






Agenda

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- Introductions
- Why is there Such a Critical Need?
- Tourism in Florida
- Other Cross-State Trails
- Economic Benefits of Cycling
- Environmental Benefits
- FGTS Plan and Priority Trails
- ROGG Project background
- TRIP Program Overview






Agenda

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- FSMP Report
- Planning Regions
- Literature Review
- Comparables
- Best Practices / Lessons Learned
- Corridor Vision and Feasibility Overview
- Next Steps



Why is There Such a Critical Need?



- **Florida: #1 Most Dangerous State** in US for pedestrians and bicyclists
- *Florida is the 3rd Most Populous State* with an increasing urban population. Our roads are already crowded, and getting worse.
- *Florida is the World's Most Popular Tourist Destination* – 87 million visitors in 2011. Additional pressure on our road by visitors contributes to Florida's "Most Dangerous" reputation.
- Tourism generates 23% of all revenue collected by the State of Florida. According to Florida's 2012 SCORP report, bicycling is a top 10 outdoor recreation activity for tourists, but only 14% of Florida tourists participate in bicycling.
- Bicycling is the 3rd most popular outdoor activity for residents. Imagine if Florida had a comprehensive off-road paved system of trails for our citizens.

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Tourism in Florida



- Tourism generated \$67 billion in Economic impact in Florida, roughly 10% of total GDP
- Florida is the top tourism destination **IN THE WORLD** with 87 million visitors in 2011.



Photo by VisitFlorida

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Tourism in Florida



- Tourism in Florida employs more than 1 million people
- Tourism generates 23% of all revenue collected By the state
- Primary reason for coming to Florida – Leisure (88% of all visitors)

(source: VisitMy Florida.com)



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Tourism in Florida



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- 73% of Florida's 87 million visitors include nature-based activities in their travel
- 65% of Florida visitors say that Outdoor recreation is Very important



Withlacoochee Trail

Other Cross-state Trails



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- Cross-state Trails create jobs, boost economies of rural and urban areas, attract tourists and support small businesses



Photo by VisitFlorida

Other Cross-State Trails



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- FL Coast-to-Coast Connector
- NC Mountains-to-Sea Trail
- SC Palmetto Trail
- GA Coastal Georgia Greenway
- PA Susquehanna River Greenway
- NY Erie Canalway Trail
- MI Belle Isle to Wisconsin Trail



Economic Benefits of Cycling



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- Bicycling Industry contributes \$133 billion a year to the U.S. Economy
- Supports 1.1 million jobs
- Generates \$17.7 billion in federal, state and local taxes
- Bicycle tourists spend \$47 billion on meals, transportation and lodging



Source: League of American Cyclists 2009



Environmental Benefits



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- ROGG will link trail users to national parks, preserves, wildlife refuges, and state and local parks
- ROGG promotes human-powered, non-polluting tourism based outdoor recreation



Photo by VisitFlorida



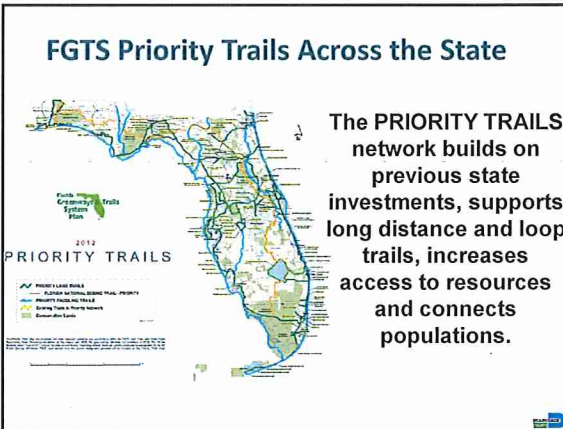
Florida Greenways & Trails System Plan 2013-2017



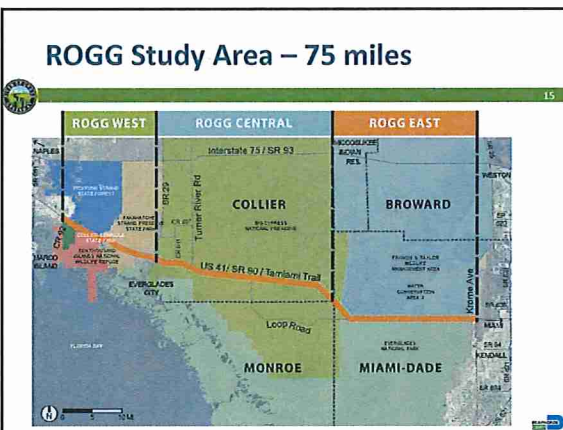
Florida Greenways + Trails

Economy • Tourism • Health • Transportation • Recreation • Conservation










ROGG Project Background

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1. 2006 - Vision of Naples Pathway Coalition (NPC) and www.evergladesROGG.org (**FROGG**) formed
2. Grassroots support across the South Florida region
3. Collaboration with NPS-RTCA
4. 2009 Paul S. Sarbanes Transit in Parks (**TRIP**) Program Grant
5. FDOT funded Project Development & Environment (PD&E) study for ROGG West
6. 2011 TRIP for ROGG East PD&E in Miami-Dade County
7. 2012 Feasibility Study & Master Plan launched

Paul S. Sarbanes Transit in Parks

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Program Overview

1. Improve visitor mobility and accessibility for all
2. Enhance visitor experience
3. Seek alternative transportation options such as trails
4. Address challenges of increased vehicle congestion around national parks and other federal lands
5. Conserve natural, historical, and cultural resources
6. Reduce congestion and pollution

ROGG Feasibility Study & Master Plan

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Grant Objectives:

NPS-RTCA is
Funding
Recipient for
Planning Project

- ✓ 1. Identify and map existing conditions.
- ✓ 2. Identify potential alignment.
- ✓ 3. Determine intersections / access points.
- ✓ 4. Determine feasibility and compatibility.
- ✓ 5. Identify environmental constraints.
- ✓ 6. Promote public participation.
- ✓ 7. Analyze demand, use & benefits.

Note: This project is not a Project Development & Environment (PD&E) Study. That will be the next phase by others.

ROGG Partnership Team



ROGG Steering Committee

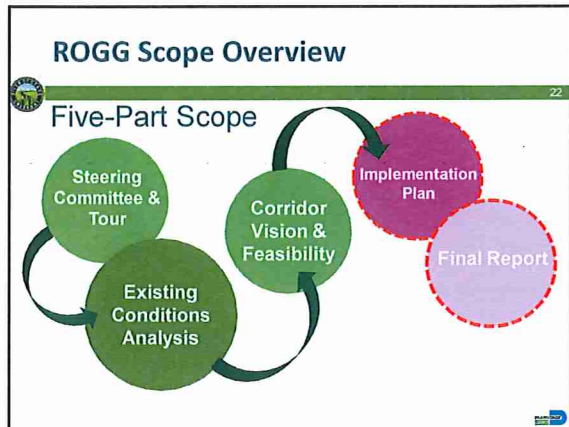


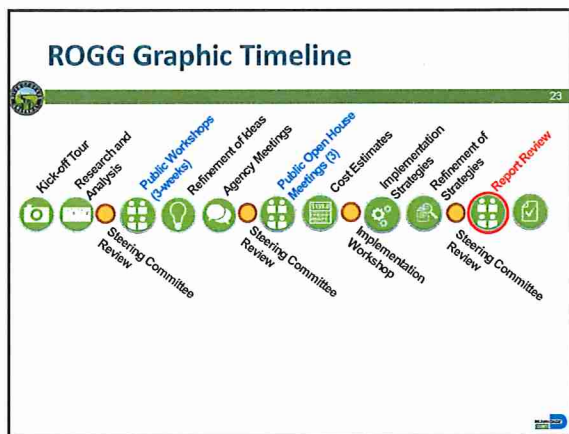
ROGG Vision Statement

'The River of Grass Greenway (ROGG) is a non-motorized transportation and recreation corridor across the Everglades, connecting Naples and Miami, that promotes enhanced opportunities for education and stewardship of the environmental and cultural assets of this unique area.'

-ROGG Steering Committee 11/15/12-

Note: This project is not being spearheaded by Big Cypress National Preserve or Everglades National Park







ROGG Planning Regions

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Three major planning regions:

- **ROGG West**
 - County Road 92 to State Road 29
- **ROGG Central**
 - From State Road 29 to Miami-Dade County Line
- **ROGG East**
 - From Collier County Line to Krome Ave.


Literature Review

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- Influencing Documents
 - Governing Codes
 - Guiding Documents
 - Transportation Studies
 - Environmental and Cultural Resource Documents
 - Design Guidelines / Methodologies
- **110** documents reviewed, summarization of implications from **28** significant initiatives or plans

Comparables


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Comparables: Summary




- Proposed non-motorized transportation, educational and recreation corridor
- Envisioned as a 12-14 foot wide hard surface trail
- Provides for a wide-range of non-motorized users and recreation activities
- No single greenway replicates these conditions
- Variety of projects provide solutions worthy of further research




Comparables



- Comparable greenway projects have been selected based on the following conditions observed along U.S. 41:
 - Inspirational/ iconic trails
 - Trails of large scale
 - Trails within levee rights of ways
 - Trails within two-lane highway ROW
 - Trails bridges and retrofitted highway bridges
 - Trails that cross water control structures and canals
 - Trails in environmentally constrained landscapes
 - Wetland / water quality focused trails
 - Heritage / tourism trails
 - Low impact trails
 - Trail features and amenities



Best Practices / Lessons Learned




Safety of Users

- Separate trail users from motor vehicle travel
- Construct to withstand environment
- Comply with national standards and practices



Connectivity

- End-to-end travel along the full corridor is a goal
- Provide quality connections to popular destinations and multi-modal networks
- Link users to other local, regional, statewide and national trails



Diversity of Experience

- Experience should vary by:
 - Length of travel
 - Landscape
 - Cultural attraction
 - Duration of visit
 - User type needs
- Explore unique landscape and climate

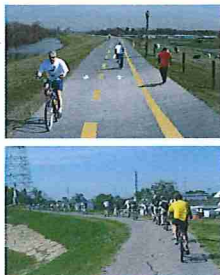



Efficiency of Trail



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- Most efficient alignment is along US 41 (Tamiami Trail) corridor
- Speed of travel varies for different user groups
 - Bicyclists: 3 – 20 MPH
 - Pedestrians: 0.25 -3.5 MPH
 - Runners: 5-12 MPH

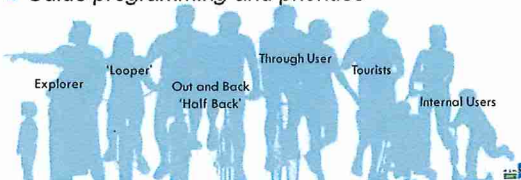


The ROGG Trail User



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- Critically important to understand exactly "who" will utilize the corridor
- Diverse expectations and implications
- Guide programming and priorities

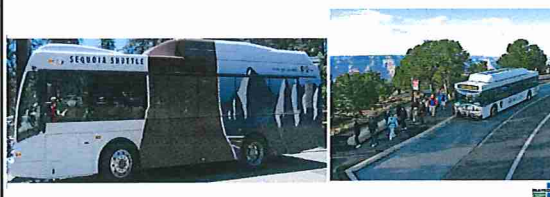


Future Trail Development



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- Developed as a series of segmented projects
- May not be initially connected or end-to-end
- Integrated with transit/shuttle



Criteria for Development



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1. End-to-end origin / destination
2. Length of travel meets specific user needs and expectations
3. Connections to local, regional, statewide or national trails
4. Connections to local attractions
5. Meets federal, state and local design criteria
6. Available ROW for trail development
7. Ability to secure permits
8. Cost benefits evaluation
9. Cost of operation and maintenance



ROGG Corridor Vision and Feasibility



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Each Section:

- Builds upon the previous Parts of report and section
- Based on public involvement
- Incorporates input from agency meetings
- Focused on evaluating feasibility and identifying a preferred route



ROGG Corridor Vision and Feasibility



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Section 3.1 – Public Involvement

- 2013 Workshop Input
 - Three (3) week-long advertised workshops through corridor
- Two (2) Websites
 - Engagement and informational
- 2013-14 Additional Agency / Depts. Meetings
 - Action item from Florida State Clearinghouse
 - Six (6) additional meetings to date



<http://www.miamidade.gov/rogg/>

MDPROS Website is the Project Website for downloads and updates at: <http://www.miamidade.gov/rogg/>



38,100+ page views
5,600+ unique visitors
330+ participants
1,100+ comments & ideas
Nearly 2.5 Yr. Subscription

ROGG Corridor Vision and Feasibility

- Additional Agency Meetings
 - ROGG West Agencies
 - FDOT District 6
 - NPS (BICY & EVER)
 - NOAA Marine Fisheries / USFWS
 - SFWMD West Palm Beach HQ
 - MDC Departments




ROGG Corridor Vision and Feasibility

Section 3.2 – Pathway Components

- Existing Conditions Cross-Sections
 - Seven (7) typical cross-sections
- Conceptual Cross-Sections
 - Twenty-seven (27) concepts
- Path Infrastructure/ Amenities
 - Crossings
 - Trailheads
 - Hubs
 - Gateways
 - Signage

A. Leves and Canal
B. Highway and Shoulders
C. Separated Path



ROGG Corridor Vision and Feasibility

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Section 3.2 – Trail Components

- Conceptual Cross-Sections

Cross-section description

Conceptual cross-sections are used to illustrate the proposed trail alignment and its relationship to the surrounding environment. They provide a visual representation of the trail's width, location, and the various elements that will be included in the trail corridor.

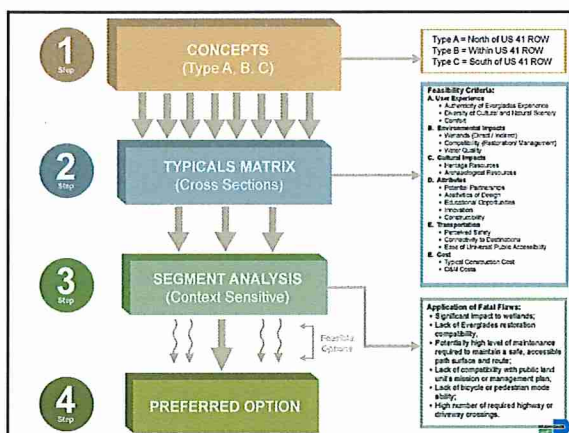
ROGG Corridor Vision and Feasibility

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Section 3.3 – Feasibility Evaluation

- Criteria for Feasibility
 - Seventeen (17) elements of feasibility
 - Based on cross-sections
- Route Feasibility
 - Mile by mile evaluation
 - Feasible and Preferred Routes

Preferred Alternative



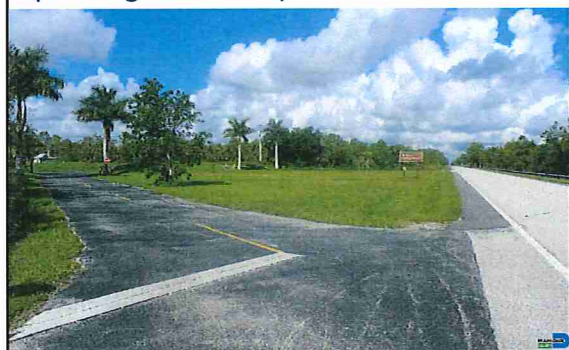
North of Cable Barrier (ROGG East)
(Existing conditions)



North of Cable Barrier (ROGG East)
(With trail)



Midway Campgrounds (ROGG Central)
(Existing conditions)



Midway Campgrounds (ROGG Central)
(W/trail & minor trailhead improvements)



Oasis Visitor Center (ROGG Central)
(Existing conditions)



Oasis Visitor Center (ROGG Central)
(With trail and planned turn-lanes)



Typical Bridge Approach (ROGG West)
(Existing conditions)



Typical Bridge Approach (ROGG West)
(With trail adjacent to existing bridge)



Typical Bridge Approach (ROGG West)
(With trail low boardwalk option)



ROGG Corridor Vision and Feasibility



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Section 3.4 – Alternative Transportation Analysis

- Current Alternative Transportation
 - Transit, Bicycle and Parking
- Alternative Transportation Analysis
 - Three (3) Scenarios
- Investment and Policy Options
 - Work in conjunction with ROGG
 - Potential investment needs



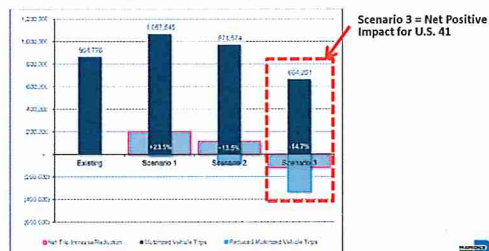
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Section 3.4 – Alternative Transportation Analysis

- Alternative Transportation Analysis



ROGG Corridor Vision and Feasibility



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Section 3.4 – Alternative Transportation Analysis

- Investment and Policy Options



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Section 3.5 – Benefits of the Trail

■ Benefits Analysis Tools

ECONOMIC
SOCIAL
ENVIRONMENTAL
BENEFITS OF PATHWAY

Alternative Transportation Strategies

- Pathway Only
- Basic Initiatives
- Progressive Demand Management

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Social Benefits

Accessibility

Annual Visitation Estimated by Destination

ROGG Could Generate over Half of a Million Visitors Annually

Destination	Annual Visitation (Estimated)
River of Glass Observatory	501,250
Big Cypress National Preserve Visitor Center	444,800
Shark Valley Entrance of Everglades National Park	160,000
Kalahari Desert Preserve State Park	121,138
Collier-Burnell State Park	9,700
Ten Thousand Islands National Wildlife Refuge	25,303

ROGG Corridor Vision and Feasibility

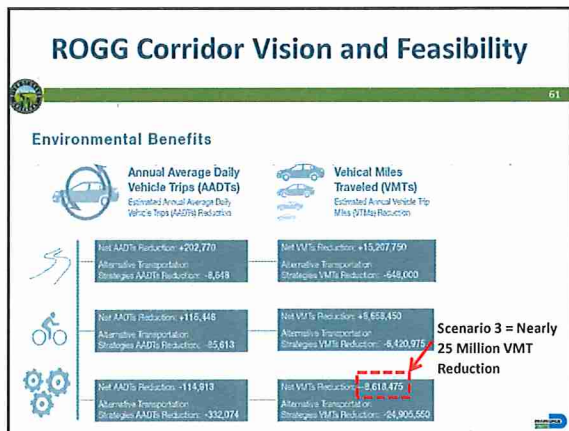
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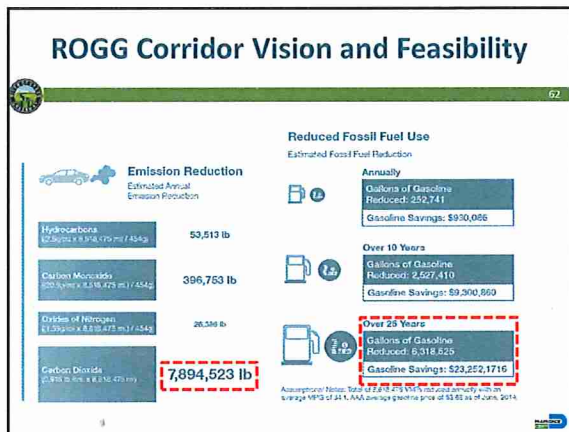
Health and Wellness

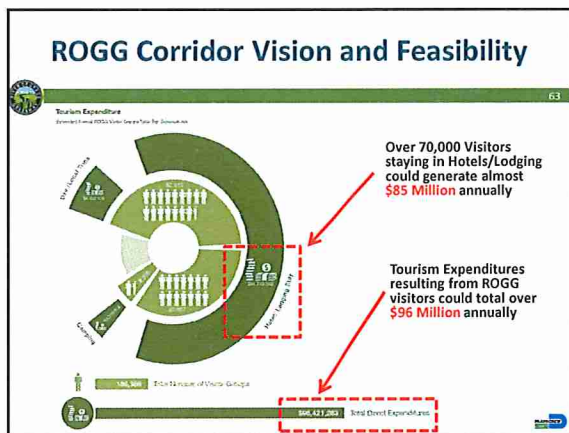
Estimated Calories Burned and Pounds Lost Annually

Scenario	Estimated Calories Burned	Estimated Pounds Lost
Pathway Only	6,751,090	1,020
Basic Initiatives	17,232,961	4,373
Progressive Demand Management	30,035,777	8,581

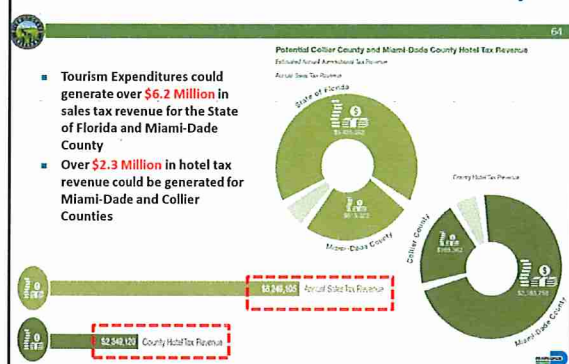
Based on visitation estimates, Scenario 3 could result in an estimated 214,525 pounds lost over the next 25 years



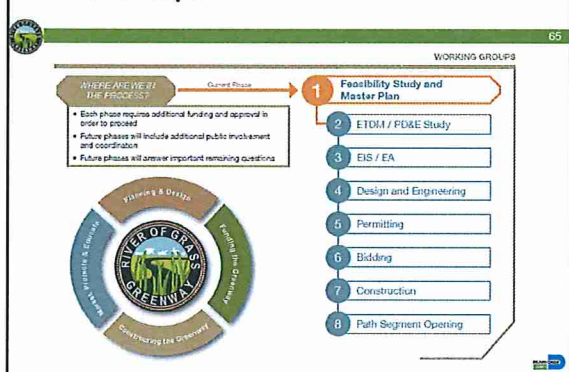




ROGG Corridor Vision and Feasibility



Next Steps



Future Trail Development

Future ROGG development will most likely emerge in one of three classifications. These are identified in the draft report.

High Priority

Medium Priority

Low Priority