

Section 13: Executive Summary of the Action Plan

The Ormond Beach Scenic Loop & Trail Corridor Management Entity (CME) is committed to the implementation of this Corridor Management Plan. The unique beauty of the Corridor demands protection and preservation for future generations' enjoyment. The canopied roadways, the vast Ocean vistas, the natural, recreational, historical and archeological resources form the heart and culture of the community.

Upon Designation the CME will ensure the placement of Florida Scenic Highway signage and host a ribbon cutting to celebrate the achievement. Then an effort to identify the informational/educational signage opportunities with emphasis on the natural environment (i.e. birds, marine life, habitat, etc.), the historical and archeological stories that will make the Corridor come to life will be distilled and designed. Locations will then be identified and funding sought to construct the panels and the kiosks that will house them.

The visitors' experience will have deeper relevance if they understand more about the plants, animals and the habitat they share. This can be done through a self-guided series of colorful display boards. The early history and prehistory also needs to be interpreted so that people can appreciate how earlier inhabitants lived in this area. The Corridor's story needs to be told in a compelling fashion with great pictures and creative design. A series of similarly designed educational signs will help to tie the Corridor together and draw the visitor from one segment to the next.

The CME will coordinate the development of a Master Plan for the Corridor with special attention paid to bicycle and non-motorized enjoyment of the area. The Master Plan will need to focus on safety issues and incorporate traffic calming measures as well as beautification projects. To implement the Master Plan the CME will look to Volusia County and the City of Ormond Beach to adopt an overlay zoning district and include the Goals, Objectives and Strategies of the Comprehensive Management Plan in their Comprehensive Plans.

The CME will continue to hold regularly scheduled meetings and communicate with interested citizens through email, water bills, informational brochures and their website. The CME will co-host events, build public awareness and seek designation of the Corridor as a National Scenic Byway as an extension of the A1A Scenic & Historic Coastal Byway.

This Action Plan is a programming tool to gain perspective on potential projects and efforts by the CME and partnering entities. Later during the master planning phase, a more detailed capital improvements plan should be provided based on cost estimates. A steadily increasing level of refinement needs to occur with the actions and costs as the Corridor progresses.

The CAG has established the action items. The priority scheduling (Per Fiscal Year) is mainly guided by the potential availability of funding and the length of time it takes to implement each action item. For example, in Table 1, Corridor Enhancements: master planning usually occurs before the design phase; which occurs before construction. It is easier to fund and implement landscape work before burying utilities so the landscape work would be prioritized ahead. Community Participation and Administration must be constant throughout the years.

Safety of the corridor users is a key concern along the Ormond Scenic Loop & Trail. It is important to implement safety oriented items before aesthetic items. The bicycle and pedestrian system is an example of a critical safety item. Speed controls along North Beach Street, Old Dixie Highway, Walter Boardman Lane, Highbridge Road, and John Anderson Drive are also important.

This Action Plan defines the Corridor Management Plan Action Items (Column 2), as distinct categories which are correlated with the Goals, Objectives and Strategies (Column 3). These Action Items are then correlated to the Responsible Entity (Column 4) and then Funding Source (Column 5). The specific Tasks (Column 6) and the estimated Fiscal Year (Column 7) based on a January 1, 2007 start date.

The Action Plan is composed of three tables:

Table 9: Corridor Enhancements

Table 10: Community Participation

Table 11: Administration and Coordination

The abbreviations used on these tables are provided at the end of Table 10.