Connecting Clearwater

Active Transportation Plan

City Council Work Session

JULY 7, 2025

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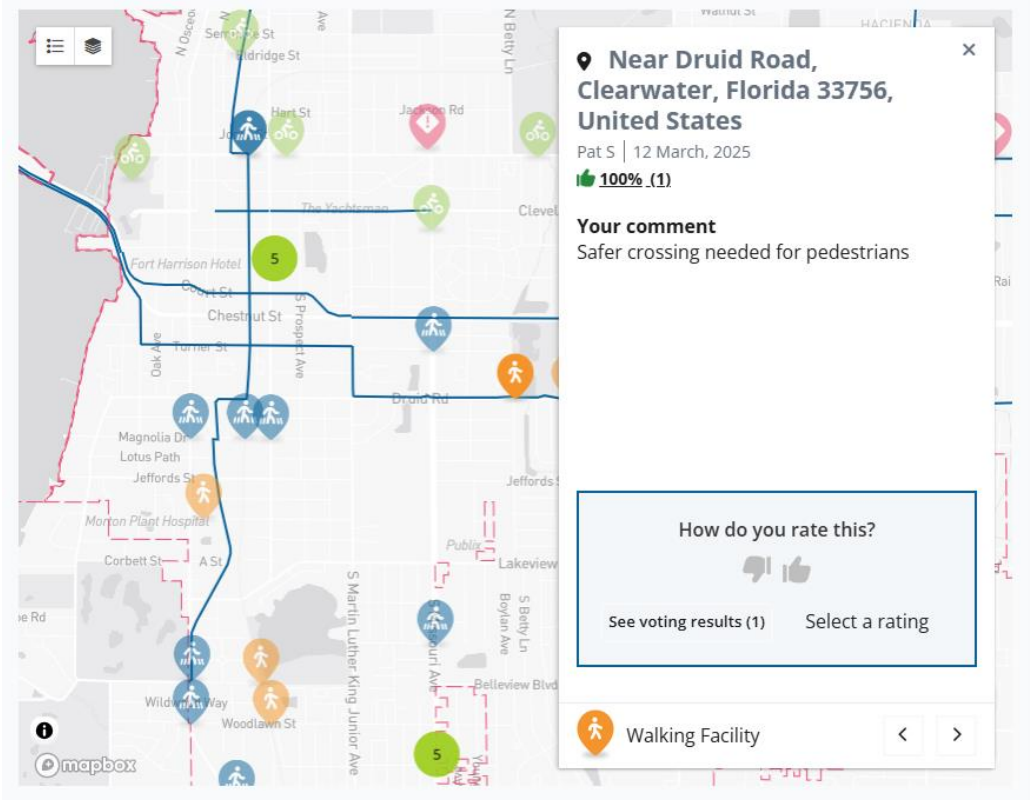
What is an Active Transportation Plan?

- A comprehensive set of strategies to provide better options for walking, rolling, and bicycling, including accessing transit
- Active Transportation Plans (ATP) typically identify infrastructure, policies and processes based on public and stakeholder input to achieve the desired goals



Project Goals

Goal 1

Identify a citywide low-stress active transportation network that complements other travel modes, especially transit, supports future land use patterns, and connects to active transportation facilities in other communities.

Goal 2

Improve transportation safety outcomes for pedestrians, bicyclists and other non-auto transportation system users.

Goal 3

Develop a feasible project list that can be implemented as standalone projects, as part of other planned transportation system projects, or as part of the development process.

Relationship to Other Plans

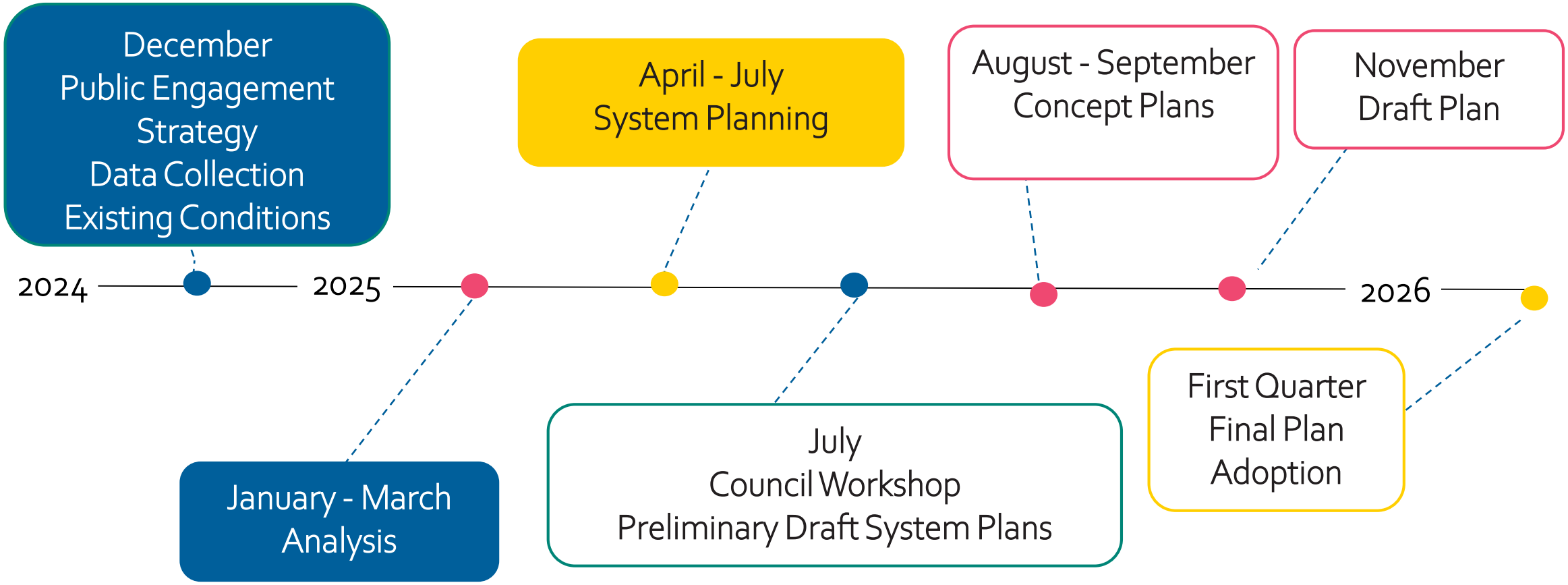
- Supports mobility goals, policies and objectives articulated in the 2045 Comprehensive Plan
  - Objective M 1.1: Maintain transportation network performance that furthers development of a multimodal transportation system and improves mobility and safety for all roadway users - pedestrians, bicyclists, motorists, and transit users.
- Supports implementation of Complete Street Plan
- Builds on and refines projects identified in the Forward Pinellas Active Transportation Plan
- Supports mobility goals, policies and objectives articulated in Advantage Pinellas

Project Overview and Existing Conditions Analysis Highlights

Key Project Tasks

1. *Engagement*
2. *Data Collection*
3. *Existing Conditions Analysis*
4. *System Planning*
5. Project Prioritization
6. Concept Plan Development
7. Community Development Code Review
8. Documentation

Key Task Schedule



Existing Conditions Analysis Highlights

- Most on-street bike facilities are on high-speed roads
- Many residential streets do not have sidewalks
- With the overall grid network of the city, crossing improvements can connect lower stress neighborhood routes
- People walking and biking are disproportionately killed or injured in traffic crashes

Community Engagement

Community Engagement Highlights

Staff and Stakeholder

- Technical Advisory Committee
- Stakeholder Committee

Online

- Survey
- Map Based Feedback
- Visual Preference Survey

Workshop

- Presentation
- Existing Conditions Board
- Feedback on potential projects and project types

Rank your Transportation Safety Concerns by Order of Importance

#1 Lack of bike lanes

#2 Drivers failing to yield to pedestrians

#3 Lack of sidewalks

#4 Dangerous intersections

#5 Distracted driving

#6 Drivers speed

#7 Lack of safe routes to parks and other recreational facilities

#8 Lack of Crosswalks

#9 Lake of safe routes to schools

#10 Lack of street lighting along corridors and at crossings

What we heard:

- Wider sidewalks
- Protected biking facilities
- Frequent marked and controlled crossings
- Balance vehicle travel demand
- Improved maps and wayfinding
- Density and diversity of uses; more places within walking and biking distance
- Driver behavior is a deterrent
- Consider electric bikes and scooters devices

Potential Project Prioritization Criteria

Potential Prioritization Criteria

Bicyclist and Pedestrian Safety

- If project is on a high crash corridor, it includes elements that separate bicyclists and pedestrians
- On low speed / low volume facility

Accessibility and Connectivity

- Improves access to a diversity of land uses

Level of Traffic Stress

- Reduces the calculated stress level for people walking and biking

Potential Prioritization Criteria

Project Implementation Timeline

- Within existing right-of-way
- Coordination with other agencies minimal
- Low cost / quick build materials (paint/signs)
- Cost

Demographic Factors

- Neighborhoods with low auto ownership
- Neighborhoods with high levels of poverty
- Total Population

Relative Weighting of Different Criteria – Initial Guidance from TAC

- Safety of proposed facility – 30%
- Stress of proposed facility – 20%
- Access and Connectivity – 20%
- Project Implementation Timeline / Cost – 20%
- Demographics – 10%

Preliminary Network

Corridor Project Types

Trail – plan shows potential for a new trail facility along CSX tracks, consistent with the Forward Pinellas ATP.

Urban Trails/Wide Sidewalks – these are 8-to-10-foot sidewalks along a roadway, appropriate for walking and biking, like the Druid Trail.

Retrofitted Bike Lane – existing bike lanes where we identified the opportunity to narrow the travel lane and add a buffer to the bike lane when the roadway is resurfaced.

Neighborhood Greenway – low volume and slow speed streets that could be designated shared use with bicyclists, with enhanced crossing treatments at major crossings.

Crossing Project Types

Crossing Treatments

- Enhanced crosswalk marking
- Rectangular Rapid Flashing Beacons
- Pedestrian Hybrid Beacons
- Raised Crosswalks
- Advanced Stop Bars
- Directional curb ramps
- Bus boarding islands
- Curb extensions

Signalized Intersections

- Leading pedestrian intervals
- Lagging left turns
- Extinguishable no right turn on red
- Pedestrian only phase (probably only warranted in downtown)
- Protected left turns (to prohibit left-turns at the same time as pedestrian crossings)
- Bike signals (very select locations)
- Improved traffic signal technologies

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