

ORANGE BELT TRAIL STUDY



Alternatives Meetings
August 15-16, 2023



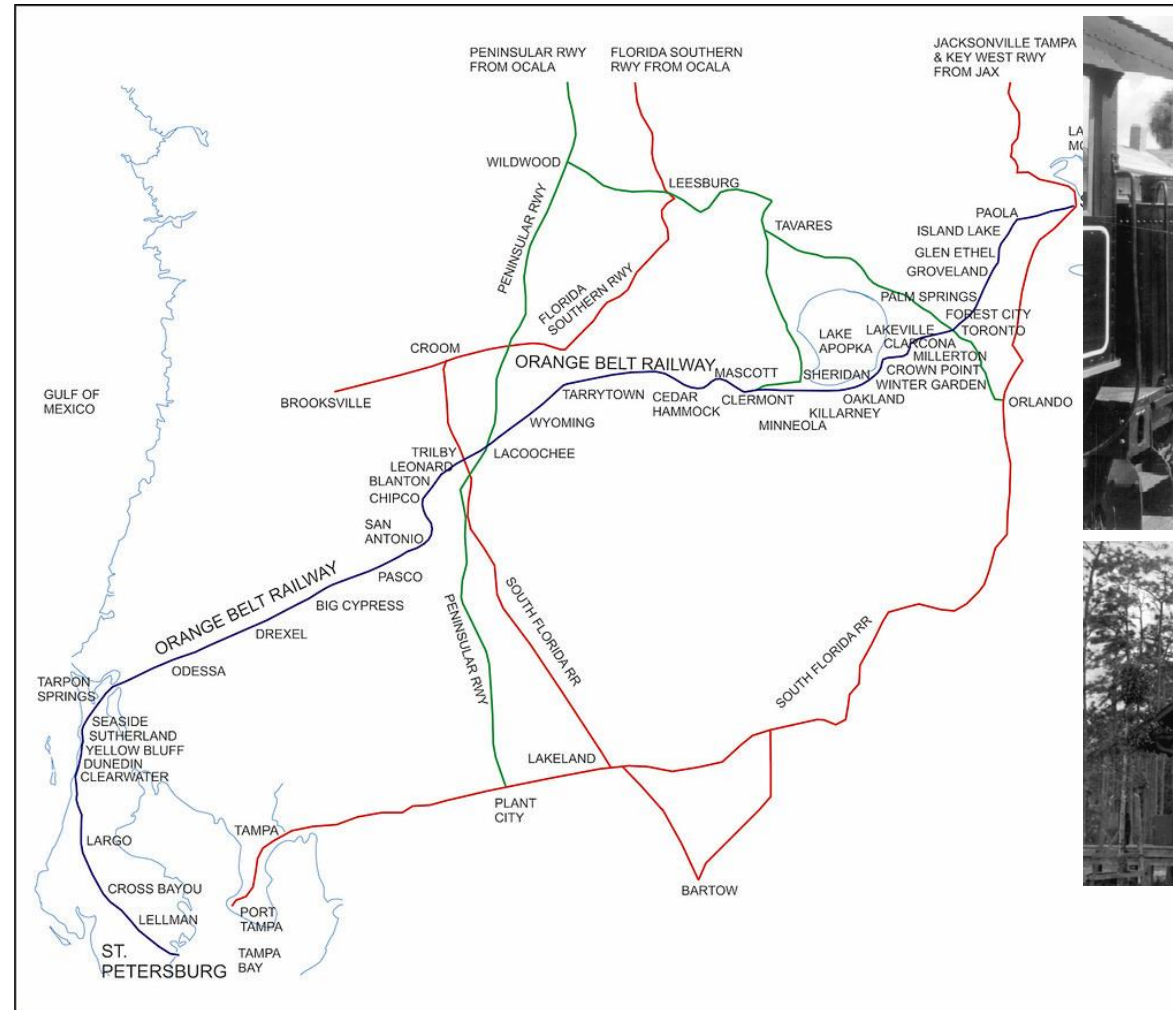
Workshop Agenda

- › 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

Orange Belt Trail PD&E Study and Project Segmentation																									
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 300 attended the December and April workshops
- › Over 130 comments received through on website
- › Nearly 250 online votes received after April workshops
- › Interacted with over 200 people at other meetings
- › Individual BOCC briefings
- › 325+ people in database






Feel free to get in touch

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Orange Belt Trail Study

Name*
 FIRST LAST
 Email*

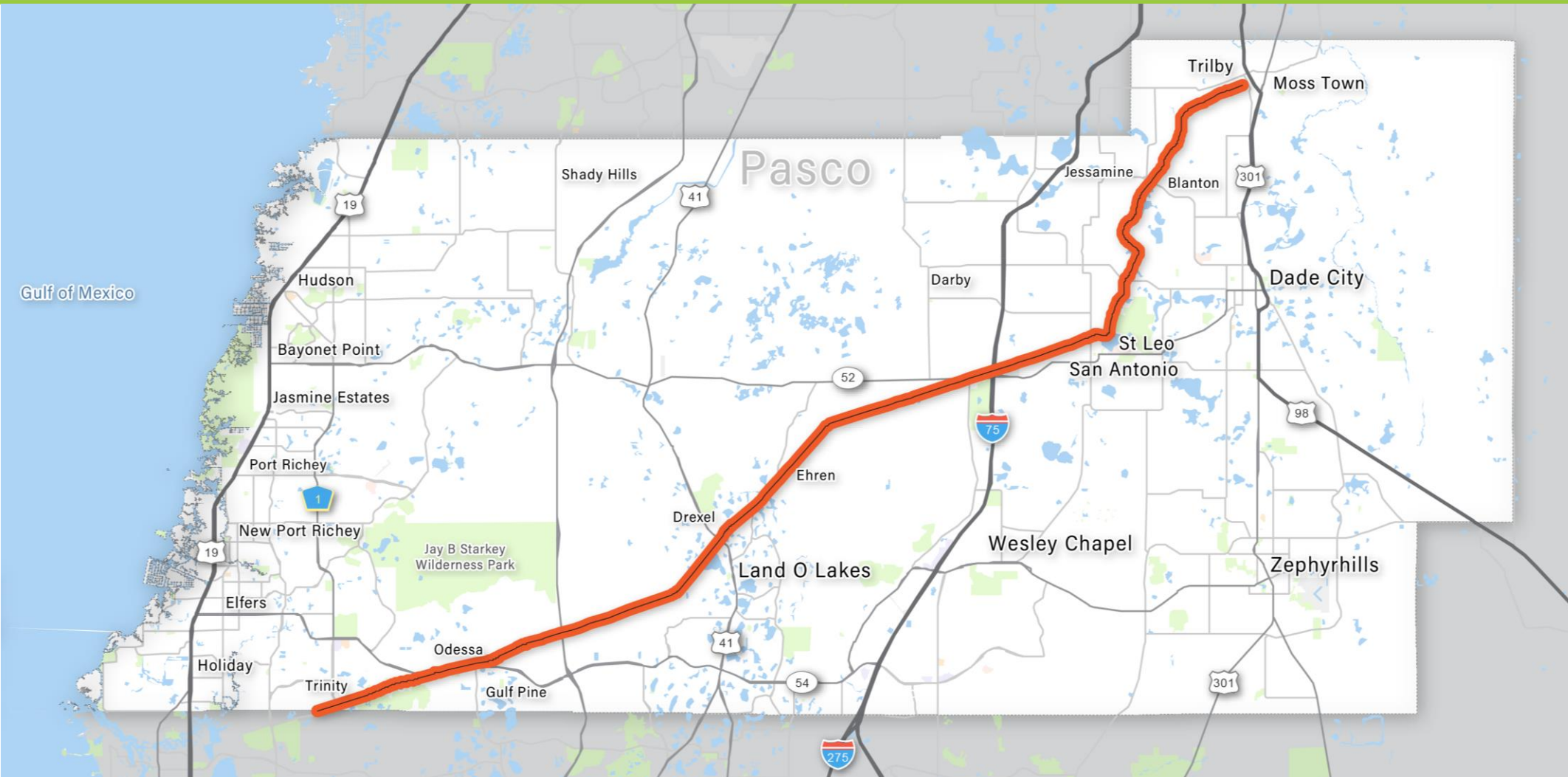
Comments*

I'm not a robot 

SUBMIT

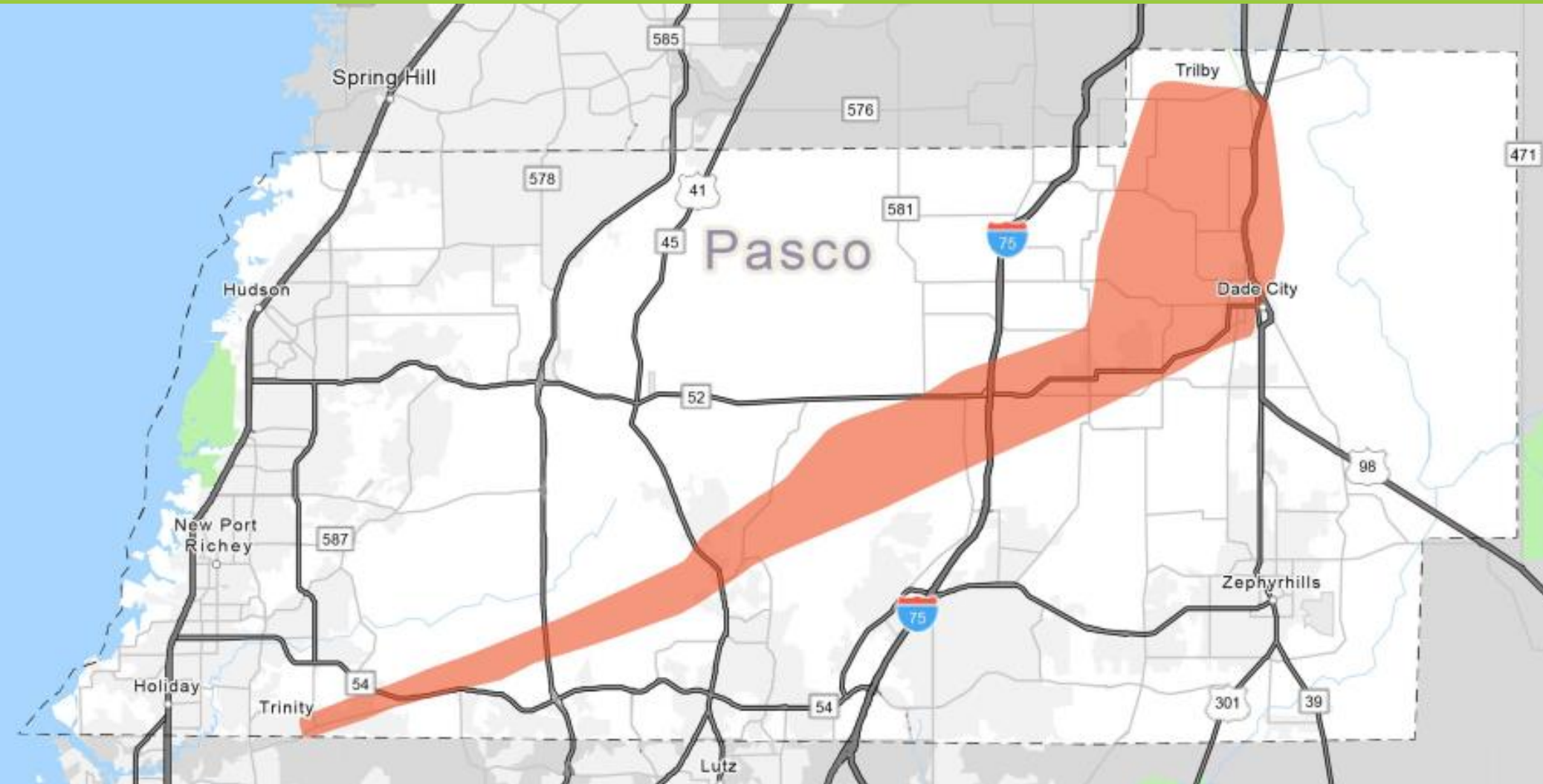


Initial Corridor Map



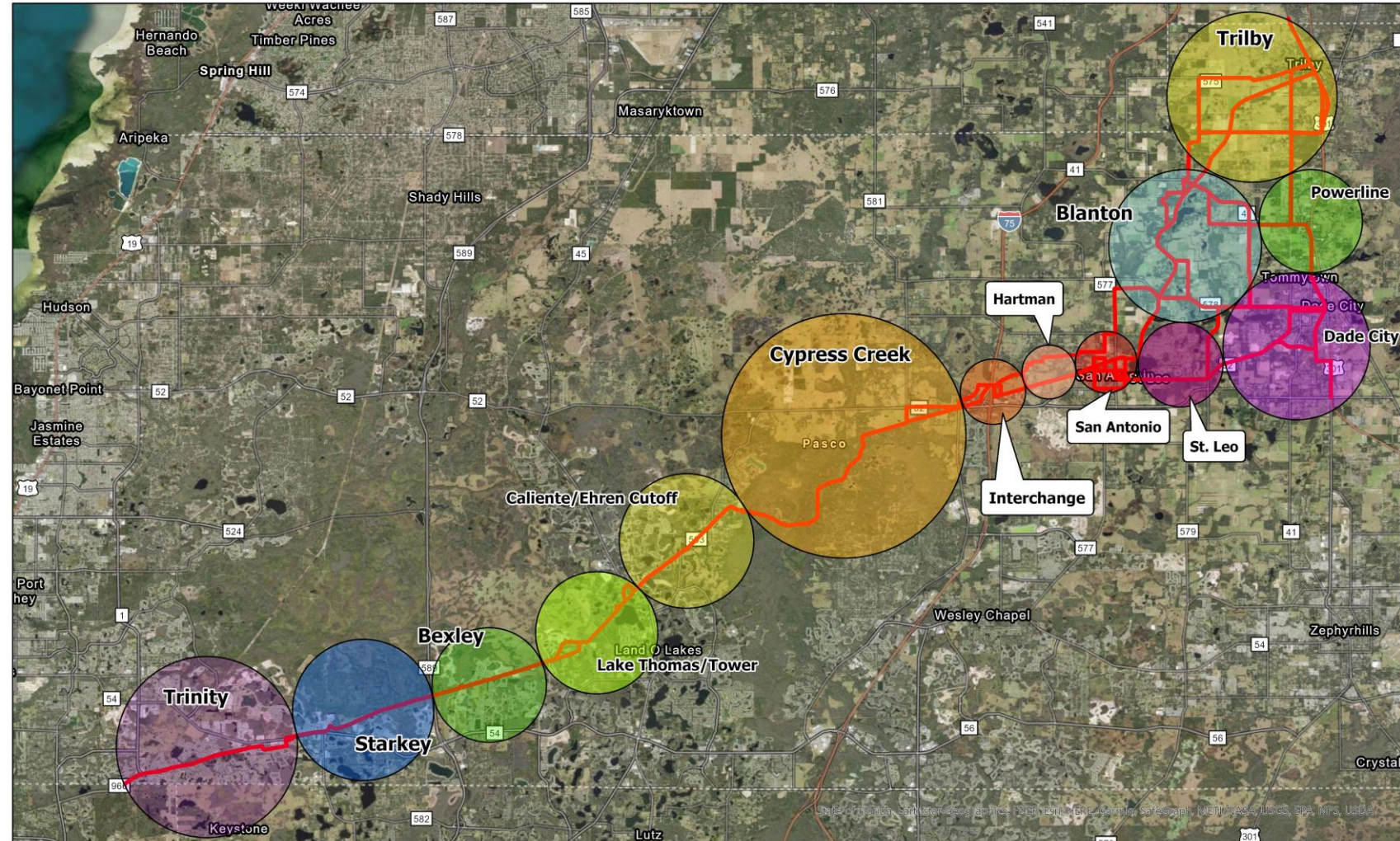
- › Route follows former railway
- › South of SR 52 much of route aligns with Tampa Bay Water pipeline
- › North of SR 52 most is no longer in public ownership

Current Corridor Study Area



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

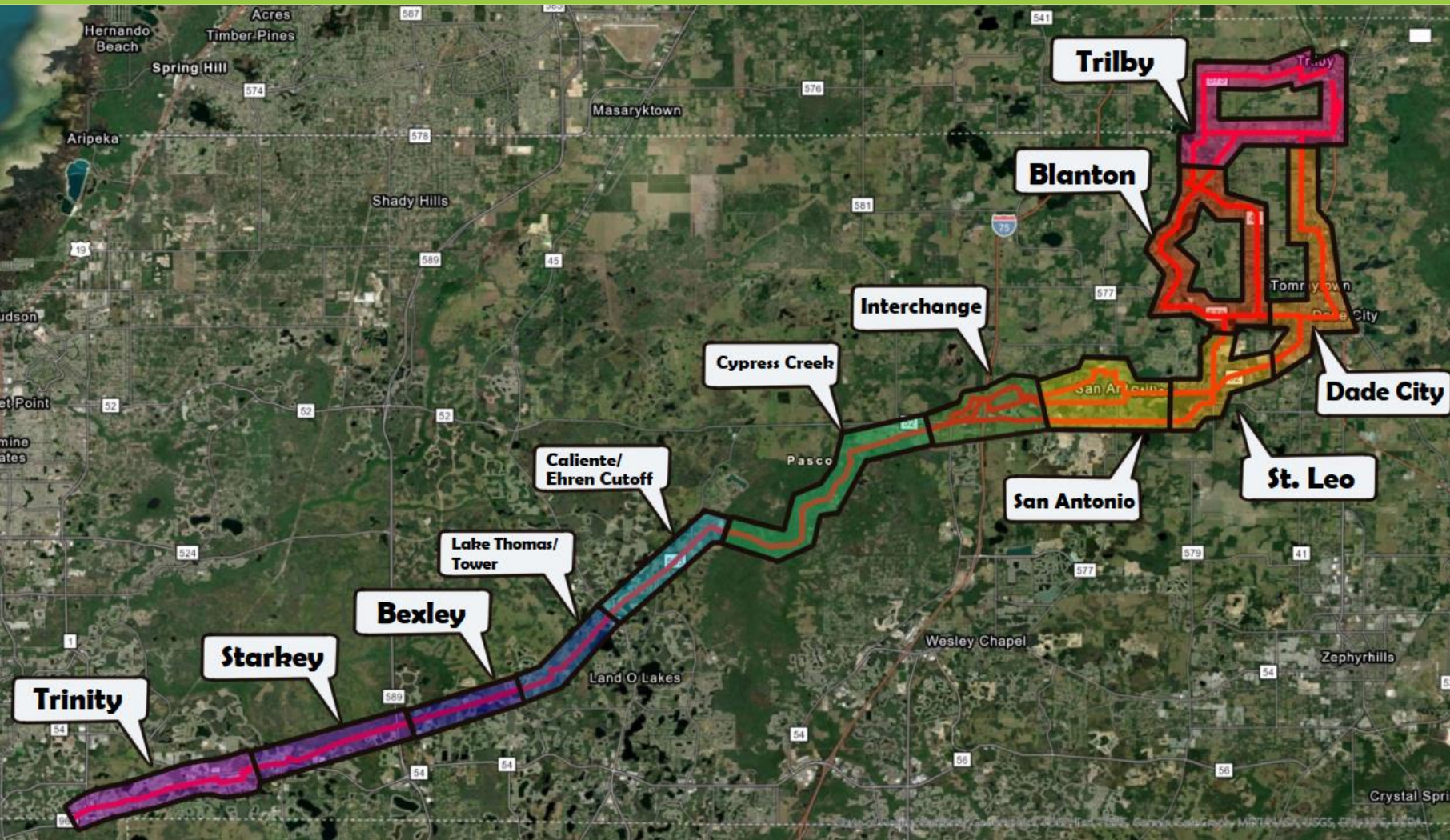
Initial Corridor Links & Alignment Preferences



- › 245 Votes submitted online
- › 23 different options in 9 Links
- › Lake Thomas Option 2A most favored
- › Blanton Option 8A least favored

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

Updated Corridor Links



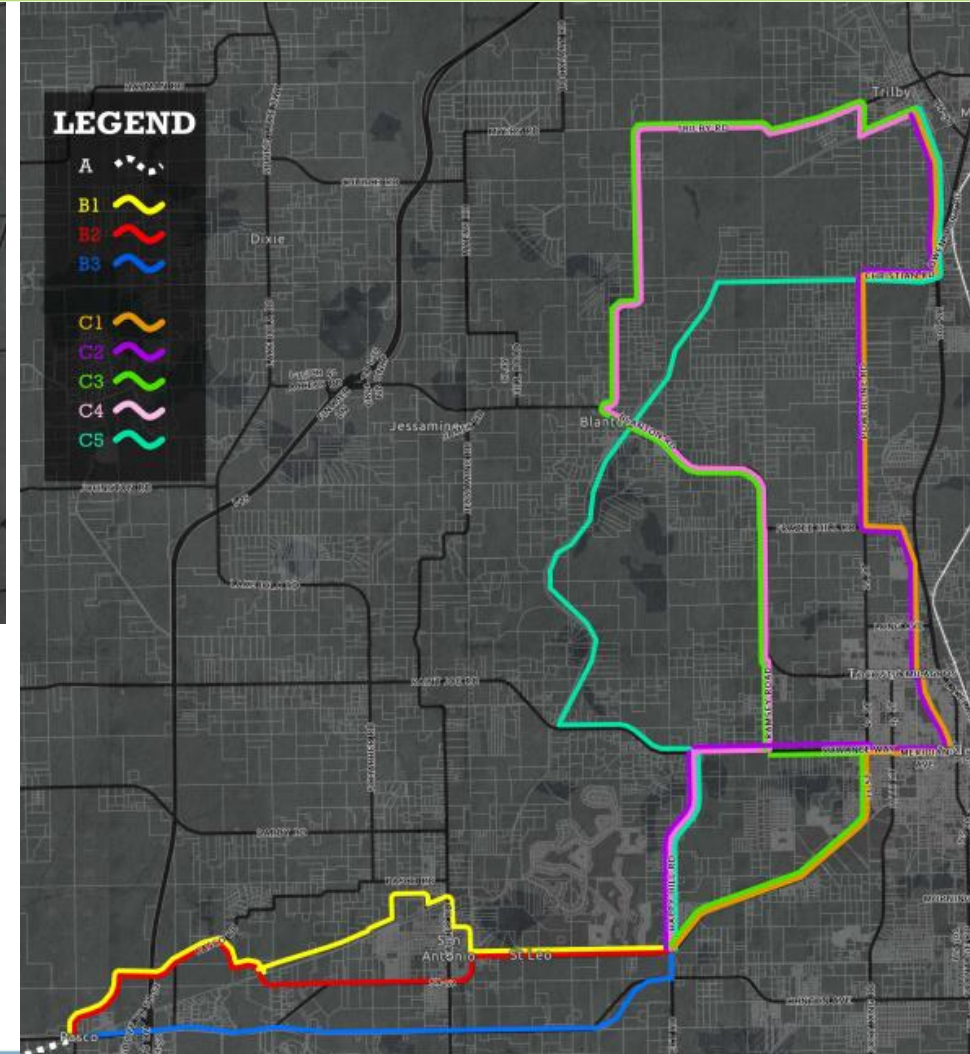
- › Project links developed to allow for portions of the project to be built sequentially
- › Allows for trail to comprise multiple segments with logical termini

Updated Alignment Alternatives

Section A - Build Alternative



- › Section A = 1 Build Alternative
- › Section B = 3 Build Alternatives
- › Section C = 5 Build Alternatives
- › No Build Alternative will be considered in all Sections and Links



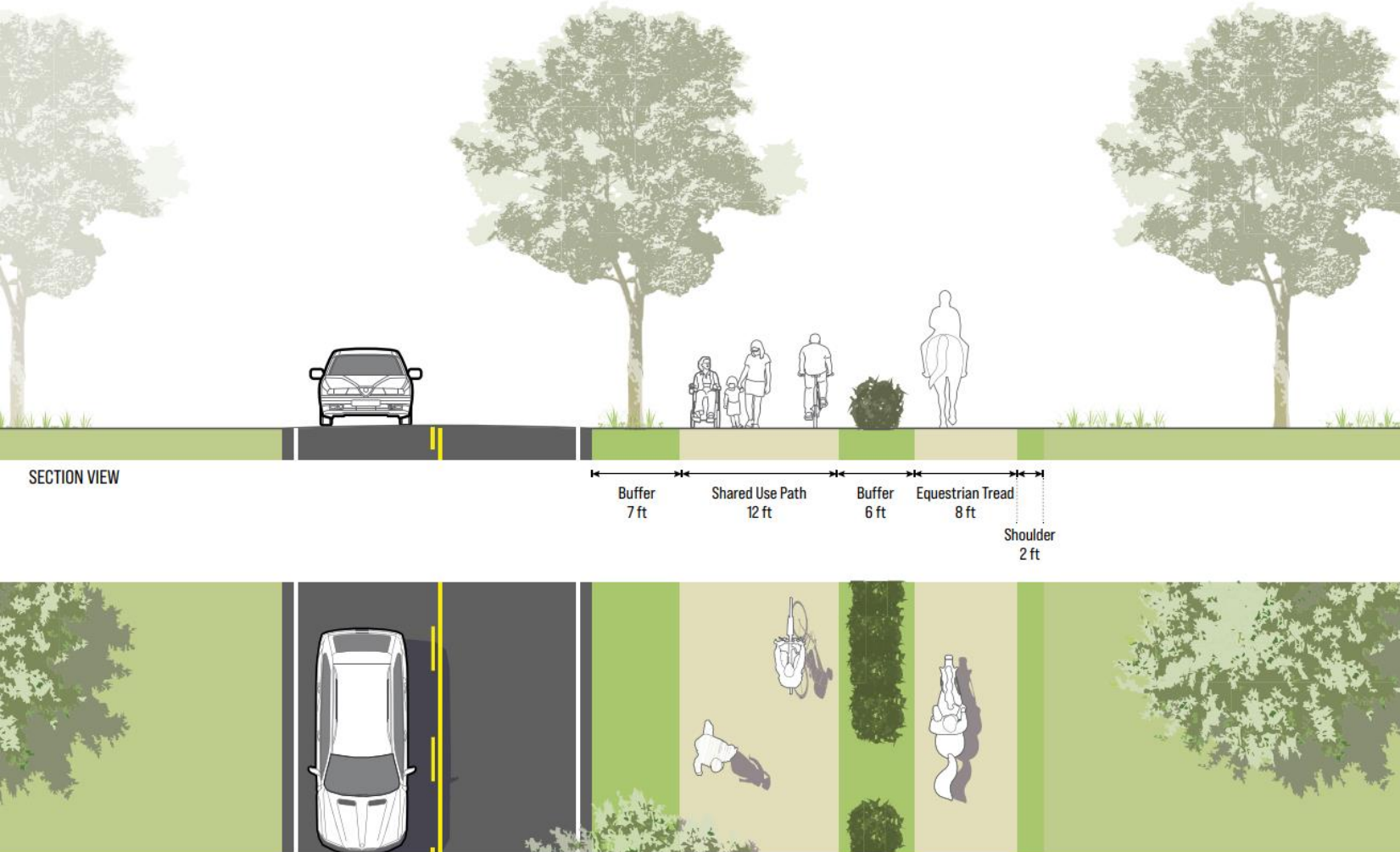
Preliminary Evaluation of Section B Build Alternatives

Group	Initial Evaluation Criteria	B1		B2		B3	
		Ranking	Score	Ranking	Score	Ranking	Score
Cultural	Access to Community & Cultural Centers	High	1	High	1	Medium	2
	Access to Schools	High	1	High	1	Medium	2
	Access to Parks, Trails, and Recreation Facilities	High	1	Medium	2	Medium	2
Physical & Natural	Potential Impacts to Historic Structures	High	3	Medium	2	Low	1
	Nearby Hazardous Waste Facilities	Low	1	Low	1	Medium	2
	Potential Impacts to Habitat	Low	1	Low	1	Low	1
	Potential Impacts to Wetlands	Low	1	Medium	2	Medium	2
Socioeconomic	Population Density	Medium	2	Medium	2	Low	3
	Access to Underserved Communities	Medium	2	Medium	2	Low	3
Qualitative	Economic Development Opportunities	Medium	2	Medium	2	Medium	2
	Equestrian Suitability (Access to Trails / Open Spaces)	Medium	2	Low	3	Low	3
	Safety / High Visibility	Medium	2	Medium	2	High	1
	Traffic Stress (Conflicts with Street Traffic / Crossings)	Medium	2	Medium	2	High	3
	User Comfort	High	1	Medium	2	Low	3
	Infrastructure Improvement / Network Enhancement	High	1	Medium	2	Low	3
Cost	Potential Construction & ROW Costs	Medium	3	Medium	3	Low	1
Engagement	Community & Stakeholder Input						
		26		30		34	

Preliminary Evaluation of Section C Build Alternatives

Group	Initial Evaluation Criteria	C1		C2		C3		C4		C5	
		Ranking	Score	Ranking	Score	Ranking	Score	Ranking	Score	Ranking	Score
Cultural	Access to Community & Cultural Centers	High	1	Medium	2	Medium	2	Medium	2	Low	3
	Access to Schools	High	1	Medium	2	High	1	Medium	2	Low	3
	Access to Parks, Trails, and Recreation Facilities	High	1	High	1	Medium	2	Medium	2	Medium	2
Physical & Natural	Potential Impacts to Historic Structures	Medium	2	Low	1	Medium	2	Low	1	Low	1
	Nearby Hazardous Waste Facilities	High	3	Low	1	Medium	2	Low	1	Low	1
	Potential Impacts to Habitat	Low	1	Medium	2	High	3	High	3	Medium	2
	Potential Impacts to Wetlands	Low	1	Medium	2	Low	1	Medium	2	Medium	2
Socioeconomic	Population Density	High	1	Medium	2	Medium	2	Low	3	Low	3
	Access to Underserved Communities	High	1	High	1	Medium	2	Low	3	Low	2
Qualitative	Economic Development Opportunities	High	1	Medium	2	Medium	2	Medium	2	Low	3
	Equestrian Suitability (Access to Trails / Open Spaces)	Low	3	Low	3	High	1	High	1	High	1
	Safety / High Visibility	High	1	Medium	2	Medium	2	Medium	2	Low	3
	Traffic Stress (Conflicts with Street Traffic/Crossings)	High	3	High	3	Medium	2	Low	1	Low	1
	User Comfort	Low	3	Medium	2	Medium	2	Medium	2	High	1
	Infrastructure Improvement / Network Enhancement	Medium	2	Medium	2	High	1	High	1	High	1
Cost	Potential Construction & ROW Costs	Medium	3	Medium	3	High	5	High	5	High	5
Engagement	Community & Stakeholder Input										
			28		31		32		33		34

Potential Trail Typical Section for Equestrian Use



- › Trail Typologies will vary
- › Trail itself will be 12' wide
- › Minimal total width = 20'
- › Desire expressed by many for equestrian use
- › Ideally this is unpaved and separate
- › Proposed total width = 35'

Safety and Security on the OBT



Territorial Reinforcement

- Private area/public area
- Use design elements such as sidewalks, hardscape, landscaping, and transparent fencing to help distinguish between public and private areas
- Clear displays of ownership of public space can help build community ownership and sense of pride
- Limit access without completely disconnecting the use



Natural Access Control

- Natural access control refers to the physical design that attracts people to public spaces
- Ensure that entrances are visible and highlighted, ADA accessible
- Clearly define entryways and access points to the trail
- Controls/predicts circulation on trails

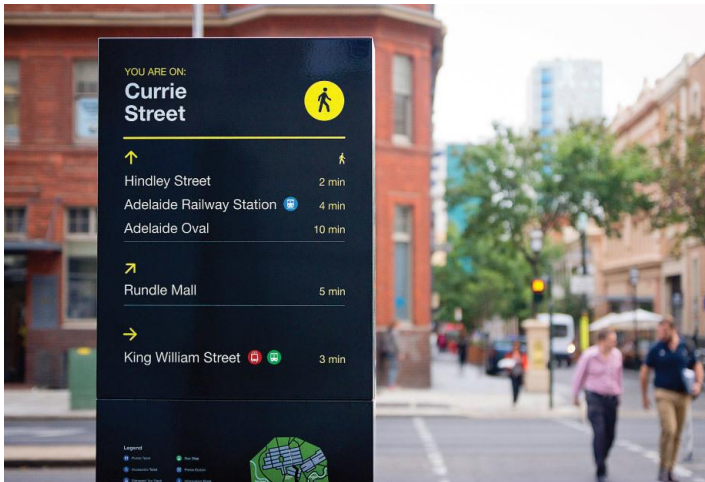


Safety and Security Strategies for the OBT



Wayfinding signage system

- Signage creates a sense of place
- Helps establish a sense of safety for users
- Confidence markers help reinforce "you're headed in the right direction"



Emergency locator code system

- Trail markers with unique alphanumeric IDs that correspond to the trail name and precise location of the marker, similar to a street address
- Markers are placed approximately $\frac{1}{8}$ mile apart along trails
- Not considered trail mile marker systems
Collaboration between Fire-Rescue, County's GIS, and computer-aided dispatch personnel is required
- Locations are geo-coded along with notes about the nearest access by vehicle and on foot



Visibility

- › Provide frequent access points to the trail system that are easily identifiable and easy to find
- › Consider the use of pavers or different textures and colors to indicate transitions upon entering the trail
- › Access points should have clear sight lines, signage, or monuments indicating public use
- › Maintain trail visibility at all times for natural surveillance



Provide privacy with natural surveillance

- › Use transparent fencing with vegetative screening where possible
- › If privacy or opaque security fencing must be used, work with local artists to install murals on the “public” side to deter vandalism and promote a sense of place, increasing the perception of safety
- › CPTED fencing (transparent) allows for continued surveillance as well as natural access control by providing a transparent boundary of public space



Prioritize maintenance

- › The appearance of unmaintained or neglected public facilities is perceived as an indicator that an area is in decline
- › A well-maintained trail will provide for a more positive user experience and improve safety perceptions
- › Vegetation must be maintained using selective clearing methods along the shoulders and easement of the trail for sight lines



Consider an ambassador program

- › Many are volunteer organizations
- › Citizen group of “eyes and ears” for parks and trails
- › Effective for maintenance, safety, and patrolling
- › Encourages and promotes use
- › Discourages over-policing



Provide activity support

- › Plan safe and strategic activities to encourage use of the space
- › Group walks/group bike rides
- › Sidewalk and street level activities such as markets, fairs, and festivals, in key community areas
- › Increase the number of people using a space, thereby enhancing visibility, social comfort and control



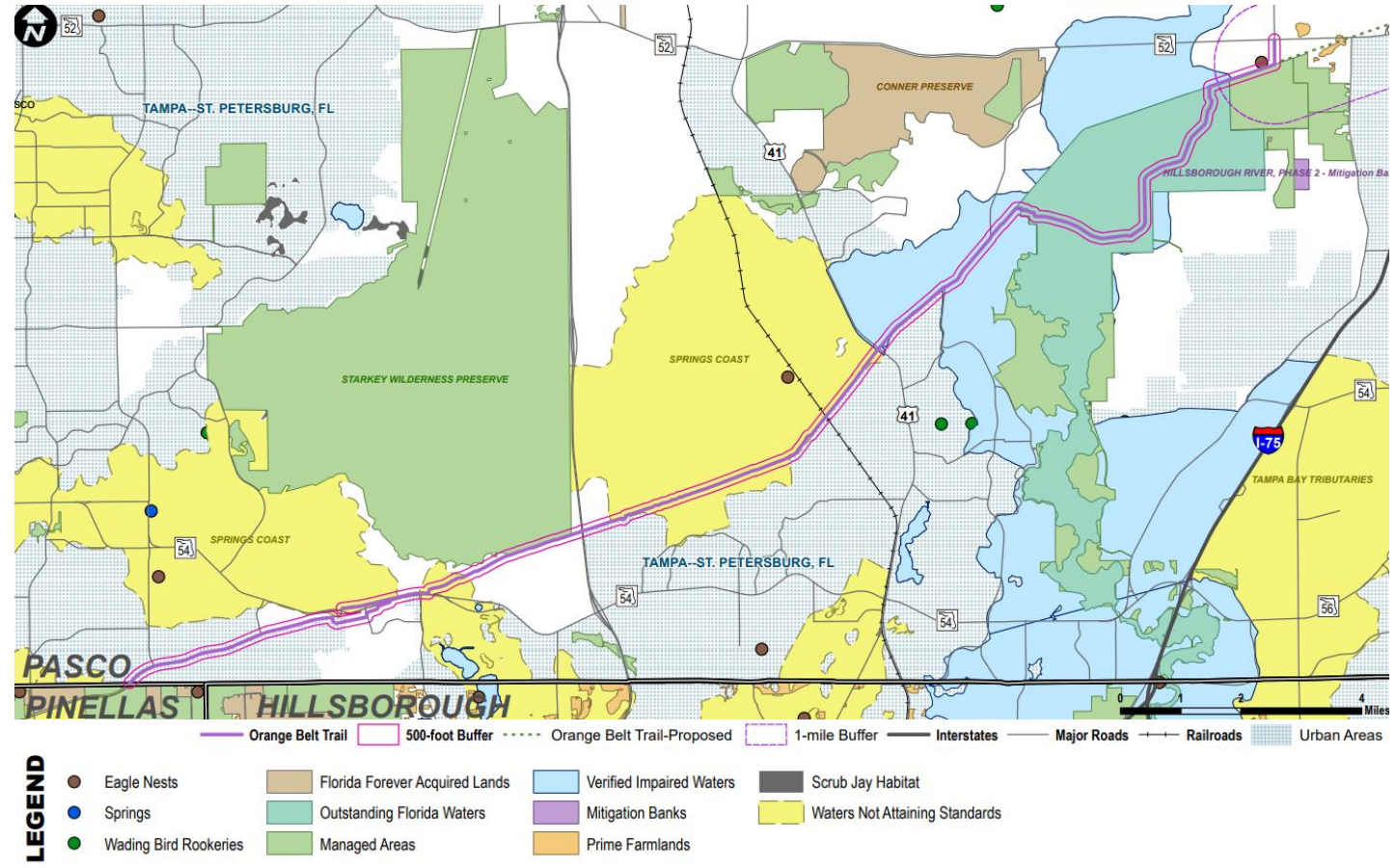
Develop a public art program for the trail

- › Public art enhances public space
- › Improves quality of life
- › Creates a sense of community and a sense of place
- › Celebrates community character and identity
- › Tells a story
- › Builds partnerships with the private, public and non-profit sectors
- › Promotes awareness of the visual arts



Next Steps

- › Summarize input from these meetings and website
- › Continue meetings with stakeholders
- › Meet with Pasco County to determine recommended alternative(s) for further study on the PD&E
- › Document planning efforts and implementation prioritization
- › Conduct environmental analysis
- › Develop conceptual engineering plans and identify ROW needs
- › Hold public hearing on Locally Preferred Alternative



Contact Us



<http://orangebelttrail.com>

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