



SECTION 34. PUBLIC WORKS DEPARTMENT

34.15 SEMINOLE COUNTY STATE ROAD 13 – FLAGLER TRAIL

A. PURPOSE. Provide historical facts and identify uses of the Seminole County acquired abandoned railroad right-of-way (ROW) known as State Road 13 in 1984 and currently known as Flagler Trail.

B. HISTORY.

(1) State Road 13 (Flagler Trail) is located in eastern Seminole County traversing the entire width of the County north to south. The ROW extends from Orange County, running parallel to County Road 419, crossing the Econlockhatchee River and passing northeasterly through Geneva to the St. John’s River north of Lake Harney.

(2) Seminole County acquired the abandoned ROW in 1984 from Florida Department of Transportation (FDOT). Resolution 84-R-47 identifies that the Board of County Commissioners determined that it is in the public interest to reserve this ROW for public purposes such as, and not limited to, roadways, drainage and land for other County facilities. This ROW is deemed important for possible integration into Seminole County’s Open Space and Recreation System as pedestrian, equestrian and bicycle trails and natural resource access area.

(3) Once a continuous ROW, numerous segments of the ROW were dedicated to private owners by FDOT prior to abandonment in 1984. Gaps extend from one lot to two (2) miles. Historical uses and obstructions within the ROW include access to residences and property, “cross-overs” from residences to adjoining roadways and fence barricades. Specific segments of the ROW are used as the sole access to residences.

(4) In 1990, St. John’s River Water Management District Board authorized the purchase of 2,100 acres of the Econlockhatchee River CARL Acquisition Project.

(5) In January 1990, the Board of County Commissioners received a letter from Central Florida Commuter Rail Authority requesting that Seminole County make no use of or dispose of abandoned rail lines. This request was made in support of potential use of such corridors for mass transit facilities.

C. EXISTING CONDITIONS. Trail corridor was divided into four (4) segments due to its length and changing use and character of the right-of-way property. For each segment there are three (3) primary options for use.

(1) Access – ROW access to private properties.

(2) Rail Relocation – of the CSX freight lines by Commuter Rail Authority.

(3) Trail – continued designation as part of the Florida Trail and potential expanded trails through coordination with the Florida Trail Association and Rails to Trails Conservancy.



D. TRAIL SEGMENTS.

(1) Segment 1 – located from Orange County line north parallel to County Road 419 to the south edge of Chuluota.

(a) Access: Use of this segment for future public access is not recommended due to the segmented ownership patterns. Historical uses of the segment as a roadway shall continue to be permitted.

(b) Rail Relocation: Proposed relocation of the CSX Freight Line is not recommended due to segmented ownership and incompatibility with adjacent uses.

(c) Trail: Continue use of this segment as a part of the Florida Trail System. This would provide a trail system between existing County park facilities connecting Lake Mills, Spring Hammock and the future Econlockhatchee River area.

(2) Segment 2 – located north of Chuluota to State Road 426 and represents the largest segment of ROW remaining relatively undisturbed.

(a) Access: Due to environmental constraints, existing trail uses and proposed acquisition area, use of this property for roadway access shall be restricted to historical uses.

(i) If paved access is permitted, limit to the existing graded roadway adjacent to existing borrow permit, with no further northern access and retention of a continuous trail.

(ii) If paved access further to the north is permitted, that access extends no further than the CARL Acquisition Area Boundary. A continuous tract within the ROW shall be retained if any paved access is provided.

(b) Rail Relocation: Continue to work with Commuter Rail Authority to identify alternative corridor options.

(c) Trail: Continue to designate this segment as part of the Florida Trails. Continue coordination with the Florida Trail for maintenance and pursue designation as a National Scenic Trail.

(d) Other Concerns:

(i) Support efforts to eliminate dumping sites along entire State Road 13 corridor, particularly Segment 2.

(ii) Identify options to limit access to those portions not used as a roadway and alternative to ensure ROW maintenance.

(iii) Development of properties adjacent to Segment 2 of property to retain an opaque vegetated buffer with no direct access to existing trail. Open space areas shall be located adjacent to the portion of ROW used as a trail.

(3) Segment 3 – this portion of the ROW extends from State Road 426 through Geneva northeast to Harts Grove Subdivision.



(a) This is the most disjointed section of ROW with a large segment under private ownership and several existing roadway uses.

(b) On the southern border, Seminole Woods acquired private ownership of a two (2) mile segment, precluding use of the property as a continuous north-south ROW.

(c) North of Seminole Woods to Hart Grove, the ROW is under County ownership and is currently used for access to residences and properties. Several segments of ROW within the Geneva area are designated with different names other than State Road 13 and with inconsistencies there is a potential for addressing and emergency 911 problems.

(i) Access: No objection to future use for public roadway access.

(ii) Rail Relocation: Segment is not under consideration for rail line relocation.

(iii) Trail: This segment of ROW shall incorporate a recreational/trail corridor connecting to adjoining segments.

(4) Segment 4 – This segment extends from Harts Grove to the St. John’s River and is owned by the County. No direct access to the ROW is required and several residences cross over the ROW to access Osceola Road.

(a) Access: Public roadway needs within this part of the County are limited. Continue unpaved access with no obstructions for adjacent properties.

(b) Rail Relocation: Not under consideration for relocation of rail lines.

(c) Trail: Designate for future recreational trail use.

E. NON-USE OF ROW. If the ROW is not used for the purposes stated herein, then the ROW shall be returned to the Florida Department of Transportation.

F. SPECIAL INTEREST. In Segment 2, if paved access to the north is permitted, that access extend no further than the CARL Acquisition Area Boundary and that a continuous trail within the ROW shall be retained if paved access is provided.

G. AUTHORITY. Resolution 84-R-47 dated March 1, 1984
State Road 13 BCC Work Session dated July 30, 1990
Above documents on file in the County Attorney’s Office
Resolution 2012-R-107 adopted June 12, 2012