

SUNTrail – East Coast Greenway

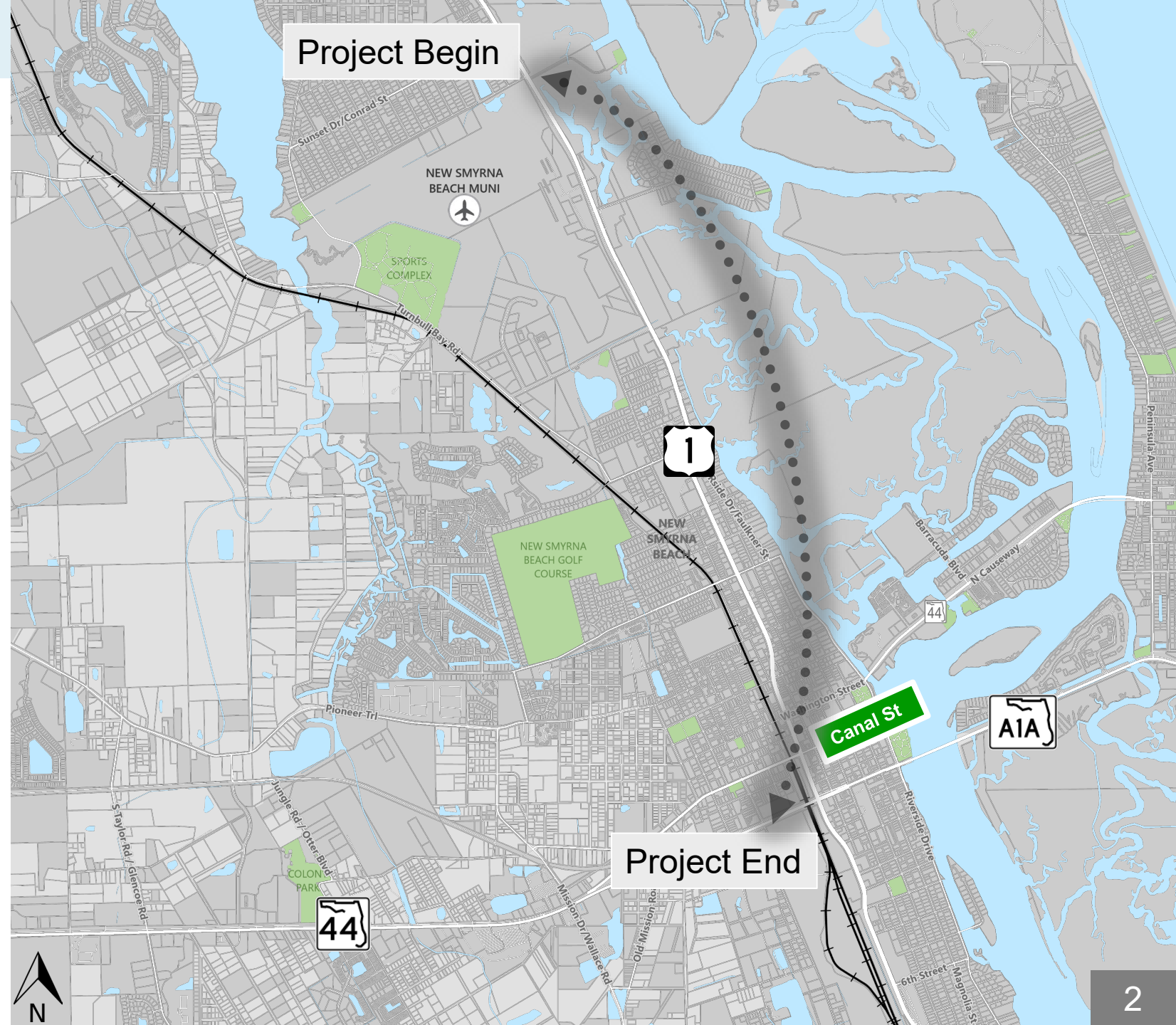
New Smyrna Beach Segment

City Commission
November 14, 2023



Agenda

- Introductions
- Background / History
 - SunTrail Program
 - Project History
- Viable Alternatives
 - Central East
 - Central West
- Alternatives Comparison
- Proposed Next Steps



Background / History



SUN Trails Gap – River to Sea Loop

Project purpose:

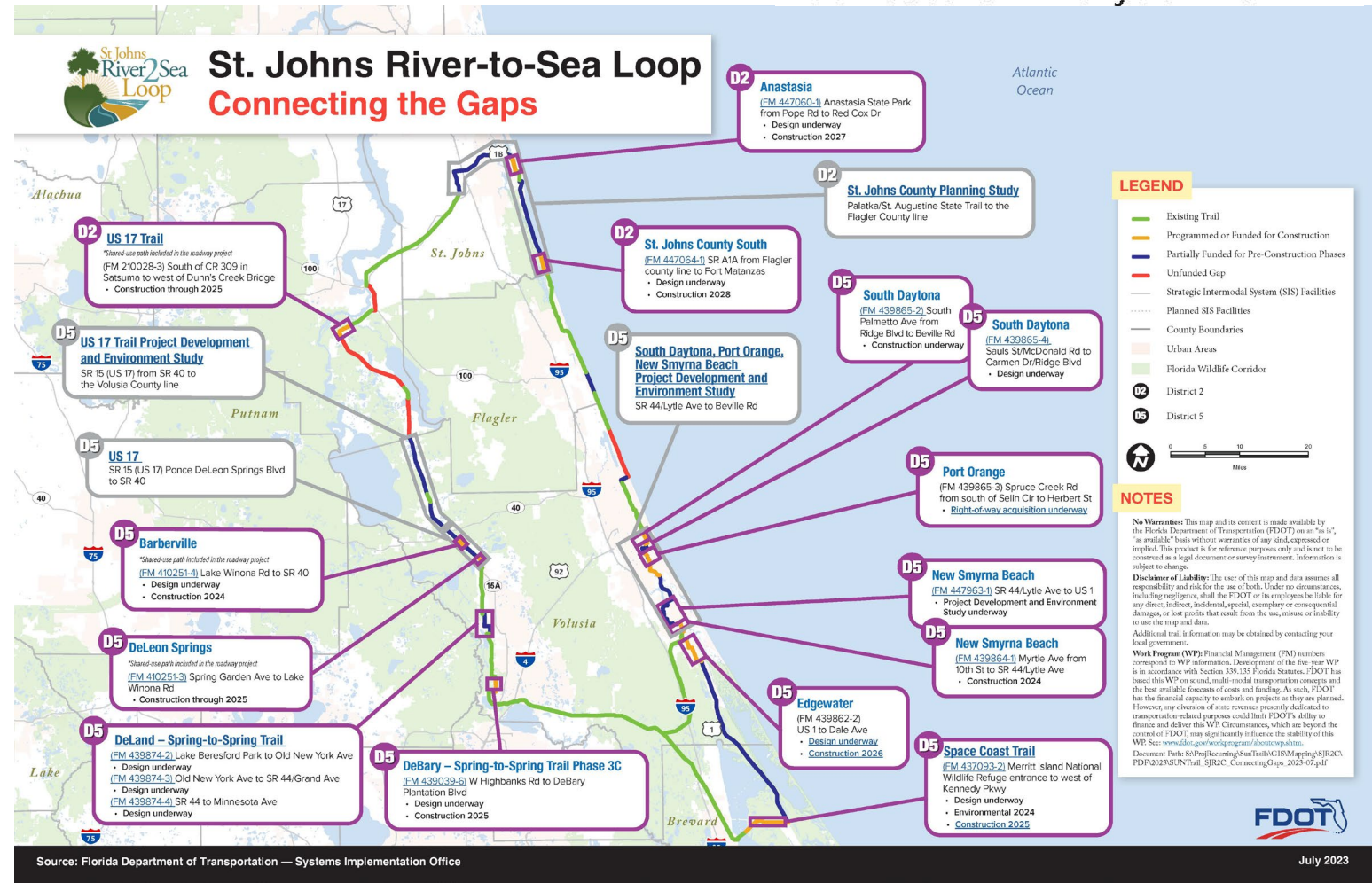
Identify a feasible route to fill a gap in the SUN Trail network along the St. Johns River-to-Sea Loop (FM 439864-1)

SUN Trail network:

- Is the statewide system of high-priority (strategic) paved trail corridors for bicyclists and pedestrians
- Design is based off a desired 12 ft width
- Implementing projects in the SUN Trail network increases the reliability of Florida's transportation system (FDOT)

New Smyrna Beach

(FM 439864-1) Myrtle Ave from 10th St to SR 44/Lytle Ave





Project Limits & Regional Context

Legend

Initial Routes Considered:

- Prior PD&E (East Route)
- West of Turnbull (West Route)

Viable Alternatives Developed:

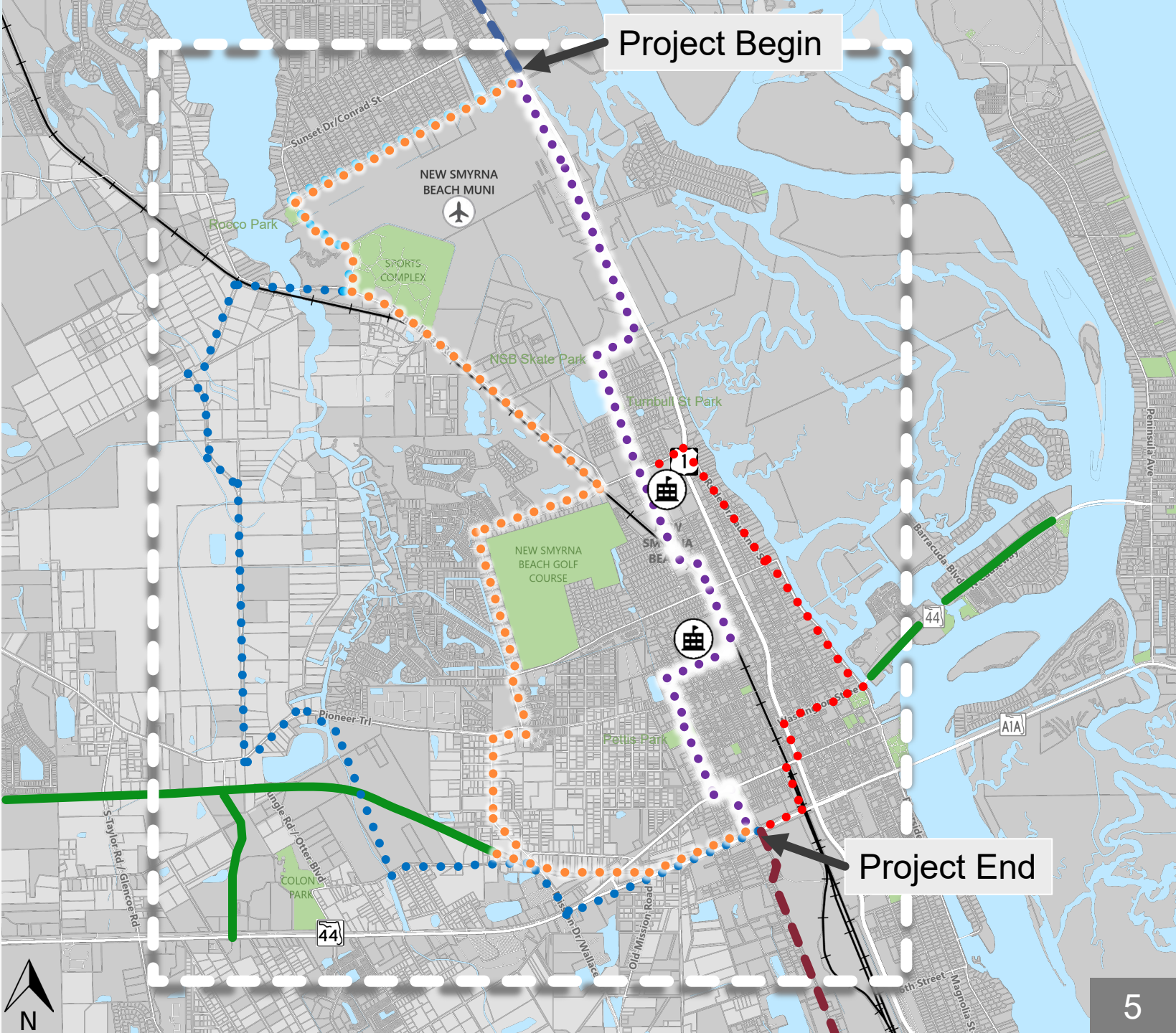
- Central East
- Central West

Existing Trail:

- Existing Trails

Future Trails:

- East Coast Greenway - Volusia County (Funded)
- East Coast Greenway - Volusia County (Partially Funded)



Viable Alternatives Overview

Legend

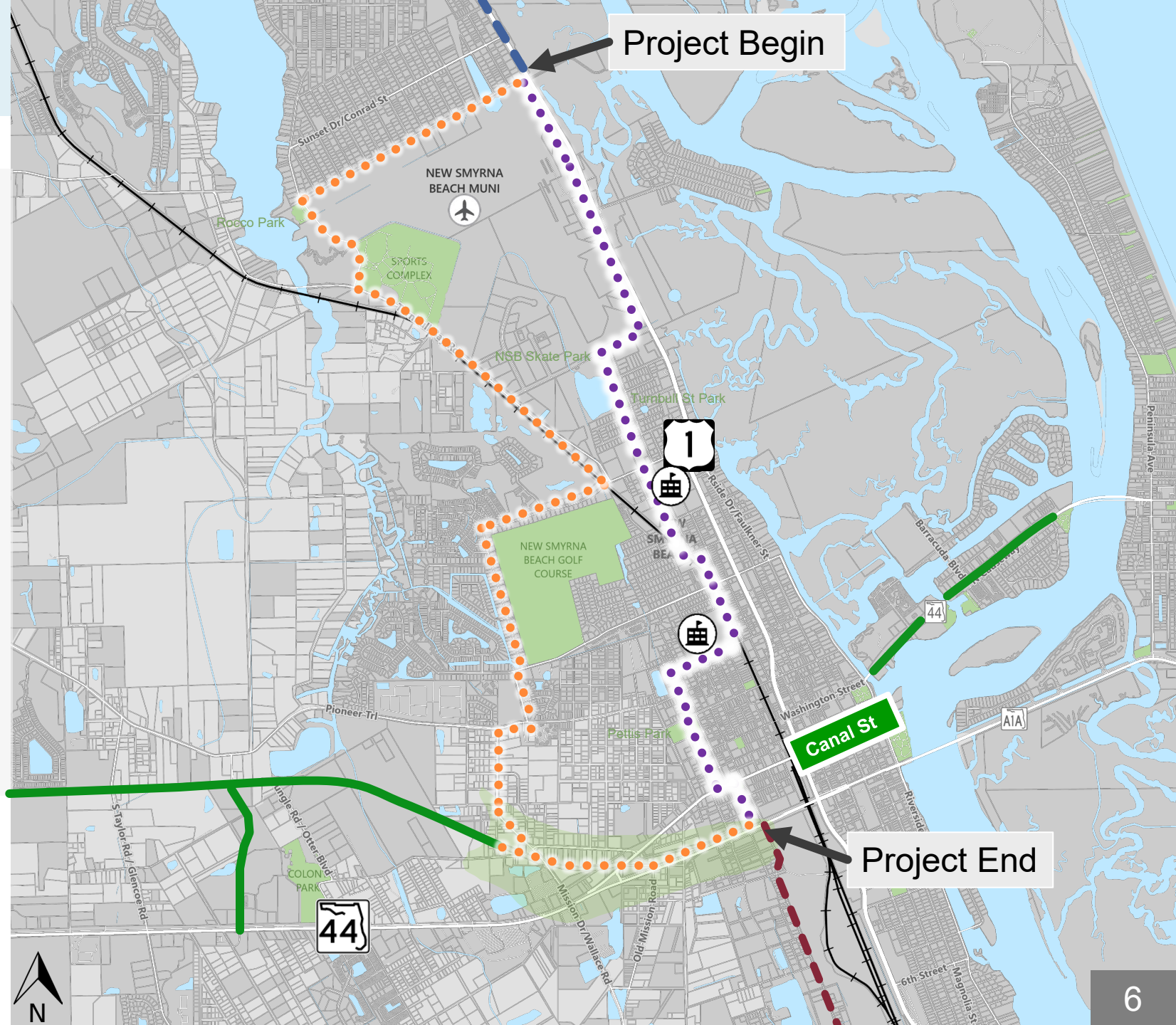
- Central East Alternative
- Central West Alternative

Existing Trail:

———— Existing Trails

Future Trails:

- East Coast Greenway - Volusia County (Funded)
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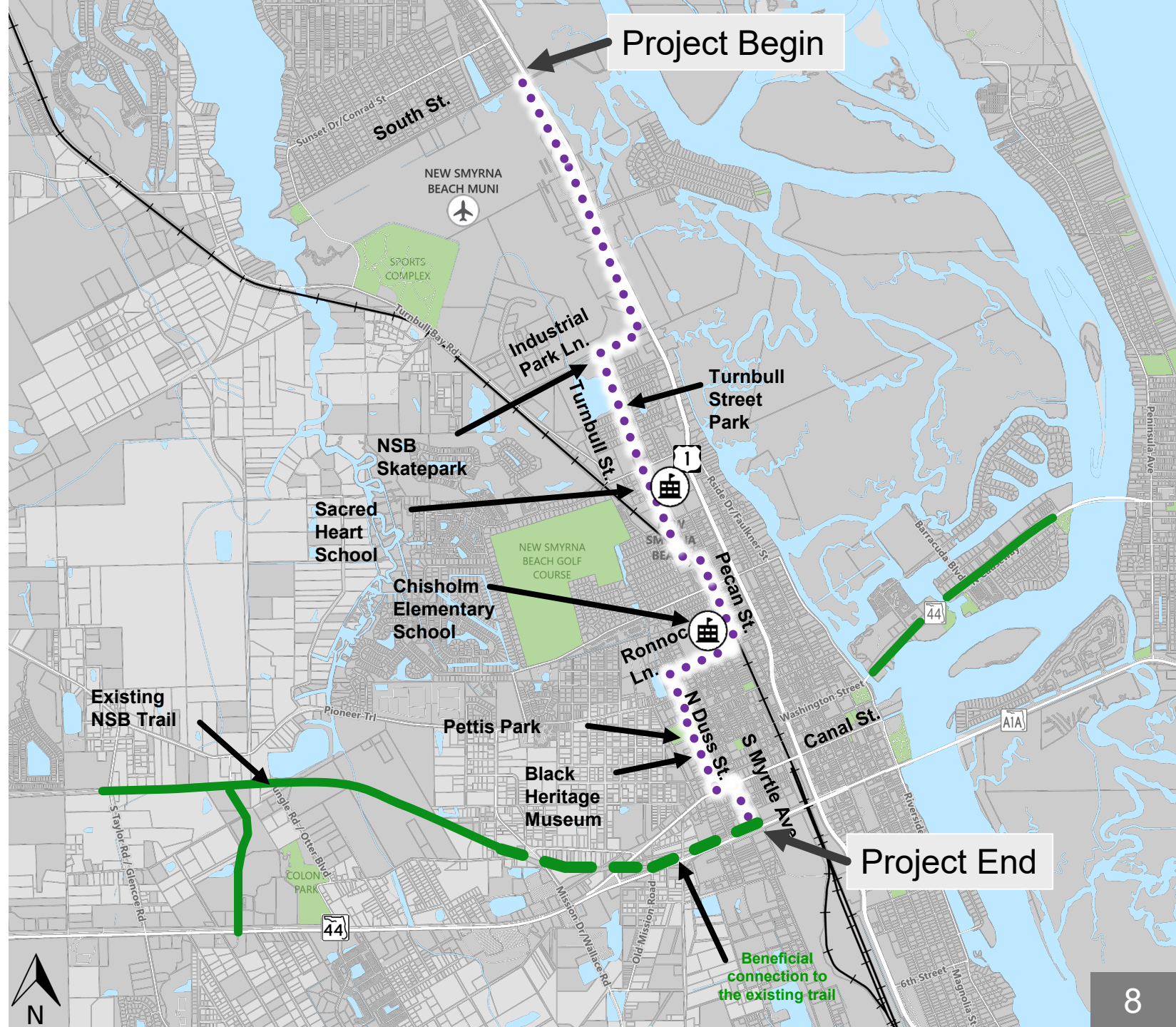


Alternatives

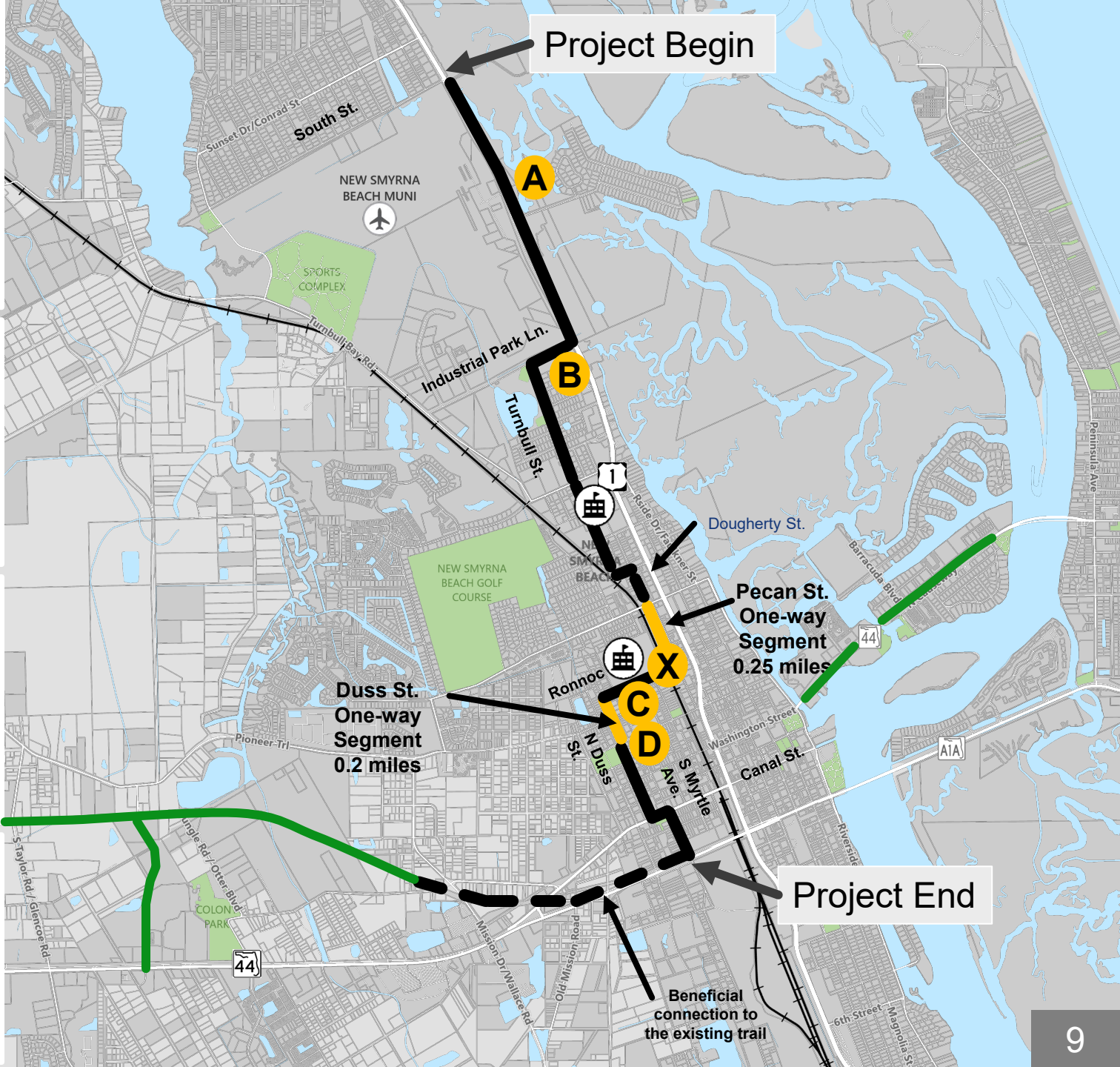


Central East Overview

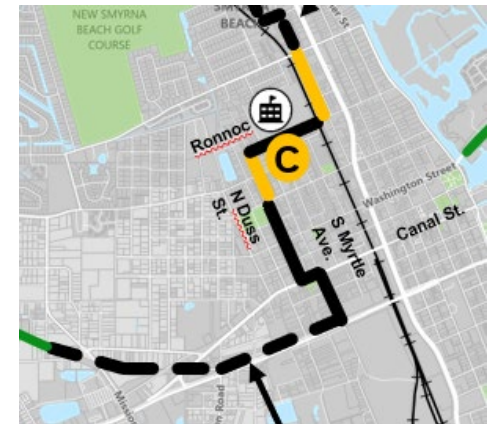
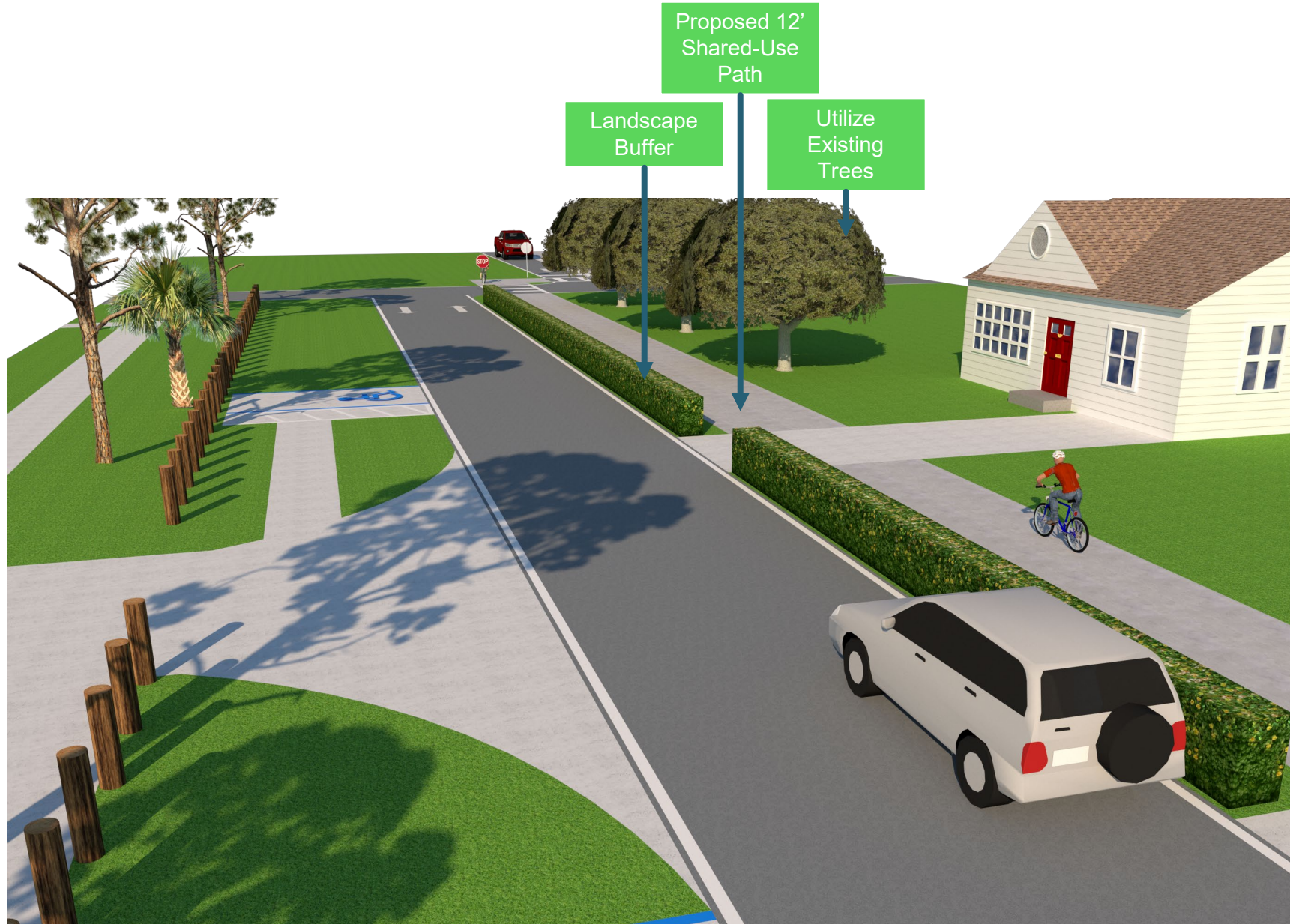
- Total Length: ~ 3.75 Miles
- Width: 12ft
- Material: Asphalt and/or Concrete
- Expected changes to traffic: Minor
- Avg. Slope: Less than 1%
- Connections to:
 - Chisholm Elementary
 - Sacred Heart School
 - NSB Skatepark
 - Turnbull Street Park
 - Black Heritage Museum
 - Pettis Park



Central East

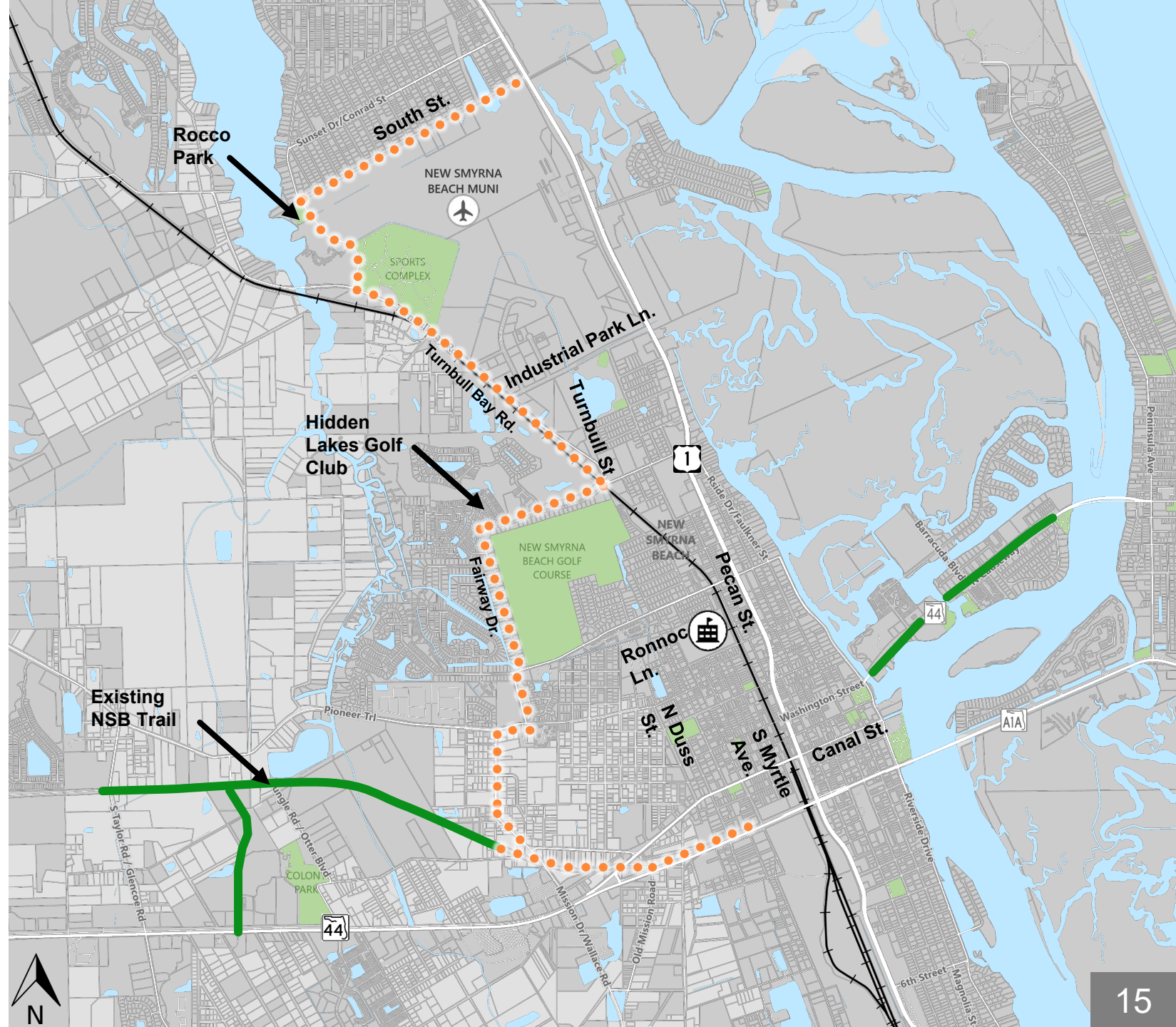


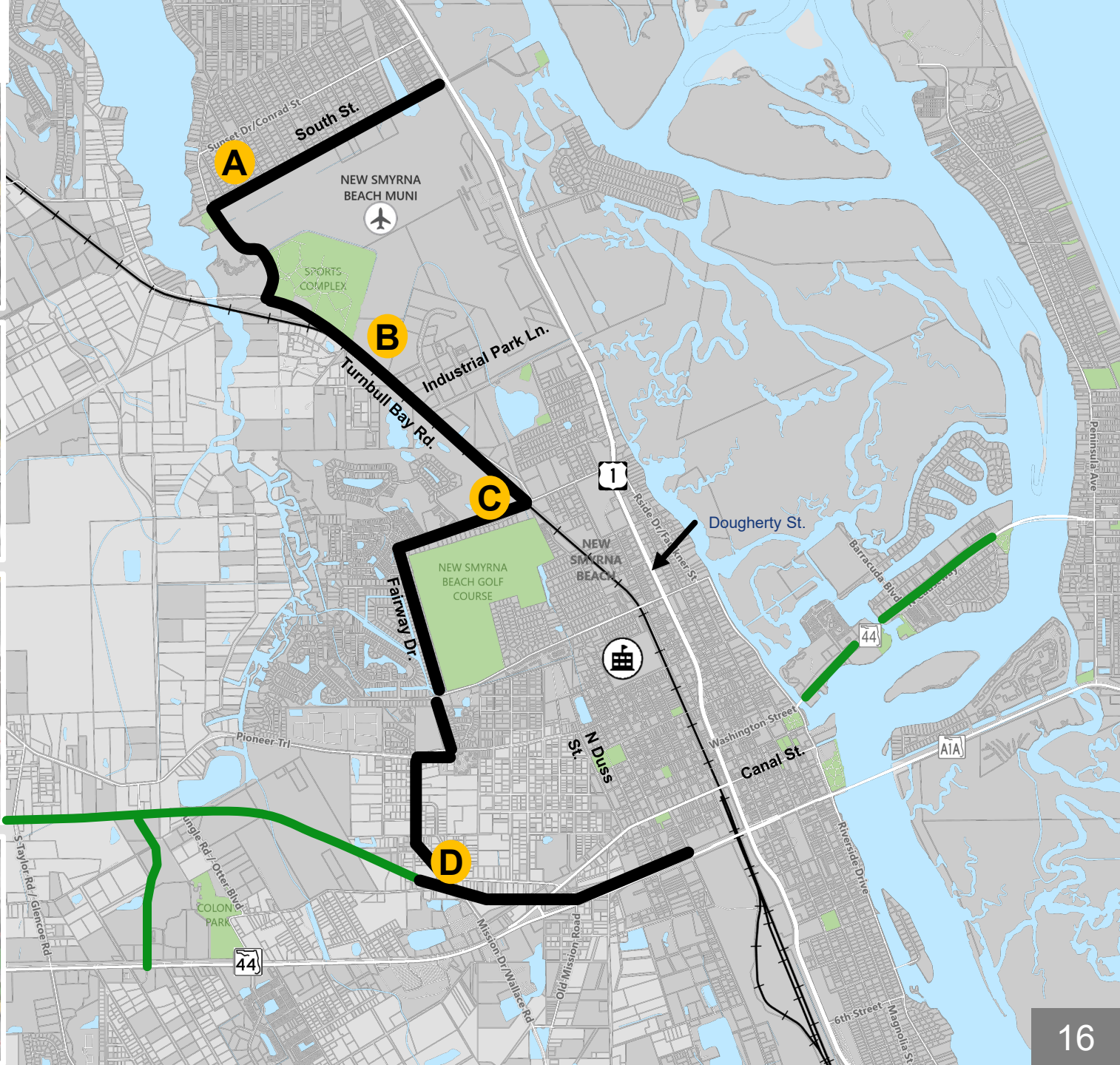
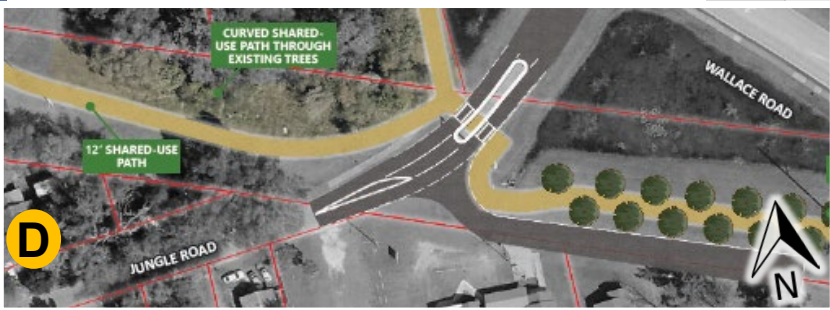
Central East - Conceptual Street View



Central West Overview

- Total Length: ~ 6 Miles
- Width: 12ft
- Material: Asphalt and/or Concrete
- Expected changes to traffic: None
- Avg. Slope: Less than 1%
- Connections to:
 - Rocco Park
 - NSB Sports Complex
 - Hidden Lakes Golf Club
 - Existing NSB Trail







Central West – Conceptual Street View



Alternatives Comparison





Alternatives Evaluation Matrix

Category		Central West 	Central East 
Safety	Shared Use Path Separation from Vehicles	3	2
	Major Roadway Crossings (1 = More)	1	3
	Adjacent Road Speed Limits (3 = Lower Speed)	1	3
	Opportunity for Natural Surveillance	2	3
	Safety	7	11
Connectivity	Connectivity to Existing Sidewalks	3	1
	Connectivity to Existing New Smyrna Trail	3	1
	Connectivity to Existing Residential Communities	2	3
	Connectivity	8	5
Accessibility	Access to Commercial/Retail (Existing and Planned)	2	3
	Access to Schools and Community Buildings	2	3
	Access for Disadvantaged Populations	2	3
	Route Clarity (Number of Facility Types Along Route)	3	3
	Accessibility	9	12
Engineering & Environment	Environmental Impacts (1 = More Impact)	1	2
	Parcels Potentially Impacted (1 = More)	2	2
	Engineering & Environmental	3	4
Livability	Placemaking/Furnishing Opportunities	3	1
	Planting Opportunities and Existing Shade Trees	3	2
	Health Benefit (Additional Length of Trail Provided)	3	2
	Livability	9	5
Overall Score (Out of 48)		36	37

Note: Rating System is on a scale of 1-3 based on qualitative analysis from both desktop and field observations where 3 is the "most desirable" condition and 1 is the "least desirable" condition.

Alternative Highlights

Category	Central West  (Suburban character)	Central East  (More urban character)
Safety	<ul style="list-style-type: none"> Along higher speed roadways Mostly has wide buffer from the roadway 	<ul style="list-style-type: none"> Mostly along lower speed local roadways Closer to the roadway
Connectivity	<ul style="list-style-type: none"> Connects to the existing New Smyrna Beach Trail Connects to existing sidewalks 	<ul style="list-style-type: none"> Does not Connect to the existing New Smyrna Beach Trail (however connection could be added) Less connected to existing sidewalks
Accessibility	<ul style="list-style-type: none"> Connects to NSB sports complex Longer / more circuitous (6 miles) 	<ul style="list-style-type: none"> Proximate to shopping, dining, and cultural destinations & multiple parks Shorter / more direct (3.75 miles)
Engineering & Environment	<ul style="list-style-type: none"> No changes to roadway network Minimal environmental impact 	<ul style="list-style-type: none"> Preferred cross section results in one-waying 2 blocks Minimal environmental impact
Livability	<ul style="list-style-type: none"> More space for new shade trees 	<ul style="list-style-type: none"> Fewer new landscape opportunities

Proposed Next Steps and Timeline



