

Wekiva Trail – Segment 5: Public Meeting Script

Meeting held on September 9, 2020 at 10:00 a.m.

Voiceover: Poorna Bhattacharya

Total time: Approximately 16.5 minutes

SLIDE	AUDIO	VISUAL
1	<p>Welcome and thank you for participating in this public meeting for the Wekiva Trail – Segment 5 Corridor Planning Study, formerly known as the Tav-Dora Trail Corridor Planning Study.</p> <p>This virtual meeting is being held consistent with the Florida Governor's Temporary Order on Local Government Public Meetings, Executive Order Number 20-69.</p>	Title Slide
2	<p>This overview is presented by the Florida Department of Transportation, in partnership with the Cities of Tavares and Mount Dora, Lake County and the Lake-Sumter Metropolitan Planning Organization.</p> <p>The presentation will include a summary of the project's purpose and schedule, a review of existing conditions, descriptions of the proposed trail alternatives, a summary of the evaluation of the alternatives, as well as steps leading into the next phase of this project.</p>	Agenda
3	<p>This meeting is being conducted without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance to Title VI may do so by contacting Jennifer Smith at Jennifer.smith2@dot.state.fl.us.</p> <p>All inquiries or complaints will be handled according to FDOT procedure, and in a prompt and courteous manner.</p>	Title VI
4	<p>If anyone has any questions or comments regarding this study, please email them to us at trail@tavares.org. We will log and respond to all questions and comments posted through September 16, 2020. At the conclusion of the presentation, we will provide additional information for accessing the recorded presentation.</p> <p>All questions, comments and responses will be documented as part of the public record and included in the final project report.</p>	Email
5	<p>The next few slides provide an overview of the project.</p>	Background
6	<p>The goal of this project is to provide a safe, comfortable, and accessible paved facility for bicyclists, pedestrians, and other non-motorized users of all ages and abilities between the Cities of Tavares and Mount Dora.</p> <p>This trail fills the need for safe, comfortable, and accessible pedestrian and bicycle facilities, fills a missing gap in the regional trail network, and is intended to provide recreation and active transportation opportunities that can promote health, economic vitality and the quality of life for residents and visitors alike.</p>	Purpose and Need
7	<p>The proposed trail travels along a 5.5 to 6-mile corridor beginning at Disston Avenue near Wooton Park in the City of Tavares, and terminates at Tremain Street in the City of Mount Dora. It follows the Old U.S. 441 and/or the Florida Central Railroad right of way in between the two cities.</p> <p>The study area on the west end (the left side of the screen) extends to Alfred Street on the north, and Lake Dora Drive to the south. On the east end (which is on the right side of the screen), it extends from W 11th Street down to the railroad.</p>	Study Area

SLIDE	AUDIO	VISUAL
8	<p>This planning study began in April 2019. Over the course of the study, we completed an assessment of existing study area conditions, developed trail alternatives, analyzed the alternatives, and are now in the final stage of identifying planning concept alternatives to move forward for additional study.</p> <p>The process was guided by a project visioning team consisting of stakeholders from the cities of Tavares and Mount Dora, Lake County, Lake Sumter Metropolitan Planning Organization, and other community representatives. In today's meeting, we are seeking public input on the proposed planning concept alternatives.</p> <p>Using input from this public meeting, we will finalize this stage of the project and prepare the final report, which is anticipated to be completed by October or November of this year.</p>	Study Process and Schedule
9	<p>As noted earlier, the first step of the study process included an analysis of the existing conditions.</p> <p>The full existing conditions report can be found on the project's website at www.cflroads.com. Once on the site, you can search for the project by entering 405854-1 in the search bar.</p>	Existing Conditions
10	The next few slides provide a brief overview of the existing conditions analysis, and the findings which informed the alternatives development process.	Existing Conditions
11	<p>The existing condition maps presented on screen are oriented where north is to the left of the screen.</p> <p>In general, the study area has a mix of residential and commercial land uses on both ends within the Cities of Tavares and Mount Dora, with linear commercial and industrial uses along the railroad section in the center of the study area.</p> <p>Cultural resources or historic properties include any, "prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places."</p> <p>The highest concentrations of historic structures are within Downtown Mount Dora, Downtown Tavares, and in the vicinity of Old U.S. 441 at C.R. 19A.</p> <p>Any impacts from the proposed planning concept alignments will be addressed in the next phase of this project, which includes a detailed environmental review.</p>	Land Uses, Cultural Resources
12	As part of this corridor study, we identified 3 planning concept alternatives.	Study Alternatives
13	<p>(ENTER) Two of the proposed concept alternatives generally follow the Old U.S. 441 corridor (ENTER), with variations in the Mount Dora section of the study area (ENTER 2 TIMES). (ENTER) The third alternative being evaluated is within the existing railroad right of way.</p> <p>The following slides walks us through each of the alternatives.</p>	Study Alternatives
14	This slide shows the overall alignment for Alternative A1	Alternative A1
15	Alternative A1 begins near Wooton Park at the intersection of Main Street and Disston Avenue in Tavares.	Alternative A1
16	It follows the Old US 441 corridor...	Alternative A1
17	...to Golden Isle Drive, just prior to the Old US 441 and Eudora Road intersection.	Alternative A1
18	<p>This segment maintains the existing 12-foot travel lanes which are shaded in gray, and includes a 12-foot multi-use trail, which is shaded in green. The proposed trail would be located on the south side of Old US 441.</p> <p>The image on the screen shows Old US 441 looking to the east.</p>	Alternative A1

SLIDE	AUDIO	VISUAL
19	This segment faces some challenges such as the location of utility poles along the proposed trail route, and a drainage culvert west of Industry Drive.	Alternative A1
20	The route then continues east to the intersection of Old US 441 and Eudora Road, and crosses over to the north side of Old US 441, to just west of the intersection of Old US 441 and Heim Road.	Alternative A1
21	<p>The segment includes a 10-foot cycle track (shaded in yellow) within the existing paved roadway on the north side of Old U.S. 441, and two 11-foot travel lanes (shaded in gray). The proposed cycle track would be separated from the travel lanes by a 7-foot median.</p> <p>A two-way cycle track (also known as a protected bike lane) is a physically separated track that allows bicycle movement in both directions on one side of the road.</p> <p>The image on the right shows an example of a separated cycle track recently constructed in Downtown Tampa along Jackson Street.</p>	Alternative A1 and A2
22	Because this segment is within the road right of way, there are no anticipated environmental impacts at this stage of the study.	Alternative A1
23	<p>Alternative A1 then continues south, along the north side of Old U.S. 441, to an existing public path at the Heron Cay Bed and Breakfast. The public path connects Old U.S. 441 to Helen Street and then turns east onto West 8th Avenue.</p> <p>Alternative A1 terminates at the Tremain Street Trailhead and includes an extension of the existing cycle track to tie into the trailhead.</p>	Alternative A1
24	As shown in the proposed typical section, Alternative A1 includes reduced travel lanes from 12-feet in each direction to 11-feet in each direction (shaded here in gray) and an 8.5-foot sidewalk (shaded in beige) on the north side of Old US 441 .	Alternative A1
25	These photos show the existing public path at Heron Cay Bed and Breakfast and the retaining wall along Old US 441.	Alternative A1
26	This figure shows the existing cycle track along Tremain Street. as a yellow dashed line. The blue solid line represents the proposed cycle track extension from Charles Avenue to W. 5 th Street.	Cycle Track
27	Similar to the existing cycle track, the proposed extension would also include a 12-foot northbound travel lane (shaded here in gray), and a two-way cycle track (shaded in yellow).	Cycle Track
28	This is an image of the existing cycle track along Tremain Street.	Cycle Track
29	<p>As mentioned earlier, the segment from Wooton Park at the intersection of Main Street and Disston Avenue to the intersection of Old US 441 and Heim Road are the same for both Alternatives A1 and A2.</p> <p>Alternative A2 picks up at the Old U.S. 441 and Heim Road intersection and continues east along Heim Road.</p>	Alternative A2
30	<p>Alternative A2 travels along the south side of Heim Road as a 12-foot trail, turns south along Helen Street and then east along West 8th Avenue.</p> <p>It terminates at the Tremain Street Trailhead and includes an extension of the existing cycle track to tie into the trailhead.</p>	Alternative A2
31	As shown in the proposed typical section, the roadway shaded in gray remains the same, with a new 12-foot multi-use trail on the south side (shaded in green). The trail would replace the existing sidewalk.	Alternative A2
32	Here are some images from this section of the corridor.	Alternative A2
33	<p>Alternative B includes a 14-foot wide trail within the existing railroad right of way along Lake Dora Drive, replacing the existing railroad tracks.</p> <p>The railroad tracks are owned by CSX and is currently being used for rail car storage.</p>	Alternative B
34	The proposed trail along this section of Lake Dora Drive from Disston Avenue to Dora Avenue runs down the center of roadway.	Alternative B

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35	As shown in the proposed typical section, the existing railroad tracks would be replaced by the trail shaded here in green.	Alternative B
36-38	The remainder of Alternative B travels within the existing railroad right of way from Dora Avenue... ...and parallels the Old US 441 corridor... ...and terminates at Tremain Street.	Alternative B
39	As shown in the typical section, the 14-foot trail (shaded in green) would remain within the railroad right of way throughout the entire segment.	Alternative B
40-43	The next few slides show images from the existing railroad corridor.	Alternative B
44	Once the proposed alignment alternatives were identified, the three alternatives were further evaluated and compared based on a series of criteria.	Alternatives Evaluation
45	The evaluation focused on numerous factors assessing potential impacts to users of the trail, the natural and physical environment, and other community impacts.	Alternatives Evaluation
46	<p>Key highlights from the comparison of the three alternatives are shown in the evaluation matrix.</p> <p>In terms of user comfort and safety, Alternative B, the railroad alternative, has significantly less conflicts between the trail users and vehicles. Because the trail is physically separated from the roadway, it results in a substantially lower number of side street, driveway, and bridge crossings. This type of facility might be viewed as a safer trail alternative for children, families, recreational cyclists and other pedestrians.</p> <p>Alternative A1 has a greater drainage impact, along the segment of Old US 441 south of Heim Road.</p> <p>Both Alternatives A1 and A2 have greater utility impacts with the relocation of utility poles to accommodate the trail.</p> <p>Alternative B does, however, have a much higher impact on the number of acres of right of way and easements compared to Alternatives A1 and A2, and therefore a higher cost for right of way acquisition and construction</p>	Alternatives Evaluation
47, 48	<p>The next steps involve incorporating your comments into the planning process, and then finalizing this stage of the study over the next two months.</p> <p>The project is then expected to move into the next phase which is called Project Development and Environment or PD&E. The PD&E will identify a recommended trail alternative.</p>	Next Steps
49	<p>This presentation will be available for post-meeting replay until September 16, 2020 via YouTube at www.youtube.com/user/tavarespubcom1.</p> <p>We invite you to submit your questions and comments via email to trail@tavares.org today through September 16, 2020.</p> <p>All questions, comments and responses will be documented as part of the public record, included in the final project report and posted on the project website at www.cflroads.com.</p> <p>Thank you for taking the time to participate in today's meeting and providing your input on this important study.</p>	Next Steps