BICYCLE PEDESTRIAN MASTER PLAN
FACILITIES ELEMENT

PINELLAS COUNTY
METROPOLITAN PLANNING ORGANIZATION
DECEMBER 11, 2013
MPO Bicycle Pedestrian Master Plan - Facilities Element
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<td>Sector 7 &amp; 13N - Largo, Indian Rocks Beach, Belleair Shore, and Belleair Beach</td>
<td>SW-7</td>
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Developing a countywide network of bicycle and pedestrian facilities in Pinellas has been a long-standing objective of the Metropolitan Planning Organization (MPO). It is critical to creating environments where bicycling and walking are viable alternatives to automobile travel. Through the efforts of local governments and the Florida Department of Transportation (FDOT), substantial progress has been made toward this goal. This is evidenced by the over 678 miles of sidewalks, 134 miles of bike lanes and 87 miles of trails that have been constructed throughout Pinellas County. The Facilities Element of the MPO Bicycle Pedestrian Master Plan is intended to further these efforts by facilitating the development of an extensive network of bicycle and pedestrian facilities that maximizes opportunities for people to get around the County by foot and bicycle.

**Countywide Plan**

As this is a countywide plan, the proposed facilities identified in the tables and maps following this summary primarily utilize the rights-of-way of the major road network, which includes facilities that are functionally classified as collectors and arterials. Arterial roads, which are further defined as principal and minor arterials, provide the highest level of mobility between jurisdictions and the largest share of total motor vehicle travel within the County. McMullen Booth Road, US Highway 19 and Park Boulevard are examples of arterial roads in Pinellas County. Collector roads link major land uses to each other or to the arterial highway system. They are further classified as major and minor collectors. Examples of collector roads in Pinellas County include Highland Lakes Boulevard in Palm Harbor, Druid Road in Clearwater and 30th Avenue North in St. Petersburg.

**Element Contents**

Following this summary are two sets of maps and corresponding tables, one for trails and bike lanes and the other for sidewalks. Each set includes a countywide map identifying existing facilities. The countywide trail/bike lane map also shows planned trails identified in the MPO Trailways Plan. The remaining maps show the individual planning sector areas. There are 14 planning sectors, which generally follow the borders of the municipalities as well as the perimeter of Pinellas County. The individual sector maps identify proposed bike lanes, trail and sidewalk facilities. Proposed trail facilities include those identified in the Trailways Plan as well as others recommended to improve connectivity within the network and to important destination points such as the beaches, employment centers, shopping malls and schools.

In addition to the Trailways Plan, the cities of Clearwater, Largo and St. Petersburg have developed extensive plans of their own to expand bicycling and walking opportunities within their jurisdictions. These plans are reflected in the maps of sectors 6, 7 and 11, respectively, with the exception of facilities planned on local city streets not classified as arterials or collectors. These facilities were only included in the Facilities Element where they provided a
connection between existing and/or planned facilities on two or more collector roads. The sector maps also reflect the efforts of Pinellas County and MPO staff to identify future bike lanes on County roads.

**Facility Descriptions**

As shown on the maps, trail facilities fall into one of three categories. These include community trails, the Pinellas Trail and the Pinellas Trail Loop. The Pinellas Trail comprises the largest portion of the County’s existing trail system. It is approximately 52 linear miles, most of which traverse the western side of the County along a former CSX railroad line, connecting the East Lake Tarpon area in northeast Pinellas to northeast St. Petersburg. The facility is maintained by Pinellas County, with the exception of the North Bay Trail section. The North Bay Trail is maintained by the City of St. Petersburg. The Pinellas Trail Loop is considered the center piece of the County’s trail network. It is 75 miles in length and includes the Pinellas Trail and the Duke Energy Trail, which is being maintained and developed by Pinellas County.

The 23-mile Duke Energy Trail extends from the northern terminus of the Pinellas Trail on East Lake Road to its southern terminus at 83rd Avenue in St. Petersburg. Notwithstanding a 2.5 mile section from Belleair Road to Bright House Field in east Clearwater, the Duke Energy Trail has yet to be constructed. Community trails are maintained by the municipalities and serve the primary function of providing connections between the Trail Loop and local points of interest and neighborhoods. Community trails may be narrower than the Pinellas Trail and Duke Energy Trail, which are 12-15 feet wide.

Regarding bike lanes, these are on-street facilities typically striped as an outside lane with pavement markings and corresponding signs posted along the roadway. On-street bike facilities may also include “sharrows”, shared pavement markings, indicating vehicles and bikes share the same lanes. Standard width on sidewalks is six feet and five feet when abutting the curb.

**Considerations in Identifying Proposed Facilities**

Other major road corridors without existing bike lanes and not already identified in the aforementioned planning efforts were evaluated to determine the feasibility of installing bicycle facilities. This evaluation considered right-of-way and pavement widths, speed limits and traffic volumes. It also considered FDOT and Pinellas County policies regarding bicycle lane treatments. Pinellas County Comprehensive Plan policy and FDOT policy in urban areas require minimum widths of four feet. That increases to five feet on all roads when the bike lane is adjacent to a right turn lane, bus bay or parking lane and 6.5 feet on high speed urban and suburban arterial roads with design speeds of 50 miles per hour or more and curb and gutter on the outside. Pinellas County will provide three-foot unmarked shoulders for bicycle use where right-of-way is limited. Although Pinellas County and FDOT require standard vehicle lane widths on arterials of 12 feet, both will allow vehicle lanes to be narrowed to 10 feet to provide for bike lanes.
It is also important to note that FDOT and Pinellas County policies direct that bicycle accommodations be provided on all State and County roads as part of any road or intersection project involving new construction, reconstruction, resurfacing, restoration or rehabilitation. Exceptions to this policy are made by FDOT and Pinellas County in situations where the installation of bike lanes is considered not to be feasible due to an absence of available right-of-way. For FDOT, this policy is contained in Chapter 8 of its Plans Preparation Manual. Pinellas County policy on bike lane accommodations is reflected in the Transportation Element of its Comprehensive Plan.

**Bike Lane Treatments**

Listed below are the types of treatments recommended for the corridors identified in this Element as suitable for bike facilities. The proposed facilities and corresponding treatments are listed in the tables accompanying this section. Each treatment includes appropriate pavement markings and signage. Roads without sufficient right-of-way widths for bike lanes or conditions suitable for shared use lanes were not included among those recommended for bicycle facilities.

- **Shared Use (SU) Lanes** – Roads with speed limits of 35 miles per hour (mph) or less where pavement or right-of-way widths were not sufficient to install bike lanes were recommended for shared use lanes. Roads identified for shared use may be marked with sharrows and accompanying signs. In situations where they aren’t determined to be necessary due to the residential nature of the street (e.g., low traffic volumes and speed limits 25 mph or less), they may be undesignated. In the latter case, bike route signs may be utilized for purposes of directing bicyclists. Shared use lanes were recommended on some roads with 40 mph speed limits with the understanding that their installation would be contingent upon reduction of the speed limits to 35 mph or less and/or implementation of accompanying safety measures.

- **Additional Pavement (AP)** – This calls for adding shoulders where needed right-of-way exists, but pavement width is not sufficient to accommodate bike lanes.

- **Reconstruction (RCST)** – Bike lanes are recommended on these facilities as part of a reconstruction project. These are roads that are, for the most part, scheduled for construction in the MPO Transportation Improvement Program (TIP) or Long Range Transportation Plan (LRTP).

- **Striping (STR)** – These include roads that have ample pavement width to accommodate bike lanes and, therefore, would only require striping to install them.

- **Re-striping (RST)** – These roads have pavement widths that could accommodate bike lanes with the narrowing of vehicle lanes and/or medians. Therefore, this would require re-striping of the vehicle lanes in addition to striping bike lanes.
• Markings and signs (MKS) – These are roads that already have striped shoulders of sufficient width needed to accommodate bikes, but no pavement markings or signs.

Identification of Trails and Sidewalk Needs

Some trail facilities have also been identified in addition to those included in the Trailways Plan. These were primarily recommended for right-of-way corridors not occupied by a paved road that provided connections to existing or planned bike lanes or trails.

Identification of sidewalk needs resulted from determining where significant gaps existed along roads shown on the maps as having 0-50 percent coverage. These “gaps” include sections of roads where no sidewalks exist on either side.

Implementation

Implementation of the Facilities Element is anticipated to occur primarily through the programs and processes listed below.

• Construction projects identified in State and local government work programs and the TIP or LRTP. This includes road, trail and sidewalk projects. Road projects typically include construction of bike lanes and sidewalks within the right-of-way.
• Road resurfacing projects carried out through FDOT and local government maintenance programs. These projects also may include bike lane installation and sidewalk construction within the road right-of-way.
• Developer improvements resulting from implementation of local site plan review requirements.

In addition, this Element will be incorporated in the MPO 2040 LRTP that is scheduled for adoption in 2014. Implementation of the recommended projects will depend on the cooperative efforts of FDOT and local governments to facilitate their implementation through the processes and programs listed above and to identify funding opportunities for them as necessary.
## Sector 1 - Tarpon Springs Proposed Bike Lanes

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>N Pinellas Ave/Alt US 19</td>
<td>Pasco CL</td>
<td>Anclote Bridge</td>
<td>ST</td>
<td>MA</td>
<td>1.2</td>
<td>STR shoulders. Planned for improv to 2 lane enhanced in LRTP from Pasco CL to Live Oak St. RCST SW to accommodate bike and ped use; include bike lanes in RCST of bridge; install signs to route southbound riders to Pin Trail. Existing ROW very narrow.</td>
</tr>
<tr>
<td>2</td>
<td>Klosterman Rd</td>
<td>Alt US 19</td>
<td>Carlton Rd/Bay St</td>
<td>PC</td>
<td>C</td>
<td>0.8</td>
<td>AP or SU</td>
</tr>
<tr>
<td>3</td>
<td>Carlton Rd/Bay St</td>
<td>Klosterman Rd</td>
<td>Curlew Pl</td>
<td>PC</td>
<td>C</td>
<td>0.5</td>
<td>AP or SU; existing curb/gutter Peninsula Rd to So Florida Ave on north side; AP on south side</td>
</tr>
<tr>
<td>4</td>
<td>Curlew Pl</td>
<td>Carlton Rd</td>
<td>Florida Ave</td>
<td>PC</td>
<td>C</td>
<td>0.5</td>
<td>AP or SU</td>
</tr>
<tr>
<td>5</td>
<td>Florida Ave</td>
<td>Curlew Pl</td>
<td>Meres Bd</td>
<td>PC</td>
<td>C</td>
<td>0.5</td>
<td>AP or SU</td>
</tr>
<tr>
<td>6</td>
<td>US 19</td>
<td>Klosterman Rd</td>
<td>Pasco CL</td>
<td>ST</td>
<td>PA</td>
<td>3.5</td>
<td>STR on frontage roads as LRTP partially controlled access improvements are constructed</td>
</tr>
<tr>
<td>7</td>
<td>Dodecanese Bd/N Hibiscus</td>
<td>Alt US 19/N Pinellas Ave</td>
<td>Live Oak St</td>
<td>TS</td>
<td>L</td>
<td>0.1</td>
<td>STR shoulders</td>
</tr>
<tr>
<td>8</td>
<td>E Live Oak St/N Stafford Ave</td>
<td>N Hibiscus St</td>
<td>E Pine St</td>
<td>PC</td>
<td>C</td>
<td>0.1</td>
<td>STR shoulders</td>
</tr>
<tr>
<td>9</td>
<td>Alt US 19/S Pinellas Ave</td>
<td>Meres Bd</td>
<td>E Curlew Pl</td>
<td>ST</td>
<td>MA</td>
<td>0.5</td>
<td>STR shoulders; AP where necessary</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E Curlew Pl</td>
<td>Eleanor St</td>
<td>ST</td>
<td>MA</td>
<td>0.1</td>
<td>RST; Extg paved shoulder on w side</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Eleanor St</td>
<td>Highland Rd</td>
<td>ST</td>
<td>MA</td>
<td>0.3</td>
<td>STR shoulders; AP where necessary</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Highland Rd</td>
<td>Klosterman Rd</td>
<td>ST</td>
<td>MA</td>
<td>0.1</td>
<td>RST</td>
</tr>
</tbody>
</table>

**Note:** Column one numbers correspond with map locations on Figure 7-2

**Key:**
- **aadt** = annual average daily traffic
- **LRTP** = Long Range Transportation Plan
- **ROW** = Right of way
- **AP** = Add paved shoulders through reconstr.
- **MA** = Minor arterial
- **RST** = Restripe
- **C** = Collector
- **MC** = Minor collector
- **ST** = State
- **CL** = County line
- **MKS** = Add markings and signage
- **STR** = Stripe
- **CST** = Construction
- **PA** = Principal arterial
- **SU** = Shared use lane
- **Enhancement** = curb, gutter, swalk & blane improvements
- **PC** = Pinellas County
- **TIP** = MPO Transportation Improvement Program
- **FC** = Functional classification
- **RCST** = Reconstruction
- **L, LM = Local, Local Major**
- **TS = Tarpon Springs**
## Sector 1 - Tarpon Springs Proposed Trails

<table>
<thead>
<tr>
<th>No</th>
<th>Trail</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
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</thead>
<tbody>
<tr>
<td>10</td>
<td>Disston Ave</td>
<td>Klosterman Rd</td>
<td>E Harrison St</td>
<td>TS</td>
<td>1.1</td>
<td>LRTP project to extend Disston to planned Meres Bd extension</td>
</tr>
<tr>
<td>11</td>
<td>Howard Park Trail</td>
<td>Howard Park/Sunset Beach Park</td>
<td>Howard Park</td>
<td>TS/PC</td>
<td>4</td>
<td>Included in Trailways Plan as one of 3 options to connect Pin Trail to Howard Park and Sunset Beach Park. Route extends along Tarpon Ave, Riverside Dr, Bayshore Dr, Sunset Dr, Florida Ave and Gulf Rd</td>
</tr>
<tr>
<td>12</td>
<td>Meres Trail</td>
<td>Howard Park/Sunset Beach Park</td>
<td>Pinellas Trail</td>
<td>TS/PC</td>
<td>2.8</td>
<td>Included in Trailways Plan as one of 3 options to connect Pin Trail to Howard Park and Sunset Beach Park. Route extends along Meres Bd, Florida Ave, Gulf Rd and Sunset Dr</td>
</tr>
<tr>
<td>13</td>
<td>Whitcomb Bayou Trail</td>
<td>Howard Park/Sunset Beach Park</td>
<td>Pinellas Trail</td>
<td>TS/PC</td>
<td>4.6</td>
<td>Included in Trailways Plan as one of 3 options to connect Pin Trail to Howard Park and Sunset Beach Park. Route extends along Tarpon Ave, S Spring Bd, Whitcomb Bd, Gulf Rd, Florida Ave, Gulf Rd and Sunset Dr</td>
</tr>
<tr>
<td>14</td>
<td>Elfers Spur</td>
<td>Alt US 19</td>
<td>Pasco CL</td>
<td>TS</td>
<td>1.8</td>
<td>Extends along abandoned railroad corridor</td>
</tr>
<tr>
<td>15</td>
<td>Meres Trail Extension</td>
<td>Pinellas Trail</td>
<td>US 19</td>
<td>TS</td>
<td>1</td>
<td>Recommended for CST as part of planned Meres Bd extension project identified in LRTP</td>
</tr>
<tr>
<td>16</td>
<td>Circle Lake Tarpon</td>
<td>Klosterman Rd</td>
<td>Pinellas Trail</td>
<td>PC</td>
<td>2.1</td>
<td>This is part of planned Circle Lake Tarpon Trail which includes sections identified in sectors 2 and 3. This section utilizes the sidewalk on east side of US Hwy 19 and existing Pinellas Trail sections along N Jasmine Ave, Melon St and Keystone Rd. Widening the sidewalk along US Hwy 19 would be necessary to accommodate the trail.</td>
</tr>
</tbody>
</table>

**Note:** Column one numbers correspond with map locations on Figure 7-2

**Key:**

- `aadt` = annual average daily traffic
- LRTP = Long Range Transportation Plan
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- STR = Stripe
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- TS = Tarpon Springs

**MPO Bicycle Pedestrian Master Plan - Facilities Element**
## Sector 2 - East Lake Tarpon Proposed Bike Lanes

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Ridgeline Bd</td>
<td>E Lake Rd</td>
<td>Silver Eagle Dr</td>
<td>PC</td>
<td>C</td>
<td>0.2</td>
<td>SU on outside lanes (4 lane rd)</td>
</tr>
<tr>
<td>2</td>
<td>Silver Eagle Dr</td>
<td>Ridgeline Bd</td>
<td>Bryan Rd</td>
<td>PC</td>
<td>C</td>
<td>0.4</td>
<td>AP</td>
</tr>
<tr>
<td>3</td>
<td>Bryan Ln</td>
<td>E Lake Rd</td>
<td>Highpoint Dr</td>
<td>PC</td>
<td>C</td>
<td>0.8</td>
<td>AP or SU</td>
</tr>
<tr>
<td>4</td>
<td>Highpoint Dr</td>
<td>Bryan Rd</td>
<td>Lansbrook Pkwy</td>
<td>PC</td>
<td>C</td>
<td>0.9</td>
<td>SU</td>
</tr>
<tr>
<td>5</td>
<td>Lansbrook Pkwy</td>
<td>E Lake Rd</td>
<td>Lakefront Dr</td>
<td>PC</td>
<td>C</td>
<td>2</td>
<td>RST, reduce width of center lane</td>
</tr>
<tr>
<td>6</td>
<td>Lakefront Dr</td>
<td>Lansbrook Pkwy</td>
<td>Tarpon Lake Bd</td>
<td>PC</td>
<td>C</td>
<td>0.8</td>
<td>RST, reduce width of center lane</td>
</tr>
<tr>
<td>7</td>
<td>Tarpon Lake Bd</td>
<td>E Lake Rd</td>
<td>Lansbrook Pkwy</td>
<td>PC</td>
<td>C</td>
<td>2</td>
<td>STR or SU</td>
</tr>
<tr>
<td>8</td>
<td>Village Ctr Dr</td>
<td>Tarpon Lake Bd</td>
<td>E Lake Rd</td>
<td>PC</td>
<td>C</td>
<td>0.6</td>
<td>STR or SU</td>
</tr>
<tr>
<td>9</td>
<td>Ridgemoor Bd</td>
<td>E Lake Rd</td>
<td>Tarpon Woods Bd</td>
<td>PC</td>
<td>C</td>
<td>0.7</td>
<td>STR or SU</td>
</tr>
<tr>
<td>10</td>
<td>Tarpon Woods Bd</td>
<td>Ridgemoor Bd</td>
<td>Josie Ln (north)</td>
<td>PC</td>
<td>C</td>
<td>0.3</td>
<td>MKS existing bike lanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>E Lake Rd</td>
<td>PC</td>
<td>C</td>
<td>1.6</td>
<td>STR or SU</td>
</tr>
<tr>
<td>11</td>
<td>Woodlands Bd</td>
<td>E Lake Rd</td>
<td>E Lake Woodlands Pkwy</td>
<td>PC</td>
<td>C</td>
<td>1.7</td>
<td>STR or SU</td>
</tr>
<tr>
<td>12</td>
<td>E Lake Woodlands Pkwy</td>
<td>Woodlands Bd</td>
<td>Woodlands Pkwy</td>
<td>PC</td>
<td>C</td>
<td>3.5</td>
<td>SU</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Tampa Rd</td>
<td>PC</td>
<td>C</td>
<td>0.7</td>
<td>STR shoulders</td>
</tr>
<tr>
<td>13</td>
<td>Woodlands Pkwy</td>
<td>E Lake Rd S</td>
<td>E Lake Woodlands Pkwy</td>
<td>PC</td>
<td>C</td>
<td>0.7</td>
<td>STR shoulders</td>
</tr>
</tbody>
</table>

**Note:** Column one numbers correspond with map locations on Figure 7-3

**Key:**
- `aadt` = annual average daily traffic
- `LRTP` = Long Range Transportation Plan
- `ROW` = Right of way
- `AP` = Add paved shoulders through reconst.
- `MA` = Minor arterial
- `RSF` = Resurfacing
- `C` = Collector
- `MC` = Minor collector
- `RST` = Restripe
- `CL` = County line
- `MKS` = Add markings and signage
- `ST` = State
- `CST` = Construction
- `PA` = Principal arterial
- `STR` = Stripe
- `Enhancement` = curb, gutter, swalk & blane improvements
- `PC` = Pinellas County
- `SU` = Shared use lane
- `FC` = Functional classification
- `RCST` = Reconstruction
- `TIP` = Transportation Improvement Program
### Sector 2 - East Lake Tarpon Proposed Trails

<table>
<thead>
<tr>
<th>No.</th>
<th>Trail</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>Trinity Blvd</td>
<td>Keystone Rd</td>
<td>Pasco CL</td>
<td>PC</td>
<td>3.4</td>
<td>Includes section of E Lake Rd and Trinity Bd. One of two routes in Trailways Plan connecting trail system from NE Pinellas area to Pasco Co.</td>
</tr>
<tr>
<td>15</td>
<td>Starkey Wilderness/Tri-County Trail</td>
<td>Keystone Rd</td>
<td>Pasco CL</td>
<td>PC</td>
<td>1.9</td>
<td>One of two routes in Trailways Plan connecting trail system from NE Pinellas area to Pasco Co.</td>
</tr>
<tr>
<td>16</td>
<td>Keystone Rd Ext/Tri-County Trail</td>
<td>E Lake Rd</td>
<td>Hillsborough CL</td>
<td>PC</td>
<td>2.8</td>
<td>Connects existing Pinellas Trail at Keystone Rd/East Lake Rd intersection to Brooker Creek Preserve and planned Starkey Wilderness/Tri-County Trail.</td>
</tr>
<tr>
<td>17</td>
<td>Brooker Creek</td>
<td>Keystone Rd</td>
<td>Brooker Creek Preserve</td>
<td>PC</td>
<td>2</td>
<td>Brooker Creek Preserve entryway. Anticipated to utilize existing pavement.</td>
</tr>
<tr>
<td>18</td>
<td>Pinellas Trail/Chesnut</td>
<td>John Chesnut Park entrance</td>
<td>Tampa Rd</td>
<td>PC</td>
<td>1.6</td>
<td>Trail extends along west side of East Lake Rd. Project A1 of planned Trail Loop. This is also part of the planned Circle Lake Tarpon Trail.</td>
</tr>
</tbody>
</table>

**Note:**
1) Column one numbers correspond with map locations on Figure 7-3
2) Circle Lake Trail, identified in sectors 1 and 3, includes existing sections of Pinellas Trail along Keystone Road and East Lake Rd in Sector 2.

**Key:**
- **aadt** = annual average daily traffic
- **AP** = Add paved shoulders through reconst.
- **C** = Collector
- **CL** = County line
- **CST** = Construction
- **Enhancement** = curb, gutter, swalk & blane improvements
- **FC** = Functional classification
- **LRTCP** = Long Range Transportation Plan
- **MA** = Minor arterial
- **MC** = Minor collector
- **MKS** = Add markings and signage
- **PA** = Principal arterial
- **PC** = Pinellas County
- **RCST** = Reconstruction
- **ROW** = Right of way
- **RSF** = Resurfacing
- **RST** = Restripe
- **ST** = State
- **STR** = Stripe
- **SU** = Shared use lane
- **TIP** = Transportation Improvement Program

---

MPO Bicycle Pedestrian Master Plan - Facilities Element
## Sector 3 - Palm Harbor Proposed Bike Lanes

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Alt US 19</td>
<td>Klosterman Rd</td>
<td>Bee Pond Rd</td>
<td>ST</td>
<td>MA</td>
<td>1.7</td>
<td>STR shoulders</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bee Pond Rd</td>
<td>Ketch Cr</td>
<td>ST</td>
<td>MA</td>
<td>1</td>
<td>AP or RST; narrow unmarked paved shoulders</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ketch Cr</td>
<td>Orange St</td>
<td>ST</td>
<td>MA</td>
<td>2.9</td>
<td>RST/AP on east side. Post signs directing so. bound</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>bicyclists to Pin Trail. RSF project in TIP, n/o</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Whisper Ln to s/o Curlew Rd</td>
</tr>
<tr>
<td>2</td>
<td>Orange St</td>
<td>Pennsylvania Ave</td>
<td>Florida Ave</td>
<td>PC</td>
<td>MC</td>
<td>0.5</td>
<td>SU</td>
</tr>
<tr>
<td>3</td>
<td>Pennsylvania Ave</td>
<td>Dempsey Rd</td>
<td>Orange St</td>
<td>PC</td>
<td>MC</td>
<td>0.4</td>
<td>SU. Narrow rural cross section</td>
</tr>
<tr>
<td>4</td>
<td>Virginia Ave</td>
<td>CR 1</td>
<td>Dempsey Rd</td>
<td>PC</td>
<td>MC</td>
<td>0.3</td>
<td>SU</td>
</tr>
<tr>
<td>5</td>
<td>Alderman Rd</td>
<td>US 19</td>
<td>Regal Oaks Bd</td>
<td>PC</td>
<td>C</td>
<td>0.07</td>
<td>AP</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Regal Oaks Bd</td>
<td>Lakepointe Rd</td>
<td>PC</td>
<td>C</td>
<td>0.7</td>
<td>STR shoulders</td>
</tr>
<tr>
<td>6</td>
<td>Florida Ave</td>
<td>Omaha St</td>
<td>Alt US 19</td>
<td>PC</td>
<td>LM</td>
<td>0.2</td>
<td>SU</td>
</tr>
<tr>
<td>7</td>
<td>Highlands Bd N</td>
<td>US 19</td>
<td>E Dorchester Dr</td>
<td>PC</td>
<td>C</td>
<td>0.7</td>
<td>AP or SU</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E Dorchester Dr</td>
<td>Highlands Bd</td>
<td>PC</td>
<td>C</td>
<td>0.4</td>
<td>SU</td>
</tr>
<tr>
<td>8</td>
<td>Highlands Bd</td>
<td>Lakepointe Rd</td>
<td>Queene Anne Bd</td>
<td>PC</td>
<td>C</td>
<td>2.2</td>
<td>AP</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Queene Anne Bd</td>
<td>US 19</td>
<td>PC</td>
<td>C</td>
<td>0.6</td>
<td>RST, reduce median width</td>
</tr>
<tr>
<td>9</td>
<td>Nebraska Ave</td>
<td>Alt US 19</td>
<td>12th St</td>
<td>PC</td>
<td>C</td>
<td>0.1</td>
<td>RCST or AP</td>
</tr>
<tr>
<td></td>
<td></td>
<td>12th St</td>
<td>Omaha St</td>
<td>PC</td>
<td>C</td>
<td>0.1</td>
<td>MKS existing bike lanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Omaha St</td>
<td>19th St</td>
<td>PC</td>
<td>C</td>
<td>0.8</td>
<td>RCST or AP</td>
</tr>
<tr>
<td></td>
<td></td>
<td>19th St</td>
<td>Belcher Rd</td>
<td>PC</td>
<td>C</td>
<td>0.3</td>
<td>RST</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Riviere Rd</td>
<td>e/o US 19</td>
<td>PC</td>
<td>C</td>
<td>0.3</td>
<td>RST or RCST. Less than 16,000 aadt.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>e/o US 19</td>
<td>W Lake Rd</td>
<td>PC</td>
<td>C</td>
<td>0.3</td>
<td>AP</td>
</tr>
<tr>
<td>10</td>
<td>Westlake Bd</td>
<td>Alderman Rd</td>
<td>Nebraska Ave</td>
<td>PC</td>
<td>LM</td>
<td>1.1</td>
<td>SU outside lanes (4 lane rd)</td>
</tr>
<tr>
<td>11</td>
<td>19th St</td>
<td>Nebraska Ave</td>
<td>Morning Dove Dr</td>
<td>PC</td>
<td>MC</td>
<td>0.4</td>
<td>STR</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Morning Dove Dr</td>
<td>Willow Oak Dr S</td>
<td>PC</td>
<td>MC</td>
<td>0.4</td>
<td>SU</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Willow Oak Dr S</td>
<td>CR 39</td>
<td>PC</td>
<td>MC/LM</td>
<td>0.9</td>
<td>STR/RST</td>
</tr>
<tr>
<td>12</td>
<td>Riviere Rd</td>
<td>Tampa Rd</td>
<td>Nebraska Ave</td>
<td>PC</td>
<td>LM</td>
<td>0.8</td>
<td>AP or RCST. Narrow rural cross section</td>
</tr>
<tr>
<td>13</td>
<td>Lake St George Bd</td>
<td>Highlands Bd</td>
<td>Tampa Rd</td>
<td>PC</td>
<td>C</td>
<td>0.4</td>
<td>SU</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Highlands Bd</td>
<td>Countryside Bd</td>
<td>PC</td>
<td>C</td>
<td>1.2</td>
<td>RST/ST</td>
</tr>
<tr>
<td>14</td>
<td>Fisher Rd</td>
<td>Curlew Rd</td>
<td>CR 95</td>
<td>PC</td>
<td>LM</td>
<td>0.5</td>
<td>RCST. Poor pavement condition</td>
</tr>
<tr>
<td>15</td>
<td>CR 95/Cheltenham Dr</td>
<td>US 19</td>
<td>W Lake Rd</td>
<td>PC</td>
<td>C</td>
<td>0.3</td>
<td>AP</td>
</tr>
<tr>
<td></td>
<td></td>
<td>W Lake Rd</td>
<td>Bonnie Bd</td>
<td>PC</td>
<td>C</td>
<td>0.1</td>
<td>SU</td>
</tr>
</tbody>
</table>
### Sector 3 - Palm Harbor Proposed Bike Lanes

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>CR 95/Cheltenham Dr</td>
<td>Bonnie Bd</td>
<td>Spring Park Bd</td>
<td>PC</td>
<td>C</td>
<td>0.1</td>
<td>RST</td>
</tr>
<tr>
<td></td>
<td>(cont’d)</td>
<td>Spring Park Bd</td>
<td>Boyd Fitchlic Rd</td>
<td>PC</td>
<td>C</td>
<td>0.2</td>
<td>AP</td>
</tr>
<tr>
<td>16</td>
<td>W Lake Rd</td>
<td>US 19</td>
<td>Nebraska Ave</td>
<td>PC</td>
<td>C</td>
<td>0.2</td>
<td>AP (on south side) or RCST</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Nebraska Ave</td>
<td>CR 95</td>
<td>PC</td>
<td>C</td>
<td>1.4</td>
<td>AP/RCST</td>
</tr>
<tr>
<td>17</td>
<td>US 19</td>
<td>Klosterman Rd</td>
<td>Curleww Rd</td>
<td>ST</td>
<td>MA</td>
<td>5.1</td>
<td>STR on frontage roads as LRTP partially controlled access</td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>CR 39</td>
<td>19th St</td>
<td>Tomoka Dr</td>
<td>PC</td>
<td>C</td>
<td>0.3</td>
<td>RST</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Tomoka Dr</td>
<td>US 19</td>
<td>PC</td>
<td>C</td>
<td>0.5</td>
<td>AP</td>
</tr>
<tr>
<td>19</td>
<td>Winding Willow Dr</td>
<td>CR 95</td>
<td>Harbor Lake Cr</td>
<td>PC</td>
<td>LM</td>
<td>0.3</td>
<td>AP</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Harbor Lake Cr</td>
<td>Tampa Rd</td>
<td>PC</td>
<td>LM</td>
<td>0.5</td>
<td>This section abuts established residences. SU or bike</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Colonial Bd</td>
<td>Belcher Rd</td>
<td>US 19</td>
<td>PC</td>
<td>L</td>
<td>0.3</td>
<td>SU. One of three options along with Cypress Pond</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Glen Eagles Pkwy</td>
<td>Belcher Rd</td>
<td>US 19</td>
<td>PC</td>
<td>L</td>
<td>0.3</td>
<td>SU</td>
</tr>
<tr>
<td>22</td>
<td>Cypress Pond Rd</td>
<td>Belcher Rd</td>
<td>US 19</td>
<td>PC</td>
<td>L</td>
<td>0.3</td>
<td>SU</td>
</tr>
</tbody>
</table>

**Note:** Column one numbers correspond with map locations on Figure 7-4

### Key:

- **aadt** = annual average daily traffic
- **LRTP** = Long Range Transportation Plan
- **ROW** = Right of way
- **AP** = Add paved shoulders through reconstr.
- **MA** = Minor arterial
- **RSF** = Resurfacing
- **C** = Collector
- **MC** = Minor collector
- **RST** = Restripe
- **CST** = Construction
- **MKS** = Add markings and signage
- **ST** = State
- **Enhancement** = curb, gutter, swalk & blane improvements
- **PA** = Principal arterial
- **STR** = Stripe
- **FC** = Functional classification
- **PC** = Pinellas County
- **SU** = Shared use lane
- **L, LM** = Local, Local Major
- **RCST** = Reconstruction
- **TIP** = Transportation Improvement Program
# Sector 3 - Palm Harbor Proposed Trails

<table>
<thead>
<tr>
<th>No</th>
<th>Trail</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>23</td>
<td>Duke Energy Trail</td>
<td>Tampa Rd</td>
<td>Curlew Rd</td>
<td>PC</td>
<td>1.2</td>
<td>Alignment in this sector follows McMullen Booth Rd from Tampa Rd to Countryside Bd and Countryside Bd from McMullen Booth to Curlew Rd. Part of Project A2 of MPO Trail Loop plan. As an alternative, the alignment may utilize the existing power easement shown on the map.</td>
</tr>
<tr>
<td>24</td>
<td>Bee Pond</td>
<td>Pinellas Trail</td>
<td>Belcher Rd</td>
<td>PC</td>
<td>1.9</td>
<td>From west end, alignment utilizes Oceanview Ave, then Bee Pond Rd ROW to CR 70 ROW, which is vacant. Paved road in Bee Pond ROW extends 0.6 mile east of Alt 19. Most of remaining Bee Pond ROW is vacant. Vacant easement exists between Alt 19 and Oceanview.</td>
</tr>
<tr>
<td>25</td>
<td>CR 39/Hermosa Dr</td>
<td>CR 1</td>
<td>Countryshire Ln</td>
<td>PC</td>
<td>0.2</td>
<td>SU lane</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Belted Kingfisher Dr N</td>
<td>PC</td>
<td>0.5</td>
<td>CST trail utilizing existing easement between Manning Rd and east of Kingfisher</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>19th St</td>
<td>PC</td>
<td>0.1</td>
<td>SU lane</td>
</tr>
</tbody>
</table>

**Notes:**

1) Column one numbers correspond with map locations on Figure 7-4

2) McMullen Booth Trail identified in Sector 5 table

3) Curlew Road Trail identified in Sector 4 and 6E tables
### Sector 3 - Palm Harbor Proposed Trails

<table>
<thead>
<tr>
<th>No</th>
<th>Trail</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>26</td>
<td>Circle Lake Tarpon</td>
<td>Pinellas Trail/East Lake Rd</td>
<td>Lake St George Dr</td>
<td>PC</td>
<td>0.8</td>
<td>Part of planned Circle Lake Tarpon Trail that also includes existing Pinellas Trail sections along Keystone Rd and East Lake Rd and proposed sections described below. This section utilizes existing sidewalk along north side of Tampa Road. Trail will require widening the sidewalk.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Tampa Rd</td>
<td>US Hwy 19</td>
<td></td>
<td>3.1</td>
<td>This section may utilize planned bike lanes identified in numbers 5, 8 and 13. Route alignment utilizes Lake St George Dr, Highlands Bd and Alderman Rd.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Alderman Rd</td>
<td>Pinellas Trail</td>
<td></td>
<td>2.5</td>
<td>This section utilizes the sidewalk on east side of US Hwy 19. Widening the sidewalk would be necessary to accommodate the trail.</td>
</tr>
</tbody>
</table>

**Notes:**
1) Column one numbers correspond with map locations on Figure 7-4
2) McMullen Booth Trail identified in Sector 5 table
3) Curlew Road Trail identified in Sector 4 and 6E tables

**Key:**
- aadt = annual average daily traffic
- AP = Add paved shoulders through reconstr.
- C = Collector
- CST = Construction
- FC = Functional classification
- Enhancement = curb, gutter, swalk & blane improvements
- L, LM = Local, Local Major
- LRTP = Long Range Transportation Plan
- MA = Minor arterial
- MC = Minor collector
- MKS = Add markings and signage
- PA = Principal arterial
- PC = Pinellas County
- RCST = Reconstruction
- ROW = Right of way
- RSF = Resurfacing
- RST = Restripe
- ST = State
- STR = Stripe
- SU = Shared use lane
- TIP = Transportation Improvement Program
# Sector 4 - Dunedin Proposed Bike Lanes

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Keene Rd</td>
<td>Curlew Rd</td>
<td>SR 580</td>
<td>PC</td>
<td>MA</td>
<td>2</td>
<td>RST or RCST</td>
</tr>
<tr>
<td>2</td>
<td>Belcher Rd</td>
<td>Curlew Rd</td>
<td>Greenbriar Bd</td>
<td>PC</td>
<td>MA</td>
<td>2.6</td>
<td>RST or RCST</td>
</tr>
<tr>
<td>3</td>
<td>US 19</td>
<td>Curlew Rd</td>
<td>SR 580</td>
<td>PC</td>
<td>PA</td>
<td>2</td>
<td>STR on frontage roads as LRTP partially controlled access improvements are constructed</td>
</tr>
<tr>
<td>4</td>
<td>SR 580</td>
<td>Pinehurst Rd</td>
<td>Alt US 19</td>
<td>ST</td>
<td>PA</td>
<td>1.2</td>
<td>RST</td>
</tr>
<tr>
<td>5</td>
<td>Greenbriar Bd</td>
<td>Virginia Ave</td>
<td>Rutland Ln</td>
<td>PC</td>
<td>C</td>
<td>0.6</td>
<td>MKS existing bike lanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Rutland Ln</td>
<td>Belcher Rd</td>
<td>PC</td>
<td>C</td>
<td>0.1</td>
<td>RST</td>
</tr>
<tr>
<td>6</td>
<td>Virginia Ave</td>
<td>Greenbriar Bd</td>
<td>Keene Rd</td>
<td>PC</td>
<td>C</td>
<td>0.5</td>
<td>AP</td>
</tr>
</tbody>
</table>

**Note:** Column one numbers correspond with map locations on Figure 7-5

**Key:**
- **aatd** = annual average daily traffic
- **AP** = Add paved shoulders through reconstr.
- **C** = Collector
- **CL** = County line
- **CST** = Construction
- **Enhancement** = curb, gutter, swalk & blane improvements
- **DN** = Dunedin
- **FC** = Functional classification
- **LRTP** = Long Range Transportation Plan
- **MKS** = Add markings and signage
- **PA** = Principal arterial
- **PC** = Pinellas County
- **RCST** = Reconstruction
- **RSF** = Resurfacing
- **RST** = Restripe
- **SU** = Shared use lane
- **ST** = State
- **TIP** = Transportation Improvement Program
## Sector 4 - Dunedin Proposed Trails

<table>
<thead>
<tr>
<th>No</th>
<th>Trail</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>Northern Route</td>
<td>Bayshore Bd</td>
<td>Belcher Rd</td>
<td>DN</td>
<td>2.2</td>
<td>Extends eastward along Michigan Bd to CR 1 and south from Michigan Bd along Highlander Park and east utilizing McCarty St and Solon Ave.</td>
</tr>
<tr>
<td>9</td>
<td>Dunedin Loop</td>
<td>Solon Ave</td>
<td>Belcher Rd</td>
<td>DN</td>
<td>1.4</td>
<td>Loops around and through Englebert Sports Complex and Vanech Park</td>
</tr>
<tr>
<td>10</td>
<td>Edgewater (north section)</td>
<td>Union St</td>
<td>Pinellas Trail</td>
<td>DN/CL/ST</td>
<td>1.2</td>
<td>Entire trail alignment extends along west side of Edgewater Dr and east on Sunset Pt Rd. Existing sidewalk on Edgewater Dr would need to be widened to accommodate bicyclists</td>
</tr>
</tbody>
</table>

**Note:** Column one numbers correspond with map locations on Figure 7-5

**Key:**
- aadt = annual average daily traffic
- AP = Add paved shoulders through reconstr.
- C = Collector
- CL = County line
- CST = Construction
- Enhancement = curb, gutter, swalk & blane improvements
- DN = Dunedin
- FC = Functional classification
- MA = Minor arterial
- MC = Minor collector
- MKS = Add markings and signage
- PA = Principal arterial
- PC = Pinellas County
- RCST = Reconstruction
- RCT = Restripe
- RSF = Resurfacing
- ST = State
- STR = Stripe
- SU = Shared use lane
- TIP = Transportation Improvement Program
### Sector 5 - Safety Harbor and Oldsmar Proposed Bike Lanes

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>SR 584</td>
<td>SR 580</td>
<td>McMullen Booth Rd</td>
<td>ST</td>
<td>PA</td>
<td>3.5</td>
<td>RST/RCST</td>
</tr>
<tr>
<td>2</td>
<td>SR 580</td>
<td>McMullen Booth Rd</td>
<td>east end of SH Bridge</td>
<td>ST</td>
<td>PA</td>
<td>1.7</td>
<td>RST/RCST; reduce median width. RSF project in TIP, Kendale Dr to Shore Dr RCST; reduce median width</td>
</tr>
<tr>
<td>3</td>
<td>10th St S/SR 590</td>
<td>McMullen Booth Rd</td>
<td>14th Ave S/SR 590</td>
<td>ST</td>
<td>C</td>
<td>0.4</td>
<td>STR shoulders</td>
</tr>
<tr>
<td>4</td>
<td>14th Ave S/SR 590</td>
<td>10th St S/SR 590</td>
<td>4th St S/SR 590</td>
<td>ST</td>
<td>C</td>
<td>0.4</td>
<td>STR shoulders</td>
</tr>
<tr>
<td>5</td>
<td>4th St S/SR 590</td>
<td>14th Ave S/SR 590</td>
<td>10th Ave S/SR 590</td>
<td>ST</td>
<td>C</td>
<td>0.2</td>
<td>STR shoulders</td>
</tr>
<tr>
<td>6</td>
<td>10th Ave S/SR 590</td>
<td>4th St S/SR 590</td>
<td>Main St/SR 590</td>
<td>ST</td>
<td>C</td>
<td>0.1</td>
<td>SU or AP</td>
</tr>
<tr>
<td>7</td>
<td>Phillippe Pkwy/SR 590</td>
<td>Main St/SR 590</td>
<td>Grand Central Ave</td>
<td>ST</td>
<td>C</td>
<td>0.7</td>
<td>SU or AP</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Enterprise Rd</td>
<td>ST</td>
<td>C</td>
<td>0.9</td>
<td>AP</td>
</tr>
<tr>
<td>8</td>
<td>Forest Lakes Bd</td>
<td>SR 580</td>
<td>SR 584</td>
<td>PC</td>
<td>C</td>
<td>0.5</td>
<td>RCST, Rd RCST scheduled in TIP</td>
</tr>
</tbody>
</table>

**Note:** Column one numbers correspond with map locations on Figure 7-6

**Key:**
- aadt = annual average daily traffic
- MA = Minor arterial
- RSF = Resurfacing
- AP = Add paved shoulders through reconst.
- MC = Minor collector
- RST = Restripe
- C = Collector
- OL = Oldsmar
- SH = Safety Harbor
- CST = Construction
- OL = Oldsmar
- ST = State
- Enhancement = curb, gutter, swalk & blane improvements
- PC = Pinellas County
- SU = Shared use lane
- FC = Functional classification
- RCST = Recontruction
- TIP = Transportation Improvement Program
- LRTP = Long Range Transportation Plan

---

**MPO Bicycle Pedestrian Master Plan - Facilities Element**

Page TBL-11
### Sector 5 - Safety Harbor and Oldsmar Proposed Trails

<table>
<thead>
<tr>
<th>No</th>
<th>Trail Description</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>Main St (eastern section)</td>
<td>Phillipe Pkwy</td>
<td>McMullen Booth Rd</td>
<td>SH</td>
<td>1.3</td>
<td>Limited ROW available. Recommend SU lane</td>
</tr>
<tr>
<td>10</td>
<td>Douglas Rd East</td>
<td>Racetrack Rd</td>
<td>Hayes Rd</td>
<td>OL</td>
<td>1.2</td>
<td>Scheduled for CST in TIP.</td>
</tr>
<tr>
<td>11</td>
<td>SR 580/St. Petersburg Drive Pedestrian Overpass</td>
<td>OL/ST</td>
<td>n/a</td>
<td></td>
<td></td>
<td>Provides for safe crossing over SR 580</td>
</tr>
<tr>
<td>12</td>
<td>Enterprise (eastern section)</td>
<td>Planned Bayshore Trail</td>
<td>McMullen Booth Rd</td>
<td>CL</td>
<td>1.6</td>
<td>Ample ROW available on south side of rd</td>
</tr>
<tr>
<td>13</td>
<td>Oldsmar/Safety Harbor Crossing</td>
<td>SR 580</td>
<td>Oldsmar Trail (5 of 5)</td>
<td>OL</td>
<td>0.6</td>
<td>Connects the planned Bayshore Trail with Oldsmar utilizing CSX Bridge. Safety Harbor Bridge may be considered as option to CSX Bridge.</td>
</tr>
<tr>
<td>14</td>
<td>Bayshore</td>
<td>Veterans Memorial Ln</td>
<td>SR 580</td>
<td>SH</td>
<td>2.9</td>
<td>This is a planned sidewalk path extending from the Safety Harbor Marina to the planned Oldsmar/Safety Harbor Crossing Trail</td>
</tr>
</tbody>
</table>

**Note:** Column one numbers correspond with map locations on Figure 7-6

**Key:**
- `aadt` = annual average daily traffic
- `AP` = Add paved shoulders through reconstr.
- `C` = Collector
- `CL` = County line
- `CST` = Construction
- `Enhancement` = curb, gutter, swalk & blane improvements
- `FC` = Functional classification
- `LRTP` = Long Range Transportation Plan
- `MA` = Minor arterial
- `MC` = Minor collector
- `MKS` = Add markings and signage
- `OL` = Oldsmar
- `PA` = Principal arterial
- `PC` = Pinellas County
- `RCST` = Reconstruction
- `RSF` = Resurfacing
- `RST` = Restripe
- `SH` = Safety Harbor
- `ST` = State
- `STR` = Stripe
- `SU` = Shared use lane
- `TIP` = Transportation Improvement Program
<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Betty Ln</td>
<td>Drew St</td>
<td>Sandy Ln</td>
<td>CL</td>
<td>C</td>
<td>1.2</td>
<td>RCST</td>
</tr>
<tr>
<td></td>
<td>Sandy Ln</td>
<td>Sunset Pt Rd</td>
<td>Union St</td>
<td>CL</td>
<td>C</td>
<td>0.6</td>
<td>RCST</td>
</tr>
<tr>
<td></td>
<td>Sunset Pt Rd</td>
<td>Union St</td>
<td></td>
<td>PC</td>
<td>C</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Cleveland St</td>
<td>Gulf to Bay Bd</td>
<td>Missouri Ave</td>
<td>CL</td>
<td>MA</td>
<td>0.5</td>
<td>RCST</td>
</tr>
<tr>
<td>3</td>
<td>Douglas Ave</td>
<td>Harbor Dr</td>
<td>Overbrook Ave</td>
<td>CL</td>
<td>C</td>
<td>0.3</td>
<td>RST</td>
</tr>
<tr>
<td></td>
<td>Overbrook Ave</td>
<td>Sunset Pt Rd</td>
<td>Union St</td>
<td>PC</td>
<td>C</td>
<td>0.4</td>
<td>RST</td>
</tr>
<tr>
<td></td>
<td>Sunset Pt Rd</td>
<td>Union St</td>
<td></td>
<td>PC</td>
<td>C</td>
<td>0.6</td>
<td>RCST</td>
</tr>
<tr>
<td>4</td>
<td>Fairmont St</td>
<td>Myrtle Ave</td>
<td>Harbor Dr</td>
<td>CL</td>
<td>C</td>
<td>0.4</td>
<td>RST</td>
</tr>
<tr>
<td>5</td>
<td>Overbrook Ave</td>
<td>Betty Ln</td>
<td>Douglas Ave</td>
<td>PC</td>
<td>C</td>
<td>0.3</td>
<td>STR</td>
</tr>
<tr>
<td>6</td>
<td>Druid Rd S</td>
<td>Ft. Harrison Ave</td>
<td>Jeffords St</td>
<td>CL</td>
<td>LM</td>
<td>0.5</td>
<td>SU</td>
</tr>
<tr>
<td>7</td>
<td>Sunset Pt Rd</td>
<td>Keene Rd</td>
<td>Edgewater Dr</td>
<td>PC</td>
<td>MA</td>
<td>2</td>
<td>RCST</td>
</tr>
<tr>
<td>8</td>
<td>Lakeview Rd</td>
<td>w/o Dr MLK Jr St</td>
<td>Missouri Ave</td>
<td>CL</td>
<td>C</td>
<td>0.3</td>
<td>STR</td>
</tr>
<tr>
<td></td>
<td>Missouri Ave</td>
<td>Keene Rd</td>
<td>Hercules Ave</td>
<td>PC</td>
<td>C</td>
<td>1.5</td>
<td>STR</td>
</tr>
<tr>
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<td></td>
<td></td>
<td>PC</td>
<td>C</td>
<td>0.5</td>
<td>RCST</td>
</tr>
<tr>
<td>9</td>
<td>Highland Ave</td>
<td>Belleair Rd</td>
<td>Druid Rd</td>
<td>PC</td>
<td>C</td>
<td>1.3</td>
<td>STR</td>
</tr>
<tr>
<td></td>
<td>Druid Rd</td>
<td>Gulf to Bay Bd</td>
<td>Sunset Pt Rd</td>
<td>CL</td>
<td>C</td>
<td>0.2</td>
<td>RCST</td>
</tr>
<tr>
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<td>Gulf to Bay Bd</td>
<td>Sunset Pt Rd</td>
<td>Union St</td>
<td>CL</td>
<td>C</td>
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<td>RST</td>
</tr>
<tr>
<td></td>
<td>Sunset Pt Rd</td>
<td>Union St</td>
<td></td>
<td>CL</td>
<td>C</td>
<td>0.5</td>
<td>STR</td>
</tr>
<tr>
<td>10</td>
<td>Island Way</td>
<td>Memorial Cswy</td>
<td>Skiff Pt</td>
<td>CL</td>
<td>C</td>
<td>0.5</td>
<td>SU (outside lanes - 4 lane rd)</td>
</tr>
<tr>
<td></td>
<td>Skiff Pt</td>
<td>Terminus</td>
<td></td>
<td>CL</td>
<td>C</td>
<td>1.1</td>
<td>SU</td>
</tr>
<tr>
<td>11</td>
<td>Keene Rd</td>
<td>Druid Rd</td>
<td>Belleair Rd</td>
<td>PC</td>
<td>MA</td>
<td>1.5</td>
<td>RST</td>
</tr>
<tr>
<td>12</td>
<td>Lake Ave</td>
<td>Belleair Rd</td>
<td>Nursery Rd</td>
<td>PC</td>
<td>C</td>
<td>0.3</td>
<td>RCST</td>
</tr>
<tr>
<td></td>
<td>Nursery Rd</td>
<td>Lakeview Rd</td>
<td></td>
<td>PC</td>
<td>C</td>
<td>0.5</td>
<td>RCST</td>
</tr>
<tr>
<td></td>
<td>Lakeview Rd</td>
<td>Gulf to Bay Bd</td>
<td></td>
<td>PC</td>
<td>C</td>
<td>0.8</td>
<td>RCST</td>
</tr>
<tr>
<td>13</td>
<td>Palmetto St</td>
<td>Myrtle Ave</td>
<td>MLK Jr Ave</td>
<td>CL</td>
<td>C</td>
<td>0.3</td>
<td>RCST</td>
</tr>
<tr>
<td></td>
<td>MLK Jr Ave</td>
<td>Betty Ln</td>
<td></td>
<td>CL</td>
<td>C</td>
<td>0.5</td>
<td>RST</td>
</tr>
<tr>
<td></td>
<td>Betty Ln</td>
<td>Highland Ave</td>
<td></td>
<td>CL</td>
<td>C</td>
<td>0.5</td>
<td>RST</td>
</tr>
<tr>
<td></td>
<td>Highland Ave</td>
<td>Casler Ave</td>
<td></td>
<td>PC</td>
<td>C</td>
<td>0.5</td>
<td>RST</td>
</tr>
<tr>
<td></td>
<td>Casler Ave</td>
<td>Keene Rd</td>
<td></td>
<td>PC</td>
<td>C</td>
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<td>STR</td>
</tr>
</tbody>
</table>
## Sector 6W - West Clearwater Proposed Bike Lanes

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>Mandalay Ave</td>
<td>Roundabout</td>
<td>Baymont St</td>
<td>CL</td>
<td>C</td>
<td>0.3</td>
<td>RCST</td>
</tr>
<tr>
<td></td>
<td>Baymont St</td>
<td>Bay Esplanade</td>
<td>Baymont St</td>
<td>CL</td>
<td>C</td>
<td>0.2</td>
<td>SU</td>
</tr>
<tr>
<td></td>
<td>Bay Esplanade</td>
<td>Somerset St</td>
<td>Somerset St</td>
<td>CL</td>
<td>C</td>
<td>0.3</td>
<td>RST; existing angled on-street parking</td>
</tr>
<tr>
<td></td>
<td>Somerset St</td>
<td>Juniper St</td>
<td></td>
<td>CL</td>
<td>C</td>
<td>0.8</td>
<td>STR</td>
</tr>
<tr>
<td>15</td>
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<td>Belleair Rd</td>
<td>Court St</td>
<td>ST</td>
<td>PA</td>
<td>1.5</td>
<td>RCST</td>
</tr>
<tr>
<td></td>
<td>Court St</td>
<td>Drew St</td>
<td></td>
<td>CL</td>
<td>C</td>
<td>0.5</td>
<td>RST</td>
</tr>
<tr>
<td></td>
<td>Drew St</td>
<td>Palmetto St</td>
<td></td>
<td>CL</td>
<td>L</td>
<td>0.4</td>
<td>RCST; rd not connected at RR intersection</td>
</tr>
<tr>
<td>16</td>
<td>MLK Jr Ave</td>
<td>Fairmont St</td>
<td>Seminole St</td>
<td>CL</td>
<td>C</td>
<td>0.6</td>
<td>SU, existing landscaped med.</td>
</tr>
<tr>
<td></td>
<td>Seminole St</td>
<td>Cleveland St</td>
<td>Court St</td>
<td>CL</td>
<td>C</td>
<td>0.5</td>
<td>RST</td>
</tr>
<tr>
<td></td>
<td>Cleveland St</td>
<td>Court St</td>
<td></td>
<td>CL</td>
<td>C</td>
<td>0.3</td>
<td>RCST</td>
</tr>
<tr>
<td>17</td>
<td>Saturn Ave</td>
<td>Gulf to Bay Bd</td>
<td>Flagler Dr</td>
<td>CL</td>
<td>C</td>
<td>1.1</td>
<td>RST</td>
</tr>
<tr>
<td>18</td>
<td>Union St</td>
<td>US Alt 19</td>
<td>Hercules Ave</td>
<td>PC</td>
<td>C</td>
<td>2.4</td>
<td>RCST</td>
</tr>
</tbody>
</table>

### Notes:
1) Column one numbers correspond with map locations on Figure 7-7
2) Information on proposed Nursery Road bike lanes provided in Sector 6W table

### Key:
- `aadt` = annual average daily traffic
- `AP` = Add paved shoulders through reconstr.
- `C` = Collector
- `CL` = Clearwater
- `CST` = Construction
- `Enhancement` = curb, gutter, swalk & blane improvements
- `FC` = Functional classification
- `LRTP` = Long Range Transportation Plan
- `L` = Local
- `MA` = Minor arterial
- `MC` = Minor collector
- `MKS` = Add markings and signage
- `OL` = Oldsmar
- `PA` = Principal arterial
- `PC` = Pinellas County
- `RCST` = Reconstruction
- `RSF` = Resurfacing
- `RST` = Restripe
- `SH` = Safety Harbor
- `ST` = State
- `STR` = Stripe
- `SU` = Shared use lane
- `TIP` = Transportation Improvement Program

---

_MPO Bicycle Pedestrian Master Plan - Facilities Element_
## Sector 6W - West Clearwater Proposed Trails

<table>
<thead>
<tr>
<th>No</th>
<th>Trail</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>19</td>
<td>Clearwater Beach</td>
<td>s/o 5th St</td>
<td>s/o Clearwater Pass</td>
<td>CL</td>
<td>1.5</td>
<td>Connects Clearwater Beach Walk on Gulfview Bd to existing bike lanes on Gulf Bd</td>
</tr>
<tr>
<td>20</td>
<td>N Greenwood Loop</td>
<td>Pin Tr s/o Fairmont Ave</td>
<td>Pin Tr s/o Palmetto St</td>
<td>CL</td>
<td>1.8</td>
<td>Alignment extends along Marshall St, Russell St, Holt Ave and Seminole St. Overlaps with planned bike lane on Palmetto St.</td>
</tr>
<tr>
<td>21</td>
<td>Ream Wilson Clwtr</td>
<td>Pinellas Trail</td>
<td>Old Coachman Rd</td>
<td>CL</td>
<td>3.7</td>
<td>Utilizes existing CSX ROW</td>
</tr>
<tr>
<td>22</td>
<td>Druid Trail</td>
<td>Pinellas Trail</td>
<td>US 19</td>
<td>CL</td>
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<td>Scheduled for CST in TIP</td>
</tr>
<tr>
<td>23</td>
<td>Belleair Rd</td>
<td>Pinellas Trail</td>
<td>Planned Duke Energy Trail</td>
<td>PC/CL</td>
<td>4.1</td>
<td>LRTP enhancement project in LRTP from US 19 to Keene Rd.</td>
</tr>
<tr>
<td>24</td>
<td>Ross Norton Connection</td>
<td>Pinellas Trail</td>
<td>Ross Norton Park</td>
<td>CL</td>
<td>0.7</td>
<td>Trail alignment along Lakeview Rd with connection to Ross Norton Park through Ed Wright Park</td>
</tr>
<tr>
<td>25</td>
<td>Edgewater (south section)</td>
<td>Union St</td>
<td>Sunset Pt Rd</td>
<td>DN/CL/ST</td>
<td>0.8</td>
<td>Entire trail alignment extends along west side of Edgewater Dr and east on Sunset Pt Rd. Existing sidewalk on Edgewater Dr would need to be widened to accommodate bicyclists. Sunset Pt Rd section overlaps with planned bike lane.</td>
</tr>
</tbody>
</table>

**Notes:**
1) Column one numbers correspond with map locations on Figure 7-7
2) Edgewater Drive Trail identified in Sector 4 table

**Key:**
- **aadt** = annual average daily traffic
- **MA** = Minor arterial
- **RSF** = Resurfacing
- **AP** = Add paved shoulders through reconstr.
- **MC** = Minor collector
- **RST** = Restripe
- **C** = Collector
- **MKS** = Add markings and signage
- **SH** = Safety Harbor
- **CL** = Clearwater
- **OL** = Oldsmar
- **ST** = State
- **CST** = Construction
- **PA** = Principal arterial
- **STR** = Stripe
- Enhancement = curb, gutter, swalk & blane improvements
- **PC** = Pinellas County
- **SU** = Shared use lane
- **FC** = Functional classification
- **RCST** = Reconstruction
- **TIP** = Transportation Improvement Program
- **LRTP** = Long Range Transportation Plan

---

*MPO Bicycle Pedestrian Master Plan - Facilities Element*
### Sector 6E - East Clearwater Proposed Bike Lanes

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
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<tbody>
<tr>
<td>1</td>
<td>Bayview Ave</td>
<td>Drew St</td>
<td>Gulf to Bay</td>
<td>CL</td>
<td>L</td>
<td>0.5</td>
<td>STR</td>
</tr>
<tr>
<td>2</td>
<td>Belcher Rd</td>
<td>Sunset Pt Rd</td>
<td>Greenbriar Bd</td>
<td>PC</td>
<td>MA</td>
<td>1.6</td>
<td>RST or RCST</td>
</tr>
<tr>
<td>3</td>
<td>Countryside Bd</td>
<td>Northside Dr</td>
<td>Sabal Springs Dr</td>
<td>CL</td>
<td>C</td>
<td>1.3</td>
<td>RST</td>
</tr>
<tr>
<td></td>
<td>SR 580</td>
<td>Belcher Rd</td>
<td></td>
<td>CL</td>
<td>C</td>
<td>1.4</td>
<td>RST</td>
</tr>
<tr>
<td>4</td>
<td>Drew St w/o Belcher Rd</td>
<td>McMullen Booth Rd</td>
<td></td>
<td>CL</td>
<td>MA</td>
<td>2.3</td>
<td>RST</td>
</tr>
<tr>
<td>5</td>
<td>Enterprise Rd</td>
<td>Countryside Bd</td>
<td>US 19</td>
<td>CL</td>
<td>C</td>
<td>0.5</td>
<td>RST</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>planned Duke Energy Tr</td>
<td>CL</td>
<td>C</td>
<td>0.2</td>
<td>Study needed</td>
</tr>
<tr>
<td>6</td>
<td>Hercules Ave</td>
<td>Virginia Ave</td>
<td>Union St</td>
<td>PC</td>
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<td>Union St</td>
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<td>PC</td>
<td>C</td>
<td>0.5</td>
<td>RST</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sunset Pt Rd</td>
<td>Drew St</td>
<td>PC</td>
<td>C</td>
<td>1.5</td>
<td>RCST</td>
</tr>
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<td></td>
<td></td>
<td>Drew St</td>
<td>Gulf to Bay Bd</td>
<td>CL</td>
<td>C</td>
<td>0.5</td>
<td>RCST</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Gulf to Bay Bd</td>
<td>Druid Rd</td>
<td>CL</td>
<td>C</td>
<td>0.3</td>
<td>RST</td>
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<tr>
<td></td>
<td></td>
<td>Druid Rd</td>
<td>Lakeview Rd</td>
<td>CL</td>
<td>C</td>
<td>0.5</td>
<td>STR</td>
</tr>
<tr>
<td>7</td>
<td>NE Coachman Rd</td>
<td>Drew St</td>
<td>Old Coachman Rd</td>
<td>ST</td>
<td>MA</td>
<td>1.1</td>
<td>RCST; RSF project in TIP, w/o of Marilyn St to e/o Aubrey Dr</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Old Coachman Rd</td>
<td>US 19</td>
<td>ST</td>
<td>MA</td>
<td>0.6</td>
<td>RST</td>
</tr>
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<td>W Virginia Ln</td>
<td>ST</td>
<td>MA</td>
<td>0.3</td>
<td>RCST</td>
</tr>
<tr>
<td></td>
<td></td>
<td>W Virginia Ln</td>
<td>McMullen Booth Rd</td>
<td>ST</td>
<td>MA</td>
<td>1</td>
<td>RST</td>
</tr>
<tr>
<td>8</td>
<td>Northside Dr</td>
<td>US 19</td>
<td>planned Duke Energy Tr</td>
<td>CL</td>
<td>C</td>
<td>0.5</td>
<td>STR</td>
</tr>
<tr>
<td>9</td>
<td>Nursery Rd</td>
<td>Highland Ave</td>
<td>US 19</td>
<td>PC</td>
<td>C</td>
<td>2.7</td>
<td>RCST; LRTP project, enhancements</td>
</tr>
<tr>
<td>10</td>
<td>Palmetto St</td>
<td>Hercules Ave</td>
<td>Belcher Rd</td>
<td>PC</td>
<td>MC</td>
<td>0.5</td>
<td>RCST</td>
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<tr>
<td>11</td>
<td>SR 580</td>
<td>McMullen Booth Rd</td>
<td>US 19</td>
<td>ST</td>
<td>PA</td>
<td>1.9</td>
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</table>
### Sector 6E - East Clearwater Proposed Bike Lanes

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>US 19</td>
<td>Belleair Rd</td>
<td>Curlew Rd</td>
<td>ST</td>
<td>PA</td>
<td>7.7</td>
<td>STR on frontage roads. Following CST of LRTP partially controlled access improvements underway n/o Whitney Rd to n/o Gulf-to-Bay and Sunset Pt Rd to Countryside Bd</td>
</tr>
<tr>
<td>13</td>
<td>Bayside Bridge</td>
<td>Gulf to Bay Bd</td>
<td>Sector 6/8 Line</td>
<td>PC</td>
<td>PA</td>
<td>1.5</td>
<td>MKS</td>
</tr>
</tbody>
</table>

Note: Column one numbers correspond with map locations on Figure 7-8

**Key:**

- **AP** = Add paved shoulders through reconst.
- **LRTP** = Long Range Transportation Plan
- **RCST** = Reconstruction
- **C** = Collector
- **L** = Local
- **RST** = Restripe
- **CL** = Clearwater
- **MA** = Minor arterial
- **ST** = State
- **CST** = Construction
- **MKS** = Add markings and signage
- **STR** = Stripe
- **Enhancement** = curb, gutter, swalk & lane improvements
- **PA** = Principal arterial
- **SU** = Shared use lane
- **FC** = Functional classification
- **PC** = Pinellas County
- **TIP** = Transportation Improvement Program
### Sector 6E - East Clearwater Proposed Trails

<table>
<thead>
<tr>
<th>No</th>
<th>Trail</th>
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<th>To</th>
<th>Juris</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>Curlew Rd</td>
<td>US Hwy 19</td>
<td>McMullen Booth Rd</td>
<td>ST</td>
<td>1.8</td>
<td>Limited ROW. No bike lanes. Vehicle lanes 12 feet.</td>
</tr>
<tr>
<td>15</td>
<td>Courtney Campbell</td>
<td>US 19</td>
<td>McMullen Booth Rd</td>
<td>CL</td>
<td>2</td>
<td>Utilizes Clearwater Mall perimeter road, Cross Cr, Brown Bd, Rogers St, Bayview Ave and CR 31. No public easement between Rogers and Bayview.</td>
</tr>
<tr>
<td>16</td>
<td>Old Coachman Rd</td>
<td>Sunset Pt Rd</td>
<td>Clwtr East-West Trail</td>
<td>PC/CL</td>
<td>1</td>
<td>Extends along west side of road</td>
</tr>
<tr>
<td>17</td>
<td>Enterprise (western section)</td>
<td>McMullen Booth Rd</td>
<td>planned Duke Energy Trail</td>
<td>CL</td>
<td>1.2</td>
<td>Existing bike lanes on this section.</td>
</tr>
<tr>
<td>18</td>
<td>Main St (western section)</td>
<td>McMullen Booth Rd</td>
<td>Soule Rd</td>
<td>CL</td>
<td>0.7</td>
<td>Existing bike lanes on this section.</td>
</tr>
<tr>
<td>19</td>
<td>Duke Energy</td>
<td>Curlew Rd</td>
<td>Ream Wilson Clwtr Trail</td>
<td>PC</td>
<td>5.6</td>
<td>Alignment utilizes existing power easement with exception of portion of northern section that extends along Countryside Bd and Meadow Wood Drive. Trail overpass exists over US 19 south of Enterprise Rd.</td>
</tr>
<tr>
<td>No</td>
<td>Trail</td>
<td>From</td>
<td>To</td>
<td>Juris</td>
<td>Mile(s)</td>
<td>Proposed Imp./Comment</td>
</tr>
<tr>
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<td>------------------</td>
<td>-------</td>
<td>---------</td>
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</tr>
<tr>
<td>20</td>
<td>Duke Energy</td>
<td>Pinellas Trail Loop</td>
<td>Via Murano</td>
<td>PC</td>
<td>0.4</td>
<td>Connects existing trail at Belleair Road and continues south to Sector 8 along east side of US Hwy 19.</td>
</tr>
<tr>
<td>21</td>
<td>Landmark</td>
<td>Curlew Rd</td>
<td>Fairwood Ave</td>
<td>CL</td>
<td>6.6</td>
<td>Extends south along east side of Landmark Dr, past Landmark Dr terminus through undeveloped public ROW to Union St. Also traverses 1,630 of linear green space, southern one-half of which is public ROW, between Sunset Pt Rd and NE Coachman Rd. The south end of the planned trail terminates at Cliff Stephens Park where it connects with the East-West Trail. Considered as potential alternative to parallel segment of the planned Duke Energy Trail. NE Coachman section overlaps with planned bike lane.</td>
</tr>
</tbody>
</table>

**Notes:**
1) Column one numbers correspond with map locations on Figure 7-8
2) Belleair Rd, Druid Rd, Clwtr East-West trails identified in Sector 6W table
3) Curlew Rd Trail identified in Sector 4 table

**Key:**
- aadt = annual average daily traffic
- LRTP = Long Range Transportation Plan
- RSF = Resurfacing
- AP = Add paved shoulders through reconst.
- MA = Minor arterial
- RST = Restripe
- C = Collector
- MC = Minor collector
- ST = State
- CL = Clearwater
- MKS = Add markings and signage
- STR = Stripe
- CST = Construction
- PA = Principal arterial
- SU = Shared use lane
- Enhancement = curb, gutter, swalk & lane improvements
- PC = Pinellas County
- TIP = Transportation Improvement Program
- FC = Functional classification
- RCST = Reconstruction
## Sector 7 & 13N - Largo, Indian Rocks Beach, Belleair Shore, and Belleair Beach Proposed Bike Lanes

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Druid Rd S</td>
<td>Jeffords St</td>
<td>Belleview Bd</td>
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<td>LM</td>
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<td>Ft Harrison Ave</td>
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<td>3</td>
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<td>Belleair Rd</td>
<td>E Bay Dr</td>
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<td>E Bay Dr</td>
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<td>Mehlenbacher Rd</td>
<td>BE</td>
<td>C</td>
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<td>SU, sharrow</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Mehlenbacher Rd</td>
<td>W Bay Dr</td>
<td>PC</td>
<td>C</td>
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<td>RST</td>
</tr>
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<td></td>
<td></td>
<td>W Bay Dr</td>
<td>Walsingham Rd</td>
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</tr>
<tr>
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<td>Indian Rocks Rd</td>
<td>Pinellas Trail</td>
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<td>SU, sharrow</td>
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<td>AP/RST</td>
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<td></td>
<td>W Bay Dr</td>
<td>8th Ave SW</td>
<td>LA</td>
<td>MA</td>
<td>0.5</td>
<td>RCST. Consider lane reduction</td>
</tr>
<tr>
<td>18</td>
<td>113th St</td>
<td>Ulmerton Rd</td>
<td>Walsingham Rd</td>
<td>PC</td>
<td>MA</td>
<td>1</td>
<td>AP</td>
</tr>
<tr>
<td>19</td>
<td>Ridge Rd</td>
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<td>C</td>
<td>1</td>
<td>SU, sharrow</td>
</tr>
<tr>
<td>20</td>
<td>16th Ave SW</td>
<td>Pinellas Trail</td>
<td>119th St</td>
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<td>LM</td>
<td>0.3</td>
<td>SU, sharrow</td>
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<tr>
<td>21</td>
<td>119th St</td>
<td>16th Ave SW</td>
<td>Ulmerton Rd</td>
<td>PC</td>
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<td>0.5</td>
<td>SU, sharrow</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ulmerton Rd</td>
<td>Walsingham Rd</td>
<td>PC</td>
<td>MC</td>
<td>1</td>
<td>SU, sharrow</td>
</tr>
<tr>
<td>22</td>
<td>Trotter Rd</td>
<td>8th Ave SW</td>
<td>Wilcox Rd</td>
<td>LA</td>
<td>C</td>
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<td>RCST</td>
</tr>
<tr>
<td>23</td>
<td>Missouri Ave</td>
<td>Belleair Rd</td>
<td>E Bay Dr</td>
<td>ST</td>
<td>PA</td>
<td>1.5</td>
<td>RST unmarked lanes and widen sidewalks through redev. of adjacent land uses</td>
</tr>
<tr>
<td>24</td>
<td>Wilcox Rd</td>
<td>Indian Rocks Rd</td>
<td>Pine St</td>
<td>PC</td>
<td>C</td>
<td>1</td>
<td>RCST</td>
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</table>
### Sector 7 & 13N - Largo, Indian Rocks Beach, Belleair Shore, and Belleair Beach Proposed Bike Lanes

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>25</td>
<td>Wilcox Rd</td>
<td>Pine St</td>
<td>Ulmerton Rd</td>
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<td>C</td>
<td>0.4</td>
<td>MKS</td>
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<tr>
<td>26</td>
<td>Pine St</td>
<td>Dryer Ave</td>
<td>Wilcox Rd</td>
<td>LA</td>
<td>LM</td>
<td>0.7</td>
<td>SU, sharrow</td>
</tr>
<tr>
<td>27</td>
<td>126th Ave</td>
<td>66th St</td>
<td>68th St</td>
<td>PC</td>
<td>MC</td>
<td>0.3</td>
<td>RCST</td>
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<tr>
<td>28</td>
<td>126th Ave</td>
<td>CSX RR</td>
<td>95th St</td>
<td>PC</td>
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<tr>
<td>29</td>
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<td>Ulmerton Rd</td>
<td>PC</td>
<td>C</td>
<td>0.5</td>
<td>RCST</td>
</tr>
<tr>
<td>30</td>
<td>Oakhurst Rd</td>
<td>Walsingham Rd</td>
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<td>PC</td>
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<td>137th St</td>
<td>113th Ave</td>
<td>Walsingham Rd</td>
<td>PC</td>
<td>C</td>
<td>0.3</td>
<td>SU, sharrow</td>
</tr>
<tr>
<td>32</td>
<td>Gladys St</td>
<td>Dryer Ave</td>
<td>133rd Ave</td>
<td>LA</td>
<td>C</td>
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</tr>
<tr>
<td>33</td>
<td>Vonn Rd</td>
<td>133rd Ave</td>
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<tr>
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<td>131st St</td>
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<td>35</td>
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<td>Ulmerton Rd</td>
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<tr>
<td>36</td>
<td>Dryer Ave</td>
<td>Trotter Rd</td>
<td>Indian Rocks Rd</td>
<td>LA</td>
<td>C</td>
<td>0.7</td>
<td>RCST</td>
</tr>
<tr>
<td>37</td>
<td>126th Ave</td>
<td>Seminole Bd</td>
<td>Pinellas Bd</td>
<td>LA</td>
<td>LM</td>
<td>0.7</td>
<td>SU, sharrow</td>
</tr>
<tr>
<td>38</td>
<td>Seminole Bd</td>
<td>W Bay Dr</td>
<td>Walsingham Rd</td>
<td>ST</td>
<td>PA</td>
<td>2.5</td>
<td>RST</td>
</tr>
<tr>
<td>39</td>
<td>Donegan Rd</td>
<td>16th Ave SE</td>
<td>8th Ave SE</td>
<td>PC</td>
<td>C</td>
<td>0.6</td>
<td>RCST</td>
</tr>
<tr>
<td>40</td>
<td>E Bay Dr</td>
<td>US 19</td>
<td>Highland Ave</td>
<td>ST</td>
<td>PA</td>
<td>2.8</td>
<td>RST; Largo recommending unmarked bike lanes and to widen sidewalks to accommodate bicycle use incrementally as redevelopment occurs on adjacent properties.</td>
</tr>
<tr>
<td>41</td>
<td>W Bay Dr</td>
<td>Missouri Ave</td>
<td>Clwtr-Largo Rd</td>
<td>LA</td>
<td>MA</td>
<td>0.5</td>
<td>SU, sharrow; RSF project in TIP, e/o Missouri Ave to w/o Highland Ave</td>
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<tr>
<td></td>
<td></td>
<td>Clwtr-Largo Rd</td>
<td>Sunset Bd</td>
<td>PC</td>
<td>MA</td>
<td>1.5</td>
<td>RST</td>
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<tr>
<td>42</td>
<td>Highland Ave</td>
<td>Belleair Rd</td>
<td>E Bay Dr</td>
<td>PC</td>
<td>C</td>
<td>1.5</td>
<td>RCST; LRTP project, enhancements</td>
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<tr>
<td>43</td>
<td>Lake Ave</td>
<td>Belleair Rd</td>
<td>E Bay Dr</td>
<td>LA</td>
<td>C</td>
<td>1.5</td>
<td>RCST</td>
</tr>
<tr>
<td>44</td>
<td>Alt Keene Rd</td>
<td>E Bay Dr</td>
<td>McMullen Rd</td>
<td>LA</td>
<td>LM</td>
<td>0.5</td>
<td>SU, sharrow</td>
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<tr>
<td>45</td>
<td>Starkey Rd</td>
<td>E Bay Dr</td>
<td>126th Ave</td>
<td>PC</td>
<td>MA</td>
<td>2</td>
<td>RCST; identified for CST in LRTP</td>
</tr>
<tr>
<td>46</td>
<td>Keene Rd</td>
<td>Belleair Rd</td>
<td>E Bay Dr</td>
<td>PC</td>
<td>MA</td>
<td>1.5</td>
<td>RST</td>
</tr>
<tr>
<td>47</td>
<td>Wild Acres Rd</td>
<td>No. Terminus</td>
<td>Ulmerton Rd</td>
<td>LA</td>
<td>C</td>
<td>0.5</td>
<td>SU, sharrow</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ulmerton Rd</td>
<td>126th Ave</td>
<td>PC</td>
<td>MC</td>
<td>0.5</td>
<td>RCST</td>
</tr>
</tbody>
</table>
Sector 7 & 13N - Largo, Indian Rocks Beach, Belleair Shore, and Belleair Beach Proposed Bike Lanes

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>48</td>
<td>Washington Ave</td>
<td>Ulmerton Rd</td>
<td>130th Ave</td>
<td>PC</td>
<td>LM</td>
<td>0.3</td>
<td>SU</td>
</tr>
<tr>
<td>49</td>
<td>130th Ave</td>
<td>Washington Ave</td>
<td>95th St</td>
<td>PC</td>
<td>LM</td>
<td>0.3</td>
<td>SU</td>
</tr>
<tr>
<td>50</td>
<td>95th St</td>
<td>130th Ave</td>
<td>126th Ave</td>
<td>PC</td>
<td>LM</td>
<td>0.3</td>
<td>SU</td>
</tr>
</tbody>
</table>

Note: Column one numbers correspond with map locations on Figure 7-9

Key:
aadt = annual average daily traffic
AP = Add paved shoulders through reconst.
BE = Belleair
C = Collector
CL = Clearwater
CST = Construction
Enhancement = curb, gutter, swalk & biane improvements
FC = Functional classification
LA = Largo
L, LM = Local, Local Major
LRTP = Long Range Transportation Plan
MA = Minor arterial
MC = Minor collector
MKS = Add markings and signage
PA = Principal arterial
PC = Pinellas County
RCST = Reconstruction
RSF = Resurfacing
RST = Restripe
ST = State
STR = Stripe
SU = Shared use lane
TIP = Transportation Improvement Program
## Sector 7 & 13N - Largo, Indian Rocks Beach, Belleair Shore, and Belleair Beach Proposed Trails

<table>
<thead>
<tr>
<th>No</th>
<th>Trail</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>51</td>
<td>Belleair Cswy</td>
<td>Pinellas Trail</td>
<td>Gulf Blvd</td>
<td>PC</td>
<td>2.7</td>
<td>Corridor includes bike lanes.</td>
</tr>
<tr>
<td>52</td>
<td>Taylor</td>
<td>Belleair Rd</td>
<td>Lake Ave</td>
<td>LA</td>
<td>1.8</td>
<td>Planned trail follows McMullen Rd ROW and traverses Eagle Lake Park from McMullen Rd to Belleair Rd.</td>
</tr>
<tr>
<td>53</td>
<td>Largo Central Park</td>
<td>Largo Central Park</td>
<td>66th St</td>
<td>LA</td>
<td>6</td>
<td>Extends from Largo Central Park located at the SW corner of Seminole Bd/W Bay Dr then south and east parallel with Ulmerton Rd. SU; This segment is in Sector 8</td>
</tr>
<tr>
<td></td>
<td></td>
<td>66th St</td>
<td>Planned Duke Energy Trail</td>
<td>PC/LA</td>
<td>0.5</td>
<td></td>
</tr>
<tr>
<td>54</td>
<td>142nd Ave</td>
<td>US 19</td>
<td>Belcher Rd</td>
<td>PC/LA</td>
<td>1</td>
<td>142nd Ave Trail is identified in Trailways Plan. Largo Multi-modal Plan seeks to utilize bike lane treatments for most of the corridor. LRTP project on this section, planned enhancements Vacant public ROW; LRTP project new road construction, 2 lane enhanced</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Belcher Rd</td>
<td>Donegan Rd</td>
<td>PC/LA</td>
<td>1.4</td>
<td></td>
</tr>
<tr>
<td>55</td>
<td>71st St extended</td>
<td>142nd Ave N</td>
<td>Ulmerton Rd</td>
<td>LA</td>
<td>0.5</td>
<td>Vacant public ROW</td>
</tr>
<tr>
<td>56</td>
<td>126th Ave</td>
<td>68th St</td>
<td>CSX RR</td>
<td>PC/LA</td>
<td>2</td>
<td>Vacant public ROW, 68th St to 649 feet west of Belcher; from this point to Wild Acres Rd is privately owned land. Wild Acres Rd to CSX RR would utilize existing road ROW</td>
</tr>
</tbody>
</table>

MPO Bicycle Pedestrian Master Plan - Facilities Element
### Sector 7 & 13N - Largo, Indian Rocks Beach, Belleair Shore, and Belleair Beach Proposed Trails

<table>
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<tr>
<th>No</th>
<th>Trail Description</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>57</td>
<td>Lake Seminole Trail (north section)</td>
<td>126th Ave</td>
<td>Planned Largo Central Park Trail</td>
<td>PC</td>
<td>1</td>
<td>Park Bd to Ulmerton Rd section of the trail is not identified in Largo Multi-modal Plan. South of Ulmerton Road alignment extends along east bank of Long Bayou Canal and Lake Seminole. Section south of Ulmerton Rd abuts private residential properties, may not be feasible.</td>
</tr>
<tr>
<td>58</td>
<td>Cultural Facilities (north section)</td>
<td>Pinellas Trail</td>
<td>Walsingham Rd</td>
<td>PC</td>
<td>1.0</td>
<td>Alignment traverses park land connecting Heritage Village and Fla. Botanical Gardens to the Pin Trail</td>
</tr>
</tbody>
</table>

**Notes:**
1) Column one numbers correspond with map locations on Figure 7-9
2) Belleair Rd Trail identified in Sector 6W table
3) Planned Duke Energy Trail description included in Sector 6E and 8 tables.

**Key:**
- `aadt = annual average daily traffic`
- `AP = Add paved shoulders through reconst.`
- `BE = Belleair`
- `C = Collector`
- `CL = Clearwater`
- `CST = Construction`
- `Enhancement = curb, gutter, swalk & blane improvements`
- `FC = Functional classification`
- `LA = Largo`
- `L, LM = Local, Local Major`
- `LRTP = Long Range Transportation Plan`
- `MA = Minor arterial`
- `MC = Minor collector`
- `MKS = Add markings and signage`
- `PA = Principal arterial`
- `PC = Pinellas County`
- `RCST = Reconstruction`
- `RSF = Resurfacing`
- `RST = Restripe`
- `ST = State`
- `STR = Stripe`
- `SU = Shared use lane`
- `TIP = Transportation Improvement Program`
<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>US 19</td>
<td>Allen's Creek</td>
<td>126th Ave</td>
<td>ST</td>
<td>PA</td>
<td>3.6</td>
<td>STR on frontage roads. Install following partially controlled access improvements n/o Whitney Rd to n/o Gulf to Bay Bd currently under CST</td>
</tr>
<tr>
<td>2</td>
<td>Haines Bayshore</td>
<td>US 19</td>
<td>Wolford Rd</td>
<td>PC</td>
<td>MC</td>
<td>0.8</td>
<td>AP or SU</td>
</tr>
<tr>
<td>3</td>
<td>Wolford Rd</td>
<td>Haines Bayshore</td>
<td>Whitney Rd</td>
<td>PC</td>
<td>MC</td>
<td>0.5</td>
<td>AP or SU</td>
</tr>
<tr>
<td>4</td>
<td>Whitney Rd</td>
<td>58th St</td>
<td>Bolesta Rd</td>
<td>PC</td>
<td>LM</td>
<td>0.5</td>
<td>SU</td>
</tr>
<tr>
<td>5</td>
<td>Bolesta Rd</td>
<td>Whitney Rd</td>
<td>Roosevelt Bd</td>
<td>PC</td>
<td>LM</td>
<td>0.7</td>
<td>AP or SU</td>
</tr>
<tr>
<td>6</td>
<td>58th St</td>
<td>Whitney Rd</td>
<td>Ulmerton Rd</td>
<td>PC/LA</td>
<td>C</td>
<td>2</td>
<td>AP or RCST. LA juris from Roos. to Whitney</td>
</tr>
<tr>
<td>7</td>
<td>Roosevelt Bd</td>
<td>US 19</td>
<td>0.2 mi east of 49th St</td>
<td>ST</td>
<td>PA</td>
<td>2.1</td>
<td>RST</td>
</tr>
<tr>
<td>8</td>
<td>Whitney Rd</td>
<td>Wolford Rd</td>
<td>US 19</td>
<td>PC</td>
<td>C</td>
<td>0.8</td>
<td>RCST</td>
</tr>
<tr>
<td>9</td>
<td>150th Ave</td>
<td>US 19</td>
<td>58th St</td>
<td>PC</td>
<td>C</td>
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<td>PC</td>
<td>C</td>
<td>0.7</td>
<td>RST</td>
</tr>
<tr>
<td>11</td>
<td>126th Ave</td>
<td>66th St</td>
<td>US 19</td>
<td>PC</td>
<td>C</td>
<td>0.7</td>
<td>RCST</td>
</tr>
<tr>
<td>12</td>
<td>62nd St</td>
<td>US 19</td>
<td>Roosevelt Bd</td>
<td>PC</td>
<td>C</td>
<td>1.7</td>
<td>RCST</td>
</tr>
<tr>
<td>13</td>
<td>66th St</td>
<td>US 19</td>
<td>142nd Ave</td>
<td>ST</td>
<td>PA</td>
<td>0.3</td>
<td>AP/RST</td>
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<tr>
<td>14</td>
<td>Ulmerton Rd</td>
<td>49th St</td>
<td>Planned Gateway Nature Trail</td>
<td>ST</td>
<td>PA</td>
<td>RCST; projects scheduled in TIP, e/o 49th St to w/o I-275</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>49th St</td>
<td>s/o Roosevelt Bd</td>
<td>Ulmerton Rd</td>
<td>PC</td>
<td>MA</td>
<td>1.1</td>
<td>RST</td>
</tr>
<tr>
<td>16</td>
<td>Whitney Rd</td>
<td>Wolford Rd</td>
<td>58th St</td>
<td>PC</td>
<td>C</td>
<td>0.3</td>
<td>MKS; existing shoulder may need additional pavement in some areas</td>
</tr>
<tr>
<td>17</td>
<td>Bayside Bridge</td>
<td>Sec 8/6 line</td>
<td>Roosevelt Bd</td>
<td>PC</td>
<td>PA</td>
<td>1</td>
<td>MKS</td>
</tr>
</tbody>
</table>

**Note:** Column one numbers correspond with map locations on Figure 7-10

**Key:**
- **aadt** = annual average daily traffic
- **AP** = Add paved shoulders through reconst.
- **C** = Collector
- **CST** = Construction
- **Enhancement** = curb, gutter, swalk & blane improvements
- **FC** = Functional classification
- **LA** = Largo
- **LRTP** = Long Range Transportation Plan
- **MC** = Minor collector
- **MKS** = Add markings and signage
- **MPO** = Metropolitan Planning Organization
- **PA** = Principal arterial
- **PC** = Pinellas County
- **PF** = Principal facilities
- **PL** = Plat
- **PM** = Platinum
- **PNT** = Public Notice
- **R** = Right
- **RCST** = Reconstruction
- **RSF** = Resurfacing
- **RST** = Restripe
- **ST** = State
- **TIP** = Transportation Improvement Program
- **TBL** = Transportation Improvements
- **U** = Under
- **V** = Vandalism
- **W** = Work
- **WIDTH** = Width
- **Y** = Year
- **Z** = Zenith
- **LA** = Largo

**MPO Bicycle Pedestrian Master Plan - Facilities Element**
## Sector 8 - Highpoint Proposed Trails

<table>
<thead>
<tr>
<th>No</th>
<th>Trail</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>18</td>
<td>Duke Energy</td>
<td>Belleair Rd</td>
<td>Ulmerton Rd</td>
<td>PC</td>
<td>3.2</td>
<td>Alignment along east side of US Hwy 19 from Sector 6 following power easement south of Haines Bayshore. Existing underpass at Ulmerton Rd.</td>
</tr>
</tbody>
</table>

1) Column one numbers correspond with map locations on Figure 7-10
2) Other planned trail shown in Figure 7-10 is identified in Sector 7/13N table

**Key:**
- aadt = annual average daily traffic
- AP = Add paved shoulders through reconst.
- C = Collector
- CST = Construction
- Enhancement = curb, gutter, swalk & blane improvements
- FC = Functional classification
- LA = Largo
- L, LM = Local, Local Major
- MA = Minor arterial
- MC = Minor collector
- MKS = Add markings and signage
- PA = Principal arterial
- PC = Pinellas County
- RCST = Reconstruction
- LRTP = Long Range Transportation Plan
- RSF = Resurfacing
- RST = Restripe
- ST = State
- STR = Stripe
- SU = Shared use lane
- TIP = Transportation Improvement Program
### Sector 9 & 13S - Seminole, Indian Shores, Redington Shores, N. Redington Beach, Redington Beach and Madeira Beach Proposed Bike Lanes

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
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<tbody>
<tr>
<td>1</td>
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</tr>
<tr>
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<td></td>
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<td>Hamlin Bd</td>
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<td>PC</td>
<td>MA</td>
<td>2.3</td>
<td>RCST; scheduled in TIP; improvements TBD</td>
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<td>Seminole Bd</td>
<td>PC</td>
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<td>RCST; scheduled for enhancements in TIP</td>
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<tr>
<td></td>
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<td>98th St</td>
<td>Starkey Rd</td>
<td>PC</td>
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<td>MKS existing shoulders</td>
</tr>
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<td></td>
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<td>RCST; LRTP project</td>
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<td>Park Bd</td>
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<td>RCST; LRTP project</td>
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## Sector 9 & 13S - Seminole, Indian Shores, Redington Shores, N. Redington Beach, Redington Beach and Madeira Beach Proposed Bike Lanes

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<th>To</th>
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<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
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<td>90th Ave</td>
<td>54th Ave N</td>
<td>PC</td>
<td>MA</td>
<td>2.3</td>
<td>RCST; consider reducing 6 to 4 vehicle lanes</td>
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<tr>
<td>18</td>
<td>Duhme Rd</td>
<td>54th Ave N</td>
<td>Tom Stuart Cswy</td>
<td>PC</td>
<td>MA</td>
<td>0.9</td>
<td>RCST; reduce 6 to 4 vehicle lanes</td>
</tr>
<tr>
<td>19</td>
<td>70th Ave</td>
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<td>Seminole Bd</td>
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<td>AP</td>
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<td>RCST/RST</td>
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<td>54th Ave N</td>
<td>113th St</td>
<td>100th Way</td>
<td>PC</td>
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<td>AP</td>
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<tr>
<td>22</td>
<td>100th Way</td>
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<td>Bay Pines Bd</td>
<td>PC</td>
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<td>AP/RCST</td>
</tr>
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<td>Seminole Bd</td>
<td>Park St</td>
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<td>RCST/RST</td>
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<td>SU/RST</td>
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<td>164th Ave</td>
<td>Madeira Way</td>
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<td>MA</td>
<td>1.3</td>
<td>SU/RST</td>
</tr>
<tr>
<td>26</td>
<td>125th St</td>
<td>74th Ave</td>
<td>102nd Ave</td>
<td>PC</td>
<td>C/MC</td>
<td>1.8</td>
<td>SU</td>
</tr>
<tr>
<td>27</td>
<td>86th Ave</td>
<td>98th St</td>
<td>Starkey Rd</td>
<td>PC</td>
<td>C</td>
<td>0.7</td>
<td>AP</td>
</tr>
</tbody>
</table>

*Note: Column one numbers correspond with map locations on Figure 7-10*

### Key:
- **aadt** = annual average daily traffic
- **LRTP** = Long Range Transportation Plan
- **RSF** = Resurfacing
- **AP** = Add paved shoulders through reconstr.
- **MA** = Minor arterial
- **RST** = Restripe
- **C** = Collector
- **SE** = Seminole
- **CST** = Construction
- **MKS** = Add markings and signage
- **ST** = State
- **Enhancement** = curb, gutter, swalk & blane improvements
- **PA** = Principal arterial
- **STR** = Stripe
- **FC** = Functional classification
- **PC** = Pinellas County
- **SU** = Shared use lane
- **L, LM** = Local, Local Major
- **RCST** = Reconstruction
- **TIP** = Transportation Improvement Program
### Sector 9 & 13S - Seminole, Indian Shores, Redington Shores, N. Redington Beach, Redington Beach and Madeira Beach Proposed Trails

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<tr>
<th>No</th>
<th>Trail</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>27</td>
<td>Bay Pines Bd</td>
<td>w/o Park St</td>
<td>95th St</td>
<td>ST</td>
<td>1.2</td>
<td>Trail on north side; added to bridge through RCST project</td>
</tr>
<tr>
<td></td>
<td></td>
<td>95th St</td>
<td>100th Way</td>
<td>ST</td>
<td>0.4</td>
<td>RCST; existing unmkd lanes too narrow for blanes, need to be widened; consider reducing median width and/or moving</td>
</tr>
<tr>
<td></td>
<td></td>
<td>100th Way</td>
<td>Seminole Bd</td>
<td>ST</td>
<td>0.4</td>
<td>Trail on south side. Involves CST of ped bridge along south</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bay Pines Bd</td>
<td>Duhme Rd</td>
<td>ST</td>
<td>0.5</td>
<td>Trail on south side of Seminole Bd/Tom Stuart Cswy. Consider removing no bound outside lane.</td>
</tr>
<tr>
<td></td>
<td>Tom Stuart Cswy</td>
<td>Duhme Rd</td>
<td>so end of bridge</td>
<td>ST</td>
<td>0.5</td>
<td>Trail on so side of Tom Stuart Cswy to bridge. Include blanes/ped accommodations on bridge as part of RCST</td>
</tr>
<tr>
<td></td>
<td>150th Ave</td>
<td>so end of bridge</td>
<td>Gulf Bd</td>
<td>ST</td>
<td>0.4</td>
<td>RCST or SU in outside lanes (4 lane rd)</td>
</tr>
<tr>
<td>28</td>
<td>Lake Seminole (south section)</td>
<td>126th Ave</td>
<td>Park Bd</td>
<td>PC</td>
<td>3.5</td>
<td>Approx 1.8 miles through Lake Seminole Park. Approx 0.5 mile section of Long Bayou Canal easement between Lake Sem Park and 126th Ave abuts private res. properties, may not be feasible.</td>
</tr>
<tr>
<td>29</td>
<td>Cultural Facilities (south section)</td>
<td>Walsingham Rd</td>
<td>Pinellas Trail</td>
<td>PC</td>
<td>3.0</td>
<td>Alignment traverses southward from Walsingham Rd through Walsingham Park and along McKay Creek to 125th St Ave and extends eastward along 86th Ave to the Pin Trail. 86th Ave portion rec. for AP treatment. Section between 102nd Ave and 125th St would be joint use with existing equestrian trail.</td>
</tr>
<tr>
<td>30</td>
<td>Seminole SPC Spur</td>
<td>Pinellas Trail</td>
<td>St Pete College</td>
<td>PC/S E</td>
<td>0.3</td>
<td>Provides access to St Pete College via 102nd Ave N</td>
</tr>
</tbody>
</table>

**Notes:**
1. Column one numbers correspond with map locations on Figure 7-11
2. Walsingham Spur is identified in Sector 7/13N table

**Key:**
- **aatd** = annual average daily traffic
- **MKS** = Add markings and signage
- **SE** = Seminole
- **AP** = Add paved shoulders through reconstr.
- **PC** = Pinellas County
- **ST** = State
- **C** = Collector
- **RCST** = Reconstruction
- **STR** = Stripe
- **CST** = Construction
- **RSF** = Resurfacing
- **SU** = Shared use lane
- **L, LM** = Local, Local Major
- **RST** = Restripe
- **TIP** = Transportation Improvement Program
- **LRTP** = Long Range Transportation Plan

---

*MPO Bicycle Pedestrian Master Plan - Facilities Element*
### Sector 10 - Pinellas Park Proposed Bike Lanes

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<tr>
<th>No</th>
<th>Road</th>
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<th>To</th>
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<th>Proposed Imp./Comment</th>
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<tbody>
<tr>
<td>1</td>
<td>52nd St</td>
<td>94th Ave</td>
<td>78th Ave</td>
<td>PP</td>
<td>L</td>
<td>1</td>
<td>STR</td>
</tr>
<tr>
<td>2</td>
<td>49th St</td>
<td>Ulmerton Rd</td>
<td>US 19</td>
<td>PC</td>
<td>MA</td>
<td>2.2</td>
<td>RST</td>
</tr>
<tr>
<td>3</td>
<td>Belcher Rd</td>
<td>126th Ave</td>
<td>Bryan Dairy Rd</td>
<td>PC</td>
<td>C</td>
<td>1</td>
<td>RST w reduction of med width</td>
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<tr>
<td></td>
<td></td>
<td>Bryan Dairy Rd</td>
<td>78th Ave</td>
<td>PC</td>
<td>C</td>
<td>2.2</td>
<td>MKS existing bike lanes</td>
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<td></td>
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<td>78th Ave</td>
<td>PC</td>
<td>C</td>
<td>0.2</td>
<td>RST</td>
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<tr>
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<td>Belcher Rd</td>
<td>66th St</td>
<td>PC</td>
<td>LM</td>
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<td>SU or AP</td>
</tr>
<tr>
<td></td>
<td></td>
<td>66th St</td>
<td>58th St</td>
<td>PP</td>
<td>C</td>
<td>1</td>
<td>MKS existing shoulders</td>
</tr>
<tr>
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<td>58th St</td>
<td>US 19</td>
<td>PP</td>
<td>C</td>
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<td>SU or RCST</td>
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<td>5</td>
<td>US 19</td>
<td>126th Ave</td>
<td>49th St</td>
<td>ST</td>
<td>PA</td>
<td>2</td>
<td>RST on frontage roads</td>
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<td>78th Ave</td>
<td>78th Ave</td>
<td>ST</td>
<td>PA</td>
<td>1.6</td>
<td>RST. Rural cross section</td>
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<td>62nd Ave N</td>
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<td>RST or consider widening sidewalks to allow for bike traffic. This section is extremely congestion and has narrow ROW.</td>
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<td>AP</td>
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<td>US 19</td>
<td>PP</td>
<td>C</td>
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<td>RST</td>
</tr>
<tr>
<td>7</td>
<td>Grand Bd</td>
<td>Gandy Bd</td>
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<td>PP</td>
<td>C</td>
<td>0.4</td>
<td>AP or SU in outside lanes</td>
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<td></td>
<td>Gateway Ctr Pkwy</td>
<td>28th St</td>
<td>PP</td>
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<td>SU in outside lanes</td>
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<td>RCST; LRTP project (new rd rcst); US 19 to 62nd St section identified in Sector 8</td>
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### Sector 10 - Pinellas Park Proposed Bike Lanes

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</tr>
<tr>
<td>18</td>
<td>58th St</td>
<td>70th Ave, 62nd Ave N</td>
<td>62nd Ave N, 58th Ave N</td>
<td>PP</td>
<td>C</td>
<td>0.5</td>
<td>AP</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>C</td>
<td>0.3</td>
<td>AP</td>
</tr>
<tr>
<td>19</td>
<td>62nd St</td>
<td>70th Ave, 62nd Ave N</td>
<td>62nd Ave N, 58th Ave N</td>
<td>PP</td>
<td>L</td>
<td>0.5</td>
<td>AP</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>LM</td>
<td>0.3</td>
<td>AP</td>
</tr>
<tr>
<td>20</td>
<td>Gandy Bd</td>
<td>28th St</td>
<td>US 19</td>
<td>ST</td>
<td>PA</td>
<td>1</td>
<td>Implement through road RCST project identified in LRTP</td>
</tr>
</tbody>
</table>

**Notes:**
1) Column one numbers correspond with map locations on Figure 7-12
2) Ulmerton Road included in Sector 8 table

**Key:**
- aadt = annual average daily traffic
- AP = Add paved shoulders through reconstr.
- C = Collector
- CST = Construction
- Enhancement = curb, gutter, swalk & blane improvements
- FC = Functional classification
- L, LM = Local, Local Major
- LRTP = Long Range Transportation Plan
- MA = Minor arterial
- MC = Minor collector
- MKS = Add markings and signage
- PA = Principal arterial
- PC = Pinellas County
- PP = Pinellas Park
- RCST = Reconstruction
- RSF = Resurfacing
- RST = Restripe
- ST = State
- STR = Stripe
- SU = Shared use lane
- SU = Shared use lane
- TIP = Transportation Improvement Program

---

MPO Bicycle Pedestrian Master Plan - Facilities Element  Page TBL-31
## Sector 10 - Pinellas Park Proposed Trails

<table>
<thead>
<tr>
<th>No</th>
<th>Trail</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td>62nd Ave</td>
<td>Belcher Rd</td>
<td>I-275</td>
<td>PC</td>
<td>4.3</td>
<td>Bicycle accommodations will be included as part of LRTP projects and intersection improvements scheduled in TIP at 28th St and Haines Rd. 49th St to 66th St planned for improvement to 2 lane divided and 34th St to 49th St planned for improvement to 4 lane divided in LRTP. ROW on north side of rd between I-275 and 34th St could allow for trail or wide SW. 66th St to Belcher - AP. Portions of this planned trail, are in Sector 14.</td>
</tr>
<tr>
<td>22</td>
<td>Duke Energy</td>
<td>126th Ave</td>
<td>28th St</td>
<td>PC</td>
<td>4</td>
<td>Alignment follows power easement with exception of 0.7 mile section between 126th Ave and 118th Ave and 0.7 mile section between Gandy Bd and power easement. 1.8 miles between 118th Ave and 28th St is also a drainage easement.</td>
</tr>
<tr>
<td>23</td>
<td>Freedom Lake</td>
<td>Planned Duke Energy</td>
<td>Freedom Lake Park</td>
<td>PP</td>
<td>1</td>
<td>Alignment extends from planned Duke Energy Trail westward along 110th Ave, then south along a drainage ditch to Freedom Lake Park adjacent to US 19</td>
</tr>
<tr>
<td>24</td>
<td>28th St</td>
<td>Gandy Bd</td>
<td>Planned Duke Energy/Pin. Loop Trail</td>
<td>PC</td>
<td>1.8</td>
<td>Alignment connects the proposed Duke Energy and Roosevelt Bd trails.</td>
</tr>
<tr>
<td>25</td>
<td>Sawgrass Lake Park</td>
<td>Park entrance road</td>
<td>Gandy Bd</td>
<td>PC/PP</td>
<td>1.4</td>
<td>Trail alignment along perimeter of park</td>
</tr>
<tr>
<td>26</td>
<td>Duke Energy/Pinellas Loop</td>
<td>Ulmerton Rd</td>
<td>Roosevelt Bd</td>
<td>PC</td>
<td>2.2</td>
<td>Section between Ulmerton Rd and 126th Ave follows Duke Energy power easement. Remainder utilizes rights of way along 126th Ave, 34th St, 28th St and Scherer Dr</td>
</tr>
</tbody>
</table>

### Notes:

1) Column one numbers correspond with map locations on Figure 7-12
2) 28th St Trail identified in Sector 14 table

### Key:

- aadt = annual average daily traffic
- AP = Add paved shoulders through reconst.
- CST = Construction
- Enhancement = curb, gutter, swalk & blane improvements
- LRTP = Long Range Transportation Plan
- MKS = Add markings and signage
- PC = Pinellas County
- PP = Pinellas Park
- RCST = Reconstruction
- RSF = Resurfacing
- RST = Restripe
- ST = State
- STR = Stripe
- SU = Shared use lane
- TIP = Transportation Improvement Program
- MPO Bicycle Pedestrian Master Plan - Facilities Element
### Sector 11N - North St. Petersburg Proposed Bike Lanes

<table>
<thead>
<tr>
<th>No.</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Venetian Bd NE</td>
<td>Shore Acres Bd NE</td>
<td>Bayou Grande Bd NE</td>
<td>SP</td>
<td>C</td>
<td>0.5</td>
<td>SU</td>
</tr>
<tr>
<td>2</td>
<td>62nd Ave</td>
<td>1st St</td>
<td>4th St</td>
<td>SP</td>
<td>MA</td>
<td>0.2</td>
<td>RST/RCST</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4th St</td>
<td>I-275</td>
<td>PC</td>
<td>MA</td>
<td>1.6</td>
<td>Widen sidewalks to accommodate bikes; frontage road north side Dr MLK St to 18th St</td>
</tr>
<tr>
<td>3</td>
<td>77th Ave</td>
<td>16th St</td>
<td>Dr MLK St</td>
<td>SP</td>
<td>C</td>
<td>0.5</td>
<td>SU</td>
</tr>
<tr>
<td>4</td>
<td>Haines Rd</td>
<td>I-275</td>
<td>16th St</td>
<td>PC</td>
<td>C</td>
<td>0.7</td>
<td>RCST</td>
</tr>
<tr>
<td>5</td>
<td>12th St</td>
<td>50th Ave N</td>
<td>62nd Ave N</td>
<td>SP</td>
<td>L</td>
<td>0.7</td>
<td>SU</td>
</tr>
<tr>
<td>6</td>
<td>Shore Acres Bd NE</td>
<td>46th Ave NE</td>
<td>Venetian Bd NE</td>
<td>SP</td>
<td>C</td>
<td>0.2</td>
<td>SU</td>
</tr>
<tr>
<td>7</td>
<td>Gandy Bd</td>
<td>4th St</td>
<td>west of San Martin Bd</td>
<td>ST</td>
<td>PA</td>
<td>3.3</td>
<td>CST on Gandy improvement project planned to include bike lanes and trail, US 19 to I-275, identified in LRTP.</td>
</tr>
<tr>
<td>8</td>
<td>Roosevelt Bd</td>
<td>28th St</td>
<td>Gandy Blvd</td>
<td>ST</td>
<td>PA</td>
<td>2.3</td>
<td>RST/RCST. Resurfacing project scheduled FY 2015/16.</td>
</tr>
<tr>
<td>9</td>
<td>Lk Carillon Dr</td>
<td>Lk Carillon Dr</td>
<td>Ulmerton Rd</td>
<td>SP</td>
<td>L</td>
<td>0.7</td>
<td>RST. Scheduled resurfacing project.</td>
</tr>
<tr>
<td></td>
<td>CarillonPkwy</td>
<td>Lk Carillon Dr</td>
<td>Ulmerton Rd</td>
<td>SP</td>
<td>L</td>
<td>1.7</td>
<td>RST. Scheduled resurfacing project.</td>
</tr>
<tr>
<td></td>
<td>Carillon Pkwy W</td>
<td>Ulmerton Rd</td>
<td>Carillon Pkwy</td>
<td>SP</td>
<td>L</td>
<td>0.1</td>
<td>RST. Scheduled resurfacing project.</td>
</tr>
<tr>
<td></td>
<td>Tower Pl</td>
<td>Carillon Pkwy</td>
<td>Lk Carillon Dr</td>
<td>SP</td>
<td>L</td>
<td>0.2</td>
<td>RST. Scheduled resurfacing project.</td>
</tr>
</tbody>
</table>

*Note: Column one numbers correspond with map locations on Figure 7-13*

**Key:**

- **aadt** = annual average daily traffic
- **LRTP** = Long Range Transportation Plan
- **RSF** = Resurfacing
- **AP** = Add paved shoulders through reconst.
- **MA** = Minor arterial
- **RST** = Restripe
- **C** = Collector
- **MC** = Minor collector
- **SP** = St. Petersburg
- **CST** = Construction
- **MKS** = Add markings and signage
- **ST** = State
- **Enhancement** = curb, gutter, swalk & blane improvements
- **PA** = Principal arterial
- **STR** = Stripe
- **FC** = Functional classification
- **PC** = Pinellas County
- **SU** = Shared use lane
- **L, LM** = Local, Local Major
- **RCST** = Reconstruction
- **TIP** = Transportation Improvement Program

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*MPO Bicycle Pedestrian Master Plan - Facilities Element*  
*Page TBL-33*
## Sector 11N - North St. Petersburg Proposed Trails

<table>
<thead>
<tr>
<th>No</th>
<th>Trail</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Weedon Island</td>
<td>Weedon Dr NE terminus</td>
<td>San Martin Bd</td>
<td>PC</td>
<td>1.7</td>
<td>Alignment extends along Weedon Island Park entrance road</td>
</tr>
<tr>
<td>11</td>
<td>Duke Energy/Pinellas Loop</td>
<td>28th St</td>
<td>San Martin Bd</td>
<td>ST</td>
<td>3.5</td>
<td>Planned alignment on north side included in RSF project in TIP, 28th St to Gandy Bd. LRTP projects - Ulmerton Rd to 28th St and w/o I-275 to w/o Dr MLK Jr St, RCST 6 lane divided. Also proposed for bike lane designation.</td>
</tr>
<tr>
<td>12</td>
<td>Duke Energy/Gandy</td>
<td>28th St</td>
<td>San Martin Bd</td>
<td>PC</td>
<td>3.3</td>
<td>Alignment follows power easement from San Martin Bd to 16th St. Remainder follows along 16th St and Gandy Bd.</td>
</tr>
<tr>
<td>13</td>
<td>North Bay Ext</td>
<td>83rd Ave</td>
<td>Gandy Bd</td>
<td>PC/SP</td>
<td>1.8</td>
<td>Bicycle provisions will be incorporated in reconstruction of San Martin Bridge scheduled in TIP.</td>
</tr>
<tr>
<td>14</td>
<td>Gandy Causeway</td>
<td>west end of bridge</td>
<td>0.6 mi. west of Westshore Bd (Tampa)</td>
<td>ST</td>
<td>3.5</td>
<td>Planned as part of construction of Gandy Bridge replacement identified in LRTP</td>
</tr>
</tbody>
</table>

**Notes:**
1) Column one numbers correspond with map locations on Figure 7-13
2) Gateway Nature Trail shown north of Gandy Bd is identified in Sector 8 table

**Key:**
- `aadt` = annual average daily traffic
- `LRTP` = Long Range Transportation Plan
- `CST` = Construction
- `PC` = Pinellas County
- `ST` = State
- `Enhancement` = curb, gutter, swalk & blane improvements
- `SU` = Shared use lane
- `TIP` = Transportation Improvement Program
- `SP` = St. Petersburg
- `FC` = Functional classification
## Sector 11E - East St. Petersburg Proposed Bike Lanes

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Haines Rd</td>
<td>Dr MLK Jr St</td>
<td>16th St</td>
<td>SP</td>
<td>C</td>
<td>0.7</td>
<td>SU/RCST</td>
</tr>
<tr>
<td>2</td>
<td>Dr MLK Jr St</td>
<td>Haines Rd</td>
<td>30th Ave N</td>
<td>SP</td>
<td>C</td>
<td>0.3</td>
<td>SU or RCST</td>
</tr>
<tr>
<td>3</td>
<td>4th St</td>
<td>45th Ave S</td>
<td>39th Ave S</td>
<td>SP</td>
<td>C</td>
<td>0.4</td>
<td>TBD</td>
</tr>
<tr>
<td>4</td>
<td>6th St</td>
<td>39th Ave S</td>
<td>22nd Ave S</td>
<td>SP</td>
<td>C</td>
<td>1.0</td>
<td>TBD</td>
</tr>
<tr>
<td>5</td>
<td>13th Ave N</td>
<td>16th St</td>
<td>12th St</td>
<td>SP</td>
<td>L</td>
<td>0.2</td>
<td>SU</td>
</tr>
<tr>
<td>6</td>
<td>12th St</td>
<td>7th Ave N</td>
<td>16th Ave N</td>
<td>SP</td>
<td>L</td>
<td>0.5</td>
<td>SU</td>
</tr>
<tr>
<td>7</td>
<td>16th Ave N</td>
<td>12th St</td>
<td>Crescent Lake Dr N</td>
<td>SP</td>
<td>L</td>
<td>0.5</td>
<td>SU</td>
</tr>
<tr>
<td>8</td>
<td>1st St</td>
<td>5th Ave N</td>
<td>30th Ave N</td>
<td>SP</td>
<td>C</td>
<td>1.5</td>
<td>SU; Scheduled for CST in TIP</td>
</tr>
<tr>
<td>9</td>
<td>25th Ave S</td>
<td>7th St N</td>
<td>4th St</td>
<td>SP</td>
<td>L</td>
<td>0.3</td>
<td>SU</td>
</tr>
<tr>
<td>10</td>
<td>22nd Ave N</td>
<td>1st St N</td>
<td>Coffee Pot Dr</td>
<td>SP</td>
<td>C</td>
<td>0.3</td>
<td>TBD</td>
</tr>
<tr>
<td>11</td>
<td>18th Ave S</td>
<td>34th St</td>
<td>4th St</td>
<td>SP</td>
<td>C</td>
<td>2.5</td>
<td>TBD</td>
</tr>
<tr>
<td>12</td>
<td>16th St</td>
<td>22nd Ave S</td>
<td>9th Ave S</td>
<td>SP</td>
<td>C</td>
<td>1.1</td>
<td>TBD</td>
</tr>
<tr>
<td>13</td>
<td>7th St</td>
<td>18th Ave S</td>
<td>25th Ave S</td>
<td>SP</td>
<td>L</td>
<td>0.4</td>
<td>SU</td>
</tr>
<tr>
<td>14</td>
<td>26th Ave S</td>
<td>Dr MLK Jr St</td>
<td>7th St N</td>
<td>SP</td>
<td>C</td>
<td>0.3</td>
<td>SU</td>
</tr>
<tr>
<td>15</td>
<td>16th St</td>
<td>5th Ave N</td>
<td>13th Ave N</td>
<td>SP</td>
<td>C</td>
<td>0.5</td>
<td>TBD</td>
</tr>
</tbody>
</table>

**Notes:**
1) Column one numbers correspond with map locations on Figure 7-14
2) 22nd Ave N and Central Ave bike lanes described in West St. Petesburg table

**Key:**
C = Collector
CST = Construction
FC = Functional classification
L, LM = Local, Local Major
LRTP = Long Range Transportation Plan
MLK = Martin Luther King Jr.
MPO = Metropolitan Planning Organization
RCST = Reconstruction
RST = Restripe
RST = Resurfacing
SP = St. Petersburg
STR = Stripe
TIP = Transportation Improvement Program
SU = Shared use lane
TBD = To Be Determined
### Sector 11E - East St. Petersburg Proposed Trails

<table>
<thead>
<tr>
<th>No</th>
<th>Trail</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>Skyway</td>
<td>I-275</td>
<td>58th Ave S</td>
<td>SP</td>
<td>0.7</td>
<td>Uncompleted section of Skyway Trail extends eastward along Pinellas Pt Dr S then north on 31st St</td>
</tr>
<tr>
<td>17</td>
<td>CSX</td>
<td>37th St</td>
<td>9th Ave N</td>
<td>SP</td>
<td>2.7</td>
<td>Alignment follows CSX RR corridor and extends north into Sector 14</td>
</tr>
<tr>
<td>18</td>
<td>Salt Creek</td>
<td>12th Ave S</td>
<td>Dr MLK Jr St</td>
<td>SP</td>
<td>1.3</td>
<td>Alignment follows along 3rd St, Salt Creek and 26th Ave S</td>
</tr>
<tr>
<td>19</td>
<td>26th Ave S</td>
<td>34th St</td>
<td>Skyway Trail</td>
<td>SP</td>
<td>0.4</td>
<td>Provides connection between existing bike lane and trail</td>
</tr>
</tbody>
</table>

*Note: Proposed trail extending along 9th Ave N and west side of I-275 is part of Booker Creek Trail North and is shown in Downtown St. Petersburg Figure 7-15 and described in accompanying table.*

**Key:**
- C = Collector
- CST = Construction
- FC = Functional classification
- L, LM = Local, Local Major
- LRTP = Long Range Transportation Plan
- RCST = Reconstruction
- RSF = Resurfacing
- RST = Restripe
- SP = St. Petersburg
- STR = Stripe
- SU = Shared use lane
- TIP = Transportation Improvement Program
### Sector 11E - Downtown St. Petersburg Proposed Bike Lanes

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>7th Ave N</td>
<td>Bayshore Dr NE</td>
<td>N Shore Dr</td>
<td>SP</td>
<td>L</td>
<td>0.1</td>
<td>SU</td>
</tr>
<tr>
<td>2</td>
<td>7th Ave N</td>
<td>16th St</td>
<td>1st St</td>
<td>SP</td>
<td>L</td>
<td>1.3</td>
<td>TBD</td>
</tr>
<tr>
<td>3</td>
<td>N Shore Dr</td>
<td>7th Ave N</td>
<td>9th Ave N</td>
<td>SP</td>
<td>C</td>
<td>0.1</td>
<td>RST</td>
</tr>
<tr>
<td>4</td>
<td>5th Ave N</td>
<td>6th St</td>
<td>1st St</td>
<td>ST</td>
<td>MA</td>
<td>0.5</td>
<td>RST</td>
</tr>
<tr>
<td>5</td>
<td>8th St</td>
<td>5th Ave N</td>
<td>1st Ave N</td>
<td>SP</td>
<td>MA</td>
<td>0.4</td>
<td>RST; Trail scheduled for CST in TIP, 5th Ave N to Dr MLK Jr St</td>
</tr>
<tr>
<td>6</td>
<td>4th Ave N</td>
<td>5th St</td>
<td>1st St</td>
<td>ST</td>
<td>MA</td>
<td>0.5</td>
<td>RST</td>
</tr>
<tr>
<td>7</td>
<td>5th Ave N</td>
<td>Bayshore Dr</td>
<td>Bayshore Dr NE</td>
<td>SP</td>
<td>C</td>
<td>0.2</td>
<td>TBD</td>
</tr>
<tr>
<td>8</td>
<td>Bayshore Dr NE</td>
<td>5th Ave N</td>
<td>7th Ave N</td>
<td>SP</td>
<td>L</td>
<td>0.1</td>
<td>TBD</td>
</tr>
</tbody>
</table>

**Notes:**
1) Column one numbers correspond with map locations on Figure 7-15
2) 12th St and 16th St proposed bike lanes identified on East St. Petersburg table

**Key:**
- **C** = Collector
- **FC** = Functional classification
- **L, LM** = Local, Local Major
- **LRTP** = Long Range Transportation Plan
- **MA** = Minor arterial
- **PA** = Principal arterial
- **PC** = Pinellas County
- **RCST** = Reconstruction
- **ST** = State
- **STR** = Stripe
- **TBL** = Transportation Improvement Program
- **TIP** = Transportation Improvement Program
- **SU** = Shared use lane
- **SU** = Shared use lane
### Sector 11E - Downtown St. Petersburg Proposed Trails

<table>
<thead>
<tr>
<th>No</th>
<th>Trail Description</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>Historic Booker Creek Trail Loop</td>
<td>Dr MLK Jr St</td>
<td>3rd St</td>
<td>SP</td>
<td>2.7</td>
<td>Alignment runs west side of Tropicana Field through Campbell Park and Roser Park. The section between 1st Ave S and Dr MLK Jr St is completed. Trail along 3rd St extending south of 12th Ave S and Bayboro Harbor is part of planned Salt Creek Trail, which is identified in Sector 11E map, Figure 7-14, and described in accompanying table</td>
</tr>
<tr>
<td>12</td>
<td>Booker Creek Trail North</td>
<td>13th Ave N</td>
<td>1st Ave S</td>
<td>SP</td>
<td>1</td>
<td>Alignment utilizes railroad ROW between 1st Ave N and 9th Ave N and ROW on west side of Interstate between 9th Ave N and 13th Ave N</td>
</tr>
<tr>
<td>13</td>
<td>Waterfront</td>
<td>3rd St S</td>
<td>1st Ave S</td>
<td>SP</td>
<td>1.5</td>
<td>Recommended by 2013 ULI study, alignment connects downtown attractions. Extends northward on 3rd St to 5th Ave SE and then north along waterfront to 1st Ave. Includes another segment along 1st St from 5th Ave N to 1st Ave S. The section along 3rd St, from 6th Ave S to 11th Ave S, has been completed.</td>
</tr>
</tbody>
</table>

*Note: Column one numbers correspond with map locations on Figure 7-16*

**Key:**

- **C** = Collector
- **FC** = Functional classification
- **L, LM** = Local, Local Major
- **LRTP** = Long Range Transportation Plan
- **MA** = Minor arterial
- **PA** = Principal arterial
- **PC** = Pinellas County
- **RCST** = Reconstruction
- **RST** = Restripe
- **RST** = Restripe
- **RSF** = Resurfacing
- **SP** = St. Petersburg
- **ST** = State
- **STR** = Stripe
- **SU** = Shared use lane
- **TIP** = Transportation Improvement Program

---

*MPO Bicycle Pedestrian Master Plan - Facilities Element Page TBL-38*
### Sector 11W - West St. Petersburg and Gulfport Proposed Bike Lanes

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>30th Ave N</td>
<td>35th St</td>
<td>52nd St</td>
<td>SP</td>
<td>C</td>
<td>1.4</td>
<td>RCST scheduled for CST in TIP, 58th St to Dr MLK Jr St</td>
</tr>
<tr>
<td></td>
<td></td>
<td>66th St</td>
<td>71st St</td>
<td>SP</td>
<td>L</td>
<td>0.5</td>
<td>TBD</td>
</tr>
<tr>
<td>2</td>
<td>58th St</td>
<td>5th Ave N</td>
<td>13th Ave N</td>
<td>SP</td>
<td>C</td>
<td>0.5</td>
<td>TBD</td>
</tr>
<tr>
<td>3</td>
<td>13th Ave N</td>
<td>58th St</td>
<td>49th St</td>
<td>SP</td>
<td>C</td>
<td>0.7</td>
<td>STR</td>
</tr>
<tr>
<td>4</td>
<td>74th St</td>
<td>Central Ave</td>
<td>13th Ave N</td>
<td>SP</td>
<td>L</td>
<td>0.9</td>
<td>Traffic calming street treatment.</td>
</tr>
<tr>
<td>5</td>
<td>Pasadena Ave</td>
<td>Shore Dr S</td>
<td>Intercoastal Waterway</td>
<td>ST</td>
<td>MA</td>
<td>0.6</td>
<td>Identified in Trailways Plan to determine option(s) for beach connection. Suggest RCST; Shore Dr S to Bay St (excluding bridges) reduce med width. See Sector 12 table regarding segment west of Intercoastal Waterway</td>
</tr>
<tr>
<td>6</td>
<td>46th St</td>
<td>18th Ave S</td>
<td>Pin Trail</td>
<td>SP</td>
<td>L</td>
<td>0.7</td>
<td>SU. Skyway Trail is parallel route.</td>
</tr>
<tr>
<td>7</td>
<td>49th St</td>
<td>13th Ave N</td>
<td>Pin Trail</td>
<td>SP</td>
<td>C</td>
<td>1.5</td>
<td>AP. Sufficient ROW width (100') to expand paved area for bike lane or to widen sidewalks to accommodate bikes. Adding pavement would require RCST curb and gutter. Same as above</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Pin Trail</td>
<td>Gulfport Bd S</td>
<td>SP/GP</td>
<td>C</td>
<td>1.0</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Gulfport Bd/22nd Av S</td>
<td>37th St</td>
<td>Pasadena Ave</td>
<td>PC</td>
<td>MA</td>
<td>3.6</td>
<td>AP. Would require RCST curb and gutter.</td>
</tr>
<tr>
<td>9</td>
<td>Oleander Way S</td>
<td>Gulfport Bd</td>
<td>Park St S</td>
<td>SOP</td>
<td>L</td>
<td>0.2</td>
<td>AP. Ample ROW width (100') to add pavement for bike lanes or to construct trail Same as above</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Park St S</td>
<td>Date Palm Ave S</td>
<td>SOP/SP</td>
<td>L</td>
<td>0.1</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Park Cr S</td>
<td></td>
<td>SP</td>
<td>L</td>
<td>0.4</td>
<td>SU</td>
</tr>
</tbody>
</table>
### Sector 11W - West St. Petersburg and Gulfport Proposed Bike Lanes

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Park Cr S</td>
<td>Oleander Way S</td>
<td>Pasadena Ave</td>
<td>SP</td>
<td>L</td>
<td>0.1</td>
<td>STR or SU. 100’ ROW</td>
</tr>
<tr>
<td>11</td>
<td>Pasadena Ave</td>
<td>Park Cr S</td>
<td>Pin Trail</td>
<td>ST</td>
<td>MA</td>
<td>0.1</td>
<td>Widen existing sidewalk to accommodate bikes</td>
</tr>
<tr>
<td>12</td>
<td>Pasadena Ave</td>
<td>Gulfport Bd</td>
<td>Shore Dr</td>
<td>ST</td>
<td>MA</td>
<td>0.5</td>
<td>RST or RCST</td>
</tr>
<tr>
<td>13</td>
<td>5th Ave N</td>
<td>49th St</td>
<td>Tyrone Bd</td>
<td>ST</td>
<td>MA</td>
<td>0.9</td>
<td>RST or RCST; RST may require removing med.</td>
</tr>
<tr>
<td>14</td>
<td>9th Ave N</td>
<td>58th St</td>
<td>66th St</td>
<td>SP</td>
<td>C</td>
<td>1</td>
<td>RST or RCST</td>
</tr>
<tr>
<td>15</td>
<td>Central Ave</td>
<td>34th St</td>
<td>Park St</td>
<td>PC</td>
<td>MA</td>
<td>3.8</td>
<td>RST</td>
</tr>
</tbody>
</table>

*Note: Column one numbers correspond with map locations on Figure 7-16*

### Sector 11W - West St. Petersburg and Gulfport Proposed Trails

<table>
<thead>
<tr>
<th>No</th>
<th>Trail</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>Treasure Island Cswy</td>
<td>Pinellas Trail</td>
<td>west of Treasure Ln</td>
<td>SP</td>
<td>1.8</td>
<td>Current route utilizes north side of bridge and Causeway Bd North as alternative to Cswy. Scheduled for CST in TIP</td>
</tr>
<tr>
<td>17</td>
<td>Gulfport Phase 1</td>
<td>n/o 11th Ave S</td>
<td>28th Ave S</td>
<td>GP</td>
<td>1.2</td>
<td>Route utilizes 55th St, Beach Bd S, and sidewalk through Clymer Park, which is planned for widening</td>
</tr>
<tr>
<td>18</td>
<td>Gulfport Phase 2</td>
<td>Del Rio Way S</td>
<td>Skyway Trail</td>
<td>GP</td>
<td>0.8</td>
<td>Route utilizes 47th St S, 29th Ave S, 46th St S, 27th Ave S, 44th St S, and 26th Ave S</td>
</tr>
<tr>
<td>19</td>
<td>Gulfport Phase 3</td>
<td>Shore Bd S</td>
<td>47th St S</td>
<td>GP</td>
<td>0.7</td>
<td>Route utilizes 54th St S, 31st Ave S, and Del Rio Way S</td>
</tr>
<tr>
<td>20</td>
<td>Gulfport Phase 4</td>
<td>58th St S</td>
<td>54th St S</td>
<td>GP</td>
<td>0.4</td>
<td>Route utilizes Shore Bd S and includes a planned beachwalk facility between Beach Bd S and Dupont St S</td>
</tr>
<tr>
<td>21</td>
<td>Gulfport Phase EX</td>
<td>Shore Bd S</td>
<td>28th Ave S</td>
<td>GP</td>
<td>0.3</td>
<td>Route utilizes 58th St S</td>
</tr>
<tr>
<td>22</td>
<td>68th St Plnd. Joe's Creek Tr</td>
<td>Tyrone Bd (Svc Rd)</td>
<td>SP/PC</td>
<td>1.0</td>
<td>Extends into Sector 14. Expected to be on-street fac.</td>
<td></td>
</tr>
</tbody>
</table>

*Notes:*

1) Column one numbers correspond with map locations on Figure 7-16

2) 74th St Trail identified in Sector 14 table

*Key:*

- **aadt** = annual average daily traffic
- **AP** = Add paved shoulders through reconstr.
- **C** = Collector
- **CST** = Construction
- **Enhancement** = curb, gutter, swalk & blane improvements
- **FC** = Functional classification
- **GP** = Gulfport
- **LRTP** = Long Range Transportation Plan
- **MC** = Minor collector
- **MKS** = Add markings and signage
- **MPO** = Metropolitan Planning Organization
- **PC** = Pinellas County
- **PLN** = Plan
- **SP** = State
- **SU** = Shared use lane
- **STR** = Stripe
- **TIP** = Transportation Improvement Program
- **TBL** = Transportation Master Plan
- **TBL** = Transportation Master Plan
- **TBL** = Transportation Master Plan

---

MPO Bicycle Pedestrian Master Plan - Facilities Element
### Sector 12 - Treasure Island, St. Pete Beach, and Tierra Verde and 11S - South St. Petersburg Proposed Bike Lanes

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Gulf Bd</td>
<td>John's Pass</td>
<td>105th Ave</td>
<td>ST</td>
<td>MA</td>
<td>1.5</td>
<td>RST</td>
</tr>
<tr>
<td></td>
<td>105th Ave</td>
<td>326 ft n/o 1st St E</td>
<td>1st St E</td>
<td>ST</td>
<td>MA</td>
<td>1.5</td>
<td>RST</td>
</tr>
<tr>
<td></td>
<td>326 ft n/o 1st St E</td>
<td>1st St E</td>
<td></td>
<td>ST</td>
<td>MA</td>
<td>0.8</td>
<td>MKS existing shoulders. RSF project in TIP, n/o 105th Ave to n/o 125th Ave</td>
</tr>
<tr>
<td></td>
<td>1st St E</td>
<td>Blind Pass Rd</td>
<td></td>
<td>ST</td>
<td>MA</td>
<td>0.1</td>
<td>RST</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0.1</td>
<td>MKS existing shoulders</td>
</tr>
<tr>
<td>2</td>
<td>Blind Pass Rd</td>
<td>Gulf Bd</td>
<td>75th Ave</td>
<td>ST</td>
<td>MA</td>
<td>1.3</td>
<td>MKS existing bike lanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>75th Ave</td>
<td>Gulf Bd</td>
<td>ST</td>
<td>MA</td>
<td>0.4</td>
<td>RST</td>
</tr>
<tr>
<td>3</td>
<td>Gulf Bd</td>
<td>75th Ave</td>
<td>36th Ave</td>
<td>ST</td>
<td>MA</td>
<td>2.3</td>
<td>MKS and widen existing shoulders. RSF project in TIP, n/o 75th Ave to Pinellas Bayway</td>
</tr>
<tr>
<td></td>
<td>36th Ave</td>
<td>W Maritana Dr</td>
<td></td>
<td>SPB</td>
<td>MA</td>
<td>0.1</td>
<td>SU outside no bound lane or reduce no bound lanes from 2 to 1 and STR blane. Existing so bound blane.</td>
</tr>
<tr>
<td></td>
<td>W Maritana Dr</td>
<td>12th Ave</td>
<td></td>
<td>SPB</td>
<td>MA</td>
<td>1.2</td>
<td>MKS existing blanes</td>
</tr>
<tr>
<td>4</td>
<td>Pasadena Ave/75th Ave</td>
<td>Intercoastal Waterway</td>
<td>Gulf Bd</td>
<td>ST</td>
<td>MA</td>
<td>0.4</td>
<td>Identified in Trailways Plan to determine option(s) for beach connection. RCST or consider Corey Ave and Mangrove Ave as alternative routes to 75th Ave between south of bridge.</td>
</tr>
</tbody>
</table>

**Notes:**

1) Column one numbers correspond with map locations on Figure 7-17
2) Nos 1-3 referred to as "Gulf Beaches Bikeway" on MPO Trailways Plan

**Key:**

- aadt = annual average daily traffic
- AP = Add paved shoulders through reconstr.
- C = Collector
- CST = Construction
- Enhancement = curb, gutter, swalk & blane improvements
- FC = Functional classification
- L, LM = Local, Local Major
- LRTP = Long Range Transportation Plan
- MA = Minor arterial
- MC = Minor collector
- PA = Principal arterial
- PC = Pinellas County
- RCST = Reconstruction
- RSF = Resurfacing
- RST = Restripe
- SP = St. Petersburg
- SPB = St. Petersburg Beach
- ST = State
- SU = Shared use lane
- STR = Stripe
- TIP = Transportation Improvement Program
- LRTP = Long Range Transportation Plan

**Key:**

- aadt = annual average daily traffic
- AP = Add paved shoulders through reconstr.
- C = Collector
- CST = Construction
- Enhancement = curb, gutter, swalk & blane improvements
- FC = Functional classification
- L, LM = Local, Local Major
- LRTP = Long Range Transportation Plan
- MA = Minor arterial
- MC = Minor collector
- PA = Principal arterial
- PC = Pinellas County
- RCST = Reconstruction
- RSF = Resurfacing
- RST = Restripe
- SP = St. Petersburg
- SPB = St. Petersburg Beach
- ST = State
- SU = Shared use lane
- STR = Stripe
- TIP = Transportation Improvement Program

---

**Notes:**

1) Column one numbers correspond with map locations on Figure 7-17
2) Nos 1-3 referred to as "Gulf Beaches Bikeway" on MPO Trailways Plan

**Key:**

- aadt = annual average daily traffic
- AP = Add paved shoulders through reconstr.
- C = Collector
- CST = Construction
- Enhancement = curb, gutter, swalk & blane improvements
- FC = Functional classification
- L, LM = Local, Local Major
- LRTP = Long Range Transportation Plan
- MA = Minor arterial
- MC = Minor collector
- PA = Principal arterial
- PC = Pinellas County
- RCST = Reconstruction
- RSF = Resurfacing
- RST = Restripe
- SP = St. Petersburg
- SPB = St. Petersburg Beach
- ST = State
- SU = Shared use lane
- STR = Stripe
- TIP = Transportation Improvement Program
### Sector 12 - Treasure Island, St. Pete Beach, and Tierra Verde and 11S - South St. Petersburg Proposed Trails

<table>
<thead>
<tr>
<th>No</th>
<th>Trail</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Bayway Trail South</td>
<td>Pinellas Bayway</td>
<td>East Shores Bd</td>
<td>ST</td>
<td>3.3</td>
<td>Alignment along east side of Pinellas Bayway</td>
</tr>
<tr>
<td>6</td>
<td>South Beaches</td>
<td>John's Pass</td>
<td>12th Ave</td>
<td>SPB</td>
<td>8</td>
<td>Alignment along Treasure Island, Sunset and St. Pete beaches. Treasure Island section</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>between approx 119th Ave and 104th Ave is completed.</td>
</tr>
</tbody>
</table>
| 7  | Treasure Island Causeway| Gulf Bd           | west of 80th S     | PC    | 1.1     | Current alignment utilizes north side of bridges and Paradise Lane and 107th Ave shoulder. |}

1) Column one numbers correspond with map locations on Figure 7-17
2) SGB - South Gulf Beaches include Treasure Island and St. Pete Beach

**Key:**
- `aadt` = annual average daily traffic
- `AP` = Add paved shoulders through reconstr.
- `C` = Collector
- `CST` = Construction
- `Enhancement` = curb, gutter, swalk & blane improvements
- `FC` = Functional classification
- `FC` = Functional classification
- `L, LM` = Local, Local Major
- `LRTP` = Long Range Transportation Plan
- `MA` = Minor arterial
- `MC` = Minor collector
- `MKS` = Add markings and signage
- `PA` = Principal arterial
- `PC` = Pinellas County
- `RCST` = Reconstruction
- `RST` = Restripe
- `RSF` = Resurfacing
- `SP` = St. Petersburg
- `SPB` = St. Petersburg Beach
- `ST` = State
- `STR` = Stripe
- `SU` = Shared use lane
- `TIP` = Transportation Improvement Program
# Sector 14 - Lealman and Kenneth City Proposed Bike Lanes

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>62nd Ave N</td>
<td>Park St</td>
<td>Westchester Bd</td>
<td>PC</td>
<td>MA</td>
<td>0.6</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>54th Ave N</td>
<td>Park St</td>
<td>Haines Rd</td>
<td>PC</td>
<td>MA</td>
<td>5</td>
<td>Recommend study to consider reducing lanes to 2 div. or 4 undiv. with addition of bike lanes on portion of corridor traversing Kenneth City and Lealman and to design gateway area at east end by planned station area. 54th Ave N is currently 4 lane divided from Park St to 45th St; 4 undiv. from 45th St to 29th St; and 4 divided from 29th St to Haines Rd. The aadt between Park St and I-275 is under 18,000.</td>
</tr>
<tr>
<td>3</td>
<td>46th Ave N</td>
<td>62nd St</td>
<td>creek/55th St extd 37th St</td>
<td>PC</td>
<td>C</td>
<td>0.8</td>
<td>SU (using northern frontage road)</td>
</tr>
<tr>
<td>4</td>
<td>46th Ave N</td>
<td>80th St</td>
<td>Park St</td>
<td>PC</td>
<td>C</td>
<td>0.3</td>
<td>AP</td>
</tr>
<tr>
<td>5</td>
<td>Belcher Rd</td>
<td>55th Ave N</td>
<td>38th Ave N</td>
<td>PC</td>
<td>MA</td>
<td>1.1</td>
<td>RCST; 2D project from 54th Ave to 38th Ave N in LRTP</td>
</tr>
<tr>
<td>6</td>
<td>Haines Rd</td>
<td>70th Ave</td>
<td>I-275</td>
<td>PC</td>
<td>C</td>
<td>1.7</td>
<td>RCST; enhancement project scheduled in TIP</td>
</tr>
<tr>
<td>7</td>
<td>28th St</td>
<td>38th Ave N</td>
<td>54th Ave N</td>
<td>PC</td>
<td>C</td>
<td>1</td>
<td>AP</td>
</tr>
<tr>
<td></td>
<td></td>
<td>54th Ave N</td>
<td>Haines Rd</td>
<td>PC</td>
<td>C</td>
<td>0.2</td>
<td>RST</td>
</tr>
<tr>
<td></td>
<td></td>
<td>62nd Ave N</td>
<td></td>
<td>PC</td>
<td>C</td>
<td>0.3</td>
<td>AP</td>
</tr>
<tr>
<td>8</td>
<td>58th St</td>
<td>58th Ave N</td>
<td>38th Ave N</td>
<td>PC</td>
<td>C</td>
<td>1.3</td>
<td>AP</td>
</tr>
<tr>
<td>9</td>
<td>62nd St</td>
<td>58th Ave N</td>
<td>54th Ave N</td>
<td>PC</td>
<td>C</td>
<td>0.3</td>
<td>AP</td>
</tr>
<tr>
<td></td>
<td></td>
<td>54th Ave N</td>
<td>38th Ave N</td>
<td>SP</td>
<td>L</td>
<td>1</td>
<td>AP</td>
</tr>
<tr>
<td>10</td>
<td>46th St</td>
<td>54th Ave N</td>
<td>38th Ave N</td>
<td>SP</td>
<td>L</td>
<td>1</td>
<td>AP</td>
</tr>
<tr>
<td>11</td>
<td>37th St</td>
<td>54th Ave N</td>
<td>46th Ave N</td>
<td>SP</td>
<td>L</td>
<td>0.5</td>
<td>AP</td>
</tr>
</tbody>
</table>

*Note: Column one numbers correspond with map locations on Figure 7-18*
### Sector 14 - Lealman and Kenneth City Proposed Trails

<table>
<thead>
<tr>
<th>No</th>
<th>Trail</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>Mile</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>Joe’s Creek</td>
<td>54th Ave N</td>
<td>34th St</td>
<td>PC</td>
<td>4.7</td>
<td>Alignment follows bank of Joe’s Creek through Lealman area</td>
</tr>
<tr>
<td>13</td>
<td>74th St</td>
<td>Planned Joe’s Creek Trail</td>
<td>Pinellas Trail</td>
<td>SP/PC</td>
<td>1</td>
<td>Extends into Sector 11W. Expected to be on-street facility</td>
</tr>
<tr>
<td>14</td>
<td>28th St</td>
<td>62nd Ave N</td>
<td>Sawgrass Lake Park</td>
<td>PC</td>
<td>0.5</td>
<td>Utilizes existing road ROW and City of SP land</td>
</tr>
</tbody>
</table>

**Notes:**
1) 62nd Avenue Trail identified in Sector 10 table
2) 68th St Trail identified in Sector 11W table
3) Sawgrass Lake Park Trail identified in Sector 10 table
4) Planned trail along CSX RR identified in Sector 11E table

**Key:**
- `aadt` = annual average daily traffic
- `AP` = Add paved shoulders through reconst.
- `C` = Collector
- `FC` = Functional classification
- `L, LM` = Local, Local Major
- `LRTP` = Long Range Transportation Plan
- `MA` = Minor arterial
- `MC` = Minor collector
- `MKS` = Add markings and signage
- `PA` = Principal arterial

- `PC` = Pinellas County
- `RCST` = Reconstruction
- `RSF` = Resurfacing
- `ST` = State
- `STR` = Stripe
- `SU` = Shared use lane
- `STR` = Restripe
- `STP` = St. Petersburg
- `TIP` = Transportation Improvement Program
- `TBL` = Transportation Bicycle Plan
Figure 7-1

Pinellas County Bicycle and Pedestrian Master Plan

Trails and Bike Lanes

LEGEND
- Existing Bicycle Lane
- Existing Pinellas Trail
- Existing Community Trail
- Existing Equestrian Trail
- Proposed Pinellas Trail
- Proposed Community Trail
- Existing Power Easement Not Aligned with Trail
- Pinellas Trail Loop
- Existing Unmarked B. Lane
- Proposed Unmarked B. Lane
- Proposed Bike/SU Lane
- Proposed Community Trail
- Existing Shared Use (SU) Lane
- Existing Bicycle Lane
- Existing Community Trail
- Existing Equestrian Trail
- Existing Power Easement Not Aligned with Trail
- Pinellas Trail Loop
- Planning Sectors
- Trail Overpass
- Trail Underpass
- Planned Ped. Overpass

Notes:
1) Pinellas Trail Loop from Tampa Rd to San Martin Blvd is Duke Energy Trail
2) Tyrone Boulevard trail crossing will be an overpass when intersection is re-constructed.

* Unmarked bike lane
** Included as part of planned Circle Lake Tarpon Trail
* Planned for striped shoulders/unmarked bike lanes excluding Village Center Dr and Tarpon Lake Bd pathways.

MPO Bicycle Pedestrian Master Plan - Facilities Element
Page TBL-A1
LEGEND
- Existing Bike Lane
- Exist. Shared Use (SU) Ln.
- Proposed Bike/SU Lane
- Existing Community Trail
- Existing Pinellas Trail
- Proposed Community Trail
- Proposed Pinellas/Duke Energy Trail
- Pinellas Trail Loop
- Planning Sectors
- Trail Underpass

Trails and Bike Lanes
Figure 7-2
Sector 1: Tarpon Springs

**Included as part of planned Circle Lake Tarpon Trail**

TRIP DESTINATIONS
- School (K-12)
- College
- Library
- Courthouse/City Hall
- Park
- Hospital/Health Facility
- Rec. Fac./Community Ctr.
- Transit Station/Terminal
- Major Employer
- Museum
- Baseball Stadium
- Beach Access Park
- Airport
- Shopping Mall
Trails and Bike Lanes

Figure 7-3
Sector 2: East Lake Tarpon

LEGEND

- Existing Bike Lane
- Existing Shared Use (SU) Ln.
- Proposed Bike/SU Lane
- Existing Community Trail
- Existing Pinellas Trail
- Proposed Community Trail
- Proposed Pinellas/Duke Energy Trail
- Pinellas Trail Loop
- Planning Sectors

* Unmarked bike lane
** Included as part of planned Circle Lake Tarpon Trail

Note: Nos. 7 & 8 proposed for striped shoulders/unmarked bike lanes excluding Village Center Dr & Tarpon Lake Bd entryways.
**Included as part of planned Circle Lake Tarpon Trail**

Trails and Bike Lanes

Figure 7-4

Sector 3: Palm Harbor
TRIP DESTINATIONS

- School (K-12)
- College
- Library
- Courthouse/City Hall
- Park
- Hospital
- Rec. Fac./Community Ctr.
- Transit Station/Terminal
- Major Employer
- Museum
- Baseball Stadium
- Beach Access Park
- Airport
- Shopping Mall

LEGEND

- Existing Bike Lane
- Proposed Bike/SU Lane
- Exst. Shared Use (SU) Ln.
- Existing Community Trail
- Existing Pinellas Trail
- Proposed Community Trail
- Proposed Pinellas/Duke Energy Trail
- Existing Power Easement
- Not Aligned with Trail
- Pinellas Trail Loop
- Planning Sectors
- Trail Underpass
- Trail Overpass

Trails and Bike Lanes

Figure 7-8
Sector 6E: East Clearwater
Figure 7-9

Sector 7: Largo and
Sector 13N: Indian Rocks Beach, Belleair Shore, and Belleair Beach
Trails and Bike Lanes

Figure 7-10
Sector 8: Highpoint

LEGEND
- Existing Bike Lane
- Proposed Bike/SU Lane
- Existing Community Trail
- Existing Pinellas Trail
- Proposed Community Trail
- Proposed Pinellas/Duke Energy Trail
- Existing Power Easement
- Pinellas Trail Loop
- Planning Sectors
- Trail Underpass

**Referenced in Sector 7 table**

*Unmarked bike lane*
Figure 7-11

Sector 9: Seminole and
Sector 13S: Indian Shores, Redington Shores, N. Redington Beach, Redington Beach, Madeira Beach

LEGEND
- Existing Bicycle Lane
- Existing Shared Use (SU) Ln.
- Proposed Bicycle/SU Lane
- Existing Community Trail
- Existing Pinellas Trail
- Existing Equestrian Trail
- Proposed Community Trail
- Proposed Pinellas/Duke Energy Trail
- Pinellas Trail Loop
- Planning Sectors
- Trail Overpass

TRIP DESTINATIONS
- School (K-12)
- College
- Library
- Courthouse/City Hall
- Park
- Hospital
- Rec. Fac./Community Ctr.
- Transit Station/Terminal
- Major Employer
- Museum
- Baseball Stadium
- Beach Access Park
- Airport
- Shopping Mall

Unmarked bike lane

Gulf of Mexico

Trails and Bike Lanes
TRIP DESTINATIONS

- School (K-12)
- College
- Library
- Courthouse/City Hall
- Park
- Hospital/Health Facility
- Rec. Fac./Community Ctr.
- Transit Station/Terminal
- Major Employer
- Museum
- Baseball Stadium
- Beach Access Park
- Airport
- Shopping Mall

LEGEND

- Existing Bicycle Lane
- Existing Shared Use (SU) Ln.
- Proposed Bicycle/SU Lane
- Existing Community Trail
- Existing Pinellas Trail
- Existing Equestrian Trail
- Proposed Community Trail
- Proposed Pinellas/Duke Energy Trail
- Power Easement
- Pinellas Trail Loop
- Planning Sectors

Trails and Bike Lanes
Figure 7-12
Sector 10: Pinellas Park
Trails and Bike Lanes

Figure 7-13
Sector 11N: North St. Petersburg
Figure 7-14
Sector 11E: East St. Petersburg

TRIP DESTINATIONS
- School (K-12)
- College
- Library
- Courthouse/City Hall
- Park
- Hospital
- Rec. Fac./Community Ctr.
- Transit Station/Terminal
- Major Employer
- Museum
- Baseball Stadium
- Beach Access Park
- Airport
- Shopping Mall

LEGEND
- Existing Bike Lane
- Proposed Bike/SU Lane
- Existing Community Trail
- Existing Pinellas Trail
- Proposed Community Trail
- Proposed Pinellas/Duke Energy Trail
- Pinellas Trail Loop
- Planning Sectors
- Trail Overpass
Trails and Bike Lanes

Figure 7-15
Sector 11E: Downtown St. Petersburg
Figure 7-16

Trails and Bike Lanes

Sector 12: South Beaches and Tierra Verde
Sector 11S: South St. Petersburg

LEGEND
- Existing Bike Lane
- Existing Shared Use (SU) Ln.
- Proposed Bike/SU Lane
- Existing Community Trail
- Proposed Community Trail
- Planning Sectors

TRIP DESTINATIONS
- School (K-12)
- College
- Library
- Courthouse/City Hall
- Park
- Hospital
- Rec. Fac./Community Ctr.
- Transit Station/Terminal
- Major Employer
- Museum
- Baseball Stadium
- Beach Access Park
- Airport
- Shopping Mall
**Figure 7-18**

**Sector 14: Lealman and Kenneth City**

Trails and Bike Lanes

**LEGEND**
- Existing Bicycle Lane
- Proposed Bicycle/SU Lane
- Existing Community Trail
- Existing Pinellas Trail
- Proposed Community Trail
- Proposed Pinellas/Duke Energy Trail
- Pinellas Trail Loop
- Planning Sectors

**TRIP DESTINATIONS**
- School (K-12)
- College
- Library
- Courthouse/City Hall
- Park
- Hospital/Health Facility
- Rec. Fac./Community Ctr.
- Major Employer
- Museum
- Baseball Stadium
- Beach Access Park
- Airport
- Shopping Mall
- Transit Station/Terminal

*Unmarked bike lane*
### Sector 1 - Tarpon Springs Proposed Sidewalks

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>N Pinellas Ave/Alt US 19</td>
<td>Pasco CL</td>
<td>Ancloete Rd</td>
<td>ST</td>
<td>MA</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>Pinellas Ave/Alt US 19</td>
<td>Curlew Pl</td>
<td>Klosterman Rd</td>
<td>ST</td>
<td>MA</td>
<td>0.5</td>
</tr>
<tr>
<td>3</td>
<td>Florida Ave</td>
<td>Curlew Pl</td>
<td>Meres Bd</td>
<td>PC</td>
<td>C</td>
<td>0.5</td>
</tr>
<tr>
<td>4</td>
<td>Anclote Rd</td>
<td>Anclote Bd</td>
<td>Pinellas Ave</td>
<td>PC</td>
<td>C</td>
<td>2.4</td>
</tr>
<tr>
<td>5</td>
<td>Old Dixie Hwy</td>
<td>Pinellas Ave</td>
<td>Pasco CL</td>
<td>PC</td>
<td>C</td>
<td>1</td>
</tr>
</tbody>
</table>

**Note:** Column one numbers correspond with map locations on Figure 8-2

**Key:**

- **aadt** = annual average daily traffic
- **LRTP** = Long Range Transportation Plan
- **ROW** = Right of way
- **AP** = Add paved shoulders through reconstr.
- **MA** = Minor arterial
- **RST** = Restripe
- **C** = Collector
- **MC** = Minor collector
- **ST** = State
- **CL** = County line
- **MKS** = Add markings and signage
- **STR** = Stripe
- **CST** = Construction
- **PA** = Principal arterial
- **SU** = Shared use lane
- **Enhancement** = curb, gutter, swalk & blane improvements
- **PC** = Pinellas County
- **TIP** = MPO Transportation Improvement Program
- **FC** = Functional classification
- **RCST** = Reconstruction
- **TS** = Tarpon Springs

---

**MPO Bicycle Pedestrian Master Plan - Facilities Element**
<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Keystone Rd</td>
<td>E Lake Rd</td>
<td>Hills. CL</td>
<td>PC</td>
<td>MA</td>
<td>2.8</td>
</tr>
<tr>
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<td>E Lake Rd</td>
<td>Keystone Rd</td>
<td>Tarpon Woods Bd</td>
<td>PC</td>
<td>PA</td>
<td>4.2</td>
</tr>
<tr>
<td>3</td>
<td>Bryan Ln</td>
<td>E Lake Rd</td>
<td>Highpoint Dr</td>
<td>PC</td>
<td>C</td>
<td>0.8</td>
</tr>
<tr>
<td>4</td>
<td>Village Center Dr</td>
<td>E Lake Rd</td>
<td>Tarpon Lake Bd</td>
<td>PC</td>
<td>C</td>
<td>0.7</td>
</tr>
<tr>
<td>5</td>
<td>Tarpon Lake Bd</td>
<td>Lansbrook Pkwy</td>
<td>Village Center Dr</td>
<td>PC</td>
<td>C</td>
<td>1.2</td>
</tr>
<tr>
<td>6</td>
<td>Woodlands Bd</td>
<td>E Lake Rd</td>
<td>E Lake Woodlands Pkwy</td>
<td>PC</td>
<td>C</td>
<td>1.7</td>
</tr>
<tr>
<td>7</td>
<td>E Lake Woodlands Pkwy</td>
<td>Woodlands Pkwy</td>
<td>Tampa Rd</td>
<td>PC</td>
<td>C</td>
<td>0.7</td>
</tr>
</tbody>
</table>

*Note: Column one numbers correspond with map locations on Figure 8-3*

**Key:**

- **aadt** = annual average daily traffic
- **AP** = Add paved shoulders through reconstr.
- **C** = Collector
- **CL** = County line
- **CST** = Construction
- **Enhancement** = curb, gutter, swalk & blane improvements
- **FC** = Functional classification
- **LRTP** = Long Range Transportation Plan
- **MA** = Minor arterial
- **MKS** = Minor collector
- **MC** = Add markings and signage
- **PA** = Principal arterial
- **PC** = Pinellas County
- **RCST** = Reconstruction
- **ROW** = Right of way
- **RSF** = Resurfacing
- **RST** = Restripe
- **ST** = State
- **STR** = Stripe
- **SU** = Shared use lane
- **TIP** = Transportation Improvement Program
### Sector 3 - Palm Harbor Proposed Sidewalks

<table>
<thead>
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<th>FC</th>
<th>Mile(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>US Alt 19</td>
<td>Klosterman Rd</td>
<td>Alderman Rd</td>
<td>ST</td>
<td>MA</td>
<td>2.3</td>
</tr>
<tr>
<td>2</td>
<td>US Alt 19</td>
<td>Missouri Ave</td>
<td>Orange St</td>
<td>ST</td>
<td>MA</td>
<td>2.1</td>
</tr>
<tr>
<td>3</td>
<td>Orange St</td>
<td>US Alt 19</td>
<td>Pennsylvania Ave</td>
<td>PC</td>
<td>MC</td>
<td>1.3</td>
</tr>
<tr>
<td>4</td>
<td>Nebraska Ave</td>
<td>Westlake Bd</td>
<td>US Alt 19</td>
<td>PC</td>
<td>C</td>
<td>2.1</td>
</tr>
<tr>
<td>5</td>
<td>Westlake Bd</td>
<td>Nebraska Ave</td>
<td>Alderman Rd</td>
<td>PC</td>
<td>LM</td>
<td>1.1</td>
</tr>
<tr>
<td>6</td>
<td>Riviere Rd</td>
<td>Tampa Rd</td>
<td>Nebraska Ave</td>
<td>PC</td>
<td>LM</td>
<td>0.8</td>
</tr>
<tr>
<td>7</td>
<td>W Lake Rd</td>
<td>Nebraska Ave</td>
<td>CR 95</td>
<td>PC</td>
<td>C</td>
<td>1.4</td>
</tr>
<tr>
<td>8</td>
<td>CR 95</td>
<td>Belcher Rd</td>
<td>US 19</td>
<td>PC</td>
<td>C</td>
<td>0.5</td>
</tr>
<tr>
<td>9</td>
<td>Fisher Rd</td>
<td>CR 95</td>
<td>Curlew Rd</td>
<td>PC</td>
<td>LM</td>
<td>0.5</td>
</tr>
</tbody>
</table>

*Note: Column one numbers correspond with Figure 8-4*

**Key:**
- **aadt** = annual average daily traffic
- **LRTP** = Long Range Transportation Plan
- **ROW** = Right of way
- **AP** = Add paved shoulders through reconstr.
- **MA** = Minor arterial
- **RSF** = Resurfacing
- **C** = Collector
- **MC** = Minor collector
- **RST** = Restripe
- **CST** = Construction
- **MKS** = Add markings and signage
- **ST** = State
- **Enhancement** = curb, gutter, swalk & blane improvements
- **PA** = Principal arterial
- **STR** = Stripe
- **FC** = Functional classification
- **PC** = Pinellas County
- **SU** = Shared use lane
- **L, LM** = Local, Local Major
- **RCST** = Reconstruction
- **TIP** = Transportation Improvement Program
Sector 4 - Dunedin Proposed Sidewalks

<table>
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<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Virginia Ave</td>
<td>Greenbriar Bd</td>
<td>Keene Rd</td>
<td>PC</td>
<td>C</td>
<td>0.5</td>
<td>gaps</td>
</tr>
<tr>
<td>2</td>
<td>Greenbriar Bd</td>
<td>Belcher Rd</td>
<td>Virginia Ave</td>
<td>PC</td>
<td>C</td>
<td>0.7</td>
<td>SF homes, no sidewalk for most of segment; sidewalk project scheduled for CST in TIP</td>
</tr>
<tr>
<td>3</td>
<td>Curlew Rd</td>
<td>CR 1</td>
<td>Alt US 19</td>
<td>ST</td>
<td>MA</td>
<td>1.3</td>
<td></td>
</tr>
</tbody>
</table>

Note: Column one numbers correspond with map locations on Figure 8-5

Sector 5 - Safety Harbor and Oldsmar Proposed Sidewalks

None

Key:

- aadt = annual average daily traffic
- AP = Add paved shoulders through reconstr.
- C = Collector
- CL = County line
- CST = Construction
- Enhancement = curb, gutter, sidewalk & lane improvements
- DN = Dunedin
- FC = Functional classification
- LRTP = Long Range Transportation Plan
- MC = Minor collector
- MKS = Add markings and signage
- MA = Minor arterial
- PA = Principal arterial
- PC = Pinellas County
- RCST = Reconstruction
- RSF = Resurfacing
- RST = Restripe
- ST = State
- SU = Shared use lane
- STR = Stripe
- TIP = Transportation Improvement Program
- DN = Dunedin
### Sector 6W - West Clearwater Proposed Sidewalks

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Overbrook Ave</td>
<td>Betty Ln</td>
<td>Douglas Ave</td>
<td>PC</td>
<td>C</td>
<td>0.3</td>
<td>no existing sidewalks</td>
</tr>
<tr>
<td>2</td>
<td>Sunset Pt Rd</td>
<td>Edgewater Dr</td>
<td>Kings Hwy</td>
<td>PC</td>
<td>MA</td>
<td>1</td>
<td>Sidewalk scheduled for CST in TIP, Douglas Ave to Kings Hwy</td>
</tr>
<tr>
<td>3</td>
<td>Flagler Dr</td>
<td>Highland Ave</td>
<td>Keene Rd</td>
<td>CL</td>
<td>C</td>
<td>1</td>
<td>no existing sidewalks from Highland to S Arden Ave</td>
</tr>
<tr>
<td>4</td>
<td>Saturn Ave</td>
<td>Drew St</td>
<td>Gulf to Bay Bd</td>
<td>CL</td>
<td>C</td>
<td>0.5</td>
<td>no existing sidewalks</td>
</tr>
</tbody>
</table>

*Note: Column one numbers correspond with map locations on Figure 7-7*

### Key:
- `aadt` = annual average daily traffic
- `AP` = Add paved shoulders through reconstr.
- `C` = Collector
- `CL` = Clearwater
- `CST` = Construction
- `Enhancement = curb, gutter, swalk & blane improvements`
- `FC` = Functional classification
- `LRTP` = Long Range Transportation Plan
- `MA` = Minor arterial
- `MC` = Minor collector
- `MKS` = Add markings and signage
- `OL` = Oldsmar
- `PA` = Principal arterial
- `PC` = Pinellas County
- `RCST` = Reconstruction
- `SH` = Safety Harbor
- `ST` = State
- `STR` = Stripe
- `SU` = Shared use lane
- `TIP` = Transportation Improvement Program
- `RSF` = Resurfacing
### Sector 6E - East Clearwater Proposed Sidewalks

<table>
<thead>
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<th>No.</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Greenbriar Bd</td>
<td>Virginia Ave</td>
<td>Union St</td>
<td>PC</td>
<td>C</td>
<td>0.5</td>
<td>no existing sidewalks. TIP project Sunset Pt Rd to Belcher Rd</td>
</tr>
<tr>
<td>2</td>
<td>Old Coachman Rd</td>
<td>NE Coachman Rd</td>
<td>Drew St</td>
<td>PC</td>
<td>C</td>
<td>0.8</td>
<td>0.4 mile gap from NE Coachman to Alligator Creek</td>
</tr>
<tr>
<td>3</td>
<td>NE Coachman Rd</td>
<td>Old Coachman Rd</td>
<td>Drew St</td>
<td>ST</td>
<td>MA</td>
<td>1.1</td>
<td>0.4 mile gap from Old Coachman Rd to Berkeley Pl and 0.4 mile gap from Belcher Rd to Graham Dr</td>
</tr>
<tr>
<td>4</td>
<td>Hercules Ave</td>
<td>Sunset Pt Rd</td>
<td>Calumet St</td>
<td>PC</td>
<td>C</td>
<td>0.3</td>
<td></td>
</tr>
</tbody>
</table>

*Note: Column one numbers correspond with map locations on Figure 8-8*

**Key:**
- `aadt` = annual average daily traffic
- `LRTP` = Long Range Transportation Plan
- `RSF` = Resurfacing
- `AP` = Add paved shoulders through reconstr.
- `MA` = Minor arterial
- `RST` = Restripe
- `C` = Collector
- `MC` = Minor collector
- `ST` = State
- `CL` = Clearwater
- `MKS` = Add markings and signage
- `STR` = Stripe
- `CST` = Construction
- `PA` = Principal arterial
- `SU` = Shared use lane
- `Enhancement = curb, gutter, swalk & blane improvements`
- `PC` = Pinellas County
- `TIP` = Transportation Improvement Program
- `FC` = Functional classification
- `RCST` = Reconstruction
Sector 7 & 13N - Largo, Indian Rocks Beach, Belleair Shore, and Belleair Beach Proposed Sidewalks

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
</tr>
</thead>
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<tr>
<td>1</td>
<td>Mehlenbacher Rd</td>
<td>20 St NW</td>
<td>14th St NW</td>
<td>PC</td>
<td>C</td>
<td>0.4</td>
</tr>
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<td>2</td>
<td>119th ST</td>
<td>129th Ave</td>
<td>Walsingham Rd</td>
<td>PC</td>
<td>MC</td>
<td>0.7</td>
</tr>
<tr>
<td>3</td>
<td>Ridge Rd</td>
<td>122nd Ave</td>
<td>124th Ter</td>
<td>PC</td>
<td>MC</td>
<td>0.1</td>
</tr>
<tr>
<td>4</td>
<td>113th St</td>
<td>Ulmerton Rd</td>
<td>Walsingham Rd</td>
<td>PC</td>
<td>MA</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>8th Ave SE</td>
<td>Central Park Dr</td>
<td>7th St SE</td>
<td>PC</td>
<td>C</td>
<td>0.2</td>
</tr>
<tr>
<td>6</td>
<td>Donegan Rd</td>
<td>Lake Ave</td>
<td>8th Ave SE</td>
<td>PC</td>
<td>C</td>
<td>0.9</td>
</tr>
<tr>
<td>7</td>
<td>16th Ave SE</td>
<td>Brittany Bay</td>
<td>terminus</td>
<td>PC</td>
<td>C</td>
<td>0.5</td>
</tr>
<tr>
<td>8</td>
<td>Starkey Rd</td>
<td>E Bay Dr</td>
<td>126th Ave</td>
<td>PC</td>
<td>MA</td>
<td>2</td>
</tr>
<tr>
<td>9</td>
<td>Wild Acres Rd</td>
<td>138th Pl</td>
<td>terminus</td>
<td>PC</td>
<td>C/MC</td>
<td>0.6</td>
</tr>
<tr>
<td>10</td>
<td>Poinsettia Rd</td>
<td>Indian Rocks Rd</td>
<td>Pinellas Trail</td>
<td>LA</td>
<td>C</td>
<td>0.6</td>
</tr>
<tr>
<td>11</td>
<td>Highland Ave</td>
<td>E Bay Dr</td>
<td>Belleair Rd</td>
<td>PC</td>
<td>C</td>
<td>1.5</td>
</tr>
</tbody>
</table>

Note: Column one numbers correspond with map locations on Figure 8-9

Key:

- **aadt** = annual average daily traffic
- **AP** = Add paved shoulders through reconst.
- **BE** = Belleair
- **C** = Collector
- **CL** = Clearwater
- **CST** = Construction
- **Enhancement** = curb, gutter, swalk & blane improvements
- **FC** = Functional classification
- **LA** = Largo
- **L, LM** = Local, Local Major
- **MA** = Minor arterial
- **MC** = Minor collector
- **CST** = Construction
- **KST** = Construction
- **LA =** Largo
- **LC =** Local Collector
- **MC =** Minor Collector
- **PC =** Pinellas County
- **PA =** Principal Arterial
- **PA =** Principal Arterial
- **PC =** Pinellas County
- **RCST =** Reconstruction
- **RSF =** Resurfacing
- **RST =** Restripe
- **ST =** State
- **STR =** Stripe
- **SU =** Shared use lane
- **TIP =** Transportation Improvement Program
### Sector 8 - Highpoint Proposed Sidewalks

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Haines Bayshore</td>
<td>US 19</td>
<td>Wolford Rd</td>
<td>PC</td>
<td>MC</td>
<td>0.8</td>
</tr>
<tr>
<td>2</td>
<td>Wolford Rd</td>
<td>Haines Bayshore</td>
<td>Whitney Rd</td>
<td>PC</td>
<td>MC</td>
<td>0.5</td>
</tr>
<tr>
<td>3</td>
<td>Bolesta Rd</td>
<td>Homer St</td>
<td>Cypress Ln</td>
<td>PC</td>
<td>LM</td>
<td>0.2</td>
</tr>
<tr>
<td>4</td>
<td>62nd St</td>
<td>142nd Ave</td>
<td>126th Ave</td>
<td>PC</td>
<td>C</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>126th Ave</td>
<td>66th St</td>
<td>Bruce Bd E</td>
<td>PC</td>
<td>MC</td>
<td>0.4</td>
</tr>
</tbody>
</table>

*Note: Column one numbers correspond with map locations on Figure 8-10*

**Key:**

- **aadt** = annual average daily traffic
- **AP** = Add paved shoulders through reconst.
- **C** = Collector
- **CST** = Construction
- **Enhancement** = curb, gutter, swalk & blane improvements
- **FC** = Functional classification
- **LA** = Largo
- **L** = State
- **LM** = Local, Local Major
- **MA** = Minor arterial
- **MC** = Minor collector
- **MKS** = Add markings and signage
- **PA** = Principal arterial
- **PC** = Pinellas County
- **RCST** = Reconstruction
- **RST** = Restripe
- **ST** = State
- **SU** = Shared use lane
- **STR** = Stripe
- **TIP** = Transportation Improvement Program

---

**MPO Bicycle Pedestrian Master Plan - Facilities Element**

Page SW-8
### Sector 9 & 13S - Seminole, Indian Shores, Redington Shores, N. Redington Beach, Redington Beach and Madeira Beach Proposed Sidewalks

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>93rd Ave</td>
<td>Commodore Dr</td>
<td>143rd St</td>
<td>PC</td>
<td>LM</td>
<td>0.1</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>143rd St</td>
<td>93rd Ave</td>
<td>86th Ave</td>
<td>PC</td>
<td>LM</td>
<td>0.4</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>118th St</td>
<td>74th Ave</td>
<td>Leach Rd N</td>
<td>PC</td>
<td>MC</td>
<td>0.1</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>116th St</td>
<td>Leach Rd N</td>
<td>66th Ave</td>
<td>PC</td>
<td>LM</td>
<td>0.4</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>74th Ave</td>
<td>118th St</td>
<td>Ridge Rd</td>
<td>PC</td>
<td>LM</td>
<td>0.2</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Welch Cswy</td>
<td>Duhme Rd</td>
<td>100th Way</td>
<td>ST</td>
<td>MA</td>
<td>0.9</td>
<td>Sidewalk gap between 100th Way and Seminole Bd. Could include pedestrian accommodations with recommended trail facility identified on proposed trail table for this sector.</td>
</tr>
<tr>
<td>7</td>
<td>Ridge Rd</td>
<td>110th Ave</td>
<td>Walsingham Rd</td>
<td>PC</td>
<td>MC</td>
<td>0.5</td>
<td></td>
</tr>
</tbody>
</table>

**Note:** Column one numbers correspond with map locations on Figure 8-11

**Key:**

- `aadt` = annual average daily traffic
- `AP` = Add paved shoulders through reconstr.
- `C` = Collector
- `CST` = Construction
- `Enhancement` = curb, gutter, swalk & blane improvements
- `FC` = Functional classification
- `L, LM` = Local, Local Major
- `LRTP` = Long Range Transportation Plan
- `MA` = Minor arterial
- `MC` = Minor collector
- `MKS` = Add markings and signage
- `PA` = Principal arterial
- `PC` = Pinellas County
- `RCST` = Reconstruction
- `ST` = State
- `STR` = Stripe
- `SU` = Shared use lane
- `TIP` = Transportation Improvement Program
- `FC` = Functional classification
- `L, LM` = Local, Local Major
- `RSF` = Resurfacing
- `RST` = Restripe
### Sector 10 - Pinellas Park Proposed Sidewalks

<table>
<thead>
<tr>
<th>No</th>
<th>Road From</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Miles(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>90th Ave</td>
<td>Belcher Rd</td>
<td>66th St</td>
<td>PC</td>
<td>LM</td>
<td>0.5</td>
<td>Scheduled in work program</td>
</tr>
<tr>
<td>2</td>
<td>62nd Ave</td>
<td>66th St</td>
<td>Haines Rd</td>
<td>PC</td>
<td>MA</td>
<td>3.2</td>
<td>Existing sidewalk gaps; LRTP project, 66th St to US 19</td>
</tr>
<tr>
<td>3</td>
<td>Gateway Ctr Bd</td>
<td>US 19</td>
<td>Gateway Ctr Pkwy</td>
<td>PP</td>
<td>C</td>
<td>0.9</td>
<td>Existing sidewalk gaps</td>
</tr>
<tr>
<td>4</td>
<td>Gateway Ctr Pkwy</td>
<td>Gateway Ctr Bd</td>
<td>Grand Ave</td>
<td>PP</td>
<td>C</td>
<td>0.2</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Grand Ave</td>
<td>Gandy Bd</td>
<td>east of Gateway Ctr Pkwy</td>
<td>PP</td>
<td>C</td>
<td>0.4</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>N Gandy Bd</td>
<td>Grand Ave</td>
<td>28th St</td>
<td>PC</td>
<td>MC</td>
<td>0.5</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>28th St</td>
<td>N Gandy Bd</td>
<td>Roosevelt Bd</td>
<td>PC</td>
<td>MC</td>
<td>2.6</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Scherer Dr</td>
<td>34th St</td>
<td>28th St</td>
<td>PC</td>
<td>C</td>
<td>0.6</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>34th St</td>
<td>118th Ave</td>
<td>Ulmerton Rd</td>
<td>PC</td>
<td>C</td>
<td>0.5</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>40th St</td>
<td>118th Ave</td>
<td>Ulmerton Rd</td>
<td>PC</td>
<td>C</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>126th Ave</td>
<td>US 19</td>
<td>34th St</td>
<td>PC</td>
<td>C</td>
<td>2.3</td>
<td>LRTP - new rd/rcst project</td>
</tr>
<tr>
<td>12</td>
<td>46th St</td>
<td>118th Ave</td>
<td>Ulmerton Rd</td>
<td>PC</td>
<td>LM</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

**Note:** Column one numbers correspond with map locations on Figure 7-12

**Key:**
- **aadt** = annual average daily traffic
- **LRTP** = Long Range Transportation Plan
- **RCST** = Reconstruction
- **AP** = Add paved shoulders through reconst.
- **MA** = Minor arterial
- **RSF** = Resurfacing
- **C** = Collector
- **MC** = Minor collector
- **RST** = Restripe
- **CST** = Construction
- **MKS** = Add markings and signage
- **ST** = State
- **Enhancement** = curb, gutter, swalk & blane improvements
- **PA** = Principal arterial
- **STR** = Stripe
- **FC** = Functional classification
- **PC** = Pinellas County
- **SU** = Shared use lane
- **L, LM** = Local, Local Major
- **PP** = Pinellas Park
- **TIP** = Transportation Improvement Program

---

**MPO Bicycle Pedestrian Master Plan - Facilities Element**

**Page SW-10**
## Sector 11N - North St. Petersburg Proposed Sidewalks

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>San Martin Bd</td>
<td>Tallahassee Dr</td>
<td>Gandy Bd</td>
<td>PC</td>
<td>C</td>
<td>1.4</td>
</tr>
</tbody>
</table>

Note: Column one numbers correspond with map locations on Figure 8-13

**Key:**
- **aadt** = annual average daily traffic
- **LRTP** = Long Range Transportation Plan
- **RSF** = Resurfacing
- **AP** = Add paved shoulders through reconst.
- **MA** = Minor arterial
- **RST** = Restripe
- **C** = Collector
- **MC** = Minor collector
- **SP** = St. Petersburg
- **CST** = Construction
- **MKS** = Add markings and signage
- **ST** = State
- **Enhancement** = curb, gutter, swalk & blane improvements
- **PA** = Principal arterial
- **STR** = Stripe
- **FC** = Functional classification
- **PC** = Pinellas County
- **SU** = Shared use lane
- **L, LM** = Local, Local Major
- **RCST** = Reconstruction
- **TIP** = Transportation Improvement Program
### Sector 11E - East St. Petersburg Proposed Sidewalks

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Mile(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>35th Ter S</td>
<td>31st St</td>
<td>Fairway Ave S</td>
<td>SP</td>
<td>C</td>
<td>0.2</td>
</tr>
<tr>
<td>2</td>
<td>Fairway Ave S</td>
<td>35th Ter S</td>
<td>Alcazar Way S</td>
<td>SP</td>
<td>C</td>
<td>1</td>
</tr>
<tr>
<td>3</td>
<td>Country Club Way</td>
<td>Alcazar Way S</td>
<td>Dr MLK Jr St</td>
<td>SP</td>
<td>C</td>
<td>1</td>
</tr>
</tbody>
</table>

**Notes:**
1) Column one numbers correspond with map locations on Figure 8-14
2) Above sidewalks included in project on MPO priority list for Trans. Alternatives funding

### Sector 11E - Downtown St. Petersburg Sidewalks
None

---

**Key:**
- **aadt** = annual average daily traffic
- **LRTP** = Long Range Transportation Plan
- **RSF** = Resurfacing
- **AP** = Add paved shoulders through reconst.
- **MA** = Minor arterial
- **RST** = Restripe
- **C** = Collector
- **MC** = Minor collector
- **SP** = St. Petersburg
- **CST** = Construction
- **MKS** = Add markings and signage
- **ST** = State
- **Enhancement** = curb, gutter, swalk & blane improvements
- **PA** = Principal arterial
- **STR** = Stripe
- **FC** = Functional classification
- **PC** = Pinellas County
- **SU** = Shared use lane
- **L, LM** = Local, Local Major
- **RCST** = Reconstruction
- **TIP** = Transportation Improvement Program

---
**Sector 11W - West St. Petersburg and Gulfport Proposed Sidewalks**

None

**Sector 12 - Treasure Island, St. Pete Beach, and Tierra Verde and 11S - South St. Petersburg Proposed Sidewalks**

None

**Sector 14 - Lealman and Kenneth City Proposed Sidewalks**

<table>
<thead>
<tr>
<th>No</th>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Juris</th>
<th>FC</th>
<th>Miles(s)</th>
<th>Proposed Imp./Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Belcher Rd</td>
<td>54th Ave N</td>
<td>38th Ave N</td>
<td>PC</td>
<td>MA</td>
<td>1</td>
<td>Project to expand road to 2 lane div. planned in LRTP</td>
</tr>
<tr>
<td>2</td>
<td>62nd Ave</td>
<td>62nd St</td>
<td>58th St</td>
<td>PC</td>
<td>MA</td>
<td>0.5</td>
<td>Road planned for improvement to 2 lane div., 66th St to 49th St, in LRTP</td>
</tr>
<tr>
<td>3</td>
<td>62nd Ave N</td>
<td>49th St</td>
<td>34th St</td>
<td>PC</td>
<td>MA</td>
<td>1.2</td>
<td>Road planned for improvement to 4 lane div. in LRTP</td>
</tr>
<tr>
<td>4</td>
<td>Haines Rd</td>
<td>70th Ave</td>
<td>62nd Ave N</td>
<td>PC</td>
<td>C</td>
<td>0.6</td>
<td>Road scheduled for enhancement, 70th Ave N to I-275, in TIP</td>
</tr>
<tr>
<td>5</td>
<td>Haines Rd</td>
<td>58th Ave N</td>
<td>54th Ave N</td>
<td>PC</td>
<td>C</td>
<td></td>
<td>Same as above</td>
</tr>
<tr>
<td>6</td>
<td>46th Ave N</td>
<td>58th St</td>
<td>46th St</td>
<td>PC</td>
<td>C</td>
<td>0.3</td>
<td>Same as above</td>
</tr>
</tbody>
</table>

Note: Column one numbers correspond with map locations on Figure 8-18

**Key:**

- **aadt** = annual average daily traffic
- **AP** = Add paved shoulders through reconst.
- **C** = Collector
- **CST** = Construction
- **Enhancement** = curb, gutter, swalk & lane improvements
- **FC** = Functional classification
- **FC, LM** = Local, Local Major
- **LRTP** = Long Range Transportation Plan
- **MA** = Minor arterial
- **MC** = Minor collector
- **MKS** = Add markings and signage
- **PA** = Principal arterial
- **PC** = Pinellas County
- **RCST** = Reconstruction
- **RSF** = Resurfacing
- **RST** = Restripe
- **ST** = State
- **SU** = Shared use lane
- **TIP** = Transportation Improvement Program
- **STR** = Stripe
Figure 8-1
Pinellas County Bicycle and Pedestrian Master Plan
Sidewalks
LEGEND
1 to 50 Percent Coverage
51 to 99 Percent Coverage
100 Percent Coverage
No Sidewalk
Planning Sectors

Sidewalks
Figure 8-2
Sector 1: Tarpon Springs

MPO Bicycle Pedestrian Master Plan - Facilities Element
Page SW-A2
Sidewalks

Figure 8-3
Sector 2: East Lake Tarpon
Sidewalks

Figure 8-4
Sector 3: Palm Harbor

TRIP DESTINATIONS

- School (K-12)
- College
- Library
- Courthouse/City Hall
- Park
- Hospital
- Rec. Fac./Community Ctr.
- Transit Station/Terminal
- Major Employer
- Museum
- Baseball Stadium
- Beach Access Park
- Airport
- Shopping Mall

LEGEND

- 1 to 50 Percent Coverage
- 51 to 99 Percent Coverage
- 100 Percent Coverage
- No Sidewalk
- Planning Sectors
Sidewalks

Figure 7-6

Sector 5: Safety Harbor and Oldsmar

LEGEND

1 to 50 Percent Coverage
51 to 99 Percent Coverage
100 Percent Coverage
No Sidewalk
Planning Sectors
Figure 8-7
Sector 6W: West Clearwater

Sidewalks

LEGEND

1 to 50 Percent Coverage
51 to 99 Percent Coverage
100 Percent Coverage
No Sidewalk
Planning Sectors

TRIP DESTINATIONS

- School (K-12)
- College
- Library
- Courthouse/City Hall
- Park
- Hospital/Health Facility
- Rec. Fac./Community Ctr.
- Transit Station/Terminal
- Major Employer
- Museum
- Baseball Stadium
- Beach Access Park
- Airport
- Shopping Mall
Figure 8-8
Sector 6E: East Clearwater
Figure 8-9

Sector 7: Largo and
Sector 13N: Indian Rocks Beach, Belleair Shore, and Belleair Beach
Sidewalks

Figure 8-10
Sector 8: Highpoint
Figure 8-11

Sector 9: Seminole and
Sector 13S: Indian Shores,
Redington Shores, N. Redington
Beach, Redington Beach,
Madeira Beach

Sidewalks

TRIP DESTINATIONS
- School (K-12)
- College
- Library
- Courthouse/City Hall
- Park
- Hospital
- Rec. Fac./Community Ctr.
- Transit Station/Terminal
- Major Employer
- Museum
- Baseball Stadium
- Beach Access Park
- Airport
- Shopping Mall

LEGEND
- 1 to 50 Percent Coverage
- 51 to 99 Percent Coverage
- 100 Percent Coverage
- No Sidewalk
- Planning Sectors
Legend:
- 1 to 50 Percent Coverage
- 51 to 99 Percent Coverage
- 100 Percent Coverage
- No Sidewalk
- Planning Sectors

Sidewalks

Figure 8-12
Sector 10: Pinellas Park
Sidewalks

Figure 8-13
Sector 11N: North St. Petersburg
Sidewalks

Figure 8-16
Sector 11E: Downtown St. Petersburg
Sidewalks

Figure 8-14
Sector 11W: West St. Petersburg and Gulfport
Fig 8-16

1 to 50 Percent Coverage
51 to 99 Percent Coverage
100 Percent Coverage
No Sidewalk
Planning Sectors

LEGEND

Sidewalks

Sector 12: South Beaches and Tierra Verde
Sector 11S: South St. Petersburg

TRIP DESTINATIONS

School (K-12)
College
Library
Courthouse/City Hall
Park
Hospital
Rec. Fac./Community Ctr.
Transit Station/Terminal
Major Employer
Museum
Baseball Stadium
Beach Access Park
Airport
Shopping Mall

Treasure Island and St. Pete Beach