3.6 SUMMARY

"The tendency nowadays to wander in wilderness is delightful to see. Thousands of tired, nerve-shaken, over-civilized people are beginning to find out that going to the mountains is going home; that wildness is a necessity; and that mountain parks and reservations are useful not only as fountains of timber and irrigating rivers, but as fountains of life."

- John Muir, Our National Parks, 1901

Public Involvement

Public involvement during the ROGG Feasibility Study and Master Plan effort included extensive outreach methods and events. Three primary groups where engaged during the planning process:

Public Participants

The planning team conducted three week-long corridor workshops in three geographically unique areas in or near each segment of the ROGG Study Area from January through March 2013. Each advertised workshop was well attended and included a public kick-off presentation, multi-day public planning sessions and a final public open house with all work products on display for review and input. Broad levels of input were provided by participants.

Websites

Two websites were hosted throughout the planning process; one a townhall-style public engagement website and the other, an informational depository of project products, notes and contacts. With over 3,000 visitors viewing the engagement website over 27,000 times and contributing over 650 comments and ideas, the public engagement website was a success in gathering broad input from throughout south Florida and the country.

Public Agencies

Through a series of meetings and conference calls with public agencies with direct ownership and/or management responsibilities of lands within the ROGG Study Area, the planning team was able to learn and document opportunities and constraints of publicly generated concepts unique to each agency's mission and operations. Information gathered from these meetings had impacts on the feasibility of concepts, routing alternatives and guidance in the identification of alternative transportation strategies.

Former Rep. James Oberstar visiting the ROGG West Corridor Workshop.

Participants at the ROGG Central Corridor Workshop at Everglades City Hall.

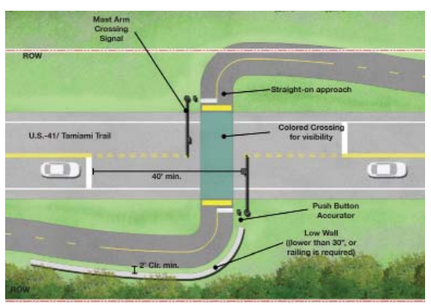
Participants and Planning Team working at ROGG East Corridor Workshop.

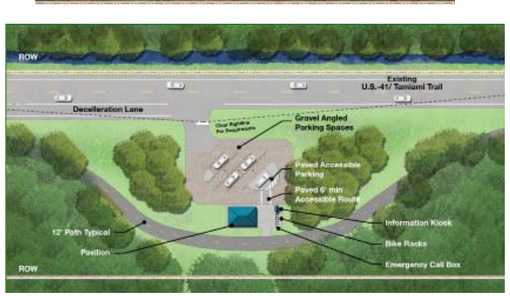
Draft - November 2014

Pathway Components

A path as complex as ROGG is made up of hundreds of individual components, each specifically designed to met a need, constraint or opportunity. Through extensive public involvement, dozens of concepts were identified for review and refinement. Typical components have been grouped by either location within the cross-section of the U.S. 41 ROW or by function of the component and includes the following:

- Typical Cross-Sections (shown below)
- Crossings (shown below)
- Trailheads (shown below)
- Hubs and Gateways
- Wayfinding





Feasibility Evaluation

Determining feasibility should be an objective and transparent process based on reliable research and analysis for comprehensive criteria. In the case of the ROGG, extensive research informed the determination of feasibilty on a point scale system with the highest scoring cross-section having a high degree of feasibility. Six categories were identified and include:

- User Experience,
- Environmental Impacts,
- Cultural Impacts,
- Attributes,
- Transportation,
- Cost.

Within these six categories, 18 individual criterion elements were evaluated for each conceptual typical cross-section.

Path Section Alternatives

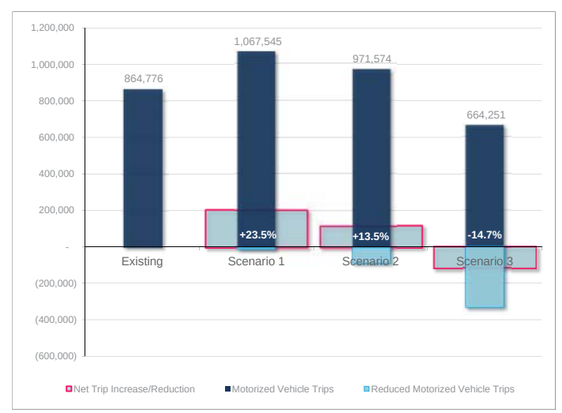
Point Scale
0 = None/ Extreme
1= Low/ Negative
3 = Medium/ Neutral
5 = High/ Positive

Criteria	Section	A				B													C						
	No Build Alternative	1 Two Lanes	2 Two Lanes	3 Two Lanes Bike Path	4 Two Lanes Bike Path	1 Elevated Roadway	2 Elevated Roadway	3 Elevated Roadway	4 Elevated Roadway	5 Elevated Roadway	6 Elevated Roadway	7 Elevated Roadway	8 Elevated Roadway	9 Elevated Roadway	10 Elevated Roadway	11 Elevated Roadway	12 Elevated Roadway	13 Elevated Roadway	14 Elevated Roadway	1 Elevated Roadway	2 Elevated Roadway	3 Elevated Roadway	4 Elevated Roadway	5 Elevated Roadway	6 Elevated Roadway	7 Elevated Roadway
User Experience																										
Authenticity of Everglades Experience	1	1	1	3	3	1	1	1	1	1	1	1	1	1	1	3	3	5	1	5	5	3	3	3	3	5
Diversity of Cultural and Natural Scenery	1	1	1	3	3	3	3	3	3	1	1	1	3	3	1	1	3	3	3	5	5	3	3	3	3	5
Comfort	0	3	3	5	3	3	3	1	1	1	1	1	1	3	3	1	3	3	5	1	5	5	5	5	3	3
Environmental Impacts																										
Wetlands	3	5	5	1	1	5	1	1	1	1	3	1	1	1	1	1	1	3	1	1	3	1	1	1	5	5
Compatibility (Restoration/ Management)	5	3	3	1	1	5	1	1	1	3	3	3	3	3	3	3	3	3	3	3	3	1	5	5	0	5
Water Quality	3	3	3	3	1	5	1	1	1	1	3	1	3	3	3	3	3	3	3	3	3	5	5	5	3	3
Cultural Impacts																										
Heritage Resources	3	5	5	3	1	3	1	1	1	3	3	3	1	1	3	3	1	3	1	1	1	1	1	1	3	3
Archaeological Resources	3	5	5	3	1	5	1	1	1	3	3	3	1	1	3	3	1	3	1	1	1	1	1	1	3	3
Attributes																										
Potential Partnerships	1	3	3	5	1	3	1	1	1	3	3	3	3	3	5	3	3	3	5	3	3	5	1	3	3	5	3
Aesthetics of Design	1	3	3	5	3	3	3	1	3	3	1	1	3	3	1	5	3	5	1	5	5	3	3	3	3	3
Educational Opportunities	1	3	3	5	5	3	3	3	3	1	1	1	3	3	1	1	3	3	1	5	5	3	5	5	5	3
Innovation	1	3	3	3	5	3	3	3	5	1	1	1	3	3	1	3	3	5	1	5	5	3	5	5	3	3
Constructability	0	0	5	0	0	5	0	0	0	0	1	0	3	5	0	0	1	0	0	1	1	3	1	1	0	5
Transportation																										
Perceived Safety	0	3	5	5	1	3	3	3	3	1	1	1	3	3	1	3	3	5	1	3	5	5	5	5	5	3
Connectivity to Destinations (Resources, Amenities and Transit)	3	1	1	3	1	3	1	1	1	3	3	3	3	3	1	1	3	3	3	3	3	3	3	3	3	1
Ease of Universal Public Accessibility	0	3	3	3	1	3	3	3	3	3	1	3	3	5	1	3	3	3	1	5	5	5	5	5	5	1
Cost																										
Typical Construction Cost	5	5	5	5	0	5	1	0	0	3	3	0	1	5	0	0	0	0	0	0	0	3	3	0	0	5
Operations and Maintenance Costs	5	1	5	5	1	5	3	1	1	5	5	5	3	3	5	1	3	3	3	3	1	3	3	3	3	3
Total Points (of possible 90)	36	51	62	61	52	66	31	26	30	35	38	32	44	52	32	42	43	60	30	57	50	52	60	57	55	62

Alternative Transportation

Alternative transportation conditions near to the ROGG Study Area are comprehensive and include two public transit service providers within biking distance of either terminus of the ROGG Study Area. Aside from the use of transit, other alternative transportation options are present including bikeshare and carshare providers. Several examples exist of successful bikeshare providers operating in natural environments and may serve as a model for future programs along ROGG. Parking facilities remain constrained through the Study Area due to the limitations, primarily environmental, of creating additional impervious parking lots at destinations adjacent to wetlands.

Calculations determined that a more extensive and strategically organized set of transportation management measures could actually reduce traffic along U.S. 41 and improve the overall travel experience for ROGG users and travelers along U.S. 41. This comprehensive approach could result in an overall reduction of 39.5% from net levels. When additional trips generated by users of the ROGG are factored in, the overall results equal a 14.7% reduction in vehicle traffic on U.S. 41.



Several strategies can be implemented to counteract potential gains contributed to the ROGG and actually help reduce existing impacts. Most strategies will go beyond just helping to reduce traffic on U.S. 41, many could provide ancillary environmental and economic benefits for the entire south Florida regions.

Pathway Benefits

The estimated social, environmental and economic benefits associated with the development of the ROGG is strengthened when combined with the full implementation of all proposed alternative transportation strategies throughout the ROGG Study Area. Working in conjunction, the south Florida region could experience the following benefits:

- 503,250 visitors to the ROGG,
- Burning of 30 million calories due to the accessibility of ROGG for recreation and exercise,
- Loss of approximately 214,000 pounds over a 25-year period due to increased physical activity,
- Reduction of approximately 114,000 vehicle trips annually,
- Reduction of 8.6 million vehicle miles annually
- Savings of 6.3 million gallons of gasoline worth over $23 million over a 25-year period,
- Reduction of 3,947 tones of CO2 annually,
- Generation of approximately $96 million in direct visitor expenditures annually,
- Generation of approximately $8.6 million in state and local sales tax and hotel tax revenue, contributing approximately $214 million in revenue over a 25-year period.

Estimates are based on best available data and are meant to provide a magnitude of potential benefits.

Jurisdictional Tax Revenue Estimates

Jurisdiction	Annual Sales Tax Revenue	County Hotel Tax Revenue
State of Florida	$5,435,583	-
Collier County	-	$165,362
Miami-Dade County	$813,522	$2,183,758
Annual Totals:	**$6,249,105**	**$2,349,120**