



**MARJORIE HARRIS CARR
CROSS FLORIDA GREENWAY
STATE RECREATION AND
CONSERVATION AREA**

**UNIT MANAGEMENT PLAN
PUBLIC COMMUNICATIONS
AND COMMENTS**

DECEMBER 2017

State of Florida,
Department of
Environmental
Protection,
Division of
Recreation and
Parks



Newspaper Article
Ocala Star Banner
November 16, 2017

10-year greenway management plan up for discussion

Significant portions of the Marjorie Harris Carr Cross Florida Greenway run through Marion County. [Bruce Ackerman/Staff photographer/File]

By Andy Fillmore / Correspondent

Thursday

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A meeting Wednesday drew about 90 people to Ocala. Citizens can express opinions through Nov. 30 by phone or via email.

OCALA—A 10-year management plan for the Marjorie Harris Carr Cross Florida Greenway State Recreation and Conservation Area was the topic of discussion during a public meeting Wednesday night, hosted by the Florida Department of Environmental Protection, Division of Recreation and Parks.

Many of the comments centered on the use of the 320 miles of trails within the greenway, which runs across 110 miles of northern Florida through Marion, Levy, Citrus and Putnam counties, from the Gulf of Mexico to the St. Johns River, tracing mostly the path of the former Florida Barge Canal project abandoned in the 1970s.

The greenway offers recreation for horse riders, hikers and fishermen, and includes 80 miles of internationally acclaimed off-road bicycle trails around the Santos Trailhead area in Marion County. The greenway covers about 71,000 acres in total and more than 30,000 acres in Marion County, with trails for “non-motorized” users, recreation and picnic areas.

When the audience of about 90 people at the Southeastern Livestock Pavilion Auditorium was asked for a show of hands for horse riders, about 70 or more people raised their hands.

The state-mandated management plan will set the greenway management focus through 2027 and includes proposed projects such as:

- Road paving at the Withlacoochee Bay Trail and Kenwood Boat Ramp
- New bathhouse and improvements at the Santos Campground
- Construct the Inglis Island to Mullet Point Trail Bridge
- Construct a ranger station at Ross Prairie Campground
- Projects adjacent to the greenway
- Environmental and cultural concerns

One focus of attention Wednesday night was a new 12-foot-wide paved trail, which is expected to open in the next month, that runs from Santos to State Road 200 and is part of

the Heart of Florida trail system that links together a large network of trails. The paved trail is a cooperative effort between the DEP, Florida Department of Transportation and Ocala-Marion County Transportation Planning Organization.

Diane Pahl, who rides Tennessee walker horses on the greenway, said she moved to Ocala from South Florida, where she had seen horse riding areas dwindle. She said it was too late to oppose the building of the trail but she is worried about bicycle riders using the same trails as horse riders.

Greenway namesake Marjorie Harris Carr “led the fight to stop the Cross Florida Barge Canal,” according to the DEP.

“A paved trail goes against everything Marjorie Carr fought for,” Pahl said.

She also said she advocates proper signage and speed bumps to warn bike riders when approaching horse riders at places like tunnels.

“I don’t mind sharing the trails, but it has to be safe,” Pahl said, adding that she is “hopeful” about a solution.

Mickey Thomason, with the Florida Park Service, is the manager of the greenway. He described the paved trail as “multi-use” and said he wants to “work with the equestrian community” on that issue, which several in the audience said should include signage in addition to existing kiosks about sharing trails and possible speed bumps for bicycles approaching intersections with horse trails and tunnels.

Thomason said he expects horse riders to remain active on the trails “in the horse capital of the world” and said education for trail users is important but it cannot control behavior.

Thomason said he wants to work for all users and see them have “the same net amount” of trails and not appease any one segment of users. He also discussed budgetary restraints, indicating installing a well and running power to a remote area in one instance cost \$35,000.

One audience member suggested offering clinics on bike and horse interface etiquette.

Michelle Shearer, secretary of the Greenway Equestrians, a volunteer group representing riders and organizing volunteers to work the trails, said signage and speed bumps are necessary for bicyclists traveling 30 to 40 mph interfacing with horse riders at intersections. Officials said the limit on some trails is 20 mph.

Jessie Barnard, who works with the DEP at Shangri-La Campground on the greenway and is president of the Greenway Equestrians, said the group has a contract with the DEP to maintain 76 unpaved miles of trails on the greenway.

Barnard said horse riders and bicyclists must share narrow areas or tunnels at areas like the Florida Agricultural Center Horse Park, Southwest 49th Avenue, Country Road 484 and the Land Bridge, which crosses Interstate 75.

Meeting attendee Helen Donnell called places where bikes and horses interface “choke points.”

Todd Horvath, president of the 300-member Ocala Mountain Bike Association, said the trail use issue boils down to “education” and that users must “work together.” He said additional signage would be good if it informs riders about trail etiquette.

“If a bike rider sees a horse rider, get off the bike, walk the bike and talk to the rider,” he said. “We’re all out to have fun.”

He indicated OMBA volunteers maintain trails and the DEP local office stated the group also has a maintenance contract.

Trail maintenance volunteers are always welcomed and did a big job in cleaning up in the greenway after Hurricane Irma. According to Bre Ximenes with the DEP, trail maintenance volunteers can use their hours for community service.

Posters on display in the meeting room highlighted areas of concern for the projected 10-year plan, including cultural resources like the historic canal bridge stanchions on U.S. 441 South, exotic non-native and nuisance plant life, and prescribed burns.

Laurie Dolan, Environmental Specialist II with the DEP, said, for example, that non-native feral hogs and their rooting was an issue in areas of the greenway west of State Road 200 and that cogon grass and mimosa flowers were displacing native plant life in numerous areas.

Additional areas of management concern included the Ocklawaha River, parts of the Withlacoochee River, Lake Rousseau and Inglis Island, and preservation of wet flat wood, mesic flat wood, sand hill and scrub areas.

Citizens can submit comments until Nov. 30 by calling 850-245-3051 or via email to FLStateParkPlanning@dep.state.fl.us; put “Cross Florida Greenway” in the subject line.

To learn more, visit www.floridastateparks.org/trail/Cross-Florida.

<http://www.ocala.com/news/20171116/10-year-greenway-management-plan-up-for-discussion>

Comments Received

**Cross Florida Greenway
Public Meetings (Palatka, Ocala, Inglis)
Comment / Question Summary Matrix**

December 2017

Comment No.	Contact Information (if provided)	Reference	Comments / Questions
PH-01		Ocklawaha River	Restore Ocklawaha River hydrology, obtain permits, no landowner docks.
PH-02		Nuisance Species; Parking	1) What will be done to control wild hog problem between the Pruitt and Ross Prairie trailheads? 2) <u>Question:</u> Will a parking area be developed along 484 to access the paved multi-use path?
PH-03		Equestrian Trails; Plants	Mow or remove poisonous plants (Yellow Crotalaria) along bridle paths/Land bridge Trails.
PH-04		Paved Trails	Prohibit horses on paved trail.
PH-05		Paved Trails	1) Prohibit horses on paved trail. 2) Growth plan looks good. Make paved trail connection to the Withlacoochee Trail a priority.
PH-06		Equestrian/Paved Trails; Signage; Plants	1) Better signage on equestrian trails. 2) Poisonous plants along equestrian trails (signage at trail head, mow). 3) Bathrooms, picnic tables, water for horses and horse washing capabilities at all trailheads. 4) Horse crossing signs and speed bumps for bikers. 5) Limerock stone is hard on horses' feet.

Comment No.	Contact Information (if provided)	Reference	Comments / Questions
PH-07		Equestrian/Paved Trails; Signage	1) Horse crossing signs for bikers. 2) Prohibit horses on paved trail. 3) <u>Question:</u> <i>How will the paved trail be cleaned of branches, debris, and horse droppings?</i>
PH-08	Joylen Carlson, copperhorsefarms.jc@gmail.com	Equestrian/Paved Trails; Signage; Cameras	1) Yield to horses signage on both sides of tunnels and land bridge. 2) Have/continue cameras at land bridge. 3) Suggested rough strips like at four way highways and painted lines on paved road at tunnels and land bridge to slow bike/equestrian users.
PH-09	Linda Fedler, 245-3751	Facilities	Lack of facilities (restrooms) planned for the new Santos Trail horse parking area.
PH-10		Equestrian/Paved Trails; Signage; Facilities	1) Signage on paved trail (yield/stop for horses, speed limit for bikers at tunnels and bridges, speed bumps before horse crossing). 2) Clinics for equestrians and bikers on trail usage/safety. 3) New equestrian trailhead at 95th and SE 25th Ave should have full bathrooms, showers, snack bar, water, electric, wash racks, and mounting blocks.
PH-11		Equestrian/Paved Trails; Facilities	1) Limerock, shell and pavement should not be designated as equestrian trails as they are harmful to horses' feet. Suggest equestrian trails run parallel to these paths. 2) Concern over speed of other users (vehicles, ATVs, bicycles) as they spook horses. 3) Concern over the seasonal users (snowbirds) not being advised/having input on CFG changes. 4) Rangers are advising equestrians to 'sign-in'; however, there is no designated area at the Pruitt Trailhead. 5) Provide trails with good footing surfaces for horses and keep the trails at Pruitt and Swiftmud.

Comment No.	Contact Information (if provided)	Reference	Comments / Questions
PH-12	Nancy Hooper, nanahoop@Hotmail.com, (352) 464-7431	New Bridge/Trail	Would like a connector (bridge) between the Inglis Spillway Trail to the Inglis Trail to provide access to the Gulf of Mexico.
PH-13		New Bridge/Trail	Would like for the Withlacoochee and Dunnellon Trails to connect as well as the paving of the Dunnellon Trail eastward to Pruitt.
PH-14	Konrad Hooper, 12101 W. Riverwood Dr., Crystal River, FL 34428	New Bridge/Trail	Would like a bridge to connect the bike trail from Fleburn Park to Inglis Island. Connect the Spillway Trail to the Gulf of Mexico.
PH-15	Doug Hay, 10068 SW 182nd Circle, Dunnellon, FL 34422, haydoug_linda@yahoo.com	New Bridge/Trail	<p>1) Dunnellon to Pruitt Trailhead Multi-Use Trail Corridor to link the Pruitt Trailhead to the ballfields in Dunnellon.</p> <p>2) Dunnellon to Inglis Lock Multi-Use Trail Corridor along the north shore of Lake Rousseau, to fill the other gap in the CFG trail system.</p> <p>3) CFG to Nature Coast Multi-Use Connector Trail Corridor. Believe a 42-mile trail from Dunnellon to Chiefland through the Goethe State Forest would be an asset to the area.</p>
PH-16	Ruth McFarland, nightowl03@gmail.com	Paved Trails	As a runner who used the 49th Avenue Trailhead prior to paving, Ms. McFarland is unhappy with the paving of trails/construction. Paved trails are damaging for runners and ruins the natural state of the trails.
PH-17	Nan, nanpatrice@aol.com	Paved Trails	Starting using the Greenway systems for bicycling since paving. Hopes decisions made involving the Greenways are best for all and do not revolve solely around one group (equestrians).

Comment No.	Contact Information (if provided)	Reference	Comments / Questions
PH-18	Larry Simons, larrys987@gmail.com	Signage	Place warning signage for riders where the new asphalt trail goes through the tunnel under CR 475. There is a sharp 90-degree turn that creates a blind spot for cyclists, especially going eastward.
PH-19	Dale Hemmelgarn, dalehemmelgarn@gmail.com	Controlled Burns; Speed; Signage; Maps	<ol style="list-style-type: none"> 1) Many areas could benefit from a faster schedule of controlled burns. 2) 95th St and 24th Ave speed limit should be reduced at crossings. 3) Clear trees near the paved roads at the horse crossings where the road curves to give a better view of traffic on the paved road and add warning signs and painted lines on the paved road. 4) Provide maps of the trails on-line and on the trails.
PH-20	Dr. Jeffrey Gray, djgdo1@aol.com/David.Gray2@hcahealthcare.com	Paved Trails	Prohibit horses on paved trail.
PH-21	Dianna, dbdg01@aol.com	Logging	Concerned that logging will destroy the beauty and wilderness of the area.
PH-22	Anne Raduns, aeraduns@gate.net	Paved Trails; Speed	Speed bumps are an unnecessary safety hazard to cyclists. Encourage education between equestrians and cyclists to avoid incidents.
PH-23	Carlos Torres, cmtorres.ai@gmail.com	Paved Trails; Speed; Signage	<ol style="list-style-type: none"> 1) Speed bumps are an unnecessary safety hazard to cyclists. 2) Proper signage is necessary to make all users aware of who is also on the trail with them. 3) Prohibit horse carriages on trails as they are a blind spot.

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PH-24	Blake Idziak, thedubshop@yahoo.com	Paved Trails; Speed	<ol style="list-style-type: none"> 1) Speed bumps are an unnecessary safety hazard to cyclists. 2) Prohibit horses from paved trail, perhaps they can ride alongside the paved trail. Horse droppings are a hazard to cyclists. 3) Hopes that better advertisement of future meetings will occur so more people can participate.
PH-25	Mary Verrandeaux, maryverrandeaux@gmail.com	Paved Trails	<ol style="list-style-type: none"> 1) Prohibit horses on paved trail. 2) Speed bumps are an unnecessary safety hazard to cyclists. 3) Believes cyclists should have right-of-way over equestrians when crossing paved trails.
PH-26	Mike Mildner, moparmyk426@gmail.com	Controlled Burns; Logging; Speed; Signage; Maps	<ol style="list-style-type: none"> 1) Buffer around mtb or horse trails from logging activity in any area cut or burned. 2) Extend available trail space so both paved and dirt trails can extend coast to coast and connect to other systems. 3) Allocate trail space based on the number of volunteer hours a group is willing to donate and the number of users so trails are sustainable. 4) Prohibit e-bikes or pedal assisted bikes on volunteer maintained trail systems (Santos Trail). Issue permits for e-bikes yearly for handicapped.
PH-27	Christina Sasina, clsasina@gmail.com	Paved Trails	Prohibit horses on paved trail.
PH-28	Mike Hallock, mikebike063@yahoo.com	Paved Trails; Speed	<ol style="list-style-type: none"> 1) Encourage education and interaction among cyclist, hikers, and equestrians when seeking long range goals. 2) Speed bumps are an unnecessary safety hazard to cyclists.

Comment No.	Contact Information (if provided)	Reference	Comments / Questions
PH-29	Renee Blaney, renee.blaney@gmail.com	Conservation; Logging; Paved Trail; Speed; Plan Update	<ol style="list-style-type: none"> 1) Please emphasize the 'Recreational' mission of this land in the newest plan. Conservation is possible without impeding, destroying, or restricting the trails. 2) Provide a 100-foot buffer for the trails from logging. 3) Clear policy on what constitutes "non-motorized" vehicles in regards to e-bikes on the new paved multi-use trail as many are concerned over increased speeds. 4) Commitment for trail connectivity from east to west along the Greenway needs to be stated in the plan.
PH-30	Mike Blaney, rmbaney@cox.net	Conservation; Logging; Paved Trail; Speed; Plan Update	<ol style="list-style-type: none"> 1) Please emphasize the 'Recreational' mission of this land in the newest plan. Conservation is possible without impeding, destroying, or restricting the trails. 2) Provide a 100-foot buffer for the trails from logging. 3) Clear policy on what constitutes "non-motorized" vehicles in regards to e-bikes on the new paved multi-use trail as many are concerned over increased speeds. 4) Commitment for trail connectivity from east to west along the Greenway needs to be stated in the plan.
PH-31	Michele M. Harris, micheleharris@cfl.rr.com	Paved Trail; Signage; Safety; Speed	<ol style="list-style-type: none"> 1) Prohibit horses on paved trail. 2) Provide signage and paint on paved trail at crossings so people are aware that it is a multi-use crossing. Provide signs in advance of multi-use crossing to avoid collisions. 3) Concerns with two-way traffic, people using headphones, and allowing dogs to run unleashed on the trail. 4) Provide a speed limit (no more than 15 mph) on trails. 5) Prohibit motorized/e-bikes. If motorized bikes will continue to be allowed on trails, trails should be one way only.

Comment No.	Contact Information (if provided)	Reference	Comments / Questions
PH-32	Nancy Cloos, ncloosc@aol.com	Signage; Speed; Safety	<p>1) Sign placement near crossings is not sufficient; should allow more distance between the sign itself and the crossing. At cruising speed, a bicyclist is thru the crossings before they realize it was there.</p> <p>2) Place the signage on the road itself as bicyclists ride looking down and do not see current signs.</p> <p>3) Place rumble or alert strips on pavement (in advance) to alert bicyclists of approaching crossings. This would be more effective than speed bumps.</p> <p>4) Place signs at trail heads and on trail urging bicyclists to speak to the horse and rider.</p> <p>5) Horse riders must encourage the bicyclists to speak.</p>
PH-33	Dennis Rentschler, dennisrentschler@yahoo.com	Speed; Safety	<p>Speed bumps are an unnecessary safety hazard to cyclists. Rumble strips would be a better choice if used at trail crossings.</p>

Comment No.	Contact Information <small>(if provided)</small>	Reference	Comments / Questions
PH-34	Bill Jasewicz, 10623 SE 19th Ct, Ocala, FL 34480, (352) 342-0109, billij126@gmail.com	Plan; Facilities; Equestrian Trails; Safety; Signage; Water; Regulation; Funding	<p>1) Greenway development is partisan and does not include the equestrians (ex: Santos Trail Head). Paved path was designed to disrupt equine activities and cause conflicts.</p> <p>2) Proposed new trail head at SE 95th St and SE 25th Ave did not list any new features or note if this trail head will be limited to equine. Features to include in planning are: turn around or drive through parking for truck/trailer, horse wash racks, maintain shade trees in parking area, water troughs, separate entrance/exit, restrooms, pavilions.</p> <p>3) Add water hand pumps in a few locations along equine trail system.</p> <p>4) Provide a 50 to 100 foot line of sight where the equine trails and paved trails intersect.</p> <p>5) Public announcement equine will always be part of the Greenway.</p> <p>6) Post Greenway rules and regulations on website and on signage.</p> <p>7) Speed control on paved trails.</p> <p>8) State Legislature needs to set laws regarding horse and no motorized incidents.</p> <p>9) Revisit funding. General rule needs to be dollar for dollar funding on equine activities and other activities. (Ex.: \$100k spent on other activities, \$100k to be spent on equine activities.)</p>

Comment No.	Contact Information (if provided)	Reference	Comments / Questions
PH-35	Jena Brooks, jenabee3@gmail.com	Staffing; Funding; Paved Trails; Safety; Water Control Structures; Land Ownership; Management	1) CFG needs increased staffing (full time, including weekends) and funding. 2) Paved trails should have a full time trail ranger, if not two, on the trails every day as do the other state trails. 3) Remove water control structures from the purview of DRP/DEP to allow for better focus on the conservation and recreation needs of the CFG. Allow Water Management Districts to manage/maintain. 4) Address gap in ownership of the CFG (negotiate with Cannon family). 5) Compliments on CFG park management.
PH-36	Denise Sistarelli, Dsistarelli@hotmail.com, (352) 615-9191	Paved Trails; Safety	Concerned about other cyclists speed, disregard for other trail users, and unawareness of surroundings (wearing headsets).
PH-37	Renee Reynolds, coconut_ldy@hotmail.com	Facilities; Campground; Water	Provide water spigots at each of the campsites in Shangri-La Campground and all future campgrounds.

Comment No.	Contact Information (if provided)	Reference	Comments / Questions
PH-38	Julia Cesary, 4930 Flora Dr., Melbourne, FL 32934	Maps; Signage; Paved Trail	<ol style="list-style-type: none"> 1) No maps showing the paved or hiking trails. 2) No paved access trail from Shangri-La to main paved trail. 3) Going west, pavement ends at SR 200 about a mile from Ross Prairie. 4) Adequate non-paved area under new 484 underpass; however, due to immediate curve on the west side it is difficult to see oncoming traffic. 5) Crosswalks across the paved trail clearly marked. 6) Due to the banking on the eastside of the 484 underpass, was required to horseback ride along paved trail. 7) Denote on trail maps and kiosks the purpose and use of all trail types. 8) Add signs to: a) denote congested area/slow down, b) denote speed limit on paved trail, c) yield to horses/people with right-of-way, d) show equestrians to use non-paved trail and other users the paved trail, e) warning sign to give horses a wide passage and do not ride up behind them, and f) look both ways before crossing crosswalks. 9) Arrange a webinar meeting to discuss issues.
PH-39	Kris Pagenkopf, 7625 SW 7th Place, Gainesville, FL 32607, kris_pagenkopf@hotmail.com	Ocklawaha River; Plan	Ocklawaha River Restoration/Dam Removal must be included in plan. (see email with comments for facts related to this topic)

Comment No.	Contact Information (if provided)	Reference	Comments / Questions
PH-40	Dorine Stout, dorinekay3@gmail.com	Paved Trail; Equestrian Trail; Safety; Speed	<ol style="list-style-type: none"> 1) Could equestrian trails be moved as to not cross over the paved trail sections? 2) Concerned with speed of bicyclists on paved trail. 3) Following questions related to bike races: <ul style="list-style-type: none"> --When having these races can they station people at the tunnels where bikes and horses are both crossing? --On these races do horses still have the right-of-way? 4) Increase signage at crossings to indicate horses have right-of-way. 5) Barr Hammock trail head has great pamphlets at the kiosk explaining bike etiquette; perhaps this could be duplicated at trail heads.

Comment No.	Contact Information (if provided)	Reference	Comments / Questions
PH-41	Jeanne Thompson, horses57@centurylink.net	Paved Trail; Signage; Safety; Speed; Tunnels	<p>1) Consider putting signs and speed bumps on blacktop farther away from intersections of horse trails and paved trail to notify the faster moving bicyclists.</p> <p>2) Regulate speed on paved trail for everyone's safety.</p> <p>3) Address blind areas coming into tunnel areas.</p> <p>4) <u>Question:</u> <i>Is there any consideration for bikers to dismount and walk their bikes through the tunnels?</i></p> <p>5) Unaware of bicycle races when paving of the greenway was discussed.</p> <p>6) <u>Question:</u> <i>Bikers and hikers are to yield to horses - how is a biker involved in a race going to yield to a horse?</i></p> <p>7) <u>Question:</u> <i>What is the plan for future bike races on the greenway?</i></p> <p>8) <u>Question:</u> <i>Will there be a limited annual amount of races?</i></p> <p>9) For future bike races, consider having a person stationed at each horse crossing, understanding, that if horses are kept waiting to cross while bikes go speeding by, this may spook the horses.</p> <p>10) Consider there are more appropriate venues for (bicycle) racing activities; far more than alternative venues for horseback riding in a natural environment.</p> <p>11) Inform hikers and bikers to make themselves known to horses/riders by speaking as they approach.</p>

Comment No.	Contact Information (if provided)	Reference	Comments / Questions
PH-42	Terri Hope-Streid, hopeterri09@gmail.com, (352) 201-8801	Equestrian Trails; Safety; Funding; Tunnels; Speed; New Equestrian Trail/Facilities	<p>1) Equestrian trails are unmaintained. Ross Prairie and Pruitt trails have areas blocked with downed trees which are a safety issue. Was told there was not extra staff or funding for tree service and volunteers are needed to clean these areas. State workers should be doing this/not volunteers due to liability. Allow public to oversee how funds are used/allocate funding for cleanup.</p> <p>2) Provide new trails for equestrians.</p> <p>3) New connection bridge to Inglis Island will create environmental issues/another habitat buzzard bridge and take away natural settings and preservation.</p> <p>4) Would like to see the St. Martin Marsh Preserve 7 mile loop opened to equestrians and parking lot adjusted to accommodate horse trail parking (no pavement needed). Volunteered to help with this request.</p> <p>5) Tunnels are a safety concern. Suggests speed bumps and signage as a reminder for bicyclists/skateboarders to slow down when going through tunnels.</p>
PH-43	Brenda Lindsey, brenmobile3@gmail.com	Paved Trail; Signage; Safety; Maps	<p>1) Speed of cyclists is unsafe, need speed limit signs.</p> <p>2) Educate trail users about yielding to others. (see sign image example attached to email)</p> <p>3) Provide pamphlets at trail heads with maps, rules, and regulations.</p>
PH-44	Karen Turbeville, kturbevi@tampabay.rr.com, (863) 688-5111	Equestrian Trails	It is hoped with the prospect of new trails and connections that the horse trails will also be enlarged to aide Marion County economy.

Comment No.	Contact Information (if provided)	Reference	Comments / Questions
PH-45	Phil Johnson, 10456 S.W. Hwy 484, Dunnellon, FL 34432, (517) 260-1574, diandphil@frontier.com	Nuisance Species; Paved Trail	<p>1) Concern that the wild hog population in Pruitt will move into Ross Prairie once the tunnel under 200 is completed. Would like to see them eradicated as wild hogs are damaging to native plants and animals and are a major threat to the Greenway.</p> <p>2) In areas where the hard pack is used as a connector between horse trails and or fire trails to create loops, there should be a parallel horse trail so horses are not on pavement or in other undesirable areas to make these connections.</p>
PH-46	Diane Johnson, 10456 S.W. Hwy 484, Dunnellon, FL 34432, happyhoofers@frontier.com	Nuisance Species; Trees	<p>1) Concern of wild hog population.</p> <p>2) Save the shade trees when paving through the Pruitt/Valhalla section.</p>
PH-47	Bill Marcy, wpmarcymtb@yahoo.com	Paved Trail; Speed; Safety	<p>1) In regards to trail safety and etiquette, have noticed motorcycles and ATV's, dogs off leashes, and that horse users should clean up after them and take responsibility or precautions if their horse is nervous or skittish.</p> <p>2) Rumble strips could be a better solution than speed bumps at the blind/limited visibility underpasses (475).</p> <p>3) <u>Suggestion:</u> <i>Could you widen the trail at the 475 underpass as this would significantly improve the trail safety?</i></p> <p>4) Traveling west after the land bridge there are two or three sharper turns that create blind spots. <u>Suggestion:</u> <i>Could you cut or thin out the brush so it would open up visibility?</i></p>

Comment No.	Contact Information (if provided)	Reference	Comments / Questions
PH-48	Sandra Kokernoot, s_kokernoot@hotmail.com	Species; Water; Plan; Conservation; New Trails/Facilities	<p>Please see Ms. Kokernoot's four page email attachment for specific details regarding her concerns related to:</p> <ol style="list-style-type: none"> 1) Significant decline in the size and number of fish in Rodman Pool. 2) Failure of drawdowns, water level increases, and herbicides to control vegetation in Rodman Reservoir. 3) Death of cypress trees upstream of Rodman Dam from holding the reservoir waters at higher levels in an attempt to kill hydrilla. 4) Caving in of gopher tortoise burrows and destruction of trees by heavy equipment on the berms in Putnam Co. No policies to address how to minimize detrimental effects will be accomplished. 5) Objectives stated in Plan need policies with deadlines to accomplish those goals. 6) Need for policies to create quality hiking trails and multi-use trails in natural areas of the CFG in Putnam Co. that are not located on torn up fire breaks. Include a policy to have State biologists explore option for multi-purpose/interpretive trails west of Buckman Lock. 7) Request for visitors center at Buckman Lock to be re-opened with exhibit explaining restoration benefits and three small parking areas at Canal Road at CR 310, Berm Road at Dam Road, and SR 19/Barge Canal Bridge on the north side of canal. 8) "The opportunity to develop a Guided Historical Interpretive Boat Tour along the greenway canal and lock system" statement in Plan needs to be modified. <u>Question:</u> Are you talking about a brochure for boaters or a guided tour? 9) Suggestions for statement/word revision in Plan on pages 209-210, under 'Current Recreation Use and Visitor Programs'. 10) The Optimum Boundary of the CFG in Putnam Co. needs to

Comment No.	Contact Information (if provided)	Reference	Comments / Questions
			include all of the Etoniah/CFG land acquisition project and the Barak property next to the Buckman Lock area (see email attachment which includes map).

Comment No.	Contact Information (if provided)	Reference	Comments / Questions
PH-49	Roy R. "Robin" Lewis, III, Save Our Big Scrub, Inc., P.O. Box 5430, Salt Springs, FL 32134, Office: (352) 546-4842, Mobile: (813) 505-3999, lesrrl3@aol.com, lesrrl3@gmail.com	Species; Water; Plan; Conservation; New Trails/Facilities	Mr. Lewis endorsed the comments made by Ms. Kokernoot (in comment PH-48 above) and provided the Putnam Co. Environmental Council's "Management and Restoration of the Fish Populations of Silver Springs and the Middle and Lower Ocklawaha River, Florida, USA" report to support their comments. The CFG Plan should not be a document written in a biased manner to promote keeping the Rodman Pool instead of restoring the Ocklawaha River. Please remove these comments and insert only science based and scenically supported statements and comments.
PH-50	Gail Koeck, 3531 W Highway 318, Citra, FL 32113-2159	Plants; Maps; Facilities	<ol style="list-style-type: none"> 1) Notification of toxic weeds shown and listed at equine trail heads. 2) Better maps of trails showing marked intersections and route to trail head. Existing maps are worthless. 3) Bathroom facilities, even porta johns, would be appreciated.
PH-51	Bob Kass, Troup 25 Orange Park, jabbaclimber@yahoo.com	Facilities/Kenwood Campground	Please reconsider opening Kenwood Campground.



PUBLIC MEETING COMMENT FORM



**Florida Department of Environmental Protection
Division of Recreation and Parks**

**Marjorie Harris Carr Cross Florida Greenway
State Recreation and Conservation Area - Unit Management Plan Update**

Comments can be emailed to FL_StateParkPlanning@dep.state.fl.us or mailed to Office of Park Planning, Florida Department of Environmental Protection, Division of Recreation and Parks, 3900 Commonwealth Boulevard, MS 525, Tallahassee, Florida 32399-3000.

Please submit comments by Thursday, November 30, 2017.

I support FDEP's plan to restore the hydrology of the Ocklawaha River. The Governor and Cabinet selected the partial restoration plan in 1995.

pg 151 I urge the state to issue the needed permits and appropriate funding in order to restore the River.

Land owners should not be able to build or maintain docks on Greenway property as stated on page 150. The docks are illegal.



PUBLIC MEETING COMMENT FORM

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Nuisance Species Concern:

The wild hogs between the Pruitt trailhead and the Ross Prairie trailhead have made both hiking and biking dangerous.

What will be done to control this problem?

Parking:

Will a parking area be developed along 484 to access the paved multi-use path?



PUBLIC MEETING COMMENT FORM

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*new OR remove Poisonous Plants along side^{of} Bridle paths (CROTALARIA)^{yellow}
many are at the Land Bridge Trails*



PUBLIC MEETING COMMENT FORM



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- The greenway is for all citizens, not just equestrians. There are 76 miles of horse trail and only 15 miles of paved trails. Walkers, bikers, skateboarders, runners, inline skaters, etc. cannot go on the horse trails. The horses should not be allowed on the paved trail.



PUBLIC MEETING COMMENT FORM

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- The new paved trail is being utilized by horseback riders

I believe this to be problematic + dangerous. First it is unhealthy to unshod horses. Second, long-term use of the pavement by horses will quickly damage the new trail. Third, horses + bicycles are mutually exclusive on trails as horses can easily spook creating a danger to all involved. Fourth, the horse droppings on the pavement create a problem for all other users of the trail as it is never cleaned by the horsemen.

- The current trail system separates bikes + horses for safety. Years ago the horse park was built, cutting off miles of mountain bike trail. Therefore, it would not be unprecedented to disallow horses on the paved trail. This paved trail is, after all, the only place a road bike rider can go, while there are miles and miles of dedicated horse trails for the horseback riders to utilize other than the pavement.

- I use the trails for road biking, mountain biking + horseback riding. I think the growth plan looks good. I do think the paved trail needs to be connected to the Withlacoochee trail as a priority.

November 14-16, 2017



PUBLIC MEETING COMMENT FORM

Florida Department of Environmental Protection
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1. Horse trails need to be better marked. It is easy to get lost on the trail and not find the way back to the trail head.
2. Not all riders are aware of which plants are leathel to their horses. A sign identifying them at the trail head would be helpful. Also mow the edges of trails so weed don't reseed
3. Water at ~~the~~ (all) trail heads would be nice, not everyone carries water for their horses.
4. Bath rooms and picnic tables would appreciated at all trail heads
5. All trail head need an area for washing horses
6. Horse crossing signs for Bikers
7. Speed ~~bumps~~ bumps on the pavement to slow down the bikers
8. Lime Rock stone is hard on horses feet.



PUBLIC MEETING COMMENT FORM

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- As a biker (both ~~mountain~~ mountain & road ride) I agree that there should be signage to ~~alert~~ alert the bike rider of a horse trail crossing.
- As a future paved trail user I do not agree with horses being allowed to do anything but cross the paved trail. If the purpose of the paved trail is to ~~open~~ allow those outdoor ~~enthusiast~~ users who can't use the natural trails to participate in the outdoor experience (i.e. family bike rides, handycap, roller skaters, road riders etc.) the introduction of horses will ~~diminuate all that that~~ those user groups. It's simply too dangerous.
- How will the ~~trails~~ paved trail be cleaned ~~of~~ of branches, debris, + horse droppings? A clean paved trail is necessary for all the multi users listed above.



PUBLIC MEETING COMMENT FORM



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I ride and hike the Greenway Trails.

My primary concern is for ^{large} clear signage on both sides of tunnels + handbridge explaining:

Yield to horses and to have/continue cameras at handbridge. Bicyclists, horses, skate boarders etc need to know to cautiously cross these areas.

The handbridge is the most dangerous crossing because of added noise from traffic. I cross there frequently and some times, there are trees blowing etc.

The goal should be for a safe, pleasant walk, bike ride, horse ride etc. I've ridden the area called the Greenway since the late 60's, the "diggins" at that time and am happy it has been kept from development but let's not lose it by loving it so much it becomes a dangerous place to go.

Thank you,

Joylen Carlson

copperhorsefarms.jc@gmail.com

* The rough strips like at 4 way hwy's would be good
Please consider painting a line or lines ~~on~~ on paved road at tunnels + handbridge to warn/remind bikers etc to slow down
November 14-16, 2017
Dawn Serhansen



PUBLIC MEETING COMMENT FORM



Florida Department of Environmental Protection
Division of Recreation and Parks

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Please submit comments by Thursday, November 30, 2017.

I would like to comment on the lack of facilities planned for the new area for horse parking for the Santos trail. As a tax payer I feel like the people who use the horse trails are being short changed. We deserve to have a place to use the restroom too. I think we ~~also~~ should be ~~able~~ to have a bathroom too.

I feel like we are being pushed out to fend for ourselves. We spend ~~our~~ money here too, and deserve better treatment than this.

I think that the County seems to forget that people with horses support a lot of business in the County on a daily bases.

Linda Fidler
245-3751



PUBLIC MEETING COMMENT FORM

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Please submit comments by Thursday, November 30, 2017.

FOR THE SAFETY OF ALL TRAIL USERS
PROPER SIGNAGE MUST BE ON THE PAVED
TRAIL WHICH INCLUDE:

- YIELD TO HORSES
- STOP FOR HORSES IN AREAS NEAR ^{CAR} TRAFFIC
- SPEED LIMIT FOR ROAD BIKERS & MOUNTAIN BIKE
~~AT THE~~ AT THE TUNNELS AND BRIDGES
- BIKERS NEED TO SAY HELLO TO ~~RELAX~~ HORSE
- SPEED BUMPS BEFORE HORSE CROSSING

CLINICS THAT INCLUDE BIKERS & RIDERS & HORSE
TO HELP THEM ^(ROAD) LEARN HOW TO INTERACT
PROPERLY SO EVERYONE STAYS SAFE
ARE NEEDED

^{EQUESTRIAN}
NEW TRAIL HEAD AT 95th ST & SE 25th AVE SHOULD
HAVE BATHROOMS, SHOWERS, ~~SNACK~~ ^{FULL} SNACK BAR
WATER & ELECTRIC, WASH RACKS, MOUNTING
BLOCKS



PUBLIC MEETING COMMENT FORM



Florida Department of Environmental Protection
Division of Recreation and Parks

11-15-2017

**Marjorie Harris Carr Cross Florida Greenway
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Please submit comments by Thursday, November 30, 2017.

The limerock, shell, and pavement should not be designated as equestrian trails. These surfaces are harmful to the hooves of horses, and I even ride with horse shoes. Equestrian trails could run parallel to these surfaces, but horses shouldn't be ridden on them. The horses risk slipping and stone bruises if ridden on them. They also risk spooking from fast moving objects, like bicycles, motorbikes, ATVs, and even cars. I personally saw a car, not state owned, driving down the paved road near Landbridge last week. Also, we need to recognize the use of equestrian trails in Central Florida, especially Pruitt, by people/equestrians who are here during winter months only. These people contribute a significant amount of money to the economy in Marion County. These changes affect them as well, and no one has reported the changes to this group, to my knowledge. The equestrian trail use increases significantly when these snowbird/show equestrians arrive. Also, Pruitt and Halapatna (sp?) Reserve are excellent for riding horses, especially on the Swiftmud side. Rangers are stopping riders and are giving them a hard time saying that they didn't "sign in." There is nowhere to "sign in" at the Pruitt Trailhead. I am an endurance rider → November 14-16, 2017

which means I ride long distances, sometimes as much as 25 miles, but usually about 10 miles. We need good footing to do this much work, as discussed earlier. If I do not have the trail at Pruitt, I will need to sell my mini-farm and move to an area that supports good footing for horses. Obviously, since I live on a mini-farm, without the trails at Pruitt and Swiftmud, I can't compete in equestrian endurance riding. Please keep the trails. Please.



PUBLIC MEETING COMMENT FORM

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What I would like to see is a connector (bridge) between the Inglis Spillway trail to the Inglis trail that goes out to the Gulf of Mexico. I see that some of the proposed projects are connecting Inglis Island to Dunnellon and then Dunnellon to even further out. How cool would it be to park in Marion County and bike, walk, skate all the way to Gulf of Mexico.

Thank you for your ^{consideration!} consideration
Nancy Hooper
Nanahooper@hotmail.com
352-464-7431



PUBLIC MEETING COMMENT FORM

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I am interested in seeing the Wilkwocker trail connect to the Dunnellon trail - and paving the Dunnellon trail eastward to Pruitt.



PUBLIC MEETING COMMENT FORM

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Please submit comments by Thursday, November 30, 2017.

WOULD LIKE to See the Bridge
BUILT THAT WOULD CONNECT THE BIKE
TRAIL FROM FLEBURN PARK OVER TO
INGLIS ISLAND. CONNECT THE SPILLWAY
TRAIL TO THE GULF OF MEXICO.

Respectfully +
THANK YOU
Konrad Hooper
12101 W. Riverwood Dr
Crystal River FL
34428

Barber, Alicia W

From: Thomason, Mickey <Mickey.Thomason@dep.state.fl.us>
Sent: Thursday, November 16, 2017 12:21 PM
To: Doug &/or Linda Hay; FLStateParkPlanning
Subject: RE: CFG Management Plan

Thank you,. I will share your comments w/ the staff putting the plan together with us.

Mickey Thomason
Florida Park Service
Cross Florida Greenway Manager
Ph# (352) 236-7143
Fax#(352) 236-7121
8282 SE Hwy 314 Ocala, FL 34470

From: Doug &/or Linda Hay [mailto:haydoug_linda@yahoo.com]
Sent: Wednesday, November 15, 2017 8:58 PM
To: FLStateParkPlanning <FLStateParkPlanning@dep.state.fl.us>
Cc: Thomason, Mickey <Mickey.Thomason@dep.state.fl.us>
Subject: CFG Management Plan

Unable to make the public comment sessions, I would like to advocate for the following goals of the Cross Florida Greenway 10-year mangement plan update:

Dunnellon to Pruitt Trailhead Multi-Use Trail Corridor to link the Pruitt Trailhead to the ballfields in Dunnellon: This will bridge the current gap, which according to the maps appears to be only a very small section of private land. It appears that an easement should be possible, but perhaps condemnation should be given priority as a preferable option to running the trail along existing right-of-way next to CR 484, but either approach would be better than leaving this project in limbo.

Dunnellon to Inglis Lock Multi-Use Trail Corridor along the north shore of Lake Rousseau, to fill the other gap in the CFG trail system. Again, it would be better to try to establish an easement separated from the existing right of way of CR 40, but the important thing is to complete the trail.

CFG to Nature Coast Multi-Use Connector Trail Corridor. A 42-mile trail from Dunnellon to Chiefland through the Goethe State Forest would be another great recreaional and economic boost to the area. It's great that Duke Energy has conveyed a perpetual easement on the abandoned railroad right-of-way to the state, and pursuing easements with private property owners to obtain the rest of a corridor is the way to go.

Thanks for considering.

Doug Hay
10068 SW 182nd Circle
Dunnellon, FL 34422

FW CFG Management Plan

From: Thomason, Mickey <Mickey.Thomason@dep.state.fl.us>
Sent: Thursday, November 16, 2017 12:21 PM
To: Gene Stillman; Vaughn, Greg A
Subject: FW: CFG Management Plan

FYI

Mickey Thomason
Florida Park Service
Cross Florida Greenway Manager
Ph# (352) 236-7143
Fax#(352) 236-7121
8282 SE Hwy 314 Ocala, FL 34470

From: Doug &/or Linda Hay [mailto:haydoug_linda@yahoo.com]
Sent: wednesday, November 15, 2017 8:58 PM
To: FLStateParkPlanning <FLStateParkPlanning@dep.state.fl.us>
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Thanks for considering.

Doug Hay
10068 SW 182nd Circle
Dunnellon, FL 34422

Barber, Alicia W

From: Ruth Tamblingson <nightowl03@gmail.com>
Sent: Thursday, November 16, 2017 8:49 PM
To: FLStateParkPlanning
Subject: Cross Florida Greenway

I am a runner living in Ocala. I used to go out and run on the 49th Avenue Trailhead all the time. Since the start of the paving I haven't been out to run, as it is disturbing to try to run in a construction area and impossible to enjoy that area in a natural state.

I am beyond angry about the paving of the trail. I love to run and be outdoors and it is bad to constantly run on pavement. It is damaging to run on pavement constantly and the sole reason for me to go to the trail is to run on a trail and NOT pavement. I felt somewhat safe running on the main trail, and loved being to run in a beautiful area.

I cannot even drive past the new area of paved trails without becoming very upset and remembering I'll never be able to run those trails in a NATURAL state again. It's horrible to see people insisting on paved trails. What's the point of nature if unsightly pavement is all around.

Please consider the true purpose of the trail and the person who inspired it. I am so saddened by the destruction of the county in it's natural state. I don't know that I will ever attempt to use those trails unless the paving is halted.

Ruth McFarland

Barber, Alicia W

From: Nan <nanpatrice@aol.com>
Sent: Thursday, November 16, 2017 9:00 PM
To: FLStateParkPlanning
Subject: Cross Florida Greenway plan

> We've lived with 1/2 mile of Greenways for 25 years and I've never ventured into that wasteland. Even though we're not serious bicyclist, we have recently purchased bikes and now ride bikes through the Greenway systems. While we are riding there are many many people out there finally using The trail system due to it being paved.

>

> A small equestrian group in this community, mainly comprised of the shearers, have stopped everything that is worthwhile for the human race for only their point of view. Put into perspective there are only 2 million horse owners in the United States, you factor in the number bicyclist there are this is far more than equestrians. Even though we are horse people, the small group in this town are not serious horse people, they are environmentalists that want to snort dirt talk to a tree and a pet a horse. You cannot take these people seriously, I hope you factor that in in your decision-making and allow the greenways to be enjoyed by the major populous in this county, the state, in this country and in the World.

>

> These meetings that you sponsor are only comprised of a small group that lobby only those that see their view of the world. Please look beyond this nonsense and make decisions that are in the best for all.

>

> Sent from my iPad

Barber, Alicia W

From: Larry <larrys987@gmail.com>
Sent: Friday, November 17, 2017 8:31 AM
To: FLStateParkPlanning
Subject: Cross Florida Greenway

Hello:

Thanks for all your good work!

This is a suggestion that you may already be working on.

Where the new asphalt trail goes through the tunnel under County Road 475 there is a sharp 90 degree turn that creates a blind spot for cyclists.
(especially going eastward on the trail)

Placing warning signage for riders is the only suggestion I can think of.

Hope that you can do this or have more ideas.

Thank You,

Larry Simons



Virus-free. www.avg.com

Barber, Alicia W

From: Dale Hemmelgarn <dalehemmelgarn@gmail.com>
Sent: Friday, November 17, 2017 11:45 AM
To: FLStateParkPlanning
Subject: Cross Florida Greenway Management Plan input

Thank you for a very informative meeting.

Just a few comments;

Many of the areas could benefit from a faster schedule of controlled burns.

95 th street & 25th Ave speed limit should be reduced at the crossings.

Clear back the trees near the paved roads at the horse crossings where the road curves to give better view of traffic on the paved road & add warning signs & painted lines on the paved road.

Provide maps of the trails on line and on the trails.

Thanks again
Dale Hemmelgarn

Barber, Alicia W

From: David.Gray2@hcahealthcare.com
Sent: Friday, November 17, 2017 12:04 PM
To: FLStateParkPlanning
Subject: cross florida greenway

Importance: High

Dear sirs/madams

I am a long time resident of Ocala (over 20 years); and have a residence on the greenway. I have seen all of the various trail systems "grow up" over the years; and have utilized them all at some point.

Although I started out using mostly the hiking trails; I am now an avid cyclist and have been on every single mile of bicycle trail; usually as it has been built or extended. I have also done my share and more of trail work and maintenance over the years. The new paved trail is no exception; it is such a great addition to our network; for all—including hikers, walkers, recreational cyclists, and all wheeled sports.

However; my experience with equestrians has been decidedly mixed. Members of my family have ridden extensively on the designated trails; and have always been respectful; stayed on the horse trails, and controlled their animals. I have run into equestrians that have not been of this type; riding on our trails, ruining our trails, not controlling their animals when we yield to them at crossover points, and of course, leaving their debris in common areas without attempting to clean it up, making it a health hazard for all.

I truly see no reason for equestrians to be on a trail that
-is paved; and therefore not good for the health of the horse
-adds no value or experience over the 75 MILES they already have
-will lead to unneeded congestion with other users as they present a clear and present danger to other users because of the horse itself. There is simply no way to "yield" at all instances just so they can have their use; that is patently unfair to appropriate users. Yielding at crossover points is of course, necessary and not a problem.
-they leave without any hesitation or remorse; biological waste that becomes a health hazard as well as a dangerous impediment on the trail.

I have ridden extensively on other rails to trails networks all over the country; and have never seen the level of demands from the equestrians here. It is simply unwarranted, unneeded, and at worst, dangerous to the other users.

If they did not have their own network of trails; I could understand, or if other users were not willing to yield at crossover points; but those issues are non issues.

They simply need to stay off the paved trails; and stay on the non paved parts to the side of the trail when they are at underpasses and crossover points.

It is both a safety and health issue; and also dramatically impacts how other, appropriate users, can access and use the trail.

Do not let their numbers, money, or political influence play a role in any decision that is made.

Thank you

D. Jeffrey Gray, D.O.

Laboratory Medical Director

Ocala Health

1431 SW First Avenue

Ocala, FL 34471

352-401-1314 office

352-732-0795 fax

Forward Pathology Solutions

David.Gray2@hcahealthcare.com

www.OcalaHealthSystem.com

Barber, Alicia W

From: Jeff Gray <djgdo1@aol.com>
Sent: Friday, November 17, 2017 12:07 PM
To: FLStateParkPlanning
Subject: Fwd: cross florida greenway

Begin forwarded message:

From: Jeff Gray <djgdo1@aol.com>
Date: November 17, 2017 at 11:05:03 EST
To: FLState-ParkPlanning@dep.state.fl.us
Subject: cross florida greenway

Dear sirs/madams

I am a long time resident of Ocala (over 20 years); and have a residence on the greenway. I have seen all of the various trail systems "grow up" over the years; and have utilized them all at some point.

Although I started out using mostly the hiking trails; I am now an avid cyclist and have been on every single mile of bicycle trail; usually as it has been built or extended. I have also done my share and more of trail work and maintenance over the years.

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It is both a safety and health issue; and also dramatically impacts how other, appropriate users, can access and use the trail.

Do not let their numbers, money, or political influence play a role in any decision that is made.

Thank you

Jeff Gray

Barber, Alicia W

From: Dianna <dbdg01@aol.com>
Sent: Friday, November 17, 2017 1:03 PM
To: FLStateParkPlanning
Subject: Trail planning

Although my work schedule makes it difficult to attend meetings, I would love to add my input.

I'm excited to see the new trail, and I can't wait until it connects to the existing trails. It's a great way to encourage more activity and increased health in our local citizens. Additionally the people who travel here from all over bring in revenue.

I'm concerned that logging destroys the beauty and the wilderness of the area. Part of what is so attractive about the trail systems is the ability to connect with nature.

I'm looking forward to continuing to volunteer 30+ hrs a month in the future while enjoying all the multi use trails. As a rider who also bikes and runs trails I appreciate each has different needs. Hopefully the future will hold great things for all groups!

Dianna

No trees were harmed in the sending of this message, however a few electrons were harassed.

Barber, Alicia W

From: Anne Raduns <aeraduns@gate.net>
Sent: Friday, November 17, 2017 1:59 PM
To: FLStateParkPlanning
Subject: Cross Florida Greenway - NO SPEED BUMPS

Dear State Park Division: Unfortunately, I missed Wednesday's meeting, but I am imploring you as a citizen of Marion County, and as a practicing local attorney, that speed bumps on the paved Greenway is a very bad idea. For the same reason that counties do not like adding speed bumps to roads, the State Park division should be equally apprehensive about adding them to the paved trail. Speed bumps always cause more of a liability than fixing a problem they are meant to help. Speed bumps force a serious speed reduction, which maybe create a hazard to the cyclist if they are covered up under pine tree needles or if the road/speed bump is wet from the rain. This sudden braking may cause risk of serious injury to the cyclist. Also, there are cyclist that ride at night, and even with lights the speed bumps may not be visible, thereby creating a hazard to a cyclist that is both unnecessary and purposeless.

The best way to avoid incidents between equestrians and cyclists is through education and civility.

Please do not place speed bumps on the trail for the above stated reasons.

Thank you,
Anne Raduns

Barber, Alicia W

From: Carlos Torres <cmtorres.ai@gmail.com>
Sent: Friday, November 17, 2017 2:45 PM
To: FLStateParkPlanning
Subject: No trail speed bumps!

Hello, I am a cyclist here in Ocala. I have rode many of Florida paved trails and it is in my opinion that speed bumps will only increase the likelihood of cyclist injuries. Non of the other trails in Central Florida have speed bumps and cyclist crossing from those trails to our system by not be aware and end up hurt. I do agree that proper signage is necessary to make all users aware of who is also on the trail with them. I have heard some stories about horses and carriages being on the trail. I say that a carriage should be prohibited on the trails. They are a huge blind spot for anyone approaching from behind and the carriage operator for that matter.

Barber, Alicia W

From: blake idziak <thedubshop@yahoo.com>
Sent: Friday, November 17, 2017 4:45 PM
To: FLStateParkPlanning
Subject: cross florida greenway

hello

i am sending this email in regards to the potential speed bump installation on the paved trail at the santos trails. i am a avid cyclist i live a mile and half from the 49th ave trail head i ride mountain bikes and road bikes on a daily basis out there and have for a long time now and the speed bump proposal that the horse people want is absolute ridiculous idea and will not help their poor attitude towards cyclist. I read the article that the ocala star banner had written about the meeting in which i my self and all the other avid cyclist in the area had no idea about and first off nobody is cruising down the trail at 30 to 40 mph we are not tour de france riders 90% of the people that ride the gravel trail that is not paved and the people that will ride it will be lucky to get 10 to 15 mph on the trail, some of us yes we can ride 20 to 25 mph but its not very likely so that person who said we ride at 30 to 40 mph is absolutely ridiculous to say that. The speed bumps would not only ruin the trail for any cyclist but it is a serious accident waiting to happen and can easily cause a experienced ride to crash and become seriously injured. since the trail is "not open" yet i have seen many older people riding on the trail that i would not in any way say they are experienced riders at all and i think that is going to be a large amount of who is going to be out there riding on the paved trail and they would have a hard time with the speed bumps.

another thing is that i personally have run into is that most of the horse people are very very rude and disrespectful any time my friends and i have come across horses we always slow down to try not to spook them and we always call ahead to let them know we are coming up from behind and they are rude a lot of the time i have even been yelled at and cussed at from some of the horse people. yes sometime i have been riding and have come around a blind corner and its hard to slow down but we do the best we can in the situation and they still get severely upset about it not all of them but most of them.

the next thing i want to say is that there is a abundant amount of horse poop on the freshly paved trail and i think this is absolutely ridiculous when there is a solid 3 or 4ft of dirt on the side of the paved trail for the horses to walk on . that is a danger to cyclist and its disgusting that we have to ride over it and around it and its a big danger when there is a group of people riding and we have to suddenly swerve to miss it and potentially hit or crash into another rider, that itself is just as if not worse than the speed bumps. it seems that the horse people are doing it on purpose becasue they are mad at the cyclist for the paved trail.

I would also like to say that the paved trail is a wonderful addition to the area and will most definitely will get a whole lot of use by cyclist in the area and miles around, i think it can become a place where we can ride and not worry about getting hit by cars and i think that will get a lot more people out there that would like to ride and have not in the past becasue they can not or are scared to ride on the road in fear of getting run over by crazy people in car texting and driving. I have lived on the ne side of ocala for a long time and i would ride from my house all the way to santos 2 or 3 times a week to ride the trails or i would just ride the road up north of town and deal with the traffic and thank the good lord i have not been hit yet. My decision to move to this side of town to be near the paved trail and all the mountain bike trails was because of the paved trail so that i and my family can ride our bikes and not get run over by a car it would be a shame to ruin it with speed bumps and ridiculous horse people that cant get along with other people on a multiuse trail.

i hope my email in some way helps out and hope that better advertisement of future meetings should be a big concern so that more people can show up and participate in these meetings

thanks
blake idziak

Barber, Alicia W

From: Mary Verrandeaux <maryverrandeaux@gmail.com>
Sent: Friday, November 17, 2017 8:37 PM
To: FLStateParkPlanning
Subject: Cross Florida Greenway

Dear Fl State Park Planning Department,

I have met with Major Kent Guinn on many occasions after several cyclists had been hit by cars, mostly hit and runs, and some resulting in deaths. I have been involved with stages of the planning, as time has permitted, and I am the Director for Ride for the Arts Gran Fondo, a huge event in Marion County devoted to promoting cycling and the arts for the betterment of our community.

The new paved trail on the Cross Florida Greenway is one of the most important assets to Marion County and the State of Florida for your citizens, who government is supposed to protect. In an age where obesity is at the highest level ever, a safe, paved, car-free trail, such as the one at the Santos trailhead, is literally a LIFE-SAVER to cyclists who train, race and ride in Marion County.

I could not make the local meeting, Wednesday morning, but I know that many horse people did. And when they sit on a horse and ride around, compared to the health benefits of actually riding a bike, that alone should give cyclists precedent over trail-riders.

There have been horse trail for years, and mountain bike trails. But for me, who cannot ride a mountain bike because of my back, this trail is the BEST thing that's ever happened for cycling in Marion County.

Horses should not be on the paved road. They have their trails, and they have a trail next to the pavement. On top of that, it is not good for the horse!

There was one quote in the local paper about cyclists going 30 and 40 MPH on that trail. Well, unless we are on a motorbike, cyclists can't even go that fast - although it sounds good in the paper. Our average is more like 18 - 19 MPH. Speed bumps have also been mentioned, which will cause more crashes than an occurrence with a horse (that shouldn't be on the paved trail in the first place). So I beg you to not put speed bumps on the trail. It is twisty and you can't go fast unless you want to go flying into the trees.

The point of the paved road, I thought, was to keep runners and road cyclists safe from cars. If we can't ride the paved trail - then all of this has been a huge waste of tax-payer money. Because for those of us who train and race (I rode for the US National team and 3x Olympic Qualifier as well as National Champion) then I am forced back out on the road where people would rather run us over than go around us.

I hope this letter makes a difference on some level. Horses have lots of trails for people to sit on their backs and ride around on, whereas cyclists have ONLY THIS!!! Please, I beg, do not muddy it up with speed bumps and horse "right of ways" when they are walking at 3 MPH and we at 18 MPH, I believe it would make more sense for them to stop before crossing the paved trail.

If I can be of any more assistance, you are always welcome to call me 352-266-7885 or email me.

Thank you for you time.

Sincerely

Mary Verrandeaux

Director for Ride for the Arts, tax-payer, involved citizen and cyclist.

Barber, Alicia W

From: Mike Mildner Moparmyk440 <moparmyk426@gmail.com>
Sent: Friday, November 17, 2017 9:20 PM
To: FLStateParkPlanning
Subject: Cross Florida Greenway

Good day, i would like to make a few suggestions for the 10 year plan.

1. A substantial buffer around mtb or horse trails from logging activity in any area cut or burned.
2. Extend the available trail space so both paved and dirt trails can extend coast to coast and connect to other systems.
- 3 Allocate trail space based on the number of volunteer hours a group is willing to donate and also based on numbers each segment brings as to users to the state as trails are built or maintained so what is built is sustainable.
4. Take a stand against e-bikes or pedal assist bikes on state land on volunteer maintained trail systems like Santos Trails. MTB riding is hard. Trail maintenance is also hard. You don't do either because they are easy. You do both because they are hard and the process makes you grow as an individual. Using a pedal assist or e-bike is a shortcut for lazy people to keep up with those who are out there to earn it. Lazy people also will not show up to maintain the trails they damage with e-bikes so it will be an additional load on those that do show up regular and may inhibit volunteers. If someone is legitimately handi capped where they need to ride an ebike make a special permit they must buy yearly with proceeds going to the clubs that will have to show up to fix the trails after they tear them up. Not taking a stand is turning out to an invite for them to rip up the trails already.
6. What has been done already has been amazing and has made central Florida a top destination for MTB singletrack in the country. Let's not lose ground and keep making it better.

Regards,

Mike Mildner

Fat slow guy that should be on an E-bike but earns it instead.

OMBA member and volunteer

Barber, Alicia W

From: Cl Sasina <clsasina@gmail.com>
Sent: Saturday, November 18, 2017 9:50 AM
To: FLStateParkPlanning
Subject: Cross Florida Greenway

Good Morning

I am commenting on my concern for the new paved trail system. I have been a Marion County resident nearly my entire life. My entire family resides here in Ocala and we live near the Greenway trail system and I am thrilled to use it often. It's beautifully designed and proud to have it in Marion County!

I am a cyclist and have been so for many years. I ride the mountain bike trails typically but now that the paved trail is available, I have been riding this more often instead of the off-road trails. On every occasion recently, I have encountered horseman unable to safely control their horse(s). I have to yield, not out of courtesy, but rather for my safety and the safety of my fellow riders and my children often coming to a sudden stop and confronting the horseman about the behavior of their untrained animal. I am confused why horses are permitted on a PAVED trail when there is over 40 miles of off road wooded trail system available solely to them. Horse owners are NOT cleaning up their animal debris either. It presents a public health concern when the debris stays on the paved trails for days, if not weeks if there isn't any heavy rain. It shows blatant disregard for others and poor ownership responsibility.

I am a tax payer; a homeowner, a professional and feel I must exercise my right to communicate my firm opposition to allowing horses on the paved trails. I do not wish to gamble with my safety on a public trail. I have small children that also want to enjoy riding this trail, however I am extremely concerned for their safety. I have witnessed in the past a horse who was scared, bucked off their rider and charged off running free wildly through Santos near the mountain bike trails I was on. What would have happened to my 8 and 12 year old riding their bikes if that horse hit them? They would have likely been killed or seriously hurt. Those who are familiar with the trail system know that horseman do not respect the rules. Not all the horseman break the rules, but more often than not, I continuously see horseman violate the system because they simply fail to grow their own trails. I understand it is necessary to access crossovers on the asphalt from off-trail connectors, but there is no place for horses on paved trails. We must understand that we need to avoid potential catastrophes; mitigation will be too late if something should ever happen to someone.

I believe with every complaint or concern there should be a suggestion to resolve. I strongly encourage horseman to organize and work together to extend their off road paths just as we mountain bikers have done to preserve and grow our 100+ miles of trail system. Lastly, as a cyclist on the off road trail system, for years we have to "teach" horseman to respect our mountain bike trails yet they continue <now> to ignore our plea to stop ruining our trails with their hoof tracks. Hoof tracks take months to resolve unless a trail volunteer rakes out the indentations. This is unhealthy for the trail; leads to heavy earth erosion and eventually destroys the integrity of the trail we work so hard to preserve.

The paved Greenway system should be a SAFE and enjoyable recreational area for everyone but horses on the paved system are not the part of the equation. Please ban them from the paved trail system and educate them on staying on their own designated trails; please encourage them to develop more horse trails so they feel less temptation to access the paved and mountain bike trails they continue to ruin or end up injuring or worse, causing a fatality to someone.

Regards,
Christina Sasina

Barber, Alicia W

From: Mike Hallock <mikebike063@yahoo.com>
Sent: Sunday, November 19, 2017 2:56 PM
To: FLStateParkPlanning
Subject: Sharing the Multi Use Path

One of the reasons we moved to Ocala from San Diego, was to enjoy Beautiful Marion County. Specifically, the great Mountain Bike facility at Santos Trailhead. For over 6 years now, we have enjoyed the trails and the Vortex area. At the age of 64, I purchased a road cycle and began the great social experience of road riding. With the completion of the 17 miles of paved surface, road cycling is about as close as you can get to "cycling heaven". Three stop signs, several tunnels, a freeway landbridge, and no vehicles to dodge; it's as good as it gets.

Long before I was a cyclist, I was a teenager with a love of horses and western lore. I worked full time summers saddling horse, cleaning stalls, and leading rides to the San Francisco Ocean Beach. I loved every minute of it.

We need to work with and learn to better cooperate with one another. Cyclist, hikers, and equestrians would be best served "speaking with one voice". Cooperative action is best when seeking long range goals.

To me, it's education and interaction.

One issue in particular that would be a very bad idea, is installing speed bumps. This would be dangerous and expensive. Who knows what biker would use the bumps to launch his bike, or wheel around the bumps at the last moment. Please keep the trail safe for all bicycle riders. No speed bumps!

Thanks so much, Mike Hallock

Sent from [Mail](#) for Windows 10

Barber, Alicia W

From: Renee Blaney <renee.blaney@gmail.com>
Sent: Sunday, November 19, 2017 7:16 PM
To: FLStateParkPlanning
Subject: Cross Florida Greenway

Hello DEP/State Parks:

I am writing to contribute my thoughts and wishes for the Greenway 10 year plan that is being finalized.

I live near the Greenway in Marion County and have volunteered hundreds of hours with the Ocala Mountain Bike Association to develop trails, implement safety plans, fundraising, maintenance (especially after hurricanes!), and promotion of non-motorized recreational opportunities.

Please **emphasize the RECREATIONAL** mission of this land in the newest plan. Conservation is possible without impeding, destroying, or restricting the trails. Logging has decimated many trail areas in Marion County. **Commitment to a 100 foot buffer for the trails from logging** is something we need.

A **clear policy on what constitutes "non-motorized" vehicles** needs to be created with the evolution of e-bikes, especially on the newest paved multi-use trail. Many user groups (horses) are very frightened of the increased speeds. The natural surface cycling trails are not designed for e-bikes (the increased speed destroys the trail and safety is a concern).

A commitment for trail **connectivity from east to west** along the Greenway needs to be stated in the plan.

Thank you for your time,
Renee Blaney
Governor's Point of Light recipient
Ocala, FL

Barber, Alicia W

From: rmblaney@cox.net
Sent: Sunday, November 19, 2017 7:21 PM
To: FLStateParkPlanning
Subject: Cross Florida Greenway

To Whom it May Concern,

I am writing to contribute my thoughts and wishes for the Greenway 10 year plan that is being finalized.

I live next to the Greenway in Marion County and have volunteered hundreds of hours with the Ocala Mountain Bike Association to develop and maintain the the cycling trails.

Please emphasize the RECREATIONAL mission of this land in the newest plan. Logging has decimated many trail areas in Marion County. Commitment to a 100 foot buffer for the trails from logging is something we need.

A clear policy on what constitutes "non-motorized" vehicles needs to be created with the evolution of e-bikes, especially on the newest paved multi-use trail. Many user groups (horses) are very frightened of the increased speeds. The natural surface cycling trails are not designed for e-bikes (the increased speed destroys the trail and safety is a concern).

A commitment for trail connectivity from east to west along the Greenway also needs to be stated in the plan. Excellent gains have been made in the past 10 years, it would be a shame not to complete this gem.

Thank you,
Mike Blaney
Ocala, FL

Barber, Alicia W

From: micheleharris@cfl.rr.com
Sent: Monday, November 20, 2017 5:00 PM
To: FLStateParkPlanning
Subject: *Cross Florida Greenway*

I was unable to attend the meeting regarding the use of trails on the Cross Florida Greenway. I use the hiking and cycling trails on a regular basis on the Greenway. I am also planning on using the paved trail on a regular basis. I want to voice my concern regarding the horses and cyclist conflicts. The horses and cyclist that use the trails on a regular basis are usually very good about etiquette on the trails. Usually when there are problems between the 2 either one or the other is new to the trail system. I'm not really sure what can be done to keep horses off the bike trails. I'm really not sure about what is going to happen with the paved trail. Horses and bikes do not mix. I took my bike on the paved trail once last weekend and was amazed at the amount of horse poop on the paved trail. I thought the paved trail was going to be off limits to horses and it looks like it's not. Bikes can't ride through horse poop. The tires sling it up onto the back of the rider so the bikes will have to ride around the poop. I really don't think horses should be allowed on the paved trail except at trail crossings and then I believe there needs to be lots of signage and paint on the paved trail to make sure people are aware that it is a multi-use crossing. The horse people are afraid the bikes will scare their horses and that is a real concern however the horses should not be anywhere near the bike trails. Signs letting people know there is a multi-use crossing need to be far enough in advance to keep a collision from happening.

I'm also concerned with 2 way traffic and people using head phones on the trail. I was hit head on coming around a blind corner with a cyclist wearing headphones riding on the trail. That cost me an X-Ray and 6 weeks in a wrist brace. There has also been problems lately with hikers walking and jogging on the cycling trail with dogs off leash and wearing headphones. This is very dangerous. I love our trails and feel very lucky to live in an area where we have this. I'm just really concerned about safety.

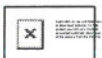
I also think there should be a speed limit on all the trails. There are some cyclists that go well over 20 mph and that is dangerous. There should be a speed limit of probably no more than 15 mph to keep things safe although my friends would be angry knowing I said that. Groups of cyclists riding fast are dangerous even though they don't think so. I also think that motorized bikes should not be allowed on any of the trails. The speed on a trail with 2 way traffic is dangerous. If we are going to allow motorized bikes then the trails should be one way only.

Most of my friends would disagree with my opinions on this but I think they are valid points.

Thank you for your time.

Michele M Harris
Terry Harris Insurance
(352) 245-1255

PLEASE NOTE THAT YOU MAY NOT RELY ON EMAIL COMMUNICATION TO US TO REPORT A CLAIM OR TO GIVE US INSTRUCTIONS TO PLACE, BIND, CHANGE, OR TERMINATE COVERAGE UNLESS WE HAVE SUBSEQUENTLY CONFIRMED TO YOU THAT WE HAVE RECEIVED YOUR MESSAGE AND WILL BE TAKING THE ACTION YOU HAVE REQUESTED. IF YOU HAVE REQUESTED ANYTHING AND HAVEN'T HEARD FROM ME BY THE NEXT BUSINESS DAY PLEASE CALL (352) 245-1255.



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Barber, Alicia W


From: NANCY CLOOS <ncloosc@aol.com>
Sent: Tuesday, November 21, 2017 4:22 PM
To: FLStateParkPlanning
Subject: Cross Florida Greenway

My comments concerning the Cross FI Greenway

1. The signs that have been placed near the crossings on the paved path should allow more distance between the sign itself and the road crossing. They do not allow sufficient warning that a crossing is coming up. At cruising speed a bike is thru the crossings before they realize it was there.
2. Place the signage on the road itself, bicyclists ride looking down, they will not see the current signs. Those pretty painted crossings with sparkles in the paint look like a water puddles to some horses. The horse is going attempt to walk around those painted area.
3. Place rumble or alert strips on pavement to alert bicyclists to crossings far enough back to give sufficient warning a crossing is approaching. I feel this would be more effective then speed bumps, and get attention of the bicyclist.
4. Place signs at trail heads and on trail urging bicyclists to speak to the horse & rider.
5. Horses riders must encourage the road bike riders to talk to them. Be friendly, reach out ! We've gotten along with the mountain bike riders for years !

Education is the key !

Nancy Cloos

 NANCY CLOOS
ncloosc@aol.com

Barber, Alicia W

From: Dennis Rentschler <dennisrentschler@yahoo.com>
Sent: Wednesday, November 22, 2017 11:01 AM
To: FLStateParkPlanning
Subject: Marjorie Harris Carr Cross Florida Greenway-Unit Management Plan Update-Public Comment

It was suggested by some at the public meeting that speed bumps be used at trail crossings and along the trail in order to slow down the bikers. I feel this would be a bad idea as speed bumps would be dangerous for road riders with skinny tires but would, at the same time, provide skate boarders, roller skaters or mountain bikers an obstacle to jump or launch over.

In my opinion rumble strips would be a better choice if used at trail crossings only as they might make a noise which would alert the horses and bike riders of a trail crossing. Use of rumble strips along the trail would desensitize bikers thus losing their effect as a trail crossing alert system and failing to slow anyone down.

Thank you,
Dennis

Barber, Alicia W

From: Bill <billj126@gmail.com>
Sent: Friday, November 24, 2017 4:42 PM
To: FLStateParkPlanning
Subject: Marjorie Harris Carr Cross Florida Greenway -- Public Meeting Comments

Nov 24 2017

PUBLIC MEETING COMMENTS SUBMITTIAL
 Marjorie Harris Carr Cross Florida Greenway
 State Recreation and Conservation Area – Unit Management Plan Update

1. First and foremost, the general feeling in the expansions and development of the Greenway is partisan. In that, the leadership has a personal vision that does not include the equine people.
 - a. This is most evident in the amount of funds allocated to equine activities.
 - b. Existing equine activities and facilities are disrupted in favor of other activities. Example: the future planning of the Santos trail Head does not include equine activities. The Santos Trail Head is being designed in favor of something else. Prime example of funding allocations. Equine is being pushed out and more money is brought in for other activities.
 - c. The paved path or as I call it a road was designed to disrupt equine activities and cause conflicts.
 - i. If the planners were really concerned about adding activities to the Greenway than a more thoughtful design would have been envisioned for the new activities with attention to how it would function, such as an event. The new path should be design to be visible or near to existing established roads to allow for spectators participation. To create a reasonable means of returning to a point origin.
 - d. Marion County is a recognized as horse county with more horse in area than any other place in the country. This is a special area and needs to be treated differently.
 - e. There are numerous examples; the above is just a few.
2. The proposed new trail head at SE 95th Street and SE 25th Ave did not list any features the new trail head would include. The proposed trail head did not note if this trail head will limited to equine. Some features that need to be include in the planning
 - a. Turn around space for truck and trailer or drive through parking for truck and trailer
 - b. 3 separate 4 horse wash racks with an impervious surface with good drainage.
 - c. Maintain as many shade trees as possible in parking areas
 - d. Several small water troughs
 - e. Separate entrance and exit with some distance to work with the parking arrangement
 - f. Restrooms if possible
 - g. A couple of pavilions
3. Add hand water pump in a few locations along the equine trail system
4. Where the equine trails and the paved trails intersect provided 50 to 100 foot lines of sight
5. Publicly announce a proclamation: The equine will always be part of the Greenway.
6. Post the rules and regulations on the Greenway web site and on signage.
7. Some type of speed control on paved paths
8. The state legislature needs to set laws regarding horse and no motorized incidents
9. Revisiting funding, the general rule needs to be dollar for dollar funding for equine activities and other activities. 100k spent on other activities 100k to be spent on equine activities.

Do contract me as need to clarify or expand on comments and point view made

Bill Jasewicz
10623 SE 19th Ct
Ocala FL 34480
352-342-0109

CC Governor
Star Banner

Barber, Alicia W

From: Jena Brooks <jenabee3@gmail.com>
Sent: Saturday, November 25, 2017 3:05 PM
To: FLStateParkPlanning
Subject: Marjorie Harris Carr Cross Florida Greenway - Unit Management Plan Update - Public Comments

Cross Florida Greenway - Unit Management Plan Update - Public Comments

1. One of the **most important management needs of the CFG is increased staffing**. It is staffed and funded lower than it was years ago even though it has added more facilities and the visitation has increased significantly. It **needs adequate and full time staffing and funding — weekends included**. Most other state parks are staffed year-round and 24/7 and many of them are smaller in size with much less visitation. The CFG has been managed amazingly well by the limited staff it has been provided because they are extremely knowledgeable and dedicated, but this can't continue. This land provides significant economic benefits through visitors to each of the 4 counties it encompasses and this economic benefit will continue to increase as the CFG is connected to the major paved trail systems in the state. The CFG needs funding and staffing levels to support a viable and safe environment for public use and enjoyment.
2. The recently **paved trails should have a full time trail ranger, if not two, on the trails every day as do the other state trails**. This is vital for safety reasons and will go a long way towards addressing concerns and conflicts between users. Many of the public comments at the meeting on November 15 in Ocala were centered around safety concerns for trail users of the CFG (equestrians, hikers, and bicyclists). Santos trails are already one of the most popular and most visited trails in the state and visitation is already increasing due to the paved trails. To leave these trails unstaffed is a safety concern.
3. It is **not the purpose nor the bailiwick of DEP to manage water control structures** on the CFG. The Rodman Dam, Buckman Lock, Inglis Dam and lock are all significant water control structures that should be managed by the appropriate Water Management District engineers. The failure of any of these structures could be catastrophic. In the event of dangerous flood conditions and dam or lock failures, the Water Management District staff are trained for these contingencies and should be the responsible entity. Inundation maps show the potential damage and danger to property and people. Managing these structures also minimizes staff time and funding for the recreational and conservation activities that are the legitimate mission of DRP/ DEP. Rodman Dam and the Reservoir alone take up considerable staff time and funding due to the complication and controversy of maintaining the dam and managing the reservoir. Removing these structures from the purview of DRP would allow for better focus on the conservation and recreation needs of the CFG.
4. The **gap in ownership of the CFG needs to be addressed** . The Cannon family of Ocala has desired an exchange of their land for CFG land for many years and the state should negotiate and settle this by making an offer to the Cannon family as a starting point. Granted, the Cannons may be asking for more than it makes sense for the state to offer, but a written offer is a starting point for discussion and resolution for this gap in ownership.
5. The Cross Florida Greenway is unlike any other state park in Florida. It covers 4 counties, more than 71,000 acres, spans 110 miles and has **no controlled access points**. There are few places like it in the country! DRP only recently took over the management of the CFG and they have done a good job through their knowledgeable, dedicated staff of keeping current facilities open and maintained and of dealing with the multiple user groups that utilize the CFG. The CFG doesn't fit the profile of the standard state park and, therefore, requires a different approach. There are constant, ongoing adjacent land-use issues along such a vast piece of property and this alone can be an extremely time-consuming issue for staff. Mickey Thomason does an excellent job with CFG public outreach and is well-known and highly respected in the community for his historical knowledge, responsiveness and

diplomacy. Thank you all for your continued efforts to make the Cross Florida Greenway one of the state's best and most highly visited State Parks.

Thank you.

Jena Brooks
Ocala, FL

FW Public meeting CFG management plan 11-15-17
From: Thomason, Mickey <Mickey.Thomason@dep.state.fl.us>
Sent: Monday, November 27, 2017 9:48 AM
To: Gene Stillman; Vaughn, Greg A
Cc: Fooks, Larry; Yero, Robert
Subject: FW: Public meeting CFG management plan 11-15-17

FYI

Thanks

Mickey Thomason
Florida Park Service
Cross Florida Greenway Manager
Ph# (352) 236-7143
Fax#(352) 236-7121
8282 SE Hwy 314 Ocala, FL 34470

From: Ximenes, Bre
Sent: Tuesday, November 21, 2017 9:27 AM
To: Jena Brooks <jenabee3@gmail.com>; Thomason, Mickey
<Mickey.Thomason@dep.state.fl.us>;
Conley, Kelly <Kelly.Conley@dep.state.fl.us>
Subject: Re: Public meeting CFG management plan 11-15-17

Thank you Jena!

It was great to see you and IM glad you got away for your Birthday dinner... For now I am working at the Santos campground on Tuesdays to help with the questions about the paved trail... There are a lot of questions coming in and its not even open... LOL...

Doug got up and spoke for you, he went over your concerns but I am very glad that you are submitting information below ...

Have a great turkey day and I'll talk with you soon..

Bre Ximenes
Trails and Volunteer Coordinator
Cross Florida Greenway

From: Jena Brooks <jenabee3@gmail.com>
Sent: Sunday, November 19, 2017 12:00:59 PM
To: Thomason, Mickey; Ximenes, Bre; Conley, Kelly
Subject: Public meeting CFG management plan 11-15-17

Hi all,

It was good seeing you all at the meeting last week. Here are a few pics I took to show how many people turned out. It was a good showing and reflects how much people care about the Greenway. I hated to leave, but my birthday dinner was calling!

I wanted to make a few points. I will also submit these through the public comment process.

1. DRP needs to actually treat the CFG like a state park if they are going to categorize it as one. That means full time staffing and funding - weekends included. And the paved trails should have a full time trail ranger like the other state trails have. This will go a long way towards addressing any concerns and conflicts between users. And I

FW Public meeting CFG management plan 11-15-17
heard a lot of concern from the equestrians wednesday night.

2. There is hopefully going to be more money available next year and through the proposed legislative bill to add \$100 million from the amendment 1 funding. DRP should be responsible and request positions and funding for the CFG from that allocation. Even if it gets denied, at least they would be trying to staff it responsibly.

3. Just FYI. I spoke with the Cannons. I know from my discussions with dep etc that the cannons have asked for things the state didn't want to give. What they said to me was that the state had not made them an actual offer that they could negotiate from. May be something you want to talk to them about. I'm not sure of what the actual situation is. I'll gladly help if you need any assistance there.

Jena

Barber, Alicia W

From: Vaughn, Greg A
Sent: Thursday, November 30, 2017 9:42 AM
To: Barber, Alicia W
Subject: FW: Greenway Trails

CFG public comment

Greg Vaughn**ATKINS**

greg.vaughn@atkinsglobal.com

850-580-7907

From: Alsentzer, Daniel [mailto:Daniel.Alsentzer@dep.state.fl.us]
Sent: Monday, November 27, 2017 3:15 PM
To: Gene Stillman <gstillman@thinkf4.com>; Vaughn, Greg A <Greg.Vaughn@atkinsglobal.com>
Subject: FW: Greenway Trails

Public comment on the CFG:

From: Cutshaw, Steven
Sent: Monday, November 27, 2017 3:11 PM
To: Alsentzer, Daniel <Daniel.Alsentzer@dep.state.fl.us>
Cc: Murray, Sine <Sine.Murray@dep.state.fl.us>; Browne, Samantha <Samantha.Browne@dep.state.fl.us>
Subject: FW: Greenway Trails

DA,

For you:>



Steven A. Cutshaw, Chief
Office of Park Planning
 Division of Recreation and Parks
 Florida Department of Environmental Protection
Steven.cutshaw@dep.state.fl.us
 Office: 850.245.3084
 Cell: 850.528.9135

From: Browne, Samantha
Sent: Monday, November 27, 2017 3:06 PM
To: Cutshaw, Steven <Steven.Cutshaw@dep.state.fl.us>; Murray, Sine <Sine.Murray@dep.state.fl.us>
Subject: FW: Greenway Trails

Regarding the CFG

From: Denise Sistarelli [mailto:dsistarelli@hotmail.com]
Sent: Monday, November 27, 2017 2:12 PM

To: FLStateParkPlanning <FLStateParkPlanning@dep.state.fl.us>
Cc: Browne, Samantha <Samantha.Browne@dep.state.fl.us>; pio@marioncountyfl.org
Subject: Greenway Trails

I have attended the public meetings for the Greenway Plan in Marion County. I have been an avid user of the State Parks for over 30 years. I cycle, horse back ride, kayak and camp. I appreciate everything our wonderful state has to offer. I presently live on the Greenways in Ocala Florida and have the privilege of enjoying the outdoors on a daily basis.

My only concern is the paved trail that has been added to the Greenways. I agree it is a wonderful addition for the population to use. It gives our children a safe place to cycle, skate and enjoy nature. But I have encountered road cyclists that are going full speed and wearing headsets not being aware of their surrounding's. Coming off the Landbridge at full speed with no regard to who else is using the trails. I am not sure what your suggestion would be to create a safer speed for the road warriors but I hope there is one.

Sincerely,

Denise Sistarelli
Dsistarelli@hotmail.com
352/615-9191



Barber, Alicia W

From: Denise Sistarelli <dsistarelli@hotmail.com>
Sent: Monday, November 27, 2017 2:12 PM
To: FLStateParkPlanning
Cc: Browne, Samantha; pio@marioncountyfl.org
Subject: Greenway Trails

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Denise Sistarelli
Dsistarelli@hotmail.com
352/615-9191

Barber, Alicia W

From: Denise Sistarelli <dsistarelli@hotmail.com>
Sent: Friday, December 01, 2017 2:43 PM
To: FLStateParkPlanning
Cc: Browne, Samantha; pio@marioncountyfl.org
Subject: Re: Greenway Trails

I am resending to ensure it was received, due to some computer issues.

Sincerely,

Denise Sistarelli

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: Denise Sistarelli <dsistarelli@hotmail.com>
Date: 11/27/17 2:12 PM (GMT-05:00)
To: FL_StateParkPlanning@dep.state.fl.us
Cc: samantha.browne@dep.state.fl.us, pio@marioncountyfl.org
Subject: Greenway Trails

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Sincerely,

Denise Sistarelli
Dsistarelli@hotmail.com
352/615-9191

FW CFG Public Email Received - FW Campgrounds water spigot
From: Alsentzer, Daniel <Daniel.Alsentzer@dep.state.fl.us>
Sent: Monday, November 20, 2017 10:52 AM
To: Gene Stillman; Vaughn, Greg A
Subject: FW: CFG Public Email Received - FW: Campgrounds, water spigot

FYI

From: FLStateParkPlanning
Sent: Tuesday, November 14, 2017 9:03 AM
To: Alsentzer, Daniel <Daniel.Alsentzer@dep.state.fl.us>
Cc: Murray, Sine <Sine.Murray@dep.state.fl.us>; Cutshaw, Steven
<Steven.Cutshaw@dep.state.fl.us>
Subject: CFG Public Email Received - FW: Campgrounds, water spigot

From: Renee [mailto:coconut_ldy@hotmail.com]
Sent: Monday, November 13, 2017 2:15 PM
To: FLStateParkPlanning <FLStateParkPlanning@dep.state.fl.us>
Subject: Campgrounds, water spigot

Hello,
I enjoy horsecamping in the Florida Parks. We make the 6 Hour drive from Homestead to Ocala to enjoy the many campgrounds on the Cross Florida Greenway. The planning meetings for the Greenway are happening this month. I can not be present at the meetings but I have some input. I'm asking to have water spigots at each of the campsites in Shangrila campground, and all future campgrounds to have water at each site.
Thank you,
Renee Reynolds
LTC, USAR
Florida Citizen

Barber, Alicia W

From: Vaughn, Greg A
Sent: Tuesday, December 12, 2017 4:23 PM
To: Barber, Alicia W
Subject: FW: CFG Public Email Received - FW: Campgrounds, water spigot

Please cross check to see if we already have this comment.

Greg Vaughn
ATKINS
greg.vaughn@atkinsglobal.com
850-580-7907

From: Gene Stillman [<mailto:gstillman@thinkf4.com>]
Sent: Tuesday, December 12, 2017 4:17 PM
To: Vaughn, Greg A <Greg.Vaughn@atkinsglobal.com>
Subject: FW: CFG Public Email Received - FW: Campgrounds, water spigot



Gene Stillman, *Project Manager*  

F4 Tech
3059 Highland Oaks Terrace
Tallahassee, FL 32301 [\[map it\]](#)

O: 850.309.3914
C: 850.524.6061
F: 850.385.3811
www.thinkF4.com

This email may contain confidential and/or privileged information for the sole use of the intended recipient. Any review or distribution by others is strictly prohibited. If you have received this email in error, please contact the sender and delete all copies. Opinions, conclusions or other information expressed or contained in this email are not given or endorsed by the sender unless otherwise affirmed independently by the sender.

From: Alsentzer, Daniel [<mailto:Daniel.Alsentzer@dep.state.fl.us>]
Sent: Monday, November 20, 2017 10:52 AM
To: Gene Stillman <gstillman@thinkf4.com>; Greg Vaughn <Greg.Vaughn@atkinsglobal.com>
Subject: FW: CFG Public Email Received - FW: Campgrounds, water spigot

FYI

From: FLStateParkPlanning
Sent: Tuesday, November 14, 2017 9:03 AM
To: Alsentzer, Daniel <Daniel.Alsentzer@dep.state.fl.us>
Cc: Murray, Sine <Sine.Murray@dep.state.fl.us>; Cutshaw, Steven <Steven.Cutshaw@dep.state.fl.us>
Subject: CFG Public Email Received - FW: Campgrounds, water spigot

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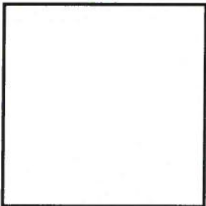
I'm asking to have water spigots at each of the campsites in Shangrila campground, and all future campgrounds to have water at each site.

Thank you,

Renee Reynolds

LTC, USAR

Florida Citizen



FW marjorie harris carr cross florida greenway usage input
 From: Alsentzer, Daniel <Daniel.Alsentzer@dep.state.fl.us>
 Sent: Thursday, November 30, 2017 2:15 PM
 To: Gene Stillman; Vaughn, Greg A
 Subject: FW: marjorie harris carr cross florida greenway usage input

From: Julia Cesary [mailto:julia.cesary@yahoo.com]
 Sent: Wednesday, November 29, 2017 12:10 PM
 To: FLStateParkPlanning <FLStateParkPlanning@dep.state.fl.us>; Browne, Samantha <Samantha.Browne@dep.state.fl.us>
 Cc: pio@marioncountyfl.org; Louisa@OcalaCEP.com
 Subject: marjorie harris carr cross florida greenway usage input

I visited the florida greenway to go horseback riding on Nov, 17 thru Nov 19 as part of the Florida Trailblazers Equine Club. Camped at Shangrila trailhead. Even though I had great rides and no issues I heard about the concerns relating to the paved trail. I feel I am in a unique position in that I use the greenway for both horseback riding and off road biking. I normally bike ride the Santos area and horseback ride the FL Horsepark west.

Florida Trail Blazers - Dedicated to the Creation and Preservation of Eq...

On my Nov trip I invited a friend to camp with me who brought her bike to ride the paved trail. She was to meet up with me at the trailheads (turn around point) then back out at camp.

Here are our comments.

- * No maps showing the paved trails
- * No paved access trail from Shangrila to main paved trail. She walked to bike the 0.5 mile to the paved trail.
- * Going west paved end at SR 200 about a mile from the Ross Prairie. Did not want to ride along SR 200 to meet up with me at the Ross Prairie trailhead.
- * Going east was able to met up with me at the 49th Ave trailhead.
- * Adequate non-paved area under new 484 underpass. However due to the immediate curve on the west side difficult to see oncoming traffic.
- * Crosswalks acrossed the paved trail clearly marked.
- * Due to the banking on the eastside of the 484 underpass was required to horseback ride a couple hundred yards along the paved trail.
- * I have a friend who is getting in condition for Grand Canyon hike, I suggest the greenway but can not find a hiking trails maps.

Safety comments for bike and horseback riders.

- * Add signage at crosswalks for horseriders, off road biker and hikers to look both ways before crossing.
- * On the crosswalk ahead sign add sign to slow down and horses and people in the crosswalk have right of way.
- * Add speed limit signs on paved trail. I feel the paved trail is for leisure riding not a race track.

FW marjorie harris carr cross florida greenway usage input
when you have a multiple use environment you must bring the use down to the lowest level (speed). It is not just a horse vs. bike issue. It is the family with young kids on bikes or a person walking a dog and fast bike rider or horseback riding coming up unexpectedly on a slow person. If you can not see a couple hundred yards in front of you slow it down.

- * Denote on trail maps and kiosks the purpose and use of all trails types.
- * At the landbridge and underpasses where all trails merge.
- o Add sign to denote congestion area and to slow down.
- o Add sign to show who yields to who
- o Add sign showing horseriders to use non-paved trail and other users the paved trail
- o Add warning sign to give horse wide passage and not to ride up behind them.

If a horse spooks they rarely move towards what is spooking them. However they will flee from what scares them.

- * Set up webinar meeting to workout issues. I was unable to attend the public meetings you hosted on Nov 14-16.

Some of these comment are just common sense but sometime you just need to state them.

The Florida Trailblazers equine club has two more camp rides schedule for the greenway this winter. The greenway is one of our favorite places to ride. It is beautiful state treasure that should be enjoyed by all.

Julia Cesary
4930 Flora Dr.
Melbourne, FL 32934

Barber, Alicia W

From: Julia Cesary <julia.cesary@yahoo.com>
Sent: Wednesday, November 29, 2017 12:10 PM
To: FLStateParkPlanning; Browne, Samantha
Cc: pio@marioncountyfl.org; Louisa@OcalaCEP.com
Subject: marjorie harris carr cross florida greenway usage input

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Julia Cesary
4930 Flora Dr.
Melbourne, FL 32934

FW PUBLIC EMAIL RECEIVED

From: Alsentzer, Daniel <Daniel.Alsentzer@dep.state.fl.us>
 Sent: Monday, November 6, 2017 3:36 PM
 To: Gene Stillman; Vaughn, Greg A
 Subject: FW: PUBLIC EMAIL RECEIVED - FW: Management Plan Update for the Marjorie Harris Carr Cross Florida Greenways State Recreation and Conservation Area

From: FLStateParkPlanning
 Sent: Monday, November 06, 2017 3:11 PM
 To: Alsentzer, Daniel <Daniel.Alsentzer@dep.state.fl.us>
 Cc: Murray, Sine <Sine.Murray@dep.state.fl.us>
 Subject: PUBLIC EMAIL RECEIVED - FW: Management Plan Update for the Marjorie Harris Carr Cross Florida Greenways State Recreation and Conservation Area

Cross FL Greenway Public Email Received - see below ...

From: Kris Pagenkopf [mailto:kris_pagenkopf@hotmail.com]
 Sent: Monday, November 6, 2017 2:21 PM
 To: FLStateParkPlanning <FLStateParkPlanning@dep.state.fl.us>
 Subject: Management Plan Update for the Marjorie Harris Carr Cross Florida Greenways State Recreation and Conservation Area

Ocklawaha River Restoration/Dam Removal must be part of this plan.

- Rodman Reservoir inundates at least 20 springs, and covers about 24 miles of the Ocklawaha River.
- Annual operating costs for Rodman Reservoir, Kirkpatrick Dam, and associated structures exceed \$1,000,000.00. Elimination of Rodman Reservoir would add an estimated 185 million gallons of water a day to the Ocklawaha and St. Johns Rivers.
- The reservoir suppresses spring flow from twenty inundated springs, preventing about 150 million gallons of water a day from entering the Ocklawaha River.
- The 9,200-acre surface area of the reservoir leads to a loss of about 35 million gallons of water a day through evaporation.
- Removal of the dam would restore habitat and migration routes for fish and mammals, including:
 - o Restoration of a migration route for American eels, American shad, channel catfish, white catfish, Atlantic sturgeon, and endangered shortnose sturgeon;
 - o Restoration of access by the Florida strain-striped bass to primary spawning habitat (the Ocklawaha and Silver Rivers).
 - o Removal of threats to manatees which are currently blocked, injured and occasionally killed in the associated locks. Restoration would restore access of the manatees to the Ocklawaha River, Silver River, and Silver Springs, which are warm-water winter habitats for the animals.
- Removal of the dam and associated structures would restore thousands of acres of damaged and inundated forested ecosystem, and add to the Marjorie Harris Carr Cross Florida Greenway—a popular recreational and environmental amenity.

Kris Pagenkopf

7625 SW 7th Place
Gainesville, FL 32607

FW PUBLIC EMAIL RECEIVED

Barber, Alicia W

From: Dorine Stout <dorinekay3@gmail.com>
Sent: Wednesday, November 29, 2017 1:13 PM
To: FLStateParkPlanning
Subject: Cross florida Greenway

Contacting you in regards to paved trails on Greenway. I moved from Indiana to this area 10 years ago because it was horse country and offered such a great trail system. I probably ride the Greenway at least once a week and other places a couple times.

My first concern on paving was I did not want the natural beauty of these trails disturbed. I love seeing Florida in its natural element. Since the paved road was put in, my big concern are the bike races. Is there a possibility of moving the horse trails where they don't have to cross over the paved sections? When having these races can they station people at the tunnels where bikes and horses are both crossing? On these races do horses still have the right away? People getting off horses to lead them under can be as dangerous as trying to ride a horse through. Rode at 110th last week and we were at a paved road. We saw a family coming and they didn't slow down so we didn't cross. Woman in my group explained that horses have the right away. It was done nicely. They replied since we stopped they felt they could go on. They were too close to take a chance that they knew so we didn't cross. There needs to be more signage at the crossings with horses having the right away. Big ones.

Barr Hammock trail head has great pamphlets at the kiosk explaining bike etiquette. Maybe some of these could be duplicated and put at trail heads.

--
Dorine Stout

Revelation 19:11

Then I saw heaven opened, and behold a white horse! The one sitting on it is called Faithful and True.

Barber, Alicia W

From: Jeanne Thompson <horses57@centurylink.net>
Sent: Wednesday, November 29, 2017 10:48 AM
To: FLStateParkPlanning
Subject: Fwd: Cross Florida Greenway
Attachments: 20171119_140855_resized.jpg; 20171119_141039_resized.jpg

Please note the correction of the highlighted typo below:

From: "Jeanne Thompson" <horses57@centurylink.net>
To: flstateparkplanning@dep.state.fl.us
Sent: Tuesday, November 28, 2017 9:50:49 PM
Subject: Cross Florida Greenway

Hello,

Regarding the paving of the greenway, please consider the following comments and observations:

The signage at the intersections of the horse trails and blacktop is appropriate for hikers, horseback riders, and SLOW bicyclists. A bicyclist with any speed will be in/past the intersection before observing the sign. Consider putting signs on the blacktop much farther away from the intersection.

Blacktop has introduced a different type of biker than the mountain bikes usually frequenting the greenway; there are now road bikes which are much faster. These bikers will not see the signs as they tend to look down. Consider painting caution signage on the blacktop and placing speed bumps.

The speed must be regulated for everyone's safety, i.e. hikers, other bikers, roller bladers using the blacktop as well as horseback riders.

The attached pictures show how there are blind areas coming into the tunnel areas. There is no way bikers will know if there are horseback riders about to enter the tunnel passage and there is no signage for the bikers entering the tunnel from the far side to indicate horses may be encountered ahead. Bikes coming at a high rate of speed through these areas will create spooking hazards for even the most seasoned trail horse.

I understand there are going to be mounting blocks available for horseback riders on either side of the tunnels to allow them to dismount and lead their horse through the tunnels for safety. Is there any consideration for bikers to dismount and walk their bikes through the tunnels? This action will greatly reduce the possibility of spooking horses which may cause accidents or cause a horse to get away from their rider.

During the discussion of paving the greenway, never did I hear anything about bike races. There has already been an organized bike race within 2 months of completing portions of the blacktop. This bike race affected 5 of the trail heads (blacktopped to blacktopped trail heads). Bikers and hikers are to yield to horses - how is a biker involved in a race going to yield to a horse?

What is the plan for future bike races on the greenway? Will there be a limited annual amount of races? If the greenway is to be used for future bike races, consider having a person stationed at each horse crossing, understanding, that if horses are kept waiting to cross while bikes go speeding by, this may spook the horses.

Consider there are more appropriate venues for racing activities; far more than alternative venues for horseback riding in a natural environment.

Education: hikers and bikers need to know the IMPORTANCE of speaking out loud as soon as they become aware there is a horse nearby. When the person speaks out, a horse will identify the "monster" approaching is a human, not a wild animal hunting them, and the fight/flight reaction will be lessened. All they have to say in a loud enough voice to be heard is "hello, I'm here, how are you...etc." The person(s) should attempt to make themselves visible to the horse. The absolute worst thing the hiker or biker can do is to try to get out of the way by quietly moving off the trail and into the bushes and not speak; this action mimics a predator for the horse and the survival instinct will take over.

For the preservation of the remaining but ever shrinking areas available for horseback riding in a natural environment, please consider the above.

Sincerely,
Jeanne Thompson
Ocala, FL





Barber, Alicia W

From: Jeanne Thompson <horses57@centurylink.net>
Sent: Tuesday, November 28, 2017 9:51 PM
To: FLStateParkPlanning
Subject: Cross Florida Greenway
Attachments: 20171119_140855_resized.jpg; 20171119_141039_resized.jpg

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Sincerely,
Jeanne Thompson
Ocala, FL





Barber, Alicia W

From: Terri Hope Streid <hopeterri09@gmail.com>
Sent: Wednesday, November 29, 2017 7:50 AM
To: FLStateParkPlanning
Cc: Terri Streid; samantha.browne@dep.state.fl.org
Subject: Re: Public Meeting Comment Form letter

Marjorie Harris Carr Cross Florida Greenway State Recreation & Conservation Area Unit Management Plan Update.

Dear State Park Planning officials,

My name is Terri Hope-Streid. I am writing to you in hopes to provide ideas to help solve many issues that we equestrians are facing with the new construction of paved trails and much more with the Cross Florida Greenway Trails. I am all for the improvement of our parks, but our unmaintained equestrian trails are being ignored! The Ross prairie and Pruitt trails are still NOT cleaned up or maintained from Irma Hurricane. There is no excuse to neglect these trails! It appears that all the Greenway trails are managed nicely. However, Ross prairie and Pruitt trailhead trails higher and lower trails are blocked with large trees. I shouldn't have to harp about this to these trail managers to do their jobs! This is a safety factor and needs to be maintained ASAP. The day after the Irma storm, I rode Inglis Island and many trees were downthree days later went back and beautifully cleaned up. These Park managers at Inglis Island are doing their job. Recently, I rode last week to check Ross trails and Pruitt.....still not cleaned up or maintained! So upsetting! I need these hills of Ross and Pruitt to train for cross country trailstotally disappointing! I was told that volunteer coordinator Breanne (Brez) told us equestrians that if we want these trails cleaned up.....us equestrians must do it ourselves! She stated there is no extra staff or funds to hire tree service and volunteers are needed to do these clearings. Hey, This places the State into a big liability concern when a volunteer cuts their leg/arm off with a chain saw, tree falls on them, heart attack, and any type of injury can come back on the State! I do not believe there should be an issue with funding for maintaining trails! The State can hire or paying extra for state workers to clean and maintain these trails! Get these Park rangers out of their A/C trucks and work their bellies off! They are being paid to drive around and do little. Volunteers should not be doing the hard trail clean up! Some of these volunteers are older and retirees who are higher risk for injuries. As I see it.... The Sabel Gas lines paid a handsome settlement to land lease and slip their gas lines through the Greenway trail system. I know what they pay! My mother received \$22,000 for 100linear feet of leasing of her property to gas line company. I feel the use of this gas line settlement money (millions) should be able to maintain these trails for years to come. Allow the public to oversee how these funds are used...so it isn't wasted or end up illegally into somebody's pocket!

Furthermore, We need to open up new trails for equestrians. Equestrians than may begin to feel like they aren't being pushed to the side for the cyclist group. My suggestion: If u post the good trail markers In areas for new trailsour horses will wear a trail out in no time ...easy to make new trails with horses! Our Trails do not need to be wide big trails like bike roads. We are happy with our single "follow the leader trails" in and out of the wooded terrain, hills, and valleys. Plus, equestrian trails won't cost a fraction of what these paved bike trails cost to build or maintain. We equestrians are easy to please if we are "respectfully thought of" when improvements are planned and made with the Cross Florida Greenway Trail System development. Think about it.

If you plan to build a connection bridge to the Inglis Island than I believe this will create an environmental issues. If u ever take a ride on a boat or drive along the lock side entrance.... a wall of buzzards sit daily hundreds of them. These are protected species and on the list of protected state birds. You will be only creating another habitat buzzard Bridge for them and creating more issues. Plus, I heard that the mayor of Inglis wants to build a water park near island, locks, and barge canal! This is really ridiculous and taking away our natural settings and preservation of our true heart of Florida. Hey, Keep the water parks in Orlando where they belong!

I would like to see the eco walk aka St Martin Marsh Preserve 7 mile loop opened to equestrians. It is rarely used. However, the entrance or small parking lot would need to be adjusted to accommodate horse trail parking. I had spoken to John the park ranger at St Martins Marsh Preserve and he at one time considered my suggestion about horse riding on the 7 mile loop. However, it goes back to parking for the trailers again. So if the parking was developed at the

main entrance to the left of the museum mobile home it would be minimal amount of \$ spent. No pavement needed equestrians prefer grass parking lots. This preserve would be a nice draw for equestrians from all around to ride to the gulf overlooking the marsh lands without disturbing nature and habitats like a paved road would do.....I would be happy to help with this project.... I live less then 10 minutes from St Martins Marsh preserve. This preserve could be considered another park for connection of the Cross Florida Greenway planning.

Last week, I encountered a skate boarder flying through the underpass from Ross/shangrila connection tunnel. I was alone.....Now if I was inside this underpass tunnel....my horse would have jumped to the side inside this concrete dome....badly constructed dome.....the highest point is in the middle.....then slopes real low on both sides. I am tall and my horse is tall we almost touch in the middle of the tunnel. Thinking, if a horse spooks...then the rider could be serious hurt hitting their head on the concrete wall. I predict these tunnels will be a hazard to equestrians if right away, slow downs, or stop signs aren't placed accordingly for bikers and skate boarders. We need these signs for protecting equestrians. if they aren't in place at these tunnels, a serious injury will happen. Tunnels are already badly designed, so we can't change it now....but we can put stop signs for cyclist to allow horses the right away. Take a ride under these tunnels and u will agreethey are very low on each of the downside slopes. Dangerous when cyclist and fast unstoppable skateboarders are flying by a horse/rider. Also, what I noticed most was that the ones we went under did not have a straight away in front of them- so a cyclist flying down the paved trail would not see a horse and rider until they are well into the curve- which means if they hit the brakes, they are likely to have an accident and/or cause an accident. Suggestion a few Speed bumps as a reminder or slow down before the curve and bridge.

If you have any question, please feel free to contact me on my cell 352-201-8801 Truly yours, Terri Hope-Streid

Sent from my iPad

Barber, Alicia W

From: Brenda Lindsey <brenmobile3@gmail.com>
Sent: Tuesday, November 28, 2017 10:48 AM
To: FLStateParkPlanning
Subject: Greenway trails
Attachments: FB_IMG_1511879456310.jpg

The paving of the greenway Trails has turned out beautiful but there are still many unsafe issues happening at this time. Many of the bikers don't realize that this is a trail is to be shared by all ! Including hikers ,skateboards, horses and just people in general wanting to walk the new paved trail . The cyclists are traveling at high speeds unable to stop if hiker or someone gets out in front of them and it's really causing unsafe atmosphere to families with children, there are no speed limit signs posted anywhere. People were yelled at by the cyclists when they ask the cyclist to slow down because of small children walking on the trail, the cyclist yelled at them - this is a bike trail get off the trail we have the right away and kept speeding by! Many of them feel that the bikers have the right of way and I know it's wrong and somehow you need to get that word out that it is a trail to be used by all people in different activities and everyone should heed warning to each other , Ive attached a photo of some signs Ive seen in other parks .Also the trail heads need new pamphlets showing a map and possibly explaining rules/regulations for usage of the green way so everyone can get on the same page .Lets face it SAFETY needs to come first for liability purposes. I understand there has already been some cyclist accidents due to them speeding and loosing control. Ty for your time .

SPEED
LIMIT
15

YIELD
TO
HORSES



Barber, Alicia W

From: Brenda Lindsey <brenmobile3@gmail.com>
Sent: Tuesday, November 28, 2017 4:08 PM
To: FLStateParkPlanning
Subject: Re: Greenway trails
Attachments: FB_IMG_1511902291792.jpg

This is also a sign Ive seen in other parks

On Nov 28, 2017 10:48 AM, "Brenda Lindsey" <brenmobile3@gmail.com> wrote:

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TRAIL COURTESY



YIELD
TO



Barber, Alicia W

From: kturbevi@tampabay.rr.com
Sent: Tuesday, November 28, 2017 3:02 PM
To: FLStateParkPlanning
Subject: FL Greenways Trail

Because of my personal schedule, I have been unable to attend the meetings on the 10-year plan for the Trails. However, I would like to comment by email.

As a life-time horse rider, I along with my family & friends support Florida horse trails in many different ways here in Florida. I'm sure you have heard directly from others on the huge economic benefit horse owners contribute to the state economy. Marion County has a large equine population plus many, many users travel to the area because of the very unique terrain in parts of the Greenway Trails.

With this unusual terrain, multi-use trails can work in some areas. I do believe Mickey Thomason understands these issues from what we have seen in the current Greenway Trails and that safety is a priority.

It is hoped with the prospect of new trails and connections that the horse trails will also be enlarged. In these economic times, Marion County has an opportunity to draw more horse people to the area. These visitors not only contribute to the parks but the restaurants, grocery/gas/feed/tack stores, trailer locations, etc.

Thank you for allowing me to voice my comments in an email.

Karen Turbeville
863-688-5111
Lakeland, Florida

Barber, Alicia W

From: Diand Phil <diandphil@frontier.com>
Sent: Tuesday, November 28, 2017 11:32 AM
To: FLStateParkPlanning
Subject: CROSS FLORIDA GREENWAY

We appreciate the recent greenway meetings to inform us on Greenway programs. My wife and I are volunteers and mainly work on horse trails in Pruitt and Ross Prairie sections. The tunnel under 484 is a great asset and we look forward to when one is put under 200 but one concern we have when that happens is that there is a big population of pigs in Pruitt, doing tremendous damage, and if they are not wiped out beforehand, they will cross through tunnels into Ross Prairie where they don't seem to be a big problem at this time. I don't believe there is anyway to control them short of a poisoning program. There are lots of articles on internet about eradication of wild hogs. Search (most successful ways to eradicate wild hogs). They are destroying the native plants and animals and I believe they are the greatest threat to the Greenway.

The Paving of the hard pack road to make a bike path is a nice asset but there are a few places where the hard pack is used as a connector between horse trails and or fire trails to create loops. There should be a parallel horse trail in these areas so horses don't have to ride on pavement or in other undesirable areas to make these connections. It's hard to describe where these sections are. I would like the opportunity to work with you to establish these connector trails.

Sincerely

Phil Johnson

10456 S.W. Hwy 484

Dunnellon, FL 34432

517-260-1574

Barber, Alicia W

From: happyhoofers <happyhoofers@frontier.com>
Sent: Tuesday, November 28, 2017 11:06 AM
To: FLStateParkPlanning
Subject: Cross Florida Greenway

Greetings,

We live on the 484 Pruitt/Valhalla section of the Greenway.

These are the concerns we have:

1) Wild pigs are multiplying rapidly. Females start breeding at one year old, have 2 litters a year. So one female is responsible for around 12 offspring each year! They root up large areas. Upsetting native species. They also scoot around in the underbrush and freak out horses. Please look into the best way to eradicate. For instance, when some have been trapped one female is left alive. She is fitted with a tracking collar, which leads the hunter to another band of hogs. There are many suggestions on the internet if you do a search on "successful eradication of wild hogs" I also remember seeing a segment on the Weather Channel on a successful type of baiting.

2) Please save the cooling shade trees when you pave thru the Pruitt/Valhalla section. That black pavement absorbs the sun's heat. We bought our place here and paid dearly for it. Developed it with house, barn, fences, pastures, etc. Bought carriage, and driving horse to enjoy peaceful drives on the shaded hard pack road that was "originally" marked as a wagon trail. We plan on continuing that past time. We understand that after it it paved others would be using it to, so we would avoid busy weekends. Waiting and going on week days we would catch any droppings with a handled basket that we would carry in carriage.

We are Greenway Volunteers so we want to help keep this paradise a paradise.

Thank you for your time,

Diane Johnson
10456 SW Hwy 484
Dunnellon, FL 34432

Sent from my iPad

Barber, Alicia W

From: Thomason, Mickey <Mickey.Thomason@dep.state.fl.us>
Sent: Thursday, November 30, 2017 1:46 PM
To: William Marcy; FLStateParkPlanning
Subject: Re: Cross Florida greenway

Thank you for your comments. As you may know the paved trail from Santos to SR 200 is still uncompleted and signage and motor vehicle exclusion measures are yet to be completed.

We will be continuing to get the trail substantially completed and work with the contractors and design consultants to do so. We have also requested increase in law enforcement patrol efforts to help with some of the issues you mentioned.

Stay safe out there and Happy Trails! We very much appreciate you positive feedback and support as well.

Mickey Thomason

Sent from my Verizon Smartphone

On Nov 30, 2017 1:30 PM, William Marcy <wpmarcymb@yahoo.com> wrote:

Hello,

I want to provide some comments, feedback and suggestions related to the new 15 mile section of paved trail that runs from Santos trial head to Rt. 200. First, the trail is beautiful and has been a real pleasure to ride, and I believe it will become a popular recreational destination. I specifically want to address to article "10-tear greenway management plan up for discussion" that was published on Ocala.com.

The article discussed several different topics;

1. Trail safety, etiquette, etc. - I agree, it is a multi-use trail, cycling, walkers, runners and horses, and we all have to respect each other. I will also say the trails rules or guidelines shouldn't detract from any one user group - or at least be minimized.
 1. Safety and motorized vehicles - in the dozen times I've been on the trail I've seen motorcycles and ATV's on several occasions (4 times).
 2. Dogs off leash - I've seen several dogs off leash. I was chased off the trail by an aggressive ~9 month old german shepherd and it didn't seem to phase the owner. I could have crashed and had to defend myself from being bitten. I will note I slowed down to pass the owner and dog. Same as i do with all users especially horses.
 3. Etiquette - the horse users need to clean up the poop from their horses and respect the other users. I'm surprised as to how much I see on the trail. I always have my dog on a leash and clean up after him. It's a common courtesy other users.
 4. One other comment about the horses - I understand horse can be somewhat nervous and skittish. Here is my analogy and experience with my dog. If my dogs gets nervous and spooked at the dog park by other dogs and people. I wouldn't take my dog to the dog park. I would expect new rules for me that would diminish the experience for other dog people.

2. Concerns of the Horse community - In the meeting it was discussed putting speed bumps on the trail as a safety concern to slow cycling so the horses don't get spooked from a passing cyclist. I believe the main concern is near the bridge underpasses. I'm not sure speed bumps would be a good or effective solution. One reason is many of the more experienced cyclist could just jump over them without slowing (its called a bunny hop). Also, if there are too many speed bumps it would severely detract from the user experience as a cyclist. I think rumble strips could be a better solution, but I believe they would only be needed near the blind underpasses. The 475 underpass is the worst due to poor visibility because the trail is so close to the wall of the underpass. The SW 16th Ave and 484 underpasses have a tight turn, but the visibility is fair because of the way the trail approaches the underpass. Suggestion could you widen the trail at the 475 underpass as this would significantly improve the trail safety? I understand the cost concerns would need to be reviewed.
3. Traveling west right after the land bridge there are two or three sharper turns that create blind spots. Suggestion - could you cut or thin out the brush so it would open up visibility? This would be a relatively low cost solution.

I want to voice my opinion and share some ideas.

Thank you,

-Bill Marcy

Ocala, FL