

## How will we select a recommended alternative?

Both 'no-build' and 'build' alternatives are being considered. The 'build' alternatives presented, serve to improve bicycle and pedestrian accommodations throughout various corridors within New Smyrna Beach, Port Orange and South Daytona in Volusia County. The alternatives will be evaluated and compared to each other using criteria that give consideration to engineering, physical, environmental, and social impacts, right of way needs, cost, and public opinion. A recommended alternative will become clear based on this evaluation and comparison.

## Local Government Partners

In addition to receiving public input, we are coordinating with various local government agencies throughout the study including:



## Who will approve the final PD&E Document?

This project has been classified as a Non-Major State Action (NMSA); this means the FDOT, or designee will sign and date the NMSA checklist prepared for the Study. If the proposed improvements are recommended and accepted by the department, the proposed project will proceed into future project phases as funding becomes available. Those project phases include: design, right of way acquisition (if applicable) and construction. The design phase is currently partially funded. Right of way acquisition and construction phases are currently unfunded.

## What happens after the public alternatives meetings?

We will continue to evaluate the alternative routes, then select a recommended 'build' alternative or the 'no-build' alternative. A final newsletter will be sent to property owners along the recommended route if the 'build' alternative is selected. The final newsletter is expected to be mailed to property owners before March 2020 followed by finalizing engineering and environmental documents and final Non-Major State Action (NMSA) approval.

## How can you provide input?

Public comments and questions are welcomed 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

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### Additional Contact

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For regular updates about the SJR2C Loop PD&E Study, please visit [www.cflroads.com](http://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.



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

Volusia County

Financial Project ID (FPID) Number: 439865-1



Newsletter No. 2

[www.cflroads.com](http://www.cflroads.com)

October 2018

## Public Alternatives Meetings

**Date: Nov. 14, 2018**

**Time: 5-7 p.m.**

**Location: Piggote Community Center (see map)**

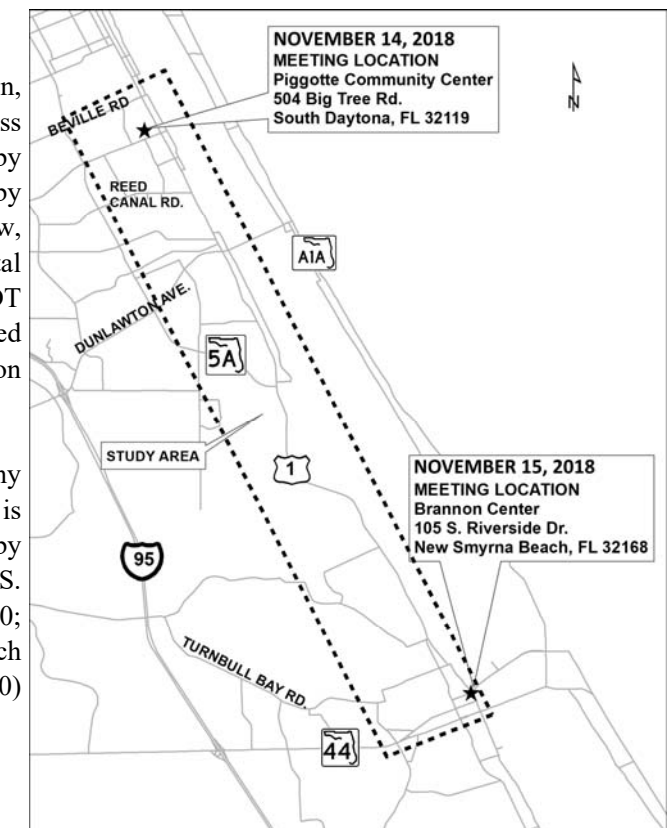
**Format: Open House**

Public alternatives meetings have been scheduled for the SJR2C Loop Project Development and Environment (PD&E) study. At these meetings, we will present the alternatives for a trail along U.S. 1, or alternative route from State Road (S.R.) 44 (Lytle Avenue) to Beville Road. Attendees may review study information, and discuss the design alternatives with the Florida Department of Transportation (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.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Jennifer Smith, FDOT District Five Title VI Coordinator, by email at [Jennifer.Smith2@dot.state.fl.us](mailto:Jennifer.Smith2@dot.state.fl.us). 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 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.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring accommodations to participate in this workshop/meeting is asked to advise the agency at least 7 days before the workshop/meeting by contacting: FDOT Project Manager Heather Grubert, P.E., at 719 S. Woodland Blvd., MS 501, DeLand, FL 32720; by phone at (386) 943-5540; or, by email to [heather.grubert@dot.state.fl.us](mailto:heather.grubert@dot.state.fl.us). If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)

All information presented at the public alternatives meetings will be posted on the study website by Nov. 25, 2018, [www.cflroads.com](http://www.cflroads.com) (search by number 439865-1).



### Project Description

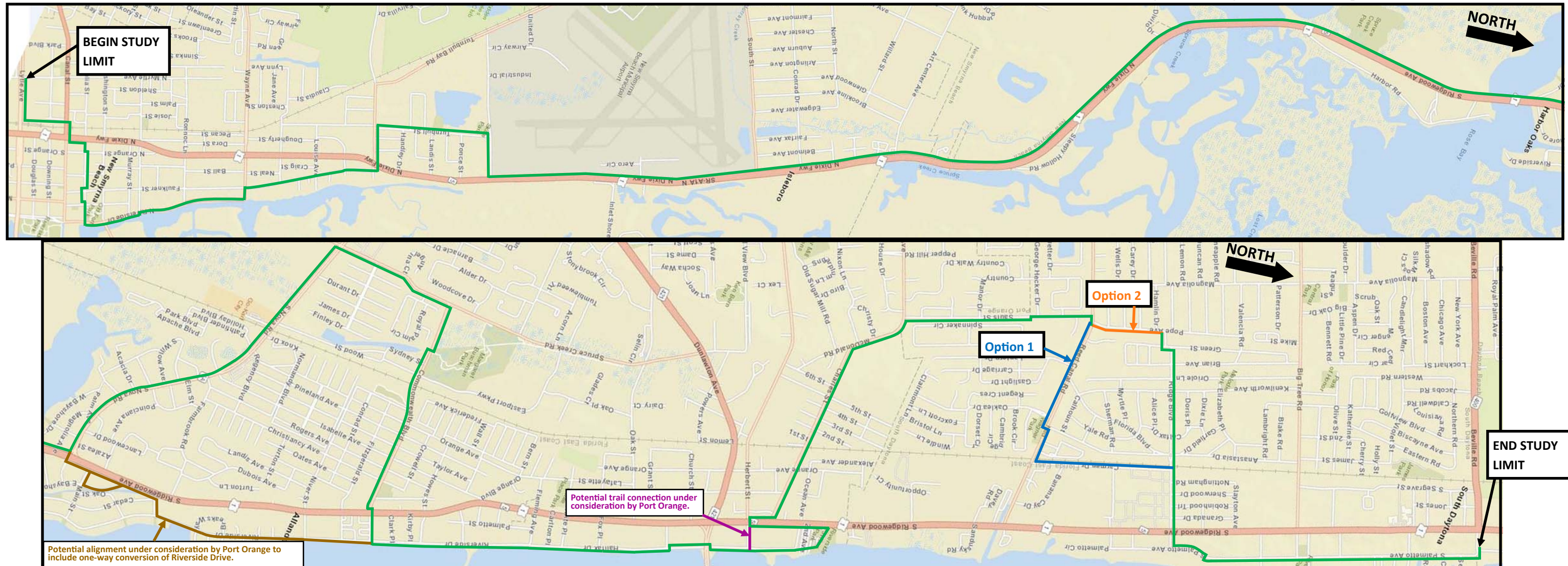
The SJR2C Loop is the longest multi-use loop trail underway through the Southeastern United States that follows the East Coast Greenway along Florida’s Atlantic Coast and St. Johns River corridor. The segment being evaluated for this PD&E Study is U.S. 1, or an alternate route from S.R. 44 (Lytle Avenue) to Beville Road, crossing the cities of New Smyrna Beach, Port Orange and South Daytona in Volusia County. The trail involves utilizing four bridges along U.S. 1 in Port Orange and one along Sauls Street in South Daytona. 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.

### Purpose and Need

The SJR2C Loop 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 18 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, Port Orange, South Daytona, Daytona Beach, and parts of unincorporated Volusia County.

### Florida Sun Trail Program

This project is part of the statewide goal of supporting the transportation, and recreational needs of bicyclists and pedestrians. As such, the state of Florida is dedicating \$25 million annually to the development of a statewide network of multi-use trails. Currently, the SJR2C Loop is a top priority. More information about the SUN Trail program can be found by visiting <http://floridasuntrail.com>. The proposed trail width for this project is 12 feet and a minimum of 8 feet in constrained areas such as along bridges or areas of environmental concern.



### Trail Benefits

The proposed trail does have the potential to increase surrounding property values. In turn, it could also attract more residents and generate additional jobs, serving as an economic driver. Research shows that trails can be associated with higher property value, especially when designed to provide neighborhood access and maintain residents’ privacy. Trails also promote healthy living by providing a facility for walking, bicycling, and other forms of physical exercise. Recent studies suggest that by accelerating the expansion of trails and accessibility to them, the health of residents in nearby communities may greatly benefit.

### Alternative Trail Routes

The alternative trail route is shown in green on the maps below. There are areas where only sharrows (shared lane markings of bike symbol with two chevrons over it) are proposed, such as along Julia St. from U.S. 1 to Orange St., Sams Ave. to N. Riverside Dr., and along Sauls St. from just south of George Hecker Dr. to Reed Canal Rd. Along N. Riverside Drive from Mary Ave. to Wayne Ave. and Faulkner St. from Wayne Ave. to Turnbull Bay Rd., only “Share the Road” signage is proposed. The proposed route incorporates the existing 8-foot wide sidewalk on the south side of Nova Rd., the 10-foot wide trail along Ridge Blvd., and other existing trail connections such as along N. Riverside Dr. from Julia St. to Washington Ave., the existing trail system within the Riverside Pavilion Park of Port Orange, and McDonald Rd. from Charles St. to Sauls St. As part of the proposed alternative, Riverside Dr./Halifax Dr. is proposed to be converted to a one-way street from Commonwealth Blvd. to just north of Herbert St. Extending the one-way conversion south of Commonwealth Blvd. to Seminole Ave. is currently not part of the alternative. However, if implemented, the alternative could then connect at Seminole Ave. and U.S. 1, and then south on U.S. 1 to Nova Rd. This would be instead of utilizing Nova Rd., Spruce Creek Rd., and Commonwealth Blvd. In South Daytona, two options are considered; 1) Construct a trail along the south side of Reed Canal Rd. from Sauls St. to Anastasia Dr., and then cross over to the north side and connect to Carmen Dr. The trail would then extend from Reed Canal Rd. to Ridge Blvd. along the west side of Carmen Dr.; or 2) Construct a trail from Reed Canal Rd. to Ridge Blvd. along the east side of Pope Avenue.