

**Shared Use Non-
Motorized (SUN)
Trail Update
May 19, 2026**



PRESENTATION AGENDA

SUN Trail Overview

SUN Trail Status Statewide

Brief History & Background

Florida Statutes

Applicable St. Johns County Resolutions

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A1A Beach Boulevard

A1A Beach Blvd. Segment Scope

A1A Beach Blvd. Roadway Cross Section Overview

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Similar Trails & Conditions

Strategic Plan Alignment

Community Well-Being

Create a more liveable, connected, and resilient community.

Infrastructure

Build and maintain transportation systems connecting communities across St. Johns County.




Performance Measures

- Expand sidewalks and trails
- Improve connectivity
- Increased transportation options
- Additional state and federal funding opportunities






2024 St. Johns County Strategic Plan Community Survey

Why Residents Choose to Live in St. Johns County

-  Access to beaches and waterways
-  Low crime rates
-  Quality public education opportunities

Types of Development Residents Most Want to See

-  Parks and nature preserves (71%)
-  Beach and coastal preserves (57%)
-  Family-oriented activities (41%)

71% of residents said alternative transportation options are important to the future of the County.

Comprehensive Plan Support

Objective B.1.5

Encourage bicycle and pedestrian facilities throughout the County.

Objective B.1.7.4

Coordinate with transportation agencies for future greenway and trail improvements

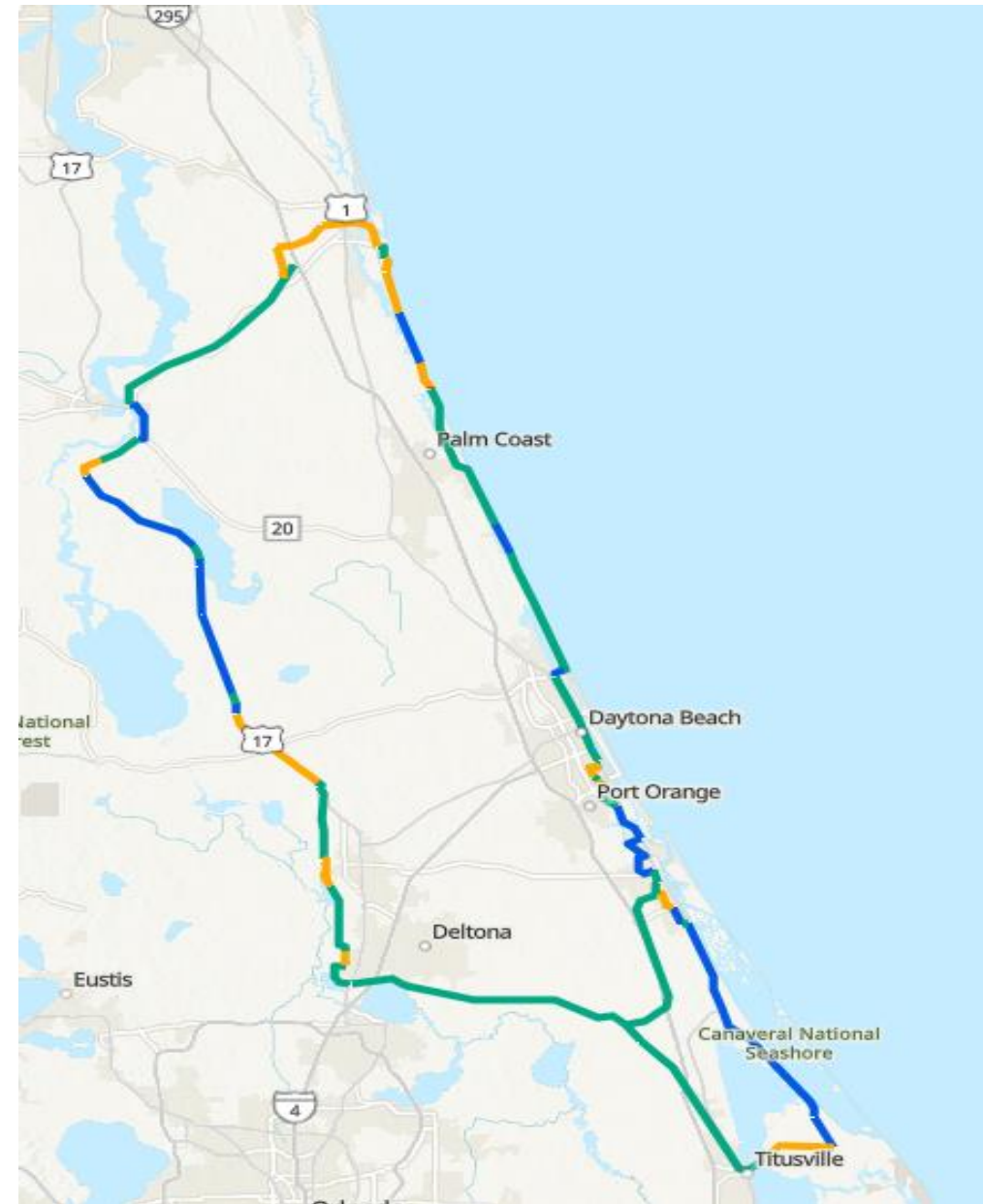
Objective F.1.1(b)

Advocate for bike lanes on State and County Roads



Brief History & Background

- The Shared Use Non-Motorized Trail is a 260-mile regional, multi-use trail running through five counties that will connect communities across northeast Florida and is part of the East Coast Greenway Trail.
- St. Johns County BOCC Resolution 2024-146 authorized acceptance of \$730,000 of funding from FDOT for design and permitting of the section on A1A Beach Blvd. from Pope Road to State Road A1A.
- Design elements include; geotechnical, survey, drainage, roadway, striping, signs, signals, and structures.
- FDOT has funding programmed for construction in 2027 for \$5.5M for the A1A Beach Blvd. segment.



Green- Existing
Yellow- Programmed or funded for construction
Blue- Partially funded for pre-construction phases

Florida Statutes, Section 339.81: Florida Shared-Use Nonmotorized Trail Network

Section 339.81, Florida Statutes (F.S.) Florida Shared-Use Nonmotorized Trail Network:

- Created The Florida Shared-Use Nonmotorized (SUN) Trail Program.

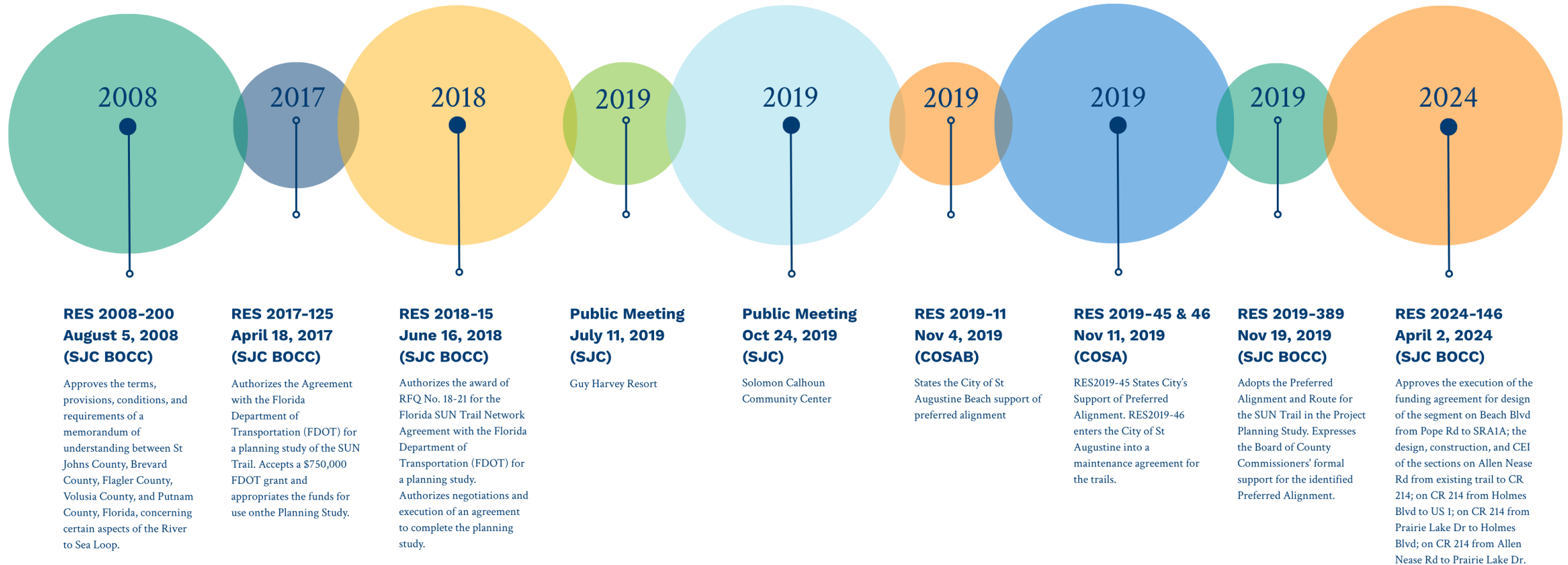
Section 335.065, Florida Statutes (F.S.), Bicycle and pedestrian ways along state roads and transportation facilities:

- Authorizes FDOT to use the State Transportation Trust Fund (STTF) to support the establishment of a statewide system of interconnected multi-use trails for bicyclists and pedestrians in coordination with the Florida Department of Environmental Protection (FDEP).

Section 320.072, Florida Statutes (F.S.) Additional fee imposed on certain motor vehicle registration transactions:

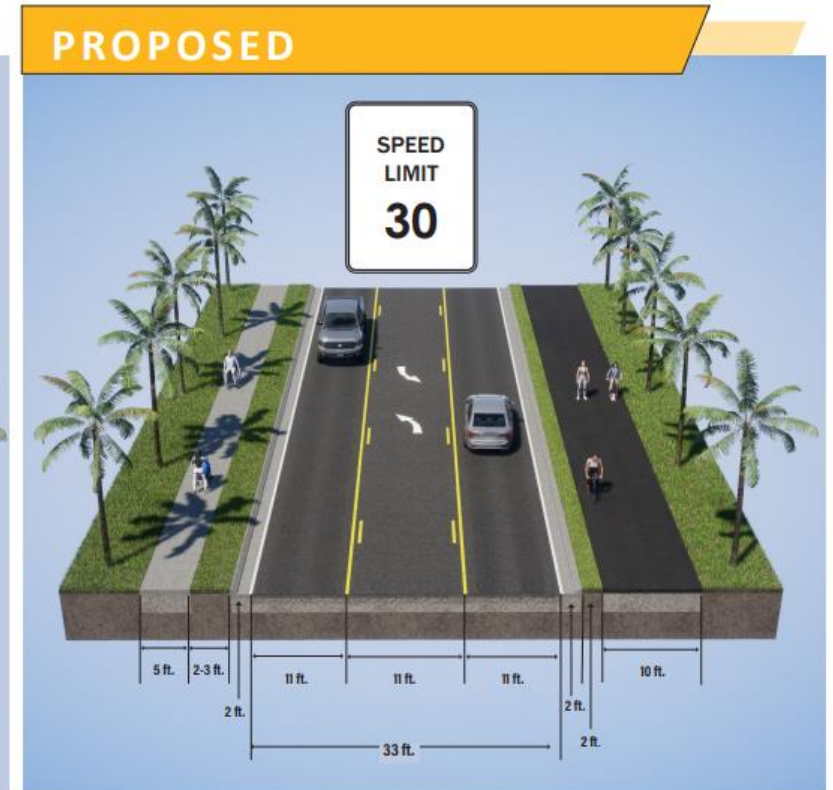
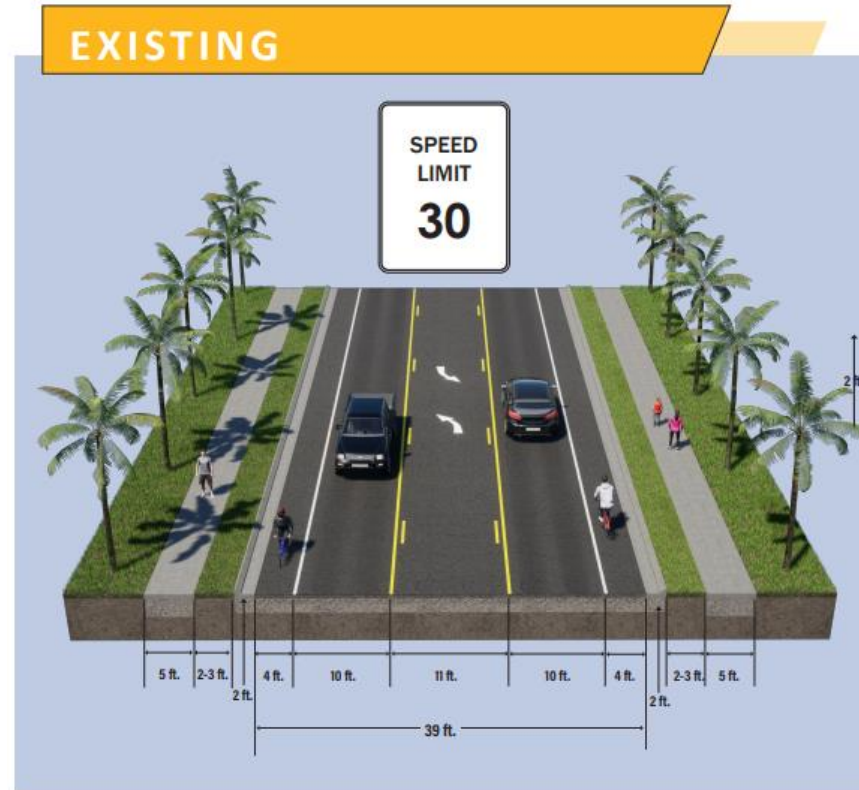
- Per this statute the Florida Shared-Use Non-motorized (SUN) Trail program receives an annual allocation from the redistribution of new vehicle tag revenues.

SUN Trail Timeline



A1A Beach Blvd. Roadway Cross Section Overview

- Existing travel lanes are 10' wide and will increase to 11' wide.
- The center turn lane will remain 11' wide.
- Existing roadway paved shoulders will be removed.
- The 5' sidewalk on the east side of the road will be replaced by the 10' SUN Trail.
- The sidewalk on the west side of the road will remain unchanged.



15th Street & A1A Beach Blvd. Intersection Rendering



A1A Beach Blvd. Segment Scope

- The eastern edge of the proposed trail falls within the footprint of the existing sidewalk.
- 10 foot shared-use path on the east side of A1A Beach Blvd.
- Signal modifications at Pope Road and A Street (new mast arms).
- Reconstruct existing driveways and sidewalk connections as necessary to maintain connectivity.
- ADA-compliant design.
- Connections to neighborhoods, parks, restaurants, and beach access.
- Signage, milling, resurfacing, and pavement markings.
- No changes in existing drainage patterns.
- Existing palm trees will remain.



Alternatives & Preferred Alignment

Three potential routes within the City of St. Augustine Beach segment were considered and included the following:

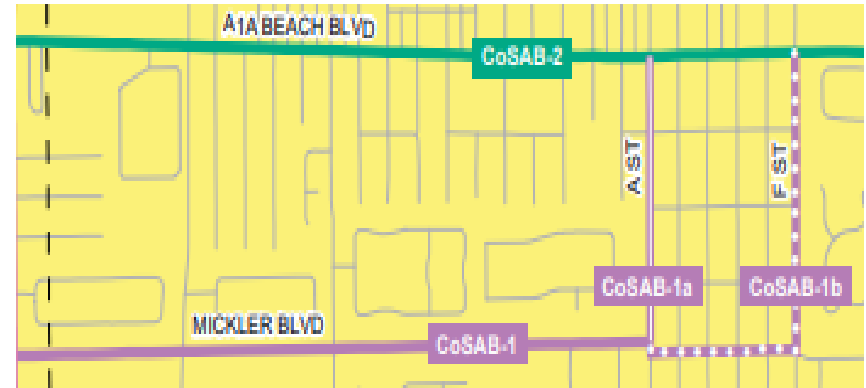
1. Mickler Boulevard (CoSAB-1)
2. A1A Beach Boulevard (CoSAB-2)
3. Oceanfront Boardwalk (CoSAB-3)

For south of SR 312 a more western SR A1A corridor alignment that bypasses the City of St. Augustine Beach was not explored. The jurisdictional agencies agreed this option did not provide adequate connectivity to the City of St. Augustine Beach, so it was eliminated early in the planning process.



Alternative CoSAB 1- Mickler Blvd

- Used existing trail corridor along Mickler Boulevard.
- Required neighborhood street connections.
- ROW constraints reduced pedestrian separation at 1a (A Street) & 1b (F Street).
- Bypassed major commercial and activity centers.
- Ultimately not preferred for regional connectivity.



Alternative CoSAB 2 – A1A Beach Blvd

- Preferred alignment selected in planning study.
- Best access to commercial and beach activity centers.
- Supports transportation and recreation goals.
- Strongest community connectivity.
- Balanced safety, funding, and connectivity.



Alternative CoSAB 3 – Oceanfront Boardwalk

- Scenic alignment separated from traffic.
- Environmental and coastal permitting challenges.
- Potential private property conflicts.
- Higher construction cost and feasibility concerns.
- Not recommended for implementation.



Why A1A Beach Boulevard was Selected

- Best regional connectivity through St. Augustine Beach.
- Strongest access to businesses and beach access.
- Most compatible with SUN Trail funding criteria.
- Provides highest public visibility and usability.
- Could be implemented within corridor constraints.



Schedule, Funding, & Budget

Schedule

- Currently, at 60% design development.
- Design is anticipated to be completed per the FDOT grant agreement completion date June 30, 2026 .
- Anticipated construction start in early 2027.
- The design is currently funded at \$730,000 by FDOT.

Funding & Budget

- Funding for construction has been programmed by FDOT in fiscal year 2027.
- Anticipated construction funding at \$5.5M.

Cape Coral Trail with 12' width & similar conditions

2' Grass Separation & Driveway Crossings

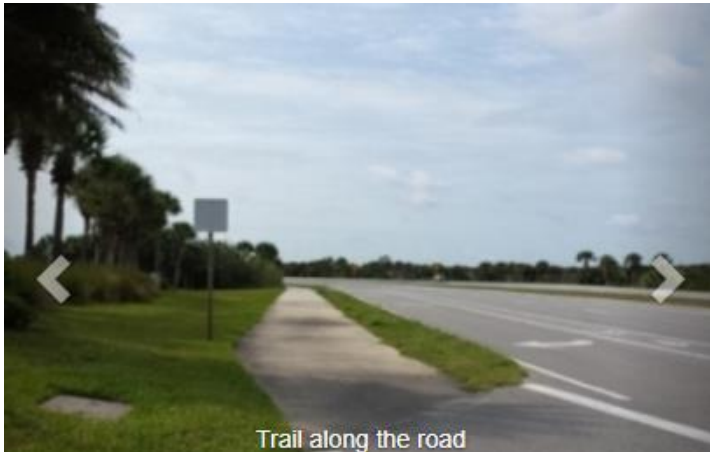


2' Grass Separation & Roadway Crossings



Similar Locations in Flager County with SUP Trails

Marineland A1A

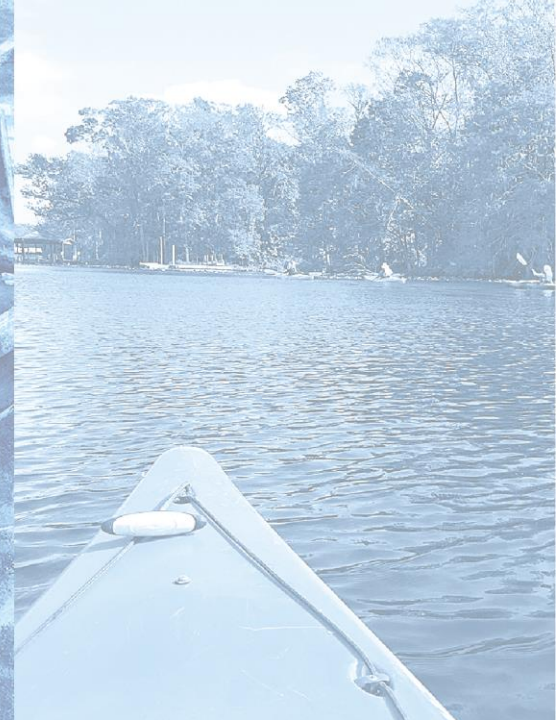
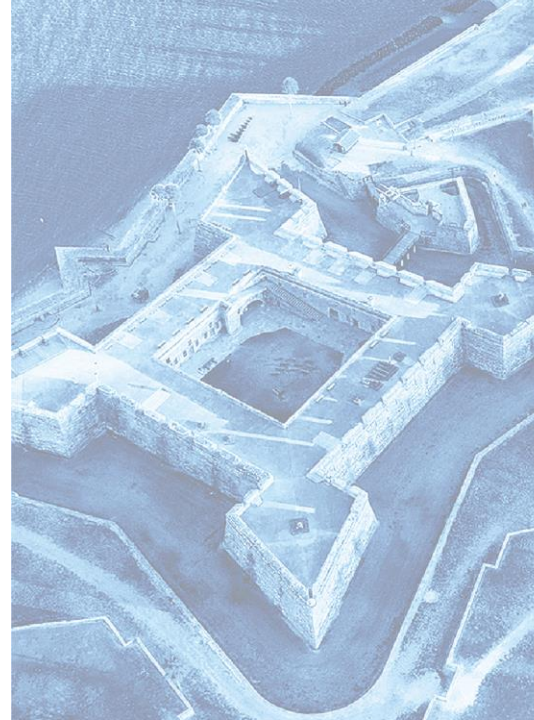


Old Salt Park



City of Flagler Beach





Thank You!

