

Connecting Clearwater

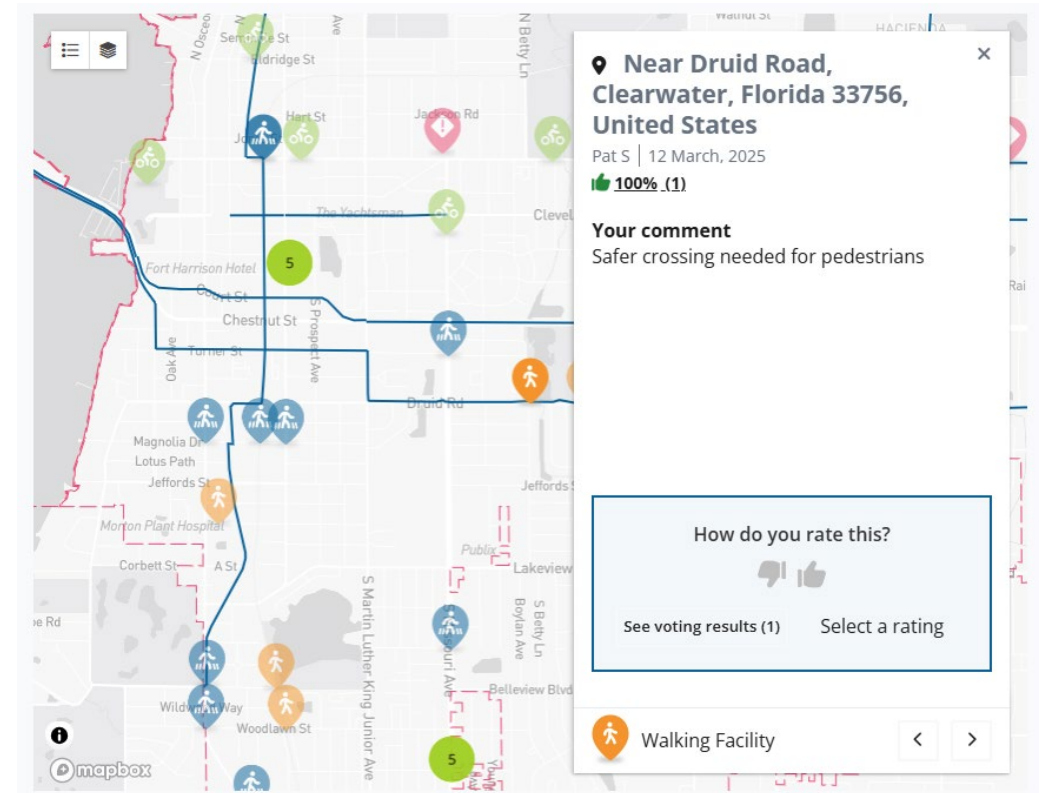
Active Transportation Plan



City Council Work Session
March 2, 2026

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 staff, stakeholder and public 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.



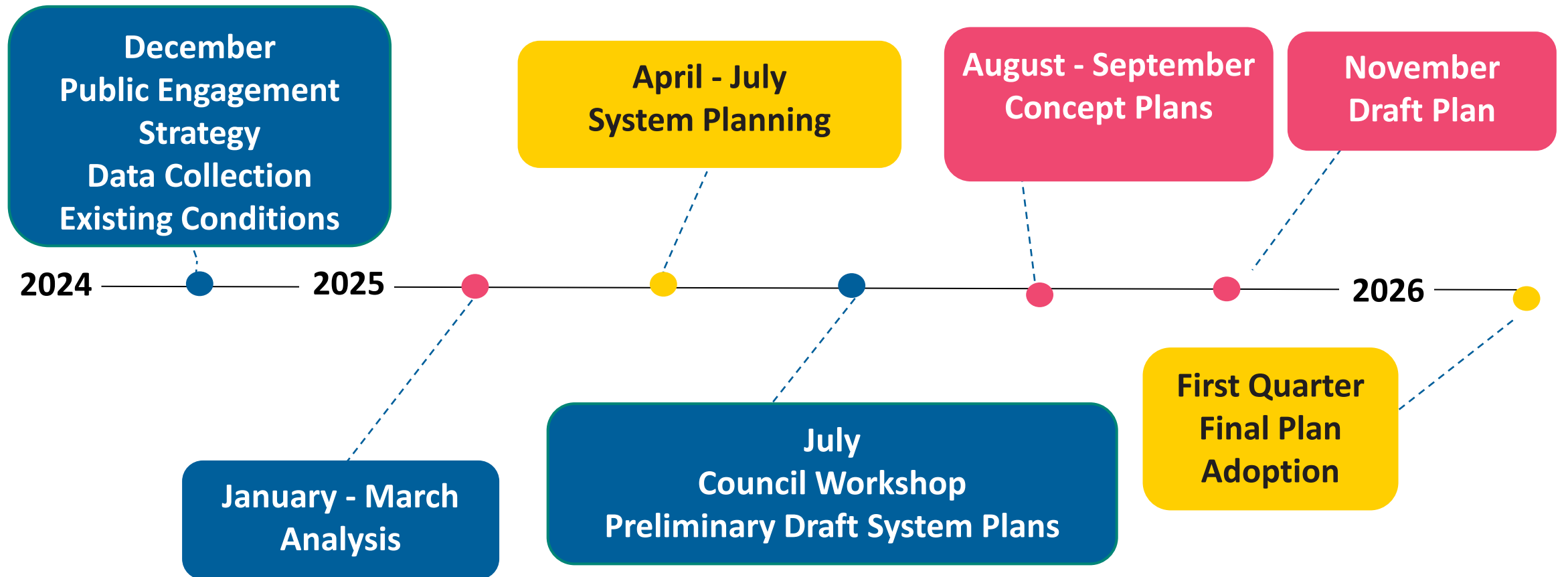
Project Overview and Plan Highlights

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



Active Transportation Plan Overview

**Executive
Summary**

**Network
Development**

Prioritization

**Active
Transportation
Policy**

**Implementation
Plan**

**Concept Plan
Development**



Corridor Project Types



Trails are off-street facilities separated from the vehicular travel way, like the Pinellas Trail. The Plan network shows potential for a new trail facility along CSX tracks, consistent with the Forward Pinellas ATP.



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



Retrofitted Bike Lanes are existing on-street bike lanes where the opportunity to narrow the travel lane and add a buffer to the bike lane when the roadway is resurfaced was identified.



Neighborhood Greenways are low volume and slow speed streets that are designated for shared use with bicyclists, with enhanced crossing treatments at major crossings.



Crossing Project Types

Crossing Treatments

- Enhanced crosswalk markings
- 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



Engagement

- Online
- Yard Signs
- Pop-up Events
- Targeted Outreach

In total, over 300 unique visitors went to the feedback site, with 49 people completing survey and 68 map-based comments. In total 125 individual comments were received, with some of the map-based comments receiving multiple “up-votes”.

Bill Jonson | 25 September, 2025

👍 100% (8)

Your comment

Landmark should extend south at least as a trail south of Lake Chataqua Park down to Union and to Sunset point.

CONNECTING CLEARWATER



WE WANT TO HEAR FROM YOU!



Do you feel safe walking, biking, or rolling along your daily routes?



Are there places you wish had better walking or biking connections?



What improvements would make it easier for you to get around without a car?

CHECK OUT THE PRIORITIES MAP

Take a look at our draft Active Transportation Facilities Map and let us know if we missed anything!

More information can be found at Connecting Clearwater
<https://myclearwater.info/connecting>



Map Based Feedback

11 New Projects Identified

14 Project Refinements Identified

General Themes of:

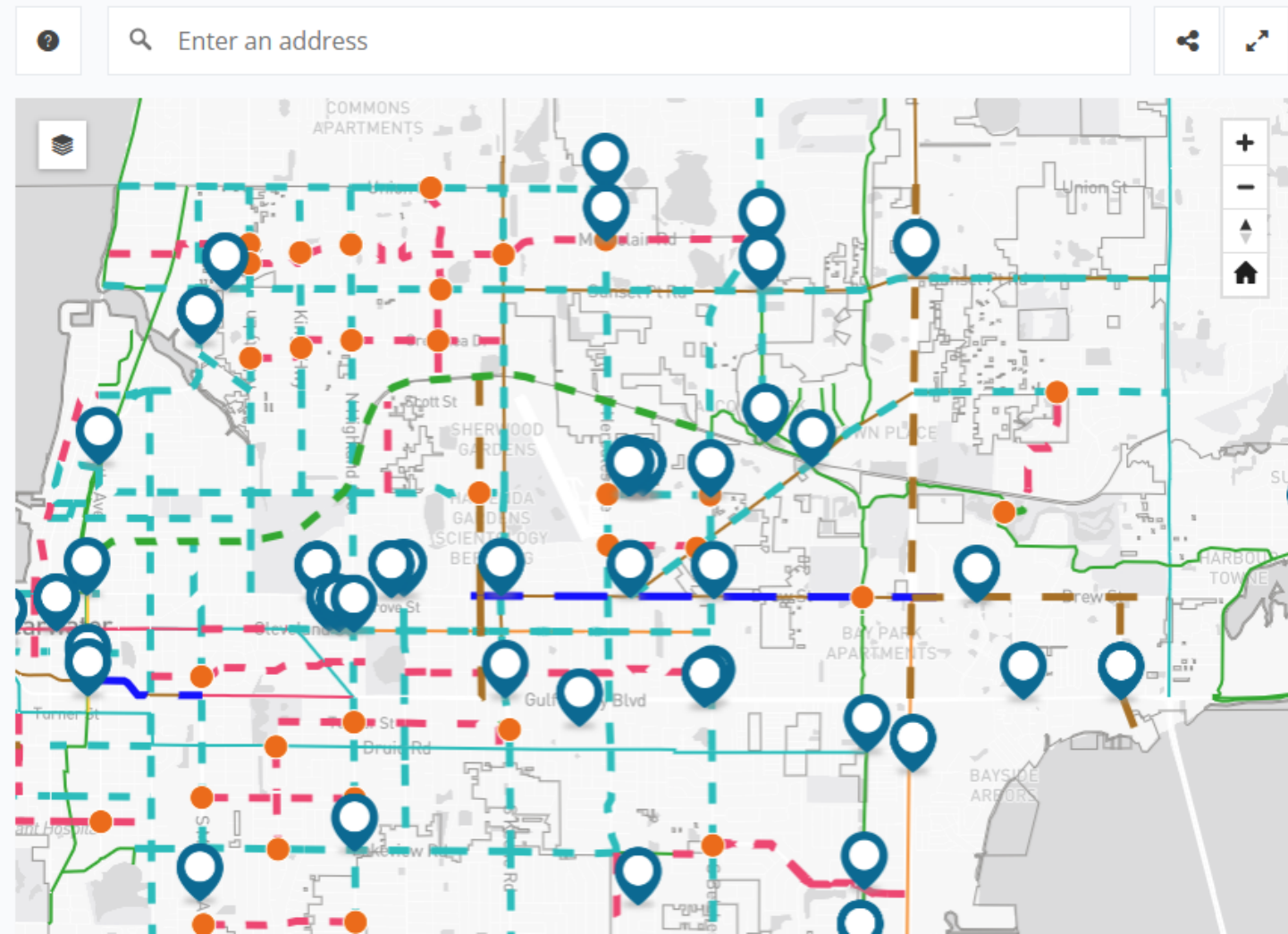
- Bicycle Facility Gaps and Safety Concerns
- Riding within Clearwater Beach
- Pedestrian Crossings and Accessibility:
- Trail Connectivity and Maintenance
- Driver Behavior and Enforcement
- Roadway Design and Traffic Operations
- Streetscape and Comfort Improvements
- Equity and Accessibility

Did we miss anything?

We took your initial feedback to develop a draft network. Take a look at our draft Active Transportation Facilities Map and let us know if we missed anything! For more information about how to turn on and off different map layers and make a comment, please click on the ? icon below.

Enter an address or place a Comment on the Interactive Map

71 contributions so far



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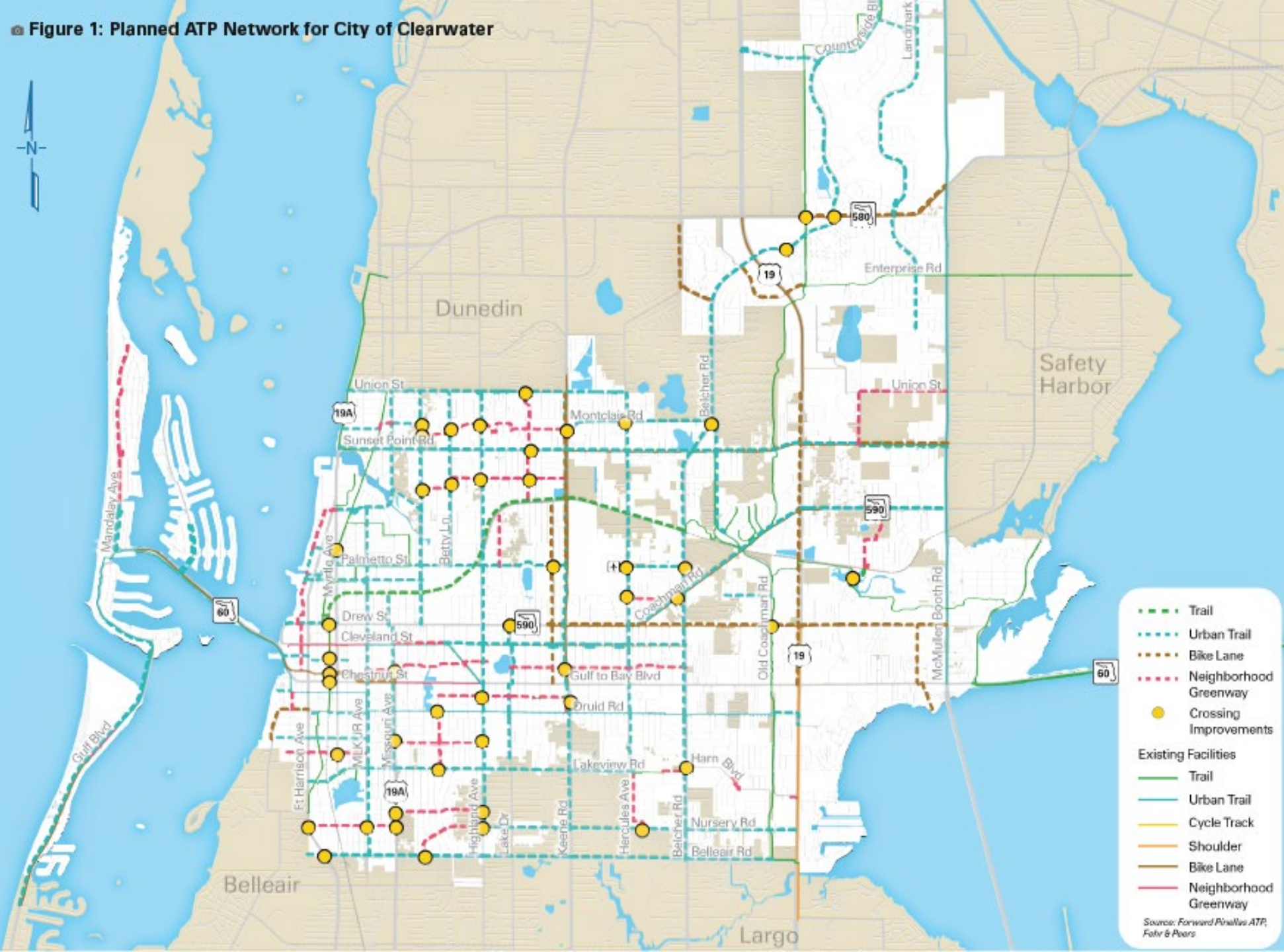
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Planned Network

Figure 1: Planned ATP Network for City of Clearwater



Prioritization Criteria

Safety of proposed facility – 30%

Comfort of proposed facility – 20%

Access and Connectivity – 20%

Ease of Implementation – 20%

Demographics – 10%



Top 10 Corridor Projects

Location / Street	From (West/North to)	To (East/South)	Short Description	Prioritization Score
Martin Luther King Jr Ave (N/S)	Fairmont St	Gulf to Bay Blvd	Urban Trail	88
Sunset Point Rd (E/W)	Edgewater Dr	Keene Rd	Urban Trail	87
Martin Luther King Jr Ave (N/S)	Gulf to Bay Blvd	Belleair Rd	Urban Trail	87
Seminole St (E/W)	Osceola Ave	Blanche B Littlejohn Trail	Urban Trail	86
Park Trail Lane to Ream Wilson Trail	Park Trail Lane	Ream Wilson Trail	Trail	86
Palmetto St / Myrtle Ave (N/S and E/W)	Pinellas Trail	Betty Ln	Urban Trail	86
Northside Dr (E/W)	US 19	Countryside Blvd	Urban Trail	85
Hercules Ave (N/S)	Union St	Coachman Rd	Urban Trail	85
Fairmont St / Douglas Ave (N/S and E/W)	Union St	Myrtle Ave	Urban Trail	84
Lakeview Rd (E/W)	Pinellas Trail	Missouri Ave	Urban Trail	84



Top 10 Crossing Projects

Location / Street (EW / NS)	Description	Prioritization Score
Drew Street at Pinellas Trail	High Visibility Crosswalk and RRFB	87
Betty Lane at State Street	High Visibility Crosswalk and RRFB	84
Fort Harrison Avenue at Belleair Road	High Visibility Crosswalk and PHB	83
Betty Lane at Sandy Lane	Upgrade existing marked crossing to include a RRFB	82
Kings Highway at Byram Drive	High Visibility Crosswalk and RRFB	82
Missouri Avenue at Gould Street	High Visibility Crosswalk and PHB	80
Kings Highway/Sandy Lane at Otten Street	Upgrade existing marked crossing to include a RRFB	78
Betty Lane at Sedeeva Circle	High Visibility Crosswalk and RRFB	78
Highland Avenue at Byram Drive	High Visibility Crosswalk and RRFB	78
Countryside Boulevard at Village Drive	High Visibility Crosswalk and RRFB	78



Policy Review

Existing Policy Review Outcome

Broad policy support for walking, biking, micromobility, and transit integration across Clearwater and Pinellas County

Community Development Code could be enhanced to improve active transportation outcomes

Recommendations

Update Parking Code Requirements

Modify Development Review Process and Applicable Codes

Update and Standardize Sidewalk Requirements

Update Bicycle Facility Standards

Develop a Micromobility Policy



Implementation Plan

What does it include?

- Task Overview
- Details
- Lead Department
- Agency Partners
- Timeline
- Relative Cost



Example Implementation Plan Actions

Annual

- Annual report on performance measures

Near-Term (5 yrs)

- Update land development codes
- Incorporate ATP projects into other city plans
- Collaborate with agency partners to advance project development
- Construct low-cost improvements

Long-Term (5+ yrs)

- Build out the Urban Trail Network
- Develop wayfinding program
- Implement grant funded projects



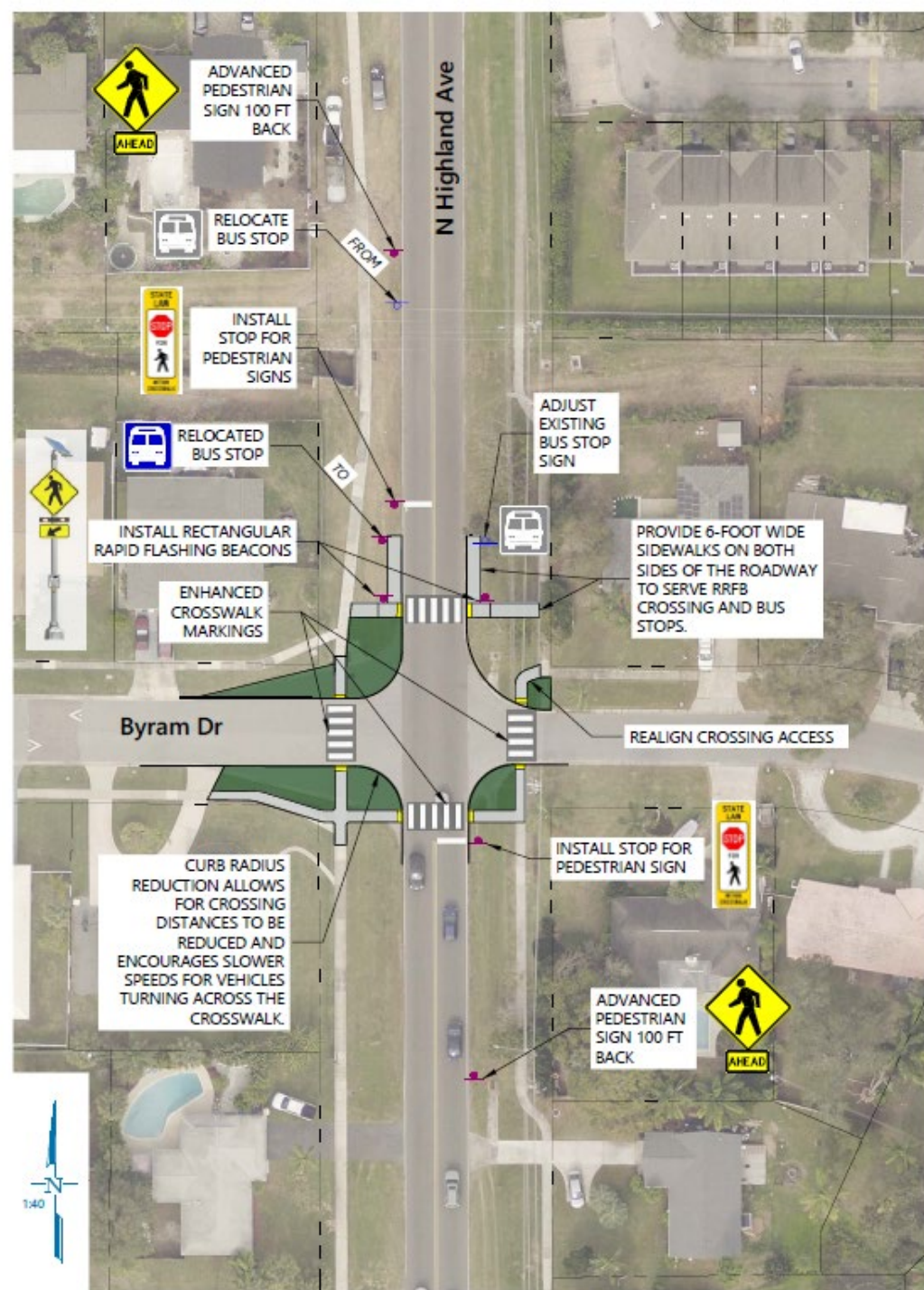
MLK: Fairmont Street to Maple Street



Brief Project Description: Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. This project would replace a previously proposed bike lane on a portion of the corridor.

Other information provided in ATP includes narrative of key project features, **potential conflicts**, community partners, next steps, project length, prioritization score and **planning level cost estimate**.

N Highland Avenue at Byram Drive



Other Information

- **Summary of Potential Grants**
- **Technical Appendix**



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