

Section 13: Action Plan

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 8: Corridor Enhancements

Table 9: Community Participation

Table 10: Administration and Coordination

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