

CITY OF TARPON SPRINGS

SUNSET CONNECTOR

Transportation Alternatives Application





Renea Vincent, AICP, CPM
Director

City of Tarpon Springs, Florida

Planning and Zoning Department
324 E Pine Street
Tarpon Springs FL 34689
(727) 942-5611

November 10, 2022

Chelsea Favero, AICP, Planning Manager
Robert Feigel, MPA, JD, Program Planner
Forward Pinellas
310 Court Street
Clearwater, FL 33756

Dear Ms. Favero and Mr. Feigel:

The City of Tarpon Springs is pleased to present the Sunset Connector project for consideration for a Transportation Alternatives (TA) Program grant as part of the Forward Pinellas 2022 Call for Projects. The proposed project would address bicycle and pedestrian infrastructure deficiencies within the City of Tarpon Springs that have been documented in the Advantage Pinellas Active Transportation Plan and the City of Tarpon Springs Comprehensive Plan. The proposed project would provide continuous, separated bicycle and pedestrian infrastructure to better connect residents on both sides of Alternate US Highway 19 to community amenities, including the existing Pinellas Trail, Sunset Beach Park, Fred Howard Park, Tarpon Springs High School, Sunset Elementary School, Tarpon Springs Middle School, Riverside Park, St. Petersburg College Tarpon Springs Campus, and A. L. Anderson Park.

Please see the attached application package for more information about this project. Through partnership with Pinellas County, we hope to bring this long-envisioned project into the implementation phase to develop a local and regional amenity that promotes active transportation, increases multimodal safety, better connects communities, and increases access to schools and parks.

If you have any questions, please do not hesitate to contact me at 727-938-3711, ext. 2255 or clanford@ctsfl.us.

Sincerely,

Caroline Lanford, AICP CTP
Principal Planner

Cc: Mark LeCouris, City Manager City of Tarpon Springs



2022/2023 TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION CHECKLIST

In order to be added to the Forward Pinellas TA Program Priority List and eligible for funding, TA applications must include ALL of the requirements on this checklist. Any project that does not meet all of the requirements on the checklist (in addition to the requirements on the TA application) will not be considered for inclusion on the TA Priority List for funding.

- Completed Florida Department of Transportation’s (FDOT) Transportation Alternatives (TA) Application including all of the requirements and documentation required on the application checklist included as part of FDOT’s TA application. The TA application is available online at <https://www.fdot.gov/planning/systems/tap/default.shtm> along with additional guidance and other useful information. Please note that the most recent application available online as of June 2022 is dated 2021 and is the application from last year. This application may be used initially by applicants, but please note that when/if FDOT updates its application, applicants may need to update TA applications accordingly.
- Completed Forward Pinellas TA Program Application Checklist (this form)
- Completed Forward Pinellas TA Program Addendum
- The amount of funding requested in the application is at least \$300,000 and no more than \$3,000,000
- Documentation of acquisition of 100% of right-of-way or easement.
- Please ensure that all applications include sufficient detail for the engineer’s estimate. FDOT requires detailed quantities used to generate the engineer’s estimate even at the planning level. Forward Pinellas staff can provide examples of the level of detail required upon request.
- In addition to the public involvement documentation required in the TA Application, the application must include a letter or resolution from the applicant’s elected Board, documenting community support for the project.
- The TA application has been properly executed with an authorized signature of a person with budget authority (i.e. County Administrator or Public Works Director)
- Certification of Implementing Agency Form

The signature below confirms that everything in the FDOT TA Application, the Forward Pinellas TA Addendum and this Forward Pinellas TA Checklist have been fully filled out, completed and all of the required documentation has been provided at the time of the TA Application submittal.

Mark LeCouris, City Manager
City of Tarpon Springs

November 10, 2022

Type name of applicant here

Date

Signature of applicant

* This addendum accompanies the Florida Department of Transportation’s (District 7) Surface Transportation Block Grant Program and Transportation Alternatives Set-Aside Program Project Application for funding consideration for fiscal year 2028/29.



FDOT Transportation Alternatives Set-Aside Program

FUNDING APPLICATION

Submittal Date:

APPLICANT INFORMATION

Agency/Organization Name:			
Agency Contact Name:		Title:	
Mailing Address:	City:	State:	Zip Code:
324 3. Pine Street	Tarpon Springs	FL	34689
County:		MPO/TPO (if applicable):	
Telephone:		Email Address:	
		clanford@ctsfl.us	

CERTIFICATION OF PROJECT SPONSOR/IMPLEMENTING AGENCY SUPPORT:

Certification of project sponsor/implementing agency support is attached.

Yes (Required)

PROJECT TYPE: Infrastructure Non-infrastructure

FDOT requires locally administered infrastructure projects be implemented by a LAP certified agency; Non-infrastructure projects do not require LAP certification. If the project applicant intends to administer the project but is not LAP certified at the time of application submittal, they may seek project-specific certification prior to project authorization if their application is selected, or they may partner with a LAP certified agency or with FDOT to serve as the project sponsor and implementing agency. Non-profit organizations are not eligible for LAP certification.

FOR INFRASTRUCTURE PROJECTS ONLY - APPLICANT'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS

- Currently fully LAP Certified / Year of Certification:
- Not LAP Certified but will seek project-specific certification
- Not LAP Certified but project will be administered by the FDOT District
- Not LAP Certified but have secured a LAP Sponsor/Implementing Agency as identified below:

LAP Sponsor/Implementing Agency Name:			
LAP Sponsor/Implementing Agency Contact Name:		Title:	
Mailing Address:	City:	State:	Zip Code:
22211 US 19 N, Bldg 1	Clearwater	FL	33756
Telephone:		Email Address:	
		dfetcher@pinellascounty.org	

PROJECT INFORMATION

PROJECT NAME/TITLE:

ELIGIBLE TRANSPORTATION ALTERNATIVES PROJECT CATEGORY:

Please check the one Transportation Alternatives eligible project category that the proposed project will address. Checking more than one category does not ensure or increase eligibility. Additional guidance on eligible project activities is included in Appendix B of the [FDOT TA Program Guidance](#).

1. Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)
2. Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)
3. Conversion and use of abandoned railroad corridors for non-motorized use
4. Construction of turnouts, overlooks, and viewing areas
5. Inventory, control or removal of outdoor advertising
6. Historic preservation and rehabilitation of historic transportation facilities
7. Vegetation management practices in transportation rights of way
8. Archaeological activities related to impacts from transportation projects
9. Environmental mitigation activities
10. Safe Routes to School

***NOTE:** Safe Routes to School (SRTS) funding under Transportation Alternatives is separate from the FDOT SRTS Program; however, if FDOT SRTS Program funds are to be used on any phase of the project then the project will need to comply with the Florida SRTS program requirements. For more information, visit <https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>.

PROJECT LOCATION:

Roadway name:*		
<input type="checkbox"/> On-State System Road <small>(State Roadway)</small>	<input type="checkbox"/> Off-State System Road <small>(Local Roadway)</small>	Roadway number: <small>(i.e. US, SR, CR, etc., if applicable)</small>

***NOTE:** For off-road/trail projects please indicate adjacent roadway

PROJECT LIMITS:

If project has various locations (e.g. city-wide), include attachments specifying each termini and project length.

South or West Termini: <small>Street Name/Mile Post/Other</small>	North or East Termini: <small>Street Name/Mile Post/Other</small>
Project Length (in miles):	
Attachment included? <input type="checkbox"/> Yes <input type="checkbox"/> No	
A location map with aerial view is attached to this application. <input type="checkbox"/> Yes (Required) <i>Label important features, roadways, etc. to clearly locate and show the boundaries of the project.</i>	

PROJECT DESCRIPTION:

Brief Description (1,000 character limit) (e.g. *planning, design and construction of a sidewalk along Sample Road*)

Detailed Scope of Work:

A detailed scope of work is attached.

Yes (Required)

Clearly describe the existing conditions and the proposed project in detail, including specifics on the major items of work (e.g. width of sidewalks or trails, materials to be used, etc.), the purpose and need for this project, and the desired improvements.

Conceptual or design plans are attached.

Yes No

Typical Section drawings are attached.

Yes No

Other attachment (e.g. studies, documentation to support the project).

Yes No

If yes, please describe (250 character limit):

PUBLIC INVOLVEMENT(500 character limit for each question below):

Has the applicant received input from stakeholders? Briefly explain:

Yes No

Have public information or community meetings been held?

Yes No

If yes, please provide a brief description and attach supporting documentation:

Describe public and private support for the project (e.g. *petitions, endorsements, resolutions, letters of support*):

Is the project within limits of wetlands, contamination/hazardous waste areas or endangered/threatened species?

Yes No

If Yes, specify and provide documentation:

Is environmental permitting required?

Yes No

If Yes, specify and provide documentation:

Provide any additional project specific information that should be considered:

PROJECT IMPLEMENTATION

Please indicate the project phases included in this funding request:

- Planning activities
- Project Development and Environment Study (PD&E)
- Preliminary Engineering/Final Design
- Right-of-Way (ROW)
- Construction
- Construction Engineering and Inspection activities (CEI)

Please indicate who will execute the project phases identified for this project:*

Planning	PD&E	Preliminary Engineering/ Final Design	ROW	Construction	CEI
<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	<input type="checkbox"/> Implementing agency staff
<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT
<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable

***NOTE:** Local agencies are not eligible to be certified in PD&E and/or ROW (Refer to FDOT LAP Manual Chapters 11 and 12).

Is this project related to other FDOT funded phases that are complete, underway, or in FDOT's 5-year Work Program?

Yes No

If Yes, please describe. If previous phases of this project were constructed as LAP projects, please provide the associated FDOT Project Number (i.e. FPID/FMN numbers) (500 character limit):

Is there a proposed maintenance plan for when the project is complete? Yes No

If yes, please provide a brief description and attach supporting documentation as appropriate (500 character limit):

PROJECT RIGHT-OF-WAY / EASEMENT REQUIREMENTS

Is right-of-way acquisition proposed? Yes No

If yes, describe existing right-of-way (ROW) ownerships along the project, including when the ROW was obtained and how ownership is documented (i.e., plats, deeds, prescriptions, easements) (500 character limit). Attach ROW documentation as appropriate.

Also describe proposed acquisition including timeline, expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way (500 character limit):

Will temporary construction easements be required? Yes No

If Yes, please describe (500 character limit):

PROJECT COST ESTIMATE AND FUNDING REQUEST

ESTIMATED PROJECT COST:

A detailed project cost estimate is attached.

Yes (Required)

Provide a summary of the estimated cost for the work being proposed, indicating local fund allocation as appropriate.

Project Phase	TA funds	Local funds	Total Cost
Planning Activities	\$	\$	\$
Project Development & Environmental Study (PD&E)	\$	\$	\$
Design Costs/Plan Preparation	\$	\$	\$
Environmental Assessment (s) associated with the design phase	\$	\$	\$
Permits associated with the design phase (including application fees, mitigation and permit acquisition work)	\$	\$	\$
Right-of-Way	\$	\$	\$
Construction	\$	\$	\$
Construction Engineering and Inspection Activities (CEI)	\$	\$	\$
Other costs* (please describe)	\$	\$	\$
TOTAL ESTIMATED PROJECT COST	\$	\$	\$
PERCENT OF TOTAL PROJECT COST			100%

**FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.*





PROJECT SPONSOR LETTER OF SUPPORT



November 2, 2022

Ms. Chelsea Favero, AICP
Planning Manager
Forward Pinellas
310 Court Street
Clearwater, FL 33756

RE: Letter of Support
Transportation Alternative Grant Funding
Tarpon Springs Sunset Connector

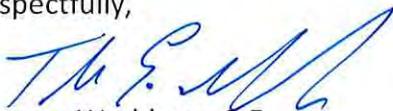
Dear Ms. Favero:

Please accept this letter of support from Pinellas County Public Works for consideration of Tarpon Springs' Sunset Connector to be selected for funding from the Transportation Alternative Grant Program. The 4.4 mile separated bicycle lanes and/or multiuse trail would benefit the residents of the City of Tarpon Springs, the residents of adjacent Unincorporated Pinellas County, as well as improve County-wide and regional multimodal mobility and accessibility. The Sunset Connector will connect the existing Pinellas Trail to Sunset Beach Park, Fred Howard Park, Tarpon Springs High School, Sunset Elementary, Tarpon Springs Middle School and Riverside Park to the west and would improve connectivity to St. Petersburg College Tarpon Springs Campus and A. L. Anderson Park to the east. Additionally, this project would provide bicycle access to the Klosterman Preserve, if passive recreational or educational facilities were developed there in the future.

This extension to the west would increase public access to the waterfront (a goal included in both the Pinellas County and City of Tarpon Springs Comprehensive Plans) and serve the Tarpon Cove and Mariner's Village communities in the City of Tarpon Springs and the Baywood Village community in Unincorporated Pinellas County. The County values the significance the City brings to the community, both economically and as a favorite destination for citizens and visitors to enjoy natural Florida.

If selected for this grant, Pinellas County is committed to our involvement and in making the project a success.

Respectfully,



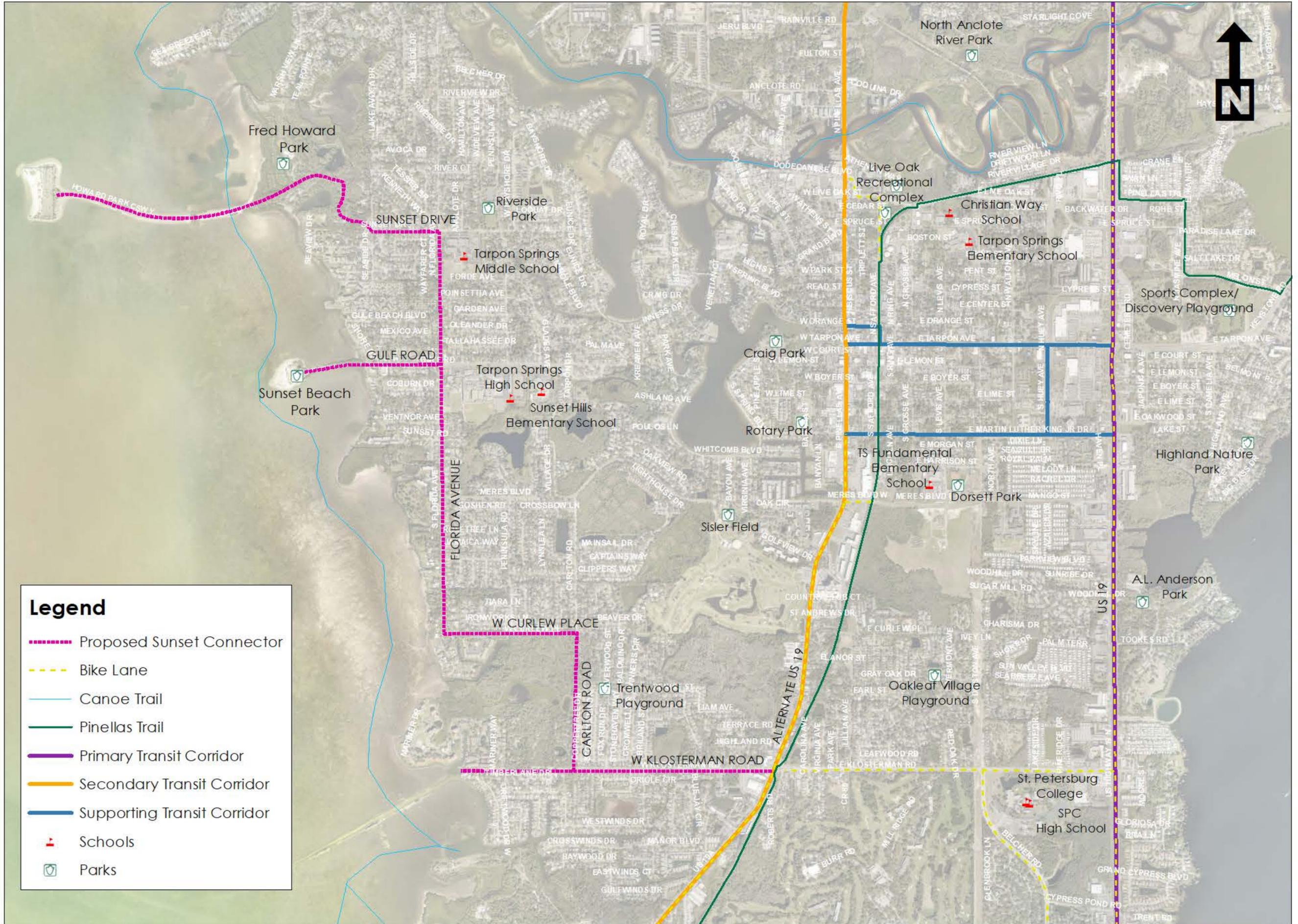
Thomas Washburn, P.E.
Transportation Division Director

CC: Kelli Hammer Levy, MS, MPA, CPM, ENVSP, Public Works Director



LOCATION MAP WITH AERIAL VIEW

Proposed Sunset Connector



Legend

- - - - - Proposed Sunset Connector
- - - - - Bike Lane
- Canoe Trail
- Pinellas Trail
- - - - - Primary Transit Corridor
- - - - - Secondary Transit Corridor
- Supporting Transit Corridor
- ▬ Schools
- 🏠 Parks



DETAILED SCOPE OF WORK

Exhibit A
SCOPE OF WORK
Sunset Connector
Project Development and Design

I. PURPOSE AND NEED

Develop an actionable design to provide continuous bicycle and pedestrian facilities from the existing Pinellas Trail at E. Klosterman Road to the communities, parks, and schools to the west in the City of Tarpon Springs, Florida. Conceptually, the project would extend approximately 4.4 miles from its southern and eastern terminus at the Pinellas Trail and E. Klosterman Road to the west and north utilizing the W. Klosterman Road, Carlton Road, Curlew Place, S. Florida Avenue, Gulf Road, N. Florida Avenue, Sunset Drive and Howard Park Causeway rights-of-way. The proposed project would connect the existing Pinellas Trail to Sunset Beach Park, Fred Howard Park, Tarpon Springs High School, Sunset Elementary School, Tarpon Springs Middle School, and Riverside Park to the west and would improve connectivity to St. Petersburg College Tarpon Springs Campus and A. L. Anderson Park to the east.

The City of Tarpon Springs, Pinellas County, and Forward Pinellas have identified the need to address multimodal transportation deficiencies west of Alternate US Highway 19 (Alt 19) in the Long Range Transportation Plan and the City’s Comprehensive Plan. Plans for improvements have been included in these guiding documents for many years. This project is needed to improve multimodal access between the east and west sides of the City of Tarpon Springs and better connect the community to schools and parks on the west side of Alt 19.

The City of Tarpon Springs initiated a Comprehensive Plan update process in 2021. During this process, many residents on the west side of Alt 19 expressed a need for safer, more comfortable bicycle and pedestrian access to the Pinellas Trail. Residents on the east side of Alt 19 expressed a need for safer, more comfortable multimodal access to the beaches, parks, and schools to the west. The proposed project would evaluate alternatives to better connect the communities on either side of Alt 19 to each other and provide better connectivity within the City on the west side of Alt 19.

The Sunset Connector is envisioned as a separated facility that improves local and regional multimodal access to the City’s coastal amenities, while providing an asset to local residents that increases access to active transportation opportunities. The Forward Pinellas identified “Equity Emphasis Area” on the east side of Alt 19 would be better connected to the community facilities located on the west side, and communities adjacent to the proposed project would benefit from increased multimodal connectivity to the Pinellas Trail, Downtown, and the Sponge Docks.

II. OBJECTIVE

Project development and design for continuous bicycle and pedestrian facilities that link the existing Pinellas Trail at E. Klosterman Road to the communities to the west in the City of Tarpon Springs and in adjacent Unincorporated Pinellas County.

III. PROJECT DESCRIPTION

The project would develop and evaluate alternatives to establish a separated trail for pedestrians, cyclists and transit users in the existing FDOT, County and City rights-of-way between the intersection of Klosterman Road and the existing Pinellas Trail to the Fred Howard Causeway. It is conceptualized as a

12-15 foot wide asphalt trail; however, it may be determined that alternative widths, facilities or materials (or a combination thereof) are more suitable for site conditions in project development.

The result of the project would be a combined Project Development and Environmental (PD&E) report that documents the selection of a preferred alternative through analysis and stakeholder input and a Preliminary Engineering Report (PER) that provides 30% design for the preferred alternative.

At the eastern terminus of the project, W. Klosterman Road consists of 117 feet of right-of way at its intersection with Alt 19 and the existing Pinellas Trail, for approximately 250 feet. The existing intersection configuration consists of one westbound travel lane, one eastbound travel lane, one northbound turn lane, and one southbound turn lane. The E. Klosterman Road side of the intersection includes an additional eastbound travel lane and the intersection with the Pinellas Trail. FDOT and Pinellas County have jurisdiction of the right-of-way at the proposed project's eastern terminus. The existing facility includes sidewalks on both sides; however, the sidewalk on the south side of W. Klosterman is impacted by driveways and parking in the right-of-way.

Pinellas County maintains jurisdiction of the right-of-way for the majority of the proposed project extent. The W. Klosterman Road right-of-way narrows to 100 feet west of the Alt 19 intersection and continues on a tangent for approximately 0.67 miles to its intersection with Bay Street (Carlton Road) as a two-lane, two-way, undivided rural section with 5-foot sidewalks on the north side, sidewalks of varying width on the south side, sharrows, and a posted speed limit of 35 mph. The proposed project would turn north and utilize the Carlton Road right-of way; however, a proposed spur of the project would continue to traverse west along W. Klosterman Road for approximately 0.40 miles to its western terminus.

West of Carlton Road, the right-of-way varies between 93 feet at its narrowest point and 135 feet at its widest point along a gently north sloping curve that terminates in a tangent at Klosterman Bayou. The existing section west of Carlton Road does not include a sidewalk on the south side. The proposed spur would increase multimodal access for the communities of Tarpon Cove, Point Tarpon and Mariner's Cove in the City of Tarpon Springs to the north and the Baywood Village community in unincorporated Pinellas County to the south. The right-of-way for the W. Klosterman section of the proposed project includes enclosed and open stormwater conveyance, utilities, intersections, and driveways that need to be considered in the project alternatives analysis.

Carlton Road is a north-south, tangential, two-lane, two-way undivided rural section with continuous 4-foot sidewalks on the east side, and a posted speed limit of 30 mph. The Carlton Road right-of-way is 72 feet at its intersection with W. Klosterman Road, and the project would extend north for approximately 0.49 miles to the intersection with Curlew Place. There is a section of 5-foot sidewalk on the west side extending north from the Klosterman intersection for approximately 965 feet that terminates abruptly north of the intersection at Whispering Way. North of this sidewalk terminus to the intersection with Curlew Place, the property adjacent to the western Carlton Road right-of-way is Pinellas County property, currently used as preservation lands. The area adjacent to the preserve lands may include wetlands. The Carlton Road right-of-way narrows to 66 feet at its intersection with the Pinellas County owned parcel.

The project would traverse west along the W. Curlew Place right-of-way for approximately 0.5 miles to its intersection with S. Florida Avenue. The W. Curlew Place right-of-way is 88 feet wide west of its intersection with Carlton Road, adjacent to the Pinellas County preservation parcel. West of the

preservation parcel, the right-of-way increases to 100 feet. Existing W. Curlew Place is a two-lane, two-way, undivided facility with continuous 5-foot sidewalks on the north side, and a posted speed of 30 mph. There is a section of sidewalk on the south side west of the intersection with Seascapes Circle to its intersection with Florida Avenue. The section contains both urban and rural features, incorporating an urban F-curbed section on the north side from just east of the intersection with Peninsula Road to just east of its intersection with Florida Avenue where it transitions to a drop curb. The F-curbed section of sidewalk includes a handrail to shield pedestrians from the adjacent vertical drop to open stormwater conveyance. The south side of the right-of-way is utilized for open stormwater conveyance, and utilities are present on the north side of the right-of-way.

The project would traverse north on the S. Florida Avenue right-of-way for approximately 1 mile to its intersection with Gulf Road. The right-of-way is 66 feet wide at its intersection with W. Curlew Place. This two-lane, two-way rural section includes a continuous 4-foot sidewalk on the east side. There are two discontinuous sidewalk segments on the west side in the vicinity of the intersection with Meres Boulevard and a continuous sidewalk segment on the west side from just south of the intersection with Sunset Court to the intersection at Gulf Road. The posted speed limit is 30 mph. The right-of-way width begins to vary approximately 0.25 miles north of its intersection with W. Curlew Place to a maximum width of 95 feet. Generally, the right-of-way is 66 feet throughout the corridor to its intersection with Gulf Road. Utilities are present on both sides of the road in this section. Tarpon Springs High School and Sunset Hills Elementary School are adjacent to the southeast quadrant of the intersection of S. Florida Avenue and Gulf Road.

The proposed project would include a spur that continues west on Gulf Road for approximately 0.5 miles to provide access to Sunset Beach Park. At its intersection with Florida Avenue, the west section of Gulf Road consists of an eastbound lane, a westbound lane, a northbound left turn lane, and 4-foot sidewalks on both sides. Gulf Road has 60 feet of right-of-way to the entrance to the park. The south sidewalk ends at the park, which is served by a two-lane, two-way road with a shoulder of varying width on the south side and a 4-foot sidewalk adjacent to a 6-foot shoulder on the north side.

From the S. Florida Avenue/Gulf Road intersection, the project would traverse north on the N. Florida Avenue right-of-way for approximately 0.5 miles to its intersection with Sunset Drive. North of the Gulf Road intersection, the facility remains a two-lane, two-way rural section with 4-foot sidewalks on each side and a posted 30 mph speed limit. The right-of-way width varies between 60 and 68 feet in this section, and utilities are primarily located on the east side.

The project would continue west on Sunset Drive for approximately 0.25 miles to the Fred Howard Park entrance. Sunset Drive is a two-lane, two-way rural section with a continuous 4-foot sidewalk on the north side, 63 feet of right-of-way, and a posted speed of 30 mph. The intersection at Florida Avenue includes a left turn lane, and utilities are located on the north side.

From its intersection with Sunset Drive, the portion of the Fred Howard Causeway accessing the landside amenities is a two-lane, two-way road with sharrows and a posted speed limit of 15 mph. The causeway portion that leads to the beach incorporates a 10-foot shoulder on the north side and parking on the south side. The project would evaluate alternatives to improve multimodal access within the park.

IV. PROJECT SCOPE OF WORK

Concurrent with this project, the City of Tarpon Springs will actively explore and pursue alternatives to fund final design and construction of the project.

Phase 1 – Project Development

Task 1: Management and Coordination

The City will convene a project development team that includes appropriate representation from relevant disciplines and jurisdictions. A kick-off meeting will be held to discuss project expectations and objectives including reporting, schedule, data needs, public and stakeholder participation and other relevant project information.

Periodic progress meetings will be held throughout the project development and design processes.

Task 2: Existing Conditions

Existing conditions will be reviewed, summarized and mapped.

- a. Existing surveys
- b. Roadway and sidewalk pavement conditions
- c. Driveways/curb cuts
- d. Street lighting locations and conditions
- e. Crosswalks, ramps and ADA assessment
- f. Locations of stormwater and utilities infrastructure
- g. Wetlands
- h. Land use context (existing and future)

Deliverables:

- Study Area base map
- Summary of existing conditions

Task 3: Stakeholder and Public Outreach

Task 3 is concurrent with Tasks 4, 5 and 6.

Staff will identify stakeholders, develop content for Connect Tarpon Springs, the City's online engagement platform, advertise the project and public outreach opportunities through mailouts, social media, press releases and other methods. Staff will contact stakeholders and adjacent property owners/occupants for one-on one-discussion as needed.

Three (3) in-person events will be held to receive feedback from members of the public and stakeholders. The events could include a one day mini-charrette, workshop, open house, drive-thru meeting, or an alternative hybrid format. Opportunities for online engagement will be offered through Connect Tarpon Springs. A summary of discussion and decisions will be developed.

Three (3) presentations to the City Commission are anticipated for the project, which will offer additional opportunities for public engagement, input, and feedback.

Information gathered from existing conditions and through public and stakeholder meetings will be used to develop and evaluate project alternatives.

Deliverables:

- Summary of public involvement process and outcomes

Task 4: Alternative Concepts and Recommendations

Up to three (3) build alternatives will be developed and evaluated. A draft report will be developed that includes:

- Project Summary
 - Project Description
 - Purpose and Need
- Existing Conditions
 - Land use
 - Typical Section and Right-of-Way
 - Pavement Conditions
 - Drainage
 - Traffic
 - Crash Data and Safety Analysis
 - Utilities
 - Lighting
 - Wetlands Delineation
 - Soils and Geotechnical Data
- Design Criteria
- Alternatives Analysis

Deliverables:

- Draft Report

Task 5: Preliminary Engineering for Preferred Alternative

The preferred alternative will be determined utilizing a multi-criteria decision analysis and stakeholder and public input. Following preferred alternative selection, the team will conduct additional environmental, drainage, stormwater management, utilities, and geotechnical investigations for the preferred alternative to a 30% design level of detail.

Deliverables:

- 30% design plan sheets and typical sections for the preferred alternative.

Task 6: Final Report and Plan for Implementation

A final report will be developed to document the planning process and 30% design for the preferred alternative. In addition to the items in the draft report, the final report will include:

- Public Involvement
- Preferred Alternative
- Implementation next steps
- Opinion of probable costs
- Implementation funding options

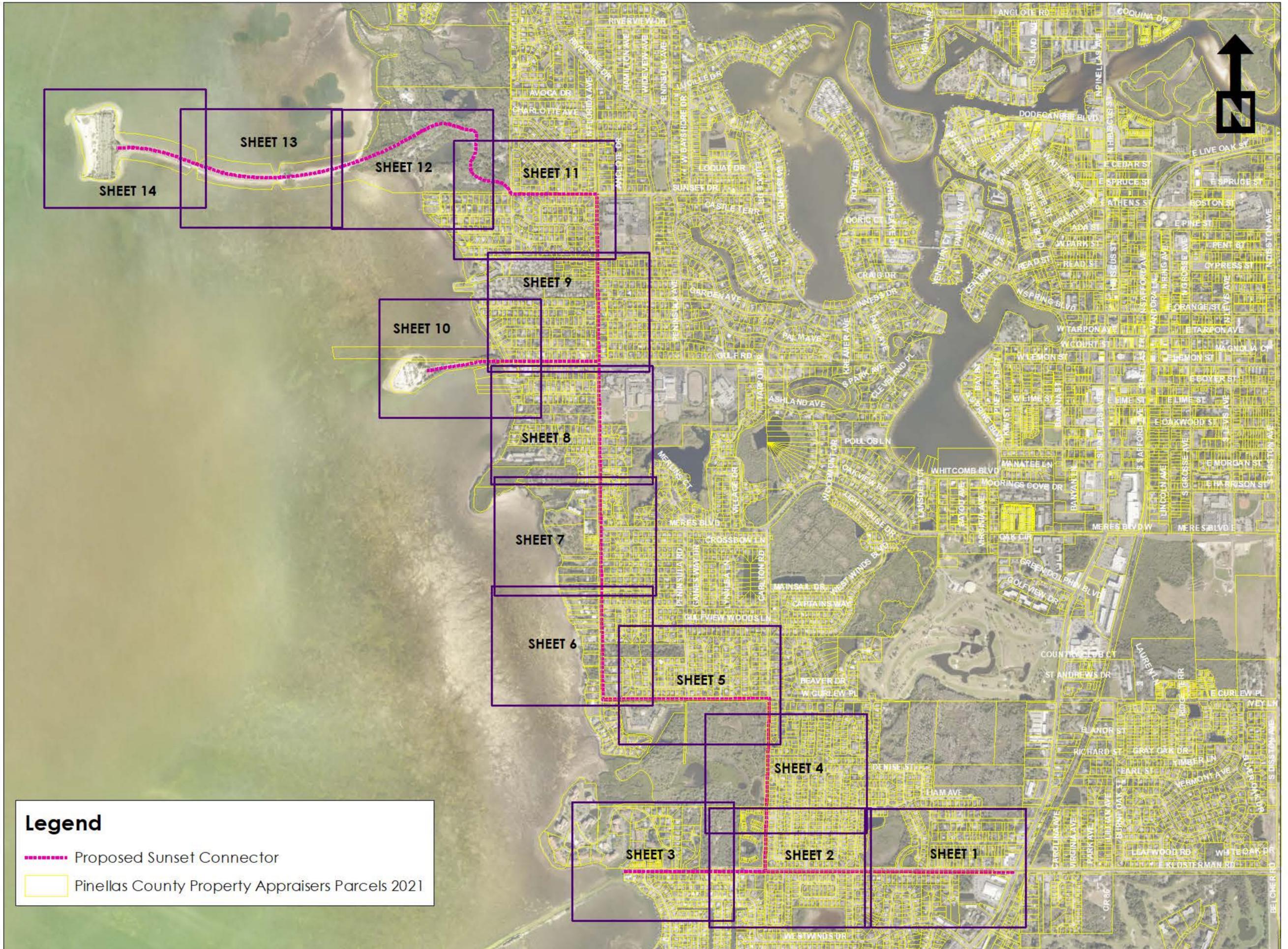
Deliverables:

- Final Report

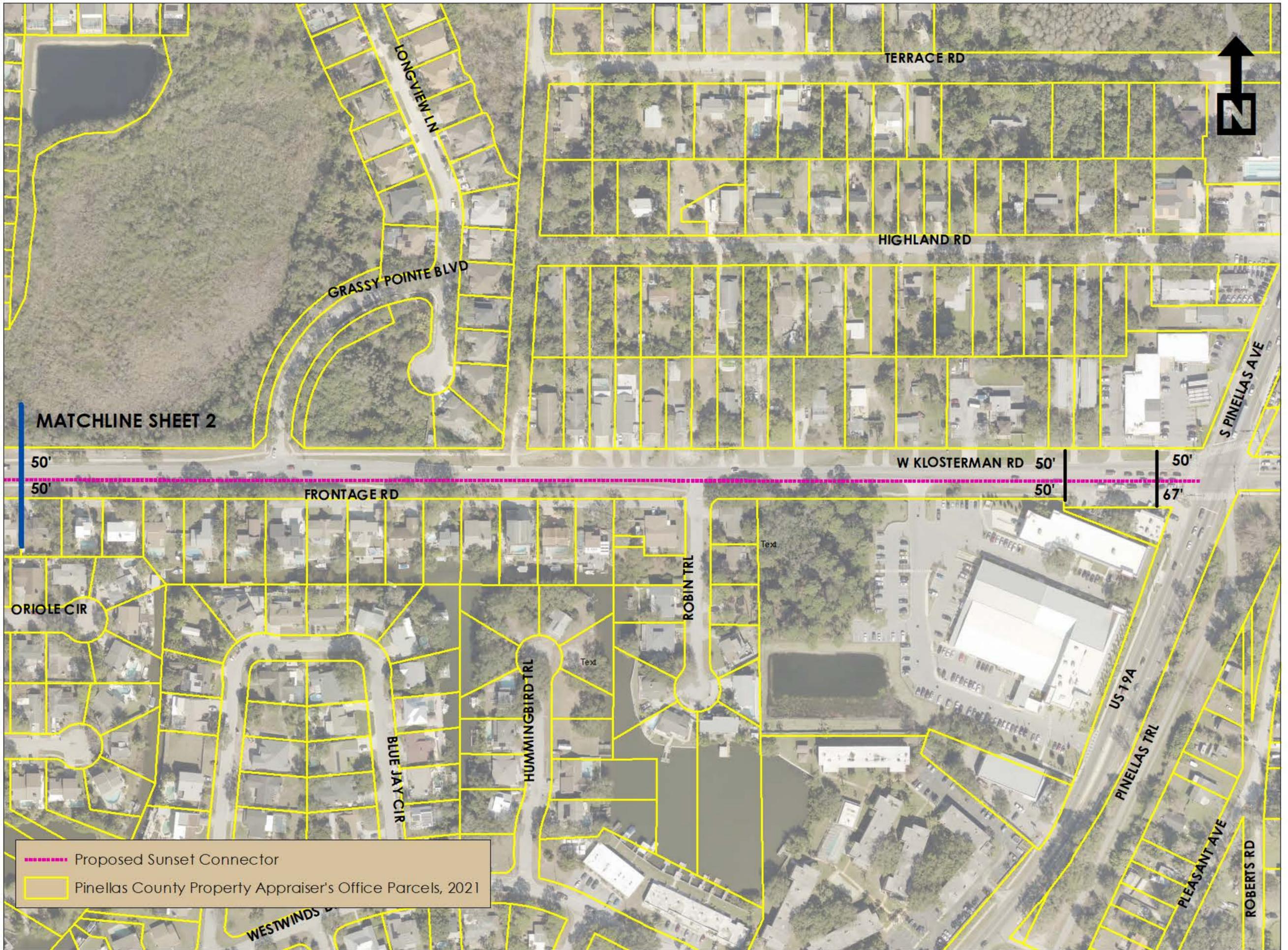


RIGHT-OF-WAY

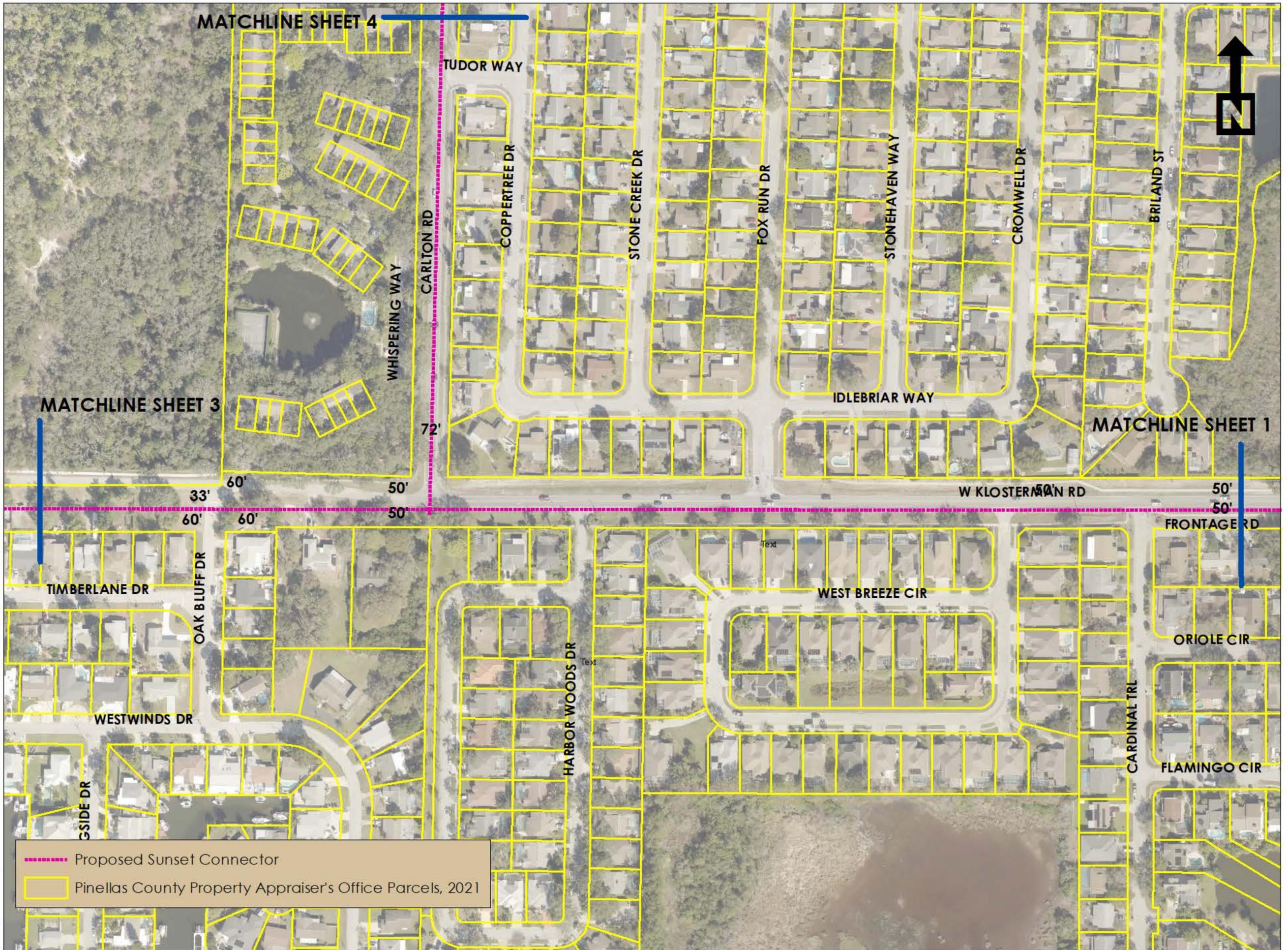
Sunset Connector Right-of-Way Map Key



Sunset Connector Right-of-Way Sheet 1



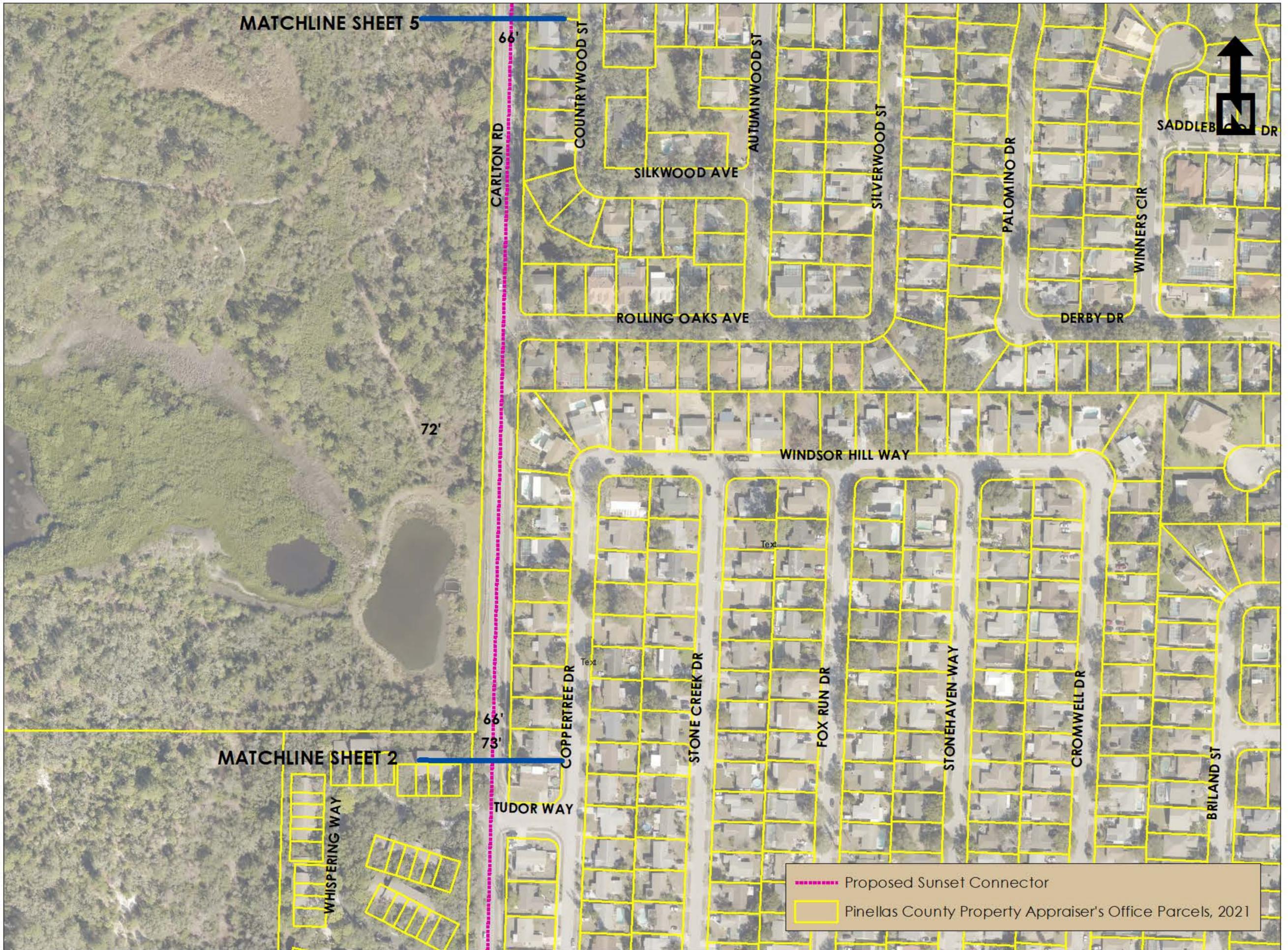
Sunset Connector Right-of-Way Sheet 2



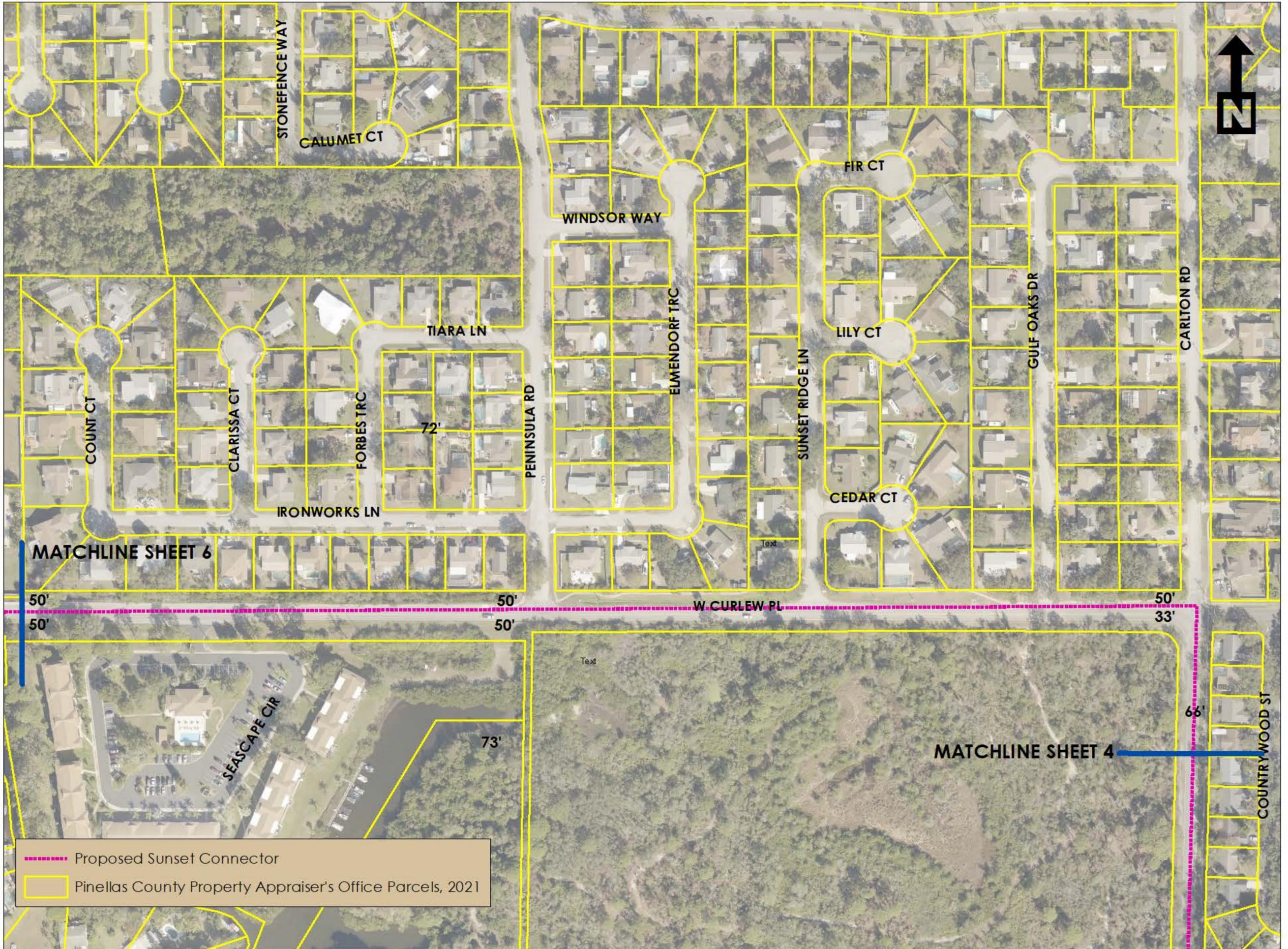
Sunset Connector Right-of-Way Sheet 3



Sunset Connector Right-of-Way Sheet 4



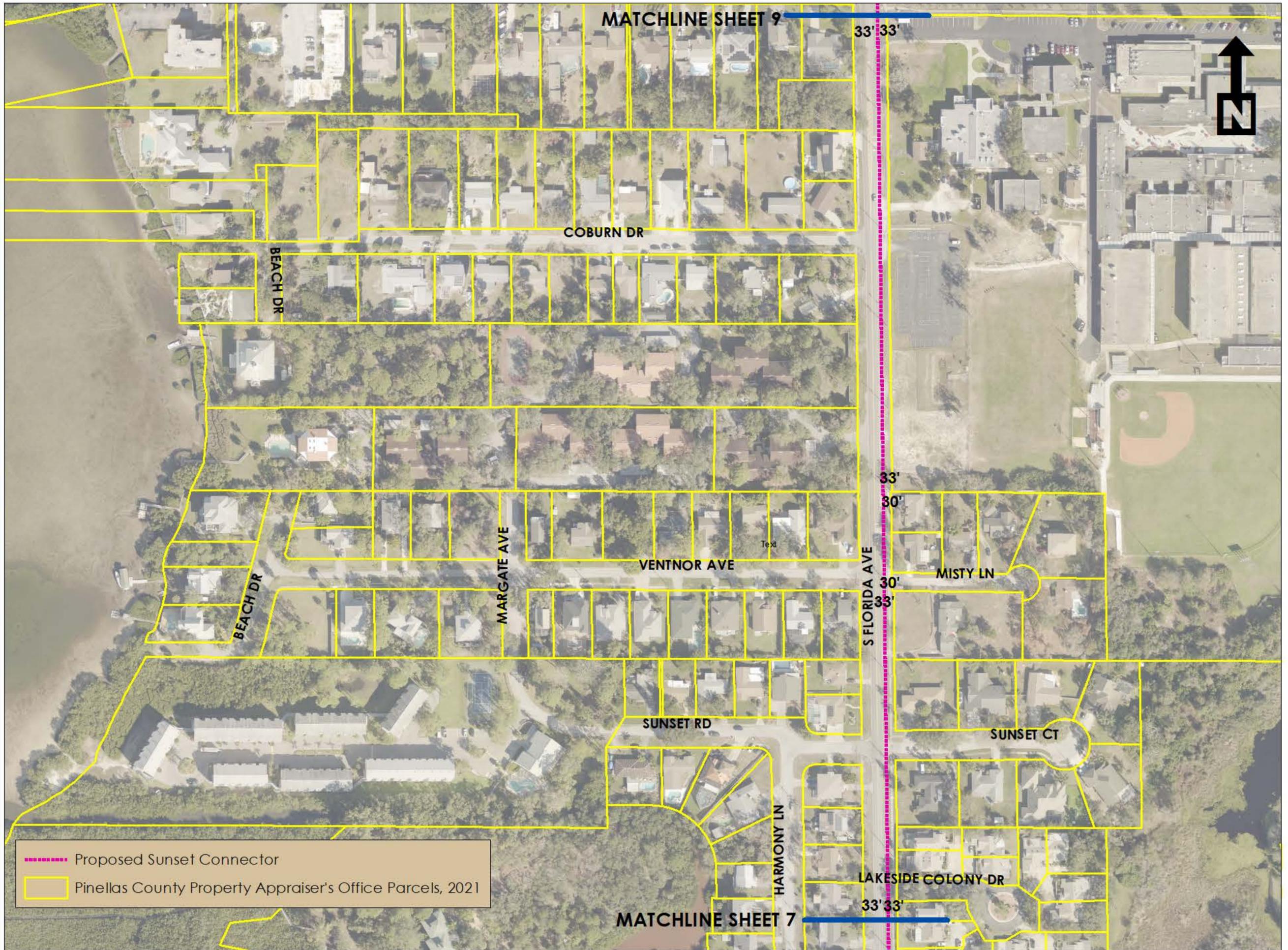
Sunset Connector Right-of-Way Sheet 5



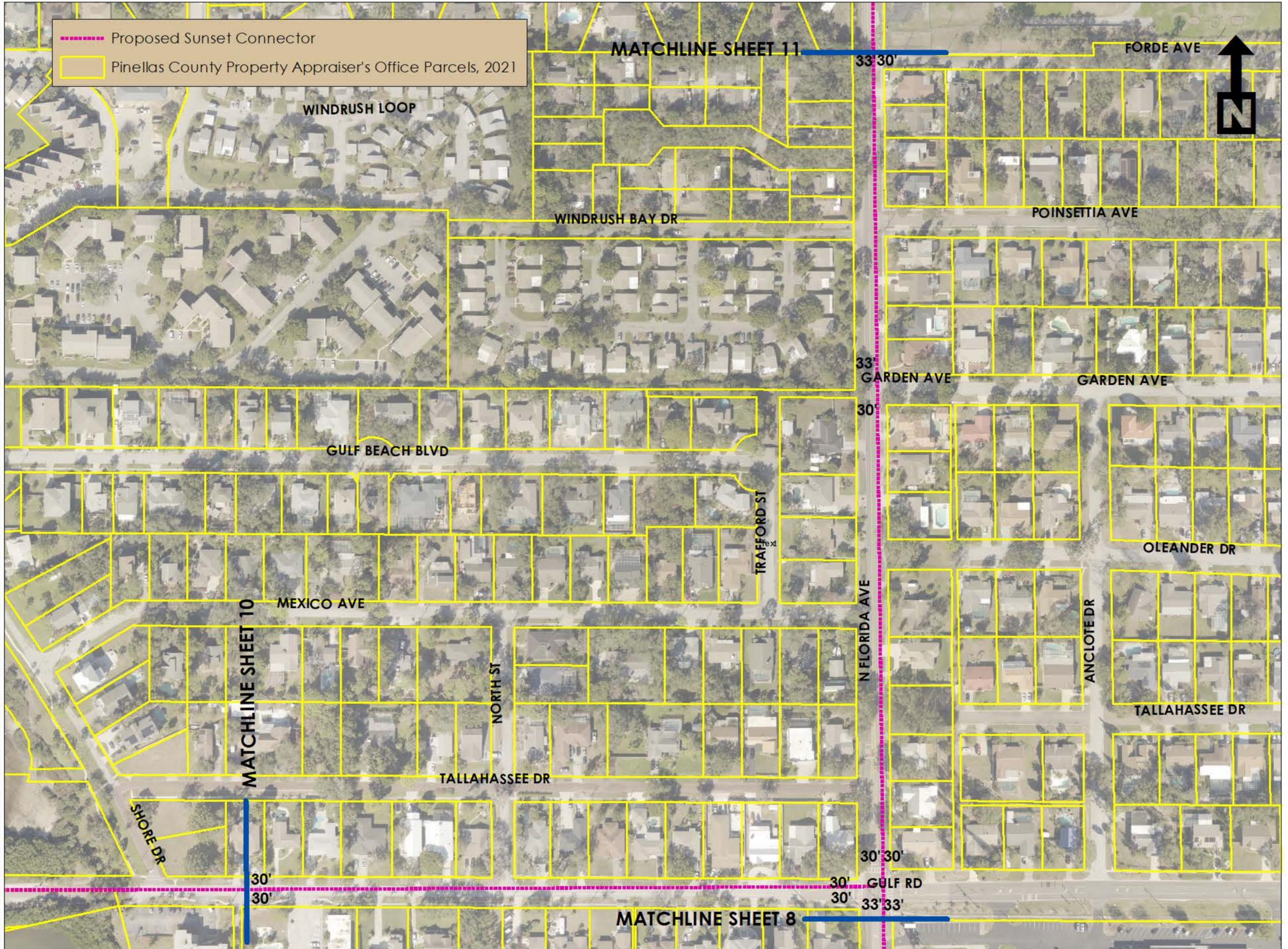
Sunset Connector Right-of-Way Sheet 7



Sunset Connector Right-of-Way Sheet 8



Sunset Connector Right-of-Way Sheet 9



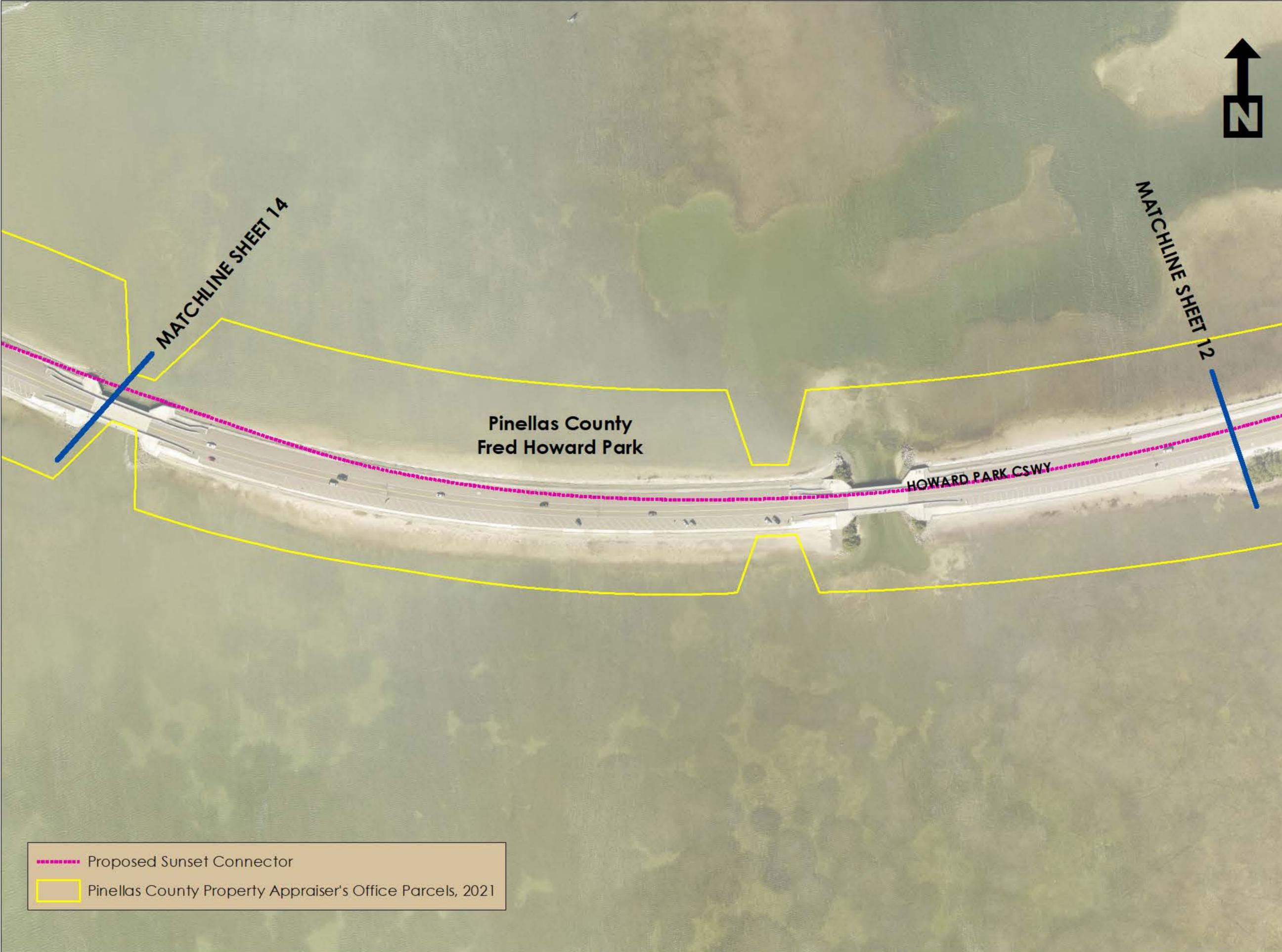
Sunset Connector Right-of-Way Sheet 10



Sunset Connector Right-of-Way Sheet 12



Sunset Connector Right-of-Way Sheet 13



Sunset Connector Right-of-Way Sheet 14





PUBLIC INFORMATION & COMMUNITY MEETINGS



Tarpon Springs Comprehensive Plan Update

Community Engagement Summary

June through September 2022



Table of Contents

1.0 Introduction	1-1
2.0 General Survey	2-3
Focus Area 1: Craft Your Community	2-4
Focus Area 2: Preserve and Prosper	2-10
Focus Area 3: Strategic Service	2-20
3.0 Transportation Exercise	3-23
Walking Connections	3-24
Bicycle Connections	3-27
Transit Connections	3-29
Mount Moriah Neighborhood Workshop	3-31
Tarpon Cove/Mariner Village Neighborhood Workshop	3-33
4.0 Infill Development Exercise	4-34
Residential Infill Development	4-35
Commercial/Mixed-Use Infill Development	4-39
Mount Moriah	4-42
Tarpon Cove/Mariner Village	4-45
Citizens Academy	4-47
.....	4-48
5.0 Comment Exercises	5-49
Mount Moriah Neighborhood Workshop	5-49
Tarpon Cove/Mariner Village Neighborhood Workshop	5-53
General Comments	5-57
6.0 Conclusion	6-59

List of Figures

- Figure 2-1: How would you feel if the following uses were allowed in single-family residential areas of the city (where they are not already allowed)?..... 2-4
- Figure 2-2: How would you feel about having a Neighborhood Plan specific to each area of the city with very local land use and development regulations for each area? (Residents/Advisory Boards & Steering Committee)..... 2-5
- Figure 2-3: Should the City revise codes to address the need for resilient and sustainable housing with the following strategies (Residents/Advisory Boards & Steering Committee):..... 2-6
- Figure 2-4: Imagine you have \$10 to spend on transportation, and maintenance of the existing system costs \$7. Pick your top three priorities on which you would spend your remaining \$3. (Residents/Advisory Boards & Steering Committee) 2-7
- Figure 2-5: Pick the top 4 places that need better walking and biking connections (Residents/Advisory Boards & Steering Committee) 2-9
- Figure 2-6: Pick the top 5 most needed recreation facility types from the list below (May Public Meeting/Online & Steering Committee)..... 2-10
- Figure 2-7: Pick the top 5 most needed recreation amenities from the list below. (Residents/Advisory Boards & Steering Committee) 2-12
- Figure 2-8: Rank the following potential City actions from 1 (most needed) to 5 (least needed). (Residents/Advisory Boards & Steering Committee)..... 2-13
- Figure 2-9: Rank the following potential City actions from 1 (most needed) to 4 (least needed). (Residents/Advisory Boards & Steering Committee)..... 2-14
- Figure 2-10: Should the City invest resources for any of the following? (Residents/Advisory Boards & Steering Committee) 2-15
- Figure 2-11: What actions should the City invest in to react to increased risks from flooding and severe weather events? (Residents/Advisory Boards & Steering Committee)..... 2-16
- Figure 2-12: What is the city missing or need more of? Select all that apply. (Residents/Advisory Boards & Steering Committee).. 2-17
- Figure 2-13: Should the City invest resources in further attracting, promoting, or supporting any of the following? (Residents/Advisory Boards & Steering Committee)..... 2-19
- Figure 2-14: Pick the top 5 most important capital improvement types from the list below. (Residents/Advisory Boards & Steering Committee)..... 2-20
- Figure 2-15: Pick the top 5 most important additional criteria to consider from the list below. (Residents/Advisory Boards & Steering Committee)..... 2-22
- Figure 3-1: Transportation Connections Base Map 3-23

- Figure 3-2: Mount Moriah Transportation Connections 3-31
- Figure 3-3: Tarpon Cove/Mariner Village - Transportation Exercise 3-33
- Figure 4-1: Tarpon Springs Context areas..... 4-34
- Figure 4-2: Residential Infill Types 4-37
- Figure 4-3: Residential Infill Development Responses (Residents/Advisory Boards & Steering Committee)..... 4-38
- Figure 4-4: Commercial/Mixed-Use Infill Development Types..... 4-40
- Figure 4-5: Commercial/Mixed Use Infill Development (Residents/Advisory Boards & Steering Committee)..... 4-41
- Figure 4-6: Mount Moriah Residential Infill..... 4-44
- Figure 4-7: Mount Moriah Commercial Infill 4-44
- Figure 4-9: Tarpon Cove/Mariner Village Residential Infill..... 4-46
- Figure 4-8: Tarpon Cove/Mariner Village Commercial Infill 4-46
- Figure 4-10: Citizen's Academy Residential Infill 4-48
- Figure 4-11: Citizen's Academy Commercial Infill..... 4-48
- Figure 5-3: Tarpon Cove/Mariner Village Comment Exercise - Tarpon Springs Overall..... 5-54
- Figure 5-4: Tarpon Cove/Mariner Village Comment Exercise - Neighborhood Only..... 5-56

List of Tables

- Table 3-1: Walking Connections
- Table 3-2: Biking Connections Comments
- Table 3-3: Transit Connections comments
- Table 5-1: Mount Moriah Comment Exercise - Tarpon Springs Overall
- Table 5-2: Mount Moriah Comment Exercise - Neighborhood Only
- Table 5-3: Tarpon Cove/Mariner Village Comment Exercise - Tarpon Springs Overall
- Table 5-4: Tarpon Cove/Mariner Village Comment Exercise - Neighborhood Only
- Table 5-5: General Comments

1.0 Introduction

This community engagement effort was conducted by the City of Tarpon Springs and contracted consultant Alfred Benesch starting in June 2022 through September 2022. Community engagement was conducted through online surveys and in-person workshops, the following lists specify community engagement efforts.

Advisory Boards

- Board of Adjustment
- Budget Advisory Board
- Citizen’s Academy
- Code Enforcement Board
- Comprehensive Plan Steering Committee
- Historic Preservation Board
- Library Board
- Parks and Recreation Board
- Public Art Committee
- Steering Committee
- Sustainability Board

Neighborhood Workshops

- Mt. Moriah
- Tarpon Cove/Mariner Village

General Public Engagement

- In-Person Public Workshop
- Citizen’s Academy Workshop
- Online Engagement

The following details the timeline and engagement efforts of this report:

Connect Tarpon Newsletters (goes to all registered users)

- August 31st – Announced closing of online surveys (gave 1 week notice)
- August 23rd – Offered Neighborhood/Organization Workshops (through end of September)
- July 20th – Advertised Mt. Moriah Neighborhood Workshop
- July 18th – Pushed Transportation Mapping Exercise
- July 12th – Pushed Infill Development Survey
- July 5th – Pushed General Survey and other online engagement activities
- June 2nd – Advertised June 4th Public workshop

Facebook posts on City page and Comp Plan project page

- August 18th – Offered Neighborhood/Organization Workshops (through end of September)
- July 19th – Pushed Infill Development Survey

- June 29th – Pushed General Survey
- June 9th – Pushed all 3 online engagement activities
- April 20th & June 3rd – Advertised Public Workshop on June 4th

Flyers/Notice Boards

- Sent flyers for public workshop in all utility bills to reach every customer in the April and May billing cycles to advertise the June 4th General Public Workshop.
- Distributed flyers in the community for the June 4th General Public Workshop at apartment buildings, grocery stores and other participating businesses.
- Distributed flyers for Mt. Moriah Workshop through community members and churches.
- Posted flyers to city and project Facebook pages for public workshops
- Advertised the June 4th meeting on the City’s variable message board at US 19 and Tarpon Avenue.

Additionally, the process for the two neighborhood workshops were as follows:

Planning staff posted on the City’s and Comprehensive Plan Facebook pages and sent a newsletter out to all registered Connect Tarpon Springs users offering to hold small workshops for neighborhoods or organizations. Staff received two requests, one from the Mt. Moriah AME Church in the Union Academy neighborhood and the other from the Tarpon Cove/Mariner Village neighborhoods.

Both workshops consisted of a short presentation and question and answer session, followed by the participants providing input on the following three interactive activities:

1. **Map Your Choice Transportation Destination** – Using stickers, participants were asked to identify on a map their top destination within the city they would like to be able to safely walk, bike, or ride transit to.
2. **Infill Preferences** – Participants were asked to place a sticker next to residential and commercial infill types they believed were appropriate to be located within specific areas surrounding and within their neighborhoods.
3. **Wildcard Questions** – Participants were asked to tell us what they would love to see or preserve within their neighborhood and the city, as well as what they would prefer to not see or any concerns they may have for their neighborhood or the city.

Dates:

- Mt. Moriah – July 27, 2022 [6:00-8:00 PM]
- Tarpon Cove/Mariner Village – September 21, 2022 [6:00-8:00 PM]



Three exercises were conducted as part of the community engagement: a general survey, a transportation exercise, and an infill development exercise. Over 70 residents provided feedback through these exercises and general comments during the in-person engagement process and over 150 additional residents provided feedback online.

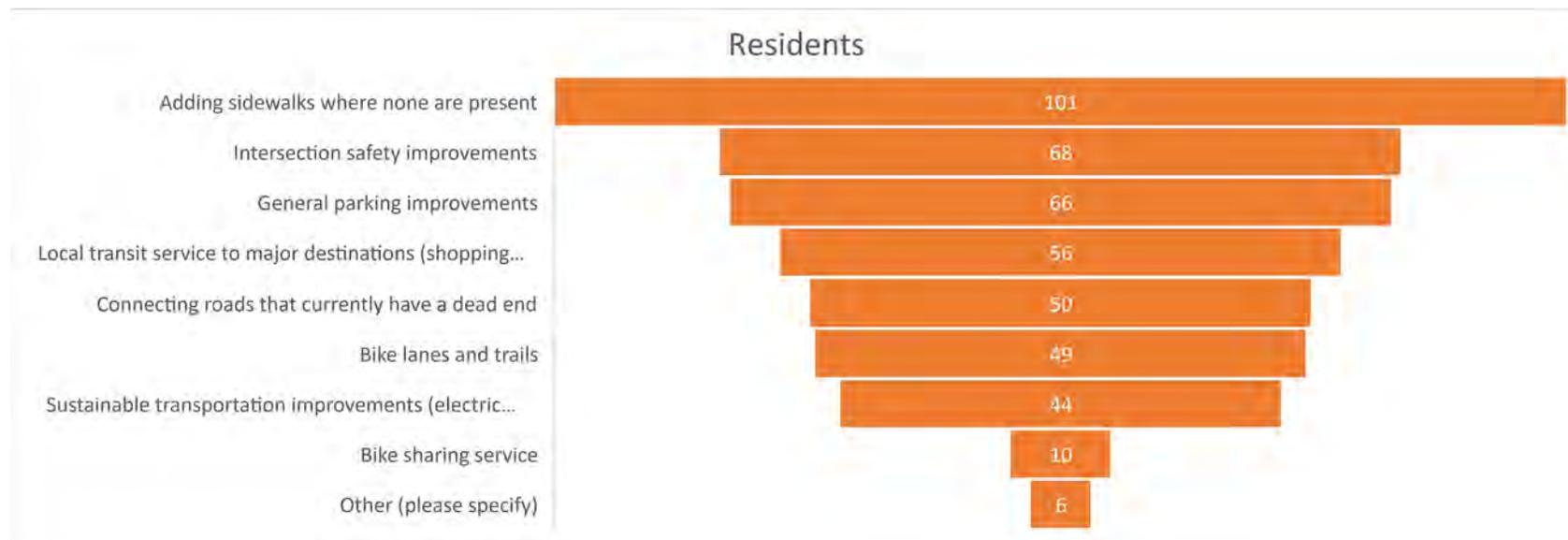
The following data is presented by grouping the results of general public meetings, neighborhood workshops, and online engagement. Responses given by the Comprehensive Plan Steering Committee and nine advisory boards are presented and discussed separate from the residents and advisory boards, with steering committee results called out when particularly different to the other groups.

2.0 General Survey

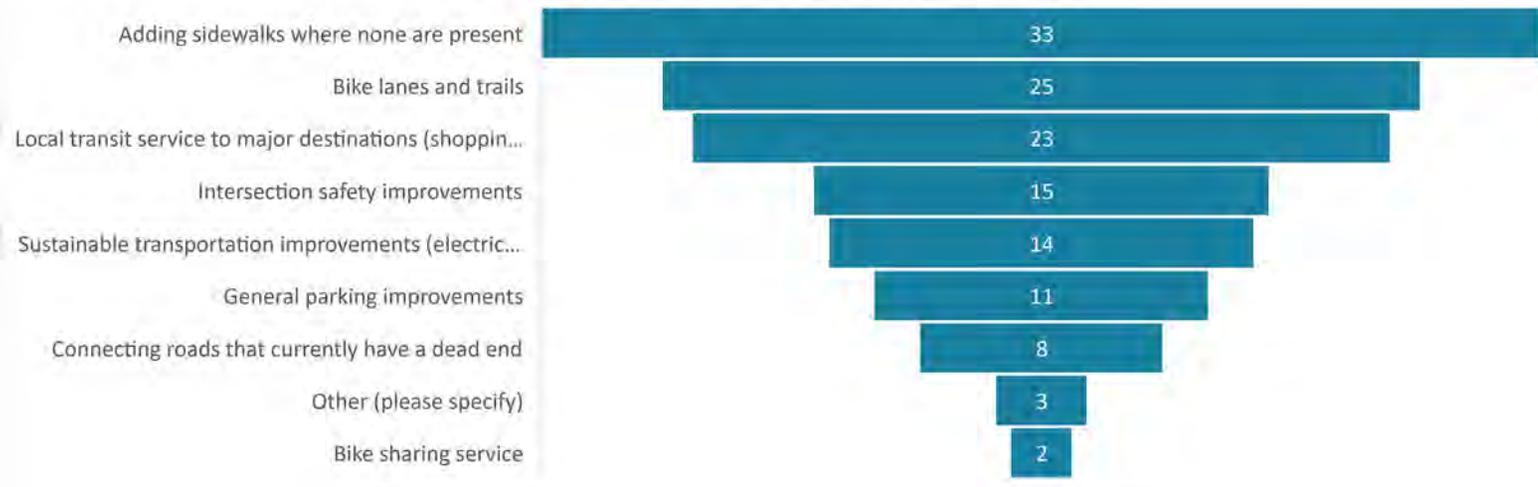
The general survey asked participants to provide feedback in the three focus areas of the comprehensive plan: Craft Your Community, Preserve and Prosper, and Strategic Service. Each element of the comprehensive plan was addressed with at least one question in its respective focus area. This survey was available online through Connect Tarpon and physical copies and 206 surveys were completed. Participants with physical copies, both residents and board members, were encouraged to add ideas and comments in the margin of their paper; these comments are shown in the tables following each question.

The last two questions of this focus area asked about transportation. Residents and members of the advisory boards most strongly supported adding sidewalks where none are present, but did not support bike sharing services. Steering committee members most strongly supported adding sidewalks, bike lanes, and trails to new areas, and least supported parking improvements and bike-sharing services (Figure 2-4). Regarding areas that need improved walking and biking connections, residents most often selected downtown, followed by schools, and least frequently selected commercial areas. Steering committee members selected schools most frequently and the sponge docks and downtown least frequently, while members of the steering committees selected schools and sponge docks most frequently and commercial areas the least (Figure 2-5).

Figure 2-4: Imagine you have \$10 to spend on transportation, and maintenance of the existing system costs \$7. Pick your top three priorities on which you would spend your remaining \$3. (Residents/Advisory Boards & Steering Committee)



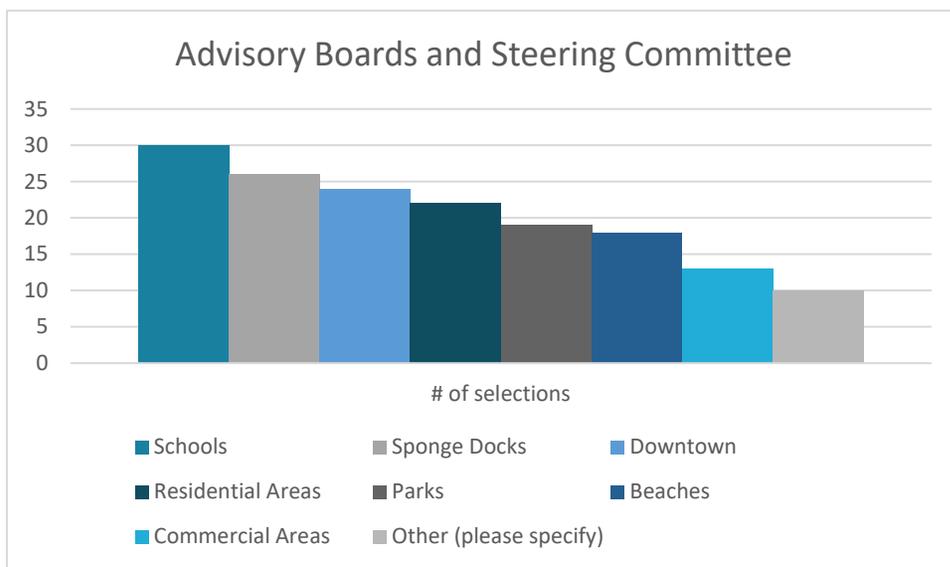
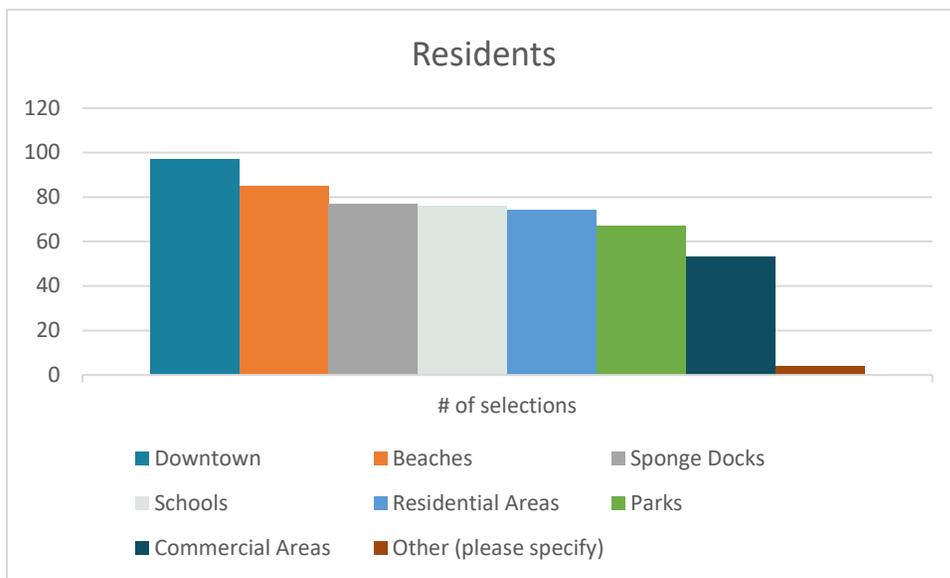
Advisory Boards and Steering Committee



Write-in/Margin Comments

- I like [biking] and I often go on the sidewalk out of fear
- Important for now and for the future - we need it to be short sighted [sustainable transportation improvements]
- Other: Repair low spots in streets that collect water
- Other: Regional park and rides - Bike lockers like in Seattle
- Other: Connector (autonomous/electric) running between docks and downtown
- Other: Take out the trees from the middle of Pinellas to allow faster traffic flow. It is being used as a cutoff in AM and PM.
- Other: Boats on one way and small streets by craig park are an accident waiting to happen! City ordinance 1. Clear sidewalks of houses with bushes trees blocking sidewalks
- Other: Repaving the roads that haven't been paved in forever closer to us highway 19 and the elementary school.
- Other: First/Last mile Multi-Modal-mobility: From Car, Trolley, Taxi or PSTA > Bike, Walk, EV Cart, Scooter, Water Vessel (cruise, yacht, water taxi) all encompassed in trip app.
- Other: Transportation Capital Improvements Program FY 2022
- Other: Increase golf cart use

Figure 2-5: Pick the top 4 places that need better walking and biking connections (Residents/Advisory Boards & Steering Committee)

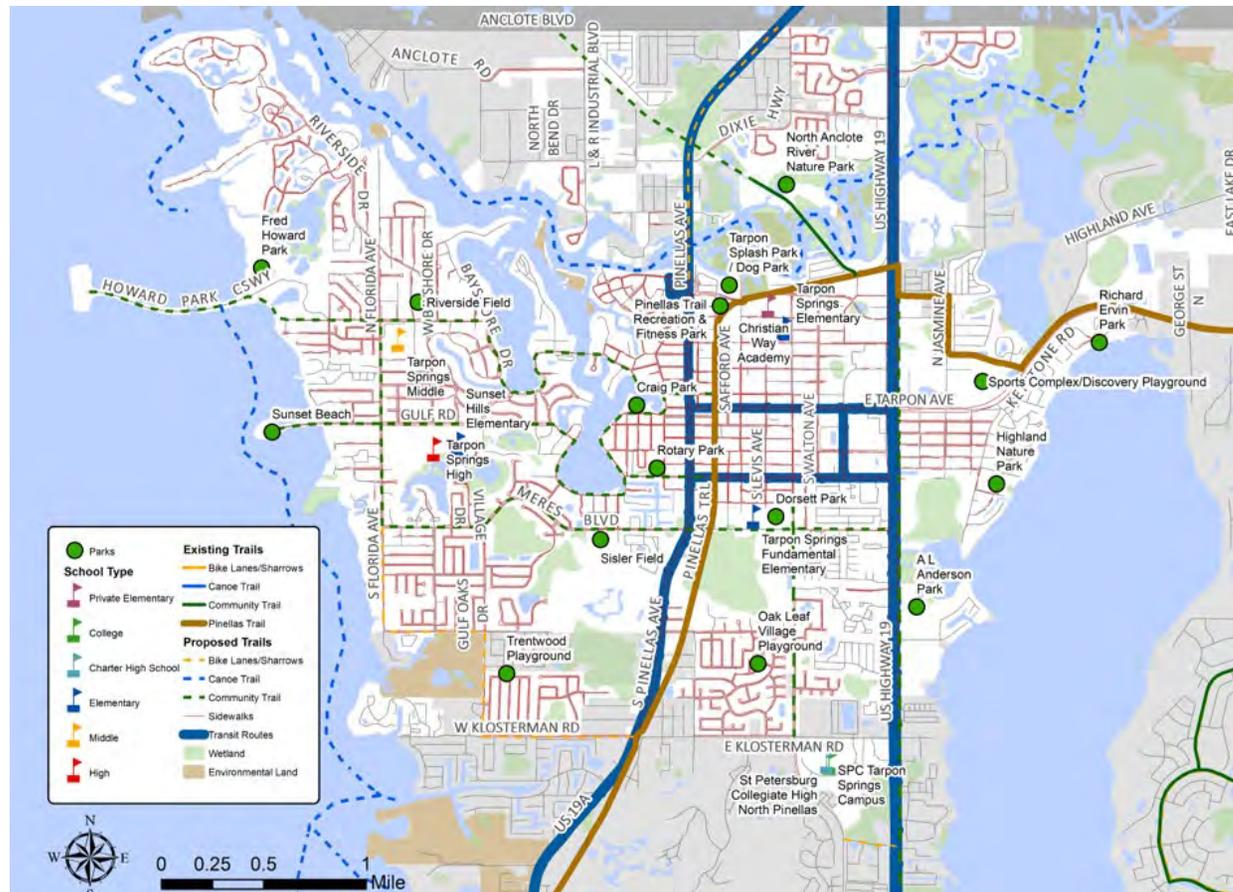


Write-in/Margin Comments
Including safer residential speed limits leading to schools such as Levis
Poor with crowd swarm! [sponge docks]
Some narrow streets - hard for bikers - might be more of a walking area rather than for biking [sponge docks]
Getting to beaches from east side of town
Alt 19 area around golf course - up to Klosterman especially west side of street
Other: Along county roads (Meres, Klosterman, and Alt 19)
Other: Anclote River Bridge (north river)
Other: Water taxi across river
Other: Navigating around bayous
Other: Pinellas Trail
Other: Anclote Rd and area around old Linger Lowber site
Other: Getting east/west across most parts of town around the bayous
Other: Around, to/from Spring Bayou along Whitcomb Bayou bridge. Connection between downtown and docks
Other: While I agree that the docks are vital to our economy, I feel that their continued maintenance and improvement gets more resources than other parts of the city
Other: Add walking lights to cross to bayou from tarpon Ave or and bring 3 way stop up to that intersection Poor visibility from s spring to oncoming traffic Foot traffic also feels threatened
Other: We have good sidewalks & trails. Seniors need help getting to Dr appts and groceries
Other: There needs to be transportation between downtown and the sponge docks. Allow golf carts.
Other: Parking areas

3.0 Transportation Exercise

The transportation exercise invited participants to mark up three maps of the community. One map (shown in Figure 3-1) each was used to show needs and/or comments on walking connections, bicycle connections, and transit connections. The base map illustrates both existing and currently planned facilities.

Figure 3-1: Transportation Connections Base Map



Walking Connections

Five themes were identified across all comments received for the walking connections mapping exercise: crosswalks, sidewalks, safety, other walking amenities, and general areas of concern. It was found that sidewalks were mentioned 39 times, crosswalks were mentioned 17 times, general areas of concern were mentioned 15 times, safety was mentioned 13 times, and other walking amenities were mentioned four times. See Table 3-1 for the full list of comments; comments denoted with an asterisk (*) were provided by a member of the steering committee.

Table 3-1: Walking Connections

Comments	
Crossing Tarpon Ave for ring to 19 is perilous - More mandatory stops at crosswalks	Are there sufficient walking trails to get to the transit routes for public transportation?
Craig Park to docks	Connect sidewalk to continuous along Seabreeze Drive and other areas where they stop/start
Elevate Rt 19	Need crosswalks to Craig Park from Orange and Tarpon Ave. The largest event in town with no safe way to access the park sue to it being a county road. Need flashers and four way stop
Around Spring and Kramer and to the sponge docks walking trail	Non-flooding sidewalks in Craig Park
Boardwalks over wetland areas for birders, walkers, etc. for observation activity	Sunset Beach
Crosswalks at W Klosterman Rd and E Klosterman Rd	Howard Park Causeway
Crosswalks at W Klosterman Rd	Pinellas Ave and Pinellas Trail Recreation and Fitness Park
Crosswalks at S Pinellas Ave	Craig Park
Craig Park	Rotary Park
Meres Blvd	Improve/fix sidewalks on Pinellas Ave at the trail and recreation fitness park (around Craig Park)
Sports Complex/Discovery Playground	RRFB around Craig Park
Riverside Dr and N Florida Ave	Widen pedestrian and bike lane on the bridge at Whitcomb Blvd and Virginia MLK intersection
Between Downtown and Sponge docks	I think the city has pretty solid walking connections. Some crossing and ped safety could be improved downtown but overall, I do not find this to be a priority
Between sponge docks and north river	Connect sidewalks in the area of Riverside Dr
L&R Industrial Blvd - Now a residential area needs sidewalks, level streets, lights - one takes their life into their hands when walking to the docks	Improve sidewalks in downtown from Orange St to sponge docks
Need flashing lights for street where trail crosses road by the dog park	Increase shade tree/coverage - will motivate people to walk
We need sidewalks along Anclote Rd and Anclote Blvd	Community trail - Howard Park to Downtown Craig Park and Back to Sunset Beach. This connects the beaches, schools, and a number of parks with walking paths

Brick road along Grandview Ave needs attention ASAP. Uneven bricks create unsafe walking conditions, damage vehicles, etc. Possibly streetlights needed	In front of the yacht club it is not safe for pedestrians because sidewalk ends and there is no crosswalk to get to sidewalk on other side
There is very little sidewalk on Lillian Ave between Klosterman Rd and Curlew Pl. There are often people walking in road including kids going to school bus stops	All the proposed trails are good
I like the proposed sidewalks, I hope they include gaps in current sidewalks and sidewalks on both sides of the street	We don't have any children in the school types so it is difficult to comment on the need for walking improvements, but I would hope there are sufficient numbers
Applies to all walking trails: we need more shade, more fountains, water features, hydration stations	Are there sufficient walking trails to get to the businesses on South Pinellas and North Pinellas Avenues from resident homes?
From a commercial standpoint, we need to provide cooling and the appearance of cooling conditions to continue to attract shoppers to our city	Are there sufficient walking trails to get to the public library?
Walking along Riverside Dr east to Spring Bayou to downtown	In front of the yacht club it is not safe for pedestrians because sidewalk ends and there is no crosswalk to get to sidewalk on other side
At the corner of N. Spring Blvd/Read/Canal - The path along the bayou ends with small sidewalk to street. At this point, there is no contiguous sidewalk on the south side nor is there a crosswalk or other means of safely crossing the street	All the proposed trails are good
Somewhat in front of Yacht Club	We don't have any children in the school types so it is difficult to comment on the need for walking improvements, but I would hope there are sufficient numbers
Intersection of W. Tarpon Ave and Spring Blvd - Crosswalk or pedestrian crossing lights would make it safer to access path along Bayou - Crosswalk S. or W. Tarpon but not readily noticeable from west end of Tarpon Ave.	Are there sufficient walking trails to get to the businesses on South Pinellas and North Pinellas Avenues from resident homes?
Along Alt 19 heading toward Holiday sidewalk ends - If you wanted to walk to new aquarium or N. Anclote River Park, you have no sidewalk/shoulder	Are there sufficient walking trails to get to the public library?
Areas around Dorset Park/Elementary School	Jasmine Rd needs a sidewalk to connect the neighborhood on the south side of Keystone/Tarpon to the Pinellas Trail. It's very dangerous for pedestrians along Jasmine and with the park/soccer fields right there, kids should be able to have safer access
Safe walking around old Linger Longer and Anclote Rd	Are there sufficient walking trails to get to the businesses on South Pinellas and North Pinellas Avenues from resident homes?
Fill in sidewalk gaps in union academy neighborhood	Are there sufficient walking trails to get to the public library?
Crosswalk needed at Dorsett park and Walton Ave*	Clear biking/walking trail along/around bayous*
crosswalk needed near tarpon springs fundamental elementary*	Sidewalk from gulf to Siler*
Build trail (8-12' width) to connect downtown and nearby residential areas to sunset beach*	There is a gap on Florida Ave near Tarpon Springs High*
Build trail (8-12' width) to connect/continue from sunset beach to Howard park*	Pedestrian access along bayside dr. bridge (maybe one side?) when replace*
Set program and schedule to fill in sidewalk haps and 2nd priority to add* sidewalks where none exist (especially in residential areas) *	The green dashed incomplete trail [proposed community trail network] should be completed, would solve so much. *



There needs to be sidewalk connections everywhere and along thoroughfares and schools. There are haps along riverside or even Florida by schools*	Basic sidewalks on Jasmine Ave near sports complex*
Basic sidewalks all around Tarpon Springs Fundamental Elementary and neighboring communities*	Dangerous to walk and bike in North Tarpon Springs west of Pinellas Ave*
Sidewalks throughout city wherever there are gaps*	Add new sidewalk 332 Anclote Road
Anclote from alt 19 to next cross street (industrial) needs crosswalk too narrow to walk or bike	Forde Avenue is extremely tight, especially near Florida. Need a wider roadway and adequate sidewalks/bike lanes on both sides. Unsafe condition at Forde Avenue at Florida due to the limited roadway width and sight distance. Can the City coordinate with Pinellas County Schools to obtain more space from the school which is not being used so a wider roadway on Forde can be afforded? There are many pedestrians who use this roadway to access schools and the beaches.
Consider adding a midblock pedestrian crossing on Florida between Gulf and Sunset to allow for safe crossing of Florida. There are many pedestrians, including students who have no ability to cross Florida between Gulf and Sunset.	There are no sidewalks from the alt 19 Anclote Blvd intersection up to the coastal Anclote trail. There are large communities on both sides of Anclote Blvd that need safe access to walk and bike. Traffic on this road is very unsafe for us. Thank You
Adding bike/walking trail to connect Disston N and S	Sidewalk please 408 South Highland Ave
There should be a crosswalk on this road at a minimum and also speed bumps to calm traffic through this area where there are a number of school bus stops and pedestrian activity. 4996 Cardinal Trail	This property is a hazard. Corner lot with no sidewalk access on either the BUSY N Florida Ave or E Tessier Dr. This property is within 100 yards of Tarpon Middle School. Students nor pedestrians have safe walking access 620 North Florida Ave



Bicycle Connections

Four themes were identified across all comments received for the walking connections mapping exercise: bike facilities, safety, other amenities, and general areas of concern. It was found that bike facilities were mentioned 40 times, general areas of concern were mentioned 29 times, safety was mentioned 15 times, and other bike amenities were mentioned three times. See Table 3-2 for the full list of comments; comments denoted with a * were provided by a member of the steering committee.

Table 3-2: Biking Connections Comments

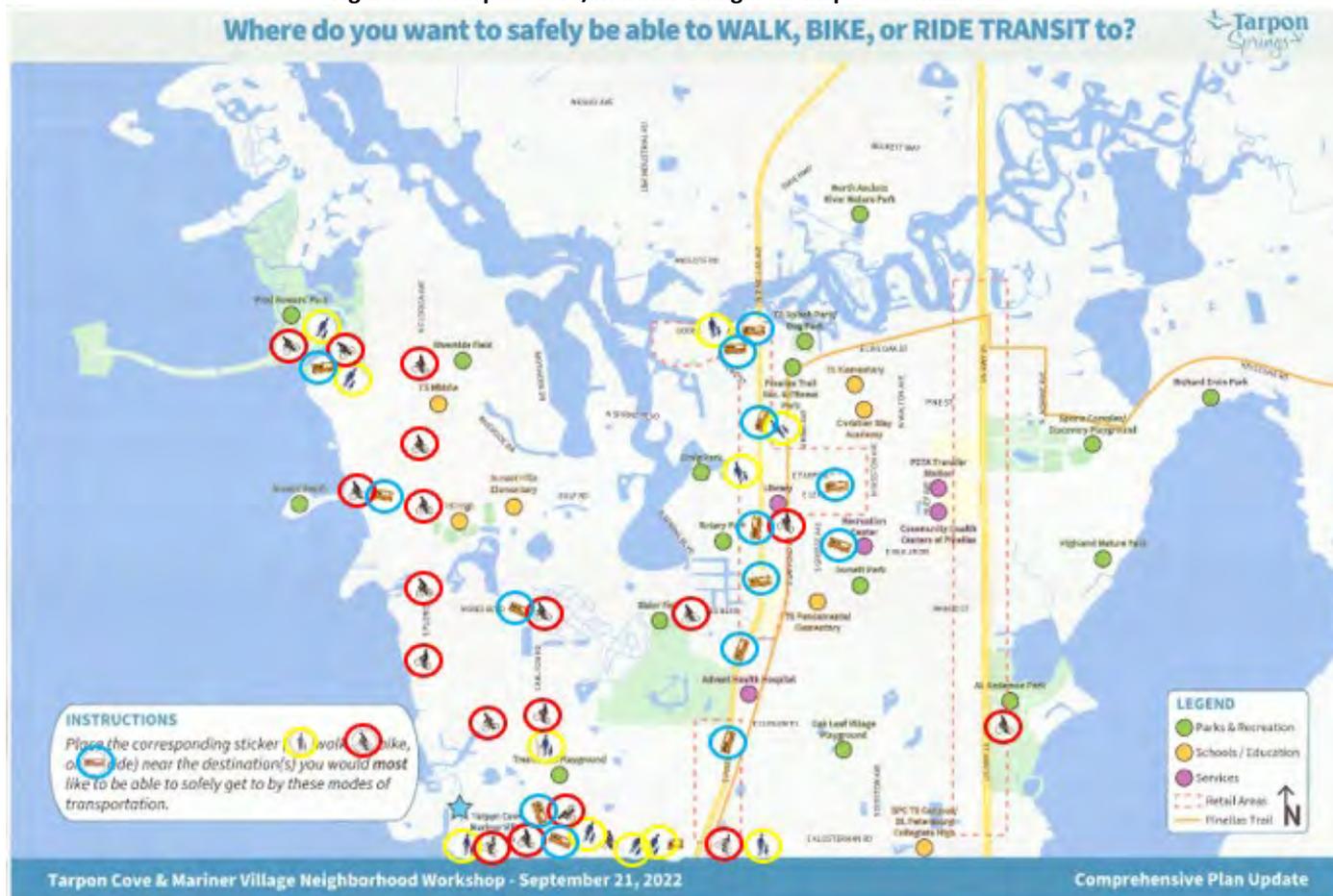
Comments	
N. Spring, Riverside, Bayshore - every street around a bayou becomes clogged for auto traffic when bicycles present. Need to give them an adequate lane or re-route onto different streets.	Are there sufficient biking trails to get to the transit routes for public transportation?
Whitcomb also, but wider sightlines make this less frequent.	Add bikes lanes on Meres Ave to Florida Ave, for access to Sunset and Fred Howard beaches
Bridge bike lane needed	Add signs that bikes must stop at small stop signs and intersections as Tarpon/Safford is a safety nightmare for drivers and bikers
Downtown to beaches via schools	Sunset Beach
S. Florida to beaches and schools	Howard Park Causeway
Downtown to sports complex	Pinellas Ave and Pinellas Trail Recreation and Fitness Park
Bike loop dedicated protection, enforced, traffic calm devices, and crosswalks	Craig Park
Bike loop connecting parks	Rotary Park
Craig Park to Howard Park Causeway	North Pinellas Ave is dangerous for walkers and bikers
Riverside Dr	Routes and connections are good. Emphasis and enforcement of rules of the road are need full stop. Bikes need to follow rules to cut down on risk
Sunset Beach along Gulf Rd	Need stop signs for cyclists
Meres Blvd from S Florida Ave to US 19	Bike lanes need to make sense. They need to be wide enough to be safe
Sports Complex/Discovery Playground	Bike lanes to and from the beach
Between downtown and sponge docks	Install "bikers must stop" signage at all crossings - major safety issue
Between sponge docks and north river	Believe there are sufficient bike trails and dual use paths. Maintaining rural streets will limit traffic speed overall and allow this dual use to continue safely
Proposed connection with trail	Enforce/educate bicycle riders on rules of the road
Connection to L&R Industrial Blvd	Community trail - Howard Park to Downtown Craig Park and Back to Sunset Beach. This connects the beaches, schools, and a number of parks with walking paths
L&R Industrial Blvd - Need wider roads	Bike connection to trail

Need flashing lights for street where trail crosses road by the dog park	In front of the yacht club it is not safe for pedestrians because sidewalk ends and there is no crosswalk to get to sidewalk on other side
Anclote Rd and Anclote Blvd have no shoulder and could benefit from bike lane	Anytime new road improvements are made, they should be including bike lanes
Connect south side of Tarpon Ave to Pinellas Trail, other than light	All the proposed trails are good
Find a way to connect high school bike traffic to Pinellas Trail	We don't have any children in the school types so it is difficult to comment on the need for biking improvements, but I would hope there are sufficient numbers
Is there a feasible bike path to connect Sunset Beach and Howard Park, two of our most beautiful areas!	Are there sufficient biking trails to get to the businesses on South Pinellas and North Pinellas Avenues from resident homes?
Expand Pinellas Trail to reach North Anclote River Nature Park (perhaps expand community trail)	Are there sufficient biking trails to get to the public library?
Widen sidewalks along Tarpon Ave to accommodate walkers and bikers	Biking along Riverside Drive to the Pinellas Trail is dangerous
I like the proposed bike routes. I hope that they are true bike lanes on the busier roadways	Safe bike route lanes from downtown tarpon springs/Pinellas trail to beaches and sponge docks
We need safe bike paths from western part of city to trail	Safe bike route along Alt 19 N from Dodecanese
We need more shade	Safe biking around Anclote Rd area
Union academy neighborhood	Need to have bike area throughout downtown. Many bikers are tourists and use sidewalks which should be wider*
More bike lanes on Meres Blvd*	The green dashed incomplete trail [proposed community trail network] should be completed, would solve so much. *
It would be nice to have shared roadways around bayous, but it doesn't seem possible with narrow roads*	Clear biking/walking trail along/around bayous*
Build trail (8-12' width) to connect downtown and nearby residential areas to sunset beach*	Sidewalk from gulf to Sisler*
Build trail (8-12' width) to connect/continue from Sunset Beach to Howard park*	There is a gap on Florida Ave near Tarpon Springs High*
Set program and schedule to fill in sidewalk haps and 2nd priority to add sidewalks where none exist (especially in residential areas) *	I like the proposed community trail for safe walking and biking*
Pedestrian access along bayside dr. bridge (maybe one side?) when replace*	Bike lane Anclote Road
There is no bike lane (and no sidewalk) from the alt 19 Anclote Blvd intersection up to the coastal Anclote trail. There are large communities on both sides of Anclote Blvd that need safe access to walk and bike. Traffic on this road is very unsafe for us. Thank You	Bike trail to Pinellas trail from Fred Howard Park
1616 Countrywood Street	534 Riverside Drive
1509 Poinsettia Avenue	829 Riverside Drive
386 Coquina Drive	

Tarpon Cove/Mariner Village Neighborhood Workshop

The Mount Moriah neighborhood completed a transportation exercise on a large poster during their community engagement meeting. Figure 3-3 shows that the neighborhood noted a large need for walking, biking, and transit connections directly in their neighborhood. Additionally, there is a clear desire for bike connections along Florida Ave and toward the west coast, as well as transit connections up Pinellas Ave.

Figure 3-3: Tarpon Cove/Mariner Village - Transportation Exercise





RESOLUTIONS & LETTERS OF SUPPORT

RESOLUTION NO. 2022-43

A RESOLUTION OF THE CITY OF TARPON SPRINGS, FLORIDA BOARD OF COMMISSIONERS EXPRESSING ITS SUPPORT FOR TRANSPORTATION ALTERNATIVES GRANT APPLICATIONS FOR BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECTS TO BETTER CONNECT SCHOOLS AND PARKS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City seeks to provide a safe, convenient, and efficient multimodal transportation system that serves to increase mobility and improve the quality of life for residents of Tarpon Springs; and,

WHEREAS, the City of Tarpon Springs is committed to working collaboratively with Forward Pinellas and partner agencies to identify and implement projects and programs that reduce the potential for traffic-related injuries and deaths; and,

WHEREAS, the Advantage Pinellas Long Range Transportation Plan and the City of Tarpon Springs Comprehensive Plan identify bicycle and pedestrian deficiencies in the City of Tarpon Springs; and,

WHEREAS, the City supports the implementation of projects to address bicycle and pedestrian deficiencies and better connect schools and parks; and,

WHEREAS, the Forward Pinellas Advantage Pinellas Long Range Transportation Plan includes the Klosterman Road, Carlton Road, W. Curlew Place, Florida Avenue, Gulf Road, Sunset Drive and Fred Howard Causeway, and Disston Avenue rights-of-way in the Active Transportation Vision Map for future bike lanes and/or community trails; and,

WHEREAS, the City of Tarpon Springs Board of Commissioners directed staff to proceed with the implementation of safety improvements identified in the Disston Avenue Complete Streets Concept Plan Final Report and continue engineering investigations of the feasibility of a multimodal connection in the one-quarter mile gap segment of Disston Avenue; and,

WHEREAS, funds are available to municipalities from Forward Pinellas and the Florida Department of Transportation through the Transportation Alternatives Program; and,

WHEREAS, the City of Tarpon Springs wishes to receive grant funds for bicycle and pedestrian improvement projects that better connect the community with schools and parks in these corridors.

NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE CITY OF TARPON SPRINGS, FLORIDA, THAT:

SECTION 1: That the Tarpon Springs Planning and Zoning Director is authorized to proceed with the application process with Forward Pinellas for Transportation Alternatives Program for bicycle and pedestrian improvement projects.

SECTION 2: That the Board of Commissioners of the City of Tarpon Springs, Florida, hereby affirms its support of project development for bicycle and pedestrian improvements to better connect schools and parks within the existing rights-of-way of Klosterman Road, Carlton Road, W. Curlew Place, Florida Avenue, Gulf Road, Sunset Drive and Fred Howard Causeway, and Disston Avenue.

SECTION 3: This Resolution shall become effective immediately upon adoption.

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to Forward Pinellas.

November 03, 2022

Ms. Chelsea Favero, AICP
Planning Manager
Forward Pinellas
310 Court Street
Clearwater, FL 33756

RE: Letter of Support
Transportation Alternatives Grant Funding
Tarpon Springs Sunset Connector

Dear Ms. Favero,

Please accept this letter of support from Mariner Village Association, Inc. for the City of Tarpon Springs application for Transportation Alternatives funding for the "Sunset Connector" bicycle and pedestrian project. The "Sunset Connector" project is conceptualized as approximately 4.4 miles of continuous, separated bicycle and pedestrian facilities that connect the existing Pinellas Trail at E. Klosterman Road to the west side of the City of Tarpon Springs. The proposed project would benefit the residents of Mariner Village, the City of Tarpon Springs, and improve County-wide and regional multimodal mobility and accessibility.

The proposed project would connect the existing Pinellas Trail to Sunset Beach Park, Fred Howard Park, Tarpon Springs High School, Sunset Elementary, Tarpon Springs Middle School and Riverside Park to the west and would improve connectivity to St. Petersburg College Tarpon Springs Campus and A. L. Anderson Park to the east. Additionally, this project would provide bicycle access to the Klosterman Preserve, if passive recreational or educational facilities were developed there in the future.

Mariner Village is located at the western and southernmost limits of the City of Tarpon Springs. The Sunset Connector would better link our community with the rest of the City and provide active transportation alternatives for our residents to safely access natural, recreational, educational, and cultural resources.

Thank you for your consideration.

Sincerely,



James R. Morocco, President
Mariner Village Association, Inc.



DETAILED PROJECT COST ESTIMATE

Sunset Connector Trail Project

FDOT Pay Item #	Description	Quantity	Unit	Unit Price	Total Price
101-1	MOBILIZATION	1.00	LS	\$ 443,280.64	\$ 443,280.64
102-1	MAINTENANCE OF TRAFFIC	1.00	LS	\$ 310,296.45	\$ 310,296.45
104-10-3	SEDIMENT BARRIER	46,464.00	LF	\$ 2.32	\$ 107,796.48
104-15	SOIL TRACKING PREVENTION DEVICE	5.00	EA	\$ 2,562.77	\$ 12,813.85
104-18	INLET PROTECTION SYSTEM	47.00	EA	\$ 144.14	\$ 6,774.58
107-1	LITTER REMOVAL	5.33	AC	\$ 332.00	\$ 1,770.67
107-2	MOWING	5.33	AC	\$ 571.00	\$ 3,045.33
110-1-1	CLEARING & GRUBBING	10.67	AC	\$ 46,267.37	\$ 493,518.61
120-1	REGULAR EXCAVATION	10,000.00	CY	\$ 10.00	\$ 100,000.00
120-6	EMBANKMENT	3,333.33	CY	\$ 24.30	\$ 81,000.00
160-4	TYPE B STABILIZATION	51,497.60	SY	\$ 11.52	\$ 593,252.35
028570X	OPTIONAL BASE GROUP	38,720.00	SY	\$ 40.59	\$ 1,571,644.80
334-1-1X	SUPERPAVE ASPHALTIC CONCRETE	3,194.40	TN	\$ 117.79	\$ 376,268.38
0519-78	BOLLARDS	160.00	EA	\$ 1,621.95	\$ 259,512.00
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	3,000.00	SY	\$ 65.63	\$ 196,890.00
0527-2	DETECTABLE WARNINGS	2,400.00	SF	\$ 33.07	\$ 79,368.00
570-1-2	PERFORMANCE TURF, SOD	20,650.67	SY	\$ 4.50	\$ 92,928.00
0654-2-27	MIDBLOCK CROSSWALK: REC RAPID FLASHING BEACON, FURNISH/INSTALL- SOLAR, SIGN ASSEMBLY- SINGLE DIR ACCESSIBLE DETECTOR	30.00	AS	\$ 6,080.96	\$ 182,428.80
0700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	560.00	AS	\$ 455.45	\$ 255,052.00
0710-11-201	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID, 6"	4.40	GM	\$ 1,433.94	\$ 6,309.34
0710-11-125	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR STOP LINE OR CROSSWALK, 24'	600.00	LF	\$ 1.54	\$ 924.00
0710-11-160	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, MESSAGE OR SYMBOL	210.00	EA	\$ 49.45	\$ 10,384.50
0710-11-201	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SOLID, 6"	0.80	GM	\$ 1,405.90	\$ 1,124.72
1000-0	PROJECT STUDY	1.00	LS	\$ 450,000.00	\$ 450,000.00
1000-1	DESIGN, SURVEY, PERMITTING	1.00	LS	\$ 900,000.00	\$ 900,000.00
1000-2	CONSTRUCTION ENGINEERING & INSPECTION	1.00	LS	\$ 500,000.00	\$ 500,000.00
1000-3	NPDES, ENVIRONMENTAL, PERMITS	1.00	LS	\$ 15,000.00	\$ 15,000.00
1000-4	BONDS, INSURANCE	1.00	LS	\$ 20,000.00	\$ 20,000.00
1000-5	AS-BUILT RECORD DRAWINGS	1.00	LS	\$ 30,000.00	\$ 30,000.00
Total:					\$ 7,101,383.50

Sunset Connector Trail Project

FDOT Pay Item #	Description	Quantity	Unit	Unit Price	Total Price
101-1	MOBILIZATION (10%)	1.00	LS	\$ 443,280.64	\$ 443,280.64
102-1	MAINTENANCE OF TRAFFIC (7%)	1.00	LS	\$ 310,296.45	\$ 310,296.45
104-10-3	SEDIMENT BARRIER	46,464.00	LF	\$ 2.32	\$ 107,796.48
104-15	SOIL TRACKING PREVENTION DEVICE	5.00	EA	\$ 2,562.77	\$ 12,813.85
104-18	INLET PROTECTION SYSTEM	47.00	EA	\$ 144.14	\$ 6,774.58
107-1	LITTER REMOVAL	5.33	AC	\$ 332.00	\$ 1,770.67
107-2	MOWING	5.33	AC	\$ 571.00	\$ 3,045.33
110-1-1	CLEARING & GRUBBING	10.67	AC	\$ 46,267.37	\$ 493,518.61
120-1	REGULAR EXCAVATION	10,000.00	CY	\$ 10.00	\$ 100,000.00
120-6	EMBANKMENT	3,333.33	CY	\$ 24.30	\$ 81,000.00
160-4	TYPE B STABILIZATION	51,497.60	SY	\$ 11.52	\$ 593,252.35
028570X	OPTIONAL BASE GROUP	38,720.00	SY	\$ 40.59	\$ 1,571,644.80
334-1-1X	SUPERPAVE ASPHALTIC CONCRETE	3,194.40	TN	\$ 117.79	\$ 376,268.38
0519-78	BOLLARDS	160.00	EA	\$ 1,621.95	\$ 259,512.00
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	3,000.00	SY	\$ 65.63	\$ 196,890.00
0527-2	DETECTABLE WARNINGS	2,400.00	SF	\$ 33.07	\$ 79,368.00
570-1-2	PERFORMANCE TURF, SOD	20,650.67	SY	\$ 4.50	\$ 92,928.00
0654-2-27	MIDBLOCK CROSSWALK: REC RAPID FLASHING BEACON, FURNISH/INSTALL- SOLAR, SIGN ASSEMBLY- SINGLE DIR ACCESSIBLE DETECTOR	30.00	AS	\$ 6,080.96	\$ 182,428.80
0700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	560.00	AS	\$ 455.45	\$ 255,052.00
0710-11-201	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID, 6"	4.40	GM	\$ 1,433.94	\$ 6,309.34
0710-11-125	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR STOP LINE OR CROSSWALK, 24'	600.00	LF	\$ 1.54	\$ 924.00
0710-11-160	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, MESSAGE OR SYMBOL	210.00	EA	\$ 49.45	\$ 10,384.50
0710-11-201	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SOLID, 6"	0.80	GM	\$ 1,405.90	\$ 1,124.72
1000-0	PROJECT STUDY	1.00	LS	\$ 450,000.00	\$ 450,000.00
1000-1	DESIGN, SURVEY, PERMITTING	1.00	LS	\$ 900,000.00	\$ 900,000.00
1000-2	CONSTRUCTION ENGINEERING & INSPECTION	1.00	LS	\$ 500,000.00	\$ 500,000.00
1000-3	NPDES, ENVIRONMENTAL, PERMITS	1.00	LS	\$ 15,000.00	\$ 15,000.00
1000-4	BONDS, INSURANCE	1.00	LS	\$ 20,000.00	\$ 20,000.00
1000-5	AS-BUILT RECORD DRAWINGS	1.00	LS	\$ 30,000.00	\$ 30,000.00
Total					\$ 7,101,383.50

Percentage Items	Description	Quantity	Unit	Unit Price	Total Price
-	LIGHTING AND SIGNALIZATION (15%)	1.00	LS	\$ 664,920.96	\$ 664,920.96
-	LANDSCAPING (3%)	1.00	LS	\$ 132,984.19	\$ 132,984.19
-	DRAINAGE (10%)	1.00	LS	\$ 443,280.64	\$ 443,280.64
-	UTILITY ADJUSTMENTS (5%)	1.00	LS	\$ 221,640.32	\$ 221,640.32
-	CONTINGENCY (20%)	1.00	LS	\$ 886,561.28	\$ 886,561.28
Total w/ Percentage Items:					\$ 9,450,770.89



2022 / 2023 TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION ADDENDUM

The addendum information **must** accompany a completed Florida Department of Transportation's (FDOT) Surface Transportation Block Grant Program and Transportation Alternatives (TA) Set-Aside Program Project Application, including all of the requirements and documentation required on the application checklist included in the TA application.

Program Structure:

- Minimum Project Award: \$300,000
- Maximum Project Award: \$3,000,000
- A maximum of three projects will be selected to be prioritized for funding. There is no guarantee that all projects will receive funding in the next 5-Year Work Program.
- Each jurisdiction may submit a maximum of three projects for consideration during this funding cycle.
- If a project is selected for inclusion on the priority list, the project will only remain on the list for a maximum of three years before being removed.

Application Prerequisites:

- The application must include a resolution of support from the agency's governing body and documentation of public support.
- 100% of right-of-way must be acquired or documentation of an easement provided.
- Applying agency must be LAP certified, demonstrate a commitment to obtain LAP certification within a timely manner to implement the project or provide an agreement with a LAP certified agency to implement the project on their behalf.

Please provide, at a minimum, the information requested below. Applications will be competitively evaluated based on the information provided by the applicant. For technical support or additional information, please contact Rob Feigel at rfeigel@forwardpinellas.org. We ask that technical support is requested no later than November 18, 2022. Technical support will be provided after this date, but requesting support early on helps to ensure Forward Pinellas staff has sufficient time to gather the needed information.

1. List what, if anything, has not been checked as included with the TA application on FDOT's TA Program application checklist and the Forward Pinellas checklist?

All required items have been included in this application.

2. If anything on the checklist was not included in the application, why was it not included with the TA application?

All required items have been included in this application.



2022 / 2023 TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION ADDENDUM

3. What project phases are included in the funding request, the amount of TA funding requested, the amount of local matching funds and in-kind support for each phase (should match what's in the TA Application)?

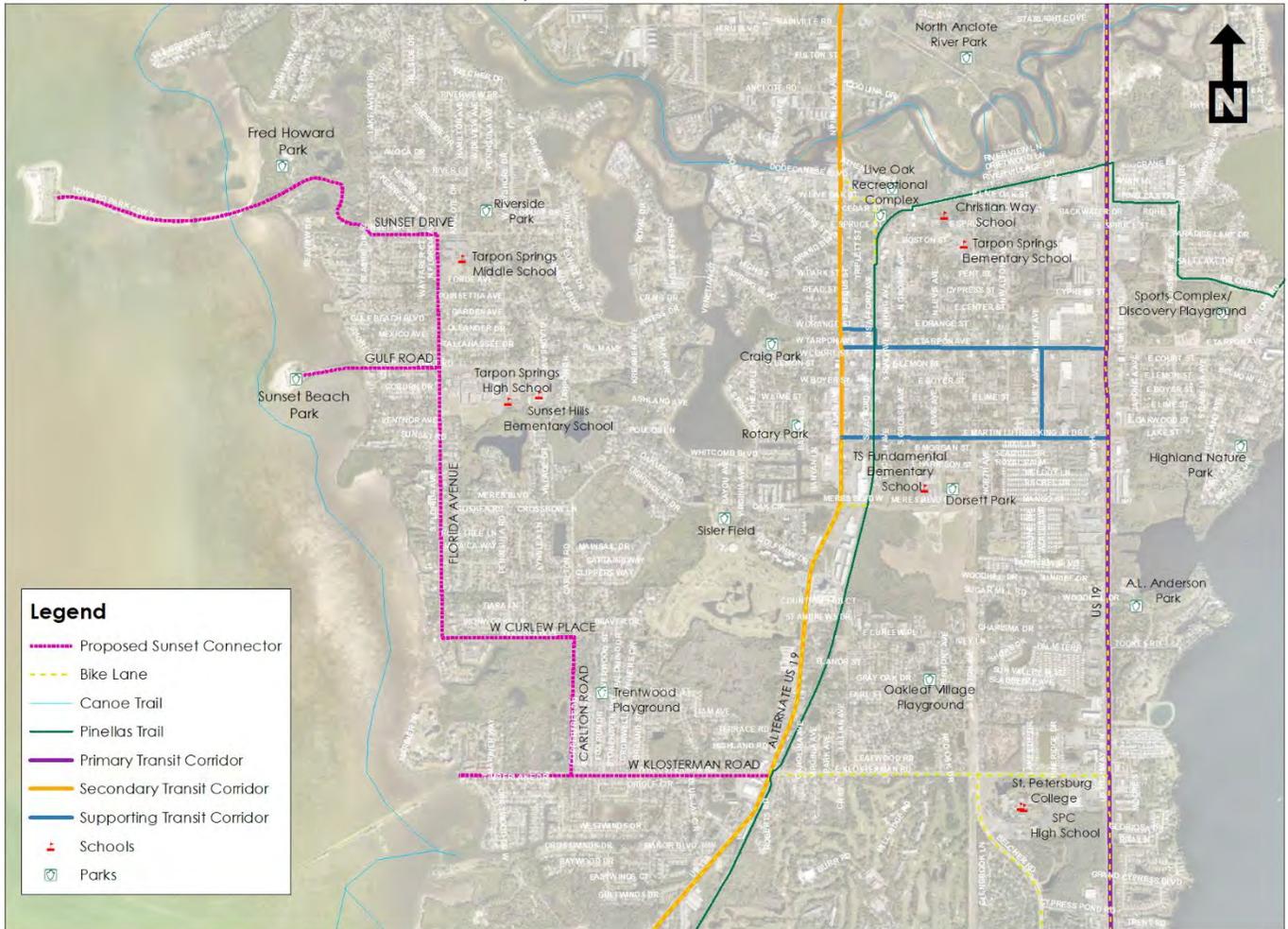
Project Phase	TA funds	Local Matching Funds
<input type="checkbox"/> Planning:	\$ <u>50,000</u>	\$ _____
<input type="checkbox"/> PD&E:	\$ <u>500,000</u>	\$ _____
<input type="checkbox"/> PE/Final Design:	\$ <u>900,000</u>	\$ _____
<input type="checkbox"/> Construction:	\$ _____	\$ _____
<input type="checkbox"/> Construction Engineering and Inspection (CEI):	\$ _____	\$ _____
 TOTAL	 \$ <u>1,450,000</u>	 \$ _____

4. Attach a detailed description and map showing how the project provides direct access to an existing Multimodal Corridor as designated on the Countywide Land Use Map.

The project will provide direct access to Alternate US Highway 19 (Alt 19), which is identified as a secondary corridor on the Future Transit Map. US 19 is identified as a primary corridor on the Future Transit Map, and the project would provide indirect multimodal access to US 19 via the bike lanes and sidewalks on Klosterman Road. Alt 19 is designated as a secondary multimodal corridor on the Transit-Oriented Land Used Vision Map, and US 19 is a primary multimodal corridor.

2022 / 2023 TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION ADDENDUM

Proposed Sunset Connector



City of Tarpon Springs Planning and Zoning Department, 2022
Source: Forward Pinellas, Pinellas County, City of Tarpon Springs, and esri

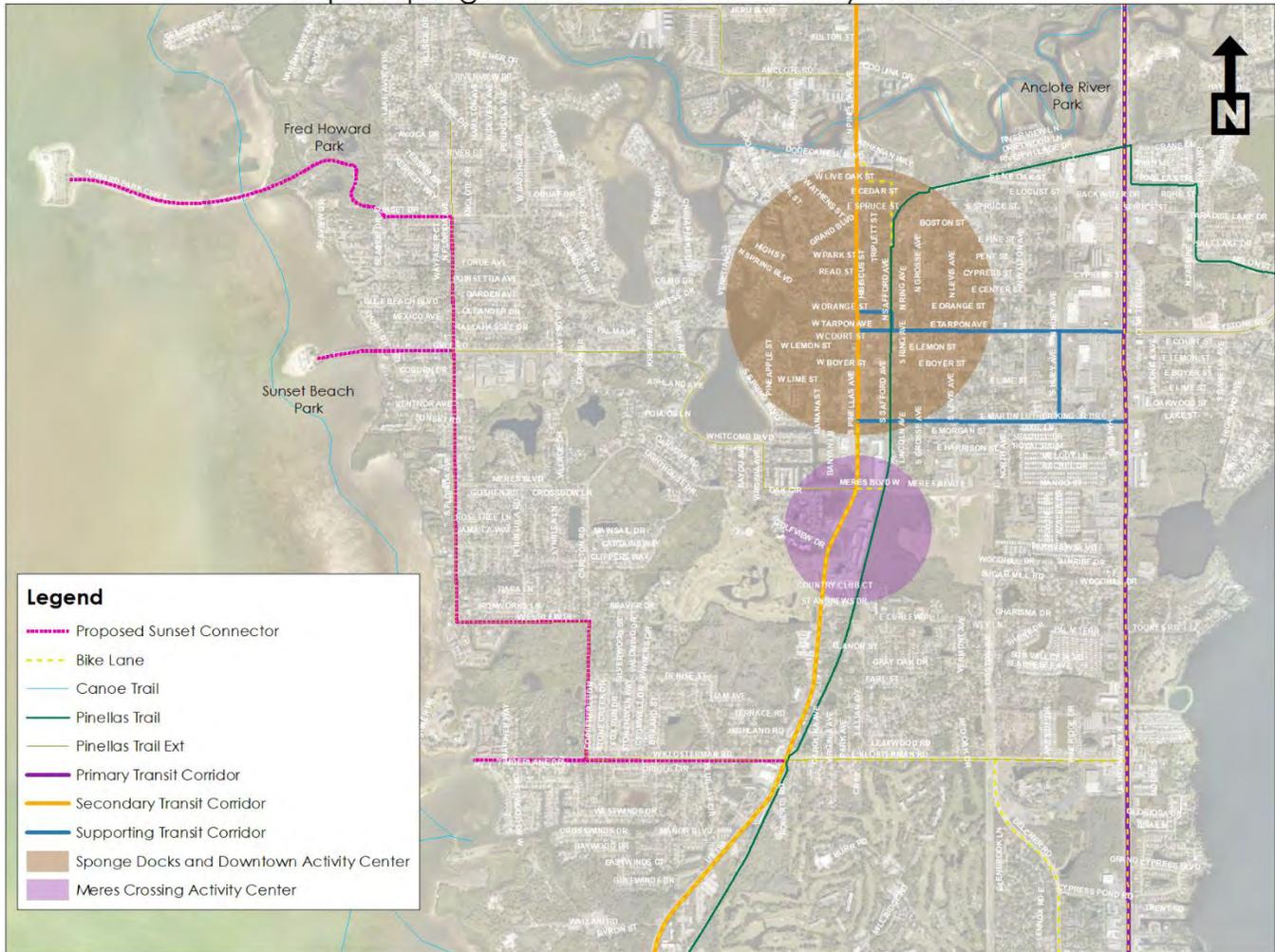
0 0.25 0.5 1 Miles

5. Attach a detailed description and map showing how the project is located within, or connects directly to, an existing Activity Center as identified on the Countywide Land Use Map.

The proposed project provides a multimodal connection to the Sponge Docks and Downtown and the Meres Crossing Activity Centers via the Pinellas Trail and Alt 19.

2022 / 2023 TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION ADDENDUM

Tarpon Springs Sunset Connector Activity Centers



City of Tarpon Springs Planning and Zoning Department, 2022
Source: Forward Pinellas, Pinellas County, City of Tarpon Springs, and esf

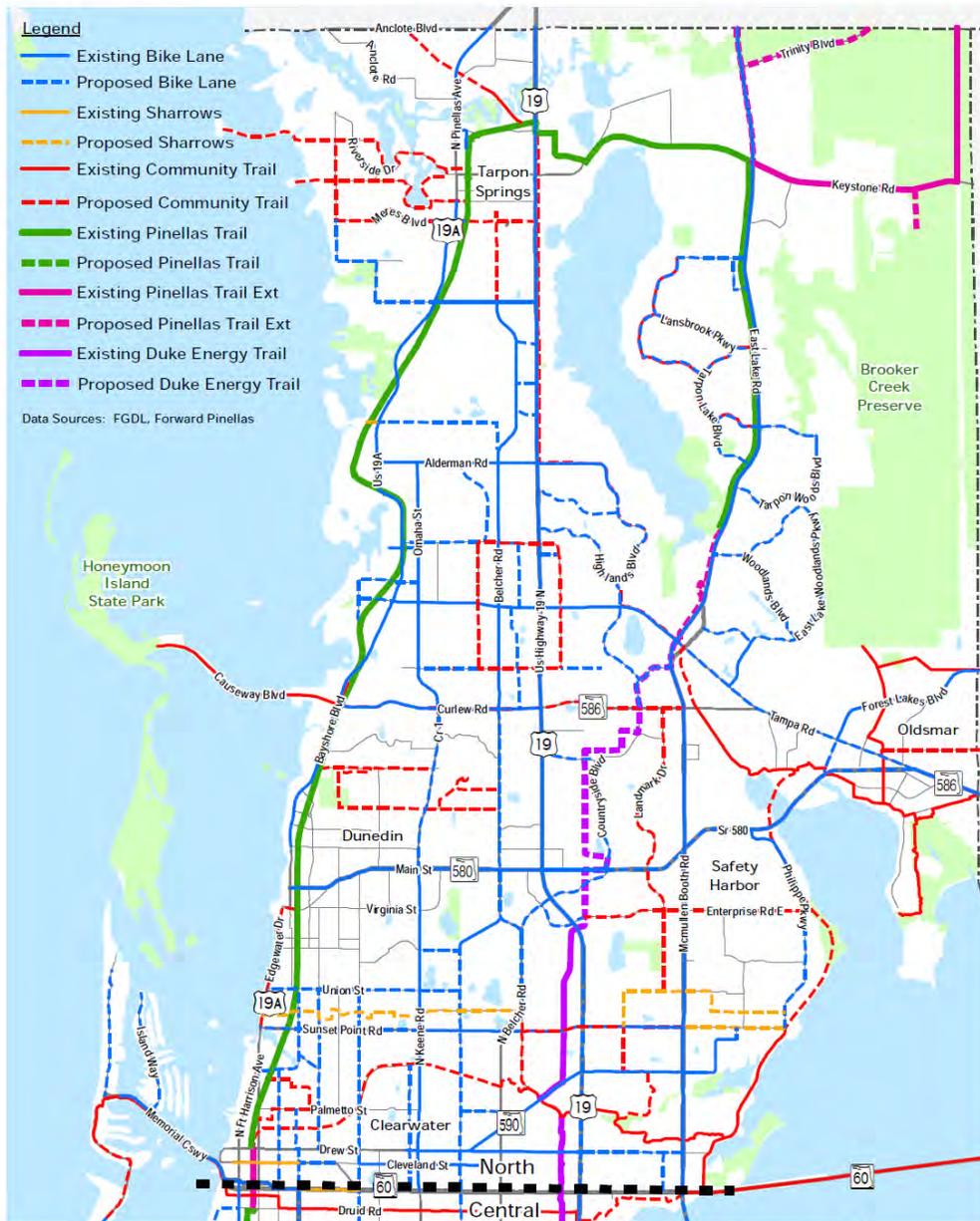
6. Attach a detailed description of how the project is identified in the Forward Pinellas Active Transportation Plan or directly connects to a facility identified in the Plan. Attach the relevant pages from the Plan that identifies the project and highlight the portion that identifies your project. Alternatively, attach a map(s) depicting the project location as an overlay on the Plan that shows how the project directly connects to a facility identified in the Plan.

The project is identified on the North Area Vision Map in the Forward Pinellas Active Transportation Plan. In the Plan it is identified as proposed bike lanes south of Meres Boulevard and a proposed community trail to the north. The project will identify alternatives to provide safe bicycle and pedestrian access throughout the corridor, focusing on physical separation from general travel lanes.

**2022 / 2023 TRANSPORTATION ALTERNATIVES (TA) PROGRAM
APPLICATION ADDENDUM**



Figure 7. North Area Vision Map



**Bike Facilities -
North**

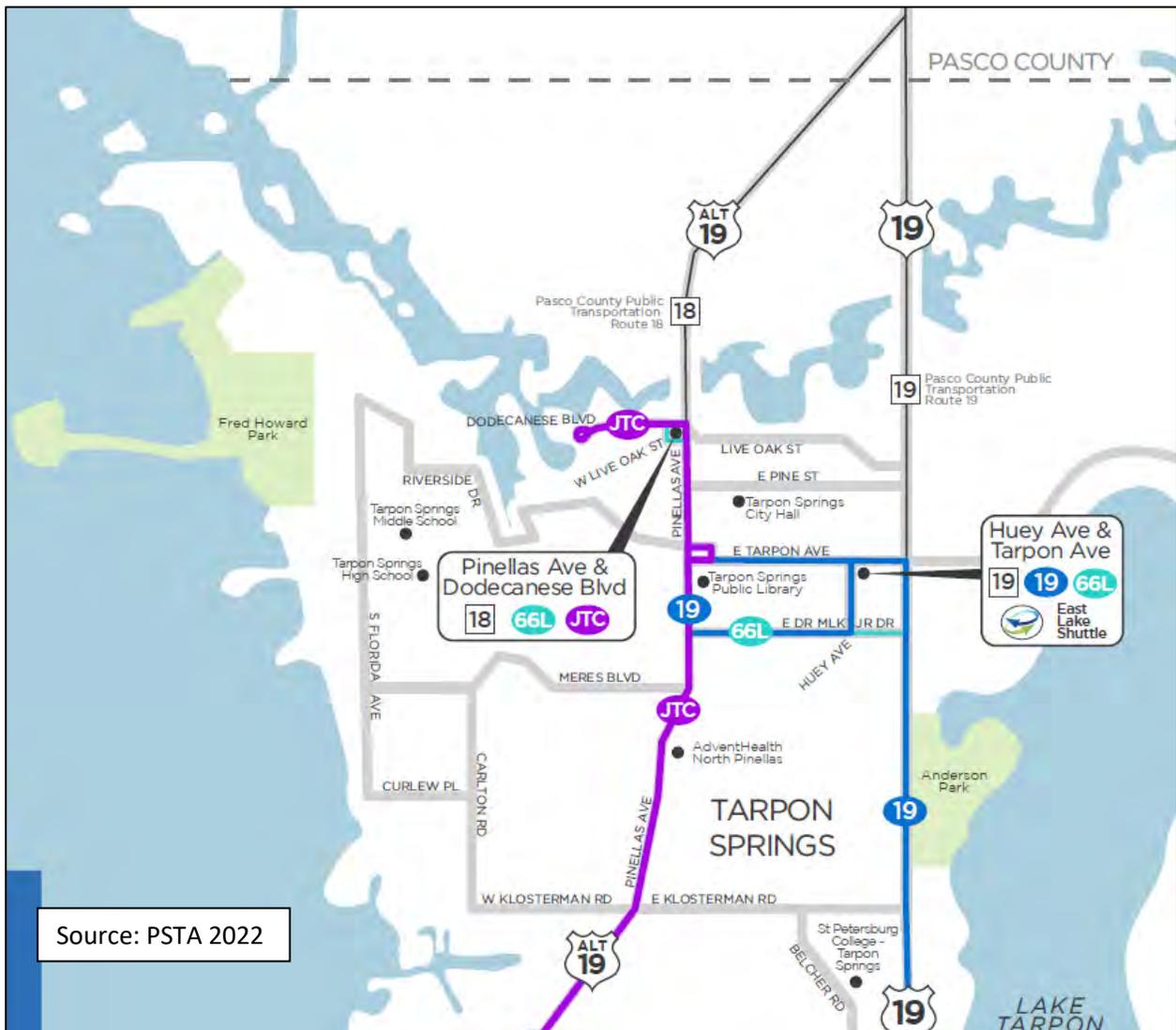


2022 / 2023 TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION ADDENDUM

8. Describe how the project will provide direct access to existing transit routes. Will the project connect to existing transit service with headways of 30 minutes or less? Will the project connect to transit service with existing headways of between 45 and 60 minutes?

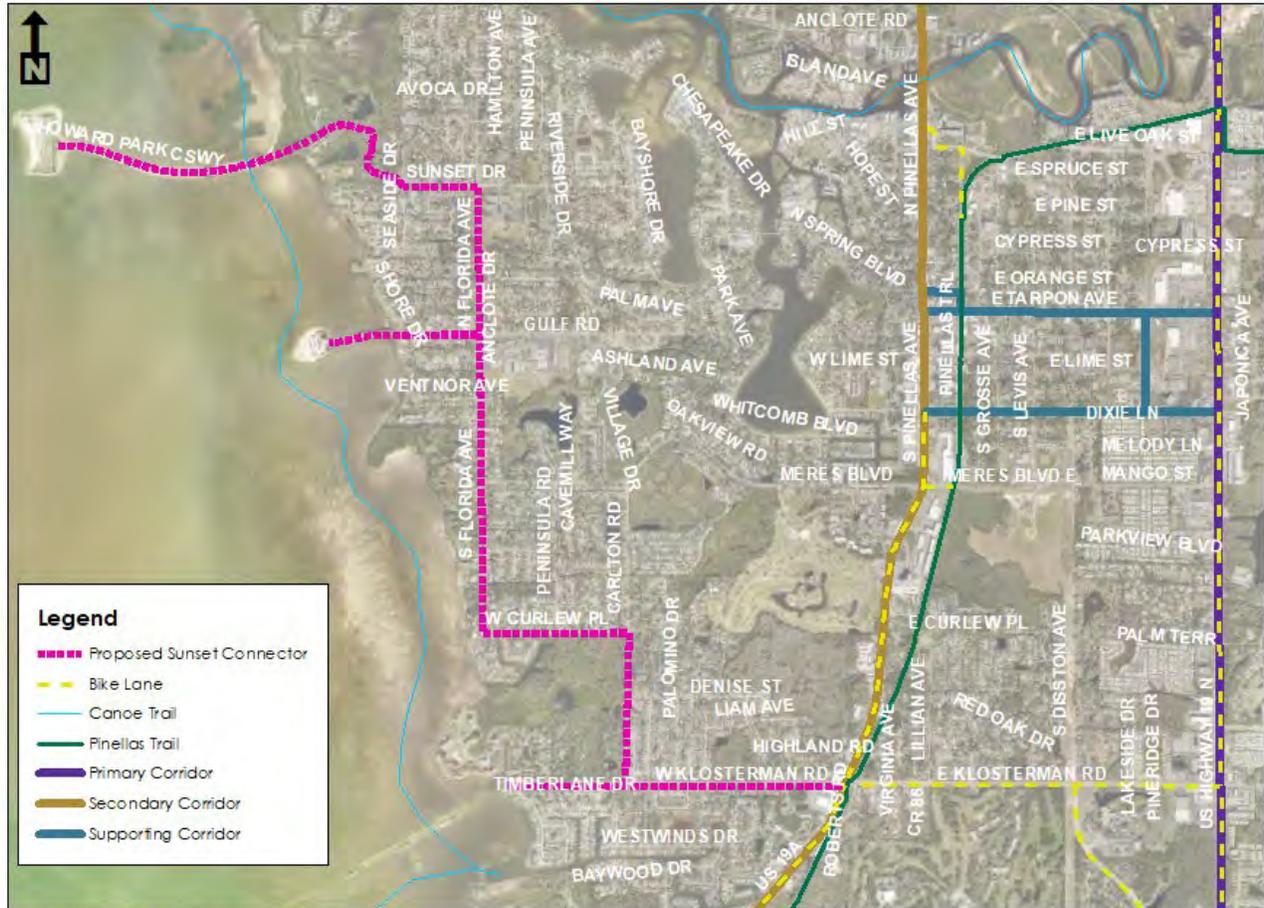
The Pinellas Suncoast Transit Authority (PSTA) and Pasco County Public Transportation (PCPT) provide fixed route transit services in Tarpon Springs. The project directly connects to transit stops for PSTA Route 66L and the Jolley Trolley. The project would improve multimodal connections to transit throughout the City.

The Jolley Trolley operates 7 days a week between the Sponge Docks and the Beach Transit Center in Clearwater on Alt 19 with hour long headways. The 66L is a limited-service route that traverses between Tarpon Springs and Park Street Terminal 4 times a day on weekdays on Alt 19. PSTA Route 19 operates weekdays between 5:25 AM and 11:40 PM with 35 minute to hour long headways, on Saturdays between 5:45 AM and 10:20 PM with 45 minute headways, and Sundays and holidays between 7:05 AM and 9:45 PM with hour long headways. Pasco County Public Transportation operates Route 19 in Tarpon Springs 6 days a week with 30-minute headways. Weekday service hours are between 6:00 AM and 10:30 PM, and Saturday service is provided between 7:00 AM and 7:00 PM.



2022 / 2023 TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION ADDENDUM

Sunset Connector Transit Connections

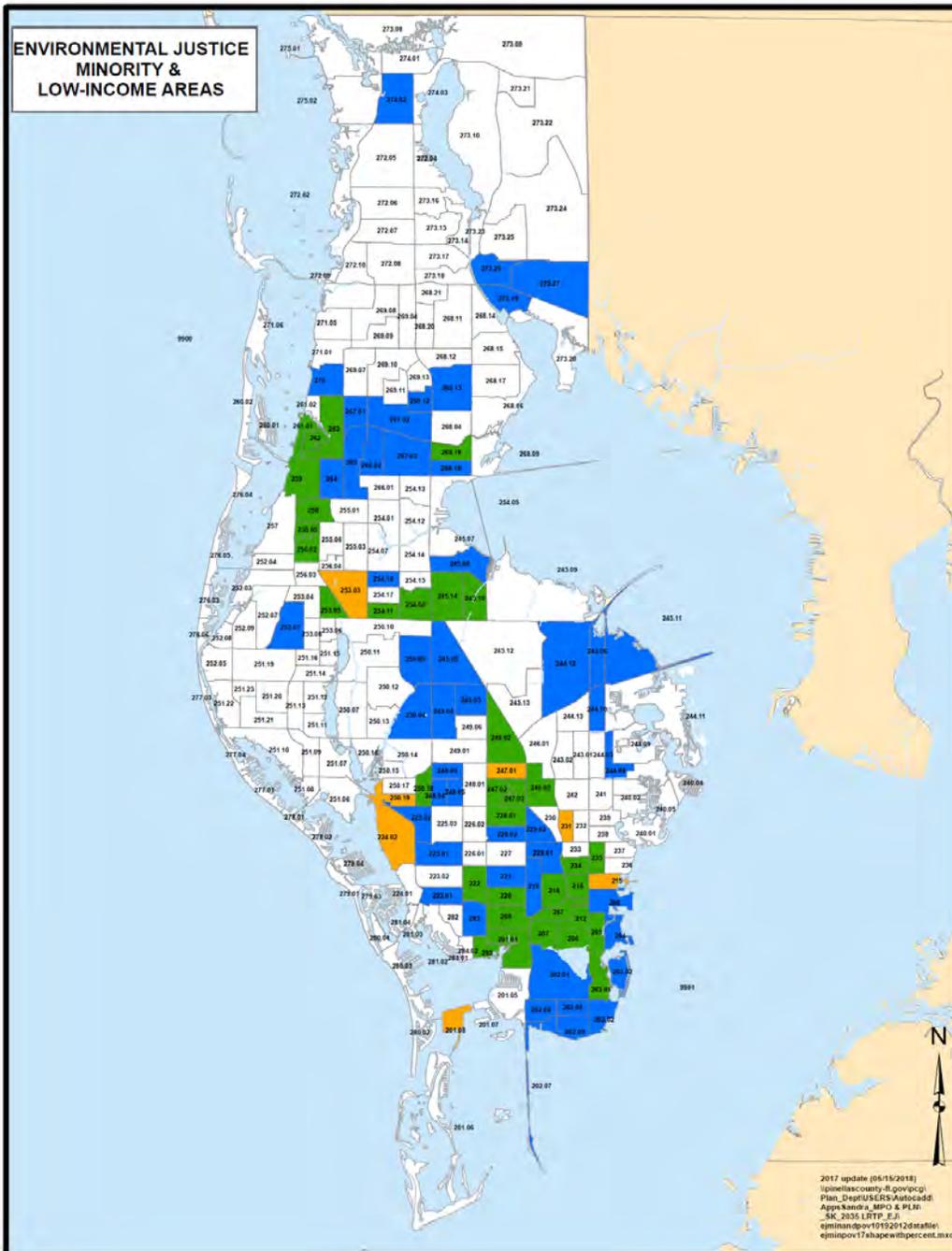


City of Tarpon Springs Planning and Zoning Department, 2022
Source: Forward Pinellas, Pinellas County, City of Tarpon Springs, and esri

0 0.25 0.5 1 Miles

2022 / 2023 TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION ADDENDUM

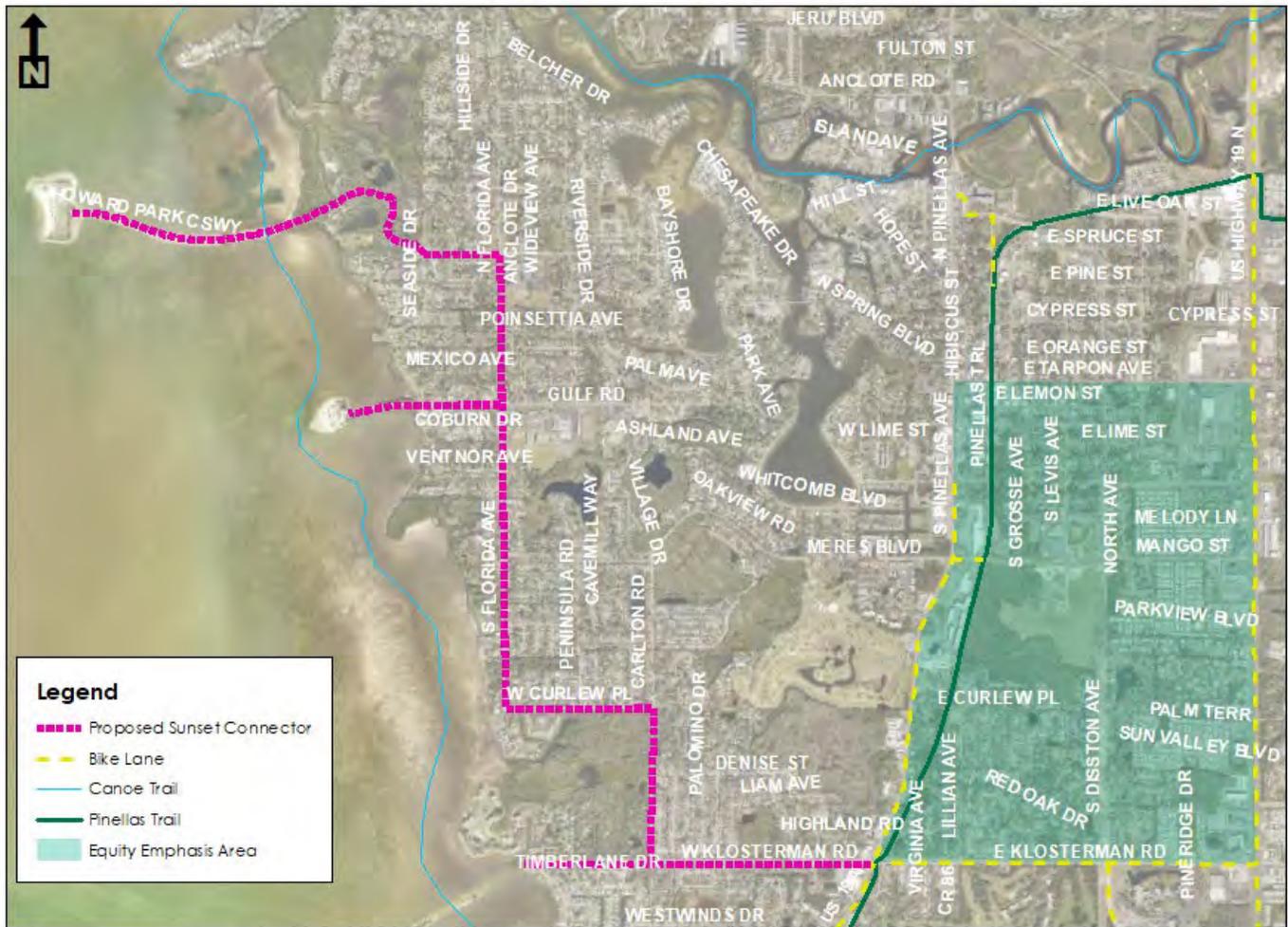
9. Describe whether or not the project is within (or provides direct access to) an Environmental Justice area as identified by Forward Pinellas. Attach a map(s) depicting the completed project on the Forward Pinellas Environmental Justice map. Identified Environmental Justice maps can be located at: https://forwardpinellas.org/wp-content/uploads/2018/06/2045-EJ-Report_Final.pdf.



The project connects Census Tract 274.02, which is identified as minority area in the 2015 Forward Pinellas Environmental Justice map, to the recreation amenities and educational facilities to the west. Census Tract 274.02 was also identified as an Equity Emphasis Area in the 2022 Forward Pinellas Equity Assessment. This project would better connect the minority communities in Census Tract 274.02 to the schools and parks located in the immediate project area.

2022 / 2023 TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION ADDENDUM

Sunset Connector Equity Emphasis Area



City of Tarpon Springs Planning and Zoning Department, 2022
 Source: Forward Pinellas, Pinellas County, City of Tarpon Springs, and esri

0 0.25 0.5 1 Miles



2022 / 2023 TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION ADDENDUM

10. **For bicycle projects only:** The Forward Pinellas Active Transportation Plan includes a methodology to identify the level of traffic stress of various bicycle facilities. Provide documentation about the level of traffic stress along the project corridor that will result after the phase of your project application has been constructed. The Forward Pinellas methodology must be utilized for this determination. **Please contact Forward Pinellas staff for this information.**

Forward Pinellas staff indicated the Level of Traffic Stress would be LTS 1.

11. **For sidewalk projects only:** Check the box for whichever of the following statements apply most once the sidewalk construction has been completed. within the project limits
- a. After the project is constructed, there will be a sidewalk on one side of the segment of roadway that's within the limits of the newly-constructed project
 - b. After the project is constructed, there will be sidewalks on both sides of the segment of roadway that's within the limits of the newly-constructed project
 - c. After the project is constructed, there will be a separated pedestrian corridor with at least a two foot buffer from the roadway within the limits of the newly-constructed project



2022 / 2023 TRANSPORTATION ALTERNATIVES (TA) PROGRAM APPLICATION ADDENDUM

For your reference the scoring criteria that will be utilized by the subcommittee to review applications is included below.

Criteria	Points
Project provides direct access to a Multimodal Corridor, as designated on the Countywide Land Use Map	10
Project is located within, or directly connects to, an Activity Center, as identified on the Countywide Land Use Map	0
Project is identified in the Forward Pinellas Bicycle Pedestrian Master Plan or directly connects to a facility identified in the Plan	5
Project connects 2 or more existing facilities (fills a gap)	10
For projects that construct bicycle facilities (sidewalks are not considered bicycle facilities for the purposes of these criteria), the level of traffic stress along the project corridor after improvement:	
1 - All Ages and Abilities	15
2 - Interested But Concerned	-
3 - Enthused and Confident	-
4 - Strong and Fearless	-
Project provides direct access to a priority transit route or one with headways of:	
30 minutes or better	-
45-60 minutes	5
Project is included within, or provides direct access to, and Environmental Justice area, as identified by Forward Pinellas	15
If the project includes sidewalk construction, the final corridor includes:	
Sidewalk on one side of the roadway	-
Sidewalks on both sides of the roadway	10
A separated pedestrian corridor with a minimum of a 2' buffer from the roadway	-
DRAFT TOTAL	70



FLORIDA DEPARTMENT OF TRANSPORTATION
2022 CONSOLIDATED PROJECT APPLICATION
TRANSPORTATION ALTERNATIVE SET-ASIDE FUNDING
FUNDING CONSIDERATION FOR FISCAL YEARS 2028
Certification of IMPLEMENTING AGENCY

Project Name: **Sunset Connector**

Location: **Klosterman Rd, Carlton Rd, Curlew Pl,
Florida Ave, Gulf Dr, Sunset Dr, Fred
Howard Causeway**

Project Limits from: **Klosterman Road & US 19**

To: **Fred Howard Causeway**

Primary Proposed Work Element: **Continuous separated bicycle and
pedestrian facility**

I hereby certify that the proposed project is supported by the Agency listed below and that entity agrees to:

- Enter into a maintenance agreement with the Florida Department of Transportation, as necessary, prior to the design phase.
- Comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act (The Uniform Act) for any right-of-way actions required for the project.
- Comply with NEPA process prior to construction which may require involvement with the State Historic Preservation Officer (SHPO), and other State and/or Federal agencies, prior to construction.
- Pursue or retain LAP certification and enter into a LAP Agreement with FDOT for implementation of each requested project phase.
- Bear all expenses in excess of the approved project phase cost as shown in the LAP agreement. Participating activities will be reimbursed per LAP agreement and Federal Program regulations.
- Bear all expenses associated with utility relocation(s), if required.

City of Tarpon Springs

Agency

Authorized Signature*

Mark LeCouris, City Manager

Print Name/ Title

11-10-2022

Date

*Signature of person with budget authority
(i.e. County Administrator, or Public Works Director)

