



East Coast



Greenway

What is the East Coast Greenway?

The ECG trail network is a 3,000 mile long inter-urban, route stretching from Maine to Key West. It is emerging in segments and comprised of waterfront esplanades, park paths, abandoned rail corridors, town paths and pathways along highways.

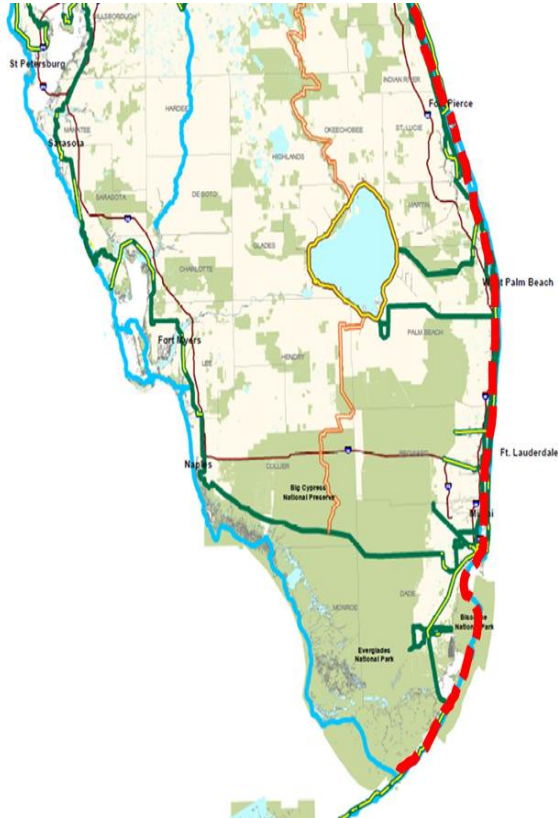
ECG objectives are:

- ▶ Off-road transportation
- ▶ Long distance and local users
- ▶ All non-motorized modes
- ▶ Accessible to the physically challenged

It is a component of a national US Bicycle Route System



ECG Vision in South Florida



- ▶ **220 miles in 6 Counties**
Indian River to Miami-Dade County
- ▶ **The trail is part of:**
 - ▶ FDEP's State Opportunities Trail Corridor
 - ▶ MPO's SE Regional Greenways and Trails Plan
 - ▶ Florida Green Trails Program
 - ▶ Ranked 5th on the statewide FDOT Sun Trail Network funding list.

Incremental Connectivity



EAST COAST GREENWAY - SOUTHEAST FLORIDA REGION			
COUNTY	FUNDS EXPENDED TO-DATE	FUNDS CURRENTLY PROGRAMMED	PRIORITY GAP ESTIMATES*
Indian River	\$7,500,000	\$0	\$0
St. Lucie	\$9,135,000	\$1,733,500	\$10,993,343
Martin	\$1,385,000	\$4,325,000	\$16,524,816
Palm Beach	\$26,575,000	\$11,005,000	\$25,257,775
Broward	\$35,000,000	\$21,130,213	\$22,407,236
Miami-Dade	\$97,154,907	\$64,329,000	\$32,841,315
TOTAL, SE REGION	\$176,749,907	\$102,522,713	\$108,024,485
	91 miles 41% of the corridor	11 miles 5% of corridor	118 miles 54% of the corridor

* Only includes priority gaps ready for construction by 2021

What does Designation entail?

- Identifying a viable route

10 foot (8' will be accepted) hard surface, multi-modal path separated from car traffic.

- Marking the route with signage.

- Agreement to maintain the route in navigable condition.



Jupiter

Boca Raton



Hollywood

Should Delray Beach be part of the ECG?

Potential Benefits

- ▶ Recognition as Active Lifestyle Community
 - ▶ Identified recreational destination
 - ▶ Contributes to bike path master plan
- ▶ Economic Benefits
- ▶ Health & Safety Benefits
- ▶ Recognition as a Green Community
 - ▶ Increases non-motorized transit
 - ▶ Advances regional transportation initiatives

Expressed Concerns

- ▶ Attracts “thousands” of undesirable visitors
- ▶ Too many cyclists on AIA, no need to attract additional users
- ▶ Impact on public services - trash and bathrooms
- ▶ Safety concerns for beachgoers & pedestrians
- ▶ Grant chasing undermines local control and preferences
- ▶ Drop in property value
- ▶ Signage pollution

Trail User Demographics

- ▶ 95% local users recreational users, pedestrian and cyclists looking for safety
 - ▶ Promenade walkers
 - ▶ Middle-aged leisure cyclists
 - ▶ Young families with kids
 - ▶ **NOT a speed cycling crowd**
- ▶ 3-5% long distance destination oriented, users
 - ▶ Trail is an excursion
 - ▶ 26-54 year old male, with an advanced degree and \$60-\$119K HH income.

A 2005 study shows that bicycle tourist spend an average of \$88 p/day compared to \$66 for other tourists.⁶

⁶VeloQuebec, Bicycling in Quebec 2005.

Economic Benefit

Increases retail tourism spending?

Academic studies suggest that the ECG would help business, especially on the eastside of the Intracoastal during the off season.

Trail network and bike share opportunity maximize economic benefits.



PHOTO: THOMAS SCHLIJPER



Economic Benefits

Property values tend to increase with proximity to public trails.



Community Health & Safety

Bike & Pedestrian Crash Data for Delray Beach

	6M 2016	2015	2014
Total Bike Accidents	32	69	61
AIA Bike Accidents	3	7	8
Total Ped. Accidents	31	52	49
AIA Ped. Accidents	2	1	1

Source: Delray Beach Police Dept.

- ▶ Walking is now the #1 form of exercise for adults and cycling is a growing form of recreation. Pathways must accommodate it safely.
- ▶ Trail connection increase female bicyclists by 22%.



Community Health & Safety

- Pedestrians and cyclists can share space safely. Speed cyclists and advanced riders stay on the streets.

“Bikes and Pedestrians can absolutely co-exist . In the two years I have been in this post, there have been zero incidents between pedestrian and bike accidents on the Boca Raton segment of the ECG”.

- Michael Righetti –Transportation Analyst, Boca Raton



Testimonials

Phil Goss –
Planning
Director
Ormond Beach
7/1/16

“There are more older people, those over 60 riding it.”

“Originally, we also had complaints about the proposed route, but now they like it.”

–Tim McGarry
Planning
Director, Vero
Beach
5/6/16

“There was no appreciable difference in bike traffic, population or users. I can say with confidence not to be concerned with vagrants, litter, traffic safety or crowding.”

Brenda Arnold –
Manager of
Jupiter, CRA
6/28/16

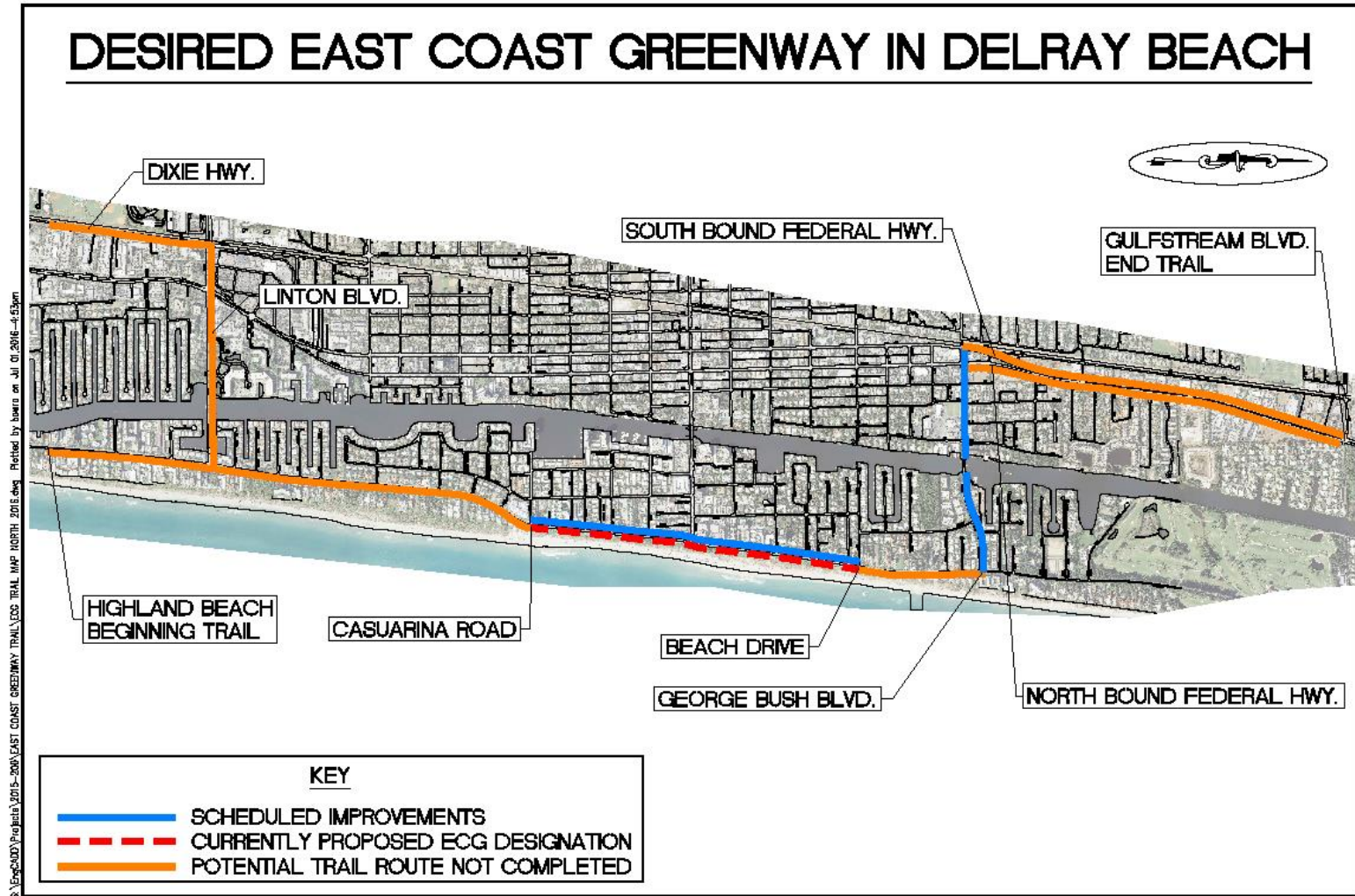
“We saw an increase of 15% in users, up from nearly nothing, but it is the bicyclists that we want. It gives adults, mostly in their 40-50s a new destination.”

Michael Righetti –
Transportation
Analyst,
Boca Raton
7/6/16

“We want to support any regional or national initiative that enhances connectivity. The greenway is a valuable asset.”



Suitability of Proposed Route



Suitability of the Proposed Route

Positives

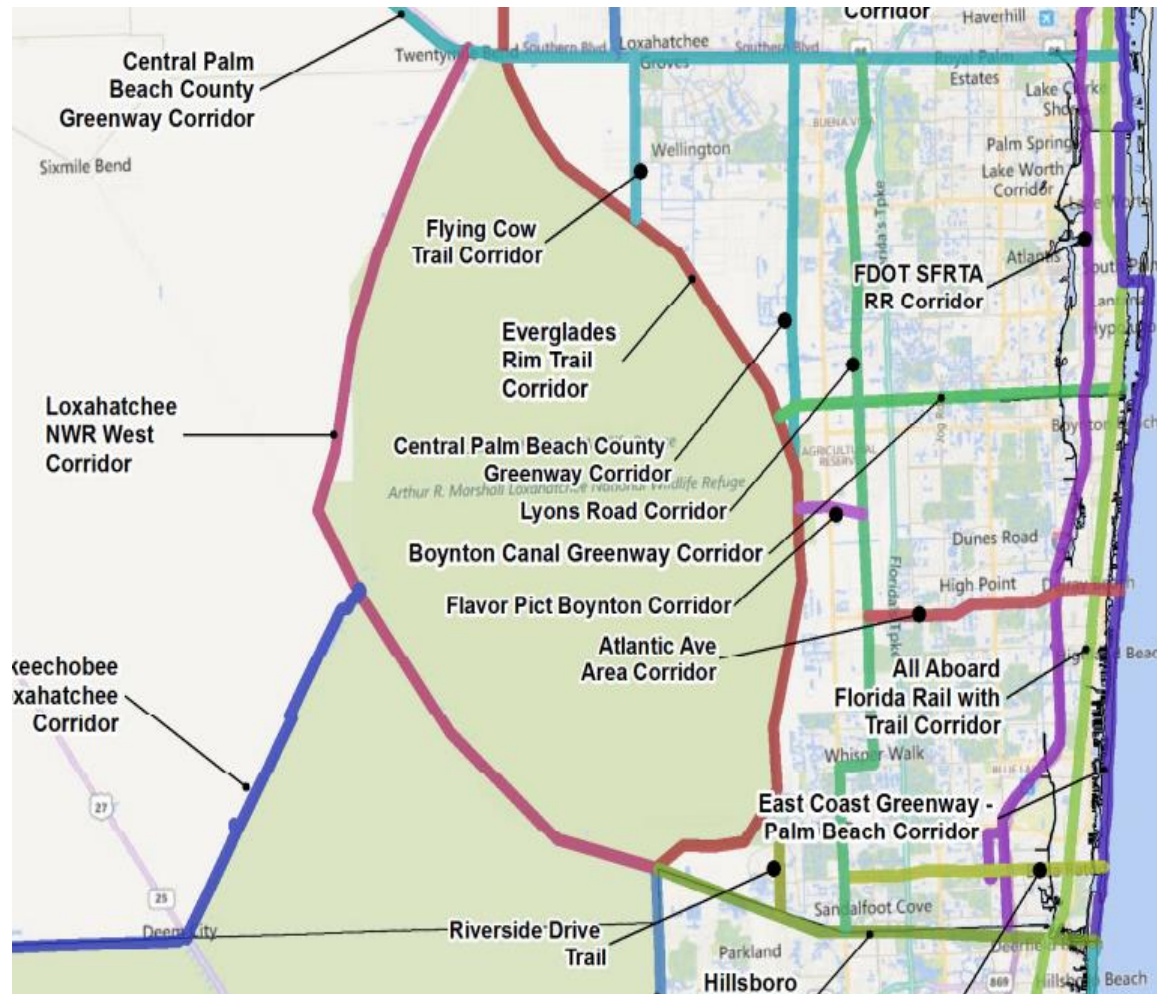
- ▶ Only area that where suitable width was obtainable.
- ▶ Already used for these purposes, just getting recognition
- ▶ No additional cost. Work on the beach promenade & George Bush Blvd was already planned.
- ▶ Grants are tied to corridors, in South Florida, the corridors hover between the ocean and the rail line.
- ▶ Possibility to activate Old Dixie Highway and get a better project from PBC.

Negatives

- ▶ Difficulty extending it southward, or connecting northward on A1A.
- ▶ Not directly connected to other proposed bike paths.
- ▶ Additional users could make it crowded & conflicts could emerge.



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Alternative Routes Could Emerge

- ▶ AIA designation could serve as a portion of a more complete Delray Beach bike path plan.
- ▶ Once other segments of bikeway are created, ECG could move to take advantage of additional connectivity
- ▶ Meanwhile....
 - ▶ It puts us on the map!
 - ▶ It won't cost us anything extra.
 - ▶ Participation is viewed favorably by state and regional transportation planning organizations.

