

B. TRANSPORTATION ELEMENT

The purpose of the Transportation Element is to plan for a multi-modal transportation system in Clearwater which includes public transit, bicycling, walking, air travel, rail facilities, vehicular traffic and parking facilities, establish intermodal connections and support the Future Land Use Element.

Transportation Needs Summary

The following summarizes Clearwater's transportation needs:

Traffic Circulation & Mobility

- Multi-modal transportation improvements to Clearwater Beach should continue to be planned and/or utilized to alleviate traffic congestion and parking demands on the Memorial Causeway and the beach.
- Access management to improve traffic flow will continue to be an important issue in development reviews, with particular emphasis on congested links.
- Belleair Road (CR462) and Clearwater Memorial Causeway (SR60) are physically and/or environmentally constrained.
- The City will continue to work with Florida Department of Transportation (FDOT), the Metropolitan Planning Organization (MPO), Tampa Bay Area Regional Transportation Authority (TBARTA), Pinellas Suncoast Transit Authority (PSTA) and other agencies to create and maintain a multi-modal transportation system that is safe and efficient for all users, including bicyclists, pedestrians and transit users, as well as motorists.
- Recent and proposed FDOT improvements including new overpasses, frontage roads, and limited access to U.S. 19 are alleviating prior capacity issues that were due to both local traffic from adjacent development and regional movement, the control of which was beyond Clearwater's jurisdiction.

Mass Transit

- Mass transit service is provided by the system of buses operated by the Pinellas Suncoast Transit Authority (PSTA). All arterial and collector streets in the City are now served by PSTA.
- Fixed route service is generally adequate to provide service to low income and areas of elderly concentration. Elderly and handicapped transportation is supplemented by dial-a-ride service.
- Mass transit service is operated by a countywide agency subsidized by State and Federal funds and Ad Valorem taxes.
- Mass transit provisions should be included in future road expansions to allow for more efficient commuter patterns.

- The City will continue to work with the PSTA, MPO, TBARTA, and other agencies to promote the use of mass transit and address needs as identified in the long range mass transit plans.

Aviation

- Clearwater Airpark is a general aviation airport with no control tower, it has a three thousand (3,000) foot runway, and it is the home base for over one hundred aircraft. It has no Federal funding for improvements, and is under local control with restricted hours of operation and limitations on the types of operations that may be conducted.
- Most of Clearwater's aviation needs are satisfied by use of the passenger and freight facilities at Tampa International Airport and at St. Petersburg/Clearwater Airport; private aircraft needs can also be accommodated at St. Petersburg/Clearwater Airport.
- Current and predicted off-site environmental impacts are not anticipated to be a source of incompatibility based on Federal Aviation Administration's (F.A.A.) official land use guidance.
- An Airport Master Plan was developed in 2002 to identify improvements necessary to maintain and enhance airport operations. Updates to the Airport Master Plan are planned to be made by 2010 to include the current size of the property and planned facilities.

GOALS, OBJECTIVES, AND POLICIES

TRAFFIC CIRCULATION & MOBILITY

B.1 GOAL - THE CITY SHALL PROVIDE FOR A SAFE, CONVENIENT AND ENERGY EFFICIENT MULTIMODAL TRANSPORTATION SYSTEM THAT SERVES TO INCREASE MOBILITY, EFFICIENTLY UTILIZE ROADWAY CAPACITY, REDUCE THE INCIDENCE OF SINGLE-OCCUPANT VEHICLE TRAVEL, REDUCE THE CONTRIBUTION TO AIR POLLUTION FROM MOTOR VEHICLES, AND IMPROVE THE QUALITY OF LIFE TO THE CITIZENS OF THE CITY OF CLEARWATER.

B.1.1 Objective – Maintain the major road network performance within the City while furthering development of a multi-modal transportation system that increases mobility for pedestrians, bicyclists, and transit users as well as for motorists.

Policies

B.1.1.1 The City shall implement the Mobility Management System within the City's Community Development Code. The impacts of land development projects shall be managed through the application of Transportation Element policies, through requirements of the Community Development Code, and through the site plan review process. The Mobility Management System shall address the following:

- a. All development projects generating new peak hour trips shall be subject to payment of a multi-modal impact fee.
- b. Development projects that generate between 51 and 300 new peak hour trips on deficient roads shall be classified as tier 1 and required to submit a transportation management plan (TMP) designed to address their impacts while increasing mobility and reducing demand for single occupant vehicle travel.
- c. Development projects that generate more than 300 new peak hour trips on deficient roads shall be classified as tier 2, required to conduct a traffic impact study, and submit an accompanying report and TMP based on the report finding.
- d. Multi-modal impact fee assessments may be applied as credit toward the cost of a TMP.
- e. A traffic study and/or TMP for a development project not impacting a deficient road corridor shall be required if necessary to address the impact of additional trips generated by the project on the surrounding traffic circulation system.

B.1.1.2 The City shall continue to use roadway levels of service for planning purposes.

B.1.1.3 The Capital Improvements Element shall include reference to “deficient” roads, as identified through the most recent version of the annual Metropolitan Planning Organization (MPO) Level of Service Report, including facilities operating at peak hour level of service (LOS) E and F and/or volume-to-capacity ratio 0.9 or greater without a mitigating improvement scheduled for construction within three years.

- B.1.1.4 The City shall utilize multi-modal impact fee revenue to fund multi-modal improvements to local, county, or state facilities that are consistent with the Comprehensive Plan as well as the MPO Long Range Transportation Plan 2040.
- B.1.1.5 The City shall work cooperatively with the MPO and other local governments to complete the biennial update of the Multi-modal Impact Fee Ordinance through the MPO planning process.
- B.1.1.6 The City shall continue to work with the Pinellas Suncoast Transit Authority (PSTA) to increase the efficiency of the fixed-route system by encouraging mass transit use through the application of the Mobility Management System and the City's site plan review process.

B.1.2 Objective – Future improvements to arterial and collector streets shall be context-sensitive by planning and designing the roadway based on the existing context of the surrounding built environment and the planned land use vision.

Policies

- B.1.2.1 The City shall continue to administer access management and right-of-way requirements through the Community Development Code.
- B.1.2.2 The City will promote programs that ensure physical safety of non-motorized transportation users in accordance with the City's *Shifting Gears: Bicycle and Pedestrian Master Plan*.
- B.1.2.3 The City will operate, maintain, and improve the City transportation system consistent with the Florida Department of Transportation's (FDOT) Complete Streets Policy.
- B.1.2.4 The City shall coordinate efforts with FDOT to incorporate bicycle and pedestrian-friendly provisions in the design and construction of expansion and resurfacing projects on State roads, where feasible.
- B.1.2.5 The City shall require land development projects to make adequate provisions for bicycle parking and storage as appropriate.
- B.1.2.6 The City shall include sidewalks where feasible alongside roadways scheduled for resurfacing.
- B.1.2.7 The City shall install landscaping along sidewalks using tree canopy, where feasible, to provide shaded areas for pedestrians.
- B.1.2.8 The City shall incorporate livable community requirements such as Objective A.6.8 and its Policies to proposed developments or redevelopments.

B.1.3 Objective - Traffic signals along arterials and collectors in the City and adjacent to the City will be operated by a central computer system.

Policies

- B.1.3.1 Clearwater shall work with Pinellas County and engineering consultants to continue the implementation of the computerized traffic signal system, *The Intelligent Transportation System (ITS) Master Plan*, covering all of Clearwater and adjacent areas.
- B.1.3.2 The City shall continue to monitor the effectiveness of the Intelligent Transportation System (ITS), the City's implemented computerized traffic signal system.
- B.1.3.3 The City shall monitor accident totals for all major intersections in the City. Intersections with the worst accident rates should be established as priorities for improvements when possible.

B.1.4 Objective - The City will continue to monitor traffic counts, accidents, and road improvements, to provide timely status evaluation of level of service conditions.

Policies

- B.1.4.1 The City will continue to review potential trips generated by requests for amendment to the Future Land Use Map.
- B.1.4.2 The Mobility Management System will be applied through improved departmental coordination.

B.1.5 Objective - The City shall specifically consider the existing and planned LOS the road network affected by a proposed development, when considering an amendment to the land use map, rezoning, subdivision plat, or site plan approval.

Policies

- B.1.5.1 The City shall continue to review trips generated by land development projects through the Mobility Management System.
- B.1.5.2 For those roads which are not currently operating at an acceptable LOS, or which do not have a mitigating improvement scheduled for construction within three years, the Mobility Management System shall be used to monitor traffic growth, with the dual intent of maintaining average operating speeds and restricting the aggregate and individual trips generated by development in the City limits.
- B.1.5.3 Redevelopment and/or revitalization projects shall be coordinated with the FDOT and the Department of Economic Opportunity (DEO) to assess impacts on US 19.
- B.1.5.4 The City shall cooperate with the MPO to ensure consistency between comprehensive plan amendments and the Pinellas MPO Long Range Transportation Plan (LRTP) 2040.

B.1.6

Objective – The City shall monitor seasonal traffic on Clearwater Beach and explore methods to address any issues identified.

Policies

B.1.6.1 The City shall evaluate the feasibility of traffic improvements on Clearwater Beach, as well as investigate funding sources for such improvements.

B.1.7

Objective – The natural, recreational, scenic, historic, and cultural resources of the Courtney Campbell Causeway shall be preserved and enhanced for the City of Clearwater residents.

Policies

B.1.7.1 The City shall support the mission and goals, objectives and strategies of the Courtney Campbell Causeway Florida Scenic Highway designation as approved by the City Council on July 15, 2004 for the causeway located between McMullen Booth Road and Veteran's Highway as shown on Citywide Design Structure Map A-14 in the Future Land Use Element.

B.1.7.2 The City shall support efforts to retain the current physical cross sectional character of the causeway reminiscent of its historic origin.

B.1.7.3 The City shall participate in efforts to maintain the natural environment by supporting a coastal-style, native Florida landscape and promoting community partnerships to control litter on the causeway.

B.1.7.4 The City shall support FDOT's pedestrian, bicycle and transportation initiatives for the causeway including safety enhancements.

B.1.7.5 The City shall continue to participate with the Corridor Management Entity (CME) as an ongoing and effective sponsor and advocate for the Scenic Highway designation process and implementation of improvements.

B.1.7.6 The City shall continue to cooperate with intergovernmental coordination efforts as one of the four governmental entities that include City of Clearwater, Pinellas County, City of Tampa and Hillsborough County

B.1.7.7 The City shall participate in the education program efforts for promoting the location and features of the causeway

B.1.7.8 The City shall participate in the maintenance and enhancements of the recreational opportunities along the causeway and in establishing the Causeway as a tourist point of interest.

B.1.7.9 The City shall cooperate with FDOT's enhancement efforts to improve the visual appearance of the causeway.

B.2. GOAL - THE RESOURCES OF ALL RESPONSIBLE JURISDICTIONS SHALL BE DIRECTED TOWARD IMPROVEMENT OF ROAD LINKS TO DESIRED LEVEL OF SERVICE STANDARDS.

B.2.1 Objective - Roadway improvements must be included in State, County, and City capital budgets. The City shall actively participate, on a continuing basis, with both the staff and elected official support, in the preparation, adoption and implementation of transportation plans and expenditure programs of the MPO, PSTA, Board of County Commissioners, and the FDOT.

Policies

B.2.1.1 The City shall review and comment on the proposed capital improvement programs and provide input to the adopting agencies relative to consistency with Clearwater's Comprehensive Plan.

B.2.1.2 The City shall provide the MPO with available up-to-date traffic data, such as signal timings and traffic counts to assist with level-of-service monitoring and development of the MPO's Long Range Transportation Plan.

B.2.2 Objective - Proposed developments accessing back logged roadways operating at a LOS lower than E, shall be subject to additional service enhancement proposals, which may include ride-sharing, access control, signal optimization, transit accessibility, and staggered work hours, to maintain and improve the roadways' average peak hour operating speeds at the time of plan adoption:

- A) Site design shall provide a stacking lane or lanes to permit vehicles to wait on-site and enter the traffic flow when gaps occur.**
- B) Site design shall provide a deceleration lane or lanes to enter the site without impeding the traffic flow.**
- C) No new traffic signals that will reduce peak hour travel speeds will be permitted, unless a high accident rate exists.**
- D) New or revised median openings will only be permitted where they do not impede free flow of traffic.**
- E) Additional service enhancements, as appropriate.**

Policies

B.2.2.1 The City shall require as a condition of permit approval, new development and redevelopment projects adjacent to state roads to obtain FDOT permits as required.

B.2.2.2 Access points to collector and arterial streets from all development should be limited to one (1) major access point or curb cut along each roadway frontage; additional access and egress points may be granted for unusually large parcels,

based on site characteristics or as considered appropriate by the Traffic Engineer and approving agencies, to provide for safe and efficient site-related traffic movements on adjacent street.

- B.2.2.3 As a condition of site plan or subdivision plat approval for development or redevelopment, the access or egress points, or approved cross access easements to major collector or arterial streets may be relocated, restricted or otherwise controlled to facilitate traffic flow along the adjacent thoroughfare.
- B.2.2.4 Out-parcels, created in previously approved developments, shall have no inherent right of direct access to major collector or arterial streets unless such access is the only access available to the property. New out-parcels may be denied direct access to arterial or collector streets, unless approved by Florida D.O.T. when the development abuts a State road.
- B.2.2.5 Where appropriate, primary access on backlogged streets should be directed to adjacent non-residential collector streets, with limited secondary access to adjacent arterials.

B.2.3 Objective - The City of Clearwater shall coordinate with and provide input in the update of the Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP) involving County and State roads.

Policies

- B.2.3.1 Road improvements which are currently programmed for construction should be continued in the Capital Improvement Element of the jurisdiction having operational responsibility for those roads.

B.2.4 Objective - The City shall actively encourage the expenditure of funds by the Florida Department of Transportation and the Board of County Commissioners to alleviate the most severe congestion problems in support of desired levels of service.

Policies

- B.2.4.1 The City shall direct its input on the Metropolitan Planning Organization to further the alleviation of the most severe congestion problems before less severe problems are programmed for improvement.

B.2.5 Objective - The City shall direct its own expenditures toward alleviating its most severe congestion problems, providing continuity in roadway lane arrangements, and providing for economic development and redevelopment needs.

Policies

- B.2.5.1 The City shall incorporate the recommendations of Preliminary Design and Engineering Studies, as accepted by the Florida Department of Transportation, into the Clearwater Transportation Element, as these findings affect future alignments and lane arrangements of State highways.

B.2.5.2 The City's mission, vision and/or initiatives will continue to include transportation improvements as articulated in the annual budget document.

B.2.6 Objective - The City shall preserve and protect existing and future transportation corridors by administering Article 3 of the Land Development Code, Division 9, General Applicability Standards which incorporate FDOT's Stand Specifications and Roadway and Traffic and Design Standards and Clearwater's Subdivision Ordinance identify building setbacks to protect rights-of-way in accordance with the Pinellas County Future Rights-of-Way map.

Policies

B.2.6.1 The City shall protect existing and future transportation corridors by implementing the requirements of the subdivision ordinance, including mandatory dedication of rights-of-way, where required, as a condition of plat approval.

B.2.6.2 The City shall require developer dedication of rights-of-way for all new development or redevelopment projects in the City where necessary.

B.2.6.3 The City shall review all site plans and subdivision plats with consideration of future right-of-way needs, and shall require the preservation and advance acquisition of right-of-way prior to or concurrent with land development to the maximum extent feasible.

MASS TRANSIT

B.3 GOAL - THE CITY SHALL SUPPORT THE EFFORTS OF MASS TRANSIT SERVICE OPERATORS TO PROVIDE GENERALIZED AND SPECIAL MASS TRANSIT SERVICES.

B.3.1 Objective - Existing and future major trip generators should be provided with fixed route or para transit service when possible

Policies

B.3.1.1 Clearwater supports adequate funding for the Pinellas Suncoast Transit Authority (PSTA) to provide fixed route and demand-responsive transit service to increase the mobility of the transit service population.

B.3.2 Objective - The City of Clearwater shall encourage and promote mass transit with appropriate land use, zoning and land development policies.

Policies

B.3.2.1 Clearwater shall allow the establishment of park-and-ride lots, and smaller outlying transit terminals where appropriate, to support the operation of the main P.S.T.A. terminal in downtown.

B.3.2.2 Clearwater shall coordinate planning efforts, where applicable, for future high-speed rail in Hillsborough and Pinellas Counties.

B.3.2.3 The City will encourage the development of water mass transit service between the mainland and beach destinations.

B.4 GOAL - THE CITY SHALL CONTINUE TO ACTIVELY SUPPORT AND PARTICIPATE IN PSTA, THE DIRECT PRIMARY TRANSIT SERVICE PROVIDER IN THE CITY OF CLEARWATER

B.4.1 Objective - The City shall require that large scale developments (greater than fifty [50] units) of housing specifically proposed to serve elderly, handicapped or low income populations either locate within one thousand (1,000) feet of an existing bus route; if service is not presently available the PSTA shall be petitioned to provide service.

Policies

B.4.1.1 Whenever possible, community serving facilities and public offices should be located within one thousand (1,000) feet of an existing bus route.

B.4.1.2 The City adopts one thousand (1,000) feet as the desired level of service standard for transit service to be applied as the minimum for all major generators and attractors or for all census tracts with a concentration of elderly, handicapped, low income or non-automobile owning households.

B.4.2 Objective – Clearwater shall participate with the MPO in coordinating the planning and implementation of the Pinellas Mobility Initiative and the Pinellas Guideway which is intended to connect the beach and the downtown.

Policies

B.4.2.1 The City shall ensure that the proposed guideway corridors planned by the Pinellas Mobility Initiative and the Pinellas Guideway are protected from encroachment, where possible.

B.4.2.2 Acquisition of future mass transit corridors and exclusive right-of-way should be considered eligible expenditures for use of transportation impact fees and for right-of-way at time of site plan or plat approval, once the corridors have been included in adopted corridor and right-of-way designation maps.

B.4.2.3 Due to the constraints of development and available land, mass transit service shall be urged to provide recreation and commuter employee access to Clearwater Beach and Sand Key.

B.4.2.4 A beach trolley system is encouraged to operate in order to reduce automobile trips on Clearwater Beach.

B.4.3 Objective - The City, in coordination with PSTA, shall continue to develop model designs for transit shelters and benches to be integrated into new and existing development.

Policies

B.4.3.1 Developers shall be encouraged to incorporate model transit stops with new development where appropriate.

B.4.3.2 Where appropriate, the City shall support the placement and/or improvements of the local transit service terminal in the downtown.

B.4.4 Objective - The City shall participate and cooperate with agencies and committees to enhance and promote the public transportation system.

Policies

B.4.4.1 Clearwater shall coordinate with PSTA and the MPO in the development of the Five-Year Transit Development Plan to identify and include transit improvements that benefit the City.

B.4.4.2 Clearwater will cooperate with PSTA and the MPO identify transit improvements that could be incorporated as part of corridor plans or development projects.

B.4.4.3 The City shall continue to participate on the board of PSTA and by other appropriate intergovernmental coordination mechanisms to assist the Pinellas County MPO and the PSTA implementing the countywide mass transit plan.

B.4.4.4 As initiatives are proposed to be adopted by the MPO, PSTA, FDOT and/or TBARTA, the City shall support transportation/commuter alternatives where appropriate.

B.4.4.5 The City will coordinate with TBARTA on locating routes and feeder lines as well as locations for park and ride lots.

AIRPORT

B.5 GOAL - CLEARWATER AIRPARK SHALL CONTINUE TO SERVE THE GENERAL AVIATION DEMAND OF LOCAL AIRCRAFT OWNERS AND THE BUSINESS COMMUNITY IN A MANNER COMPATIBLE WITH NEARBY RESIDENTIAL USES.

B.5.1 Objective - The 2002 Airport Master Plan shall be updated by 2010 and the City shall ensure compliance with current safety standards and land use regulations.

Policies

B.5.1.1 The City shall explore federal, state and county funding sources to supplement City expenditures for airport improvements.

B.5.1.2 Operation and expansion of activities at the airpark shall be consistent with community land use and economic development objectives, with aviation related industrial use being the preferred function for any surplus airport land.

B.5.1.3 The City shall program adequate resources from facility users, enterprise funds, and grants to maintain aviation facilities.

B.5.2 Objective - Expansion of the facilities at Clearwater Airpark and construction of new facilities shall be coordinated with Future Land Use and Conservation Elements of the Comprehensive Plan.

Policies

B.5.2.1 Redevelopment and improvement of facilities at Clearwater Airpark shall insure that nearby residential developments are buffered from additional impacts of aviation activities.

B.5.2.2 The City shall maintain operating policies to forbid touch-and-go landings, banner towing, glider, and model aircraft operations.

B.6 GOAL - CLEARWATER AIRPARK WILL CONTINUE TO BE A VIABLE VISUAL FLIGHT RULES (VFR)/GENERAL AVIATION FACILITY, COMPLEMENTARY TO THE INSTRUMENT FLIGHT RULES (IFR) FACILITIES AT ST. PETERSBURG/CLEARWATER INTERNATIONAL AND TAMPA INTERNATIONAL AIRPORTS AND WILL BE FURTHER ADDRESSED IN THE DEVELOPMENT OF AN UPDATED AIRPORT MASTER PLAN BY 2010.

B.6.1 Objective -The City will identify airport improvements that are necessary to maintaining existing operations through an updated airport master plan.

Policies

B.6.1.1 The current Airport Master Plan shall be updated by 2010 to reflect airport capital needs.

B.6.1.2 The City will continue to maintain existing aviation facilities, including all infrastructure, safety fencing, taxiways, pavement marking, aprons and other operational facilities.

B.7 GOAL - THE CONSTRUCTION, LAYOUT, AND OPERATION OF THE AIRPARK SHALL RECOGNIZE ENVIRONMENTAL AND RESOURCE CONSERVATION CONSTRAINTS AND IMPACTS, BOTH ON AND OFF SITE.

B.7.1 Objective - The fuel farm shall be maintained consistent with current State requirements.

Policy

B.7.1.1 Ultimate development of fuel facilities shall include access to the road network, proximity to the terminal, direct aircraft access, and full compliance with State and Federal environmental requirements.

B.7.2 Objective - Airpark expansion shall specifically protect the City's existing potable water well that is located on the airpark site.

Policies

B.7.2.1 The existing monitor wells will continue to be maintained.

B.7.2.2 The Airpark shall continue to be operated with land ownership and management review retained by the City. The City shall approve all leases and planned facility improvements.

B.8 GOAL - INTERGOVERNMENTAL COORDINATION SHALL ENSURE SAFE, COST-EFFECTIVE AND RESOURCE-EFFICIENT OPERATION OF THE CLEARWATER AIRPARK.

B.8.1 Objective - The airport shall continue to coordinate operational and expansion activities with all appropriate agencies and City departments.

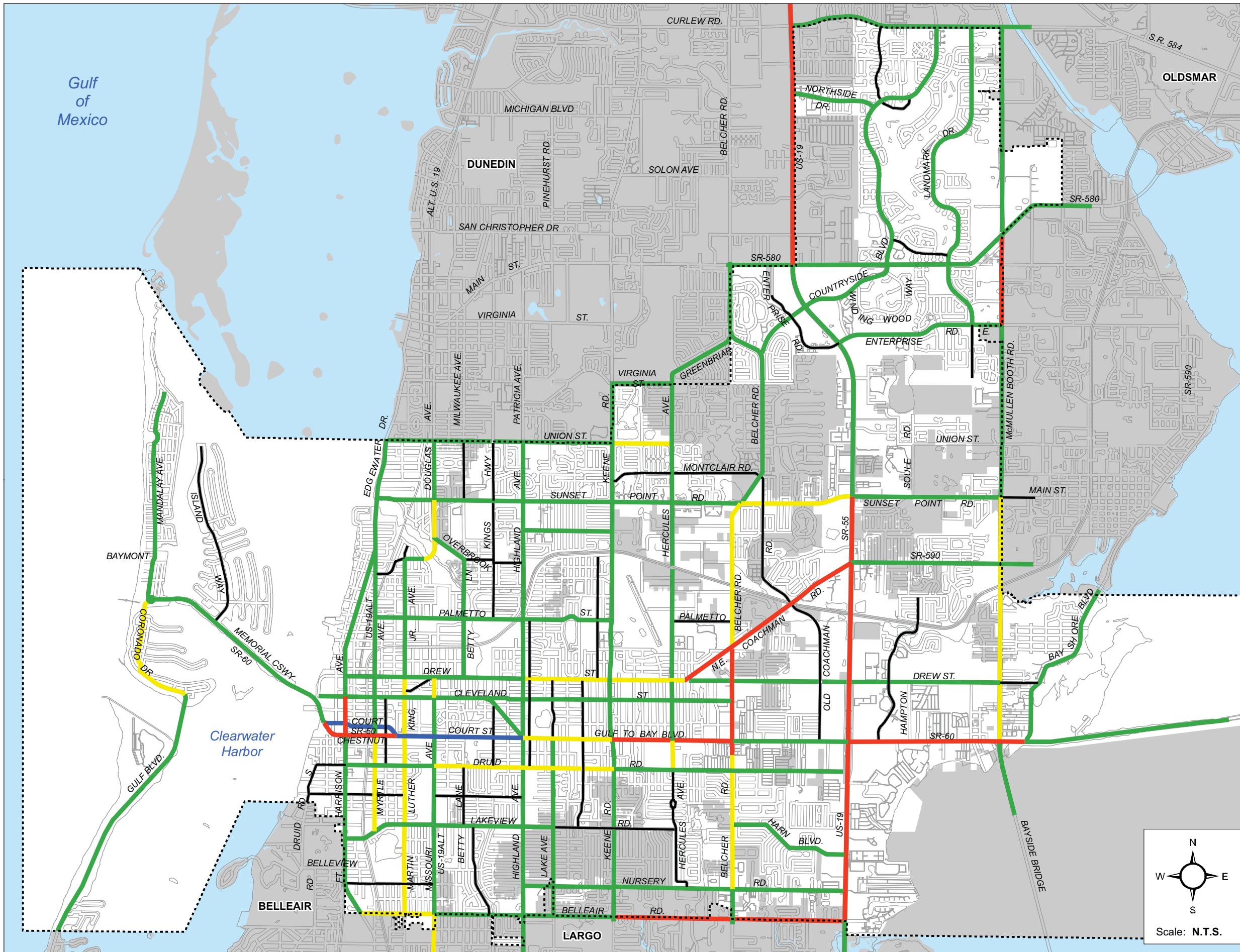
Policies

B.8.1.1 The City shall carry out all day-to-day airport operations and long-term development in a manner that will minimize any detrimental effects on the environment, through compliance with the permitting requirements of all applicable permitting agencies, including the monitoring of air, noise and water quality if necessary.

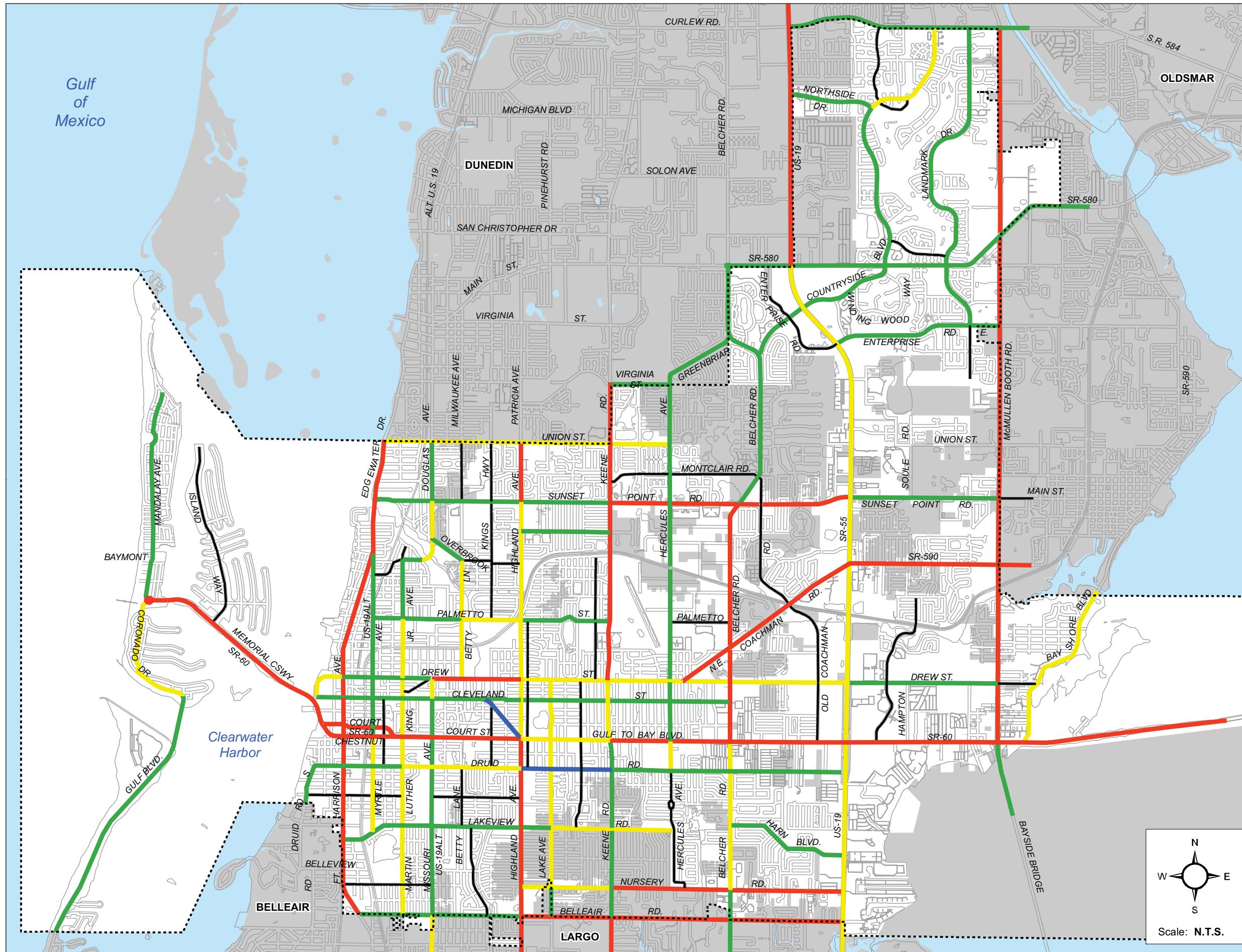
B.8.1.2 Any revisions to the airport development plans shall be reviewed against the City's Comprehensive Plan to ensure consistency.

B.8.1.3 The City will review and update, as needed, all airport horizontal, clear and obstruction zone maps for penetration of these zones due to natural or man-made occurrences to ensure safe operating conditions.

City of Clearwater Comprehensive Plan 2008



City of Clearwater Comprehensive Plan 2008



Road Network: 2018 Level of Service (Major Road Network)

Map #: B-2

Date: 11/21/2008

Source: Pinellas County MPO / Sep 2007

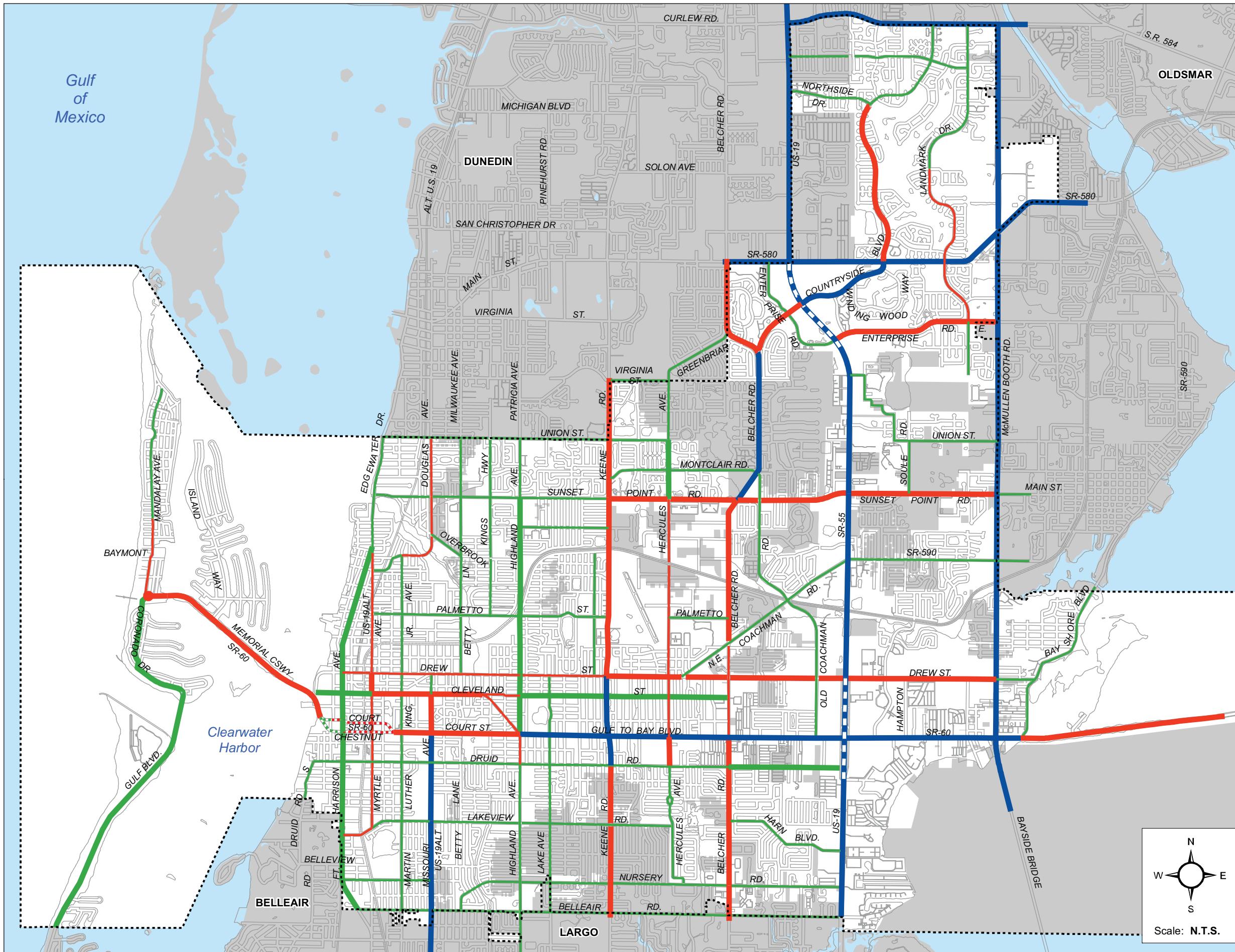
Legend

- LEVEL OF SERVICE A, B, OR C
 - LEVEL OF SERVICE D
 - LEVEL OF SERVICE E
 - LEVEL OF SERVICE F
 - UNCLASSIFIED
 - Clearwater Planning Area
 - Outside Clearwater City Limits

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City of Clearwater Comprehensive Plan 2008



Lane Arrangement 2008 - 2018

Map #: B-3

Date: 12/2/2008

Source: Pinellas County MPO / Mar 2008

Existing Lane Configurations for the Pinellas County Major Road Network

Legend

Lane Configurations

Road Type, Number of Lanes

- ONE WAY, 4
- ONE WAY, 2
- UNDIVIDED, 2
- UNDIVIDED, 4
- DIVIDED, 2
- DIVIDED, 4
- DIVIDED, 6
- FREEWAY, 6

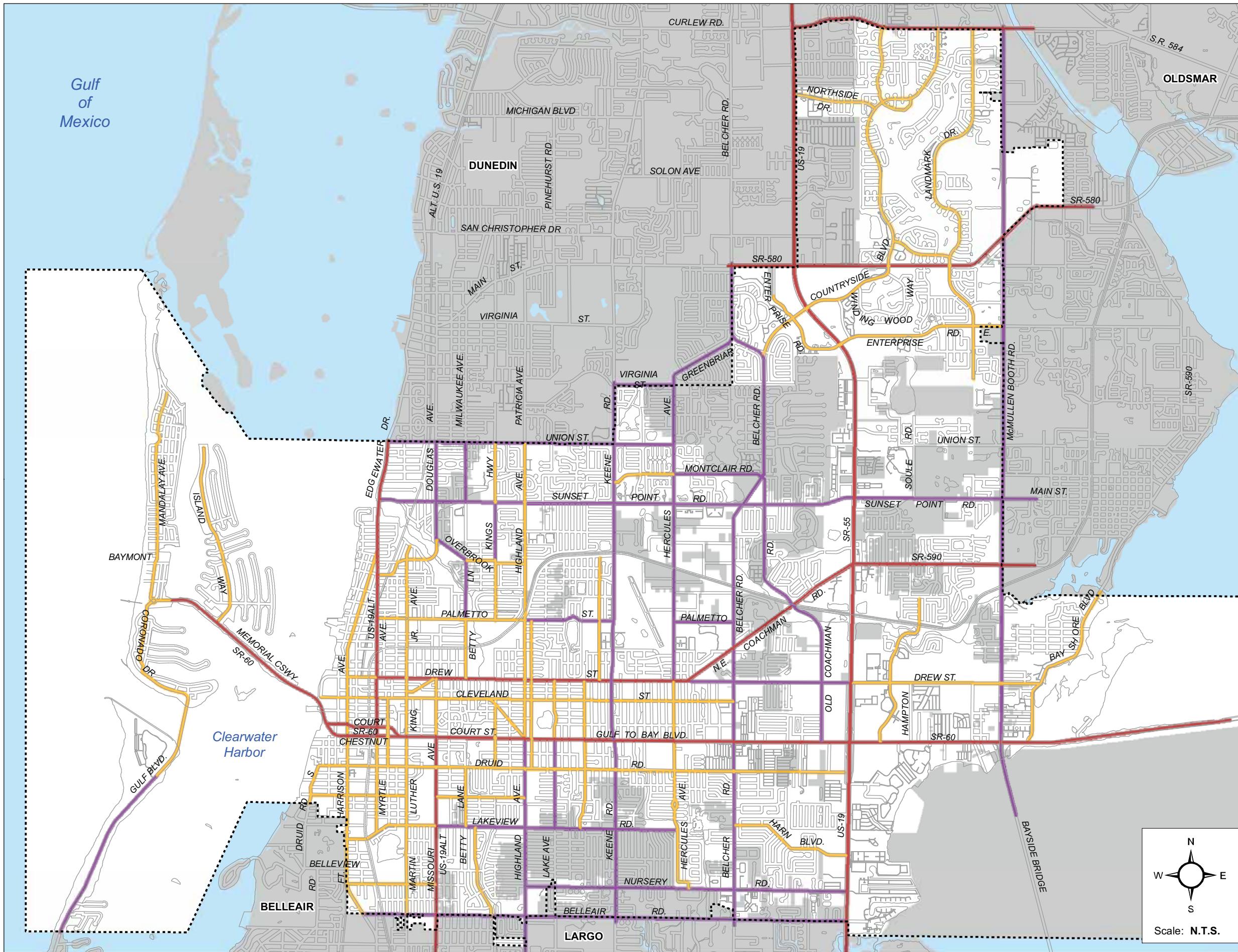
Clearwater Planning Area

Outside Clearwater City Limits

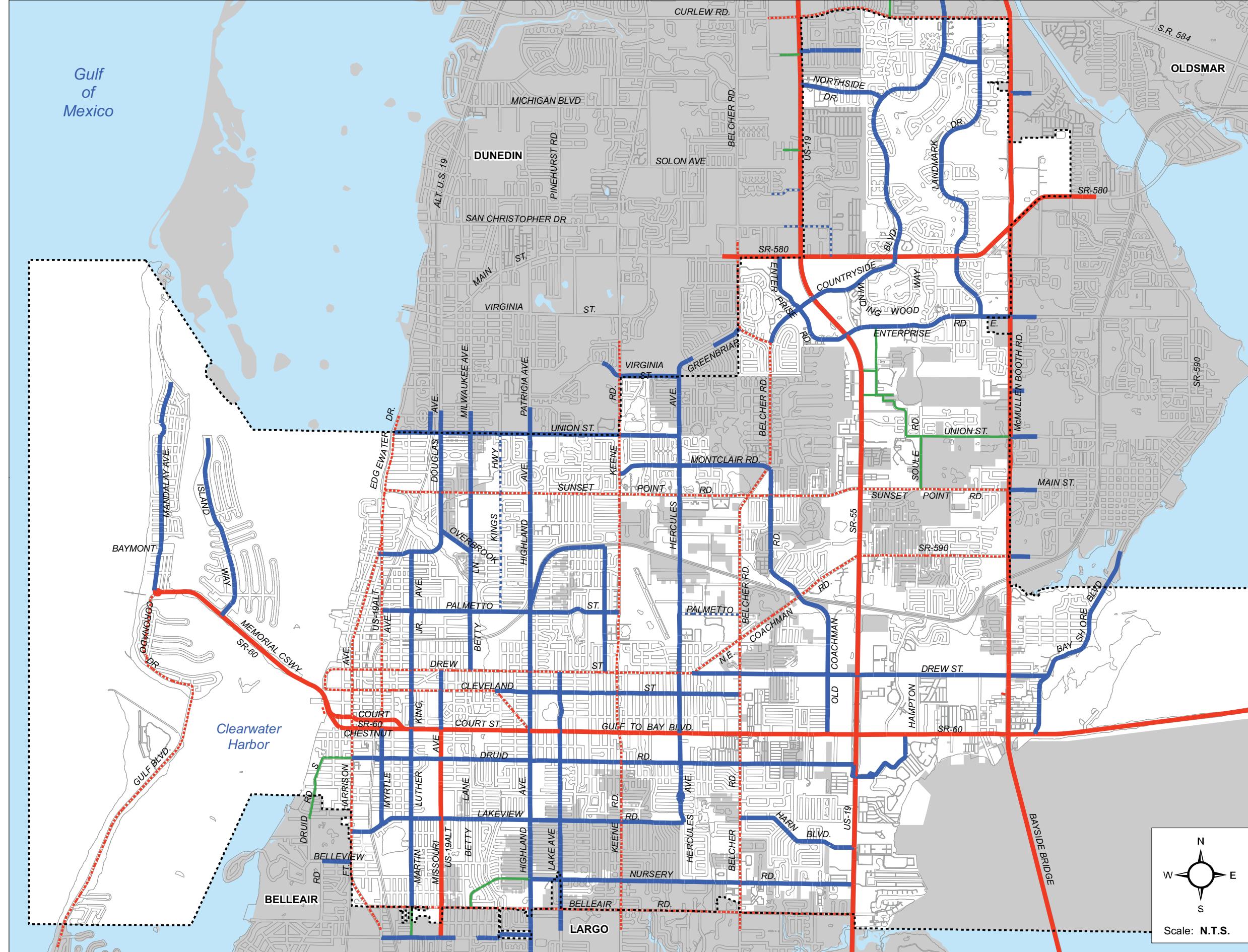
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City of Clearwater Comprehensive Plan 2008



City of Clearwater Comprehensive Plan 2008



Road Network: Existing Functional Classification

Map #: B-5

Date: 11/21/2008

Source: Pinellas County MPO / Apr 2008

Legend

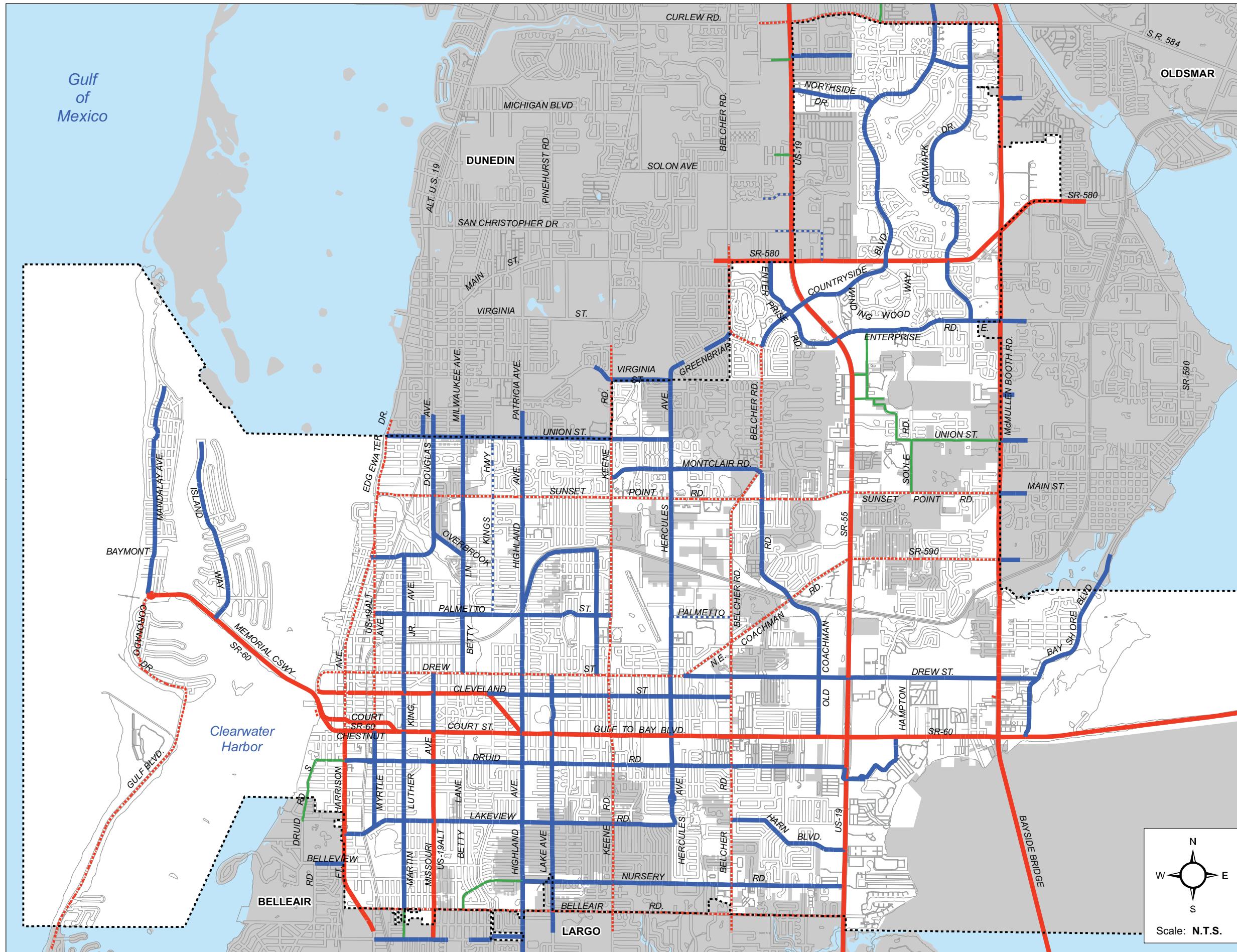
- PRINCIPAL ARTERIAL
 - MINOR ARTERIAL
 - COLLECTOR
 - MINOR COLLECTOR
 - LOCAL MAJOR STREET
 - Clearwater Planning Area
 - Outside Clearwater City Limits



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City of Clearwater Comprehensive Plan 2008



Road Network: 2018 Functional Classification

Map #: B-6
Date: 11/21/2008
Source: Clearwater Eng Dept / Jul 2008

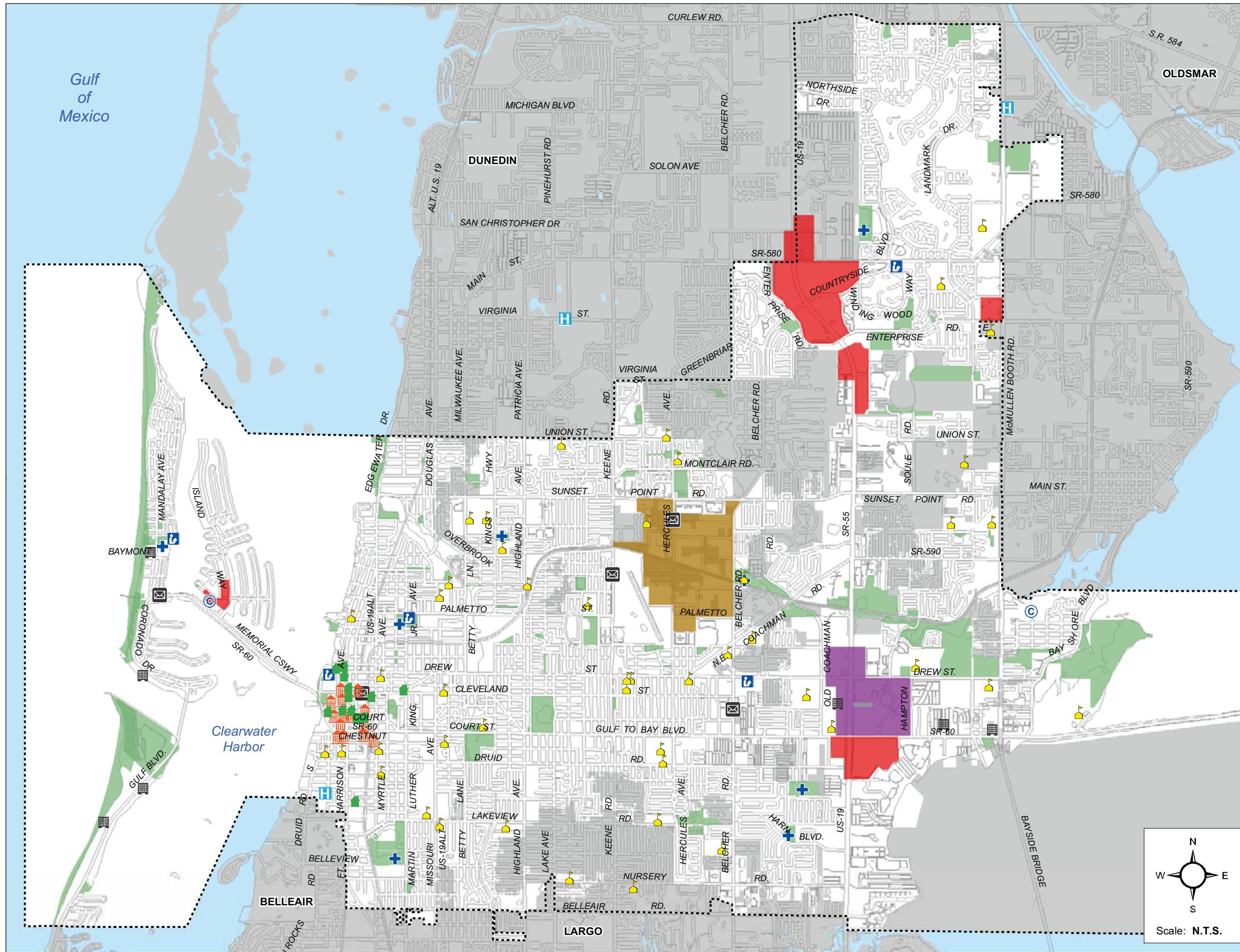
Legend

- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- MINOR COLLECTOR
- LOCAL MAJOR STREET
- Clearwater Planning Area
- Outside Clearwater City Limits

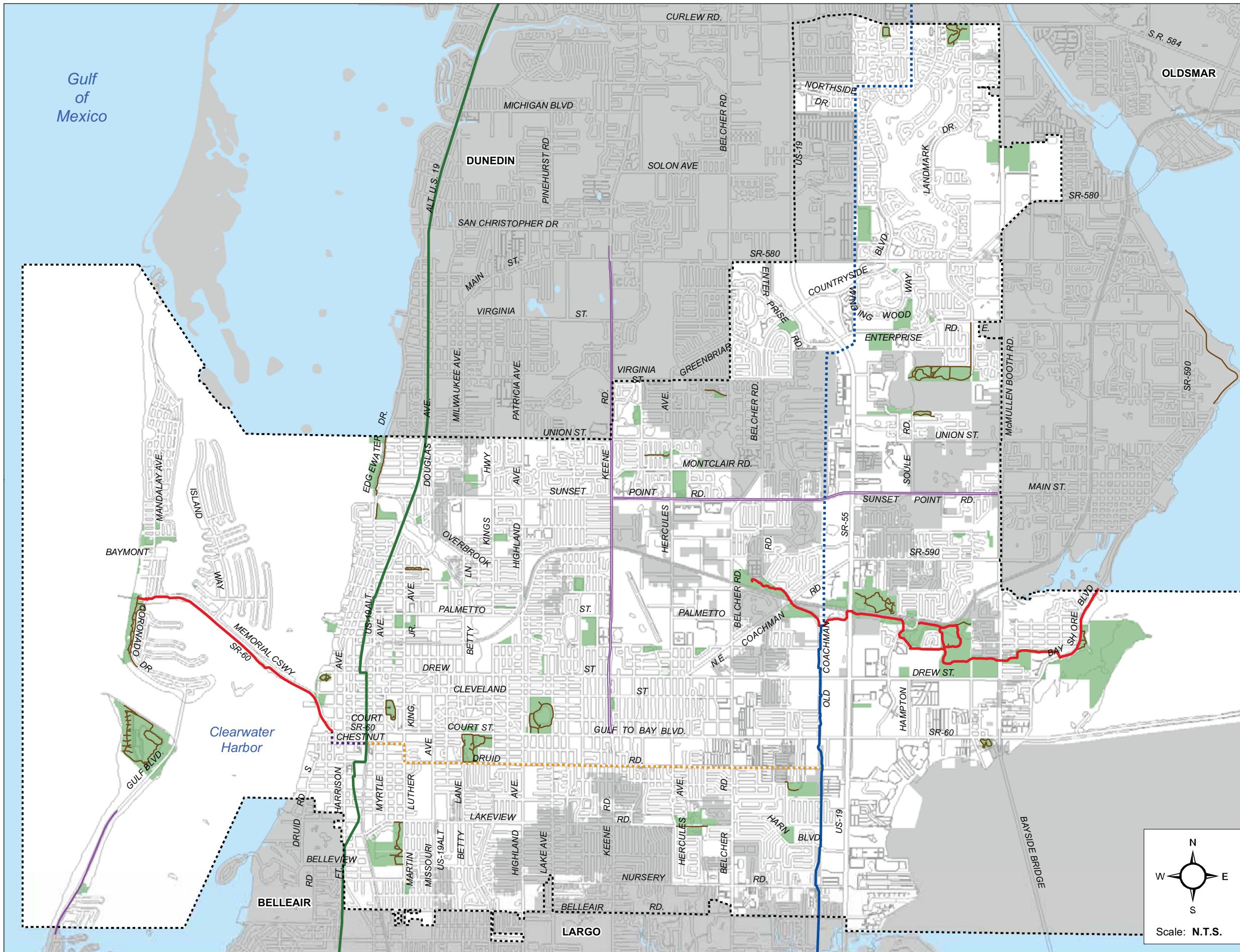
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City of Clearwater Comprehensive Plan 2008



City of Clearwater Comprehensive Plan 2008



Bike and Pedestrian Routes 2008 - 2018

Map #: B-8

Date: 12/2/2008

Source: Clearwater Parks and Recreation Dept / Jul 2008

Legend

Existing Trails

- PINELLAS TRAIL
- PROGRESS ENERGY TRAIL
- REAM WILSON TRAIL
- ROAD BIKE LANE
- PARK TRAIL

Proposed Trails 2008 - 2013

- DRUID TRAIL
- MEMORIAL CAUSEWAY EXTENSION

Proposed Trails 2013 - 2018

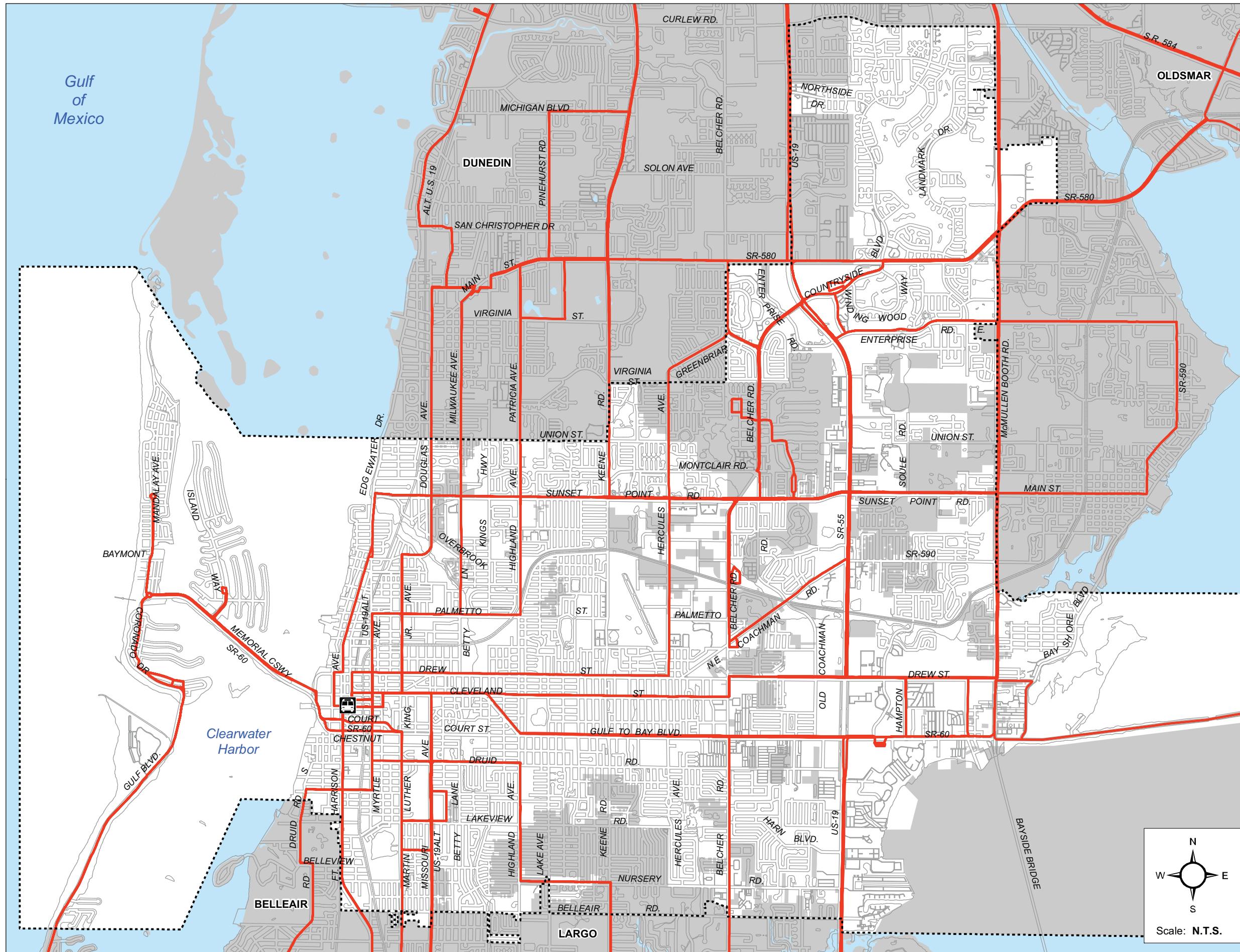
- FUTURE PROGRESS ENERGY TRAIL (Funded by Pinellas County)

- Parks & Recreation Areas
- Clearwater Planning Area
- Outside Clearwater City Limits

Prepared by:
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www.MyClearwater.com

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City of Clearwater Comprehensive Plan 2008



Public Transit Routes 2008 - 2018

Map #: B-9

Date: 12/2/2008

Source: Pinellas Suncoast Transit Authority
May 2008

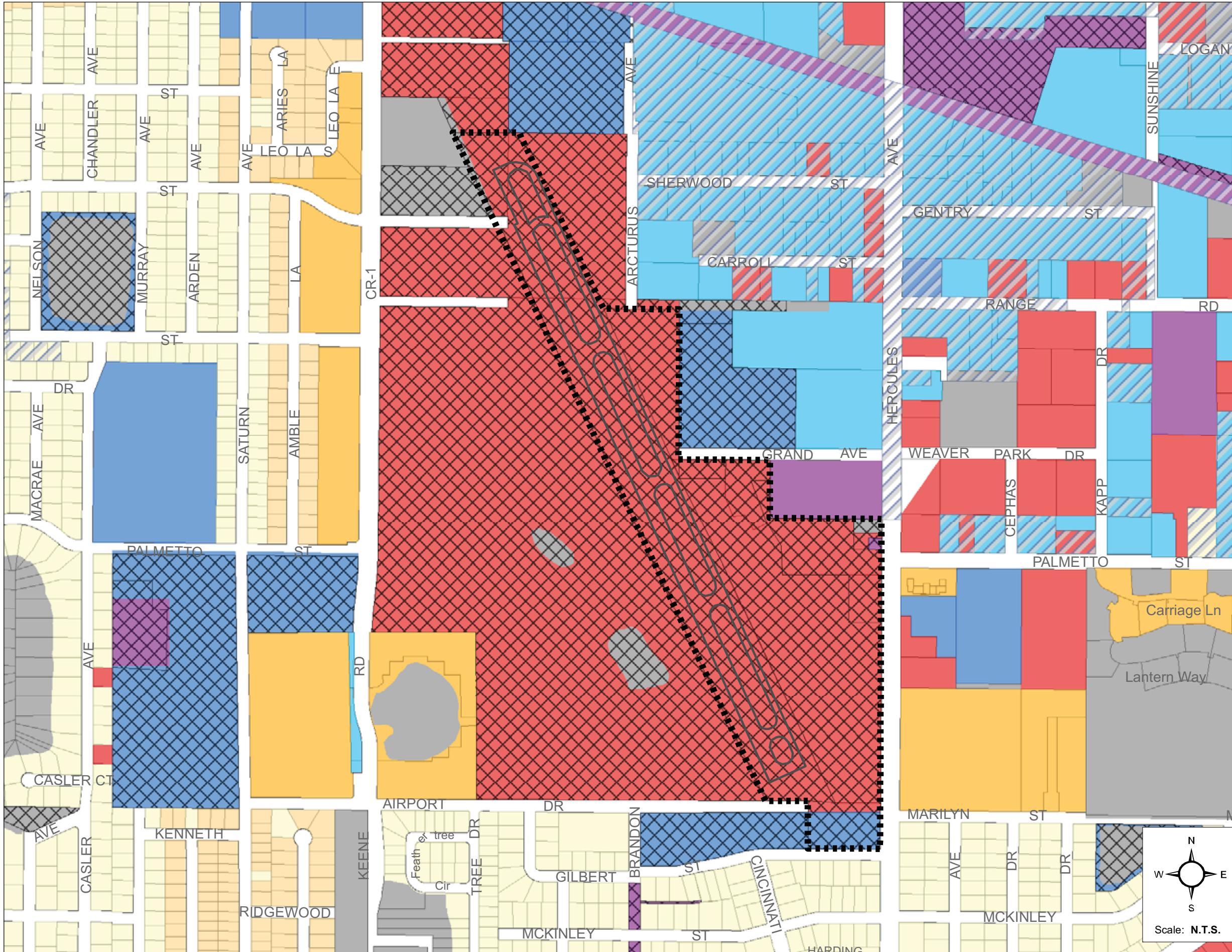
Legend

- PSTA Clearwater Transfer Station
- PSTA Transit Routes
- Clearwater Planning Area
- Outside Clearwater City Limits

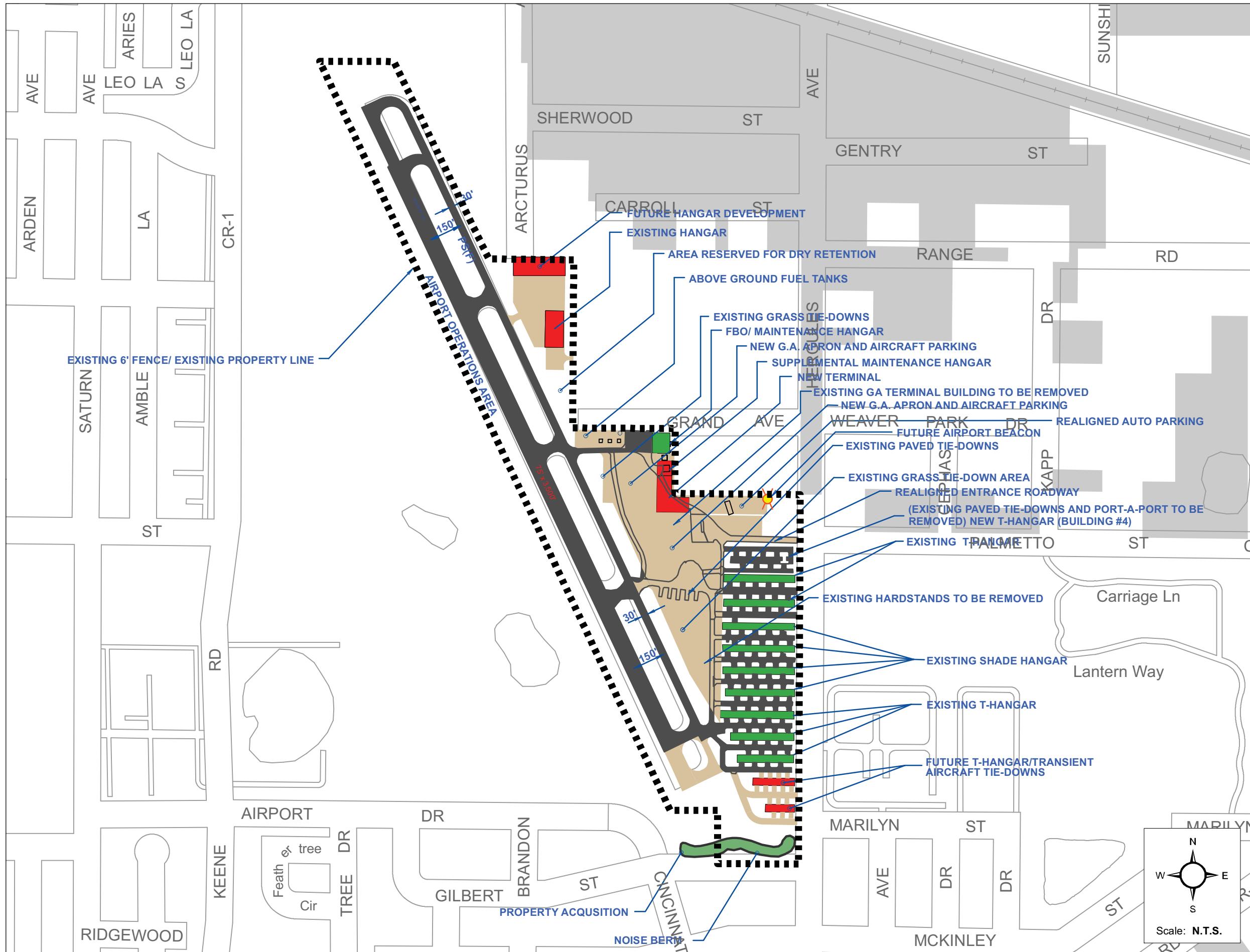
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City of Clearwater Comprehensive Plan 2008



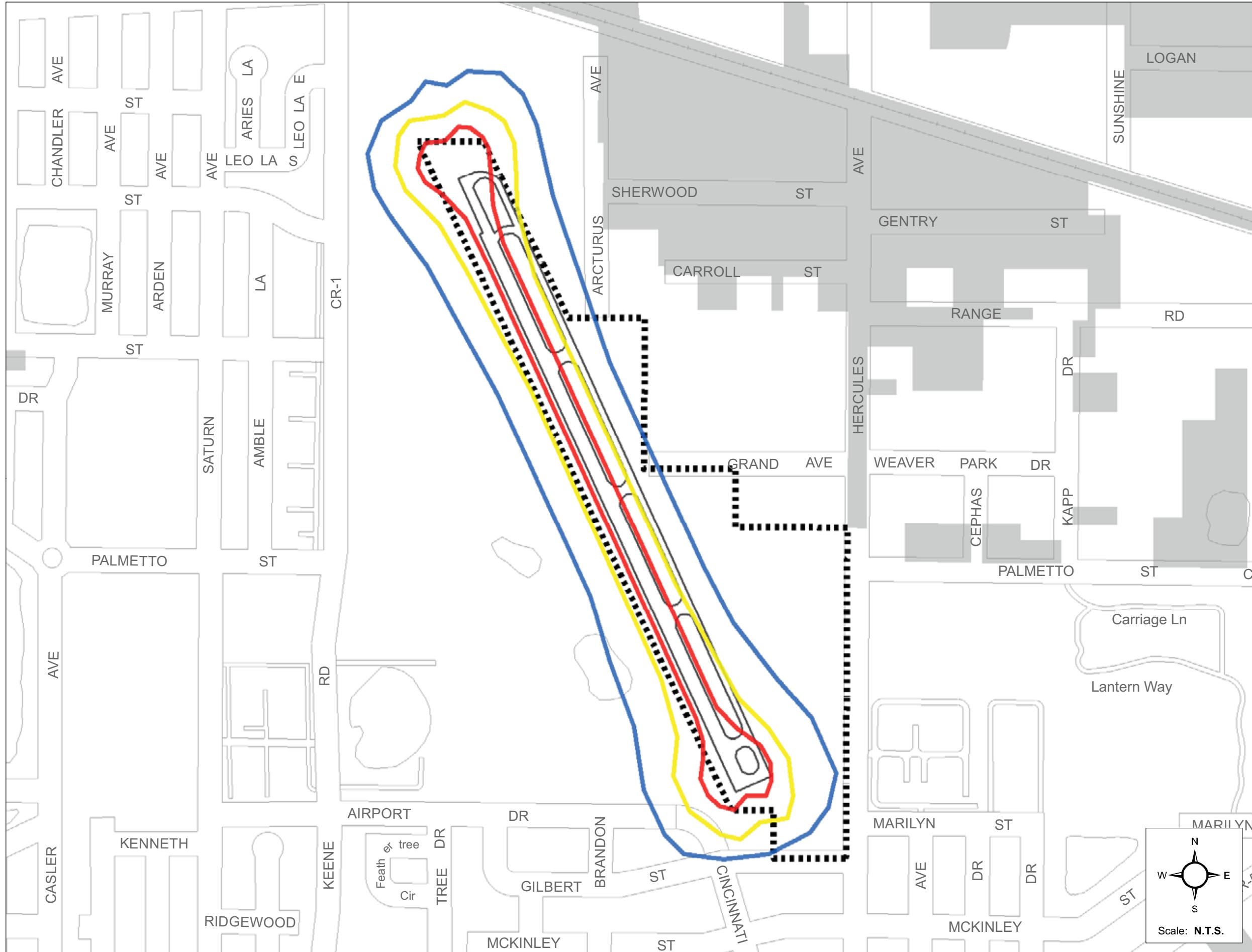
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City of Clearwater Comprehensive Plan 2008



Airpark Noise Contours 2008 - 2018

Map #: B-12

Date: 12/2/2008

Source: Tindale-Oliver & Assoc / Jun 1996

This map is representational only. For the complete plan refer to: "Clearwater Airpark Master Plan Update", dated November 1, 2000.

Legend

Clearwater Airpark

Noise Contours

LDN

65

70

75

Outside Clearwater City Limits

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