

TO: Members of the Acquisition & Restoration Council / Florida DEP

FROM: Randy Johnson (concerned Cape Coral boater)

RE: Cayo Costa Unit management Plan 2021 (latest "version")

May 11, 2021

Ladies and gentlemen,

Well, we have made a complete circle in 5 years.

Over 5 years ago last February, I discovered that a public bayside dock that my family and friends had legally used for almost 2 decades was closed for exclusive use by a private ferry being elevated to Cayo Costa concessionaire status. Immediately I voiced my challenge to the legality and rulemaking ethics and was able to regain private boater usage of the south dock of Cayo Costa State Park through a "pilot program" cited by DEP representatives. (See Fort Myers News Press February 2016 attached) Since then, I am learning of plans to provide exclusivity once again to the park vendor ferry at the expense of private boaters.

I have spent hundreds of hours over the past 5 years attending DEP meetings on the advisory board and as a concerned resident, doing research to try to come up with balanced solutions, and traveled a great deal to meet face to face with DEP officials. It seems that all this time has been wasted because of short circuits in the process. It is obvious that non-local managers still do not "get it". I would again like to outline my specific concerns regarding management's current position on Cayo Costa park visitation:

1.) Severe imbalance of bayside usage: I think there exists a lack of understanding with how the park is currently utilized. Lee County ranks #3 in the state of FL for registered boaters at 49,009 in 2019, behind only Dade and Pinellas counties (see FL Boat Registrations Listing attached). This number has likely grown in 2021 and it does NOT include non-motorized canoes or kayaks. The Great Calusa Blueway that chronicles paddler areas in Lee County lists Cayo Costa's bayside as highlight/access point #1 in a glossy map and pamphlet sponsored by the municipalities of Fort Myers and Sanibel and WCIND, (see attached brochure).

There are 2 ways for private boaters to access the park: Wet foot landings in unprotected waters along the Gulf surf and dockside landings through 11 slips at the Pelican Bay or, the historic 3 boat moorings at the south dock access point. That's it! The rest of the docks are private, and the entire bayside coastline is composed of impenetrable mangrove forest.

Once again... let's look at the numbers/facts:

-ONLY 11 private boating slips (sometimes less because of seemingly perpetual T-Dock storm damage and boat basin issues)

- 50,000 registered boats in Lee County alone - not including kayaks
- 9 miles of beach
- Several miles of hiking trails
- 40 camp sites
- 3 private boat moorings eliminated from the south dock without evidence-based reasoning
- Construction of a "cultural center" at the north end planned

There are only a fraction of days when boaters can access the island from the Gulf of Mexico and it is generally not during the winter (water too cold to wade to shore) and not during times of swells or westerly component winds of >10-15 knots. Moreover, I cannot unload elderly family members/guests or children without a dock. Kayakers, especially, need protected water landings. The current Great Calusa Blueway canoe and kayak trails brochure features the Pelican Bay park attraction and note a paddleway directly adjacent to the south dock. Where do they go if the only kayak landing next to the Pelican Bay T-Dock is mostly for park rentals?

There are virtually no bayside landings except for the Pelican Bay T-dock area or the south dock. There have been many days when my family had a cabin reserved for 11 months in advance, but we could not unload our gear/check in until a mooring slip became available. Moreover, for almost 2 years in the mid 2010's, the park staff had to take away boating slips from the public while they waited for a dredging permit to access the staff boat basin. Of the 11 boat slips, only 6 are appropriate for overnight mooring for a ~20ft private boat. The other 5 slips are too wide for spring lining smaller boats and the entire dock area is unprotected from Charlotte Harbor derived swells (northeasterly winds).

DEP gifting exclusivity of the south dock to the concessionaire sets a very dangerous precedence and permanent reliance upon a private ferry vendor that could result in pricing some out of accessibility. If this were a land-based park, it would be the most inaccessible parks for people to visit without 3rd party transportation. We have achieved the current equilibrium in visitation from private boaters being too frustrated to use the T-Dock area. The T-Dock is still damaged from hurricane Eta last year. Why is this the case if DEP is receiving support from the concessionaire? They seem to be more focused with adding unauthorized pilings to the south dock

Taking away access from private boaters is a disturbing trend that DEP seems oblivious to. During the management meetings, there was a promise that the T-Dock would be renovated and redesigned to accommodate more boaters. It seems this has been scrapped due to apparent budgetary constraints. Meanwhile, **13 to 14 TOTAL Cayo Costa State Park boat mooring spots for the public have been reduced 15.4% – 21.4% by shifts in park access philosophy** in the past few years.

- 2.) **Sources of revenue:** A frequent talking point from DEP relates to the need for infrastructure support and the need for revenue, which is understandable. However, staff widely asserts that,

for the most part, private boaters don't pay park fees. I keep hearing that park staff cannot (or won't) manage "pay poles" at any location other than the north end boat basin or at the camping beach. How can boaters pay with only 11 slips available at the north end in a park that has "9 miles of undeveloped beaches"?

I have offered several viable ideas for generating revenue such as annual boat transom stickers, but DEP management seems disinterested. I also believe that QR codes posted at the south end could facilitate payment via smart phones and be linked to the visiting boat's FL numbers. Cash pay poles are like dinosaurs in today's world and the pandemic has virtually eliminated cash tolls on highways. If DEP wants more revenue, they need to join the 21st century. As a boater, I am willing to pay, but how is this possible with the current outdated system?

Moreover, Pelican Bay is filled with large boats that do not pay a cent for extended stay anchoring. Other municipalities (Ft Myers, Florida Keys) have installed permanent mooring buoys, and this idea could bring in a great deal of revenue. More importantly, fixed buoys will help protect the seagrass from constant anchor scarring. With a little bit of ingenuity, CCSP could significantly increase revenue without increasing visits because they already physically exist except on the official "books".

3.) Bathroom availability stipulation: I have been told that the reasoning for allowing the concessionaire, but not private boats at the south dock is due to the lack of public bathrooms. This is absurd reasoning after decades of private boater use without measurable impacts or evidence! There is ~450ft of land and boardwalk to traverse the island at that location, so does this mean that the entire central and south Gulf side beaches should also be closed to boats without a head? The hiking trails at the north end don't have bathrooms either. We are not talking about a lot of people that are historically using the south dock.

4.) Law enforcement/Park Ranger monitoring: The topic of not being able to enforce park rules at the south end is curious. You have a south dock that could easily be patrolled with a reserved mooring spot by either FWC, sheriff patrol, or park rangers. In fact, it would be a strategic spot for monitoring beach usage on high volume weekends in the summer. I have noticed that the CCSP ranger ATV now rarely makes the trip to the south end, which is a shame! Contrary to popular belief, most boaters welcome law enforcement because we want to maintain the resources that we love.

5.) Environmental concerns: Having a 50 passenger/45ft Corinthian passenger boat traversing a Pejuan Point grass flat (2ft average depth per charts) four times or more each day with twin 250HP motors is concerning. As a responsible boater, I only traverse these flats at the appropriate tide. The concessionaire has obligations to its clients no matter the tide. The winter season is an especially busy and important time for the ferry service, but this is also at a time of very low tides and strong offshore winds that amplify exceptionally low tides. I have personally witnessed the concessionaire grinding through the bottom even with "trimmed up" motors just to make a trip happen. This traffic is creating added turbidity in the localized area shading out adjacent seagrass not directly scarred by the propellers

So... who is watching? DEP needs to look very carefully at what is happening to the grass flats area just to the SE of the south dock. It is obvious to long time users that the flats are being blown out and a new channel is being illegally dredged with daily trips. I feel the same way about private boaters doing the same, but a 20ft center console bay or flats boat drafts significantly less and creates much less water turbulence than what the concessionaire is using. The only natural channel exists directly adjacent to the docks but getting there requires a trek across very shallow waters.

If there is a breach of the island, it will probably occur at the narrows like it did to North Captiva during Hurricane Charley. In fact, had Charley struck Cayo Costa a couple of miles to the north, this likely would have happened. Barrier island breaches occur naturally sometimes, but we don't have to hasten the events by forging new bay side channels with chronic trips AND grooming paths through the dunes creating a saddle in the island's natural Gulf of Mexico fortification.

Finally, I understand that the concessionaire is willing to give up Sunday trips in exchange for "12 after hours events each year" (wedding receptions? sunset parties?). What is accomplished if "rest times for the island" are replaced by such inappropriate usage that could disrupt the circadian rhythm of the island and wildlife? This only serves as lucrative money makers for the concessionaire while the park still gets paid the same \$2/head.

6.) Unit Management Plan process: I have put forth a great deal of effort in this process and have done it in a professional and respectful manner, but what has happened in the past year is shocking and disheartening. Last summer, a "final draft" of the Unit Management Plan for Cayo Costa was produced, and in it, there was a resolution to close the south dock to all parties except park staff citing "ongoing visitor impacts". The resolution was not a complete win for me, but it was a partial win considering that it benefitted the island. A few months later, the entire process was short-circuited into giving the concessionaire exclusive use of the dock. Is this how the process works? The discussions of the advisory board and attendees of the management plan meetings are largely trumped by the whims of DEP upper management? I spent a lot of time trying to help DEP understand how local boaters use the park, but now I cannot see that our voices and perspectives were heard. I can only suspect that the saber rattling of the concessionaire's attorney parted the seas.

Throughout the management planning meetings, a representative of the park's concessionaire, Captiva Cruises, was present but chose to be silent. I am confused as to why, after learning the south dock would be closed to commercial traffic, they were given an ear from DEP to totally short circuit the direction of the advisory process! No one, including the elected officials and others I've talked to think commercial use at the vulnerable south dock is a good idea.

What happened? Everyone on the advisory board deserves an explanation because reversing course at the last minute renders the process as a hollow check of a box. Furthermore, I had to request a copy of the final draft but was told that it's not typically sent to the advisory board

members. Is THIS how you cultivate stakeholder cooperation in the future management of a resource?

Why was the south dock renovation and contracted use by Captiva Cruises left out of the previous management plan? One would think that expanding commercial use of the island at a location that was never significantly acknowledged in the previous management plan would be a big deal. This is especially troublesome since the implications of dramatically changing the use of a parcel reserved for conservation to heavy commercial use is resulting in negative impacts to the park's resources for the profit of a commercial ferry service. All of this is in the name of simplified revenue collection.

I did not join this process to get everything I wanted, but I also didn't do so to be ignored. I spent much of the early 2000s on the state board of directors for Standing Watch, a boater's rights organization with hundreds of thousands of members at its peak. I spent 5 years searching for a simple answer to a question posed to CCSP staff and DEP: **"What are my public access rights as a boater to use the south dock?"** It took this long (April 2021) for someone to say that I had no legal standing, which is absurd for a public access point purchased with taxpayer money for the purpose of conservation and public access. My boating friends and I, who had used the dock for many years previously, were told in 2016 that public use by private boats would be a "pilot program" (also absurd).

Since 2016, the park concessionaire sent hundreds of thousands to the most archeologically, topographically, and environmentally sensitive area of the island. The owner of the concession company even held a tent party event for 50+ people. Now, without citing any negative impact hard evidence, private boaters have been kicked out of the access point for no reason other than DEP park management wants to manage things the easy way by delegating oversight and wait for the revenue to come in. Meanwhile, my daughter just came home from UF for the summer, and I will have to explain to her that the public dock/boardwalk/beach where she grew up is now off limits.

Make no mistake, commercialism will push the limits of the park because of the focus on profits, not necessarily the betterment of the island. What is next... "CCSP campground by Patagonia"? Hopefully staff recognizes the existence of tented barge-like boats for rent in the "keyhole" area of the park frequented by manatees. Privately, many on staff with DEP agree with this and feel the commercialization of the south dock was a mistake. Currently, there is no real cap on how the concessionaire uses the island or whom it "deputizes" under the concessionaire subcontractor umbrella. The island can only be loved (or exploited) so much before the decline begins. I see evidence of this occurring today, and I suggest that DEP wake up with unbiased eyes before it's too late! Meanwhile, Florida public lands are apparently for profit as the camel's nose is rapidly coming under the tent.

Thank you for your time, and I promise I'm not going away

Regards,

Randy Johnson (RJohnson@Sakata.com)



Who can use new dock at Florida's Cayo Costa State Park?

Laura Ruane lrwane@news-press.com

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A tiny bayside dock at Cayo Costa State Park has launched a public-access controversy.

Small boats long have moored at or near a dock and boardwalk on state park land at Cayo Costa's "narrows" near the island's southern end.

With park administration's consent, ferry concessionaire Captiva Cruises recently rebuilt the hurricane-battered structure for its business use – adding a gate and a lock.

Recreational boaters feared losing a cherished portal with sheltered bay waters and a short walk to a gorgeous Gulf beach.

The lock is off now, following inquiries to park administration — from boaters and a reporter for The News-Press.

But for how long?

On Thursday morning, The News-Press asked Park Manager Chad Lach about dock-use policy going forward.

Lach called the unlocked gate "a pilot program."

"If the public is getting in the way too often, we'll probably put the lock back on."

Cayo Costa Island: Beyond the beaches

How can the public possibly be in the way, on public land?

Lach told The News-Press the dock is not a public access, and hasn't been since August 2004 when Hurricane Charley ripped into it, rendering the structure unsafe.

Some boaters who've used the dock and boardwalk think it is a public access. Since Charley's damage, they've made do, and believe Captiva Cruises should share the new structure, even though it footed the construction bill.

To better understand the dispute, it helps to know more about the park, and how it works.

Cruisin' Cayo Costa Island

History

Cayo Costa State Park occupies almost all of the 9-mile-long, nearly 3,000-acre barrier island west of Bokeelia. The state started acquiring the land for public use in the 1970s.

Almost 90,000 people visit yearly even though it is a bridgeless island, with no paved roads, cars or standard electrical service.

Captiva Cruises or one of its subcontractors for the ferry service brings the great majority of those visitors there. Most arrive at the state park's main dock near the island's northern tip

From there, visitors generally board the tram that takes them to the nearest stretch of beach, which is about a mile west.

But not everyone stays in the state park's most-developed area.

"That's where the tourists go. I'm not a tourist," said Jim Frock, owner of Seven Seas Bait & Tackle on Matlacha.

Frock and other skippers of small private boats long have frequented the little dock and boardwalk that is about four miles south of the park visitor center, tram station and campground.

"As far as beaches go for Cayo Costa, the south end is hands-down the best," said Randy Johnson of Cape Coral, who estimates he visits the island as often as 50 times a year, and has been a regular for more than two decades.

Although Gulfside landings often are possible, the water near that dock is shallow and sheltered, often less choppy. And, it's only a one-tenth-of-a-mile walk to the beach, Johnson said, because the island is so narrow there.

A Cayo Costa Island private landowner and park advocate has no problems with recreational boaters who pick up after themselves and don't hurt the environment. She's more concerned about environmental stresses from converting the dock from casual to commercial use.

"It is on publicly owned land. It's not fair to lock the public off a public resource," said Margi Nanney, who owns a vacation home on the island.

Hurricane Charley in 2004 barreled through very close to the dock and boardwalk, virtually destroying them. But people did some patching, and continued to use what remained of the dilapidated structure, Frock said.

Johnson said he'd long ago offered to organize volunteers to make repairs, but park administration "didn't want us to touch it."

No restrooms, no fee collection

Park managers don't encourage visitor use of the lower portion of the island, Johnson said. "They tell us, 'we can't patrol that area.' But they're on (all-terrain vehicles) on the beaches down there."

There are other likely reasons park managers prefer to concentrate visitor activity at the island's north end. That's where the \$2-per-visitor-fee that supports park maintenance and operation can be most easily collected.

And, if anyone has a medical emergency, on the north end there are rangers and other people to render first aid, and call for help.

The south end of Cayo Costa is lovely, but has no public restrooms, first aid stations or other public accommodations.

Paul McCarthy, owner of Captiva Cruises, said he approached park managers about refurbishing the dock and boardwalk, because he wanted to make the area safer for the non-boating members of the public who use his service.

McCarthy didn't say when he made the suggestion; however, a signed 2015 amendment to his agreement with the park states the concessionaire will construct a dock at the park's south end, with the "exact location and size of the space pre-approved" by the state Department of Environmental Protection or its designee.



Gulfside landings and barbecues often are possible, says boater Randy Johnson. But sometimes it's wiser to come in bayside. *Photo Special To The News-Press*

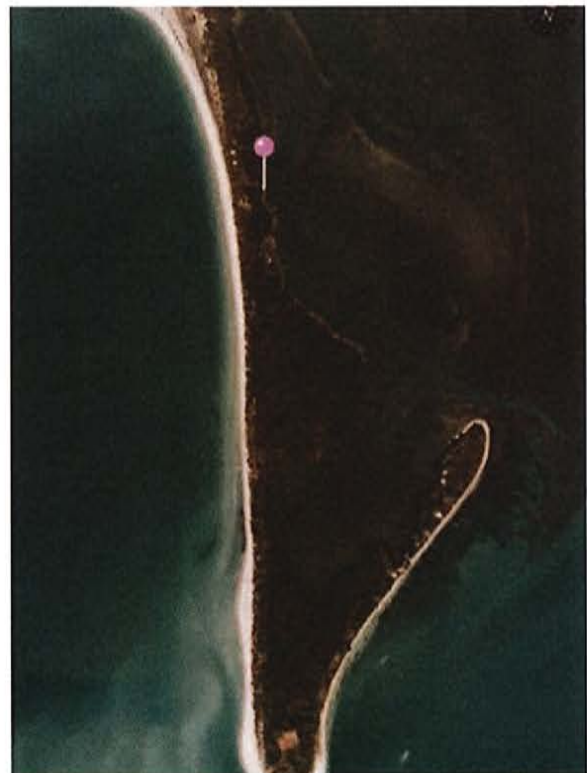
Captiva Cruises has half- or full-day beach and shelling cruises to Cayo Costa starting at \$40 for adults; \$25 for children.

The former dock and boardwalk were "very unsafe. Boards were broken, rotted away," McCarthy said.

Johnson and others said the south dock area wasn't heavily littered.

But in a Tuesday phone interview, McCarthy said: "We've cleaned out hundreds of beer cans there."

Captiva Cruises has a 48-passenger craft in its fleet that is capable of docking at the new structure. People who travel there with Captiva Cruises have access to in-boat restrooms.



Pin marks approximate dock location on Cayo Costa Island "narrows." *Photo Special To The News-Press*

Boat captains accompany guests to the beach, and are available to handle any emergencies, McCarthy said.

"We put in a safe facility," McCarthy said. "More people will use that dock this year than have used it the past 10 years."

Connect with this reporter @Alvascribe (Twitter) and LauraPatrickRuane (Facebook)

WHAT DEP SAID

Florida's Department of Environmental Protection oversees development, maintenance and operation of the state parks.

Among other things, The News-Press asked DEP why the dock was rebuilt 11 years after sustaining severe hurricane damage, and what would be the use policy going

The agency's answer:

"In an effort to expand visitor services at Cayo Costa State Park, the department has launched a pilot program with Captiva Cruises to utilize an existing dock at the park. As part of this program, the gate will be unlocked, and because there is only enough space for one boat, public boat usage of the dock will be restricted to pick up or drop off to avoid creating public safety concerns or hindering visitors coming by ferry."



Satellite view of public Cayo Costa dock area and boardwalk towards the island's south end, taken before the structures were rebuilt. Photo Special To The News-Press

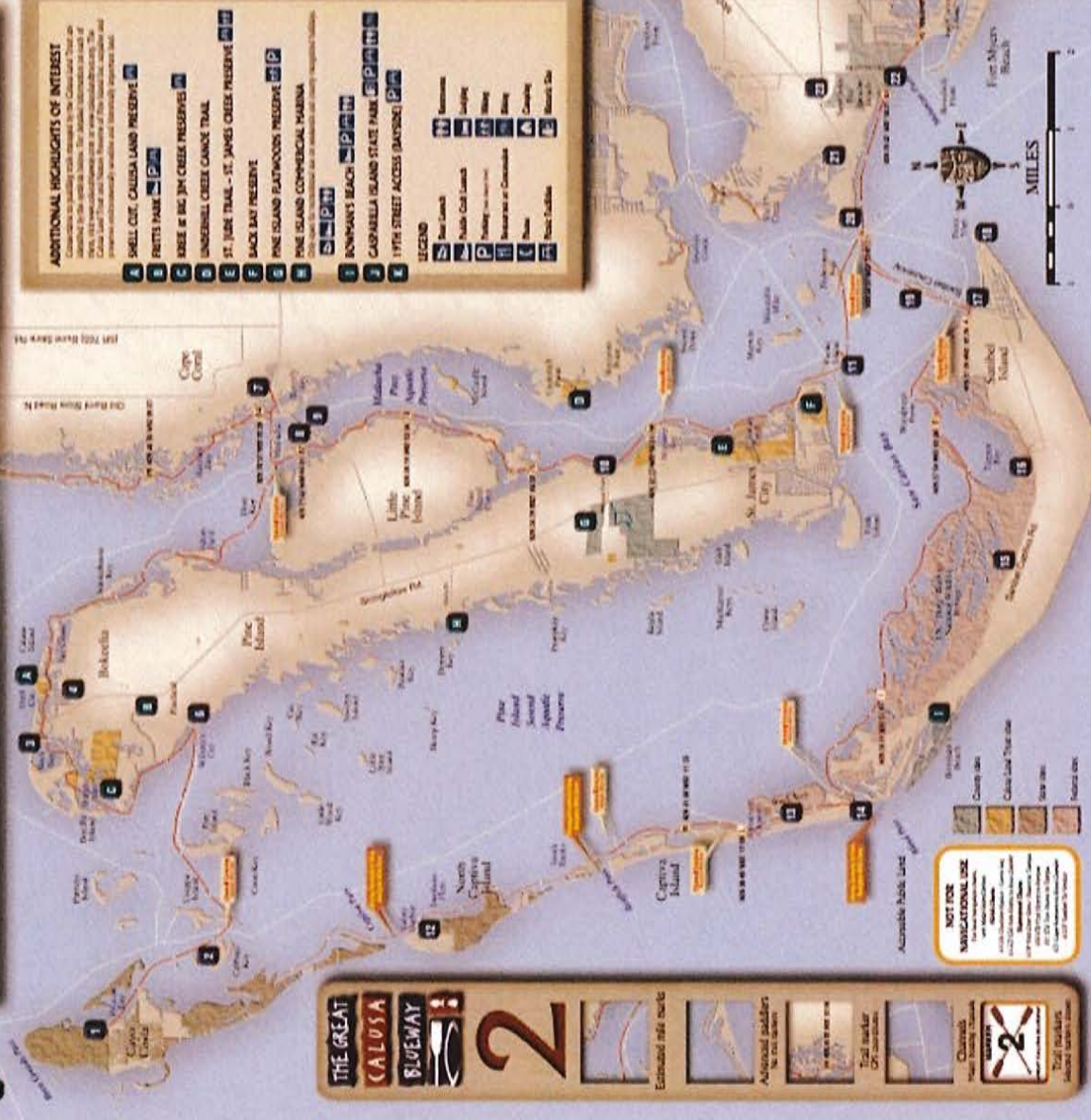


Rebuilt bayside dock and boardwalk in the "Narrows" section of Cayo Costa Island. *Photo Special To The News-Press*

COUNTY	CLASS A-1 < THAN 12'			CLASS A-2 12 - 15' 11"			CLASS 1 16 - 25' 11"			CLASS 2 26 - 39' 11"			CLASS 3 40 - 64' 11"			CLASS 4 65 - 109' 11"			CLASS 5 110' MORE			CANOES Ples Comm	DEAL	PLES	COMM	TOTAL	
	Ples	Comm		Ples	Comm		Ples	Comm		Ples	Comm		Ples	Comm		Ples	Comm		Ples	Comm							
ALACHUA	1,051	8		2,652	67		6,287	131		515	20		265	3		65	0		1	0		257	1	31	11,093	230	11,354
BAKER	319	0		874	1		1,598	11		30	0		4	0		0	0		0	0		26	0	2	2,851	12	2,865
BAY	2,646	23		4,171	92		8,085	306		1,140	128		206	96		13	17		1	1		129	1	127	16,391	664	17,162
BRADFORD	306	0		723	7		1,336	9		32	2		1	0		0	0		0	0		39	0	5	2,437	18	2,460
BREVARD	5,159	31		7,022	108		17,103	442		2,412	139		401	23		9	6		1	1		636	3	446	32,743	753	33,942
BROWARD	9,741	67		5,091	107		19,982	449		7,993	223		1,703	113		273	19		20	6		266	0	552	45,069	984	46,605
CALHOUN	106	0		866	9		622	17		18	2		2	2		1	0		0	0		11	0	0	1,626	30	1,656
CHARLOTTE	3,073	21		2,622	39		13,813	363		2,559	75		434	10		4	0		1	0		214	1	79	22,720	509	23,308
CITRUS	1,335	10		3,890	47		10,227	442		360	96		44	8		0	0		0	0		248	4	64	16,104	607	16,775
CLAY	2,232	1		2,197	22		6,665	79		983	23		481	13		39	2		9	54		124	0	36	12,730	194	12,960
COLLIER	4,197	18		2,281	59		10,920	519		3,520	180		562	53		47	4		1	0		258	4	126	21,766	837	22,749
COLUMBIA	368	2		1,312	7		2,592	25		74	6		6	0		0	0		0	0		57	0	10	4,409	40	4,459
DADE	16,129	227		5,664	171		28,688	826		11,524	439		2,524	122		602	27		52	19		312	1	855	65,495	1,832	68,162
DESOTO	273	7		697	16		1,134	53		89	7		14	0		0	0		0	0		40	1	4	2,247	84	2,335
DHSMV	496	142		293	390		1,542	772		433	184		131	8		17	2		2	2		14	43	0	2,928	1,543	4,471
DIXIE	108	2		726	44		1,367	161		57	29		17	4		0	0		0	0		20	0	10	2,295	240	2,545
DUVAL	4,766	15		4,985	86		13,413	352		1,717	69		290	26		25	18		6	0		331	0	101	25,553	566	26,220
ESCAMBIA	2,403	11		3,387	25		8,267	160		1,225	62		213	24		17	2		1	0		95	0	81	15,608	284	15,973
FLAGLER	971	3		1,179	26		3,225	36		423	2		86	1		2	0		0	0		75	0	19	5,961	68	6,048
FRANKLIN	154	24		646	133		1,440	399		157	54		31	23		0	8		0	0		9	0	1	2,437	641	3,079
GADSDEN	121	1		920	11		1,215	11		52	1		2	0		0	0		0	0		18	0	5	2,328	25	2,357
GILCHRIST	157	0		536	2		1,019	17		21	3		2	0		0	0		0	0		31	0	0	1,766	22	1,788
GLADES	67	0		321	14		820	20		40	1		16	0		1	0		0	0		13	0	3	1,278	35	1,316
GULF	215	26		1,066	56		1,357	149		132	28		14	11		1	2		5	0		11	0	0	2,801	272	3,073
HAMILTON	59	0		392	1		447	5		14	0		1	0		1	0		0	0		8	0	0	922	6	928
HARDEE	143	1		540	7		859	11		30	1		2	0		0	0		0	0		32	0	0	1,606	20	1,626
HENDRY	395	4		652	11		1,589	46		280	5		76	15		1	16		0	0		38	0	21	3,031	97	3,149
HERNANDO	1,595	11		2,489	31		5,516	85		381	64		30	14		2	0		0	0		264	1	13	10,277	206	10,496
HIGHLANDS	1,280	4		2,022	20		5,569	38		137	7		10	0		0	0		0	0		70	1	26	9,088	70	9,184
HILLS	7,038	56		6,309	75		21,924	426		3,364	100		577	35		69	19		1	1		649	6	70	39,931	718	40,719
HOLMES	139	1		1,167	7		705	4		31	1		1	1		0	0		0	0		13	0	7	2,056	14	2,077
IND.RIVER	1,308	8		2,331	73		6,122	204		808	58		184	5		14	1		2	0		158	2	67	10,927	351	11,345
JACKSON	308	1		1,934	6		1,964	17		86	1		16	0		1	0		0	0		23	0	0	4,352	25	4,377
JEFFERSON	80	1		614	1		648	10		40	0		9	0		1	0		0	0		22	0	1	1,414	12	1,427
LAFAYETTE	73	0		350	1		481	7		5	0		0	0		0	0		0	0		13	0	0	922	8	930
LAKE	3,006	4		3,821	32		13,791	135		521	19		60	1		3	0		0	0		190	0	91	21,392	191	21,674
LEE	6,753	77		4,987	75		27,749	712		6,606	209		886	61		55	13		3	4		550	4	265	47,589	1,155	49,009
LEON	1,020	2		4,094	22		6,173	96		344	19		51	4		3	0		0	0		178	0	6	11,863	143	12,012
LEVY	320	4		1,284	38		2,596	237		115	55		27	3		3	0		0	0		70	2	52	4,415	339	4,806
LIBERTY	44	0		694	7		452	9		9	2		1	0		0	1		0	0		3	0	0	1,203	19	1,222
MADISON	101	0		446	0		621	2		20	0		3	0		0	0		0	0		11	0	1	1,202	2	1,205

COUNTY	CLASS A-1 < THAN 12'			CLASS A-2 12 - 15' 11"			CLASS 1 16 - 25' 11"			CLASS 2 26 - 39' 11"			CLASS 3 40 - 64' 11"			CLASS 4 65 - 109' 11"			CLASS 5 110' MORE			CANOES		DEAL	PLES	COMM	TOTAL
	Ples	Comm		Ples	Comm		Ples	Comm		Ples	Comm		Ples	Comm		Ples	Comm		Ples	Comm		Ples	Comm				
MANATEE	3,281	47	2,986	55	10,450	432	2,189	114	387	24	46	5	3	3	0	0	0	0	312	0	63	19,573	191	20,027	684	20,365	
MARION	2,578	3	4,784	36	11,609	125	441	22	46	5	3	0	3	0	0	0	0	0	312	0	63	19,773	191	20,027	564	18,710	
MARTIN	2,304	12	2,039	45	9,681	342	3,108	139	594	22	75	3	3	3	0	0	0	0	99	1	243	17,903	564	18,710	2,740	28,966	
MONROE	3,798	46	2,546	294	13,326	1,290	4,942	766	1,219	331	103	12	6	0	0	0	0	100	1	186	26,040	2,740	28,966	142	6,777		
NASSAU	881	5	1,830	16	3,479	76	310	34	52	8	2	3	3	0	0	0	0	68	0	10	6,825	142	6,777	503	19,274		
OKALOOSA	3,916	17	3,406	36	9,007	223	1,908	124	277	87	18	15	3	0	0	0	0	72	1	164	18,607	503	19,274	156	5,021		
OKEECHOBEE	336	3	944	38	3,389	98	148	16	15	0	3	1	0	0	0	0	0	26	0	4	4,861	156	5,021	326	30,500		
ORANGE	8,098	47	4,072	77	15,716	175	1,629	22	184	3	17	0	4	0	0	0	0	281	2	173	30,001	326	30,500	117	8,376		
OSCEOLA	2,217	3	1,346	19	4,344	89	255	5	15	1	4	0	0	0	0	0	0	63	0	15	8,244	117	8,376	963	36,358		
PALM BCH	6,617	65	4,014	136	17,437	444	5,763	234	985	69	172	12	19	3	0	0	0	238	0	150	35,245	963	36,358	437	25,703		
PASCO	4,776	15	4,696	60	13,628	203	1,419	120	127	36	4	2	0	0	0	0	0	501	1	115	25,151	437	25,703	1,173	52,230		
PINELLAS	10,873	78	5,823	125	25,261	595	6,577	263	1,081	85	71	14	4	0	0	0	0	872	13	495	50,562	1,173	52,230	435	29,418		
POLK	4,366	13	6,806	148	16,546	241	776	24	131	7	7	2	0	0	0	0	0	308	0	43	28,940	435	29,418	217	7,736		
PUTNAM	698	8	1,856	58	4,572	136	247	10	53	5	5	0	1	0	0	0	0	50	0	37	7,482	217	7,736	240	15,739		
SANTA ROSA	2,592	23	3,802	49	8,068	128	841	32	78	8	2	0	2	0	0	0	0	69	0	25	15,474	240	15,739	359	23,233		
SARASOTA	3,146	28	3,075	28	12,781	198	2,925	71	432	32	34	2	1	0	0	0	0	285	0	195	22,679	359	23,233	181	18,065		
SEMINOLE	3,429	17	3,486	42	9,652	95	777	12	133	13	13	1	0	0	0	0	0	320	1	74	17,810	181	18,065	441	15,743		
ST. JOHNS	2,336	17	2,948	88	8,346	245	1,166	58	231	32	14	0	0	0	0	0	0	190	1	71	15,231	441	15,743	460	13,323		
ST. LUCIE	1,819	7	1,995	67	7,229	284	1,345	84	263	15	25	3	0	0	0	0	0	97	0	90	12,773	460	13,323	45	4,877		
SUMTER	489	0	1,498	10	2,679	29	96	3	17	1	1	0	0	0	0	0	0	61	2	11	4,821	45	4,877	25	2,956		
SUWANNEE	255	1	959	5	1,581	16	74	2	11	0	5	0	0	0	0	0	0	44	1	2	2,929	25	2,956	135	3,757		
TAYLOR	165	3	1,308	26	2,053	81	62	23	4	2	0	0	0	0	0	0	0	14	0	16	3,606	135	3,757	7	1,040		
UNION	75	1	351	3	578	3	11	0	1	0	0	0	0	0	0	0	0	17	0	0	1,033	7	1,040	656	28,813		
VOLUSIA	3,723	28	6,295	172	15,897	375	1,361	65	261	12	11	3	0	1	0	0	0	394	0	215	27,942	656	28,813	293	5,328		
WAKULLA	287	12	1,722	39	2,767	197	189	36	22	8	0	1	0	0	0	0	0	39	0	9	5,026	293	5,328	150	6,334		
WALTON	856	5	1,905	19	2,952	97	339	22	68	6	7	1	0	0	0	0	0	41	0	16	6,168	150	6,334	18	2,708		
WASHINGTON	260	0	1,277	4	1,097	8	32	5	3	1	0	0	0	0	0	0	0	21	0	0	2,690	18	2,708	25,524	961,266		
TOTALS	154,226	1,317	166,016	3,641	494,088	14,018	87,227	4,620	16,073	1,492	1,894	237	152	92	10,340	106	5,726	930,016	25,524	961,266							

Pine Island Sound - Matlacha Pass



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