

Section 1: Background Conditions Analysis

1.1 Corridor Limits

Map 1 (p 3) illustrates the alignment of the Ormond Scenic Loop & Trail (Corridor) and its surrounding area. The Ormond Scenic Loop & Trail is located about six miles north of Daytona Beach and eight miles south of the City of Flagler Beach. The Corridor is a two-lane paved roadway, located in the Northeast section of Volusia County (see Maps 5 & 6: Zoning). Most of the Corridor parallels the shorelines of the Atlantic Ocean, the Halifax River and the Halifax Creek. The scenic highway starts on SR A1A at the border of Volusia County and Flagler County and forms a loop by extending southward on A1A to Granada Boulevard (SR 40) then west to North Beach Street which becomes Old Dixie Highway to the intersection with Walter Boardman Lane. The Corridor extends east along Walter Boardman Lane to Highbridge Road and terminates at SR A1A. The inclusion of John Anderson Drive (CR 2803) creates two loops or a figure eight making the total length of 33.98 miles. This includes the extension along Pine Tree Drive (CR 2820) west for a distance of 0.9 miles.



Highbridge Road

The Ormond Scenic Loop & Trail connects with two other Scenic Highways including the Heritage Crossroads: Miles of History proposed Scenic Highway at the corners of Old Dixie Highway (CR 2002) and Walter Boardman Lane (CR 2002) and again at Walter Boardman Lane (CR 2002) and Highbridge Road. “The Loop” as envisioned by the “Save the Loop” group is the western half of the figure eight. The segment of A1A that runs from Granada Boulevard to the Flagler County line meets the southern terminus of the A1A Scenic & Historic Coastal Byway. State Road 40 (SR 40) locally known as Granada Boulevard is seeking Florida Scenic Highway designation as the Florida Black Bear Scenic Byway several miles west of the Ormond Scenic Loop & Trail.



Original Halifax River Bridge

There are no billboards along the Corridor and Designation will prevent the introduction of new billboards. The County has required developments along Old Dixie Highway to provide a 200 foot setback which will help preserve the canopied roadway. Turn lanes and acceleration/deceleration lanes will reduce some of the canopy cover, but the developments were grandfathered in and the impacts will be kept to a minimum through County staff review. There are currently no plans to acquire additional lands along the Corridor.

Related Goals, Objectives and the Specific Strategies are:

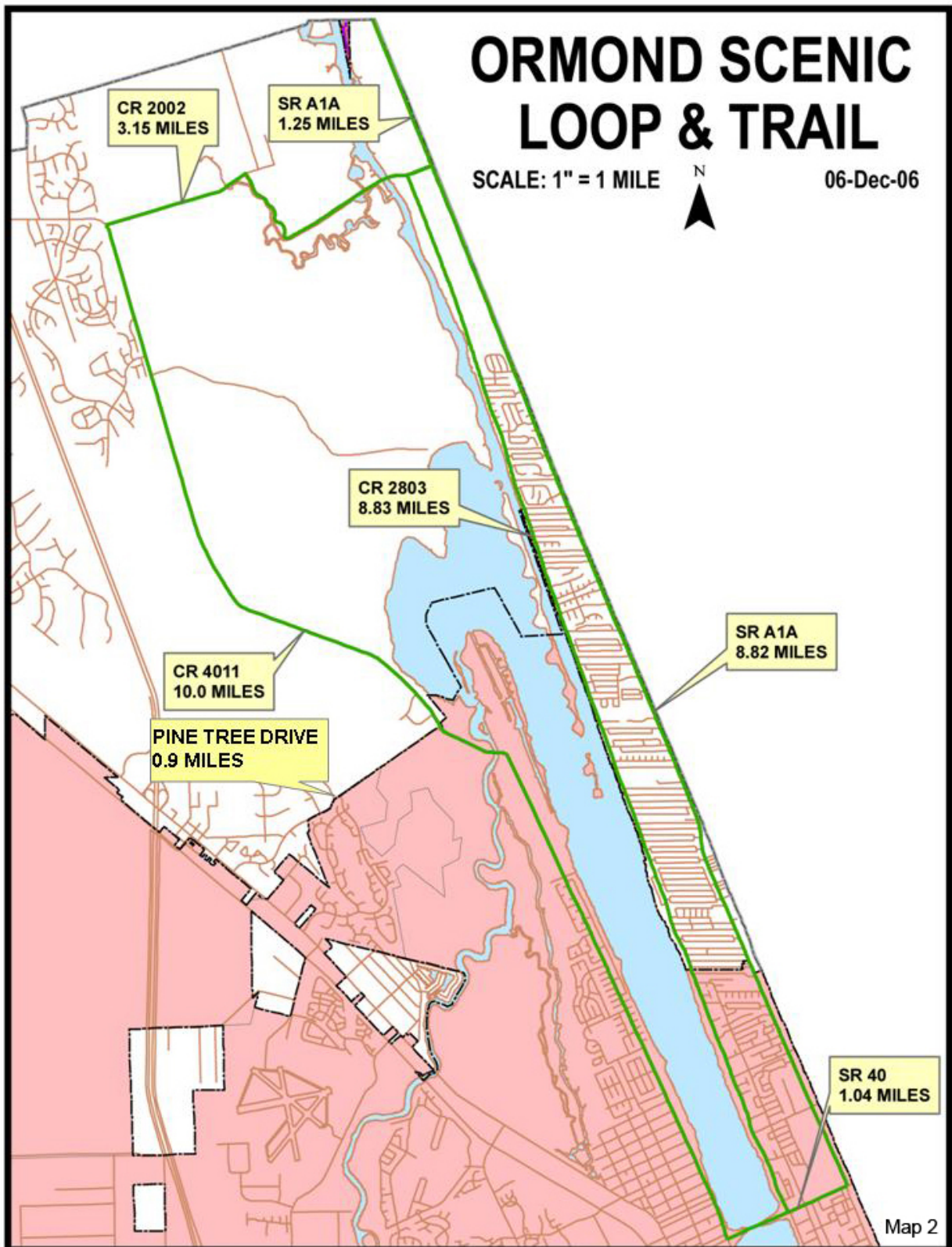
- Strategy 1.1.3 Coordinate with jurisdictional authorities.
- Strategy 1.1.4 Develop on-going maintenance strategy.
- Strategy 1.1.5 Identify sources of grants and matching dollars for grant applications.
- Strategy 1.1.6 Plant Live Oak along the Highbridge segment between A1A and John Anderson Drive.
- Strategy 1.4.4 Create and implement a master plan that will strategize and coordinate overall long and short-term activities along the corridor including the management of vegetation, land acquisition, scenic easements, design of improvements and new construction.
 - The Master Plan shall include but is not limited to:
 - Bus shelters
 - Bike rest stops
 - Water fountain facilities
 - Trash receptacles
 - Signage/information kiosks indicating location of public facilities (i.e. restrooms and water)
- Strategy 1.4.5 Add Scenic Highway protections to the City of Ormond Beach and Volusia County Comprehensive Plans.
- Strategy 2.3.3 Design and build sidewalks/trails along Highbridge Road.
- Strategy 2.3.4 Design and build meandering trail.

Action Plan 1-1, 1-2, 1-3, 1-4 and 1-5

Ormond Scenic Loop & Trail Location Map



Volusia County Mileage Map



1.2 Roadway/Right-of-Way (ROW) Description

The Ormond Scenic Loop & Trail runs primarily north/south and connects several communities within unincorporated Volusia County and the City of Ormond Beach. The Corridor has long stretches of roadway where the Live Oaks reach gracefully over the road and provide a complete canopy. Driving through these sections provides the visitor with a glimpse of historic Florida roadways before the advent of divided four-lane highways (see maps 3 and 4).



Roadway and Trail

North Beach Street, Old Dixie Highway, Walter Boardman Lane, and Highbridge Road are classified as minor collectors and maintained from Halifax Drive to High Bridge Road by Volusia County and the section from Halifax Drive to SR 40 is maintained by Ormond Beach. John Anderson Drive within the City of Ormond Beach is classified as a major collector and is maintained by the City of Ormond Beach. Pine Tree Drive is a local street maintained by Volusia County.

SR A1A is in the State Highway System and is classified by the Florida Department of Transportation (FDOT) as a minor arterial. Also known as Ocean Shore Boulevard, this section of the proposed Scenic Highway begins at the Flagler/Volusia County line and extends south to Granada Boulevard following the Atlantic Ocean shoreline. The right of way for SR A1A varies from approximately 80 feet to 100 feet along the proposed scenic Corridor. SR A1A in Flagler County is currently designated as a Florida Scenic Highway and a National Scenic Byway. The FDOT is responsible for maintenance of SR A1A. Tree trimmings and repairs to road shoulders, asphalt, signs, pavement markings and reflective pavement markers are done on an as-needed basis. Volusia County has the responsibility for maintenance of the pedestrian/bike path, which parallels SR A1A, and for trash collection at publicly owned beach walkovers.

The Corridor is comprised of various roadway widths which are summarized in Table 1 and the right-of-way widths are displayed on Maps 3 and 4. Pine Tree Drive is owned and maintained by Volusia County through a Prescriptive Easement only, and therefore there is no defined right-of-way width for this segment of the Corridor. The pavement has minor to significant stress indicated by various types of cracking and decline of the surface. Examples of deterioration found were alligator cracking, longitudinal cracking, reflective cracking, and edge failure. There is a natural shoulder along most of the Corridor with the exception of several spots where historic trees are found near the edge of the pavement.

Insert map 3 here

Insert map 4 here

Table 1: Ormond Scenic Loop & Trail Roadway Cross-Section Summary

Section of Loop	Width of Travel Lanes	Width of Existing Sidewalk
North Beach Street at Hernandez Avenue	Two 10 foot lanes	5 foot sidewalk on west side
North Beach Street at Sanchez Avenue	Two 10 foot lanes	4 foot sidewalk on west side
North Beach Street at Crystal Circle	Two 10 foot lanes	6 foot sidewalk on west side
North Beach Street at Inglesa Avenue	Two 9.5 foot lanes	8 foot trail on west side
Old Dixie Highway at Halifax Plantation	Two 11 foot lanes and a 11 foot turn lane	No facility
Old Dixie Highway at Walter Boardman Lane	Two 10 foot lanes	No facility
Walter Boardman Lane	Two 9 foot lanes	No facility
Highbridge Road at Walter Boardman Lane	Two 9 foot lanes	No facility
Highbridge Road at John Anderson Drive	Two 12 foot lanes	No facility
John Anderson at Pelican Dunes	Two 8 foot lanes	No facility
John Anderson Drive at Surfside Drive	Two 9.5 foot lanes	No facility
John Anderson Drive at Seaside/Seaview Drives	Two 10 foot lanes	No facility
John Anderson Drive at Neptune Avenue	Two 10 foot lanes	No facility
John Anderson Drive at Orchard Lane	Two 10 foot lanes	No facility
Pine Tree Drive (west 0.9 miles)	Two 10 foot lanes	No facility
Ocean Shore Boulevard (A1A)	Two 12 foot lanes	4 foot multi-use path on west side
Granada Boulevard (SR 40)	Four 12 foot lanes & shoulders	Sidewalks on both sides

The two lane drawbridge on Highbridge Road is operated and maintained by Volusia County. The high-rise fixed bridge and roadway along Granada Boulevard is maintained by the FDOT as a part of SR 40. The City of Ormond Beach maintains that portion of the Corridor that is within the City limits and Volusia County maintains the portion that is within the unincorporated area on the north.

Within the rights-of-way are overhead power lines maintained by Florida Power and Light (FP&L). The City of Ormond Beach has water, sanitary sewer, and stormwater facilities serving the residents that line the southern portion of the Corridor. Any digging in the Corridor shall be preceded by a call to Sunshine One to locate all underground utilities prior to commencement of construction related activities.

Landscaping is limited to privately maintained lawns that extend into the right-of-way and native landscaping in the park areas. Many mature trees that exist along the Corridor are so close to the roadway that providing continuous sidewalks will be impeded or achieved only at the cost of the loss of the trees.

No right-of-way acquisitions are planned at this time. But the Action Plan contemplates future right-of-way purchases for bicycle and pedestrian safety improvements. Potentially, Tomoka State Park could allow projects within their jurisdiction as well. If acquisitions are required in the future the lead agency will coordinate with the FDOT District 5 Right-of-Way Office on any acquisition planned or anticipated along the Corridor which is or will be related to the Corridor regardless of party involved in the property or property rights acquisition. In compliance with 23 CFR 710.513, which was effective January 21, 2000, the District Right-of-Way Office was mandated responsibility for overseeing compliance with the Federal Uniform Relocation and Real Property Acquisition Policy Act of 1970 (referred to as the Uniform Act) on all property and property rights acquisition where Federal Highway Administration (FHWA) (Title 23) federal funds are to be used in any project phase or where there is anticipated or intent to use FHWA federal funds at some future point in any project phase. The use of FHWA funding or intent to use FHWA funding “federalizes” the Corridor and all subsequent property or property rights acquisition related to the scenic highway regardless of parties involved. The coordination ensures that any acquisition subsequently pursued on behalf of the Corridor will be in accordance with the Uniform Relocation and Real Properties Acquisition Policy Act of 1970.



Drawbridge at Highbridge Road

Related Goals, Objectives and the Specific Strategies are:

- Strategy 1.1.1 Bury Utilities.
- Strategy 1.1.4 Develop on-going maintenance strategy.
- Strategy 1.1.6 Plant Live Oak along the Highbridge segment between A1A and John Anderson Drive.
- Strategy 1.2.1 Bury utilities.
- Strategy 1.2.2 Remove no parking signs (recreate) and replace with native ground cover/scrubs to communicate no parking strategy without signs.
- Strategy 1.2.4 Develop on-going maintenance strategy.
- Strategy 1.3.1 Provide additional 1-2 car scenic pull-offs.
- Strategy 1.4.1 Create overlay district.

- Strategy 1.4.2 Coordinate, monitor and establish public and private signage standards for the scenic Corridor.
- Strategy 1.4.3 Bury utilities.
- Strategy 1.4.4 Create and implement a master plan that will strategize and coordinate overall long and short-term activities along the Corridor including the management of vegetation, land acquisition, scenic easements, design of improvements and new construction.
 - The Master Plan shall include but is not limited to:
 - Bus shelters;
 - Bike rest stops;
 - Water fountain facilities;
 - Trash receptacles; and
 - Signage/information kiosks indicating location of public facilities (i.e. restrooms and water)
- Strategy 1.4.5 Add Scenic Highway protections to the City of Ormond Beach and Volusia County Comprehensive Plans.
- Strategy 2.1.1 Develop a standard Ormond-by-the-Sea signage program as part of Overlay District.
- Strategy 2.1.2 Coordinate with jurisdictional entities to develop/implement the signage program.
- Strategy 2.2.2 Adopt an Overlay District with design standards.
- Strategy 2.3.2 Design and build landscaped pull-offs on A1A, Old Dixie Highway, Walter Boardman Lane, Highbridge Road and other locations where feasible.
- Strategy 2.3.3 Design and build sidewalks/trails along Highbridge Road.
- Strategy 2.3.4 Design and build meandering trail.
- Strategy 2.3.6 Create bike-ped Master Plan.
- Strategy 4.1.6 Develop appropriate informational/educational signage.
- Strategy 5.1.1 Develop safe pedestrian and non-motorized facilities.
- Strategy 5.1.4 Develop solar lighting along pedestrian walkways.
- Strategy 5.1.5 Utilize turtle friendly lighting along A1A.
- Strategy 5.1.6 Encourage use of solar lighting of streetlights with turtle blinds along pedestrian walkway.
- Strategy 5.1.7 Design and install traffic calming devices, for example:
 - Install speed tables along Old Dixie Highway.
- Strategy 5.2.1 Develop bike/pedestrian paths.
- Strategy 5.2.2 Develop bike rest areas.
- Strategy 5.2.3 Provide water fountains.
- Strategy 5.3.3 Develop signage plan for roadway.

Action Plan 1-1, 1-2, 1-3, 1-4 and 1-5

1.3 Existing Land Use and Zoning

Land located along the Highbridge Road Corridor is mostly either zoned Conservation or Resource Corridor (RC). The Conservation lands are comprised of property that is included within the North Peninsula State Recreation Area, Bulow Creek State Park and Tomoka State Park. RC zoned areas represent private property that is environmentally sensitive.

A significant portion of the northern reach of the Corridor is in public ownership and is used for natural resource preservation purposes and resource compatible recreation. The public land is zoned Conservation. Land on the west side of Old Dixie Highway along the northern portion of the Corridor is mostly developed with single-family residential uses associated with approved Developments of Regional Impact (DRI). The residential developments within the DRI areas are zoned Planned Unit Development. Land located further south along the southern section of the Corridor is mostly either environmentally sensitive land, or property that is located within the Bulow Creek State Park and Tomoka State Park. Land within the Park is zoned Conservation, and environmentally sensitive land in private ownership is zoned Resource Corridor.

There is an area located north of the Old Dixie Highway Bridge over the Tomoka River that is subdivided and there are a few single-family dwellings developed in this area. This area is zoned A-3. Land located along the Corridor south of the Tomoka State Park is located within the City of Ormond Beach. Uses are mostly residential with commensurate residential-type zoning classifications. Land uses intensify along the Granada Boulevard section of the Corridor. There are office and commercial uses that flank Granada Boulevard. These areas have been assigned commercial-type zoning categories that recognize the commercial development pattern.

Uses within the City of Ormond Beach on North Beach Street and John Anderson Drive are low density residential. John Anderson Drive has an Historic Overlay District designation which further protects, enhances and perpetuates the existence and use of those grouped and individual archaeological sites and structures of local, state or national historical significance; to stabilize and improve property values near such sites and structures; to protect the City's cultural, archaeological, and social heritage; to foster civic pride in the beauty and accomplishments of the past; to foster social stability; to protect and enhance the City's attractiveness to potential residents and visitors; to strengthen the economy of the City; and to promote the use of historic preservation process of the education, health and welfare of the people of the City. The Historic Landmark Preservation Board meets once a month to review any applications to structures within this district to ensure that the original historic nature of any structure is not compromised.

The section of Granada Boulevard from Beach Street to A1A Ocean Shore Boulevard is within the Downtown Overlay District. The purpose of this overlay district is to provide site design flexibility and to maintain a high level of aesthetic quality. The intent of the regulations are to create an aesthetically attractive and harmoniously designed downtown area which is a pleasant experience for shoppers and visitors; enhance and protect a traditional downtown character; promote redevelopment and infill development; create an economically beneficial business environment supporting land use and locational needs for smaller businesses, particularly those serving local markets; establish design guidelines for both private and public entities; and allow design flexibility in development/redevelopment of the properties in the downtown area.

Along the SR A1A portion of this Corridor the zoning is mixed with business, residential and tourist uses. The eastern side of SR A1A from Plaza Drive to Roberta Drive is mixed with commercial, tourist and residential uses. The land use is mixed with single-family homes alongside condominiums and motels. Once the highway bends towards the east at Roberta Drive the only development is that of public walkways and private deck areas where one may view the ocean.

On the west side of SR A1A there are also mixed uses where commercial, tourist and residential uses coexist. There is a large shopping center about one half mile north of the southern boundary of this application. A large grocery chain is the major retail outlet and the anchor of the shopping center that also has several individual personal care services outlets, a flower shop, two discount stores and two small restaurants. This is the largest commercial center in the Corridor. The residential uses on the west side of the highway include two-family and multi-family residences.

The Volusia County Bicentennial Park is located about three tenths of a mile north of Roberta Drive. This is an area for public recreational use. The park's boundary stretches from the east at the ocean to the west across John Anderson Drive to the Halifax River.

From the southern boundary of the North Peninsula State Recreational Area to the north boundary of the Corridor, the land use is described as resource recreational and conservation area. Development is restricted such that no structures can be built on the conservation area and only structures sanctioned and permitted by the State of Florida and County Environmental agencies will be approved.

The land use on either side of Highbridge Road, between SR A1A and John Anderson Drive, is resource recreational. The road bisects the North Peninsula State Recreation Area.

On John Anderson Drive to the southern boundary of the North Peninsula State Recreation Area both the east and west side of the highway is designated as conservation and resource recreational use. From the southern boundary to the city limits of Ormond Beach land use is mainly single-family homes. Seabridge Park, a county maintained facility, borders the Halifax River and is located on the west side of John Anderson Drive about 1.5 miles south of the North Peninsula State Recreational Area. Also about 2 miles north of the southern boundary of John Anderson Drive on this Corridor is the Volusia County Bicentennial Park on both the east and west sides of the thoroughfare.

The Corridor along John Anderson Drive north to the Ormond Beach City limits is used predominately for residential uses and is assigned both municipal and County residential type zoning classifications. (see Maps 5 and 6)

Insert map 5

Insert map 6

1.4 Signage

There are no large billboards located at any point on the proposed scenic highway. If billboards were located along the scenic Corridor, the Corridor Advocacy Group (CAG) would coordinate with the State Outdoor Advertising Administrator. In 1991, Section 1046(c) of the ISTEA added a new subsection(s) to 23 USC 131, which precludes outdoor advertising on designated scenic highways/byways. Once a Corridor has been designated as a Florida Scenic Highway, the Outdoor Advertising Office is precluded from issuing new permits for outdoor advertising signs within the control zone of the Interstate and national Highway Systems, the Federal Aid Primary System (as of June 1, 1991) and the State Highway System along the Corridor.



Existing signs do not become nonconforming as a result of the scenic highway designation. However, other conditions (e.g., land use/zoning) may cause a change to the sign's conformity status. Coordination with the Outdoor Advertising Office is necessary to ensure an inventory of the signs is performed by the State within thirty calendar days of the date the Secretary signs the letter designating the Corridor. The application for eligibility and Corridor management plans should also be routed for review to the State Outdoor Advertising Administrator so they may plan properly for these responsibilities.

Any acquisition planned or anticipated along the Corridor will be done in coordination with the district Right-of-Way Office. Outdoor advertising sign acquisition will require payment of just compensation (no amortization) on the Interstate, National Highway System or the Federal Aid Primary System (as of 1991). This is a federal requirement under Title 23, U.S. Code 131, Section (s).

There are numerous on-site "point of sale" signs located along SR A1A. The Volusia County Code Enforcement office does enforcement of the signage regulations.

Volusia County's Zoning Ordinance, Section 822.00, Sign Regulations (Addendum 1.5), prohibits the following types of signs in unincorporated Volusia County: nongovernmental signs erected on public property or public rights-of-way; signs affixed to trees, shrubbery, vines, utility poles, or beach sand dune walkover structures; festoon and/or sandwich signs; off-premises signs; temporary roof or temporary projecting signs; any sign that obstructs the sightline at private or public driveways; signs erected in view of any highway which imitate or resemble official traffic-control devices; revolving or flashing signs; any sign of an obscene nature; portable signs; or signs affixed to or painted upon a retention wall. In residential zoning, the maximum allowable sign copy area permitted is 4.5 square feet for single family residential areas of less than 5 acres; 16 square feet for multi-family residential areas; and 32 square feet for Non-Residential permitted principle uses. For commercial zoning, the maximum copy area permitted per premises is based on a formula for the linear foot of total lot frontage and the number of permitted principle uses. The maximum height for ground signs is 30 feet, except for signs in B-6 zoning, which may not exceed 50 feet. However, since all roadways that constitute the proposed scenic routes are County designated thoroughfares, the provisions of Section 827.00 of Ordinance No. 808 apply. This section establishes Non-Residential Development Design Standards that limit ground signs to a monument type with a maximum height of 8 feet and a maximum sign copy area of 40

square feet. For all premises abutting the Atlantic Ocean, no ground signs shall be erected between a principle building and the ocean.

There are a few on-site, “point of sale” signs located in the City of Ormond Beach. These signs are regulated by the City. The City’s Code Enforcement office is responsible for the enforcement of the signage regulations. Given the Recreation and Residential Zoning in the unincorporated areas, the only signage allowed will be subdivision entryway signs.

The City of Ormond Beach’s Land Development Code Chapter 3, Article IV – Sign Regulations governs the size, number, type and locations of signs within the City limits. The CAG has identified more uniform and less intrusive signage as a priority issue in the Corridor.

Volusia County approved an educational program to protect manatees. As a part of this program signs were placed at various boat launches along the Corridor informing the public of the dangers boaters can pose to the manatees. Additional signage could describe the importance of flooding and fire in native environments or the restoration projects along and by the Corridor. The planning for educational and historical markers has been initiated by the local agencies along the Corridor and the CAG could build upon their previous work.

Code enforcement of the existing sign ordinances is a vital companion goal to the previous recommendation. The CAG should assist the County and the City in tracking/reporting violations thereby preserving the aesthetics of the Corridor. The Volusia County and City of Ormond Beach sign regulations were included in the Eligibility Application Appendix.

Related Goals, Objectives and the Specific Strategies are:

- Strategy 1.2.2 Remove no parking signs (recreate) and replace with native ground cover/scrubs to communicate no parking strategy without signs.
- Strategy 1.4.2 Coordinate, monitor and establish public and private signage standards for the scenic Corridor.
- Strategy 2.1.1 Develop a standard Ormond-by-the-Sea signage program as part of Overlay District.
- Strategy 2.1.2 Coordinate with jurisdictional entities to develop/implement the signage program.
- Strategy 5.3.1 Develop a sign inventory.
- Strategy 5.3.3 Develop signage plan for roadway.

Action Plan 1-1

Educational and historic interpretive panels (kiosk displays) could be placed within the public spaces (and with permission at institutional places) along the Corridor that highlight the unique qualities of the Corridor. Specifically, panels at the historic structures along the Corridor can promote historic resources. An historic panel could include a description of the structure, the history of the area, and a background of the institution/structure/area. Other educational opportunities include panels to mark historic trees near pull offs with a description of the type of tree and how long it has lived there. A panel could be strategically placed explaining the history of the Timucuan Villages near the site of Norocoro. A display with educational information on how to help sea birds affected by fishing hooks is another possibility.

Related Goals, Objectives and the Specific Strategies are:

- Strategy 1.3.1 Provide additional 1-2 car scenic pull-offs.
- Strategy 1.4.2 Coordinate, monitor and establish public and private signage standards for the scenic Corridor.
- Strategy 1.4.4 Create and implement a master plan that will strategize and coordinate overall long and short-term activities along the Corridor including the management of vegetation, land acquisition, scenic easements, design of improvements and new construction.
 - The Master Plan shall include but is not limited to:
 - Bus shelters;
 - Bike rest stops;
 - Water fountain facilities;
 - Trash receptacles; and
 - Signage/information kiosks indicating location of public facilities (i.e. restrooms and water)
- Strategy 2.3.2 Design and build landscaped pull-offs on A1A, Old Dixie Highway, Walter Boardman Lane, Highbridge Road and other locations where feasible.
- Strategy 4.1.6 Develop appropriate informational/educational signage.
- Strategy 5.3.3 Develop signage plan for roadway.

Action Plan 1-1

1.5 Future Land Use

Tomoka State Park, Bulow Creek State Park and the North Peninsula State Park are designated with Conservation Future Land Use. One small area of private land designated Low Impact Urban Land Use exists within Tomoka State Park.

It is anticipated that the areas to the north and west of the Corridor will be subdivided and developed as single-family homes. There is potential that some multi-family structures could be developed as part of the mix. The Future Land Use is depicted graphically on Map 7 and 8.

The Corridor is located within two jurisdictions-unincorporated Volusia County and the City of Ormond Beach. The Future Land Use nomenclature is unique for each jurisdiction. Many of the Future Land Use designations for land along the Corridor within the County tend to be non-urban, resource-based categories. Public land is designated as Conservation and land that has environmental merit that is in private ownership is designated as Environmental Systems Corridor (ESC). However, there are County Urban Low Intensity Future Land Uses assigned to land located along the Corridor.

The developed land along John Anderson Drive is designated with the Urban Low Intensity (ULI) designation. The ULI essentially recognizes the residential development pattern that exists along much of John Anderson Drive. A significant area located along the northwestern section of the Corridor located west of Old Dixie Highway has also been assigned an Urban Low Intensity (ULI) land use designation. The ULI in this area recognizes Development of Regional Impacts (DRI) projects that were approved in the 1970's and 1980's. The

DRI projects are referred to as Halifax Plantation and National Gardens. The primary development type in both DRI projects is residential with ancillary recreation (golf courses). However, the Halifax Plantation DRI does contain a commercial node located in the northern section of the project near the I-95 Interchange.

Along A1A the Conservation Future Land Use Land Use on the north end transitions to an urbanized area with Urban Medium Intensity, Urban High Intensity, Recreation and Commercial Future Land Uses. Within the City of Ormond Beach the Corridor is mostly developed at an urban scale and the Future Land Uses assigned by the City are urban in nature. The portion of the Corridor within the City limits has Urban Low Intensity, Urban Medium Intensity, Urban High Intensity, Tourist Commercial and Commercial Future Land Uses. The parcels that front Granada Boulevard have Commercial, Conservation and Public/Semi-public Future Land Use designations. On North Beach Street, the next parcel north of the Commercial Land Use has Office Land Use designation. Some areas with the North Peninsula State Park have an Environmental Systems Corridor Future Land Use designation. (see Maps 7 and 8)

Related Goals, Objectives and the specific Strategies are:

- Strategy 1.4.1 Create overlay district.
- Strategy 1.4.5 Add Scenic Highway protections to the City of Ormond Beach and Volusia County Comprehensive Plans.
- Strategy 2.2.2 Adopt an Overlay District with design standards.

Action Plan 1-3, 1-4, 3-2, 3-3 and 3-4

Insert map 7

Insert map 8

1.6 Safety Issues

An important part of the evaluation of roadside safety and operation issues is the examination of accident data along the Corridor. Collision data was collected by Volusia County for crashes that have occurred along the Corridor for the last three years. The crash rate, critical crash rate, and safety ratio were calculated for the Corridor. Most sections and spots analyzed were determined to be a high crash location or segment. The crash summary for the Corridor is shown in Table 2. Table 3 shows a Crash Analysis by segments and Table 4 shows a Crash Analysis by spot locations that was prepared by TEI/HNTB. Included in the Eligibility Application Appendix was a detailed listing of each crash. Nineteen of the crashes were a result of hitting a tree. This implies that although the trees are a major component of the beauty and uniqueness of the Corridor their proximity to the roadway does, to an extent, pose a safety issue.



Cyclist riding along the trail

The Ormond Scenic Loop & Trail is heavily used by touring and competitive cyclists as well as runners. There are a number of publicized events, for example, the annual Save Ormond Scenic Loop & Trail 5k run each year. There is a concern in the local community that dangerous conditions have developed, and the CAG intends to address this matter such that runners, cyclists and vehicular traffic are safely accommodated. According to County crash data there has only been one vehicular/bike collision when a north-bound vehicle on North Beach Street turned left onto Wilmette Avenue and collided with a south bound bicyclist in the intersection. The Florida Traffic Crash Report was included in the Eligibility Application Appendix. Traffic calming and improved bicycle lanes are a part of the CMP Action Plan.

The paved pedestrian/bike path along the west side of SR A1A within the scenic corridor is physically separated from the roadway and is relatively safe for bicyclists, walkers, skaters, and joggers. The pedestrian/bike path is approximately four feet wide and extends the entire length of SR A1A along the proposed Corridor. Local users are good stewards of the path; they avoid littering and pick up debris. Refuse containers are present at many of the dune walkovers along SR A1A. SR A1A safely accommodates two-wheel drive automobiles.

Both Highbridge Road and John Anderson Drive lack a pedestrian/bike path and paved shoulders. Currently cyclists, walkers, skaters, and joggers all share the two lane undivided roadways. With an increasing population and subsequent increasing automobile traffic volume in the area, the safety of cyclists, walkers and joggers is a concern for the CAG. Both Highbridge Road and John Anderson Drive safely accommodate two-wheel drive automobiles.

Related Goals, Objectives and the specific Strategies are:

- Strategy 2.3.3 Design and build sidewalks/trails along Highbridge Road.
- Strategy 2.3.4 Design and build meandering trail.
- Strategy 2.3.6 Create bike-ped Master Plan.
- Strategy 5.1.1 Develop safe pedestrian and non-motorized facilities.
- Strategy 5.1.2 Enforce the speed limits.
- Strategy 5.1.3 Seek law enforcement office's and transportation engineers' advice on traffic calming options.
- Strategy 5.1.7 Design and install traffic calming devices, for example:
 - Install speed tables along Old Dixie Highway.
- Strategy 5.2.1 Develop bike/pedestrian paths.

Action Plan 1-2 and 1-6

Table 2: Ormond Scenic Loop & Trail Crash Summary

Crash Summary: July 2000-July 2001				
Street	Number of Crashes	Number of Injuries	Number of Crashes at Night or Dusk	Number of Crashes where speeding was reported a factor
North Beach Street	33	11	6	3 (9%)
Pine Tree Road	1	0	0	None reported
Old Dixie Highway	2	2	1	None reported
Walter Boardman Lane	7	2	2	3 (43%)
Highbridge Road	0	0	0	None reported
John Anderson Drive	41	17	12	4 (10%)
A1A – SR 40 to Volusia/Flagler County Line	120	65	36	4
SR 40 – A1A to N. Beach Street	84	47	17	1
Crash Summary: July 2001-July 2002				
North Beach Street	26	12	17	1
Pine Tree Road	1	0	0	None reported
Old Dixie Highway	12	6	3	1
Walter Boardman Lane	2	0	3	None reported
Highbridge Road	15	12	7	None reported
John Anderson Drive	21	11	5	2
A1A – SR 40 to Volusia/Flagler County Line	117	88	25	1
SR 40 – A1A to N. Beach Street	91	34	18	0
Crash Summary: July 2002-July 2003				
North Beach Street	36	12	5	1 (3%)
Pine Tree Road	1	0	0	None reported
Old Dixie Highway	13	5	3	3 (23%)
Walter Boardman Lane	5	1	3	None reported
Highbridge Road	2	1	1	1 (50%)
John Anderson Drive	39	10	13	4 (10%)

A1A – SR 40 to Volusia/Flagler County Line	127	71	34	0
Table 2: Ormond Scenic Loop & Trail Crash Summary Continued				
SR 40 – A1A to N. Beach Street	95	26	19	2
Crash Summary: July 2003-July 2004				
North Beach Street	26	12	17	1
Pine Tree Road	1	0	0	None reported
Old Dixie Highway	12	6	3	1
Walter Boardman Lane	2	0	3	None reported
Highbridge Road	15	12	7	None reported
John Anderson Drive	21	11	5	2
A1A – SR 40 to Volusia/Flagler County Line	151	74	47	4
SR 40 – A1A to N. Beach Street	80	27	10	1

Tables 3 and 4 show the results by segment of the analysis conducted for these crashes. These tables were created by TEI/HNTB for the “Loop” segments and information on the HOSST segments were provided as Addendum 1.6 in the HOSST Eligibility Application. The safety ratio was calculated. A value greater than 1.0 indicates a high crash location.

Table 3: Ormond Scenic Loop & Trail Crash Analysis-Segment Sections

Segment	Year	Safety Ratio	Intersection Crashes Considered in segment	Total Crashes Considered in segment
Beach Street between Granada and Oak Forest Drive	2001	2.51	16	31
	2002	2.49	16	31
	2003	2.20	19	35
Old Dixie Highway between Inglesa Avenue and Pine Tree Drive	2001	1.06	0	2
	2002	3.26	3	7
	2003	2.14	4	5
Old Dixie Highway between Pine Tree Drive and Walter Boardman Lane	2001	0.20	0	1
	2002	1.36	8	8
	2003	1.50	8	10
Old Dixie Highway between Walter Boardman Lane and I-95	2001	2.08	0	7
	2002	2.43	5	9
	2003	7.71	4	36
John Anderson Drive between Pelican Dunes Drive and Bicentennial Park	2001	1.36	0	9
	2002	0.95	0	6
	2003	0.98	0	6
John Anderson Drive between Bicentennial Park and Granada Boulevard	2001	2.87	7	28
	2002	3.20	10	28
	2003	2.08	14	29

Table 4
Ormond Scenic Loop & Trail Crash Analysis-Spot Locations

Location	Year	Safety Ratio	Total Crashes Considered at Location
John Anderson Drive and Highbridge Road	2001	2.10	5
	2002	0.83	2
	2003	1.91	5
Walter Boardman Lane and Highbridge Road	2001	3.81	8
	2002	1.64	4
	2003	1.71	5

1.7 Traffic Volumes/User Types

John Anderson Drive had Average Annual Daily Traffic (AADT) along the southern portion (Concord Drive to Amsden Drive) around 5,000 vehicles per day (3,480 – 6,710) and operates at a Level of Service (LOS) of D. Along the southern portion (Amsden Drive to SR 40) the AADT was just over 8,000 vehicles per day and operates at an LOS of E. SR 40 within the Corridor had an AADT of 38,000 vehicles per day and operates at an LOS of C.

North Beach Street from the Tomoka River Bridge to Inglesia Avenue had an AADT of 2,500 vehicles per day and operates at an LOS of C. From Inglesia to Dix Avenue the AADT steadily increased from an AADT of just under 6,000 vehicles per day to 8,500 vehicles per day in 2004 and operates at an LOS of C. Beach Street from Dix Avenue to SR 40 had an AADT of just over 10,000 vehicles per day and operates at an LOS of D.

Old Dixie Highway had AADT counts between 2,000 and 3,000 vehicles per day and operates at an LOS of C. Walter Boardman Lane had an AADT count of just over 3,000 vehicles per day and operates at an LOS of C. Highbridge Rd. had an AADT count of under 2,500 vehicles per day and operates at an LOS of C.

Pine Tree Drive had an AADT count of almost 3,000 vehicles per day west of Village Drive and only around 1,500 vehicles per day east of Village Drive and operated at an LOS of C.

In addition to passenger cars and trucks carrying people to home, work, school and play, the Corridor is a favorite route for motorcycle riders. There is also use of the Corridor by construction vehicles building new roads and infrastructure for subdivisions and the homes that will be erected therein. The County has requested that construction vehicles use US 1. The Corridor is also popular with bicyclists, walkers, joggers, hikers, birders, campers and sightseers. Avid bicyclists enjoy riding the entire loop while walkers and joggers mostly use the segments that are in proximity to their homes. Birders and sightseers will travel the entire loop because of the richness of the various habitats and vistas. Local residents and campers utilize the Corridor as a transportation facility to get from point A to point B.

Related Goals, Objectives and the specific Strategies are:

- Strategy 1.4.4 Create and implement a master plan that will strategize and coordinate overall long and short-term activities along the Corridor including the management of vegetation, land acquisition, scenic easements, design of improvements and new construction.
 - The Master Plan shall include but is not limited to:
 - Bus shelters;
 - Bike rest stops;
 - Water fountain facilities;
 - Trash receptacles; and
 - Signage/information kiosks indicating location of public facilities (i.e. restrooms and water)
- Strategy 2.3.2 Create landscaped pull-offs on A1A, Old Dixie Highway, Walter Boardman Lane, Highbridge Road and other locations where feasible.

- Strategy 2.3.3 Design and build sidewalks/trails along Highbridge Road.
- Strategy 2.3.4 Design and build meandering trail.
- Strategy 2.3.6 Create bike-ped Master Plan.
- Strategy 5.1.1 Develop safe pedestrian and non-motorized facilities.
- Strategy 5.1.2 Enforce the speed limits.
- Strategy 5.1.3 Have law enforcement offices and transportation engineers advise on traffic calming options.
- Strategy 5.1.7 Install traffic calming devices:
 - Install speed tables along Old Dixie Highway.
- Strategy 5.2.1 Develop bike/pedestrian paths.
- Strategy 5.2.2 Develop bike rest areas.
- Strategy 5.2.4 Investigate feasibility of operating a trolley system.
- Strategy 5.2.5 Sponsor events that promote non-motorized transportation.

Action Plan 1-2 and 1-3

SR A1A functions as a popular bicycle, walking, skating, and jogging route due to the natural scenic views of the Atlantic Ocean. A separated four-foot wide paved pedestrian/bicycle path exists along the west side of the road. Usage is heaviest in the morning and evening hours. The four-foot path is not wide enough to accommodate multiple users with walkers and joggers frequently having to step off the path to accommodate those on bikes, skates, and non-motorized scooters.

John Anderson Drive and Highbridge Road are both part of a 23-mile loop frequented by bicycle enthusiasts and the site of numerous outdoor sports races. In addition, the magnificent moss-covered oak canopy and breathtaking view of the Halifax River make this a popular pedestrian route. Both roads lack a pedestrian/bike path and/or paved shoulders. Implementing a separated path would increase pedestrian safety and bicycling safety; however, construction would be difficult given the proximity of canopy trees to the existing roads.

Related Goals, Objectives and the specific Strategies are:

- Strategy 1.4.4 Create and implement a master plan that will strategize and coordinate overall long and short-term activities along the Corridor including the management of vegetation, land acquisition, scenic easements, design of improvements and new construction.
 - The Master Plan shall include but is not limited to:
 - Bus shelters;
 - Bike rest stops;
 - Water fountain facilities;
 - Trash receptacles; and
 - Signage/information kiosks indicating location of public facilities (i.e. restrooms and water)
- Strategy 2.3.2 Create landscaped pull-offs on A1A, Old Dixie Highway, Walter Boardman Lane, Highbridge Road and other locations where feasible.
- Strategy 2.3.3 Design and build sidewalks/trails along Highbridge Road.
- Strategy 2.3.4 Design and build meandering trail.
- Strategy 2.3.6 Create bike-ped Master Plan.

- Strategy 5.1.1 Develop safe pedestrian and non-motorized facilities.
- Strategy 5.1.2 Enforce the speed limits.
- Strategy 5.1.3 Have law enforcement offices and transportation engineers advise on traffic calming options.
- Strategy 5.1.7 Install traffic calming devices:
 - Install speed tables along Old Dixie Highway.
- Strategy 5.2.1 Develop bike/pedestrian paths.
- Strategy 5.2.2 Develop bike rest areas.
- Strategy 5.2.4 Investigate feasibility of operating a trolley system.
- Strategy 5.2.5 Sponsor events that promote non-motorized transportation.

Action Plan 1-2 and 1-3

Table 5: Ormond Scenic Loop & Trail Traffic Volume and Level of Service

Road Name	Limits	2004 AADT	2004 LOS
Beach Street	Tomoka River Bridge to Inglesa Avenue	2,520	C
Beach Street	Inglesa Avenue to Domicilio Avenue	5,880	C
Beach Street	Domicilio Avenue to Wilmette Avenue	6,060	C
Beach Street	Wilmette Avenue to Hernandez Avenue	8,320	C
Beach Street	Hernandez Avenue to Dix Avenue	8,500	C
Beach Street	Dix Avenue to SR 40	10,070	D
Highbridge Rd.	Walter Boardman Ln. to Knox Bridge	2,270	C
Highbridge Rd.	Knox Bridge to John Anderson Drive	2,400	C
Highbridge Rd.	John Anderson Drive to SR A1A	1,910	C
John Anderson Drive	Highbridge Rd. to Capistrano Drive	820	C
John Anderson Drive	Capistrano Drive to Beau Rivage Drive	1601	C
John Anderson Drive	Beau Rivage Drive to Berkley Rd.	1700	C
John Anderson Drive	Berkley Rd. to Aqua Vista Drive	3350	C
John Anderson Drive	Aqua Vista Drive to Concord Drive	3480	C
John Anderson Drive	Concord Drive to Palm Drive	4960	D
John Anderson Drive	Palm Drive to Essex Drive	5250	D
John Anderson Drive	Essex Drive to Halifax Drive	6710	D
John Anderson Drive	Halifax Drive to Amsden Drive	5020	D
John Anderson Drive	Amsden Drive to SR 40	8340	E
Old Dixie Hwy.	Walter Boardman Ln. to Jones Island Rd.	3,160	C
Old Dixie Hwy.	Jones Island Rd. to Pine Tree Drive	2,600	C
Old Dixie Hwy.	Pine Tree Drive to Tomoka River (N. Beach Street)	2,280	C
Pine Tree Drive	Village Drive to midpoint	1,510	C
Pine Tree Drive	Midpoint to Old Dixie Hwy.	1,500	C
SR A1A – Ocean Shore Boulevard	Westmayer Place to N. 17 th Street	6,900	B
SR A1A – Ocean Shore Boulevard	N. 17 th Street to SR 100	8,300	C
SR A1A – Ocean Shore Boulevard	SR 100 to South 23 rd Street	9,600	C

Segment	Location	Traffic Volume	Level of Service
SR A1A – Ocean Shore Boulevard	South 23 rd Street to Volusia County Line	7,600	C
SR A1A – Ocean Shore Boulevard	Flagler County to Kathy Drive	11,400	C
SR A1A – Ocean Shore Boulevard	Kathy Drive to Ocean Terrace	21,500	E
SR A1A – Ocean Shore Boulevard	Ocean Terrace to SR 40 (Granada Boulevard)	22,500	E
SR 40 – Granada Boulevard	US 1 to John Anderson Drive	38,000	C
SR 40 – Granada Boulevard	John Anderson Drive to SR A1A	20,500	C

1.8 Levels of Service

Levels of Service (LOS) are indicated above in Table 5 for each segment of the Corridor. Table 6 shows this same information in relation to the 2025 adopted AADT and LOS information.

The Volusia County Comprehensive Plan indicates that Old Dixie Highway, North Beach Street, Walter Boardman Lane, Highbridge Road and John Anderson Drive are constrained roadways by County Policy. Without this protection, the thoroughfare system would require upgrades to the facility if the LOS dropped below the designated threshold. Old Dixie Highway, North Beach Street and John Anderson Drive are constrained at LOS E. LOS E indicates a flow that is unstable with short stoppages, and maneuvering room is severely limited. Walter Boardman Lane and Highbridge Road are constrained at LOS C. All new development must demonstrate that it will not exceed these LOS capacities. In general, the operation of the road should not impact its designation as a Scenic Highway.

The current operating level of service (LOS) for most of the segments is LOS C. This indicates that travel flows are stable but maneuverability may be slightly restricted with longer queues at the intersections. Four segments of John Anderson Drive are operating at LOS D and the southern most segment of this roadway (immediately north of Granada Boulevard) is operating at LOS E. In general the operating characteristics of the road do not impact its designation as a Florida Scenic Highway.

SR A1A has an LOS of B on the northernmost section, LOS C on the four middle sections and LOS E on the two southernmost (just north of SR 40) sections. An LOS of E represents a high-density but stable flow with speed and freedom to maneuver severely restricted and the driver or pedestrian experiencing a generally poor level of comfort and convenience. Highbridge Road has a LOS of C as provided by Volusia County. Projected future LOS for John Anderson Drive and Highbridge Road remain at their current ratings of E and C respectively.

The vision of the CAG is for SR A1A, John Anderson Drive, Old Dixie Highway, North Beach Street, Walter Boardman Lane and Highbridge Road to remain two-laned roads. To assist in control of the LOS, the CAG recommends promotion of alternative modes of transportation, including extending and/or widening the bicycle/pedestrian path, busses or trolleys with provisions for bikes, increasing the tree canopy and providing sheltered rest areas along the bicycle/pedestrian paths to increase user comfort.

Related Goals, Objectives and the specific Strategies are:

- Strategy 1.4.4 Create and implement a master plan that will strategize and coordinate overall long and short-term activities along the Corridor including the management of vegetation, land acquisition, scenic easements, design of improvements and new construction.
 - The Master Plan shall include:
 - Bus shelters;
 - Bike rest stops;
 - Water fountain facilities;
 - Trash receptacles; and
 - Signage/information kiosks indicating location of public facilities (i.e. restrooms and water).
- Strategy 2.3.2 Create landscaped pull-offs on AIA, Old Dixie Highway, Walter Boardman Lane, Highbridge Road and other locations where feasible.
- Strategy 2.3.3 Design and build sidewalks/trails along Highbridge Road.
- Strategy 2.3.4 Design and build meandering trail.
- Strategy 2.3.6 Create bike-ped Master Plan.
- Strategy 5.1.1 Develop safe pedestrian and non-motorized facilities.
- Strategy 5.1.2 Enforce the speed limits.
- Strategy 5.1.3 Have law enforcement offices and transportation engineers advise on traffic calming options.
- Strategy 5.1.7 Install traffic calming devices:
 - Install speed tables along Old Dixie Highway.
- Strategy 5.2.1 Develop bike/pedestrian paths.
- Strategy 5.2.2 Develop bike rest areas.
- Strategy 5.2.4 Investigate feasibility of operating a trolley system.
- Strategy 5.2.5 Sponsor events that promote non-motorized transportation.

Action Plan 1-2, 1-3 and 1-6

Table 6: Ormond Scenic Loop & Trail Traffic Volume and Level of Service with Adopted 2025 AADT & LOS

Road Name	Limits	2004 AADT	2004 LOS	2004 Allowable LOS	2004 LOS Capacity	Adopted 2025 AADT	Adopted 2025 LOS	2025 Allowable LOS	Adopted 2025 LOS Capacity
Beach Street	Tomoka River Bridge to Inglesa Ave.	2,520	C	E	15,600	10,450	D	E	15,600
Beach Street	Inglesa Ave. to Domicilio Ave.	5,880	C	E	15,600	10,450	D	E	15,600
Beach Street	Domicilio Ave. to Wilmette Ave.	6,060	C	E	15,600	13,290	D	E	15,600
Beach Street	Wilmette Ave. to Hernandez Ave.	8,320	C	E	15,600	9,404	D	E	15,600
Beach Street	Hernandez Ave. to Dix Ave.	8,500	C	E	15,600	9,404	D	E	15,600
Beach Street	Dix Ave. to SR 40	10,070	D	E	15,600	9,404	D	E	15,600
Highbridge Rd.	Walter Boardman Ln. to Knox Bridge	2,270	C	E	9,600	10,831	F	E	9,600
Highbridge Rd.	Knox Bridge to John Anderson Dr.	2,400	C	E	9,600	10,831	F	E	9,600
Highbridge Rd.	John Anderson Dr. to SR A1A	1,910	C	E	9,600	9,100	E	E	9,600
John Anderson Dr.	Highbridge Rd. to Capistrano Dr.	820	C	E	10,080	2,222	C	E	10,080
John Anderson Dr.	Capistrano Dr. to Beau Rivage Dr.	1,601	C	E	10,080	2,222	C	E	10,080
John Anderson Dr.	Beau Rivage Dr. to Berkley Rd.	1,700	C	E	10,080	4,303	D	E	10,080
John Anderson Dr.	Berkley Rd. to Aqua Vista Dr.	3,350	C	E	10,080	4,303	D	E	10,080
John Anderson Dr.	Aqua Vista Dr. to Concord Dr.	3,480	C	E	10,080	6,731	D	E	10,080
John Anderson Dr.	Concord Dr. to Palm Dr.	4,960	D	E	10,080	6,731	D	E	10,080
John Anderson Dr.	Palm Dr. to Essex Dr.	5,250	D	E	10,080	9,196	E	E	10,080
John Anderson Dr.	Essex Dr. to Halifax Dr.	6,710	D	E	10,080	9,196	E	E	10,080
John Anderson Dr.	Halifax Dr. to Amsden Dr.	5,020	D	E	10,080	9,032	E	E	10,080
John Anderson Dr.	Amsden Dr. to SR 40	8,340	E	E	10,080	9,032	E	E	10,080
Old Dixie Hwy.	I-95 to Old Kings Rd.	8,500	E	E	10,080	7,135	D	E	10,080
Old Dixie Hwy.	Old Kings Rd. to Walter Boardman Ln.	4,450	D	E	9,600	10,253	F	E	9,600
Old Dixie Hwy.	Walter Boardman Ln. to Jones Island Rd.	3,160	C	E	9,600	11,478	F	E	9,600
Old Dixie Hwy.	Jones Island Rd. to Pine Tree Dr.	2,600	C	E	9,600	11,478	F	E	9,600
Old Dixie Hwy.	Pine Tree Dr. to Tomoka River	2,280	C	E	9,600	10,450	F	E	9,600
Pine Tree Dr.	US 1 to Village Dr.	2,870	C	E	10,080	3,563	C	E	10,080
Pine Tree Dr.	Village Dr. to midpoint	1,510	C	E	9,600	2,982	C	E	9,600
Pine Tree Dr.	midpoint to Old Dixie Hwy.	1,500	C	E	9,600	2,982	C	E	9,600
SR A1A - Ocean Shore Blvd.	Flager County to Kathy Dr.	11,400	C	D	19,600	15,379	D	D	19,600
SR A1A - Ocean Shore Blvd.	Kathy Dr. to Ocean Terrace	21,500	E	D	19,600	19,860	E	D	19,600
SR A1A - Ocean Shore Blvd.	Ocean Terrace to SR 40 (Granada Blvd)	22,500	E	D	19,600	25,746	E	D	19,600
SR 40 (Granada Blvd)	US 1 to John Anderson Dr.	38,000	C	D	61,800	58,234	D	D	61,800
SR 40 (Granada Blvd)	John Anderson Dr. to SR A1A	20,500	C	D	31,065	35,831	F	D	33,915

1.9 Transportation Planning

Transportation Planning for the proposed scenic Corridor is coordinated among Volusia County, the City of Ormond Beach, the Volusia County Metropolitan Planning Organization (MPO), and the Florida Department of Transportation. Currently, there are no roadway improvement projects planned or funded within the Corridor.

VOTRAN, the Volusia County transportation service provider, provides public transportation and has several routes that proceed along and cross several sections of the Corridor. Route 3 runs along North Beach Street and Route 1A drops down to John Anderson Drive for two short sections.

The Volusia Smart Growth Implementation Committee's Final Report issued in August of 2005 included the following Transportation Planning analysis and recommendations.

Meeting the Infrastructure Needs of Smart Growth

Background

Smart growth seeks to make efficient use of infrastructure and to use the provision of infrastructure to encourage smart growth development. A review of selected zoning ordinances and local government comprehensive plans for cities in Volusia County revealed that plan provisions for infrastructure to support new development are strong and would be sufficient to support smart growth. None of the plans reviewed, however, illustrate smart growth patterns through infrastructure provisions.

The recommendations in this section single out four infrastructure issues of special relevance to smart growth: transportation concurrency management, transportation levels of service, water supply and conservation, and the possibility that smart growth policies might shift infrastructure costs from one area to another.

A myriad of differences in how jurisdictions administer transportation concurrency, including differences in how jurisdictions calculate levels of service and how they calculate the transportation impacts of new development, distort the efforts of individual jurisdictions to promote "smart growth," and sometimes result in unaddressed impacts across jurisdictional boundaries.

Currently, roadway levels of service (LOS) sometimes work against the smart growth goals of orderly, compact development. Lower levels of service on the county portion of roads than on the same roads within municipal boundaries result in greater capacity appearing to be available in rural areas, and provide an incentive for "sprawl," -- i.e. development at a greater distance from established urban areas and infrastructure.

Lastly, the denser development called for by smart growth has the potential to concentrate the infrastructure (and especially transportation) impacts of new development into smaller areas, in or near already urbanized areas. In order to make smart growth work equitably, mechanisms must be found to harness and concentrate the financial resources provided by new development in ways that offset the impacts to those areas, whether they are in the county or within a municipality.

Recommendation E1**Coordinated Approach to Transportation Concurrency Management [SB 360]**

Volusia County and Volusia municipalities should develop a single, coordinated approach to defining and implementing transportation concurrency. This should include a common approach to designating and calculating levels of service, and an entity or mechanism charged with making final concurrency decisions if local governments cannot agree. This entity may be the decision-making board described in Recommendation V5. The Volusia Metropolitan Planning Organization (MPO) should be tasked with providing a recommendation for action by the decision-making board in cases where the local governments cannot agree.

Recommendation E2**Coordinated Approach to Transportation Levels of Service [SB 360]**

Volusia County and Volusia municipalities should coordinate transportation levels of service designations to support the direction of development to agreed-upon areas.

Recommendation E3**Scenic Roads**

The county and the cities should jointly establish a scenic road program to protect the character of scenic roads such as Ormond Scenic Loop & Trail. The program should:

- Identify the values that contribute to the scenic character of the road (including, among others, historical significance, natural beauty, scenic vistas, trees and vegetation);
- Develop corridor management plans to protect those values;
- Establish guidelines for allowable improvements, buffers, minimum setbacks, speed limits, design and development standards, access management, and tree and canopy protection.

The protection afforded by the program should remain unaffected if the road is annexed by a municipality.

Recommendation E4**Transit**

Mass transit has the potential to contribute significantly to the smart growth goals of compact development and vibrant, walkable, livable communities, if appropriately integrated with other strategies. The county and cities should cooperate to implement transit options that support smart growth. This cooperation should include the following.

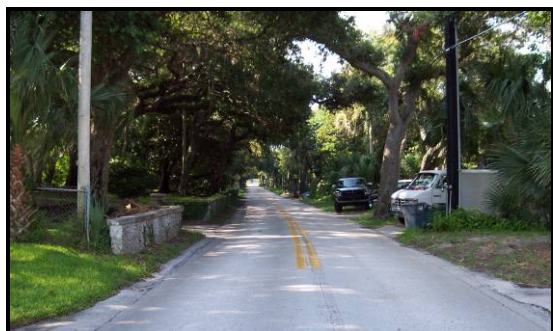
- Planning, where appropriate, for areas with sufficient density (approximately 8-units per/acre or higher) to support transit options such as light rail.
- Support for commuter rail between all of Volusia County and other counties in the region.
- Support for the transit goals identified by Volusia jurisdictions through the Volusia MPO.

Recommendation E5**Smart Growth Alternatives in Studies of Proposed Transportation Improvements**

Any analysis of proposed improvements to a roadway should include specific alternatives that accommodate and promote the principles of livable and walkable communities.

Roadway Use

SR A1A is a two-lane undivided highway except for short stretches where turning lanes are provided. Previous public discussions regarding four-laning SR A1A have been rejected due to the increased traffic pressures it would place on the barrier island as well as in the potential negative impact on the mostly residential communities. Increased development pressures in the community have led to the implementation of turning lanes in both the commercial district and new residential communities. Limited public transportation is available along the southern portion of SR A1A along the proposed Corridor.



John Anderson Drive is a two-lane, asphalt paved, undivided highway. No shoulders or turning lanes are provided. Highbridge Road is also a two-lane, asphalt paved, undivided highway with limited shoulders and no turning lanes. Except for school busses, no public transportation system serves either of these two roads.

Related Goals, Objectives and the specific Strategies are:

- Strategy 2.3.2 Create landscaped pull-offs on A1A, Old Dixie Highway, Walter Boardman Lane, Highbridge Road and other locations where feasible.
- Strategy 5.1.3 Have law enforcement offices and transportation engineers advise on traffic calming options.
- Strategy 5.1.7 Install traffic calming devices:
 - Install speed tables along Old Dixie Highway.

Action Plan 1-2 and 1-6

Bicycle and Pedestrian Use

Along the west side of SR A1A in the proposed Corridor, there is a newly completed, separated, paved path that varies in width and can be as wide as six feet. There is a four-foot bike and pedestrian path called the East Coast Greenway. This popular path meanders along coastal scrub and beach ecosystems and offers magnificent views of the Atlantic Ocean and natural dunes. The path provides access to all of the public parks along SR A1A. There is an increasing use of the path by people seeking exercise, recreation or alternative means of transportation to businesses and public facilities along SR A1A. Usage is heaviest in the morning and evening hours. The four-foot path is not wide enough to accommodate multiple users with walkers and joggers frequently having to step off the path to accommodate those on bikes, skates, and non-motorized scooters.



John Anderson Drive and Highbridge Road are both part of a 23-mile loop frequented by bicycle enthusiasts and the site of numerous outdoor sports races. In addition, the magnificent moss-covered oak canopy and breathtaking view of the Halifax River make this a popular pedestrian route. Both roads lack a pedestrian/bike path and/or paved shoulders. Cyclists, walkers and joggers all share the two lane undivided roadways. Implementing a separated path would increase pedestrian safety and bicycling safety; however, construction on John Anderson Drive would be difficult given the proximity of canopy trees to the existing roads.

Related Goals, Objectives and the specific Strategies are:

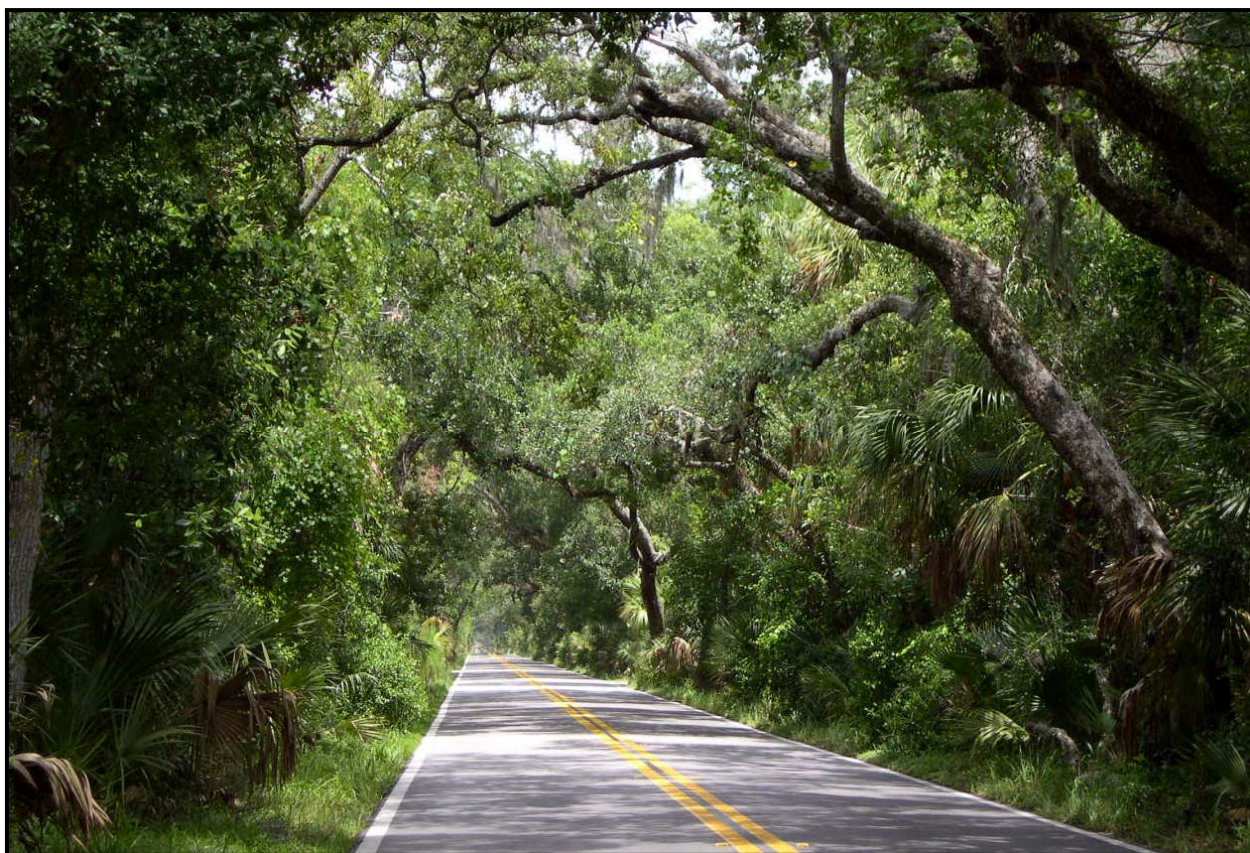
- Strategy 1.4.4 Create and implement a master plan that will strategize and coordinate overall long and short-term activities along the Corridor including the management of vegetation, land acquisition, scenic easements, design of improvements and new construction.
 - The Master Plan shall include:
 - Bus shelters;
 - Bike rest stops;
 - Water fountain facilities;
 - Trash receptacles; and
 - Signage/information kiosks indicating location of public facilities (i.e. restrooms and water).
- Strategy 2.3.3 Design and build sidewalks/trails along Highbridge Road.
- Strategy 2.3.4 Design and build meandering trail.
- Strategy 2.3.6 Create bike-ped Master Plan.
- Strategy 5.1.1 Develop safe pedestrian and non-motorized facilities.
- Strategy 5.2.1 Develop bike/pedestrian paths
- Strategy 5.2.2 Develop bike rest areas.
- Strategy 5.2.5 Sponsor events that promote non-motorized transportation.

Action Plan 1-2 and 1-6

1.10 Roadway Improvements

Since the roads are on the constrained list as contained in the County's Comp Plan, **there are no plans to widen any of the facilities included in the proposed Scenic Corridor, with the exception of turn lanes for Halifax Plantation, Unit 2, Section M and Plantation Oaks, Unit 1a.** Also, no major road improvements are planned or programmed in the FDOT work program. According to the Volusia County MPO Transportation Improvement Program FY 2003/2004 – 2007/2008 (Appendix F), no major roadway work and/or improvements are scheduled by the local governments for the proposed scenic Corridor in the near future. The developers of Plantation Oaks and Halifax Plantation will be required to make improvements that will provide access and safe turning movements.

SR A1A was resurfaced from Roberta Drive in Ormond-By-The-Sea to the Volusia/Flagler County line in the spring of 2004 and no future improvements are envisioned by FDOT at this time. Once the Corridor is established as a Florida Scenic Highway, grants may be pursued for bicycle and pedestrian improvements to the Corridor. Additional road improvements will be made as required by the respective jurisdictions' Land Development Codes (i.e. acceleration and deceleration lanes, left turn lanes and signal/intersection improvements).



Related Goals, Objectives and the Specific Strategies are:

- Strategy 2.3.2 Create landscaped pull-offs on AIA, Old Dixie Highway, Walter Boardman Lane, Highbridge Road and other locations where feasible.
- Strategy 5.1.3 Have law enforcement offices and transportation engineers advise on traffic calming options.
- Strategy 5.1.7 Install traffic calming devices:
 - Install speed tables along Old Dixie Highway.

Action Plan 1-2 and 1-6**1.11 Social and Economic Conditions**

The area population in 2000 was 36,301 and is estimated to have grown to 37,929 by July of 2004. The median age of the population is 47.5 years and 46.7% of the population is male and 53.3% is female. Median household income was \$43,364 and median house value was \$110,400 according to the last census in 2000.

The socioeconomic characteristics of the area reveal a growing population and rising home values. As with most of Florida this area has seen steady home building and a varying cost of construction that trends overall upwards, particularly in the most recent years. Forty percent of the population is college educated and only twelve percent are without a high school diploma. Income and home value distribution suggest a solid middle-class community with an unemployment rate of only 3.3 percent. A mean travel time of twenty minutes indicates that many of the residents commute thirty miles or more to work.

Table 7: Single-family New House Construction Building Permits

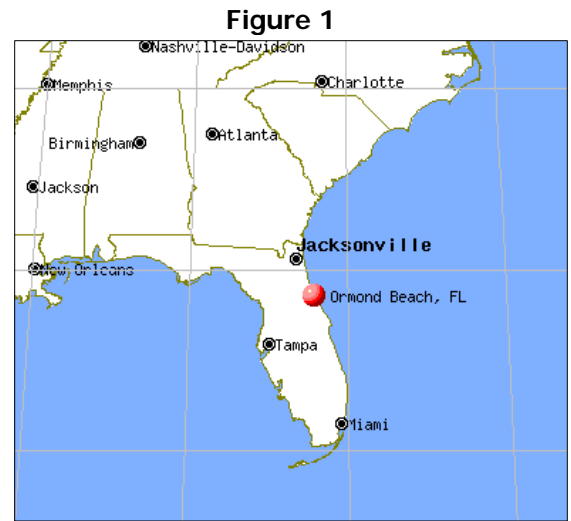
Year	# of Buildings	Average Cost
1996	197	average cost: \$136,400
1997	231	average cost: \$124,400
1998	275	average cost: \$126,700
1999	286	average cost: \$140,500
2000	210	average cost: \$157,800
2001	222	average cost: \$144,300
2002	241	average cost: \$165,300
2003	304	average cost: \$233,500
2004	340	average cost: \$251,700

For population 25 years and over in Ormond Beach:

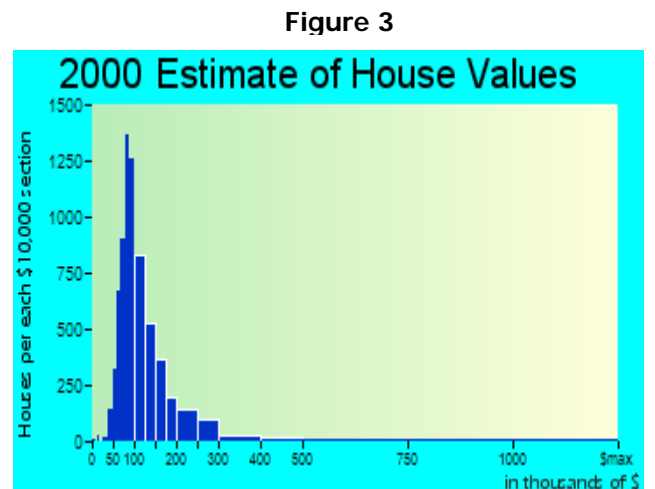
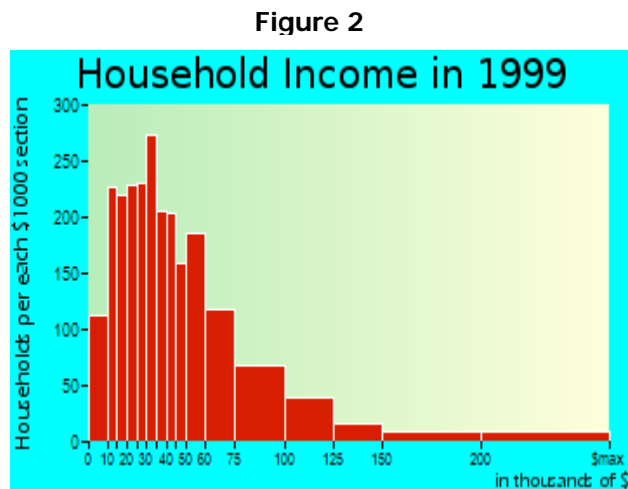
- High school or higher: 88.0%
- Bachelor's degree or higher: 29.1%
- Graduate or professional degree: 10.8%
- Unemployed: 3.3%
- Mean travel time to work: 20.6 minutes

For population 15 years and over in Ormond Beach:

- Never married: 17.4%
- Now married: 60.1%
- Separated: 1.0%
- Widowed: 10.1%
- Divorced: 11.4%



Industries providing employment in the area are educational, health and social services (22.2%), Retail trade (13.0%), Professional, scientific, management, administrative, and waste management services (11.8%), Arts, entertainment, recreation, accommodation and food services (10.8%).



1.12 Tourism and User Facilities

Four State Parks and eight local parks along the Corridor provide varying recreational opportunities to attract visitors. Birding, hiking, camping, boating, canoeing, fishing, and historical interpretation are some of the activities enjoyed by local residents and visitors alike along the Ormond Scenic Loop & Trail. Details on each park can be found in the Intrinsic Resources section.

Gas stations, grocery stores and restaurants to fit all tastes from fast food to fine dining are available along A1A and Granada Boulevard. Map Quest lists 30 restaurants within 1.57 miles of the intersection of A1A and

Granada Boulevard and 150 within 4.37 miles of the same intersection. Map Quest lists 12 hotels/motels within one mile of the intersection of A1A and Granada Boulevard and 141 less than six miles from the same intersection. Printouts of the hotel/motel and restaurant listings and accompanying maps are included in Appendix I.

The Daytona Beach Area Convention & Visitor Bureau website provides links to providers of surfing and sailing lessons in the area of the Corridor. They also provide links to charter fishing captains and kayak rentals. They promote the McDonald House at 38 East Granada Boulevard and highlight the two-hour Trolley tour that includes over 30 historic sites, the Fairchild Oak and the three chimneys plantation ruins. Also on their site is information on the Birthplace of Speed Park, Bulow Plantation Ruins, Dummett Sugar Mill Ruins, The Casements, Tomoka Mounds & Middens, the Ormond Memorial Art Museum & Gardens, and the Fred Dana Marsh Museum.

The Ormond Beach Chamber of Commerce promotes the historic roadways that constitute Ormond Scenic Loop & Trail in several ways. They include information about these roadways in the brochure racks in the Visitor Center at 165 W. Granada Boulevard where they have over 7,000 visitors a year. They include information about Ormond Scenic Loop & Trail in the Visitor Information and Restaurant and Accommodations brochures, the Visitors Guide and Business Directory, and on the Chamber's high-traffic website.

Tomoka and Bulow Creek State Park attendance is calculated by the park's fiscal year which runs from July-June. The figures below reflect the attendance during the time period of July 1, 2005 through June 30, 2006.

- Tomoka – 92,908
- Bulow Creek – 64,110

1.13 Other Programs

The following is a list of public and private resource-based programs or entities within the proposed Corridor.

- Volusia County Parks and Recreation
- Volusia County Metropolitan Planning Organization
- East Coast Greenway
- Southern Passages: The Atlantic Heritage Coast
- Garden Club of the Halifax Country
- Ormond Beach Garden Club
- Florida Native Plant Society
- Great Florida Birding Trail
- Historic Landmark Preservation Board
- Florida Boating Improvement Program
- Street Johns River Water Management District
 - Northern Coastal Basin Program
 - Save Our Rivers Program
- Florida Inland Navigation District
 - Waterway Assistance Program
- State of Florida Adopt-A-Highway Program
- Florida Department of Environmental Protection
- Office of Greenways and Trails

- National Recreational Trails Program
- Florida Division of Recreation and Parks
 - Florida Recreation and Development Assistance Program
- Florida Communities Trust
 - Florida Forever Program
 - Conservation and Recreational Lands Program

Many of the above entities have on-going programs that benefit the community of Ormond Beach and unincorporated Volusia County. The CAG believes that through designation of the scenic Corridor, it could become the link to foster partnering of these entities to provide unique educational and recreational opportunities as well as enhancing the enjoyment of the natural environment.