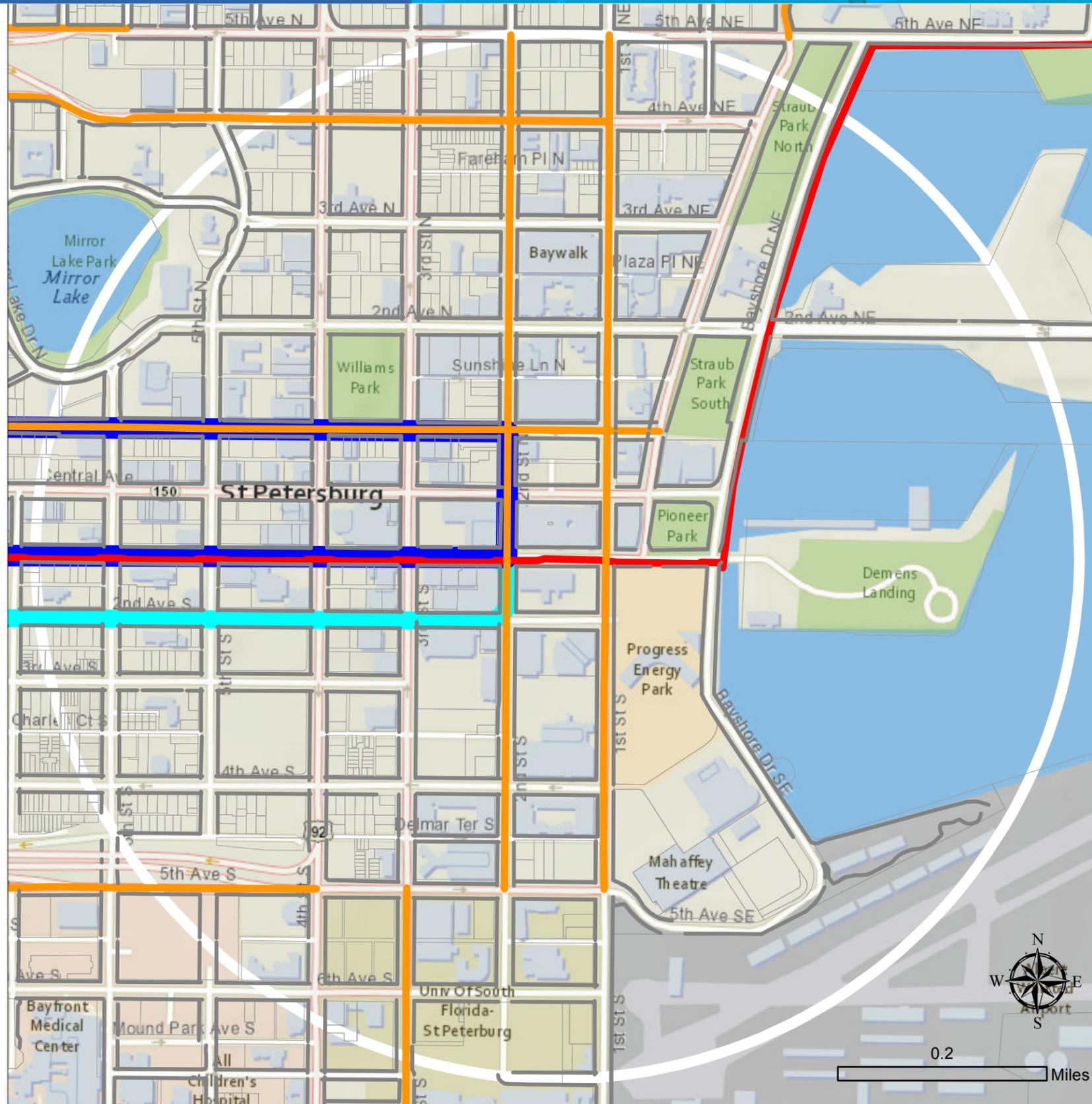


STATION 1: ST. PETERSBURG-DOWNTOWN EAST



KEY CONSIDERATIONS

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

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

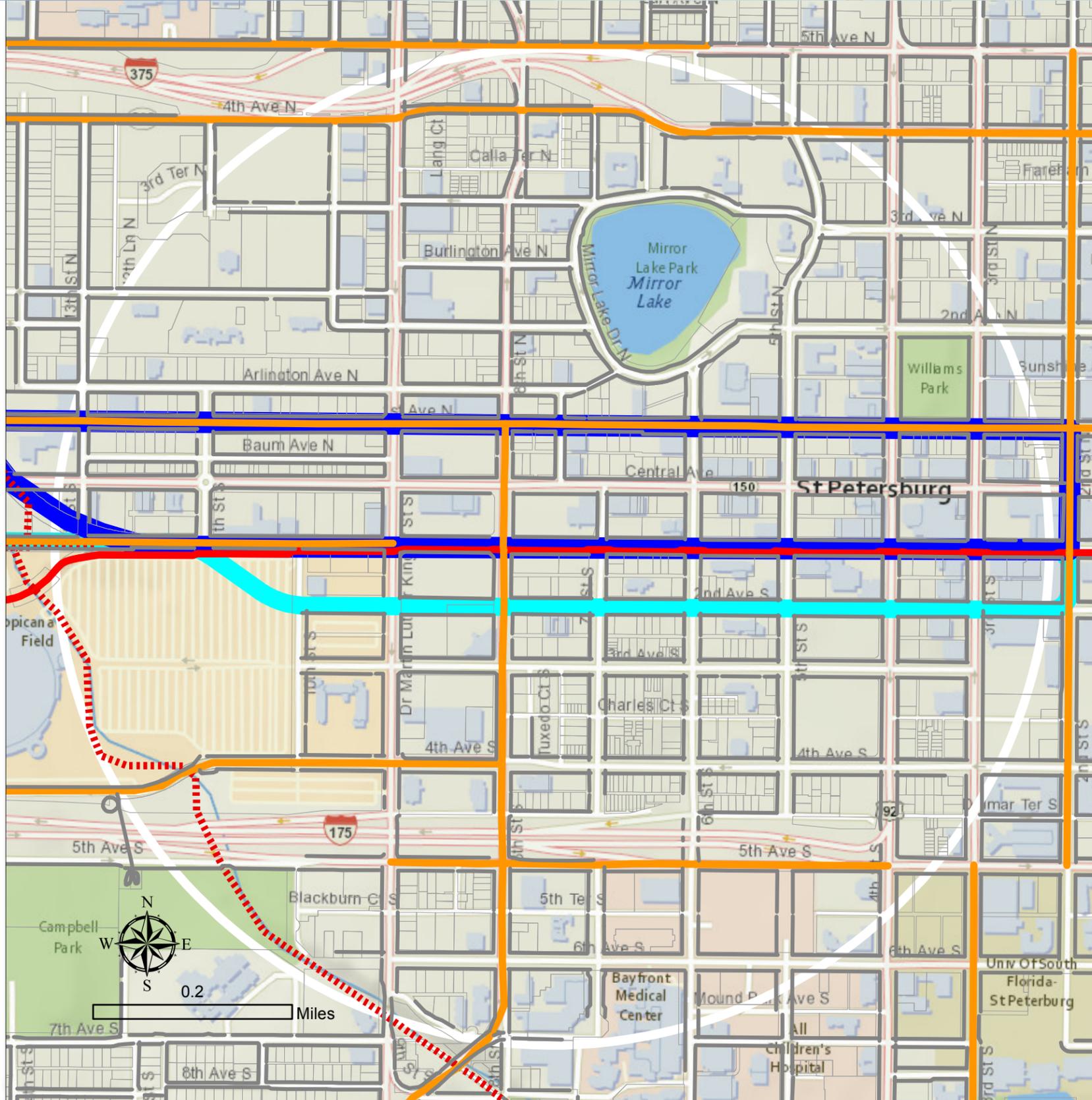
| Block Sizes | No. within Station Area | Percent of Total Area |
|---------------------------------------|-------------------------|-----------------------|
| Walkable: 0 - 1600 Feet | 51 | 28.2% |
| Fairly Walkable: 1601 - 2000 Feet | 29 | 28.7% |
| Walk Access Limited: 2001 - 2400 Feet | 11 | 13.9%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

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

LEGEND

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

STATION 2: DR. MARTIN LUTHER KING JR. STREET



KEY CONSIDERATIONS

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

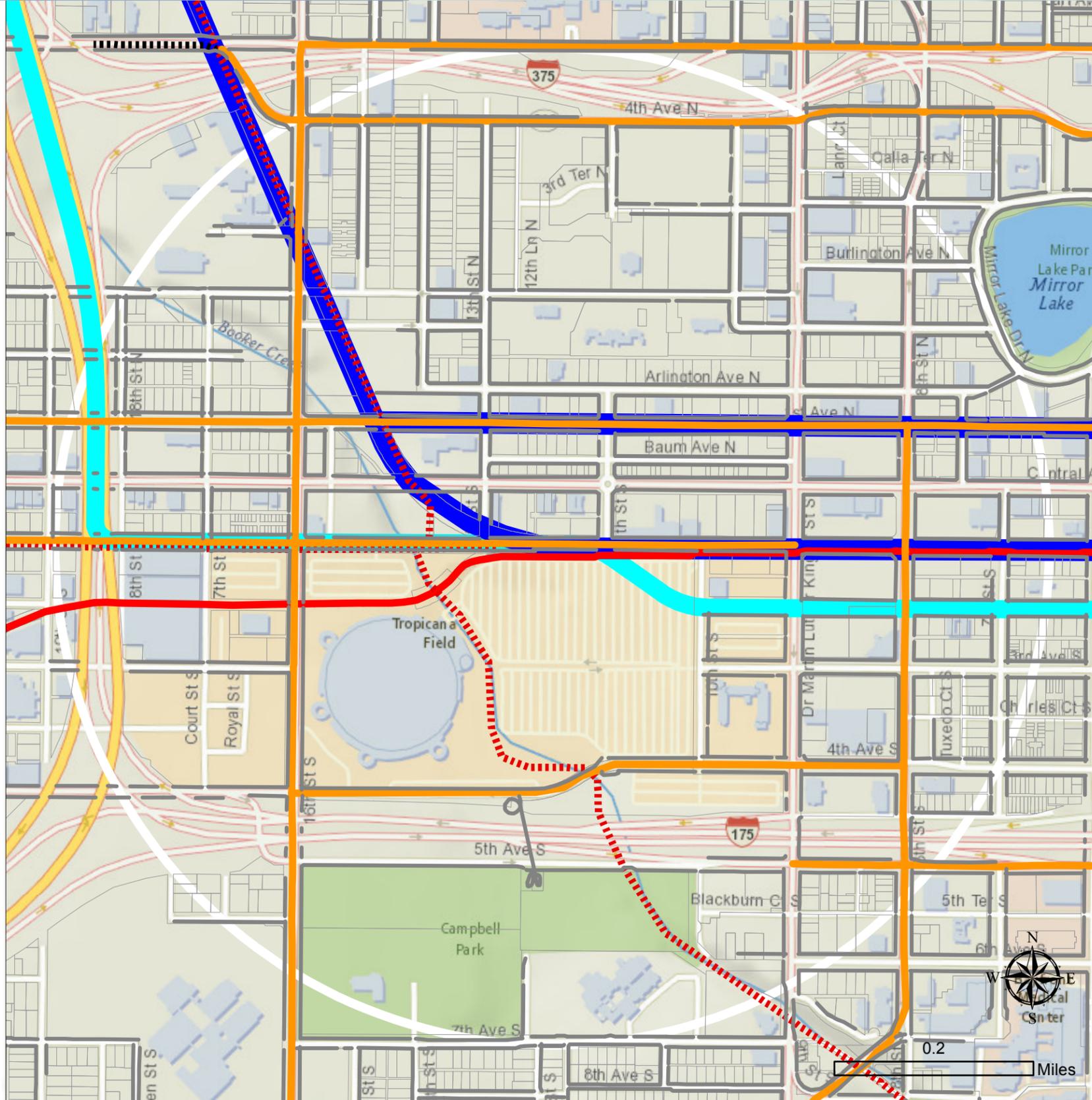
| Infrastructure Summary | | |
|------------------------|----------|----------|
| | Existing | Proposed |
| Bike Lanes (Miles) | 3.7 | 0 |
| Trails (Miles) | 1.0 | 0.6 |
| Sidewalks (Miles) | 25.6 | 0 |

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

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

LEGEND

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



KEY CONSIDERATIONS

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

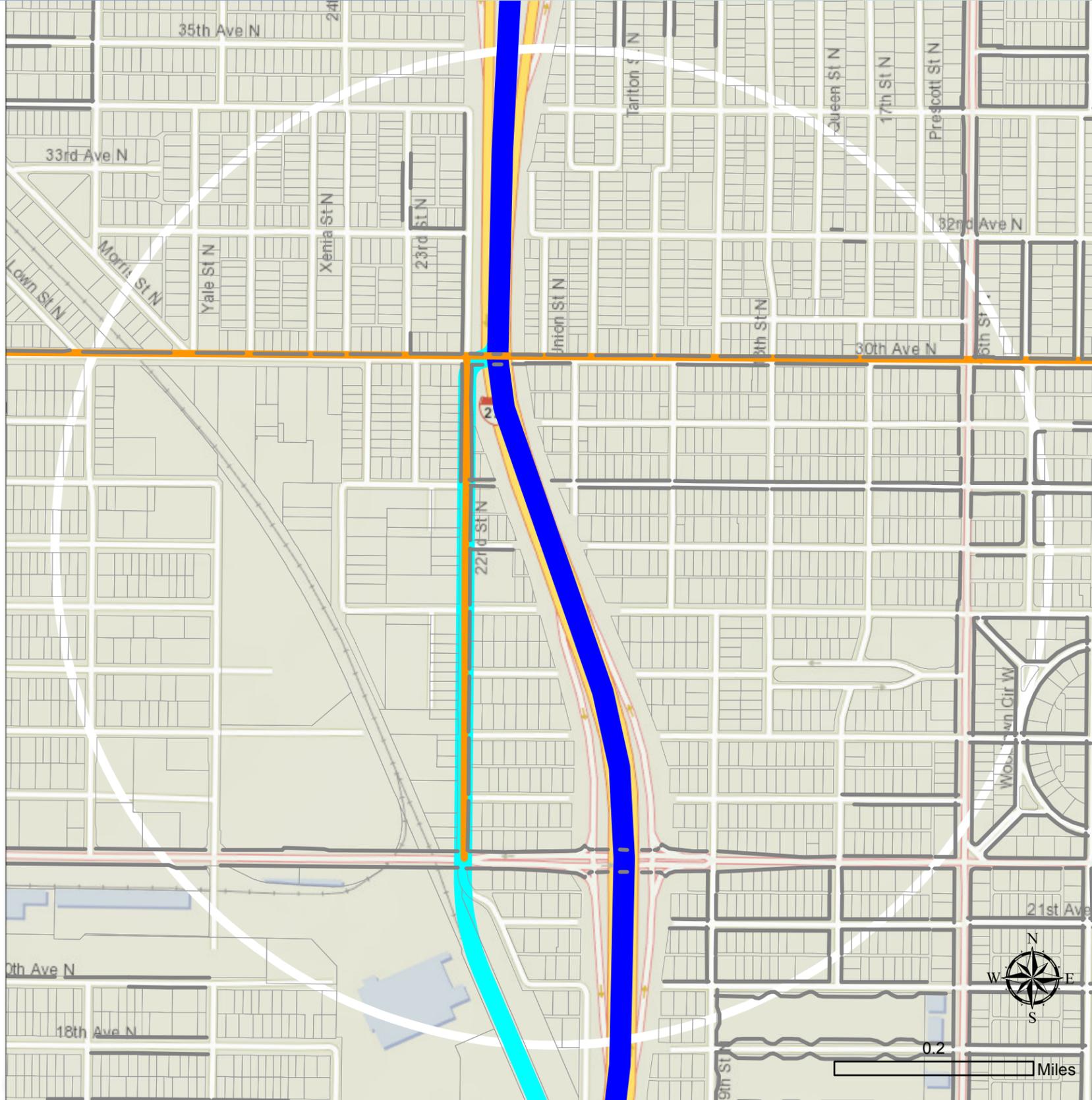
| Infrastructure Summary | | |
|------------------------|----------|----------|
| | Existing | Proposed |
| Bike Lanes (Miles) | 4.3 | 0 |
| Trails (Miles) | 1.0 | 2.0 |
| Sidewalks (Miles) | 21.1 | N/A |

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

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

LEGEND

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



KEY CONSIDERATIONS

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

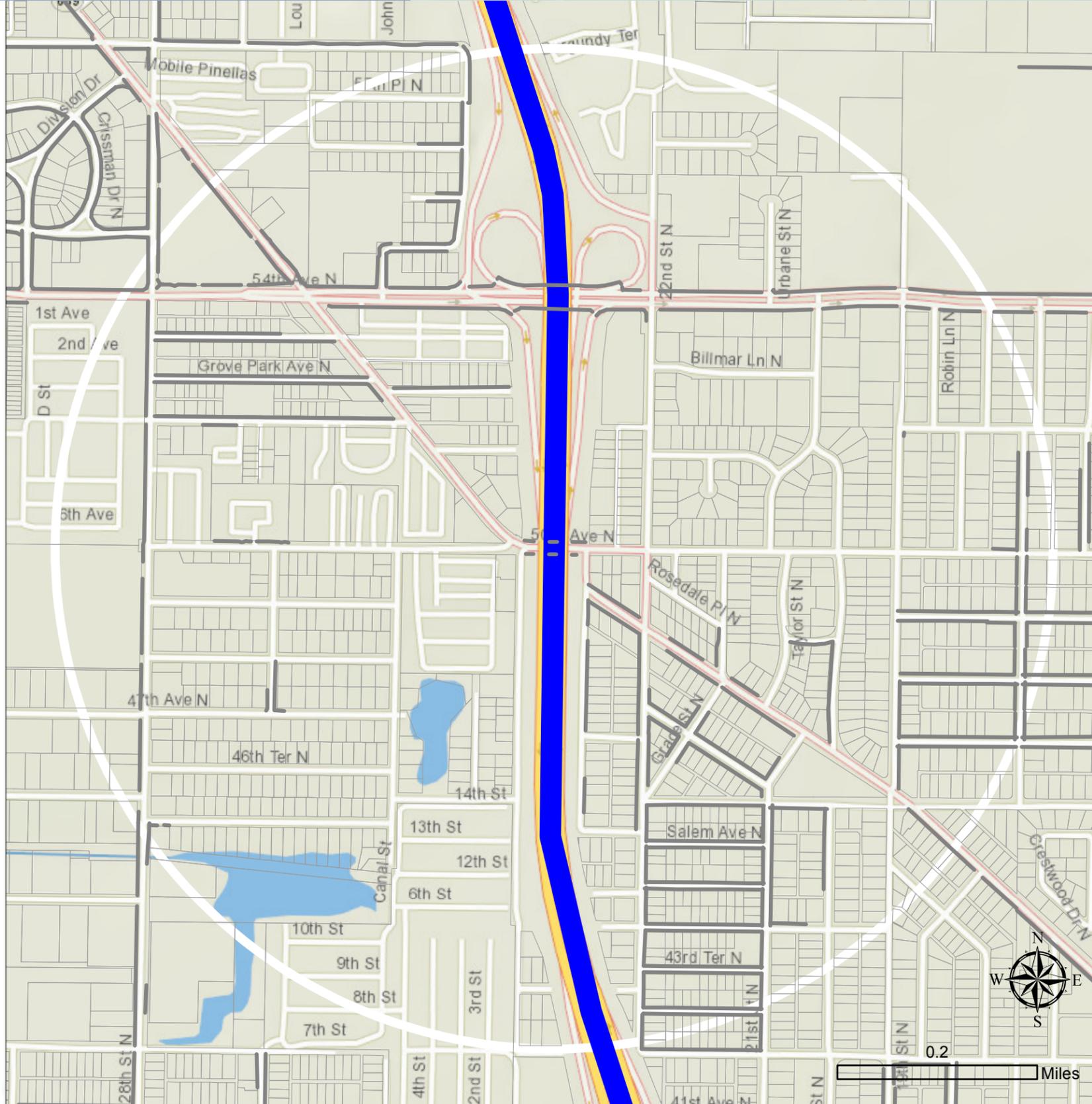
| Infrastructure Summary | | |
|------------------------|----------|----------|
| | Existing | Proposed |
| Bike Lanes (Miles) | 1.4 | 0 |
| Trails (Miles) | 0.0 | 0 |
| Sidewalks (Miles) | 7.2 | N/A |

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

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

LEGEND

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



KEY CONSIDERATIONS

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

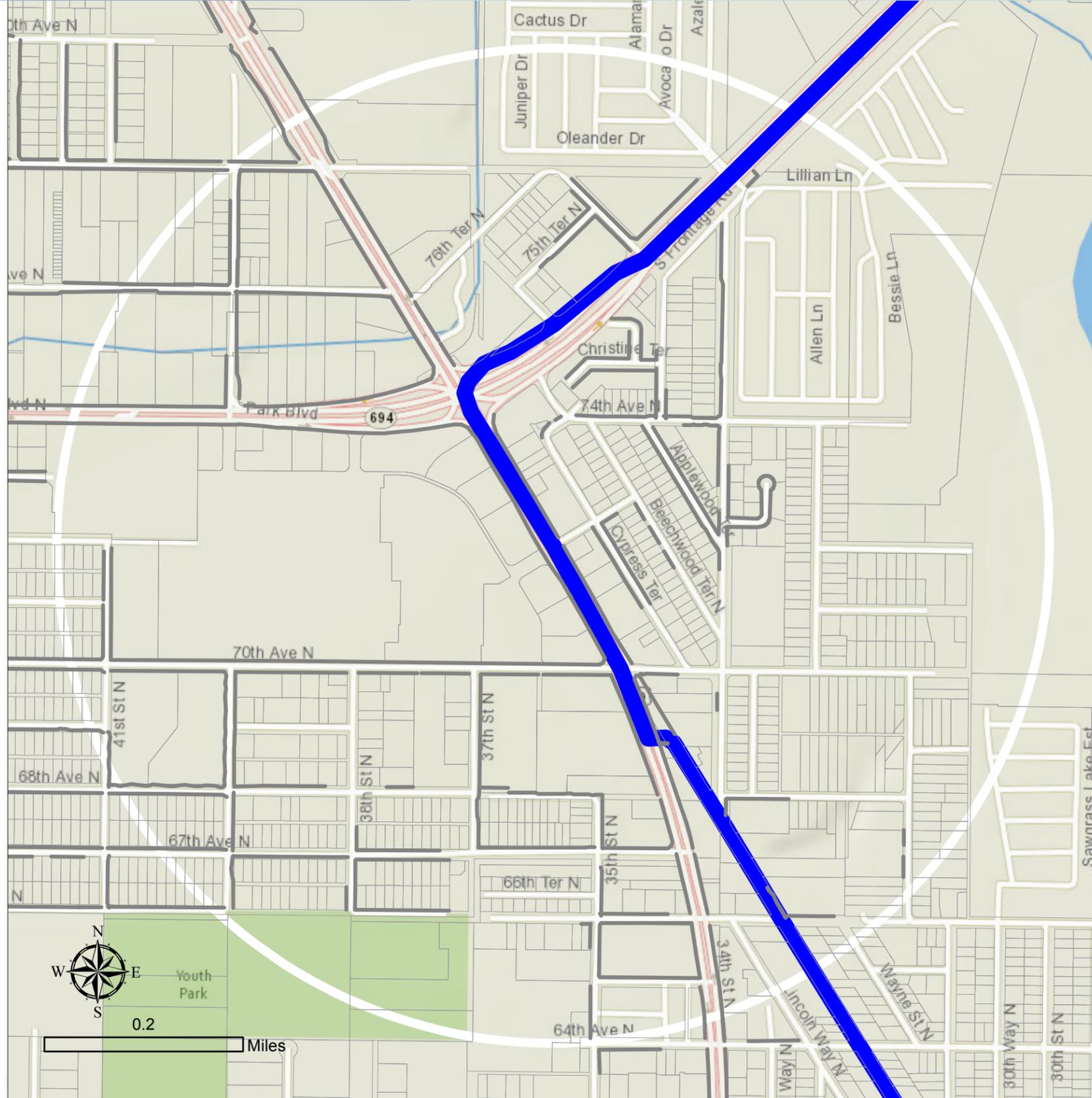
| Infrastructure Summary | | |
|------------------------|----------|----------|
| | Existing | Proposed |
| Bike Lanes (Miles) | 0 | 0 |
| Trails (Miles) | 0 | 0 |
| Sidewalks (Miles) | 8.6 | N/A |

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

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

LEGEND

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



KEY CONSIDERATIONS

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

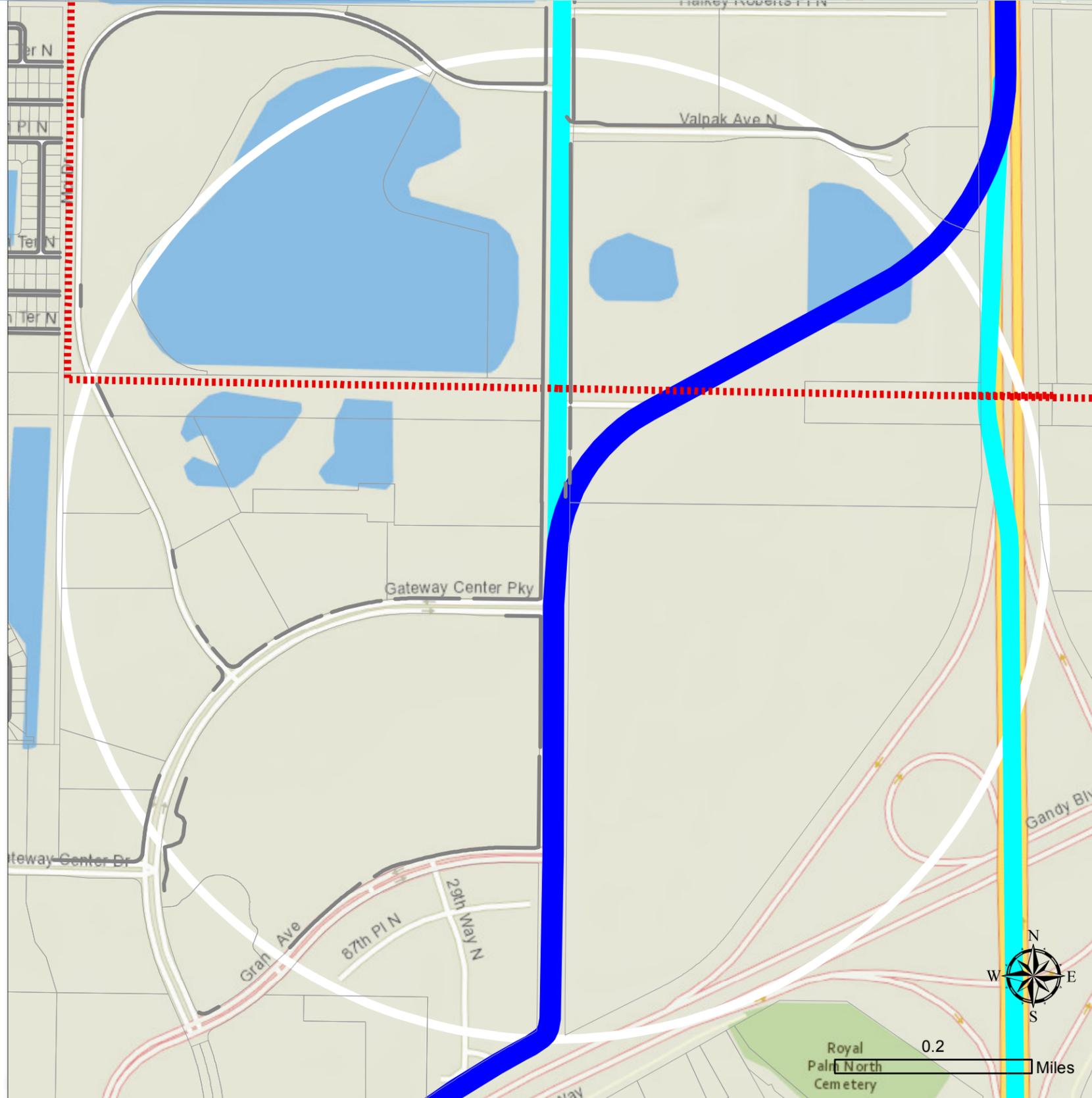
| Infrastructure Summary | | |
|------------------------|----------|----------|
| | Existing | Proposed |
| Bike Lanes (Miles) | 0 | 0 |
| Trails (Miles) | 0 | 0 |
| Sidewalks (Miles) | 9.2 | N/A |

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

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

LEGEND

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



KEY CONSIDERATIONS

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

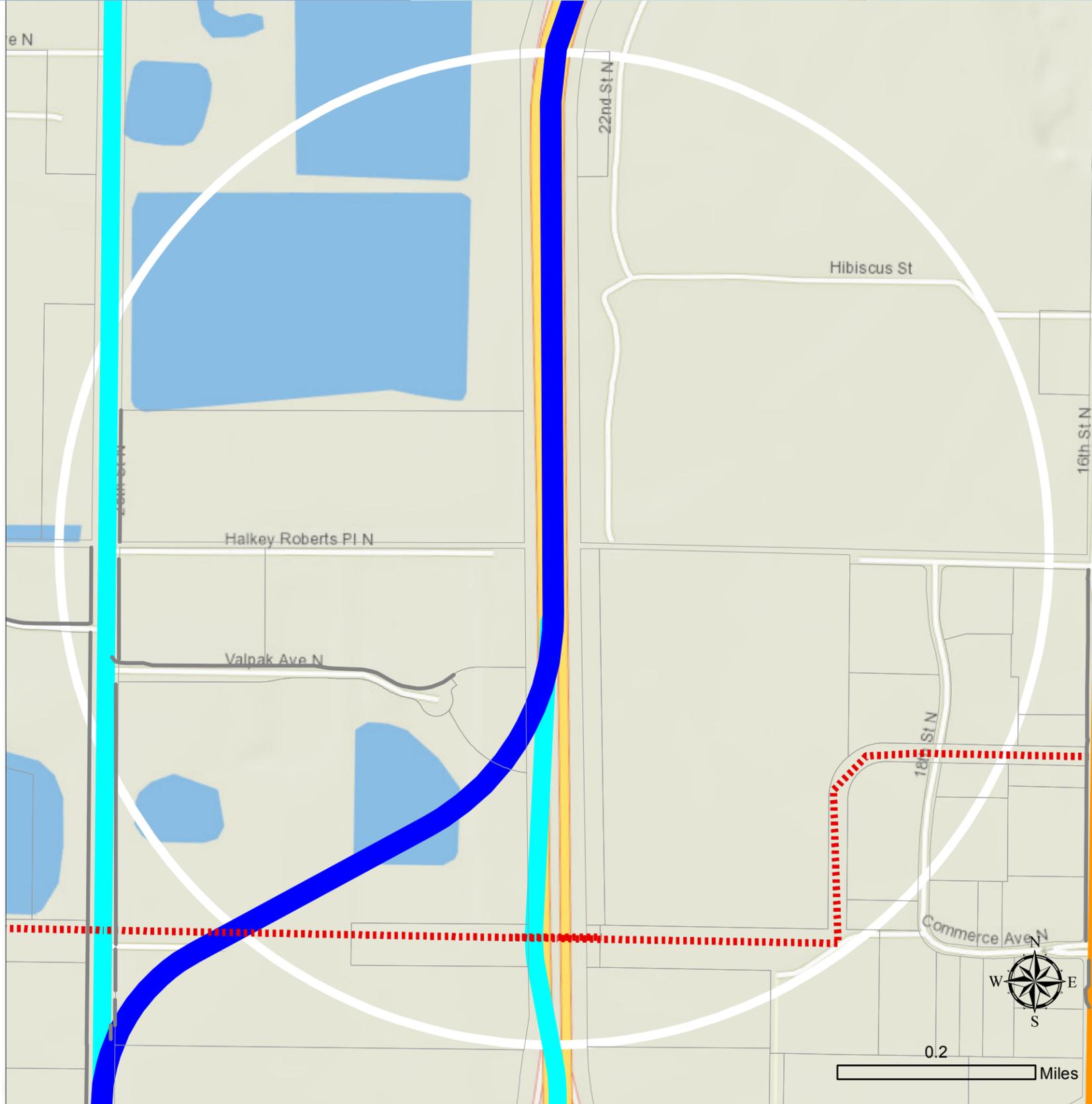
| Infrastructure Summary | | |
|------------------------|----------|----------|
| | Existing | Proposed |
| Bike Lanes (Miles) | 0 | 0 |
| Trails (Miles) | 0 | 1.0 |
| Sidewalks (Miles) | 2.4 | N/A |

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

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

LEGEND

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



KEY CONSIDERATIONS

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

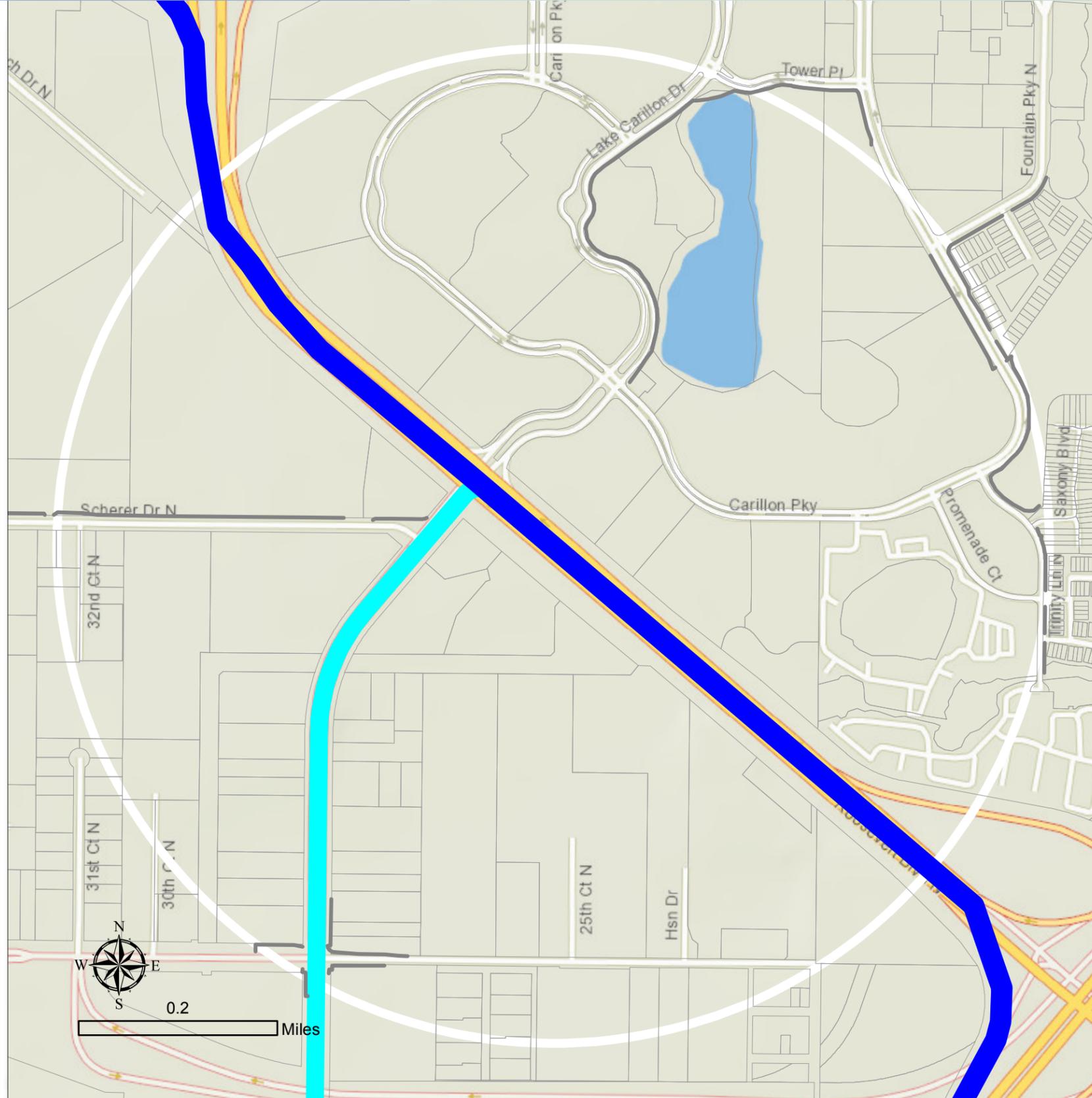
| Infrastructure Summary | | |
|------------------------|----------|----------|
| | Existing | Proposed |
| Bike Lanes (Miles) | 0 | 0 |
| Trails (Miles) | 0 | 1.1 |
| Sidewalks (Miles) | 0.9 | N/A |

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

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

LEGEND

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



KEY CONSIDERATIONS

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

| Infrastructure Summary | | |
|------------------------|----------|----------|
| | Existing | Proposed |
| Bike Lanes (Miles) | 0 | 0 |
| Trails (Miles) | 0 | 0 |
| Sidewalks (Miles) | 1.6 | N/A |

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

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

LEGEND

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

STATION 10: ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT



KEY CONSIDERATIONS

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

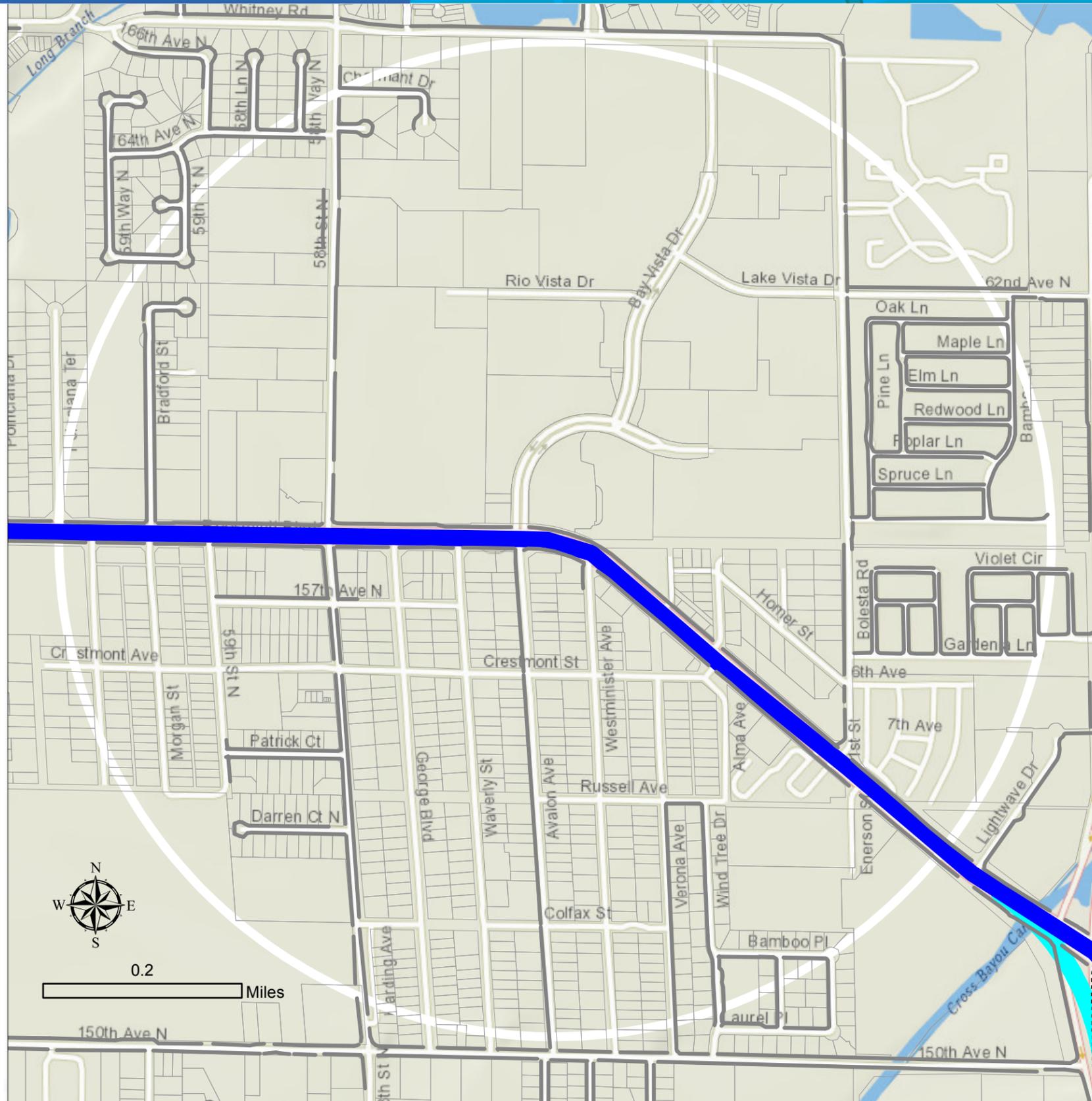
| Infrastructure Summary | | |
|------------------------|----------|----------|
| | Existing | Proposed |
| Bike Lanes (Miles) | 0 | 0.7 |
| Trails (Miles) | 0 | 0 |
| Sidewalks (Miles) | 1.9 | N/A |

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

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

LEGEND

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



KEY CONSIDERATIONS

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

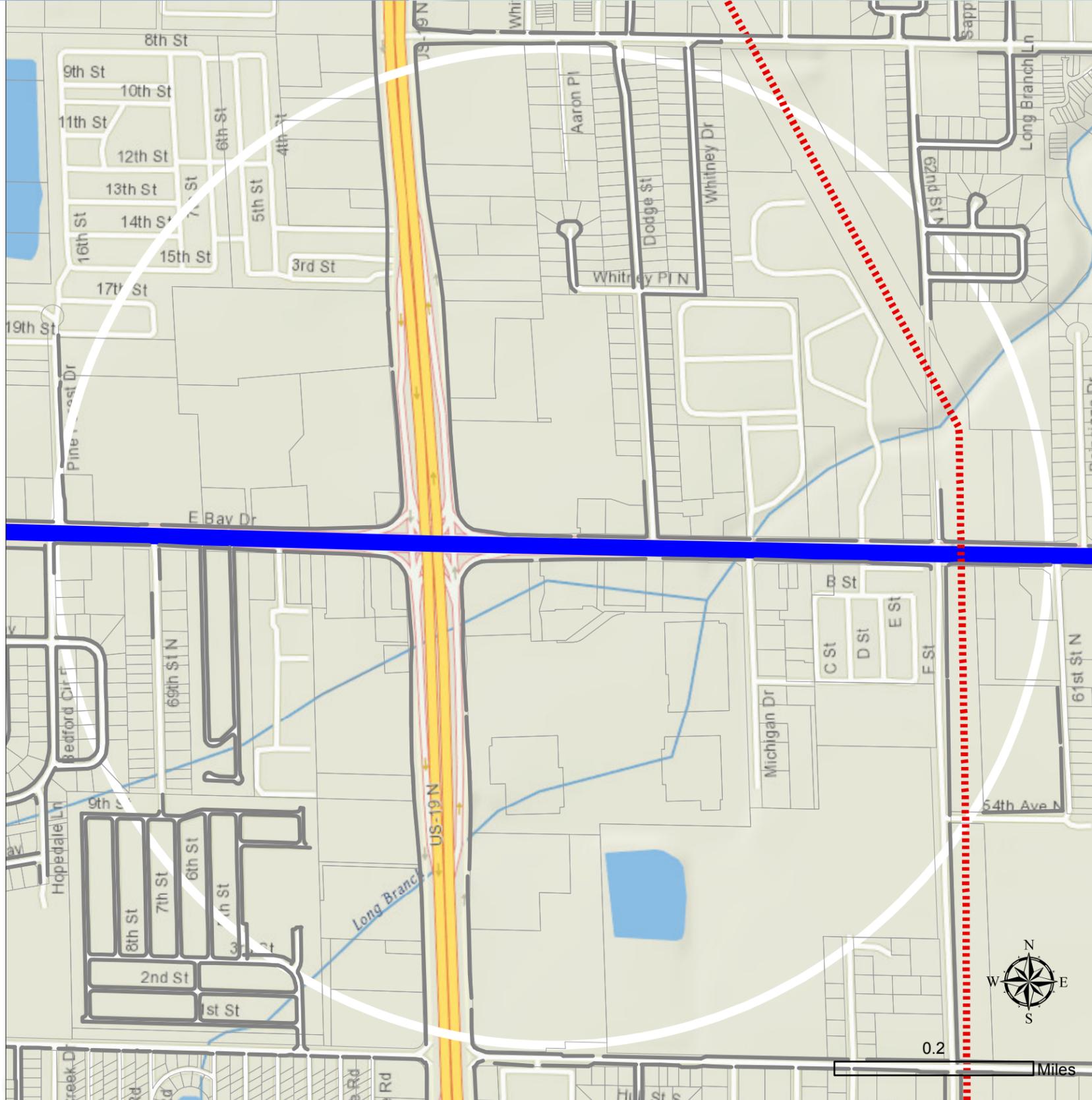
| Infrastructure Summary | | |
|------------------------|----------|----------|
| | Existing | Proposed |
| Bike Lanes (Miles) | 0 | 0 |
| Trails (Miles) | 0 | 0 |
| Sidewalks (Miles) | 11.2 | N/A |

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

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

LEGEND

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



KEY CONSIDERATIONS

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

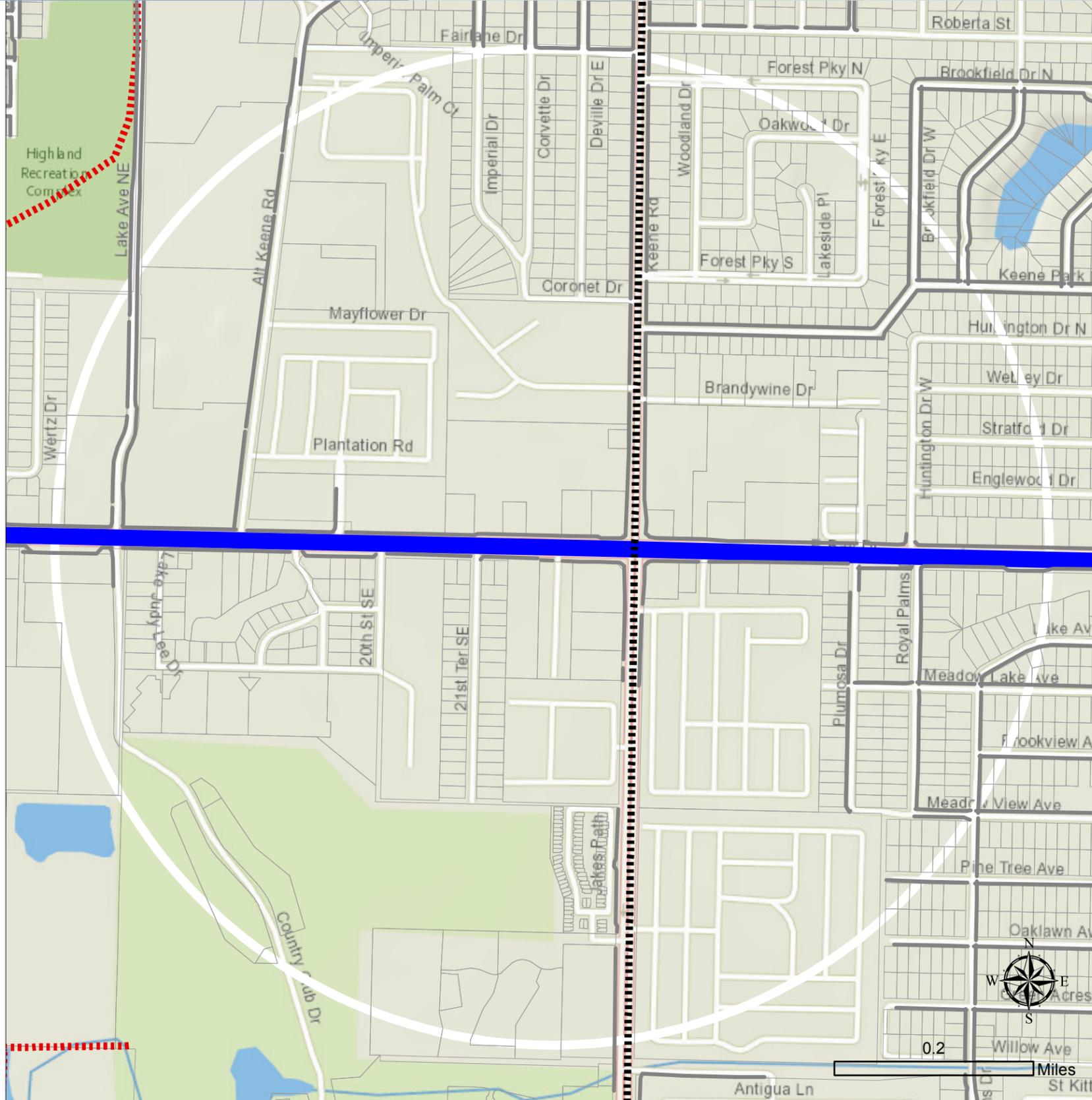
| Infrastructure Summary | | |
|------------------------|----------|----------|
| | Existing | Proposed |
| Bike Lanes (Miles) | 0 | 0 |
| Trails (Miles) | 0 | 0.8 |
| Sidewalks (Miles) | 8.2 | N/A |

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

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

LEGEND

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



KEY CONSIDERATIONS

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

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

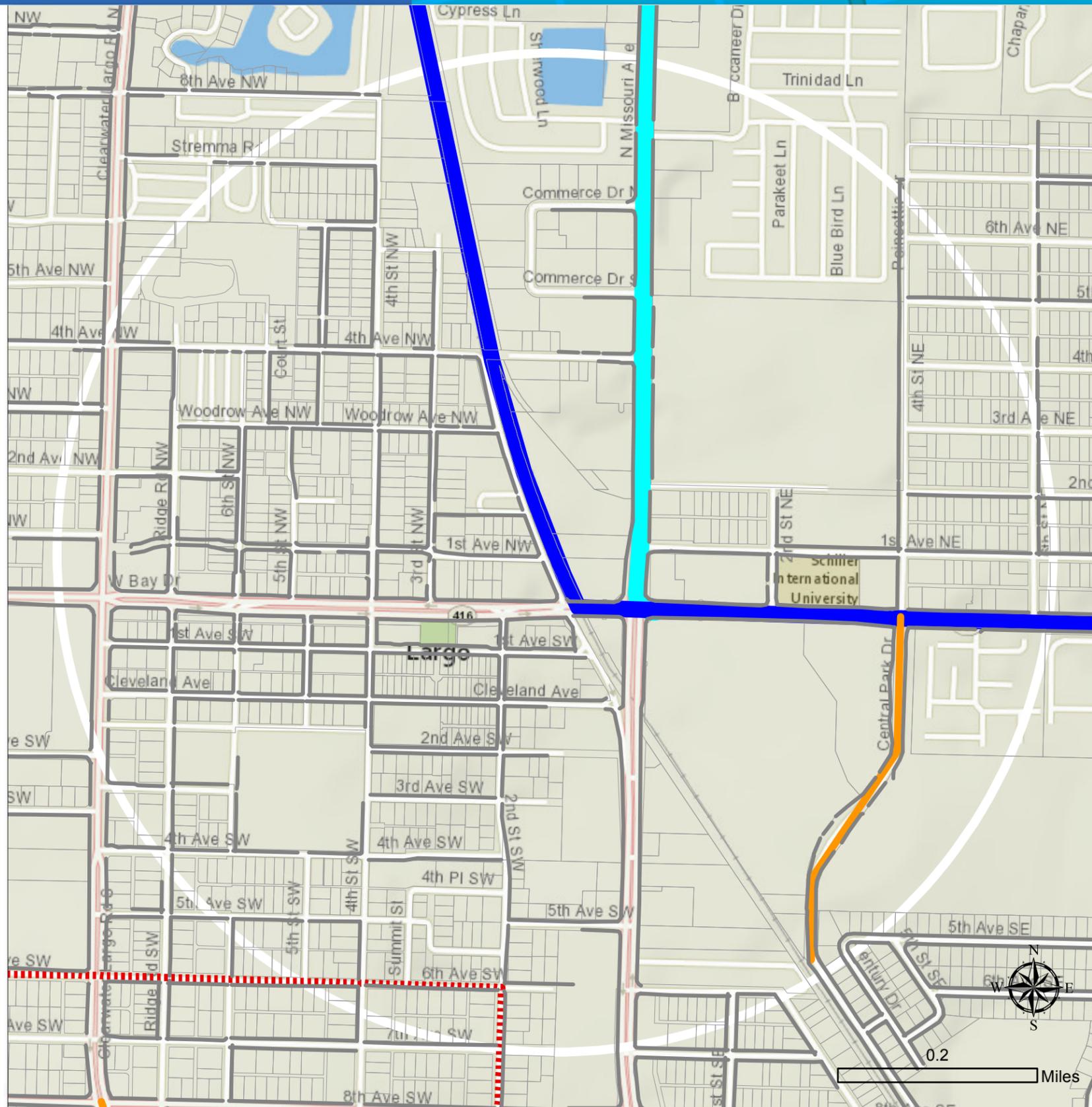
| Block Sizes | No. within Station Area | Percent of Total Area |
|---------------------------------------|-------------------------|-----------------------|
| Walkable: 0 - 1600 Feet | 36 | 3.3% |
| Fairly Walkable: 1601 - 2000 Feet | 12 | 2.6% |
| Walk Access Limited: 2001 - 2400 Feet | 7 | 2.0% |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

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

LEGEND

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

STATION 14: DOWNTOWN LARGO



KEY CONSIDERATIONS

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

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

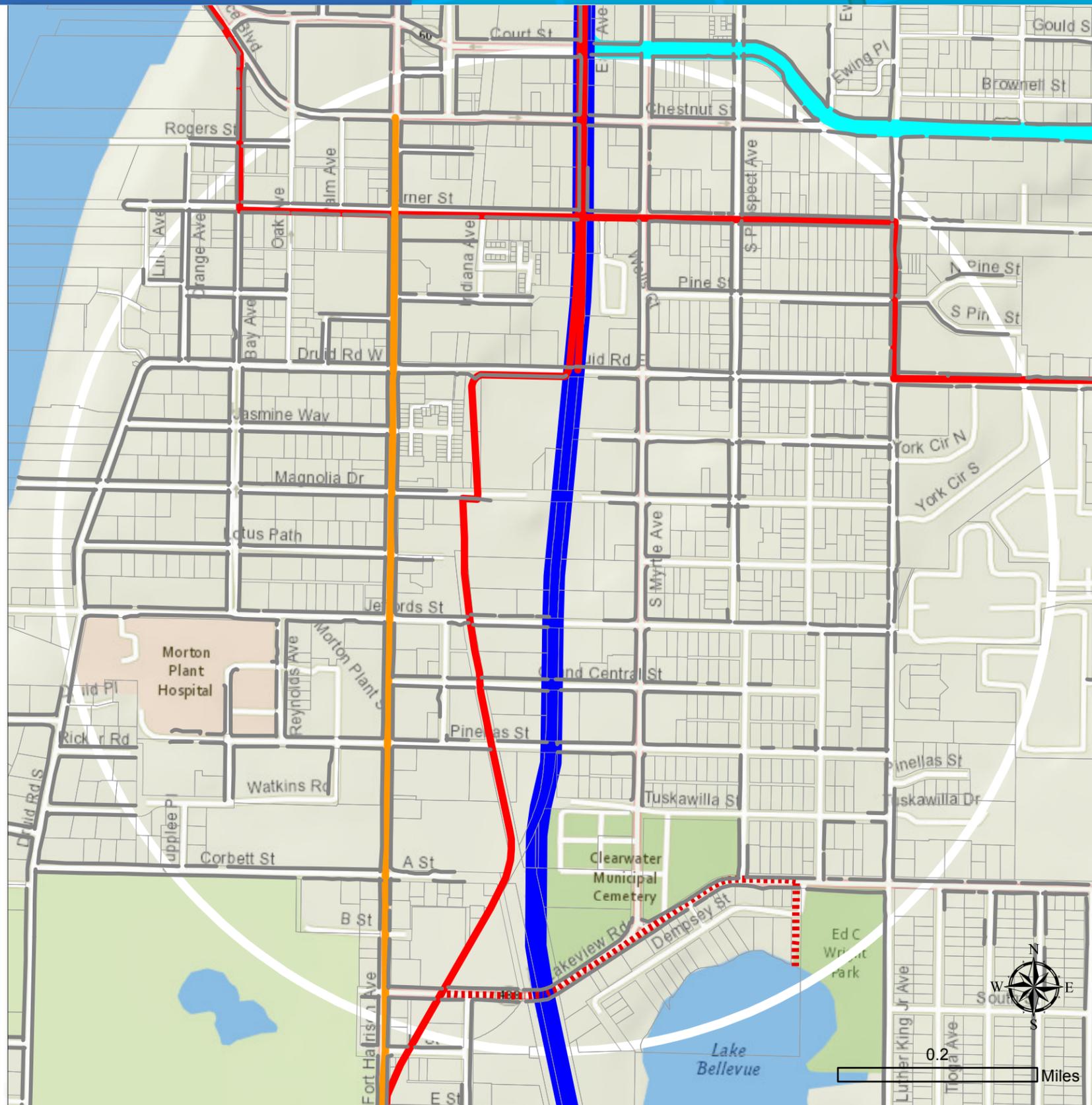
| Block Sizes | No. within Station Area | Percent of Total Area |
|---------------------------------------|-------------------------|-----------------------|
| Walkable: 0 - 1600 Feet | 69 | 9.9% |
| Fairly Walkable: 1601 - 2000 Feet | 17 | 4.9% |
| Walk Access Limited: 2001 - 2400 Feet | 26 | 10.6%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

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

LEGEND

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

STATION 15: CLEARWATER SOUTH



KEY CONSIDERATIONS

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

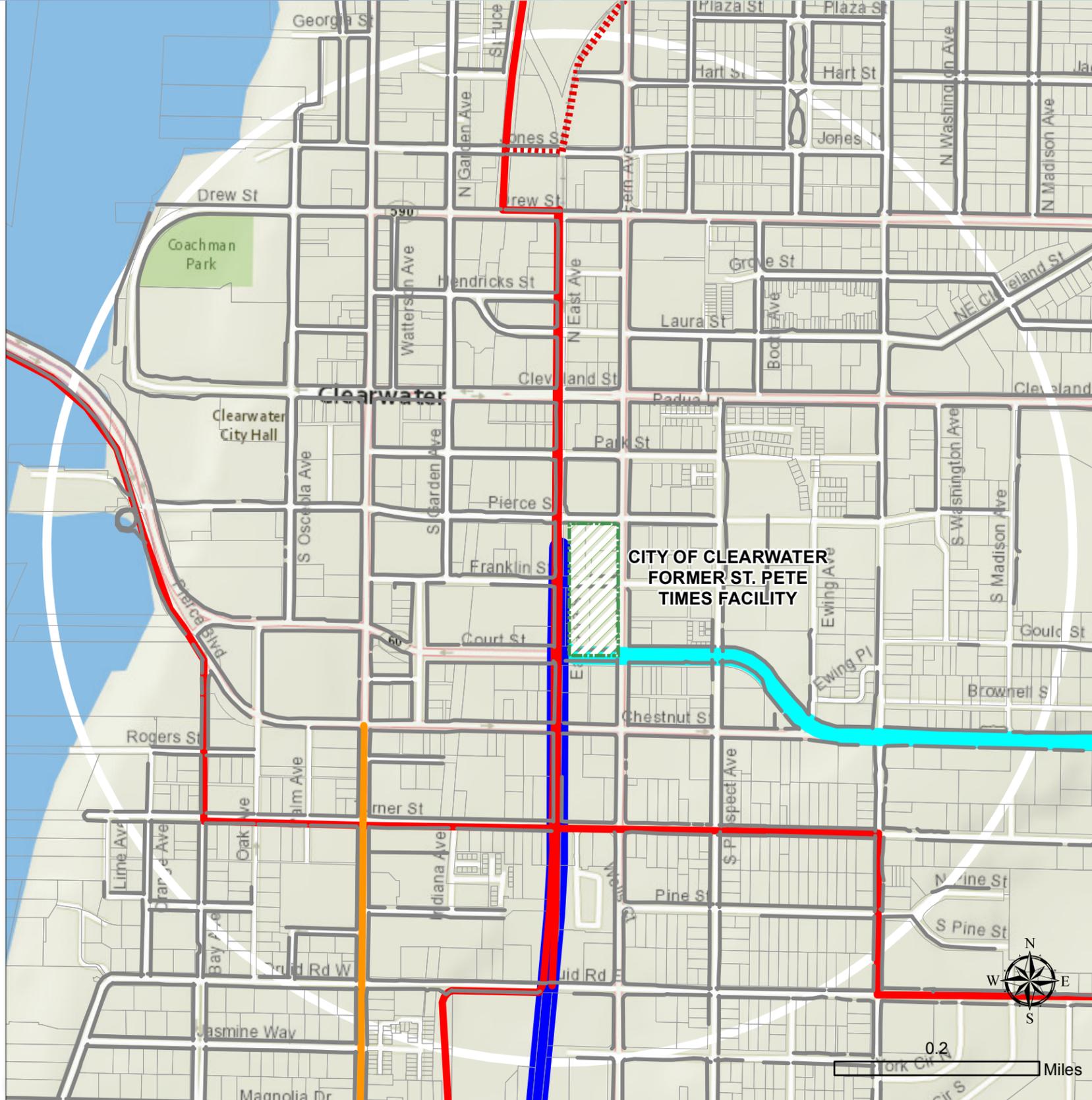
| Infrastructure Summary | | |
|------------------------|----------|----------|
| | Existing | Proposed |
| Bike Lanes (Miles) | 0.9 | 0 |
| Trails (Miles) | 2.4 | 0.5 |
| Sidewalks (Miles) | 19.6 | N/A |

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

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

LEGEND

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



KEY CONSIDERATIONS

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

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

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

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

LEGEND

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