Northeast Florida Regional Multi-Use Trails Master Plan

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Prepared for:

North Florida Transportation Planning Organization  
960 North Jefferson Street  
Jacksonville, FL 32209  
(904) 306-7500 | www.northfloridatpo.com

Prepared by:

ATKINS

Member of the SNC-Lavalin Group

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ACKNOWLEDGEMENTS

Technical Advisory Committee

Derek Reeves, City of Atlantic Beach
Shane Corbin, City of Atlantic Beach
Kelly Gibson, City of Fernandina Beach
Nan Voit, City of Fernandina Beach
Amy Ingles, City of Jacksonville
Colin Moore, City of Jacksonville
Heather Ireland, City of Jacksonville Beach
Scott Korengay, City of Keystone Heights
Lynn Rutkowskie, City of Keystone Heights
Amanda Askew, City of Neptune Beach
Sarah Campbell, City of Orange Park
Reuben Franklin, City of St. Augustine
Ed Lehman, Clay County
Carolyn Morgan, Clay County
Kimberly Morgan, Clay County

Justin Pierce, Clay County
T. Chereese Stewart, Clay County
Don Morgan, Florida Department of Environmental Protection Office of Greenways and Trails
Derek Dixon, Florida Department of Transportation
Autumn Martinage, Florida Department of Transportation
Kailey Saver, Nassau County
Lorelai Jacobs, Nassau County
Taco Pope, Nassau County
Casey Keough, St. Johns County
Phong Nguyen, St. Johns County
Jan Trantham, St. Johns County
Heather Stahl, St. Johns County
Rodney Cooper, St. Johns County

Non-Staff Stakeholder Groups and Committees

Chris Rodatz, Clay County Bike, Blueways, and Trails Committee
Chris Burns, North Florida Bicycle Club
Paul Haydt, East Coast Greenway

Phil Scanlan, Friends of the Amelia Island Trails
Mark Atkins, North Florida Bicycle Club
Heather Neville, VeloFest

North Florida Transportation Planning Organization Staff

Denise Bunnewith
Elizabeth De Jesus

Marci Larson

Consultant Staff

Rebecca Dennis, AICP
Wiley Page, AICP
Phil Shad, AICP
# Table of Contents

1.0 **INTRODUCTION AND BACKGROUND** ................................................................. 1

1.1 Previous Planning Efforts ......................................................................................... 4

2.0 **EXISTING CONDITIONS ANALYSIS** .................................................................. 17

2.1 Existing and Planned Regional Trails ....................................................................... 17

3.0 **NORTH FLORIDA TPO REGIONAL NETWORK TRAILS** ................................. 23

3.1 Overall Regional Network ....................................................................................... 25

3.2 Clay County Network ............................................................................................. 28

3.3 Duval County Network .......................................................................................... 38

3.4 Nassau County Network ......................................................................................... 48

3.5 St. Johns County Network ...................................................................................... 56

4.0 **CONCLUSION AND NEXT STEPS** .................................................................. 66

## Appendices

Appendix A: Supplemental Map Series

Appendix B: FDOT Long Range Estimating System Report Cost-Per-Mile

Appendix C: Local Staff Meeting Memos
LIST OF FIGURES

FIGURE 1-1 STUDY AREA...........................................................................2
FIGURE 2-1 FGTS NETWORK, NORTHEAST ........................................18
FIGURE 2-2 EAST COAST GREENWAY, NORTHEAST FLORIDA .........................19
FIGURE 2-3 NORTHEAST FLORIDA EXISTING TRAILS...............................21
FIGURE 3-1 TPO NETWORK TRAILS, REGION........................................26
FIGURE 3-2 OVERALL NETWORK, EXISTING AND PROPOSED..........................27
FIGURE 3-3 OVERALL CLAY COUNTY NETWORK ..................................30
FIGURE 3-4 SOUTHWEST CLAY COUNTY.............................................31
FIGURE 3-5 WEST CENTRAL CLAY COUNTY .........................................32
FIGURE 3-6 NORTHWEST CLAY COUNTY .............................................33
FIGURE 3-7 CENTRAL CLAY COUNTY ..................................................34
FIGURE 3-8 NORTHEAST CLAY COUNTY ............................................35
FIGURE 3-9 EAST CENTRAL CLAY COUNTY .........................................36
FIGURE 3-10 SOUTHEAST CLAY COUNTY ...........................................37
FIGURE 3-11 OVERALL DUVAL COUNTY NETWORK ................................41
FIGURE 3-12 NORTHEAST DUVAL COUNTY ......................................42
FIGURE 3-13 SOUTHEAST DUVAL COUNTY .........................................43
FIGURE 3-14 SOUTH DUVAL COUNTY ..................................................44
FIGURE 3-15 SOUTHWEST DUVAL COUNTY ........................................45
FIGURE 3-16 CENTRAL DUVAL COUNTY ...............................................46
FIGURE 3-17 NORTH CENTRAL DUVAL COUNTY ....................................47
FIGURE 3-18 OVERALL NASSAU COUNTY NETWORK ................................50
FIGURE 3-19 AMELIA ISLAND SOUTH ................................................51
FIGURE 3-20 AMELIA ISLAND NORTH ................................................52
FIGURE 3-21 CENTRAL NASSAU COUNTY ............................................53
FIGURE 3-22 NORTHWEST NASSAU COUNTY .......................................54
FIGURE 3-23 SOUTHWEST NASSAU COUNTY .......................................55
FIGURE 3-24 OVERALL ST. JOHNS COUNTY NETWORK ...............................58
FIGURE 3-25 SOUTHWEST ST. JOHNS COUNTY .....................................59
FIGURE 3-26 SOUTHEAST ST. JOHNS COUNTY .......................................60
FIGURE 3-27 EAST CENTRAL ST. JOHNS COUNTY ..................................61
FIGURE 3-28 WEST CENTRAL ST. JOHNS COUNTY ..................................62
FIGURE 3-29 NORTHWEST ST. JOHNS COUNTY .....................................63
FIGURE 3-30 NORTHEAST ST. JOHNS COUNTY .....................................64

LIST OF TABLES

TABLE 1-1 PREVIOUS PLANNING DOCUMENTS ........................................4
TABLE 3-1 COST ESTIMATES ....................................................................24
TABLE 3-2 CLAY COUNTY TRAIL NETWORK ..........................................29
TABLE 3-3 DUVAL COUNTY TRAIL NETWORK .........................................39
TABLE 3-4 NASSAU COUNTY TRAIL NETWORK ......................................49
TABLE 3-5 ST. JOHNS COUNTY TRAILS ...............................................57
<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>C2C</td>
<td>Core to Coast</td>
</tr>
<tr>
<td>D2</td>
<td>Florida Department of Transportation District 2</td>
</tr>
<tr>
<td>ECG</td>
<td>East Coast Greenway</td>
</tr>
<tr>
<td>FAST Act</td>
<td>Fixing America's Surface Transportation Act</td>
</tr>
<tr>
<td>FCE</td>
<td>First Coast Expressway</td>
</tr>
<tr>
<td>FDEP</td>
<td>Florida Department of Environmental Protection</td>
</tr>
<tr>
<td>FDOT</td>
<td>Florida Department of Transportation</td>
</tr>
<tr>
<td>FEGN</td>
<td>Florida Ecological Greenways Network</td>
</tr>
<tr>
<td>FGTS</td>
<td>Florida Greenways and Trails System</td>
</tr>
<tr>
<td>FHWA</td>
<td>Federal Highway Administration</td>
</tr>
<tr>
<td>GCS</td>
<td>Green Cove Springs</td>
</tr>
<tr>
<td>GTM</td>
<td>Guana Tolomato Matanzas Estuarine Research Reserve (GTM)</td>
</tr>
<tr>
<td>LOS</td>
<td>Level of Service</td>
</tr>
<tr>
<td>LRTP</td>
<td>Long Range Transportation Plan</td>
</tr>
<tr>
<td>MPO</td>
<td>Metropolitan Planning Organization</td>
</tr>
<tr>
<td>OGT</td>
<td>Office of Greenways and Trails</td>
</tr>
<tr>
<td>PD&amp;E</td>
<td>Project Development and Environment</td>
</tr>
<tr>
<td>ROW</td>
<td>Right-of-Way</td>
</tr>
<tr>
<td>RTP</td>
<td>Regional Trails Program</td>
</tr>
<tr>
<td>SJC</td>
<td>St. Johns County</td>
</tr>
<tr>
<td>SJR2C</td>
<td>St. Johns River to Sea</td>
</tr>
<tr>
<td>SRTS</td>
<td>Safe Routes to School</td>
</tr>
<tr>
<td>STBG</td>
<td>Surface Transportation Block Grant</td>
</tr>
<tr>
<td>SUN</td>
<td>Shared-Use Network</td>
</tr>
<tr>
<td>TAC</td>
<td>Technical Advisory Committee</td>
</tr>
<tr>
<td>TAP</td>
<td>Transportation Alternatives Program</td>
</tr>
<tr>
<td>TIP</td>
<td>Transportation Improvement Plan</td>
</tr>
<tr>
<td>TPO</td>
<td>Transportation Planning Organization</td>
</tr>
<tr>
<td>UNF</td>
<td>University of North Florida</td>
</tr>
</tbody>
</table>
EXECUTIVE SUMMARY

The North Florida Transportation Planning Organization (North Florida TPO) commissioned Atkins with the task of documenting the multi-use trail planning efforts throughout the North Florida TPO region consisting of Clay, Duval, Nassau, and St. Johns counties. The purpose of this task is to identify a regionally-endorsed network of trails that can be used as a tool towards applying for competitive funding and grant opportunities. As a result, a network consisting of 570 miles of proposed trails across the four-county region was identified and documented in this report.

When developing the regional trail network, emphasis was placed on trails that would be potentially eligible for currently available state funding opportunities, such as Shared Use Network (SUN) Trail funding. The SUN Trail program provides funding for the development of a statewide system of paved multi-use trails that are physically separated from vehicular traffic. Generally, SUN Trail funded projects are 12 feet wide, asphalt, multi-use trails. In some areas of extreme constraints such as bridges or environmentally sensitive lands, a SUN Trail funded project may be as narrow as eight feet wide. Therefore, trails identified within this documented are envisioned to be off-road, paved, multi-use trails approximately eight to twelve feet wide to maximize SUN Trail funding eligibility.

Planning Process

The planning process used in the development of this document included a review of previous trail planning efforts, identification of planned and existing trails, guidance from a technical advisory committee, and meetings with local staff representatives.

The first step in the process was collecting the data for the base network of existing trails, such as the Jacksonville Baldwin Rail Trail in Duval County and the Amelia Island Trail in Nassau County. Then, planned trail alignments in previous planning documents were compiled, such as future trails identified in the Florida Greenways and Trails System (FGTS) or the East Coast Greenway (ECG). Once this base network was established, meetings were held with staff from each county to add and revise trails with an emphasis on larger, regional connections creating the trail network.

A Technical Advisory Committee (TAC) guided the planning process. The TAC was comprised of staff representatives from each county. Two meetings of the TAC were held at the North Florida TPO offices. These meetings provided the opportunity for collective input on the trail network and the planning process.

North Florida TPO Trail Network

The results of the planning process yielded the North Florida TPO Trail Network (TPO Network) consisting of approximately 570 miles of proposed trails. The TPO Network is identified and described in this document geographically by region and by county and is available as a GIS shapefile from the North Florida TPO.

Long Range Transportation Plan

Trail projects from this document will be considered in the 2045 Long Range Transportation Plan (LRTP). The LRTP identifies transportation projects and programs needed to enhance and maintain mobility throughout the region. A key goal of the 2045 LRTP is to provide mobility choices and the development of a regional multi-use trail network is seen as an expansion of mobility choices for the residents and visitors to the First Coast.
1.0 INTRODUCTION AND BACKGROUND
1.0 INTRODUCTION AND BACKGROUND

The North Florida Transportation Planning Organization (North Florida TPO) tasked Atkins with creating a Northeast Florida Regional Multi-Use Trail Master Plan in the fall of 2018. The purpose of the plan is to coordinate the existing multi-use trail planning efforts across Clay, Duval, Nassau, and St. Johns counties with other state and regional plans. The end result is this master planning document that is intended to serve as guidance for paved multi-use trail implementation consistent with current state funding opportunities and programs such as the Shared-Use Network (SUN) Trail program. This document will also be incorporated in the 2045 Long Range Transportation Plan (LRTP) for the North Florida TPO region.

This document is organized into the following sections:

- **1.0 Introduction and Background**: Provides the context of the plan including general background information, study area, scope, and study process.
- **2.0 Existing Conditions Analysis**: Summarizes the results of the existing conditions analysis including an inventory of existing and planned trails.
- **3.0 North Florida TPO Regional Network Trails**: Presents the trails within the region identified through the planning process. Includes individual county profiles and trail summaries.
- **4.0 Conclusion and Next Steps**: Summarizes the Northeast Florida Regional Multi-Use Master Plan and discusses next steps.

BACKGROUND

The North Florida TPO is responsible to distribute and manage certain transportation funds for the four-county region in northeast Florida. In recent years, there have been several requests within the region for trail planning support. This plan is intended to identify the multi-use trail planning efforts on a regional scale in order to effectively coordinate future trail planning and funding.

STUDY AREA

The study area for this plan is the four-county North Florida TPO region covering Clay, Duval, Nassau, and St. Johns counties. A map of the study area is displayed in Figure 1-1.

SCOPE

Consistent with SUN Trail guidelines, the scope of this plan is limited to off-road, paved, multi-use trails approximately eight to twelve feet wide connecting to larger networks. Larger networks include: the Florida Greenways and Trails System (FGTS) opportunity and priority trails, the East Coast Greenway (ECG), trails that make cross-county connections and cross-state connections, or trails that otherwise serve the region.

This plan does not include on-road, isolated bicycle and pedestrian systems. The types of systems not within the scope of the study include: routes of primarily bike lanes, wayfinding-only routes, trails intended for equestrian use and routes that do not connect to regional systems.

STUDY PROCESS

The study process included an existing conditions analysis, Technical Advisory Committee meetings, and meetings with each county to refine the network of regional trails.
Figure I-1 Study Area
The study was guided by a Technical Advisory Committee (TAC) comprised of staff representatives from each county and municipality throughout the region as well as other state and local agencies. The TAC consisted of representatives from the following:

- City of Atlantic Beach
- City of Green Cove Springs
- City of Fernandina Beach
- City of Jacksonville
- City of Jacksonville Beach
- City of Keystone Heights
- City of Neptune Beach
- City of Orange Park
- City of St. Augustine
- City of St. Augustine Beach
- Clay County
- Florida Department of Environmental Protection Office of Greenways and Trails
- Florida Department of Transportation
- Nassau County
- St. Johns County
- Town of Baldwin

In addition to the TAC, the following local citizen and stakeholder groups participated in plan development:

- Clay Bike, Blueways and Trails Committee
- East Coast Greenway
- Friends of Amelia Island Trails
- North Florida Bike Club
- VeloFest

**Group TAC Meetings**

The TAC met collectively October 10, 2018 and January 23, 2019 in the North Florida TPO Board Room. The purpose of the October meeting was to provide a project overview including the scope and purpose, discuss data availability and needs, and project schedule. The purpose of the January meeting was to: provide a status update of the project, present the county overviews of the trail system, discuss cross-county connections and project next steps.

**Local Staff Meetings**

In addition to the group TAC meetings, supplemental meetings were held at each county with local staff, North Florida TPO staff and the consultant. These meetings were held the following dates hosted at the local county offices:

- Nassau County, November 14, 2018
- Clay County, November 16, 2018
- St. Johns County, November 29, 2018
- Duval County, December 19, 2019

Prior to the meetings, local staff received a map series packet and memo summarizing the current existing and planned trail system. During the meetings, local staff provided map edits, revisions, and alignments for the North Florida TPO Network along with their priority trails. After the meetings, staff received a summary memo and revised map series presenting the findings and results of the meeting for comment and approval of the draft trail system. These memos are provided in the appendix.
1.1 PREVIOUS PLANNING EFFORTS

Previous planning documents were reviewed for guidance in developing this plan. The document review focused on goals and objectives that support trail master plans, specific design guidelines and community policies, and identifying key connections, destinations, and priority trail improvements. The previous planning documents reviews are listed in Table 1-1 and further summarized in this section.

<table>
<thead>
<tr>
<th>Study Name</th>
<th>Year</th>
<th>Geography</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Florida Greenways and Trails System Plan 2019-2023 (Draft)</td>
<td>2018</td>
<td>Statewide</td>
<td>Outlines the vision for Florida's Greenways and Trails System.</td>
</tr>
<tr>
<td>Implementing Florida's SUN Trail Program</td>
<td>2018</td>
<td>Statewide</td>
<td>Provides guidance for implementing the SUN Trail program.</td>
</tr>
<tr>
<td>FDOT Bike/Ped Gap Study</td>
<td>2018</td>
<td>FDOT D2</td>
<td>Assesses existing bike/ped system gaps.</td>
</tr>
<tr>
<td>Jacksonville Pedestrian and Bicycle Master Plan</td>
<td>2017</td>
<td>Jacksonville</td>
<td>Creates a ‘roadmap’ to close bicycle gaps in the City of Jacksonville.</td>
</tr>
<tr>
<td>Multi-Use Trail Planning Study: SR 207 to Ponte Vedra</td>
<td>2016</td>
<td>St. Johns County</td>
<td>Identifies a connection from existing SR 207 trail to Ponte Vedra/Duval County line.</td>
</tr>
<tr>
<td>Amelia Island Bicycle and Pedestrian Focus Area Study</td>
<td>2016</td>
<td>Amelia Island</td>
<td>Identifies network of bike/ped facilities across Amelia Island and the City of Fernandina Beach.</td>
</tr>
<tr>
<td>Downtown to Beaches Bike-Ped Connectivity Study</td>
<td>2016</td>
<td>Duval County</td>
<td>Evaluates potential bicycle connectivity options between Riverside/San Marco and the Beaches.</td>
</tr>
<tr>
<td>Beaches Bicycle and Pedestrian Focus Area Study</td>
<td>2016</td>
<td>Duval County</td>
<td>Identifies bicycle and pedestrian facilities for the beach communities of Duval County.</td>
</tr>
<tr>
<td>Bicycle &amp; Pedestrian Plan, Regional Update</td>
<td>2016</td>
<td>Regional</td>
<td>Documents the progress made from the 2013 plan and identify the next steps.</td>
</tr>
<tr>
<td>Orange Park Bicycle and Pedestrian Sub-Area Plan</td>
<td>2016</td>
<td>Orange Park</td>
<td>Analyzes the existing bicycle and pedestrian network and identify areas for improvement.</td>
</tr>
<tr>
<td>Riverside/San Marco Bike/Ped Focus Area Study</td>
<td>2016</td>
<td>Riverside/ San Marco</td>
<td>Identifies network of bike/ped facilities in and around the Riverside and San Marco.</td>
</tr>
<tr>
<td>2030 Recreation Master Plan: A Strategic Plan of Action</td>
<td>2016</td>
<td>Nassau County</td>
<td>Policy plan for Nassau County’s future recreation facilities.</td>
</tr>
<tr>
<td>Transportation Alternatives (TA) Set-Aside Implementation Guidance</td>
<td>2016</td>
<td>Nationwide</td>
<td>Provides information on funding, eligible activities, and requirements of the TA Set-Aside, including the Recreational Trails Program (RTP).</td>
</tr>
<tr>
<td>North Florida TPO Bicycle and Pedestrian Plan</td>
<td>2013</td>
<td>Regional</td>
<td>Guiding document for improved bicycle and pedestrian facilities throughout the region.</td>
</tr>
<tr>
<td>Bicycle Plan for St. Augustine, Florida</td>
<td>2011</td>
<td>St. Augustine</td>
<td>Provides steps to improve bicycling in St. Augustine.</td>
</tr>
<tr>
<td>Jacksonville Multimodal Transportation Study</td>
<td>2011</td>
<td>Jacksonville</td>
<td>Replaces the transportation concurrency management system with a mobility approach.</td>
</tr>
<tr>
<td>First Coast Regional Greenways &amp; Trails Plan</td>
<td>2006</td>
<td>Regional</td>
<td>Plan to serve as a ‘greenprint’ for the expansion of the greenways network for the region.</td>
</tr>
<tr>
<td>St. Johns County Greenway, Blueway, &amp; Trails Master Plan</td>
<td>2003</td>
<td>St. Johns County</td>
<td>Plan for future land and water recreational opportunities.</td>
</tr>
</tbody>
</table>
**FLORIDA GREENWAYS AND TRAILS SYSTEM PLAN 2019-2023 (DRAFT)**

**Prepared for:** Florida Department of Environmental Protection Office of Greenways and Trails

**Synopsis:** Outlines the vision for Florida’s Greenways and Trails System both on land and water further defining the role of the System in advancing Florida’s economy, tourism, health, transportation choices, recreation, conservation, and quality of life.

**Relevant Findings:**

- **Strategy** is to identify and delineate long distance regional trails within the Florida Greenways and Trails Priority System and facilitate multi-jurisdictional partnerships to support, develop, and manage these systems.
- Further refine the Land Trail Opportunity map to identify ‘Ready’ Land Trail Opportunities. To be recognized as ‘Ready’, the corridor must meet the following criteria:
  - Crosses or has the potential to cross county boundaries
  - Documented evidence of local or regional government endorsement
  - Leads to or connects to a destination which provides scenic qualities/diverse experiences
  - Provides access to conservation lands, historic, recreational, or cultural sites
  - Supports the Florida Ecological Greenways Network (FEGN)
- **Priority corridors** are the focused vision for trails. To be recognized as a priority corridor, the following criteria must be met:
  - Supports/establishes national, state or regional trail projects, plans and initiatives
  - Builds on past and programmed state and federal investments in trails (esp. with matched funds from local and private sources)
  - Includes long distance trails or provides connections between long distances trails and/or long loops to join multiple counties and population centers
  - Demonstrates broad regional and community support, especially those entities willing to commit to trail management and long-term maintenance
  - Enhances access to nature-based tourism and economic development by connecting natural, recreational, cultural and historic sites
  - Enhances connections to state parks and trails and greenways
  - Coincides with and supports FEGN priorities
  - Provides public safety by offering non-motorized use that is separated from highways
**IMPLEMENTING FLORIDA’S SUN TRAIL PROGRAM (2018)**

**Prepared for:** FDEP Office of Greenways and Trails

**Synopsis:** Provides guidance to implement of the Shared-Use Network (SUN) Trail program including program framework, funding structure, and project identification and selection criteria.

**Relevant Findings:**

- Administration of program by the Florida Department of Transportation (FDOT) Central Office SUN Trail Program Manager
- FGTS Plan sets the framework for systematically closing trail gaps and connecting priority corridors through coordinated planning efforts of both public and private partners
- Multi-use path trail defined as a paved, shared-use path typically 12-feet wide, but may vary from 10-feet to 14 feet wide
- Funding Structure:
  - Top two regional trail systems identified are the Coast to Coast Trail (C2C) and the St. Johns River-to-Sea Loop (SJR2C). These two trails receive two-thirds of the funding allocation. The remaining one-third of the funding goes to individual trail segments that close gaps in the SUN Trail network
  - Eligible project phases: all phases of project development including planning, design, right-of-way (ROW) acquisition, construction, and maintenance
  - Ineligible projects: sidewalks, nature trails, loop trails wholly within a single park or natural area, on-road facilities (bike lanes) longer than a half mile, trail amenities (bike racks, benches, etc.), landscaping, parking areas or trailheads, playgrounds, promotional or educational materials, art/sculptures
- Project Identification:
  - Local governments are encouraged to develop trail and/or bicycle-pedestrian master plans to aid with identification and prioritization of projects
  - Projects must be identified and prioritized by the Metropolitan Planning Organization (MPO), included in the Transportation Improvement Plan (TIP), and have some sort of public involvement process
- Eligibility Criteria:
  - The project will be developed as a paved, multi-use path within the SUN Trail network, including a map with project limits
  - The project is a priority of the applicable jurisdiction
  - A non-FDOT government entity is committed to the operation and maintenance of the trail
  - The project is consistent with applicable planning documents
- Selection Criteria:
  - Project connects two or more existing trails
  - Project enhances the safety of bicyclists, pedestrians, and motorists
  - Project is recognized as having regional, state, or national importance
  - Construction readiness
  - Additional financial contribution committed to the project
  - Project has a high level of documented public support
  - Project has a significant immediate impact to the quality of life by enhancing economic opportunities and providing connectivity to destinations
  - Project enhances or preserves environmental resources
  - Project includes cost-saving elements
FDOT Bike/Ped Gap Study (2018)
Prepared for: FDOT District 2 (D2)

Synopsis: Assesses the existing conditions of the district-wide bicycle and pedestrian system to determine the location of gaps in the interconnectivity of the bicycle and pedestrian facilities in the district.

Relevant Findings:

- There are nearly 60 miles of shared use paths within ‘the apparent ROW’ of state roadways across the 10 counties in D2. Clay and Suwannee Counties each have more than 10 miles of paths.
- Shared use path facilities on state roads:
  - Clay: 16.74 miles (15.56%)
  - Duval: 0.60 miles (0.19%)
  - Nassau: 0.00 miles (0%)
  - St. Johns: 0.00 miles (0%)
- Changes in shared use path mileage since 2015:
  - Clay: 1.40 miles
  - Duval: 0.60 miles
- Bike/Ped Level of Service (LOS): 13.3 percent of roadways districtwide have an acceptable LOS (LOS C or better)

Jacksonville Pedestrian and Bicycle Master Plan (2017)
Prepared for: City of Jacksonville

Synopsis: Creates a ‘roadmap’ to quickly and effectively close the gap between the potential for bicycling and walking.

Relevant Findings:

- The existing off-road facilities are scattered, but popular (Baldwin Trail, Kernan Boulevard, S-Line)
- The plan includes a 250+ mile on-street/off-street bikeway network
- Used 10-step method for prioritizing improvement locations from the National Cooperative Highway Research Program (NCHRP) Report 803: Pedestrian and Bicycle Transportation Along Existing Roads – ActiveTrans Priority Tool Guidebook using Safety, Demand, Connectivity, and Equity factors
- Included several shared-use path location recommendations, many of which were adapted into the regional trail network plan.
MULTI-USE TRAIL PLANNING STUDY: SR 207 TO PONTE VEDRA (2016)
Prepared for: St. Johns County Engineering Division

Synopsis: Identifies a connection from the end of the existing trail on SR 207 to Ponte Vedra/Duval County line.

Relevant Findings:

♦ Preferred connections segment features:
  ◊ Holmes Boulevard/rail-with-trail concept to connect to SR 16 from existing trail terminus
  ◊ St Augustine Connection to West King Street
  ◊ Utilizing an existing maintenance road/easement through Twelve Mile Swamp
  ◊ Connecting to Nocatee and Ponte Vedra via US 1

AMELIA ISLAND BICYCLE AND PEDESTRIAN FOCUS AREA STUDY (2016)
Prepared for: North Florida TPO

Synopsis: Identifies a comprehensive network of bicycle and pedestrian facilities across Amelia Island, including the City of Fernandina Beach.

Relevant Findings: The study provides wayfinding and bicycle/pedestrian networks that are all on-street facilities and generally not eligible for SUN Trail funding, but may be eligible for Transportation Alternatives Program.
DOWNTOWN TO BEACHES BIKE-PED CONNECTIVITY STUDY (2016)
Prepared for: North Florida TPO

Synopsis: Provides an evaluation of existing infrastructure and potential bicycle and pedestrian connectivity options between Riverside/San Marco and the Beaches.

Relevant Findings:

♦ The focus was on general bike infrastructure and routing, not shared use paths
♦ Based on City of Jacksonville East/Wonderwood Route and Core 2 Coast Loop
♦ Four options:
  ◊ North option for potential bike lanes: Wonderwood Drive, McCormick Road, Monument Road, Lone Star Road, Arlington Road, Atlantic Boulevard
  ◊ Atlantic Boulevard option (potential bike lanes)
  ◊ Beach Boulevard option (potential bike lanes)
  ◊ South option: JTB, Philips Highway, or Old St. Augustine Road: potential shared use path within JTB ROW due to existing path on Fuller Warren Bridge (this option was mentioned but was not analyzed in this study)

BEACHES BICYCLE AND PEDESTRIAN FOCUS AREA STUDY (2016)
Prepared for: North Florida TPO

Synopsis: Identifies a comprehensive network of bicycle and pedestrian facilities in and around the beach communities of Duval County including Mayport, Atlantic Beach, Neptune Beach, and Jacksonville Beach.

Relevant Findings:

♦ Beaches have many conditions favorable for walking and biking (dense population and development patterns, concentrated recreational destinations)
♦ Most recommendations consist of alterations of traffic control on existing pavement such as sharrows and marking bike lanes or wayfinding links
♦ The addition of shared-use paths was not included in this study
BICYCLE AND PEDESTRIAN PLAN, REGIONAL UPDATE (2016)
Prepared for: North Florida TPO

Synopsis: Tracks the progress made from the 2013 plan and identify the next steps.

Relevant Findings:

- The Priority 1 subareas had studies completed (summaries included in this review). Future areas to be studied include:
  - Priority Group 2: UNF, St. Johns Town Center, Yulee
  - Priority Group 3: Middleburg, Naval Station Mayport, NAS Jax
- Regional route needs: least feasible route studied was JTB due to interchange design
- As with the 2013 plan, this update identified general bike/ped areas to study versus specific multi-use path routing

ORANGE PARK BICYCLE AND PEDESTRIAN SUB-AREA PLAN (2016)
Prepared for: North Florida TPO

Synopsis: Analyzes the existing bicycle and pedestrian network and identify areas for improvement.

Relevant Findings:

- Existing multi-use paths:
  - Doctors Lake Trail: 4.4 mile path heavily used by residents
  - Black Creek Trail: 8 mile path along US 17
- Multi-use path recommendations establish connections and fill gaps within the existing system
- Recommended an additional study for the US 17 multi-use trail following Park Avenue/Roosevelt Boulevard from Black Creek Trail to downtown Jacksonville
  - Included in FGTS
  - Has ROW constraints through Orange Park along Park Avenue. Suggested alternate route is parallel to the existing rail line allowing for connection under I-295
RIVERSIDE/SAN MARCO BIKE/PEDESTRIAN FOCUS AREA STUDY (2016)
Prepared for: North Florida TPO

Synopsis: Identifies a comprehensive network of bicycle and pedestrian facilities in and around the neighborhoods of Riverside and San Marco.

Relevant Findings:

- A bicycle/pedestrian bridge is under development on the Fuller Warren (I-95) bridge between the two neighborhoods
- The study provides wayfinding and bike/ped networks that are all on-street facilities and generally not eligible for SUN Trail funding, but may be eligible for Transportation Alternatives Program

NAISSAU COUNTY 2030 RECREATION MASTER PLAN: A STRATEGIC PLAN FOR ACTION (2016)
Prepared for: Nassau County Department of Planning and Economic Opportunity

Synopsis: Provides a comprehensive policy plan to establish a framework and recommendations for Nassau County’s future recreation facilities.

Relevant Findings:

- The best recreation facilities value per dollar spent include water access (motorized/non-motorized watercraft launches and beach/river pedestrian access); trails, blueways, and multi-use paths; multi-purpose ball fields
- Trails are highly desirable amenities in urban and suburban communities
- Nassau County is committed to developing a significant multi-use trail system
- Amelia Island Trail System currently has 8 miles of trails and 3 of miles funded/programmed trails. An additional 5 to 8 miles of spine trails are planned.
  - FDOT is currently reviewing 3 miles of the primary Amelia Island route for funding part of the East Coast Greenway
- City of Fernandina Beach has 3 miles of multi-use trail under review by FDOT
- East Coast Greenway (national trail from Maine to Key West) passes through eastern portion of Nassau County through East Nassau Community Planning Area Sector Plan to Georgia State Line at US 17
TRANSPORTATION ALTERNATIVES SET-ASIDE IMPLEMENTATION GUIDANCE (2016)

Prepared for: Federal Highway Administration (FHWA)

Synopsis: Provides information on funding, eligible activities, and requirements of the Transportation Alternatives Program (TAP), including the Recreational Trails Program (RTP).

Relevant Findings:

♦ Fixing America’s Surface Transportation (FAST) Act replaced Transportation Alternatives Program (TAP) with a set-aside of funds under the Surface Transportation Block Grant (STBG), referred to as Transportation Alternatives Set-Aside
♦ Federal share and matching: Generally, 80 percent Federal, 20 percent local
♦ Funds administered by FDOT
♦ Funds must be used for eligible projects submitted by eligible entities
  ◊ Eligible projects include ‘transportation alternatives’ including construction, planning, and design of on-road and off-road facilities, land acquisition, landscaping/scenic enhancement, lighting, resilience improvements, some road diets
  ◊ Eligible entities include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, etc.
  ◊ Not eligible projects: State or MPO administrative purposes; promotional activities (except those permitted under SRTS); routine maintenance and operation (except trail maintenance as permitted under the RTP); general recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc.
  ◊ Not eligible entities: FDOT and MPOs are not eligible entities for project sponsors. However, they may partner with an eligible entity project sponsor to carry out the project
♦ State Competitive Process: The State is responsible for selecting projects through a competitive process for all other funds, with additional requirements involving coordination with regional and MPOs
♦ Projects are not required to be located along highways
♦ Planning requirements: Projects must be identified in the STIP/TIP and consistent with LRTPs and MPO plans
♦ 23 U.S.C. 217(i) bicycle requirement does not apply. This policy requires that bicycle facilities ‘be principally used for transportation rather than recreation purposes’. RTP projects are specifically listed as eligible under STBG
**NORTH FLORIDA TPO BICYCLE AND PEDESTRIAN PLAN (2013)**

**Prepared for:** North Florida TPO

**Synopsis:** Serves as a guide to plan improved bicycle and pedestrian accommodation throughout the North Florida TPO region.

**Relevant Findings:**

- This study mainly focused on general future bike/ped corridors versus specific multi-use path routing. The study did identify the following priority subareas:
  - Priority 1 subareas: Downtown Jacksonville, Springfield, Riverside/Avondale, Orange Park, Fernandina Beach, Amelia Island
  - Priority 2 subareas: Duval Beaches, University of North Florida (UNF)/St. Johns Town Center, Ponte Vedra Beach, Yulee
  - Priority 3 subareas: Middleburg, Naval Station Mayport, Naval Air Station Jacksonville
- Included a policy review of local jurisdictional bike/ped policies

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**BICYCLE PLAN FOR ST. AUGUSTINE, FLORIDA (2011)**

**Prepared for:** North Florida TPO

**Synopsis:** Provides a series of steps to improve the viability and practicality of bicycling in St. Augustine.

**Relevant Findings:**

- Recommends over 50 miles of bicycle routes, 50 feet of which are shared use paths
**Jacksonville 2030 Mobility Plan (2011)**  
*Prepared for:* City of Jacksonville Planning and Development Department  

**Synopsis:** Replaces the transportation concurrency management system with a mobility approach to encourage shorter trips and the reduction of vehicle miles traveled (VMT) as well as address the mobility needs of the City of Jacksonville including automobile/truck, transit, bicycle, and pedestrian modes.

**Relevant Findings:**

- Multi-use paths proposed:
  - Gate Parkway (10135 Gate Parkway to St. Johns Town Center)
  - Heckscher Drive (Busch Drive to Drummond Point)
  - Southside Boulevard (Philips Highway to Belle Rive Boulevard; Deerwood Park Boulevard to JTB)
  - Main Street (New Berlin Road to Trout River Bridge)
  - Zoo Parkway (I-95 to Drummond Point)

**First Coast Regional Greenways & Trails Plan (2006)**  
*Prepared for:* North Florida TPO

**Synopsis:** Serves as a ‘greenprint’ to expand the region’s greenways network.

**Relevant Findings:**

- Identified nearly 300 potential greenways corridors prioritized based on their likely benefit to the region
- Prioritization criteria used:
  - Proximity to parks, schools, and transit
  - ‘Encumbrances’ (public lands along route)
  - Connectivity to existing off-street greenways network
  - Residential density of the surrounding area
  - Classification as a ‘regional’ greenway
- Highest priority corridors listed below. Analysis of these corridors is included in the document.
  - SR A1A from Vilano Bridge to Mickler’s Landing includes following segments; Mickler’s Landing to Duval County Line, Amelia City to Fort Clinch State Park, SR 206 to St. Augustine Beach, St. Johns County Line to Mayport
  - US 17 from Green Cove Springs to Black Creek Trail
  - Central Duval County from Downtown Jacksonville to Jacksonville-Baldwin Trail
St. Johns County Trails Master Plan (2003)
Prepared for: St. Johns County

Synopsis: Plan for future land and water recreational opportunities.

Relevant Findings:

- SR 207 Rails-to-Trails corridor: 21-mile abandoned ROW owned by FDOT connecting Putnam County to St. Augustine
- St. Augustine to Lake City Rail Trail: connecting the SR 207 project to Lake City following SR 100 from Putnam County
- Opportunities:
  - Develop a north/south paved connection using SR 207/SR 204
  - Develop a paved connection to Jacksonville Beaches
  - Develop a paved path between Intracoastal and Pedro Menendez High along SR 206
  - Continue developing connections to existing paved paths for Vilano and St. Augustine Shores
  - Develop a paved path along Palm Valley Road between the proposed north/south corridor and Mickler’s Landing
2.0 EXISTING CONDITIONS ANALYSIS
2.0 EXISTING CONDITIONS ANALYSIS

The existing conditions analysis included an inventory of existing trails and trail networks.

2.1 EXISTING AND PLANNED REGIONAL TRAILS

Existing and planned trails throughout the region include the Florida SUN Trail Network, the East Coast Greenway, and local county systems. For the purposes of this plan, regional trail systems are considered those that provide connections to other trails ultimately linking communities, geographies and municipalities. Isolated trails were not considered in the regional trails system.

As part of the existing conditions analysis, existing and planned trails considered to be at the regional level were documented and reviewed by local staff. This existing and planned trails system served as the starting point to conceptualize the regional trail network. A summary of the existing and planned regional trails documented at this stage of the study is provided in this section, including the following: designated SUN Trail/FGTS Network, designated East Coast Greenway Network, and existing rails of regional significance.

SUN TRAIL NETWORK AND FGTS

The SUN Trail program was adopted by the Florida Legislature in 2015 with the intention of forming a statewide network of nonmotorized trails known as the Florida Greenways and Trails System (FGTS). The FGTS will allow nonmotorized vehicles and pedestrians to access a variety of origins and destinations with limited exposure to motorized vehicles.

The Florida Department of Environmental Protection’s (FDEP) Office of Greenways and Trails (OGT) is tasked with planning a statewide system of greenways and trails, known as the Florida Greenways and Trails System (FGTS). The FGTS is divided into an Opportunity Trail Network and Priority Trail Network across Florida.

♦ **Priority Trails**: A trail designated as a Priority Trail in the FGTS allows communities to apply for SUN Trail funding.

♦ **Opportunity Trails**: A trail designated as an Opportunity Trail represents existing, planned, and conceptual non-motorized multi-use trails. These corridors form a land-based trail network of regional and state importance.

Additionally, one of the state’s top two Priority Trails, the St. Johns River to Sea (SJR2C) Loop, which is a 300-mile loop, will traverse the southern part of the region in St. Johns County south through Titusville, and continuing north to Palatka. A map of the FGTS Priority and Opportunity Trails within the region is displayed in Figure 2-1.

EAST COAST GREENWAY

The East Coast Greenway (ECG) is an approximate 3,000-mile trail system connecting 15 states from Maine to Florida forming the country’s longest biking and walking route. The vision of the ECG is to partner with local, state, and national agencies and organizations to promote the establishment, stewardship, and public enjoyment of trails. The ECG is approximately 32 percent complete with 900 miles of off-road, protected multi-use paths. A map of the ECG within the region is displayed in Figure 2-2.
Figure 2-1 FGTS Network, Northeast

Legend
- TPO Boundary
- FGTS Priority Trail
- FGTS Opportunity Trail
- Conservation Area

Data Source: FDEP FGTS Priority and Opportunity Trails shapefile, 2017
**EXISTING REGIONAL TRAILS**

There are approximately 121 miles of existing trail throughout the North Florida TPO Region. The existing regional trails are displayed in **Figure 2-3**. The location of these trails was determined based upon collaboration and data received from local staff and the Technical Advisory Committee. These existing trails are the initial network links to be ultimately connected on a regional level based on the network detailed in the following section. The existing trails are summarized below by county.

- **Clay County Existing Trails**
  - Black Creek Trail
  - Doctors Lake Trail
  - Keystone Heights to Gold Head Trail
  - Palatka to Lake Butler State Trail
  - CR 218 Trail

- **Duval County Existing Trails**
  - Argyle Forest Path
  - Atlantic/Neptune Path
  - Bartram Road Trail
  - Core to Coast Loop (C2C)
  - Cecil Trail
  - East Coast Greenway
  - Ed Austin Park Path
  - Ft. Caroline Trail
  - Jacksonville Baldwin Rail Trail
  - Nocatee Trail
  - Paramore Road Trail
  - S Line Trail
  - Town Center Path

- **Nassau County Existing Trails**
  - Amelia Island Parkway Path
  - Amelia Island Trail
  - Simmons Road Trail
  - William Burgess Trail

- **St. Johns County Existing Trails**:
  - Nocatee Trail
  - Palatka to St. Augustine Trail
  - Pope/Mickler Path
FIGURE 2-3 NORTHEAST FLORIDA EXISTING TRAILS
3.0 NFTPO REGIONAL TRAIL NETWORK
3.0 NORTH FLORIDA TPO REGIONAL NETWORK TRAILS

The North Florida TPO Regional Network Trails (TPO Network) is the identified network of regional-level multi-use trails within the North Florida TPO jurisdictional boundaries. The purpose of identifying these trails is to serve as a guide to coordinate future trail development including planning, funding, and implementation. With this trail network, municipalities have documented evidence of regional endorsement of these trails that can be used as tool towards applying for competitive funding and grant opportunities. The TPO Network is displayed graphically in this section and is also available as a GIS shapefile through the North Florida TPO.

The TPO Network was created using the following: previous planning documents, alignments from existing and planned regional plans, and through a series of meetings and correspondence with the Technical Advisory Committee. As a result, 570 miles of proposed trails were determined for the region. **This trail network is a high-level, conceptual trail network intended to represent general trail connections throughout the region for the purposes of future trail planning efforts, and does not represent finalized trail alignments.**

**Map Series**

The TPO Network is presented as a series of maps and brief trail descriptions on the following pages. There are a variety of ways to display the trail network depending on the needs of the end user. For the purposes of this report, trails are displayed using maps on the regional and county level to provide a high-level view of the overall network. In addition, a selection of ‘trail systems’ were identified and displayed in a supplementary map series in the appendix. The identified trail systems represent the overall routing of the larger trails within the region that may be comprised of portions of smaller trails. For further detail and map customization, the trails are available as a GIS shapefile through the North Florida TPO.

The map series is divided into the following subsections:

- **Regional-Level Maps:** Displays the TPO Network on a regional scale across the four counties.
- **County-Level Maps:** Presents the trail network geographically by county. This section includes the TPO Network displayed on overall maps of each county and break-out maps to provide an additional level of detail.

The maps show existing trails (blue), proposed trails (orange), regional connecting trails (dark grey) and potential trailhead locations (black trailhead icon). The regional connecting trails represent trails outside of the North Florida TPO boundaries that have been identified on the FGTS or the ECG as future trail alignments.
Trail Prioritization

Each county was requested to identify trailhead locations and top priority trails. The trailhead locations are generalized, conceptual locations that were identified to assist in future trail planning efforts and routing. The top priority trails were identified by the individual counties and are noted for future trail planning efforts.

Cost Estimates

Additionally, general cost estimates were provided using the FDOT Long Range Estimating (LRE) System Report Cost-Per-Mile Model for a two-way directional, twelve-foot shared use path ($285,525.80/mile, Appendix B). Right-of-way acquisition was not included in the model. The estimated cost of the proposed trails is detailed in Table 3-1.

**TABLE 3-1 COST ESTIMATES**

<table>
<thead>
<tr>
<th>Location</th>
<th>Proposed Mileage</th>
<th>FDOT Cost per Mile</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clay County</td>
<td>66.9 miles</td>
<td>$285,525.80</td>
<td>$19,109,520.05</td>
</tr>
<tr>
<td>Duval County</td>
<td>213.9 miles</td>
<td>$285,525.80</td>
<td>$61,050,273.08</td>
</tr>
<tr>
<td>Nassau County</td>
<td>116.6 miles</td>
<td>$285,525.80</td>
<td>$33,293,710.01</td>
</tr>
<tr>
<td>St. Johns County</td>
<td>172.87 miles</td>
<td>$285,525.80</td>
<td>$49,357,574.51</td>
</tr>
<tr>
<td>TPO Region</td>
<td>570.2 miles</td>
<td>$285,525.80</td>
<td>$162,811,078.16</td>
</tr>
</tbody>
</table>
3.1 OVERALL REGIONAL NETWORK
The trails identified within TPO Network are displayed in Figure 3-1. Figure 3-2 displays the TPO Network as Existing (blue) and Proposed (orange) trails.
FIGURE 3-1 TPO NETWORK TRAILS, REGION

TPO Network
- TPO Network Trail
- Connecting Trail
- Trailhead
- TPO Boundary
- Conservation Area

TPO Network Trails, Region

0 10 Miles
Figure 3-2 Overall Network, Existing and Proposed
3.2 **CLAY COUNTY NETWORK**
The TPO Network in Clay County consists of approximately 95.2 miles of trails. Approximately 28.3 miles of trails are existing, with 66.9 miles of trails proposed in this plan. The TPO Network within Clay County is displayed in **Figure 3-3**.

**CLAY COUNTY TRAILS**
The following trails in Clay County are included in the TPO Network:

- Black Creek Trail
- Cecil-Jennings Forest to Middleburg Trail
- CR 218 Trail
- Doctors Lake Trail
- Green Cove Springs to Putnam County Gateway Corridor
- Keystone Heights to Gold Head Trail
- Lake Asbury to Penney Farms Trail
- Orange Park Mall Path
- Palatka to Lake Butler State Trail
- Penney Farms to Gold Head Trail
- Penney Farms to St. Johns Trail

The trails are summarized in **Table 3-2** and displayed geographically in **Figures 3-3 through 3-10**.

**CLAY COUNTY TRAILHEADS**
The following trailhead locations were identified for Clay County:

- Belmore State Forest
- Jennings State Forest
- Main Street Park
- Omega Park
- Penney Farms
- Williams Park Boat Ramp

**TOP PRIORITY TRAILS**
Clay County staff identified their top priority trails as follows:

1) Duval County connection to Gold Head Trail
2) Cecil-Jennings Forest to Middleburg Trail
3) Penney Farms to St. Johns Trail
4) Green Cove Springs to Putnam County Gateway Corridor
### Table 3-2 Clay County Trail Network

<table>
<thead>
<tr>
<th>Trail Name</th>
<th>Existing (mi)</th>
<th>Proposed (mi)</th>
<th>Total (mi)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Black Creek Trail</td>
<td>10.2</td>
<td>2.8</td>
<td>11.2</td>
<td>Connects Green Cove Springs to Duval County along US 17 (gap at Black Creek Bridge).</td>
</tr>
<tr>
<td>Cecil-Jennings Forest to Middleburg Trail</td>
<td>-</td>
<td>9.9</td>
<td>9.9</td>
<td>Traverses from Cecil Trail in Duval County south through Jennings Forest to Live Oak Lane to Old Jennings Road to CR 218 in Middleburg.</td>
</tr>
<tr>
<td>CR 218 Trail</td>
<td>2.1</td>
<td>-</td>
<td>2.1</td>
<td>CR 218 from SR 21 to Mimosa Avenue.</td>
</tr>
<tr>
<td>Doctors Lake Trail</td>
<td>4.4</td>
<td>2.7</td>
<td>8.9</td>
<td>Doctors Lake Drive from Peoria Road to Kingsley Avenue.</td>
</tr>
<tr>
<td>Green Cove Springs to Putnam Gateway Corridor</td>
<td>-</td>
<td>12.0</td>
<td>12.0</td>
<td>Connects the City of Green Cove Springs to Putnam County. Could be either on US 17 or CR 209 South. The maps and mileage calculations use the CR 209 South route.</td>
</tr>
<tr>
<td>Hawthorne Trail Connection</td>
<td>-</td>
<td>2.5</td>
<td>2.5</td>
<td>Connects Palatka to Lake Butler State Trail to Hawthorne Trail in Alachua via SR 21 in Keystone Heights.</td>
</tr>
<tr>
<td>Keystone Heights to Gold Head Trail</td>
<td>6.0</td>
<td>-</td>
<td>6.0</td>
<td>SR 21 from SR 100 to Gold Head Branch State Park.</td>
</tr>
<tr>
<td>Lake Asbury to Penney Farms Trail</td>
<td>-</td>
<td>7.9</td>
<td>7.9</td>
<td>Traverses from CR 218 and SR 21 along CR 218 to Penney Farms at SR 16.</td>
</tr>
<tr>
<td>Orange Park Mall Path</td>
<td>-</td>
<td>1.4</td>
<td>1.4</td>
<td>Provides a connection to Orange Park Mall.</td>
</tr>
<tr>
<td>Palatka to Lake Butler State Trail</td>
<td>5.7</td>
<td>-</td>
<td>5.7</td>
<td>Connects the Lake Butler State Trail to Putnam, Clay, and Bradford counties via SR 100.</td>
</tr>
<tr>
<td>Penney Farms to Gold Head Trail</td>
<td>-</td>
<td>15.8</td>
<td>15.8</td>
<td>Traverses from Penney Farms west along SR 16 and south along SR 21 to Gold Head Branch State Park.</td>
</tr>
<tr>
<td>Penney Farms to St. Johns Trail</td>
<td>-</td>
<td>12.0</td>
<td>12.0</td>
<td>Traverses east along SR 16 from CR 218 (Penney Farms) to Green Cove Springs and across the St. Johns River to St. Johns County.</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>28.3</strong></td>
<td><strong>66.9</strong></td>
<td><strong>95.2</strong></td>
<td><strong>TPO Network within Clay County.</strong></td>
</tr>
</tbody>
</table>
FIGURE 3-3 OVERALL CLAY COUNTY NETWORK
Figure 3-4 Southwest Clay County
**Figure 3-5 West Central Clay County**

[Map diagram showing the West Central Clay County with various trail markers and locations such as Penney Farms to Gold Head Trail, Camp Blanding Military Reservation, East Central Clay County, SR-218, and other landmarks.]
Figure 3-6 Northwest Clay County

TPO Network
- Existing Trail
- Proposed Trail
- Trailhead

0 - 1.5 Miles

Northwest Clay
Figure 3-7 Central Clay County

TPO Network
- Existing Trail
- Proposed Trail
- Trailhead

Central Clay Network

Omega Park Trailhead
CR 218 Trail
Main Street Park Trailhead
Cecil-Jennings Forest to Middleburg Trail
Black Creek Rivers Conservation Area
Lake Ashbury Penney Farms Trail
Celia's Plantation Trailhead
Penney Farms to St. Johns Trail
Penney Farms Trailhead
Belmont Trailhead
Belmore State Forest
FIGURE 3-8 NORTHEAST CLAY COUNTY
Figure 3-10 Southeast Clay County
3.3 DUVAL COUNTY NETWORK
The TPO Network in Duval County consists of approximately 274 miles of trails. Approximately 60 miles of trails are existing, with 214 miles of trails proposed in this plan. The TPO Network in Duval County is displayed in Figure 3-11.

DUVAL COUNTY TRAILS
The following trails in Duval County are included in the TPO Network:

- Argyle Forest Path
- Atlantic/Neptune Path
- Bartram Trail
- Cecil Trail Network
- Cedar Point Spur
- Core 2 Coast (C2C) Loop
- East Coast Greenway (ECG)
- Ed Austin Park Path
- Emerald Trail Network
- Fort Caroline Trail
- Hanna Park Spur
- Jacksonville Baldwin Rail Trail
- Kings Road Historic Trail
- Moncrief Trail
- Nocatee Trail
- Paramore Road Trail
- POW-MIA Memorial Trail
- Race Track Trail
- Roosevelt Trail
- S-Line Trail
- Soutel Trail
- Sunbeam Path
- Town Center Path
- Town Center Connector
- UNF Spur

The trails are summarized in Table 3-3 and displayed geographically in Figures 3-11 through 3-17.

DUVAL COUNTY TRAILHEADS
The following trailhead locations were identified for Duval County:

- Baldwin Visitor Center
- Brandy Ranch Trailhead
- Camp Milton Trailhead
- Cedar Point Trailhead
- Imeson Trailhead
- Yellow Water Trailhead

TOP PRIORITY TRAILS
Duval County staff identified their top priority trails as follows:

1. C2C Loop and remaining gaps in ECG in Duval County
2. Roosevelt Trail
3. Connection between Jacksonville Baldwin Trail and Emerald Trail
4. POW-MIA Memorial Parkway/Cecil Trail
5. New Kings Rd/Moncrief Trail
<table>
<thead>
<tr>
<th>Trail Name</th>
<th>Existing (mi)</th>
<th>Proposed (mi)</th>
<th>Total (mi)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Argyle Forest Path</td>
<td>7.8</td>
<td>-</td>
<td>7.8</td>
<td>Existing path along Argyle Forest Boulevard near the Clay County line.</td>
</tr>
<tr>
<td>Atlantic/Neptune Path</td>
<td>1.1</td>
<td>3.0</td>
<td>4.1</td>
<td>Trail through City of Atlantic Beach and City of Neptune Beach connecting to the East Coast Greenway network along Mayport Road, Sherry Drive, Plaza, and Jarbo Park.</td>
</tr>
<tr>
<td>Bartram Trail</td>
<td>3.6</td>
<td>-</td>
<td>3.6</td>
<td>Existing path along Bartram Road from the St. Johns County line to Old St. Augustine Road connecting to the Race Track Road Trail and the Kernan Trail.</td>
</tr>
<tr>
<td>Cecil Trail Network</td>
<td>3.2</td>
<td>35.0</td>
<td>38.2</td>
<td>Trail network in southwest Duval County providing connections to Nassau County, Clay County, and the existing Jacksonville Baldwin Trail.</td>
</tr>
<tr>
<td>Cedar Point Spur</td>
<td>-</td>
<td>5.9</td>
<td>5.9</td>
<td>Local trail in northeast Duval County connecting the C2C Trail along Heckscher Drive to the Pumpkin Hill Creek Preserve.</td>
</tr>
<tr>
<td>POW-MIA Memorial Trail</td>
<td>-</td>
<td>7.7</td>
<td>7.7</td>
<td>Provides a connection from the Cecil Trail Network to the Jacksonville Baldwin Trail via Chaffee Road.</td>
</tr>
<tr>
<td>Core 2 Coast (C2C) Loop</td>
<td>4.0</td>
<td>41.4</td>
<td>45.5</td>
<td>Major trail network connecting downtown Jacksonville to the Beaches. Recently designated as part of the East Coast Greenway system.</td>
</tr>
<tr>
<td>Dames Point Alternative*</td>
<td>-</td>
<td>-</td>
<td>4.9*</td>
<td>*Alternative routes were provided by City of Jacksonville staff and are shown on the maps. The mileage and cost for these routes were not included in the overall calculations.</td>
</tr>
<tr>
<td>Lone Star Alternative*</td>
<td>-</td>
<td>-</td>
<td>9.8*</td>
<td></td>
</tr>
<tr>
<td>East Coast Greenway</td>
<td>8.6</td>
<td>15.3</td>
<td>23.9</td>
<td>Major trail network connecting multiple states. These calculations (mileage and cost) do not include the Core to Coast (C2C) Loop which was recently designated as part of the ECG system.</td>
</tr>
<tr>
<td>Ed Austin Park Path</td>
<td>1.6</td>
<td>-</td>
<td>1.6</td>
<td>Existing path around the perimeter of Ed Austin Park connecting to Monument Road and the regional trail system.</td>
</tr>
<tr>
<td>Emerald Trail Network</td>
<td>0.8</td>
<td>18.9</td>
<td>19.7</td>
<td>A combination of regional and local trails creating a network through downtown Jacksonville. Some segments are included in the larger C2C loop and ECG networks.</td>
</tr>
<tr>
<td>Fort Caroline Trail</td>
<td>6.6</td>
<td>16.6</td>
<td>23.2</td>
<td>Existing north-south trail along Kernan Boulevard connecting from First Coast Technical Parkway to McCormick Road. Anticipated to connect to C2C Loop to the north and to the Nocatee trails to the south.</td>
</tr>
<tr>
<td>Hanna Park Spur</td>
<td>-</td>
<td>1.0</td>
<td>1.0</td>
<td>Path from the ECG on the northeast side of Duval County providing connections to Hanna Park, Finnegan Elementary, and the City of Atlantic Beach.</td>
</tr>
<tr>
<td>Jacksonville Baldwin Trail</td>
<td>14.8</td>
<td>10.0</td>
<td>24.8</td>
<td>Popular trail on the western side of Duval County extending from the Nassau County line to Imeson Road. The proposed northern extension will provide a connection to the Nassau County trail system.</td>
</tr>
<tr>
<td>Kings Road Historic Trail</td>
<td>-</td>
<td>14.3</td>
<td>14.3</td>
<td>Runs north-south along US I/FEC Rail corridor connecting the Avenues Mall area to the Acosta Bridge.</td>
</tr>
<tr>
<td>Moncrief Trail</td>
<td>-</td>
<td>5.2</td>
<td>5.2</td>
<td>Provides a connection from C2C Loop to US I/New Kings Road Trail along Moncrief Road.</td>
</tr>
<tr>
<td>Trail Name</td>
<td>Existing (mi)</td>
<td>Proposed (mi)</td>
<td>Total (mi)</td>
<td>Description</td>
</tr>
<tr>
<td>-------------------------</td>
<td>---------------</td>
<td>---------------</td>
<td>------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>New Kings Road Trail</td>
<td>-</td>
<td>8.3</td>
<td>8.3</td>
<td>Travels along US 1/New Kings Road connecting the C2C Loop to the Moncrief and Soutel trails in northern Duval County. Is anticipated to connect to the Trans Nassau Trail in Nassau County.</td>
</tr>
<tr>
<td>Nocatee Trail (Duval Portion)</td>
<td>2.4</td>
<td>-</td>
<td>2.4</td>
<td>Trail traversing the Nocatee community in Duval and St. Johns Counties.</td>
</tr>
<tr>
<td>Paramore Road Trail</td>
<td>1.5</td>
<td>-</td>
<td>1.5</td>
<td>Existing path along Paramore Road connecting the Argyle Forest Path to Collins Road.</td>
</tr>
<tr>
<td>Race Track Trail</td>
<td>-</td>
<td>0.4</td>
<td>0.4</td>
<td>Segment of the Race Track Road Trail in St. Johns County that traverses into Duval County.</td>
</tr>
<tr>
<td>Roosevelt Trail</td>
<td>-</td>
<td>10.9</td>
<td>10.9</td>
<td>Rail trail from the Clay County line along Roosevelt Boulevard ending at Forest Street in Downtown Jacksonville connecting to the C2C Loop network.</td>
</tr>
<tr>
<td>S-Line Trail</td>
<td>2.5</td>
<td>1.8</td>
<td>4.3</td>
<td>Urban greenway and trail system in Downtown Jacksonville providing connections to neighborhoods, the C2C Loop, and Emerald Trail network.</td>
</tr>
<tr>
<td>Soutel Trail</td>
<td>-</td>
<td>5.1</td>
<td>5.1</td>
<td>Trail along Soutel Road starting at the eastern terminus of the Jacksonville Baldwin Rail Trail extending to Miller Park.</td>
</tr>
<tr>
<td>Sunbeam Path</td>
<td>-</td>
<td>3.9</td>
<td>3.9</td>
<td>Spur from the Acosta/Avenues Trail along Sunbeam Road from San Jose Boulevard to Old Kings Road.</td>
</tr>
<tr>
<td>Town Center Connector</td>
<td>-</td>
<td>7.4</td>
<td>7.4</td>
<td>Trail along Southside Boulevard providing connections to the Acosta/Avenues Trail, Town Center Path, and Kernan Trail.</td>
</tr>
<tr>
<td>Town Center Path</td>
<td>1.4</td>
<td>0.5</td>
<td>1.9</td>
<td>Path along the perimeter of the St. Johns Town Center. Will eventually connect to the Kernan Trail and Southside Loop.</td>
</tr>
<tr>
<td>UNF Spur</td>
<td>-</td>
<td>1.7</td>
<td>1.7</td>
<td>Spur from the Ft. Caroline Trail connecting to the University of North Florida (UNF).</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>60.1</strong></td>
<td><strong>213.8</strong></td>
<td><strong>274.0</strong></td>
<td><strong>TPO Network in Duval County.</strong></td>
</tr>
</tbody>
</table>
FIGURE 3-12 NORTHEAST DUVAL COUNTY

TPO Network
- Existing Trail
- Proposed Trail
- C2C Loop Alternative
- Trailhead

Northeast Duval County

Core to Coast (C2C) Loop Corridor
Dunes Point Alternate (C2C)

East Coast Greenway

Pumpkin Hill Creek Preserve

Golden Island

Newport

Naval Station Mayport

Big Talbot Island

North Florida

Nassau

Clay

Northeast Duval

0 1 Mile
FIGURE 3-13 SOUTHEAST DUVAL COUNTY
FIGURE 3-14 SOUTH DUVAL COUNTY
FIGURE 3-15 SOUTHWEST DUVAL COUNTY
Figure 3-16 Central Duval County
Figure 3-17 North Central Duval County

[Map of North Central Duval County with labels for trails and corridors]
3.4 Nassau County Network

The TPO Network in Nassau County consists of approximately 130 miles of trails. Approximately 13 miles of trails are existing, with 117 miles of trails proposed in this plan. The TPO Network in Nassau County is displayed in Figure 3-18.

Nassau County Trails

The following trails in Nassau County are included in the TPO Network:

- Amelia Island Trail
- Amelia Island Parkway Path
- Baldwin Northern Loop
- Crandall Pasture Trail
- Griffin Road Trail
- Kings Road Historic Trail
- Simmons Road Trail
- Three Rivers Trail
- Timucuan Trail
- Trans Nassau Trail
- West Cecil to Nassau Trail
- William Burgess Trail

The trails are summarized in Table 3-4 and displayed in Figures 3-18 through 3-23.

Nassau County Trailheads

The following trailhead locations were identified for Nassau County:

- Chester Trailhead: Chester Road and Pages Dairy Road
- Peters Point Trailhead: Peters Point Park on Amelia Island

Top Priority Trail

Nassau County staff identified that their top priority trail is the connection of the Amelia Island Trail with the Trans Nassau Trail/East Coast Greenway across the SR 200 bridge.
## Table 3-4 Nassau County Trail Network

<table>
<thead>
<tr>
<th>Trail Name</th>
<th>Existing (mi)</th>
<th>Proposed (mi)</th>
<th>Total (mi)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amelia Island Trail</td>
<td>7.9</td>
<td>2.4</td>
<td>10.3</td>
<td>Trail along Amelia Island from Duval County Line to SR 200. Designated ECG route.</td>
</tr>
<tr>
<td>Amelia Island Parkway Path</td>
<td>1.9</td>
<td>-</td>
<td>1.9</td>
<td>Narrow, 5’ multiuse path along Amelia Island Parkway from Julia Street to A1A/Fletcher Avenue.</td>
</tr>
<tr>
<td>Baldwin Northern Loop</td>
<td>-</td>
<td>18.8</td>
<td>18.8</td>
<td>Extends the Jacksonville Baldwin Trail into Nassau County providing connections to Baker County and the Trans Nassau Trail.</td>
</tr>
<tr>
<td>Crandall Pasture Trail</td>
<td>-</td>
<td>14.3</td>
<td>14.3</td>
<td>Connects the Trans Nassau Trail with the ECG Georgia Connection through Crandall Pasture via SR 200 and US 17.</td>
</tr>
<tr>
<td>Griffin Road Trail</td>
<td>-</td>
<td>12.5</td>
<td>12.5</td>
<td>Trail along Griffin Road.</td>
</tr>
<tr>
<td>Kings Road Historic Trail</td>
<td>-</td>
<td>4.8</td>
<td>4.8</td>
<td>Connects Kings Road Trail in Duval County to Trans Nassau Trail via US 1 to SR 200.</td>
</tr>
<tr>
<td>Simmons Road Trail</td>
<td>2.5</td>
<td>-</td>
<td>2.5</td>
<td>Connects Amelia Island and Timucuan Trails to Atlantic Ocean and the Amelia River.</td>
</tr>
<tr>
<td>Three Rivers Trail</td>
<td>-</td>
<td>1.5</td>
<td>1.5</td>
<td>Spur from Trans Nassau Trail to Three Rivers Park.</td>
</tr>
<tr>
<td>Timucuan Trail</td>
<td>-</td>
<td>6.8</td>
<td>6.8</td>
<td>Connects Amelia Island Trail to City of Fernandina Beach.</td>
</tr>
<tr>
<td>Trans Nassau Trail</td>
<td>-</td>
<td>41.0</td>
<td>41.0</td>
<td>Trail traveling east-west across Nassau County primarily using SR 200. Eastern portions are designated ECG.</td>
</tr>
<tr>
<td>West Cecil to Nassau Trail</td>
<td>-</td>
<td>0.5</td>
<td>0.5</td>
<td>Connects Baker, Duval, and Nassau counties.</td>
</tr>
<tr>
<td>William Burgess Trail</td>
<td>0.7</td>
<td>14.1</td>
<td>14.8</td>
<td>Connects Trans Nassau Trail and Crandall Pasture Trail via SR 200, William Burgess Road, and CR 108.</td>
</tr>
<tr>
<td>Total</td>
<td>12.9</td>
<td>116.6</td>
<td>129.5</td>
<td>TPO Network in Nassau County.</td>
</tr>
</tbody>
</table>
Figure 3-18 Overall Nassau County Network

TPO Network
- Existing Trail
- Proposed Trail
- Connecting Trail
- Trailhead

Nassau County
Figure 3-19 Amelia Island South

TPO Network
- Existing Trail
- Proposed Trail
- Trailhead

0 0.5 Miles

Amelia Island South

Timucuan Trail
Peter's Point Trailhead
Amelia Island Parkway Path
Amelia Island Trail

Nassau River Marshes Preserve
George Crady Fishing Bridge
Amelia Island State Park
Figure 3-20 Amelia Island North

Amelia Island Trail

Timucuan Trail

Simmons Road Trail

Timucuan Trail (South)

Timucuan Trail (North)
Figure 3-22 Northwest Nassau County
Figure 3-23 Southwest Nassau County

TPO Network
- Existing Trail
- Proposed Trail
- Connecting Trail

Southwest Nassau County

Trans Nassau Trail Corridor

Baldwin Northern Loop

Legend:
- Nassau
- Duval
- Georgia
- Baker

Beatty Beach
Cany State Forest
Loxahatchee River
3.5 St. Johns County Network
The St. Johns County Network consists of approximately 178 miles of trails. Approximately 20 miles of trails are existing, with 158 miles of trails proposed in this plan. The overall St. Johns County Network is displayed in Figure 3-24.

St. Johns County Trails
The following trails are included in the TPO Trail Network. The trails that are a designated part of the East Coast Greenway or St. Johns River to Sea Loop are labeled (ECG) and/or (SJR2C) in the list.

- A1A Multi-Use Trail (ECG)
- CR 2209 Trail
- East Coast Greenway (ECG)
- Hastings to Bunnell/Ormond Corridor
- Nocatee Trail
- Palatka to St. Augustine Trail (SJR2C Loop/ECG)
- Race Track Trail
- SR 206 Trail
- SR 207 to Ponte Vedra Trail
- SR 312 Loop (SJR2C/ECG)
- SR 313 Trail
- St. Johns River to Sea (SJR2C) Loop (ECG)
- St. Johns to Green Cove Springs Trail

The trails are summarized in Table 3-5 and displayed in Figures 3-24 through 3-30.

St. Johns County Trailheads
The following trailhead locations were identified for St. Johns County:

- Armstrong Park Trailhead
- Elkton Trailhead
- Hastings Trailhead

Top Priority Trails
St. Johns County staff identified their top priority trails as follows:

1. St. Johns River to Sea (SJR2C) Loop (ECG)
2. A1A Multi-Use Trail (ECG)
3. SR 207 to Ponte Vedra Trail
## Table 3-5 St. Johns County Trails

<table>
<thead>
<tr>
<th>Trail Name</th>
<th>Existing (mi)</th>
<th>Proposed (mi)</th>
<th>Total (mi)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1A Multi-Use Trail (ECG)</td>
<td>-</td>
<td>17.5</td>
<td>17.5</td>
<td>Trail along A1A connecting Vilano Beach to Ponte Vedra/Nocatee. Part of the East Coast Greenway.</td>
</tr>
<tr>
<td>CR 2209 Trail</td>
<td>-</td>
<td>32.4</td>
<td>32.4</td>
<td>North-south trail nearly spanning the length of the county from CR 204 to Race Track Road along the CR 2209 ROW.</td>
</tr>
<tr>
<td>East Coast Greenway (ECG)</td>
<td>1.3</td>
<td>6.7</td>
<td>8.0</td>
<td>Major trail system connecting several states along the east coast. Mileage calculations include the remaining portions of the East Coast Greenway in St. Johns County that are not part of the St. Johns River to Sea Loop or the A1A Multi-Use Trail.</td>
</tr>
<tr>
<td>Hastings to Bunnell/Ormond Corridor</td>
<td>-</td>
<td>16.1</td>
<td>16.1</td>
<td>Trail along CR 204 from SR 207 to US 1 providing connections to Putnam and Flagler counties via the Palatka to St. Augustine Trail and the Bunnell/Ormond Trail.</td>
</tr>
<tr>
<td>Nocatee Trail</td>
<td>6.9</td>
<td>-</td>
<td>6.9</td>
<td>Trail traversing the Nocatee community in Duval and St. Johns Counties.</td>
</tr>
<tr>
<td>Palatka to St. Augustine Trail (SJR2C/ECG)</td>
<td>12.0</td>
<td>6.9</td>
<td>18.9</td>
<td>Trail connecting Palatka to St. Augustine along SR 207 and the FEC rail corridor. Part of the SJR2C Loop and the East Coast Greenway.</td>
</tr>
<tr>
<td>Race Track Road Trail</td>
<td>-</td>
<td>11.2</td>
<td>11.2</td>
<td>East-west trail in the Northwest Sector of St. Johns County along Race Track Road providing connections to the Nocatee Trail and Bartram Trail.</td>
</tr>
<tr>
<td>SR 206 Trail</td>
<td>-</td>
<td>15.4</td>
<td>15.4</td>
<td>Trail along SR 206 from Hastings to Crescent Beach.</td>
</tr>
<tr>
<td>SR 207 to Ponte Vedra Trail</td>
<td>-</td>
<td>31.1</td>
<td>31.1</td>
<td>North-south trail connecting the Palatka to St. Augustine Trail to the Nocatee Trail and the East Coast Greenway.</td>
</tr>
<tr>
<td>SR 312 Loop (SJR2C/ECG)</td>
<td>-</td>
<td>-</td>
<td>4.3</td>
<td>Trail along the SR 312 Bridge connecting Anastasia Island to St. Augustine. Part of the East Coast Greenway and the St. Johns River to Sea Loop.</td>
</tr>
<tr>
<td>SR 313 Trail</td>
<td>-</td>
<td>-</td>
<td>10.1</td>
<td>Trail along the future SR 313 ROW from SR 207 to US 1.</td>
</tr>
<tr>
<td>St. Johns River to Sea Loop (SJR2C/ECG)</td>
<td>-</td>
<td>13.0</td>
<td>13.0</td>
<td>Major trail system connecting Flagler, Putnam, St. Johns, and Volusia counties. Part of the East Coast Greenway. These calculations include the remaining portions of the SJR2C Loop in St. Johns County that are not part of the Palatka to St. Augustine Trail.</td>
</tr>
<tr>
<td>St. Johns to Green Cove Springs</td>
<td>-</td>
<td>8.3</td>
<td>8.3</td>
<td>Connects Clay County and St. Johns County along the First Coast Expressway (FCE) alignment.</td>
</tr>
<tr>
<td>Total</td>
<td>20.1</td>
<td>172.9</td>
<td>193.0</td>
<td>TPO Network in St. Johns County.</td>
</tr>
</tbody>
</table>
Figure 3-24 Overall St. Johns County Network
Figure 3-25 Southwest St. Johns County
**Figure 3-26 Southeast St. Johns County**

- Palaska to St. Augustine Trail (SJR2C Loop, East Coast Greenway)
- SJR2C Loop/ East Coast Greenway
- SR 206 Trail
- Hastings to Bunnell/Ormond Corridor
- Mosquito Creek Conservation Area
- Matanzas State Forest
- Farmer-Dykes State Park

**TPO Network**
- Existing Trail
- Proposed Trail
- Connecting Trail

Scale: 0-1 Miles

Southeast St. Johns
Figure 3-27 East Central St. Johns County
**Figure 3-28 West Central St. Johns County**

- St. Johns to Green Cove Springs Trail
- CR 2209 Trail
- Palatka to St. Augustine Trail (SJR2C Loop East Coast Greenway)

**TPO Network**
- Existing Trail
- Proposed Trail

North Central St. Johns
Figure 3-29 Northeast St. Johns County

TPO Network
- Existing Trail
- Proposed Trail

0 1.3 Miles

Northwest St. Johns
Figure 3-30 Northeast St. Johns County
4.0 CONCLUSION AND NEXT STEPS
4.0 CONCLUSION AND NEXT STEPS

The Northeast Florida Regional Multi-Use Trail Master Plan was developed with close coordination with local staff from the municipalities across the region. The purpose of the document is to provide guidance to develop future trail systems to create an interconnected regional network throughout the four-county area.

When developing the regional trail network, emphasis was placed on trails that would be potentially eligible for currently available state funding opportunities, such as Shared Use Network (SUN) Trail funding. The SUN Trail program provides funding for the development of a statewide system of paved multi-use trails that are physically separated from vehicular traffic. Generally, SUN Trail funded projects are 12 feet wide, asphalt, multi-use trails. In some areas of extreme constraints such as bridges or environmentally sensitive lands, a SUN Trail funded project may be as narrow as eight feet wide. Therefore, trails identified within this documented are envisioned to be off-road, paved, multi-use trails approximately eight to twelve feet wide to maximize SUN Trail funding eligibility.

Establishing this base network is the first step in the process towards future trail development. With this plan, municipalities have documented evidence of regional endorsement of the trail system to be used as a tool towards applying for competitive funding and grant opportunities. This document will also be incorporated in the 2045 Long Range Transportation Plan (LRTP) for the North Florida TPO region.