

Northeast Florida

Regional Multi-Use Trail Master Plan | 2019



Northeast Florida Regional Multi-Use Trails Master Plan

July 2019

Prepared for:



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ACRONYMS

C2C	Core to Coast
D2	Florida Department of Transportation District 2
ECG	East Coast Greenway
FAST Act	Fixing America's Surface Transportation Act
FCE	First Coast Expressway
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FEGN	Florida Ecological Greenways Network
FGTS	Florida Greenways and Trails System
FHWA	Federal Highway Administration
GCS	Green Cove Springs
GTM	Guana Tolomato Matanzas Estuarine Research Reserve (GTM)
LOS	Level of Service
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
OGT	Office of Greenways and Trails
PD&E	Project Development and Environment
ROW	Right-of-Way
RTP	Regional Trails Program
SJC	St. Johns County
SJR2C	St. Johns River to Sea
SRTS	Safe Routes to School
STBG	Surface Transportation Block Grant
SUN	Shared-Use Network
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TIP	Transportation Improvement Plan
TPO	Transportation Planning Organization
UNF	University of North Florida

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 540 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 document 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 540 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 I-1**.

SCOPE

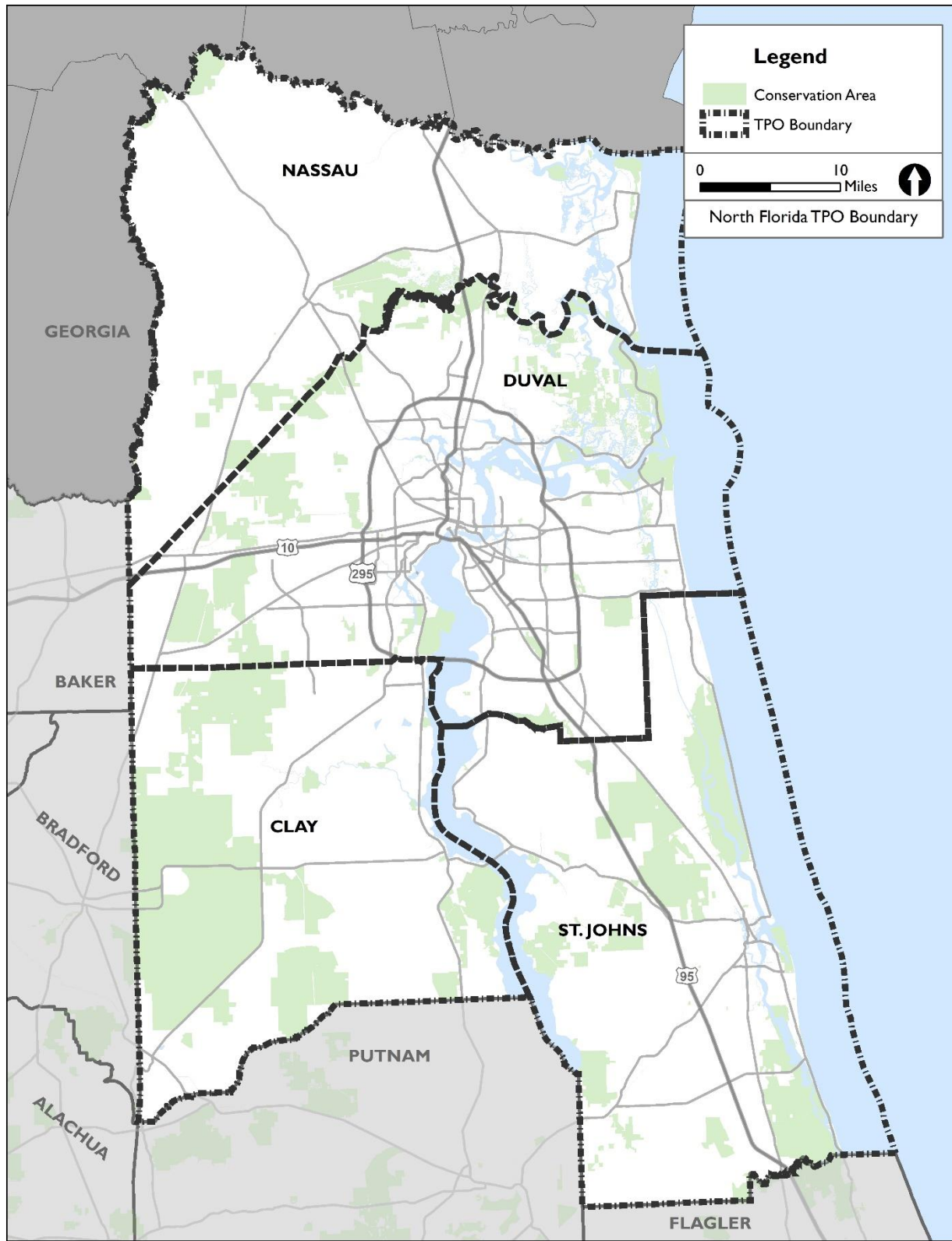
Consistent with SUN Trail guidelines, the scope of this plan is limited to off-road, paved, multi-use trails approximately eight to twelve feet wide connecting to larger networks. Larger networks include: the Florida Greenways and Trails System (FGTS) opportunity and priority trails, the East Coast Greenway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



TECHNICAL ADVISORY COMMITTEE

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
- ◆ 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
- ◆ St. Johns 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 I-1** and further summarized in this section.

TABLE I-1 PREVIOUS PLANNING DOCUMENTS

Study Name	Year	Geography	Description
Florida Greenways and Trails System Plan 2018-2022 (Draft)	2018	Statewide	Outlines the vision for Florida's Greenways and Trails System.
Implementing Florida's SUN Trail Program	2018	Statewide	Provides guidance for implementing the SUN Trail program.
FDOT Bike/Ped Gap Study	2018	FDOT D2	Assesses existing bike/ped system gaps.
Jacksonville Pedestrian and Bicycle Master Plan	2017	Jacksonville	Creates a 'roadmap' to close bicycle gaps in the City of Jacksonville.
Multi-Use Trail Planning Study: SR 207 to Ponte Vedra	2016	St. Johns County	Identifies a connection from existing SR 207 trail to Ponte Vedra/Duval County line.
Amelia Island Bicycle and Pedestrian Focus Area Study	2016	Amelia Island	Identifies network of bike/ped facilities across Amelia Island and the City of Fernandina Beach.
Downtown to Beaches Bike-Ped Connectivity Study	2016	Duval County	Evaluates potential bicycle connectivity options between Riverside/San Marco and the Beaches.
Beaches Bicycle and Pedestrian Focus Area Study	2016	Duval County	Identifies bicycle and pedestrian facilities for the beach communities of Duval County.
Bicycle & Pedestrian Plan, Regional Update	2016	Regional	Documents the progress made from the 2013 plan and identify the next steps.
Orange Park Bicycle and Pedestrian Sub-Area Plan	2016	Orange Park	Analyzes the existing bicycle and pedestrian network and identify areas for improvement.
Riverside/San Marco Bike/Ped Focus Area Study	2016	Riverside/ San Marco	Identifies network of bike/ped facilities in and around the Riverside and San Marco.
2030 Recreation Master Plan: A Strategic Plan of Action	2016	Nassau County	Policy plan for Nassau County's future recreation facilities.
Transportation Alternatives (TA) Set-Aside Implementation Guidance	2016	Nationwide	Provides information on funding, eligible activities, and requirements of the TA Set-Aside, including the Recreational Trails Program (RTP).
North Florida TPO Bicycle and Pedestrian Plan	2013	Regional	Guiding document for improved bicycle and pedestrian facilities throughout the region.
Bicycle Plan for St. Augustine, Florida	2011	St. Augustine	Provides steps to improve bicycling in St. Augustine.
Jacksonville Multimodal Transportation Study	2011	Jacksonville	Replaces the transportation concurrency management system with a mobility approach.
First Coast Regional Greenways & Trails Plan	2006	Regional	Plan to serve as a 'greenprint' for the expansion of the greenways network for the region.
St. Johns County Greenway, Blueway, & Trails Master Plan	2003	St. Johns County	Plan for future land and water recreational opportunities.

FLORIDA GREENWAYS AND TRAILS SYSTEM PLAN 2018-2022 (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)



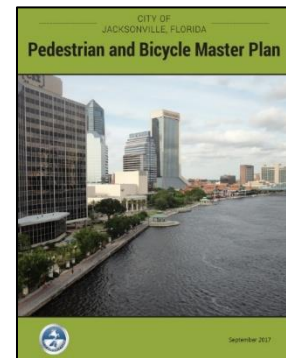
JACKSONVILLE PEDESTRIAN AND BICYCLE MASTER PLAN (2017)

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.



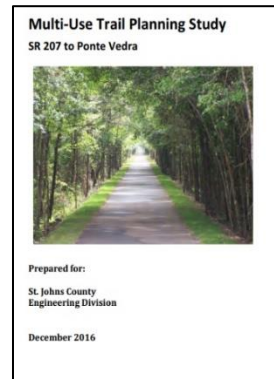
MULTI-USE TRAIL PLANNING STUDY: SR 207 TO PONTE VEDRA (2016)

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:

- ◆ Original alignment for this connection was SR AIA from St. Augustine to Ponte Vedra. It was determined that this route was not feasible due to numerous design constraints within the current ROW (number of driveways and side streets in the Vilano Beach area, impacts to the Guana Tolomato Matanzas Estuarine Research Reserve (GTM), ROW acquisition needed, lack of public support, potential environmental damage from hurricanes).
- ◆ 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.



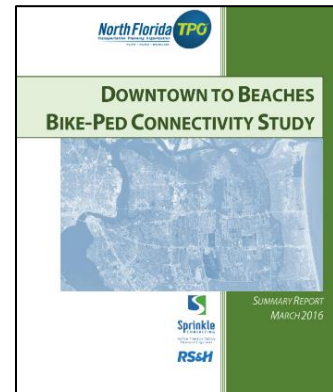
DOWNTOWN TO BEACHES BIKE-PED CONNECTIVITY STUDY (2016)

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)



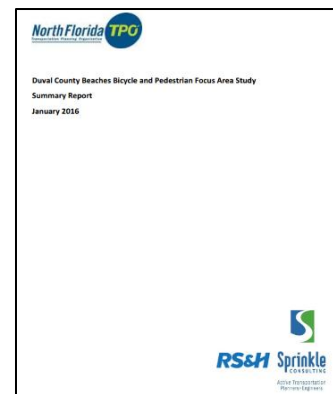
BEACHES BICYCLE AND PEDESTRIAN FOCUS AREA STUDY (2016)

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 sharrow and marking bike lanes or wayfinding links
- ◆ The addition of shared-use paths was not included in this study



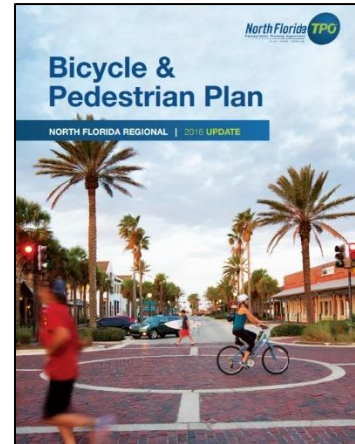
BICYCLE AND PEDESTRIAN PLAN, REGIONAL UPDATE (2016)

Prepared for: North Florida TPO

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

Relevant Findings:

- ◆ The Priority I 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



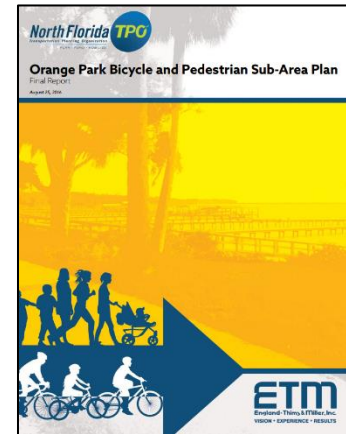
ORANGE PARK BICYCLE AND PEDESTRIAN SUB-AREA PLAN (2016)

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



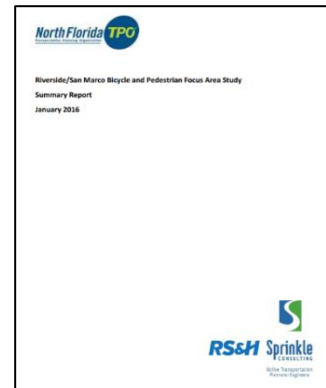
RIVERSIDE/SAN MARCO BIKE/PED FOCUS AREA STUDY (2016)

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



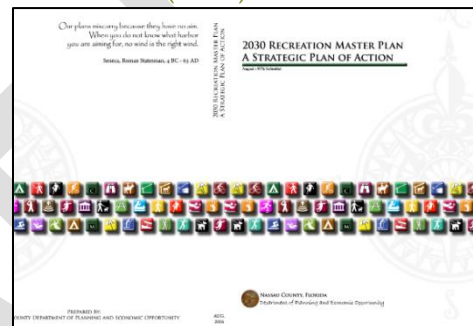
NASSAU COUNTY 2030 RECREATION MASTER PLAN: A STRATEGIC PLAN FOR ACTION (2016)

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

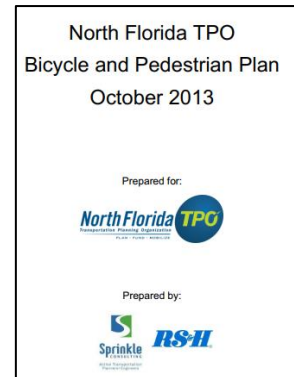
NORTH FLORIDA TPO BICYCLE AND PEDESTRIAN PLAN (2013)

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



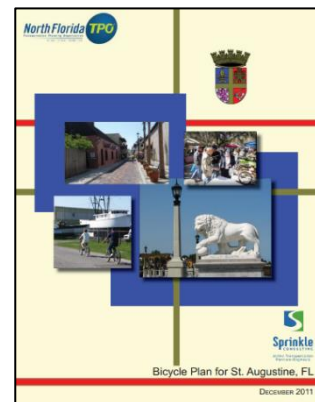
BICYCLE PLAN FOR ST. AUGUSTINE, FLORIDA (2011)

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



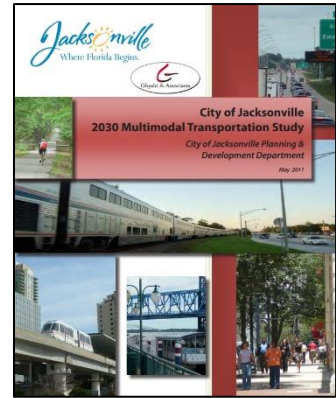
JACKSONVILLE 2030 MOBILITY PLAN (2011)

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)



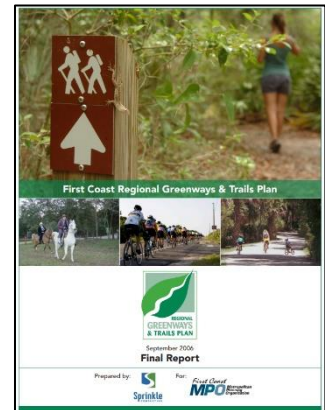
FIRST COAST REGIONAL GREENWAYS & TRAILS PLAN (2006)

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 'seriously constrained' segments); from 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



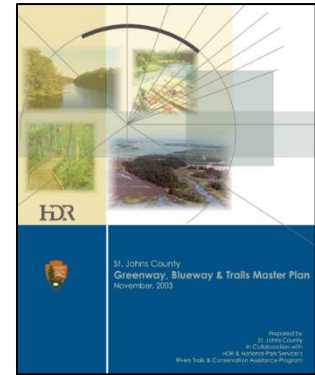
ST. JOHNS COUNTY TRAILS MASTER PLAN (2003)

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



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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 trails 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.

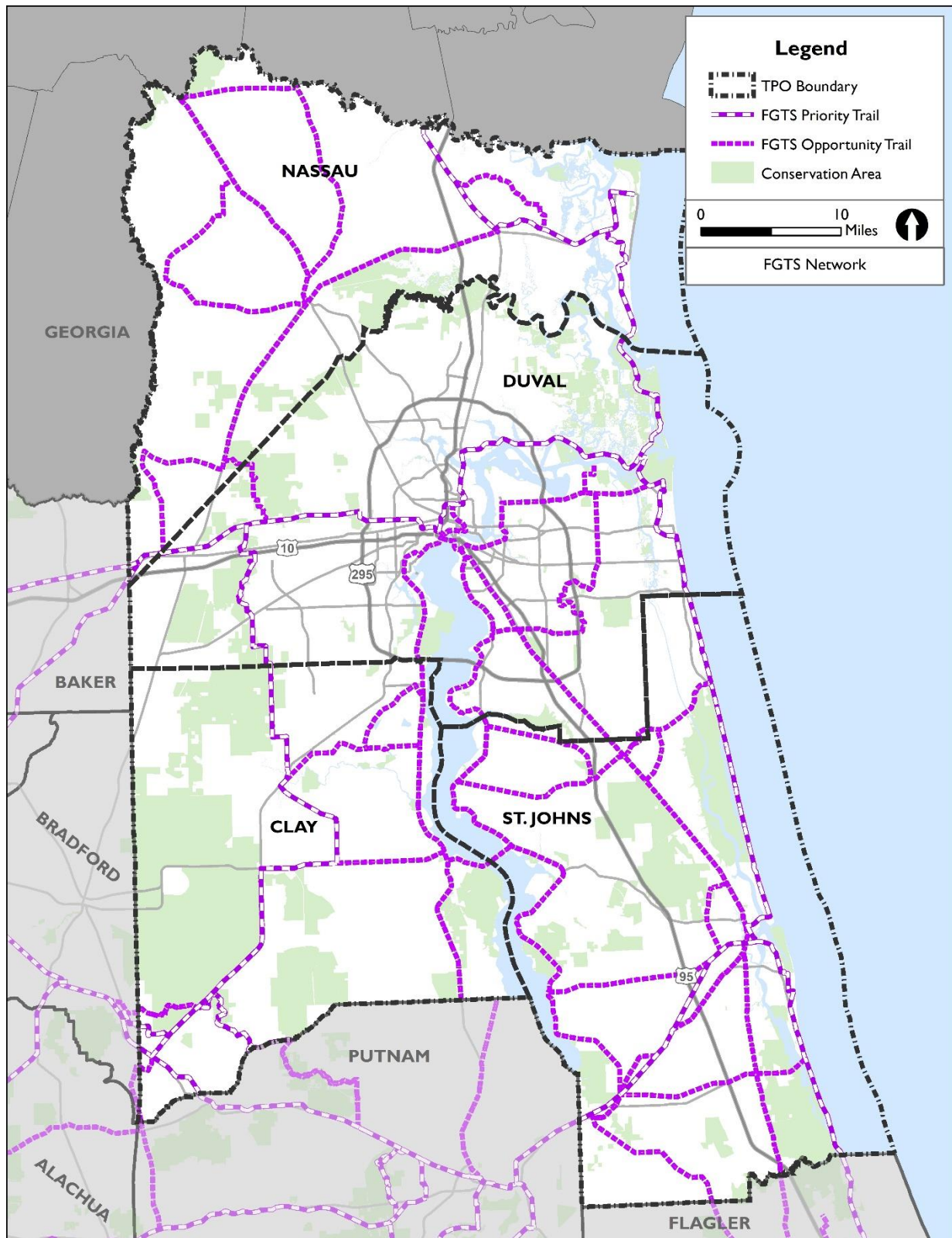
Additionally, one of the state's top two Priority Trails, the St. Johns River to Sea (SJR2C) Loop, which is a 300-mile loop, will traverse the southern part of the region in St. Johns County south through Titusville, and continuing north to Palatka. A map of the FGTS Priority and Opportunity Trails within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

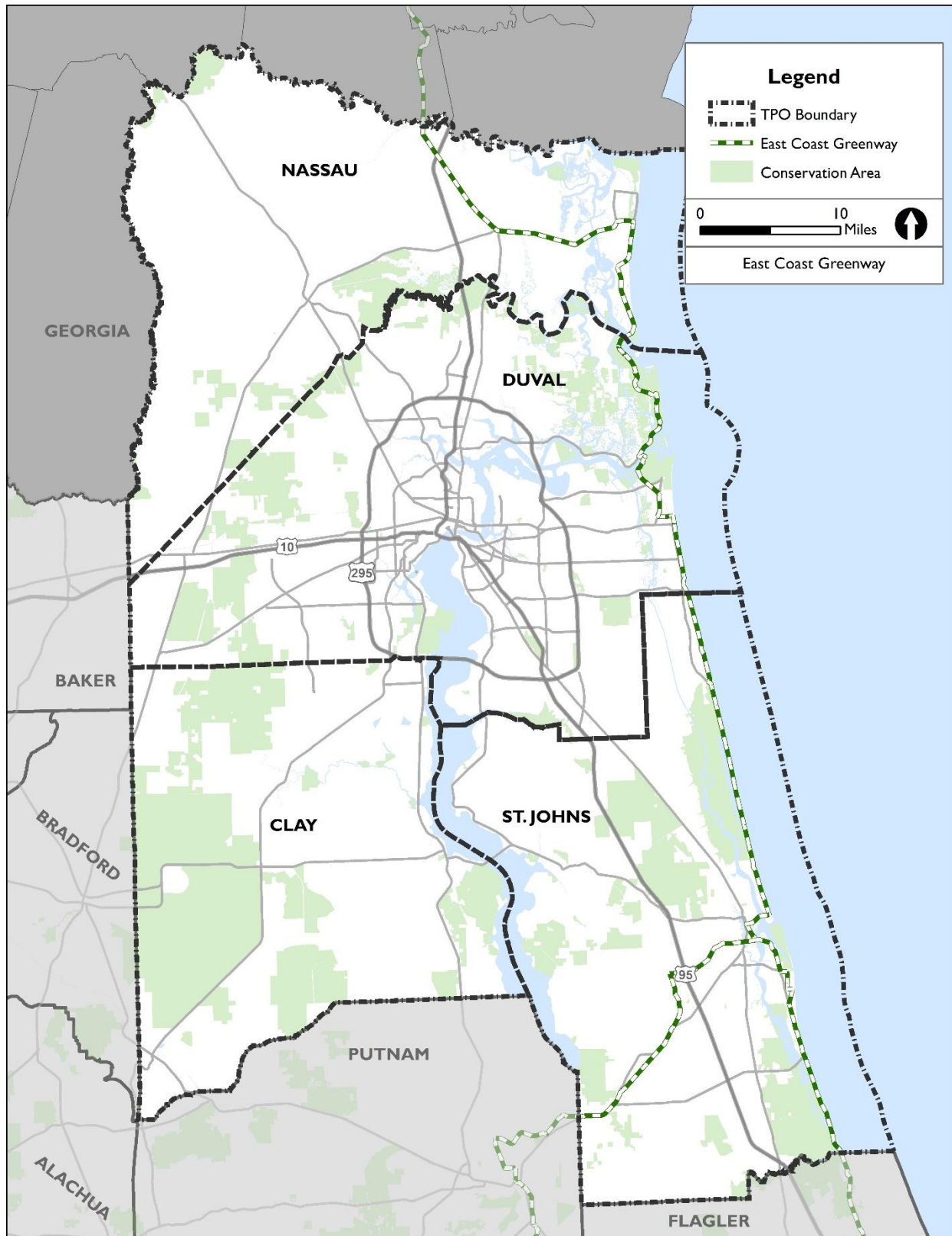


FIGURE 2-1 FGTS NETWORK, NORTHEAST



Data Source: FDEP FGTS Priority and Opportunity Trails shapefile, 2017

FIGURE 2-2 EAST COAST GREENWAY, NORTHEAST FLORIDA



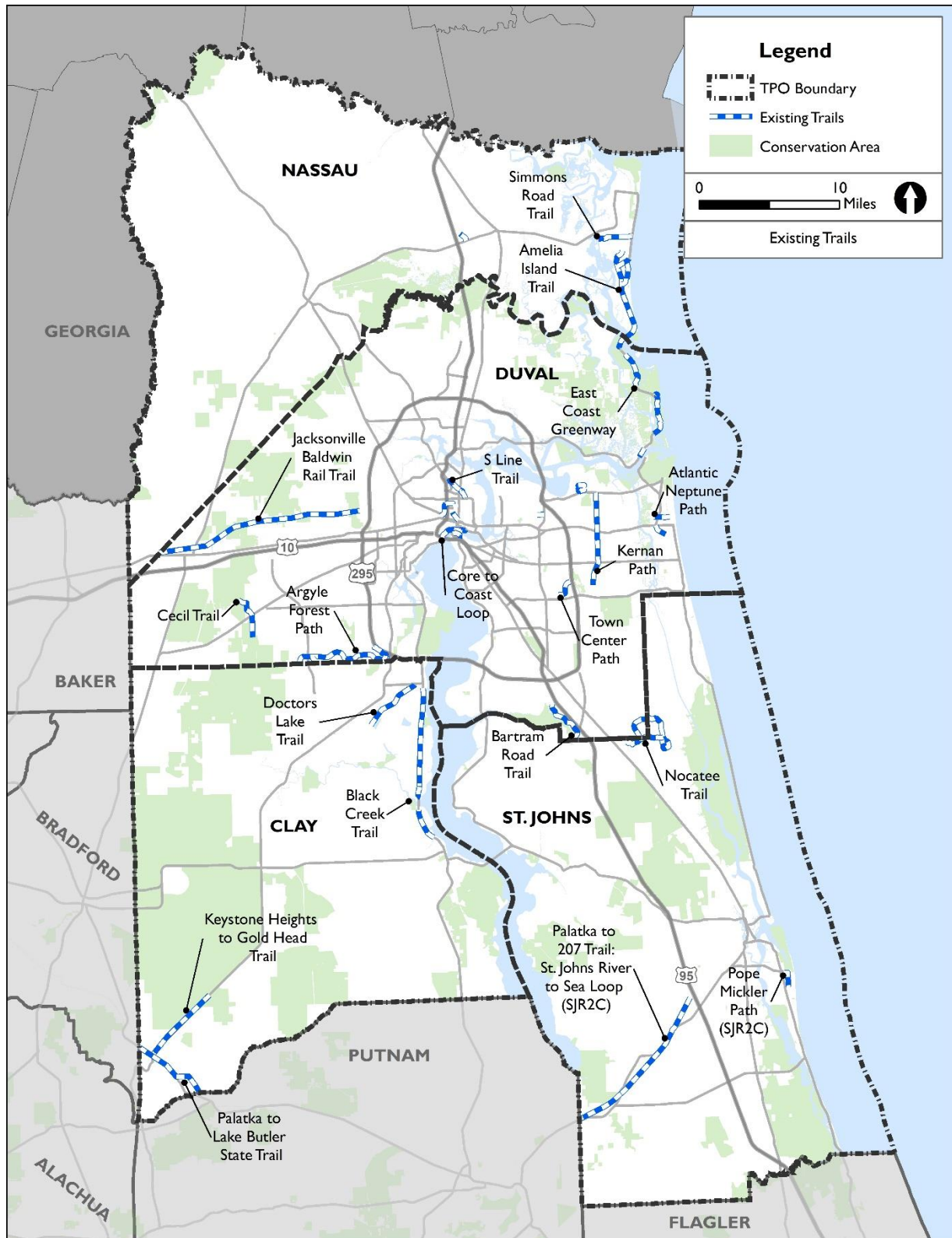
Data Source: East Coast Greenway Route Lines shapefile, 2016

EXISTING REGIONAL TRAILS

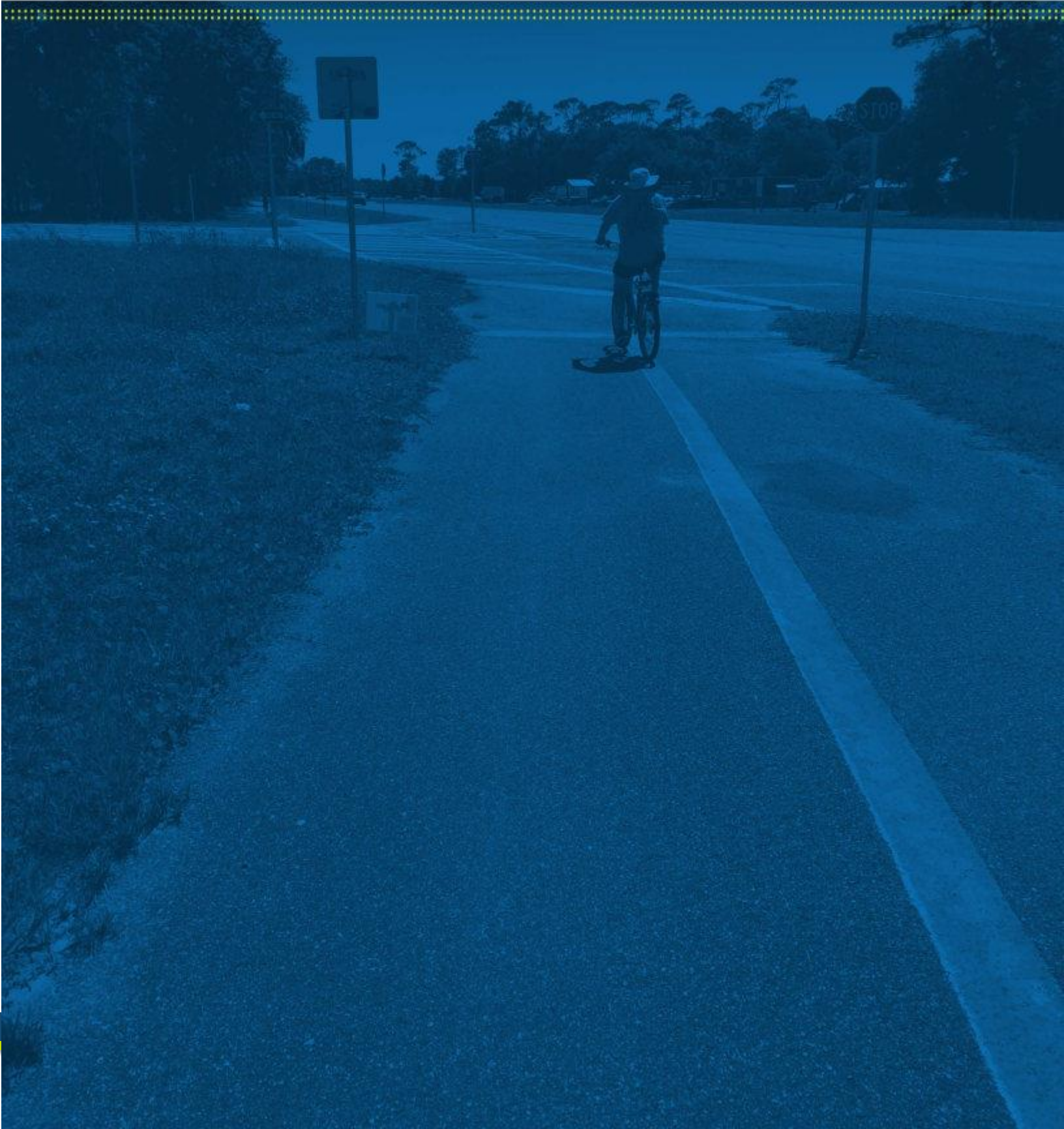
The existing regional trails are displayed in **Figure 2-3**. The location of these trails was determined based upon collaboration and data received from local staff and the Technical Advisory Committee. These existing trails are the initial network links to be ultimately connected on a regional level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

- ◆ Clay County Existing Trails
 - ◇ Palatka to Lake Butler State Trail
 - ◇ Keystone Heights to Gold Head Trail
 - ◇ Black Creek Trail
 - ◇ Doctors Lake Trail
- ◆ Duval County Existing Trails
 - ◇ Bartram Road Trail
 - ◇ Nocatee Trail
 - ◇ Town Center Path
 - ◇ Kernan Path
 - ◇ Atlantic/Neptune Path
 - ◇ East Coast Greenway (Big and Little Talbot Islands)
 - ◇ Core to Coast (C2C) Loop
 - ◇ S-Line Trail
 - ◇ Argyle Forest Path
 - ◇ Cecil Trail
 - ◇ Jacksonville Baldwin Rail Trail
- ◆ Nassau County Existing Trails
 - ◇ Amelia Island Trail
 - ◇ Amelia Island State Park Path
 - ◇ Simmons Road Trail
- ◆ St. Johns County Existing Trails
 - ◇ Palatka to SR 207 Trail (SJR2C Loop)
 - ◇ Pope/Mickler Trail (SJR2C Loop)
 - ◇ Nocatee Trail

FIGURE 2-3 NORTHEAST FLORIDA EXISTING TRAILS



3.0 NORTH FLORIDA TPO REGIONAL 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, 540 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

Location	Proposed Mileage	FDOT Cost per Mile	Estimated Cost
Clay County	66.9 miles	\$285,525.80	\$19,109,520.05
Duval County	213.9 miles	\$285,525.80	\$61,074,630.18
Nassau County	100.9 miles	\$285,525.80	\$28,823,350.45
St. Johns County	158.3 miles	\$285,525.80	\$45,201,790.02
TPO Region	540.1 miles	\$285,525.80	\$154,209,290.70

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.

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FIGURE 3-1 TPO NETWORK TRAILS, REGION

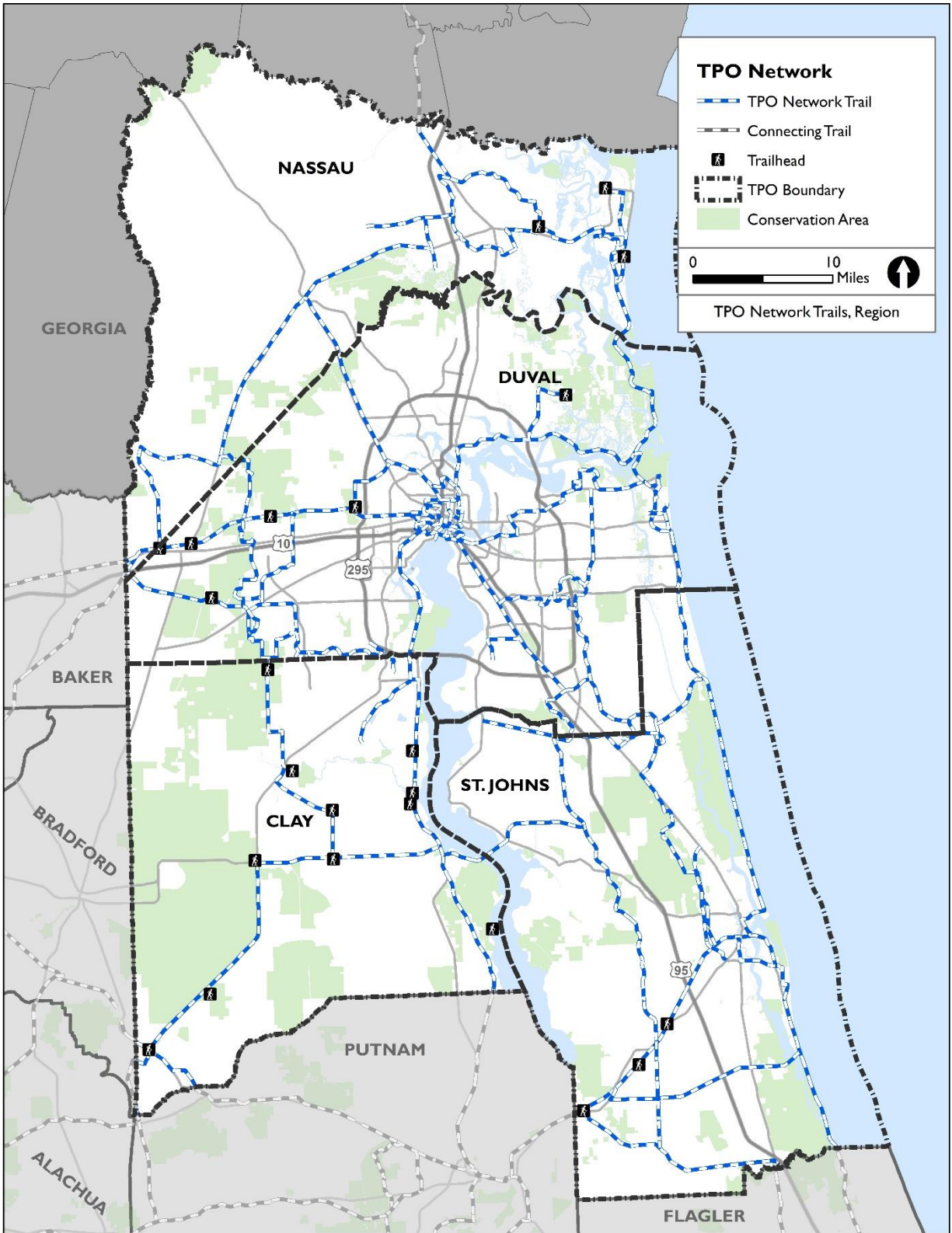
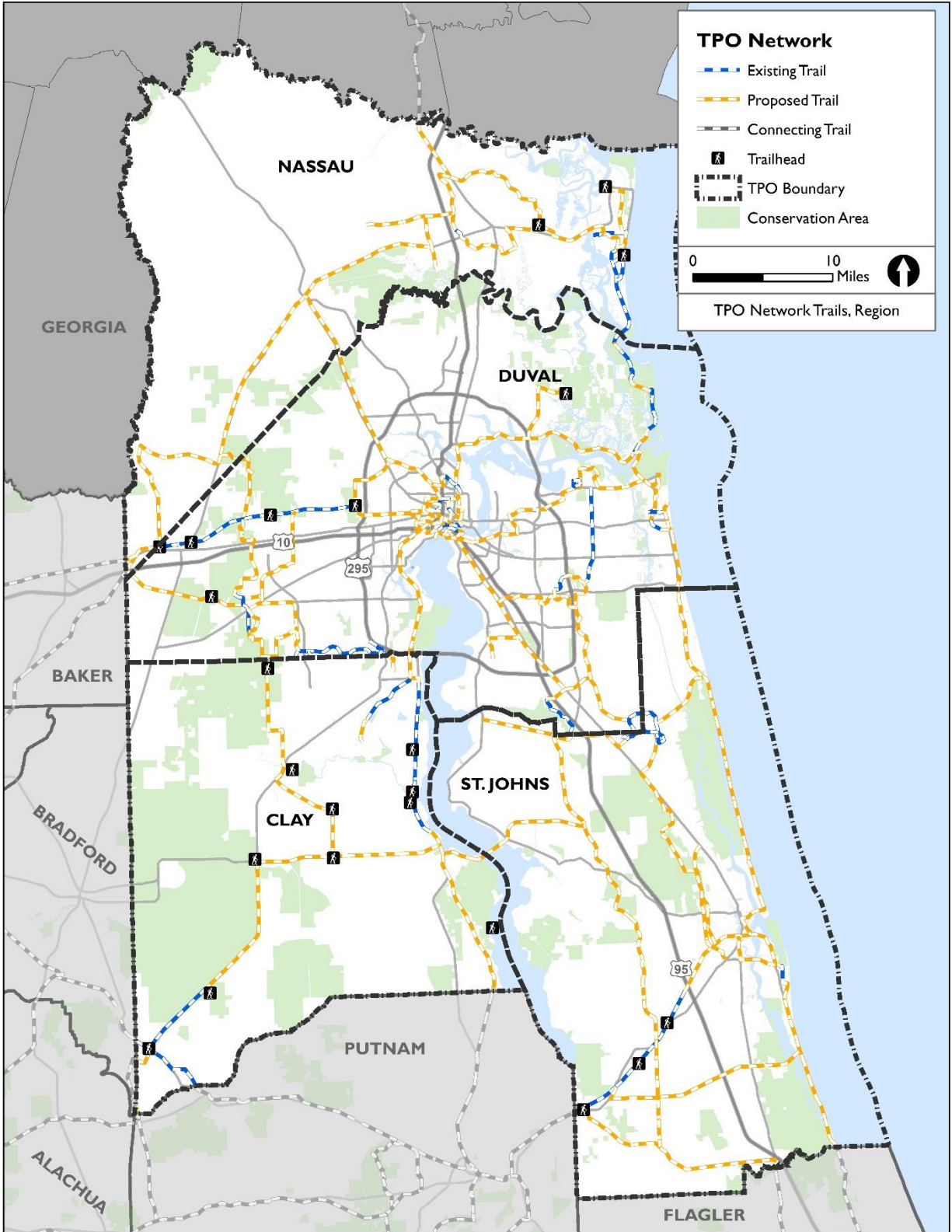


FIGURE 3-2 OVERALL NETWORK, EXISTING AND PROPOSED



3.2 CLAY COUNTY NETWORK

The TPO Network in Clay County consists of approximately 93.1 miles of trails. Approximately 26.2 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 Trail Extension
- ◆ Doctors Lake Trail
- ◆ Duval to Gold Head Trail
- ◆ Gold Head to St. Johns Trail
- ◆ Green Cove Springs to Putnam County Trail
- ◆ Hawthorne Trail Connection
- ◆ Keystone Heights to Gold Head Trail
- ◆ Orange Park Mall Path
- ◆ Palatka to Lake Butler State Trail

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

CLAY COUNTY TRAILHEADS

The following trailhead locations were identified for Clay County:

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

TOP PRIORITY TRAILS

Clay County staff identified their top priority trails as follows:

- 1) Duval to Gold Head Trail
- 2) Cecil Trail Extension
- 3) Green Cove Springs to St. Johns County Trail
- 4) Green Cove Springs to Putnam County Trail

TABLE 3-2 CLAY COUNTY TRAIL NETWORK

Trail Name	Miles	Status	Description
Black Creek Trail	11.2	Partially Complete	Connects Green Cove Springs to Duval County along US 17.
Black Creek Existing	10.2	Existing	North of Green Cove Springs to Holly Point Road.
Black Creek Proposed	1.0	Proposed	Fills gap across Black Creek.
Cecil Trail Extension	17.8	Proposed	Extends Cecil Trail in Duval County south along Live Oak Lane, Long Bay Road, and CR 218 to Gold Head Trail on SR 16.
Doctors Lake Trail	8.9	Partially Complete	Trail along Doctors Lake from CR 220 to Kingsley Avenue connecting to the Black Creek Trail.
Doctors Lake Existing	4.4	Existing	Doctors Lake Drive from Peoria Road to Kingsley Avenue.
Doctors Lake Proposed	4.5	Proposed	Fills gap from CR 220 to Peoria Road and to Black Creek Trail along Kingsley Avenue.
Duval to Gold Head Trail	21.0	Proposed	Traverses Clay County connecting Keystone Heights, Penney Farms, Green Cove Springs, and Duval County via SR 21 and SR 16.
Gold Head to St. Johns Trail	6.7	Proposed	Connects the Gold Head Trail to St. Johns County through Green Cove Springs via SR 16.
Green Cove Springs to Putnam County Trail	12.0	Proposed	Provides a north-south connection from Duval County to Putnam County by connecting the Black Creek Trail to Putnam County through Green Cove Springs via US 17 and CR 209.
Hawthorne Trail Connection	2.5	Proposed	Connects Palatka to Lake Butler State Trail to Hawthorne Trail in Alachua via SR 21 in Keystone Heights.
Keystone Heights to Gold Head Trail	6.0	Existing	Connects Keystone Heights to Gold Head via SR 21.
Orange Park Mall Path	1.4	Proposed	Provides a connection to Orange Park Mall.
Palatka to Lake Butler State Trail	5.7	Existing	Connects the Lake Butler State Trail to Putnam, Clay, and Bradford counties via SR 100.

FIGURE 3-3 OVERALL CLAY COUNTY NETWORK

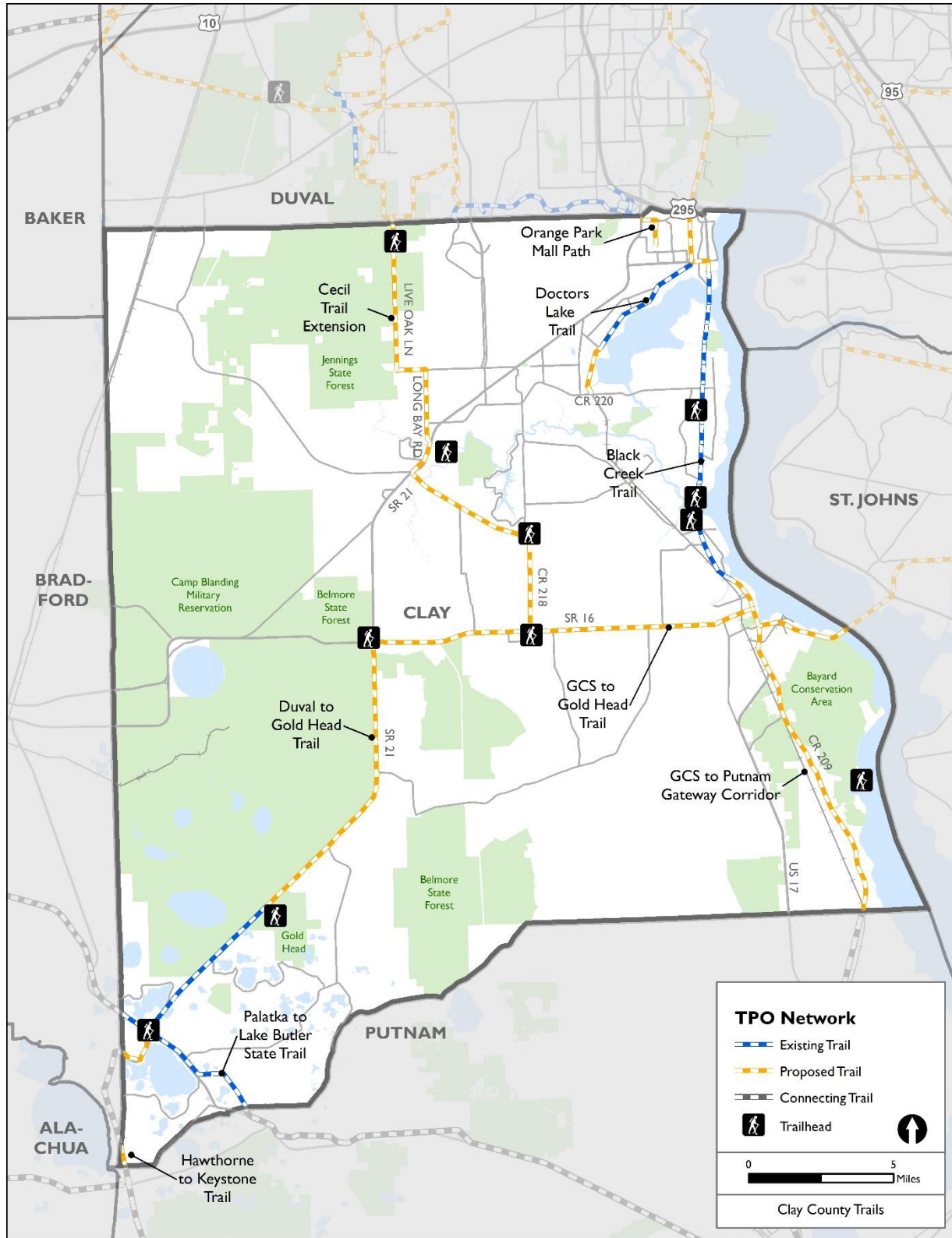


FIGURE 3-4 SOUTHWEST CLAY COUNTY

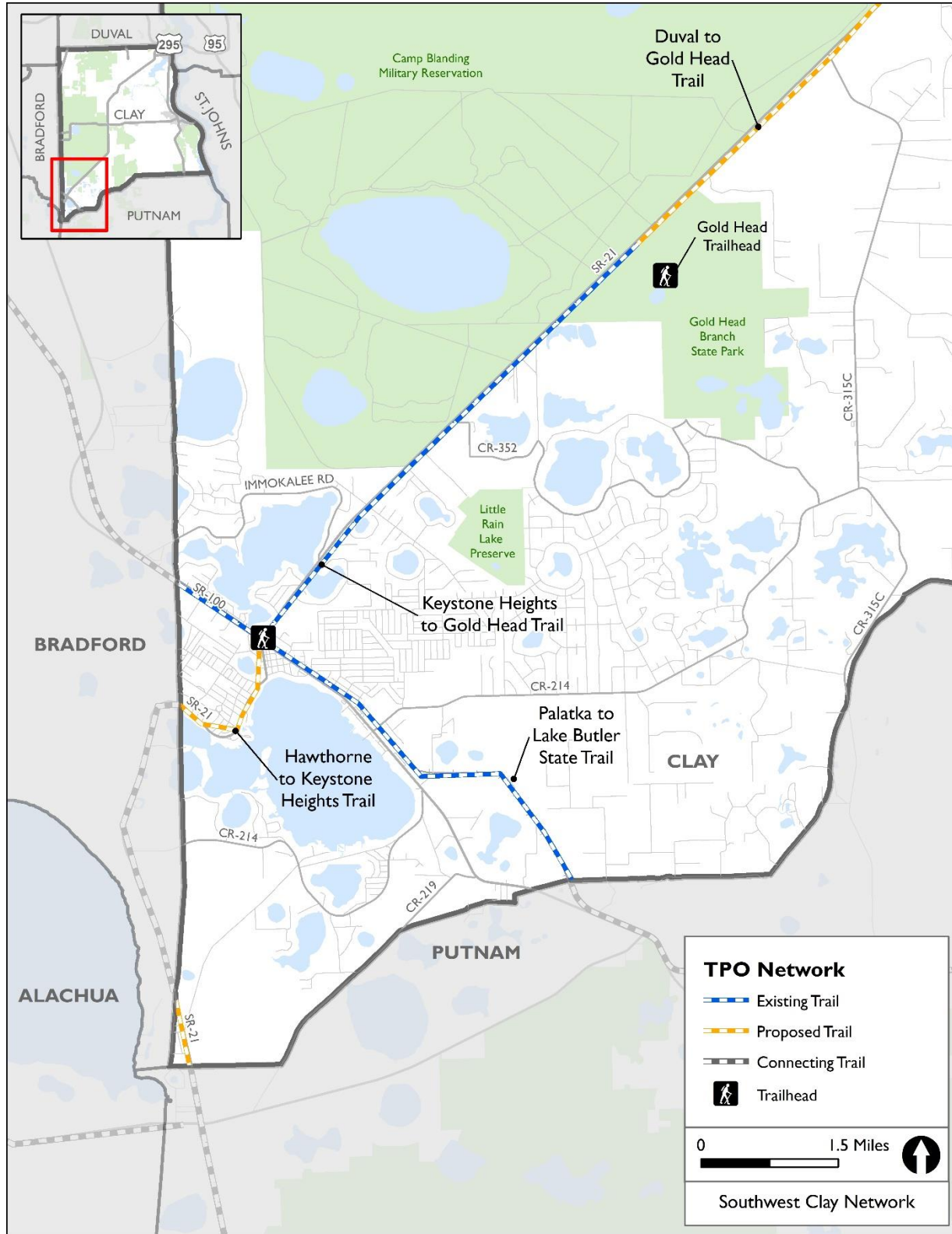


FIGURE 3-5 WEST CENTRAL CLAY COUNTY

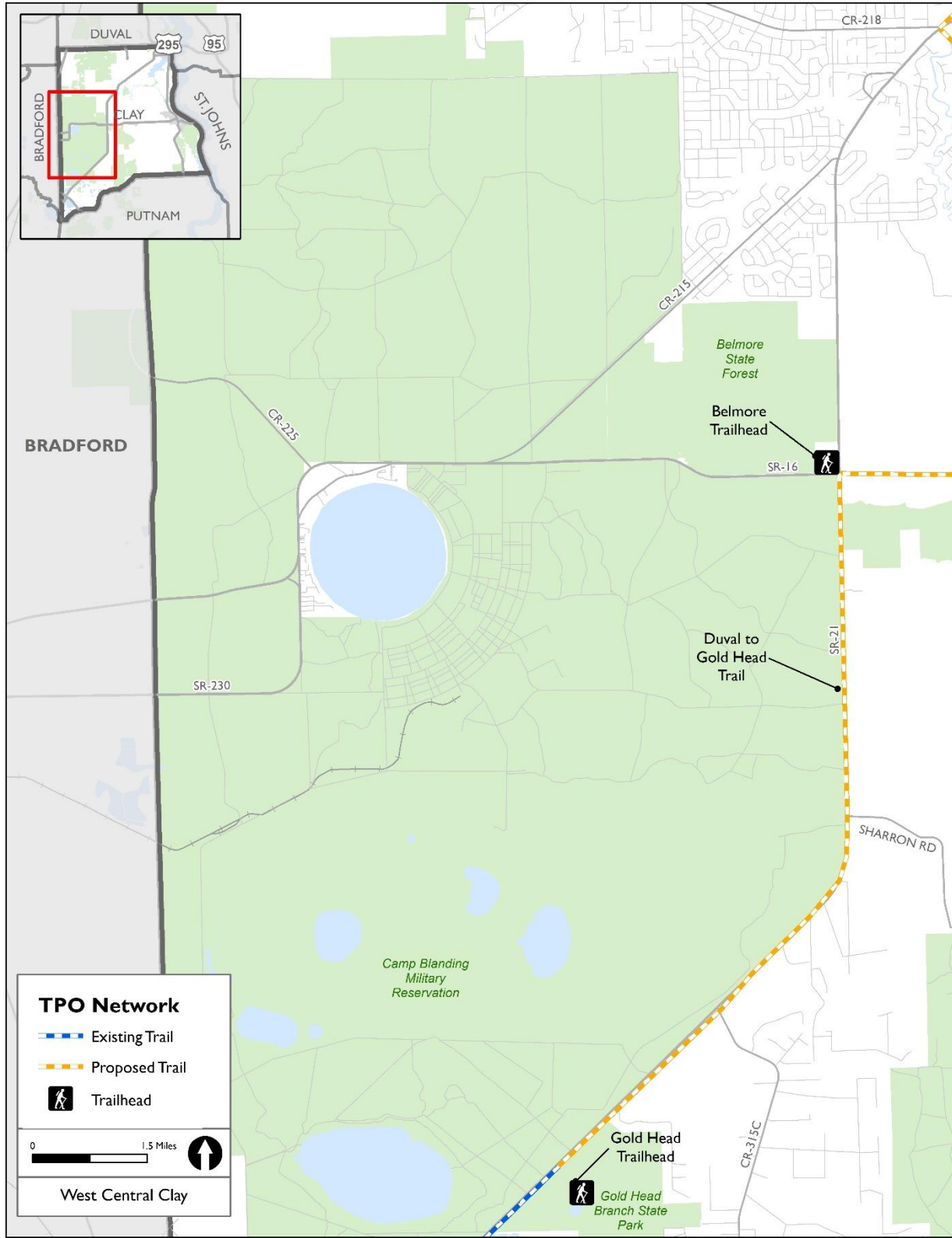


FIGURE 3-6 NORTHWEST CLAY COUNTY

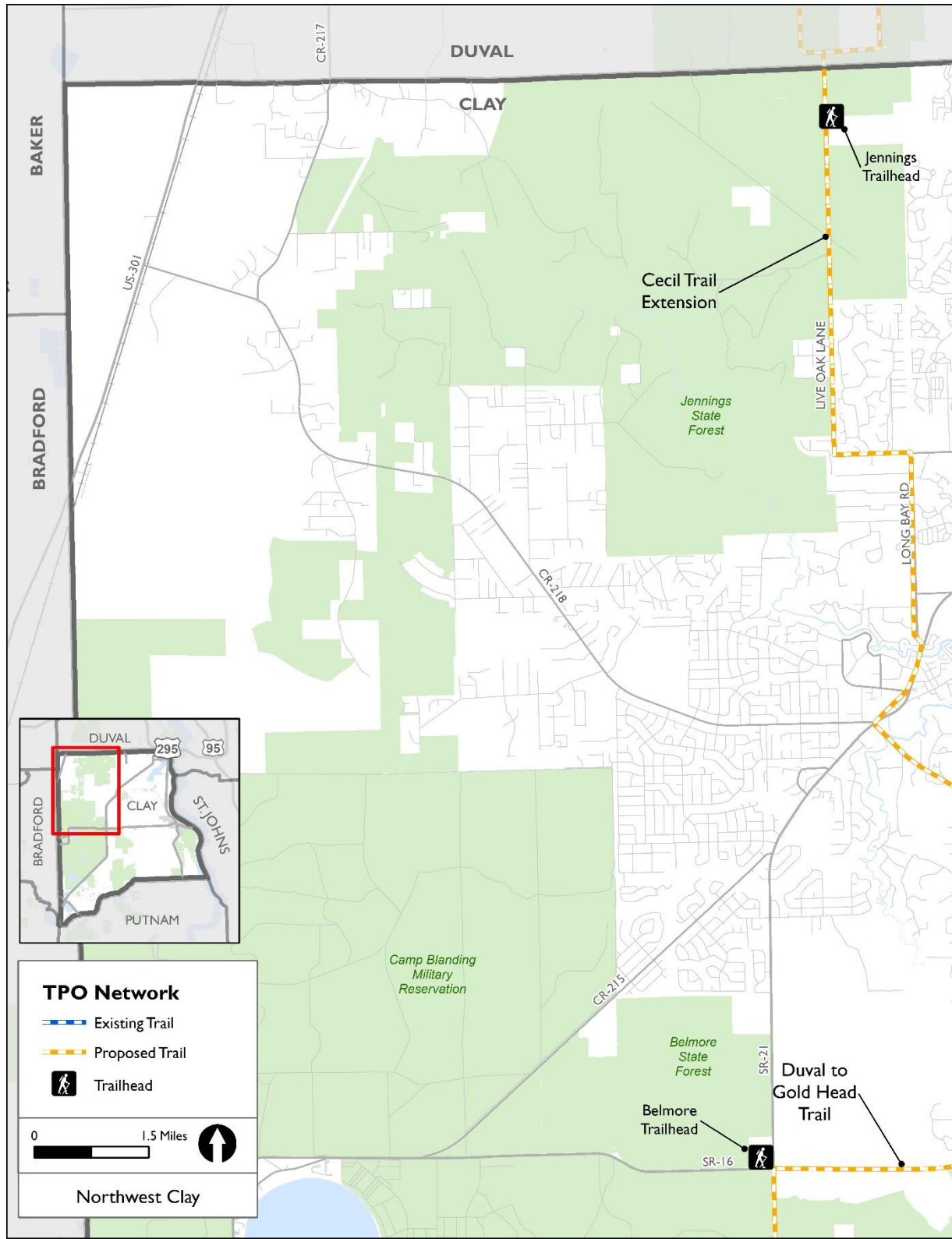


FIGURE 3-7 CENTRAL CLAY COUNTY

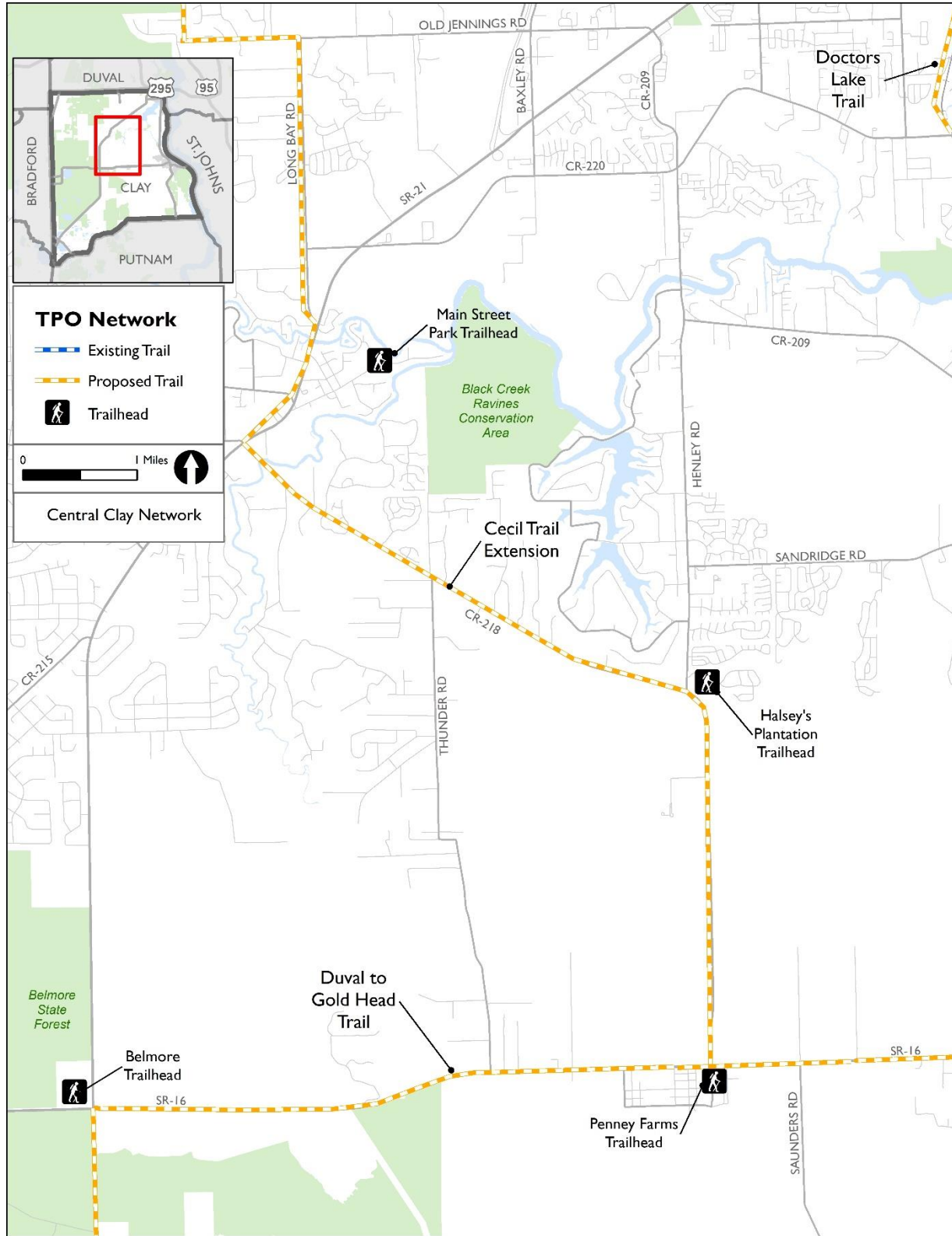


FIGURE 3-8 NORTHEAST CLAY COUNTY

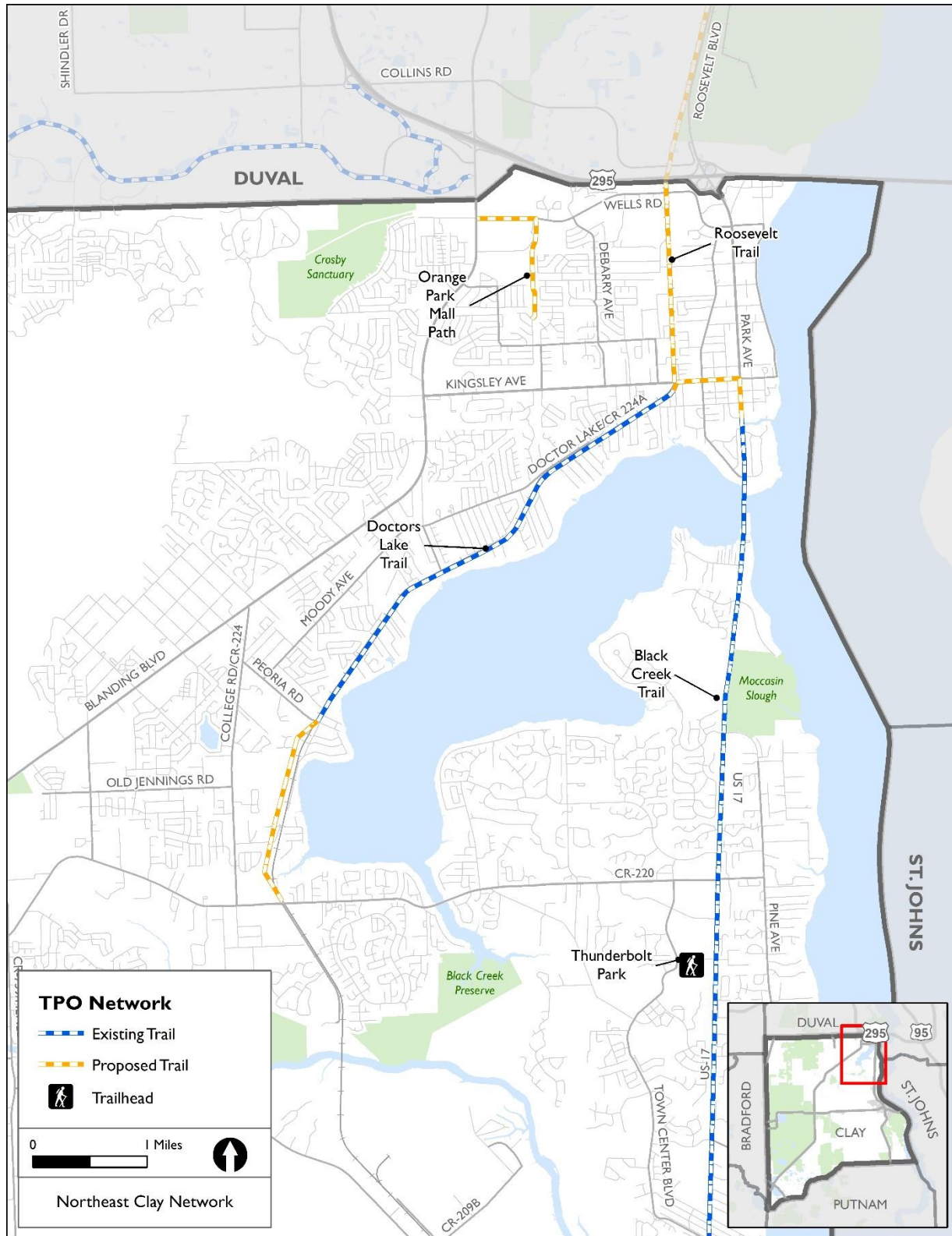


FIGURE 3-9 EAST CENTRAL CLAY COUNTY

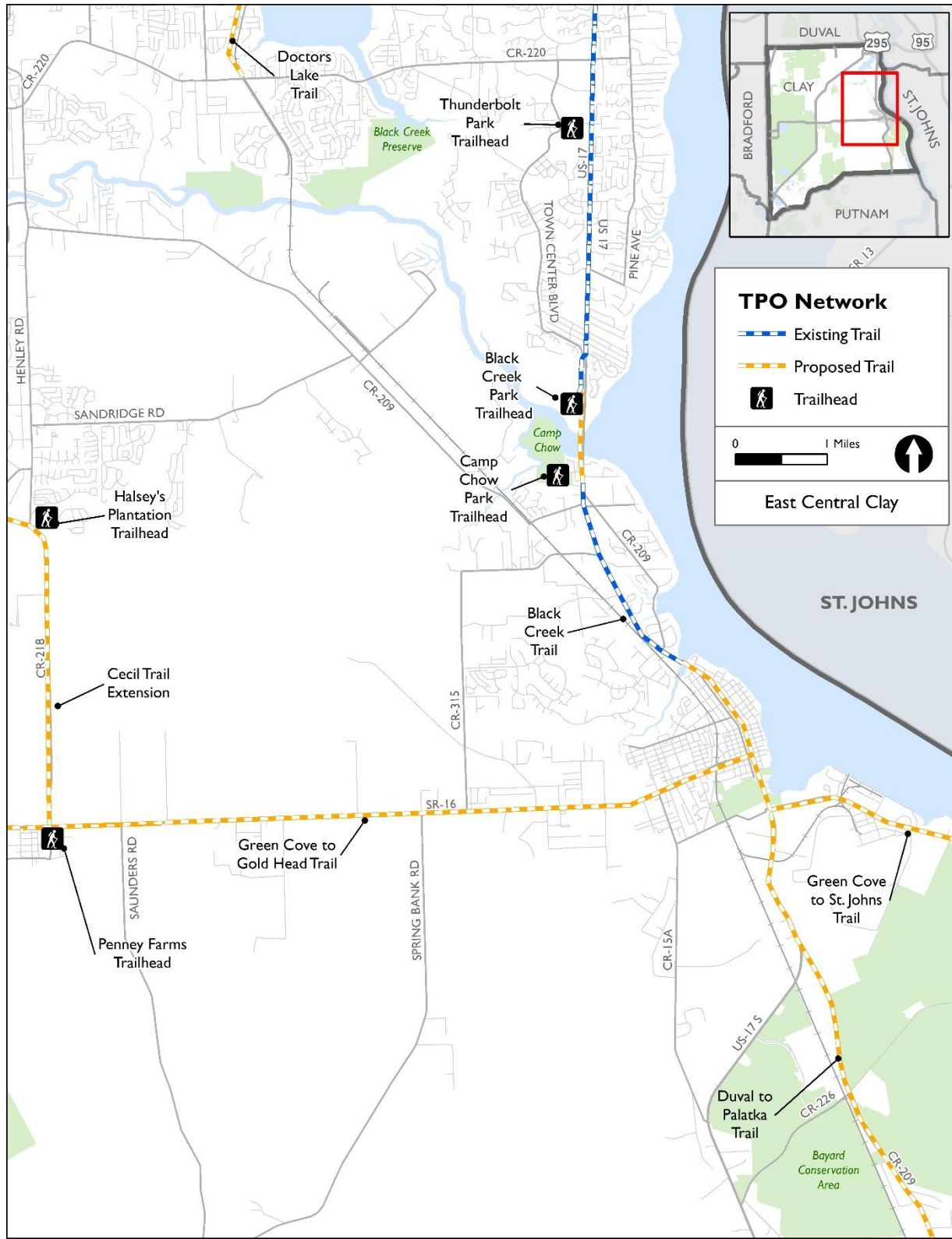


FIGURE 3-10 SOUTHEAST CLAY COUNTY



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 **Figure 3-11 through Figure 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 3-3 DUVAL COUNTY TRAIL NETWORK

Trail Name	Miles	Status	Description	
Argyle Forest Path	7.8	Existing	Existing path along Argyle Forest Boulevard near the Clay County line.	
Atlantic/ Neptune Path	4.1	Partially Complete	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.	
	Existing	1.1		Existing
	Proposed	3.0		Proposed
Bartram Trail	3.6	Existing	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.	
Cecil Trail Network	38.2	Partially Complete	Trail network in southwest Duval County providing connections to Nassau County, Clay County, and the existing Jacksonville Baldwin Trail.	
	Existing	3.2		Existing
	Proposed	35.0		Proposed
Cedar Point Spur	5.9	Proposed	Local trail in northeast Duval County connecting the C2C Trail along Heckscher Drive to the Pumpkin Hill Creek Preserve.	
POW-MIA Memorial Trail	7.7	Proposed	Provides a connection from the Cecil Trail Network to the Jacksonville Baldwin Trail via Chaffee Road.	
Core 2 Coast (C2C) Loop	45.5	Partially Complete	Major trail network connecting downtown Jacksonville to the Beaches. Recently designated as part of the East Coast Greenway system.	
	Existing	4.0		Existing
	Proposed	41.4		Proposed
Dames Point Alternative*	4.9	Potential	*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.	
Lone Star Alternative*	9.8	Potential		
East Coast Greenway	23.9	Partially Complete	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.	
	Existing	8.6		Existing
	Proposed	15.3		Proposed
Ed Austin Park Path	1.6	Existing	Existing path around the perimeter of Ed Austin Park connecting to Monument Road and the regional trail system.	
Emerald Trail Network	19.7	Partially Complete	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.	
	Existing	0.8		Existing
	Proposed	18.9		Proposed
Fort Caroline Trail	23.2	Partially Complete	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.	
Hanna Park Spur	1.0	Proposed	Path from the ECG on the northeast side of Duval County providing connections to Hanna Park, Finnegan Elementary, and the City of Atlantic Beach.	
Jacksonville Baldwin Trail	24.8	Partially Complete	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.	
	Existing	14.8		Existing
	Proposed	10.0		Proposed
Kings Road Historic Trail	14.3	Proposed	Runs north-south along US 1/FEC Rail corridor connecting the Avenues Mall area to the Acosta Bridge.	
Moncrief Trail	5.2	Proposed	Provides a connection from C2C Loop to US 1/New Kings Road Trail along Moncrief Road.	

Trail Name	Miles	Status	Description
New Kings Road Trail	8.3	Proposed	Travels along US I/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.
Nocatee Trail (Duval Portion)	2.4	Existing	Trail traversing the Nocatee community in Duval and St. Johns Counties.
Paramore Road Trail	1.5	Existing	Existing path along Paramore Road connecting the Argyle Forest Path to Collins Road.
Race Track Trail	0.4	Proposed	Segment of the Race Track Road Trail in St. Johns County that traverses into Duval County.
Roosevelt Trail	10.9	Proposed	Rail trail from the Clay County line along Roosevelt Boulevard ending at Forest Street in Downtown Jacksonville connecting to the C2C Loop network.
S-Line Trail	4.3	Partially Complete	Urban greenway and trail system in Downtown Jacksonville providing connections to neighborhoods, the C2C Loop, and Emerald Trail network.
Existing	2.5	Existing	
Proposed	1.8	Proposed	
Soutel Trail	5.1	Proposed	Trail along Soutel Road starting at the eastern terminus of the Jacksonville Baldwin Rail Trail extending to Miller Park.
Sunbeam Path	3.9	Proposed	Spur from the Acosta/Avenues Trail along Sunbeam Road from San Jose Boulevard to Old Kings Road.
Town Center Connector	7.4	Proposed	Trail along Southside Boulevard providing connections to the Acosta/Avenues Trail, Town Center Path, and Kernan Trail.
Town Center Path	1.9	Partially Complete	Path along the perimeter of the St. Johns Town Center. Will eventually connect to the Kernan Trail and Southside Loop.
Existing	1.4	Existing	
Proposed	0.5	Proposed	
UNF Spur	1.7	Proposed	Spur from the Ft. Caroline Trail connecting to the University of North Florida (UNF).

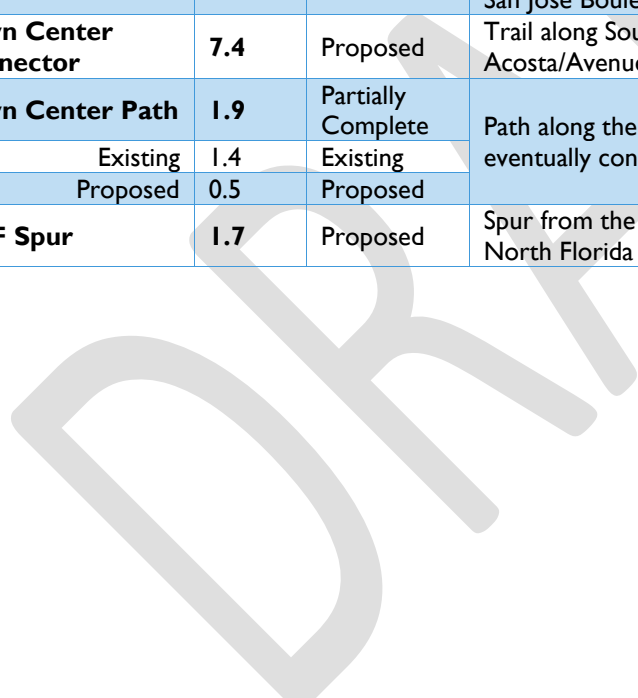


FIGURE 3-11 OVERALL DUVAL COUNTY NETWORK

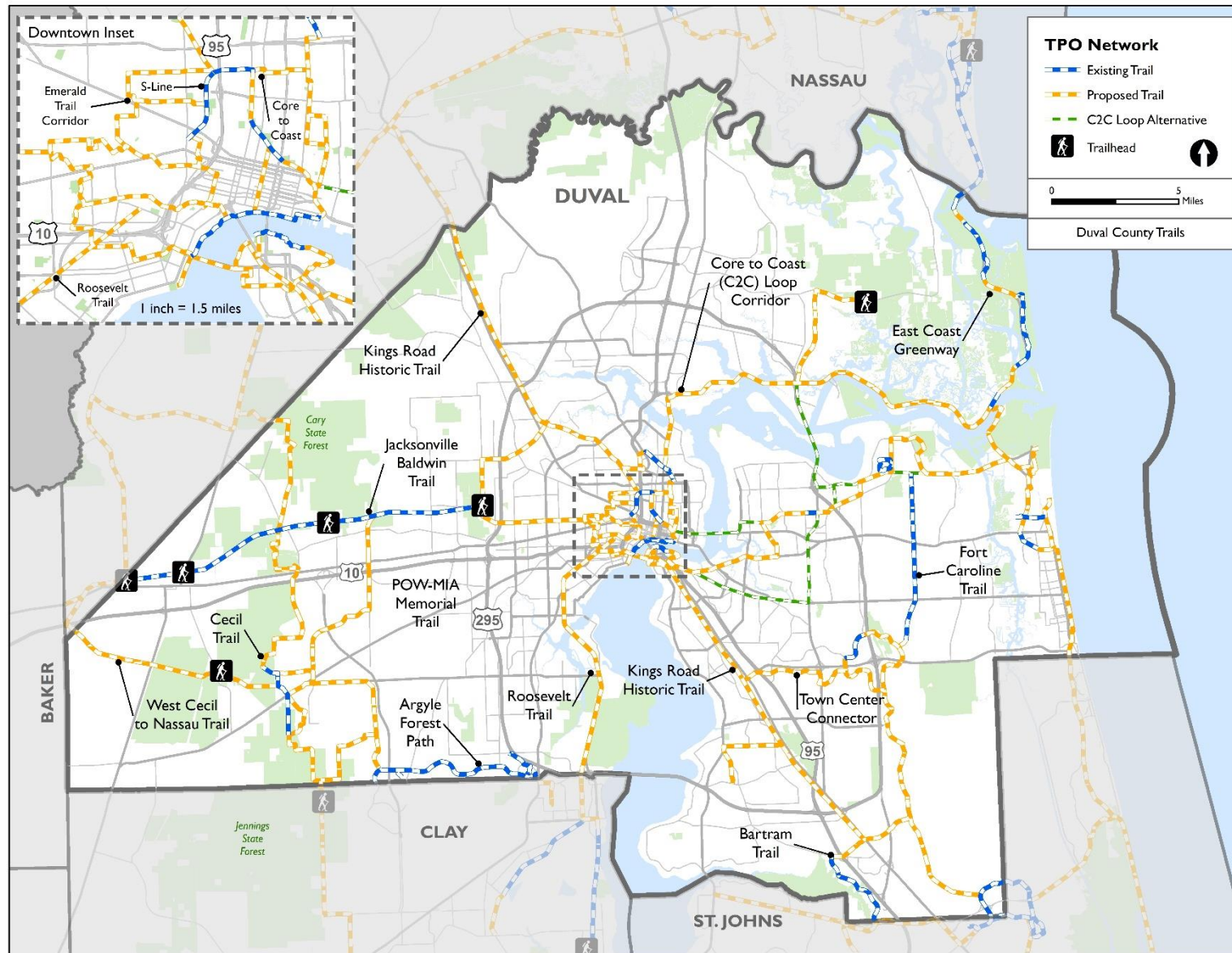


FIGURE 3-12 NORTHEAST DUVAL COUNTY

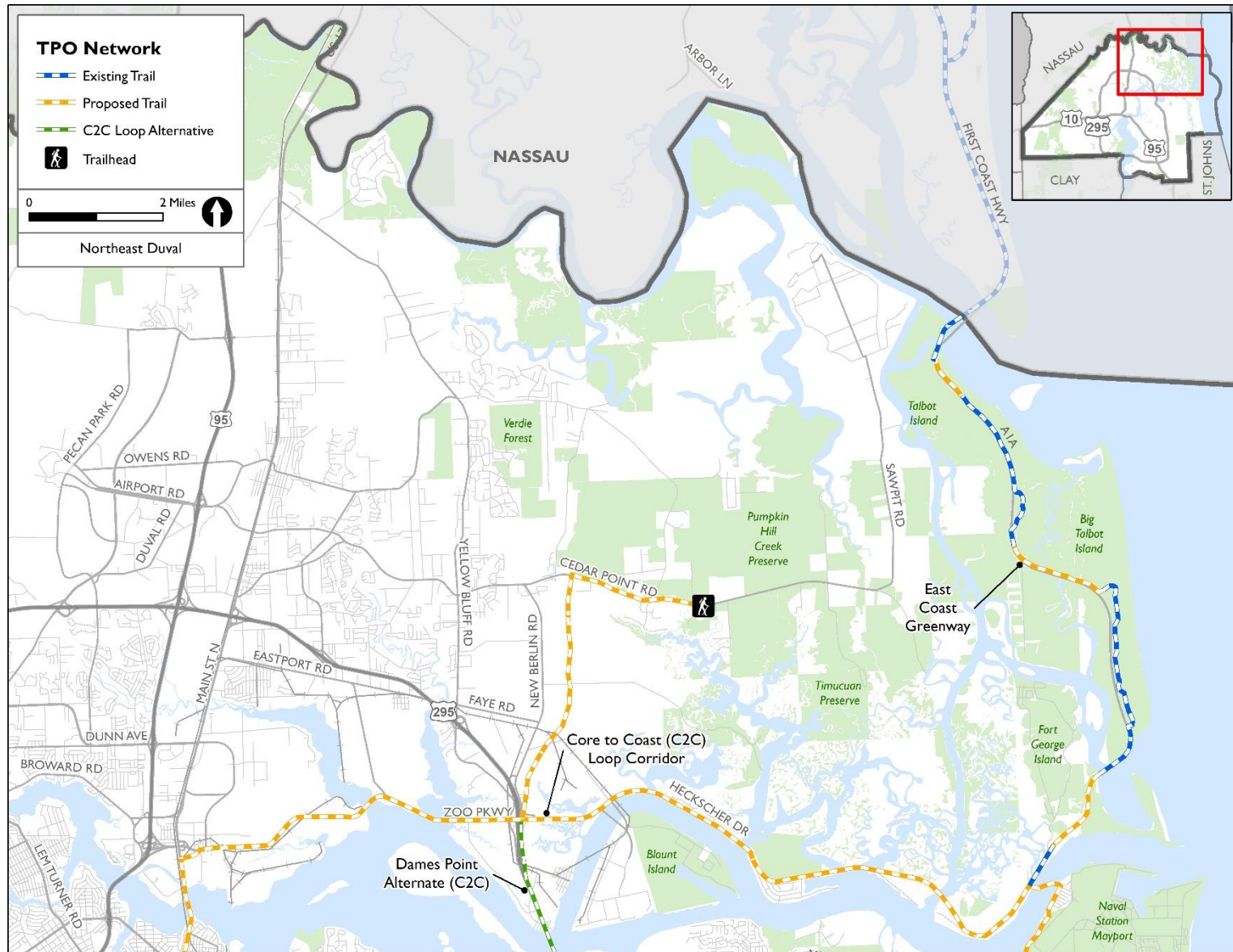


FIGURE 3-13 SOUTHEAST DUVAL COUNTY

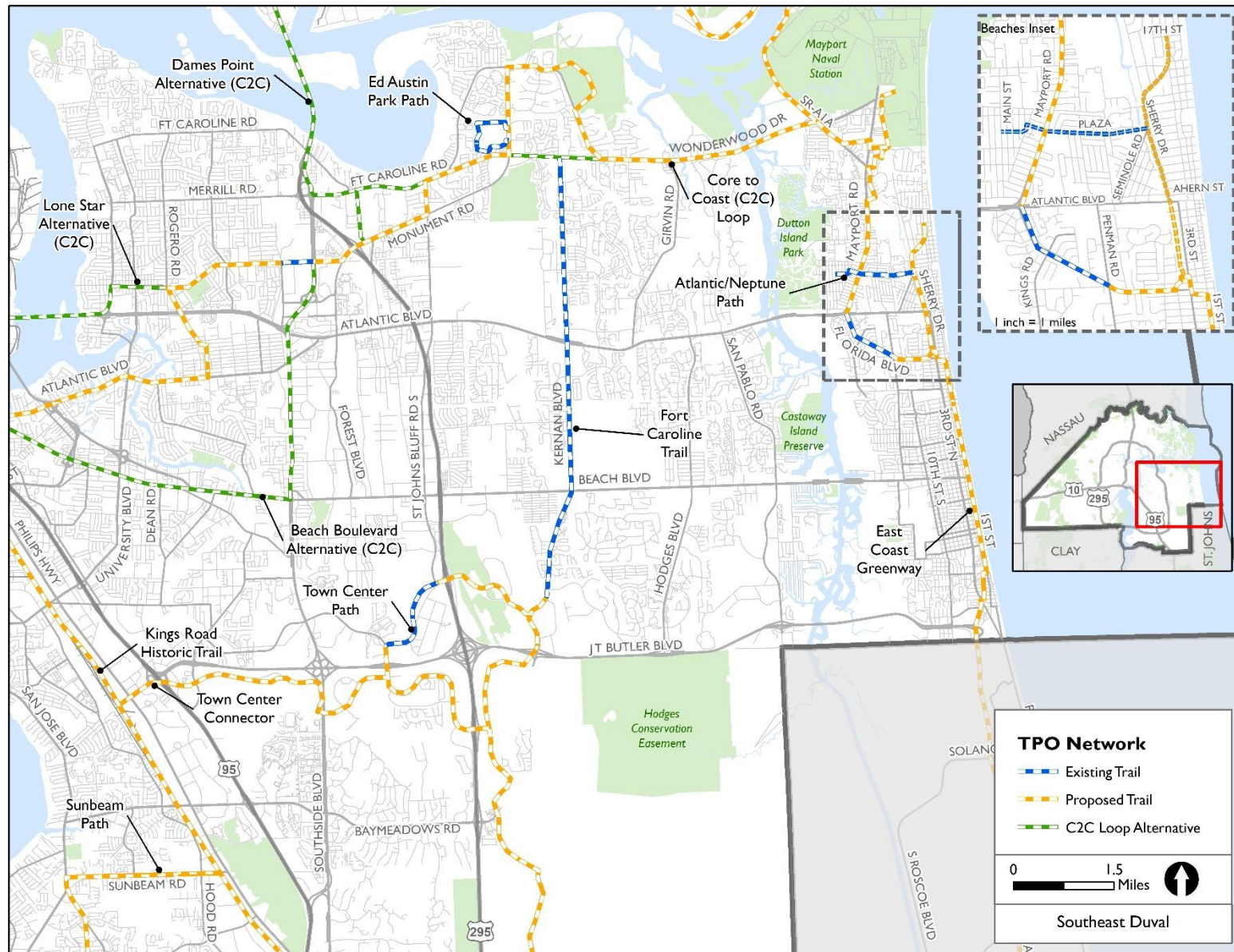


FIGURE 3-14 SOUTH DUVAL COUNTY

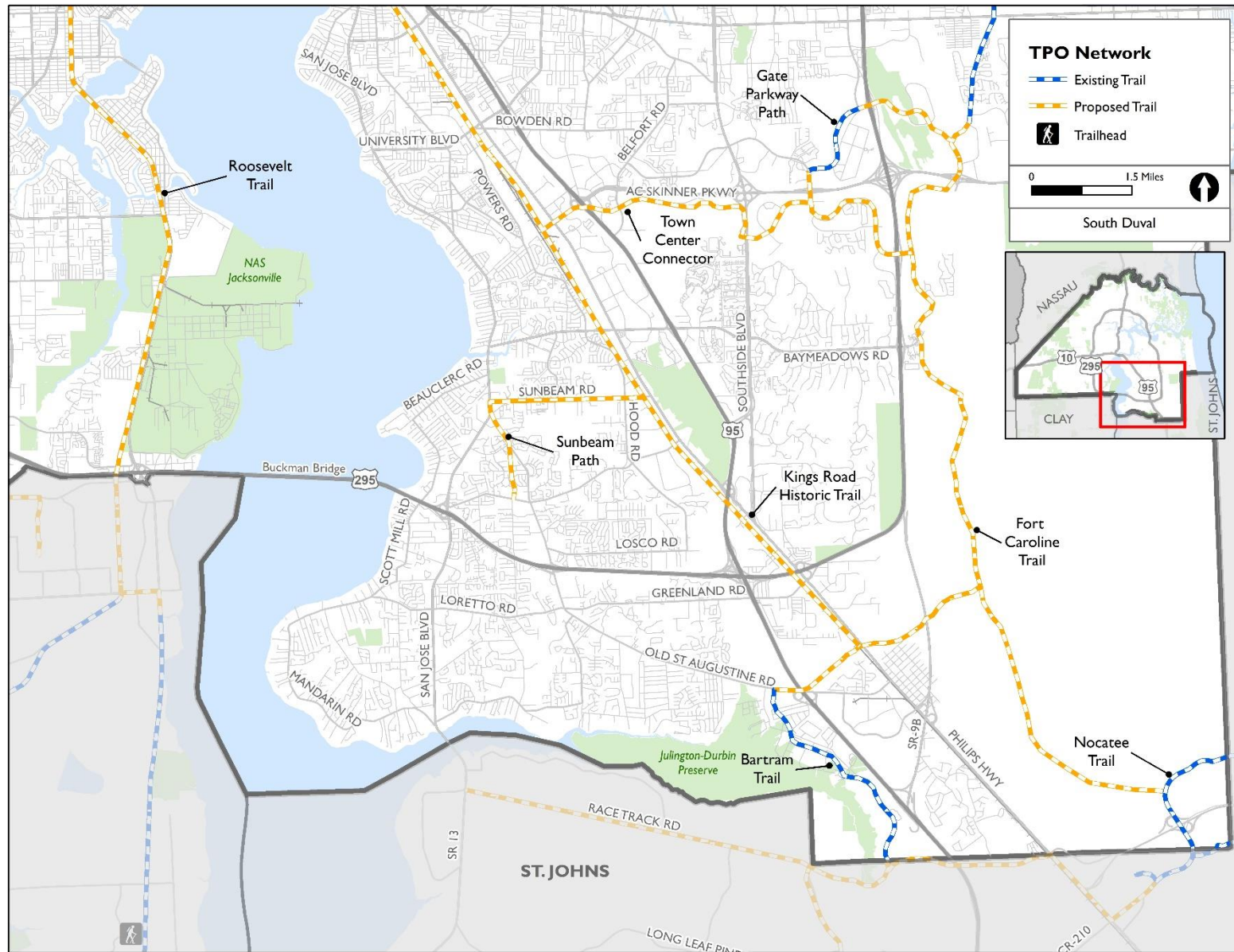


FIGURE 3-15 SOUTHWEST DUVAL COUNTY

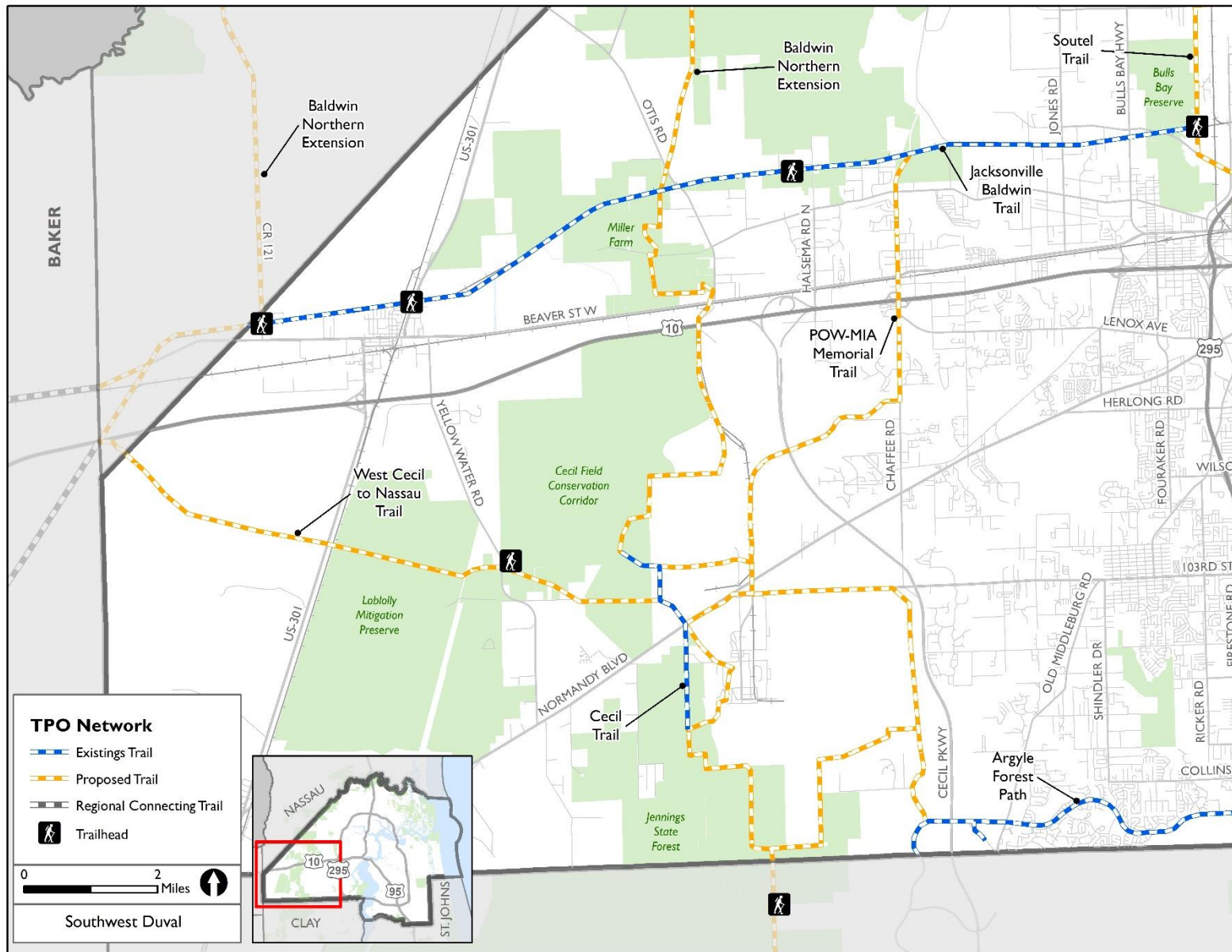


FIGURE 3-16 CENTRAL DUVAL COUNTY



3.4 NASSAU COUNTY NETWORK

The TPO Network in Nassau County consists of approximately 114 miles of trails. Approximately 12 miles of trails are existing, with 102 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
- ◆ Trans Nassau Trail
- ◆ West Cecil to Nassau Trail
- ◆ William Burgess Trail

The trails are summarized in **Table 3-4** and displayed in **Figure 3-18 through Figure 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

Trail Name	Miles	Status	Description
Amelia Island Trail	10.3	Partially Complete	Trail along Amelia Island from Duval County Line to SR 200. Designated ECG route.
Existing	7.9	Existing	Route along Amelia Island following AIA/Buccaneer Trail from the Duval County line north to Via Del Rey. Branches off to Peters Point Trailhead via AIA/Fletcher Avenue.
Proposed	2.4	Proposed	Extends existing trail along Amelia Island Parkway to SR 200.
Amelia Island Parkway Path	1.9	Existing	Narrow, 5' multiuse path along Amelia Island Parkway from Julia Street to AIA/Fletcher Avenue.
Baldwin Northern Loop	18.8	Proposed	Extends the Jacksonville Baldwin Trail into Nassau County providing connections to Baker County and the Trans Nassau Trail.
Crandall Pasture Trail	19.5	Proposed	Connects the Trans Nassau Trail with the ECG Georgia Connection through Crandall Pasture via SR 200 and US 17.
Griffin Road Trail	4.3	Proposed	Spur from Trans Nassau Trail along Griffin Road.
Simmons Road Trail	2.5	Existing	Connects Amelia Island and Timucuan Trails to Atlantic Ocean and the Amelia River.
Three Rivers Trail	1.5	Proposed	Spur from Trans Nassau Trail to Three Rivers Park.
Timucuan Trail	6.8	Proposed	Connects Amelia Island Trail to City of Fernandina Beach.
Trans Nassau Trail	28.2	Proposed	Trail traveling east-west across Nassau County primarily using SR 200. Eastern portions are designated ECG.
Kings Road Historic Trail	4.8	Proposed	Connects Kings Road Trail in Duval County to Trans Nassau Trail via US 1 to SR 200.
West Cecil to Nassau Trail	0.5	Proposed	Connects Baker, Duval, and Nassau counties.
William Burgess Trail	14.8	Proposed	Connects Trans Nassau Trail and Crandall Pasture Trail via SR 200, William Burgess Road, and CR 108.
Existing	0.7	Existing	
Proposed	13.4	Proposed	

FIGURE 3-18 OVERALL NASSAU COUNTY NETWORK

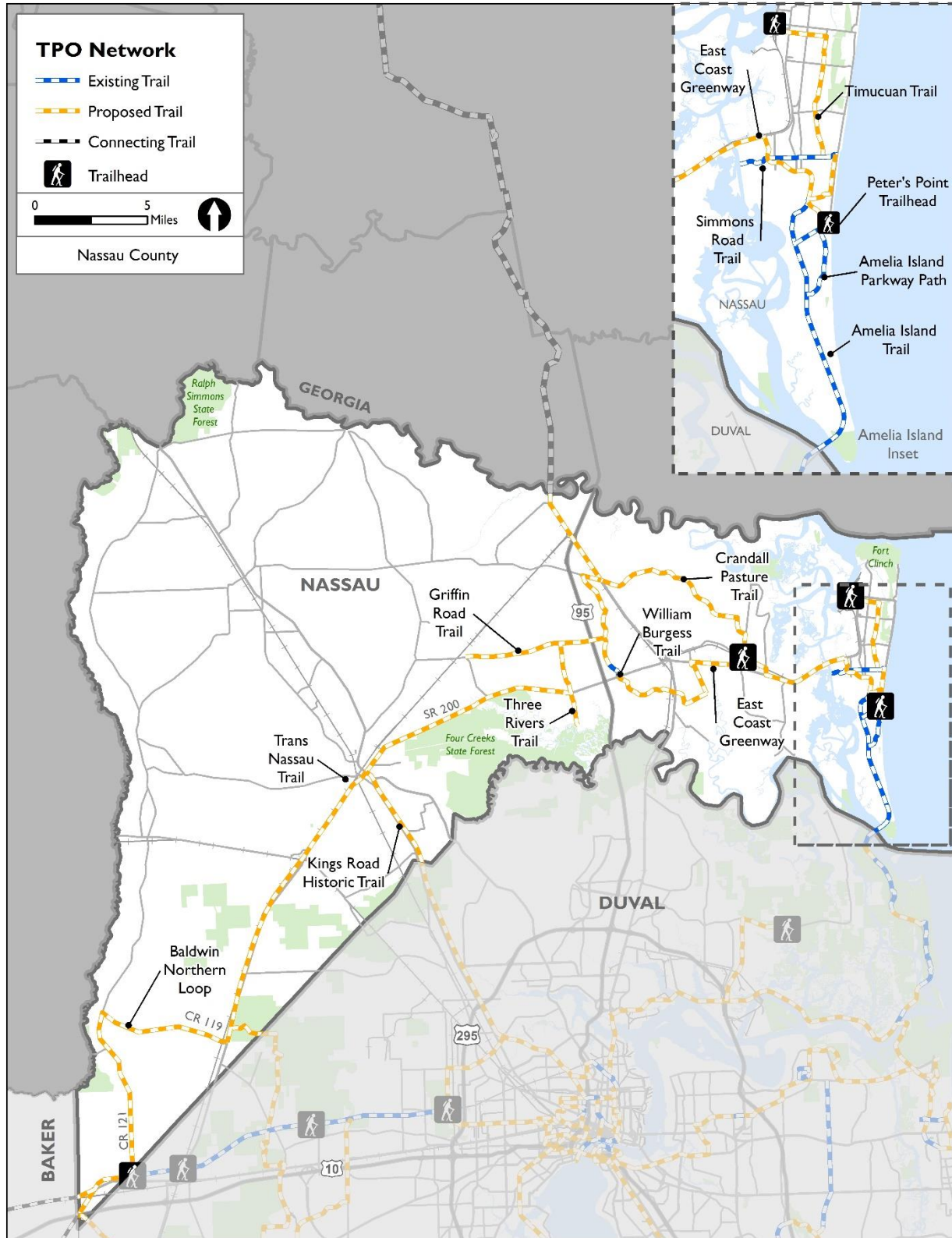


FIGURE 3-19 AMELIA ISLAND SOUTH

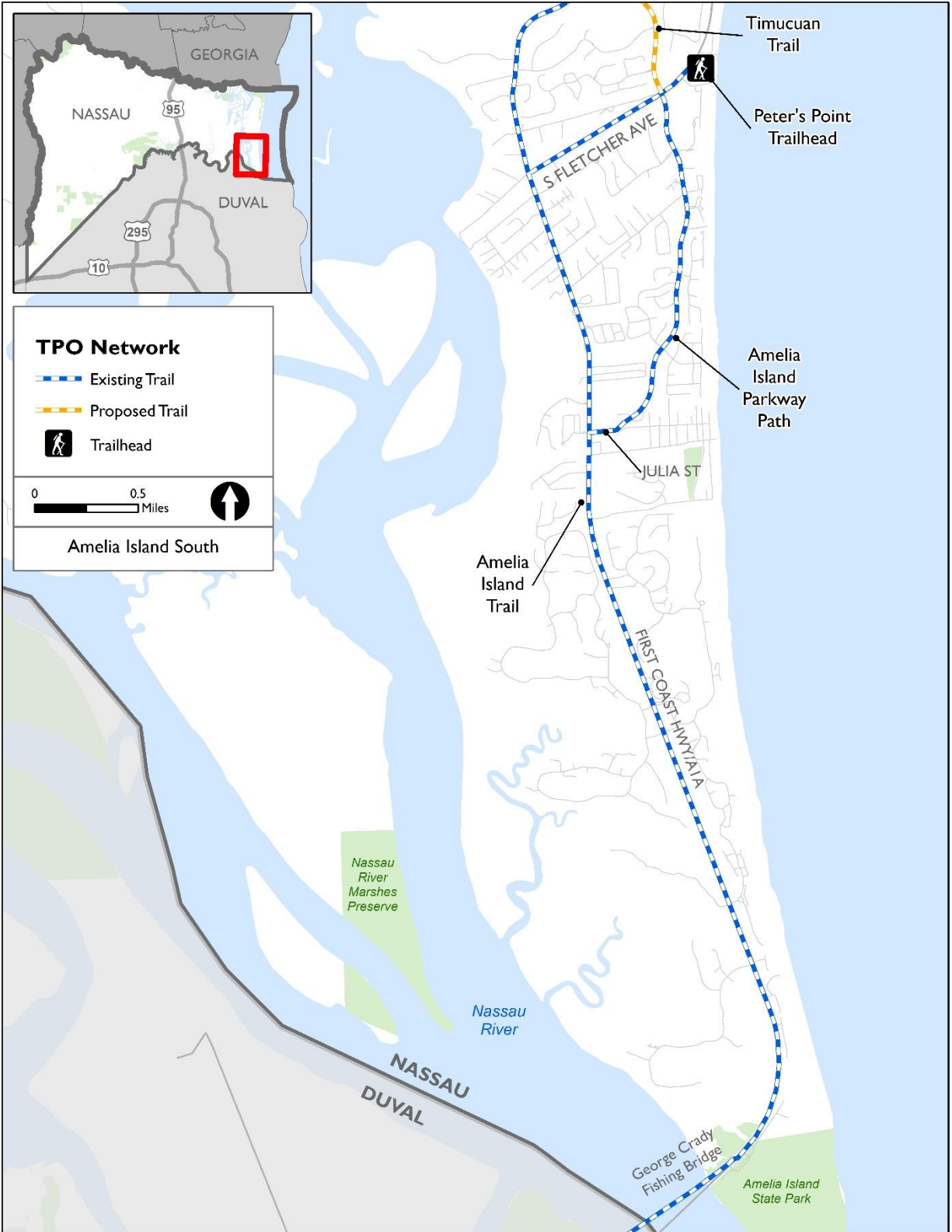


FIGURE 3-20 AMELIA ISLAND NORTH

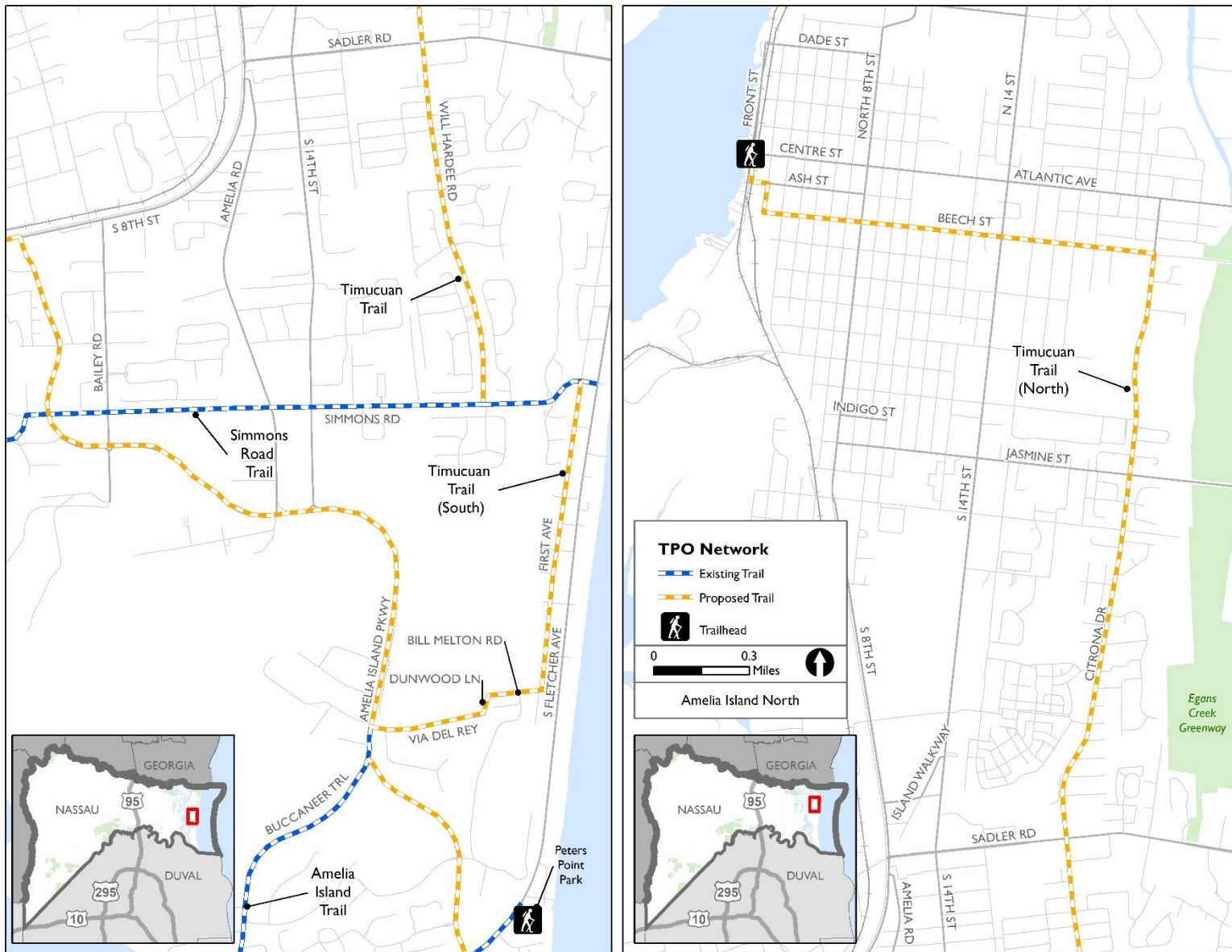


FIGURE 3-21 CENTRAL NASSAU COUNTY

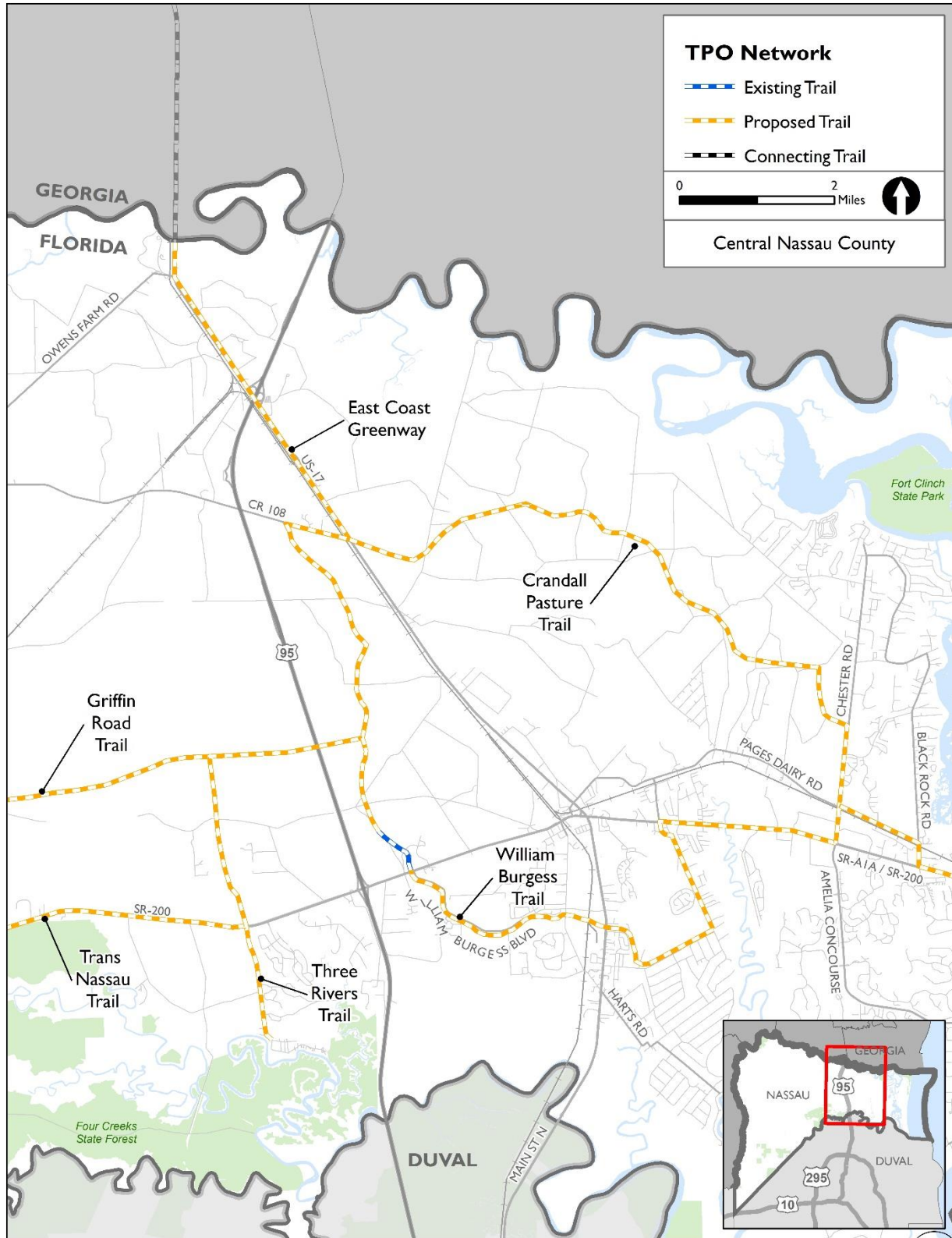


FIGURE 3-22 NORTHWEST NASSAU COUNTY

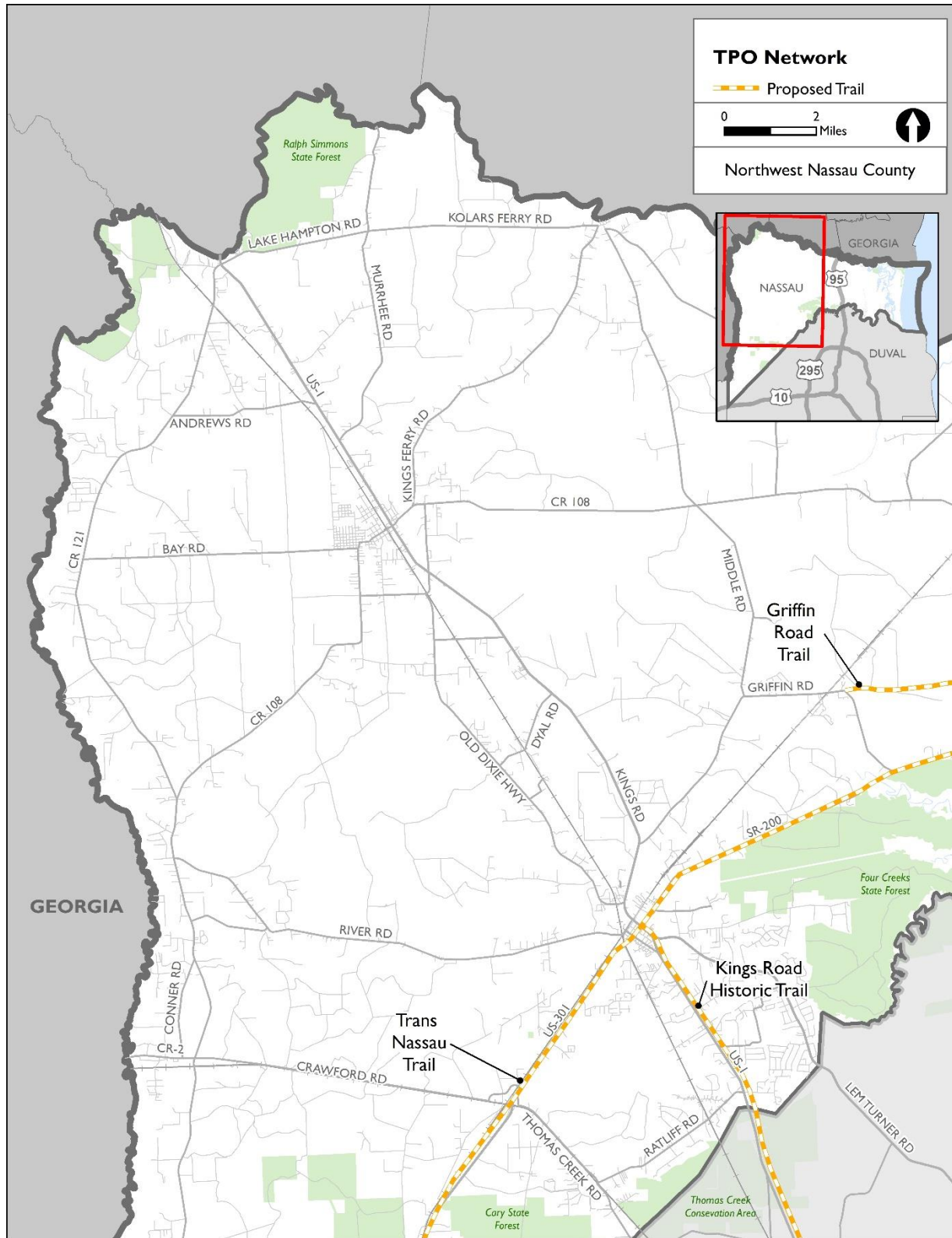
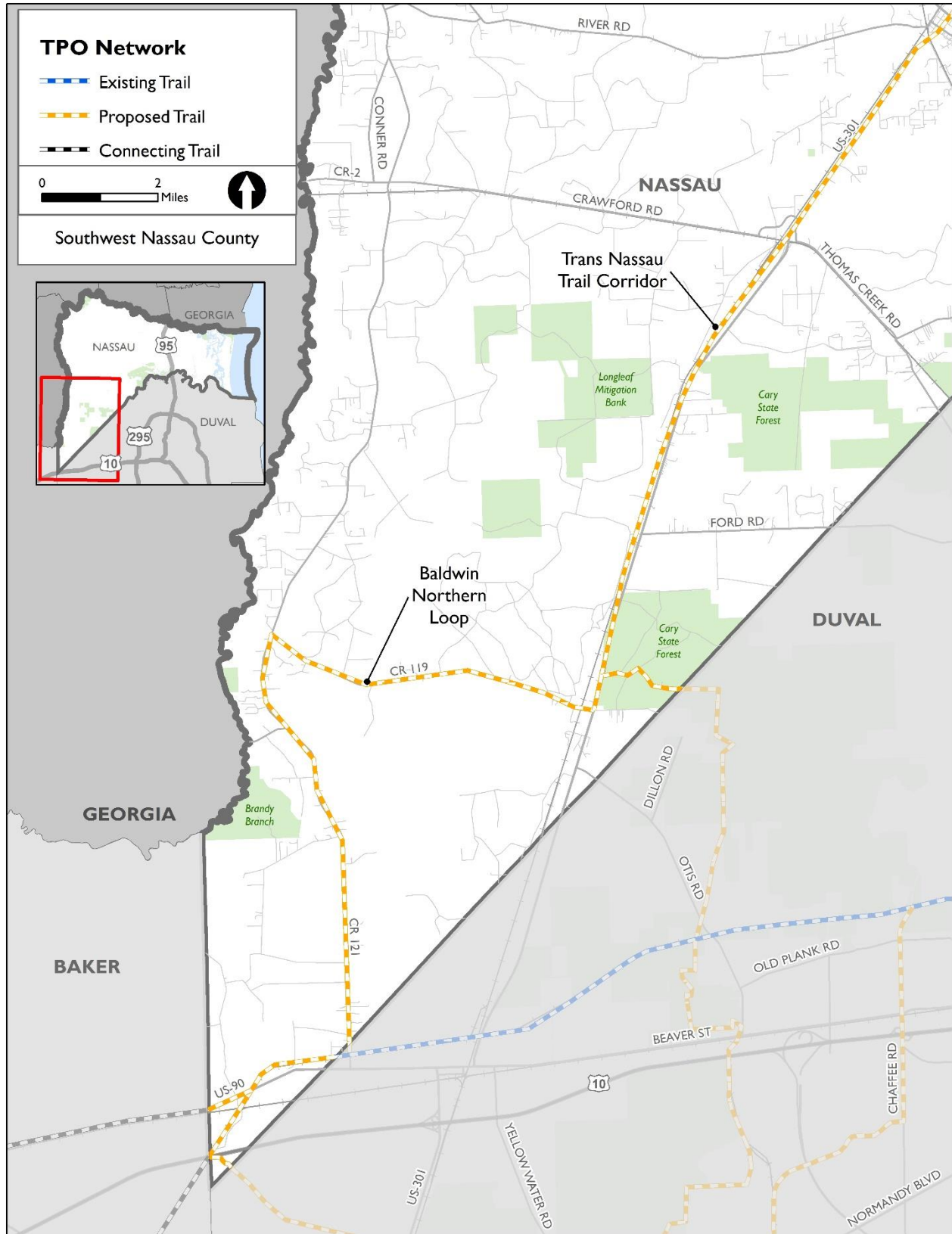


FIGURE 3-23 SOUTHWEST NASSAU COUNTY



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:

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

The trails are summarized in **Table 3-5** and displayed in **Figure 3-24 through Figure 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
2. East Coast Greenway connection from the SJR2C Loop to Duval County
3. SR 207 to Ponte Vedra Trail

TABLE 3-5 ST. JOHNS COUNTY TRAILS

Trail Name	Miles	Status	Description
CR 2209 Trail	32.4	Proposed	North-south trail nearly spanning the length of the county from CR 204 to Race Track Road along the CR 2209 ROW.
East Coast Greenway	25.4	Partially Complete	Major trail system connecting several states along the east coast. These calculations do not include the Palatka to St. Augustine Trail.
Existing	1.3	Existing	
Proposed	24.1	Proposed	
Hastings to Bunnell/Ormond Corridor	16.1	Proposed	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.
Nocatee Trail	6.9	Existing	Trail traversing the Nocatee community in Duval and St. Johns Counties.
Palatka to St. Augustine Trail	18.9	Partially Complete	Trail connecting Palatka to St. Augustine along SR 207 and the FEC rail corridor. Part of the SJR2C Loop and ECG.
Existing	12.0	Existing	
Proposed	6.9	Proposed	
Race Track Road Trail	11.2	Proposed	East-west trail in the Northwest Sector of St. Johns County along Race Track Road providing connections to the Nocatee Trail and Bartram Trail.
SR 206 Trail	15.4	Proposed	Trail along SR 206 from Hastings to Crescent Beach.
SR 207 to Ponte Vedra Trail	31.1	Proposed	North-south trail connecting the Palatka to St. Augustine Trail to Nocatee Trail and ECG.
SR 312 Loop	4.3	Proposed	Trail along the SR 312 Bridge connecting Anastasia Island to St. Augustine.
SR 313 Trail	9.1	Proposed	Trail along the future SR 313 ROW from SR 207 to US 1.
St. Johns to Green Cove Springs	7.7	Proposed	Connects Clay County and St. Johns County along the First Coast Expressway (FCE) alignment.

FIGURE 3-24 OVERALL ST. JOHNS COUNTY NETWORK

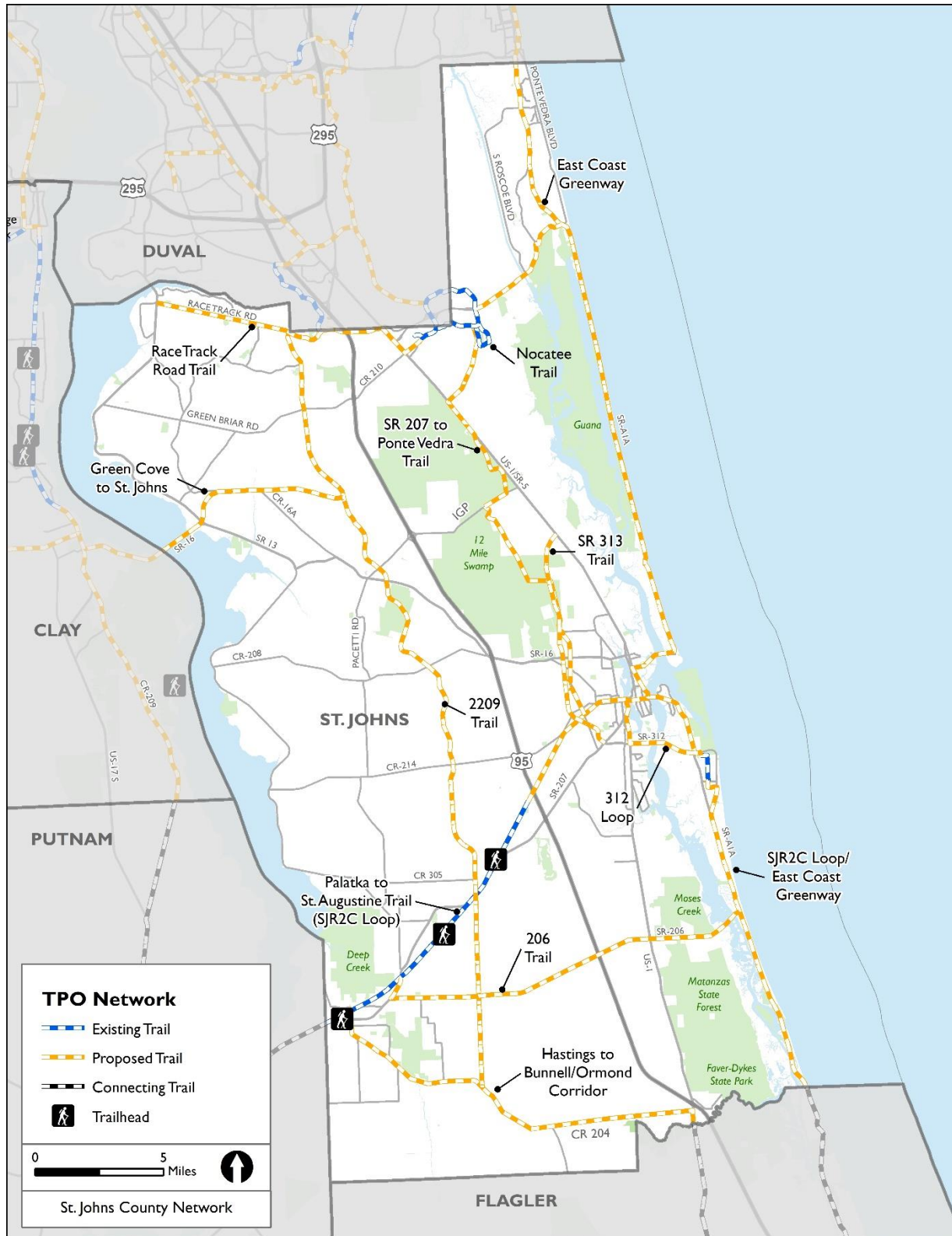


FIGURE 3-25 SOUTHWEST ST. JOHNS COUNTY



FIGURE 3-26 SOUTHEAST ST. JOHNS COUNTY

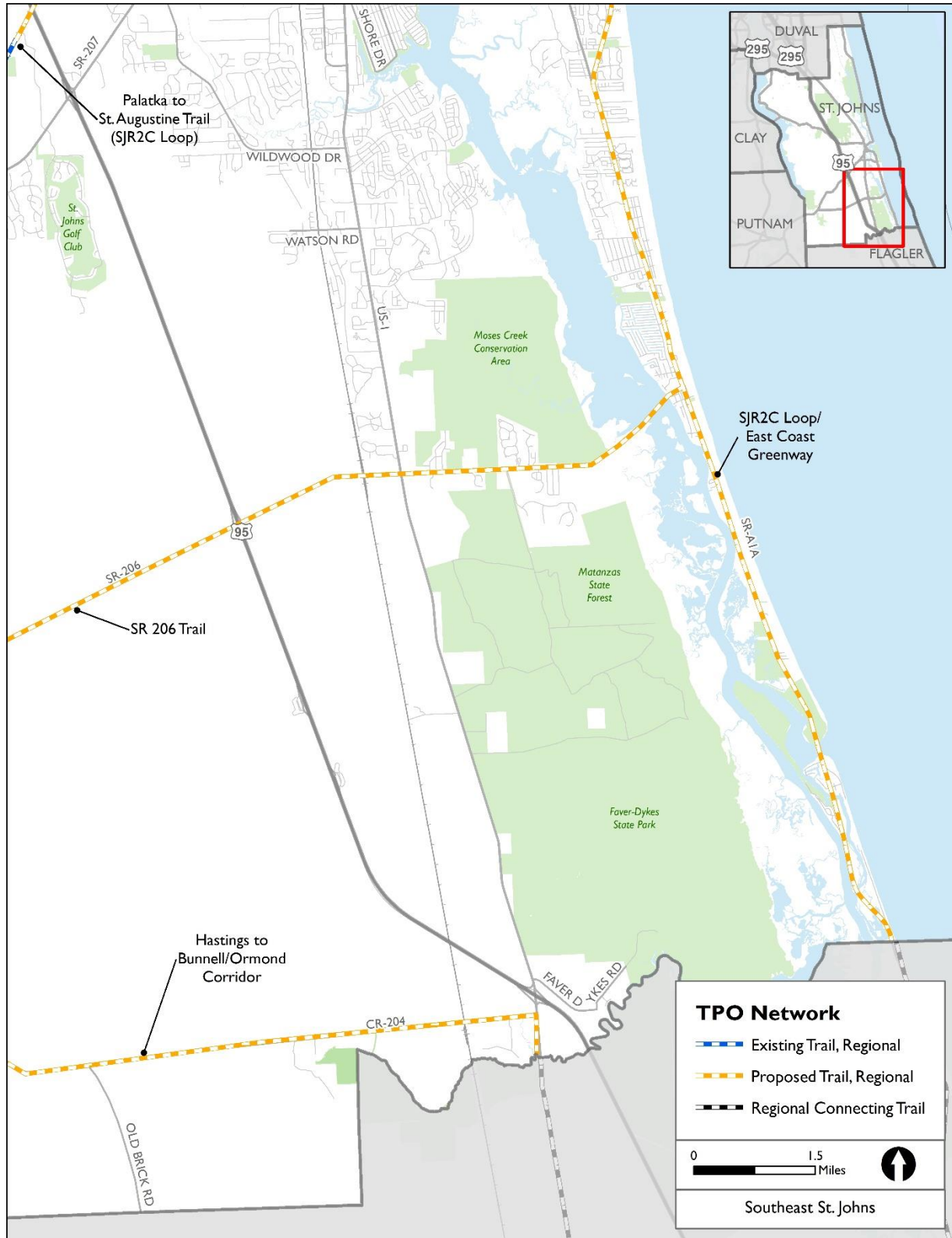


FIGURE 3-27 EAST CENTRAL ST. JOHNS COUNTY

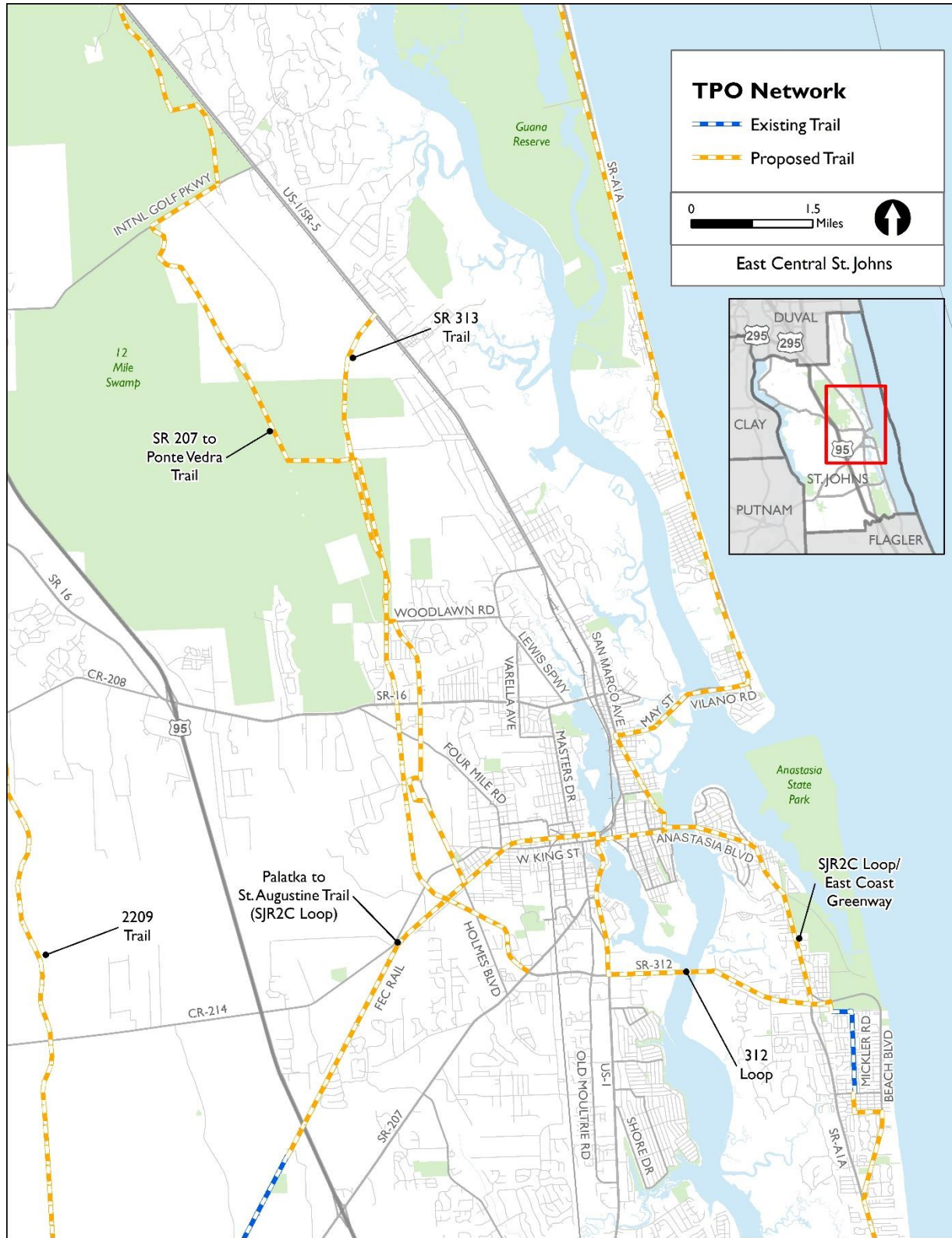


FIGURE 3-28 WEST CENTRAL ST. JOHNS COUNTY

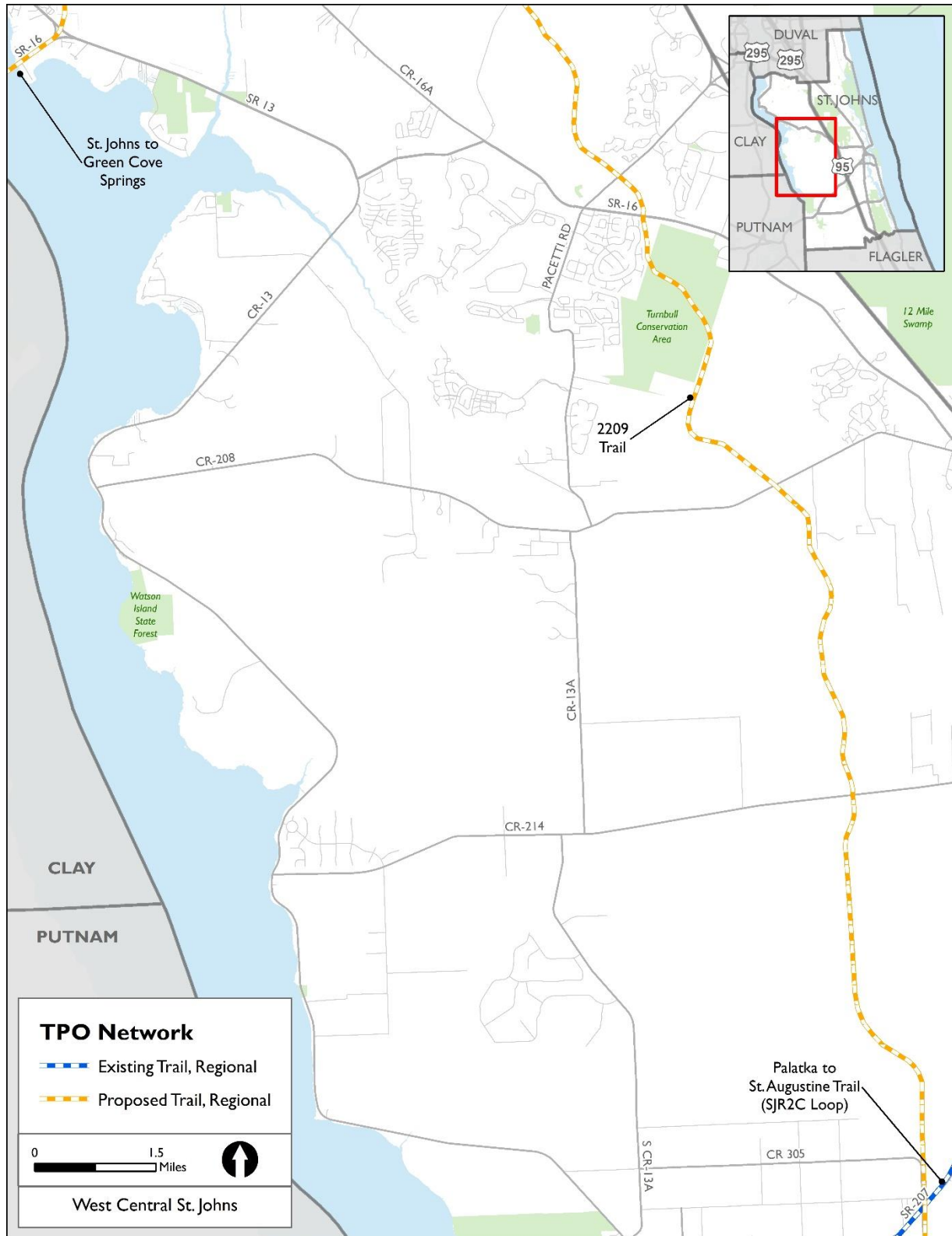


FIGURE 3-29 NORTHWEST ST. JOHNS COUNTY

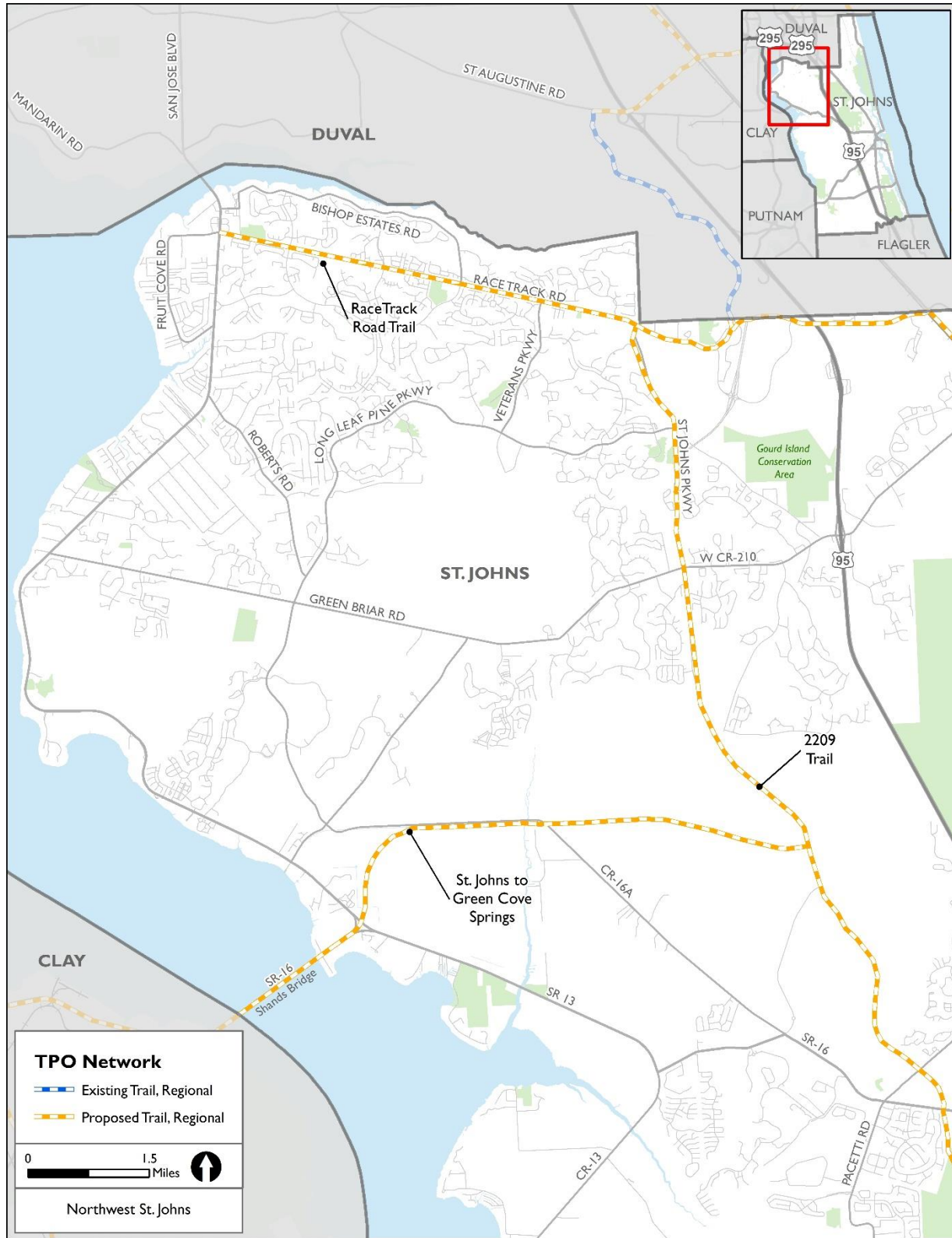
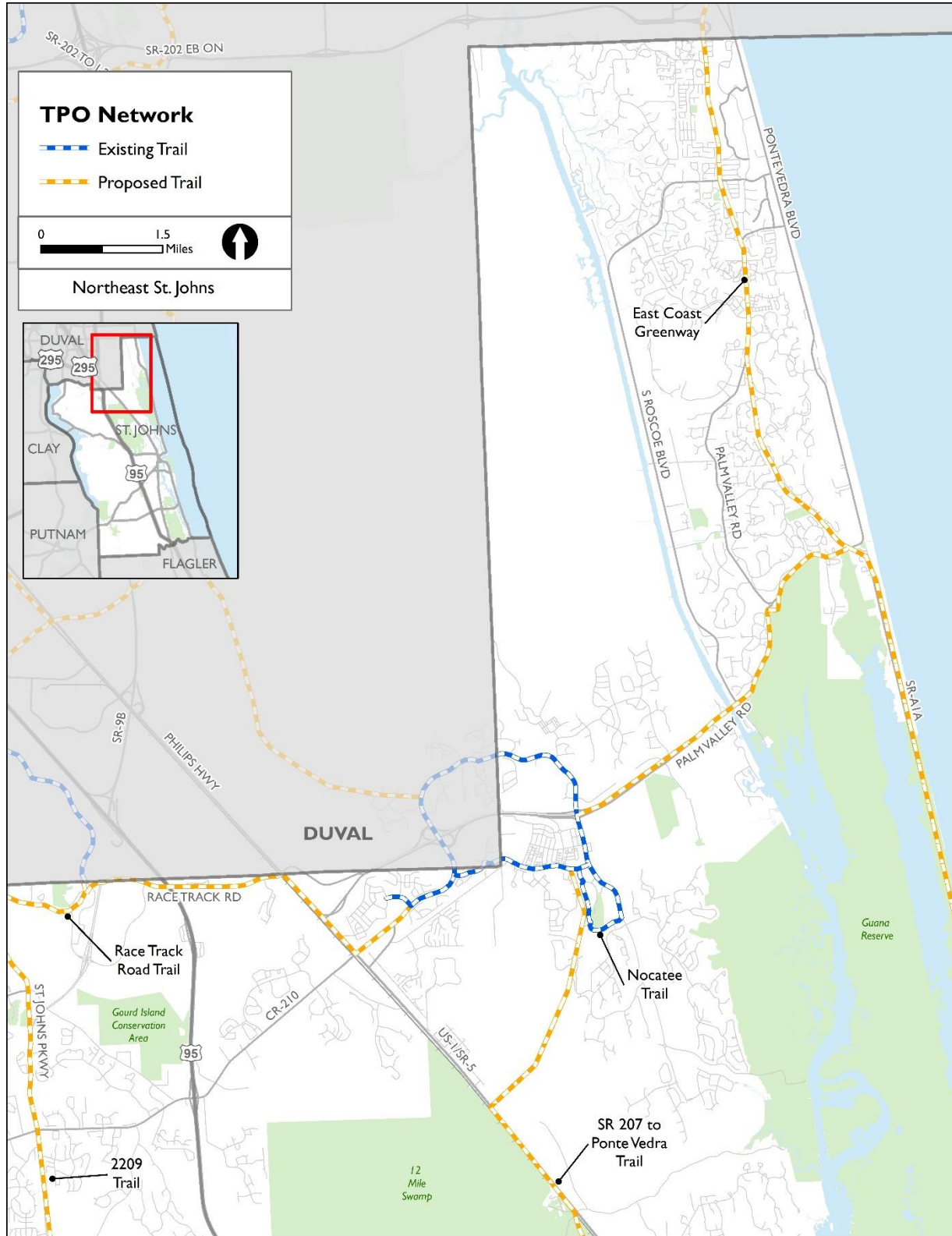


FIGURE 3-30 NORTHEAST ST. JOHNS COUNTY



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 of 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.