



Trail Inventory and Gap Study

St. Johns County, Florida

Connecting people and places through a comprehensive trail inventory and gap analysis



Prepared for the North Florida Transportation Planning Organization
In coordination with St. Johns County

June 2026

St. Johns County Trail Inventory and Gap Study

Final Report

(North Florida TPO UPWP 5.16)

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EXECUTIVE SUMMARY

At the request of the North Florida Transportation Planning Organization (TPO) and in partnership with St. Johns County, England-Thims & Miller, Inc. (ETM) completed a comprehensive Trail Inventory and Gap Study to assess existing, planned and proposed trail infrastructure throughout St. Johns County. This study compiles a countywide inventory of shared-use paths and trail facilities and identifies missing connections that limit the continuity, safety and functionality of the trail network. This work supports the TPO's mission to advance a multimodal transportation system that safely moves people and goods, with particular emphasis on enhancing non-motorized mobility, accessibility and livability for residents and visitors.

The study area encompasses all non-motorized, shared-use facilities greater than six (6) feet in width and physically separated from motor vehicle traffic. These include multi-use paths, greenway trails and rail-trails. Sidewalks, on-street bike lanes and natural surface trails were excluded. The inventory found that St. Johns County hosts several regionally significant trail systems, including the Florida Greenways and Trails System, the St. Johns River-to-Sea Loop and the East Coast Greenway, along with extensive local networks within conservation areas and master-planned communities like Nocatee, SilverLeaf and RiverTown. Together, these facilities provide a network serving non-motorized transportation and recreational activities across the county.

A robust public and stakeholder engagement process played a central role in shaping the study's findings. Nearly 500 residents participated in an electronic survey distributed through regional communication channels and local organizations. Respondents strongly expressed the need for improved connectivity, safer and separated facilities, better access to parks and regional trails and amenities such as shade, restrooms and wayfinding. Many identified a lack of nearby trails and gaps between existing facilities as primary barriers to trail use. These insights informed the assessment of network needs and opportunities.

The inventory and GIS analysis documented the location, type and characteristics of existing trails; reviewed planned and programmed improvements; and assessed how these facilities function as a multi-jurisdictional system. The analysis identified 28 existing gaps (locations where proposed trail corridors, utility easements or logical extensions of the network have no current facility) and 50 planned trail segments across the county. These gaps range from short, localized missing links to long-distance opportunities for regional connectivity. Detailed maps of the gaps were prepared to show how each gap relates to existing and future facilities.

Each identified gap was evaluated using constructability criteria including right-of-way availability, number of property owners, utility or environmental constraints, drainage or stormwater limitations, roadway crossing needs and high-level cost considerations. This review highlights corridor-level challenges such as constraints along suburban arterials, environmental sensitivities within conservation tracts and special requirements associated with rail or limited access facilities. Conversely, several utility corridor segments present opportunities for linear trail development due to continuous easements and fewer ownership impacts. The constructability evaluation provides essential context for agencies as they consider which gaps to prioritize for future development.

Finally, the study documents a range of potential funding sources to support trail development, including federal programs such as the Transportation Alternatives (TA) Set-Aside and the Recreational Trails Program (RTP), the Florida Shared-Use Nonmotorized (SUN) Trail Program, and regional and local funding pathways. These programs vary widely in eligibility, project type and match requirements. Some federal funding programs provide competitive grant funding, while others advance projects through regional and state transportation programming processes.

Overall, this study provides a clear foundation for coordinated planning, interagency collaboration and future investment in a safer, more connected and accessible multimodal network. It does not prioritize specific projects but equips St. Johns County, the TPO and partner agencies with the data, analysis and contextual findings necessary to guide future trail implementation efforts.

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1.0 INTRODUCTION

As part of the North Florida TPO's General Planning Consultant Services, this study provides a countywide assessment of existing, planned and proposed trail infrastructure in St. Johns County. The study compiles a comprehensive inventory of trail facilities and identifies key connectivity gaps in the county's trail network.

St. Johns County has three major regional trail systems of statewide and national importance: the Florida Greenways and Trails System, the St. Johns River-to-Sea Loop and the East Coast Greenway.

In addition, the county is served by numerous local trail systems, including facilities within the Guana River Wildlife Management Area, Twelve Mile Swamp Conservation Area and Gourd Island Conservation Area. Many residential neighborhoods like Nocatee, SilverLeaf and RiverTown have also taken initiative to construct internal trail networks. Together, these systems represent critical opportunities to expand non-motorized mobility facilities within St. Johns County.

This study supports ongoing planning and funding efforts by identifying trail gaps and recommending strategies to improve accessibility, safety and user experience for people walking, bicycling and using other non-motorized transportation modes. Additionally, considerations related to constructability will help guide feasible future trail development.

1.1 Study Objective

Working in coordination with St. Johns County, the study team evaluated opportunities to enhance the countywide trail network with a focus on improving connectivity, accessibility and livability for residents and visitors.

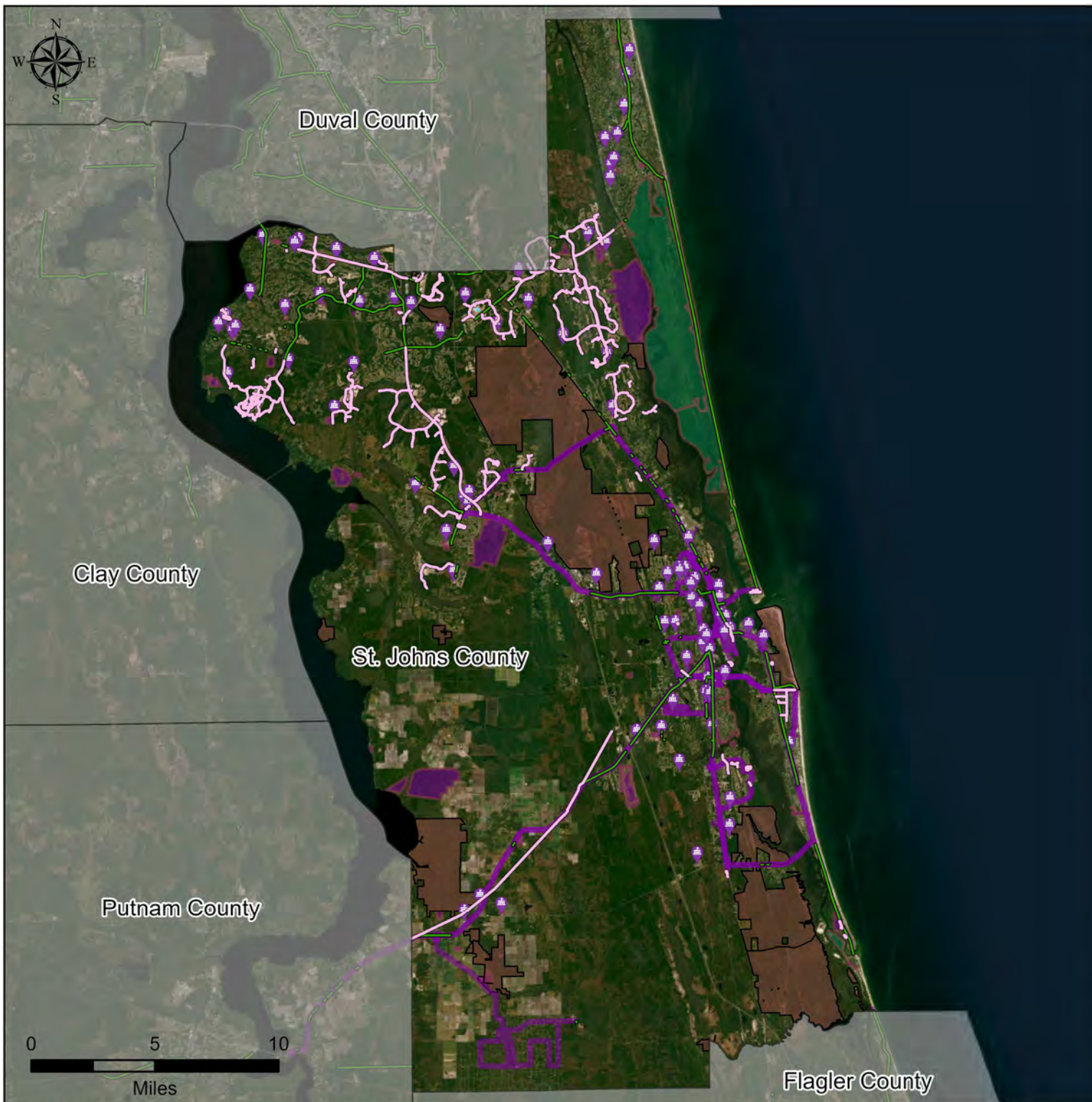
The study objectives were to:

- Identify trail gaps in St. Johns County
- Identify and analyze feasible strategies to enhance the multi-modal experience of users
- Evaluate criteria to identify potential constructability constraints (e.g., right-of-way limitations, environmental features, utility conflicts)
- Coordinate public outreach efforts for St. Johns County and the North Florida TPO

1.2 Study Area

The study area included all trails in St. Johns County. For this study, a trail was defined as a non-motorized, shared-use facility greater than six (6) feet in width and designed to support pedestrian, bicycle and other similar transportation modes. Trails are typically physically separated from roadways and motor vehicle traffic and may be located along greenways, within parks, utility corridors or within dedicated rights-of-way.

This definition includes but is not limited to multi-use paths, greenway trails, rail-trails and urban shared-use trails separated from vehicular traffic. It excludes sidewalks six (6) feet or less in width (even when separated from the roadway), on-street bike lanes and roadway-adjacent facilities lacking physical separation from vehicles. Blueways (like the Florida Circumnavigational Saltwater Paddling Trail) and natural surface hiking trails were also excluded. Figure 1-1 (on the next page) shows the study area with existing trails and bike lanes, transit routes, and park and school locations.



Study Area

St. Johns County

Source: ETM, SJ County, Esri, Nearmap

- Existing Trails
- Bike Lanes
- Transit Routes
- Schools

Park Ownership

- County
- Federal
- Other
- State



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1.3 Report Content

Following this introduction, Section 2 describes the study methodology, including coordination, public engagement, data collection and analysis procedures. Section 3 summarizes stakeholder and public input received during the study. Section 4 presents the existing and planned trail inventory and supporting literature review. Section 5 documents the identified trail network gaps and associated constructability considerations. Section 6 discusses implementation considerations, agency roles and potential funding opportunities. Supporting technical information is included in the appendices. Figure 1-2 (on the following page) shows all existing trails and trail gaps identified through the efforts of this study. Additional figures in later sections of this report provide further details.

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Existing Trails and Trail Gaps

St. Johns County

Source: ETM, SJ County, Esri, Nearmap

- Existing Trails
 - Trail Gaps**
 - - - Existing Utility ROW
 - - - Connection Gap
 - Existing SW<6'
 - - - 2019 Master Plan Gap
 - - - SUN Trail Opportunity
 - - - SUN Trail Priority PreConst
 - - - SUN Trail Priority Unfunded
 - - - SUN Trail Priority Const
- 207 to Ponte Vedra Study



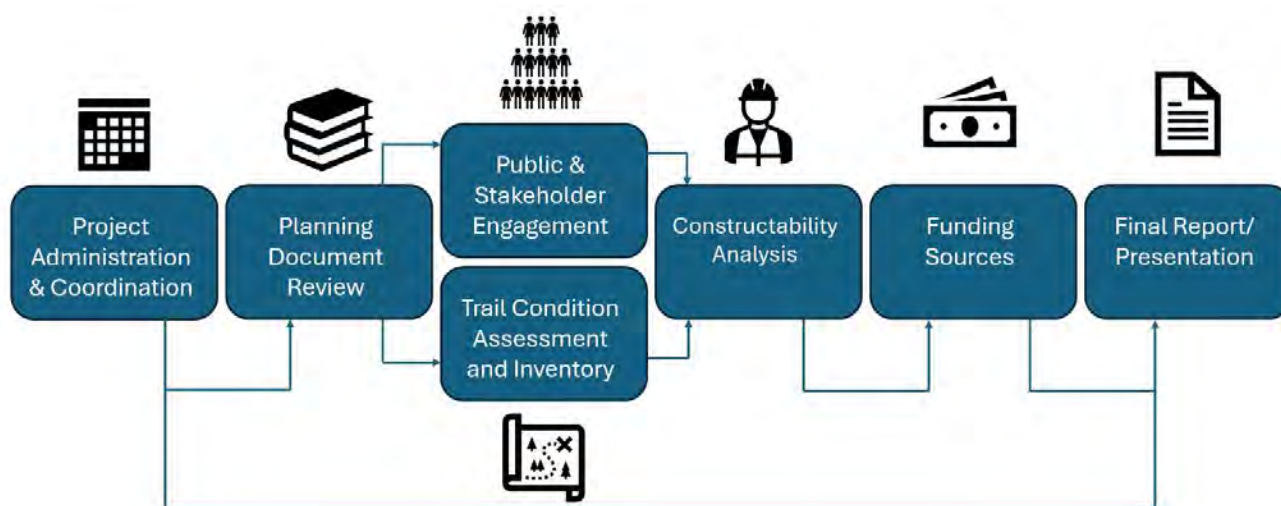
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2.0 METHODOLOGY

The methodology for this study was designed to provide a systematic assessment of existing, planned and proposed trail facilities within St. Johns County. Tasks included project coordination, stakeholder engagement, data collection, review of relevant planning documents and analysis of trail conditions, connectivity and constructability considerations. The steps outlined below summarize the process followed and are illustrated in Figure 2-1.

Figure 2-1. Study Methodology



2.1 Project Administration and Coordination

A project kickoff meeting was held with the North Florida TPO and St. Johns County personnel to establish expectations, review the schedule and confirm key milestones. Coordination was maintained throughout the study via regular communication, two interim progress meetings and monthly progress reports documenting completed and ongoing tasks.

2.2 Public and Stakeholder Engagement

Public and stakeholder input played a key role in shaping the study. An electronic survey was distributed to St. Johns County residents and stakeholders to collect feedback on trail access, usage, perceived safety and desired improvements. The results were compiled and incorporated into the evaluation of trail needs, with findings summarized in this report.

2.3 Previous Planning Documents

A review of prior local, regional and state planning documents provided context for this study. The review focused on goals, objectives and policies related to trail development, as well as previously identified connections and priority improvements. These references are listed in Table 2-1 and further summarized in Section 4.3.

Table 2-1: Sources used to identify planned and programmed trail projects

Source	Year(s)
US 1 Urban Mobility Study	1994
St. Johns County Greenway, Blueway & Trails Master Plan	2003
Scenic and Historic A1A Master Plan	2005

Source	Year(s)
William Bartram Scenic & Historic Highway Corridor Management Plan & Florida Scenic Highway Designation Application	2005
First Coast Regional Greenways & Trails Plan	2006
County Road 2209 Final Preliminary Engineering Report	2006
Scenic and Historic A1A Corridor Management Plan	2009
Bicycle Plan for St. Augustine, Florida	2011
William Bartram Scenic & Historic Highway Corridor Master Plan	2012
Multi-Use Trail Planning Study: SR 207 to Ponte Vedra	2016
Transportation Alternatives (TA) Set-Aside Implementation Guidance	2016
Northwest St. Johns County Corridor Study	2018
FDOT Bike/Ped Gap Study	2018
St. Johns River-to-Sea Loop Strategic Plan	2018
Implementing Florida's SUN Trail Program	2018
SMART St. Augustine Master Plan	2019
St. Johns County Sidewalk Asset Strategy	2020
Multi-Use Trail Planning Study from St. Augustine to Ponte Vedra Beach	2020
Beaches East Coast Greenway Feasibility Study	2022
Clay-Duval County Trail Feasibility Study	2022
City of St. Augustine Discussion Paper regarding City Mobility-Oriented Development (MOD)	2022
Bicycle and Pedestrian Regional Master Plan Update	2023
SR 13 Bicycle/Pedestrian Gap Analysis Study	2024
Alignment Feasibility Study for the Core-2-Coast Trail	2024
Florida Greenways and Trails System Plan (2024-2028)	2024
St. Johns County Comprehensive Plan, Transportation Element	2025
North Florida TPO Transportation Improvement Program 2025 Annual List of Priority Projects	2025

Source: ETM, 2026

2.4 Trail Characteristics and Conditions

An inventory and assessment of existing trail facilities was conducted using available GIS data, planning documents and limited field verification. Facilities at least 0.25 miles in length or those contributing to regional trail systems were emphasized. The assessment documented:

- Trail location, alignment and type
- Gaps and discontinued links, including barriers such as highways, waterways and private development

Regionally significant projects and those closing major gaps were identified through a review of planning and programming documents such as the St. Johns County section of the 2019 Northeast Florida Regional Multi-Use Trail Master Plan, St. Johns County Capital Improvement Plans, FDOT Work Programs and development approvals.

Implementation status was confirmed where possible and future improvements were integrated into the trail network mapping to document prioritization and phasing. GIS files and consolidated maps were prepared to illustrate trail corridor characteristics, conditions and planned improvements.

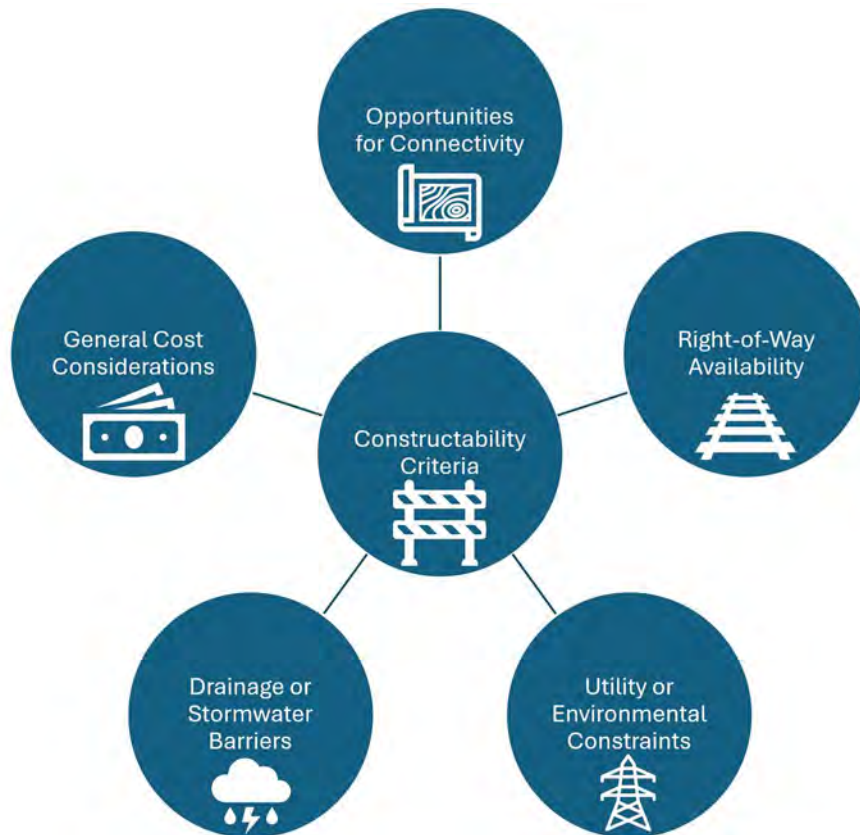
2.5 Identify Trail Network Gaps

The existing and planned trail system was analyzed to identify missing links, discontinued links and areas with limited connectivity. Emphasis was placed on locations with the potential to strengthen community and regional connections.

2.6 Evaluate Constructability Criteria

Potential opportunities and constraints for future trail development were evaluated using high-level constructability criteria, as shown in Figure 2-2.

Figure 2-2. Constructability Criteria



This evaluation did not assign a score or rank to each gap. The criteria provide context to help agencies understand challenges and opportunities as they consider advancing projects.

2.7 Funding Sources

Potential funding sources were identified to support future trail development and improvements. These included applicable local, regional, state and federal programs, including competitive grant opportunities and public-private partnership models.

2.8 Final Report and Presentation

Findings from each task were consolidated into this report, including the trail inventory, network gaps, constructability considerations and funding resources. The draft report was submitted for review and comments by the North Florida TPO and St. Johns County. This final report was prepared addressing the received feedback.

3.0 COORDINATION AND PUBLIC ENGAGEMENT

This study was developed through a collaborative process involving the North Florida TPO, St. Johns County personnel and the public. Project administration and interagency coordination ensured alignment with regional transportation priorities, while public and stakeholder engagement provided input on County trail needs, access and opportunities for improvement.

3.1. Public Engagement

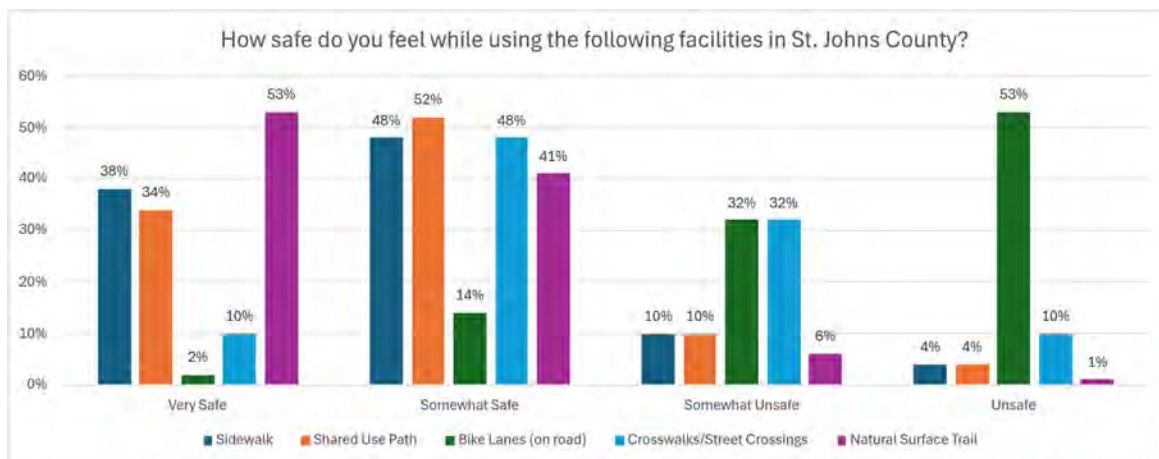
Public engagement was a key element of the study, ensuring that local perspectives informed identifying trail needs and priorities. An online survey was conducted during November 2025, to identify awareness, usage and support for trails in St. Johns County. The survey was promoted through a variety of channels, including the TPO newsletter, social media, the TPO Board and committees, Bike Walk Jax and media outlets such as *The St. Augustine Record*. Local organizations, including the St. Johns County Chamber of Commerce and St. Johns County Office of Public Affairs also shared the survey. Survey questions were developed based on recent TPO efforts related to bicycle and pedestrian planning.

The survey results were compiled, analyzed and integrated into the study's findings, ensuring that recommendations reflect both technical considerations and community input.

A total of 490 responses were received and a detailed summary of responses is provided in the Section 3 Appendix. Generally, the survey respondents are in favor of more and better trails and indicate a willingness to use them if they are provided. Shade/trees, restrooms/water fountains and wayfinding/signage are the most important amenities for the trail. Providing parking near trails is also an important feature that would increase the likelihood of its use. Comments indicate a strong desire for improved safety and connectivity, with shaded facilities separated from roadway traffic preferred by many. Among 383 respondents, most felt safe using sidewalks (86%), shared-use paths (86%), and natural surface trails (94%), felt somewhat safe about crosswalks and street crossings, and felt unsafe using on-road bike lanes (85%), as highlighted by Figure 3-1 below. Connections to parks, regional trails and neighborhoods were also important to respondents.

Strong support exists for a trail between the Kelly Pointe and Twenty Mile communities in Nocatee, connecting the planned library and park to the existing trail system. Many commenters are dissatisfied with the current state of trails in St. Johns County, requesting better connections, safer facilities and improved maintenance.

Figure 3-1. Perceived Level of Safety Using Multimodal Facilities



4.0 TRAIL CHARACTERISTICS AND CONDITIONS

This section provides an overview of trail characteristics and conditions in St. Johns County, summarizing the scope of the inventory efforts and key findings. This provides an understanding of the current trail network, its connections to regional systems and areas where gaps or barriers limit functionality. This information supports prioritization of future improvements and helps guide planning, funding and coordination efforts.

4.1. Existing Trail Inventory

An inventory and assessment of existing trail facilities were conducted using GIS data, planning documents and limited field verification. The evaluation focused on trails at least 0.25 miles in length and those contributing to regional networks. Key characteristics documented included trail location, alignment and type, as well as gaps or discontinued links caused by barriers such as highways, waterways and private development.

Regionally significant projects and those addressing major gaps were identified through a review of the St. Johns County section of the 2019 Northeast Florida Regional Multi-Use Trail Master Plan, St. Johns County Capital Improvement Plans, Florida Department of Transportation (FDOT) Work Programs and development approvals. Where possible, implementation status of planned connections was verified and future improvements were incorporated into trail network mapping to inform prioritization and phasing. GIS files and consolidated maps were prepared to illustrate trail conditions, corridor characteristics and planned improvements.

Data sources used in this assessment, listed in descending order of priority, are described below:

4.1.1 St. Johns County GIS Layers

Initial GIS layers were provided by St. Johns County for Sidewalks and Park/Trails. The Sidewalk dataset represents the sidewalk network maintained by the County within public rights-of-way, as documented by the St. Johns County Public Works Department. The Park/Trail dataset includes lines representing public park trails that are created or maintained by the St. Johns County GIS Division and Parks and Recreation Department. These layers formed the foundation for understanding the local trail network and provided key spatial context for the inventory.

4.1.2 SUN Trail Status 2025 Layers

The SUN Trail network represents the statewide system of high-priority paved trail corridors for bicyclists and pedestrians. It is a refined version of the FGTS Plan's Land Trails Priority Network and includes a combination of existing, planned and conceptual multi-use trails. For this assessment, the SUN Trail layers were used as a baseline to identify trail projects that are funded, programmed or proposed. Trails within the network were classified based on status, including Existing, Partially Funded for Pre-Construction, Programmed/Funded and Unfunded Gaps. Comparing the status of local trails to the SUN Trail system helped confirm their implementation status and identify opportunities to enhance regional connectivity, ensuring that planned improvements align with statewide priorities.

4.1.3 Florida Department of Environmental Protection Layers

The SUN Trail network aligns with the FGTS Plan's Land Trail Priority Network overseen by the Department of Environmental Protection's Office of Greenways and Trail and includes connections to and through lands of the Florida Wildlife Corridor Act. The FGTS Land Trail Priority Network provides guidance for trails that support regional connectivity, conservation and

recreational access. In addition, the FGTS identifies Land Trail Opportunity corridors, which represent planning-level corridors that could form a connected, multi-jurisdictional trail system. These corridors are selected based on criteria including potential to cross jurisdictional boundaries, local or regional endorsement, access to natural or cultural destinations and alignment with the Florida Wildlife Corridor. Priority corridors, a subset of Opportunity corridors, are selected for their regional significance, demonstrated support and ability to build on existing investments. To be eligible for SUN Trail funding, a trail segment must be elevated to the DEP designation of “Priority” from “Opportunity”.

4.1.4 St. Johns County Residential Areas (Planned Communities/Subdivisions)

Private residential communities in St. Johns County were reviewed using the latest aerial imagery captured by NearMap to identify trails that meet the study’s criteria. Communities such as Nocatee, RiverTown, Shearwater, The Landings at St. Johns, Las Calinas/Palencia, SilverLeaf, Bannon Lakes and Beachwalk, Trailmark, Cordova Palms, Bartram Springs and Julington Creek Plantation were found to contain at least some trail facilities consistent with the study definition. For most of these, trail system maps were available online through the communities’ websites, with the exception of SilverLeaf and Bartram Springs. In contrast, Durbin Crossing, St. Johns Forest, World Golf Village, St. Johns Golf and Country Club, Markland, Bartram Ranch, Cimarrone, Grand Creek, Mirabella and Fruit Cove were observed to include sidewalks but did not contain any facilities meeting the trail criteria definition outlined in this study.

Trails at least 0.25 miles in length that were identified as part of this effort were manually added to the existing trails inventory, if they were not already present in one of the previous GIS layers. For example, one segment of trail along SilverLeaf Parkway was recognized by the SUN Trail network as an unfunded gap but now exists and was mapped accordingly. This information was relayed to FDOT and the segment has been added to the SUN Trail GIS online interactive tool.

4.1.5 FDOT Bike Lane Layers

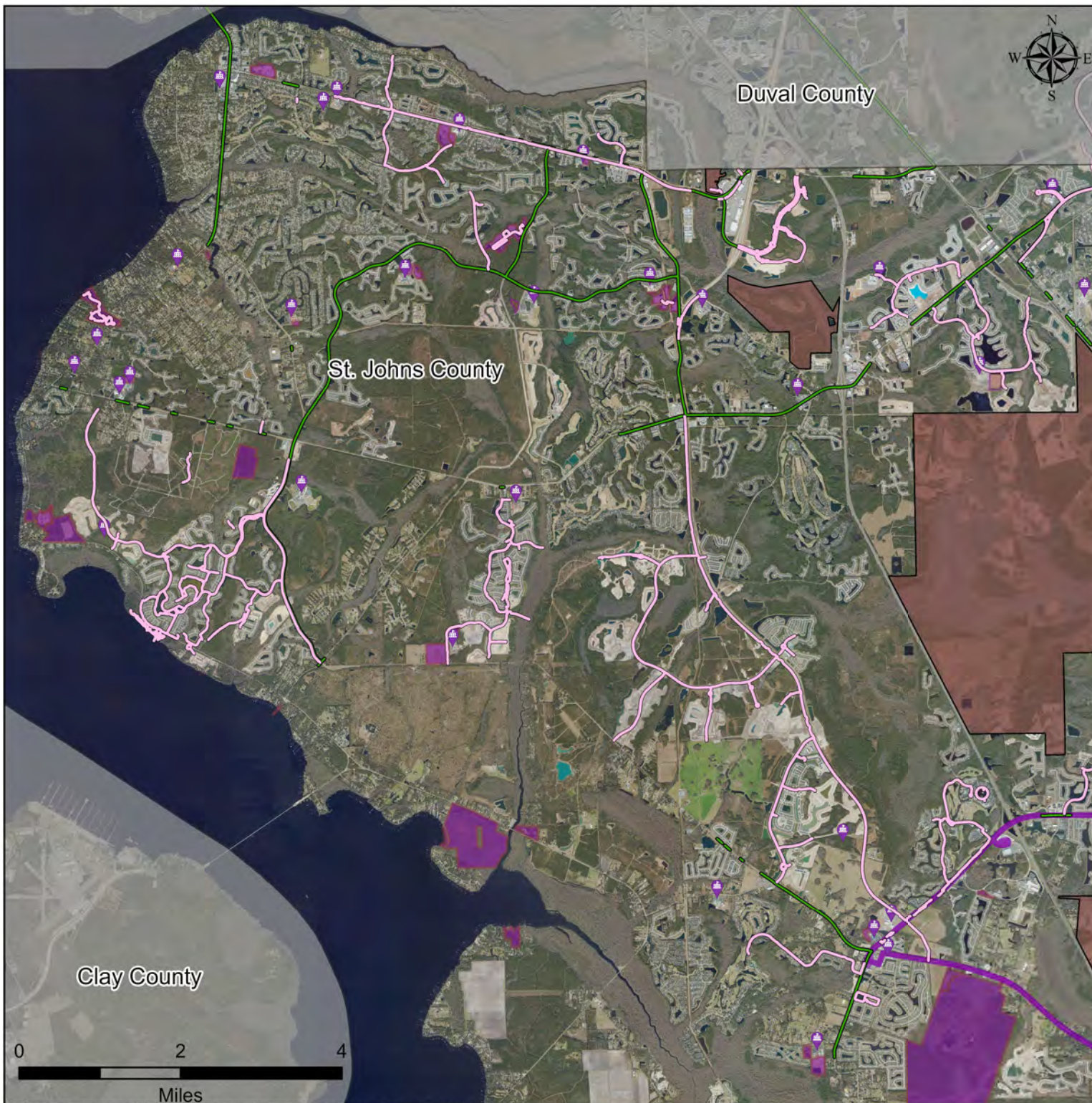
FDOT’s Bike Lane dataset identifies designated bike lanes along all non-limited access highways, including bridges, based on the Roadway Characteristics Inventory. These lanes include classifications such as Buffered, Colored, Sharrow and Designated facilities and they are striped or signed for bicycle use without interruption at intersections or bridges. Considering this dataset in the inventory allows the trail network to be evaluated in the context of existing on-road bicycle infrastructure, highlighting opportunities to enhance connectivity and multimodal access.

4.1.6 Open Street Map (OSM) Layers

OSM is a community-driven, open-source dataset maintained by volunteers and GIS professionals. This data includes roads, trails, footways and bicycle lanes, providing a complementary perspective on local trail facilities. For this project, OSM layers were used to identify trail segments not captured in official GIS datasets. Newly identified features were then verified using NearMap aerial imagery and evaluated against the study’s trail criteria definition to ensure consistency in the network of mapped trails.

4.2. Existing St. Johns County Trail Network Maps

Figures 4.1 through 4.7 show the resulting existing trail network in pink and the existing bike lanes in green, transit routes in purple, schools in purple and parks colored by ownership. Note that while park ownership is shown below, trail ownership and maintenance responsibilities vary by facility and were not evaluated as part of this study. Not all trails shown are owned or maintained by St. Johns County.



Existing Trails

NW St. Johns County

Source: ETM, SJ County, Esri, Nearmap

Existing Trails

Park Ownership

County

Federal

Other

State

Schools

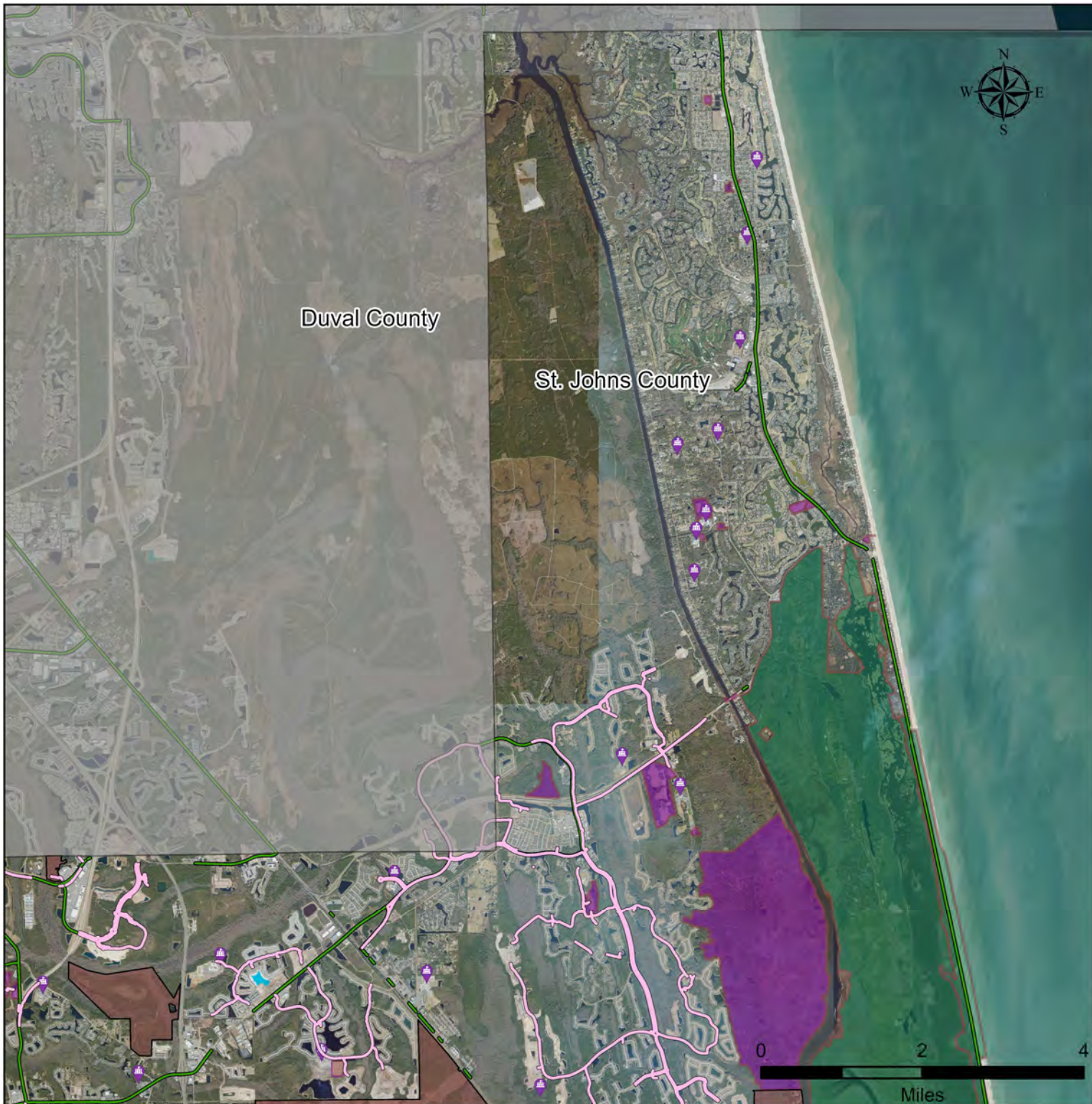
Bike Lanes

Transit Routes



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Existing Trails

NE St. Johns County

Source: ETM, SJ County, Esri, Nearmap

Existing Trails

Park Ownership

County

Federal

Other

State

Schools

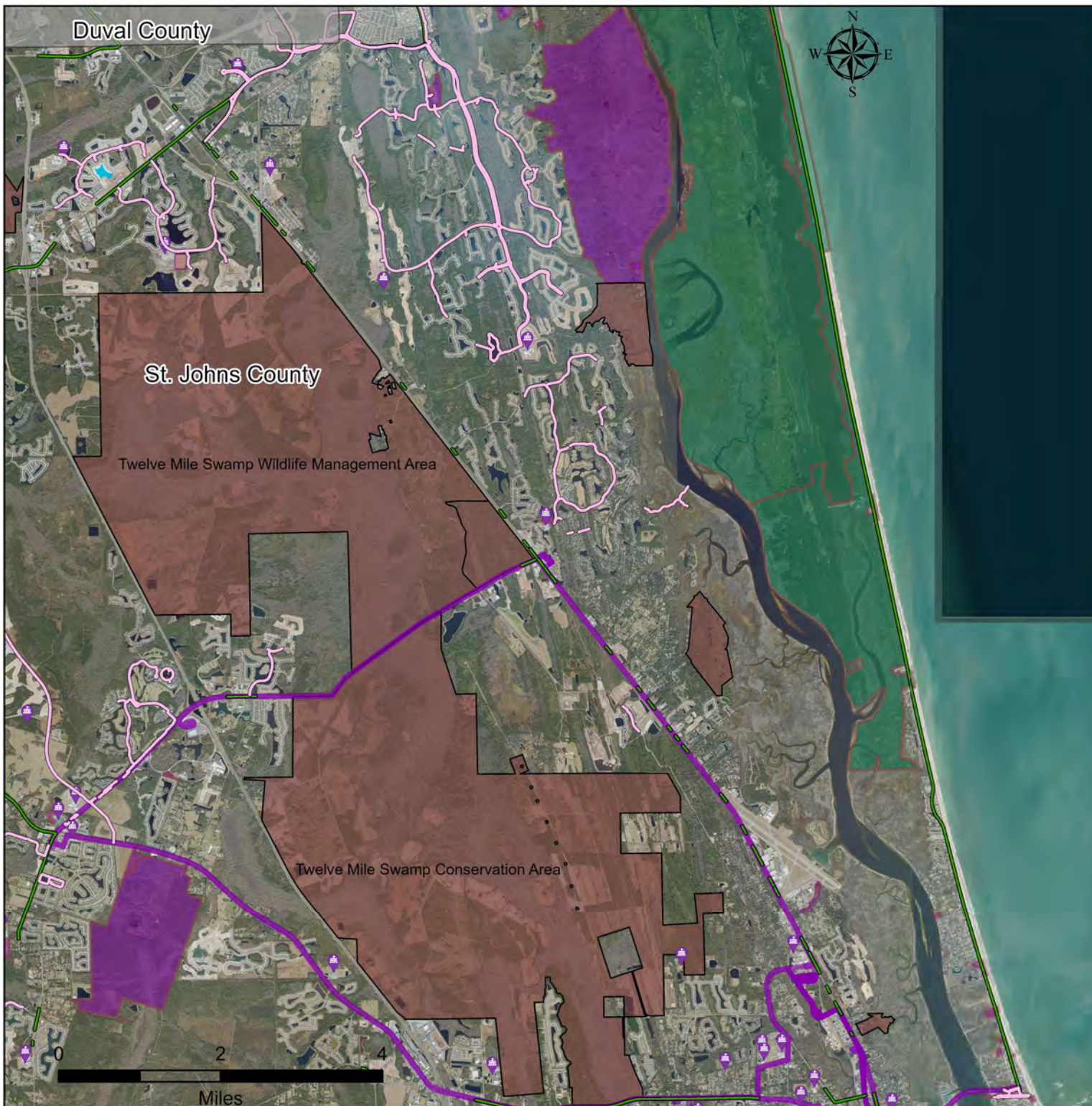
Bike Lanes

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Existing Trails

EC St. Johns County

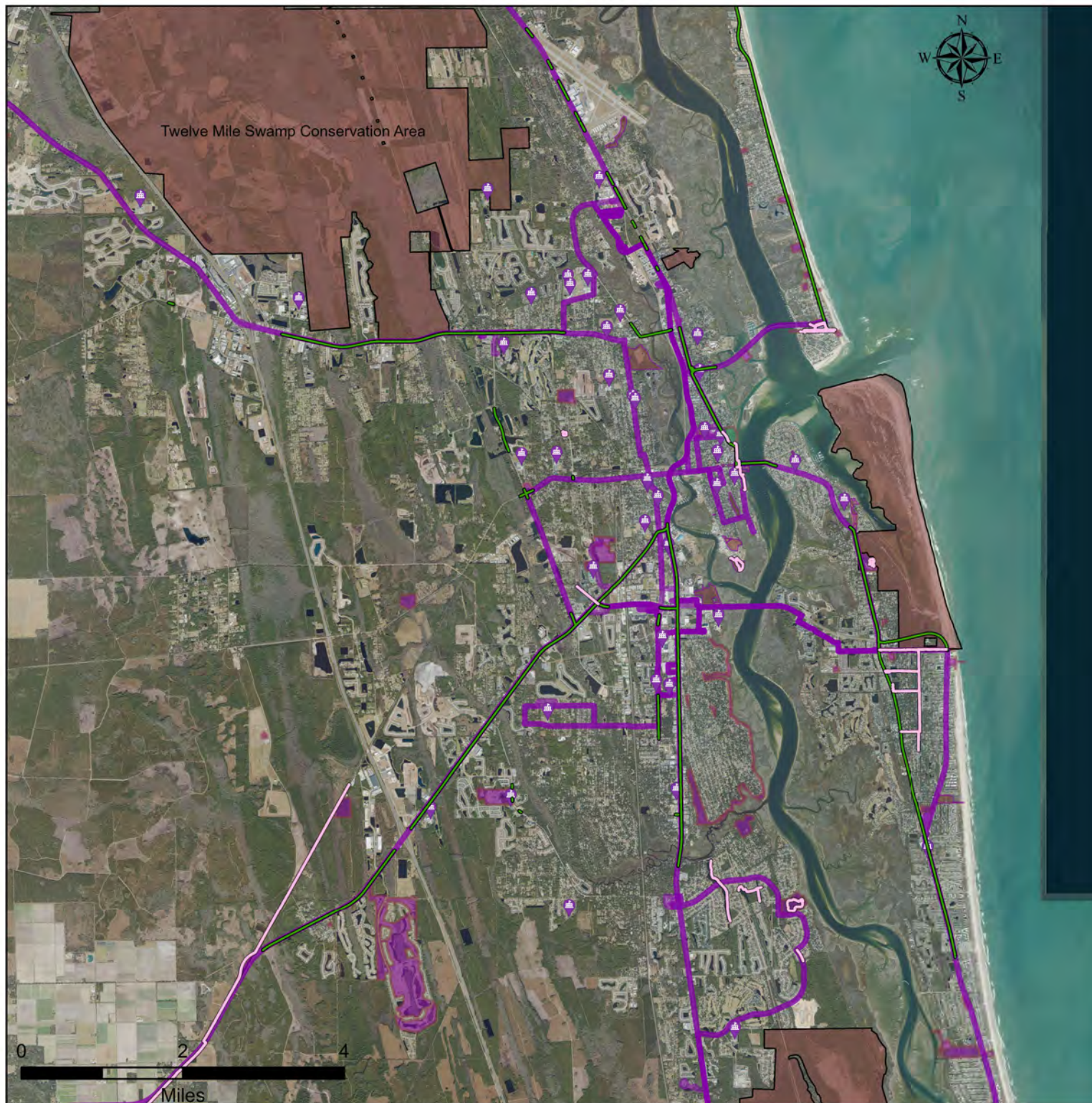
Source: ETM, SJ County, Esri, Nearmap

- Existing Trails
- Park Ownership
 - County
 - Federal
 - Other
 - State
- Schools
- Bike Lanes
- Transit Routes



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Existing Trails

St. Augustine Vicinity

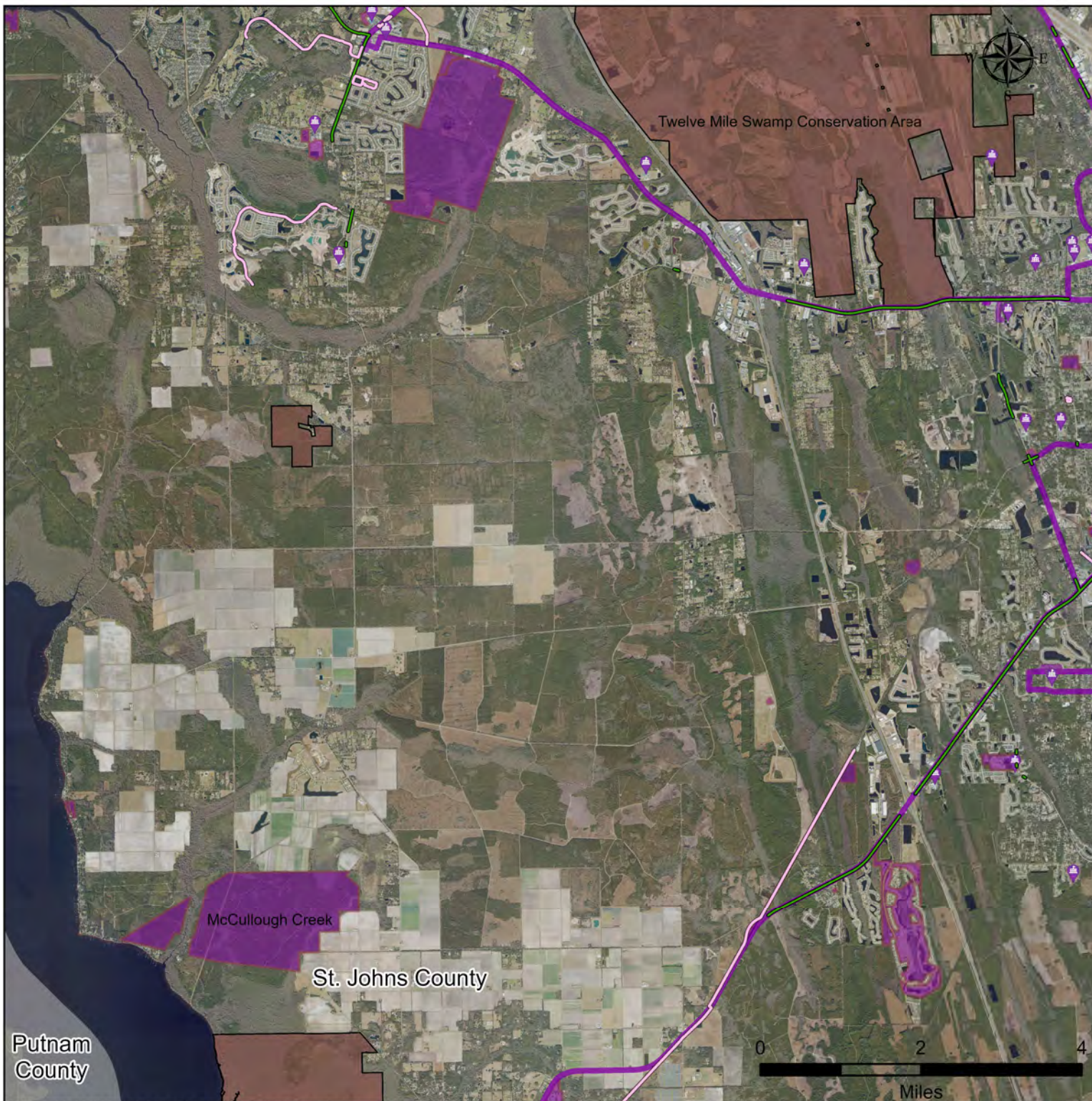
Source: ETM, SJ County, Esri, Nearmap

- Existing Trails
- Park Ownership
 - County
 - Federal
 - Other
 - State
- Schools
- Bike Lanes
- Transit Routes



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Existing Trails

WC St. Johns County

Source: ETM, SJ County, Esri, Nearmap

Existing Trails

Park Ownership

County

Federal

Other

State

Schools

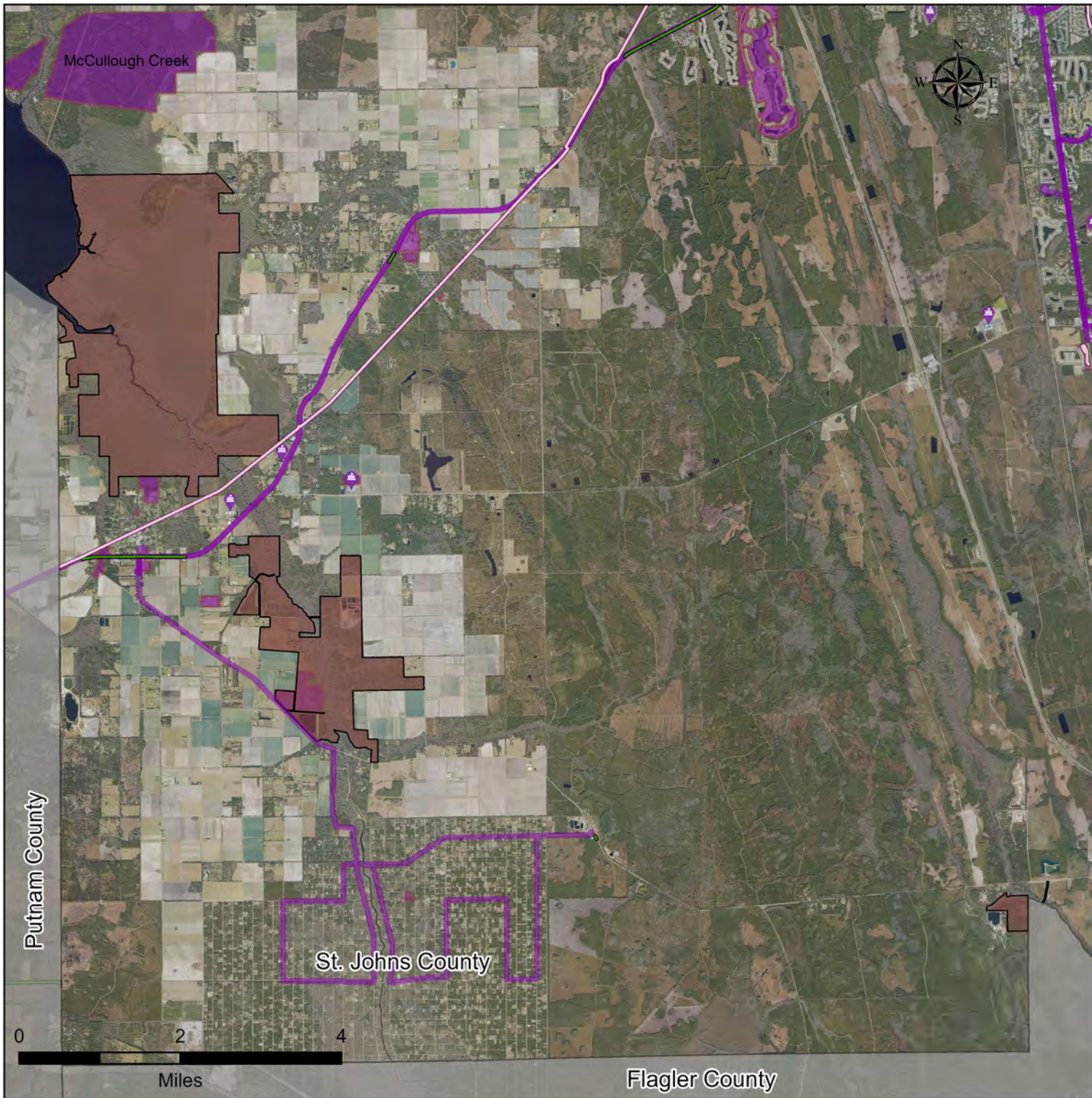
Bike Lanes

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Existing Trails

SW St. Johns County

Source: ETM, SJ County, Esri, Nearmap

Existing Trails

Park Ownership

County

Federal

Other

State

Schools

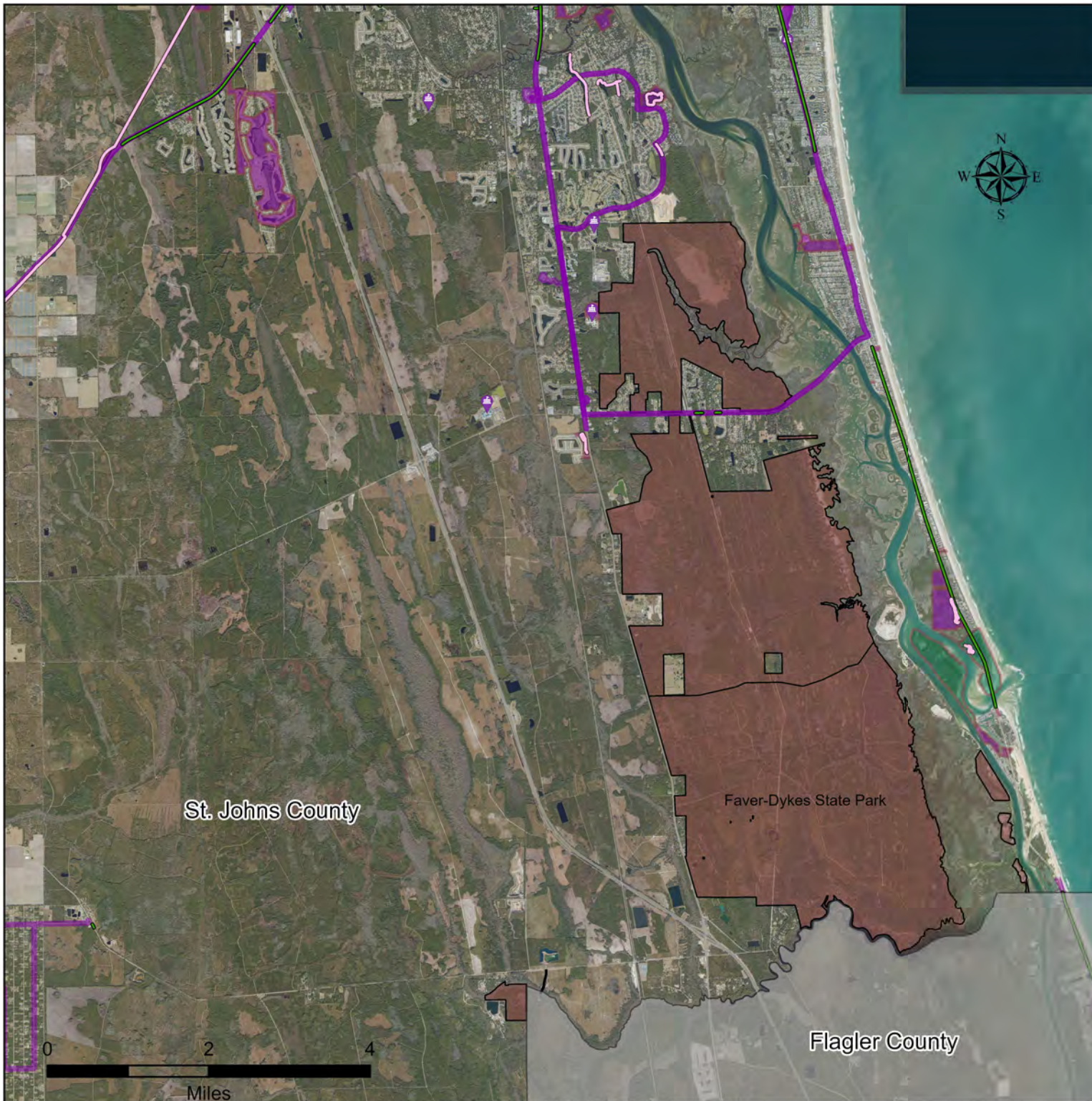
Bike Lanes

Transit Routes



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Existing Trails

SE St. Johns County

Source: ETM, SJ County, Esri, Nearmap

Existing Trails

Park Ownership

County

Federal

Other

State

Schools

Bike Lanes

Transit Routes



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4.3. Review of Planned and Programmed Improvements

Relevant local, regional and state planning documents were reviewed to identify trail projects that are funded, programmed or proposed. The document review focused on confirming the implementation status of planned trail connections identified in the St. Johns County section of the 2019 Northeast Florida Regional Multi-Use Trail Master Plan, St. Johns County Capital Improvement Plan, FDOT Work Program or local land development approvals. Only regionally significant projects or those that close major gaps were included. Future improvements were integrated into the network mapping to inform where additional connectivity gaps exist and recommend potential projects. The planning documents are listed in Table 4-1 and further summarized below.

Table 4-1: Additional sources used to identify planned and programmed trail projects

Source	Year(s)	Description
Northeast Florida Regional Multi-Use Trail Master Plan	2019	20 miles of existing trails, with 158 miles of trails proposed
St. Johns County CIP	2021-2025	Includes all 2022-2026 and 2025-2029 projects
FDOT Work Program	2020-2025	Includes all 2021-2026 and all TPO TIP projects

Source: ETM, 2026

2019 Northeast Florida Regional Multi-Use Trail Master Plan (Study focus on St. Johns County trails)

In 2019, the St. Johns County trail network consisted of approximately 20 miles of existing trails and 158 miles of proposed trails. The North Florida TPO 2023 Bicycle and Pedestrian Master Plan Update connected existing and proposed trails by referencing the trails outlined in the 2019 Northeast Florida Regional Multi-Use Trail Master Plan.

The CR 2209 Trail, East Coast Greenway, Hastings to Bunnell/Ormond Corridor, Nocatee Trail, Palatka to St. Augustine Trail, Race Track Road Trail, SR 206 Trail, SR 207 to Ponte Vedra Trail, SR 312 Loop, SR 313 Trail and St. Johns to Green Cove Springs Trail were included in the TPO Trail Network. Armstrong Park Trailhead, Elkton Trailhead and Hastings Trailhead were identified as trailhead locations for St. Johns County. St. Johns County staff identified their top priority trails as St. Johns River to Sea (SJR2C) Loop, East Coast Greenway connection from the SJR2C Loop to Duval County and SR 207 to Ponte Vedra Trail

These trails and their 2019 status and 2026 status are depicted in Table 4-2 on the next page.

In Tables 4-2 through 4-4, pink rows note trails that have been constructed and are now existing. Orange rows correspond to segments that have funding set aside for construction, whereas blue segments indicate those which have received pre-construction funding but still lack funding for construction. Yellow rows are trails which have been proposed but have not received any funding for pre-construction, and red rows (SR 313 and the First Coast Expressway) are those which were proposed in 2019, but current roadway plans show no adjacent multimodal facilities.

Table 4-2: 2019 Northeast Florida Regional Multi-Use Trail Master Plan Trails

Trail Name	Miles	2019 Status	2026 Status	Notes
CR 2209 Trail	32.4	Proposed	Partially Complete	CR 204 to Race Track Road
	7.82		Existing	9B int and CR 210 to IGP
	0.57		Existing	IGP to SR 16
	23.29	Proposed	Not Constructed	Race Track Road to CR 210, SR 16 to CR 204
East Coast Greenway	25.4	Partially Complete	Partially Complete	Does not include Palatka to St. Augustine Trail
	1.3	Existing	Existing	No new construction yet
	24.1	Proposed	Various levels of planned and constructed	See below in Table 4-4 for specific FDOT Work Program projects
Hastings to Bunnell/Ormond Corridor	16.1	Proposed	Not Constructed	Along CR 204 from SR 207 to US 1
Nocatee Trail	6.9	Proposed	Existing	Nocatee community trail
Palatka to St. Augustine Trail	18.9	Partially Complete	Partially Complete	Old alignment along SR 207, FEC Rail into St. Aug
	11.0	Existing and Proposed	Existing	Palatka to FEC Rail line
	7.9	Proposed	Alignment Revised	All but US1-Bridge of Lions (BOL) SUN Trail funded
	9.2	Alignment Revised	2029 SUN Trail Construction Funds	Alignment revised (not yet constructed) US 1 to BOL
Race Track Road Trail	11.2	Proposed	Partially Complete	EW trail in NW St. Johns County sector connecting Fruit Cove Rd to Nocatee
	5.18		Existing	Julington Crk. Elementary to Bartram Market
	6.02	Proposed	Not Constructed	Includes connection to Nocatee at CR 210
SR 206 Trail	15.4	Proposed	Not Constructed	Along SR 206 from Hastings to Crescent Beach
SR 207 to Ponte Vedra Trail	31.1	Proposed	Not Constructed	NS connecting Nocatee to St. Aug via 12 mi swamp
SR 312 Loop	4.3	Proposed	Not Constructed	Along 312 Bridge connecting St. Aug to Anastasia Island
SR 313 Trail	9.1	Proposed	No trail component	Along future SR 313 from SR 207 to US 1
St Johns to Green Cove Springs	7.7	Proposed	No trail component	Along FCE alignment

Sources: 2019 Northeast Florida Regional Multi-Use Trail Master Plan Trail, FDOT, Field Review

2021-2025 St. Johns County Capital Improvement Plan
(Includes all 2022-2026 and 2025-2029 projects)

Table 4-3: St. Johns County Capital Improvement Plan

Trail Name	Miles	Status	Notes
Shore Drive Trail	~3	Uncertain but not wider than 6 feet	Canceled by public pushback, revisited
St. Augustine Amphitheatre Arboretum	<1	Not regionally significant	Internal trails and botanical garden
St. Johns River to Sea Loop Trail Multi-Use Path	~6.9	2025 County Funds	Supporting entire loop (all segments)

Source: 2021-2025 St. Johns County Capital Improvement Plan

2020-2025 FDOT Work Program
(Includes all 2021-2026 projects and all TPO TIP projects)

Table 4-4: FDOT Work Program (Includes all TPO TIP Projects)

Trail Name	Miles	Status	Notes
Allen Nease Road from Trail to CR 214	3.2	2024 SUN Trail Construction Funds	Part of new route for Palatka to St. Augustine Trail
Beach Blvd from Pope Road to A1A	2.4	2027 SUN Trail Construction Funds	East Coast Greenway
Connecting Historic District from US 1 to Bridge of Lions	0.8	2025 FDOT PD&E Funds Allocated	St. Johns River to Sea Loop Trail
CR 214 from Allen Nease to Prairie Lake Drive	1.4	2024 SUN Trail Construction Funds	Part of new route for Palatka to St. Augustine Trail
CR 214 from Prairie Lake Drive to Holmes Boulevard	2.8	2024 SUN Trail Construction Funds	Part of new route for Palatka to St. Augustine Trail
CR 214 (King Street) From Holmes Boulevard to US 1	1.8	2024 SUN Trail Construction Funds	Part of new route for Palatka to St. Augustine Trail
King Street from US 1 to Bridge of Lions	0.8	2029 SUN Trail Construction Funds	St. Johns River to Sea Loop Trail
SR 207 Rail Trail from Main Street (Hastings) to SR 207/Spuds	2.0	Existing (Complete)	
SR 207 Rail Trail from Putnam County Line to Hastings	1.5	Existing (Complete)	
SR A1A Anastasia State Park from Pope Road to Red Cox Drive	2.0	2027 SUN Trail Construction Funds	East Coast Greenway
SR A1A from Fort Matanzas to SR 206	3.9	2030 SUN Trail Construction Funds	East Coast Greenway
SR A1A from Magnolia Avenue to Twenty Fourth Street	3.3	PD&E Study, next steps uncertain	SR A1A Trail (Vilano Beach, Inlet bridge)
SR A1A from Red Cox Drive to Bridge of Lions	1.5	2029 SUN Trail Construction Funds	East Coast Greenway
SR A1A from SR 206 to Beach Boulevard	4.0	2030 SUN Trail Construction Funds	East Coast Greenway
SR A1A (Coastal Hwy) from South of Beachcomber Way to 24th Street	1.6	PD&E Study, next steps uncertain	SR A1A Trail (Vilano Beach, Inlet bridge)

Source: FDOT Work Program

4.4. Literature Review: Review of Corridor Plans and Studies, Broader Pedestrian and Bicycle-Related Plans and Studies, Trail Plans and Studies, Funding Documents and other Relevant Literature

The review of local, regional and statewide plans and studies was conducted to identify established trail priorities, previously documented recommendations and policies guiding trail development. These documents provide context by highlighting regional connections, design standards and opportunities to align future projects with ongoing planning efforts. A detailed summary of this review is included in the Section 4 Appendix.

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5.0 CONSTRUCTABILITY CRITERIA EVALUATION

This section details how identified gaps were reviewed for constructability. The focus of this evaluation is on those connectivity gaps identified in this study, not those already recommended in previous studies or parts of the SUN Trail alignments.

It is recommended that all applicable (those that can still be constructed) previously identified trail alignments move forward in closing the gaps that they propose to close. This would include SUN Trail Priority and Opportunity segments, as well as segments identified in the 2019 Northeast Florida Regional Multi-Use Trail Master Plan and the 2016 SR 207 to Ponte Vedra Multi-Use Trail Planning Study.

Some of these segments, however, will no longer be constructed. One example would be the previous SUN Trail Priority alignment along the First Coast Expressway (FCE), which was realigned to travel along SR 13 and connect into Silverleaf when it was decided that the FCE would not have a multimodal component.

5.1 Constructability Criteria and Metrics

Trail segment gaps were reviewed against general constructability-related considerations to provide context on potential implementation factors. This review considered:

- Opportunities for connectivity (constructing missing links in the network)
- Right-of-way availability
- Utility or environmental constraints
- Drainage or stormwater barriers
- General cost considerations (high-level estimates)

The definition of existing facilities excludes sidewalks, on-street bike lanes, roadway-adjacent facilities that do not provide physical separation from motor vehicles and Blueways.

Existing gaps identified by this study were evaluated using the following metrics:

- Opportunities for connectivity
 - Contiguous trail length upstream and downstream if constructed
- Right-of-way availability
 - Number of property owners that own right-of-way along the proposed trail alignment
- Utility or environmental constraints and drainage or stormwater barriers
 - Utility easements, significant property owners and environmental conflicts
- General cost considerations
 - Project length and cost per mile estimates, including bridges
 - Pedestrian signal/RRFB/crosswalk cost estimates for roadway crossings

These metrics were considered given their influence on the likelihood of a given segment of trail being constructed. For example, gaps with a higher number of property owners will likely have more challenges with constructing a trail versus gaps with fewer property owners. Similarly, gaps with a public agency property owner or owned by JEA will likely have less challenges and present more opportunities than other gaps. Opportunities for connectivity align with the objective of creating a more connected regional network of trails.

Cost-estimates (per mile) for trail segments and locations that would likely require a bridge due to environmental constraints are provided in the Section 5 Appendix, using separate, per mile cost estimates for each. Cost estimates (per crossing) are also provided for trail crossings that would

likely require a full signalized crossing (at major arterials), a rectangular rapid flashing beacon (collector roadways) and crosswalks (minor local roads). These roadway crossing estimates were not provided for previously planned trail segments, only new ones recommended in this study, due to the sometimes-conflicting alignments that previous studies might recommend for closing the same gap. For these segments, high-level cost estimates were still provided using per-mile estimates but excluded roadway crossing estimates.

5.2 Description of Identified Gaps

There are twenty-eight (28) existing gaps (utility corridors that would provide meaningful regional connections if a trail were constructed within the utility easement and additional smaller segments that would provide meaningful regional connections) and 50 planned but unfunded (for construction) segments identified in the study's review. The 28 existing gaps are included in Table 5-1 and were evaluated for constructability using the criteria described above. The 50 planned but unfunded segments are included in Table 5-2 and were given high-level cost estimates. Note that cost estimates are provided in 2025 USD. Future applications of this study should consider appropriate, up-to-date cost estimation methodologies, which may change from those included in the Section 5 Appendix.

5.3 Maps of Existing, Planned and Gaps in the St. Johns County Trail Network

Like Figures 4.1 through 4.6, Figures 5.1 through 5.7 show the resulting existing trail network in pink and the existing transit routes and schools in purple and parks by ownership. Figures 5.1 through 5.7 also show trail gaps, including segments included in previous planning documents (the 2019 Northeast Florida Regional Multi-Use Trail Master Plan and the 2016 SR 207 to Ponte Vedra Multi-Use Trail Planning Study), segments that are part of the SUN Trail Priority (Existing, Partially Funded for Pre-Construction, Programmed/Funded and Unfunded Gaps) and Opportunity networks, utility corridors that would provide meaningful regional connections if a trail were constructed within the utility easement and additional smaller segments that would provide meaningful regional connections.

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Table 5-1: Trail Gap Constructability Evaluation

No.	Name	Begin Point	End Point	Segment Length, (Bridge)	Contiguous Trail Up/Downstream	Number of non-SJC Properties Crossed	Utility Easements, Property Owners, EENV/drainage/SW	Signal/ RRFB/ X-Walk	Total Cost (2025 USD)
1	Roberts Rd to St. Johns Pkwy Powerline Trail	Roberts Rd	St Johns Pkwy	4.8 mi.	0/18.3	5	JEA	2/0/1	\$7,176,878
2	St. Johns Pkwy to Sampson Way Powerline Trail	St. Johns Pkwy	Sampson Way	1.8 mi.	17.7/-	5	COJ Beach	0/2/2	\$2,915,865
3	Sandy Creek Pkwy to CR 210 Alt Powerline Trail	Sandy Creek Pkwy	CR 210 Alt	4.3 mi.	-/4.3	5	SJRWMD	0/0/0	\$4,462,605
4	Lakeside Academy Connection	Lakeside Academy	Powerline Trail	0.5 mi.	4.3/0	2	-	0/0/0	\$518,908
5	Ray Rd to Nocatee Pkwy Powerline Trail	Ray Rd	Nocatee Pkwy	2.7 mi.	0/25	0	-	0/2/1	\$3,730,055
6	Julington Creek Plantation to Lakes Connection	Julington Creek Plantation Community Center	Julington Lakes Dr	2,000 ft. (2,000 ft.)	7/1	1	Pond	0/0/0	\$503,126
7	CR 2209 Connection	SR 13	Johns Island Pkwy	3.5 mi. (160 ft.)	15.5/18.3	0	FCE/Trout Creek	0/0/0	\$3,639,019
8	S Beach Pkwy to Ponte Vedra Lakes Blvd PL Trail	S Beach Pkwy	Ponte Vedra Lakes Blvd	0.25 mi.	0/0	1	-	0/0/0	\$259,454
9	Ponte Vedra	Ponte Vedra	TPC	4.7 mi.	0/0	11	COJ Beach/TPC	0/0/0	\$4,877,731

No.	Name	Begin Point	End Point	Segment Length, (Bridge)	Contiguous Trail Up/Downstream	Number of non-SJC Properties Crossed	Utility Easements, Property Owners, EENV/drainage/SW	Signal/ RRFB/ X-Walk	Total Cost (2025 USD)
	Lakes Blvd to TPC Sawgrass PL Trail	Lakes Blvd	Sawgrass				Sawgrass		
10	Silverlake Dr to CR 208 Powerline Trail	Silverlake Dr	CR 208	6.9 mi. (3,000 ft.)	18.3/2.6	14	FPL/Six Mile Creek	0/0/0	\$7,285,924
11	CR 208 to PoaBoy Farms Rd Powerline Trail	CR 208	CR 13A	4.4 mi.	0/0	5	FPL	0/0/0	\$4,566,386
12	CR 13A to CR 214 Connection	PoaBoy Farms Rd	CR 214	1.3 mi.	0/0	0	-	0/0/0	\$1,349,160
13	Pine Island Academy Connection	Crosswater Parkway	Otero Pt	0.35 mi.	25/5	2	-	0/0/0	\$363,235
14	Pine Island Rd Connection	Pine Island Rd	Apaloosca Ave	0.05 mi.	25/5	0	-	0/1/0	\$455,946
15	Ravenswood Dr to N Rodriguez St Powerline Trail	Ravenswood Dr	N Rodriguez St	0.9 mi.	0/-	1	FPL	0/0/0	\$934,034
16	N Rodriguez St Connection	N Rodriguez St	W King St	0.4 mi.	-/32	0	FEC Rail	0/1/0	\$819,181
17	S Woodlawn St Connection	W King St	Anderson St	0.4 mi.	32/-	2	-	0/1/0	\$819,181
18	Anderson St to SR 312 Powerline Trail	Anderson St	SR 312	1.1 mi.	-/-	5	FPL	0/0/1	\$1,261,440
19	SR 312 to SR 207 Junction Powerline Trail	SR 312	SR 207	1.5 mi.	-/-	5	FPL	2/3/0	\$4,844,411

No.	Name	Begin Point	End Point	Segment Length, (Bridge)	Contiguous Trail Up/Downstream	Number of non-SJC Properties Crossed	Utility Easements, Property Owners, EENV/drainage/SW	Signal/ RRFB/ X-Walk	Total Cost (2025 USD)
20	SR 207 to W King St Powerline Trail	SR 207	W King St	1.8 mi.	-/32	9	FPL/FEC Rail	0/3/0	\$3,080,233
21	SR 312/207 Junction to US 1 Powerline Trail	SR 312/SR 207 Junction	US 1	1.0 mi.	-/-	7	FPL/FEC Rail	2/2/1	\$4,041,291
22	St Augustine South Trail System N of Trailhead	Shore Dr	St Augustine S Dr	1.0 mi.	0/-	1	FPL/ St. Johns County Water Treatment	0/0/2	\$1,277,502
23	St Augustine South Trail System S of Trailhead	St Augustine S Dr	Shore Dr	1.6 mi.	-/-	37	FPL	0/0/5	\$2,259,722
24	San Jose Rd to US 1 Connection	San Jose Rd	US 1	0.25 mi. (160 ft.)	-/0	1	-	0/1/0	\$670,176
25	St Augustine South to Shores Bridge	Shore Dr	Vaill Point Rd	1.6 mi. (1,300 ft.)	-/-	6	FPL	0/2/0	\$2,522,782
26	St Augustine Shores Powerline Trail	Vaill Point Rd	Shores Blvd	2.1 mi.	-/-	3	FPL	0/3/4	\$3,870,952
27	Shores Blvd to CR 206 Powerline Trail	Shores Blvd	CR 206	2.7 mi.	-/-	2	FPL, SJRWMD	0/0/0	\$2,802,101
28	CR 206 to County Line Powerline Trail	CR 206	I-95	7.8 mi.	-/0	5	FPL, SJRWMD, Matanzas State Forest	2/1/0	\$10,574,535

Table 5-2: Planned Trails Status, Extents and Segment Lengths and High-Level Cost-Estimates

No.	Name	Widening/New Construction	Status	Begin Point	End Point	Length	Cost Estimate (2025 USD)
1	SR 13	Sidewalk Widening	Opportunity Gap	Julington Creek	Greenbriar Rd	5.8	\$6,019,348
2	RaceTrack Rd	Sidewalk Widening	Opportunity Gap	SR 13	Julington Creek Elementary	1.4	\$1,452,941
3	SR 13	New Construction	Opportunity Gap	Greenbriar Rd	First Coast Expressway	7.3	\$7,576,050
4	Greenbriar Rd	Sidewalk Widening	Opportunity Gap	SR 13	Longleaf Pine Pkwy	3.1	\$3,217,227
5	Greenbriar Rd	New Construction	Opportunity Gap	Longleaf Pine Pkwy	Old CR 210	2.2	\$2,283,193
6	Old CR 210	Sidewalk Widening	Opportunity Gap	Greenbriar Rd	St Johns Pkwy	3	\$3,113,445
7	RaceTrack Rd	Sidewalk Widening	Opportunity Gap	Lifespring Way	Peyton Pkwy	0.5	\$518,916
8	RaceTrack Rd	Sidewalk Widening	Opportunity Gap	Durbin Pavilion Dr	US 1	2.4	\$2,490,756
9	US 1	New Construction	Opportunity Gap	RaceTrack Rd	CR 210	1.6	\$1,660,504
10	CR 210	Sidewalk Widening	Opportunity Gap	St Johns Pkwy	US 1	5.5	\$5,707,991
11	East Coast Greenway	Sidewalk Widening	Priority Gap	County Line	Mickler's Landing	6.7	\$6,953,361
12	East Coast Greenway	Sidewalk Widening	Priority Gap	Mickler's Landing	Palm Valley Rd Bridge	3.3	\$3,424,823
13	Ponte Vedra NS Trail	Sidewalk Widening	2019 NE FL Trail	County Line	Mickler's Landing	6.8	\$7,057,143
14	Ponte Vedra NS Trail	Sidewalk Widening	207-Ponte Vedra	Alice Landrum	Mickler Rd	1.3	\$1,349,160
15	Ponte Vedra NS Trail	New Construction	207-Ponte Vedra	TPC Sawgrass	Alice Landrum	1.8	\$1,868,067
16	East Coast Greenway	New Construction	Partially Funded	Mickler's Landing	Vilano Beach	15.5	\$16,086,134
17	East Coast Greenway	Sidewalk Widening	Partially Funded	Vilano Beach	Magnolia Ave	3.2	\$3,321,054
18	FEC Bridge	New Construction	Priority Gap	W End of Bridge	E End of Bridge	1.8	\$1,868,142
19	SR 13	New Construction	Priority Gap	First Coast Expressway	Silverleaf Pkwy	5.8	\$6,019,332
20	12 Mile Swamp Trails	New Construction	Priority Gap	St Johns Pkwy	US 1	7.9	\$8,198,743
21	Pine Island Rd	New Construction	Priority Gap	US 1	Pine Island Academy	1.4	\$1,452,941

No.	Name	Widening/New Construction	Status	Begin Point	End Point	Length	Cost Estimate (2025 USD)
22	US 1	New Construction	Opportunity Gap	CR 210	International Golf Pkwy	6.8	\$7,057,143
23	12 Mile Swamp Trails	New Construction	2019 NE FL Trail	Pine Island Rd	Saltwater's Shooting Club	7.6	\$7,887,395
24	12 Mile Swamp Trails	New Construction	2019 NE FL Trail	SR 312 N	Woodlawn Ave	2.6	\$2,698,319
25	12 Mile Swamp Trails	New Construction	207-Ponte Vedra	International Golf Pkwy	Saltwater's Shooting Club	8.6	\$8,925,210
26	12 Mile Swamp Trails	New Construction	207-Ponte Vedra	Saltwater's Shooting Club	SR 16	3	\$3,113,445
27	US 1	Sidewalk Widening	Opportunity Gap	International Golf Pkwy	St Augustine Airport	5.3	\$5,500,420
28	SR 16	Sidewalk Widening	207-Ponte Vedra	12 Mile Swamp Trailhead	I-95	2.1	\$2,179,412
29	I-95	New Construction	207-Ponte Vedra	SR 16	W King Street	4	\$4,151,260
30	SR 312	New Construction	Opportunity Gap	Woodlawn Ave	CR 207	4.8	\$4,981,512
31	Lewis/ Woodlawn	Sidewalk Widening	207-Ponte Vedra	US 1	Heritage Park Dr	2.8	\$2,905,882
32	Woodlawn Ave	New Construction	207-Ponte Vedra	Heritage Park Dr	SR 16	0.5	\$518,908
33	Woodlawn Ave	Sidewalk Widening	207-Ponte Vedra	SR 16	W King Street	1.8	\$1,868,067
34	St Augustine Lakes	New Construction	207-Ponte Vedra	12 Mile Swamp Trailhead	Woodlawn Ave	3	\$3,113,445
35	US 1	Sidewalk Widening	Opportunity Gap	St Augustine Airport	W King Street	4.5	\$4,670,172
36	East Coast Greenway	Sidewalk Widening	Priority Gap	Magnolia Ave	Castillo de San Marcos	1.1	\$1,141,597
37	FEC Rail Extension	New Construction	207-Ponte Vedra	End of Palatka Trail	W King Street	2.9	\$3,009,664
38	US 1	Sidewalk Widening	Opportunity Gap	W King Street	SR 312	4.5	\$4,670,172
39	SR 312	New Construction	Opportunity Gap	CR 207	US A1A	3.6	\$3,736,180
40	US 1	Sidewalk Widening	Opportunity Gap	SR 312	Old Moultrie Rd	2.5	\$2,594,538
41	US 1	New Construction	Opportunity Gap	Old Moultrie Rd	County Line	12.5	\$12,972,693

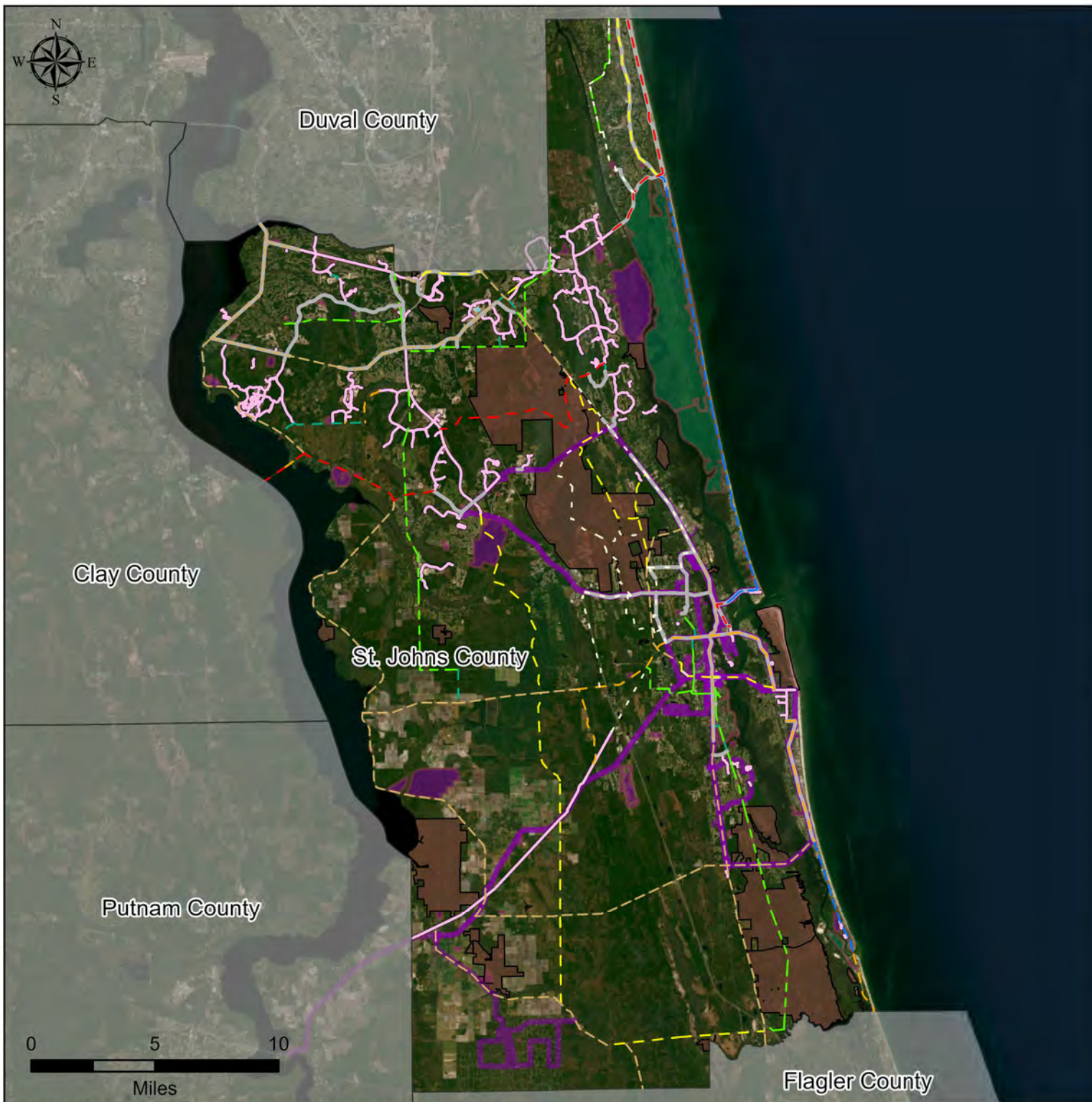
No.	Name	Widening/New Construction	Status	Begin Point	End Point	Length	Cost Estimate (2025 USD)
42	East Coast Greenway	Sidewalk Widening	Partially Funded	CR 208	Matanzas Inlet	4.9	\$5,085,315
43	CR 206	New Construction	Opportunity Gap	Spuds	Crescent Beach	14.5	\$15,048,344
44	CR 204	New Construction	Opportunity Gap	Spuds	US 1	15.5	\$16,086,134
45	Old Brick Rd	New Construction	Opportunity Gap	CR 204	County Line	3.2	\$3,321,008
46	SR 13	New Construction	Opportunity Gap	SR 16	CR 214	11.8	\$12,246,226
47	CR 214	New Construction	Opportunity Gap	SR 13	Alan Nease Rd	8.8	\$9,132,773
48	SR 13	New Construction	Opportunity Gap	CR 214	CR 207	10.4	\$10,793,281
49	St Johns Pkwy	New Construction	2019 NE FL Trail	SR 16	CR 207	13	\$13,491,596
50	St Johns Pkwy	New Construction	2020 NE FL Trail	CR 207	CR 204	7.5	\$7,783,613

Figure 5-1 shows Countywide existing trails and trail gaps with current transit routes and parks.

Gaps identified in Table 5-1 are labeled in the following Figures 5-2 through 5-8 in green. These figures also show existing sidewalks that make meaningful regional connections between trails (grey), previously planned trails from the December 2016 Multi-Use Trail Planning Study: SR 207 to Ponte Vedra (tan) and the July 2019 Northeast Florida Regional Multi-Use Trails Master Plan (yellow) and planned trail segments within the SUN Trail Network: those still only identified at the opportunity level (brown) and requiring elevation to priority status before receiving funding, unfunded priority segment gaps (red) and priority segments that funded for pre-construction (blue) and construction (orange).

Figures 5-2 through 5-8 also display the previously noted existing trails, parks, schools, and transit routes to provide the viewer a holistic picture of how this gap analysis seeks to provide recommendations for connecting meaningful gaps in the existing and planned trail network. As in Section 4, again note that trail ownership and maintenance responsibilities vary by facility and were not evaluated as part of this study. Not all trails shown are owned or maintained by St. Johns County.

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Existing Trails and Trail Gaps

St. Johns County

Source: ETM, SJ County, Esri, Nearmap

- Existing Trails
- Transit Routes
- Trail Gaps
 - Existing Utility ROW
 - Connection Gap
 - Existing SW<6'
 - 2019 Master Plan Gap
 - SUN Trail Opportunity
 - SUN Trail Priority PreConst
 - SUN Trail Priority Unfunded
 - SUN Trail Priority Const
- 207 to Ponte Vedra Study

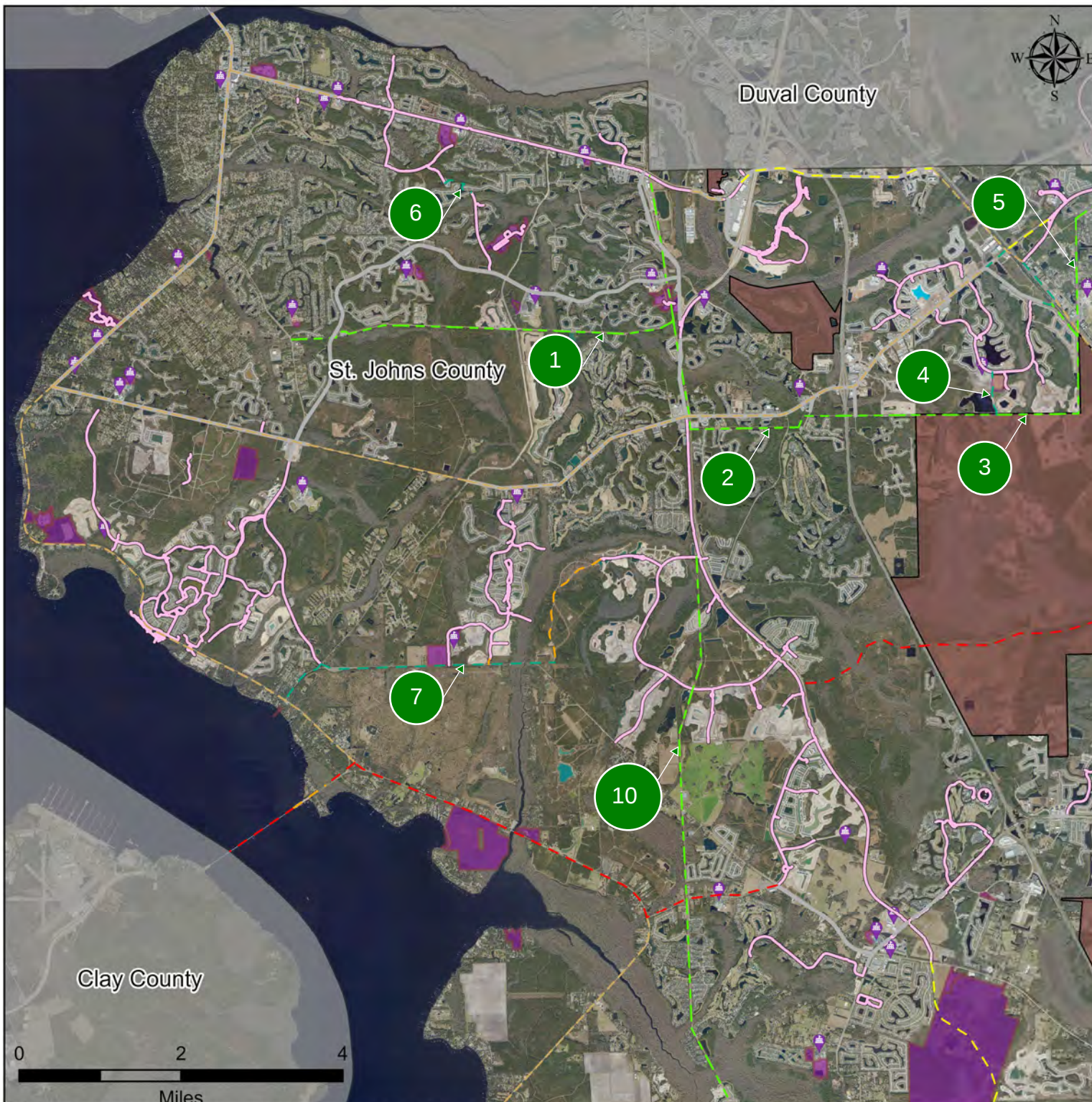
Park Ownership

- County
- Federal
- Other
- State



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Existing and Planned Trails

NW St. Johns County

Source: ETM, SJ County, Esri, Nearmap

Existing Trails

Trail Gaps

Existing Utility ROW

Connection Gap #

Existing SW<6'

2019 Master Plan Gap

SUN Trail Opportunity

SUN Trail Priority PreConst

SUN Trail Priority Unfunded

SUN Trail Priority Const

207 to Ponte Vedra Study

Park Ownership

County

Federal

Other

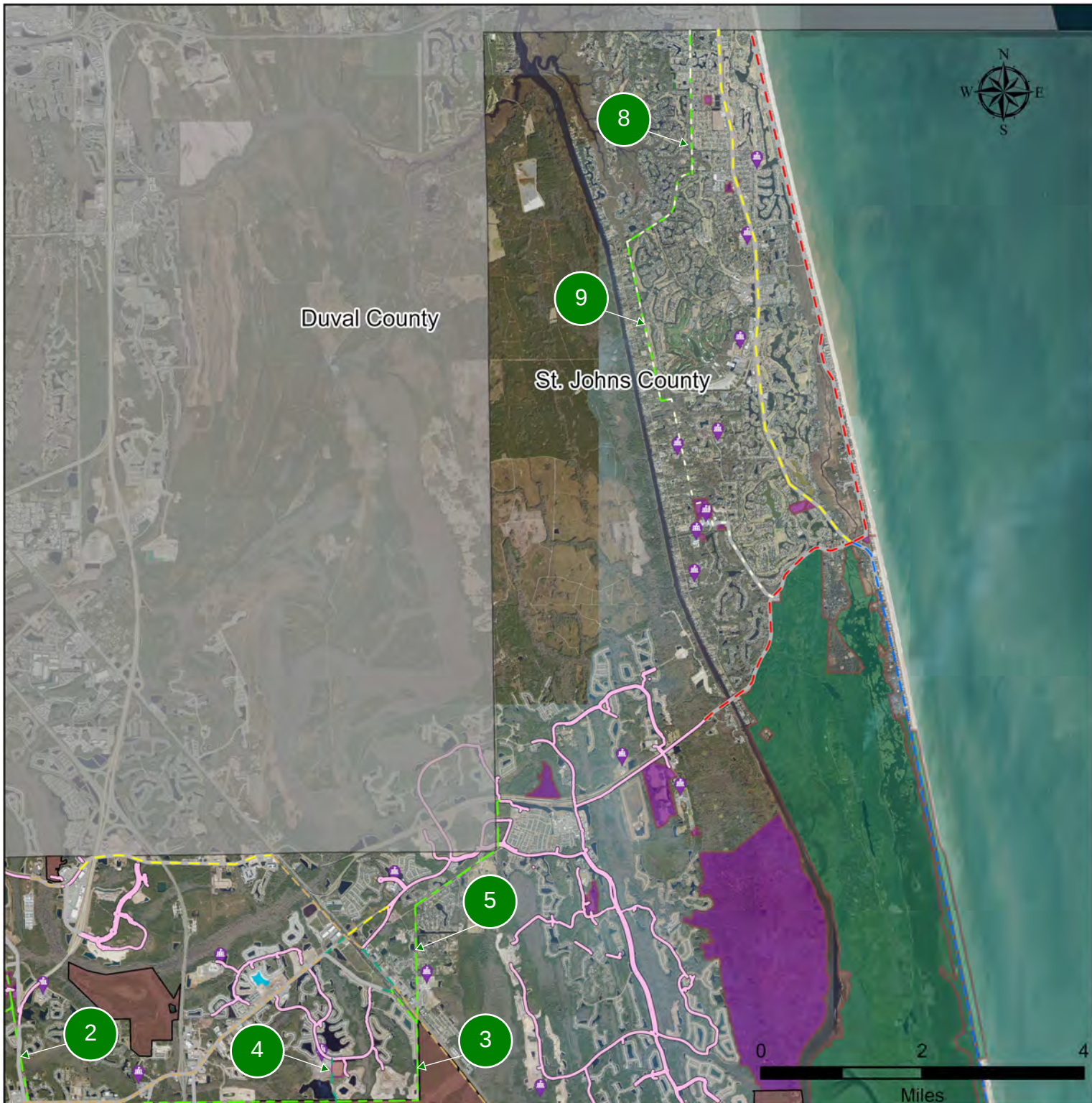
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Existing and Planned Trails

NE St. Johns County

Source: ETM, SJ County, Esri, Nearmap

Existing Trails

Trail Gaps

Existing Utility ROW

Connection Gap #

Existing SW<6'

2019 Master Plan Gap

SUN Trail Opportunity

SUN Trail Priority PreConst

SUN Trail Priority Unfunded

SUN Trail Priority Const

207 to Ponte Vedra Study

Park Ownership

County

Federal

Other

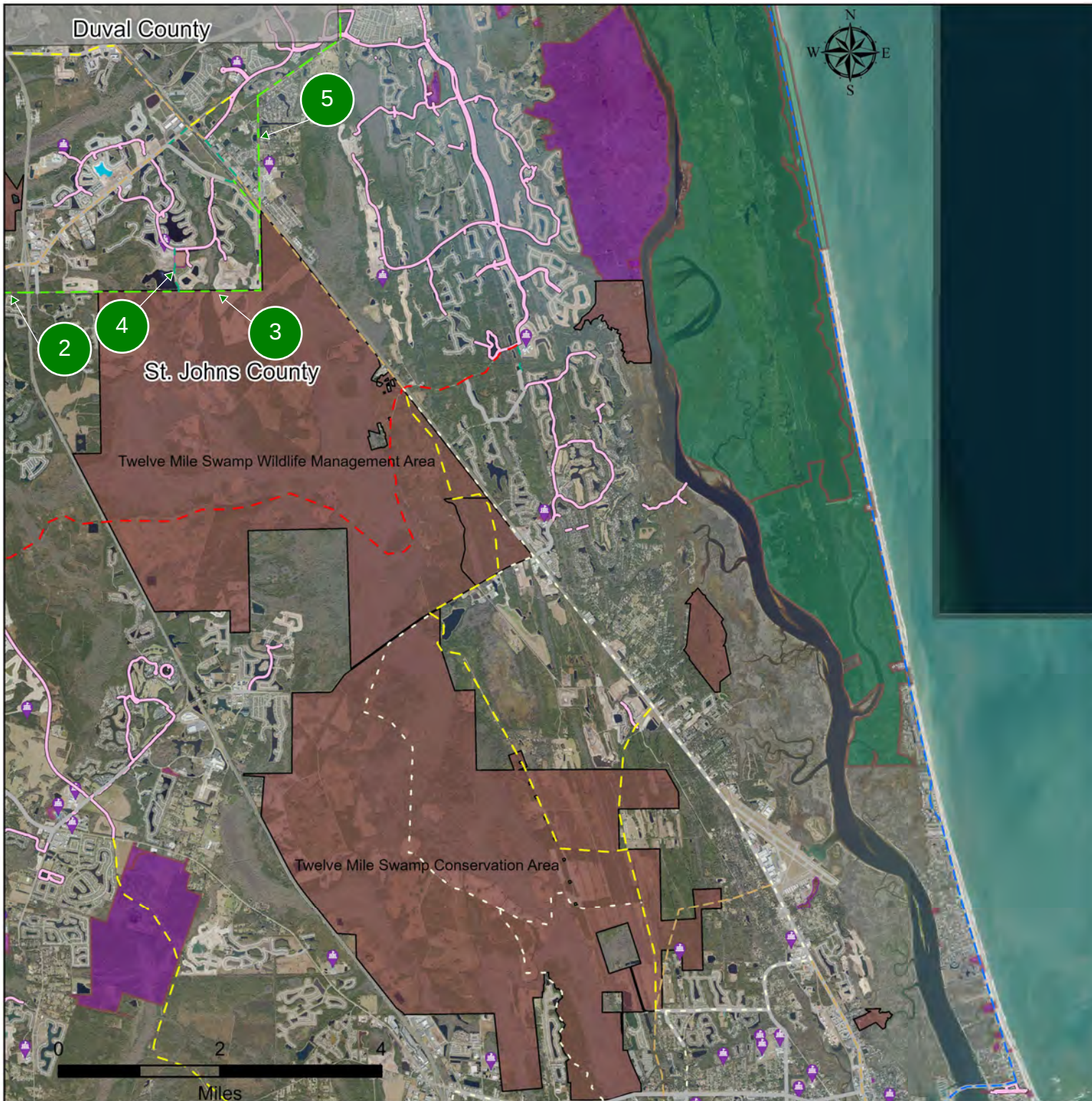
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Existing and Planned Trails

EC St. Johns County

Source: ETM, SJ County, Esri, Nearmap

Existing Trails

Trail Gaps

Existing Utility ROW

Connection Gap #

Existing SW<6'

2019 Master Plan Gap

SUN Trail Opportunity

SUN Trail Priority PreConst

SUN Trail Priority Unfunded

SUN Trail Priority Const

207 to Ponte Vedra Study

Park Ownership

County

Federal

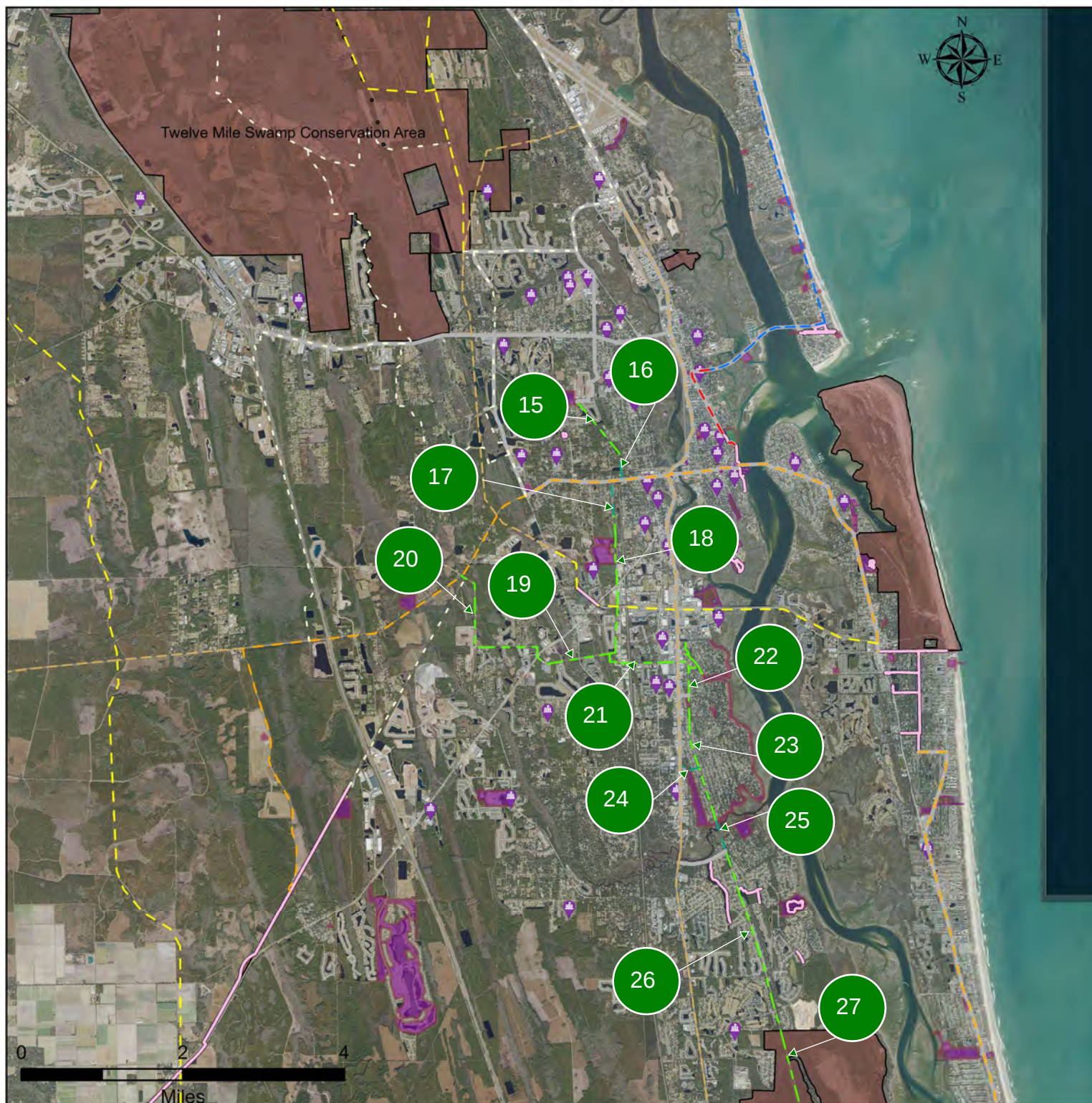
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Existing and Planned Trails

St. Augustine Vicinity

Source: ETM, SJ County, Esri, Nearmap

Existing Trails

Trail Gaps

Existing Utility ROW

Connection Gap #

Existing SW<6'

2019 Master Plan Gap

SUN Trail Opportunity

SUN Trail Priority PreConst

SUN Trail Priority Unfunded

SUN Trail Priority Const

207 to Ponte Vedra Study

Park Ownership

County

Federal

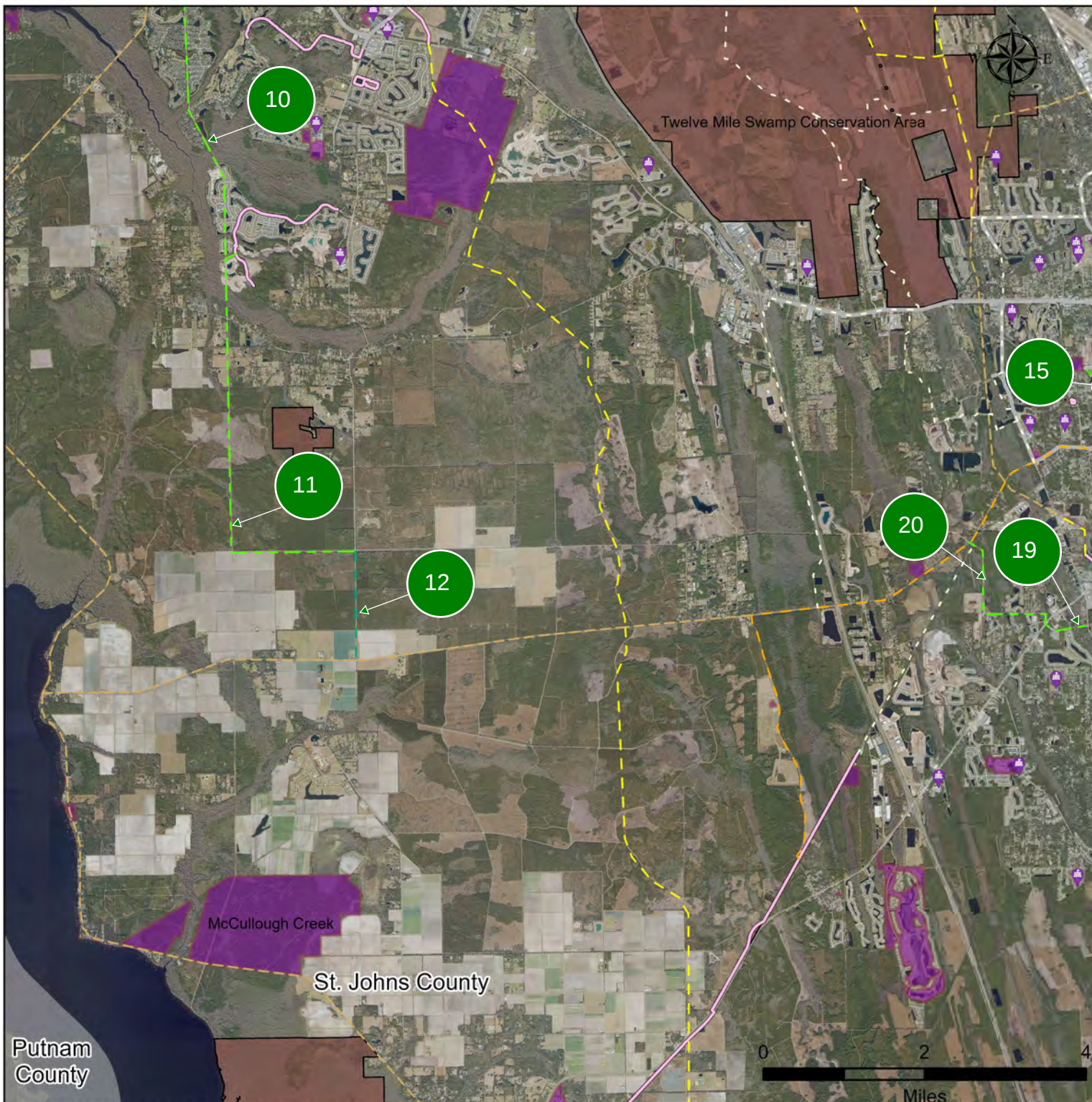
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Existing and Planned Trails

WC St. Johns County

Source: ETM, SJ County, Esri, Nearmap

Existing Trails

Trail Gaps

- Existing Utility ROW
- Connection Gap #
- Existing SW<6'
- 2019 Master Plan Gap
- SUN Trail Opportunity
- SUN Trail Priority PreConst
- SUN Trail Priority Unfunded
- SUN Trail Priority Const
- 207 to Ponte Vedra Study

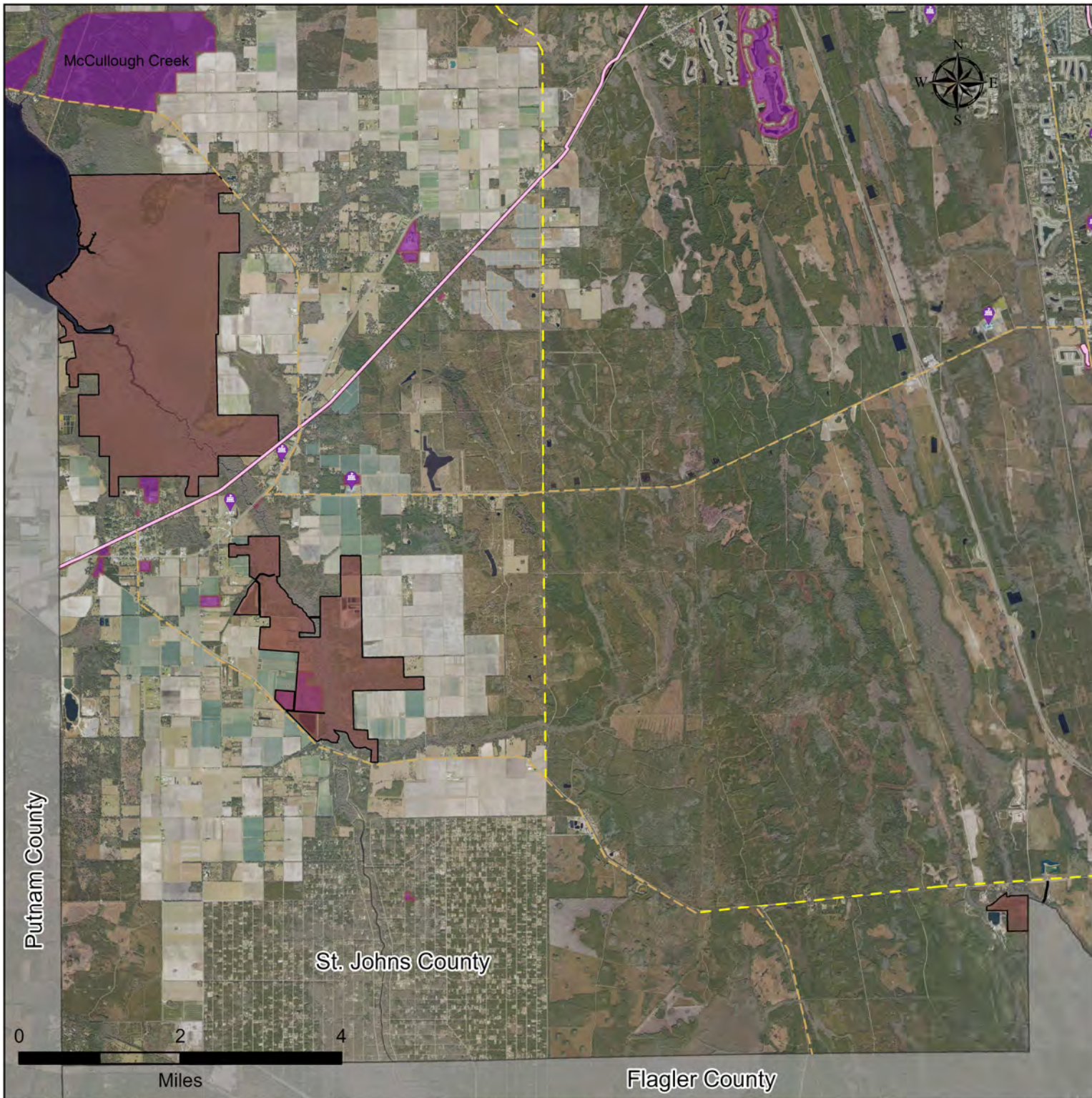
Park Ownership

- County
- Federal
- Other
- State



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Existing and Planned Trails

SW St. Johns County

Source: ETM, SJ County, Esri, Nearmap

Existing Trails

Trail Gaps

Existing Utility ROW

Connection Gap #

Existing SW<6'

2019 Master Plan Gap

SUN Trail Opportunity

SUN Trail Priority PreConst

SUN Trail Priority Unfunded

SUN Trail Priority Const

207 to Ponte Vedra Study

Park Ownership

County

Federal

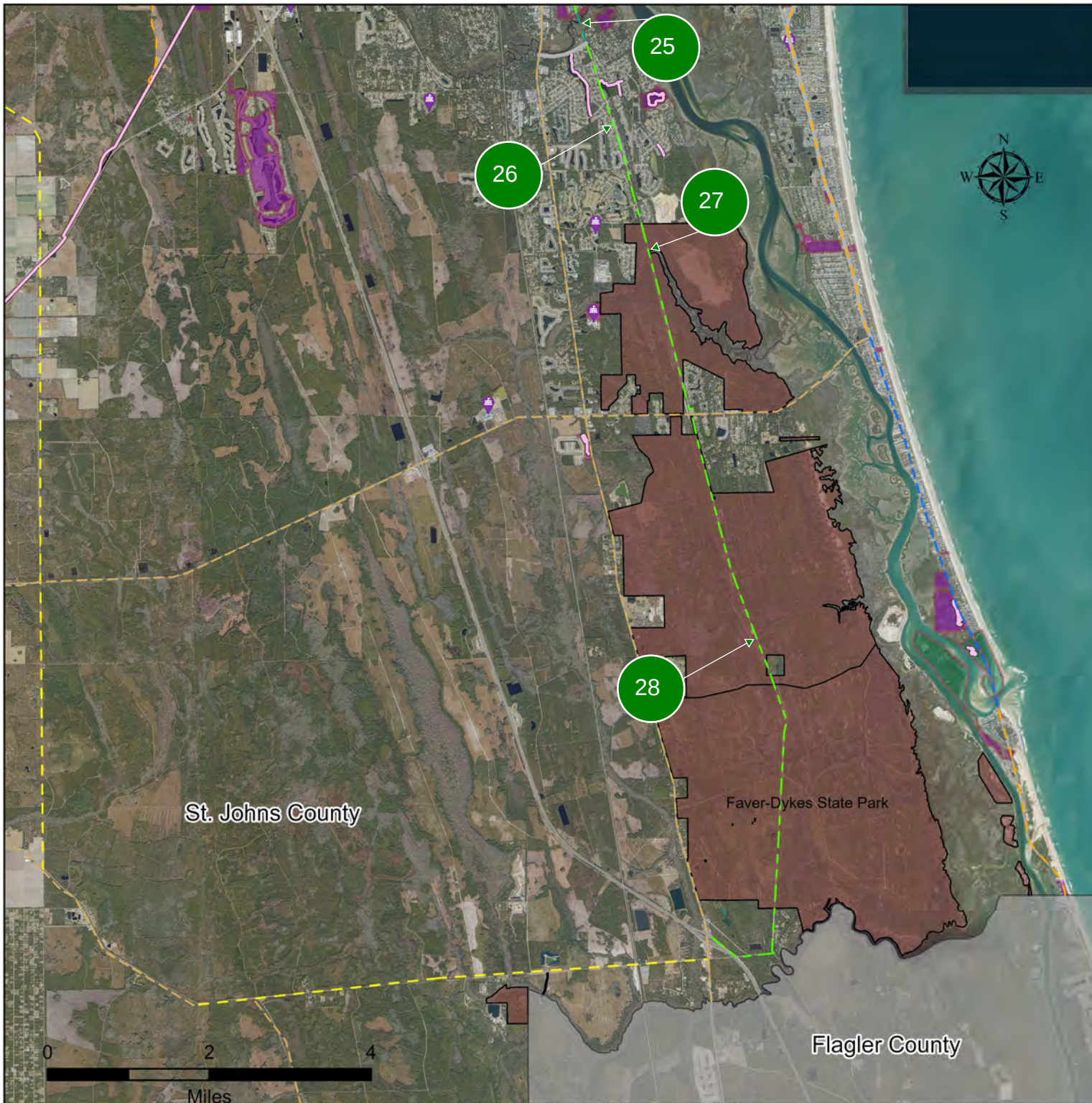
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Existing and Planned Trails

SE St. Johns County

Source: ETM, SJ County, Esri, Nearmap

Existing Trails

Trail Gaps

Existing Utility ROW

Connection Gap #

Existing SW<6'

2019 Master Plan Gap

SUN Trail Opportunity

SUN Trail Priority PreConst

SUN Trail Priority Unfunded

SUN Trail Priority Const

207 to Ponte Vedra Study

Park Ownership

County

Federal

Other

State



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5.4 Findings

This section summarizes the main constraints and opportunities observed across the 28 identified existing gaps and the fifty (50) planned trail segments. It is intended to help St. Johns County, the North Florida TPO (TPO) and partner agencies understand the gap inventory context, including available right-of-way, utilities/environmental factors, drainage impacts and high-level costs.

5.4.1 Utility corridor opportunities

Gaps aligned with major powerline/utility easements generally present the clearest linear routing opportunities and the fewest adjacent driveway conflicts. Where easements are continuous and wide, these corridors may support a consistent shared-use path cross-section and simpler construction staging. Engagement with easement holders is still required and localized environmental constraints (wetlands, conservation lands) may affect alignment and boardwalk needs. (See Table 5-1 gaps: e.g., Silverlake Drive to CR 208 and associated segments that parallel CR 210; SR 312/SR 207 to US 1; other FPL/JEA segments in Ponte Vedra and St. Augustine).

5.4.2 Water crossings and drainage cost drivers

Segments that require bridge structures, boardwalks or culvert upgrades increase cost and schedule impacts. In Table 5-1, several gaps note bridge lengths or crossings adjacent to creeks, canals or stormwater features (e.g., rows 6, 7, 10, 24 and 25). These features typically require specialized design, permitting and mitigation, leading to higher segment costs.

5.4.3 ROW fragmentation and number of property owners

Where gaps traverse or front multiple parcels, acquisition or permissions elevate project complexity. In Table 5-1, segments with larger counts under “Properties Crossed” will likely require additional time for acquisition agreements and potential design refinements to minimize encroachments. Easement-only corridors reduce but do not eliminate this risk, as easement terms could restrict public access improvements.

5.4.4 At-grade roadway crossings

Even in low-constraint corridors, intersections and mid-block crossings introduce signal, RRFB or marked crossing treatments that add cost and require additional coordination with St. Johns County /FDOT. Table 5-1 notes numerous segments with likely signal/RRFB/crosswalk treatments, where a full signal was assumed for trail segments crossing a major arterial, RRFB’s for minor collector crossings and crosswalks on local roads. These points often determine the phasing logic for a gap because crossing control should be implemented concurrently with adjacent trail construction and were considered in the high-level cost estimates.

5.4.5 Consistency with statewide networks

Gaps that coincide with FGTS/SUN Trail Priority or Opportunity corridors are better positioned for certain funding programs, which in turn can influence near-term constructability (e.g. PD&E/design). This planning and implementation observation may help clarify which gaps have additional funding pathways available.

5.5 Common Constraint Themes and Implications

The constructability review revealed themes that influence how and where future trail segments can be advanced within St. Johns County. Several corridor-level patterns emerged that

consistently shaped feasibility, engineering needs, environmental review and required interagency coordination. Understanding these themes helps clarify the types of challenges most often encountered and provides a foundation for determining which steps are most appropriate for different corridor conditions. The subsections that follow summarize these recurring constraints and outline practical steps that agencies may consider as they move from the inventory and gap identification process toward the refinement, funding and eventual construction of individual trail segments.

5.5.1 Common constraint themes

Trail gaps across St. Johns County revealed several recurring general and corridor-specific constraints. Along suburban arterials and collector roads, the primary challenges include conflicts with frequent driveways and turn lanes, limited space for curb-and-gutter transitions and the need for drainage modifications to accommodate a separated shared-use path while preserving access and maintaining the roadway clear zone. In natural areas and conservation tracts, wetlands, sensitive habitats and topographic variations often necessitate elevated structures such as boardwalks, as well as seasonal construction restrictions to minimize ecological impacts. Corridors that run adjacent to railroads or major highways introduce a separate set of challenges, including approval processes, minimum offset and setback distances, considerations for physical barriers and enhanced safety review for any parallel trail facility. Together, these constraints shape the level of engineering effort, environmental review and interagency coordination required for each segment.

5.5.2 Implications

The constructability considerations identified in this study suggest several practical steps for advancing trail development. Utility-corridor gaps with few parcel crossings and no major spans offer promising early opportunities. These segments should benefit when advancing coordination with utility owners, verifying easement permissions and developing concept-level typical sections to confirm compatibility with utility-owner requirements. Segments involving water crossings should undergo early environmental screening to determine feasible structure types and cost expectations. Additionally, locations requiring new or upgraded roadway crossings, like signalized crossings, RRFBs or marked mid-block crossings, should be coordinated early with St. Johns County and FDOT to confirm the appropriate device type and placement.

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6.0 IMPLEMENTATION

This section explains how this document should be used to advance trail project delivery. It does not establish a priority order of projects; rather, it connects the inventory, gap identification and constructability findings to typical delivery pathways, funding programs and agency roles. The study provides:

- A baseline inventory of existing and planned facilities with GIS outputs and mapping (Sections 4.1 to 4.4)
- A countywide set of gaps with details about corridor type and connectivity role (Sections 5.1 to 5.3)
- A constructability review describing ROW, utility/environmental constraints, drainage, crossing needs and high-level cost considerations for the 28 existing gaps and 50 planned unfunded segments (Sections 5.2 to 5.5)

Agencies can use this information to:

- Select candidate segments for next-phase development (scoping, PD&E/NEPA, design)
- Align segments with the appropriate delivery track (County capital project, FDOT Work Program, developer construction or grant pursuit) according to corridor ownership and operational responsibility
- Target funding programs that are compatible with each segment's status

6.1 Responsible Agencies, Priorities and Phasing

This section clarifies the roles, responsibilities and delivery phases needed to pursue trail constructability in St. Johns County.

6.1.1 Typical Roles and Responsibilities

North Florida TPO – Regional Coordination & Programming

Incorporates candidate segments into the Bicycle & Pedestrian Master Plan and TIP; facilitates interagency coordination, helps align projects with competitive funding and supports public/stakeholder engagement at the regional level.

St. Johns County – Owner/Operator (off-system)

Leads planning, ROW coordination, design, permitting, construction and long-term maintenance for County corridors and off-system trails; coordinates between Parks & Recreation, Public Works and Growth Management. St. Johns County also sponsors and maintains projects receiving state/federal funds when the facility will be owned by the County.

St. Johns County should consider establishing a dedicated senior-level bicycle, pedestrian and trail planning/engineering position to coordinate multimodal transportation initiatives across departments and agencies. Responsibilities could include advancing trail and shared-use path projects, pursuing grant funding opportunities, coordinating with FDOT, the North Florida TPO and municipal partners, overseeing implementation of bicycle and pedestrian plans, and promoting multimodal safety and connectivity initiatives.

FDOT – Owner/Operator (on-system) & Program Administration

Leads scoping, PD&E, design and construction for shared-use paths within FDOT right-of-way; administers SUN Trail funding and coordinates with DEP's Office of Greenways & Trails on FGTS corridors; integrates eligible segments into the Work Program when supported by local sponsorship and MPO/TPO programming.

Municipalities / State & Federal Land Managers (e.g., DEP/OGT, SJRWMD, State Parks)
– *Jurisdictional Partners*

Provide permissions/easements, environmental review and operations/maintenance commitments where trails traverse parks, conservation lands or water management district property. Their early involvement is critical for conservation-area segments.

Private Developers / HOAs / Utility Owners (e.g., FPL, JEA) – *Corridor stewards & implementation partners*

May dedicate easements or construct trail segments consistent with approvals and applicable standards; utility owners review feasibility of trail use within easements and stipulate safety/maintenance conditions.

6.1.2 Typical Delivery Phases

Trail segments generally move through the following non-prioritizing phases; agencies can enter at different points depending on status and corridor ownership.

Concept & Feasibility Confirmation

- Validate fit within ROW/easement limits; confirm utility owner conditions
- Desktop environmental scan (wetlands, species, cultural resources)
- Preliminary crossing concept at major roads/rails (signal/RRFB/grade separation)
- Update high-level cost ranges based on structure needs and typical sections

Programming & Funding Alignment

- If within FGTS/SUN corridors, coordinate with FDOT for SUN Trail eligibility and programming steps; otherwise evaluate TA Set-Aside, RTP or local capital options
- If on State Highway System, coordinate entry into the FDOT Work Program
- If off-system, secure local sponsorship and maintenance commitments per program rules

Project Development & Environmental / NEPA

- Environmental/engineering studies, alternatives refinement, public involvement and documentation of impacts/mitigation
- Early permits consultation for water crossings

Design & Permitting

- Survey, geotechnical data, drainage analysis, structure design, traffic control, crossing design (signals/RRFB) and final plans, specifications, and cost estimates
- Address access management/driveway impacts along arterials and collectors

Right-of-Way / Easements (as needed)

- Acquire right-of-way or construction easements
- Finalize utility agreements and license terms within utility corridors; confirm maintenance responsibilities

Construction & Closeout

- Construct trail, structures, crossings and furnishings; finalize as-builts; closeout permits
- Establish maintenance routines consistent with trail owner

6.1.3 Coordinating Constructability with Phasing

Agency implementation strategies include the following: 1) Group segments by similar constructability traits (e.g., “utility-corridor, few owners, no structures” vs. “multiple water crossings”). Use these groupings to select candidates for Phase 1 concept/feasibility tasks. 2) Sequence crossing nodes with adjacent segments so that signals/RRFBs and trail work open together. This reduces interim safety gaps and maximizes early network functionality. 3) Align FGTS/SUN-eligible segments with FDOT’s program cycles while pursuing TA/RTP for other corridor types; this dual-track approach may accelerate the overall network build-out.

6.1.4 Additional Implementation Recommendations

As future roadway projects advance through planning and design, St. Johns County and its partners should continue to evaluate opportunities to incorporate multimodal facilities that improve regional trail connectivity. One such opportunity is the proposed CR 210 and US 1 overpass project, where a dedicated multimodal component should be considered to provide a safe crossing and strengthen connections between existing and planned bicycle and pedestrian facilities. Incorporating multimodal accommodations during roadway project development is typically more cost-effective than retrofitting facilities after construction and supports the County's long-term goal of creating a connected, countywide trail network.

6.2 Potential Funding Sources

Developing connected, countywide trail network relies not only on technical feasibility but also on access to appropriate funding programs that align with each segment’s location, ownership and purpose. While this study does not recommend or prioritize specific projects for funding, understanding the range of available federal, state, regional and local programs is essential for moving individual trail segments from planning into implementation. The funding sources summarized in this section represent opportunities commonly used throughout Florida to support planning, design, right-of-way needs and construction of shared-use paths and related multimodal improvements. By matching trail segments to programs with compatible eligibility standards, like SUN Trail funding for FGTS Priority corridors or TA Set-Aside funds for community-oriented connections, St. Johns County and its partners can strategically position future projects for successful advancement as opportunities arise.

6.2.1 Shared-use Non-motorized (SUN) Trail Program (SUNTRAIL FLORIDA)

The Florida Shared-use Non-motorized (SUN) Trail Program, established in 2015 [Section 339.81, Florida Statutes (F.S.)], receives an annual allocation from the redistribution of new vehicle tag revenues pursuant to Section 320.072, F.S., motor vehicle licenses. These revenues are deposited in the State Transportation Trust Fund. The funding is designated for the development of a statewide system of interconnected high-priority, paved, non-motorized multi-use trail / two-directional Shared-use Path within the SUN Trail network for bicyclists and pedestrians, physically separated from vehicular traffic. The SUN Trail network aligns with the FGTS Plan's Land Trail Priority Network overseen by the Department of Environmental Protection's Office of Greenways and Trail (Chapter 260 F.S.) and includes connections to and through lands of the Florida Wildlife Corridor Act (Section 259.1055, F.S.). Among other things, Chapter 316 (F.S.), defines bicycles, pedestrians and non-motorized users. FDOT distributes the funds through a competitive solicitation.

Pre-dating the inception of the SUN Trail program, the FGTS includes ecological greenways and the combination of existing, planned and conceptual multiple and single-use trails

(and surface types) for a variety of visitors. The Florida Wildlife Corridor refers to the conserved lands and opportunity areas defined as Priority 1, 2 and 3 of the Florida Ecological Greenways Network (FEGN). The FEGN is a statewide database that identifies and prioritizes a functional, connected, statewide, ecological network of public and private conservation lands. It is the primary data layer used to inform the Florida Forever, Rural and Family Lands Protection Program and other state, federal and regional land acquisition programs regarding the most important ecological corridors and intact landscapes across the state for protection of Florida's native wildlife, ecosystem services and ecological resiliency.

Today, the SUN Trail network includes a combination of existing and conceptual trails. As envisioned, portions of the SUN Trail network are within the FDOT right-of-way (on-system), other portions are on other lands (off-system). FDOT Design Manual Topic 625-000-002 (FDM, Chapter 224) defines on-system SUP. FDOT Office of Design Topic 625-000-015 – Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook, Chapter 9) defines off-system shared-use paths, as not all trails are within the SUN Trail network.

In 2024, the Florida Legislature allocated \$26,277,505 in SUN Trail Grant Funds to St. Johns County for various activities associated with five segments of the SUN Trail network. \$730,000 of this funding supported design only for the trail along A1A Beach Boulevard from Pope Road to State Road A1A. The remaining \$25,547,505 supports design, construction, construction engineering and inspection for four segments of the trail between Allen Nease Road and CR 214/King Street. As a condition of the funding, the County is required to maintain the project for its useful life. This required approval and authorization to execute Agreements and associated Maintenance Memorandum of Agreements between St. Johns County and. No match was required by St. Johns County, who also allocated \$55,000 from its Transportation Trust Fund reserves toward hiring a project manager to oversee the newly funded SUN Trail grant projects.

6.2.2 Transportation Improvement Program Projects (FY 2025/26 – 2029/30)

The Transportation Improvement Program (TIP) is a staged multi-year program of transportation project improvements to be implemented during the next five-year period in the North Florida TPO area which will be funded by Title 23 U.S.C. and 49 U.S.C Chapter 53 funds and includes all regionally significant projects regardless of funding source. In addition, for information purposes and air quality conformity analysis, the TIP identifies all regionally significant transportation projects requiring Federal Highway Administration and/or Federal Transit Administration approval, regardless of funding source(s), as defined in 40 CFR 51.392. The TIP also includes a listing of projects that are financed with non-federal dollars, which assist local governments within the North Florida TPO area with their transportation planning efforts. Projects listed in the TIP include recommended improvements consistent with the approved 2045 Long Range Transportation Plan and the adopted comprehensive plans of member local governments within the North Florida TPO area.

6.2.3 Recreational Trails Program (Federal Grants)

The Recreational Trails Program (RTP) is a federal grant initiative funded by the Federal Highway Administration and administered at the state level by the Florida Department of Environmental Protection in coordination with FDOT. The purpose of the RTP is to provide financial assistance to develop and maintain recreational trails, trailheads and trailside facilities for both nonmotorized and motorized recreational trail uses. RTP funds are intended to provide grants to trail project sponsors through an open competition process based on the merit of project proposals.

The RTP can fund trails for hiking, bicycling, in-line skating, equestrian use, off-road motorcycling, all-terrain vehicle riding, four-wheel driving or using other off-road motorized vehicles. Scopes of work limited to trail planning activities are not eligible per 62S-2.072(4)(e) F.A.C. All grant awards require a match in funding from the project sponsor. The RTP grant is provided on a 50:50, 60:40, or 80:20 (Program:Grantee) matching basis. The current Florida Department of Environmental Protection Grants Coordinator is Zachariah Robinson.

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List of Appendices

Section 3 Appendix: Electronic Survey Results

Section 4 Appendix: Literature Review Summary

Section 5 Appendix: High-Level Cost Estimates

Section 3 Appendix: Electronic Survey Results

3.2 Public Engagement (Appendix)

As mentioned in the report body, public engagement was a key element of the study, ensuring that local perspectives informed the identification of trail needs and priorities. An online survey was conducted during November 2025, to identify awareness, usage and support for trails in St. Johns County. The survey was promoted through a variety of channels, including the TPO newsletter, social media, the TPO Board and committees, Bike Walk Jax and media outlets such as *The St. Augustine Record*. Local organizations, including the St. Johns County Chamber of Commerce and St. Johns County Office of Public Affairs also shared the survey.

Survey questions were developed based on recent TPO planning efforts, including:

- St. Johns County Sidewalk Asset Strategy (December 2020)
- Clay-Duval County Trail Feasibility Study (June 2022)
- Bicycle and Pedestrian Regional Master Plan Update (Summer 2023)
- SR 13 Bicycle/Pedestrian Gap Analysis Study (January 2024)
- Alignment Feasibility Study for the Core-2-Coast Trail (December 2024)

The results of the survey were compiled, analyzed and integrated into the study's findings, ensuring that recommendations reflect both technical considerations and community input.

A total of 490 responses were received. Figure 3-3 through Figure 3-12 provide a visual summary of the survey results. Generally, the survey respondents are in favor of more and better trails and indicate a willingness to use them if they are provided. Shade/trees, restrooms/water fountains and wayfinding/signage are the most important amenities for the trail. The provision of parking near trails is also an important feature that would increase the likelihood of its use. Comments indicate a strong desire for improved safety and connectivity, with shaded facilities separated from roadway traffic preferred by many. Connections to parks, regional trails and neighborhoods were also important to respondents.

There is strong support for a trail between the Kelly Pointe and Twenty Mile communities in Nocatee, connecting the planned library and park to the existing trail system. Many commenters are dissatisfied with the current state of trails in St. Johns County, requesting better connections, safer facilities and improved maintenance.

3.2.1 Participant Location

Approximately 90% of the responses were from individuals who answered 'yes' to the question "Do you live in St. Johns County?" The three ZIP codes with the highest responses for "home" were 32084 and 32086 (St. Augustine) and 32259 (Northwest St. Johns County). The highest responses for "work" ZIP code was 32084 (St. Augustine), followed by 32081 and 32082 (Ponte Vedra) and 32080 and 32086 (St. Augustine Beach and St. Augustine South). Responses by home and work ZIP code are shown in Figure 3-1 and Figure 3-2 provides a map of St. Johns County ZIP codes for quick reference. Of the 490 respondents, there were 108 (22.0%) that did not provide a home ZIP code and 253 (51.6%) that did not provide a work ZIP code and many commented that they were retired.

Figure 3-1. Survey Participant Home and Work Locations

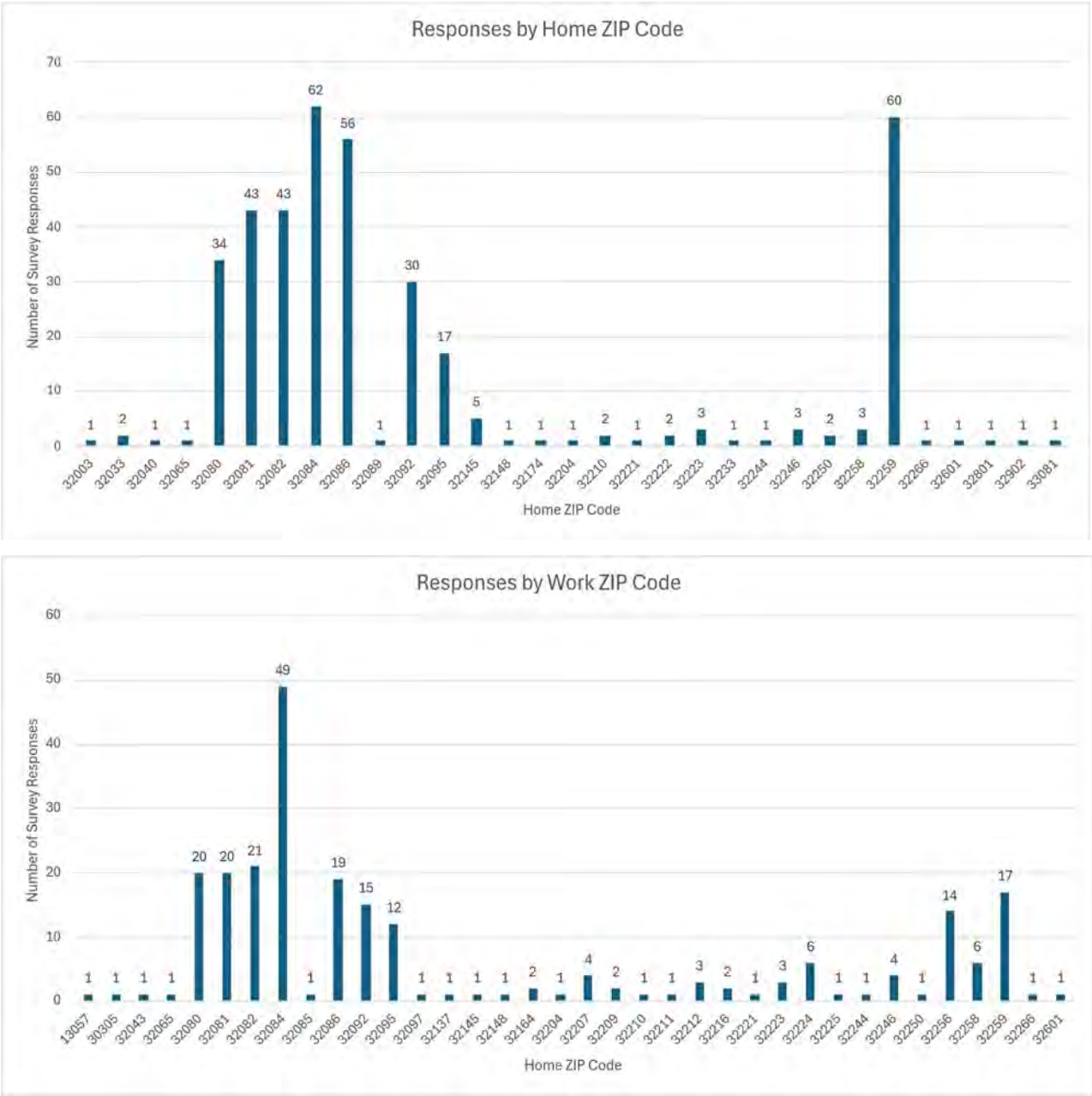
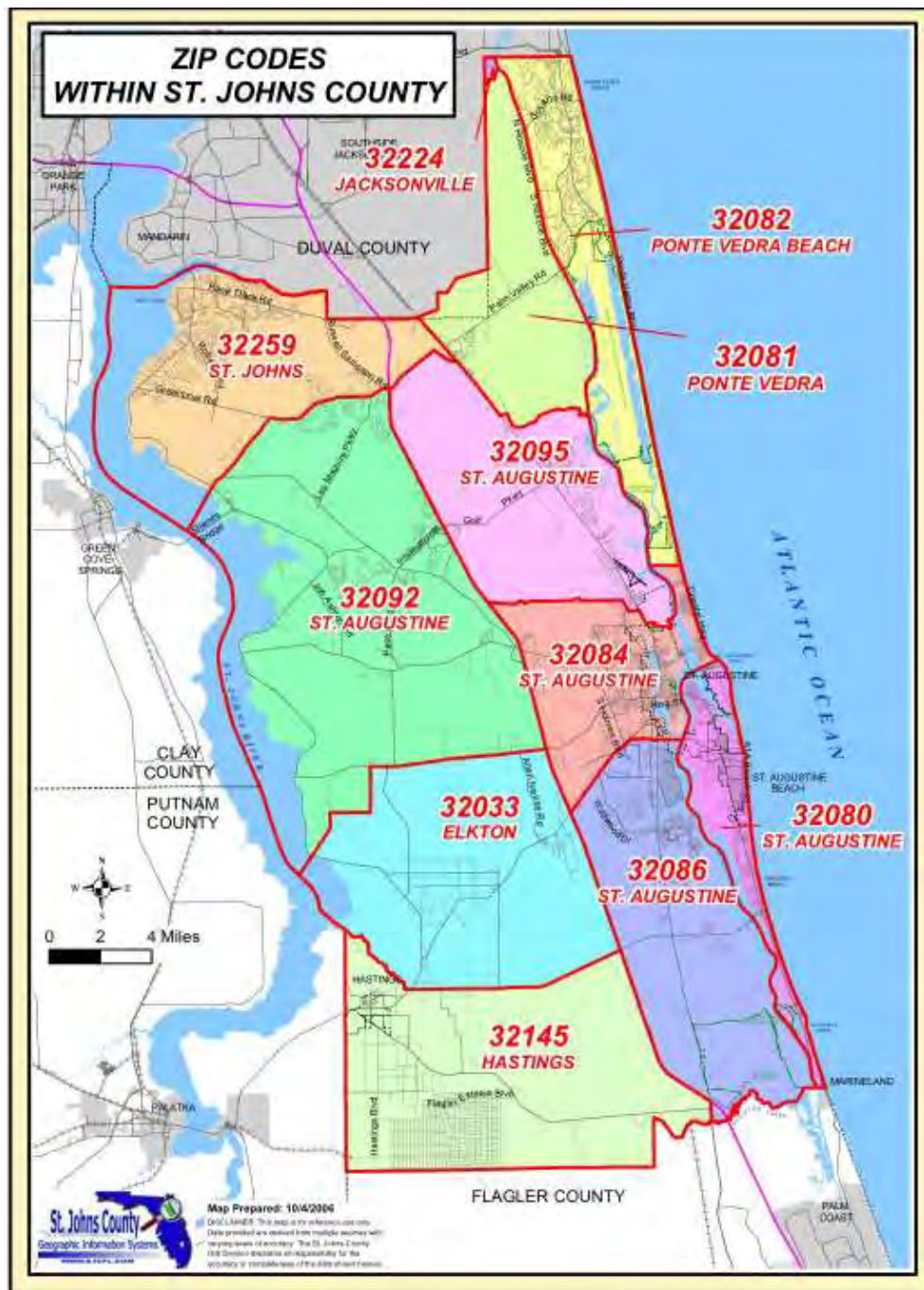


Figure 3-2. St. Johns County ZIP Codes



3.2.2 Existing Facilities Use

The majority of the 490 respondents, 465 and 441, respectively, answered the questions, “How often do you walk somewhere or walk for exercise/enjoyment in a typical week” and “How often do you use the following facilities in St. Johns County?” as shown in Figure 3-3 and Table 3-1, below. Most of the participants walk somewhere or walk for exercise/enjoyment either Weekly (91%) or Daily (31%). Approximately 42% of the participants indicated that they never use on street bike lanes.

Figure 3-3. Survey Question Responses

How often do you walk somewhere or walk for exercise/enjoyment in a typical week?

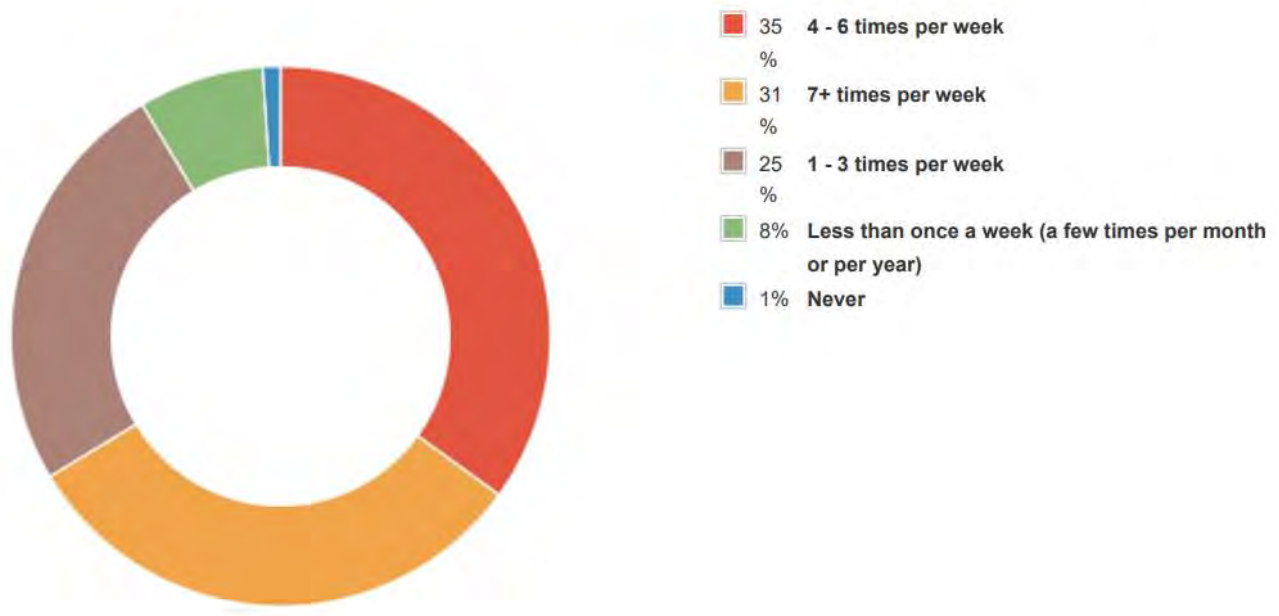


Table 3-1: Responses to the electronic survey question: How often do you use the following facilities in St. Johns County?

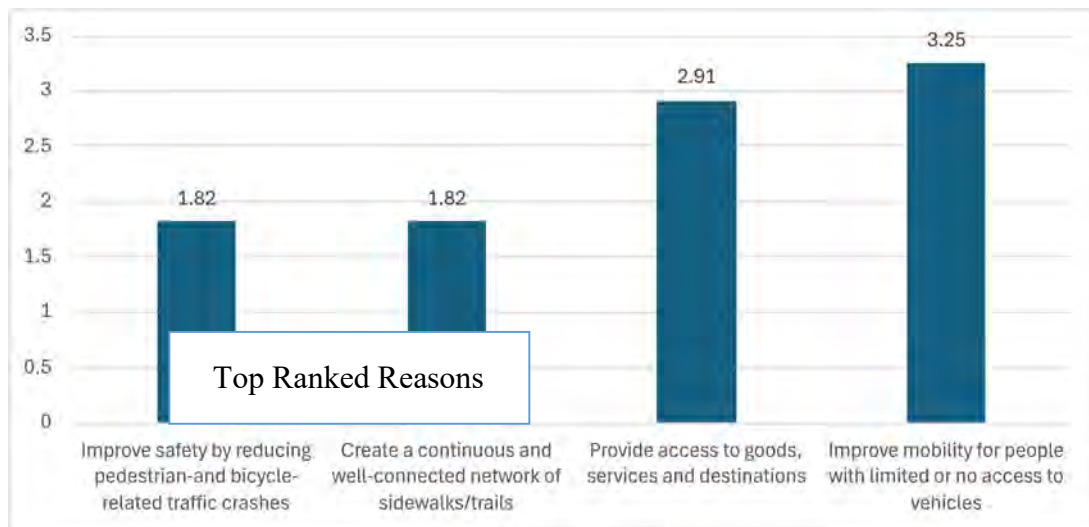
Facility Type	Every day	Almost every day	1-2 times per week	A few times per month	Rarely	Never
Sidewalk	33%	26%	14%	10%	11%	6%
Shared-use Path	10%	17%	23%	18%	18%	12%
Bike Lane (on road)	5%	8%	14%	9%	9%	42%
Natural Surface Trail	3%	9%	17%	34%	34%	11%

Source: St. Johns County Trail Study Survey Results, 2025

3.2.3 Reasons to build new shared-use paths/trails and fill gaps in the network

In Figure 3-4, most of the 287 respondents indicated they thought new facilities should be constructed to “Improve safety by reducing pedestrian and bicycle-related traffic crashes” and to “Create a continuous and well-connected network of sidewalks/trails” (93%, tied for average rank of 1.82). Respondents thought it was less important to “Provide access to goods, services and destinations” (88%, average rank 2.91) and “Improve mobility for people with limited or no access to vehicle” (87%, average rank 3.25).

Figure 3-4. Ranked Reasons to Build New Paths/Trails



3.2.4 Specific reasons to build new trails and fill gaps in the network

In Figure 3-5, most of the 261 respondents indicated they thought it was most important to construct new facilities when a roadway has higher traffic volumes/speeds or a history of pedestrian and bicycle crashes and when the facility is near a public/community place (library, recreation center, trail). The lowest-ranked reasons were building a facility because it was near a bus stop or bus route or serves lower-income and/or minority communities.

Figure 3-5. Ranked-Reasons to Build New Trails and Fill Gaps

Please rank the following specific reasons (top = most important, bottom = least important) for building new shared use paths/trails and filling gaps in the network. You can click or drag items to change order.

88%	Roadway has higher traffic volumes/speeds	Rank: 3.25	229 ✓
85%	Roadway has a history of pedestrian and bicycle crashes	Rank: 3.44	223 ✓
87%	Near a public/community place (library, recreation center, trail)	Rank: 3.47	227 ✓
82%	Serves areas with more residents	Rank: 4.83	213 ✓
80%	Visible footpaths along the roadway (evidence of walking activity)	Rank: 4.97	210 ✓
81%	Near a school	Rank: 5.08	212 ✓
82%	Near a store, restaurant, or health service	Rank: 5.21	215 ✓
79%	Near a bus stop or bus route	Rank: 6.29	207 ✓
79%	Serves lower-income and/or minority communities	Rank: 6.49	205 ✓

261 Respondents

3.2.5 Existing Facilities Transportation Modes/Trail Activities

In Figure 3-6, approximately 85% of the 389 respondents to this question use the existing shared-use path/trail facilities for recreation or exercise. The remaining responses were Other (5%) Shopping/errands (3%) and I do not use shared-use paths/trails in the study area (6%). When asked, “What activities do you typically use a shared-use path/trail for?” In Figure 3-7, 84% of the 382 respondents to the question indicated that they use them for walking, followed by bicycling and other modes, as shown below.

Figure 3-6. Purpose for Using Shared-use Path/Trails

If you walk/ride on a shared use path/trail in St. Johns County, what is your primary purpose?

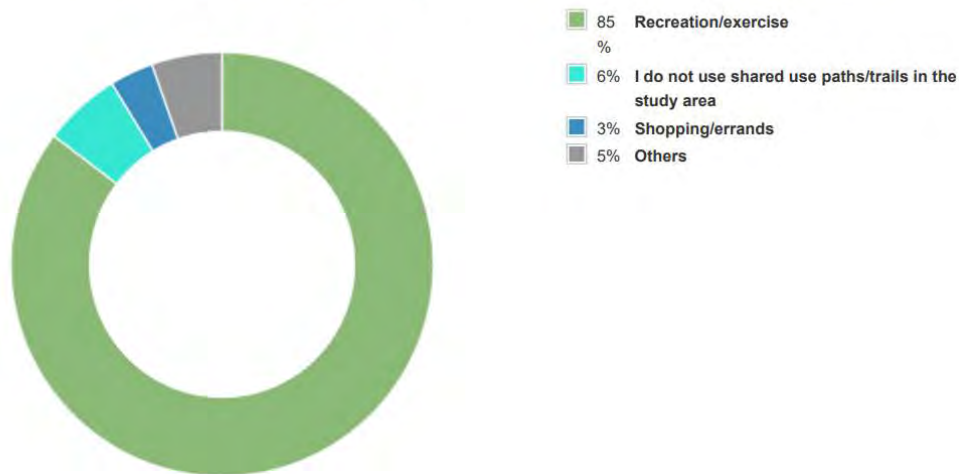
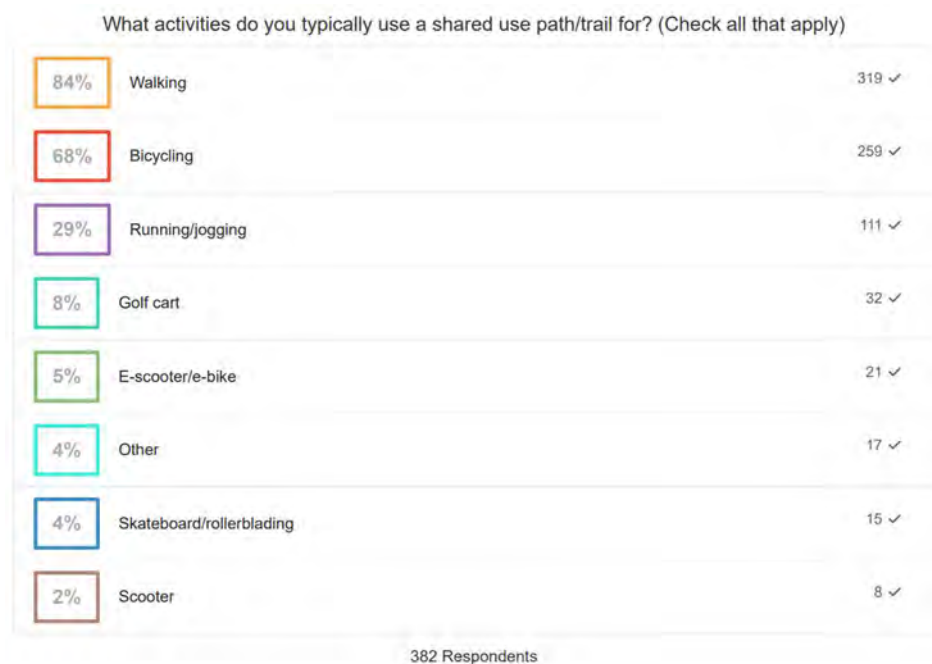


Figure 3-7. Shared-use Path/Trail Activities

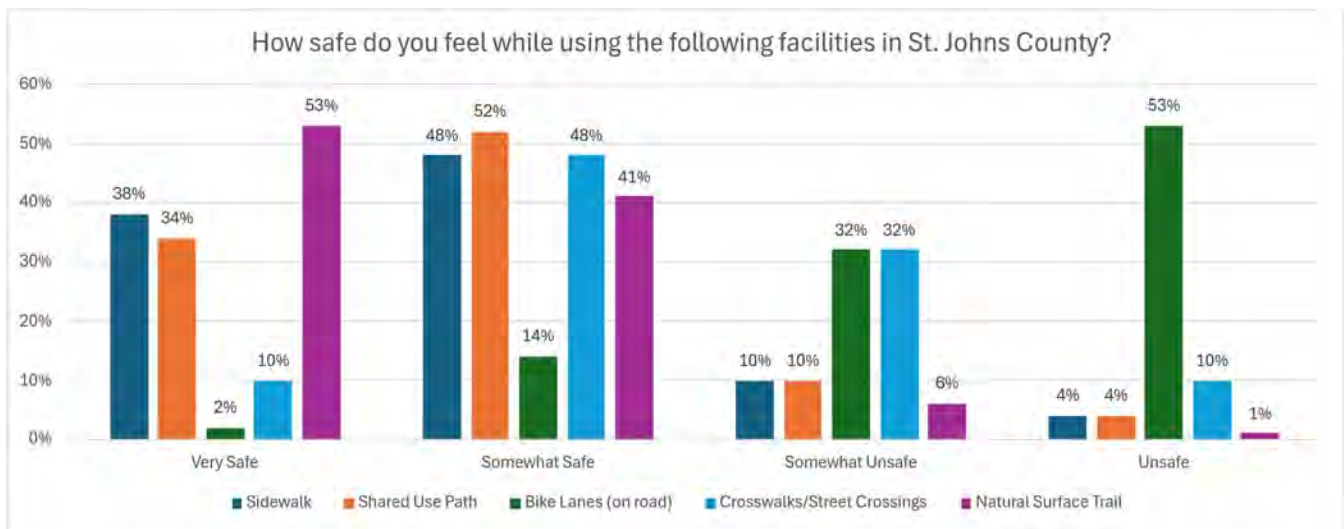


3.2.6 Existing Facility Safety

In Figure 3-8, the 383 respondents were asked how safe they felt while using the existing trail facilities in St. Johns County. They could select either Very Safe, Somewhat Safe, Somewhat Unsafe or Unsafe.

- **Sidewalks:** Approximately 86% of the respondents indicated that they felt Very Safe (38%) or Moderately Safe (48%) using the existing sidewalks.
- **Shared-use Paths:** Approximately 86% of the respondents felt Very Safe (34%) or Moderately Safe (52%) using the shared-use paths. About 10% felt Somewhat Unsafe and only 4% felt Unsafe.
- **Bike Lanes (on road):** A majority of the respondents (85%) felt either Somewhat Unsafe (32%) or Unsafe (53%) using the existing bike lanes. Only 2% indicated that they felt Very Safe and 14% felt that they were Somewhat Safe using the existing bike lanes.
- **Crosswalks/Street Crossings:** Largely, the respondents felt either Somewhat Safe (48%) or Somewhat Unsafe (32%) using the existing crosswalks or street crossings. Only 10% felt Very Safe and 10% felt Unsafe.
- **Natural Surface Trails:** Approximately 94% of the respondents felt Very Safe (53%) or Moderately Safe (41%) using natural surface trails. Only 6% felt Somewhat Unsafe and 1% felt Unsafe.

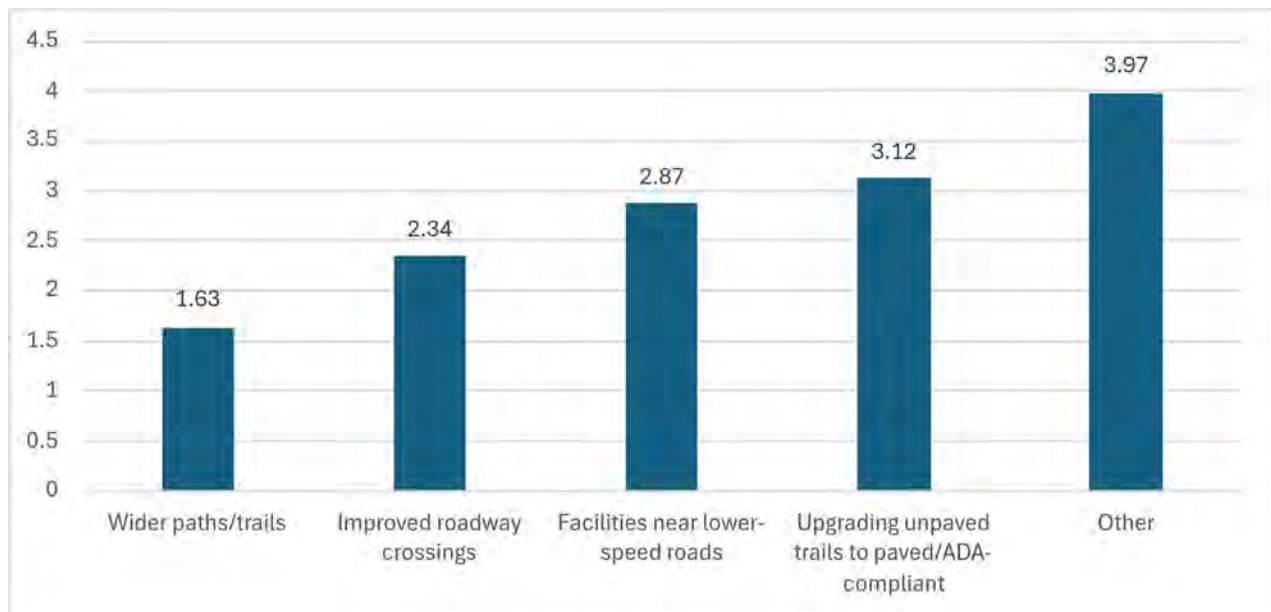
Figure 3-8. Perceived Level of Safety Using Multimodal Facilities



3.2.7 Future Facility Safety

In Figure 3-9, the respondents were asked to rank from one to five which types of trail improvements would make them feel safest while using them. 'Wider paths/trails' ranked highest with an average score of 1.63. The second highest ranked facility type was 'Improved roadway crossings' with an average score of 2.34. 'Other' ranked lowest with an average score of 3.97. 'Facilities near lower-speed roads' and 'Upgrading unpaved trails to paved/ADA-compliant' scored similarly with average scores of 2.87 and 3.12, respectively.

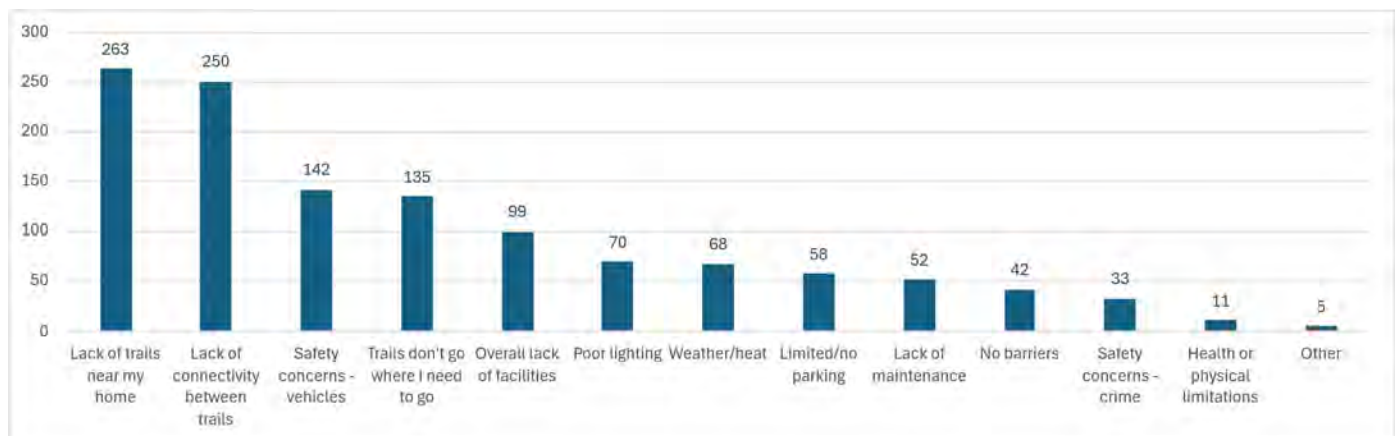
Figure 3-9. Desired Future Trail Safety Improvements



3.2.8 Bicycle and Pedestrian Barriers

In Figure 3-10, respondents indicated which barriers they felt currently limits trail use within the region. The most frequently selected barriers were 'Lack of trails near my home' with 71% and 'Lack of connectivity between trails' with 68%. 'Safety concerns - vehicles' and 'Trails don't go where I need to go' scored similarly, with 38% and 37% of the respondents selecting them. 'Safety concerns - crime' (9%), 'Health or physical limitations' (3%) and 'Other' (1%) were the lowest ranking barriers and 11% indicated they have no barriers.

Figure 3-10. Barriers to Trail Use

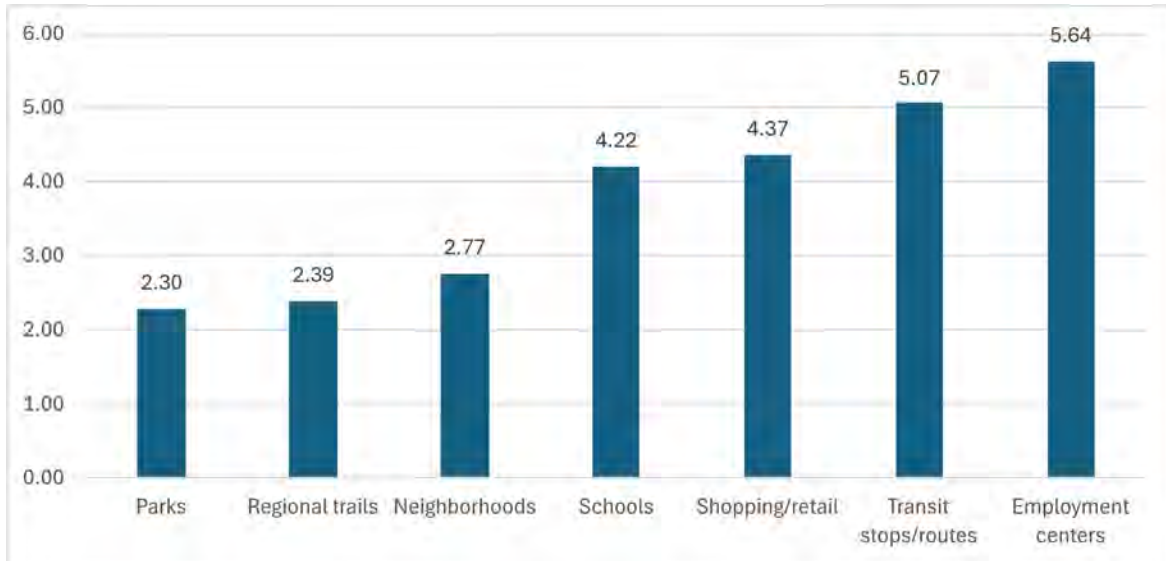


3.2.9 Ranking of Connections

In Figure 3-11, respondents ranked in order of importance the connections they would like to see the trail system prioritize over the next 10 years. The top two connections were Parks (2.30) and Regional Trails (2.39). The connection that ranked lowest was to Employment

Centers with a score of 5.64. Connections to Neighborhoods (2.77) scored in the middle and connections to Schools (4.22), Shopping/Retail (4.37) and Transit (5.07) scored towards the end.

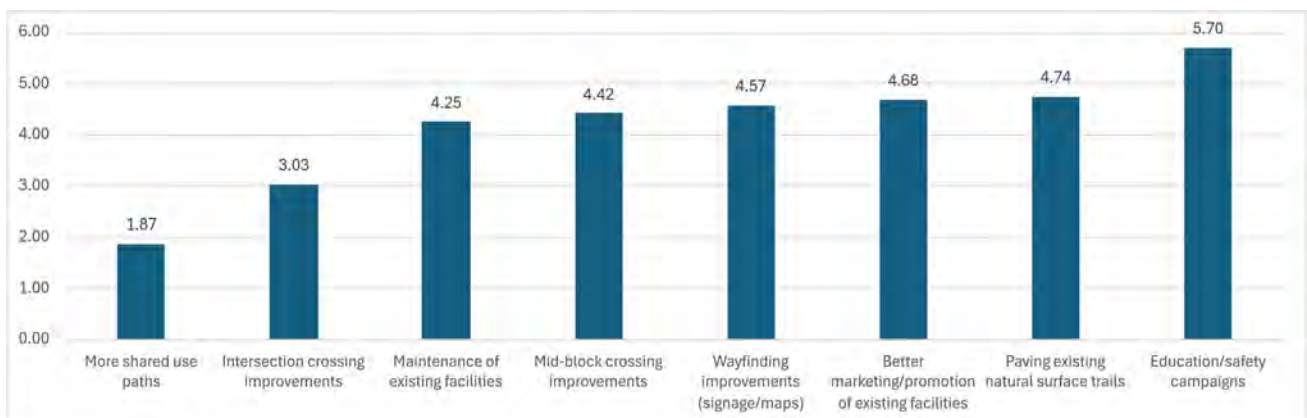
Figure 3-11. Ranking of Desired Trail Destination Connections



3.2.10 Improvement Prioritization

In Figure 3-12, respondents ranked in order of importance the type of trail improvements they would like to see prioritized over the next 10 years. The highest prioritized improvement was 'More shared-use paths' receiving 91% of the #1 ranked votes and with an average rank of 1.87. The next three highest prioritized improvements were 'Intersection crossing improvements' (3.03), 'Maintenance of existing facilities' (4.25) and 'Mid-block crossing improvements' (4.42). The lowest priority improvement was 'Education/safety campaigns' with an average score of 5.70. 'Paving existing natural surface trails' and 'Better marketing/promotion of existing facilities' were also low priorities scoring on average 4.74 and 4.68, respectively.

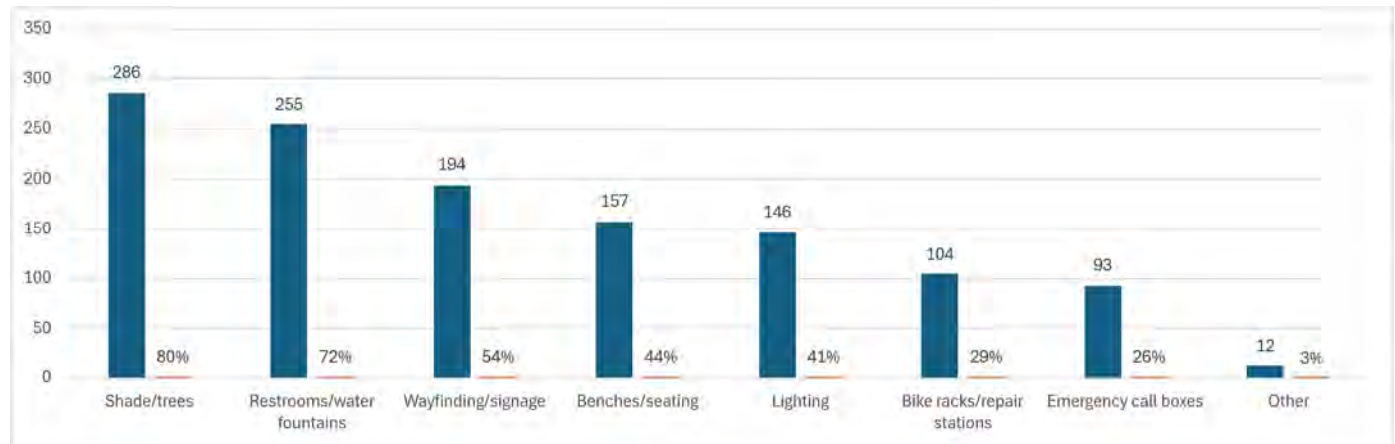
Figure 3-12. Ranking of Desired Trail Improvements



3.2.11 Preferred Trail Amenities

In Figure 3-13, the 356 respondents indicated the trail amenities that were most important to them. Shade/trees were important to many of the respondents (80%). The second most preferred amenity was Restrooms/water fountains (72%). Wayfinding/signage, Benches/seating and Lighting scored similarly with 54%, 44% and 41%, respectively. The lowest scoring facility type was Other (3%), with Bike racks/repair stations and Emergency call boxes also receiving only 29% and 26%, respectively.

Figure 3-13. Most Important Trail Amenities



3.2.12 Likelihood of using trail facilities

In Figures 3-13 and 3-14, the 360 respondents indicated how likely they are to use a trail if it is close to their neighborhood or if sufficient parking is available at a trailhead. 90% indicated they are very likely to use a trail if it is close to their neighborhood and 72% said the same with sufficient parking available at a trailhead.

Figure 3-13. Likelihood to use Neighborhood Trails

If a trail is close to your neighborhood, how likely are you to use it?

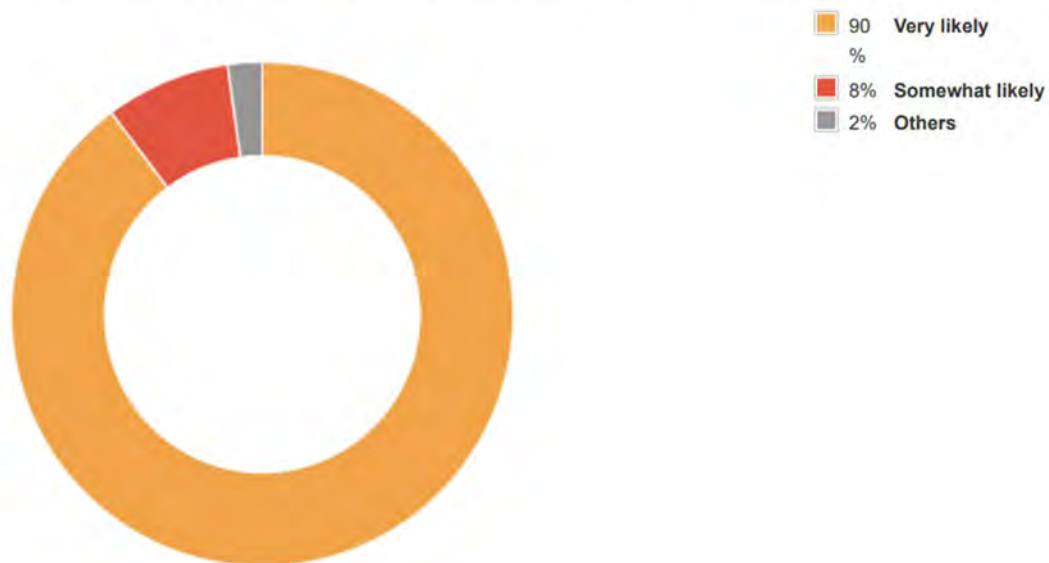
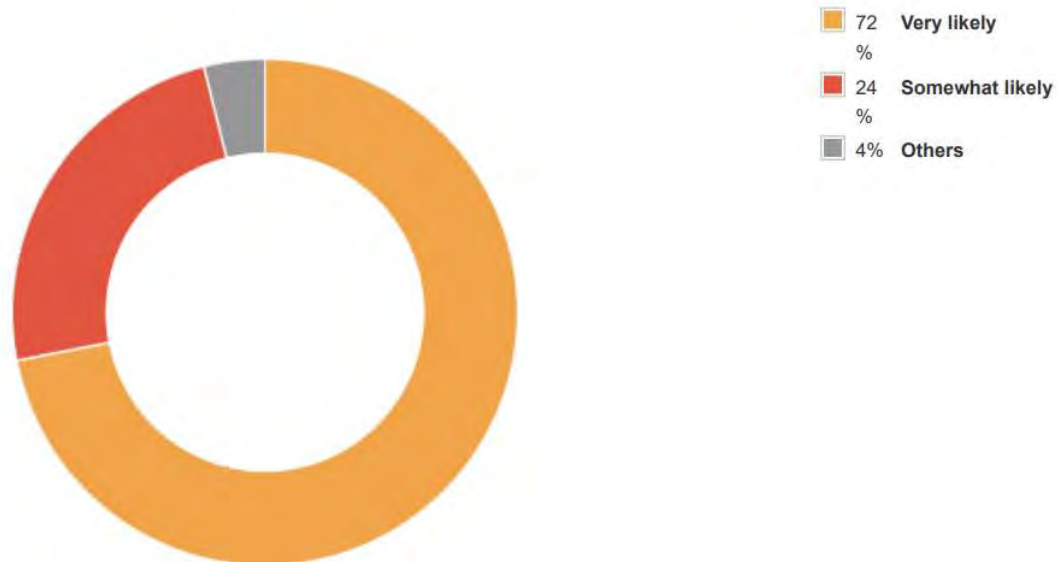


Figure 3-14. Likelihood to use Trails with Parking

If sufficient parking is available at a trailhead, how likely are you to use it?



3.2.13 Trail Satisfaction

In Figures 3-15 and 3-16, the 360 and 359 respondents indicated how satisfied they were with trails and with the options and variety of trails available. For both questions, the largest number of respondents indicated that they were neutral (neither satisfied nor dissatisfied) with the trails (39%, 36%), followed by unsatisfied (28%, 35%), satisfied (23%, 21%), very satisfied (7%, 8%) and very unsatisfied (3%, 1%).

Figure 3-13. Overall Satisfaction with Trails

Overall, how satisfied are you with trails in St. Johns County?

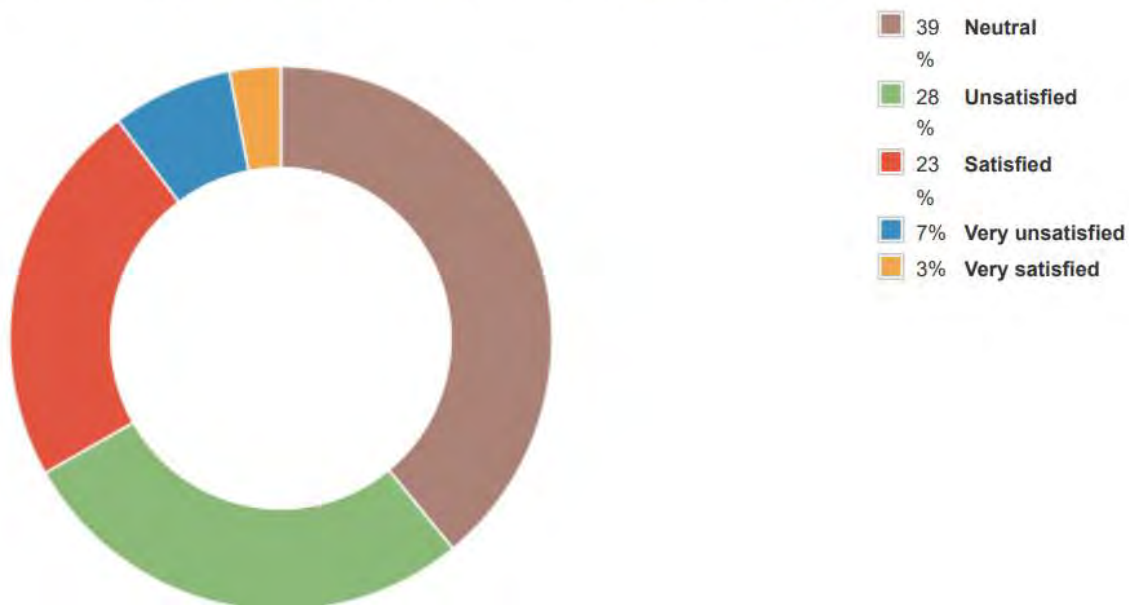
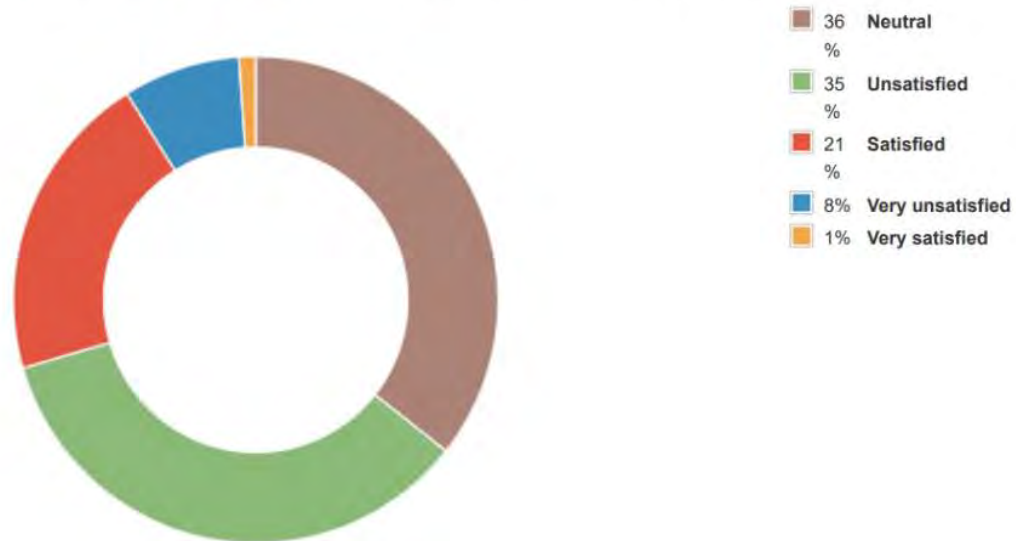


Figure 3-13. Satisfaction with Options and Variety of Trails

How satisfied are you with the options and variety of trails available in St. Johns County?



3.2.14 Comments and Suggestions

To conclude, survey respondents were asked to share any final comments or suggestions to help determine where/how to enhance the trail network in St. Johns County. A total of 235 write-in comments were submitted. Some of the popular themes within the comments include:

- An emphasis on separation between roadway (automobile) traffic and shared-use paths
- Requests for specific locations for improvements such as bike lanes, sidewalks, path connections, etc., like the multiple requests for a new connection in Nocatee
- Requests for more enforcement and education of all mode users on shared-use paths
- Requests to maintain existing facilities
- General support for the study and bicycle and pedestrian planning efforts

Section 4 Appendix: Literature Review Summary

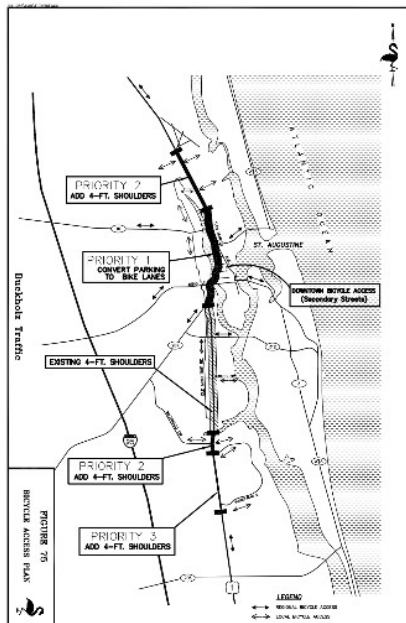
4.4. Literature Review (Appendix): Review of Corridor Plans and Studies, Broader Pedestrian and Bicycle-Related Plans and Studies, Trail Plans and Studies, Funding Documents and other Relevant Literature

The review of local, regional and statewide plans and studies was conducted to identify established trail priorities, previously documented recommendations and policies guiding trail development. These documents provide context by highlighting regional connections, design standards and opportunities to align future projects with ongoing planning efforts.

4.4.1 Corridor Plans and Studies

4.4.1.1 US 1 Urban Mobility Study

(1994)



Prepared for: Florida Department of Transportation, District Two

Synopsis: The US 1 Urban Mobility Study provided a preliminary, multimodal assessment of the US 1 corridor in St. Johns County. The study served as a first step toward more detailed corridor analysis that would later be advanced through Project Development and Environmental (PD&E) studies.

Relevant Findings: 1) Identified FDOT's long-term plan for a rural arterial extension of SR 312 to serve as an alternate route for traffic using US 1 north of SR 312. 2) Documented adjacent culturally significant features and land uses, including medical and educational facilities, religious institutions, cemeteries, parks, recreational areas, wildlife refuges and historic areas. 3) Noted that the southern portion of the corridor falls within the Oyster Creek Archaeological Zone (Zone III-C), an area with high potential for archaeological sites requiring monitoring during construction. 4) Recognized the corridor's intersection with Historic Preservation District HP-5 in downtown St. Augustine, which includes historic subdivisions and land uses regulated by zoning ordinances. 5) Identified Fort Mose Line and Fairbanks Plantation as a historically and archaeologically sensitive site, designated in 1995 as a National Historic Landmark.

4.4.1.2 Scenic and Historic A1A Master Plan

(December 2005)



Prepared for: St. Johns County and the “Scenic and Historic A1A” Corridor Management Council

Synopsis: The Scenic and Historic A1A Master Plan evaluates existing transportation facilities along the corridor and identifies opportunities to enhance pedestrian and bicycle access. The plan includes conceptual cross-sections, landscaping and traffic calming measures to improve safety and support active transportation along the corridor.

Relevant Findings: 1) Reduce the posted speed limit in South Anastasia Island from the Flagler/St. Johns County Line to Green Road. 2) Provide a sidewalk on the east side of SR A1A from Green Road to the SR A1A/SR 206 intersection. 3) Provide a sidewalk on the west side of SR A1A from the SR A1A/SR 206 intersection to Windswept Park. 4) Introduce roundabouts at SR A1A/SR 206 and SR A1A/Coastal Highway intersections. 5) Provide pedestrian crossings at multiple key locations, including Marineland, River to Sea Preserve and along SR A1A at Green Road, Cubbedge Road, Jellison Street, Treasure Beach Road, Mary Street and Matanzas Avenue. 6) Introduce raised landscaped islands and medians along CR A1A and SR A1A to enhance pedestrian safety and aesthetics. 7) Provide traffic calming measures and landscaping along CR A1A from F Street to Pope Road, including a gateway at CR A1A and Pope Road. 8) Introduce a multi-purpose trail within the SR A1A ROW from Vilano Town Center to the Guana-Tolomato-Matanzas National Estuarine Research Reserve. 9) Introduce a new north-south multi-purpose trail parallel to the Guana-Tolomato-Matanzas Reserve within the SR A1A ROW, maintaining a landscaped buffer and considering connection to an existing trail along Guana Lake during non-hunting season. 10) Install native landscaped pedestrian refuge islands at existing crossings for the Guana-Tolomato-Matanzas Reserve. 11) Extend a multi-purpose trail from the northern limits of the Guana-Tolomato-Matanzas Reserve to the St. Johns County/Duval County line within the SR A1A ROW, with a signed bicycle lane on the shoulder from Mickler Road to the county line. 12) Relandscape existing medians and shoulders in Ponte Vedra.

4.4.1.3 First Coast Regional Greenways & Trails Plan **(September 2006)**



Prepared for: North Florida Transportation Planning Organization

Synopsis: The First Coast Regional Greenways & Trails Plan serves as a regional “greenprint” to expand and enhance the greenways network throughout northeast Florida. The plan identifies potential corridors, prioritizes them based on regional benefits and provides analysis for key corridors.

Relevant Findings: 1) Nearly 300 potential greenway corridors were identified and prioritized based on likely benefit to the region. 2) Prioritization criteria included: Proximity to parks, schools and transit; Presence of public lands or “Encumbrances” along the route; Connectivity to the existing off-street greenways network; Residential density of the surrounding area; and Classification as a “regional” greenway. 3) Highest priority corridors analyzed in the plan included: SR A1A from Vilano Bridge to Mickler’s Landing, with segments from Mickler’s Landing to Duval County Line, Amelia City to Fort Clinch State Park, SR 206 to St. Augustine Beach and St. Johns County Line to Mayport.; and US 17 from Green Cove Springs to Black Creek Trail.

4.4.1.4 Scenic and Historic A1A Corridor Management Plan

(April 2009)

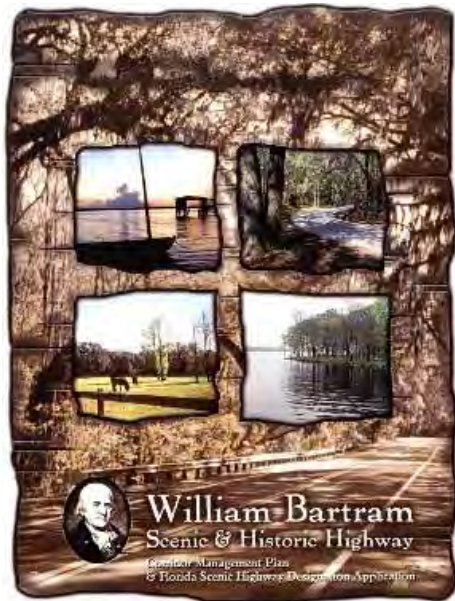


Prepared for: Florida Department of Transportation, District Two

Synopsis: The Scenic and Historic A1A Corridor Management Plan provides a comprehensive inventory of the corridor's natural, historic, scenic, archaeological and cultural resources. The plan outlines goals, objectives and strategies for resource enhancement and preservation, identifies potential funding partnerships and includes a detailed action plan along with conceptual and final Master Plan guidance.

Relevant Findings: 1) General action plan includes reducing speed limits throughout the corridor and introducing traffic calming devices, with strategies designed to accommodate pedestrians and support local businesses. 2) Construct a multi-purpose path along the corridor to enhance pedestrian and bicycle access. 3) Identified partnerships include FDOT, U.S. Department of Interior National Park Service (NPS), St. Johns County, Town of Marineland, City of St. Augustine Beach and the City of St. Augustine. 4) Potential funding sources include: a) Parks and Public Lands: Florida Community Trust, Florida Recreation Development Assistance Program, Trust for Public Lands Conservation Service Program, Urban Parks and Recreational Recovery Program. b) Streetscaping / Pedestrian and Bicycle Improvements: Transportation Enhancement Projects, Recreational Trails Program. c) Community Redevelopment and Revitalization: Local Agency Program, Waterfronts Florida.

4.4.1.5 William Bartram Scenic & Historic Highway
Corridor Management Plan & Florida Scenic Highway Designation Application
(June 2005)



Prepared for: Florida Department of Transportation, District Two Scenic Highways Coordinator

Synopsis: The William Bartram Scenic & Historic Highway Corridor, designated by the Florida legislature in 1980 and as a Florida Scenic Highway in 2005, is maintained by FDOT. The Florida Scenic Highways Program aims to protect scenic resources, promote tourism, encourage community participation and support regional economic benefits. The Corridor Management Plan outlines goals and objectives for preservation, resource protection and enhanced transportation experiences along SR 13.

Relevant Findings: Goals seek to 1) Protect, preserve, maintain and enhance the natural, scenic, historic, cultural and recreational resources along the corridor in coordination with governmental agencies and volunteers. 2) Promote safe and enjoyable vehicular and non-vehicular transportation along the corridor. 3) Encourage community support and participation throughout the implementation process of the Florida Scenic Highway designation. 4) Increase awareness of the corridor and the St. Johns River through education and public outreach. 5) Promote economic activity that preserves the corridor's ambiance and scenic vistas. 6) Retain the scenic and historic quality of the corridor using applicable growth management tools by St. Johns County and the State. 7) Protect the tree canopy along the corridor. 8) Establish the William Bartram Scenic and Historic Overlay District to guide future planning and implementation.

4.4.1.6 William Bartram Scenic & Historic Highway Corridor Master Plan (2012)



Prepared for: North Florida Transportation Planning Organization

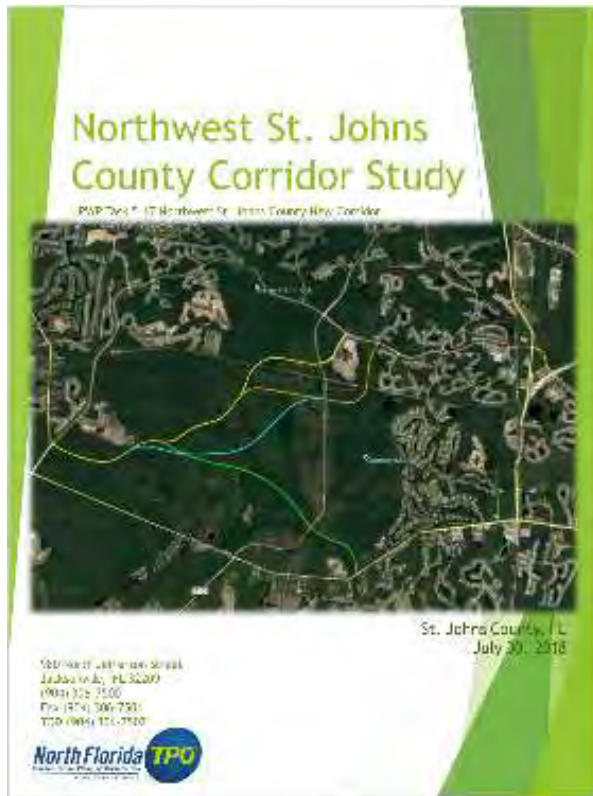
Synopsis: The William Bartram Scenic & Historic Highway Corridor Master Plan supplements the Corridor Management Plan by providing guidelines and standards for the scenic highway. It identifies transportation issues that affect the corridor’s scenic experience and proposes a “livable transportation plan” with key improvements to enhance safety, accessibility and visitor experience.

Relevant Findings:

Identified Issues: 1) Pedestrian facilities – The need for a designated pedestrian facility such as a walking path or sidewalk should be balanced with the desire to protect the existing tree canopy along the scenic highway. The master plan’s description of this issue recognized that many of the scenic highway amenities are best viewed on foot rather than driving down the corridor. 2) Traffic speeds – The need for traffic calming devices to reduce traffic speeds around key scenic highway amenities (should be considered). 3) Safe roadway crossings – The need for safe pedestrian crossings at key locations along the corridor (should be considered).

Proposed Improvements: 1) 7-foot aggregate pathway (5-foot minimum) that parallels SR 13. 2) Dedicated bicycle lanes that meet FDOT standards. 3) Roundabouts and crosswalk enhancements as part of a comprehensive traffic calming plan. 4) Enhanced vegetation along SR 13 north of Roberts Road. 5) Cohesive wayfinding, including gateway and directional signs. 6) Pedestrian bridge crossings with overlooks and vehicular pull-offs. 7) Steel-backed wood guardrails that reflect the character of the scenic highway.

4.4.1.7 Northwest St. Johns County Corridor Study **(July 2018)**



Prepared for: North Florida Transportation Planning Organization

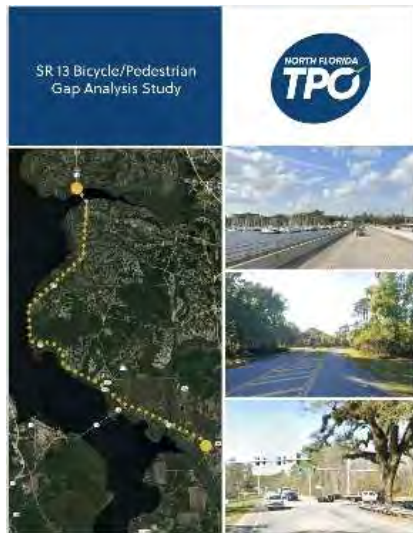
Synopsis: The Northwest St. Johns County Corridor Study evaluated the feasibility of constructing a new east-west corridor linking Longleaf Pine Parkway and the future Veterans Parkway extension. The study assessed corridor alternatives, operational performance and recommended alignments for implementation.

Relevant Findings: 1) No trails were considered in this study. 2) Four corridor alternatives were analyzed, each between 3.5 and 4 miles in length. 3) Implementation of a new east-west corridor generally produced an equal or better Level of Service (LOS) compared to the No Build scenario. Alternative 1 was initially recommended. 4) Considering subsequent development and existing infrastructure, only Alternatives 2 and 3 remain viable. 5) Alternative 2: Approximately 4 miles long; begins at Roberts Road and Longleaf Pine Parkway, follows the same alignment as Alternative 1 for 2 miles, then turns east to intersect Veterans Parkway south of Knights Lane, continues east for 1.2 miles, crosses Veterans Parkway, then turns north to intersect Longleaf Pine Parkway east of Creekside High School. 6) Alternative 3: Approximately 4 miles long; begins at Roberts Road and Longleaf Pine Parkway, follows Alternatives 1 and 2 for 0.8 miles, then east for 1.2 miles, then generally north for 1 mile to intersect Veterans Parkway 200 feet south of Knights Lane and continues east and north along the same alignment as Alternative 2 to end at Longleaf Pine Parkway east of Creekside High School.

4.2.2. Broader Pedestrian and Bicycle-Related Plans and Studies

4.4.2.1 SR 13 Bicycle/Pedestrian Gap Analysis Study

(January 2024)

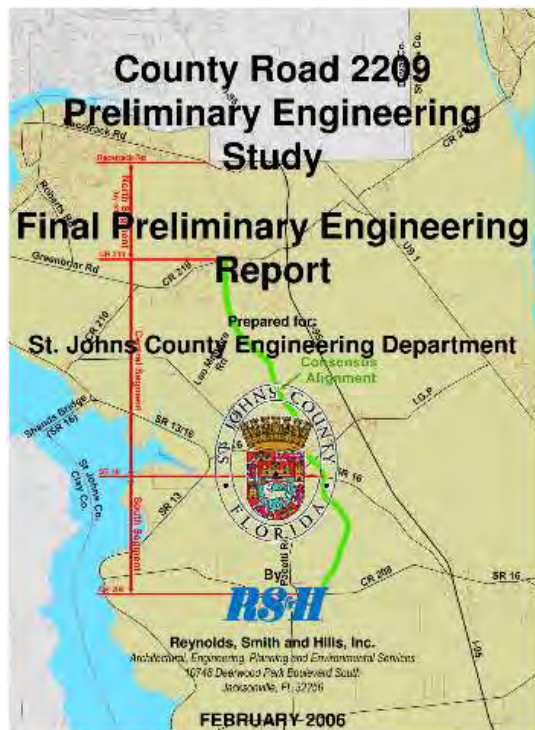


Prepared for: North Florida Transportation Planning Organization

Synopsis: The SR 13 Bicycle/Pedestrian Gap Analysis Study evaluated existing conditions, level of service and implementation strategies for bike lanes and sidewalks along approximately 17 miles of SR 13 between SR 16 (Wards Creek) and the Duval County Line in St. Johns County. The study provides guidance for prioritizing and programming future bicycle and pedestrian improvements.

Relevant Findings: 1) Used as a reference for developing survey questions implemented in this study. 2) Segments between Roberts Road and Greenbriar Road should continue to be evaluated and programmed for sidewalk construction as funding becomes available. 3) Segments from Greenbriar Road to the southerly limits of the study (SR 16 East) should be evaluated for multi-use path development on the east side of SR 13. 4) New construction projects, including the Shands Bridge and the RiverTown development, include multi-use paths. Extending multi-use paths north and south of these areas would provide important multi-modal connections in this portion of St. Johns County.

4.4.2.2 County Road 2209 Final Preliminary Engineering Report **(February 2006)**

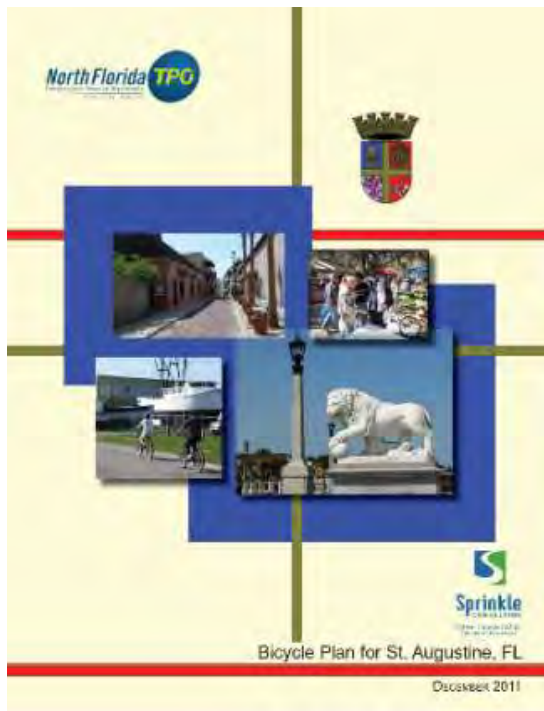


Prepared for: St. Johns County Engineering Department

Synopsis: The County Road 2209 Final Preliminary Engineering Report presents the Consensus Alignment, a modified design that balances roadway capacity, multi-use path accommodations and scenic buffer requirements. The report details interim and ultimate typical sections, including lane configurations, median adjustments and design speeds, while maintaining compliance with County land development regulations.

Relevant Findings: Since this study, CR 2209 has been constructed from CR 210 to SR 16, Below are relevant findings concerning unconstructed sections south of SR 16. 1) Roadway typical section includes 12' multi-use path and 5' sidewalk. 2) Design speed is reduced from 60 mph to 55 mph to accommodate roadway modifications, while the access management class remains 3. 3) South of SR 16, a 4-lane section is proposed within 200' of right-of-way.

4.4.2.3 Bicycle Plan for St. Augustine, Florida **(December 2011)**



Prepared for: North Florida Transportation Planning Organization

Synopsis: This Bicycle Plan for the City of St. Augustine recommends a series of steps to improve the viability and practicality of bicycling within the City. These steps include developing a network of bicycle routes, improving bicycle parking and developing countermeasures to address observed bicycle safety issues.

Relevant Findings: Recommends over 50 miles of bicycle routes, 50 feet of which are shared-use paths.

4.4.2.4 FDOT Bike/Ped Gap Study **(March 2018)**



Prepared for: Florida Department of Transportation, District Two

Synopsis: The FDOT Bike/Ped Gap Study assessed the existing conditions of the District Two bicycle and pedestrian system to identify connectivity gaps. The study analyzed existing facilities, demand, safety and Level of Service to support prioritization of future improvements. The findings were later referenced by the 2019 Northeast Florida Multi-Use Trail Master Plan and the 2023 Bicycle/Pedestrian Master Plan Update.

Relevant Findings: 1) Components used to identify gaps included: a) Existing bike/ped facilities (bike lanes, paved shoulders, shared-use paths, sidewalks) from the 2017 FDOT Roadway Characteristics Inventory database. b) Bicycle and pedestrian Level of Service (LOS) analysis on state roads using base HCM models. c) Current (2010) and future (2040) demand for bike/ped facilities. d) Bike/ped crash locations and analysis. 2) Pedestrian facility was defined as a sidewalk on at least one side of the street. 3) Performed a demand analysis using a variation of the Latent Demand Score method, estimating potential demand based on Transportation Analysis Zones, population, employment and school enrollment. 4) Crashes and fatalities were concentrated heavily in Alachua, Duval and St. Johns Counties. 5) Next step: conduct a bicycle and pedestrian gap evaluation and prioritization using a streamlined scoring framework. 6) Shared-use path inventory within state roadway ROWs across the 10 counties in D2 totals nearly 60 miles. 7) Shared-use paths on state roads by county: Clay – 16.74 miles (15.56%), Duval – 0.60 miles (0.19%), Nassau – 0.00 miles (0%), St. Johns – 0.00 miles (0%). 8) Bike/Ped Level of Service (LOS): only 13.3% of roadways districtwide achieve an acceptable LOS (C or better).

4.4.2.5 St. Johns County Sidewalk Asset Strategy **(October 2020)**

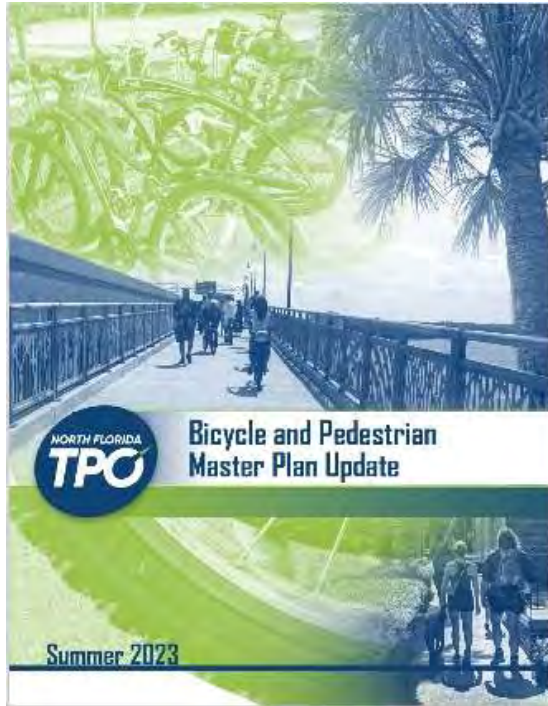


Prepared for: North Florida Transportation Planning Organization

Synopsis: The St. Johns County Sidewalk Asset Strategy identified gaps in the sidewalk network along major and minor collector roads throughout the County. The study prioritized locations for sidewalk improvements based on need, connectivity, safety, mobility, equity and cost considerations.

Relevant Findings: 1) Study area included collector roadways as defined in the County's Roadway Functional Classifications list. 2) A total of 311 sidewalk gaps were identified, with rankings based on need and cost. 3) Need-based criteria included: a) Access and Demand: Locations with high potential walking demand and access to major destinations. b) System Connectivity: Locations that enhance network connections. c) Safety: Locations with a history of accidents. d) Mobility and Equity: Locations that promote walkability, serve underserved communities and support first/last mile connections to public transit. 3) Cost-based criteria considered bridges, right-of-way availability, stormwater concerns, wetland impacts, presence of specimen trees and conflicts with utilities. 4) The second step of the study incorporated evidence of pedestrian usage to further refine priorities.

4.4.2.6 Bicycle and Pedestrian Regional Master Plan Update (Summer 2023)



Prepared for: North Florida Transportation Planning Organization

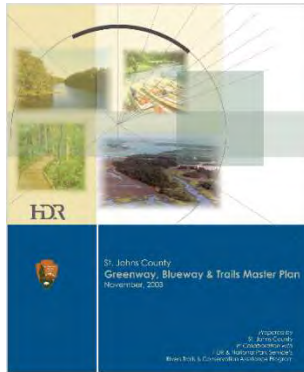
Synopsis: The 2023 Bicycle and Pedestrian Regional Master Plan Update serves as a regional guide for planning improved bicycle and pedestrian facilities throughout northeast Florida. The plan aligns with the North Florida 2040 Long Range Transportation Plan (LRTP) and builds upon previous guidance from the 2006 Greenways and Trails Master Plan and the 2013 North Florida TPO Bicycle and Pedestrian Plan.

Relevant Findings: 1) Used as a reference for developing survey questions implemented in this study. 2) Focuses on general future bicycle and pedestrian corridors rather than specific projects. 3) No areas within St. Johns County were identified as specific focal areas for planning. 4) Provides a review of existing local bicycle and pedestrian policies. 5) Recommends adding Shared-use Paths that comply with the Florida Greenbook (FGB) standards.

4.4.3 Trail Plans and Studies

4.4.3.1 St. Johns County Greenway, Blueway & Trails Master Plan

(November 2003)



Prepared for: National Park Service's Rivers, Trails, & Conservation Assistance Program

Synopsis: The St. Johns County Greenway, Blueway & Trails Master Plan provides a comprehensive vision, directives and recommendations for the development of trails and blueways throughout the County. The plan summarizes existing programs, outlines design standards and establishes guidance for siting and connecting trail corridors.

Relevant Findings: The Plan recommended the following: 1) Locate trail corridors in areas that minimize extensive construction or major land acquisition. 2) Consider sites where greenways can be accommodated within existing transportation corridors, rights-of-way, easements or proposed roadway corridors. 3) Select locations that minimize impacts to wetlands, floodplains and significant habitats. 4) Provide adequate buffers where trails are adjacent to roadways or residential areas. 5) Establish connections with existing trails, conservation areas, parks and boating facilities to promote trail use and activities. 6) Consider links to other facilities such as schools, community centers and historical features that provide unique opportunities for users. 7) Develop linear east-west and north-south greenway corridors to link County resources. 8) Provide connections to surrounding counties and integrate with existing trail networks.

4.4.3.2 Multi-Use Trail Planning Study: SR 207 to Ponte Vedra **(December 2016)**

Multi-Use Trail Planning Study

SR 207 to Ponte Vedra



Prepared for:

St. Johns County
Engineering Division

December 2016

Prepared for: St. Johns County

Synopsis: The Multi-Use Trail Planning Study identifies potential connections from the end of the existing trail on SR 207 to the Ponte Vedra/Duval County line, including a connection to the City of St. Augustine. The study evaluates feasibility, design constraints and preferred route options.

Relevant Findings: 1) A route along A1A was deemed not feasible due to numerous driveways and side streets in the Vilano Beach area, potential impacts to the Guana Reserve, extensive ROW acquisition requirements, lack of public support and potential hurricane damage to public infrastructure. 2) Preferred route options include: rail-with-trail concept from the existing terminus to Holmes Boulevard to SR 16 (Options A and D), travel along Holmes Boulevard through Twelve Mile Swamp to the Nocatee Trail Network and continuation north along Palm Valley Road and the Ponte Vedra Greenway concept 3) Preferred connection segment features: Holmes Boulevard/rail-to-trail connection to SR 16 from the existing trail terminus, connection to St. Augustine via West King Street, use of an existing maintenance road/easement through Twelve Mile Swamp and connections to Nocatee and Ponte Vedra via US 1.

4.4.3.3 St. Johns River-to-sea Loop Strategic Plan **(May 2018)**



May, 2018

ST. JOHNS RIVER-TO-SEA LOOP STRATEGIC PLAN

Prepared for: St. Johns River-to-Sea Loop Alliance and the North Florida Regional Council

Synopsis: The St. Johns River-to-Sea Loop Strategic Plan provides guidance for promoting and integrating the multi-use trail through Brevard, Volusia, Flagler, Putnam and St. Johns Counties. Funded through a Florida Department of Community Affairs Technical Assistance Grant, the plan establishes branding, marketing and strategic priorities for the trail system.

Relevant Findings: 1) St. Johns County divided trail planning into four "Planning Focus Areas": Focus Area 1: from the existing trail terminus to the City of St. Augustine; Focus Area 2: within the City of St. Augustine, the City's Mobility Study may inform trail facility design and construction; Focus Area 3: within the City of St. Augustine Beach, including key areas such as Pope Road and Pier Park, funding for design and construction is currently unknown and Focus Area 4: along SR A1A, maintained by St. Johns County with existing sidewalks and bike lanes. 2) In FY 2017, SUN Trail funding was allocated for a feasibility study to close the gap from the end of the existing Palatka to St. Augustine State Trail (SR 207 Rail Trail) to the Flagler County line.

4.4.3.4 Northeast Florida Regional Multi-Use Trails Master Plan **(July 2019)**



Prepared for: North Florida Transportation Planning Organization

Synopsis: Provides documentation to identify regionally endorsed network of trails that can be used as a tool to apply for funding and grant opportunities. 158 miles of proposed trails were identified in St. Johns County.

Relevant Findings: Project focused on recommendations of off-street trails and paths to remain consistent with Shared-use Network (SUN) trail guidelines. The St. Johns County Network consists of approximately 178 miles of trails. About 20 miles of trails are existing, with 158 miles of trails proposed in this plan. Priority Trails identified by St. Johns County include: CR 2209 Trail (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 (Major trail system connecting several states along the east coast), Hasting to Bunnell/Ormond Corridor (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 (Trail traversing the Nocatee community in Duval and St. Johns Counties), Palatka to St. Augustine Trail (Trail connecting Palatka to St. Augustine along SR 207 and the FCE rail corridor, part of the SJR2C Loop and ECG), Race Track Road Trail (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 (Trail along SR 206 from Hastings to Crescent Beach), SR 207 to Ponte Vedra Trail (North-south trail connecting the Palatka to St. Augustine Trail to Nocatee Trail and ECG), SR 312 Loop (Trail along the SR 312 Bridge connecting Anastasia Island to St. Augustine), SR 313 Trail (Trail along the future SR 313 right-of-way from SR 207 to US 1), St. Johns to Green Cove Springs (Trail connects Clay County and St. Johns County along the First Coast Expressway alignment).

4.4.3.5 Multi-Use Trail Feasibility Study from St. Augustine to Ponte Vedra Beach (September 2020)

Multi-Use Trail Feasibility Study
From St. Augustine to Ponte Vedra Beach

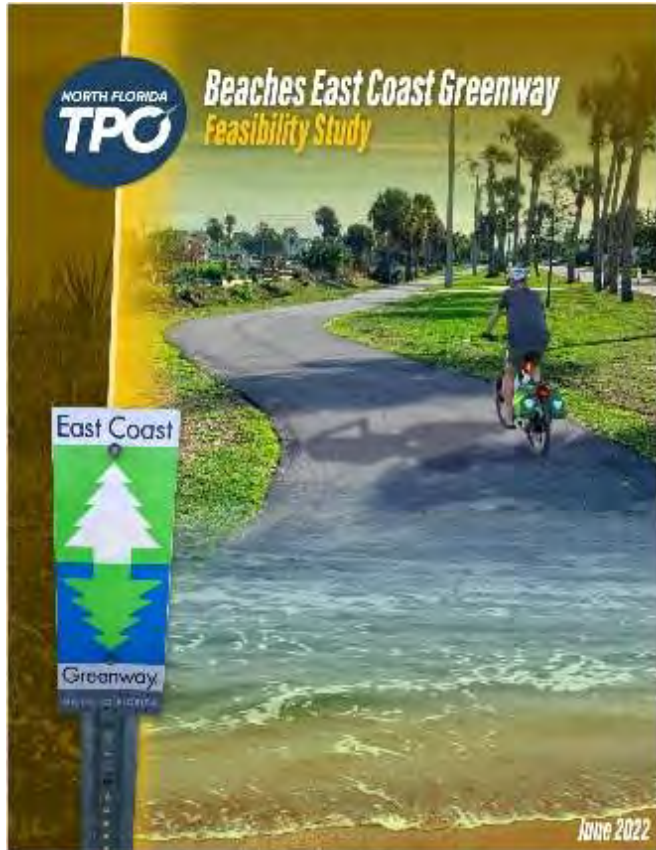


Prepared for: Florida Department of Transportation, District Two

Synopsis: The Multi-Use Trail Feasibility Study provides a preliminary design concept and cost estimate for constructing a multi-use trail connecting St. Augustine to Ponte Vedra Beach. The study evaluates design constraints, roadway modifications and stormwater considerations necessary to implement the trail.

Relevant Findings: 1) Existing right-turn lanes would need to be removed to accommodate the trail. 2) In several locations, roadway shifts and installation of curb and gutter would be required. 3) Additional impervious surface from the trail would generate increased stormwater runoff; dry retention areas should be installed. 4) Minimum roadway lateral offsets for power poles must be maintained. 5) Recommends reducing the posted speed limit from 50 mph to 45 mph. 6) Estimated total cost is approximately \$60 million for nearly 21 miles of trail.

4.4.3.6 Beaches East Coast Greenway Feasibility Study **(June 2022)**

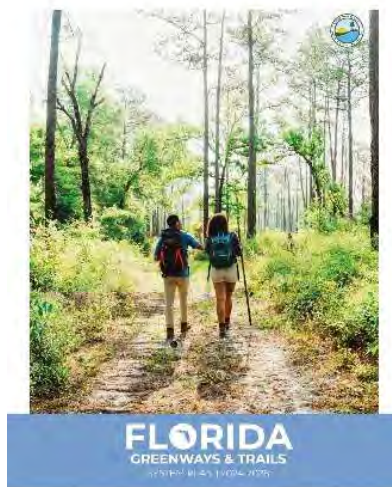


Prepared for: North Florida Transportation Planning Organization

Synopsis: The Beaches East Coast Greenway Feasibility Study identifies potential routing alternatives for the East Coast Greenway through the Jacksonville Beaches communities. The study evaluates feasibility and constraints for proposed trail connections.

Relevant Findings: Considered when developing survey questions for the efforts of this study and related to connections between Ponte Vedra and Jacksonville Beaches.

4.4.3.7 Florida Greenways and Trails System Plan **(2024-2028)**

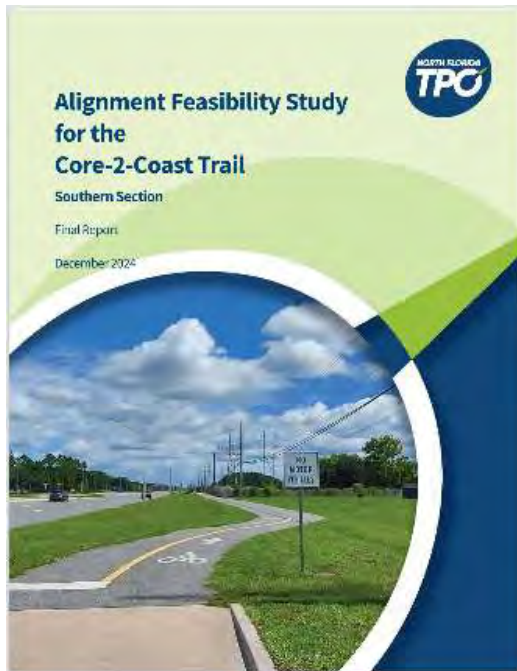


Prepared for: Florida Department of Environmental Protection

Synopsis: The Florida Greenways and Trails System Plan outlines a statewide vision for trails, providing strategies, goals, objectives and actions to promote and develop a connected trail network. The plan emphasizes multi-jurisdictional partnerships, long-distance corridors and strategies to fund, plan and market priority trails.

Relevant Findings: 1) Trails rank among the top four community amenities sought by prospective homeowners of all ages. 2) The plan delineates distinct, long-distance regional trail corridors. 3) Strategies focus on identifying and supporting multi-jurisdictional trail partnerships, planning, funding, developing and marketing the priority network. 4) 'Ready' Land Trail Opportunities criteria include: Crosses or has potential to cross county boundaries; Documented local or regional government endorsement; Leads to destinations with scenic qualities or diverse experiences; Provides access to conservation lands, historic, recreational or cultural sites; Supports the Florida Ecological Greenways Network, 5) Priority corridor criteria include: Supports national, state or regional trail projects; plans and initiatives; Builds on past and programmed state and federal trail investments; Includes long-distance trails or connections linking multiple counties and population centers; Demonstrates broad regional and community support, with commitment to long-term trail management; Enhances access to nature-based tourism and economic development by connecting natural, recreational, cultural and historic sites; Supports access to state parks, trails and greenways; Aligns with established priorities; Provides non-motorized, separated public safety benefits.

4.4.3.8 Alignment Feasibility Study for the Core-2-Coast Trail **(December 2024)**



Prepared for: North Florida Transportation Planning Organization

Synopsis: The Alignment Feasibility Study evaluates options for a continuous shared-use path extending from the Fuller Warren bicycle-pedestrian bridge in the Riverside/San Marco area of Jacksonville to the beach communities of Atlantic Beach, Neptune Beach and Jacksonville Beach. The study considered existing and planned multimodal facilities to develop a feasible, connected trail alignment.

Relevant Findings: 1) Used as a reference for developing survey questions implemented in this study. 2) The trail is primarily envisioned as a 10–12-foot wide shared-use path utilizing existing right-of-way. 3) The alignment incorporates existing and planned multimodal facilities, such as the Kernan Boulevard side path, with gaps addressed via new construction, road diets and/or widening existing sidewalks. 4) On short segments with constrained ROW, a cycle track or sharrows on low-traffic residential streets may be used. 5) The study was referenced for survey development. 6) Estimated total project cost is approximately \$25 million.

4.4.3.9 Clay-Duval County Trail Feasibility Study **(June 2022)**



Prepared for: North Florida Transportation Planning Organization

Synopsis: The Clay-Duval County Trail Feasibility Study evaluated potential alignments and alternatives for a trail connecting Mike Roess Gold Head Branch State Park in Clay County to the Cecil Trail in Duval County. The study was included in the North Florida TPO's 2021 Unified Planning Work Program (UPWP) and focused on feasibility, alignment options and potential constraints.

Relevant Findings: 1) Used as a reference for developing survey questions implemented in this study. 2) Unpaved recreational paths have limited funding opportunities for bicycle and pedestrian facilities.

4.4.4 Funding Documents

4.4.4.1 Implementing Florida's SUN Trail Program **(2018)**



Prepared by: Florida Department of Transportation

Synopsis: This document provides guidance for implementing Florida's Shared-use Network (SUN) Trail program. It outlines the program framework, funding structure, project identification and selection criteria and coordination strategies to systematically close trail gaps and connect priority corridors.

Relevant Findings: 1) Program administration is managed by the FDOT Central Office SUN Trail Program Manager. 2) The Florida Greenways and Trails System Plan sets the framework for systematically connecting trail corridors through coordinated planning by public and private partners. 3) Multi-use path trails are defined as paved, shared-use paths, typically 12 feet wide (range: 10–14 feet). 4) Funding Structure: a) Top regional trails: Coast to Coast Trail and St. Johns River-to-Sea Loop Trail receive two-thirds of funding. b) Remaining one-third funds individual segments closing gaps in the SUN Trail network. c) Eligible phases: planning, design, ROW acquisition, construction, maintenance. d) Ineligible projects: sidewalks, nature trails, loop trails within a single park, on-road bike lanes >0.5 miles, trail amenities, landscaping, parking/trailheads, playgrounds, promotional/educational materials, art/sculptures. 5) Project Identification: a) Local governments encouraged to develop trail/bicycle-pedestrian master plans. b) Projects must be prioritized by the MPO, included in the TIP and involve public participation. 6) Eligibility Criteria: a) Project as paved multi-use path within the SUN Trail network with mapped limits. b) Project is a jurisdictional priority. c) Non-FDOT entity committed to operation/maintenance. d) Consistent with applicable planning documents. 7) Selection Criteria: a) Connects two or more existing trails. b) Enhances safety for bicyclists, pedestrians and motorists. c) Recognized as regionally, state or nationally important. d) Construction readiness. e) Additional financial contribution committed. f) High level of documented public support. g) Immediate quality-of-life impacts, economic enhancement and connectivity to destinations. h) Enhances or preserves environmental resources. i) Includes cost-saving elements.

4.4.4.2 Transportation Alternatives Set-Aside Implementation Guidance

(2016)

Synopsis: This guidance document explains funding, eligible activities and requirements under the Transportation Alternatives Program, which was replaced by the Transportation Alternatives Set-Aside under the FAST Act. It also addresses the Recreational Trails Program and how projects are administered through FDOT.

Relevant Findings: 1) The FAST Act replaced TAP with a Transportation Alternatives Set-Aside under the Surface Transportation Block Grant. 2) Federal share is generally 80%, with a 20% local match. 3) Funds are administered by FDOT. 4) Eligible projects: construction, planning and design of on-road and off-road facilities, land acquisition, landscaping/scenic enhancement, lighting, resilience improvements and some road diets. 5) Ineligible projects: state or MPO administrative costs, promotional activities (except those under SRTS), routine maintenance/operation (except as allowed by RTP), general recreation/park facilities, playgrounds, sports fields, campgrounds, picnic areas and pavilions. 6) Eligible entities: local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, etc. 7) Ineligible entities: FDOT and MPOs may not sponsor projects but may partner with an eligible entity. 8) State Competitive Process: Projects are selected through a competitive process, coordinated with regional and MPO planning. 9) Projects are not required to be located along highways. 10) Planning requirements: Projects must be identified in the STIP/TIP and consistent with LRTPs and MPO plans. 11) The 23 U.S.C. 217(i) bicycle requirement does not apply. RTP projects are explicitly eligible even if primarily recreational rather than transportation-focused.

4.4.5 Other Relevant Literature

4.4.5.1 City of St. Augustine Discussion Paper regarding City Mobility Oriented Development (MOD) (August 2022)

Prepared by: City of St. Augustine

Synopsis: This discussion paper was prepared by the City of St. Augustine Planning and Building Department as an effort to communicate with interested individuals and the citizens of St. Augustine regarding the proposed Comprehensive Plan amendment that creates a land use category in the City's Comprehensive Plan related to a concept of Mobility Oriented Development. The City also proposed to create a compatible zoning district that will be inserted into the city Zoning Code that outlines the uses and parameters for any proposed development.

4.4.5.2 SMART St. Augustine Master Plan (June 2019)

Prepared for: City of St. Augustine

Synopsis: St. Augustine has a vision to implement smart city components. The first phase of the project is a smart parking system in the historical downtown. Later phases will expand this system and then add sensors on the street infrastructure, transponders on for-hire vehicles and automated vehicles improving transportation around the city. The St. Augustine Smart City project is intended to be a "signature" project as part of the Smart Region Plan adopted in 2017 by the North Florida Transportation Planning Organization and partner agencies. The project will have the following components: Broadband Wireless, Integrated Data Exchange, Small-cell Device Development, Truck Parking Management System, For-Hire Vehicle Management System, Dynamic Messaging Signs, Smart and Connected Signals, Bridge Closure Notification System, Automated Vehicle Shuttles, Public Safety and Surveillance, Bicycle and Pedestrian Sensors, Smart Kiosk, Smart Lighting, Smart Waste Management and Street Flood Notification System.

4.4.5.3 St. Johns County Comprehensive Plan, Transportation Element (2025)

Prepared by: St. Johns County Growth Management Department

Synopsis: Where feasible, the County shall ensure that development includes internal automobile circulation, bicycle use, pedestrian movement, multi-purpose greenway trails, as appropriate and other features to minimize the use of the major roadway network and make provisions for public road, public bikeway and pedestrian access to adjoining properties. St. Johns County shall coordinate the multi-purpose greenways with the appropriate federal, state, regional and local agencies, for future funding of potential and future road work improvements utilizing the Greenway, Blueway & Trails Master Plan as a guide. The County shall review all proposals to abandon existing transportation corridors to determine whether the corridor should be preserved for future transportation or utility purposes and work with agencies to take action to protect and preserve the corridor and establish it as a greenway, pedestrian trail or recreational bicycle trail. The County shall work with FDOT to convert abandoned rights-of-way to recreational bicycle trails.

Section 5 Appendix: High-Level Cost Estimates

ENGINEER'S OPINION OF PROBABLE COST

Two Directional, 12' Shared Use Path
(1 Mile)

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST 01/01/25 - 12/31/25 AREA 08	PROBABLE UNIT COST (10% INCREASE)	TOTAL
0110 1 1	CLEARING & GRUBBING	3.9	AC	\$31,527.30	\$34,680.03	\$135,252.12
0160 4	TYPE B STABILIZATION	9,386.7	SY	\$12.64	\$13.90	\$130,512.26
285701	OPTIONAL BASE, BASE GROUP 01	7,040.0	SY	\$17.71	\$19.48	\$137,146.24
0334 1 12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	528.0	TN	\$181.82	\$200.00	\$105,601.06
0570 1 2	PERFORMANCE TURF, SOD	2,347.0	SY	\$5.24	\$5.76	\$13,528.11
TOTALS						
SUBTOTAL						\$522,039.78
MOBILIZATION (10%)						\$52,203.98
TEMPORARY TRAFFIC CONTROL (20%)						\$114,848.75
CONTINGENCY (10%)						\$52,203.98
CONSTRUCTION TOTAL						\$741,296.49
ENGINEERING (25%)						\$185,324.12
CEI (15%)						\$111,194.47
P.E.C.E.I. Total						\$296,518.60
GRAND TOTAL						\$1,037,815.08

Midblock Trail Crossing with Pedestrian Hybrid Beacon (PHB)

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST 01/01/25 - 12/31/25 AREA 08	PROBABLE UNIT COST (10% INCREASE)	TOTAL
0110 1 1	CLEARING & GRUBBING	0.1	AC	\$31,527.30	\$34,680.03	\$3,468.00
0110 4 10	REMOVAL OF EXISTING CONCRETE	175.0	SY	\$38.44	\$42.28	\$7,399.70
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	50.0	SY	\$95.85	\$105.44	\$5,271.75
0527 2	DETECTABLE WARNINGS	16.0	SF	\$41.89	\$46.08	\$737.26
0630 2 11	CONDUIT, FURNISH & INSTALL, OPEN TRENCH	45.0	LF	\$20.08	\$22.09	\$993.96
0630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	505.0	LF	\$46.25	\$50.88	\$25,691.88
0632 7 1	SIGNAL CABLE- NEW OR RECONSTRUCTED INTERSECTION, FURNISH & INSTALL	1.0	PI	\$11,353.15	\$12,488.47	\$12,488.47
0633 1121	FIBER OPTIC CABLE, F&I, UNDERGROUND,2-12 FIBERS	170.0	LF	\$5.15	\$5.67	\$963.05
0633 1123	FIBER OPTIC CABLE, F&I, UNDERGROUND,49-96 FIBERS	1,000.0	LF	\$4.96	\$5.46	\$5,456.00
0633 3 11	FIBER OPTIC CONNECTION HARDWARE, F&I, SPLICE ENCLOSURE	84.0	EA	\$1,772.37	\$1,949.61	\$163,766.99
0633 3 12	FIBER OPTIC CONNECTION HARDWARE, F&I, SPLICE TRAY	2.0	EA	\$76.72	\$84.39	\$168.78
0633 3 15	FIBER OPTIC CONNECTION HARDWARE, F&I, PRETERMINATED PATCH PANEL	2.0	EA	\$2,329.38	\$2,562.32	\$5,124.64
0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	10.0	EA	\$1,647.77	\$1,812.55	\$18,125.47
0635 2 13	PULL & SPLICE BOX, F&I, 30" X 60" RECTANGULAR OR 36" ROUND COVER SIZE	2.0	EA	\$6,832.88	\$7,516.17	\$15,032.34
0639 1122	ELECTRICAL POWER SERVICE, F&I, UNDERGROUND, METER PURCHASED BY CONTRACTOR	2.0	AS	\$6,189.75	\$6,808.73	\$13,617.45
0639 2 1	ELECTRICAL SERVICE WIRE, FURNISH & INSTALL	300.0	LF	\$20.78	\$22.86	\$6,857.40
0646 1 11	ALUMINUM SIGNALS POLE, PEDESTAL	2.0	EA	\$2,948.83	\$3,243.71	\$6,487.43
0649 21 15	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 70'	1.0	EA	\$93,957.50	\$103,353.25	\$103,353.25
0653 1 11	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY	2.0	AS	\$1,041.23	\$1,145.35	\$2,290.71
0654 3 10	MIDBLOCK CROSSWALK: PEDESTRIAN HYBRID BEACON ASSEMBLY, FURNISH & INSTALL COMPLETE ASSEMBLY	4.0	AS	\$2,295.41	\$2,524.95	\$10,099.80
0665 1 11	PEDESTRIAN DETECTOR, FURNISH & INSTALL, STANDARD	2.0	EA	\$502.40	\$552.64	\$1,105.28
0670 5172	TRAFFIC CONTROLLER ASSEMBLY, F&I, NEMA W/ELECTRONIC LOCK, 2 PREEMPTION	1.0	AS	\$53,000.00	\$58,300.00	\$58,300.00
0684 1 1	MANAGED FIELD ETHERNET SWITCH, FURNISH & INSTALL	1.0	EA	\$5,482.43	\$6,030.67	\$6,030.67
0700 1111	SINGLE COLUMN GROUND SIGN ASSEMBLY, F&I GROUND MOUNT, LESS THAN 12 SF	4.0	EA	\$617.33	\$679.06	\$2,716.25
0700 3101	SIGN PANEL, FURNISH & INSTALL GROUND MOUNT, UP TO 12 SF	2.0	EA	\$315.18	\$346.70	\$693.40
0706 1 3	RAISED PAVEMENT MARKER, TYPE B	10.0	EA	\$4.78	\$5.26	\$52.58
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	200.0	LF	\$3.98	\$4.38	\$875.60
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	72.0	LF	\$8.03	\$8.83	\$635.98
0711 16101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	0.0	GM	\$5,523.06	\$6,075.37	\$243.01
0711 17 1	THERMOPLASTIC, REMOVE EXISTING THERMOPLASTIC PAVEMENT MARKINGS- SURFACE TO REMAIN	69.0	SF	\$4.25	\$4.68	\$322.58
0715 1 13	LIGHTING CONDUCTORS, F&I, INSULATED, NO 4 TO NO 2	500.0	LF	\$4.82	\$5.30	\$2,651.00
0715500 1	POLE CABLE DISTRIBUTION SYSTEM, FURNISH AND INSTALL, CONVENTIONAL	3.0	EA	\$1,192.36	\$1,311.60	\$3,934.79
0715 61342	LIGHT POLE COMPLETE, F&I, STANDARD POLE STANDARD FOUNDATION, 40' MOUNTING HEIGHT, 12' ARM LENGTH	3.0	EA	\$11,229.43	\$12,352.37	\$37,057.12
TOTALS						
					SUBTOTAL	\$522,012.57
					MOBILIZATION (10%)	\$52,201.26
					TEMPORARY TRAFFIC CONTROL (20%)	\$114,842.77
					CONTINGENCY (10%)	\$52,201.26
					CONSTRUCTION TOTAL	\$741,257.85
					ENGINEERING (25%)	\$185,314.46
					CEI (15%)	\$111,188.68
					P.E.C.E.I. Total	\$296,503.14
					GRAND TOTAL	\$1,037,760.99

Midblock Trail Crossing with Rectangular Rapid Flashing Beacon (RRFB)

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST 01/01/25 - 12/31/25 AREA 08	PROBABLE UNIT COST (10% INCREASE)	TOTAL
0110 1 1	CLEARING & GRUBBING	0.2	AC	\$31,527.30	\$34,680.03	\$5,202.00
0110 4 10	REMOVAL OF EXISTING CONCRETE	50.0	SY	\$38.44	\$42.28	\$2,114.20
0110 23	TREE REMOVAL	3.0	EA	\$1,597.76	\$1,757.54	\$5,272.61
0120 6	EMBANKMENT	150.0	CY	\$8.57	\$9.43	\$1,414.05
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	350.0	LF	\$59.48	\$65.43	\$22,899.80
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	100.0	SY	\$95.85	\$105.44	\$10,543.50
0527 2	DETECTABLE WARNINGS	40.0	SF	\$41.89	\$46.08	\$1,843.16
0570 1 2	PERFORMANCE TURF, SOD	250.0	SY	\$5.24	\$5.76	\$1,441.00
0630 2 11	CONDUIT, FURNISH & INSTALL, OPEN TRENCH	100.0	LF	\$20.08	\$22.09	\$2,208.80
0630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	200.0	LF	\$46.25	\$50.88	\$10,175.00
0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	10.0	EA	\$1,647.77	\$1,812.55	\$18,125.47
0639 1122	ELECTRICAL POWER SERVICE, F&I, UNDERGROUND, METER PURCHASED BY CONTRACTOR	2.0	AS	\$6,189.75	\$6,808.73	\$13,617.45
0639 2 1	ELECTRICAL SERVICE WIRE, FURNISH & INSTALL	300.0	LF	\$20.78	\$22.86	\$6,857.40
0654 2 11	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- AC, COMPLETE SIGN ASSEMBLY- SINGLE DIRECTION	2.0	AS	\$11,052.00	\$12,157.20	\$24,314.40
0654 2 12	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- AC, COMPLETE SIGN ASSEMBLY- BACK TO BACK	1.0	AS	\$12,907.00	\$14,197.70	\$14,197.70
0700 1111	SINGLE COLUMN GROUND SIGN ASSEMBLY, F&I GROUND MOUNT, LESS THAN 12 SF	8.0	EA	\$617.33	\$679.06	\$5,432.50
0706 1 3	RAISED PAVEMENT MARKER, TYPE B	50.0	EA	\$4.78	\$5.26	\$262.90
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	120.0	LF	\$3.98	\$4.38	\$525.36
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	150.0	LF	\$8.03	\$8.83	\$1,324.95
0711 14760	THERMOPLASTIC, PREFORMED, MULTI COLOR, IN PAVEMENT WARNING	4.0	EA	\$2,500.00	\$2,750.00	\$11,000.00
0711 16101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	0.1	GM	\$5,523.06	\$6,075.37	\$364.52
0711 17 1	THERMOPLASTIC, REMOVE EXISTING THERMOPLASTIC PAVEMENT MARKINGS- SURFACE TO REMAIN	100.0	SF	\$4.25	\$4.68	\$467.50
0715 1 13	LIGHTING CONDUCTORS, F&I, INSULATED, NO 4 TO NO 2	500.0	LF	\$4.82	\$5.30	\$2,651.00
0715500 1	POLE CABLE DISTRIBUTION SYSTEM, FURNISH AND INSTALL, CONVENTIONAL	3.0	EA	\$1,192.36	\$1,311.60	\$3,934.79
0715 61342	LIGHT POLE COMPLETE, F&I, STANDARD POLE STANDARD FOUNDATION, 40' MOUNTING HEIGHT, 12' ARM LENGTH	3.0	EA	\$11,229.43	\$12,352.37	\$37,057.12

Midblock Pedestrian Crossing

[illegible]



Florida Department of Transportation
Item Average Unit Cost
From 2023/02/01 to 2024/01/31
Statewide

Market Area: 12
Contract Type: CC
Displaying: ITEMS WITH HITS
From: 0102 1 To: 9999999

Item	No. of Conts	Weighted Average	Total Amount	Total Quantity	Unit Meas	Obs?	Description
0455101 1	1	\$125,000.00	\$125,000.00	1.000	EA	N	TEST LOAD, BIDIRECTIONAL CELL, LESS THAN FIVE CELLS
0455111	1	\$50.00	\$10,500.00	210.000	LF	N	CORE-PILOT HOLE, DRILLED SHAFT EXCAVATION
0455113 24	1	\$869.00	\$430,155.00	495.000	LF	N	AUGER CAST PILE FOR BRIDGES, 24" DIAMETER
0455119103	1	\$75,539.50	\$75,539.50	1.000	EA	N	LOAD TEST-STATIC, COMPRESSION,101-600 TONS
0455122 7	1	\$400.00	\$211,200.00	528.000	LF	N	EXCAVATION UNCLASSIFIED SHAFT, 72" DIA
0455133 2	2	\$4.12	\$82,383.40	19,984.000	SF	N	SHEET PILING STEEL, TEMPORARY-CRITICAL
0455133 3	2	\$49.91	\$8,324,808.00	166,798.000	SF	N	SHEET PILING STEEL, F&I PERMANENT
0455143 5	1	\$225.00	\$185,625.00	825.000	LF	N	TEST PILES-PRESTRESSED CONCRETE,24" SQ
0455143 23	2	\$665.54	\$629,600.00	946.000	LF	N	TEST PILES-PRESTRESSED CONCRETE,18" SQ W/ FRP OR STAINLESS STEEL STRAND AND REINFORCING
0455144 6	1	\$300.00	\$54,000.00	180.000	LF	N	TEST PILES - STEEL, HP 14 x 89
0455147 2	1	\$3,200.00	\$35,200.00	11.000	EA	N	THERMAL INTEGRITY TESTING, 4.5-6" SHAFT DIAMETER
0458 1 11	5	\$81.64	\$172,186.00	2,109.000	LF	N	BRIDGE DECK EXPANSION JOINT, NEW CONSTRUCTION, F&I POURED JOINT WITH BACKER ROD
0458 1 12	1	\$570.00	\$42,180.00	74.000	LF	N	BRIDGE DECK EXPANSION JOINT, NEW CONSTRUCTION, F&I STRIP SEAL
0458 1 21	2	\$65.95	\$18,070.12	274.000	LF	N	BRIDGE DECK EXPANSION JOINT, REHABILITATION, POURED JOINT WITH BACKER ROD
0458 2	4	\$733.36	\$318,793.58	434.700	CF	N	POLYMER NOSING FOR BRIDGE DECK EXPANSION JOINT
0459 71	2	\$6.07	\$4,005.00	660.000	SY	N	PILES, POLYETHYLENE SHEETING
0460 7	1	\$506.00	\$856,152.00	1,692.000	SF	N	PREFABRICATED STEEL PEDESTRIAN BRIDGE