



SUMMARY

Public Kick-Off Meetings Held on January 10 and 11, 2018 St. Johns River to Sea (SJR2C) Loop Trail Project Development and Environment (PD&E) Study

LOCATIONS: January 10, 2018
Brannon Civic Center - Ballroom
105 S. Riverside Drive, New Smyrna Beach, Florida 32168

January 11, 2018
Piggotte Community Center – Reception Hall
504 Big Tree Road, South Daytona, Florida 32119

TIME: 5:30 pm to 7:30 pm

ATTENDEES: 55 Signed in Attendees (not project team) – January 10th
22 Signed in Attendees (not project team) – January 11th

Project Team

Heather Grubert, Florida Department of Transportation (both)
Amy Sirmans, Florida Department of Transportation (both)
Michael Ziarnek, Florida Department of Transportation (both)
Heather Garcia, Florida Department of Transportation (Jan. 10 only)
Brian Stanger, Florida Department of Transportation (Jan. 11 only)
Jim Wikstrom, Florida Department of Transportation (Jan. 11 only)
John Scarlatos, Scalar Consulting Group (both)
Kristin Caruso, Scalar Consulting Group (both)
Clayton Fillyaw, Scalar Consulting Group (both)
Brian Wheeler, Scalar Consulting Group (both)
Amit Singh, Scalar Consulting Group (both)
Brian Wheeler, Scalar Consulting Group (both)
Kyle Canonico, Scalar Consulting Group (both)
Truong Trinh, Scalar Consulting Group (both)
Rudy Gotmare, Scalar Consulting Group (both)
Laura Turner, Laura Turner Planning Services (both)

PREPARED BY: Laura Turner, Laura Turner Planning Services **Date:** Jan. 24, 2018

The St. Johns River-to-Sea (SJR2C) Loop is the longest multi-use loop trail underway through the American Southeast that follows the East Coast Greenway along Florida's Atlantic Coast and St. Johns River corridor. The segment being evaluated for this Project Development & Environment (PD&E) Study is US 1 or an alternate route from SR 44 (Lytle Avenue) to Beville Road, crossing the Cities of New Smyrna Beach, Port Orange, and South Daytona in Volusia County. The PD&E Study involves preliminary engineering to determine multi-use trail concepts, environmental evaluations to assess impacts associated with a new multi-use trail, and extensive public involvement and agency coordination.

Before trail alternatives are developed, the study team wanted to gather input from the public. The study's Public Kick-Off Meeting was held on January 10, 2018 (at Brannon Civic Center – Ballroom, located at 105 S. Riverside Drive, New Smyrna Beach, Florida) and on January 11, 2018 (at Piggotte Community Center – Reception Hall, located at 504 Big Tree Road, South Daytona, Florida). The same information was available at each location from 5:30 p.m. to 7:30 p.m. Study information was displayed in an open house format, which provided the opportunity for the public to review information displayed throughout the meeting as well as to discuss specific items with the study team members. This summary provides the highlights of the notification process, information shared at the Public Kick-Off Meeting, and the comments received. Details are included in the project files and are included in the *Public Involvement Program*.

Meeting Notification

Several notification techniques were used to publicize the Public Kick-Off Meeting, which are summarized in **Figure 1**. Generally, the meeting was publicized through: advertisements (*Florida Administrative Register* and *Daytona Beach News-Journal*); website announcements (FDOT public meetings page and www.cflroads.com); direct mailings (emailed letters with Newsletter #1 to elected and appointed officials as well as mailed letters to property owners with Newsletter #1); hand distributions of Newsletter #1 to key area gathering spots; and a news release (emailed to Volusia County media outlets).

Study Information at the Meeting

As individuals signed in, they could receive a comment form and a copy of Newsletter #1. A copy of the newsletter is provided in **Figure 2**. Individuals could share their input by submitting a completed form at the meeting or send it to the study team afterwards through January 20, 2018. From 5:30 p.m. to 7:30 p.m., two sets of the following study displays were available for review in an open house format: aerial map of the study area with the initial trail alignment; project process board; project schedule; Title VI board; a PD&E Study description board; St. Johns River to Sea Loop Trail system map in Volusia County; and Map of East Volusia County Bicycling Routes. This information was posted to www.cflroads.com (under 439865-1) on January 22, 2018. Citizens were able to review this information throughout this meeting. In addition, study team members were available to answer questions and to hold “one-on-one” conversations with the meeting attendees. There was no project presentation.

Written Comments Received

Written comments were shared with the study team through the submittal of 17 completed comment forms at the Public Kick Off Meeting (11 forms on January 10th and 6 forms on January 11th) and seven emails submitted from December 11, 2017 through January 22, 2018. These comments and related study team responses are included in the project files. Here is a summary of the comments that were shared during this time. The number in parenthesis indicates how often the comment was made.

Trail Alignment

- Riverside Drive Area
 - Having the trail located on N. Riverside Drive (with one-way traffic and the trail users on the other side) from Washington Street to Turnbull Bay Road will solve some traffic and speeding issues. (1)
 - For the area between Washington Street and Turnbull Bay, make N. Riverside Drive and Faulkner Street one way; keep half of the road for the trail and keep the sidewalk as it exists. (1)

- Near Halifax River
 - Keep the trail as close to the Halifax River as possible, north of Rose Bay. (1)
 - Consider making Halifax Drive one-way as a way to accommodate the trail. (1)
- New Smyrna Beach
 - Alignment between Faulkner and Julia will not work. The Julia location would encroach on public events and farmers' market and the Faulkner location would be detrimental to home owners with small front yards. Downtown New Smyrna Beach properties do not have enough footage to support this. (1)
 - Add a spur trail from mainland New Smyrna Beach to the barrier island along S. Atlantic (A1A) to the entrance of the Canaveral National Seashore. This would be a multimodal asset that is currently highly used and could be made safer with a trail. (1)
- South Daytona
 - Note that along Carmen Drive, 75 oaks have been planted in the limited right-of-way. If a trail goes here, the road would need to move east. There will be a challenge with the FPL transmission line along the east side. (1)
 - Incorporate as much of Reed Canal as possible by creating a signature section of the trail that would connect to a large neighborhood of families. Extend the trail to Reed Canal Park which is heavily used. (1)
 - Ridge Boulevard (from Pope Avenue to Sauls) is a viable option but leaves out several neighborhoods south of Reed Canal Road. Note that Reed Canal Road is used by Atlantic High School students; this route is currently not safe and the bike trail would be great option. (1)
- Port Orange
 - Consider previous coordination with FDOT regarding trail before options are developed and studied. (1)
- Use the existing trails (between Pioneer Trail and SR 44) and others behind the New Smyrna Beach Airport. (1)
- Connect this trail to the Daytona Beach Trail. (1)
- Locate the trail along the River, south of Aunt Catfish Restaurant. (1)
- Place the trail along business areas instead of through neighborhoods. A trail along front yards will impact the neighborhoods' coziness and nostalgia. (1)
- Avoid high traffic routes. (1)
- Cars travel at a high speed along US 1 over Spruce Creek; have a separated and protected trail here. Consider using a cement wall or Jersey barrier which already exist for pedestrians on the SR 40 bridge over the Halifax River in Ormond Beach. (1)
- Incorporate recreation and historical sites within a reasonable distance of the trail. (1)

Trail Features

- Incorporate landscaping to ensure good shade for hot months. (1)
- Build in "light up" buttons to stop traffic at intersections. (1)
- Have more bike racks to lock up bikes, particularly near bars, restaurants, and shops on Flagler Avenue, on Canal Street, and at points of interest. (1)
- Consider protection/separation between trail and traffic (along US 1 from the New Smyrna Beach Airport north; Rose Bay bridge; and Nova Road). (1)

Potential Trail Impacts

- Impacts to neighborhood along Turnbull Street
 - The trail on the Turnbull Street location would be too close to a new home under construction. (1)
 - Many senior citizens live here and feel it would not be safe for trail users with all the driveways. (1)
 - Concerns about this alignment are due to: safety, existing large oak trees, close to front doors, additional opportunity for crime, removing existing sidewalks (newly installed) and replace with 12-foot wide path. (1)
- Riverside Drive
 - Leave Riverside Drive alone, especially water side needed for draining during storms. (1)
 - A trail along Riverside Drive (from Julia to dead end at Wayne) will have environmental impacts. Don't disrupt the natural beauty. (1)
 - Do not take an additional 12 feet from private property along Riverside Drive. (1)
 - Consider how the trail would impact parking on one side of the road along N. Riverside Drive. (1)
 - Consider how trash pick-up and recycling would be affected (along Riverside Drive) if the trail goes along here. (1)
- Paving a 12-foot wide concrete path takes up natural percolation. (1)

Trail

- Supports the Trail
 - Happy to see the bike paths being built on the New Smyrna Beach area. (1)
 - Supports the trail if Faulkner Road deficiencies can be addressed. (1)
 - This is a great project; the more the trails can go through green spaces the better. Complete this as soon as possible. (1)
 - Turn this vision into reality so I can ride on it. (1)
- This is not needed – few people ride bikes, too hot, waste of money, (1)
- The study team should have contacted cities before showing a trail alignment at the public meetings. There is a need to understand road congestion, flooding areas, projects underway that could provide right-of-way in less congested areas. A lot more background needed to be collected before proposing the trail alignment (and options) at the meetings. (1)

General

- Requests were made to be added to mailing/email list. (18)
- Information was requested. (3)
- Faulkner Street
 - Residential neighborhood along this street; yet, the road has become a cut through. (1)
 - Worn lanes should be replaced before any improvements are made. (1)
- Improve pedestrian flow with supplementary landscaping to enhance future property values. (1)
- Consider where public bathrooms are located. (1)
- Install trash receptacles for debris generated by trail users. (1)
- On aerial display map, fix the location of the "Daytona Elementary School" label. (1)
- Consider how this trail relates to the Halifax Heritage Byway. (1)

Next Steps

This input will guide the study team as alternatives are developed and studied. Study updates will continue to be posted on the study website (www.clfroads.com (under 439865-1)). The FDOT Project Manager, Heather Grubert, and the Consultant Project Manager, John Scarlatos, will continue to be available to the public by responding to questions and providing project information as requested. It is anticipated that the Alternatives Public Meeting will be held in August 2018.

Figure 1
Notification Summary for the Public Kick-Off Meeting
St. Johns River to Sea Loop Trail PD&E Study



Notification Summary for
Public Kick-Off Meeting held on
January 10 and 11, 2018
SJR2C Trail Project Development and
Environment Study
Financial Project ID: 439865-1-22-01

<i>Date Completed</i>	<i>Notification Activity</i>
December 11, 2017	Letter and Newsletter #1 emailed to 51 Elected Leaders and Mailed to 12 Tribal Leaders
December 12, 2017	Letter and Newsletter #1 emailed to 146 Government Partners
December 13, 2016	Letter and Newsletter #1 mailed to 1,778 Property Owners/Interested Parties (28 days before first Kick-Off Meeting)
December 15, 2017	Letter and Newsletter #1 mailed to 179 Property Owners – Individual Condo Owners (26 days before the first Kick-Off Meeting)
December 17, 2017	Newspaper display ad published in <i>Daytona Beach News-Journal</i> (1 st time; 24 days before first Kick-Off Meeting)
December 20, 2017	Newsletter #1 posted to www.cflroads.com (439865-1); 21 days before First Kick-Off Meeting
December 29, 2017	Newspaper display ad published in <i>Daytona Beach News-Journal</i> (2 nd time; 12 days before first Kick-Off Meeting)
December 28, 2017	Ad published in <i>Florida Administrative Register</i> (uploaded December 15, 2017)
January 3, 2018	165 meeting notices hand delivered to gathering places within project study area
January 3, 2018	Meeting appeared on FDOT website (www.fdot.gov) – Public Notices page
January 3, 2018	News release emailed to Volusia County media outlets

Figure 2
Newsletter #1 for the St. Johns River to Sea Loop Trail PD&E Study

Study Schedule

The PD&E Study schedule is shown below. The study began in June 2017 and is anticipated to be completed in mid 2019. There will be two public meetings; notices will be sent by U.S. mail and published in the *Daytona Beach News-Journal*. Three (3) newsletters will be distributed to keep the public informed about the study's progress. At the end of the PD&E Study, a recommended alternative will be selected and then all engineering and environmental reports will be finalized. A Public Alternatives Workshop is expected to be held in August 2018 which will allow for public input on the alternative presented. A final newsletter will be distributed once the recommended 'Build' Alternative is selected.

2017		2018			2019		
Project Initiation	Environmental & Engineering Data Collection	Kick-off Meeting	Environmental & Engineering Analysis	Alternatives Public Workshop	Draft Environmental & Engineering Documents	Final Environmental & Engineering Documents	Non Major State Action (NMSA) Approval
Summer	Fall	Winter	Spring	Summer	Fall	Spring	Summer

Steps After the PD&E Study

This study has been classified as a Non Major State Action (NMSA); this means the FDOT District Five Secretary will provide final acceptance of the study's recommended 'Build' or 'No-Build' Alternative. If improvements are recommended and accepted by the Secretary, the proposed trail project will proceed into future project phases based on available funding. Those project phases include: design, right-of-way acquisition, and construction. The design phase is currently funded and scheduled to begin in 2019. The right-of-way acquisition and construction phases are currently unfunded.

How can you get involved?

Public comments and questions are welcome at any time throughout the study. If you would like to learn more about the study or would like to schedule a small group meeting, please contact one of the following individuals:

FDOT Project Manager Ms. Heather Grubert, P.E. Florida Department of Transportation 719 S. Woodland Boulevard, MS 501 DeLand, Florida 32720 Phone: 386-943-5540 Email: heather.grubert@dot.state.fl.us	Consultant Project Manager Mr. John Scarlatos Scalar Consulting Group Inc. 4152 W. Blue Heron Boulevard, Suite 119 Riviera Beach, Florida 33404 Phone: 561-429-5065 Email: jscarlatos@scalarinc.net
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For regular updates about the SJR2C Loop PD&E Study, please visit www.CFLRoads.com (search by number 439865-1). This website will be updated on a regular basis to provide the latest study information. You can also make comments or ask questions through the website, and you can request to be added to the mailing list. The study is being developed in compliance with Title VI of the Civil Rights Act of 1964 and related amendments. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Ms. Heather Grubert, P.E., FDOT Project Manager, at (386) 943-5540 or by email at heather.grubert@dot.state.fl.us at least seven (7) days before the meeting.

St. Johns River to Sea (SJR2C) Loop PD&E Study

Volusia County

Newsletter No. 1
www.CFLRoads.com
December 2017

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study for the St. Johns River to Sea (SJR2C) Loop on U.S. 1 or alternative route from State Road (S.R. 44) (Lytle Avenue) to Beville Road, a distance of approximately 12.5 miles. This study will evaluate several alternatives to improve bicycle and pedestrian accommodations by implementing a trail. The study is located within the Cities of New Smyrna Beach, Port Orange, and South Daytona in Volusia County.

Public Kick-Off Meetings

Date: January 10, 2018
Time: 5:30 p.m. to 7:30 p.m.
Location: Brannon Civic Center
Format: Open House

Date: January 11, 2018
Time: 5:30 p.m. to 7:30 p.m.
Location: Piggotte Community Center—Reception Hall
Format: Open House

Public Kick-Off Meetings have been scheduled. The meetings will provide an introduction to the study and an opportunity for citizens to ask questions and provide input. Participants may review study information and discuss the study with FDOT staff at any time during the meetings. The meetings are being offered on two different days as indicated above. The same information will be provided at each meeting. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

Figure 2 (continued)
Newsletter #1 for the St. Johns River to Sea Loop Trail PD&E Study

<p>Newsletter No. 1 St. Johns River to Sea (SJR2C) Loop PD&E Study December 2017</p>	<p>Newsletter No. 1 St. Johns River to Sea (SJR2C) Loop PD&E Study December 2017</p>
<p>Study Objective</p> <p>The St. Johns River to Sea (SJR2C) Loop Project Development and Environment (PD&E) Study is being conducted to develop and evaluate options for a multi-use trail along U.S. 1 or alternate route from S.R. 44 (Lytle Avenue) to Beville Road in Volusia County, a distance of approximately 12.5 miles. The purpose of this study is to close the existing trail gap in accordance with Shared-Use Nonmotorized (SUN) Trail standards. The need for this project is system linkage. Once complete, the trail would connect the cities of Edgewater, New Smyrna Beach, South Daytona, Port Orange, Daytona Beach and parts of unincorporated Volusia County.</p> <p>Study Overview</p> <p>The St. Johns River-to-Sea Loop (SJR2C) is a partially completed nearly 300 mile loop that follows the East Coast Greenway along Florida's Atlantic Coast and the St. Johns River corridor. This study is approximately 12.5 miles in length and is located within the Cities of New Smyrna Beach, Port Orange, and South Daytona in Volusia County. The St. Johns River-to-Sea (SJR2C) Loop is the longest multi-use loop trail underway through the American Southeast that follows the East Coast Greenway along Florida's Atlantic Coast and St. Johns River corridor. The segment being evaluated for this Project Development & Environment (PD&E) Study is U.S. 1 or an alternative route from S.R. 44 (Lytle Avenue) to Beville Road. The PD&E Study involves preliminary engineering to determine multi-use trail concepts, environmental evaluations to assess impacts associated with a new multi-use trail, and extensive public involvement and agency coordination.</p>  <p align="center">Potential for trail along N. Riverside Drive just north of Washington Street.</p> <p>What potential impacts and issues will we analyze during the study?</p> <ul style="list-style-type: none"> • Social Impacts <ul style="list-style-type: none"> ⇒ Right-of-Way ⇒ Residential ⇒ Business ⇒ Community Services and Facilities • Physical Impacts <ul style="list-style-type: none"> ⇒ Visual and Aesthetics ⇒ Contamination ⇒ Drainage ⇒ Utilities • Cultural Impacts <ul style="list-style-type: none"> ⇒ Historic and Archeological Sites ⇒ Recreational Areas • Costs <ul style="list-style-type: none"> ⇒ Right-of-Way Acquisition ⇒ Construction ⇒ Mitigation • Natural Impacts <ul style="list-style-type: none"> ⇒ Wetlands ⇒ Water Quality ⇒ Animal Habitat <p align="right">2</p>	<p>What is a PD&E Study?</p> <p>A Project Development and Environment (PD&E) Study is a process conducted by the FDOT to determine the social, natural, cultural, and physical impacts that are associated with proposed transportation improvements. The process, mandated by the National Environmental Policy Act (NEPA), is a combined effort by professional engineers, planners, environmental scientists, and others who analyze the study related information to develop the best alternative for a community's transportation needs.</p> <p>Below are key steps used during a PD&E Study:</p> <ul style="list-style-type: none"> • Data collection is a review of existing conditions, existing and future land use, drainage, wetlands, endangered species habitat, and potential contamination and historic sites. • Engineering analysis is conducted to develop alternatives that meet the needs of the study area, and are environmentally responsible, socially acceptable, and cost effective. • Environmental evaluations are documented and potential impacts to the social, natural, cultural, and physical environments are assessed, including, but not limited to: wildlife habitat, public lands, wetland locations, archeological and historic sites, and community issues and concerns. • Public involvement will take place throughout the PD&E Study to ensure a continuous flow of information between the study team, stakeholders, and local agencies. Two (2) public meetings will be held during this study. <p>A 'Build' alternative will be considered for this study along with the 'No-Build' Alternative. The 'No-Build' Alternative means that no improvements will be made. The 'No-Build' Alternative will remain a viable option throughout the study process.</p> <p>Local Agency Partners</p> <p>In addition to receiving public input, we will coordinate with the following local agencies throughout the study:</p>  <div data-bbox="1522 483 1822 1047" style="border: 1px solid black; padding: 5px;"> <p align="center">PD&E STUDY PROCESS</p> <p align="center">Study Begins</p> <p align="center">Data Collection</p> <p align="center">Engineering and Environmental Analyses</p> <p align="center">Alternative Developed & Studied</p> <p align="center">Final Recommendation</p> <p align="center">FDOT Approval</p> <p align="center">Public Outreach Activities</p> </div> <p>Can't attend the Public Meeting?</p> <p>All information presented at the January 10 and 11, 2018 Public Kick-Off Meetings will be available on the study website by Wednesday, Jan. 17, 2018. Comments and questions can also be submitted through the study website.</p> <p align="right">3</p>