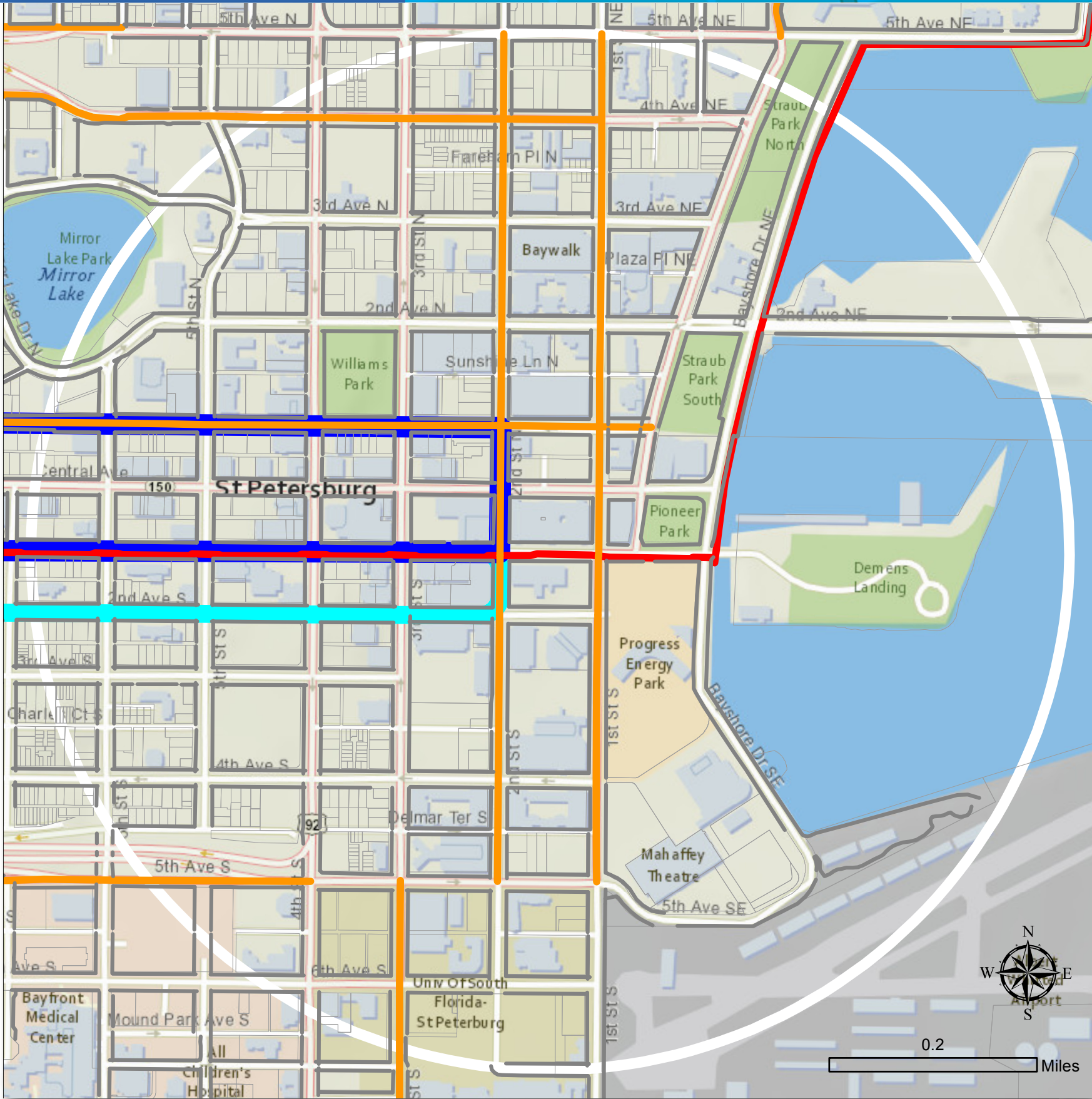




STATION 1: ST. PETERSBURG-DOWNTOWN EAST



KEY CONSIDERATIONS

- Gaps in existing bicycle infrastructure and lack of routes connecting northern neighborhoods
- 56.9% of city blocks are Walkable or Fairly Walkable
- Heavy traffic volumes on 1st Avenues North and South requires emphasis on bicycle and pedestrian safety
- I-175 presents an obstacle to movement between station and southern uses/neighborhoods

Infrastructure Summary		
	Existing	Proposed
Bike Lanes (Miles)	2.9	0
Trails (Miles)	1.1	0
Sidewalks (Miles)	21.6	N/A

Block Sizes	No. within Station Area	Percent of Total Area
Walkable: 0 - 1600 Feet	51	28.2%
Fairly Walkable: 1601 - 2000 Feet	29	28.7%
Walk Access Limited: 2001 - 2400 Feet	11	13.9%
No Walk Access: 2400+ Feet	10	28.3%
Total	101	100%

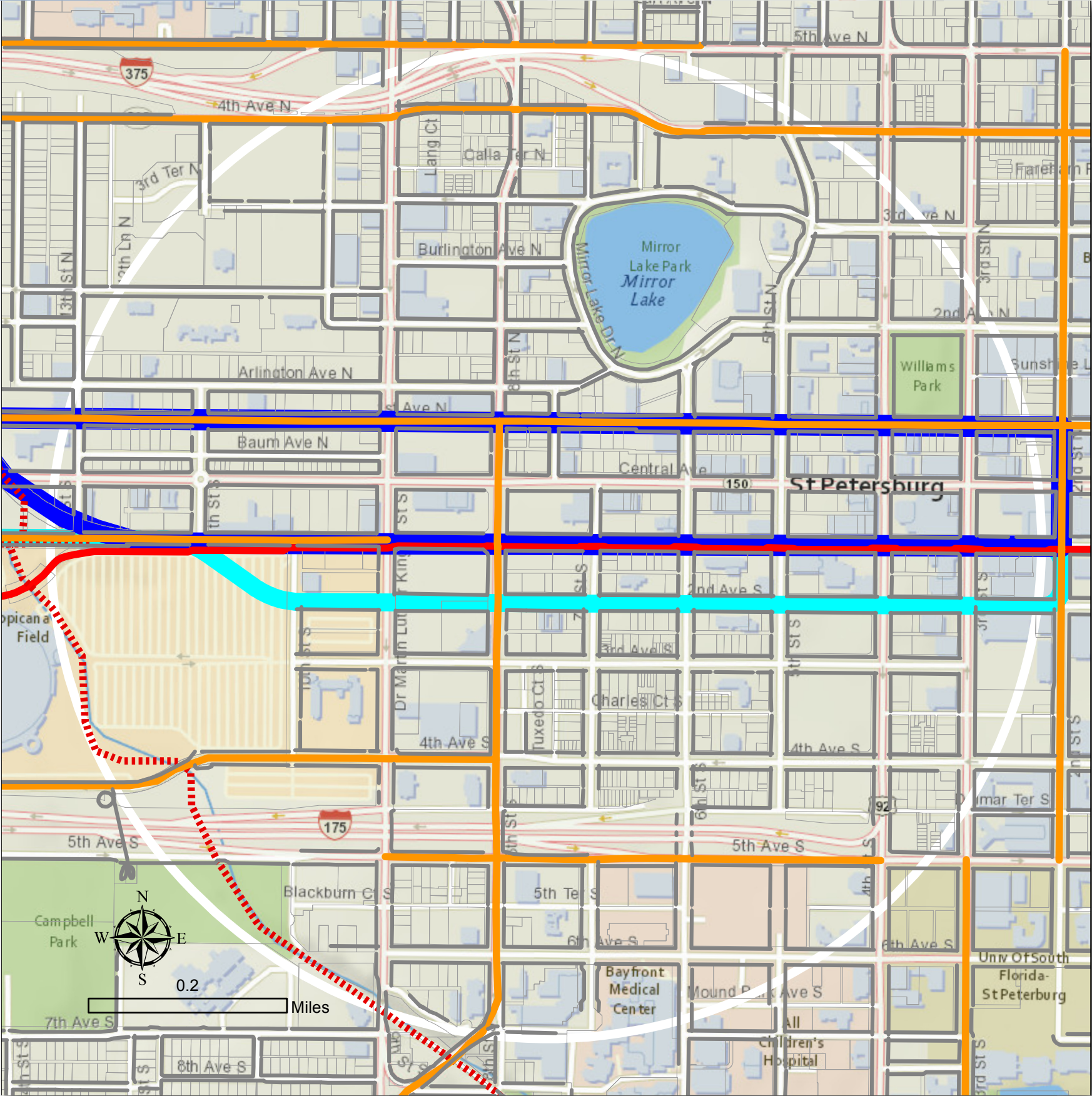
Roadway Infrastructure	
Existing Roads by Classification (Miles)	
Collector	4.9
Minor Collector	0.0
Local Street	7.5
Local Major Street	0.0
Minor Arterial	2.9
Principal Arterial	0.3
Total	15.6 Miles

LEGEND

- Parcels
- Existing Sidewalk
- Existing Bike Lanes
- Proposed Bike Lanes
- Existing Trail
- Proposed Trail
- Pinellas AA Light Rail
Locally Preferred Alternative
- Pinellas AA Design Alternative
- Pinellas AA Recommended
Station Area



STATION 2: DR. MARTIN LUTHER KING JR. STREET



KEY CONSIDERATIONS

- Gaps in existing bicycle infrastructure and lack of routes connecting northern neighborhoods
- 45.1% of city blocks are Walkable or Fairly Walkable
- Heavy traffic volumes on 1st Avenues North and South requires emphasis on bicycle and pedestrian safety
- I-275 presents an obstacle to movement between station and southern uses/neighborhoods

Infrastructure Summary		
	Existing	Proposed
Bike Lanes (Miles)	3.7	0
Trails (Miles)	1.0	0.6
Sidewalks (Miles)	25.6	0

Block Sizes	No. within Station Area	Percent of Total Area
Walkable: 0 - 1600 Feet	83	20.3%
Fairly Walkable: 1601 - 2000 Feet	46	24.8%
Walk Access Limited: 2001 - 2400 Feet	19	11.4%
No Walk Access: 2400+ Feet	24	43.5%
Total	172	100%

Roadway Infrastructure	
Existing Roads by Classification (Miles)	
Collector	2.0
Minor Collector	0.0
Local Street	13.0
Local Major Street	0.0
Minor Arterial	6.3
Principal Arterial	1.6
Total	22.9 Miles

LEGEND

- Parcels

Existing Sidewalk

Existing Bike Lanes

Proposed Bike Lanes
- Existing Trail

Proposed Trail

Pinellas AA Light Rail

Locally Preferred Alternative

Pinellas AA Design Alternative
- Pinellas AA Recommended Station Area

SOURCE: SIDEWALKS, TRAILWAYS AND 2035 LRTP DATA PROVIDED FROM PINELLAS COUNTY MPO; BLOCK AND PINELLAS AA DATA PROVIDED BY JACOBS; ROADWAYS PROVIDED BY FDOT; PARCELS PROVIDED BY PINELLAS COUNTY; EXISTING BUS SERVICE PROVIDED BY PSTA



STATION 3: TROPICANA FIELD



KEY CONSIDERATIONS

- Gaps in existing bicycle infrastructure and lack of routes connecting northern neighborhoods
- 37.5% of city blocks are Walkable or Fairly Walkable
- Heavy traffic volumes on 1st Avenues North and South requires emphasis on bicycle and pedestrian safety
- I-175, I-275, and I-375 present obstacles to movement between station and adjacent uses/neighborhoods

Infrastructure Summary		
	Existing	Proposed
Bike Lanes (Miles)	4.3	0
Trails (Miles)	1.0	2.0
Sidewalks (Miles)	21.1	N/A

Block Sizes	No. within Station Area	Percent of Total Area
Walkable: 0 - 1600 Feet	85	18.6%
Fairly Walkable: 1601 - 2000 Feet	34	18.9%
Walk Access Limited: 2001 - 2400 Feet	14	7.7%
No Walk Access: 2400+ Feet	26	54.8%
Total	159	100%

Roadway Infrastructure	
Existing Roads by Classification (Miles)	
Collector	2.0
Minor Collector	0.1
Local Street	12.0
Local Major Street	0.0
Minor Arterial	5.4
Principal Arterial	2.1
Total	21.6 Miles

LEGEND

Parcels

Existing Sidewalk

Existing Bike Lanes

Proposed Bike Lanes

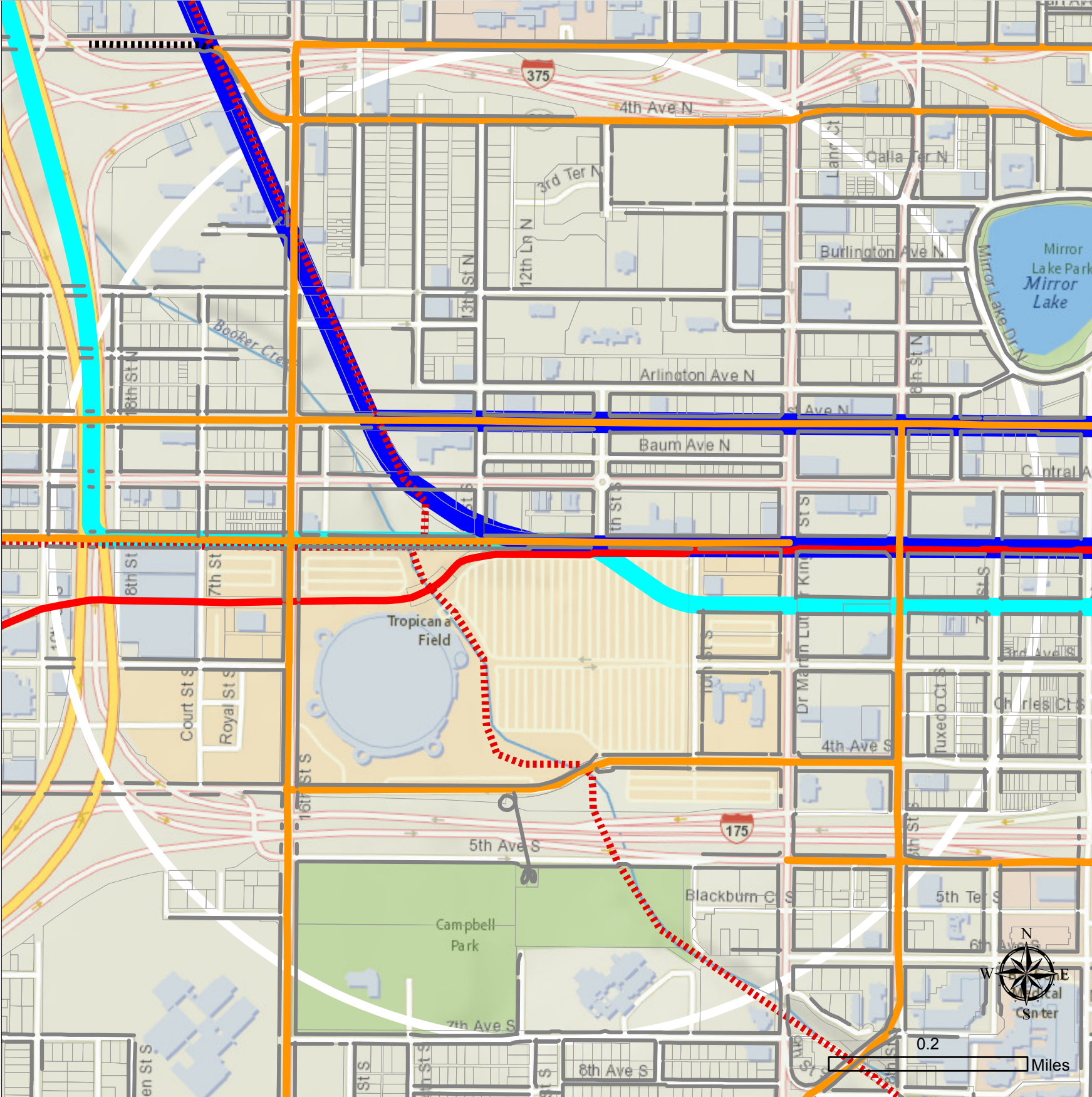
Existing Trail

Proposed Trail

Pinellas AA Light Rail
Locally Preferred Alternative

Pinellas AA Design Alternative

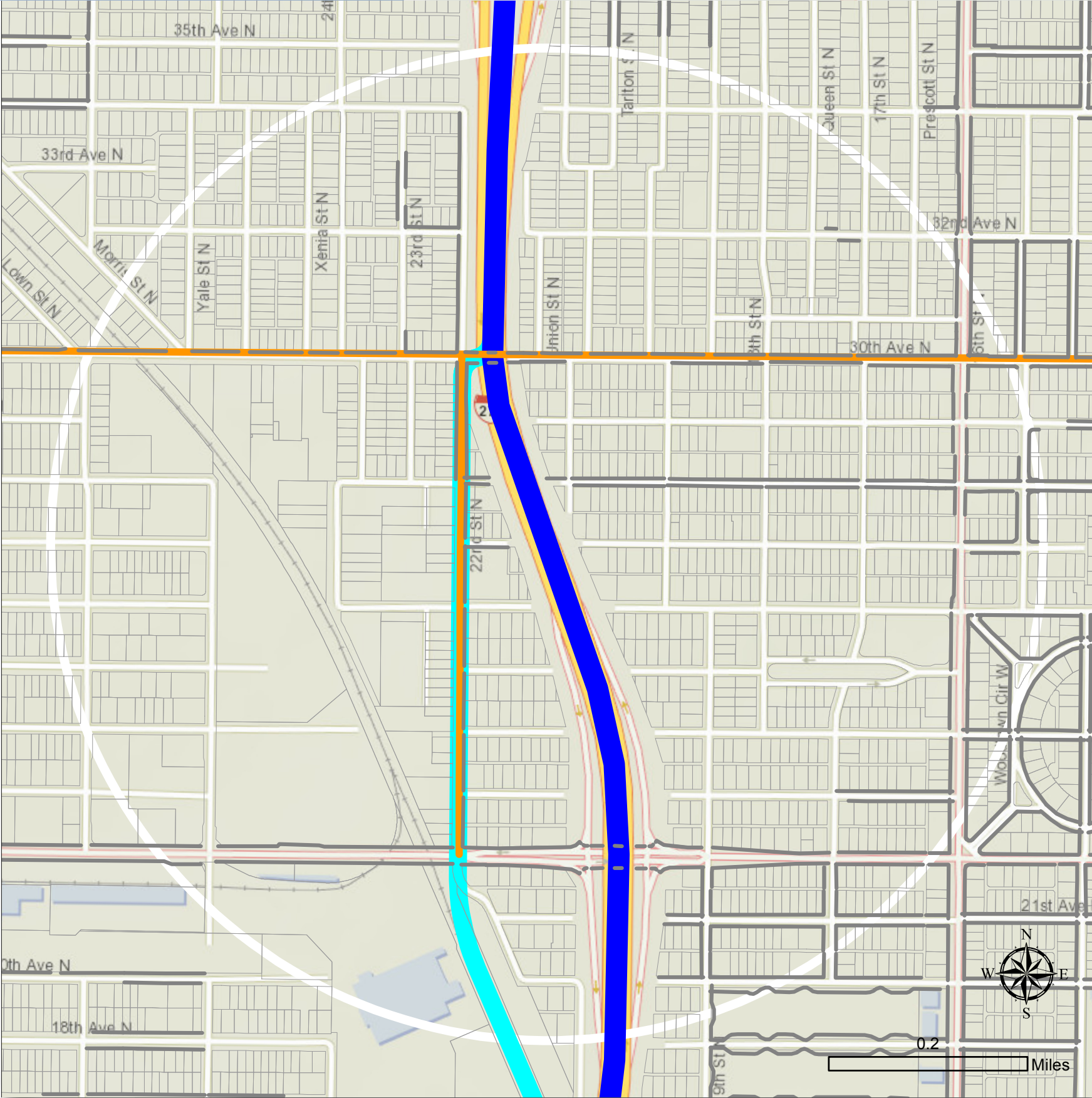
Pinellas AA Recommended
Station Area



SOURCE: SIDEWALKS, TRAILWAYS AND 2035 LRTP DATA PROVIDED FROM PINELLAS COUNTY MPO; BLOCK AND PINELLAS AA DATA PROVIDED BY JACOBS; ROADWAYS PROVIDED BY FDOT; PARCELS PROVIDED BY PINELLAS COUNTY; EXISTING BUS SERVICE PROVIDED BY PSTA



STATION 4: WOODLAWN-CRESCENT LAKE



KEY CONSIDERATIONS

- Lacking trail and bicycle route networks, particularly when connecting eastern neighborhoods to existing network to the west and south
- Lacking developed sidewalk network
- 44.7% of city blocks are Walkable or Fairly Walkable
- I-275 presents an obstacle to bicycle/pedestrian/vehicular circulation within station area
- Limited CSX line crossings presents an obstacle to bike/pedestrian/vehicular circulation within western half of station area

Infrastructure Summary		
	Existing	Proposed
Bike Lanes (Miles)	1.4	0
Trails (Miles)	0.0	0
Sidewalks (Miles)	7.2	N/A

Block Sizes	No. within Station Area	Percent of Total Area
Walkable: 0 - 1600 Feet	19	4.8%
Fairly Walkable: 1601 - 2000 Feet	68	39.9%
Walk Access Limited: 2001 - 2400 Feet	9	6.3%
No Walk Access: 2400+ Feet	18	49.0%
Total	114	100%

Roadway Infrastructure	
Existing Roads by Classification (Miles)	
Collector	0.9
Minor Collector	0.0
Local Street	15.5
Local Major Street	0.0
Minor Arterial	1.3
Principal Arterial	1.0
Total	18.7 Miles

LEGEND

- Parcels

Existing Sidewalk

Existing Bike Lanes

Proposed Bike Lanes
- Existing Trail

Proposed Trail

Pinellas AA Light Rail
Locally Preferred Alternative

Pinellas AA Design Alternative
- Pinellas AA Recommended
Station Area

SOURCE: SIDEWALKS, TRAILWAYS AND 2035 LRTP DATA PROVIDED FROM PINELLAS COUNTY MPO; BLOCK AND PINELLAS AA DATA PROVIDED BY JACOBS; ROADWAYS PROVIDED BY FDOT; PARCELS PROVIDED BY PINELLAS COUNTY; EXISTING BUS SERVICE PROVIDED BY PSTA



STATION 5: LEALMAN



- KEY CONSIDERATIONS**
- Lacking trail and bicycle route networks
 - Lacking developed sidewalk network/existence of sidewalk gaps
 - 8.8% of city blocks are Walkable or Fairly Walkable
 - I-275 presents an obstacle to bicycle/pedestrian/vehicular circulation within station area
 - Haines Road may be negatively impacted by increased congestion generated by Transit Oriented Development occurring within Stations 5 and 6

Infrastructure Summary		
	Existing	Proposed
Bike Lanes (Miles)	0	0
Trails (Miles)	0	0
Sidewalks (Miles)	8.6	N/A

Block Sizes	No. within Station Area	Percent of Total Area
Walkable: 0 - 1600 Feet	66	8.3%
Fairly Walkable: 1601 - 2000 Feet	37	17.5%
Walk Access Limited: 2001 - 2400 Feet	9	4.9%
No Walk Access: 2400+ Feet	33	69.3%
Total	145	100%

Roadway Infrastructure	
Existing Roads by Classification (Miles)	
Collector	1.7
Minor Collector	0.0
Local Street	19.2
Local Major Street	0.5
Minor Arterial	0.9
Principal Arterial	1.0
Total	23.3 Miles

LEGEND

Parcels

Existing Sidewalk

Existing Bike Lanes

Proposed Bike Lanes

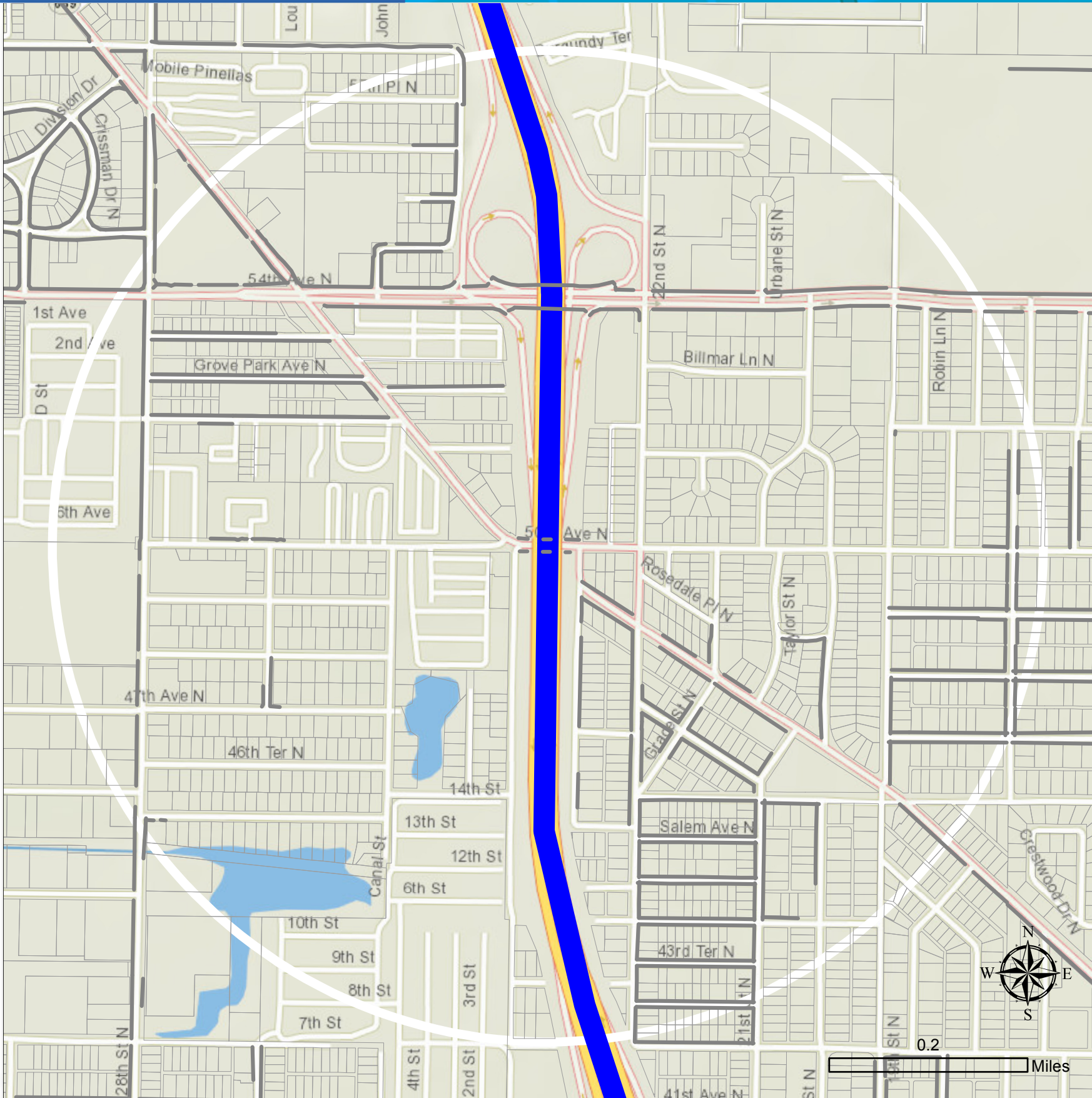
Existing Trail

Proposed Trail

Pinellas AA Light Rail
Locally Preferred Alternative

Pinellas AA Design Alternative

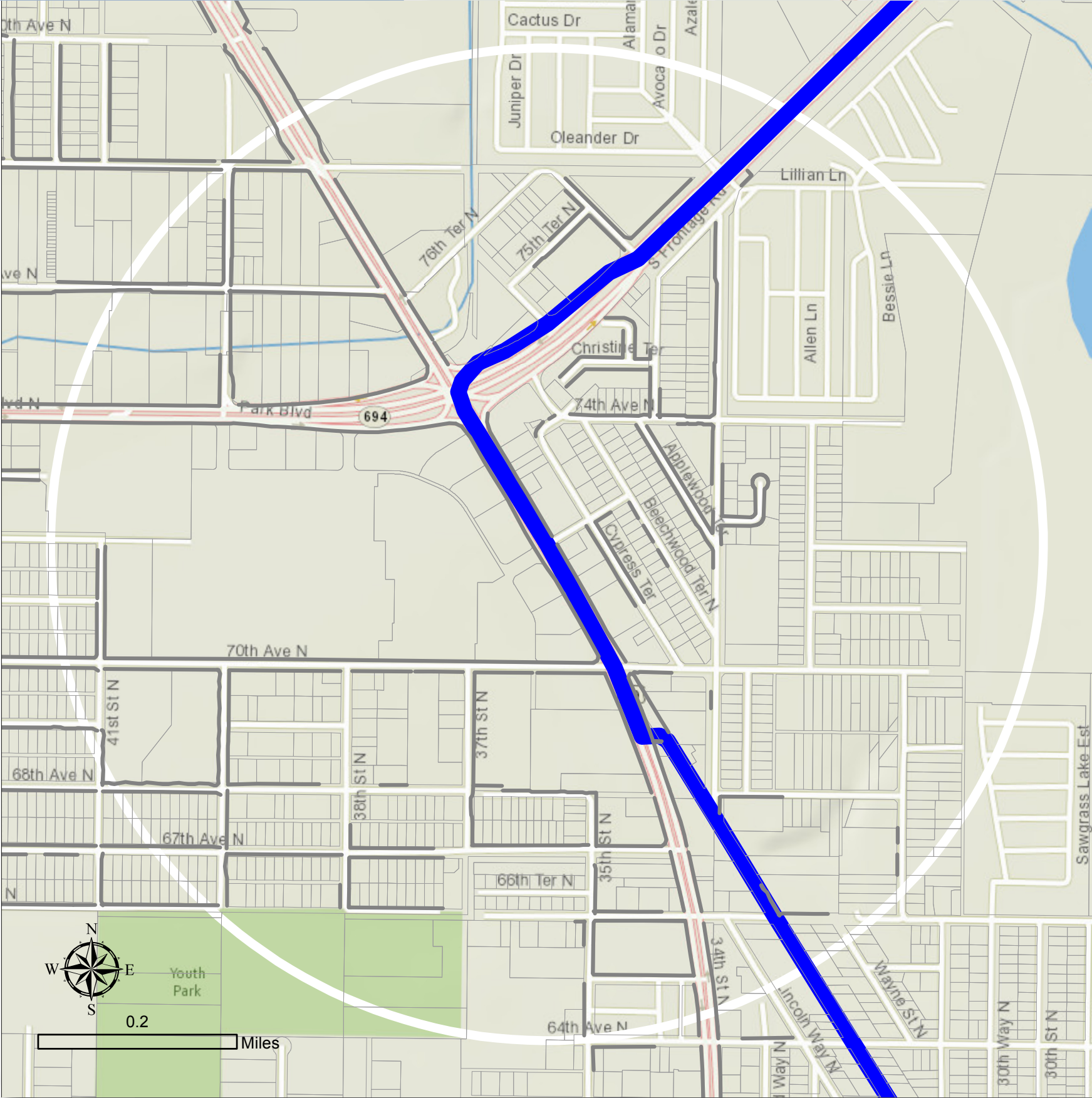
Pinellas AA Recommended
Station Area



SOURCE: SIDEWALKS, TRAILWAYS AND 2035 LRTP DATA PROVIDED FROM PINELLAS COUNTY MPO; BLOCK AND PINELLAS AA DATA PROVIDED BY JACOBS; ROADWAYS PROVIDED BY FDOT; PARCELS PROVIDED BY PINELLAS COUNTY; EXISTING BUS SERVICE PROVIDED BY PSTA



STATION 6: PARK PLACE



KEY CONSIDERATIONS

- Lacking trail and bicycle route networks
- Lacking developed sidewalk network/existence of sidewalk gaps
- 25.8% of city blocks are Walkable or Fairly Walkable
- Park/Gandy Blvd. overpass structures present an obstacle to bicycle/pedestrian/vehicular circulation within station area
- Heavy traffic volumes on US 19 and Park/Gandy Blvd. requires emphasis on bicycle and pedestrian safety
- Haines Road may be negatively impacted by increased congestion generated by Transit Oriented Development occurring within Stations 5 and 6

Infrastructure Summary		
	Existing	Proposed
Bike Lanes (Miles)	0	0
Trails (Miles)	0	0
Sidewalks (Miles)	9.2	N/A

Block Sizes	No. within Station Area	Percent of Total Area
Walkable: 0 - 1600 Feet	30	3.1%
Fairly Walkable: 1601 - 2000 Feet	18	5.7%
Walk Access Limited: 2001 - 2400 Feet	8	2.4%
No Walk Access: 2400+ Feet	28	88.9%
Total	84	100%

Roadway Infrastructure	
Existing Roads by Classification (Miles)	
Collector	0.8
Minor Collector	0
Local Street	14.0
Local Major Street	0
Minor Arterial	0
Principal Arterial	1.8
Total	16.6 Miles

LEGEND

- Parcels

Existing Sidewalk

Existing Bike Lanes

Proposed Bike Lanes
- Existing Trail

Proposed Trail

Pinellas AA Light Rail
Locally Preferred Alternative

Pinellas AA Design Alternative
- Pinellas AA Recommended
Station Area



STATION 7: GATEWAY CENTRE



KEY CONSIDERATIONS

- Lacking trail and bicycle route networks
- Lacking developed sidewalk network/existence of sidewalk gaps
- 0.4% of city blocks are Walkable or Fairly Walkable
- Increased vehicle traffic as a result of new development may negatively impact 28th Street which is the sole north-south roadway within the station area
- Lack of connectivity between station area and adjacent neighborhoods to the west

Infrastructure Summary		
	Existing	Proposed
Bike Lanes (Miles)	0	0
Trails (Miles)	0	1.0
Sidewalks (Miles)	2.4	N/A

Block Sizes	No. within Station Area	Percent of Total Area
Walkable: 0 - 1600 Feet	0	0%
Fairly Walkable: 1601 - 2000 Feet	1	0.4%
Walk Access Limited: 2001 - 2400 Feet	0	0%
No Walk Access: 2400+ Feet	10	99.6%
Total	11	100%

Roadway Infrastructure	
Existing Roads by Classification (Miles)	
Collector	0.5
Minor Collector	1.0
Local Street	2.8
Local Major Street	0.0
Minor Arterial	0.0
Principal Arterial	0.6
Total	4.9 Miles

LEGEND

Parcels

Existing Sidewalk

Existing Bike Lanes

Proposed Bike Lanes

Existing Trail

Proposed Trail

Pinellas AA Light Rail
Locally Preferred Alternative

Pinellas AA Design Alternative

Pinellas AA Recommended
Station Area

SOURCE: SIDEWALKS, TRAILWAYS AND 2035 LRTP DATA PROVIDED FROM PINELLAS COUNTY MPO; BLOCK AND PINELLAS AA DATA PROVIDED BY JACOBS; ROADWAYS PROVIDED BY FDOT; PARCELS PROVIDED BY PINELLAS COUNTY; EXISTING BUS SERVICE PROVIDED BY PSTA



STATION 8: TOYTOWN



KEY CONSIDERATIONS

- Lack of infrastructure (roads, bicycles, trails, sidewalks) to support increased development
- 1.0% of city blocks are Walkable or Fairly Walkable
- Increased vehicle traffic as a result of new development may negatively impact 28th Street which is the sole north-south roadway within the station area
- I-275 presents an obstacle to bicycle/pedestrian/vehicular circulation within station area

Infrastructure Summary		
	Existing	Proposed
Bike Lanes (Miles)	0	0
Trails (Miles)	0	1.1
Sidewalks (Miles)	0.9	N/A

Block Sizes	No. within Station Area	Percent of Total Area
Walkable: 0 - 1600 Feet	2	0.3%
Fairly Walkable: 1601 - 2000 Feet	3	0.7%
Walk Access Limited: 2001 - 2400 Feet	3	0.9%
No Walk Access: 2400+ Feet	20	98.2%
Total	28	100%

Roadway Infrastructure	
Existing Roads by Classification (Miles)	
Collector	0.0
Minor Collector	0.4
Local Street	5.8
Local Major Street	0.0
Minor Arterial	0.0
Principal Arterial	1.0
Total	7.2 Miles

LEGEND

Parcels

Existing Sidewalk

Existing Bike Lanes

Proposed Bike Lanes

Existing Trail

Proposed Trail

Pinellas AA Light Rail
Locally Preferred Alternative

Pinellas AA Design Alternative

Pinellas AA Recommended
Station Area



SOURCE: SIDEWALKS, TRAILWAYS AND 2035 LRTP DATA PROVIDED FROM PINELLAS COUNTY MPO; BLOCK AND PINELLAS AA DATA PROVIDED BY JACOBS; ROADWAYS PROVIDED BY FDOT; PARCELS PROVIDED BY PINELLAS COUNTY; EXISTING BUS SERVICE PROVIDED BY PSTA



STATION 9: GREATER GATEWAY



KEY CONSIDERATIONS

- Lacking trail and bicycle route networks
- Lacking developed sidewalk network
- 0.6% of city blocks are Walkable or Fairly Walkable
- Heavy traffic volumes on Roosevelt Blvd. and 28th Street requires emphasis on bicycle and pedestrian safety

Infrastructure Summary

	Existing	Proposed
Bike Lanes (Miles)	0	0
Trails (Miles)	0	0
Sidewalks (Miles)	1.6	N/A

Block Sizes	No. within Station Area	Percent of Total Area
Walkable: 0 - 1600 Feet	2	0.1%
Fairly Walkable: 1601 - 2000 Feet	1	0.5%
Walk Access Limited: 2001 - 2400 Feet	1	0.2%
No Walk Access: 2400+ Feet	16	99.2%
Total	20	100%

Roadway Infrastructure

Existing Roads by Classification (Miles)	
Collector	0.4
Minor Collector	0.6
Local Street	4.8
Local Major Street	0.0
Minor Arterial	0.1
Principal Arterial	1.2
Total	7.1 Miles

LEGEND

- Parcels

Existing Sidewalk

Existing Bike Lanes

Proposed Bike Lanes
- Existing Trail

Proposed Trail

Pinellas AA Light Rail
Locally Preferred Alternative

Pinellas AA Design Alternative
- Pinellas AA Recommended
Station Area



SOURCE: SIDEWALKS, TRAILWAYS AND 2035 LRTP DATA PROVIDED FROM PINELLAS COUNTY MPO; BLOCK AND PINELLAS AA DATA PROVIDED BY JACOBS; ROADWAYS PROVIDED BY FDOT; PARCELS PROVIDED BY PINELLAS COUNTY; EXISTING BUS SERVICE PROVIDED BY PSTA



STATION 10: ST. PETERSBURG-CLEARWATER
INTERNATIONAL AIRPORT



KEY CONSIDERATIONS

- Lacking trail and bicycle route networks
- Lacking developed sidewalk network
- 0.5% of city blocks are Walkable or Fairly Walkable
- Heavy traffic volumes on East Bay Dr. requires emphasis on bicycle and pedestrian safety

Infrastructure Summary		
	Existing	Proposed
Bike Lanes (Miles)	0	0.7
Trails (Miles)	0	0
Sidewalks (Miles)	1.9	N/A

Block Sizes	No. within Station Area	Percent of Total Area
Walkable: 0 - 1600 Feet	0	0%
Fairly Walkable: 1601 - 2000 Feet	1	0.5%
Walk Access Limited: 2001 - 2400 Feet	1	0.4%
No Walk Access: 2400+ Feet	11	99.1%
Total	13	100%

Roadway Infrastructure	
Existing Roads by Classification (Miles)	
Collector	0.1
Minor Collector	0.0
Local Street	4.9
Local Major Street	0.0
Minor Arterial	1.0
Principal Arterial	1.0
Total	7.0 Miles

LEGEND

Parcels

Existing Sidewalk

Existing Bike Lanes

Proposed Bike Lanes

Existing Trail

Proposed Trail

Pinellas AA Light Rail
Locally Preferred Alternative

Pinellas AA Design Alternative

Pinellas AA Recommended
Station Area



SOURCE: SIDEWALKS, TRAILWAYS AND 2035 LRTP DATA PROVIDED FROM PINELLAS COUNTY MPO; BLOCK AND PINELLAS AA DATA PROVIDED BY JACOBS; ROADWAYS PROVIDED BY FDOT; PARCELS PROVIDED BY PINELLAS COUNTY; EXISTING BUS SERVICE PROVIDED BY PSTA



STATION 11: BAY VISTA



KEY CONSIDERATIONS

- Lacking trail and bicycle route networks
- Lacking developed sidewalk network
- 13.3% of city blocks are Walkable or Fairly Walkable
- Heavy traffic volumes on East Bay Dr. requires emphasis on bicycle and pedestrian safety

Infrastructure Summary		
	Existing	Proposed
Bike Lanes (Miles)	0	0
Trails (Miles)	0	0
Sidewalks (Miles)	11.2	N/A

Block Sizes	No. within Station Area	Percent of Total Area
Walkable: 0 - 1600 Feet	30	6.0%
Fairly Walkable: 1601 - 2000 Feet	13	7.3%
Walk Access Limited: 2001 - 2400 Feet	16	10.2%
No Walk Access: 2400+ Feet	19	76.5%
Total	78	100%

Roadway Infrastructure	
Existing Roads by Classification (Miles)	
Collector	0.9
Minor Collector	0.0
Local Street	13.1
Local Major Street	0.6
Minor Arterial	0.0
Principal Arterial	1.0
Total	15.6 Miles

LEGEND

- Parcels

Existing Sidewalk

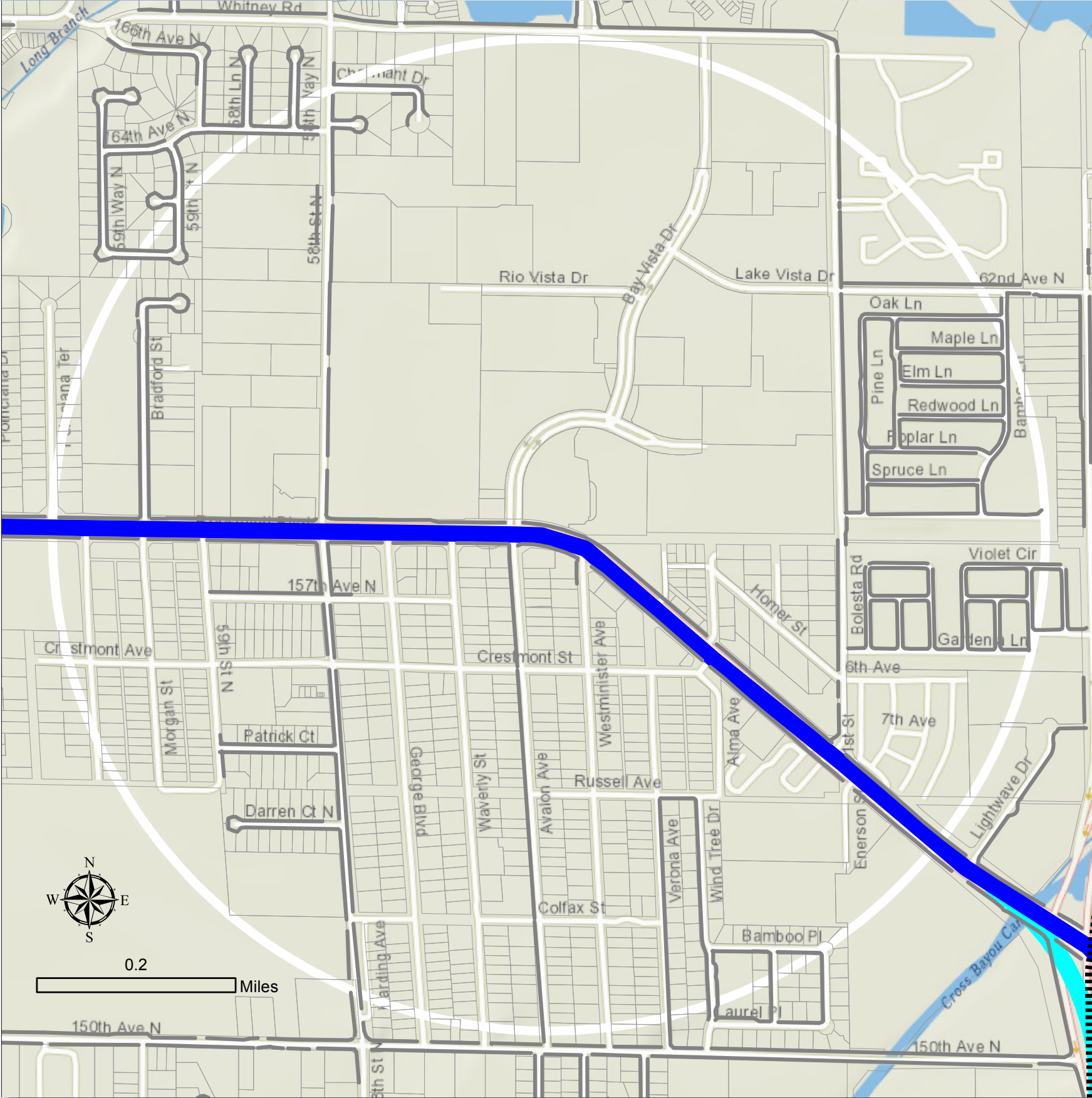
Existing Bike Lanes

Proposed Bike Lanes
- Existing Trail

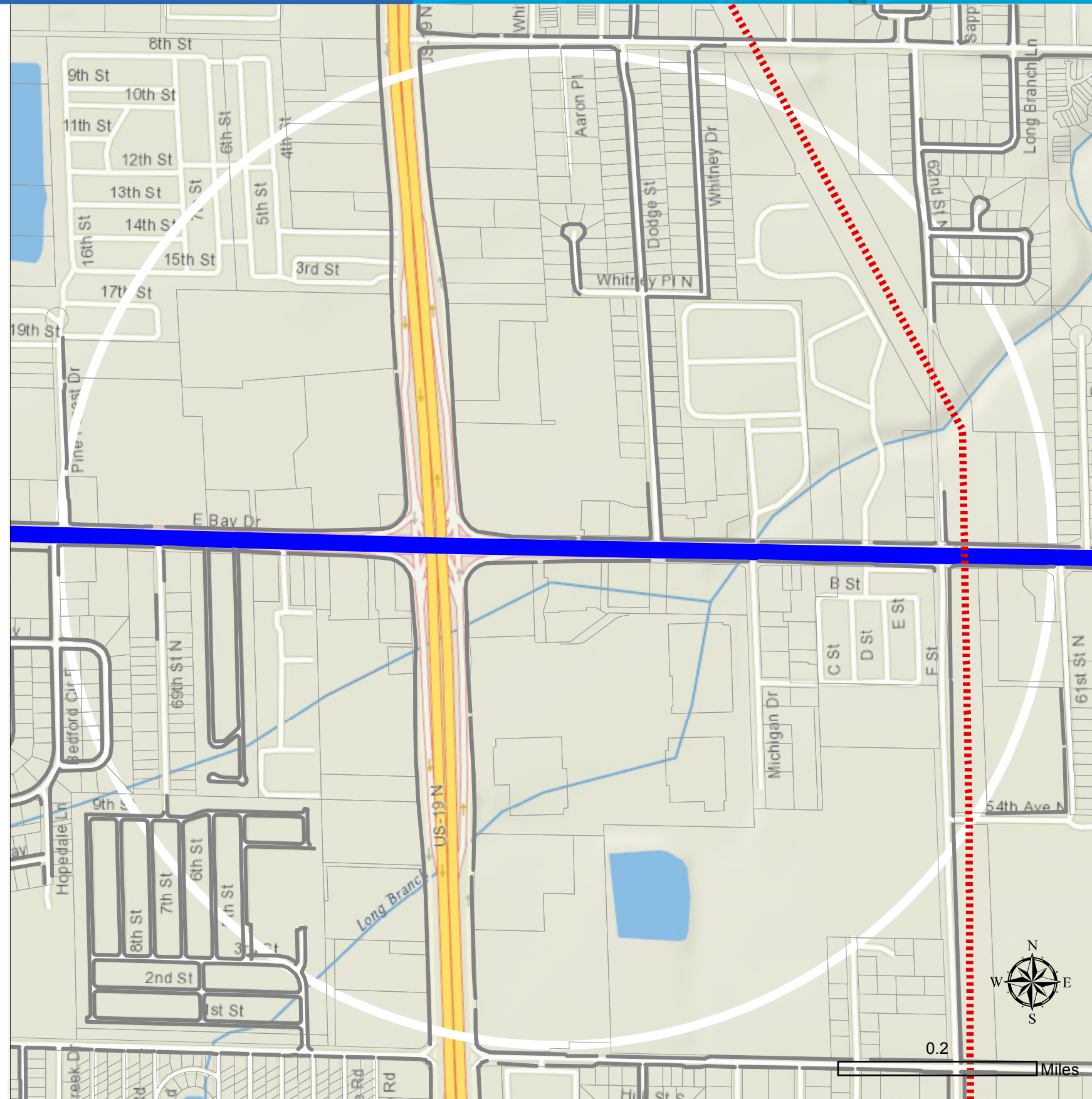
Proposed Trail

Pinellas AA Light Rail
Locally Preferred Alternative

Pinellas AA Design Alternative
- Pinellas AA Recommended
Station Area



SOURCE: SIDEWALKS, TRAILWAYS AND 2035 LRTP DATA PROVIDED FROM PINELLAS COUNTY MPO; BLOCK AND PINELLAS AA DATA PROVIDED BY JACOBS; ROADWAYS PROVIDED BY FDOT; PARCELS PROVIDED BY PINELLAS COUNTY; EXISTING BUS SERVICE PROVIDED BY PSTA



KEY CONSIDERATIONS










- Lacking trail and bicycle route networks
- Lacking developed sidewalk network
- 5.3% of city blocks are Walkable or Fairly Walkable
- US 19 overpass structures present an obstacle to bicycle/pedestrian/vehicular circulation within station area
- Heavy traffic volumes on East Bay Dr. and US 19 requires emphasis on bicycle and pedestrian safety

Infrastructure Summary		
	Existing	Proposed
Bike Lanes (Miles)	0	0
Trails (Miles)	0	0.8
Sidewalks (Miles)	8.2	N/A

Block Sizes	No. within Station Area	Percent of Total Area
Walkable: 0 - 1600 Feet	24	3.2%
Fairly Walkable: 1601 - 2000 Feet	8	2.1%
Walk Access Limited: 2001 - 2400 Feet	0	0.0%
No Walk Access: 2400+ Feet	17	94.7%
Total	49	100%

Roadway Infrastructure	
Existing Roads by Classification (Miles)	
Collector	0.3
Minor Collector	0.0
Local Street	9.4
Local Major Street	0.3
Minor Arterial	0.4
Principal Arterial	1.6
Total	12 Miles

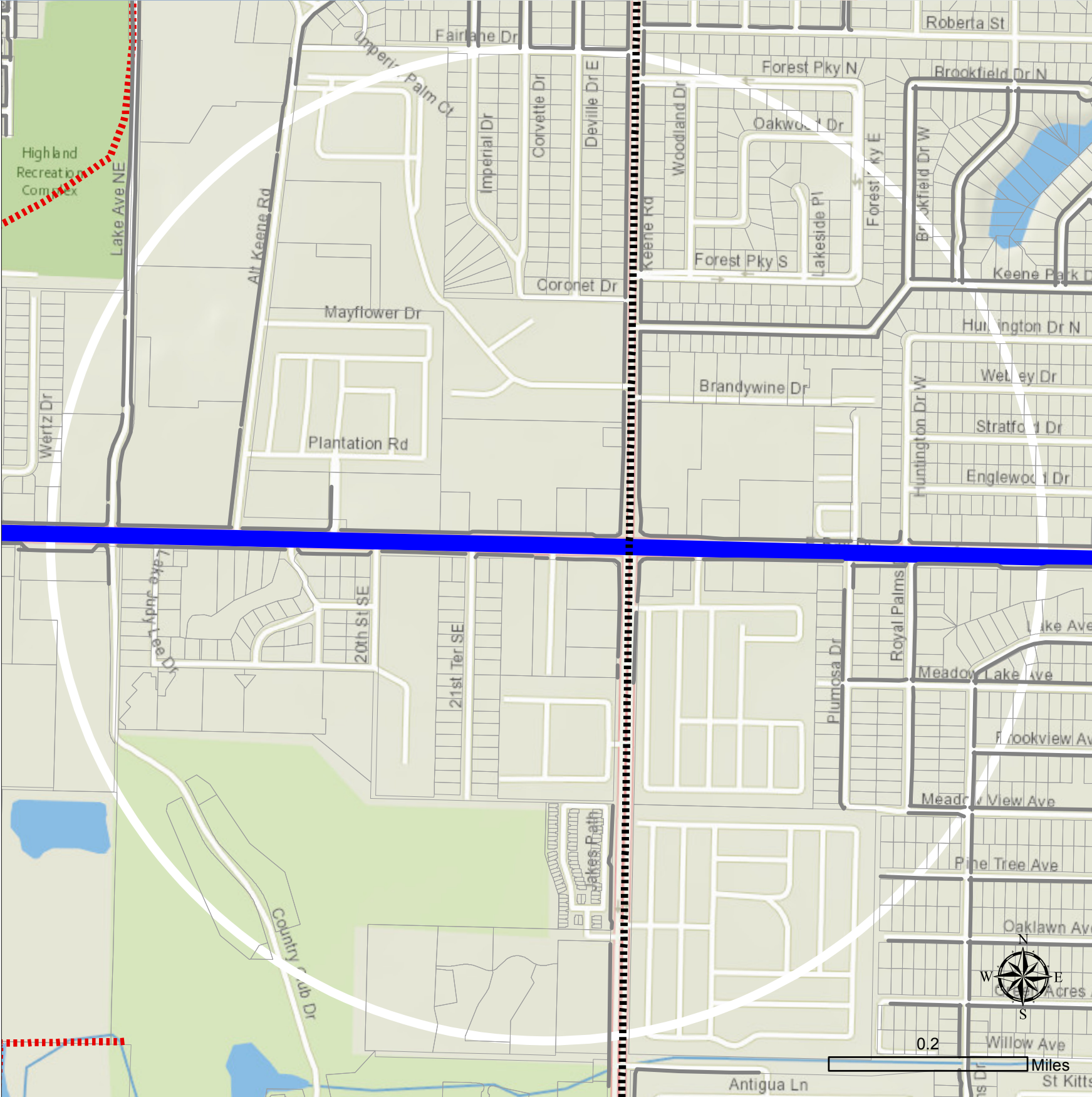
LEGEND

-  Parcels
 Existing Sidewalk
 Existing Bike Lanes
 Proposed Bike Lanes
 Existing Trail
 Proposed Trail
 Pinellas AA Light Rail
 Pinellas AA Design Alternative
 Pinellas AA Recommended Station Area

SOURCE: SIDEWALKS, TRAILWAYS AND 2035 LRTP DATA PROVIDED FROM PINELLAS COUNTY MPD; BLOCK AND PINELLAS AA DATA PROVIDED BY JACOBS; ROADWAYS PROVIDED BY FDOT; PARCELS PROVIDED BY PINELLAS COUNTY; EXISTING BUS SERVICE PROVIDED BY PSTA



STATION 13: KEENE-STARKEY



KEY CONSIDERATIONS

- Lacking trail and bicycle route networks
- Lacking developed sidewalk network
- 5.9% of city blocks are Walkable or Fairly Walkable
- Heavy traffic volumes on East Bay Dr. requires emphasis on bicycle and pedestrian safety

Infrastructure Summary		
	Existing	Proposed
Bike Lanes (Miles)	0.0	1.0
Trails (Miles)	0.0	0.0
Sidewalks (Miles)	6.0	N/A

Block Sizes	No. within Station Area	Percent of Total Area
Walkable: 0 - 1600 Feet	36	3.3%
Fairly Walkable: 1601 - 2000 Feet	12	2.6%
Walk Access Limited: 2001 - 2400 Feet	7	2.0%
No Walk Access: 2400+ Feet	26	92.1%
Total	81	100%

Roadway Infrastructure	
Existing Roads by Classification (Miles)	
Collector	0.0
Minor Collector	0.0
Local Street	15.5
Local Major Street	0.4
Minor Arterial	2.0
Principal Arterial	0.0
Total	17.9 Miles

LEGEND

Parcels

Existing Sidewalk

Existing Bike Lanes

Proposed Bike Lanes

Existing Trail

Proposed Trail

Pinellas AA Light Rail
Locally Preferred Alternative

Pinellas AA Design Alternative

Pinellas AA Recommended
Station Area

SOURCE: SIDEWALKS, TRAILWAYS AND 2035 LRTP DATA PROVIDED FROM PINELLAS COUNTY MPO; BLOCK AND PINELLAS AA DATA PROVIDED BY JACOBS; ROADWAYS PROVIDED BY FDOT; PARCELS PROVIDED BY PINELLAS COUNTY; EXISTING BUS SERVICE PROVIDED BY PSTA



STATION 14: DOWNTOWN LARGO



- KEY CONSIDERATIONS**
- Lacking trail and bicycle route networks
 - Gaps in sidewalk network
 - 14.8% of city blocks are Walkable or Fairly Walkable
 - Heavy traffic volumes on East Bay Dr. requires emphasis on bicycle and pedestrian safety
 - Limited CSX corridor crossings create an obstacle to bicycle/pedestrian/vehicular circulation within station area

Infrastructure Summary		
	Existing	Proposed
Bike Lanes (Miles)	0.4	0.0
Trails (Miles)	0.0	0.3
Sidewalks (Miles)	15.7	N/A

Block Sizes	No. within Station Area	Percent of Total Area
Walkable: 0 - 1600 Feet	69	9.9%
Fairly Walkable: 1601 - 2000 Feet	17	4.9%
Walk Access Limited: 2001 - 2400 Feet	26	10.6%
No Walk Access: 2400+ Feet	18	74.6%
Total	130	100.0%

Roadway Infrastructure	
Existing Roads by Classification (Miles)	
Collector	0.4
Minor Collector	0.0
Local Street	15.6
Local Major Street	0.0
Minor Arterial	1.4
Principal Arterial	1.0
Total	18.4 Miles

LEGEND

Parcels

Existing Sidewalk

Existing Bike Lanes

Proposed Bike Lanes

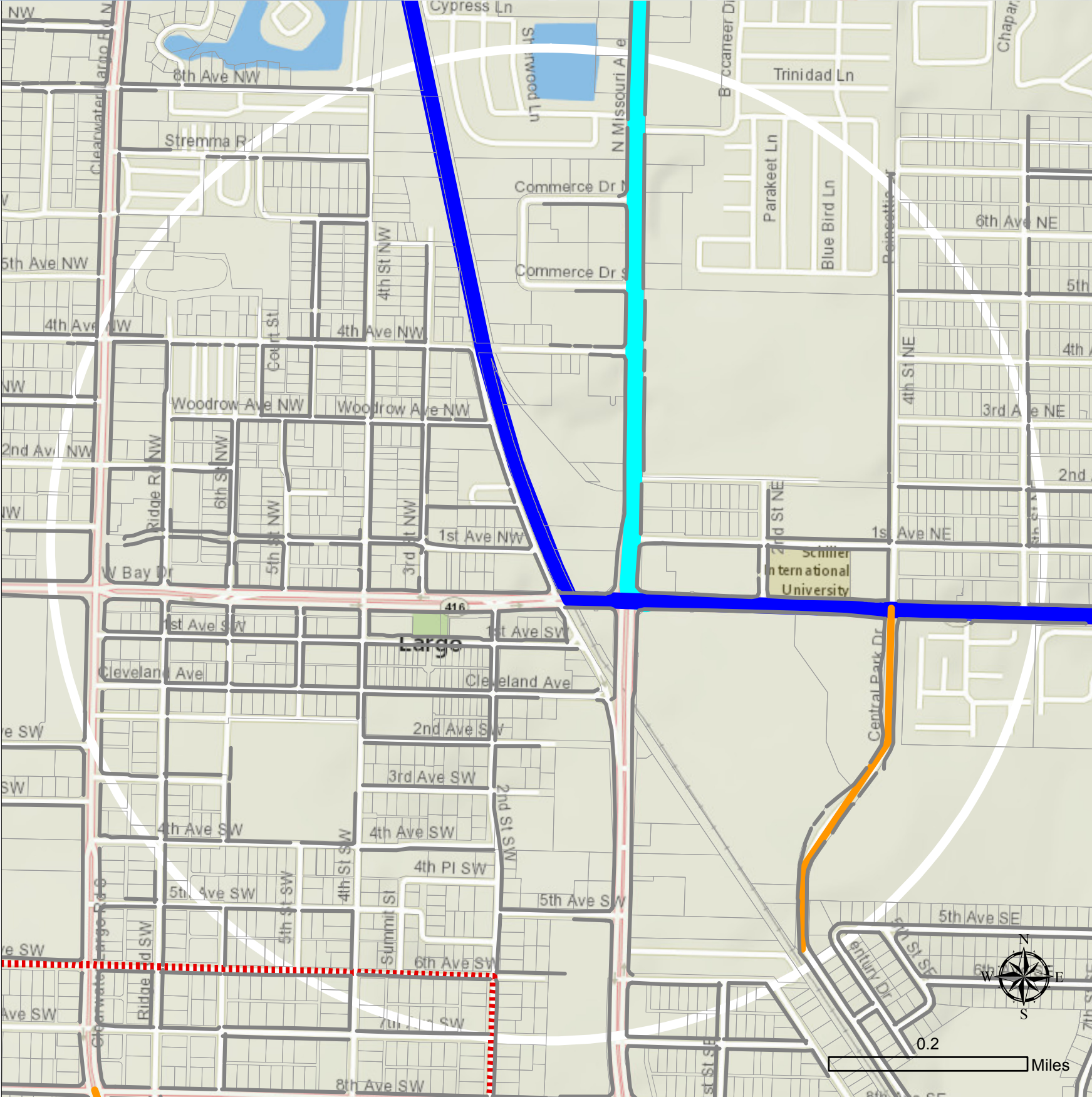
Existing Trail

Proposed Trail

Pinellas AA Light Rail
Locally Preferred Alternative

Pinellas AA Design Alternative

Pinellas AA Recommended
Station Area



SOURCE: SIDEWALKS, TRAILWAYS AND 2035 LRTP DATA PROVIDED FROM PINELLAS COUNTY MPO; BLOCK AND PINELLAS AA DATA PROVIDED BY JACOBS; ROADWAYS PROVIDED BY FDOT; PARCELS PROVIDED BY PINELLAS COUNTY; EXISTING BUS SERVICE PROVIDED BY PSTA



STATION 15: CLEARWATER SOUTH



KEY CONSIDERATIONS

- Lacking trail and bicycle route networks in eastern and western portions of station area
- Gaps in sidewalk network
- 24.8% of city blocks are Walkable or Fairly Walkable
- Limited CSX corridor crossings create an obstacle to bicycle/pedestrian/vehicular circulation within station area

Infrastructure Summary		
	Existing	Proposed
Bike Lanes (Miles)	0.9	0
Trails (Miles)	2.4	0.5
Sidewalks (Miles)	19.6	N/A

Block Sizes	No. within Station Area	Percent of Total Area
Walkable: 0 - 1600 Feet	54	14.7%
Fairly Walkable: 1601 - 2000 Feet	19	10.1%
Walk Access Limited: 2001 - 2400 Feet	14	11.1%
No Walk Access: 2400+ Feet	25	64.1%
Total	113	100%

Roadway Infrastructure	
Existing Roads by Classification (Miles)	
Collector	2.8
Minor Collector	0
Local Street	14.0
Local Major Street	0.6
Minor Arterial	1.0
Principal Arterial	0.5
Total	18.9 Miles

LEGEND

Parcels

Existing Sidewalk

Existing Bike Lanes

Proposed Bike Lanes

Existing Trail

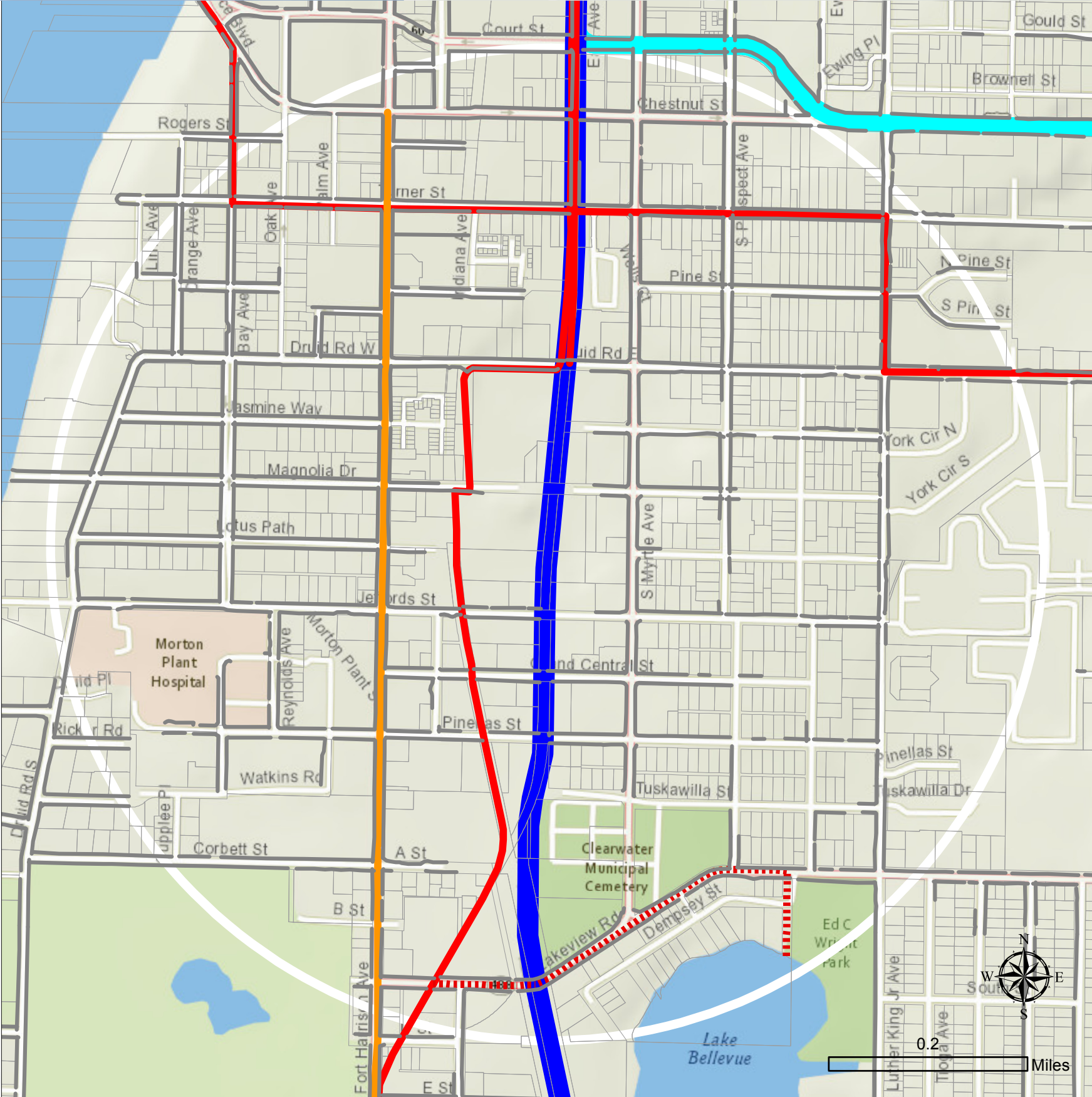
Proposed Trail

Pinellas AA Light Rail

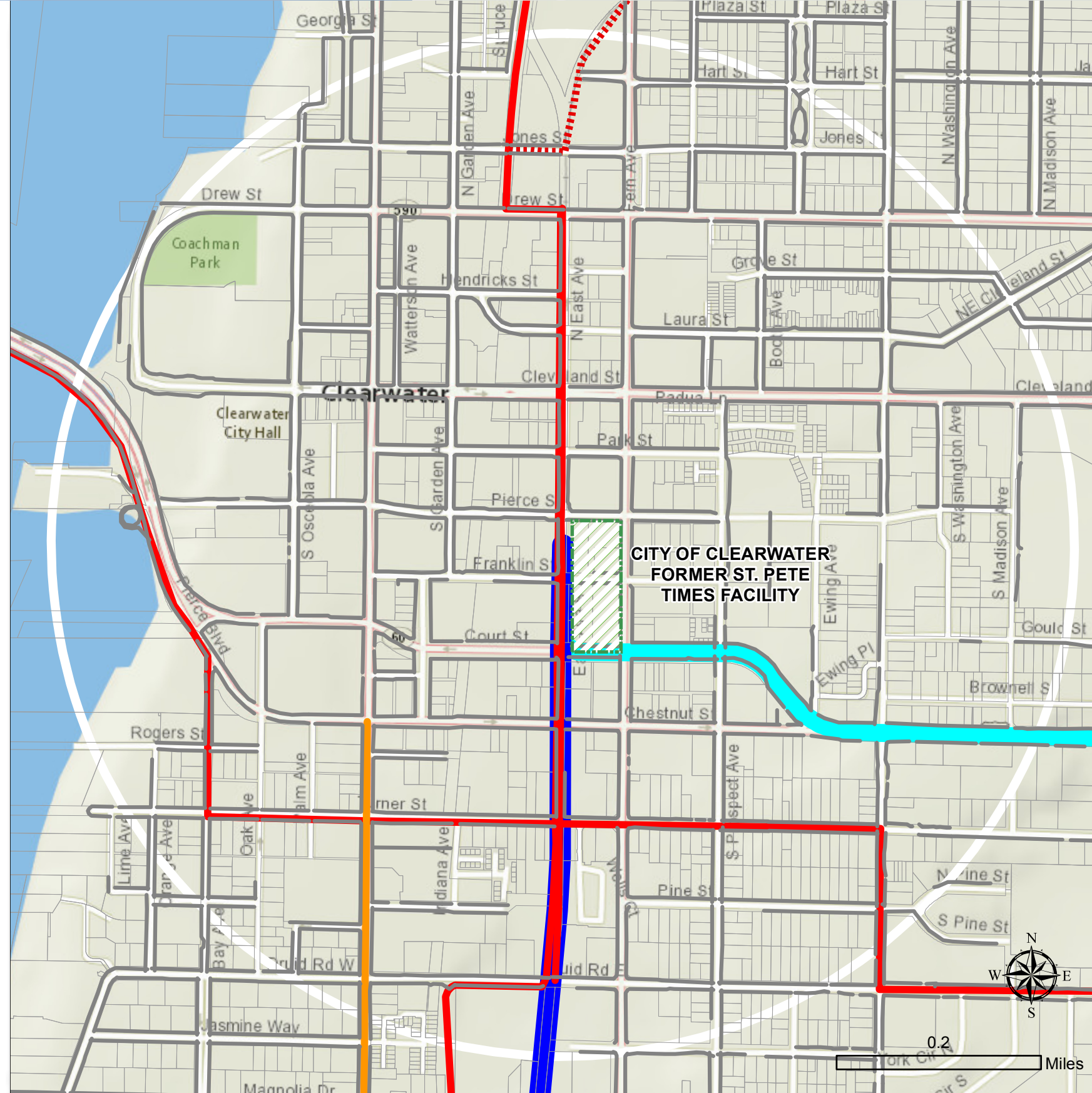
Locally Preferred Alternative

Pinellas AA Design Alternative

Pinellas AA Recommended Station Area



SOURCE: SIDEWALKS, TRAILWAYS AND 2035 LRTP DATA PROVIDED FROM PINELLAS COUNTY MPO; BLOCK AND PINELLAS AA DATA PROVIDED BY JACOBS; ROADWAYS PROVIDED BY FDOT; PARCELS PROVIDED BY PINELLAS COUNTY; EXISTING BUS SERVICE PROVIDED BY PSTA



KEY CONSIDERATIONS

- Gaps in existing bicycle infrastructure and lack of routes connecting adjacent neighborhoods
- 41.9% of city blocks are Walkable or Fairly Walkable
- Heavy traffic volumes on Court St. and Martin Luther King Jr. Ave. requires emphasis on bicycle and pedestrian safety

Infrastructure Summary		
	Existing	Proposed
Bike Lanes (Miles)	0.3	0
Trails (Miles)	3.2	0.2
Sidewalks (Miles)	25.5	N/A

Block Sizes	No. within Station Area	Percent of Total Area
Walkable: 0 - 1600 Feet	80	20.3%
Fairly Walkable: 1601 - 2000 Feet	34	21.6%
Walk Access Limited: 2001 - 2400 Feet	11	9.9%
No Walk Access: 2400+ Feet	25	48.2%
Total	150	100%

Roadway Infrastructure	
Existing Roads by Classification (Miles)	
Collector	1.6
Minor Collector	0
Local Street	13.3
Local Major Street	0.1
Minor Arterial	3.5
Principal Arterial	1.9
Total	20.4 Miles

LEGEND

- Parcels
- Existing Sidewalk
- Existing Bike Lanes
- Proposed Bike Lanes
- Existing Trail
- Proposed Trail
- Pinellas AA Light Rail
- Locally Preferred Alternative
- Pinellas AA Design Alternative
- Pinellas AA Recommended Station Area