

De-designation of the Tamiami Trail National Scenic Byway



Florida Scenic Highways Program

2009 National Scenic
Byways Conference

ELEVATE YOUR EXPERTISE
Denver, Colorado

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Mariano Berrios

**Florida Department of Transportation
State Scenic Byways Coordinator, Florida**



Today's Agenda



- **Florida Scenic Highways Program (FSHP)**
Summary
- **About the Tamiami Trail**
- **Tamiami Trail National Scenic Byway Timeline**
- **Summary of Events**
- **Lessons Learned**
- **Questions and Answers**

FSHP Summary





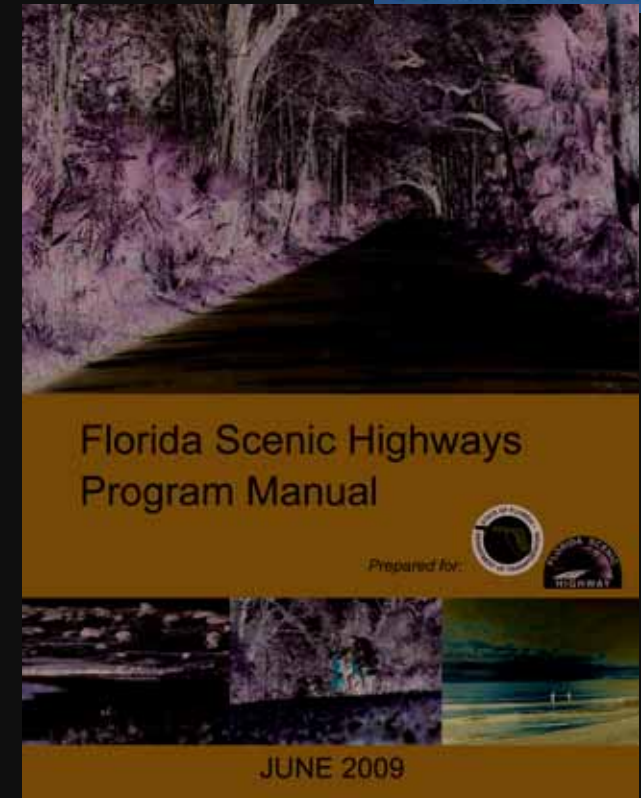
FSHP Mission Statement

Using a grass roots approach, heighten awareness of Florida's rich history and intrinsic resources...improve the traveler's experience...through community-based consensus and partnerships...achieve a balance of conservation, land use and transportation... while improving the community's quality of life.

FSHP Summary



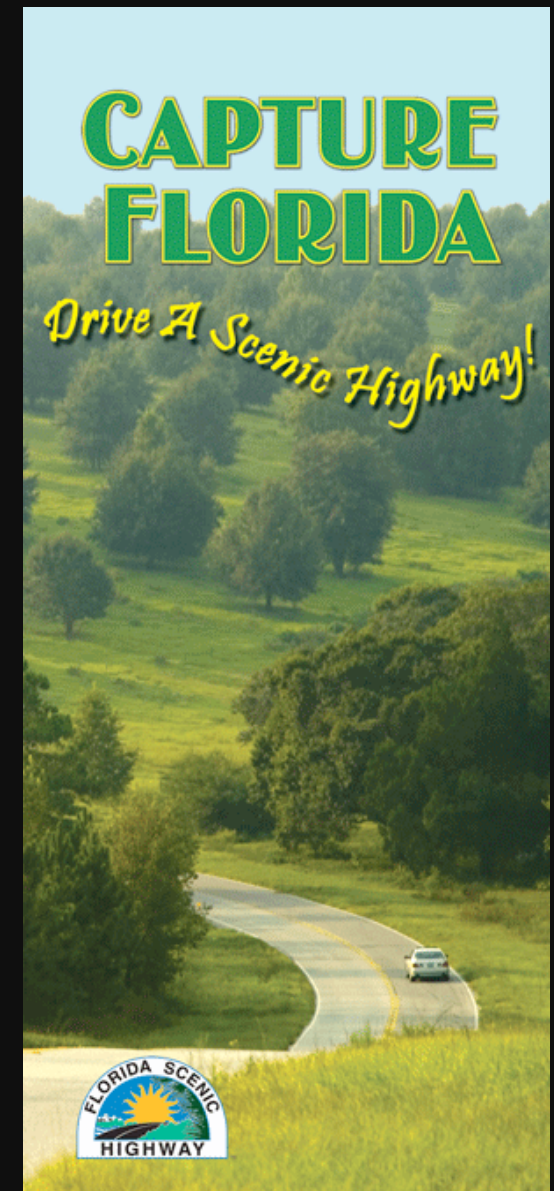
- Established in 1996
- Showcase and preserve outstanding resources
- Grassroots effort
- Endorsed and coordinated through FDOT Central Environmental Management (EMO) Office



FSHP Summary



- 24 State Designated Scenic Highways (as of August 2009)
- 2 National Scenic Byways (8 applications submitted in 2008)
- Over \$26 million in total grant funding
- Highest NSB grant funded State Program the past 2 years



About the Tamiami Trail



About the Tamiami Trail



- Part of US 41 – Which runs from Michigan to Miami, FL
- Tamiami Trail consists of the last 275 miles of highway US 41, connects Tampa with Miami



About the Tamiami Trail



- Considered an amazing engineering feat – built through sandy pines, oak hammocks, and the inhospitable swamps of the Everglades
- Completion took 12 years, \$8 million, almost 3 million sticks of dynamite, and one stubborn ox named “Blue”
- Known as “poor man’s Alligator Alley”, by those who use it to avoid toll roads
- Traffic has lessened significantly since the opening of Alligator Alley (I-75) to the north in 1968, urban sections of the Tamiami Trail are now often congested

Tamiami Trail National Scenic Byway Timeline



Timeline



- Tamiami Trail National Scenic Byway
 - Approximately 50 miles along US 41 from Collier-Seminole State Park to the Collier County Line



Timeline



- Letter of Intent to State of Florida – 08/06/96
- Date of State Eligibility – 12/02/97
- Date of State Designation – 12/09/98
- Date of National Designation – 06/15/00
- Date of Collier County MPO Vote for De-Designation – 05/19/05
- Period State Worked Directly with Group to “Resurrect” Highway – 2005-2007

Timeline



- **Collier County MPO Resolution Requesting De-Designation – 11/02/07**
- **Acknowledgement of Receipt of Resolution by District FDOT Secretary – 12/04/07**
- **Scenic Highways Advisory Committee (SHAC) vote on De-Designation – 02/20/08 (could not come to a consensus); 03/19/09 (vote to approve De-Designation)**

Summary of Events



Summary of Events



- Lack of formal Corridor Management Entity (CME)
- No signed CME Agreement (for over 10 years)
- No byway champion
- Misconceptions of the Scenic Highway Designation



Summary of Events



- **Misconceptions:**
 - **Significantly increase traffic to the roadway and Everglades City (which was not on the Scenic Highway)**
 - **Interfere with hunting along the highway**
 - **Lower speed limits on the road**
 - **Limit access to properties along the route, primarily for swamp boats and by curbing of the roadway**



Summary of Events



- **De-Designation Process**

- **Collier County MPO Voted 3-2 to De-Designate the Corridor**
- **FDOT tried to supplant the De-Designation by working with the group for over one year**
- **Collier County MPO determined that the highway could not be saved**
- **Collier County MPO sent a letter requesting De-Designation to the District FDOT Secretary**
- **The District FDOT Secretary forwarded the request to the State Scenic Highways Coordinator at the Central FDOT Environmental Management Office**

Summary of Events



- **De-Designation Process (cont'd)**
 - **The Scenic Highways Advisory Committee (SHAC) discussed the De-Designation at the February 2008 meeting**
 - **They could not bring it to a vote at that meeting, without having more facts from the Collier County MPO**
 - **After hearing all of the facts, the SHAC determined that the group was no longer active and that there was a lack of a grassroots effort, so the SHAC voted unanimously to grant the De-Designation of the Tamiami Trail National Scenic Byway at the state level in March 2008**
 - **The National Scenic Byways Program followed the suit and De-Designated the highway at the national level also**

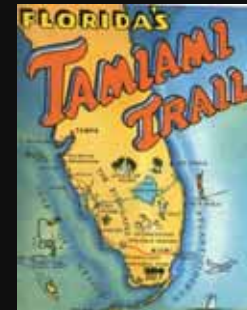
Lessons Learned



Lessons Learned



- Have a strong byway champion and formal agreements
- Make sure it is a strong and active group (Grassroots Efforts)
 - The group needs to complete goals and strategies outlined in the CMP in a timely matter, to show successes to the community



Lessons Learned



- Make sure the benefits to the community are known
 - Byway will highlight resources, provide marketing for the area, and may receive funding for area improvements
- Utilize the State and National Scenic Byway Programs



Questions?





Florida Scenic Highways Program

www.dot.state.fl.us/emo/scenichwy

Mariano Berrios, FDOT (850) 414-5250 or mariano.berrios@dot.state.fl.us

Lynne Marie Whately, TranSystems (407) 875-8930 or lmwhately@transystems.com

Andy Nicol, TranSystems (407) 875-8926 or awnicol@transystems.com

Clint Eliason, TranSystems (407) 875-8932 or ccliason@transystems.com

THANK YOU!