



# SUN Trail Program Selection Criteria

DRAFT FOR PUBLIC REVIEW AND COMMENT

## Draft Selection Criteria for Individual Trail Projects

Individual Trail Projects may not meet all of the selection criteria. The selection criteria will not be used to calculate a numerical ranking of Individual Trail Projects. Individual Trail Projects with the greatest strengths will advance more quickly. The bullets are only examples of factors that could help evaluate whether the Individual Trail Project meets the selection criteria.

- ▶ **Project enhances the safety of bicyclists, pedestrians and motorists.**
  - ❖ Project includes a safety component.
  - ❖ Project is located within an area identified as a hazardous biking/walking zone or an area with significant numbers of safety concerns.
  - ❖ Project implements bicycle and pedestrian safety action plan.
- ▶ **Project is recognized as having regional, state or national importance.**
  - ❖ Project implements an adopted regional bike/pedestrian/trail master plan.
  - ❖ Project is located on or extends National Recreation Trail or a trail that has other national recognition.
- ▶ **Additional financial contribution committed to the project.**
  - ❖ Project funds are leveraged by at least one additional public/private source of investment dedicated to this specific trail segment (i.e. federal, state, tribal, local, non-profit, private landowner contributions). If so, what is the percentage of match? What is the source of the matching funds?
  - ❖ Project funds are leveraged by multiple public/private sources of investments dedicated to this specific trail segment (i.e. federal, state, local, non-profit, private landowner contributions). If so, what is the percentage of match? What is the source of the matching funds?

Primary Contact: Robin Birdsong  
Primary Phone: (850) 414-4922  
Primary Email: Robin.Birdsong@dot.state.fl.us  
Website: [www.FloridaSunTrail.com](http://www.FloridaSunTrail.com)



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- ▶ **Project blends transportation modes by completing, improving or enhancing existing facilities.**
  - ❖ Project implements Complete Streets objectives and initiatives.
  - ❖ Project implements Safe Routes to Schools objectives and initiatives.
  - ❖ Project provides a direct connection to regional transit systems, including rail stations, express or local bus routes.
  - ❖ Project is located within a designated multi-modal district.
  - ❖ Project has the potential to reduce vehicular congestion.
  - ❖ Project improves access in a designated Bicycle Friendly Community or Bicycle Friendly University.
  
- ▶ **Construction Readiness.**
  - ❖ Project is ready for immediate construction. All pre-construction phases are complete.
  - ❖ Project is capable near term development. The design is nearly complete and permitting is underway. This project includes pre-construction.
  - ❖ The project proposal is feasible, but construction will occur in the future.

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### **Project has a high level of documented public support.**

- ❖ The greater community supports the project as demonstrated by recently adopted proclamation or resolutions expressing commitment.
- ❖ Demonstration of support is consistent across multiple entities representing the greater community, rather than a select few interest groups.
- ❖ Recent community surveys provide indication of need and support.



### **Project has a significant immediate impact to the quality of life by enhancing economic opportunities and providing connectivity to destinations.**

- ❖ Project connects to or through federal, state or local conservation/ recreation areas.
- ❖ Project connects people to jobs, businesses or civic resources
- ❖ Project is located along or connects to a Florida Scenic Highway.
- ❖ Project is part of a public/private partnership where developers, linear corridor owners, small businesses, corporations, foundations or private sector partners are directly supporting the project.
- ❖ Project is located within a Rural Economic Development Initiative (REDI) community defined pursuant to Section 288.0656, Florida Statute (F.S.).
- ❖ Project is located within a Rural Area of Opportunity (RAO) defined pursuant to Section 288.0656, F.S.

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- ▶ **Project enhances or preserves environmental resources.**
  - ❖ Project ensures the Florida Ecological Greenway Network (FEGN) maximizes protection of high priority linkages; location is within a Priority 1 or 2 Critical Linkage as identified by the FEGN.
  - ❖ Project restores or mitigates impacts of environmental degradation.
  - ❖ Project incorporates water quality or drainage improvements.
  - ❖ Project incorporates conservation initiatives to restore or maintain connectivity by reducing vehicle-caused wildlife mortality.
  - ❖ Environmental impact assessment or statement does not identify specific issues.
  - ❖ Environmental approval and permitting process is complete.
- ▶ **Project facilitates a system of interconnected trails by closing a gap in the SUN Trail Network.**
  - ❖ Project connects two or more existing trails within the SUN Trail Network.
- ▶ **Project includes cost-saving elements.**
  - ❖ Potential for overall cost savings for completing the project in conjunction with another project (i.e. new/resurfacing roadway, redevelopment/new development project, trail phase/extending trail project).