

## How we selected a preferred alternative?

Both 'no-build' and 'build' alternatives have been considered. The preferred 'build' alternative presented serves to improve bicycle and pedestrian accommodations throughout various corridors within New Smyrna Beach, Port Orange, and South Daytona in Volusia County. The preferred 'build' alternative has been evaluated and compared to other 'build' alternatives as well as the 'no-build' alternative, using criteria that give consideration to engineering, and physical, environmental, and social impacts, as well as right of way needs, cost, and public opinion. The preferred 'build' alternative has been selected based on this evaluation and comparison.

## Local Government Partners

In addition to receiving public input, we have coordinated 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); and the FDOT District Environmental Manager or designee will sign and date the NMSA checklist prepared for the study. Once the proposed improvements are approved by the department, the proposed project will proceed into future project phases dependent on funding availability. 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.

## Questions or Comments?

Questions or comments are welcomed at any time throughout the study. If you would like to learn more about the study, or have any questions to comments, please contact one the following individual:

### FDOT Project Manager

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For information and 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 to provide the latest study information. You can also submit questions or comments through the website.

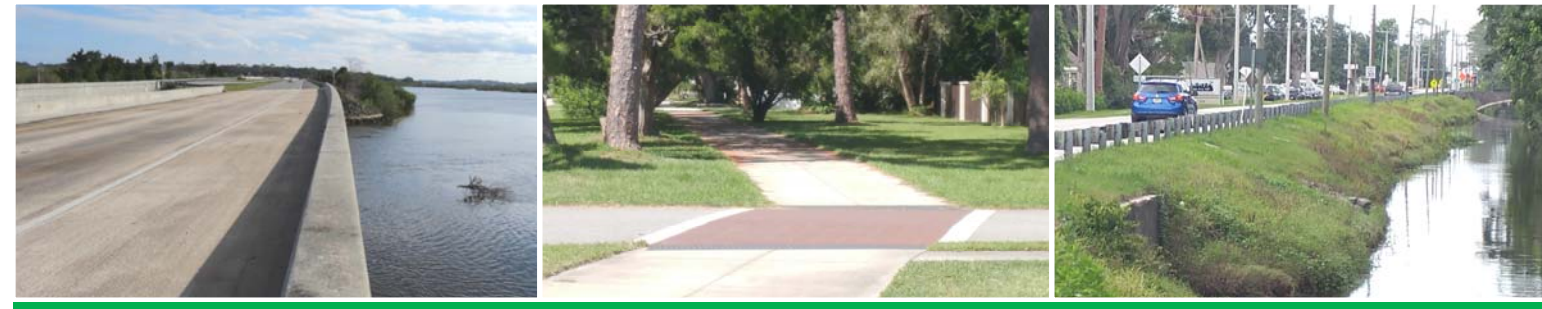
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Jennifer Smith, FDOT District Five Title VI Coordinator, by email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



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

Volusia County

Financial Project ID (FPID) Number: 439865-1



## Project Description

Location of this project is integral to transportation in Florida, it is along major networks including the St. Johns River-to-Sea Loop (SJR2C), which is a developing 260-mile regional trail system that will link the Tri-County Agritourism Corridor to the Space Coast. It is also a component of the East Coast Greenway, which is a developing 3,000-mile national trail system that will link communities along the eastern seaboard from Key West, Florida to Calais, Maine. The segment evaluated for this Project Development and Environment (PD&E) Study is U.S. 1, or an alternate route from State Road (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 uses four existing bridges along U.S. 1 in Port Orange and one along Sauls Street in South Daytona. The PD&E study involves preliminary engineering evaluation to determine multi-use trail concepts, including environmental considerations to assess impacts associated with a new multi-use trail, as well as public involvement and agency coordination.

## Purpose and Need

The purpose and need of this study is to close the existing trail gap in accordance with FDOT published design criteria for multi-use trails (shared-use paths) in both the FDOT Design Manual (FDM) and the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook). 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. Established during the 2015 legislative session and administered by the Florida Department of Transportation, the Florida Shared-Use Nonmotorized (SUN) Trail program receives \$25 million annually, from new vehicle tag fees, to expand the statewide system of paved multi-use trails (SUN Trail network) for bicyclists and pedestrians. The SUN Trail network aligns with the statewide Florida Greenways and Trails System Plan's Land Trail Priority network. Currently, the SJR2C Loop is a priority regional system. 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 in 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.

**Preferred ‘Build’ Alternative Trail Route**

The preferred ‘build’ alternative trail route is shown on the maps below with corresponding numbers and colors for each segment described. A reevaluation of the preferred ‘build’ alternative may be conducted during the design phase if there is a change in any of the routes.

- 1) From the begin study limit at S.R. 44 (Lytle Avenue) to U.S. 1 at South Street in New Smyrna Beach, the ‘no-build’ alternative has been selected. Once prioritized and funding becomes available, an independent study will be conducted in the future for this segment to evaluate alternatives to the west, outside of the downtown area of New Smyrna Beach.
- 2) On the west side of U.S. 1 from South Street to Nova Road in Port Orange.
- 3) Nova Road from U.S. 1 to Spruce Creek Road, using the existing 8-foot-wide concrete sidewalk along the south side.
- 4) Spruce Creek Road from Nova Road to Angelina Court, where the proposed trail will use an 8-foot-wide sidewalk on the east side, which is to be built as part of a separate City of Port Orange project (FPID No. 435539-1).
- 5) Spruce Creek Road from Angelina Court to Selin Circle, using the existing 8-foot-wide trail along the east side of Spruce Creek Road to Selin Circle, where it will then cross to the west side of Spruce Creek Road.
- 6) Spruce Creek Road from Selin Circle to Oak Street, on the west side and then crossing back to the east side at Oak Street, where it will then use the existing 8-foot-wide trail which connects to Dunlawton Avenue.
- 7) Spruce Creek Road on the east side at Dunlawton Avenue, the proposed trail continues north, curves slightly to the west along Canal View Boulevard, and then continues north again through a vacant parcel owned by the City of Port Orange. The trail will then connect at the intersection of Herbert Street and Sixth Street. Within the vacant parcel, an 8-foot-wide boardwalk, approximately 300-feet in length is proposed in order to minimize impacts to wetlands.

- 8) Sixth Avenue from Herbert Street to McDonald Road, the trail will use the existing 8-foot-wide concrete sidewalk along the west side of Sixth Street.
- 9) McDonald Road from Sixth Street to Sauls Street, the existing 8-foot-wide trail on the east side of McDonald Road will be used.
- 10) Sauls Street from McDonald Road to George Hecker Drive, an 8- to 10-foot-wide trail is proposed.
- 11) Sauls Street from George Hecker Drive to Reed Canal Road, sharrows (shared lane paint markings of bike symbol with two chevrons above it on the road) are proposed.
- 12) Reed Canal Road from Sauls Street to Anastasia Drive, a 12-foot-wide trail is proposed on the south side of Reed Canal Road. Approval of this segment is contingent upon mutual agreement regarding trail maintenance between the City of South Daytona and Volusia County, which owns the road and the Canal.
- 13) Reed Canal Road at Anastasia Drive, the trail is proposed to cross from the south side of Reed Canal Road to the north side and continue east to Carmen Drive.
- 14) Carmen Drive on the west side from Reed Canal Road to Ridge Boulevard.
- 15) Ridge Boulevard from Carmen Drive to South Palmetto Avenue, using the existing 10-foot-wide trail on the north side.
- 16) West side of South Palmetto Avenue from Ridge Boulevard to approximately 670 feet north.
- 17) South Palmetto Avenue from approximately 670 feet north of Ridge Boulevard to Beville Road, the trail will be on the east side and connect to the existing 10-foot-wide trail on the west side of South Palmetto Avenue at Beville Road, leading into the City of Daytona Beach. The segment of trail along South Palmetto Avenue from Ridge Boulevard to Beville Road is currently under design as part of FPID No. 439865-2.

