Natural/Rural

Trail Width: 12'-14'
Distance between Trailheads: 8-12 miles
Rest stops between trailheads: 1-2
Trailheads should include restrooms, drinking water, a parking area, and informational panels. Rest stops should include a covered bench.
Corridors are typically associated with adjacent road right-of-way, utility corridors, and defunct railroad lines.
Planning for support facilities should include an analysis of existing and potential recreation and tourism opportunities along the trail corridor and incorporate existing and planned facilities into trailhead and rest stop design.
Permeable surfaces should be incorporated into the design of parking areas at trailheads.

Suburban

Trail Width: 10'-14'
Distance between Trailheads: 5-8 miles
Rest stops between trailheads: 1/mile
Trailheads should include restrooms, drinking water, a parking area, and informational panels. Rest stops should include a covered bench.
Corridors are typically associated with adjacent road right-of-way, utility corridors, and defunct railroad lines.
Planning for support facilities should include an analysis of tourism opportunities along the trail corridor and incorporate existing and planned facilities into trail design. Trail-friendly businesses can help supplement the need for facilities, such as restrooms, when appropriate.
Permeable surfaces should be incorporated into the design of parking areas at trailheads, when appropriate.

Urban

Trail Width: minimum of 8'
Trailheads are not mandatory at regular intervals in most urban areas due to easily accessible amenities provided by public facilities and businesses.
Corridors are typically associated with linear public spaces and park facilities and can be designed with the pedestrian in mind, resulting in esplanades and promenades, or focusing on cyclists, which would lead to separated bicycle lanes; or both.
Planning an urban trail will aim to encourage an active and heavily used trail corridor that will facilitate alternative modes of transportation for users.
Trail surfaces can vary widely based on the general vision for the corridor. Bike lanes will be paved, but wider pedestrian oriented corridors could incorporate a variety of permeable surfaces such as packed gravel or shell, cobblestone, or other pavers.
THE ECONOMICS OF A Florida State Trail

COSTS

DESIGN/BUILD
FCO Funded
$1/mile to design - $40,000
$1/mile to build - $290,000

FDOT/LAP Funded
$1/mile to design - $125,000
$1/mile for PD&E study - $75,000
$1/mile to build - $656,000

MAINTENANCE
$1/mile to maintain (mow, blow, trim, other) - $4,500
$1/mile for labor, fuel, and to maintain equipment - $1,500

SUPPORT
Funding assistance is available through:
- Florida Communities Trust (FCT)
- Florida Recreation Development Assistance Program (FRDAP)
- Shared-Use Nonmotorized (SUN) Trail Network
- The Recreational Trails Program in Florida (RTP)

BENEFITS

Trails generate big economic impacts for Florida.
- Every $1 million spent on trails yields 9.6 jobs
- Every $1 spent on trails could save $3 in medical expenses
- Trails add value to new homes and consistently remain the number one community amenity sought by prospective homeowners

MARKETING

Trails help communities and regions develop an identity and branding strategy when attempting to attract visitors. Communities can work together to develop a sense of place and ownership for a larger region through common signage and connection to a common geography.

FLORIDA STATE TRAILS

<table>
<thead>
<tr>
<th>Trail Name</th>
<th>Annual Attendance</th>
<th>Direct Economic Impact</th>
<th>Jobs Supported</th>
<th>Length (in miles)</th>
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<tbody>
<tr>
<td>1. Blackwater Heritage State Trail</td>
<td>145,153</td>
<td>$12,557,450</td>
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<tr>
<td>2. Tallahassee-St. Marks State Trail</td>
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<td>3. Nature Coast State Trail</td>
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<td>4. Palatka-to-Lake Butler State Trail</td>
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<td>5. Palatka-to-St. Augustine State Trail</td>
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<td>6. Withlacoochee State Trail</td>
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<td>7. Van Fleet State Trail</td>
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<td>8. Florida Keys Overseas Heritage Trail</td>
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Sources: Florida’s Statewide Comprehensive Outdoor Recreation Plan; American Heart Association; Bureau of Design and Construction; Office of Greenways and Trails
Prepared by: Division of Recreation and Parks/Office of Park Planning