



BELLEVUE TO GREENWAY TRAIL CORRIDOR FEASIBILITY STUDY

APRIL 13, 2018

Prepared for



Bellevue to Greenway Trail Corridor Feasibility Study

Introduction

The purpose of this study is the identification of a preferred alignment for a shared-use path connecting the City of Bellevue to the Cross-Florida Greenway Trail (CFGT) which currently spans from Silver Springs State Park to the City of Dunnellon. Through the analysis of existing conditions, City, County, public, and stakeholder input, four alternative trail routes have been identified. Based on the feedback and existing conditions in the study area, preferred connections to the CFGT have been identified. The project study area and each of the four alternatives (herein after referred to as Alternatives A, B, C, or D) can be seen in **Figure 1**.

Cross Florida Greenway Trail and Regional Connectivity

The Cross-Florida Greenway Trail (CFGT) represents a significant natural resource reaching from the Silver Springs State Park to the City of Dunnellon. In Marion County, several trail systems have been approved and funded that either connect with or form the regional trail network that created the CFGT. Due to the size of the CFGT, it has been identified for improved trail access and named as a major connection for the Heart of Florida Trail system. The Heart of Florida Trail system connects nine counties in Central Florida through a network of paved trails. The CFGT and Coast to Coast Regional Connector represent some of the largest and most significant trail systems that create the northern and southern boundaries of the loop. Similar to the CFGT, the Coast to Coast Regional Connector acts as a primarily east-west trail that connects the Gulf and Atlantic Coasts of Florida. Once completed, the Coast to Coast Connector will be a one of a kind trail with a shared-use path stretching from St. Petersburg to Titusville. **Figure 2** depicts the regional trail connectivity in Central Florida.



Photo 1: Cross-Florida Greenway Trail

In addition to the multi-county connections that will be provided by these regional trails, the proposed alternatives will add to Marion County's effort to connect Bellevue, Dunnellon, Ocala, and Silver Springs State Park. Existing and proposed trail systems such as the Silver Springs Bikeway, Santos Trailhead, and Baseline Road Trailhead will create connections between Ocala and the CFGT to create a growing countywide network.

Regional Trail Benefits

The creation of this regional trail system presents the opportunity for significant economic and recreation benefits to both residents and visitors of Marion County. This regional trail network will draw visitors from around the country and even internationally to experience the natural and aesthetic beauty of the area. An increase in trail users will promote a positive economic impact to the area through increased visitation and tourism.

Tourism created by trails and other passive recreation resources (parks, conservation areas, etc.) will also draw visitors to nearby hotels and local businesses, while positively impacting the nearby community. Typically, passive recreation tourism focuses on the experiences associated with the natural and aesthetic beauty of the trail systems while having very little negative impact. By connecting the City of Bellevue to this trail network, local businesses and residents will experience these economic benefits in addition to the potential increase of property values. Areas near or with access to shared-use trail systems will benefit from improved aesthetics which may result in increased property values.

Figure 1: Belleview to Greenway Trail: Corridor Feasibility Study - Study Area

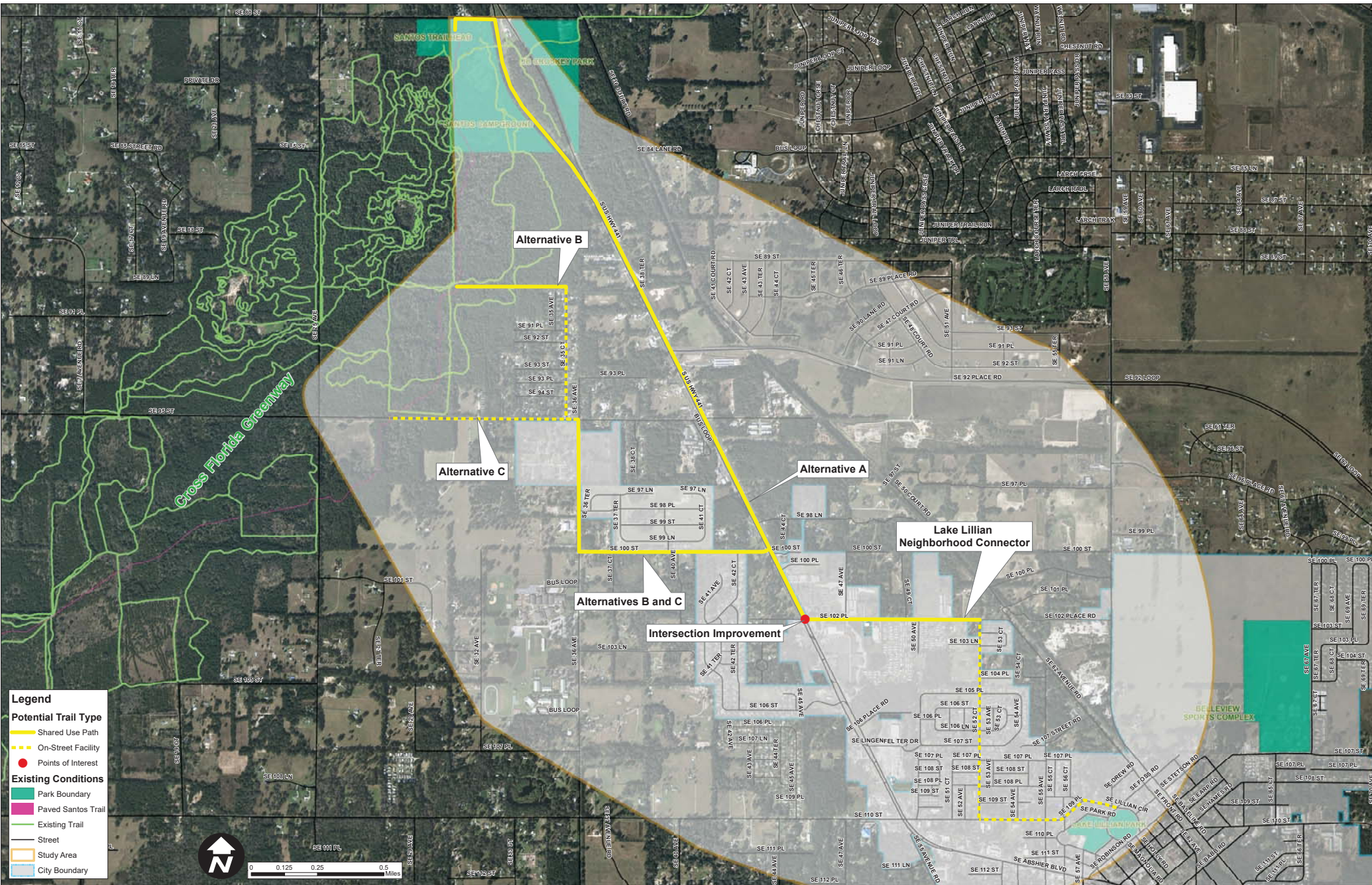
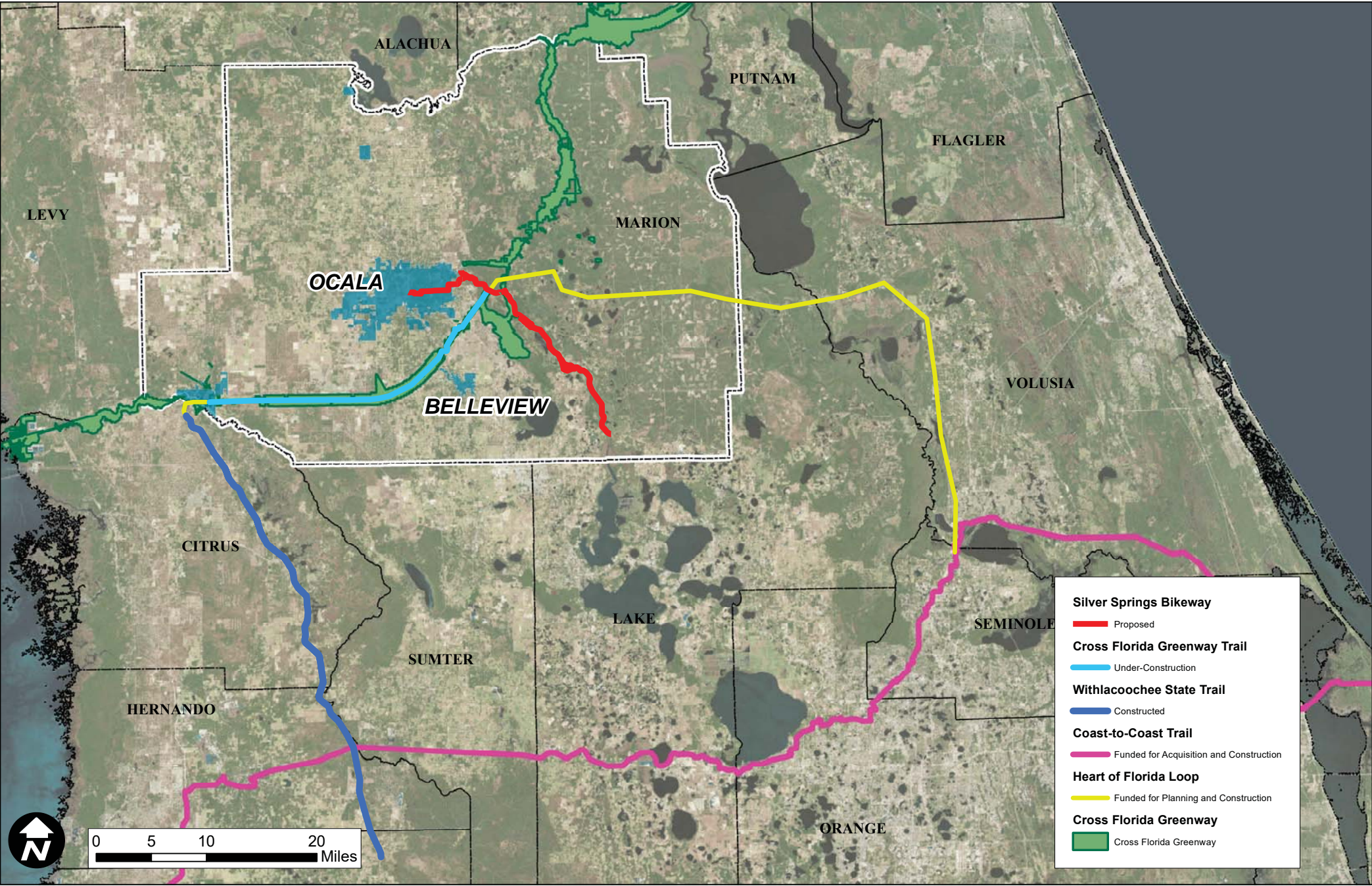


Figure 2: Belleview to Greenway Trail: Corridor Feasibility Study - Regional Trail Connectivity



Trail Alternatives

Lake Lillian Park located near the center of the City of Bellevue has been identified as the proposed trailhead for the City. Due to the existing residential development in this area and the limited right-of-way (ROW) surrounding Lake Lillian Park, this feasibility study will address multiple facility types including shared lane markings and shared-use paths. Ideally, a shared-use path will be used to connect the City of Bellevue with the CFGT to separate bicycle and pedestrian users from the existing traffic on the roadways. Where necessary, shared lane markings may be used in areas with limited available ROW, posted speed limits at or below 35 mph, and low vehicle traffic volumes. Roadways with available ROW, a shared-use path will be the desired option. Shared-use paths are more likely to have a significant economic impact on the community through increased tourism and awareness, and are recommended wherever feasible.

The four proposed trail alternatives will serve the neighborhoods surrounding Lake Lillian Park while improving access to the businesses located along U.S. 27/301/441. At the intersection of 102nd Place and U.S.27/301/441, improvements may be necessary to enhance the safety of this crossing location. Improvements to this intersection may include the implementation of added green times, median refuges, or other appropriate traffic calming methods to ensure that the trail users and pedestrians can safely interact with the motorists.



Photo 2: Lake Lillian Park

Alternative A

Route

Alternative A will begin at Lake Lillian Park using SE 109th Place, SE 110th Street, and SE 52nd Court to connect with SE 102nd Place. From SE 102nd Place, the trail will continue westward to connect with U.S. 27/301/441. Alternative A will then continue north along U.S. 27/301/441 to the intersection with SE 80th Street. From this location, the trail will head west until it connects with the Santos Trailhead and Campground facility. **Figure 3** depicts the proposed route for Alternative A.

Details

Due to the limited available ROW in the low speed neighborhoods nearby Lake Lillian Park, shared lane markings should be used along SE 109th Place, SE 110th Street, and SE 52nd Court from the Lake Lillian Park to 102nd Place. Due to the wider available ROW located along U.S. 27/301/441 and SE 80th Street, the preferred treatment for these roadways is a shared-use path. The shared-use path will replace some of the existing sidewalks which continue north from SE 102nd Place to SE 100th Street where Alternatives B and C diverge. The existing sidewalks will likely be replaced with a 12-ft. shared-use path that would accommodate multiple user types. Alternative A will serve both a transportation and a recreational purpose by connecting the City of Bellevue with the Santos Trailhead facility thereby providing additional access to the businesses and schools located near U.S. 27/301/441. Two large shopping centers, several stand-alone businesses, and Bellevue Elementary School are located nearby and are likely benefit from this alternative. Alternative A is the second longest of the proposed alignments, but the direct access to the Santos Trailhead may warrant the additional costs associated with the longer distance.

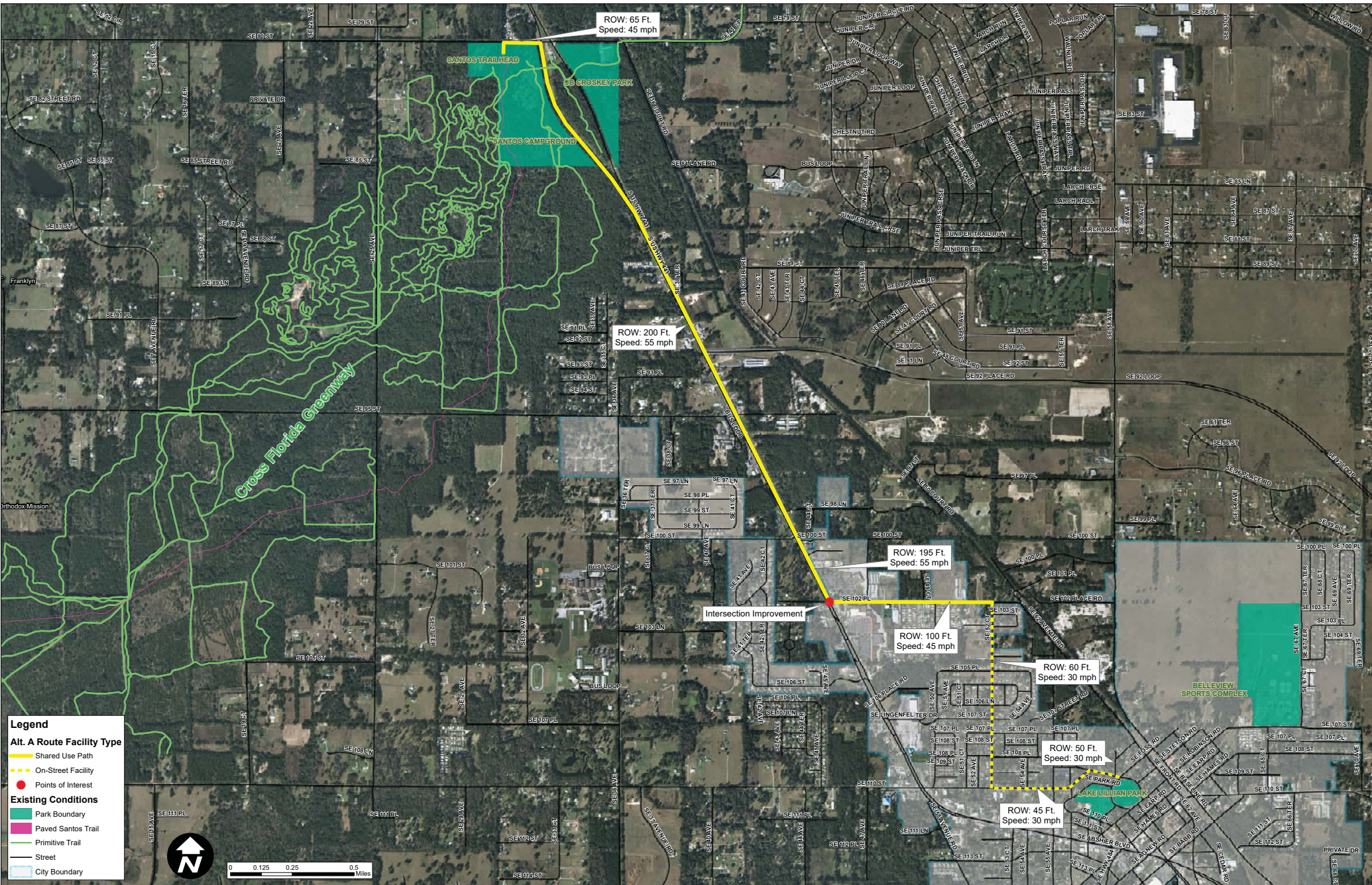


Photo 3: Santos Trailhead

Table 1: Alternative A Benefits and Challenges

Alternative A – Benefits and Challenges	
Benefits	Challenges
Utilizes the existing Santos Trailhead	Roadways with posted speeds of 45 mph +
Primarily a shared-use path facility	Second longest alternative and with potentially high cost
Improves bicycle and pedestrian access to the Belleview-Santos Elementary School	Business entrances may create conflict areas
Uses the available ROW on U.S. 27/301/441	Lower quality user experience due to the high traffic volumes and speed on U.S. 27/301/441
Adjacent to a high-volume roadway which may increase awareness and use of the trail	

Figure 3: Belleview to Greenway Trail: Alternative A



Alternative B

Route

Alternative B will begin at Lake Lillian Park using SE 109th Place, SE 110th Street, and SE 52nd Court to connect with SE 102nd Place. From SE 102nd Place the trail will continue west to connect with U.S. 27/301/441. Alternative B will head north along U.S. 27/301/441 to SE 100th Street where it will head west to SE 36th Avenue. The trail will then head north to the intersection with SE 95th Street, where the trail will head slightly west to travel north along SE 35th Court. At the northern terminus of SE 35th Court, the trail will go west through the Cross-Florida Greenway to connect with the CFGT. **Figure 4** depicts the proposed route for Alternative B.

Details

Alternative B may take advantage of the available ROW and existing sidewalk space along U.S. 27/301/441 and SE 100th Street by replacing them with 12-ft. wide shared-use paths. The alternative will use the northern side of SE 100th Street to avoid potential wetland impacts. From SE 100th Street a shared-use path is recommended along SE 36th Avenue to SE 95th Street. The shared-use path will improve connectivity between Lake Lillian Park, Belleview High School, Belleview Middle School, and the northwestern neighborhoods (including Cobblestone and Cobblestone North). Belleview high school and middle school will be connected to the proposed route through an existing sidewalk along SE 36th Avenue. From SE 95th Street, the available ROW decreases, potentially causing Alternative B to transition into shared lane markings until the northern terminus of SE 35th Court. The alternative will connect with the CFGT via shared-use path through State owned parcels. Alternative B is the only alternative that will travel through previously undisturbed sections of the Cross-Florida Greenway to make the connection with the CFGT.

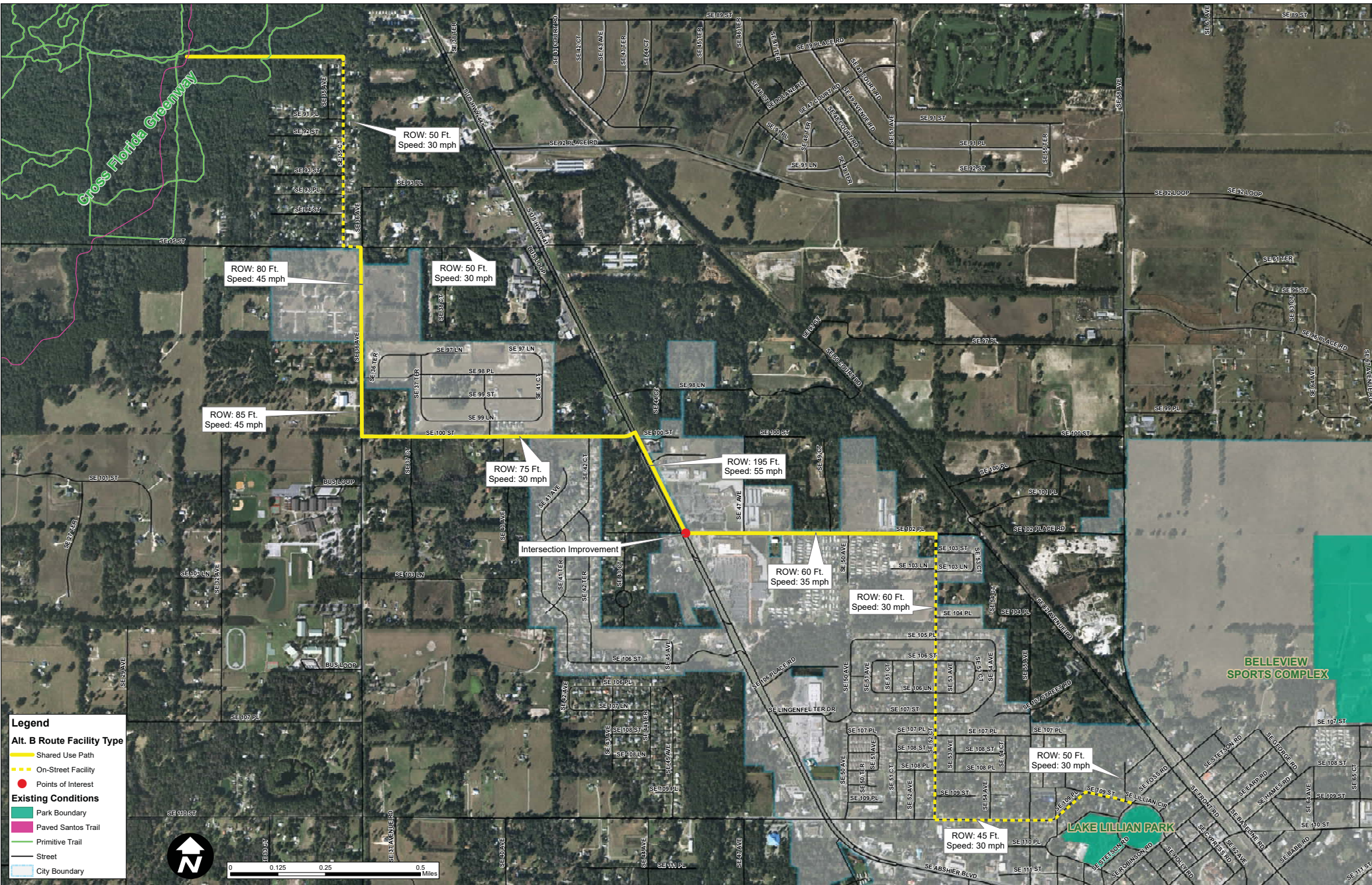


Photo 4: SE 35th Court.

Table 2: Alternative B Benefits and Challenges

Alternative B - Benefits and Challenges	
Benefits	Challenges
Connects the NW Belleview neighborhoods with Lake Lillian Park	Does not connect with an existing trailhead facility
Improves bicycle and pedestrian access to Belleview High School and Belleview Middle School	Potential wetland impacts nearby SE 100th St.
Follows roadways with speeds 35 mph or slower	

Figure 4: Belleview to Greenway Trail: Alternative B



Alternative C

Route

Alternative C will begin at Lake Lillian Park using SE 109th Place, SE 110th Street, and SE 52nd Court to connect with SE 102nd Place. From SE 102nd Place, the trail will continue westward to connect with U.S. 27/301/441. From U.S. 27/301/441 the alternative will head north to the intersection with SE 100th Street. Alternative C will follow SE 100th Street west until the intersection with SE 36th Avenue where the trail will turn north to the intersection with SE 95th Street. From this location, Alternative C will continue west along SE 95th Street until it reaches the CFGT crossing located just east of SE 25th Avenue. **Figure 5** depicts the proposed route for Alternative C.



Photo 5: SE 95th St.

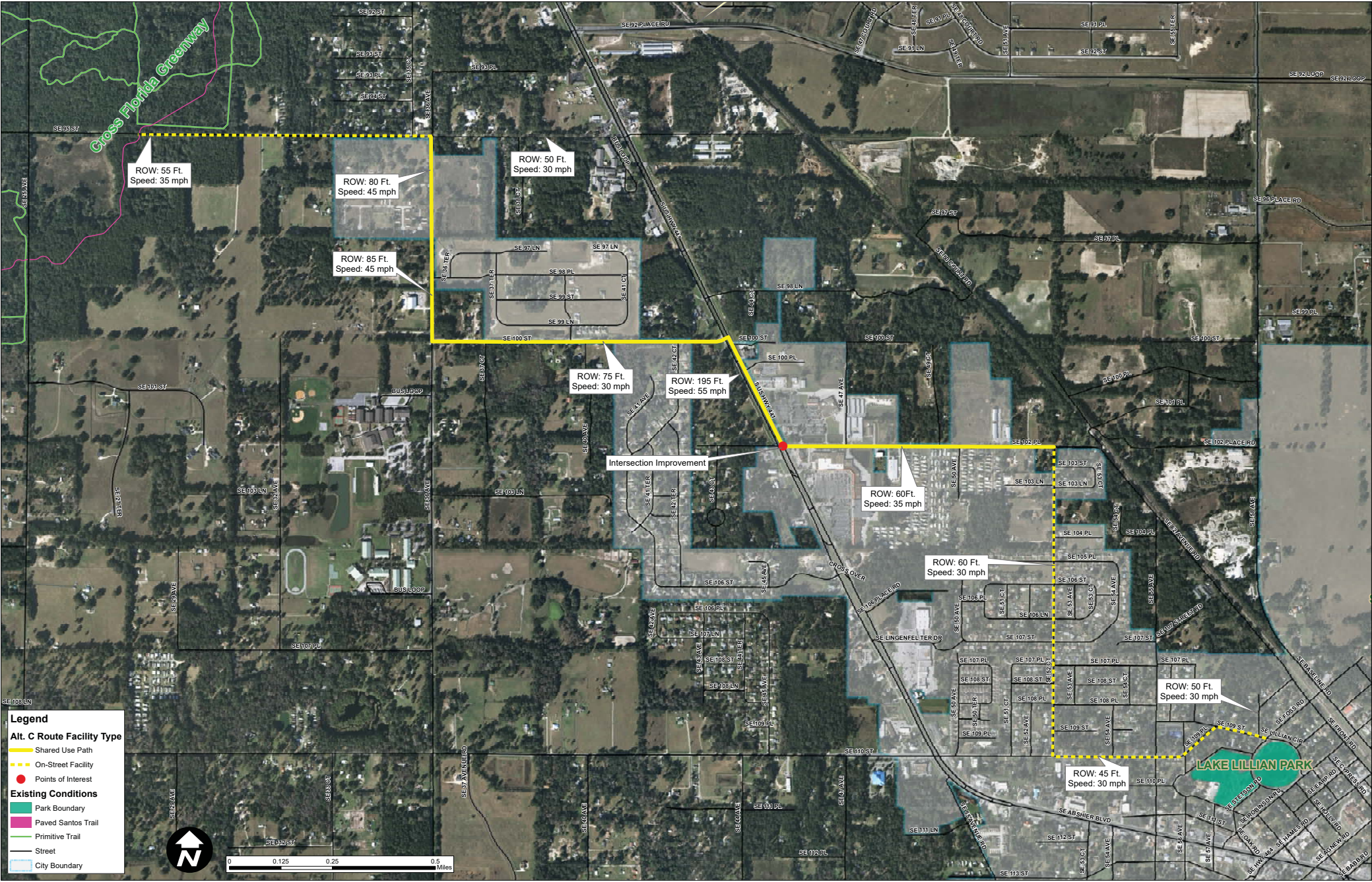
Details

Similar to Alternative B, Alternative C will likely avoid the wetland and replace the sidewalk on SE 100th Street with a shared-use path from U.S. 27/301/441 until it meets with SE 95th Street where the available ROW may warrant the transition into shared lane markings. SE 95th Street has a posted speed limit of 35 mph and has a smaller available ROW which may allow the development of shared lane markings. Alternative C should also provide increased bicycle and pedestrian access for the Belleview High School, Belleview Middle School, and the northwestern neighborhoods of Belleview. Although this alternative varies only slightly from Alternative B, this route is benefited by improved user experience and limited natural impacts.

Table 3: Alternative C Benefits and Challenges

Alternative C - Benefits and Challenges	
Benefits	Challenges
Connects the NW Belleview neighborhoods with Lake Lillian Park	Does not connect with an existing trailhead
Improves bicycle and pedestrian access to the Belleview High School and Belleview Middle School	Potential wetland impacts nearby SE 100th St.
Follows roadways with speeds 35 mph or slower	
Uses a tree lined route which will improve the user experience	
Shortest alternative with potentially the lowest cost	

Figure 5: Belleview to Greenway Trail: Alternative C



Alternative D

Route

Alternative D represents the combination of Alternatives A and B. Alternative D will begin at Lake Lillian Park using SE 109th Place, SE 110th Street, and SE 52nd Court to connect with SE 102nd Place. From SE 102nd Place, the trail will continue westward to connect with U.S. 27/301/441. Alternative D will then continue north along U.S. 27/301/441 to the intersection with SE 100th Street. From SE 100th Street the trail will split into two routes, one continuing north and another going west. One route will continue north along U.S. 27/301/441 to SE 80th Street where the trail will head west until it connects with the Santos Trailhead and Campground facility. From SE 100th Street, the second route of the trail will head west to SE 36th Avenue then head north to the intersection with SE 95th Street, where the trail will head slightly west then travel north along SE 35th Court. At the northern terminus of SE 35th Court, the trail will go west through the Cross-Florida Greenway to connect with the CFGT.

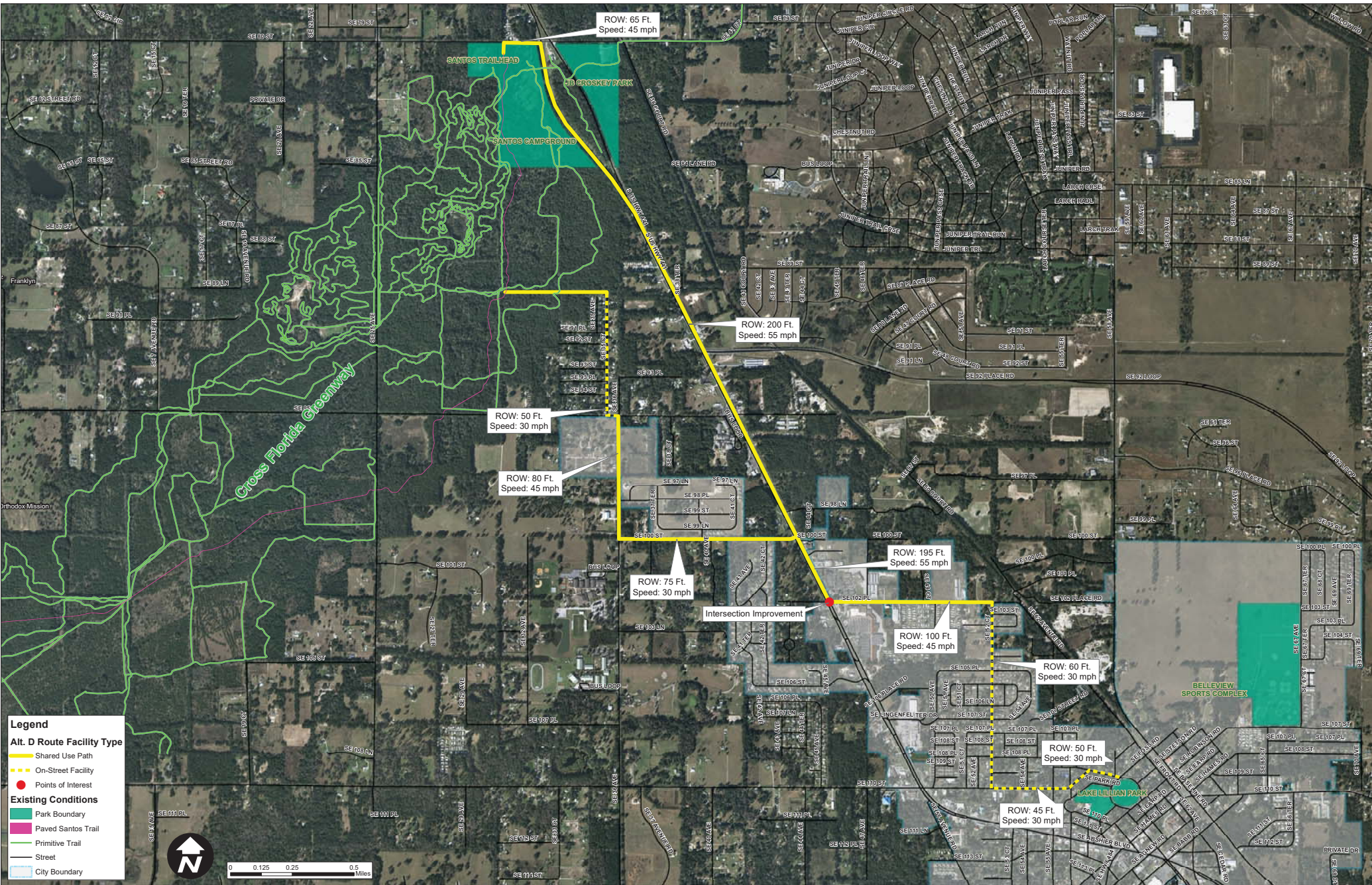
Details

This combination of Alternatives A and B has been proposed based on the public, stakeholder, and TPO Staff recommendations that the trail should provide access to businesses, schools, and residential areas. Because it is a combination of two routes, Alternative D will be the longest alternative and will have the longest length of shared-use path. Additionally, because it makes connections with different sections of the CFGT (Santos Trailhead and northwest of SE 35th Court), Alternative D will create a local trail loop that will connect businesses and residents with the CFGT. The creation of the trail loop between SE 80th Street and SE 95th Street will improve local recreation and transportation options while also adding an important connection to the regional trail network.

If this alternative is chosen, the construction of the trail may be developed in one or potentially two phases to reduce upfront construction costs. Phase 1 will follow the route of Alternative A, improving access to local businesses along U.S. 27/301/441 and providing direct access to the Santos Trailhead facility. Phase 2, will begin at the intersection with SE 100th Street and will follow the route of Alternative B through the northwestern neighborhoods making the connection to the CFGT near the northern terminus of SE 35th Court.

Alternative D - Benefits and Challenges	
Benefits	Challenges
Connects the NW Belleview neighborhoods and local businesses along U.S. 27/301/441 with Lake Lillian Park and the CFGT	Potential wetland impacts nearby SE 100th St.
Improves bicycle and pedestrian access to the Belleview High School, Belleview Middle School, and Belleview Santos Elementary School	Longest alternative with potentially the highest cost
Utilizes the existing Santos Trailhead	
Primarily a shared-use path facility	
Phased implementation may reduce upfront costs of construction	
Will create a local trail loop and connection to the CFGT of approximately 5.6 miles	

Figure 6: Belleview to Greenway Trail: Alternative D



Costs

Using the proposed routes above, approximate costs have been developed detailing the trail distances and facility types. For these alternatives, shared lane markings and shared-use paths have been considered. These trail types have been outlined in **Table 3** and **Table 4**.

Table 4: Trail Type Estimated Costs Per Mile

Trail Type	Cost (Per Mile)
Shared Lane Markings	\$ 30,000.00
Shared-Use Path*	\$ 570,000.00

* FDOT Actual Adjusted (\$450,000 + PE: \$60,000 +CEI: \$60,000)

Table 5: Trail Alternative Cost Estimates (A-C)

Alternative	Cost Type	Approximate Distance (Feet)	Approximate Distance (Miles)	Approximate Cost	Approximate Total Cost
Alternative A	Shared-Use Path	18,033	3.42	\$ 1,946,744.32	\$ 1,985,607.95
	Shared Lane Marking	6,840	1.30	\$ 38,863.64	
Alternative B	Shared-Use Path	13,629	2.58	\$ 1,471,312.50	\$ 1,526,363.64
	Shared Lane Marking	9,689	1.84	\$ 55,051.14	
Alternative C	Shared-Use Path	11,465	2.17	\$ 1,237,698.86	\$ 1,297,693.18
	Shared Lane Marking	10,559	2.0	\$ 59,994.32	

Table 6: Trail Alternative D Cost Estimates by Phases 1 and 2

Alternative	Cost Type	Approximate Distance (Feet)	Approximate Distance (Miles)	Approximate Cost	Approximate Total Cost
Alternative D (Overall)	Shared-Use Path	26,615	5.05	\$ 2,873,210.23	\$ 2,928,261.36
	Shared Lane Marking	9,689	1.84	\$ 55,051.14	
Phase 1	Shared-Use Path	18,033	3.42	\$ 1,946,744.32	\$ 1,985,607.95
	Shared Lane Marking	6,840	1.30	\$ 38,863.64	
Phase 2	Shared-Use Path	8,582	1.63	\$ 926,465.9	\$ 942,653.41
	Shared Lane Marking	2,849	0.54	\$ 16,187.5	

Based on the costs in **Tables 5 and 6**, Alternative C is the most cost effective, while Alternative D will likely be the least cost effective due to the larger amount of shared-use path in this alternative.

Trail Design Standards and Typical Sections

Trail Design Standards

Trail designs vary by location, but they will typically follow these standards:

- American Association of State Highway and Transportation Officials (AASHTO)
- National Association of City Transportation Officials (NACTO)
- FDOT Design Manual (FDM)
- Manual on Uniform Traffic Control Devices (MUTCD)
- Americans with Disabilities Act (ADA)

When constructing a shared-use path, the typical width to allow bi-directional movement is 12 ft. using standard asphalt material. The minimum width of 10 ft. should only be used in areas where limited ROW or other constraints prevent the construction of a 12-ft. shared-use path. When developing the shared-use paths of the preferred alternative, the width should meet or exceed this minimum width to increase the users' comfort and appeal of the trail. Shared-use paths should be separated from the vehicle travel lanes by open space or a physical barrier. Access to the trail should be kept to the standards described within the ADA with limited access points or roadways bisecting the trail.

According to the FDM Chapter 224, the maximum longitudinal grade for a shared-use path is 5% with larger grades being acceptable for certain distances. **Table 7** depicts the maximum grade lengths as described within the FDM:

Table 7: Maximum Grade Lengths

Longitudinal Grade (%)	Maximum Length (feet)
6	800
7	400
8	300
9	200
10	100
11+	50

*Notes: When using longer grade, consider adding 4 to 6 feet of additional width to the path to allow a bicyclist to dismount and walk their bicycle.
Clear distances and sight distances should be adjusted to accommodate longer grades.*

The surface of the trail should be designed to standard shoulder pavement and meet the following guidelines:

- 12-inch stabilized subgrade
- Base 1 group
- 1.5 Structural Course

Where shared lane markings are considered, they will meet the roadway design standards as amended (Design Standards eBook, section 17347 and MUTCD figure 9C-9) consisting of a bike and chevron pattern and will be positioned in the travel lane identifying the cyclist's ability to use the vehicle lane. The chevrons in the shared lane markings are designed to direct cyclists into following the vehicle traffic flow. According to NACTO, shared lane markings are typically placed between 50-100 ft. along high traffic or higher speed roadways while lower speed roadways are typically marked every 250 ft. or more. Shared lane markings are typically marked by white paint but may also include green outlines to increase

awareness and visibility on the roadway. Further customization of the shared lane markings identifying the trail, or naming the route can also be added to improve the route.

Signage may be used to support the trail network for both the shared lane markings and shared-use paths. This signage will be used to identify areas where the shared lane markings allow cyclists to utilize the full travel lanes. Additionally, wayfinding and appropriate crossing signage will be necessary along the shared-use path to direct users. All appropriate signage will be developed in coordination with the standards described in the MUTCD 2009 Chapter 2B as amended.

Where appropriate, traffic calming measures may be considered along the preferred trail alternative to reduce conflicts with motor vehicles. Traffic calming measures are intended to slow motor vehicles while not inhibiting their ability to use the same routes. These traffic calming measures could include but should not be limited to the following:

- Visual road narrowing (street trees, vertical delineators, etc.)
- Median refuges
- Chicanes
- Traffic circles

Typical Sections

Typical section renderings have been created to depict the potential arrangement of the proposed alternatives in the area. These typical sections show how the shared-use paths and shared lane markings may be implemented in Marion County to create the connection with the CFGT.

Figure 7 depicts how the implementation of shared lane markings could be implemented on the roadways. Shared lane markings should only be used when shared-use paths or designated bike lanes are not feasible due to a lack of ROW. Shared lane markings are less expensive to implement but don't provide the same separation from vehicles or safety benefits provided by shared-use paths. Shared lane markings should only be implemented on low volume roadways with posted speed limits at or below 35 mph.

Figure 8 depicts how a shared-use path could be implemented to create a connection through the CFGT. The goal of this study is to implement 12-ft. shared use paths wherever possible to create the connection between the City of Belleview and the CFGT.

Figure 9 depicts the development of the trail alongside the roadway. When feasible, the implementation of a shared-use path is a safer alternative to the shared lane markings and will provide a separation from motor vehicles. For roadways with low posted speed limits and limited available ROW, the shared-use path can be constructed directly adjacent to the travel lanes with vertical delineators or other similar buffers to clearly designate the separation of uses.

Figure 7: Shared Lane Marking

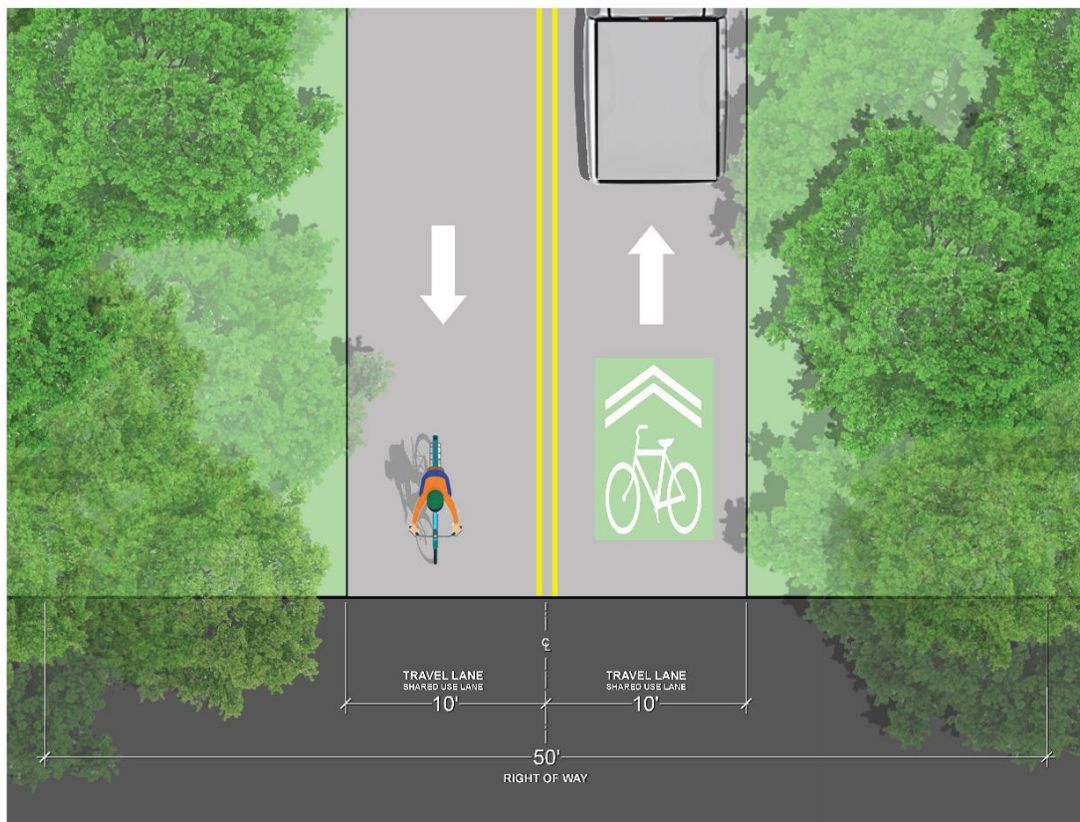
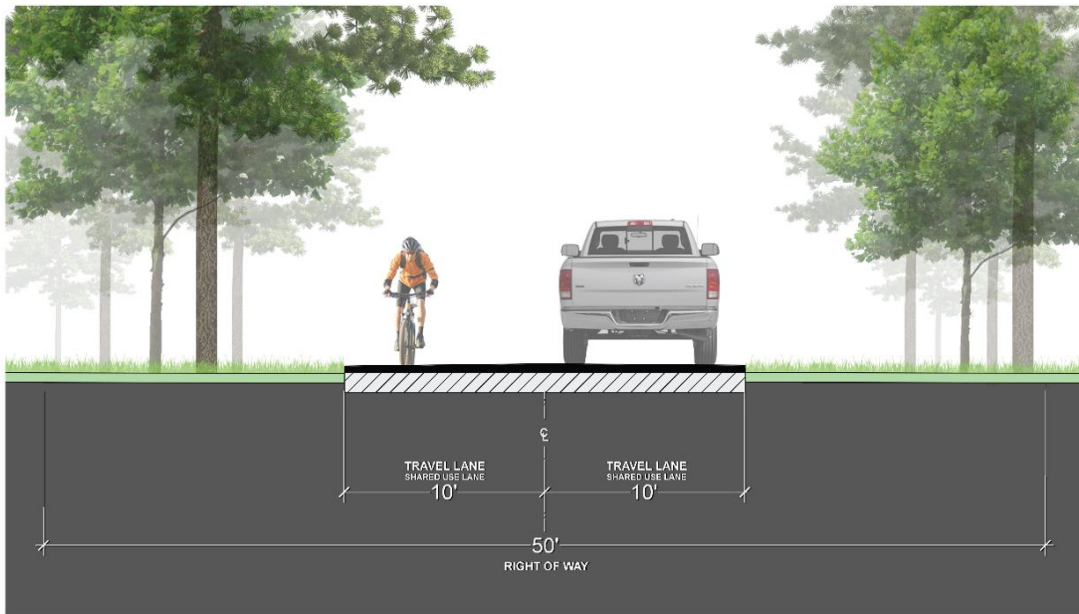
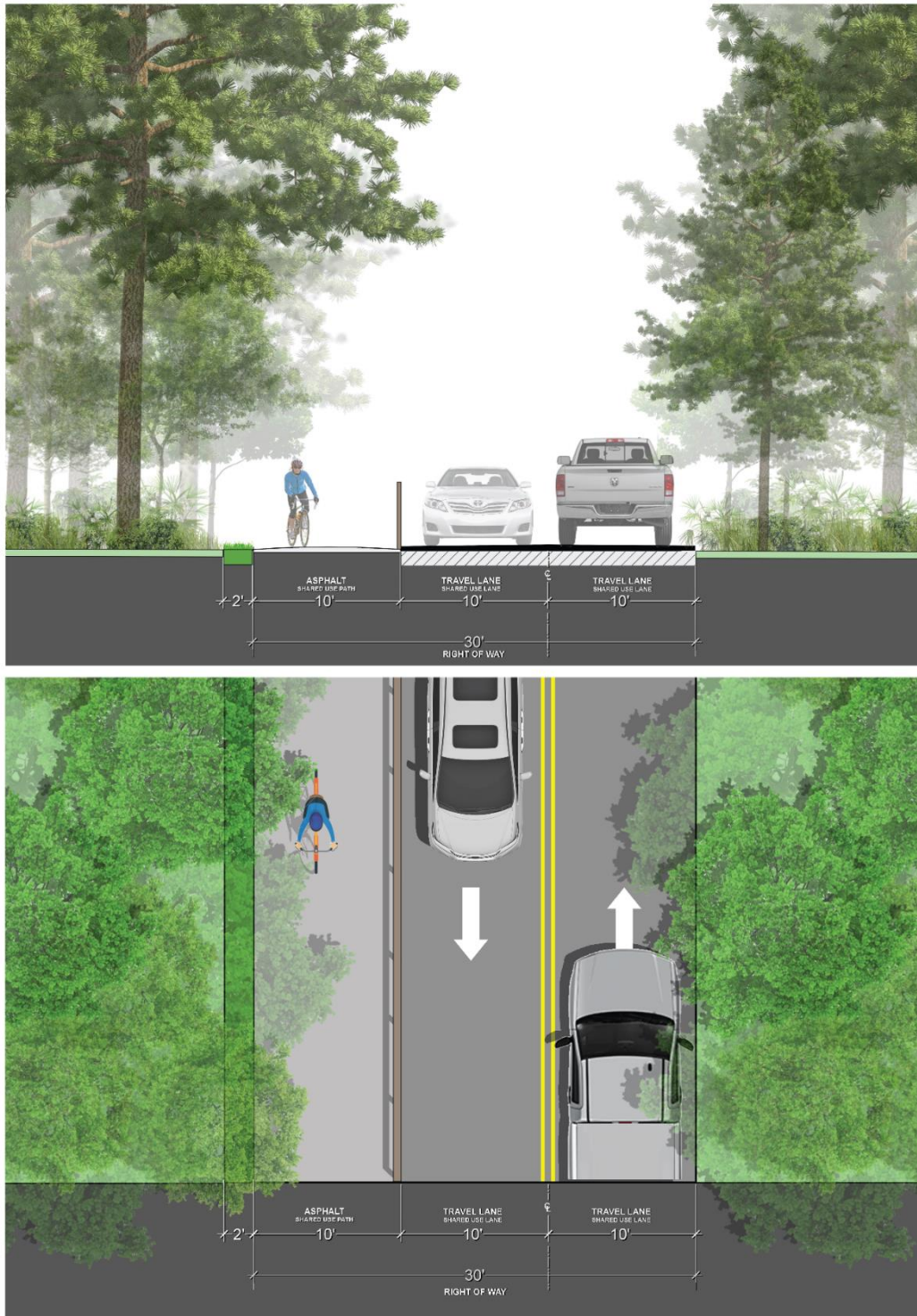


Figure 8: Shared-Use Path



Figure 9: Trail Directly Alongside Roadway



Existing Conditions Considerations

Four alternatives have been developed that provide a connection between the City of Belleview and the CFGT. These connections were developed through the analysis of the existing conditions and coordination with the public and stakeholders. The information considered for this analysis consisted of:

- Right-of-way and Potential Easements
- Flood zones, wetlands and contamination sites data
- Florida Department of Environmental Protection: Florida Natural Areas Inventory data
- Historic sites and structures data
- Trip Generators and attractors data

Based on this available data, a preferred route or routes will be chosen to connect the City of Belleview with the CFGT.

Right-of-Way and Potential Easements

Using 2017 Marion County parcel boundaries, the parcel data map was created to determine estimated property impacts and to estimate the available ROW. Using the available data, the proposed alternatives will traverse available ROW between 50 ft.-100 ft. The goal is for the creation of a continuous shared-use path connecting Belleview with the CFGT. However, shared lane markings may be necessary along roadways with limited available ROW, low posted speeds, and low vehicle traffic volumes. Traffic calming measures, and signage may be considered to support the implementation of shared lane markings. Shared-use paths should be prioritized for areas with higher posted speeds and wider available ROW.

Appendix A depicts the 2017 parcel boundaries within the project area.

Alternative B, is the only alignment that is likely to require property acquisition or easements from the Cross-Florida Greenway to make the connection with the CFGT. The proposed acquisition area is between the CFGT and the northern terminus of SE 35th Court. **Appendix B** depicts the estimated available ROW and the area where acquisition or easements may be necessary.

Flood Zones, Wetlands, and Contamination Sites

Based on the information gathered from the National Wetlands Inventory, a small wetland is located on the southside of SE 100th Street which both Alternative B and C could potentially be located. The replacement of the existing sidewalk with a 12-ft. shared-use asphalt path along the northern side of SE 100th Street is recommended to avoid this wetland area. Outside of the areas along SE 100th Street, the alternatives should not interfere with any known wetlands.

Based on FEMA flood zone data, the proposed alternative routes will be located within three flood zones:

- Flood Zone A
- Flood Zone AE
- Flood Zone X

Flood Zone AE indicates a 1% chance of annual flooding and a requirement that structures in this area are built in accordance with the Base Flood Elevation (BFE). Flood Zone A shares the 1% chance of annual flooding but the area does not have a developed BFE. Flood Zone X indicates an approximate 0.2% chance of annual flooding. Flood zones and wetlands will be addressed during environmental and design phases. **Appendix C** depicts the location of wetlands and flood zones in the project area.

Most the contamination sites are located along the U.S. 27/301/441 corridor however, it is unlikely that the trail alternatives will interfere with these locations. The FDOT contamination impacts coordinator should be contacted during the during the environmental phase to ensure that additional contamination

locations are not in the area and that the proposed trail will not adversely impact these locations. Contamination sites will be further addressed during the environmental and design phases. **Appendix C** depicts the known contamination sites within the project area.

Florida Department of Environmental Protection: Florida Natural Areas Inventory

Using the available Florida Natural Areas Inventory (FNAI) data, the trail alternatives are within the Sand and Blue-tailed Mole Skink Consultation Area and the Lake Ridge Plants Consultation Area. Due to the presence of these consultation areas, special care will be taken during the environmental phase to ensure these species will not be adversely affected. An environmental review will be conducted upon the identification of the preferred route and additional analysis will be performed to limit potential impacts to endangered or threatened species. The proposed trails are anticipated to be primarily within the existing ROW or on existing pavement meaning that significant species impacts are not anticipated. **Appendix D** depicts the boundaries of the species consultation areas.

Historic and Cultural Resources

The State Historic Preservation Office (SHPO) maintains and routinely updates the location of historic and culturally significant resources. Lake Lillian Park is part of the Lake Lillian Historic Neighborhood and there are five known historical structures near the proposed trailhead. However, it is unlikely that the implementation of the trail in this area will impact these properties. North of SE 110th Street the alternatives will not interact with any known historically significant resources until they reach the CFGT. The Marjorie Harris-Carr Cross Florida Greenway is listed as a historical resource which may require SHPO coordination regarding the section of Alternative B that will utilize this resource. Historic and cultural impacts will be addressed during the environmental and design phase. **Appendix E** depicts the location of known historical or culturally significant resources nearby the project area.

Relevant Trip Generators and Attractors

Nearby businesses, schools, and community centers act as trip generators and attractors that bring people to the area. Local retail areas such as Belleview Commons and Belleview Regional Shopping Centers may become destinations for trail users due to their location adjacent to the proposed routes. Marion County future land use maps identify additional commercial development along U.S. 27/301/441, which may be benefited from the increased access provided by the proposed alternatives.

Through trail creation, the students attending nearby schools will have safer and more robust connections between their homes and the schools. While schools are predicted to see nearly immediate benefits from the construction of the trail network, it is likely that the local businesses and community centers will benefit from the increased connectivity as well. Adjacent trails may boost attendance at community events and local businesses leading to community wide economic benefits. **Appendix F** depicts the location of generators and attractors.

Stakeholder and Public Feedback

To begin the stakeholder engagement process, City and County staff were consulted to help identify alternatives that would create the most significant connection to the CFGT and provide a regional benefit. After discussion with City and County staff it was determined that Alternatives A or B would likely provide the most substantial benefit by connecting the northwest neighborhoods through alternative B or the businesses along U.S. 27301/441 through Alternative A with the City of Belleview.

A public workshop was held on February 10, 2018 at Lake Lillian Park to gather public input regarding the four proposed alignments. The attendees were asked to fill out brief questionnaires and comment forms designed to determine their activity levels and preference for the alternatives. Most of the attendees indicated moderate activity levels and made use of either the existing CFGT or other local parks at least

on a monthly basis. Alternative B was identified as the most popular alternative however, concerns over safety along SE 35th Court were expressed. Participants also expressed safety concerns resulting from the high-speed traffic and volume along U.S. 27/301/441. Specific mention of SE 102nd Place as a roadway needing a shared-use path was a theme from stakeholders and participants. In addition to the public feedback regarding the development of Alternative B, local businesses identified Alternative A as their preferred choice. If the trail travels along U.S. 27/301/441, trail users could have near direct access to several businesses along the route. **Appendix G** contains the feedback received during the public workshop.

Funding Plan

Moving forward, funding of the preferred alternative should be prioritized within local and statewide resources. The preferred alternative should be included within the next Transportation Improvement Plan and Long Range Transportation Plan as they enter their update cycles. In addition to local/regional funding sources, inclusion into the Florida Shared-Use Nonmotorized (SUN) Trail Network should be pursued. The SUN Trail Network is a program overseen by the Florida Department of Transportation which focuses on supporting the development of trails throughout the state. Inclusion into these plans will help make the preferred alternative eligible for regional funding. The Office Florida Greenways and Trails maintains the Land Trails Opportunity Map which identifies the “Lake to Cross Florida Greenway Corridor” as a potential connection between Lake County and the CFGT. Due to the alternatives following the opportunity corridor, the preferred alternative may qualify for additional funding sources at the statewide level if it is later prioritized by the Office of Greenways and Trails. As these regional and statewide funding resources are pursued, local grants and donations may be another resource that will aid in the creation of this trail connection.

Feasibility Recommendation

Based on the feedback received and existing conditions within the study area, Alternatives A and B were preferred. In response to the two preferred routes, Alternative D was developed to address the desires of the community and key stakeholders including the Belleview City Commission. Alternative D represents the combination of Alternatives A and B to create the most beneficial trail connection between Belleview and the CFGT. The Belleview City Commission and public workshop attendees favored Alternative B, as it connects many of the northwestern neighborhoods with the City of Belleview. Local business stakeholders and the Ocala Marion County TPO Board, indicated that Alternative A would be equally preferable due to its route near local businesses and the transportation benefits it would provide along U.S. 27/301/441. Based on the current conditions and feedback received, construction of Alternative D is recommended to create a trail network that will provide the greatest benefit to the community.

Depending upon the available funding options at the time of construction and design, it may be necessary to implement Alternative D in two Phases (Phase 1 and 2). Phase 1 should follow Alternative A along U.S. 27/301/441 creating the direct connection with the Santos Trailhead and Campground facility. Phase 2, would begin at the intersection of U.S. 27/301/441 and SE 100th Street and will follow along the Alternative B route making a connection to the CFGT near SE 35th Court.

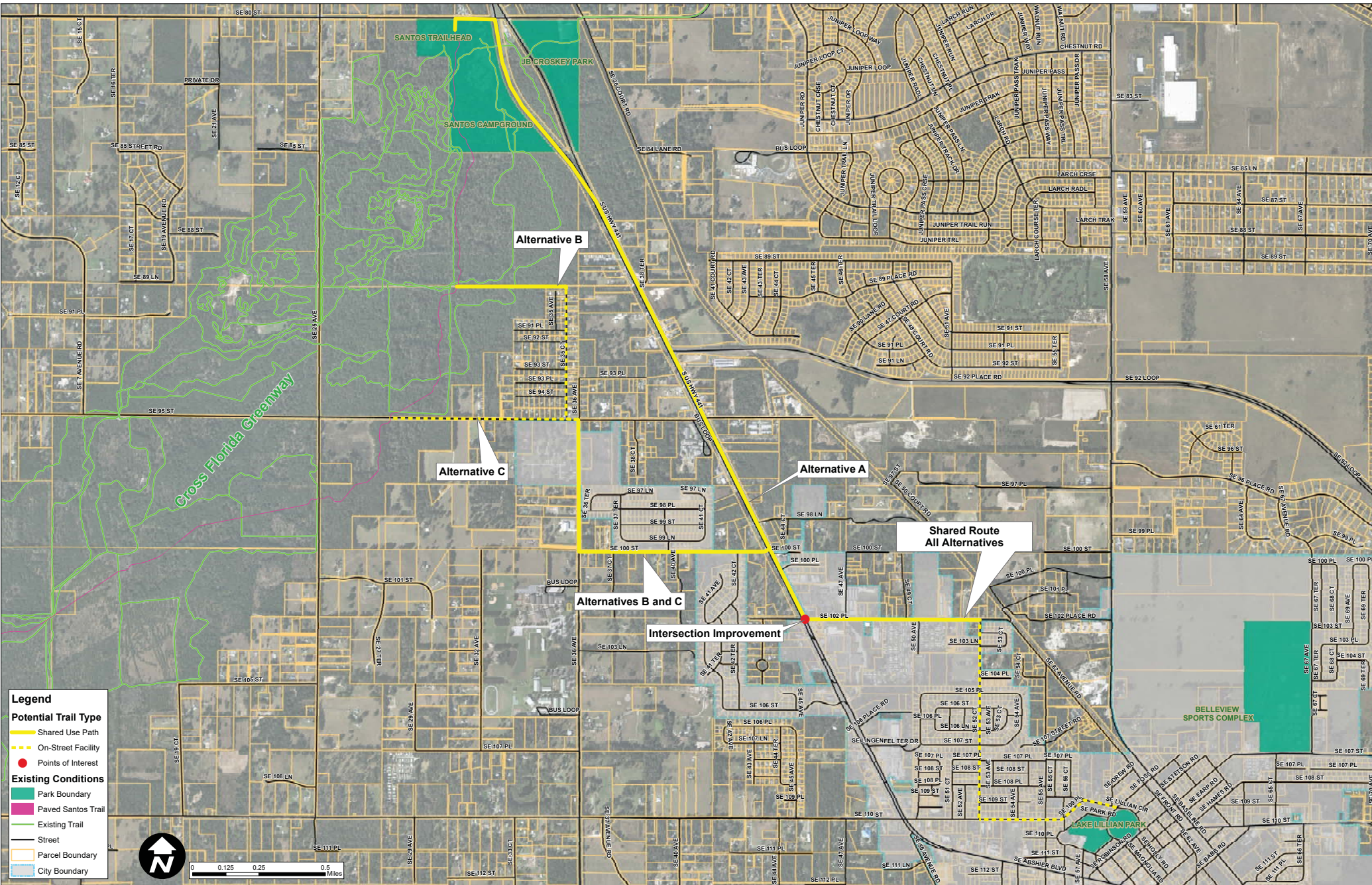
By choosing to pursue Alternative D, residents and business owners in the Belleview area will directly benefit from the expanding regional trail network. Connections between Belleview and the CFGT will open recreational and transportation opportunities within Marion County and the Central Florida region. When constructed, the Belleview to CFGT connections will attract national and international users as part of the regional trail network. If implemented, Alternative D may become an economic driver, increasing local connectivity and boosting tourism in Marion County.

Appendix

Appendix A: Right-of-Way and Potential Easements

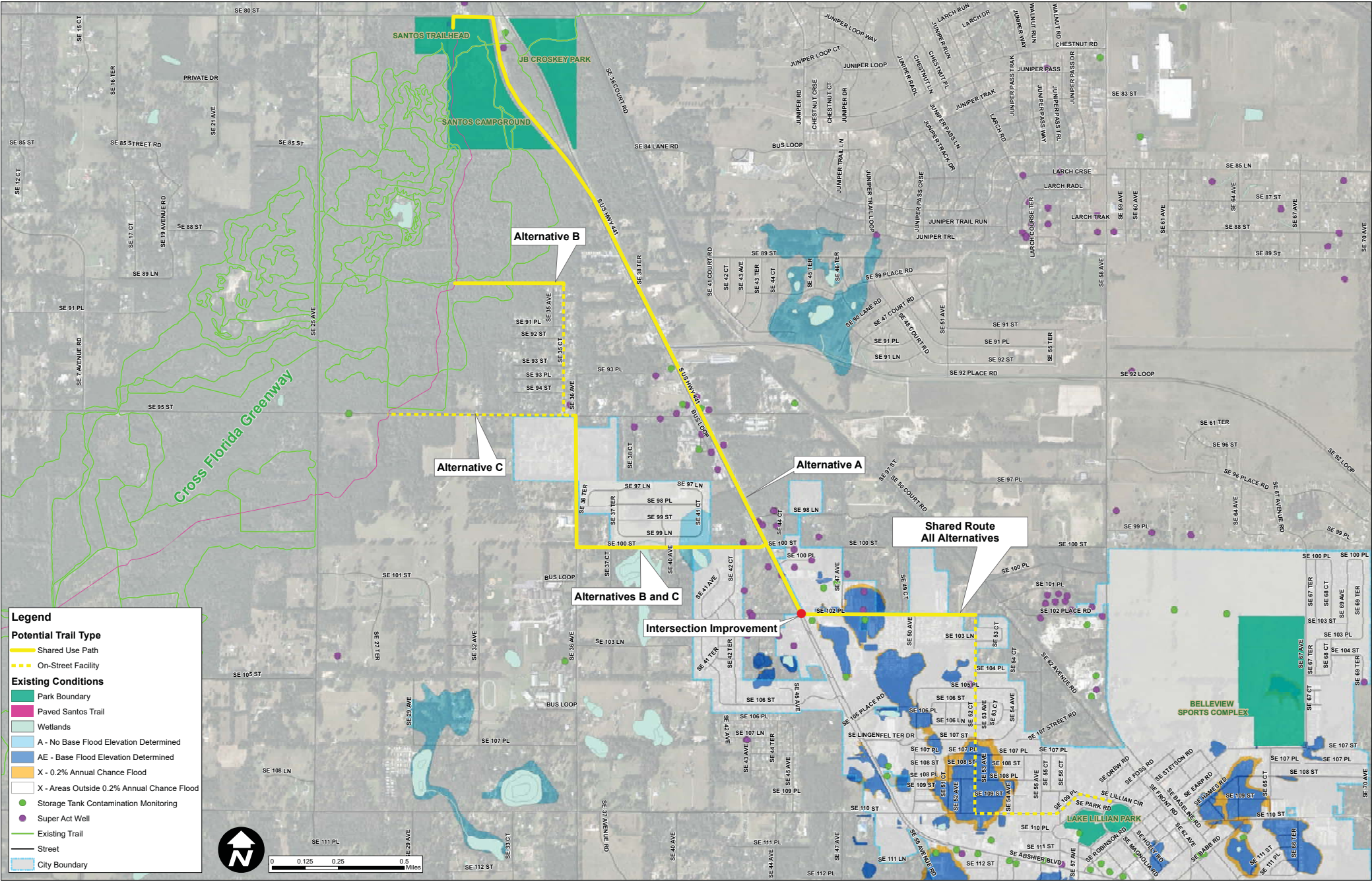
Appendix B: Parcel Data

Appendix B: Belleview to Greenway Trail: Corridor Feasibility Study - Parcel Data



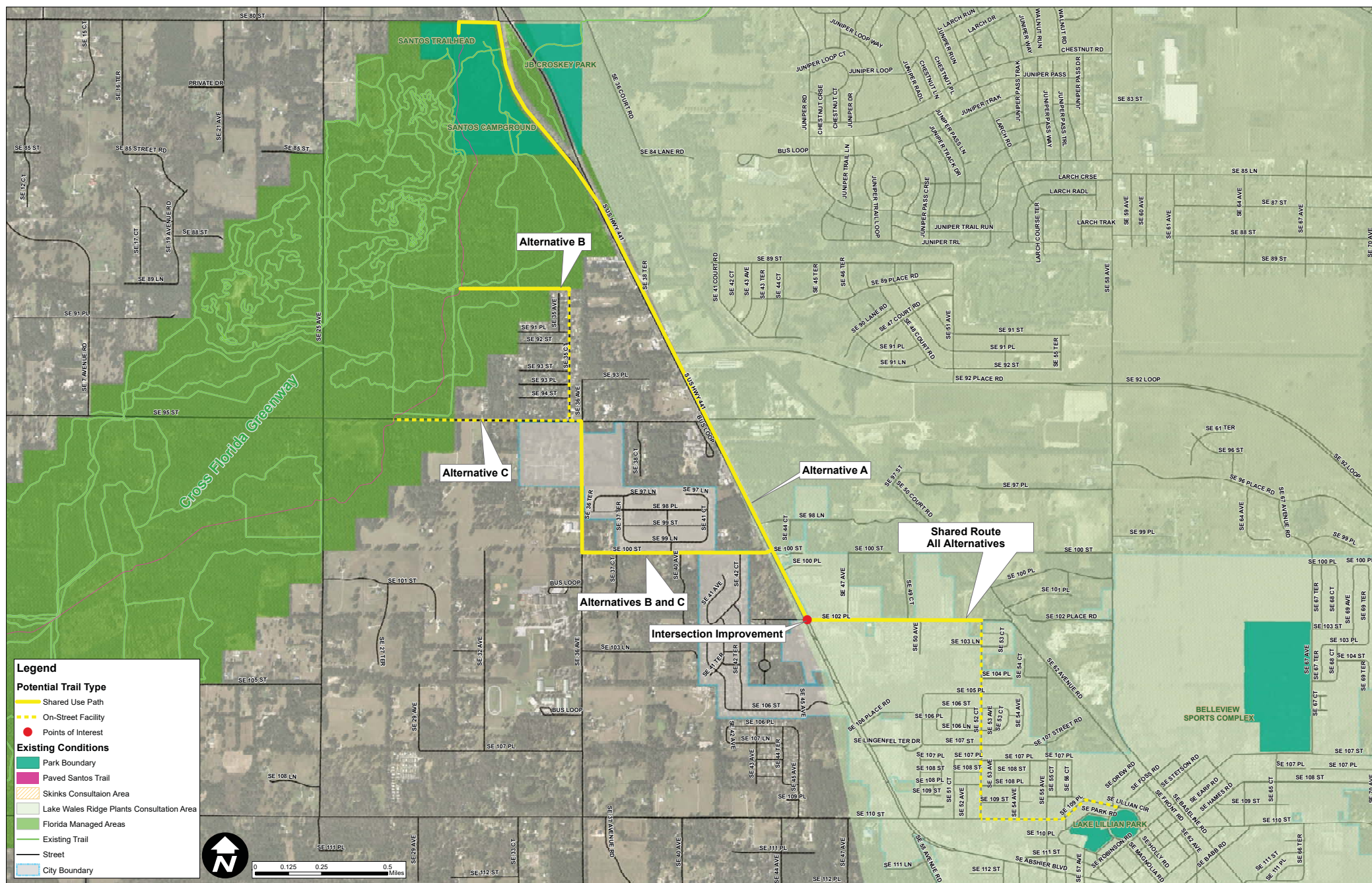
Appendix C: Flood Zones, Wetlands, and Contamination Sites

Appendix C: Belleview to Greenway Trail: Corridor Feasibility Study - Flood Zones, Wetlands, and Contamination Sites



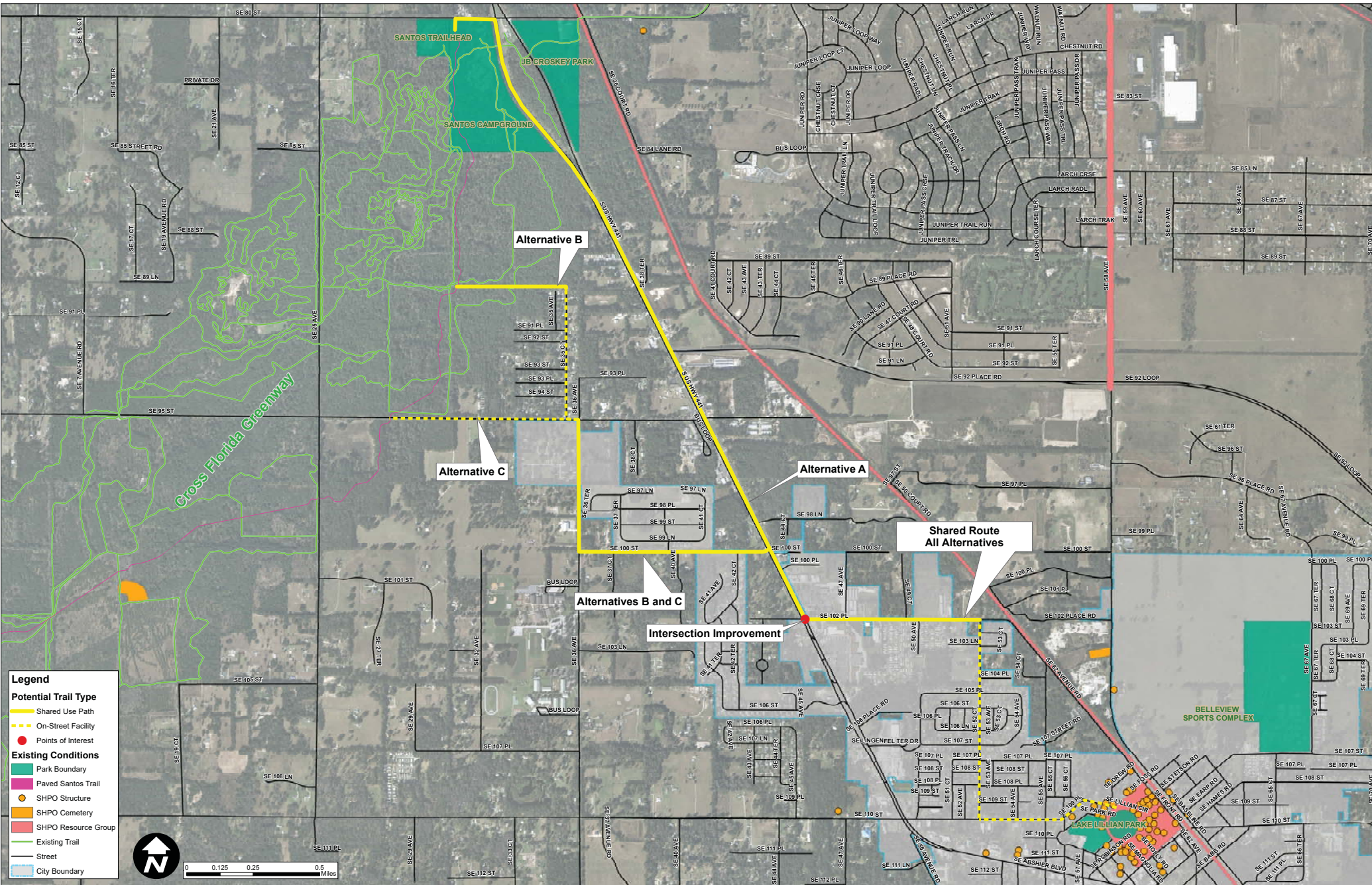
Appendix D: Florida Department of Environmental Protection:
Florida Natural Areas Inventory

Appendix D: Belleview to Greenway Trail: Corridor Feasibility Study - FDEP: FNAI Species Data



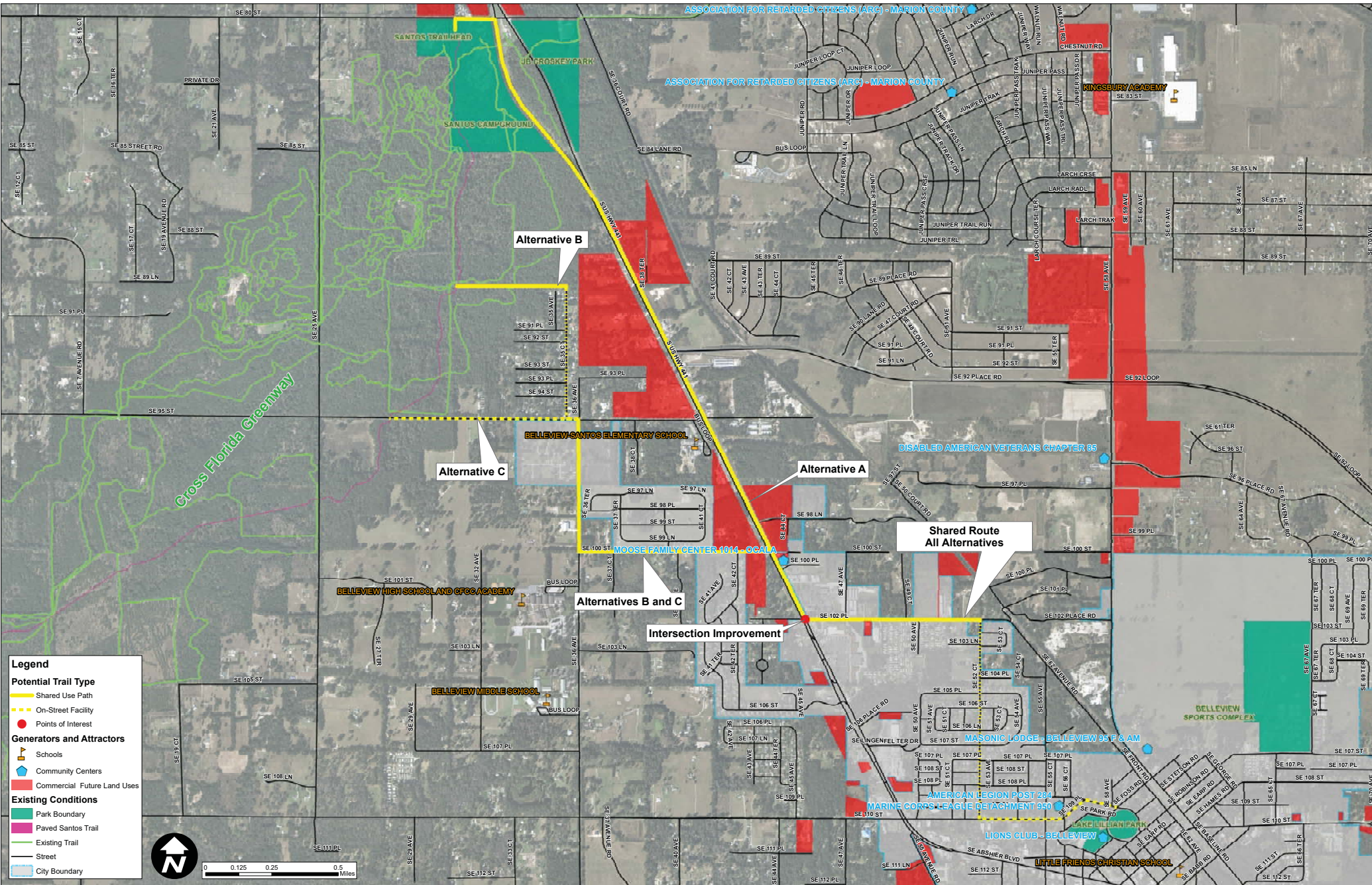
Appendix E: Historic and Cultural Resources

Appendix E: Belleview to Greenway Trail: Corridor Feasibility Study - Historic and Cultural Resources



Appendix F: Relevant Trip Generators and Attractors

Appendix F: Belleview to Greenway Trail: Corridor Feasibility Study - Generators and Attractors



Appendix G: Public Open House



Kimley»Horn

Bellevue to Greenway Trail: Corridor Feasibility Study

Public Questionnaire and Comment Form

(See the reverse side for comment form)

Do you live within the Bellevue City Limits? If not, what is your zip code?

Yes No (zip code) ~~34420~~ 34420

How often do you visit the Marjorie Harris Carr Cross Florida Greenway?

Once a year Once a month Once a week^{days} Never

How often do you visit other parks or conservation areas within Marion County?

Once a year Once a month Once a week Never

Which of the following best describes your physical activity level?

Not Very Active Active Very Active

How would you use a shared use path in the community? (Select all that apply)

Recreational Biking Recreational Walking Transportation I Wouldn't Use a Trail

Which trail alternative would you prefer?

A B C None

What is the likelihood that you would use a shared-use path between Bellevue and the Cross Florida Greenway?

Unlikely Likely Very Likely

Are there additional connections to community features that should be considered between Bellevue and the Cross Florida Greenway? (please answer below)

Do you have any concerns regarding the development of a shared-use path from Bellevue to the Cross Florida Greenway? (please answer below)

no you work with what you have
good Job



Kimley»Horn

Bellevue to Greenway Trail: Corridor Feasibility Study

Public Comment Form

Please take a moment to provide your thoughts on the three proposed trail corridors.

all would work. Good Job



Kimley»Horn

Bellevue to Greenway Trail: Corridor Feasibility Study

Public Questionnaire and Comment Form

(See the reverse side for comment form)

Do you live within the Bellevue City Limits? If not, what is your zip code?

☒ Yes

No (zip code) _____

How often do you visit the Marjorie Harris Carr Cross Florida Greenway?

☐ Once a year

☐ Once a month

☒ Once a week

☐ Never

How often do you visit other parks or conservation areas within Marion County?

☐ Once a year

☒ Once a month

☐ Once a week

☐ Never

Which of the following best describes your physical activity level?

☐ Not Very Active

☐ Active

☒ Very Active

How would you use a shared use path in the community? (Select all that apply)

☐ Recreational Biking

☒ Recreational Walking

☐ Transportation

☐ I Wouldn't Use a Trail

Which trail alternative would you prefer?

☐ A

☐ B

☒ C

☐ None

What is the likelihood that you would use a shared-use path between Bellevue and the Cross Florida Greenway?

☐ Unlikely

☐ Likely

☒ Very Likely

Are there additional connections to community features that should be considered between Bellevue and the Cross Florida Greenway? (please answer below)

Do you have any concerns regarding the development of a shared-use path from Bellevue to the Cross Florida Greenway? (please answer below)

I think this is a great idea!



Kimley»Horn

Bellevue to Greenway Trail: Corridor Feasibility Study

Public Questionnaire and Comment Form

(See the reverse side for comment form)

Do you live within the Bellevue City Limits? If not, what is your zip code?

☒ Yes

No (zip code) _____

How often do you visit the Marjorie Harris Carr Cross Florida Greenway?

Once a year

☒ Once a month

Once a week

Never

How often do you visit other parks or conservation areas within Marion County?

Once a year

☒ Once a month

Once a week

Never

Which of the following best describes your physical activity level?

Not Very Active

☒ Active

Very Active

How would you use a shared use path in the community? (Select all that apply)

Recreational Biking

☒ Recreational Walking

Transportation

I Wouldn't Use a Trail

Which trail alternative would you prefer?

A

☒ B

C

None

What is the likelihood that you would use a shared-use path between Bellevue and the Cross Florida Greenway?

Unlikely

☒ Likely

Very Likely

Are there additional connections to community features that should be considered between Bellevue and the Cross Florida Greenway? (please answer below)

Do you have any concerns regarding the development of a shared-use path from Bellevue to the Cross Florida Greenway? (please answer below)

Sidewalks would be beneficial for hikers



Kimley»Horn

Bellevue to Greenway Trail: Corridor Feasibility Study

Public Comment Form

Please take a moment to provide your thoughts on the three proposed trail corridors.

Trail A would be safe but the lack of trees would make it uncomfortable.

The shared roads are might be dangerous.



Kimley»Horn

Bellevue to Greenway Trail: Corridor Feasibility Study

Public Questionnaire and Comment Form

(See the reverse side for comment form)

Do you live within the Bellevue City Limits? If not, what is your zip code?

Yes No (zip code) 34420

How often do you visit the Marjorie Harris Carr Cross Florida Greenway?

Once a year Once a month Once a week Never

How often do you visit other parks or conservation areas within Marion County?

Once a year Once a month Once a week Never

Which of the following best describes your physical activity level?

Not Very Active Active Very Active

How would you use a shared use path in the community? (Select all that apply)

Recreational Biking Recreational Walking Transportation I Wouldn't Use a Trail

Which trail alternative would you prefer?

A B C None

What is the likelihood that you would use a shared-use path between Bellevue and the Cross Florida Greenway?

Unlikely Likely Very Likely

Are there additional connections to community features that should be considered between Bellevue and the Cross Florida Greenway? (please answer below)

Do you have any concerns regarding the development of a shared-use path from Bellevue to the Cross Florida Greenway? (please answer below)

UNFORTUNATELY, MOTORIST DO NOT WISH TO SHARE THE ROAD WITH
WALKERS ON BICYCLIST. BETWEEN TEXTING AND JUST PLAIN IGNORANCE
SHARED USE IS DANGEROUS. MOTORIST DO NOT EVEN STOP FOR
PEDESTRIANS IN THE CROSSWALK

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.



Kimley»Horn

Bellevue to Greenway Trail: Corridor Feasibility Study

Public Questionnaire and Comment Form

(See the reverse side for comment form)

Do you live within the Bellevue City Limits? If not, what is your zip code?

☒ Yes ☐ No (zip code) _____

How often do you visit the Marjorie Harris Carr Cross Florida Greenway?

☒ Once a year ☐ Once a month ☐ Once a week ☐ Never

How often do you visit other parks or conservation areas within Marion County?

☐ Once a year ☒ Once a month ☐ Once a week ☐ Never

Which of the following best describes your physical activity level?

☐ Not Very Active ☒ Active ☐ Very Active

How would you use a shared use path in the community? (Select all that apply)

☐ Recreational Biking ☒ Recreational Walking ☐ Transportation ☐ I Wouldn't Use a Trail

Which trail alternative would you prefer?

☐ A ☒ B ☐ C ☐ None

What is the likelihood that you would use a shared-use path between Bellevue and the Cross Florida Greenway?

☐ Unlikely ☒ Likely ☐ Very Likely

Are there additional connections to community features that should be considered between Bellevue and the Cross Florida Greenway? (please answer below)

Do you have any concerns regarding the development of a shared-use path from Bellevue to the Cross Florida Greenway? (please answer below)

TRAFFIC CONCERN



Kimley»Horn

Bellevue to Greenway Trail: Corridor Feasibility Study

Public Comment Form

Please take a moment to provide your thoughts on the three proposed trail corridors.

I FEEL B would be the best choice
for most PEOPLE.



Kimley»Horn

Bellevue to Greenway Trail: Corridor Feasibility Study

Public Questionnaire and Comment Form

(See the reverse side for comment form)

Do you live within the Bellevue City Limits? If not, what is your zip code?

☒ Yes

No (zip code) _____

How often do you visit the Marjorie Harris Carr Cross Florida Greenway?

Once a year

Once a month

Once a week

Never

multiple time a week

How often do you visit other parks or conservation areas within Marion County?

Once a year

☒ Once a month

Once a week

Never

Which of the following best describes your physical activity level?

Not Very Active

☒ Active

Very Active

How would you use a shared use path in the community? (Select all that apply)

☒ Recreational Biking

Recreational Walking

Transportation

I Wouldn't Use a Trail

Which trail alternative would you prefer?

A

☒ B

C

None

If 32nd Ct proves to be safe neighborhood, otherwise toss up

What is the likelihood that you would use a shared-use path between Bellevue and the Cross Florida Greenway?

Unlikely

Likely

☒ Very Likely

between A & C concerned

Are there additional connections to community features that should be considered between Bellevue and the Cross Florida Greenway? (please answer below)

about safety along 301 / 441 & along 95th

Do you have any concerns regarding the development of a shared-use path from Bellevue to the Cross Florida Greenway? (please answer below)

Look great!

Move along 301/441
not the best for
young children

This is a great
project! I like
this alternative
the best, as it
incorporates many
Bellevue neighborhoods

The comment above is referencing
trail Alternative B.

not crazy about
shared use on
95th - cars go very
fast! like how
it services middle
& high school

Concerned about
safety along 35th Ct,
but love how this
serves ~~HS~~ middle
school & high school
& stays off of
301/441