

Manatee County, Florida
Transportation Planning

Trailways Master Plan
Final Plan

November 2023

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1. INTRODUCTION AND OVERVIEW

1.1 Introduction

Manatee County Public Works, Transportation Planning Division, is preparing this Trailways Master Plan with the goal to plan and program new trailways that collectively lead to a world-class network of trails that promote people, places, and prosperity. Accordingly, the Trailways Master Plan has been developed based on the vision that ***“Manatee County will develop a connected countywide system of trails that enhances the quality of life for its residents, promotes a unique sense of place, and enhances economic investment.”***

The Trailways Master Plan has been guided by public and stakeholder involvement and builds on numerous related local, regional, and statewide planning initiatives. Central to the Plan is a prioritized ranking of proposed trail projects that can be programmed into the County’s Capital Improvement Program (CIP). This document is designed to be set up for continuous monitoring and evaluation, such that the methodologies and recommendations included can be modified and enhanced as the system is developed, as County priorities and perspectives are refined, and as new and improved sources of guidance and information become available.

1.2 Public Involvement Summary

Engagement with stakeholders, including the citizens of Manatee County, is a key element of planning for the future of the County’s trailways. At the outset of the project, a Public Involvement Plan was developed that outlines objectives for engagement, stakeholder identification, and a schedule of activities; this Public Involvement Plan is provided as Appendix A of this plan. While engagement with stakeholders has occurred throughout the plan development, focused engagement occurred in the form of two public workshops.

The first public workshop, held at the Bradenton Area Convention Center in May 2022, introduced the public to the purpose and timeline of the project through handouts, boards, and a rolling presentation. Key feedback was sought and received at an interactive needs identification mapping station at which participants identified important destinations they would like to be able to access via trailways, as well as locations that represent key barriers to bicycling and walking in the County.



Figure 1-1: Public Workshop #1

The second public workshop, held at the Manatee County Public Works building in December 2022, provided participants an opportunity to see how their prior input had been used to shape the creation of the trailways evaluation network. Additional interactive stations allowed participants to provide feedback on the relative importance of the identified trailways performance measures and, using a visual preference survey, on elements to be included in the plan's design guidelines.

Full summaries of these two workshops are contained in Appendices B and C.



Figure 1-2: Public Workshop #2

1.3 Master Plan Report Overview

The remainder of this plan document includes several primary sections. The Baseline Report describes recent and ongoing planning initiatives that are relevant to this Trailways Master Plan, identifies trails planning benchmarking activities through a review of processes used by neighboring jurisdictions, and identifies a Manatee County trailways evaluation network. The next plan section describes the development of trails performance measures and the analysis carried out on the evaluation network, which has led to the prioritization of 73 trail segments in the County and will serve as an objective basis for the implementation of new trails in the coming years. The plan's Design Guidelines provide information on how various design elements should be considered and incorporated as the trailways network comes to fruition. Finally, the implementation component identifies anticipated network development costs, potential funding sources, and opportunities for trailways-related programming and partnerships.

2. BASELINE REPORT

2.1 Related Planning Initiatives Summary

In establishing the Trailways Master Plan Baseline Report, it is important to understand recent and ongoing related planning initiatives being conducted by Manatee County and its regional partners. This planning process is not being done in a vacuum, but rather builds upon numerous precedent studies. This section briefly summarizes many such related studies and describes their relationship to the Trailways Master Plan.

2.1.1 Manatee County Pedestrian, Bicycle and Trail Strategy (2018)

The purpose of the County's Pedestrian, Bicycle and Trail Strategy (PBTS) is to generate a list of financially eligible projects that promote non-motorized mobility. The strategy document provides a methodology for identifying and prioritizing pedestrian and bicycle infrastructure improvements in a manner that is consistent with the County's Comprehensive Plan and with the practices of external funding partners. The strategy is based on a defined vision of becoming the active transportation leader in Southwest Florida and numerous supporting objectives and requirements.

As a basis for the strategy, the County acknowledges that transportation systems have historically been designed in a vehicle-centered manner, frequently at the expense of vulnerable roadway users. Given the numerous documented individual and community benefits of non-motorized travel, the strategy focuses on improving safety, mobility, and accessibility for users of those modes.

The strategy's evaluation component is based on objective data, including elements that measure proximity to key non-motorized trip attractors and the quality of existing non-motorized infrastructure. Roadway corridors were evaluated based on a prioritization process that overlays various spatial datasets to identify areas of concern (those with high potential demand but low facility accommodation). The result is a priority list of links indicating where investment would be most beneficial to improve connections between residential populations and key destinations such as employment and public services.

The strategy document also describes available funding sources (focusing on Federal funding - at the time of adoption based on the FAST Act - and funding from the County's half-cent sales surtax for public infrastructure), appropriate processes for public involvement, and recommended facility types and typical roadway cross sections. While the strategy stops short of identifying types of projects on specific prioritized corridors, it cites project identification among next steps.

As related to the trailways network, the strategy identifies trails as a key component of the non-motorized transportation network and describes two trail corridors in detail, the Willow-Ellenton Trail Connector and The Southwest Trail.

While not directly part of the PBTS, Manatee County maintains a prioritized list of projects for inclusion in the Capital Improvement Plan that heavily considers each project's ranking from the

PBTS. This list will be consulted and referenced when identifying projects for the Trailways Master Plan.

2.1.2 Manatee County Bicycle Level of Comfort (BLOC) Report (2021)

This research document applies a methodology that quantifies bicyclists' perceptions of safety and comfort while riding along Manatee County roadways. Based on an extensive literature and data availability review, the four primary factors identified for inclusion in the level of comfort metric are outside lane width, motor vehicle traffic volumes, passing speed differential, and number of lanes. The results (numerical scores stratified into general comfort levels) are provided for the Manatee County Thoroughfare Network and are tied to bicycle user types: strong and fearless, enthused and confident, interested but concerned and "no way/no how." This approach provides an indication for all well the roadway network meets the needs of the County's wide range of existing and potential users.

Among the report's recommendations is to prioritize regional trails, noting that the trail system's completion would improve mobility given gaps in the roadway network that inhibit safe travel by bicycle. This recommendation notes the regional trail system's benefits of providing a central bicycle route, improving overall connectivity, and increasing the potential for eco-tourism.

Among the report's appendices is a summary of relevant goals and policies of the Manatee County Comprehensive Plan, many of which are also applicable to the trailways master planning process.

2.1.3 Manatee County Mobility Plan (Ongoing)

Manatee County's Mobility Plan, branded as "Manatee Moves," is in the final stages of development. The plan's vision statement expresses a desire for Manatee County to offer an exceptional quality of life, a superior built and natural environment, and a robust and equitable economy. The following goals have been identified in support of the vision: enhance safety, provide travel-mode options, maximize efficient use of civil infrastructure, and provide cost-effective solutions to manage traffic congestion. Notably, the expansion of the County's trailways network directly supports all four of these goals.

Primary elements of Manatee Moves consist of identification of (unfunded) capital needs, a framework for repealing transportation concurrency and implementing a mobility fee system in its place, and consideration of future land use and land development code elements that would encourage land development patterns that are compatible with planned multimodal infrastructure investments.

The identified capital needs include approximately 20 Complete Streets corridor retrofit projects as well as a policy directive for programmatic improvements for sidewalks and bicycle facilities. The recommendations of this Trailways Master Plan represent an additional set of capital needs that can supplement those identified in Mobility Moves and potentially be funded through the proposed mobility fee system or other funding options identified in the plan.

2.1.4 FDOT District One Active Transportation Plan (2022)

While the focus of the District One Active Transportation Plan is guiding facility investments on the State Highway System (SHS), the plan is described as a resource for local agencies that will

integrate recommendations from local plans. The plan can also help local partners as they update long-range plans and program projects. Plan goals consist of safety, connectivity, comfort, equity, and economic vitality.

The plan included a user survey that asked, among other questions, what facilities people feel comfortable using when traveling by bicycle. Trails were easily the most commonly indicated comfortable facility type, at 96%. As part of the plan's Level of Traffic Stress-based comfort analysis, trails (along with physically separated bicycle facilities) are always assigned a value of "1," representing the highest level of comfort.

Several plan elements have identified roadways of concern or interest on the SHS within Manatee County. An "Advanced Safety Tool" was used to identify high-priority corridors for investment. Several segments in Manatee County were identified, including portions of SR 64 (Manatee Avenue), US 41/US 301 (1st Street), SR 684 (Cortez Road), and US 41 (Tamiami Trail). A separate District-wide evaluation of walking and biking demand indicated several corridors in Manatee County that are among the highest quintile for the District. Finally, priority speed management corridors were identified, with multiple Manatee County corridors indicated as Tier 1 by virtue of being over-represented in speed limit, number of travel lanes, and context classification risk categories.

The plan also makes specific facility recommendations based on a decision tree. Its online GIS-based Executive Summary shows locations in Manatee County that have preferred facility types of shared use paths, separated bike lanes, and urban side paths.

2.1.5 FDOT SUN Trail & the Gateway Greenway Trail

The Shared-Use Nonmotorized (SUN) Trail program provides funding for the development of a statewide system of interconnected paved multi-use trails. The program is administered by FDOT and includes a network of existing, programmed, and planned trails throughout the state. FDOT defines a multi-use trail as a paved shared-use path which is typically 12 feet wide but may vary from 10 feet to 14 feet wide. The current alignment of the SUN Trail network through Manatee County consists of 69 miles of trails, five miles of which (7%) are existing, with the remaining 93% consisting of unfunded gaps.

Separate from the FDOT SUN Trail planning and implementation process, a specific alignment has been developed for a trail that constitutes much of the eastern portion of Manatee County's SUN Trail network. This trail, branded as the Gateway Greenway Trail, is a conceptual trail alignment that has been developed by Manatee County Parks and Natural Resources, with each segment serving a unique yet complimentary purpose.

The central spine trail linking Sarasota County, numerous residential communities, Rye Preserve, and Hillsborough County, has several segments completed, under construction or in the design and permitting stages.

The eastern loop trail segment leads from Rye Preserve into Ed Chance Preserve and through Duette Preserve, reaching conservation trail linkages in Hillsborough County via additional County and state conservation lands and FPL properties north of SR 62. This eastern loop will provide a remote yet protected improved trail experience for multiple user groups, including equestrians, over public lands with minimal intrusion on existing development.

The western trail segment relies on ongoing discussion with FPL holdings in rail and transmission right of way and easement. FPL has agreed to consider County proposals for certain trail access, under easement allowances, to FPL properties for land-based trails connecting to the spine and eastern trail segments and access to the improved rail corridor beginning in Ellenton and extending northeast to Willow at the Hillsborough County line. Rails to Trails and Rails **with** Trail segments will connect destinations including the Parrish Railroad Museum, Parrish Community High School, various new residential developments, Lincoln Park via 17th Street East, and eventually Downtown Palmetto.

While property owner permissions and arrangements where Gateway Greenway Trail segments cross private property have not yet been secured, this conceptual trail is treated as a “Committed” trail for the purposes of this Trailways Master Plan.

The latest SUN Trail network within Manatee County and the current proposed alignment of the Gateway Greenway Trail are shown in Figures 2-1 and 2-2.

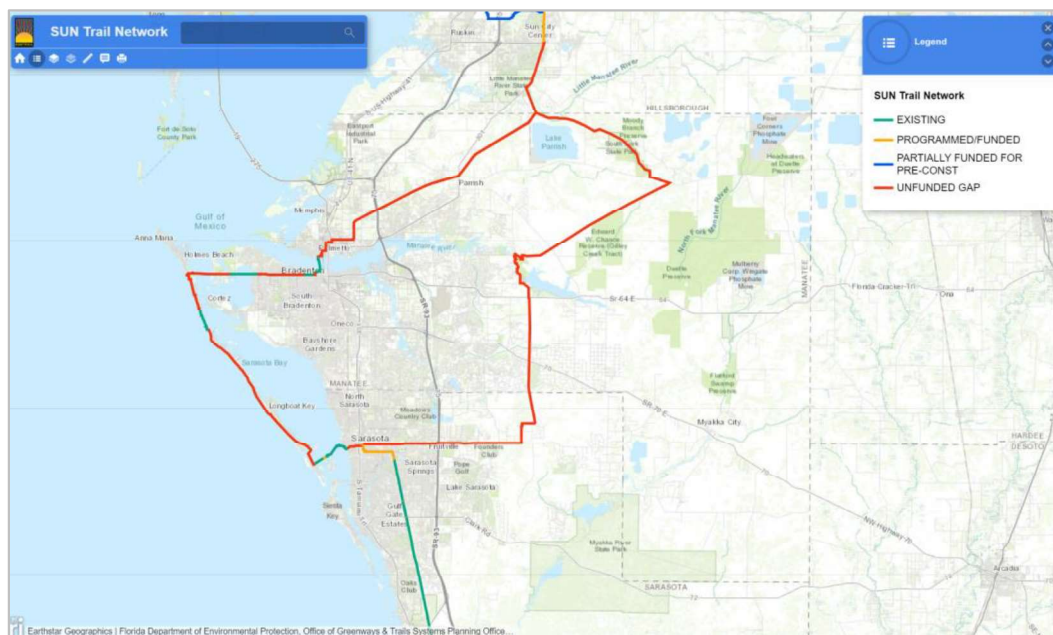


Figure 2-1: Manatee County Portion of SUN Trail Network

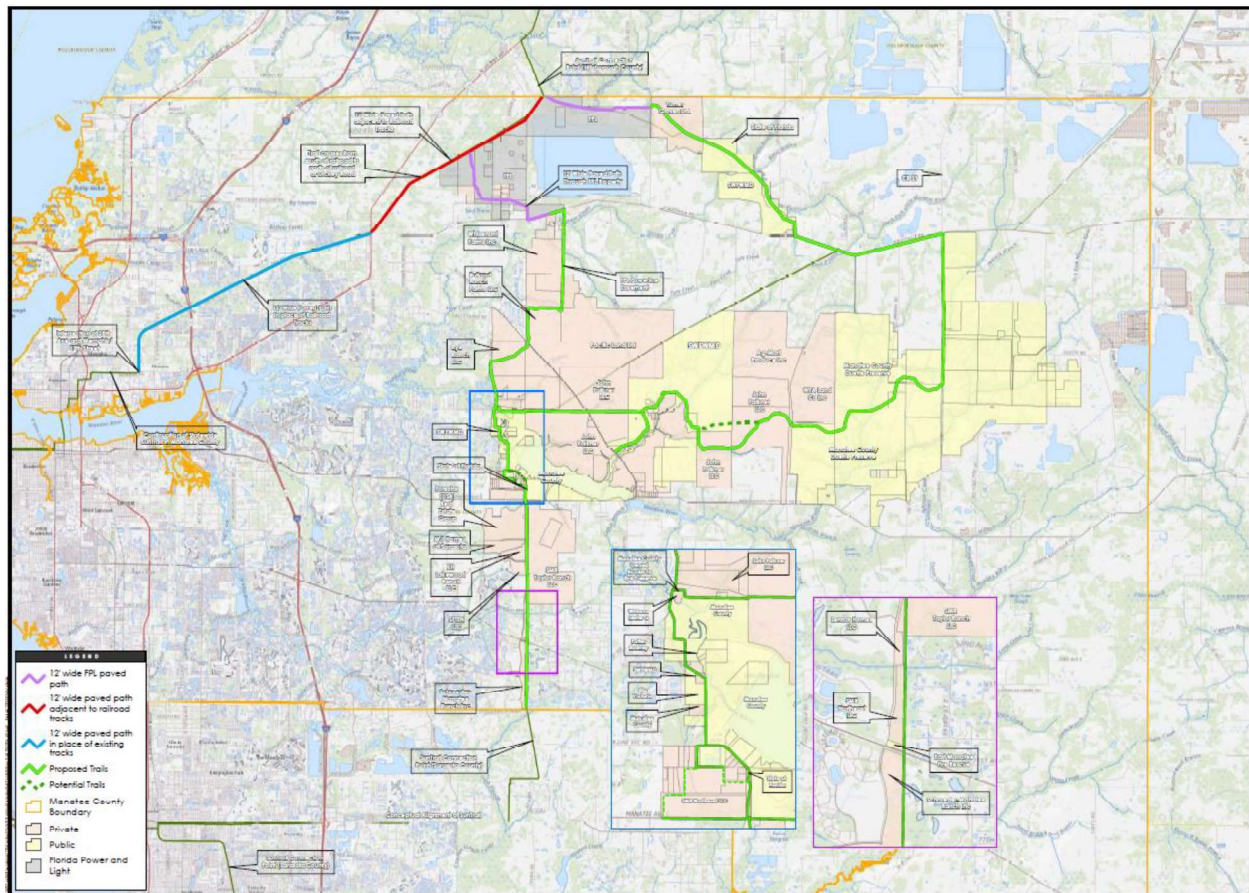


Figure 2-2: Gateway Greenway Trail Conceptual Alignment

2.1.6 Sarasota/Manatee MPO Active Transportation Plan (2019)

In alignment with the Trailways Master Plan, the MPO's Active Transportation Plan seeks to improve transportation choices within the region by documenting existing bicycling and walking infrastructure conditions, identifying facility gaps, and rating proposed projects to fill those gaps. It specifically focuses on creating a low-stress bicycle network, citing separated bike facilities and trails as a major component of such a network.

The plan notes that existing trails in Manatee County are sparse. It divides the Manatee County portion of the SUN Trail network into the "Western Coastal Route" and the "Eastern Wilderness Route" and identifies and prioritizes seven distinct SUN Trail segments within the county.

2.1.7 Sarasota/Manatee MPO Destination Zero (Ongoing)

The MPO is also in the midst of preparing its first Vision Zero initiative, known as Destination Zero. The initiative will identify actionable strategies to help the region get to zero traffic fatalities and serious injuries, and will also develop an educational framework and technical assistance for partner local jurisdictions. Public outreach elements are ongoing, along with development of the Action Plan and associated policy guidance.

2.1.8 Sarasota/Manatee MPO SUN Trail Alignment Studies (2023)

While this Trailways Master Plan was under development, the MPO began two studies of SUN Trail segments within the region. These planning studies focus on developing a network of biking and walking trails that will connect to schools, parks, transit stops, essential services, local attractions, and other key destinations. One of these studies is known as the Manatee Trail Alignment Study, which is intended to identify a feasible route for a multi-use recreational trail between Anna Maria Island and downtown Bradenton, north and south of SR 64/Manatee Avenue. The study has included two Project Advisory Group meetings, two public surveys, and a Public Workshop, was co-hosted by Manatee County as part of this Trailways Master Plan, at which six alternative alignments were presented.

A final alignment for the Manatee County segment was selected subsequent to the Trailway Master Plan's network identification and evaluation. A map of the final alignment, which runs primarily along 9th Avenue and 11th Avenue, is shown below in Figure 2-3. Future updates to this Manatee County Trailways Master Plan will reflect this alignment that parallels SR 64/Manatee Ave west of Downtown Bradenton.

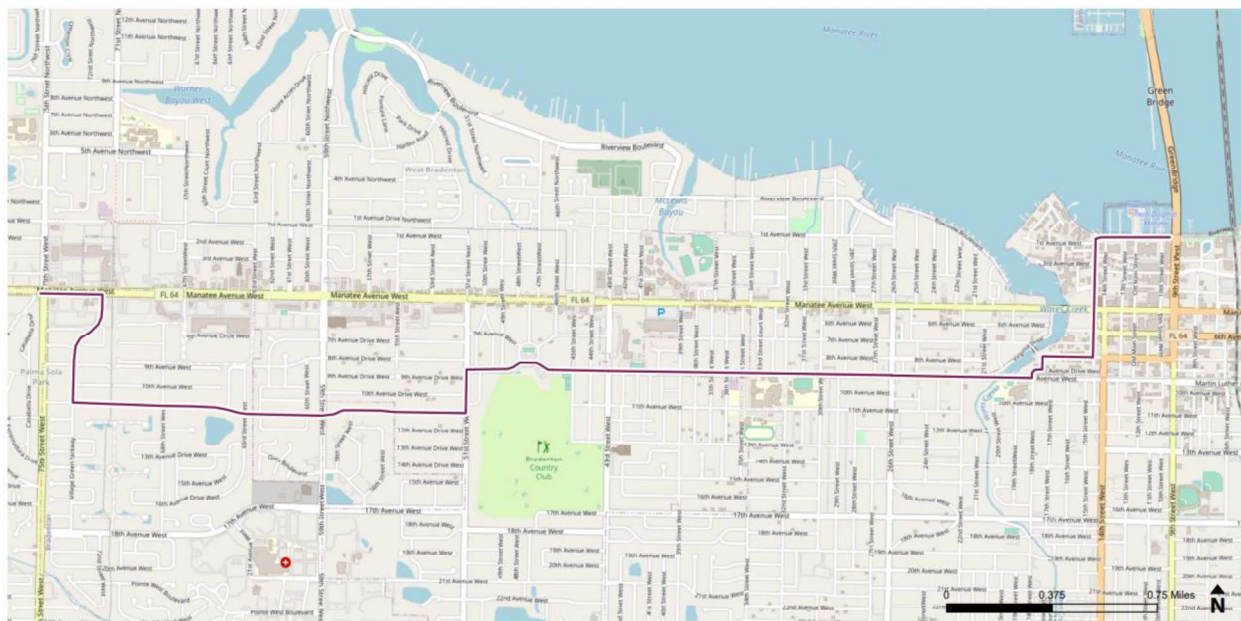


Figure 2-3: Sarasota/Manatee MPO SR 64/Manatee Ave Area SUN Trail Alignment Study Recommended Alternative

2.1.9 Palmetto Trails Network Plan (Ongoing)

The Palmetto Trails Network Plan (PTNP) is a planned regional system of transportation improvements designed to reestablish connections lost through the construction of US 41 through the heart of the City of Palmetto. The PTNP is envisioned as a network of high-quality multimodal facilities in Palmetto that will restore access to public schools, a youth center, over a dozen neighborhoods, seven parks, a conference center, local employment centers, and a public transit transfer station. FDOT District One is currently conducting a Project Development and Environment (PD&E) study to evaluate project alternatives. At this stage, recommended alignments have been identified and typical sections have been prepared.

2.2 Policy Benchmarking

As Manatee County prepares its own Trailways Master Plan, it is instructive to consider the approaches taken by similar neighboring jurisdictions in the development of their greenways and trails plans and to learn from and apply those approaches where applicable. Most nearby counties either have an adopted master plan or are at least working toward developing a trailways network in a strategic way. This allows for benchmarking opportunities, both during the creation of this Trailways Master Plan and into the future. One of the primary benchmarking areas of interest to Manatee County is the establishment of policies that support trail systems. This section of the Baseline Report documents related efforts of Manatee County's neighbors who have demonstrated success in working toward implementing their plans.

2.2.1 Hillsborough County

In 1995, Hillsborough County was among the first jurisdictions in Florida to adopt a greenways plan. That plan remains in place today, and its policy element focused on what was, at the time, a relatively newly created Comprehensive Plan. The Comprehensive Plan incorporated the public's desire to protect the County's natural resources and to provide places to recreate, and numerous associated policies supported the concept of developing a protected system of greenways. Among these supportive policies are the following (paraphrased for brevity):

- Identifying recreation and conservation lands that can serve as focal points of the network
- Exploring multiple-use opportunities and opportunities for greenway network connections on County-owned lands
- Prioritize recreation needs through the Capital Improvement Program
- Develop a plan that will provide improved public access to natural and man-made amenities
- Evaluate strategies that would establish the County as an ecotourism destination
- Integrate open spaces of individual developments into an open space or greenway system

An additional recommendation within the master plan is to amend the Comprehensive Plan to specifically reference the adopted Greenways Master Plan to make greenways planning part of the broader comprehensive planning process.

Hillsborough County is currently in the process of updating the original plan, working on a similar timeline as this Manatee County Trailways Master Plan. The update's Vision Plan is anticipated to include goals that will be developed based on the original plan goals and ongoing public engagement efforts. Objectives and associated policies will be developed in an upcoming Action Plan phase.

The most recent adopted greenways plan within Hillsborough County is the Hillsborough Transportation Planning Organization's 2016 Greenways and Trails Master Plan Update, which covers areas both inside and outside municipal boundaries. The plan identifies nine policies under two broader goals related to regional trail system development and maintenance. Several of these policies align well with the aims of the Manatee County Trailways Master Plan:

- Provide linkages from the regional trail system to public transit, schools, parks and community gathering spaces, neighborhoods, employment centers and open spaces
- Identify and prioritize future improvements to the local and regional trail system to ensure that new trail improvements will best benefit the public
- Consider design elements that will encourage trail use when building or renovating sections of trail (e.g., shade availability, grade, water, restroom facilities)
- Encourage, develop and support a citizen/staff committee to support trail maintenance and funding

2.2.2 Sarasota County

Sarasota County adopted its current Trails Master Plan in 2018, which updates the County's first such master plan from 2006. The plan identifies six broad policy areas, and takes the extra step of specifying multiple action items associated with each policy to support policy implementation:

- Partnerships - develop public/private partnerships to maximize trail system development, coordinate with private developers to assure access and interconnection between privately developed and publicly developed trails, encourage support from local advocacy groups
- Connectivity - ensure connectivity with adjacent counties and interface with regional and state systems, provide trails between an established list of desired destinations, develop spur trails from the existing system for close-to-home recreation opportunities, ensure new developments interconnect privately developed trails with nearby trails through the development review process
- Active Transportation - use the recreational trail system to provide linkages with the on-street bicycle and pedestrian network, review opportunities to provide safe and accessible routes to schools
- Trail Regulatory Policies - consider land development regulations that incentivize new developments to donate land or easements for trails; examine the use of park impact fee credits to build components of the trails system; work with land owners to provide appropriate buffers between properties and the trail system; adopt standards for trail design, construction, management, maintenance and marketing
- Trail Maintenance - focus on safety considerations in areas of documented need, keep managerial staff knowledgeable of statewide and regional practices, elicit support of non-profit groups and Adopt-a-Trail programs
- Marketing - demonstrate the benefits of trails at community meetings and events; develop a wayfinding signage system; develop branding and marketing materials to advertise locations, availability, special features and visitation opportunities

2.2.3 Other Sources

The immediately neighboring counties identified above provide excellent benchmarking opportunities for Manatee County. Several other Central and Southwest Florida Counties have developed master plans that cover trailways elements. In many such cases, trailways planning is done as part of a parks and recreation master plan or a bicycle and pedestrian master plan. There are also national resources available that provide policy guidance such as the Rails-to-Trails Conservancy and the Pedestrian and Bicycle Information Center. These and other

resources can be used to continue benchmarking efforts into the future, not only as related to policy setting, but also other key elements of the trailways planning and implementation process such as trail prioritization, funding sources identification, and trail-related programming.

2.3 Trailways Evaluation Network Identification

One of the primary outcomes of this Trailways Master Plan is an evaluation of proposed additions to the County's trails system. To set the stage for this evaluation, numerous trail segments were identified and consolidated into a network of planned facilities.

The primary source for this network is a set of files maintained by Manatee County that include proposed trails previously identified through a variety of formal and informal planning initiatives, including many of those described in Section 2.1. These previously identified trails include several prominent planned facilities, such as the Gateway Greenway (as described in Section 2.1.5), the remainder of the SUN Trail alignment including the section currently being studied by the Sarasota/Manatee MPO, trails that are planned to be incorporated into the Lake Flores development, and those in the vicinity of the Palmetto Trails Network. All such trail segments were reviewed by the master plan team for current applicability; while the majority of the previously identified trail segments were retained in their existing form, some alignments were either removed or refined, largely related to new development that has occurred since those segments were first identified.

As described in Section 1.2, participants at the plan's first public workshop helped expand the draft evaluation network by identifying key destinations and routes that would help connect those destinations. As a result of this process, approximately a dozen additional segments were added to the evaluation network.

The final evaluation consists of 26 trails, which are comprised of 73 individual trail segments. The trail-level designations represent meaningful and logical termini that can be used for eventual programming and implementation purposes. As part of the process, each trail was assigned a trail classification of Regional (the SUN Trail network), County (other key links that help to form a countywide network), or Local (loops and spurs). As described in detail in Section 4, these designations help determine what elements should be included as different trails are implemented. Maps of the final evaluation network are shown in Figure 2-4 (segmentation) and Figure 2-5 (classification).

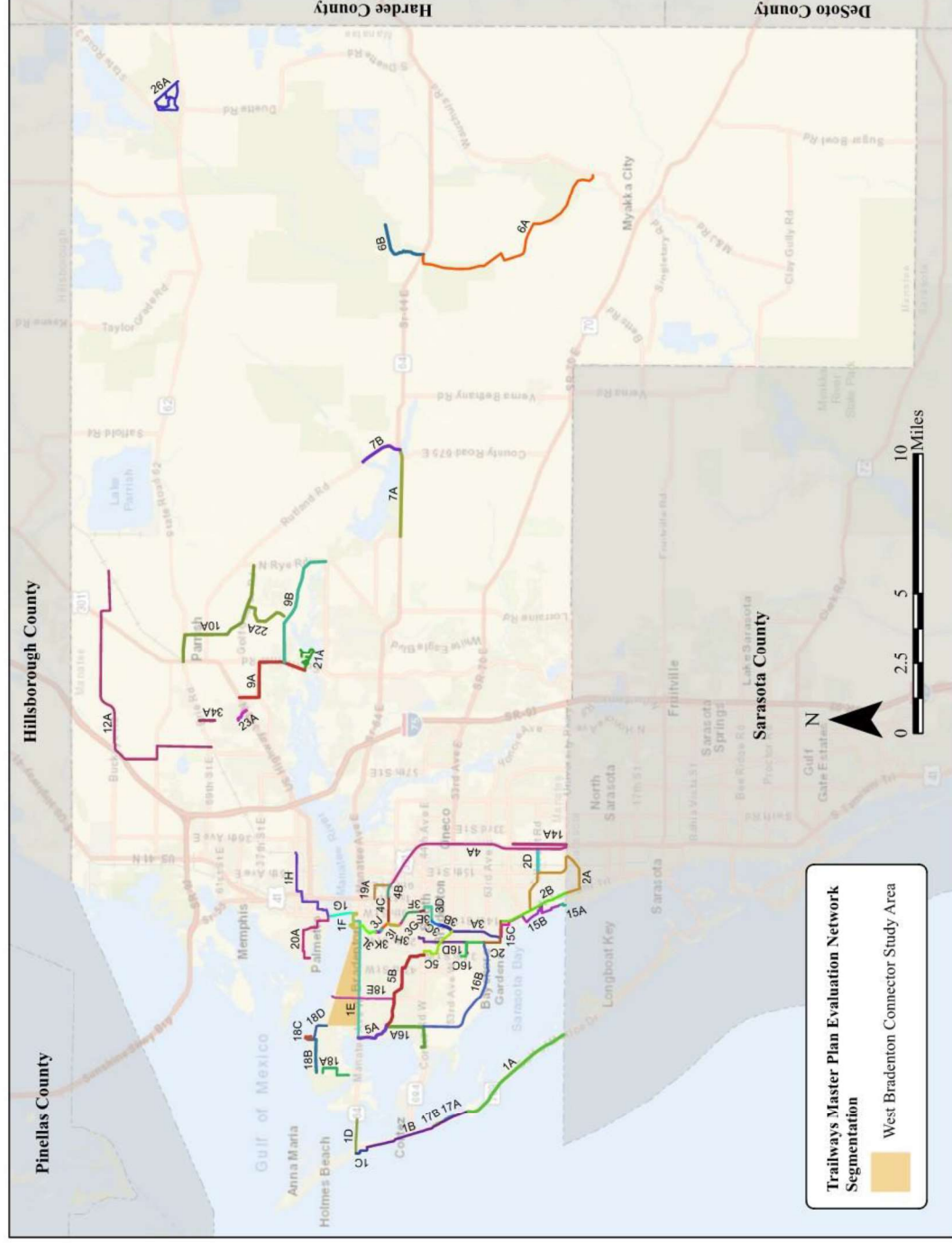
It is important to note that all trail segments included in the evaluation network are conceptual in nature and do not represent final alignments. The proposed alignments may be modified as a result of ongoing and future studies carried out by local and regional partners. In some cases, such as the Cedar Hammock area, it is known that constraints will require deviations from the alignments shown. In the case of the Riverview Boulevard area, extremely constrained right-of-way makes it such that a proposed east-west connection north of Manatee Avenue and south of the Manatee River is shown in Figure 2-4 as a general study area rather than a linear alignment. The focus of this plan is to identify a network of planned trails that will effectively connect origins and destinations; some identified trails with known constraints are further from potential implementation than others.

It is also worth noting that the network identified through this master planning process does not specifically take into account opportunities for co-locating future trails within utility corridors,

including easements. As Manatee County's trails network is developed in the coming years, the County can and should explore ways to fill gaps using such corridors, including those owned or operated by Florida Power & Light (FPL). Figure 2-6 shows the locations of FPL easements within Manatee County. These include two north-south corridors that run the length of the county, generally paralleling Interstate 75, and an east-west corridor that stretches from the vicinity of Parrish to the Hardee County Line east of Myakka City.

Utility corridors offer a potentially low-barrier implementation opportunity for system expansion as related to land ownership, compatible uses, and costs. The Rails-to-Trails Conservancy notes that approximately 17% of trails in its nationwide database are at least partially shared with utility corridors.¹ That organization and others offer guidance on negotiating land and maintenance agreements with utility owners, including ensuring that agencies can limit incurred costs, maintain needed access and rights, and time trail implementation to best suit any planned corridor enhancements or modifications.

¹ <https://www.railstotrails.org/build-trails/trail-building-toolbox/basics/utilities/>



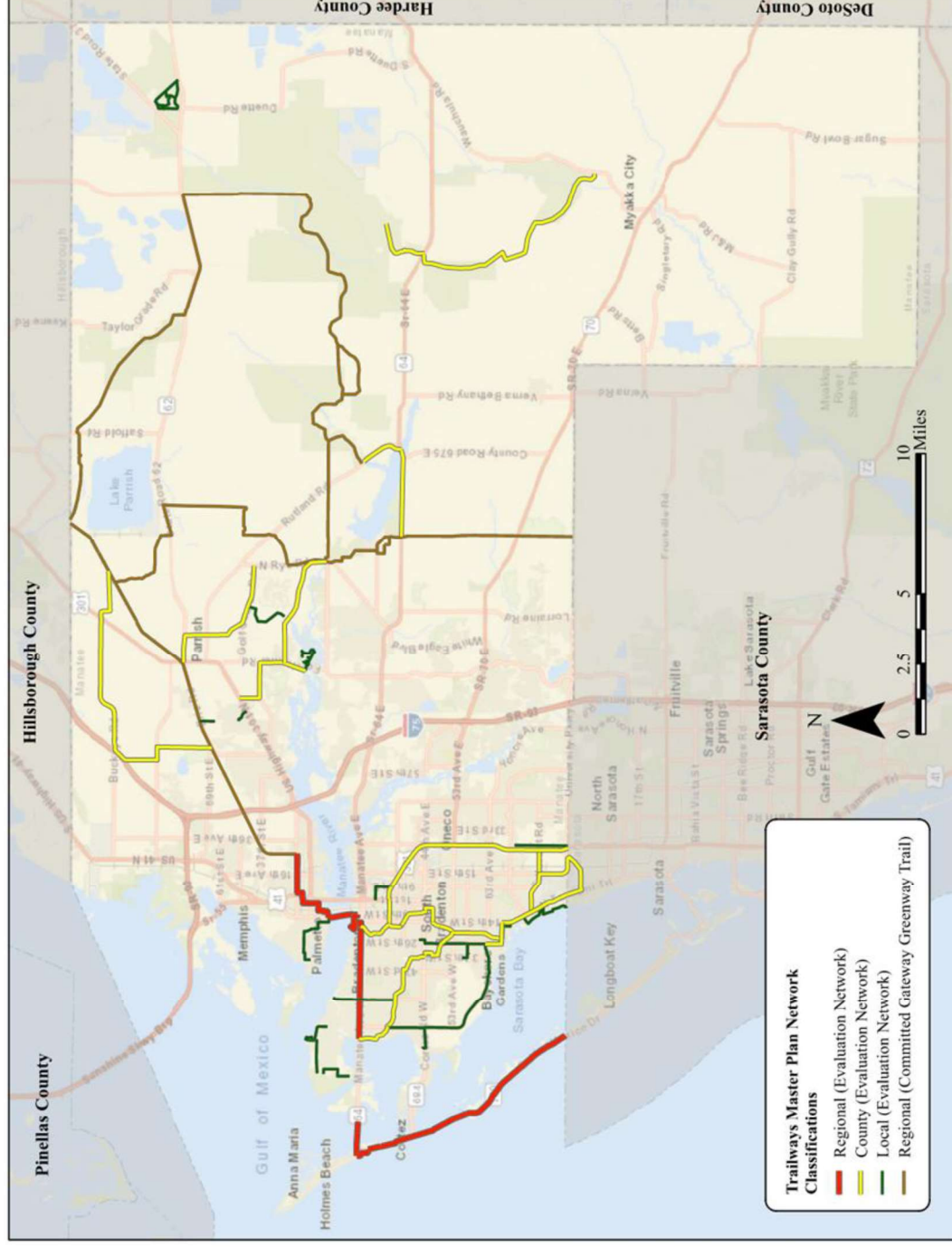


Figure 2-5: Trailways Evaluation Network (Classification)

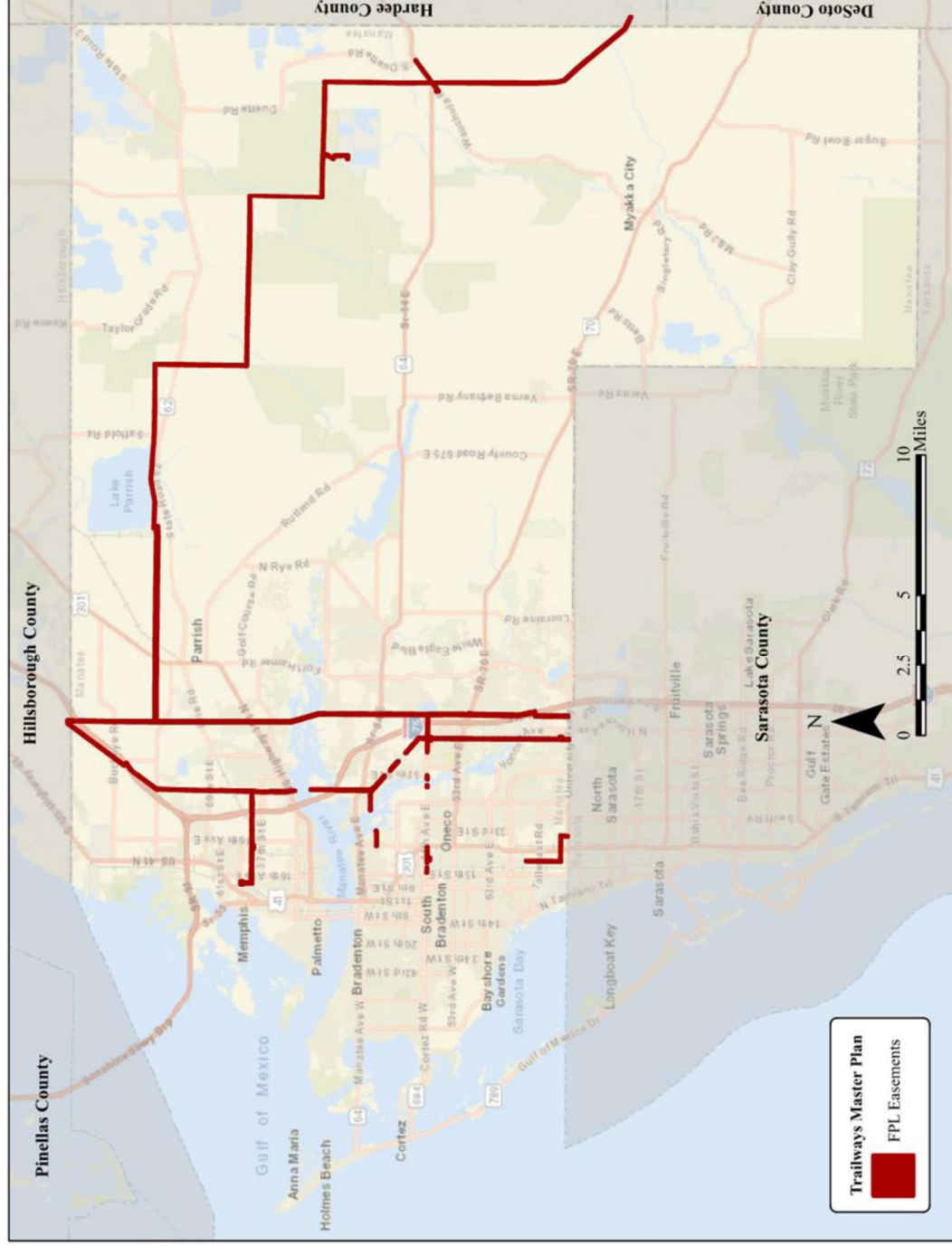


Figure 2-6: FPL Easements

2.4 Baseline Atlas

During the baseline/existing conditions phase of this plan, a baseline atlas was created to provide a series of maps at the Countywide level and at smaller geographic levels to show the evaluation network and other features relevant to the plan's development and analysis. The files used in this atlas will be maintained by Manatee County in the future as the trail system is developed. A series of maps from the atlas is provided in Appendix D.

3. PERFORMANCE MEASURES AND NETWORK EVALUATION

3.1 Evaluation Criteria and Methodology

A set of proposed trailways was identified through the plan's baseline conditions evaluation and public engagement. To set the stage for implementation of the plan's recommendations, each potential project has been evaluated and prioritized based on how well it is expected to meet key needs of the County. This methodology aligns with the performance-based planning and programming (PBPP) approach, which transportation agencies can use to create a system-level, data-driven process to identify long-term planning strategies and investments.

Proposed project evaluation criteria are outlined in Table 3-1 below. Many of these criteria are quantitative in nature; however, in all cases, results have been converted to a standard five-point scoring system that generally equates to ratings of Very High, High, Medium, Low, and Very Low, with an associated number of points assigned ranging from five to one.

Table 3-1: Evaluation Criteria

Criterion	Description/Methodology	Scoring
Equity	Based upon the Sarasota/Manatee MPO's 2021 <i>Title VI and Limited English Proficiency Plan</i> Environmental Justice Focus Areas (considers senior population, youth population, poverty status, disability status, minority population, LEP population, and zero-vehicle households)	Proposed alignment passes through area with maximum environmental justice score: 18-21 – 5 points 13-18 – 4 points 9-13 – 3 points 4-9 – 2 points <3 – 1 point
Access to Opportunity (Education)	Number of schools or colleges within ½-mile of proposed alignment	5+ schools – 5 points 3-4 schools – 4 points 2 schools – 3 points 1 school – 2 points 0 schools – 1 point
Access to Opportunity (Transportation)	Percentage of proposed alignment located within ½-mile of a Manatee County Area Transit (MCAT) bus stop	100 percent – 5 points 75-99 percent – 4 points 50-75 percent – 3 points 1-50 percent – 2 points 0 percent – 1 point
Proximity to Other Key Public Facilities	Number of other identified key attractors (parks, libraries, and government service centers) within ½-mile of proposed alignment	7+ attractors – 5 points 5-6 attractors – 4 points 3-4 attractors – 3 points 2 attractors – 2 points 0-1 attractors – 1 point

Criterion	Description/Methodology	Scoring
Safety	Roadway intersection crossings per mile	None – 5 points 0.1-1.5 – 4 points 1.5-4.2 – 3 points 4.2-7.6 – 2 points >7.6 – 1 point
Connectivity	The extent to which the proposed facility will close gaps and make connections to the existing and planned trailways network	Closes gap between two existing/programmed trails – 5 points Connects to multiple existing/programmed trailways – 4 points Connects to one existing/programmed trailway or closes gap between two existing on-road bicycle/pedestrian facilities (sidewalks and bike lanes) – 3 points Connects to one or more identified planned trailways or connects to one or more existing on-road bicycle/pedestrian facilities – 2 points Other – 1 point
Economic Benefits	Number of commercial parcels within ¼-mile of proposed alignment	60+ parcels – 5 points 28-59 parcels – 4 points 10-27 parcels – 3 points 1-9 parcels – 2 points 0 parcels – 1 point
Buildability	Percentage of the proposed alignment located within lands that are publicly or quasi-publicly (e.g., utilities, community improvement districts, drainage districts) owned	100 percent - 5 points 21-99 percent – 4 points 7.6-21 percent – 3 points 1.3-7.6 percent – 2 points 0-1.3 percent – 1 point
Trip Attraction Potential/Healthy Communities (Population)	Score representing distance-weighted population within 10 miles of the proposed alignment based on the methodology defined by the FDOT Conserve by Bicycle Program Study	Score >1600 – 5 points Score 800-1600 – 4 points Score 490-800 – 3 points Score 140-590 – 2 points Score <140 – 1 point
Trip Attraction Potential/Healthy Communities (Aesthetics)	Subjective score based in part on the scale and guidance developed for the FDOT Conserve by Bicycle Program Study	Very High – 5 points High – 4 points Medium – 3 points Low – 2 points Very Low – 1 point

3.2 Evaluation Results

This analysis approach culminates in each evaluated trail segment having a total performance score. Projects are subsequently divided into priority tiers with Tier I having the highest scores and Tier V the lowest. A map of the network and segment-level priority tiers is provided in Figure 3-1; as indicated in the legend, segments shown in red represent the highest priority corridors. Table 3-2 shows the scores and resulting tiers at a segment level; the full analysis scoring is provided in Appendix E

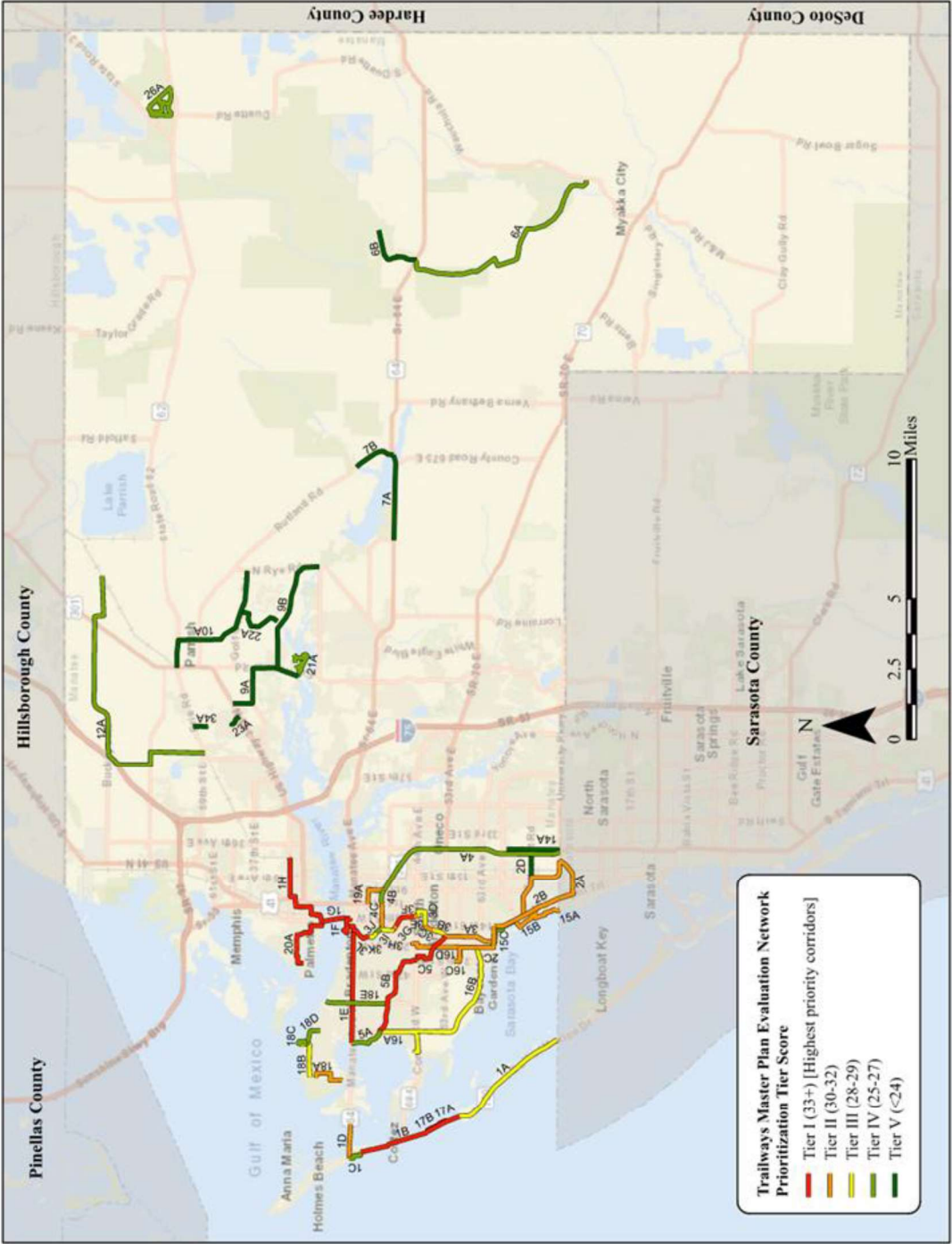


Figure 3-1: Prioritization Results

Table 3-2: Tabular Prioritization Results

Trail Segment ID	Trail Classification	Trail Begin Limit	Trail End Limit	Prioritization Score	Prioritization Tier
01A	Regional	Sarasota County Line	Longboat Pass	28	III
01B	Regional	Longboat Pass	East Bay Dr	33	I
01C	Regional	East Bay Dr	Manatee Ave (SR 64)	26	IV
01D	Regional	Gulf Dr	Anna Maria Island Bridge	31	II
01E*	Regional	Palma Sola Causeway	1st Ave W	33	I
01F	Regional	Point Pleasant	Green Bridge	36	I
01G	Regional	3rd Ave SW/S end Green Bridge	Riverside Dr/N end Green Bridge	40	I
01H	Regional	8th Ave SW	28th Ave E	33	I
02A	County	N Tamiami Trl (US 41) @ Tallevast Rd	Manatee/Sarasota County Line @ Edwards Dr	32	II
02B	County	Manatee/Sarasota County Line @ Edwards Dr	Florida Blvd @ 14th St W	32	II
02C	County	Florida Blvd @ 14th St W	Bayshore Gardens Pkwy	30	II
02D	County	15th St E	US 301	23	V
03A	County	Florida Blvd	53rd Ave W	31	II
03B	County	53rd Ave W	North of 49th Ave Dr W	28	III
03C	County	North of 49th Ave Dr W	14th St W (US 41) @ Orlando Ave	30	II
03D	County	14th St W (US 41) @ Orlando Ave	Cortez Rd W (US 41) east of 9th St W	29	III
03E	County	Cortez Rd W (US 41) east of 9th St W	9th St W adjacent of shopping plaza	30	II
03F	County	9th St W adjacent of shopping plaza	14th St W (US 41) north of 30th Ave W	35	I
03G	County	14th St W (US 41) north of 30th Ave W	Wares Creek	32	II
03H	County	Wares Creek	US 41 @ 21st Ave W	29	III
03I	County	US 41 @ 21st Ave W	18th Ave W @ 18th St W	27	IV
03J	County	18th Ave W @ 18th St W	17th Ave W	28	III
03K	County	17th Ave W	14th Ave W	28	III
03L	County	14th Ave W	Manatee Ave W (SR 64)	34	I
04A	County	University Pkwy	9th St E	27	IV

Trail Segment ID	Trail Classification	Trail Begin Limit	Trail End Limit	Prioritization Score	Prioritization Tier
04B	County	US 41 @ 21st Ave W	US 301 @ 9th St E	26	IV
04C	County	West of 15th St W @ 21st Ave W	US 41 @ 21st Ave W	30	II
05A	County	Manatee Ave (SR 64)	75th St W @ Palma Sola Drain	25	IV
05B	County	75th St W @ Palma Sola Drain	Cortez Rd W west of Calm Harbor St	36	I
05C	County	Cortez Rd W west of Calm Harbor St	53rd Ave W	33	I
06A	County	Wauchula Rd	SR 64 E near Falkner Farms	26	IV
06B	County	SR 64 E near Falkner Farms	Bear Bay Rd	24	V
07A	County	Boumeside Blvd @ SR 64 E	Craig Branch	20	V
07B	County	Craig Branch	Rutland Rd @ Gilley Creek	23	V
09A	County	US 301	Fort Hamer Park	21	V
09B	County	Fort Hamer Rd @ Mulholland Rd	N Rye Rd south of Rye Wilderness Trl	20	V
10A	County	US hwy 301 N @ SR 62	N Rye Rd @ Golf Course Rd	22	V
12A	County	Erie Rd east of 69th St E	CSX Rail southwest of Seminole Trl	26	IV
14A	Local	University Pkwy	End of SGL Railroad south of Whitfield Ave	23	V
15A	Local	Manatee/Sarasota County Line	North edge of Crosley Estate	32	II
15B	Local	North edge of Crosley Estate	US 41 @ Pearl Ave (N Tamiami Trl)	32	II
15C	Local	US 41 @ Pearl Ave (N Tamiami Trl)	West of Columbia Dr @ Bridge on Florida Blvd	27	IV
16A	Local	Ungarelli Preserve entrance @ 43rd Ave Dr W	Palma Sola Drain @ 75th St W	28	III
16B	Local	Cortez Rd W	26th St W @ Bayshore Gardens Pkwy	29	III
16C	Local	Manatee Tech campus entrance from 34th St W	Bayshore Gardens Pkwy	30	II
16D	Local	State College of Florida Campus	Lakeside Plaza northern entrance	30	II
17A	Local	South end of Coquina Beach boat ramps	Leffis Key Preserve entrance road	35	I
17B	Local	Leffis Key Preserve entrance road	Gulf Dr S	33	I
18A	Local	Trail connection southwest of Wildlife Gln	Robinson Preserve entrance road @ 17th Ave NW	30	II
18B	Local	Robinson Preserve Tower	Desoto Memorial Hwy loop	28	III
18C	Local	Desoto Memorial Hwy @ 24th Ave	Desoto Memorial Hwy loop	27	IV
18D	Local	Desoto Memorial Hwy @ 24th Ave	Riverview Blvd and 75th St NW	27	IV

Trail Segment ID	Trail Classification	Trail Begin Limit	Trail End Limit	Prioritization Score	Prioritization Tier
18E	Local	26th Ave W	Riverview Blvd	27	IV
19A	Local	US 301 @ 9th St E	1st St @ 13th Ave E	30	II
20A	Local	10th St W	8th Ave W (US 41) @ Riverside Dr	36	I
21A	Local	Fort Hamer Park	Hidden Harbor Park	25	IV
22A	Local	Mulholland Rd	Gulf Course Rd	19	V
23A	Local	E of 100th Dr E @ 50th St Cir E	US Hwy 301 N @ Harrison Ranch Blvd	21	V
26A	Local	SR 62	Headwaters at Duette Preserve	26	IV
34A	Local	Forrest north of Harrison Ranch Blvd	Erie Rd	19	V

* Note: The evaluation of this segment was based on an alignment now superseded by the Sarasota/Manatee MPO SUN Trail Alignment Study recommended alternative.

Using tiers rather than individual project rankings underscores the importance of having all identified projects evaluated and prioritized in the adopted final plan. Projects in lower tiers may be implemented sooner than those in higher tiers as targets of opportunity are presented through specific funding sources, to close critical gaps in the system, or simply as priorities shift over time.

4. DESIGN GUIDANCE

This Trailways Master Plan identifies, evaluates, and prioritizes a network of proposed trails for Manatee County. This chapter introduces the factors and details to be considered as those trails come to fruition. The contents can be used to screen each selected trail corridor to identify the appropriate contextual considerations and design elements (**Figure 4-1**). The “Why” section introduces the types of trips taken on trails and a classification of trail types oriented to serving those trips. The “Where” section provides guidance on selecting the best alignment within an identified corridor based on the surrounding land use types. The “What” section identifies the factors and details to be addressed when designing a high-quality trail. Finally, the “How” section provides guidance on how to operate and maintain trails for safety and to maximize the investment for Manatee County.

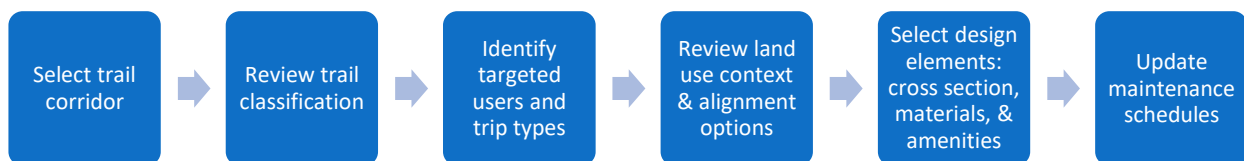


Figure 4-1: How to apply this design guidance to a selected trail corridor

4.1 Why: Trip Types & Trail Classifications

One of the most desirable parts of Manatee County is a climate that invites year-round outdoor activities. Trails attract people to explore the landscape for a variety of reasons and uses that improve the quality of life for residents and visitors. In many instances, trail users are seeking a safe place to exercise. Some trail users are getting from point A to point B, such as going to work or the store. Others use trails to access natural areas and get some fresh air. Emphasizing the importance of trails as broad community assets, many trips can simultaneously encompass all the above reasons. To that end, the key considerations for trail planning and design are safety, connectivity, and the natural environment.

Planning for a connected network of trails must consider the types of trips that will be attracted. Establishing a classification of trails based on the expected types of trips helps to identify the elements and levels of investment needed to meet the expectations of those targeted users. The following section introduces three trail classification levels that have been applied to the Manatee County trail network: Regional, County, and Destination.

4.1.1 Regional Trails

Regional Trails traverse the entire county and extend into neighboring counties. Regional Trails attract a targeted group of recreation users, many of whom come from afar specifically to travel long segments of the paved trail (**Figure 4-2**). Regional Trails also act as local landmarks, attracting use from residents that live along each segment. Serving both visitors and residents, they have added considerations of economic development and may feature a higher level of amenities. Covering long distances, Regional Trails pass through multiple communities and land use contexts requiring a unified system of identification and wayfinding markers to define the route.

The Florida SUN Trail network forms the basis of the Regional Trails within Manatee County. SUN Trails were established as a statewide system of high-priority paved trail corridors. The Southwest Coastal Regional SUN Trail connects Tampa Bay to Naples passing through Manatee County. From north to south, the route enters Manatee County near Lake Parrish and immediately splits into two branches that traverse the entire county. The western leg passes through Parrish, Palmetto, Bradenton, and follows the barrier islands to Sarasota. The eastern leg passes through the middle of the county along the developing edge of Manatee County before connecting back to the western leg in Sarasota.



Figure 4-2: Example Regional Trail, Coast-to-Coast SUN Trail in Brevard County

4.1.2 County Trails

County Trails are key links in the Manatee County multimodal transportation network. The paved trails provide comfortable bicycle commuting and recreation, servicing both utilitarian and recreational trips that connect activity centers and neighborhoods to each other. County Trails are mostly paved and can vary in width and configuration depending on the context. The users of County Trails may be residents of the connected neighborhoods or bicyclists making side trips from Regional Trails to access services or accommodations. While featuring the natural environment is a goal for all trails, users of this type of trail are primarily seeking a safe pathway that is comfortably buffered from roadways and gets them where they need to go.

4.1.3 Destination Trails

Destination Trails are loops within the overall trail network that do not serve through traffic. The loops may be contained within destinations such as parks or master-planned neighborhoods. Destination Trails often follow routes that pass through scenic and natural areas of interest.

These loops can be paved or unpaved and may feature designs targeted to specific user groups such as horseback riders, hikers, or gravel bicyclists.

4.2 Where: Land Use Contexts & Trail Alignments

The classification of trail types defined above identifies the roles each trail plays in the overall network and the types of users to expect. However, individual trail segments will have configurations and designs that vary as they traverse different natural areas and land use contexts. While featuring and accessing natural areas is a key goal of the entire greenway network, the need to connect activity centers can result in placing some trail segments of all classifications in constrained corridors. The following section identifies the key design considerations for trails in urban vs. rural contexts, trails that follow roadways or not, and where to place safe trail crossings.

4.2.1 Land Use Contexts

The preservation of natural areas is necessary to maintain the quality of life in Manatee County for generations to come. Trails are desirable intrusions into those natural areas. While impacts to natural systems and habitats resulting from trails need to be mitigated, providing access is necessary for residents to personally experience and benefit from preserved natural areas in Manatee County.

Trails serve different roles in rural versus urban areas. In rural areas, trails provide access to the surrounding natural landscape. In contrast, trail corridors through urban contexts are themselves the extension of natural features through otherwise developed areas. Through both rural and urban areas, the establishment of linear greenways is a key component of broader land conservation efforts, connecting preserved natural areas to and through communities.

Manatee County features rural natural areas of swamp, prairie, and forest. The eastern half of the county is largely undeveloped, featuring large nature preserves with the surrounding areas used for low-density ranches, livestock range, and phosphate mining. Loop trails within the preserved areas form the basis of the existing trail network in rural Manatee County, featuring unpaved trails that are popular for hiking, horseback riding, and gravel bicycling (**Figure 4-3**).

The coastal areas that front the Manatee River, Sarasota Bay, and the Gulf of Mexico barrier islands are mostly built environments for human communities. The land uses generally transition from urban to suburban to rural moving inland from the waterfronts. Most existing trails in the developed parts of Manatee County are isolated within parks and master-planned suburban residential areas.

Combining elements of both rural and urban contexts, the barrier islands are intensely developed areas immediately adjacent to heavily used natural areas. Given the intensity of development and natural draw of the beaches, trails on the barrier islands should expect the highest levels of use. The limited roadway network on the barrier islands currently includes some bike lanes and sidewalks without separation from the roadway and frequent parking encroachment. Many people use the beaches themselves as the preferred means of non-motorized travel along the barrier islands.



Figure 4-3: Existing unpaved rural trail, Little Manatee River Southfork Tract in Manatee County

Trail Alignments

The opportunity for new trails through rural Manatee County lies in connecting the larger preserves to each other. The desirable routes incorporate trails with the protection of riparian and wildlife corridors along branches of the Manatee River and Myakka River watersheds. In addition to following waterways and passing through preserved areas, greenway trail connections through rural areas will follow disturbed corridors such as roadways, former and current railroads, and other public easements for utilities (**Figure 4-4**). Trail corridors through rural natural areas may include separate paved and unpaved pathway surfaces to facilitate different types of users.

Trail alignments through rural and natural areas should fit and feature the surrounding landscape, preserving and restoring native vegetation. The route should meander to follow topography and waterways. Natural contours should guide the use of curves. Boardwalks should be used for the protection of wetland areas when either a connection needs to be made or to highlight an environmentally sensitive area. (**Figure 4-5**)



Figure 4-4: Future trail corridor along former railroad, Parrish Spur northeast of Palmetto in Manatee County



Figure 4-5: Trail boardwalk through low-lying area, Bob Gardner Community Park in Manatee County

Similar to the rural areas, future trail corridors in urban Manatee County will primarily follow roadways, former and current railroads, and other public easements for utilities. The existing trails through suburban residential parks and buffer areas can be extended and incorporated into the larger trail network. The County's land development regulations and review process can be adapted to consider the planned greenways network and facilitate easements for connections between the trail networks internal to adjacent developments.

Trails in all contexts must sometimes cross barriers such as roadways and all such crossings must be both safe and comfortable. At the planning level, trail alignments should be adjusted as necessary to lead to the safest crossing locations. Where grade separated crossings are deemed necessary, they should be incorporated into the trail alignment and phased to coincide with the linear segments that lead to the crossing. Whether the trail should pass over or under the roadway being crossed is dependent upon site constraints, though it is generally preferred for trails to pass under roadways. Underpasses maintain the environment of the trail as part of a natural greenway, minimize steep ramps, minimize exposure to roadway noise, maximize protection from weather, and discourage encroachment or debris from falling upon the roadway.

4.3 What: Elements of High-Quality Trails

The design of new trails in Manatee County shall address the following factors:

- Incorporate elements of the natural landscape suitable to the land use context.
- Provide an appealing natural environment that leads to safe roadway crossings.
- Utilize materials and minimum widths that facilitate the expected types of trips.
- Include amenities of a type and spacing that fit the context.
- Conform with the Americans with Disabilities Act and other applicable design guidance.

To address the above factors and include the appropriate elements that match the land use context, the following best practice guidance outlines the details that should be incorporated into the design of trails. **Figure 4-6** summarizes the typical starting design variables for different classes of trails. Graphics depicting the design considerations for typical contexts in Manatee County are shown for roadsides in rural areas (**Figure 4-7**), natural areas (**Figure 4-8**), and roadsides through urban or suburban areas (**Figure 4-9**).

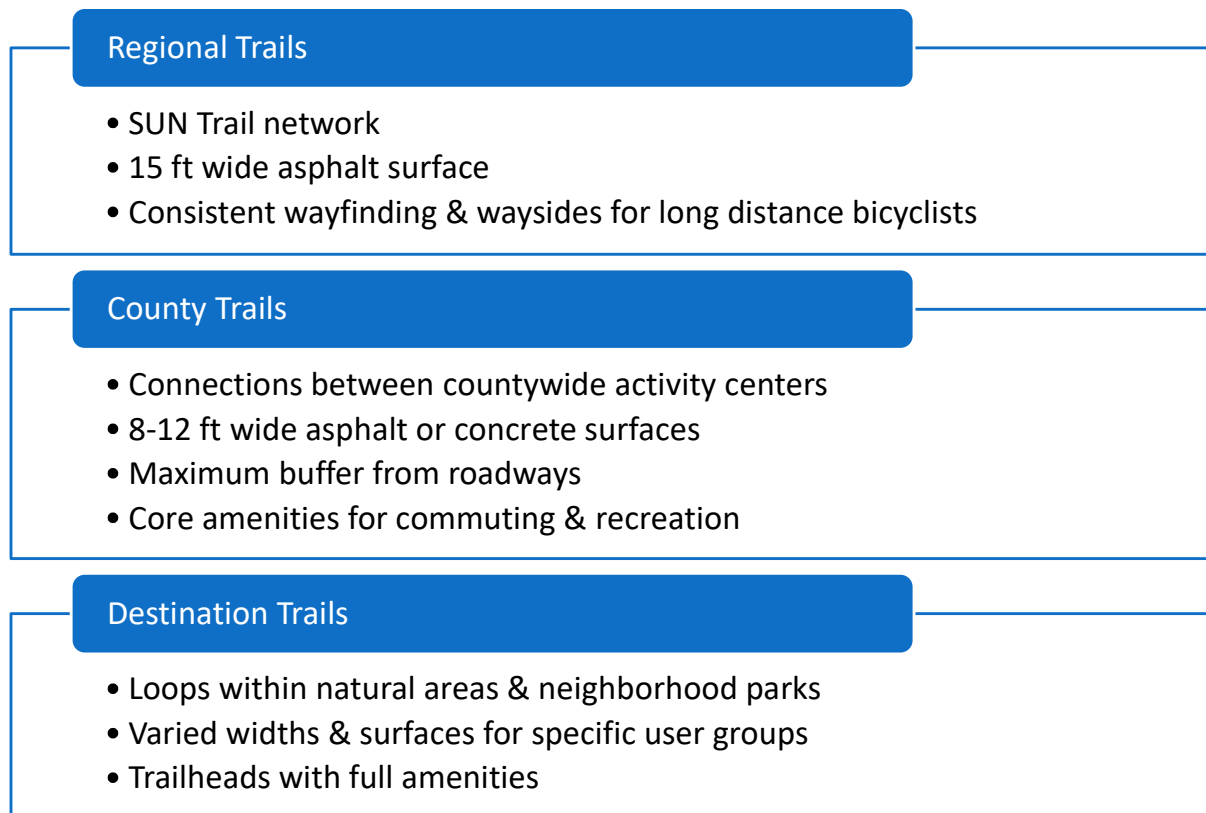


Figure 4-6: Trail design characteristics overview

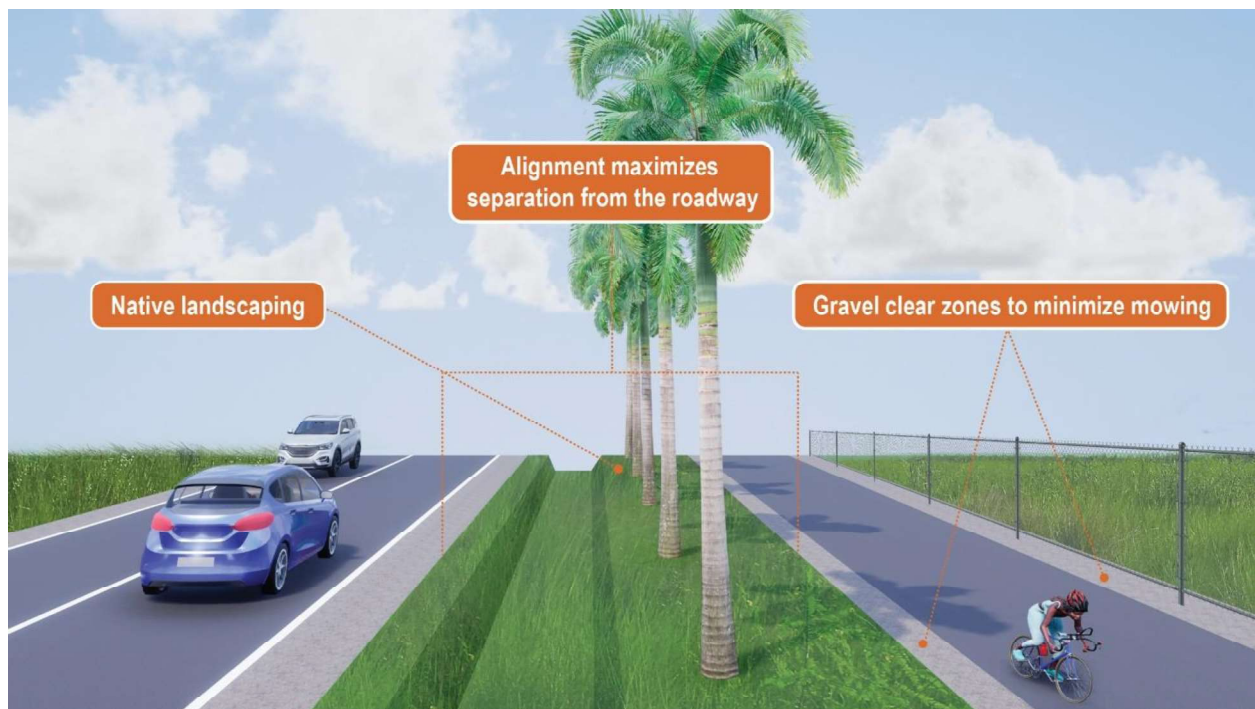


Figure 4-7: Typical trail design elements along a roadway in a rural context



Figure 4-8: Typical trail design elements through a natural area



Figure 4-9: Typical trail design elements along a roadway in an urban or suburban context

Trails are social environments and desirable widths should facilitate safe side-by-side travel. The overall consideration is that more width is needed in areas that expect high usage and a mix of user types. The below trail width values are starting points for new trails in Manatee County, to be adjusted for the context:

- Paved trails – 15-feet wide with 10-feet as a minimum through environmentally-sensitive areas
- Roadway sidepaths – 12-feet wide with 8-feet as a minimum where constrained
- Unpaved trails, shell base – 12-feet wide with 8-feet as a minimum
- Unpaved trails for specific user types, dirt and grass - 18-inches for hikers, runners, or mountain bikers; 5-feet for equestrians
- Clear zone – 2-feet wide minimum to each side
- Bridges and boardwalks - maintain or widen mainline trail widths

Paved pathways should generally be asphalt, which is preferred by wheeled users to minimize the bumps felt by concrete joints. Asphalt is also a softer surface for runners. Concrete should be used for driveway crossings and in segments where the trail will regularly be used by service vehicles. Pavers should be used in locations with large volumes of pedestrians to encourage lower speeds by wheeled users. It can be desirable in some corridors to have both paved and unpaved parallel trail surfaces to facilitate travel for different types of users. (**Figure 4-10**) The level clear zone to each side of the trail should be crushed gravel or shell in most cases, though

curbing or maintained turf may be used in urban contexts. The clear zone to either side of unpaved trails for specific user types should be free of vertical objects and may be optionally mowed seasonally.



Figure 4-10: Parallel paved and un-paved trails, Flatwoods Park in Hillsborough County

The primary design consideration for trails along roadways is to maximize separation of trail users from motorized vehicle traffic. That separation includes both buffers from the roadway edge and access management to minimize the frequency and width of driveways. Trail corridors through urban areas should be landscaped to buffer the trail first from roadway traffic and second from adjacent land uses. Though native plants should be incorporated where feasible, a higher level of maintenance should be expected for landscaping through urban areas.

Roadway corridors frequently contain utilities that must be relocated outside of the trail clear zone or buried if possible. In contrast to driveways, pathways connecting to adjacent destinations and neighborhoods should be encouraged and incorporated into the trail design. **(Figure 4-11)** Where trail pathways end, suitable wayfinding and comfortable transitions should be added for trail users to continue travel on sidewalks or on-street routes.

The primary consideration in the design of roadway crossings is to minimize the duration trail users are exposed to traffic. Physically, exposure is minimized by shortening the crossing distances through use of bulb outs and median refuges. Temporally, exposure is minimized by adding beacons to maximize legal yielding behavior or traffic signals to provide dedicated time for trail users to complete their crossing. Roadway bridges over waterways should be sufficiently wide and tall to incorporate trails that follow stream corridors. Similarly, new roadway bridges where trails exist or are planned for the corridor should incorporate the full width of the trail and context-appropriate barriers or railings. Trails both over or under roadways should be designed as appealing public spaces with adequate lighting and enhancements such as public art **(Figure 4-12)**.



Figure 4-11: Trail connection to adjacent neighborhood, Bob Gardner Community Park in Manatee County



Figure 4-12: Underpass with public art enhancement, Pinellas Trail in Tarpon Springs

Well-designed trails can become very popular, introducing the demand for additional amenities at trailhead access points and waysides along the trails. The level of amenities needed for trails can vary from a simple waste receptacle to facilities and services commensurate with a destination state park. Trails in all contexts should typically include the following core amenities:

- a bench,
- a waste receptacle, and
- wayfinding signage to include a “You Are Here” map.

Additional amenities should be considered for trailheads and waysides as the expected volume of users increases including (**Figure 4-13**):

- motor vehicle parking,
- bicycle parking,
- drinking fountains and bottle-filling stations,
- restrooms,
- picnic tables and additional seating,
- shade structures,
- interpretive signs highlighting historical and natural points of interest, and
- public art.

Waysides along trails should be added with a frequency and level of amenities that suits the trail classification and context. Waysides at scenic overlooks or other points of interest away from trailheads should consider incorporating additional elements such as interpretive signs and shade structures that provide temporary shelter from sun or rain. For safety and intuitive operations, contrasting surface types should be used to delineate areas for movement in relation to waysides and areas for congregation. (**Figure 4-14**) All furniture should be set back a minimum of 3-feet’ from the pathway edge.

Trail designers should consult the applicable standards and design guidance from the following sources: Federal Highway Administration (FHWA), American Association of State Transportation Officials (AASHTO), National Association of City Transportation Officials (NACTO), Florida Department of Transportation (FDOT), Florida State Parks, and the Manatee County transportation and parks facilities standards. In addition to adopted guidance manuals, trail designers should learn from and adapt the best elements of trails constructed in neighboring communities.



Figure 4-13: Restrooms, bicycle racks, and drinking fountain, Gemini Springs South Trailhead in Volusia County



Figure 4-14: Trail wayside with contrasting surface types, Bob Gardner Community Park in Manatee County

4.4 How: Operations & Maintenance

Outside constructing the physical infrastructure, a network of trails requires ongoing maintenance. Planning for trails in Manatee County requires consideration of operational elements such as routine signage updates, pavement markings, access control, enforcement, lighting, mowing, and trail user information. The use and surrounding context of a trail corridor is likely to change over time, so regular observation is required to ensure that each corridor has an appropriate level of maintenance and operational elements to support trail users.

Manatee County's trail network should use a consistent system of signage, scaled appropriate to the trail classification. The content of signage oriented to trail users should be limited to destination-oriented wayfinding and associated information such as distances. A standardized system of trail mileage markers is a user amenity that also aids the ability to pinpoint specific locations along the trails to aid emergency responders and for reporting maintenance needs. The County may choose to develop and use a custom-designed sign palette, but all signs should follow minimum font and visibility standards for bicycle shared use paths in the MUTCD. **(Figure 4-15)** Florida SUN Trail branding should be included on applicable regional trails. Signage that includes maps, rules, and other interpretive information should be placed at trailheads, trail junctions, or in waysides that can be viewed and accessed without standing within the trail's traveled way.

The most-intuitive operational pattern for trails is that users moving in opposite directions should keep right except to pass. Centerline trail markings can be used to encourage more-predictable user movements when approaching or leaving junctions and roadway crossings. Additional trail width is preferable to any striping configuration to accommodate higher volumes of trail users.

Physical barriers across trails should be limited to locations where necessary to prevent access by motor vehicles. Curb ramps, chicanes, and natural features such as drainage swales or strategically placed curb islands with trees are effective and appealing methods of limiting access. **(Figure 4-16)** Steel bollards are effective at preventing unwanted encroachment by motorized vehicles, but they introduce safety issues of their own for trail users, particularly bicyclists. When bollards are required, they should be accompanied by 24-hour lighting. There should be an odd number of bollards such that one may be placed on the trail centerline to reinforce the keep-right operational pattern. Each bollard should also include AASHTO-compliant object marker striping, using yellow striping for the bollard placed on the centerline. Chains or wires should never be strung across trails to manage access.

For both safe operations and security, lighting should be installed wherever trail use is allowed during dark hours. Correspondingly, roadside trails should be lit for 24-hour use as a part of the public right of way. All trail lighting should be downward-directed and shielded to minimize light pollution and impacts to wildlife.

The physical maintenance of trail corridors should be addressed at the time of trail design. All trails should have regular rotations of visual inspection and issue identification. Routine efforts should be expected to include emptying garbage receptacles, removing encroaching or fallen vegetation, and removing obstacles that may result in ponding or sand collection following storm events. Native landscaping should be encouraged to minimize the need for routine mowing or vegetation clearing. Trail closures should be accompanied by signage at upstream junctions and detours where feasible.



Figure 4-15: Example custom wayfinding sign, Coast-to-Coast SUN Trail in Brevard County



Figure 4-16: Use of median to restrict vehicle access, Seminole Wekiva Trail in Seminole County

Trail maps and brochures should be routinely updated and distributed to inform residents and visitors of the completed trail network and to attract recreational use. Maps and trail information should be made available through interactive online maps that allow searching for customized route options. Static maps should also be created for use at trail waysides and as a printed option which is still preferable for many trail users. All trail maps and project information should be made available on the County website and shared via social media.

Trail use should be monitored and documented using automated counting technologies that can distinguish user types, speeds, and directions of travel. The selected counting equipment should be included as a part of all trail design and construction projects. The County should generate a routine process and established responsibilities for extracting and processing the data to be shared with the public. Usage information should be used to inform overall operational management and may support broader County efforts such as healthy activity promotion campaigns.

Maintenance and operations costs are typically tied into an annual budget allocation. They vary by trail surface, trail location, and environmental factors. The County should develop annual reports that document current maintenance priorities and the maintenance costs expended in previous Fiscal Year. Associated staffing needs can be mitigated by maintenance-related activities and partnerships identified in Section 5.2.2.

5. IMPLEMENTATION & NEXT STEPS

5.1 Costs and Funding Sources

Chapter 3 of this plan establishes a prioritization-based approach to expanding Manatee County's trailways network. The County recognizes that full implementation of the identified network will take significant time and resources. In fact, the needed financial resources go well beyond current and anticipated dedicated local funding sources. This section identifies estimated funding needs, along with a variety of sources available to fund trailway projects.

For the purposes of creating generalized cost estimates at both the system level and for individual trail segments, each segment was assigned to one of three broad facility types: 1) shared use paths along urban and suburban roadways, 2) other paved trails, and 3) unpaved trails. Each of these facility types includes a wide variety of settings and applications, which in turn significantly affect construction costs. At this master plan scale, the planning-level per mile construction costs shown in Table 5-1 have been incorporated.

Table 5-1: Planning-Level Construction Costs by Facility Type

Facility Type	Planning-Level Per-Mile Construction Cost (\$) ^{1,2}	# of Miles in Evaluation Network
Shared Use Path along Urban or Suburban Roadway	\$2,100,000	52.5
Other Paved Trails, including "Rail-Trails"	\$400,000	35.5
Unpaved Trails	\$80,000	54.9

¹ Sources: Hillsborough County Bike Network Plan (2023), Florida Department of Transportation Long Range Estimates (LRE) Cost per Mile Model Reports (2023), North Clackamas Parks and Recreation District

² Excludes costs for other project development phases, including design and right-of-way acquisition

The resulting cost to construct the nearly 140 miles of identified trailways is approximately \$130 million. While this represents a significant investment, it is an investment that is envisioned to be carried out over a long-term (20+ years) planning horizon. Given significant unknowns in local funding allocations and priorities, a specific implementation schedule has not been developed as part of this master plan. As noted in Chapter 3, implementation using any available funds should generally follow the established priority tier system, with exceptions anticipated for cases in which project-specific funding becomes available.

Fortunately for Manatee County, numerous funding sources are available to assist local governments in the planning, design, right-of-way acquisition, and construction of trailways facilities. The funding opportunities available to the County include private, state, and federal

grants, as well as one federal loan program. Federal apportionments area also administered through FDOT or FDEP for the funding of trailways and bicycle and pedestrian Facilities.

The Bipartisan Infrastructure Law (also known as the Infrastructure Investment Jobs Act) passed in November of 2021 is scheduled to provide approximately \$350 billion for federal transportation programs over a 5-year period. Most of the funding is apportioned to states based on pre-existing formulas but the remainder has been designated through a wide range of competitive or discretionary grant programs. Some of these grant programs existed previously and are being utilized to deliver additional funds though USDOT Agencies while some are completely new. Many of these federal discretionary grants are designed to provide funding for specific facility types but can be applied tangentially to trailways and other similar linear multi-modal corridors.

Appendix F outlines the sources that are currently available or will be available in the near future and provides links to more detailed information regarding their application processes. The approximate award amounts and match percentages listed are projections based on previous awards or recent USDOT announcements. Likewise, the opening cycle dates listed are provided for general planning purposes and are based on past cycle openings.

Given the constantly evolving nature of funding sources, especially grant programs stemming from Federal legislation, the matrix included in Appendix F is intended to be a living document that is updated by the County over time. That same fluidity and flexibility of funding programs, along with the diverse nature of the trails identified in this plan and their preliminary planning status, makes it such that not every proposed trail has an obvious link to a specific identified funding source.

Many of the funding sources and programs are general in nature and could potentially be applied to all potential trail segments and systems. These include Rebuilding American Infrastructure with Sustainability and Equity (RAISE), the Mega Program, Active Transportation Infrastructure Investment Program (ATIIP), and Recreational Trails Program (RTP).

However, there are many cases in which the nature of specific funding sources both limits the eligibility of many trails and suggests a very direct relationship/applicability to certain trails within the proposed network. Examples in this latter category include the following:

- The Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) program is focused on transportation resilience, including at-risk coastal infrastructure, and could be applicable to the Coquina Beach Trail along SR 789/Gulf Drive and the identified parallel off-road trail.
- Conservation Alliance grants, with their emphasis on habitat preservation and recreation, represent a potential fit for proposed trails within preserves, such as the Duette Park Trail System.
- The All Stations Accessibility Program could apply to facilities with adjacent transit routes, such as the Airport Trail and its proximity to MCAT Routes 16 and 99.
- Rails-to-Trails Conservancy funding assistance, while not necessarily restricted to rail-trail projects, could provide support for a potential extension of the Legacy Trail into southern Manatee County along the rail line on the east side of US 301.

- INFRA grants are potentially applicable to bicycle, pedestrian, and trail projects adjacent to streets and highways, which within this plan include proposed facilities such as the Perico-Desoto Trail and the Riverwalk-Palmetto Trail.

5.2 Trailways Programming and Partnerships

Achieving the vision of this Master plan, particularly elements related to quality of life and economic prosperity, is dependent not only on expanding the County's trailways network, but also ensuring that the facilities comprising that network are well utilized and maintained. This section highlights various programs and partnerships that promote trails and their use, along with internal actions that can be undertaken by County departments to achieve those same objectives. Separately, the County should consider a public-facing brochure or booklet that provides user information about the trail system.

5.2.1 Partnership Opportunities

Table 5.2 lists entities that provide services which promote trail establishment, trail use, and/or trail maintenance. By working with these entities, Manatee County can create a more active, healthy, and connected community.

Table 5-2: Trailways Partnership Opportunities

Entity	Relevant Services/Activities
AARP	<ul style="list-style-type: none"> • The Public Policy Institute focuses on issues important to those over 55 years, such as livable communities. • Engages various stakeholders to make age-friendly communities safer and more accessible.
Boys & Girls Clubs of Manatee	<ul style="list-style-type: none"> • Provides out-of-school programs (afterschool and summer) to youth within the community. • Wellness and healthy lifestyle programs may utilize the trail network.
Florida Department of Health in Manatee County (DOH)	<ul style="list-style-type: none"> • Provides programs and services to improve community health and wellness. • Strives to create a culture of wellness throughout the county.
Manatee County Health Department	<ul style="list-style-type: none"> • May be willing to engage in partnerships to improve and meet goals of the County's Community Health Improvement Plan.

Manatee County Public Library System and Public Schools	<ul style="list-style-type: none"> • These locations provide numerous venues for education and/or outreach programs and distribution of materials. • Students looking for volunteer hours can assist with trail development and maintenance.
Manatee County Development Services	<ul style="list-style-type: none"> • Possesses professionals that can assist with land use, funding, and policy guidance and trail network maintenance. • Can help with permitting and regulatory issues.
Sarasota/Manatee Metropolitan Planning Organization (MPO)	<ul style="list-style-type: none"> • Potentially fund studies addressing key issues impeding full network implementation. • Can advocate for trail-friendly policies.
State Agencies <ul style="list-style-type: none"> • Florida Department of Transportation (FDOT) • Southwest Florida Water Management District (SWFWMD) • Florida Department of Environmental Protection (FDEP) 	<ul style="list-style-type: none"> • Online resources, maps, and safety information. • Can help with permitting and regulatory issues.
Land Trusts <ul style="list-style-type: none"> • Conservation Florida • Conservation Foundation of the Gulf Coast • Tampa Bay Conservancy Inc. • Wildlands Conservation 	<ul style="list-style-type: none"> • Organizations working to conserve land that may help with land acquisition or maintenance.
Rails to Trails Conservancy	<ul style="list-style-type: none"> • Works with communities at all phases of the trail development and extension processes to engage and empower these stakeholders and ensure projects are launched and completed successfully.
Dream Oaks Camp Program provided by Foundation for Dreams	<ul style="list-style-type: none"> • Provides day, weekend, and summer camps for disabled and/or delayed children that may utilize the trail network.
United Community Centers, Inc. (Before-After School and Summer Enrichment Plus [BASE+] Out-of-School Program)	<ul style="list-style-type: none"> • Hosts field trips and recreational activities that may utilize the trail network.
YMCA (Bradenton and Lakewood Ranch)	<ul style="list-style-type: none"> • Hosts youth camps and physical programs that may utilize the trail network.

Bike Florida	<ul style="list-style-type: none"> Helping Florida communities improve their economic health, bicycle infrastructure, and cycling safety through events and tourism.
Local Cycling Clubs <ul style="list-style-type: none"> Florida Bicycle Association Swamp Mountain Bike Club Sarasota Manatee Bicycle Club Village Idiots Cycling Club 	<ul style="list-style-type: none"> These groups are dedicated to the advocacy, education, and recreational health benefits of road/trail biking throughout the region. Can disseminate trail network information, assist with event planning, and assist with trail maintenance.
Local Bike Shops, Outdoor Stores, and Ecotourism Companies centered around biking, hiking, and kayaking activities.	<ul style="list-style-type: none"> Partnerships can be utilized to improve community knowledge and support. Can sponsor gear giveaways and related services for underserved, promote trail use and maintenance.

5.2.2 Trail Use and Maintenance Promotion Activities

In addition to the partnership opportunities identified above, there are numerous ways that Manatee County's Public Works and Natural Resources departments can directly promote trail establishment, use, and maintenance. The following section presents additional ideas and suggestions for consideration by the County.

Trail Use

- Trail newsletters for happenings
 - Help keep trail users up to date with trail improvements and organized events.
 - Sharing fun facts such as migrating species in town or plants in bloom that may be observed.
- Branding with trail logos
 - These logos can help with trail recognition and create a sense of place.
 - Can be used at trailhead notice boards, trail markers, or in the Trail Passport (below).
- "Hit the Trail" Passport
 - This documents a person's usage of the County's trails for rewards from affiliated partners.
 - Checking off a percentage of the trails can be redeemed for certain items such as reusable bottles, bags, or gift cards.

- Apply for special designations
 - State Greenways and Trails
 - National Recreation Trails
 - Trail Town Designations (FDEP Office of Greenways & Trails)
 - Cities, towns, or communities located in proximity to a recreational trail or recognized trail system. While Bradenton and Palmetto may not yet be in a position to receive this designation, OGT offers a self-assessment procedure that could be undertaken as the trail network in those communities continues to develop.
- Create trail-specific brochures for facilities such as the Gateway Greenway and an online interactive map to inform trail users of amenities (parking, restrooms, uses, trail length, expected duration time).
- Support exiting outfitters (bike, health, paddling, eco-tourism, environmental retail) by supplying them with free promotional material.
- Invite travel writers and bloggers to feature trails in their publications.
- Create and maintain a photo/video library for media usage.
- Advertise in outdoor recreation publications/club websites/local newsletters (cities, HOAs).
- Host events such as biking/paddling festivals, races, multiday excursions, scheduled walks, and volunteering days.

Trail Maintenance

- Adopt-A-Mile or Adopt-A-Trail Program for schools, companies, organizations.
- Apply for grants such as The Trails Capacity Program for trail maintenance, research, and stewardship funding.
- Utilize partnerships with various entities to organize and host volunteering and training events for trail maintenance.

Trail Monitoring and Promotion

- Coordinate with FDOT's Statewide Non-Motorized Traffic Monitoring Program Automated to deploy counting technologies that can distinguish user types, speeds, and directions of travel to promote healthy activity promotion campaigns, help secure funding, and develop and maintain political support.
- Conduct trail intercept surveys on a regular schedule to monitor system performance and utilization

- The performance measures shed light on how people use the facilities, including a count of users, their travel mode, their trip purpose, and their origins and destinations, among other information.
- Form a new coalition inspired by or even building from Bike/Walk Tampa Bay for the Manatee-Sarasota region
 - Prospective participants: Downtown Partnerships, Manatee County Area Transit, FDOT, Sarasota/Manatee MPO
 - Countywide/regional coalition of citizens, advocates, professionals, and allied organizations to make walking/bicycling the preferred mode of transportation in the area.
- Develop a concise, visually appealing, public-facing brochure to showcase important trail information. By doing this, the County can ensure that visitors have access to all the information they need to make the most out of the countywide trail network. Additionally, it could be another way to distribute information to communities and used as a marketing tool to attract even more trail users and become a valuable addition to the County's efforts to promote trail establishment, use, and maintenance (see below).

5.2.3 Proposed Public-Use Brochure Content

- Cover labeled "Manatee County Trailways Network" with photo and the Trailways Master Plan vision statement.
- An up-to-date map of the County's trail network showing trail classifications/surfaces.
- A section with blurbs of information and facts:
 - Total miles of trails
 - Bicycling/walking personal health facts
 - Based on moderate activity per hour, the average person will burn 232 calories walking, 583 calories cycling, and 880 calories running.
 - Regular physical activity can improve brain health, manage weight, reduce the risk of various diseases, strengthen bones and muscles, and improve your ability to do everyday activities (CDC)
 - Per 2021 US Census estimates, there are approximately 412,000 residents of Manatee County
 - In 2019, Manatee County hosted over 772,000 visitors (bringing in a record-breaking \$1,056,770,000)
 - County Destinations
 - Enhance your trail experience by making a stop at one or more nearby towns and cities. Quant downtown districts and unique attractions are abundant throughout Manatee County.

- A section introducing readers to trail uses:
 - Hiking: “Manatee County is rich with hiking opportunities through parks, preserves, and beaches.”
 - Biking: “Whether you are looking to commute to work, get exercise, or get adventurous in nature, Manatee County is becoming a top-class destination for road and trail cyclists and mountain bike enthusiasts.”
 - Equestrian: “Horseback riding on trails in rural areas is an excellent way to experience the natural side of Manatee County.”
 - Skating: “Trails with hard paved surfaces offer ideal conditions for skating.”
 - Accessibility: “Many trails have gentle grades and wide paths making them easily accessible for those with limited mobility options.”
- A section covering trail rules and etiquette items including the following:
 - Fires and camping are prohibited on county trails.
 - Do not injure, remove, or kill wildlife.
 - Motorized vehicles, other than bikes, scooters, or wheelchairs, or driven by authorized maintenance staff, are not permitted.
 - Pets must be on leash; maintain control of your dog and yield to others.
 - Properly dispose of trash and pet waste using designated receptacles.
 - Stay on designated trails to prevent disturbing natural areas.
 - Be weather wise. Keep an eye on current and predicted weather conditions.
 - Report any suspicious activity to the Manatee County Sheriff’s Office or call 911 for an emergency.
- If the county would like to highlight any individual trails, it may be beneficial to provide the following details: trail name, location, total length; whether trail is paved or unpaved, emergency or applicable contact phone numbers, available hours/days, and an online link if one is available.
- A block with the following statement giving trail users the option to provide feedback to the County: “Manatee County makes every effort to meet the transportation needs of its customers. We welcome feedback and suggestions for potential trail enhancements. Feel free to contact the County’s Public Works department at (941) 708-7450 or at publicworks@mymanatee.org to discuss any service improvements.”

5.3 Post-Master Plan Next Steps

This Master Plan serves as a guide for expanding, improving, and promoting Manatee County's trailways network. Doing so will enhance the quality of life for residents, promote a unique sense of place, and enhance economic investment. The Implementation Plan component of the Trailways Master Plan provides information that supports carrying out the actions that will help achieve these county-wide benefits. Generally following the prioritization results outlined in Section 3, the County should focus on low-cost improvements in high-impact areas to maximize investments. Furthermore, while not specifically part of this plan, it will be important for County to identify and follow through on opportunities to integrate the regional railway network, including facilities in neighboring counties, with Manatee County's expanded local network of trails.

APPENDIX A – PUBLIC INVOLVEMENT PLAN

Manatee County, Florida
Transportation Planning

Trailways Master Plan
Draft Public Involvement Plan

Version: 1.0
03/18/2022



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RECORD OF CHANGES

Instructions: Use the table below to record information regarding changes made to the document over time.

Table 1: Revision history

Version Number	Date	Custodian/ Organization	Description of Change
1.0	03/18/2022		Initial publication

1. INTRODUCTION & PURPOSE

The Manatee County Trailways Master Plan encourages active participation by the public and other interested parties in the development of multimodal plans and programs, prioritizing safety and efficiency while incorporating social and environmental justice. Manatee County believes the distribution of information regarding regional transportation planning and decision-making needs to be inclusive of as many in the public as can reasonably be reached, and that interested parties and other federal, state, and local agencies are given a fair opportunity to participate in the planning process.

It is a major aspect of the Trailways Master Plan to take all public and stakeholder comments into account in ongoing development and adoption of plans. The processes outlined in this document form the basis for providing the opportunity for the general public and key stakeholders to participate in the transportation planning process. The purpose of the document is to merge public issues with technical solutions.

The Manatee County Trailways Master Plan addresses safety, mobility, and active transportation through options that consider the users of key corridors. Soliciting information and providing results to residents helps direct the Trailways Master Plan goals. Public input is needed to answer the questions below, and this document aims to provide the answers through established goals and strategies, technical input, and tools for visualization and presentation.

1. What do we need from the public to ensure that we're meeting the vision of Manatee County and the Manatee County Trailways Master Plan?
2. What are the areas of interest and focus?
3. What is the intended impact of this plan?

This Public Involvement Plan ensures a diverse community has a voice in the development of the Trailways Master Plan, creating opportunities to be informed and engaged throughout the planning process. This can be achieved through education and interactive activities, as well as evaluating and reporting results. It guides Manatee County Transportation Planning outreach efforts, and ultimately directs public involvement objectives. The Public Involvement Plan should address the four components below.

Thorough: Outreach should be comprehensive, providing many options for how a person can get involved.

Inclusive: Everyone is welcome to participate in the Trailways Master Plan process. Assurance should be made that participants are as diverse as Manatee County; therefore, a concerted effort will be made to reach traditionally underserved communities, as well areas of civic and commercial activities lacking facilities should ensure a balance with concerns County-wide.

Continuous: Members of the public should be able to participate from the comfort of their own homes, at a time convenient to them. This means using tools that enable 24/7 involvement. We also invite other forms of public feedback throughout the planning process, such as workshops and digital or material content.

Creative: Cutting-edge tools and techniques to reach the public, as well as constant innovation helps keep a focus on improving.

2. OBJECTIVES

The project's Public Involvement Plan will incorporate the identified initial stakeholders and outline the general outreach strategy and specific opportunities to collect input from stakeholders, events, and virtual feedback mechanisms. The following measurable objectives address how active we are in reaching people, obtaining input, and using technical tools to share public opinion with decision makers. Each includes strategies and evaluation measures.

2.1 Objective #1: In-person Engagement

Personally engage and obtain input from a representative sample for the development of the Trailways Master Plan by focusing efforts to engage citizens within each geographic quadrant of the County. These areas include parts of the region with high concentrations of diverse and often underserved communities.

Strategies:

- We will use a variety of public involvement and communication methods that will be determined by collaborating with County staff. Methods and techniques can include web-based survey and mapping tools, charrette style workshops with interactive activities, in-person and virtual format meetings, pop-up events, drive-through events to dissemination project information, and other outreach efforts as appropriate. These efforts will be conducted while observing and considering equity, inclusion, health and safety recommendations.
- Partner with existing groups both within and outside the County's current coordination efforts to conduct workshops that inform and gather public input.
- Speak with people where they already are by hosting booths at community festivals, organizational events, or public locations.
- Encourage public participation by using an activity to gather input and increase public awareness of multimodal transportation planning.
- Provide essential materials in local Spanish and visually accessible formats, as needed.
- Work with local government and transportation partners to identify outreach opportunities, particularly to reach underserved groups.
- Develop a youth outreach program in coordination with existing programs through the Schools and Parks Department to get input from those younger users who will be affected by and benefit from the Trailways Master Plan efforts.
- Encourage event participants to see the results of their input and stay in touch continuously.
- All meetings and events will be noticed appropriately with legal ads in the newspaper, press releases, and on the project web page. Manatee County staff will lead meeting notification activities.

Scheduled Meetings:

- **First Public Meeting**
 - The first public workshop would focus on collecting input from stakeholders and agency partners to develop and refine the vision for the trail network in Manatee County; identify needs for new and proposed trails and trail segments and facilities; and identify connections to community assets and features such as parks, attractions, and other trails to contribute to place making and enhance the local economy with eco-tourism opportunities. We propose this first workshop to take place in concert with the development of the project's Baseline Report. The Project Team will also share initial findings from the Baseline Report, existing conditions, safety analysis information, and other project details, like how this plan will align with the overall vision and goals of Manatee County. Interactive activities, potentially including live polling, will be facilitated by the Project Team to highlight and identify important elements of a trail network, build consensus amongst participants, and narrow down priorities that the Plan should address.
- **Second Public Meeting**
 - The second public meeting/workshop will present the Draft Plan, consisting of main findings and recommendations for a complete trail network. New trails or trail segments/extensions, new connections, recommendations for amenities, and how the input gathered from participants during the first workshop, surveys, and other stakeholder engagement activities have been addressed and incorporated into the plan.
- **Up to 8 agency meetings:** At key points in development of the plan, presentations will be scheduled during regular meetings with the Manatee County Board of County Commissioners (BoCC), Sarasota-Manatee MPO committees and board, local city and municipalities, and other organizations and/or departments within Manatee County to keep stakeholders abreast of plan development and project progress.
- **Up to 8 small group/one-on-one stakeholder meetings**

Evaluation Measures:

Outreach event listings and in-person survey results

2.2 Objective #2: Digital & Print Engagement

Leverage digital tools can help carry out effective public engagement, while connecting with the community in new and innovative ways.

Strategies:

- Create a project web page, to be hosted on Manatee County's website. Content for the web page will meet all Section 508 compliance requirements. Project Team members will handle development of the web page and ensure Section 508 compliance, assist with development of content and materials for public consumption, and assist with development of graphics and visual aids.
- Options to sign up for informational emails, announcements and notices of events, and other communications related to the project will be available through the project web page.

- Interactive mapping, sometimes referred to as a Wiki map, will be used to help allow stakeholders to identify and propose trail locations and projects, which will help the Project Team complete the prioritization process. While prior studies will provide a generally thorough starting point for facility identification, supplementing an initial list through public and stakeholder input helps ensure that opportunities are not overlooked.
- Include website address in all materials and presentations and encourage visits.
- Encourage continuous two-way communication with the public by posting photos from outreach events and stimulating interest in future events.
- Post technical reports to the website for public review as they become available.

Evaluation Measure:

Email statistics and analytics for web-based maps; recordings of online presentations

2.3 Objective #3: Evaluation & Reporting

Transportation Planning will periodically review the effectiveness of these objectives and strategies throughout the implementation of the participation plan and make any necessary adjustments to ensure the Public Involvement Plan vision is reached.

Strategies

- Develop a comprehensive, appealing and easy-to-understand report to document public participation for the Manatee County Trailways Master Plan.
- Present an overview of outreach activities, evaluate the effectiveness of these activities against the objectives outlined in the Public Involvement Plan, and summarize public feedback received.
- Share public input with decision-makers, committees, partner agencies and government stakeholders prior to the adoption of the Trailways Master Plan.

Evaluation Measures

Community event reports, oral presentations, videos, market research results

2.4 Objective #4: Visualization and Ongoing Access to Information

Use visualization techniques and methods to show information in clearly and easily understood formats such as maps, pictures, or displays.

Strategies

- Brand the Trailways Master Plan to make communication tools immediately recognizable.
- A project presentation will be developed and updated throughout the project so that the most current project information, status, and findings are available for staff as needed.

- Create and update a project fact sheet throughout the life of the project and include information such as a project description, main goals and objectives, benefits of a Trailways Master Plan, project schedule and progress, and other important information. This fact sheet will be available for staff to access quickly when questions arise from stakeholders, elected officials, and other County department managers. The fact sheets will also be a tool for public information and communication about the project.
- Include how-to-comment information on all materials (email, social media, etc.).
- Send regular outreach updates via email to community contacts.
- Create a printed brochure explaining the process in English and local Spanish.
- Create shareable social media graphics to communicate key plan concepts and event information.
- Feature the Trailways Master Plan on the County website and those of close partners and stakeholders.
- Incorporate innovative technology and interactive elements in community presentations and events.
- Use ADA-compliant presentations and ensure ADA access to community events.
- Ensure online materials (fonts, sizes, etc.) are ADA and WCAG compliant

Evaluation Measures

Email statistics, analytics for Web Maps, checklist for Plain Language & accessibility

3. STAKEHOLDERS AND WORKING GROUP

3.1 Stakeholder Identification

Achieving the objectives in this Public Involvement Plan begins with appropriately identifying audiences with a jurisdictional, direct, or other interest in the Trailways Master Plan. Manatee County Transportation Planning will develop a comprehensive stakeholder database to ensure regular coordination with partner agencies in local governments, as well as state and federal agencies.

A stakeholder contact list with associated contact information will be created and updated as the project progresses. We anticipate initial outreach and contact with stakeholders from the following types of external groups and organizations:

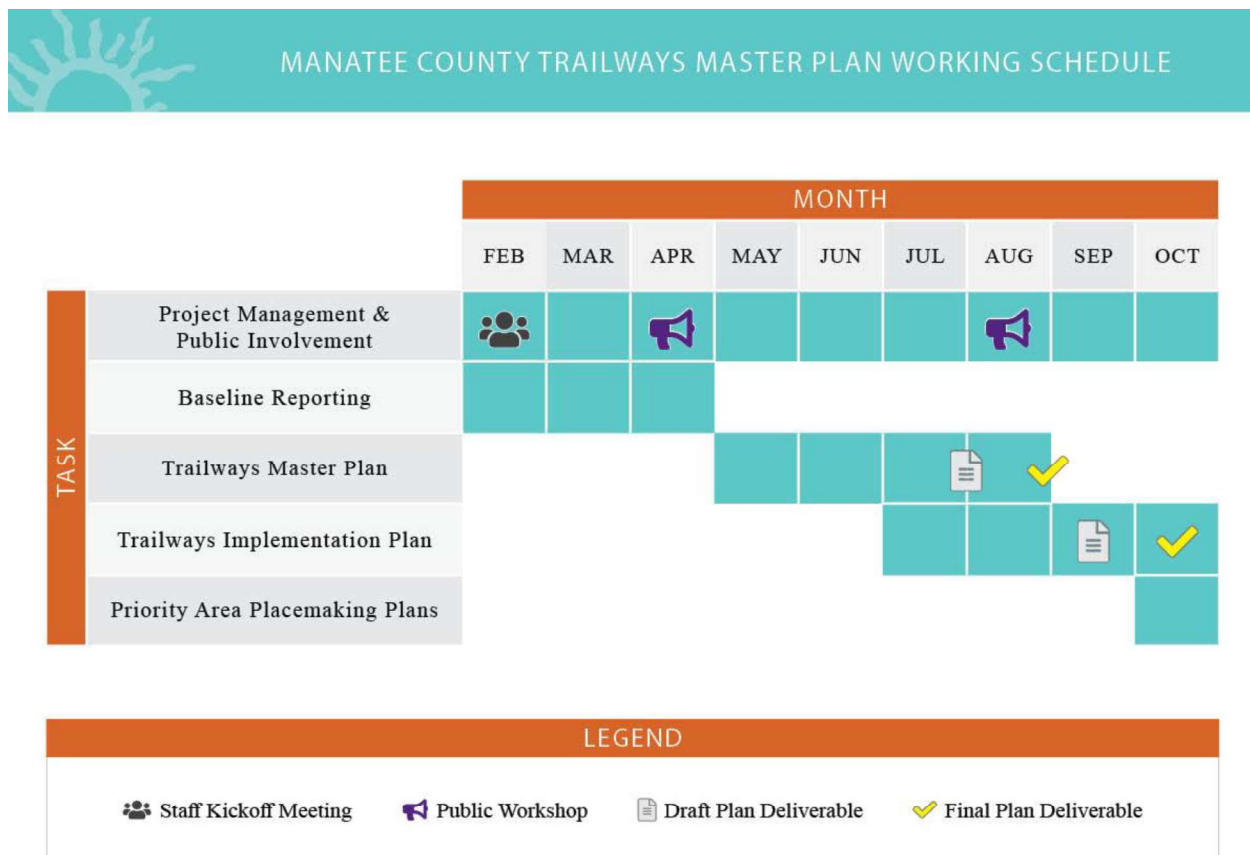
- Local elected officials
- County Department managers and leaders
- Community leaders and organizations
- City and municipal leaders (as appropriate)
- Sarasota-Manatee MPO
- Local bicycle, pedestrian, trail/hiking, and other clubs/groups
- Trail users (on existing trails)
- Local business community
- Regional organizations and partners (neighboring counties and MPOs)
- FDOT

Coordination with internal County stakeholders will also be valuable in ensuring the Plan's success by building consensus and providing a sense of ownership across County divisions. These stakeholders will include managers and leaders from departments (and their component divisions) such as Parks & Natural Resources, Public Safety, Neighborhood Services, and Building & Development Services. Within the Transportation Planning Division, coordination will occur with the ongoing Mobility Plan and that effort's key stakeholders.

4. SCHEDULE OF ACTIVITIES

The Public Involvement Plan includes a schedule of activities from interaction with the public, technical advisors, stakeholder agencies, and culminates with decision-maker approvals and adoption. Activities outlined in Section 2.1 of this PIP will occur throughout the project, as shown in the schedule, with refined timelines developed as the project progresses.

Contingency is built in the schedule for unforeseen events (such as the COVID pandemic). It also allows for updates made by lessons learned and availability of new technology as it is continuously updated.



APPENDIX B – PUBLIC WORKSHOP #1 SUMMARY



**Open House
Summary Overview
May 19th, 2022**

**TRAILWAYS MASTER PLAN
Manatee County, FL**

Submitted: May 26, 2022



TRAILWAYS MASTER PLAN

Manatee County, FL

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SUMMARY OVERVIEW

Trailways Master Plan Manatee County Open House – May 19, 2022

MEETING PURPOSE

The purpose of the Trailways Master Plan is to develop a connected countywide system of trails that enhances the quality of life for its residents, promote a unique sense of place, and encourage economic investment.

MEETING INFORMATION

An in-person open house was held on Thursday, May 19, 2022, at the Bradenton Area Convention Center, 1 Haben Boulevard, Palmetto, FL 34221.

MEETING PROCEEDINGS

An in-person open house began at 5:30 p.m. During this time, County and consultant team personnel were stationed at display and interactive boards and available to answer questions about the project, and a continuous loop video about the project was played during the duration of the open house.

Twelve (12) people signed in at the registration table. This did not include County and consultant team personnel. Attendees were given project information handouts and shown surveys and interactive boards.

Project Information Handout



Manatee County Trailways Master Plan



Open House – May 19, 2022

Thank you for taking the time to help create a world-class trail system in Manatee County. We are here this evening to listen to your needs as a current or potential user of the system. Your feedback will be directly incorporated into the master planning process and will be valuable in identifying ways the trail system can promote the concepts of people, place, and prosperity.

Vision Statement

“Manatee County will develop a connected countywide system of trails that enhances the quality of life for its residents, promotes a unique sense of place, and encourages economic investment.”

MANATEE COUNTY TRAILWAYS MASTER PLAN WORKING SCHEDULE

		MONTH								
		MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
TASK	Project Management & Public Involvement									
	Baseline Reporting									
	Trailways Master Plan									
	Trailways Implementation Plan									
	Priority Area Placemaking Plans									

LEGEND

Staff Kickoff Meeting

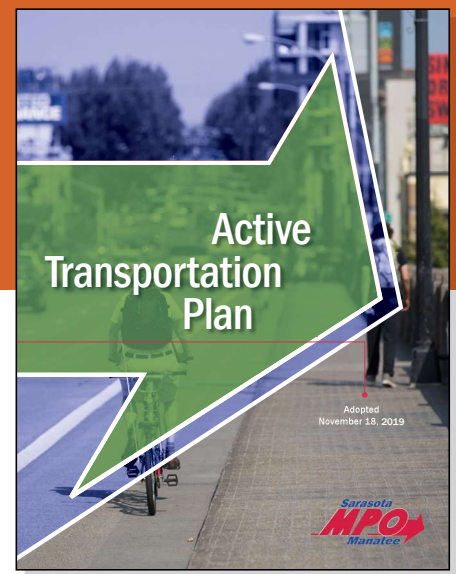
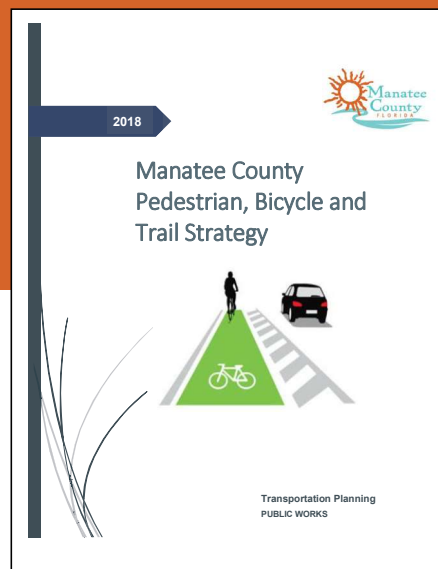
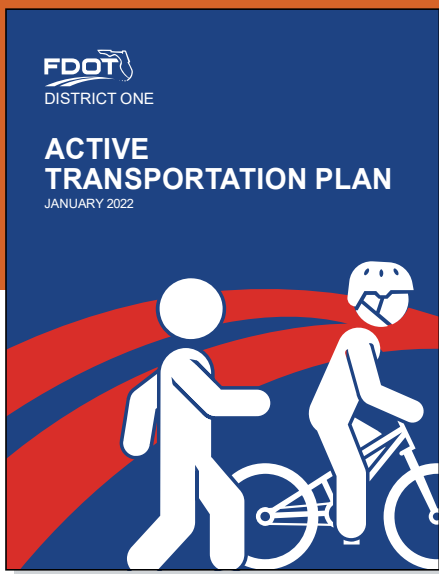
Public Workshop

Draft Plan Deliverable

Final Plan Deliverable

Related Recent & Ongoing Planning Initiatives

- Manatee County Mobility Plan (“Manatee Moves”)
- Manatee County Pedestrian, Bicycle and Trail Strategy
- Individual trail plans (e.g., Gateway, SUN Trail)
- Sarasota/Manatee Metropolitan Planning Organization Manatee Trail Alignment Study
- Sarasota/Manatee Metropolitan Planning Organization Destination Zero
- Florida Department of Transportation District One Active Transportation Plan



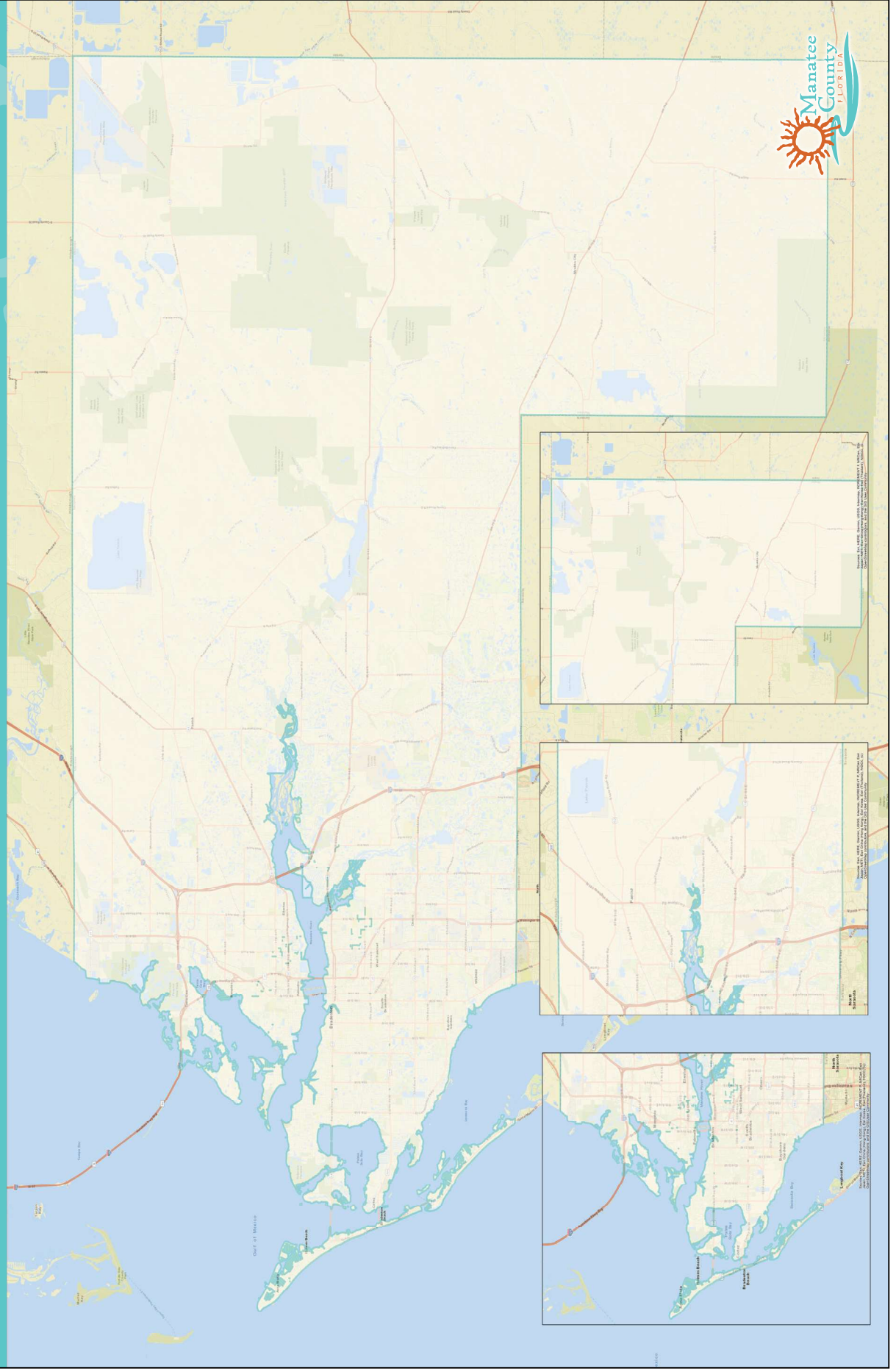
Scope of Services

1. Project Management & Public Involvement
 - Project Management Plan, Public Involvement Plan, Stakeholder Meetings
2. Baseline Report
 - Benchmark Report, Baseline Atlas
3. Trailways Master Plan
 - Desires Assessment, Trailways Pattern Book, Trailways Master Plan Document
4. Trailways Implementation Plan
 - Maintenance Program, Funding Matrix, Programming
5. Priority Area Placemaking Plan
 - Corridor plan for individual high-priority trail segment (TBD)

Interactive Mapping: Needs Identification



Interactive Mapping



Interactive Mapping: Needs Identification

Participant #: _____

Thank you for helping identify potential enhancements to Manatee County's trailways network. You have been provided green and red dots to indicate locations of interest on the accompanying map.

Please use the green dots to indicate important destinations that you would like to be able to access by bike or on foot. You can also use these dots to indicate existing trail features you think serve as good examples for what should be replicated elsewhere in Manatee County.

Please use the red dots to indicate up to five key barriers to bicycling and walking in Manatee County. These can include gaps in the system that you think are important to complete.

Finally, please use the spaces below to define or briefly explain the locations you have identified.

Dot Color	Dot Number	Additional Descriptions or Explanations
Green	1	
Green	2	
Green	3	
Green	4	
Green	5	
Red	1	
Red	2	
Red	3	
Red	4	
Red	5	

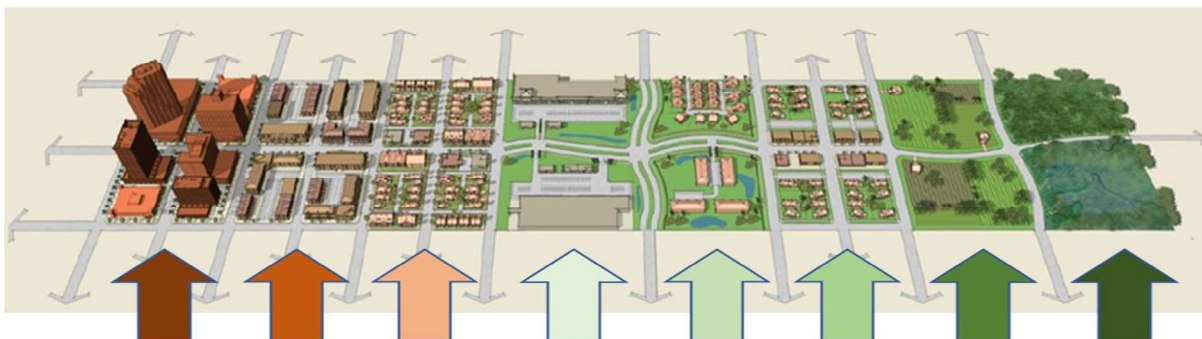
TRAILWAYS MASTER PLAN
Manatee County, FL

Trailways Master Plan Survey







TRAILWAYS MASTER PLAN SURVEY

The Trailways Master Plan will help plan the future of the County for People, Place and Prosperity. We have a good idea of **where we are**. Today, we would like to focus on **where we want to be** in the next 5, 10, and 20 years as the County grows. Once we have an idea, we can look at **how will we get there**. Please take 10 minutes to read each question of the survey below and respond to the best of your ability.

#	Question	Response														
1.	<p>Using the graphic below, please circle the type of development that best describes the area surrounding your current residence. From left to right, the graphic transitions between dense urban areas (city centers) to undeveloped rural (forested) areas.</p> 															
	<p>Use of non-motor vehicles is often referred to as “active transportation.” This term is important, as it helps identify people who would like to move around cities typically without the use of a motor vehicle. Active transportation trips include all pedestrians and bicyclists that could be on sidewalks, bike lanes, trails, or other facilities.</p>															
2.	<p>How many trips do you think you would make using each of the following modes of transportation in a typical week?</p>	<p>Options: Please circle one.</p> <table border="1"> <tbody> <tr> <td>a. Transit (public bus)</td><td>a. 0 1-7 8-14 15-21 >22</td></tr> <tr> <td>b. Personal or work-provided motor vehicle (motorcycle, car, van, truck, etc.)</td><td>b. 0 1-7 8-14 15-21 >22</td></tr> <tr> <td>c. Ride hailing service (Uber, Lyft, etc.)</td><td>c. 0 1-7 8-14 15-21 >22</td></tr> <tr> <td>d. Bicycle</td><td>d. 0 1-7 8-14 15-21 >22</td></tr> <tr> <td>e. E-scooter</td><td>e. 0 1-7 8-14 15-21 >22</td></tr> <tr> <td>f. Skateboard/scooter</td><td>f. 0 1-7 8-14 15-21 >22</td></tr> <tr> <td>g. Walking</td><td>g. 0 1-7 8-14 15-21 >22</td></tr> </tbody> </table>	a. Transit (public bus)	a. 0 1-7 8-14 15-21 >22	b. Personal or work-provided motor vehicle (motorcycle, car, van, truck, etc.)	b. 0 1-7 8-14 15-21 >22	c. Ride hailing service (Uber, Lyft, etc.)	c. 0 1-7 8-14 15-21 >22	d. Bicycle	d. 0 1-7 8-14 15-21 >22	e. E-scooter	e. 0 1-7 8-14 15-21 >22	f. Skateboard/scooter	f. 0 1-7 8-14 15-21 >22	g. Walking	g. 0 1-7 8-14 15-21 >22
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f. Skateboard/scooter	f. 0 1-7 8-14 15-21 >22															
g. Walking	g. 0 1-7 8-14 15-21 >22															

TRAILWAYS MASTER PLAN SURVEY

#	Question	Response
3.	<p>On average, how would you describe bicycle routes near your residence for use in the following activities? Please use the graphic below to help you assign a Tier ranking for the items listed below.</p> <div>  <ul style="list-style-type: none"> • Beginner cyclists • Typically prefer off-street facilities or residential neighborhoods </div> <div>  <ul style="list-style-type: none"> • Comfortable for many people • Includes buffered and off-street paths </div> <div>  <ul style="list-style-type: none"> • Experienced • Riding with vehicles • Typically 3 or less lanes • Minimal bike lanes </div> <div>  <ul style="list-style-type: none"> • Comfortable sharing the road with most speeds and volumes • Sharing the roadway with minimum </div>	<p>[This space reserved]</p> <p>Options: Please circle one.</p>
	a. Work/commute	a. Tier 1 Tier 2 Tier 3 Tier 4
	b. School	b. Tier 1 Tier 2 Tier 3 Tier 4
	c. Groceries/errands	c. Tier 1 Tier 2 Tier 3 Tier 4
	d. Visiting friends or family	d. Tier 1 Tier 2 Tier 3 Tier 4
	e. Recreation/exercise	e. Tier 1 Tier 2 Tier 3 Tier 4

TRAILWAYS MASTER PLAN SURVEY

#	Question	Response
4.	When engaging in active transportation, how much consideration would you give the following items before taking a trip?	Options: Please circle one.
	a. Distance of trip	a. None A little bit Some A lot
	b. Time to take trip	b. None A little bit Some A lot
	c. Monetary cost of trip	c. None A little bit Some A lot
	d. General aesthetics of trip (nearby nature, silence, etc.)	d. None A little bit Some A lot
	e. Personal security from crime	e. None A little bit Some A lot
	f. Presence of other users along route (other walkers, bikers, etc.)	f. None A little bit Some A lot
	g. Volume of motor vehicles along route	g. None A little bit Some A lot
	h. Speed of motor vehicles along route	h. None A little bit Some A lot
	i. Presence of shade trees along route	i. None A little bit Some A lot
	j. Presence of restaurants/food/snacks along route	j. None A little bit Some A lot
	k. Presence of retail/shops along route	k. None A little bit Some A lot
l. Connectivity to transit stops along route	l. None A little bit Some A lot	
5.	Consider the state of active transportation within Manatee County. What priorities do you think need to be focused on to best improve the quality of the County's trail network?	Options: Please circle one. 1 is lowest priority while 6 is highest priority.
	a. Creation of more routes within rural areas	a. 1 2 3 4 5 6
	b. Creation of more routes within urban areas	b. 1 2 3 4 5 6
	c. Creation of more routes specifically to connect to transit	c. 1 2 3 4 5 6
	d. Improve maintenance of existing routes	d. 1 2 3 4 5 6
	e. Improve education/awareness of existing trails	e. 1 2 3 4 5 6
	f. Focus on reducing pedestrian and bicycle exposure to motor vehicles	f. 1 2 3 4 5 6

TRAILWAYS MASTER PLAN
Manatee County, FL

Presentation



Trailways Master Plan

May 19, 2022

5:30pm – 7:30pm

Manatee County
Public Works Transportation Planning
Bradenton Area Convention Center
1 Haben Blvd., Palmetto, FL



Purpose

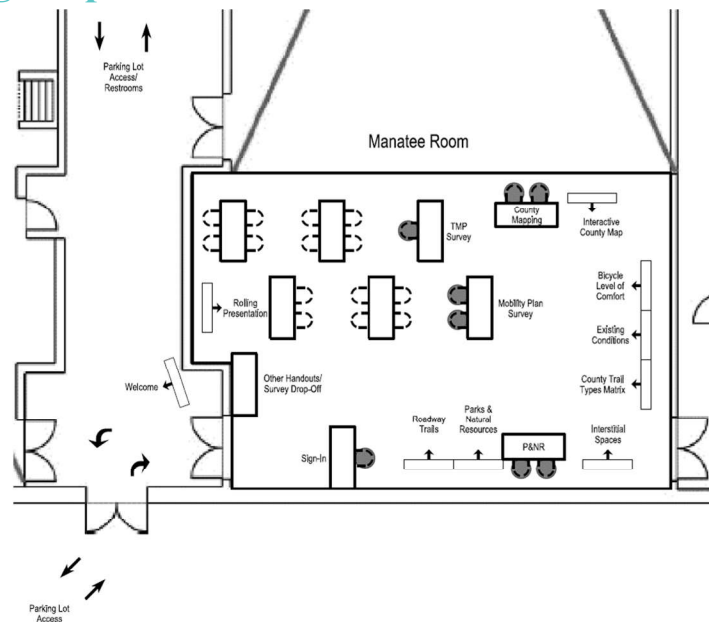
- Collaborate with Public Works to develop the Trailways Master Plan: the vision of a world-class trail system in Manatee County.
- Your feedback will help to identify ways the trail system can promote the concepts of people, place, and prosperity.
- Feel free to review project materials, then engage with project staff to provide your feedback via surveys and an interactive County map.



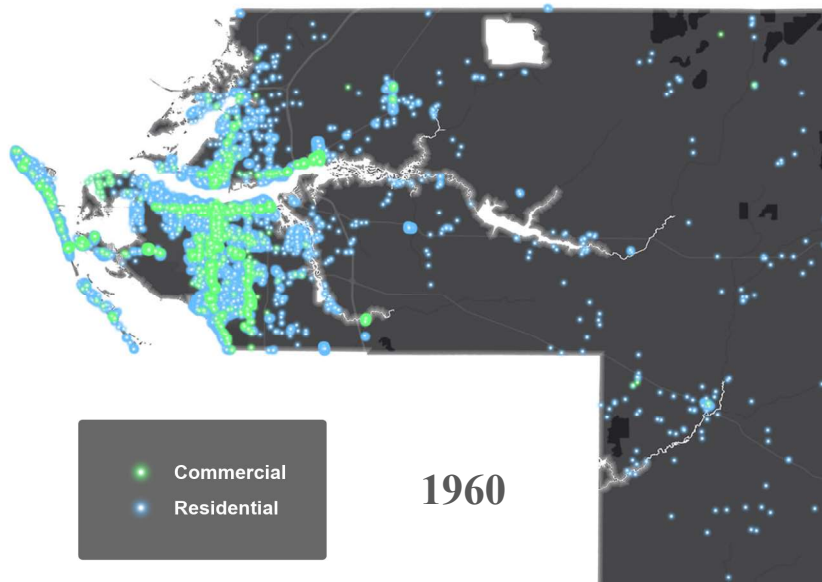
Vision Statement

“Manatee County will develop a connected countywide system of trails that enhances the quality of life for its residents, promotes a unique sense of place, and encourages economic investment.”

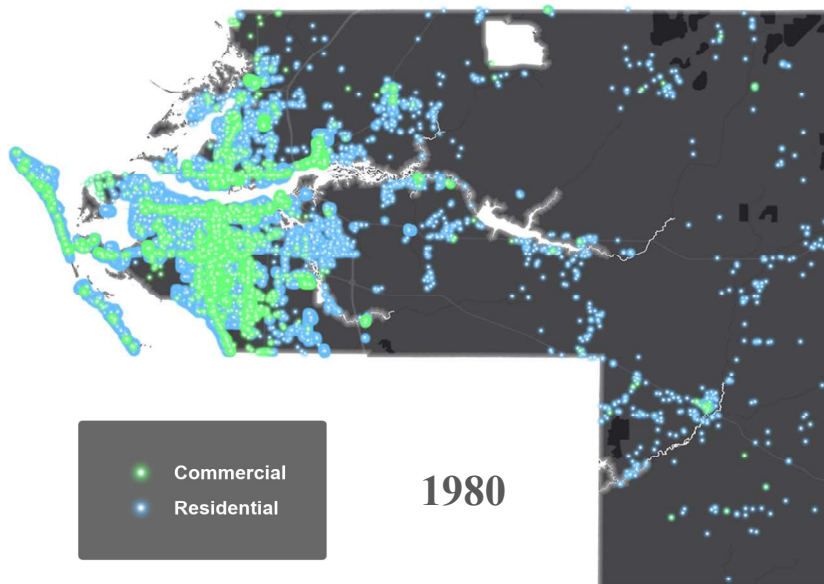
Meeting Map



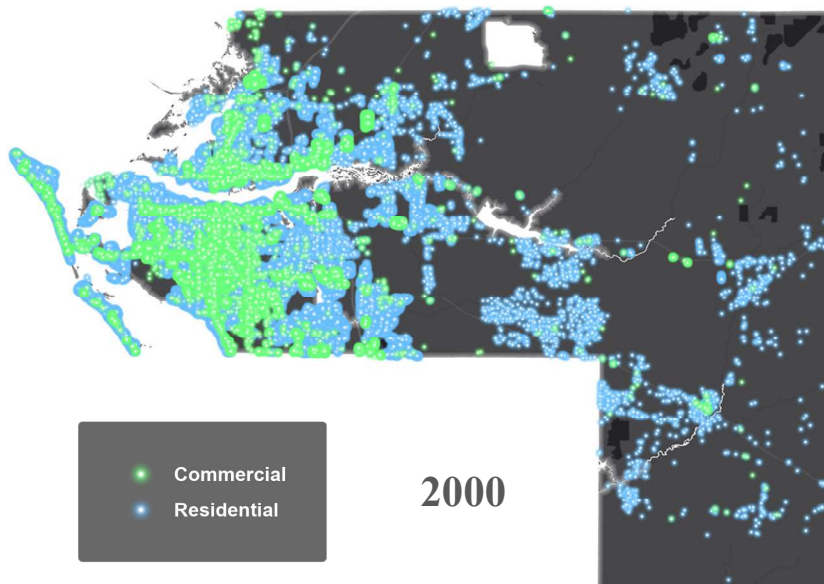
Population Growth in Manatee County



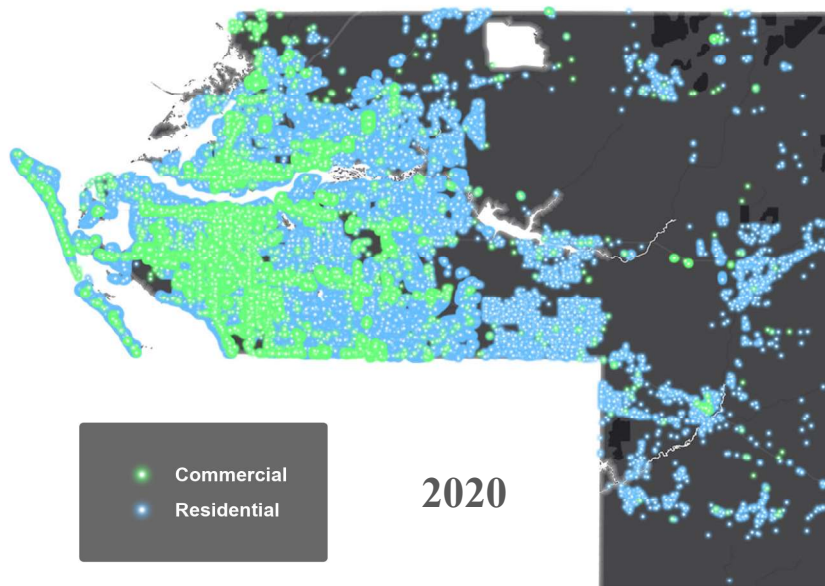
Population Growth in Manatee County



Population Growth in Manatee County



Population Growth in Manatee County



The Benefits of Trails Within the County

People:

Safety, Mobility,
Equity, Health



Placemaking:

Promoting a superior
built environment



Prosperity:

Economic efficiency,
attracting investment

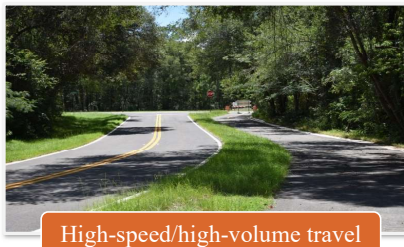


County Trail Types Matrix

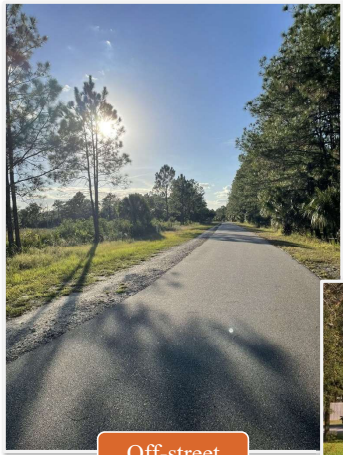


Typology	← Context →		
	Islands	Suburban/Urban	Rural
Roadside			
Parks & Natural Resources			
Interstitial Spaces			

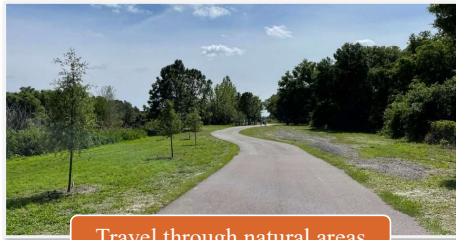
Trailway Types: Roadside



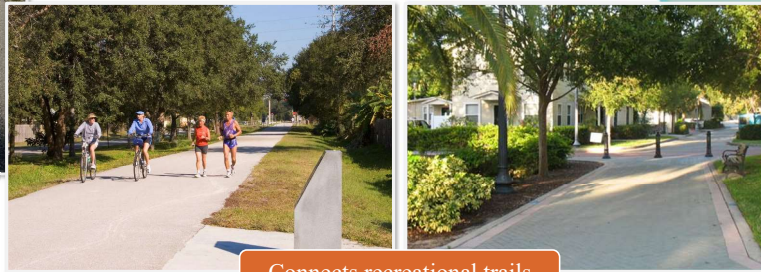
Trailway Types: Parks & Natural Resources



Off-street

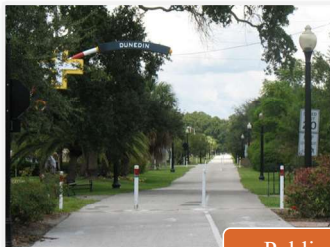


Travel through natural areas

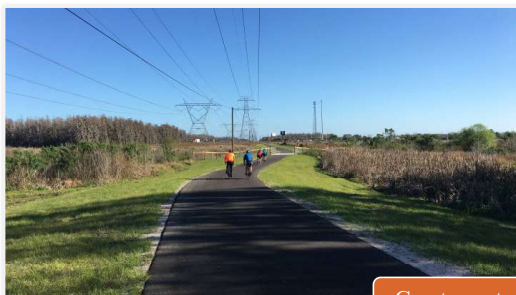


Connects recreational trails

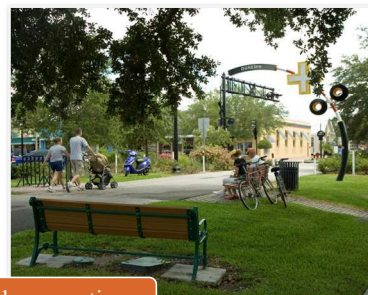
Trailway Types: Interstitial Spaces

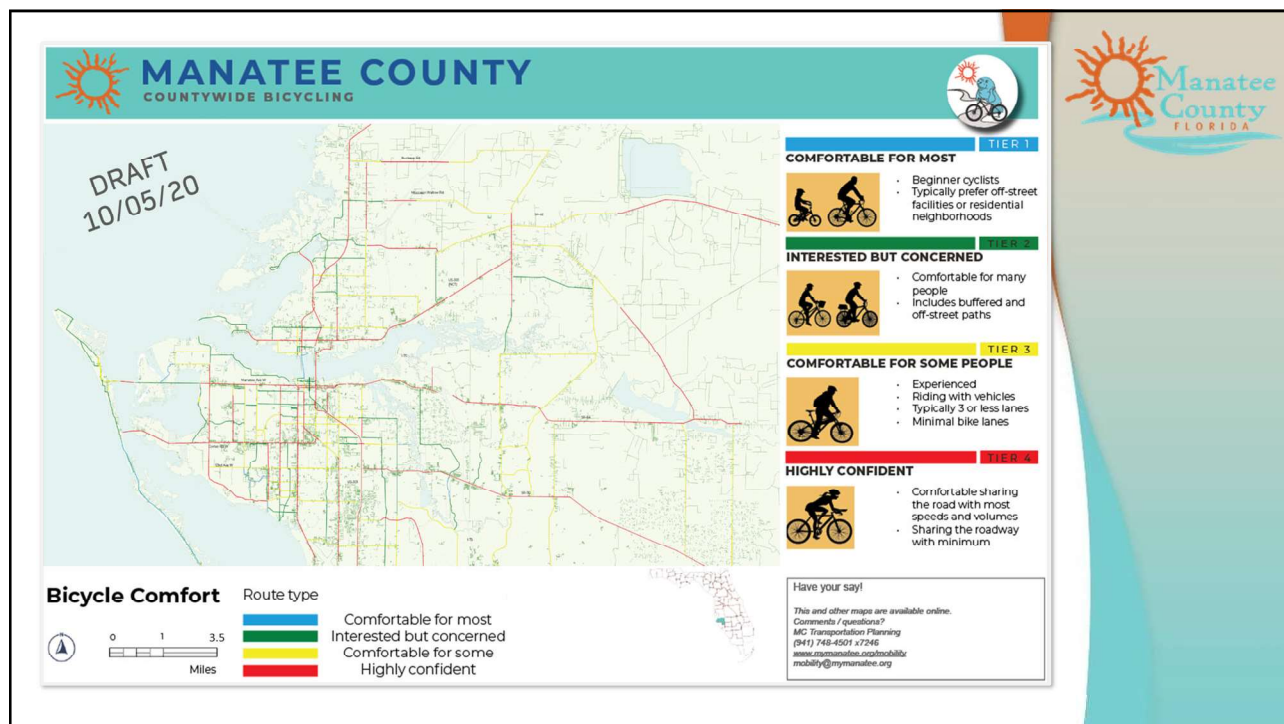


Public *or* private



Creates network connections







Greenway Trail Successes

1. Over 83 miles of trails:

- Duette Park: 46 mi.
- Robinson Preserve: 5.6 mi.
- Emerson Point: 6 mi.
- Tom Bennett: 1.2 mi.
- Coquina: 1 mi.



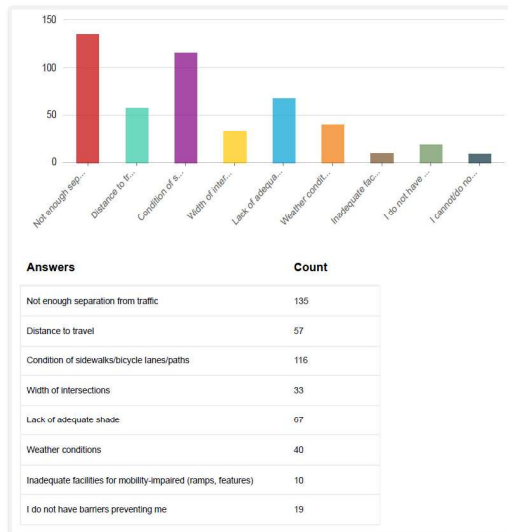

2. Trails along roadways

- Rye Road example
- Willow-Ellenton Trail / SUN Trail
- Future Buffalo Trail



Where Are We? Survey Results August 2021

Barriers to Walking/Cycling



15

Ride of Silence – May 18th, 2022



Working Schedule



How to Participate

Surveys and interactive boards are located throughout the open house room for you to provide your feedback!



TRAILWAYS MASTER PLAN SURVEY

From the presentation, the Manatee Mobility Plan will help plan the future of the County for People, Place and Prosperity. We have a good idea of where we are. Today we'd like to focus on where we want to be in the next 5, 10, and 20 years as the County grows. Once we have an idea, we can look at how we'll get there!

Questions

Using the graphic below, please select the type of surrounding development that best describes your current residence and circle its corresponding answer.

Development

1. How often do you think you would use each of the following modes of transportation in a typical week?

a. Travel (public bus)

b. Personal or semi-personal motor vehicle (motorcycle, car, van, truck, etc.)

2. How often do you think you would use each of the following modes of transportation in a typical week?

a. Bicycles

b. Scooter

c. Skateboard/skateboarder

d. Walking

Rating: 1, 2, 3, 4, 5

1. 2. 3. 4. 5.

TMP Survey

Manatee County Mobility Plan Survey

From the presentation, the Manatee Mobility Plan will help plan the future of the County for People, Place and Prosperity. We have a good idea of where we are. Today we'd like to focus on where we want to be in the next 5, 10, and 20 years as the County grows. Once we have an idea, we can look at how we'll get there!

1. What is your age group?

☐ <18

☐ 18-19

☐ 20-24

☐ 25+

2. Race/ethnicity?

☐ American Indian / Alaska Native

☐ Asian / Pacific Islander

☐ Black

☐ Latin / Hispanic

☐ White

☐ Other

3. How do you describe your gender?

☐ Female

☐ Male

Mobility Plan Survey



Interactive Mapping

Display Boards



Trailways Master Plan

May 19th, 2022
5:30pm-7:30pm

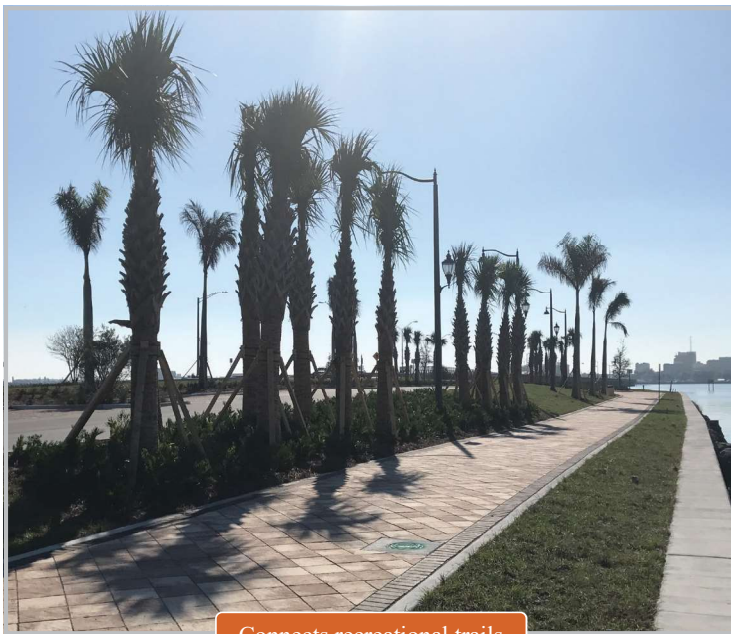
Manatee County Public Works Transportation Planning
Bradenton Area Convention Center
1 Haben Blvd., Palmetto, Florida



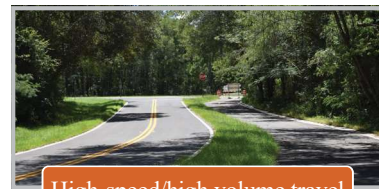
Vision Statement

“Manatee County will develop a connected countywide system of trails that enhances the quality of life for its residents, promotes a unique sense of place, and encourages economic investment.”

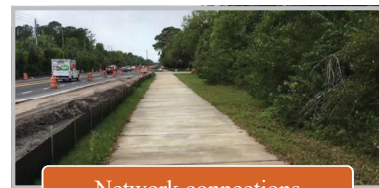
Trailway Types: Roadside



Connects recreational trails



High-speed/high volume travel



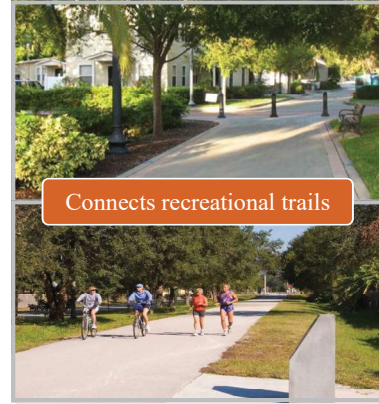
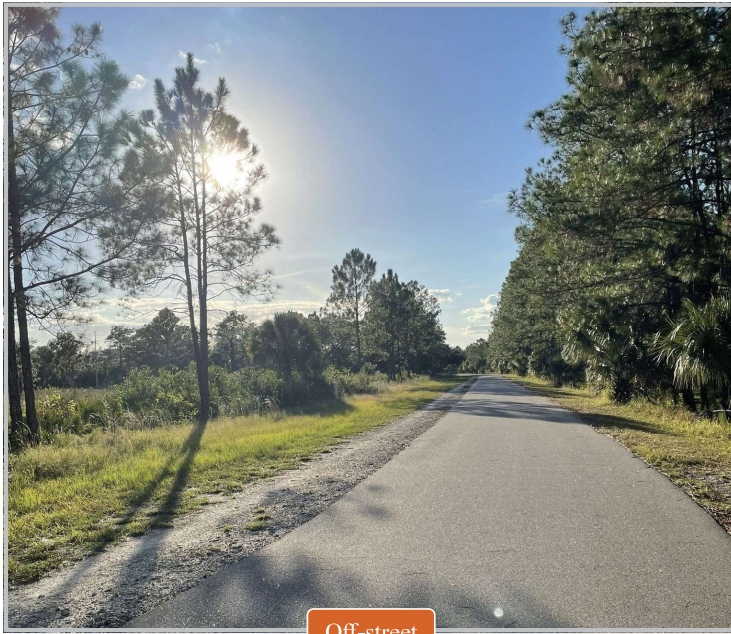
Network connections



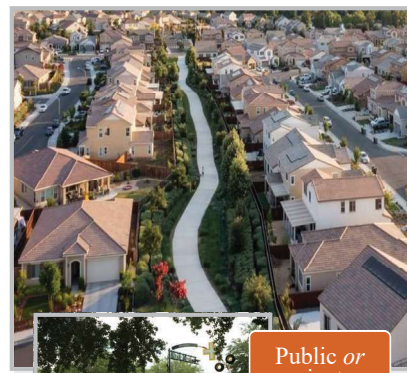
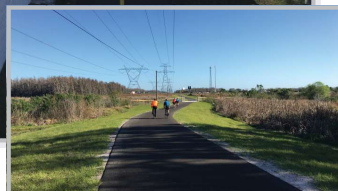
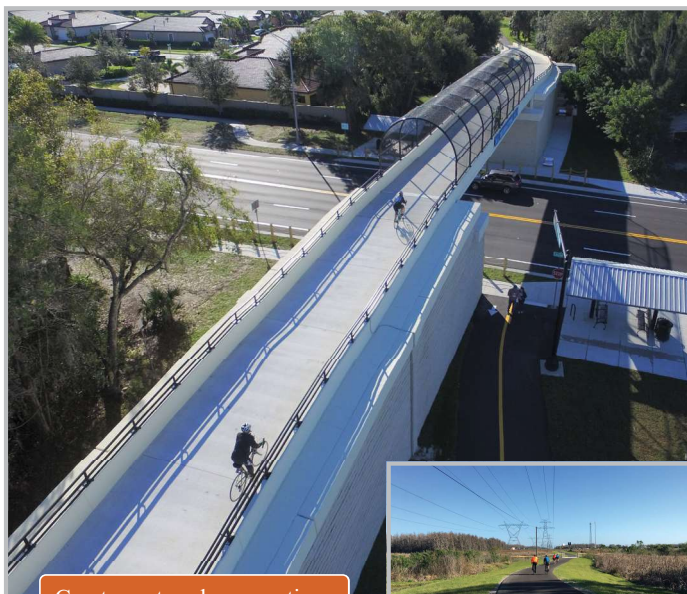
Crossing/safety standards for intersections



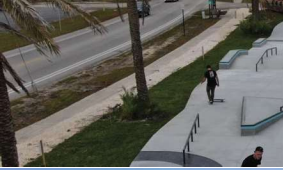








Trailway Types: Parks & Natural Resources



Trailway Types: Interstitial Spaces



County Trail Types Matrix

Typology	Context		
	Islands	Suburban/Urban	Rural
Roadside			
Parks & Natural Resources			
Interstitial Spaces			



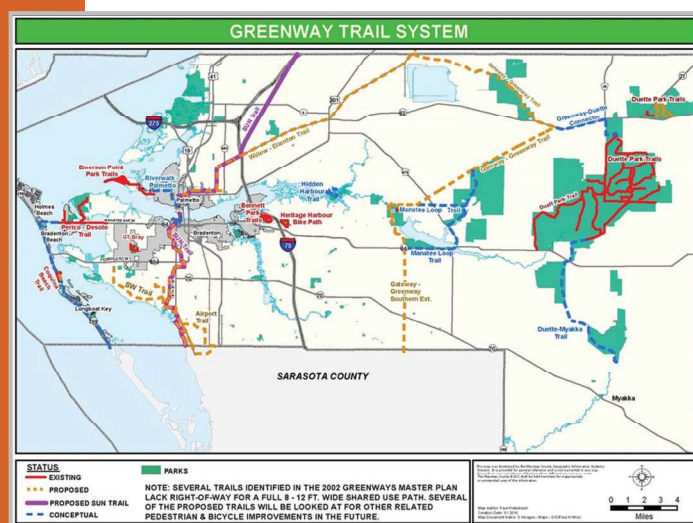
Existing Trail Conditions

1. Over 83 miles of trails:

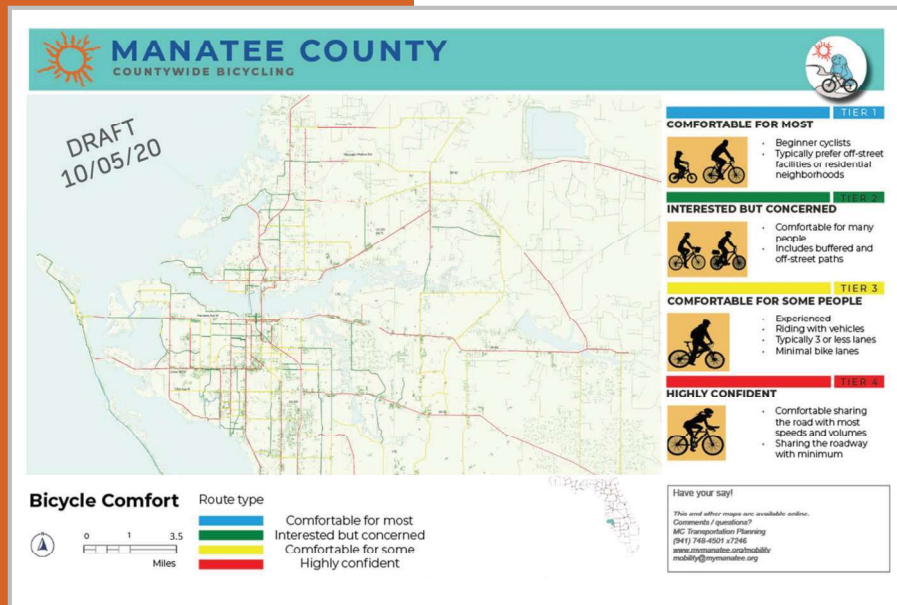
- Duette Park: 46 mi.
- Robinson Preserve: 5.6 mi.
- Emerson Point: 6 mi.
- Tom Bennett: 1.2 mi.
- Coquina: 1 mi.

2. Trails along roadways

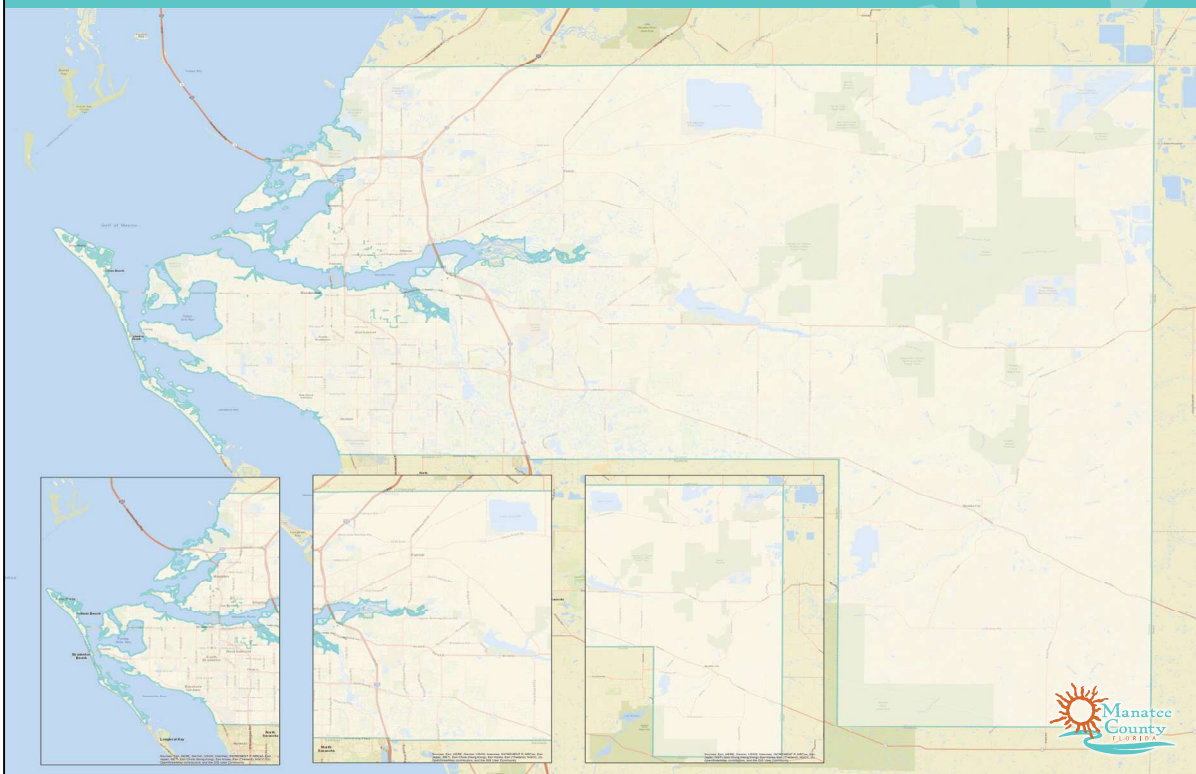
- Rye Road example
- Willow-Ellenton Trail/SUN Trail
- Future Buffalo Trail



Bicycle Level of Comfort



Interactive Mapping

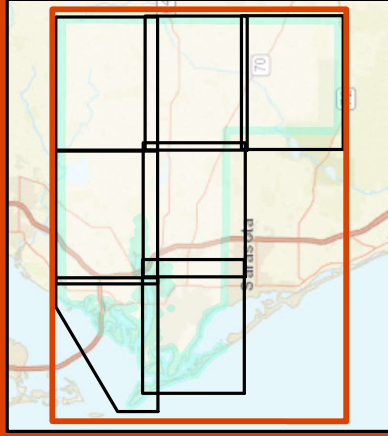


APPENDIX D – BASELINE MAP ATLAS

Manatee County: Overview

Overview

Location Key



Trailways Master Plan Map Legend

Bicycle Level of Comfort

October 2020 Tier Level

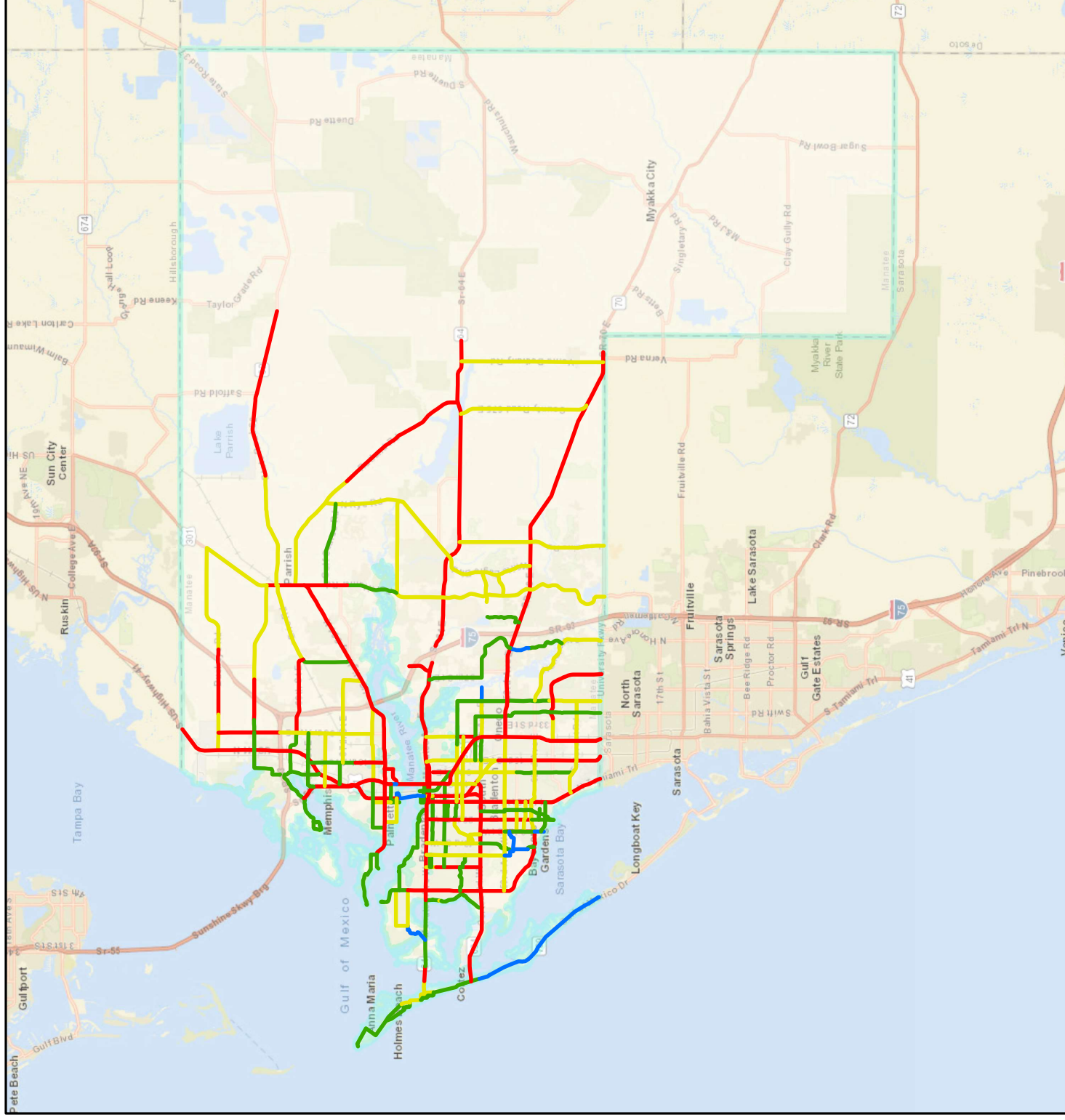
Tier 1

Tier 2

Tier 3

Tier 4

Manatee Boundary



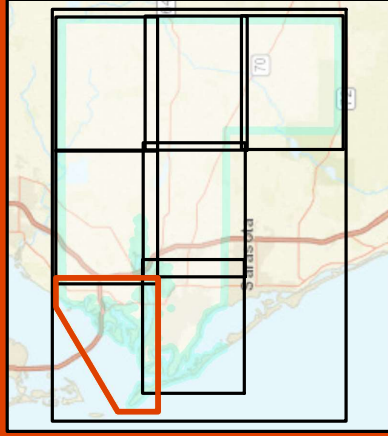
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Manatee County:

Northwest



Location Key



Trailways Master Plan Map Legend

Bicycle Level of Comfort

October 2020 Tier Level

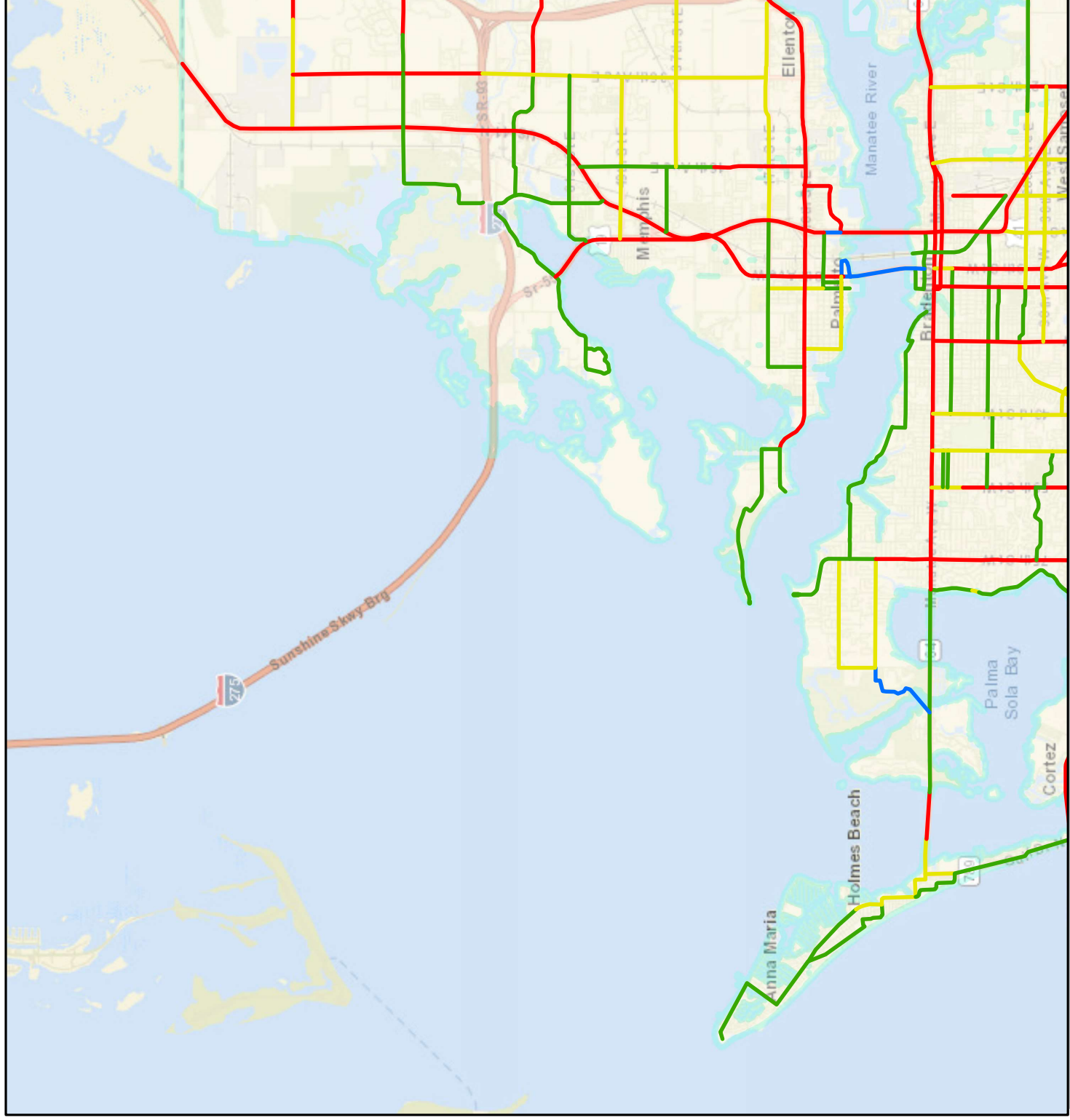
Tier 1

Tier 2

Tier 3

Tier 4

Manatee Boundary



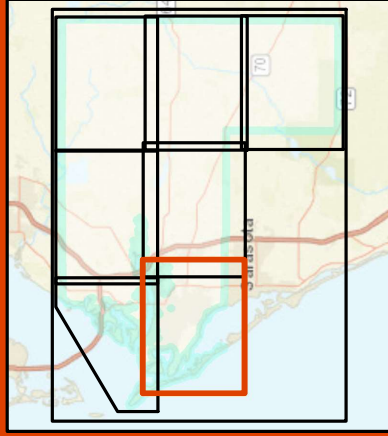
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Manatee County:

West



Location Key



Trailways Master Plan Map Legend

Bicycle Level of Comfort

October 2020 Tier Level

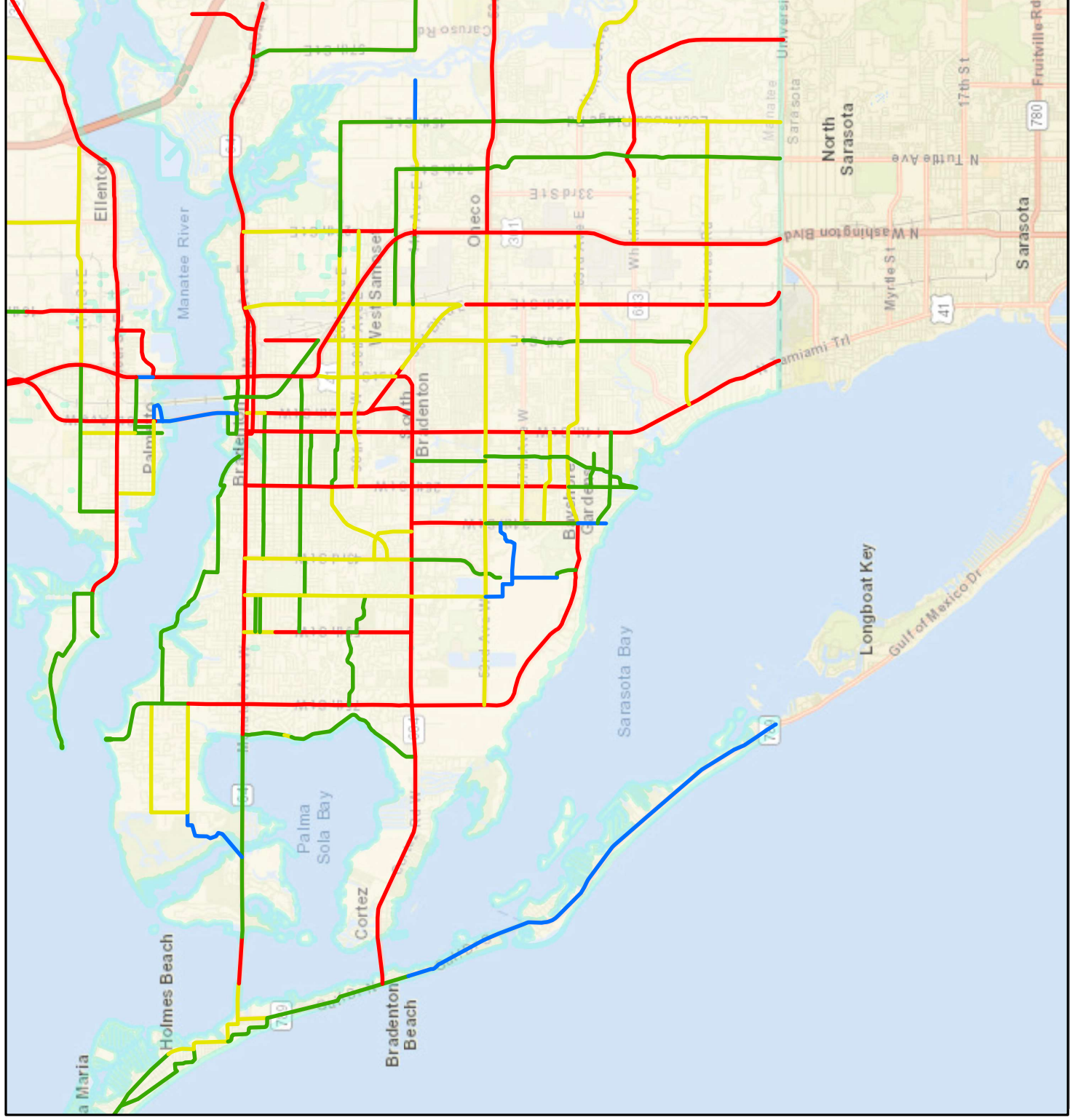
Tier 1

Tier 2

Tier 3

Tier 4

Manatee Boundary



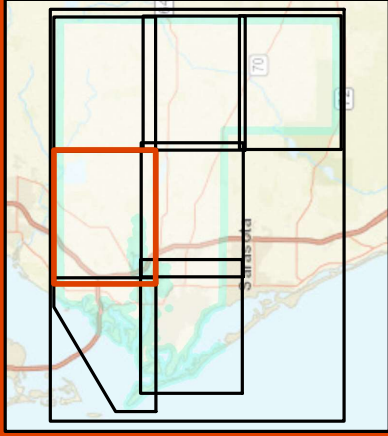
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Manatee County:

North



Location Key



Trailways Master Plan Map Legend

Bicycle Level of Comfort

October 2020 Tier Level

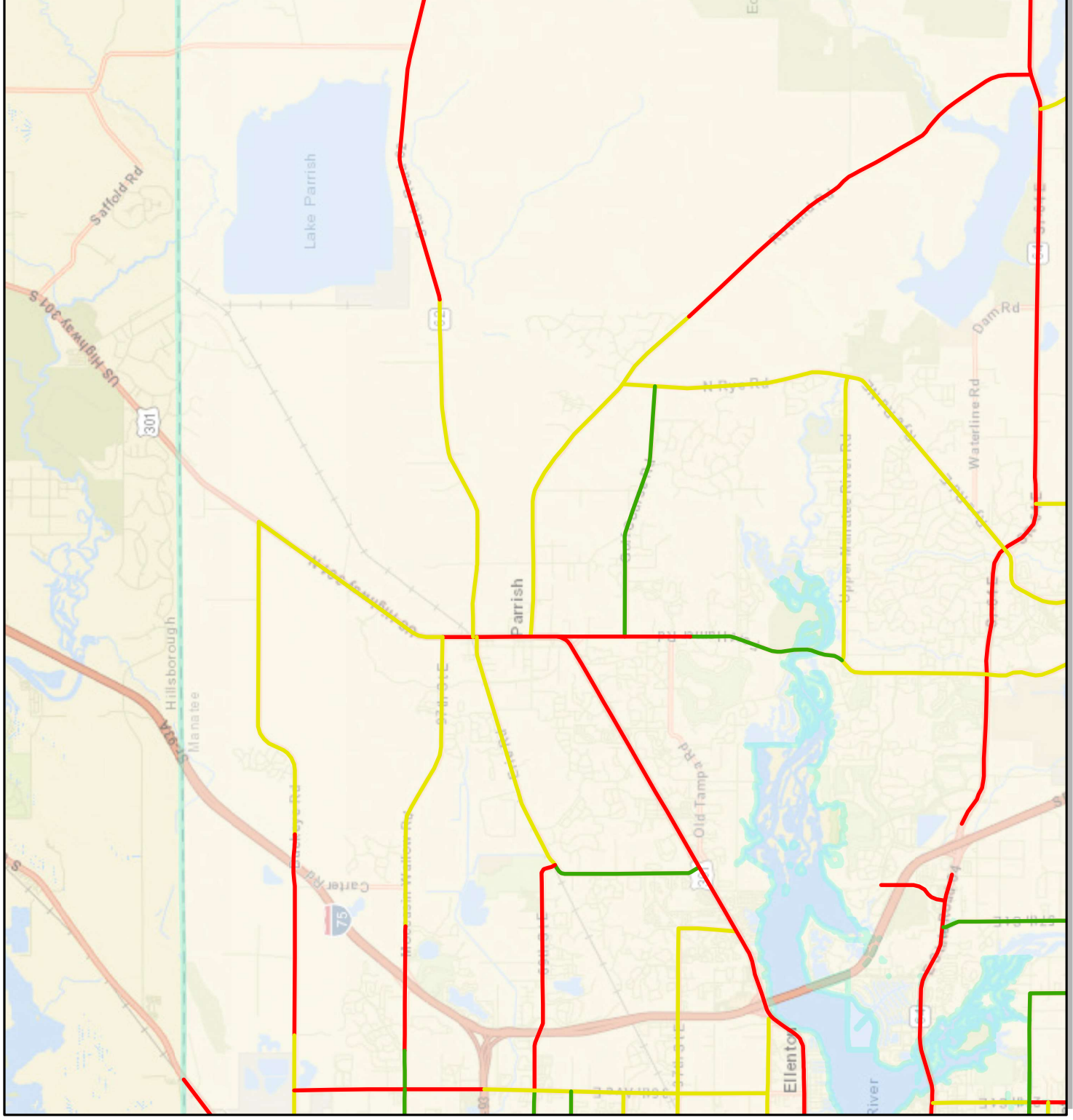
Tier 1

Tier 2

Tier 3

Tier 4

Manatee Boundary

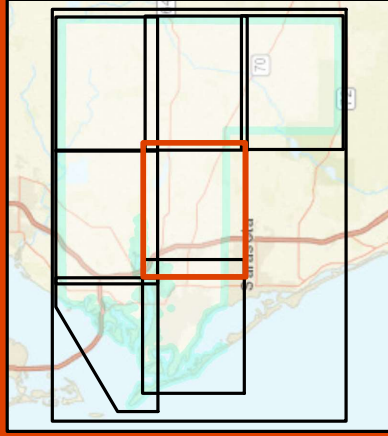


Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Manatee County:

Central

Location Key



Trailways Master Plan Map Legend

Bicycle Level of Comfort

October 2020 Tier Level

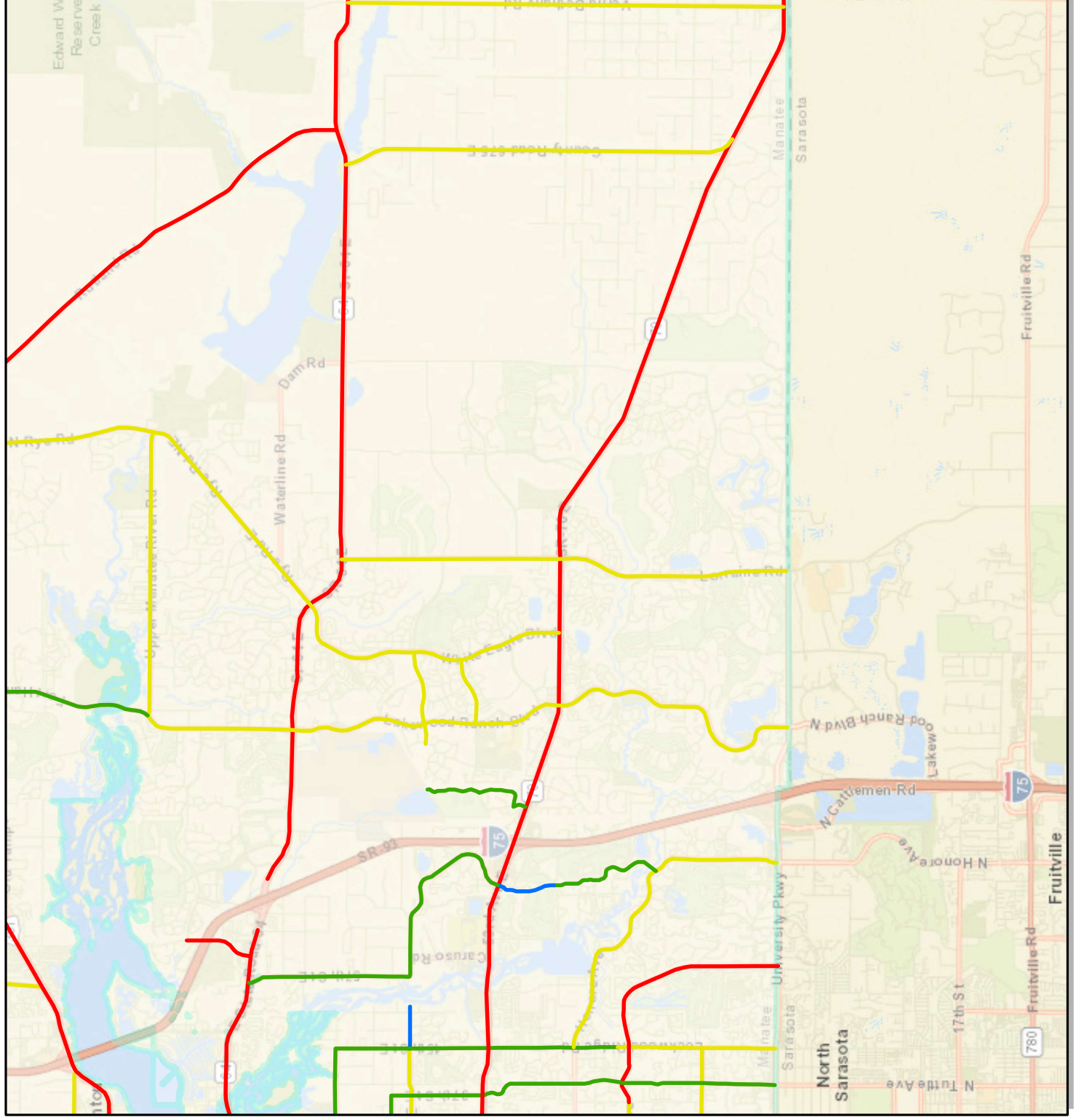
Tier 1

Tier 2

Tier 3

Tier 4

Manatee Boundary

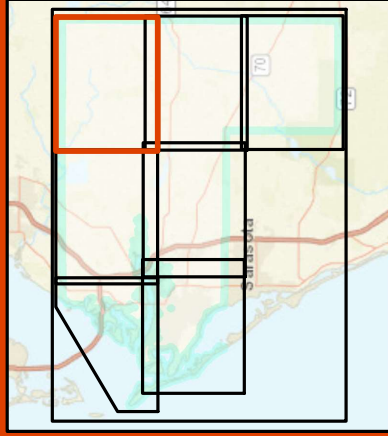


Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Manatee County:

Northeast

Location Key



Trailways Master Plan Map Legend

Bicycle Level of Comfort

October 2020 Tier Level

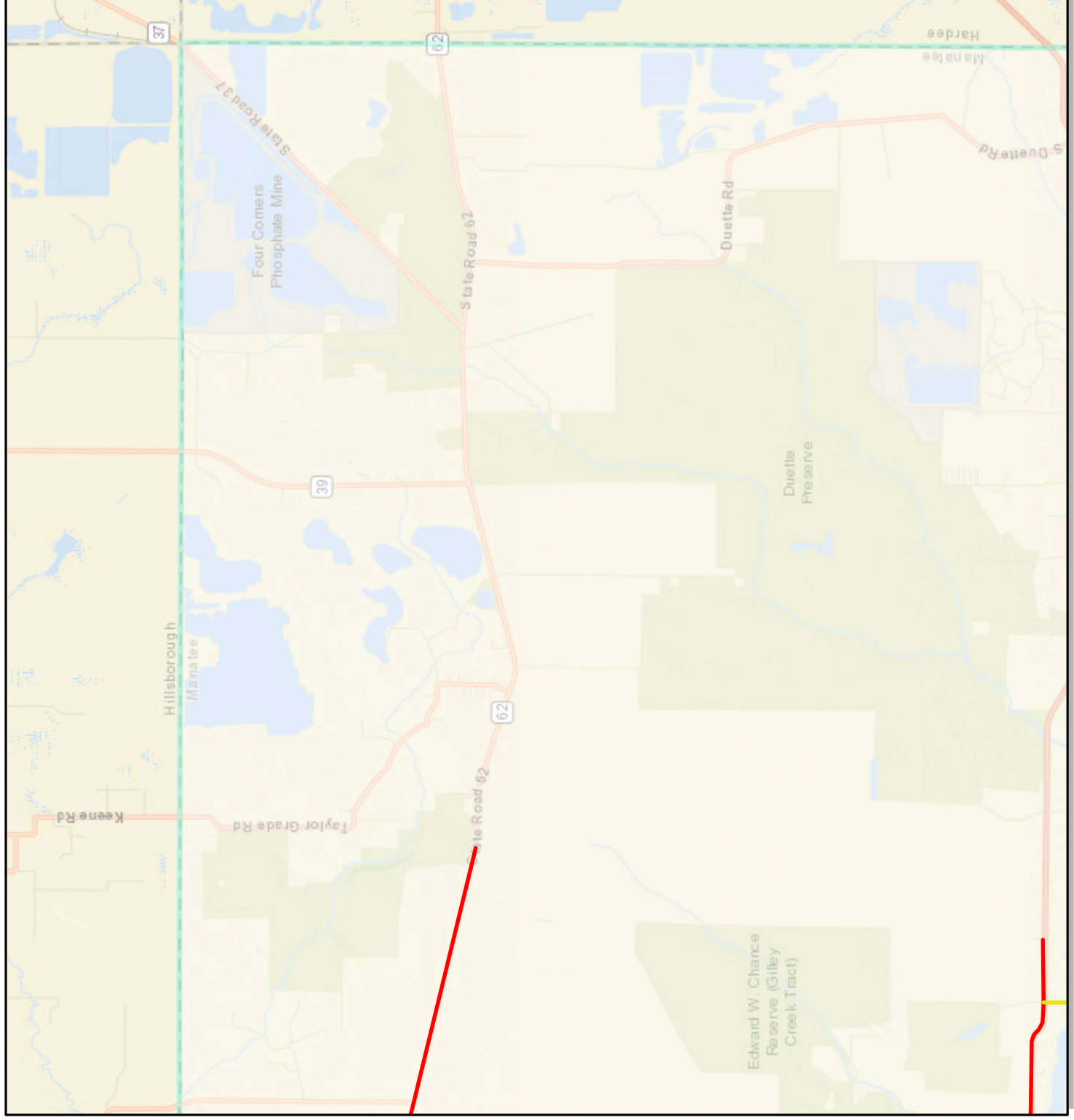
Tier 1

Tier 2

Tier 3

Tier 4

Manatee Boundary



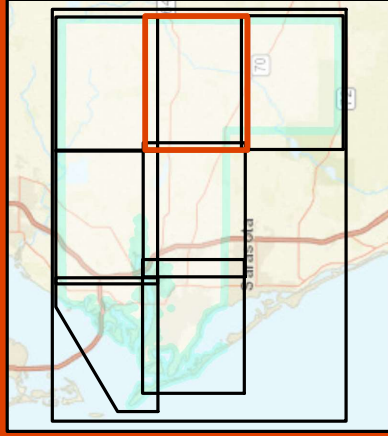
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Manatee County:

East



Location Key



Trailways Master Plan Map Legend

Bicycle Level of Comfort

October 2020 Tier Level

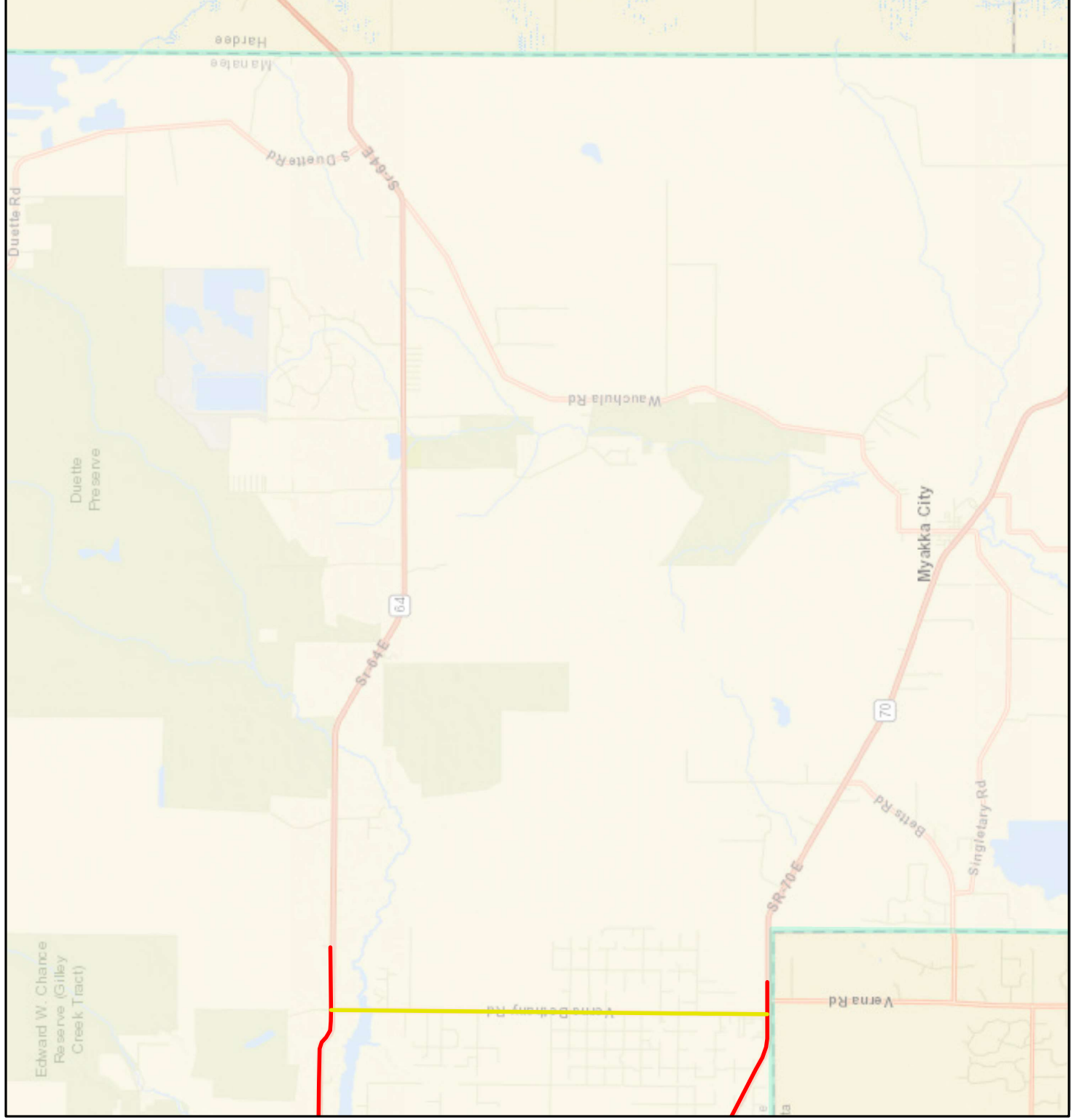
Tier 1

Tier 2

Tier 3

Tier 4

Manatee Boundary



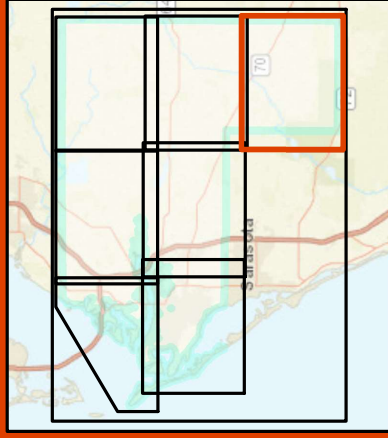
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Manatee County:

Southeast



Location Key



Trailways Master Plan Map Legend

Bicycle Level of Comfort

October 2020 Tier Level

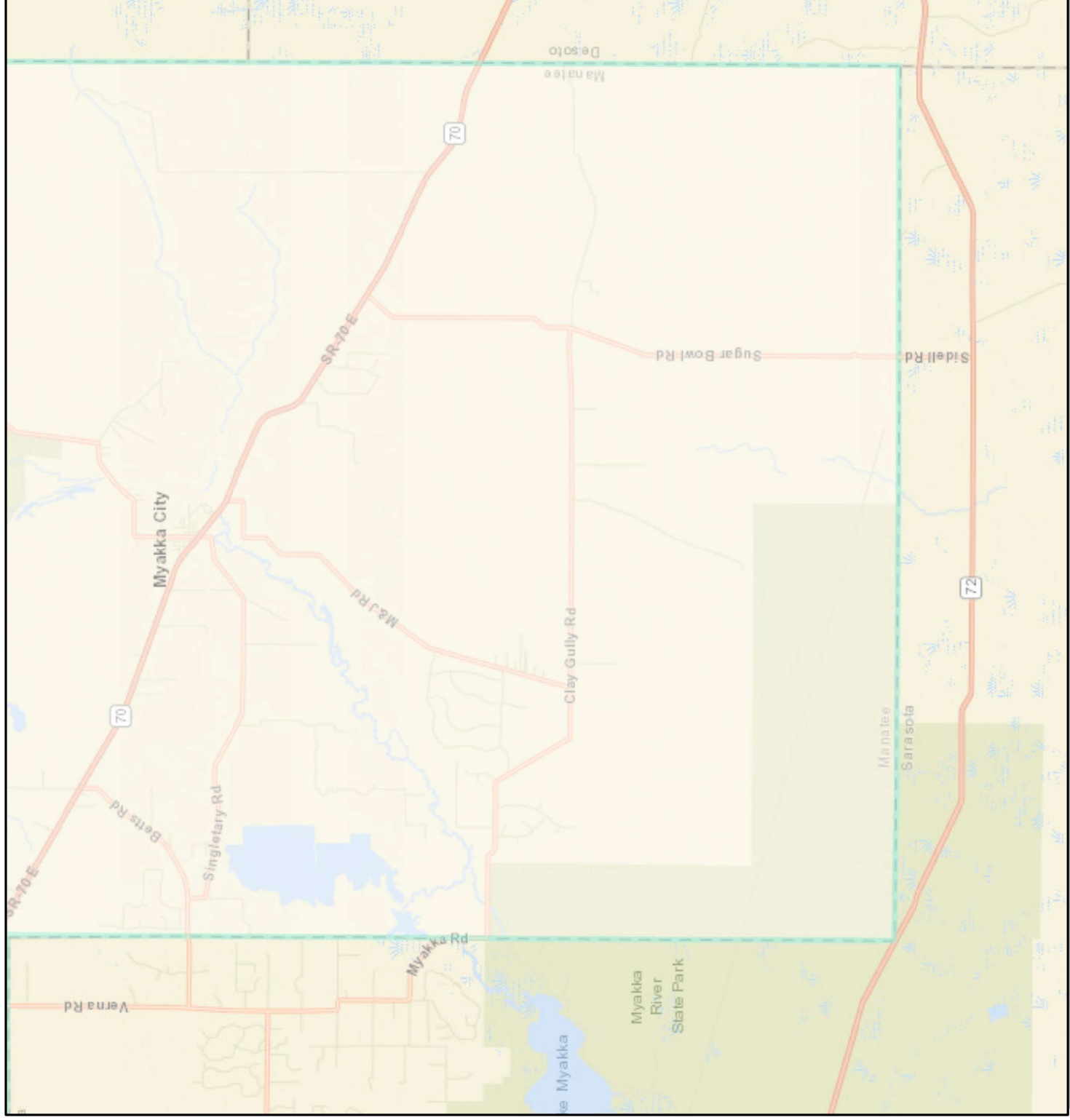
Tier 1

Tier 2

Tier 3

Tier 4

Manatee Boundary

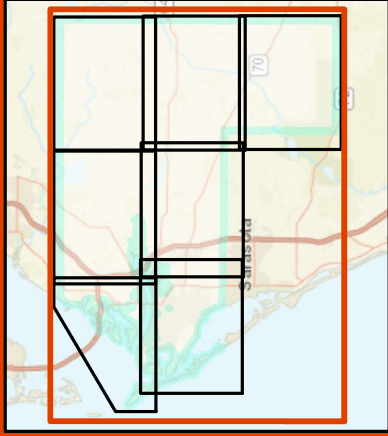


Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Manatee County: Overview

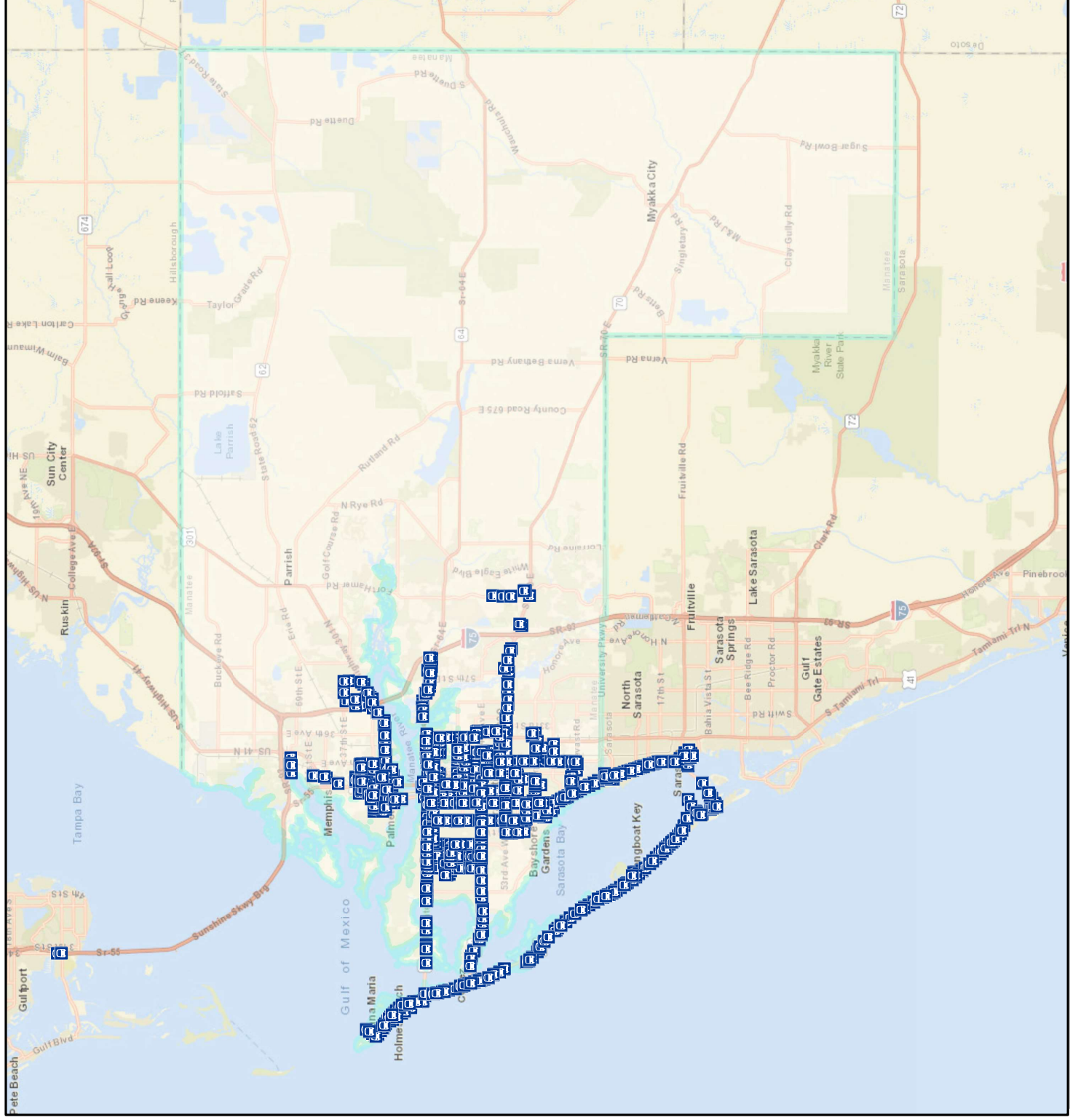
Overview

Location Key



Trailways Master Plan Map Legend

- Manatee County - Bus Stops
- Manatee Boundary



Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

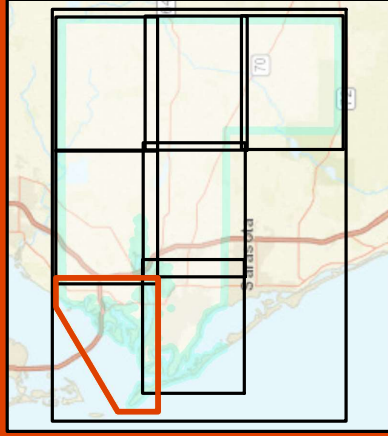


Manatee County:

Northwest

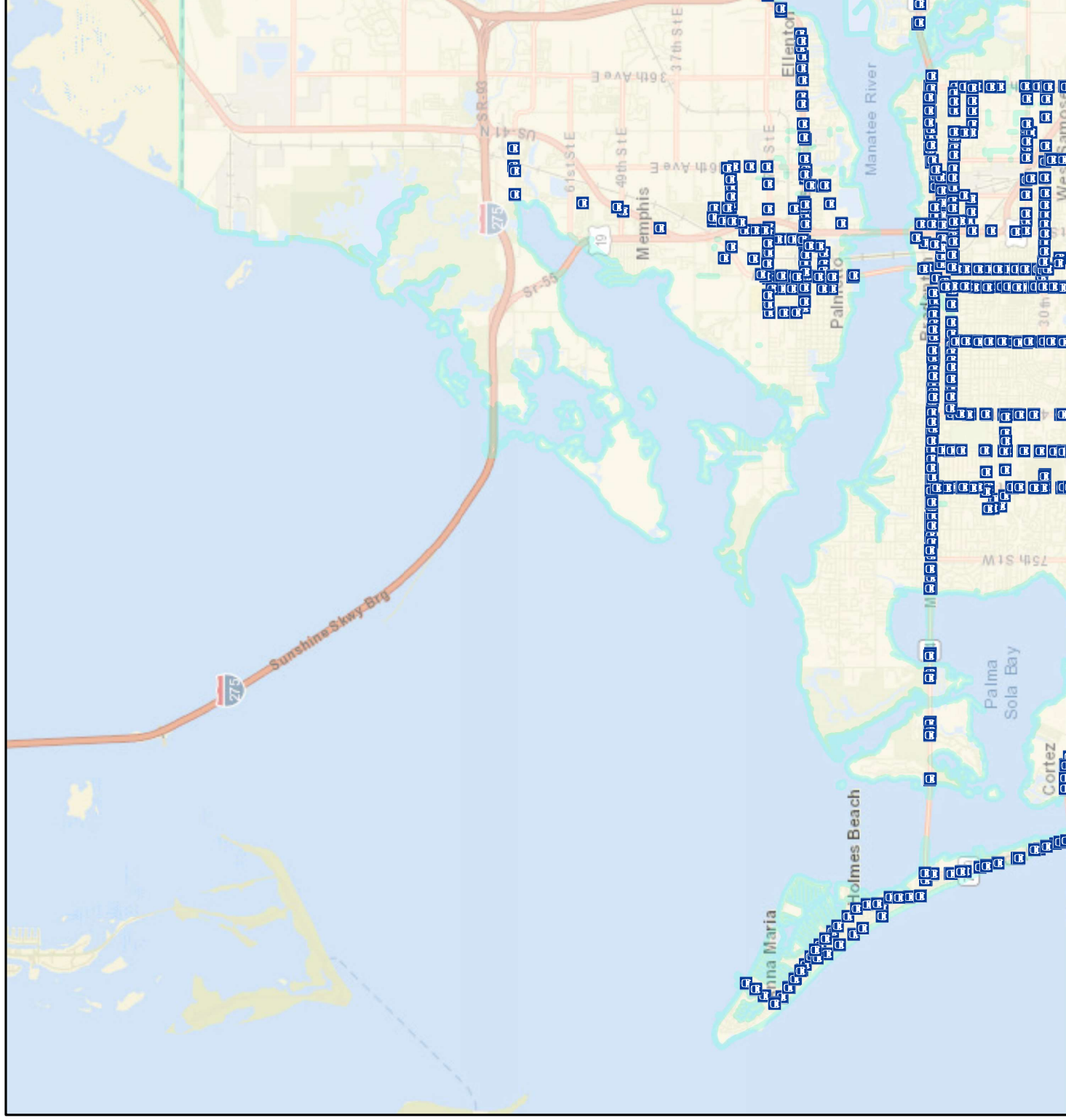


Location Key



Trailways Master Plan Map Legend

-  Manatee County - Bus Stops
-  Manatee Boundary



Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

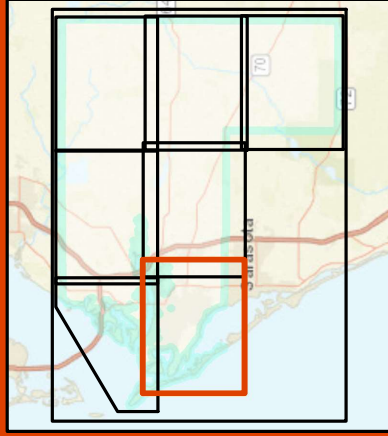


Manatee County:

West

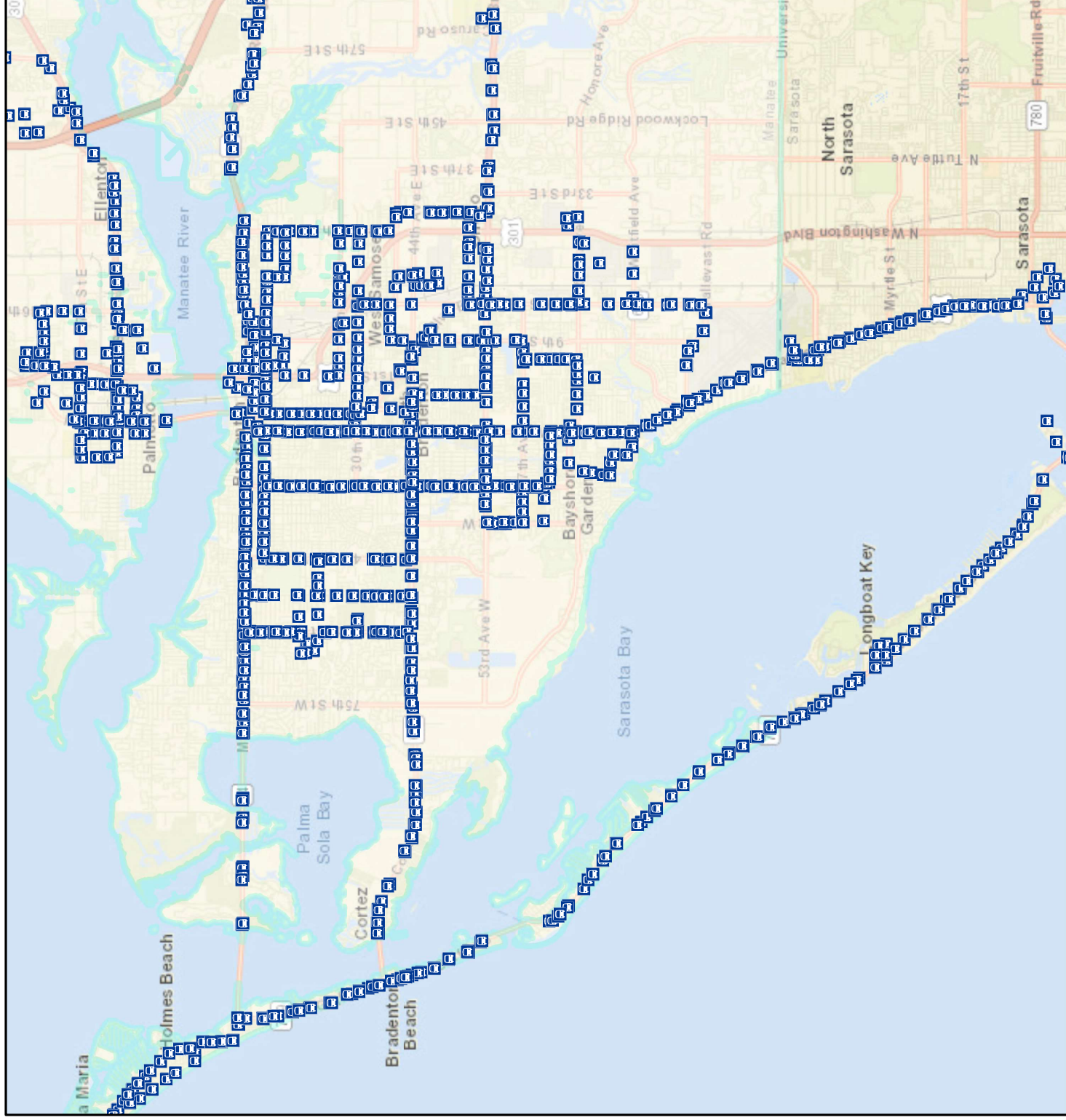


Location Key



Trailways Master Plan Map Legend

-  Manatee County - Bus Stops
-  Manatee Boundary

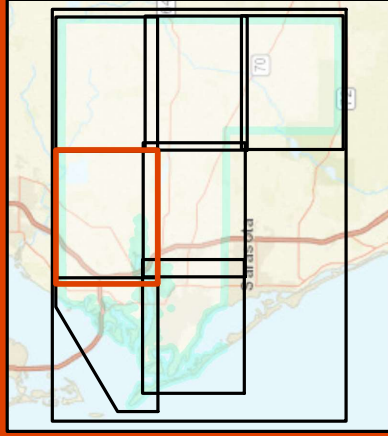


Manatee County:

North

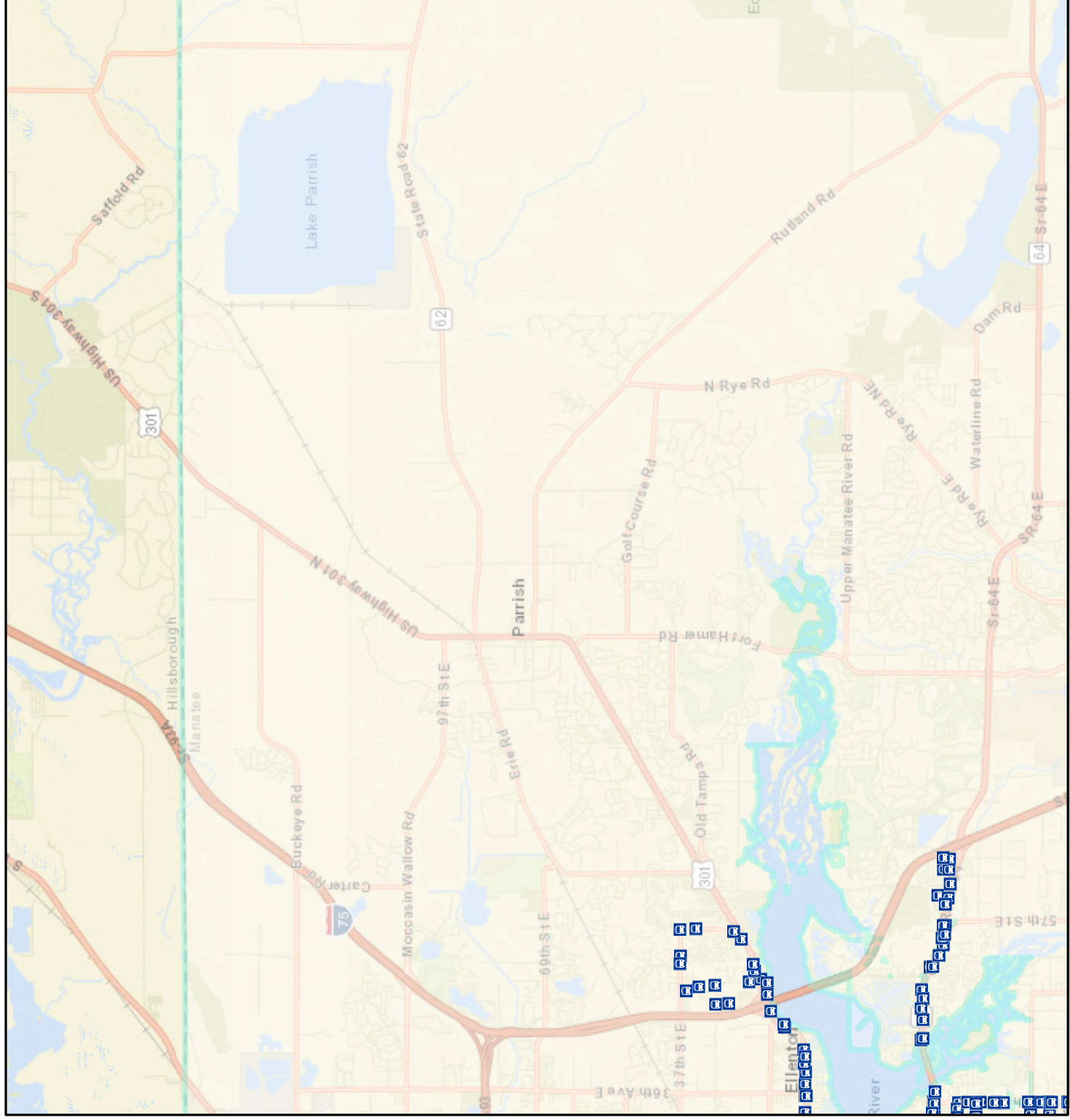


Location Key



Trailways Master Plan Map Legend

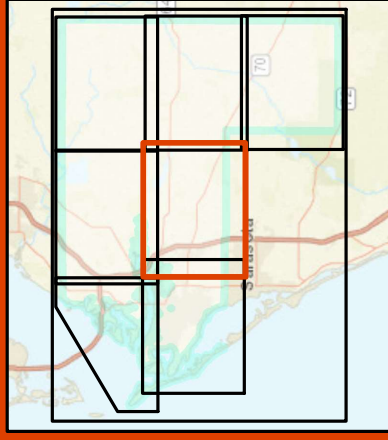
- Manatee County - Bus Stops
- Manatee Boundary



Manatee County:

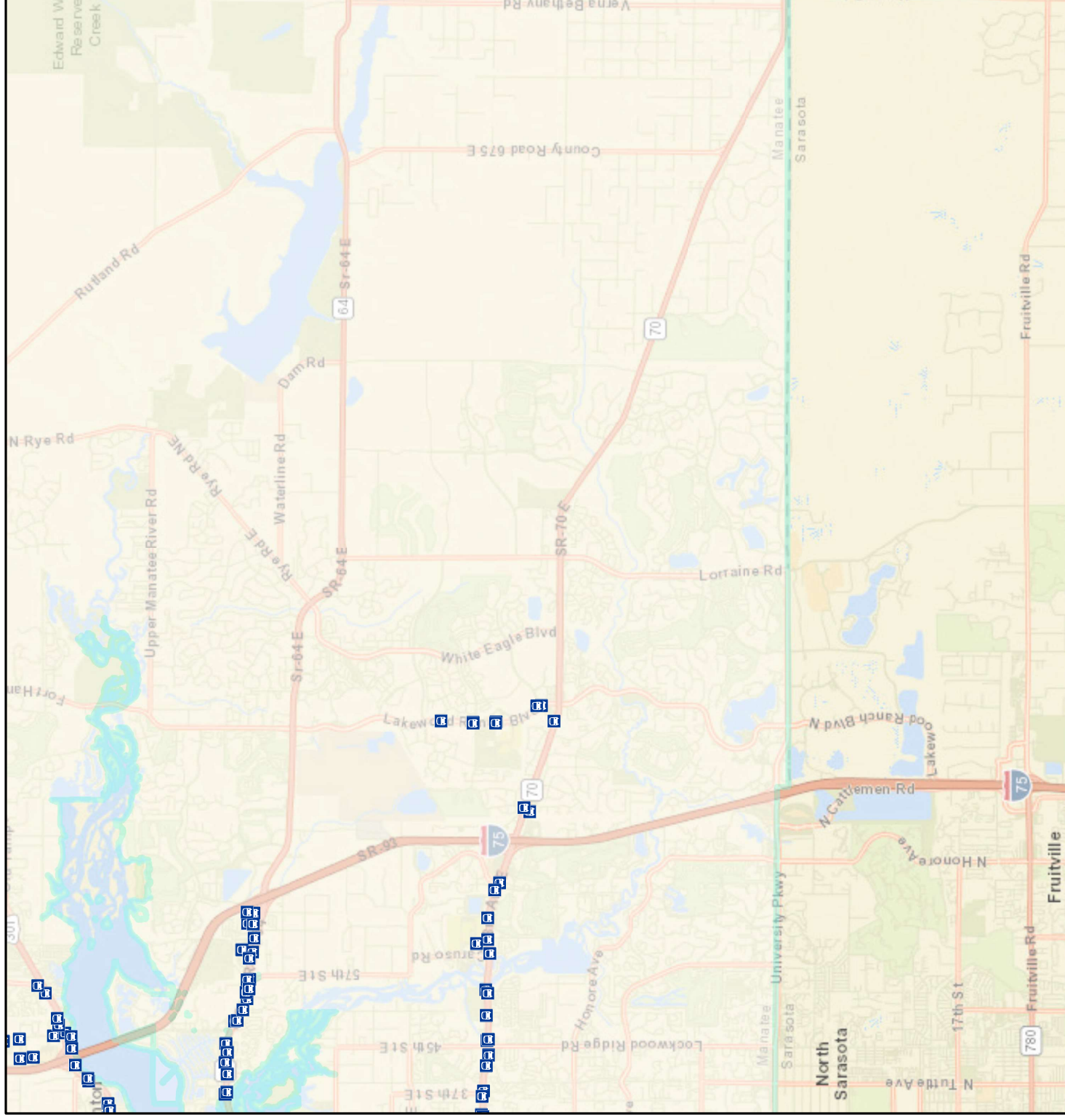
Central

Location Key



Trailways Master Plan Map Legend

-  Manatee County - Bus Stops
-  Manatee Boundary



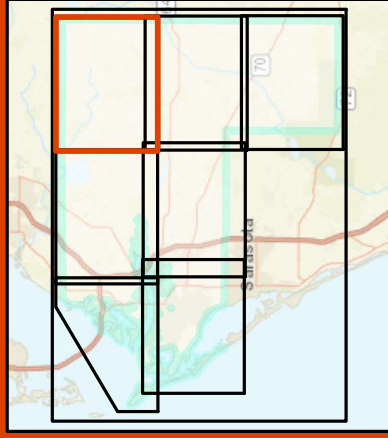
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



Manatee County:

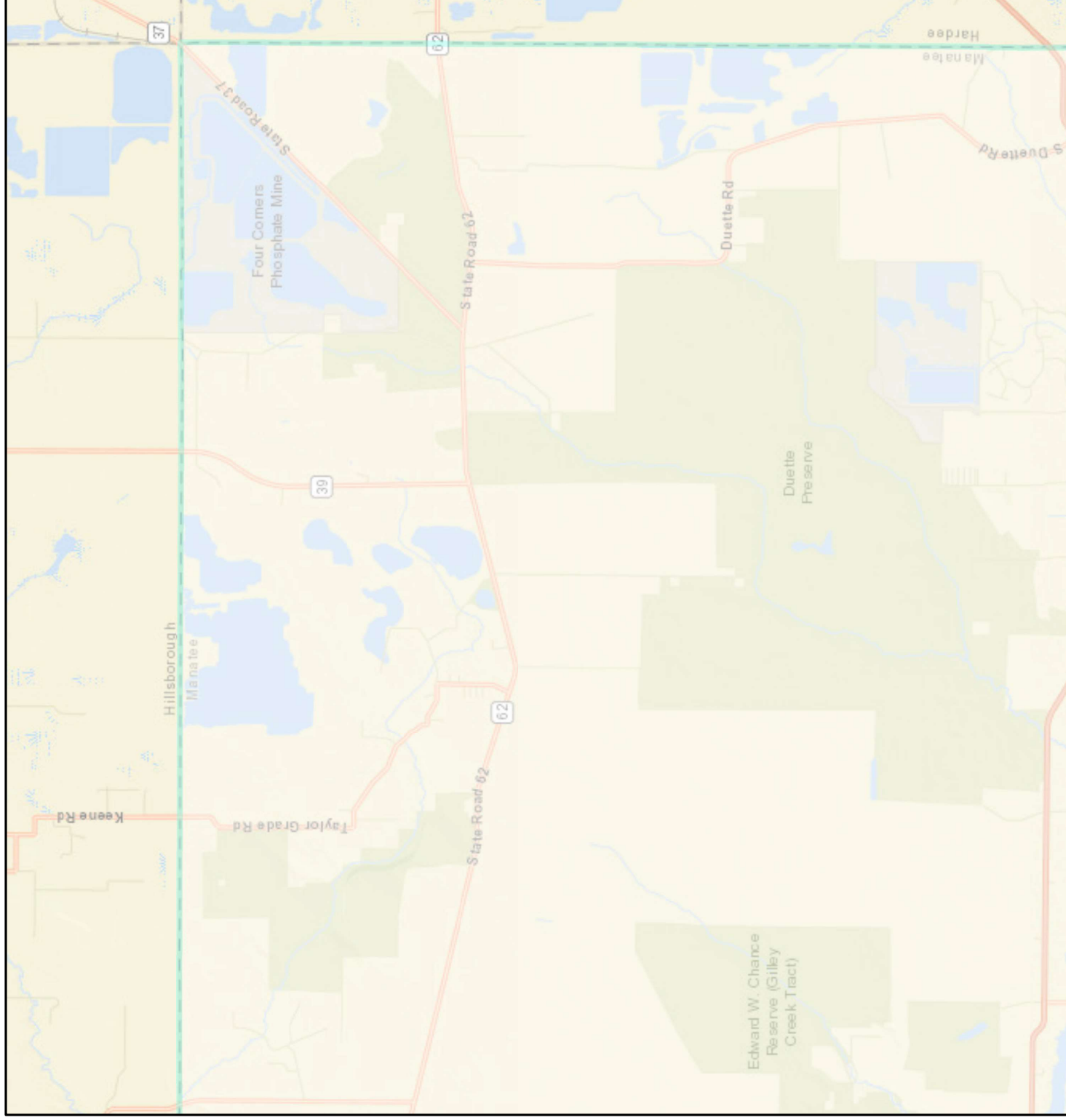
Northeast

Location Key



Trailways Master Plan Map Legend

-  Manatee County - Bus Stops
-  Manatee Boundary



Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

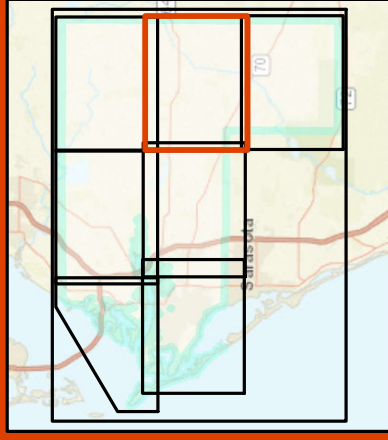


Manatee County:

East



Location Key

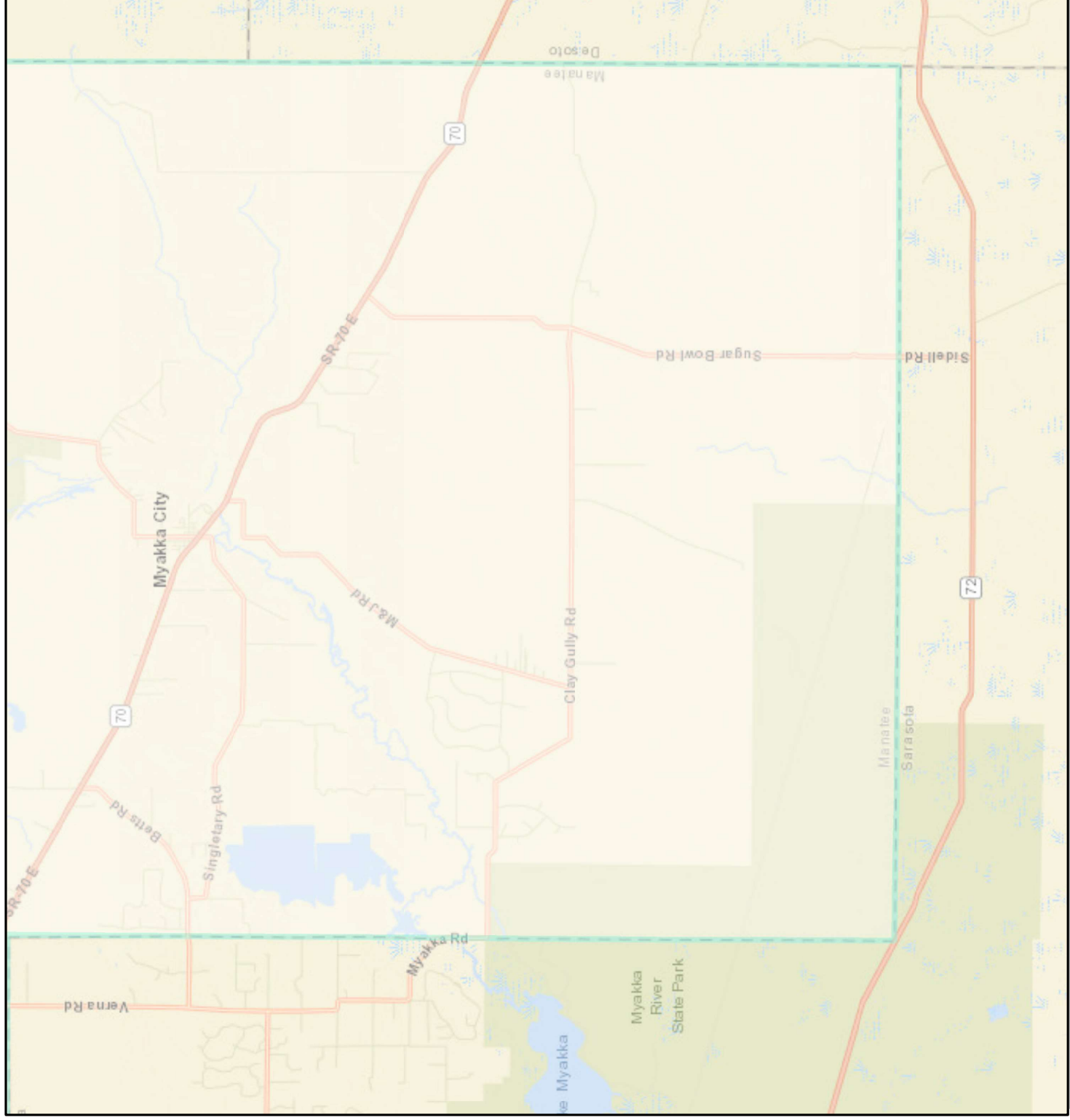


Trailways Master Plan Map Legend

- Manatee County - Bus Stops
- Manatee Boundary



Manatee Boundary



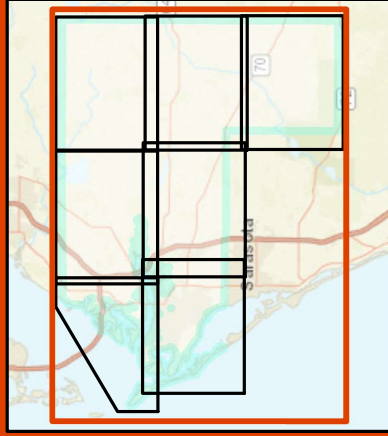
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



Manatee County: Overview



Location Key



Trailways Master Plan Map Legend

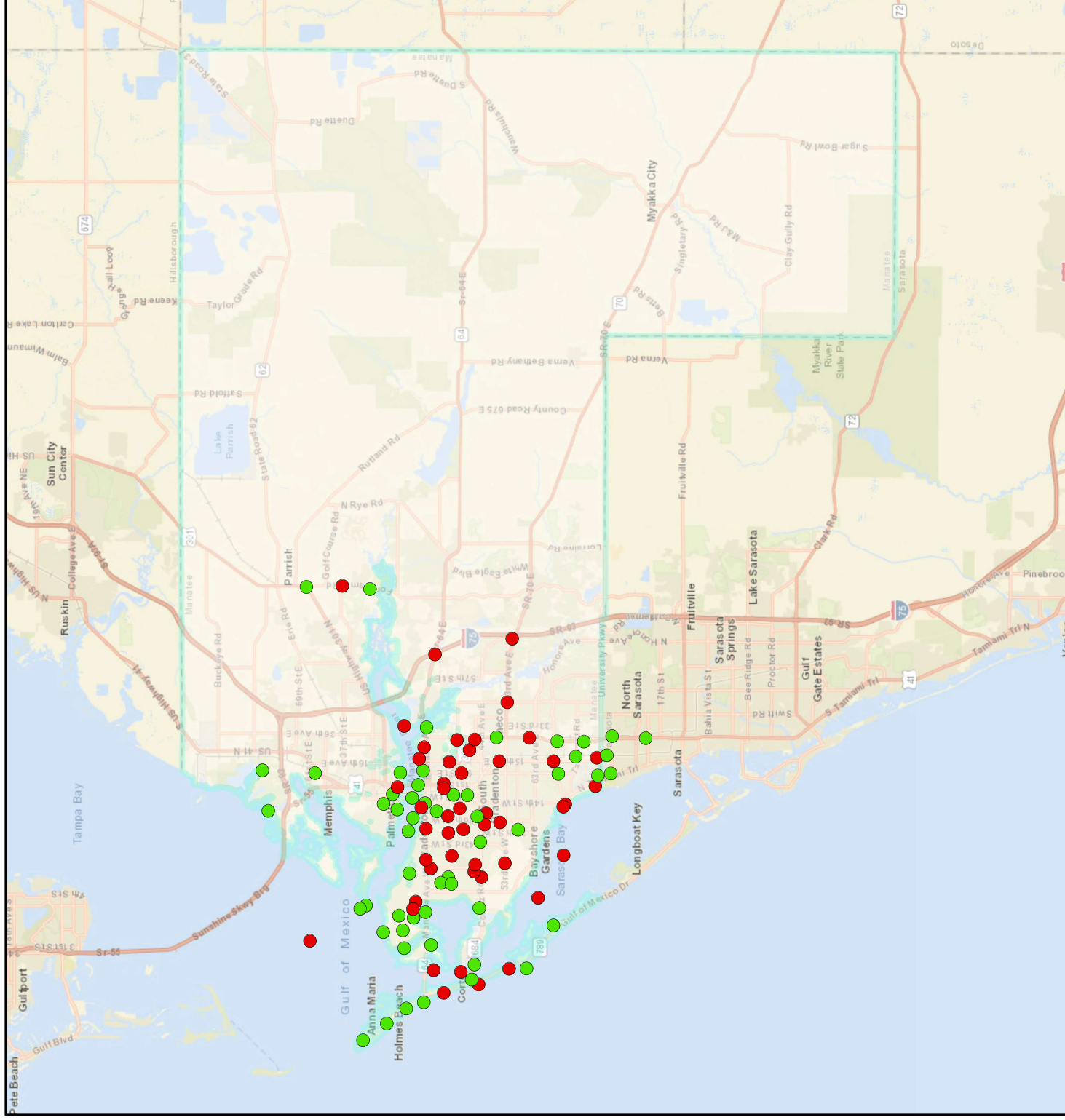
Public Input Mapping Locations

Response Type

● Desirable Locations

● Locations Serving as Barriers

□ Manatee Boundary



Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

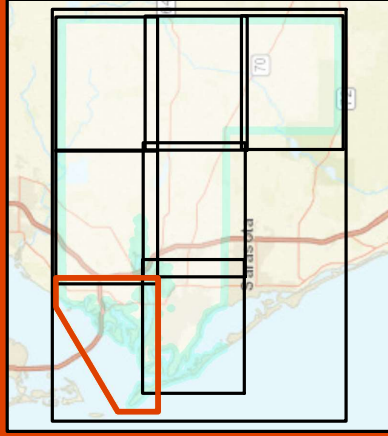


Manatee County:

Northwest



Location Key



Trailways Master Plan Map Legend

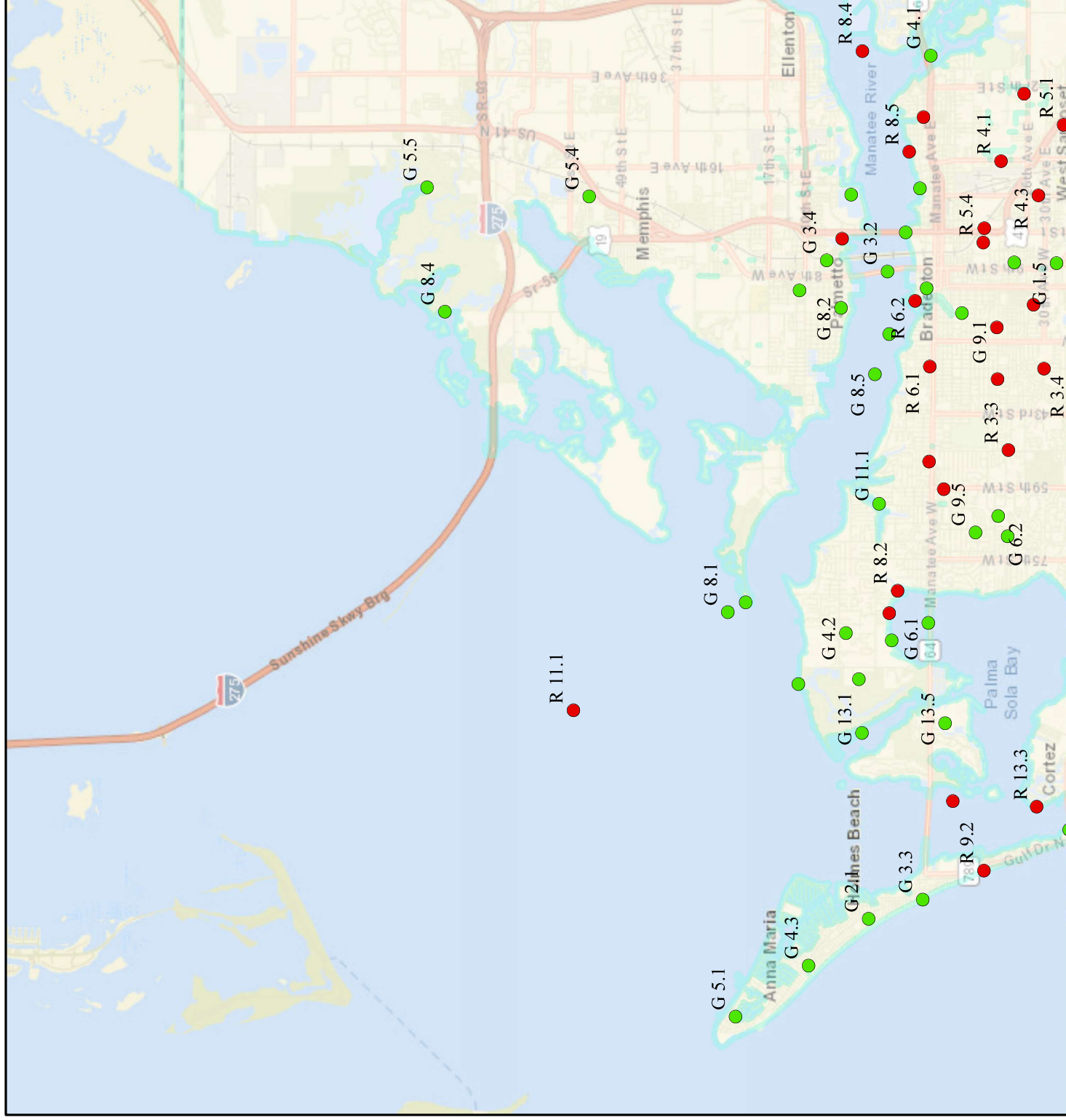
Public Input Mapping Locations

Response Type

● Desirable Locations

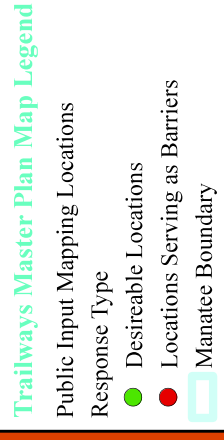
● Locations Serving as Barriers

□ Manatee Boundary



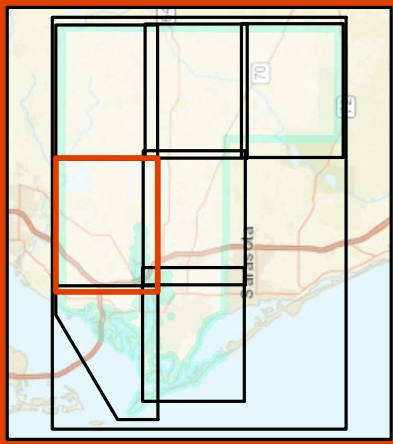
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West

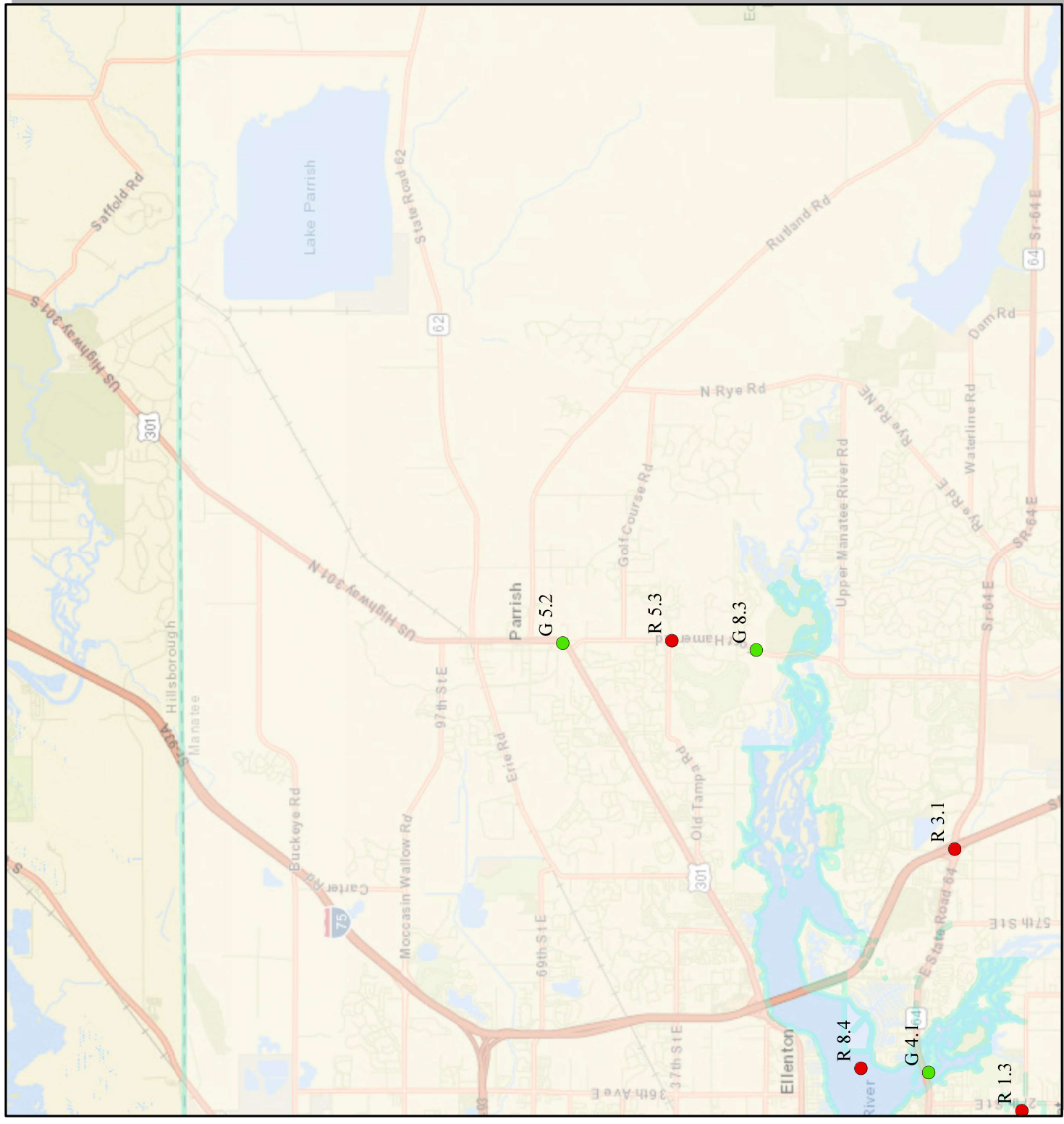


Manatee County:
North

Location Key



- Trailways Master Plan Map Legend**
- Public Input Mapping Locations
- Response Type
- Desireable Locations
 - Locations Serving as Barriers
 - Manatee Boundary



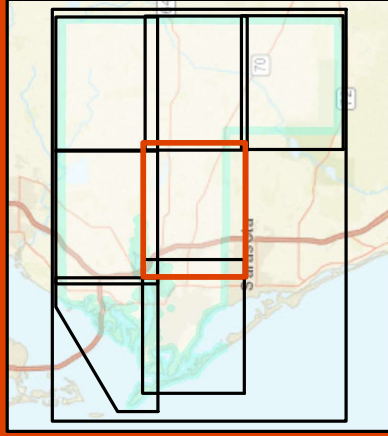
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Manatee County:

Central



Location Key



Trailways Master Plan Map Legend

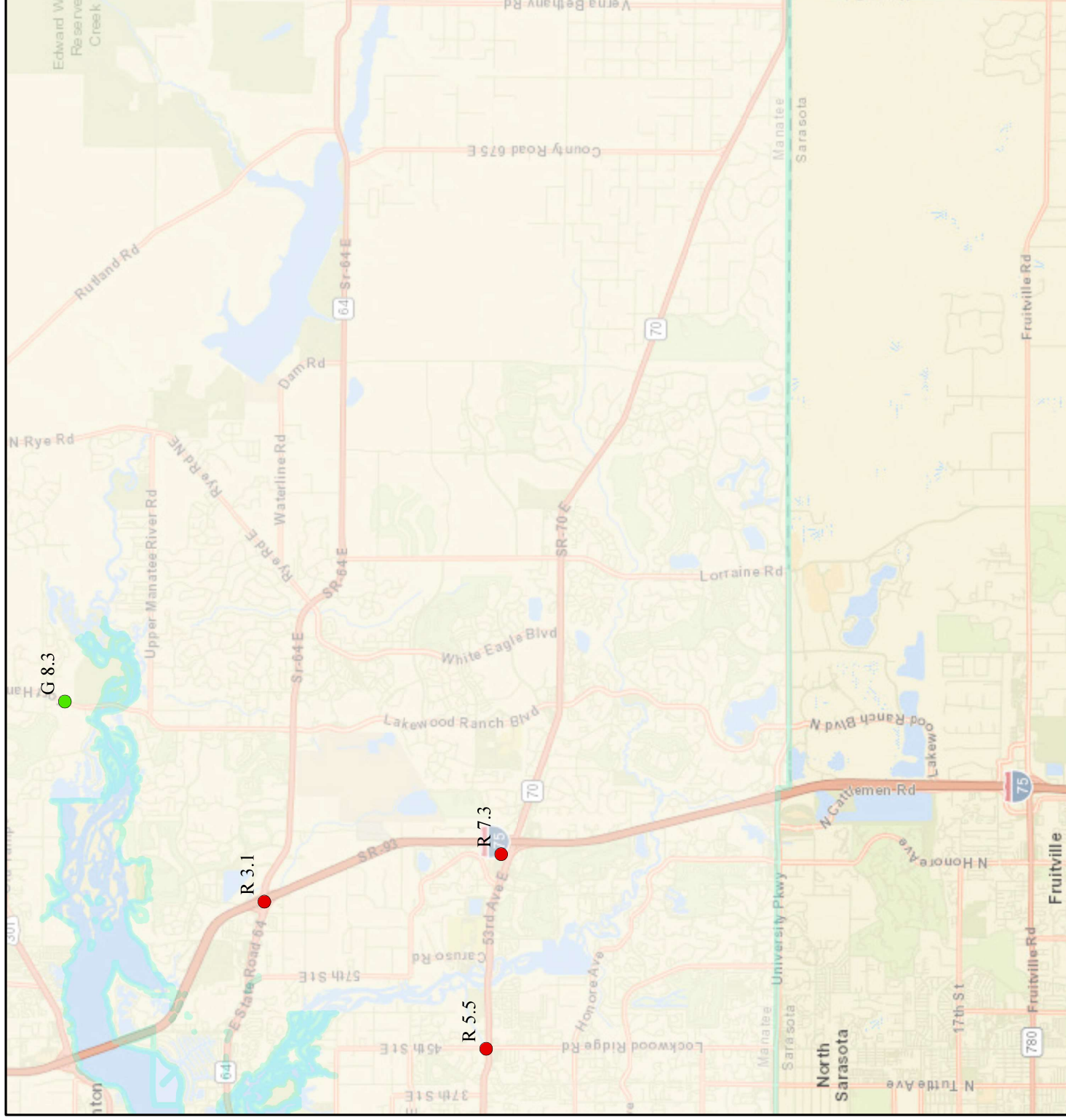
Public Input Mapping Locations

Response Type

● Desirable Locations

● Locations Serving as Barriers

□ Manatee Boundary



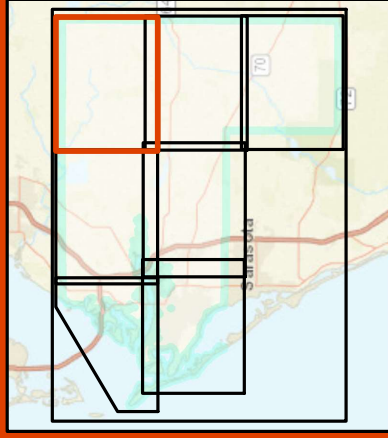
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



Manatee County:

Northeast

Location Key

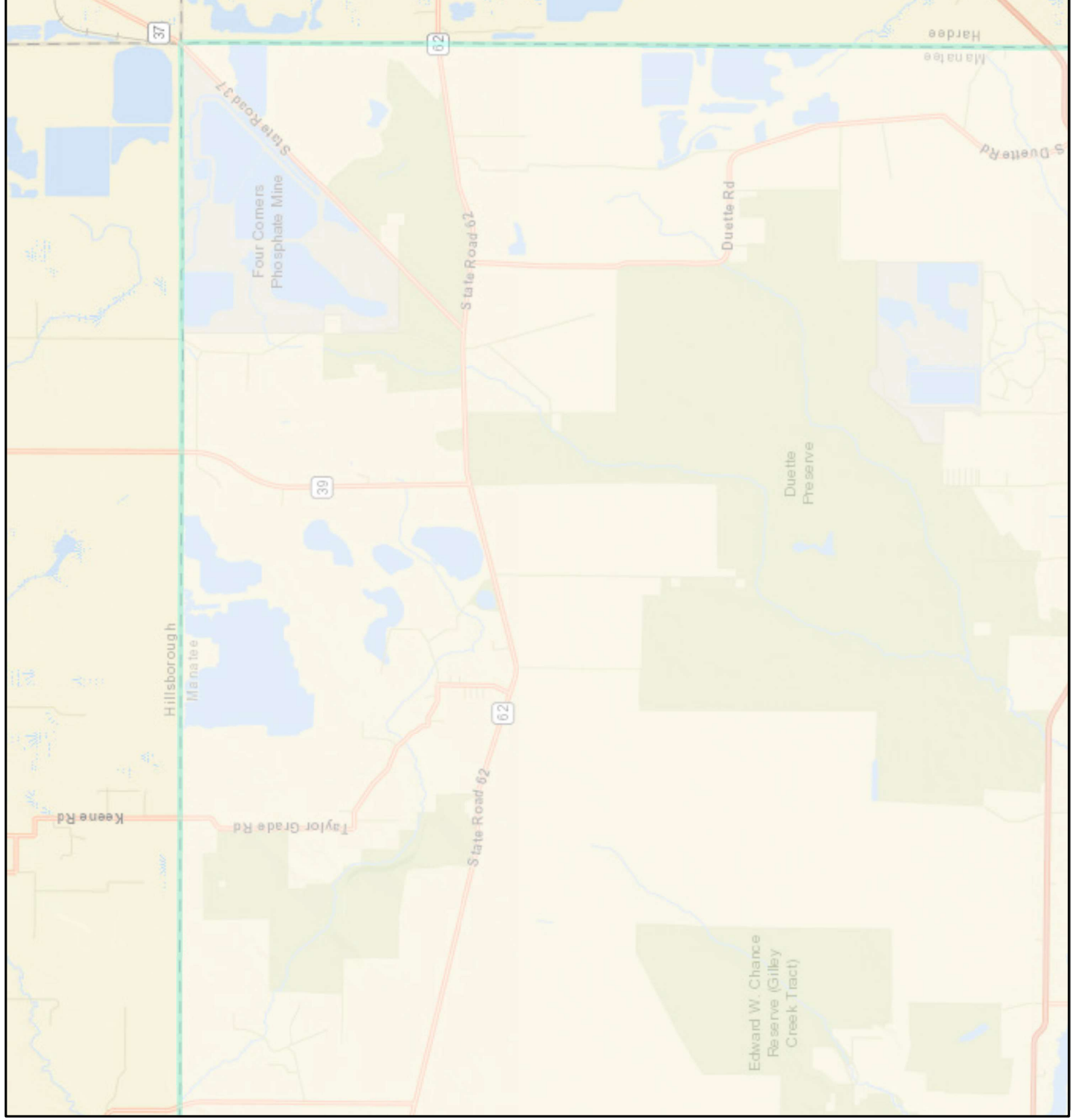


Trailways Master Plan Map Legend

Public Input Mapping Locations

Response Type

- Desirable Locations
- Locations Serving as Barriers
- Manatee Boundary



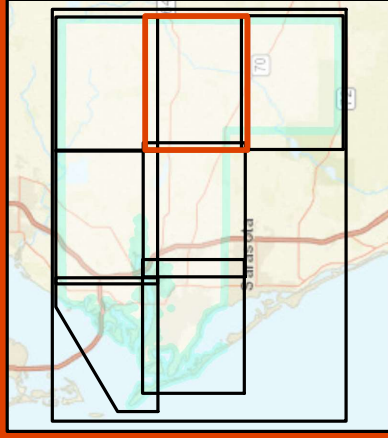
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Manatee County:

East



Location Key



Trailways Master Plan Map Legend

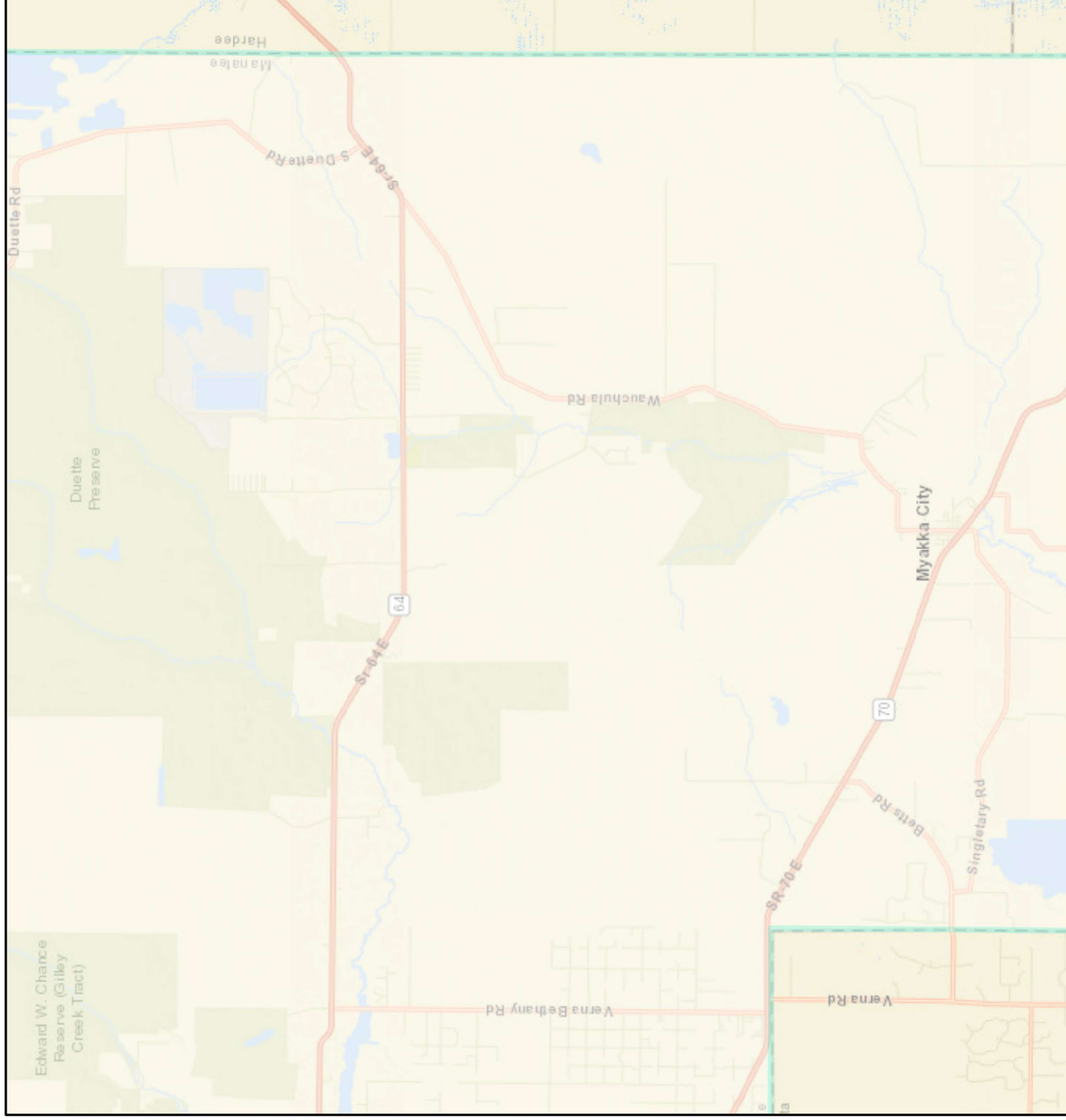
Public Input Mapping Locations

Response Type

● Desirable Locations

● Locations Serving as Barriers

□ Manatee Boundary



Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

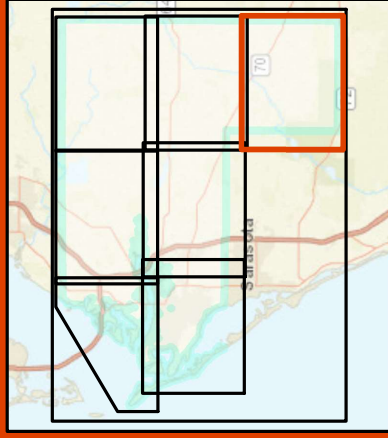


Manatee County:

Southeast



Location Key



Trailways Master Plan Map Legend

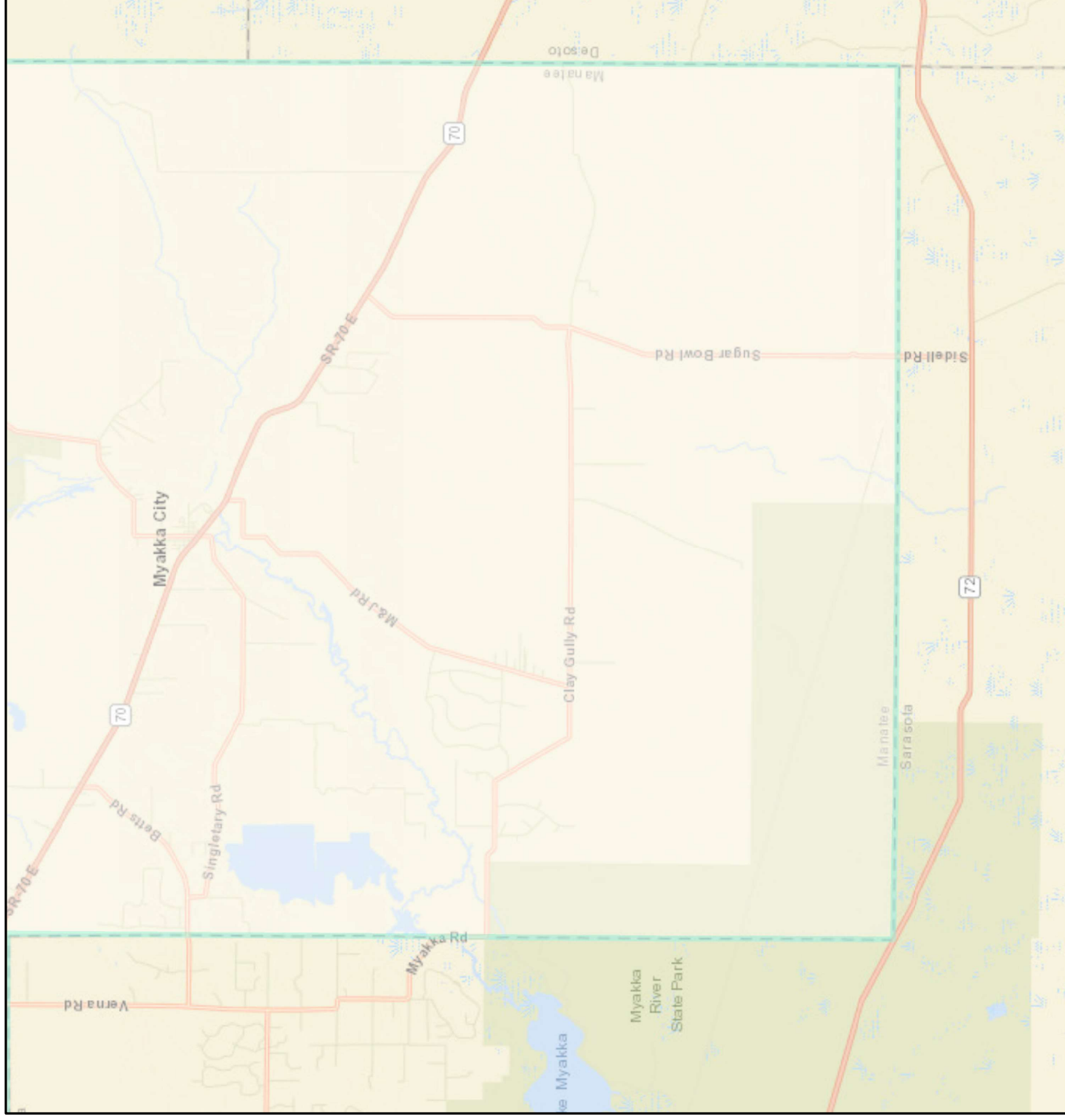
Public Input Mapping Locations

Response Type

● Desirable Locations

● Locations Serving as Barriers

□ Manatee Boundary



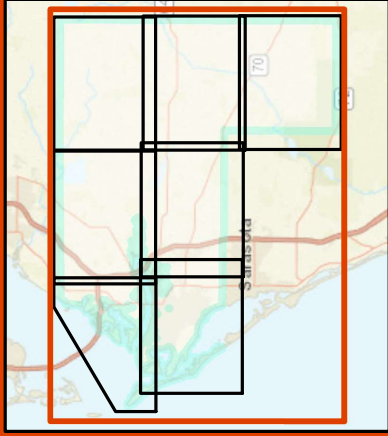
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Manatee County:

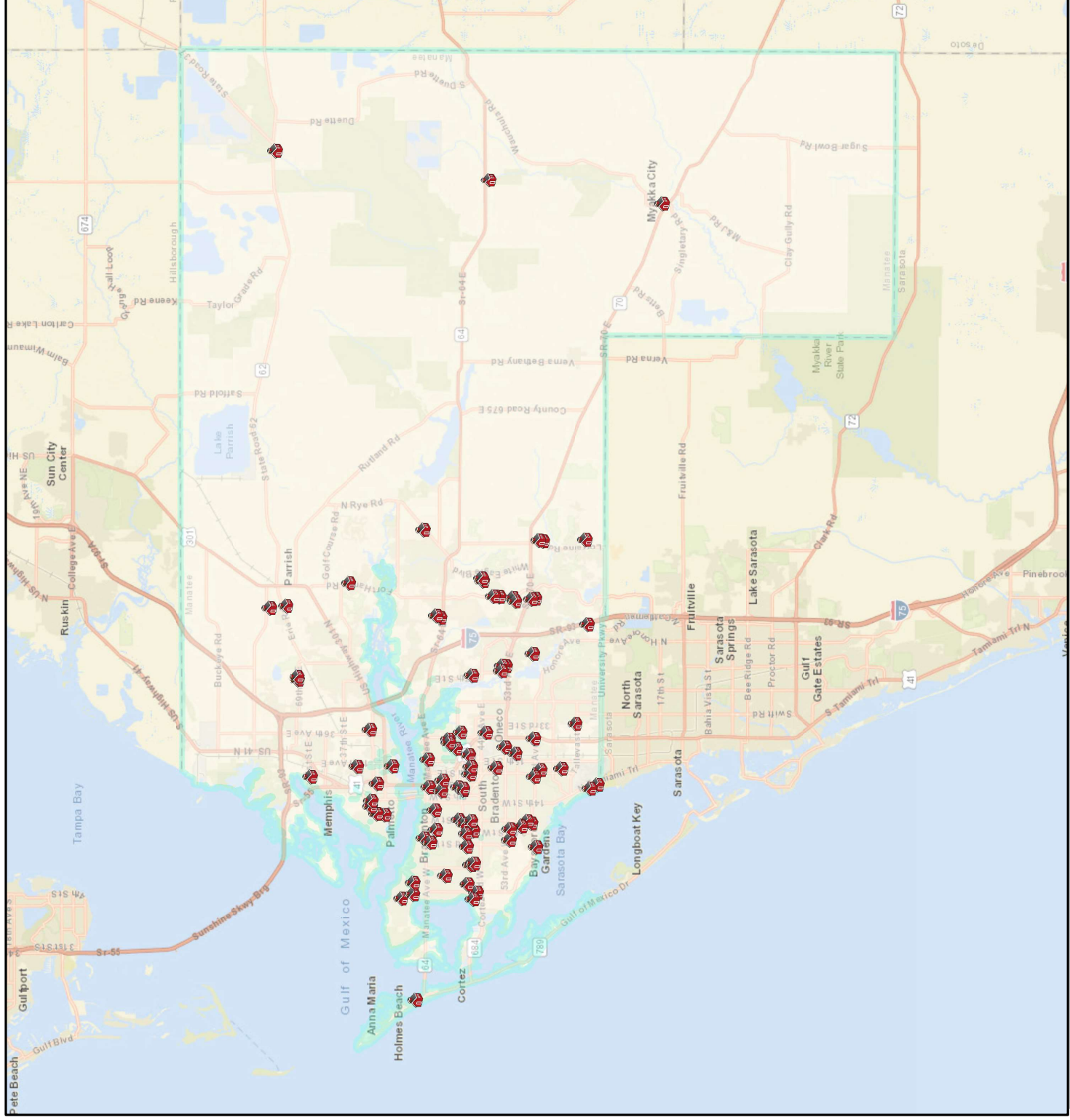
Overview

Location Key



Trailways Master Plan Map Legend

- Manatee County - School Locations
- Manatee Boundary

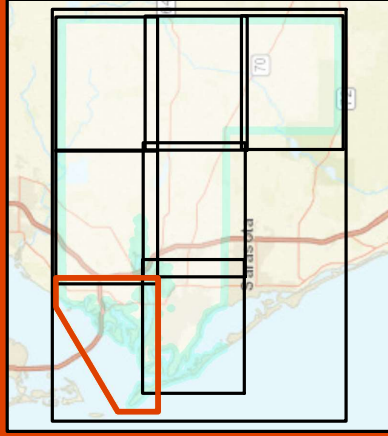


Manatee County:



Northwest

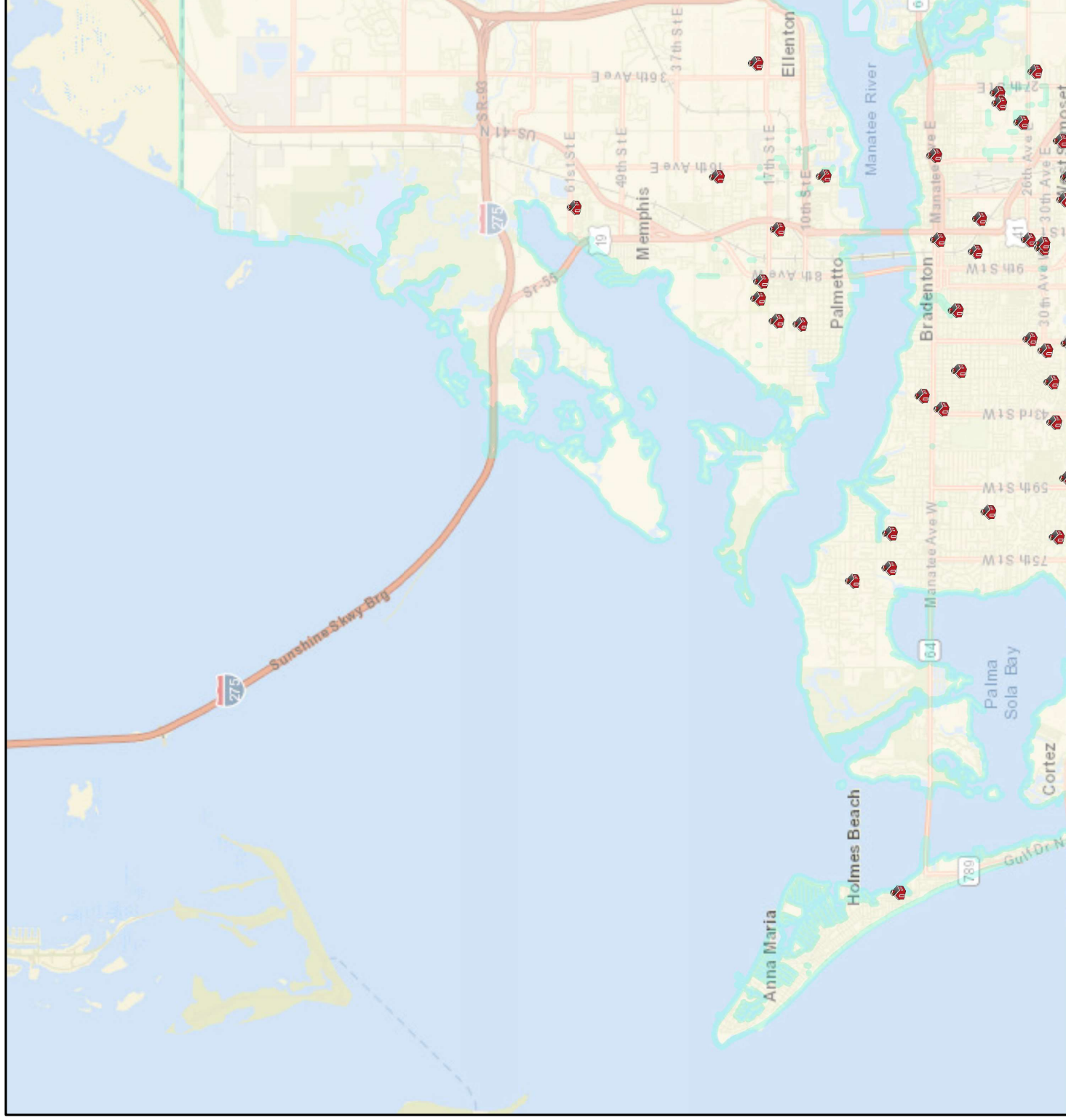


Location Key



Trailways Master Plan Map Legend

-  Manatee County - School Locations
-  Manatee Boundary



Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

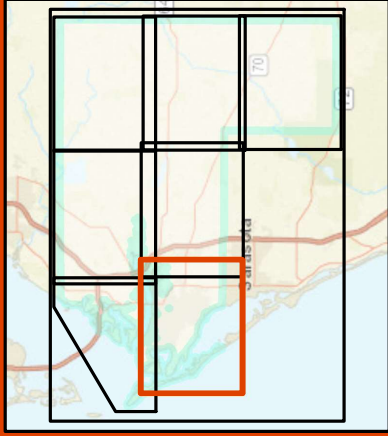


Manatee County:



West

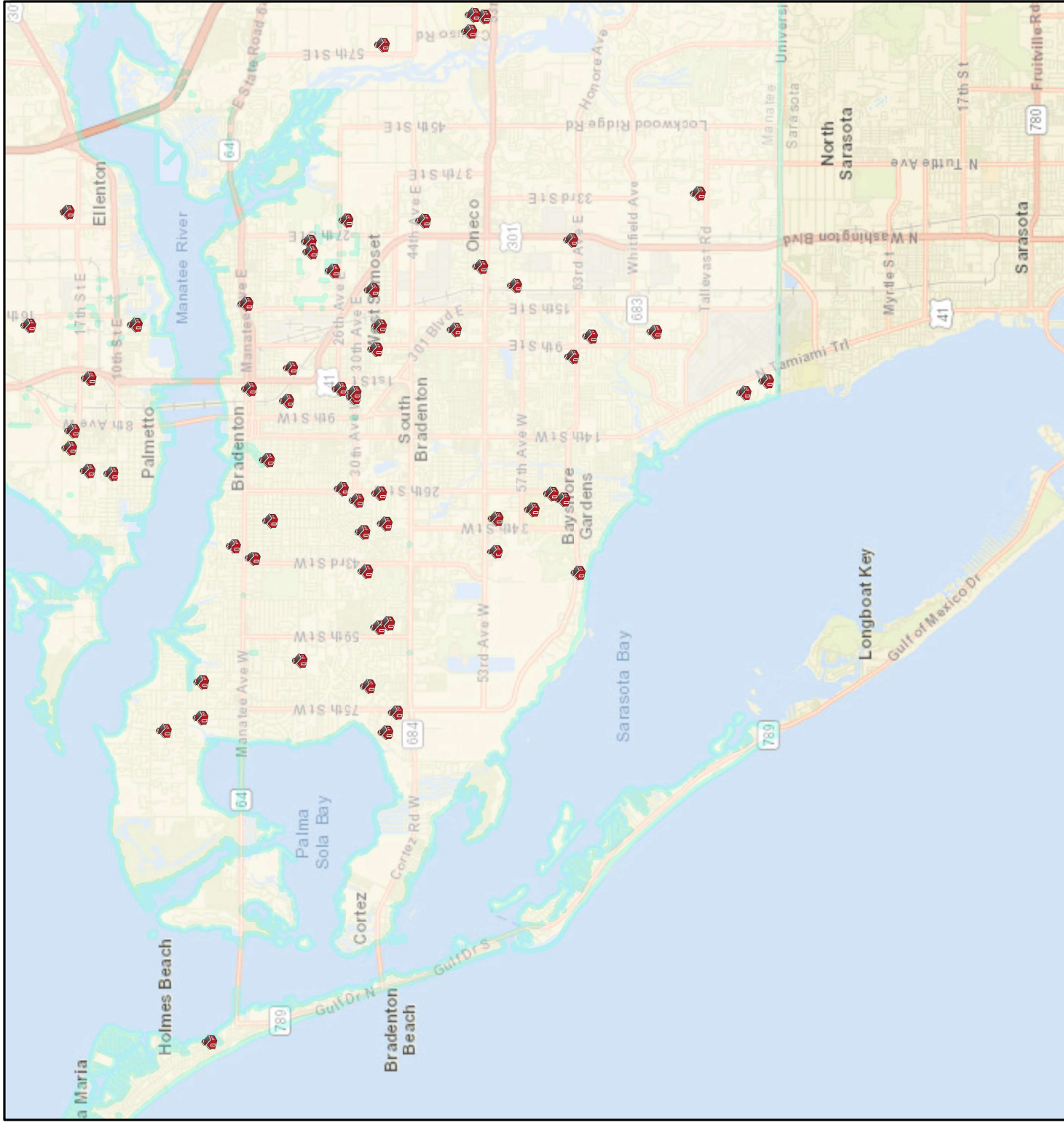
N

Location Key



Trailways Master Plan Map Legend

-  Manatee County - School Locations
-  Manatee Boundary



Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

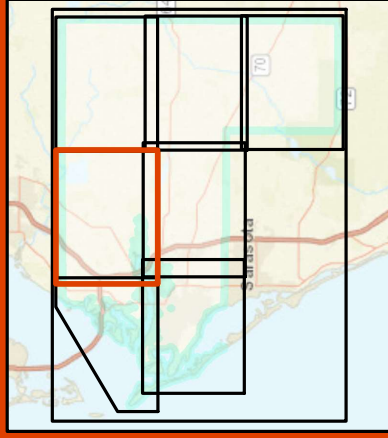


Manatee County:



North

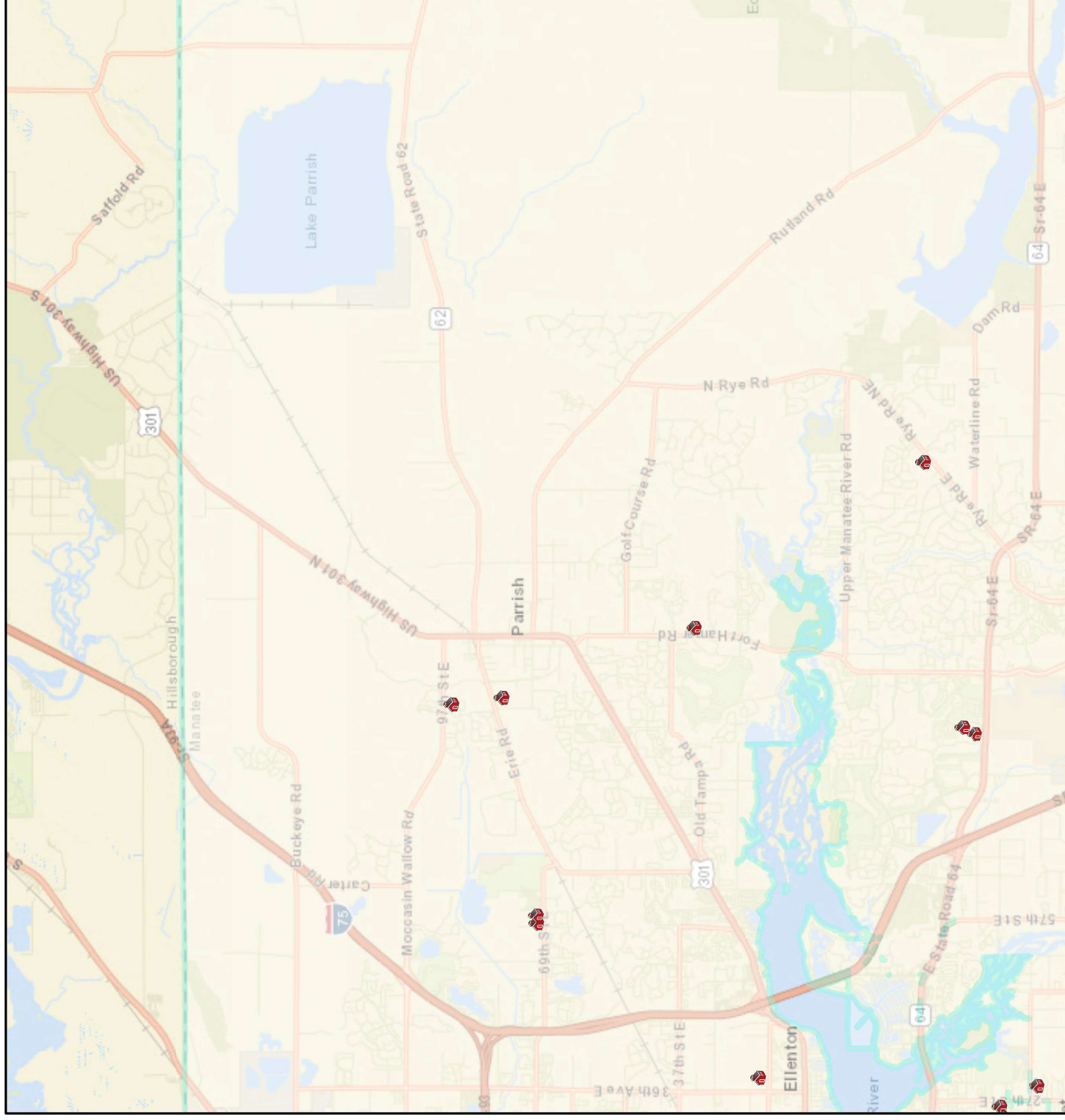


Location Key



Trailways Master Plan Map Legend

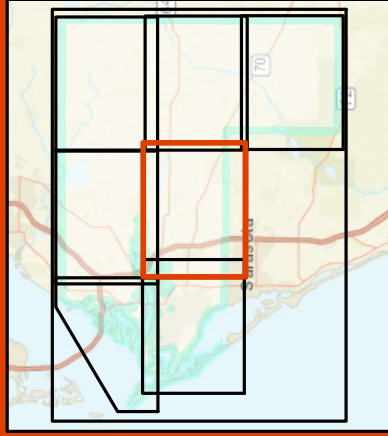
-  Manatee County - School Locations
-  Manatee Boundary



Manatee County:

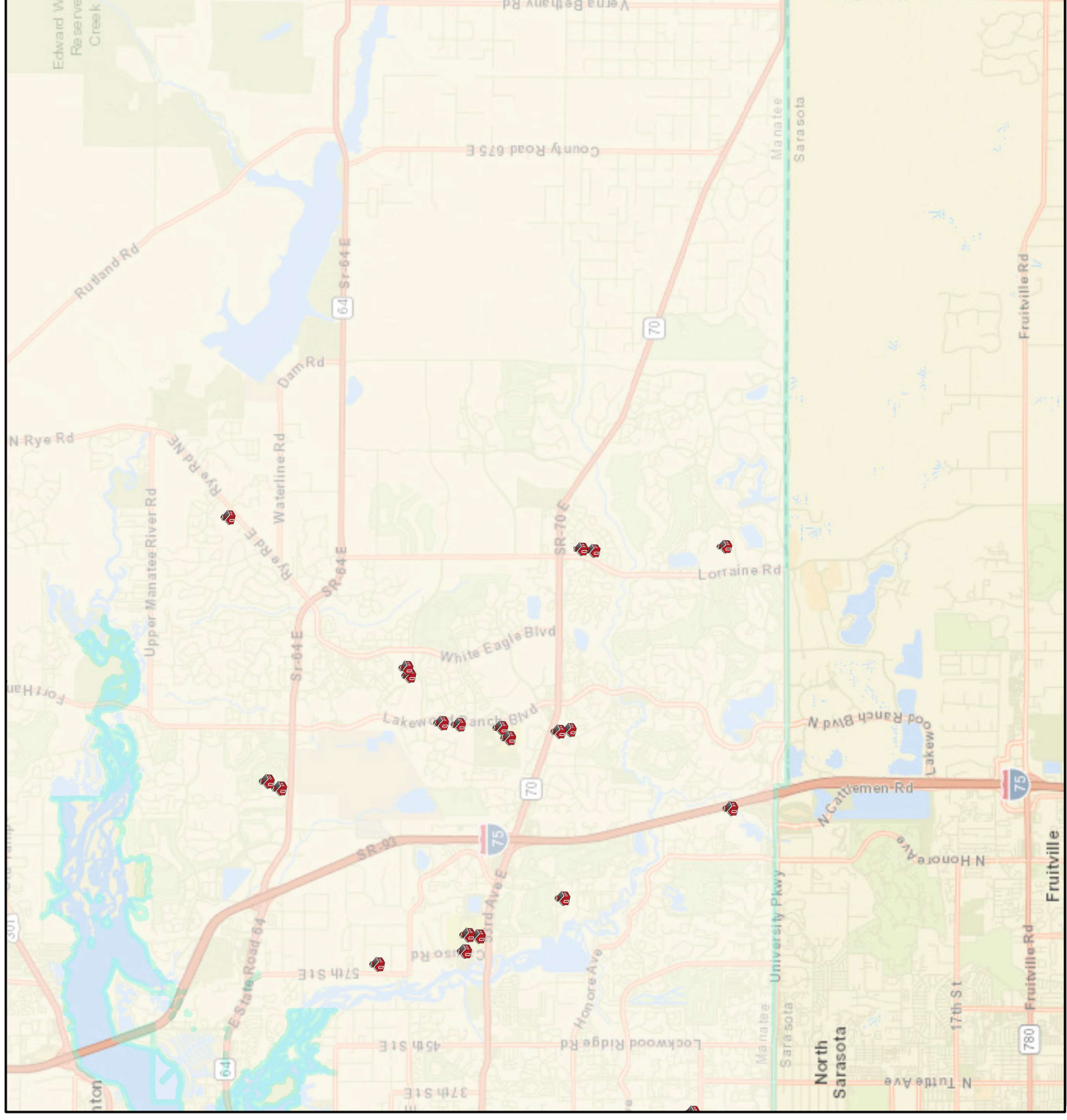
Central

Location Key



Trailways Master Plan Map Legend

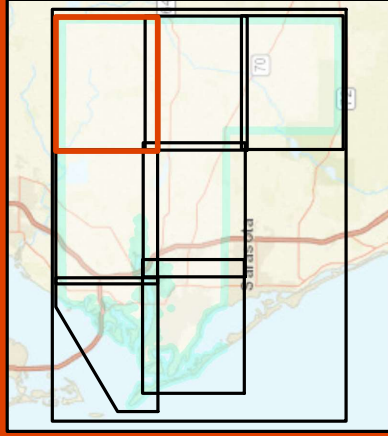
- Manatee County - School Locations
- Manatee Boundary





Manatee County:

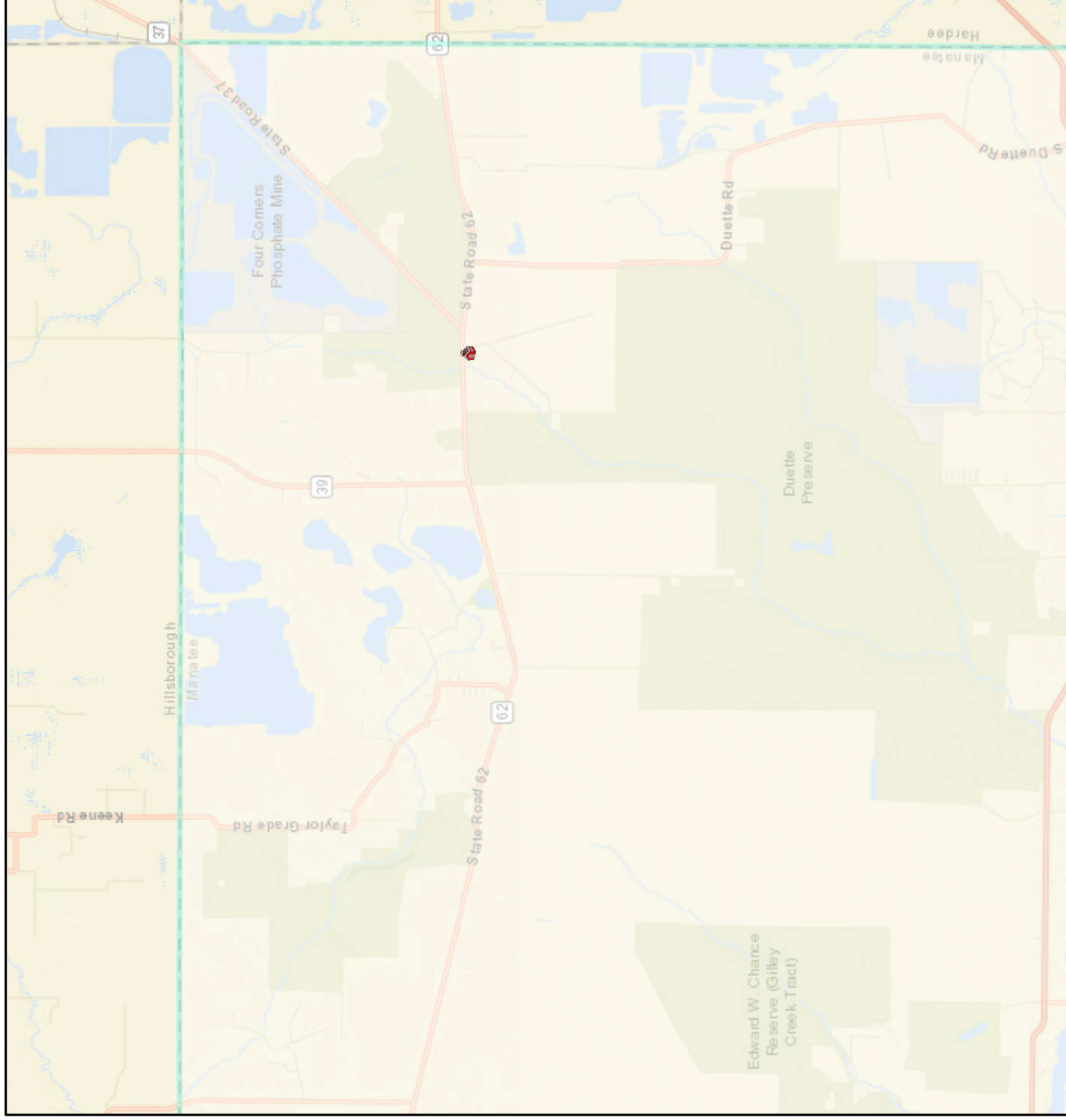
Northeast

Location Key



Trailways Master Plan Map Legend

-  Manatee County - School Locations
-  Manatee Boundary



Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



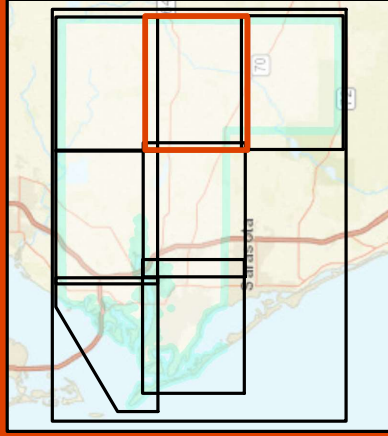
Manatee County:

East

N



Location Key



Trailways Master Plan Map Legend

- Manatee County - School Locations
- Manatee Boundary



The map shows the Sarmata River flowing through a landscape. A red rectangle highlights the study area, which is located in the upper right portion of the map. The river is labeled 'Sarmata' and flows from the top left towards the bottom right. The study area is situated in a valley or floodplain area, adjacent to the river.

Manatee Boundary



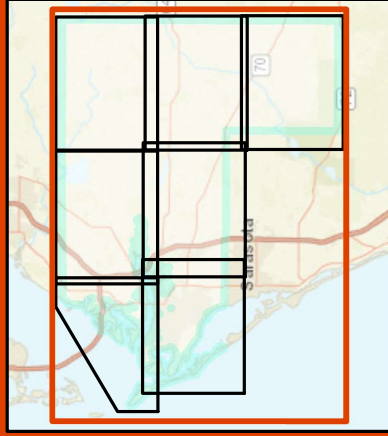
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



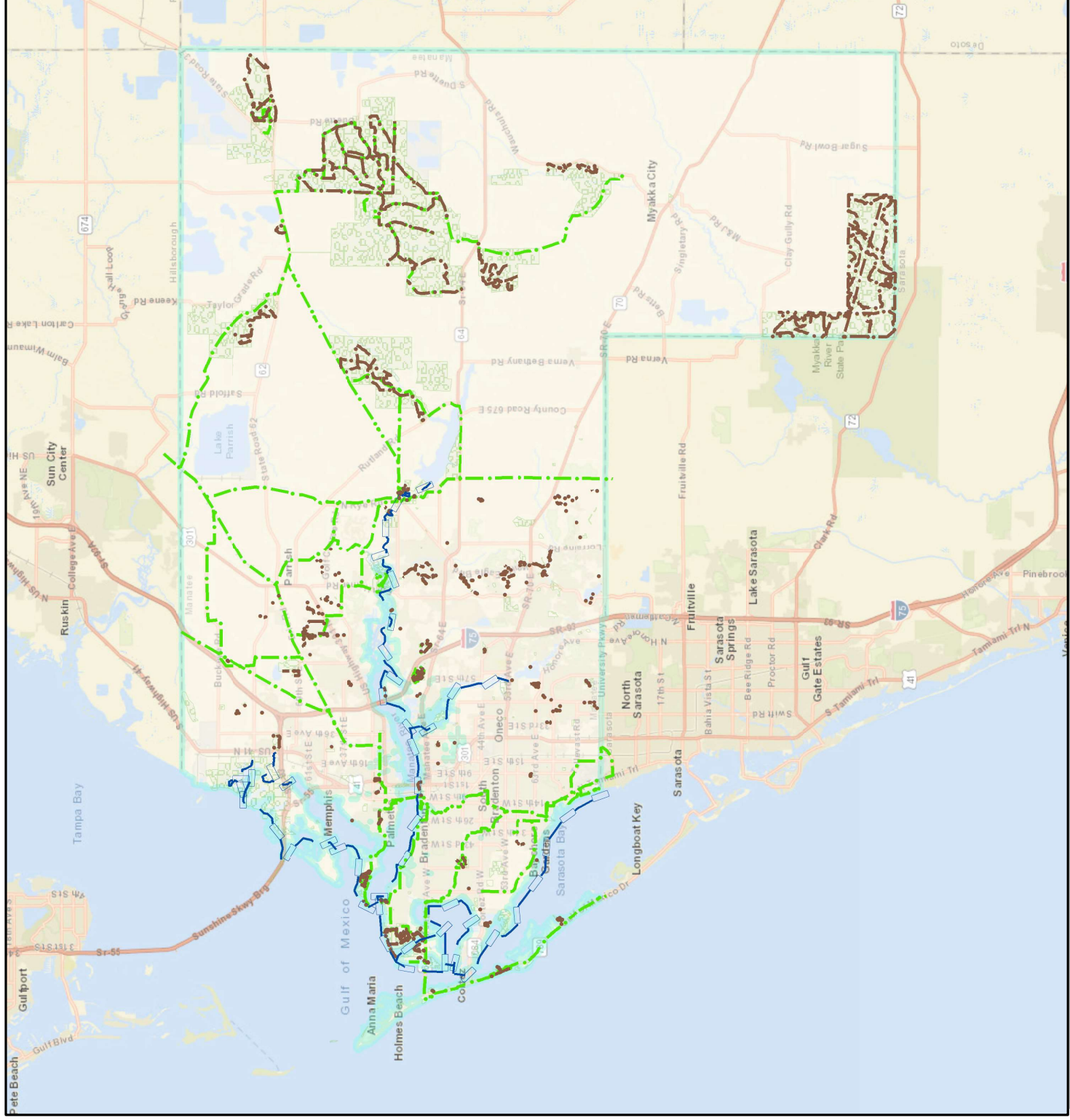
Manatee County: Overview

Overview

Location Key



- ### Trailways Master Plan Map Legend
- Manatee County - Blueway Trails
 - Manatee County - Nature Trails
 - Manatee County - Greenway Trails
 - Manatee County - Park Boundaries
 - Manatee Boundary

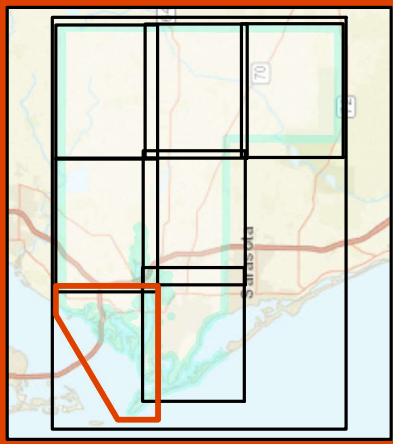


Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

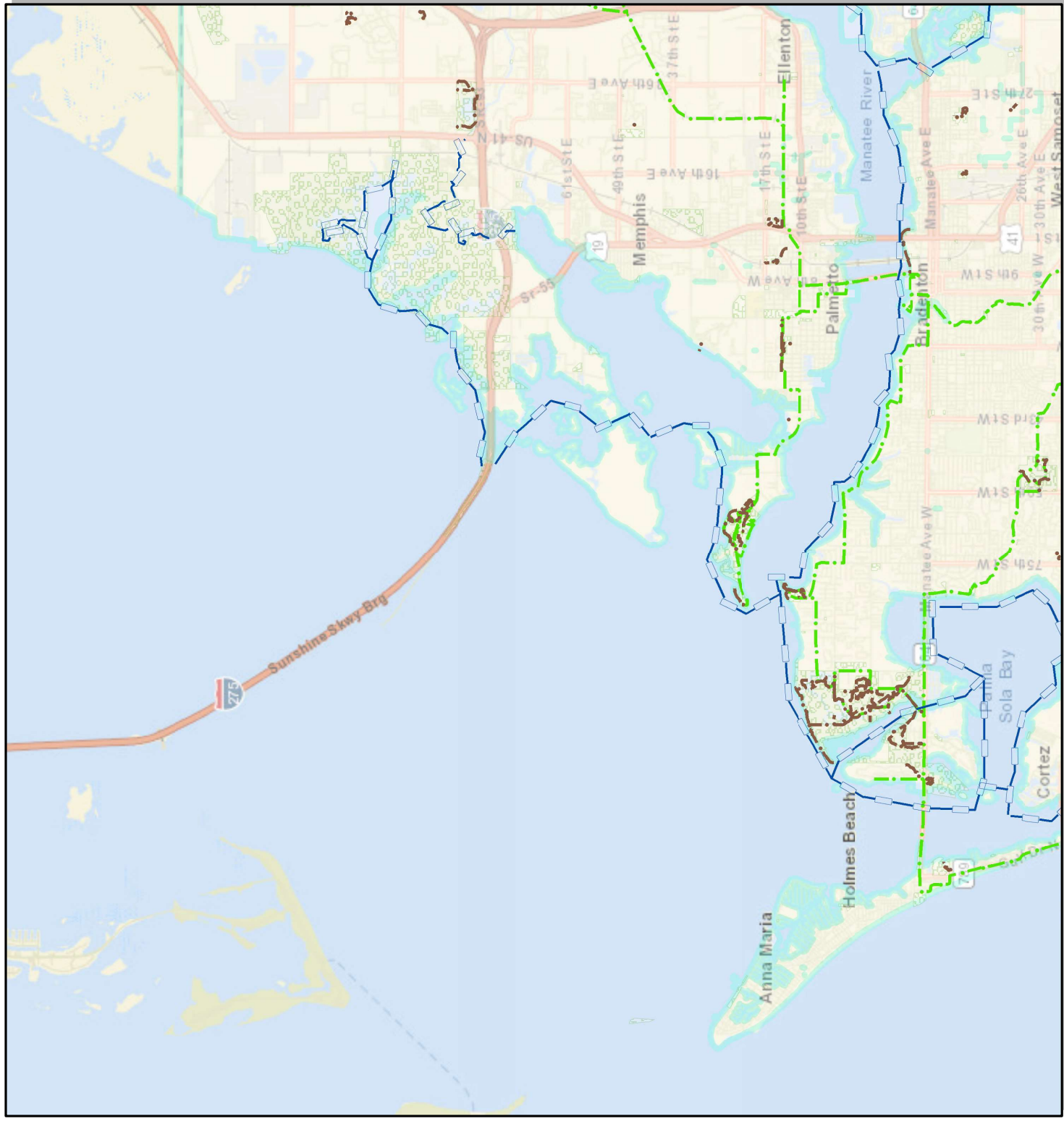


Manatee County:
Northwest

Location Key



- Trailways Master Plan Map Legend**
- Manatee County - Blueway Trails
 - Manatee County - Nature Trails
 - Manatee County - Greenway Trails
 - Manatee County - Park Boundaries
 - Manatee Boundary



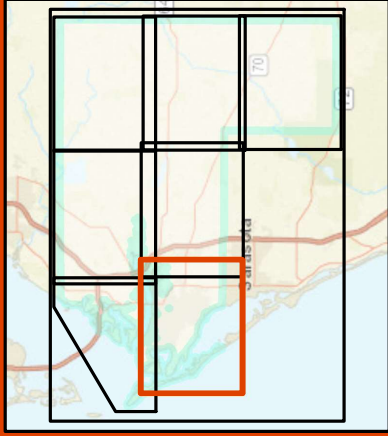
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Manatee County:

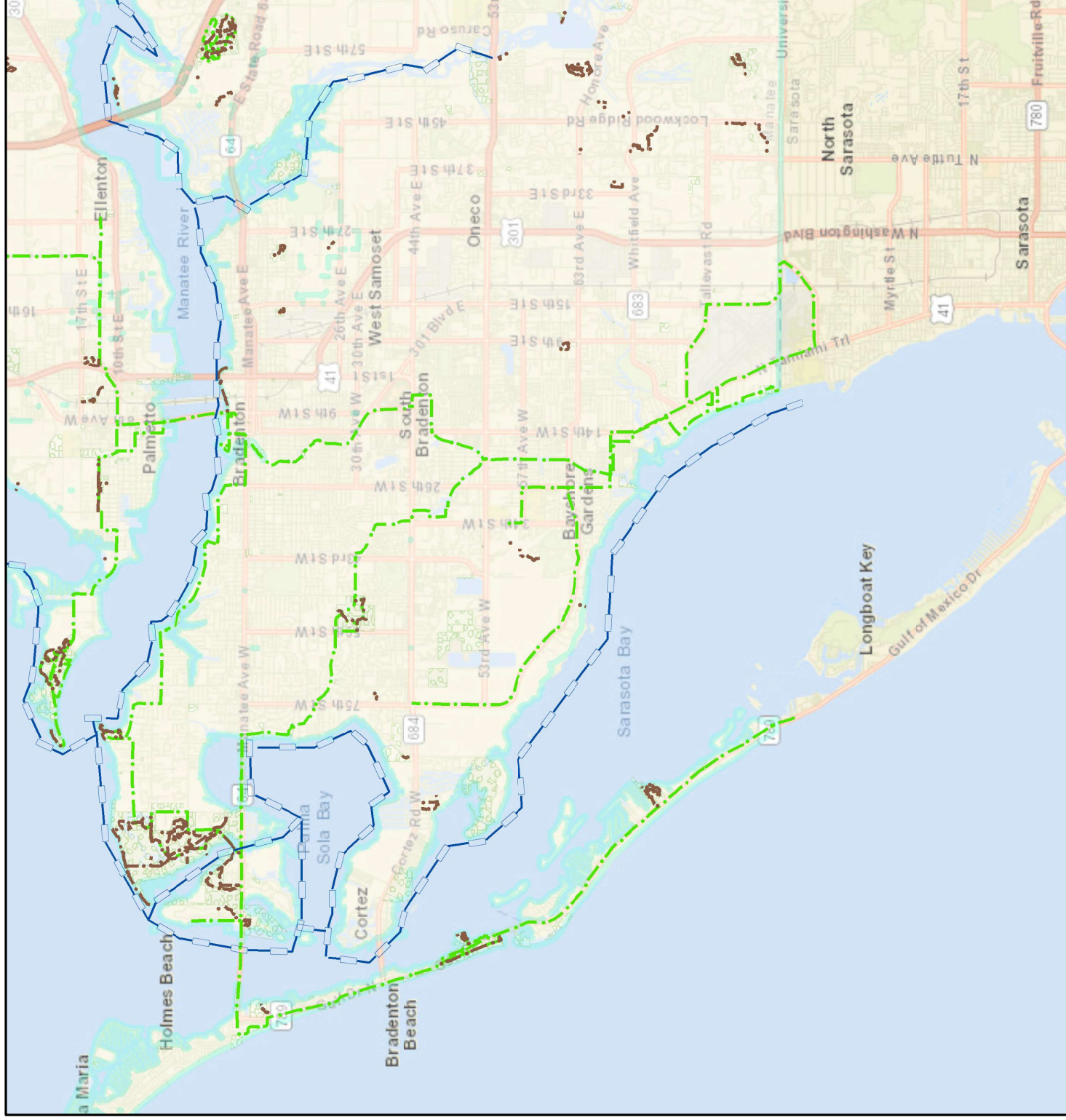
West

N

Location Key



- ### Trailways Master Plan Map Legend
- Manatee County - Blueway Trails
 - Manatee County - Nature Trails
 - Manatee County - Greenway Trails
 - Manatee County - Park Boundaries
 - Manatee Boundary



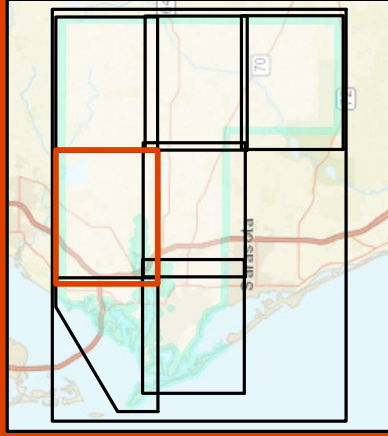
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Manatee County:

North

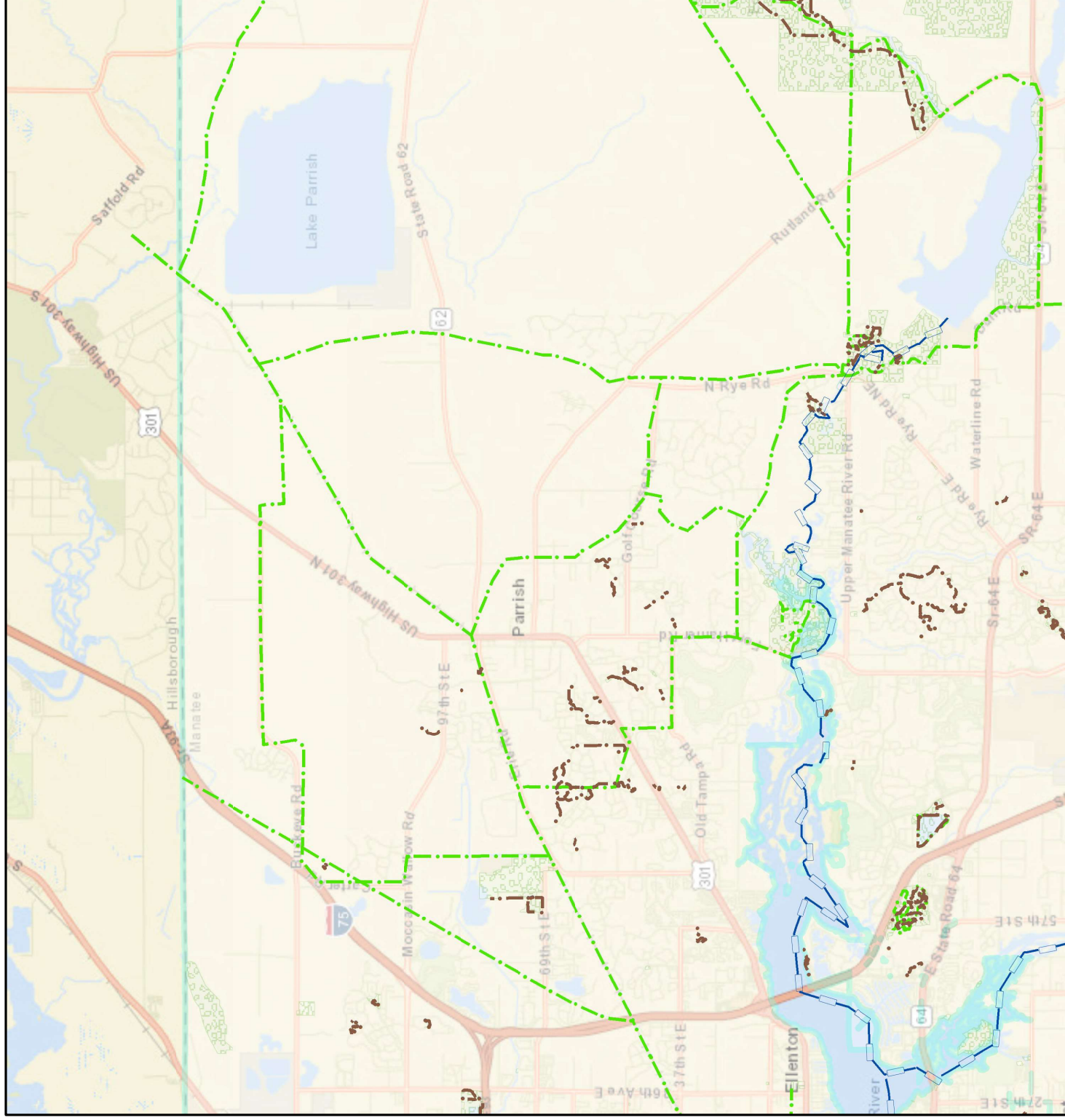


Location Key



Trailways Master Plan Map Legend

- Manatee County - Blueway Trails
- Manatee County - Nature Trails
- Manatee County - Greenway Trails
- Manatee County - Park Boundaries
- Manatee Boundary



Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

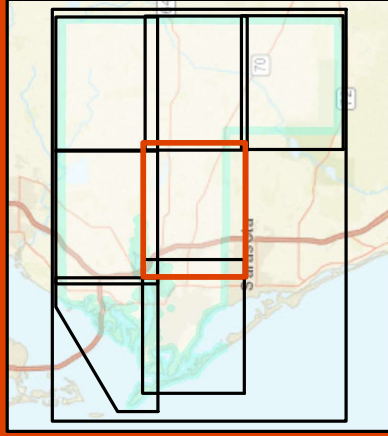


Manatee County:






Central

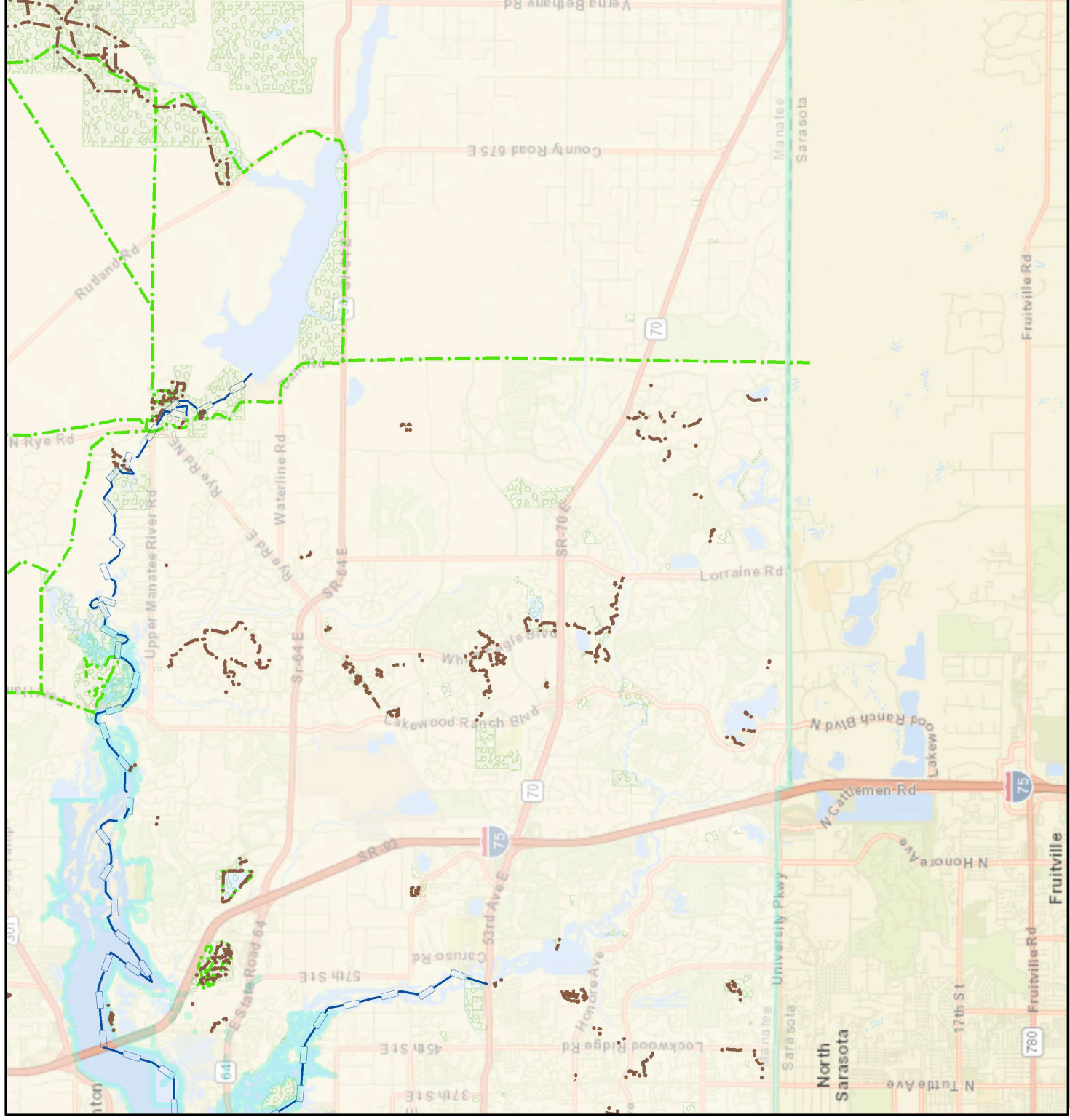


Location Key



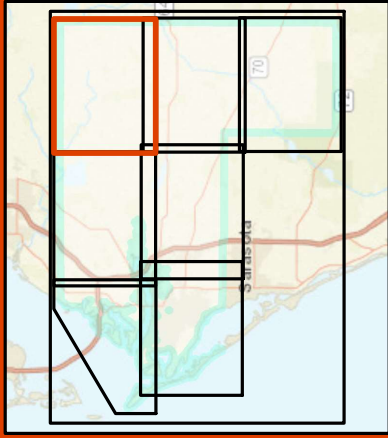
Trailways Master Plan Map Legend

-  Manatee County - Blueway Trails
-  Manatee County - Nature Trails
-  Manatee County - Greenway Trails
-  Manatee County - Park Boundaries
-  Manatee Boundary



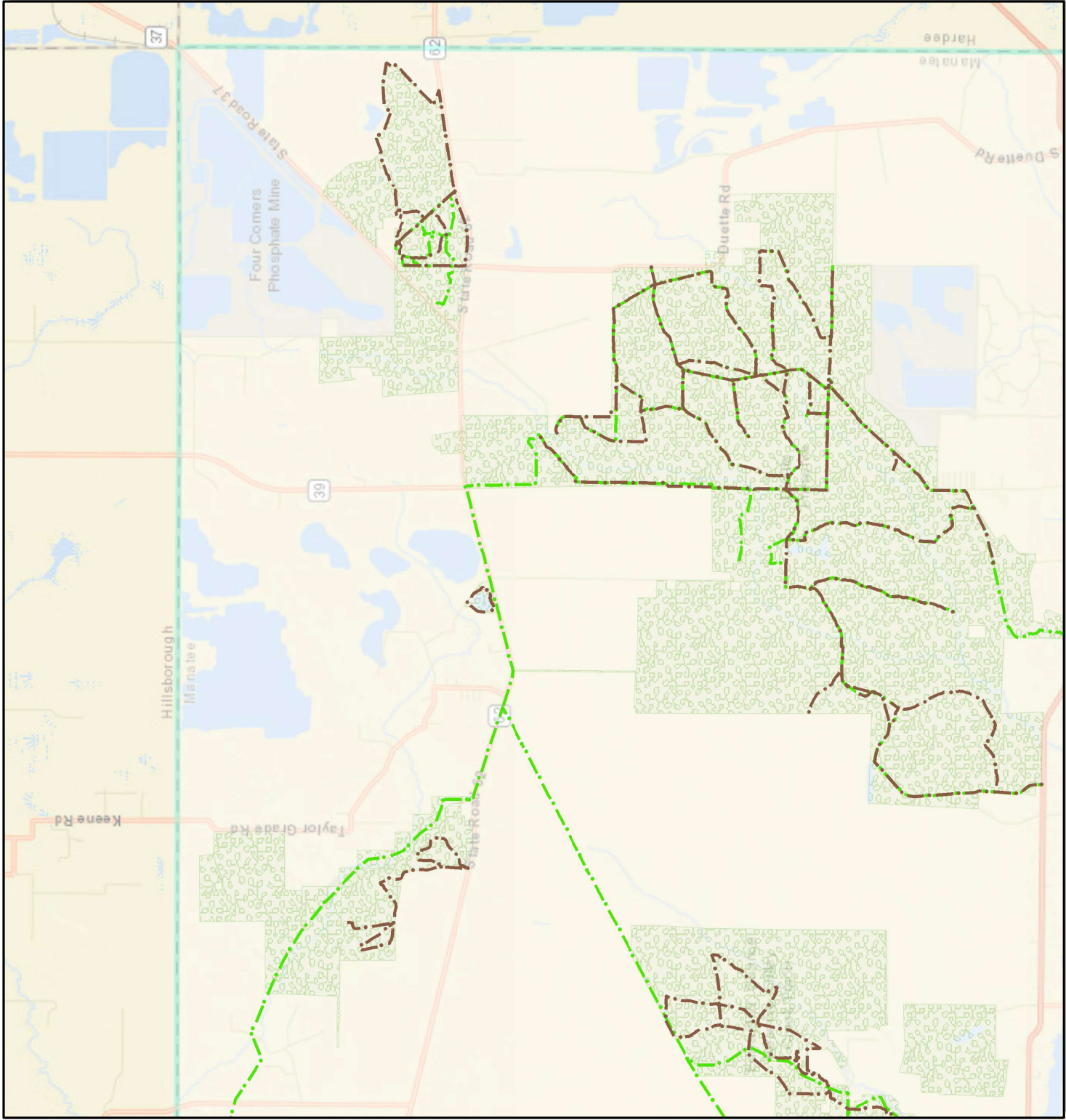
Manatee County: Northeast

Location Key



Trailways Master Plan Map Legend

- Manatee County - Blueway Trails
- Manatee County - Nature Trails
- Manatee County - Greenway Trails
- Manatee County - Park Boundaries
- Manatee Boundary



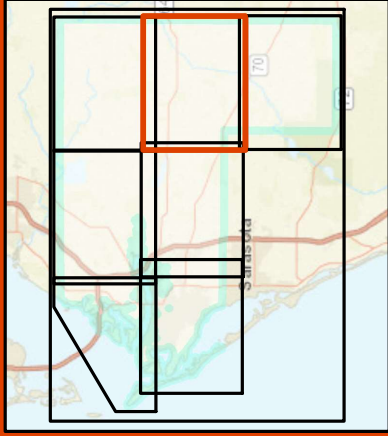
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



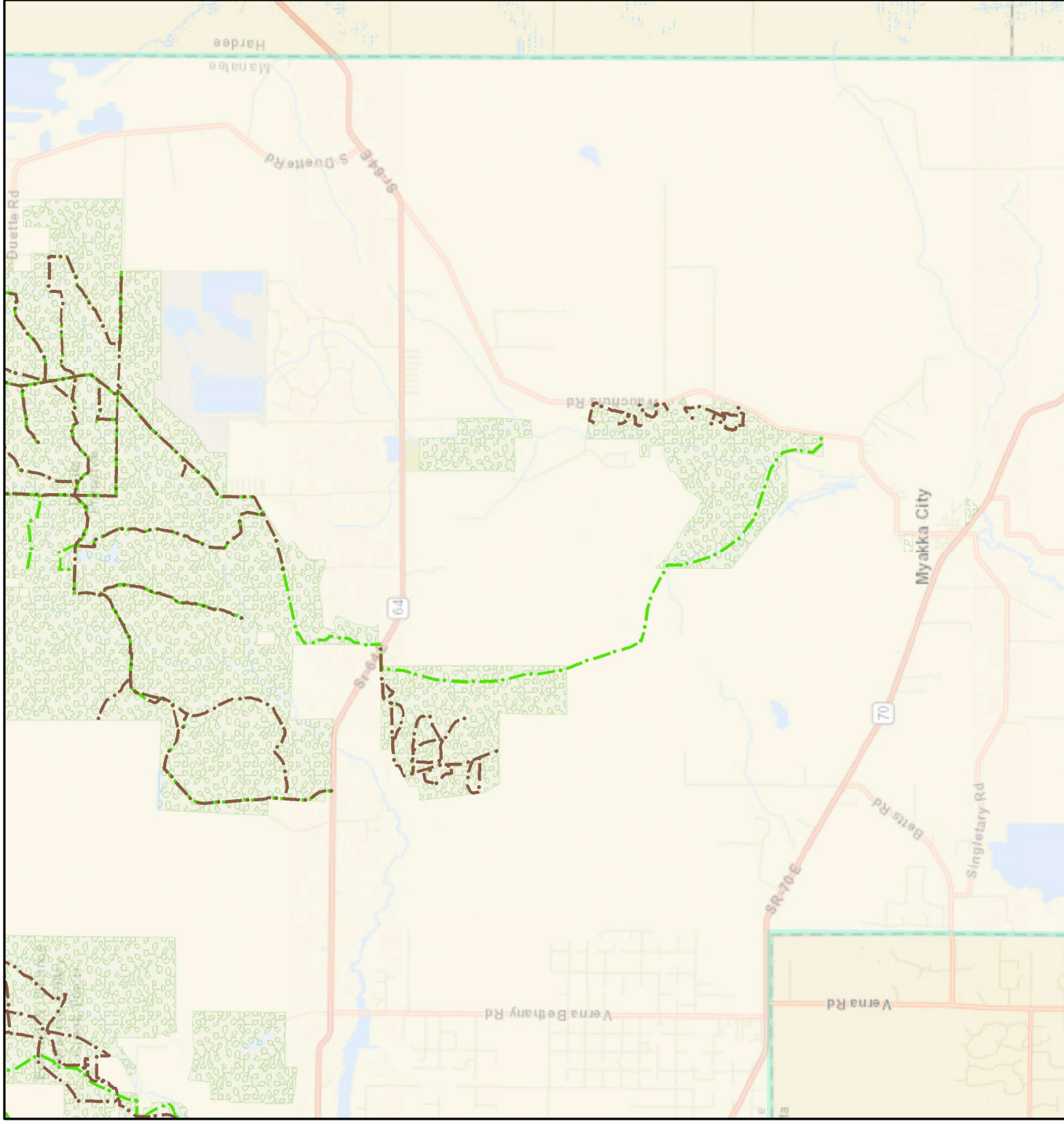
Manatee County:
East



Location Key



- Trailways Master Plan Map Legend**
- Manatee County - Blueway Trails
 - Manatee County - Nature Trails
 - Manatee County - Greenway Trails
 - Manatee County - Park Boundaries
 - Manatee Boundary



Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

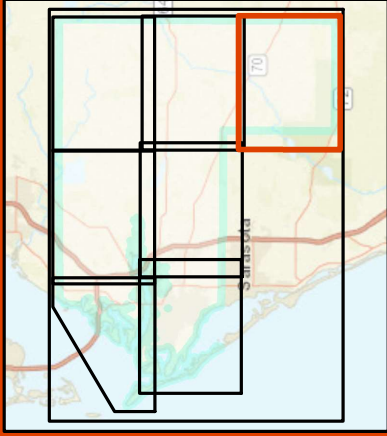


Manatee County:

Southeast

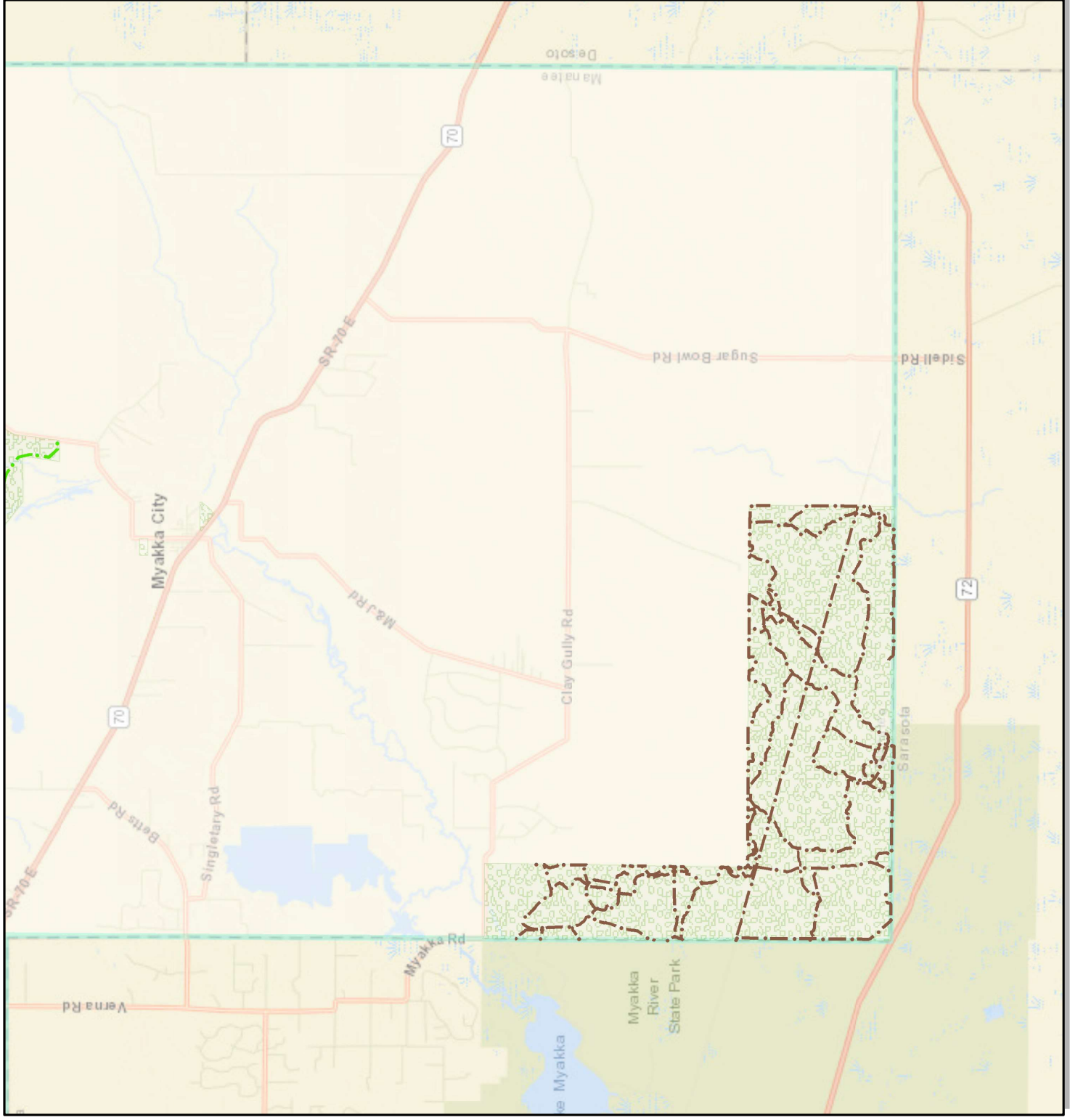


Location Key



Trailways Master Plan Map Legend

- Manatee County - Blueway Trails
- Manatee County - Nature Trails
- Manatee County - Greenway Trails
- Manatee County - Park Boundaries
- Manatee Boundary



APPENDIX E – FULL PRIORITIZATION ANALYSIS RESULTS

Trail Segment ID	Trail Classification	Trail Begin Limit	Trail End Limit	Score	Prioritization	Tier	# of Schools Within Half-Mile	% Within Half-Mile of MCAT Bus Stop	# of Parks, Libraries, & Govt. Centers Within Half-Mile	Intersection Crossings Per Mile	# of Commercial Properties Within Quarter-Mile	% Within Publically-Owned Properties	Distance-Weighted Population Within 10 Miles
01A	Regional	Sarasota County Line	Longboat Pass	28	III		0	100%	5	5.9	25	23%	757
01B	Regional	Longboat Pass	East Bay Dr	33	I		0	100%	15	9.8	38	2.4%	2131
01C	Regional	East Bay Dr	Manatee Ave (SR 64)	26	IV		1	100%	3	19.5	25	1.2%	838
01D	Regional	Gulf Dr	Anna Maria Hand Bridge	31	I		1	76%	6	1.7	18	1.1%	2097
01E	Regional	Palma Sola Causeway	1st Ave W	33	I		4	100%	20	13.5	320	1.6%	605
01F	Regional	Point Pleasant	Green Bridge	36	I		0	100%	10	0.0	92	84.6%	1510
01G	Regional	3rd Ave SW/US and Green Bridge	Riverside Dr/End Green Bridge	40	I		0	100%	15	0.0	81	8.2%	1510
01H	Regional	8th Ave SW	26th Ave E	33	I		1	99%	11	8.2	103	8.6%	740
02A	County	N Tamiami Trl (US 41) @ Tallevast Rd	Manatee/Sarasota County Line @ Edwards Dr	32	II		1	61%	5	2.5	47	22.1%	1618
02B	County	Manatee/Sarasota County Line @ Edwards Dr	Florida Blvd @ 14th St W	32	II		2	100%	2	7.1	97	22.1%	822
02C	County	Florida Blvd @ 14th St W	Bayshore Gardens Pkwy	30	II		2	100%	2	17.9	32	23%	49539
02D	County	15th St E	US 301	23	V		0	57%	2	11.3	8	7.7%	266
02E	County	Florida Blvd	53rd Ave W	31	II		2	100%	3	3.4	8	0.9%	603
03A	County	53rd Ave W	North of 16th Ave Dr W	28	III		0	100%	0	5.6	43	0.0%	1420
03B	County	14th St W (US 41) @ Orlando Ave	14th St W (US 41) @ Orlando Ave	29	II		0	100%	0	6.0	46	7.7%	1510
03D	County	14th St W (US 41) @ Orlando Ave	Cornez Rd W (US 41) east of 9th St W	30	II		0	100%	1	5.4	60	0.3%	1478
03E	County	Cornez Rd W (US 41) east of 9th St W	9th St W adjacent of shopping plaza	30	II		0	100%	2	0.0	31	0.0%	585
03F	County	9th St W adjacent of shopping plaza	14th St W (US 41) north of 30th Ave W	35	I		2	100%	2	3.7	79	5.1%	1789
03G	County	14th St W (US 41) north of 30th Ave W	Wares Creek	32	II		0	100%	2	4.9	38	35.3%	1013
03H	County	Wares Creek	US 41 @ 21st Ave W	29	III		0	100%	2	7.5	37	14.4%	603
03I	County	US 41 @ 21st Ave W	18th Ave W @ 18th St W	27	IV		0	100%	2	8.0	20	10.7%	603
03J	County	18th Ave W @ 18th St W	17th Ave W	28	III		1	100%	2	8.7	10	20.0%	1125
03K	County	17th Ave W	14th Ave W	34	III		1	100%	4	4.8	0	3.8%	1229
03L	County	14th Ave W	Manatee Ave W (SR 64)	28	I		1	100%	12	8.3	45	8.3%	603
04A	County	University Pkwy	9th St E	27	IV		5	76%	2	1.8	91	0.0%	360
04B	County	US 41 @ 21st Ave W	US 301 @ 9th St E	26	IV		2	100%	1	2.0	21	0.0%	635
04C	County	West of 15th St W @ 21st Ave W	US 41 @ 21st Ave W	30	II		5	100%	2	12.4	66	0.9%	1290
05A	County	Manatee Ave (SR 64)	75th St W @ Palma Sola Drain	25	IV		0	41%	8	6.4	0	7.5%	332
05B	County	75th St W @ Palma Sola Drain	Cornez Rd W west of Calm Harbor St	36	I		7	89%	3	1.5	27	0.7%	496
05C	County	Cornez Rd W west of Calm Harbor St	53rd Ave W	33	I		1	100%	0	2.9	67	0.4%	4755
06A	County	Wauchula Rd	SR 64 E near Falkner Farms	26	IV		0	0%	3	0.1	0	80.0%	29
06B	County	SR 64 E near Falkner Farms	Bear Bay Rd	24	V		0	0%	2	0.5	0	50.0%	25
07A	County	Bourneville Blvd @ SR 64 E	Craig Branch	20	V		0	0%	2	1.0	1	26.5%	102
07B	County	Craig Branch	Ruland Rd @ Gilley Creek	23	V		0	0%	3	0.0	0	30.8%	87
08A	County	US 301	Fort Hamer Park	21	V		1	0%	3	1.9	7	2.6%	209
09B	County	Fort Hamer Rd @ Mulholland Rd	N Rye Rd south of Rye Wilderness Trl	20	V		0	0%	9	3.4	0	2.1%	166
10A	County	US Hwy 301 N @ SR 62	N Rye Rd @ Golf Course Rd	22	V		0	0%	1	2.1	10	1.4%	152
12A	County	Erie Rd east of 69th St E	CSX Rail southwest of Seminole Trl	26	IV		0	0%	3	0.7	2	1.5%	1988
14A	Local	University Pkwy	End of SQL Railroad south of Whitefield Ave	23	V		0	15%	1	0.5	27	4.1%	249
15A	Local	Manatee/Sarasota County Line	North edge of Crookley Estate	32	II		2	100%	1	3.1	5	66.7%	1764
15B	Local	North edge of Crookley Estate	US 41 @ Pearl Ave (N Tamiami Trl)	32	II		2	100%	2	7.8	58	2.8%	1638
15C	Local	US 41 @ Pearl Ave (N Tamiami Trl)	West of Columbia Dr @ Bridge on Florida Blvd	27	IV		0	100%	2	3.6	56	2.4%	638
16A	Local	Ungarelli Preserve entrance @ 43rd Ave Dr W	Palma Sola Drain @ 75th St W	28	III		3	62%	5	7.9	20	2.1%	562
16B	Local	Cornez Rd W	26th St W @ Bayshore Gardens Pkwy	29	III		6	26%	3	4.6	16	1.3%	1617
16C	Local	Manatee Tech campus entrance from 34th St W	Bayshore Gardens Pkwy	30	II		5	100%	2	4.6	24	18.2%	182
16D	Local	State College of Florida Campus	Lakeside Plaza northern entrance	30	II		4	100%	0	12.4	100	1.1%	1188
17A	Local	South end of Coghina Beach boat ramps	Leflits Key Preserve entrance road	35	I		0	100%	6	0.0	0	100.0%	2186
17B	Local	Leflits Key Preserve entrance road	Gulf Dr S	33	I		0	100%	0	0.0	0	100.0%	843
18A	Local	Trail connection southwest of Wildlife Cn	Robinson Preserve entrance road @ 17th Ave NW	30	II		0	12%	5	1.5	0	20.0%	1897
18B	Local	Robinson Preserve Lower	Desoto Memorial Hwy loop	28	III		1	0%	7	7.5	0	11.4%	1779
18C	Local	Desoto Memorial Hwy @ 24th Ave	Desoto Memorial Hwy loop	27	IV		0	0%	4	0.0	0	100.0%	195
18E	Local	Desoto Memorial Hwy @ 24th Ave	Riverview Blvd and 75th St NW	27	IV		1	0%	8	5.5	4	1.6%	1635
19A	Local	US 301 @ 9th St E	Riverview Blvd	27	IV		1	79%	3	11.3	62	0.8%	551
20A	Local	US 301 @ 9th St E	8th Ave W (US 41) @ Riverside Dr	30	II		2	100%	4	4.8	28	17.5%	636
21A	Local	10th St W	Hidden Harbor Park	36	I		3	71%	11	10.2	72	2.3%	597
22A	Local	Fort Hamer Park	Fort Hamer Park	25	IV		0	0%	5	0.9	2	75.0%	167
23A	Local	Mulholland Rd	Gulf Course Rd	19	V		0	0%	1	1.6	0	2.6%	183
26A	Local	E of 100th Dr E @ 50th St Cr E	US Hwy 301 N @ Harrison Ranch Blvd	21	V		0	0%	1	4.1	0	0.0%	1826
34A	Local	Forrest north of Harrison Ranch Blvd	Headwaters at Duette Preserve	26	IV		0	0%	2	0.0	0	27.3%	30
			Erie Rd	19	V		0	0%	1	1.8	0	0.0%	476

Trail Segment ID	Trail Classification	Trail Begin Limit	Trail End Limit	Prioritization Score	Prioritization Tier	Access to Opportunity				Safety	Connectivity	Economic Benefits	Buildability	Trip Attraction Potential/Healthy Communities (Population)	Trip Attraction Potential/Healthy Communities (Aesthetics)
						Equity	Education	Access to Opportunity (Transportation)	Proximity to Other Key Public Facilities						
01A	Regional	Sarasota County Line	Longboat Pass	28	III	2	1	5	4	2	3	2	3	3	3
01B	Regional	Longboat Pass	East Bay Dr	33	I	3	1	5	5	1	3	2	4	5	4
01C	Regional	East Bay Dr	Manatee Ave (SR 64)	26	IV	2	2	5	3	1	3	1	3	4	2
01D	Regional	Gulf Dr	Anna Maria Island Bridge	31	II	2	2	4	4	3	4	3	5	5	4
01E	Regional	Palma Sola Causeway	1st Ave W	33	I	4	5	5	5	1	3	2	5	3	1
01F	Regional	Point Pleasant	Green Bridge	36	I	4	1	5	5	2	2	2	5	4	4
01G	Regional	3rd Ave SW/S end Green Bridge	Riverside Dr/1st end Green Bridge	40	I	5	1	5	5	5	3	3	5	4	4
01H	Regional	8th Ave SW	26th Ave E	33	I	5	2	5	5	1	3	3	5	3	2
02A	County	N Tamiami Trl (US 41) @ Tallevast Rd	Manatee/Sarasota County Line @ Edwards Dr	32	II	3	2	3	4	3	4	4	5	2	2
02B	County	Manatee/Sarasota County Line @ Edwards Dr	Florida Blvd @ 14th St W	32	II	4	3	5	2	2	4	2	5	4	1
02C	County	Florida Blvd @ 14th St W	Bayshore Gardens Pkwy	30	II	3	3	2	2	2	4	2	5	2	2
02D	County	15th St E	US 301	23	V	3	3	3	2	1	3	3	3	2	3
03A	County	Florida Blvd	53rd Ave W	31	II	4	3	5	1	3	3	1	3	4	4
03B	County	53rd Ave W	North of 49th Ave Dr W	28	III	4	1	5	1	2	4	2	4	4	4
03C	County	North of 49th Ave Dr W	14th St W (US 41) @ Orlando Ave	30	II	4	1	5	1	2	4	3	5	4	2
03D	County	14th St W (US 41) @ Orlando Ave	Cornez Rd W (US 41) east of 9th St W	29	III	5	1	5	1	2	5	1	5	3	3
03E	County	Cornez Rd W (US 41) east of 9th St W	9th St W adjacent of shopping plaza	30	II	5	1	5	2	5	1	4	5	1	2
03F	County	9th St W adjacent of shopping plaza	14th St W (US 41) north of 30th Ave W	35	I	5	3	5	2	3	1	3	5	3	3
03G	County	14th St W (US 41) north of 30th Ave W	Wares Creek	32	II	4	1	5	2	2	2	2	4	4	4
03H	County	Wares Creek	US 41 @ 21st Ave W	29	III	4	1	5	2	2	2	2	4	3	3
03I	County	US 41 @ 21st Ave W	18th Ave W @ 18th St W	27	IV	3	2	5	2	1	2	3	3	3	3
03J	County	18th Ave W @ 18th St W	17th Ave W	28	III	3	2	5	2	2	1	2	3	4	4
03K	County	17th Ave W	14th Ave W	28	III	3	2	5	3	2	1	2	3	4	5
03L	County	14th Ave W	Manatee Ave W (SR 64)	34	I	4	5	4	5	1	4	2	4	3	5
04A	County	University Pkwy	9th St E	27	IV	2	5	4	2	3	1	2	5	1	1
04B	County	US 41 @ 21st Ave W	US 301 @ 9th St E	26	IV	3	3	5	1	3	3	1	5	2	3
04C	County	West of 15th St W @ 21st Ave W	US 41 @ 21st Ave W	30	II	4	5	1	2	2	1	4	5	1	2
05A	County	Manatee Ave (SR 64)	75th St W @ Palma Sola Drain	29	IV	2	1	2	5	2	3	1	5	2	4
05B	County	75th St W @ Palma Sola Drain	Cornez Rd W west of Calm Harbor St	36	I	5	5	4	3	1	4	4	3	4	4
05C	County	Cornez Rd W west of Calm Harbor St	53rd Ave W	33	I	5	1	5	1	3	2	2	5	1	5
06A	County	Wauchula Rd	SR 64 E near Falkner Farms	26	IV	3	1	1	3	4	1	4	4	1	4
06B	County	SR 64 E near Falkner Farms	Bear Bay Rd	24	V	3	1	1	2	4	3	1	4	1	4
07A	County	Bourneide Blvd @ SR 64 E	Craig Branch	20	V	1	1	1	2	2	2	2	4	1	2
07B	County	Craig Branch	Ruland Rd @ Gilley Creek	23	V	1	1	1	3	5	2	2	4	1	3
09A	County	US 301	Fort Hamer Park	21	V	2	2	1	3	2	2	2	2	2	2
09B	County	Fort Hamer Rd @ Mulholland Rd	N Rye Rd south of Rye Wilderness Trl	20	V	1	1	1	5	1	3	2	2	2	2
10A	County	US Hwy 301 N @ SR 62	N Rye Rd @ Golf Course Rd	22	V	3	1	1	3	1	3	2	3	2	3
12A	County	Erle Rd east of 69th St E	CSX Rail southwest of Seminole Trl	26	IV	3	1	1	3	4	2	2	2	5	3
14A	Local	University Pkwy	End of SQL Railroad south of Whitefield Ave	32	V	3	1	2	1	3	2	2	2	2	3
15A	Local	Manatee/Sarasota County Line	North edge of Crosley Estate	32	II	3	3	3	1	3	1	3	4	5	5
15B	Local	North edge of Crosley Estate	US 41 @ Pearl Ave (N Tamiami Trl)	32	II	4	3	1	2	4	2	4	2	3	3
15C	Local	US 41 @ Pearl Ave (N Tamiami Trl)	West of Columbia Dr @ Bridge on Florida Blvd	27	IV	4	1	5	2	3	2	3	2	1	1
16A	Local	Cornez Rd W	Palma Sola Drain @ 75th St W	28	III	3	3	3	4	1	3	2	3	2	3
16B	Local	Cornez Rd W	Bayshore Gardens Pkwy	29	III	3	5	2	3	2	3	2	3	2	2
16D	Local	State College of Florida Campus	Lakeside Plaza northern entrance	30	II	4	5	2	2	2	2	3	2	2	2
17A	Local	South end of Coghina Beach boat ramps	Leflits Key Preserve entrance road	35	I	1	1	5	4	1	5	1	5	5	5
17B	Local	Leflits Key Preserve entrance road	Gulf Dr S	33	I	1	1	5	4	5	3	1	5	5	4
18A	Local	Trail connection southwest of Wildlife Cn	Robinson Preserve entrance road @ 17th Ave NW	30	II	2	1	2	4	2	4	1	3	5	4
18B	Local	Robinson Preserve Tower	Desoto Memorial Hwy loop	28	III	2	2	1	5	2	4	1	3	5	4
18C	Local	Desoto Memorial Hwy @ 24th Ave	Desoto Memorial Hwy loop	27	IV	1	1	1	3	5	3	1	5	2	5
18D	Local	Desoto Memorial Hwy @ 24th Ave	Riverview Blvd and 75th St NW	27	IV	2	2	2	5	2	2	2	5	3	2
18E	Local	26th Ave W	Riverview Blvd	27	IV	4	2	4	3	2	2	1	5	2	2
19A	Local	US 301 @ 9th St E	1st St @ 13th Ave E	30	II	4	3	5	3	2	4	2	5	3	1
20A	Local	10th St W	8th Ave W (US 41) @ Riverside Dr	36	I	5	4	3	5	1	2	5	5	2	3
21A	Local	Fort Hamer Park	Hidden Harbor Park	25	IV	1	1	1	4	4	1	2	4	2	4
22A	Local	Mulholland Rd	Gulf Course Rd	19	V	1	1	1	1	3	2	1	2	2	5
23A	Local	E of 100th Dr E @ 50th St Cr E	US Hwy 301 N @ Harrison Ranch Blvd	21	V	2	1	1	1	3	1	3	1	5	3
26A	Local	SR 62	Headwaters at Duette Preserve	26	IV	3	1	1	2	5	3	1	4	1	5
34A	Local	Forrest north of Harrison Ranch Blvd	Erle Rd	19	V	2	1	1	1	3	1	3	1	2	4

APPENDIX F – FUNDING SOURCES MATRIX

Funding Matrix

Numerous funding sources are available to assist local governments in the planning, design, right-of-way acquisition, and construction of trailways facilities. The funding opportunities available to Manatee County include private, state, and federal grants as well as one federal loan program. Federal apportionments are also administered through FDOT or FDEP for the funding of trailways and bicycle and pedestrian Facilities.

The Bipartisan Infrastructure Law (also known as the Infrastructure Investment Jobs Act) passed in November of 2021 is scheduled to provide approximately \$350 billion for federal transportation programs over a 5-year period. Most of the funding is apportioned to states based on pre-existing formulas but the remainder has been designated through a wide range of competitive or discretionary grant programs. Some of these grant programs existed previously and are being utilized to deliver additional funds through USDOT Agencies while some are completely new. Many of these federal discretionary grants are designed to provide funding for specific facility types but can be applied tangentially to trailways and other similar linear multi-modal corridors.

The table below outlines the sources that are currently available or will be available in the near future and provides links to more detailed information regarding their application processes. The approximate award amounts and match percentages listed are projections based on previous awards or recent USDOT announcements. Likewise, the opening cycle dates listed are provided for general planning purposes and are based on past cycle openings.

List of Acronyms

NOFO – Notice of Funding Opportunity

HDC – historically disadvantaged community as defined by the NOFO

APP – area of persistent poverty as defined by the NOFO

TOD – Transit Oriented Development

ITS – Intelligent Transportation Systems

RAISE – Rebuilding American Infrastructure with Sustainability and Equity

ATIIP – Active Transportation Infrastructure Investment Program

PROTECT – Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation

TIFFIA – Transportation Infrastructure Finance and Innovation Act

CMAQ – Congestion Mitigation and Air Quality

SMART – Strengthening Mobility and Revolutionizing Transportation

SS4A – Safe Streets and Roads for All Grant Program

FDRAP – Florida Recreation Development Assistance Program

FDEP – Florida Department of Environmental Protection

LWCF – Land and Water Conservation Fund

RTP – Recreational Trails Program

Funding Type	Issuing Agency	\$ Source	Funding Opportunity	Approx. Award Amounts	General Purpose/ Trailways Applicability	Opening Date (projected)	Match
Discretionary Grant	Office of the Undersecretary for Policy	Federal	SS4A Action Plan	\$200K - \$50M	Two application types: planning and implementation to Improve Roadway Safety including adjacent pedestrian and bicycle facilities.	May 2023	80/20
			SS4A Implementation Plan				
Discretionary Grant	Federal Highway Administration	Federal	Bridge Investment Program	\$2.5M - \$10B	Includes 3 grants: planning, bridge projects, (<\$100M), and large bridge projects (>\$100M). Pedestrian and trail overpasses would be candidates.	Summer 2023	80/20 Bridge 50/50 Large Bridge
Discretionary Grant	Federal Transit Administration	Federal	All Stations Accessibility Program	N/A	To bring "Legacy" or pre-ADA fixed guideway stations up to standards with the ADA of 1990. Could be applied to bicycle and pedestrian facilities leading to transit stations.	July 2023	80/20
Discretionary Grant	Office of the Secretary of Transportation	Federal	SMART	N/A	Demonstration projects focused on smart technologies and systems that improve transportation efficiency and safety including multi-modal paths or systems	Sep 2023	None
Discretionary Grant	Office of the Secretary of Transportation	Federal	RAISE	\$2.2B	Projects that modernize roads, bridges, transit, rail, ports, and intermodal transportation and make transportation systems safer, more accessible, more affordable, and more sustainable.	Jan 2023	80 percent unless rural, HDC, or APP

					Often used to enhance trails and pedestrian systems adjacent to streets and highways or complete system gaps.			
Discretionary Grant	Office of the Secretary of Transportation	Federal	INFRA	\$5M - \$1.3B	Improve multimodal freight and highway projects of national or regional significance. Can be used to enhance trails and pedestrian systems adjacent to streets and highways.	Jan 2023	60/40 and not over 80% total federal \$\$	
Discretionary Grant	Office of the Secretary of Transportation	Federal	Mega	\$500M - \$1B	Supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. Could be used to fund an entire system. Match is difficult to fund.	Jan 2023	60/40 and not over 80% total federal \$\$	
Discretionary Grant	Federal Highway Administration	Federal	Rural	\$0 - &3M	Transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability and generate regional economic growth and improve quality of life	Jan 2023	80/20 and other federal \$\$ can make up the 20%	
Discretionary Grant	Federal Highway Administration	Federal	PROTECT	unknown	New grant program to support planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. Could be applied to boardwalks and trails in coastal areas.	Winter/ Spring 23	80/20	

Discretionary Grant	Conservation Alliance	Private	Conservation Alliance Grant	Varies	Small grant fundings awarded to conservation projects related to habitat preservation and recreational purpose, including hiking trails and trail head improvements.	by invitation	None
Discretionary Grant	Federal Transit Administration	Federal	TOD Planning	Approx. \$13M total per year	Increase access to transit hubs for pedestrian and bicycle traffic.	May 2023	80/20
Discretionary Grant	People For Bikes	Private	PeopleForBikes Community Grant Program	Up to 10,000	Funds Engineering, design and construction for bike paths/lanes, trails and bridges, etc.	Fall 2023	None
Discretionary Grant	Rails-to-Trails Conservancy (RTC)	Private	Trail Grants Program	\$5,000 to \$30,000	Small scale projects and strategic investments that support significant regional and community trail development goals.	Fall 2023	None
Discretionary Grant	USDOT	Federal	ATIIP	See Note (1) below	New grant program to fund projects that connect active transportation networks, create safe and convenient walking and biking routes, and fill gaps in trails between communities.	2024	unknown
Apportioned Program	Federal Highway Administration	Federal	CMAQ Improvement Program	apportioned differently by state according to formula	Federal reimbursement program apportioned through FDOT for projects that improve air quality by reducing the amount of vehicular emissions.	no cycle	80/20

Apportioned Program	Federal Highway Administration	Federal	Transportation Alternatives (TA) Set-asides	apportioned differently by state according to formula	Federal funding source apportioned through FDOT that provides small scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, and vulnerable road user safety assessments.	no cycle	None
Grant Application Assistance	Office of the Secretary of Transportation	Federal	Thriving Communities	N/A	Assistance program to help thriving communities achieve all types of transportation improvements through grants.	Fall 2023	N/A
Loan	Build America Bureau	Federal	TIFIA Credit Program	\$10 million for TOD, Local, and Rural Projects, \$15 million for ITS Projects, \$50 million for all other	Credit assistance in the form of direct loans, loan guarantees, and standby lines of credit (rather than grants) to projects of national or regional significance including trails and bicycle and pedestrian improvements.	No cycle	May borrow up to 49% of Project Cost
Discretionary Grant	FDEP	State	FDRAP	\$0 - \$200,000	Competitive program that provides grants for acquisition or development of land for public outdoor recreation use or to construct or renovate recreational trails.	August 2023	See note (2) below

Discretionary Grant	FDEP	State	LWCF	\$0 - \$1.5M	Federal program authorized by Congress that provides for acquisition or development of land for public outdoor recreation.	Nov 2023	50/50
Discretionary Grant	FHWA	Federal	RTP	non-motorized projects: \$0 - \$500,000 motorized projects: \$0 - \$2.5M	Program to renovate, develop, or maintain recreational motorized, nonmotorized, and mixed-use trails and trailside facilities.	Feb 2024	point system: 80/20 5pts 60/40 3 pts 50/50 1pt
Discretionary Grant	Florida Communities Trust (FCT)	State	Parks and Open Space	varies	Provides Grant funds to acquire land. Primarily to preserve open space and natural resources but can be applied to linear facilities	Oct 2023	NA

NOTES:

(1) Transportation projects or group of projects with a total cost of over \$15 million, or total cost of \$100,000 for planning and design grants.
Total Program: approximately \$200M per year.

(2) The FRDAP local match requirement depends on the total project cost:

Total Project Cost	FRDAP Grant %	Local Match %
\$50,000 or less	100	0
\$50,001 - \$150,000	75	25
Over \$150,000,	50	50