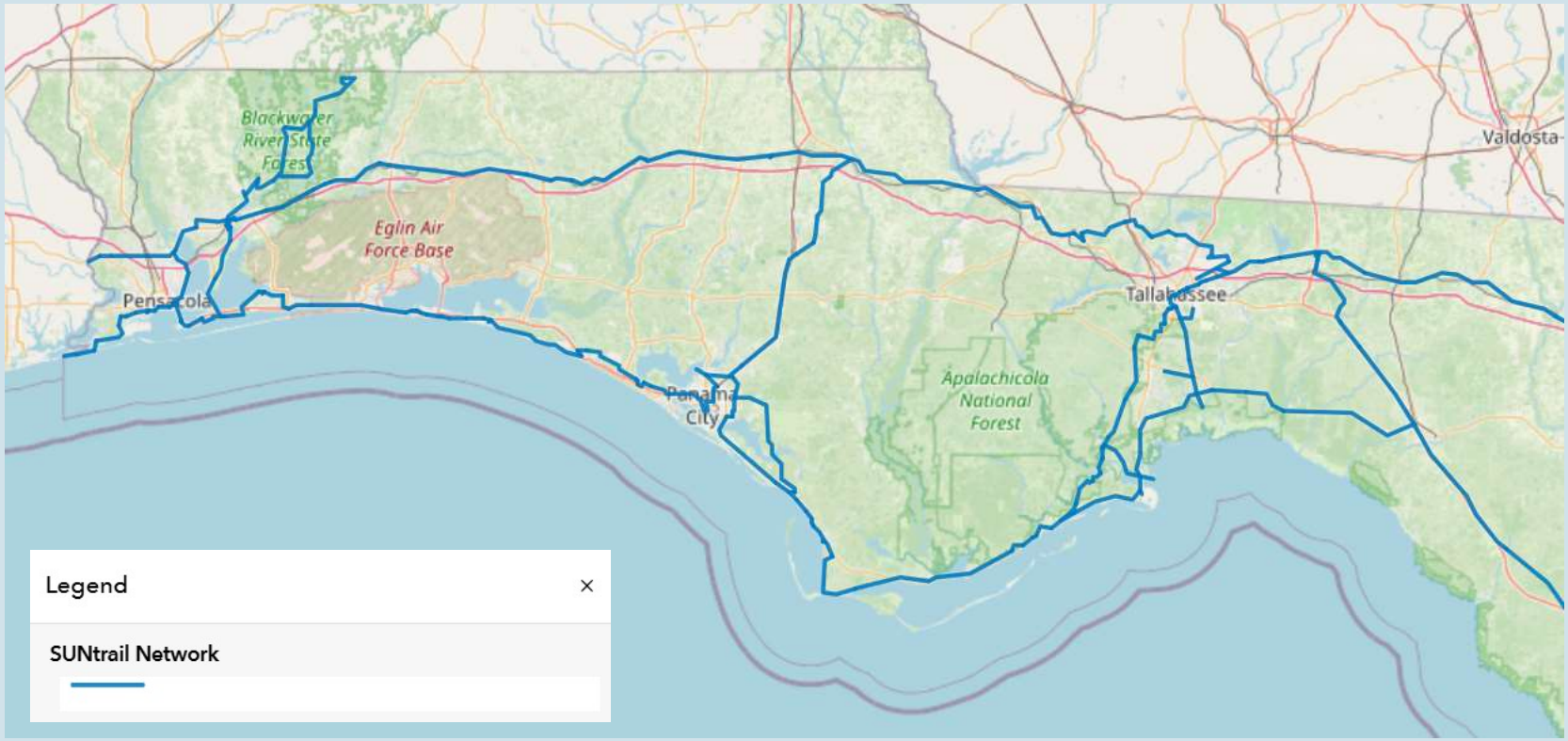
Deployment Date: Feb. 2024

Franklin County, FL

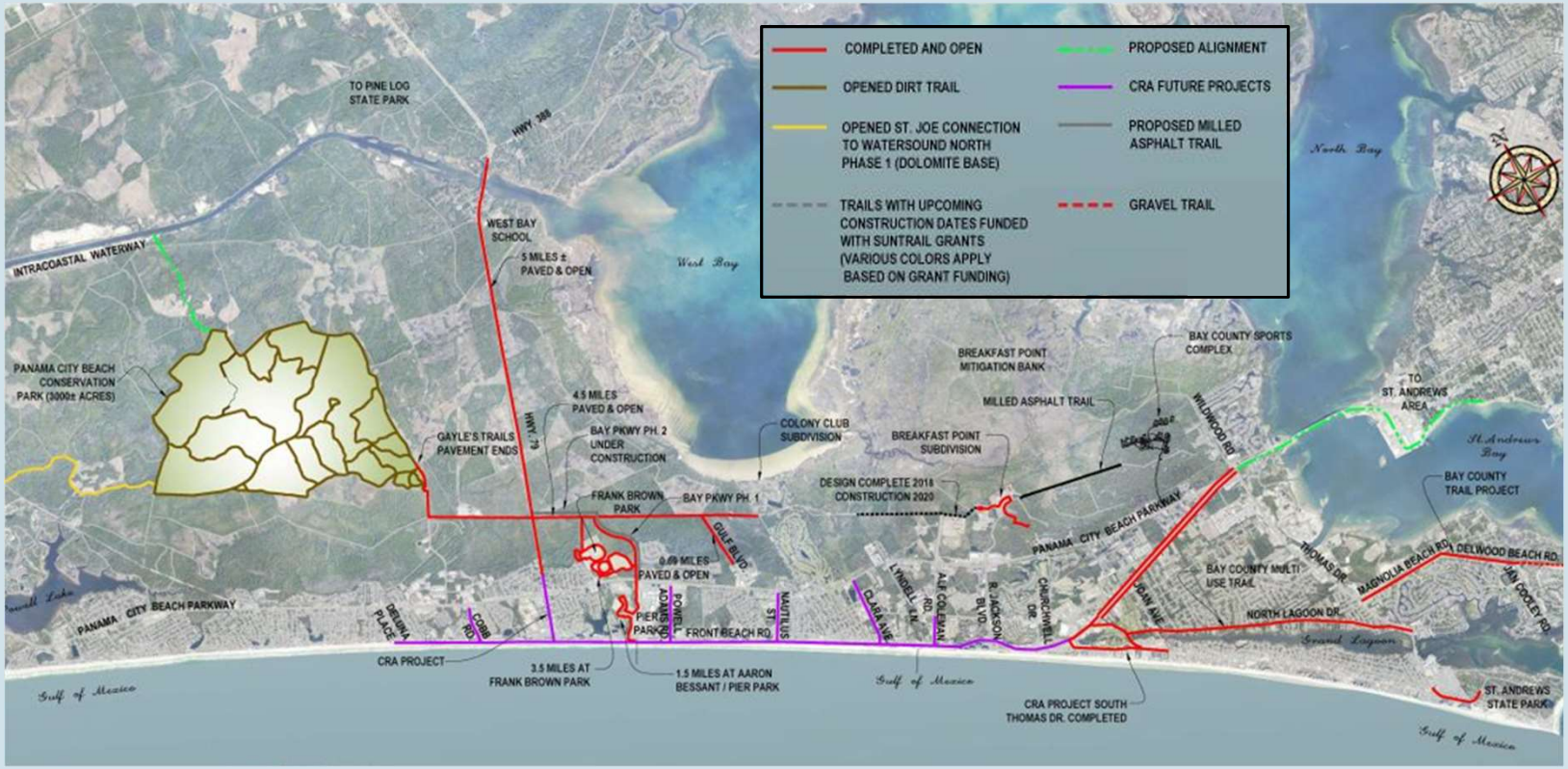
SunTrail Program



SunTrail Program – District 3



Panama City Beach - Gayle's Trails

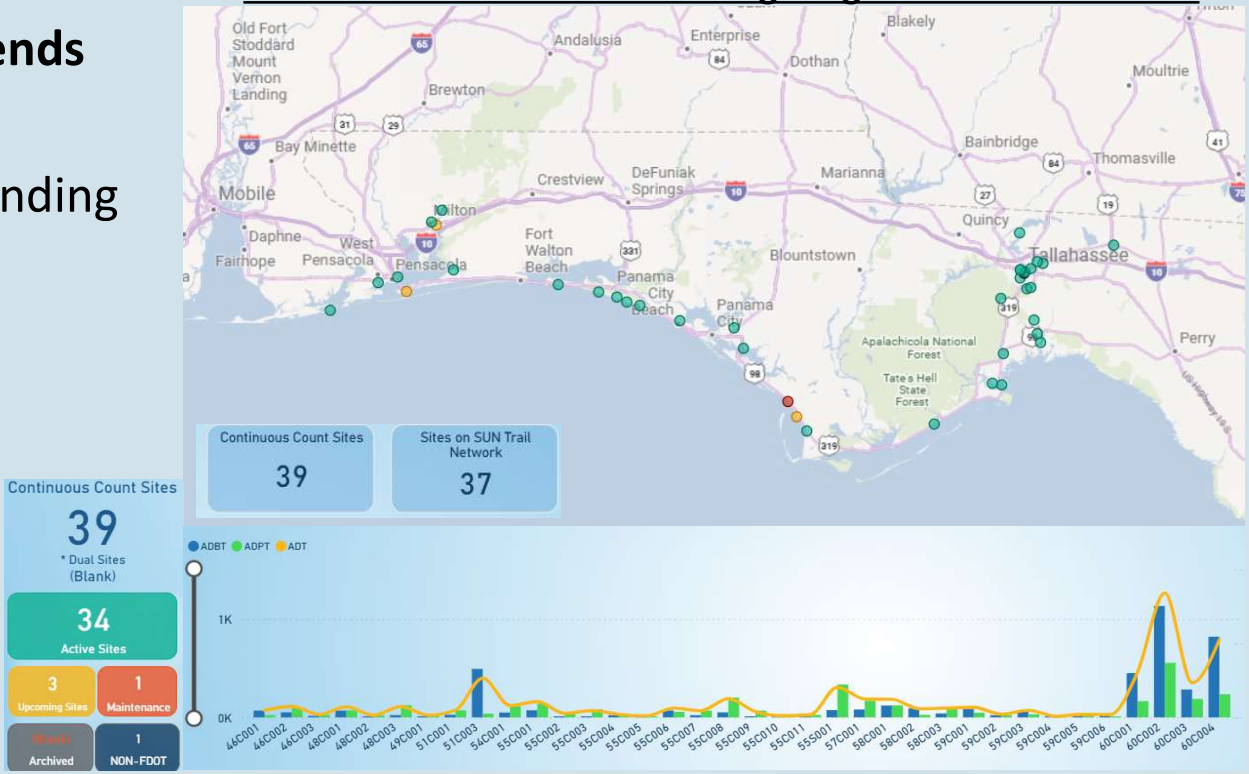


Regional Connectivity & Data Opportunities

Data helps tell the story of usage trends

- Identifies high-demand corridors
- Supports grant applications and funding allocations
- Tracks usage trends
- Supports maintenance schedules

Non-Motorize Traffic Monitoring Program Data Dashboard



Key Takeaways

District 3 has exciting bike/ped projects already delivering value

Data collection is key to demonstrating usage and shaping investments

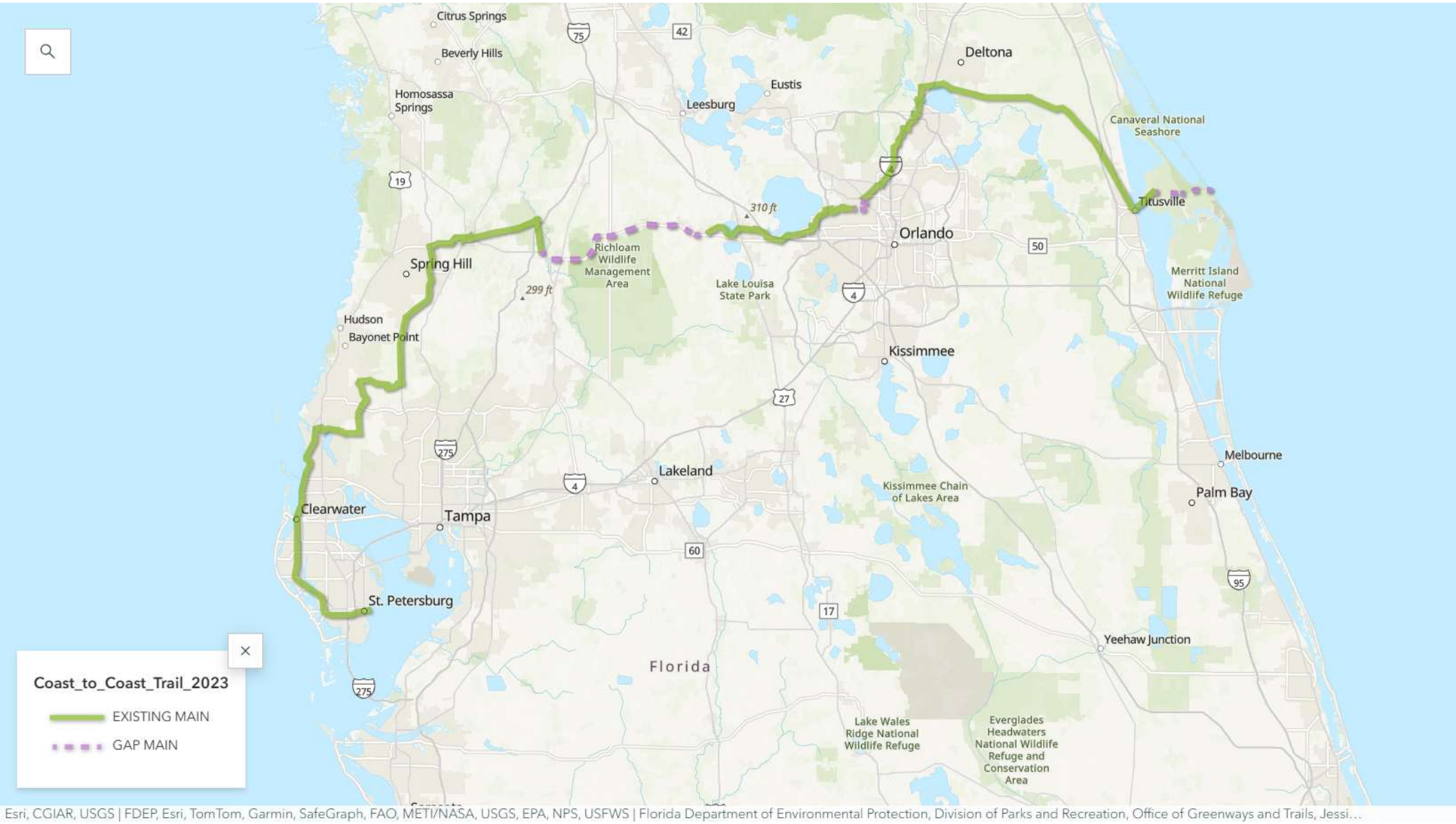
Future opportunities: Integrate counters in SunTrail and beyond

FDOT District 3 is committed to safe, data-driven, multimodal mobility

Trail Talk: Exploring the Future of the Coast-to-Coast Trail

2025 FDOT Statewide Non-Motorized Traffic Monitoring Program

Coast To COAST TRAIL FLORIDA



Esri, CGIAR, USGS | FDEP, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS | Florida Department of Environmental Protection, Division of Parks and Recreation, Office of Greenways and Trails, Jessi...

Use the slicer below to select your date range:

1/1/2025 — 9/4/2025

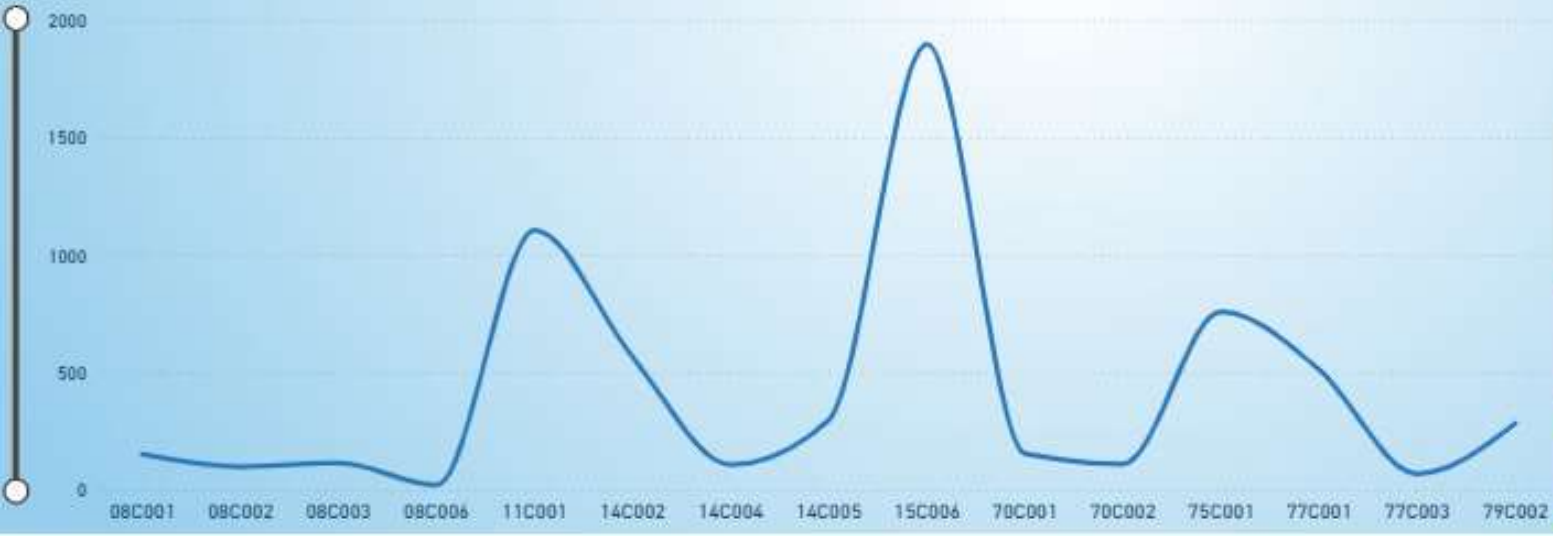
Site Name: All

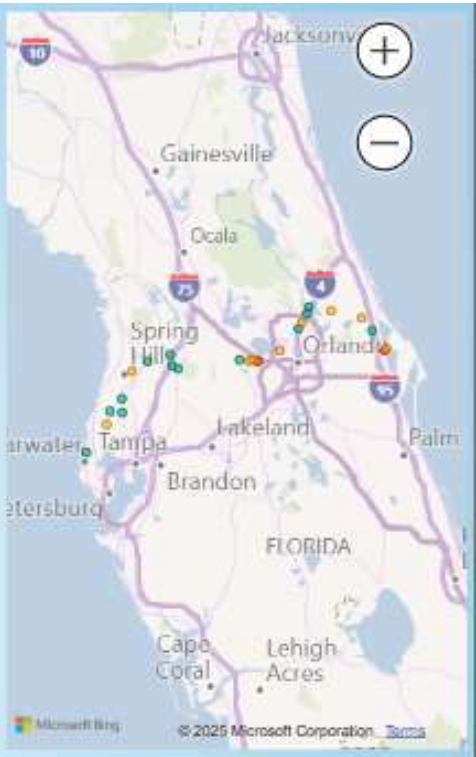
Type of Count: All

Site ID	County	City	Site Name	Status
70C001	Brevard (70)	Titusville	Indian River at Gemini Park	Maintenance
70C002	Brevard (70)	Mims	East Central Regional Rail Trail at Aurantia Road Trailhead	Active
70C005	Brevard (70)	Titusville	Merritt Island to Atlantic at Pier 220	Upcoming
08C001	Hernando (8)	Ridge Manor	Withlacoochee State Trail at SR 700 overpass	Active
08C002	Hernando (8)	Brooksville	Good Neighbor Trail at Russel Street Park	Active
08C003	Hernando (8)	Croom	Good Neighbor Trail at Withlacoochee State Trail	Active
08C005	Hernando (8)	Spring Hill	SunCoast Trail at Powell Rd	Upcoming
08C006	Hernando (8)	Ridge Manor	South Sumter Connector Alignment Alternative 1 at Ridge Manor CC	Active
11C001	Lake (11)	Clermont	South Lake Trail at Victory Pointe	Active
11C003	Lake (11)	Clermont	Hancock Trail at Cooper Memorial Library	
11C005	Lake (11)	Clermont	South Lake Trail at 455 Boardwalk	
11C010	Lake (11)	Clermont	Lake Apopka Loop Trail at Lake Blvd	

ADBT ADPT ADT

2025





Continuous Count Sites: 25

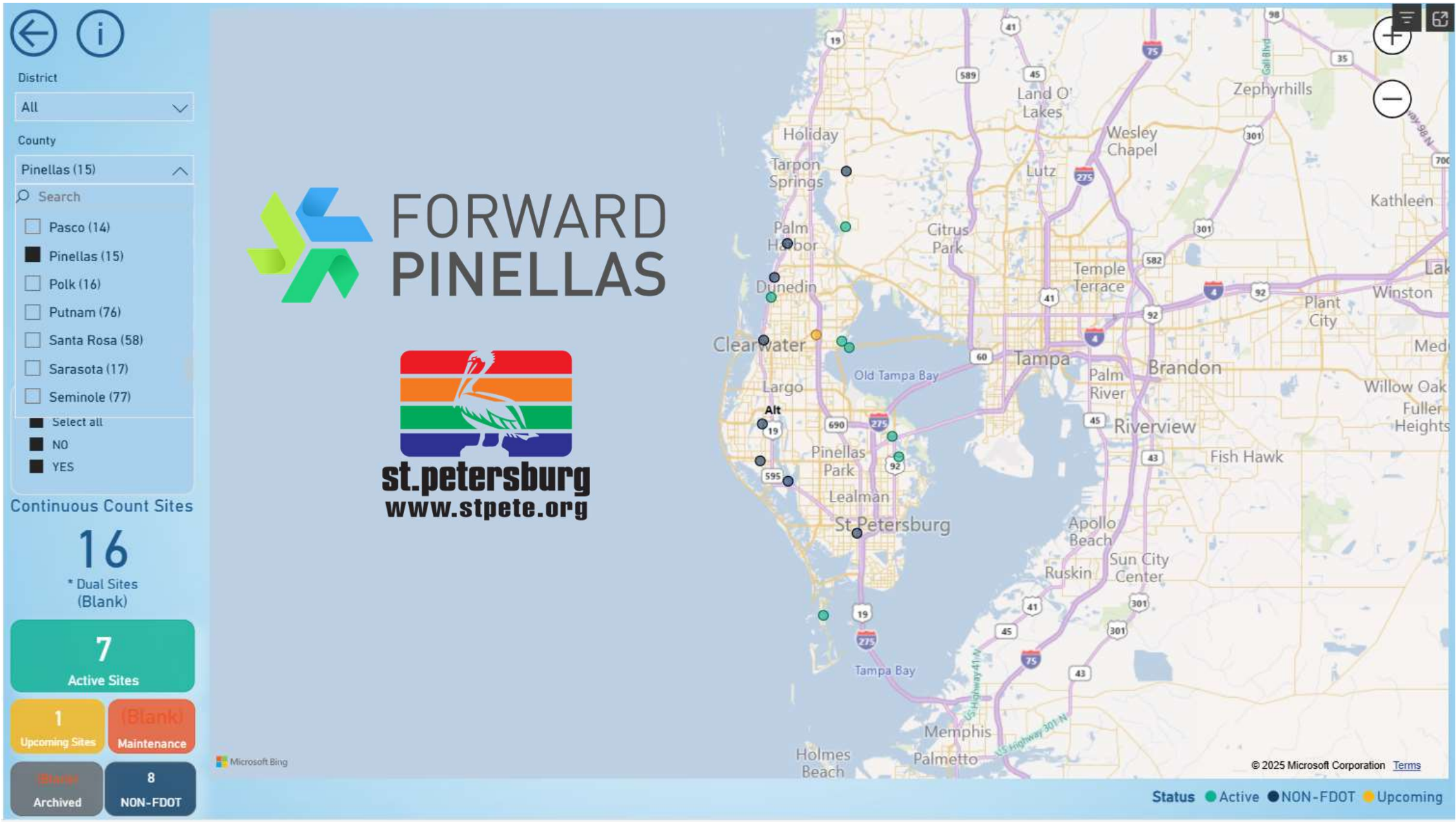
13 Active Sites

10 Upcoming Sites

2 Maintenance

To website

Coast To Coast Trail Florida


District
All
County
Pinellas (15)
Search
Pasco (14)
Pinellas (15)
Polk (16)
Putnam (76)
Santa Rosa (58)
Sarasota (17)
Seminole (77)
Select all
NO
YES
FORWARD PINELLAS
st.petersburg
www.stpete.org
Continuous Count Sites
16
* Dual Sites
(Blank)
7
Active Sites
1
Upcoming Sites
(Blank)
Maintenance
(Blank)
Archived
8
NON-FDOT
Holiday
Tarpon Springs
Palm Harbor
Dunedin
Clearwater
Largo
Alt
Pinellas Park
Lealman
St.Petersburg
Tampa Bay
Old Tampa Bay
Land O' Lakes
Lutz
Wesley Chapel
Zephyrhills
Citrus Park
Temple Terrace
Tampa
Palm River
Brandon
Riverview
Fish Hawk
Plant City
Winston
Kathleen
Willow Oak
Fuller Heights
Apollo Beach
Ruskin
Sun City Center
Memphis
Palmetto
Holmes Beach
Microsoft Bing
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Status Active NON-FDOT Upcoming


Active
15C006
Pinellas Trail at Skinner Blvd
Use the slicer below to select your date range:
1/1/2025
9/9/2025
Or go to:
Hourly Count Report
03/15/2025
5321
Peakday
1883 ADT
1659 ADT week
2442 ADT wknd
743 ADPT
1140 ADBT
District 7 District
Pinellas (15) County
Dunedin City
28.015239, -82.788744 Coordinates
March 2025 Installation
Urban Urban vs Rural
N/S or NE/SW Direction of route
YES SUN Trail Network
NO Wildlife Corridor
NO US Bike Route
YES Safety Priority County
NO School Proximity
C4 Context Class.
Eco Counter Urban Multi Equipment
Pedestrians Bicycles
March
April
2025
Year over Year
2025
Day of the Week
Pedestrians Bicycles ADT
39%
61%
Monday Tuesday Wednesday Thursday Friday Saturday Sunday
Hourly profile
Pedestrians Bicycles


Active
11C001
South Lake Trail at Victory Pointe
Use the slicer below to select your date range:
1/1/2025
9/9/2025
Or go to:
Hourly Count Report
06/22/2025
3139
Peakday
1100 ADT
981 ADT week
1388 ADT wknd
787 ADPT
302 ADBT
District 5
District
Lake (11)
County
Clermont
City
28.557883,-81.770872
Coordinates
October 2023
Installation
Urban
Urban vs Rural
E/W or SE/NW
Direction of route
YES
SUN Trail Network
NO
Wildlife Corridor
NO
US Bike Route
YES
Safety Priority County
NO
School Proximity
Trail
Context Class.
QFREE EMU3 B/P
Equipment
Lake Minneola
Clermont
Lake Minehaha
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Pedestrians Bicycles Motorized vehicles
January 2025
Year over Year
2025
January February March April May June July August September
Day of the Week
Pedestrians Bicycles Motorized vehicles ADT
Monday Tuesday Wednesday Thursday Friday Saturday Sunday
Hourly profile
Pedestrians Bicycles Motorized vehicles


N
W
E
S
NO
ALCOHOL


Active
77C001
Seminole Wekiva Trail at Long Pond Rd
ALAQUA LAKES
NORTH POINT
HUNTINGTON POINTE
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Terms
Microsoft Bing
1/1/2025
9/9/2025
Or go to:
Hourly Count Report
04/06/2024
1046
Peakday
511 ADT
435 ADT week
703 ADT wknd
203 ADPT
308 ADBT
District 5
District
Seminole (77)
County
Longwood
City
28.74218439,-81.37894962
Coordinates
March 2024
Installation
Urban
Urban vs Rural
N/S or NE/SW
Direction of route
YES
SUN Trail Network
NO
Wildlife Corridor
NO
US Bike Route
YES
Safety Priority County
NO
School Proximity
Trail
Context Class.
Eco Counter Urban Multi
Equipment
Pedestrians
Bicycles
January
2025
Year over Year
2025
January
February
March
April
May
June
July
August
September
Day of the Week
Pedestrians
Bicycles
ADT
40%
60%
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday
Hourly profile


Active
14C002
Starkey Trail at Wilderness Park Blvd
River Ridge
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Use the slicer below to select your date range:
1/1/2025
9/9/2025
Or go to:
Hourly Count Report
11/28/2024
2100
Peakday
562 ADT
466 ADT week
803 ADT wknd
214 ADPT
348 ADBT
District 7
District
Pasco (14)
County
New Port Richey
City
28.257420, -82.631547
Coordinates
July 2024
Installation
Rural
Urban vs Rural
N/S or NE/SW
Direction of route
YES
SUN Trail Network
NO
Wildlife Corridor
NO
US Bike Route
YES
Safety Priority County
NO
School Proximity
Trail
Context Class.
Eco Counter Urban Multi
Equipment
Pedestrians Bicycles
1K
0K
January
2025
Year over Year
2025
20K
0K
January February March April May June July August September
Day of the Week
Pedestrians Bicycles ADT
38%
62%
Pedestrians Bicycles
400
200
0
Monday Tuesday Wednesday Thursday Friday Saturday Sunday
Hourly profile
Pedestrians Bicycles
50
0


Maintenance
75C001
West Orange Trail Bridge
Oakland
438
DEER ISLAND
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Terms
1/1/2025
9/9/2025
Or go to:
Hourly Count Report
04/06/2024
2016
Peakday
758
ADT
588
ADT week
1199
ADT wknd
256
ADPT
502
ADBT
District 5
District
Orange (75)
County
Oakland
City
28.551523, -81.645414
Coordinates
January 2024
Installation
Urban
Urban vs Rural
E/W or SE/NW
Direction of route
YES
SUN Trail Network
NO
Wildlife Corridor
NO
US Bike Route
YES
Safety Priority County
NO
School Proximity
Trail
Context Class.
Eco Counter Urban Multi
Equipment
Pedestrians
Bicycles
January
2025
Year over Year
2025
January
February
March
April
May
June
July
August
Day of the Week
Pedestrians
Bicycles
ADT
34%
66%
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday
Hourly profile

Our panel today

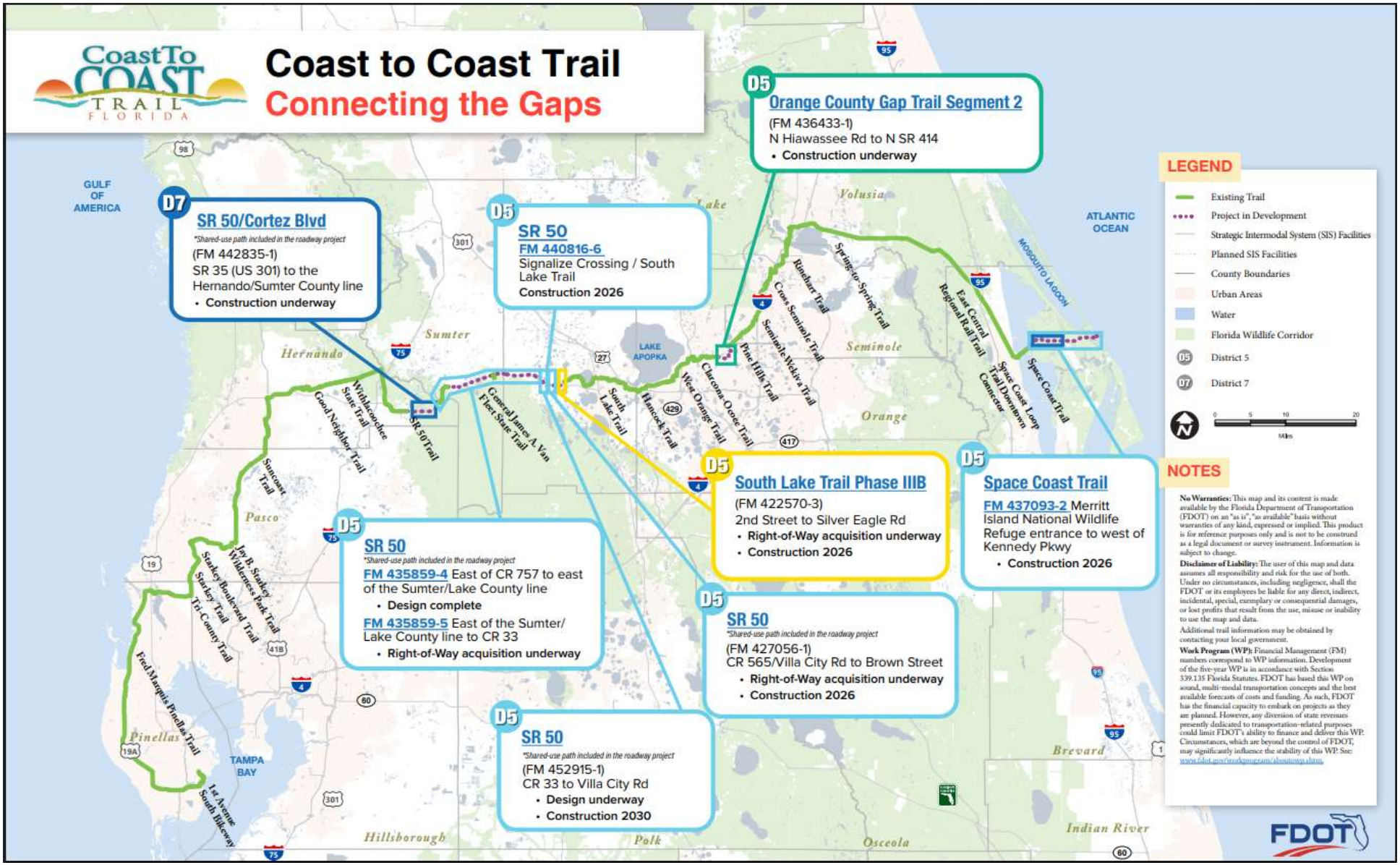
Aish Sandineni, FDOT D5 SUNTrail Coordinator

Kelly Morphy, Consulting Program Director with Strongfoot Group

Gallus Quigley, Lake County Recreation Coordinator - Trails

Panel Discussion

- What are some the upcoming projects for the C2C?
- From your role, what does “success” look like for this trail—whether in terms of ridership, community impact, or long-term vision?
- For communities along the route, what’s one action they can take now to get the most benefit from the Coast-to-Coast Trail?


Coast To Coast Trail
FLORIDA
Coast to Coast Trail
Connecting the Gaps
D5
Orange County Gap Trail Segment 2
(FM 436433-1)
N Hiawassee Rd to N SR 414
• Construction underway
D7
SR 50/Cortez Blvd
*Shared-use path included in the roadway project
(FM 442835-1)
SR 35 (US 301) to the Hernando/Sumter County line
• Construction underway
D5
SR 50
FM 440816-6
Signalize Crossing / South Lake Trail
Construction 2026
D5
South Lake Trail Phase IIIB
(FM 422570-3)
2nd Street to Silver Eagle Rd
• Right-of-Way acquisition underway
• Construction 2026
D5
Space Coast Trail
FM 437093-2 Merritt Island National Wildlife Refuge entrance to west of Kennedy Pkwy
• Construction 2026
D5
SR 50
*Shared-use path included in the roadway project
FM 435859-4 East of CR 757 to east of the Sumter/Lake County line
• Design complete
FM 435859-5 East of the Sumter/Lake County line to CR 33
• Right-of-Way acquisition underway
D5
SR 50
*Shared-use path included in the roadway project
(FM 427056-1)
CR 565/Villa City Rd to Brown Street
• Right-of-Way acquisition underway
• Construction 2026
D5
SR 50
*Shared-use path included in the roadway project
(FM 452915-1)
CR 33 to Villa City Rd
• Design underway
• Construction 2030
LEGEND
Existing Trail
Project in Development
Strategic Intermodal System (SIS) Facilities
Planned SIS Facilities
County Boundaries
Urban Areas
Water
Florida Wildlife Corridor
D5 District 5
D7 District 7
0 5 10 20
Miles
NOTES
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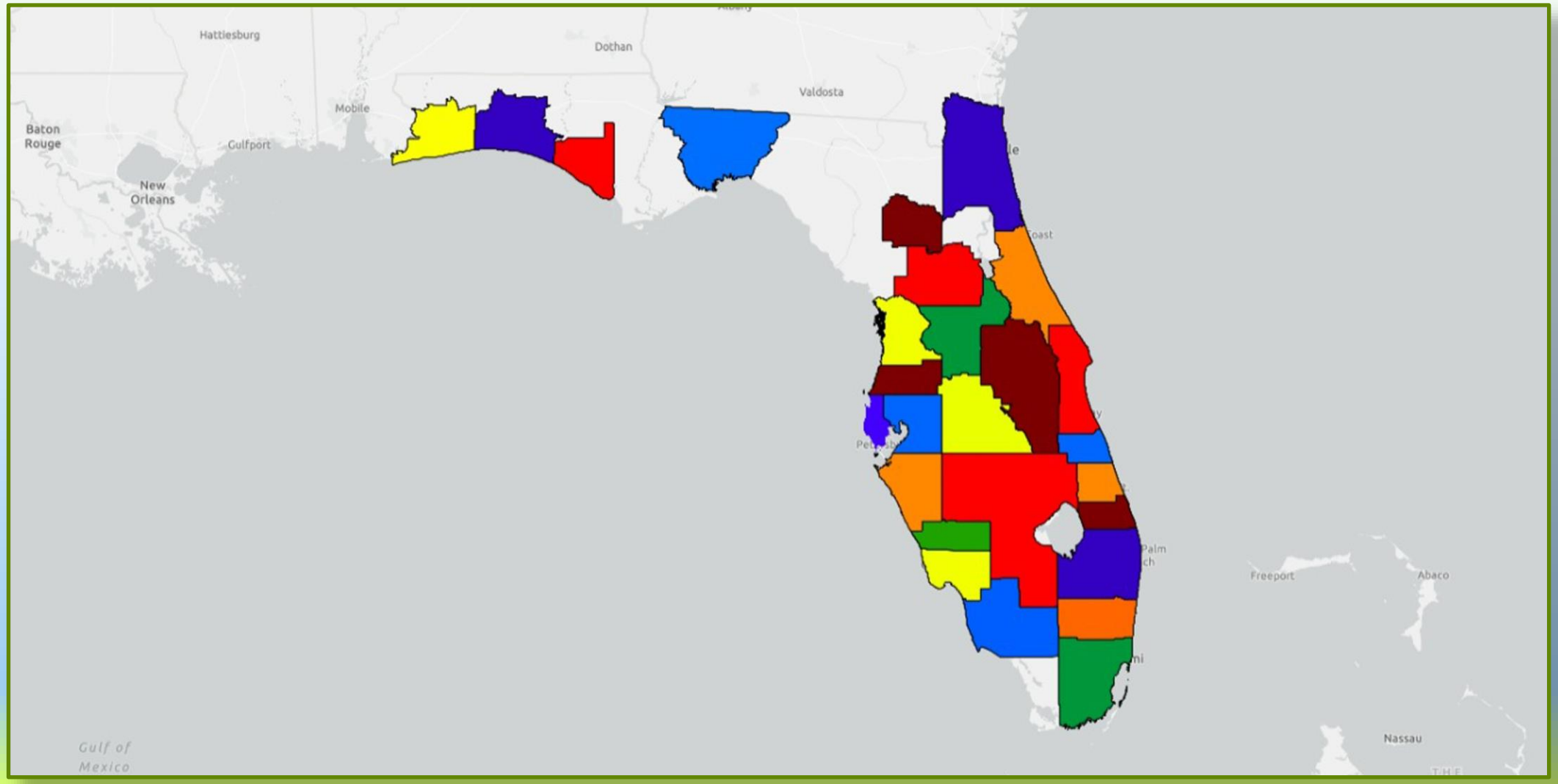
Additional trail information may be obtained by contacting your local government.
Work Program (WP): Financial Management (FM) numbers correspond to WP information. Development of the five-year WP is in accordance with Section 339.135 Florida Statutes. FDOT has based this WP on sound, multi-modal transportation concepts and the best available forecasts of costs and funding. As such, FDOT has the financial capacity to embark on projects as they are planned. However, any diversion of state revenues presently dedicated to transportation-related purposes could limit FDOT's ability to finance and deliver this WP. Circumstances, which are beyond the control of FDOT, may significantly influence the stability of this WP. See: www.fdot.gov/workprogram/aboutwp.shtm
GULF OF AMERICA
ATLANTIC OCEAN
MOSQUITO LAGOON
TAMPA BAY
LAKE APOPKA
Volusia
Seminole
Orange
Sumter
Hernando
Pasco
Pinellas
Hillsborough
Polk
Osceola
Brevard
Indian River
Rinehart Trail
Cross Seminole Trail
Seminole Wekiva Trail
Pine Hills Trail
Clarcona-Ocoee Trail
West Orange Trail
Hancock Trail
South Lake Trail
General James A Van Fleet State Trail
SR 50 Trail
Withlacoochee State Trail
Good Neighbor Trail
Suncoast Trail
Starkey Trail
Starkey Boulevard Trail
Tri County Trail
Jay B. Starkey Wilderness Park Trail
Fred Marquis Pinellas Trail
1st Avenue South Bikeway
Spring-to-Spring Trail
East Central Regional Rail Trail
Space Coast Trail Downtown Connector
Space Coast Loop
FDOT

Capital Region Transportation Planning Agency (CRTPA)

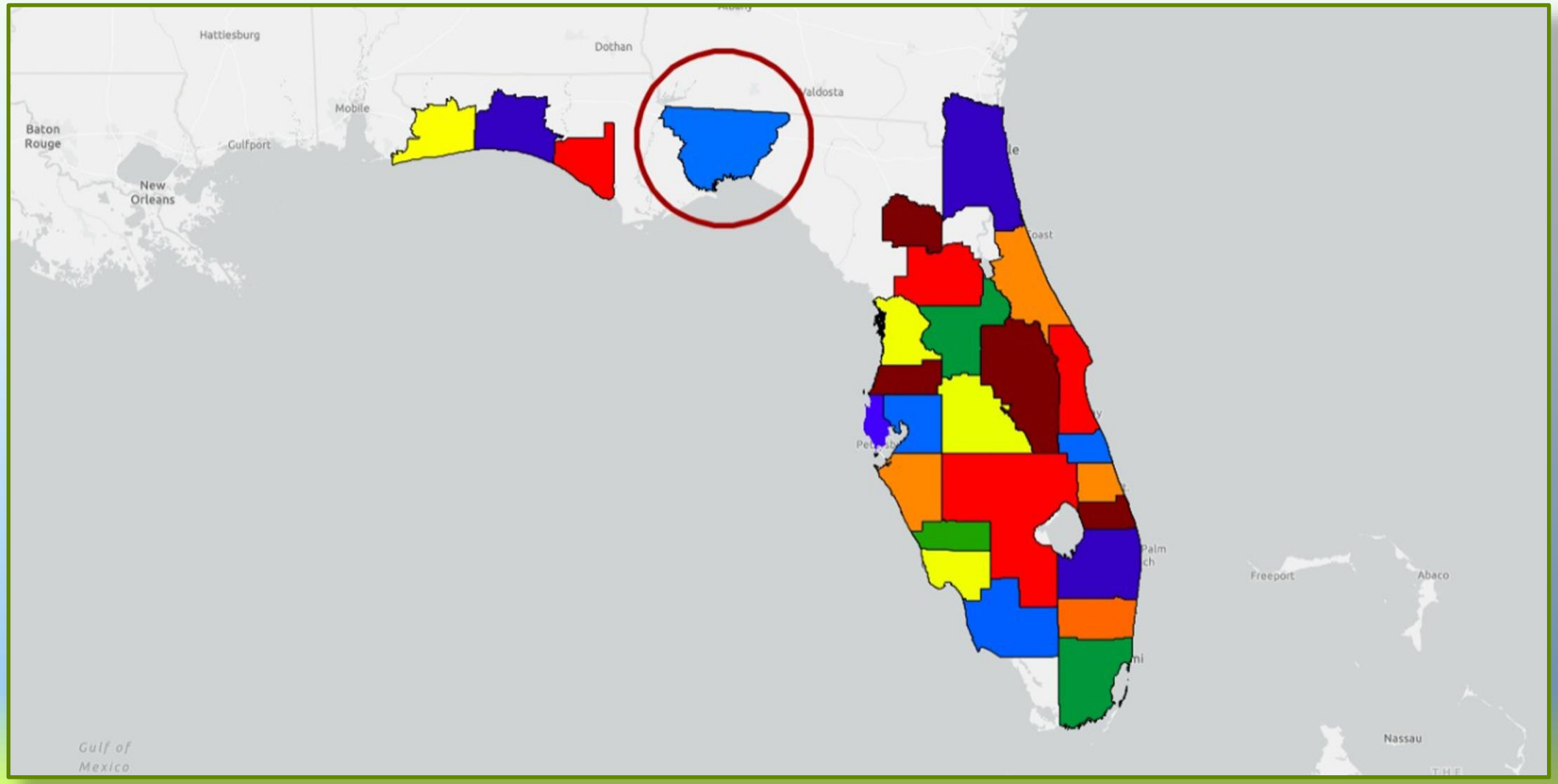
Regional Trail System

2025 STATEWIDE NON-MOTORIZED TRAFFIC MONITORING PROGRAM MEETING

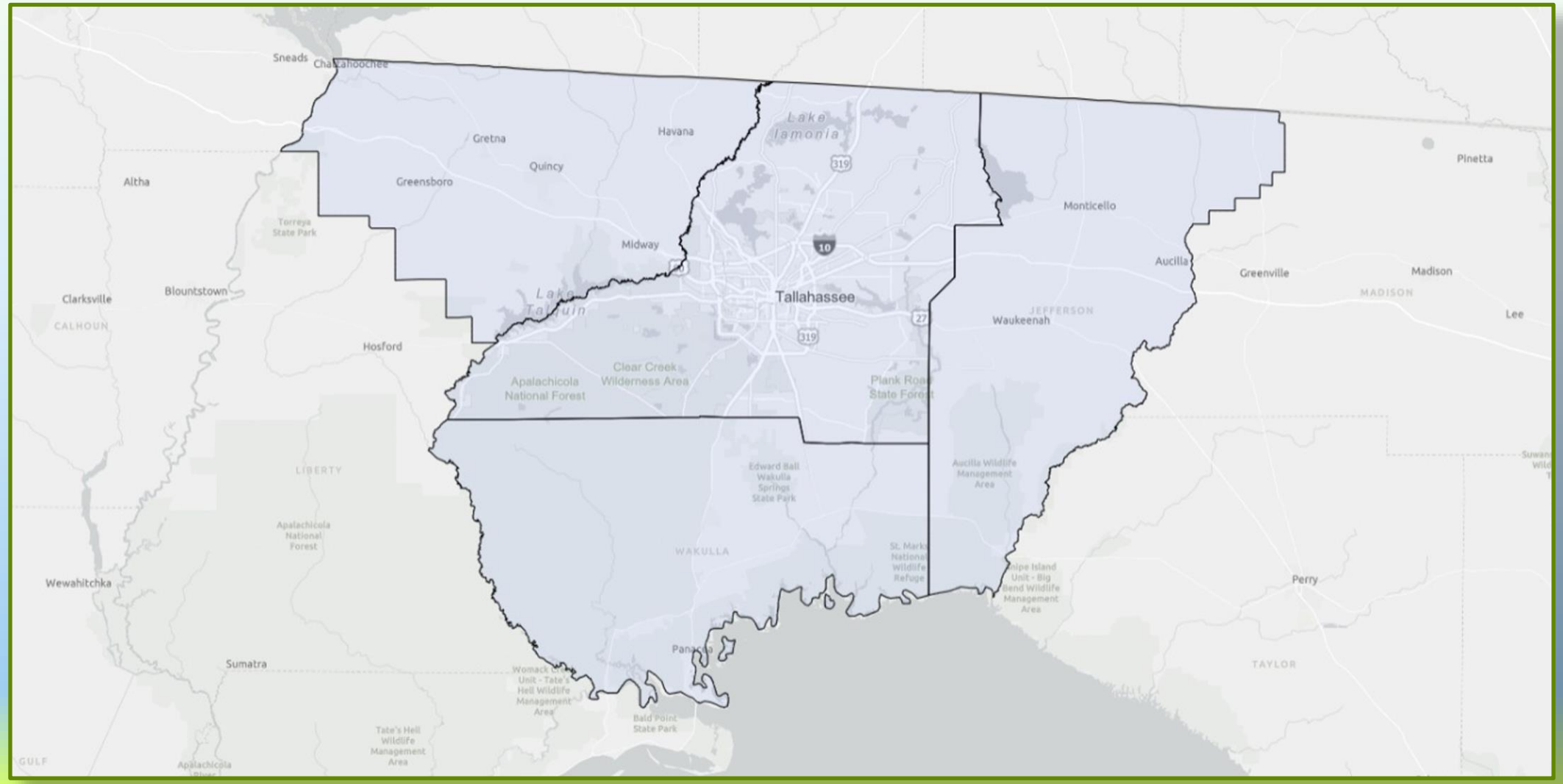
SEPTEMBER 17, 2025



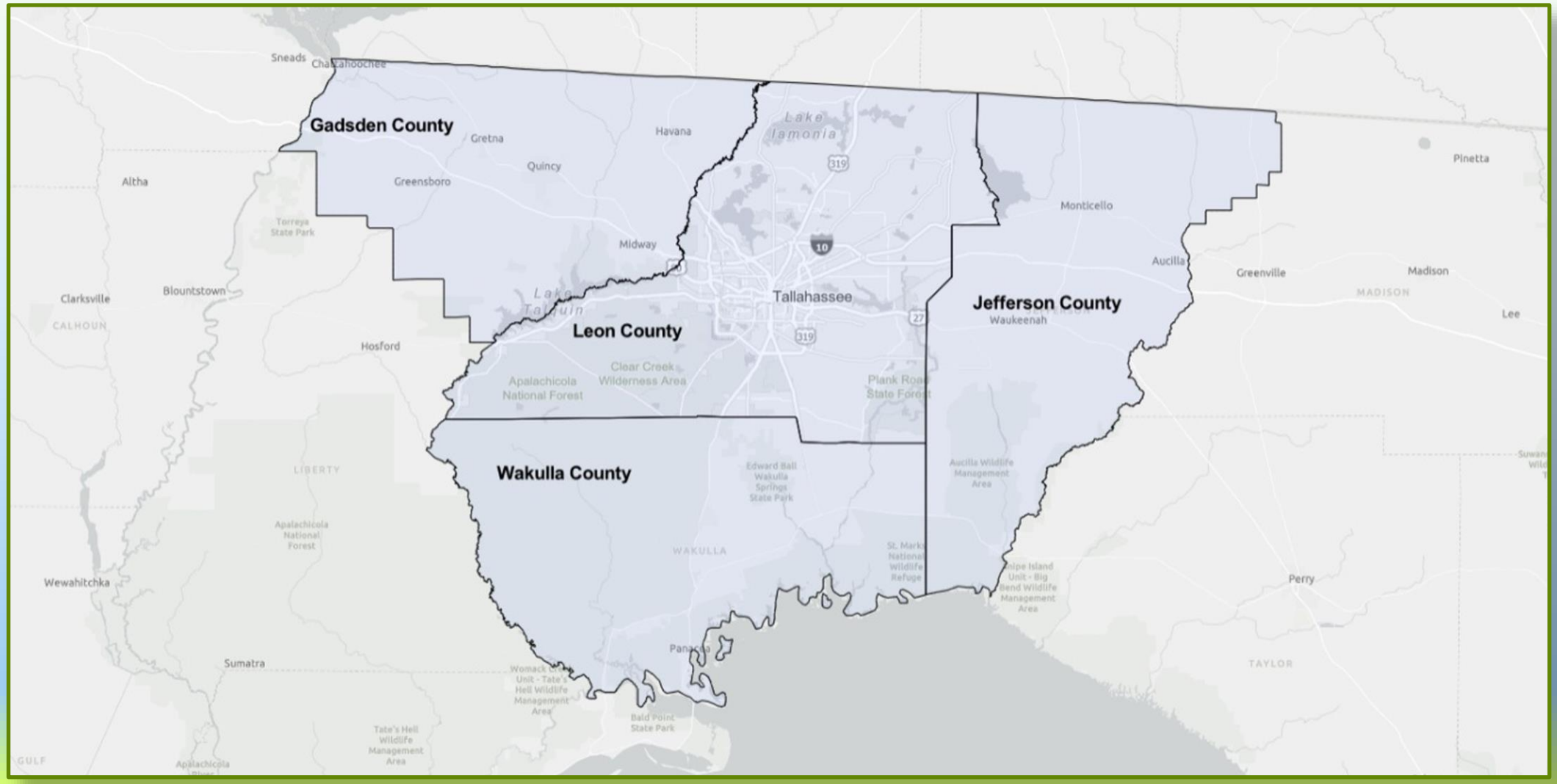
Florida Metropolitan Planning Organizations (MPO)



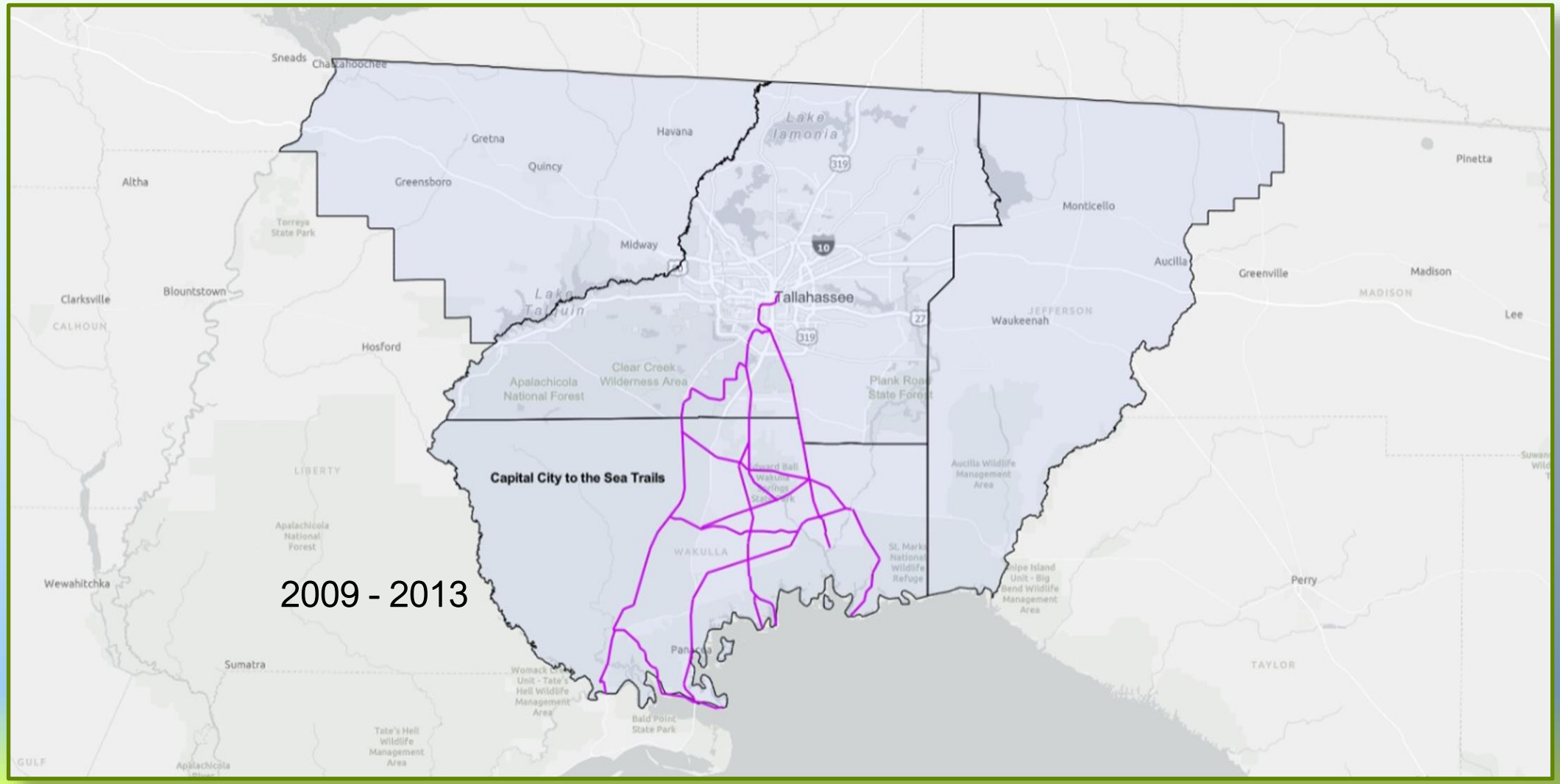
CRTPA Location



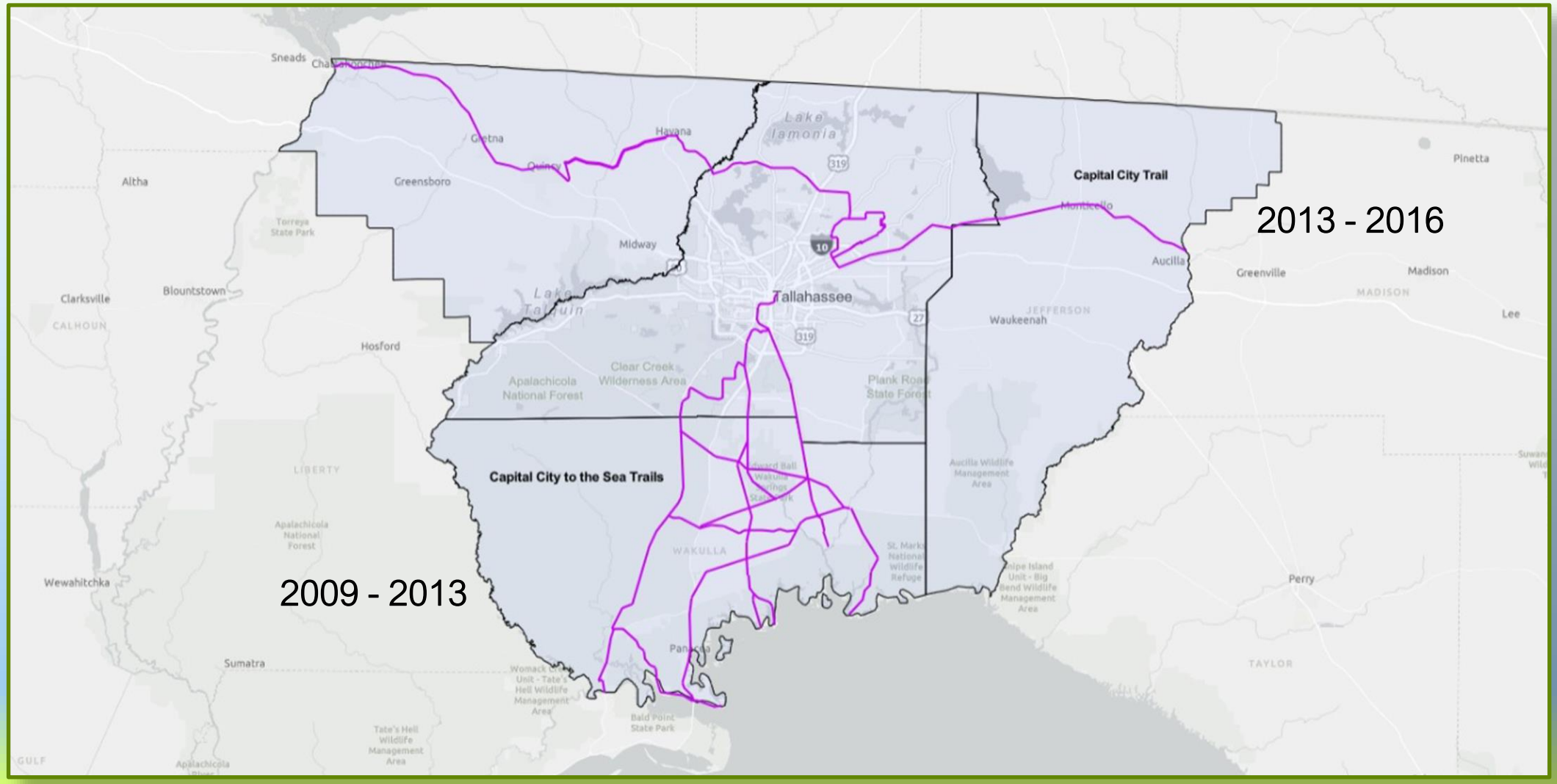
CRTPA Location



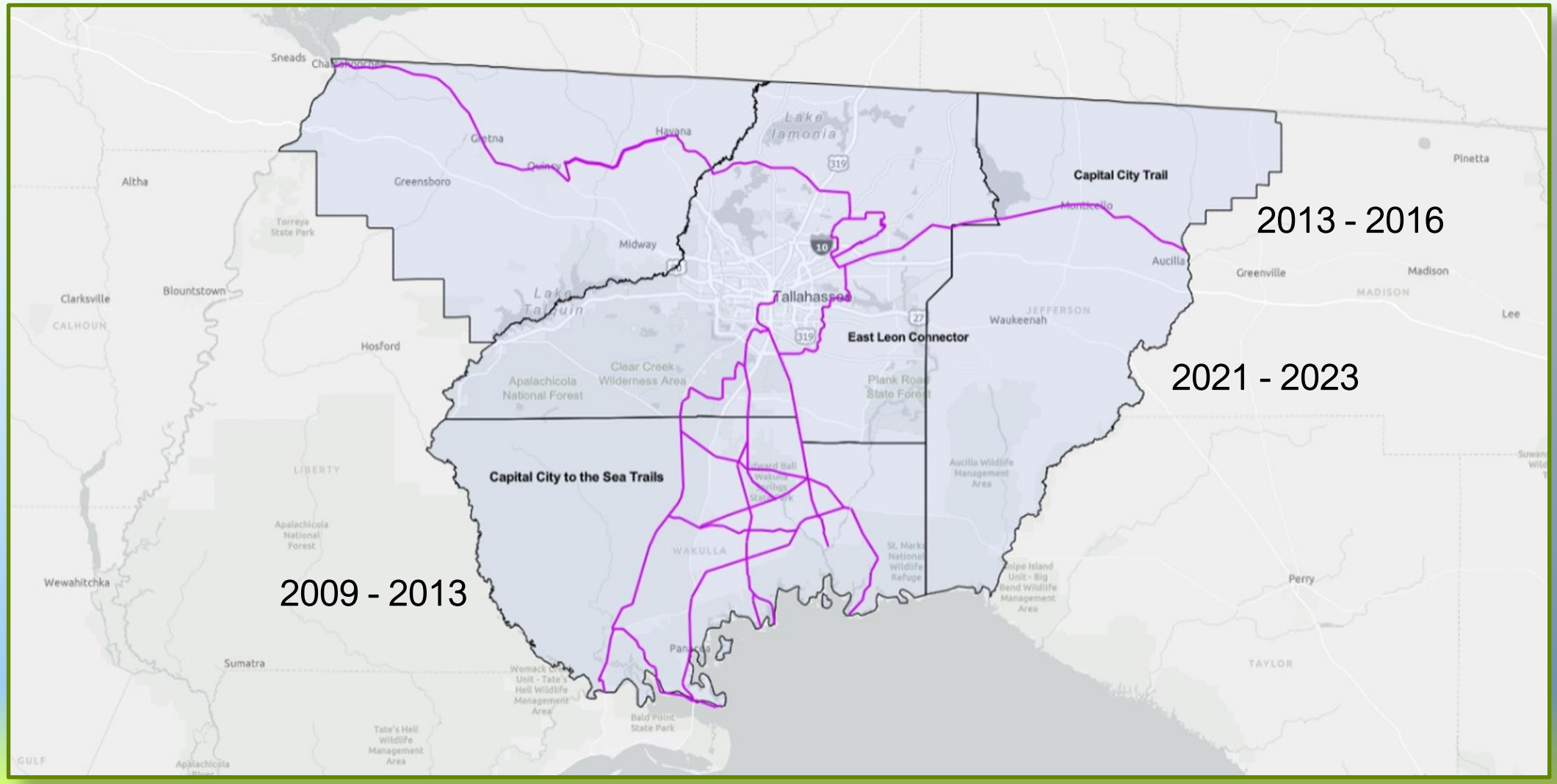
CRTPA Members



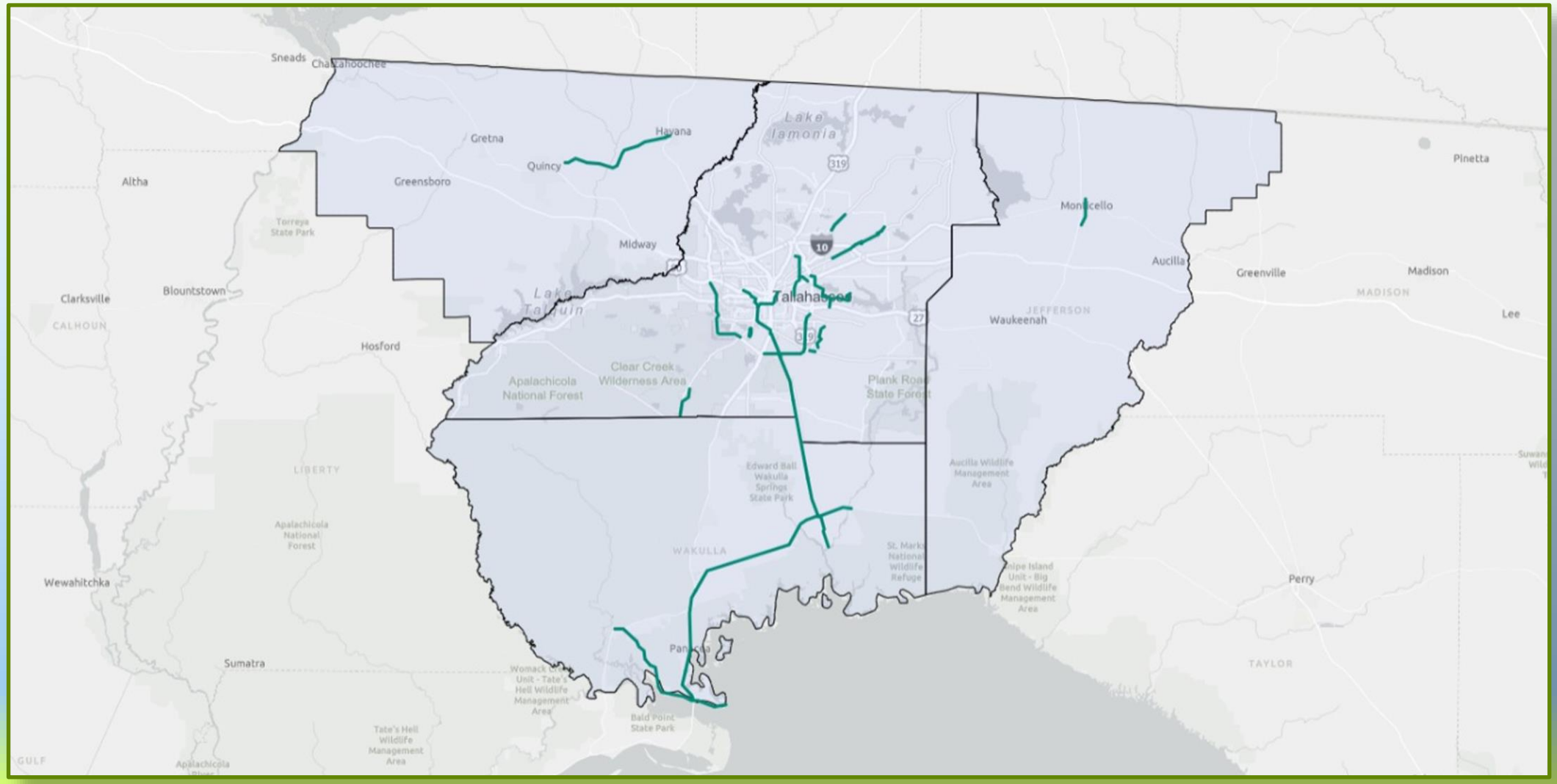
Leon County to Wakulla County Non-Motorized Connections



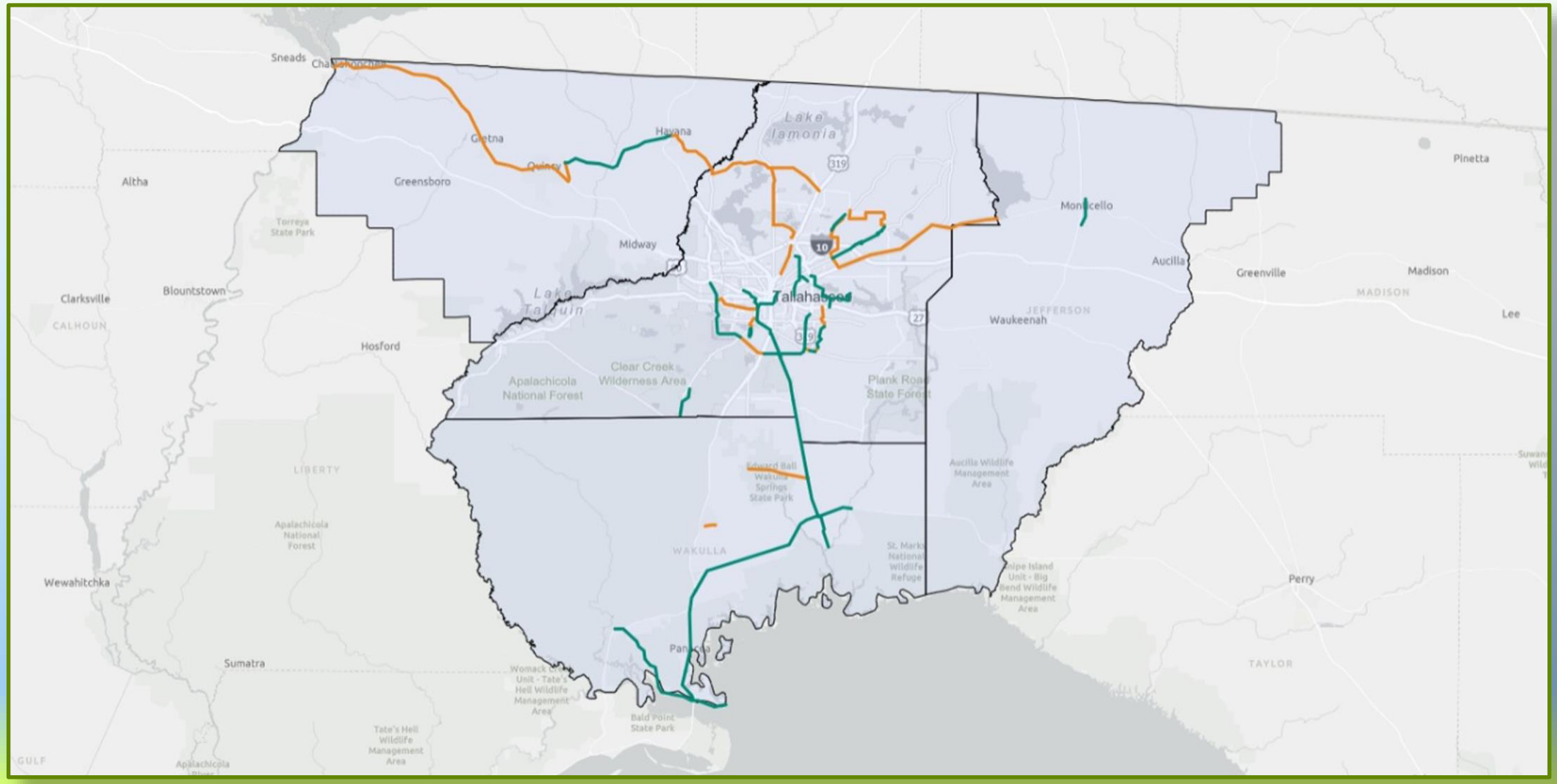
Gadsden County/Leon County/Jefferson County Non-Motorized Connections



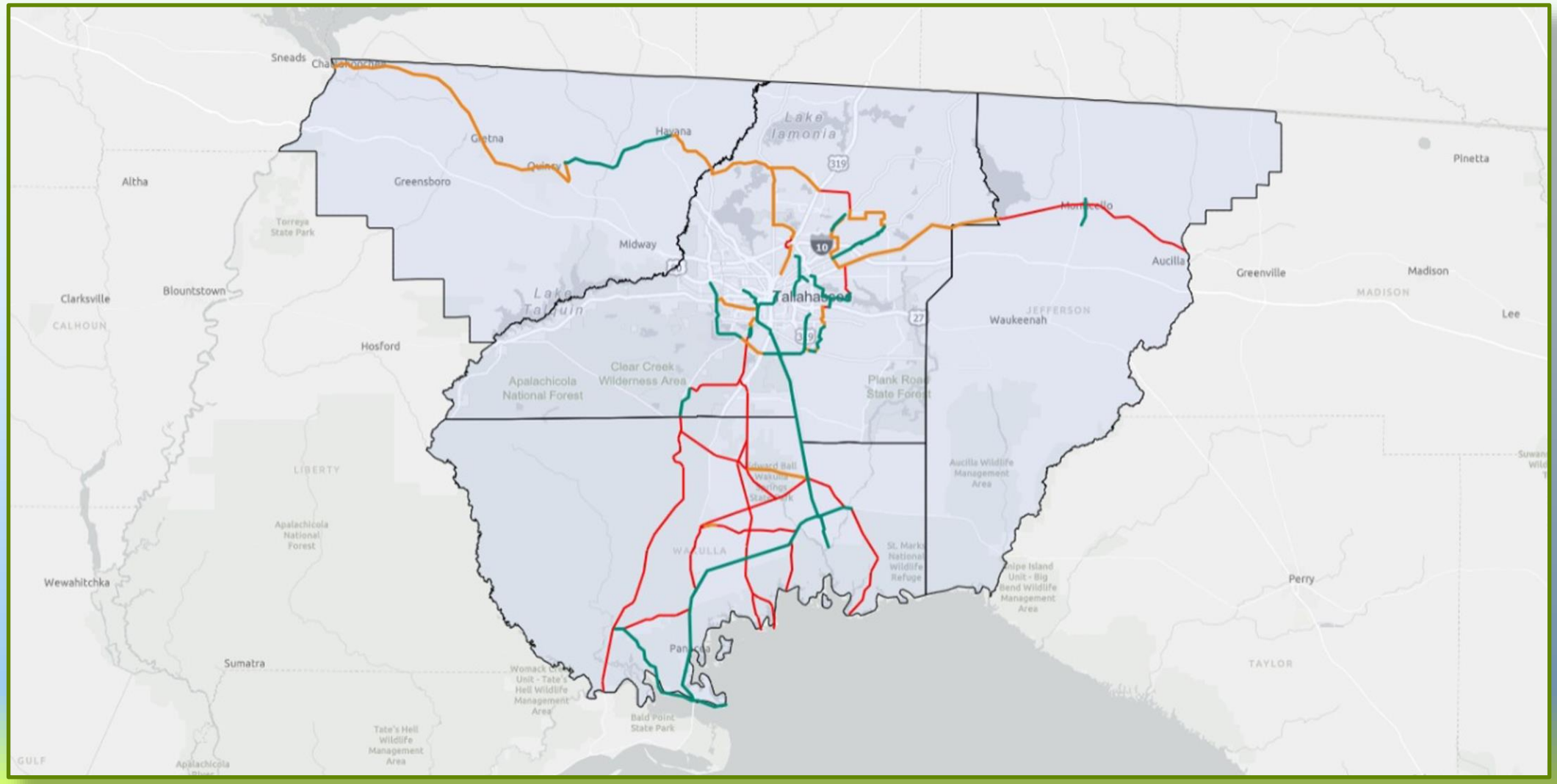
Northern Connections to Southern Non-Motorized Connections



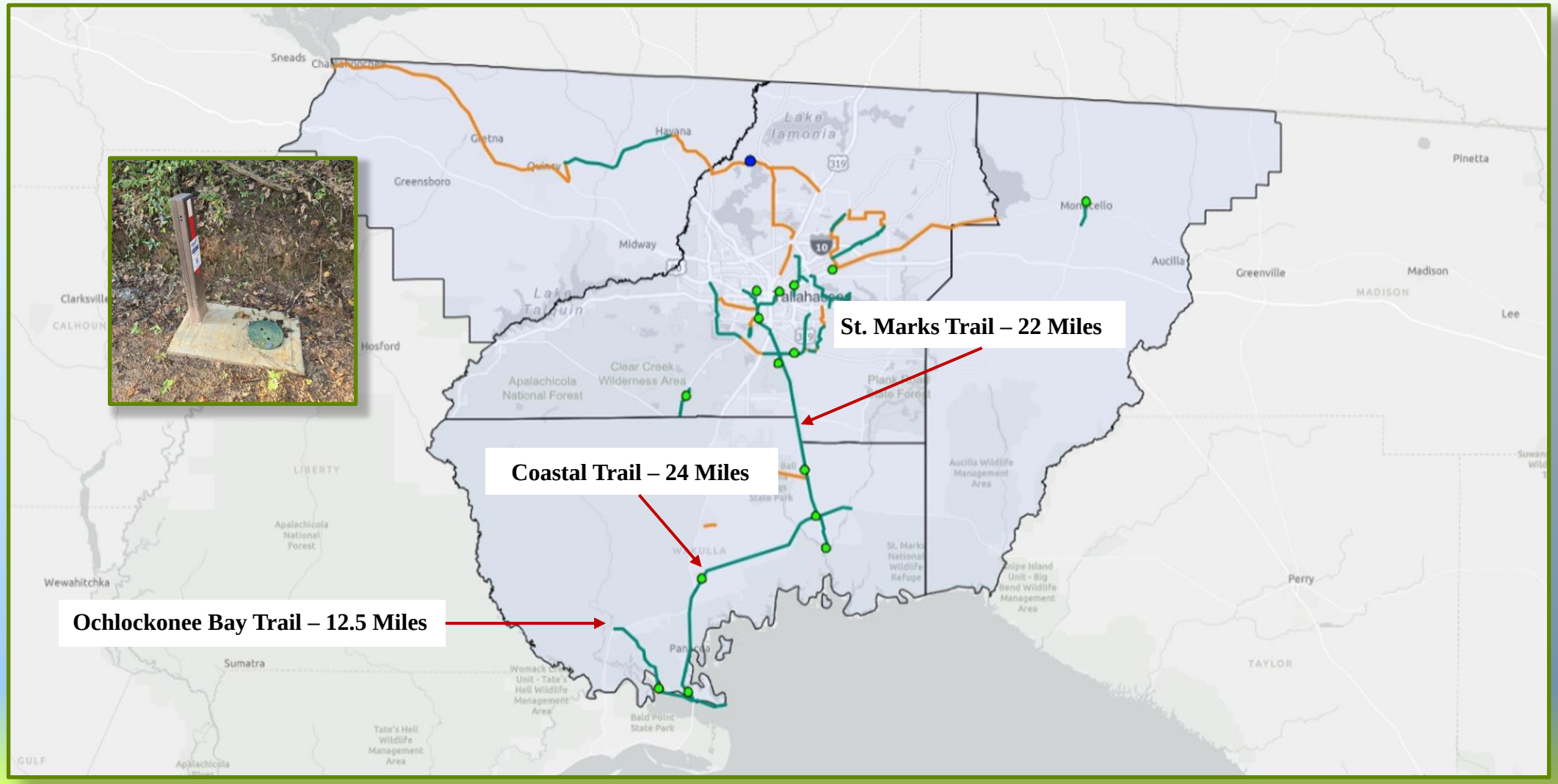
Non-Motorized Connection Projects Completed to Date



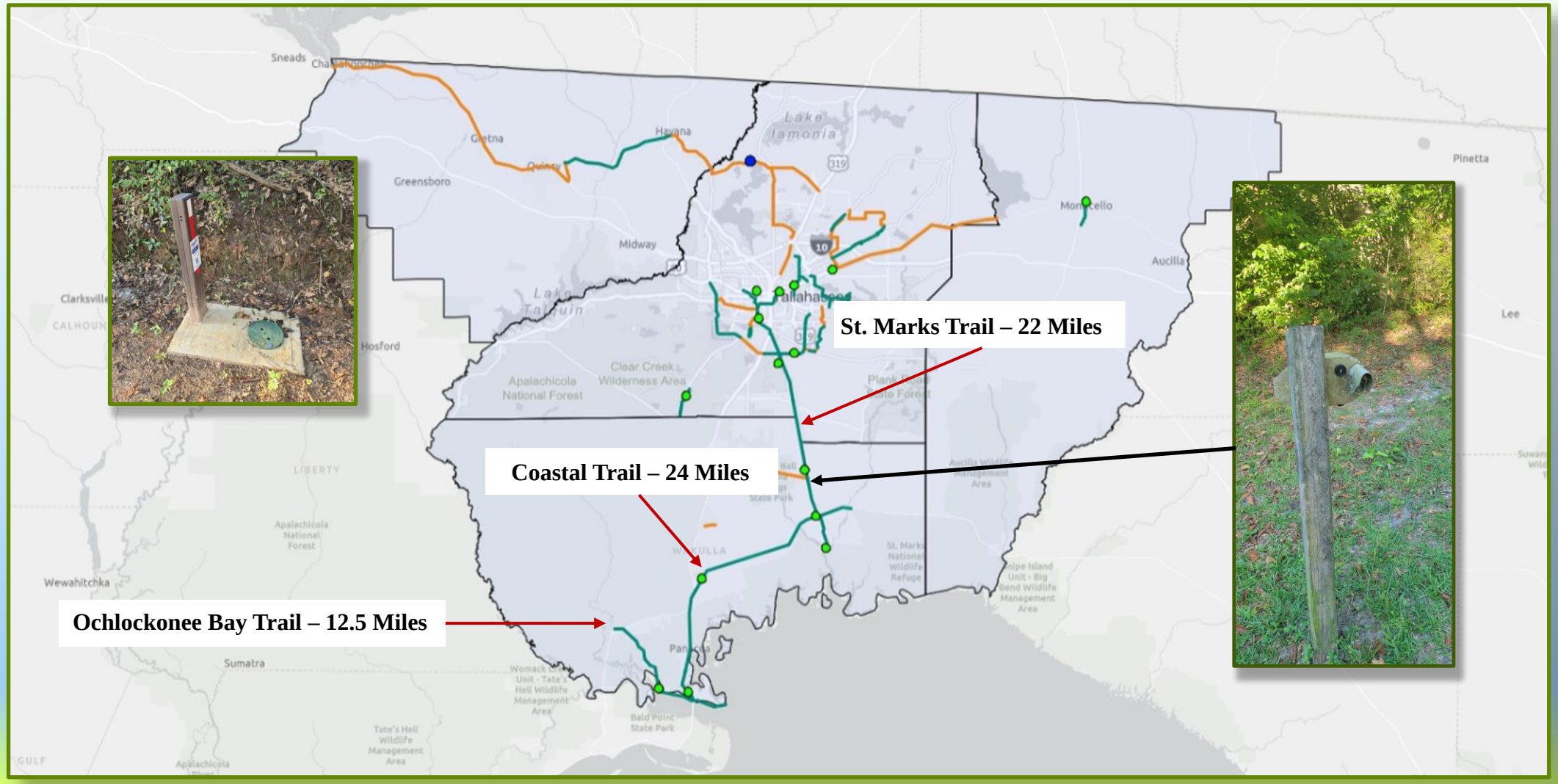
Non- Motorized Connection Projects Underway (Various Phases)



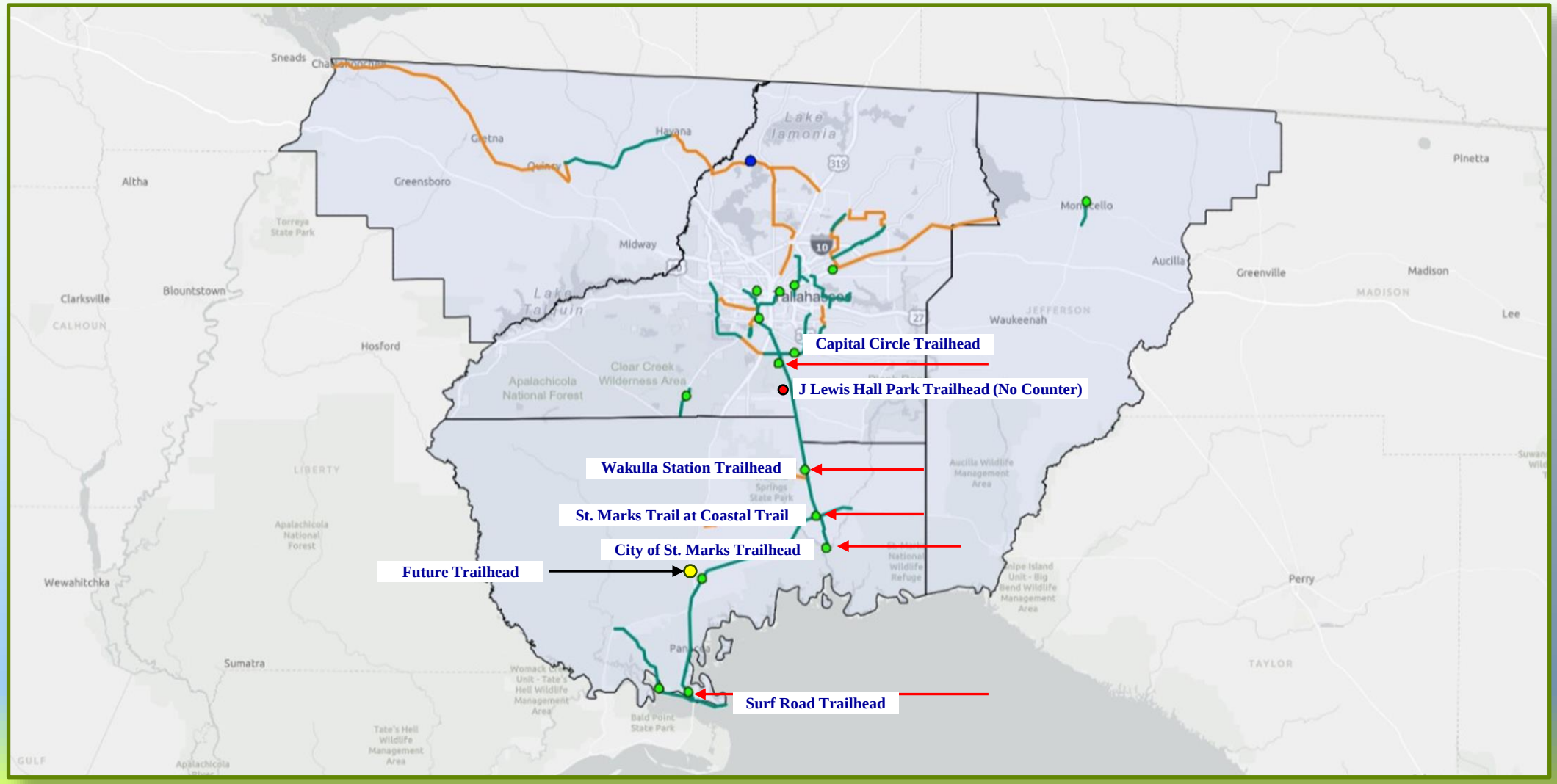
Future Potential Non-Motorized Connections



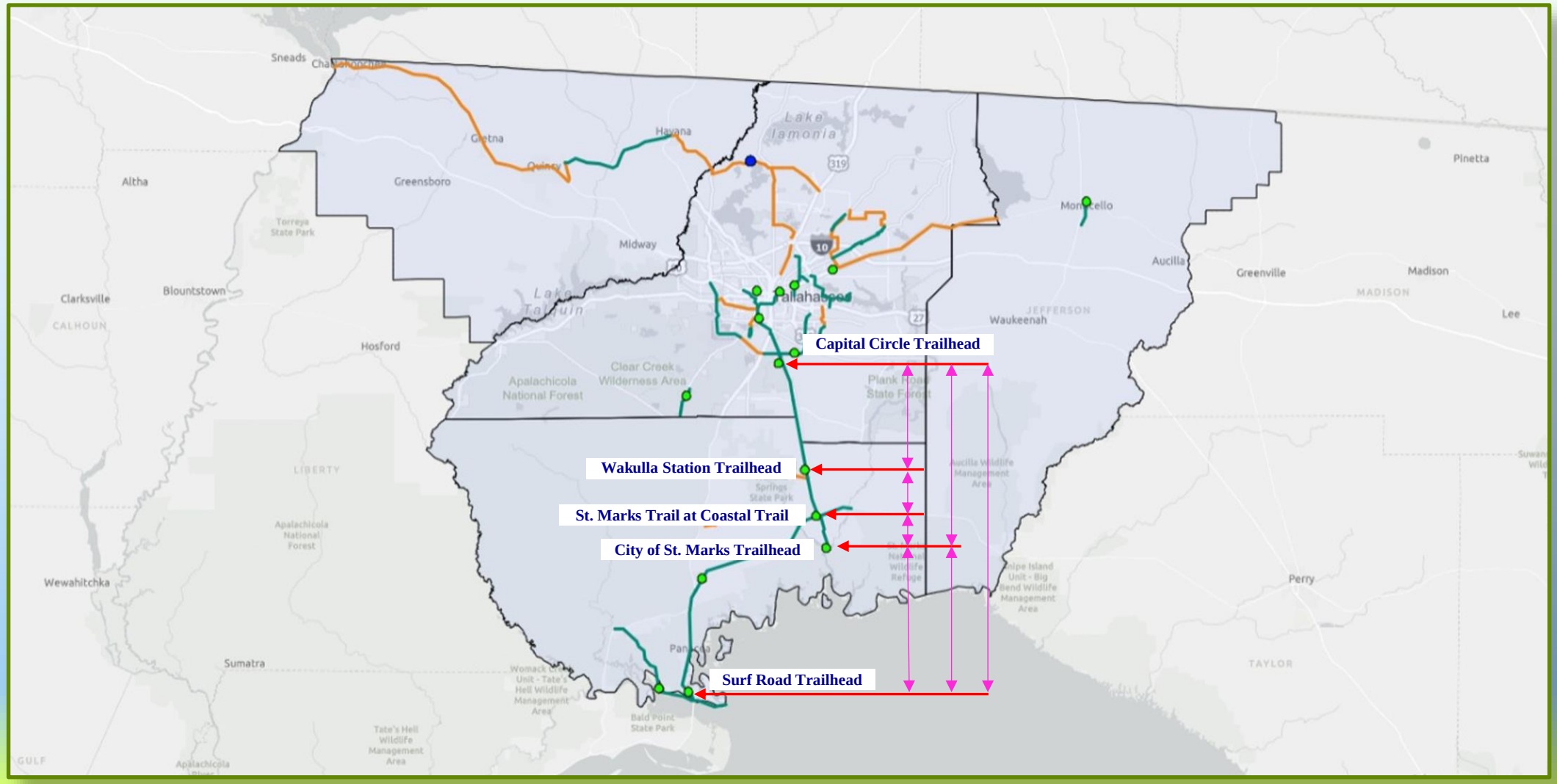
Non-Motorized Count Locations



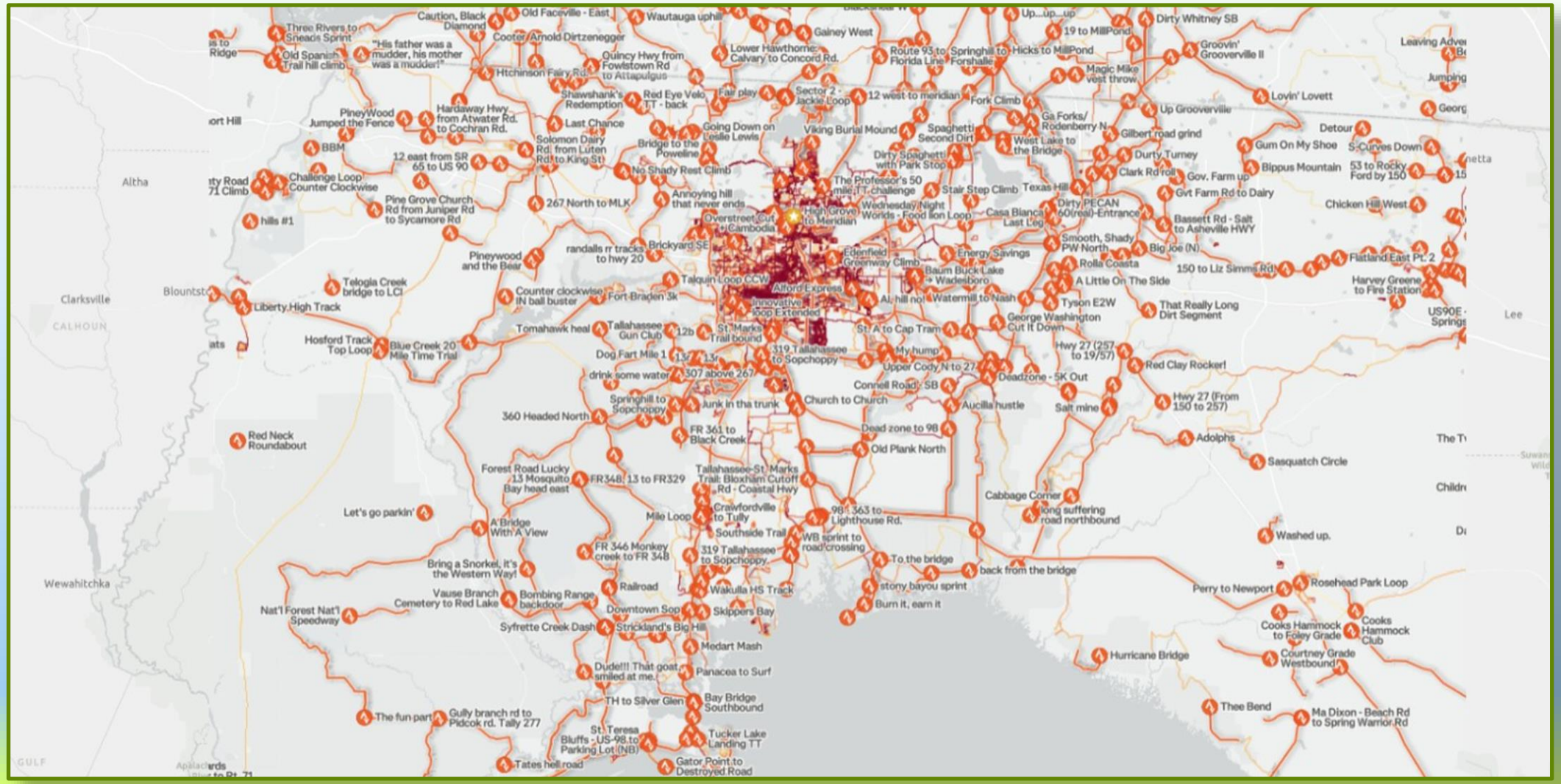
Non-Motorized Count Locations



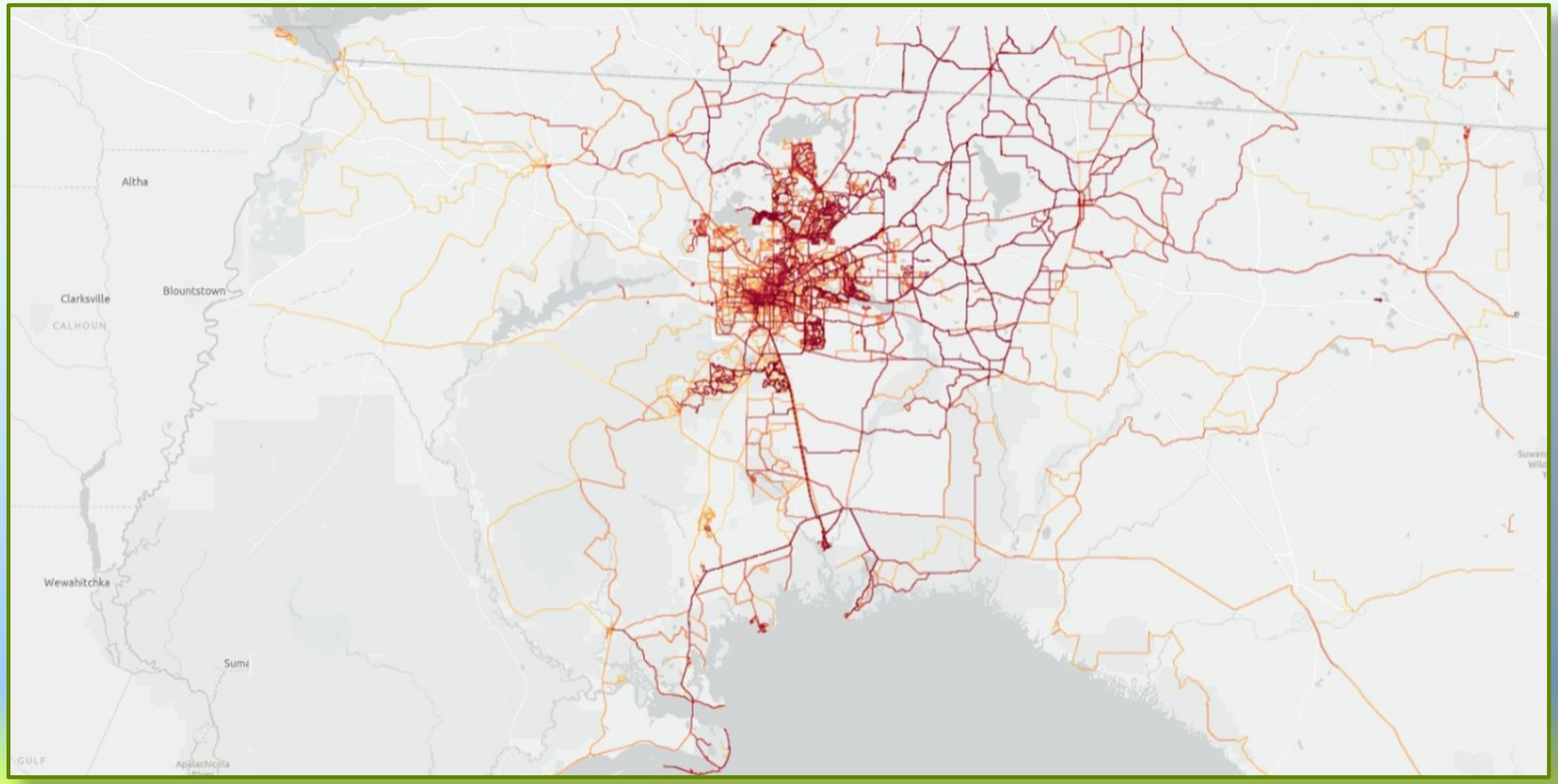
St. Marks Trail/Coastal Trail/Ochlockonee Bay Trailheads



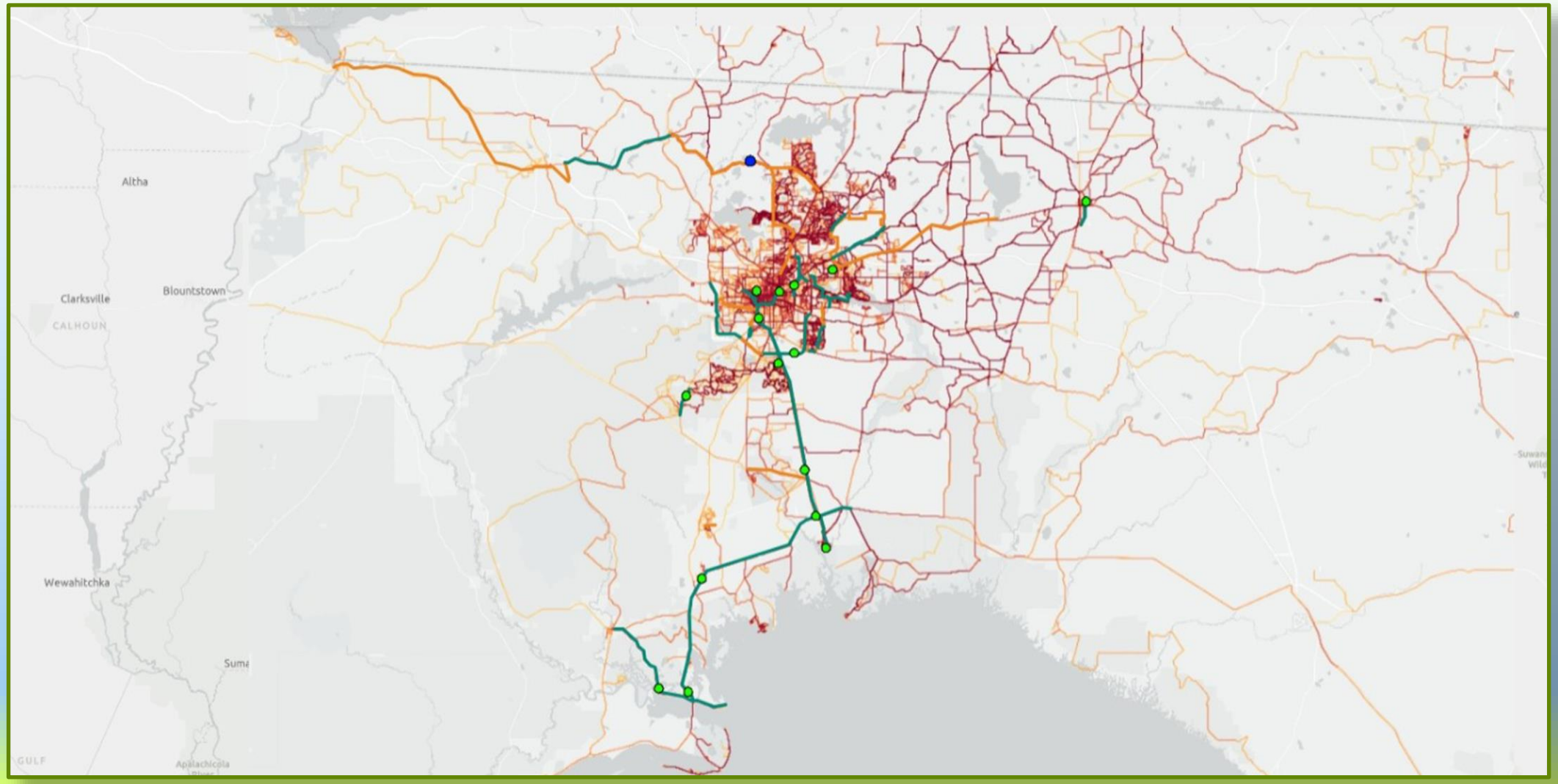
St. Marks Trail and Coastal Trail Exchanges



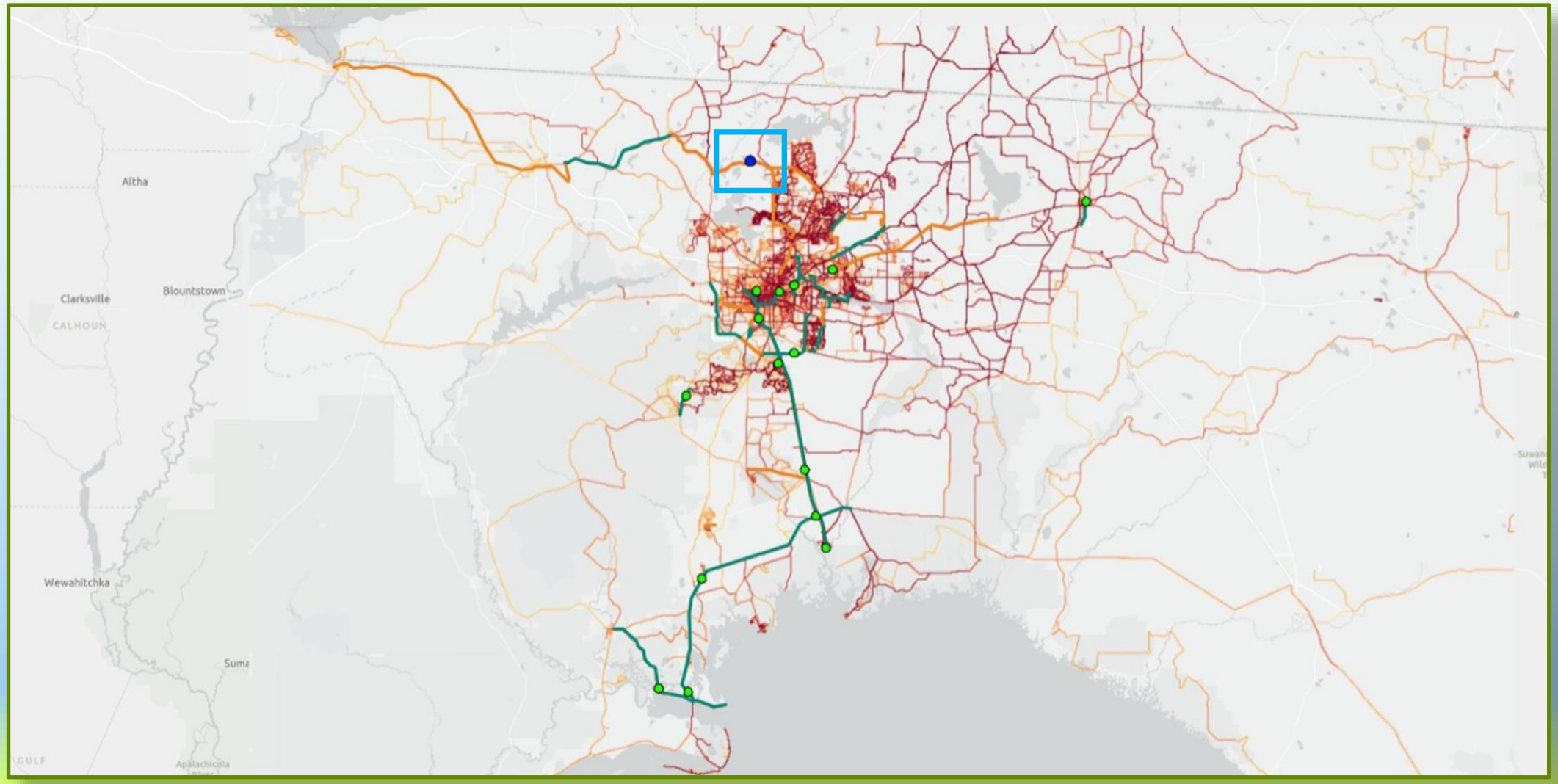
Non-Motorized Strava Routes – Future Count Locations



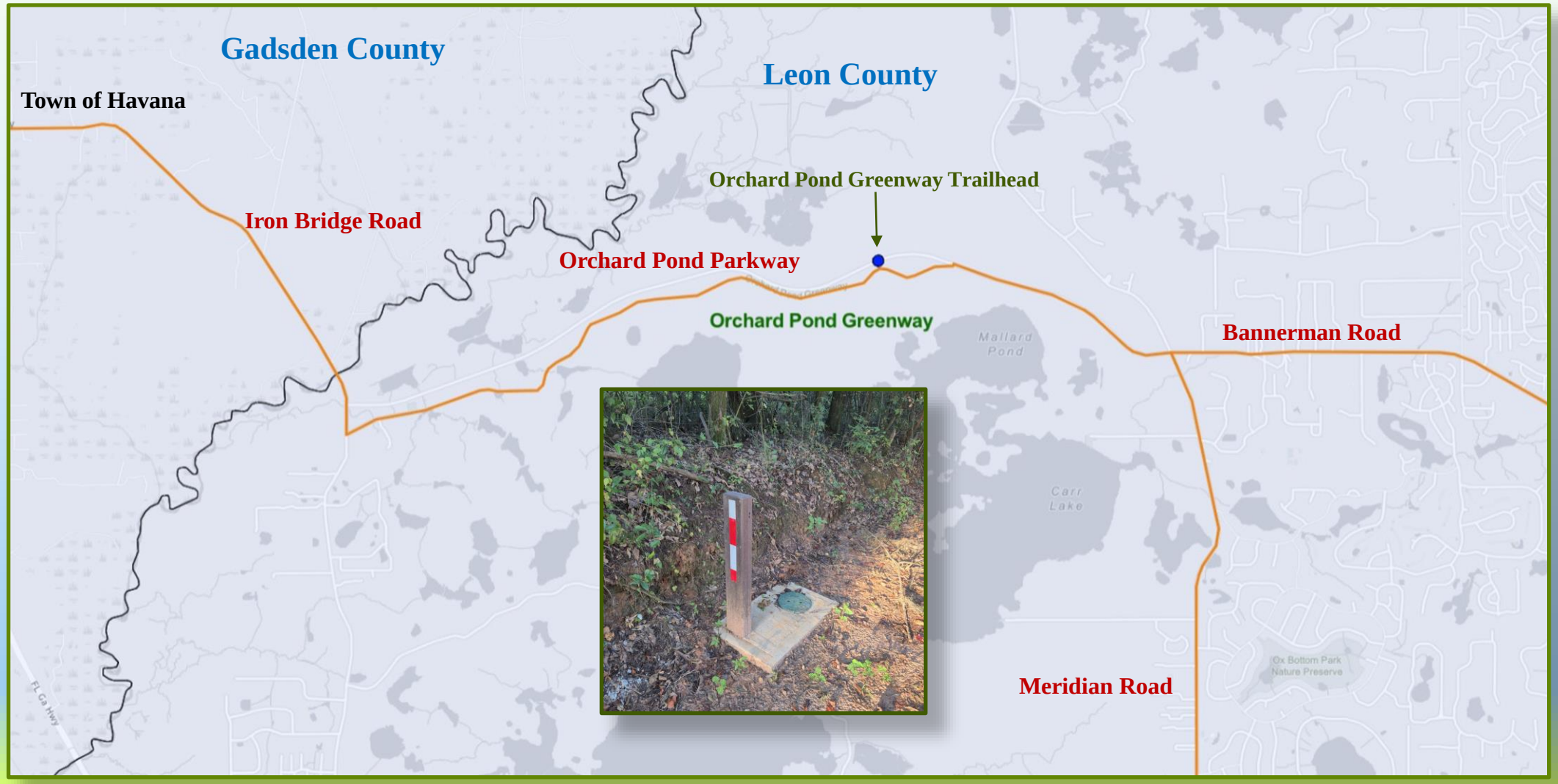
Non-Motorized Strava Heat Map



Non-Motorized Count Locations



Non-Motorized Count Locations – Natural Trails to SUN Trails



CRTPA – Orchard Pond Greenway

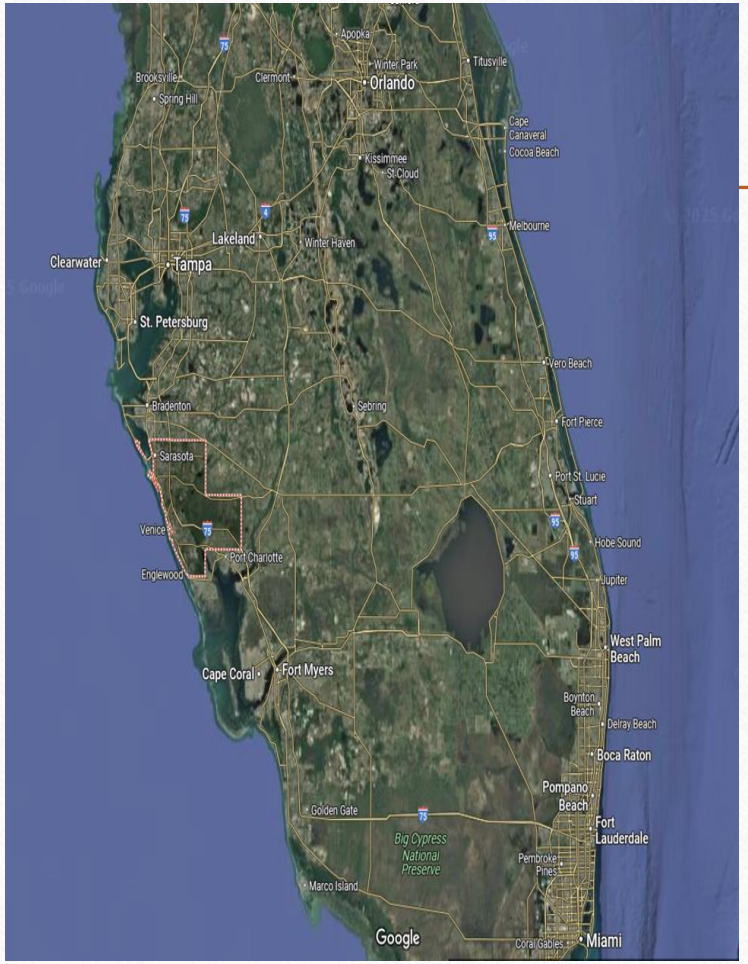
Sarasota County

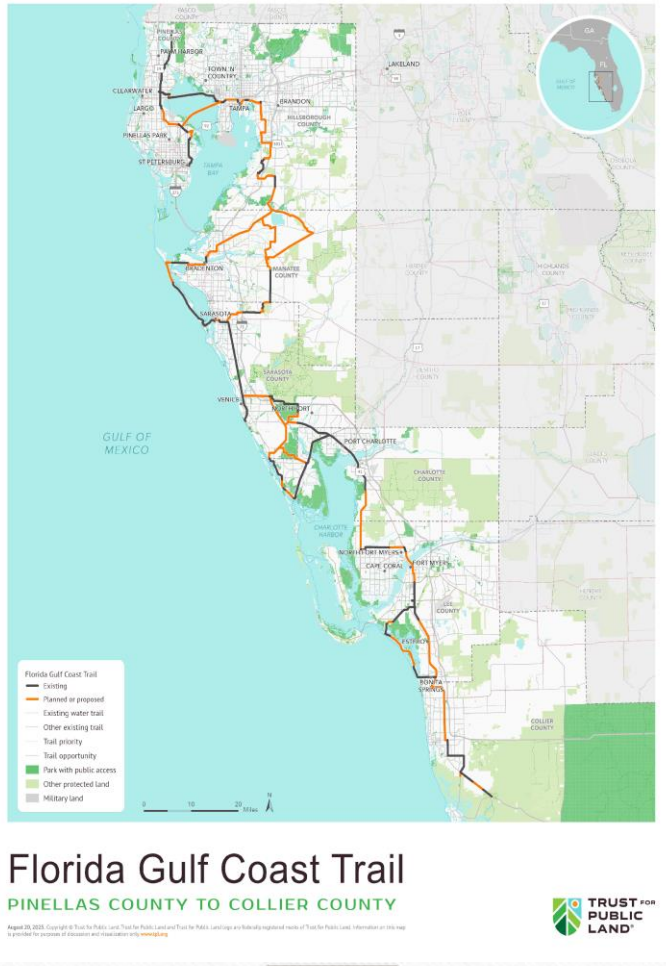
Patrick Lui
Bicycle, Pedestrian and Trails Coordinator

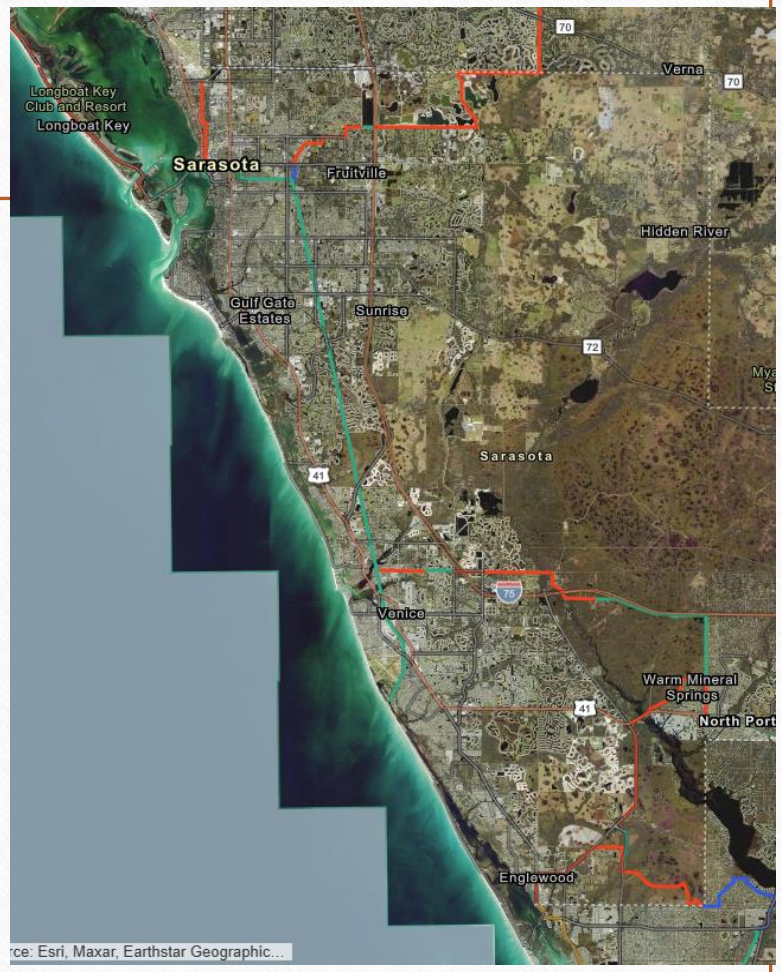
Jakob Thayer
Environmental Specialist II

FDOT Non-Motorized Traffic Monitoring Statewide Meeting

Gulf Coast Trail

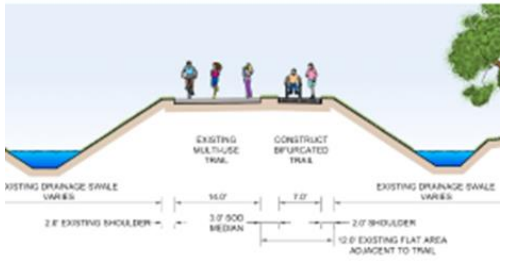






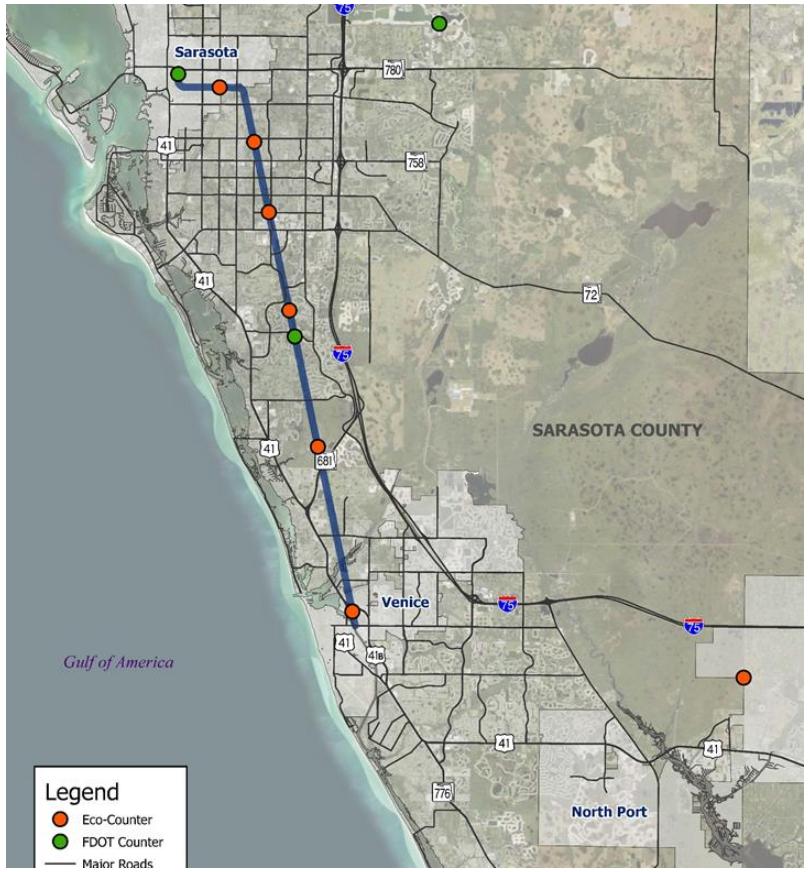
The LegacyTrail

GACY TRAIL PHOTO WITH ADDED BIFURCATED TRAIL



TED TRAIL - TYPICAL CROSS SECTION

Trail Evolution

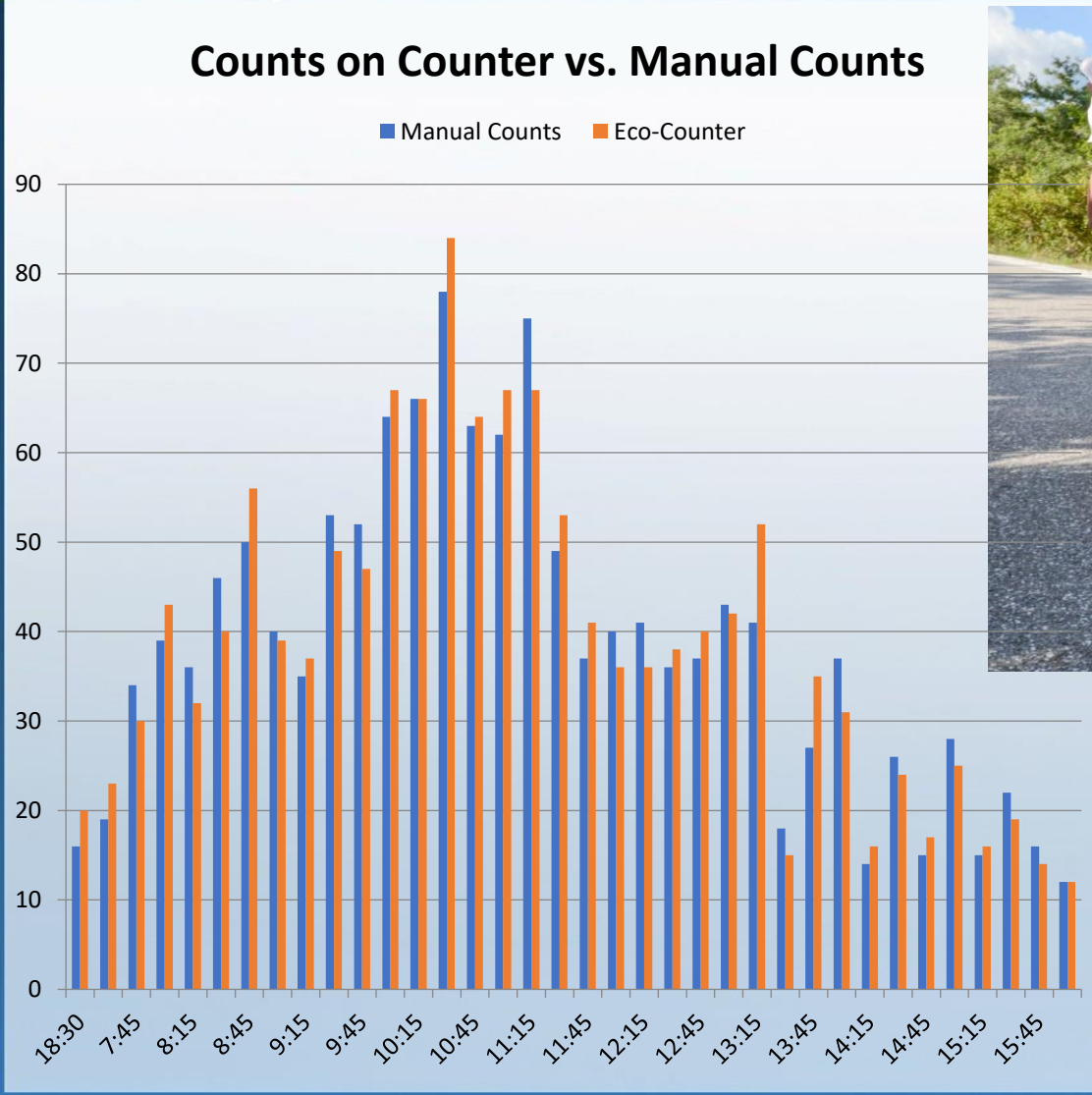


660,000 Unique Users!

Counter Program

Early lessons

Sarasota County



Early Lessons

Sarasota County

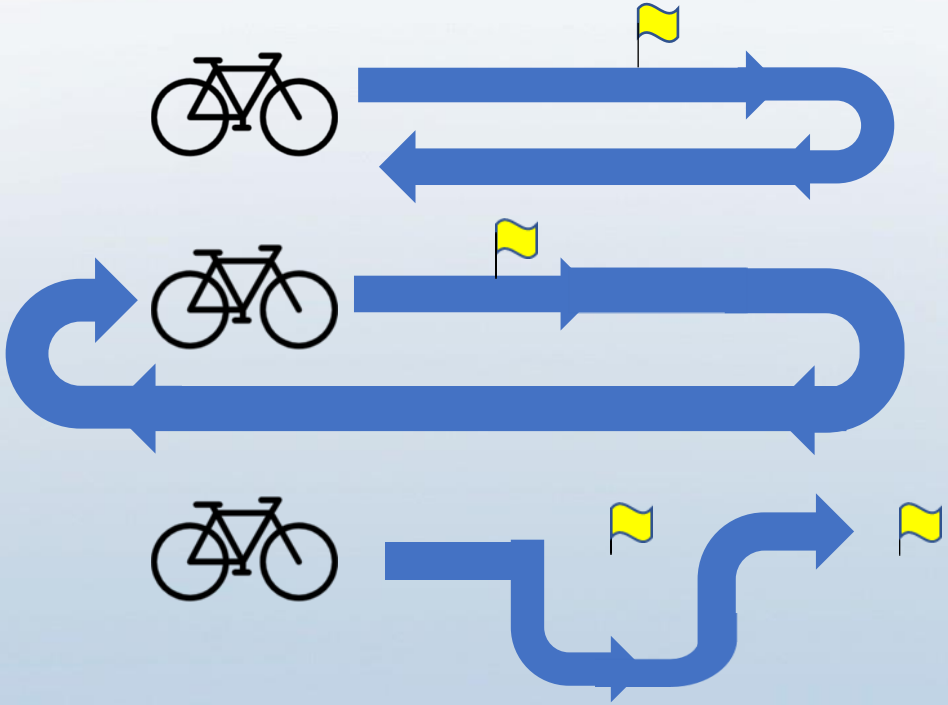
- Requires dedicated staff to regularly repair and maintain
- EcoCounter Tech support is virtual, which has its challenges
- Environmental Factors
  - Bugs, Wind, Weather

Early Lessons

How do we know how many uses we really have?

Need to know

- How many hits
- Counter relative distances
- Average distance traveled



Trail Survey

Sarasota County

Legacy Trail Usage Survey 2023

1. How do you typically use the Trail? Circle ONE:

Bike Walk Run

Skate Scooter Skateboard

☐ Electric?

2. How often do you use the Trail for this type of trip?

Number of months per year 6

Number of times per month 12

3. Draw a line on the map showing your typical (or Today's) route.

CIRCLE the START and END of the trip and indicate the START with the letter "S".

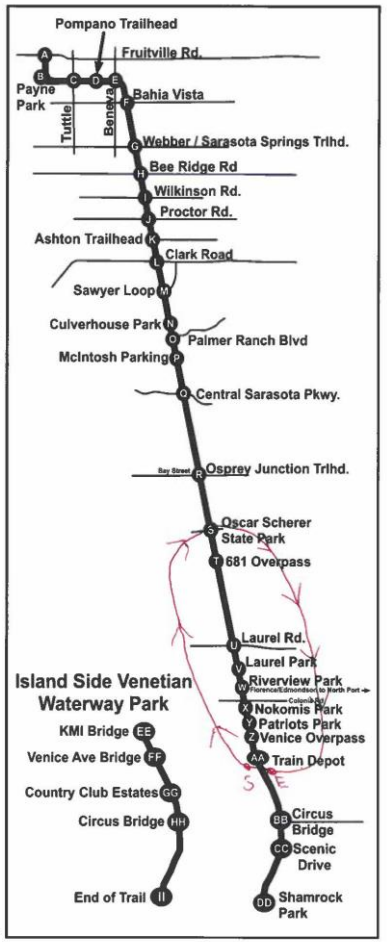
USE ARROWS to SHOW DIRECTION of TRAVEL.

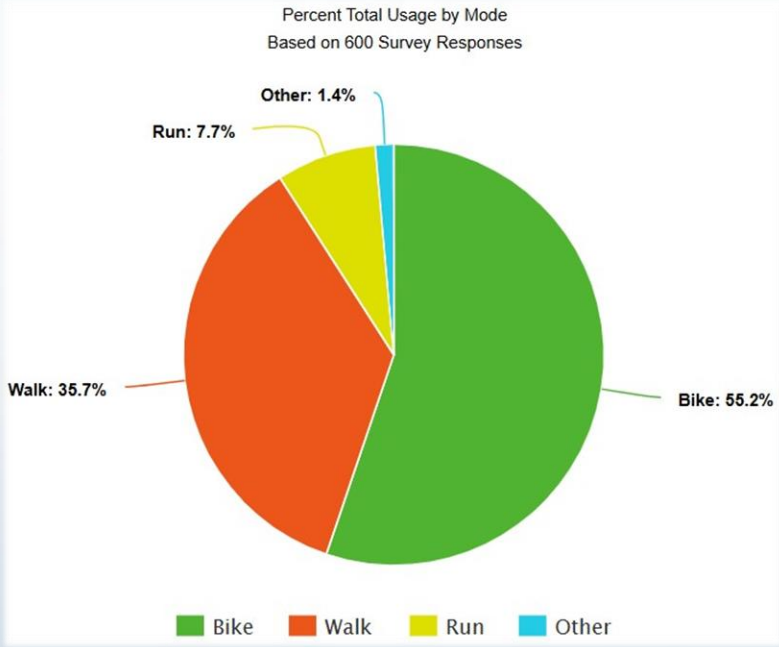
If you leave the trail for part of your journey, please show where you leave and return to the trail.

Notes:

Location of Survey: Osprey Junction

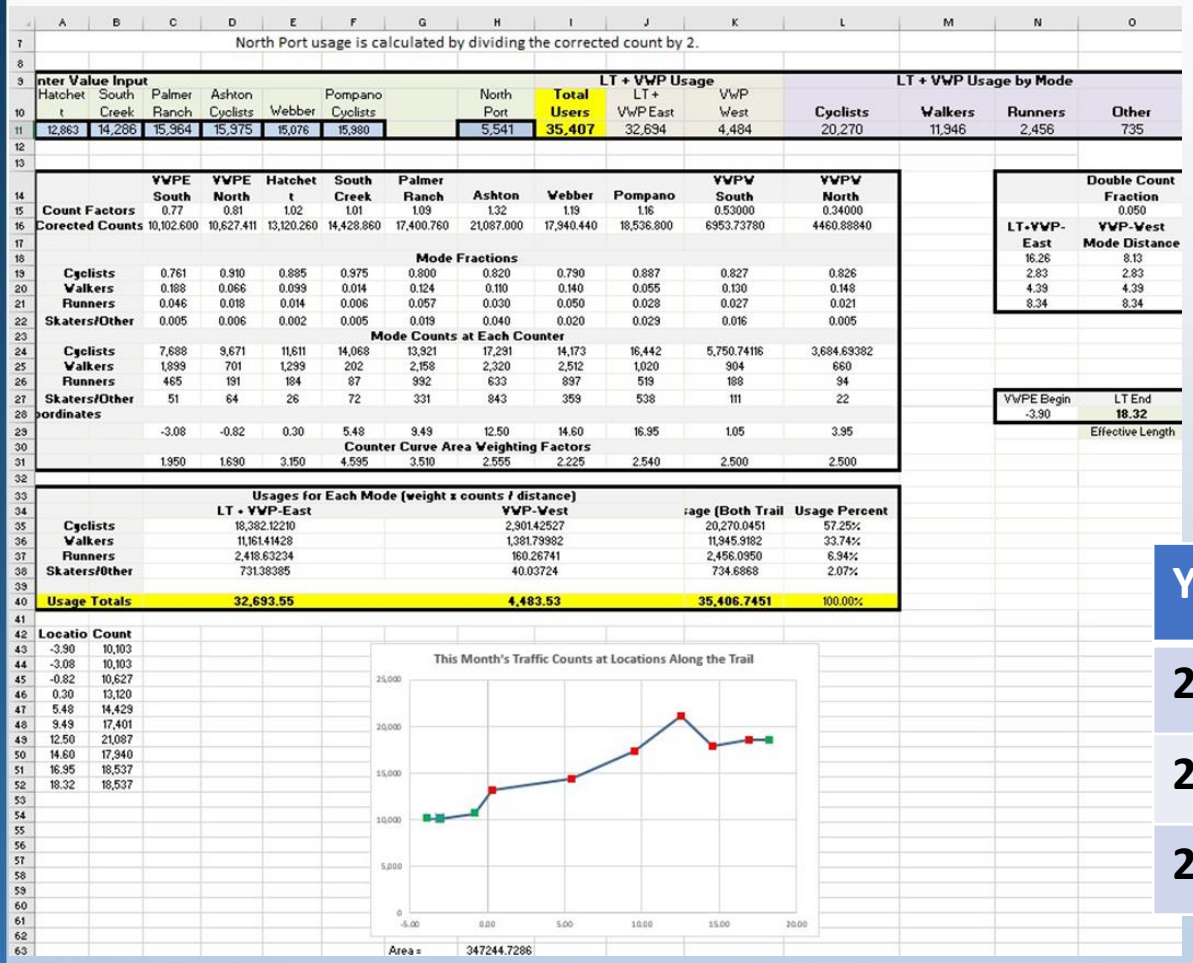
Date: 4/18/23





	Number of People Responding	Average Distance per Trip (miles)	Standard Deviation	95% Confidence Interval
Bike	495	16.26	0.44	[15.45, 17.06]
Walk	77	2.83	0.19	[2.47, 3.20]
Run	18	4.39	0.59	[3.24, 5.55]
Other	10	8.34	2.4	[3.65, 13.04]

Calculations



North Port usage is calculated by dividing the corrected count by 2.

Enter Value Input								LT + VWP Usage			LT + VWP Usage by Mode			
Hatchet	South Creek	Palmer Ranch	Ashton Cyclists	Webber	Pompano Cyclists		North Port	Total Users	LT + VWP East	VWP West	Cyclists	Walkers	Runners	Other
12,863	14,286	15,964	15,975	15,076	15,980		5,541	35,407	32,694	4,484	20,270	11,946	2,456	735

	VWPE South	VWPE North	Hatchet	South Creek	Palmer Ranch	Ashton	Webber	Pompano	VWPV South	VWPV North
Count Factors	0.77	0.81	1.02	1.01	1.09	1.32	1.19	1.16	0.53000	0.34000
Corrected Counts	10,102.600	10,627.411	13,120.260	14,428.860	17,400.760	21,087.000	17,940.440	18,536.800	6953.73780	4460.88840
Mode Fractions										
Cyclists	0.761	0.910	0.885	0.975	0.800	0.820	0.790	0.887	0.827	0.826
Walkers	0.188	0.066	0.099	0.014	0.124	0.110	0.140	0.055	0.130	0.148
Runners	0.046	0.018	0.014	0.006	0.057	0.030	0.050	0.028	0.027	0.021
Skaters/Other	0.005	0.006	0.002	0.005	0.019	0.040	0.020	0.029	0.016	0.005
Mode Counts at Each Counter										
Cyclists	7,688	9,671	11,611	14,068	13,921	17,291	14,173	16,442	5,750.74116	3,684.69382
Walkers	1,899	701	1,299	202	2,158	2,320	2,512	1,020	904	660
Runners	465	191	184	87	992	633	897	519	188	94
Skaters/Other	51	64	26	72	331	843	359	538	111	22
Coordinates										
	-3.08	-0.82	0.30	5.48	9.49	12.50	14.60	16.95	1.05	3.95
Counter Curve Area Weighting Factors										
	1.950	1.690	3.150	4.595	3.510	2.555	2.225	2.540	2.500	2.500

	Double Count Fraction
	0.050
LT+VWP-East	VWP-West Mode Distance
16.26	8.13
2.83	2.83
4.39	4.39
8.34	8.34

VWPE Begin	LT End
-3.90	18.32
	Effective Length

Usages for Each Mode (weight x counts / distance)				
	LT + VWP-East	VWP-West	Usage (Both Trail	Usage Percent
Cyclists	18,382.12210	2,901.42527	20,270.0451	57.25%
Walkers	11,161.41428	1,381.79982	11,945.9182	33.74%
Runners	2,418.63234	160.26741	2,456.0950	6.94%
Skaters/Other	731.38385	40.03724	734.6868	2.07%
Usage Totals	32,693.55	4,483.53	35,406.7451	100.00%

Location	Count
-3.90	10,103
-3.08	10,103
-0.82	10,627
0.30	13,120
5.48	14,429
9.49	17,401
12.50	21,087
14.60	17,940
16.95	18,537
18.32	18,537

Area = 347244.7286

$$\frac{A}{N_u} = d_{ave} \quad \rightarrow \quad N_u = \frac{A}{d_{ave}}$$

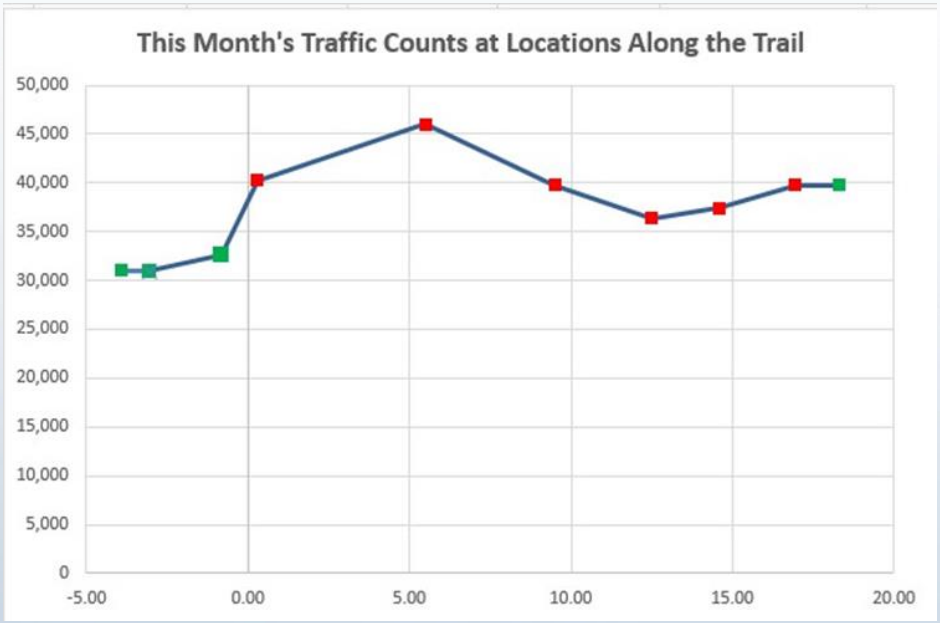
N_u : Number of uses

d_{ave}: Average distance traveled on trail per use

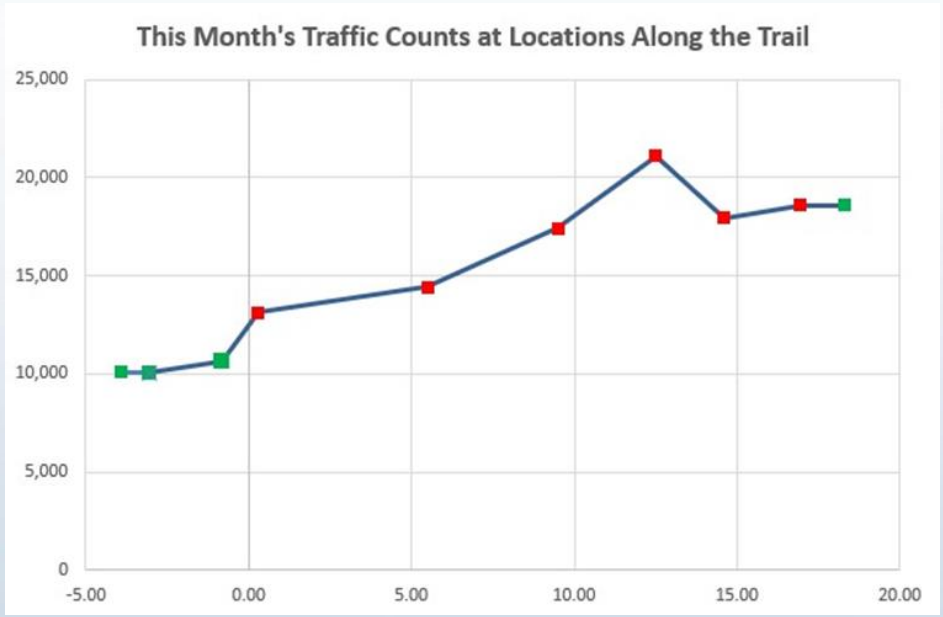
A : Area under the counter curve

Year	Adjusted	Unadjusted	Variance
2022	649,512	1,400,879	73.29%
2023	676,558	1,514,616	76.49%
2024	644,408	1,452,774	77.09%

Data analysis



March 2025



July 2025

Questions

Patrick Lui – plui@scgov.net
Jakob Thayer – jthayer@scgov.net

OBT

Orange Blossom Trail Safety Project

Orange Blossom Trail (U.S. 17-92/U.S. 441) Safety Improvements from South of Holden Avenue to 34th Street

Presented By:
Stephanie Phillips, CPM, PMP, RSP1
Bicycle & Pedestrian Coordinator
FDOT District 5 Office of Safety

Financial Project Identification (FPID) No.: 447395-1
Orange County, Florida

FDOT

OBT

Orange Blossom Trail
Safety Project

Project Area Demographics

- **62% minority**
- **23% Hispanic**
- **25% HH** below poverty level
- **20% HH** do not own a vehicle
- **51% HH** own one vehicle
- High **Spanish and Creole** speaking

FDOT

Project Area Overview

- 1-mile of Orange Blossom Trail/US 441 from Holden Avenue to 34th Street
- C4 Context Class, 6 lane divided
- **Highest crash corridor** in the District
- Between 2018-2023
  - 45 pedestrian and 11 bicyclist crashes
  - 8 pedestrian fatalities
- High walking, biking and transit usage

Infrastructure

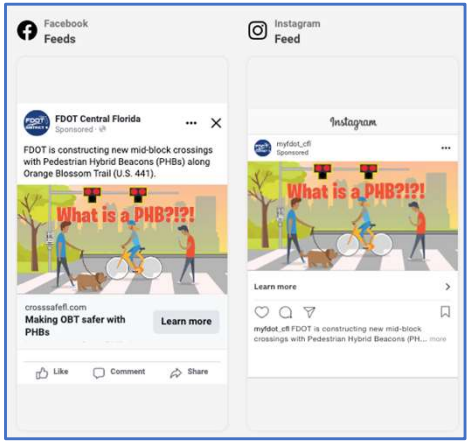
AMERICA'S transportation awards
Presented by AASHTO
americastransportationawards.org
SASHTO Region

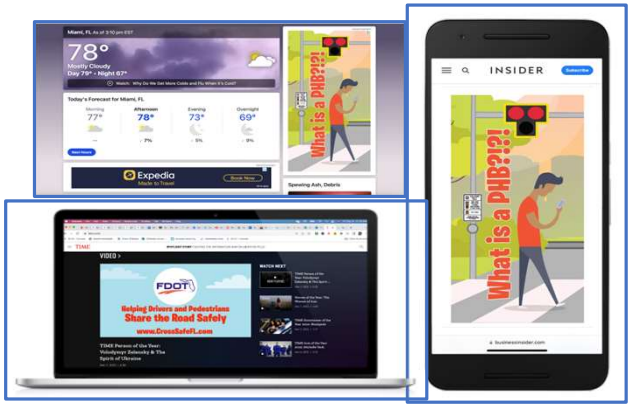
- Speed limit reduction from 40 mph to 30 mph
- 3 new crosswalks with PHBs, raised crosswalks and in-pavement lighting
- Upgrade 3 existing PHBs with raised crosswalks and in-pavement lighting
- Narrowed lanes to 10' striping at each PHB, through crosswalk limits
- Realigned bus stops with crosswalks
- In road pedestrian pavement markings
- Enhanced lighting and dynamic speed feedback signs
- Pedestrian channelization with landscaping

- Construction completed Fall 2023
- More than 2 years without a pedestrian or bicycle fatality!!

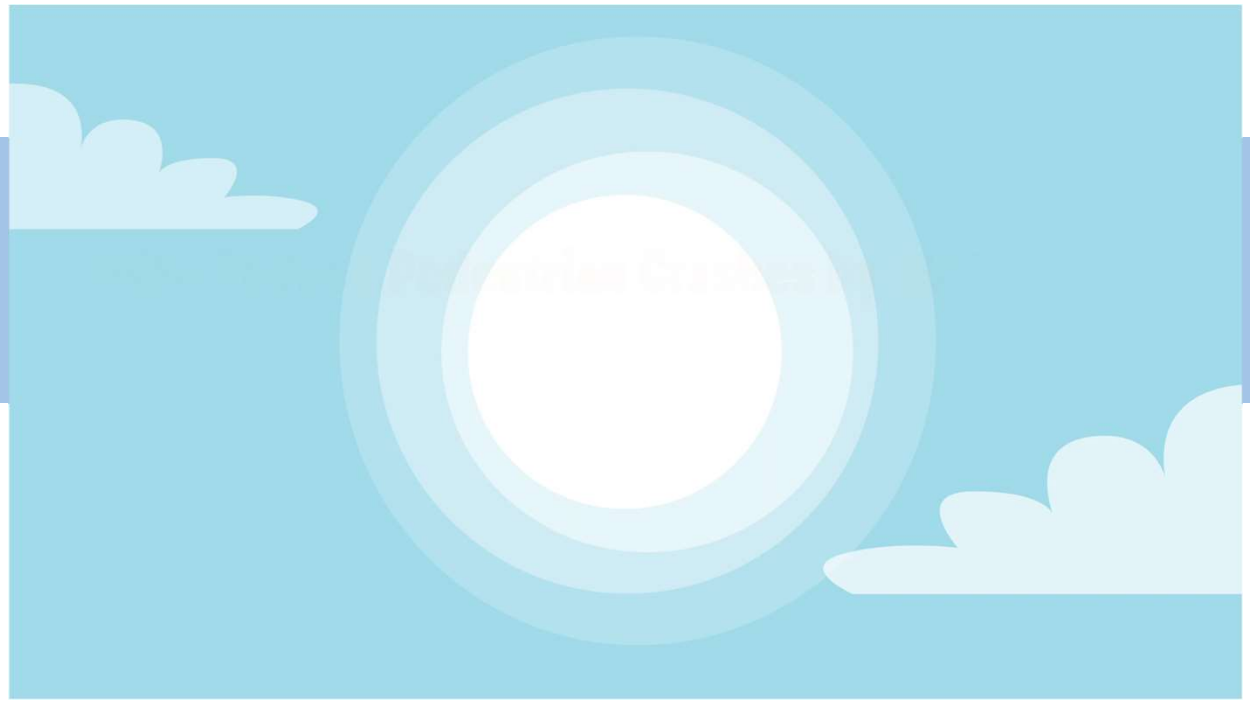
OBT Study Corridor Flyover

Outreach Initiatives





Pedestrian Hybrid Beacon PSA



Before – After Evaluation Elements

- Number of people crossing OBT
  - Time Lapse Video
- Number of people using crosswalks
  - Time Lapse Video
  - Direct observation
- Origin and Destination of Pedestrian Movements
  - Time Lapse Video
  - Origin and Destination Analysis
- Number of people activating PHB crossings
  - Direct Observation
- Motorist yield rates to pedestrians
  - Direct Observation
- Motorist speeds along corridor
  - Spot Speed Study
- Motorist travel times along corridor
  - Travel Time Study

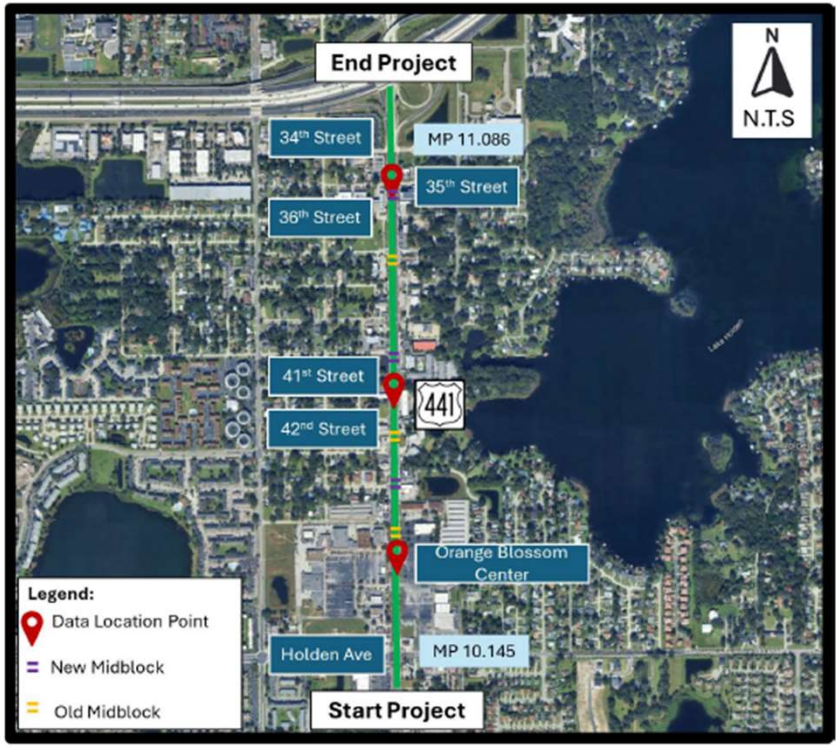
Before - After Study Results

Speed data collection dates

- Pre-data - 08/10/22
- Post-Data - 12/11/23; 05/22/24; 06/24/25

Results

- 85th percentile speed dropped 4 to 8 mph
- Largest change in speed (8 mph) between 35th and 36th street
- This is where the highest speeds are expected, due to the proximity of the I4 interchange.
- Motorist travel time increased 60 seconds
- Motorist yield rates - Pre-Improvement (3 PHBs)
  - 92.8% motorist yield rate
  - 99.7% opportunity to cross (able to cross before the cycle ended)
- Post-Improvement (6 PHBs)
  - 74.8% motorist yield rate
  - 99% opportunity to cross



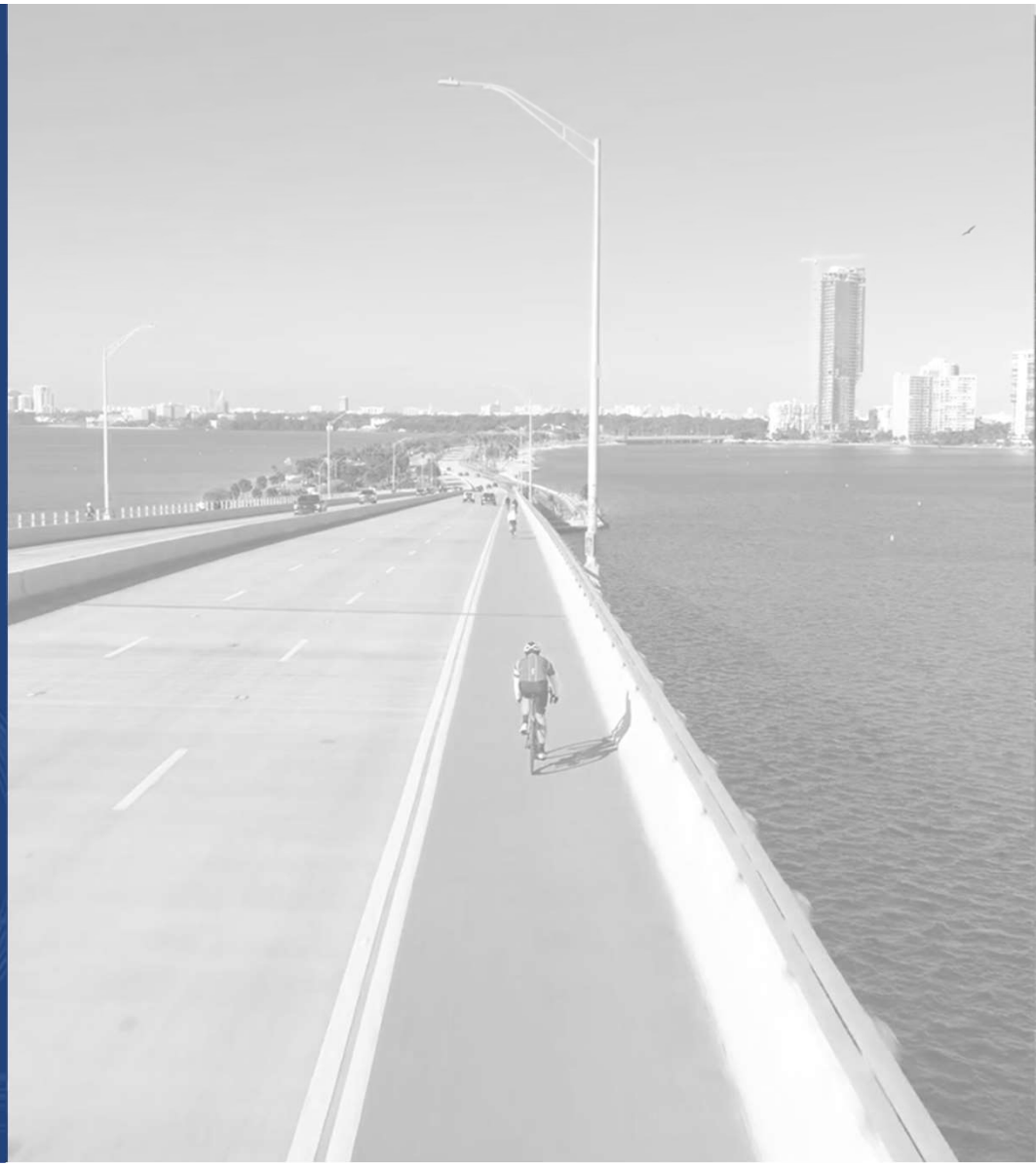
Thank you!

FDOT

FDOT

NON-MOTORIZED COUNT DATA

DISTRICT 6



DISTRICT 6

Shereen Yee Fong, MS-CE

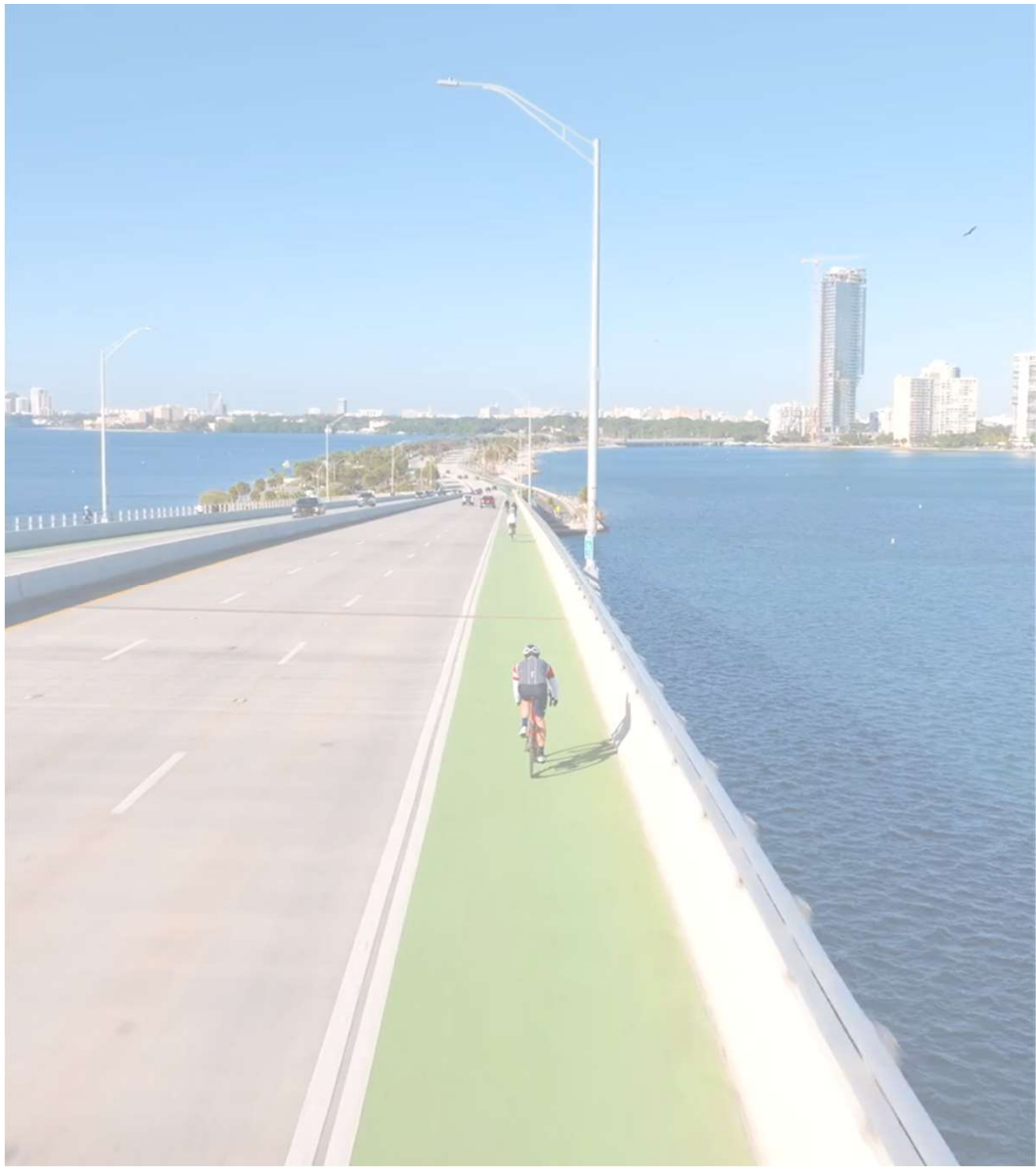
SIS Coordinator
Community Planning Coordinator
Interim Bicycle / Pedestrian / ADA

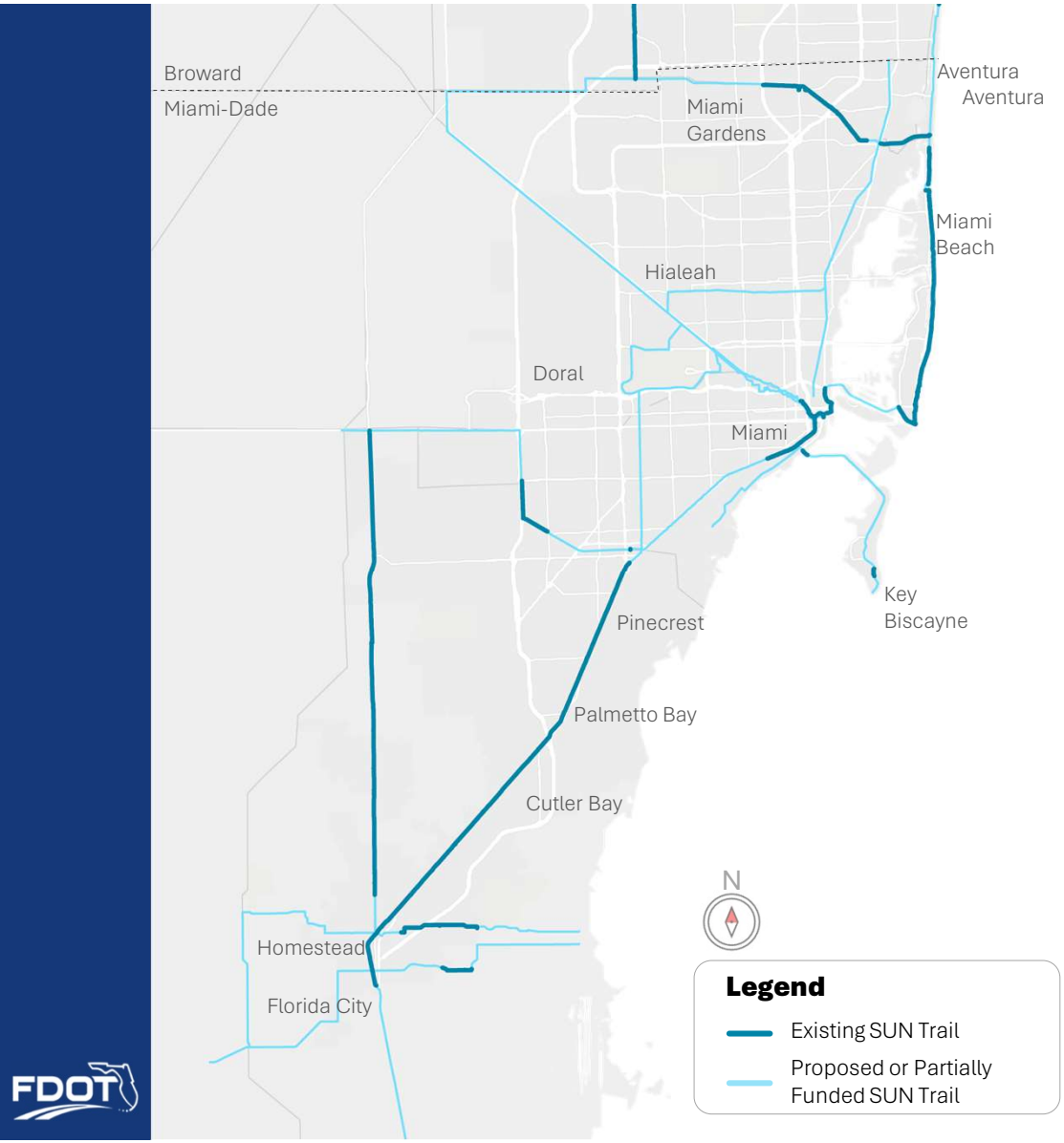
Elvira Astorga

Bicycle / Pedestrian / ADA / SUN Trail Coordinator

AGENDA

- Speaker Introduction
- Trail Network Overview
- Trails of Focus
- Atlantic Greenway
- Rickenbacker Causeway
- Krome Path
- What SUN Trail Data Reveals about our Network





District 6 SUN Trail Network (Miami-Dade)

17 Named trails

237.6 Miles of total SUN Trail Network

72.2 Total miles of existing SUN Trail Network

District 6 SUN Trail Network

Atlantic Greenway

10.8 Miles

Surrounded by palm trees and meandering through South Beach, this 10.8-mile trail traverses one of the country's most popular destinations.

Rickenbacker Causeway

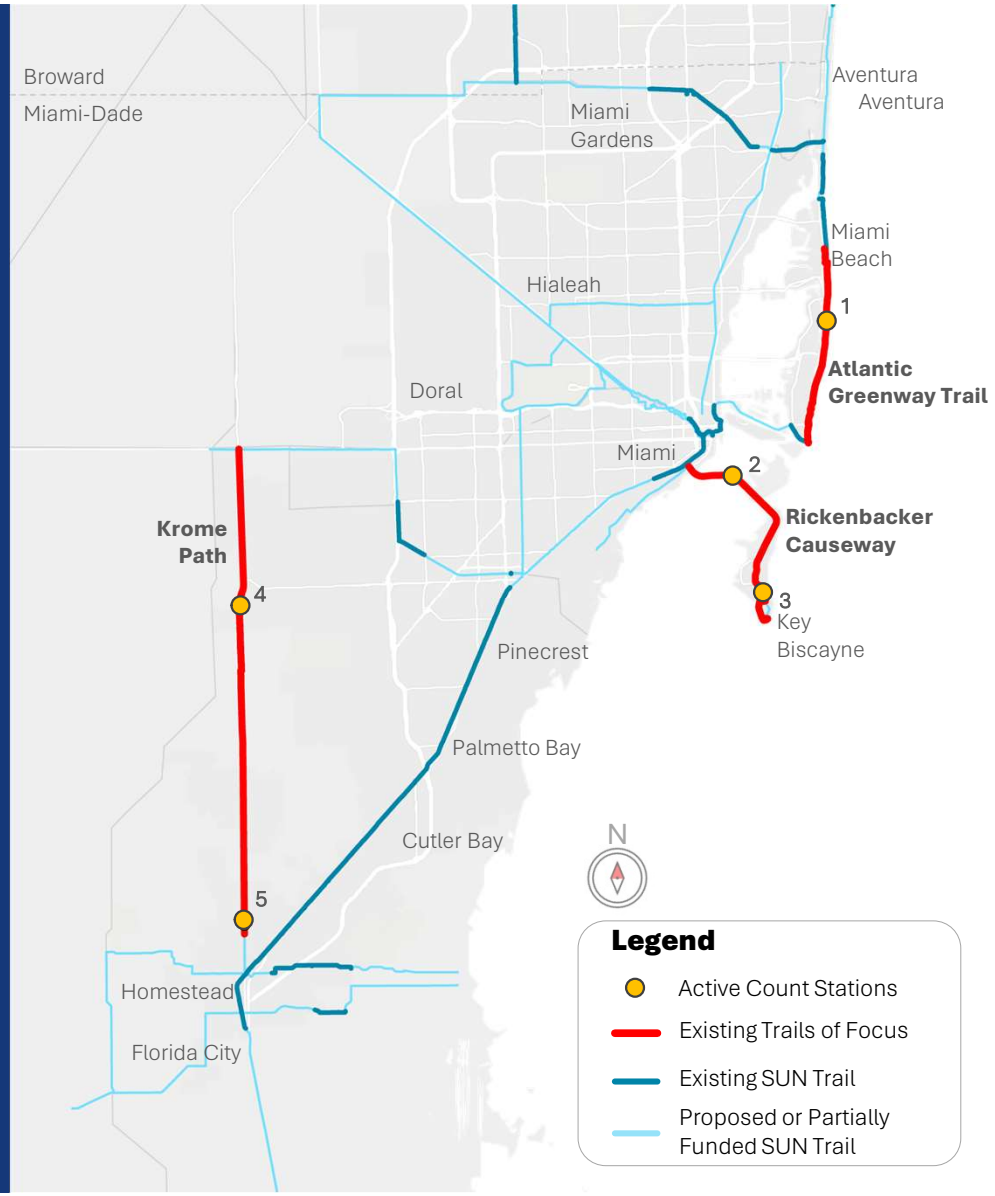
8.5 Miles

Along this popular route, pedestrians and cyclists will have beautiful views of Biscayne Bay, beaches, and palm trees.

Krome Path

18.5 Miles

Krome path is in western Miami-Dade travelling north and south along the County's agricultural areas.



Active Non-motorized Counters

MAP ID	Counter ID	Trail	Activation Date
1	87C002	Atlantic Greenway	Sept. 2024
2	87C004	Rickenbacker Causeway	August 2024
3	87C007	Rickenbacker Causeway	May 2024
4	87C001	Krome Path	Jan 2020
5	87C013	Krome Path	May 2025


Atlantic Greenway Trail

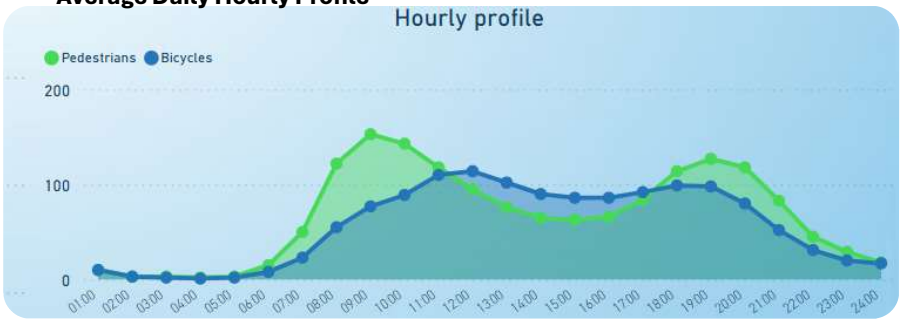
Atlantic Greenway Trail

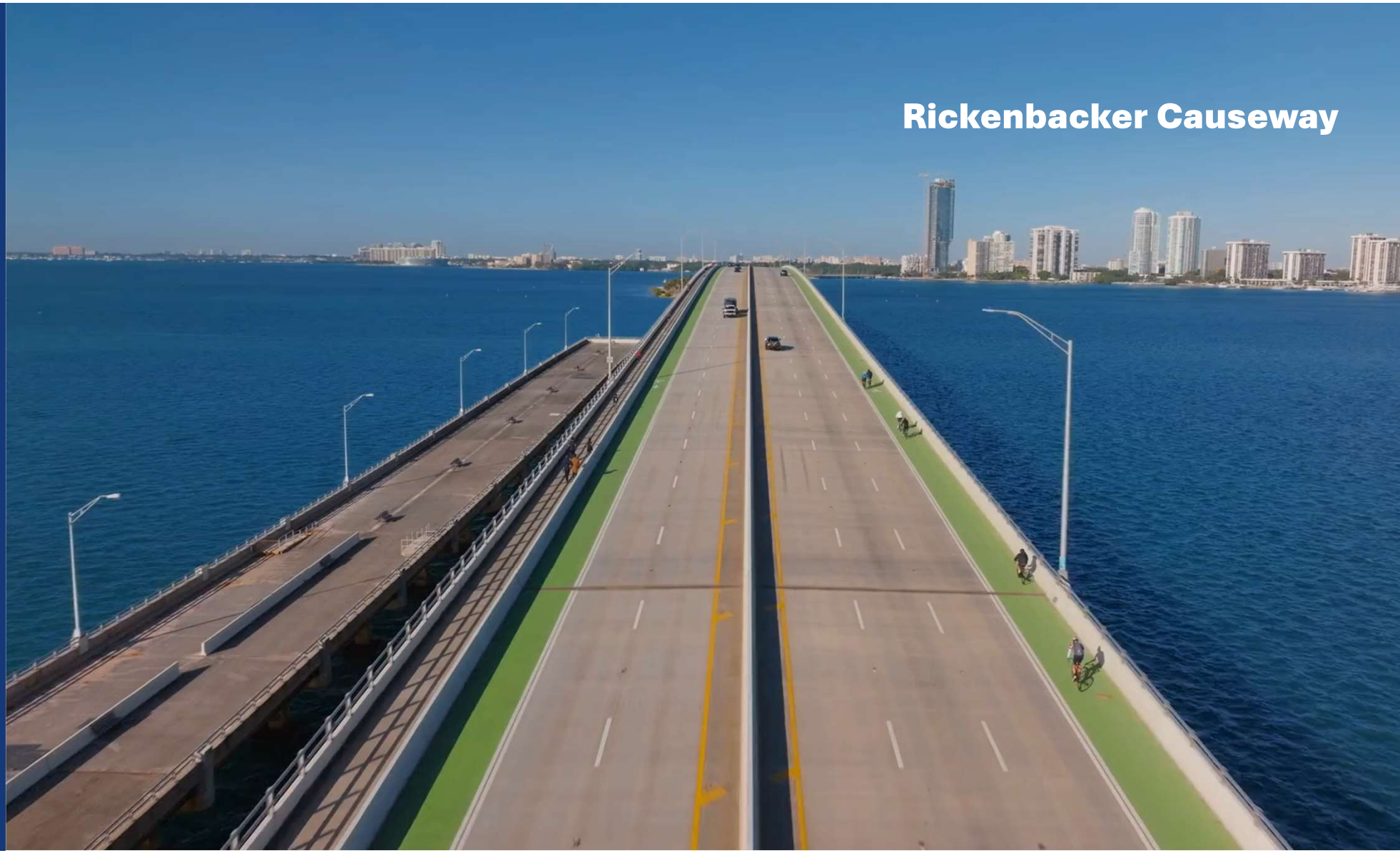
Counter: Atlantic Greenway Trail (87C002)

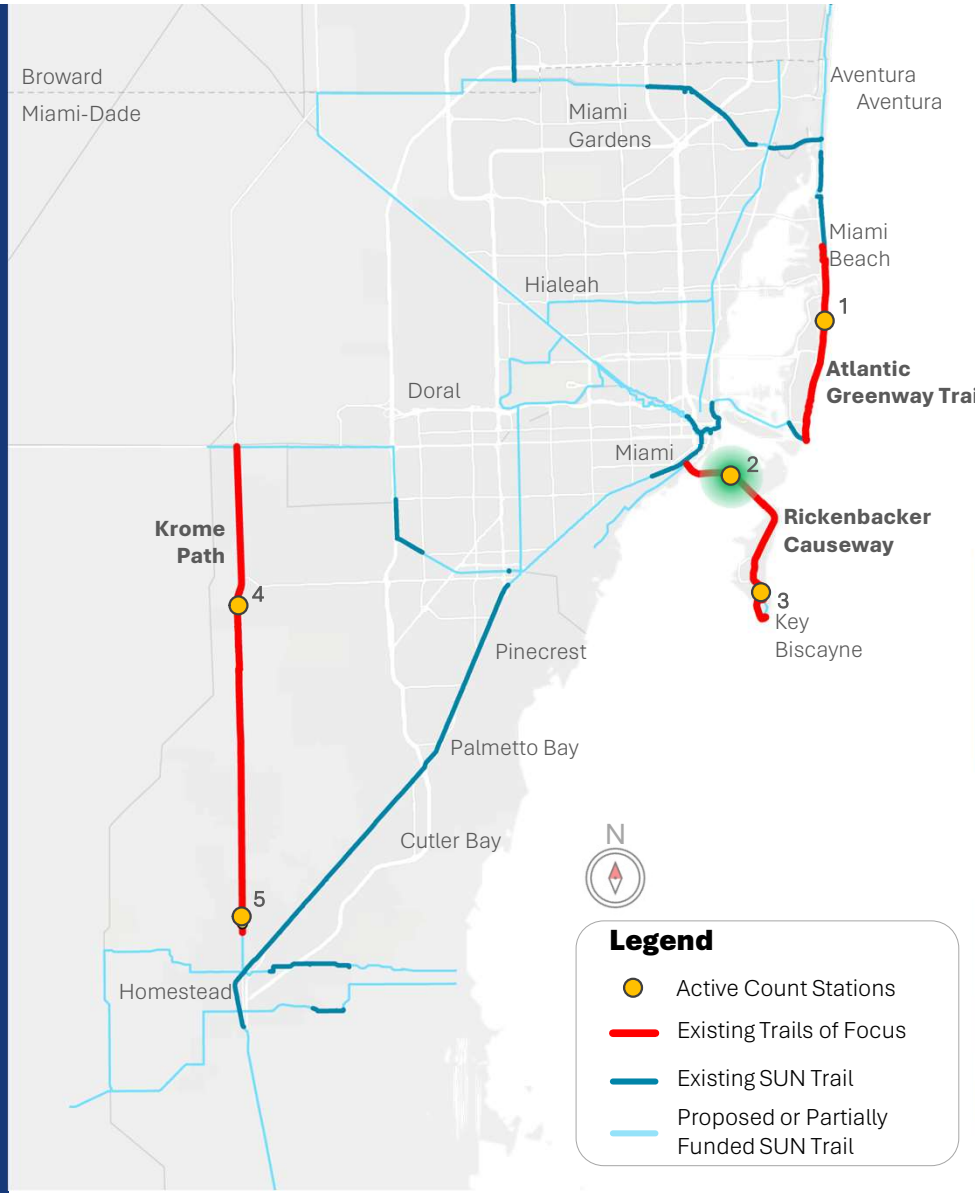
2725	3526	1604	1349
Average Daily Traffic Per Week	Average Daily Traffic Per Weekend	Average Daily Pedestrian Traffic	Average Daily Bicycle Traffic

Daily Bicycle and Pedestrian Profile Per Month

Average Daily Hourly Profile




Rickenbacker Causeway



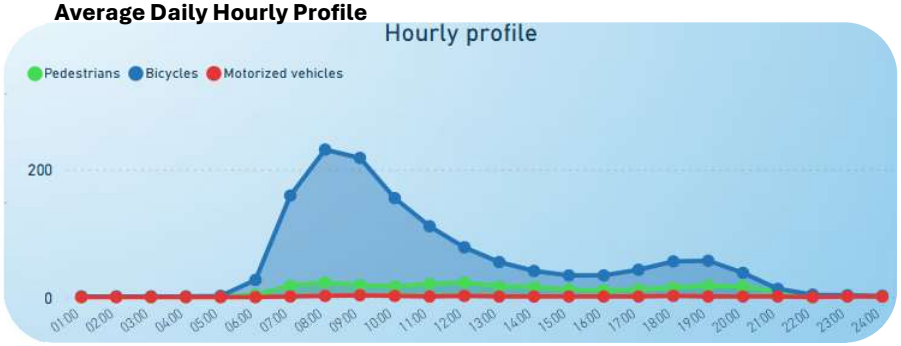
Rickenbacker Causeway

Counter: Rickenbacker Causeway at William Powell Bridge (87C004)

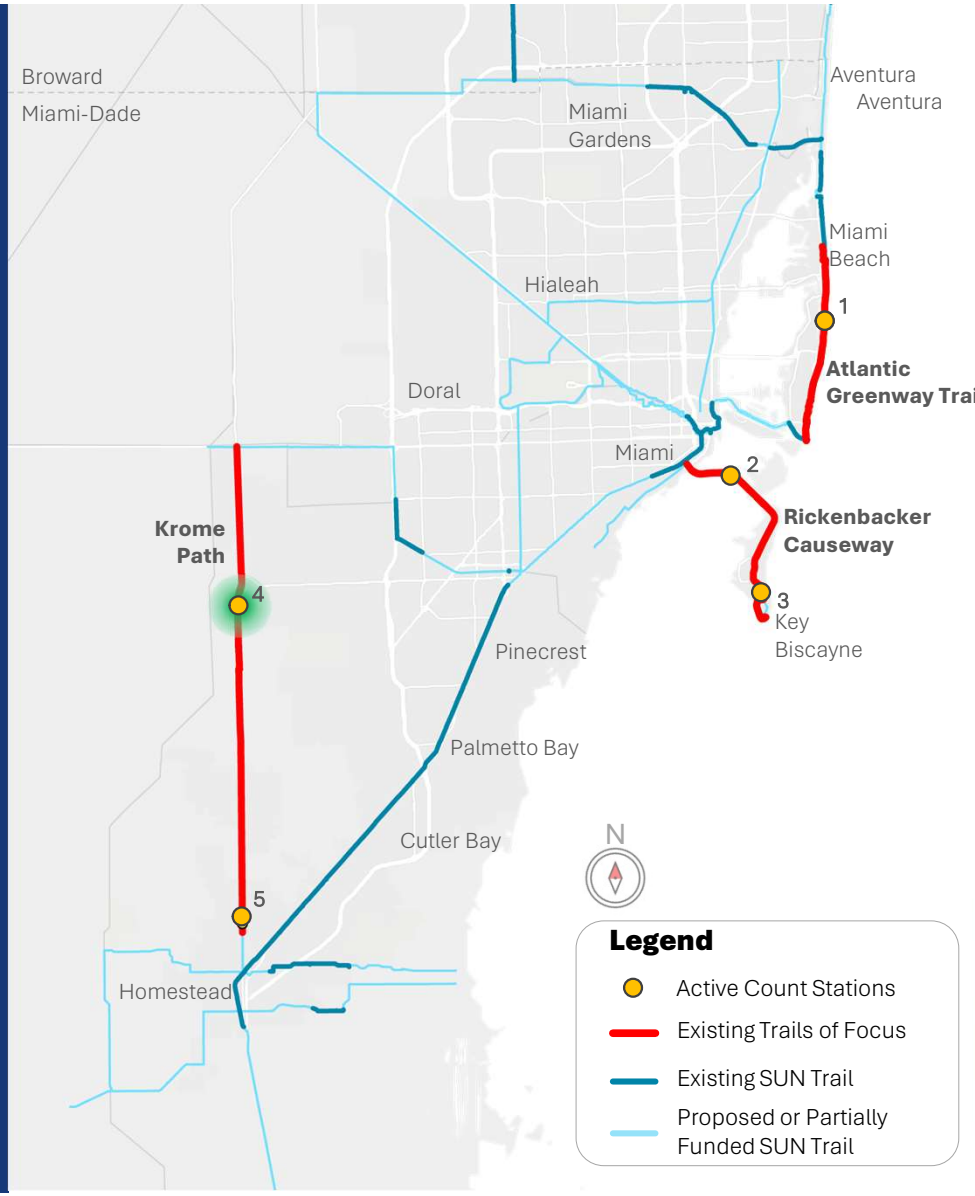
1335	2288	218	1367
Average Daily Traffic Per Week	Average Daily Traffic Per Weekend	Average Daily Pedestrian Traffic	Average Daily Bicycle Traffic

Daily Bicycle and Pedestrian Profile Per Month

Average Daily Hourly Profile



Krome Path

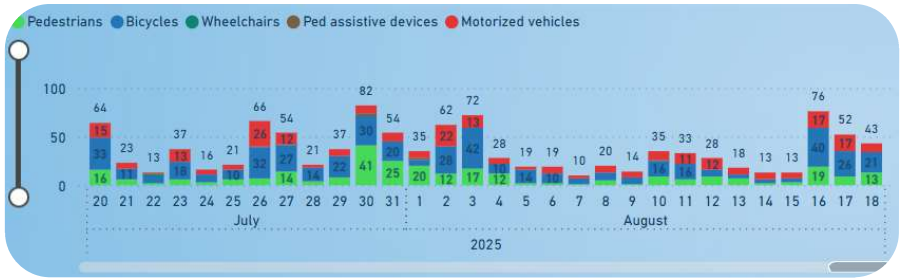


Krome Path

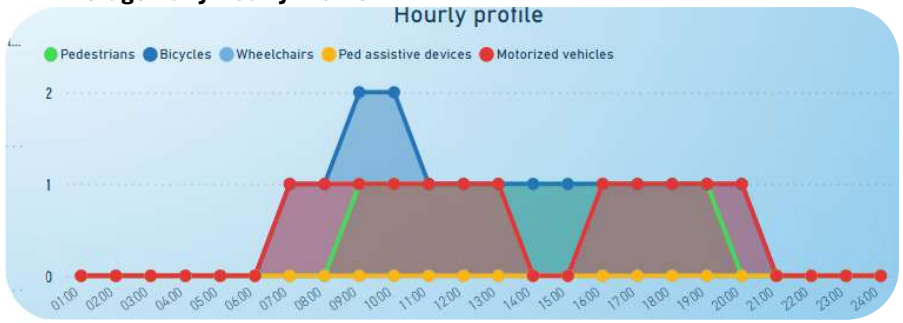
Counter: Krome Path (87C001)

31	58	11	17
Average Daily Traffic Per Week	Average Daily Traffic Per Weekend	Average Daily Pedestrian Traffic	Average Daily Bicycle Traffic

Daily Bicycle and Pedestrian Profile Per Month



Average Daily Hourly Profile



Non-motorized Traffic Cross Comparison

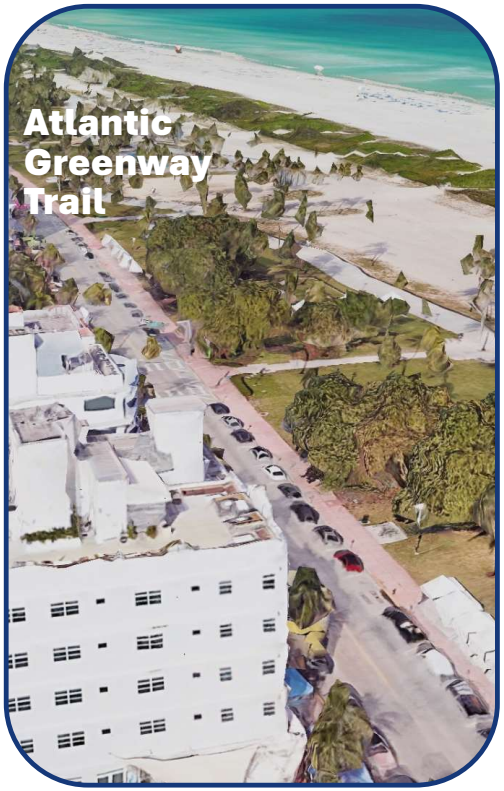
	Atlantic Greenway Trail	Rickenbacker Causeway	Krome Path
Average Daily Traffic Per Week	2725	1335	31
Average Daily Pedestrian Traffic	3526	2288	58
Average Daily Pedestrian Traffic	1604	218	11
Average Daily Bicycle Traffic	1349	1367	17

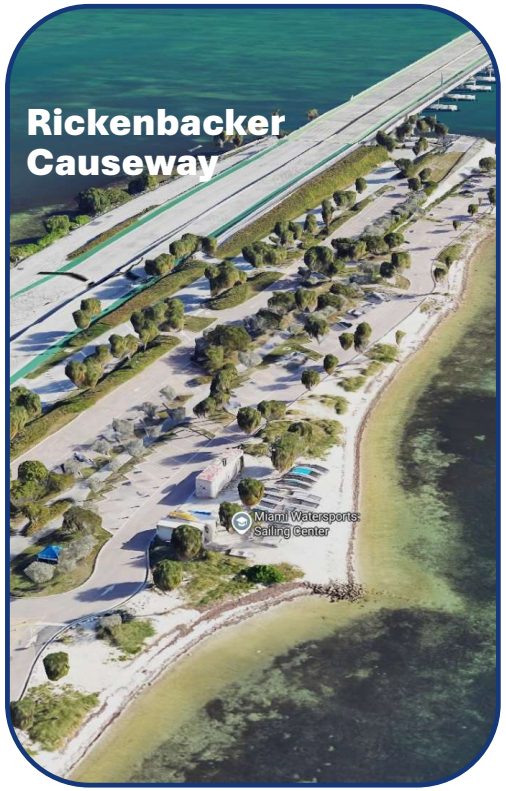
Essential Trail Features for Success - Connectivity

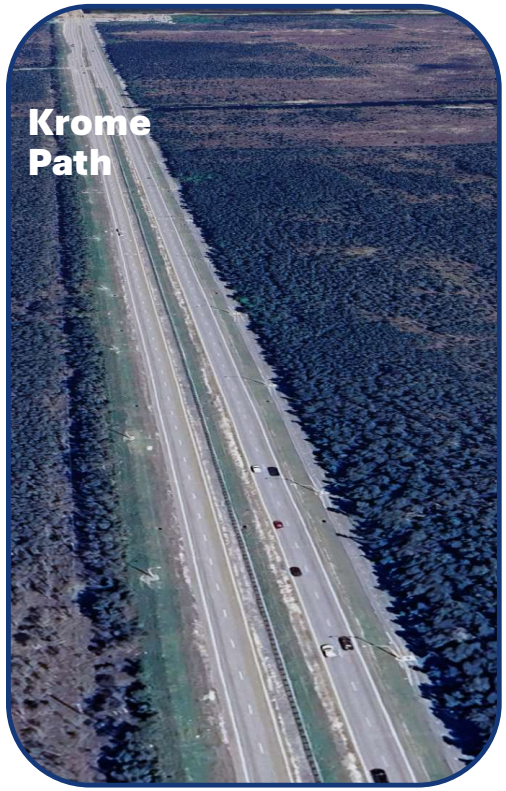
Legend

- Focus Trail
- Existing Dedicated Bicycle Facility

Essential Trail Features for Success - Parking







For More Information,
Please Contact:

Shereen Yee Fong
shereen.yeefong@dot.state.fl.us

District Seven Non-Motorized Counts Telling a Story

Tina Russo, FDOT D7 Safety Office

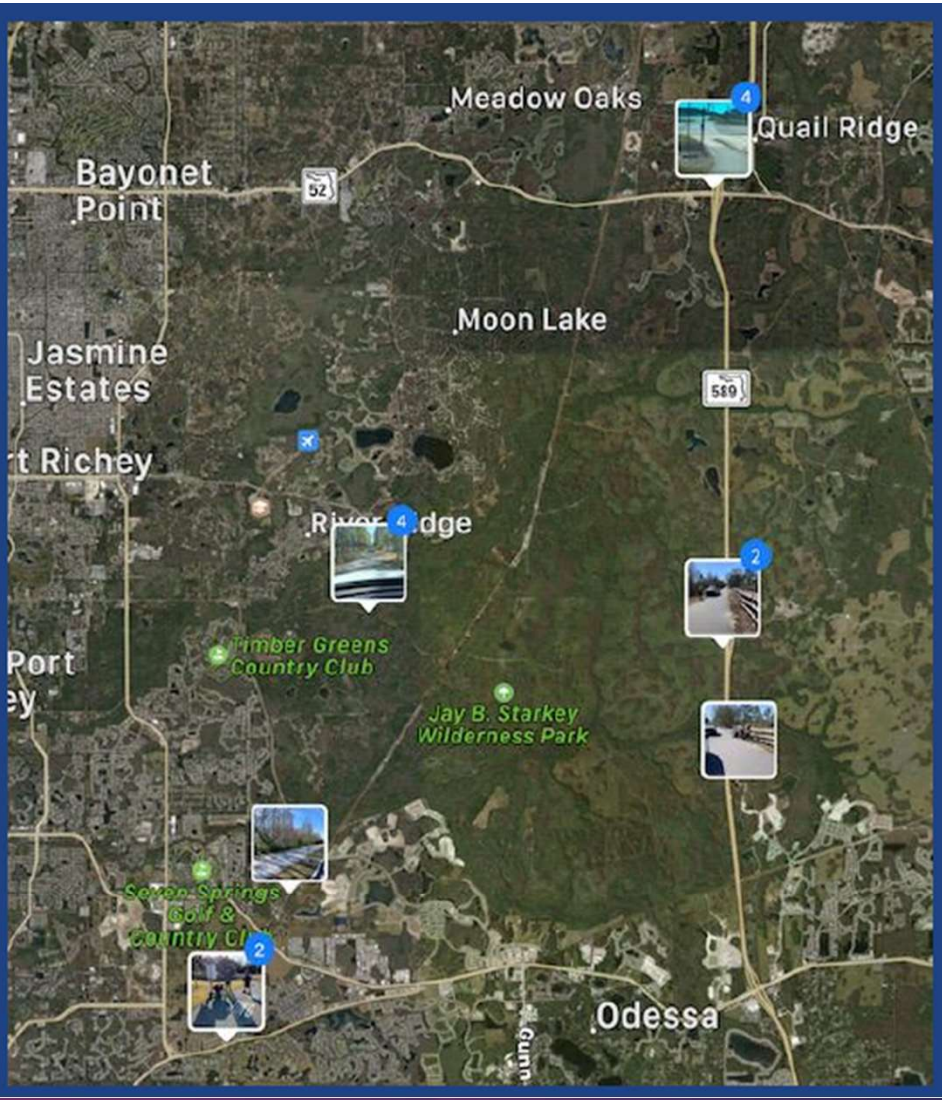
FDOT

TARGET ZERO
FATALITIES & SERIOUS INJURIES

Partnerships: Pasco County Parks, MPO

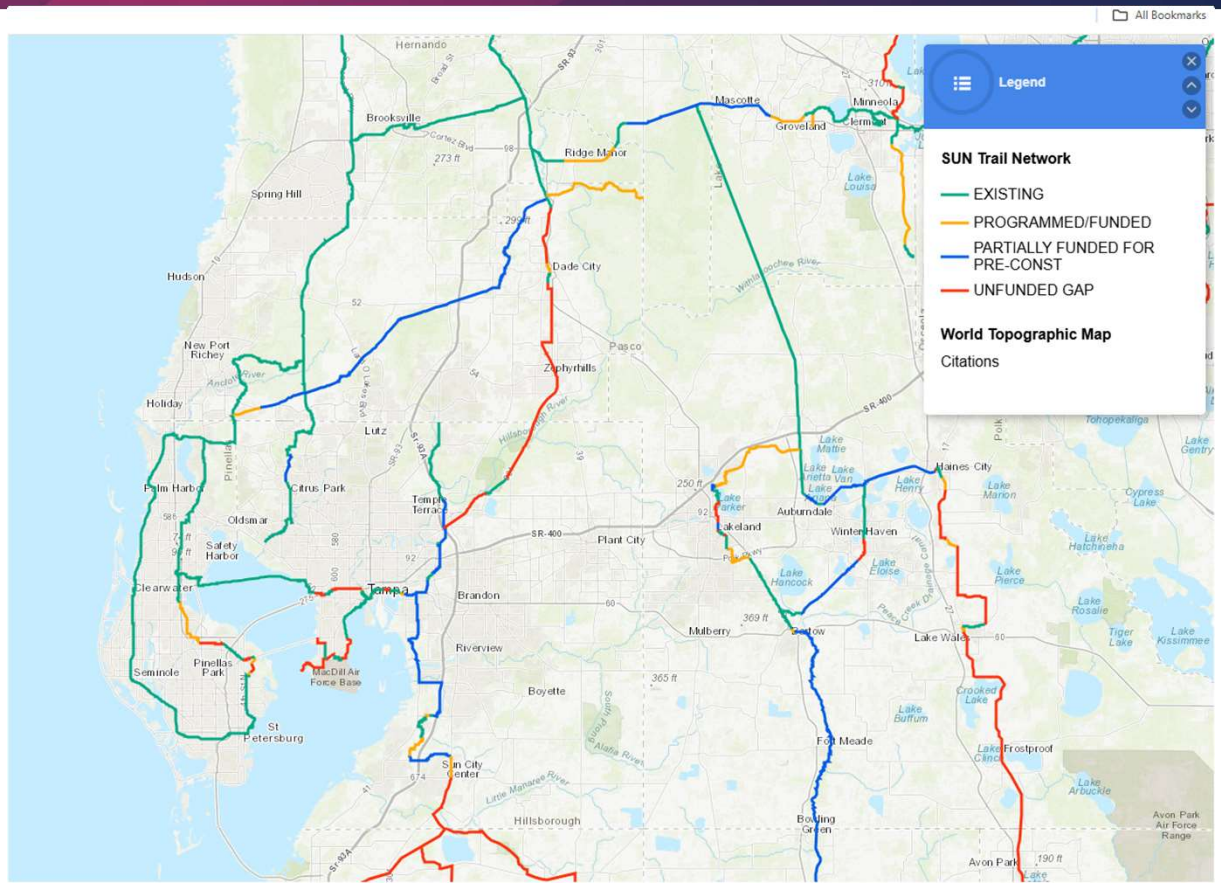
PASCO COUNTY GOALS AND OBJECTIVES

- Partnership with Pasco MPO and Pasco County Parks
- No counts in the past of any type of our trails/multi-use path
- Uniqueness of Pasco County Bike Ped system
- Data + Numbers = Story



- 5 Locations
- 3 Trails systems
- All Coast 2 Coast Trail

Location, Location, Location



Goals for short term count locations:

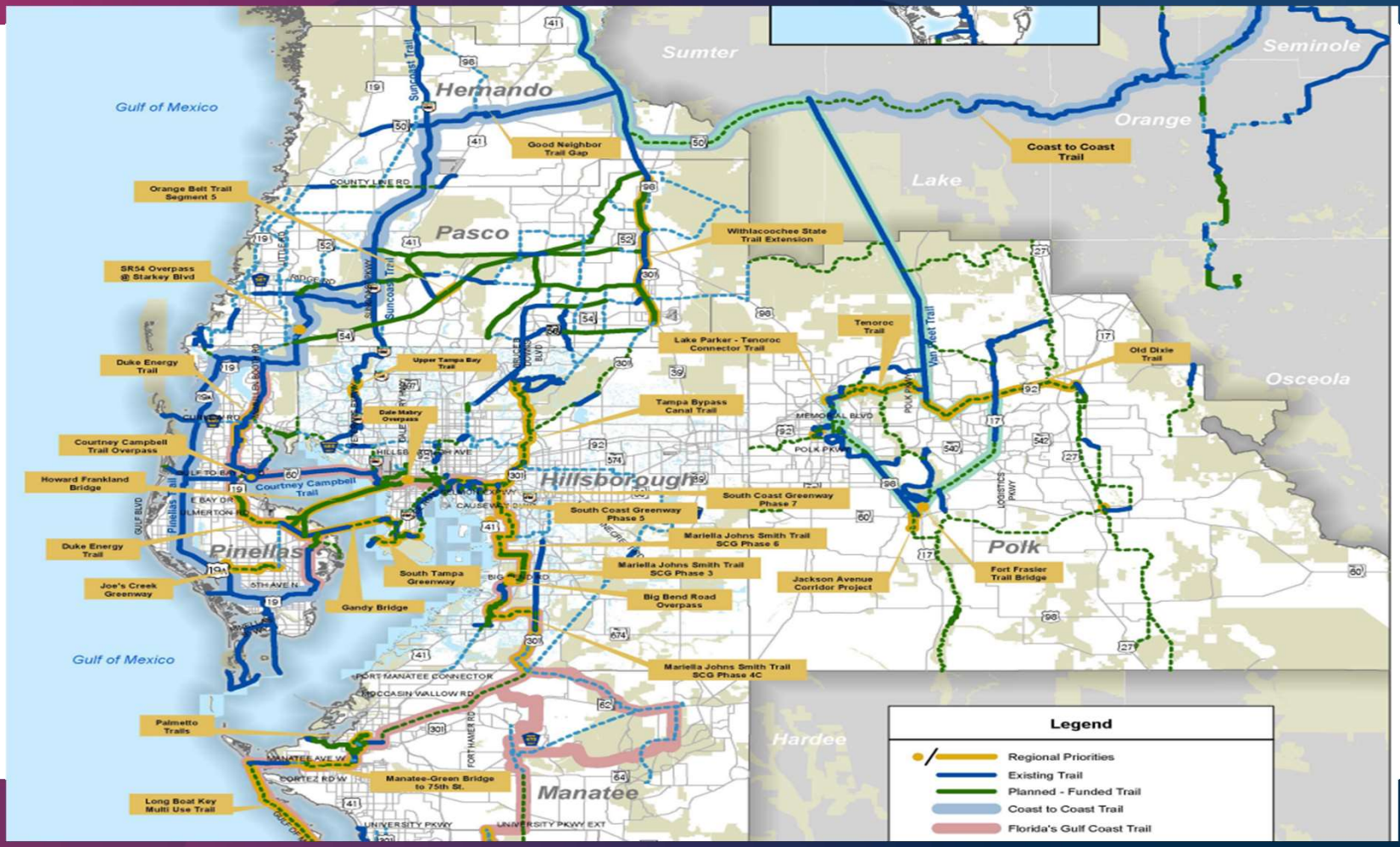
- Test sites for future long term site locations
- Future locations to support future FDOT projects both programed and unprogrammed.
- Support trip generations

Florida Coast to Coast (C2C) Trail ›

Public group · **19.7K** members · AI enabled

- What we the data to tell us?
- No crash history?
- Nine Counties/twenty three jurisdictions.
- What do we need the data to tell us?
- The future?

Future Projects/Current Projects

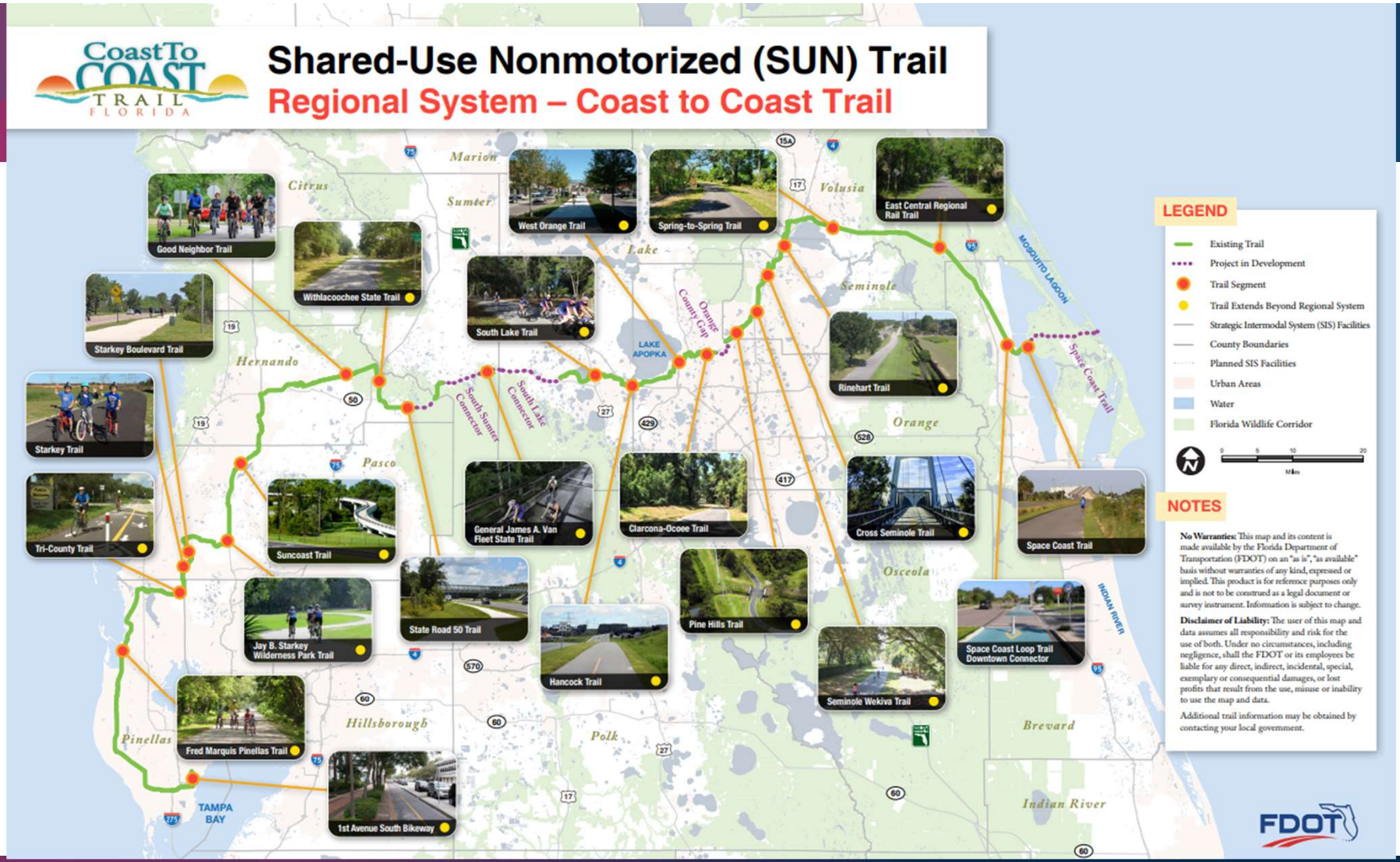


FDOT

TARGET ZERO FATALITIES & SERIOUS INJURIES

Shared-Use Nonmotorized (SUN) Trail

Regional System – Coast to Coast Trail



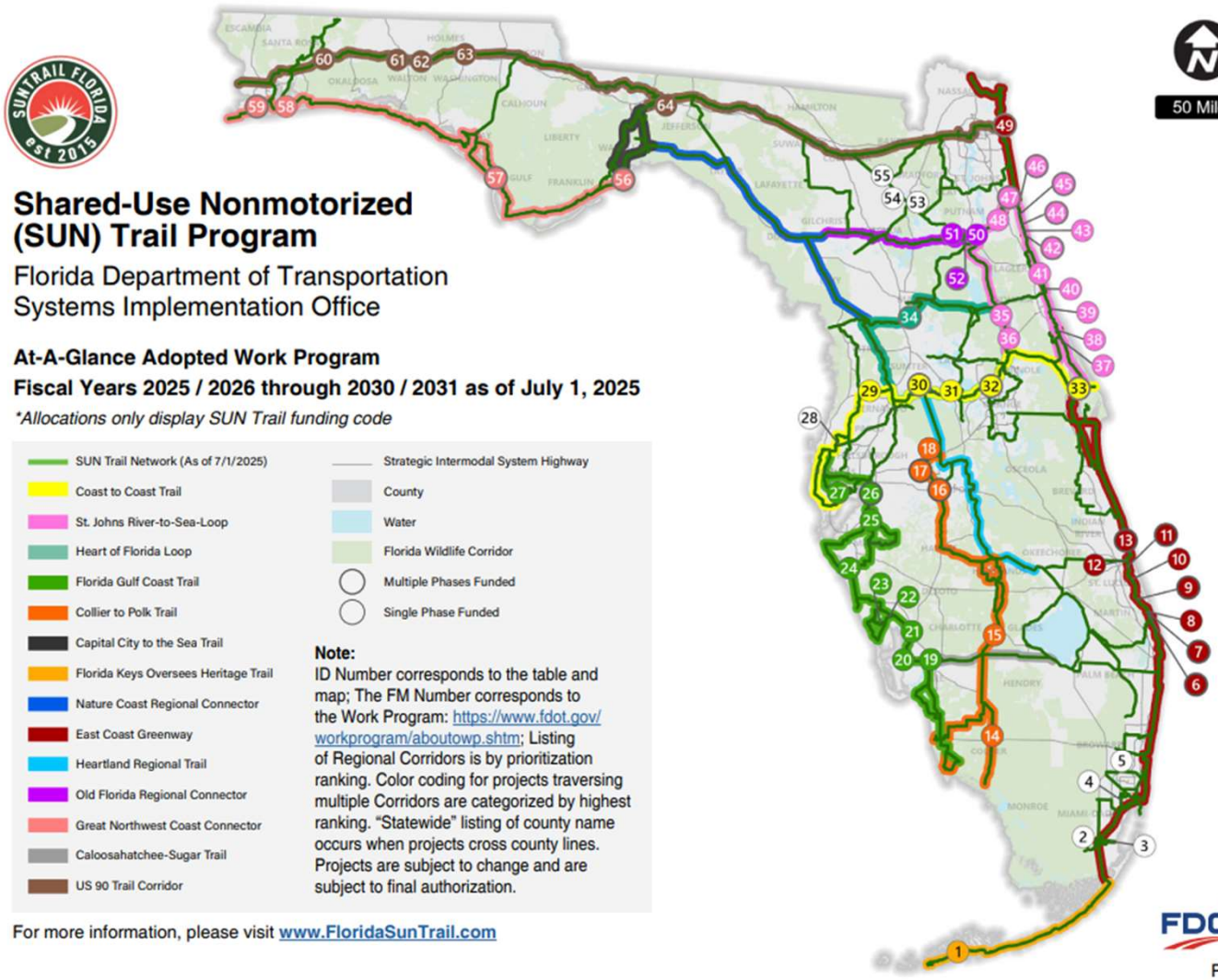
Shared-Use Nonmotorized (SUN) Trail Program

Florida Department of Transportation
Systems Implementation Office

At-A-Glance Adopted Work Program

Fiscal Years 2025 / 2026 through 2030 / 2031 as of July 1, 2025

**Allocations only display SUN Trail funding code*



- SUN Trail Network (As of 7/1/2025)
- Coast to Coast Trail
- St. Johns River-to-Sea-Loop
- Heart of Florida Loop
- Florida Gulf Coast Trail
- Collier to Polk Trail
- Capital City to the Sea Trail
- Florida Keys Oversees Heritage Trail
- Nature Coast Regional Connector
- East Coast Greenway
- Heartland Regional Trail
- Old Florida Regional Connector
- Great Northwest Coast Connector
- Caloosahatchee-Sugar Trail
- US 90 Trail Corridor
- Strategic Intermodal System Highway
- County
- Water
- Florida Wildlife Corridor
- Multiple Phases Funded
- Single Phase Funded

Note:
ID Number corresponds to the table and map; The FM Number corresponds to the Work Program: https://www.fdot.gov/workprogram/aboutowp.shtm; Listing of Regional Corridors is by prioritization ranking. Color coding for projects traversing multiple Corridors are categorized by highest ranking. "Statewide" listing of county name occurs when projects cross county lines. Projects are subject to change and are subject to final authorization.

For more information, please visit www.FloridaSunTrail.com

Thank You!

metroplan orlando
A REGIONAL TRANSPORTATION PARTNERSHIP

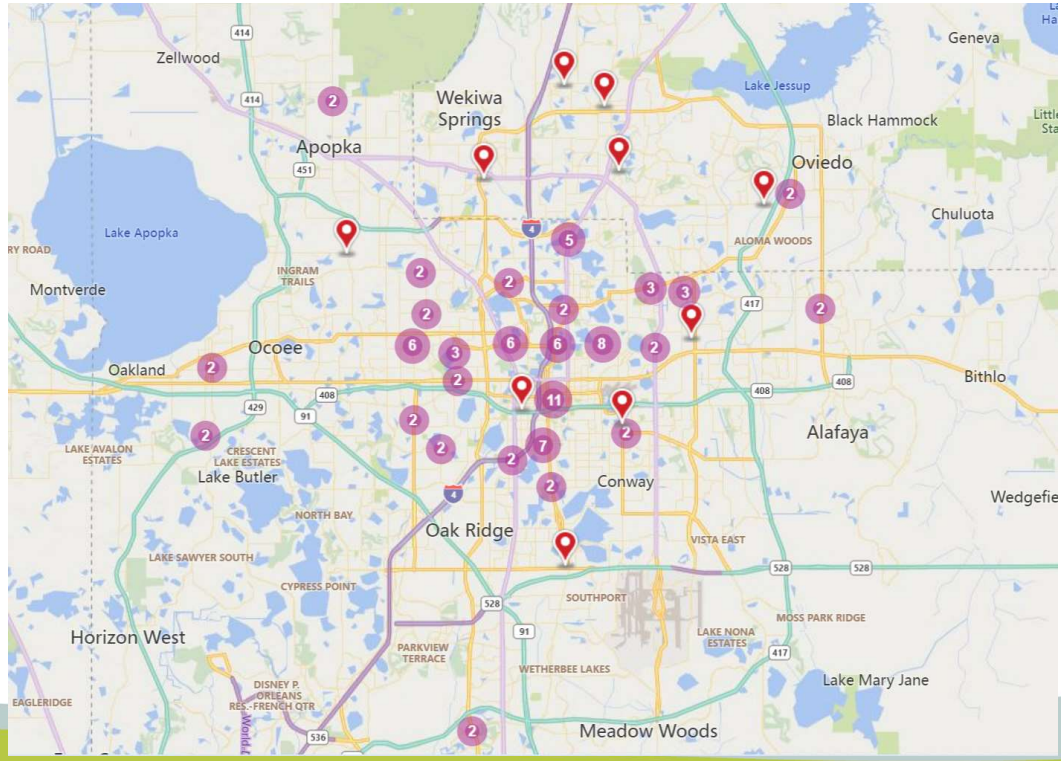
MetroPlan Orlando Pedestrian & Bicyclist Counts

Mighk Wilson

September 2025

This Presentation

- Miovision Overview
- MetroPlan Deployments
- Cross Tabs
- Risk Analysis



Miovision


miovision
Scout
Miovision Customer Support
metroplan orlando
Pedestrian Counter
miovision
Scout
www.miovision.com

Miovision: Scout & Scout Plus

- Portable video: 48 hours (longer w/multiple batteries)
- Video uploaded for AI analysis (or onboard)
- All modes
- Speed
- Turning movements
- Near Miss

Advantages

- Differentiates between peds and cyclists
- Can address direction (with versus facing traffic)
- Can count bicyclists in mixed traffic

MetroPlan Applications

- 2019 – Bikeway Crash Risk Analysis
- 2021-22 – Programmed Projects Baseline Counts & Paths
- 2023-25 – New Facility Use, Baseline Counts, & Pedestrian Exposure for Safety Analysis
- 107 Locations & Counting

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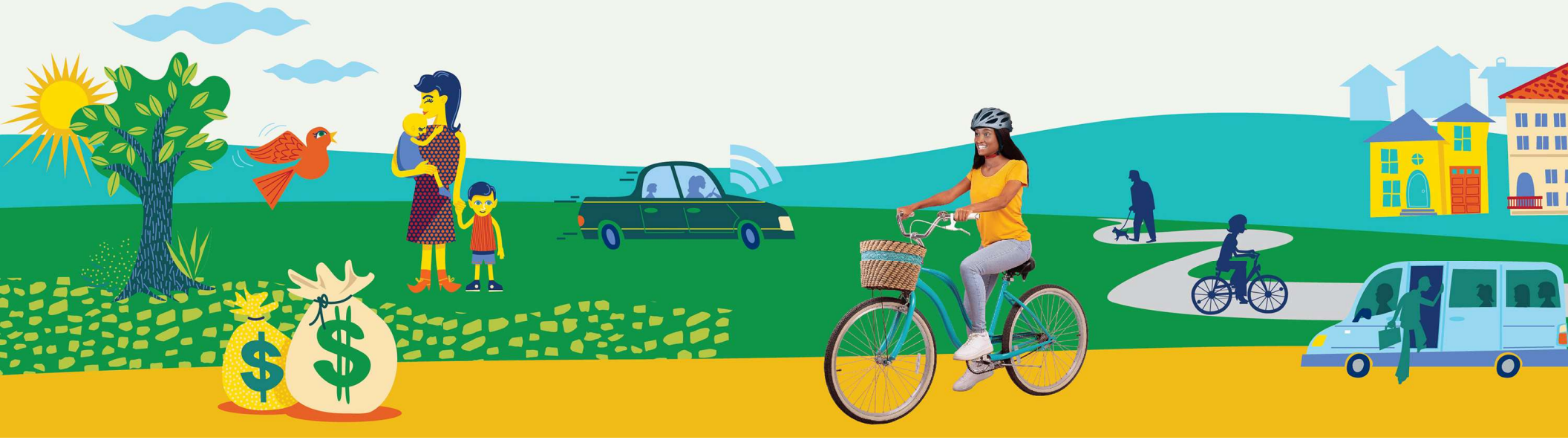
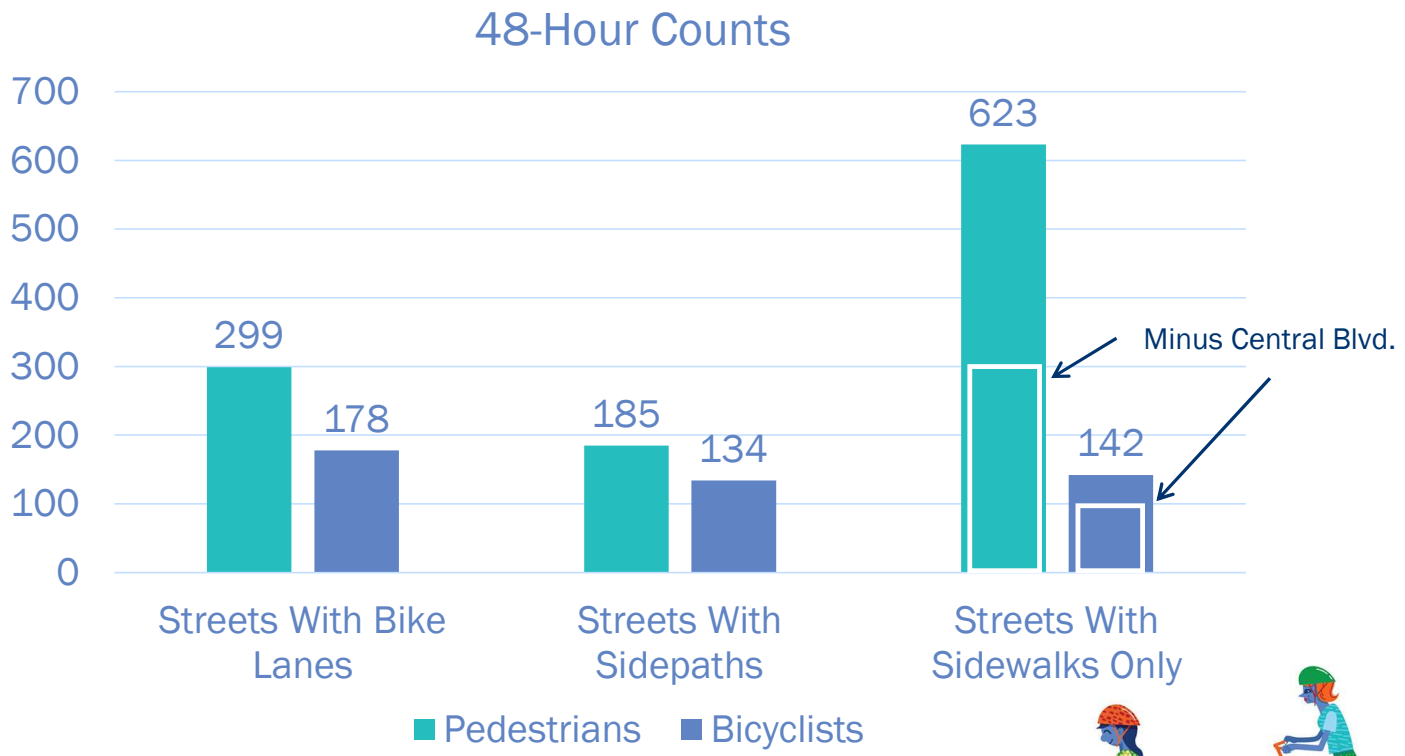
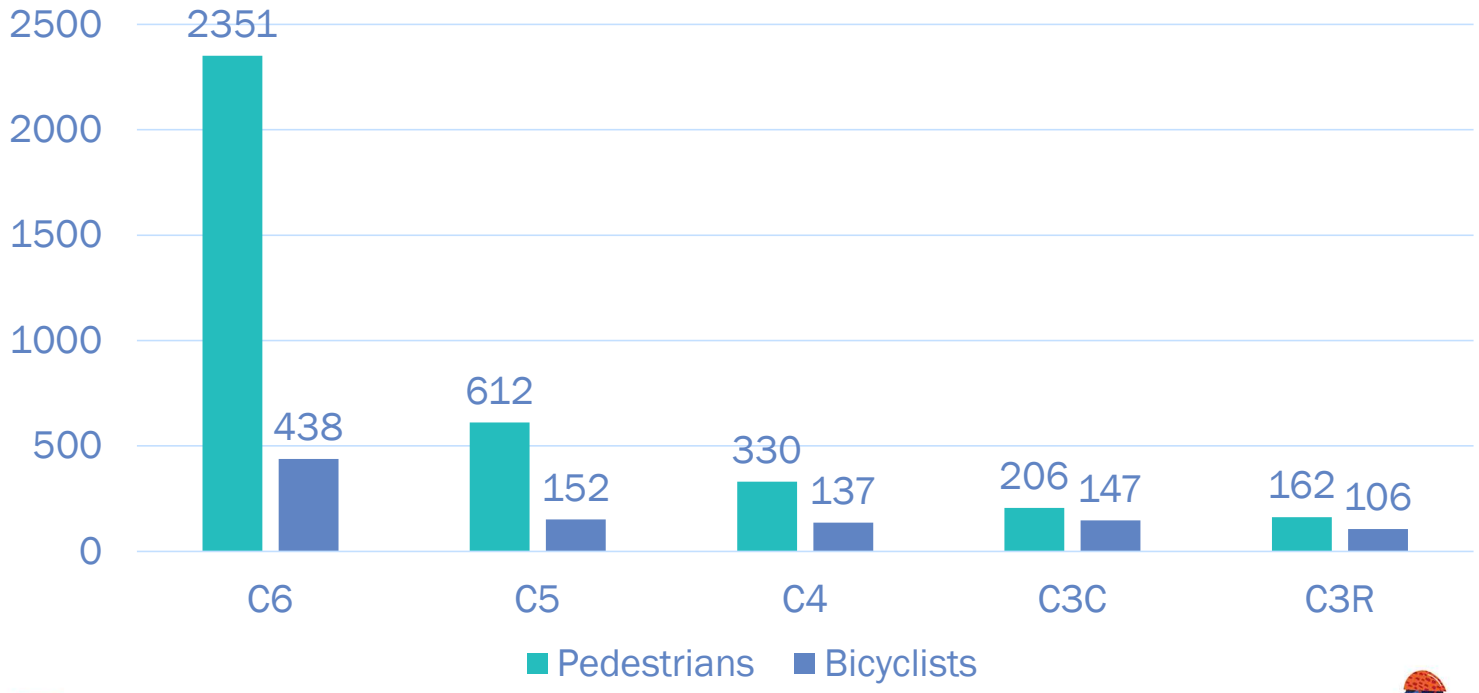
Cross Referencing Counts to Other Factors



Counts by Bikeway Type



By Context Class



Ratio Highest to Lowest
Pedestrians: 14.5
Bicyclists: 4.1

By Bicycle Level of Traffic Stress (BLTS) & Context Class

Context Class	Bicyclist Level of Traffic Stress				
	1	2	3	4	All
C6	174		966		438
C5		220	156	135	152
C4	191	121	134	187	137
C3C	107	48	18	175	147
C3R	130	37	178	98	106
All Contexts	141	101	190	149	140

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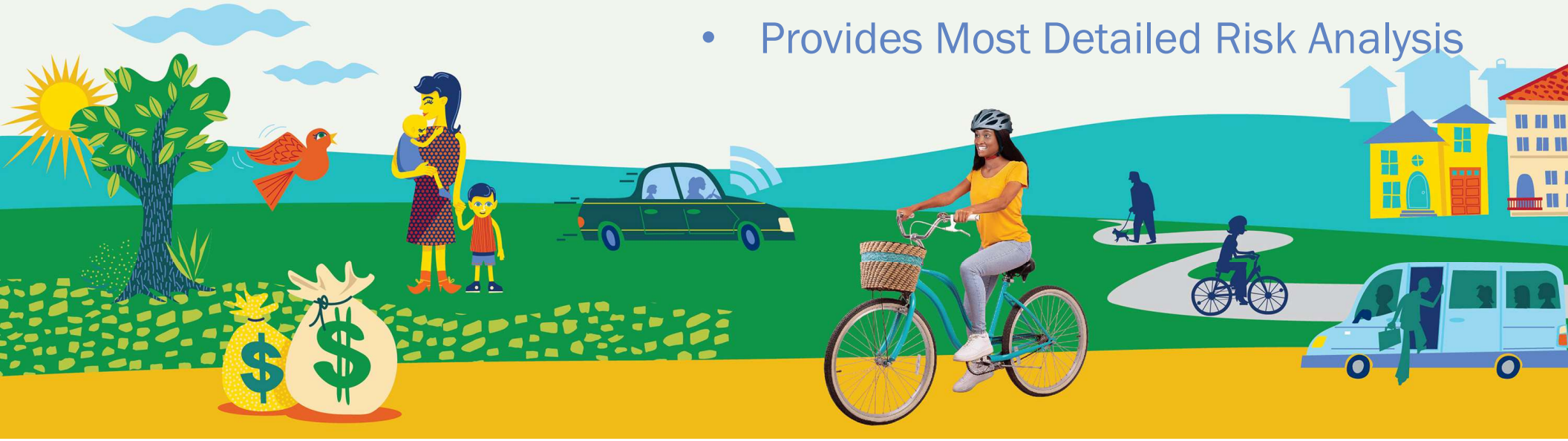
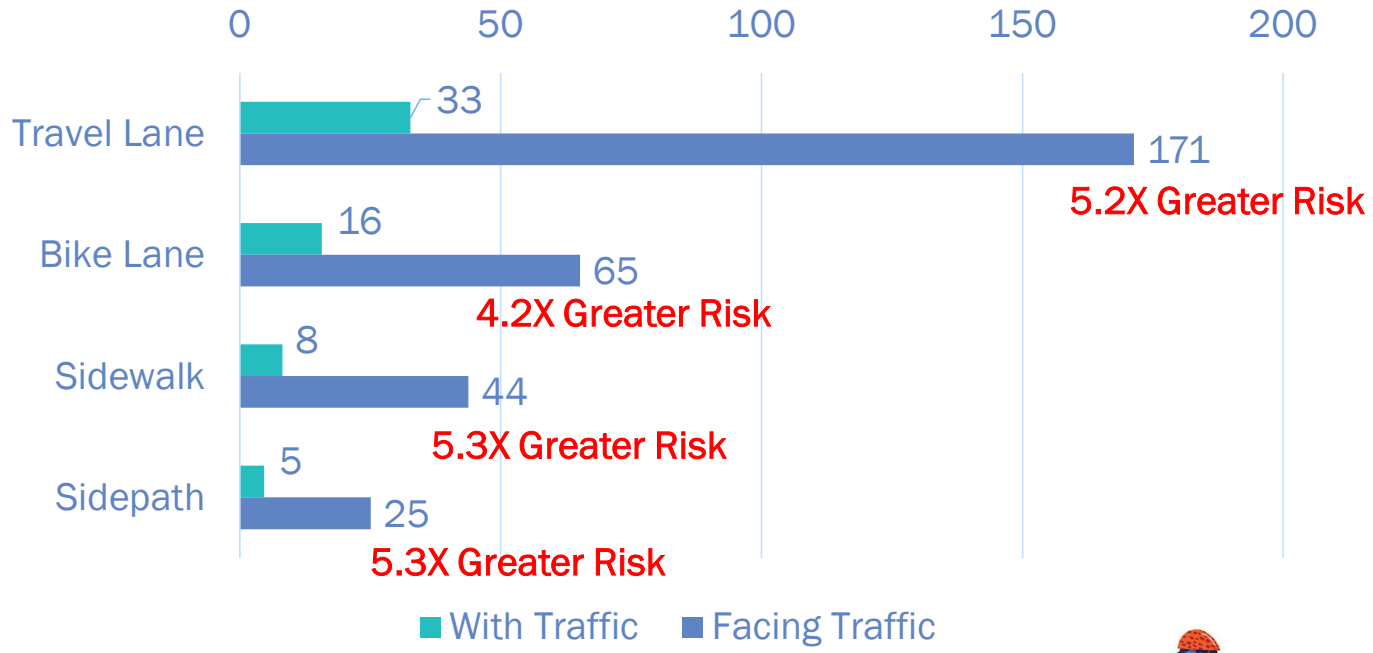
Bicyclist Crash Risk Analysis

- Bicyclist Crashes by Location, Position, Direction & Type
- Bicyclist Counts by Position & Direction
- Provides Most Detailed Risk Analysis

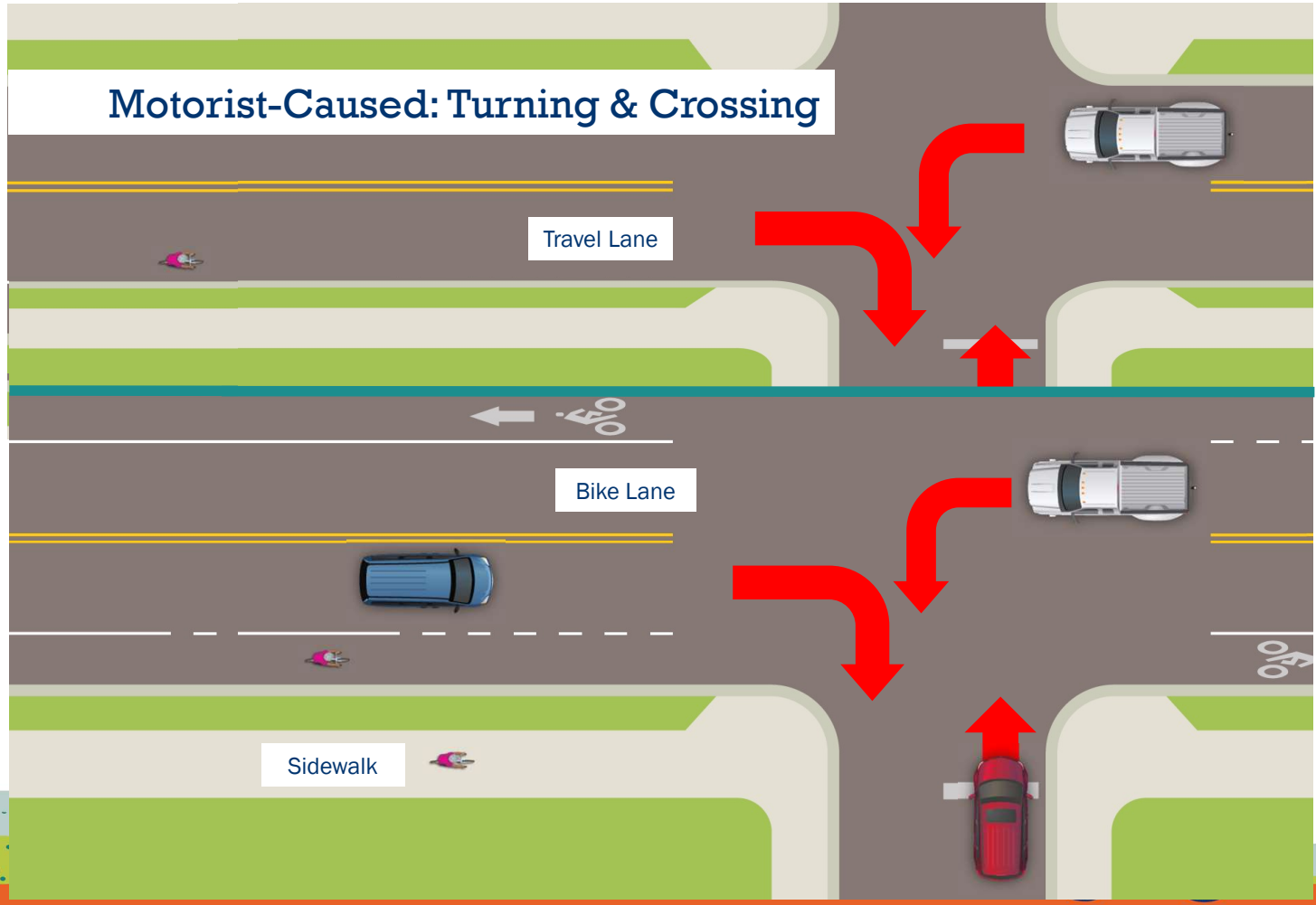


Facing Traffic Versus With Traffic

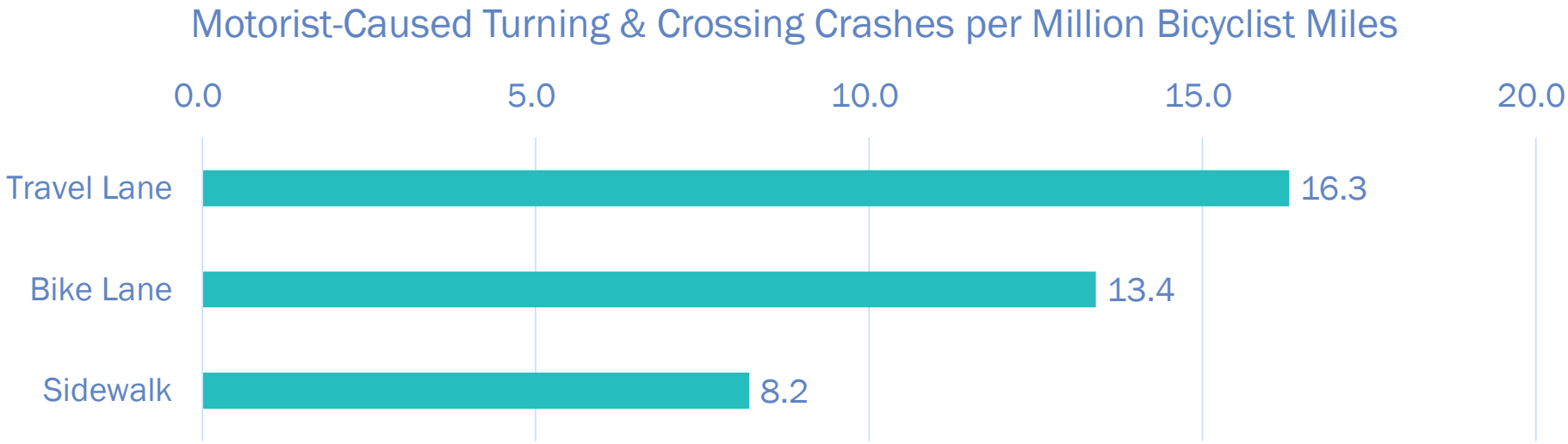
Crashes Per Million Bicyclist Miles Traveled



Relative Risk for Motorist-Caused Crashes: Bicyclist With Flow of Traffic

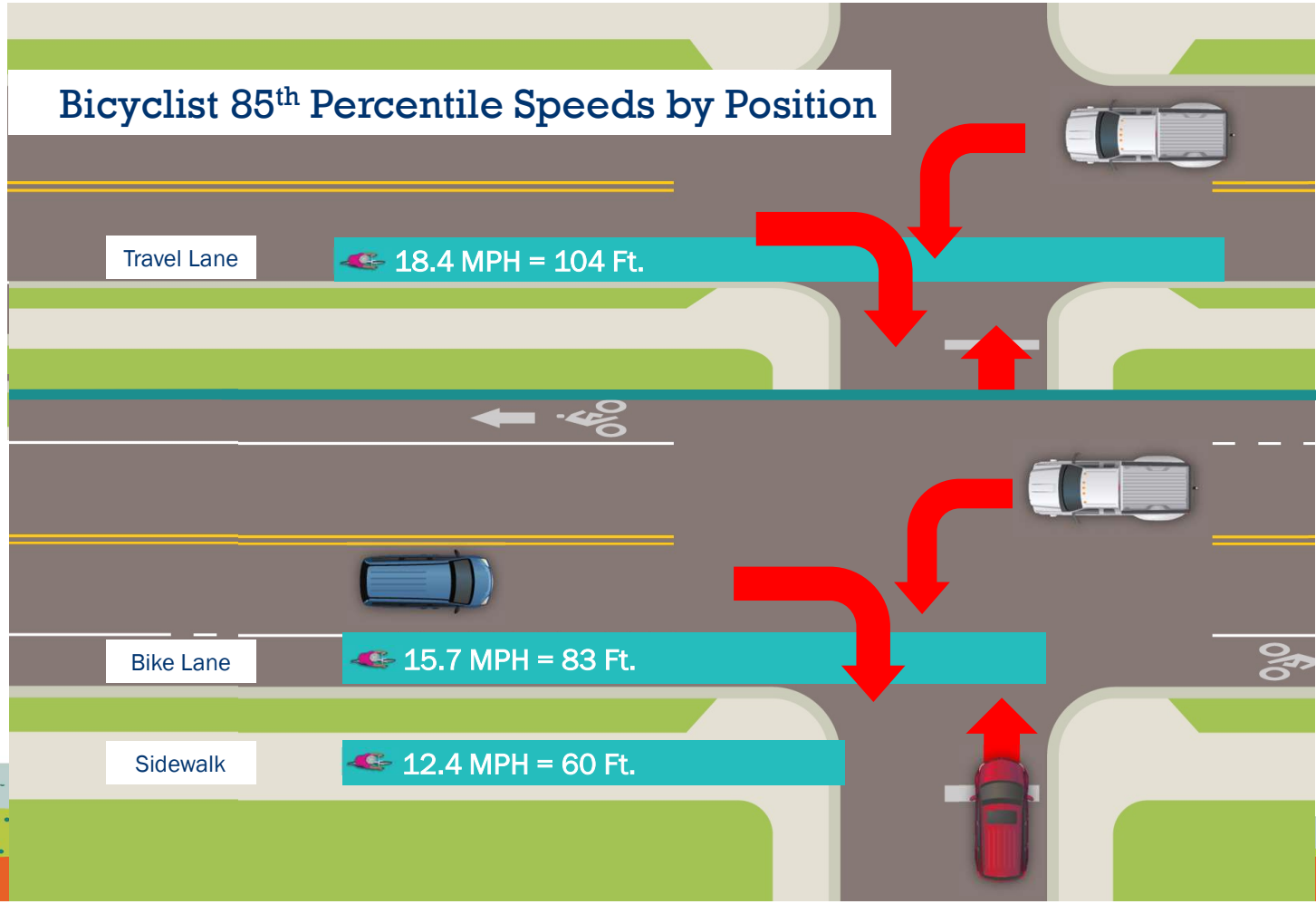


Relative Risk for Motorist-Caused Crashes: Bicyclist With Flow of Traffic



Why would motorists do a better job of yielding to sidewalk cyclists when sidewalks are neither designed nor designated for bicyclists?

Bicyclist Speed Affects Crash Risk for Motorist-Caused Turning & Crossing Crashes



Mighk Wilson | mighk.wilson@metroplanorlando.gov
MetroPlanOrlando.org | (407) 481-5672
250 S. Orange Ave., Suite 200, Orlando, FL 32801

CITY OF JACKSONVILLE, FLORIDA

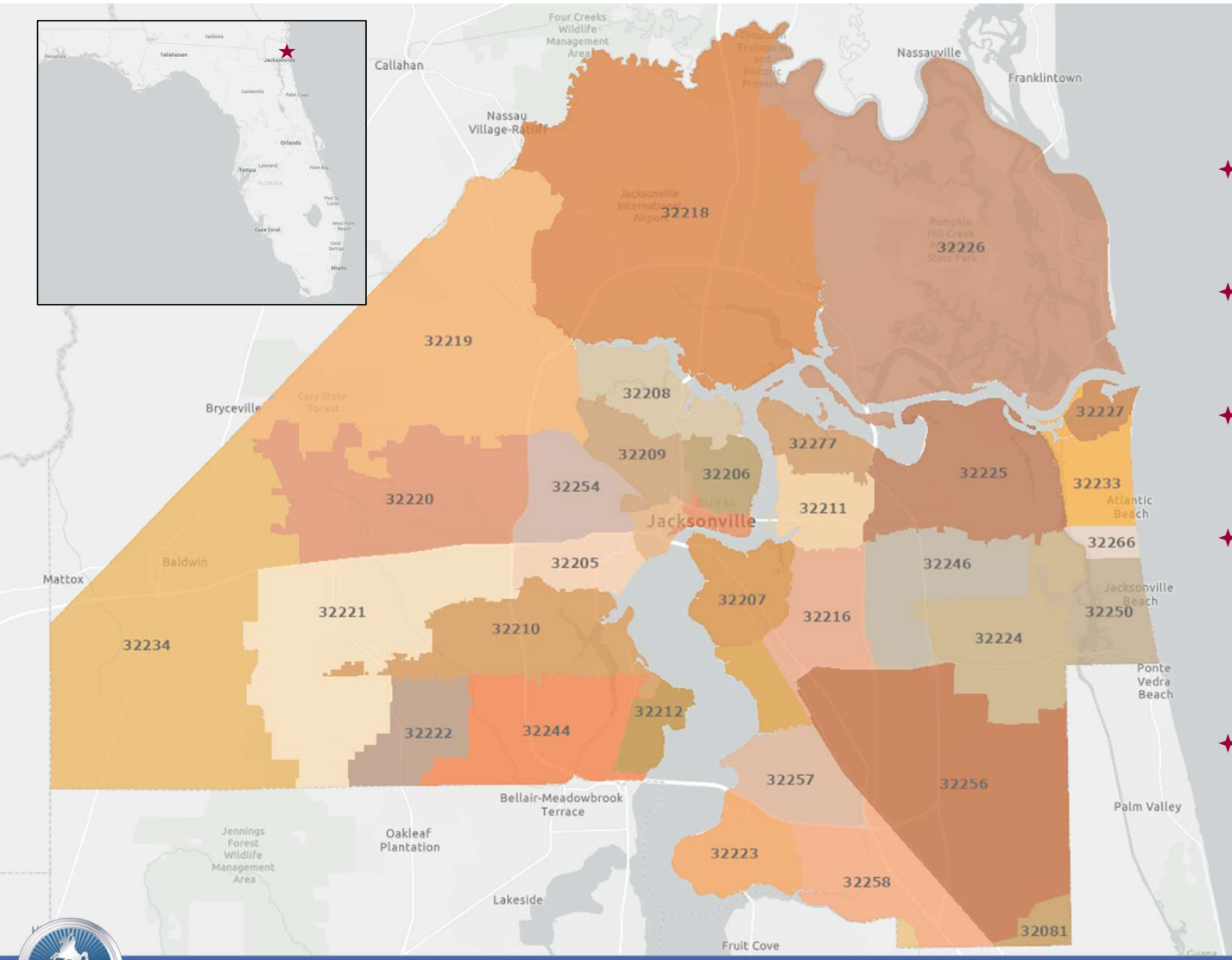
FDOT: 2025 Statewide Non-Motorized Traffic Monitoring Program Meeting

September 17, 2025 – Matt Fall, Sr Bike-Ped Coordinator: **mfall@coj.net**

WWW.JACKSONVILLE.GOV/PEDBIKE

OVERVIEW

- How NM user data supports safety projects
- What to include when developing NM data collection programs
- City of Jacksonville partnership with FDOT NM Data Team



CITY SNAPSHOT

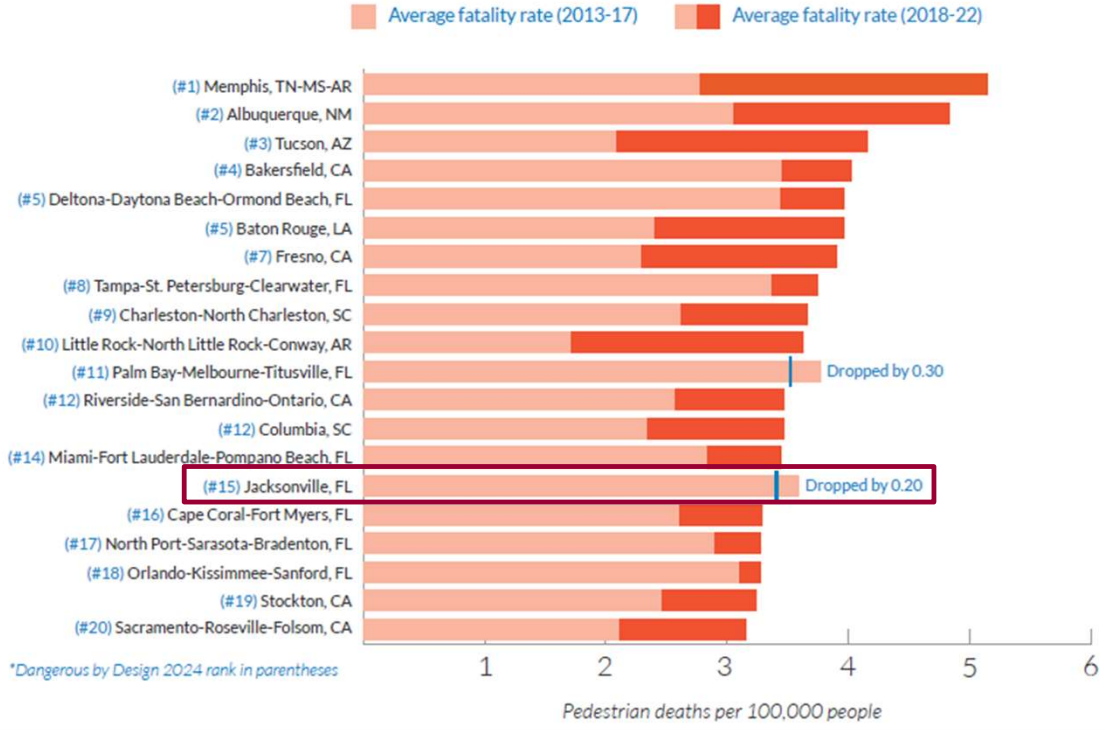
- Roughly 1M population: 949,611 reported in 2020 Census
- 15th highest in ped fatalities, 3rd highest in bike fatalities
- COJ is largest city in contiguous U.S.
- Government consolidation took place in the late 60s merging Duval County with the City of Jacksonville
- ~16-miles to the Atlantic Ocean from downtown

The top 20 most deadly metro areas for pedestrians

By number of deaths per 100,000 people, 2018-2022

All but two of the top 20 are getting more deadly

The most dangerous metro areas are getting more deadly

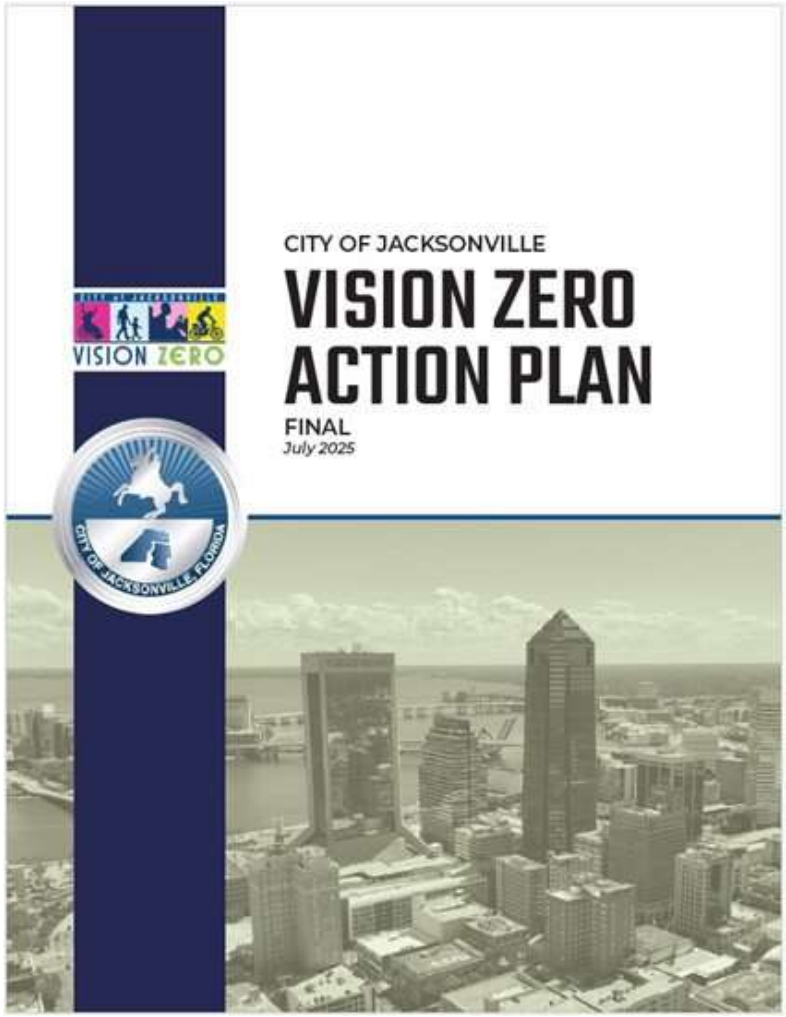


SOURCE: SMART GROWTH AMERICA, DANGEROUS BY DESIGN 2024

CITY of JACKSONVILLE

VISION ZERO

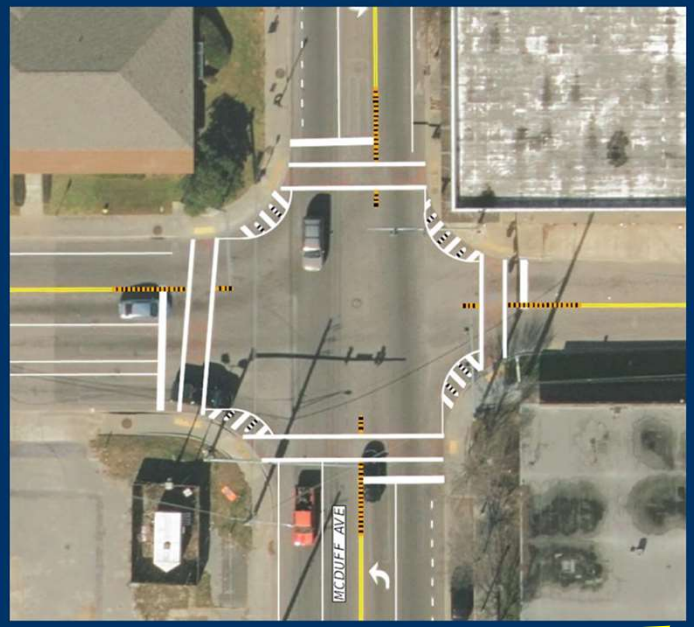
JACKSONVILLE.GOV/PEDBIKE



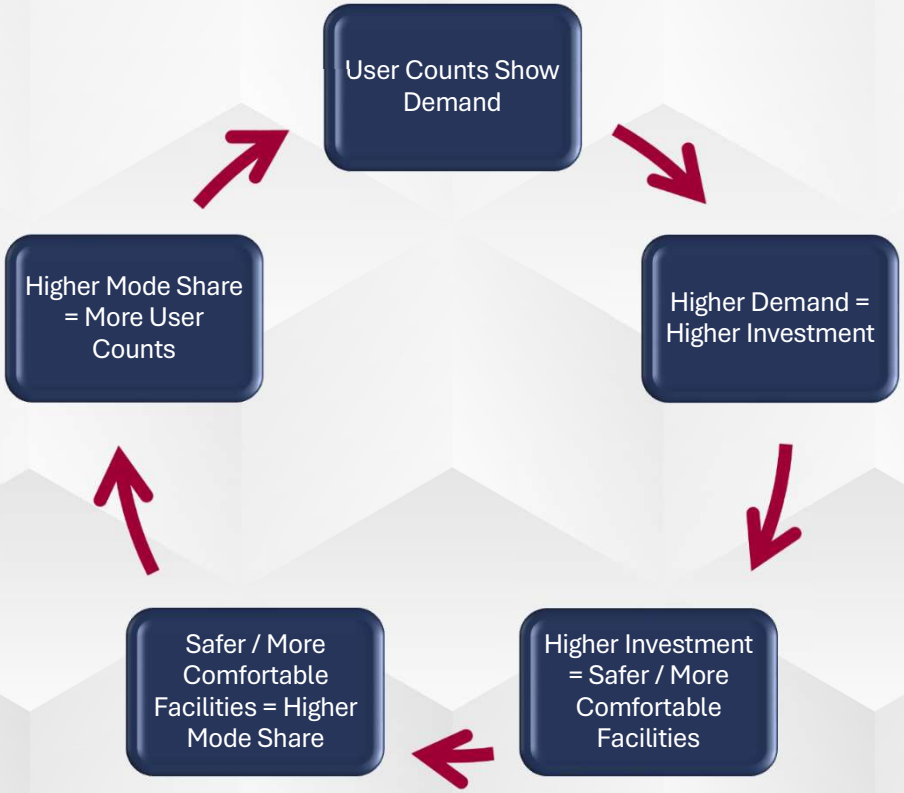
Demonstration Projects Supported by Extensive User Counts – Before/After Reports

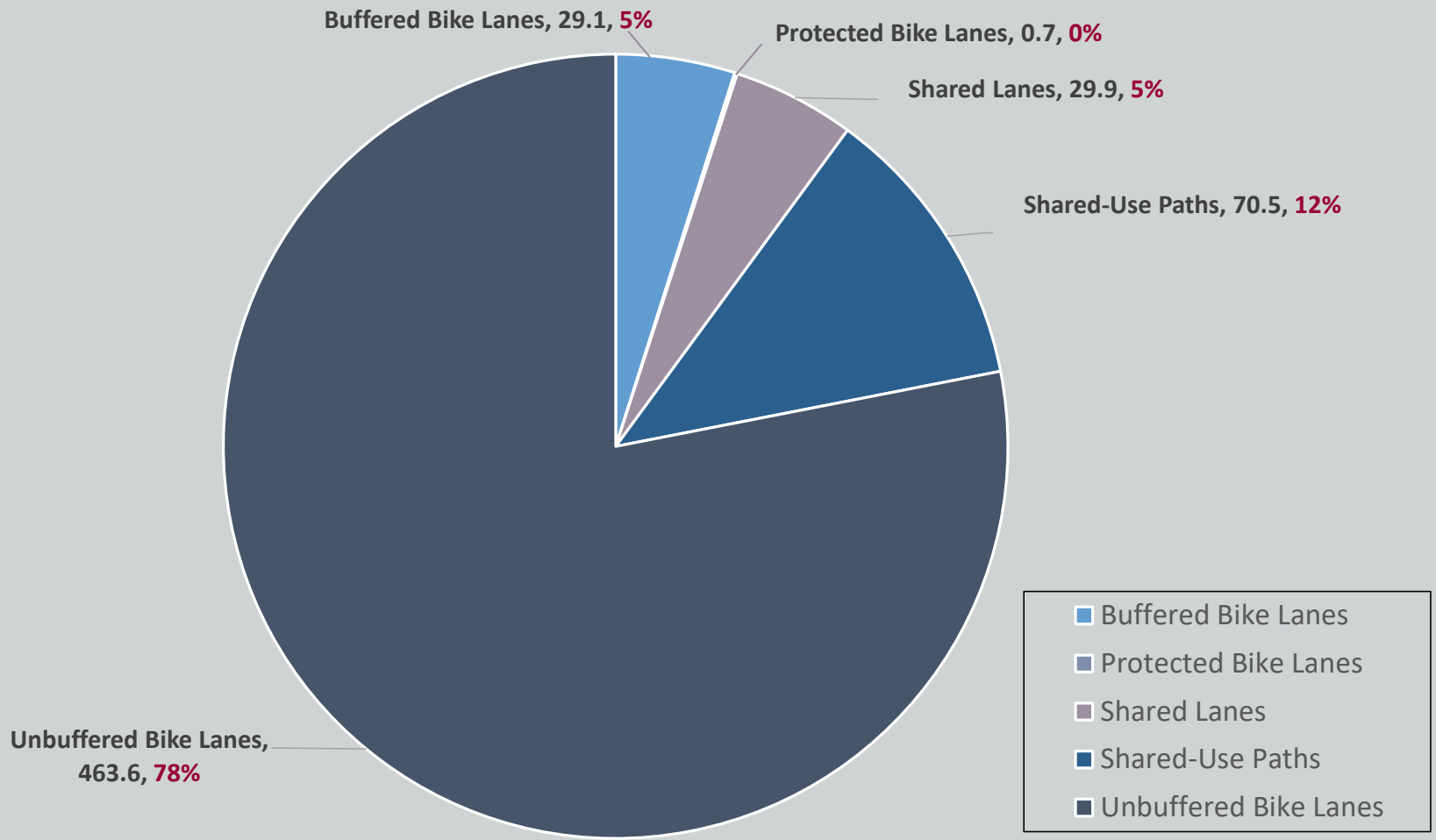
Before

After

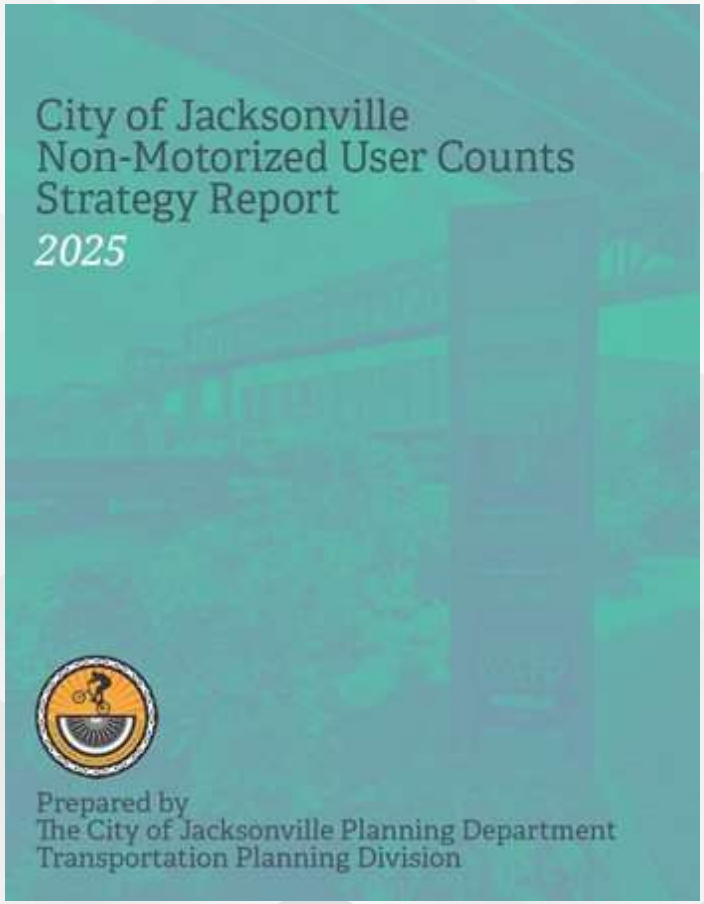


Non-Motorized User Counts Provide Planners Justification



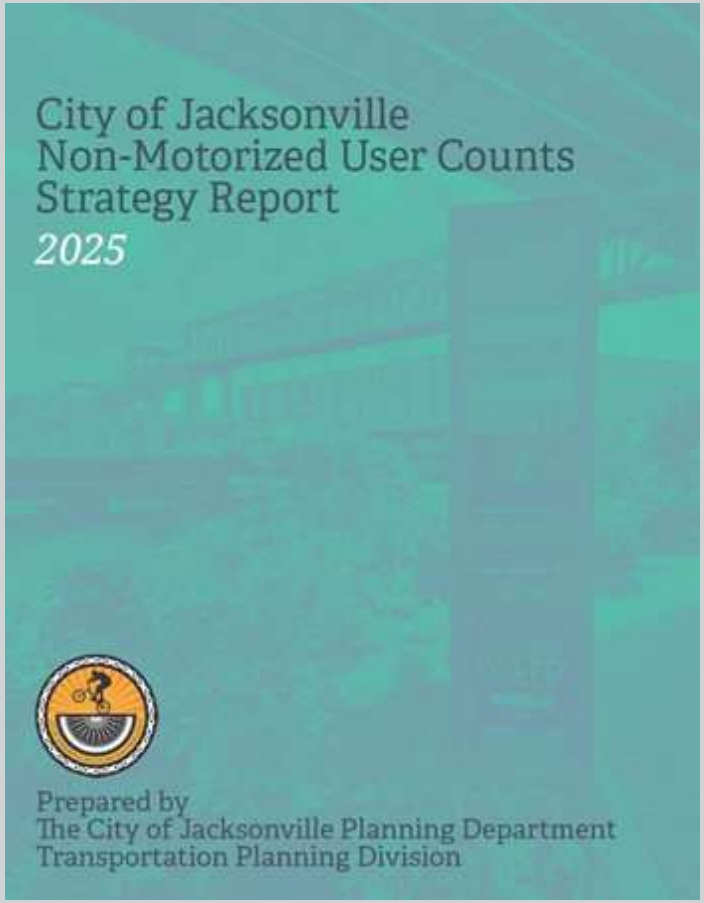

Buffered Bike Lanes, 29.1, 5%
Protected Bike Lanes, 0.7, 0%
Shared Lanes, 29.9, 5%
Shared-Use Paths, 70.5, 12%
Unbuffered Bike Lanes, 463.6, 78%
Buffered Bike Lanes
Protected Bike Lanes
Shared Lanes
Shared-Use Paths
Unbuffered Bike Lanes

Development of a Non-Motorized User Counts Strategy



- **Use to support existing capital projects lists, HINs, priority projects, quick build projects, interagency projects**
- **Clear alignment with agency goals and policies:** Vision Zero Action Plan, Resilient Jacksonville, 20-is-Plenty, etc.
- **Detail partnerships with state and regional agencies:** FDOT and TPO partnership is clear
- **Multi-faceted approach:** Local jurisdictions may need to combine manual counts, automated counters, Strava data, etc.

Resources for developing Local Non-Motorized User Count Strategy



- **NACTO: Making Bikes Count: Effective Data Collection, Metrics, & Storytelling (2022):** Excellent!
- **AASHTO: Guide for the Development of Bicycle Facilities (5th Edition, 2024):** Brief mention of user count strategies
- **Transportation Research and Education Center (TREC) at Portland State University:** Guide to Bicycle & Pedestrian Count Programs (through IPBI, 2016/2020)
- **FHWA's Traffic Monitoring Guide (TMG – 2022):** Comprehensive federal standard for non-motorized counting in *Chapter 4: Non-Motorized Traffic Monitoring*
- **COJ Non-Motorized User Counts Strategy Report (2025):** Steal this report!

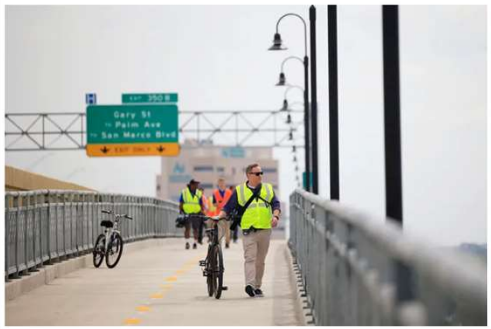
Partnership with FDOT NM Data Team in COJ

LOCAL

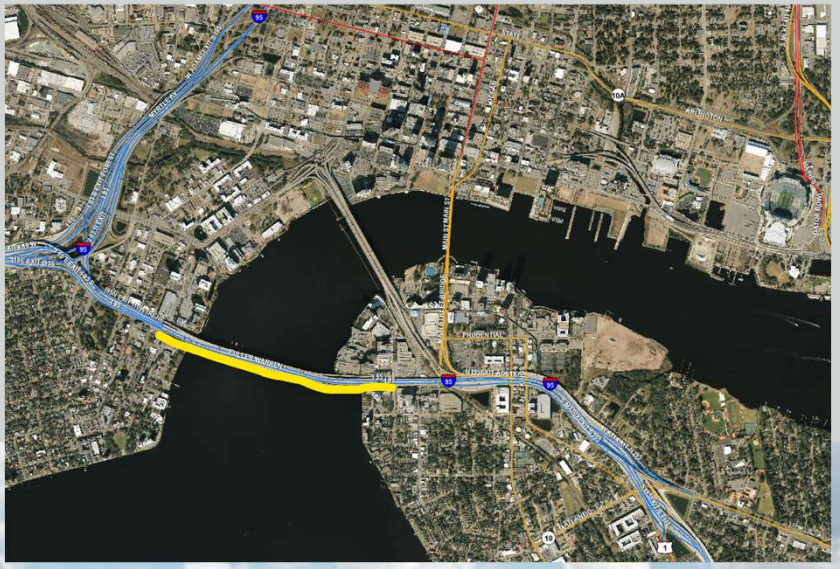
Photos: Sneak peek at Fuller Warren Bridge's new pedestrian, bike paths

Corey Perrine Florida Times-Union

Published 1:31 p.m. ET April 3, 2023



Bike and Pedestrian Coordinator for the City of Jacksonville, Matt Fell, walks on the new bridge with his bike during a media tour hosted by the Florida Department of Transportation (FDOT) Monday, April 3, 2023 at the Fuller Warren Shared Use Path in Jacksonville, Fla. The

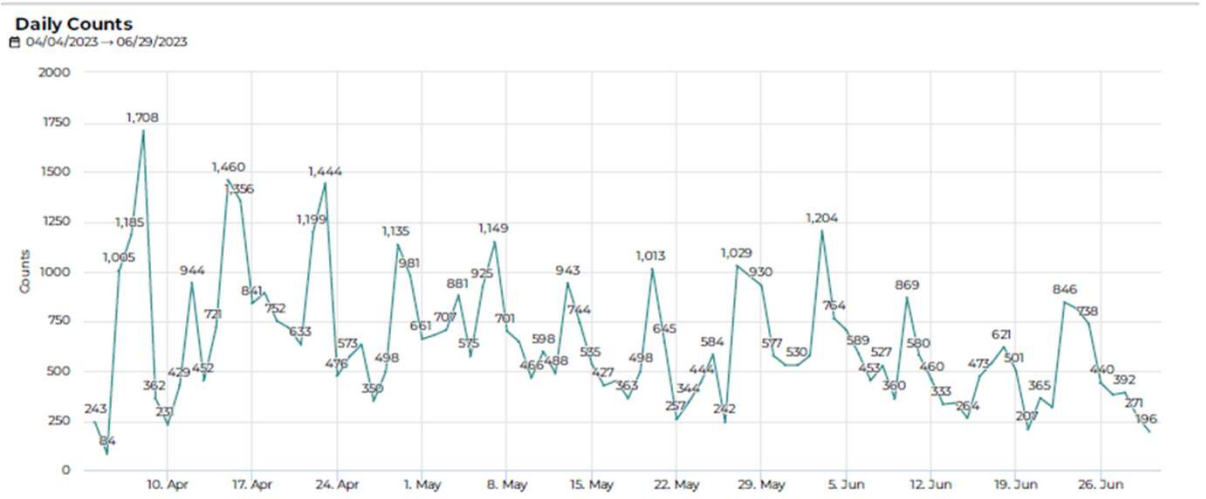



FULLER WARREN BRG S
195 N ON RAMP
195 EXPY S
195 EXPY N
GARY ST
PRUDENTIAL DR
PARK AVE
CHILDRENS WAY
PHILLIPS ST
CEDAR ST
LOMAX ST
LANCASTER ST
BISHOP GATE LN
COMPUTER POWER PL
RIVERSIDE PARK PL
MAIN ST
LARUE AVE

56,982 total users

648 daily average

APRIL 4, 2023 – JUNE 30, 2023




RIVERSIDE AVE
COMPUTER POWER PL
RIVERSIDE PARK PL
FULLER WARREN BRDG S
PRUDENTIAL DR
PARK AVE
SAN MARCO BLVD
MAIN ST S
MAIN ST N
195 NB ON RAMP
195 SB OFF RAMP
195 EXPY S
195 EXPY N
GARY ST
OAK ST
LOMAX ST
BISHOP GATEN
LANCASTER ST
CHILDRENS WAY
PHILLIPS ST
LARUE AVE
CEDAR ST

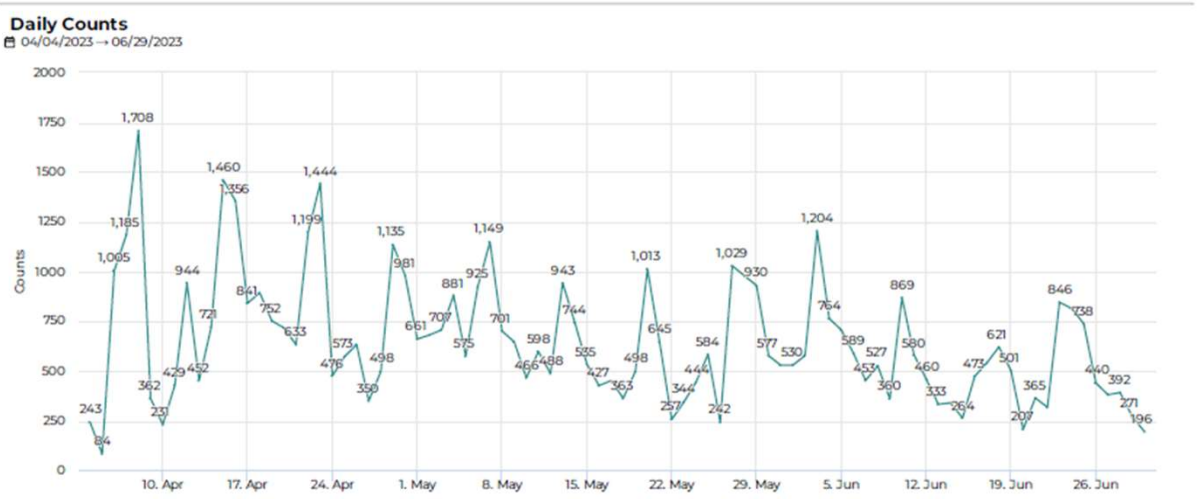

SIDEWALK
CLOSED

83,614 total users

950 daily average

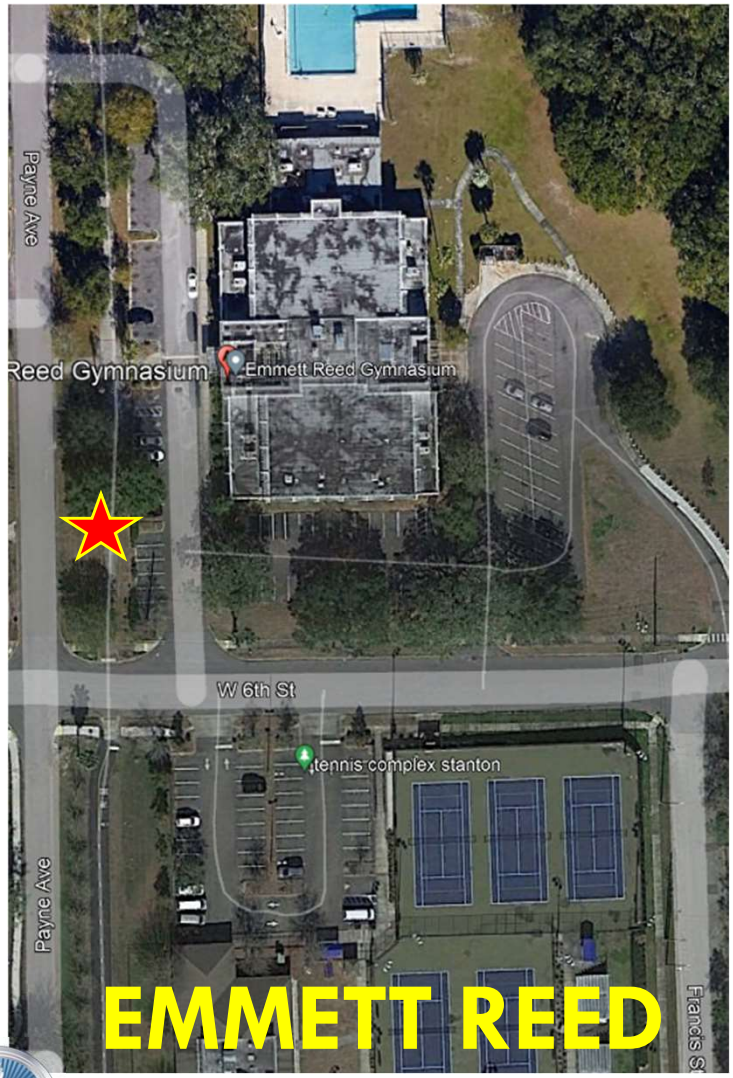
APRIL 4, 2023 – JUNE 30, 2023

eco VISIO



Fuller Warren Bridge: West Ramp

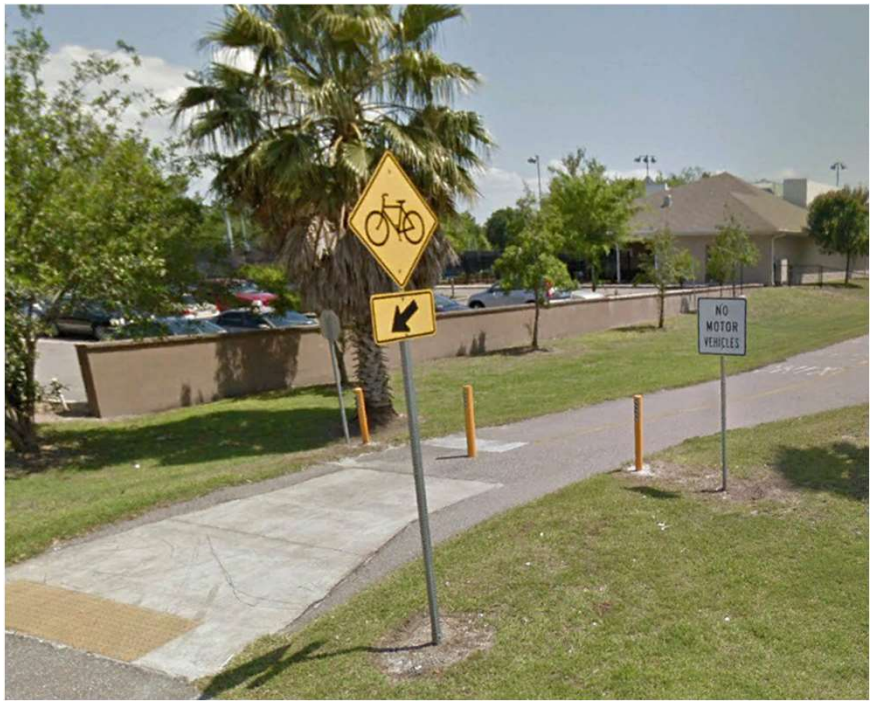
Permanent Counter

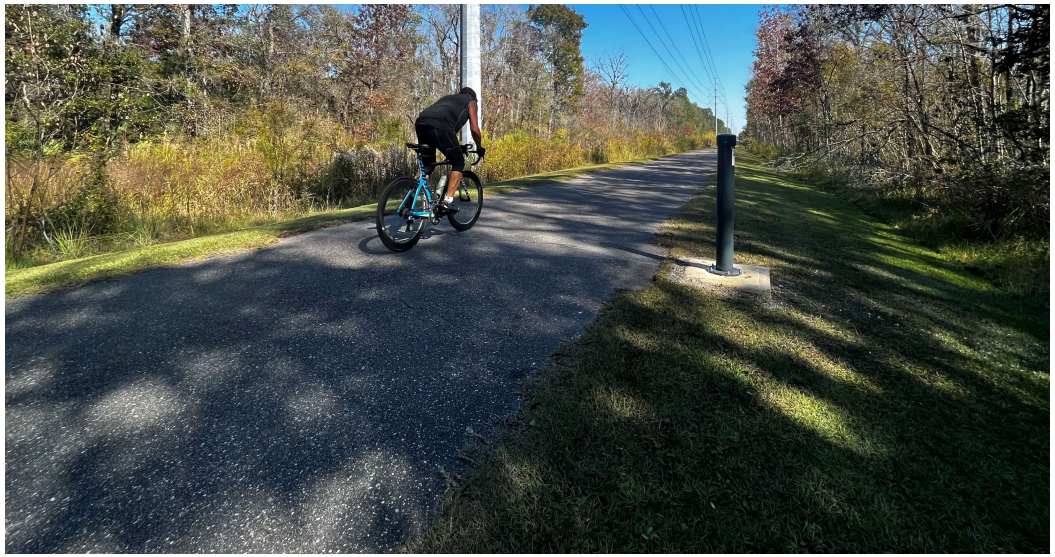


MAY 9, 2022 – MAY 8, 2023

52,008 total users

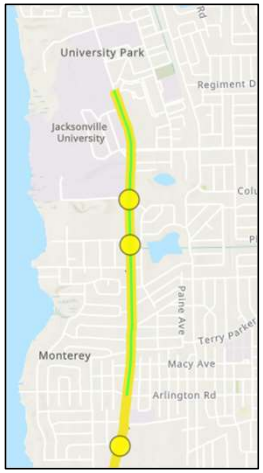
160 daily average





2023: Permanent Counter

2024: Permanent Counter



- Adjacent to first U.S. “Turbo Roundabout”
- Located at Jacksonville University & intersection of Merrill Rd & University Blvd, 2 High-Injury Routes (HIN)
- COJ, FDOT, & JTA all currently have safety projects along both routes

THROUGHOUT JAX

FDOT Permanent Counters: 8

- University Blvd
- Timucuan Trail
- S-Line at Emmett Reed
- Fuller Warren Bridge
- Hopkins Creek
- S-Line Downtown at Winona Dr
- Cecil Trail
- Baldwin Trail

COJ Permanent Counters: 2

- River's Edge
- Corkscrew Park

CONTACT:

Matt Fall
Sr Bike-Ped Coordinator
mfall@coj.net

WWW.JACKSONVILLE.GOV/PEDBIKE

September 17 2025

Connecting Everyone, Everywhere By Trails

Ken Bryan
Sr. Strategist for External Relations

RAILS TO Trails conservancy

THE NATION'S LARGEST TRAILS, WALKING AND BIKING ADVOCACY ORGANIZATION

Our Mission

We are building a nation connected by trails, reimagining public spaces to create safe ways for everyone to walk, bike and be active outdoors.

RAILS TO Trails conservancy

Washington D.C's Met Branch Trail

INFRASTRUCTURE

We will proliferate the development of trail and active transportation networks nationwide.

INVESTMENT

We will grow public funding to create, connect and maintain trails, while improving the effectiveness of those resources and creating new opportunities for investment.

PARTICIPATION

We will encourage and inspire more people to use trails across the country, hastening a culture shift where communities demand trail systems as essential for their well-being and the well-being of the places they live.

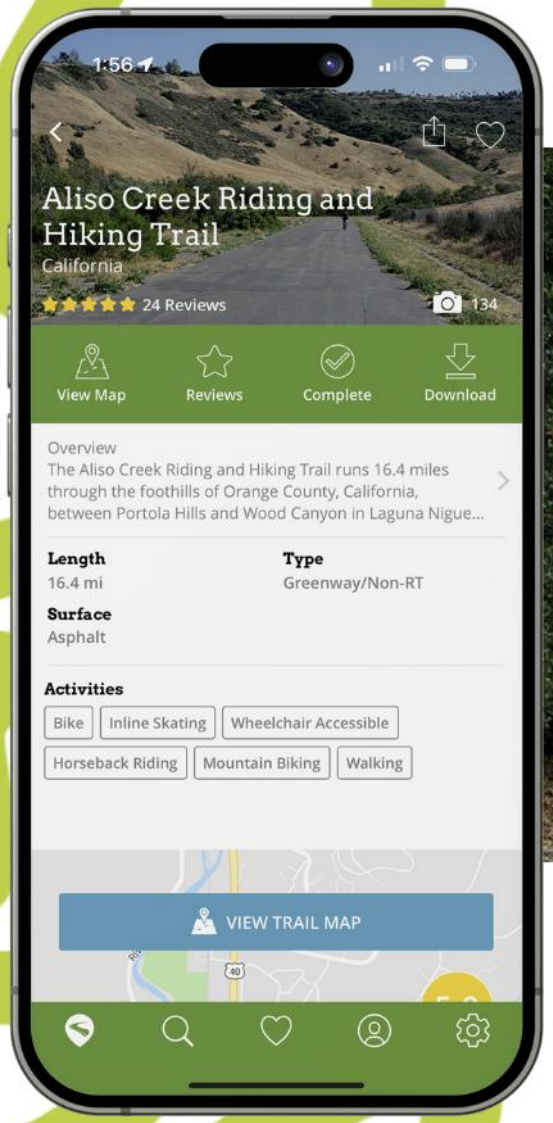
Alabama's Shades Creek Greenway

ROI of Active Transportation

- U.S. economic impact = $34.1 billion (potential $138.5 billion)
- Local spending impact = $10.6 billion (potential $21 billion)
- Health cost savings = $20 billion (potential $92 billion)

RailsToTrails.org/ATTA

The Impact of the Great American



Get the Free TrailLink App

Aliso Creek Riding and Hiking Trail | Photo by TrailLink user Vikemaze

TrailLink

Download on the App Store

GET IT ON Google Play

T-MAP - Trail Modeling and Assessment Platform

Tools To Help Build The Case

Analyze trail connectivity

Collect bike and pedestrian counts

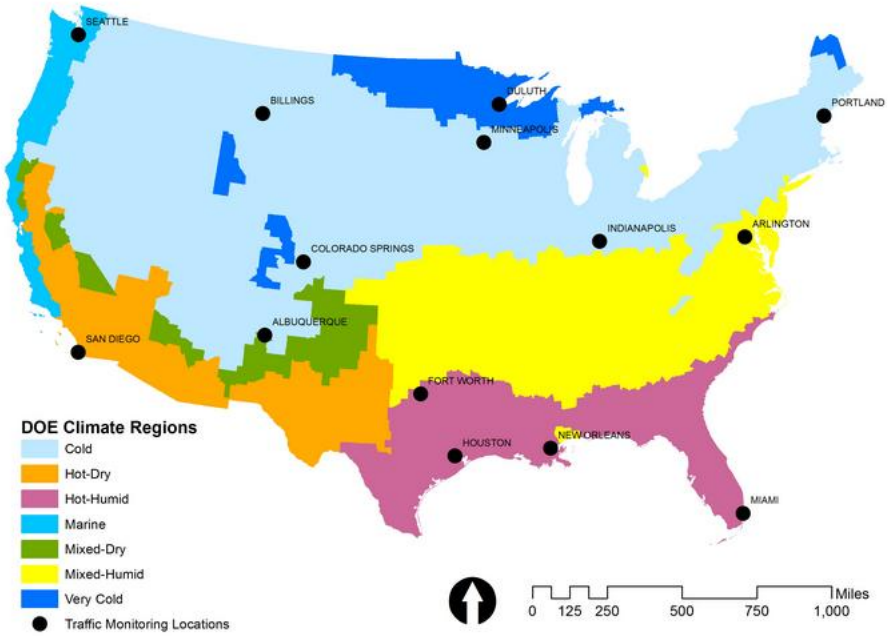
Estimate/Forecast Demand

Assess Impacts (health, environment, economy, etc.)

Go Counter Free App

Trail Traffic Calculator

Trail Traffic Calculator



Resources

- T-MAP Fact Sheet
- T-MAP FAQ
- T-MAP Webinar (register to view)

Tools

- GoCounter Trail Counting App
- Trail Traffic Calculator

Published Research

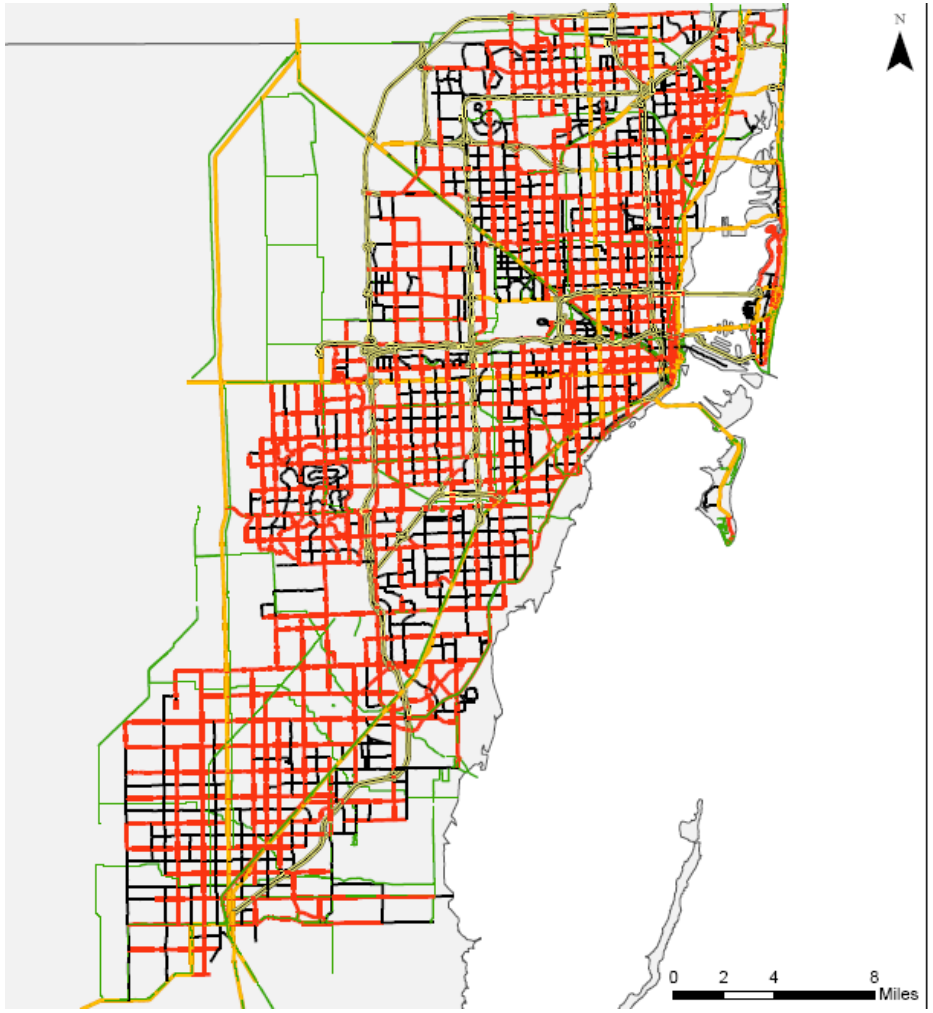
Explore RTC's most recent research published with our academic partners.

- Publications and Presentations

Related Links

- Arlington Bicycle & Pedestrian Counters
- Seattle's Spokane Street

Future Facilities

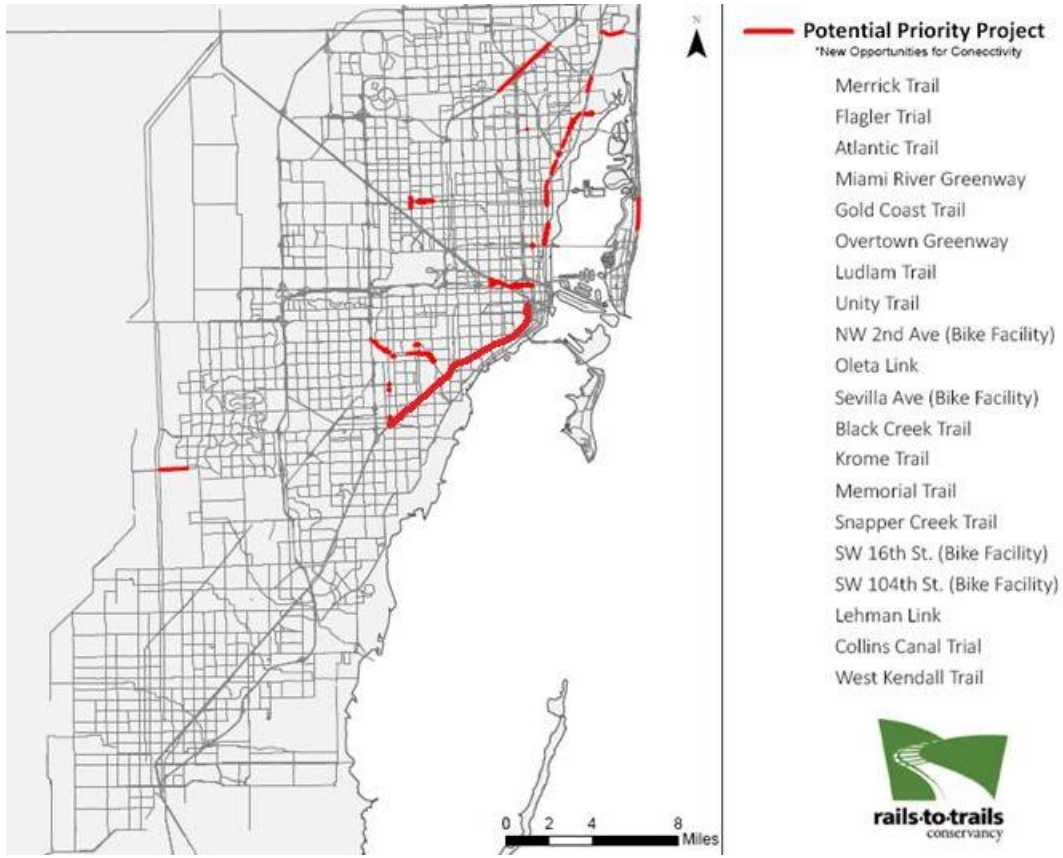


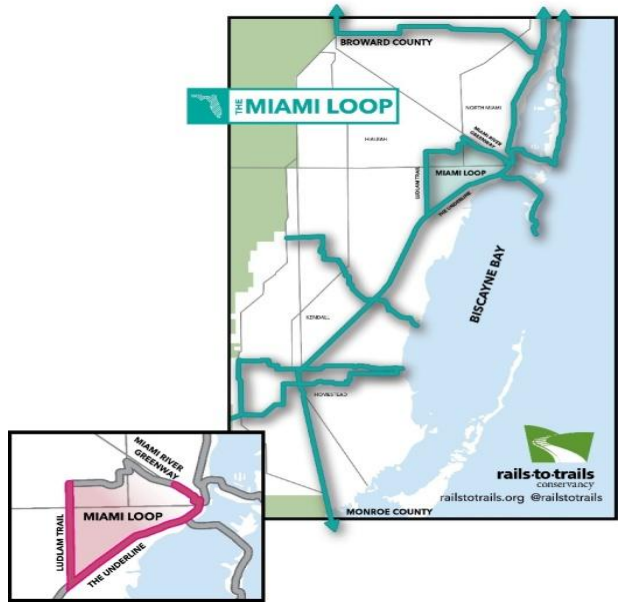
Future Network

- Freeway; Expressway; Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Local
- Multi use Trail
- Walkway
- Ferry Route
- Proposed; ROW

*Note: Stripped road network for the purposes of an initial run of the Connectivity Analysis tool.

Connectivity Potential





Measure Health Impacts

Health Impact Calculations for The Underline (M-Path) in Miami, Florida. 2015

Trail	City	State	Miles	Surface	Bicycle AADT	Pedestrian AADT	% Cyclists	% Weekend	SCF	Survey response rate	N				
M-Path	Miami	FL	9.4	Paved	177	82	68%	47%	0.65	12%	59				
Health impacts from trail use for all diseases combined (avoided hospital cases and treatment costs, per year)															
Hospital cases, treatment costs		All modes			Bicycling					Walking			Running		
Impact measure/Trail	Trail lengt	Avoided c	Avoided costs	AADT Bike	Avoided cases	Avoided costs	Range %	AADT Walk	Avoided c	Avoided costs	Range %	AADT Run	Avoided c	Avoided costs	Range %
M-Path	9.4	0.03	$1,536	177	0.02	$1,162	-10,+15	86	0.01	$322	-31,+38	11	0	$52	-27,+55
Health impacts from trail use for all-cause mortality (avoided premature deaths, VSL, per year)															
All-cause mortality, VSL		All modes			Bicycling					Walking			Running		
Impact measure/Trail	Trail lengt	Avoided c	Avoided costs	AADT Bike	Avoided cases	Avoided costs	Range %	AADT Walk	Avoided c	Avoided costs	Range %	AADT Run	Avoided c	Avoided costs	Range %
M-Path	9.4	0.13	$1,223,611	177	0.1	$905,240	-9,+14	86	0.03	$266,722	-31,+38	11	0.01	$51,649	-34,+67
Health impacts from trail use, for heart disease (CVD) (avoided hospital cases and treatment costs, per year)															
Hospital cases CVD, treatment cos		All modes			Bicycling					Walking			Running		
Impact measure/Trail	Trail lengt	Avoided c	Avoided costs	AADT Bike	Avoided cases	Avoided costs	Range %	AADT Walk	Avoided c	Avoided costs	Range %	AADT Run	Avoided c	Avoided costs	Range %
M-Path	9.4	0.02	$725	177	0.01	$565	-10,+15	86	0	$138	-30,+40	11	0	$22	-37,+73
Health impacts based on net gain in physical activity from trail use, for all diseases combined (avoided hospital cases and treatment costs, per year)															
Net PA, Hospital cases, treatment		All modes			Bicycling					Walking			Running		
Impact measure/Trail	Trail lengt	Avoided c	Avoided costs	AADT Bike	Avoided cases	Avoided costs	Range %	AADT Walk	Avoided c	Avoided costs	Range %	AADT Run	Avoided c	Avoided costs	Range %
M-Path	9.4	0.02	$1,130	177	0.01	$885	-11,+16	86	0	$211	-37,+44	11	0	$34	-41,+82
Health impacts based on net gain in physical activity from trail use, for all-cause mortality (avoided premature deaths, VSL, per year)															
Net PA, All-cause mortality, VSL		All modes			Bicycling					Walking			Running		
Impact measure/Trail	Trail lengt	Avoided c	Avoided costs	AADT Bike	Avoided cases	Avoided costs	Range %	AADT Walk	Avoided c	Avoided costs	Range %	AADT Run	Avoided c	Avoided costs	Range %
M-Path	9.4	0.09	$872,526	177	0.07	$656,529	-11,+16	86	0.02	$183,002	-37,+45	11	0	$32,995	-47,+95
Health impacts from trail use for all diseases combined (avoided hospital cases and absentee costs, per year)															
Hospital cases, absentee costs		All modes			Bicycling					Walking			Running		
Impact measure/Trail	Trail lengt	Avoided c	Avoided costs	AADT Bike	Avoided cases	Avoided costs	Range %	AADT Walk	Avoided c	Avoided costs	Range %	AADT Run	Avoided c	Avoided costs	Range %
M-Path	9.4	0.03	$16	177	0.02	$11	-10,+15	86	0.01	$4	-31,+38	11	0	$1	-27,+55

Source: Götschi, & Hadden Loh. (2017). Advancing project-scale health impact modeling for active transportation: A user survey and health impact calculation of 14 US trails. Journal of Transport & Health, 4, 334-347.

Resources and Tools

Technical Assistance

Web Resources

- ❑ TrailNation Playbook
- ❑ Trail-Building Toolbox – basic information on how to build a trail
- ❑ Resource Library – digital repository
- ❑ Webinars & online dialogues
- ❑ Federal Funding Resources - Federal funding page, federal funding tool, *Inside Track* newsletter

Available at railstotrails.org/resources

RAILS TO Trails conservancy

Reach Out!

Ken Bryan

Senior Strategist

ken@railstotrails.org

RAILS TO Trails conservancy

TrailNation Summit

HOSTED BY RAILS TO TRAILS CONSERVANCY

October 27-29, 2025
Cleveland, Ohio

Ohio & Erie Canal Towpath Trail | Photo by Jason Cohn

Register Today: RailsToTrails.org/Summit

The East Coast Greenway: National and State Support - Local Impacts

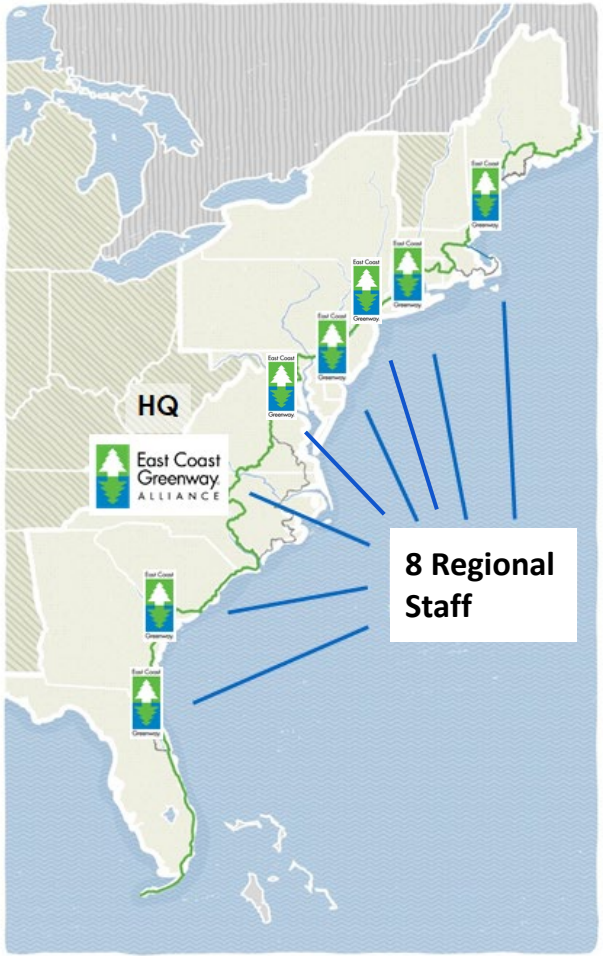
East Coast Greenway ALLIANCE

Florida Committee Chair | Colin Moore

Connecting people to place, Maine to Florida.

The East Coast Greenway is a **3,000-mile-long** biking and walking trail in development, connecting our nation's most populated corridor from Calais, ME to Key West, FL:

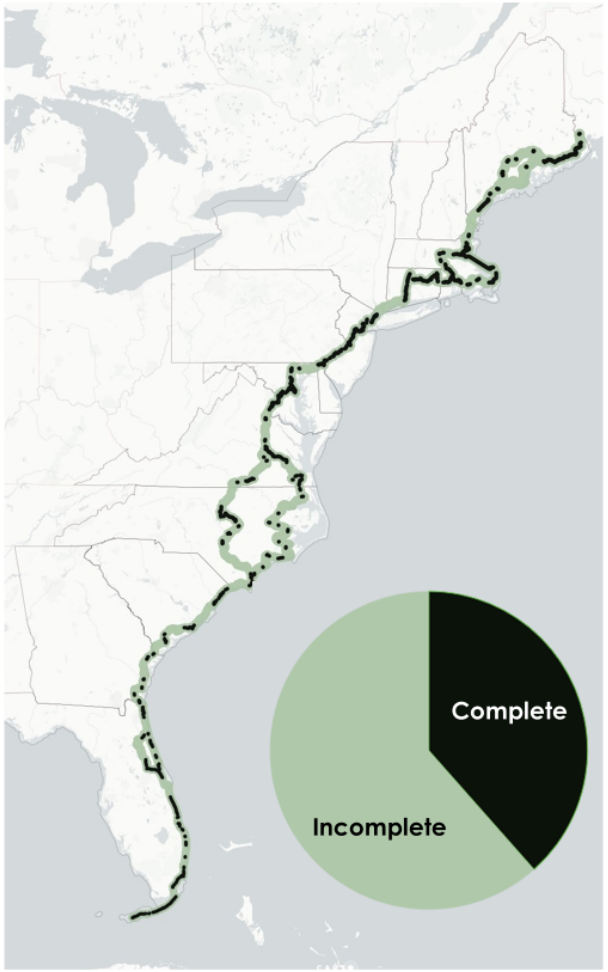
- 15 states + DC
- 25 major cities
- 450 communities
- **25 million people w/in 5 miles**



East Coast Greenway® ALLIANCE

Partners with local, state, and national agencies and organizations to…

Advocate, plan, and promote the development, stewardship, and public enjoyment the East Coast Greenway



Connecting local and regional trails together.

The East Coast Greenway is about **35% complete** with over **1,100 miles** of shared-use biking and walking paths, being linked together up and down the coast.

ACCELERATE GREENWAY DEVELOPMENT

Grow & support a coalition

Organize public support

Outreach to electeds

Assist with funding applications

Map and plan route

Assist with trail plans & studies

TRACK & CELEBRATE PROGRESS

Designate trails

Track trail progress, investment, usage

Present to committees, partners

Document trail conditions

Generate media attention

Share best practices, impact

ACTIVATE & PROMOTE GREENWAY

Sign route

Promote trail use, maintenance

Lead / Participate in Events

East Coast Greenway ALLIANCE

Field Staff

How the East Coast Greenway Alliance uniquely supports local trail development


1. Part of something bigger

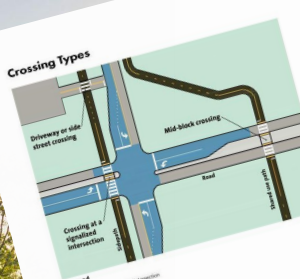
2. Cross-jurisdictional planning

3. Active transportation superhighway spine

4. Peer network of best practices

East Coast Greenway Alliance

DESIGN GUIDE

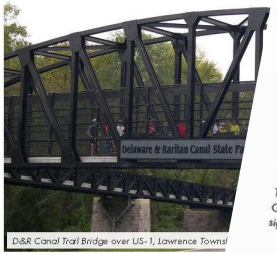


Source: Toole Design

Design standards for crossings and intersecti
Contact the Alliance staff member for your r
www.greenway.org/about/our-team

ADDITIONAL RESOURCES FOR C

- Federal Highway Administration: "G
- Federal Highway Administration: "
- Federal Highway Administration: S
- National Association of City Tran
- U.S. Access Board: "Public Right
- FHWA's Recreational Trail Prog
- City of Raleigh, N.C.: Capital /
- Michigan Department of Tran
- Smart Growth America "Dan



D&R Canal Trail Bridge over US-1, Lawrence Townsl

major rivers and interstate highways. These d
existing bridges, to new construction and re-
one-size-fits-all bridge design endorsed by
strategizing bridge design and cost. The All
design specifications; and for existing brid

Bridge design must ensure that transitions
of trail users. **Bridges are crucial lin**
effort must be made to create br
dismount. This is achieved by incorpo
active transportation users from motoris
width. "Dismount" signs and instruction

Bridge designs have primarily used th

1. steel arch/beam,
2. truss,
3. suspension,
4. cable stayed

USABLE WIDTH

The East Coast Greenway arrow plaques should be used in tandem with a standard Greenway sign, or a local trail wayfinding system sign that includes the Greenway logo. Arrow plaques are an important component of the trail signage element, allowing users to decide on the direction and receive turn instructions to enhance their experience. The Alliance stocks five types of arrow plaques, so when in doubt, contact the appropriate staff for the region (contact information can be found at www.greenway.org/about/our-team).

The specifications for arrow plaques are:

- 5.5" x 5.5"
- Made of .063 gauge aluminum
- Engineer grade reflective vinyl sheeting
- Signs are pre-drilled with 3/8" holes
- Graphic and text silkscreened
- Bold black outline of arrow for visibility

The Alliance only stocks the standard signs, both the 5.5" x 15" signs and the 5.5" x 5.5" arrows, to mark the Greenway route. The Greenway arrow plaques should be placed directly below the standard Greenway sign. A signage installation resource can be found in the Appendix D: Signage Installation.

Chester Riverfront Trail, Chester, PA. Photo by ECGA

Reedy Creek Trail, Raleigh, NC. Photo by ECGA

Ground Mounted Placecard Signs:
The ground mount signs the Alliance stocks are 3.75"x8" and are a peel and stick type design. The Alliance has a square corresponding arrow design that is 3.75"x 3.75" which requires glue/caulk. These lay flush to the ground, no worries around tripping or getting caught on it. Vendor claims a 7-year lifespan. We have had a handful in the field for about 1.5 years so far, and they look good.

Reedy Creek Trail, Raleigh, NC. Photo by ECGA

5. Cultivating the conditions for trail growth and use

6. Dual focus on the future and the present

East Coast Greenway Route Types

Envisioned Route:

The long-term, entirely off-road final route of the East Coast Greenway; follows existing and planned trails.

→ Includes only designated **shared-use trails** OR **protected bikeways + walkways** in parallel

→ Also called the "permanent route"

→ Rare exceptions can include extremely low-volume, low-speed, shared street links between trails in which no other options are feasible

=

Biking and Walking Facility Types

Shared Use Paths for biking, walking, and active transportation

Cycletracks + Sidewalks include physical barrier-separated bike lanes

Off road trail

Sidepath

Two-way cycletrack

One-way separated bike lane

Physical separation from traffic

Shared space with traffic

Interim Route:

The current travel route of the Greenway; follows both trails and recommended on-road routes between trails; to be replaced by the "envisioned" route once the planned trails are developed and become usable.

→ Includes **unprotected road riding and walking**

→ Preference given to lowest stress route available

→ Also called "travel" or "public" route

=

Low Stress ← → *Medium Stress* ← → *High Stress*

Shared street

Bike lane

Sharrows / Shared Lane

Shoulder (width varies)

No shoulder, high speed/volume

East Coast Greenway Design Guide (2023) www.greenway.org/design-guide

Maryland Department of Transportation – "What is a Bikeway?" https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=89

Use the slicer below to select your date range:

01/09/2020

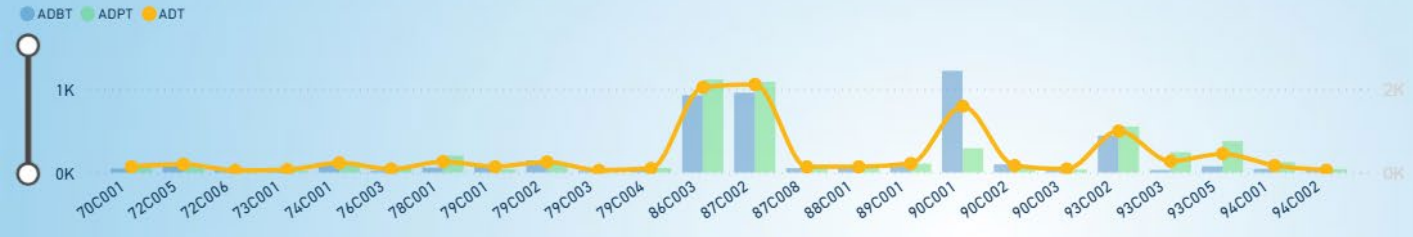
Site Name

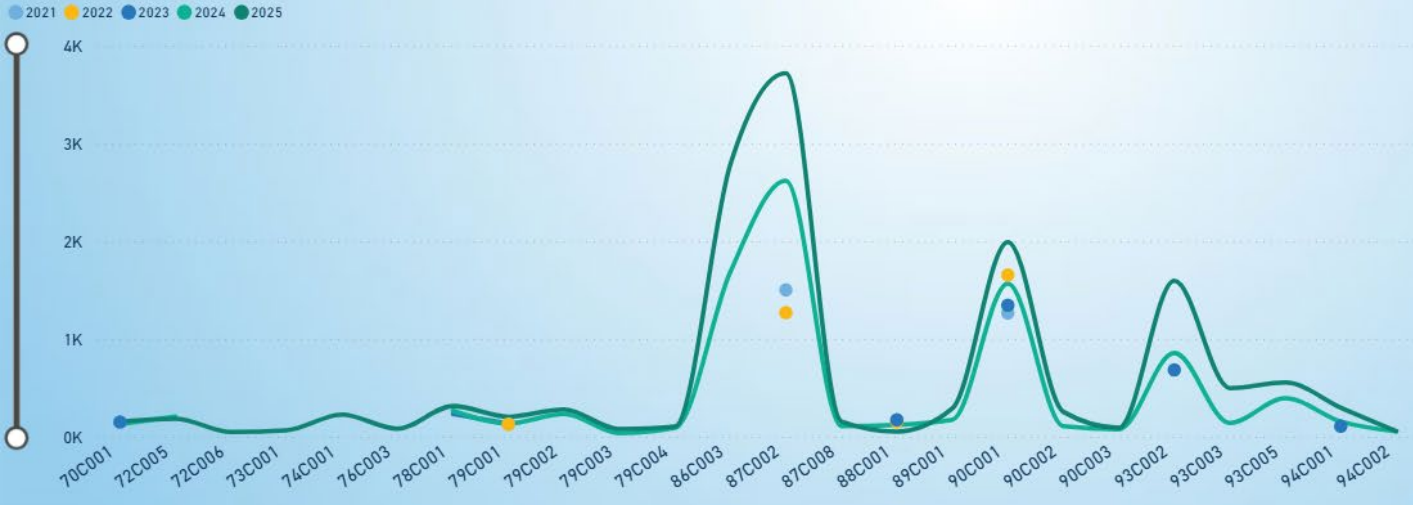
All

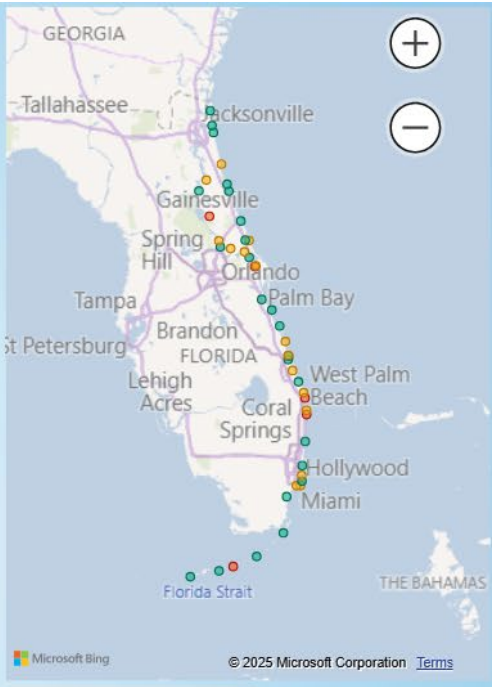
Type of Count

All

Site ID	County	City	Site Name	Status
70C002	Brevard (70)	Mims	East Central Regional Rail Trail at Aurantia Road Trailhead	Active
70C003	Brevard (70)	Melbourne Beach	East Coast Greenway at Gemini Elementary School	Active
70C004	Brevard (70)	Melbourne	Brevard Zoo Linear Trail at Pineda Cswy Underpass	Active
86C003	Broward (86)	Hollywood	East Coast Greenway at Simms St	Active
72C005	Duval (72)	Jacksonville	East Coast Greenway at Hopkins Creek	Active
72C006	Duval (72)	Jacksonville	Timucuan Trail at Ft George Rd	Active
73C001	Flagler (73)	Palm Coast	Flagler Beach to Marineland Trail at Hammock Dunes Bridge	Active
73C002	Flagler (73)	Marineland	East Coast Greenway - Flagler County at River to Sea Preserve	Active
88C001	Indian River (88)	Sebastian	A1A at Sebastian Inlet	Active
89C001	Martin (89)	Port Salerno	East Coast Greenway at Seabranch Preserve State Park	Active
87C002	Miami-Dade (87)	Miami Beach	Atlantic Greenway Trail	Active







Continuous Count Sites

44

24
Active Sites

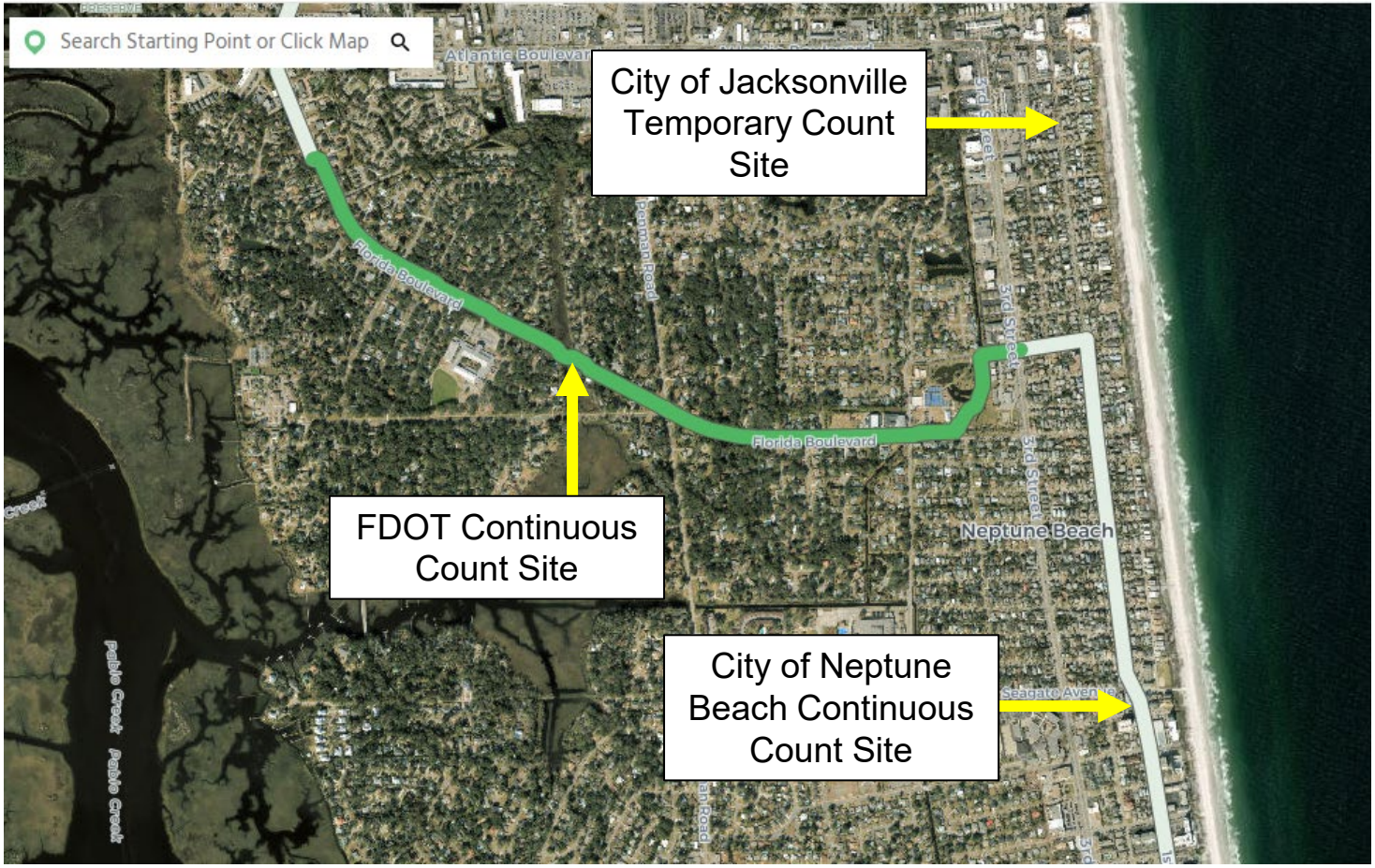
14
Upcoming Sites

5
Maintenance

To website

East Coast Greenway

East Coast Greenway



Use the slicer below to select your date range:

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All

ADT - 200

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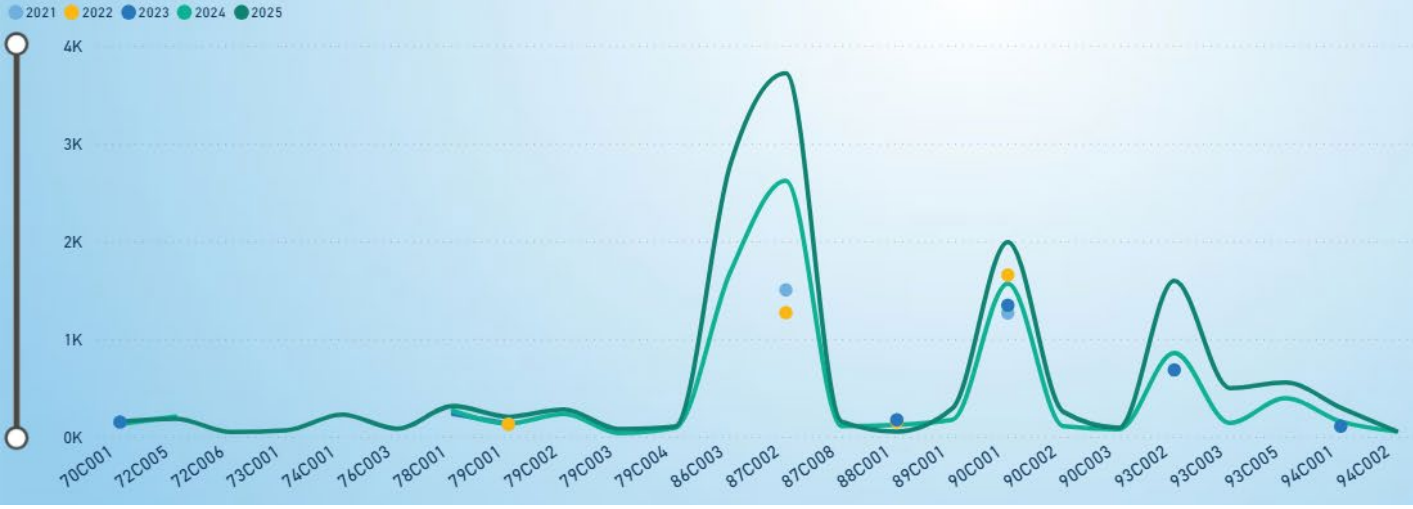

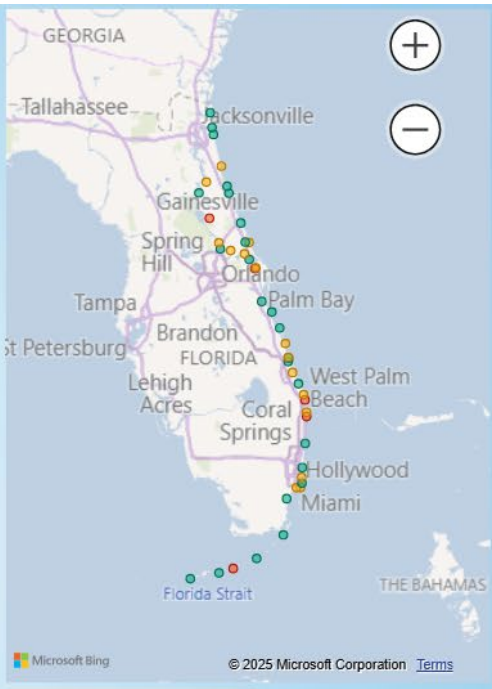

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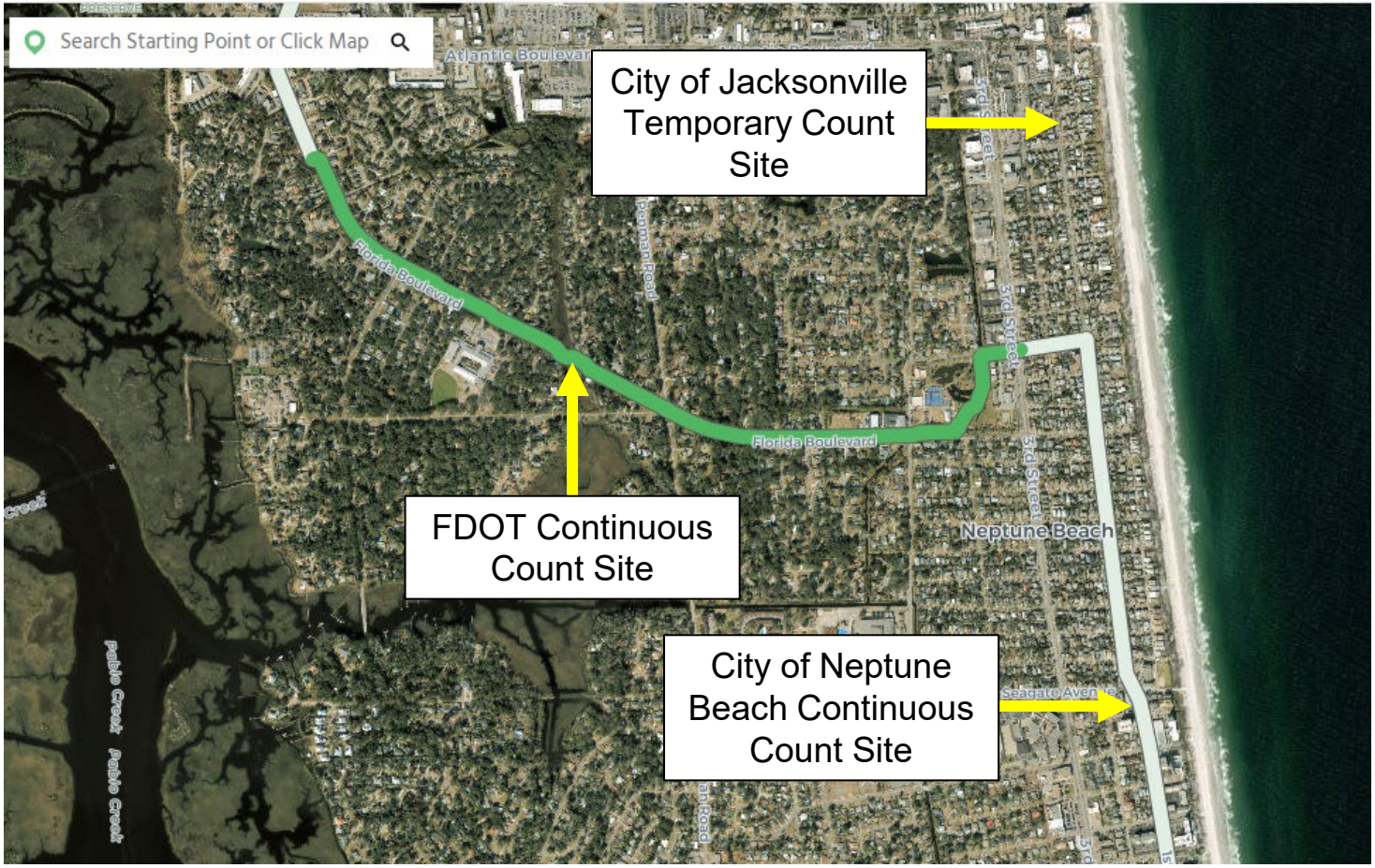
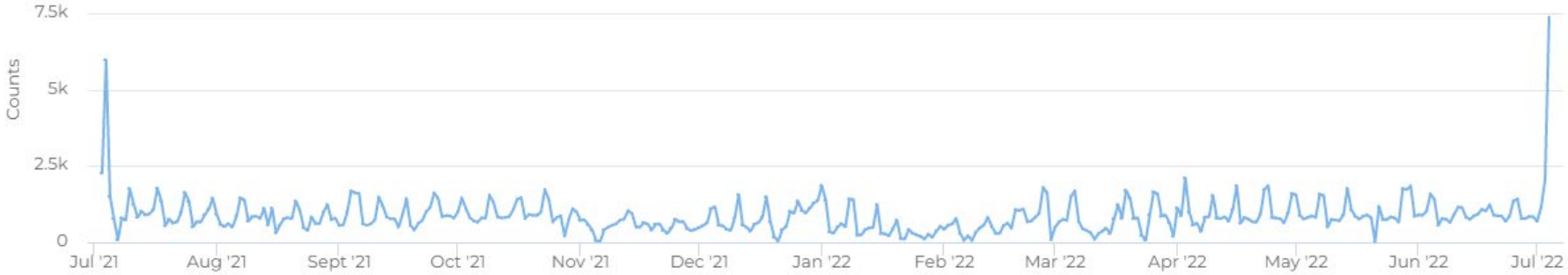




Key Figures Summary

07/03/2021 → 07/04/2022

First St - Neptune Beach Total IN OUT

Site	Total	Daily Average	Peak Day	Peak Count
First St - Neptune Beach Cyclist	316,835	863	Mon Jul 4, 2022	7,353

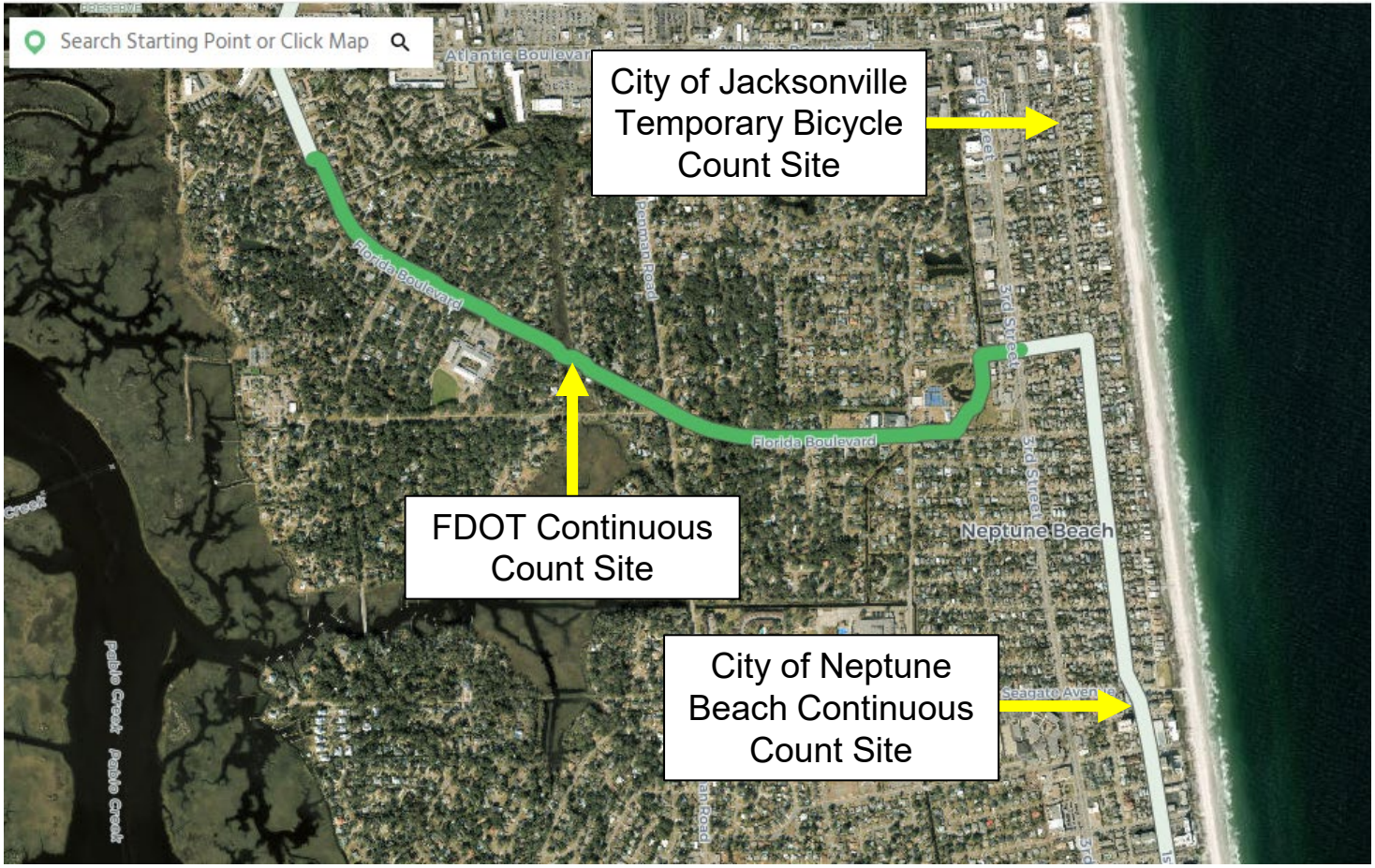
From July/21 to July/22 collected a year's worth of cyclist data from City of Jacksonville's Eco-Counter

Peak Bicycle Counts:
7/4/21 - 5,970
7/4/22 - 7,353

Even outside July 4th First St in Neptune Beach would rank 5th in average daily cyclists based on data from U.S. cities with public counters!

1. New York – 4,374
2. Seattle – 2,006
3. Madison – 1,272
4. San Francisco – 1,103
5. Neptune Beach – 863

East Coast Greenway



Peak Counts:
7/4/24 – 16,000
7/4/25 – 16,935

ADT:
1/1/24 to 12/31/24 – 1,032
1/1/25 to 7/4/25 – 1,414

Use the slicer below to select your date range:

01/09/2020

Site Name

All

ADT - 200

Site ID	County	City	Site Name	Status
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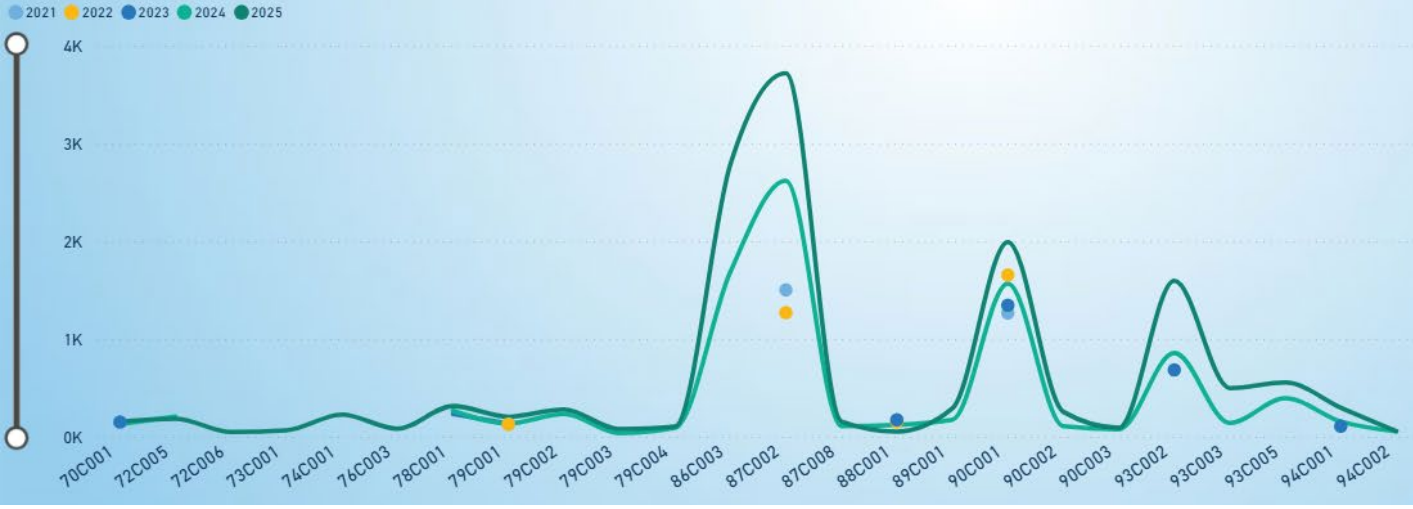
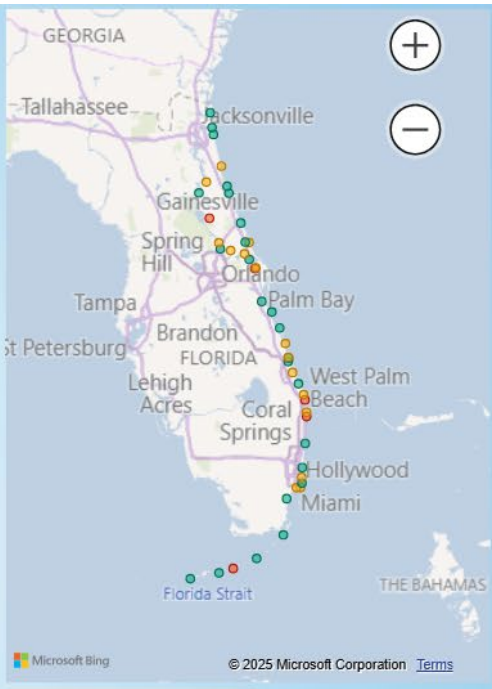
89C001	Martin (89)	Port Salerno	East Coast Greenway at Seabranch Preserve State Park	Active
87C002	Miami-Dade (87)	Miami Beach	Atlantic Greenway Trail	Active





Continuous Count Sites

44

24
Active Sites

14
Upcoming Sites

5
Maintenance

To website

East Coast Greenway

Questions & Discussion

To explore the route, visit:
map.greenway.org

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City of Neptune Beach
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MARLIN Engineering, Inc.

The Rise of the Non-Motorized Data Wrangler

Building Strong Bicycle & Pedestrian Count Programs in Florida

Presented By:
Eric Katz, AICP, PMP

MARLIN

A NEIGHBORHOOD INITIATIVE AIMED TO BRING A MULTIMODAL PARK TO THE DADELAND COMMUNITY

PATH PARK

public space challenge


LANDSCAPING
DOG PARK
PROGRAMMING
TROLLEY
PLAZA
public space challenge
The Miami Foundation
PATH

M-Path Park


M-Path Park Trail Counter Day of Week Average
80.0
70.0
60.0
50.0
40.0
30.0
20.0
10.0
0.0
Sun
Mon
Tue
Wed
Thu
Fri
Sat


M-Path Park Trail Counter Hourly Average
7.00
6.00
5.00
4.00
3.00
2.00
1.00
0.00
12:00:00 AM
1:00:00 AM
2:00:00 AM
3:00:00 AM
4:00:00 AM
5:00:00 AM
6:00:00 AM
7:00:00 AM
8:00:00 AM
9:00:00 AM
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11:00:00 PM

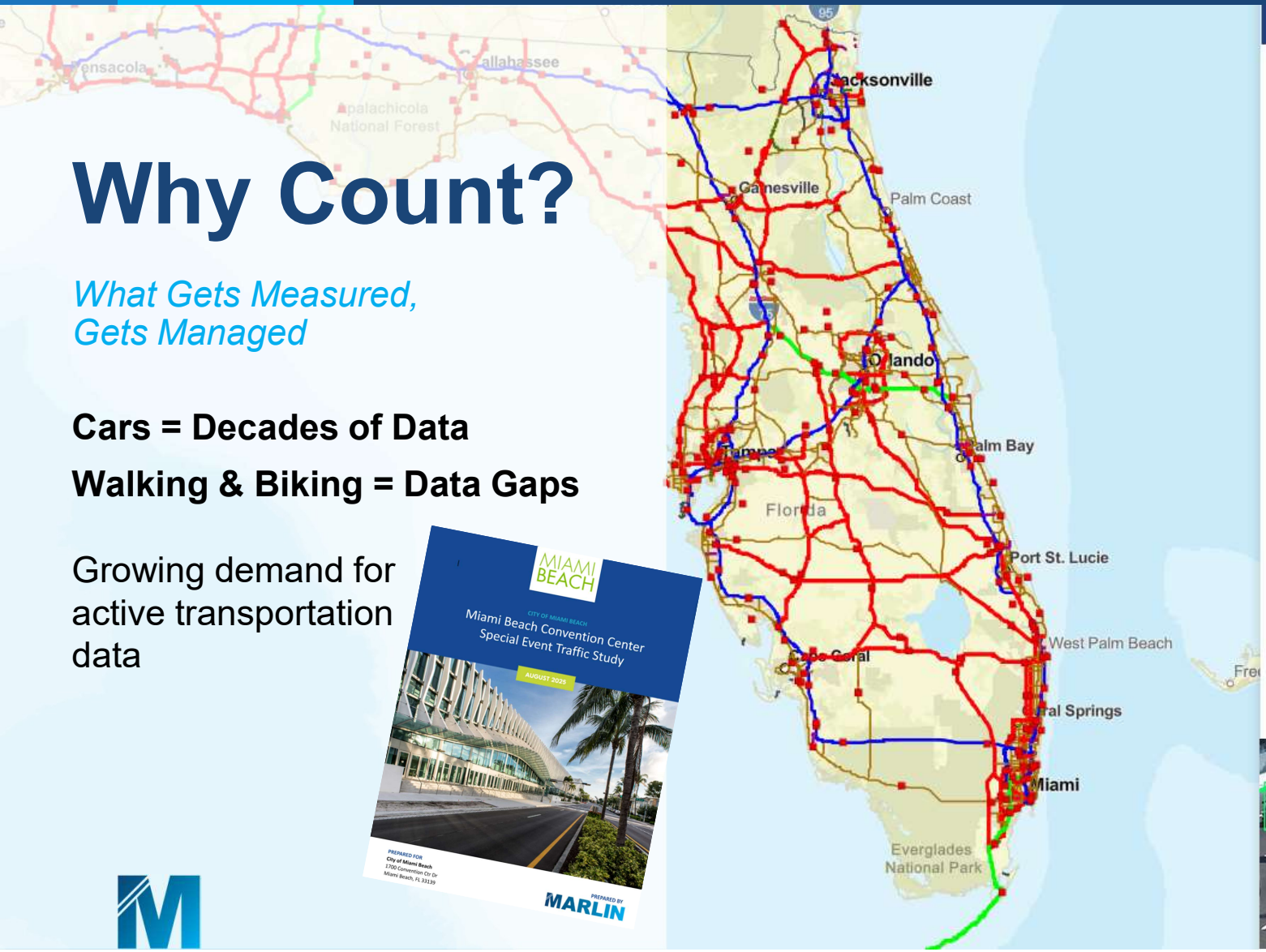
Why Count?

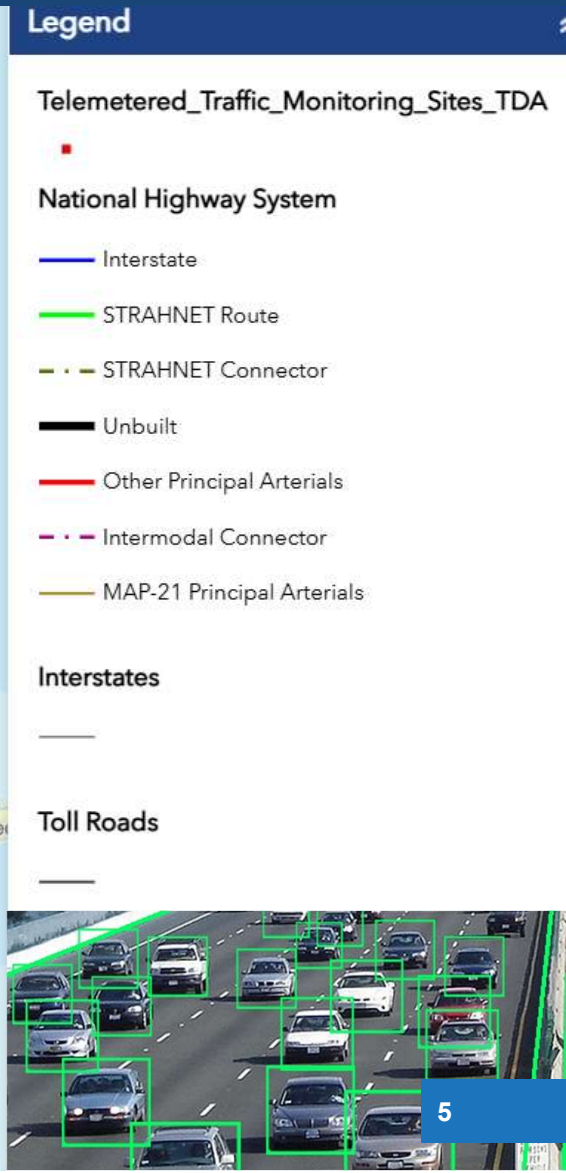
What Gets Measured,
Gets Managed

Cars = Decades of Data

Walking & Biking = Data Gaps

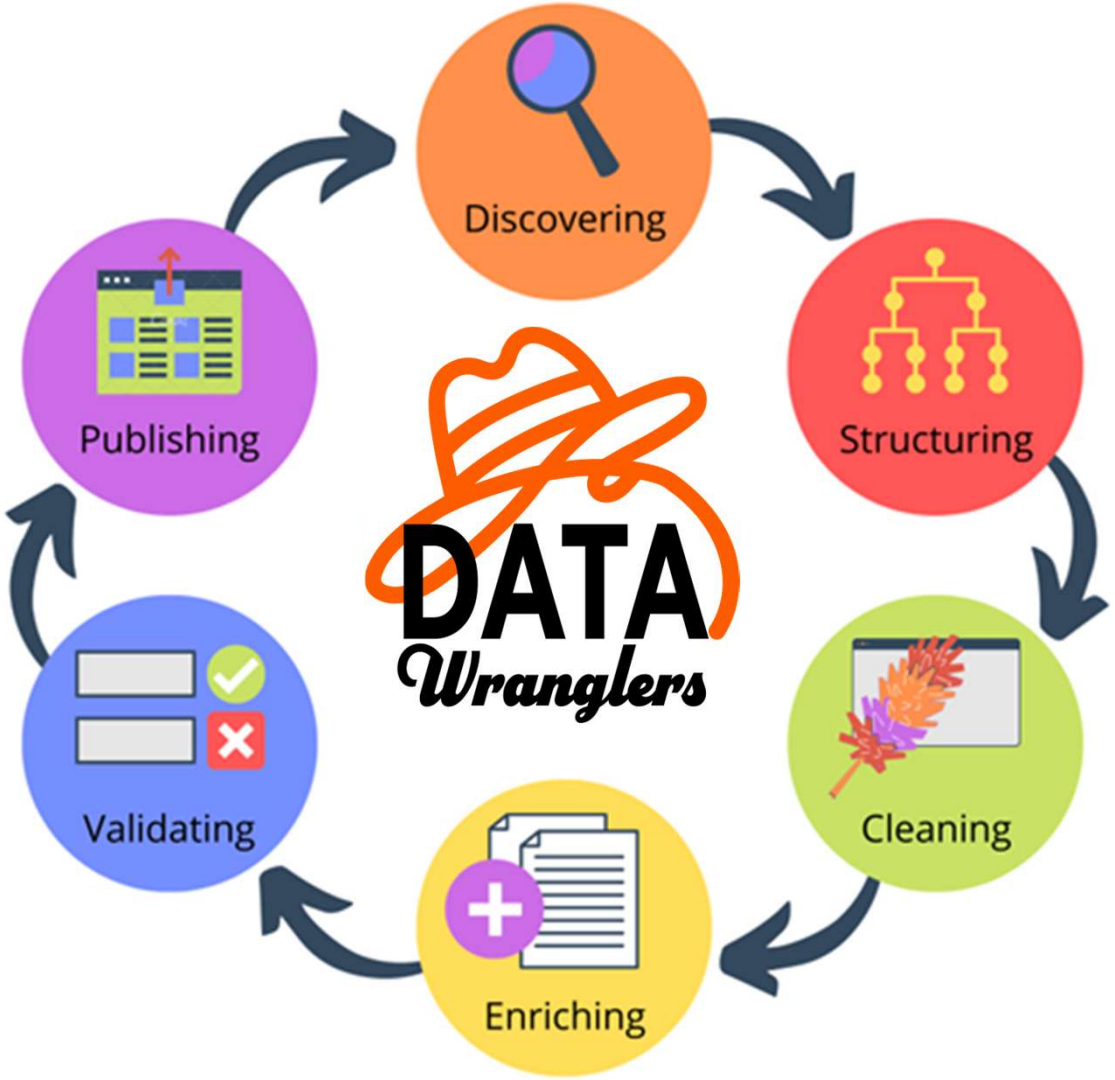
Growing demand for active transportation data





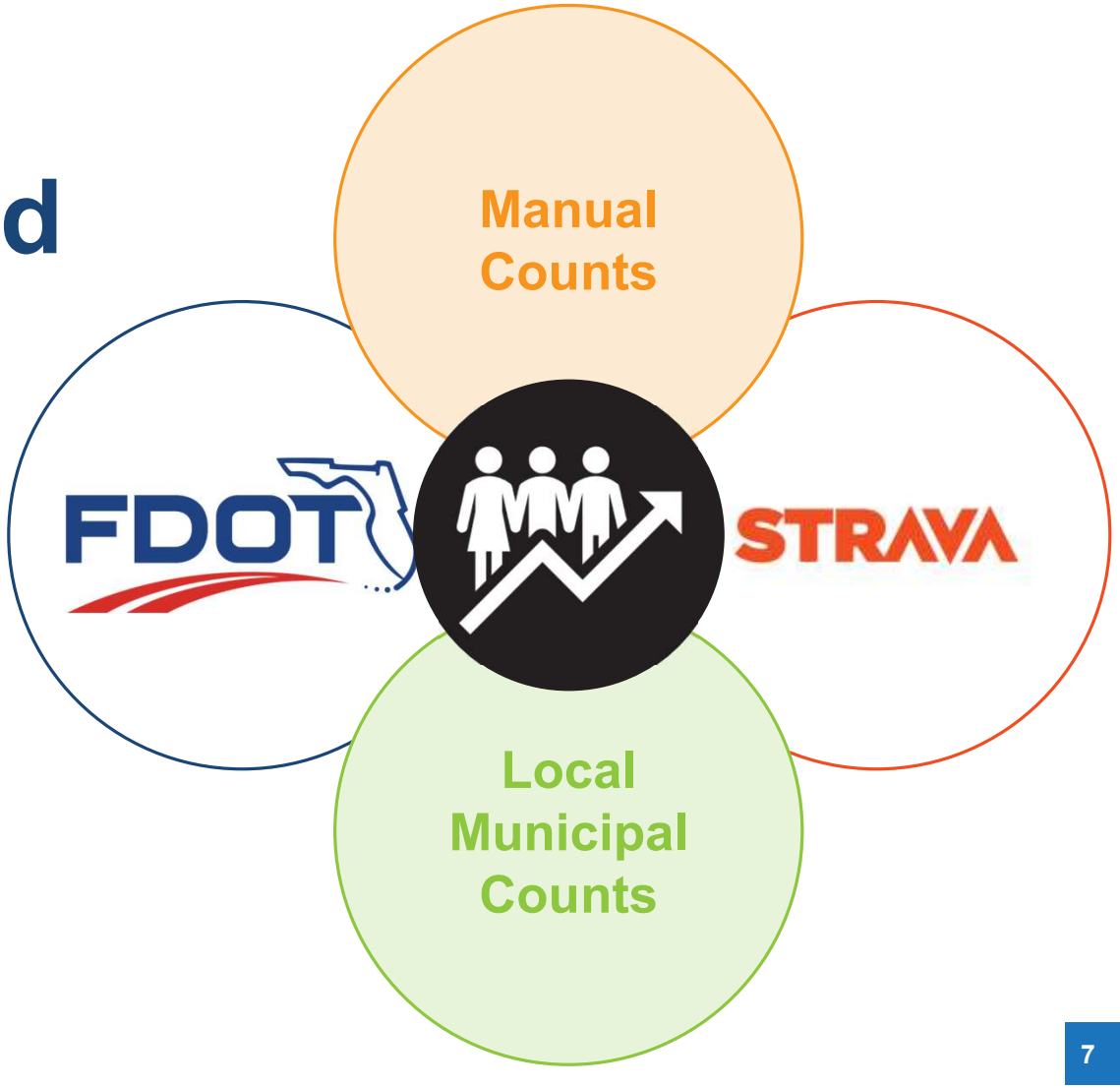
Enter the Data Wrangler

- Steward + translator of active transportation data
- Research → Review → Analyze → Synthesize
- Makes data open, shareable, and actionable



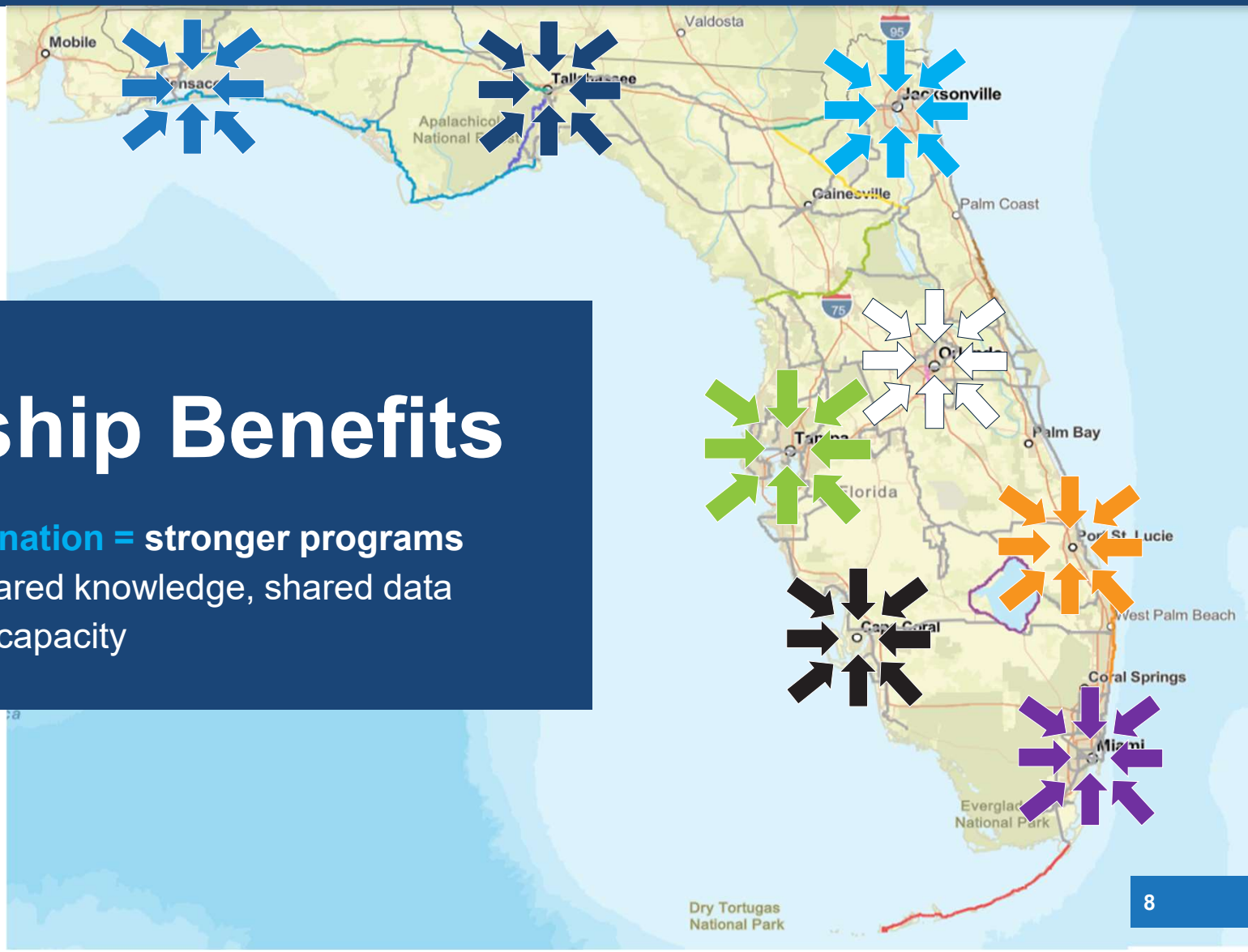
You Don’t Need Equipment to Start

- Many existing data sources: MPOs, FDOT, universities, advocacy groups, private sector
- Wrangler integrates external data into internal systems
- Partnerships form before buying devices



Partnership Benefits

- **Regional coordination = stronger programs**
- Shared costs, shared knowledge, shared data
- Builds long-term capacity

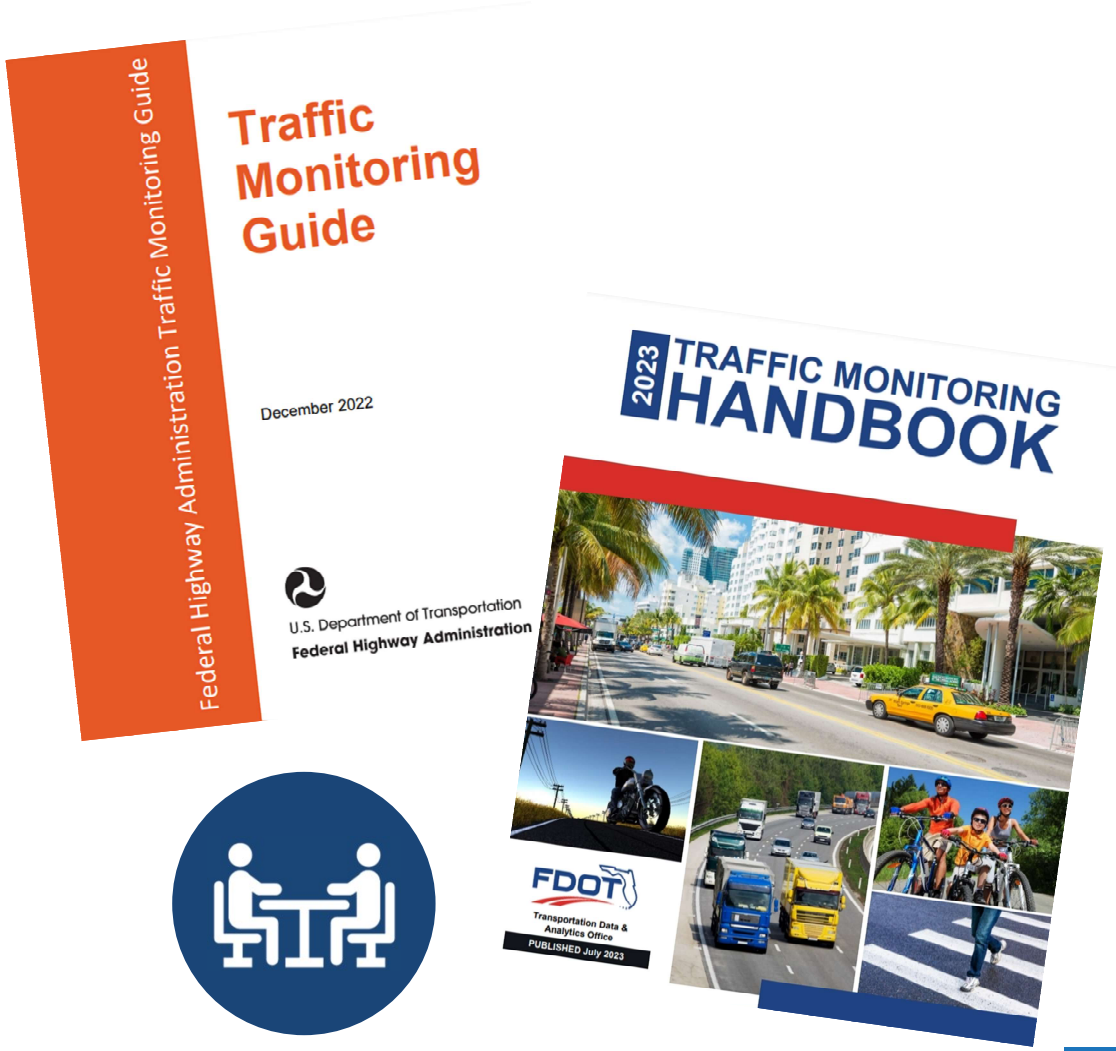


Building Toward Custom Programs

- Site selection matters—science + community insight
- **Learn traditional tools:** infrared sensors, bike tubes
- Partner with community leaders for local knowledge

Defining Goals & Objectives

- ***What do we want the data to accomplish?***
- Safety improvements, crosswalks, demand tracking?
- Create a Strategic Plan
- **No goals? → Start broad with valid AADTs**



Affordable Equipment = Low Risk, High Value

Counters are more affordable than ever

Start small, scale smart

Early data = strong project justification

Evolution of the Count Program

Year 1

Research/ Data Gathering

Year 2

Partnerships/ Pilot Counters

Year 3

Data Collection/ Analysis

Year 4

Data Collection/ Analysis

Year 5

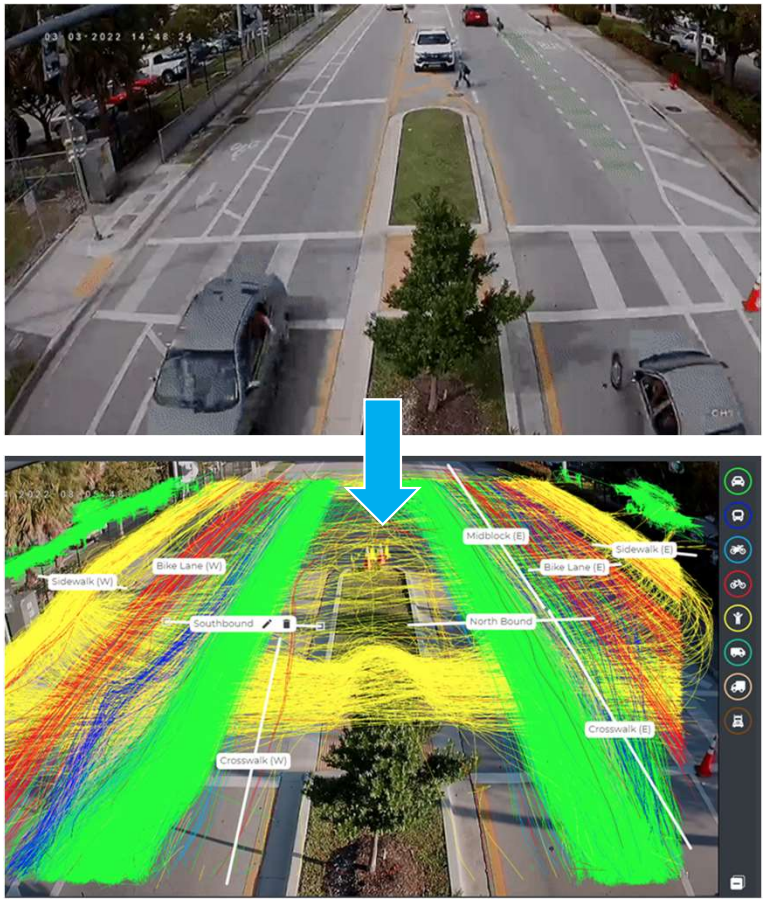
Regional System with Annual Reports

Year 6

System Maintenance

Cutting-Edge Tools & Technology

- **AI-powered smart cameras** (classify, track behaviors)
- **Near-miss detection** (proactive safety insights)
- **Big data integration** (apps, mobile, mobility providers)



Florida's Opportunity

- **Growth = urgent need for active transportation planning**
- Equal footing with cars
- Funding a wrangler role positions Florida at the cutting edge

Call to Action

Key Points:

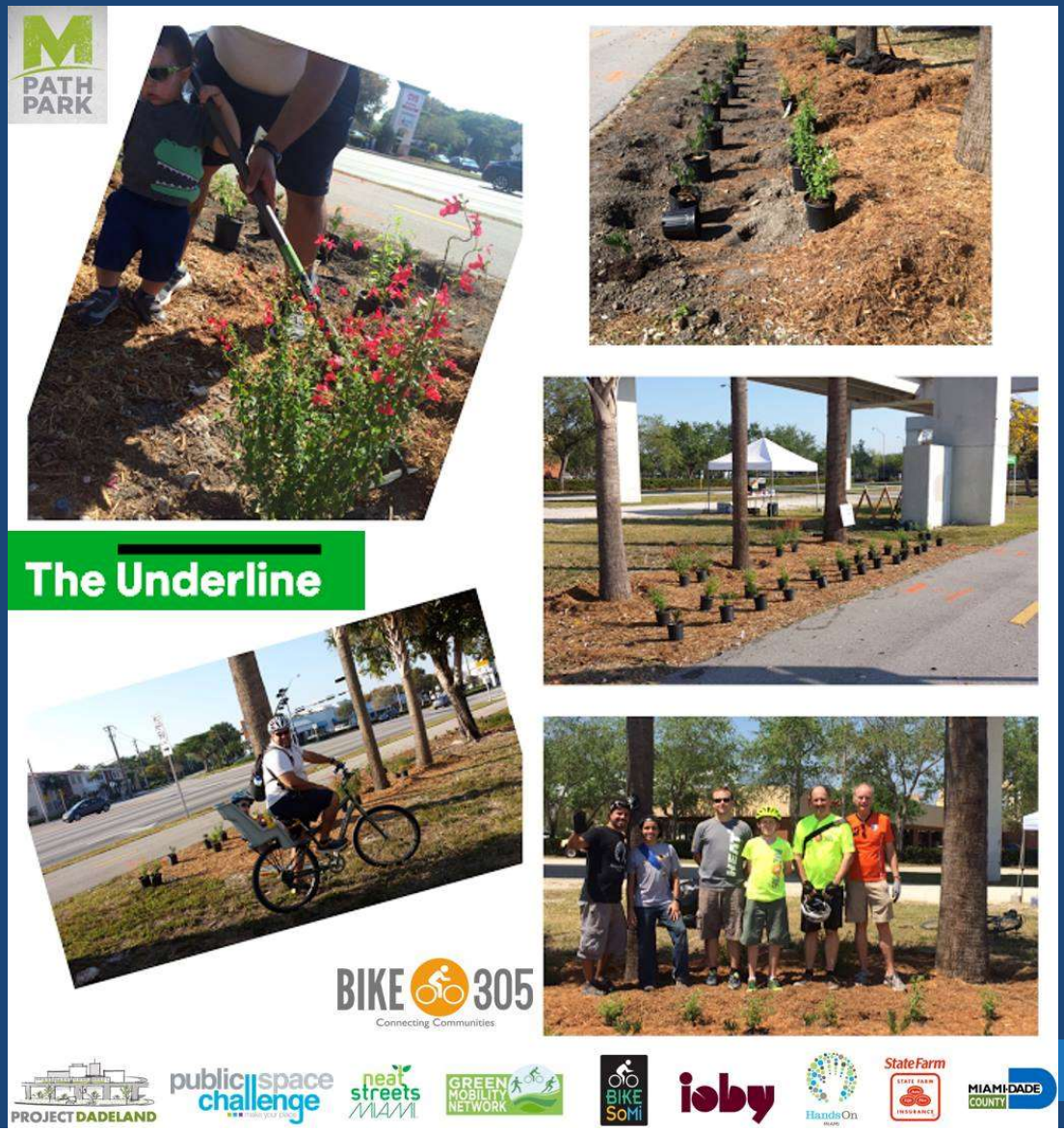
- Fund the wrangler role
- Start with existing data
- Define goals, build partnerships
- Scale with affordable counters
- Embrace cutting-edge tools
- Data Wranglers connecting with other data wranglers!
- Elevate biking + walking in Florida

"This is Bubba, our new Data Wrangler."

MARLIN Engineering, Inc.

Questions & Discussion

Thank you for your time.
I'm happy to take questions.



From Non-Motorized Volume Data to Actionable Transportation Insights

2025 NMTMP Statewide Meeting

Tallahassee, Florida

Tampa placed its Eco-Counter at the corner of North Boulevard and West Cass Street.

Leader in active mobility count data solutions

Trusted by organizations for 20+ years across USA, Canada and Worldwide

Working with :

- State DOTs, Cities, MPOs, Non-Profits

Range of solutions :

- Urban & natural environments
- Mobile & permanent counters
- Data Analysis and Reporting Software
- Discreet & public-facing options

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

LADOT

NEW YORK CITY DOT

WSDOT

FDOT

MDOT Michigan Department of Transportation

DEPARTMENT OF TRANSPORTATION

RAILS TO Trails conservancy

TRANSPORTATION PUBLIC WORKS

CITY OF VANCOUVER

Montréal

Great Rivers Greenway

CITY OF ORLANDO

Dallas Park & Recreation
Bringing Communities Together

VERMONT AGENCY OF TRANSPORTATION

eco counter

Data that makes the difference...

Understand

- ✓ Usage and flows
- ✓ Weather impact
- ✓ Safey Analysis

Plan

- ✓ Growth
- ✓ Design
- ✓ Maintenance

Convince

- ✓ Budgetary justifications
- ✓ Public communication

Evaluate

- ✓ Infrastructure improvements
- ✓ Events and initiatives

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Agenda

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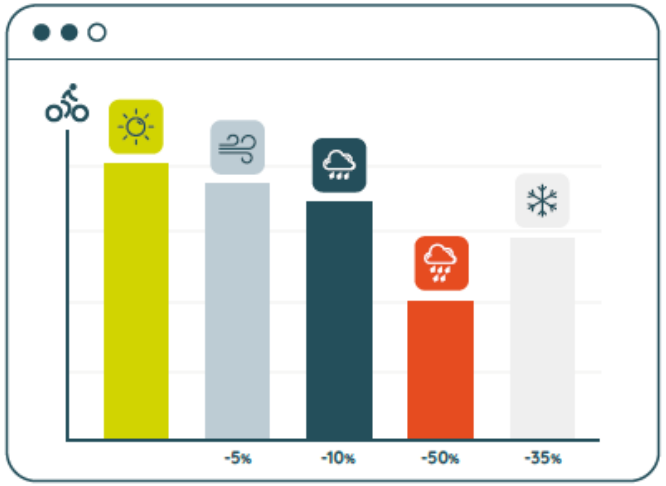
Applications of count data

Data for Planning and Design

Data for Safety and Evaluation

Statewide Count Program Germany

Analyzing the impact of weather on non-motorized trips



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Impact of Events - San Diego's Bike Day

San Diego County Increases Bike Ridership by 40% in one day

The data behind the success of Bike Anywhere Day

At a Glance

- **Bike Anywhere Day** is an annual cycling event organized by SANDAG in San Diego County
- **Ridership increased 40%** on commuter bikeways and 37% on recreational bikeways on the event day compared to similar days in the year
- **Bike volumes went back to normal** the week after the event

The Challenge:

Each year, the San Diego Association of Governments (SANDAG) organizes Bike Anywhere Day, an event where the people of San Diego County are encouraged to alleviate traffic and reduce air pollution by biking for a full day.

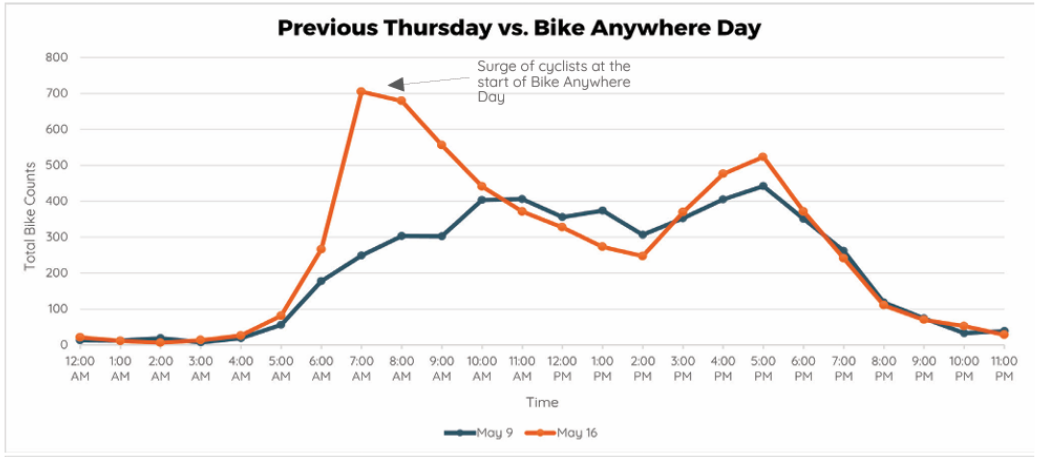
Significant time and resources from both SANDAG and volunteer organizations are needed to make this event happen. SANDAG wanted to know: how successful was it?

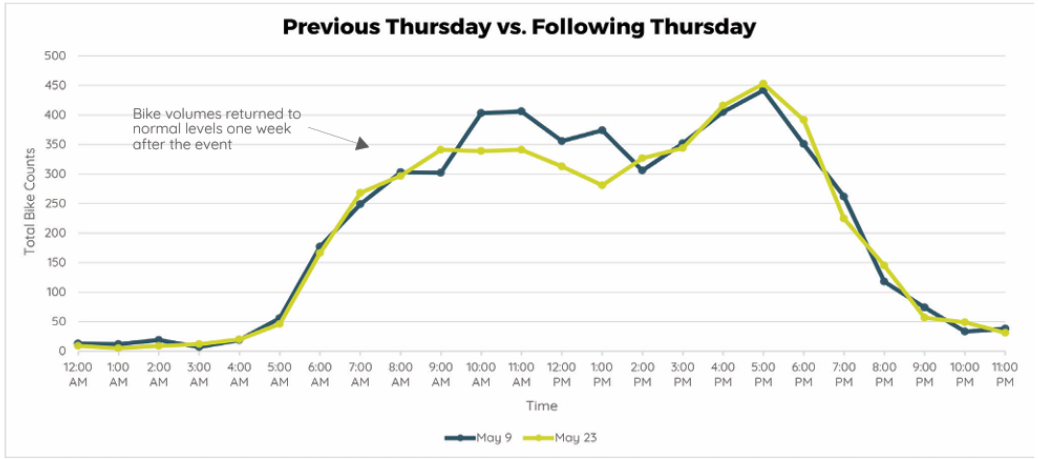
Key Questions

1. How much did ridership levels change compared to a typical day?
2. Did the event generate sustained bike ridership?

In collaboration with: SANDAG

Data Analysis and Visualization





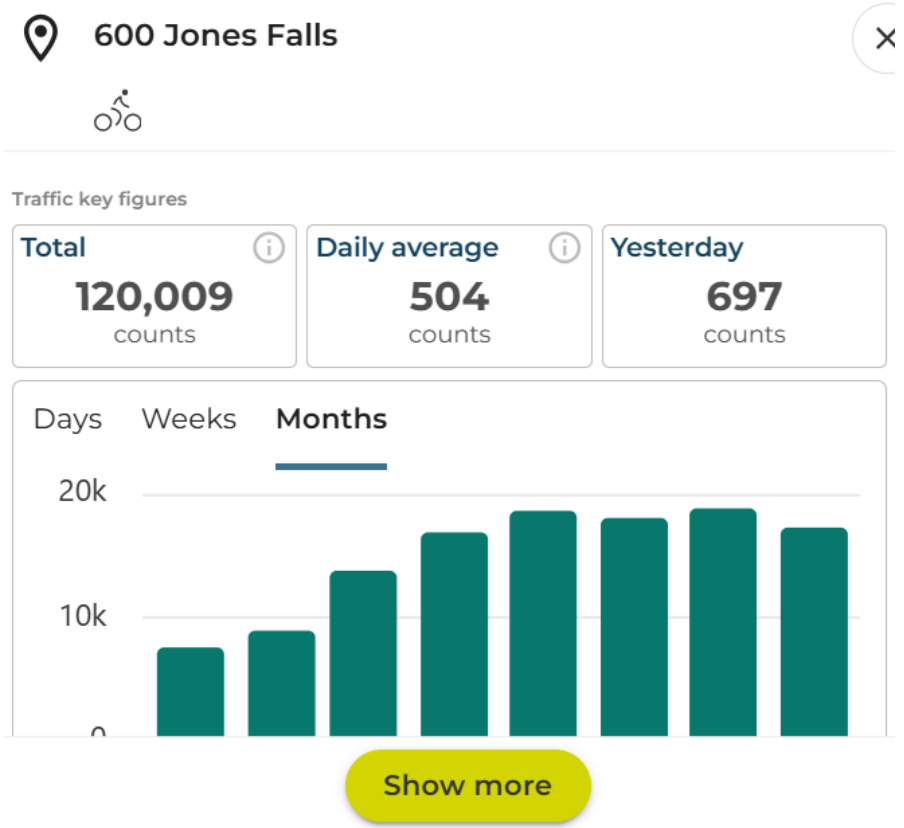
*NOTE: Total bike counts represent the sum of counts from 15 key counters.

Full case study:
bit.ly/bikeanywhereday2024

Count data for public engagement and storytelling

Data sharing for transformation

- **Promote** active transportation initiatives within community
- **Encourage** cycling or pedestrian policy
- **Engage with the public** by sharing data



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Real-Time Displays for a high-impact communication

A real-time **Cyclist and Pedestrian** counter on **the Swamp Rabbit Trail** in **Greenville, South Carolina** to promote active living and outdoor recreation

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Real-Time Displays for a high-impact communication

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Count Data for Evaluation, Design and Safety

- **Infrastructure evaluation and improvements**
- **Supports funding requests and grants**
- **Shape planning and design**
- **Inform safety evaluation and improve analysis**

Montréal

Town Green District
Downtown New Haven

CITY OF VANCOUVER

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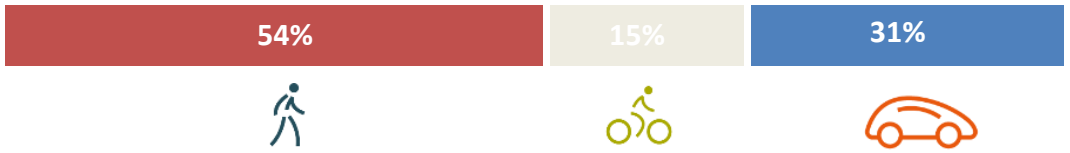
City of Montreal - Roadway space allocation by mode

REV – Express protected bikeway network

Average daily traffic to data in 2025 – 4500 bike trips



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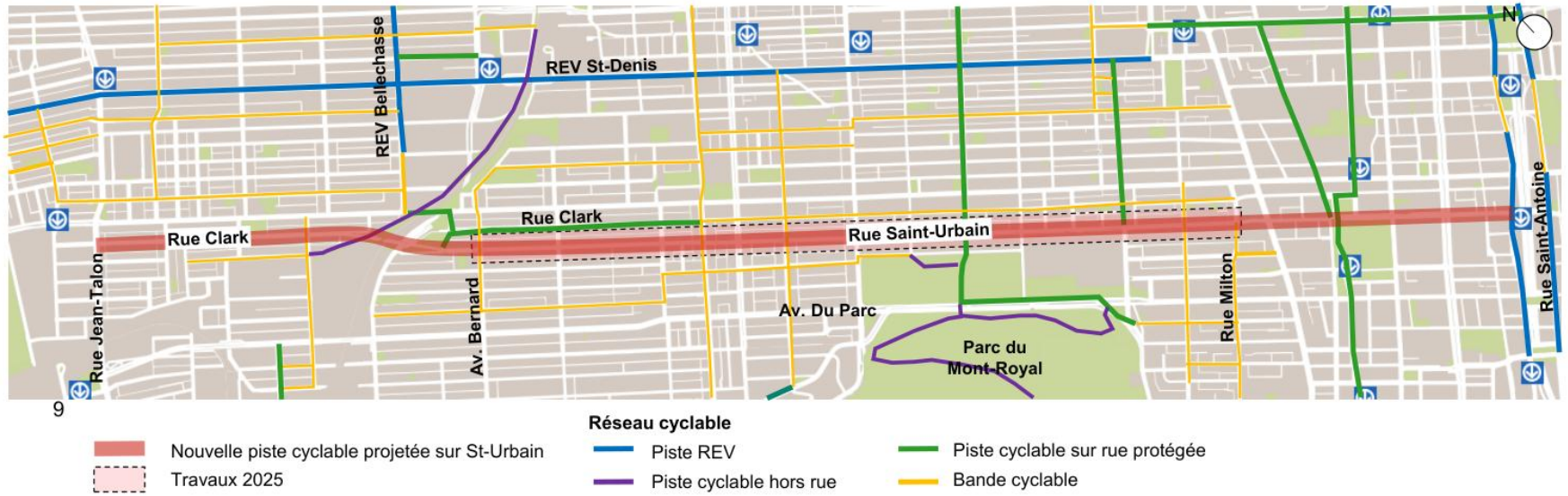
City of Montreal – Re-allocation of infrastructure



Context

- Busy urban roadway corridor with **history of crashes and transit delays.**
- **Major continuous north-south link** to downtown
- **Avg of 1,300 cyclists** currently using this corridor each day

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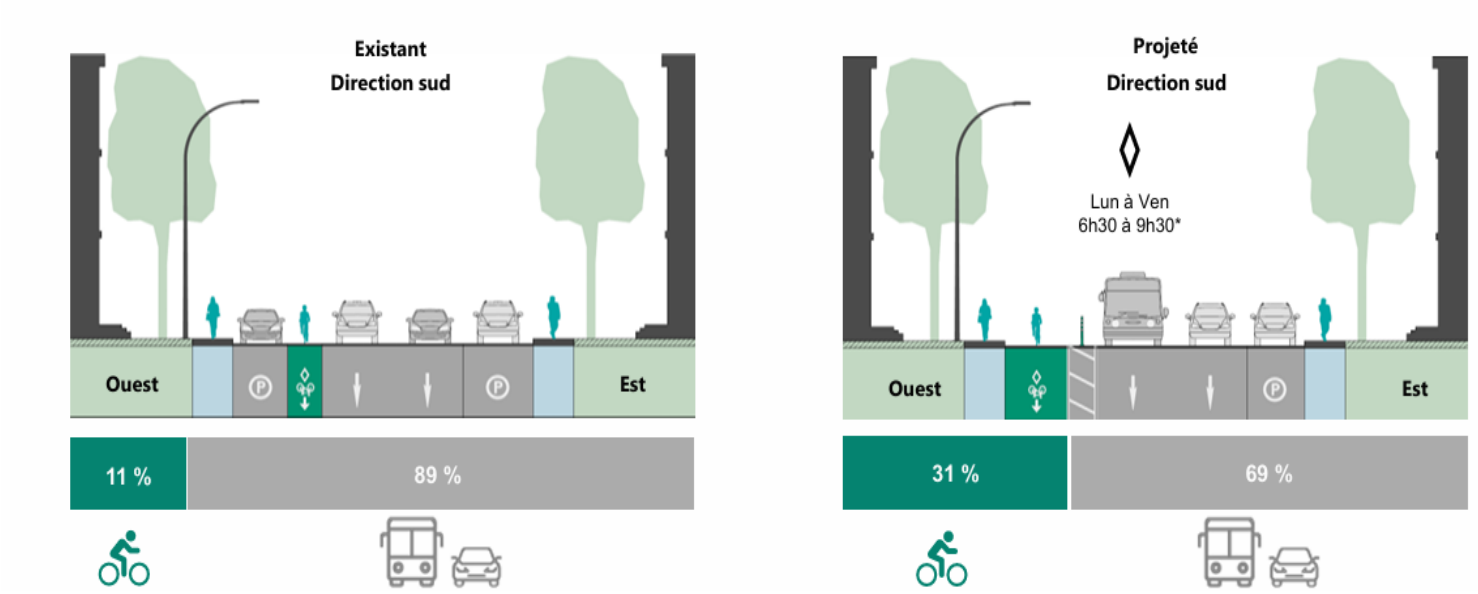
City of Montreal – Re-allocation of infrastructure



Rebalance roadway to reduce conflicts, promote safe cycling infrastructure, increase cycling volumes and prioritize transit

Desired Outcomes: Safer crossings, reduced severe crashes, **increased bicycle volumes**, improved bus reliability, and calmer traffic.

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New Haven, Connecticut – Improving Safety on a Ped Bridge

Town Green District
Downtown New Haven

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New Haven, Connecticut – Improving Safety on a Ped Bridge

New Haven, Connecticut – Improving Safety on a Ped Bridge

Count data showed large variation of volumes on one side of the Chapel Street Bridge

- The side with lighting had almost double the volumes of people
- Town Green District used this to show that people were more comfortable walking on the illuminated path, especially at night
- Used this insight to win $40,000 from the Ikea Foundation to install new lighting on the bridge to improve pedestrian safety and comfort

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City of Vancouver – Improving Road Safety with Data

Objectives

- Promote active transportation as part of achieving its ***Vision Zero* goal** by 2040
- Create a well-connected and **protected network** of bikeways
- Increasing **road safety** is key to making cycling safer and more accessible.

Study commissioned by the Canadian Association of Physicians for the Environment

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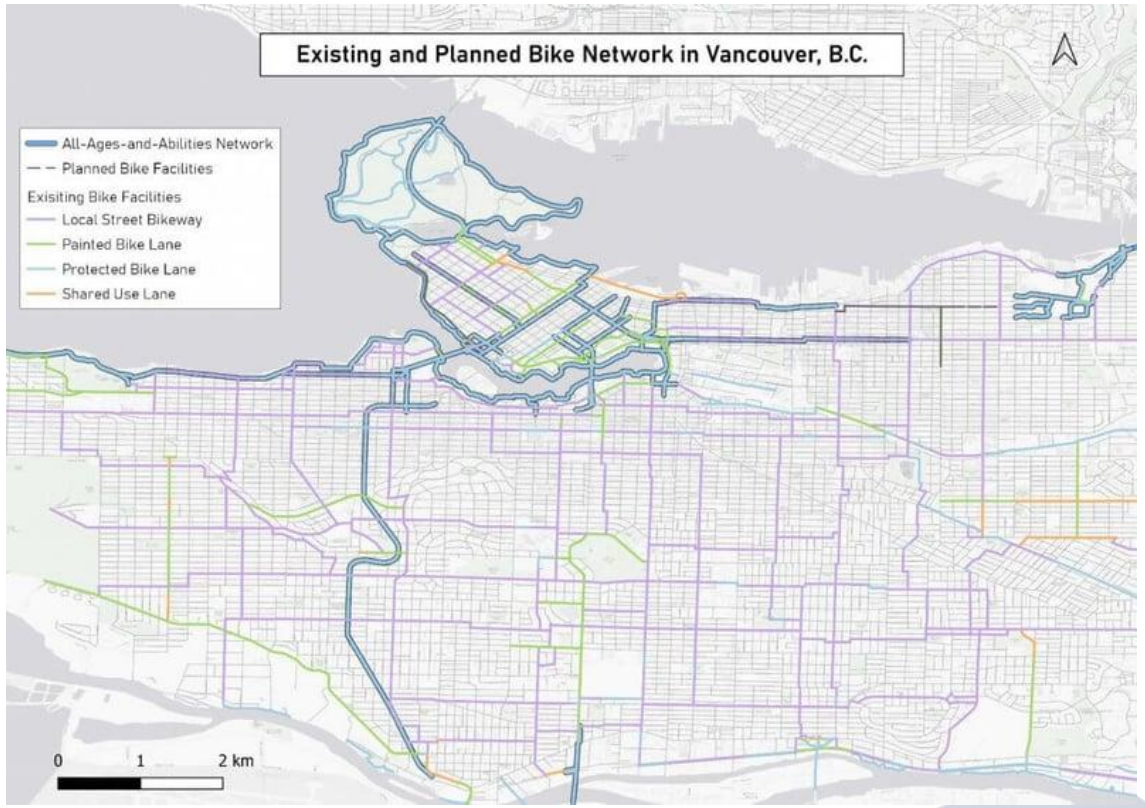
City of Vancouver - Improving Road Safety with Data

Methodology

- **Historical data:** Analyzing count data from 2010 to 2020 to assess increases in cycling volume
- **Heat map creation**: Combining counter data with anonymized GPS bike routes showed which intersection to prioritize
- **Crash risks:** Combining bicycle volumes with crash data to map frequency and rate of collisions



City of Vancouver – Project Outcomes

Key Findings from data

1. Collision risk is highest in late fall and early winter
2. Winter cycling retention is increasing each year
3. Higher risk intersections are located on major arterials with high traffic volumes and no protected cycling infrastructure
4. As the expanded protected bikeway network opened, reported collisions decreased

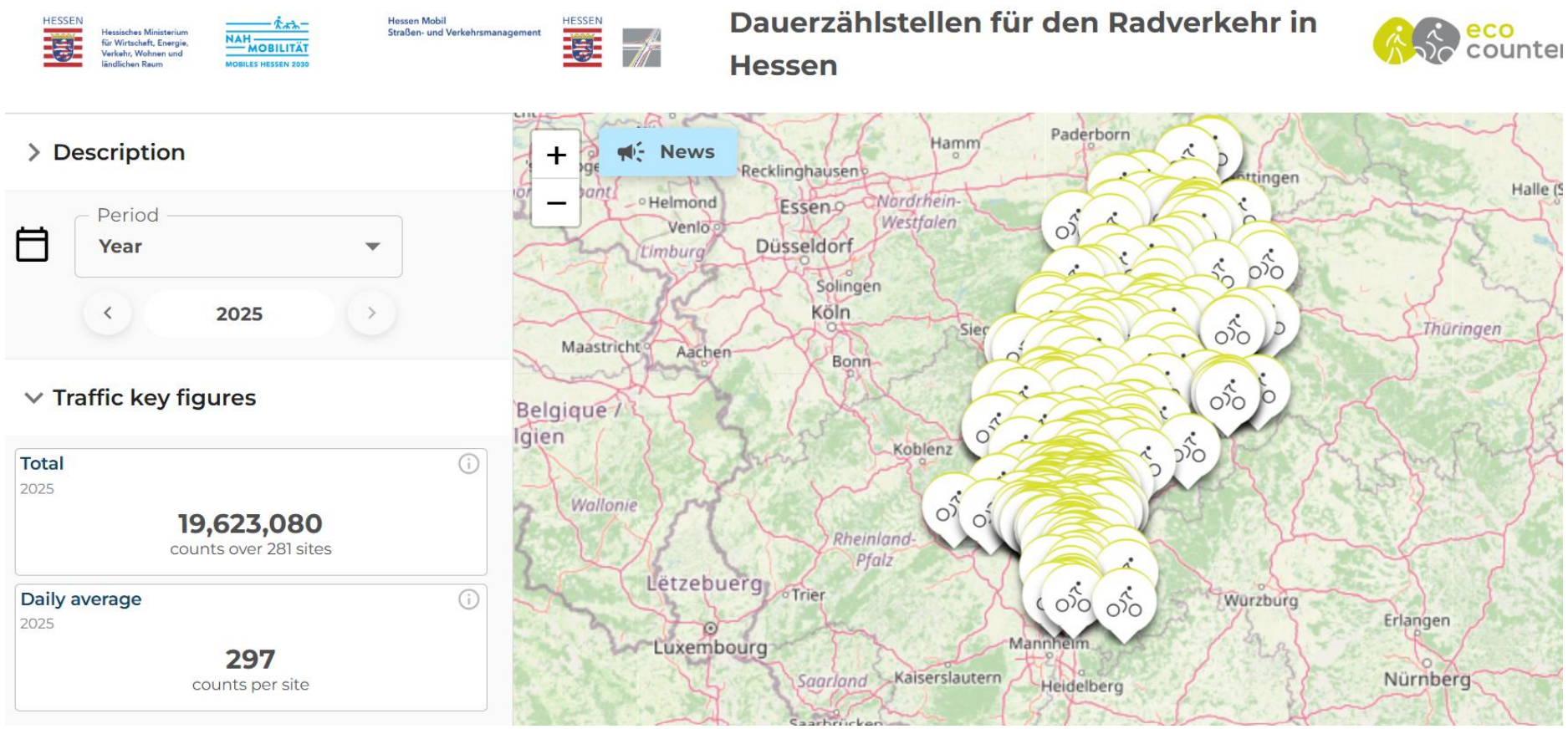
Hessen, Germany - Statewide Counting Program

- **Population**: About **6.3 million** people (2024)
- **Largest city**: **Frankfurt am Main** – Germany's financial hub, home to the European Central Bank
- **Area: 8,147 sq mi** (about the size of New Jersey)
- **8,700 miles of cycling routes** across Hessen 🚲
- **Statewide** Active Mobility Strategy to make walking and cycling **safe, convenient, and attractive** for everyday mobility.
- Strong emphasis on **integration with public transport** and providing **mobility options**

Hessen, Germany – Deployment and Structure

- Statewide network of continuous bicycle count stations.
- ZELT Evo inductive loop bicycle count stations
- **2022 - 2024: 270 installations → 2025/2026: +230 stations**
  - 500 permanent bike count stations in total
- Funded via Hessen Climate Plan (€7.3M)
- Shared collaboration between State of Hessen & local agencies

Statewide Counting Program – Public Data



Data available via public webpage portal: https://hessen-mobil.eco-counter.com/

Hessen, Germany – Program Objectives

- **Cycling Infrastructure Planning**
- **Predictive Models for Cycling Demand**
- **Transparency and Public Engagement**

Opportunities and takeaways for Florida

- Positioning FDOT's NMTMP as the foundation connecting design, safety evaluation, and statewide monitoring. IN PROGRESS
- Develop public-facing dashboards to build trust and support MPO/local government decision-making. ✓
- Explore AI-based monitoring to complement counts with qualitative information and behavioral safety diagnostics IN PROGRESS

eco counter

Opportunities and takeaways for Florida

- Apply corridor-level before/after evaluations (Montreal) to quantify crash reductions and monitor evolution of volumes.
- Use conflict analysis (Vancouver) to assess design effectiveness at intersections and signal changes.
- Integrate permanent count networks (Hessen) into planning models to better represent bicycling and walking demand statewide.

Thank you!

Contact Information

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