

ORANGE BELT TRAIL STUDY



Alignment Workshops
April 17-18, 2023



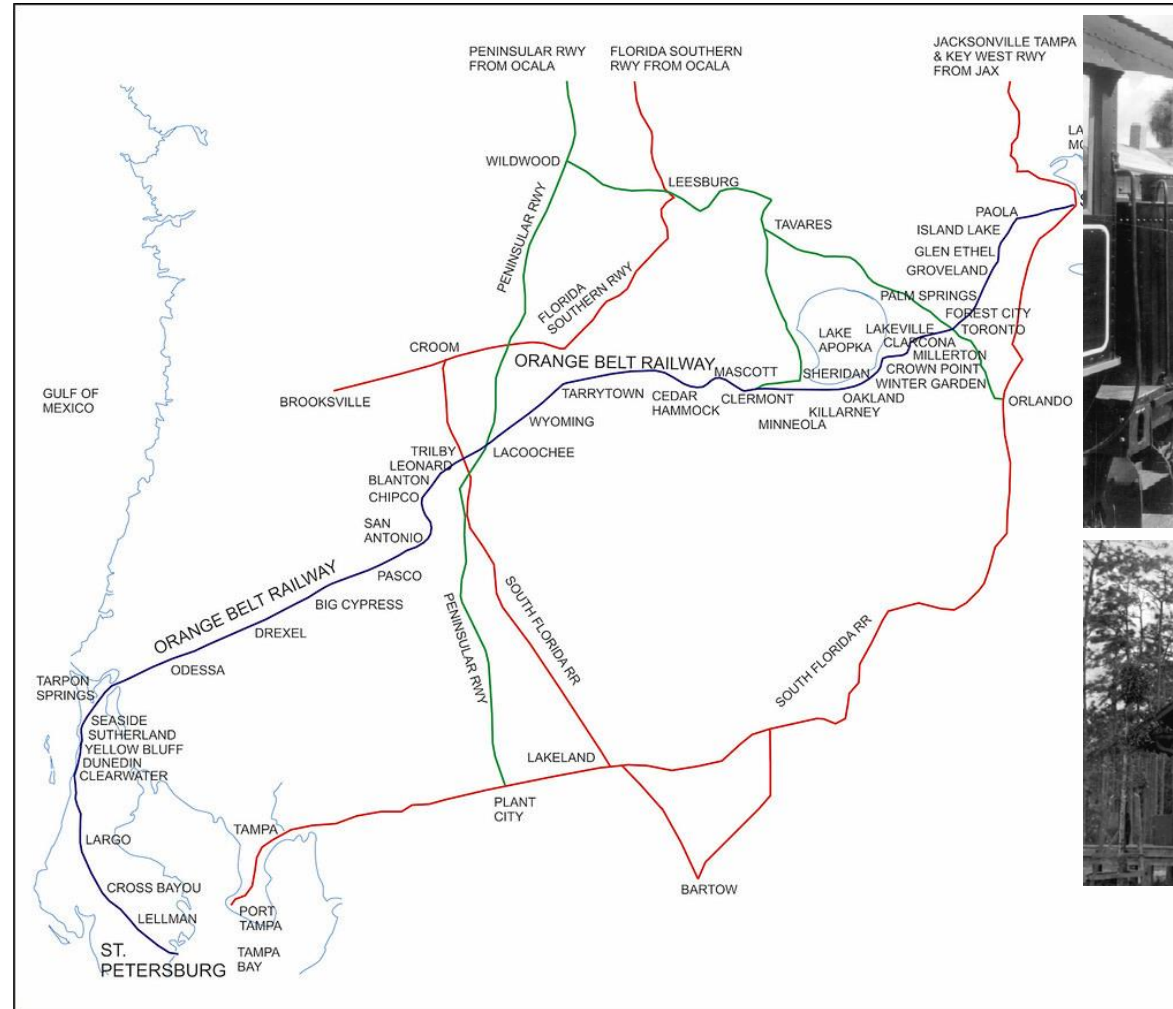
Workshop Agenda

- › Introductions
- › Study Components
- › Community Input
- › Trail Alignment Ideas
- › Potential Trail Types and Features



Study Components

- › Community Outreach
- › Alternatives Development
 - › Potential Alignments
 - › Trail Types
 - › Amenities
 - › Project Segmentation
 - › Project Phasing
- › PD&E Engineering
- › PD&E Environmental



Updated Study Schedule

PROJECT SCHEDULE		Month																							
		2022					2023												2024						
Task	Task Title	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.
1	Public Involvement					★				★			★												
2	Corridor Research																								
3	Project Segmentation Plan																								
4	PD&E Engineering Analysis																								
5	Cost Estimates																								
6	Engineering Concept Plans																								
7	Engineering Documents																								
8	PD&E Environmental Analysis																								
9	Environmental Documents																								

★ Kick-off Meetings

★ Alignment Workshops

★ Alternatives Meeting

★ Public Hearing

Outreach and Engagement

- › Over 150 attended the December workshops
- › Over 80 comments received through March on website
- › Interacted with over 200 people at:
 - › Greenways/Trails/Blueways
 - › Pasco County City/County Joint Meeting
 - › Council of Neighborhoods
 - › Tower Road Area Neighbors
 - › Tampa Bay Water
 - › SWFWMD
 - › Pasco County MPO BPAC
 - › Sierra Club – Adventure Club
 - › San Antonio City Commission
 - › Del Webb / Bexley HOA
- › Scheduling more groups
- › BOCC briefings
- › 250+ people in database



Feel free to get in touch

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Orange Belt Trail Study

Name *

First Last

Email *

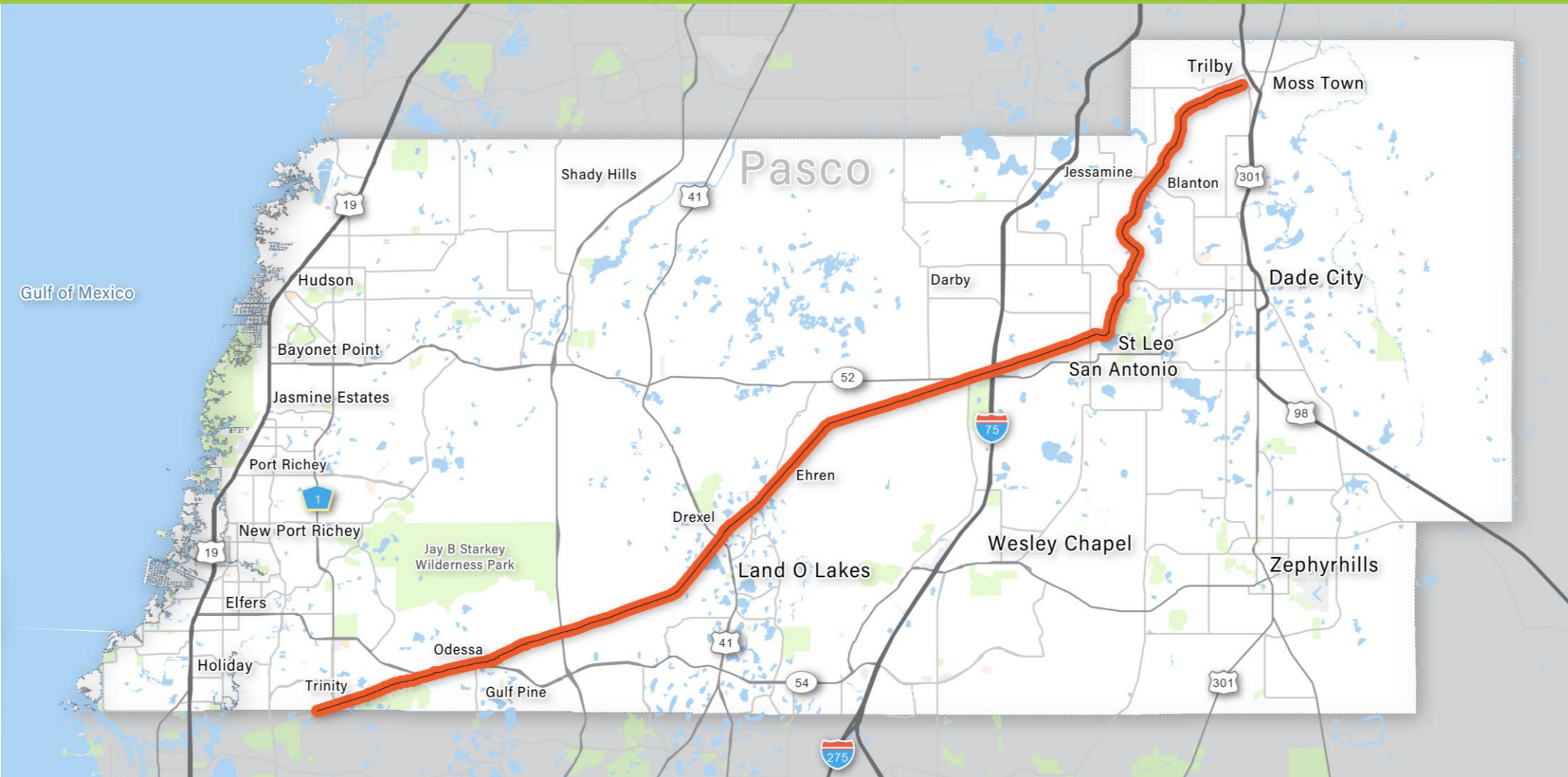
Comment *

I'm not a robot

SUBMIT

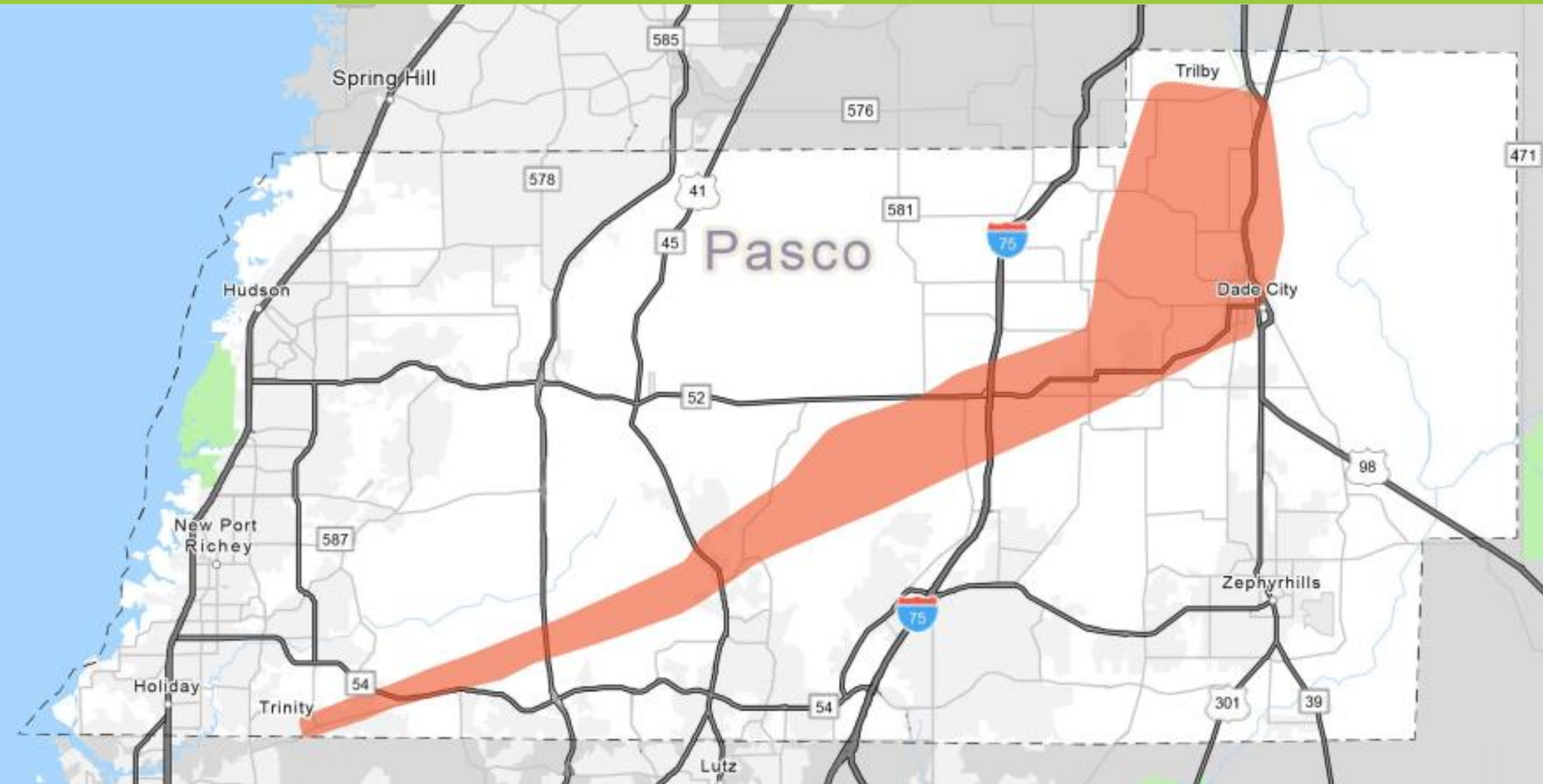


Initial Corridor Map



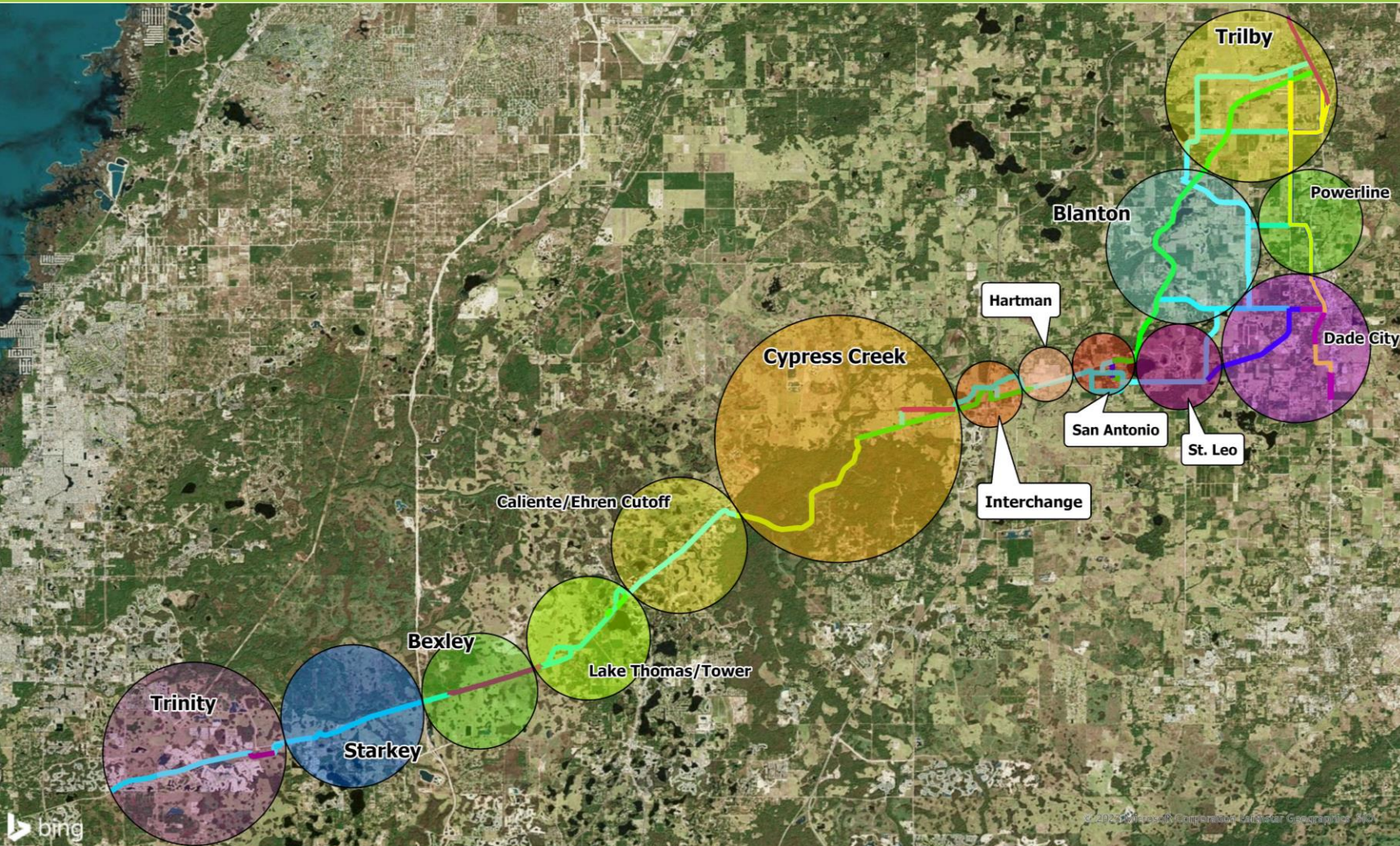
- › Route follows former railway
- › South of SR 52 much of route aligns with Tampa Bay Water pipeline
- › North of SR 52 most is no longer in public ownership

Current Corridor Study Area



- › Expanded study area to account for feedback during initial set of public meetings

Proposed Corridor Links



- › Project links developed to allow for portions of the project to be built sequentially
- › Allows for trail to comprise multiple segments with logical termini

Potential Trail Types

Bicycle/Pedestrian Separation



Equestrian Trail



Asphalt Trail Next to Road



Natural Surface Trail



Concrete Trail Next to Road



Unpaved Road Trail



Boardwalk



Trail Along Utility Corridor



Other Ideas?

Liked Ideas
 Wooded Trail
 Along Utility Corridor
 Asphalt Next to Road

Disliked Ideas
 Bike/Ped Separation
 Unpaved Road Trail

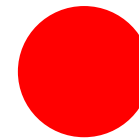
Wooded Trail



Bifurcated Trail



Ideas You Like



Idea You Do Not Like

Trail Typologies

- › Trail Typologies widely vary:
- › Yellow (Off Road)
- › Orange (Rural Roadside)
- › Red (Urban / Suburban roadside)
- › The preferred typologies can influence alignment



Typology Characteristics and Opportunities

- 1 Completely separated from vehicular traffic by a densely vegetated corridor.
- 2 Available right-of-way (R.O.W.) allows opportunities to provide additional amenities along the trail (i.e. seating and bike parking).
- 3 Can provide lighting for pedestrian safety and ease of navigation.
- 4 Can provide wayfinding signage for easy navigation along the trail.
- 5 Typology provides a green corridor for native wildlife and vegetation.
- 6 Existing topography more readily accommodates an ADA trail design for all ages and abilities.

- 1 Majority of the trail alignment will run adjacent to the roadway.
- 2 Trail can be separated by a landscape buffer. The landscape buffer may be able to accommodate street trees for shade in some locations. There is opportunity to provide bioswales for stormwater management.
- 3 Majority of the surrounding context consists of vegetated or fence lined residential properties.
- 4 Can provide wayfinding signage for easy navigation along the trail.

- 1 Majority of the trail alignment will run adjacent to the roadway.
- 2 Trail can be separated by a landscape buffer. There is opportunity to provide bioswales for stormwater management.
- 3 Majority of surrounding context consists of commercial properties, businesses, and Master Planned Unit Developments (MPUDs).
- 4 Can provide lighting for pedestrian safety and ease of navigation.
- 5 Can provide wayfinding signage for easy navigation along the trail.

Potential Trail Features / Amenities

Food/Refreshments



Lighting



Covered Seating



Water Fountains



Trailheads/Restrooms



Grade-Separated Crossings



Picnic Tables



Bike Repair Stations



Fencing/Walls



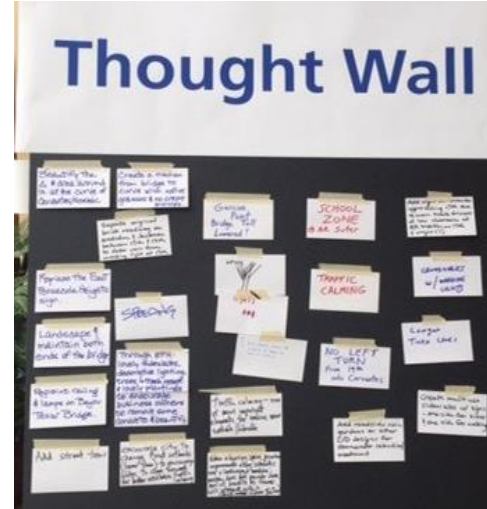
At-Grade Crossings



Public Art



Wayfinding



- Liked Ideas**
- Trailheads / Restrooms
 - Water Fountains
 - Wayfinding
 - Grade-separated Crossings
- Disliked Ideas**
- Public Art
 - Lighting

Trail Crossing Enhancements

MINOR ROADWAY CROSSING IMPROVEMENTS

Crossing improvements that don't require heavy construction or curb adjustments. These improvements may include one or more of the following:



Restriping

Restripe roadways to accommodate safe bicycle and pedestrian facilities (i.e. Lane reduction or reduce lane widths).



Adding Crosswalks

Add high-visibility crosswalks at intersections and mid-block crossings.



Adding Signage

Install warning signage at intersection and mid-block crossings.



Modifying Signal Timing

Modify signal timing at signalized crossings to increase the time allotted for pedestrian crossing.



MAJOR ROADWAY CROSSING IMPROVEMENTS

Crossing improvements that require heavy construction, new traffic control devices, or curb adjustments. These improvements may include one or more of the following:



Adding or Modifying Traffic Control Devices

Install new or improve traffic control devices in locations of high pedestrian traffic.



Realign Intersection

Improve intersection to accommodate safe bicycle and pedestrian crossings (i.e. Protected intersections).



Curb Extensions

Extend curbs at intersections and mid-block crossings to shorten the crossing distance for pedestrians.



Pedestrian Refuge Islands

Install curbed islands at intersections and mid-block crossings to shorten the crossing distance for pedestrians.



Overpass

Elevated bridge crossings that separate pedestrians from vehicular traffic.

- › Safety & Comfortability are Essential
- › A wide variety of design solutions will create cohesive and uniform standard trail experience
 - › Minor Roadway Crossing Improvements
 - › Major Roadway Crossing Improvements

Potential Trailhead Locations



Potential Trailheads



Potential Alignments – San Antonio Link

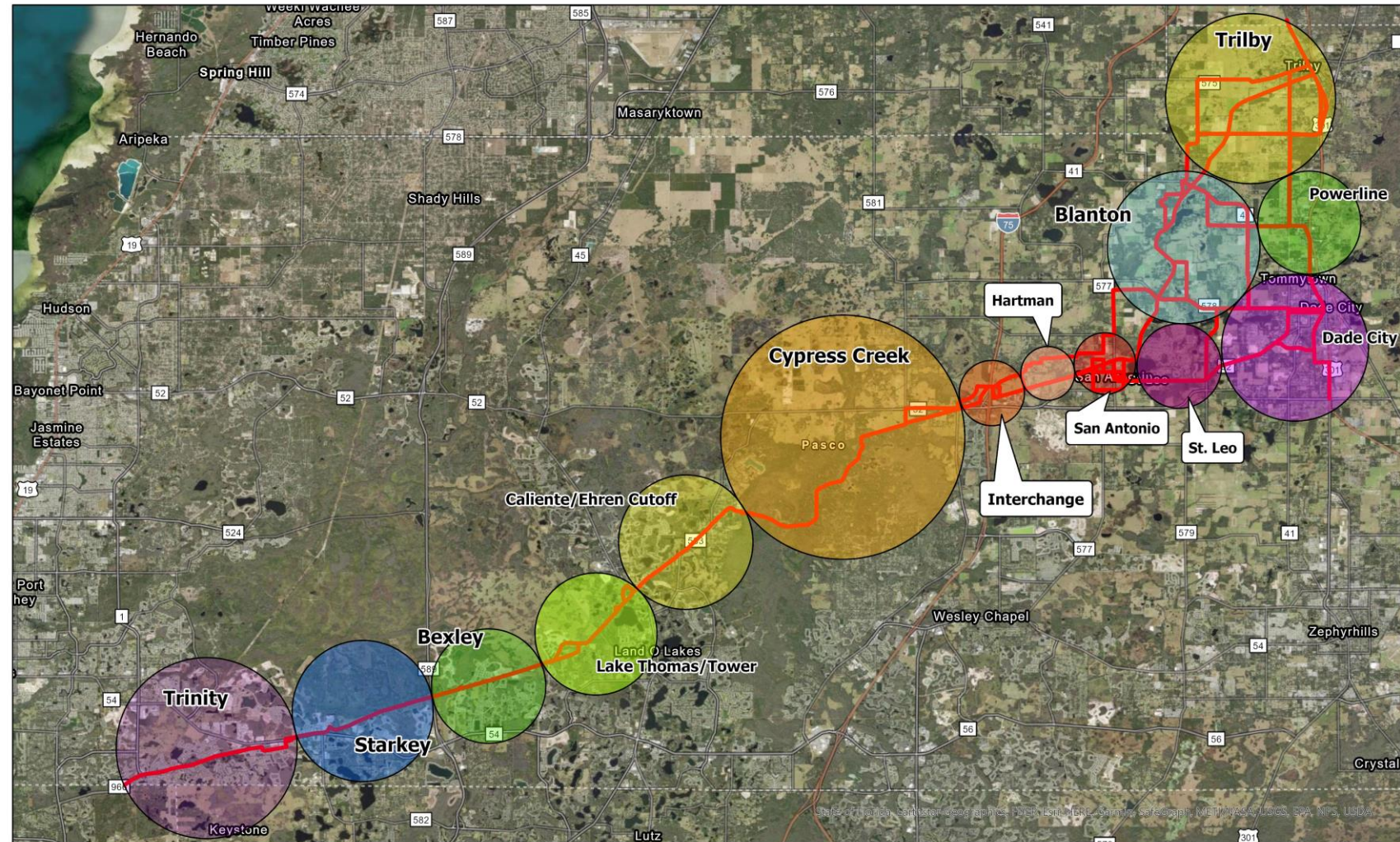


- › Callout Boxes:
 - › Opportunities, benefits and challenges
- › Red OBT alignment (Urban/Suburban roadside)
- › Orange (Rural Roadside)
- › Yellow OBT alignment (Off Road)
- › What set of alignments will create your desired trail experience?

Potential Corridor Links & Alignment Preferences

- › Choose your trail adventure
- › Multiple alignment options
- › Rate your preferred route(s)

	Favor	Don't Favor
St. Leo Link		
Opportunity 7A		
Opportunity 7B		
Blanton Link		
Opportunity 8A		
Opportunity 8B		
Trilby Link		
Opportunity 9A		
Opportunity 9B		
Opportunity 9C		



Orange Belt Trail StoryMap Updates

PASC COUNTY FLORIDA The Orange Belt Trail Study

The Orange Belt Trail is envisioned to provide an essential backbone to safely connect residents and visitors to the region and to Pasco County's existing and future communities.

The Trail is envisioned to connect Pasco County to Pinellas, Hernando, Citrus, and Hillsborough counties.



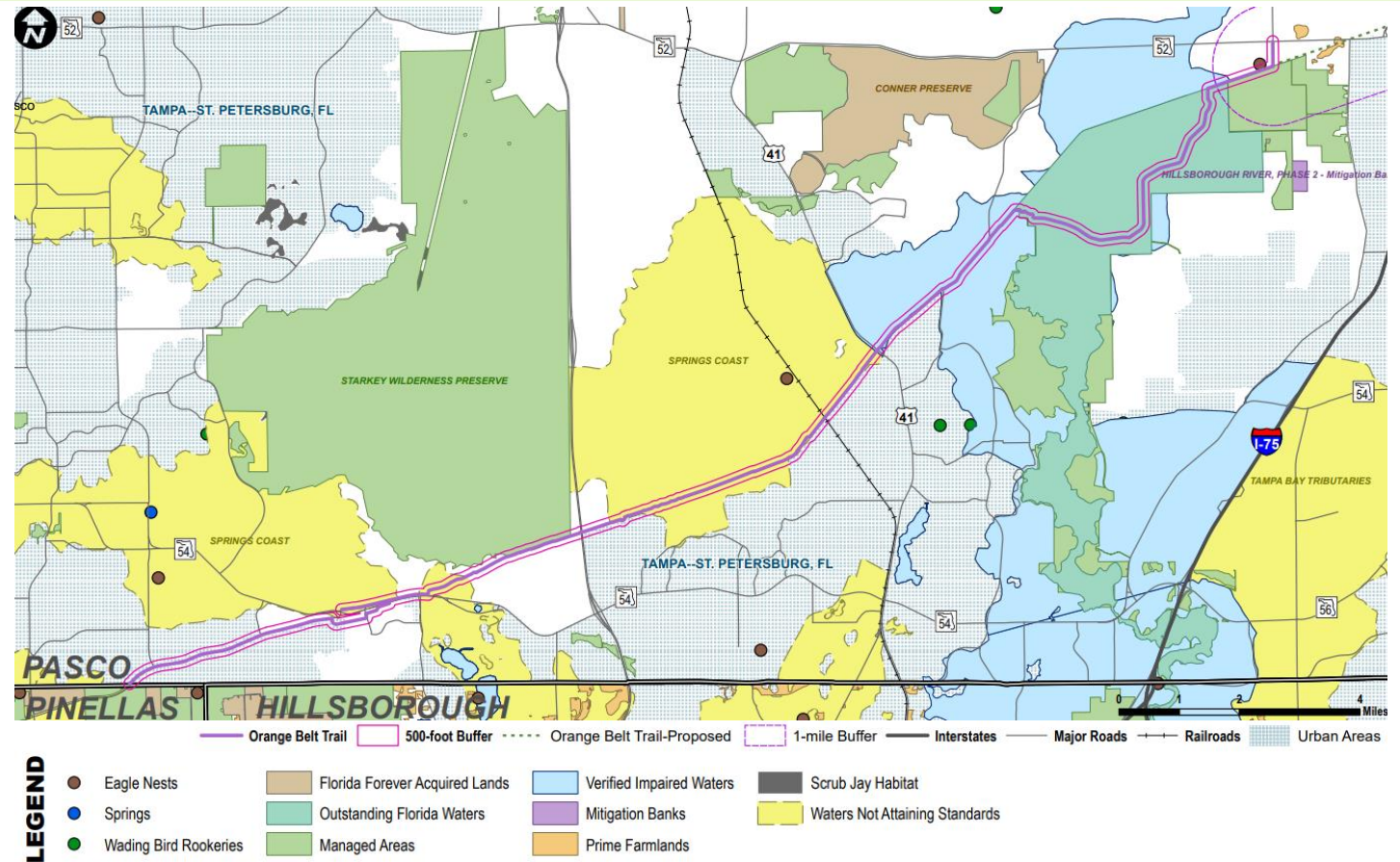
The Orange Belt Trail could be a rails-to-trails project with low environmental impacts.



- › Discover the history
- › Envision the connections
- › Follow the corridor
- › Experience the varied landscapes
- › Learn about the benefits of trails
- › Share with others

Next Steps

- › Summarize input from these workshops and website
- › Continue meeting with interested groups
- › Develop shortlist of alignments for further study by end of May
- › Identify corridor links and produce initial prioritization
- › Conduct environmental screening
- › Identify preliminary ROW needs
- › Schedule PD&E Alternatives Workshops for summer
- › Notify by mail property owners along shortlisted alignments



Contact Us

<http://orangebeltrail.com>

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