

Seminole County

TRAILS MASTER PLAN



This report was prepared by



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Introduction

This Trails Planning effort represents the third update of the Seminole County Trails Master Plan. Over the last 30 years the County has wisely invested in trails as opportunities to: foster Recreation, Create Connections, improve Transportation and enhance Quality of Life.

The implementation of previous master plans has created a system that exhibits a distinct hierarchy of trails in Seminole County:

- **Signature Trails-** *paved 12'-14' urban and unpaved rural multipurpose trails with county-wide and regional connections*
- **Pathways-** *paved 8'-10' urban and unpaved rural multipurpose trails for travel between and within cities and major activity centers, connect to Signature trails*
- **Connectors-** *paved 8' sidewalks (urban and rural) linking shorter distances such as neighborhoods*
- **Wilderness Trails-** *unpaved paths for pedestrian, mountain bike, and equestrian usage within and between Preserved Lands and Natural Greenways*
- **Destination Trails-** *paved 12'-14' multipurpose trails with public gathering spaces that loop within a property and are connected to neighborhoods through other trails*

This 2021 Trails Master Plan includes four sections: History, Public Input, Trails System (existing and proposed segments) and Implementation. The plan is designed to guide future funding and trail development efforts; strengthening Seminole County's reputation as Florida's Natural Choice.



Source: Museum of Seminole County History

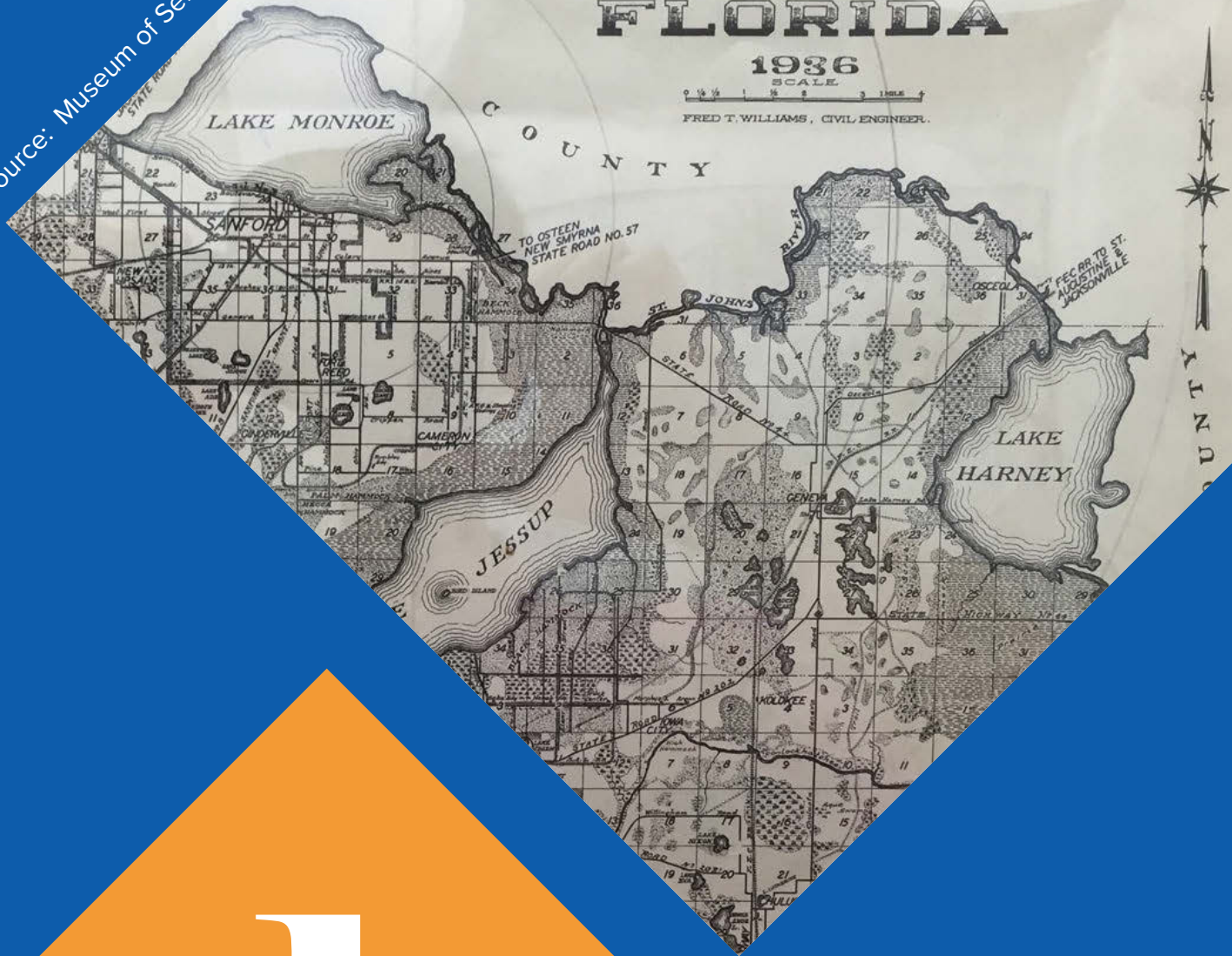
MAP OF SEMINOLE COUNTY FLORIDA

1936

SCALE

0 1/4 1/2 1 3 MILES

FRED T. WILLIAMS, CIVIL ENGINEER.



I

HISTORY OF OUR SYSTEM

HISTORY

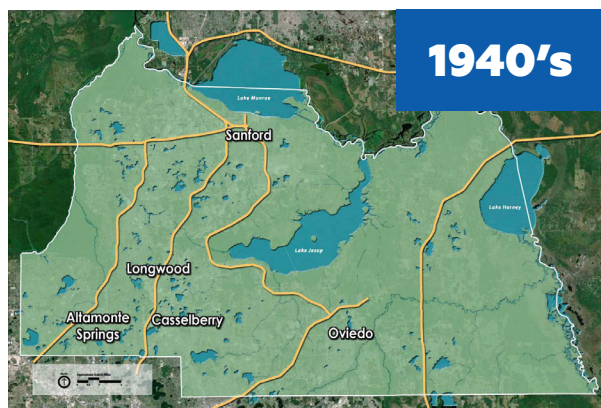
Source: Florida Memory Project



1800's

TRAIL BLAZING IN THE 1800's

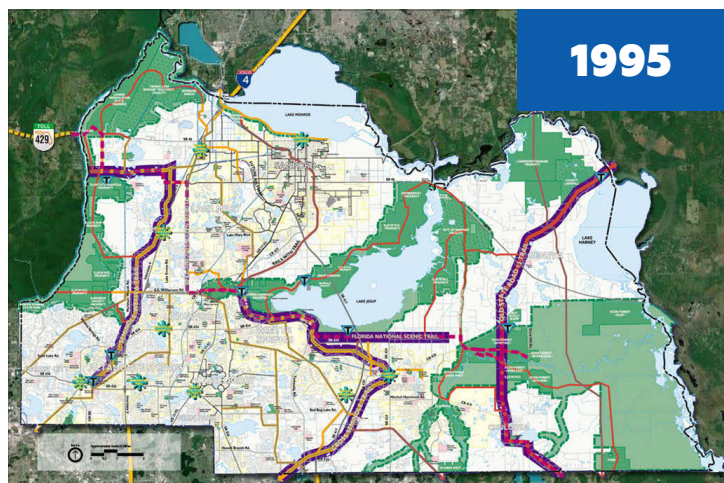
As railroad lines from the Orange Belt Railway and Flagler Railroad expanded into the area, connectivity to the county increased.



1940's

THE RAILROAD EXPANSION

The railroad expansions helped connect 5 main cities in the county: Sanford, Longwood, Altamonte Springs, Casselberry, and Oviedo. Though the use of these paths as railroads faded over time, evidence of their past use remained.



1995

GREENWAYS & TRAILS SYSTEM MASTER PLAN

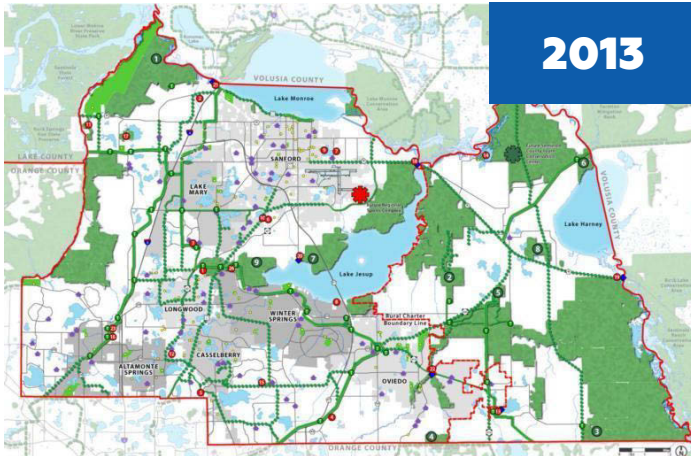
Residents and community leaders crafted a vision to convert the old railway corridors into trails, resulting in 3 showcase (Signature) trails: Seminole Wekiva Trail, Cross Seminole Trail, and Old SR 13 Trail (later named Flagler Trail).

1996-2000



CREATE PROJECTS AND FIND FUNDING

The county engaged in federal and state funding and grants programs to help fund the initial implementation of the trails system.



PARKS & TRAILS MASTER PLAN UPDATE

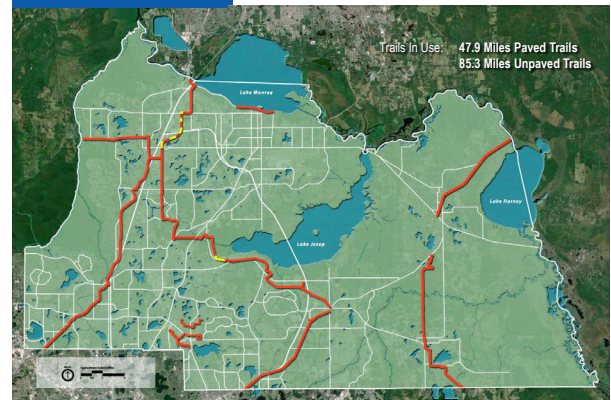
The County completed an update to the Parks & Trails Master Plan which helped inform the trails portion of the next collaborative effort: The Sales Tax Initiative.



SALES TAX INITIATIVE

Collaboration between the County, the 7 cities, and the school district resulted in the approval of the Penny Infrastructure Sales Tax which identified \$53 Million for additional projects.

2015



2015 INFRASTRUCTURE

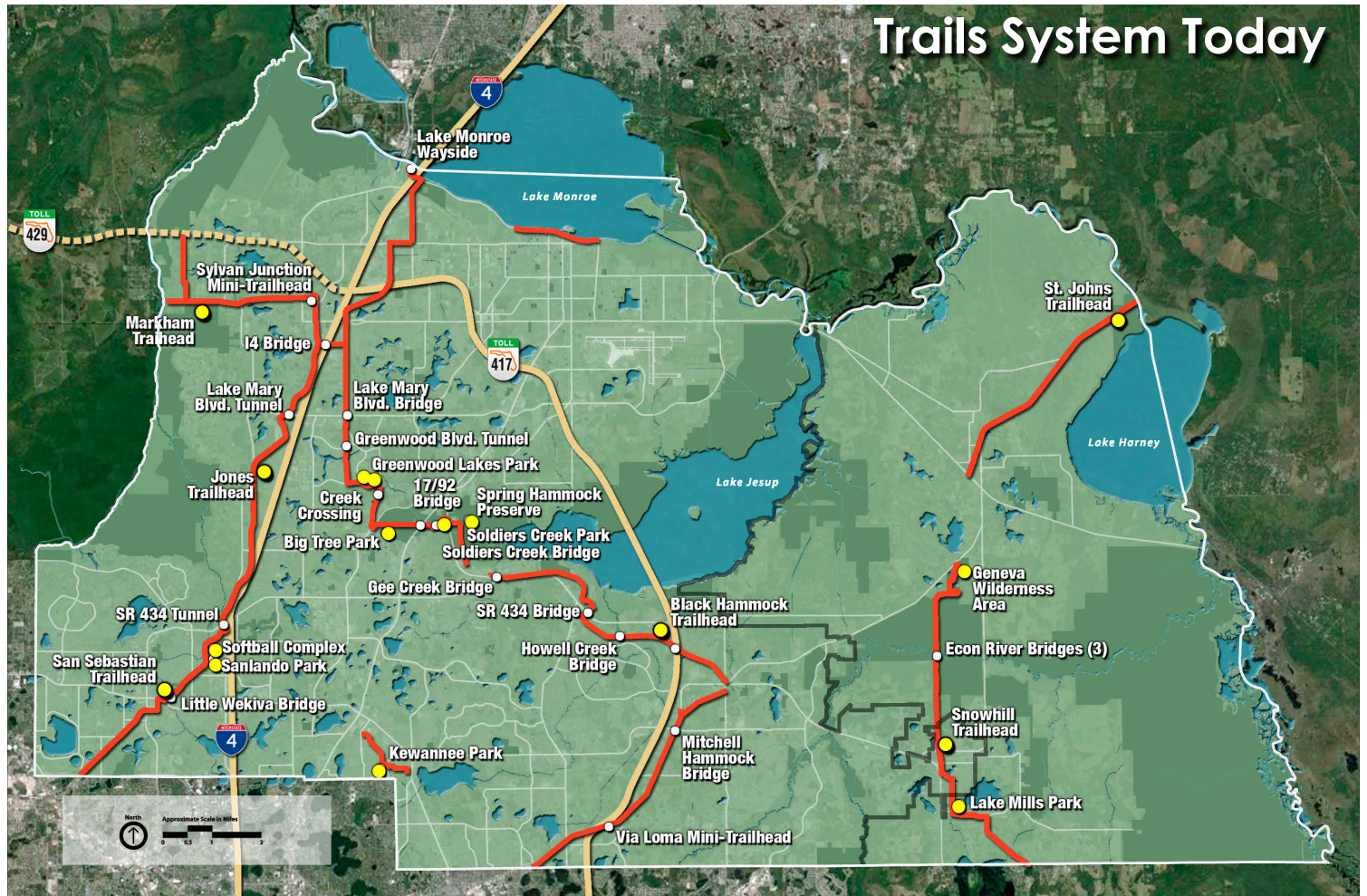
By 2015 the County was able to establish 47.9 Miles of paved trails, and 85.3 Miles of unpaved trails (Over 140 Miles) that were all open and in-use thanks to the grants and funding.

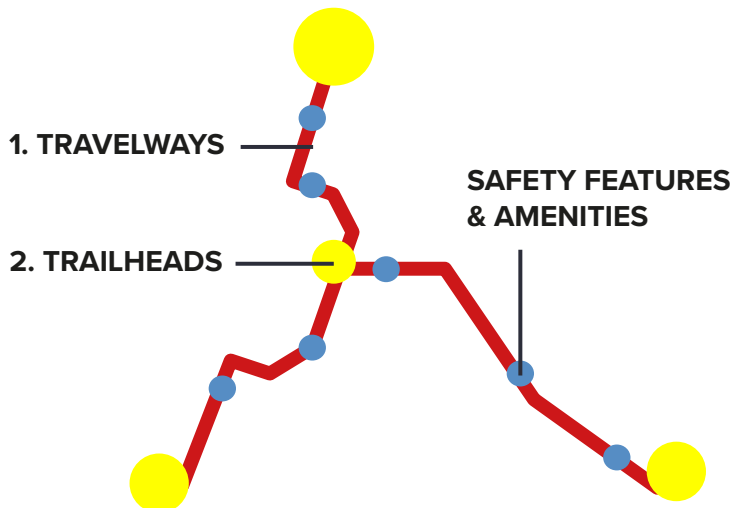


November 7, 2000
Referendum
\$20M TRAILS PROJECTS
\$5M NATURAL LANDS

REFERENDUM

Residents voted to approve a referendum to fund more trail and natural lands projects. At the time of the vote, the county had 10 Miles of paved trails and 12 Miles of unpaved trails.





Today

CURRENT TRAIL SYSTEM

Seminole County, along with its 7 cities, has undergone tremendous growth in the last 25 years. Though the 4th smallest county in terms of land area, it has become the 3rd largest in population per land area.

Today, the County hosts over 140 Miles of paved and unpaved, urban and rural, trails connecting all aspects of life in Seminole County. These trails help connect people to parks, schools, historical sites, urban areas with shops, dining and entertainment, and more, thus enhancing the quality of life of those living in Seminole County.

HISTORY

EXPLORING THE FEATURES

The vast array of features across all the trails showcases the dedication of the residents and County Staff to progress and further develop the Trails System throughout the County. As time passes, the County has dedicated funds and resources to continually evolve the offerings and amenities to meet the needs of users of these trails. For example, ensuring proper canopy, which provides much-needed shade to the users, has been prioritized along any routes void of this feature. The County continues to listen to the public's wants and needs as they create a robust system for people to enjoy far into the future. A listing of features is presented below.

1. *Travelways*

- Signature Trails
- Pathways
- Connectors
- Wilderness Trails
- Destination Trails

2. *Trailheads*

Typically includes:

- Main Entry Sign
- Vehicular Parking
- Bicycle Parking
- Drinking Fountains
- Kiosk/ Welcome Station
- Picnic Tables
- Exercise Stations
- Benches
- Bicycle Repair Stations
- Wayfinding Signs and Information
- Pet Waste Stations
- Trash Receptacles
- Trail Gateways
- Restrooms



TRAILHEAD HIERARCHY

TIER 1 TRAILHEADS

- Unpaved Parking (sized for anticipated users)
- Shade Structure
- Picnic Table
- Litter Receptacle
- Wayfinding/Signage (consistent with County standards)
- Trail & Trailhead Identification Signage
- Guidelines for Use
- Location & Route/System Map Kiosk
- Directional Sign
- Equestrian Accommodations (based upon need and location)

TIER 2 TRAILHEADS

- Paved ADA Parking & Trail Access
- Paved Parking (sized for anticipated users)
- Bicycle Racks
- Drinking Fountains with Bottle Fillers & Dog Bowls (optional)
- Area Lighting (optional)
- Picnic Table
- Litter Receptacle
- Dog Waste Station
- Wayfinding/Signage (consistent with County standards)
 - Trail & Trailhead Identification Signage
 - Guidelines for Use
 - Location & Route/System Map Kiosk
 - Directional Sign
 - Location Markers

TIER 3 TRAILHEADS

- Paved Parking (sized for anticipated users & separate from the trail/trail amenities)
- Restroom Building (preferred but optional)
- Shade Structure
- Drinking Fountains with Bottle Fillers & Dog Bowls
- Bicycle Repair Stations
- Bicycle Racks
- Picnic Table
- Litter Receptacle
- Dog Waste Station

- Wayfinding/Signage (consistent with County standards)
 - Trail & Trailhead Identification Signage
 - Guidelines for Use
 - Location & Route/System Map
 - Directional Sign
 - Mile Marker & GIS Location
- Landscaping (native & sustainable)
- Bioswale/Rain Garden for Stormwater Treatment

3. Safety Features & Amenities

- Wayfinding Signs and Information
- Crossings & Safety Features
- Safety Markers

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2

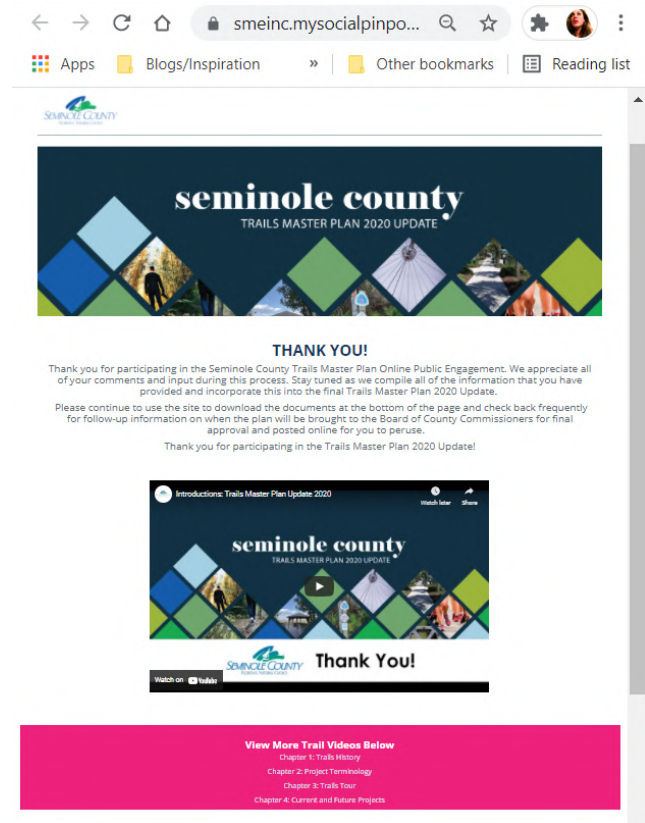
2020 PUBLIC ENGAGEMENT PROCESS & SUMMARY FINDINGS

PUBLIC ENGAGEMENT

Process & Summary Findings

As the COVID-19 Global Pandemic began in early 2020, the plans to gather key insights from residents and visitors to the county were reassessed. The County determined that the most effective method of providing a safe alternative for in-person public engagement and interaction was through an online platform. The resulting community engagement program was created and implemented in the early stages of the project.

By utilizing Social Pinpoint, an online community engagement platform, the County was able to engage the public in the Trails Master Plan Update from September 5, 2020 to October 25, 2020.



ORIGINAL PUBLIC OUTREACH PROGRAM APPROACH

Community Meetings (In Person Up to 4)

1. In Person Digital Presentation
2. Printed Maps for Public Comment - Open House
3. in Person Comment Cards
4. Email Contact & Comments

Public Outreach/Advertising

1. County Website Links
2. Social Media Push (Facebook, NextDoor)
3. Signs & Posters at Public Sites

Public Meetings/Work Sessions

1. BCC Work Session
2. PPAC Meeting(s)
3. Advertised and Published Agendas

ADAPTED PUBLIC OUTREACH PROGRAM APPROACH

Online Social Pinpoint Platform

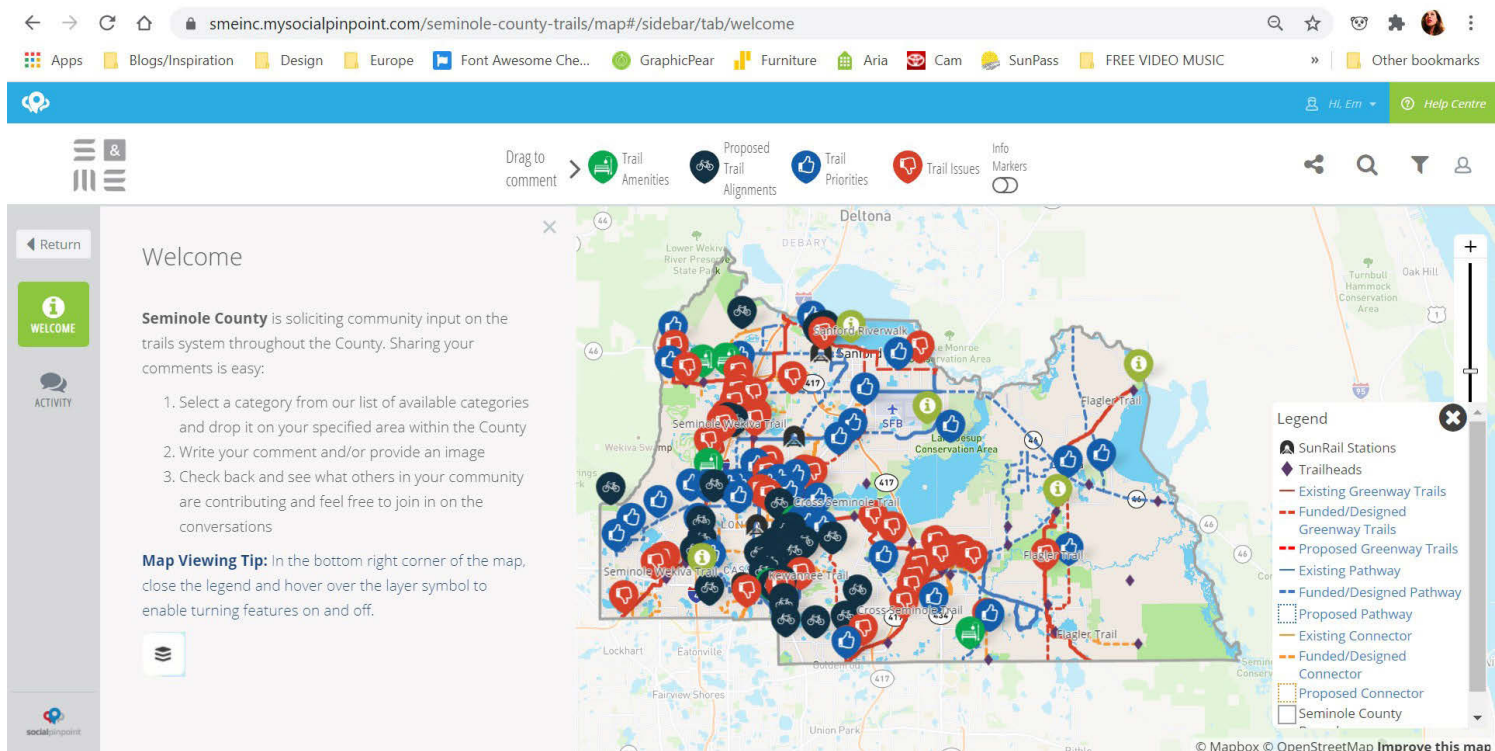
1. On Demand Video Presentations
2. Digital Maps for Public Comment
3. Online Comments
4. Email Contact & Comments
5. *Online Discussion Forum*
6. *Online Survey*

Public Outreach/Advertising

1. County Website Links
2. Social Media Push (Weekly Facebook, NextDoor)
3. Signs & Posters at Public Sites
4. *Magnetic Signs on County Vehicles*

Public Meetings/Work Sessions

1. BCC Work Session
2. PPAC Meeting(s)
3. Advertised and Published Agendas



SOCIAL PINPOINT WEBSITE

The goal of the community engagement program was to provide accessible ways for the citizens and visitors of Seminole County to share their ideas with the Planners, Designers, and County Staff working on the Trails Master Plan Update. Social Pinpoint provided an easy-to-use website interface that could house an interactive map, images, videos/presentations, and discussion forums.

Visitors to the site could drop location markers on a point of the map and share their comments with project staff. They could also interact with other comments visitors had left, creating a robust feed of discussions much like one sees organically occur during an in-person community meeting. Through marketing efforts on social media platforms and physical displays, viewers were guided to the project website. On the landing page, the website provided many ways in which people could engage with the information.

Activity

Sort: Recent Popular Info Markers

i love this little overlook but I wish it extended further out over the water

[View the discussion](#)

3 days ago

Like Dislike

Curb cuts at all the driveways for the office buildings are very bumpy, leading to many cyclists using the road in lieu of the trail - defeating the point of the trail!

[View the discussion](#)

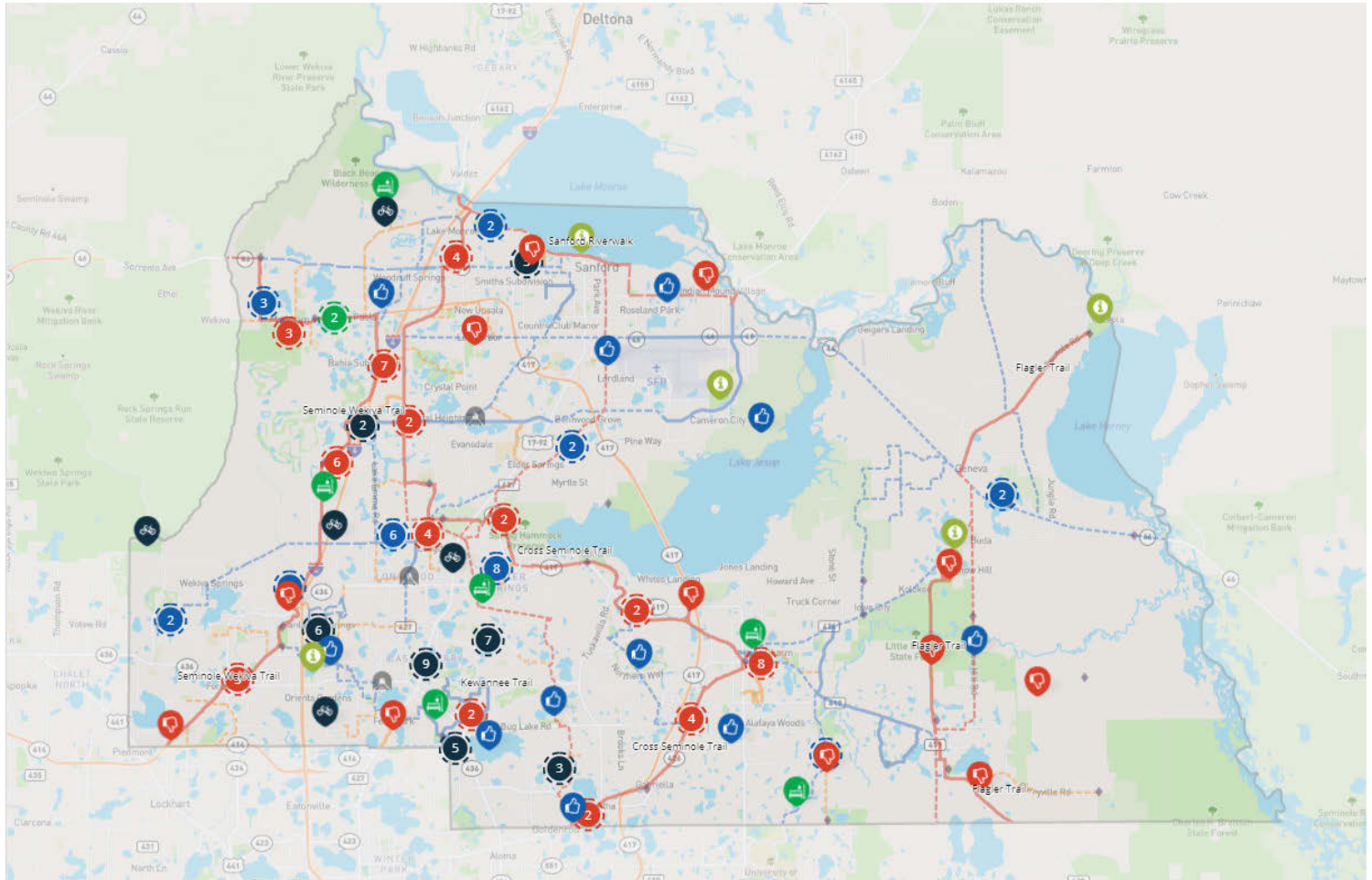
3 days ago

Like +1 Dislike

Current signage configuration is poor. Also, trail requires two road crossing. Should reconfigure

PUBLIC ENGAGEMENT

Process & Summary Findings



ASSESSING THE DATA

Numerous ‘pulse checks’ of the data were taken to see how discussions and dialogue had evolved throughout the data collection phase. Several major points arose from the period, allowing us to better integrate the community input into the System Update.

Respondents and citizens discussed:

- Issues with maintenance of existing trails
- Complete Streets Improvements
- Added access to SunRail
- Lack of trail amenities
- Crossing security and lighting
- Emphasis on multi-modal trails
- Prioritization of trailheads
- Trail cleanliness
- Push for additional connections to surrounding counties
- Opportunities to separate higher speed cyclists from pedestrians
- Varied surface treatments for different users
- Annual park pass options
- Trail user expectations
- Identification markers
- Trail as destination
- Highest usage (cyclists and walkers)
- Opportunities for linkages to Downtown Orlando

Public Participation/Input Summary

By The Numbers

September 5, 2020 - October 25, 2020

► **6,285**
Total Web Site Visits

► **1,790**
Unique Users

► **197**
Specific Comments

► **133**
Survey Responses

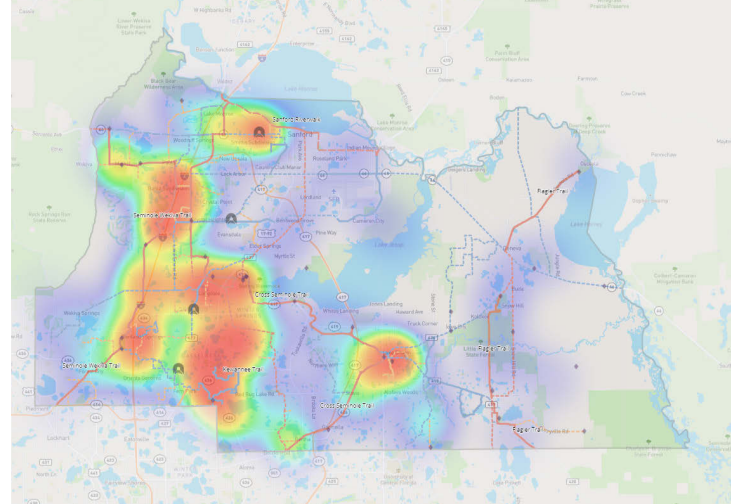
► **417**
Chap. 4 Video Views

MEASURING SUCCESS & INTEGRATING COMMUNITY COMMENTS

During this period the site had 6,285 visits, 1,790 unique users and 176 unique stakeholders. Comments generated in the interactive map were site specific, given the geospatial aspect of the platform, exhibiting clear 'hot spots' along the I-4 corridor as well as the western half of the County.

Beyond these hot spots, comments focused on sites throughout the county, signaling to the design team that a more holistic approach to county-wide trails was needed.

It was through this successful utilization of an online community engagement website that the project staff were able to gather key insights and data to inform decision-making for the plan update.



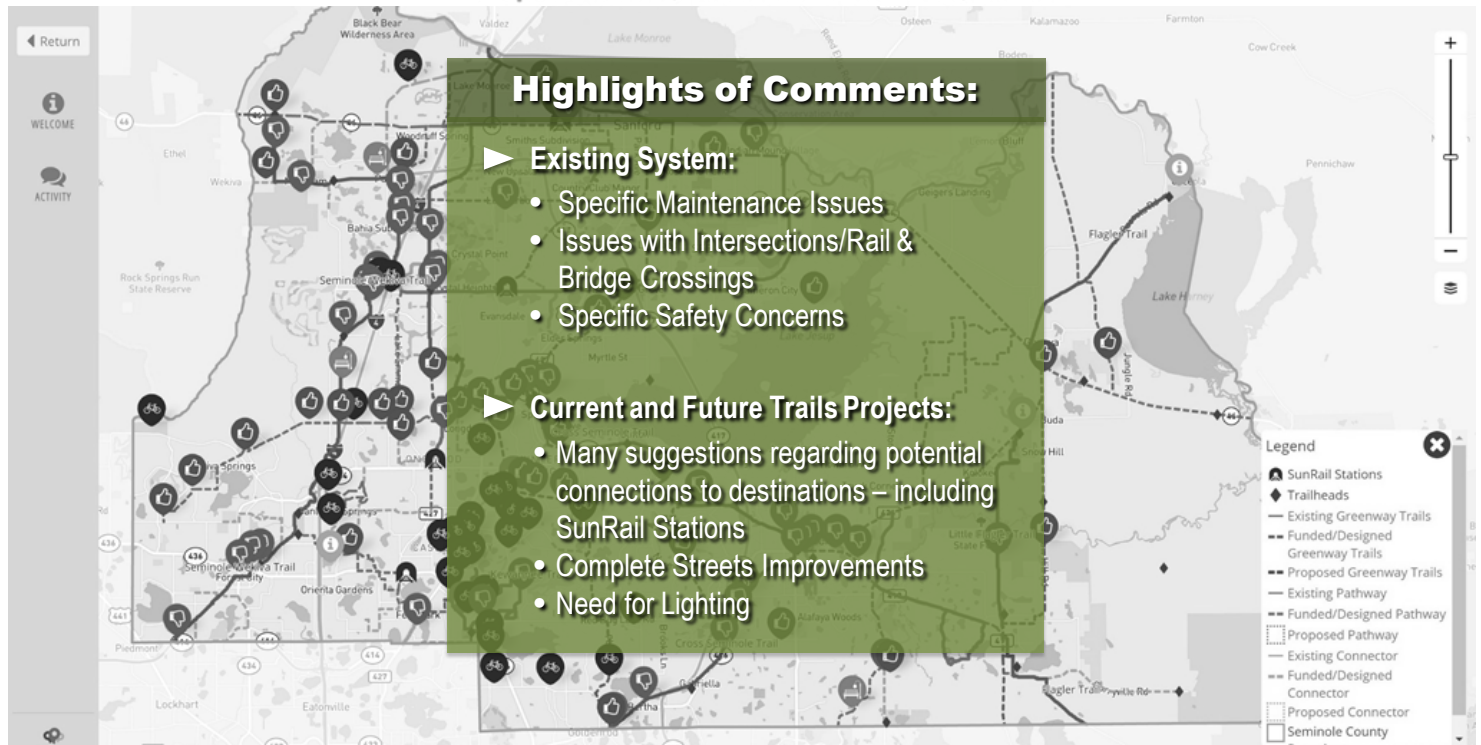
PUBLIC ENGAGEMENT

PUBLIC ENGAGEMENT

Process & Summary Findings

Public Participation/Input Observations

September 5, 2020 - October 25, 2020



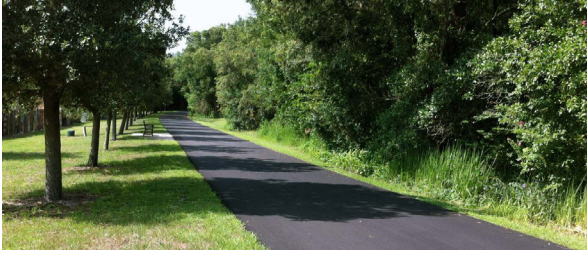


3

2021 TRAILS MASTER PLAN

2021 TRAILS MASTER PLAN

RECREATION



CREATE CONNECTIONS



TRANSPORTATION



ENHANCE QUALITY OF LIFE



When Seminole County began planning for trails, they developed a vision statement that would guide the process forward and be relevant to all future trail planning.

VISION

Provide for greenways, trails and bikeways as a vital element to maintain and improve the quality of future development and community revitalization efforts throughout Seminole County.

With this vision statement in mind, the county developed a set of four guiding principles that provide a framework when considering a potential trail route/project. Those Guiding Principles are as follows:

1. Expand recreational opportunities and experiences for residents and visitors. This includes:

- a. Walking
- b. Hiking
- c. Biking
- d. Equestrian Use

2. Create additional non-vehicular modes of transportation to help users move around the community, whether to enjoy the natural beauty of the County, to commute to work, or to travel to nearby neighborhoods and cities. Connections can include:

- a. Neighborhoods
- b. Schools
- c. Parks
- d. Natural Areas
- e. Activity Centers

3. Better connect the County, its cities, its neighborhoods, and its businesses.

- a. Provide viable alternatives to move around the County outside of a personal vehicle or mass transit
- b. Provide on-road bike lanes/routes for commuting and touring cyclists

4. Enhance the quality of life for all who visit or call Seminole County home.

- a. Enhance and revitalize existing neighborhoods
- b. Encourage new development and private industry to include greenways, trails and bikeways within infrastructure
- c. Protect greenway corridors which connect important natural resources

The next step was to identify regional trail connection opportunities.

REGIONAL CONNECTIONS

The Florida Department of Environmental Protection Office of Greenways and Trails has planned for and established trail connections throughout the state, with the intent of eventually connecting the east and west coastlines, north Florida to South Florida and everything in between. These connections include the Heart of Florida Loop, Coast to Coast Trail, the Florida National Scenic Trail, and the St. Johns River-to-Sea Loop.

While these state trails are important, making trail connections with our neighboring counties will develop a regional trail system that will create an added benefiting for our citizens. The following is an overview of the current and future opportunities:



VOLUSIA COUNTY

Volusia County has two trail connections which bookend Lake Monroe on the east and west ends. The East Central Regional Rail Trail connects to the County at the Douglas Stenstrom Bridge over the St. Johns River on the east side of the County and on the west side, the Spring to Spring Trail connects at the C.A. "Bill" Benedict Bridge. These two trails connect along the north side of Lake Monroe and enable Seminole County Lake to Lake Trail and Sanford Riverwalk with the Celery/ Pathway to complete a 26 mile loop route.

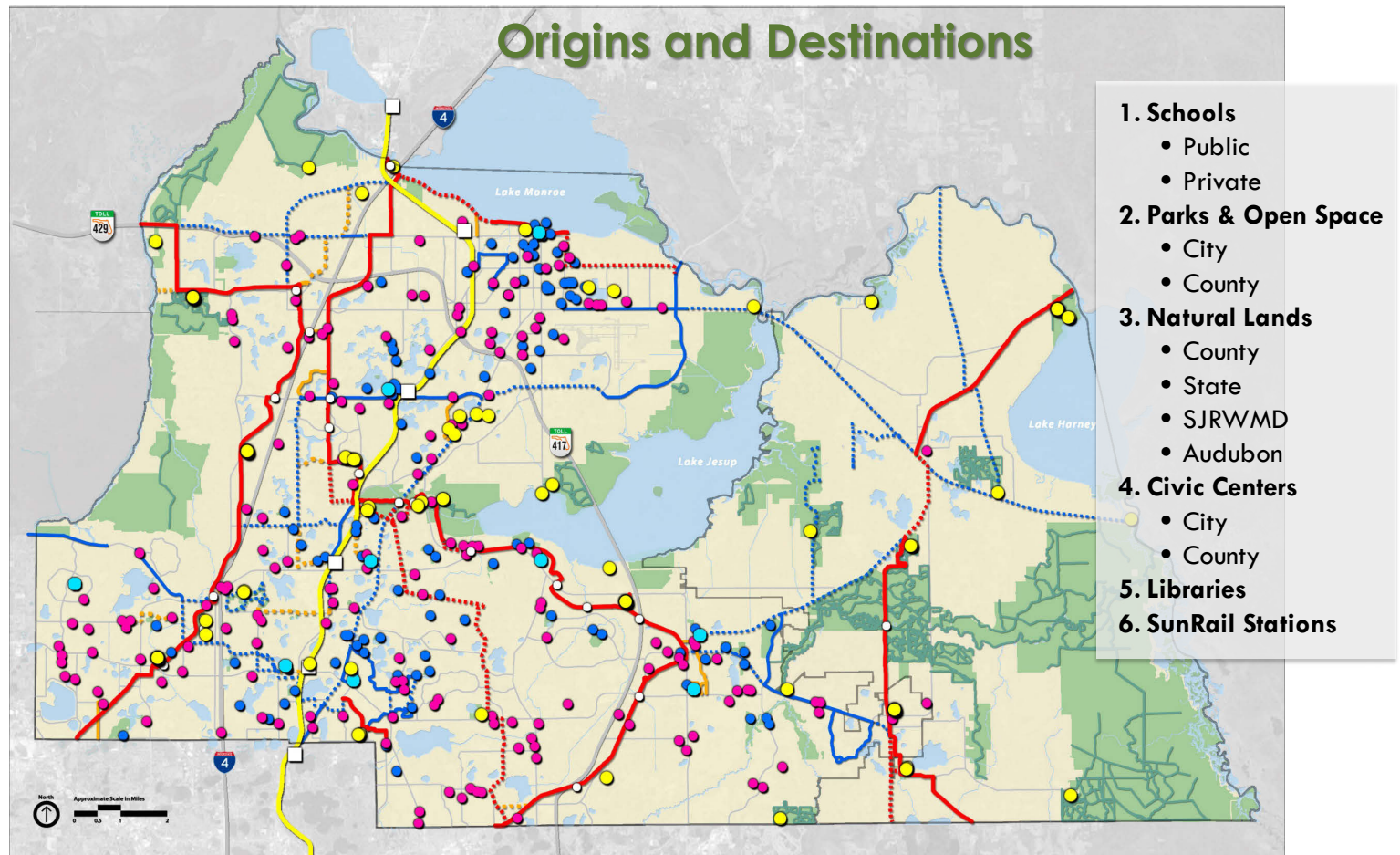
ORANGE COUNTY

Orange County has one existing and four proposed connections to the planned Seminole County trail system. The Cady Way Trail connection to the Cross Seminole Trail at Howell Branch Road near the SR 417 is the only trail connection which is currently functioning and provides a route from Baldwin Park near downtown Orlando through Seminole County. The master plan reflects two locations east of the Econ River on the Lockwood Boulevard Pathway, and the Flagler Trail. On the west side of the County, the Seminole Wekiva Trail terminates at US 441 and the county line, adjacent to Maitland Boulevard and will connect into Orange County's proposed Pine Hills Trail. At 17 /92 the Lake Orienta Connector and the Kewannee Pathway intersect and provide multiple points of connection with the adjacent neighborhoods in Seminole and Orange County's.

LAKE COUNTY

Connection to Lake County is limited to the Seminole Wekiva Trail as it intersects SR 46 and continues west across the Wekiva River to become the Lake-Wekiva Trail. In this area, the trail will be a component of the Wekiva Parkway. This connection enables many routes within and through Lake County but also creates a large loop which would return to Seminole County via the West Orange Trail and the Pine Hills Trail.

2021 TRAILS MASTER PLAN



VERIFYING ORIGINS AND DESTINATIONS

Once the regional connections were clarified, important connections within Seminole County were identified and verified based on previous Trails planning. Opportunities includes schools, parks and open space, natural lands, civic centers, libraries and Sun Rail stations. (show origins and destination map). This inventory and mapping had been completed during the 2015 Trails Master Plan Update effort in GIS. For this effort, the data was reviewed, verified and updated as necessary.

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2021 TRAILS MASTER PLAN



TRAILS HIERARCHY

The Seminole County Trails System is incredibly expansive and stretches from one end of the county to the other. Within the trail system a hierarchy of trails is structured, each with their own characteristics and uses. The trails include:

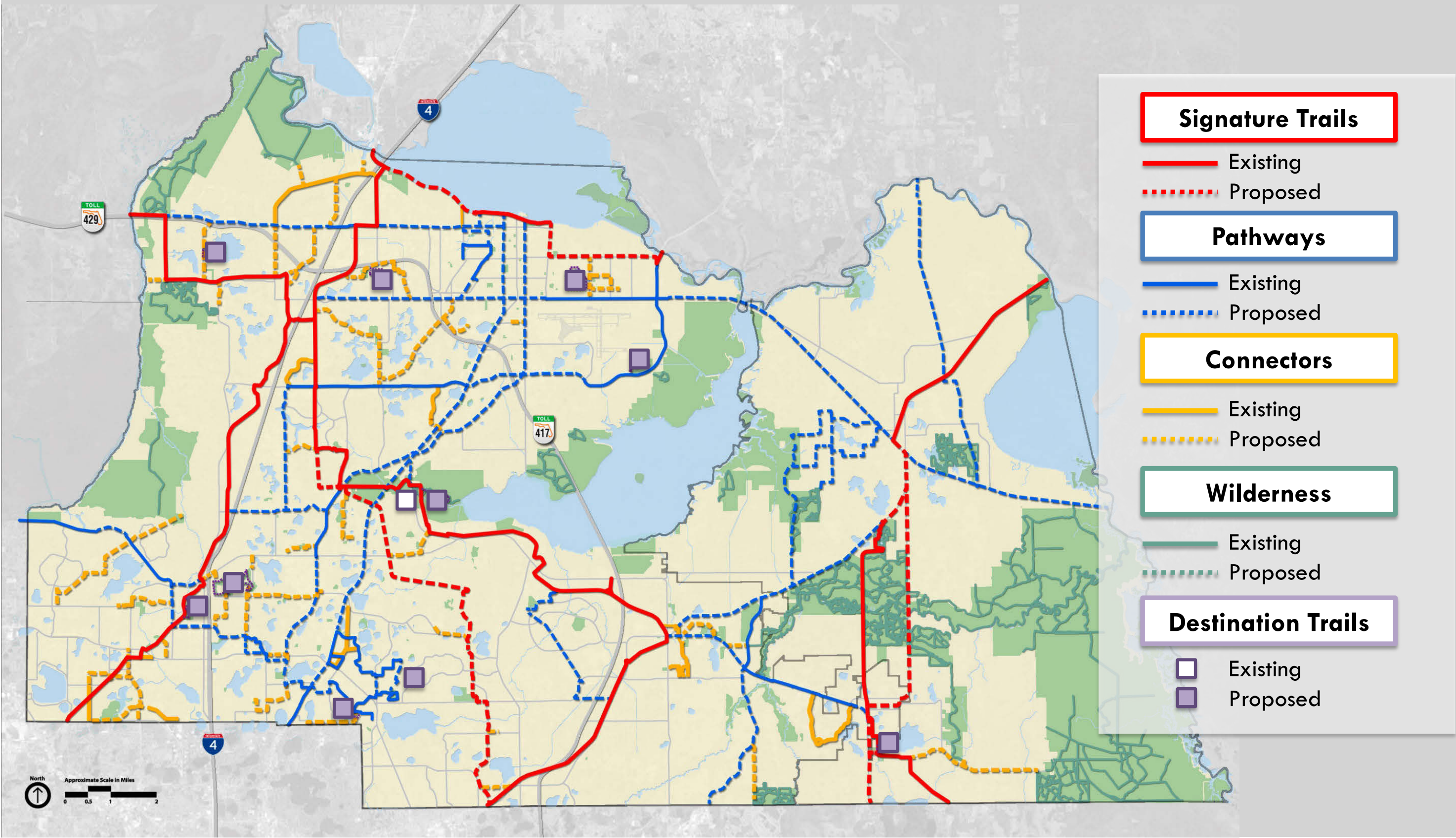
- **Signature Trails-** *paved 12'-14' urban and unpaved rural multipurpose trails with county-wide and regional connections*
- **Pathways-** *paved 8'-10' urban and unpaved rural multipurpose trails for travel between and within cities and major activity centers, connect to Signature trails*
- **Connectors-** *paved 8' sidewalks (urban and rural) linking shorter distances such as neighborhoods*
- **Wilderness Trails-** *unpaved paths for pedestrian, mountain bike, and equestrian usage within and between Preserved Lands and Natural Greenways*

- **Destination Trails-** *paved 12'-14' multipurpose trails with public gathering spaces that loop within a property and are connected to neighborhoods through other trails*

The following section details each of the trail typologies, each existing trail, and capital improvements proposed for each segment within the Seminole County Trails System. Additional information and cost estimates can be found in the Appendix.

Dist. In Miles			
Type:	Exist:	Prop:	Total:
Signature Trails	62.4	13.3	\$24.9M
Pathways	133.4	86.3	\$65.7M
Connectors	53.5	51.9	\$39.7M
TOTALS:	249.3	151.5	\$130.3M

Trails System Master Plan

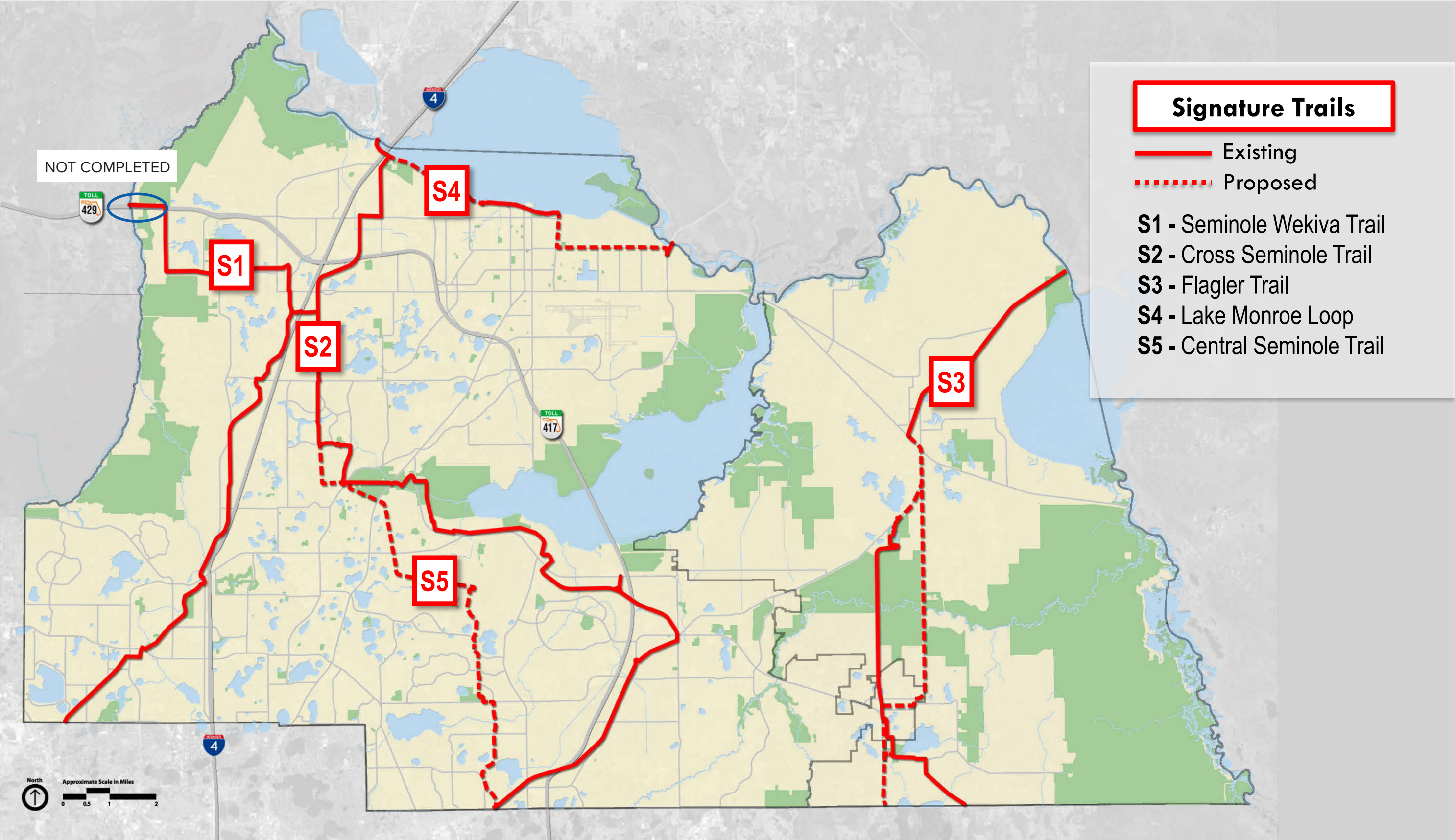


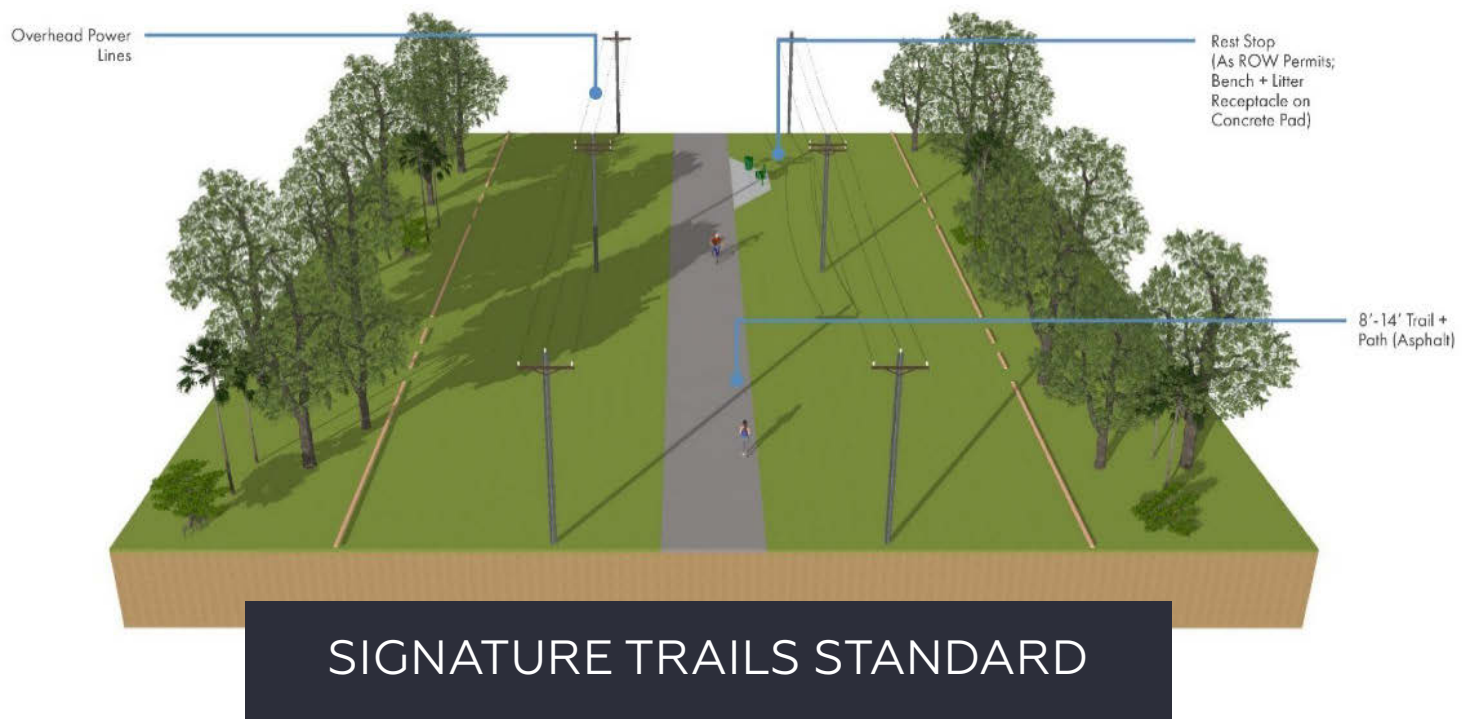
2021 TRAILS MASTER PLAN

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SIGNATURE TRAILS

SIGNATURE Trails – Existing and Proposed





Physical Characteristics:

- Paved Multipurpose - Wide 12'-14' (urban)
- Unpaved Multipurpose (rural)

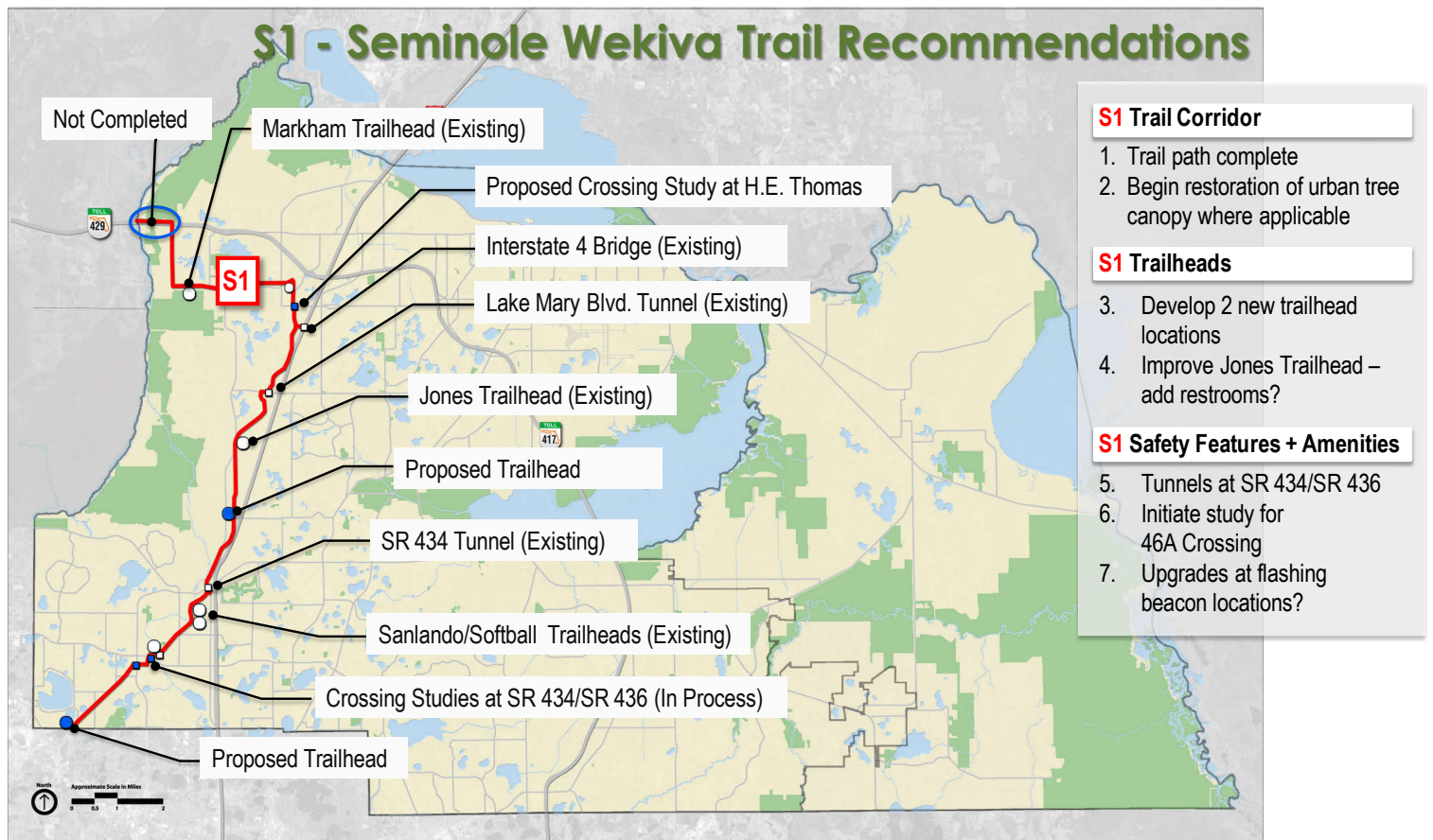
Linking Characteristics:

- County-wide
- Regional Connections

Corridor Characteristics:

- Within Dedicated Right of Way
- Expansive Road Right of Way
- Bridges and Tunnels
- Mile Marker System (1/4 Mile)
- Shade

2021 TRAILS MASTER PLAN



S1 Seminole Wekiva Trail

EXISTING PROFILE

1. Travelways

- Type: 14' asphalt (example)
- Length: 18.8 miles

2. Trailheads:

- San Sebastian Trailhead -Tier 3 (Trailhead Type from inserted trailheads pages)
- Jones Trailhead -Tier 2
- Markham Trail head -Tier 3
- Sanlando Park /Seminole Softball Complex - Tier 3

3. Safety Features and Amenities

- Wayfinding Signs and Information
- Crossings - Bridges and Tunnels
 - Interstate 4 Bridge
 - Lake Mary Blvd. Tunnel
 - SR 434 Tunnel
- Safety Markers - every ¼ mile

RECOMMENDATIONS

1. Travel Corridor

- Wekiva Parkway section under construction
- Restoration of urban tree canopy

2. Trailheads:

- Develop two new trailhead locations:
 - EE Williamson
 - Bear Lake Rd. area
- Improvements to Jones Trailhead

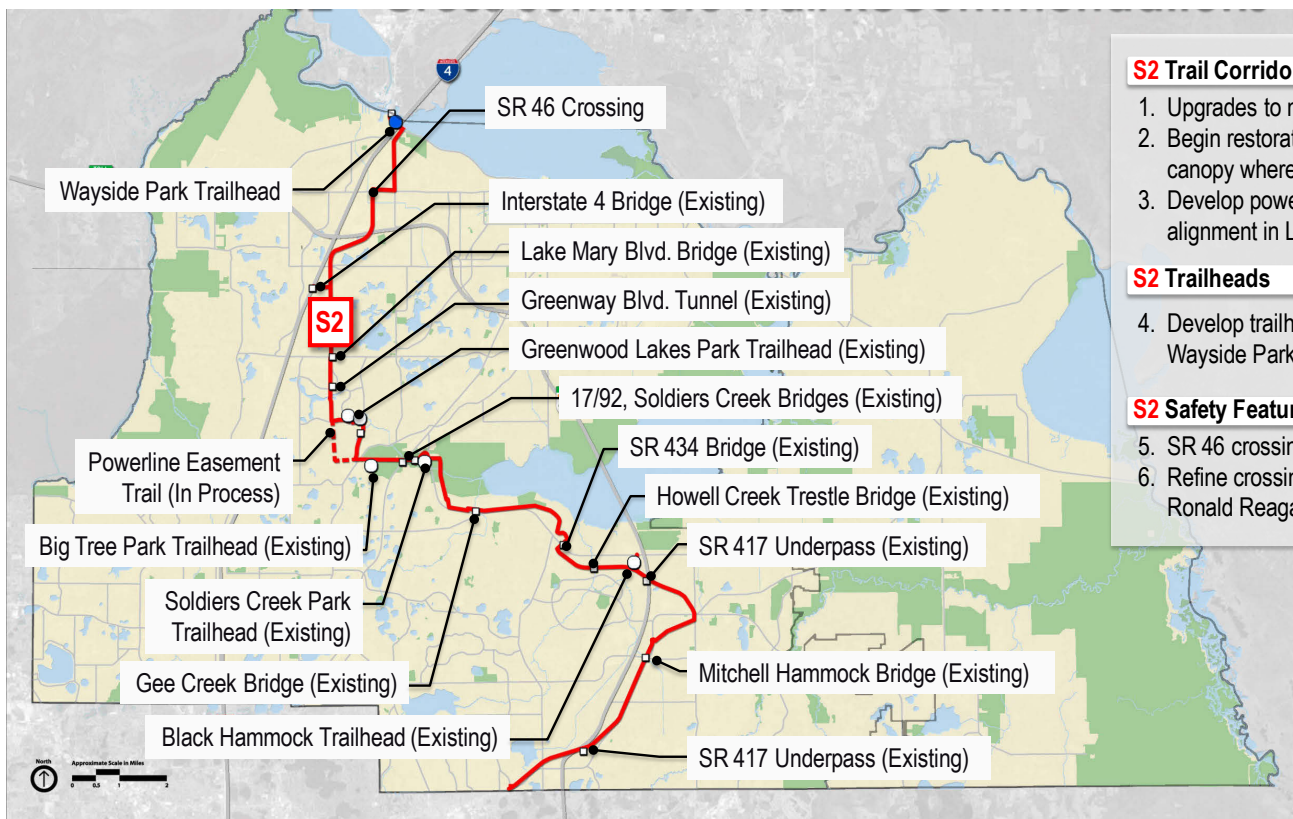
3. Safety Features and Amenities

- Additional wayfinding and maps at key entrances
- Proposed crossing study at H.E. Thomas Blvd.
- Tunnels at SR 434 and 436
 - Feasibility study underway
- Upgrades to areas with flashing beacons
- Additional Shade Trees (where needed)

Estimated Cost:

\$1,565,872

**Does not include tunnels and bridges currently underway.*



S2 Cross Seminole Trail

EXISTING PROFILE

1. Travelways

- Type: 14' asphalt (example)
- Length: 29.1 miles

2. Trailheads:

- Black Hammock Trailhead -Tier 3 (Trailhead Type from inserted trailheads pages)
- Big Tree Park -Tier 3
- Greenwood Lakes Park -Tier 3
- Boombah Soldiers Creek Park - Tier 2

3. Safety Features and Amenities

- Wayfinding Signs and Information
- Crossings - Bridges and Tunnels
 - Mitchell Hammock Bridge
 - SR 417 underpasses (2)
 - Winter Springs SR 434 Bridge
 - Howell Creek Trestle Bridge
 - Gee Creek Bridge
 - Soldiers Creek Bridge in Spring Hammock Preserve
 - 17-92 Bridge Soldier's Creek Bridges
 - Greenway Blvd. Tunnel
 - Lake Mary Blvd. Bridge
 - 1-4 Bridge
- Safety Markers -every 1/4 mile

RECOMMENDATIONS

1. Travel Corridor

- Upgrades to north section
- Restoration of urban tree canopy (where applicable)
- Develop power line easement alignment in Lake Mary (in process)

2. Trailheads:

- Develop one new trail head location:
 - Lake Monroe Wayside Park-Tier 3

3. Safety Features and Amenities

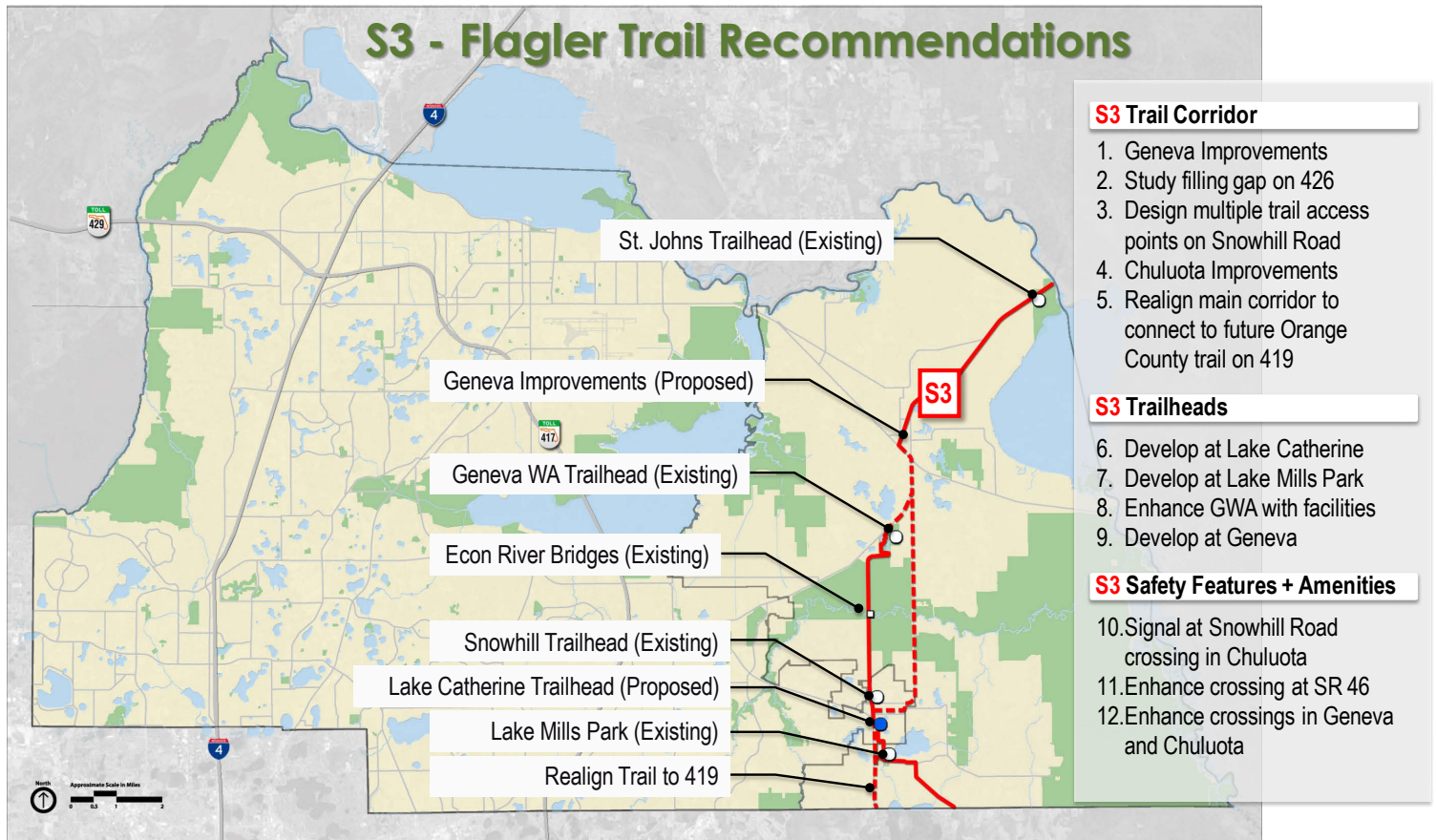
- SR 46 crossing enhancements
- Refine crossing on Ronald Reagan
- Specialized signalization Green Way Blvd.

Estimated Cost:

\$1,835,507

**Does not include projects already underway.*

2021 TRAILS MASTER PLAN



S3 Flagler Trail

EXISTING PROFILE

1. Travelways

- Type: 14' unpaved
- Length: 16 miles

2. Trailheads:

- St. Johns Trail head - Tier 1
- Geneva Wilderness Area - Tier 1
- Snow Hill Road Trail head -Tier 2
- Lake Mills Park -Tier 3

3. Safety Features and Amenities

- Wayfinding Signs and Information
- Crossings - Bridges and Tunnels
 - Econ River Bridges (3)
- Safety Markers - every ¼ mile

- Chuluota improvements
- Realign main corridor to connect to future Orange County trail on SR 419

2. Trailheads:

- Develop at Lake Catherine-Tier 2
- Develop at Lake Mills Park - Tier 3
- Enhance Geneva Wilderness Area facilities - Tier 2
- Develop in Geneva -Tier 2

3. Safety Features and Amenities

- Signal crossing on Snow Hill Road in Chuluota
- Enhance crossing at SR 46
- Enhance crossings in Geneva and Chuluota

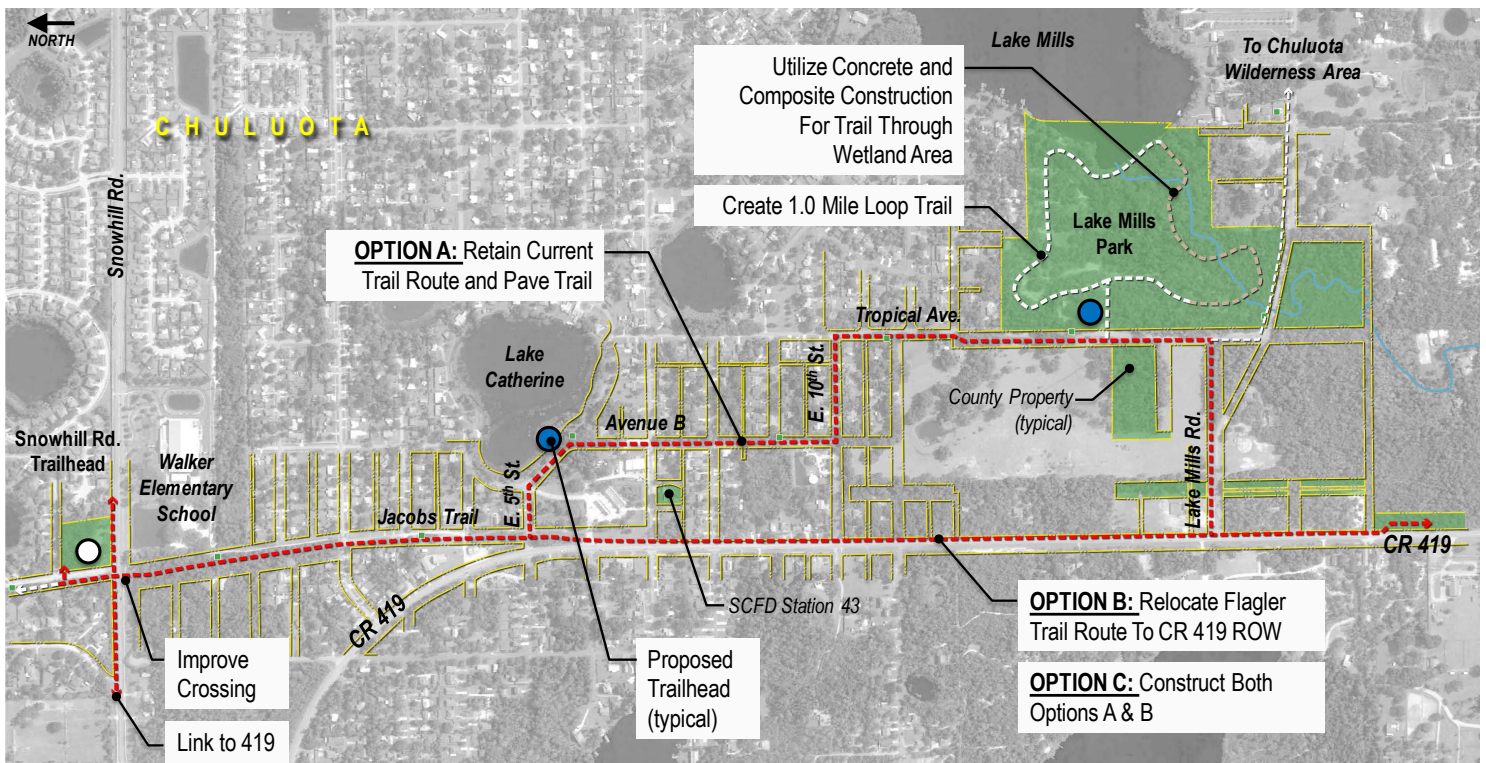
Estimated Cost:
\$10,322,877

RECOMMENDATIONS

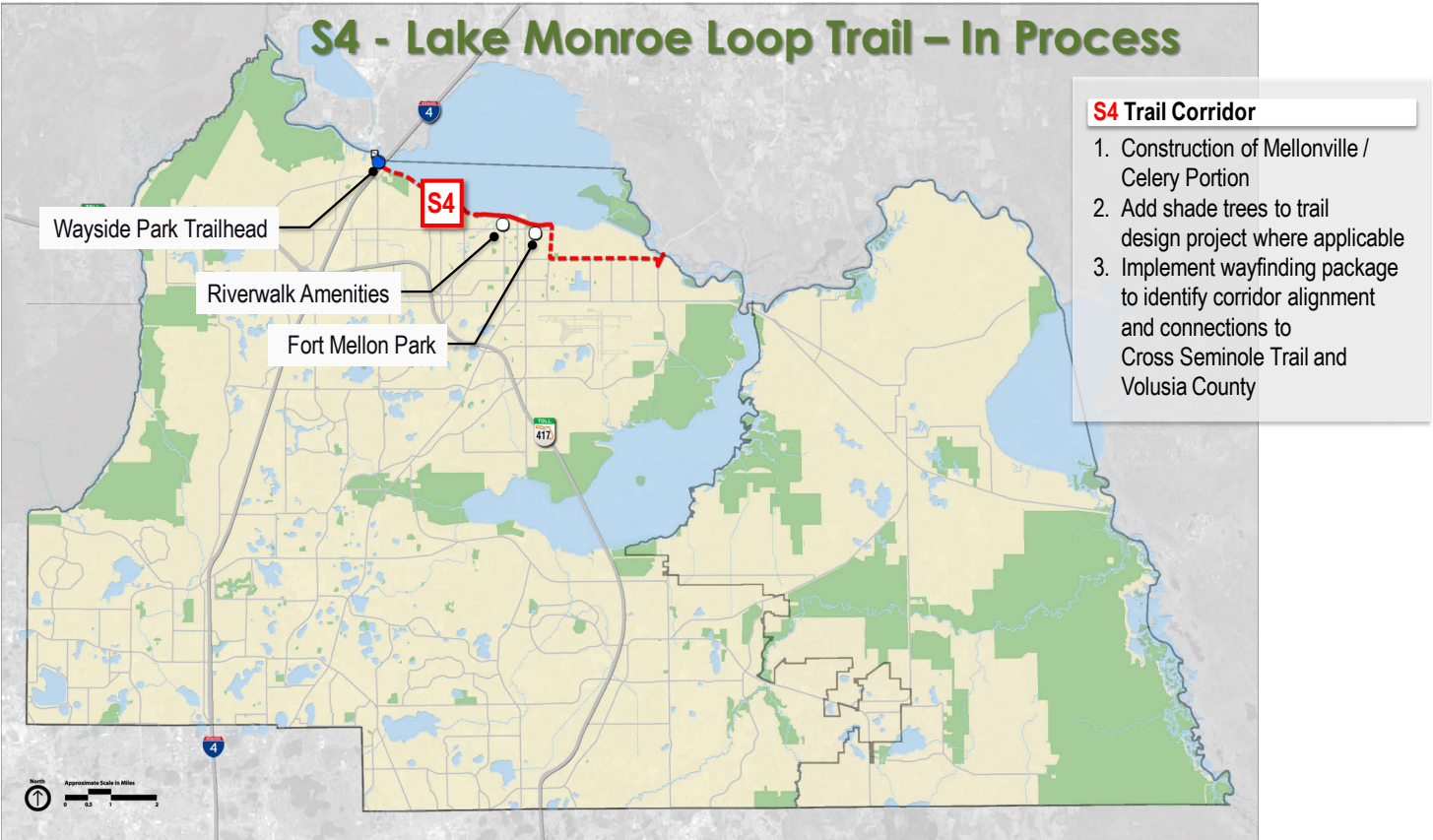
1. Travel Corridor

- Geneva improvements
- Study filling gap on CR 426
- Design Multiple trail access points on Snow Hill Road

S3 - Flagler Trail – Chuluota Recommendations



2021 TRAILS MASTER PLAN



S4 Lake Monroe Loop Trail

EXISTING PROFILE

1. Travelways

- Type: 14' asphalt paved
- Length: 8.3 miles

RECOMMENDATIONS

1. Travel Corridor

- Construction of Mellonville/Celery- in design

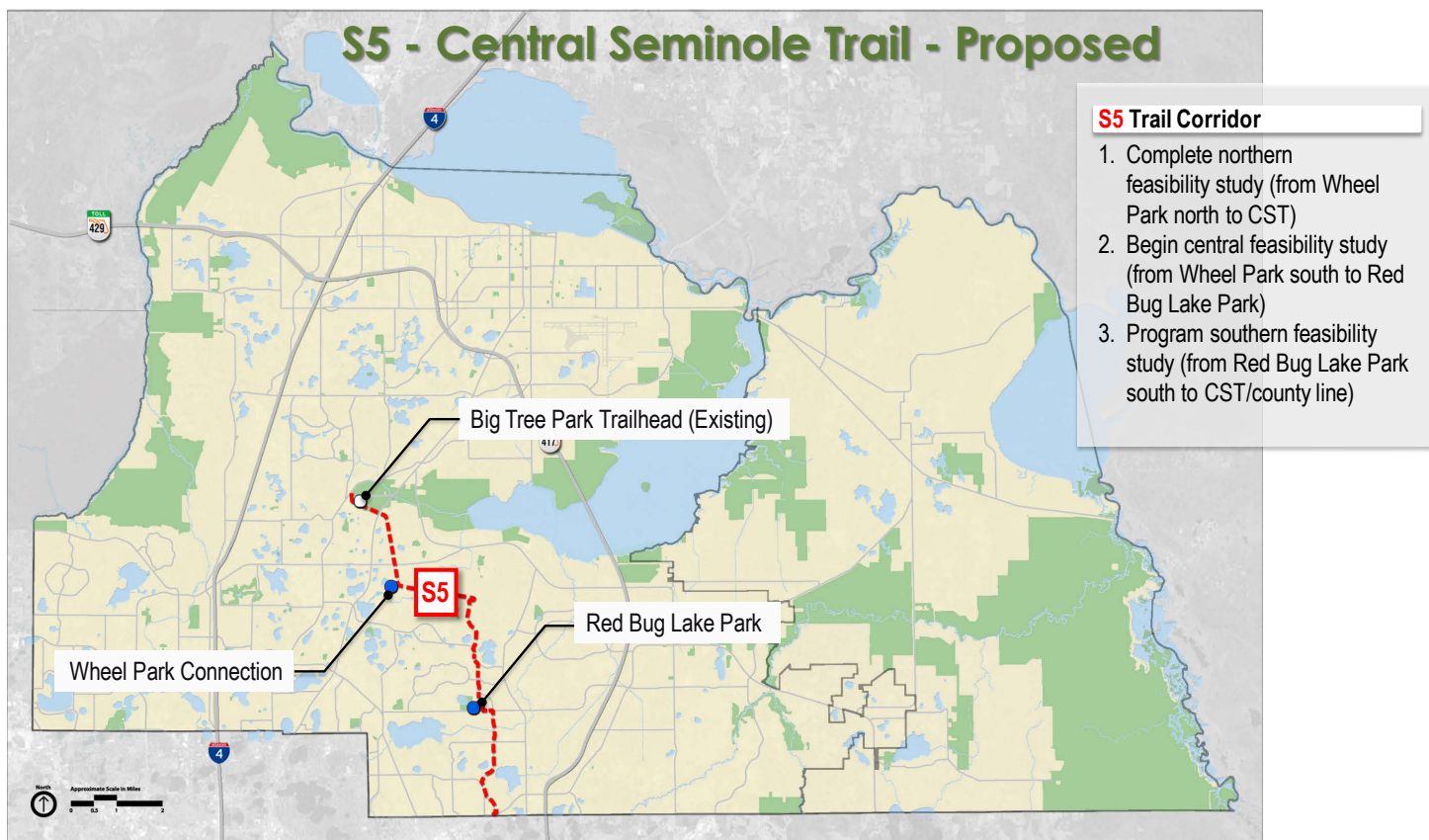
2. Trailheads:

- Wayside Park Trailhead - Tier 3

3. Safety Features and Amenities

- Add shade trees to trail design project where applicable
- Implement wayfinding package to identify corridor alignment and connections to Cross Seminole Trail and Volusia County

Estimated Cost:
\$316,306



S5 Central Seminole Trail

EXISTING PROFILE

1. Travelways

- Type: 14' asphalt paved
- Length: 10 miles

2. Trailheads:

- Big Tree Park-Tier 3

3. Safety Features and Amenities

- N/A

RECOMMENDATIONS

1. Travel Corridor

- Complete northern feasibility study from Wheel Park to Cross Seminole Trail
- Begin central feasibility study (from Wheel Park south to Red Bug Lake Park)
- Program southern feasibility study (from Red Bug Lake Park south to Cross Seminole Trail/county line)

2. Trailheads:

- Wheel Park- Tier 2
- Red Bug Lake Park -Tier 3

3. Safety Features and Amenities


- N/A

Estimated Cost:
\$10,887,266

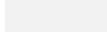
2021 TRAILS MASTER PLAN

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SIGNATURE Trails Prioritization

 Short Term Priority (0-3 Years)

 Medium Term Priority (4-7 Years)

 Long Term Priority (8+ Years)

RANKING		SCORE	COST
1	<i>S1 Seminole Wekiva Trail</i>	120	\$1,565,872
2	<i>S2 Cross Seminole Trail</i>	120	\$1,835,507
3	<i>S3 Flagler Trail</i>	110	\$10,322,877
4	<i>S5 Central Seminole Trail *</i>	110	\$10,887,266
5	<i>S4 Lake Monroe Loop</i>	95	\$316,306

* = \$200,000 from the 2014 Infrastructure Sales Tax Initiative for a Feasibility Study)

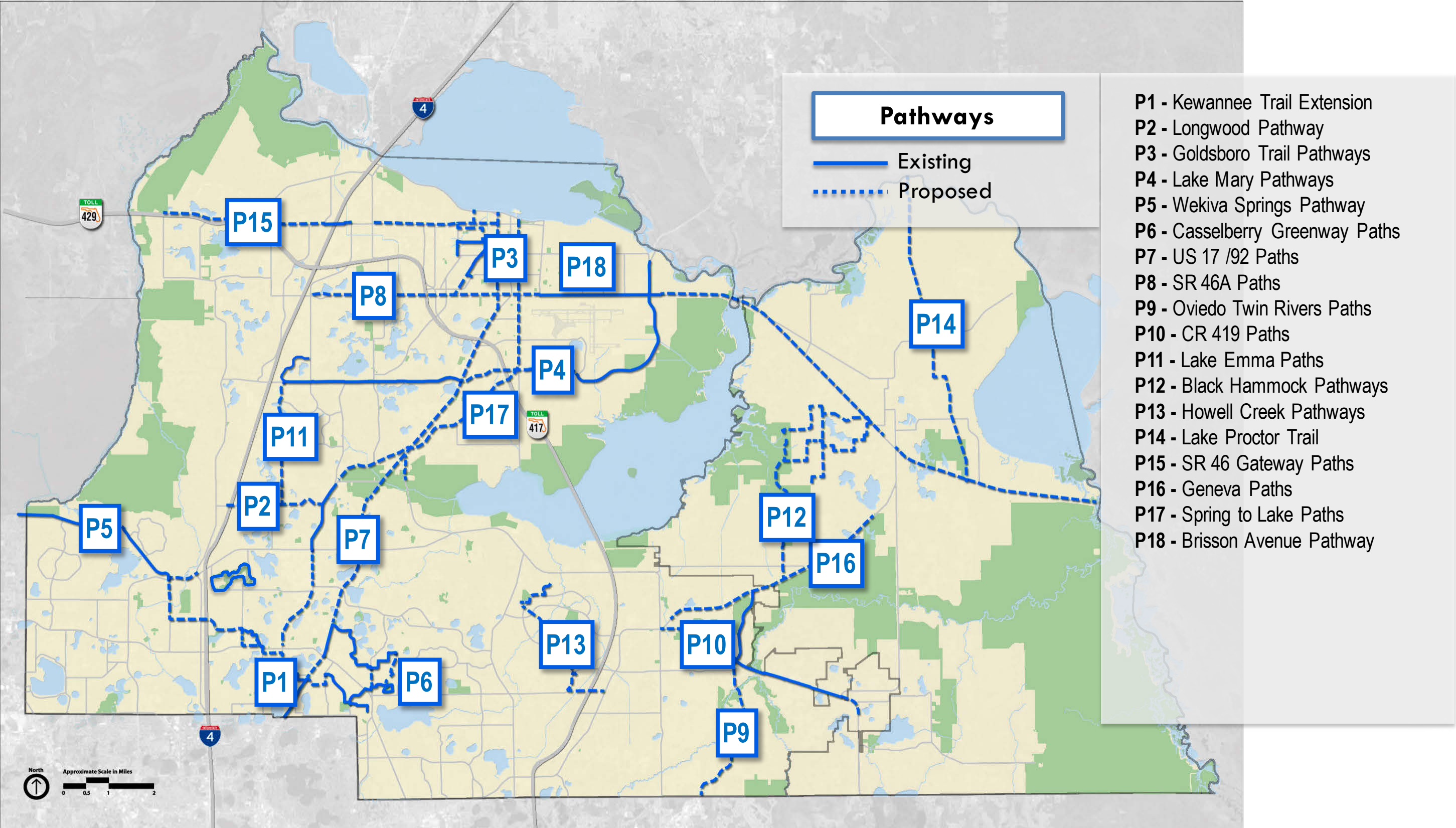
Note: When Signature Trails have similar scores, the order of their ranking has been set by their Signature number. Prioritization for implementation in the future will be based upon other factors such as: area infrastructure projects; public demand; available funding and grants; partnerships with cities, schools and FDOT; private sector improvements; and the implementation of other pathways and connector linkages.

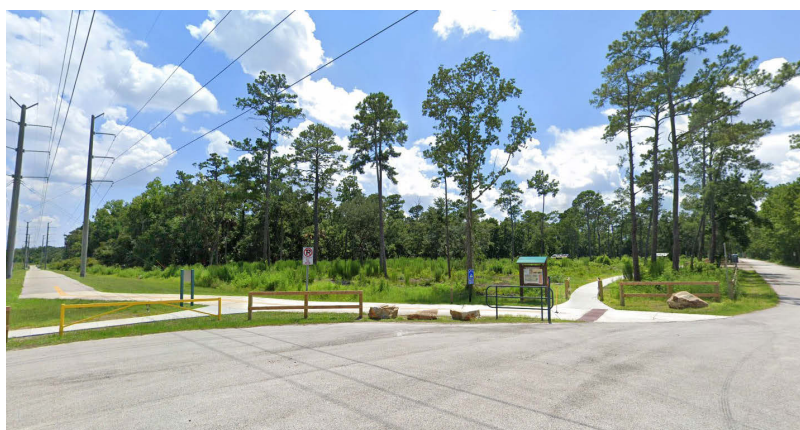
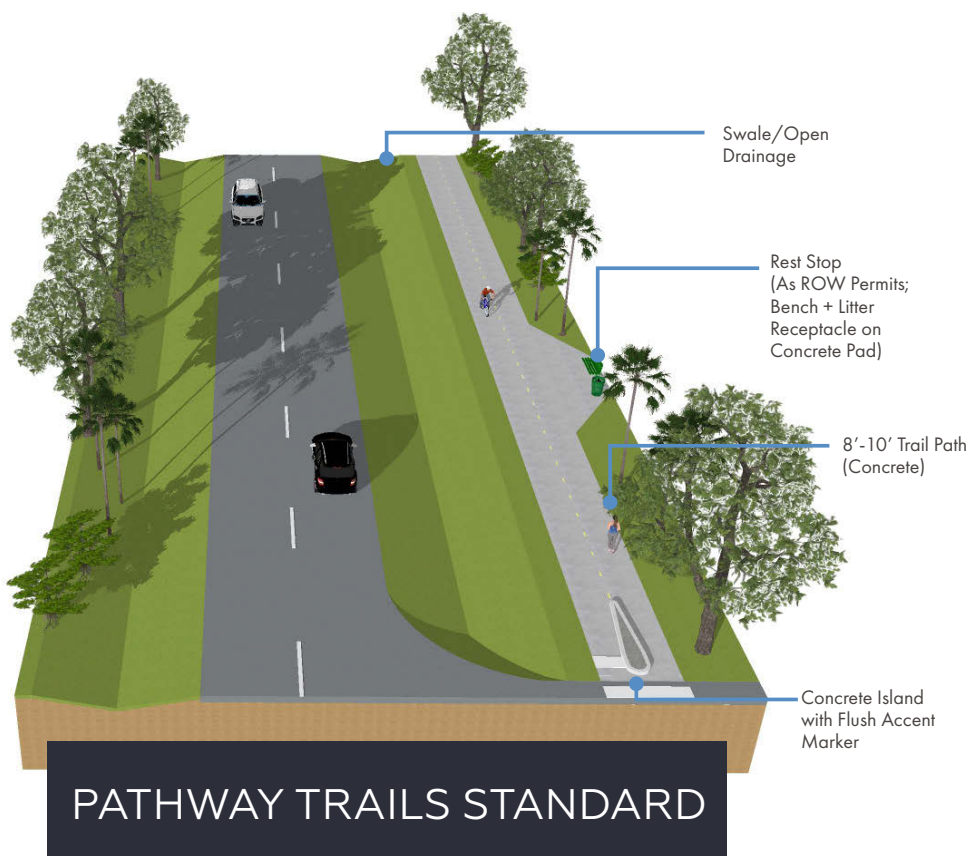
2021 TRAILS MASTER PLAN

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PATHWAYS

PATHWAY Trails





Physical Characteristics:

- Paved Multipurpose - 8'-10' (urban)
- Unpaved Multipurpose (rural)

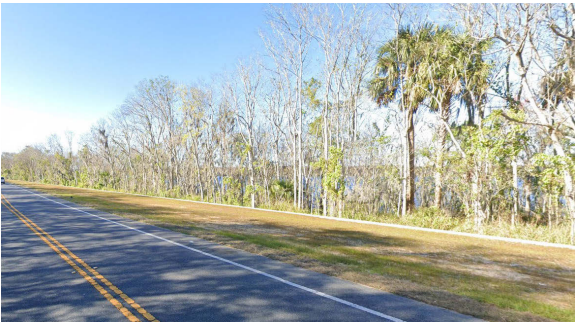
Linking Characteristics:

- Travel Within and Between Cities and Major Activity Centers
- Connects to Signature Trails

Corridor Characteristics:

- Limited Space Within Road Right of Way
- Surface Crossings
- Shade-Deficient

2021 TRAILS MASTER PLAN



P1 - KEWANNEE TRAIL

EXISTING PROFILE

1. Travelways

- Type: 14' Asphalt Paved
- Length: 1.7 Miles

2. Trailheads

- Kewannee Park

3. Safety Features and Amenities

- Wayfinding Signs
- Safety Markers Every 1/4 Mile

RECOMMENDATIONS

1. Travel Corridor

- Total length - 4.6 miles
- Fern Park Blvd. to Orienta Avenue (2.2 miles, 8' concrete path)
- Orienta Avenue to Central Parkway (1.1 miles, 8' concrete path)
- Centerpointe Cr. to Montgomery Road (1.3 miles, 8' concrete path)

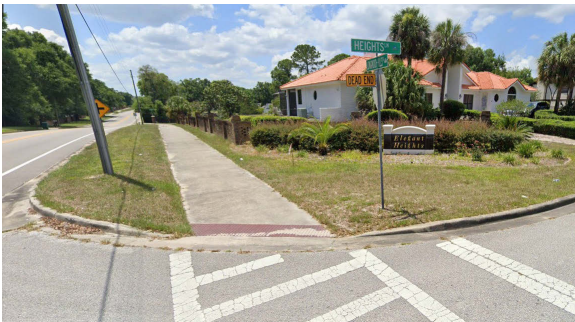
2. Trailheads

- N/A

3. Safety Features and Amenities

- Add shade trees to design project where applicable
- Lake Adelaide boardwalk
- Rest Areas
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$4,055,445



P2 - LONGWOOD PATHWAYS

EXISTING PROFILE

1. Travelways

- Type: 8' Concrete Path (Ronald Reagan)
- Length: 2.6 Miles

2. Trailheads

- N/A

RECOMMENDATIONS

1. Travel Corridor

- Total length - 5.1 miles
- Ronald Reagan to Seminole Wekiva Trail via Longwood Hills/EE Williamson (8' concrete path)
- Currently in design

2. Trailheads

- EE Williamson - Tier 2

3. Safety Features and Amenities

- Add shade trees to design project where applicable
- Rest areas
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
Previously Funded



P3 - CITY OF SANFORD GOLDSBORO TRAIL

EXISTING PROFILE

1. Travelways

Type: 8' Concrete Path
Length: 2.2 Miles

2. Trailheads

- N/A

RECOMMENDATIONS

1. Travel Corridor

- Total length - 1.6 Miles
- Oleander to SR 46A (0.6 miles, 10' asphalt)
- 8th Street to SR 461 (1 mile, 10' concrete)

2. Trailheads

- N/A

3. Safety Features and Amenities

- Add shade trees to design project where applicable
- Rest areas
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$1,524,745



P4 - LAKE MARY PATHWAY

EXISTING PROFILE

1. Travelways

Type: 8' Concrete Path
Length: 9.3 Miles

2. Trailheads

- CST/Rinehart Trailhead
- SunRail Station
- Boombah Sports Complex

RECOMMENDATIONS

1. Travel Corridor

- Total length - 2.6 Miles
- US 1792 to Red Cleveland Blvd. (8' concrete)

2. Trailheads

- N/A

3. Safety Features and Amenities

- Add shade trees to design project where applicable
- Rest areas
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$2,787,942

2021 TRAILS MASTER PLAN



P5 - WEKIVA SPRINGS PATHWAY

EXISTING PROFILE

1. Travelways

Type: 8' Concrete Path
Length: 2.8 Miles

2. Trailheads

- N/A

RECOMMENDATIONS

1. Travel Corridor

- Total length - 2.0 miles
- River Bend Blvd. to Sabal Palm Dr. (0.9 miles, 8' concrete)
- Wekiva Springs Lane to Seminole Wekiva Trail (1.1 miles, 8' concrete)

2. Trailheads

- N/A

3. Safety Features and Amenities

- Add shade trees to design project where applicable
- Rest areas
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$1,751,551

P6 - CITY OF CASSELBERRY GREENWAY TRAIL PATHWAY

EXISTING PROFILE

1. Travelways

Type: 12' Concrete and Asphalt Path
Length: 4.7 Miles

2. Trailheads

- Marigold Park
- Wirz Park

RECOMMENDATIONS

1. Travel Corridor

- Total length - 0.6 miles
- Overbrook Dr. to Triplet Lake Dr. (8' concrete)

2. Trailheads

- N/A

3. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$863,505



P7 - FDOT 17/92 PATHWAY

EXISTING PROFILE

1. Travelways

Type: 8' Concrete Path
Length: 5.8 Miles

2. Trailheads

- N/A

RECOMMENDATIONS

1. Travel Corridor

- Total length - 7.9 miles
- Ridge Road to North Street (0.4 miles, 8' concrete)
- Melody Lane to Shepard Rd. (3.2 miles, 9' concrete)
- Lake Mary Blvd. to Sanford Riverwalk (4.3 miles, 8' concrete).

2. Trailheads

- N/A

3. Safety Features and Amenities

- Add shade trees to design project where applicable
- Rest areas
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$6,935,262

P8 - SR 46A PATHWAY

EXISTING PROFILE

1. Travelways

Type: 8' Concrete and 14' Asphalt Path
Length: 3.9 Miles

2. Trailheads

- N/A

RECOMMENDATIONS

1. Travel Corridor

- Total length - 17.5 Miles
- Cross Seminole Trail to Mellonville Ave. (5.1 miles, 8' concrete)
- Lake Mary Blvd. to C.S. Lee Park (12.4 miles, 14' asphalt)

2. Trailheads

- Cameron Wight Park - Tier 3
- CS Lee Park - Tier 2

3. Safety Features and Amenities

- Add shade trees to design project where applicable
- Rest areas
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$14,350,097

2021 TRAILS MASTER PLAN



P9 - CITY OF OVIEDO TWIN RIVERS PATHWAY

EXISTING PROFILE

1. Travelways

Type: 8’ Concrete Path
Length: 1.8 Miles

2. Trailheads

- N/A

RECOMMENDATIONS

1. Travel Corridor

- Total length - 4.3 miles
- McCulloch Rd. to Ashland Trail (8’ concrete)

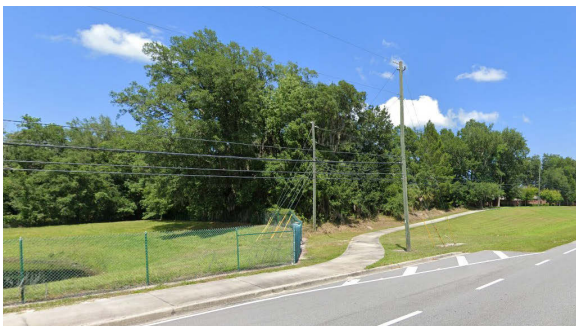
2. Trailheads

- N/A

3. Safety Features and Amenities

- Add shade trees to design project where applicable
- Rest areas
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$3,532,281



P10 - CR 419 PATHWAY

EXISTING PROFILE

1. Travelways

Type: 8’ Concrete Path
Length: 1.9 Miles

2. Trailheads

- Snow Hill Road

RECOMMENDATIONS

1. Travel Corridor

- Total length - 2.9 miles
- Central Ave. to Lockwood Blvd. (2.1 miles, 8’ concrete)
- CR 419 to Snow Hill Trailhead (0.8 miles, 8’ concrete)

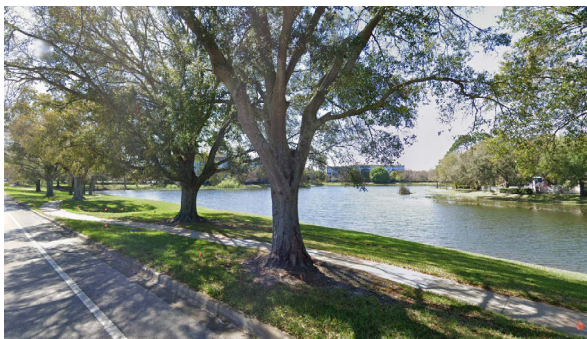
2. Trailheads

- N/A

3. Safety Features and Amenities

- Add shade trees to design project where applicable
- Rest areas
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$2,508,111



P11 - LAKE EMMA PATHWAY

EXISTING PROFILE

1. Travelways

Type: 8' Concrete Path
Length: 1.2 Miles

2. Trailheads

- N/A

RECOMMENDATIONS

1. Travel Corridor

- Total length - 3.0 miles
- Longwood Hills Rd. to Lake Mary Blvd. (8' concrete)

2. Trailheads

- N/A

3. Safety Features and Amenities

- Add shade trees to design project where applicable
- Rest areas
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$2,371,392



P12 - BLACK HAMMOCK PATHWAY

EXISTING PROFILE

1. Travelways

Type: 8' Concrete Path
Length: 2.0 Miles

2. Trailheads

- Black Hammock Wilderness Area Trailhead

RECOMMENDATIONS

1. Travel Corridor

- Total length - 3.8 Miles
- CR 426 to BHWA Trailhead (0.8 miles, 8' asphalt)
- BHWA to CR 46 (3 miles, signed and marked Sharrow)

2. Trailheads

- Black Hammock Wilderness Area Trailhead Improvements - Tier 2

3. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$770,239

2021 TRAILS MASTER PLAN



P13 - HOWELL CREEK PATHWAY

EXISTING PROFILE

1. Travelways

Type: No existing trail
Length: No existing trail

2. Trailheads

- N/A

RECOMMENDATIONS

1. Travel Corridor

- Total length - 4.7 miles
- Redbud Lake Rd. to Northern Wy. (2.3 miles, 14' asphalt)
- SR 436/Cross Seminole Trail to Power Easement (1.4 miles, 8' concrete path)
- Power Easement to Cross Seminole Trail (1 mile, 8' concrete path)

2. Trailheads

- N/A

3. Safety Features and Amenities

- Add shade trees to design project where applicable
- Rest areas
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$4,086,553



P14 - LAKE PROCTOR TRAIL PATHWAY

EXISTING PROFILE

1. Travelways

Type: No existing trail
Length: No existing trail

2. Trailheads

- Lake Proctor Wilderness Area
- Lake Harney Wilderness Area

RECOMMENDATIONS

1. Travel Corridor

- Total length - 7.7 miles
- SR 46 to St. Johns River (14' asphalt path)
- Boardwalk (970 SF, St. Johns River Overlook)

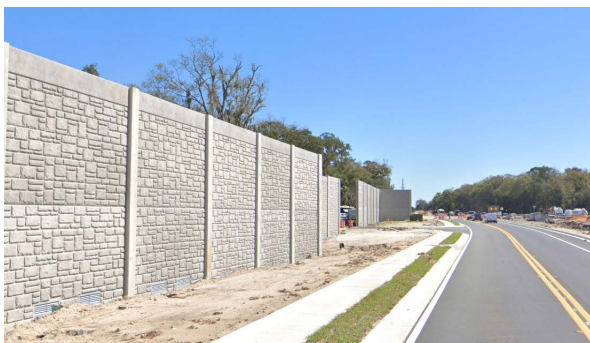
2. Trailheads

- Lake Proctor Wilderness Area Trailhead Improvements - Tier 1

3. Safety Features and Amenities

- Add shade trees to design project where applicable
- Rest areas
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$6,214,926



P15 - SR 46 GATEWAY PATHWAY

EXISTING PROFILE

1. Travelways

Type: 8' Concrete Path
Length: 4.8 Miles

2. Trailheads

- N/A

RECOMMENDATIONS

1. Travel Corridor

- Total length - 3.4 miles
- Towne Center Blvd. to Marbella Ln. (8' concrete)

2. Trailheads

- Wilson's Landing - Tier 2
- Sanford SunRail Station (via partnership) - Tier 3

3. Safety Features and Amenities

- Add shade trees to design project where applicable
- Rest areas
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$3,097,979



P16- GENEVA PATHWAY

EXISTING PROFILE

1. Travelways

Type: No existing trail
Length: No existing trail

2. Trailheads

- Geneva Wilderness Area

RECOMMENDATIONS

1. Travel Corridor

- Total length - 6.2 miles
- Oviedo Blvd. to Geneva Wilderness Area (8' concrete path)

2. Trailheads

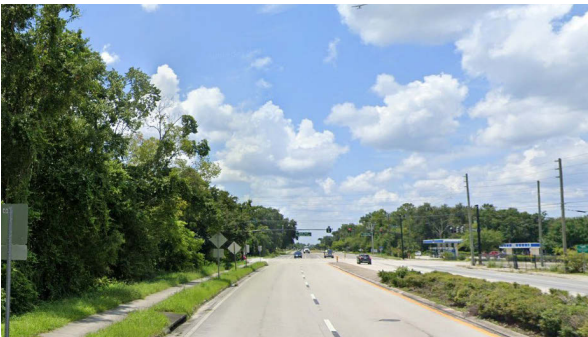
- N/A

3. Safety Features and Amenities

- Add shade trees to design project where applicable
- Rest areas
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$4,264,167

2021 TRAILS MASTER PLAN



P17 - SPRING TO LAKE PATHWAY

EXISTING PROFILE

1. Travelways

- Type: No existing trail
- Length: No existing trail

2. Trailheads

- Spring Hammock Preserve & Environmental Studies Center

RECOMMENDATIONS

1. Travel Corridor

- Total length - 7.8 miles
- US 1792 to Sanford River Walk (8' concrete)

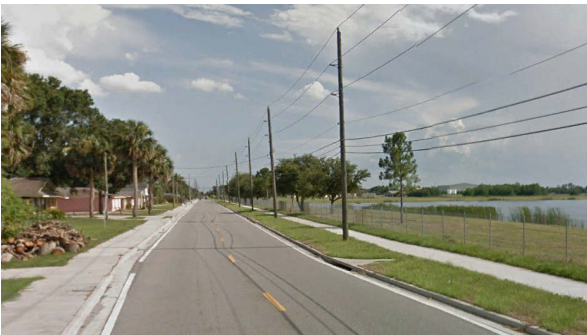
2. Trailheads

- N/A

3. Safety Features and Amenities

- Add shade trees to design project where applicable
- Rest areas
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$6,051,223



P18 - BRISSON AVE PATHWAY

EXISTING PROFILE

1. Travelways

- Type: 8' Concrete Path
- Length: 0.5 Miles

2. Trailheads

- N/A

RECOMMENDATIONS

1. Travel Corridor

- Total length - 0.6 miles
- SR 46 to Lingard Ave (0.3 miles, 8' concrete)
- Daffadil Terrace to Celery Ave. (0.3 miles, 8' concrete)

2. Trailheads

- N/A

3. Safety Features and Amenities

- Add shade trees to design project where applicable
- Rest areas
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$522,037

PATHWAY Prioritization

RANKING		SCORE	COST
1	Pathway 3	120	\$1,524,745
2	Pathway 8	120	\$14,350,097
3	Pathway 5	115	\$1,751,551
4	Pathway 6	110	\$863,505
5	Pathway 17	110	\$6,051,223
6	Pathway 1	105	\$4,055,445
7	Pathway 4	105	\$2,787,942
8	Pathway 10	105	\$2,508,111
9	Pathway 12	105	\$770,239
10	Pathway 16	105	\$4,264,167
11	Pathway 7	100	\$6,935,262
12	Pathway 18	100	\$522,037
13	Pathway 9	95	\$3,532,281
14	Pathway 15	95	\$3,097,979
15	Pathway 2	90	Previously Funded
16	Pathway 14	85	\$6,214,926
17	Pathway 11	80	\$2,371,392
18	Pathway 13	75	\$4,086,553

	Short Term Priority (0-3 Years)
	Medium Term Priority (4-7 Years)
	Long Term Priority (8+ Years)

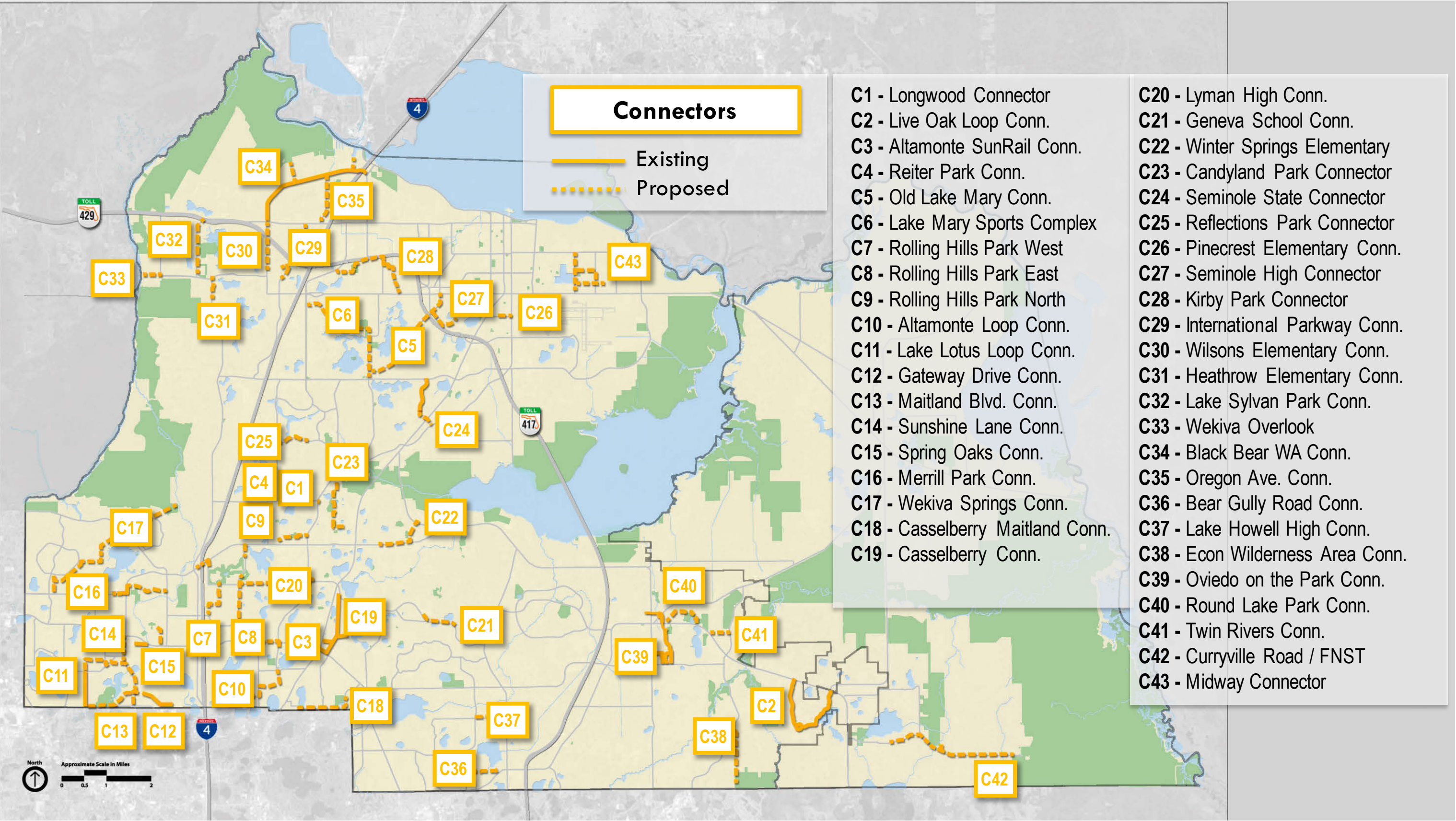
Note: When pathways have similar scores, the order of their ranking has been set by their pathway number. Prioritization for implementation in the future will be based upon other factors such as: area infrastructure projects; public demand; available funding and grants; partnerships with cities, schools and FDOT; private sector improvements; and the implementation of other pathways and connector linkages.

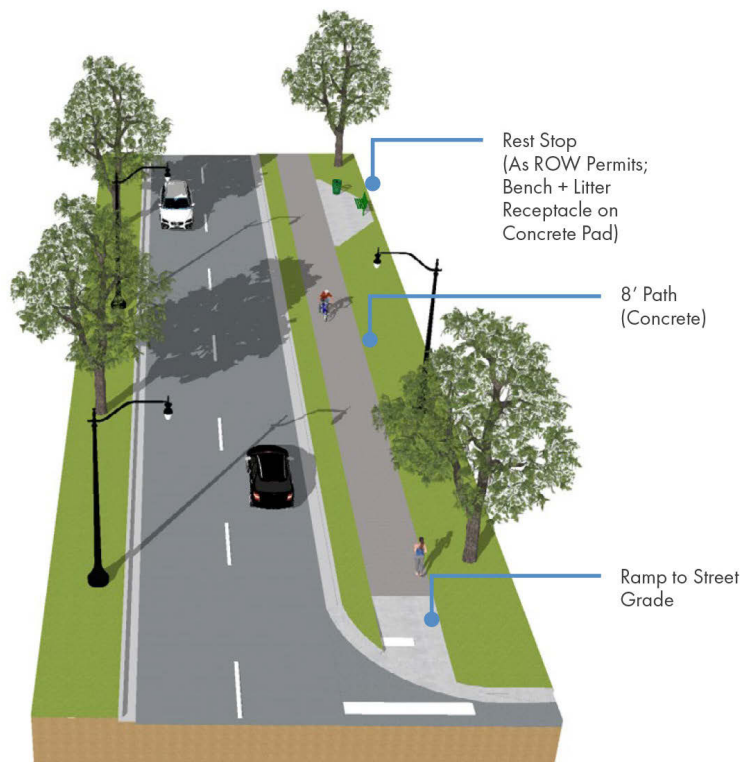
2021 TRAILS MASTER PLAN

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CONNECTORS

CONNECTOR Trails





CONNECTOR TRAILS STANDARD



Physical Characteristics:

- Paved Wide Sidewalks - 8' Width(urban & rural)

Linking Characteristics:

- Neighborhood scale
- Connects Shorter Distances

Corridor Characteristics:

- Within Road Right of Way
- Often Shade-Deficient

2021 TRAILS MASTER PLAN



C1 - LONGWOOD CONNECTOR

EXISTING PROFILE

1. Travelways

- Type: 8' Concrete Path
- Location: Church Street to Longwood Hills (along Ronald Reagan Blvd.)
- Length: 1 Mile

RECOMMENDATIONS

1. Travel Corridor

- Total length - 0.8 Miles
- SR 434 to Warren Ave. (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Cost:
\$794,085



C2 - LIVE OAK LOOP CONNECTOR - (PRIVATE DEVELOPMENT/HOA)

EXISTING PROFILE

1. Travelways

- Type: 8' Concrete Path
- Location: CR 410/Live Oak Reserve Blvd. to CR 419/Sterling Creek Pkwy.
- Length: 2.7 Miles

RECOMMENDATIONS

1. Travel Corridor

- Existing Trail

2. Safety Features and Amenities

- No Amenities Proposed

Estimated Cost:
Previously Funded



C3 - ALTAMONTE SPRINGS SUNRAIL CONNECTOR

EXISTING PROFILE

1. Travelways

Type: 8' Concrete Path
Location: Maitland Ave. to Ronald Reagan Blvd.
Length: 0.1 Miles

RECOMMENDATIONS

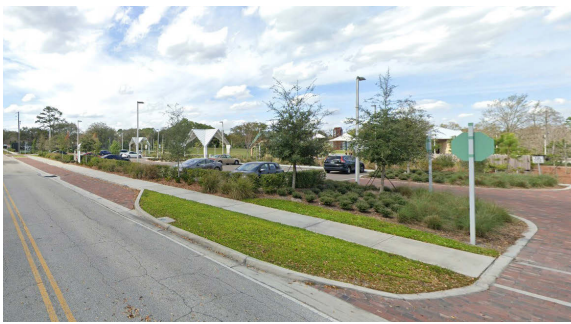
1. Travel Corridor

- Total length - 0.5 Miles
- Maitland Ave. to Ronald Reagan Blvd. (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$460,699



C4 - REITER PARK CONNECTOR

EXISTING PROFILE

1. Travelways

Type: No Existing Trail
Location: No Existing Trail
Length: 0 Miles

RECOMMENDATIONS

1. Travel Corridor

- Total length - 2.2 Miles
- Ronald Reagan Blvd. to Longwood Hills Rd. (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$1,534,251

2021 TRAILS MASTER PLAN



C5 - OLD LAKE MARY CONNECTOR

EXISTING PROFILE

1. Travelways

Type: No Existing Trail
Location: No Existing Trail
Length: 0 Miles

RECOMMENDATIONS

1. Travel Corridor

- Total length - 2.8 Miles
- Lake Mary Blvd. to H.E. Thomas Jr. Pkwy. (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$2,104,975



C6 - CITY OF LAKE MARY SPORTS COMPLEX CONNECTOR

EXISTING PROFILE

1. Travelways

Type: No Existing Trail
Location: No Existing Trail
Length: 0 Miles

RECOMMENDATIONS

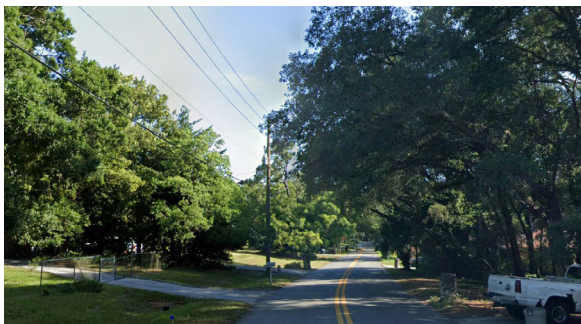
1. Travel Corridor

- Total length - 2.8 Miles
- Lake Mary Blvd. to Rinehart Rd./Cross Seminole Trail (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$2,212,284



C7 - ROLLING HILLS WEST CONNECTOR

EXISTING PROFILE

1. Travelways

Type: 8' Concrete Path
 Location: Central Pkwy. to North Street;
 Barton Street to SR 434
 Length: 0.4 Miles

RECOMMENDATIONS

1. Travel Corridor

- Total length - 1.2 Miles
- Central Pkwy. to North Street (1 mile, 8' concrete path)
- Barton Street to SR 434 (0.2 miles, 8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$758,892



C8 - ROLLING HILLS EAST CONNECTOR

EXISTING PROFILE

1. Travelways

Type: 8' Concrete Path
 Location: Central Pkwy, to Hobson Street
 Length: 0.1 Miles

RECOMMENDATIONS

1. Travel Corridor

- Total length - 1 Mile
- Central Pkwy. to Hobson Street (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$943,092

2021 TRAILS MASTER PLAN



C9 - ROLLING HILLS NORTH CONNECTOR

EXISTING PROFILE

1. Travelways

- Type: No Existing Trail
- Location: No Existing Trail
- Length: 0 Miles

RECOMMENDATIONS

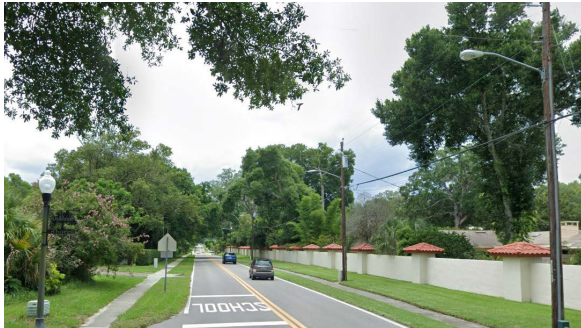
1. Travel Corridor

- Total length - 0.3 Miles
- Robert Street to SR 434 (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$201,900



C10 - CITY OF ALTAMONTE SPRINGS KEWANEE CONNECTOR

EXISTING PROFILE

1. Travelways

- Type: 8' Concrete Path
- Location: Northlake Blvd. to Lake Orienta Elementary School (under design by Altamonte Springs)
- Length: 1 Mile

RECOMMENDATIONS

1. Travel Corridor

- Total length - 1.6 Miles
- Ballard Street to Spring Lake Rd. (8' Concrete Path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$1,318,573



C11 - CITY OF ALTAMONTE SPRINGS LAKE LOTUS LOOP CONNECTOR

EXISTING PROFILE

1. Travelways

Type: 8' Concrete Path
 Location: Loop starting and ending at Intersection of McNeill Road and Eden Park Road (and Northlake Boulevard to Lake Orienta Elementary School (under design by Altamonte Springs)
 Length: 0.9 Miles (and 1.0 miles under design)

RECOMMENDATIONS

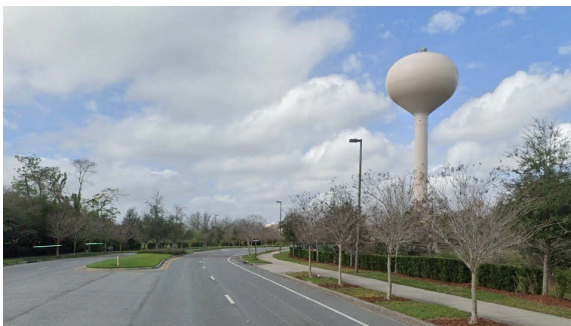
1. Travel Corridor

- Total length - 3.5 Miles
- Starts at Bunnel Road and Eden Park Intersection and Ends at Maitland Blvd. and Eden Park Road (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$2,566,469



C12 - GATEWAY DRIVE CONNECTOR

EXISTING PROFILE

1. Travelways

Type: 8' Concrete Path
 Location: SR 434 to Keller Road
 Length: 0.9 Miles

RECOMMENDATIONS

1. Travel Corridor

- Total length - 0.2 Miles (West End)
- SR 434 to Publix Entry Drive (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$286,620

2021 TRAILS MASTER PLAN



C13 - MAITLAND BLVD CONNECTOR

EXISTING PROFILE

1. Travelways

Type: No Existing Trail
Location: No Existing Trail
Length: 0 Miles

RECOMMENDATIONS

1. Travel Corridor

- Total length - 0.3 Miles
- Eastbound to Maitland Blvd. Ramp to Gateway Dr. (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$318,316



C14 - SUNSHINE LANE CONNECTOR

EXISTING PROFILE

1. Travelways

Type: No Existing Trail
Location: No Existing Trail
Length: 0 Miles

RECOMMENDATIONS

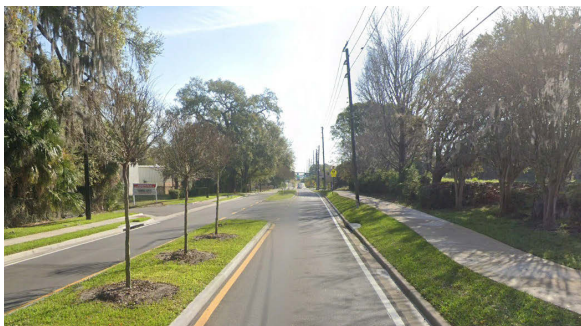
1. Travel Corridor

- Total length - 0.4 Miles
- Sunshine Lane to Orange Avenue (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$350,012



C15 - SPRING OAKS CONNECTOR

EXISTING PROFILE

1. Travelways

Type: No Existing Trail
Location: No Existing Trail
Length: 0 Miles

RECOMMENDATIONS

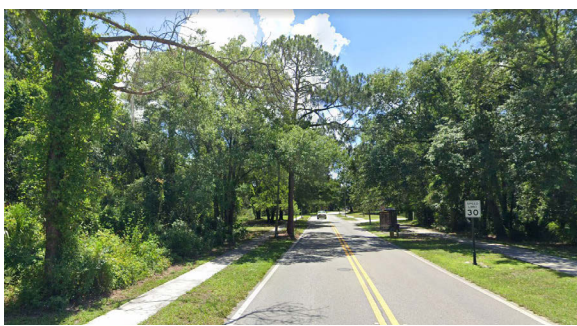
1. Travel Corridor

- Total length - 0.8 Miles
- Riverbend Drive to Seminole Wekiva Trail/ Spring Oaks (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$603,811



C16 - CITY OF ALTAMONTE SPRINGS MERRILL PARK CONNECTOR

EXISTING PROFILE

1. Travelways

Type: 8' Concrete Path
Location: Central Parkway to SR 436 and to Forest City Elementary School
Length: 0.1 Miles

RECOMMENDATIONS

1. Travel Corridor

- Total length - 2.6 Miles
- Central Parkway to SR 436 (8' concrete path)
- Montgomery to Forest City Elementary School (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$1,938,083

2021 TRAILS MASTER PLAN



C17 - WEKIVA SPRINGS CONNECTOR

EXISTING PROFILE

1. Travelways

Type: No Existing Trail
Location: No Existing Trail
Length: 0 Miles

RECOMMENDATIONS

1. Travel Corridor

- Total length - 4.0 Miles
- Sand Lake Road to Lake Bramley Road and Westwood Drive to Wekiva Spring (14’ asphalt path)
- Wekiva Springs Pkwy. to Timber Ridge/Little Wekiva River (14’ asphalt path)
- Sand Lake Road to Power Easement and Triangle Drive to Westwood Drive (8’ concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$3,412,531



C18 - CASSELBERRY MAITLAND CONNECTOR

EXISTING PROFILE

1. Travelways

Type: No Existing Trail
Location: No Existing Trail
Length: 0 Miles

RECOMMENDATIONS

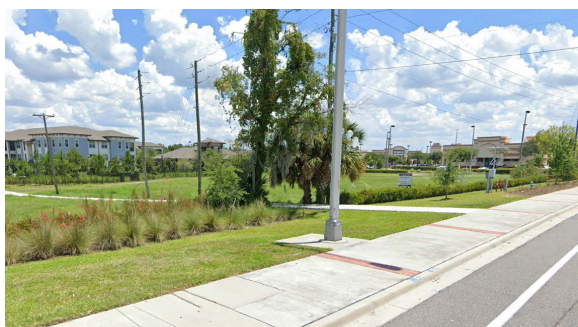
1. Travel Corridor

- Total length - 1.4 Miles
- Maitland Community Park/Cedar Drive to Kewannee Drive)
- 250’ Boardwalk to Maitland Community Park

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$1,205,667



C19 - CASSELBERRY CONNECTOR

EXISTING PROFILE

1. Travelways

Type: 8' Concrete Path
 Location: SR 436 and US 1792 Intersection to Seminola Blvd.
 Length: 2.4 Miles

RECOMMENDATIONS

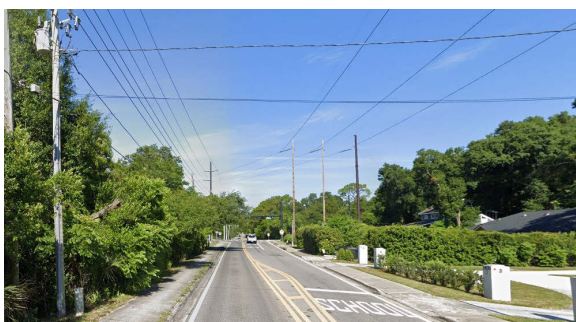
1. Travel Corridor

- Existing Trail

2. Safety Features and Amenities

- No Amenities Proposed

Estimated Capital Improvement Costs:
Previously Funded



C20 - LYMAN HIGH SCHOOL CONNECTOR

EXISTING PROFILE

1. Travelways

Type: No Existing Trail
 Location: No Existing Trail
 Length: No Existing Trail

RECOMMENDATIONS

1. Travel Corridor

- Total length - 3 Miles
- Palm Springs Dr. to Church Ave. (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable

Estimated Capital Improvement Costs:
\$2,239,932

2021 TRAILS MASTER PLAN



C21 - GENEVA SCHOOL CONNECTOR

EXISTING PROFILE

1. Travelways

Type: No Existing Trail
Location: No Existing Trail
Length: 0 Miles

RECOMMENDATIONS

1. Travel Corridor

- Total length - 0.9 Miles
- Geneva School to Bird Road (8’concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$569,598



C22 - WINTER SPRINGS ELEMENTARY SCHOOL CONNECTOR

EXISTING PROFILE

1. Travelways

Type: No Existing Trail
Location: No Existing Trail
Length: 0 Miles

RECOMMENDATIONS

1. Travel Corridor

- Total length - 1.2 Miles
- Winter Park Drive to CR 419 (8’ concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$1,018,738



C23 - CANDYLAND PARK CONNECTOR

EXISTING PROFILE

1. Travelways

Type: No Existing Trail
Location: No Existing Trail
Length: 0 Miles

RECOMMENDATIONS

1. Travel Corridor

- Total length - 1.8 Miles
- Longwood Elementary School to General Hutchinson Pkwy. (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$1,347,852



C24 - SEMINOLE STATE CONNECTOR

EXISTING PROFILE

1. Travelways

Type: 8' Concrete Path
Location: Ronald Reagan Blvd. to Lake Mary Blvd.
Length: 1.2 Miles

RECOMMENDATIONS

1. Travel Corridor

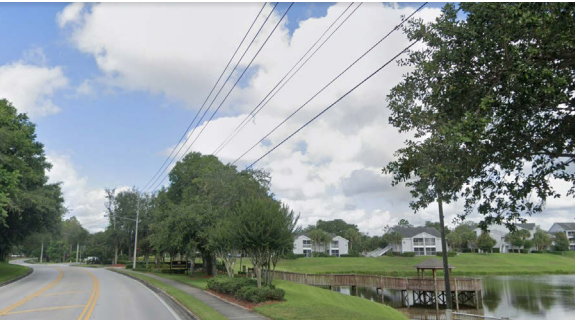
- Total length - 0.5 Miles
- Ronald Reagan Blvd. to Weldon Blvd. (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$540,187

2021 TRAILS MASTER PLAN



C25 - REFLECTIONS PARK CONNECTOR

EXISTING PROFILE

1. Travelways

Type: No Existing Trail
Location: No Existing Trail
Length: 0 Miles

RECOMMENDATIONS

1. Travel Corridor

- Total length - 0.8 Miles
- Lake Emma Road to Cross Seminole Trail/Powerline (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$568,207



C26 - PINECREST ELEMENTARY SCHOOL CONNECTOR

EXISTING PROFILE

1. Travelways

Type: No Existing Trail
Location: No Existing Trail
Length: 0 Miles

RECOMMENDATIONS

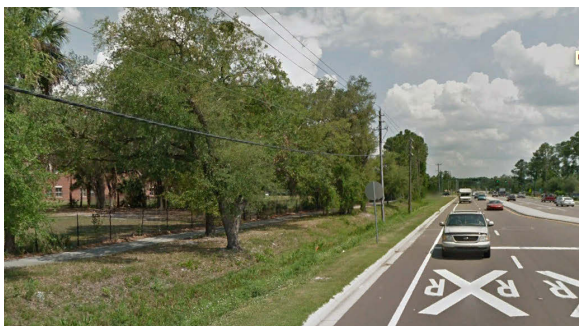
1. Travel Corridor

- Total length - 0.4 Miles
- Pinecrest Elementary to Sanford Ave. (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$255,951



C27 - SEMINOLE HIGH CONNECTOR

EXISTING PROFILE

1. Travelways

Type: No Existing Trail
Location: No Existing Trail
Length: 0 Miles

RECOMMENDATIONS

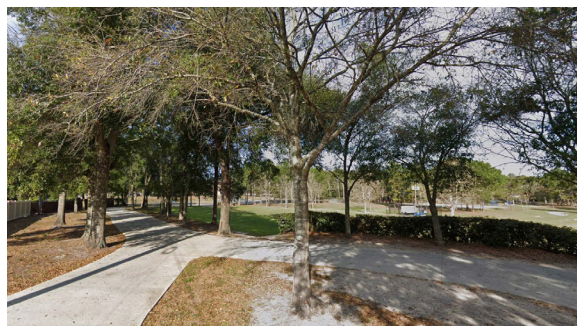
1. Travel Corridor

- Total length - 0.8 Miles
- Old Lake Mary Blvd. to Ridgewood Ave. (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information
- New Trailhead

Estimated Capital Improvement Costs:
\$583,608



C28 - MIKE KIRBY PARK CONNECTOR

EXISTING PROFILE

1. Travelways

Type: No Existing Trail
Location: No Existing Trail
Length: 0 Miles

RECOMMENDATIONS

1. Travel Corridor

- Total length - 2.7 Miles
- H.E. Thomas Jr. Pkwy. to Rinehart Rd./Cross Seminole Trail (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$1,850,381

2021 TRAILS MASTER PLAN



C29 - INTERNATIONAL PARKWAY CONNECTOR

EXISTING PROFILE

1. Travelways

Type: No Existing Trail
Location: No Existing Trail
Length: 0 Miles

RECOMMENDATIONS

1. Travel Corridor

- Total length - 1.3 Miles
- Sylvan Ave./Seminole Wekiva Trail to SR 46 (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$946,437



C30 - WILSON ELEMENTARY SCHOOL CONNECTOR

EXISTING PROFILE

1. Travelways

Type: No Existing Trail
Location: No Existing Trail
Length: 0 Miles

RECOMMENDATIONS

1. Travel Corridor

- Total length - 1.2 Miles
- Terra Bona Ct./Seminole Wekiva Trail to SR 46 (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$896,194



C31 - HEATHROW ELEMENTARY SCHOOL CONNECTOR

EXISTING PROFILE

1. Travelways

Type: No Existing Trail
Location: No Existing Trail
Length: 0 Miles

RECOMMENDATIONS

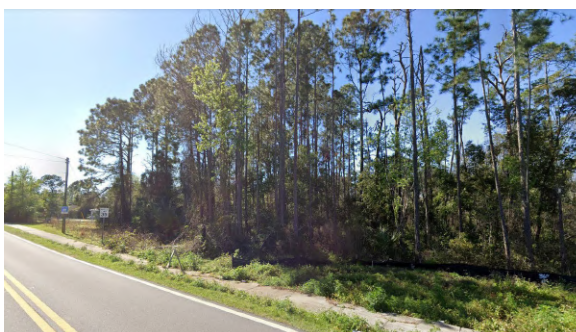
1. Travel Corridor

- Total length - 0.6 Miles
- Heathrow Elementary School to Markham Rd. (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$380,449



C32 - LAKE SYLVAN PARK CONNECTOR

EXISTING PROFILE

1. Travelways

Type: No Existing Trail
Location: No Existing Trail
Length: 0 Miles

RECOMMENDATIONS

1. Travel Corridor

- Total length - 1.5 Miles
- Markham Woods Rd. to SR 46 (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$1,088,158

2021 TRAILS MASTER PLAN



C33 - WEKIVA OVERLOOK CONNECTOR

EXISTING PROFILE

1. Travelways

Type: No Existing Trail
Location: No Existing Trail
Length: 0 Miles

RECOMMENDATIONS

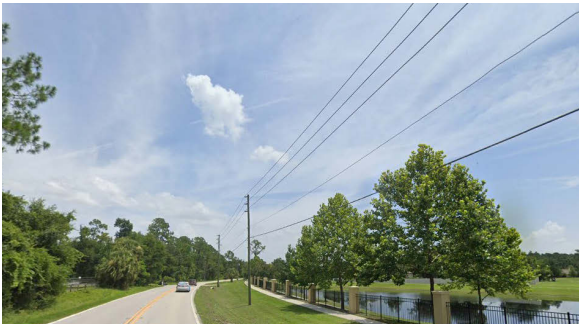
1. Travel Corridor

- Total length - 0.5 Miles
- Longwood Markham Rd. to Wekiva River (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information
- New Boardwalk Overlook

Estimated Capital Improvement Costs:
\$353,390



C34 - BLACK BEAR WILDERNESS AREA CONNECTOR

EXISTING PROFILE

1. Travelways

Type: 8' Concrete Path
Location: SR 46 to Monroe Rd./Cross Seminole Trail
Length: 3.1 Miles

RECOMMENDATIONS

1. Travel Corridor

- Total length - 0.5 Miles
- CR 431 to Black Bear Wilderness Area/Michigan Ave. (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$614,210



C35 - OREGON CONNECTOR

EXISTING PROFILE

1. Travelways

Type: No Existing Trail
Location: No Existing Trail
Length: 0 Miles

RECOMMENDATIONS

1. Travel Corridor

- Total length - 1.2 Miles
- SR 46 to Orange Blvd. (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$875,991



C36 - BEAR GULLY RD CONNECTOR

EXISTING PROFILE

1. Travelways

Type: No Existing Trail
Location: No Existing Trail
Length: 0 Miles

RECOMMENDATIONS

1. Travel Corridor

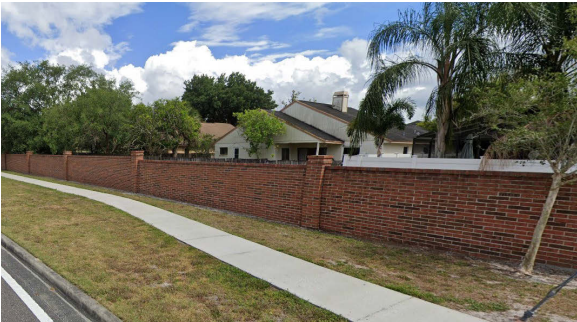
- Total length - 0.8 Miles
- Howellbranch Rd. to SR 426/Cross Seminole Trail (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$518,527

2021 TRAILS MASTER PLAN



C37 - LAKE HOWELL HIGH SCHOOL CONNECTOR

EXISTING PROFILE

1. Travelways

Type: No Existing Trail
Location: No Existing Trail
Length: 0 Miles

RECOMMENDATIONS

1. Travel Corridor

- Total length - 0.3 Miles
- Dodd Rd. to Lake Howell High School (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$194,116



C38 - ECON WILDERNESS AREA CONNECTOR

EXISTING PROFILE

1. Travelways

Type: 8' Concrete Path
Location: McCulloch Rd. to Lochwood Blvd.
Length: 0.2 Miles

RECOMMENDATIONS

1. Travel Corridor

- Total length - 1.1 Miles
- McCulloch Rd. to Lochwood Blvd. (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$776,896



C39 - CITY OF OVIEDO,
OVIEDO ON THE PARK
CONNECTOR

EXISTING PROFILE

1. Travelways

- Type: 8' Concrete Path
- Location: Oviedo on the Park to CR 419/
Cross Seminole Trail
- Length: 1.7 Miles

RECOMMENDATIONS

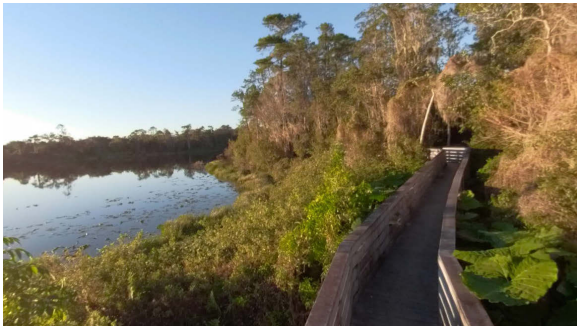
1. Travel Corridor

- Existing Trail

2. Safety Features and Amenities

- No Amenities Proposed

Estimated Capital Improvement Costs:
Previously Funded



C40 - ROUND LAKE PARK
CONNECTOR

EXISTING PROFILE

1. Travelways

- Type: No Existing Trail
- Location: No Existing Trail
- Length: 0 Miles

RECOMMENDATIONS

1. Travel Corridor

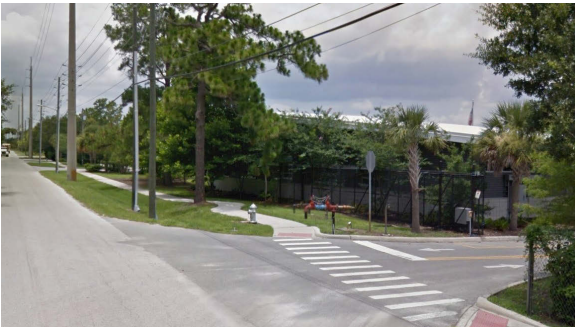
- Total length - 1.1 Miles
- CR 419/Oviedo Blvd. to CR 419/Reed Ave. (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$755,368

2021 TRAILS MASTER PLAN



C41 - TWIN RIVERS CONNECTOR

EXISTING PROFILE

1. Travelways

- Type: 8' Concrete Path
Location: CR 419 to Lockwood Blvd.
Length: 0.5 Miles

RECOMMENDATIONS

1. Travel Corridor

- Existing Trail

2. Safety Features and Amenities

- No Amenities Proposed

Estimated Capital Improvement Costs:
Previously Funded



C42 - CURRYVILLE RD/FNST CONNECTOR

EXISTING PROFILE

1. Travelways

- Type: Unpaved Path/Road Shoulder
Location: Fort Christmas Rd. to Chuluota Wilderness Area
Length: 3.3 Miles

RECOMMENDATIONS

1. Travel Corridor

- Existing Trail
- Proposed Trailheads at Chuluota Wilderness Area, National Florida Scenic Trail, and Lake Mills Park

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$470,304



C43 - MIDWAY CONNECTOR

EXISTING PROFILE

1. Travelways

Type: No Existing Trail
 Location: No Existing Trail
 Length: 0 Miles

RECOMMENDATIONS

1. Travel Corridor

- Total length - 3.3 Miles
- Lake Front Corridor. (8' concrete path)
- Lingard Powerline Easement to Midway Community Center (8' concrete path)
- Brisson Ave./21st St. Intersection to Washington St. (8' concrete path)

2. Safety Features and Amenities

- Add shade trees to design project where applicable
- Additional wayfinding signs and information

Estimated Capital Improvement Costs:
\$1,835,703

CONNECTOR Prioritization

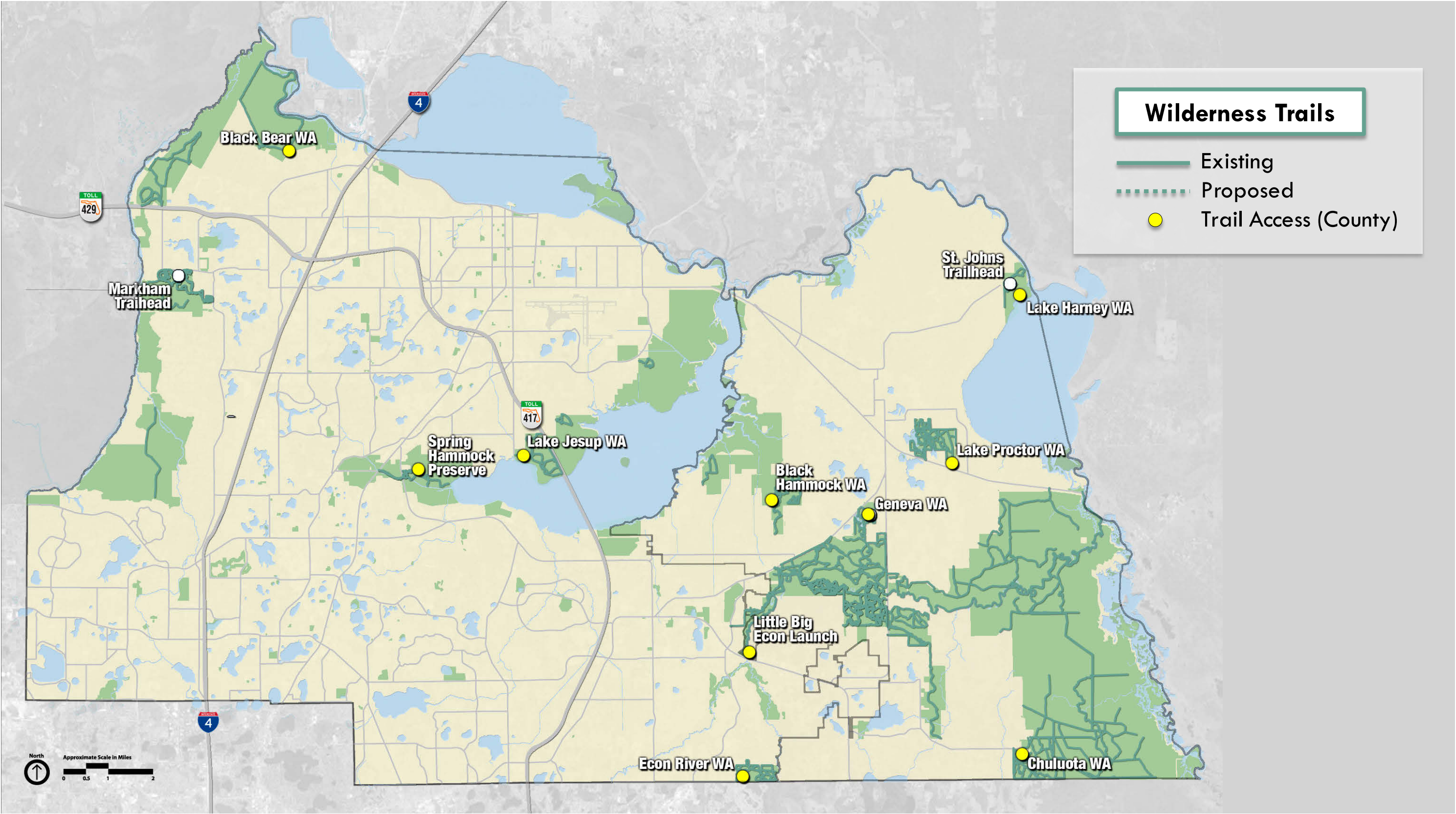
RANKING		SCORE	COST
1	Connector 8	115	\$943,092
2	Connector 23	115	\$1,347,852
3	Connector 6	110	\$2,212,284
4	Connector 43	110	\$1,835,703
5	Connector 4	105	\$1,534,251
6	Connector 20	105	\$2,239,932
7	Connector 40	105	\$755,368
8	Connector 42	105	\$470,304
9	Connector 2	100	Previously Funded
10	Connector 11	100	\$2,566,469
11	Connector 16	100	\$1,938,083
12	Connector 17	100	\$3,412,531
13	Connector 7	95	\$758,892
14	Connector 9	95	\$201,900
15	Connector 18	95	\$1,205,667
16	Connector 22	95	\$1,018,738
17	Connector 28	95	\$1,850,381
18	Connector 34	95	\$614,210
19	Connector 38	95	\$776,896
20	Connector 1	90	\$794,085
21	Connector 5	90	\$2,104,975
22	Connector 10	90	\$1,318,573
23	Connector 26	90	\$255,951
24	Connector 30	90	\$896,194
25	Connector 3	85	\$460,699
26	Connector 25	85	\$568,207
27	Connector 32	85	\$1,088,158
28	Connector 35	85	\$875,991
29	Connector 39	85	Previously Funded
30	Connector 21	80	\$569,598
31	Connector 29	80	\$946,437
32	Connector 31	80	\$380,449
33	Connector 37	80	\$194,116
34	Connector 14	75	\$350,012
35	Connector 15	75	\$603,811
36	Connector 24	75	\$540,187
37	Connector 27	75	\$583,608
38	Connector 36	75	\$518,527
39	Connector 12	70	\$286,620
40	Connector 13	70	\$318,316
41	Connector 33	70	\$353,390
42	Connector 19	70	Previously Funded
43	Connector 41	70	Previously Funded

- Short Term Priority (0-3 Years)
- Medium Term Priority (4-7 Years)
- Long Term Priority (8+ Years)

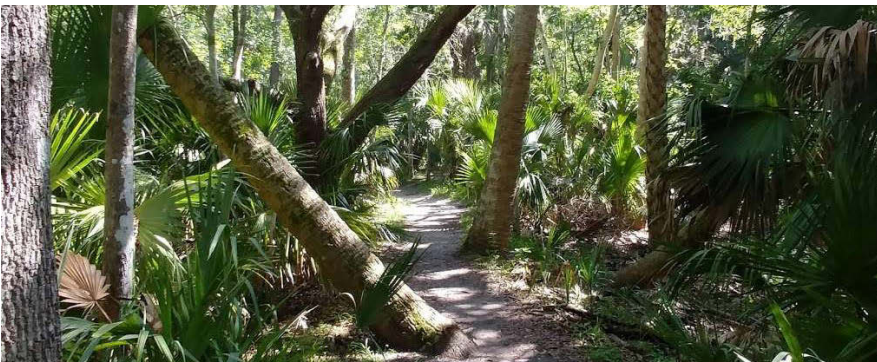
Note: When connectors have similar scores, the order of their ranking has been set by their connector number. Prioritization for implementation in the future will be based upon other factors such as: area infrastructure projects; public demand; available funding and grants; partnerships with cities, schools and FDOT; private sector improvements; and the implementation of other pathways and connector linkages.

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WILDERNESS Trails



WILDERNESS Trails



Physical Characteristics:

- Pedestrian, Mountain Bicycles, Equestrian
- Unpaved Paths, Widths Vary

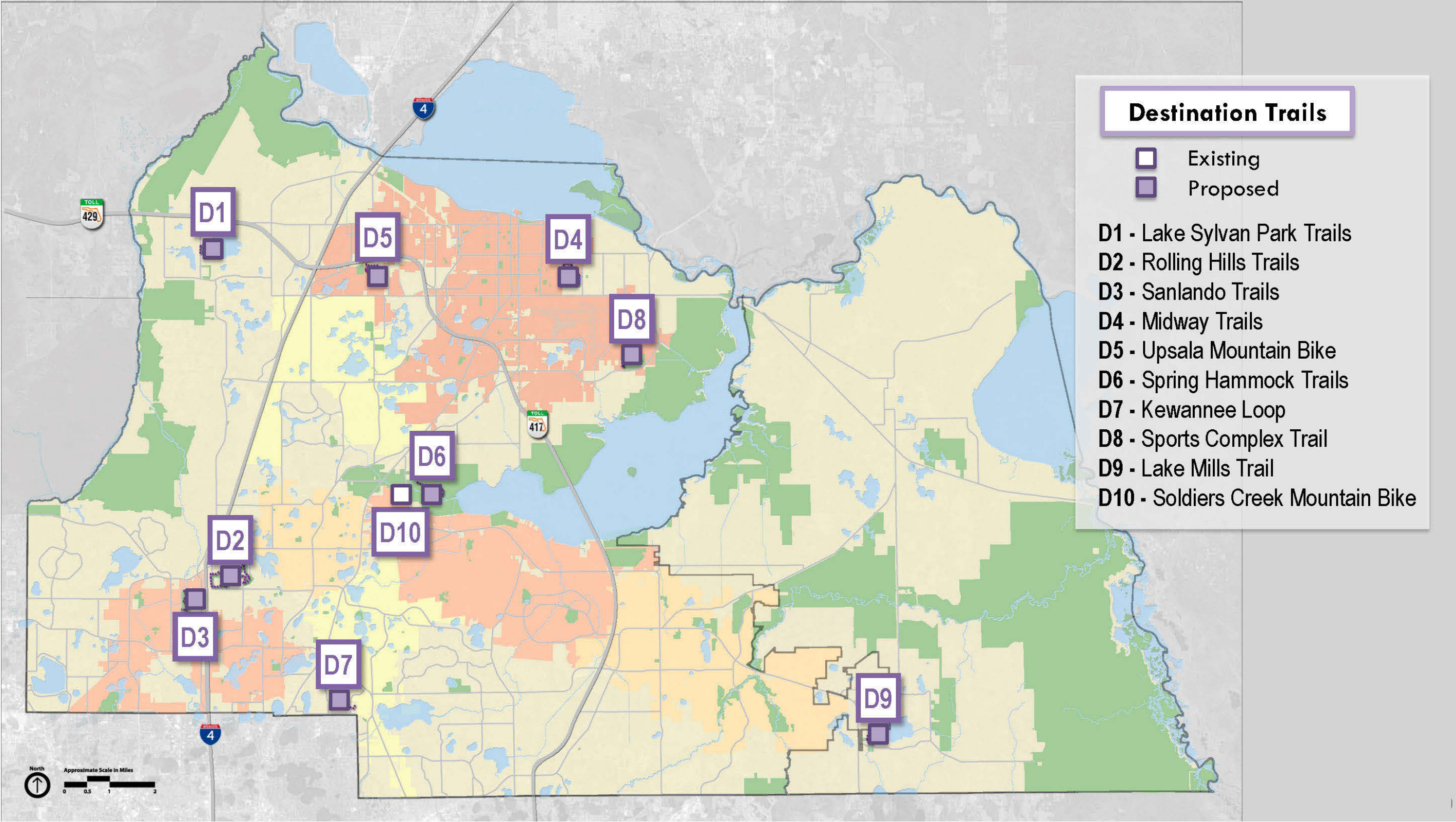
Linking Characteristics:

- Within or Between Preserved Lands and Natural Greenways

Corridor Characteristics:

- Within Preserved Properties
- Pedestrian (Non-Vehicular) Bridges and/or Boardwalks
- Trail Blazers / Safety Markers

DESTINATION Trails



DESTINATION Trails Standard

The final trail type in the Seminole County Trails hierarchy are Destination Trails. These trails are generally looped trails developed on county property which can provide a signature trail-type of experience in a park-like setting. This type of trail is generally located within an urbanized area and is accessible by pedestrians, cyclists and provides parking for residents who drive to this facility - hence the term 'destination'.



Physical Characteristics:

- Paved Multipurpose - Wide 12'-14' Looped within County Property

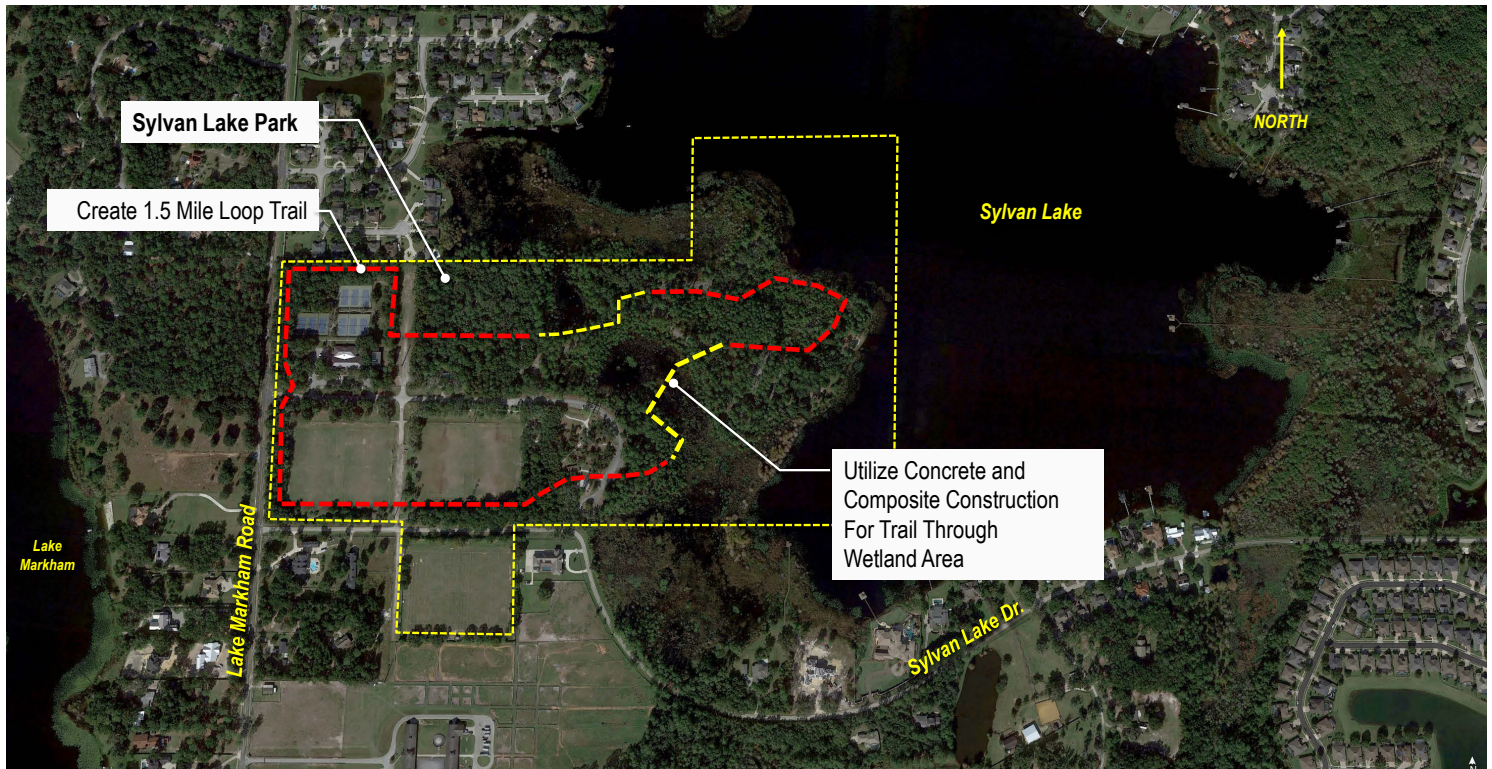
Linking Characteristics:

- Other Trails Link Neighborhoods To These Locations

Corridor Characteristics:

- Located within county property / public lands
- Low-stress environment for trail users of all ages and abilities
- Limited road crossings / conflicts with vehicles
- May have mile marker system (1/4 Mile)
- Provides shade for users
- Public gathering place within established neighborhoods
- Leverages opportunities to incorporate underutilized county properties for expanded trails development opportunities
- May include elevated structures over/through water bodies or wetlands

2021 TRAILS MASTER PLAN



D1 - Lake Sylvan Trails

This new trail along the shores of Lake Sylvan and through the County's Lake Sylvan Park will provide increased trail opportunities thereby alleviating the existing heavy use on the Seminole Wekiva Trail in that area. The proposed project would create a new paved trail around the perimeter of the park and with the use durable and long lasting materials create a pier system within the lake's floodplain, establishing a continuous 1.5 mile trail loop. The trail would be accessible from multiple points within the neighborhood from existing sidewalk connections on Lake Markham Road and S. Lake Sylvan Drive as well as several points within the park which include access to existing parking, restrooms and other amenities for trail users.

Estimated Cost:

\$1,500,000 for design and construction



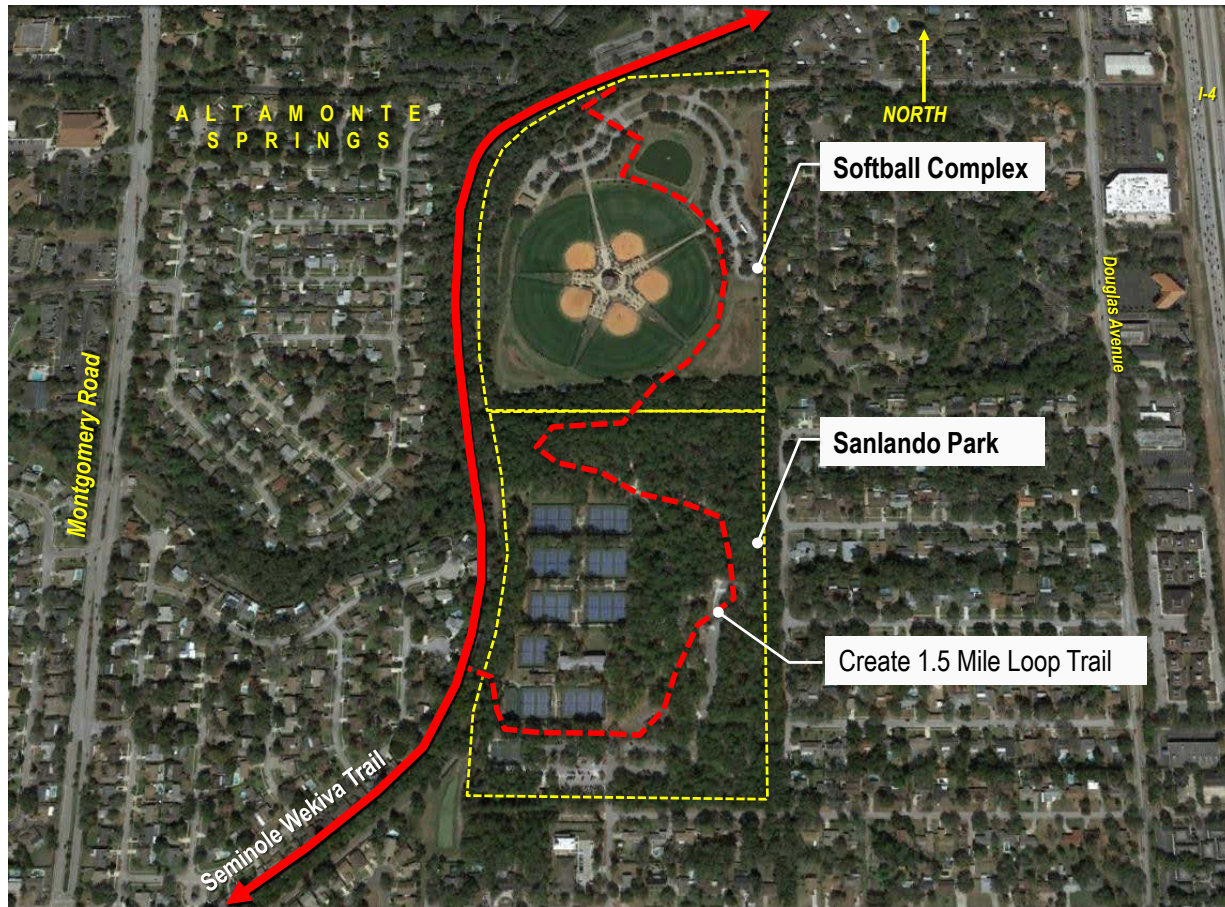


D2 - Rolling Hills Trails

Currently in development, the nearly 100 acre former golf course acquired by the county in August 2018 is proposed to include an approximate 4 mile looped trail system. Phase One of the overall master plan for this facility was approved by the BCC in October 2020, with design and engineering projected to begin in summer 2021. The development program for Phase One also includes various trailhead facilities such as automobile parking, bicycle parking, restrooms, pavilions, wayfinding, nature trails and other trail amenities and features.

Estimated Cost:
\$4,000,000

2021 TRAILS MASTER PLAN



D3 - Sanlando Trails

Currently the Seminole Wekiva Trail traverses the western boundaries of the adjacent Seminole County Softball Complex and Sanlando Parks. Both parks serve as trailheads providing pedestrian access and other amenities to users of the trail. This project would create an alternative for trail users routed through the eastern portions of both parks, expanding the pedestrian recreation opportunities in this area and creating a new 1.5 mile looped connection through lesser-used areas of the county's property without having to venture beyond the area of the two existing parks.

Estimated Cost:
\$1,500,000 for feasibility study, design and construction



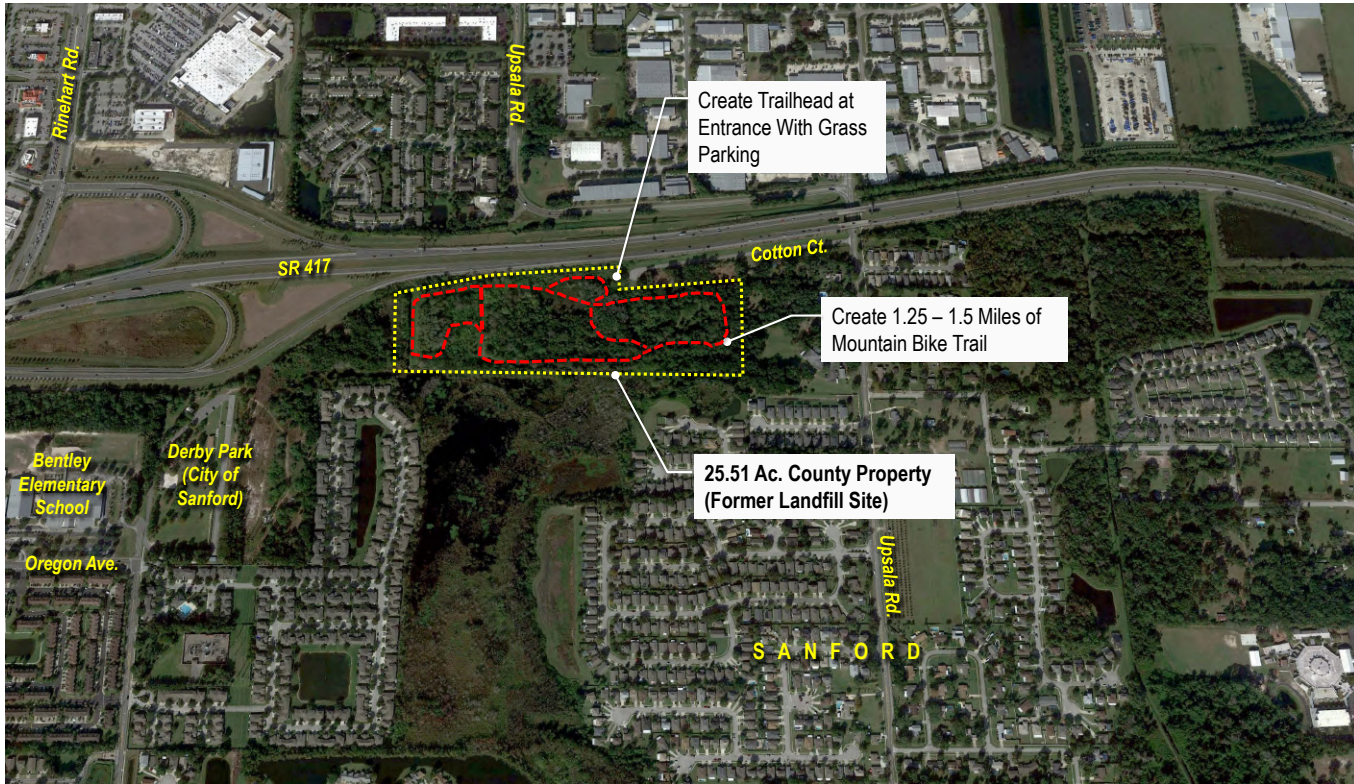
D4 - Midway Trails

This project involves the design and construct a nearly 2 mile accessible multi-purpose trail in the Midway area to address an unmet need for local residents. It will connect the county's Roseland Park to an adjacent 85-acre stormwater pond and surrounding property which is currently inaccessible to the public. Other opportunities with this project include connections to other county owned properties in the area including Midway Park and providing a connection on Bisson Avenue from the Lake Monroe Loop Trail to State Road 46. This project would provide open green space for the neighborhood where the local parks are currently experiencing heavy use.

Estimated Cost:

\$2,000,000 for feasibility study, design and construction

2021 TRAILS MASTER PLAN

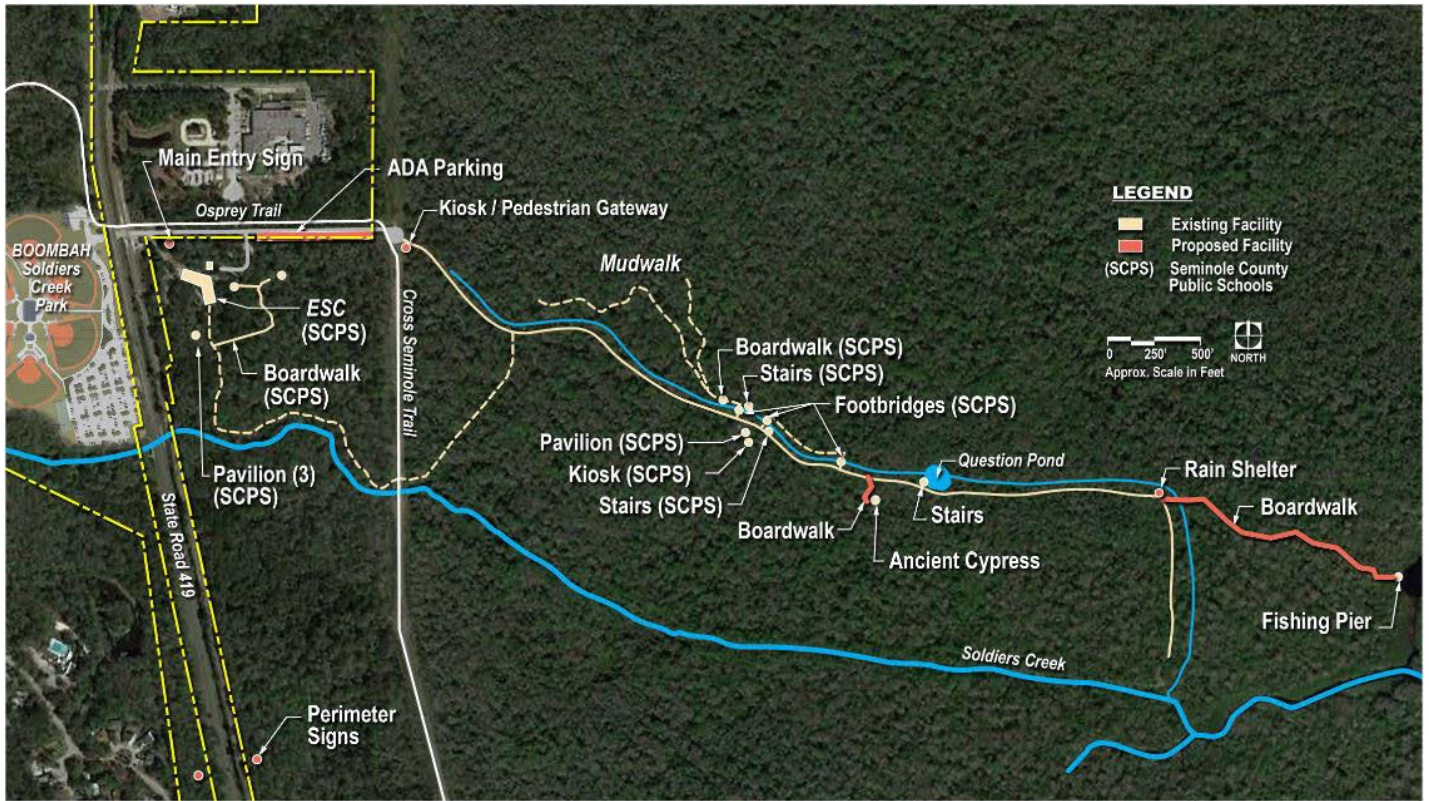


D5 - Upsala Mountain Bike Trails

Currently there are three mountain bicycle facilities in the county: two maintained by the state (one in the Wekiva area and the other in the eastern rural area) and a 1.3 mile course on county property at Soldiers Creek Park in central Seminole County. All of these trails receive heavy usage. The development of an additional mountain bike trail located on county owned property currently not accessible to the public will provide public access to this type of trail within the urbanized area of Sanford. A trailhead will be established with grass parking and – working with local volunteers to blaze the trails – a 1.25 to 1.5 miles of trails will be developed.

Estimated Cost:

\$500,000 for design and construction



D6 - Spring Hammock Trail

This is an improvement project that replaces the Lake Jesup and Cypress Tree boardwalk, replaces the small pavilion, provides ADA parking and sidewalk, adds facility and wayfinding signs, and extends the Cross Seminole Trail to the Lake Jesup boardwalk by paving the natural surface portion of Osprey Trail. The project rejuvenates the east side of the property for public use and provides ADA access to Lake Jesup.

Estimated Cost:

\$1,100,000 for construction

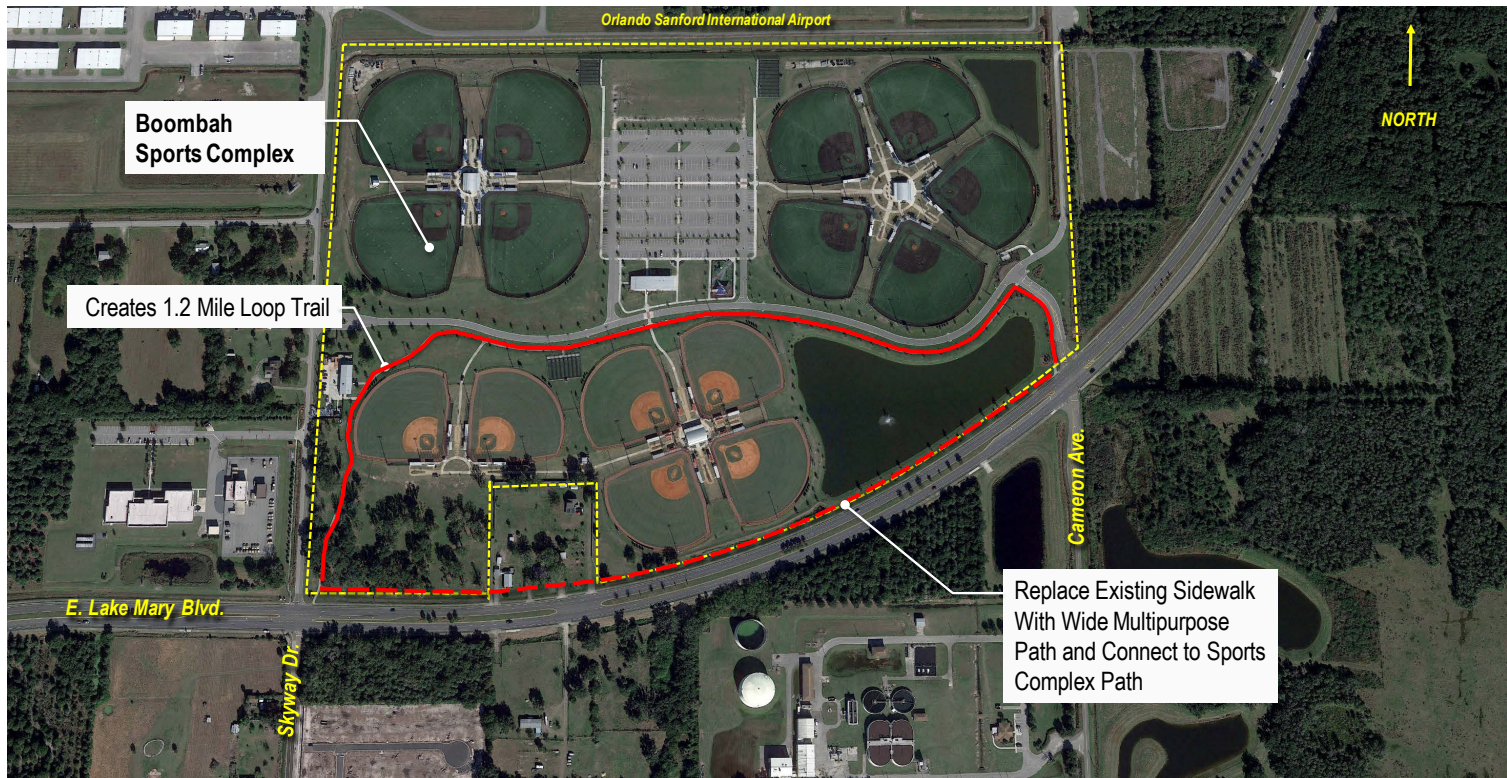
2021 TRAILS MASTER PLAN



D7 - Kewanee Loop Trail

This project will extend a new trail loop connected to the busy existing Kewanee Trail through Kewanee Park and joining the existing park with the inaccessible stormwater pond property to the east. The new trail loop would consist of a multi-surface pathway including potentially one pedestrian bridge over a stormwater pond and another durable constructed pier system through the wetlands in Kewanee Park for full ADA access. The project would open the currently inaccessible County stormwater pond for public use, adding additional acreage to the entire recreation experience as well as add a nearly one-mile loop to the Kewanee Trail, expanding the potential use of the trail.

Estimated Cost:
\$700,000 for feasibility study, design and construction.



D8 - Boombah Sports Complex Loop Trail

This project would create a looped trail by improving the 0.7 mile-long existing 10' wide concrete path which traverses the park and making improvements to the half mile-long frontage of E. Lake Mary Boulevard, creating a 1.2 mile looped trail. This trail would be utilized by not only visitors to the tournament facility but would become the destination trail for the new residential development occurring in this area around the park. The park already has bicycle parking, vehicular parking and other amenities for trail users.

Estimated Cost:

\$500,000 for design and construction

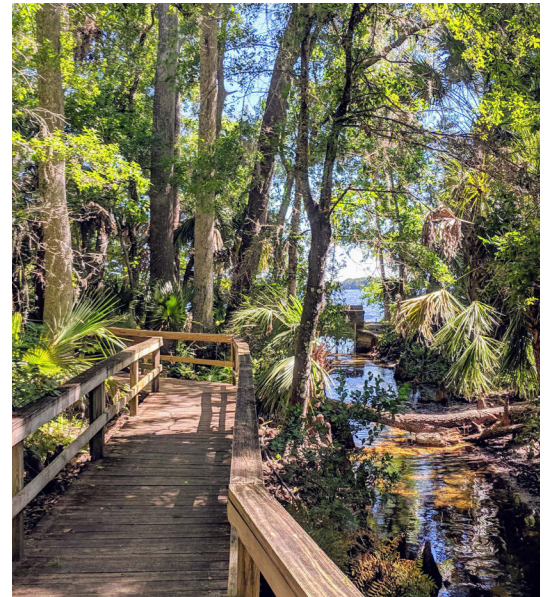
2021 TRAILS MASTER PLAN

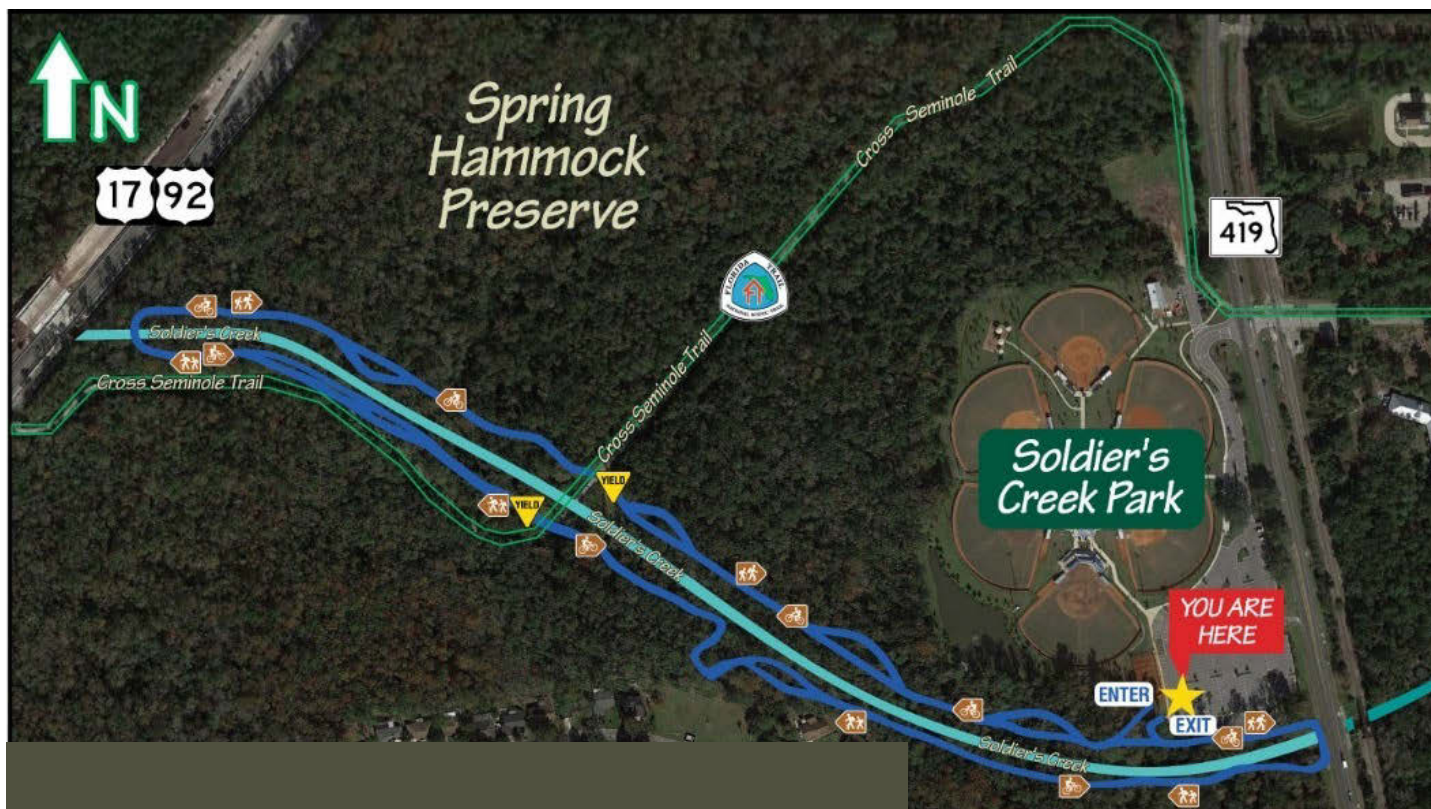


D9 - Lake Mills Trails

The Flagler Trail is the signature trail which traverses the east side of Seminole County. This project will create an extension (connection) loop from the Flagler Trail into Lake Mills Park, allowing ADA access throughout the park by paving an 8' wide light duty trail loop approximately 1 mile long. The project will include, paving of the 1 mile loop connector, construction of new pedestrian footbridges through the wetland areas and trail head development with amenities.

Estimated Cost:
\$1,000,000 for design and construction





D10 - Soldiers Creek Mountain Bike Trails

This existing mountain bike trail is located within the limits of the Spring Hammock Preserve and straddles Soldiers Creek between US 17/92 to the west and CR 419 to the east. The trail is approximately 1.3 miles in length in a looped configuration. A trailhead has been developed in the southeast corner of Soldiers Creek park which includes a bicycle repair station, a trail information kiosk, bicycle wash down area, bicycle parking and a picnic area. Vehicular parking is provided as shared parking with the park. The trail does include directional and safety signs throughout the course as well as some minor constructed mountain bike features primarily used for crossing Soldiers Creek.

Estimated Cost:
\$0

2021 TRAILS MASTER PLAN

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4

IMPLEMENTATION

IMPLEMENTATION

The 2021 Seminole County Trails Master Plan provides a comprehensive list of projects to advance the County's trail system over the next decade. These projects are categorized as Signature Trails, Pathways, Connectors, Wilderness Trails and Destination Trails. Projects identified as Signature Trails, Pathways and Connectors were assigned an initial prioritization of Short (0-3) years, Medium (4-7 years) and Long Term (8+ years) based on a scoring system comprised of seventeen criteria. No new Wilderness Trails were identified and most of

the Destination Trails are the conceptual stage, therefore these categories were not assigned a detailed prioritization as part of this effort.

The Short Term Prioritization for this Master Plan includes two (2) Signature Trails, thirteen (13) Pathways and twelve (12) Connector projects. This totals more than \$91,443,000.11 in trails construction over the next three (3) years.

Estimated Cost Summary				
<i>Project of Facility Type</i>		Costs -Capital	Land Acquisition	Funding/Source Opportunity
Signature Trails		24,927,828.00	\$0	
Pathway Trails		\$65,687,455.00	\$0	
Connector Trails		\$39,690,457.00	\$0	
Destination Trails		\$12,800,000.00	\$0	
TOTAL		143,105,740.00	\$0	

Estimated Cost Summary - Short Term Priorities 0-3 Years				
<i>Project of Facility Type</i>		Costs -Capital	Land Acquisition	Funding/Source Opportunity
Signature Trails		3,401,379.00	\$0	
Pathway Trails		\$46,384,324.00	\$0	
Connector Trails		\$19,255,869.00	\$0	
Destination Trails		n/a	\$0	
TOTAL		69,041,572.00	\$0	



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ATTACHMENTS

See Supplementary Documents

