



MEMORANDUM

AGENDA ITEM #IV.C

DATE: JULY 21, 2025

TO: COUNCIL MEMBERS

FROM: STAFF

SUBJECT: SFRPC ANALYSIS OF SHARED-USE NONMOTORIZED (SUN) TRAILS IN MIAMI-DADE COUNTY

The 2015 Florida Legislature created the Florida Shared-Use Nonmotorized Trail Network as component of the Florida Greenways and Trails System ([Chapter 2015-228, Section 339.81, FS](#)) in response to increasing demands on the state's transportation system, constraints in providing capacity to the conventional transportation system, and the need to enhance alternative travel modes to meet the needs of residents and visitors. The Legislature declared pedestrian and bicyclist safety for residents and visitors a high priority and directed the Florida Department of Transportation (FDOT) to use its expertise to develop the Florida Shared-Use Nonmotorized Trail Network; a statewide network of nonmotorized trails which would allow pedestrians and nonmotorized vehicles to jump on to the system from different starting points and then travel to different destinations with limited exposure to motorized vehicles.

In Chapter 339, F.S., the Florida Legislature directs the FDOT, in coordination with the Florida Department of Environmental Protection, to prepare and submit a status report to the Governor, the President of the Senate, and the Speaker of the Florida House of Representatives on the Florida Shared-Use Nonmotorized Trail Network by June 30, 2026 to be updated every third year. FDOT is instructed to coordinate with the Florida Tourism Industry Marketing Corporation, local governments, or other entities that have related information to include in the report and provide performance measures, including but not limited to:

1. The total number of trail visits.
2. The primary travel modes used on the trail.
3. The frequency of trail usage.
4. The average duration of trail usage.
5. The distance traveled during a trail visit.
6. The average amount spent by a user during a typical trail visit.
7. The total amount of user expenditures.
8. Any other measure deemed appropriate.



On April 30, 2025, FDOT-District 6 executed an agreement with the South Florida Regional Planning Council (SFRPC) for a SFRPC study of the Shared-Use Nonmotorized (SUN) Network in Miami-Dade County. The study focuses on three trails (Atlantic Greenway, The Underline, and South Dade Trail) and compares their 25-year lifecycle costs to quantified benefits: construction-driven jobs and output, trail user spending and consumer surplus, adjacent property-value premiums and the ensuing tax revenues, and public health savings.

Economic Impact Findings

The SFRPC's analysis confirms that the three trails generate substantial economic value. Combined construction and maintenance spending for the three segments supports roughly 124 full-time jobs and about \$12.1 million in annual GDP (with \$10.4 million in labor income). Property values rise markedly near the trails: homes within about 0.5 miles capture a consistent "proximity premium," yielding nearly \$40 million per year in extra county property tax revenue. The Underline alone accounts for \$18 million in annual tax revenue.

Trail users themselves contribute economically through spending and enjoyment. For example, The Underline segment generates \$4.4 million in visitor expenditures. All told, positive economic impacts far exceed the trails' costs. Modeling active transportation effects, the study estimates more than \$313 million in present-value health care savings from increased physical activity. With directly monetized benefits (taxes, spending, health savings, etc.), each trail shows a benefit-cost ratio (BCR) above 1.0. The Atlantic Greenway yields the highest return with approximately \$2.4 in benefits per \$1 of cost. The Underline yields about \$1.9 in benefits per \$1 of cost; and the South Dade Trail about \$1.1 in benefits per \$1 of cost.

Planning and Investment Implications

These results underscore that SUN Trail segments are **economic infrastructure**, not just recreational amenities. The quantified benefits in jobs, tax base growth, tourism spending, and public health, suggest that Florida's and local investment in trails pays dividends to local economies. For Miami-Dade County planners and policymakers, the analysis supports continued trail development and prioritization of trail projects in comprehensive transportation plans, consistent with state policy goals. Overall, the study's findings argue that sustained state and local investment in SUN Trail segments aligns with legislative mandates and creates lasting value for Miami-Dade County, and by extension the South Florida Region.

Recommendation

Information only.

Attachments: State and South Florida Sun Trail Project Maps



Shared-Use Nonmotorized (SUN) Trail Network

Statewide Map



LEGEND

- SUN Trail Network
- Existing Trail
- Strategic Intermodal System (SIS) Facilities
- Wildlife Corridor
- Water

NOTES

No Warranties: This map and its content is made available by the Florida Department of Transportation (FDOT) on an "as is", "as available" basis without warranties of any kind, expressed or implied. This product is for reference purposes only and is not to be construed as a legal document or survey instrument. Information is subject to change.

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Additional trail information may be obtained by contacting your local government.

Origins of Bicycle and Pedestrian Trips to the Atlantic Greenway 2024

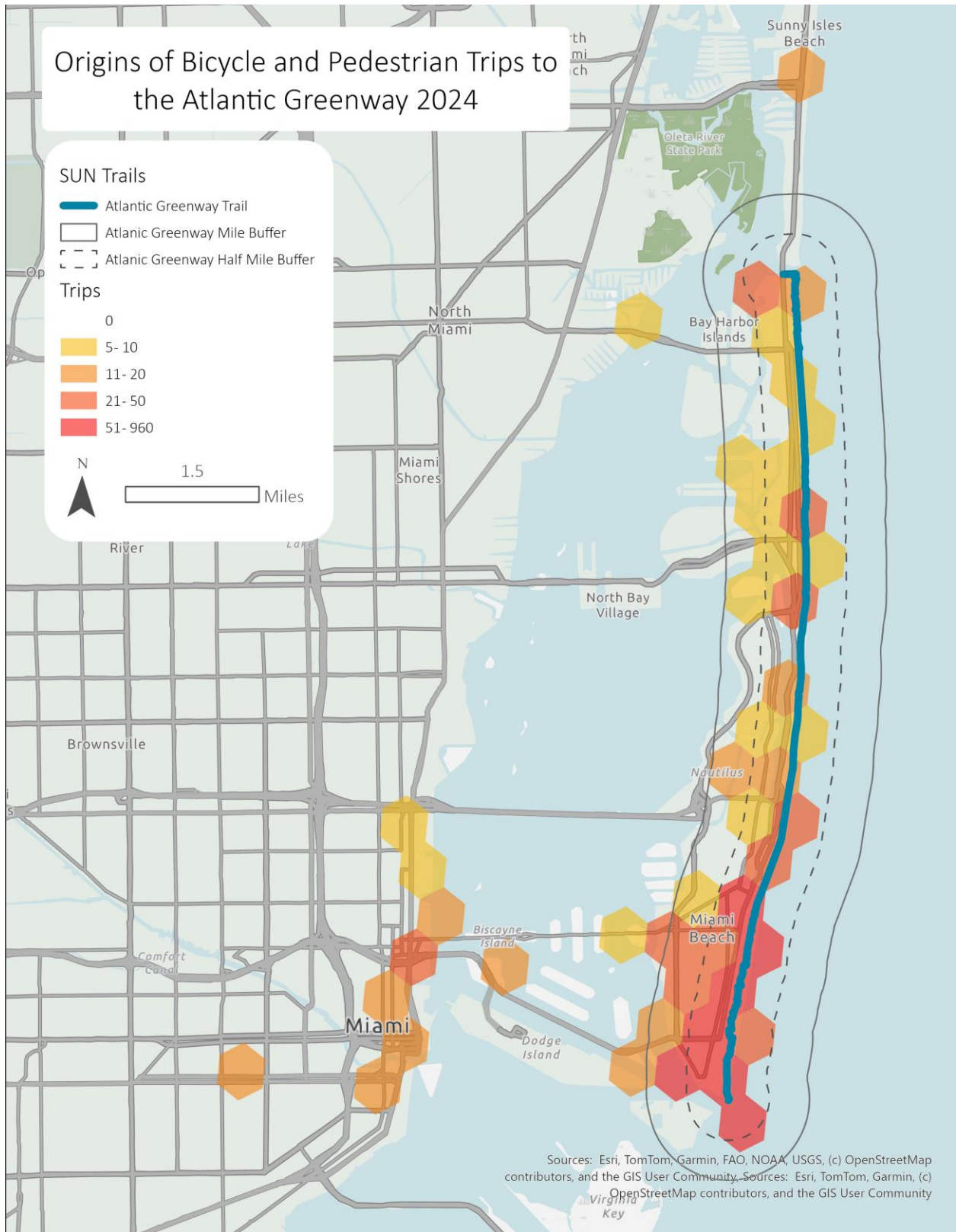
SUN Trails

- Atlantic Greenway Trail
- Atlantic Greenway Mile Buffer
- Atlantic Greenway Half Mile Buffer

Trips

- 0
- 5- 10
- 11- 20
- 21- 50
- 51- 960

N 1.5 Miles



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community. Sources: Esri, TomTom, Garmin, (c) OpenStreetMap contributors, and the GIS User Community

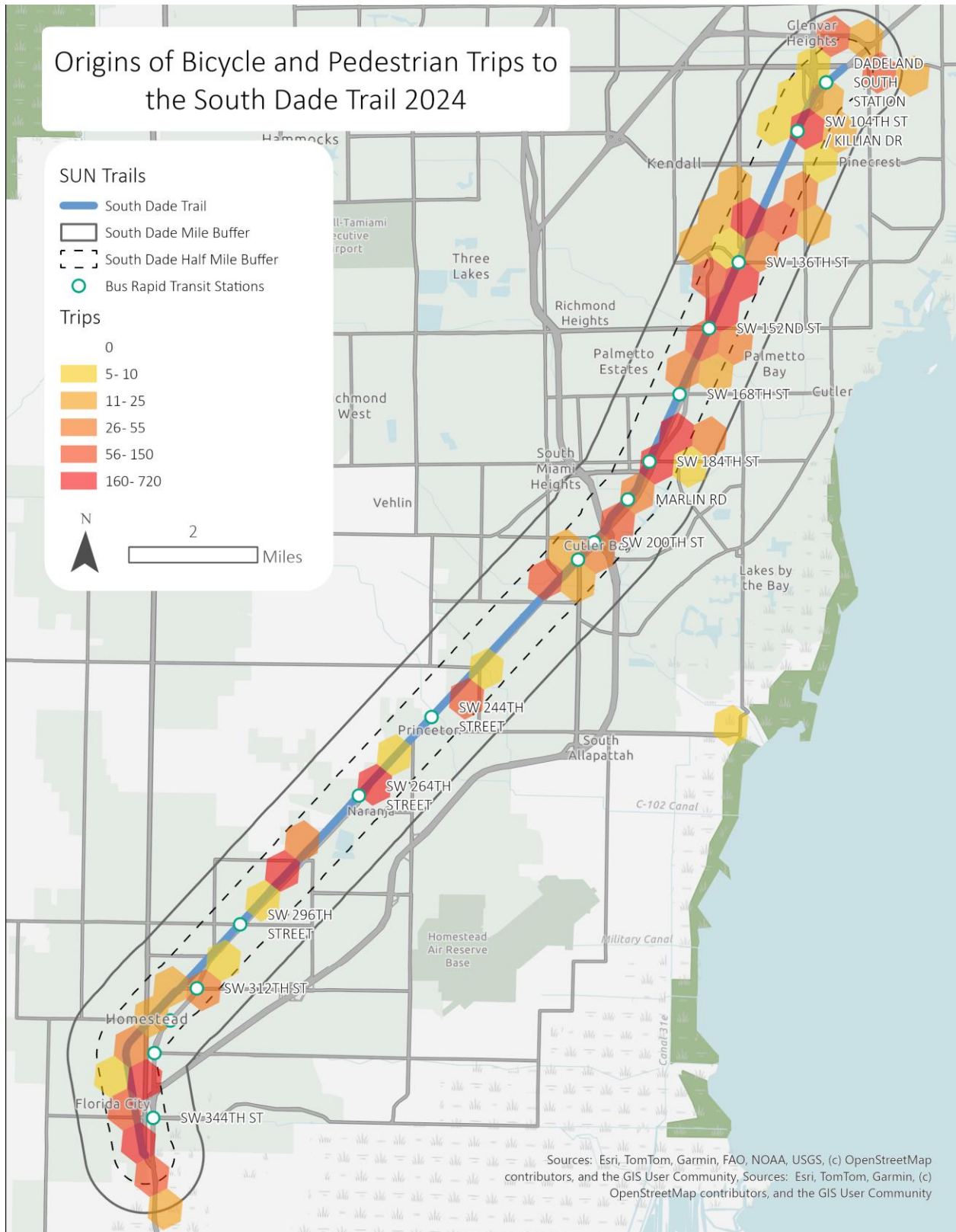
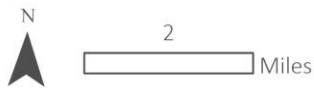
Origins of Bicycle and Pedestrian Trips to the South Dade Trail 2024

SUN Trails

- South Dade Trail
- South Dade Mile Buffer
- South Dade Half Mile Buffer
- Bus Rapid Transit Stations

Trips

- 0
- 5- 10
- 11- 25
- 26- 55
- 56- 150
- 160- 720







Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, TomTom, Garmin, (c) OpenStreetMap contributors, and the GIS User Community

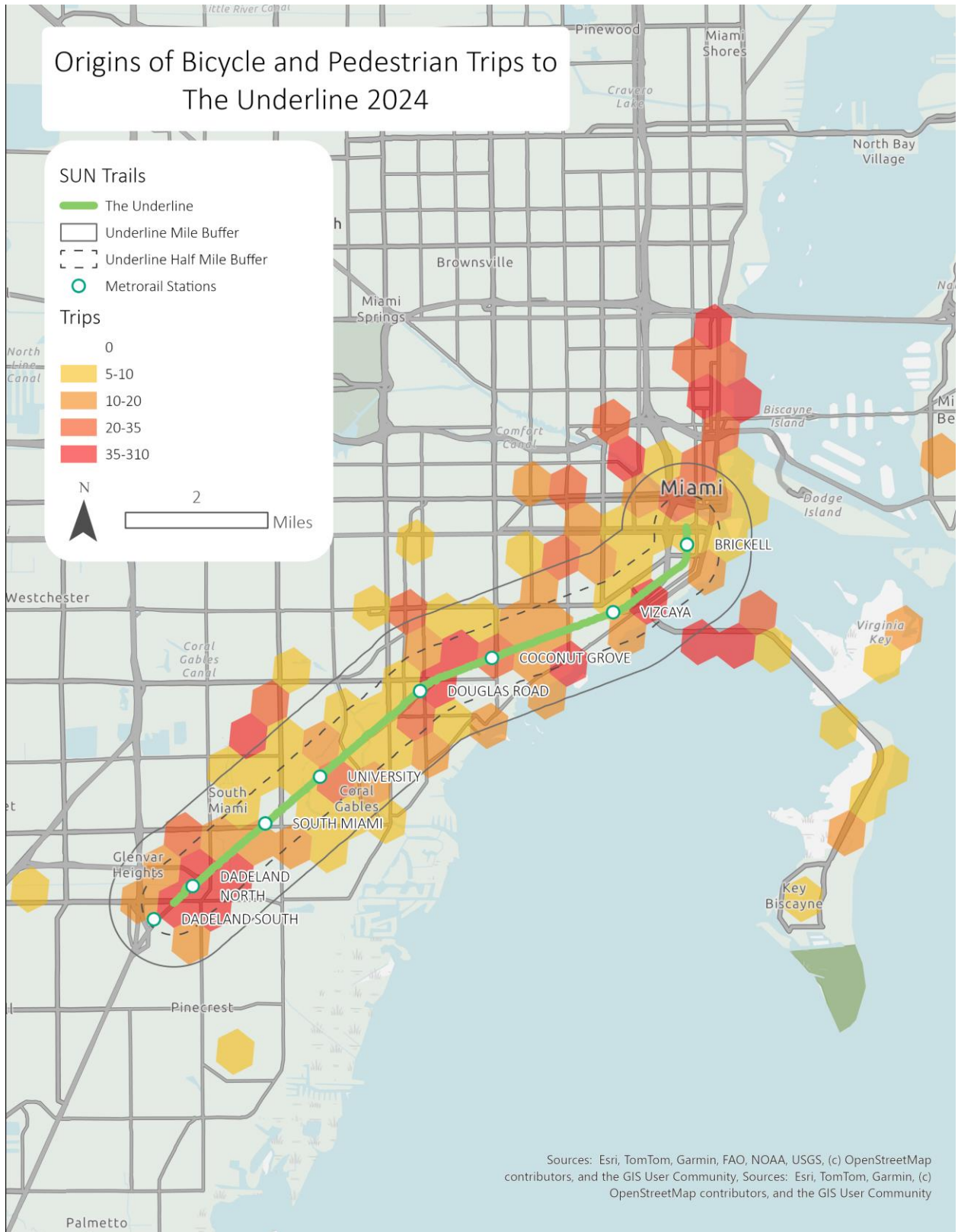
Origins of Bicycle and Pedestrian Trips to The Underline 2024

SUN Trails

-  The Underline
-  Underline Mile Buffer
-  Underline Half Mile Buffer
-  Metrorail Stations

Trips

- 0
-  5-10
-  10-20
-  20-35
-  35-310



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community. Sources: Esri, TomTom, Garmin, (c) OpenStreetMap contributors, and the GIS User Community