



## SUMMARY

### Alternatives Public Meeting Held on November 14 and 15, 2018 St. Johns River to Sea (SJR2C) Loop Trail Project Development and Environment (PD&E) Study FPID: 439865-1

**LOCATIONS:** November 14, 2018  
Piggotte Community Center Reception Hall  
504 Big Tree Road  
South Daytona, Florida 32119

November 15, 2018  
Brannon Center Ballroom  
105 S. Riverside Drive  
New Smyrna Beach, Florida 32168

**TIME:** 5 p.m. to 7 p.m.

**ATTENDEES:** 71 Signed in Attendees (not project team) – November 14<sup>th</sup>  
54 Signed in Attendees (not project team) – November 15<sup>th</sup>

#### ***Project Team***

Heather Grubert, Florida Department of Transportation (both)  
Catherine Owen, Florida Department of Transportation (both)  
Michael Ziarnek, Florida Department of Transportation (Nov. 14<sup>th</sup> only)  
Heather Garcia, Florida Department of Transportation (Nov. 14<sup>th</sup> only)  
Harry Weinbender, Florida Department of Transportation (Nov. 14<sup>th</sup> only)  
Ashley Smith, Florida Department of Transportation (Nov. 14<sup>th</sup> only)  
Brandy Miller, Florida Department of Transportation (Nov. 15<sup>th</sup> only)  
Casey Lyon, Florida Department of Transportation (Nov. 15<sup>th</sup> only)  
John Scarlatos, Scalar Consulting Group (both)  
Kristin Caruso, Scalar Consulting Group (both)  
Clayton Flillyaw, Scalar Consulting Group (both)  
Amit Singh, Scalar Consulting Group (both)  
David Boyer, Scalar Consulting Group (both)  
Savanna Hultz, Scalar Consulting Group (both)  
Kyle Canonico, Scalar Consulting Group (both)  
Kaley Wittenstein, Scalar Consulting (both)  
Omar Dalusung, Scalar Consulting (both)  
Rudy Gotmare, Scalar Consulting Group (Nov. 14<sup>th</sup> only)  
Laura Turner, Laura Turner Planning Services (both)

**PREPARED BY:** Laura Turner, Laura Turner Planning Services

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 and 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 selecting a final trail alignment, the study team wanted to gather input from the public. The study's Alternatives Public Meeting was held on November 14, 2018 (at Piggotte Community Center Reception Hall, located at 504 Big Tree Road, South Daytona, Florida) and on November 15, 2018 (at the Brannon Center Ballroom, located at 105 S. Riverside Drive, New Smyrna Beach, Florida). The same information was available at each location from 5 p.m. to 7 p.m. Study information was displayed in an open house format, which provided the opportunity for the public to review information throughout the meeting as well as to discuss specific items with study team members. This summary provides the highlights of the notification process, information shared at the Alternatives Public Meeting, and the comments received. Details are included in the project files.

### **Meeting Notification**

Several notification techniques were used to publicize the Alternatives Public Meeting, which are summarized in **Figure 1**. Generally, the meetings were publicized through: advertisements (*Florida Administrative Register* and *Daytona Beach News-Journal*); website announcements (FDOT public meetings page and [www.cflroads.com](http://www.cflroads.com)); direct mailings (emailed letters with Newsletter #2 to elected leaders and government partners as well as mailed letters to property owners and interested stakeholders with Newsletter #2); hand distributions of flyers to key area gathering spots; and a news release (emailed to Volusia County media outlets).

### **Study Information at the Meetings**

As individuals signed in, they could receive a comment form and a copy of Newsletter #2. A copy of the newsletter is provided in **Figure 2**. The same information was available at each meeting. Individuals could share their input by submitting a completed form at each meeting or send it to the study team afterwards through November 26, 2018. From 5 p.m. to 7 p.m., the following study displays were available for review in an open house format: aerial map roll plots of the trail alignment (and alternative routes); project process board; project schedule; Title VI board; a PD&E Study description board; and St. Johns River to Sea Loop Trail system map in Volusia County. This information has been posted to [www.cflroads.com](http://www.cflroads.com) (under 439865-1). Citizens were able to review this information throughout each meeting. In addition, study team members were available to answer questions and to hold "one-on-one" conversations with attendees. There was no project presentation.

### **Written Comments Received**

Written comments were shared with the study team through the submittal of 45 completed comment forms at the Alternatives Public Meetings (28 forms on November 14<sup>th</sup> and 17 forms on November 15<sup>th</sup>) and nine emails submitted from October 23, 2018 through November 26, 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 Project**

- Supports the Project (6)
  - Appreciate consideration of Faulkner Street (1)
  - Likes “share the road” signage (1)
  - Place as close to river as possible (1)
  - Avid cyclist appreciates this kind of access (1)
  - Provides more pedestrian options (1)
  - Benefits all property owners (1)
  - Asset to South Daytona and Volusia County (1)
- Against the Trail (14)
  - Waste of dollars (3)
  - Very few cyclists; use bike lanes on Ridgewood (US 1) and Dunlawton Ave. instead (1)
  - Use US 1 instead (1)
  - Bikers can see nature in parks (1)
  - Wants opportunity for taxpayers to vote on this (1)
  - Will attract homeless (2)
  - Increase in illegal activities/drug traffic/crime (2)
  - Increased trash (3)
    - Who will pick up
  - Look at Commissioner McGuirk’s alternate (New Smyrna Beach) (1)
  - Bad idea; vandalism will increase and will decrease property values (1)
  - Flooding on Halifax Drive (1)
  - Taking of property east of Halifax Drive; area used for supplemental parking (1)
  - Streets flood – need to address flooding on both sides of the street (1)
  - Personal injury liability (1)
  - Speeding cars (1)
  - Noise impacts (2)
  - Safety (2)
  - Loitering and homeless activity (1)
  - Invasion of privacy/trespassing (2)
  - Impacting riparian rights (1)
  - Decrease property values (1)

### **Trail Alignment**

- New Smyrna Beach
  - Riverside Drive (1)
    - Leave it as it is today
    - Against the proposed typical from North Causeway to Mary Ave. due to impacts to trees
    - Against making Riverside Drive one way; inconvenient to local homeowners
    - Concerned that property values east of Riverside Drive becomes public
    - Supports extended sidewalk and security lights on Riverside Drive
    - Against N. Riverside & Faulkner Street route
    - Concerns that N. Riverside will not be safe for cyclists; need to address this safety concern
  - Concerns about the section in front of the New Smyrna Beach Airport (1)
    - Barriers needed due to high speeds
  - Concerns about trail maintenance and frequency (1)
  - Concerns about who will pick up daily garbage generated by trail (1)

- Prefers Turnbull Bay Road to Sunset Drive to Norman Avenue to Art Center Avenue to US 1 (1)
- Continue to keep the New Smyrna Beach area involved with opportunities to comment (1)
- Julia Street alignment is not favored and needs to be changed (1)
  - Five-foot easement is not enough
  - Safety issue – too close to existing front doors
- Concerns about route from Washington Street to Mary Avenue (1)
  - Adding non-permeable surface in area that already has drainage issues
  - Current road accommodates cyclists just fine
  - Utilities are located here
  - Highly traveled by vehicles
  - Move to west side of Downtown New Smyrna Beach
- Supports N. Riverside Drive route (1)
- Happy the trail is not going in green space (1)
- Port Orange
  - Against the trail going through the Halifax Drive neighborhood (1)
    - The path is five feet from the seawall with these issues:
      - ❖ Safety
      - ❖ Violation of privacy
      - ❖ Who will clean up and keep strangers off property
  - Against making Halifax Drive one-way (1)
    - Limits access
    - Dunlawton Ave. is a busy road southbound with many accidents
    - Create more traffic and less privacy
    - Concerns about loitering
  - Against the Halifax Drive alignment due to loss of property on the river side (1)
  - Halifax Drive has flooding (2)
    - on the street during high tide and/or full moon (1)
  - Keep the trail off of Riverside Drive and go to US 1 instead – against the alignment in Port Orange (1)
  - Against the project on Riverside Drive (3)
    - Don't make Riverside Drive one-way from Dunlawton Ave. to Commonwealth Blvd. (1)
    - Halifax Dr./Dunlawton Ave. crossing is potential hazard; move to Ridgewood/US 1 instead for safety (1)
  - Make Riverside Drive “share the road”; change is unfair to homeowners along this route and the inability to go both directions (1)
  - Bridge over US 1 and Nova Road intersection; too dangerous to be at-grade (1)
  - Start at Seminole and go along Riverside Drive in Port Orange (instead of Commonwealth (1)
  - Against the Halifax Drive alignment (1)
    - Too much traffic
    - Too many accidents in front of Aunt Catfish
    - Trespassing
    - Vagrants, vandalism, litter, and theft will increase
    - Property values will decrease
    - Play at the beach and not in my front yard
  - Halifax Drive option causes unnecessary anxiety, creates parking issues, increase trespassing, safety, and increased trash (1)
  - Not fair to impose changes (Halifax Drive area) that may impose extra expenses (1)

- Against Nova Road route (1)
  - Dangerous
  - Less direct and less attractive
- Route along Nova Road (Spruce Creek to Commonwealth) is not safe (1)
- South Daytona
  - City of South Daytona -
  - Supports City of South Daytona Option 1 (Reed Canal to Sauls Street) to Carmen Drive (3)
    - Less along residential/neighborhood streets (2)
    - Less homes along Carmen Drive and Reed Canal Road (2)
  - Supports Option 1 – Reed Canal to Sauls Street (3)
    - More beautiful option (1)
    - Great connectivity between cities (1)
    - Adds layer of safety (1)
  - Trail should go on the north side of Reed Road (and not over the Canal) (1)
    - Less expensive
    - Access along north side
  - Ridge Road – concerns about safety of neighborhood children once bicycle traffic picks up (1)
  - Closeness to Reed Canal Park would be an asset (1)
  - Against the Pope Ave. alignment (1)
    - Too residential and not wide enough
    - Use Reed Canal instead and then connect to Carmen
    - Prefers Option #1 in South Daytona
  - Supports Option 2 (1)
    - Least amount of traffic interruptions on city roads
    - Allow the trail to be constructed next to an already existing wider sidewalks along Ridge
    - Option 1 has space limitations, especially at Reed Canal, resulting in an increase in accidents
  - Against Option #2 (1)
    - Encroaches on trek and crosswalk heavily used by elementary school children
    - Not safe option – eliminate completely
  - Option #2 is more dangerous for trail users (1)
    - Hazard to have users and drivers cross at Reed Canal & Sauls; dangerous intersection
- Prefers routes with less traffic and more natural areas (1)
- Place the trail further to the west (1)
  - Move the trail to 417 and Williamson where there are wide open spaces
  - Trail can be a part of road projects
  - Too dangerous to go through New Smyrna Beach along US 1
- Consider reworking US 1 to two lanes; beautify the area and the speed limits reduced (1)

### **Specific Agencies**

- City of New Smyrna Beach – consider making Sams (next to Old Fort) one way for one or two blocks (1) – Mayor Russ Owen
- City of Port Orange – interested in the right-of-way constraints with a pedestrian bridge over Dunlawton Avenue – Tim Burman City of Port Orange (1)
- City of South Daytona – Greg Bartholomew (1)
  - Prefers Trail Option 1 along Carmen Drive, Reed Canal, Sauls Street

- Provides better community connections
- Trail accessible to more of community
- Safer pedestrian path
- Connects several parks

### **General**

- Requests to be added to or update project mailing/contact list (45)
- The base map/aerial needs correction; the street labeled as “Ferndale Avenue” (off of S. Palmetto Avenue) should be “Reef Road” (1)
- Information request (1)
- Go north along the river (east side of Halifax River) instead of using the convoluted route through Port Orange and South Daytona; more riders will use if there is a more direct and scenic route (1)
- Need to coordinate with Greenway Trails (supports a more direct route) (1)
- Keep to the recommended 12-foot trail width (1)
- Need to enforce weight and speed limits (1)
- Complete the project in a timely manner; not in 2 or 3 years (1)
- Disappointed that the meeting did not include a formal questions and answer session (1)
- Request for Newsletter #2 (3)
- Wants to stay informed (1)

### **Other Projects**

- Sidewalks on Faulkner Street need to be repaired and maintained (1)
- Need to slow down drivers on Faulkner Street (1)
- Use dollars for helping the homeless, poor, unemployed and addicts (2)

### **Next Steps**

This input will guide the study team in developing a final project recommendation and associated project documents. Study updates will continue to be posted on the study website ([www.clfroads.com](http://www.clfroads.com) (under 439865-1). The FDOT Project Manager, Heather Grubert, and the Consultant Project Manager, John Scarlato, will continue to be available to the public by responding to questions and providing project information as requested. It is anticipated that the Florida Department of Transportation will make a decision about the project recommendation by June 2020.

**Figure 1**  
**Notification Summary for the Alternatives Public Meetings**  
**St. Johns River to Sea Loop Trail PD&E Study**



**Notification Summary for**  
**Alternatives Public Meeting held on**  
**November 14 and 15, 2018**  
**SJR2C Trail Project Development and**  
**Environment Study**  
**Financial Project ID: 439865-1**

<i>Date Completed</i>	<i>Notification Activity</i>
October 18, 2018	Letter and Newsletter #2 emailed to 79 Elected Leaders (include River to Sea TPO Board) and mailed to 11 Native American Leaders
October 19, 2018	Letter and Newsletter #2 emailed to 240 Government Partners
October 20, 2018	Letter and Newsletter #2 mailed to 2,788 Property Owners/Interested Parties (25 days before first Alternatives Meeting)
October 24, 2018	Newspaper display ad published in <i>Daytona Beach News-Journal</i> (1 <sup>st</sup> time; 21 days before first Alternatives Meeting)
October 24, 2018	Newsletter #2 posted to <a href="http://www.cflroads.com">www.cflroads.com</a> (439865-1); 21 days before Alternatives Meeting
October 24, 2018	Meeting appeared on FDOT website ( <a href="http://www.fdot.gov">www.fdot.gov</a> ) – Public Notices page (21 days before first Alternatives Meeting)
November 4, 2018	Newspaper display ad published in <i>Daytona Beach News-Journal</i> (2 <sup>nd</sup> time; 10 days before first Alternatives Meeting)
November 5, 2018	Ads published in <i>Florida Administrative Register</i> (uploaded October 25, 2018; published 9 days before Alternatives Meeting)
November 7, 2018	175 meeting notices hand delivered to gathering places within project study area
November 7, 2018	News release emailed to Volusia County media outlets
<b>Outside Groups</b>	
October 18, 2018	River to Sea TPO emailed Newsletter #2 to entire email list
October 19, 2018	Brannon Center (added to New Smyrna Beach calendar)
November 5, 2018	<i>Port Orange Observer</i> article

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

**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  
719 S. Woodland Boulevard, MS 501  
DeLand, Florida 32720  
Phone: 386-943-5540  
Email: [heather.grubert@dot.state.fl.us](mailto:heather.grubert@dot.state.fl.us)

**Additional Contact**  
Mr. John Scarlatos  
4152 W. Blue Heron Boulevard, Suite 119  
Riviera Beach, Florida 33404  
Phone: 561-429-5065  
Email: [jscarlatos@scalarinc.net](mailto:jscarlatos@scalarinc.net)

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.

**Public Alternatives Meetings**

**Date:** Nov. 14, 2018

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

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

**Format:** Open House

**Date:** Nov. 15, 2018

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

**Location:** Brannon Center (see map)

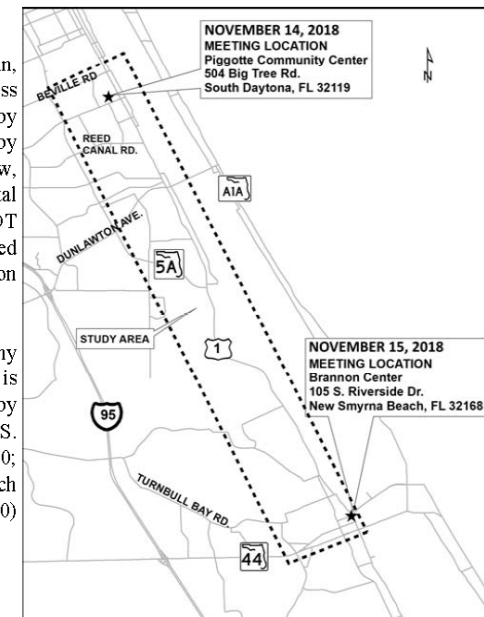
**Format:** Open House

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).





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

**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 Calhoun Dr. The trail would then connect from Reed Canal Rd. to Ridge Blvd. along the west side of Calhoun Dr.; or 2) Construct a trail from Reed Canal Rd. to Ridge Blvd. along the east side of Pope Avenue.

