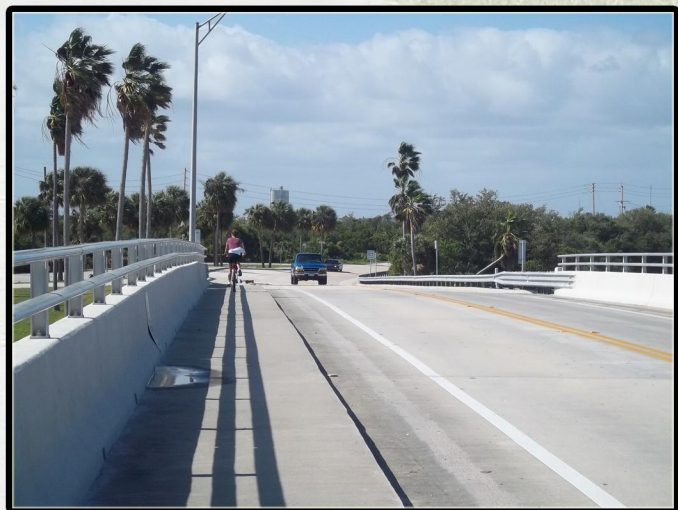


East Coast Greenway Implementation Plan



September 2012



St. Lucie Transportation
Planning
Organization



Kimley-Horn
and Associates, Inc.

St. Lucie TPO East Coast Greenway Implementation Plan

September 2012

Prepared for:

St. Lucie Transportation Planning Organization



Prepared by:

Kimley-Horn and Associates, Inc.

445 24th Street, Suite 200

Vero Beach, Florida 32960



©Kimley-Horn and Associates, Inc. 2012

047203063

The entirety of this report, including text and images, is property of Kimley-Horn and Associates, protected under U.S. copyright law.

TABLE OF CONTENTS

| | |
|---|----|
| I. INTRODUCTION..... | 1 |
| II. METHODOLOGY..... | 4 |
| A. Existing and Proposed Projects and Plans..... | 4 |
| B. Existing Conditions..... | 10 |
| C. Stakeholder Interviews | 12 |
| D. Bicycle Field Review | 13 |
| III. STANDARDS AND GUIDELINES | 14 |
| IV. IMPLEMENTATION PLAN | 17 |
| V. FUNDING..... | 20 |
| A. Opinion of Probable Costs..... | 20 |
| B. Funding Programs, Opportunities | 21 |
| VI. ACTION ITEMS | 22 |
| A. East Coast Greenway Designation - Summary of Trail Designation Process | 22 |
| B. Florida East Coast (FEC) Railroad – Request for Rail with Trail (RWT) Facilities | 22 |
| C. Bicycle Boulevards – Education Program..... | 24 |
| D. Stakeholder Action Items..... | 29 |

TABLES

| | |
|---|----|
| Table 1: Stakeholder Interviews | 12 |
| Table 2: Design References and Standards..... | 14 |
| Table 3: Design Recommendations..... | 18 |
| Table 4: East Coast Greenway Costs to Implement | 20 |
| Table 5: Stakeholder Action Items | 29 |

APPENDICES

Appendix A – Base Map

Appendix B – Existing Conditions Map Segments

| | |
|-----------|--------------|
| SEGMENT 1 | North A1A |
| SEGMENT 2 | South A1A |
| SEGMENT 3 | North Bridge |
| SEGMENT 4 | Taylor Creek |
| SEGMENT 5 | U.S. 1 |
| SEGMENT 6 | Edgar Town |

Appendix C – Bicycle and Pedestrian Counts

Appendix D - Implementation Plan Map Segments

| | |
|-----------|--------------|
| SEGMENT 1 | North A1A |
| SEGMENT 2 | South A1A |
| SEGMENT 3 | North Bridge |
| SEGMENT 4 | Taylor Creek |
| SEGMENT 5 | U.S. 1 |
| SEGMENT 6 | Edgar Town |

Appendix E – Ancillary Facilities

Appendix F – Opinion of Probable Construction Costs

Appendix G – Funding Sources for Greenways and Trails

I. INTRODUCTION

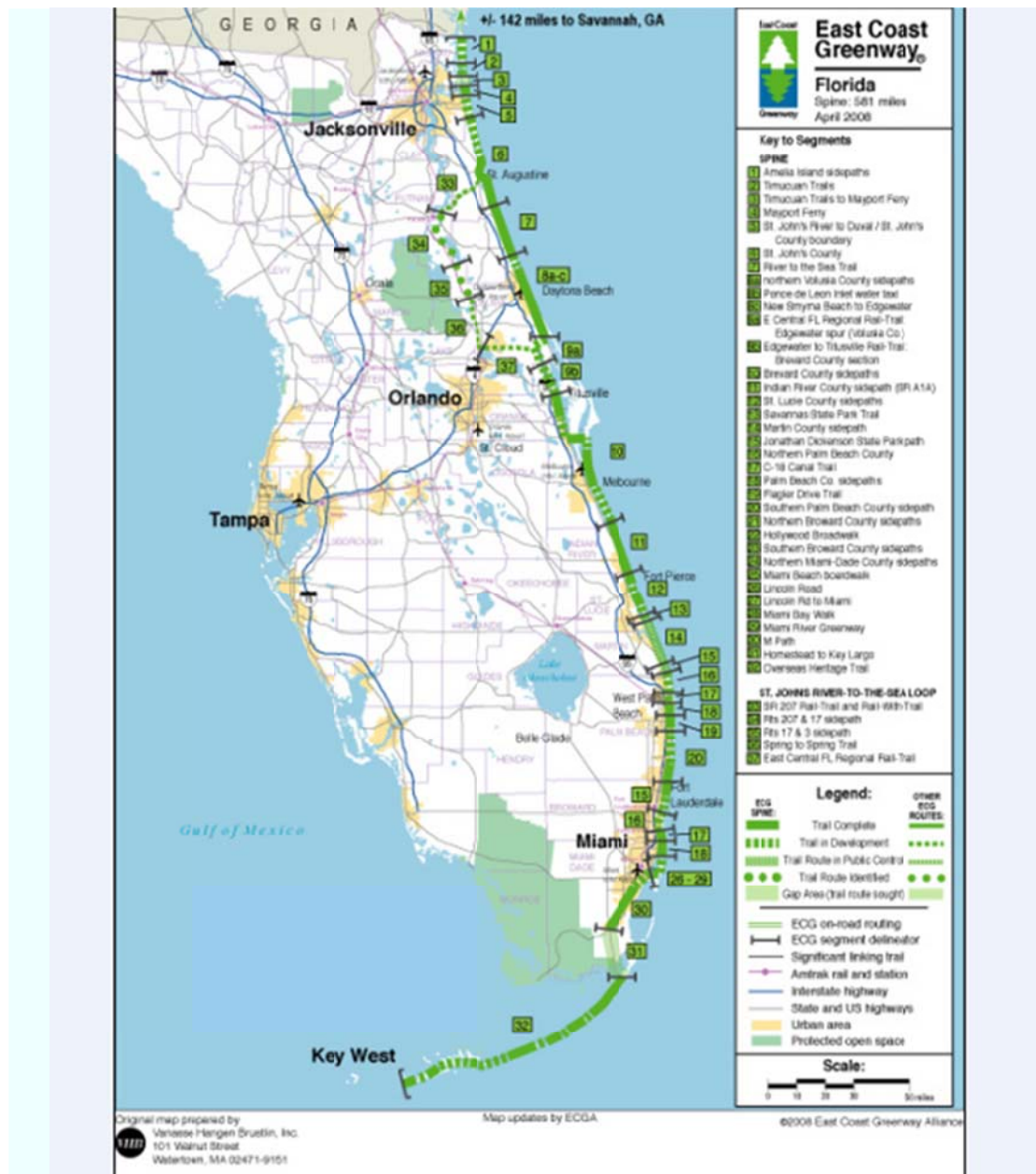
The St. Lucie Transportation Planning Organization (TPO) established the need to build upon previous bicycle/pedestrian/greenway planning efforts and continue the ongoing planning and coordinating efforts which support the provision of bicycle, pedestrian, and greenway facilities. Over the last several years, the TPO and its partners, have compiled much data related to bicycle and pedestrian transportation trends and conditions in St. Lucie County.

The East Coast Greenway Implementation Plan synthesizes these various elements into a comprehensive and strategic report that guides short- and long-term project priorities along an identified corridor in ways that support broad community goals relating to economic vitality and community livability. The ultimate goal of the implementation plan will be to provide St. Lucie County with the first pathway for designation as part of the Florida East Coast Greenway (FECG).

The goal of the East Coast Greenway is “to establish a safe traffic free pathway for muscle-powered users of all abilities as a connection between our eastern seaboard cities.” The FECG is a State initiative focused on providing a connection along Florida’s Atlantic Coast from Georgia to the Florida Keys. Though considered an urban trail system, the highest priority of the FECG is to maximize the percent of this route



that is off-road. The route should be varied and accessible to amenities and points of interest. Alternative Routes and Spur Trails are also identified within the FECG. It is a priority of the East Coast Greenway Alliance (ECGA), the organizing entity, to get these routes defined and mapped.



The defined corridor for the implementation plan extends from the southern line of Indian River County along North A1A, crossing over the North A1A Causeway to join Old Dixie Highway. The corridor will continue into the Edgar Town Historic District in Fort Pierce. The proposed facility will connect with the newly designated Florida East Coast Greenway on A1A in Indian River County, south of Round Island Park, and extend the route a distance of over 10 miles into downtown Fort Pierce. The objective of the study was to conduct a finer review of the potentially designated pathways within each section to determine existing facilities, connections, funding opportunities

and public interest. This information will be utilized for submission of the application to be designated as part of the FECG and to guide short term and long term projects.

Working with the St. Lucie Transportation Planning Organization (SLTPO) and representatives with ECGA, a route was identified that connects the North St. Lucie County line south to the Green River Parkway at the Martin County Line. A map was prepared showing the preferred FECG route through all of St. Lucie County. The map below provides representation of the following descriptions for different segments of the route:

- Trail Complete
- Trail in Development
- Trail Route Identified
- Gap Area (trail route sought)



II. METHODOLOGY

Gathering pertinent planning, environmental, land use, and engineering information necessary to determine issues and opportunities along the preferred corridor was an important component of the study. Data was collected from existing plans and documents and through field observations. This information provided the environmental, transportation, and recreational aspects of the preferred alignment.

A. Existing and Proposed Projects and Plans

The first step in the project was to assemble and review existing plans, data, and programs to assess the current state of walking and bicycling along the proposed corridor. This context-setting step properly framed the facility implementation plan for areas of strategic emphasis and development of priorities.

The inventory resulted in a list of supporting projects and plans that support the implementation of the greenway corridor. A compilation of planned and programmed facilities, and a description of how each relates to the corridor, are provided in this section.

Bicycle/Pedestrian Corridor Study, St. Lucie TPO

In 2010, the St. Lucie TPO prepared a Bicycle/Pedestrian Corridor Study that delineated a proposed pathway from the north county line to the south county line divided into five distinct sections. Building off this study, the TPO identified a route that could be readily considered for designation for the Florida East Coast Greenways Trail. The implementation plan includes specific facilities identified in the study for the two corridors containing the most feasible and programmed improvements for the Old Dixie Highway Trail and the Historic Fort Pierce Trail.

*Old Dixie Highway Trail**Historic Fort Pierce Trail****Congestion Management Process (CMP), St. Lucie TPO***

The CMP was initiated in 2011 in order to understand where congestion occurs in the County and identify strategies or improvements that can reduce or mitigate the impacts of congestion. As a result of this study, the highest ranked implementation project for the CMP included intersection improvements to U.S. 1 at Old Dixie Highway.

The westbound approach of this intersection is controlled by a stop sign and is currently operating at a deficient level of service during the PM peak hour. The majority of vehicles that are using this westbound approach are making a left turn to travel south on U.S. 1. One option to eliminate this level of service deficiency is to prohibit this 'westbound to southbound' left-turn movement. Disallowing this movement would result in re-routing these 'westbound to southbound' left-turning vehicles up to the intersection of U.S. 1 at SR A1A/North Causeway. This improvement will also result in reduced vehicular travel along Old Dixie Highway, a favorite bicycling route.

The intersection of U.S. 1 at SR A1A/North Causeway was also evaluated to confirm its ability to handle the additional re-routed traffic. In order to perform this evaluation, AM and

PM peak hour turning movement count data was collected at this intersection in May of 2011. The raw traffic volumes were converted to peak season volumes using seasonal factors published by FDOT. Furthermore, the additional westbound left-turning volumes (re-routed from the intersection of U.S. 1 at Old Dixie Highway) were added. It was determined that this intersection continues to operate acceptably even with the additional westbound left-turning vehicles.



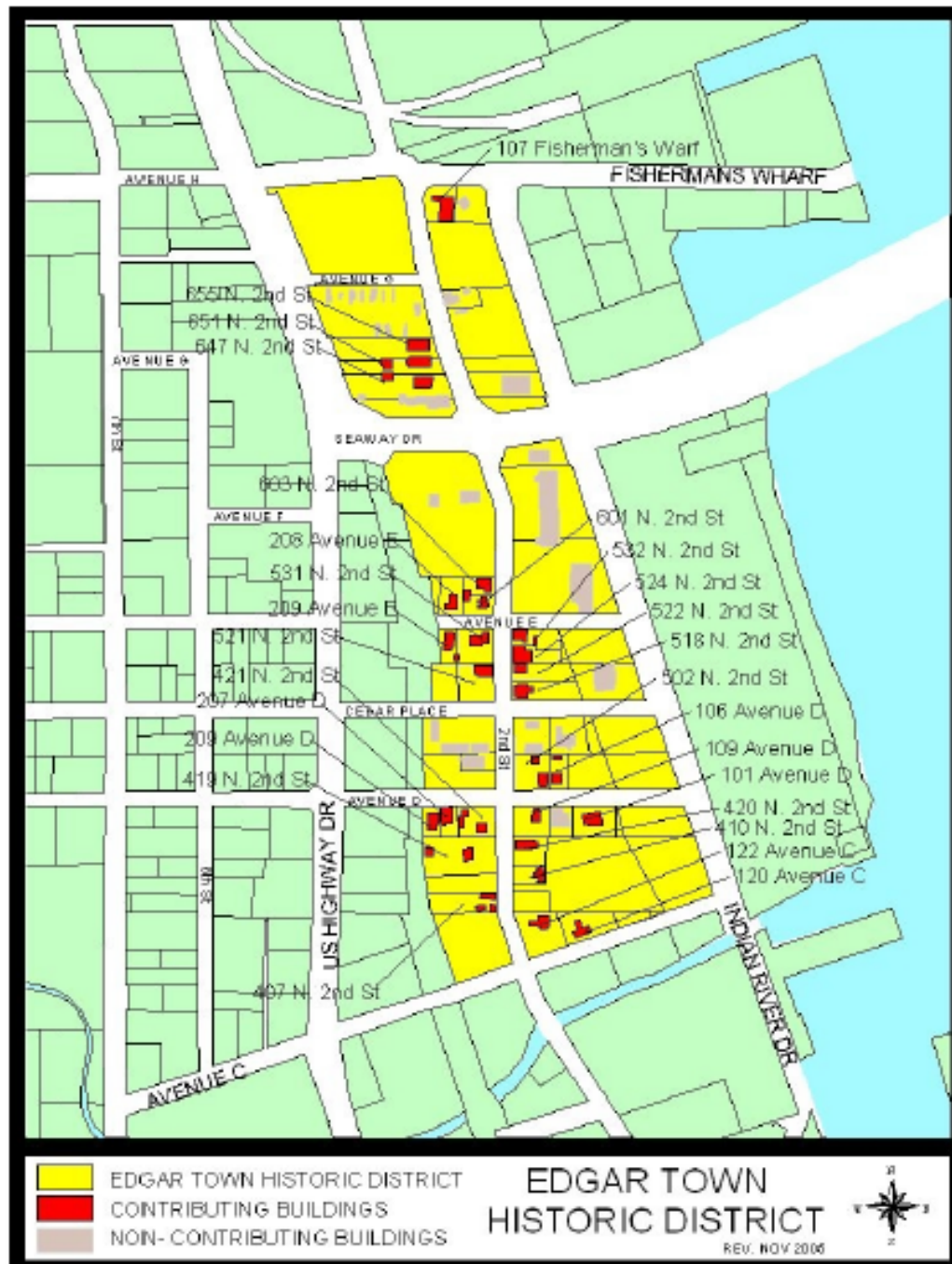
North 2nd Street Roadway Improvements, City of Fort Pierce/St. Lucie County

The North 2nd Street Roadway Improvement project has a long history beginning in 2001 when the County began the process of developing a new Master Plan for the Port of Fort Pierce. As a result, plans were initiated to improve North 2nd Street as the primary access to the Port. A Joint Participation Agreement was negotiated with the FDOT for funds to complete design and right of way acquisition. The plans are currently being altered to include additional right of way and stormwater treatment. Though funding remains in place, completion of the project and final project design have not been determined.



Edgar Town Historic District, City of Fort Pierce, Historic Preservation Division

Since 2010, the City of Fort Pierce Planning Department has been working with stakeholders in the Edgar Town community which consists of a historic residential neighborhood lying between downtown and the Port of Ft. Pierce. The collaboration resulted in the development of a Special Area Plan of the City of Fort Pierce Comprehensive Plan. Specifically, the plan encourages the implementation of improvement plans that support the livability and economic viability of the area.



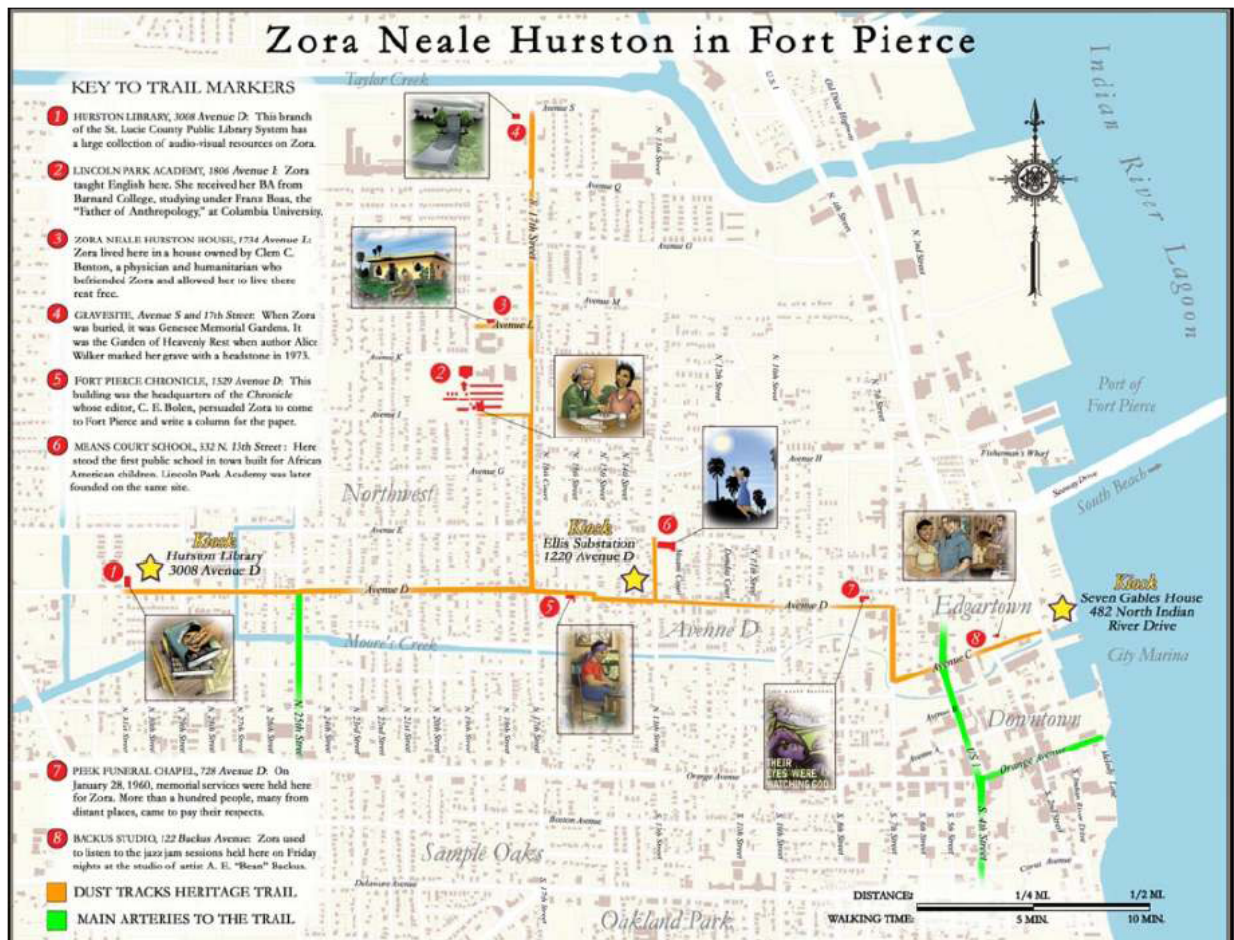
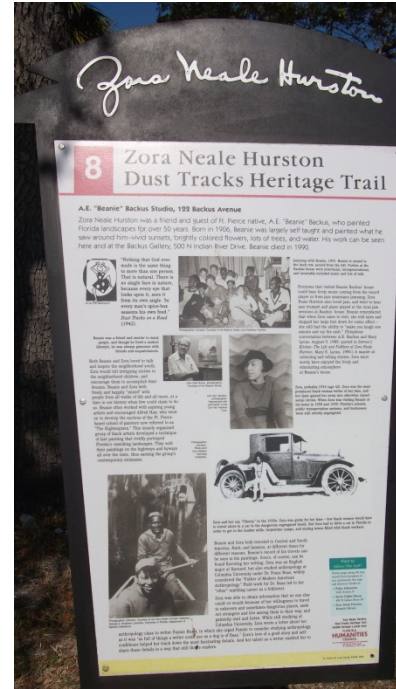
Treasure Coast Loop Trail, 2035 Martin/St. Lucie Long Range Transportation Plan (RLRTP)

The 2035 Martin/St. Lucie Bicycle, Pedestrian, Greenways, and Trails Vision Map identify the need for an inter-related set of non-motorized improvements. Several projects within the RL RTP that were initially delineated within the St. Lucie Greenways and Trails Master Plan are working simultaneously to create the best, most economical local and regional connections. Two major trails directly connected with this implementation plan include the Treasure Coast Loop Trail and the Florida East Coast Greenway which link origins and destinations in the eastern core of St. Lucie and Martin Counties. S.R. A1A provides the link to the existing designated Florida East Coast Greenway at the Indian River County border. The Treasure Coast Loop Trail project will become a regional multi-purpose connector between Martin and St. Lucie Counties. The trails are envisioned to be state of the art greenway trails built to multi-use trail standards. Several sections of the trails already exist or may require only minor enhancements, such as along A1A and Green River Parkway.



Zora Neale Hurston Dust Tracks Heritage Trail, City of Ft. Pierce, St. Lucie County

The City of Fort Pierce and St. Lucie County joined together to work on the chronological representation of Zora Neale Hurston's impact on St. Lucie County with the Dust Tracks Heritage Trail. The trail contains eight kiosks that provide maps and information of the travels of Ms. Hurston. Marker 8 is located at the corner of Backus Avenue and 2nd Street in Edgar Town where the implementation plan corridor links with the Dust Tracks Heritage Trail.



SR A1A, Signing and Pavement Marking Plans, State of Florida Department of Transportation

FDOT provided design drawings for the Signing and Pavement Marking improvements proposed for SR A1A from Shorewinds Drive to the Indian River County Line. These improvements have been incorporated into the East Coast Greenway Implementation Plan. Proposed improvements include crosswalks, bike lanes, sidewalk extensions and new signage along this route. The project has been listed as part of the FDOT work program for completion in 2012.

Bicycle Facilities Improvement Program (BFIP), City of Ft. Pierce

The Bicycle Facilities Improvement Program (BFIP) sets out to deploy covered and uncovered bicycle parking facilities, fix-it stations, long-term bicycle storage lockers, and solar powered trackers throughout key areas of the City. The implementation of bicycle parking facilities within the City is paramount as there is an overall shortage of bicycle parking within many of the park facilities and other recreational areas. Providing designated bicycle facilities at destination points will fill a missing element of the transportation network and will encourage bicyclists to use newly constructed bike lanes that are found within the City.

St. Lucie TPO Bicycle Facilities Map

The St. Lucie TPO Bicycle Facilities Map is intended to serve as a reference for bicycling on the roads of St. Lucie County. The map includes the locations of designated bike lanes, wide sidewalks, and paved shoulders. The Bicycle Facilities Map is part of the TPO's education and encouragement efforts, which complement the infrastructure improvements discussed within. The map can be found on the TPO's website.

www.stlucietpo.org

**B. Existing Conditions**

The defined corridor for the implementation plan extends from the southern line of Indian River County along North A1A, crossing over the North A1A Causeway to join Old Dixie Highway or U.S. Highway 1. The corridor will continue into the Edgar Town Historic District in Fort Pierce to Avenue C (AE Backus Avenue). The proposed facility will connect with the newly designated

Florida East Coast Greenway on A1A in Indian River County, south of Round Island Park, and extend the route a distance of over 10 miles into downtown Fort Pierce. The corridor consists of various types of facilities that were identified based upon the type of terrain and surrounding land use along the route. Therefore, the route was divided into six segments based on facility type, location and land use. The Implementation Plan Base Map is attached in **Appendix A**.

As part of the planning process, potential alignments and facility types were identified for each Segment based on information obtained from site visits, field work, and stakeholder interviews. Ground-truthing was exercised to further develop the accuracy of the alignments and facility types. The corridor Segment maps contained in **Appendix B** depict the existing alignment, facility type, and connections in graphical and photographic format. **Appendix C** contains the results from a pedestrian and bicycle count pilot project produced by FDOT D4. The counts were performed in November 2011 for the North Causeway Bridge and were presented to Bicycle and Pedestrian Coordinators at a workshop in February 2012.

The existing conditions analysis for this plan included:

- Identify existing bicycle/pedestrian facilities and connections
- Identify existing bicycle/pedestrian signage and striping
- Identify existing and proposed intersection improvements at North Beach Causeway and Old Dixie Hwy
- Identification of existing and proposed intersection improvements at U.S. 1 and Avenue H
- Determine available right of way for potential off-road paths
- Identify transit connections
- Identify parking areas, access points, and rest areas
- Evaluate public and private ownership along proposed corridors
- Evaluate constructability of existing proposed plans
- Determine proposed timeframe for construction of existing proposed plans



C. Stakeholder Interviews

Table 1 provides a summary of meetings and interviews that have taken place in the process of this project in order to solicit input and rank the feasibility of the proposed changes as part of the implementation plan.

Gathering appropriate data, brainstorming ideas, and presenting corridor concepts for stakeholder input and comments were an important component of this project. The extent of support for the implementation of a plan will determine the speed at which improvements occur. A series of stakeholder meetings and presentations were performed throughout the course of this study to coordinate with stakeholder agencies, trail advocacy groups, TPO committees, and others as appropriate to gather data, brainstorm ideas, and present corridor concepts for input and comments. A list of meetings and general comments has been presented below. Section VI includes “action items” for each stakeholder which may be carried forward for tracking purposes and completion in subsequent studies and tasks.

Table 1: Stakeholder Interviews

| Stakeholder | Date | Summary |
|------------------------------|--|---|
| City of Fort Pierce staff | Meetings and correspondence throughout project | BFIP program information; Edgar Town Historic planning district; FEC railroad meeting summary |
| Edgar Town Historic District | Stakeholder Meeting January 30, 2012 | Discussed Special Area Plan, BFIP program and incorporation of facilities into District; discussed history, establishment, and goals of neighborhood improvements; shared purpose of implementation plan; shared idea of Bicycle Boulevards through neighborhood; discussed livability and economic improvements both programs/projects may bring to District; gained approval of moving forward with ECG designation |
| East Coast Greenway Alliance | Meetings and correspondence March and April 2012 | Discussion of proposed project; existing ECG designations in adjacent Counties; proposed designations within St. Lucie County; designation program and process; shared graphic of proposed ECG within St. Lucie County for website. |
| Facility Users | Corridor field review March 12, 2012 | Improve asphalt within SR A1A for bike lanes; widen sidewalk along SR A1A to accommodate all users; improve lighting along SR A1A; provide additional bicycle/pedestrian facilities within downtown area; increase bicycle safety on Old Dixie Hwy. |

Table 1: Stakeholder Interviews (Continued)

| Stakeholder | Date | Summary |
|---|---|--|
| St. Lucie County Public Works staff | Meetings and emails May and June 2012 | Electronic copies of 2 nd Street improvements; Historic summary of program |
| Bureau of Parks District 5 Florida Park Service and Division of Recreation & Parks, Office of Park Planning Florida Department of Environmental Protection | Correspondence May and June 2012 | Discussion of Park Service ten-year management plan update for Avalon State Park; Preliminary Draft of the land use concept being developed for the park; proposal to incorporate x-walk into Implementation Plan. |
| FDOT D4 | Correspondence May and June 2012 | Electronic and hard copy of proposed SR A1A Signing and Pavement Marking Plans; Project schedule |
| FEC- XO Rail | Correspondence May 2012 | Discussed process to initiate review of proposed project, contact information, and timeframes. |
| St. Lucie County Parks & Special Facilities and St. Lucie County Environmental Protection Division | Public facility site visits June 21, 2012 | Discussion of proposed Implementation Plan design; field placement of facility improvements; funding discussion; wayfinding/signage and facility compatible design; FEC Railroad right of way opportunity. |
| Citizens Advisory Committee and Technical Advisory Committee | Presentation July 17, 2012 | |
| Bicycle/Pedestrian Advisory Committee | Presentation July 19, 2012 | |

D. Bicycle Field Review

The next objective was to map and review the proposed route. The project team conducted field reviews on bicycles, riding from the north county line south along A1A, across the North Causeway Bridge, along U.S. 1, and then onto 2nd Street arriving in Edgar Town. The bicycle field review provided valuable information on existing conditions and the environment experienced by East Coast Greenway users.



The project team used this information in the development of the implementation plan.

III. STANDARDS AND GUIDELINES

A series of useful references for facility design standards and guidelines for project implementation have been included in **Table 2**. These standards build upon the state and federal guidelines as accepted or best practices. A review of current sources for guidance and standards on bike and pedestrian facility design, and an array of prototypical sections and treatments were designed that address both on-and off-road facility considerations.

The concept plan and typical cross sections included within this report were formulated based on the results of compiling data regarding existing conditions and applicable FDOT design guidelines. Study recommendations are based on design criteria for pedestrian facilities contained in the FDOT Pedestrian Facilities Planning and Design Handbook, the FDOT Plans Preparation Manual (PPM), and the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (the Florida Greenbook).

Table 2: Design References and Standards

| Reference | Applicable Guidelines/Standards |
|--|---|
| FHWA Designing Sidewalks and Trails for Access, Best Practices Design Guide (FHWA, 2001) | <ul style="list-style-type: none"> Section 14.6 - 8-foot minimum width for shared-use path |
| FDOT Design Standards, 2010 | <ul style="list-style-type: none"> Index 304 – design of detectable warnings on curb ramps Index 17346 – design of crosswalk and high emphasis crosswalk Index 17347 – design of bike lanes and sharrows |
| Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, May 2011 (“Florida Greenbook”) | <ul style="list-style-type: none"> Section 9.C.2 - 8-foot minimum width for shared-use path Section 3.C.10.a.4 - Use of detectable warnings |
| ADA Standards for Accessible Design, Code of Federal Regulations, 28 CFR Part 36 | <ul style="list-style-type: none"> Section 4.29 – Use of detectable warnings |
| Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations (Zegeer et. al., 2005) | <ul style="list-style-type: none"> Provides guidelines and recommendations for enhancing marked crosswalks at unsignalized locations with additional crossing safety devices |
| The Bicycle Boulevard Planning & Design Guidebook (Initiative for Bicycle and Pedestrian Innovation by Alta Planning + Design, July 2009). | <ul style="list-style-type: none"> Bicycle Boulevard design and implementation |

Table 2: Design References and Standards (Continued)

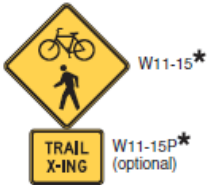


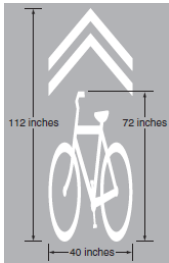

| Reference | Applicable Guidelines/Standards |
|---|---|
| <p>Manual on Uniform Traffic Control Devices (MUTCD), 2009</p> | <ul style="list-style-type: none"> Section 2C.49 – trail crossing signs <div data-bbox="1127 302 1333 485">  </div> Section 2C.50 – pedestrian crossing signs <div data-bbox="1094 583 1373 741">  </div> Chapters 2D and 9B – wayfinding signs <div data-bbox="1073 827 1386 968">  </div> Section 8C.13 – pedestrian rail crossing Section 9C.07 – Shared Lane Marking <div data-bbox="1146 1131 1313 1392">  </div> Section 9B.06 - Bikes may use full lane sign <div data-bbox="1138 1478 1321 1688">  </div> |
| <p>American Association of State Highway and Transportation Officials (AASHTO) Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2004</p> | <ul style="list-style-type: none"> For general guidance in the design of pedestrian facilities |
| <p>FHWA Rails-with-Trails: Lessons Learned, August 2002</p> | <ul style="list-style-type: none"> Section V – Figures 5.10 & 5.13 - setback |

Table 2: Design References and Standards (Continued)

| Reference | Applicable Guidelines/Standards |
|--|---|
| Florida East Coast Railway (FEC) | <ul style="list-style-type: none"> • 25-foot separation to centerline of track |
| Pedestrian Safety Engineering and ITS-Based Countermeasures Program for Reducing Pedestrian Fatalities, Injury Conflicts, and Other Surrogate Measures Final System Impact Report (FHWA, 2009) | <ul style="list-style-type: none"> • Identifies pedestrian safety countermeasures for crossing treatments |
| Guide for the Development of Bicycle Facilities, 4 th Edition, AASHTO, June 2012 | <ul style="list-style-type: none"> • For general guidance in the design of bicycle facilities, signage, and bicycle parking facilities |
| FDOT Plans Preparation Manual (PPM), January 2012 | <ul style="list-style-type: none"> • For use on state roads |
| FDOT 2011 Basis of Estimates Handbook | <ul style="list-style-type: none"> • For use in developing cost estimates |

IV. IMPLEMENTATION PLAN

Appendix D provides a guide for implementation of the corridor improvements through a series of six schematics augmented with typical sections and plan views. The design prototypes reflect requirements under the Americans with Disabilities Act (ADA) and other applicable regulations and policies.

Recommendations include facility improvements along the route for ECG designation, segment completion, increasing user safety, capacity, and overall enjoyment. Recommended improvements are identified that correlate with the existing corridor conditions and known infrastructure improvement projects. Action items and strategies are presented that support the ongoing development of the corridor relative to each distinct segment as both ‘stand alone’ efforts and as integrated elements in ongoing infrastructure projects.

A variety of typical cross-sections are required to provide the flexibility needed to respond to site conditions and design opportunities.

Typical sections include:

- Bicycle boulevard sections and plan views
- Rail-with-trail (RWT) paths
- Off-road shared use paths
- Plan views of intersection improvements
- At grade rail road crossing



Appendix E provides graphical cut sheets for Ancillary Facilities included along the route. **Table 3** provides specific design recommendations for each segment for easy reference.

Table 3: Design Recommendations

| Segment | Design Recommendation | Location | Guidelines/Standards |
|---------------------------------|--|--|---|
| 1 & 2 – A1A Segments | Widen Existing 6 foot Path | Entire segment | FHWA 2001, Florida Greenbook |
| | Install High Emphasis Crosswalk with Pedestrian Crossing Signs | <ul style="list-style-type: none"> At Avalon State Park entrance At Pepper Beach State Park entrance | FDOT Standard Index 17346, Zegeer et. al. 2005, MUTCD |
| | Install Advanced Warning Pedestrian Crossing Signs | <ul style="list-style-type: none"> NB and SB, prior to Avalon State Park entrance NB and SB, prior to Pepper Beach State Park entrance | MUTCD |
| | Install Wayfinding Signs | <ul style="list-style-type: none"> On west side of path at the recommended crosswalk locations Near Observation Pier Along path at Shorewinds Drive and A1A | MUTCD |
| | Install Detectable Warnings | As needed at all crosswalk ramps | ADA, FDOT Standard Index 304 |
| 3 – North Bridge Segment | Install an 8' Path Connection | Along the boat ramp parking lot on the north side of N Beach Causeway to connect the existing paths | FHWA 2001, Florida Greenbook |
| | Widen Existing Sidewalk to 8' | West of recommended path connection | FHWA 2001, Florida Greenbook |
| | Install Crosswalk | Across boat ramp parking lot entrance | FDOT Standard Index 17346, Zegeer et. al. 2005 |
| | Install Wayfinding Signs | <ul style="list-style-type: none"> Where the path crosses N Beach Causeway east of Old Dixie Highway On south side of path at beginning of proposed path connection and existing 4' path to boat ramp parking lot East of the recommended high emphasis crosswalk At Little Jim Bridge At Stan Blum Boat Ramp | MUTCD |
| | Install High Emphasis Crosswalk with Trail Crossing Signs | Where path crosses N Beach Causeway | MUTCD |
| | Install Detectable Warnings | As needed at all crosswalk ramps | ADA, FDOT Standard Index 304 |
| | Install Advanced Warning Trail Crossing Signs | EB and WB, prior to where the path crosses N Beach Causeway | MUTCD |
| | Repair Existing Path | As needed along the segment | Florida Greenbook |
| | Install an 8' Pedestrian Connection | At Stan Blum Boat Ramp parking lot | FHWA 2001, Florida Greenbook |

Table 3: Design Recommendations (Continued)

| Segment | Design Recommendation | Location | Guidelines/Standards |
|---------------------------------|---|--|---|
| 4 – Taylor Creek Segment | Install High Emphasis Crosswalk with Pedestrian Crossing Signs | Where the path crosses Old Dixie Highway | FDOT Standard Index 17346, Zegeer et. al. 2005, MUTCD |
| | Install Detectable Warnings | At both ends of crosswalk where path crosses Old Dixie Highway | ADA, FDOT Standard Index 304 |
| | Install Advanced Warning Pedestrian Crossing Signs | NB and SB, prior to where the path crosses Old Dixie Highway | MUTCD |
| | Install Raised Median | At existing chevron pavement markings at U.S. 1 and Old Dixie Highway | Zegeer et. al. 2005 |
| | Install Bicycle Boulevard Designation Signs and Pavement Markings | Along Old Dixie Highway from U.S. 1 to N Beach Causeway | Bicycle Boulevard Planning & Design Guidebook |
| | Install Wayfinding Signs | <ul style="list-style-type: none"> At Proposed Pocket Park Along path at N Beach Causeway and Old Dixie Highway | MUTCD |
| 5 – U.S. 1 Segment | Install 8' Rail-with-Trail Path | Along FEC R.O.W., 1275' in length from Avenue H | FHWA Rails-with-Trails, FEC |
| | Install 8' Path | Along west side of U.S. 1 from end of RWT path to Old Dixie Highway | FHWA 2001, Florida Greenbook |
| | Roadway Section Improvements | <ul style="list-style-type: none"> N 2nd Street Avenue H North Indian River Drive | Florida Greenbook, MUTCD, Bicycle Boulevard Planning & Design Guidebook |
| | Pedestrian Rail Road Crossing Improvement | Avenue H at FEC | MUTCD |
| 6 – Edgar Town Segment | Install Bicycle Boulevard Designation Signs and Pavement Markings | <ul style="list-style-type: none"> Along AE Backus Avenue from Indian River Drive to N 2nd Street Along N 2nd Street from AE Backus Avenue to Avenue H | Bicycle Boulevard Planning & Design Guidebook |
| | Install Wayfinding Sign | At Proposed Neighborhood Park | MUTCD |

V. FUNDING

A. Opinion of Probable Costs

Using unit costs developed by the TPO and its agency partners, such as the FDOT Basis of Estimates manual, recommended project and programs from the previous data and design were created.

Table 4 provides an estimate of costs developed to identify the project type location and total cost based for a planning-level estimate. The table takes into consideration programmed projects as well as planned projects. A detailed cost breakdown and definitions of the project costs has been included in **Appendix F**.

Table 4: East Coast Greenway Costs to Implement

| Proposed Implementation Facility Costs | | | Programmed Projects | |
|--|----------------------|-----------------------|---|--------------------|
| Name | Total OPC Alt One | Total OPC Alt Two | Name | Schedule |
| Segment 1 & 2; North and South A1A | \$16,397.00 | \$417,175.00 | FDOT S.R. A1A Signing and Pavement Marking | Programmed 2012 |
| Segment 3; North Bridge | \$42,718.00 | \$42,718.00 | No complementary project at this time | N/A |
| Segment 4; Taylor Creek | \$0.00 | \$93,074.00 | St. Lucie TPO Congestion Management Program | Programmed 2013 |
| Segment 5; U.S. Highway 1 | \$0.00 | \$449,707.00 | St. Lucie County North 2 nd Street Improvement Plan | Pending |
| Segment 6; Edgar Town | \$33,953.00 | \$33,953.00 | City of Fort Pierce Bicycle Facilities Improvement Program (BFIP) | Ongoing program |
| Project Total | \$93,068.00 | \$1,036,628.00 | | |

B. Funding Programs, Opportunities

Existing funding sources currently used for non-motorized transportation and recreation projects were identified as revenue sources available to fund the identified projects. This includes funding programs involving regular revenue streams as well as grants and other non-recurring sources. Funding opportunities can include public and private sources, public/private partnerships, municipal agreements, grants, and other funding sources. A list of funding resources is provided in **Appendix G**.

With the new federal surface transportation bill, MAP-21, the Transportation Alternatives (TA) program has replaced the previous Transportation Enhancements (TE) program as a common non-local transportation funding source for greenways and trail projects. TA funds are apportioned by state departments of transportation for the Federal Highway Administration (FHWA). The TA program funds nine categories of programs, including:

- Pedestrian and bicycle facilities
- Landscaping

TA funding for St. Lucie County can be combined into one project each year that may have more of an impact than programming several smaller projects. Examples of potential projects that could be implemented by a combined allocation of TA funds are listed below.

- Developing a coordinated program of bike lane striping improvements.
- Providing bicycle racks and trailhead kiosks at destinations throughout the County.
- Implementing priority trail projects.

VI. ACTION ITEMS

As part of the Implementation Plan, certain Action Items were recommended. The following provides the process for three of the multi-jurisdictional programs.

A. East Coast Greenway Designation - Summary of Trail Designation Process

The process for trail designation requires endorsement from the authorizing organization responsible for establishing and maintaining the trail. A letter must be sent to the East Coast Greenway Alliance that stipulates the agency and its endorsement, the trail name and mileage, the trail location (state and local), as well as an agreement to install ECG trail markers. Additionally there must be a review of the trail with a preliminary inspection tour to help with completing a nomination form. Photographs and supporting material should be submitted with the nomination. The nomination package is submitted electronically via email and should include the Trail Designation Nomination Form, The Letter of Endorsement, and a Trail Map.

A Trail Committee is then assigned and reviews the trail and completes a report. Upon review of their report the Trail Committee will make a recommendation to the ECGA Board of Trustees for the appropriate action. The Alliance will then notify the trail manager of the Board's approval. Following that will be the delivery of trail markers to the trail manager as well as the presentation of the East Coast Greenway Designation Certificate. Designation ceremonies are held twice per year in the spring and fall.



ECGA policy is that signs may be placed on all trails and roads that are part of the ECG “current travel route”. A Current Travel Route consists of the combination of completed trails and on-road sections which together create a useable travel route from Key West to Calais, Maine.

B. Florida East Coast (FEC) Railroad – Request for Rail with Trail (RWT) Facilities

1. Initiate process by sending letter of intent with plans to:
Mr. Leslie Schonder FEC office 7150 Phillips Hwy Jacksonville, 32257
2. The proposed plans will be sent to Mr. Terry Frank of XO Rail for determination of the scope of project.

3. XO Rail provides an educated determination and recommendation if the proposed project meets the standards stipulated by FEC and that FEC should move forward with consideration.
4. Standard timeframe consists of a 30-45 day plan review; however, a cursory review of preliminary proposals can be determined within 2 weeks.
5. Due to current expansion opportunities, FEC may be protecting all R/W rights.

Rail-with-Trail (RWT)



Every day thousands of Americans safely use and enjoy trails located along active rail lines. The number of “rails-with-trails” (RWT) is steadily increasing as communities throughout the United States work with local railroads to take advantage of the opportunities that rail corridors provide for creating valuable trails. Constructing a trail along an active railroad doubles the value a community derives from the rail corridor and provides citizens with an extra transportation choice. RWTs may provide benefits for the railroads such as corridor beautification, potential reduction of trespassing on train tracks, reduced vandalism and increased transit ridership.



According to the USDOT, approximately 65 RWT projects in 30 states existed in 2002. Two (2) RWT projects were documented in Florida including a section of the West Orange Trail in Winter Park and St. Marks Trail near Tallahassee. Despite fears that rails-with-trails expose users to greater danger by their proximity to active rail lines, rails-with-trails

appear to be just as safe as other trails. In fact, using a rail-with-trail may well be significantly safer than walking or cycling next to a busy main road and it may serve to keep people from walking on active rail tracks. A range of designs are available for RWTs depending on the wide variety of conditions.

C. Bicycle Boulevards – Education Program

A bicycle boulevard can be defined as “A hybrid facility that uses various methods and forms to improve bicycle safety, convenience and connectivity to make bicycling a preferred option through an interconnected set of improvements”.

Bicycle boulevard strategies attempt to create a bicycle arterial, while calming traffic and helping to foster an environment where bicyclists feel comfortable sharing the street with motor vehicles.

Bicycle boulevards enhance bicycle travel through various engineering and regulatory tools:

- Pavement markings
- Traffic calming
- Motor vehicle diversion
- Signage
- Lowering speed limits or establishing target speeds through warning signs
- Other methods of improving the safety, comfort and efficiency of bicycling



According to the *Bicycle Boulevard Planning & Design Guidebook*, bicycle boulevards take the shared roadway bike facility to a new level by creating an attractive, convenient, and comfortable cycling environment that is welcoming to cyclists of all ages and skill levels. Research indicates that there is a strong preference by cyclists for bicycle boulevards, and suggests that they may be a key tool for attracting new cyclists who typically are less comfortable riding in traffic. In addition, these low-speed and low-volume facilities are also pleasant places for pedestrians and other non-motorized users. Bicycle boulevards are also attractive to local agencies for their ability to serve cyclists on existing road networks, including cyclists who may not feel comfortable riding on busy streets, even when bike lanes are provided.

General Criteria for a Bicycle Boulevard

The general criteria for a bicycle boulevard are to have or create one or more of the following Conditions:

- Low traffic volume road
- Low motor speeds
- Significant east-west and north-south connectivity
- Free-flow bicycle travel
- Access to major destinations
- Comfortable bicycling conditions
- Minimize conflict with motorists and pedestrians
- Intersection crossing safety treatments

***Goals and Objectives***

The following goals and objectives may be used to guide the design process for the bicycle boulevards:

Goals

1. To improve the safety and connectivity of bicycling.
2. To expand the potential bicycle route network beyond bicycle lanes and separated multi-use trails.
3. To create livable communities through calming traffic and more efficient bicycle routes in local communities.
4. To increase the awareness of bikeways for both cyclists and motorists.

Objectives

1. Incorporate bicycle safety features near community resources such as parks, cultural centers, schools, and transit stations.
2. Establish design and development criteria that are consistent with permitted public use of FDOT road right-of-way.

3. Minimize the amount of additional right-of-way needed for bicycle improvements.
4. Minimize the amount of additional pavement needed for bicycle improvements.
5. Develop cost effective strategies for bicycle boulevards.
6. Facilitate signage and pavement marking improvements into the bicycle route network.
7. Develop bicycle boulevard and traffic calming strategies that minimize impacts on emergency vehicles.
8. Minimize non-local motorized traffic on bicycle boulevards.
9. Create distinctive look and ambiance so that cyclists become aware of the existence of bicycle boulevard and motorists are alerted.

Selection of Streets for Bicycle Boulevards

Bicycle boulevards tend to work well in grid pattern road networks, which are often found in urban centers and in traditional neighborhoods such as the Edgar Town and downtown Fort Pierce area. The interconnected layout of traditional street networks are generally easy to navigate, tend



to be continuous over long distances, and provide numerous route options for bicyclists to reach destinations. If one street is selected as the bicycle boulevard and treated to reduce through motor vehicle trips, several parallel streets remain available to motorists as alternates. The selection process for identifying bicycle boulevard alignments also accounts for the operational characteristics of the street including what may be achieved through typical bicycle boulevard implementation strategies.

As part of the planning process, potential bicycle boulevard corridors were identified for this study including Old Dixie Highway, AE Backus Avenue, and North 2nd Street.

Toolbox and Bicycle Boulevard Layout

Basic tools for creating a bicycle boulevard corridor are listed below. These strategies are applicable to all bicycle boulevards.

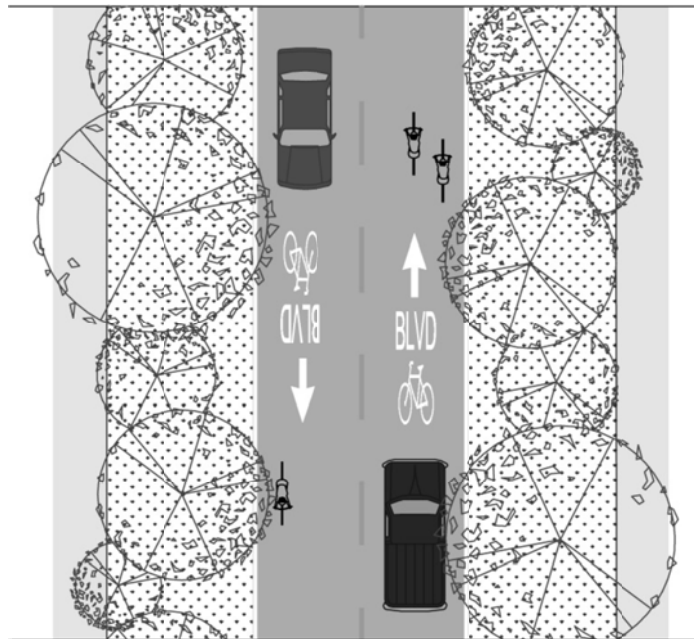
- Signage
- Pavement Markings
- Landscaping/Aesthetics

Site specific tools for creating bicycle boulevards may be applicable to address issues specific to a particular site and should be determined in collaboration with local stakeholders during the design phase.

- Neighborhood Traffic Management Tools
- Safety Improvements for Crossing Major Streets

Appendix E includes several tool box pages applicable to bicycle boulevards including the following.

- Bike Amenities
- Bicycle Boulevard Designation Signs
- Bicycle Boulevard Pavement Markings
- Crossing Arm at Railroad
- Wayfinding Signs with Distance



The strategies listed in the toolbox will be combined accordingly so that the cumulative effect will create a look and feel that will tell both motorists and cyclists that the street is special – it is not a speedway but rather a special place where people live and where many people ride their bikes. The combined impact of the toolbox strategies is far greater than any single strategy alone.

Lessons Learned from Other Communities

According to the *Bicycle Boulevard Planning & Design Guidebook*, the following is a summary of lessons learned from other communities with successful bicycle boulevard corridors.

- Public involvement in the planning and design of the bicycle boulevard is key. Neighborhood forums and further community outreach meetings are highly recommended.
- Residents along proposed bicycle boulevards, as well as those on nearby streets, are frequently concerned about changes to traffic along their streets and access to their homes. Particularly in locations where no bicycle boulevard exists, the proposed function of bicycle boulevards needs to be communicated to the public.
- Consult with local emergency services regarding any traffic calming and reduction designs.
- Continually evaluate the performance of the bicycle boulevard as well as traffic impacts on nearby streets.
- Bicycle maps are the most common method of disseminating information about the bicycle boulevards.
- Organized community bicycle rides and other creative methods are also frequently mentioned.
- Use what resources are available. Capitalize on existing features that reduce speed and volume of motor vehicle traffic, including non-motorized bridges and one-way streets, but remember that the bicycle boulevard still needs to connect to key destinations.
- Schedule improvements in coordination with repaving and other major projects.

D. Stakeholder Action Items

Table 5 summarizes recommended action items for implementation of the East Coast Greenway by the Stakeholders engaged in the corridor improvement plan. The recommended actions may be carried forward for tracking purposes and completion in subsequent studies and tasks.

Table 5: Stakeholder Action Items

| Stakeholder | Action Item |
|--|--|
| St. Lucie TPO | <ul style="list-style-type: none"> • Incorporate Implementation Plan into Priority Projects for future funding |
| Planning Staff City of Fort Pierce | <ul style="list-style-type: none"> • Share proposed implementation plan with City for incorporation into future plans and funding opportunities; • Request BFIP amenities for Edgar Town Historic District ECG; • Initiate Bicycle Boulevard Education Program |
| Edgar Town Historic District | <ul style="list-style-type: none"> • Share proposed implementation plan with Historic District for incorporation into future plans and funding opportunities; • Request BFIP amenities for Edgar Town Historic District ECG; • Initiate Bicycle Boulevard Education Program |
| East Coast Greenway Alliance | <ul style="list-style-type: none"> • Approve application for ECG designation of existing trails within St. Lucie County |
| Public Works St. Lucie County | <ul style="list-style-type: none"> • Share proposed improvements with FDOT for incorporation into Second Street Improvement project |
| Division of Recreation & Parks, Office of Park Planning, Florida Department of Environmental Protection | <ul style="list-style-type: none"> • Share proposed improvements with FDEP Park Service for incorporation into management plan for Avalon State Park |
| FDOT D4 | <ul style="list-style-type: none"> • Review proposed plans for incorporation into facility improvements along SR A1A |
| FEC Railroad | <ul style="list-style-type: none"> • Review proposed project plans: Mr. Leslie Schonder FEC office 7150 Phillips Hwy Jacksonville, 32257 |
| St. Lucie County Parks & Special Facilities | <ul style="list-style-type: none"> • Share proposed improvement plans with St. Lucie County BOCC for incorporation into design of proposed facilities and potential funding opportunities including 8 foot path at N. Bridge Park and Wayfinding signage |
| Citizens Advisory Committee | <ul style="list-style-type: none"> • Provide Input and Recommend Approval |
| Technical Advisory Committee | <ul style="list-style-type: none"> • Provide Input and Recommend Approval |
| Bicycle/Pedestrian Advisory Committee | <ul style="list-style-type: none"> • Provide Input and Recommend Approval |

Appendix A

Base Map

Appendix B

Existing Conditions Map Segments

Appendix C

Bicycle and Pedestrian Counts

Appendix D

Implementation Plan Map Segments

Appendix E

Ancillary Facilities

Appendix F

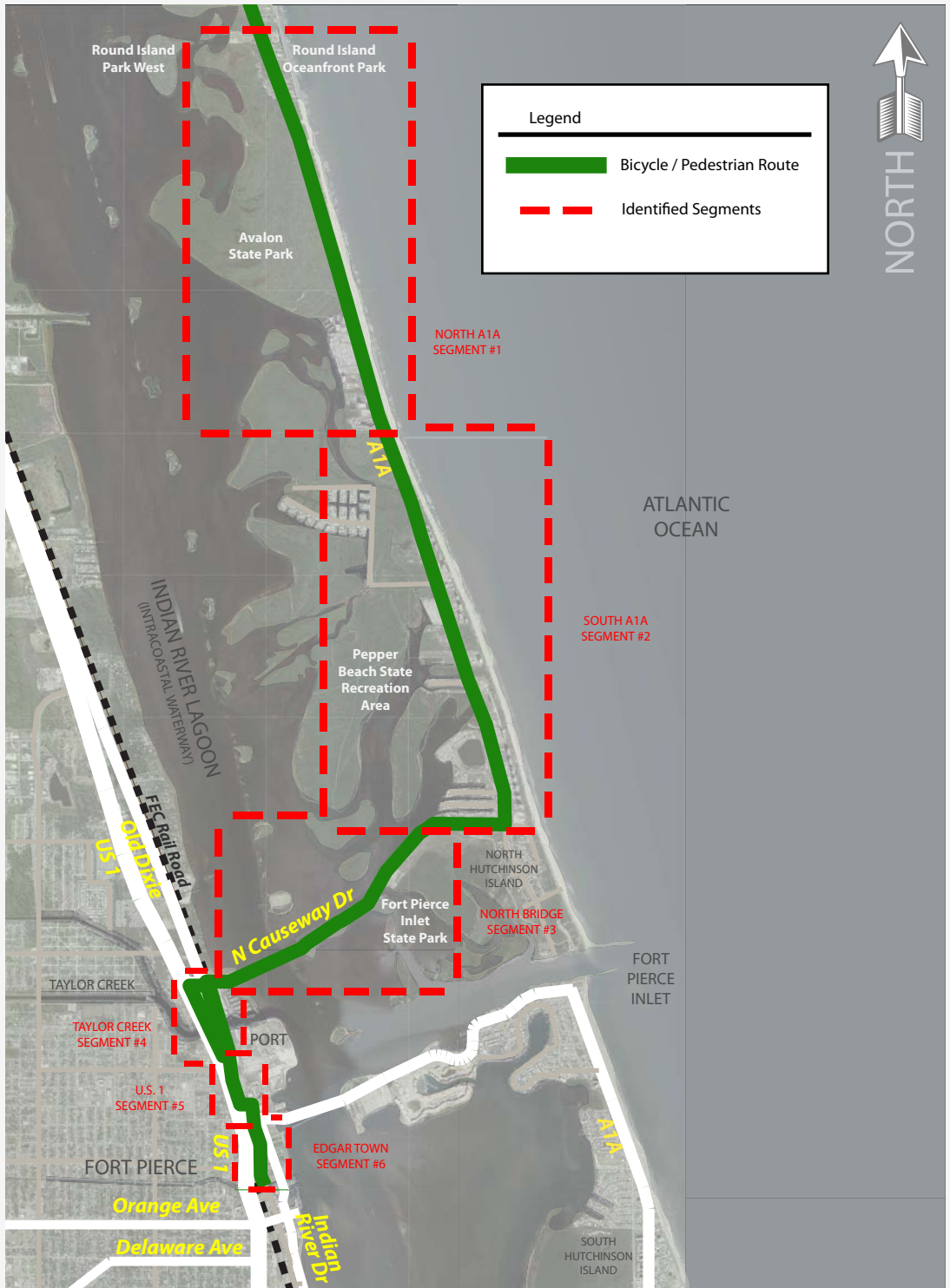
Opinion of Probable Construction Costs

Appendix G

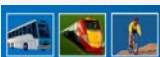
Funding Sources for Greenways and Trails

Appendix A

Base Map



East Coast Greenway Implementation Plan



St. Lucie Transportation
Planning
Organization

Base Map

 **Kimley-Horn
and Associates, Inc.**

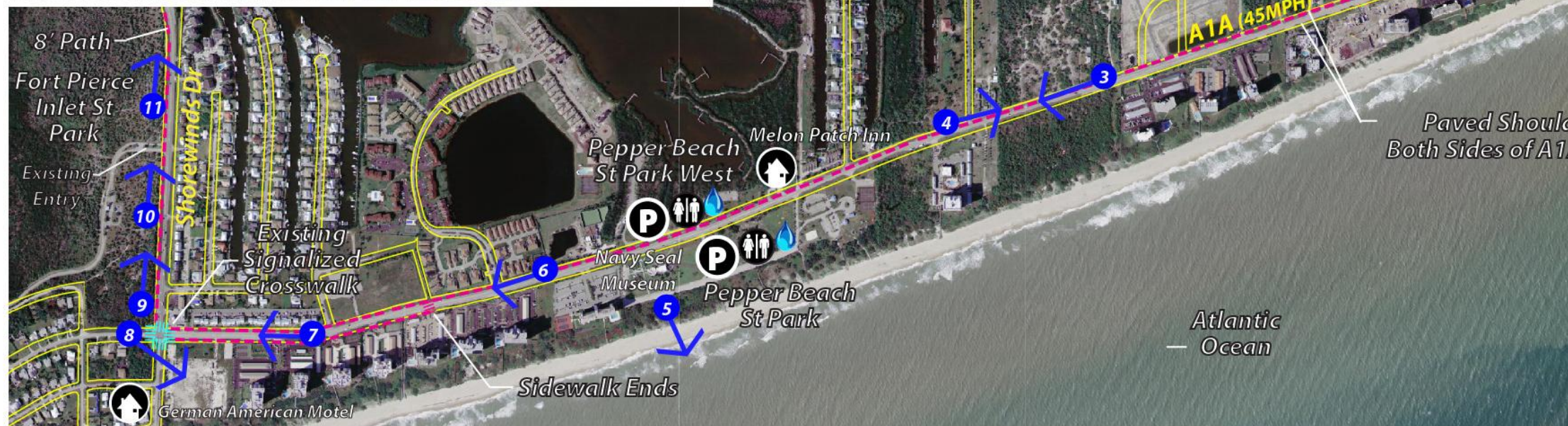
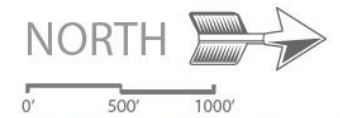
Appendix B

Existing Conditions Map Segments



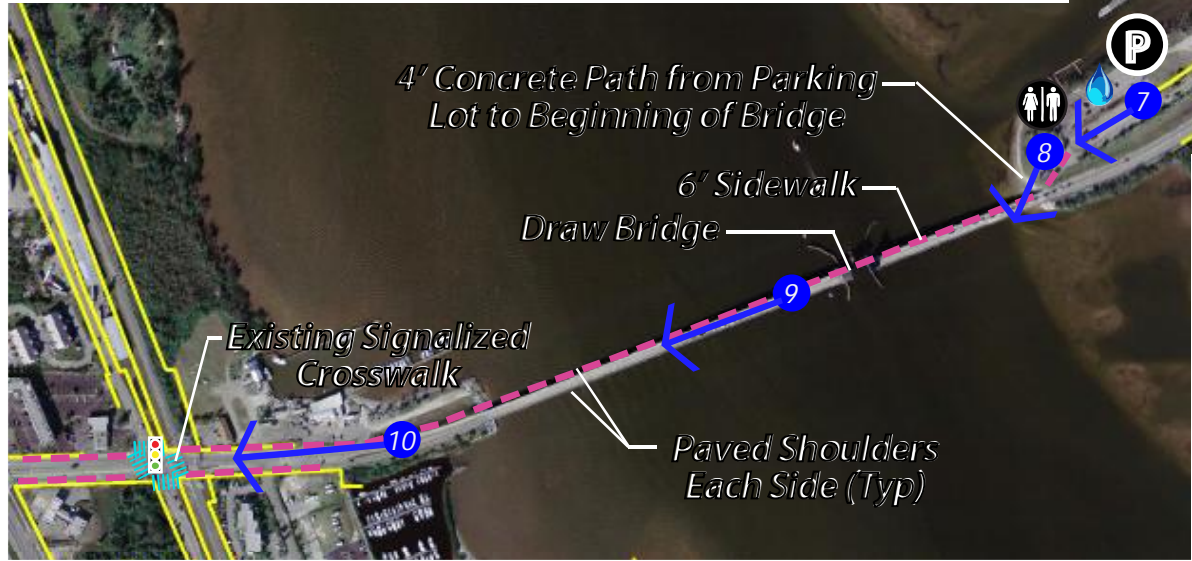
Legend

- Right of Way
- Historic District
- Sidewalks / Path
- Crosswalks
- Signalized Crosswalks
- Photo Origin
- Stop Light
- Potable Water
- Public Parking
- Dining
- Stop Sign
- Bike Amenity
- Public Restroom
- Lodging



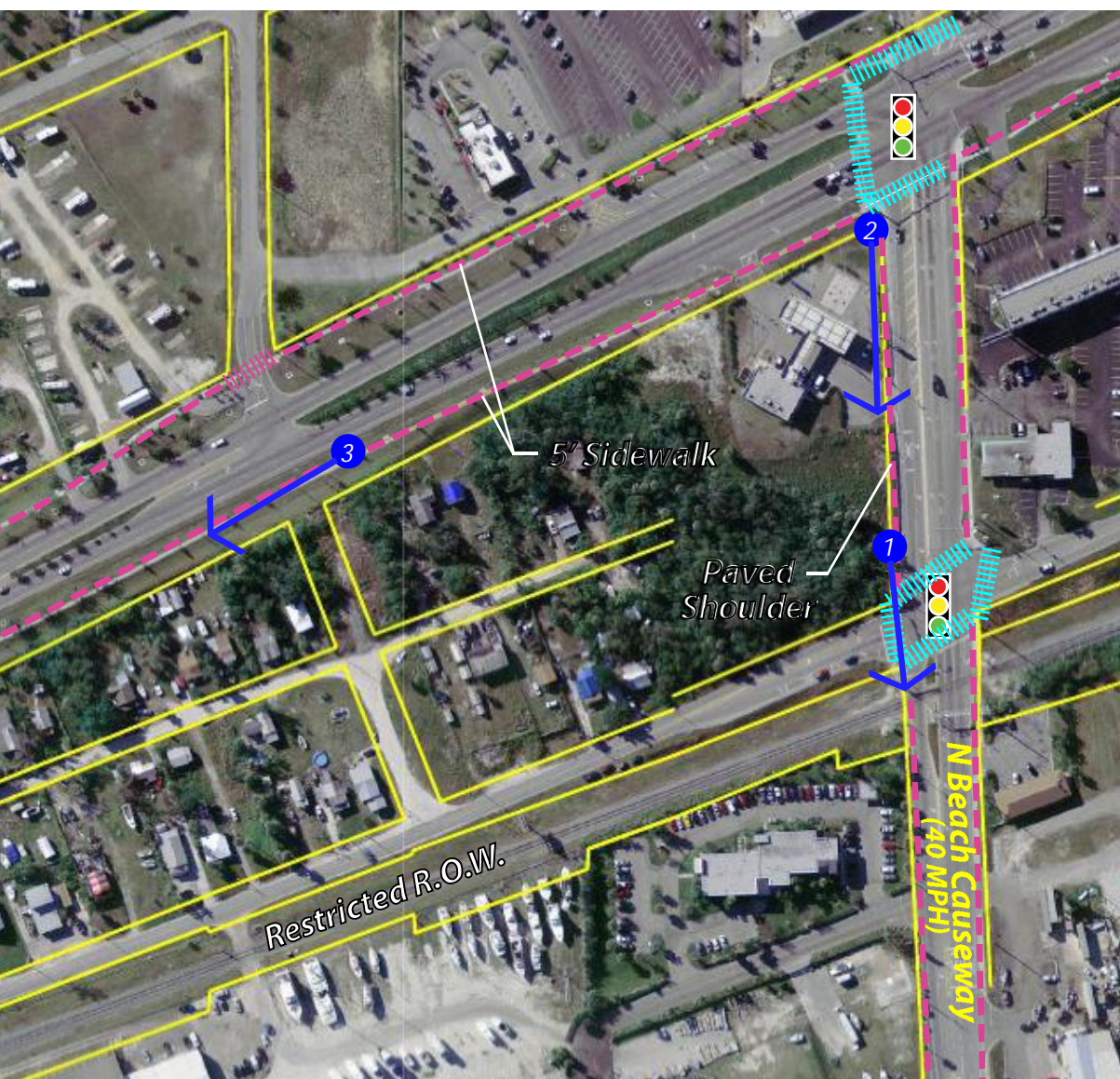
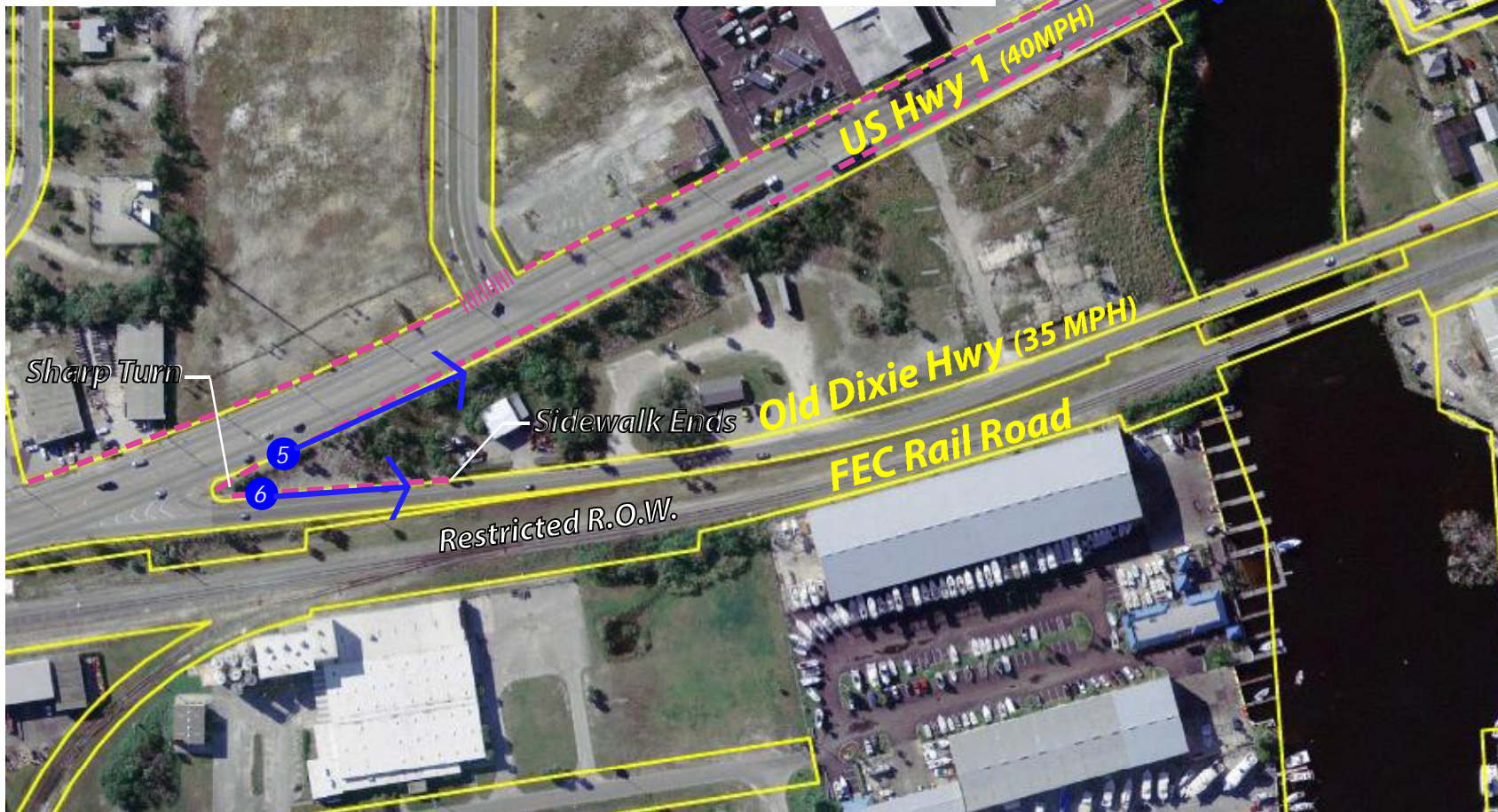
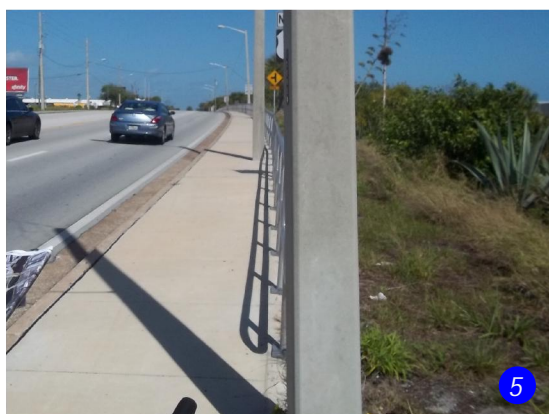
Legend

- Right of Way
- Historic District
- Sidewalks / Path
- Crosswalks
- Signalized Crosswalks
- Photo Origin
- Stop Light
- Potable Water
- Public Parking
- Dining
- Stop Sign
- Bike Amenity
- Public Restroom
- Lodging



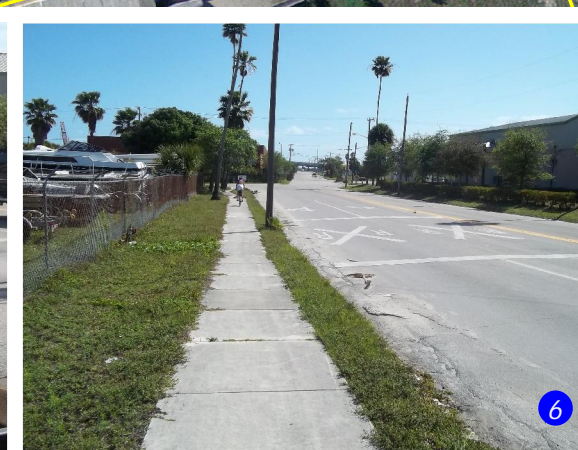
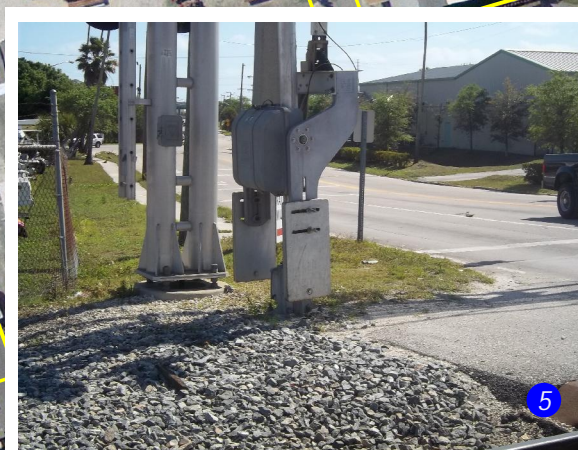
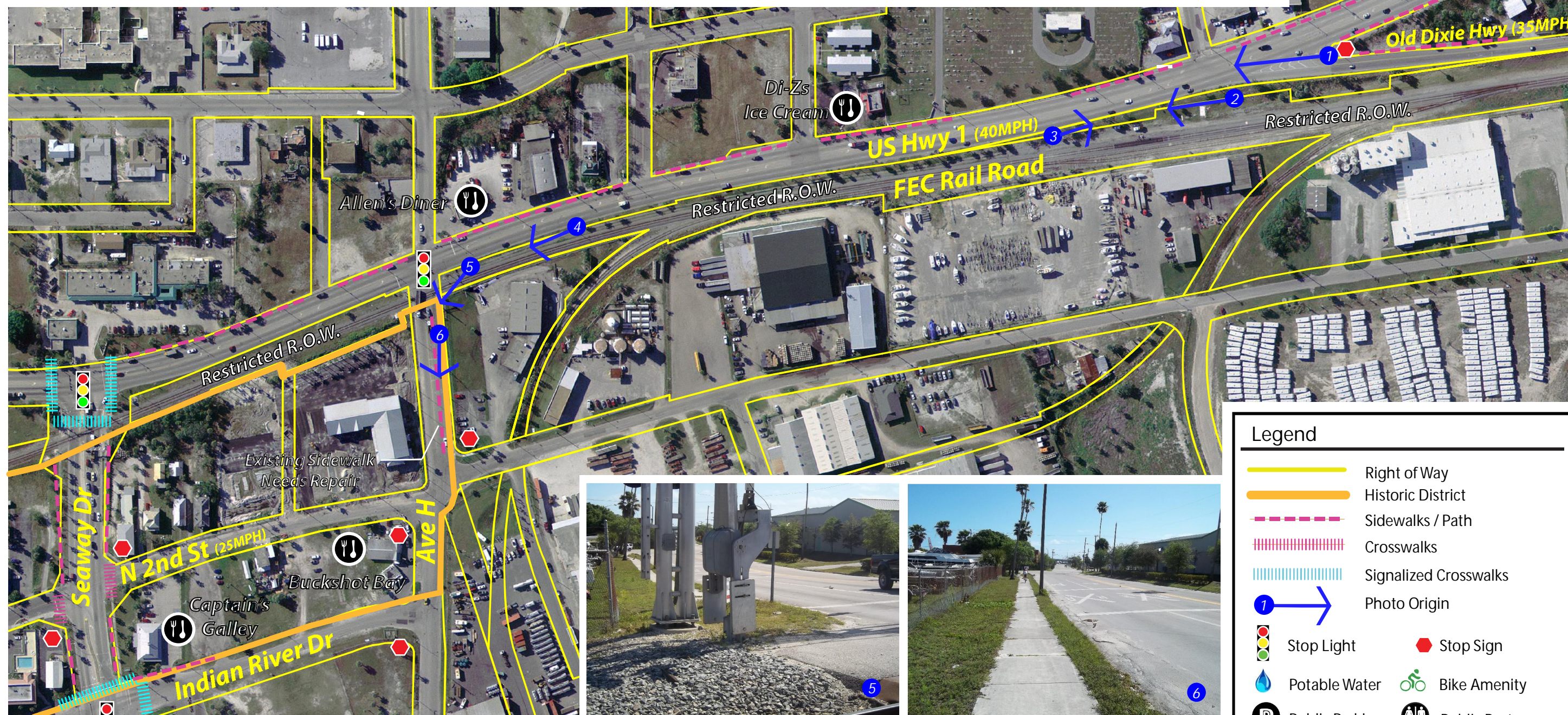
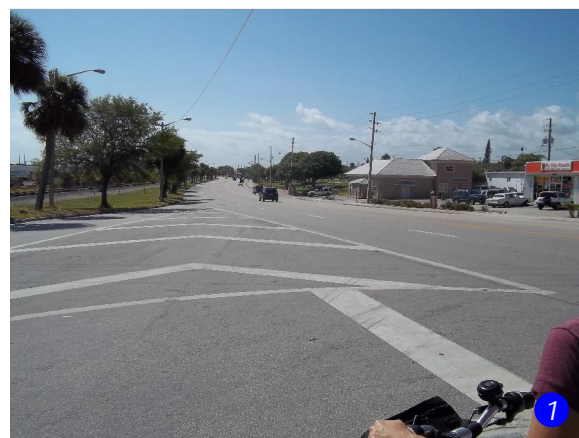
Legend

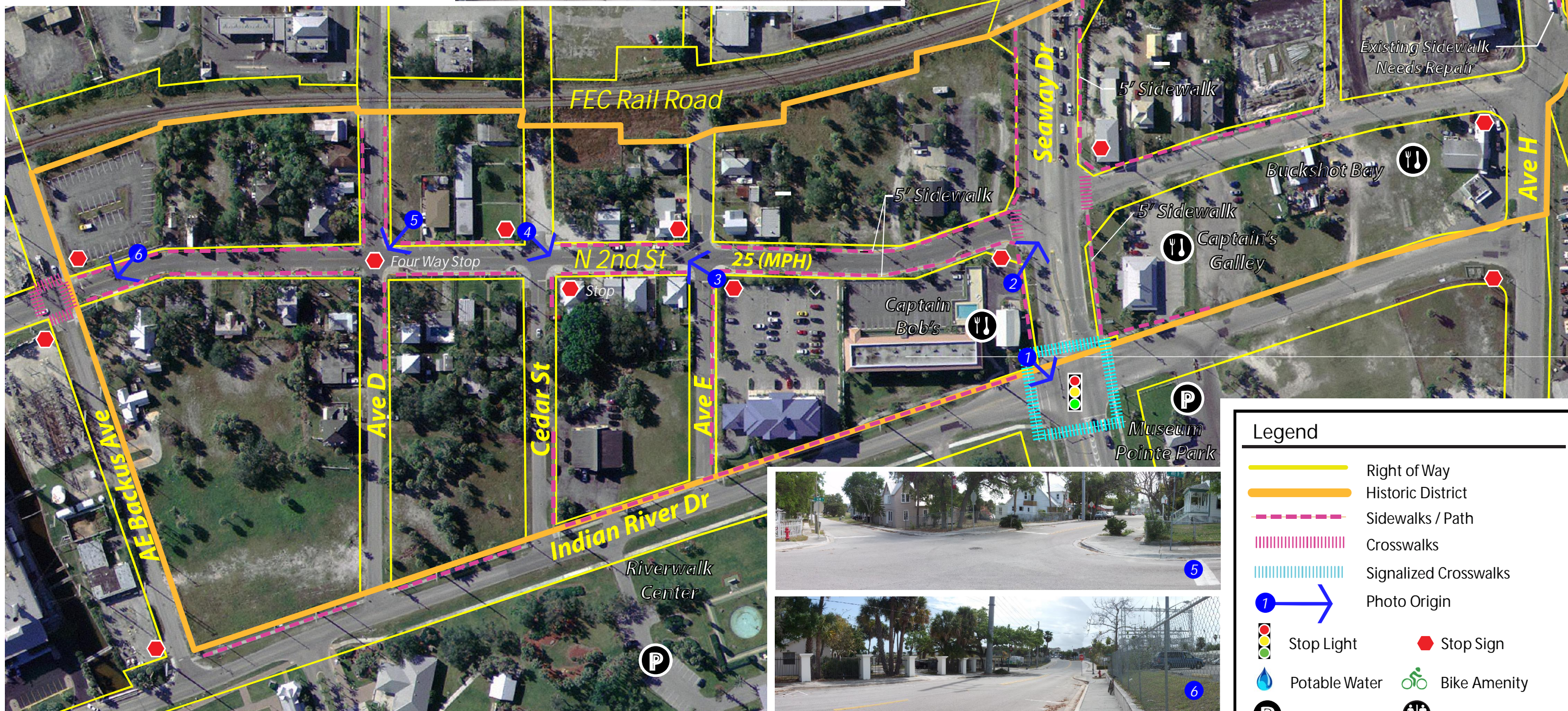
- Right of Way
- Historic District
- Sidewalks / Path
- Crosswalks
- Signalized Crosswalks
- Photo Origin
- Stop Light
- Stop Sign
- Potable Water
- Bike Amenity
- Public Parking
- Public Restroom
- Dining
- Lodging










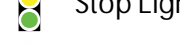






Legend

- Right of Way
- Historic District
- Sidewalks / Path
- Crosswalks
- Signalized Crosswalks
- Photo Origin
- Stop Light
- Stop Sign
- Potable Water
- Bike Amenity
- Public Parking
- Public Restroom
- Dining
- Lodging





Legend

-  Right of Way
-  Historic District
-  Sidewalks / Path
-  Crosswalks
-  Signalized Crosswalks
-  Photo Origin
-  Stop Light
-  Stop Sign
-  Potable Water
-  Bike Amenity
-  Public Parking
-  Public Restroom
-  Dining
-  Lodging

Appendix C

Bicycle and Pedestrian Counts

Location: North Causeway Bridge over ICWW**Date/Day:** 11-12-2011/Saturday**Time:** 7 AM - 7 PM (12 hours)**Bicycle Facilities Description:** Undesignated lanes**Sidewalk Facilities Description:** Only on the north side

| Time Period | Pedestrians | | | | | Bicyclists | | | | | | |
|-------------|-------------|----|------------|----|-------|------------|----|------------|----|------------|----|-------|
| | North Side | | South Side | | Total | In-Road | | | | Sidewalk | | Total |
| | | | | | | North Side | | South Side | | North Side | | |
| | WB | EB | WB | EB | | WB | EB | WB | EB | WB | EB | |
| 7:00-7:15 | | 4 | | | 4 | | | | | 1 | | 1 |
| 7:15-7:30 | 2 | | | | 2 | | | | | | | 0 |
| 7:30-7:45 | | | | | 0 | | | | | | | 0 |
| 7:45-8:00 | | | | | 0 | | | | | | | 0 |
| 8:00-8:15 | | | | | 0 | 2 | | | 1 | | | 3 |
| 8:15-8:30 | | 2 | | | 2 | | | | | | | 0 |
| 8:30-8:45 | | | | | 0 | | | | 1 | | | 1 |
| 8:45-9:00 | | | | | 0 | | | | | | | 0 |
| 9:00-9:15 | | | | | 0 | 1 | | | 1 | | | 2 |
| 9:15-9:30 | | | | | 0 | | | | | | 3 | 3 |
| 9:30-9:45 | | | | | 0 | | | | 3 | | | 3 |
| 9:45-10:00 | | | | | 0 | | | | | | | 0 |
| 10:00-10:15 | | 1 | | | 1 | | | | | | | 0 |
| 10:15-10:30 | | | | | 0 | | | | | 1 | 1 | 2 |
| 10:30-10:45 | | | | | 0 | | | | | | | 0 |
| 10:45-11:00 | | | | | 0 | | | | | | | 0 |
| 11:00-11:15 | | | | | 0 | | | | | 1 | | 1 |
| 11:15-11:30 | | | | | 0 | 1 | | | | 4 | 1 | 6 |
| 11:30-11:45 | | | | | 0 | | | | | | | 0 |
| 11:45-12:00 | 1 | | | | 1 | | | | | | | 0 |
| 12:00-12:15 | | | | | 0 | | | | | | | 0 |
| 12:15-12:30 | | | | | 0 | | | | | | | 0 |
| 12:30-12:45 | | | 1 | | 1 | | | | | | | 0 |
| 12:45-1:00 | | | | | 0 | | | | 1 | | | 1 |
| 1:00-1:15 | | | | | 0 | | | | 1 | | | 1 |
| 1:15-1:30 | | | | | 0 | 1 | | | | | | 1 |
| 1:30-1:45 | | | | | 0 | | | | | | | 0 |
| 1:45-2:00 | | | | | 0 | | | | | | 1 | 1 |
| 2:00-2:15 | 1 | 2 | | | 3 | 1 | | | | | | 1 |
| 2:15-2:30 | | | | | 0 | | | | | | 1 | 1 |
| 2:30-2:45 | | 5 | | | 5 | | | | | | | 0 |
| 2:45-3:00 | | | | | 0 | | | | | | | 0 |
| 3:00-3:15 | | | | | 0 | | | | | | | 0 |
| 3:15-3:30 | | | | | 0 | | | | | 1 | | 1 |
| 3:30-3:45 | | | | | 0 | | | | | 1 | | 1 |
| 3:45-4:00 | | | 5 | | 5 | | | | | | | 0 |
| 4:00-4:15 | | | | | 0 | | | | | | | 0 |
| 4:15-4:30 | | | | | 0 | | | | | | | 0 |
| 4:30-4:45 | | | | | 0 | | | | | | 1 | 1 |
| 4:45-5:00 | | | | | 0 | | | | | | 1 | 1 |
| 5:00-5:15 | | | | | 0 | | | | | | | 0 |
| 5:15-5:30 | | | | | 0 | | | | | | | 0 |
| 5:30-5:45 | | | | | 0 | | | | | | | 0 |
| 5:45-6:00 | | | | | 0 | | | | | | | 0 |
| 6:00-6:15 | | | | | 0 | | | | | | | 0 |
| 6:15-6:30 | | | | | 0 | | | | | | | 0 |
| 6:30-6:45 | | | | | 0 | | | | | | | 0 |
| 6:45-7:00 | | | | | 0 | | | | | | | 0 |
| Totals | 4 | 14 | 6 | 0 | 24 | 6 | 0 | 0 | 8 | 9 | 9 | 32 |

**Total In-Road
Percentage**

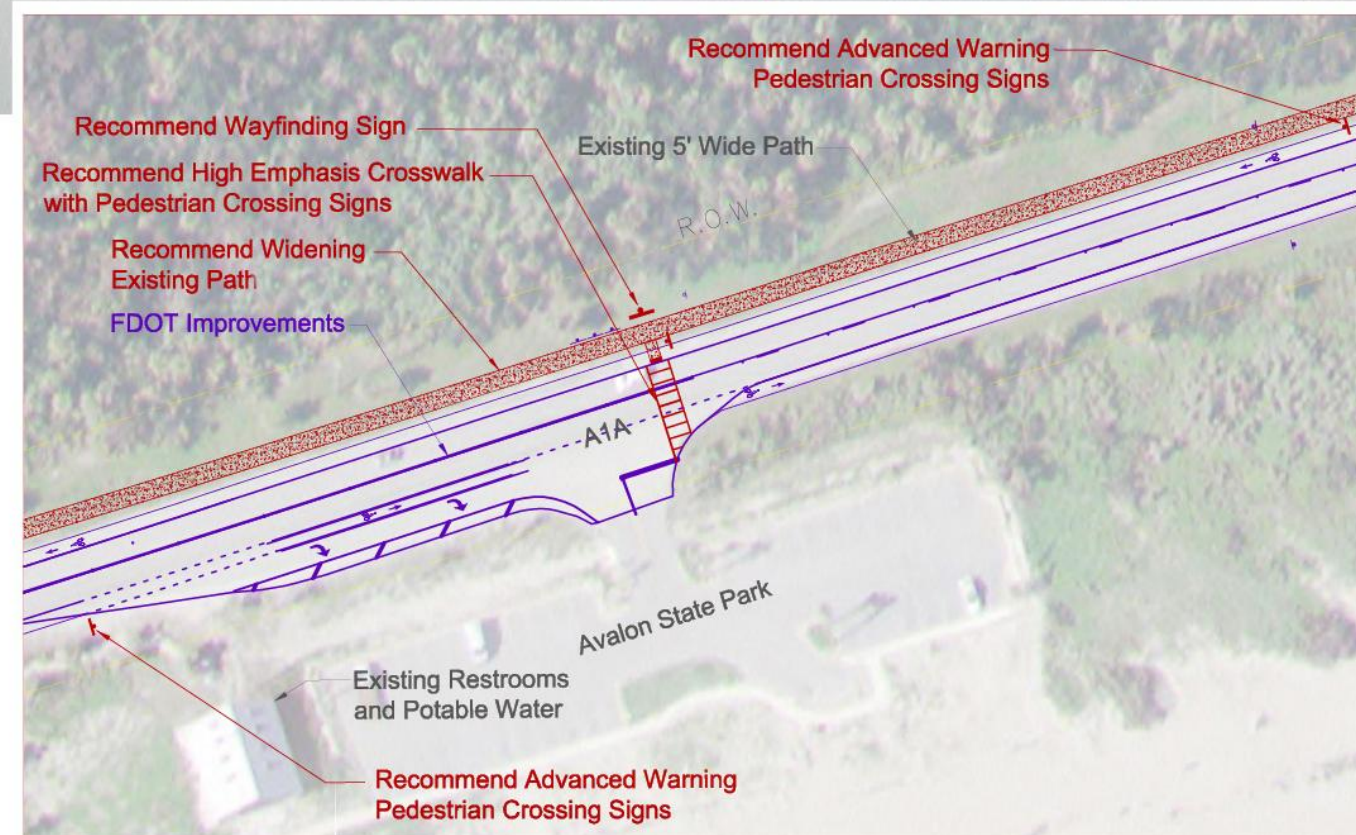
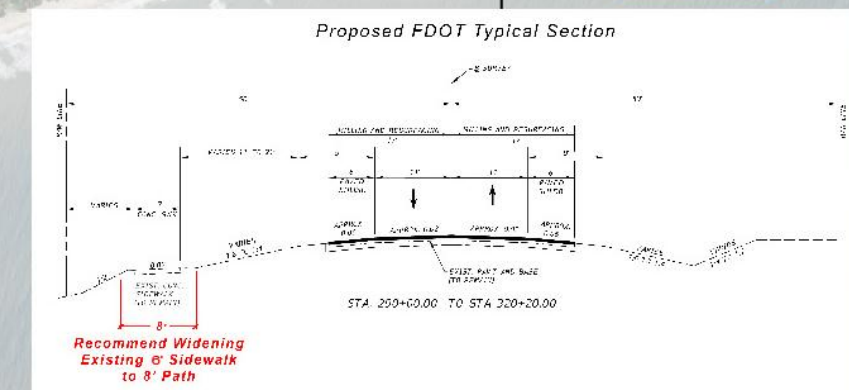
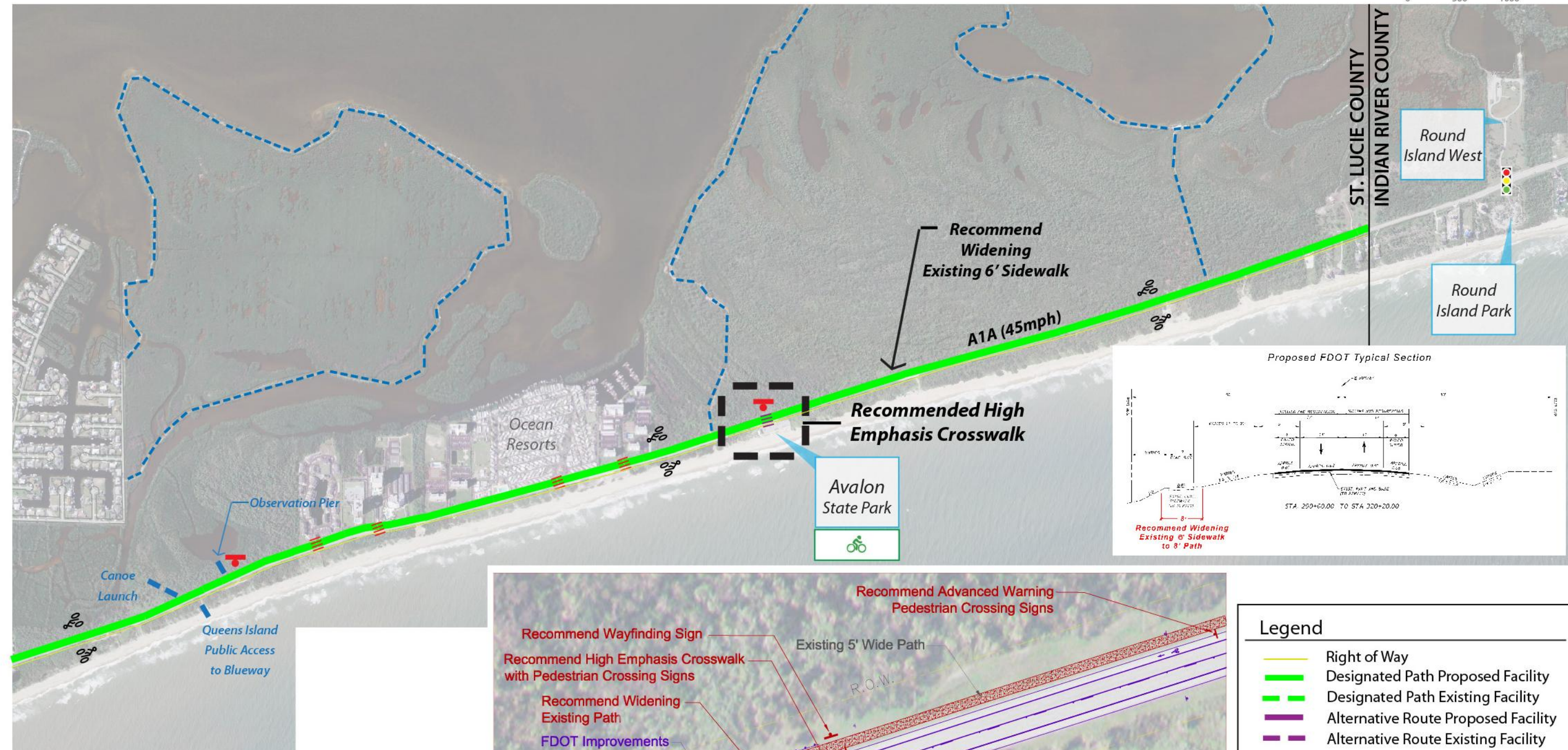
14
43.8%

**Total Sidewalk
Percentage**

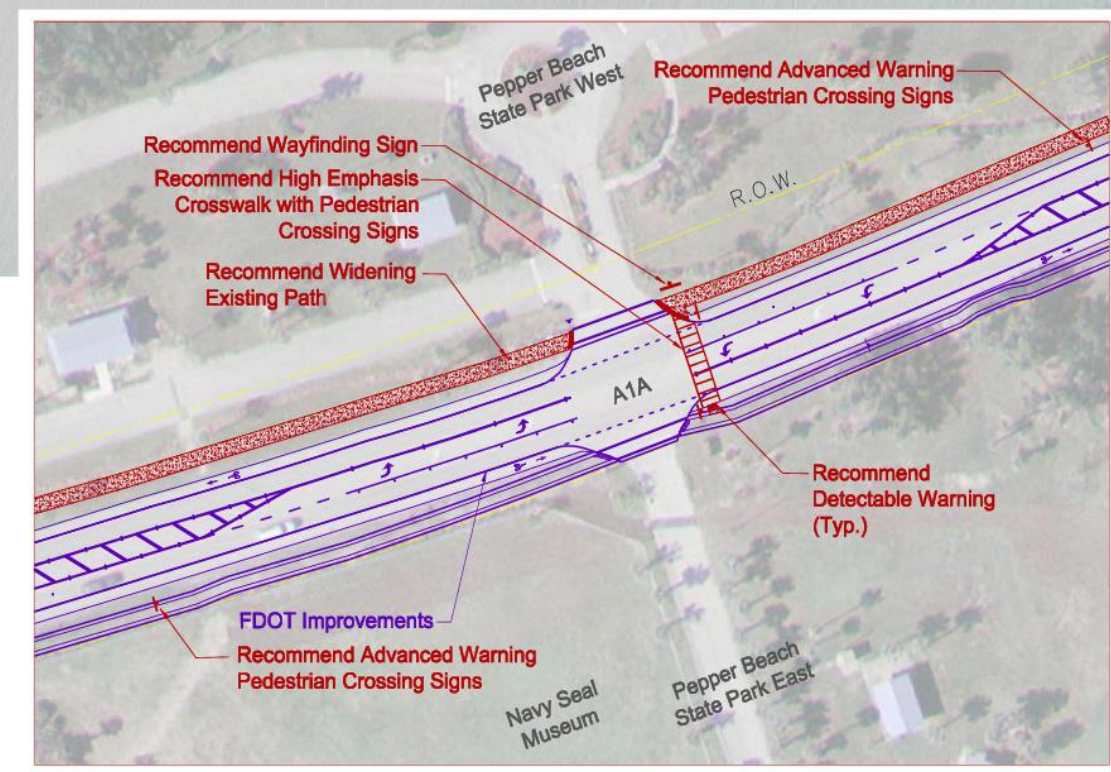
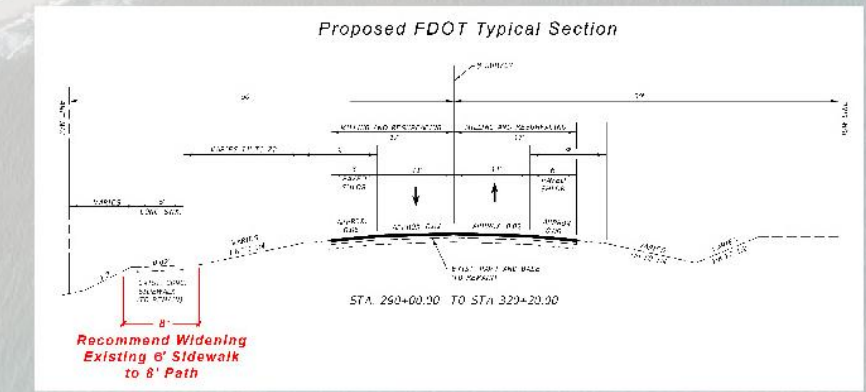
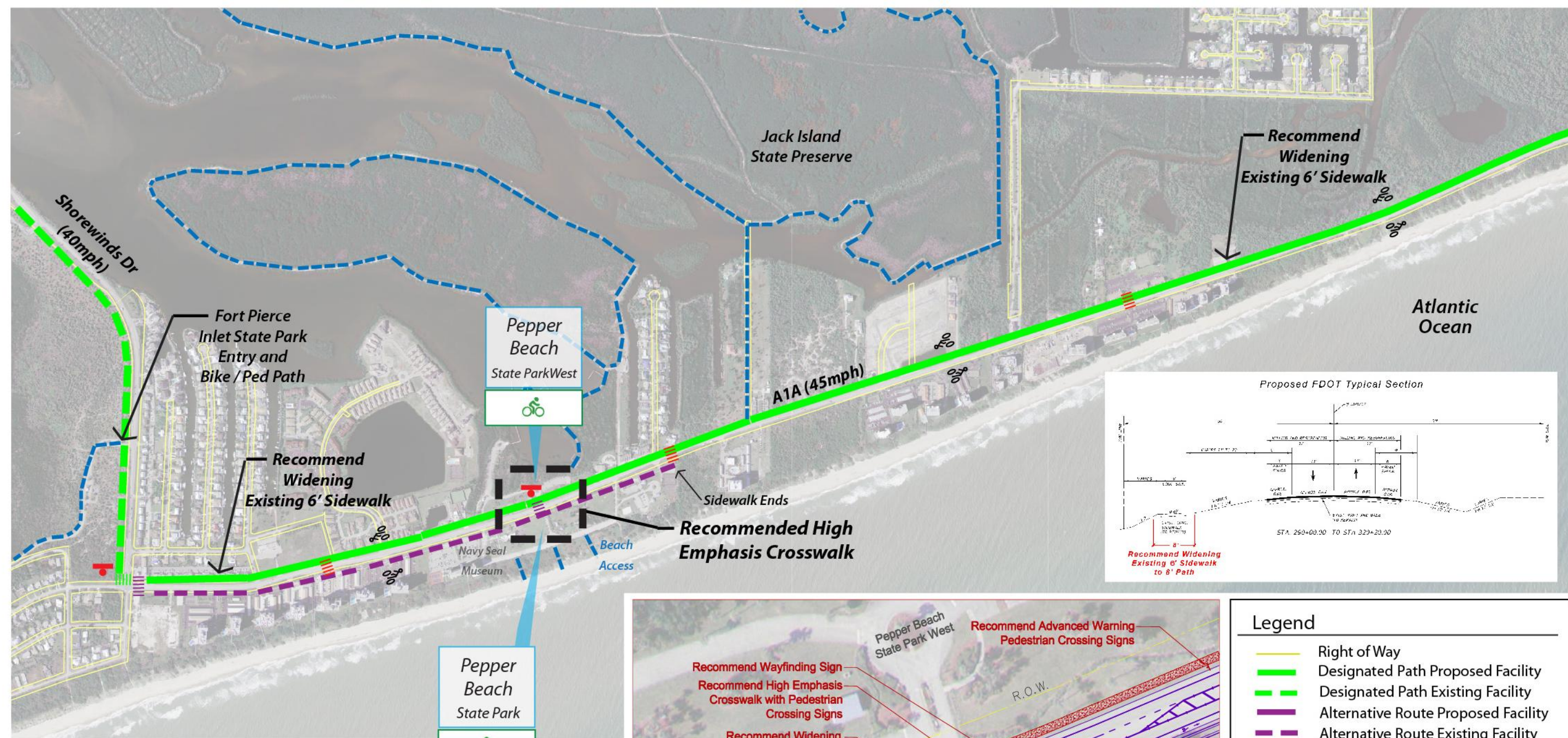
18
56.3%

Appendix D

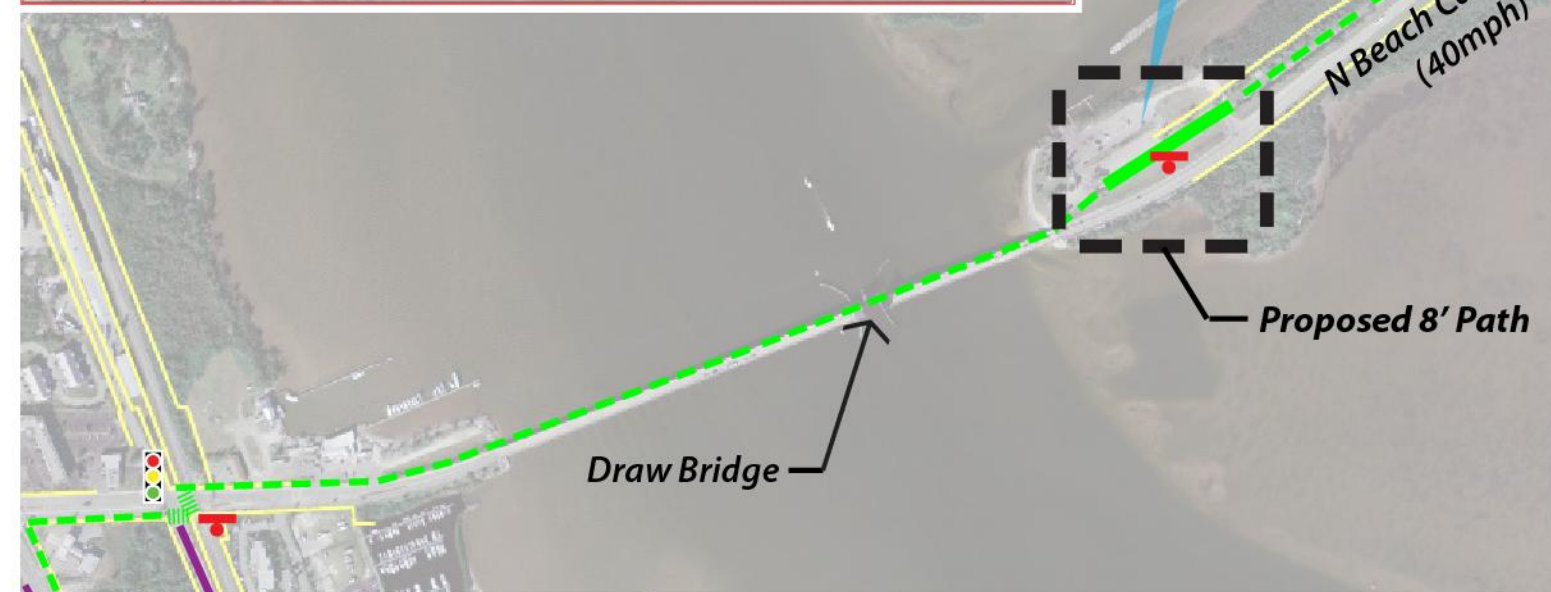
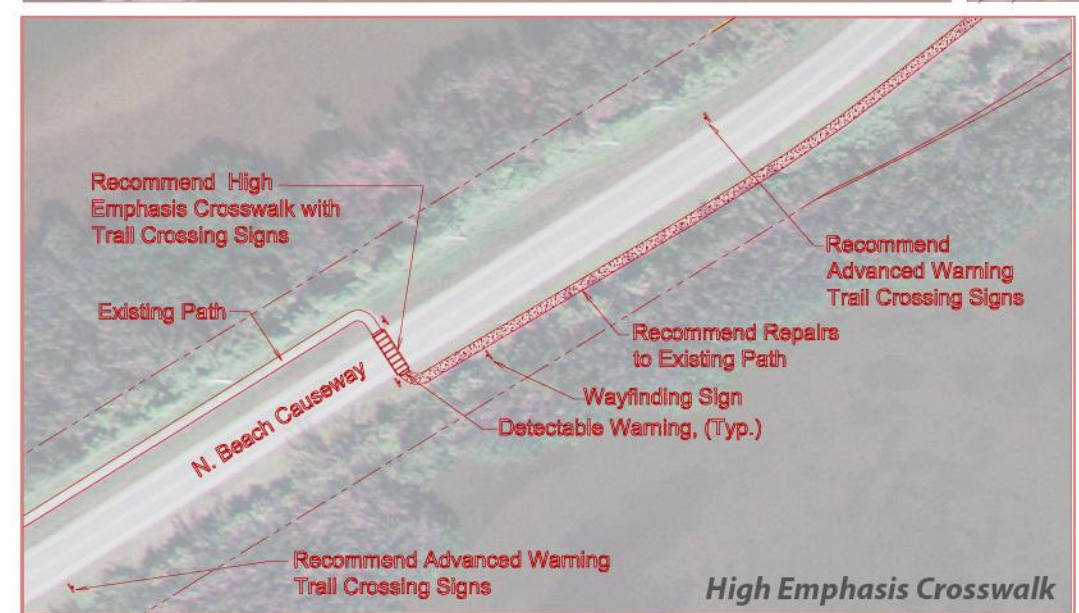
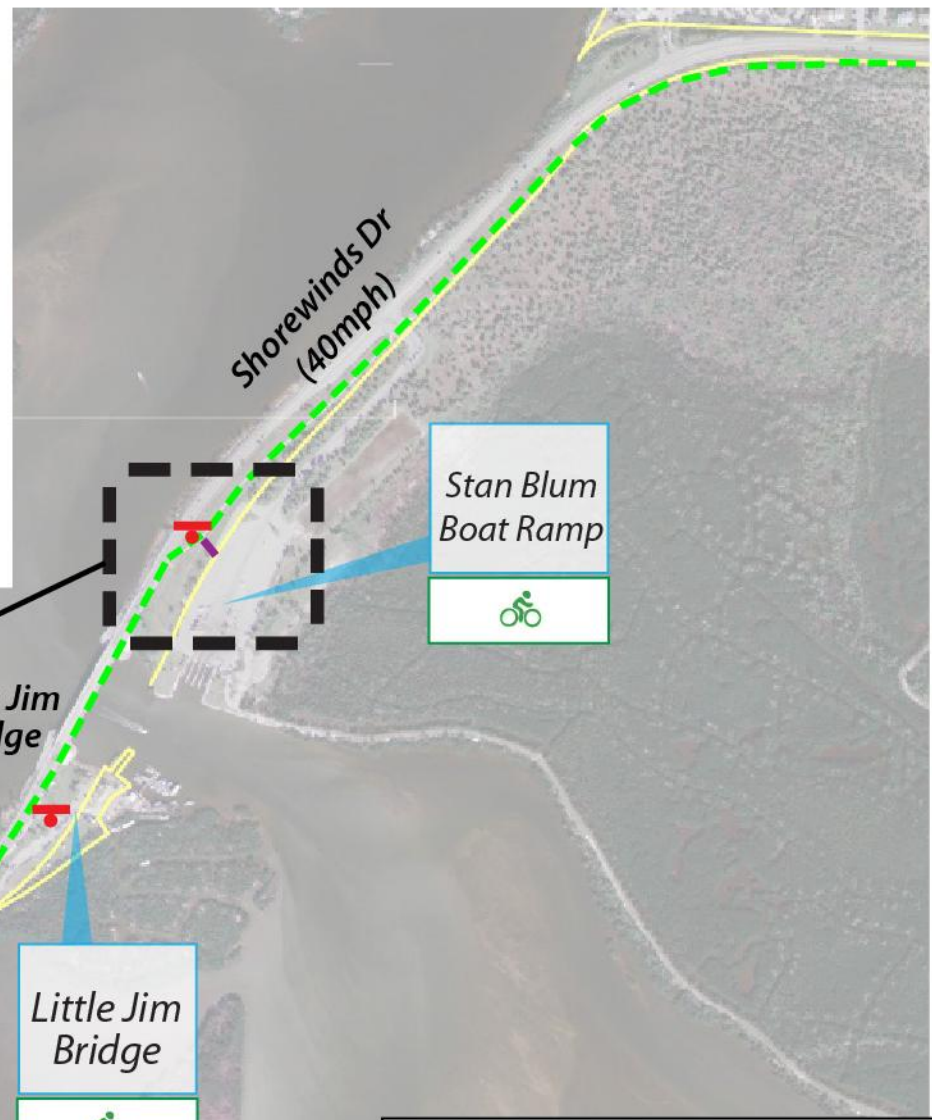
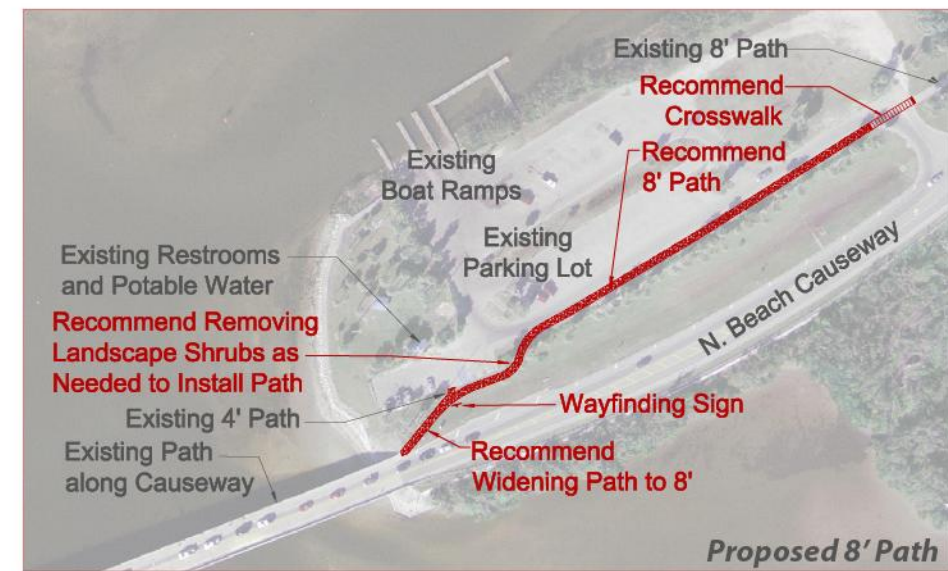
Implementation Plan Map Segments



| Legend | |
|--------|-------------------------------------|
| | Right of Way |
| | Designated Path Proposed Facility |
| | Designated Path Existing Facility |
| | Alternative Route Proposed Facility |
| | Alternative Route Existing Facility |
| | Auxiliary Trail |
| | Designated Path Crosswalk |
| | Alternative Route Crosswalk |
| | Proposed FDOT Crosswalk |
| | Proposed Wayfinding Sign |
| | FDOT Proposed Marked Bike Lane |
| | Proposed Bike Boulevard |
| | Proposed Bike Amenity |
| | Existing Stop Sign |
| | Existing Stop Light |

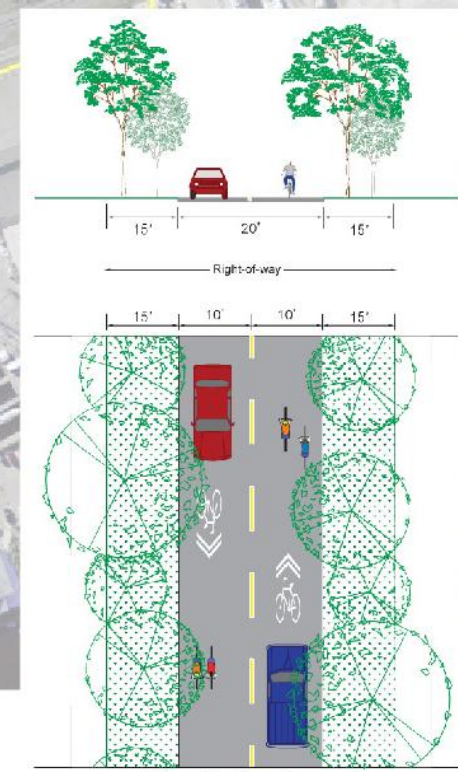
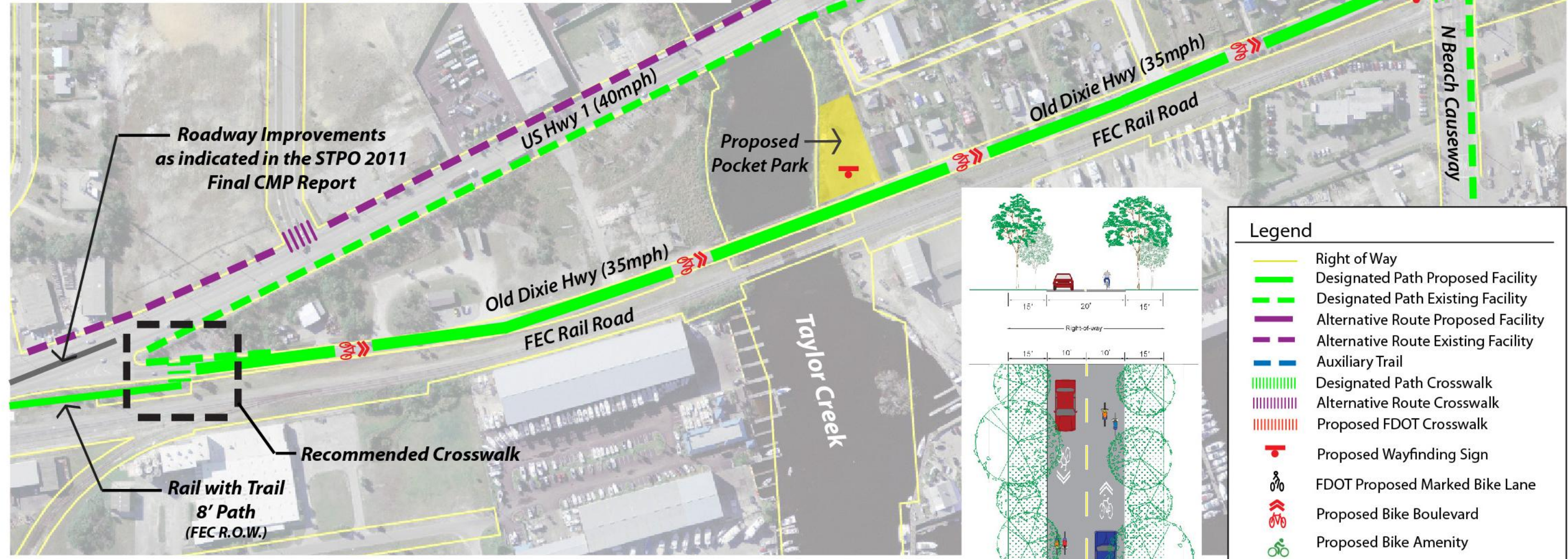
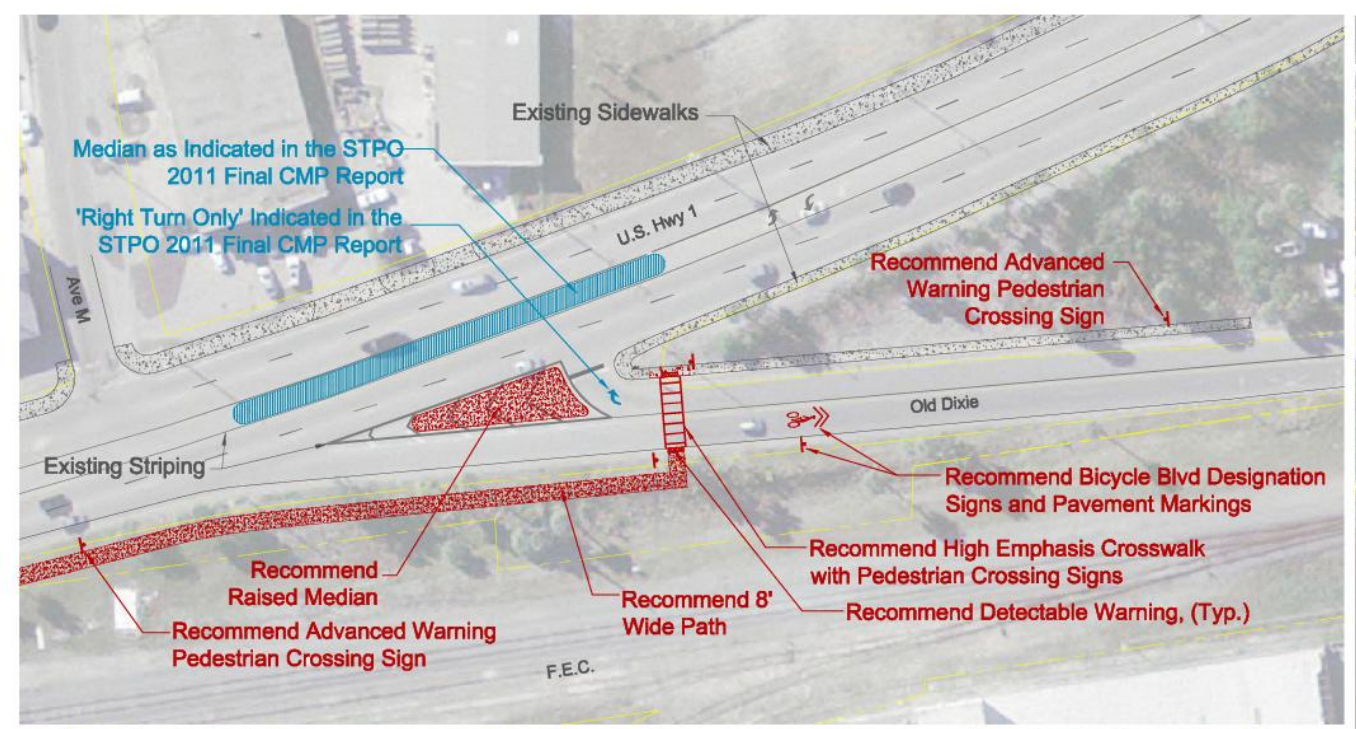


| Legend | |
|--------|-------------------------------------|
| | Right of Way |
| | Designated Path Proposed Facility |
| | Designated Path Existing Facility |
| | Alternative Route Proposed Facility |
| | Alternative Route Existing Facility |
| | Auxiliary Trail |
| | Designated Path Crosswalk |
| | Alternative Route Crosswalk |
| | Proposed FDOT Crosswalk |
| | Proposed Wayfinding Sign |
| | FDOT Proposed Marked Bike Lane |
| | Proposed Bike Boulevard |
| | Proposed Bike Amenity |
| | Existing Stop Sign |
| | Existing Stop Light |

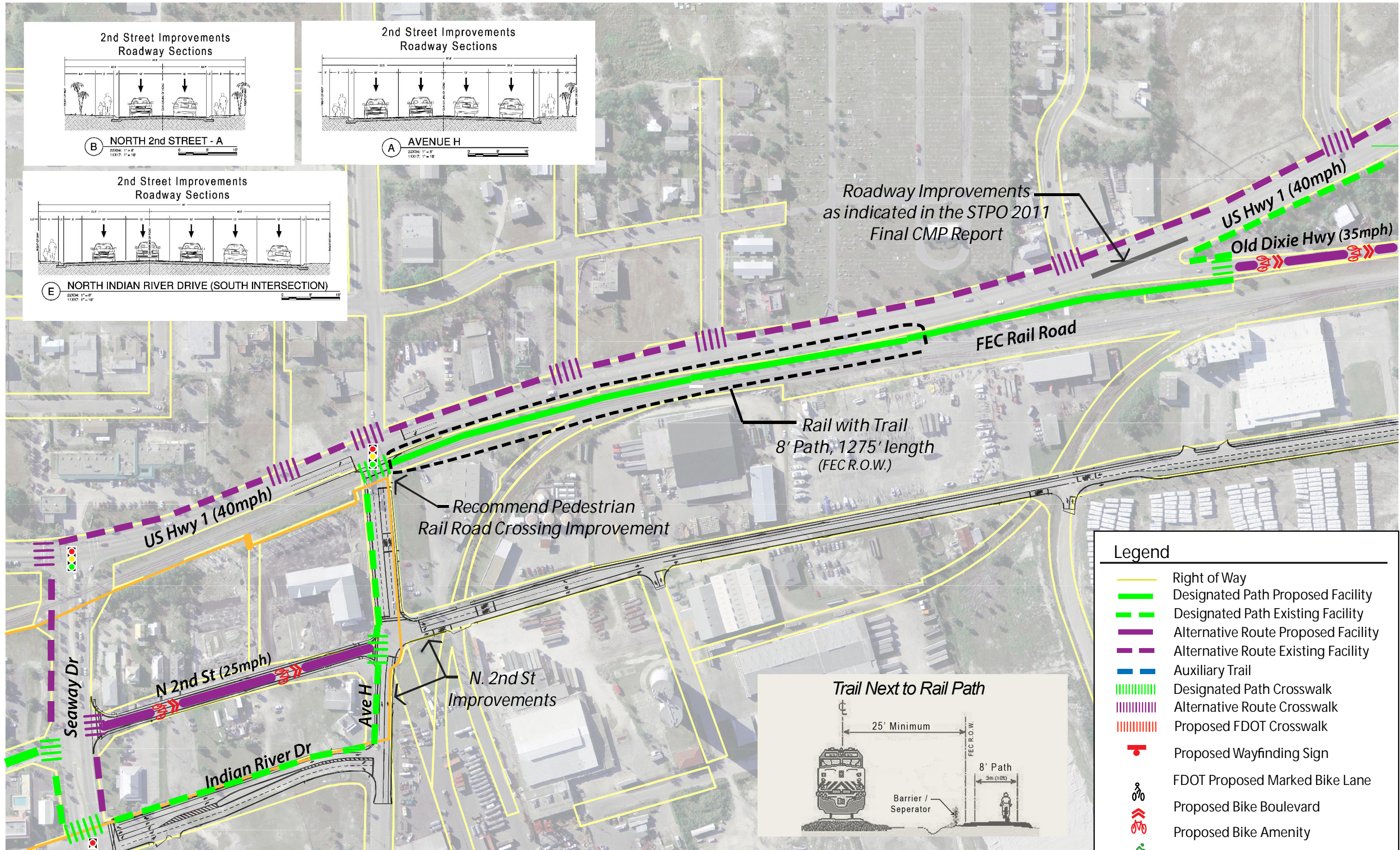


Legend

| | |
|--|-------------------------------------|
| | Right of Way |
| | Designated Path Proposed Facility |
| | Designated Path Existing Facility |
| | Alternative Route Proposed Facility |
| | Alternative Route Existing Facility |
| | Auxiliary Trail |
| | Designated Path Crosswalk |
| | Alternative Route Crosswalk |
| | Proposed FDOT Crosswalk |
| | Proposed Wayfinding Sign |
| | FDOT Proposed Marked Bike Lane |
| | Proposed Bike Boulevard |
| | Proposed Bike Amenity |
| | Existing Stop Sign |
| | Existing Stop Light |



| Legend | |
|--------|-------------------------------------|
| | Right of Way |
| | Designated Path Proposed Facility |
| | Designated Path Existing Facility |
| | Alternative Route Proposed Facility |
| | Alternative Route Existing Facility |
| | Auxiliary Trail |
| | Designated Path Crosswalk |
| | Alternative Route Crosswalk |
| | Proposed FDOT Crosswalk |
| | Proposed Wayfinding Sign |
| | FDOT Proposed Marked Bike Lane |
| | Proposed Bike Boulevard |
| | Proposed Bike Amenity |
| | Existing Stop Sign |
| | Existing Stop Light |



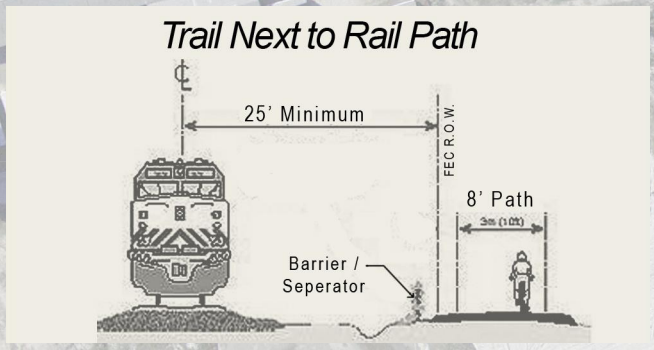
Roadway Improvements
as indicated in the STPO 2011
Final CMP Report

FEC Rail Road

Rail with Trail
8' Path, 1275' length
(FEC R.O.W.)

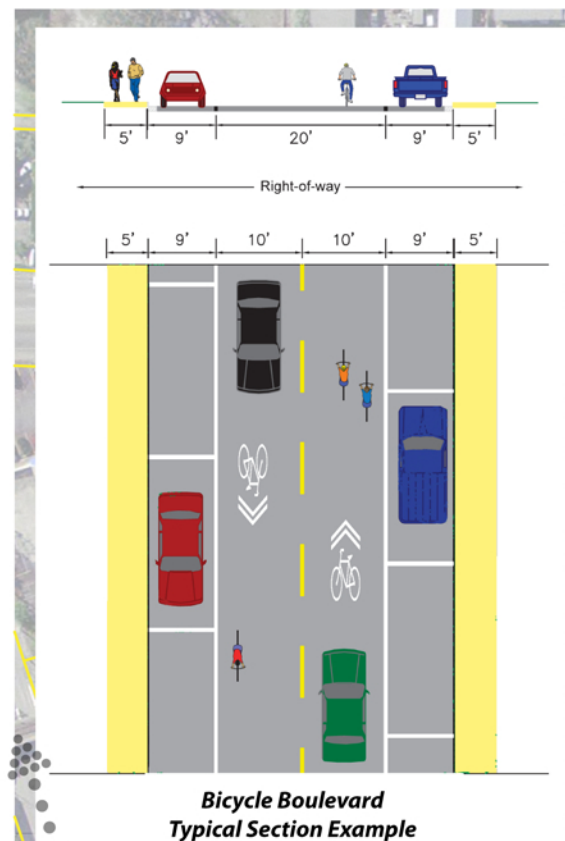
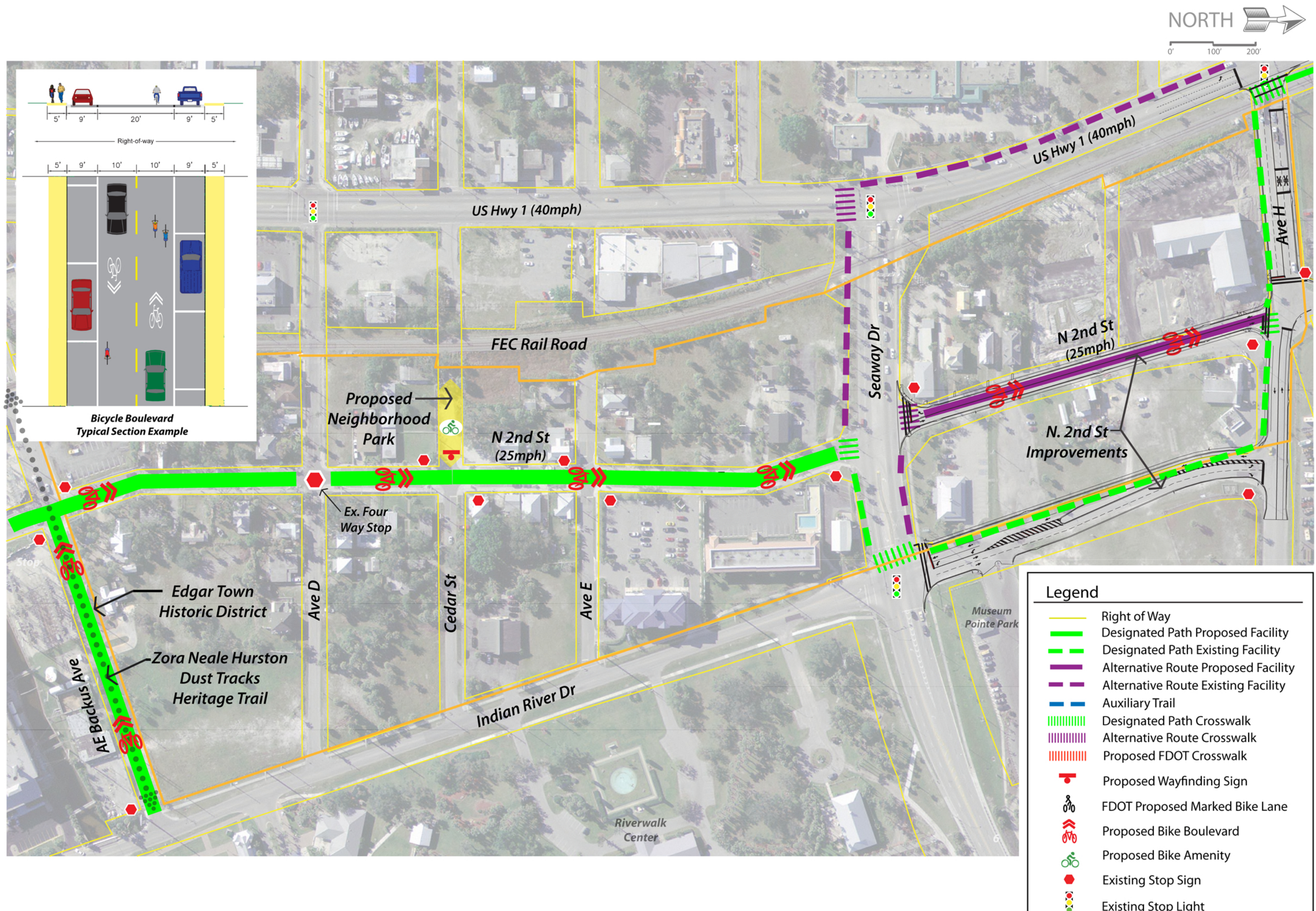
Recommend Pedestrian
Rail Road Crossing Improvement

N. 2nd St
Improvements



Legend

- Right of Way
- Designated Path Proposed Facility
- Designated Path Existing Facility
- Alternative Route Proposed Facility
- Alternative Route Existing Facility
- Auxiliary Trail
- Designated Path Crosswalk
- Alternative Route Crosswalk
- Proposed FDOT Crosswalk
- Proposed Wayfinding Sign
- FDOT Proposed Marked Bike Lane
- Proposed Bike Boulevard
- Proposed Bike Amenity
- Existing Stop Sign
- Existing Stop Light



- Legend**
- Right of Way
 - Designated Path Proposed Facility
 - Designated Path Existing Facility
 - Alternative Route Proposed Facility
 - Alternative Route Existing Facility
 - Auxiliary Trail
 - Designated Path Crosswalk
 - Alternative Route Crosswalk
 - Proposed FDOT Crosswalk
 - Proposed Wayfinding Sign
 - FDOT Proposed Marked Bike Lane
 - Proposed Bike Boulevard
 - Proposed Bike Amenity
 - Existing Stop Sign
 - Existing Stop Light

Appendix E

Ancillary Facilities

- Basic Tool - Bike Amenities
- Fix it Stations
- Bike Racks
- Covered Bike Parking
- Lockers
- Mobility Trackers
- \$585 approximately for bike rack

Alternative Options



Bike Rack



Bike Rack



Bike Rack



Bike Rack

Fort Pierce Bike Amenities



Fix it Stations



Mobility Trackers



Bike Rack



Covered Bike Parking

East Coast Greenway Implementation Plan - Ancillary Facilities



St. Lucie Transportation
Planning
Organization

Bike Amenities

 Kimley-Horn
and Associates, Inc.

- Basic Tool - Signage
- Informs all roadway users that the current street is a bicycle boulevard
- Enhances the look and feel of the street for a bicycle boulevard
- \$300 approximately for sign and sign structure



R4-11



M1-8(7)



W11-1



W16-1P



East Coast Greenway Implementation Plan - Ancillary Facilities



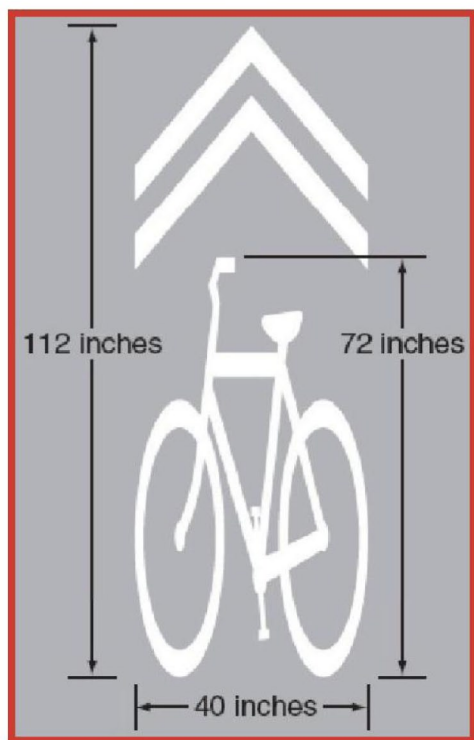
St. Lucie Transportation
Planning
Organization

*Bicycle Boulevard
Designation Signs*

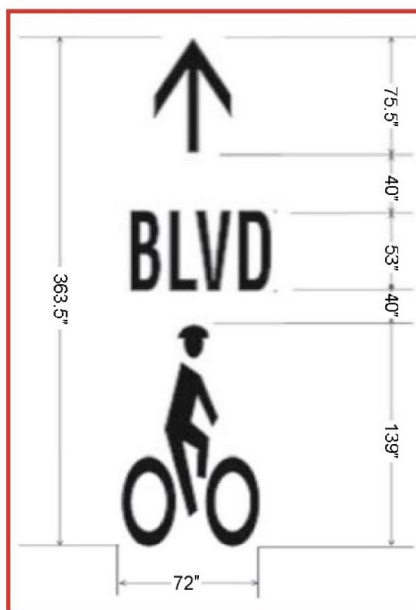


Kimley-Horn
and Associates, Inc.

- Basic Tool - Pavement Markings
- Unique pavement marking provides strong emphasis on bicycle boulevards
- Defines the anticipated lateral positioning of cyclists
- Typically applied on bicycle boulevard sections without bike lanes
- Enhances the look and feel of the bicycle boulevard
- Alerts motorists of the potential presence of cyclists and the lateral location they are likely to occupy
- Shared Lane Marking (MUTCD Figure 9C-9) is the current preferred pavement marking for bicycle boulevards
- \$200 per pavement marking



Shared Lane Marking (Sharrow)



Example marking plan from Berkeley, CA of an alternative pavement marking.



Nashville, TN

Note: The Bicycle Boulevard pavement marking must be compliant with FHWA standards found in the *Manual on Uniform Traffic Control Devices (MUTCD)*.

East Coast Greenway Implementation Plan - Ancillary Facilities



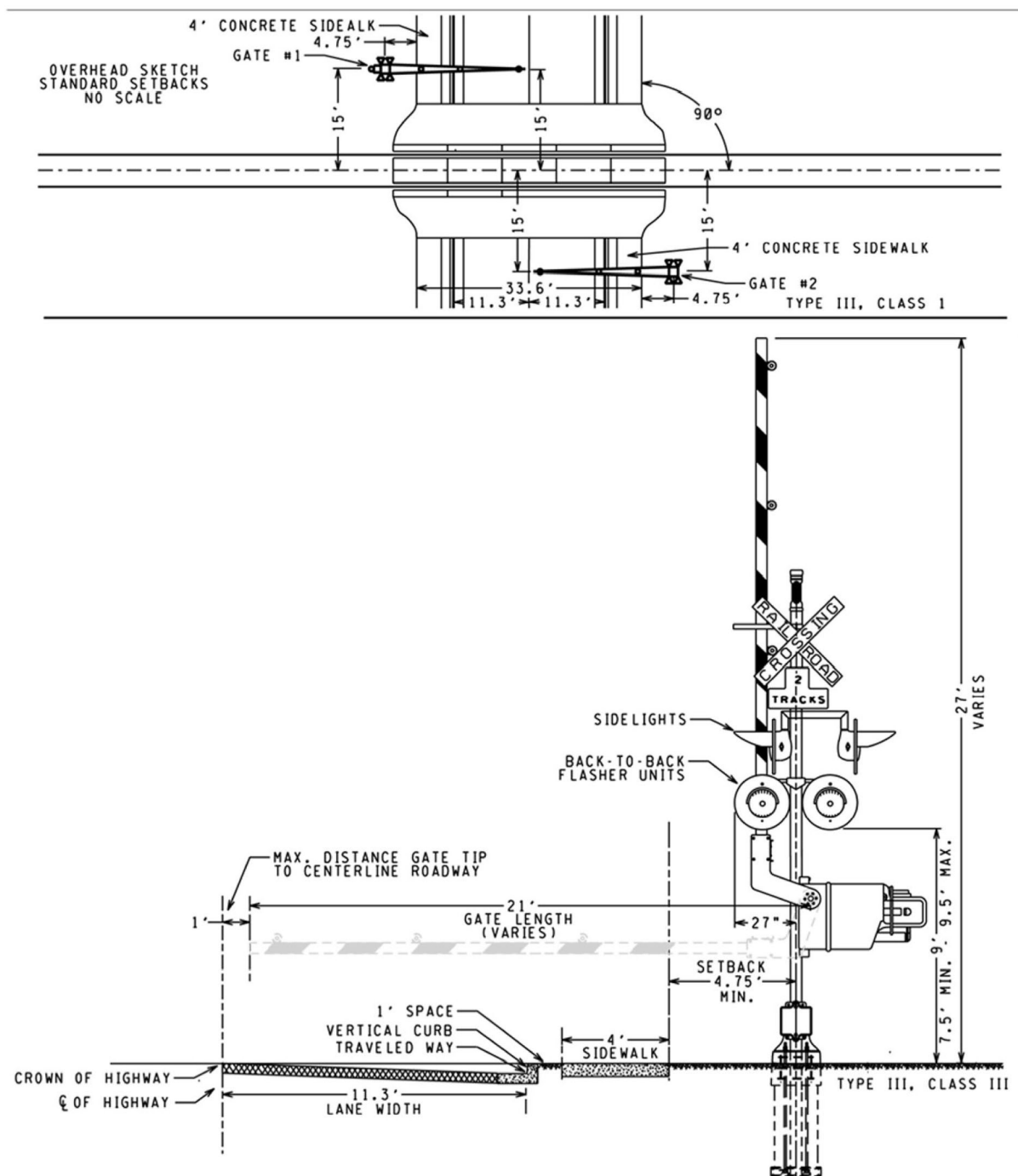
St. Lucie Transportation
Planning
Organization

***Bicycle Boulevard
Pavement Markings***



**Kimley-Horn
and Associates, Inc.**

- Site Specific Tool - Rail Road Crossing
- Assists cyclists and pedestrians to cross railroad tracks



Example provided from Section draw by XOrail, for FECR

East Coast Greenway Implementation Plan - Ancillary Facilities



St. Lucie Transportation
Planning
Organization

Crossing Arm at Rail Road



Kimley-Horn
and Associates, Inc.

- Site Specific Tool - Neighborhood Traffic Management Tool
- Helps to reduce approaching motor vehicle speeds and to create a visible prominent crossing location for cyclists and pedestrians
- Helps for traffic calming and increases pedestrian safety at midblock locations and intersections



Coral Gables, FL

East Coast Greenway Implementation Plan - Ancillary Facilities



St. Lucie Transportation
Planning
Organization

High Emphasis Crosswalks



Kimley-Horn
and Associates, Inc.

- Basic Tool - Signage
- Provides advance warning to motorist approaching a Mid-Block Crossing
- Can be applied at all Mid-Block Crossing
- Enhances safety
- \$300 approximately for sign & structure
- \$360 approximately for detectable warning



X-W11-2



X-W16-7pL



Detectable Warning



X-W11-2



X-W16-9p

East Coast Greenway Implementation Plan - Ancillary Facilities



St. Lucie Transportation
Planning
Organization

***Pedestrian Crossing Sign and
Detectable Warning***



Kimley-Horn
and Associates, Inc.

- Basic Tool - Signage
- Provides wayfinding and distance information for cyclists
- Larger signs could also improve an area-wide map
- \$550 approximately for sign and sign structure



Example: Portland, OR



Requires adoption by FHWA



E1 Facility Directional Sign



D1-2c

East Coast Greenway Implementation Plan - Ancillary Facilities



St. Lucie Transportation
Planning
Organization

Wayfinding Signs with Distance



Kimley-Horn
and Associates, Inc.

Appendix F

Opinion of Probable Construction Costs



PROJECT: East Coast Greenway Implementation Plan

CLIENT: St. Lucie TPO

Tuesday, July 24, 2012

ALTERNATIVE 1 OPINION OF PROBABLE CONSTRUCTION COSTS

"The Engineer has no control over the cost of labor, materials, equipment or services furnished by others, or over the Contractor's methods of determining prices, or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to the Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinion of probable costs."

| PAY ITEM NO. | DESCRIPTION | UNIT | PROJECT QUANTITY | UNIT PRICE | PROJECT COST |
|---|--|------|---------------------|---------------|------------------|
| NORTH AND SOUTH A1A EXISTING FACILITY ENHANCEMENTS | | | | | |
| 101-1 | MOBILIZATION | LS | 1 | \$ 5,000.00 | \$ 5,000 |
| 104-1 | EROSION CONTROL | LS | 0 | \$ 25,000.00 | \$ - |
| 108-1 | RECORD DRAWINGS/AS-BUILT SURVEY | LS | 0 | \$ 10,000.00 | \$ - |
| 110-1-1 | CLEARING AND GRUBBING | LS | 0 | \$ 65,000.00 | \$ - |
| 285-57-01 | OPTIONAL BASE, BASE GROUP 1 (LBR 100) (4") | SY | 0 | \$ 10.00 | \$ - |
| 334-1-23 | SUPERPAVE ASPHALT CONC. TRAF C (8' ASPHALT 2" THICK) | TN | 0 | \$ 100.00 | \$ - |
| 527-1 | DETECTABLE WARNINGS | EA | 4 | \$ 360.00 | \$ 1,440 |
| 700-20-11 | SINGLE POST SIGN, F&I, LESS THAN 12SF | AS | 7 | \$ 300.00 | \$ 2,100 |
| | WAYFINDING SIGN | AS | 4 | \$ 550.00 | \$ 2,200 |
| 710-11-123 | PAVEMENT MARKING, STD, WHITE, SOLID, 12" | LF | 96 | \$ 1.00 | \$ 96 |
| 710-11-125 | PAVEMENT MARKING, STD, WHITE, SOLID, 24" | LF | 160 | \$ 2.00 | \$ 320 |
| 721-77 | BICYCLE PARKING RACK | EA | 3 | \$ 585.00 | \$ 1,755 |
| Project Subtotal = | | | | | \$ 12,911 |
| Contingency (15%) = | | | | | \$ 1,937 |
| Design and Permitting (12%) = | | | | | \$ 1,549 |
| Project Total = | | | | | \$ 16,397 |

| PAY ITEM NO. | DESCRIPTION | UNIT | PROJECT QUANTITY | UNIT PRICE | PROJECT COST |
|---|--|------|---------------------|---------------|------------------|
| NORTH BRIDGE FACILITIES CONNECTION | | | | | |
| 101-1 | MOBILIZATION | LS | 1 | \$ 5,500.00 | \$ 5,500 |
| 104-1 | EROSION CONTROL | LS | 1 | \$ 2,500.00 | \$ 2,500 |
| 108-1 | RECORD DRAWINGS/AS-BUILT SURVEY | LS | 1 | \$ 2,000.00 | \$ 2,000 |
| 110-1-1 | CLEARING AND GRUBBING | LS | 1 | \$ 5,000.00 | \$ 5,000 |
| 285-57-01 | OPTIONAL BASE, BASE GROUP 1 (LBR 100) (4") | SY | 468 | \$ 10.00 | \$ 4,680 |
| 334-1-23 | SUPERPAVE ASPHALT CONC. TRAF C (8' ASPHALT 2" THICK) | TN | 52 | \$ 100.00 | \$ 5,200 |
| 522-1 | SIDEWALK CONC., 4" THICK | SY | 43 | \$ 27.00 | \$ 1,161 |
| 527-1 | DETECTABLE WARNINGS | EA | 6 | \$ 360.00 | \$ 2,160 |
| 700-20-11 | SINGLE POST SIGN, F&I, LESS THAN 12SF | AS | 4 | \$ 300.00 | \$ 1,200 |
| | WAYFINDING SIGN | AS | 3 | \$ 550.00 | \$ 1,650 |
| 710-11-123 | PAVEMENT MARKING, STD, WHITE, SOLID, 12" | LF | 190 | \$ 1.00 | \$ 190 |
| 710-11-125 | PAVEMENT MARKING, STD, WHITE, SOLID, 24" | LF | 320 | \$ 2.00 | \$ 640 |
| 721-77 | BICYCLE PARKING RACK | EA | 3 | \$ 585.00 | \$ 1,755 |
| Project Subtotal = | | | | | \$ 33,636 |
| Contingency (15%) = | | | | | \$ 5,045 |
| Design and Permitting (12%) = | | | | | \$ 4,036 |
| Project Total = | | | | | \$ 42,718 |

| PAY ITEM NO. | DESCRIPTION | UNIT | PROJECT QUANTITY | UNIT PRICE | PROJECT COST |
|---|-------------|------|---------------------|---------------|-----------------|
| TAYLOR CREEK EXISTING FACILITIES | | | | | |
| Project Subtotal = | | | | | \$ - |
| Contingency (15%) = | | | | | \$ - |
| Design and Permitting (12%) = | | | | | \$ - |



PROJECT: East Coast Greenway Implementation Plan

CLIENT: St. Lucie TPO

Tuesday, July 24, 2012

ALTERNATIVE 2 OPINION OF PROBABLE CONSTRUCTION COSTS

"The Engineer has no control over the cost of labor, materials, equipment or services furnished by others, or over the Contractor's methods of determining prices, or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to the Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinion of probable costs."

| PAY ITEM NO. | DESCRIPTION | UNIT | PROJECT QUANTITY | UNIT PRICE | PROJECT COST |
|--|--|------|---------------------|---------------|-------------------|
| NORTH AND SOUTH A1A (3' ASPHALT PATH) | | | | | |
| 101-1 | MOBILIZATION | LS | 1 | \$ 50,000.00 | \$ 50,000 |
| 104-1 | EROSION CONTROL | LS | 1 | \$ 25,000.00 | \$ 25,000 |
| 108-1 | RECORD DRAWINGS/AS-BUILT SURVEY | LS | 1 | \$ 10,000.00 | \$ 10,000 |
| 110-1-1 | CLEARING AND GRUBBING | LS | 1 | \$ 50,000.00 | \$ 50,000 |
| 285-57-01 | OPTIONAL BASE, BASE GROUP 1 (LBR 100) (4") | SY | 8,837 | \$ 10.00 | \$ 88,370 |
| 334-1-23 | SUPERPAVE ASPHALT CONC. TRAF C (3' ASPHALT 2" THICK) | TN | 972 | \$ 100.00 | \$ 97,203 |
| 527-1 | DETECTABLE WARNINGS | EA | 4 | \$ 360.00 | \$ 1,440 |
| 700-20-11 | SINGLE POST SIGN, F&I, LESS THAN 12SF | AS | 7 | \$ 300.00 | \$ 2,100 |
| | WAYFINDING SIGN | AS | 4 | \$ 550.00 | \$ 2,200 |
| 710-11-123 | PAVEMENT MARKING, STD, WHITE, SOLID, 12" | LF | 96 | \$ 1.00 | \$ 96 |
| 710-11-125 | PAVEMENT MARKING, STD, WHITE, SOLID, 24" | LF | 160 | \$ 2.00 | \$ 320 |
| 721-77 | BICYCLE PARKING RACK | EA | 3 | \$ 585.00 | \$ 1,755 |
| Project Subtotal = | | | | | \$ 328,484 |
| Contingency (15%) = | | | | | \$ 49,273 |
| Design and Permitting (12%) = | | | | | \$ 39,418 |
| Project Total = | | | | | \$ 417,175 |

| PAY ITEM NO. | DESCRIPTION | UNIT | PROJECT QUANTITY | UNIT PRICE | PROJECT COST |
|---|--|------|---------------------|---------------|------------------|
| NORTH BRIDGE FACILITIES CONNECTION | | | | | |
| 101-1 | MOBILIZATION | LS | 1 | \$ 5,500.00 | \$ 5,500 |
| 104-1 | EROSION CONTROL | LS | 1 | \$ 2,500.00 | \$ 2,500 |
| 108-1 | RECORD DRAWINGS/AS-BUILT SURVEY | LS | 1 | \$ 2,000.00 | \$ 2,000 |
| 110-1-1 | CLEARING AND GRUBBING | LS | 1 | \$ 5,000.00 | \$ 5,000 |
| 285-57-01 | OPTIONAL BASE, BASE GROUP 1 (LBR 100) (4") | SY | 468 | \$ 10.00 | \$ 4,680 |
| 334-1-23 | SUPERPAVE ASPHALT CONC. TRAF C (8' ASPHALT 2" THICK) | TN | 52 | \$ 100.00 | \$ 5,200 |
| 522-1 | SIDEWALK CONC., 4" THICK | SY | 43 | \$ 27.00 | \$ 1,161 |
| 527-1 | DETECTABLE WARNINGS | EA | 6 | \$ 360.00 | \$ 2,160 |
| 700-20-11 | SINGLE POST SIGN, F&I, LESS THAN 12SF | AS | 4 | \$ 300.00 | \$ 1,200 |
| | WAYFINDING SIGN | AS | 3 | \$ 550.00 | \$ 1,650 |
| 710-11-123 | PAVEMENT MARKING, STD, WHITE, SOLID, 12" | LF | 190 | \$ 1.00 | \$ 190 |
| 710-11-125 | PAVEMENT MARKING, STD, WHITE, SOLID, 24" | LF | 320 | \$ 2.00 | \$ 640 |
| 721-77 | BICYCLE PARKING RACK | EA | 3 | \$ 585.00 | \$ 1,755 |
| Project Subtotal = | | | | | \$ 33,636 |
| Contingency (15%) = | | | | | \$ 5,045 |
| Design and Permitting (12%) = | | | | | \$ 4,036 |
| Project Total = | | | | | \$ 42,718 |

| PAY ITEM NO. | DESCRIPTION | UNIT | PROJECT QUANTITY | UNIT PRICE | PROJECT COST |
|----------------------------------|---------------------------------|------|---------------------|---------------|-----------------|
| TAYLOR CREEK ENHANCEMENTS | | | | | |
| 101-1 | MOBILIZATION | LS | 1 | \$ 7,500.00 | \$ 7,500 |
| 104-1 | EROSION CONTROL | LS | 1 | \$ 5,000.00 | \$ 5,000 |
| 108-1 | RECORD DRAWINGS/AS-BUILT SURVEY | LS | 1 | \$ 2,500.00 | \$ 2,500 |

| | | | | | |
|------------|---|----|-----|--------------|-----------|
| 110-1-1 | CLEARING AND GRUBBING | LS | 1 | \$ 10,000.00 | \$ 10,000 |
| 711-11-160 | BICYCLE BOULEVARD PAVEMENT MARKING, STANDARD, WHITE | EA | 22 | \$ 200.00 | \$ 4,400 |
| | LIGHTED CROSSWALK | EA | 1 | \$ 30,000.00 | \$ 30,000 |
| 522-1 | RAISED MEDIAN, 4" THICK | SY | 150 | \$ 27.00 | \$ 4,059 |
| 527-1 | DETECTABLE WARNINGS | EA | 2 | \$ 360.00 | \$ 720 |
| 700-20-11 | SINGLE POST SIGN, F&I, LESS THAN 12SF | AS | 26 | \$ 300.00 | \$ 7,800 |
| | WAYFINDING SIGN | AS | 2 | \$ 550.00 | \$ 1,100 |
| 710-11-123 | PAVEMENT MARKING, STD, WHITE, SOLID, 12" | LF | 48 | \$ 1.00 | \$ 48 |
| 710-11-125 | PAVEMENT MARKING, STD, WHITE, SOLID, 24" | LF | 80 | \$ 2.00 | \$ 160 |

| | |
|--------------------------------------|------------------|
| Project Subtotal = | \$ 73,287 |
| Contingency (15%) = | \$ 10,993 |
| Design and Permitting (12%) = | \$ 8,794 |
| Project Total = | \$ 93,074 |

| PAY ITEM NO. | DESCRIPTION | UNIT | PROJECT QUANTITY | UNIT PRICE | PROJECT COST |
|-----------------|--|------|---------------------|---------------|-----------------|
| US 1 RWT | | | | | |
| 101-1 | MOBILIZATION | LS | 1 | \$ 15,000.00 | \$ 15,000 |
| 104-1 | EROSION CONTROL | LS | 1 | \$ 7,500.00 | \$ 7,500 |
| 108-1 | RECORD DRAWINGS/AS-BUILT SURVEY | LS | 1 | \$ 2,500.00 | \$ 2,500 |
| 110-1-1 | CLEARING AND GRUBBING | LS | 1 | \$ 10,000.00 | \$ 10,000 |
| 334-1-23 | SUPERPAVE ASPHALT CONC, TRAF C (8' ASPHALT 2" THICK) | TN | 189 | \$ 100.00 | \$ 18,900 |
| 550-10-110 | FENCING, TYPE A, 0.0-5.0', STANDARD | LF | 1,900 | \$ 8.00 | \$ 15,200 |
| | PEDESTRIAN RAILROAD CROSSING | EA | 1 | \$ 285,000 | \$ 285,000 |

| | |
|--------------------------------------|-------------------|
| Project Subtotal = | \$ 354,100 |
| Contingency (15%) = | \$ 53,115 |
| Design and Permitting (12%) = | \$ 42,492 |
| Project Total = | \$ 449,707 |

| PAY ITEM NO. | DESCRIPTION | UNIT | PROJECT QUANTITY | UNIT PRICE | PROJECT COST |
|----------------------------------|---|------|---------------------|---------------|-----------------|
| EDGAR TOWN BIKE BOULEVARD | | | | | |
| 101-1 | MOBILIZATION | LS | 1 | \$ 5,000.00 | \$ 5,000 |
| 104-1 | EROSION CONTROL | LS | 1 | \$ 2,000.00 | \$ 2,000 |
| 711-11-160 | BICYCLE BOULEVARD PAVEMENT MARKING, STANDARD, WHITE | EA | 30 | \$ 200.00 | \$ 6,000 |
| 700-20-11 | SINGLE POST SIGN, F&I, LESS THAN 12SF | AS | 42 | \$ 300.00 | \$ 12,600 |
| | WAYFINDING SIGN | AS | 1 | \$ 550.00 | \$ 550 |
| 721-77 | BICYCLE PARKING RACK | EA | 1 | \$ 585.00 | \$ 585 |

| | |
|--------------------------------------|---------------------|
| Project Subtotal = | \$ 26,735 |
| Contingency (15%) = | \$ 4,010 |
| Design and Permitting (12%) = | \$ 3,208 |
| Project Total = | \$ 33,953 |
| Project Grand Total = | \$ 1,036,628 |

| | |
|-----------------|------|
| Project Total = | \$ - |
|-----------------|------|

| PAY ITEM NO. | DESCRIPTION | UNIT | PROJECT QUANTITY | UNIT PRICE | PROJECT COST |
|-------------------------------|-------------|------|---------------------|---------------|-----------------|
| US 1 EXISTING FACILITIES | | | | | |
| Project Subtotal = | | | | | \$ - |
| Contingency (15%) = | | | | | \$ - |
| Design and Permitting (12%) = | | | | | \$ - |
| Project Total = | | | | | \$ - |

| PAY ITEM NO. | DESCRIPTION | UNIT | PROJECT QUANTITY | UNIT PRICE | PROJECT COST |
|-------------------------------|---|------|---------------------|---------------|-----------------|
| EDGAR TOWN BIKE BOULEVARD | | | | | |
| 101-1 | MOBILIZATION | LS | 1 | \$ 5,000.00 | \$ 5,000 |
| 104-1 | EROSION CONTROL | LS | 1 | \$ 2,000.00 | \$ 2,000 |
| 711-11-160 | BICYCLE BOULEVARD PAVEMENT MARKING, STANDARD, WHITE | EA | 30 | \$ 200.00 | \$ 6,000 |
| 700-20-11 | SINGLE POST SIGN, F&I, LESS THAN 12SF | AS | 42 | \$ 300.00 | \$ 12,600 |
| | WAYFINDING SIGN | AS | 1 | \$ 550.00 | \$ 550 |
| 721-77 | BICYCLE PARKING RACK | EA | 1 | \$ 585.00 | \$ 585 |
| Project Subtotal = | | | | | \$ 26,735 |
| Contingency (15%) = | | | | | \$ 4,010 |
| Design and Permitting (12%) = | | | | | \$ 3,208 |
| Project Total = | | | | | \$ 33,953 |
| Project Grand Total = | | | | | \$ 93,068 |

Appendix G

Funding Sources for Greenways and Trails

Funding Sources for Greenways and Trails

Source: <http://www.enhancements.org/rtcfunding.asp>

| | |
|---|-------------------------|
| Funding Type: State | Jurisdiction: FL |
| Funding Program: Florida Greenways and Trails Acquisition Program Implementing Agency: FL Dept of Environmental Protection, Office of Greenways & Trails Intended for: Trails & Greenways | |
| Description: The Greenways and Trails Acquisition Program is a component of Florida Forever, the successor to Preservation 2000. The Greenways & Trails Acquisition Program receives 1.5 percent of the Florida Forever annual distribution. Communities can apply to the program to receive funding to acquire land for greenways and trails projects. For more information, contact Cindy Radford of the Florida Department of Environmental Protection, Office of Greenways & Trails at (850) 488-3701. The purpose of this program is to acquire land to help create a statewide system of greenways and trails. Municipalities, non-profit organizations, and individual citizens of the state of Florida are eligible to nominate acquisition projects to this program. It is funded by bonds backed by taxes (documentary stamps) on the transfer of real estate. | |
| Contact Information: Name: Cindy Radford Title: FL Dept of Environmental Protection Address1: Office of Greenways & Trails Address2: City/State/Zip: , Phone: (850) 488-3701 Email: Web site: http://www.dep.state.fl.us/gwt/acq/ | |

| | |
|--|-------------------------|
| Funding Type: State | Jurisdiction: FL |
| Funding Program: Florida Communities Trust Implementing Agency: Florida Department of Community Affairs Intended for: a portion for recreation trails | |
| Description: The Florida Communities Trust (FCT) helps local governments implement their comprehensive plans through the acquisition of land, utilizing funds from the state's Preservation 2000 Act and Florida Forever Act. The Florida Communities Trust differs from other acquisition programs, focusing exclusively on locally selected acquisition projects. Each year, the program makes grants to local governments to help them buy coastal, conservation, recreation, greenways and open space land. Since few local governments have land-buying experience, Trust staff also provide technical assistance. They help cities and counties put grant applications together and are part of the negotiation and acquisition team during the purchase process. | |
| Contact Information: Name: Janice Browning, Executive Director Title: Department of Community Affairs Address1: Sadowski Building Address2: 2555 Shumard Oak Boulevard City/State/Zip: Tallahassee, FL32399-2100 Phone: (850) 922-2207 Email: janice.browning@dca.state.fl.us Web site: http://www.dca.state.fl.us/ffct/ | |

| | |
|--|-------------------------|
| Funding Type: State | Jurisdiction: FL |
| Funding Program: Florida Recreation Development and Assistance Program Implementing Agency: FL DEP, Div of Rec & Parks, Bureau of Design & Rec Services Intended for: includes the construction or renovation of recreational trails | |
| Description: The Florida Recreation Development and Assistance Program is a competitive program which provides grants for acquisition or development of land for public outdoor recreation use. The program is administered by the Florida Department of Environmental Protection (DEP). The Bureau of Design and Recreation Services of DEP's Division of Recreation and Parks has direct responsibility for FRDAP. Funds from FRDAP may be used to acquire or develop land for public outdoor recreation or to construct or renovate recreational trails. Municipal or county governments or other legally constituted entities with the legal responsibility to provide public outdoor recreation may apply for FRDAP funds. FRDAP grant applications may be submitted during an announced submission period, usually early fall each year. The applicant is required to supply a match at certain funding levels. The local match requirement is based upon the total project cost. | |
| Contact Information: Name: Title: Address1: Division of Recreation and Parks Address2: 3900 Commonwealth Blvd. City/State/Zip: Tallahassee, FL32399 Phone: (850) 488-7896 Email: Web site: http://www.dep.state.fl.us/parks/bdrs/frdap.htm | |

| | |
|---|---------------------------------|
| Funding Type: Private | Jurisdiction: Nationwide |
| Funding Program: AmeriCorps' National Civilian Community Corps (NCCC) Implementing Agency: AmeriCorps' National Civilian Community Corps (NCCC) Intended for: includes trail building or trail improvements | |
| Description: One project that NCCC members work on is the building or improving of trails. AmeriCorps' NCCC members created or improved more than 200 miles of hiking trails in 25 states nationwide. Teams cleared trees and brush, leveled trails to comply with federal guidelines on handicapped access, implemented erosion control techniques, and created and updated signs. These trails are located in rural, urban, and national parks from California to Maine, and are used by tens of thousands of Americans each year. | |
| Contact Information: Name: See website Title: Address1: Address2: City/State/Zip: , Phone: Email: anccc@cns.gov Web site: http://www.americorps.org/nccc/ | |

| | |
|---|---------------------------------|
| Funding Type: Federal | Jurisdiction: Nationwide |
| Funding Program: Recreational Trails Program Implementing Agency: U.S. Department of Transportation's Federal Highway Administration (FHWA) Intended for: trails | |
| Description: The U.S. Congress first authorized the Recreational Trails Program in the Intermodal Surface Transportation Efficiency Act of 1991. It was reauthorized in 1998 under the Transportation Equity Act for the 21st Century (TEA-21). The Recreational Trails Program provides funds to the States to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles. | |
| Contact Information: Name: Christopher B. Douwes Title: Recreational Trails Program Manager Address1: Federal Highway Administration Address2: 400 Seventh St SW, Rm 3301 City/State/Zip: Washington, DC20590 Phone: 202-366-5013 Email: Christopher.Douwes@fhwa.dot.gov Web site: http://www.fhwa.dot.gov/environment/rectrails/index.htm | |

| | |
|--|---------------------------------|
| Funding Type: Federal | Jurisdiction: Nationwide |
| Funding Program: Land and Water Conservation Fund (LWCF) Grants Implementing Agency: National Park Service Intended for: includes trails and greenways | |
| Description: This Federal funding source was established in 1965 to provide "close-to-home" park and recreation opportunities to residents throughout the United States. Money for the fund comes from the sale or lease of nonrenewable resources, primarily federal offshore oil and gas leases and surplus federal land sales. LWCF grants can be used by communities to build a variety of parks and recreation facilities, including trails and greenways. LWCF funds are distributed by the National Park Service to the states annually. Communities must match LWCF grants with 50-percent of the local project costs through in-kind services or cash. All projects funded by LWCF grants must be used exclusively for recreation purposes, in perpetuity. Projects must be in accordance with each State's Comprehensive Outdoor Recreation Plan. \$140 million dollars is available to states through this program in Fiscal Year 2002. Through the life of this program, \$3.2 billion dollars has been allocated, nearly 2.5 million acres have been acquired and 38,000 land and water projects have been funded. | |
| Contact Information: Name: Title: Address1: Address2: City/State/Zip: , Phone: Email: Web site: http://www.nps.gov/nrcr/programs/lwcf/ | |

| | |
|--|---------------------------------|
| Funding Type: Federal | Jurisdiction: Nationwide |
| Funding Program: Community Development Block Grant Program (CDBG) Implementing Agency: U.S. Department of Housing and Urban Development (HUD) Intended for: can include greenways/trails | |
| Description: CDBG provides eligible metropolitan cities and urban counties (called "entitlement communities") with annual direct grants that they can use to revitalize neighborhoods, expand affordable housing and economic opportunities, and/or improve community facilities and services, principally to benefit low- and moderate-income persons. Eligible activities include building public facilities and improvements, such as streets, sidewalks, sewers, water systems, community and senior citizen centers and recreational facilities. Several communities have used HUD funds to develop greenways, including the Boscobel Heights' "Safe Walk" Greenway in Nashville, Tennessee. | |
| Contact Information: Name: Barbara Neal Title: Director Address1: Entitlement Communities Division Address2: 451 7th Street SW, Rm 7282 City/State/Zip: Washington, DC20410 Phone: (202) 708-1577 Email: Web site: http://www.hud.gov/offices/cpd/communitydevelopment/programs/index.cfm | |

| | |
|--|---------------------------------|
| Funding Type: Federal | Jurisdiction: Nationwide |
| Funding Program: Economic Development Grants for Public Works and Development of Facilities Implementing Agency: U. S. Department of Commerce, Economic Development Administration (EDA) Intended for: can include trail development and greenway facilities | |
| Description: The U. S. Department of Commerce, Economic Development Administration (EDA), provides grants to states, counties and cities designated as redevelopment areas by EDA for public works projects that can include developing trails and greenway facilities. There is a 30-percent local match required, except in severely distressed areas where federal contribution can reach 80 percent. | |
| Contact Information: Name: David L. McIlwain, Director Title: Public Works Division, EDA Address1: Herbert Hoover Bldg Address2: Dept of Commerce, Rm. H7326 City/State/Zip: Washington, DC20230 Phone: (202) 482-5265 Email: Web site: http://www.cfda.gov/public/viewprog.asp?progid=167 | |

| | |
|--|---------------------------------|
| Funding Type: Federal | Jurisdiction: Nationwide |
| Funding Program: National Scenic Byways Program Implementing Agency: Federal Highway Administration Intended for: can include bicycle and pedestrian facilities | |
| Description: National Scenic Byways Program: This component of TEA-21 is designed to protect and enhance America's designated scenic roads. Money is available for planning, safety and facility improvements, cultural and historic resource protection, and tourism information signage. Bicycle and pedestrian facilities can be developed in conjunction with scenic roadway projects. Some states with Scenic Byway Programs have developed greenways in conjunction with this initiative. | |
| Contact Information: Name: Rob Draper, Director Title: FHWA National Scenic Byways Program Address1: 400 Seventh Street, SW Address2: Room 3222, HEPM City/State/Zip: Washington, DC20590 Phone: 202-366-4649 Email: rdraper@byways.org Web site: http://www.byways.org/grants/index.html | |

| | |
|---|---------------------------------|
| Funding Type: Federal | Jurisdiction: Nationwide |
| Funding Program: Congestion Mitigation and Air Quality (CMAQ) Improvement Program Implementing Agency: Federal Highway and Federal Transit Administrations Intended for: includes trails (under Pedestrian and Bicycle Programs) | |
| Description: The CMAQ program was created to reduce congestion on local streets and improve air quality. Funds are available to urban communities designated as "non-attainment" areas for air quality, meaning the air is more polluted than federal standards allow. CMAQ, jointly administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), was reauthorized in 1998 under the Transportation Equity Act for the 21st Century (TEA-21). The TEA-21 CMAQ program provides over \$8.1 billion dollars in funds to State DOTs, MPOs, and transit agencies to invest in projects that reduce criteria air pollutants regulated from transportation-related sources over a period of six years (1998-2003). The TEA-21 CMAQ program is similar to its ISTEA predecessor, but it features greater program flexibility, several new program options, an expansion of eligible activities available for funding and the statutory formula for apportioning funds was re-designed to provide a more equitable distribution. Funding requires a 20-percent local match. | |
| Contact Information: Name: See website Title: Address1: Address2: City/State/Zip: , Phone: Email: Web site: http://www.fhwa.dot.gov/environment/cmaqpgs/index.htm | |

| | |
|---|---------------------------------|
| Funding Type: Private | Jurisdiction: Nationwide |
| Funding Program: Kodak American Greenways Awards (small grants) Implementing Agency: The Conservation Fund Intended for: planning and design of greenways | |
| Description: The Kodak American Greenways Awards, a partnership project of Kodak, The Conservation Fund, and the National Geographic Society, provides small grants to stimulate the planning and design of greenways in communities throughout America. The annual awards program was instituted in response to the President's Commission on Americans Outdoors recommendation to establish a national network of greenways. Made possible by a generous grant from Eastman Kodak, the program also honors groups and individuals whose ingenuity and creativity foster the creation of greenways. | |
| Contact Information: Name: Leigh Anne McDonald Title: American Greenways Coordinator Address1: The Conservation Fund Address2: 1800 North Kent Street, Suite 1120 City/State/Zip: Arlington, VA22209-2156 Phone: 703-525-6300 Email: lmcdonald@conservationfund.org Web site: http://www.conservationfund.org/?article=2106 | |

| | |
|--|---------------------------------|
| Funding Type: Federal | Jurisdiction: Nationwide |
| Funding Program: Federal Public Lands Highways Discretionary Fund Implementing Agency: Federal Highway Administration Intended for: includes trails (under Provision for pedestrians and bicycles) | |
| Description: The Public Lands Highways (PLH) Program was originally established in 1930 by the Amendment Relative to Construction of Roads through Public Lands and Federal Reservations. Funding was provided from the General Fund of the Treasury. The intent of the program is to improve access to and within the Federal lands of the nation. The Federal-Aid Highway Act of 1970 changed the funding source for the program from the General Fund to the Highway Trust Fund, effective in FY 1972. The program has been continued with each highway or transportation act since then, and the latest transportation act, the Transportation Equity Act for the 21st Century (TEA-21, Public Law 105-178), has continued the program through FY 2003. | |
| Contact Information: Name: Larry Beidel Title: Highway Engineer Address1: Office of Program Administration Address2: City/State/Zip: , Phone: (202) 366-4653 Email: larry.beidel@fhwa.dot.gov Web site: http://www.fhwa.dot.gov/tea21/factsheets/fedland.htm | |

| | |
|--|---------------------------------|
| Funding Type: Federal | Jurisdiction: Nationwide |
| Funding Program: Brownfields Redevelopment Initiative Implementing Agency: General Services Administration Intended for: includes trails | |
| Description: The Brownfields Redevelopment Initiative provides funds and loan guarantees to clean up and redevelop environmentally contaminated industrial and commercial sites, commonly known as brownfields. Pittsburgh, Pennsylvania cleaned and revitalized Herrs' Island, which included a trail that circled the Island and connected it to the downtown district. | |
| Contact Information: Name: Amy Thompson Title: Address1: Address2: City/State/Zip: , Phone: Email: thompson_amy@bah.com Web site: http://bri.gsa.gov/brownfields/home/ | |

| | |
|---|---------------------------------|
| Funding Type: Private | Jurisdiction: Nationwide |
| Funding Program: Bikes Belong Coalition Implementing Agency: Bikes Belong Coalition Intended for: bicycle facilities projects | |
| Description: Bikes Belong Coalition seeks to assist local organizations, agencies, and citizens in developing bicycle facilities projects that will be funded by TEA-21, the Transportation Equity Act for the 21st Century. Bikes Belong Coalition will accept applications for grants of up to \$10,000 each, and will consider successor grants for continuing projects. Funding decisions are made on a rolling basis. | |
| Contact Information: Name: Title: Address1: 368 Beacon Street, Suite 102 Address2: City/State/Zip: Brookline, MA02446-2800 Phone: 617-734-2800 Email: Mail@Bikesbelong.org Web site: http://www.bikesbelong.org | |

| | |
|--|---------------------------------|
| Funding Type: Private | Jurisdiction: Nationwide |
| Funding Program: Fish America Foundation Implementing Agency: Fish America Foundation Intended for: can include greenways that enhance or conserve water resources | |
| Description: Fish America Foundation provides funding to public and private organizations for projects that enhance or conserve water and fisheries resources, including community efforts. In the last 18 years, the Foundation has provided 620 grants totaling more than \$4.9 million to improve the fisheries resource in all 50 states and Canada. To apply for a grant, send a completed application, a letter of support from a state resource agency, and evidence of your organization's nonprofit status. The grant award is approximately \$10,000. | |
| Contact Information: Name: Johanna DeGroff Title: Grants Administrator Address1: Grant Applications, FishAmerica Foundation Address2: 225 Reinekers Lane, Suite 420 City/State/Zip: Alexandria, VA22314 Phone: (703) 519-9691 Email: jdegroff@asafishing.org Web site: http://www.asafishing.org/content/conservation/fishamerica/ | |

| | |
|--|---------------------------------|
| Funding Type: Federal | Jurisdiction: Nationwide |
| Funding Program: Healthy People 2010 Community Implementation Grants Program Implementing Agency: Federal Department of Health and Human Services Intended for: activities that support the goals of Healthy People 2010 | |
| Description: The Federal Department of Health and Human Services plans to award hundreds of 'micro-grants' to community organizations for activities that support the goals of Healthy People 2010, the nation's public health agenda for the next decade. Worth up to \$2,010 each, the micro-grants represent a new, low-cost approach to foster effective prevention efforts at the community level. Each grant will support efforts by local groups to promote health education, quality care, access to care and other projects that support the far-reaching national health goals of Healthy People 2010. Faith-based organizations will be among those eligible to apply for funding. | |
| Contact Information: Name: Administrative Officer Title: Office of Disease Prevention and Health Promotion Address1: Hubert H. Humphrey Building Room 738-G Address2: 200 Independence Avenue, SW City/State/Zip: Washington, DC20201 Phone: (202) 260-7654 Email: Web site: http://www.health.gov/healthypeople/Implementation/ | |

| | |
|---|---------------------------------|
| Funding Type: Private | Jurisdiction: Nationwide |
| Funding Program: Oracle Corporate Giving Program | |
| Implementing Agency: Oracle | |
| Intended for: can include trails/greenways | |
| Description: Oracle provides grants to medical research, endangered animal protection, environmental protection, and K-12 math, science, and technology education. Past recipients have included trail groups. | |
| Contact Information: | |
| Name: Oracle Giving | |
| Title: | |
| Address1: 500 Oracle Parkway | |
| Address2: Mail Stop 50P11 | |
| City/State/Zip: Redwood Shores, CA94065 | |
| Phone: | |
| Email: | |
| Web site: http://www.oracle.com/corporate/giving/community/index.html?giving.html | |

| | |
|--|---------------------------------|
| Funding Type: Private | Jurisdiction: Nationwide |
| Funding Program: National Tree Trust (2003 Community Tree Planting Grant) | |
| Implementing Agency: National Tree Trust | |
| Intended for: can include trail-side tree planting programs | |
| Description: Do you care about trees? Like getting your hands dirty? Want to meet new people in your community? Then apply for a grant through National Tree Trust, a non-profit tree planting organization. NTT has grants available for tree seedlings for Spring 2004 through the Community Tree Planting program. This is a great way to beautify your community, replant a neglected area, or simply a good excuse to get out in the fresh air. Seedlings are available for delivery January through April, and the main requirements for the grant are as follows: *Trees must be planted on public land. *Project must utilize volunteers for planting and/or maintaining seedlings. *Matching funds are required, which may include volunteer hours, donated items, and non-federal moneys. *Two years of annual reporting are required for each grant. Please visit our website at www.nationaltreetrust.org if you would like to receive more information about the Community Tree Planting program and to download an application. Seedlings are allocated on a first come, first served basis. This is a two-part application process. Applications will not be considered if any forms are incomplete or submitted after their deadlines. | |
| Contact Information: | |
| Name: | |
| Title: | |
| Address1: 1120 G Street NW | |
| Address2: Suite 770 | |
| City/State/Zip: Washington, DC20005 | |
| Phone: 1-800-846-8733 | |
| Email: info@nationaltreetrust.org | |
| Web site: http://www.nationaltreetrust.org | |

| | |
|---|---------------------------------|
| Funding Type: Federal | Jurisdiction: Nationwide |
| Funding Program: Save America's Treasures Historic Preservation Fund Implementing Agency: National Park Service, in partnership with the National Endowment for the Arts Intended for: preservation and/or conservation of sites/structures of national significance | |
| Description: Applications are invited for the Save America's Treasures Grants to help preserve America's cultural heritage. This federal grant program is administered by the National Park Service, in partnership with the National Endowment for the Arts (NEA) (http://www.nea.gov/). Grants are available for preservation and/or conservation work on nationally significant intellectual and cultural artifacts and nationally significant historic structures and sites. Intellectual and cultural artifacts include artifacts, collections, documents, monuments, and works of art. Historic structures and sites include historic districts, sites, buildings, structures, and objects. Each federal Save America's Treasures Grant requires a dollar-for-dollar non-federal match. The minimum grant request for collections projects is \$50,000 (federal share); the minimum grant request for historic property projects is \$250,000 (federal share). The maximum grant request for all projects is \$1 million (federal share). Eligible applicants include federal agencies funded by the Department of the Interior and Related Agencies Appropriations Act; nonprofit, tax-exempt 501(c)(3) organizations in the U.S.; units of state or local government; and federally recognized Indian Tribes. For complete eligibility and application guidelines, see the NEA Web site. | |
| Contact Information: Name: See website Title: Address1: Address2: City/State/Zip: , Phone: Email: Web site: http://www.saveameericastreasures.org/funding.htm | |

| | |
|---|---------------------------------|
| Funding Type: Private | Jurisdiction: Nationwide |
| Funding Program: The Global ReLeaf Heritage Forest Program Implementing Agency: American Forests Intended for: planting tree seedlings on public lands | |
| Description: The Global Relief Heritage Forest Program, American Forestry Association, provides funding for planting tree seedlings on public lands. Emphasis is placed on diversifying species, regenerating the optimal ecosystem for the site and implementing the best forest management practices. | |
| Contact Information: Name: Attn: Karen Fedor Title: Address1: P.O. Box 2000 Address2: City/State/Zip: Washington, DC20013 Phone: (202) 955-4500 x224 Email: kfedor@amfor.org Web site: http://www.americanforests.org/global_releaf/grants/ | |

| | |
|---|---------------------------------|
| Funding Type: Federal | Jurisdiction: Nationwide |
| Funding Program: Transportation and Community and System Preservation Pilot Program | |
| Implementing Agency: Federal Highway Administration | |
| Intended for: planning and implementing a variety of transportation programs; can include trails | |
| <p>Description: The Transportation and Community and System Preservation Pilot Program is a comprehensive initiative of research and grants to investigate the relationships between transportation and community and system preservation and private sector-based initiatives. States, local governments, and metropolitan planning organizations are eligible for discretionary grants to plan and implement strategies that improve the efficiency of the transportation system; reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services, and centers of trade; and examine private sector development patterns and investments that support these goals. A total of \$120 million is authorized for this program for FY's 1999-2003. The TCSP Program is a FHWA program being jointly developed with the Federal Transit Administration, the Federal Rail Administration, the Office of the Secretary, and the Research and Special Programs/Volpe Center within the US Department of Transportation, and the US Environmental Protection Agency.</p> | |
| Contact Information: | |
| <p>Name: See website Title: Address1: Address2: City/State/Zip: , Phone: Email: Web site: http://www.fhwa.dot.gov/tcsp/</p> | |

| | |
|---|---------------------------------|
| Funding Type: Federal | Jurisdiction: Nationwide |
| Funding Program: Urban Park and Recreation Recovery Program | |
| Implementing Agency: National Park Service | |
| Intended for: neighborhood park and recreation sites and facilities | |
| <p>Description: The Urban Park and Recreation Recovery Program provides rehabilitation grants that focus on neighborhood park and recreation sites and facilities that have deteriorated to the point where health and safety are endangered or the community's range of quality recreation service is impaired. Grant funds may be used to remodel, rebuild or develop existing recreation areas and facilities. UPARR grants are awarded on a 70/30 (Federal/local) matching basis. The NPS website is temporarily down. See the website listed here for a Program Pre-application Handbook for FY 2002.</p> | |
| Contact Information: | |
| <p>Name: See website Title: Address1: Address2: City/State/Zip: , Phone: Email: Web site: http://www.ncrc.nps.gov/uparr/</p> | |

| | |
|--|---------------------------------|
| Funding Type: Federal | Jurisdiction: Nationwide |
| Funding Program: Transportation Enhancements (TE) Implementing Agency: Federal Highway Administration Intended for: includes trails and other bicycle/pedestrian facilities | |
| Description: Created in 1991 under the Intermodal Surface Transportation Efficiency Act (ISTEA) and renewed in 1998 with the Transportation Equity Act for the 21st Century (TEA-21), Transportation Enhancements (TE) require every State to reserve at least 10 percent of their Federal surface transportation funds for designated Transportation Enhancements Activities, such as pedestrian and bicycle facilities, pedestrian and bicycle safety and education and the conversion of abandoned railway corridors to trails. Through 2003, the Federal government will provide approximately \$620 million in TE funds to state transportation agencies each year. As with other Federal-aid funding, the Federal government typically pays for 80 percent of project costs. The project sponsor – a State, a local government or a non-governmental organization – pays the balance. | |
| Contact Information: Name: See website for state contacts Title: Address1: Address2: City/State/Zip: , Phone: Email: Web site: http://www.enhancements.org/ | |

| | |
|---|---------------------------------|
| Funding Type: Federal | Jurisdiction: Nationwide |
| Funding Program: Safe Schools/Healthy Students Initiative Implementing Agency: Office of Juvenile Justice U.S. Departments of Education, Health & Human Services and Justice Intended for: promoting healthy childhood development the promotion of healthy childhood development | |
| Description: Eligible applicants are invited to apply for the Safe Schools/Healthy Students Initiative. Through this joint initiative, the U.S. Departments of Education, Health and Human Services, and Justice support the implementation and enhancement of comprehensive communitywide strategies for creating safe and drug-free schools and promoting healthy childhood development. Eligible applicants are local educational agencies (LEAs) and consortia of LEAs. Estimated available funds total \$79 million. Awards will range from up to \$3 million for LEAs and consortia in urban areas, up to \$2 million for those in suburban areas, and up to \$1 million for those in rural areas and tribal school districts. Interested applicants may access the Program Announcement and Application Package via the Office of Juvenile Justice and Delinquency Prevention (OJJDP) at the Web site listed below. | |
| Contact Information: Name: Kellie Dressler Tetrick Title: Address1: OJJDP Address2: City/State/Zip: Washington, DC Phone: 202-514-4817 Email: dresslek@ojp.usdoj.gov Web site: http://ojjdp.ncjrs.org/grants/safeschool/contents.html | |

| | |
|--|---------------------------------|
| Funding Type: Private | Jurisdiction: Nationwide |
| Funding Program: National Trails Fund Implementing Agency: American Hiking Society Intended for: hiking trails | |
| Description: The American Hiking Society's National Trails Fund is the only privately funded national grants program dedicated solely to hiking trails. National Trails Fund grants have been used for land acquisition, constituency building campaigns and traditional trail work projects. Since the late 1990's, the American Hiking Society has granted nearly \$200,000 to 42 different organizations across the U.S. For more information please see the Web site. | |
| Contact Information: Name: Liz Dooley Title: Alliance Programs Manager Address1: 1422 Fenwick Lane Address2: City/State/Zip: Silver Spring, MD20910 Phone: 301-565-6704x212 Email: NTE@AmericanHiking.org Web site: http://www.americanhiking.org/alliance/fund.html | |

Fort Pierce Redevelopment Agency (FPRA), a dependent special district of the City. Formed in 1982, the FPRA focuses its activities in a specific geographic section of town and is funded by an increment of your ad valorem tax revenues, or TIF. Funds collected in TIF may be used for improvements within the District that are identified within the Redevelopment Plan.

Livable Communities Initiative

The CFP includes funding for LCI projects. It is budgeted that the TPO and MPO will each dedicate \$300,000 of TMA funds per year to LCI projects. The LCI is defined in United States Code 49 Section 5309(a)(5) and (7). The objectives The LCI is defined in United States Code 49 Section 5309(a)(5) and (7). The objectives of the LCI are to improve mobility and quality of life through improvements that encourage the use of alternative transportation modes. These objectives are accomplished through broad-based strategies such as the following:

- Linking communities to public transportation
- Developing transit supportive land uses
- Creating a more positive environment for bicyclists and pedestrians
- Obtaining support of stakeholders
- Encouraging innovative urban design

Characteristics of livable communities include community participation in the decision-making process; well-planned mixed-use neighborhoods; transit, pedestrian, and bicycle access that is compatible with land use; and safety, security, and accessibility for all users of the transportation system.

Treasure Coast Scenic Highway Program

Responsible Agencies: St. Lucie TPO

Participating Agencies: FDOT, St. Lucie County, Fort Pierce, Port St. Lucie

Funding Sources

FY 2012/13: FHWA (PL) \$50,000 (includes potential consultant expenses for East Coast Greenway Coordination/Implementation and Treasure Coast Loop Trail Project Planning)

FY 2013/14: FHWA (PL) \$50,000 (includes potential consultant expenses for East Coast Greenway Coordination/Implementation and Treasure Coast Loop Trail Project Planning)