



Old Dixie Trail Project Development and Environment Study

Stakeholders Meeting

June 28, 2017

Winter Haven Airport

Today's Agenda

- Introductions
- Project Overview
- Goals and Objectives
- Mapping Exercise
 - Destinations & Segments
- Evaluation Metrics
- Open Discussion
- Next Steps

Today's Objective

- Develop priority goals/issues for purpose and need
- Define methodology for alternative evaluation
- Understand critical connections and needs



Project Overview

- 12-mile multi-use trail connecting existing trailheads in Auburndale (Auburndale-TECO Trail) and Haines City (Haines City Trail)
- Several segments have been identified by locals and regional planning organizations
- Corridors will follow existing roadways
- Trail will provide regional connectivity; safe multimodal access to community and recreation destinations, and support quality of life and economic objectives



Project Overview

- Phase 1 – Feasibility
 - Collect and analyze existing conditions data
 - Examine engineering factors (safety, right-of-way, etc)
 - Examine natural and human-built environmental factors
 - Identify opportunities and physical constraints
 - Conduct stakeholder and community involvement
 - Analyze trail segments

WE ARE HERE



Project Overview

- Phase 2 – Project Development & Environment (PD&E) Study
 - Identify and define alternatives that meet and/or address the study goals and objectives
 - Conduct environmental analyses required under National Environmental Policy Act (NEPA)
 - Conduct stakeholder interviews to understand community goals and needs



What is a PD&E Study?

- Federally funded projects
 - Meets NEPA requirements
 - Evaluates social, economic, and environmental effects
 - Compares No-Build Alternative to viable alternatives
 - Determines location and conceptual design of feasible build alternative
 - Completed upon OEM issuing a Location and Design Concept Acceptance (LDCA)
- State funded projects
 - State Environmental Impact Report (SEIR) or a Non-Major State Action (NMSA)
 - Approved by FDOT District Secretary/Delegated Authority or designee
 - No FHWA oversight

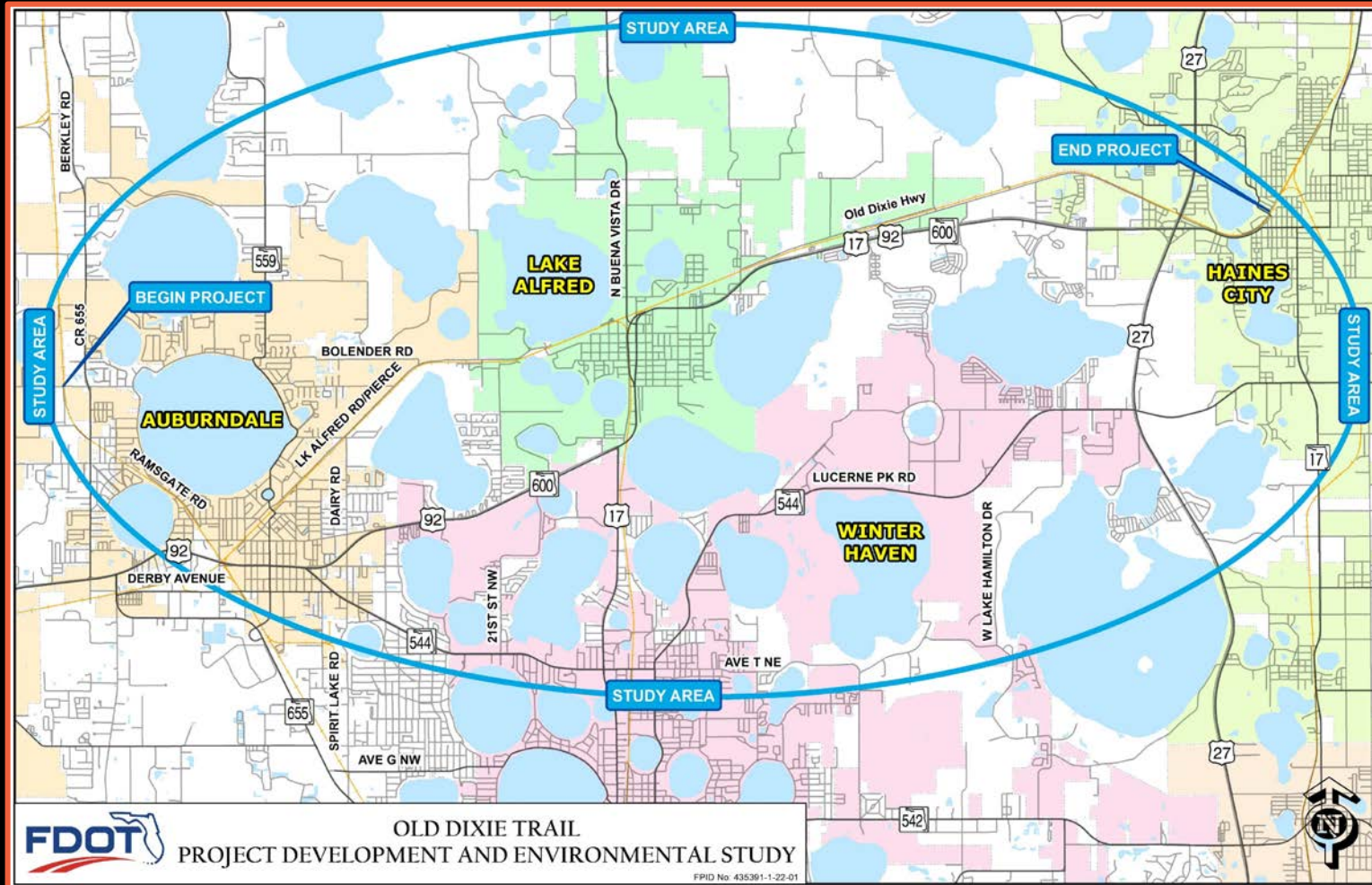


Purpose and Need, Study Goals and Objectives

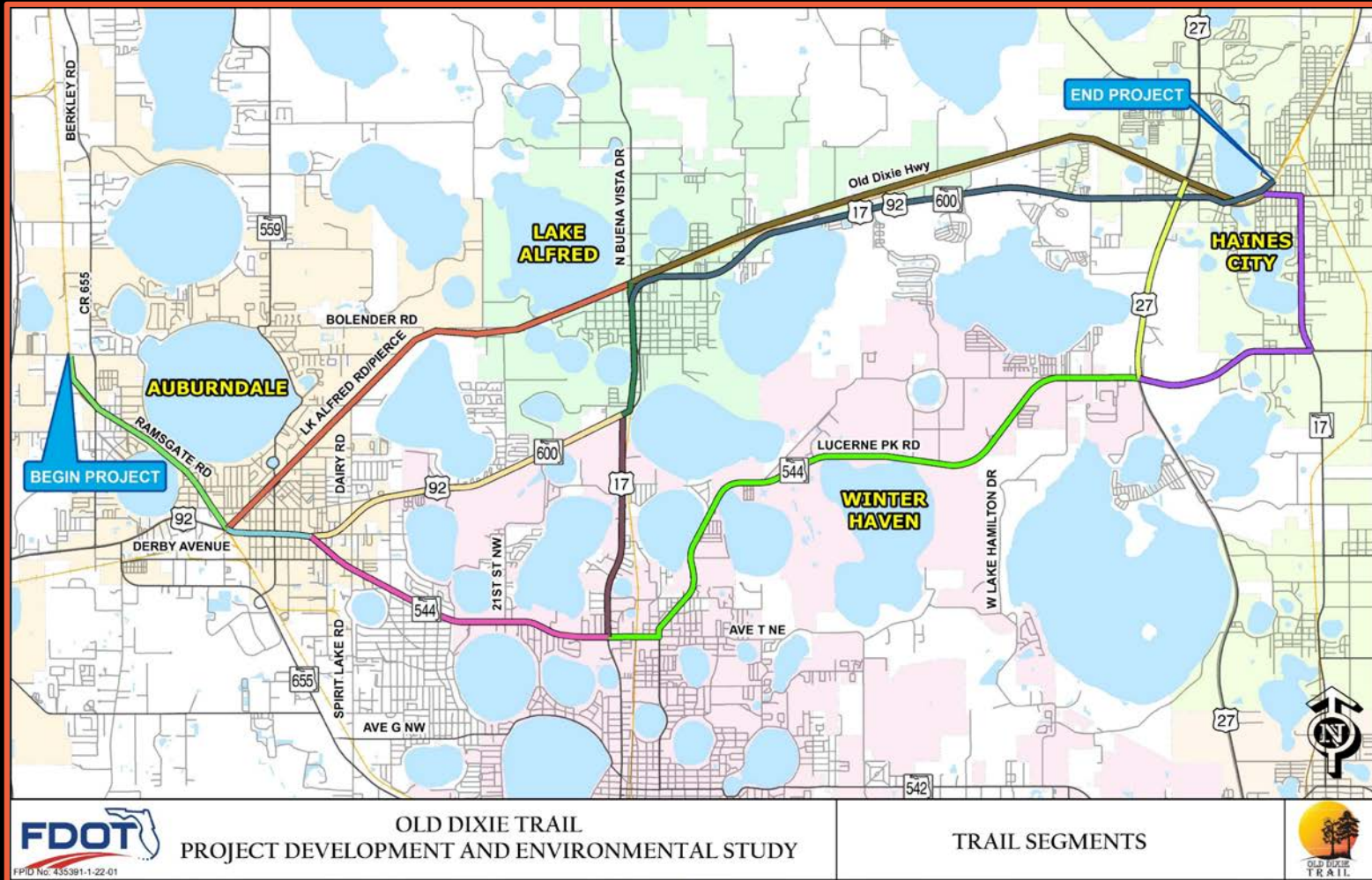
- Study Purpose and Need
- Identify Study Goals
- Evaluate Against Metrics
- Goal Types Identified
 - Aesthetics
 - Connectivity (to Other Parks/Trails/etc)
 - Economic Development
 - Mobility Options
 - Recreation
 - Safety
 - Other?



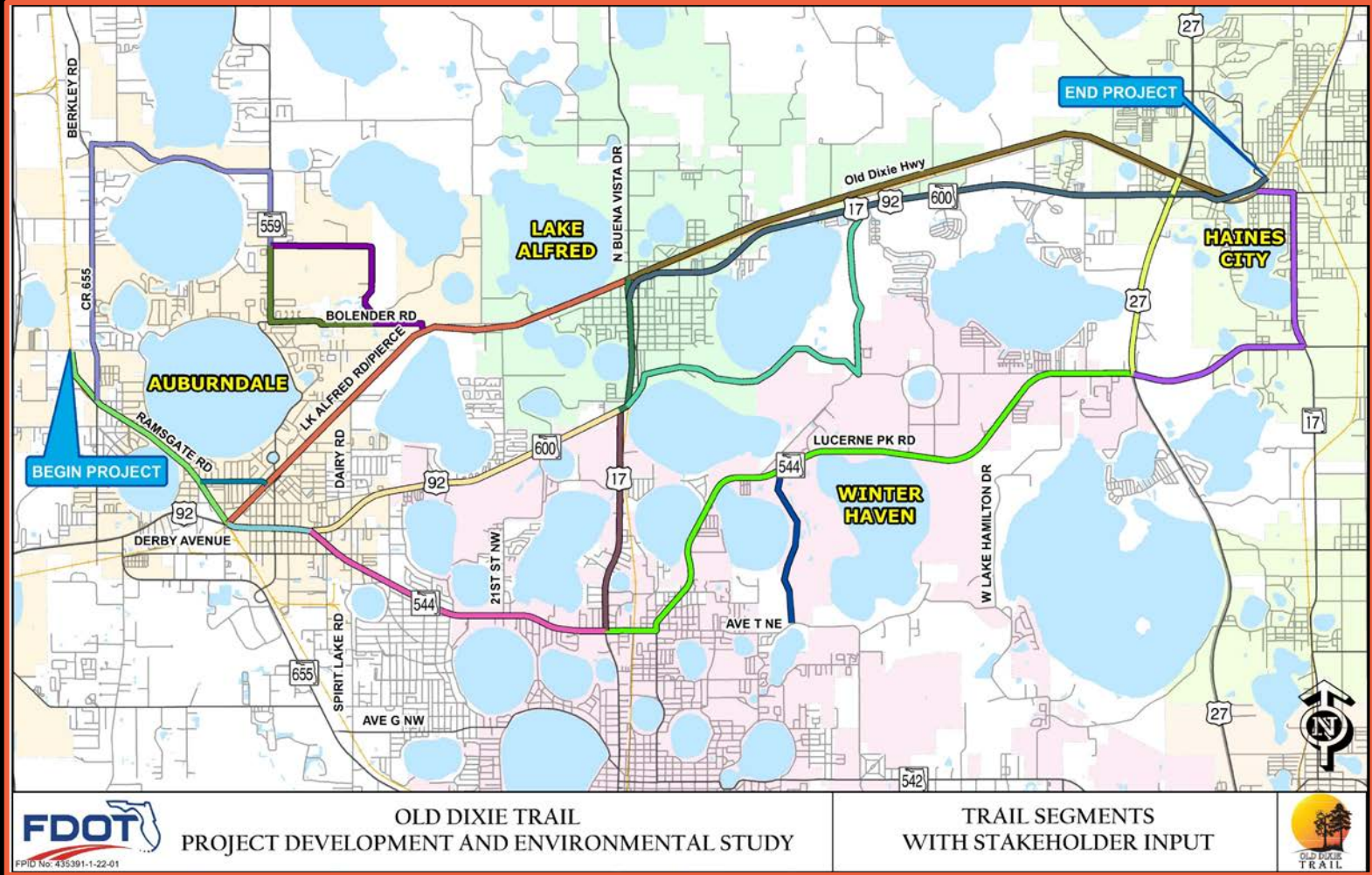
Project Overview: Study Area



Project Overview: Segments



Project Overview: Stakeholder Segments



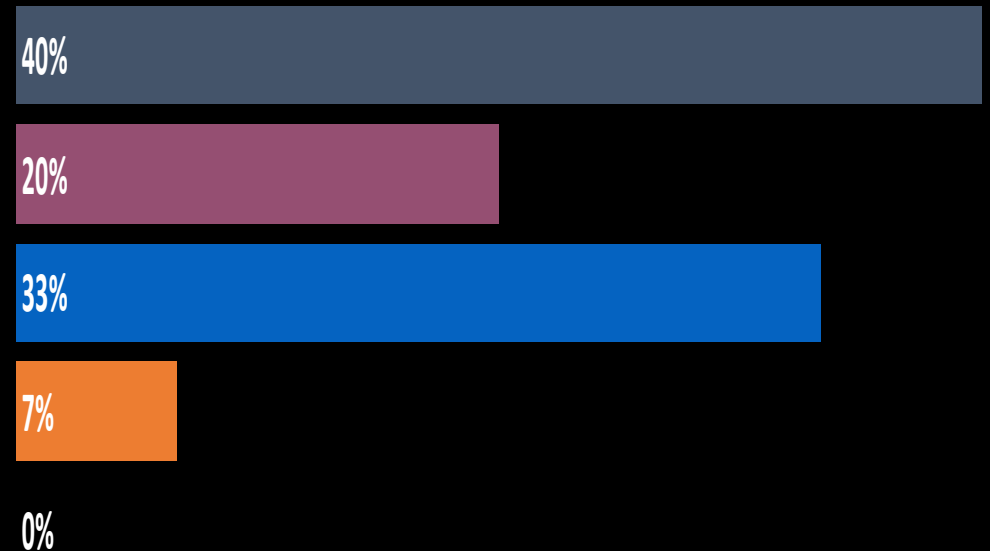
Trail Facts: SUN Trail

- Shared-Use Nonmotorized (SUN) Trail Network
 - FDOT directed to develop statewide system of paved non-motorized trails
 - Multi-use trail: 10 – 12 feet wide, 12-foot preferred
 - Paved component of the Florida Greenways and Trails System
 - Eligibility Requirements
 - The project must be a paved component of the FGTS Priority Land Trail Network, and therefore the SUN Trail Network
 - The project must be identified as a priority by the applicable jurisdiction;
 - If the project is within a MPO boundary, it must be a MPO priority.
 - A local entity must be formally committed to the operation and maintenance of the project
 - The project must be consistent with the applicable comprehensive plan or the long-term management plan



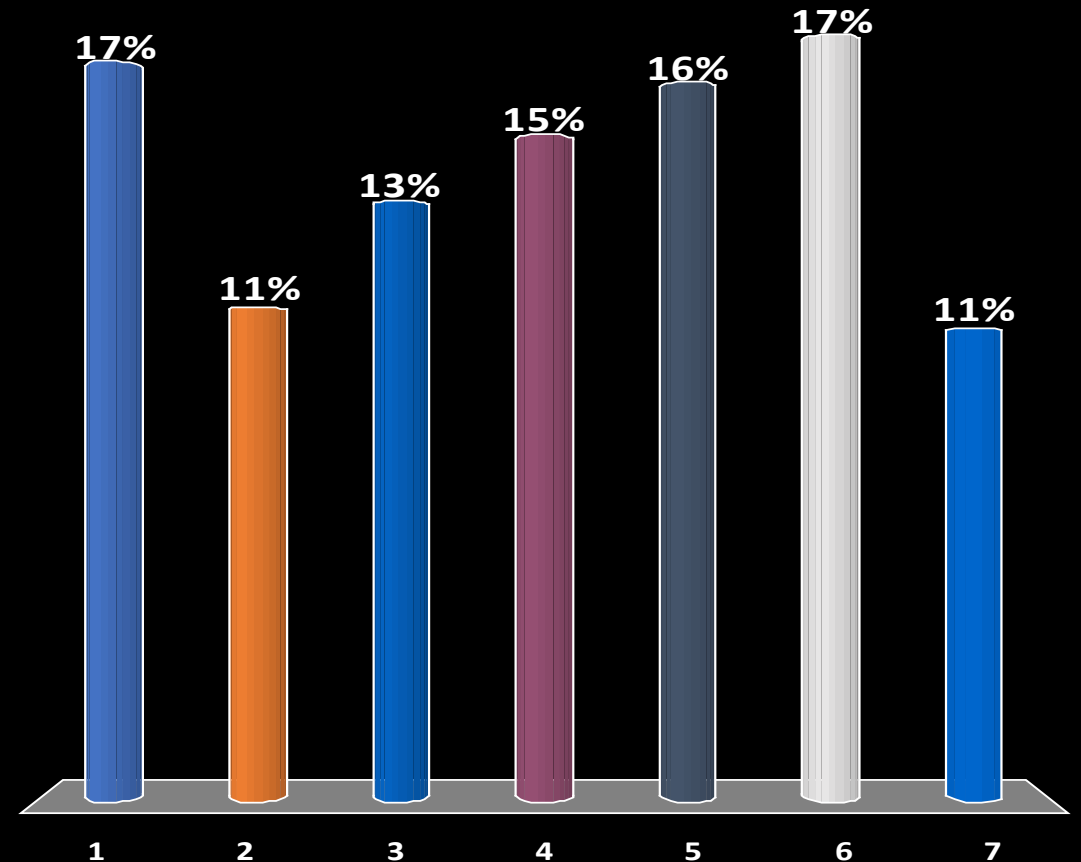
Where were you born?

1. Florida
2. South
3. Northeast/Mid-Atlantic
4. Midwest
5. West



Rank the Study Goals in terms of importance (rank all)

1. Aesthetics
2. Connectivity to Other Parks/Trails
3. Economic Development
4. Mobility Options
5. Recreation
6. Safety
7. Other



Trail Facts: Trails and Property Costs

- **Little Miami Scenic Trail (Ohio)**

- 12-mile trail runs through Cincinnati metropolitan region.
- House prices increased by \$9.00 per square foot for every foot closer to the trail
- Homeowners were willing to pay a \$9,000.00 premium to be located 1,000 feet closer to the trail



Mapping Exercises

- Station 1: Segments
 - Add proposed segments
- Station 2: Destinations
 - Add destinations to serve
 - Endorse destinations



Which area do you feel is better for trails?

1. Northern Study Area
2. Southern Study Area

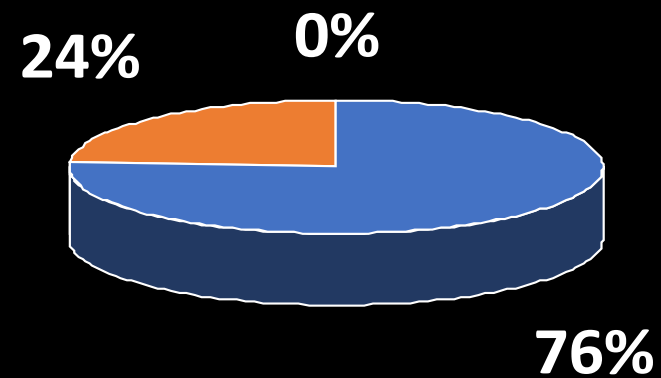
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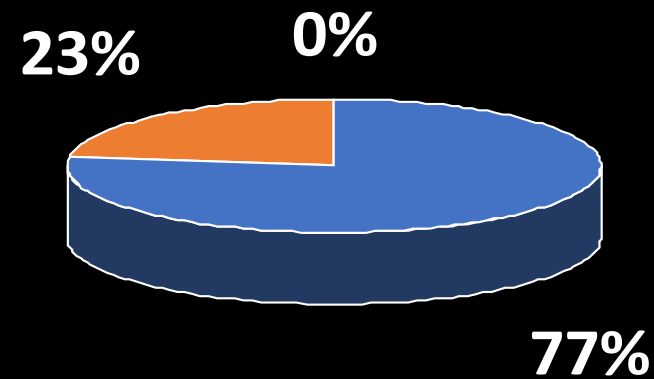
Without any evaluation, what is your initial reaction to Segment 1?

1. Good Segment
2. Fair Segment
3. Poor Segment



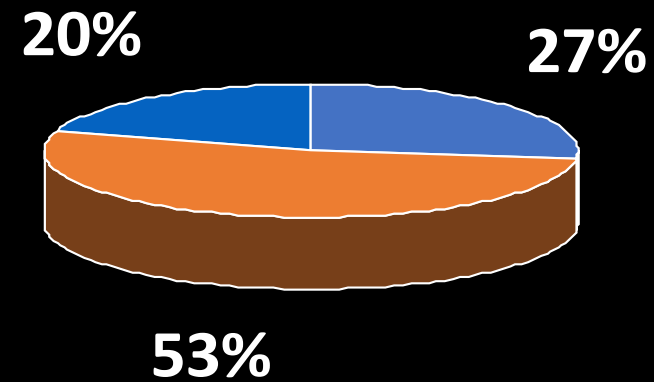
Without any evaluation, what is your initial reaction to Segment 2?

1. Good Segment
2. Fair Segment
3. Poor Segment



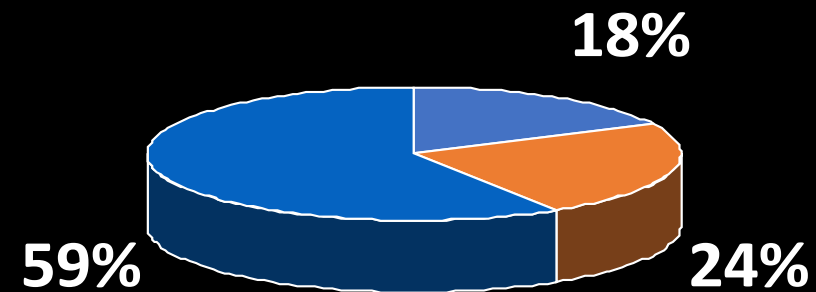
Without any evaluation, what is your initial reaction to Segment 3?

1. Good Segment
2. Fair Segment
3. Poor Segment



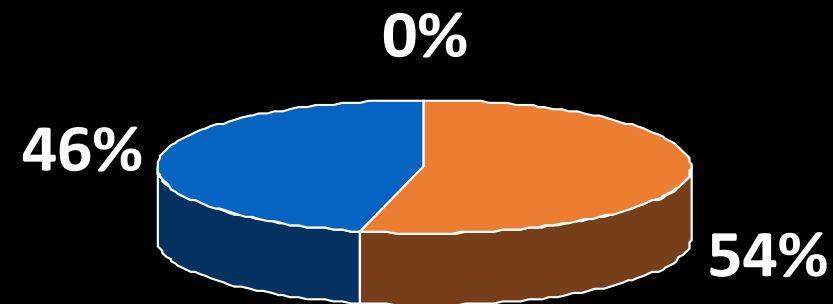
Without any evaluation, what is your initial reaction to Segment 4?

1. Good Segment
2. Fair Segment
3. Poor Segment



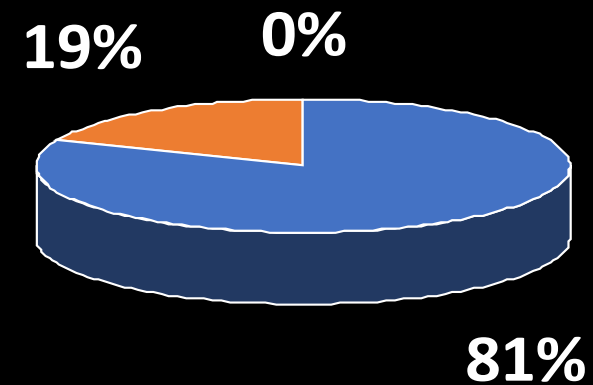
Without any evaluation, what is your initial reaction to Segment 5?

1. Good Segment
2. Fair Segment
3. Poor Segment



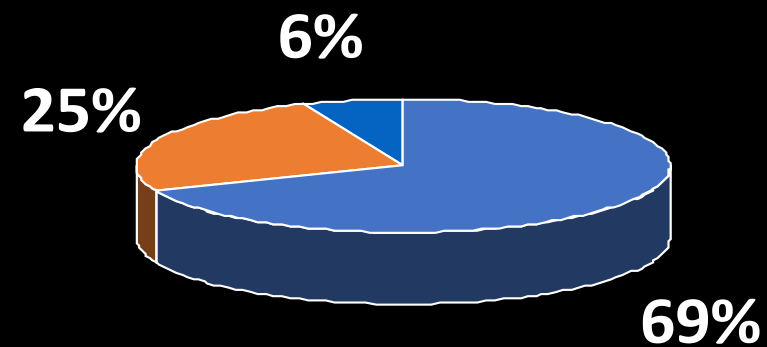
Without any evaluation, what is your initial reaction to Segment 6?

1. Good Segment
2. Fair Segment
3. Poor Segment



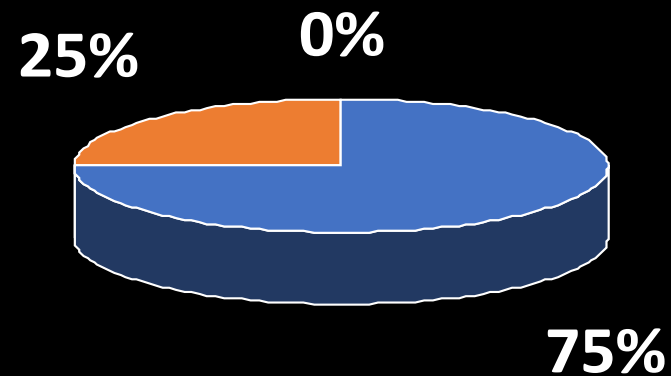
Without any evaluation, what is your initial reaction to Segment 7?

1. Good Segment
2. Fair Segment
3. Poor Segment



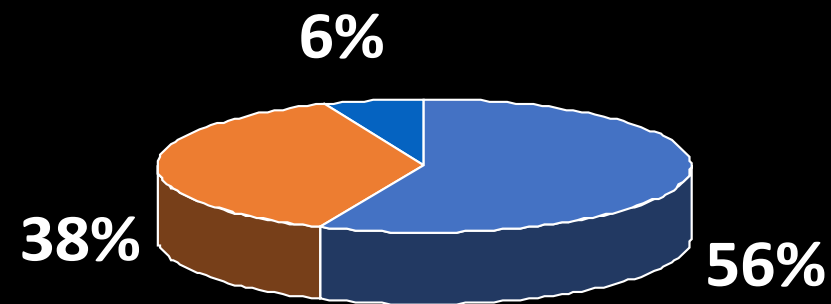
Without any evaluation, what is your initial reaction to Segment 8?

1. Good Segment
2. Fair Segment
3. Poor Segment



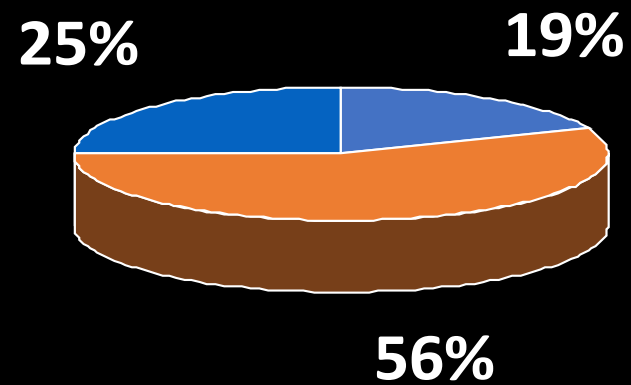
Without any evaluation, what is your initial reaction to Segment 9?

1. Good Segment
2. Fair Segment
3. Poor Segment



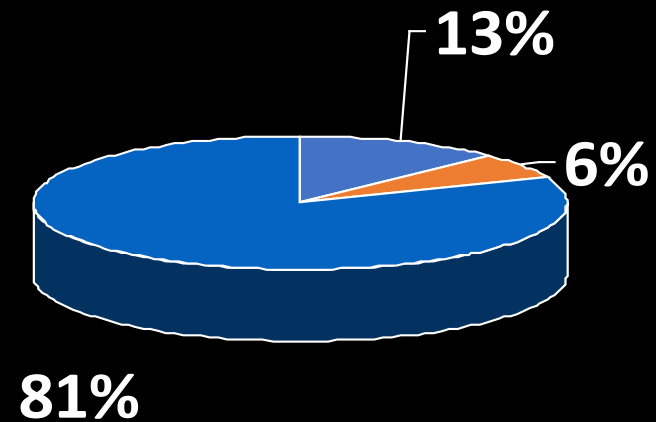
Without any evaluation, what is your initial reaction to Segment 10?

1. Good Segment
2. Fair Segment
3. Poor Segment



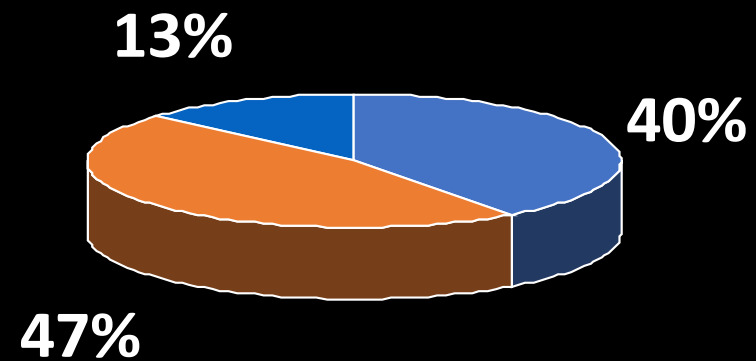
Without any evaluation, what is your initial reaction to Segment 11?

1. Good Segment
2. Fair Segment
3. Poor Segment



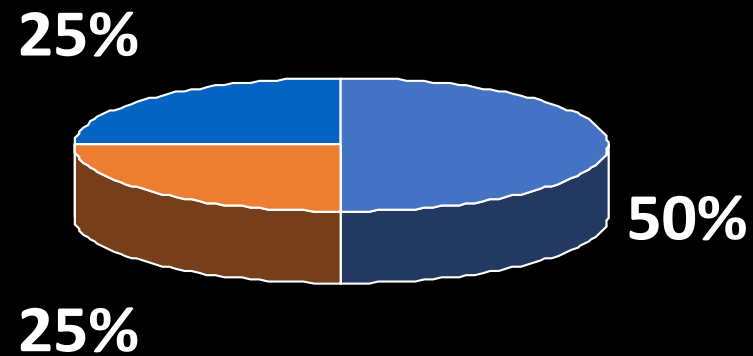
Without any evaluation, what is your initial reaction to Segment 12?

1. Good Segment
2. Fair Segment
3. Poor Segment



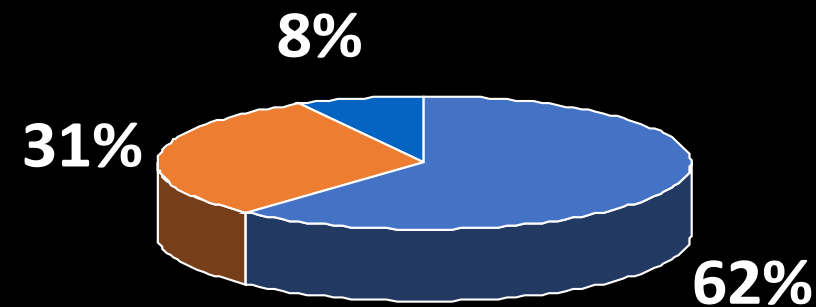
Without any evaluation, what is your initial reaction to Segment 13?

1. Good Segment
2. Fair Segment
3. Poor Segment



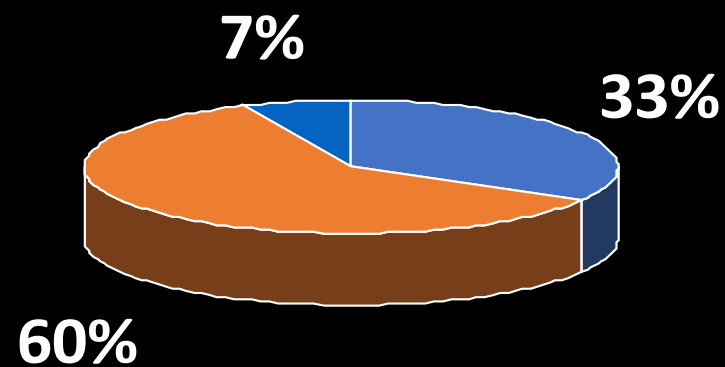
Without any evaluation, what is your initial reaction to Segment 14?

1. Good Segment
2. Fair Segment
3. Poor Segment



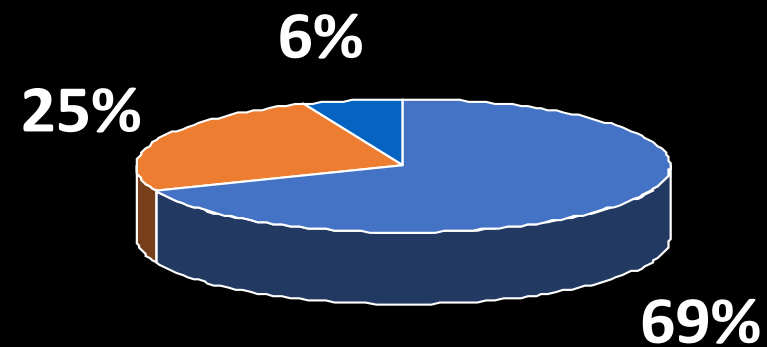
Without any evaluation, what is your initial reaction to Segment 15?

1. Good Segment
2. Fair Segment
3. Poor Segment



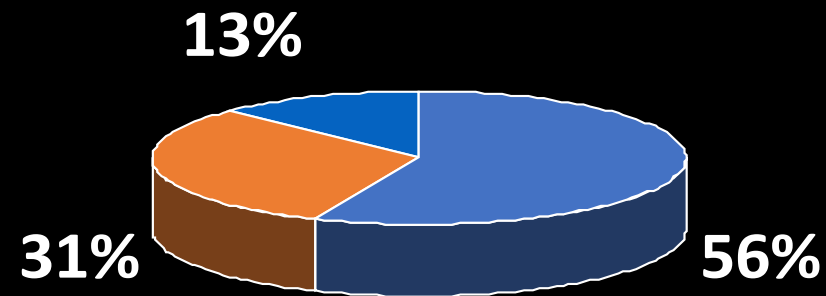
Without any evaluation, what is your initial reaction to Segment 16?

1. Good Segment
2. Fair Segment
3. Poor Segment



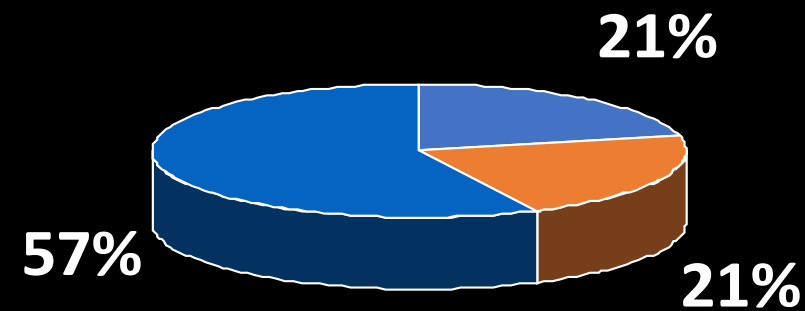
Without any evaluation, what is your initial reaction to Segment 17?

1. Good Segment
2. Fair Segment
3. Poor Segment



Without any evaluation, what is your initial reaction to Segment 18?

1. Good Segment
2. Fair Segment
3. Poor Segment



Trail Facts: Trails and Property Costs

- **Carolina Thread Trail**

- Multipurpose trail connecting the City of Davidson and Cabarras County
- The results showed over multiple studies that property values for homes and businesses near the trail were 4 to 20 percent higher in comparison to the properties not along the trail
- A recent survey by the National Association of Realtors concluded that walking/ biking trails was the #1 amenity desired by homebuyers



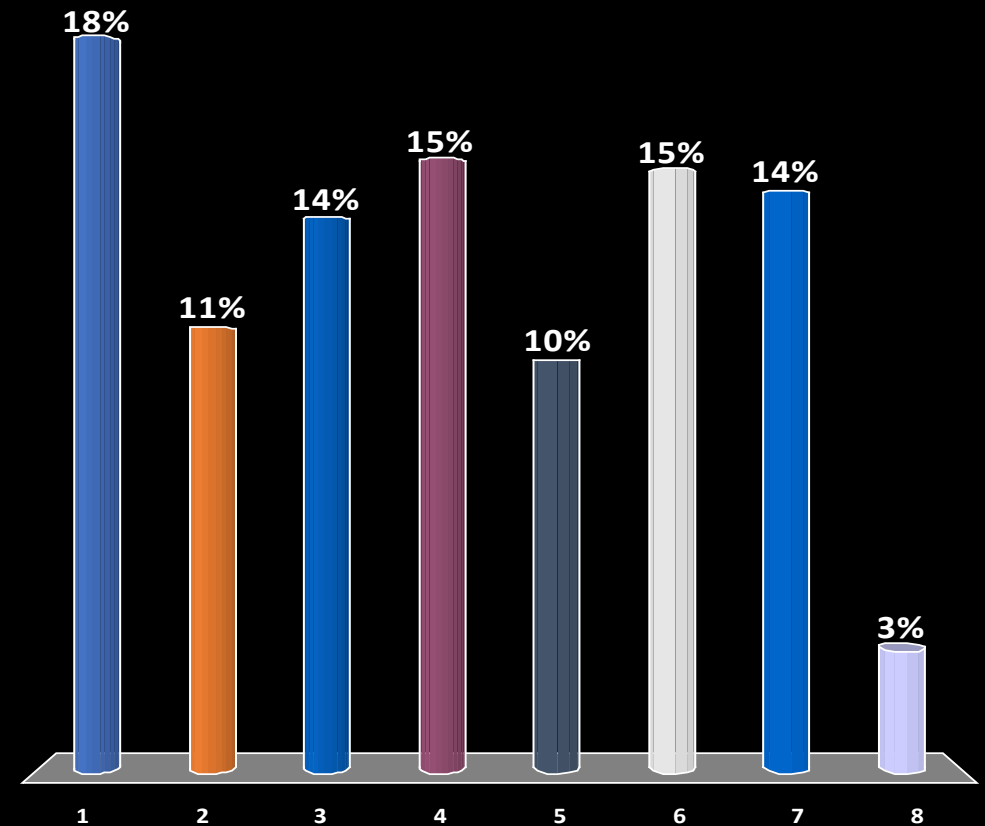
Evaluation Metrics Themes

- Connectivity
- Cost
- Economic Development
- Environmental Attractions
- Right-of-Way/Relocations
- Safety/Security
- Trail Experience
- Other?



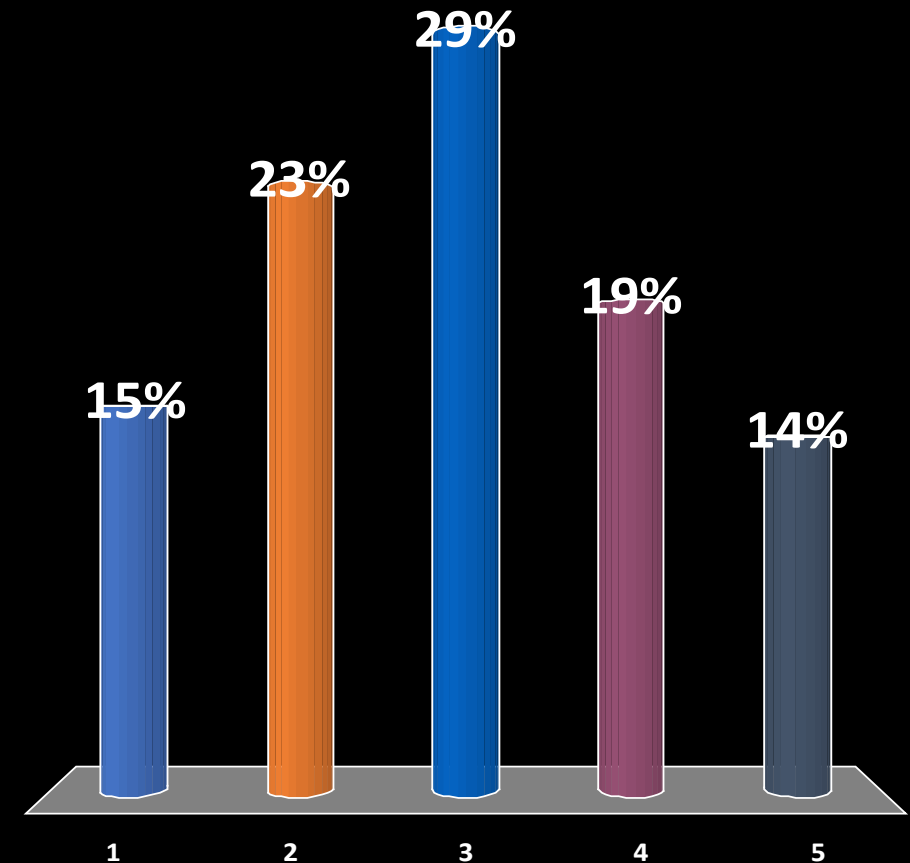
Rank the Evaluation Metrics Themes in terms of importance (rank all)

1. Connectivity
2. Cost
3. Environmental Attractions
4. Economic Development
5. Right-of-Way/Relocations
6. Safety/Security
7. Trail Experience
8. Other



Rank Connectivity Metrics by their importance (Pick Top 3)

1. Access to Bike Lanes
2. Access to Sidewalks
3. Number of Existing Trails
4. Number of Parks
5. Number of Planned Trails



What Cost Metric is more important?

1. Per Mile
2. Total Cost

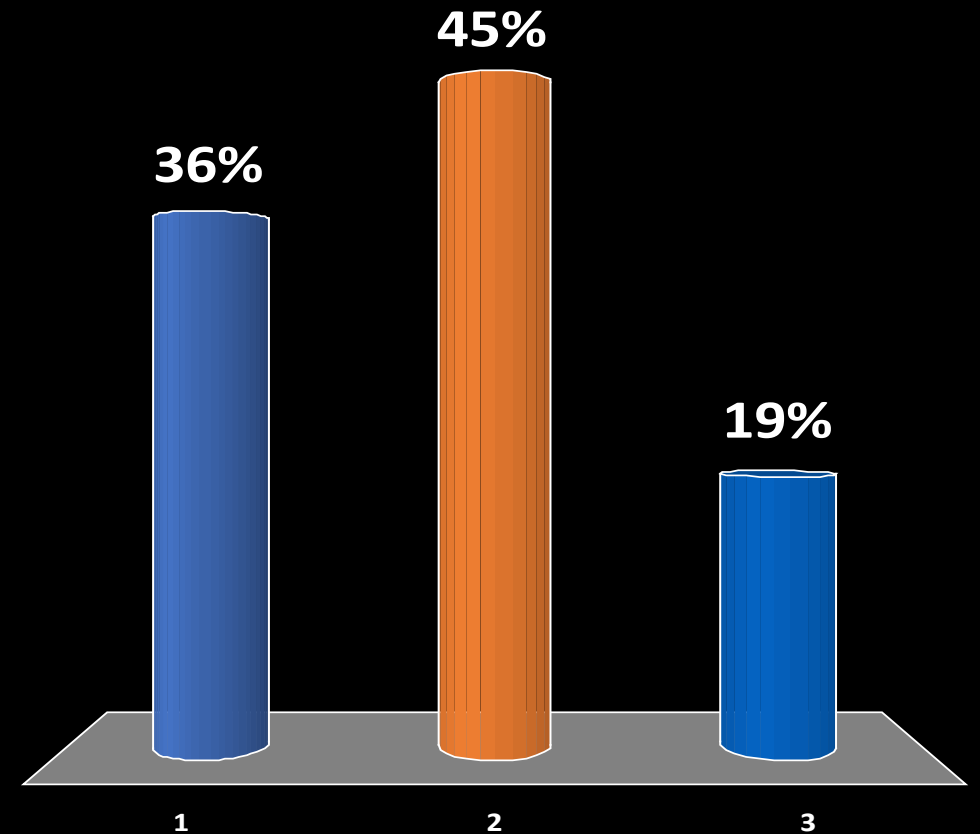
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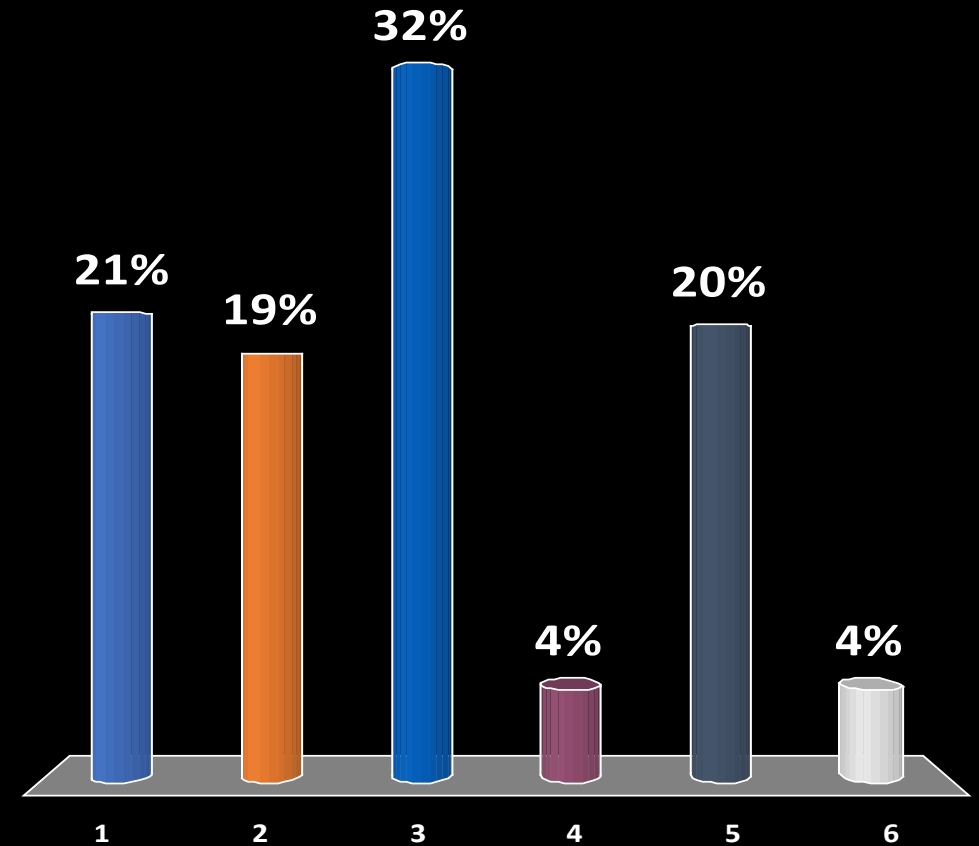
Rank Cost Metrics by importance

1. Construction
2. Right-of-Way
3. Maintenance



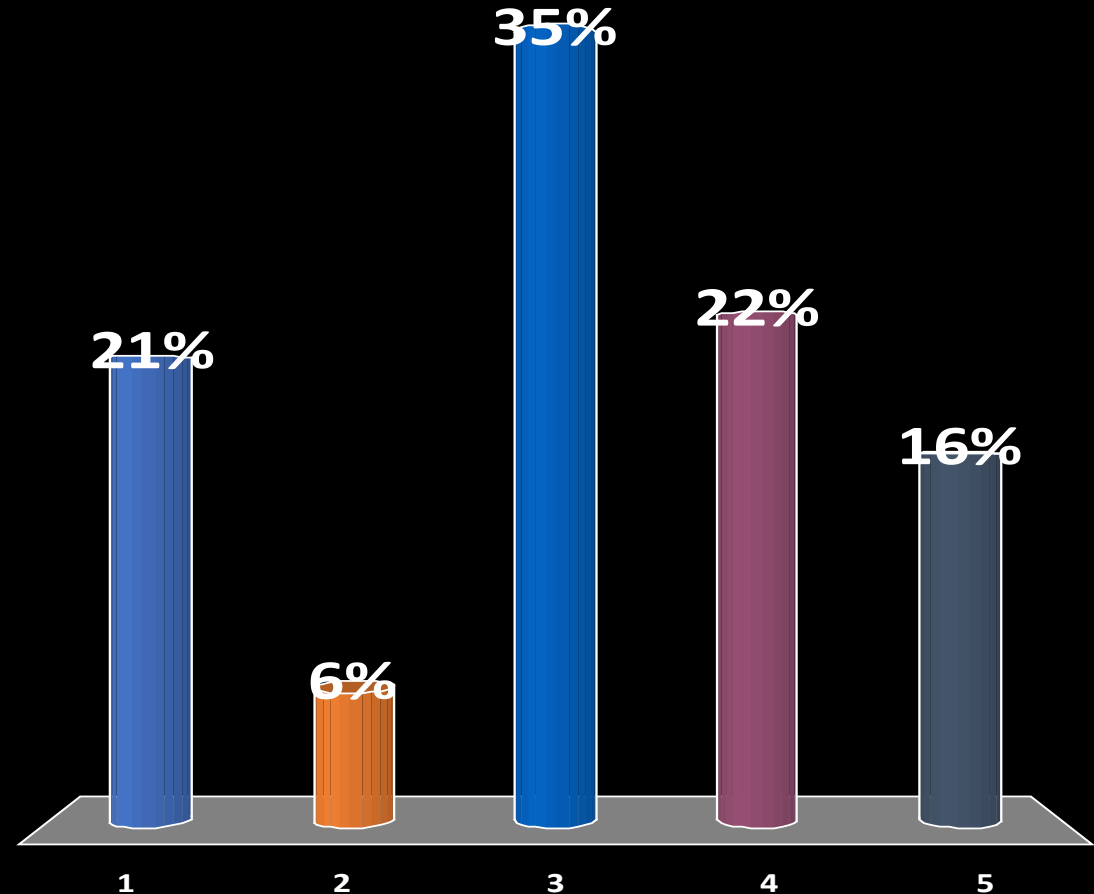
Rank Economic Development Metrics by their importance (select top 3)

1. # of Jobs (Existing)
2. # of Jobs (Future Projection)
3. # of Commercial/Retail Properties
4. # of Hotels
5. # of Restaurants
6. Other Types (Govt/Industrial)



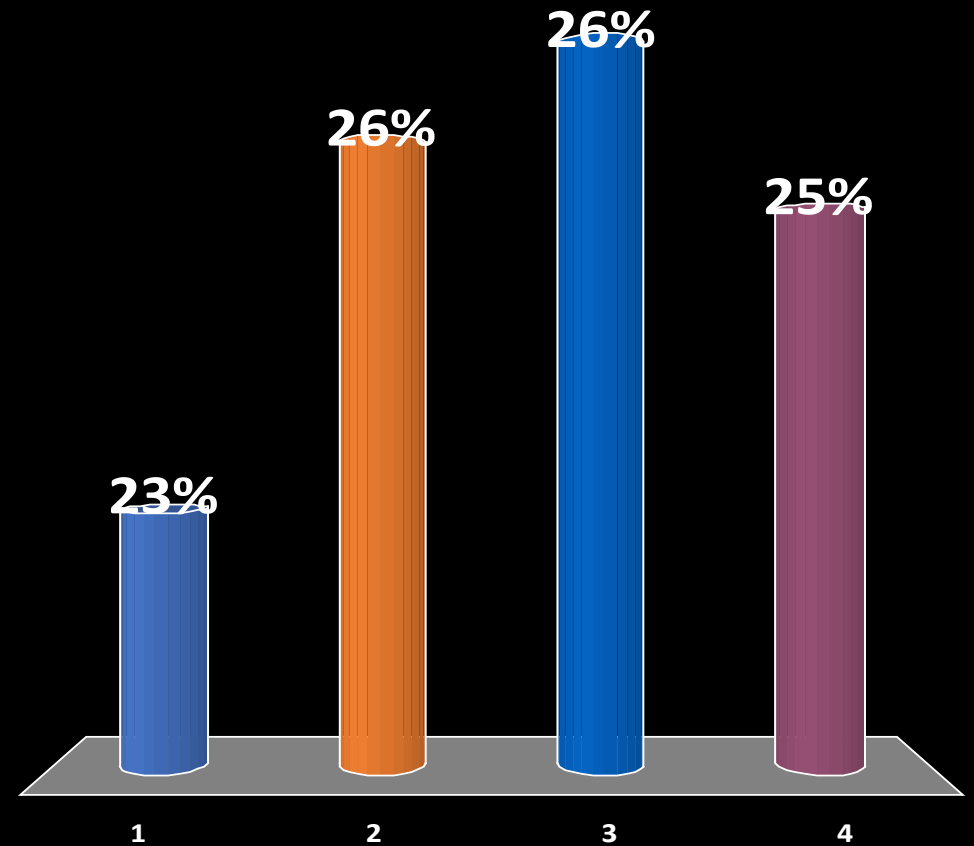
Rank Environmental Attractions Metrics by their importance (select top 3)

1. # of Historic Areas
2. # of Libraries
3. # of Parks/Natural Areas
4. # of Residential Parcels
5. # of Schools



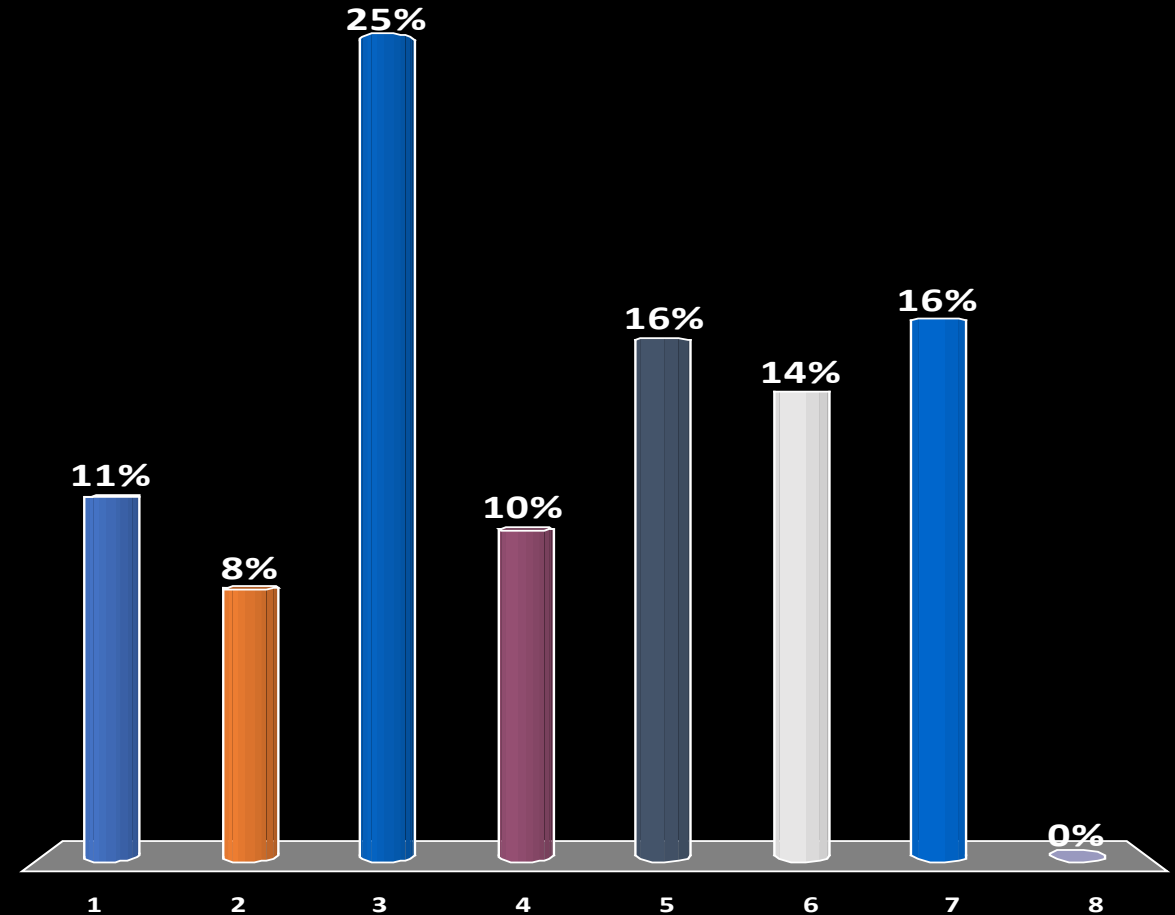
Rank Right-of-Way Metrics by their importance (rank all)

1. # of Parcels
2. Partial vs Total Takes
3. Types of Parcels
4. Utility Induced Takes



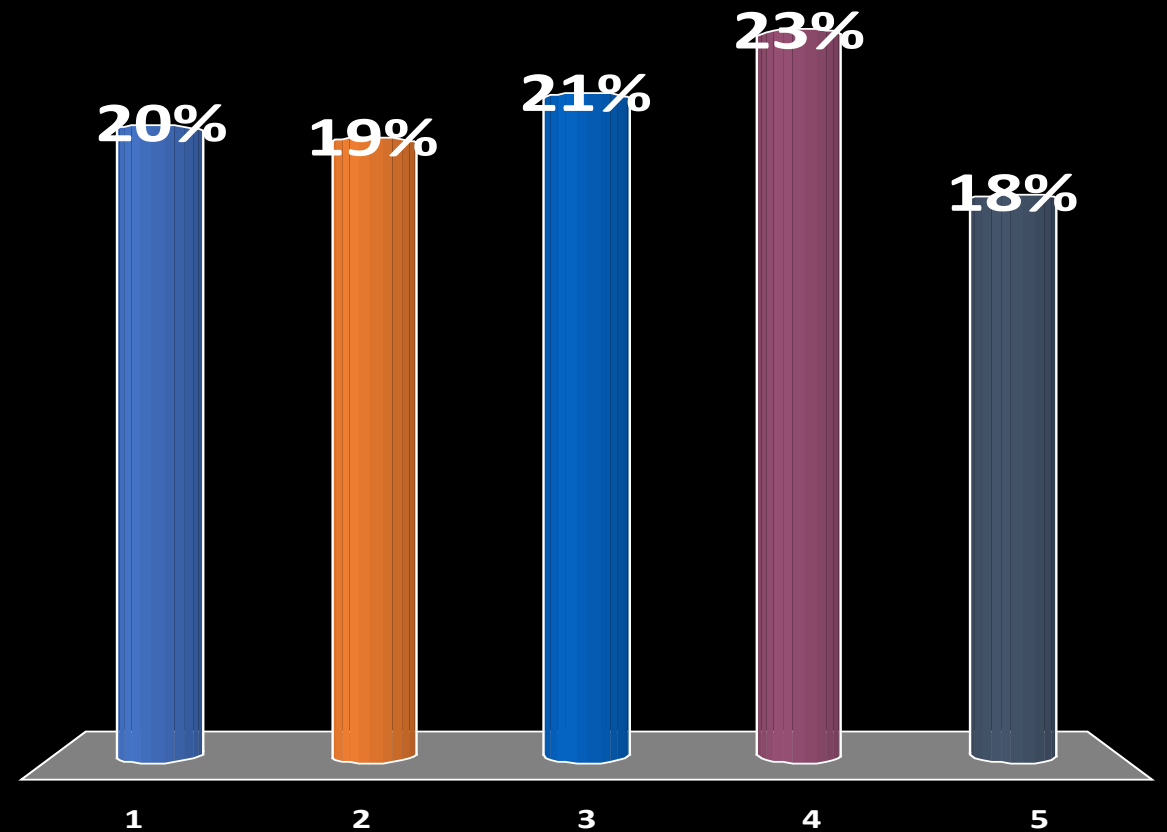
Rank Safety Metrics by their importance (select top 4)

1. Crashes
2. Crossing Distance
3. # of Streets Crossed
4. # of Driveways Crossed
5. Setback Distance
6. Speed Limit
7. Traffic Volume
8. Other



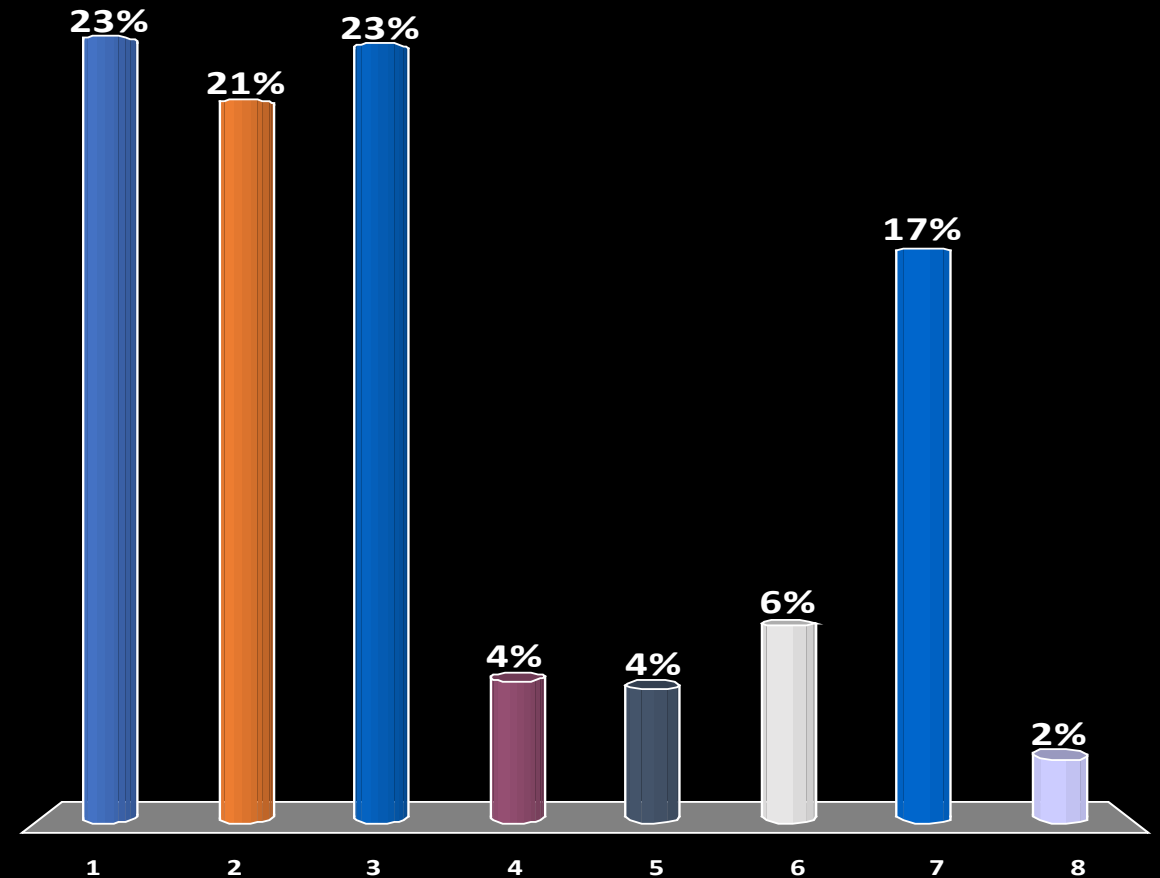
Rank Security Metrics by their importance (rank all)

1. Crime Rate
2. Emergency Access
3. Landscaping
4. Lighting
5. Surveillance



Rank Trail Experience Metrics by their importance (select top 3)

1. Access to Existing Trails
2. Access to Existing Parks
3. Downtown Connections
4. Grade of Trail
5. # of Existing Transit Routes
6. Parking
7. Shade
8. Other



Trail Facts: Trails and Property Costs

- **Bloomington Trail**

- 2.7-mile-long multipurpose trail connecting surrounding neighborhoods Logan Square and Humboldt Park in Chicago
- Median sale price for homes in Logan Square increased 7.1%, versus citywide increase of 1%
- An analysis done by Redfin (a real estate website) in 2014 showed an increase in property value from \$186 to \$234 per square foot since 2012
- Houses within two to four blocks of the trail had the most substantial price jump




Open Discussion

- Rail Adjacency Issues
- Side of Road
- Roadway Inconvenience
 - Room for Garbage Trucks, Postal Delivery
- Polk TPO Complete Streets
- Other




Open Discussion

- Polk TPO Complete Streets



HAVENDALE BOULEVARD/SR 544 COMPLETE STREETS ACTION PLAN




PROJECT OBJECTIVES

- Improve safety for bicyclists and pedestrians
- Improve sidewalk connections
- Improve Corridor Lighting

KEY IMPROVEMENTS


- Intersection Improvements
- Sidewalk Connections
- Street Lighting
- Transit Improvements
- ADA Driveways
- Crosswalk Markings

PRIORITY SEGMENTS - US 92 TO 17TH STREET NW




Segments 1 & 2 (US 92 to 17th Street NW)

Priority Segment




Segment 3

17th Street NW to US 17




Segment 2

26th Street NW/Idylwild Drive to 17th Street NW



Segment 1


US 92 to 26th Street NW/Idylwild Drive



Improvements

- 6' Sidewalks throughout corridor on both sides of the roadway
 - Perform study to determine potential conflicts with existing utility poles
- Reconstruct driveways to meet ADA standards
- Upgrade lighting
- Intersection improvements
 - US 92
 - Derby Avenue
 - 26th Street NW/Idylwild Drive
- Improve 14 transit stops
 - 2 Class 2 transit stops
 - 12 Class 3 transit stops

Typical Cross Section



Cost Summary

PRELIMINARY OPINION OF PROBABLE CONSTRUCTION COST		
ITEM	DESCRIPTION	AMOUNT
1	6' Sidewalk	\$494,000
2	Reconstruct Driveways	\$211,000
3	Relocate Lighting, as needed	\$645,000
4	Upgrade Existing Street Lighting	\$189,000
5	Transit Stop Improvements	\$31,000
6	Intersection Modification: US 92	\$323,000
7	Intersection Modification: Derby Avenue	\$108,000
8	Intersection Modification: 26th St NW/Idylwild	\$19,000
SUBTOTAL		\$2,020,000
DESIGN & SURVEY (20%)		\$404,000
CEI (15%)		\$303,000
MOBILIZATION & MAINTENANCE OF TRAFFIC (1.7%)		\$343,000
CONTINGENCY (±20%)		\$405,000
TOTAL		\$3,475,000

Design Issues

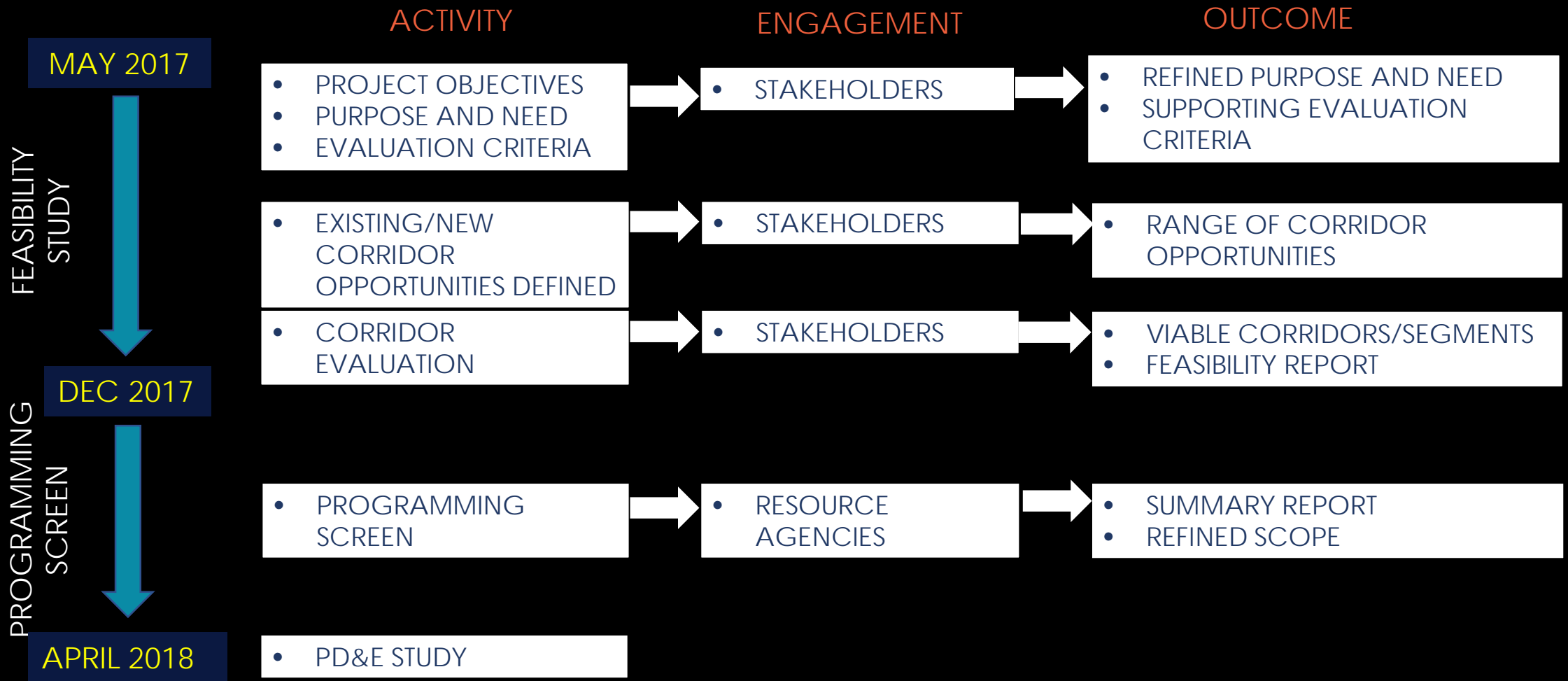
- Very limited right-of-way (limits the scope of improvements)
- Existing standard street lighting and utility poles on both sides of the roadway
- Connections to existing sidewalk segments on some commercial properties

Cross sections are typical and may vary due to right-of-way, utilities, drainage, driveways, or other considerations.

Revised: June 2018

Old Dixie Trail PD&E Stakeholders Meeting #1

Next Steps: Schedule



How to Stay Involved

- [Stakeholder Meeting #1 Results](#)
- www.swfroads.com/trails/odt
- Stakeholders Meeting #2: Fall 2017
- Public Meeting: Fall 2017

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Old Dixie Trail PD&E
Stakeholders Meeting #1

June 28, 2017
Winter Haven Airport

Thank You for Attending!!!



Old Dixie Trail PD&E
Stakeholders Meeting #1

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