

Proposal for Expansion of the Singletrack Trail Network at Big Slough Preserve



This document is online at: www.bikeveniceflorida.com in the
“Proposal for Expansion of Big Slough Singletrack” section.

Proposal Summary

The Sarasota County Off Road Riders (SCORR) is requesting approval to design, build & maintain an expansion of natural surfaced singletrack network of trails in the Big Slough Preserve.

Throughout urban and suburban communities, there is growing demand for natural trails. The usage rate of the existing 7 miles of singletrack trails at Big Slough Preserve confirms this demand. Due to the narrowness, low clearance and tight turns, horses are restricted from using the 4 miles (Live Long and Prosper) of singletrack along the Big Slough Canal. The 3 mile Path of Least Resistance (POLR) loop is constructed on more open terrain and all uses are allowed.

The proposed expansion of the singletrack trail system will be designed and built for the primary purpose of providing local citizens with an opportunity for a singletrack trail experience. The expanded trail network will be intentionally designed to be mixed-use and therefore will be accessible to and appreciated by people participating in a variety of outdoor activities, including biking, running, hiking and equestrian. In order to minimize conflict between users a section of this request document addresses ways to accommodate shared-use on trails. (See the “Accommodation of multiple-use (shared-use) on the expanded trail network” on pages 8 and 9.)

The proposed trail system expansion will be accessible via the bike/pedestrian/equestrian bridge at Myakkahatchee Creek Environmental Park (MCEP). It will also be accessible from the Carlton Reserve via the North and South Powerline Trail corridors.

SCORR will design, build and maintain the proposed trail system in the Big Slough Preserve at no cost to Sarasota County. SCORR’s knowledge, resources and volunteer network have helped them create a track record of success in building and maintaining a variety of singletrack trail systems on public lands throughout Sarasota County. SCORR has built and maintains over 25 miles of trails in Sarasota County.

SCORR will provide volunteer labor to build and maintain the trails in the Big Slough Preserve, will perform any necessary fundraising needed for trail signage and provide an information kiosk at the trailhead. SCORR will provide ongoing trail maintenance at no cost to Sarasota County.

This document:

1. Introduces key stakeholders for the proposed trail system.
2. Defines ‘singletrack’ trail and outlines the benefits of this type of trail.
3. Describes the growing demand for natural trails in Sarasota County.
4. Describes ways to accommodate multiple-use (shared-use) on the expanded trail network.
5. Describes the existing network of singletrack trails in Big Slough Preserve.
6. Provides specific details and a conceptual map of the proposed trail system in Big Slough Preserve.
7. Outlines benefits of an expanded singletrack trail system in Big Slough Preserve.
8. Addresses potential concerns about the proposed trail system.
9. Proposes a timeline for the installation of the trail system.
10. Describes existing SCORR singletrack trails.
11. Provides photographic examples of building, maintaining and enjoying SCORR’s singletrack trails.

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Defining Singletrack Trail

The term “mountain bike trail” is used to describe a lot of different types of trails, everything from a smooth, mellow and wide unpaved bike paths to the extremely steep, rocky trails that traverse down the sides of mountains.

The proposed extended trail system in the Big Slough Preserve consists of natural, mixed-use singletrack trail suitable for beginner and intermediate-level mountain bikers (including children) and other activities such as hiking and running and equestrian use.

The trails will be designed and built to conform to the standards set forth in Appendix A (Design Guidelines) of the Sarasota County Trails Master Plan.

Definition- Singletrack trails are low-impact trails that consist of local dirt, sediments, and terrain features found in the immediate vicinity of the trail. Singletrack trails tend to wind around obstacles such as trees, and bushes. Singletrack trails typically blend into the surrounding environment and have a very small footprint in terms of both the amount of space occupied and the actual ecological impact.

Construction- Singletrack trail construction begins by clearing the trail ‘corridor’ of brush, foliage and low-hanging limbs that are in the immediate path of the trail. This ‘corridor’ (the area cleared of brush) of a singletrack trail is typically 2-6 ft. wide by 8 ft. tall and focuses on minimizing ecological impact. After the trail corridor is cleared, the ‘tread’ of the trail is created by clearing a narrow area of leaves, grass, moss, etc. to expose the dirt below. Typically, the ‘tread’ of a singletrack trail is 12 to 18 inches wide and is natural dirt or grass surface. SCORR uses hand tools during the majority of trail construction process.

Maintenance- Singletrack requires regular maintenance to keep the corridor clear of foliage and the tread clear of leaves/debris, but maintenance costs are remarkably low, and seldom involves specialized tools or equipment. Usually, a weed whacker, a leaf blower (or rake) and a hand saw are all that is required to perform singletrack trail maintenance.

Contrasts with Doubletrack Track Trails- In contrast to singletrack trails, doubletrack trails are wider (usually wide enough for four-wheeled vehicles), but require more labor to build and maintain. Singletrack trails are preferred by mountain bikers (and many trail runners and hikers) because they provide a more immersive experience in nature and the tight twists and turns of singletrack offer greater technical challenge.

Key Stakeholders

1. Sarasota County Off Road Riders (SCORR) —A volunteer-based 501(c)3 organization dedicated to building sustainable trails and creating environmentally responsible off road recreational opportunities in Sarasota County. SCORR builds and maintains the trails with the guidelines set forth by the International Mountain Bike Association (IMBA) (www.imba.org) founded in 1988. IMBA's network includes 35,000 individual members and at least 750 chapters throughout all 50 U.S. states, most Canadian provinces and 30 other countries. IMBA's efforts include the following:

- Teaching environmentally responsible trail building and trail etiquette practices.
- Encouraging grassroots advocacy, innovative trail management, and volunteer trail work participation.
- Promoting cooperation among different trail user groups.

SCORR has built and maintains 25 miles of singletrack bike/hike trails in Sarasota County, including trails at:

- The 9.5 mile long Boldlygo Trail at the Carlton Reserve
- The 7.0 mile long Live Long & Prosper and POLR trail system at Big Slough Preserve
- The 5.0 mile long South of Border Trail at the Lincer Preserve
- The 5 mile long Palmetto Trail at Myakka State Forest

2. City of Venice “Bicycle Friendly Community “ initiative—The City of Venice has been designated a “Silver Level” Bicycle Friendly Community by the League of American Bicyclists. Off-road natural bicycle trails are a consideration when awarding the Bicycle Friendly Community designation.

3. RUN 941—Off-road running events are conducted by the RUN 941 organization on a regular basis. These events use the Boldlygo singletrack trail and other natural trails at the Carlton Reserve and other open spaces.

4. Bike Venice Florida—Promotes local on road and off road cycling via their website (www.bikeveniceflorida.com) and their Facebook Page (Bike Venice Florida). One of the attributes of the local cycling scene is the variety of riding venues.

5. Zoomers Southwest Florida Running and Triathlon Club—Members of the Zoomers often use the existing natural trails for training runs.

6. Friends of the Carlton Reserve—FOCR is engaged in a number of activities that coincide with SCORR's goals.

7. Local Bike Shops—Bike shops benefit from the increased demand for off road bicycles.

8. Equestrian community—

9. Orienteering community—Gordon Hunter promotes an orienteering series for high school students that uses various areas of Sarasota County's environmental lands and SCORR's singletrack trails.

10. City of North Port Parks and Recreation—

Demand for Natural Trails

Based on local, regional and national trends, demand for mixed-use, natural trails is growing, especially in expanding urban and suburban environments, and Sarasota County is no exception. As a growing number of people live, work and recreate in urban/suburban communities, there is a corresponding growth in the demand for natural areas and natural trails within these communities.

The “Sarasota County Trails Master Plan” acknowledges the benefits of an expanded county-wide trail system. The Trails Master plan includes established policies for allowing, managing, and maintaining mixed-use, natural trails in the county. The expanded trail system in the Big Slough Preserve will meet these criteria. The development of natural trails is essential in continuing to make Sarasota County a desirable place to live and/or run a business, and will help keep Sarasota County competitive with surrounding communities.

Popular singletrack trail spots in Florida

Santos Trail Network- In 1993 local volunteers from the Ocala Mountain Bike Association began building trails on land that is part of the Cross Florida Greenways. Today there are over 85 miles of trails with riding levels for everyone, from children to seniors. These trails are a destination for riders from all over Florida and from all over the nation.

Alafia River State Park trail system- Alafia is one of the most favored off-road biking choices in Florida. This singletrack trail system is built on the rugged terrain of what was once a phosphate mining site and as a result some of the trails have a high level of difficulty. Currently there are about 20 miles of trails at Alafia.

Balm Boyette- This 4900 acre Hillsborough County owned preserve just south of Brandon has no budgeted money and all trails are maintained by SWAMP (SouthWest Association bike Pedalers), at their expense. There are about 25 miles of singletrack plus about 12 miles of doubletrack used to access and connect the trails.

Caloosahatchee Regional Park- 11.5 miles of singletrack trails near Alva, FL have been built and are maintained by the Mudcutters. They also have an additional 7.5 miles near Immokalee, FL at Pepper Ranch.

Venice Police bicycle training on Boldlygo

The Venice Police have a fleet of bicycles for their officers. They practice their bicycle handling skills on the Boldlygo singletrack trail at the Carlton Reserve.

Emergence of Mountain Biking as a Youth Sport

Within the last several years, at least 13 states, including Georgia, have established high school mountain bike leagues. Currently there is not a league in Florida but the existing trails at the Carlton Reserve and the Lincer Preserve in addition to the proposed expansion in Big Slough Preserve could serve as the impetus to get local schools involved in a regional initiative.

Bicycling and Running Events

Numerous biking, running and orienteering events are held on the existing singletrack trails in Sarasota County. SCORR’s annual fund raising event “Piggy’s Revenge “ is held every year in early January at the Carlton Reserve. The 2018 event had 300 participants.

Benefits of an Expanded Singletrack Trail System in Big Slough Preserve

- **Greater Trail Efficiency-** The Live Long and the Prosper Trails parallel the Big Slough drainage between the North and South Powerline corridors. There is a bridge on the South Powerline at the trailheads for Live Long and Prosper. It is not practical to build a bridge on the north end, due to the length of the required span. During all but the lowest water conditions, it is not possible to make a “dry-foot” crossing of Big Slough at the North end of the trails. As a result the Live Long and Prosper trails are most often ridden as out and back. The proposed expanded trail system will add trails that will create a loop on the west side for Live Long and on the east side for Prosper.
- **Promotes healthy, active, outdoor recreation-** Getting outside isn’t just fun, it’s essential to our well-being. Countless studies show that both exercise and spending time outdoors help promote physical and mental health. Access to singletrack trails in Big Slough Preserve helps community members to engage in activities that contribute positively to their health and quality of life.
- **Multi-use versatility-** The versatility of singletrack trails makes them appreciated by a wide assortment of user groups and skill levels. Singletrack trails increase the accessibility of natural areas for wide a variety of nature-based, activities, such as hiking, bird-watching and trail running. Additional singletrack trails within the Big Slough Preserve will also increase the appeal of the Carlton Reserve by providing an additional destination adjacent to the park.
- **Economic Benefits-** Singletrack attracts new residents, improves retention of residents in community and facilitates commerce at local businesses. Local retailers with opportunity to directly benefit from singletrack trails in south Sarasota County:
- **Low Installation & Maintenance Costs-** SCORR will build and maintain trails at no cost to Sarasota County.
- **Low Ecological Impact-** Singletrack trails are an intentionally-designed immersive experience in nature. A key purpose of these trails is to provide access to the beauty of nature. Additionally, singletrack trails can help improve the ecological health of natural public areas by providing greater access to hard-to-reach areas and allow public employees and volunteers to remove invasive plant species.
- **Small footprint-** Singletrack trails tend to wind around on themselves, which allows for a substantial amount of recreational trail within relatively small areas. The expansion of the singletrack trail system in Big Slough Preserve will be designed to have minimal negative impact.
- **Utilize Existing Assets-** The natural areas within Big Slough Preserve are a natural getaway in a community that is seeing ever expanding development. These areas are a great asset to the community, and will become even more important as the County continues to grow. The expanded singletrack trail system in Big Slough Preserve will provide the community with an additional access to sections of the preserve.
- **Lower Crime-** Unused space in a community can serve as a haven for illicit activities. The installation of trails draws unwanted attention to those conducting illicit activities and often causes them to pursue their activities elsewhere. Many communities find that by building recreational trails through urban/suburban woodlands, they bring more people into the woods, and reduce the amount undesirable and illicit activities that occur in those areas.

Accommodation of multiple-use on the expanded trail network

This summary of “ways to accommodate multiple use on trails” was adapted from a US Federal Report and could be used as guidance for trails in Big Slough Preserve.

Multiple-use ("shared-use") trails are an efficient, economical, and increasingly common way to provide trail opportunities. Such trails can provide safe, high quality recreation experiences without unacceptable damage to natural resources. However, the conflicts that sometimes accompany shared use of trails can be very emotional and are not issues that managers are likely to eliminate altogether. With time, patience, commitment, and cooperation among users and between users and managers as well as diligent and aggressive planning and management, shared-use trails can be an excellent way to accommodate many types of users with minimal conflict. There is no one best way to accommodate multiple uses on the same trail while at the same time avoiding (or at least minimizing) conflicts. The literature reviewed and the trail manager input

received do provide considerable guidance. Based on this information, 12 principles are offered for minimizing conflicts on multiple-use trails.

1. Recognize Conflict -- Recreational conflict can best be understood as being attributed to another's users behavior. Therefore, trail conflicts are possible among different user groups, among different users within the same user group, and as a result of factors (*e.g.*, lack of tolerance for others) not related to a user's trail activity at all.

2. Provide Adequate Trail Opportunities -- Offer adequate trail mileage and provide opportunities for a variety of trail experiences. This will help reduce congestion and allow users to choose the conditions that are best suited to the experiences they desire. Opportunities for different trail experiences can be maximized by providing trails that vary in terms of terrain, difficulty, access, remoteness, naturalness, facilities and site management, social encounters, visitor impacts.

3. Minimize Number of Contacts in Problem Areas -- Each contact among trail users (as well as contact with evidence of others) has the potential to result in conflict. As a general rule, reduce the number of user contacts whenever possible. This is especially true in congested areas and at trailheads. Disperse use and provide separate trails where necessary after careful consideration of the additional environmental impact this may cause. Recognize that separating trail users may limit opportunities for communication, understanding, and eventual cooperation among different user groups.

4. Involve Users as Early as Possible -- Identify the present and likely future users of each trail and involve them in the process of avoiding and resolving conflicts as early as possible, preferably before conflicts occur. For proposed trails, possible conflicts and their solutions should be addressed during the planning and design stage with the involvement of prospective users. New and emerging uses should be anticipated and addressed as early as possible with the involvement of participants. Likewise, existing and developing conflicts on present trails need to be faced quickly and addressed with the participation of those affected.

5. Understand User Needs -- Determine the motivations, desired experiences and other needs of the present and likely future users of each trail. This information is critical for anticipating and managing conflicts. This process must be ongoing and will require time, patience, effort and active listening.

Accommodation of multiple-use (continued)

6. Identify the Actual Sources of Conflict -- Help users to identify the specific tangible causes of any conflicts they are experiencing. In other words, get beyond emotions and stereotypes as quickly as possible, and get to the roots of any problems that exist.

7. Work With Affected Users -- Work with all parties involved to reach mutually agreeable solutions to these specific issues. Users who are not involved as part of the solution are more likely to be part of the problem now and in the future.

8. Promote Trail Etiquette -- Minimize the possibility that any particular trail contact will result in conflict by actively and aggressively promoting responsible trail behavior. Use existing educational materials or modify them to better meet local needs.

9. Encourage Positive Interaction Among Different Users -- Trail users are usually not as different from one another as they believe. Providing positive interactions both on and off the trail will help break down barriers and stereotypes, and build understanding, good will, and cooperation. This can be accomplished through a variety of strategies such joint trail building or maintenance and forming a Trail Advisory Council.

10. Favor "Light-Handed Management" -- Use the most "light-handed approaches" that will achieve area objectives. This is essential in order to provide the freedom of choice and natural environments that are so important to trail-based recreation. Intrusive design and coercive management are not compatible with high-quality trail experiences.

11. Plan and Act Locally -- Whenever possible, address issues regarding multiple-use trails at the local level. This allows greater sensitivity to local needs and provides better flexibility for addressing difficult issues on a case-by-case basis. Local action also facilitates involvement of the people who will be most affected by the decisions and most able to assist in their successful implementation.

12. Monitor Progress -- Monitor the ongoing effectiveness of the decisions made and programs implemented. It is essential to evaluate the effectiveness of the actions designed to minimize conflicts; provide for safe, high-quality trail experiences; and protect natural resources. Conscious, deliberate monitoring is the only way to determine if conflicts are indeed being reduced and what changes in programs might be needed. This is only possible within the context of clearly understood and agreed-upon objectives for each trail area.

Existing SCORR trails in the Big Slough Preserve

Big Slough Preserve Summary- 4744 acres. Approximately 52 miles of doubletrack trails/roads. There are currently 7 miles of singletrack that have been built and are maintained by SCORR. Due to the technical nature of the Live Long and Prosper trails along the Big Slough, horses are not allowed. All users including hikers, runners, equestrians and bikers are encouraged to use the 3 mile POLR (Path of Least Resistance) Loop.

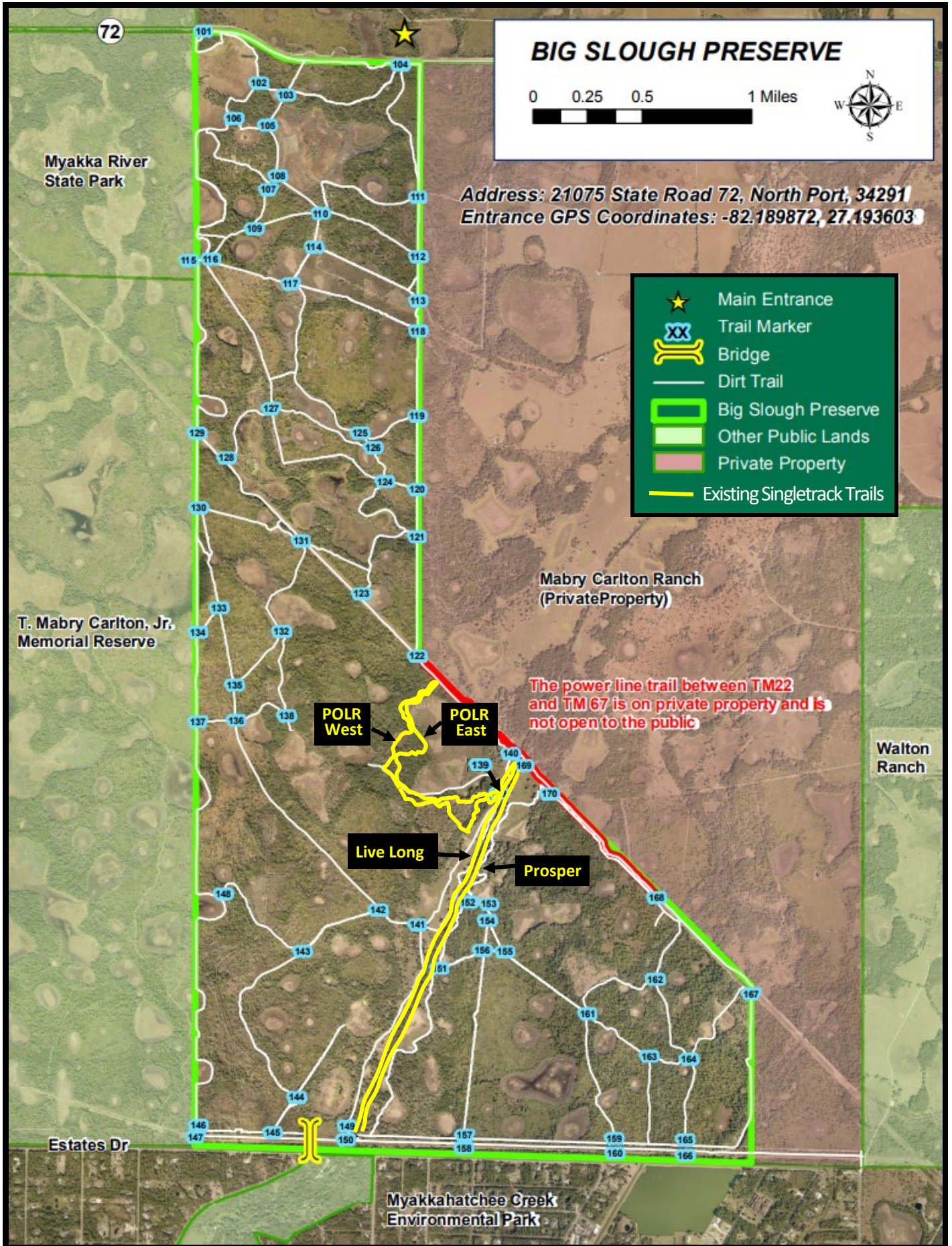
Big Slough Preserve Accessibility- The most popular and most frequently used entrance to the Big Slough Preserve is via the Bike/Ped/Equestrian Bridge from Myakkahatchee Creek Environmental Park (MCEP). There is an entrance and a parking lot just off of SR 72 on the north end of the preserve. Big Slough Preserve is also accessible from the Carlton Reserve via the North and South Powerline Trails. Access from the Walton Ranch Preserve to the east along the South Powerline Trail will be possible when the conservation easement through the Mabry Carlton Ranch private property is resolved.

Live Long and Prosper Trails- These technical singletrack trails extend along the banks of the Big Slough Canal, which is a man-made canal dating to the 1940's. Live Long, extending along the western bank of the slough, is a fun and challenging technical ride in mature oak and palm canopy on mogul hills and dips, that date back to the construction of the canal. It is generally of intermediate difficulty, and features twists, tight turns, roots, ledges in sections that seemingly overhanging the bank of the slough. Prosper, running along the eastern side of the slough, is slightly less technical but still of intermediate difficulty, and a somewhat faster ride with features similar to Live Long. You can ride or hike each of these trails out and back separately for a total of nearly 8 miles of sweet singletrack. Or for the more adventure-some, when water levels are suitably low, the water crossing at the North end can be ridden or waded across to form a 4 mile single loop ride.

POLR (Path of Least Resistance) - The POLR trail is open for all users including hiking, biking, and equestrian use. POLR trail begins at marker post #139 to the southwest of the north end of Live Long . It provides a 3.0 mile singletrack loop with a connection to the North Power Line Trail. POLR can either be ridden as an out and back or a loop. The POLR trail winds thru oak and pine canopy.

Seasonality of Existing Trails- During the summer rainy season the Big Slough Canal can overflow it's banks. When this occurs Big Slough Preserve all of the single and double track trails may be closed to public use.

Trail Maintenance- SCORR maintains the existing network of singletrack trails in the Big Slough Preserve.



Proposed Trail System Expansion for Big Slough Preserve

The following page contains a conceptual map of potential routes for the expanded network of singletrack trails in Big Slough Preserve. A phased approach to building the potential routes is presented.

Phase 1 focuses on the addition of singletrack trails on the east and west sides of the Big Slough Canal in order to create loops that connect to the existing Live Long and Prosper trails.

Phase 2 focuses on trail opportunities on the berms of other man made drainage canals in the Preserve.

Phase 3 focuses on other loop opportunities in the southern section of the preserve.

Phase 4 focuses on the future development in the northern section to connect to the parking lot on SR 72. There are not any conceptual Phase 4 routes designated on the following map.

The phase level of the trails are designated on the following map by a number within an orange dot. This map was designed with the intention of communicating the general idea of the proposed trail system, and should not be considered the actual routes of the completed trail system.

The primary intention of this conceptual map is to demonstrate that the trails will be located in the wooded and prairie sections of the park and will avoid wetlands.

Since singletrack trail conforms to the natural terrain, it is very difficult to provide an accurate map of the trail prior to the on-the-ground design.

Once the design phase of trail expansion begins, it will be possible to create an map of the actual route of the trail. At that time the trail alignment will be marked with pink flags. SCORR will submit the alignment to Sarasota County for “ground proofing” and approval before beginning actual construction of the trail.

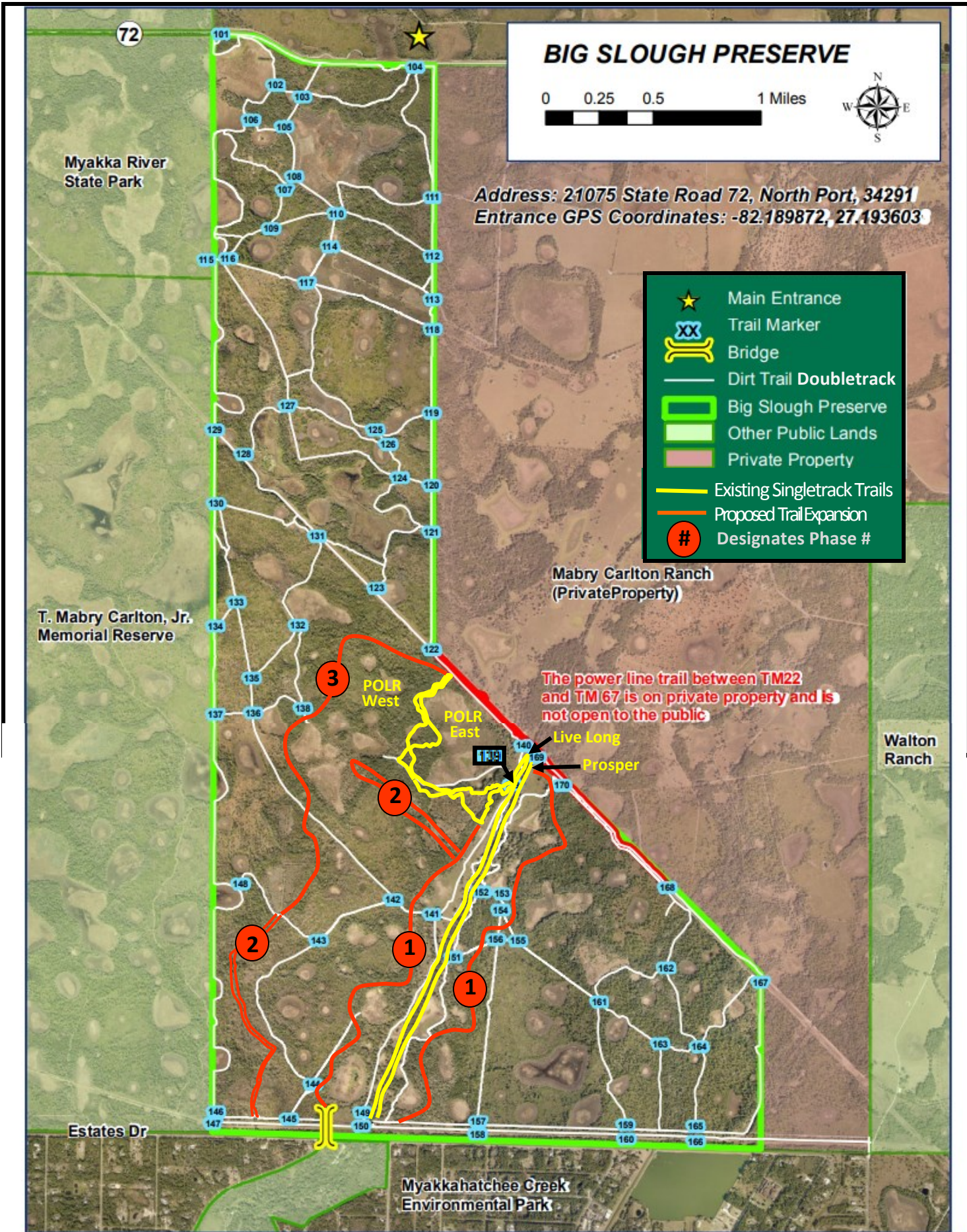
Installation Cost

Singletrack trail installation is a labor-intensive activity that, when contracted by a private trail building organization, can cost tens of thousands of dollars per mile of trail. The premier trail building firm in the USA (Trail Solutions) charges approximately \$11,000 per mile to design and build beginner-level trails. SCORR has agreed to provide a similar level of service at no cost to Sarasota County.

SCORR’s primary fund raising mechanism is their annual “Piggy’s Revenge” off road cycling event that is held in January. These funds allow SCORR to pay for professional consultation, when needed, and provide ongoing trail maintenance at no cost to Sarasota County.

Difficulty level

Mountain bike trail systems often utilize a difficulty rating system similar to those used in cross country and downhill skiing. According to the scale used by IMBA, the proposed trail system in Big Slough Preserve will have a difficulty rating in the Green Circle (“Easy”) to Blue Square (“More Difficult”) range.



Concerns Regarding Singletrack Trails

A number of concerns arise surrounding the installation and use of singletrack. This section seeks to provide accurate and research-based information about those concerns:

- **Trail Costs:**

One concern is whether Sarasota County will need to pay for trail construction and maintenance. SCORR will arrange trail design, complete construction utilizing a volunteer workforce and perform routine trail maintenance. Where necessary (for example for trailhead kiosk and trail signs) SCORR will acquire funding through grants and/or fundraising.

- **Environmental Concerns:**

There are some misconceptions that trail construction damages trees or creates erosion. SCORR will construct the trails to meet the criteria specified in the Sarasota County Trails Master Plan. SCORR agrees to abide by IMBA trail building standards to prevent damage to the environment. IMBA standards have been scientifically tested and have been proven to minimize ecological impact.

- **Impacts to Wildlife:**

Some fear that the use of the trail will scare away the wildlife. Singletrack trails marginally impact the environment and research suggests that this disruption has minimal effect on wildlife; often wildlife will actually utilize the trails.

- **Automobile Parking & Bicycle Accessibility:**

The existing automobile parking lot at the Myakkahatchee Creek Environmental Park (MCEP) will provide space for trail users who choose to drive to access the trails. Some riders may choose to incorporate the Big Slough Preserve network into larger loops starting in the Carlton Reserve. SCORR will provide information on the existing trail kiosk at the Carlton Reserve to inform users of the Big Slough Preserve trails..

Proposed Timeline

April 2018- Introduce the “Proposal for the Expansion of the Singletrack Trail Network at Big Slough Preserve” to Sarasota County Parks, Recreation and Natural Resources.

————- After approval of the trail expansion concept, SCORR will mark the actual routes for the Phase 1 trails and provide a GPS track.

————- The actual routes will be “Ground Truthed” by Sarasota County as part of the approval process for each of the trail alignments.

————- After approval of the actual Phase 1 trail alignments, SCORR will build the Phase 1 trails.

————- The same process will be followed for additional Phases of trails.

From completion of the trail building phase onward:

- SCORR performs routine trail maintenance.
- SCORR will post “Trail Closed” signs when wet conditions exist that prevent trail usage.
- There will be an on-going and open communication between SCORR and Sarasota County.
- SCORR will request approval from Sarasota County for any major trail improvement projects.
- Sarasota County will contact SCORR with issues regarding the trails (complaints, etc.) and provide an opportunity for SCORR to help resolve those issues.

Conclusion Statement in the Sarasota County Trails Master Plan

The project to expand the singletrack trail network at the Big Slough Preserve is the kind of project that the conclusions statement in the “Sarasota County Trails Master Plan” is suggesting.

4.5 Conclusions (from Page 38 of the “Sarasota County Trails Master Plan”)

Not all trail projects are captured through master planning efforts. As communities develop and change overtime, so do community priorities. Thus, the County should consider additional future projects that should be considered for prioritization after this plan has been updated.

Improvements not captured within this regionally focused plan, such as singular use trails which require coordination or implementation by non-county entities should be considered on an opportunistic basis. The County should consider partnerships whenever possible to ensure that all trail types are provided to develop trails which may not need capital improvements programming.

Existing singletrack trails that SCORR has built and maintains.

SCORR has built and maintains over 21 miles of singletrack trails on Sarasota County environmental lands and an additional 5 miles of trails at Myakka State Forest off of East River Road.

Carlton Reserve- The Carlton Reserve consists of 24,500 acres and over 100 miles of doubletrack trails and roads. SCORR's Boldlygo Trail is 9.5 miles of singletrack, that when combined with the Red Trail Return doubletrack creates a 13 mile loop.

Big Slough Preserve Trail Network- The Big Slough Preserve consists of 4744 acres and over 50 miles of doubletrack trails. Including Live Long, Prosper and POLR, SCORR has built 7 miles of singletrack in the preserve.

Lincer Preserve- SCORR's most recent trail building project is just south of the Carlton Reserve at the Lincer Preserve. The 5 mile long South of Border Trail loop is accessible just across Border Road at the .6 mile point of Boldlygo.

Myakka State Forest- SCORR's Palmetto Trail is a 5 mile out and back singletrack from the Myakka State Forest parking lot off of East River Road. You can ride the Palmetto Trail from the parking lot to the river and back for a 10 mile experience.

Boldlygo
9.5 miles of singletrack plus the Red Trail return for a 13 mile loop at the Carlton Reserve.

25 Miles of Trails and Building!

Live Long, Prosper and POLR
7 miles of singletrack at the Big Slough Preserve.

POLR Loop
Path of Least Resistance
Total length: 3 Miles
Horses are allowed on this trail

South of Border Trail
The South of Border Trail is a 5 mile loop that is accessible from the Carlton parking lot.

Lincer Singletrack
This 5 mile loop, approved by Sarasota County in 10/2016, is the newest trail built by SCORR. The trail is accessible from the Carlton Reserve parking lot. The trail is 5 miles long and has been approved for equestrian use. (Schedule 10/16/18)

Palmetto Trail
5 miles of singletrack at the Myakka State Forest. Ride it as an out and back to the river for 10 miles.

Existing SCORR singletrack trail projects

These trails do not build or maintain themselves. Ask us how you can help.

More information is available at www.SCORRider.com or at www.BikeVeniceFlorida.com

Contact Information:

For additional information, please contact:

Steve Christian

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580 705-0011

This proposal can be found online at www.bikeveniceflorida.com in the “Proposal for Expansion of Big Slough Singletrack” section.

Current SCORR Board of Directors:

Eric Claessens (President)

Randy Hurley

Tom Obermeier

John McCoy

Steve Christian

Acknowledgements:

This proposal was created using a variety of resources and reference materials from online sources and otherwise. We do recognize and conform to the principles that are stated in the Sarasota County Trails Master Plan. We make no claim that the content of this document is original or unique. Specifically, much of content & organization for this proposal was taken from the Sun Prairie Bicycle Advisory Group and Capital Off Road Pathfinders proposal for a singletrack trail at Sheehan Park in Sun Prairie, WS. We acknowledge their contribution to this document and thank them for their cooperation. The summary of “ways to accommodate multiple use on trails” was adapted from a US Federal Report.

Photos of SCORR singletrack trails and activities



The Enchanted Forest on POLR



Boldlygo with Charles Hines



Rolling on Live Long



Kids love riding singletrack



A workday is a family affair



Prosper just north of MCEP



Palmetto Trailhead briefing at Myakka State Forest



Natural trails are for everybody



Taking a well deserved break



Building bridges



Before....



After.....



The trail is taking shape



Singletracking on Prosper