

2025 COMPREHENSIVE PLAN PASCO COUNTY, FLORIDA

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TRANSPORTATION ELEMENT

INTRODUCTION

Chapter 9J-5, Florida Administrative Code, provides the minimum criteria for the development and review of local government comprehensive plans, plan amendments, and determination of compliance. These guidelines were used to update Pasco County's Transportation Element. Included in the updated element are three major sections:

SUMMARY OF THE TRANSPORTATION ELEMENT

A summary of the Transportation Element is provided in this section. The summary includes:

- A table listing the key issues identified in the Evaluation and Appraisal Report along with references to where they are addressed in the Transportation Element.
- Major accomplishments of Pasco County since the last Comprehensive Plan update.
- Summary of key components of the Transportation Element.

TRANSPORTATION GOALS, OBJECTIVES, AND POLICIES

The section on Transportation Goals, Objectives, and Policies is the most important component of the Transportation Element. This section presents eleven (11) goals, along with objectives and policies that are designated to guide Pasco County towards the accomplishment of these goals. The goals emphasize a multimodal transportation system, including roads, public transportation, bicycle facilities, sidewalks, advanced technologies, demand management strategies; e.g., ridesharing and staggered work hours, and other congestion and mobility management strategies.

IMPLEMENTATION MECHANISMS

A number of implementation mechanisms for the Transportation Element are highlighted in this section. These mechanisms include tools and techniques that can be used to assist Pasco County in implementing policies, achieving objectives, and making progress toward the eleven (11) goals identified in the Transportation Element.

SUMMARY

KEY TRANSPORTATION ISSUES

Key issues pertaining to the Transportation Element were identified as part of the Evaluation and Appraisal Report process. The issues identified, as well as the corresponding objectives and policies addressing the issue, are summarized in Table 7-1.

**2025 COMPREHENSIVE PLAN
PASCO COUNTY, FLORIDA**

TABLE 7-1

**SUMMARY OF KEY TRANSPORTATION ISSUES AND
CORRESPONDING POLICIES**

Issue	Evaluation and Appraisal Report-Based Comprehensive Plan Amendment	Policy Reference
Design/Construction		
1	Seek additional funding for roadway construction.	2.4.2
2	Evaluate Right-of-Way Preservation Plan and advance right-of-way acquisition.	2.3.1, 2.3.2, 2.3.3
3	Consider alternative road surfaces and designs for ecologically sensitive areas.	3.5.1, 3.5.2, 3.5.3, 3.6.1
4	Develop roadway design, right-of-way, and maintenance standards.	1.4.1, 1.4.2, 1.4.3, 1.4.4, 3.2.12, 3.2.13
5	Evaluate corridors for evacuation and consider the development of alternative east-west routes.	2.1.5
6	Focus on boulevards not highways (programs to preserve the visual integrity of roadways).	3.7.1, 3.7.2, 3.7.3, 3.7.4, 3.7.5, 3.7.6, 3.7.7, 3.7.8
Regulatory Policies/Development Review		
7	Review effectiveness and develop modifications to the site development review process as needed.	2.1.2, 2.1.3, 2.5.1, 2.5.3
8	Need to develop standards for concurrency and options for mitigating the impact of new development, including the evaluation of evacuation routes and clearance times. Need to assess more effective concurrency management.	1.7.3, 1.7.4, 2.1.5, 2.5.1, 2.5.2, 2.5.3, 2.5.4, 2.5.5
9	Implement the S.R. 54 Overlay Corridor Study.	3.3.1, 3.3.2, 3.3.3, 3.3.4, 3.3.5, 3.3.6, 3.3.7, 3.3.8, 3.3.9, 3.3.10
10	Develop additional parking regulations.	1.1.4
11	Develop regulations to implement a TND (Traditional Neighborhood Design).	3.2.1, 3.2.2, 3.2.3
12	Evaluate a scenic corridor protection program.	3.7.1, 3.7.2, 3.7.3, 3.7.4, 3.7.5, 3.7.6, 3.7.7, 3.7.8
13	Require additional cross access between subdivisions.	1.2.6

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TABLE 7-1

**SUMMARY OF KEY TRANSPORTATION ISSUES AND
CORRESPONDING POLICIES**

Issue	Evaluation and Appraisal Report-Based Comprehensive Plan Amendment	Policy Reference
Alternative Modes		
14	Evaluate transportation alternatives for redevelopment areas.	1.7.1, 1.7.2, 1.7.3, 1.7.4
15	Increase emphasis on alternative modes of transportation (transit, bicycle facilities, and sidewalks).	1.1.3, 3.2.2, 3.2.3 (and all policies under the following Objectives: 1.5, 6.1, 6.2, 7.1, 7.2, 7.3, 8.1, 8.2, 9.1, 9.2, 9.3, 9.4, 10.1, 10.2)
16	Expand the Regional Multiuse Trails Plan.	1.5.10
Safety		
17	Expand Intelligent Transportation System applications to other major corridors beyond U.S. 19.	1.1.8
18	Evaluate intersection safety improvements.	1.1.9
19	Evaluate a railway crossing safety program.	1.1.10
20	Assess the roadway functional classification of streets adjacent to residential uses.	2.2.5, 2.2.6

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MAJOR ACCOMPLISHMENTS OF PASCO COUNTY

Additional Funding for Transportation Projects

To provide additional funding for transportation projects, Mobility 2015 was developed as a Comprehensive Plan to fund a variety of transportation projects and improvements from 2004 through 2015. Mobility 2015 resulted in two (2) new or enhanced funding sources for transportation projects: a transportation impact fee increase and a one-half-cent sales tax increase, in addition to the current gas tax revenues allocated for transportation projects.

Revenues generated from the transportation impact fee increase and current gas tax revenues will be used for transportation infrastructure needs necessitated by new growth, such as the addition of roadway lane miles and intersection improvements. Adopted in February 2004, the transportation impact fee will now automatically increase annually based on set index factors. Revenue projections now estimate that an additional \$250 million will be generated from 2004 through 2015.

A portion of the recently adopted sales tax increase will raise funds for transportation improvements that target current transportation deficiencies, such as the addition of roadway lane miles, intersection improvements, advance right-of-way, added bicycle trail miles, a transit terminal, and multiple transit shelters.

Pasco County voters approved the sales tax increase on March 9, 2004, which will be effective for a ten (10) year period. It is estimated that \$73 million in additional sales tax revenues will be generated and allocated towards the following transportation improvements:

- Twelve (12) Intersection Improvements (\$46 Million)
- Seven (7) Miles of Roadway Improvements (\$6 Million)
- U.S. 19 Median Improvements (\$13 Million)
- 3.4 Miles of Bike Trails (\$4 Million)
- Advance Right-of-Way Purchase (\$3 Million)
- One (1) Transit Terminal (\$338 Thousand)
- Thirty-Three (33) Transit Shelters (\$563 Thousand)

Traffic Impact Study Procedure Guidelines

Guidelines establishing standardized Traffic Impact Study and impact mitigation procedures for proposed developments were developed by Pasco County and implemented in April 2004. These procedures have been implemented for all non-de minimis developments. As part of the Traffic Impact Study and impact mitigation procedures, Pasco County also is requiring a review of roads serving the development for substandard pavement width, drainage width, alignment, and other design standards to ensure new development is served by adequate roads. Pasco County is believed to be the first county in Florida to formalize this review process.

U.S. 19 Concurrency Ordinance

To address the increased growth concentrating along U.S. 19, a specialized concurrency review system was set up within a one-half-mile radius of the U.S. 19 Corridor. This system outlines traffic study procedures that are necessary for new development within the specified U.S. 19 Corridor. As part of this ordinance, special fair-share assessments are outlined that

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contribute to a special fund earmarked for U.S. 19 improvements. The U.S. 19 Concurrency Ordinance was adopted on March 10, 2004.

Access Management Ordinance

Pasco County, through the adoption of an Access Management Ordinance, has developed a policy regarding the location, control, and design of site access connections to public streets.

Transit Infrastructure Guidelines Manual

To better meet the need of potential passengers to access specific locations, Pasco County Public Transportation seeks to establish a set of guidelines for all transit infrastructures and enhance its integration with community land uses. In order to promote continued ridership increases and to provide needed infrastructure to existing riders, thirty-three (33) transit shelters and one (1) major transit terminal will be added to the existing transit infrastructure system under Mobility 2015. As part of the Pasco County Metropolitan Planning Organization's 2025 Long-Range Transportation Plan update, the County is preparing a *Transit Infrastructure Guidelines Manual* that will provide transit design guidelines to improve the access, safety, security, operations, and attractiveness of transit stops in Pasco County.

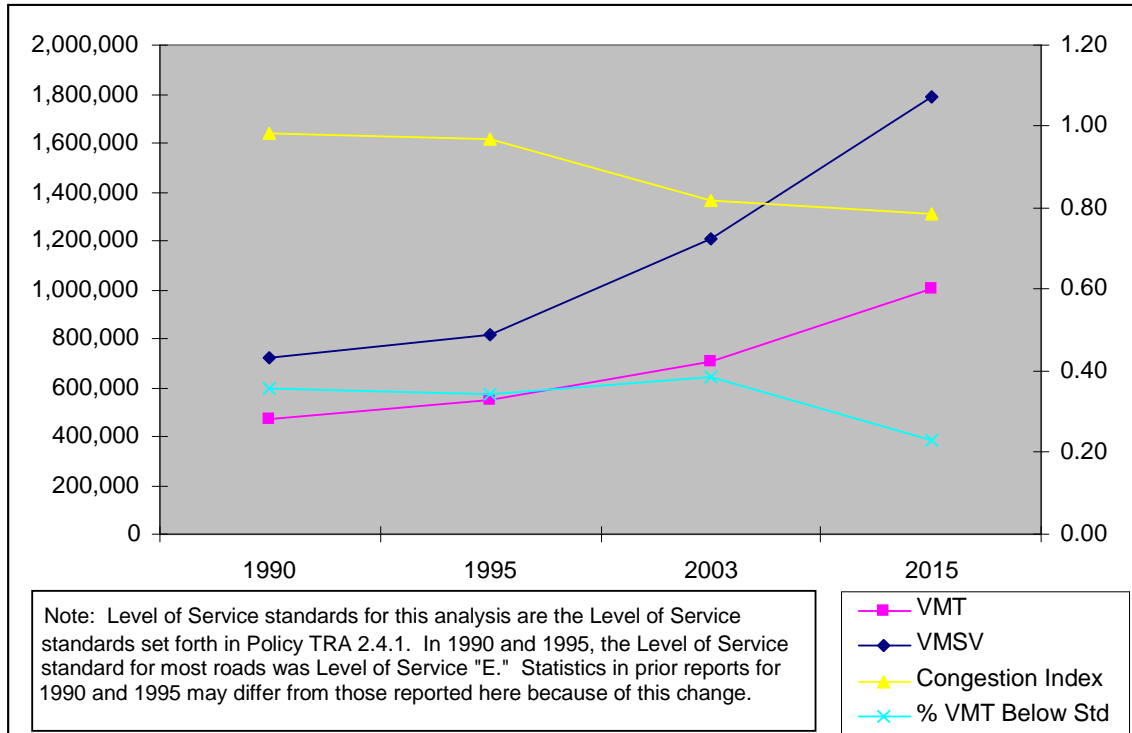
KEY COMPONENTS OF THE TRANSPORTATION ELEMENT

In its 2004 Long-Range Transportation Plan update, the Pasco County Metropolitan Planning Organization assessed the past trends and outlook for the highway system. The trends are illustrated in Figure 7-1 and indications are that from 1990 through 2003, service capacity has been added at a faster rate than travel on the highway system has grown. In 1990, 470,930 peak-hour vehicle-miles of travel were served on a highway network of 724,427 vehicle-miles of service capacity. On that network, 35.8 percent of the travel was on roads estimated to operate at Levels of Service worse than the currently adopted standard, with a systemwide congestion index of 0.98. By 2003, the peak-hour travel has increased to 708,936 vehicle-miles of travel, a fifty (50) percent increase, and an average annual increase of 18,308 vehicle-miles of travel per year. Service capacity has also been increased through roadway construction to 1,206,121, an increase of sixty-six (66) percent. As a result, congestion on the highway network has improved. While the percent of travel on congested roads increased slightly to 38.8 percent, the systemwide congestion index decreased to 0.82.

Metropolitan Planning Organization projections to 2015 indicate travel will continue to increase at an accelerated rate of 24,803 peak-hour vehicle-miles of travel per year, increasing to 1,006,571 peak-hour vehicle-miles of travel. With the increased revenues adopted in 2004, agencies responsible for providing transportation facilities are estimated to develop an average of 48,193 vehicle miles of service capacity per year. This pace of construction is estimated to keep pace with the estimated growth in travel by maintaining a slightly improved systemwide congestion index of 0.78 and reducing the proportion of vehicle-miles of travel on congested roads to 23.1 percent.

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FIGURE 7-1: SUMMARY OF ROAD SYSTEM PERFORMANCE TREND



Supportive Collector Systems

Pasco County's existing roadway system cannot accommodate the development expected to occur within the time frame of the Comprehensive Plan. Utilizing a Year 2025 planning time frame, a highway system was defined addressing the existing and future needs of Pasco County. As discussed above, cost-affordable, multilane improvements are planned on many of the congested major facilities that will keep up with future development, but will not improve upon the existing congestion. In addition to this traditional approach, the County has begun to develop ultimate road network plans in high growth areas to provide service and accessibility in response to the urban/suburban growth patterns in the County. This will allow interneighborhood travel to occur without having to use the major roadway facilities. Many of the new collector roadways shown in the 2025 Cost Affordable Plan will be part of these ultimate road networks that will be funded by specific development order requirements.

Pasco County, in conjunction with adjacent Hillsborough and Pinellas Counties, has recently completed or is nearing the completion of numerous, major, north-south roadway improvements connecting to Hillsborough and Pinellas Counties, including improvements to:

1. Bruce B. Downs Boulevard in Hillsborough County
2. I-75, from the Hillsborough County Line to S.R. 56
3. U.S. 41, from the Hillsborough County Line to Bell Lake Road

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4. Dale Mabry Highway, from the Hillsborough County Line to U.S. 41
5. North Suncoast Parkway, from the Hillsborough County Line to the Hernando County Line
6. McMullen Booth Road/Trinity Boulevard/Mitchell Bypass/Seven Springs Boulevard
7. U.S. 19, from Tarpon Springs to the Pasco County Line

Now, Pasco County is in the process of extending these north-south roadway improvements and has recently completed or is starting to construct major east-west roadway improvements, such as:

1. S.R. 54, from U.S. 19 to S.R. 56
2. S.R. 56, from S.R. 54 to I-75 and on to Bruce B. Downs Boulevard
3. New I-75/S.R. 54 Interchange
4. Ridge Road Extension, from Little Road to the North Suncoast Parkway and on to U.S. 41
5. County Line Road, from U.S. 19 to U.S. 41
6. S.R. 54, West and East of I-75

This system of roads will better serve the citizens of Pasco County both now and in the future.

New Major Corridors

Several new major corridors were recently completed or are currently being planned in Pasco County, including the following:

1. North Suncoast Expressway, from Pasco County Line North to Hernando County Line North
2. Ridge Road Extension, from Ridge Road to U.S. 41
3. S.R. 56, from S.R. 54 to U.S. 301

The North Suncoast Corridor provides an alternate route for north-south travel between Citrus, Pinellas, and Hillsborough Counties. It also provides relief to the U.S. 19 and U.S. 41 Corridors. The Ridge Road Extension is a new, limited-access, major east-west road that will provide much needed relief in the central part of Pasco County. This facility will support regional travel and enhance hurricane evacuation and emergency response time between the Land O' Lakes area and West Pasco County. Finally, S.R. 56 provides much needed relief to the S.R. 54 and I-75 interchange. This improvement provides an alternate east-west route to S.R. 54 to get to Zephyrhills. The future extension of S.R. 56 to U.S. 301 will further improve east-west travel.

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Transportation Corridor Preservation

Corridor preservation is a critical concept for the future of Pasco County. As a result, the County prepared a Corridor Preservation Plan to support the development and adoption of a Corridor Preservation Map, tables, and an ordinance. Illustrated in Tables 7-2a and 7-2b and Map 7-35 of the Transportation Element Technical Support Document Map Series, these tables and map are the culmination of the significant efforts undertaken in the corridor preservation planning process. These tables and map are a reflection of right-of-way requirements for all corridors on the major roadway network for Pasco County. In addition, these tables and map also identify interchanges and intersections with significant entering volumes (greater than 75,000). These interchanges and intersections are identified as requiring additional right-of-way to facilitate the significant traffic volumes that are projected.

Adoption of the ordinance, tables, and map provides the legal basis for initiating the corridor preservation program and enhances the ability of the County to protect the public health, safety, and general welfare of the community, as well as to assist in meeting established community goals and preserving the quality of life.

Functional Classification

Pasco County roadways shall be classified and mapped according to the function served, in order to allow for regulation of access, street and right-of-way widths, circulation patterns, design speed, and construction standards. All streets functionally classified as arterial and collector are shown in the Pasco County Comprehensive Plan Future Roadway Network or the County Transportation Corridor Preservation Map (Map 7-35). All other streets are classified as local streets. Local streets, both private and those to be dedicated to the County, are classified in a street hierarchy system with design tailored to function. Streets within the subdivision shall be classified at the time of preliminary plan approval if the said streets have not been previously classified by the County. The spacing and location of new and expanded arterial corridors shall be consistent with the Vision Plan (Map 7-36) and collector roadways spacing requirements, typical right-of-way widths and cross sections shall be established through the Land Development Code. When a street continues an existing street that previously terminated outside the subdivision, or is a street that will be continued beyond the subdivision or development at some future time, the classification of the street will be based on the street in its entirety, both within and outside of the subdivision or development.

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TABLE 7-2A - CORRIDOR PRESERVATION TABLE (STATE)

Segment ID	On Street	From Street	To Street	Buildout Lanes	Proposed Corridor Width	High Volume Intersection	Notes
2250	Alt. U.S. 19	Pinellas Co.	Holiday Lake Dr.	4	142		
2250.1	Alt. U.S. 19	Holiday Lake Dr.	U.S. 19	4	142	Yes	Refer to Table 7-2b
2280	I-75	Hillsborough County Line	S.R. 56	14	330	Yes	Refer to PD&E; Refer to Table 7-2b
2290	I-75	S.R. 56	S.R. 54	12	348	Yes	Refer to PD&E, FDOT Corridor Width Modification; Refer to Table 7-2b
2300	I-75	S.R. 54	S.R. 52	10	348	Yes	Refer to PD&E, FDOT Corridor Width Modification; Refer to Table 7-2b
2310	I-75	S.R. 52	C.R. 41 - Blanton Rd.	8	350	Yes	Refer to Table 7-2b
2310.1	I-75	C.R. 41 - Blanton Rd.	Hernando	8	400		
2460	S.R. 39	Hillsborough	Central	4	220		
2470	S.R. 39	Central	Chancey (Z'hills Bypass)	4	214		Refer to PD&E
2470.1	S.R. 39	Chancey (Z'hills Bypass)	U.S. 301 - Gall Blvd.	4	168	Yes	Refer to PD&E; Refer to Table 7-2b
2480	S.R. 52	U.S. 19	Zimmerman	8	172	Yes	Refer to PD&E, U.S. 19 to I-75; Refer to Table 7-2b
2480.1	S.R. 52	Zimmerman	Majestic	*8	172		Refer to PD&E, U.S. 19 to I-75
2480.2	S.R. 52	Majestic	La Madera Blvd.	*8	172		Refer to PD&E, U.S. 19 to I-75
2480.3	S.R. 52	La Madera Blvd.	Little Rd. (C.R. 1)	8	172	Yes	Refer to PD&E, U.S. 19 to I-75; Refer to Table 7-2b
2480.4	S.R. 52	Little Rd. (C.R. 1)	Chicago	8	172	Yes	Refer to PD&E, U.S. 19 to I-75; Refer to Table 7-2b
2480.5	S.R. 52	Chicago	Hicks	*8	172		Refer to PD&E, U.S. 19 to I-75
2490	S.R. 52	Hicks	Colony	*8	172		Refer to PD&E, U.S. 19 to I-75
2500	S.R. 52	Colony	C.R. 587	*8	190		Refer to PD&E, U.S. 19 to I-75
2510	S.R. 52	C.R. 587	Hays	*8	190		Refer to PD&E, U.S. 19 to I-75
2510.1	S.R. 52	Hays	Mabel Ridge N&S	8	225	Yes	Refer to PD&E, U.S. 19 to I-75; Refer to Table 7-2b
2510.2	S.R. 52	Mabel Ridge N&S	Suncoast Pkwy.	6	225		
2510.3	S.R. 52	Suncoast Pkwy.	Shady Hills	8	225	Yes	Refer to PD&E, Re-evaluation; Refer to Table 7-2b
2520	S.R. 52	Shady Hills	Roadway "A"	*8	235		Refer to PD&E, Re-evaluation
2525	S.R. 52	Roadway "A"	U.S. 41	*8	235		Refer to PD&E, Re-evaluation
2530	S.R. 52	U.S. 41	Collier Ext.	*8	235		Refer to PD&E, Re-evaluation
2530.1	S.R. 52	Collier Ext.	C.R. 583 (Ehren Cutoff)	*8	235		Refer to PD&E, Re-evaluation
2530.2	S.R. 52	C.R. 583 (Ehren Cutoff)	C.R. 581 - Bellamy Bros.	*8	235		Refer to PD&E, Re-evaluation
2530.3	S.R. 52	C.R. 581 - Bellamy Bros.	Old Pasco Rd.	*8	220		Refer to PD&E, Re-evaluation
2530.4	S.R. 52	Old Pasco Rd.	I-75	8	250	Yes	Refer to PD&E, U.S. 19 to I-75; Refer to Table 7-2b
2540	S.R. 52	I-75	Pasco Rd.	*8	166	Yes	Refer to Table 7-2b
2540.1	S.R. 52	Pasco Rd.	McKendree Rd.	*8	166	Yes	Refer to Table 7-2b
2540.2	S.R. 52	McKendree Rd.	Clinton Ave. Ext.	*6	166		
2540.3	S.R. 52	Clinton Ave. Ext.	City Limits (San Antonio)	*6	166		
2560	S.R. 52	City Limits (Saint Leo)	Morningside Dr	4	142		
2560.1	S.R. 52	Morningside Dr	City Limits (Dade City)	4	142		
2950	S.R. 52	City Limits (San Antonio)	C.R. 577 - Curley	*6	135		
2960	S.R. 52	C.R. 577 - Curley	C.R. 579 - Happy Hill Rd.	4	135		
2965	S.R. 52	C.R. 579 - Happy Hill Rd.	City Limits (Saint Leo)	4	135		See Note #11
2970	S.R. 52	City Limits (Dade City)	Meridian	4	142		
2980	S.R. 52 (MERD)	S.R. 52	17th Street	4	100		See Note #13
2990	S.R. 52 (MERD)	17th Street	14th Street	4	100		See Note #13
2995	S.R. 52 (MERD)	14th Street	U.S. 301	4	100		See Note #13
3000	S.R. 52 (MERD)	U.S. 301	U.S. 98 Bypass	4	100		See Note #13
2570	S.R. 54	U.S. 19	C.R. 595 - Grand	8	172	Yes	Refer to PD&E, U.S. 19 to Cypress Creek, FDOT Lane Modification
2580	S.R. 54	C.R. 595 - Grand	Madison	8	172		Refer to PD&E, U.S. 19 to Cypress Creek, FDOT Lane Modification

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TABLE 7-2A (CONT.)

Segment ID	On Street	From Street	To Street	Buildout Lanes	Proposed Corridor Width	High Volume Intersection	Notes
2590	S.R. 54	Madison	C.R. 77 - Rowan	8	250	Yes	Refer to PD&E, U.S. 19 to Cypress Creek; Refer to Table 7-2b
2591	S.R. 54	Old C.R. 54	Mitchell Ranch	8	250		Refer to PD&E, U.S. 19 to Cypress Creek
2591.1	S.R. 54	Mitchell Ranch	C.R. 1 (Little Rd.)	8	250		Refer to PD&E, U.S. 19 to Cypress Creek
2600	S.R. 54	C.R. 77 - Rowan Rd.	54 Realignment	8	250	Yes	Refer to PD&E, U.S. 19 to Cypress Creek; Refer to Table 7-2b
2620	S.R. 54	C.R. 1 - Little Rd.	Starkey	6	190		Refer to PD&E, U.S. 19 to Cypress Creek
2620.1	S.R. 54	Starkey	Duck Slough Blvd.	8	250	Yes	Refer to PD&E, U.S. 19 to Cypress Cree;; Refer to Table 7-2b
2620.2	S.R. 54	Duck Slough Blvd.	Trinity Blvd.	8	250	Yes	Refer to PD&E, U.S. 19 to Cypress Creek; Refer to Table 7-2b
2630	S.R. 54	Trinity Blvd.	C.R. 587 - Gunn Hwy.	6	250	Yes	Refer to PD&E, U.S. 19 to Cypress Creek; Refer to Table 7-2b
2640	S.R. 54	C.R. 587 - Gunn Hwy.	Suncoast Pkwy.	8	250	Yes	Refer to PD&E, U.S. 19 to Cypress Creek; Refer to Table 7-2b
2645	S.R. 54	Suncoast Pkwy.	Ashley Glen (Tower Rd.)	8	250	Yes	Refer to PD&E, U.S. 19 to Cypress Creek; Refer to Table 7-2b
2645.1	S.R. 54	Ashley Glen (Tower Rd.)	Meadowbrook Dr.	*8	250		Refer to PD&E, U.S. 19 to Cypress Creek
2645.2	S.R. 54	Meadowbrook Dr.	Ballantrae Blvd.	*8	250		Refer to PD&E, U.S. 19 to Cypress Creek
2645.3	S.R. 54	Ballantrae Blvd.	Sunlake Blvd.	*8	250		Refer to PD&E, U.S. 19 to Cypress Creek
2645.4	S.R. 54	Sunlake Blvd.	Mentmore Blvd.	*8	250		Refer to PD&E, U.S. 19 to Cypress Creek
2645.5	S.R. 54	Mentmore Blvd.	Oakstead Blvd.	*8	250		Refer to PD&E, U.S. 19 to Cypress Creek
2645.6	S.R. 54	Oakstead Blvd.	Henley Rd.	*8	250		Refer to PD&E, U.S. 19 to Cypress Creek
2645.7	S.R. 54	Henley Rd.	Wilson Rd.	*8	250		Refer to PD&E, U.S. 19 to Cypress Creek
2645.8	S.R. 54	Wilson Rd.	U.S. 41	8	250	Yes	Refer to PD&E, U.S. 19 to Cypress Creek; Refer to Table 7-2b
2650	S.R. 54	U.S. 41	Collier Pkwy.	8	250	Yes	Refer to PD&E, U.S. 19 to Cypress Creek; Refer to Table 7-2b
2660	S.R. 54	Collier Pkwy.	Livingston	8	250	Yes	Refer to PD&E, U.S. 19 to Cypress Creek; Refer to Table 7-2b
2660.1	S.R. 54	Livingston	S.R. 56	8	250	Yes	Refer to PD&E, U.S. 19 to Cypress Creek; Refer to Table 7-2b
2700	S.R. 54	S.R. 581	Boyette	6	166	Yes	Refer to PD&E, Refer to SEIR Study; Refer to Table 7-2b
2700.1	S.R. 54	Boyette	C.R. 577 - Curley	6	166		Refer to PD&E; Refer to SEIR Study
2710	S.R. 54	C.R. 577 - Curley	Meadow Pointe Blvd.	8	220		Refer to PD&E
2710.1	S.R. 54	Meadow Pointe Blvd.	New River Blvd.	*4	166		Refer to PD&E
2710.2	S.R. 54	New River Blvd.	New River Rd.	*4	166		Refer to PD&E
2710.3	S.R. 54	New River Rd.	C.R. 579 - Morris Bridge	*4	166		Refer to PD&E
2715	S.R. 54	C.R. 579 - Morris Bridge	Dean Dairy	4	142		Refer to PD&E
2720	S.R. 54	Dean Dairy	Allen Rd.	4	142		Refer to PD&E
2720.1	S.R. 54	Allen Rd.	Lane Rd.	4	142		Refer to PD&E
2720.2	S.R. 54	Lane Rd.	Court St.	4	142		Refer to PD&E
2720.3	S.R. 54	Court St.	City Limits	4	142		Refer to PD&E
3010	S.R. 54	City Limits	6 th Street	4	142		
3010.1	S.R. 54	6 th Street	U.S. 301 - Gall Blvd.	4	142		
2330	S.R. 56	S.R. 54	I-75	8	250	Yes	Refer to PD&E; Refer to Table 7-2b
2340	S.R. 56	I-75	Northwood Palms Blvd.	8	250	Yes	Refer to PD&E; Refer to Table 7-2b
2340.1	S.R. 56	Northwood Palms Blvd.	S.R. 581	8	250	Yes	Refer to PD&E; Refer to Table 7-2b
2350	S.R. 56	S.R. 581	Mansfield Blvd.	*8	250		Refer to PD&E
2350.1	S.R. 56	Mansfield	Meadow Pointe Blvd.	*8	250		Refer to PD&E
2350.2	S.R. 56	Meadow Pointe Blvd.	New River Blvd.	*8	250		Refer to PD&E

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TABLE 7-2A (CONT.)

Segment ID	On Street	From Street	To Street	Buildout Lanes	Proposed Corridor Width	High Volume Intersection	Notes
2350.3	S.R. 56	New River Blvd.	C.R. 579 - Morris Bridge Rd.	*8	250		Refer to PD&E
2360	S.R. 56	C.R. 579 - Morris Bridge Rd.	U.S. 301 - Gall Blvd.	*8	250		Refer to PD&E
510	S.R. 575	Hernando	U.S. 301	2	135		
650.1	S.R. 581	S.R. 56	Chancey Ext.	6	200	Yes	Refer to Construction Drawings; Refer to Table 7-2b
650.2	S.R. 581	Chancey Ext.	S.R. 54	6	200	Yes	Refer to Construction Drawings; Refer to Table 7-2b
2450	S.R. 597 (Dale Mabry Hwy.)	Hillsborough	U.S. 41	6	200		Refer to PD&E
2400	Suncoast Pkwy.	Hillsborough	S.R. 54	6	400	Yes	Refer to Table 7-2b
2420	Suncoast Pkwy.	S.R. 54	Ridge Rd. Ext.	6	400	Yes	Refer to PD&E (Turnpike); Refer to Table 7-2b
2430	Suncoast Pkwy.	Ridge Rd. Ext.	S.R. 52	6	400	Yes	Refer to PD&E (Turnpike); Refer to Table 7-2b
2440	Suncoast Pkwy.	S.R. 52	Hernando	6	400	Yes	Refer to PD&E (Turnpike); Refer to Table 7-2b
2730	U.S. 19	Pinellas	Flora Ave.	*8	235		FDOT Lane Modification; Refer to Table 7-2b; PD&E Underway/Continuous Right-Turn Lane
2730.1	U.S. 19	Flora Ave.	Alt. U.S. 19	8	235	Yes	Refer to Table 7-2b; PD&E Underway/Continuous Right-Turn Lane
2740	U.S. 19	Alt. U.S. 19	C.R. 595 - Grand	8	235	Yes	Refer to Table 7-2b; PD&E Underway/Continuous Right-Turn Lane
2740.1	U.S. 19	C.R. 595 - Grand	Darlington	8	235	Yes	Refer to Table 7-2b; PD&E Underway/Continuous Right-Turn Lane
2740.2	U.S. 19	Darlington	Sunray	8	235	Yes	Refer to Table 7-2b; PD&E Underway/Continuous Right-Turn Lane
2740.3	U.S. 19	Sunray	Gulf Trace Blvd.	8	235	Yes	Refer to Table 7-2b, PD&E Underway/Continuous Right-Turn Lane
2740.4	U.S. 19	Gulf Trace Blvd.	Moog Rd.	8	235	Yes	Refer to Table 7-2b; PD&E Underway/Continuous Right-Turn Lane
2740.5	U.S. 19	Moog Rd.	S.R. 54	8	235	Yes	Refer to Table 7-2b; PD&E Underway/Continuous Right-Turn Lane
2750	U.S. 19	S.R. 54	Trouble Creek Rd.	8	235	Yes	Refer to Table 7-2b; PD&E Underway/Continuous Right-Turn Lane
2750.1	U.S. 19	Trouble Creek Rd.	City Limits (New Port Richey)	*8	235		PD&E Underway/Continuous Right-Turn Lane
2760	U.S. 19	City Limits (Port Richey)	Salt Springs Rd.	*8	235		PD&E Underway/Continuous Right-Turn Lane
2760.1	U.S. 19	Salt Springs Rd.	Holiday Hills	*8	235		PD&E Underway/Continuous Right-Turn Lane
2760.2	U.S. 19	Holiday Hills	Embassy	*8	235		PD&E Underway/Continuous Right-Turn Lane
2760.3	U.S. 19	Embassy	Salt Springs	*8	235		PD&E Underway/Continuous Right-Turn Lane
2760.4	U.S. 19	Salt Springs	Scenic	*6	235		PD&E Underway/Continuous Right-Turn Lane
2760.5	U.S. 19	Scenic	Fox Hollow	*8	235		PD&E Underway/Continuous Right-Turn Lane
2760.6	U.S. 19	Fox Hollow	Regency - C.R. 77	*8	235		PD&E Underway/Continuous Right-Turn Lane
2760.7	U.S. 19	Regency - C.R. 77	Jasmine	*8	235		PD&E Underway/Continuous Right-Turn Lane
2765	U.S. 19	Jasmine	Ranch	*8	235		PD&E Underway/Continuous Right-Turn Lane
2765.1	U.S. 19	Ranch	S.R. 52	8	235	Yes	Refer to Table 7-2b; PD&E Underway/Continuous Right-Turn Lane
2765.2	U.S. 19	S.R. 52	Beacon Woods	8	235	Yes	Refer to Table 7-2b; PD&E Underway/Continuous Right-Turn Lane
2770	U.S. 19	Beacon Woods	Clark	*8	235		PD&E Underway/Continuous Right-Turn Lane
2770.1	U.S. 19	Clark	Hudson	*8	235		PD&E Underway/Continuous Right-Turn Lane
2780	U.S. 19	Hudson	Rhodes	*8	235		PD&E Underway/Continuous Right-Turn Lane
2780.1	U.S. 19	Rhodes	New York	*8	235		PD&E Underway/Continuous Right-Turn Lane
2780.2	U.S. 19	New York	Denton	*8	235		PD&E Underway/Continuous Right-Turn Lane
2780.3	U.S. 19	Denton	Little Rd. Ext.	8	235	Yes	Refer to Table 7-2b; PD&E Underway/Continuous Right-Turn Lane

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TABLE 7-2A (CONT.)

Segment ID	On Street	From Street	To Street	Buildout Lanes	Proposed Corridor Width	High Volume Intersection	Notes
2780.4	U.S. 19	Little Rd. Ext.	C.R. 595a - Aripeka	8	235	Yes	Refer to Table 7-2b; PD&E Underway/Continuous Right-Turn Lane
2780.5	U.S. 19	C.R. 595a - Aripeka	Hernando	*8	235		PD&E Underway/Continuous Right-Turn Lane
3020	U.S. 19	City Limits (New Port Richey)	Floramar	*8	235		PD&E Underway/Continuous Right-Turn Lane
3020.1	U.S. 19	Floramar	Marine Pkwy.	*8	235		PD&E Underway/Continuous Right-Turn Lane
3030	U.S. 19	Marine Pkwy.	Gulf Dr.	*8	235		PD&E Underway/Continuous Right-Turn Lane
3030.1	U.S. 19	Gulf Dr.	Cross Bayou	*6	235		PD&E Underway/Continuous Right-Turn Lane
3030.2	U.S. 19	Cross Bayou	Main St.	*8	235		PD&E Underway/Continuous Right-Turn Lane
3030.3	U.S. 19	Main St.	Grand - C.R. 595	*8	235		PD&E Underway/Continuous Right-Turn Lane
3040	U.S. 19	Grand - C.R. 595	Washington St.	*8	235		PD&E Underway/Continuous Right-Turn Lane
3040.1	U.S. 19	Washington St.	Bay	6	235	Yes	Refer to Table 7-2b; PD&E Underway/Continuous Right-Turn Lane
3040.2	U.S. 19	Bay	Ridge Rd.	8	235	Yes	Refer to Table 7-2b; PD&E Underway/Continuous Right-Turn Lane
3050	U.S. 19	Ridge Rd.	City Limits (Port Richey)	8	235	Yes	Refer to Table 7-2b; PD&E Underway/Continuous Right-Turn Lane
2830.1	U.S. 301	Kossik Rd.	Bailey Hill Rd.	6	235		FDOT Corridor Width Modification
2830.2	U.S. 301	Bailey Hill Rd.	Wire Rd.	6	235		
2830.3	U.S. 301	Wire Rd.	U.S. 98	6	235		
2830.4	U.S. 301	U.S. 98	So. Dade City Limits	6	235		
2840	U.S. 301	No. Dade City Limits	Lock St.	6	166		
2840.1	U.S. 301	Lock St.	Frazer Hill	6	235		FDOT Corridor Width Modification
2840.2	U.S. 301	Frazer Hill	Christian Rd.	6	235		FDOT Corridor Width Modification
2840.3	U.S. 301	Christian Rd.	U.S. 98	4	220		FDOT Corridor Width Modification
2850	U.S. 301	U.S. 98	S.R. 575	4	220		
2860	U.S. 301	S.R. 575	Hernando	4	220		
3060	U.S. 301	So. Dade City Limits	Clinton	6	220		
3060.1	U.S. 301	Clinton	Morning Side	6	220		
3060.2	U.S. 301	Morning Side	U.S. 98 Bypass So. Dixie (C.R. 533)	6	220		
3070	U.S. 301	U.S. 98 Bypass So. Dixie (C.R. 533)	Church	6	166		
3070.1	U.S. 301	Church	Pasco	6	166		
3070.2	U.S. 301	Pasco	Meridian	6	166		
3080	U.S. 301	Meridian	Martin Luther King	6	166		
3080.1	U.S. 301	Martin Luther King	U.S. 98 Bypass No.	6	166		
3090	U.S. 301	U.S. 98 Bypass No.	No. Dade City Limits	6	166		
2790	U.S. 301 - Gall Blvd.	Hillsborough	S.R. 56	4	250		
2800	U.S. 301 - Gall Blvd.	S.R. 56	Chancey	6	250		
2810	U.S. 301 - Gall Blvd.	Chancey	Crystal Springs	6	250		
2810.1	U.S. 301 - Gall Blvd.	Crystal Springs	S.R. 39	6	250	Yes	Refer to Table 7-2b
2820	U.S. 301 - Gall Blvd.	S.R. 39	Palm Grove Rd.	4	250	Yes	Refer to Table 7-2b
2820.1	U.S. 301 - Gall Blvd.	Palm Grove Rd.	Alston Ave.	4	250		
2820.2	U.S. 301 - Gall Blvd.	Alston Ave.	So. Zephyrhills City Limits	4	166		Refer to PD&E
2830	U.S. 301 - Gall Blvd.	No. Zephyrhills City Limits	Kossik Rd.	6	235		
3100	U.S. 301 - Gall Blvd.	So. Zephyrhills City Limits	"C" Ave.	4	166		Refer to PD&E
3100.1	U.S. 301 - Gall Blvd.	"C" Ave.	"B" Ave.	4	166		Refer to PD&E
3100.2	U.S. 301 - Gall Blvd.	"B" Ave.	"A" Ave.	4	166		Refer to PD&E
3100.3	U.S. 301 - Gall Blvd.	"A" Ave.	South Rd.	6	166		Refer to PD&E
3100.4	U.S. 301 - Gall Blvd.	South Rd.	S.R. 54	6	166		Refer to PD&E
3100.5	U.S. 301 - Gall Blvd.	S.R. 54	12th Ave.	6	166		Refer to PD&E

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TABLE 7-2A (CONT.)

Segment ID	On Street	From Street	To Street	Buildout Lanes	Proposed Corridor Width	High Volume Intersection	Notes
3100.6	U.S. 301 - Gall Blvd.	12th Ave.	6th St.	6	166		Refer to PD&E
3100.7	U.S. 301 - Gall Blvd.	6th St.	Geiger	*6	220		Refer to PD&E
3100.8	U.S. 301 - Gall Blvd.	Geiger	C.R. 41 - Ft. King Hwy.	*6	220		Refer to PD&E
3110	U.S. 301 - Gall Blvd.	Fountain	Daughtry	*6	225		
3110.1	U.S. 301 - Gall Blvd.	Daughtry	Town View	*6	220		
3110.2	U.S. 301 - Gall Blvd.	Town View	No. Zephyrhills City Limits	*6	220		
3105	U.S. 301 - Gall Blvd.	C.R. 41 - Ft. King Hwy.	Fountain	*6	220		
2870	U.S. 41	Hillsborough	Dale Mabry Hwy.	6	220	Yes	Refer to PD&E; Refer to Table 7-2b
2880	U.S. 41	Dale Mabry Hwy.	S.R. 54	*6	220		Refer to PD&E
2890	U.S. 41	S.R. 54	Bell Lake Rd.	6	220	Yes	Refer to PD&E; Refer to Table 7-2b
2890.1	U.S. 41	Bell Lake Rd.	Hale	6	220	Yes	Refer to PD&E; Refer to Table 7-2b
2900	U.S. 41	Hale	C.R. 583 - Ehren Cutoff	*6	220		Refer to PD&E
2900.1	U.S. 41	C.R. 583 - Ehren Cutoff	Caliente Blvd.	*6	220		Refer to PD&E
2900.2	U.S. 41	Caliente Blvd.	Gator Ln.	*6	220		Refer to PD&E
2900.3	U.S. 41	Gator Ln.	Pleasant Plains Pkwy.	6	220	Yes	Refer to PD&E; Refer to Table 7-2b
2900.4	U.S. 41	Pleasant Plains Pkwy.	Ridge Rd. Ext.	6	220	Yes	Refer to PD&E; Refer to Table 7-2b
2910	U.S. 41	Ridge Rd. Ext.	S.R. 52	6	220	Yes	Refer to PD&E; Refer to Table 7-2b
2920	U.S. 41	S.R. 52	Hamilton Ext.	6	220		Refer to PD&E
2920.1	U.S. 41	Hamilton Ext.	Hernando	6	220		Refer to PD&E
2930	U.S. 98	Polk	C.R. 35a - Old Lakeland Hwy.	4	220		
2930.1	U.S. 98	C.R. 35a - Old Lakeland Hwy.	U.S. 301	4	220		
2940	U.S. 98	U.S. 301	C.R. 575 - Trilby Rd.	4	220		Refer to PD&E (south side of Dade City to north side)
2940.1	U.S. 98	C.R. 575 - Trilby Rd.	Hernando	4	220		
3120	U.S. 98 (Bypass)	U.S. 301	C.R. 35a - Old Lakeland Hwy.	6	166		Refer to PD&E
3120.1	U.S. 98 (Bypass)	C.R. 35a - Old Lakeland Hwy.	Meridian	6	166		Refer to PD&E
3130	U.S. 98 (Bypass)	Meridian	Martin Luther King	6	166		Refer to PD&E
3130.1	U.S. 98 (Bypass)	Martin Luther King	U.S. 301	6	166		Refer to PD&E

GENERAL NOTES:

1. Note that this table shows existing roads or roads for which design studies have been completed. Roads referenced with MPUD also are included because there is a specific stipulation in the development order to build the roadway.
2. A reference to a PD&E study indicates that an exact alignment has been approved.
3. A reference to an MPUD indicates that a new road is approved in zoning, but no exact route alignment has been defined.
4. "Buildout Lanes" column is derived from the Pasco County Right-of-Way Corridor Preservation Plan and discussions with Pasco County staff.
5. Reference to PD&E is for alignment purposes only. Proposed corridor width shall apply.
6. If ultimate design has been completed and right-of-way has been acquired, it shall be substituted for the proposed corridor width.
7. Restricted roadway segments were identified based on the level of development activity (measured in terms of existing structures or "built" environment) within the adjacent land uses, as well as review by County staff.
8. Rural residential roads in the northeast Pasco County rural area are not expected to require, nor are they planned to receive, capacity improvements over the 20-year planning period for the northeast Pasco County rural area.
9. Intersections identified in this table are subject to additional corridor widths. The distance from which this additional width is required will be determined on a case-by-case basis in consideration of location-specific characteristics that may impact the specific design. These location-specific characteristics may include, but are not limited to, topography, roadway alignment, soil conditions, and historic and cultural sites that, on the basis of current professionally accepted design standards, may change the beginning and ending locations of the additional corridor width. In no case shall this additional corridor width be required for a distance greater than 2,640 feet from the closest point of the intersecting street right-of-way.

SPECIFIC NOTES:

10. * = Capacity deficit will be addressed through frontage roads, parallel facilities, and alternative modes of transportation, to include transit, sidewalks, etc.
11. The roadway limits at the intersections (crossing roadways identified in the Right-of-Way Corridor Preservation Tables) shall be 166 feet in all directions (N-S and E-W), for a minimum of 660 feet in depth from the edge of the pavement of the crossing roadway.
12. a) Restricted Right-of-Way Corridor. b) The roadway limits at the intersections (crossing roadways identified in the Right-of-Way Corridor Preservation Tables) shall be 166 feet in all directions (N-S and E-W), for a minimum of 660 feet in depth from the edge of the pavement of the crossing roadway.

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TABLE 7-2A (CONT.)

13. a) Restricted Right-of-Way Corridor. b) The roadway limits at the intersections (crossing roadways identified in the Right-of-Way Corridor Preservation Tables) shall be 142 feet in all directions (N-S and E-W), for a minimum of 660 feet in depth from the edge of the pavement of the crossing roadway.
14. a) Restricted Right-of-Way Corridor. b) The roadway limits at the intersections (crossing roadways identified in the Right-of-Way Corridor Preservation Tables) shall be 135 feet in all directions (N-S and E-W), for a minimum of 660 feet in depth from the edge of the pavement of the crossing roadway.
15. a) Restricted Right-of-Way Corridor. b) The roadway limits at the intersections (crossing roadways identified in the Right-of-Way Corridor Preservation Tables) shall be 100 feet in all directions (N-S and E-W), for a minimum of 660 feet in depth from the edge of the pavement of the crossing roadway.
16. The roadway limits at the intersections (crossing roadways identified in the Right-of-Way Corridor Preservation Tables) shall be 166 feet in all directions (N-S and E-W), for a minimum of 660 feet in depth from the edge of the pavement of the crossing roadway.

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TABLE 7-2A - CORRIDOR PRESERVATION TABLE (NONSTATE)

Segment ID	On Street	From Street	To Street	Buildout Lanes	Proposed Corridor Width	High Volume Intersection	Notes
1915	"A" Ave.	U.S. 301	6 th St.	2	135		
10	20 th St.	C.R. 54	City Limits (Z'hills)	2	80		See Note #14
1900	20 th St.	City Limits (Z'hills)	South Ave.	2	80		See Note #14
1900.1	20 th St.	South Ave.	"C" Ave.	2	80		See Note #14
1900.2	20 th St.	"C" Ave.	City Limits	2	80		See Note #14
1900.3	20 th St.	City Limits	Tucker	2	80		See Note #14
1900.4	20 th St.-Copeland Dr.	Tucker	Chancey Rd.	2	135		See Note #12
1905	21 st St.	C.R. 578 - St. Joe Rd.	Meridian	4	142		
2010	21 st St.	Lock St. (Calle De Milagros)	C.R. 578 - St. Joe Rd.	4	142		
1892	5 th Ave. (S.R. 54)	U.S. 301 - Gall Blvd.	7 th St.	4	142		
3180	6 th Ave. Ext.	South Ave. Ext.	Chancey Rd.	2	135		
1894	6 th St.	"A" Ave.	South Rd.	3	142		Refer to PD&E, FDOT U.S. 301
1894.1	6 th St.	South Rd.	S.R. 54	3	142		Refer to PD&E, FDOT U.S. 301
1894.2	6 th St.	S.R. 54	12 th Ave.	3	142		Refer to PD&E, FDOT U.S. 301
1894.3	6 th St.	12 th Ave.	U.S. 301 - Gall Blvd.	3	142		Refer to PD&E, FDOT U.S. 301
1895.3	7 th St.	7 th St. Ext.	South Rd.	2	135		Refer to PD&E, FDOT U.S. 301
1895.4	7 th St.	South Rd.	S.R. 54	2	135		Refer to PD&E, FDOT U.S. 301
1895.5	7 th St.	S.R. 54	12 th Ave.	2	135		Refer to PD&E, FDOT U.S. 301
1895.6	7 th St.	12 th Ave.	North	2	135		Refer to PD&E, FDOT U.S. 301
1896	7 th St.	North	U.S. 301 - Gall Blvd.	2	135		
1895.2	7 th St. - "A" Ave.	U.S. 301 - Gall Blvd.	7 th St. Ext	2	135		Refer to PD&E, FDOT U.S. 301
1895	7 th St. Ext.	U.S. 301	"C" Ave.	2	135		Refer to PD&E, FDOT U.S. 301
1895.1	7 th St. Ext.	"C" Ave.	7 th St.	2	135		Refer to PD&E, FDOT U.S. 301
80	Alico Pass	River Crossing	Starkey Blvd.	2	80		See Note #13
9003	Altamont Ln.	Hillsborough Co. Line	S.R. 54	2	135		
20	Anclote Blvd.	C.R. 595a - Bailey's Bluff Rd.	Sweetbriar	2	80		See Note #14
20.1	Anclote Blvd.	Sweetbriar	Alt. U.S. 19	2	80		See Note #14
3320	Asbel Rd.	Roaches Run (Roadway "C")	Ridge Rd. Ext.	4	166		
3330	Asbel Rd.	Ridge Rd. Ext.	S.R. 52	4	142		
1800	Ashley Glen	S.R. 54	Mentmore Blvd.	4	142		MPUD; See Note #15
1800.1	Ashley Glen	Mentmore Blvd.	Tower Rd.	4	142		MPUD; See Note #15
130	Autumn Palm Dr.	Palm Grove	Tucker	2	135		
130.1	Autumn Palm Dr.	Tucker	Chancey	2	135		
50	Bailey Hill Rd.	C.R. 41	U.S. 301	2	135		
1960.3	Baille	Cecelia	Rowan	2	135		
5010.1	Ballantrae	S.R. 54	Mentmore	2	142		MPUD
5010.2	Ballantrae	Mentmore	Tower Rd.	2	142		MPUD
9001	Bell Lake Rd.	U.S. 41	Collier Parkway	2	66	Yes	See Note #13; Refer to Table 7-2b
N/A	Bosley Dr.	Lawless Rd.	Shady Hills Rd.	2	135		
N/A	Bowman Rd.	Caufield Rd.	U.S. 41	2	135		
90	Boyette Rd.	S.R. 54	Wells Rd.	2	135		Refer to PD&E, Continuous Left-Turn Lane
90.1	Boyette Rd.	Wells Rd.	Overpass Rd.	2	135		Refer to PD&E, Continuous Left-Turn Lane
40	"C" Ave.	Court St.	City Limits	2	80		
1930	"C" Ave.	City Limits	6 th St. Ext	2	80		
1930.1	"C" Ave.	6 th St. Ext	U.S. 301 - Gall Blvd.	2	80		
1940	"C" Ave.	U.S. 301 - Gall Blvd.	7 th St.	2	80		
1940.1	"C" Ave.	7 th St.	20 th St.	2	80		
380	C.R. 1 - Little Rd.	Fivay Rd.	S.R. 52	6	0		Built Out Per County
380.1	C.R. 1 - Little Rd.	S.R. 52	Star Trail	6	0		Built Out Per County

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TABLE 7-2A (CONT.)

Segment ID	On Street	From Street	To Street	Buildout Lanes	Proposed Corridor Width	High Volume Intersection	Notes
380.2	C.R. 1 - Little Rd.	Star Trail	Timber Oaks Ave.	6	0		Built Out Per County
390	C.R. 1 - Little Rd.	Timber Oaks Ave.	Jasmine	6	0		Built Out Per County
390.1	C.R. 1 - Little Rd.	Jasmine	Fox Hollow	6	0		Built Out Per County
390.2	C.R. 1 - Little Rd.	Fox Hollow	Embassy	6	0		Built Out Per County
390.3	C.R. 1 - Little Rd.	Embassy	San Miguel	6	0		Built Out Per County
390.4	C.R. 1 - Little Rd.	San Miguel	Ridge Rd.	6	0		Built Out Per County
400	C.R. 1 - Little Rd.	Ridge Rd.	Shopping Center	6	0		Built Out Per County
400.1	C.R. 1 - Little Rd.	Shopping Center	King Helie Blvd.	6	0		Built Out Per County
400.15	C.R. 1 - Little Rd.	King Helie Blvd.	Arevee Dr.	6	0		Built Out Per County
400.2	C.R. 1 - Little Rd.	Arevee Dr.	Citizens Dr.	6	0		Built Out Per County
400.3	C.R. 1 - Little Rd.	Citizens Dr.	Government Dr.	6	0		Built Out Per County
400.4	C.R. 1 - Little Rd.	Government Dr.	Mass. Ave.	6	0		Built Out Per County
410	C.R. 1 - Little Rd.	Mass. Ave.	Plathe	6	200		
420	C.R. 1 - Little Rd.	Plathe	River Crossing (Trouble Creek E.)	6	200		
420.1	C.R. 1 - Little Rd.	River Crossing (Trouble Creek E.)	Rancho Del Rio	6	166		
420.2	C.R. 1 - Little Rd.	Rancho Del Rio	Heritage Lake	6	166		
420.3	C.R. 1 - Little Rd.	Heritage Lake	Old C.R. 54	6	166		
420.3	C.R. 1 - Little Rd.	Old C.R. 54	S.R. 54	6	166		
425	C.R. 1 - Little Rd.	S.R. 54	Mitchell Blvd.	6	210		
425.1	C.R. 1 - Little Rd.	Mitchell Blvd.	Trinity Blvd.	6	200		
1240	C.R. 1 - Little Rd.	U.S. 19	Denton	6	220	Yes	Refer to Table 7-2b
1240.1	C.R. 1 - Little Rd.	Denton	New York Ave.	6	220		
1250	C.R. 1 - Little Rd.	New York Ave.	Hudson Ave.	6	166		
1250.1	C.R. 1 - Little Rd.	Hudson Ave.	Fivay Rd.	6	166		
1990	C.R. 35a - Old Lakeland Hwy.	City Limits	U.S. 98 Bypass	4	166		
430.1	C.R. 35a - Old Lakeland Hwy.	Melrose Ave.	U.S. 98	4	166		
430.2	C.R. 35a - Old Lakeland Hwy.	U.S. 98	Clinton	4	166		
430.3	C.R. 35a - Old Lakeland Hwy.	Clinton	City Limits	4	166		
430	C.R. 35a-Melrose Ave.-Berry Rd.	C.R. 54	Old Lakeland Hwy.	4	166		
440.1	C.R. 41- Blanton Rd.	Lake Lola Rd. (C.R. 577)	I-75	4	166	Yes	Refer to Table 7-2b
440.2	C.R. 41- Blanton Rd.	I-75	James Rd.	4	166	Yes	Refer to Table 7-2b
440.3	C.R. 41- Blanton Rd.	James Rd.	Clay Hill	2	135		
440.4	C.R. 41- Blanton Rd.	Clay Hill	C.R. 575 - Trilby Rd.	2	135		
440.5	C.R. 41- Blanton Rd.	C.R. 575 - Trilby Rd.	Frazee Hill Rd.	2	135		
440.6	C.R. 41- Blanton Rd.	Frazee Hill Rd.	City Limits	2	135		
2000	C.R. 41- Blanton Rd.	City Limits	Ramsey	2	135		
2000.1	C.R. 41- Blanton Rd.	Ramsey	21 st St.	2	135		
450	C.R. 41- Ft. King Hwy.	Morningside	C.R. 52a - Clinton Ave.	2	135		
450.1	C.R. 41- Ft. King Hwy.	City Limits	Morningside	2	135		
460	C.R. 41- Ft. King Hwy.	C.R. 52a - Clinton Ave.	Bailey Hill Rd.	2	135		
460.1	C.R. 41- Ft. King Hwy.	Bailey Hill Rd.	Kossik Rd.	2	135		
460.3	C.R. 41- Ft. King Hwy.	Kossik Rd.	Daughtery	2	135		
460.4	C.R. 41- Ft. King Hwy.	Daughtery	Greenslope Ext.	2	135		
460.5	C.R. 41- Ft. King Hwy.	Greenslope Ext.	Fountain	2	135		
460.6	C.R. 41- Ft. King Hwy.	Fountain	U.S. 301	2	135		
2020	C.R. 41- Ft. King Hwy.	Meridian Ave.	City Limits	4	135		

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TABLE 7-2A (CONT.)

Segment ID	On Street	From Street	To Street	Buildout Lanes	Proposed Corridor Width	High Volume Intersection	Notes
440	C.R. 41- Lake Iola Rd.	Hernando	Blanton Rd. - C.R. 577	2	135		
470	C.R. 52a - Clinton Ave.	Pasadena	C.R. 41 - Ft King Hwy.	4	142		
470.1	C.R. 52a - Clinton Ave.	C.R. 41 - Ft. King Hwy.	U.S. 301	4	142		Refer to PD&E
470.2	C.R. 52a - Clinton Ave.	C.R. 579 - Prospect Rd.	Pasadena	4	142		Refer to PD&E
482.3	C.R. 530 Ext - Kossik Rd.	Greenslope	U.S. 301	4	166		Refer to PD&E
485.2	C.R. 530 Ext - Kossik Rd.	C.R. 41 - Ft. King Hwy.	Greenslope	4	166		
480	C.R. 530 - Otis Allen Rd.	Wire Rd.	Old Lakeland Hwy.	4	142		
490	C.R. 54	City Limits	20 th St.	4	142		
490.1	C.R. 54	20 th St.	Chancey Rd.	4	142		
500	C.R. 54	Chancey Rd.	C.R. 35a - Berry Rd.	4	166		
500.1	C.R. 54	C.R. 35a - Berry Rd.	U.S. 98	4	166		
2030	C.R. 54	U.S. 301 - Gall Blvd.	Wire Rd.	4	142		
2030.1	C.R. 54	Wire Rd.	City Limits	4	142		
2690	C.R. 54	I-75	S.R. 581	6	166	Yes	Refer to PD&E, S.R. 56 to S.R. 581; Refer to Table 7-2b
2670	C.R. 54 - Wesley Chapel Blvd.	S.R. 56	Old Pasco Rd.	6	166	Yes	Refer to PD&E
2680	C.R. 54 - Wesley Chapel Blvd.	Old Pasco Rd.	I-75	6	166	Yes	Refer to PD&E, S.R. 56 to S.R. 581; Refer to Table 7-2b
2675	C.R. 54 Ext	S.R. 56	Hills Co. Rd.	4	142		Delete?
510.1	C.R. 575 - Tribby Rd.	U.S. 301	U.S. 98	2	135		
510.2	C.R. 575 - Tribby Rd.	U.S. 98	Kettering Rd.	2	135		
510.3	C.R. 575 - Tribby Rd.	Kettering Rd.	C.R. 41 - Blanton	2	135		
520	C.R. 577 - Curley Rd.	Pasco Rd.	Darby Rd.	2	135		
525	C.R. 577 - Curley Rd.	Darby Rd.	C.R. 578 - St. Joe Rd.	2	135		
530	C.R. 577- Curley Rd.	S.R. 54	Wells Rd.	2	166		
540	C.R. 577- Curley Rd.	Wells Rd.	Wesley Lake Dr. Ext.	2	166		
540.1	C.R. 577- Curley Rd.	Wesley Lake Dr. Ext.	Overpass Rd.	4	166		
540.2	C.R. 577- Curley Rd.	Overpass Rd.	C.R. 579a - Prospect Rd.	4	166		
540.3	C.R. 577- Curley Rd.	C.R. 579a - Prospect Rd.	Clinton Ave. Ext.	4	166		
540.4	C.R. 577- Curley Rd.	Clinton Ave. Ext.	City Limits	4	166		
2040	C.R. 577- Curley Rd.	City Limits	S.R. 52	4	166		Manual County Corridor Width Modification
2050	C.R. 577- Curley Rd.	S.R. 52	Pasco Rd.	2	135		Manual County Corridor Width Modification
520.1	C.R. 577- Lake Iola Dr.	C.R. 578 - St. Joe Rd.	Johnston	2	135		
520.2	C.R. 577- Lake Iola Dr.	Johnston	C.R. 41 - Blanton Rd.	2	135		
550	C.R. 578 - County Line Rd.	U.S. 19	East Rd.	6	166	Yes	Refer to PD&E; Existing Right-of-Way 50' in Pasco, 50' in Hernando
550.1	C.R. 578 - County Line Rd.	East Rd.	Shady Hills	6	166		Refer to PD&E
555	C.R. 578 - County Line Rd.	Shady Hills	Suncoast Pkwy.	6	166		Refer to PD&E
556	C.R. 578 - County Line Rd.	Suncoast Pkwy.	Ayers Rd. (County Line Realignment)	6	166		Refer to PD&E
557	C.R. 578 - County Line Rd.	Ayers Rd. (County Line Realignment)	U.S. 41	6	80		
560	C.R. 578 - St. Joe Rd.	C.R. 581 - Bellamy Bros. Blvd.	Sharber	2	135		
560.1	C.R. 578 - St. Joe Rd.	Sharber	Jessamine Rd.	2	135		
560.2	C.R. 578 - St. Joe Rd.	Jessamine Rd.	C.R. 579 - Happy Hill Rd.	2	135		
560.3	C.R. 578 - St. Joe Rd.	C.R. 579 - Happy Hill Rd.	Ramsey	2	135		
560.4	C.R. 578 - St. Joe Rd.	Ramsey	City Limits	2	135		
2060	C.R. 578 - St. Joe Rd.	City Limits	21 st St.	2	135		

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TABLE 7-2A (CONT.)

Segment ID	On Street	From Street	To Street	Buildout Lanes	Proposed Corridor Width	High Volume Intersection	Notes
600.2	C.R. 579 - Prospect Rd.	Handcart - C.R. 579a	C.R. 52a - Clinton Ave. Realignment	4	166		
590	C.R. 579 - Eiland Blvd.	S.R. 54	Z. West Ext.	4	220		Refer to PD&E
600	C.R. 579 - Handcart	Eiland Blvd. (Z. West)	Overpass Road Extension	4	200		
600.1	C.R. 579 - Handcart	Overpass Road Extension	C.R. 579a - Prospect Rd.	4	200		
620	C.R. 579 - Happy Hill Rd.	S.R. 52	C.R. 578 - St. Joe Rd.	2	135		
570	C.R. 579 - Morris Bridge Rd.	Hillsborough Co.	S.R. 56	4	200		
580	C.R. 579 - Morris Bridge Rd.	S.R. 56	Chancey	4	166		
580.1	C.R. 579 - Morris Bridge Rd.	Chancey	S.R. 54	4	166		
610	C.R. 579 - Prospect Rd.	C.R. 52a - Clinton Ave.	S.R. 52	4	200		
630	C.R. 579a - Prospect Rd.	C.R. 577 - Curley	C.R. 579 - Handcart	4	200		
650	C.R. 581	Hillsborough Co.	S.R. 56	6	250	Yes	Refer to PD&E; Refer to Table 7-2b
640	C.R. 581 - Bellamy Brothers	S.R. 52	Darby Rd.	4	166		
640.1	C.R. 581 - Bellamy Bros.	Darby Rd.	C.R. 578 - St. Joe Rd.	4	166		
640.2	C.R. 581 - Bellamy Brothers	C.R. 578 - St. Joe Rd.	Johnston	4	166		
640.3	C.R. 581 - Bellamy Bros.	Johnston	Hernando	4	166		
660	C.R. 583 - Ehren Cutoff	U.S. 41	Parkway Blvd.	2	135		
660.1	C.R. 583 - Ehren Cutoff	Parkway Blvd.	Tower Rd.	2	135		
660.2	C.R. 583 - Ehren Cutoff	Tower Rd.	Collier Ext.	2	135		
670	C.R. 583 - Ehren Cutoff	Collier Ext.	Connerton Blvd.	2	135		
670.1	C.R. 583 - Ehrenton Cutoff	Connerton Blvd.	S.R. 52	2	135		
720	C.R. 587 - Gunn Hwy.	Hillsborough Co.	S.R. 54	4	110	Yes	Refer to Route Study
680	C.R. 587 - Mass. Ave.	Congress St.	Rowan Rd. - C.R. 77	4	142		
680.1	C.R. 587 - Mass. Ave.	Rowan Rd. - C.R. 77	Osteen Rd.	4	142		
680.2	C.R. 587 - Mass. Ave.	Osteen Rd.	C.R. 1 - Little Rd.	4	142		
2070	C.R. 587 - Mass. Ave.	Grand Blvd.	Washington St.	4	100		See Note #13; Interjurisdictional Ownership
2070.1	C.R. 587 - Mass. Ave.	Washington St.	Madison	4	100		See Note #13; Interjurisdictional Ownership
2070.2	C.R. 587 - Mass. Ave.	Madison	Congress St.	4	100		See Note #13; Interjurisdictional Ownership
700	C.R. 587 - Moonlake	Ridge Rd. Ext.	Banbury	4	166		Refer to PD&E
700.1	C.R. 587 - Moonlake	Banbury	Colony Ext.	4	166		Refer to PD&E
710	C.R. 587 - Moonlake	Colony Ext.	S.R. 52	4	166		Refer to PD&E
690	C.R. 587 - Ridge Rd.	C.R. 1 - Little Rd.	Broad St.	6	142		Refer to PD&E
690.1	C.R. 587 - Ridge Rd.	Broad St.	Bass Lake	6	166	Yes	Refer to PD&E; Refer to Table 7-2b
690.2	C.R. 587 - Ridge Rd.	Bass Lake	Kitty Hawk	6	166		Refer to PD&E
690.3	C.R. 587 - Ridge Rd.	Kitty Hawk	River Ridge Blvd.	6	166		Refer to PD&E
690.4	C.R. 587 - Ridge	River Ridge Blvd.	DeCubellis	6	166		Refer to PD&E
730	C.R. 595 - Aripeka Rd.	Hernando	Old Dixie Hwy.	2	80		Constrained Corridor
730.1	C.R. 595 - Aripeka Rd.	Old Dixie Hwy.	U.S. 19	2	135	Yes	Refer to Table 7-2b
740.1	C.R. 595 - Grand Blvd.	Perrine Ranch	Moog Rd.	2	100		See Note #13
740.2	C.R. 595 - Grand Blvd.	Moog Rd.	S.R. 54	2	100		See Note #13
750	C.R. 595 - Grand Blvd.	S.R. 54	Trouble Creek	2	100		See Note #13
760	C.R. 595 - Grand Blvd.	Trouble Creek	City Limits	2	100		See Note #13
2080	C.R. 595 - Grand Blvd.	City Limits	Marine Parkway	2	100		Constrained Corridor
2080.1	C.R. 595 - Grand Blvd.	Marine Parkway	Gulf Dr.	2	100		Constrained Corridor
2085	C.R. 595 - Grand Blvd.	Gulf Dr.	Louisiana	4	135		
2085.1	C.R. 595 - Grand Blvd.	Louisiana	Main St.	4	135		
2090	C.R. 595 - Grand Blvd.	Main St.	Mass. Ave.	2	100		Constrained Corridor
2090.1	C.R. 595 - Grand Blvd.	Mass. Ave.	City Limits	2	100		Constrained Corridor

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TABLE 7-2A (CONT.)

Segment ID	On Street	From Street	To Street	Buildout Lanes	Proposed Corridor Width	High Volume Intersection	Notes
2100	C.R. 595 - Grand Blvd.	City Limits	U.S. 19	2	100		Constrained Corridor
740	C.R. 595 - Mile Stretch Dr.	U.S. 19	Perrine Ranch	2	100	Yes	Refer to Table 7-2b; Constrained Corridor
770	C.R. 595a - Baillies Bluff Rd.	Pinellas	Sweetbriar	2	100		See Note #13
770.1	C.R. 595a - Baillies Bluff Rd.	Sweetbriar	Gulf Trace Blvd.	2	100		See Note #13
770.2	C.R. 595a - Strauber Memorial Hwy	Gulf Trace Blvd.	Moog Rd.	2	100		See Note #13
770.3	C.R. 595a - Strauber Memorial Hwy.	Moog Rd.	Trouble Creek Rd.	2	100		See Note #13
840	C.R. 77 - Regency Park Blvd.	Ridge Rd.	San Miguel	2	0		Constrained Corridor
840.1	C.R. 77 - Regency Park Blvd.	San Miguel	Embassy	2	0		Constrained Corridor
850	C.R. 77 - Regency Park Blvd.	Embassy	Fox Hollow	2	0		Constrained Corridor
850.1	C.R. 77 - Regency Park Blvd.	Fox Hollow	U.S. 19	2	0		Constrained Corridor
800	C.R. 77 - Rowan	S.R. 54	Trouble Creek Rd.	6	166	Yes	Refer to PD&E; Refer to Table 7-2b
810	C.R. 77 - Rowan	Trouble Creek Rd.	Cecelia	6	166		Refer to PD&E
810.1	C.R. 77 - Rowan Rd.	Ceciela	Baille	6	166		Refer to PD&E
810.2	C.R. 77 - Rowan Rd.	Baille	Plathe	6	166		Refer to PD&E
820	C.R. 77 - Rowan Rd.	Plathe	Nebraska	6	166		Refer to PD&E
820.1	C.R. 77 - Rowan Rd.	Nebraska	Mass. Ave. - C.R. 587	6	166		Refer to PD&E
830	C.R. 77 - Rowan Rd.	Mass. Ave. - C.R. 587	Orchid Lake	6	142		
830.1	C.R. 77 - Rowan Rd.	Orchid Lake	Ridge Rd.	4	100		Constrained Corridor
780	C.R. 77 - Seven Springs Blvd.	Pinellas	Mitchell Blvd.	4	142		
790	C.R. 77 - Seven Springs Blvd.	Mitchell Blvd.	Perrine Ranch	4	142		
790.1	C.R. 77 - Seven Springs Blvd.	Perrine Ranch	Lassen	4	142		
790.2	C.R. 77 - Seven Springs Blvd.	Lassen	Jenner	4	100		Constrained Corridor
790.3	C.R. 77 - Seven Springs Blvd.	Jenner	Mitchell Ranch Rd.	4	100		Constrained Corridor
795	C.R. 77 - Seven Springs Blvd.	Mitchell Ranch Rd.	S.R. 54	4	100	Yes	Refer to Table 7-2b; Constrained Corridor
N/A	Caliente Blvd.	U.S. 41	Ehren Cutoff	2	135		
N/A	Caufield Rd.	Bowman Rd.	Rogerland Dr.	2	135		
140	Cecelia	C.R. 595 - Grand Blvd.	City Limits	2	80		Constrained Corridor
145	Cecelia	Rowan Rd.	Trouble Creek Rd.	2	80		Constrained Corridor
1960	Cecelia	City Limits	Madison	2	80		Constrained Corridor
1960.1	Cecelia	Madison	C.R. 518 - Voorhees Rd.	2	80		Constrained Corridor
1960.2	Cecelia	Voorhees	Baille	2	80		Constrained Corridor
150	Central Ave.	Crystal Springs	S.R. 39	2	135		
1830	Chancey	U.S. 301 - Gall Blvd.	Crystal Springs	4	166		Refer to PD&E
1830.1	Chancey	Crystal Springs	S.R. 39	4	166		Refer to PD&E
1830.2	Chancey	S.R. 39	Copeland Dr.	4	166		Refer to PD&E
1830.3	Chancey	Copeland Dr.	Alston Ext.	4	166		Refer to PD&E
1830.4	Chancey	Alston Ext.	"C" Ave. Ext.	4	166		Refer to PD&E
1830.5	Chancey	"C" Ave. Ext.	6 th Ave. Ext.	4	166		Refer to PD&E
1830.6	Chancey	6 th Ave. Ext.	C.R. 54	4	166		Refer to PD&E
190	Chancey Ext	S.R. 581	Mansfield Blvd.	4	142		Refer to PD&E; Manual County Corridor Width Modification
190.1	Chancey Ext	Mansfield Blvd.	Meadow Pointe Blvd.	4	142		Refer to PD&E; Manual County Corridor Width Modification
200	Chancey Ext	Meadow Pointe Blvd.	New River Blvd.	4	142		Refer to PD&E; Manual County Corridor Width Modification
200.1	Chancey Ext	New River Blvd.	New River Rd.	4	142		Refer to PD&E; Manual County Corridor Width Modification

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TABLE 7-2A (CONT.)

Segment ID	On Street	From Street	To Street	Buildout Lanes	Proposed Corridor Width	High Volume Intersection	Notes
200.2	Chancey Ext	New River Rd.	C.R. 579 - Morris Bridge Rd.	4	142		Refer to PD&E; Manual County Corridor Width Modification
160	Chancey Rd.	C.R. 579 - Morris Bridge Rd.	Coats Rd.	4	142		Manual County Corridor Width Modification
170	Chancey Rd.	Coats Rd.	Autumn Palm	4	142		
180	Chancey Rd.	Autumn Palm	U.S. 301 (Gall Blvd.)	4	142		Manual County Corridor Width Modification
205	Christian Rd.	Powerline Rd.	U.S. 301	2	135		Refer to Construction Drawings
210	Clark St.	Old Dixie Hwy.	U.S. 19	2	100		See Note #13
220	Clay Hill Rd.	Hernando Co. Line	C.R. 41	2	135		
230	Clinton Ave.	U.S. 301	C.R. 35a - Old Lakeland Hwy.	2	142		
463	Clinton Ave. Ext	S.R. 52	C.R. 577- Curley Rd.	4	150		MPUD/DRI
465	Clinton Ave. Ext	C.R. 577- Curley Rd.	C.R. 579 - Prospect Rd.	4	150		Refer to PD&E
240	Coats Rd.	Chancey	S.R. 54	2	135		
250	Collier Pkwy.	S.R. 54	Weeks Blvd.	4	142	Yes	Refer to Table 7-2b
250.1	Collier Pkwy.	Weeks Blvd.	Parkway Blvd.	4	142		
250.2	Collier Pkwy.	Parkway Blvd.	Bell Lake Rd.	4	142		
250.3	Collier Pkwy.	Bell Lake Rd.	Hale	4	142		
270	Collier Pkwy.	Hale	Parkway Blvd.	4	142		
270.1	Collier Pkwy.	Parkway Blvd.	C.R. 583 - Ehren Cutoff	4	142		
280	Collier Pkwy.	S.R. 54	Willow Bend Pkwy	4	142	Yes	Refer to Table 7-2b
280.1	Collier Pkwy.	Willow Bend Pkwy	Livingston Rd.	4	142	Yes	Refer to Table 7-2b
270.2	Collier Pkwy. Ext.	C.R. 583 - Ehren Cutoff	Connerton Blvd.	4	142		
270.3	Collier Pkwy. Ext.	Connerton Blvd.	Pleasant Plains Pkwy.	4	142		
270.4	Collier Pkwy. Ext.	Pleasant Plains Pkwy.	S.R. 52	4	142		
290	Colony	S.R. 52	Hudson Ave.	4	142		Refer to PD&E; S.R. 52 to C.R. 578
300	Colony Ext.	Hudson Ave.	Kitten Trail	4	142		Refer to PD&E; S.R. 52 to C.R. 578
310	Colony Ext.	Kitten Trail	Denton	4	142		Refer to PD&E; S.R. 52 to C.R. 578
5265	Colony Ext.	Denton	C.R. 578 - County Line Rd.	4	142		Refer to PD&E; S.R. 52 to C.R. 578
330	Congress St.	Mass. Ave.	Orchid Lake Rd.	2	100		See Note #13
330.1	Congress St.	Orchid Lake Rd.	Ridge Rd.	2	100		See Note #13
1970	Congress St.	Louisiana	Main St.	2	100		See Note #13
1980	Congress St.	Main St.	Mass. Ave.	2	100		See Note #13
N/A	Connerton Blvd.	U.S. 41	Pleasant Plains Pkwy.	4	142		
N/A	Connerton Blvd.	Pleasant Plains Pkwy	Collier Pkwy. Ext.	4	142		
N/A	Connerton Blvd.	Collier Pkwy. Ext.	Ehren Cutoff	4	142		
1070	County Line Rd. South	Livingston	Cypress Creek Rd.	4	142		
1070.1	County Line Rd. South	Cypress Creek Rd.	I-75	4	142		
1080	County Line Rd. South	I-75	Northwood Palms Blvd.	4	142		
1080.1	County Line Rd. South	Northwood Palms Blvd.	S.R. 581	4	142	Yes	Refer to Table 7-2b
1090	County Line Rd. South	S.R. 581	Timber Trace Dr.	4	142	Yes	Refer to Table 7-2b
1090.1	County Line Rd. South	Timber Trace Dr.	Mansfield Blvd.	4	142		
340	County Line Rd. South	Dale Mabry Hwy.	U.S. 41	6	142	Yes	Refer to Table 7-2b
360	Court St.	S.R. 54	"C" Ave.	2	135		
370	Crystal Spr.	Central Ave.	Chancey Rd.	2	135		
4000	Cypress Creek Rd.	Hillsborough Co. Line	S.R. 54	2	135		Refer to Table 7-2b
3150	Dairy Rd.	City Limits	C.R. 530 Ext.	2	135		
3150.1	Dairy Rd.	Daughtery	City Limits	2	135		
860	Darby	C.R. 581 - Bellamy Bros. Blvd.	Old Pasco Rd. Ext.	2	135		

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TABLE 7-2A (CONT.)

Segment ID	On Street	From Street	To Street	Buildout Lanes	Proposed Corridor Width	High Volume Intersection	Notes
860.1	Darby	Old Pasco Rd. Ext.	Scharber Rd.	2	135		
N/A	Darby	Scharber Rd.	Curley Rd.	2	135		
880	Darlington	U.S. 19	Sunray	2	80	Yes	Refer to Table 7-2b
885	Darlington	Sunray	C.R. 595 - Grand Blvd.	2	135		
N/A	Darlington	Society Dr.	U.S. 19	2	80		
N/A	Darlington	San Luis Rd.	Society Dr.	2	80		
886	Daughtery	U.S. 301 - Gall Blvd.	Greenslope	2	135		
886.1	Daughtery	Greenslope	C.R. 41 - Ft. King Hwy.	2	135		
888	Daughtery	U.S. 301 - Gall Blvd.	Dairy Rd.	2	135		
888.1	Daughtery	Dairy Rd.	Wire Rd.	2	135		
890	Dean Dairy	S.R. 54	Geiger	2	135		
900	DeCubellis	C.R. 1 - Little Rd.	Starkey Blvd.	4	142		Refer to PD&E
910	DeCubellis	Starkey Blvd.	River Ridge	4	142		Refer to Construction Drawings
910.1	DeCubellis	River Ridge	Town Center	4	142		Refer to Construction Drawings
910.2	DeCubellis	Town Center	Moon Lake - C.R. 587	4	142		Refer to Construction Drawings
920	Denton Ave.	U.S. 19	Little Rd. Ext	2	135		
920.1	Denton Ave.	Little Rd. Ext	Colony Ext	2	135		
920.2	Denton Ave.	Colony Ext	Kitten Trail	2	135		
920.3	Denton Ave.	Kitten Trail	East Rd.	2	135		
930	Denton Ave.	East Rd.	Hays Rd.	2	135		
930.1	Denton Ave.	Hays Rd.	Shady Hills	2	135		
N/A	Duck Slough Rd.	Trinity Blvd.	S.R. 54	4	100		
940	East Rd.	Denton Ave.	C.R. 578 - County Line Rd.	2	100		Constrained Corridor
1860	Eiland Blvd. (Z. West)	Handcart	Dean Dairy	4	200		
1870	Eiland Blvd. (Z. West)	Dean Dairy	Simons Rd.	4	166		
1870.1	Eiland Blvd. (Z. West)	Simons Rd.	Geiger	4	166		
1880	Eiland Blvd. (Z. West)	Geiger	C.R. 41 - Ft King Hwy	4	166		
1890	Eiland Blvd. (Z. West)	C.R. 41- Ft. King Hwy.	U.S. 301 - Gall Blvd.	4	142		
N/A	Elam Rd.	Overpass Rd.	Curley Rd.	2	135		
950	Embassy	U.S. 19	Crabtree Ln.	4	135		
950.1	Embassy	Crabtree Ln.	C.R. 77 - Regency Park Blvd.	4	0		See Note #14; Utilize Existing Right-of-Way
960	Embassy	C.R. 77 - Regency Park Blvd.	Little Road - C.R. 1	4	0		See Note #14; Utilize Existing Right-of-Way
970	Fivay	Little Rd. - C.R. 1	Clayton	2	135		
970.1	Fivay	Clayton	Hudson	2	135		
N/A	Fox Hollow Dr.	C.R. 77 - Regency Park Blvd.	Little Road - C.R. 1	2	80		See Note #13
N/A	Fox Hollow Dr.	U.S. 19	C.R. 77 - Regency Park Blvd.	2	80		See Note #13
980	Frazee Hill	C.R. 41 - Blanton	21 st St.	4	135		Refer to PD&E
985	Frazee Hill	21 st St.	U.S. 301	4	135		Refer to PD&E
995	Galen Wilson	San Miguel	Ridge Rd.	2	80		Constrained Corridor
990	Geiger	Eiland Blvd. (Z. West)	U.S. 301 - Gall Blvd.	2	80		See Note #14
N/A	Green Key Rd.	Seaforest Dr.	U.S. 19	2	80		Constrained Corridor
3160	Greenslope	City Limits	Kossik -C.R. 530 Ext.	2	135		
3160.1	Greenslope	Daughtery	City Limits	2	135		
2110	Gulf Drive	U.S. 19	C.R. 595 - Grand Blvd.	2	100		See Note #13
2120	Gulf Drive	C.R. 595 - Grand Blvd.	Madison	2	100		See Note #13
1130.2	Gulf Trace Blvd.	San Luis Rd.	C.R. 595a - Bailey's Bluff Rd.	2	120		Refer to PD&E

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TABLE 7-2A (CONT.)

Segment ID	On Street	From Street	To Street	Buildout Lanes	Proposed Corridor Width	High Volume Intersection	Notes
110	Gulf Trace Blvd. (Change the Alignment)	San Luis Rd.	U.S. 19	2	120		See Note #13; Refer to Construction Drawings
1000	Hale	U.S. 41	Collier Pkwy.	2	135		
1010	Hale	Collier Pkwy	Parkway Blvd.	2	135		
1035	Hays	S.R. 52	Hudson Ave.	2	142		
1035.1	Hays	Hudson Ave.	Peace Blvd.	2	142		
N/A	Henley Rd.	S.R. 54	Leonard Rd.	2	135		
1040	Hicks	S.R. 52	Hudson Ave.	4	142		
1050	Hicks	Hudson Ave.	Kitten Trail	4	142		
1055	Hicks	Kitten Trail	New York	4	142		
1090.2	Hills Co. Rd. (Beardsley)	Mansfield Blvd.	Meadow Pointe Blvd.	4	80		See Note #13; MPUD DRI
1090.3	Hills Co. Rd. (Beardsley)	Meadow Pointe Blvd.	New River Blvd.	4	142		MPUD DRI
1090.4	Hills Co. Rd. (Beardsley)	New River Blvd.	Morris Bridge Rd.	4	142		MPUD DRI
1020	Hudson Ave.	Hicks	Colony Ext. North	4	142		
1025	Hudson Ave.	Colony Ext. N	Hays	4	142		
1100	Hudson Ave.	Old Dixie Hwy.	U.S. 19	2	80		Constrained Corridor
1110	Hudson Ave.	U.S. 19	Fivay	2	80		Constrained Corridor
1110.1	Hudson Ave.	Fivay	Little Rd. Ext.	4	142		
1120	Hudson Ave.	Little Rd. Ext	Hicks	4	142		
N/A	Hudson Ave. Ext.	Hays Rd.	Softwind Ln.	4	142		
N/A	Hudson Ave. Ext.	Softwind Ln.	Shady Hills Rd.	4	142		
1140	Jasmine	U.S. 19	Jasmine Circle	2	80		Constrained Corridor
1140.1	Jasmine	Jasmine Circle	C.R. 1 - Little Rd.	2	80		Constrained Corridor
1150	Jasmine	C.R. 1 - Little Rd.	Osceola	2	80		Constrained Corridor
1170	Jessamine Rd.	C.R. 578 - St. Joe Rd.	C.R. 41 - Blanton	2	135		
1180	Johnston Rd.	C.R. 581 - Bellamy Bros. Rd.	C.R. 577 - Lake lola Rd.	2	135		
N/A	Kiefer Rd.	Curley Rd.	Handcart Rd.	2	135		
1210	Kitten Trail	Hicks	Colony Ext.	2	135		
1220	Kitten Trail	Colony Ext.	Denton	2	135		
1800.2	Lake Patience Rd.	Sunlake Blvd.	Oakstead Blvd.	4	142		MPUD
1800.3	Lake Patience Rd.	Oakstead Blvd.	Wilson Rd.	4	142		MPUD
1800.4	Lake Patience Rd.	Wilson Rd.	U.S. 41	4	120		See Lake Patience Route Study
N/A	Lawless Rd.	Rogerland Rd.	Bosley Dr.	2	135		
5500	Lemon Rd.	Orchid Lake Dr.	Ridge Rd.	2	80		
N/A	Leonard Rd.	Henley Rd.	U.S. 41	2	135		
1260	Livingston	Hillsborough Co.	S.R. 54	2	135		
1270	Lock St.	C.R. 41 - Blanton Rd.	17 th St.	2	135		
1270.1	Lock St.	17 th St.	14 th St.	2	135		
1270.2	Lock St.	14 th St.	U.S. 301	2	135		
9007	Louis Ave.	Alt. U.S. 19	U.S. 19	2	80		
2130	Louisiana	C.R. 595 - Grand Blvd.	Madison	2	100		See Note #13
2130.1	Louisiana	Madison	Congress St.	2	100		See Note #13
1290	Madison	Moog Rd.	S.R. 54	2	135		
1300	Madison	S.R. 54	Trouble Creek	2	100		See Note #13
1305	Madison	Trouble Creek	City Limits	2	100		See Note #13
2140	Madison	City Limits	Cecelia	2	100		See Note #13
2140.1	Madison	Cecelia	Gulf Dr.	2	100		See Note #13
2140.2	Madison	Gulf Dr.	Bridge	2	100		See Note #13

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TABLE 7-2A (CONT.)

Segment ID	On Street	From Street	To Street	Buildout Lanes	Proposed Corridor Width	High Volume Intersection	Notes
2150	Madison	Bridge	Louisiana	2	100		See Note #13
2150.1	Madison	Louisiana	Main St.	2	100		See Note #13
2160	Madison	Main St.	Mass. Ave.	2	100		See Note #13
1320	Main St.	Congress St.	C.R. 77 - Rowan Rd.	2	100		See Note #13; City of New Port Richey
2180	Main St.	U.S. 19	River	4	142		City of New Port Richey
2180.1	Main St.	River	Bridge	4	142		City of New Port Richey
2190	Main St.	Bridge	Bank	4	142		City of New Port Richey
2190.1	Main St.	Bank	Grand Blvd. - C.R. 595	4	142		City of New Port Richey
2190.2	Main St.	Grand Blvd. - C.R. 595	Madison	4	142		City of New Port Richey
2190.3	Main St.	Madison	Congress St.	4	142		City of New Port Richey
5020	Manassas	Mentmore	Oakstead	2	142		MPUD or Construction Drawings
3215	Mansfield	Hillsborough Co.	Beardsley Blvd.	2	80		See Note #13, MPUD, or Construction Drawings
3220	Mansfield	Beardsley Blvd.	County Line Rd. N.	2	80		See Note #13, MPUD, or Construction Drawings
N/A	Marine Pkwy.	Sea Forest Dr.	U.S. 19	2	80		Constrained Corridor
100	McKendree (Boyette Rd.)	Overpass Rd.	S.R. 52	4	166		MPUD or Construction Drawings
N/A	Meadow Brook Dr.	S.R. 54	Mentmore Blvd.	2	142		
1820	Meadow Pointe Blvd.	Hillsborough Co.	S.R. 56	4	166		MPUD
1820.1	Meadow Pointe Blvd.	S.R. 56	Chancey Ext	4	166		MPUD
1820.2	Meadow Pointe Blvd.	Chancey Ext.	S.R. 54	4	166		MPUD
5000	Mentmore	Tower Rd.	Meadow Brook Dr.	4	142		MPUD or Construction Drawings
5000.1	Mentmore	Meadow Brook Dr.	Ballantrae	4	142		MPUD or Construction Drawings
5000.2	Mentmore	Ballantrae	Sunlake Blvd.	4	142		MPUD or Construction Drawings
5000.3	Mentmore	Sunlake Blvd.	Manassas	4	142		MPUD or Construction Drawings
5210	Mentmore	Manassas	S.R. 54	4	142		MPUD or Construction Drawings
1325.1	Mitchell Blvd.	C.R. 77 - Seven Springs Blvd.	Pemberton Rd.	4	210		
1325.2	Mitchell Blvd.	Pemberton Rd.	C.R. 1 - Little Rd.	4	210		
1340	Mitchell Ranch	C.R. 77 - Rowan Rd.	S.R. 54 Realignment	2	80		See Note #13
1360	Moog Rd.	C.R. 595a - Bailey's Bluff	U.S. 19	2	80	Yes	Refer to Table 7-2b
1365	Moog Rd.	U.S. 19	C.R. 595 - Grand Blvd.	2	80	Yes	Refer to Table 7-2b
1366	Moog Rd.	C.R. 595 - Grand	Madison	2	80		See Note #13
1390	N. 17 th St.	Lock St.	City Limits	2	135		
2210	N. 17 th St.	City Limits	Meridian	2	135		
1650	New River Rd.	Hills. Co. Line	S.R. 56	2	135		MPUD
1650.1	New River Rd.	S.R. 56	Chancey Ex	2	135		MPUD
1650.2	New River Rd.	Chancey Ext.	S.R. 54	2	135		MPUD
9011	New River Rd.	S.R. 54	Z. West. Ext.	4	142		
N/A	New River Rd.	Z. West. Ext.	Overpass Rd.	4	142		
9006	New River Rd.	Chancey Ext.	S.R. 54	2	100		Constrained Corridor
1380	New York	Old Dixie Hwy.	U.S. 19	2	135		
1385	New York	U.S. 19	Little Rd. Ext.	4	142		
1386	New York	Little Rd. Ext.	Hicks	4	142		
2200	North Ave.	U.S. 301 - Gall Blvd.	7 th St.	2	135		
1800.5	North Pointe Pkwy	County Line	S.R. 54	4	142		MPUD
1780	Northwood Palms Blvd.	Hillsborough Co.	S.R. 56	2	80		See Note #14; Refer to DRI/MPUD
1570.2	Oakstead Blvd.	S.R. 54	Manassas	4	135		
1570.3	Oakstead Blvd.	Manassas	Lake Patience	4	135		
2605	Old C.R. 54	S.R. 54	C.R. 1 - Little Rd.	4	142		Delete?
1400	Old Dixie	Clark	Hudson	2	100		See Note #13

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TABLE 7-2A (CONT.)

Segment ID	On Street	From Street	To Street	Buildout Lanes	Proposed Corridor Width	High Volume Intersection	Notes
1400.1	Old Dixie	Hudson	New York Ave.	2	100		See Note #13
N/A	Old Dixie	New York Ave.	Aripeka Rd.	2	100		Constrained Corridor
1840	Old Lakeland Hwy. - Z. East Ext.	C.R. 54	C.R. 530 - Ottis Allen Rd.	4	166		
1840.1	Old Lakeland Hwy. - Z. East Ext.	C.R. 530 - Ottis Allen Rd.	C.R. 35a - Melrose Ave.	4	166		
1520	Old Pasco Rd.	S.R. 54	Dayflower Blvd.	4	166		Refer to PD&E
1520.1	Old Pasco Rd.	Dayflower Blvd.	Quail Hollow Blvd.	4	166		Refer to PD&E
1520.2	Old Pasco Rd.	Quail Hollow Blvd.	Overpass Rd.	4	166		Refer to PD&E
1520.3	Old Pasco Rd.	Overpass Rd.	S.R. 52	4	166		Refer to PD&E
9009	Old Pasco Rd. Ext.	S.R. 52	Darby	4	166		Refer to PD&E
1430	Orchid Lake Rd.	C.R. 77 - Rowan Rd.	Lemon	2	80		See Note #13
5260	Orchid Lake Rd.	Congress St.	C.R. 77 - Rowan Rd.	2	80		See Note #13; MPUD
1450	Osceola (Chicago)	Ridge Rd.	Lakeview Dr.	2	100		Constrained Corridor
1450.1	Osceola	Lakeview Dr.	Jasmine	2	100		Constrained Corridor
1450.2	Osceola	Jasmine	S.R. 52	2	100		Constrained Corridor
1480	Osteen Ext. So.	Mass. Ave.	Plathe	4	142		Refer to PD&E
1500	Overpass Rd.	Old Pasco Rd.	McKendree Rd.	4	166	Yes	Refer to PD&E; Refer to Table 7-2b
1500.1	Overpass Rd.	McKendree Rd.	Boyette Rd.	4	166	Yes	Refer to PD&E; Refer to Table 7-2b
1500.2	Overpass Rd. Ext.	Boyette Rd.	C.R. 577 - Curley Rd.	4	166		Refer to PD&E
1500.3	Overpass Rd. Ext.	C.R. 577 - Curley Rd.	New River Blvd.	4	166		Refer to PD&E
1500.4	Overpass Rd. Ext.	New River Blvd.	C.R. 579 - Handcart	4	166		Refer to PD&E
1500.5	Overpass Rd. Ext.	C.R. 579 - Handcart	C.R. 41 - Ft. King Hwy.	4	166		Refer to PD&E
1550.2	Parkway Blvd.	Hale	Collier Ext.	2	100		See Note #14
1550.3	Parkway Blvd.	Collier Ext.	C.R. 583 - Ehren Cutoff	2	100		See Note #14
1525	Pasco Rd.	Scharber	C.R. 577	2	135		
N/A	Pasco Rd.	S.R. 52	Scharber	2	135		
1540	Pemberton Rd.	Perrine Ranch Ext.	Mitchell Blvd.	2	135		MPUD
1530	Perrine Ranch	C.R. 595 - Grand Blvd.	C.R. 77 - Seven Springs Blvd.	2	135		
N/A	Perrine Ranch Ext. East	C.R. 77	Pemberton Rd.	2	80		See Note #13
5250	Pine Hill Rd.	Washington St.	Madison Ext.	2	80		See Note #13; MPUD
5255	Pine Hill Rd.	Madison Ext.	Congress St.	2	80		See Note #13; MPUD
1560	Plathe	C.R. 77 - Rowan	Osteen	4	142		
1560.1	Plathe	Osteen	C.R. 1 - Little Rd.	4	142		
N/A	Pleasant Plains Pkwy	Connerton Blvd.	Collier Pkwy. Ext.	2	142		MPUD/DRI
N/A	Pleasant Plains Pkwy	Collier Pkwy. Ext.	Ehren Cutoff	2	142		MPUD/DRI
N/A	Pleasant Plains Pkwy	U.S. 41	Connerton Blvd.	2	142		MPUD/DRI
1565	Power Line Road	Lock St.	Frazee Hill	2	135		Refer to PD&E
1565.1	Power Line Road	Frazee Hill	Christian Rd.	2	135		Refer to PD&E
1580	Ramsey	C.R. 41 - Blanton Rd.	C.R. 578 - St. Joe Rd.	2	135		
1590	Ridge Rd.	Congress St.	Rowan Rd.	4	142		See Note #12
1600	Ridge Rd.	Rowan Rd.	Lemon	4	142		Constrained Per County
1600.1	Ridge Rd.	Lemon	Galen Wilson	4	142		Constrained Per County
1600.2	Ridge Rd.	Galen Wilson	Little Road - C.R.1	4	142	Yes	Constrained Per County; Refer to Table 7-2b
2230	Ridge Rd.	U.S. 19	Leo Kid	4	142	Yes	Constrained Per County; Refer to Table 7-2b
2230.1	Ridge Rd.	Leo Kid	Congress	4	142		
1370	Ridge Rd. Ext.	Moon Lake	Crocket Ranch	4	166		Refer to PD&E
1370.1	Ridge Rd. Ext.	Crocket Ranch	Suncoast Pkwy.	4	250		Refer to PD&E

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TABLE 7-2A (CONT.)

Segment ID	On Street	From Street	To Street	Buildout Lanes	Proposed Corridor Width	High Volume Intersection	Notes
1374	Ridge Rd. Ext.	Suncoast Pkwy.	Sunlake Blvd.	4	200		Refer to PD&E
1374.1	Ridge Rd. Ext.	Sunlake Blvd.	Asbel Rd.	4	200		Refer to PD&E
1374.2	Ridge Rd. Ext.	Asbel Rd.	U.S. 41	4	200	Yes	Refer to PD&E; Refer to Table 7-2b
1720	River Crossing Blvd.	Little Road	Alico Pass	4	0		Constrained - Use Existing
1720.1	River Crossing Blvd.	Alico Pass	Starkey Blvd.	4	0		Constrained - Use Existing
9004	Roaches Run	U.S. 41	Asbel Rd.	4	142		
N/A	Rogerland Rd.	Caufield Rd.	Lawless Rd.	2	135		
650.1	S.R. 581	S.R. 56	Chancey Ext	6	200	Yes	Refer to Construction Drawings; Refer to Table 7-2b
650.2	S.R. 581	Chancey Ext	S.R. 54	6	200	Yes	Refer to Construction Drawings; Refer to Table 7-2b
N/A	San Luis Rd.	Gulf Trace Blvd.	Darlington Rd.	2	80		See Note #13
1620	San Miguel	Rowan - C.R. 77	Galen Wilson	2	80		Constrained Corridor
1620.1	San Miguel	Galen Wilson	C.R. 1 - Little Road	2	80		Constrained Corridor
1630	Scharber	C.R. 578 - St. Joe Rd.	Darby	2	135		
1630.1	Scharber	Darby	Pasco Rd.	2	135		
N/A	Sea Forest Dr.	Marine Pkwy	Green Key Rd.	2	0		Utilize Existing Right-of-Way
1640	Shady Hills Rd.	S.R. 52	Mabel Ridge E. & W.	4	142		See Note #11
1640.1	Shady Hills Rd.	Mabel Ridge E. & W.	Hudson Ext.	4	142		See Note #11
1640.2	Shady Hills Rd.	Hudson Ext.	Softwind Ln.	4	142		See Note #11
1640.3	Shady Hills Rd.	Softwind Ln	Peace Blvd.	6	166		Constrained per County; County Corridor Width Modification
1640.4	Shady Hills Rd.	Peace Blvd.	Bosley Dr.	6	166		Constrained per County; County Corridor Width Modification
1640.5	Shady Hills Rd.	Bosley Dr.	Hernando County Line	6	166		Constrained per County; County Corridor Width Modification
9002	Simons Rd.	Eiland Blvd.	Ft. King Rd.	2	80		Constrained Corridor
N/A	Society Dr.	Darlington Rd.	Sunray Dr.	2	80		See Note #13
1030	Softwind Ln.	Shady Hills Rd.	Hudson Ave.	4	142		
3190	South Ave.	U.S. 301	7 th St.	2	135		
3190.1	South Ave.	7 th St.	20 th St.	2	135		
3170	South Ave. Ext	20 th St.	6 th Ave. Ext	2	135		
1660	Starkey	DeCubellis	River Crossing	4	0		Utilize Existing Right-of-Way
1670	Starkey	River Crossing	Alico Pass	4	0		Utilize Existing Right-of-Way
1670.1	Starkey	Alico Pass	S.R. 54	4	166		MPUD
1680	Starkey	S.R. 54	C.R. 1 - Little Road	4	142		Refer to PD&E for Starkey Extension
3210	Sunlake Blvd.	Hillsborough Co. Ln.	S.R. 54	4	142		MPUD
3300	Sunlake Blvd.	S.R. 54	Mentmore Blvd.	4	166		
3300.1	Sunlake Blvd.	Mentmore Blvd.	Lake Patience Rd.	4	166		
120	Sunray Dr.	U.S. 19	Darlington	4	142	Yes	Refer to Table 7-2b
N/A	Sunray Dr.	Society Dr.	U.S. 19	2	80		
1130	Sweetbriar Dr.	Anclote Blvd.	C.R. 595a - Bailey's Bluff Rd.	2	135		Refer to PD&E
1800.15	Tower Rd.	Ashley Glen	Ballantrae	4	142		MPUD
1800.16	Tower Rd.	Ballantrae	Sunlake Blvd.	4	142		MPUD
2370	Trinity Blvd.	Pinellas	C.R. 1 - Little Road	6	200		
2380	Trinity Blvd.	C.R. 1 - Little Rd.	Duck Slough Blvd.	6	200	Yes	Refer to Table 7-2b
2380.1	Trinity Blvd.	Duck Slough Blvd.	S.R. 54	6	200	Yes	Refer to Table 7-2b
1700	Trouble Creek Rd.	Voorhees	Rowan Rd. - C.R. 77	2	80		Constrained Corridor
1710	Trouble Creek Rd.	Rowan Rd. - C.R. 77	Cecelia	4	120		See Note #12
1710.1	Trouble Creek Rd.	Cecelia	Little - C.R. 1	4	120		See Note #12

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TABLE 7-2A (CONT.)

Segment ID	On Street	From Street	To Street	Buildout Lanes	Proposed Corridor Width	High Volume Intersection	Notes
1730	Trouble Creek Rd.	C.R. 595a - Strauber Memorial	U.S. 19	4	120		
1740	Trouble Creek Rd.	U.S. 19	C.R. 595 - Grand Blvd.	4	120		
1750	Trouble Creek Rd.	C.R. 595 - Grand Blvd.	Madison St.	4	120		
1760	Trouble Creek Rd.	Madison St.	Thys Rd.	4	120		
1760.1	Trouble Creek Rd.	Thys Rd.	Voorhees	4	120		
N/A	Tyndall Rd.	McKendree Rd.	Curley Rd.	2	135		
1770	Voorhees Rd.	Trouble Creek Rd.	Cecelia	2	80		Constrained Corridor
1794	Washington	Mass. Ave.	City Limits	2	135		City of New Port Richey/Port Richey
2244	Washington	City Limits	Pine Hill Rd.	2	135		City of New Port Richey/Port Richey
2244.1	Washington	Pine Hill Rd.	U.S. 19	2	135		City of New Port Richey/Port Richey
3400	Wells Rd.	Boyette Rd.	C.R. 577 - Curley Rd.	2	135		
1820.3	Wesley Lake Blvd.	S.R. 54	Z West Ext	4	166		Refer to PD&E; County Corridor With Modification
1820.4	Wesley Lake Blvd.	Z. West Ext.	C.R. 577	4	166		Refer to PD&E; County Corridor With Modification
350	Willow Bend Pkwy.	U.S. 41	Collier Pkwy.	4	142	Yes	Refer to Table 7-2b
1570	Wilson Rd.	S.R. 54	Morgan Rd.	4	142		
1570.1	Wilson Rd.	Morgan Rd.	Lake Patience Rd.	2	135		
1420	Wire Rd.	City Limits	C.R. 530 - Ottis Allen Rd.	2	135		
1420.1	Wire Rd.	C.R. 530 - Ottis Allen Rd.	U.S. 301- Gall Blvd.	2	135		
2220	Wire Rd.	C.R. 54	Daughtry	2	135		
2220.1	Wire Rd.	Daughtry	City Limits	2	135		
N/A	Wisteria Loop	U.S. 41	Tower Rd.	2	80		
1850	Z. West Ext.	C.R. 577 - Curley	Wesley Lake Blvd. Ext.	4	200		Refer to PD&E
1850.1	Z. West Ext.	Wesley Lake Blvd. Ext	New River Blvd.	4	200		Refer to PD&E
1850.2	Z. West Ext.	New River Blvd.	Handcart	4	200		Refer to PD&E

GENERAL NOTES:

1. Note that this table shows existing roads or roads for which design studies have been completed. Roads referenced with MPUD also are included because there is a specific stipulation in the development order to build the roadway.
2. A reference to a PD&E study indicates that an exact alignment has been approved.
3. A reference to an MPUD indicates that a new road is approved in zoning, but no exact route alignment has been defined.
4. The "Buildout Lanes" column is derived from the Pasco County Right-of-Way Corridor Preservation Plan and discussions with Pasco County staff.
5. Reference to PD&E is for alignment purposes only. Proposed corridor width shall apply.
6. If the ultimate design has been completed and the right-of-way has been acquired, it shall be substituted for the proposed corridor width.
7. Restricted roadway segments were identified based on the level of development activity (measured in terms of existing structures or "built" environment) within the adjacent land uses, as well as review by County staff.
8. Rural residential roads in the Northeast Pasco County rural area are not expected to require, nor are they planned to receive, capacity improvements over the 20-year planning period for the Northeast Pasco County rural area.
9. Intersections identified in this table are subject to additional corridor widths. The distance from which this additional width is required will be determined on a case-by-case basis in consideration of location-specific characteristics that may impact the specific design. These location-specific characteristics may include, but are not limited to, topography, roadway alignment, soil conditions, and historic and cultural sites, that, on the basis of current professionally accepted design standards, may change the beginning and ending locations of the additional corridor width. In no case shall this additional corridor width be required for a distance greater than 2,640 feet from the closest point of the intersecting street right-of-way.

SPECIFIC NOTES:

10. * = Capacity deficit will be addressed through frontage roads, parallel facilities, and alternative modes of transportation, to include transit, sidewalks, etc.
11. The roadway limits at the intersections (crossing roadways identified in the Right-of-Way Corridor Preservation Tables) shall be 166 feet in all directions (N-S and E-W), for a minimum of 660 feet in depth from the edge of the pavement of the crossing roadway.
12. a) Restricted Right-of-Way Corridor. b) The roadway limits at the intersections (crossing roadways identified in the Right-of-Way Corridor Preservation Tables) shall be 166 feet in all directions (N-S and E-W), for a minimum of 660 feet in depth from the edge of the pavement of the crossing roadway.
13. a) Restricted Right-of-Way Corridor. b) The roadway limits at the intersections (crossing roadways identified in the Right-of-Way Corridor Preservation Tables) shall be 142 feet in all directions (N-S and E-W), for a minimum of 660 feet in depth from the edge of the pavement of the crossing roadway.
14. a) Restricted Right-of-Way Corridor. b) The roadway limits at the intersections (crossing roadways identified in the Right-of-Way Corridor Preservation Tables) shall be 135 feet in all directions (N-S and E-W), for a minimum of 660 feet in depth from the edge of the pavement of the crossing roadway.
15. a) Restricted Right-of-Way Corridor. b) The roadway limits at the intersections (crossing roadways identified in the Right-of-Way Corridor Preservation Tables) shall be 100 feet in all directions (N-S and E-W), for a minimum of 660 feet in depth from the edge of the pavement of the crossing roadway.
16. The roadway limits at the intersections (crossing roadways identified in the Right-of-Way Corridor Preservation Tables) shall be 166 feet in all directions (N-S and E-W), for a minimum of 660 feet in depth from the edge of the pavement of the crossing roadway.

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TABLE 7-2B MAJOR INTERSECTIONS WITH ENTERING TRAFFIC VOLUMES EXCEEDING 75,000

	Major Street	Proposed Corridor Width	Existing Right-of-Way	Minor Street	Proposed Corridor Width	Existing Right-of-Way	Comment
Major < 75,000 Vehicles	U.S. 19 ⁽¹⁾	235	150	Ridge Road	166	100	
	U.S. 19 ⁽¹⁾	235	210-230	S.R. 52	166	100	
	S.R. 54 ⁽²⁾	235-250	90-N/A	C.R. 587 (Gunn Highway)	142	80	
	N. Suncoast ⁽²⁾	400	400	C.R. 578 (County Line Road)	190	100-130	
75,000 to 99,999 Vehicles	I-75 ⁽¹⁾	348-350	348-350	S.R. 52	250	100	
	N. Suncoast ⁽²⁾	400	400	S.R. 52	225	100	
	U.S. 301 ⁽¹⁾	250	80-100	S.R. 39	166	100	
	S.R. 54 ⁽¹⁾	166-250	100	C.R. 581	200	200	
	C.R. 581 ⁽¹⁾	250	175	Hills County Road	142	60-120	
	S.R. 56 ⁽¹⁾	220	110	Cypress Creek Run	142	N/A	
	S.R. 54 ⁽¹⁾	220	130-135	Collier Parkway	142	110-120	
	U.S. 41 ⁽¹⁾	220	210	County Line Road	142	30-60	
	U.S. 41 ⁽¹⁾	220	210-235	S.R. 597 (Dale Mabry)	200	200	
	U.S. 41 ⁽¹⁾	220	100	Bell Lake Road	135-142	N/A-40	
	U.S. 41 ⁽¹⁾	220	200	Ridge Road Extension	250	N/A	
	S.R. 54 ⁽¹⁾	250	90-120	Trinity Boulevard	250	200	
	S.R. 54 ⁽¹⁾	250	130-135	C.R. 77 (Rowan)	142-250	100-120	
	U.S. 19 ⁽¹⁾	235	200	Alternate U.S. 19	142	100	
	U.S. 19 ⁽¹⁾	235	200	C.R. 595	135	70	
	U.S. 19 ⁽¹⁾	235	200	Darlington	135	50	
	U.S. 19 ⁽¹⁾	235	200-205	Gulf Trace (Cabbage)	142	170	
	U.S. 19 ⁽¹⁾	235	205-215	Moog	135	50	
	U.S. 19 ⁽¹⁾	235	200-215	S.R. 54	166	40	
	U.S. 19 ⁽¹⁾	235	230	Little Road Extension	220	215	
	U.S. 19 ⁽¹⁾	235	230-240	C.R. 595 (Aripeka)	135	60	
	U.S. 19 ⁽¹⁾	235	240	C.R. 578 (County Line Road)	166	50	
	C.R. 587 (Ridge) ⁽¹⁾	142-250	150-170	C.R. 1 (Little Road)	Built-Out	Built-Out	C.R. 1 Built-Out per County
S.R. 52 ⁽¹⁾	166	130-145	C.R. 1 (Little Road)	Built-Out	Built-Out	C.R. 1 Built-Out per County	
100,000 & More Vehicles	I-75 ⁽¹⁾	348	348	S.R. 54	250	95-100	
	I-75 ⁽¹⁾	330	348	S.R. 56	250	260-275	
	I-75 ⁽²⁾	348	348	Overpass Road	166	50	
	I-75 ⁽²⁾	348	348	C.R. 41	166	100	
	N. Suncoast ⁽²⁾	400	400	S.R. 54	220-235	N/A-220	
	S.R. 56 ⁽¹⁾	250	275	C.R. 581	200-250	175-200	
	S.R. 54 ⁽¹⁾	220	100-135	U.S. 41	220	165-235	

NOTES:

⁽¹⁾ The Florida Department of Transportation provided the typical section standard for intersection right-of-way.

⁽²⁾ Intersections identified in this table are subject to additional corridor widths. The distance from which this additional width is required will be determined on a case-by-case basis in consideration of the location-specific characteristics that may impact the specific design. These location-specific characteristics may include, but are not limited to, topography, roadway alignment, soil conditions, and historic and cultural sites that on the basis of current professionally accepted design standards may change the beginning and ending locations of the additional corridor width. In no case shall this additional corridor width be required for a distance greater than 2,640 feet from the closest point of the intersecting street right-of-way.

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Level of Service Compliance

Pasco County has established a Level of Service Standard "D" for the 100th highest hour for all roadways functionally classified as collector or higher as its performance standard, with the following exceptions:

U.S. 19: S.R. 52 to Hernando County Line: Level of Service C

For Level of Service standards relative to interstate facilities, such as the Suncoast Parkway and I-75, the Florida Department of Transportation's interstate Level of Service standards will be used.

Pasco County will develop guidelines regarding the interpretation of the Level of Service standards for various elements of the roadway system (roadway segment, overall intersection, and intersection movements) and procedures by which the Level of Service will be determined for concurrency purposes, including the review of Developments of Regional Impact.

For the Strategic Intermodal System, Pasco County adopts the Level of Service standards established by the Florida Department of Transportation's Florida Highway System Plan Statewide Minimum Acceptable Operating Level of Service Standards and corresponding, peak-hour, service-volume flow rates as established in the Florida Department of Transportation's *2002 Quality/Level of Service Handbook*, or subsequent rules, including the Florida Department of Transportation Rule, Chapter 14-94. This rule establishes Statewide, minimum Level of Service standards to be used in the planning and operation of the Strategic Intermodal System and roadway facilities funded with the Transportation Regional Incentive Program. These Level of Service standards are incorporated into the above standards, and if the Florida Department of Transportation should amend their standards, the Level of Service standards for the Strategic Intermodal System will be considered to be amended for purposes of this Comprehensive Plan.

The above roadway Level of Service standards may be amended through Special Area Plans as they are adopted by the Board of County Commissioners, except that the standards applicable to the Strategic Intermodal System may not be reduced to accept more congestion than allowed by the Florida Department of Transportation's standards.

Public Transportation

Fixed-route bus service began operating in June 1996. This service has expanded so that the Pasco County Public Transportation now operates eleven (11) fixed bus routes in Pasco County, including eight (8) routes in West Pasco and three (3) routes in East Pasco.

These routes currently operate Monday through Friday from approximately 5:00 a.m. to 8:00 p.m. Headways are sixty (60) minutes for all existing bus routes, with the exception of Route 19 (U.S. 19), which was improved recently to offer thirty (30) minute headways. The bus routes serve Dade City, Ladoochee, Trilby, and Zephyrhills in East Pasco; and the U.S. 19 Corridor and connecting streets in West Pasco. Significant service expansion occurred in January 2000; prior to this, bus routes were limited to two (2) days per week with fewer hours

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of service and lower frequencies. A connecting bus route between Pasco and Pinellas Counties (Route 19) was implemented, along with expanded days and hours of service for the local bus routes in West Pasco County.

The East Pasco bus routes were also improved to expand the service area and provide sixty (60) minute headways.

Aviation Facilities

There are four (4) airports operating in Pasco County, including (1) Pilot Country, a privately owned, general aviation airport; (2) Zephyrhills Municipal Airport, a publicly owned, public-use airport; (3) Tampa North Aeropark of Tampa, a privately owned, private-use airport; and (4) Hidden Lakes, a privately owned, private-use airport. The Hidden Lakes Airport does not meet paved runway criteria for an airport and, therefore, is not included in the data and analysis of Pasco County airports. The Zephyrhills Municipal Airport also is included in the applicable Element of the Zephyrhills Comprehensive Plan.

TRANSPORTATION ELEMENT GOALS, OBJECTIVES, AND POLICIES

GOAL TRA 1: DEVELOP AN INTEGRATED, MULTIMODAL, TRANSPORTATION SYSTEM THAT PROVIDES FOR THE SAFE, EFFICIENT, AND EFFECTIVE MOVEMENT OF PEOPLE, GOODS, AND SERVICES IN PASCO COUNTY

OBJECTIVE TRA 1.1: MULTIPLE MODES

POLICY TRA 1.1.1: INTEGRATE TRANSPORTATION SYSTEMS

Pasco County shall maintain and update, as necessary, development regulations and design standards that integrate motorized and nonmotorized transportation systems into the transportation planning process including, but not limited to, roadway, intersection, bikeway, and sidewalk regulations. Transit-oriented design strategies shall be emphasized in the Urban Concentration Area.

POLICY TRA 1.1.2: DEMAND MANAGEMENT STRATEGIES

Pasco County shall implement transportation-demand management strategies, such as ridesharing, flexible working hours, and transportation system management strategies, such as signal optimization and cost-effective intersection improvements. For businesses or industrial operations that participate in ridesharing and staggered work-hour programs, required parking space numbers and sizes shall reflect those programs and create disincentives for single-occupancy automobile usage.

POLICY TRA 1.1.3: PUBLIC TRANSPORTATION ALTERNATIVES

Pasco County shall promote public transportation alternatives to the automobile, emphasizing fixed-route bus service through various marketing strategies.

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POLICY TRA 1.1.4: PARKING REGULATIONS AND DESIGN STANDARDS

Pasco County shall review, evaluate, and update, as necessary, development regulations and design standards to provide adequate parking facilities in accordance with the demand generated by new development and redevelopment, including development regulations for shared parking in appropriate locations and "Low Impact Development" design standards for parking facilities, resulting in fewer stormwater impacts.

POLICY TRA 1.1.5: COORDINATED TRAFFIC SIGNALS

Pasco County shall coordinate and operate traffic signals to prioritize the optimal flow of through traffic, based on signal timing plans approved by the Florida Department of Transportation for State roads.

POLICY TRA 1.1.6: SUPPORT FUTURE NEEDS OF INTERMODAL FACILITIES

Pasco County shall coordinate the design of both State and County roadway improvements and public transportation service to support the future needs of intermodal facilities, including airports, rail lines, bus terminals, and park-and-ride lots.

POLICY TRA 1.1.7: COORDINATED TRANSPORTATION PLANNING

In order to maintain consistency between the Comprehensive Plan Transportation Element and the currently adopted Pasco County Metropolitan Planning Organization Long-Range Transportation Plan, Pasco County shall identify and document inconsistencies between the adopted Metropolitan Planning Organization Long-Range Transportation Plan and the current Comprehensive Plan for the purpose of preparing amendments to the Transportation Element. The amendments will be prepared and adopted during the County's biannual Comprehensive Plan Amendment process and during the Evaluation and Appraisal Report and Comprehensive Plan update process. The amendments will utilize the data and analysis of the Long-Range Transportation Plan or other data and analysis as needed to promote consistency between the Comprehensive Plan and Long-Range Transportation Plan. The amendments to update the Transportation Element will occur within one (1) year of the Pasco County Metropolitan Planning Organization approval of any future Long-Range Transportation Plan.

POLICY TRA 1.1.8: EXPAND INTELLIGENT TRANSPORTATION SYSTEM APPLICATIONS

Pasco County shall expand Intelligent Transportation System applications for other major corridors beyond U.S. 19, as identified in the Metropolitan Planning Organization's Long-Range Transportation Plan update.

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POLICY TRA 1.1.9: EVALUATE INTERSECTION CAPACITY AND SAFETY IMPROVEMENTS

Pasco County shall coordinate with the Mobility Management System Task Force to discuss and review congested locations within the County and to develop a priority list of intersection improvements. Pasco County shall also coordinate with the Mobility Management System Task Force to evaluate intersection safety improvements on an annual basis to identify projects to be programmed annually in the County's Capital Improvement Plan.

POLICY TRA 1.1.10: RAILWAY CROSSING SAFETY ISSUES

Pasco County will coordinate with the Florida Department of Transportation as it relates to railway crossing safety issues.

OBJECTIVE TRA 1.2: ACCESS MANAGEMENT

Minimize the conflict between local and nonlocal traffic through access management.

POLICY TRA 1.2.1: STATE ACCESS-MANAGEMENT STANDARDS

Pasco County shall, through its land development regulations, ensure that State access-management standards included in Rule 14-97, at a minimum, or that subsequent rules of the Florida Administrative Code are followed for all median openings and driveway connections to State roads.

POLICY TRA 1.2.2: COUNTY ACCESS-MANAGEMENT STANDARDS

Pasco County shall maintain and enforce development regulations for the control of access points, including the spacing and location of driveways and median cuts onto County and State roadways.

POLICY TRA 1.2.3: DEVELOPMENT REGULATIONS AND DESIGN STANDARDS FOR ON-SITE PARKING, VEHICLE CIRCULATION SYSTEMS, AND ACCESS POINTS

Pasco County shall maintain and update, as necessary, development regulations for on-site motorized and nonmotorized parking, safe and convenient on-site vehicle circulation systems, and access points. The development review process shall ensure adequate vehicular, bicycle, and pedestrian site access and discourage use of single-occupant vehicles.

POLICY TRA 1.2.4: SHARED-ACCESS POINTS

Pasco County shall require, through its land development regulations, shared-access points in order to minimize access points.

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POLICY TRA 1.2.5: INTERCONNECTION OF PARKING LOTS

Pasco County shall require, through its land development regulations, the interconnection of adjacent properties, including parking lots.

POLICY TRA 1.2.6: CROSS ACCESS BETWEEN SUBDIVISIONS

Pasco County shall require, through its land development regulations, appropriate cross access between subdivisions.

OBJECTIVE TRA 1.3: FRONTAGE ROADS

Develop a system of frontage roads and reverse frontage roads.

POLICY TRA 1.3.1: FRONTAGE ROAD SYSTEM

Pasco County shall require, through the development review process, a system of frontage roads and/or reverse frontage roads on the north and south sides of S.R. 54 and S.R. 56, consistent with the Florida Department of Transportation and Pasco County design criteria.

POLICY TRA 1.3.2: REVERSE FRONTAGE ROAD SYSTEM

Pasco County shall require, through the development review process, a system of reverse frontage roads on the east and west sides of U.S. 301, consistent with the Florida Department of Transportation and Pasco County design criteria.

POLICY TRA 1.3.3: FRONTAGE ROAD DRAINAGE AND MITIGATION AREAS

Pasco County shall require new development along the S.R. 54, S.R. 56, and U.S. 301 Corridors to provide drainage and mitigation areas to accommodate frontage roads and reverse frontage roads.

POLICY TRA 1.3.4: FUTURE TRANSIT ON FRONTAGE ROAD SYSTEM

Pasco County shall require the frontage and reverse-frontage road system to be designed to accommodate future transit, particularly in identified locations for town centers, employment centers, and other major activity centers.

OBJECTIVE TRA 1.4: ROADWAY DESIGN AND MAINTENANCE STANDARDS

Ensure consistency between design standards and adjacent land uses and design roadways that are aesthetically pleasing.

POLICY TRA 1.4.1: DEVELOP RIGHT-OF-WAY AND MAINTENANCE STANDARDS

Pasco County shall maintain and update, as necessary, roadway design, right-of-way, and maintenance standards for roadway construction.

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POLICY TRA 1.4.2: ROADWAY DESIGN FOR TRANSIT

Pasco County shall design roadways to accommodate existing and future transit facilities.

POLICY TRA 1.4.3: FUNDING OF ROADWAY BEAUTIFICATION PROJECTS

Pasco County shall provide funding of five (5) percent of construction costs for the beautification of new and expanded roads.

POLICY TRA 1.4.4: USE OF RIGHT-OF-WAY

Pasco County shall design new and expanded roads to accommodate many uses; e.g., sidewalks, bikeways, transit infrastructure, frontage roads, landscaping, drainage, utilities, and other activities that support the transportation system, as appropriate.

OBJECTIVE TRA 1.5: BICYCLE FACILITIES, SIDEWALKS, AND MULTIUSE TRAILS

Provide safe and convenient bicycle, sidewalk, and multiuse trail networks.

POLICY TRA 1.5.1: DEVELOPMENT REGULATIONS TO INCORPORATE BIKEWAYS AND BICYCLE FACILITIES

Pasco County shall maintain and update, as necessary, development regulations that incorporate bikeways and other bicycle facilities into new residential, commercial, and industrial developments.

POLICY TRA 1.5.2: ENCOURAGE USE OF BICYCLES

Pasco County shall encourage the use of bicycles as an alternative transportation mode for recreational, shopping, and work-related travel by including, in the County Capital Improvement Plan and the Metropolitan Planning Organization's adopted Transportation Improvement Program, the construction of bicycle facilities on State and County road widening projects in the urban area and, as appropriate, in rural and transitioning areas.

POLICY TRA 1.5.3: RECREATIONAL BIKEWAY SYSTEM

Considering available funding, Pasco County shall establish an adequate, safe, cost effective, and efficient recreational bikeway system with special emphasis given to connecting attractors of children, such as parks and schools, with residential areas.

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POLICY TRA 1.5.4: PROVISION OF BICYCLE FACILITIES IN PLANNING AND DESIGN OF TRANSPORTATION FACILITIES

Pasco County shall maintain public works' project-design standards that include the provision of bicycle facilities in the planning and design of transportation facilities for all roadway improvement projects involving widening or new construction.

POLICY TRA 1.5.5: DESIGN STANDARDS THAT INCLUDE PEDESTRIAN FACILITIES

Pasco County shall maintain and update, as necessary, public works' project-design standards that include pedestrian facilities in the planning and design of transportation facilities in urbanized areas and consider them in suburban and rural areas.

POLICY TRA 1.5.6: REGULATIONS AND DESIGN STANDARDS THAT REQUIRE PEDESTRIAN FACILITIES

Pasco County shall maintain and update, as necessary, development regulations and design standards that require pedestrian facilities within residential and nonresidential developments.

POLICY TRA 1.5.7: DESIGN STANDARDS FOR PEDESTRIAN CROSSINGS

Pasco County shall maintain and update, as necessary, public works' design standards that require pedestrian crossings to be well marked and signalized, where warranted.

POLICY TRA 1.5.8: ESTABLISH EFFICIENT SYSTEM OF PEDESTRIAN FACILITIES

Pasco County shall establish an adequate, safe, cost-effective, and efficient system of pedestrian facilities with special emphasis given to connecting attractors of children, such as parks and schools, within residential areas.

POLICY TRA 1.5.9: ENCOURAGE USE OF PEDESTRIAN FACILITIES

Pasco County shall encourage the use of sidewalks as an alternative transportation mode for recreational, shopping, and work-related travel by including, in the County Capital Improvement Plan and the Metropolitan Planning Organization's adopted Transportation Improvement Program, the construction of sidewalk facilities on State and County road widening projects in the urban area and, as appropriate, in rural and transitioning areas.

POLICY TRA 1.5.10: EXPAND REGIONAL MULTIUSE TRAILS

By 2010, Pasco County shall prepare a trails/blueways master plan in coordination with the Parks and Recreation Department, the Pasco County

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Metropolitan Planning Organization, and a citizen's trails/blueways master plan committee. The Metropolitan Planning Organization's 2025 Long-Range Transportation Plan trails component shall be used as an interim master plan for trails/blueways until such time as the trails/blueways master plan is complete. Map 7-31 is the Metropolitan Planning Organization's 2025 Long-Range Transportation Plan trail network and shall be used as the interim guiding reference for trail/blueways connectivity and access (consistent with Policy REC 1.6.7).

OBJECTIVE TRA 1.6: MOBILITY MEASUREMENT

Establish numerical indicators on which the mobility of the transportation system can be measured and report the current and past condition of the transportation system to the Board of County Commissioners on a periodic basis.

POLICY TRA 1.6.1: ROADWAY TRAVEL MEASURES

Pasco County shall review, in coordination with the Transportation Impact Fee update, the percentage of vehicle-miles of travel on roads operating below the adopted Level of Service standards.

POLICY TRA 1.6.2: PUBLIC TRANSPORTATION MEASURES

Pasco County shall review, in coordination with the major Transit Development Plan update, the total public transportation trips per population and the total elderly and handicapped trips per elderly and handicapped population. The population figures will be based on the most current available estimate as adopted by Pasco County.

POLICY TRA 1.6.3: BICYCLE SYSTEM MEASURES

Pasco County shall report, from the Long-Range Transportation Plan update, the planned miles of bicycle lanes, bicycle trails, or other designated bicycle facilities that have been implemented on collector and arterial roadways.

POLICY TRA 1.6.4: PEDESTRIAN SYSTEM MEASURES

Pasco County shall report, from the Long-Range Transportation Plan update, the planned miles of sidewalks, pedestrian trails, or other designated pedestrian facilities that have been implemented on collector and arterial roadways.

OBJECTIVE TRA 1.7: URBAN SERVICE AREA

Use creation of Urban Service Area as a land use incentive for the enhancement of the West and South Market Areas.

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POLICY TRA 1.7.1: URBAN SERVICE AREA

The areas identified on Map 2-22 in the Future Land Use Map Series are hereby established as the Pasco County Urban Service Area pursuant to Section 163.3164(50), Florida Statutes.

POLICY TRA 1.7.2: MOBILITY FEE

Pasco County shall maintain a multimodal mobility plan in coordination with the Florida Department of Transportation, the Tampa Bay Area Regional Transit Authority, Pasco County's Metropolitan Planning Organization, and municipalities and include within the Land Development Code, standards and guidelines for the payment of mobility fees. The mobility plan may be the Pasco County Metropolitan Planning Organization Long-Range Transportation Plan. The mobility fee program shall be designed to encourage development of specific land uses in specific locations.

The mobility fee shall be a multimodal fee, including assessments for roadways, transit, bicycle, and pedestrian transportation; it shall promote compact, mixed-use, and energy-efficient development; may not be in excess of the amount proportionate to the impacts of new development; shall not assess new development for transportation backlogs; and shall assess for the impacts to roadway facilities on the Strategic Intermodal System designated in accordance with Section 339.63, Florida Statutes.

POLICY TRA 1.7.3: UTILIZATION OF THE U.S. 19 REDEVELOPMENT/ CONCURRENCY FUND

Pasco County shall utilize the U.S. 19 Redevelopment/Concurrency Fund for:

- a. Capacity and safety improvements, including all necessary design, right-of-way acquisition, and construction costs for U.S. 19 that serve the redevelopment and revitalization within the area depicted on Map 2-10.
- b. Costs associated with the development and implementation of an urban infill and redevelopment plan for the West Market Area.

GOAL TRA 2: DEVELOP AND MAINTAIN AN ADEQUATE SYSTEM OF MAJOR ROADWAYS TO SAFELY AND EFFICIENTLY ADDRESS LONG-TERM VEHICULAR-TRAVEL DEMAND FORECASTS

OBJECTIVE TRA 2.1: FUTURE TRAFFIC CIRCULATION MAP SERIES (MAPS 7-22, 7-24, 7-35, 7-36)

Future Number of Lanes (Map 7-22), Future Roadway Functional Classification (Map 7-24), Corridor Preservation (Map 7-35), and Highway Vision Plan (Map 7-36) shall constitute the Future Traffic Circulation Map Series. The Future Traffic Circulation Map Series shall serve as the guiding document for development of an adequate network of major roadways for future years.

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POLICY TRA 2.1.1: MAINTAIN AND AMEND FUTURE NUMBER OF LANES AND FUTURE TRAFFIC CIRCULATION ROADWAY MAP SERIES

Pasco County shall maintain and amend, as necessary, the Future Traffic Circulation Map Series.

POLICY TRA 2.1.2: UTILIZATION OF FUTURE TRAFFIC CIRCULATION MAP SERIES

Pasco County shall utilize the Future Traffic Circulation Map Series as follows:

- a. The Highway Vision Plan Map (Map 7-36) shall be used in conjunction with the arterial and collector spacing standards of Policy TRA 2.3.3 during the review of traffic analyses for proposed development, including Comprehensive Plan amendments, Developments of Regional Impact, Areawide Developments of Regional Impact, and Florida Quality Developments for consistency with the corridors and functional classifications of roads through and adjacent to the proposed development area. The County will ensure that development occurs in a way which does not impair the ability of the County to develop the roads as indicated thereon.
- b. Capital projects to widen existing or develop new major roadways (contained in the adopted Pasco County Capital Improvements Element) shall be consistent with the Future Number of Lanes Map (Map 7-22) and the Future Roadway Functional Classification Map (Map 7-24).
- c. Ensure consistency of this Comprehensive Plan with the Long-Range Transportation Plans of Metropolitan Planning Organizations adjacent to Pasco County and with the Florida Department of Transportation's Florida Transportation Plan, the approved work program, and the Strategic Intermodal System.
- d. Ensure that development occurs in a way which does not impair the ability of the County to develop the roads at the design standards shown on the Future Traffic Circulation Map.
- e. Ensure that the functional classification of new major roadways is consistent with the Pasco County Corridor Preservation Plan, including the Corridor Preservation Table (Table 7-2a), High Intersection Volumes Table (Table 7-2b), and Corridor Preservation Map (Map 7-35).

POLICY TRA 2.1.3: AMENDMENTS TO FUTURE TRAFFIC CIRCULATION MAP SERIES

Pasco County shall require a transportation analysis to evaluate the effects of a proposed change to the Future Land Use Map Series and the approved Future Land Use Classification and identify any changes that may be required to the

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Future Traffic Circulation Map Series. Amendments shall be considered to the Future Traffic Circulation Map if one (1) or more of the following are applicable:

- a. To improve the Level of Service on parallel congested roadways. Any such amendment also shall be consistent with other elements of this Comprehensive Plan.
- b. To achieve coordination with the Metropolitan Planning Organization's Long-Range Transportation Plan.
- c. Amendments are necessary to support proposed developments. County staff shall require a transportation analysis to justify a change to the Future Traffic Circulation Map Series.

POLICY TRA 2.1.4: RESTRICTION ON THROUGH-TRUCK TRAFFIC

Pasco County shall utilize specific criteria to evaluate and determine whether restrictions for through-truck traffic on designated collector and subdivision roadways should be adopted by resolution.

POLICY TRA 2.1.5: EVACUATION ROUTES

Pasco County shall coordinate with the Tampa Bay Regional Planning Council regarding the evaluation of potential corridors for evacuation as well as consideration for the development of alternative east-west routes.

OBJECTIVE TRA 2.2: CURRENT YEAR ROADWAY FUNCTIONAL CLASSIFICATION

Establish the Current Year Roadway Functional Classification Map as an official record of existing major roadways as an official record of roadways to begin construction or be functionally reclassified in the current or following two (2) fiscal years and as an official record of roadways to be constructed or functionally reclassified pursuant to a local government, land-development agreement.

POLICY TRA 2.2.1: MAINTAIN AND UPDATE MAP 7-1

Pasco County shall maintain and update, as necessary, Map 7-1 as the official Current Year Roadway Functional Classification Map and specific criteria to determine the roadway function.

POLICY TRA 2.2.2: USE OF TERMS "ARTERIAL" AND "COLLECTOR" ROADS

Pasco County shall utilize the definitions of "arterial" and "collector" roads contained in this Comprehensive Plan, Table 7-3, and as classified by Rule 14-2, Florida Administrative Code, to evaluate proposed changes to the Current Year Roadway Functional Classification Map (Map 7-1).

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POLICY TRA 2.2.3: PROCESS TO UPDATE CURRENT YEAR ROADWAY FUNCTIONAL CLASSIFICATION MAP

Pasco County shall update the Current Year Roadway Functional Classification Map (Map 7-1), when appropriate, through a procedure established and administered by authorized personnel within the Pasco County Development Services Branch. Furthermore, Pasco County shall permit the appeal of any such administrative decision regarding the updated functional classification of a roadway to the Board of County Commissioners.

POLICY TRA 2.2.4: TRIGGERS TO UPDATE FUNCTIONAL CLASSIFICATION

Pasco County shall require updates of Map 7-1 only with the change in number of lanes on a roadway; construction of a new roadway shown on the Future Traffic Circulation Map; extension of an existing roadway which changes the function of that roadway; adoption of special-access limitations on a roadway which significantly impacts the function of the roadway; establishment of new minor, collector facilities deemed necessary; or the revision of an urban/rural status.

A proposed change in the functional classification of a roadway, not caused by a change listed above, shall be considered an amendment, not an update, and shall be adopted only by action of the Board of County Commissioners.

POLICY TRA 2.2.5: ROADWAY FUNCTIONAL CLASSIFICATION PROCEDURES

Pasco County shall establish procedures for assessing roadway functional classifications of existing and future roads.

POLICY TRA 2.2.6: RECLASSIFICATION OF EXISTING ROADS

Pasco County shall utilize the Generalized Current Year Functional Classification Criteria in Table 7-3 for applications pertaining to the reclassification of existing roads to collector or arterial.

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**TABLE 7-3
GENERALIZED CURRENT YEAR FUNCTIONAL CLASSIFICATION CRITERIA
FOR RECLASSIFICATION OF EXISTING ROADS**

FUNCTIONAL CATEGORY

Characteristic	Arterial	Collector
Character of Travel is:	Between Communities or Greater	Between Neighborhoods and Generally within Communities
Combined Community Population Centers of:	5,000 People or More	Less than 5,000 People but Greater than Individual Residences
Extent of Road:	>3.5 ¹ Miles	>1.0 Miles
Average Daily Traffic:	Rural ¹ : Over 3,390 Trips Urban ¹ : Over 4,000 Trips	Rural ¹ : Over 450 Urban: Over 1,000
Typical Operating Speed:	Rural ¹ : Over 45 Miles Per Hour Urban ¹ : Over 35 Miles Per Hour	Rural: Less than 55 Miles Per Hour Urban: Less than 45 Miles Per Hour
Access Control:	Major Land Uses	Greater than Individual Residences
Access Spacing:	More than 1/8 Mile	More than 300 Feet

¹ Rule Chapter 14-2, Florida Statutes, Functional Classification of Public Roads

OBJECTIVE TRA 2.3: RIGHTS-OF-WAY PROTECTION AND RESERVATION

Ensure compliance with the growth and planning objectives of the County as shown on the Future Traffic Circulation Map, by establishing transportation corridors and corridor management techniques.

POLICY TRA 2.3.1: DEVELOPMENT REGULATIONS IDENTIFYING THE RIGHTS-OF-WAY IN ROADWAY NETWORK

Pasco County shall maintain and update, as necessary, development regulations consistent with Chapter 163.3202, Florida Statutes, that identifies the rights-of-way necessary to develop the roadway network shown on the 2025 Future Traffic Circulation Map, including the adoption of the Transportation Corridor Preservation Map (Map 7-35), the Pasco County Corridor Preservation Table (Table 7-2a), and the High-Intersection Volumes Table (Table 7-2b), and to limit uses of land within the required right-of-way prior to the development of land within the corridors shown on such map, while allowing certain uses of such property prior to the construction of the roadways at the Level of Service standards identified.

This right-of-way protection is required to ensure compliance with established long-range Level of Service standards. Any right-of-way protected under the Land Development Code may be dedicated to Pasco County and shall not be subject to time limits.

The protected rights-of-way shall include 1) the required right-of-way on either side of the centerline of an existing or planned roadway and/or 2) the required right-of-way for roadway or other transportation corridors for which no centerline

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has been established. Rights-of-way for future roadways, which have been identified in subarea plans as necessary to provide a viable community network, shall be protected. The new facility locations should be established during the review of proposed projects in proximity to future roadway corridors and shall be continuous.

POLICY TRA 2.3.2: CORRIDOR MANAGEMENT

Pasco County shall develop corridor management techniques in the land development regulations for the development of land with the identified transportation corridors in Map 7-35, whereby property owners within the corridors will be able to use land within such corridors for a limited range of interim uses that will not hinder the future development of the roadways, including waivers and/or variances where necessary, prior to the construction of the roadways at the full right-of-way shown in the Future Traffic Circulation Map Series (Maps 7-22, 7-24, 7-35, and 7-36). Tables 7-2a and 7-2b of the Pasco County Corridor Preservation Plan shall be used as the basis for acquisition and dedication of rights-of-way and for review of all development proposals and subdivision plats.

POLICY TRA 2.3.3: MAJOR ROADWAY (ARTERIAL AND COLLECTOR) SPACING REQUIREMENTS

The spacing and location of new and expanded arterial corridors shall be consistent with the Vision Plan (Map 7-36) and collector roadway spacing requirements, typical right-of-way widths, and cross sections shall be established through the Land Development Code.

POLICY TRA 2.3.4: RURAL RESIDENTIAL ROADS (CONSISTENT WITH POLICY FLU 2.1.12)

Pasco County shall recognize the importance of rural-residential roads within the Northeast Pasco County Rural Area for the purposes of protecting rural character and shall ensure that these roadways sustain and maintain this character. For the purposes of this policy, "rural-residential roads" include Lake Lola Road, Happy Hill Road, Frazee Hill Road, Jessamine Road, Johnston Road, and Scharber Road.

POLICY TRA 2.3.5: RURAL ROAD SYSTEM (CONSISTENT WITH POLICY FLU 2.1.13)

The collector and arterial roadway system within the Northeast Pasco County Rural Area predominantly consists of two (2) lane facilities. Specific collector, arterial, and rural-residential roads shall not be expected to require, nor are they planned to receive, capacity improvements over the twenty (20) year planning period, unless otherwise consistent with Chapter 7, Transportation Element, Table 7-2a, Pasco County Corridor Preservation Table. When not consistent with State law or County ordinances and policies, the County shall discourage additional roadway expansions of these facilities beyond two (2) lanes.

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OBJECTIVE TRA 2.4: LEVEL OF SERVICE STANDARDS

Pasco County shall utilize and update, as necessary, roadway nonconcurrency Level of Service standards for review of discretionary development approvals for use in capital improvements planning and programming, and for quantifying the long-range goals for the operation of major roadways.

POLICY TRA 2.4.1: NONCONCURRENCY LEVEL OF SERVICE STANDARDS FOR ARTERIALS, COLLECTORS, AND INTERSTATES

PASCO COUNTY 100TH HIGHEST HOUR ROADWAY LEVEL OF SERVICE STANDARDS ^(1, 4)

STANDARD TYPE AREA TYPE	VOLUME/CAPACITY RATIO		LETTER GRADE	
	URBAN		SUBURBAN AND RURAL	
DEVELOPMENT TYPE	TRP ⁽³⁾	OTHER NON-EXEMPT USES	TRP ⁽³⁾	OTHER NON-EXEMPT USES
FUNCTIONAL CLASS OF ROAD				
Arterial	1.2	1.0	E	D
Collector	1.3	1.0	E	D
Interstate (I-75) ⁽²⁾	1.3	1.3	E	D

Notes:

1. Exemptions from these standards shall be as set forth in the Land Development Code.
2. For mainline only.
3. TRP (trip reducing projects) includes Traditional Neighborhood Design, Town Centers, and projects using mixed use trip reduction measures.
4. Opt-out developments, as defined in the County's mobility fee regulations, shall remain subject to Level of Service D for all uses and roadways, except for intersection analysis which shall be subject to the latest adopted Traffic Impact Study regulations. Such developments shall also remain subject to the County's transportation concurrency regulations, including the ability to pay proportionate share.

Opt-out developments shall become subject to the level of service standards in the table and the County's Transportation Analysis Requirements if such developments opt back in to the mobility fee program, or otherwise become subject to the payment of mobility fee regulations.

For purposes of implementing these standards, urban standards shall be applied in the West and South Market Areas, suburban standards shall apply in the East and Central Market Areas, and rural standards shall apply in the North Market Area.

The table in Policy TRA 2.4.1 shall only be used for transportation analysis. For all other purposes, such as the Long-Range Transportation Plan, the Capital Improvement Element, corridor preservation and funding, the standard Level of Service E in the urban and Level of Service D in the suburban and rural areas shall apply, including on I-75. Access management standards shall be established in the Land Development Code.

The above roadway Level of Service standards may be amended through Special Area Plans as they are adopted by the Board of County Commissioners, through a Comprehensive Plan Amendment.

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POLICY TRA 2.4.2: ADDITIONAL FUNDING FOR ROADWAY CONSTRUCTION

If, through the Metropolitan Planning Organization's Long-Range Transportation Plan development process, it is determined that additional funding is necessary to achieve the Florida Department of Transportation's minimum acceptable operating Levels of Service for the Strategic Intermodal System within the County, or the County and local-government-adopted Level of Service standards on all other roads within the County, Pasco County shall, as part of the Transportation Impact Fee updates, consider other financing options to fund construction of additional capacity for the major roadway system.

POLICY TRA 2.4.3: PROPORTIONATE-SHARE MITIGATION CONTRIBUTIONS

Pasco County shall allow or accept proportionate-share payments in accordance with the Florida Statutes and the Pasco County Land Development Code in order to mitigate the transportation impacts associated with proposed development and to maintain adopted Level of Service standards.

OBJECTIVE TRA 2.5: NONCONCURRENCY LEVEL OF SERVICE AND DEVELOPMENT REVIEW PROCESS

Ensure that off-site transportation facilities for circulation are available at the appropriate time in accordance with the provisions of the Pasco County Land Development Code.

POLICY TRA 2.5.1: IMPLEMENT NONCONCURRENCY STANDARDS

Pasco County shall adopt transportation analysis standards in the Land Development Code for the review of proposed discretionary development approvals in order to evaluate the potential transportation impacts of the development. The regulations may contain exemptions and standards to encourage and incentivize development forms and development types and locations.

POLICY TRA 2.5.2: PERMIT PROPORTIONATE-SHARE CONTRIBUTIONS

Pasco County may permit the payment of proportionate-share contributions to mitigate local and regionally significant traffic impacts consistent with Chapter 163.3180(12), Florida Statutes, for Developments of Regional Impact and Chapter 163.3180(16) for other developments and consistent with the Pasco County Land Development Code.

POLICY TRA 2.5.3: IMPLEMENT AND UPDATE TRANSPORTATION ANALYSIS DESIGN GUIDELINES

Pasco County will implement Land Development Code requirements for transportation analysis for discretionary development proposals and for ensuring

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that access to new development is provided via roads meeting Pasco County's minimum design standards.

GOAL TRA 3: COORDINATION OF THE TRAFFIC CIRCULATION SYSTEM WITH FUTURE LAND USES AND NATURAL RESOURCE CONSTRAINTS

OBJECTIVE TRA 3.1: FUTURE LAND USE COORDINATION

Provide a safe, efficient, and effective transportation system that is coordinated with and supports the Future Land Use Element and the associated map series, ensuring that existing and proposed population densities, housing and employment patterns, and land uses are consistent with the transportation modes and services proposed to serve the County.

POLICY TRA 3.1.1: TOTALS FOR FUTURE-YEAR POPULATION AND EMPLOYMENT

Pasco County shall utilize the University of Florida's Bureau of Economic and Business Research and the United States Department of Commerce Bureau of Economic Analysis population and employment information and other sources, as appropriate, to develop the Pasco County future-year control totals for population and employment used in the Future Land Use and Transportation Elements.

POLICY TRA 3.1.2: UPDATE DEVELOPABLE ACREAGE, PROJECTION FACTORS, AND CORRESPONDING SOCIOECONOMIC DATA

Pasco County shall update, as appropriate and consistent with the Future Land Use Element, developable acreage by land use, projection factors by land use category and area, and the corresponding socioeconomic data by traffic analysis zone used in the development of the Metropolitan Planning Organization's multimodal transportation plan.

POLICY TRA 3.1.3: SOCIOECONOMIC DATA USED TO IDENTIFY LOCATIONS FOR PUBLIC TRANSPORTATION SERVICE

Pasco County shall review existing and proposed socioeconomic data and land uses used in the Transportation Element, to determine and identify, as appropriate, locations/corridors that could be served by public transportation services.

OBJECTIVE TRA 3.2: GROWTH MANAGEMENT POLICIES FOR INNOVATIVE PLANNING STRATEGIES TO REDUCE URBAN SPRAWL (CONSISTENT WITH OBJECTIVE FLU 1.8)

To develop and enforce innovative planning techniques and land development regulations designed to protect residential neighborhoods, enhance the economic viability of the community, promote the efficient use of infrastructure, preserve natural

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resources, and reduce the proliferation of urban sprawl. Pasco County recognizes the need to facilitate transit-oriented design development along major roadways to provide alternate modes of travel by providing a mix of transit-supportive uses that focus on accessibility for the elderly and special needs community.

Pasco County recognizes the importance of transit and transit acceptance in the creation of an Urban Service Area providing multimodal transportation options.

POLICY TRA 3.2.1: TRADITIONAL NEIGHBORHOOD DESIGN (CONSISTENT WITH POLICY FLU 1.8.1)

Pasco County shall provide a development option for TND (Traditional Neighborhood Design) developments as a means to require efficient urban growth patterns and shall ensure that each TND (Traditional Neighborhood Design) development exhibits the following characteristics and conforms to the following design principles:

- a. Village or Town Centers with Mixed Uses: A mixture of nonresidential and residential uses of various densities, intensities, and types designed to promote walking between uses and a variety of transportation modes, such as bicycles, transit, and automobiles.
- b. Functional Neighborhoods: Residential areas are located and designed as neighborhoods, which embrace a full range of urban facilities, including neighborhood retail centers, a variety of housing types, public/civic space and a variety of open space amenities, schools, central water and sewer, and fire/safety accessibility.
- c. Walkable Streets: Integrated neighborhoods and a compact TND (Traditional Neighborhood Design) development that designs a community based on reasonable walking distances, the location of parking, and the design of streetlights, signs, and sidewalks.
- d. Interconnected Circulation Network: An interconnected street system that prioritizes pedestrians and bicycle features and links neighborhoods to shopping areas, civic uses, parks, and other recreational features.
- e. Respect for Natural Features: Development activity recognizes the natural and environmental features of the area and incorporates the protection, preservation, and enhancement of these features as a resource amenity to the development.

POLICY TRA 3.2.2: TRANSIT-ORIENTED DESIGN (CONSISTENT WITH POLICY FLU 1.8.5)

Pasco County shall amend the Land Development Code by 2012 to include transit-oriented design standards to reinforce the use of public transportation by locating a higher density mixed-use development, including employment-oriented businesses and higher density residential uses, adjacent to transit stops, which shall address at a minimum:

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- a. Establishment of block lengths.
- b. Building setbacks and orientation to the street.
- c. Establishing minimum density and Floor Area Ratio.
- d. Uses that support public transportation and walkability.
- e. Reduction in parking requirements and encourage shared parking.
- f. Prohibiting auto-oriented uses within a transit-oriented design.
- g. Open-space requirements.

Transit-oriented design shall be emphasized in the Urban Service Area.

POLICY TRA 3.2.3: TOWN CENTERS/TRANSIT COORDINATION (CONSISTENT WITH POLICY FLU 1.8.6)

Pasco County shall require transit coordination plans for all town centers. These plans shall cover an area equivalent to a one-quarter-mile radius from a planned transit stop in the town center and up to a one-half-mile radius for the surrounding neighborhoods. Pedestrian connections to other more distant neighborhoods shall be indicated. Transit coordination plans are required to include:

- a. Land use.
- b. Layouts of public streets and open spaces.
- c. Vehicular, pedestrian, and bicycle circulation.
- d. Parking design.
- e. Parks and green space.
- f. Transit stop design guidelines.
- g. Capital improvements programming.
- h. Transit service details.
- i. Market feasibility studies.
- j. Phasing.

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OBJECTIVE TRA 3.3: S.R. 54/56 CORRIDOR DESIGN STANDARDS (CONSISTENT WITH OBJECTIVE FLU 4.7)

To create an attractive roadway corridor along S.R. 54/56 that enhances property values and quality of life and preserves the viability and function of the facility through the implementation of the S.R. 54/56 Corridor Study dated October 2001.

POLICY TRA 3.3.1: URBAN ROADWAY SECTION (CONSISTENT WITH POLICY FLU 4.7.1)

Pasco County asserts that the S.R. 54/56 Corridor, from the Mitchell Bypass to U.S. 301, should be developed as an urban roadway cross section to provide consistency with the emerging development patterns and improve visual character through corridor enhancements, such as sidewalks, trees, street lighting, and other amenities. The County shall coordinate with the Florida Department of Transportation to review long-range plans and maintenance efforts for the corridor and work with the Florida Department of Transportation to adopt an urban cross section that is consistent with the County, regional, and stakeholder vision for the corridor. This roadway shall become a model for transit-oriented design.

POLICY TRA 3.3.2: PUBLIC REALM - STREETScape PROGRAM (CONSISTENT WITH POLICY FLU 4.7.2)

Pasco County shall create a long-term streetscape program for the S.R. 54/56 Corridor. The streetscape program shall include the following provisions:

- a. Public landscaping and buffer improvements to protect existing neighborhoods when existing collector or arterial roads are expanded.
- b. Encourage community groups to help fund beautification improvements above the County's base-line level.
- c. Pursue long-range funding options with public and private partners, such as joint funding for beautification efforts through a joint planning agreement or some other form of partnering mechanism.

POLICY TRA 3.3.3: PUBLIC REALM - UTILITIES (CONSISTENT WITH POLICY FLU 4.7.3)

By December 2008, Pasco County shall evaluate the feasibility of a variety of options to overhead power and telecommunication lines along the S.R. 54/56 Corridor. Alternative solutions to the full burial of overhead power and telecommunications lines may include "spot burials" of overhead lines (at critical locations) and the simplification of existing facilities.

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POLICY TRA 3.3.4: PUBLIC REALM - SPECIAL FEATURES (CONSISTENT WITH POLICY FLU 4.7.4)

By December 2008, Pasco County shall evaluate the feasibility of incorporating the use of special features to enhance the S.R. 54/56 Corridor and provide a sense of place. Special features should be consistent in color and materials between both the public sector and private sector improvements and should include the following components:

- a. Gateway monuments at corridor edges, municipality limits, and neighborhood entries.
- b. Special paving at intersections, crosswalks, and development entries.
- c. Enhanced amenities targeted specifically for pedestrians and/or bicyclists at key locations.
- d. Civic enhancements, such as public art, civic plazas, and fountains at appropriate locations.

POLICY TRA 3.3.5: S.R. 54 CORRIDOR ZONING OVERLAY (CONSISTENT WITH POLICY FLU 4.7.5)

Pasco County shall amend the Land Development Code by December 2008 to create a corridor zoning overlay along S.R. 54/56, including Seven Springs Boulevard (from the County line to Mitchell Boulevard); Mitchell Boulevard (from Seven Springs Boulevard to Little Road); Trinity Boulevard (from the County line to S.R. 54); Little Road (from Trinity Boulevard to S.R. 54); and extending to U.S. 301. The corridor zoning overlay shall encompass a depth of at least 300 feet along each side of the roadways and impose higher design standards for future development, including provisions for mandatory retrofitting, as identified in these policies.

POLICY TRA 3.3.6: SITE PLANNING AND DESIGN STANDARDS (CONSISTENT WITH POLICY FLU 4.7.6)

Pasco County shall amend the Land Development Code by December 2008 with enhanced site planning and design standards to enhance the appearance of newly developed and planned properties adjacent to the S.R. 54/56 Corridor.

These standards should address the following items as further described herein:

- a. Pedestrian/bicycle improvements.
- b. Landscape enhancement buffers/foundation plantings.
- c. Signage enhancements, including height, size, color, and design.
- d. Lighting.

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- e. Site planning.
- f. Access and connectivity.

POLICY TRA 3.3.7: SIGNAGE ENHANCEMENTS (CONSISTENT WITH POLICY FLU 4.7.7)

Pasco County shall amend the Land Development Code by December 2008 to require signage enhancements with specific standards for individual commercial, office, or light industrial uses. Roadway signage should satisfy the functional requirements of their intended purpose in a legible manner; be generally compatible with their surroundings and corridor objectives; allow for flexibility in design, within general parameters, to express a desired theme and individuality; and be required to always be maintained in good repair.

POLICY TRA 3.3.8: LIGHTING (CONSISTENT WITH POLICY FLU 4.7.8)

Pasco County shall amend the Land Development Code by December 2008 with special lighting design standards for the S.R. 54/56 Corridor to provide for aesthetics, crime prevention, and the comfort and safety of pedestrians that consider the following issues:

- a. Roadway and streetscape lighting options should be considered early in the development process to avoid costly retrofits and reduce costs.
- b. Lighting standards.
- c. Light sources should avoid glare, provide a white or near white light, and not overly illuminate the roadway surface or sidewalk.
- d. Full cut-off light fixtures.

POLICY TRA 3.3.9: FENCES AND WALLS (CONSISTENT WITH POLICY FLU 4.7.9)

Pasco County shall amend the Land Development Code by December 2008 for the S.R. 54/56 Corridor to address fences and walls. Any fence or wall, which is visible from the S.R. 54/56 right-of-way, should be designed as an integral feature of the architectural design of the principal structure.

POLICY TRA 3.3.10: ACCESS AND CONNECTIVITY (CONSISTENT WITH POLICY FLU 4.7.10)

Pasco County shall amend the Land Development Code by December 2008 to incorporate access and connectivity standards for developments along the S.R. 54/56 Corridor with the following provisions:

- a. Development should approach the internal street network with a "more smaller streets" ideal rather than "fewer larger streets."

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- b. Collectors and arterials should be spaced in accordance with the County's adopted arterial/collector spacing standards to provide diversity in the network and minimize pressure on S.R. 54/56.
- c. Balance access-management standards along S.R. 54/56 with the access needs of adjacent developments.
- d. Require joint access for new developments between the allowable driveway openings and parking lots between developments to increase internal circulation and connectivity.
- e. Incorporate a restricted Florida Department of Transportation Access Classification of "Five" that includes the following standards:
 - (1) 440 feet between driveway connections.
 - (2) 660 feet between directional median openings.
 - (3) 2,640 feet between full median openings.
 - (4) 2,640 feet between signalized intersections.
- f. Provide frontage roads/reverse frontage roads as required.

OBJECTIVE TRA 3.4: NATURAL RESOURCE CONSIDERATIONS

Ensure that all transportation improvements are conducted in a manner which minimizes adverse impacts on important natural resources.

POLICY TRA 3.4.1: ENSURE NEW EXPRESSWAY OR ARTERIAL FACILITIES HAVE MINIMAL IMPACT ON SENSITIVE AREAS

Pasco County shall coordinate with the Florida Department of Transportation to ensure that construction and maintenance of new expressways or arterial facilities have minimal impacts on sensitive habitat, conservation, or natural-resource areas or areas targeted for land acquisition under the Environmental Land Acquisition and Management Program.

POLICY TRA 3.4.2: COORDINATE WITH ENVIRONMENTAL REGULATORY AGENCIES

Pasco County shall coordinate with appropriate environmental regulatory agencies to ensure their early and continued involvement in the preliminary design and engineering process for new County road and bridge projects.

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POLICY TRA 3.4.3: ROADWAY IMPROVEMENTS TO MINIMIZE THE ACREAGE OF ADVERSELY ALTERED WETLANDS

Pasco County shall, where feasible and practical, locate and design roadway improvements to minimize the acreage of adversely altered, jurisdictional wetland areas; minimize direct and indirect impacts on rivers, lakes, and streams; and minimize adverse impacts on endangered and threatened species and on species of special concern.

POLICY TRA 3.4.4: ELIMINATION AND CONTROL OF INVASIVE PLANT SPECIES

Pasco County shall, where practical and cost-feasible, consider the elimination and control of invasive plant species during the design and maintenance of new County road and bridge projects that are adjacent to critical linkages.

OBJECTIVE TRA 3.5: CRITICAL LINKAGES (CONSISTENT WITH OBJECTIVE CON 1.2)

To identify and protect corridors or linkages that maintain a contiguous network of wildlife habitat between existing public lands as identified in the March 2002 Habitat Study, Assessment of Measures to Protect Wildlife Habitat in Pasco County, as amended on July 10, 2007, as critical linkages and depicted in Map 3-4: Critical Linkages Map.

POLICY TRA 3.5.1: DEFINITION OF CRITICAL LINKAGES (CONSISTENT WITH POLICY CON 1.2.1)

Pasco County has identified critical linkages as shown on the Exhibit CON: Critical Linkages Map, which shall serve as connecting corridors for lands that are currently in public ownership to protect and conserve native vegetative communities, endangered and threatened species, and natural functions of wildlife habitats, including wetlands.

POLICY TRA 3.5.2: PERMITTED USES/DEVELOPMENT STANDARDS (CONSISTENT WITH POLICY CON 1.2.2)

Pasco County shall amend the Land Development Code by 2010 to adopt implementation measures for proposed density or intensity increases in critical linkages. The implementation measures in the Land Development Code shall include, but not be limited to, the following:

- a. Prohibit local roadway crossings of all designated critical linkages unless this crossing is necessary and required as the only reasonable means of access to the uplands on a site. Any such crossing that is permitted for local roadways shall be required to provide a wildlife under crossing that is designed to accommodate the expected species of wildlife and the ecological conditions in the vicinity of the road and address the following issues:

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- (1) Size and location.
- (2) Type of crossing, including landscaping techniques (such as funneling).
- (3) Appropriate structural design.
- (4) Lighting.
- (5) Signage.
- (6) Fencing.

POLICY TRA 3.5.3: PUBLIC INFRASTRUCTURE AT CRITICAL LINKAGES (CONSISTENT WITH POLICY CON 1.2.3)

Pasco County shall protect and enhance, as feasible, any existing wildlife crossings when future improvements to the facilities are made. Any crossings of any designated critical linkages for collector or arterial roadways or for utilities must be unavoidable and be minimized and shall be required to provide a wildlife under crossing that is designed consistent with Policy TRA 3.5.2.a (Policy CON 1.2.2.d).

OBJECTIVE TRA 3.6: WETLANDS PROTECTION (CONSISTENT WITH OBJECTIVE CON 1.3)

Pasco County shall protect wetlands and the natural function of wetlands by implementing the following policy:

POLICY TRA 3.6.1: PUBLIC INFRASTRUCTURE (CONSISTENT WITH POLICY CON 1.3.14)

Pasco County shall, where feasible and practicable, locate and design roadway improvements to minimize the acreage of adversely altered, jurisdictional wetland areas; minimize direct and indirect impacts on rivers, lakes, and streams; and minimize impacts on endangered and threatened species and species of special concern.

OBJECTIVE TRA 3.7: CORRIDOR DESIGN STANDARDS (CONSISTENT WITH OBJECTIVE FLU 4.6)

In recognition that public streets serve a recreational purpose, the County shall evaluate the development of design standards to establish a vision for the street network and enhance its visual quality, protect its scenic and environmental resources, provide a framework of ideal standards and classification for its roadways, and promote interconnectivity of its neighborhoods, parks, schools, and other civic uses.

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POLICY TRA 3.7.1: DESIGN PRINCIPLES (CONSISTENT WITH POLICY FLU 4.6.1)

The visual and functional characteristics of streets are important in the design of the community. The design principles are:

- a. Streets should be designed as a part of the public realm with amenities.
- b. Streets should be designed to accommodate a mix of travel modes, including vehicles, bikes, transit, and pedestrians.
- c. Streets should be designed holistically considering the pavement, curbing, bikeways, pedestrianways, lighting, signs, front yard setback areas, and building facades.
- d. Neighborhood streets may connect to adjacent activities, subdivisions, and neighborhood-serving businesses through the design of a street and pedestrian system that provides context-sensitive design and traffic calming measures where appropriate.

POLICY TRA 3.7.2: LANDSCAPING AND MAINTENANCE OF PUBLIC ROADWAYS (CONSISTENT WITH POLICY FLU 4.6.2)

Pasco County shall amend the Land Development Code by December 2008 to include, at minimum, provisions implementing each of the following policies:

- a. Evaluate buffer widths and landscaping, including irrigation standards for buffers adjacent to roadways to ensure the viability of new landscaping.
- b. Enhance landscaping regulations to regulate the size of wells (planting area) where new trees are planted to ensure that the well is of adequate size to allow sufficient root growth and to ensure that wells are free of construction debris when trees are planted.
- c. Consider retention/detention facilities that are designed without fencing and that include proper landscaping as lands contributing to open space and landscape requirements.
- d. Require the use of hedges, walls, and landscaping at intersections and development entryways along arterial and collector roadways, consistent with line-of-sight safety standards, to identify community areas to the traveling public.
- e. Include additional landscaping and design techniques between commercial areas and highway frontage in conjunction with sign controls to enhance community aesthetics and maintain neighborhood viability.

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POLICY TRA 3.7.3: SCENIC ROADWAYS PROTECTION (CONSISTENT WITH POLICY FLU 4.6.4)

Pasco County shall protect scenic and canopy roadways by restricting development activity within rights-of-way to ensure preservation of canopy trees and native vegetation.

POLICY TRA 3.7.4: SCENIC CORRIDOR PROTECTION PROGRAM (CONSISTENT WITH POLICY FLU 4.6.5)

Pasco County shall develop a Scenic Corridor Protection Program that protects roadways including, but not limited to, roadways with existing heavy vegetation and natural canopy trees on designated roads. Designated scenic corridors include the Suncoast Parkway and Strauber Memorial Highway and other corridors as designated in the future. County staff or a public or private entity may make a request to the Board of County Commissioners for the scenic corridor designation of the roadway. The future designation of sections or entire roadways as scenic roadways will be based upon road characteristics in accordance with the Florida Scenic Highways Program criteria and other relevant criteria that include, but are not limited to, the following:

- a. Amount of existing vegetation cover, especially canopy trees along the roadway.
- b. Amount and character of development on the roadway.
- c. Number of curb cuts, traffic signals, and other visual impacts.
- d. Future Land Use Classifications along the roadway.
- e. Resource(s) must be visible and/or accessible from the roadway.
- f. Roadway (publicly maintained) generally should be more than one (1) mile in length.
- g. A majority of the corridor must exhibit intrinsic resources, such as scenic resources (natural and manmade features that give remarkable character to the visual landscape); natural resources (wetlands, marshes, geological features, forests, land forms, or topography, as well as water bodies and vegetation); cultural resources (portions of the human environment that express aesthetics, traditions, values, and customs); historical resources (distinctive physical elements in the landscape, either natural or manmade, that reflect human actions in relation to past events, sites, or structures); archeological resources (physical evidence or remains of known historic or prehistoric human life, activity, or culture); and/or recreational resources (active or passive outdoor recreational activities). These resources must be as continuous as possible throughout the corridor.

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POLICY TRA 3.7.5: SCENIC CORRIDOR PROTECTION ORDINANCE (CONSISTENT WITH POLICY FLU 4.6.6)

Pasco County shall develop a Scenic Corridor Protection Ordinance by December 2008 to identify a process for designation of the roadways and establish standards for the protection of identified scenic roads and State highways. The ordinance shall incorporate standards for scenic corridors based on relevant criteria as identified in Policy TRA 3.7.4 (consistent with Policy FLU 4.6.5).

POLICY TRA 3.7.6: SCENIC CORRIDOR DESIGN STANDARDS (CONSISTENT WITH POLICY FLU 4.6.7)

Pasco County shall amend the Land Development Code by December 2008 to include Scenic Corridor Design Standards that reserve the intrinsic resources and quality of scenic roadways with visual and noise buffers by developing standards for future development along designated scenic roadways, which include at a minimum:

- a. Building setbacks and heights.
- b. Signage and lighting.
- c. Curb cuts and utilities in the right-of-way.
- d. Fences and walls and other structures within the setback.
- e. Minimum tree size, arbor, and supplemental and landscaping requirements.

POLICY TRA 3.7.7: JOINT PROJECTS (CONSISTENT WITH POLICY FLU 4.6.8)

Pasco County shall pursue interlocal agreements and joint projects with municipalities, private agencies, and the Florida Department of Transportation for the implementation and funding of roadway programs for greenways, scenic corridors, and/or other enhancements where appropriate.

POLICY TRA 3.7.8: JOINT FUNDING (CONSISTENT WITH POLICY FLU 4.6.9)

Pasco County shall identify and determine the feasibility of alternative revenue sources for the implementation of roadway programs for greenways, scenic roadways, and/or other enhancements and may budget funding for these programs and appropriate.

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OBJECTIVE TRA 3.8: INTRASTATE HIGHWAY CAPACITY

Preserve the adopted Level of Service standards on Florida Intrastate Highway System to ensure adequate capacity for projected internal-external and external-external travel demand.

POLICY TRA 3.8.1: ADEQUATE NETWORK OF ROADWAYS PARALLEL TO I-75

Pasco County shall coordinate with the Metropolitan Planning Organization in the development of an adequate network of roadways which are parallel to I-75 to reduce local travel demand on I-75.

POLICY TRA 3.8.2: ACCESS MANAGEMENT PLANS AT INTERCHANGES

Pasco County shall maintain and update land development regulations and design standards which require access management plans at interchanges to protect the access roadways and ramps on and off freeways and expressways.

GOAL TRA 4: SUPPORT A COORDINATED INTERGOVERNMENTAL AND INTERAGENCY TRANSPORTATION PLANNING PROCESS

OBJECTIVE TRA 4.1: INTERAGENCY COORDINATION

Provide and maintain a coordinated, transportation planning process with State agencies, regional agencies, and municipalities through the review of policy documents and the attendance at coordination meetings.

POLICY TRA 4.1.1: CONSISTENCY BETWEEN INTERGOVERNMENTAL AND INTERAGENCY PLANS

Pasco County shall maintain consistency between the Transportation Corridor Preservation Map (Map 7-35) and the Florida Department of Transportation's Florida Transportation Plan, Five-Year Work Program, and Strategic Intermodal System.

POLICY TRA 4.1.2: COORDINATE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION'S GUIDELINES AND PROGRAMS

Pasco County shall coordinate the establishment and revision of development regulations and design standards required in these Goals, Objectives, and Policies with the Florida Department of Transportation's guidelines and programs.

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**POLICY TRA 4.1.3: WEST CENTRAL FLORIDA METROPOLITAN
PLANNING ORGANIZATION'S CHAIR'S
COORDINATING AND STAFF DIRECTORS'
COMMITTEES**

Pasco County shall attend and participate in the West Central Florida Metropolitan Planning Organization's Chair's Coordinating and Staff Directors' Committees.

**POLICY TRA 4.1.4: LONG-RANGE TRANSPORTATION PLAN TO
REFLECT INPUT OF OTHER GOVERNMENTS AND
AGENCIES**

Pasco County shall ensure that the Pasco County Long-Range Transportation Plan adopted by the Metropolitan Planning Organization reflects the participation and input of all local governments, the Florida Department of Transportation, and adjacent Metropolitan Planning Organizations and county governments.

POLICY TRA 4.1.5: COORDINATED ACCESS MANAGEMENT

Pasco County shall coordinate access management for County and State roads with the municipalities through the Access Management Ordinance.

**OBJECTIVE TRA 4.2: COORDINATION WITH OTHER SYSTEMS, AGENCIES,
AND JURISDICTIONS REGARDING PUBLIC
TRANSPORTATION**

Ensure coordination and consistency with local, regional, and State plans for the future provision of public transportation service in Pasco County.

POLICY TRA 4.2.1: REVIEW PLANS RELEVANT TO TRANSIT

Pasco County shall review relevant local, regional, and State transit plans as they are prepared and provide comments, as appropriate.

OBJECTIVE TRA 4.3: COOPERATIVE TRANSIT EFFORTS

Identify cooperative efforts with neighboring County transit systems, including the Hillsborough Area Regional Transit Authority, the Pinellas Suncoast Transit Authority, and the Hernando Express Bus.

**POLICY TRA 4.3.1: COORDINATE WITH THE PINELLAS SUNCOAST
TRANSIT AUTHORITY**

Pasco County shall coordinate with the Pinellas Suncoast Transit Authority consistent with the adopted Transit Development Plan.

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POLICY TRA 4.3.2: COORDINATE WITH THE HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY

Pasco County shall coordinate with the Hillsborough Area Regional Transit Authority, consistent with the adopted Transit Development Plan.

POLICY TRA 4.3.3: COORDINATE WITH THE HERNANDO COUNTY EXPRESS BUS

Pasco County shall coordinate with the Hernando County Express Bus, consistent with the adopted Transit Development Plan.

OBJECTIVE TRA 4.4: COORDINATION WITH SOCIAL SERVICES AGENCIES

Coordinate public transportation efforts with social services agencies.

POLICY TRA 4.4.1: WORK WITH WELFARE TRANSITION PROGRAM STAFF

Pasco County shall work with Welfare Transition Program staff to monitor the potential number of clients needing public transportation.

POLICY TRA 4.4.2: EDUCATE SOCIAL SERVICES' STAFF

Pasco County shall educate social services agencies' staff on the use of the Pasco County Public Transportation's bus services so this information can be conveyed to clients.

GOAL TRA 5: IMPROVE THE QUALITY OF PUBLIC TRANSPORTATION SERVICE

OBJECTIVE TRA 5.1: TRANSIT QUALITY AND LEVEL OF SERVICE

Maintain an on-time performance of ninety (90) percent and expand transit service as new markets, trip generators, and attractors are identified.

POLICY TRA 5.1.1: PERCENTAGE OF ON-TIME TRIPS

Pasco County shall estimate the percentage of trips that are early or within five (5) minutes of the designated arrival time.

POLICY TRA 5.1.2: IMPROVE DRIVER TRAINING PROGRAM

Pasco County shall continue and improve the driver training program.

POLICY TRA 5.1.3: HEADWAYS

Pasco County shall maintain headways that do not exceed sixty (60) minutes on all local fixed-route bus services.

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POLICY TRA 5.1.4: MONITOR TRANSIT SERVICE TRENDS

Pasco County shall monitor trends in revenue miles, headways, and hours of service.

POLICY TRA 5.1.5: IMPLEMENTATION OF RECOMMENDATIONS AND UPDATES TO THE TRANSIT DEVELOPMENT PLAN

Pasco County shall implement the recommendations of the 2005-09 Pasco County Transit Development Plan and subsequent updates to the Transit Development Plan.

OBJECTIVE TRA 5.2: TRANSIT PERFORMANCE

Maintain a transit performance monitoring program.

POLICY TRA 5.2.1: PUBLISHING TRANSIT PERFORMANCE REPORTS

Pasco County shall continue publishing annual transit performance reports in the newspaper (as required by the Florida Statutes).

POLICY TRA 5.2.2: PRODUCE MONTHLY TRANSIT PERFORMANCE REPORTS

Pasco County shall continue to produce monthly transit performance reports.

POLICY TRA 5.2.3: TRANSIT PERFORMANCE WEAKNESSES

Pasco County shall address transit performance weaknesses identified in the monitoring process.

OBJECTIVE TRA 5.3: TRANSIT WORKING CONDITIONS

Continue to improve working conditions for all Pasco County Public Transportation employees.

POLICY TRA 5.3.1: IMPROVE TRANSIT EMPLOYEE TRAINING PROGRAMS

Pasco County shall continue and improve employee training programs.

POLICY TRA 5.3.2: OPEN COMMUNICATIONS WITH TRANSIT EMPLOYEES

Pasco County shall maintain open communications with transit employees to identify and solve problems.

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OBJECTIVE TRA 5.4: TRANSIT BUDGET

Continue the annual development and submission for each fiscal year of service, a transit budget for approval through the Metropolitan Planning Organization's Transportation Improvement Program process.

POLICY TRA 5.4.1: STATE AND FEDERAL POLICIES REGARDING GRANTS

Pasco County shall subscribe and adhere to the State and Federal policies regarding the submission of transit grant applications and the receipt of transit grant funds.

OBJECTIVE TRA 5.5: ADVANCED TRANSIT TECHNOLOGIES

Evaluate the potential for incorporating advanced transit technologies, such as electronic fare collection.

POLICY TRA 5.5.1: PURSUE FUNDING FOR ADVANCED TECHNOLOGIES

Pasco County shall pursue funding to evaluate the application of advanced transit technologies to Pasco County Public Transportation by the Year 2008.

GOAL TRA 6: INCREASE PUBLIC AWARENESS OF PASCO COUNTY PUBLIC TRANSPORTATION THROUGH EDUCATION AND MARKETING

OBJECTIVE TRA 6.1: PUBLIC AWARENESS AND MARKETING

Expand the distribution of transit system information and route schedules and pursue marketing opportunities through community associations and clubs.

POLICY TRA 6.1.1: DISTRIBUTE SCHEDULES AND SYSTEM INFORMATION

Pasco County shall distribute schedules and system information in public places throughout the County for residents and visitors; e.g., shopping centers, Chambers of Commerce, libraries, etc.

POLICY TRA 6.1.2: INCREASE NUMBER OF SCHEDULE LOCATIONS

Pasco County shall increase the number of locations where schedules are displayed.

POLICY TRA 6.1.3: COMPREHENSIVE MAILING LIST

Pasco County shall maintain a comprehensive mailing list of community associations and clubs for purposes of informing them of Pasco County Public Transportation programs and services.

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POLICY TRA 6.1.4: PRESENT AN OVERVIEW OF TRANSIT PROGRAMS AND SERVICES

Pasco County Public Transportation shall proactively seek opportunities to present an overview of the transit programs and services provided by Pasco County Public Transportation.

OBJECTIVE TRA 6.2: PUBLIC INVOLVEMENT

Develop an ongoing public involvement process through surveys, discussion groups, interviews with passengers and drivers, and public workshops.

POLICY TRA 6.2.1: TRANSIT QUALITY OF SERVICE SURVEY

Pasco County shall conduct an annual Transit Quality of Service Survey to measure the change in patron satisfaction over time.

POLICY TRA 6.2.2: PARTICIPATE IN PUBLIC WORKSHOPS

Pasco County Public Transportation shall participate in public transportation or related public workshops hosted by the Pasco County Metropolitan Planning Organization.

POLICY TRA 6.2.3: COMPLAINT TRACKING PROCEDURE

Pasco County Public Transportation shall maintain and improve the transit complaint tracking procedure and response system.

GOAL TRA 7: IDENTIFY AND MEET NEEDS FOR PUBLIC TRANSPORTATION

OBJECTIVE TRA 7.1: TRANSIT SERVICE AVAILABILITY

Ensure the availability of service to meet the public transportation needs of the citizens of Pasco County.

POLICY TRA 7.1.1: PREPARE TRANSIT DEVELOPMENT PLAN UPDATES

Pasco County shall prepare annual and major Transit Development Plan updates to identify transit needs.

POLICY TRA 7.1.2: MONITOR POPULATION AND DEMOGRAPHIC CHARACTERISTICS

Pasco County shall monitor population and demographic characteristics throughout Pasco County.

POLICY TRA 7.1.3: IMPLEMENT RECOMMENDATIONS

Pasco County shall implement Transit Development Plan recommendations.

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POLICY TRA 7.1.4: PREPARE TRANSPORTATION-DISADVANTAGED SERVICE PLAN UPDATES

Pasco County shall prepare annual Transportation-Disadvantaged Service Plan updates to identify needs.

OBJECTIVE TRA 7.2: TRANSIT-ORIENTED POPULATIONS

Identify and address the public transportation needs of transit-oriented populations in the County.

POLICY TRA 7.2.1: TRANSIT ORIENTATION INDEX

Pasco County shall update the transit orientation index with the most current data in conjunction with the major Transit Development Plan update.

POLICY TRA 7.2.2: POPULATION DENSITY

Pasco County shall estimate the population density for areas determined to have a high transit orientation with the most current data in conjunction with the major Transit Development Plan update.

POLICY TRA 7.2.3: IMPLEMENT TRANSIT RECOMMENDATIONS

Pasco County shall implement Transit Development Plan recommendations.

OBJECTIVE TRA 7.3: OTHER SERVICE OPPORTUNITIES

Investigate the need for other service opportunities, such as expanded fixed-route bus services, park-and-ride services, and carpools/vanpools.

POLICY TRA 7.3.1: TRAVEL BEHAVIOR AND PARK-AND-RIDE

Pasco County shall obtain travel behavior characteristics of workers in areas with a potential for park-and-ride service.

POLICY TRA 7.3.2: COORDINATE TO DEVELOP VANPOOLS

Pasco County shall coordinate with Bay Area Commuter Services to develop vanpools, particularly in areas identified as having the potential for future park-and-ride bus service.

POLICY TRA 7.3.3: IMPLEMENT TRANSIT RECOMMENDATIONS

Pasco County shall implement Transit Development Plan recommendations.

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GOAL TRA 8: PURSUE TRANSIT-FRIENDLY LAND USES AND REGULATIONS

OBJECTIVE TRA 8.1: TRANSIT-FRIENDLY DEVELOPMENT

Support land development regulations that encourage transit-friendly development.

POLICY TRA 8.1.1: TRANSIT LAND DEVELOPMENT REGULATIONS

Pasco County shall develop transit land development regulations based on the *Transit Infrastructure Guidelines Manual*.

POLICY TRA 8.1.2: FUTURE TRANSIT ON FRONTAGE ROAD SYSTEM

Pasco County shall require the frontage and reverse frontage road system to be designed to accommodate future transit, particularly in identified locations for town centers, employment centers, and other major activity centers.

POLICY TRA 8.1.3: DEVELOPER INCENTIVES FOR TRANSIT

Pasco County shall create incentives for developers to promote transit services through the construction of transit facilities.

OBJECTIVE TRA 8.2: CONNECTIVITY OF SIDEWALKS AND BICYCLE FACILITIES TO PUBLIC TRANSPORTATION

Improve connectivity of sidewalks and bicycle facilities along existing and future public transportation corridors.

POLICY TRA 8.2.1: SIDEWALK AND BICYCLE FACILITIES AT TRANSIT STOPS

Pasco County shall, through the development review process, require sidewalk and bicycle facilities at existing and future bus stops and routes.

POLICY TRA 8.2.2: PARTICIPATE IN MOBILITY MANAGEMENT SYSTEM TASK FORCE MEETINGS

Pasco County Public Transportation shall participate in meetings of the Metropolitan Planning Organization's Mobility Management System Task Force.

POLICY TRA 8.2.3: SUBMIT SIDEWALK AND BICYCLE FACILITY PRIORITIES FOR FUNDING OPPORTUNITIES

Pasco County shall submit sidewalk and bicycle facility priorities to the Metropolitan Planning Organization for consideration in their Five-Year Work Program as well as for other funding opportunities, such as enhancement projects.

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GOAL TRA 9: ENSURE THE AVAILABILITY OF QUALITY PUBLIC TRANSPORTATION SERVICES TO THE TRANSPORTATION-DISADVANTAGED POPULATION

OBJECTIVE TRA 9.1: TRANSPORTATION-DISADVANTAGED SERVICES

Provide ongoing public transportation service to meet the demand for the transportation-disadvantaged trips.

POLICY TRA 9.1.1: PROVIDE TRANSPORTATION-DISADVANTAGED SERVICES

Pasco County shall continually contract with operators to provide necessary and appropriate transportation-disadvantaged services.

POLICY TRA 9.1.2: CUSTOMER FEEDBACK SURVEYS AND ANNUAL PUBLIC FORUMS

Pasco County shall be responsive to the needs of the transportation-disadvantaged population and the community through customer feedback surveys and annual public forums.

POLICY TRA 9.1.3: SURVEYS TO RECEIVE FEEDBACK

Pasco County shall utilize surveys to receive feedback from riders and agencies on all aspects of transportation-disadvantaged services.

OBJECTIVE TRA 9.2: TRANSPORTATION-DISADVANTAGED COOPERATION

Maximize the cooperation between entities involved in the provision of transportation-disadvantaged services.

POLICY TRA 9.2.1: AGENCY PRESENTATIONS TO LOCAL COORDINATING BOARD

Pasco County shall continue to invite agencies within the coordinated system to make presentations to the Local Coordinating Board.

POLICY TRA 9.2.2: AGENCY SURVEYS

Pasco County shall conduct annual agency surveys to monitor and give feedback to the transportation-disadvantaged system's performance and improve the coordination of the program.

OBJECTIVE TRA 9.3: COMFORT AND SAFETY

Maximize the transportation-disadvantaged customer comfort and safety.

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POLICY TRA 9.3.1: SAFETY TRAINING

Pasco County shall maintain and conduct safety training as needed for new employees and/or agencies and updates for current employees.

POLICY TRA 9.3.2: SYSTEM SAFETY PROGRAM PLAN

Pasco County shall continue the ongoing implementation and monitoring of the System Safety Program Plan.

POLICY TRA 9.3.3: ACCIDENT RECORDS

Pasco County shall maintain accident records for presentation to the County Accident Review Committee on an as-needed basis.

OBJECTIVE TRA 9.4: DEMAND RESPONSE TRAVEL AND WAIT TIME

Minimize customer travel and wait time.

POLICY TRA 9.4.1: CONTRACT WITH OPERATORS

Pasco County shall continually contract with operators in the provision of demand-response services.

POLICY TRA 9.4.2: CONTINUE OPERATION OF THE COORDINATED SERVICE

Pasco County shall continue the ongoing operation of the coordinated service on a twenty-four (24) hour basis, seven (7) days per week.

POLICY TRA 9.4.3: ROUTING PROCEDURES

Pasco County shall continually monitor and improve routing procedures.

GOAL TRA 10: ENSURE COST-EFFECTIVE AND EFFICIENT TRANSPORTATION SERVICES FOR THE TRANSPORTATION-DISADVANTAGED POPULATION

OBJECTIVE TRA 10.1: COST-EFFECTIVE TRANSPORTATION-DISADVANTAGED SERVICES

Deliver a cost-affordable, cost-feasible, transportation-disadvantaged service.

POLICY TRA 10.1.1: MONITOR EFFICIENCY MEASURES

Pasco County shall review the operating data of all agencies within the coordinated system quarterly to monitor cost per passenger trip and other efficiency measures.

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POLICY TRA 10.1.2: INCREASE THE LOAD FACTOR

Pasco County shall continually increase the load factor through ongoing monitoring of dispatch operations and not-for-profit providers.

POLICY TRA 10.1.3: TRIP NO-SHOW CANCELLATION POLICY AND PROCEDURES

Pasco County shall continually implement the Trip No-Show Cancellation Policy and Procedures within all provider agencies, and monitor passenger no-shows to increase driver productivity and client accessibility.

OBJECTIVE TRA 10.2: UTILIZATION OF TRANSPORTATION-DISADVANTAGED SERVICES

Maximize the utilization of available transportation-disadvantaged services.

POLICY TRA 10.2.1: OFFER SERVICES

Pasco County shall continue to offer services to qualified transportation-disadvantaged citizens for medical trips, shopping trips, etc.

POLICY TRA 10.2.2: MONTHLY MONITORING REPORT

Pasco County shall maintain the monthly monitoring report of transportation-disadvantaged trip destinations for marketing purposes.

POLICY TRA 10.2.3: SUPPLEMENTAL SERVICE PROVISION

Pasco County shall continually coordinate within the coordinated system for supplemental service provision.

GOAL TRA 11: PROVIDE THE PUBLIC WITH SAFE, EFFICIENT, AND ADEQUATE AVIATION FACILITIES THAT ARE COMPATIBLE WITH THE SURROUNDING LAND USES

OBJECTIVE TRA 11.1: PORTS, AVIATION, AND RELATED FACILITIES

Provide airport facilities that are expanded in a manner consistent with the stated Goals, Objectives, and Policies of the Comprehensive Plan; i.e., the Future Land Use, Coastal Management, Conservation, and Transportation Elements.

POLICY TRA 11.1.1: REVIEW COMPREHENSIVE PLAN FOR CONFORMANCE

Pasco County shall require, before approval of any proposed development order for the expansion and operation of any airport, a review of relevant sections of the Comprehensive Plan will be performed for conformance.

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POLICY TRA 11.1.2: REDUCE FUTURE NOISE AND VIBRATION IMPACTS

Pasco County shall ensure that expanded aviation facilities operate in a manner which does not result in above-average noise and vibration impacts for a facility of equivalent size, and operational and locational characteristics.

POLICY TRA 11.1.3: PROTECT AGAINST INCOMPATIBLE LAND USE ENCROACHMENT

Pasco County shall protect existing general aviation facilities from encroachment by incompatible land uses; e.g., excessive structure height, high-density development, or noise-sensitive uses.

POLICY TRA 11.1.4: PUBLIC AWARENESS

Pasco County shall assist in public awareness of the airport facilities' location and utility.

OBJECTIVE TRA 11.2: SURFACE TRANSPORTATION ACCESS TO EXISTING AVIATION FACILITIES

Establish and maintain a surface transportation system which services existing aviation facilities in conformance with adopted Goals, Objectives, and Policies established in the Transportation, Future Land Use, and Intergovernmental Coordination Elements.

POLICY TRA 11.2.1: COORDINATE EFFORTS FOR AIRPORT OPERATORS

Pasco County shall coordinate the efforts of the Development Services Branch and the Road and Bridge Department with the facilities' plans of existing airport operators.

POLICY TRA 11.2.2: CONCURRENT ROADWAY IMPROVEMENTS

Pasco County shall require the provision of concurrent roadway improvements to the roadway system serving existing airports so as to meet or exceed adopted roadway Level of Service standards contained in the Transportation Element.

POLICY TRA 11.2.3: COORDINATE TO INTEGRATE MODES OF TRANSPORTATION

Pasco County shall coordinate with the Metropolitan Planning Organization and the Florida Department of Transportation to seek ways to integrate the various modes of transportation, including aviation, transit, and private automobiles.

OBJECTIVE TRA 11.3: NATURAL ENVIRONMENT

Minimize adverse impacts on the natural environment, including water quality, environmentally sensitive land, and other natural resources.

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POLICY TRA 11.3.1: MINIMIZE DISRUPTION OF ENVIRONMENTALLY SENSITIVE LAND

Pasco County shall minimize the disruption of environmentally sensitive land or resources caused by the expansion of existing airport facilities and achieve consistency with the intent of the Conservation and Coastal Management Elements through the implementation of an airport zoning district and/or performance standards which control the siting and design of airport facilities (see Policy TRA 11.1.4).

POLICY TRA 11.3.2: SURFACE RUNOFF

Pasco County shall provide that all postdevelopment surface runoff, which is in excess of predevelopment conditions, is retained on site in accordance with the Southwest Florida Water Management District, Regulation 40D-4, and the Florida Administrative Code.

OBJECTIVE TRA 11.4: FACILITIES' PLANS COORDINATION

Coordinate the expansion of existing airports with the airport facilities' provider, the continuing Florida aviation system planning process, the Metropolitan Planning Organization's Transportation Improvement Program, the Florida Department of Transportation's Five-Year Work Program, the budgets of the Federal Aviation Administration, and the plans of the Army Corps of Engineers and other military services as appropriate.

POLICY TRA 11.4.1: ENSURE THAT SITE PLANS ARE COORDINATED WITH APPROPRIATE AGENCIES

Ensure that airport siting expansion plans are coordinated with the continuing Florida aviation system planning process through the participation of Pasco County government representatives on metropolitan and regional steering committees of the West Central Florida Metropolitan Aviation System Plan.

POLICY TRA 11.4.2: REQUIRE CAPITAL IMPROVEMENTS TO BE CONSISTENT WITH APPROPRIATE PLANS AND BUDGETS

Require that all capital improvements associated with the expansion of public and private airports in Pasco County be consistent with the Metropolitan Planning Organization's transportation plan, the Florida Department of Transportation's work program, Pasco County's Capital Improvements Element, and other agency budgets.

IMPLEMENTATION MECHANISMS

The following is a general list of tools and techniques that can be used to assist the County in implementing policies, achieving objectives, and making progress towards the goals of the Transportation Element. These tools are being referenced in, but not adopted as part of, the

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Comprehensive Plan, because they entail the establishment of complex, administrative procedures not appropriate for a policy document.

Future Traffic Circulation and Future Functional Classification Maps

The Development Services Branch should utilize travel demand forecasting models to derive the 2025 network and projected lane arrangements as part of the Future Traffic Circulation Map Series. These models should be superseded by the Florida Department of Transportation's standard, urbanized, transportation-modeling system when appropriate (validation and plan update efforts).

The Development Services Branch shall, when required, coordinate with the Metropolitan Planning Organization, the Florida Department of Transportation, and the Engineering Services Department in the preparation of proposed amendments to, and the review of, proposed projects for compliance with the Future Traffic Circulation Map Series.

Level of Service Standards

The Development Services Branch will utilize the Florida Department of Transportation Level of Service tables and/or computer software to derive current-year, five (5) year, and future-year Levels of Service.

The Development Services Branch shall, when required, review development orders for compliance with the Level of Service standards.

Development Regulations and Design Standards

The Development Services Branch will use minimum design standards and regulations developed from and/or consistent with the:

- Florida Department of Transportation's *Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways*.
- Florida Department of Transportation's *Standard Specification for Road and Bridge Construction*.
- Florida Department of Transportation's Roadway and Traffic Design Standards.
- Pasco County Land Development Code.
- Metropolitan Planning Organization's Long-Range Transportation Plan.
- Pasco County Comprehensive Plan Future Traffic Circulation Map Series.
- All applicable rules, regulations, or other controlling law of the local governmental agency having jurisdiction over development.
- All applicable rules, regulations, or other controlling laws of the State governmental agencies.

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Current Year Functional Classification

Evaluate, at the beginning of each fiscal year, those roadways which operate with different characteristics or are scheduled for lane improvement or new construction within that fiscal year for possible modification of their respective, functional classification. This evaluation shall be performed by the Development Services Branch.

The following criteria may be utilized to determine roadway function:

1. Traffic Volume
2. Vehicle Type
3. Trip Characteristics:
 - a. Length
 - b. Purpose
 - c. Land Use
 - d. Network
4. Speed
5. Safety
6. Level of Service

Transportation Corridor Preservation

Utilize the Corridor Preservation Table (Table 7-2a); High-Intersection Volumes Table (Table 7-2b); and the Future Traffic Circulation Map Series: the Future Number of Lanes Map (Map 7-22) and the Future Roadway Functional Classification Map (Map 7-24); the Highway Corridor Preservation Map (Map 7-35); the Highway Vision Plan (Map 7-36), and the Urban Service Area and Urban Service Area Expansion Area (Map 7-37) to delineate and review proposed rights-of-way for long-range corridor protection.

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AMENDMENTS TO THE TRANSPORTATION ELEMENT

BCC Adoption Date	Effective Date	Supplement ID	Ordinance Number	Revised Components	Type
7/16/1991	7/22/1991	91-1	91-13	Traffic Circulation; Mass Transit	Amendment
2/4/1992	2/12/1992	91-2 (DCA 92-1)	92-02	Traffic Circulation; Traffic Circulation of Technical Support Document	Amendment
8/18/1992	8/28/1992	92-1 (DCA 92-1)	92-14	Traffic Circulation; Mass Transit; Ports; Aviation and Related Facilities	Amendment
4/27/1993	5/17/1993	93-2 (DCA 93-2)	93-14	Traffic Circulation; Traffic Circulation of Technical Support Document	Amendment
3/1/1994	4/14/1994	94-1 (DCA 94-1)	94-01	Traffic Circulation	Amendment
2/14/1995	4/5/1995	94-2 (DCA 95-1)	95-02	Traffic Circulation; Mass Transit; Traffic Circulation of Technical Support Document	Amendment
8/12/1997	12/19/2000	97-1A (DCA 97-1ER)	97-11	Transportation Element	Amendment
9/28/1999	12/19/2000	Compliance Agreement	99-22	Transportation Element	Compliance Agreement
10/17/2000	12/19/2000	Amendments Pursuant to Case No. 99-4936GM	00-17	Transportation Element	Amendments Pursuant to Case No. 99-4936GM
8/12/2001	11/15/2001	FDCA 01-1	01-018	Transportation Element	Amendment
11/18/2003	2/23/2004	CPA03-2(1) FDCA03-02	03-36	Transportation Element	Biannual Amendment

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BCC Adoption Date	Effective Date	Supplement ID	Ordinance Number	Revised Components	Type
5/10/2005	7/28/2005	BCPA05-1(8)FDCA05-1 (f.k.a. FDCA04-02)	05-18	Map 7-18	Map Amendment
5/10/2005	7/28/2005	BCPA05-1(9) FDCA05-1 (f.k.a. FDCA04-2)	05-19	Tables 7-2a and 7-2b; Map 7-28	Table Amendments Map Amendment
5/27/2005; 6/7/2005	8/8/2005	Settlement Agreement Case No. 34-2333GM FDCA05-R1, BCPA04-1(8)	04-17; 05-23	Tables 7-2 and 7-3; Map 2-10	Settlement Agreement - Table Amendments and Map Amendment
9/11/2006	10/21/2006	EAR-FDCA Remedial Amendments	06-26	Transportation Element	EAR-FDCA Amendment
1/8/2008	3/31/2008	CPAL08-1(14)	08-10	Policy TRA 1.7.1; Policy TRA 3.2.2; Policy TRA 3.5.2; Policy TRA 5.5.1	Text Amendments
9/8/08	11/20/08	CPAL08-2	08-38	Tables 7-2a and 7-2b Map 7-35	Text and Map Amendments
11/25/08	2/9/09	Capital Improvement Element and Schedule Update, Fiscal Year 2009-13	08-49	Transportation Element; Recreation and Open Space Element; Capital Improvement Element	Map and Text Amendments